

Proposed Residential Development



Stage 1 Road Safety Audit

June 2026





Document Control Sheet

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CONTENTS

	Page
1. INTRODUCTION	4
2. AUDIT ISSUES	7
2.1. PROBLEM: PURPOSE OF JUNCTION	7
2.2. PROBLEM: NO SET-DOWN AREA SHOWN FOR CRECHE	7
2.3. PROBLEM: OBSTRUCTIONS AT 3RD AND 4TH ENTRANCES	7
2.4. PROBLEM: LACK OF VISIBILITY AT PARKING	8
2.5. PROBLEM: SIGHTLINES AT INTERNAL JUNCTION	8
2.6. PROBLEM: AUTOTRACK AT TURNING HEAD LOCATION	8
3. AUDIT TEAM STATEMENT	9
APPENDIX A – SITE PHOTOGRAPHS	10
APPENDIX B – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION	12
APPENDIX C – RSA FEEDBACK FORM	15

1. INTRODUCTION

MHL Consulting Engineers were appointed by Longview Estates Ltd to undertake a stage 1 road safety audit of the proposed LRD. See Figure 1, a map, showing the site location.

The proposed development will consist of 262 no. dwellings, comprising of 194 no. houses in a mixture of 2-storey terraced, semi detached and mews end of terrace units (34 no. 4-bedroom, 136 no. 3-bedroom, 24 no. 2-bedroom); 2 no. 4-storey apartments buildings (Blocks A & B) comprising 54 no. apartments (33no. 1-bedroom & 21 no. 2-bedroom); 3 no. 2-storey apartment buildings (Blocks C, D & E) comprising of 14 no. 2-bedroom duplex apartment; a proposed creche (c. 452.7m²); and ancillary site works include landscaping, surface car parking and site services.

Proposed access to the subject site is from 5no. new junctions onto the Longview Estate Distributor Road.

The development lands are located along the Ballyhooly Road (R614), approximately 4.0km to the northeast of Cork City Centre.

See Figure 1.1 Site Location Map. Figure 1.2 shows the site extents on aerial photography; Figure 1.3 shows the site layout for the proposed works as issued for planning.

The Audit Team consists of James Daly (team leader, TII Ref No. **JD1351495**) and Brian Loughrey (team member, TII Ref No. **BL68284**) of MHL Consulting Engineers.

The team made a site visit during daylight on Friday 13th March 2026. The weather was dry at the time of the visit.

Information provided to assist the Audit consisted of the drawings and documents listed in Appendix B. The information provided was adequate in terms of detail for the purpose of carrying out a stage 1 road safety audit.

The focus of this audit is on the proposed internal layout of the estate road serving the 263-unit development as requested by the Local Authority.

This audit has been carried out in accordance with the relevant sections of TII Publication GE-STY-01024 (formerly NRA HD 19/15), "Road Safety Audit". The scheme has not been examined or verified for compliance with any other standards or criteria. The team walked and drove the site extents 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.

An Audit Team Statement is included at the end of the Report.

Appendix C contains the Road Safety Audit Feedback Form.

