Iarnród Éireann
Irish Rail

Rosslare ORE Hub

EIAR Environmental Topic Chapters

Chapter 17:

Traffic and Road Transport

venterra | GDG GAVIN & DOHERTY GEOSOLUTIONS | NICHOLAS O'DWYER an RSK company

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LIST OF ABBREVIATIONS

AADT	Annual Average Daily Traffic
CTMP	Construction Traffic Management Plan
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EPA	Environmental Protection Agency
EU	European Union
HGV	Heavy Goods Vehicle
IEMA	Institute of Environmental Management and Assessment
NTA	National Transport Authority
NPF	National Planning Framework
O&M	Operations and Maintenance
ORE	Offshore Renewable Energy
PCU	Passenger Car Unit
REAR	Rosslare Europort Access Road
RoRo	Roll-on Roll-off
RSA	Road Safety Authority
TII	Transport Infrastructure Ireland
TMP	Traffic Management Plan
ZoI	Zone of Influence

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17 TRAFFIC AND ROAD TRANSPORT

17.1 INTRODUCTION

Iarnród Éireann – Irish Rail is applying for development permission for the Rosslare Offshore Renewable Energy Hub (hereafter the 'Proposed Development'), located immediately adjacent and to the northwest of the existing Rosslare Europort at Rosslare Harbour in County Wexford, which is operated by Iarnród Éireann. The Proposed Development includes capital dredging to achieve navigable depths for vessels delivering ORE components; land reclamation to create a storage area for these components; and construction of two new berths to facilitate loading and unloading of ORE components. The land reclamation works include infilling the existing small boat harbour, after the construction of a new small boat harbour. The Proposed Development also includes the installation of a new slipway and facility for local clubs, such as the Sea Scouts.

The purpose of the Proposed Development is to provide a facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects by ORE developers and operators. The Proposed Development is designed to provide facilities that accommodate a wide range of infrastructure uses, both for current requirements and anticipated future needs. For instance, the Proposed Development could be used for traditional port activities if required, including during periods of reduced ORE-related activity. Refer to EIAR Chapter 6: Project Description for further detail.

This chapter of the Environmental Impact Assessment (EIA) Report presents the assessment of the likely significant effects (as per the "EIA Regulations") of the Proposed Development on Traffic and Transport receptors arising from the construction and operation of the Proposed Development, both alone and cumulatively with other projects. This chapter was informed by the Proposed Development EIA scoping report (21285-R-005-02-Rosslare OWS EIASR), which was issued to the following topic-relevant stakeholder:

- Wexford County Council

The assessment presented in this chapter has been informed by the following EIAR chapters and technical appendices:

- EIAR Chapter 6: Project Description
- EIAR Technical Appendix 17: Traffic and Road Transport (Pinnacle, 2024) containing:
    - Appendix 17.1 Traffic Survey Data
    - Appendix 17.2 24 Hour Flow Calculations
    - Appendix 17.3 Traffic Impact
    - Appendix 17.4 Cumulative Impact.

This chapter provides a summary of topic-relevant guidance and outlines the data sources used to characterise the topic-specific Study Area. Building on the general EIA methodology outlined in EIAR Chapter 1: Introduction and Methodology, the topic-specific methodology followed in assessing the impacts of the Proposed Development on topic-specific environmental receptors is set out, as is the

assessment of likely effects on the topic-specific environmental receptors on arising from the construction and operation of the Proposed Development. Relevant mitigation measures, following the 'mitigation hierarchy' of avoidance, minimisation, restoration and offsets, and/or monitoring requirements, are proposed in respect of any significant effects and a summary of residual impacts is provided, where relevant.

17.1.1 RELEVANT LEGISLATION, POLICY AND GUIDANCE

17.1.1.1 LEGISLATION

The main legislation that is applicable to the assessment of Traffic and Road Transport is summarised below. Further detail is provided in Chapter 2: Legislation and Policy Context.

- European Union (EU) Directive 2011/92/EU (as amended by Directive 2014/52/EU) on the assessment of the effects of certain public and private projects on the environment (the EIA Directive)
- The Planning and Development Act, 2000 (as amended)
- The Planning and Development Regulations, 2001 (as amended).

17.1.1.2 POLICY

The overarching planning policy relevant to the Proposed Development at national and local level is provided in EIAR Chapter 2: Legislation and Policy Context. The assessment of the project against relevant planning policy is provided in the Planning Report which accompanies the application for development permission. It includes planning policy relevant to Traffic and Road Transport.

17.1.1.3 GUIDANCE

The principal guidance and best practice documents used to inform the assessment of potential impacts on Traffic and Road Transport is listed below.

- Environmental Protection Agency (EPA) Guidelines on the Information to Be Contained in Environmental Impact Assessment Reports (2022).
- Transport Infrastructure Ireland (TII) Traffic and Transport Assessment Guidelines (2014).
- Traffic Management Guidelines, Dublin Transportation Office & Department of the Environment and Local Government (May 2003).
- Institute of Environmental Management and Assessment (IEMA) Impact Assessment Guide to Delivering Quality Development (2016).
- IEMA, Environmental Assessment of Traffic and Movement (July 2023).
- 'Guidelines for Traffic Impact Assessments' The Institution of Highways and Transportation (1994).
- TII National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts (PE-PAG-02039) (October 2016).
- The Route to Sustainable Commuting NTA (2001).

