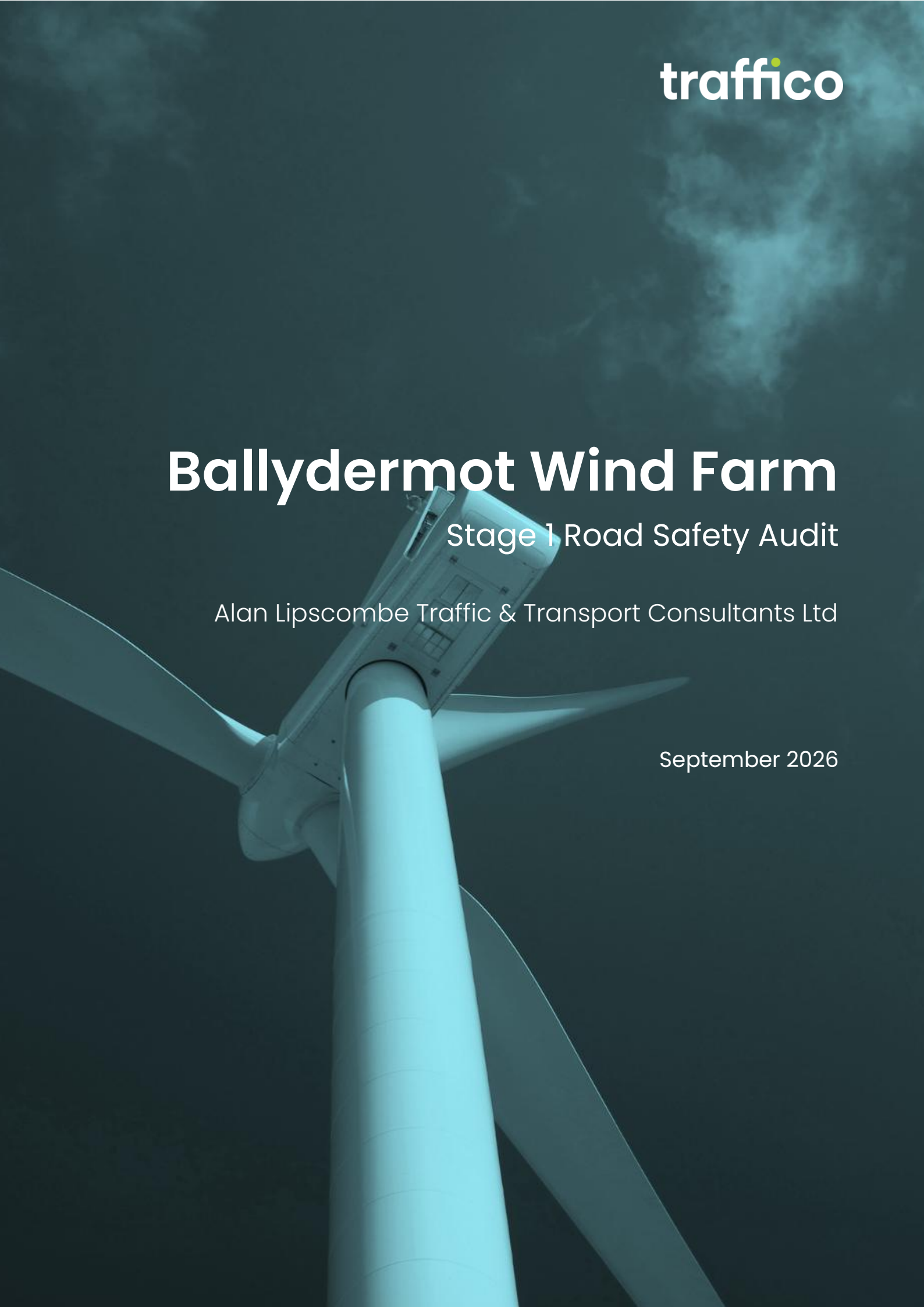
APPENDIX 15-7

STAGE 1 ROAD SAFETY AUDIT



Ballydermot Wind Farm

Stage 1 Road Safety Audit

Alan Lipscombe Traffic & Transport Consultants Ltd

September 2026

Ballydermot Wind Farm

Stage 1 Road Safety Audit

September 2026

Notice

This document and its contents have been prepared and are intended solely for Alan Lipscombe Traffic & Transport Consultants Ltd's information and use in relation to Ballydermot Wind Farm.

