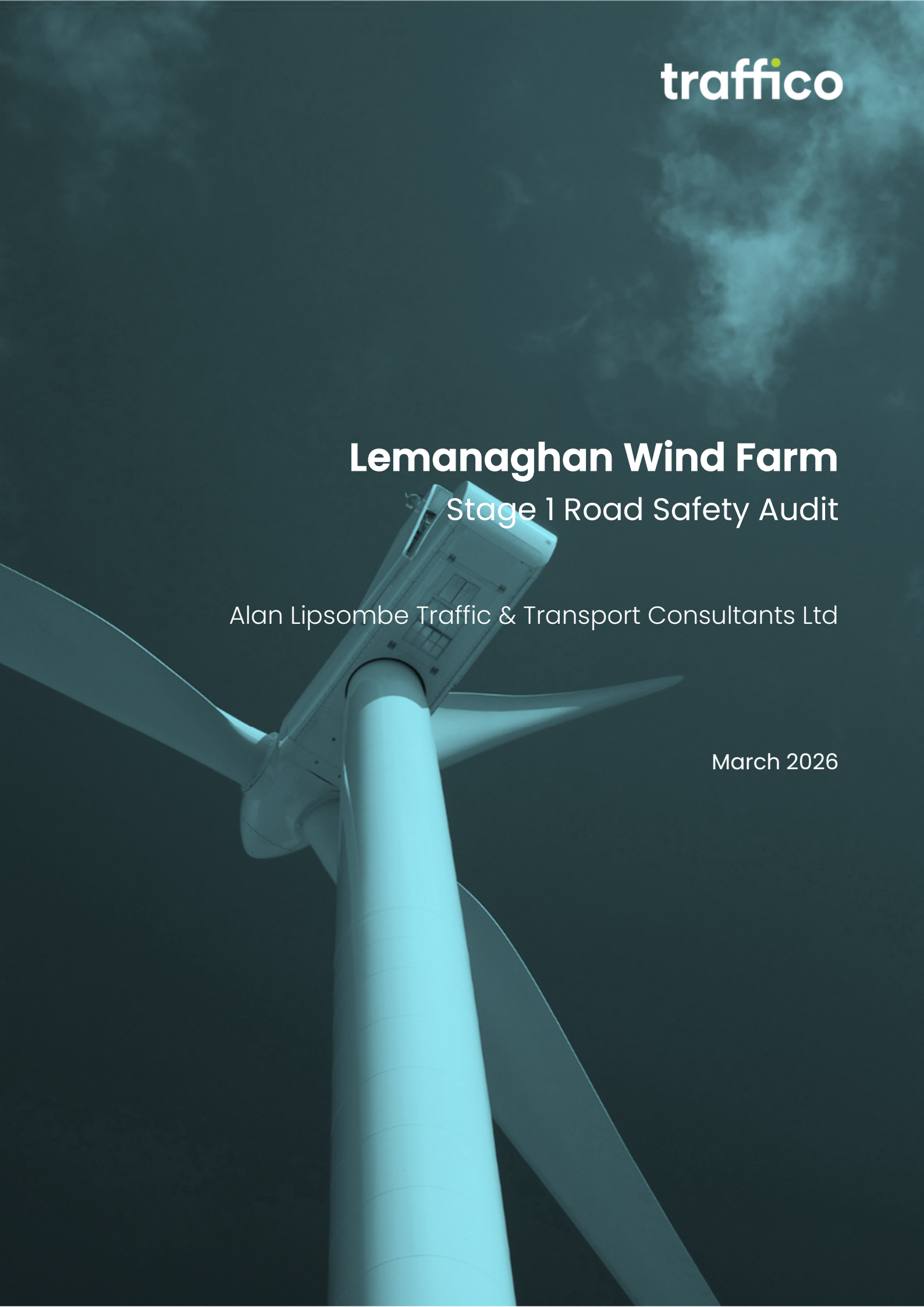
APPENDIX 15-4

ROAD SAFETY AUDIT



Lemanaghan Wind Farm

Stage 1 Road Safety Audit

Alan Lipsombe Traffic & Transport Consultants Ltd

March 2026

Lemanaghan Wind Farm

Stage 1 Road Safety Audit

March 2026

Notice

This document and its contents have been prepared and are intended solely for Alan Lipsombe Traffic & Transport Consultants Ltd's information and use in relation to Lemanaghan Wind Farm.

Traffico 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

JOB NUMBER: 250111			DOCUMENT REF: 250111RPT001_RSA1_Rev_2			
2	Final Issue	MD	MD	MD	MD	11 Mar 2026
1	Draft Issue	MD	MD	MD	MD	23 Feb 2026
0	Draft Issue	MD	MD	GD	MD	23 Jan 2026
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

Contents

Section Page

List of Tables

List of Figures

Appendices

1. Introduction

1.1 Report Context

This report describes the findings of a Stage 1 Road Safety Audit associated with Lemanaghan Wind Farm.

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

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Thursday 15th January 2026	Daylight	Sunny with damp road pavements.

