



## **Stage 1/2 Road Safety Audit**

**Ballincor Wind Farm**

**On behalf of RWE Renewables Ireland Limited**

Prepared By:

**CST GROUP**

Chartered Consulting Engineers

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**April 2026**

**Civil**  
**Structural**  
**Traffic**

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# DOCUMENT CONTROL

<b>Revision</b>	RO	RO										
<b>Purpose of Issue:</b> P=Preliminary C=Comment F=Final	C	F										
<b>Date:</b>	28 10 25	01 04 26										
<b>Originator:</b>	SS	SS										
<b>Checked By:</b>	PJG	PJG										
<b>Approved By:</b>	SS	SS										

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# 1. INTRODUCTION

1.1. This report describes a Stage 1/2 Road Safety Audit carried out on behalf of RWE Renewables Ireland Limited on two separate access junctions to service the Ballincor Wind farm. Access 1 is a proposed priority-controlled junction onto the R491. This junction will be used for the construction and operational phases of the project. Junction 2 is a priority-controlled junction onto the L1071. This junction will only be used during the operational phase of the project.

1.2. The audit was carried out between 24<sup>th</sup> – 28<sup>th</sup> October 2025.

1.3. The audit team were as follows:

**Team Leader:**

Stuart Summerfield, HNC (Civil) FCIHT FSoRSA  
Certificate of Competency in Road Safety Audits (SoRSA, 2015)  
TII Auditor Ref. SS73290

**Team Member:**

PJ Gallagher, BEng M.Inst.A.E.A. MITAI  
TII Auditor Ref. PG3425716

1.4. The audit comprised an examination of the drawings relating to the scheme supplied by the design office. A site visit was carried out by both Audit Team members together on 25<sup>th</sup> October 2025 between the hours of 11:30 - 12:15. Weather conditions during the inspection were fine and the road surface was dry. Traffic conditions were considered light with cars and light goods vehicles only. Photographs were taken during the inspection.

1.5. This Stage 1/2 audit has been carried out in accordance with the relevant sections of the Transport Infrastructure Ireland (TII) Publication (Standard) GE-STY-01024 (May 2025) 'Road Safety Audit'. The audit team has examined only those issues within the design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the design to any other criteria.

1.6. Elements of the design such as proposed levels and gradients, carriageway surfacing materials, street lighting, and traffic signs, etc. have not been provided to the audit team and therefore no review of these elements has been possible. A Stage 2 Audit should have availability to full detailed design. It is therefore recommended a further road safety audit of the full design is undertaken prior to commencing the construction of this scheme. There is confusion regarding the road numbering for the regional road that serves access to one of the development junctions. GoogleMaps refers to this road as the R492, however the drawing states the road is the R491. For the purposes of this report, the road is referred to as the R491 in order to comply with the design drawings.

1.7. **Appendix A** describes the documents examined by the Audit Team.

**Appendix B** contains the Audit Feed Back Form. The Designer shall consider the Audit Report and prepare a Designer Response to each of the recommendations, using the Feedback Form. The response shall state clearly whether each recommendation is accepted, rejected, or whether an alternative recommendation is proposed. Copies of the Designer Response shall be sent to the Employer and the Audit Team. The Audit Team shall then consider the Designer Response and indicate

on the Feedback Form whether the Designer's response to each recommendation is accepted. The completed Report contains the completed Feedback Form with signatures of all three parties involved - Designer, Audit Team Leader and Employer.

- 1.8. All of the 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 collision occurrence.

## 2. COLLISION DATA

Collision data has not been supplied with this scheme.

Road Collision Data is not currently available on the Road Safety Authority Database, therefore no collision trends in the immediate vicinity of the proposed site can be analysed.

### **3. ITEMS RESULTING FROM PREVIOUS AUDIT(S)**

No previous audit has been offered for reference.

## 4. ITEMS RESULTING FROM THIS STAGE 1/2 AUDIT

### 4.1 General Problems / Problems at Multiple Locations

#### 4.1.1 Junction Visibility

**Problem:** The junction visibility splays are indicated as 160m for the R491 and 90m for the L1071. The speed limit signs on these roads are 80kph and 60kph respectively. Site observations suggest the vehicle speeds might be in excess of these speed limits.

**Hazard:** Development traffic may exit into the path of unsighted public road vehicles. Impacts may result.

**Recommendation:** The Design Team should monitor the 85<sup>th</sup> traffic speeds and ensure the junction visibility splays meet the requirements of TII standards.