17.2 ASSESSMENT METHODOLOGY

17.2.1 STATEMENT OF COMPETENCE

This chapter of the EIAR has been prepared by Ronan Kearns, BA, BAI, MSc, MBA, CEng MIEI. Ronan is a Chartered Engineer with 20 years' post graduate experience. Projects worked on include roads, drainage and civil infrastructure design and project management for residential, retail, data centres, commercial and windfarm developments from feasibility through to construction.

Ronan has led numerous planning applications and infrastructure designs for a variety of developments. These developments have ranged from small scale residential projects to multimillion Euro retail, data centre and windfarm projects. He specialises in transportation planning and site assessment, preliminary design and detailed design of development. He has completed a number of Traffic and Transport EIAR chapters for development projects throughout Ireland.

17.2.2 TOPIC-SPECIFIC CONSULTATION

A pre application consultation was held on the 24th of July 2024 involving the Applicant and An Bord Pleanála. Two issues were raised by An Bord Pleanála.

Firstly, An Bord Pleanála queried the cumulative impact of the construction of the proposed development and that permitted under Reg. Ref. ABP-314015-22, namely the construction of the N25 Rosslare Europort Access Road (REAR) project. The Applicant advised that the construction of the N25 REAR project was due to start in 2025 and that, if permission is granted for the Proposed Development, construction of the two developments would be unlikely to overlap.

Secondly, An Bord Pleanála queried if the Proposed Development's access route depends on the construction of the N25 REAR project being complete. The Applicant advised that the access to the development site is not dependent on the N25 Port Access Road.

17.2.3 DATA SOURCES

There are two primary data sources:

- Traffic surveys undertaken by the Applicant.
- Traffic Count Data published by TII.

Additional data was sourced from the National Transport Authority in the form of public transport information, including train and bus timetables and bus stop locations.

17.2.4 APPROACH TO ASSESSMENT OF EFFECTS

The IEMA Guidelines on Environmental Assessment of Traffic and Movement (2023) have been used for the appraisal of traffic impacts likely to arise from the construction and operation of the Proposed Development. This guidance defines the method and approach to assessment of traffic impacts in EIAR that is practiced in the countries which are constituent members of the IEMA, including Ireland.

The IEMA Guidelines provide the basis for systematic, consistent, and comprehensive coverage for the appraisal of traffic impacts for a wide range of development projects. The guidelines set out how

to assess the environmental impact of increasing vehicle numbers on road networks associated with development projects. The IEMA Traffic and Movement Guidelines differ from the TII Traffic and Transportation Assessment Guidelines (2014) as they focus on environmental impacts on receptors, not capacity impacts on the road network, which is the topic of a separate type of assessment, Transport Assessment. The IEMA Guidelines is more appropriate for EIA purposes for the present case, since:

> *"Transport Assessments report the overall transport strategy for development sites to maximise accessibility for non-car modes of transport, but also assess the traffic impact of the proposals based on an assessment of conditions on the highway network in peak periods.*
>
> *Traffic and movement assessments for EIA present the impact of traffic and movement on people and the environment – which are initially undertaken with reference to daily traffic flows prior to assessing the time period with the highest potential impact (i.e. degree of change from baseline conditions), which may not be the same as the time period with the highest baseline traffic flows.*
>
> *Although commonly consulted upon with local planning authority transport officers, the content of Transport Assessments is not explicitly governed by statutory regulations such as those that apply to EIA and, with a few exceptions, the nature and depth of assessment undertaken within a Transport Assessment is incompatible for the purposes of an EIA. It is therefore important to ensure that the content of traffic and movement input to environmental assessment fully accords with the requirement of the relevant EIA Regulations".*

To ensure the comprehensive coverage of the environmental impacts arising from changes in traffic levels, the IEMA Guidelines include a checklist of potential impacts such as driver severance and delay, pedestrian severance and delay, pedestrian amenity, accidents and safety, hazardous and dangerous roads, etc.

According to the IEMA Guidelines the assessment of the environmental impacts of traffic is undertaken in the following stages:

- Determination of existing and forecast traffic levels and characteristics.
- Determining the time period suitable for assessment.
- Determining the year of assessment; and
- Identifying the geographical boundaries of assessment.

The IEMA Guidelines recommend two broad rules of thumb are applied to assist in delimiting the scale and extent of the environmental assessment when assessing the impact of development traffic on a highway[1] link:

[1] For the purpose of this EIAR chapter, the term "highway" as it is used in the IEMA Guidelines, refers to any road, street, lane, or public right of way over which the public has the right to pass and repass, including motorways, national, regional, and local roads, as well as public footpaths and cycleways. This aligns with the definitions of "public road" and "road" in the Roads Act 1993.

