



White Hill Wind Farm

Environmental Impact Assessment Report

Annex 13.1: Stage I Road Safety Audit

White Hill Wind Limited

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White Hill Wind Farm, Co.
Carlow

Stage 1 Road Safety Audit

White Hill Wind Ltd.

April 2022

Notice

This document and its contents have been prepared and are intended solely for White Hill Wind Ltd.'s information and use in relation to the proposed White Hill Wind Farm, Co. Carlow.

Trasky Ltd. assumes no responsibility to any other party in respect of or arising out of or in connection with this document and / or its contents.

Document History

Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date
0	Draft Issue	JW	MD	MD	JW	23/03/2022
1	Client Issue	JW	MD	MD	JW	24/03/2022
2	Final Issue	JW	MD	MD	JW	01/04/2022

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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 White Hill Wind Farm, Co. Carlow.

The Audit has been completed by Trasky Ltd. on behalf of White Hill Wind Ltd.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Monday 14 th March 2022	Daylight	Sunny, dry roads.

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)	Jason Walsh BEng (Hons) PCert (RSA) CEng MIEI	JW3362499
Audit Team Member (ATM)	Martin Deegan BEng (Hons) MSc CEng MIEI	MD101312
Audit Trainee (AT)	-	-

Table 1.2 – Audit Team Details

1.4 Design Drawings Examined as Part of the Audit Process

The following drawing(s) were examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Drawing Title	Revision
210909/CMP/WH/001	Draft Site Entrance Drawing	00

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: Open Drain Channels close to Carriageway Edge

Location: Local Road

Open drain channels are located close to the carriageway edge on both side of the local road between the two proposed access junctions. A large vehicle could enter the drain channel leading to the vehicle becoming trapped or overturning.



Figure 2.1 – Open Drain Channels

Recommendation

Drainage measures should be provided to prevent large vehicles becoming trapped or overturning.

2.2 Problem: Trees Overhanging Carriageway

Location: Local Road

A number of trees located along the local road have branches that overhang the carriageway, this could result in vehicle strikes leading to driver/passenger injury.



Figure 2.2 – Overhanging Trees

Recommendation

Trees generating a hazard should be removed or cut back as appropriate.

2.3 Problem: Existing Ground Profile Along Visibility Splay

Location: Eastern Access Junction onto Local Road

The existing ground profile to the east of the access junction may result in an obstruction of the visibility splay leading to visibility issues for vehicles exiting the access junction.

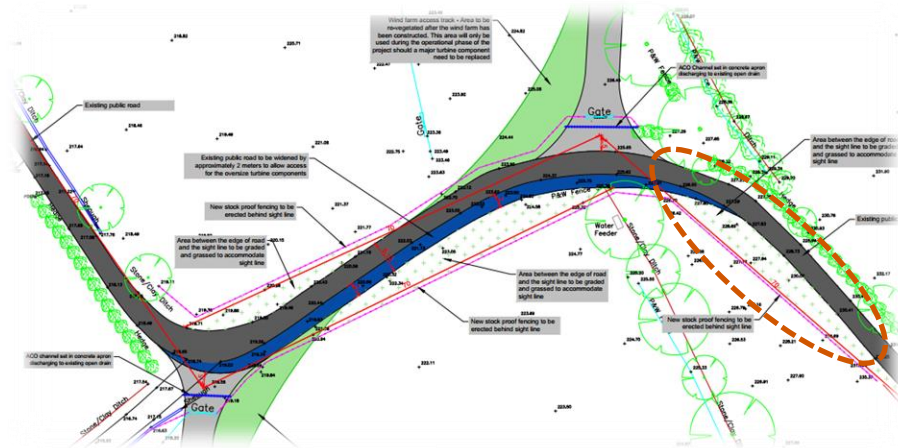


Figure 2.3 – Eastern Access Junction Visibility Splay

Recommendation

The ground profile should be graded to ensure the access junction visibility splay is not obstructed.

2.4 Problem: Access Track Connection

Location: Access Track onto Local Road

Failing to provide an appropriate interface between the access track and the western access junction could lead to driver confusion and conflict.