#### 4.1.2 L1071 & R491 Junctions – Livestock

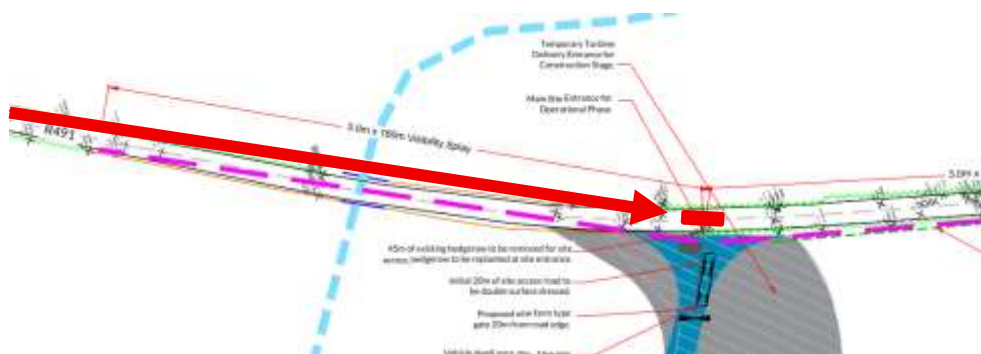
**Problem:** The proposed development access roads are through existing agricultural lands. There is no fencing or gates shown for this access. There is concern livestock may access the development roads and wander onto the public roads.

**Hazard:** Public road traffic may impact with livestock.

**Recommendation:** The Design Team should ensure no livestock can gain access to the public roads due to these proposed works.

#### 4.1.3 R491 Forward Visibility

**Problem:** Forward visibility for R491 southbound drivers to a vehicle waiting to turn right into the development junction may be restricted by roadside hedging.





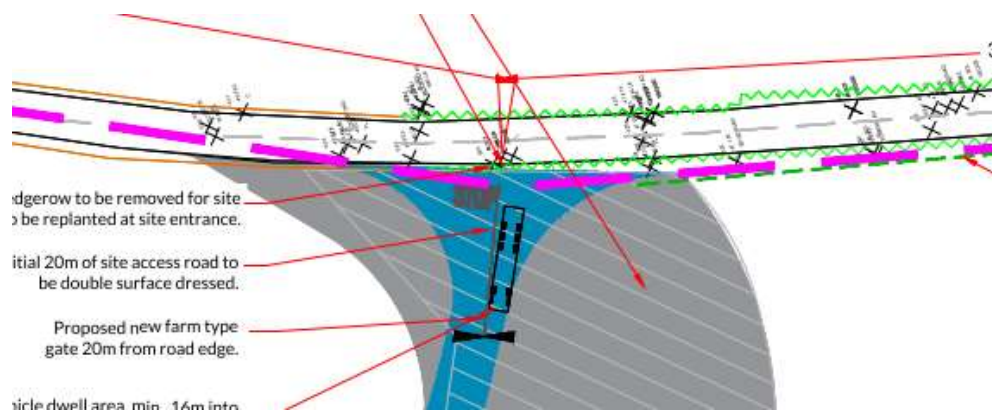
**Hazard:** Rear end shunts may result.

**Recommendation:** The Design Team should ensure adequate forward visibility is provided.

## 4.2 Problems at Specific Locations

### 4.2.1 R4921 Junction Radii

**Problem:** The R491 junction radii for the operational phase of the development appears large. There is risk development traffic may exit left off the R491 at high speeds and lose vehicle control. Additionally, development traffic waiting to enter the R491 by turning left may align their vehicle at an acute angle, thereby the driver being required to look over their right shoulder to view approaching traffic. The driver may not see smaller vehicles approaching i.e. two-wheeled vehicles.

