TOBIN

Rooaunalaghta Green Energy Project

Appendix 17-9

Road Safety Audit

ROOAUNALAGHTA
Green Energy

BUILT ON KNOWLEDGE

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1. INTRODUCTION

1.1. This report describes a Stage 1 Road Safety Audit carried out on behalf of Rooaunalaghta Green Energy on three separate vehicle access junctions. Two of these junctions are directly onto the R334, approximately 3.5km north of Headford town. These junctions are to facilitate delivery and future maintenance of the wind farm turbines. The third junction is onto the L2104, approximately 1km north-west of Stonepark. This junction is for access to the proposed sub-station.

1.2. The audit was carried out between 30th September – 2nd October 2026.

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 30th September 2026 between the hours of 15:15 – 15:50. Weather conditions during the inspection were fine and the road surface was dry. Traffic conditions on the L2104 were quiet. Traffic conditions on the R334 were considered busy with cars, light goods and HGVs. Photographs were taken during the inspection.

1.5. This Stage 1 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. **Appendix A** describes the documents examined by the Audit Team.

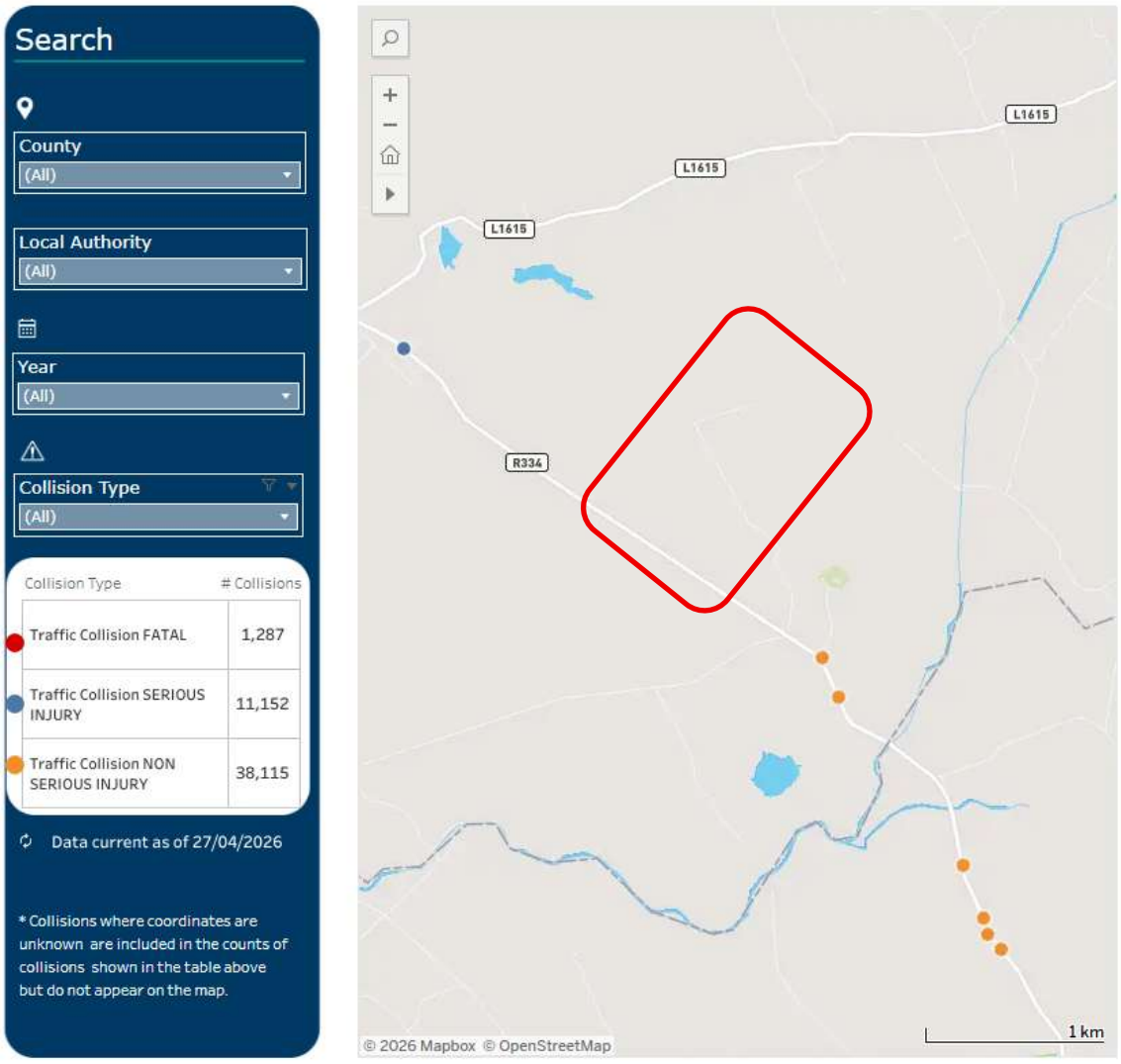
Appendix B contains the Audit Feed Back Form. The Designer shall consider the Audit Report and prepare a Designer Response to each of the recommendations, using the Feedback Form. The response shall state clearly whether each recommendation is accepted, rejected, or whether an alternative recommendation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

