

**For: O' Flynn Construction**

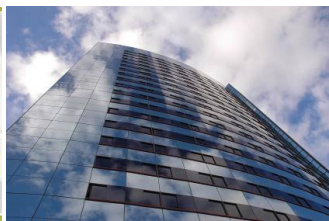
Residential Development, Maglin,  
Ballincollig, Cork



Quality Audit Report  
**September 2025**



**MHL & Associates Ltd.**  
**Consulting Engineers**





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***M.H.L. & Associates Ltd.***

**Consulting Engineers**

Unit 1B,  
The Atrium,  
Blackpool,  
Cork.

Tel 021-4840214 Fax: 021-4840215

E-Mail: [info@mhl.ie](mailto:info@mhl.ie)

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## **1 INTRODUCTION**

### **1.1 Background**

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by O' Flynn Construction to prepare a Quality Audit Report (QAR) to supplement a planning application process for a Large-Scale Residential Development in Maglin, Ballincollig, Cork. This Quality Audit Report aims to assess the scheme from the perspective of pedestrians and cyclists on aspects of safety, accessibility and streetscape.

The proposed development consists of the demolition of the existing farmhouse and associated outbuildings on site, the refurbishment of Maglin House and the existing gate lodge and the construction of 1,150 no. residential units, 1 no. creche, 3 no. commercial units and all other ancillary development. The phasing of the development is outlined further in Section 2.

The Quality Audit site assessment was undertaken on Thursday 12th June 2025 and at the time of the survey the weather was dry, and the ground conditions were dry. This Quality Audit will assess how pedestrians, cyclists and other vulnerable road users including the mobility impaired, push chair users and wheelchair users will navigate from the proposed development along perceived desire lines within the proximity of the development by using existing and proposed infrastructure.

The assessment was carried out on three different routes which are deemed to be desire lines to/from local amenities for residents within the development.

### **1.2 Scope of Quality Audit**

The geographical scope of this Quality Audit considers the applicant's development site (extent of proposed new infrastructure works within the site boundary), the proposed site access/egress locations and the immediate pedestrian/cycle/vehicular routes leading to/from the development site.

The audit sets out a critical assessment of public connectivity facilities in the vicinity of the site, along particular desire routes. It is not intended that the applicant should be required to address these issues, but that they should be addressed by the local authority, maybe in collaboration with local developers and possibly using particular roads contributions to fund some of the necessary improvements.

### 1.3 Overview

For the purposes of the access assessment, the environment's features have been broken down into its constituent features. Each feature is assessed for conformity against certain access criteria. These criteria are derived from the following range of Best Practice sources, guidelines, standards, publications and legislation:

- Traffic Management Guidelines (Irish Government Publications 2003)
- Design Manual for Urban Road and Streets (Department of Transport, Tourism and Sport)
- Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department of Transport United Kingdom)
- Guidance on the use of Tactile Paving Surfaces: UK Department for Transport
- The Disability Act 2005 and related Sectoral Plans
- Access Auditing of the Built Environment guidelines (National Disability Authority)
- Building Regulations Technical Guidance Document M
- Access for People with Disabilities (Department of the Environment, Heritage and Local Government)
- Buildings for Everyone Access and use for all citizens (National Disability Authority)

Where a site feature does not conform to this guidance, an explanation as to the potential restriction on access is provided, together with a suggested action and the priority in which such actions should be undertaken.

The Disability Act 2005 and the National Disability Authority's initiatives build on relationships and practices which currently exist among councils, city planners, building professionals and community groups to make services in Ireland more accessible to people with disabilities. In addition to people who use wheelchairs or have restricted mobility, there are many people affected by some degree of hearing loss, learning disability, visual impairment or conditions such as arthritis. This audit considers the needs of all potential users from a universal access perspective.

The audit is an organisation's first step in identifying physical barriers that people with disabilities may encounter when engaging with the community, public services and facilities.

### 1.4 Quality Audit Procedure

The definition of a Quality Audit is provided within the Department for Transport (UK) Traffic Advisory Leaflet 5/11 "Quality Audit", and states:

"QA is a defined process, independent of, but involving, the design team, that through planning, design, construction and management stages of a project, provides a check that high quality places are delivered and maintained by all relevant parties, for the benefit of all end users. QA is a process, applied to highway, traffic management or development schemes, which systematically reviews projects using a series of discrete but linked evaluations and ensures that the broad objectives of a place, functionality, maintenance and safety are achieved."

The design manual for Urban Roads and Streets (DMURS) states:

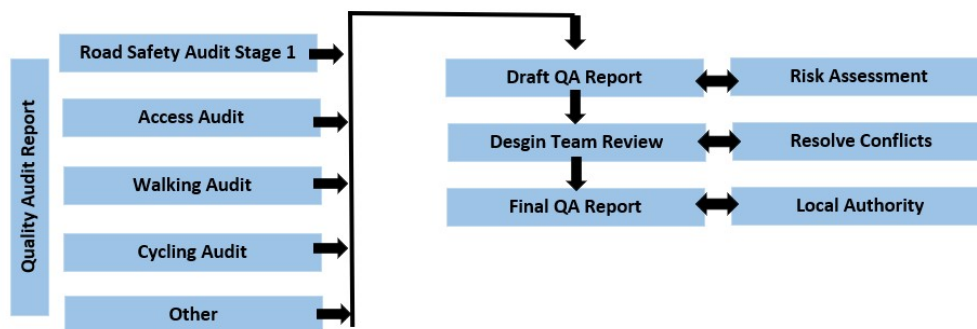
“The intention of a Quality Audit is not to pass or fail a design, rather it is intended as an assessment tool that highlights the strengths and weakness of a design and a documented process of how decisions were made”.

Quality Audits are a relatively new process within Ireland and as such no formal detailed guidance has been published here to date. Accordingly, until the publication of such guidance in Ireland, MHL continue to use our internally derived Quality Audit report structure which has been compiled in reference to international best practice guidance including, amongst others, the Department for Transport (UK) Traffic Advisory Leaflet 5/11 “Quality Audit”, and the CIHT document “Manual for Streets 2”. Through the adoption of the guidance detailed within the aforementioned documents, MHL submit that this Quality Audit complies fully with the requirements introduced in DMURS.

For developer led schemes, the Quality Audit is an integral element of the development team approach through which all relevant disciplines contribute to the planning process.

The Quality Audit seeks to identify a set of clear, agreed outcomes and recommendations that are set fed back into the design process through discussion and agreement with the relevant parties of the design team (e.g. architects, planners, engineers etc.).

The Quality Audit process can be summarised as follows:



**Figure 1.1 Quality Audit Process**

The Quality Audit encompasses an Access Audit, Walking Audit and Cycling Audit. The scope of the audit considers the subject development site and the immediate pedestrian/cycle/vehicular routes leading to/from the development site.

The Quality Audit Team was as follows:

*Brian Murphy BE C.Eng., MIEI*  
MHL Consulting Engineers Ltd.