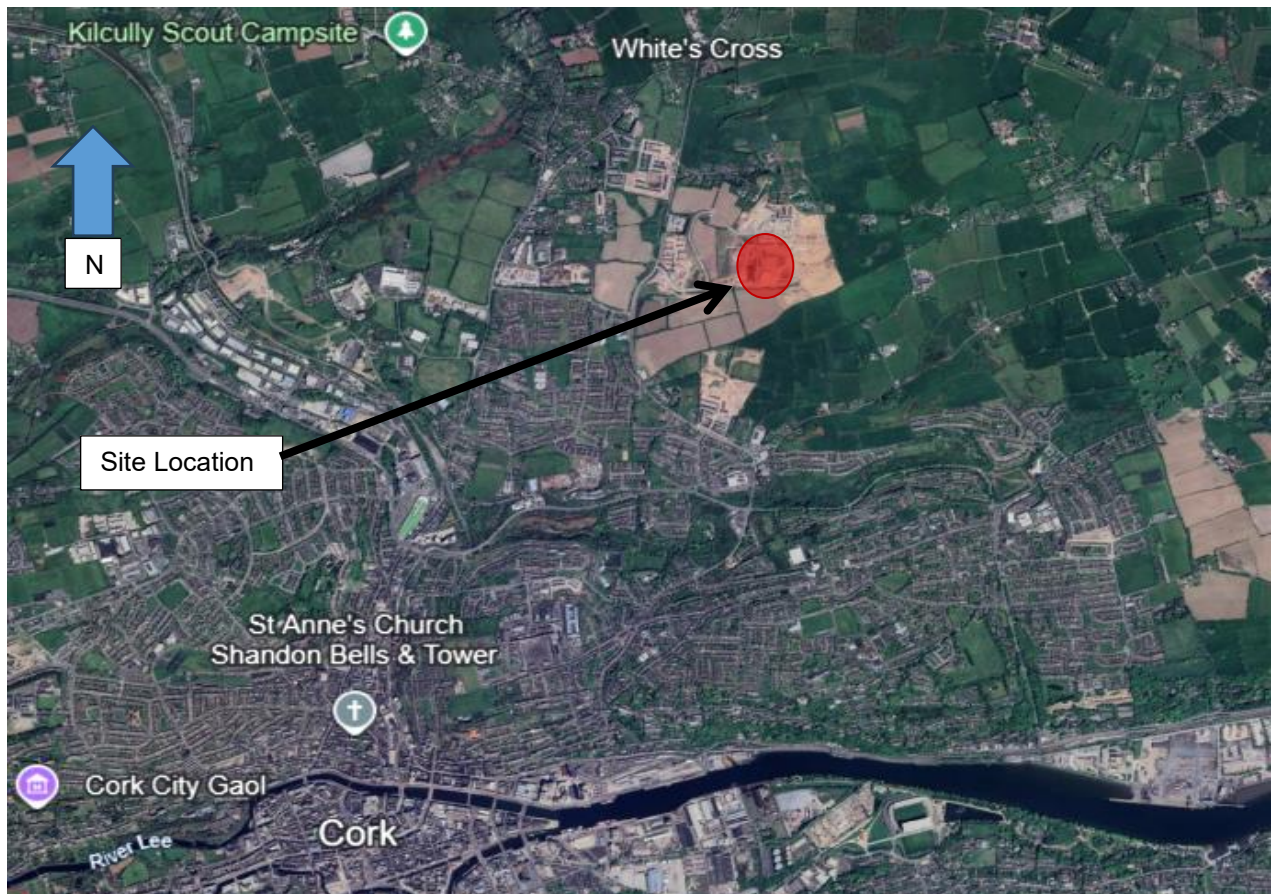


Figure 1 – Site Location Map

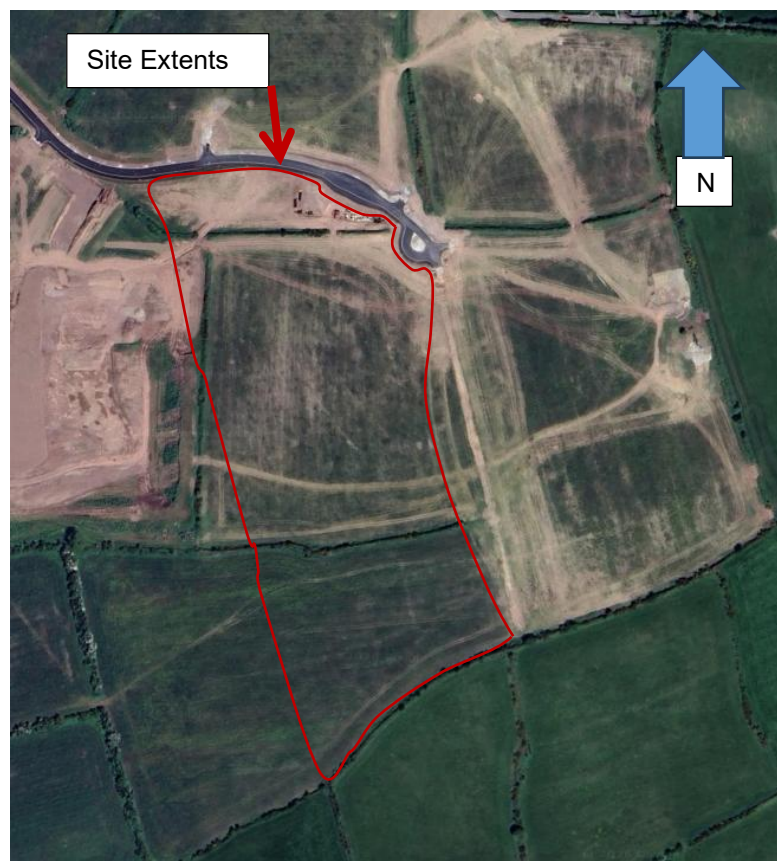


Figure 1.2 – Site Extents



2. AUDIT ISSUES

2.1. Problem: PURPOSE OF JUNCTION

The drawings issued to the audit team shows a turning head at the north western corner of the site. It is unclear from the drawings as to the purpose of this tuning head and frequency of use. If this is to be a permanent feature, the turning head could become an unofficial parking area and lead to collisions between vehicles exiting and pedestrians. Refer to Fig 2.1

Recommendation 1

The Design team to review layout and the purpose of the junction and turning head.

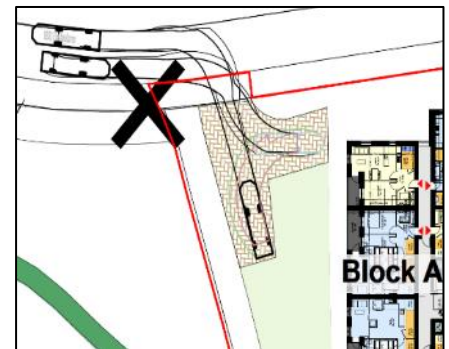


Fig 2.1

2.2. Problem: NO SET-DOWN AREA SHOWN FOR CRECHE

The audit team observed inconsistencies in the drawings in reference to the parking and set-down area for the Creche. Refer to Fig 2.2 as it appears to have no set-down area. If it is proposed to not provide a set down area, this could lead to road safety issues with parked vehicles during the peak drop off and pick up times.

Recommendation 2

The design team to review the parking and set-down area to ensure the design is in accordance with relevant standards.

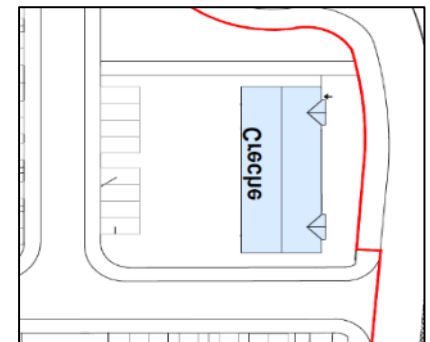


Fig 2.2

2.3. Problem: OBSTRUCTIONS AT 3rd and 4th entrances

