



## APPENDIX 15-4

STAGE 1 ROAD SAFETY  
AUDIT

**Maughanaclea Renewable Energy  
Development**  
Stage 1 Road Safety Audit

Alan Lipscombe Traffic and Transport Consultants Ltd

March 2026

# Maughanaclea Renewable Energy Development

## Stage 1 Road Safety Audit

March 2026

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# 1. Introduction

## 1.1 Report Context

This report describes the findings of a Stage 1 Road Safety Audit associated with the Maughanaclea Renewable Energy Development.

The Audit has been completed by Traffico on behalf of Alan Lipscombe Traffic and Transport Consultants Ltd.

## 1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
24 <sup>th</sup> March 2026	Daylight	Raining with wet road pavements.

Table 1.1 – Site Inspection Details

## 1.3 The Road Safety Audit Team

The members of the Road Safety Audit Team have been listed following:

Status	Name / Qualifications	TII Auditor Reference No:
Audit Team Leader (ATL)	<b>Shane Kearns</b> MEng BEng (Hons), RSACert, MIEI, MTPS	SK*364
Audit Team Member (ATM)	<b>John Ryan</b> BEng CEng MSc BE FConsEI	JR*101

Table 1.2 – Audit Team Details

## 1.4 Design Information Examined as Part of the Audit Process

The following design information was examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Drawing Title	Revision
Figure 15-24	Figure 15-24 Site access junction A on R585 - junction layout	26.02.26
Figure 15-25	Figure 15-25 Site access junction A on R585 - visibility splays	06.02.26
Figure 15-26	Figure 15-26 Site access junction A on R585 - blade extended artic	06.02.26
Figure 15-27	Figure 15-27 Site access junction A on R585 - tower extended artic	06.02.26
Figure 15-28	Figure 15-28 Site access junction A on R585 - large standard articulated HGV	06.02.26
Figure 15-29	Figure 15-29 Site access junction B on R585 - junction layout	06.02.26
Figure 15-30	Figure 15-30 Site access junction B on R585 - visibility splays	06.02.26
Figure 15-31	Figure 15-31 Site access junction B on R585 - blade extended artic	06.02.26

Drawing No.	Drawing Title	Revision
Figure 15-32	Figure 15-32 Site access junction B on R585 - tower extended artic	06.02.26
Figure 15-33	Figure 15-33 Site access junction B on R585 - large standard articulated HGV	06.02.26
Figure 15-34	Figure 15-34 Site access junctions C and D on L8777 - junction layout	06.02.26
Figure 15-35	Figure 15-35 Site access junctions C and D on L8777 - visibility splays	06.02.26
Figure 15-36	Figure 15-36 Site access junctions C and D on L8777 - blade extended artic	06.02.26
Figure 15-37	Figure 15-37 Site access junctions C and D on L8777 - tower extended artic	06.02.26
Figure 15-38	Figure 15-38 Site access junctions C and D on L8777 - large standard articulated HGV	06.02.26

Table 1.3 – Designers Drawing List

## 1.5 Road Safety Audit Compliance

### Procedure and Scope

This Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 - Road Safety Audit.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

### Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

### Minimizing Risk of Collision Occurrence

All problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and minimise the risk of collision occurrence.

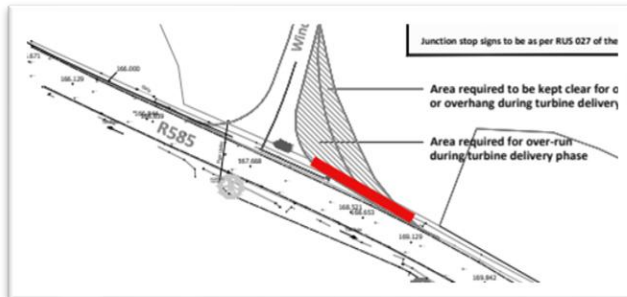
## 2. Road Safety Issues Identified

### 2.1 Problem: Passing Motorists Accessing Vehicle Overrun Area

**Location:** Junction A | Existing mainline carriageway to the east of the site

The over-run area might create confusion for passing motorists, who could access the overrun area by mistake, leading to sudden braking, loss of control or conflicts with construction traffic.