*Fiachra O’ Sullivan B.Eng. (Hons), MIEI*  
MHL Consulting Engineers Ltd.

The Audit comprised a review of the drawings/documents as detailed in this report in addition to an examination of the existing conditions on site. The site was visited on Thursday 12/06/2025 with the objective of quantifying:

- Existing traffic (pedestrian, cyclist and vehicular) and travel demand characteristics
- The provision of dedicated facilities available for Non-Motorised Users (NMU's) and their functionality
- The likely travel desire lines/links to/from the subject site; and
- Any issues that might impact the comfort and safety of NMU's.

This Audit has been carried out in accordance with the DMRB (UK) Section 5 Part 2 HD45/02 Non-Motorised User Audits, the relevant sections of Transport Infrastructure Ireland guidance, in addition to respecting the requirements of the Access Audit, Cycling Audit and Walking Audit.

The problems identified and described in this report are considered by the Audit Team to require action in order to improve accessibility, enhance comfort and safety levels of the scheme and minimise accident occurrence.

## 2 APPLICANT'S SITE

### 2.1 Site Location

The location of the application site within the Cork Metropolitan Area is highlighted in **Figure 2.1** below. The lands are zoned ZO-02 New Residential Neighbourhoods in the current Cork City Development Plan 2022-2028.



**Figure 2.1 Site Location in relation to Cork Metropolitan Area**

The lands are bounded to the south by the N22 National Primary Road with existing local access to the Maglin Road, which is a local link road running north south between the Curraheen Road to the south and Castle Road to the north. To the north east the development will be accessed via the existing Heathfield Housing Estate. The overall Maglin lands form part of an SDZ (Special Development Zone) which the Cork Metropolitan Area Transport Strategy (CMATS) 2040 proposes to serve by means of a high capacity/frequency public transport route including bus lanes, cycle lanes and footpaths (BG-U-05). This link road has already been partially constructed as part of the aforementioned Heathfield Estate.

Figure 2.2 overleaf highlights the proximity of the site to Ballincollig Town and its educational, sport and recreational facilities. It shows that the majority of the town's amenities are within a 2-3km distance from the site. The provision of new pedestrian and public transport facilities in the vicinity of the site along with the presence of existing will help to ensure that the uptake of sustainable travel modes for the development can be realised.

The figure also shows the location in the context of the local road infrastructure. The N22 national road can be seen immediately to the south whilst the Maglin Road bounds the site to the west and Heathfield Estate can be seen to the north east. The development will be accessed through the Heathfield Estate from the Kilmuney Road.

These are busy urban routes, with the N22 a busy national primary route linking the site to Killarney in the West, to the N40 South Ring Road which can provide a link to Cork City via the Kinsale Road Roundabout and further onto the Dunkettle Interchange. Locally the road network links the site to the Town Centre and Ballinora.



**Figure 2.2 Site Location within context of Ballincollig**

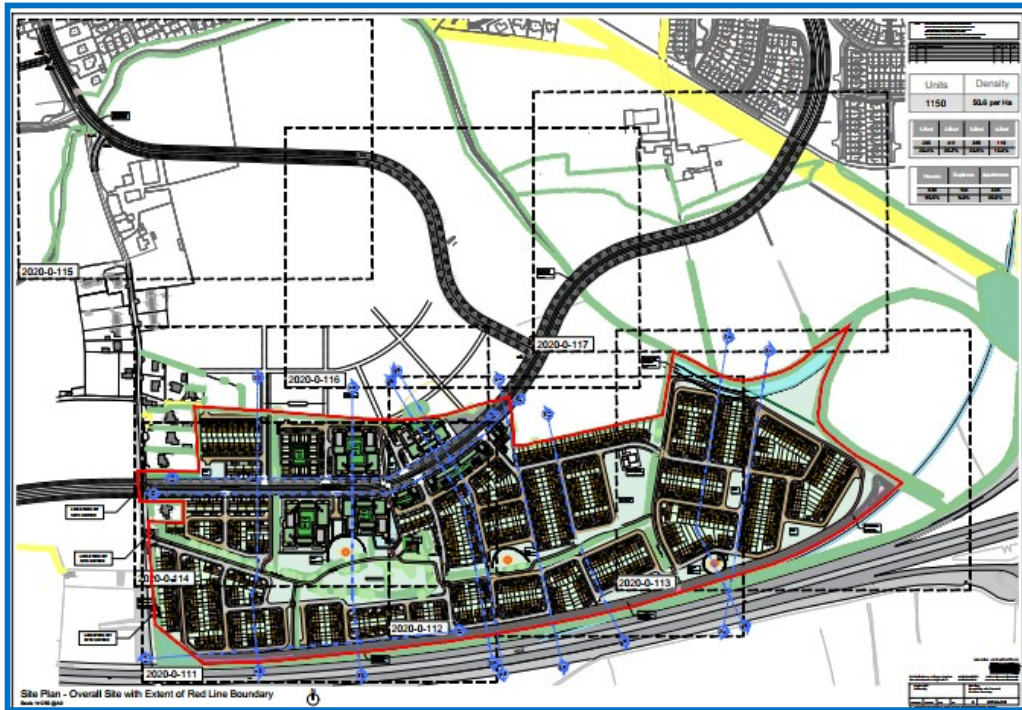
## 2.2 Development

The proposed development consists of the demolition of the existing farmhouse and associated outbuildings on site, the refurbishment of Maglin House and the existing gate lodge and the construction of 1,150 no. residential units, 1 no. creche, 3 no. commercial units and all other ancillary development. The site layout can be seen overleaf in Figure 2.3.

This is to include dedicated sustainable transport, cycling and pedestrian facilities along the new Eastern Link Road (BG-U-05) which, upon completion, will run from the Kilumney Road, through Heathfield Estate and this proposed development, before intersecting with the Maglin Road. This section of the Eastern Link Road will be provided as part of Phase 1 of the proposed development. It is envisaged that the Eastern Link Road will ultimately continue past the Maglin Road and connect with local road infrastructure further to the west at Greenfields. This route can be seen in **Figure 2.2** above.

It has also been agreed with the Local Authority that an alternative route replacing the Maglin Road (BG-U-07) will be provided as part of this development. This Northern Link Road will be provided as part of Phase 2 of the development. This route can be seen in **Figure 2.2** and on completion would facilitate the closure of the Maglin Road northwards from the developed Eastern Link Road (BG-U-05) making it for 'Local Access' only. The lands immediately to the north of the site are currently being developed as a separate LRD with the submitted layout facilitating internal links for vehicular, pedestrian and cycle between the schemes. Vehicular access to the site for Phase 1 would be from the Kilumney Road through the Heathfield Estate and also from the existing Maglin Road by means of a newly formed junction. This junction on Maglin Road would allow vehicles to travel north along Maglin Road

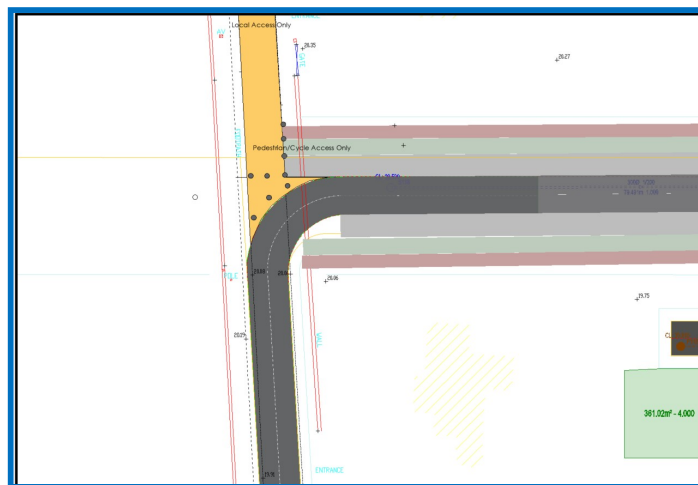
towards Ballincollig or south towards the Curraheen Road giving direct access to the Poulavone Interchange on the N22.



