



## **Stage 1 Road Safety Audit**

**Proposed Kellystown Wind Farm, Co Louth**

**On behalf of EDF Renewables Ireland Ltd.**

Prepared By:

**CST GROUP**

Chartered Consulting Engineers

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**August 2025**

**Civil**  
**Structural**  
**Traffic**

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## DOCUMENT CONTROL

<b>Revision</b>	R0	R1	R2	R2							
<b>Purpose of Issue:</b> P=Preliminary C=Comment F=Final	C	C	C	F							
<b>Date:</b>	03 06 25	29 07 25	29 07 25	06 08 25							
<b>Originator:</b>	PE	PE	PE	PE							
<b>Checked By:</b>	SS	SS	SS	SS							
<b>Approved By:</b>	SS	SS	SS	SS							

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# 1. INTRODUCTION

1.1. This report describes a Stage 1 Road Safety Audit carried out on behalf of EDF Renewables Ireland Ltd. on proposed road junctions to provide access for the construction and future maintenance of a proposed wind farm project at Kellystown, Co Louth.

1.2. The audit was carried out between 20<sup>th</sup> May and 8<sup>th</sup> July 2025.

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:**

Philip Edwards, BSc Hons GMICE  
TII Auditor Ref. PE192503

1.4. A Road Safety Audit brief was prepared by Jennings O'Donovan & Partners dated April 2025. This document outlines the junctions requested to be audited. 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 20<sup>th</sup> May 2025 between the hours of 11:30 – 13:20. Weather conditions during the inspection were overcast and the road surface was dry. Traffic conditions were considered moderate with cars, light goods and HGVs. A high proportion of the vehicles observed were HGVs associated with trips to/from the Gallstown Quarry which is accessed from L6274. 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 (Dec 2017) '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. ITEMS RESULTING FROM PREVIOUS STAGE 1 AUDIT**

No previous audit has been offered for reference.

RECEIVED: 07/08/2025

### 3. ITEMS RESULTING FROM THIS STAGE 1 AUDIT

#### 3.1 Collision Data

Collision data has not been supplied with this scheme.

Road Collision Data is not currently available on the Road Safety Authority Database, therefore no collision trends in the immediate vicinity of the proposed site can be analysed.

#### 3.2 General Problems

##### 3.2.1 PUBLIC ROADS – TRAFFIC SPEEDS

**Problem:** Vehicles speeds were observed exceeding the posted speed limit. The junction visibility splays shown on the drawings indicates a large 'X' distance of 4.5m and a short 'Y' distance. This may result in vehicles not slowing to a stop on approach to the junction and also insufficient visibility being achieved along the public road to approaching vehicles.

**Hazard:** Users may exit the development junctions into the path of approaching high-speed vehicles. Impacts may result.

**Recommendation:** The Design Team should, prior to construction, undertake speed surveys at the development junctions to inform the design. The provided junction visibility splays should reduce the 'X' distance in order to encourage development traffic to stop at the junction of the public road and also provide a 'Y' distance suited to the surveyed traffic speeds. If suitable 'Y' distance cannot be achieved, speed reduction measures should be implemented in conjunction with the roads authority.

##### 3.2.2 JUNCTION RADII

**Problem:** The junction radii for the maintenance period of the project appear large. Motorists may enter / exit the development at high speed.

**Hazard:** Loss of vehicle control or failure to give-way type incidents may result.

**Recommendation:** The Design Team should undertake vehicle swept path analysis for the anticipated vehicle type and tighten the junction radii to suit this analysis.

### 3.3 Problems at Specific Locations

#### 3.3.1 SITE ENTRANCE 1

##### 3.3.1.1 Access Road – Gradient

**Problem:** The lands for the future access road are sloping away from the public road at a steep gradient. There is concern users will be required to undertake a hill start when attempting to exit the development onto the public road.

**Hazard:** Users may stall their vehicles partially within the public road. Side on impact from public road traffic may result.

**Recommendation:** The Design Team should ensure a suitable gradient dwell area is provided at the junction.

##### 3.3.1.2 Public Road Drainage

**Problem:** There is a drainage gully located within the mouth of the proposed junction. Slewing of heavy vehicles may dislodge the gully grating or frame.