- Include highway links where traffic flows would increase by more than 30% (or the number of heavy goods vehicles (HGVs) would increase by more than 30%); and
- Include any other specifically sensitive areas where traffic flows would increase by 10% or more.

To identify significant effects, the IEMA Guidelines state that a less than 30% increase in changes in traffic flows created by a proposed development is considered to result in imperceptible changes in the environmental effects of traffic; and that projected changes in traffic flows of less than 10% in sensitive areas[2] create no discernible environmental effect.

The sensitive receptors are pedestrians, cyclists and road users that use the local road network. The study area therefore includes links and junctions which provide the most direct access routes to an application site and are, therefore, most likely to be affected by site traffic (construction, operational and decommissioning) traveling to/from the development site.

It is proper method that any links that do not meet the defined selection criteria (broad rules of thumb) are not considered as part of the study area and have been excluded from further analysis (i.e., scoped out of the assessment).

17.2.4.1 ASSESSMENT CRITERIA

The EPA Guidelines on the Information to be contained in Environmental Impact Assessment Reports and the IEMA Traffic and Movement Guidelines were reviewed to identify appropriate significance criteria applicable to the assessment.

Paragraph 3.12 of the IEMA Traffic and Movement Guidelines states:

> *"A critical feature of an environmental assessment is determining whether a given effect is significant.*
>
> *Having quantified the magnitude of the impact (i.e. the level of change), there are various ways of interpreting whether or not the resulting outcome is considered significant. There is no definition of a 'significant effect' in the EIA Regulations.*
>
> *Furthermore, for many effects, there are no simple rules or formulae that define appropriate assessment thresholds and therefore there is a need for interpretation and judgement on the part of the competent traffic and movement expert, backed up by data or quantified information wherever possible. Such judgements will include the assessment of the numbers of people experiencing an impact and the sensitivity of those people, as well as the assessment of the damage to various natural or cultural resources.*
>
> *The competent traffic and movement expert will need to make it clear how they have defined whether a change (and the resultant effect) is considered significant or not".*

In the EPA EIAR Guidelines, quality effects are described as either:

[2] Specifically sensitive areas referred to above include accident 'black spots', conservation areas, hospitals, or links with high pedestrian flows.

- *Positive* – a change which improves the quality of the environment (such as reduction of traffic, travel time or patronage, or provision of a new service, access or facility).
- *Neutral* – no effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error; and
- *Adverse* – a change which reduces the quality of the environment (such as increase of traffic, travel time, patronage or loss of service or facility).

The significance of pedestrian severance, delay, amenity, fear and intimidation effects has been determined by projecting future baseline traffic flows based upon the 2024 traffic surveys, and the potential impact of the Proposed Development in terms of change in traffic flows on each link within the study area by reference to the IEMA Guidelines and applying professional judgement.

Pedestrian Severance

Pedestrian severance refers to the real or perceived separation or restriction of pedestrian access and movement caused by a proposed development or infrastructure project. This can occur when roads, railways, or large-scale developments create physical barriers that limit or complicate the ability of people to walk between key destinations, such as homes, schools, shops, and public transport nodes.

The IEMA Guidelines acknowledge that the measurement and prediction of severance is extremely difficult and that the correlation between the extent of severance and the physical barrier of a road is not clear.

It notes that there are no predictive formulae which give simple relationships between traffic factors and levels of severance. However, the IEMA Guidelines do accept that in general, marginal changes in traffic flows are, by themselves, unlikely to create or remove severance.

Factors which need to be considered when determining severance comprise road width, traffic flows, speed of traffic, the presence of pedestrian crossing facilities and the number of pedestrian movements across the affected route.

The IEMA Guidelines suggest that:

- Changes in flow of up to 30% would produce slight changes in severance.
- Changes in flow of up to 60% would produce moderate changes in severance; and
- Changes in flow of up to 90% would produce substantial changes in severance.

It is recognised that these are guidelines only and are highly dependent on existing ambient traffic levels.

They are not considered to be definitive measures of severance and should be used with care and regard paid to specific local conditions. The guidelines have been used to inform impact magnitude criteria for the assessment. Professional judgement has been applied to identify the likely scale of effects.

Pedestrian Delay

The IEMA Guidelines note that changes in the volume, composition and/or speed of traffic may affect the ability of people to crossroads. Typically, increases in traffic levels result in increased pedestrian delay, although increased pedestrian activity itself also contributes. The IEMA Guidelines do not set any thresholds for absolute or actual changes in delay, recommending instead that assessors use their judgement to determine the significance of the impact.

The IEMA Guidelines refer to a report published by the Transport Research Laboratory (TRL) Supplementary Report 356 as providing a useful approximation for determining pedestrian delay. The TRL research concludes that the mean pedestrian delay was found to be eight seconds at flows of 1,000 vehicles per hour, and below 20 seconds at 2,000 vehicles per hour for various types of crossing condition.

A two-way flow of 1,400 vehicles per hour has been adopted as a lower threshold for assessment (equating to a mean 10 second delay for a link with no pedestrian facilities) in the TRL report.