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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 proposed Ballydermot Wind Farm.

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

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Tuesday 12th May 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), 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
BYD-BNM-0800-3A	Ballydermot_Layout Sight-Lines Layout (R401)	3
BYD-BNM-0800-3B	Ballydermot_Layout Sight-Lines Layout (R401)	3
BYD-BNM-0801-3	Ballydermot_Layout Sight-Lines Layout (L3001)	3
BYD-BNM-0802-3	Ballydermot_Layout Sight-Lines Layout (L3001)	3
BYD-BNM-0803-3	Ballydermot_Layout Sight-Lines Layout (L3001)	3
BYD-BNM-0805-3	Ballydermot_Layout Sight-Lines Layout (L3001)	3
BYD-BNM-0804-3	Ballydermot_Layout Sight-Lines Layout (L3001)	3
BYD-BNM-0807-3	Ballydermot_Layout Sight-Lines Layout (R414)	3
BYD-BNM-0808-3	Ballydermot_Layout Sight-Lines Layout (R414)	3
BYD-BNM-0806-3	Ballydermot_Layout Sight-Lines Layout (R414)	3

Drawing No.	Drawing Title	Revision
BYD-BNM-0810-3	Ballydermot_Layout Sight-Lines Layout (Killybegs Manor)	3
Figure RSA 1	Access Locations	11.05.26

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: Visibility Splays Partially Obscured

Location: **Location A – R401 | Existing boundary treatments either side of access**

Drivers attempting to leave the access are likely to have their line of sight to approaching traffic blocked in both directions by the existing field boundaries and an earthen bund. This could increase the risk of side-impact collisions at the access.

Figure 2.1 – Visibility Splays Partially Obscured in Both Directions at Location A



Recommendation

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

2.2 Problem: Signpost Currently in Centre of Wind Farm Access

Location: **Location A – R401 | Existing Directional Sign Currently in Access**

The existing directional sign appears to be positioned within the proposed access where vehicles will be turning in and out. Retaining it here will place it at risk of being struck by a vehicle, especially in low light conditions.

Figure 2.2 – Existing Directional Sign (Double Finger Posts) in Access



Recommendation

The directional signpost should be moved to a suitable location where it is less likely to be struck by a vehicle.

2.3 Problem: No Road Safety Issues Identified

Location: **Location B | L3001**

No road safety issues were identified for this access.

Figure 2.3 – Image Taken at Location B - Local Road L3001 Record Purposes Only

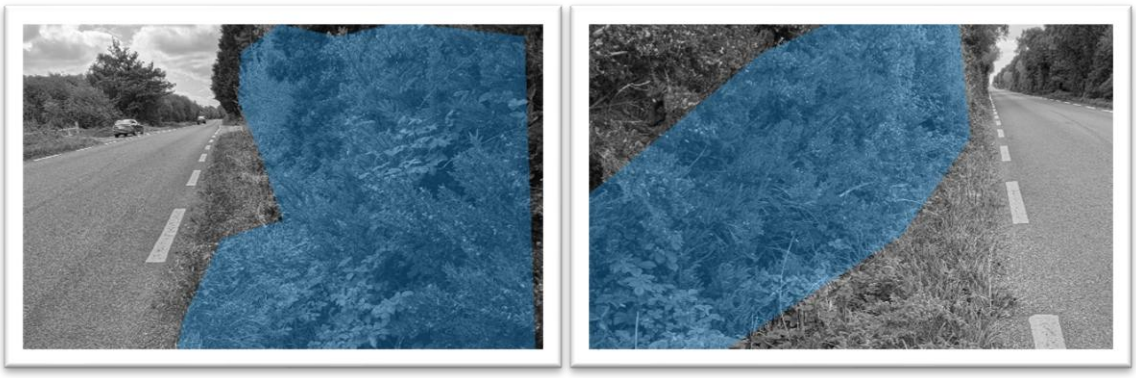


2.4 Problem: Visibility Splays Partially Obscured

Location: **Location C – L3001 | Existing boundary treatments either side of access**

Drivers attempting to leave the access are likely to have their line of sight to approaching traffic blocked in both directions by the existing field boundaries. This could increase the risk of side-impact collisions at the access.

