



APPENDIX 15-4

ROAD SAFETY AUDIT

Crumhach Wind Farm, Co. Sligo

Stage 1 Road Safety Audit

Alan Lipscombe Traffic and Transport Consultants

August 2026

Crumhach Wind Farm, Co. Sligo

Stage 1 Road Safety Audit

August 2026

Notice

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Document History

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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 Crumhach Wind Farm, Co. Sligo.

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

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Tuesday 21 April 2026	Daylight	Sunny with dry 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)	Martin Deegan BEng(Hons) MSc CEng FIEI	MD101312
Audit Team Member (ATM)	Shane Kearns 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	Revision
Figure 15.7	Access A – L6309 / wind farm access road junction ,junction layout with visibility splays	22.04.26
Figure 15.8	Access A – L6309 / wind farm access road junction, blade extended artic	22.04.26
Figure 15.11	Access B – L2702 / wind farm access road junction, junction layout with visibility splays	22.04.26
Figure 15.12	Access B – L2702 / wind farm access road junction, blade extended artic	22.04.26
Figure 15.15	Access C – L2702 / wind farm access road junction, junction layout with visibility splays	22.04.26
Figure 15.16	Access C – L2702 / wind farm access road junction, blade extended artic	22.04.26

Drawing No.	Drawing Title	Revision
Figure 15.19	Access D – L6309 / wind farm access road junction, junction layout with visibility splays	22.04.26
Figure 15.20	Access D – L6309 / wind farm access road junction, blade extended artic	22.04.26
Figure 15.23	Access E – L2702 / substation access road junction, junction layout with visibility splays	22.04.26

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: No Road Safety Issues Identified

Location: Site Access A – Local Road L6309

No road safety issues were identified for this access.

Figure 2.1 – Image of Site Access A – Local Road L6309 Record Purposes Only

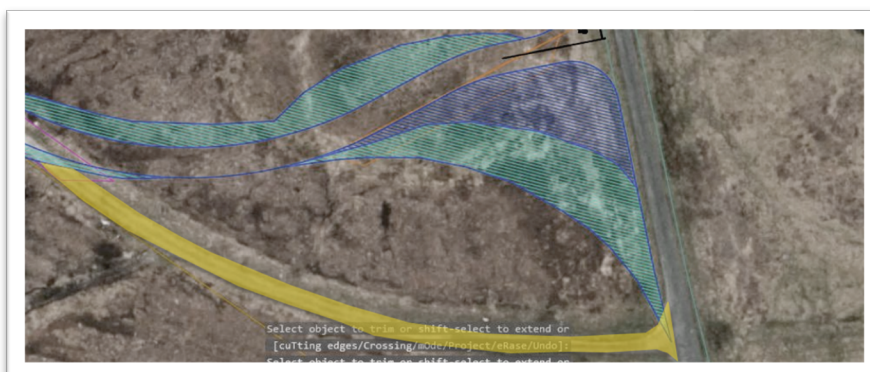


2.2 Problem: Drivers Confused by Redundant Access Track

Location: Site Access B – Local Road L2702, Existing Access Track to South

The existing section of access track (made redundant by Site Access B) might create confusion for drivers who could enter it by mistake, leading to sudden braking, loss of control or conflicts with construction traffic.

Figure 2.2 – Location Where Passing Motorists Could Access the Redundant Access Track



Recommendation

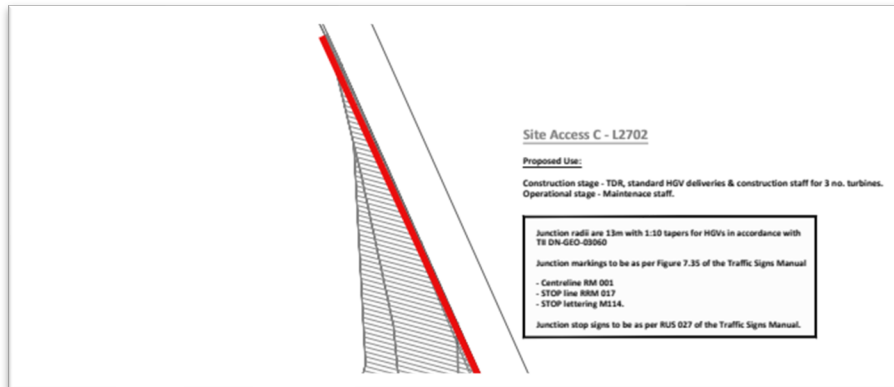
The section of redundant access track should be removed.

2.3 Problem: Passing Motorists Accessing Vehicle Overrun Area

Location: Site Access C – Local Road L2702

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: No Road Safety Issues Identified

Location: Site Access D – Junction With Local Road L6309

No road safety issues were identified for this access.

Figure 2.4 – Image of Access D, L6309 Access for Record Purposes Only



2.5 Problem: Passing Motorists Accessing Vehicle Overrun Area

Location: Site Access E – Connection to Local Road L6309

There is a noticeable level difference between the existing L6309 and the location of the proposed access road. A steep access road in this location could result in vehicles rolling backwards down the incline or stalling as they attempt to join the local road.

Figure 2.5 – Steep Approach Gradient Where Site Access E Connects to the L6309



Recommendation

The Designer should include a gentle gradient on the access road approach with a suitable dwell area where it meets the local road.

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

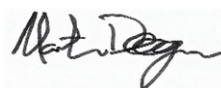
Martin Deegan

Audit Team Leader

Road Safety Engineering Team

traffico

Signed:



Date:

24th April 2026

Shane Kearns

Audit Team Member

Road Safety Engineering Team

traffico

Signed:



Date:

24th 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
- 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

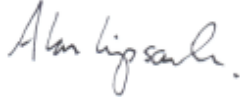
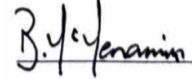
Scheme: Crumnach Wind Farm, Co. Sligo

Audit Stage: Stage 1 Road Safety Audit

Audit Date: 24 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	Access A For Record Purposes Only. No Safety Issues Identified.			
2.2	Yes	No	It is proposed that the existing access will be retained for local access only and managed during the construction phase. It is proposed that both accesses are gated with the opening of each access managed on site during the construction phase. On the completion of construction the over-run areas will be closed off permanently. Appropriate signage will be put in place at both the existing and proposed new access tracks to clearly distinguish the existing access for local landowners from construction and operational access to the Proposed Wind Farm.	Yes
2.3	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.	Comment noted
2.4	Access D For Record Purposes Only. No Safety Issues Identified.			
2.5	Yes	Yes	The gradient for the substation access arm of the junction proposed on the L2702 will be raised to be in accordance with guidelines set out in Rural Road Link Design DN-GEO-03031, TII, June 2017, and will include a dwell area of a minimum of 15m which will have a gradient of a maximum of 2.5%.	Comment noted

**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:	05/08/2026
Audit Team's Name:	Martin Deegan	Audit Team's Signature:		Date:	06/08/2026
Client's Name:	Brian McMenamin	Client's Signature:		Date:	05/08/2026



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