



APPENDIX 15-2

ROAD SAFETY AUDIT

Clonberne Wind Farm

Stage 1 Road Safety Audit

Alan Lipscombe Traffic & Transport Consultants

June 2024

Clonberne Wind Farm

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 Clonberne Wind Farm.

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

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Tuesday 30 th January 2024	Daylight	Sunny with damp 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
Audit Trainee (AT)	-	-

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:

Drawing No.	Drawing Title
Figure 15.23	Junction A – Construction access on R328 – Proposed temporary access for abnormally sized loads and general construction traffic
Figure 15.24	Junction A – Construction access on R328 – Proposed temporary access for abnormally sized loads and general construction traffic – available visibility splays
Figure 15.25	Junction A – Construction access on R328 – Proposed temporary access for abnormally sized loads and general construction traffic – blade extended artic
Figure 15.26	Junction A – Construction access on R328 – Proposed temporary access for abnormally sized loads and general construction traffic – tower extended artic
Figure 15.27	Junction A – Construction access on R328 – Proposed temporary access for abnormally sized loads and general construction traffic – standard articulated HGV
Figure 15.28	Location of internal access junctions
Figure 15.29	Junction B – Local road / site access road junction – junction layout and visibility splays
Figure 15.30	Junction C – Local road / site access road junction – junction layout and visibility splays

Drawing No.	Drawing Title
Figure 15.31	Junction D – Local road / site access road junction – junction layout and visibility splays
Figure 15.32	Junction E – Local road / site access road junction – junction layout and visibility splays
Figure 15.33	Junction F – L-2232 / site access road junction – junction layout and visibility splays

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: Sight Lines Partially Obscured

Location: Access Junction A | Emerging Driver's Line of Site Looking to Right

A driver's line of sight to approaching westbound traffic travelling on the R328 appears to be partially obscured by an existing field boundary. This is likely to increase the risk of conflict on the R328 in proximity to the temporary wind farm access during the construction period.

Figure 2.1 – Existing Field Boundary (shaded blue) Obscuring Sight Line to Right



Recommendation

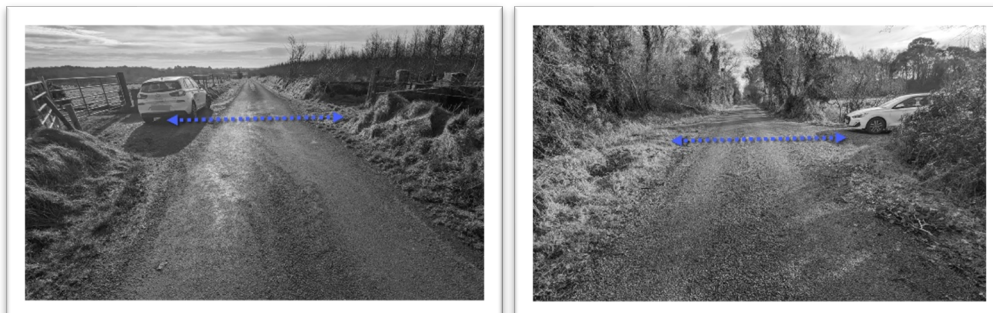
Appropriate sight lines should be provided at the temporary access. This should be supported with practical temporary traffic management interventions to mitigate any residual risks.

2.2 Problem: Failing to Stop Type Collisions

Location: Access Junctions B & C | Road Crossings

A number of the site access road approaches are long and straight. This could lead to higher approach speeds and 'failing to stop' type conflicts on the Local Roads.

Figure 2.2 – Road Crossings - Access Junction B (Left) & Access Junction C (Right)