There appears to be a conflict between the 3rd and 4th entrances and the raised table location shown. The raised table appears to stop in the middle of both junctions (where the parking bays end). The location of these existing parking bays could result in side impact type collisions between vehicles turning out from the car spaces to exit the development and vehicles exiting the new junctions. Refer to Fig 2.3

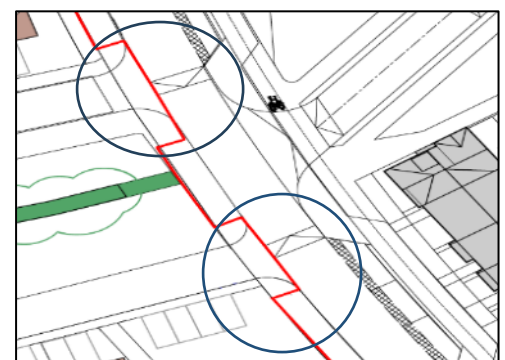


Fig 2.3

Recommendation 3

The design team to review the junctions design and interaction with the existing parking bays to ensure they are designed in accordance with relevant standards.

2.4. Problem: LACK OF VISIBILITY AT PARKING

The first four parking spots on the proposed South development appear to have very limited visibility to the junction when reversing out of these car parking spaces to vehicles entering the estate. This could lead to rear end shunt type collision between car reversing out of the parking spaces and cars entering and exiting the estate.

Recommendation 4

The design team to review the sightlines and ensure all visibility are in accordance with relevant standards



Fig 2.4

2.5. Problem: SIGHTLINES AT INTERNAL JUNCTION

Vehicles traveling south from House 3-08 in the directions of the arrow shown in Fig 2.5 may have their sightlines to vehicles coming from the East restricted by a car parked outside of house 3-068. This could lead vehicle on vehicle side impact type collisions between vehicles pulling out at the junction and vehicle travelling internally within the development.