Figure 2.1 – Location Where Passing Motorists Could Access the Overrun Area (When Not in Use)



#### Recommendation

The Designer should ensure that a suitable barrier is put in place to prevent passing motorists from accessing the abnormal load overrun area when it is not in use.

### 2.2 Problem: Visibility Splays Partially Obscured

**Location:** Junction A | Existing boundary treatments either side of access

Drivers attempting to leave the access will have their view blocked in both directions by the existing field boundary. This limited visibility could increase the risk of side-impact collisions at the access.

Figure 2.2 – Visibility Splays Partially Obscured in Both Directions at Site Entrance A



#### Recommendation

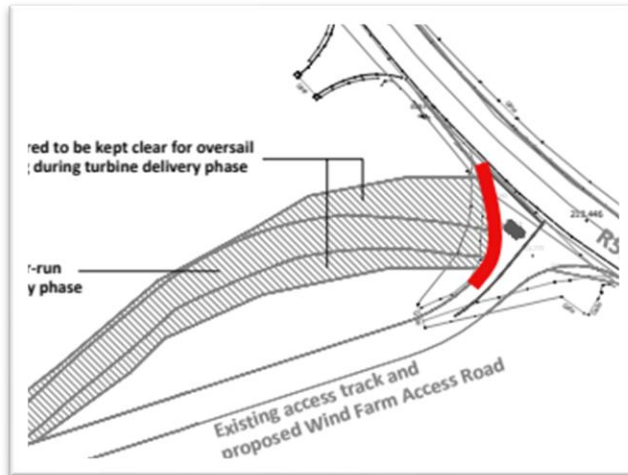
The field boundary should be modified to ensure that an appropriate level of visibility can be provided for drivers exiting the access

## 2.3 Problem: Passing Motorists Accessing Vehicle Overrun Area

**Location:** Junction B | Existing mainline carriageway to the south of the site

The over-run area might create confusion for passing motorists, who could access the overrun area by mistake, leading to sudden braking, loss of control or conflicts with construction traffic.

Figure 2.3 – Location Where Passing Motorists Could Access the Overrun Area (When Not in Use)



### Recommendation

The Designer should ensure that a suitable barrier is put in place to prevent passing motorists from accessing the abnormal load overrun area when it is not in use.

## 2.4 Problem: Visibility Splays Partially Obscured

**Location:** Junction B | Existing boundary treatments either side of access

Drivers attempting to leave the access will have their view blocked in both directions by the existing field boundary. This limited visibility could increase the risk of side-impact collisions at the access.

Figure 2.4 – Visibility Splays Partially Obscured in Both Directions at Site Entrance b



### Recommendation

The field boundary should be modified to ensure that an appropriate level of visibility can be provided for drivers exiting the access

## 2.5 Problem: Steep Downhill Gradient Causing Ponding

**Location:** Junction B | R585 Regional road to the west of the site entrance

The site access road's steep downhill gradient is likely to channel surface water runoff onto the road from the site entrance where it could accumulate and wash out unbound surface materials onto the carriageway leading to loss of control type collisions.

Figure 2.5 – Downhill path of storm water from Local Road into site entrance



### Recommendation

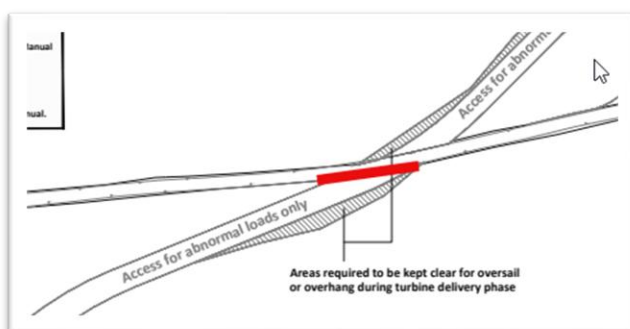
Suitable drainage measures should be provided here to prevent ponding and unbound surface materials from being washed into the carriageway.