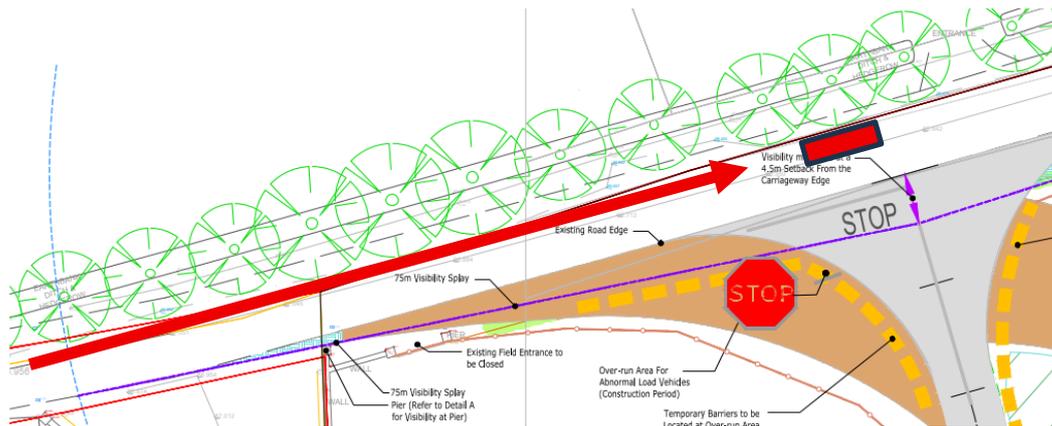
**Hazard:** Public road traffic may hit the dislodged grating or open gully pot and lose vehicle control.

**Recommendation:** The Design Team should relocate the gully outside of the mouth of the junction. The Design Team should also ensure the works do not result in ponding occurring thin this area.

### 3.3.2 SITE ENTRANCE 2

#### 3.3.2.1 Forward Visibility

**Problem:** The proposed junction is located to the north-east of the left-hand bend and dip on the public road. There is concern that maintenance vehicles waiting to turn right off of the public road into the development may be hidden from view of following traffic by roadside vegetation and possible the vertical alignment.



**Hazard:** Rear end shunts may result.

**Recommendation:** The Design Team should ensure suitable forward visibility is provided to users waiting in the public road.

#### 3.3.2.2 Junction Visibility

**Problem:** The drawings indicate fencing to be set back to achieve junction visibility, however at this location there are masonry piers to both sides of the junction that also restrict visibility.



**Hazard:** Users may exit the development into the path of oncoming traffic.

**Recommendation:** The Design Team should remove or set back the masonry piers.

### 3.3.3 SITE ENTRANCE 3

#### 3.3.3.1 Public Road – Drainage

**Problem:** There is a deep roadside drain to the development side of the public road. The construction of the development junction may hinder the flow of water in this drain, resulting in flooding of the carriageway.

**Hazard:** Aquaplaning type collisions may result.

**Recommendation:** The Design Team should ensure suitable sized culverts are installed under the development junction in order to maintain free passage of water along this drain.

### 3.3.4 SITE ENTRANCE 4

#### 3.3.4.1 Junction Visibility – Vertical

**Problem:** There is a crest of a hill to the right of the junction when exiting. There is concern visibility to approaching vehicles is restricted by the crest.



**Hazard:** Users may exit the development into the path of oncoming traffic.

**Recommendation:** The Design Team should ensure suitable vertical junction visibility is achieved.

### 3.3.5 INTERNAL JUNCTION 1 – SUB STATION ACCESS

#### 3.3.5.1 Junction Visibility

**Problem:** Junction visibility to the right when exiting the access track appears to be restricted by a stone wall. The drawings do not indicate this wall as being removed or set back.



**Hazard:** Users exiting the access road may have poor visibility of vehicles approaching from their right. The user may exit into the path of oncoming traffic.

**Recommendation:** The Design Team should ensure adequate junction visibility is provided.

### 3.3.6 INTERNAL JUNCTION 2 – PUBLIC TRACK

#### 3.3.6.1 Surfacing Material

**Problem:** The existing track construction consists of unbound granular material. If this track is to be used for maintenance vehicles after completion of construction, there is concern motorists may lose vehicle control when turning or attempting to stop for other track users.

**Hazard:** Loss of control incidents may result.

**Recommendation:** The Design Team should surface the area of the junction with a bound material.

#### 3.3.6.2 Road Markings

**Problem:** The existing track construction consists of unbound granular material. The drawings indicate road markings to inform of priority at this junction. It is unlikely the road markings will remain in place on the unbound surface.