Below this flow, pedestrian delay is unlikely to be a significant factor. This is deemed to be a robust starting point for narrowing down the modelled routes within the study area and ensuring the routes selected exceeded the suggested threshold of analysis in IEMA Guidelines. It should be noted that for controlled forms of pedestrian crossing the pedestrian delays are less.

As a result, any road with a two-way flow of less than 1,400 vehicles per hour is deemed to have a negligible effect. Roads above this are assessed on the basis of professional judgement.

Pedestrian Amenity

The IEMA Guidelines define pedestrian amenity as the relative pleasantness of a journey and may be influenced by fear and intimidation if they are relevant. As with pedestrian delay, pedestrian amenity is considered to be affected by traffic volumes and composition along with pavement width and pedestrian activity. The IEMA Guidelines suggest that a tentative threshold for judging the significance of changes in pedestrian amenity would be where the traffic flows are halved or doubled.

The Guidelines have been used to inform impact magnitude criteria for the assessment. Professional judgement has been applied to identify the likely scale of effects.

Pedestrian Fear and Intimidation

A number of factors are considered relevant in determining changes in the level of fear and intimidation experienced by pedestrians and cyclists including volume of traffic; percentage of HGVs; speed of traffic; proximity to people; and the availability and quality of pedestrian infrastructure.

The IEMA Guidelines set out the criteria, reproduced in Table 17.1 and Table 17.2 for measuring the effects of fear and intimidation.

Table 17.1: Pedestrian fear and intimidation criteria

Average Traffic Flow over 18hr day (vehicles per hour) (a)	Total 18-hr HGV Flow (b)	Average Speed (mph) (c)	Degree of Hazard Score
1,800+	3,000+	->40	30
1,200–1,800	2,000–3,000	30-40	20
600–1,200	1,000–2,000	20-30	10
<600	<1000	<20	0

Table 17.2: Levels of fear and intimidation

Level of fear and intimidation	Total hazard score (a) + (b) + (c)
Extreme	71+
Great	41-70
Moderate	21-40
Small	0-20

The magnitude of impact is approximated with reference to the changes from baseline conditions in the level of fear and intimidation as shown in Table 17.3.

Table 17.3: Fear and intimidation magnitude of impact

Magnitude of impact	Change in step/traffic flows (24-HR) from baseline condition
High	Two step changes in level
Medium	One step change in level, with >400 veh increase in average 18hr AV two-way flow and/or >500 HV increase in total 18HR HV flow
Low	One step change in level, with <400 veh increase in average 18hr AV two-way flow and/or <500 HV increase in total 18HR HV flow
Negligible	No step change

The IEMA Guidelines stress the importance of professional judgement when applying the above criteria. Accordingly, the Guidelines have been used to inform impact magnitude criteria for the assessment, and professional judgement has been applied to identify the likely scale of effects.

Driver Delay

IEMA Guidelines note that driver delay can occur at several points on the network, although the effects are only likely to be significant when the traffic on the highway network is predicted to be at or close to the capacity of the system. Professional judgement has been applied to determine the significance of residual effects.

Accidents and Safety

There is no formal published guidance for the assessment of accidents and safety. Therefore, professional judgement has been applied to assess the implications of local circumstances and the Proposed Development 's likely effect which may increase or decrease the risk of accidents.

Hazardous Loads

This development does not involve the transportation of dangerous or hazardous loads by road and therefore is not included in this assessment.

Receptor Sensitivity/Value Criteria

Professional judgement has been used to define the value of receptors in accordance with DMRB Sustainability and Environment LA 104 Revision 1. The potential receptors are the users of transport networks within the relevant study area. The sensitivity of a road can be defined by the vulnerability of the user groups who are likely to use it (i.e., the elderly or children). A sensitive area may be where pedestrian activity is high, near a school or an accident black spot. It also considers the existing nature of the road whereby an existing residential area is likely to be more sensitive than a road capable of carrying larger volumes of traffic such as an R-Road (regional roads), N-Road (national roads) or M-Road (motorways).

The sensitivity of receptors has been classified as low, medium or high, in accordance with the criteria set out in Table 17.4.

Table 17.4: Receptor sensitivity

Sensitivity	Criteria
High	Receptors of greatest sensitivity to traffic flow: schools, colleges, playgrounds, accident clusters, retirement homes, roads without footways that are used by pedestrians.
Medium	Receptors of moderate sensitivity to traffic flow: congested junctions, doctors' surgeries, hospitals, shopping areas with roadside frontage, roads with narrow footways, recreation facilities.
Low	Receptors with some sensitivity to traffic flow: places of worship, public open space, tourist attractions and residential areas with adequate footway provision.
Very Low	Receptors with very low sensitivity to traffic flows and those sufficiently distant from affected roads and junctions.

Impact Magnitude Criteria

The magnitude of impact has been classified as low, medium or high, in accordance with the criteria set out in Table 17.5.