## 2.6 Problem: Passing Motorists Accessing Vehicle Overrun Area

**Location:** Junction C | Existing mainline carriageway to the east of the site

The over-run area might create confusion for passing motorists, who could access the overrun area by mistake, leading to sudden braking, loss of control or conflicts with construction traffic.

Figure 2.6 – Location Where Passing Motorists Could Access the Overrun Area (When Not in Use)



### Recommendation

The Designer should ensure that a suitable barrier is put in place to prevent passing motorists from accessing the abnormal load overrun area when it is not in use.

## 2.7 Problem: Visibility Splays Partially Obscured

**Location:** Junction C | Existing vertical alignment of L8777

Drivers attempting to leave the access will have their line of sight partially blocked to the left by the vertical alignment of the existing L8777. This limited visibility could increase the risk of side-impact collisions at the access.

Figure 2.7 – Visibility Splays Partially Obscured on the left at Site Entrance C



### Recommendation

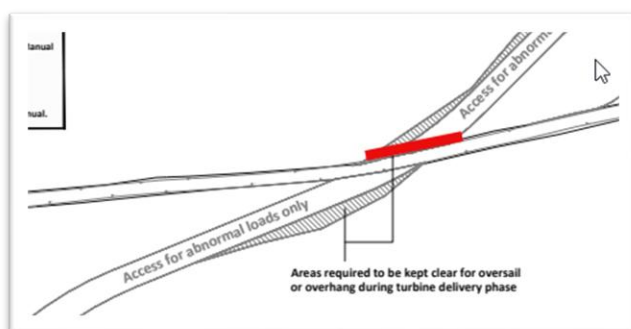
The site access arrangements should be modified to ensure that an appropriate level of visibility can be provided in both directions for drivers exiting the access.

## 2.8 Problem: Passing Motorists Accessing Vehicle Overrun Area

**Location:** Junction D | Existing mainline carriageway to the west of the site

The over-run area might create confusion for passing motorists, who could access the overrun area by mistake, leading to sudden braking, loss of control or conflicts with construction traffic.

Figure 2.8 – Location Where Passing Motorists Could Access the Overrun Area (When Not in Use)



### Recommendation

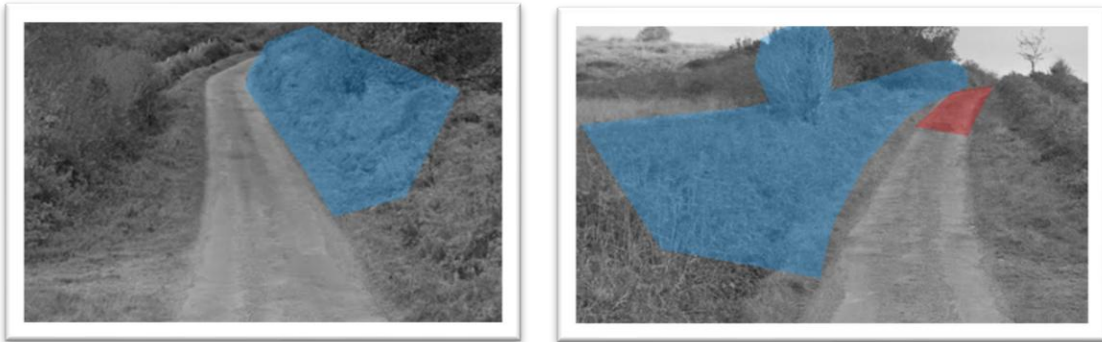
The Designer should ensure that a suitable barrier is put in place to prevent passing motorists from accessing the abnormal load overrun area when it is not in use.

## 2.9 Problem: Visibility Splays Partially Obscured

**Location:** Junction D | Existing boundary treatments either side of access

Drivers attempting to leave the access will have their line of sight partially blocked in both directions by the existing field boundary, and by the crest of the L8777 road to the left. This could increase the risk of side-impact collisions at the access.

**Figure 2.9 – Visibility Splays Partially Obscured in Both Directions at Site Entrance D**



### **Recommendation**

The site access arrangements should be modified to ensure that an appropriate level of visibility can be provided for drivers exiting the access

### 3. Audit Team Statement

#### 3.1 Certification & Purpose

We certify that we have examined the drawing(s) listed in Chapter 1 of this Report.

