MWP

ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR)

Ros an Mhíl Deep Water Quay

Chapter 14: Material Assets – Traffic & Transport

Department of Agriculture, Food and the Marine

November 2025

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14. Material Assets – Traffic & Transport

14.1 Introduction

This chapter of the EIAR quantifies and assesses the impact of traffic to be generated by the proposed Ros an Mhíl Deep Water Quay development on the local road and transport network, and recommends mitigation measures, as appropriate.

14.2 Methodology

14.2.1 Legislation, Policy and Guidance References

This chapter has been prepared in the context of the following:

- Galway County Council's Galway County Development Plan 2022-2028;
- The Transport Infrastructure Ireland (TII) Traffic and Transport Assessment (TTA) Guidelines PE-PDV-02045 May 2014;
- TII's Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections PE-PAG-02017 October 2021;
- TII's Rural Road Link Design DN-GEO-03031 May 2023;
- The UK Traffic Capacity of Urban Roads TA79/99; and
- The Environmental Protection Agency Guidelines on the Information to be Contained in Environmental Impact Assessment Reports May 2022 (EPA EIAR Guidelines).

14.2.2 Assessment Criteria

Existing baseline traffic volumes on the surrounding local road network have been established on the basis of on-site traffic surveys undertaken on the 30 April 2025 by the specialist traffic surveys' company Idaso, on behalf of MWP, and automatic traffic counter data from TII's online database for national roads.

The significance and duration of predicted impacts have been defined in accordance with the EPA EIAR Guidelines.

14.2.2.1 Forecasting Methods

Traffic capacity junction modelling analysis of the R372/R336/L1201 priority-controlled road junction has been carried out using TRL's computer software PICADY.

PICADY (Priority Intersection Capacity and Delay) is a computer software programme for calculating estimates of the capacity of major/minor road junctions, where the minor road is controlled by a stop or yield sign. The geometric details of the junction are supplied to the programme, together with details of traffic flows and turning movements. The programme analyses the junction in relation to the various traffic flows and calculates the capacity of each approach. The programme also calculates the average queue length on each approach and the average delay per vehicle. The average queue length may be displayed in graphical form.

PICADY is issued by the UK company, TRL.

14.3 Baseline Environment

14.3.1 Existing Baseline Environment in 2025

14.3.1.1 Roads and Transport Network

The Ros an Mhíl Deep Water Quay development site is located on the west side of the R372 Regional Road, at its west end. The R372 terminates adjacent to the site within the Údarás na Gaeltachta area. The R372 extends north east from the site through the Department of Agriculture, Food and the Marine (DAFM) area to the Galway County Council public roads' area. The R372 has a typical road carriageway width of 6.0 metres. Approximately 660 metres north east of the site, the R372 forms has a priority T-junction on its south west side with the L1200 Local Road. A Ros an Mhíl roads map is provided in **Figure 14-1**.

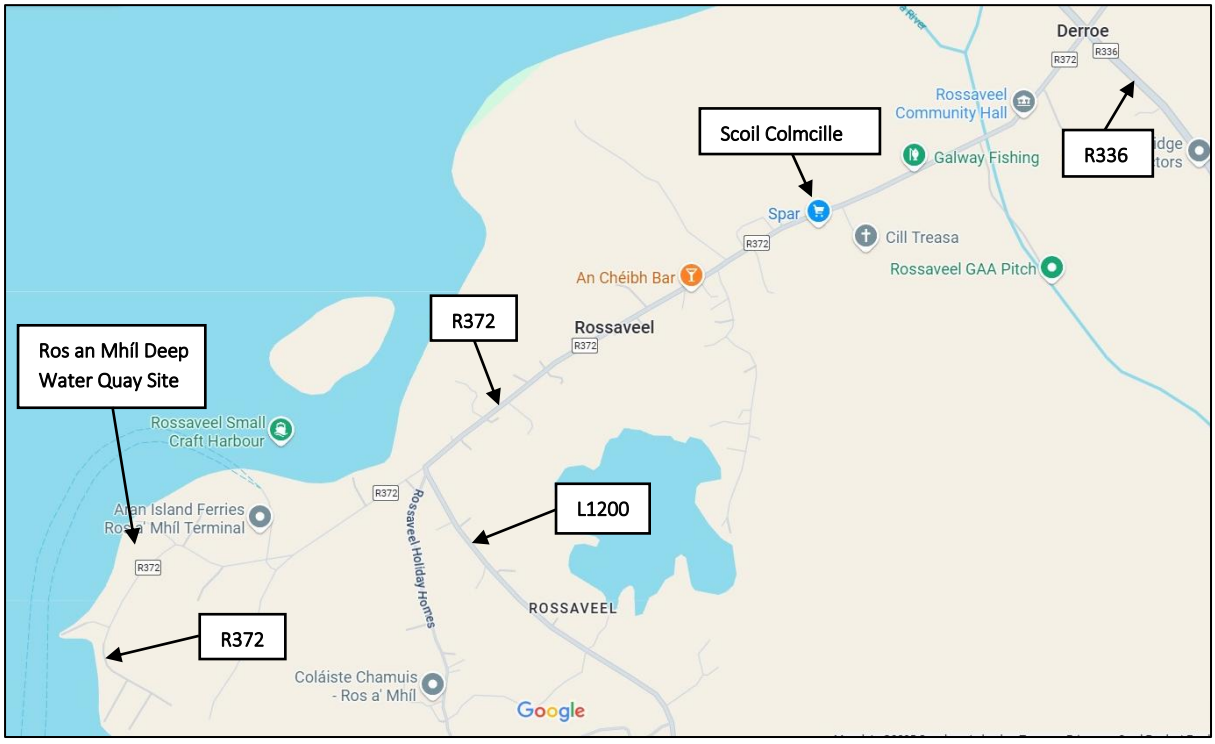

Figure 14-1: Ros an Mhíl Roads Map (1 of 2)

The R372 links with the R336 Regional Road at a crossroads priority junction with the L1201 Local Road, approximately 2.6 kms north east of the site. A footway is provided along the south east side of the R372 from approximately 250 metres south west of the R372/R336/L1201 junction to Ros an Mhíl. Ros an Mhíl Community Centre is located adjacent to the north east end of the footway.