1.7. 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

2.1. Collision data has not been supplied with this scheme.

2.2. Road Collision Data is currently available on the Road Safety Authority Database for the years 2016 – 2024. The data shows zero injury collisions in the vicinity of the proposed development.



3. ITEMS RESULTING FROM PREVIOUS AUDIT(S)

No previous reports were offered for reference.

4. ITEMS RESULTING FROM THIS STAGE 1 AUDIT

4.1 L2104 Problems

4.1.1 Junction Visibility

Problem: Although the drawings indicate junction visibility to the nearside carriageway edge will be provided, site inspections found that the hedging to the north-west of the junction impedes visibility to vehicles travelling in excess of the speed limit.

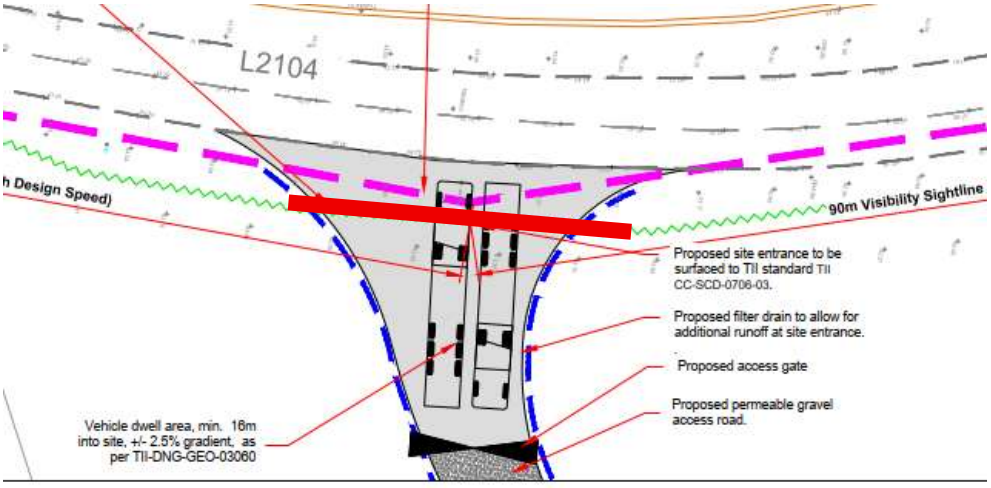


Hazard: High speed vehicles may impact with traffic in the process of exiting the development.

Recommendation: The Design Team should cut back of the hedge to the north-west of the junction.