Figure 2.4 – Visibility Splays Partially Obscured in Both Directions at Location C



Recommendation

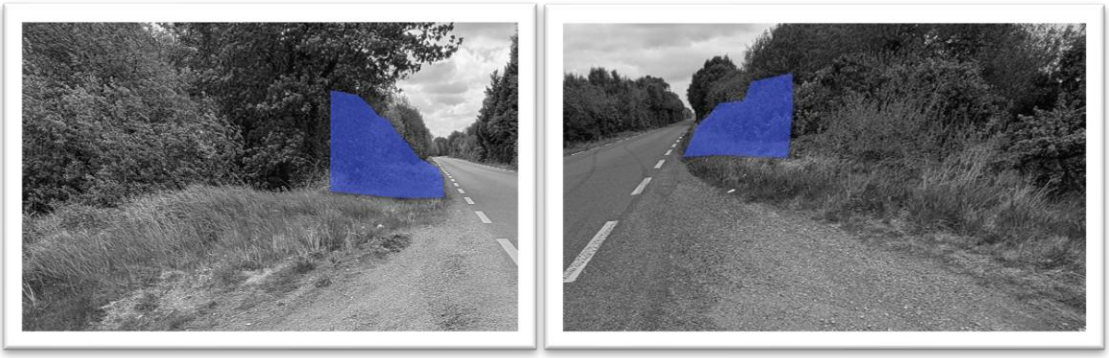
The field boundary should be modified to ensure that an appropriate level of visibility can be provided for drivers exiting the access.

2.5 Problem: Visibility Splays Partially Obscured

Location: **Location E – L3001 | Existing boundary treatments either side of access**

Drivers attempting to leave the access are likely to have their line of sight to approaching traffic blocked in both directions by the existing field boundaries. This could increase the risk of side-impact collisions at the access.

Figure 2.5 – Visibility Splays Partially Obscured in Both Directions at Location E



Recommendation

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

2.6 Problem: No Road Safety Issues Identified

Location: **Location F | L3001**

No road safety issues were identified for this access.

Figure 2.6 – Image at Location F – Local Road L3001 Record Purposes Only



2.7 Problem: Visibility Splays Partially Obscured

Location: **Location G – L3001 | Existing boundary treatment to the right of the access**

Drivers attempting to leave the access are likely to have their line of sight to traffic approaching from the right blocked by the existing field boundary. This could increase the risk of side-impact collisions at the access.

Figure 2.7 – Visibility Splay Partially Obscured to the Right at Location G



Recommendation

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

2.8 Problem: No Road Safety Issues Identified

Location: **Location I | R414**

No road safety issues were identified for this access.

Figure 2.8 – Image Taken at Location I – Regional Road R414 Record Purposes Only



2.9 Problem: Visibility Splays Partially Obscured

Location: **Location J – R414 | Existing boundary treatments to the right of the access**

Drivers attempting to leave the access are likely to have their line of sight to traffic approaching from the right blocked by the existing field boundary. This could increase the risk of side-impact collisions at the access.

Figure 2.9 – Visibility Splay Partially Obscured to the Right at Location J



Recommendation

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

2.10 Problem: Visibility Splays Partially Obscured

Location: **Location L – R414 | Existing boundary treatments either side of access**

Drivers attempting to leave the access are likely to have their line of sight to approaching traffic blocked in both directions by the existing field boundaries. This could increase the risk of side-impact collisions at the access.

Figure 2.10 – Visibility Splays Partially Obscured in Both Directions at Location L



Recommendation

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

2.11 Problem: Level Difference Leading to Steep Road Gradient

Location: **Location L – R414 | Ground Level Difference Within Roadside Verge at Access**

The significant level difference between the existing carriageway and the surrounding ground levels which could lead to a steep gradient where the access addresses the road. This could lead to vehicles rolling back or engine stalls.