Scoil Colmcille is located approximately 1.8 kms north east of the site. Traffic calming warning signs and road markings are provided along the R372 on both approaches to the school. Recessed perpendicular car parking, located off the R372, is provided at the school on the north west side; and recessed parallel car parking is provided along the south east side of the R372, immediately north east of the school. A retail convenience shop is located opposite the school, with off-street parking.

The R372 has a 50 km/hour urban speed limit at Ros an Mhíl, from north east of Scoil Colmcille. A 25 km/hour speed limit is posted within the DAFM area from north east of the R372 roundabout junction at the entry access to the Ferry Terminal. Recessed bus parking is provided along the south west side of the R372 within the DAFM area, on the north east of the roundabout. A Stripe road marking pedestrian crossing is provided on the R372 on the south west of the roundabout, at the Ferry Car Park.

The main Ferry Car Park is located on the north west side of the R372, at the L1200 junction. A footway is provided along the north west side of the R372 between the main Ferry Car Park and the Ferry Terminal. A Fishery Harbour Public Car Park is provided at the western end of the R372, with a Stripe road marking pedestrian crossing.

Street lighting standards are provided along the R372 within the DAFM area, with on-street parking restrictions.

The L1200 has a typical road carriageway width of 5.3 metres and extends approximately 5.1 kms, from the R372 at Ros an Mhíl to the R372 in the south east.

Ros an Mhíl is served by the Bus Éireann number 424 public transport service that extends between Galway city and Lettermore.

The R336 extends from Galway city in the east to An Mám in the north west, via Maam Cross where it links with the N59 National Primary Road, as shown in **Figure 14-2**. The N59 links Galway in the east with Clifton and Westport in the north west; and extends to the N4 National Primary Road south of Sligo in the north.

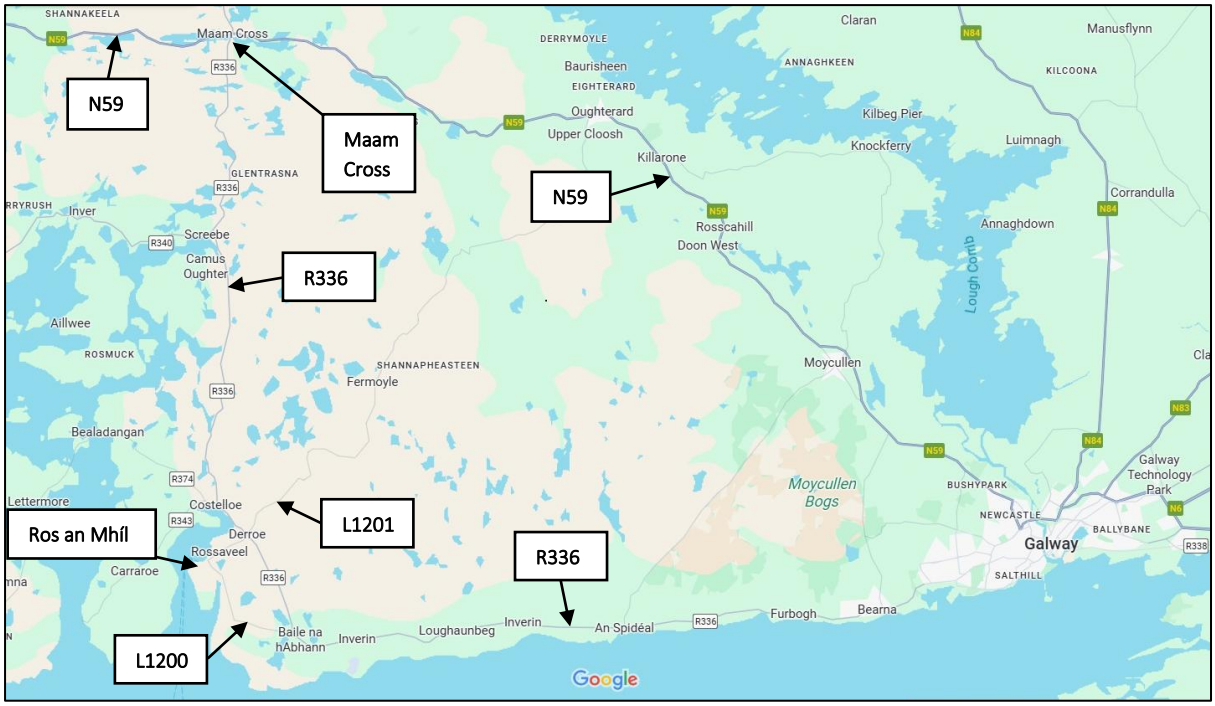

Figure 14-2: Ros an Mhíl Roads Map (2 of 2)

The R336, L1200 and R372 at Ros an Mhíl are part of the Wild Atlantic Way tourist route.

14.3.1.2 Traffic Volumes

On-site classified road traffic turning volumes were recorded by the specialist traffic surveys' company Idaso, on behalf of MWP, on Wednesday 30th April 2025, at the R372/R336/L1201 and L372/L1200/Ferry Car Park junctions, from 700 a.m. to 7.00 p.m. at 15 minutes' intervals. The recorded morning and evening peak hours at each

junction were 8.30 a.m. to 9.30 a.m. and 9.00 a.m. to 10.00 a.m., respectively; and 5.15 p.m. to 6.15 p.m. The recorded link and junction traffic volumes are provided in **Tables 14-1** and **14-2**, respectively.

