



## **APPENDIX 15-4**

***ROAD SAFETY AUDIT***

# Slieveacurry Renewable Energy Development

Stage 1 Road Safety Audit

Alan Lipscombe Traffic & Transport Consultants

April 2026

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## Stage 1 Road Safety Audit

April 2026

**Notice**

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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 Slieveacurry Renewable Energy Development.

The Audit has been completed by Traffico on behalf of Alan Lipscombe Traffic & Transport Consultants to consider the following junction locations which formed part of the route assessment:

- Location 1 – N85 / R460 Junction
- Location 5 - L1076 / L6230 Junction
- Location 6 - L6230 / forestry access road junction

## 1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
7 <sup>th</sup> April 2026	Daylight	Cloudy 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>Martin Deegan</b> BEng(Hons) MSc CEng FIEI	MD101312
Audit Team Member (ATM)	<b>Shane Kearns</b> MEng BEng (Hons), RSACert, MIEI, MTPS	SK*364

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	Rev.
Figure 15-2a	Route assessment location plan	10.11.21
Figure 15-6	Location 1 - N85 / R460 junction at Inagh, blade extended artic (75m)	07.09.20
Figure 15-7	Location 1 - N85 / R460 junction at Inagh, tower extended artic	07.09.20
Figure 15-14	Location 5 - L1076 / L6230 junction, junction layout	22.04.26
Figure 15-15	Location 5 - L1076 / L6230 junction, junction layout with visibility splay	22.04.26

Drawing No.	Drawing Title	Rev.
Figure 15-16	Location 5 - L1076 / L6230 junction, blade extended artic	22.04.26
Figure 15-17	Location 5 - L1076 / L6230 junction, tower extended artic	22.04.26
Figure 15-18	Location 6 - L6230 / wind farm access road junction, junction layout	22.04.26
Figure 15.19a	Location 6 - L6230 / wind farm access road junction, junction layout with visibility splay (3.0m x 70m)	22.04.26
Figure 15-19a	Location 6 - L6230 / wind farm access road junction, junction layout with visibility splay (3.0m x 90m)	22.04.26
Figure 15-20	Location 6 - L6230 / wind farm access road junction, blade extended artic	22.04.26
Figure 15-21	Location 6 - L6230 / wind farm access road junction, tower extended artic	22.04.26
Figure 14-22	Potential direction of travel for HGVs assessing and exiting site on busy construction days	10.11.21

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: No Road Safety Issues Identified

**Location:** Location 1 - N85 / R460 Junction

No road safety issues were identified for this junction.

Figure 2.1 – Image of Location 1, N85 / R460 Junction for Record Purposes Only



### 2.2 Problem: Visibility Splays Obscured in Both Directions

**Location:** Location 5 - L1076 / L6230 junction | Field Boundaries Either Side

Drivers attempting to turn left or right at the junction will have their view blocked in both directions by the existing field boundaries. This limited visibility could increase the risk of side-impact collisions at the junction.

Figure 2.2 – Visibility Splays Partially Obscured in Both Directions at Location 5 Junction



#### Recommendation

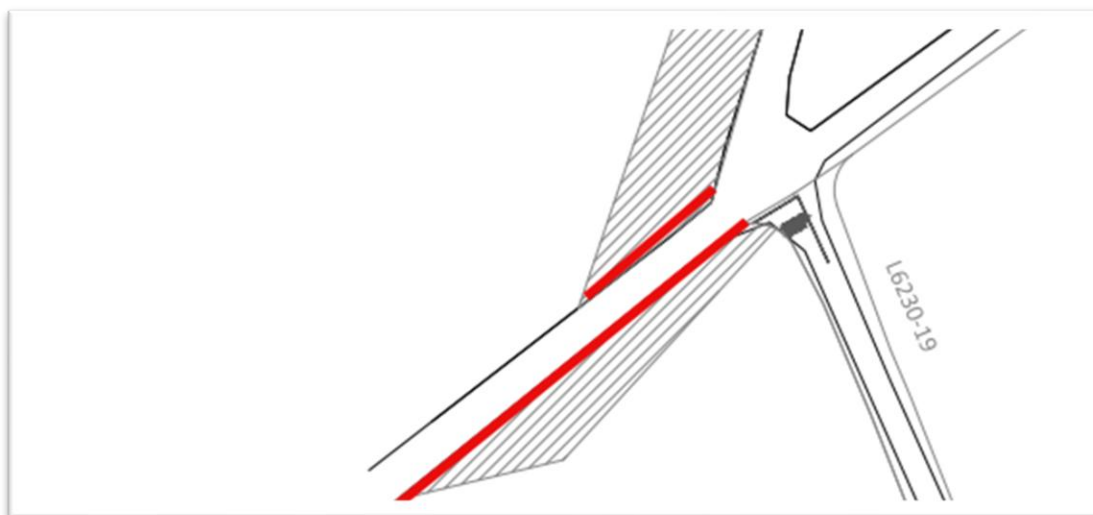
The field boundaries should be modified to ensure that an appropriate level of visibility can be provided for drivers exiting the access.