Table 17.5: Scale of impact criteria

Impact	Assessment Criteria			
	Low	Medium	High	Very High
Pedestrian Severance	Increase in total traffic flows of 30% or under	Increase in total traffic flows of 30% – 60%	Increase in total traffic flows of 60%-90%	Increase in total traffic flows of 90% and above
Pedestrian, cyclist and equestrian delay	Two-way traffic flow < 1,400 vehicles per hour.	A judgement based on the road links with two-way traffic flow exceeding 1,400 vehicles per hour in context of the individual characteristics.		
Pedestrian, cyclist and equestrian amenity	Change in total traffic or HGV flows < 100%	A judgement based on the routes with >100% change in context of their individual characteristics		
Pedestrian Fear and intimidation	18hr average of <600 veh/hr and <10mph, <1,000 HGVs in 18 Hr	18hr average of 600-1200 veh/hr and 10-15mph, 1,000-2000 HGVs in 18 Hr	18hr average of 1200-1800 veh/hr and 15-20mph, 2,000-3000 HGVs in 18 Hr	18hr average of >1800veh/hr and >20mph, >3000 HGVs in 18 Hr
Driver and passenger delay	This has been assessed on a case-by-case basis using professional judgement subject to the sensitivity and vulnerability of the receptor. Impacts are only likely to be significant when the traffic on the network surrounding the development is already at, or close to, the capacity of the system.			
Accidents and Safety	Accident data for the local area have been reviewed and professional judgement have been applied to assess the implications of potential increase/decrease in traffic.			
Hazardous Load	Not appliable.			

Scale of Effect Criteria

The criteria used to assess whether an effect is significant or not are given in the EPA EIAR as set out in Chapter 1: Introduction and Methodology. The significance of effects is determined by consideration of the sensitivity of the receptor, the magnitude of impact and scale of the effect. In assessing the significance of an effect, consideration has been given to the quality, duration, probability and type of the effect, and its geographical extent, and the application of professional judgement.

Based on professional judgement, moderate-significant, very significant and profound effects are considered significant in EIA terms.

Impacts have been assessed based on the value/sensitivity of receptors against the magnitude of impact to determine the scale of effect as presented in Table 17.6.

Table 17.6: Significance criteria matrix

Scale of Effect Criteria				
Magnitude	**Sensitivity of Receptors**			
	Very Low	**Low**	**Medium**	**High**
Low	Imperceptible	Not Significant	Slight	Slight
Medium	Not Significant	Slight	Slight	Moderate-Significant
High	Slight	Slight	Moderate-Significant	Very Significant
Very High	Slight	Moderate-Significant	Very Significant	Profound

Where the existing baseline HGV or total traffic flows are very minor, a small increase in vehicles would produce a large change in magnitude whereas in real terms the increase in traffic may still be considered to be negligible or slight. In these instances, appropriate professional and experienced judgements have been made.

Nature of Effect Criteria

The nature of the effect has been described as either adverse, neutral or positive as follows:

- *Positive* – An advantageous effect to a receptor.
- *Neutral* – An effect that on balance, is neither positive nor adverse to a receptor; or
- *Adverse* – A detrimental effect to a receptor.

17.2.5 MITIGATION

As discussed in Chapter 1: Introduction and Methodology, three types of mitigation measures are considered in this chapter.

- Primary mitigation
- Secondary mitigation
- Tertiary mitigation

17.2.6 STUDY AREA

In accordance with the IEMA Traffic and Movement Guidelines, the study area has been defined by identifying any link or location where it is considered that significant environmental effects could occur as a result of the Proposed Development. The study area for the assessment of effects of the Proposed Development is shown in Figure 17.1.

The definition of study area is informed by the two “broad rules of thumb” as set out in IEMA Guidelines in section 17.2.4 of this chapter.

The assessment has been undertaken when the perceived environmental impact is at its greatest during the construction phase. In addition, the development will be assessed for the year of opening.

The assessment has considered the 'Do Nothing scenario', which assumes no Proposed Development, against the 'Do Something' scenario, which includes the same baseline traffic as the 'Do Nothing' but also includes Proposed Development traffic.

Figure 17.1: Study area

Construction traffic will travel to/from the development area using primary, secondary, and tertiary roads. Key haulage routes are likely to coincide with the primary, secondary, and tertiary roads that lead to the site.

To quantify the volumes of traffic movements at key points on the road network adjacent to the site, a set of classified turning movement traffic counts were commissioned and carried out on the 28th of May 2024 at locations at key nodes shown in Figure 17.2 and described in Table 17.7.