**Figure 2.3 Site Layout (Wilson Architecture)**

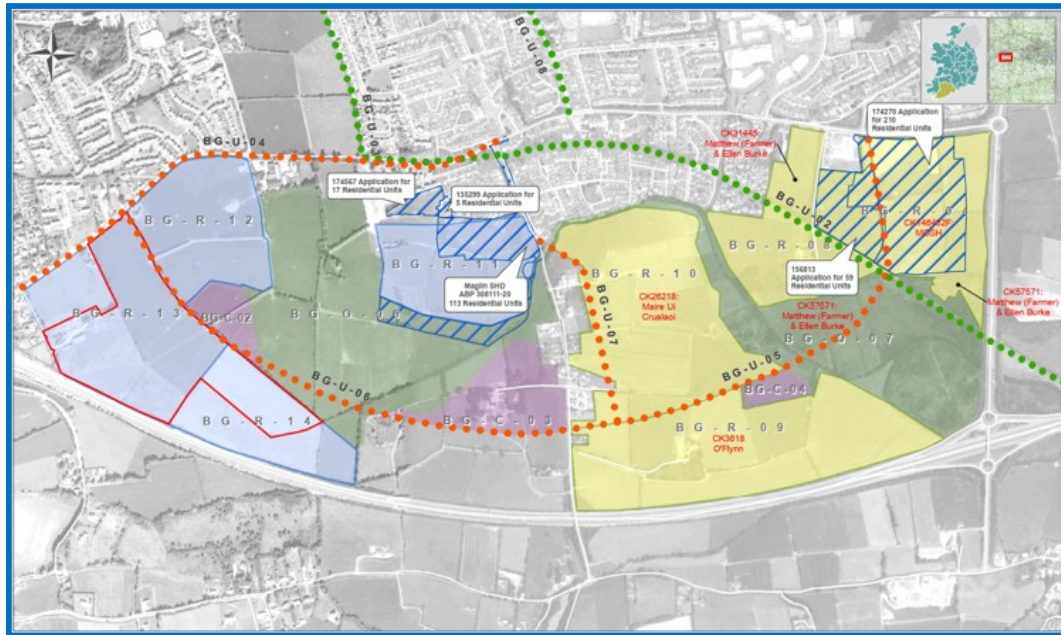
The completion of BG-U-05 from the Kilmoney Road to the Maglin Road will also facilitate a looped Bus Route connection serving the developed lands east of Maglin Road including Heathfield (current recorded modal share for the Heathfield Scheme is just 8%). This would operate in the absence of BG-U-07.

When BG-U-07 is complete (effectively replacing the existing Maglin Road) and in the absence of the Western Distributor Road extending west towards Greenfield, it is envisioned that a left turn only will operate for exiting traffic from the east onto Maglin Road. **Figure 2.4** presents this interim arrangement with the existing Maglin Road northwards becoming pedestrian/cycle/local traffic only.

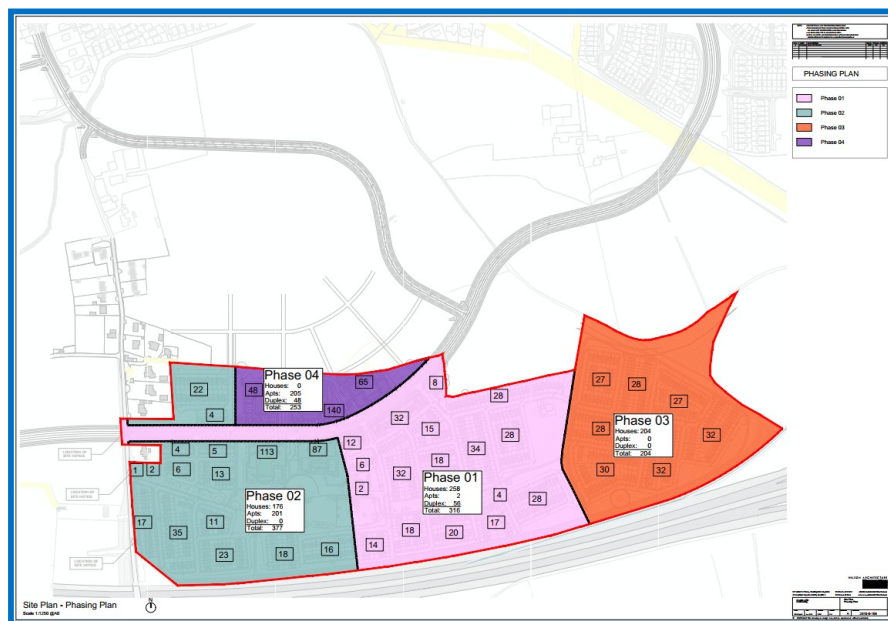


**Figure 2.4 Future junction with Maglin Road**

The completion of the Eastern Link Road (BG-U-05) in conjunction with the Northern Link Road (BG-U-07) will facilitate a public transport orbital route through the Heathfield Residential Development, the lands to the north in the ownership of MOS Developments, the O'Flynn Residential Scheme (subject of this application) and the Cois Caislean Residential Scheme currently under construction. Once fully complete in excess of 2,500 residential units will make use of a public transport offering in this area compelling the National Transport Authority (NTA) to provide this service. This infrastructure will significantly improve on the current recorded modal share in favour of more sustainable transport solutions. **Figure 2.5** shows the full extent of the aforementioned routes taken from the last development plan.



**Figure 2.5 Proposed infrastructure proposals from development plan**



**Figure 2.6: Development phasing plan**

### 3 EXISTING SITE TRANSPORT

#### 3.1 Existing Modal Split

This section describes the current level of modal split (the use of sustainable modes of travel) based on available data and compares these to national targets.

In looking more closely at the site location, a review of the CSO "Small Area" population statistics (CSO Ref: Sa2016\_047016031) presents information of the population in the immediate vicinity of the site. This small area covers a small area along the Maglin Road toward Ballincollig Town Centre.