Table 14-1: Recorded April 2025 Link Traffic Volumes

Location	Road Link	Total Two-Way Vehicles (HVs)		
		Morning Peak Hour	Evening Peak Hour	12-Hour
R372/R336/L1201 Junction	R336 South East	468 (21)	515 (9)	4,456 (160)
	R372	174 (13)	206 (2)	1,573 (89)
	R336 North West	538 (27)	574 (9)	5,039 (185)
	L1201	28 (3)	37 (0)	322 (12)
R372/L1200/Ferry Car Park Junction	R372 North East	132 (13)	143 (3)	1,078 (67)
	L1200	66 (4)	72 (2)	691 (26)
	R372 South West	97 (11)	119 (3)	716 (71)
	Ferry Car Park Access	11 (2)	8 (0)	83 (8)

Table 14-2: Recorded April 2025 Junction Traffic Volumes

Junction	Approach	Movement	Peak Hour Vehicles (HVs)	
			Morning Peak Hour	Evening Peak Hour
R372/R336/L1201	R336 North West Bound	Left	26 (3)	27 (1)
		Straight	167 (7)	287 (5)
		Right	1 (0)	7 (0)
	R372	Left	47 (2)	77 (1)
		Straight	2 (0)	6 (0)
		Right	28 (1)	43 (0)
	R336 South East Bound	Left	9 (1)	8 (0)
		Straight	243 (10)	147 (3)
		Right	65 (6)	48 (0)
	L1201	Left	3 (0)	4 (0)
		Straight	6 (1)	5 (0)
		Right	7 (1)	7 (0)
R372/L1200/Ferry Cark Park	R372 South West Bound	Left	23 (2)	22 (1)
		Straight	42 (7)	40 (1)
		Right	1 (0)	2 (0)
	L1201	Left	5 (0)	11 (0)
		Straight	1 (0)	2 (0)
		Right	28 (1)	22 (0)
	L372 North East Bound	Left	4 (1)	0 (0)
		Straight	35 (2)	57 (1)
		Right	9 (1)	11 (1)
	Ferry Car Park Access	Left	3 (1)	0 (0)
		Straight	0 (0)	4 (0)
		Right	2 (0)	0 (0)

The TII automatic traffic counter data for the west of Ireland tourist area national routes, including the N59 at Maam Cross, indicate that traffic volumes are highest during the summer tourist season, with highest volumes occurring during August. As Ros an Mhíl includes the Arran Island Ferries and the R336, L1200 and R372 at Ros an Mhíl are part of the Wild Atlantic Way tourist route, it is considered that highest traffic volumes would also occur during the summer tourist season, with highest volumes during August.

The TII automatic traffic counter data recorded for the N59 at Maam Cross, the nearest TII counter to Ros an Mhíl, on the same day/date as the April 30th 2025 Idaso surveys and for 2024, the latest available August data and latest full year Annual Average Daily Traffic (AADT) volumes and percentage of heavy goods vehicles (% HGVs), is provided in Table 14-3.

Table 14-3: TII Recorded N59 Traffic Volumes

Date	TII Recorded Total Two-Way Vehicles on N59 at Maam Cross			
	Morning Peak Hour	Evening Peak Hour	12-Hour	AADT (% HGVs)
Wednesday 30th April 2025	302	361	3,238	
August 2024 (latest August and latest full year)	439	452	4,326	3,666 (2.6%)

The TII automatic traffic counter data recorded for the N59 at Maam Cross indicates the following:

- The morning peak hour traffic volumes during August 2024 were 45.4% higher than on the 30th April 2025;
- The evening peak hour traffic volumes during August 2024 were 25.2% higher than on the 30th April 2025; and
- The 2024 AADT volumes were 13.2% higher than the 12-hour volumes on the 30th April 2025.

Peak season August 2024, the latest August, morning and evening peak hour traffic volumes for the Ros an Mhíl roads have been determined on the basis of the TII recorded N59 August 2024/30th April 2025 morning and evening peak hour traffic volumes ratios applied to the Idaso recorded April 2025 traffic volumes. Latest full year, 2024, AADT volumes for the Ros an Mhíl roads have been determined on the basis of the TII recorded N59 2024 AADT/30th April 2025 12-hour traffic volumes ratio applied to the Idaso recorded April 2025 traffic volumes. These link and junction traffic volumes are provided in Tables 14-4 and 14-5, respectively.

Table 14-4: 2024 Baseline Link Traffic Volumes

Location	Road Link	Total Two-Way Vehicles (HVs)		
		August 2024 Morning Peak Hour	August 2024 Evening Peak Hour	AADT (HVs)
R372/R336/L1201 Junction	R336 South East	681 (31)	645 (11)	5,044 (181)
	R372	253 (19)	258 (3)	1,781 (101)
	R336 North West	782 (39)	719 (11)	5,704 (209)
	L1201	41 (4)	46 (0)	365 (14)
R372/L1200 Junction	R372 North East	192 (19)	179 (4)	1,220 (76)
	L1200	96 (6)	90 (3)	782 (29)
	R372 South West	141 (16)	149 (4)	811 (80)

Table 14-5: 2024 Baseline Junction Traffic Volumes

Junction	Approach	Movement	Peak Hour Vehicles (HVs)	
			August 2024 Morning Peak Hour	August 2024 Evening Peak Hour
R372/R336/L1201	R336 North West Bound	Left	38 (4)	34 (1)
		Straight	243 (10)	359 (6)
		Right	2 (0)	9 (0)
	R372	Left	68 (3)	96 (1)
		Straight	3 (0)	8 (0)
		Right	41 (1)	54 (0)
	R336 South East Bound	Left	13 (1)	10 (0)
		Straight	353 (14)	184 (4)
		Right	95 (9)	60 (0)
	L1201	Left	3 (0)	5 (0)
		Straight	6 (1)	6 (0)
		Right	7 (1)	9 (0)

The TII Rural Road Link Design DN-GEO-03031 May 2023 rural road link capacities for road carriageway widths of 6.0 metres and 7.0 metres, respectively, with rural speed limits, are provided in Table 14-6. The TII rural road link capacities are an AADT capacity at Level of Service (LOS) D. TII does not provide rural road link capacities for rural roads with road carriageway widths of less than 6.0 metres.