Recommendation

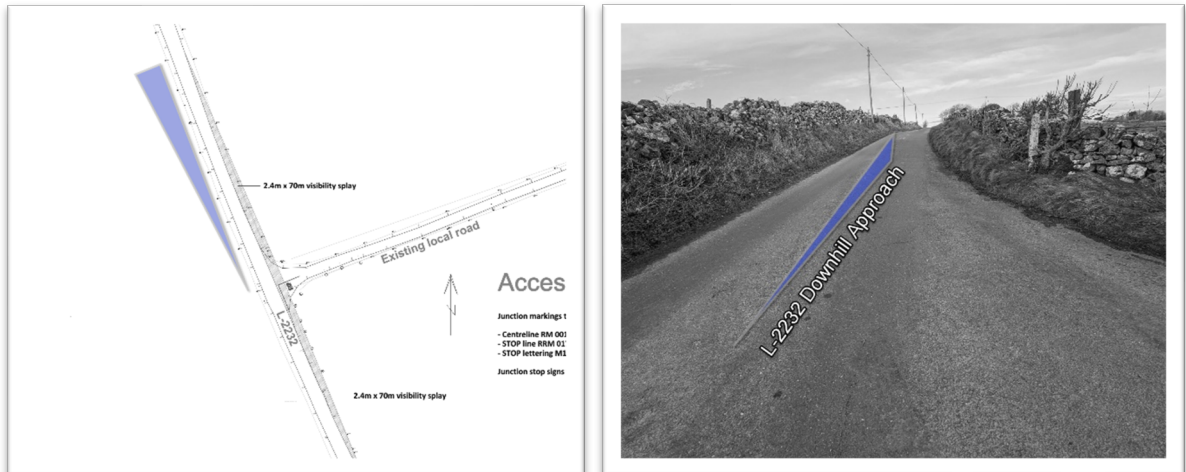
Appropriate (self-regulating) temporary traffic management measures should be set in place to throttle construction traffic speed and to reduce the risk of collisions on the Local Road crossings.

2.3 Problem: Higher Vehicle Speeds on Downhill Approach

Location: Access Junction F | Southbound Approach on Local Road L-2232

The downhill approach to Access Junction F is likely to result in higher vehicle speeds. This could increase the likelihood and the severity of a collision at the junction.

Figure 2.3 – Higher Speeds Observed on Southbound L-2232 Approach to Access Junction F



Recommendation

Appropriate signage and road markings should be set in place to inform drivers (including drivers of construction related traffic) of the approaching junction and warn them to throttle their approach speeds.

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.

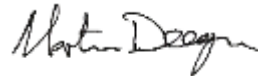
3.3 Road Safety Audit Team Sign-Off

Martin Deegan

Audit Team Leader
Road Safety Engineering Team

traffico

Signed:



Date:

14th February 2024

Jason Walsh

Audit Team Member
Road Safety Engineering Team

traffico

Signed:



Date:

14th 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: Clonberne Wind Farm

Audit Stage: Stage 1 Road Safety Audit

Audit Date: 14th 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	See Design Team Note 1	Comment Accepted.
2.2	Yes	Yes	See Design Team Note 2	Comment Accepted
2.3	Yes	Yes	See Design Team Note 3	Comment Accepted

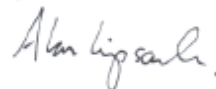
Design Team Note 1 – The available visibility splays at the main Access junction A are shown in Figure 15-29 of the EIAR. The figure shows that the area shown hatched in blue in Figure 2.1 of the RSA will be cleared as part of the proposed junction and visibility splays of 3 x 160m will be available to the west, in accordance with the 80 km/h speed limit. To the east the visibility splays are constrained to 3m x 67 metres due to site boundaries. For this reason it is proposed that this junction will be managed by means of signage and Flagmen and the introduction of a temporary reduced speed limit during the construction phase, and then permanently closed once the site Proposed Development is operational. The proposed traffic management measures are discussed in Section 15.1.10 of the EIAR.

Design Team Note 2 – It is proposed that signs will be put in place on the access road approaches to the local roads at Junctions B and C and that appropriate traffic management measures, including a Flagman, will be on site at all times during the construction phase. The site accesses will be closed by means of gates during all times that the accesses are not in use during construction. During the operational stage the default will be that the accesses will be closed using gates at all times and opened only during site visits made by maintenance staff. It is noted that visibility splays appropriate for the local speeds on the local road network are available at both junctions, as shown in Figures 15-33 and 15-34 of the EIAR.

Design Team Note 3 – It is noted that this is an existing junction and during the days that it is used to transport materials from the borrow pit to the site the junction will be controlled by traffic management measures, including temporary signing and a Flagman, which will calm local traffic speeds. Once the construction phase is complete there will be no development generated traffic passing through this junction.

Designer's Name: Alan Lipscombe

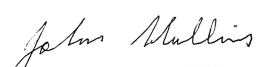
Designer's Signature:



Date: 07/06/24

Employer's Name: R @ } ^ A ~ || a •

Employer's Signature:



Date: 7th June 2024

Audit Team's Name: Martin Deegan

Audit Team's Signature:



Date: 8th June 2024



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