Means of Travel	Work	School/College	Total	Percentage
On Foot	3	8	11	5%
Bicycle	4	0	4	2%
Bus, Minibus, or Coach	0	3	3	1%
Train, DART, or LUAS	0	0	0	0%
Motorcycle or Scooter	0	0	0	0%
Car Driver	108	7	115	51%
Car Passenger	2	56	58	26%
Van	16	0	16	7%
Other (inc. Lorry)	3	0	3	1%
Work Mainly From Home	8	0	8	4%
Not Stated	7	0	7	3%
<b>Total</b>	<b>151</b>	<b>74</b>	<b>225</b>	<b>100%</b>

Figure 3.1 2016 Census online SAP data – CSO Small Area

These statistics cover a population of 225no. residents and reports that just **8%** of commuters travel by sustainable modes (walking/cycle/bus). The private vehicle dominated the current modal shift in the area with 77% of people taking the car as either a driver or passenger.

#### 3.2 Modal Split Targets

The national policy document on sustainable transport Smarter Travel: A Sustainable Transport Future, 2009 – 2020 sets out a long-term objective to reduce the percentage of car-based commuter trips to 45%, therefore a proposed mode share assigned to sustainable travel modes of 55%.

The modal shift targets as set out in the Cork Metropolitan Area Transport Strategy (CMATS) is 15% mode share for public transport in Cork City, this could be achieved primarily by a modal shift to bus and to a lesser extent rail. The existing and proposed, target mode splits for the various sustainable travel modes for the Study Area are set out in the table in

Figure 3.2 below:

TRANSPORT MODE	TARGET MODE SPLIT
<b>Public Transport</b>	26%
<b>Cycling</b>	10%
<b>Walking</b>	21%
<b>TOTAL SUSTAINABLE MODES</b>	<b>57%</b>
<i>Based on Cork City Development Plan 2022-2028 (Table 4.1 - CMATS Modal Share Baseline and Targets)</i>	

Figure 3.2 Sustainable Travel Mode Share Targets

As seen in the above table the existing modal split for residents in the immediate vicinity of the subject site do not reflect national / Cork City modal split targets. Given that the subject site is to accommodate apartments it is reasonable to assume that an ambitious sustainable travel focussed modal split target. The statistics point to the local infrastructure currently not being adequate for promoting sustainable travel modes. The improvement of this infrastructure would likely result in an increased level of walking and cycling.

### 3.3 Motorised Users

To the west, the Maglin Road connects the site to the adjoining town road infrastructure and artery roads, for commuters to/from the town centre to the site and surrounding areas. During the site visit traffic flows were generally observed to be high in the town centre and moderate along the Maglin Road. Pedestrian and cycle numbers were low.

The speed limit on the Maglin Road in the area of the proposed site is 50kph. From site observations it appears that this speed limit is generally obeyed. There are no proposals shown to further reduce the speed limit for Maglin Road.

To the east, the Kilumney Road connects the site (via Heathfield Estate) to the adjoining town road infrastructure and artery roads, for commuters to/from the town centre to the site and surrounding areas. During the site visit traffic flows were generally observed to be high along the Kilumney Road. Pedestrian numbers were moderate whilst cyclist numbers were low.

The speed limit on the Kilumney Road in the area of the proposed site is 50kph. From site observations it appears that this speed limit is generally obeyed. There are no proposals shown to further reduce the speed limit.

### 3.4 Pedestrians and Cyclists

Upon completion of Phase 1, access for pedestrians and cyclists will be taken via Heathfield Estate to the east of the development. The Heathfield Estate has provided new pedestrian and cyclist facilities as part of its infrastructure. These tie into existing footpaths on the Kilumney Road which provide a route to Main Street in Ballincollig Town Centre. There are also existing cycle facilities for a section of this route.

On the afternoon of the site visit pedestrian numbers were moderate along this route while there were no observed cyclists in the area. The intended residential development in the area is likely to significantly increase pedestrian and cycle numbers locally.

Upon completion of Phase 2, access for pedestrians and cyclists can also be taken via the new northern link road which will connect to the northern section of Maglin Road. As part of the recent Cois Caislean housing estate development, a new footpath and raised cycle lane has been provided along both sides of Maglin Road from Cois Caislean as far as the Maglin Rd/Castle Rd/Sunningdale Rd junction.

On the afternoon of the site visit pedestrian numbers along this route were low, and there were no observed cyclists in the area. The intended residential development in the area is likely to significantly increase pedestrian and cycle numbers locally. There is one bus stop on the Carriganarra Road (Route No. 233:Macroom to Cork City service) approximately 1.6km from the proposed development. Additional bus stops with more frequent public transport facilities are available on Main St.



**Figure 3.3 Bus Stop Northeast of proposed site at Carriganarra Road**

### **3.5 Street Lighting**

New public lighting will be provided along all new infrastructure associated with the development. There is existing public lighting along all routes to Main Street. The site visit was undertaken in daylight hours and therefore, the performance of the lighting was not observed.

### **3.6 Collisions**

No specific road accident data was provided to the audit team. Collision data was not available on the Road Safety Authority collisions map due to GDPR reasons.

### **3.7 Paths and Pavements in Streets, Roads and Public Areas**

The site is located in the Ballincollig area. The area is well served with an extensive network of footpaths while cycle facilities are scarce in areas. The development of the Ballincollig transport network will be guided by the Cork Metropolitan Area Transport Study (CMATS).

As set out in the Cork City Development Plan:

“Connectivity and mobility both within and from Ballincollig has improved considerably in recent years. Significant public realm improvements on Main Street have prioritised pedestrians and cyclists over private cars.”

The location of this site will provide future residents and users a high quality active travel connectivity to local services and to the town centre.

## **4 WALKING AND CYCLING ASSESSMENT AND REVIEW**

### **4.1 WCAR Methodology**

The Walking and Cycling Assessment and Review (WCAR) is a way to assess the quality of the existing walking and cycling environment. This WCAR comprises the following stages:

- Definition of the Study Area
- On-Street Evaluation
- Display and Review of Outputs

The study area can be sub-divided and assessed on different aspects of each route. Mainly, any footpath, shared surface or footway along a perceived desire route. In addition, as any designated or undesignated crossing in which pedestrians or cyclists interact with a trafficked roadway.

This WCAR shall specifically consider key routes to commercial/leisure/school areas within the vicinity of the site. Although links and crossings shall not be assessed individually, all of the criteria shall be taken account of as part of the routes.