Table 14-6: TII Rural Road Link Capacities

TII Rural Road Link		
Type	**Carriageway Width (m)**	**AADT Capacity (Vehicles)**
Type 3 Single	6.0	5,000
Type 2 Single	7.0	8,600

The estimated existing rural road link AADT volume/capacity ratios for the R372 and R336 rural roads in the vicinity of the subject development are provided in Table 14-7, on the basis of the TII Rural Road Link Design, for the year 2024.

Table 14-7: Estimated TII Regional Rural Road Link 2024 AADT Volume/Capacity Ratios

Rural Road with Rural Speed Limit	2024 AADT Vehicles	Estimated AADT Capacity (Vehicles) @ LOS D	Estimated AADT Volume/Capacity Ratio
R372 @ R336	1,781	5,000	36%
R336 North West	5,704	8,600	66%
R336 South East	5,044	8,600	59%

The rural R372 is operating within its estimated rural road link AADT capacity, with a 2024 volume/capacity ratio of circa 36%. The R336, north west and south east of it R372 junction, is operating within its estimated rural road link AADT, with volume/capacity ratios of circa 66% and circa 59%, respectively.

The urban road link capacity of the R372 at Ros an Mhíl, within its 50 km/hour urban speed limit zone, estimated on the basis of the Traffic Capacity of Urban Roads TA79/99, is provided in Table 14-8. The capacity is per direction based on a 60/40 directional split.

Table 14-8: Estimated R372 Urban Road Link Capacity

Urban Road	Urban Road Link			
	Type	Lanes	Carriageway Width (m)	Capacity/Hour/Direction (Vehicles)
R372 @ Ros an Mhíl	UAP4	2	6.1	750

The estimated existing urban road link peak hour volume/capacity ratios for the R372 at Ros an Mhíl are provided in Table 14-9, on the basis of the Traffic Capacity of Urban Roads TA 79/99.

Table 14-9: Estimated R372 Urban Road Link Peak Hour Volume/Capacity Ratios

Urban Road	Period	Highest Direction Peak Hour Vehicles	Estimated Capacity/Hour/ Direction (Vehicles)	Estimated Volume/Capacity Ratio
R372 @ Ros an Mhíl	Non Peak Summer April 2025	126	750	17%
	2024 August Peak Season	158		21%

The urban R372 at Ros an Mhíl, within its 50 km/hour urban speed limit zone, is operating well within its estimated urban road link capacity, with highest volume/capacity ratios during the non-peak summer April 2025 and 2024 August peak season peak hours of 17% and 21%, respectively.

14.3.2 Future Baseline Environment 2026 to 2028 and Post 2028

14.3.2.1 Roads and Transport Network

The roads and transportation objectives and policies of Galway County Council are set out in their Galway County Development Plan 2022-2028, including Chapter 6: Transport and Movement.

It is a policy objective of Galway County Council to support and facilitate the implementation of the Galway County Transport & Planning Study and Galway Transportation Strategy across all modes of transport.

The Council recognises the importance of the public road network in the county and the importance of the continued safeguarding and development of this infrastructure to ensure the safety of road users, the transport of goods and services and connectivity between the settlements and the wider region.

The Council's Priority Transportation Infrastructure Projects for County Galway 2022-2028 include network improvement works, strengthening overlay and improvements, including the R336; and where necessary to the local and regional road networks within the county.

Regional/Local road projects proposed for 2022-2028 include R336 Bearna-Scrib via Ros an Mhíl (PRP 3): It is a policy objective of Galway County Council to support the preparation of a feasibility study in relation to the R336 within the lifetime of the plan.

The Development Plan identifies regional roads where it is important that the number of new accesses and the intensification of existing accesses are restricted, in order to maintain the efficiency and functionality of the regional road network. These don't include the R372 at Ros an Mhíl.

14.3.2.2 Traffic Volumes

Subject to planning permission, it is envisaged that work would recommence at the development site during March 2026, with a construction duration of approximately 24 months. Accordingly, the development is scheduled to be fully complete and operational during 2028.

The TII Traffic and Transport Assessment Guidelines recommend that the opening year of a development proposal and plan years, five and 15 years after the opening year, should be considered for assessing a development proposal. In this case, the opening year is 2028 and the plan years are 2033 and 2043. The peak construction year is 2027.

TII in their Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections October 2021 envisage that car and light vehicle volumes on Galway national roads would increase by an annual factor of 1.0259 during the period to 2030, and by a factor of 1.0446 for heavy vehicles, based on their central growth rates. The equivalent factors for the periods 2030 to 2040 and 2040 to 2050 are 1.0109 and 1.0198, respectively, and 1.0105 and 1.0236, respectively.

The 2024 and 2025 baseline link and junction traffic volumes have been factored to 2027, 2028, 2033 and 2043 levels on the basis of the foregoing TII predicted traffic growth rates, and are provided in Tables 14-10, 14-11, 14-12 and 14-13 respectively.