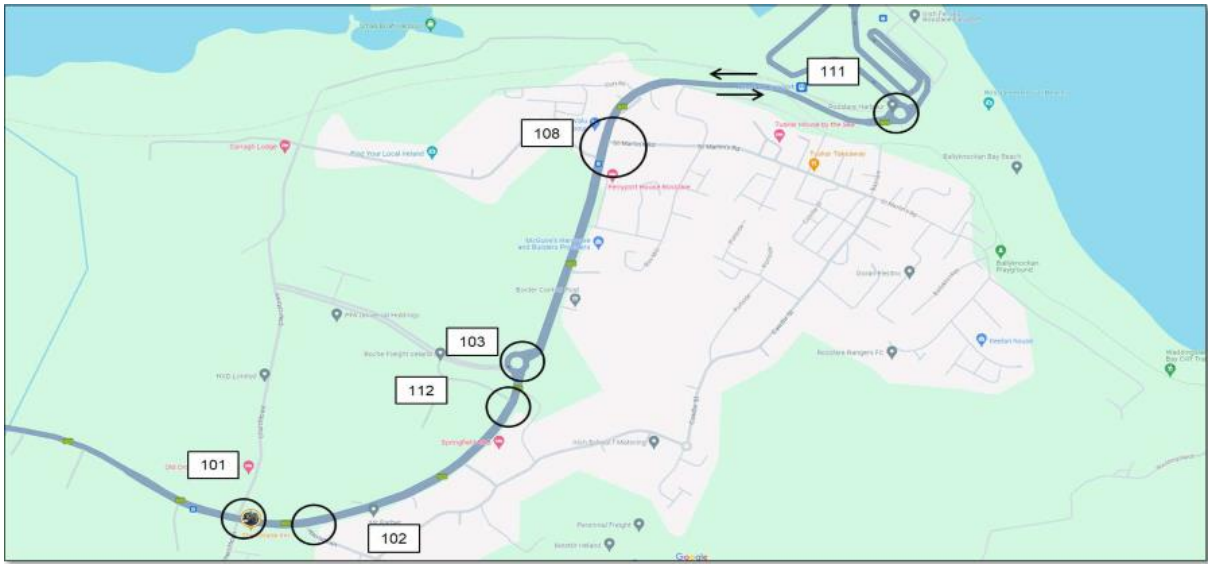

Figure 17.2: Traffic survey locations

Table 17.7: Traffic survey locations

Site No	Location	Type
101	N25/Churchtown Crossroads	Crossroads
102	N52/L7103	T-Junction
103	N25/L3068	Roundabout
108	N25/St Martin's Road/Mary's Terrance	Staggered Crossroads
111	N25 port access roundabout	Two-way flow
112	N25/Roche Freight	T-Junction

17.2.7 TEMPORAL SCOPE

In line with EPA Guidelines, as outlined in Chapter 1: Introduction and Methodology, the duration of effects has been classified using the following criteria:

- Momentary (seconds to minutes)
- Brief (<1 Day), Temporary (<1 Year)
- Short-term (1 to 7 years)
- Medium-term (7 to 15 years)
- Long-term (15 to 60 years)
- Permanent (>60 years).

The assessment has considered impacts arising during the construction phase (24- months) which are short-term in nature and from the operational phase which are long-term to permanent in nature.

The greatest environmental change will generally be when the project traffic is at its greatest as a proportion of the total traffic flow. The environmental assessment would be undertaken at the construction phase and at the year of opening of the project and/or during its first year of operation. The assessment therefore considers the future years at which the peak construction traffic of the development occurs and when the Proposed Development is built out and fully operational. The assessment scenarios are anticipated to be:

- Existing Baseline – 'Do-Nothing'.
- Construction Phase - 'Do-Nothing'+ Construction Traffic.
- Operational Phase - 'Do-Nothing'+ Operational Traffic; and
- Cumulative Impact - 'Do-Nothing'+ Construction Traffic + cumulative development

17.2.8 ASSUMPTIONS RELEVANT TO THE ASSESSMENT OF EFFECTS

17.2.8.1 CONSTRUCTION PHASE

The construction phase assessment is limited to roads immediately adjacent to the application site and any roads further afield where traffic would increase by greater than 30% or 10% at nodes such as accident 'black spots', conservation areas, hospitals or links with high pedestrian flows.

The anticipated duration of the construction phase is 24 months.

17.2.8.2 OPERATIONAL PHASE

The Proposed Development is anticipated to be completed and fully operational in 2027. The assessment considers the generation of traffic flows from the full quantum of development at this future year. This comprises:

- Existing RoRo traffic uses the adjacent site at Rosslare Europort Terminal 7 with 2,154 vessel calls in 2024 and c. 207,000 RoRo trailers conveyed through the existing port.
- The ORE development assessed here is designed to facilitate traditional port activities, including RoRo trailer parking, at times, such as during times of reduced ORE activity. There is an expected rate of 1.25% annual growth in RoRo traffic to 2040. This equates to 45,000 RoRo trailers by 2040. While the existing Europort has sufficient capacity to accommodate this increase in RoRo traffic, the Proposed Development has been conservatively assessed based on a scenario where this additional traffic is accommodated at the ORE storage area. Based on existing throughputs, an area of 1.6ha is required to provide 108 parking bays for trailers to accommodate this projected increase in RoRo traffic for this conservative worst-case scenario assessment.

Estimated trip generation for the Proposed Development was provided for the assessment. Trips were distributed onto the local highway network based upon the directional splits from the traffic survey data that was collected in 2024. Refer to section 17.4.5 for details of the trip generation rates for the operational phase of the Proposed Development.