### **4.2 Assessment Parameters**

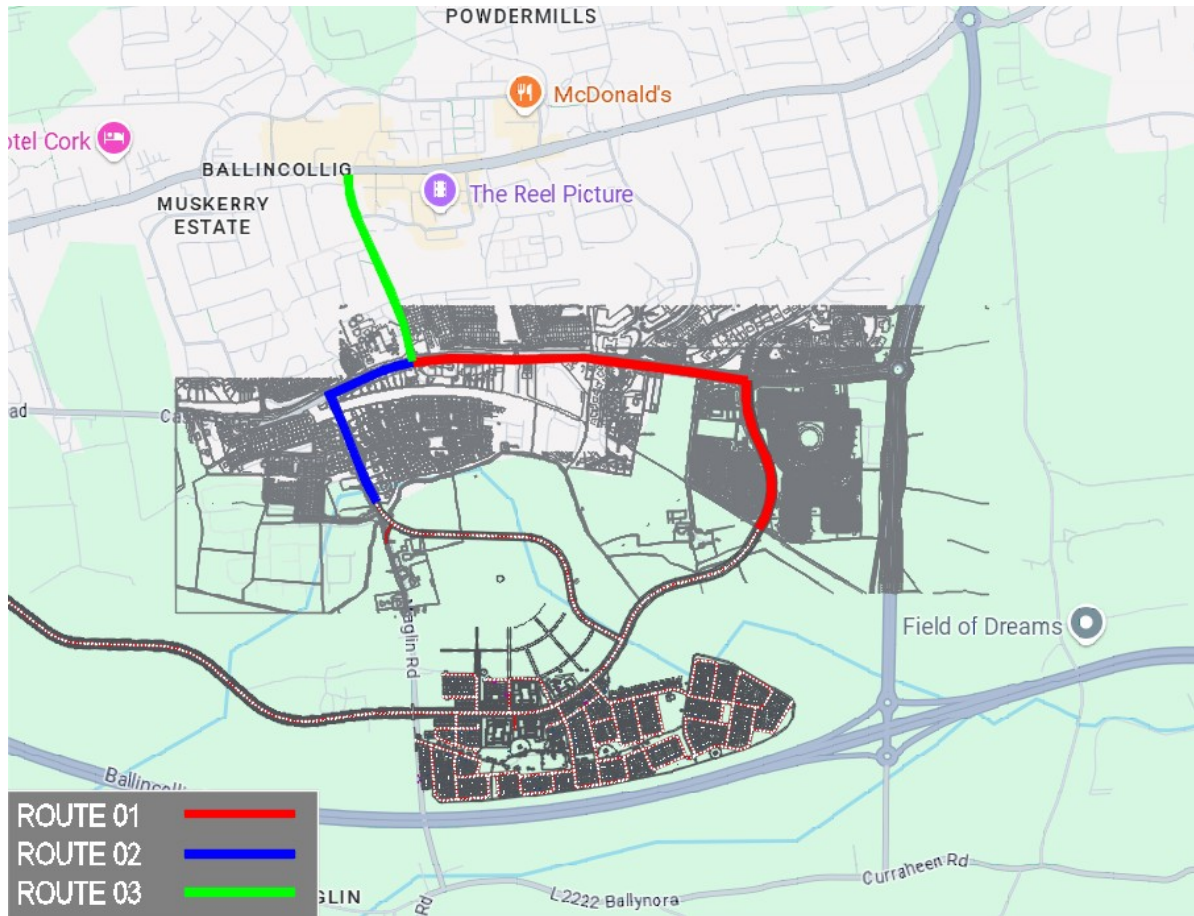
The assessment was carried out on the basis of pedestrian and cyclists in mind and the following parameters were taken into account when assessing each route individually.

- Directness
- Road Safety
- Personal Security
- Quality of Environment
- Legibility
- Rest Points

### **4.3 WCAR Routes**

For the purposes of this audit, the audit team assessed the existing walking, cycling and access arrangements from the development site. The assessment was carried out on three different routes which are deemed to be desire lines to/from local amenities for residents within the development.

The assessed routes are provided in Figure 4.1 overleaf.



**Figure 4.1 WCAR Assessment Routes.**

**4.3.1 Route 01**

This route runs north-east from the development through the existing Heathfield Estate and onto Kilumney Road. It continues west along Kilumney Road as far as the Junction with Station Road.

**4.3.2 Route 02**

This route runs north from the development along the north of Maglin Road. It continues east along Sunningdale as far as the Junction with Station Road.

**4.3.3 Route 03**

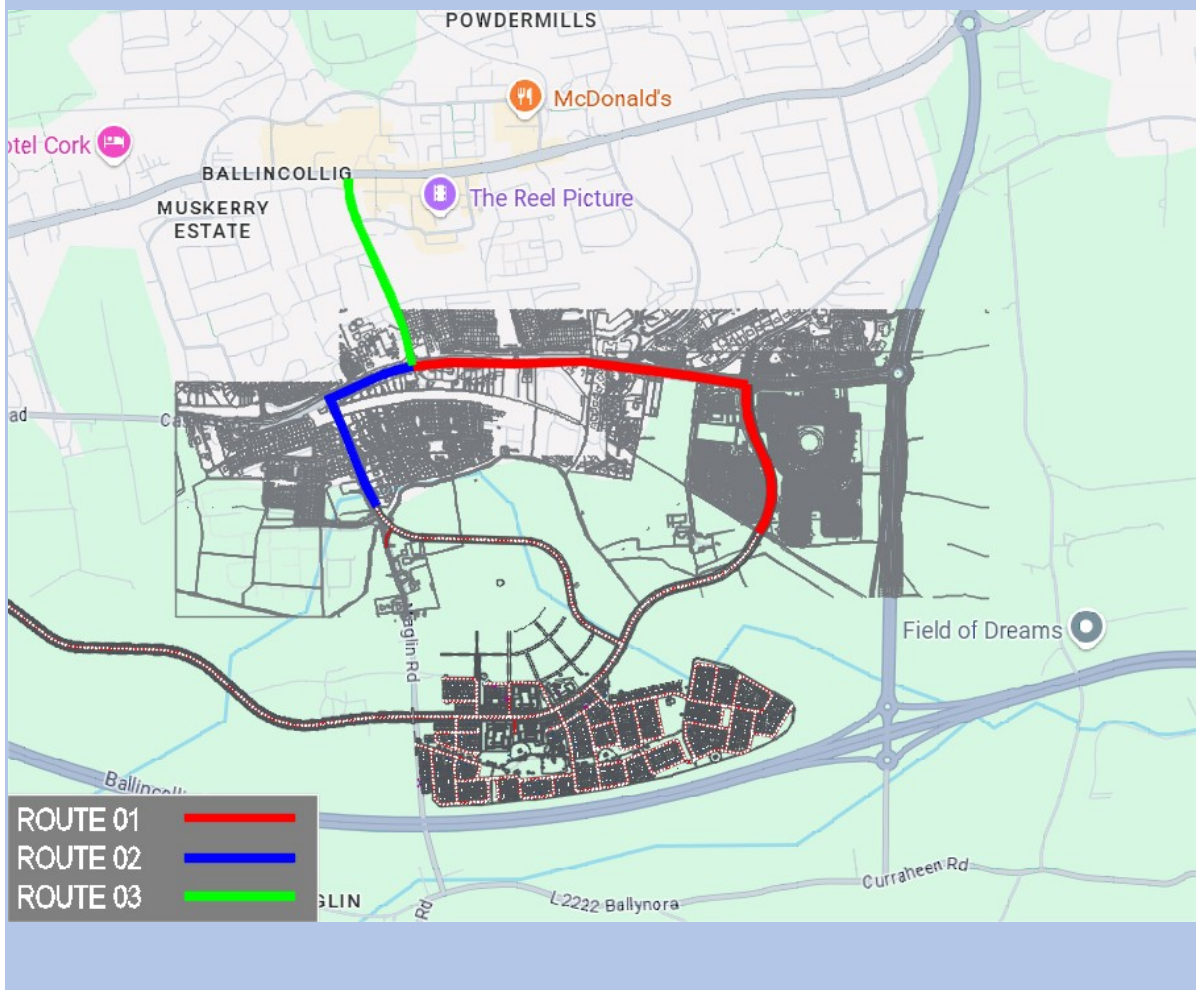
This route runs north along Station Road until it's intersection with Main Street.