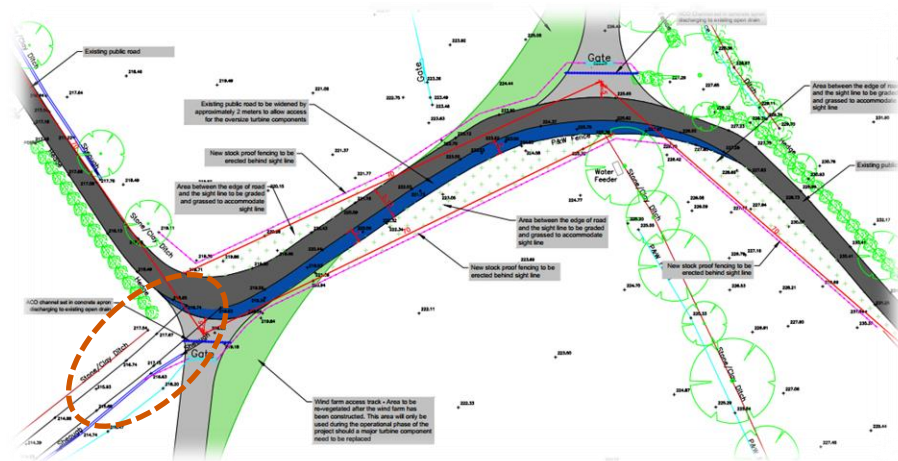


Figure 2.4 – Access Track

Recommendation

Provide an appropriate interface between the access track and the western access junction.

3. Audit Team Statement

3.1 Certification

We certify that we have examined the drawing(s) listed in Chapter 1 of this Report.

3.2 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.

3.3 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.

3.4 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.

3.5 Road Safety Audit Team Sign-Off

Jason Walsh

Audit Team Leader
Road Safety Engineering Team

TRASKY

Signed:



Date:

23rd March 2022

Martin Deegan

Audit Team Member
Road Safety Engineering Team

TRASKY

Signed:



Date:

23rd March 2022

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.

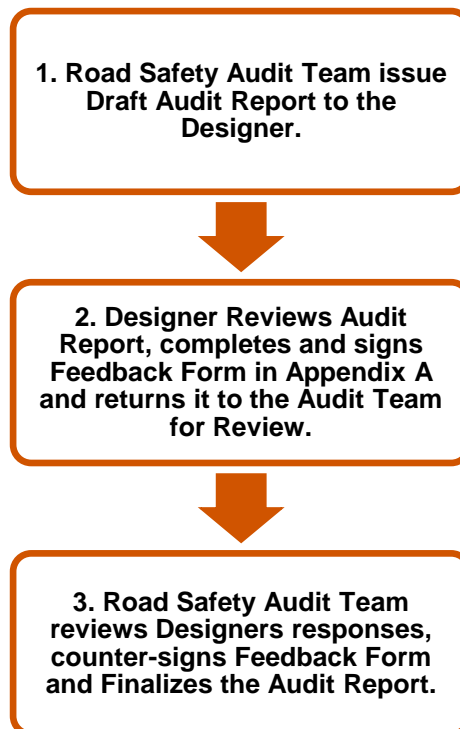


Figure 4.1 – Road Safety Audit Sign-Off and Completion Process

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: jason@trasky.ie

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

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

<h2 style="color: #c00000;">Road Safety Audit Feedback Form</h2>			
Scheme:	White Hill Wind Farm, Co. Carlow		
Audit Stage:	Stage 1 Road Safety Audit	Audit Date:	23 rd March 2022

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	Existing roadside drainage channels will be filled as part of the carriageway widening works with new drains constructed to appropriately manage surface water.	
2.2	Yes	Yes	The identified trees and overhanging branches will be removed as part of the carriageway widening works.	
2.3	Yes	Yes	All ground levels will be graded such that they do not interfere with the provision of visibility splays.	
2.4	Yes	Yes	The interface of the junction with the private access track (extremely limited day-to-day usage) will be re-designed to avoid any conflict.	
2.5	Yes	Yes	The gates will be set back by c. 7m to accommodate service vehicles and avoid any conflict with traffic movements.	

**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:	Cormac McPhillips	Designer's Signature:		Date:	31/3/22
Employer's Name:	James Carville	Employer's Signature:		Date:	31/3/2022
Audit Team's Name:	Jason Walsh	Audit Team's Signature:		Date:	01/04/2022

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