

Chapter 12:

MATERIAL ASSETS - TRAFFIC

Table of Contents

List of Figures	249
List of Photographs.....	249
 12 MATERIAL ASSETS – TRAFFIC.....	 250
12.1 Introduction	250
12.2 Scope	250
12.3 References.....	250
12.4 Methodology	250
12.5 Site Description	250
12.6 Road Network.....	250
12.6.1 Local Road Network.....	253
12.7 Road Traffic	253
12.8 Road Safety Considerations	253
12.9 Surface Run-off	253
12.10 Parking.....	253
12.11 Impact of Quarry Traffic	253

List of Figures

Figure 12.1: Site Location in Relation to Road Network	251
--	-----

List of Photographs

Photograph 12.1: The slip road access to the N56 from the quarry (looking east)	252
Photograph 12.2: Access to the quarry from the N56 (looking west).	252

12 MATERIAL ASSETS – TRAFFIC

12.1 Introduction

This Chapter of the remedial Environmental Impact Assessment Report (rEIAR) evaluates the effects that the historical and current quarry traffic has had on the existing road network in its vicinity.

12.2 Scope

The scope of this Chapter includes:

- An assessment and description of the road network surrounding the existing quarry.
- An assessment of the impact of the quarry traffic within the road network.
- A recommendation of remedial measures to reduce or mitigate against any potential negative impacts.

12.3 References

Data sets, publications and information from the following organisations were consulted during the preparation of this Chapter:

- Ordnance Survey of Ireland, www.osi.ie
- The National Roads Authority, www.nra.ie

The scope and content of this Chapter was largely guided by the documents below:

- The Environmental Protection Agency (EPA) 2022 – ‘*Guidelines on the information to be contained in Environmental Impact Assessment Reports (EIAR)*’
- The Environmental Protection Agency (EPA) 2002 – ‘*Guidelines on the information to be contained in EIS*’
- Donegal County Council 2018 – ‘*Donegal County Development Plan 2018-2024*’
- National Roads Authority 2014 - ‘*Traffic and Transport Assessment Guidelines*’

12.4 Methodology

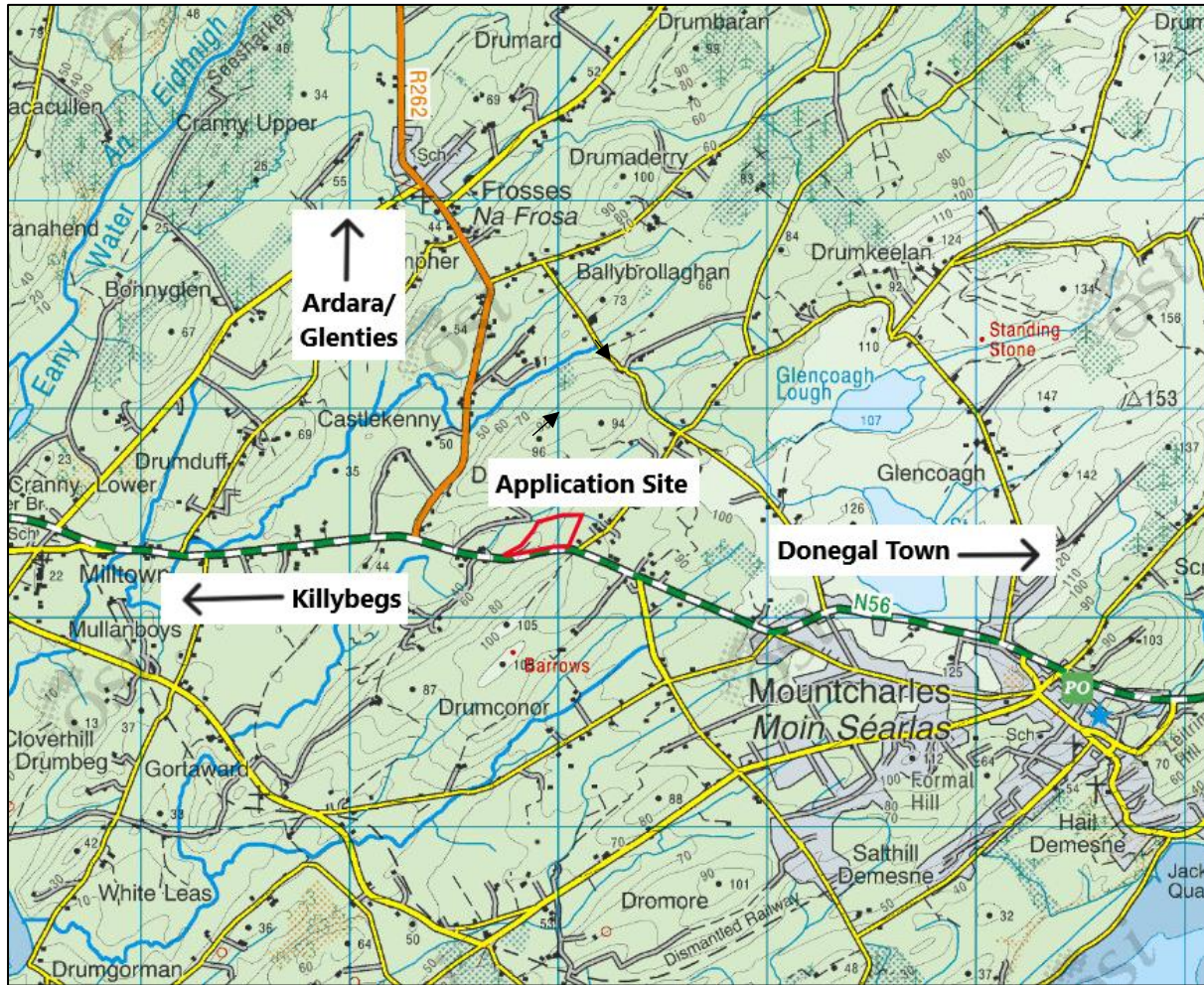
The methodology involved in the assessment of the roads and traffic impact of the site was through a desk top study of the road network combined with a review of the traffic movements associated with quarry activity. Interpretation and analysis of the information gathered is presented in this report.

