MHL & ASSOCIATES LTD.

For: O'Flynn Construction

PROPOSED DEVELOPMENT
Old Fort Road

ROAD SAFETY AUDIT
STAGE 1

May 2026

MHL & Associates Ltd.
Consulting Engineers

MHL & ASSOCIATES LTD.

DOCUMENT CONTROL SHEET

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A	Internal Draft	K. Manley	BL	BL	16th – May – '26
B	Client Issue	K. Manley	BL	BL	18th – May – '26

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1 NON TECHNICAL SUMMARY

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by O'Flynn Construction to prepare a Stage 1 Road Safety Audit as part of a Planning Application, for a new residential apartments scheme accessed from Old Fort Road, Ballincollig. The site is to be accessed from an existing priority junction serving as a second access point to a medical centre.

The proposed site location and proposed site layout is shown in Figure 1 and Figure 2 respectively, with the layout provided by Arup Consulting Engineers.

In accordance with TII Publication GE-STY-01024, the Audit considers that the proposed entrance junction onto the public road "result in a change to the road or roadside layout that is initiated and/or executed for commercial or private development", thereby necessitating the completion of a Road Safety Audit.

- Only proposed changes as referenced in 273486-00 TSK-001 are audited in the RSA.

The Audit Team consists of Mr. Ken Manley (Team Member) and Mr. Brian Loughrey (Team Leader) of MHL Consulting Engineers.

A site visit was undertaken by audit team on Tuesday 12th May 2026. The weather at the time of audit site visit was dry and sunny.

Information provided to assist the Audit consists of the drawings and documents listed in Appendix B. The information provided was considered adequate in terms of detail for the purpose of carrying out a Stage 1 Road Safety Audit.

No specific Road Collision data was provided to the audit team. The RSA Road Collision database was not available at the time of preparation of the audit due to GDPR concerns. The Road Safety Authority is carrying out a review of its policies and procedures in relation to collision data sharing in light of GDPR and are seeking advice from experts on the most appropriate next steps in terms of mapping collisions.

The Audit has been carried out in accordance with the relevant sections of TII Publication GE-STY-01024, "Road Safety Audit". The scheme has not been examined or verified for compliance with any other standards or criteria. The team drove the local road network and walked the road along the site road boundaries and compiled a list of road safety problems and associated recommendations which are presented in this report. Appendix A contains some photographs of the site.

The audit has made comment on high level proposals noted in 273486-00 TSK-001.

An Audit Team Statement is included at the end of the Report. Appendix D contains the Safety Audit Feedback Form.