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 FIEI	MD101312
Audit Team Member (ATM)	**Gabriel Dooley** BE CEng MIEI EurIng	GD7452192

Table 1.2 – Audit Team Details

1.4 Design Information Examined as Part of the Audit Process

The following design information was examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Drawing Title
Figure 15-2	Location of proposed Access Junctions
Figure 15-6a	Site Entrance 1 - N62 / Wind Farm access junction, junction layout
Figure 15-6b	Site Entrance 1 - N62 / Wind Farm access junction, junction layout with visibility splays
Figure 15-6c	Site Entrance 1 - N62 / Wind Farm access junction, extended blade transporter
Figure 15-6d	Site Entrance 1 - N62 / Wind Farm access junction, extended tower transporter
Figure 15-6e	Site Entrance 1 - N62 / Wind Farm access junction, standard large articulated HGV
Figure 15-7a	Site Entrance 2 - Amenity access on R436, junction layout
Figure 15-7b	Site Entrance 2 - Amenity access on R436, junction layout with visibility splays
Figure 15-7c	Site Entrance 2 - Amenity access on R436, standard large articulated HGV

Drawing No.	Drawing Title
Figure 15-8a	Site Entrance 3 - L7002 (north) / Substation access junction and Site Entrance 4 - L7002 (south) / Wind Farm access junction, junction layouts
Figure 15-8b	Site Entrance 3 - L7002 (north) / Substation access junction and Site Entrance 4 - L7002 (south) / Wind Farm access junction, junction layout with visibility splays
Figure 15-8c	Site Entrance 3 - L7002 (north) / Substation access junction and Site Entrance 4 - L7002 (south) / Wind Farm access junction, standard large articulated HGV
Figure 15-9a	Site Entrance 5 - L7001 / OHL construction access junction, junction layout
Figure 15-9b	Site Entrance 5 - L7001 / OHL construction access junction, 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: Road Sign Partially Obscuring Visibility

Location: **Site Entrance 1 | Existing Chevron Board to South of Site Entrance 1**

The line of sight looking to the left for drivers attempting to exit the access appeared to be partially obscured by an existing chevron board. This could increase the risk of side impact type collisions at the access.

Figure 2.1 – The Existing Chevron Board Will Partially Obscure the Access Sight Lines

Recommendation

The chevron board should be relocated to a suitable position which does not obscure visibility.

2.2 Problem: Visibility Splays Obscured Looking to Left

Location: **Site Entrance 2 | Redundant Level Crossing Gate**

The line of sight looking to the left for drivers attempting to exit the access appeared to be partially obscured by a redundant level crossing gate. This could increase the risk of side impact type collisions at the access.

Figure 2.2 – Drivers Exiting from Access – View to Left Obscured by Level Crossing Gate

Recommendation

The level crossing gate should be removed so that it does not obscure visibility.

2.3 Problem: No Road Safety Issues Identified

Location: Site Entrances 3 & 4 | Existing Opposing Accesses on L7002

No road safety issues were identified for these site access points.

Figure 2.3 – Image of Site Entrance 3 & Site Entrance 4 – Record Purposes Only

2.4 Problem: Visibility Splays Obscured in Both Directions

Location: Site Entrance 5 | Existing Boundary Treatments Either Side of Access

Drivers attempting to leave the access will have their view blocked in both directions by the existing field boundary. This limited visibility could increase the risk of side-impact collisions at the access.

Figure 2.4 – Visibility Splays Partially Obscured in Both Directions at Site Entrance 5

Recommendation

The field boundary should be modified to ensure that an appropriate level of visibility can be provided for drivers exiting the access.

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: 23rd January 2026

Gabriel Dooley
Audit Team Member
Road Safety Engineering Team
traffico

Signed: 

Date: 23rd January 2026

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
- Telephone: 01 699 1551

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

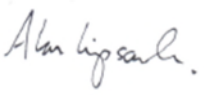
A.1 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

Scheme: Lemanaghan Wind Farm

Audit Stage: Stage 1 Road Safety Audit | **Audit Date:** 23rd January 2026

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	The relocation of the chevron board will be agreed with TII and Offaly County Council prior to finalising the detailed design of the proposed junction.	Comment noted
2.2	Yes	Yes	The existing field boundary and the existing safety barrier will be modified to ensure that the required visibility splays are available.	Comment noted
2.3	Yes	Yes	The existing level crossing gate is redundant and will be removed.	Comment noted
2.4	Yes	Yes	It is acknowledged that visibility splays at this junction are constrained. For this reason a comprehensive set of traffic management measures (including traffic signs and the presence of Flagmen) will be implemented on the days that it is proposed to use this access for construction traffic, and on the limited number of days access is required for maintenance. This access will return to operate as an agricultural access at all other times.	Comment noted

Designer's Name:	Alan Lipscombe	Designer's Signature:		Date:	10/03/26
Employer's Name:	Garry Brides, SSE Renewables	Employer's Signature:		Date:	10-Mar-2026
Audit Team's Name:	Martin Deegan	Audit Team's Signature:		Date:	11th March 2026

traffico
w: www.traffico.ie
e: hello@traffico.ie