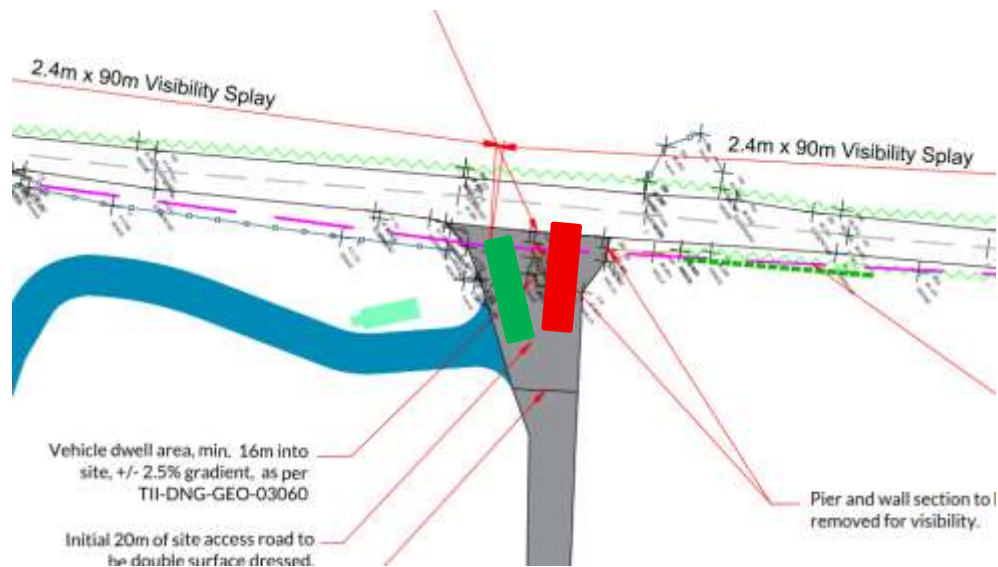


**Hazard:** Development traffic may impact with other road users or roadside hazards.

**Recommendation:** The Design Team should undertake vehicle swept path analysis and reduce the junction radii accordingly.

#### 4.2.2 L1071 Junction – Conflicts

**Problem:** The development site access forms a junction with the farm access in close proximity to the L1071 carriageway. Development traffic may turn off the L1071 but may not be able to fully clear the junction due to farm traffic waiting to join the L1071.

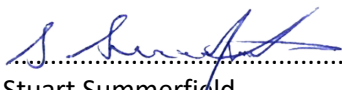


**Hazard:** Rear end shunts may result.


**Recommendation:** The Design Team should amend the junction arrangement to ensure vehicles do not become stranded with the rear end protruding into the L1071 carriageway.

## 5. AUDIT TEAM STATEMENT

We certify that we have examined the drawings and other information listed in Appendix A. This examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The problems that we have identified have been noted in the report, together with suggestions for improvement which we recommend should be studied for implementation. No one in the Audit Team has been involved with the scheme design as shown in Appendix A.

Signed  .....  
Stuart Summerfield  
Audit Team Leader

Date 28<sup>th</sup> October 2025 .....

Signed  .....  
P. Gallagher  
Audit Team Member

Date 28<sup>th</sup> October 2025 .....

## APPENDIX A LIST OF DOCUMENTS EXAMINED

DOCUMENT REF / NAME:	RECEIVED FROM:	DATE:
11333-2050 D01 Proposed R491 Site Entrance (construction & operational)	TOBIN	29/09/20925
11333-2051 D01 Existing L1071 Site Entrance (operational)	TOBIN	29/09/20925

## APPENDIX B    RSA FEEDBACK FORM


# ROAD SAFETY AUDIT FEEDBACK FORM

CST Group Chartered Consulting Engineers  
1, O'Connell Street, Sligo, F91 W7YV, Ireland

Scheme: Ballincor Wind Farm

Audit Stage: 1/2 Date Audit Completed: 28/10/2025 Route No. \_\_\_\_\_ Our Ref :125322 | R0

TO BE COMPLETED BY 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. <b>Only complete if recommended measure is not accepted.</b>	Alternative measures or reasons accepted by Auditors (Yes/No)
4.1.1	Yes	No	Horizontal visibility of 215 m is achievable for both entrances. However, vertical visibility of 165 m on the R492 is only achievable to the right. Access No. 1 (R492) will be used solely during the construction phase, during which a temporary advisory speed limit will be implemented on the R492. 85 <sup>th</sup> speeds will be monitored here prior to opening the construction access. Additional temporary traffic calming will be implemented if necessary to ensure 85 <sup>th</sup> speeds are no greater than 80kph. In addition, a Traffic Management Operative (TMO) will be stationed at the entrance to ensure safe egress onto the R492, as set out in the Traffic Management Plan (TMP).	Yes
4.1.2	Yes	Yes		
4.1.3	Yes	Yes		
4.2.1	Yes	Yes		
4.2.2	Yes	Yes		

Signed:  Design Team Leader Date: 31/03/26  
Michael Nolan  
TOBIN

Signed:  Audit Team Leader Date: 01/04/2026  
Stuart Summerville  
CST Group Chartered Consulting Engineers

Signed:  Employer Date: 01/04/26  
RWE Renewables Ireland Limited