



APPENDIX 15-3

**STAGE 1 ROAD SAFETY AUDIT
REPORT**



Laurclavagh Renewable Energy Project

Stage 1 Road Safety Audit

Laurclavagh Ltd.

March 2024

Laurclavagh Renewable Energy Project

Stage 1 Road Safety Audit

February 2024

Notice

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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 proposed Laurclavagh Renewable Energy Project.

The Audit has been completed by Traffico on behalf of Laurclavagh Ltd.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Tuesday 30 th January 2024	Daylight	Sunny with 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)	Martin Deegan BEng(Hons) MSc CEng MIEI	MD101312
Audit Team Member (ATM)	Jason Walsh BEng (Hons) PCert (RSA) CEng MIEI	JW3362499

Table 1.2 – Audit Team Details

1.4 Design Information Examined as Part of the Audit Process

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

Fig.No	Drawing Title	Rev.
15-12	Location 4 - N83 / L-61461, proposed temporary access for abnormally sized loads and standard HGVs during construction phase	-
15-13	Location 4 - N83 / L-61461, proposed temporary access for abnormally sized loads and standard HGVs during construction phase – blade extended artic	-
15-14	Location 4 - N83 / L-61461, proposed temporary access for abnormally sized loads and standard HGVs during construction phase – tower extended artic	-
15-15	Location 4 - N83 / L-61461, proposed temporary access for abnormally sized loads and standard HGVs during construction phase – standard large articulated HGV	-
15-16	Location 5 – Proposed access junction of L-61461 for all traffic during construction and operational phases	-
15-17	Location 5 – Proposed access junction of L-61461 for all traffic during construction and operational phases – visibility splays	-
15-18	Location 5 – Proposed access junction of L-61461 for all traffic during construction and operational phases – blade extended artic	-
15-19	Location 5 – Proposed access junction of L-61461 for all traffic during construction and operational phases – tower extended artic	-
15-20	Location 5 – Proposed access junction of L-61461 for all traffic during construction and operational phases – standard large articulated HGV	-

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.

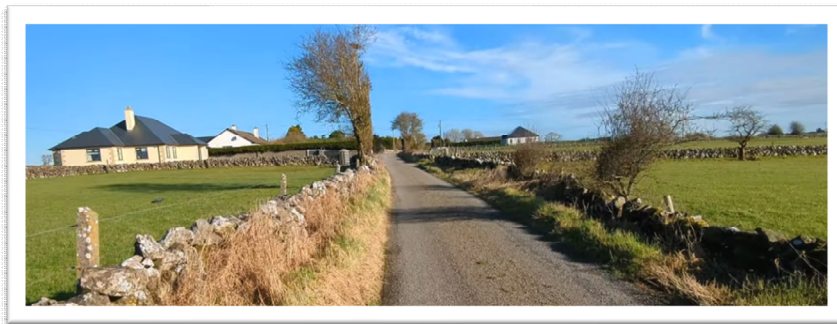
2. Road Safety Issues Identified

2.1 Problem: Space for Opposing HGV's to Pass

Location: Section of Local Road L-61461 to be Used by Construction Traffic

It's likely that in some locations, space will be limited for two opposing HGV's to pass each other on the L-61461. This could lead to opposition type conflicts or lengthy (and risky) reversing manoeuvres.

Figure 2.1 – L-61461 Local Road Looking East Near Site Access



Recommendation

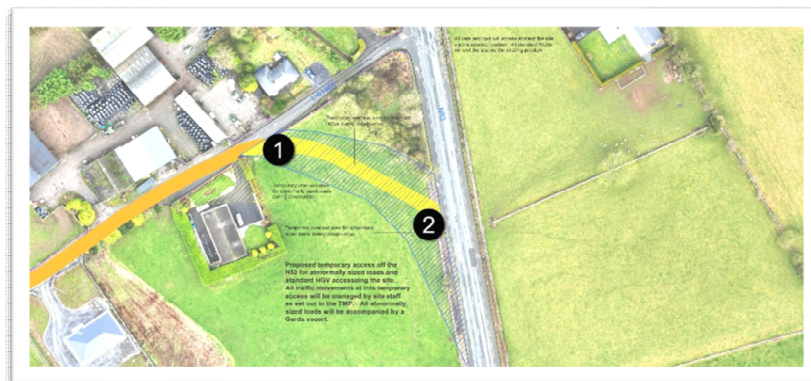
Appropriate measures should be set in place as part of the Construction Traffic Management Plan to manage the risks associated with opposing HGV conflicts on the L-61461.

2.2 Problem: Errant Drivers Entering Works / Over-Run Area

Location: Temporary Over-Run Area for HGV;s Linking N83 to L-61461

The opening of the over-run area for abnormal loads and construction traffic could create driver confusion, leading to errant drivers (i.e. the general public) accessing the windfarm construction site in error.

Figure 2.2 – Access Points 1 & 2 Were the General Public May Enter the Works Area



Recommendation

Access to the over-run area should be managed appropriately whilst being used for construction traffic to avoid errant drivers entering the works. Access points 1 and 2 should be closed when not required by construction traffic.

2.3 Problem: Sightline for Drivers Looking to Right Obscured

Location: Windfarm Site Access onto L-61461

Visibility looking to the right for drivers leaving the construction site may be partially obscured by foliage within the adjacent field boundary. This is likely to increase the risk of a side impact type collision on the Local Road L-61461.

Figure 2.3 – Foliage in Ditch Obscuring Sightlines to Right for Emerging Vehicles



Recommendation

Sightlines at the wind farm access should be maximised by cutting back and maintaining all boundary foliage falling within the envelope of visibility.

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



Signed:

Date:

9th February 2024

Jason Walsh

Audit Team Member
Road Safety Engineering Team



Signed:

Date:

9th February 2024

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

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

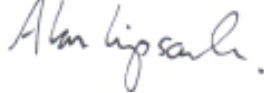


Scheme: Laurclavagh Renewable Energy Project

Audit Stage: Stage 1 Road Safety Audit

Audit Date: 9th February 2024

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 proposed that that the approx. 270m section of the L-61461 between the proposed link road and the proposed access junction will have a minimum width of 5m, which will be sufficient for many of the construction vehicles to pass when moving slowly. A traffic management plan is also proposed as part of the EIAR to manage traffic volumes and minimise the potential for opposing HGVs to meet on this section of the L-61461. It is noted that site staff (Flagmen) will be on-site at all times during the construction phase to manage traffic construction traffic.	
2.2	Yes	Yes	The default for the temporary over-run area connecting the N83 to the L-61461 will be that it will be closed to all traffic by means of gates / fencing. During times when this area is being used for construction traffic the access at both ends will be managed at all times by means of signing and site staff (Flagmen), and during the delivery of the abnormally sized loads, by Garda escort vehicles. On completion of the construction phase the link road will be permanently closed with boundary fencing.	
2.3	Yes	Yes	It is confirmed that the appropriate visibility splays as shown in Figure 15-17 of the EIAR will be kept clear of all obstruction during the construction, operational and decommissioning stages of the Proposed Project.	

**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:	6 th March 2024
Employer's Name:	William O'Connor	Employer's Signature:		Date:	6 th March 2024
Audit Team's Name:	Martin Deegan	Audit Team's Signature:		Date:	13 th March 2024



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