## 5 ROUTE 01

Route 01 begins at the development's north-eastern boundary. This route runs north-east from the development through the existing Heathfield Estate and onto Kilumney Road. It continues west along Kilumney Road as far as the Junction with Station Road.

The desire lines for this route are appropriate with respect to safety, security and quality of environment for most of the route.

Demand from the proposed development will mainly be driven by residents commuting to and from the town centre. New pedestrian and cyclist facilities have been provided along the section of the Eastern Link Road which runs through Heathfield Estate. These tie into existing footpaths on the Kilumney Road which provide a route to Main Street in Ballincollig Town Centre. There are also existing cycle facilities along a section of this route.



### 5.1.1 QAR Problem Route 1 Ref. No.1

**Issue:** There are currently no signs or lining associated with the off road cycle path which runs adjacent to the footpath within Heathfield Estate. Although parts of Heathfield Estate

are currently still at construction stage, this section of the road is open to the public and should be made safe for all users.



**Figure 5.1 Heathfield Footpath and Cycle Path**

**Recommendation:** Provide the appropriate signs and lining for the cycle path as per the Cycle Design Manual.

#### 5.1.2 QAR Problem Route 1 Ref. No.2

**Issue:** The pedestrian crossing point at the access junction to Gaelscoil Ui Riordain is poorly defined and does not include tactile paving. The lack of tactile paving could lead to visually impaired persons crossing the junction without any warning. In addition to this, the dropped kerbs either side of the junction which define the crossing point, do not line up.



**Figure 5.2 Crossing point at Gaelscoil access junction**

**Recommendation:** Improve the definition of the junction and pedestrian crossing point. This may require tightening up of the junction radii. Include dropped kerbs and tactile paving at both sides of the junction and ensure the crossing points line up with each other.

#### 5.1.3 QAR Problem Route 1 Ref. No.3

**Issue:** There is a pinch point along the footpath which runs along the southern side of the Kilmoney Road. This pinch point is located approximately 50m west of the current bus lay by and is caused by an existing telecoms pole. The footpath width here is reduced significantly

and would it would appear that a wheelchair user would not be able to pass this point without encroaching onto the roadway. Other users may also have difficulty here including pedestrians with buggies.



**Figure 5.3 Pinch point along footpath**

**Recommendation:** Relocate the telecoms pole in order to achieve the appropriate footpath width which will allow all users of the route to pass safely.

#### 5.1.4 QAR Problem Route 1 Ref. No.4

**Issue:** There are a number of private driveways adjacent to each other along the southern side of the Kilumney Road as one approaches the crossroads junction with Leo Murphy Road. The footpath does not carry though these driveways and instead has kerbs defining each entrance. A number of the kerb upstands appear to be too high and could result in a trip hazard. They may also be an impediment to some users such as wheelchair users as the high kerb can make it difficult to remount the footpath.



**Figure 5.4 Kerb upstands at private driveways**

**Recommendation:** Provide dropped kerbs of appropriate height along the route of the footpath.

**5.1.5 QAR Problem Route 1 Ref. No.5**

**Issue:** There is a pinch point along the footpath which runs along the southern side of the Kilumney Road. This pinch point is located at the western side of the access junction to Limeworth Housing Estate and is caused by a pedestrian traffic signal pole. The footpath width here is reduced significantly and would it would appear that a wheelchair user would not be able to pass this point without encroaching onto the roadway. Other users may also have difficulty here including pedestrians with buggies.



**Figure 5.5 Pinch point along footpath**

**Recommendation:** Widen the footpath to ensure adequate width is achieved.

**5.1.6 QAR Problem Route 1 Ref. No.6**

**Issue:** The footpath which continues westbound from the Limeworth junction comes to an abrupt end and is impassible beyond this point. There is a dropped kerb at a section of the footpath which would perhaps indicate that a pedestrian crossing point was envisaged at this location, however; there is no corresponding crossing point on the opposite side of the road. Upon reaching the end of the footpath, pedestrians may encroach onto the road in order to continue travelling westbound along Kilumney Road. This could bring them into conflict with vehicles. Visually impaired persons are particularly at risk at this location.



**Figure 5.6 Abrupt end to footpath**

**Recommendation:** The footpath should be blocked off by a pedestrian railing immediately past the signalised pedestrian crossing at Limeworth Estate until such time that the footpath can be extended and connected with existing infrastructure further to the west.

**5.1.7 QAR Problem Route 1 Ref. No.7**

**Issue:** At the signalised pedestrian crossing point along the northern side of Kilumney Road opposite the Limeworth Estate junction there appears to be a cycle path as well as a footpath approaching the crossing point. If this is a cycle path then the appropriate tactile paving, signage and lining should be included at its intersection with the pedestrian crossing point. Failure to provide adequate warning could result in collisions between cyclists and pedestrians at this intersection point.



**Figure 5.7 Intersection of cycle path and crossing point**

**Recommendation:** Include corduroy paving at both approaches of the cycle path with the crossing point. Provide the appropriate signs and lining for the cycle path as per the Cycle Design Manual.

**5.1.8 QAR Problem Route 1 Ref. No.8**

**Issue:** No tactile paving at access junction of Cranford Pines Housing Estate. Failure to provide tactile paving can lead to vulnerable users, particularly the visually impaired, encroaching onto the roadway unbeknownst to them. This could lead to collisions between vehicles and pedestrians.