Table 14-10: Predicted Future 2027 and 2028 Baseline Link Traffic Volumes with TII Growth

Location	Road Link	Year	Total Two-Way Vehicles (HVs)				AADT (HVs)
			Morning Peak Hour		Evening Peak Hour		
			Non Peak Summer	August Peak Season	Non Peak Summer	August Peak Season	
R372/R336/L1201 Junction	R336 South East	2027	493 (23)	737 (35)	543 (10)	698 (13)	5,457 (206)
		2028	507 (24)	757 (37)	556 (10)	715 (13)	5,603 (216)
	R372	2027	183 (14)	275 (22)	217 (2)	278 (3)	1,929 (115)
		2028	189 (15)	282 (23)	222 (2)	287 (4)	1,981 (120)
	R336 North West	2027	567 (29)	847 (45)	605 (10)	777 (13)	6,171 (238)
		2028	553 (31)	870 (47)	620 (10)	797 (13)	6,336 (249)
	L1201	2027	29 (3)	45 (5)	39 (0)	50 (0)	395 (16)
		2028	30 (3)	46 (5)	40 (0)	51 (0)	406 (17)
R372/L1200 Junction	R372 North East	2027	139 (14)	209 (22)	150 (3)	194 (5)	1,322 (87)
		2028	144 (15)	215 (23)	154 (3)	199 (5)	1,358 (91)
	L1200	2027	69 (4)	104 (7)	76 (2)	97 (3)	846 (33)
		2028	72 (5)	107 (7)	76 (2)	100 (4)	869 (35)
	R372 South West	2027	103 (12)	153 (18)	125 (3)	162 (5)	880 (91)
		2028	106 (13)	169 (19)	128 (3)	166 (5)	905 (95)

Table 14-11: Predicted Future 2033 and 2043 Baseline Link Traffic Volumes with TII Growth

Location	Road Link	Year	Total Two-Way Vehicles (HVs)				AADT (HVs)
			Morning Peak Hour		Evening Peak Hour		
			Non Peak Summer	August Peak Season	Non Peak Summer	August Peak Season	
R372/R336/L1201 Junction	R336 South East	2033	553 (28)	826 (43)	606 (12)	779 (15)	6,106 (249)
		2043	618 (34)	925 (53)	676 (15)	870 (19)	6,827 (307)
	R372	2033	206 (17)	308 (26)	243 (3)	311 (4)	2,162 (139)
		2043	231 (21)	346 (32)	270 (3)	347 (5)	2,423 (171)
	R336 North West	2033	636 (36)	949 (54)	675 (12)	868 (15)	6,906 (288)
		2043	712 (44)	1,062 (66)	753 (15)	968 (19)	7,721 (354)
	L1201	2033	33 (4)	51 (6)	44 (0)	55 (0)	442 (19)
		2043	38 (5)	57 (7)	48 (0)	62 (0)	495 (24)
R372/L1200 Junction	R372 North East	2033	157 (17)	234 (26)	168 (4)	217 (6)	1,483 (105)
		2043	177 (21)	264 (32)	188 (5)	242 (7)	1,6630 (129)
	L1200	2033	78 (5)	116 (8)	85 (3)	109 (4)	947 (40)
		2043	88 (7)	131 (10)	95 (3)	122 (5)	1,059 (49)
	R372 South West	2033	116 (15)	173 (22)	140 (4)	181 (6)	990 (110)
		2043	130 (18)	195 (27)	157 (5)	201 (7)	1,116 (136)

Table 14-12: Predicted Future 2027 and 2028 Baseline R372/R336/L1202 Junction Traffic Volumes with TII Growth

Year	Approach	Movement	Peak Hour Vehicles (HVs)			
			Morning Peak Hour		Evening Peak Hour	
			Non Peak Summer	August Peak Season	Non Peak Summer	August Peak Season
2027	R336 North West Bound	Left	27 (3)	42 (5)	28 (1)	37 (1)
		Straight	177 (8)	263 (12)	303 (6)	388 (7)
		Right	1 (0)	2 (0)	8 (0)	10 (0)
	R372	Left	50 (2)	73 (3)	81 (1)	104 (1)
		Straight	2 (0)	3 (0)	6 (0)	9 (0)
		Right	30 (1)	44 (1)	45 (0)	58 (0)
	R336 South East Bound	Left	10 (1)	14 (1)	9 (0)	11 (0)
		Straight	256 (11)	382 (16)	155 (3)	199 (5)
		Right	69 (7)	103 (10)	51 (0)	65 (0)
	L1201	Left	3 (0)	3 (0)	4 (0)	5 (0)
		Straight	6 (1)	6 (1)	5 (0)	7 (0)
		Right	7 (1)	8 (1)	7 (0)	10 (0)
2028	R336 North West Bound	Left	28 (3)	43 (5)	29 (1)	38 (1)
		Straight	181 (8)	270 (12)	312 (6)	427 (7)
		Right	1 (0)	2 (0)	8 (0)	10 (0)
	R372	Left	51 (2)	76 (4)	83 (1)	106 (1)

Year	Approach	Movement	Peak Hour Vehicles (HVs)			
			Morning Peak Hour		Evening Peak Hour	
			Non Peak Summer	August Peak Season	Non Peak Summer	August Peak Season
		Straight	2 (0)	3 (0)	7 (0)	9 (0)
		Right	30 (1)	45 (1)	47 (0)	60 (0)
	R336 South East Bound	Left	10 (1)	14 (1)	9 (0)	11 (0)
		Straight	263 (12)	393 (17)	159 (3)	204 (5)
		Right	71 (7)	106 (11)	52 (0)	67 (0)
	L1201	Left	3 (0)	3 (0)	4 (0)	6 (0)
		Straight	7 (1)	7 (1)	5 (0)	7 (0)
		Right	8 (1)	8 (1)	8 (0)	10 (0)

Table 14-13: Predicted Future 2033 and 2043 Baseline R372/R336/L1202 Junction Traffic Volumes with TII Growth