Figure 1 Site Location

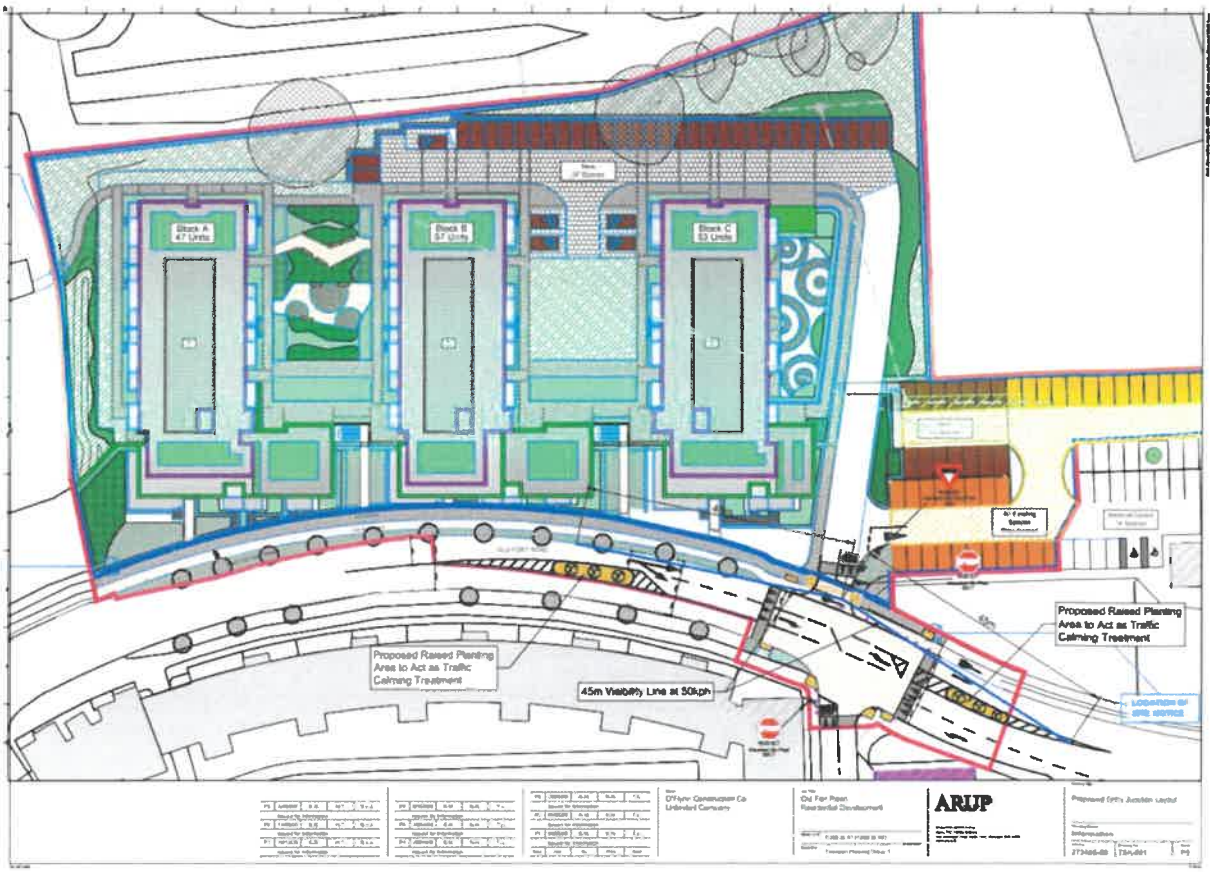
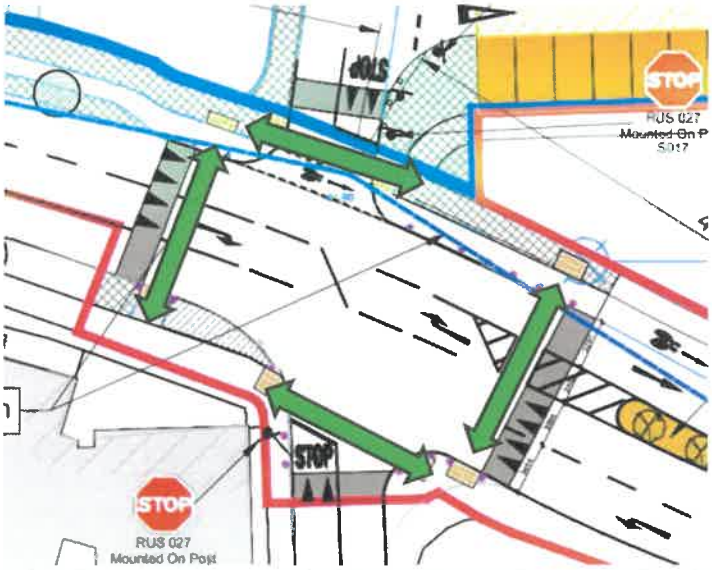


Figure 2 Site Layout

2 AUDIT ISSUES

2.1 PROBLEM 1:

Pedestrian movement at the proposed junction is facilitated on all approaches. There is a concern that the distance pedestrians have to cross the trafficked carriageway, in conjunction with multiple turning movements, makes the current layout particularly hazardous for pedestrians.