17.2.8.3 N25 ROSSLARE EUROPORT ACCESS ROAD

N25 Rosslare Europort Access Road (REAR) project is currently at detailed design stage. Following the decision from An Bord Pleanála to approve planning for REAR project, Wexford County Council closed out Phase 4 and the project progressed to Phase 5 (Enabling and Procurement) in February 2024. During Phase 5, tender documentation will be compiled to allow for the procurement of a competent Contractor to execute the main construction works. On completion of Phase 5, the project will progress to Phase 6 (Construction and Implementation) subject to receiving the necessary approvals and the availability of funding.

The timeline for delivery of N25 Rosslare Europort Access Road may impact in the assessment of the future design scenarios. It has been assumed in the analysis that the N25 Rosslare Europort Access Road will not be delivered by 2050 and therefore the worst-case scenario (i.e. based on existing road network) has been assessed. Should the N25 Rosslare Europort Access Road become operational before the ORE project, it will be a piece of purpose-built infrastructure that will serve the expected growth of the port, including this development, over the coming years. Therefore, impacts on Traffic and Transport receptors associated with the Proposed Development in that scenario will be of lower magnitude as there will be more capacity in the local network.

17.2.9 DIFFICULTIES AND UNCERTAINTIES

17.2.9.1 TRAFFIC SURVEYS

Traffic surveys were carried out on 28th May 2024. This would be representative of normal school term time but may not coincide with peak port traffic, which is likely to occur during school holidays.

Initially, the traffic surveys did not include the existing port access roundabout (Location 111). It was not possible to carry out the traffic surveys in May 2024. Additional surveys were carried out at Location 111 on 24th September 2024. This additional survey was undertaken to eliminate uncertainty in the baseline surveys.

An examination of the recorded data from the Transport Infrastructure Ireland (TII) automatic traffic counter (ATC), located on the N25 Southwest of Rosslare Harbour at Kilrane, Co. Wexford shows that the N25 national primary road has an AADT of 7,301 vehicles in November 2025[3]. TII publication DN-GEO-03031 Table 6.1 shows that the N25 is a Type 1 single carriageway which has a guidance capacity of 11,600 AADT (TII, November 2017) and is therefore capable of accommodating additional traffic growth.

17.2.9.2 ACCIDENT DATA

The RSA has a statutory remit to report on fatal, serious and minor injury collisions on public roads. The RSA receive collision data from An Garda Síochána and produce official statistics to help develop evidence-based road safety interventions.

The RSA are in the process of reviewing road traffic collision (RTC) data sharing policies and procedures. Record-level RTC data cannot be shared until this review is complete.

[3] ATC data published by TII is available at https://trafficdata.tii.ie/publicmultinodemap.asp.

Accident data has been requested from the RSA but at the time of writing no accident data has been made available by the RSA.

17.3 BASELINE: TRAFFIC AND TRANSPORT IN RECEIVING ENVIRONMENT

This section provides an overview of the current baseline transport and accessibility conditions within the study area considering the following:

- pedestrian and cycle facilities and access.
- public transport accessibility; and
- the operation of the existing highway network.

Consideration is also given to the existing baseline flows where available. This analysis provides the baseline context against which the transport movements and accessibility of the Proposed Development have been assessed.

17.3.1 WALKING AND CYCLING NETWORK

There are footpaths on approach to Rosslare Europort. There are cycle facilities in Rosslare, but these terminate before Rosslare Europort.

17.3.2 PUBLIC TRANSPORT

17.3.2.1 BUS SERVICES

A bus service is provided to Rosslare Europort which services Stop 355501, Rosslare Europort, Rosslare Harbour. Bus Eireann provides a frequent bus service between Wexford Bus Station and the port. In Wexford bus station Bus Eireann operates many bus routes connecting Wexford to major towns and cities. Wexford Bus operates a choice of bus services between Wexford, Waterford, Carlow and Dublin City & Airport. A local Link offers a local town and village service in the county of Wexford.

17.3.2.2 RAIL

Irish Rail provides a rail service to Rosslare Europort. Irish Rail provides regular services between Rosslare Europort and Dublin Connolly Station. Apcoa operates a 335-space car park for ferry passenger traffic at Rosslare Europort. Sheltered bike parking is also available at Rosslare Europort.

17.3.3 N25

The N25 road is a national primary road, forming the route from Cork to Rosslare Europort via Waterford City. On approach to Rosslare Europort the N25 is a single carriageway road. As the road approaches Rosslare Europort, the speed limit reduces from 50km/hr to 30km/h. The opposite speed limit occurs when leaving Rosslare Europort. A segregated footpath is provided along the southern side of the N25 on approach to Rosslare Europort.

Within Rosslare town, the N25 takes the form of an urban road with footpaths, cycle paths and various uncontrolled pedestrian crossings.

Public lighting was noted on the N25 in the vicinity of the Proposed Development.

17.3.4 DESKTOP STUDY

17.3.4.1 EXPANSION FACTORS FOR SHORT PERIOD TRAFFIC COUNTS

TII Publication PE-PAG-02039 Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts (May 2024) supports the conversion of Short Period Traffic Counts to 24-hour, or to facilitate the estimation of short period traffic flows at any point in a year using only a sample dataset of traffic information.