Figure 2.11 – Existing Level Drop Between Carriageway and Ground Level Beyond Verge



Recommendation

A suitable dwell area (incorporating minimal gradients) should be created along the access road where it addresses the carriageway to mitigate the risk as described.

2.12 Problem: No Road Safety Issues Identified

Location: **Location M – Killybegs Manor | Local Road L6002**

No road safety issues were identified for this access.

Figure 2.12 – Image Taken at Location M – Local Road Killybegs Manor - Record Purposes Only



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 proposed project.

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: 22nd May 2026

Shane Kearns
Audit Team Member
Road Safety Engineering Team
traffico

Signed: 
Date: 22nd May 2026

4. Designers Response

4.1 How the Designer Should Respond to the Road Safety Audit

The Designer 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 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.

Triggering the Need for an Exception Report

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.

Appendix A

A.1 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

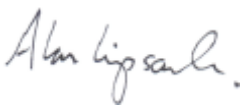
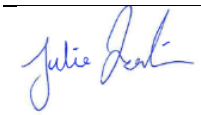
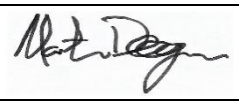
Scheme: Ballydermot Wind Farm

Audit Stage: Stage 1 Road Safety Audit | **Audit Date:** 22nd May 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	Location A – R401- Recommendation accepted - It is confirmed that the visibility splays and forward visibility described and shown in Figures BYD-BNM-0800-3A and BYD-BNM-0800-3B will be provided at all times during the construction stage and once the wind farm is operational.	Comments noted and accepted
2.2	Yes	Yes	Location A – R401 – Recommendation accepted - Further engagement will be held with Offaly County Council to establish an alternative location for the existing directional sign. Preliminary discussions w/ Offaly County Council held in July 2026 have confirmed that signage can be moved, with the exact location to be confirmed between the Applicant and Offaly County Council prior to construction.	Comments noted and accepted
2.3	Location B - L3001| For Record Purposes Only. No Safety Issues Identified.			
2.4	Yes	Yes	Location C - Recommendation accepted - The visibility splays in both directions described and shown in Figure BYD-BNM-0802-3 will be provided at all times during the construction stage and once the wind farm is operational.	Comments noted and accepted
2.5	Yes	Yes	Location E - Recommendation accepted - The visibility splays in both directions described and shown in Figure BYD-BNM-0803-3 will be provided at all times during the construction stage and once the wind farm is operational.	Comments noted and accepted
2.6	Location F – L1001| For Record Purposes Only. No Safety Issues Identified.			