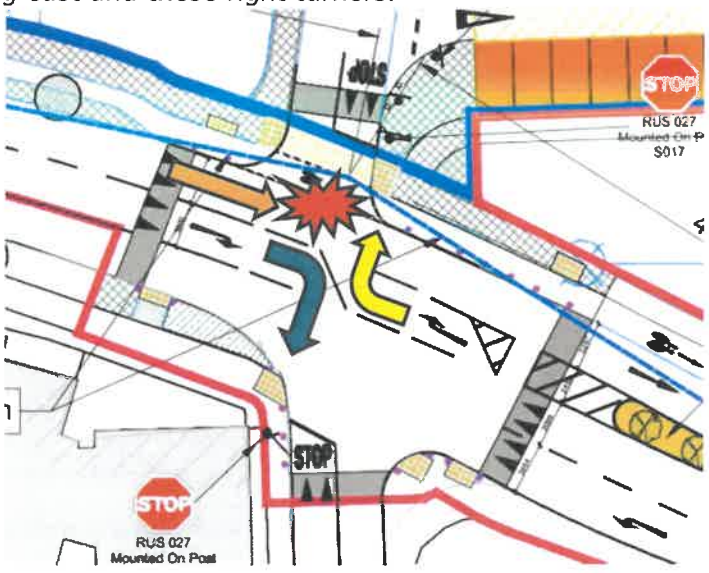


Recommendation 1

The junction layout should be changed to address the auditors concerns relating to pedestrian movements. The auditors recommend signalisation of the cross-roads junction. If this is not feasible then the removal of the 'over-lapping' right turn lanes and the left-in slip lane on the eastern approach to the junction should be considered.

2.2 PROBLEM 2:

Turning movement conflict/forward visibility at overlapping right-turn lanes. Drivers turning right into the proposed residential scheme may be restricted by right turn vehicles (high sided) turning into the Dunnes Stores site from the west. This could lead to conflict between traffic on the mainline heading east and these right turners.



Recommendation 2
The designers should consider the signalisation of this cross-roads junction or an alternative junction design.

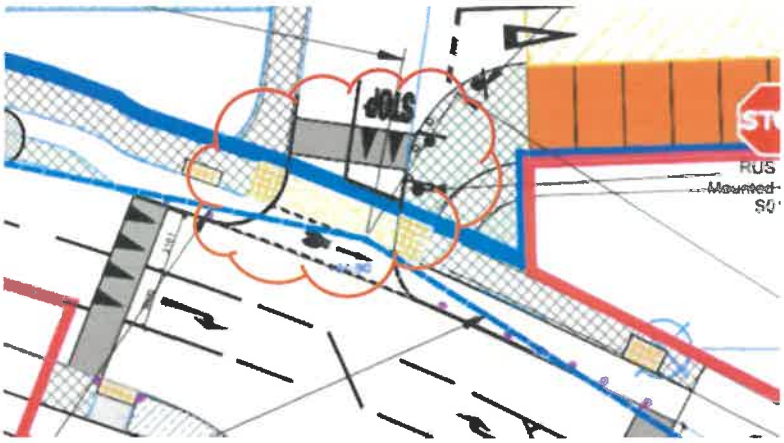
2.3 PROBLEM 3:

The existing junction is located on a bend with the western approach made up of 2x 3.75m carriageways. The auditors are concerned that the current road width on this approach will lead to excessive speeding which could result in an accident at the junction.

Recommendation 3
The designers should provide traffic calming measures on this approach at an appropriate location possibly serving as an additional pedestrian crossing.

2.4 PROBLEM 4:

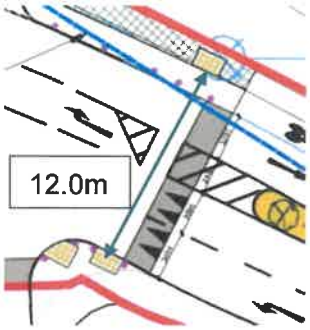
The cycle facility on the northern side of the proposed junction does not include details of priority. It is unclear if cyclists will have the right of way through this junction which could lead to accidents between cyclists and motorists.