**Hazard:** Users on the minor arm may proceed into the main track and impact with other users.

**Recommendation:** The Design Team should surface the area of the junction with a bound material.

### 3.3.6.3 Track Use

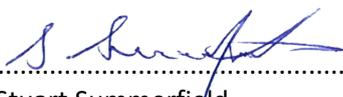
**Problem:** It appears the track is used for recreational walking. Maintenance personnel driving to the site may be unaware they are sharing the track with walkers.

**Hazard:** Vehicle / pedestrian impacts may result.

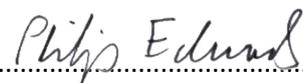
**Recommendation:** The Design Team should provide warning signage to advise of walkers on the track.

#### 4. 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 8<sup>th</sup> July 2025 .....

Signed  .....  
P Edwards  
Audit Team Member

Date 8<sup>th</sup> July 2025 .....

## APPENDIX A LIST OF DOCUMENTS EXAMINED

DOCUMENT REF / NAME:	RECEIVED FROM:	DATE:
Job 6918 Road Safety Audit Locations	Jennings O'Donovan	08/05/2025
6918 – PL – 203 Rev P01.1 Site Entrance No.1 Sightlines Drawing	Jennings O'Donovan	21/05/2025
6918 – PL – 203-01 Rev P01.1 Site Entrance No.1 Sightlines Drawing (post construction)	Jennings O'Donovan	21/05/2025
6918 – PL – 204 Rev P02 Site Entrance No.2 Sightlines Drawing	Jennings O'Donovan	21/05/2025
6918 – PL – 204-01 Rev P02 Site Entrance No.2 Sightlines Drawing (post construction)	Jennings O'Donovan	21/05/2025
6918 – PL – 205 Rev P01.1 Site Entrance No.3 Sightlines Drawing	Jennings O'Donovan	21/05/2025
6918 – PL – 206 Rev P00 Access to Met Mast Site Entrance No.2 Sightlines Drawing	Jennings O'Donovan	21/05/2025
6918 – PL – 207 Rev P01.1 Substation Site Entrance Layout	Jennings O'Donovan	21/05/2025
6918 – PL – 208 Rev P01.1 Internal junction with Coillte Access Road	Jennings O'Donovan	21/05/2025



## APPENDIX B    RSA FEEDBACK FORM

# ROAD SAFETY AUDIT FEEDBACK FORM

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

Scheme: Proposed Kellystown Wind Farm, Co Louth

Audit Stage: 1 Date Audit Completed: 08/07/2025 Route No. Our Ref :125217|R2

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. <b>Only complete if recommended measure is not accepted.</b>	Alternative measures or reasons accepted by Auditors (Yes/No)
3.2.1	Yes	Yes		
3.2.2	Yes	Yes		
3.3.1.1	Yes	Yes		
3.3.1.2	Yes	Yes		
3.3.2.1	Yes	Yes		
3.3.2.2	Yes	Yes		
3.3.3.1	Yes	Yes		
3.3.4.1	Yes	Yes	This entrance will no longer be used as part of the development. The recommendation is no longer required.	
3.3.5.1	Yes	Yes		
3.3.6.1	Yes	No	The proposed Development access track will be gated at its intersection with the public forest road to prevent unauthorised access from the public forest road to third party lands. The gate will be closed during the operation of the Proposed Development and will restrict vehicle speeds in the vicinity of the junction. Details of the junction layout are shown on Drawing 6918-PL-208. A stop sign mounted on a post will be located at the junction.	Yes
3.3.6.2	Yes	No	The proposed Development access track will be gated at its intersection with the public forest road to prevent unauthorised access from the public forest road to third party lands. The gate will be closed during the operation of the Proposed Development and will restrict vehicle speeds in the vicinity of the junction. Details of the junction layout are shown on Drawing 6918-PL-208. A stop	Yes

# ROAD SAFETY AUDIT FEEDBACK FORM

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

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. <b>Only complete if recommended measure is not accepted.</b>	Alternative measures or reasons accepted by Auditors (Yes/No)
			sign mounted on a post will be located at the junction.	
3.3.6.3	Yes	Yes		

Signed:  Design Team Leader Date: 01/08/2025  
John Doogan  
For Jennings O'Donovan

Signed:  Audit Team Leader Date: 06/08/2025  
Stuart Summerfield  
CST Group Chartered Consulting Engineers

Signed:  Employer Date: 06/08/2025  
Damian Byrne  
For EDF Renewables Ltd