12.5 Site Description

The subject site and associated activities are fully described in Chapter 3, *Project Description*, of this rEIAR. This section of the rEIAR will focus on the description of the subject site and its activities which have an impact on the road network and traffic of the area.

12.6 Road Network

The subject site is located within the townland of Drumbeagh, approximately 2 km west of Mountcharles, Co. Donegal. The quarry is served by a slip road and the recently upgraded N56 regional road which is adjacent to the site and runs parallel to the southern boundary of the site. The R262 regional road lies 500m to the west of the site. the N56 provides links to Killybegs in the west and Donegal Town and further afield to the east. The R262 provides links to Glenties and Ardra to the north. Figure 12.1 shows the network of local roads surrounding the quarry and the overall distribution of roads in the general area.

Figure 12.1: Site Location in Relation to Road Network

CYAL50381113 © Ordnance Survey Ireland/Government of Ireland

Photograph 12.1 below, shows the slip road to the N56 and the quarry entrance to the left.

Photograph 12.1: The slip road access to the N56 from the quarry (looking east)



Photograph 12.2, below, shows the access slip road to the quarry via a filter lane on the recently upgraded N56 looking west.

Photograph 12.2: Access to the quarry from the N56 (looking west).



12.6.1 Local Road Network

The quarry is served by a slip road directly off the N56. The junction with the N56 is with the slip road and the L-6115-1 which is a local secondary road and is in good condition. The L-6115-1 leads northwards towards the village of Frosses.

12.7 Road Traffic

The National Roads Authority website was consulted and the data for a traffic counter on the N56 between Mountcharles and Drimark, Eddrim Glebe was examined. Vehicle movements for the period 07:00 to 19:00 were 10,768 for an average workday in July 2023 and seen to be slightly lower in March 2023, 9,319, most likely due to tourism related traffic in the summertime. Peak traffic movement is generally between 8 am and 5 pm regardless of the time of year. The nearest national schools are Dunkineely national School, c. 8 km west and St Peters national School, Mountcharles c. 2.5 km east which may contribute to the road traffic levels in the morning and evening times during the school term. There are no post-primary schools in the area with the nearest being in Donegal Town c. 9 km to the east.

Looking at typical figure for July 2023, cars account for the vast majority (80%) of vehicle movements with Light Goods Vehicles (LGVs) representing 14.3% of traffic flow and lorries (Both Rigid HGVs and Articulated HGVs) accounting for 3.5 % of the traffic volumes between 07:00 and 19:00.

12.8 Road Safety Considerations

Guidelines state that sightlines must be provided for an entrance onto a county road which is 2.5m back from the road and provides clear sightlines of 70m in each direction. These conditions are fulfilled for the slip road entrance onto the L-6115.

12.9 Surface Run-off

Mechanisms and infrastructure have been in place to ensure that effluent leaving the site is treated and will not negatively affect surface or groundwaters. A hydrocarbon interceptor will be installed, and this will trap any oils/hydrocarbons potentially present in the effluent before the treated effluent is discharged off site to the tributary of the Eany Water River system. Settlement ponds will capture surface water and with the above measures in place, there will be no effect on the local road system due to runoff from the quarry. The quarry entrance is topographically lower than both the access slip road and the nearby N56. Surface water cannot leave the quarry site to affect the slip road or N56.

12.10 Parking

Staff car parking is in the westernmost part of the site near the processing area and site entrance.

12.11 Impact of Quarry Traffic

Murray Stone do not have any delivery vehicles. Most customers are long-standing, and collection arrangement are in place whenever sufficient product is available. Product is either stacked on pallets, or in tonne bags and loaded onto customer lorries with the on-site telehandler. On average, there is one lorry pick-up (rigid or articulated) from site per week. There are also occasional smaller loads collected from the site by customers (on average one per week). These are usually done in smaller pick-up 3.5 T lorries or using vans and trailers.

Looking at the average workday figures for July 2023 from the traffic counter on the N56 between Mountcharles and Drimark, Eddrim Glebe, the car movements relating to the staff employed at the quarry would contribute 0.05% of the total daily car movements on the N56.

The HGV movements associated with the quarry would represent 0.1 % of the weekly HGV movements on the N56 and van/LGV movements associated with the quarry would make up 0.2 % of the weekly van/LGV movements on the N56.

The contribution of quarry traffic to the road traffic network is negligible. Historically there may have been temporary increases to quarry traffic but these are also likely to have been insignificant in relation to the volume of traffic flowing on the nearby N56. The impact on the roads and traffic is therefore assessed as imperceptible.

12.12 Remedial and Mitigation Measures

There are no specific mitigation measures proposed as the quarry traffic expected will not pose any significant impact on the N56, L-6115-1 road or surrounding area.