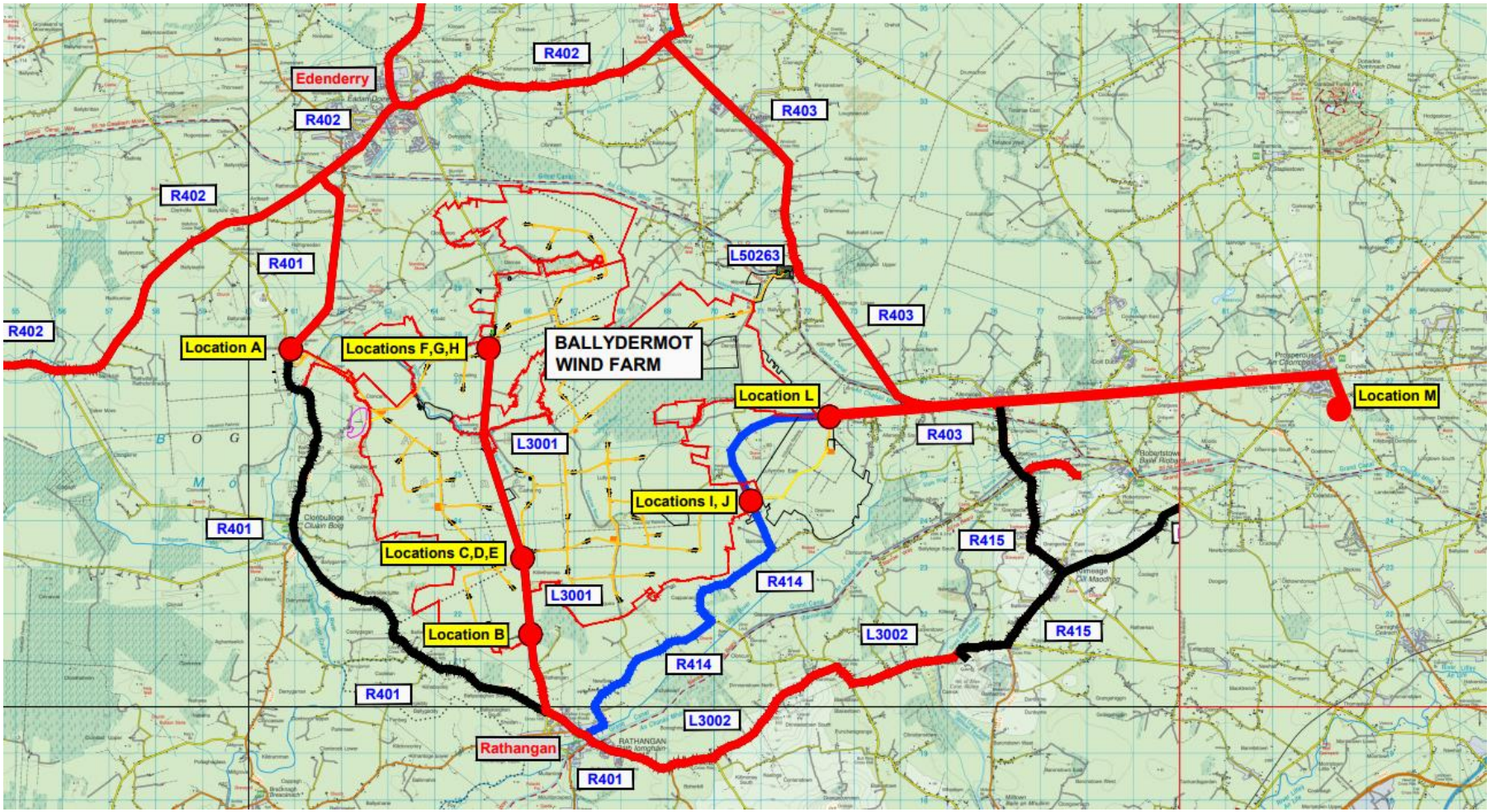
Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
2.7	Yes	Yes	Location G - Recommendation accepted - The visibility splays in both directions described and shown in Figure BYD-BNM-0804-3 will be provided at all times during the construction stage and once the wind farm is operational.	Comments noted and accepted
2.8	Location I – R414 | For Record Purposes Only. No Safety Issues Identified.			
2.9	Yes	Yes	Location J - Recommendation accepted - The visibility splays in both directions described and shown in Figure BYD-BNM-0808-3 will be provided at all times during the construction stage and once the wind farm is operational.	Comments noted and accepted
2.10	Yes	Yes	Location L - Recommendation accepted - The visibility splays in both directions described and shown in Figure BYD-BNM-0806-3 will be provided at all times during the construction stage and once the wind farm is operational.	Comments noted and accepted
2.11	Yes	Yes	Location L - Recommendation accepted - The gradient for the substation access arm of the junction proposed on the R414 will 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%.	Comments noted and accepted
2.12	Location ML | For Record Purposes Only. No Safety Issues Identified.			

**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:	19/10/2026
Employer's Name:	Julie Larkin	Employer's Signature:		Date:	03/09/2026
Audit Team's Name:	Martin Deegan	Audit Team's Signature:		Date:	24/09/2026

Appendix B

B.1 Scheme Location Drawing



Scheme Location Drawing kindly provided by Alan Lipscombe Traffic and Transport Consultants



traffico
w: www.traffico.ie
e: hello@traffico.ie