Year	Approach	Movement	Peak Hour Vehicles (HVs)			
			Morning Peak Hour		Evening Peak Hour	
			Non Peak Summer	August Peak Season	Non Peak Summer	August Peak Season
2033	R336 North West Bound	Left	31 (4)	47 (6)	32 (1)	41 (1)
		Straight	197 (9)	295 (14)	338 (7)	433 (8)
		Right	1 (0)	2 (0)	8 (0)	11 (0)
	R372	Left	56 (3)	82 (4)	90 (1)	116 (1)
		Straight	2 (0)	4 (0)	7 (0)	10 (0)
		Right	33 (1)	49 (1)	51 (0)	65 (0)
	R336 South East Bound	Left	11 (1)	16 (1)	10 (0)	12 (0)
		Straight	287 (13)	427 (19)	173 (4)	223 (6)
		Right	77 (8)	116 (12)	56 (0)	72 (0)
	L1201	Left	4 (0)	4 (0)	5 (0)	6 (0)
		Straight	7 (1)	7 (1)	6 (0)	7 (0)
		Right	8 (1)	8 (1)	8 (0)	11 (0)
2043	R336 North West Bound	Left	35 (5)	53 (7)	36 (2)	46 (2)
		Straight	220 (11)	329 (17)	377 (8)	483 (10)
		Right	1 (0)	3 (0)	9 (0)	12 (0)
	R372	Left	62 (3)	92 (5)	101 (2)	129 (2)
		Straight	3 (0)	4 (0)	8 (0)	11 (0)
		Right	37 (2)	56 (2)	56 (0)	72 (0)
	R336 South East Bound	Left	12 (2)	18 (2)	11 (0)	14 (0)
		Straight	321 (16)	479 (24)	193 (5)	248 (7)
		Right	87 (10)	130 (15)	63 (0)	81 (0)
	L1201	Left	4 (0)	4 (0)	5 (0)	7 (0)
		Straight	9 (2)	9 (2)	7 (0)	8 (0)
		Right	9 (2)	10 (2)	9 (0)	12 (0)

The estimated rural road link AADT volume/capacity ratios for the R372 and R336 rural roads in the vicinity of the subject development are provided in Table 14-14, on the basis of the TII Rural Road Link Design, for the years 2027, 2028, 2033 and 2043.

Table 14-14: Estimated TII Regional Rural Road Link Future AADT Volume/Capacity Ratios with TII Growth

Rural Road with Rural Speed Limit	Year	AADT Vehicles	Estimated AADT Capacity (Vehicles) @ LOS D	Estimated AADT Volume/Capacity Ratio
R372 @ R336	2027	1,929	5,000	39%
	2028	1,981		40%
	2033	2,162		43%
	2043	2,423		49%
R336 North West	2027	6,171	8,600	72%
	2028	6,336		74%
	2033	6,906		80%
	2043	7,721		90%
R336 South East	2027	5,457	8,600	64%
	2028	5,603		65%
	2033	6,106		71%
	2043	6,827		79%

The rural R372 would continue to operate well within its estimated rural road link AADT capacity, with 2027, 2028, 2033 and 2043 volume/capacity ratios of circa 39%, 40%, 43% and 49%, respectively. The R336, north west and south east of it R372 junction, would continue to operate within its estimated rural road link AADT, with 2027, 2028, 2033 and 2043 volume/capacity ratios of circa up to 72%, 74%, 80% and 90%, respectively.

The estimated 2027, 2028, 2033 and 2043 urban road link peak hour volume/capacity ratios for the R372 at Ros an Mhíl are provided in Table 14-15, on the basis of the Traffic Capacity of Urban Roads TA 79/99.

Table 14-15: Estimated R372 Urban Road Link 2027, 2028, 2033 and 2034 Peak Hour Volume/Capacity Ratios

Urban Road	Year/Period	Highest Direction Peak Hour Vehicles	Estimated Capacity/Hour/ Direction (Vehicles)	Estimated Volume/Capacity Ratio
R372 @ Ros an Mhíl	2027 Non Peak Summer	132	750	18%
	2027 August Peak Season	171		23%
	2028 Non Peak Summer	137		18%
	2028 August Peak Season	175		23%
	2033 Non Peak Summer	148		20%
	2033 August Peak Season	191		26%
	2043 Non Peak Summer	165		22%
	2043 August Peak Season	212		28%

The urban R372 at Ros an Mhíl, within its 50 km/hour urban speed limit zone, would continue to operate well within its estimated urban road link capacity, with highest volume/capacity ratios during the 2027, 2028, 2033 and 2043 non-peak summer and August peak season peak hours of up to 22% and 28%, respectively, in 2043.

14.4 Description of Likely Effects

14.4.1 Construction Phase Effects

Subject to planning permission, it is envisaged that work would recommence at the development site during 2026, with a construction duration of approximately 24 months.

There would be a total of 4,930 heavy vehicle truck loads generated during the 24 months construction period, by deliveries and removals. The maximum number of deliveries per day would be 60 truckloads, during a six week period.

The construction compound and concrete batching plant would be reinstated, involving the delivery of 20 truckloads with no abnormal loads, and then removed on completion of the project.

There would be a maximum of 30 construction personnel on site per day, including all management, engineering, tradesmen, general operatives and machine operators.

During the proposed construction period, the Ros an Mhíl Deep Water Quay development construction site access would include an access at the north east of the site, adjacent to the construction site compound, and an access at the southern end of the site. The construction site compound would include temporary site offices, staff welfare facilities, staff car parking, and lay down areas.

Normal working hours during the construction period would be Monday to Friday 7.00 a.m. to 7.00 p.m. and Saturday 7.00 a.m. to 2.00 p.m. All personnel would arrive on site for 7.00 a.m., prior to the morning peak traffic hour; and some personnel would depart from site prior to 7.00 p.m. including during the evening peak traffic hour.

The predicted total peak daily, average daily and peak hour traffic volumes generated during the proposed 24 months construction are provided in Table 14-16.