Recommendation 5

The design team to ensure adequate sightlines are provided for all junctions within the development.

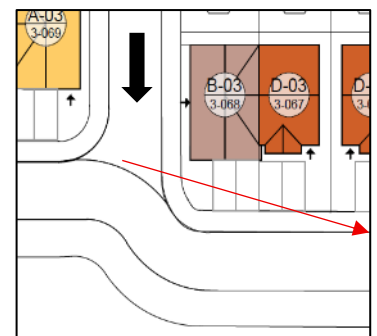


Fig 2.5

2.6. Problem: AUTOTRACK AT TURNING HEAD LOCATION

The hammer head provided in the site layout at House No 2-040 appears to be very small in nature. An inadequate size turning head could pose a road safety risk to all road users if vehicles are required to undertake multiple manoeuvres to turn around. Refer to Figure 2.6

Recommendation 6

The design team should run an Auto track at this and all turning points within the development to ensure they are adequately sized for larger vehicles.

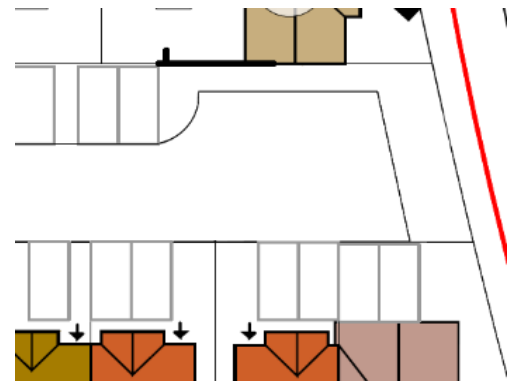


Fig 2.6

3. AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the Appendix to this Report. 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.

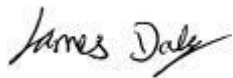
Mr Brian Loughrey BE CEng MIEI



Signed:.....

Date: 5th June 2026

Mr James Daly, BEng CEng MIEI



Signed:

Date: 5th June 2026

APPENDIX A – SITE PHOTOGRAPHS



Photo A1 – Existing Site Layout

APPENDIX B – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION

Drawings and documents submitted for information
By Wilson Architecture Ltd / MHL & Associates Ltd. Consulting Engineers

Drawing Number	Date	Drawings Title	Scale
2326-100 Rev. M	March 26	Site Layout Plan (1 of 2)	1:500@A0
24083HD-ATB-D01 Rev. 01	Feb 26	Autotrack Bus	1: 500 @ A1 1: 1000 @ A3
24083HD-ATF-D01 Rev. 01	Apr 26	Autotrack Fire Tender	1: 500 @ A1 1: 1000 @ A3
24083HD-SL7-D01	Apr 25	N7 Surface Water Layout Sheet 1 of 2	1: 500 @ A1 1: 1000 @ A3
24083HD-SL7-D02	Apr 25	N7 Surface Water Layout Sheet 2 of 2	1: 500 @ A1 1: 1000 @ A3
24083HD-SL7-D01 Rev.00	Apr 25	Site Layout Sheet 1 of 2	1: 500 @ A1 1: 1000 @ A3
24083HD-SL7-D02 Rev.00	Apr 25	Site Layout Sheet 2 of 2	1: 500 @ A1 1: 1000 @ A3
24083HD-FL7-D01	Apr 25	N7 Foul Layout Sheet 1 of 2	1: 500 @ A1 1: 1000 @ A3
24083HD-FL7-D02	Apr 25	N7 Foul Layout Sheet 2 of 2	1: 500 @ A1 1: 1000 @ A3
24083HD-SCA7-D01 Rev. 00	Apr 25	Sub Catchment Area Layout	NTS
24083HD-PSLP-DO1 Rev.00	May 25	Site Layout Plan Sheet 1 of 2	1: 500 @ A1 1: 1000 @ A3
24083HD-PSLP-DO2 Rev.00	May 25	Site Layout Plan Sheet 2 of 2	1: 500 @ A1 1: 1000 @ A3
24083HD-PSLM-DO1 Rev.00	May 25	Site Location Map Sheet 1 of 1	1: 1000 @ A1 1: 2000 @ A3
24083HD-SL7-D01 Rev.00	July 25	N7 Site Levels Sheet 1 of 2	1: 500 @ A1 1:1000 @ A3
24083HD-SL7-D02 Rev.00	July 25	N7 Site Levels Sheet 2 of 2	1: 500 @ A1 1:1000 @ A3
24083HD-RL7-P01 Rev.00	Aug 25	Roads Layout Sh. 1 of 2	1:500 @ A1
24083HD-RL7-P02 Rev.00	Aug 25	Roads Layout Sh. 2 of 2	1:500 @ A1
24083HD-RLS7-P01 Rev.00	Aug 25	Road Long Sections Sh. 1 of 4	1:500 @ A1
24083HD-RLS7-P02 Rev.00	Aug 25	Road Long Sections Sh. 2 of 4	1:500 @ A1
24083HD-RLS7-P03 Rev.00	Aug 25	Road Long Sections Sh. 3 of 4	1:500 @ A1
24083HD-RLS7-P04 Rev.00	Aug 25	Road Long Sections Sh. 4 of 4	1:500 @ A1
24083HD-PPL-P01 Rev.00	Nov 25	Parkland Path Layout (Path 220)	1:500 @ A1 1:1000 @ A3
24083HD-PL-P01 Rev.00	Nov 25	Parkland Path Long Section	1:250 @ A1
24083HD-DL7-P01 Rev.00	Aug 25	Drainage Layout Sh. 1 of 2	1:500 @ A1 1:1000 @ A3
24083HD-DL7-P02 Rev.00	Aug 25	Drainage Layout Sh. 2 of 2	1:500 @ A1 1:1000 @ A3
24083HD-SLS7-P01 Rev.00	Aug 25	Stormwater Long Sections Sh. 1 of 4	1:500 @ A1