**Figure 5.8 Lack of tactile paving at crossing point**

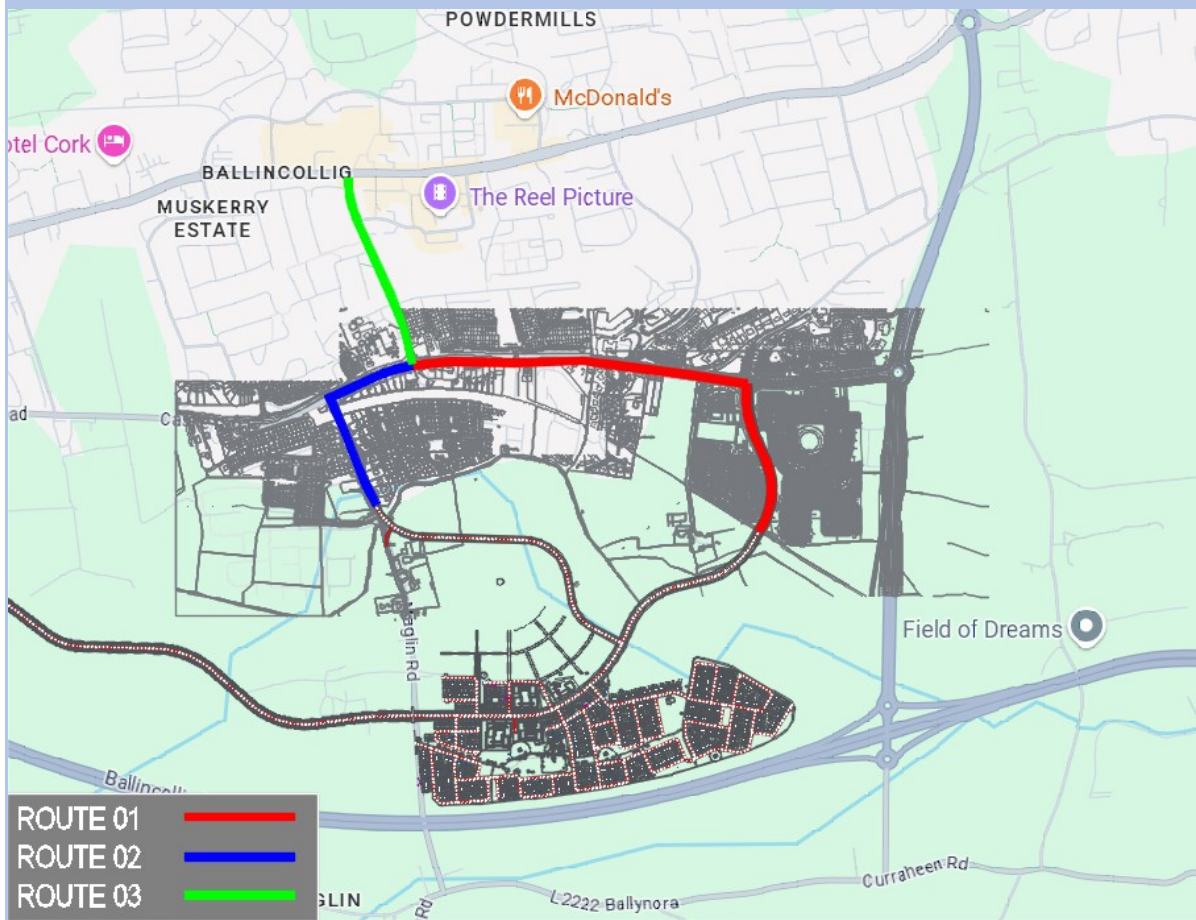
**Recommendation:** Include tactile paving at both sides of crossing point.

## 6 ROUTE 2

Route 02 begins at the development's north-western boundary where the new northern link road will meet the Maglin Road at the location of the access junction to Cois Caislean Housing Estate. The route runs along the north section of Maglin Road until the intersection with castle Road/Sunningdale.. It continues east along Sunningdale as far as the Junction with Station Road.

The desire lines for this route are appropriate with respect to safety, security and quality of environment for most of the route.

Demand from the proposed development will mainly be driven by residents commuting to and from the town centre. New pedestrian and cyclist facilities have been provided along the section of Maglin Road which runs from Cois Caislean Housing Estate to Castle Road/Sunningdale.



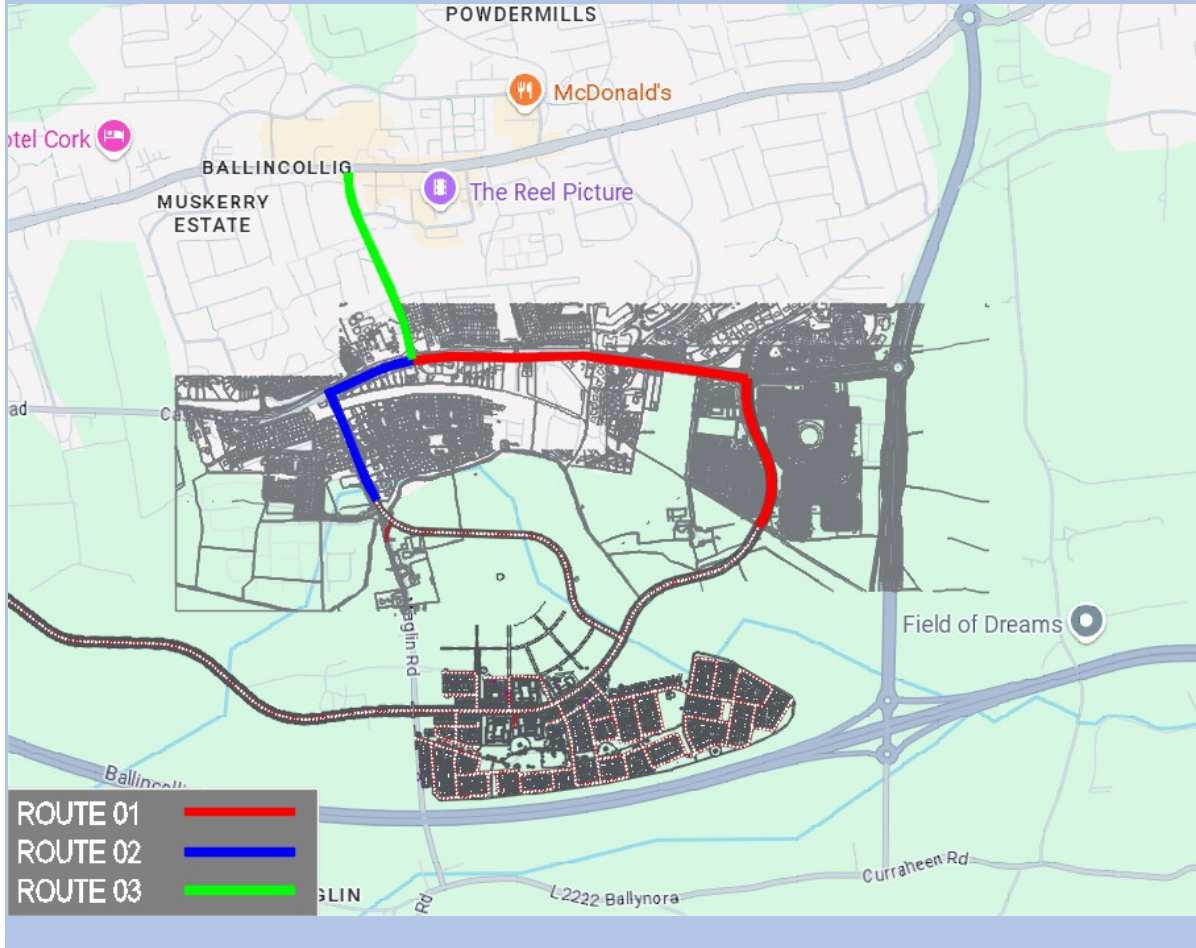
There were no issues discovered along Route 02.