Table 14-16: Predicted Proposed Construction Generated Traffic Volumes

Period/Time	Construction Traffic Type	Vehicles (HVs)		
		Inbound	Outbound	Total Two-Way
Peak Daily (Maximum)	Deliveries	60 (60)	60 (60)	120 (120)
	Personnel	30	30	60
	Total	**90 (60)**	**90 (60)**	**180 (120)**
Typical Daily (Weekday)	Deliveries	10 (10)	10 (10)	20 (20)
	Personnel	30	30	60
	Total	**40 (10)**	**40 (10)**	**80 (20)**
Morning Peak Hour	Deliveries	2 (2)	2 (2)	4 (4)
	Personnel	0	0	0
	Total	**2 (2)**	**2 (2)**	**4 (4)**
Evening Peak Hour	Deliveries	2 (2)	2 (2)	4 (4)

Period/Time	Construction Traffic Type	Vehicles (HVs)		
		Inbound	Outbound	Total Two-Way
	Personnel	0	10	10
	Total	**2 (2)**	**12 (2)**	**14 (4)**

The quarry construction materials' deliveries to site would be sourced locally, and could be via the R336, both east and north west of its R372 junction, similar to the 26th January 2023 to 10th July 2023 construction. The vast majority of construction personnel would travel to and from site via the R336, and its R372 junction, with a relatively low minority proportion of circa 10% travelling via the L1200 on some days.

The 2027 link and junction traffic volumes, with the proposed construction works, are provided in Tables 14-17, 14-18 and 14-19, respectively.

Table 14-17: Predicted 2027 Link Traffic Volumes with Proposed Construction

Location	Road Link	Morning Peak Hour With Construction				Evening Peak Hour With Construction			
		2027 Non Peak Summer		2027 August Peak Season		2027 Non Peak Summer		2027 August Peak Season	
		Total Vehicles (HVs)	Change	Total Vehicles (HVs)	Change	Total Vehicles (HVs)	Change	Total Vehicles (HVs)	Change
R372/R336/ L1201 Junction	R336 South East	495 (25)	+2 (2)	739 (37)	+2 (2)	550 (12)	+7 (2)	705 (15)	+7 (2)
	R372	187 (18)	+4 (4)	279 (26)	+4 (4)	231 (6)	+14 (4)	292 (7)	+14 (4)
	R336 North West	569 (31)	+2 (2)	849 (47)	+2 (2)	612 (12)	+7 (2)	784 (15)	+7 (2)
	L1201	29 (3)	0	45 (5)	0	46 (2)	+7 (2)	57 (2)	+7 (2)
R372/L1200 Junction	R372 North East	143 (18)	+4 (4)	213 (26)	+4 (4)	164 (7)	+14 (4)	208 (9)	+14 (4)
	L1200	69 (4)	0	104 (7)	0	77 (2)	+1	98 (3)	+1
	R372 South West	107 (16)	+4 (4)	157 (22)	+4 (4)	139 (7)	+14 (4)	176 (9)	+14 (4)

Table 14-18: Predicted 2027 AADT Volumes with Proposed Construction

Location	Road Link	2027 AADT With Proposed Construction	
		Total Vehicles (HVs)	Change
R372/R336/ L1201 Junction	R336 South East	5,497 (216)	+40 (10)
	R372	2,009 (135)	+80 (20)
	R336 North West	6,211 (248)	+40 (10)
	L1201	395 (16)	0
R372/L1200 Junction	R372 North East	1,402 (107)	+80 (20)
	L1200	852 (39)	+6
	R372 South West	960 (111)	+80 (20)

Table 14-19: Predicted 2027 Junction Traffic Volumes with Proposed Construction

Junction	Approach	Movement	Morning Peak Hour With Construction		Evening Peak Hour With Construction	
			2027 Non Peak Summer	2027 August Peak Season	2027 Non Peak Summer	2027 August Peak Season
R372/R336/L1201	R336 North West Bound	Left	28 (4)	43 (6)	29 (2)	38 (2)
		Straight	177 (8)	263 (12)	303 (6)	388 (7)
		Right	1 (0)	2 (0)	8 (0)	10 (0)
	R372	Left	51 (3)	74 (4)	87 (2)	110 (2)
		Straight	2 (0)	3 (0)	6 (0)	9 (0)
		Right	31 (2)	45 (2)	51 (1)	64 (1)
	R336 South East Bound	Left	10 (1)	14 (1)	9 (0)	11 (0)
		Straight	256 (11)	382 (16)	155 (3)	199 (5)
		Right	70 (8)	104 (11)	52 (1)	66 (1)
	L1201	Left	3 (0)	3 (0)	4 (0)	5 (0)
		Straight	6 (1)	6 (1)	5 (0)	7 (0)
		Right	7 (1)	8 (1)	7 (0)	10 (0)

The proposed construction work would increase morning and evening peak hour traffic volumes by 4 vehicles and 14 vehicles, respectively, on the R372; and by 2 vehicles and 7 vehicles, respectively, on the R336. The equivalent predicted typical daily increases would be 80 vehicles and 40 vehicles, respectively.

The predicted 2027 rural road link Annual Average Daily Traffic (AADT) volume/capacity ratios for the R372 and R336 rural roads in the vicinity of the subject development, with the proposed construction works, are provided in Table 14-20, on the basis of the TII Rural Road Link Design.

Table 14-20: Predicted TII Regional Rural Road Link 2027 AADT Volume/Capacity Ratios with Proposed Construction

Rural Road with Rural Speed Limit	2027 AADT Vehicles with Proposed Construction	Estimated AADT Capacity (Vehicles) @ LOS D	Estimated AADT Volume/Capacity Ratio
R372 @ R336	2,009	5,000	40%
R336 North West	6,211	8,600	72%
R336 South East	5,497	8,600	64%

The rural R372 would operate within its estimated rural road link AADT capacity, during the proposed construction works, with a predicted 2027 volume/capacity ratio of circa 40%, compared to 39% without construction. The R336, north west and south east of it R372 junction, would operate within its estimated rural road link AADT capacity, during the proposed construction works, with volume/capacity ratios of 72% and 64%, respectively, which would be unchanged (whole number values) compared to without construction.

The estimated 2027 urban road link peak hour volume/capacity ratios for the R372 at Ros an Mhíl, with the proposed construction works, are provided in Table 14-21, on the basis of the Traffic Capacity of Urban Roads TA 79/99.