Recommendation 4:
Clarity should be provided at the junction regarding cycle/pedestrian priority.

2.5 PROBLEM 5:

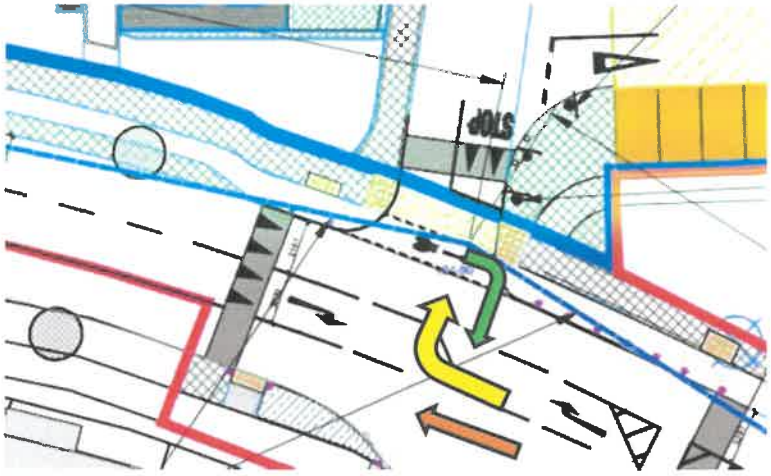
On the eastern approach to the junction the measured crossing width for pedestrians is 12.0m with no central refuge provided. With multiple vehicle turning movements happening at this location the risk of collisions with pedestrians is of concern.



Recommendation 5:
The provision of a central refuge for pedestrians on this approach should be considered.

2.6 PROBLEM 6:

Cyclists using the northern cycle track will need to merge with traffic in order to turn into the retail area to the south (Dunnes Stores). The current junction layout does not provide clear direction on how this manoeuvre can be carried out safely. This could lead to accidents between cyclists and motorists.



Recommendation 6:

The interaction of the cycle lane and the junction needs further consideration to address this safety concern.

3 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the Appendix to this Report and visited the site. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in this report, together with associated safety improvement suggestions, which we recommend should be studied for implementation. The Auditors have not been involved with the scheme design.

Design changes to the wider local road network (as identified in 273486-00 TSK-001) should be confirmed at detailed design stage with the relevant authorities.

Mr. Brian Loughrey, BE C.Eng. M.I.E.I. FConsEI

Signed: Brian Loughrey
16/05/2026

Mr. Ken Manley BE C.Eng. M.I.E.I. FConsEI

Signed: _____

16/05/2026

4 APPENDIX A – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION

DRAWINGS BY: Arup Consulting Engineers			
Ref.	**Rev.**	**Drawing Title**	**Scale**
Layout Drawings			
TSK-001	P9	Proposed Entry Junction Layout	1:250 @A1

5 APPENDIX B – RSA COLLISION STATISTICS

Up to date data not availabe from Road Safety Authority due to GDPR considerations.

6 APPENDIX D – RSA FEEDBACK FORM

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Road Safety Audit Feedback Form

Scheme:	**Proposed Development, Old Fort Road, Ballincollig, Cork**
Audit Stage:	**1**
Date Audit Completed:	**16/05/2026**

	To be completed by the Designer			To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative measures or reasons accepted by auditors (yes/no)
2.1	Yes	Yes		
2.2	Yes	No	Problem has been addressed by realigning the junction to remove potential conflict between right turners	
2.3	Yes	Yes		
2.4	Yes	Yes		
2.5	Yes	No	Refuge hasn't been provided, but overall crossing distance has been reduced	
2.6	Yes	Yes		

DESIGNER			
Signed:		**Date:**	10.06.2026
AUDIT TEAM LEADER			
Signed:	Brian Loughrey	**Date:**	**18.05.2026**
EMPLOYER			
Signed:		**Date:**	18.06.2026

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