APPENDIX 15-4

Stage 1 Road Safety Audit



Killoshulan Wind Farm

Stage 1 Road Safety Audit

Alan Lipscombe Traffic & Transportation

October 2026

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Stage 1 Road Safety Audit

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Notice

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

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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 Killoshulan Wind Farm .

The Audit has been completed by Traffico on behalf of Alan Lipscombe Traffic & Transportation.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Monday 21st September 2026	Daylight	Overcast with damp 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 15-9	Site Access R693 – Proposed Junction Layout Visibility Splays	NA

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: Existing Field Boundaries Either Side of Access

Drivers attempting to leave the access may have their line of sight to oncoming traffic partially obscured by foliage in the existing field boundaries. This could increase the risk of side-impact type collisions at the windfarm access.

Figure 2.1 – Visibility Splays Partially Obscured by Existing Field Boundaries



Recommendation

The access sight lines should be checked, with the existing field boundaries cut back if deemed necessary, to ensure that an appropriate level of visibility can be provided for drivers exiting the access.

2.2 Problem: Granular Material Deposited on Regional Road

Location: Windfarm Access to R693 Regional Road

The wheel action of construction and service vehicles may track granular material from the unbound site access road onto the regional road, resulting in a slippery surface and an increased risk of loss-of-control collisions during braking.

Figure 2.2 – Unbound Pavement at Interface Between Windfarm and R693



Recommendation

A suitable bound pavement should be installed at the site access where it connects with the regional 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: 30th September 2026

Shane Kearns
Audit Team Member
Road Safety Engineering Team
traffico

Signed: 

Date: 30th September 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

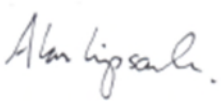
Road Safety Audit Feedback Form

Scheme: Killoshulan Wind Farm

Audit Stage: Stage 1 Road Safety Audit | **Audit Date:** 30th September 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	It is confirmed that the required visibility splays, as shown in Figure 15-9, will be kept clear of all obstruction during the construction and operational phases of the Proposed Development.	Comment noted and accepted.
2.2	Yes	Yes	It is confirmed that there will be a section of the proposed improved site access from the carriageway edge of the R693 that will have a tarred surface. It is also noted that wheel cleaning and road cleaning facilities will be in place during the construction of the Proposed Development.	Comment 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:	27/10/26
Audit Team's Name:	Martin Deegan	Audit Team's Signature:		Date:	28 October 2026
Client's Name:	Neil O'Brien	Client's Signature:		Date:	27/10/26



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