## 7 ROUTE 3

Route 03 begins at the junction of Kilmney Road & Station Road. The route runs north along Station Road until it's intersection with Main Street.

The desire lines for this route are appropriate with respect to safety, security and quality of environment for most of the route.

Demand from the proposed development will mainly be driven by residents commuting to and from the town centre.



### 7.1.1 QAR Problem Route 3 Ref No.1



**Figure 7.1 Maltings Access Junction**

**Issue:** The access junction of The Maltings Housing Estate does not include pedestrian suitable crossing facilities. A lack of appropriate crossing facilities can lead to vulnerable pedestrians coming into conflict with vehicles.

**Recommendation:** Provide a suitable crossing point including tactile paving and dropped kerbs.

### 7.1.2 QAR Problem Route 3 Ref. No.2

**Issue:** The footpath along the east side of Station Road comes to an abrupt end to the north of the access junction to Beach Park and is impassible beyond this point. Upon reaching the end of the footpath, pedestrians may encroach onto the road in order to continue travelling northbound along Station Road. This could bring them into conflict with vehicles. Visually impaired persons are particularly at risk at this location.



**Figure 7.2 Abrupt end to footpath**

**Recommendation:** The footpath should be blocked off by a pedestrian railing at the junction of Beach Park Estate until such time that the footpath can be extended and connected with existing infrastructure further to the north.

**7.1.3 QAR Problem Route 3 Ref No.3**



**Figure 7.3 Church View Access Junction**

**Issue:** The access junction of Church View Housing Estate does not include pedestrian suitable crossing facilities. A lack of appropriate crossing facilities can lead to vulnerable pedestrians coming into conflict with vehicles.

**Recommendation:** Provide a suitable crossing point including tactile paving and dropped kerbs.

## 8 SUMMARY

The existing pedestrian facilities along the routes are mostly good, however; some minor issues have been found. Suitable pedestrian crossings with dropped kerbs and tactile paving are not present on numerous occasions resulting in trip hazards and dangerous crossing locations for vulnerable road users. Providing a DMURS compliant design with upgrades to the footpath and road space will result in an improvement to road safety conditions along the routes leading to enhanced connectivity to the town centre as well as bus stops in the vicinity.

In terms of cycle infrastructure, the new Link Roads associated with the development will have cycle paths along both sides of the road. To the north east they will connect to existing cycle infrastructure at Heathfield Estate which continues until Kilumney Road. There is sections of Kilumney Road which contains cycle infrastructure however there is no cycle infrastructure along Station Road which provides connectivity to Ballincollig Main Street.

To the north west the new Northern Link Road will connect to existing infrastructure that has been provided as part of the Cois Caislean Estate. This includes cycle infrastructure as far as Castle Road/Sunningdale. There are no cycle facilities along Sunningdale linking Maglin Road with Station Road.

Some minor audit issues are highlighted in this audit, predominately related to footpath continuity.

The site is well located in terms of connectivity to the wider commuter network. Its proximity to services and the town centre means that sustainable travel modes are viable and offer significant advantages to prospective residents compared to private car travel.

### 8.1 Summary Assessment

#### 8.1.1 Route 1

Photo Ref	Route	Item	Mitigation	Reason/ Proposal
1A	Route 1	Heathfield Cycle path	Yes	Provide the appropriate signs and lining for the cycle path as per the Cycle Design Manual.
1B	Route 1	Gaelscoil Access Junction	Yes	Provide appropriate uncontrolled tactile paving and dropped kerbing facilities at this location to ensure continuity of the footpath network.
1C	Route 1	Pinch point – Telecoms pole	Yes	Relocate the telecoms pole
1D	Route 1	Kerb upstands at driveways	Yes	Provide dropped kerbs along route
1E	Route 1	Pinch point – Traffic pole	Yes	Widen footpath
1F	Route 1	Footpath discontinuity	Yes	Provide pedestrian railing to close off section of footpath
1G	Route 1	Intersection of cycle path and crossing point	Yes	Provide the appropriate signs and lining for the cycle path as per the Cycle Design Manual. Provide corduroy paving.
1H	Route 1	Cranford Pines Access Junction	Yes	Provide appropriate uncontrolled tactile paving and dropped kerbing facilities at this location to ensure continuity of the footpath network.

**Figure 8.1 Summary Assessment R1**

**8.1.2 Route3**

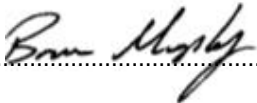
Photo Ref	Route	Item	Mitigation	Reason/ Proposal
3A	Route 3	Maltings Access Junction	Yes	Provide appropriate uncontrolled tactile paving and dropped kerbing facilities at this location to ensure continuity of the footpath network.
3B	Route 3	Footpath discontinuity	Yes	Provide pedestrian railing to close off section of footpath
3B	Route 3	Church View Access Junction	Yes	Provide appropriate uncontrolled tactile paving and dropped kerbing facilities at this location to ensure continuity of the footpath network.

**Figure 8.2 Summary Assessment R3**

## 9 QUALITY AUDIT TEAM STATEMENT

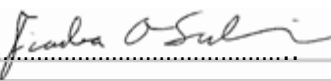
This Audit has been carried out with the purpose of identifying existing impediments to connectivity for pedestrians/cyclists between the proposed development and local amenities. The problems that have been identified during the site visit have been noted in the report, together with suggestions for improvement which we recommend should be studied for implementation.

Mr Brian Murphy, BE CEng MIEI

Signed: 

Date: 06/08/2025

Mr Bryan Hill, MEng (Hons) MIEI

Signed: 

Date: 06/08/2025

## 10 REFERENCES

- The Disability Act 2005 and related Sectoral Plans
- British Standards Institute BS8300:2001 and BS5588
- Building Regulations 2000, Technical Guidance Document M
- Access for People with Disabilities (Department of the Environment, Heritage and Local Government)
- Buildings for Everyone Access and use for all citizens (National Disability Authority)
- Traffic Management Guidelines (Irish Government Publications 2003)
- Design Manual for Urban Road and Streets (Department of Transport, Tourism and Sport)
- Access Auditing of the Built Environment guidelines (National Disability Authority)
- Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department of Transport United Kingdom)
- Guidance on the use of Tactile Paving Surfaces: UK Department for Transport
- CSO data
- CCC Bus Connects
- CMATS
- The Department for Transport (UK) Traffic Advisory Leaflet 5/11 "Quality Audit
- DMRB (UK) Section 5 Part 2 HD45/02 Non-Motorised User Audits

# CONSULTING ENGINEERS

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## OFFICES:

### CORK

Unit 1B,  
The Atrium,  
Blackpool,  
Cork.

### KERRY

HQ Tralee,  
Abbey Street,  
Tralee,  
Kerry

Tel: +353 (0) 214840214

E: [info@mhl.ie](mailto:info@mhl.ie)

MHL & Associates Consulting Engineers  
Registration Number  
311279

Visit us at:  
[www.mhl.ie](http://www.mhl.ie)

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