**Sole Purpose of the Road Safety Audit**

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified to improve the road safety aspects of the scheme.

#### 3.2 Implementation of RSA Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements.

We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

**Audit Team’s Independence to the Design Process**

No member of the Audit Team has been otherwise involved with the design of the measures audited.

#### 3.3 Road Safety Audit Team Sign-Off

**Shane Kearns**

Audit Team Leader  
Road Safety Engineering Team

**traffico**

Signed:



Date: 27<sup>th</sup> March 2026

**John Ryan**

Audit Team Member  
Road Safety Engineering Team

**traffico**

Signed:



Date: 27<sup>th</sup> March 2026

## 4. Designers Response

### 4.1 Using the Feedback form to Respond to the Road Safety Audit

The Designer and the Client should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

When completed, this form should be signed by the Designer and the Client and returned to the Audit Team for consideration. See flow-chart following for further description.



Figure 4.1 – Road Safety Audit Sign-Off and Completion Process

### 4.2 Returning the Completed Feedback Form

The Designer should return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email address:

- Email address: [martin@traffico.ie](mailto:martin@traffico.ie)
- Telephone: 01 699 1551

The Audit Team will consider the Designer’s response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

### 4.3 Triggering the Need for an Exception Report

If the Designer and Audit Team cannot agree on how to address a safety issue identified as part of the road safety audit process, then the Designer must prepare an Exception Report for each disputed item in the audit report.

Refer to *GE-STY-01027 Road Safety Audit Guidelines, Section 3.4.3 Exception Report* for further guidance.

## Appendix A

### A.1 Road Safety Audit Feedback Form

# Road Safety Audit Feedback Form

**Scheme:** Maughanaclea Renewable Energy Development

**Audit Stage:** Stage 1 Road Safety Audit

**Audit Date:** 27<sup>th</sup> March 2026

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted ( yes / no )	Recommended Measure Accepted ( yes / no )	Alternative Measures or Comments	Alternative Measures Accepted ( yes / no )
2.1	Yes	Yes	A suitable barrier will be put in place at all times during the construction stage and opened only on the nights that the abnormal loads are delivered. On these occasions the deliveries will be accompanied by a Garda escort and the opened junction will be attended by site staff. On the completion of construction the over-run areas will be closed off permanently.	Yes
2.2	Yes	Yes	It is confirmed that the visibility splays described and shown in Figure 15-25 will be provided at all times.	Yes
2.3	Yes	Yes	The same response provided to 2.1 applies.	Yes
2.4	Yes	Yes	It is confirmed that the visibility splays and forward visibility shown in Figure 15-30 will be provide at all times.	Yes
2.5	Yes	Yes	Suitable drainage will be installed as part of the proposed improved junction.	Yes
2.6	Yes	Yes	A suitable barrier will be installed at all times and opened only on the nights that the abnormal loads are delivered	Yes
2.7	Yes	Yes	It is confirmed that the vertical alignment has been checked for visibility and at all junctions. The attached Sketch A shows that visibility splays are provided from a driver height of 1.05m to an object height of 1.05m to the extent of the 90m visibility splay required in both directions.	Yes
2.8	Yes	Yes	A suitable barrier will be installed at all times and opened only on the nights that the abnormal loads are delivered.	Yes

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted ( yes / no )	Recommended Measure Accepted ( yes / no )	Alternative Measures or Comments	Alternative Measures Accepted ( yes / no )
2.9	Yes	Yes	The required 90m visibility splays in the horizontal plane shown in Figure 15-35 will be provided at all times and Sketch B shows that visibility splays are available from a driver height of 1.05m to an object height of 1.05m to the extent of the 90m visibility splay required.	Yes

*\*The Designer should complete the Designer Response Section above, then fill out the designer details below and return the completed form to the Road Safety Audit Team for consideration and signing.*

Designer's Name:

Alan Lipscombe

Designer's Signature:

Date: 27/03/26

Audit Team's Name:

Shane Kearns

Audit Team's Signature:

Date: 27/03/26

Client's Name:

Niall Galvin

Client's Signature:

Date: 27/03/26



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