## 2.3 Problem: Passing Motorists Accessing Vehicle Overrun Area

**Location:** Location 5 - L1076 / L6230 junction | Local Roads to the North & West

The temporary over-run area might create confusion for passing motorists, who could access it 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 Obscured in Both Directions

**Location:** Location 6 - L1076 / L6230 Access | Field Boundaries Either Side

Drivers attempting to leave the access will have their view blocked in both directions by the existing field boundaries. 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 Location 6 Forestry Access



### Recommendation

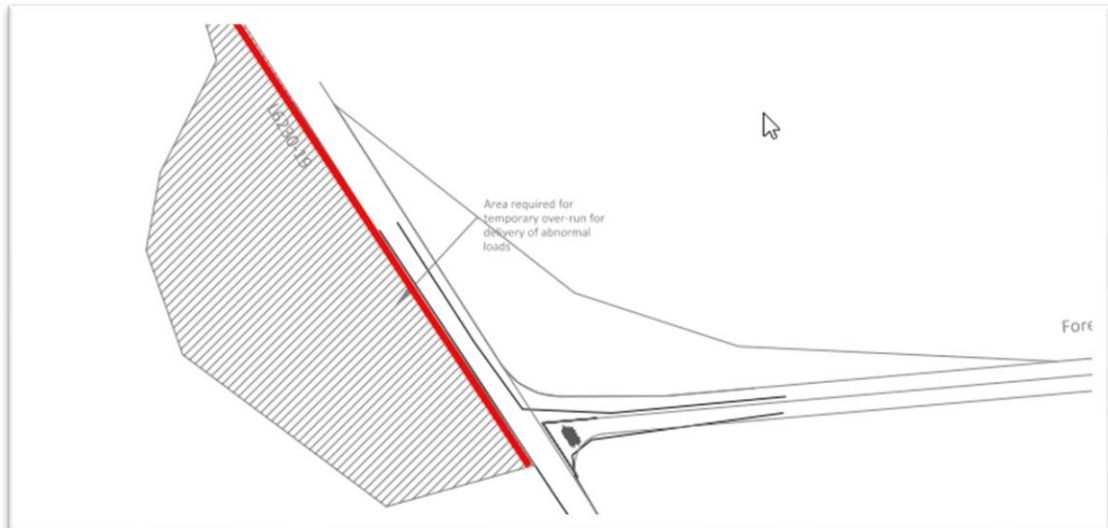
The field boundaries should be modified to ensure that an appropriate level of visibility can be provided for drivers exiting the access.

## 2.5 Problem: Passing Motorists Accessing Vehicle Overrun Area

**Location:** Location 6 - L1076 / L6230 Access | Local Road to North & West

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

Figure 2.5 – 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.

### 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.

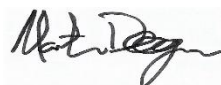
#### 3.3 Road Safety Audit Team Sign-Off

**Martin Deegan**

Audit Team Leader  
Road Safety Engineering Team

**traffico**

Signed:



Date:

14<sup>th</sup> April 2026

**Shane Kearns**

Audit Team Member  
Road Safety Engineering Team

**traffico**

Signed:



Date:

14<sup>th</sup> April 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

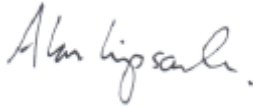


**Scheme:** Slieveacurry Renewable Energy Development

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

**Audit Date:** 14<sup>th</sup> April 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	Location 1   For Record Purposes Only. No Safety Issues Identified.			
2.2	Yes	Yes	The required visibility splays are shown in Figure 15-15. It is noted that the visibility splays at this existing junction are partially constrained by shrubs and bushes on the southern verge of the L1076 between the carriageway edge and the boundary fence to the east and west of the junction with the L6230. As this is an existing junction it is assumed that maintenance works will be undertaken by Clare County Council to provide the required visibility splays at this junction. In the event that the splays are not maintained by Clare County Council, temporary traffic management measures, including traffic signs and the presence of a Flagman, will be introduced at this location on busy delivery days associated with the Proposed Project.	Noted and accepted
2.3	Yes	Yes	A suitable barrier will be installed at all times and opened only on the nights that the abnormal loads are delivered	Noted and accepted
2.4	Yes	Yes	It is confirmed that the visibility splays and forward visibility shown in Figures 15-19a / 15-19b will be provided at all times.	Noted and accepted
2.5	Yes	Yes	A suitable barrier will be installed at all times and opened only on the nights that the abnormal loads are delivered	Noted and accepted

*\*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:	28/04/26
Audit Team's Name:	Martin Deegan	Audit Team's Signature:		Date:	29/04/2026
Client's Name:	Jonathan Benn	Client's Signature:		Date:	28/04/26



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