Table 14-21: Estimated R372 Urban Road Link 2027 Peak Hour Volume/Capacity Ratios with Proposed Construction

Urban Road	Year/Period	Highest Direction Peak Hour Vehicles	Estimated Capacity/Hour/ Direction (Vehicles)	Estimated Volume/Capacity Ratio
R372 @ Ros an Mhíl	2027 Non-Peak Summer	144	750	19%
	2027 August Peak Season	183		25%

The urban R372 at Ros an Mhíl, within its 50 km/hour urban speed limit zone, would operate well within its estimated urban road link capacity, during the proposed construction works, with a highest volume/capacity ratio of 25%, compared to 23% without construction.

The existing R372/R336/L1201 junction has been analysed using the computer modelling software PICADY, for the 2027 morning and evening peak hour volumes, both with and without the proposed construction works.

Full details of the PICADY junction capacity analysis are provided in Appendix 14B. The results are summarised in Table 14-22.

Table 14-22: 2027 PICADY R372/R336/L1201 Junction Capacity Analysis

2027 August Peak Season	Development Scenario	Highest Ratio of Flow to Capacity (RFC) @ 15 Minutes Intervals	Highest Mean Maximum Queue Length (vehicles) @ 15 Minutes Intervals	Highest Junction Delay per Vehicle Movement (minutes) for Total Time Period
Morning Peak Hour	Without Proposed Construction	0.265	0.7	0.23
	With Proposed Construction	0.275	0.7	0.23
Evening Peak Hour	Without Proposed Construction	0.371	0.6	0.18
	With Proposed Construction	0.403	0.7	0.18

PICADY identifies a Ratio of Flow to Capacity (RFC) of 0.900 as the practical capacity of a junction.

The PICADY analysis indicates that the existing R372/R336/L1201 junction would operate well within practical capacity, without any significant traffic queues and delays, during the 2027 August peak season morning and evening peak hours, both with and without the proposed construction works.

The existing R372/R336/L1201 junction would operate with a highest RFC of 0.403 and delays per vehicle of up to 0.23 minutes, with the proposed construction works. These compare with a highest RFC of 0.371 and delays per vehicle of up to 0.23 minutes, without construction.

14.4.1.1 Construction Phase Effect Rating with EPA Guidelines

On the basis of the EPA Guidelines, the proposed construction works would have slight to moderate short-term negative effects.

Table 14-23: Construction Traffic Effect

Impact	Quality of Effect	Significance	Spatial Extent	Duration	Other Relevant Criteria
Increased traffic volumes on road network	Negative	Slight-Moderate	Local	Short-term	Direct

14.4.2 Operational Phase Effects

The Ros an Mhíl Deep Water Quay would provide enhanced space for fishing operations. There would be no increase in fishing quotas and no increase in fishing generated road traffic volumes.

The fishing season is from October to April and does not coincide with the peak summer tourist season, when peak seasonal traffic volumes are generated, including by the Aran Island Ferries and Wild Atlantic Way, on the local road and transport network. Fishing traffic during the October to April season is typically generated during the early morning and late evening/night, with up to circa 20 fishing truck loads on one day, weekly.

14.4.2.1 Operational Traffic Effect Rating

On the basis of the EPA Guidelines, the proposed Ros an Mhíl Deep Water Quay would have **imperceptible long term to permanent neutral operational effects**. See **Table 14-23** below.

Table 14-24: Operational Traffic Effect

Impact	Quality of Effect	Significance	Spatial Extent	Duration	Other Relevant Criteria
Traffic Volumes	Neutral	Imperceptible	Local	Long-term to Permanent	Direct

14.5 Mitigation Measures

14.5.1 Construction Phase Mitigation

During construction, a wheel wash facility will be provided at the construction site to wash truck tyres leaving the construction site; together with a dust suppression system.

Heavy vehicle construction truck delivery movements will be restricted from passing the Local Primary School (Scoil Colmcille) during the periods of the school starting time from 8.45 a.m. and 9.00a.m. and finishes times from 2.30 p.m. and 2.50 p.m.

14.5.2 Operational Phase Mitigation

The proposed development will not generate additional operational traffic, and no mitigation measures are required.

14.6 Residual Effects

On the basis of the EPA EIAR Guidelines, the proposed development construction phase will have slight to moderate temporary to short term negative residual traffic effects.

On the basis of the EPA EIAR Guidelines, the proposed development operational phase will have imperceptible long term to permanent neutral operational residual traffic effects.

Table 14-25: Residual Effects: Material Assets - Traffic and Transport

Impact/Activity/Receptor	Quality of Effect	Pre-Mitigation Significance Rating	Mitigation Measures	Post-Mitigation/Residual Significance Rating
Construction				
Increased traffic volumes on road network	Negative	Slight-Moderate	Wheel wash facility, dust suppression system, HGV schooltime restrictions.	Slight to Moderate
Operational				
Traffic Volumes	Neutral	Imperceptible	Not required	Imperceptible

14.7 Cumulative Effects

The foregoing assessment includes TII's predicted future traffic growth, which includes traffic generated by proposed other developments, and no significant additional traffic volumes are expected to be generated by other developments during the proposed development construction.

On the basis of the EPA EIAR Guidelines, the cumulative effects, during construction, with other proposed developments will be slight to moderate negative effects and temporary to short term. No additional mitigation is warranted.

The predicted 2028, 2033 and 2043 traffic volumes include TII's predicted future traffic growth, which includes traffic generated by other developments and existing fishing operations at Ros an Mhíl. No significant other developments' traffic generation is envisaged in addition to TII's predicted growth rates. The proposed development will not generate additional operational traffic, and no mitigation measures are required.

14.8 Risk of Major Accidents and Disasters

Road traffic accidents on public roads, used by traffic volumes generated by the proposed construction works, could result in delays to traffic generated by the proposed works and to other traffic. Traffic generated by the proposed works could be involved in road traffic collisions. It is envisaged that the proposed construction mitigation measures would reduce the foregoing risks.