4.1.2 Field Boundary

Problem: The formation of the new junction will sever the existing field boundary. The drawings do not indicate a new fence between the existing boundary and the proposed new gate. Livestock from the field may escape and enter the L2014.



Hazard: Passing traffic may impact with livestock on the road resulting in vehicle occupant injuries.

Recommendation: The Design Team should ensure livestock cannot escape from the field.

4.1.3 Carriageway Drainage

Problem: The existing L2104 roadside drain will be severed by the construction of the new access. The drawings indicate a new filter drain will be installed to both sides of the new access, but it is not clear if the soils in this area have sufficient percolation to cater for the existing local road and the new junction hardstanding.

Hazard: Flood water may flow over the L2014 carriageway. Vehicle loss of control incidents may result.

Recommendation: The Design Team should culvert the existing roadside drain under the new access junction.

4.2 R334 Site Access 1 & 2 Problems

4.2.1 R334 Junction Visibility

Problem: The drawings indicate a junction visibility 'y' distance of 160m, which is appropriate for vehicles approaching up to 80kph. The speed limit on this section of road is also 80pkh, however the RSA Team are concerned the 85th% speed on this road is faster than this posted speed limit.

Hazard: Development traffic may exit into the path of oncoming R334 traffic.

Recommendation: The Design Team should undertake a speed survey at the location of the two junctions and adjust the available junction visibility if deemed necessary.

4.2.2 Field Boundary

Problem: The formation of the new junctions will sever the existing field boundary. The drawing does not indicate a new fence between the existing boundary and the proposed new gate. Livestock from the field may escape and enter the R334

Hazard: Passing traffic may impact with livestock on the road resulting in vehicle occupant injuries.

Recommendation: The Design Team should ensure livestock cannot escape from the field.

4.2.3 Carriageway Drainage

Problem: The existing R334 roadside drain will be severed by the construction of the new access. The proposed filter drain does not form or permit a continuation of the R334 drainage channel. Water may pond in the area of the new junction(s).

Hazard: Flood water may flow onto the R334 carriageway. Vehicle loss of control incidents may result.

Recommendation: The Design Team should culvert the existing roadside drain under the new access junction(s)

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 19th October 2026

Signed .....
PJ Gallagher
Audit Team Member

Date 19th October 2026

APPENDIX A LIST OF DOCUMENTS EXAMINED

DOCUMENT REF / NAME:	RECEIVED FROM:	DATE:
11981-2051 Rev A L2104 Site Access No. 3 Entrance & Visibility Details 11981-2050 Rev A R334 Site Access No. 2 Entrance & Visibility Details 11981-2049 Rev A R334 Site Access No. 1 Entrance & Visibility Details	TOBIN	24/09/2026

APPENDIX B RSA FEEDBACK FORM

ROAD SAFETY AUDIT FEEDBACK FORM

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

Scheme: Rooaunalaghta Windfarms, Co Mayo

Audit Stage: 1 **Date Audit Completed:** 06/10/2026 **Route No.** R334 / L2102 **Our Ref :**123289|R1

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. **Only complete if recommended measure is not accepted.**	Alternative measures or reasons accepted by Auditors (Yes/No)
4.1.1	Yes	Yes		
4.1.2	Yes	Yes		
4.1.3	Yes	Yes		
4.2.1	Yes	No	Junction visibility @Y@ distance can be extended from 160m to 215m on both sides for site access 1 & 2 if preconstruction speed survey determines this is required.	Yes
4.2.2	Yes	Yes		
4.2.3	Yes	Yes		

Signed: M. Nolan Designer Date: 14/10/2026
Michael Nolan
TOBIN Consulting Engineers

Signed: S Summerfield Audit Team Leader Date: 15/10/2026
Stuart Summerfield
CST Group Chartered Consulting Engineers

Signed: Larry O Halloran Employer Date: 19/10/2026
For Rooaunalaghta Green Energy Limited