24083HD-SLS7-P02 Rev.00	Aug 25	Stormwater Long Sections Sh. 2 of 4	1:500 @ A1
24083HD-SLS7-P03 Rev.00	Aug 25	Stormwater Long Sections Sh. 3 of 4	1:500 @ A1
24083HD-SLS7-P04 Rev.00	Aug 25	Stormwater Long Sections Sh. 4 of 4	1:500 @ A1
24083HD-FLS7-P01 Rev.00	Aug 25	Foul Long Sections Sh. 1 of 4	1:500 @ A1 1:1000 @ A3
24083HD-FLS7-P02 Rev.00	Aug 25	Foul Long Sections Sh. 2 of 4	1:500 @ A1 1:1000 @ A3
24083HD-FLS7-P03 Rev.00	Aug 25	Foul Long Sections Sh. 3 of 4	1:500 @ A1 1:1000 @ A3
24083HD-FLS7-P04 Rev.00	Aug 25	Foul Long Sections Sh. 4 of 4	1:500 @ A1 1:1000 @ A3
24083HD-SL7-P01 Rev.00	Dec 25	SuDS Layout Sh. 1 of 2	1:500 @ A1
24083HD-SL7-P02 Rev.00	Dec 25	SuDS Layout Sh. 2 of 2	1:500 @ A1
24083HD-WL7-P01 Rev.00	Aug 25	Watermain Layout Sh. 1 of 2	1:500 @ A1
24083HD-WL7-P02 Rev.00	Aug 25	Watermain Layout Sh. 2 of 2	1:500 @ A1
24083HD-N7PL-P01 Rev.00	Dec 25	Public Lighting Layout Sh. 1 of 2	1:500 @ A1
24083HD-N7PL-P01 Rev.00	Dec 25	Public Lighting Layout Sh. 1 of 2	1:500 @ A1

APPENDIX C – RSA FEEDBACK FORM

Road Safety Audit Feedback Form

Scheme: N7 Longview, Ballyvolane Cork

Audit Stage: 1

Date Audit Completed: 26/03/2026

	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	Y	Y		
2.2	Y	Y		
2.3	Y	N	The raised table has been removed from the junction design. Raised pedestrian crossings positioned to the north and south of the junction are incorporated instead which serve as traffic calming measures for this length of road. The existing parking bays avail of good forward visibility in a low speed environment which should greatly reduce/ remove any risk of side impact collisions between vehicles turning out from the parking spaces and exiting the new junctions.	Yes
2.4	Y	Y		
2.5	Y	Y		
2.6	Y	Y		

Signed: Shankaristy Designer

Date: 05/06/2026

Signed: James Daly Audit Team Leader

Date: 05/06/2026

Signed: Ann Curran Employer

Date: 5/6/2026