The guidance states that this is achieved by developing an annual traffic flow profile that considers time of day, day of week and month of year, thereby generating a series of indices to allow short period traffic counts from one period to be extrapolated to any period of the year, or to 24-hour. This is referred to as the Generic Expansion Factor Method.

The conversion of short period traffic count to a 24-hour total is carried out in three steps.

Step 1: Identify the relevant geographical location. For this example, the relevant profiles are for Southeast.

Step 2: Identify the proportion of daily traffic flow that relates to the short period count.

From Appendix A of PE-PAG-02039, =it can be seen that the proportion of the 24-hour flow occurring during the period 07:00 – 10:00 and 19:00 – 16:00 is 0.432 (Figure 17.3).

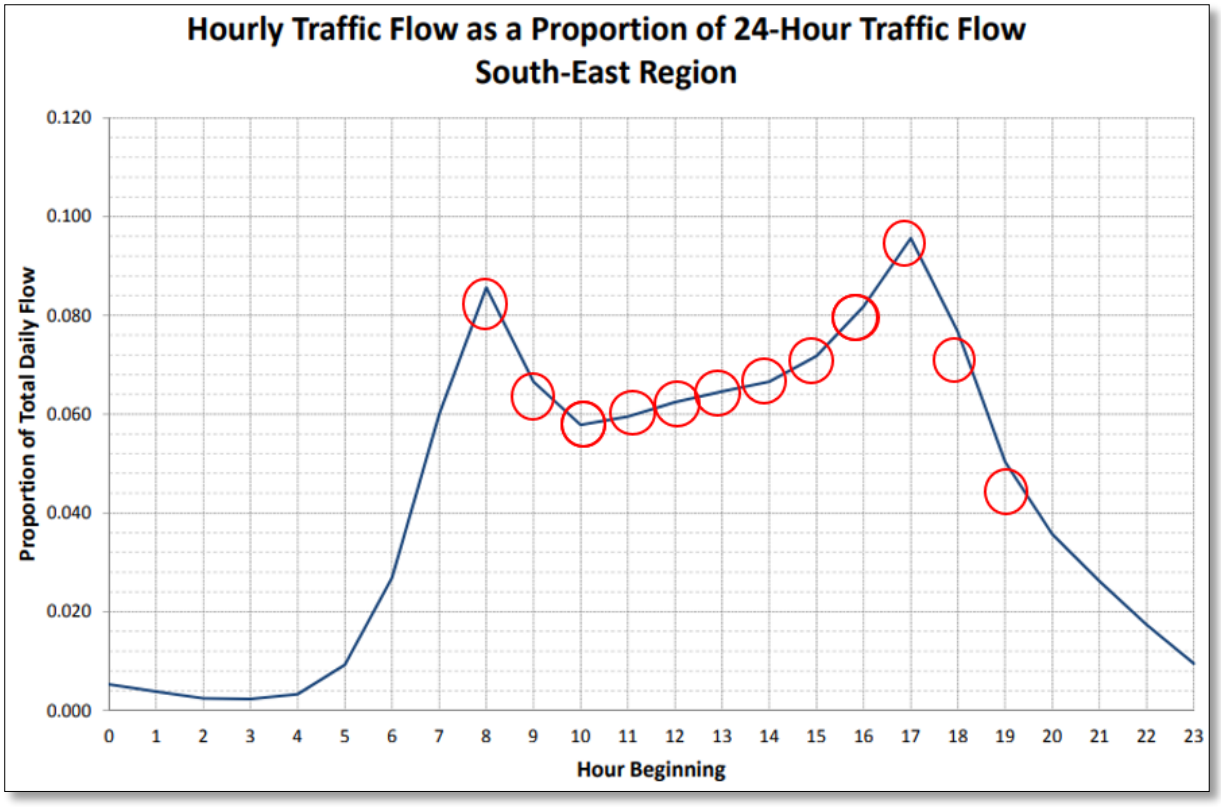

Figure 17.3: Hourly traffic flows as a proportion of the 24-hour traffic flows Southeast Region

This is calculated as the sum of the proportion of total daily flows which cover the three individual time periods from 07:00 – 19:00.

Step 3: Perform the calculation. The 24-hour estimate is therefore as follows:

Recorded flow/Expansion Factor = 24-hour Flow

17.3.4.2 FIELD WORK

Manual Classified Turning Count was undertaken on 28th of May 2024 between 07:00-19:00. This data was converted into 24 Hour Flows figures using Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts (PE-PAG-02039) (October 2016) published by TII.

The recorded data, measured in vehicles, along with the expansion factor and corresponding estimate of the 24-Hour flows is provided in Table 17.8.

Table 17.8: 2024 24-hour flows figures

Location	07:00-19:00 Total Two-Way Movements	Factor	24 Hour Flows (Vehicles)	% HGV
101	8,682	0.829	10,473	14.88%
102	8,255	0.829	9,958	8.29%
103	7,160	0.829	8,637	19.73%
108	7,270	0.829	8,770	16.48%
111	3,825	0.829	4,614	29.54%
112	6,707	0.829	8,090	9.20%

Refer to EIAR Technical Appendix 17 for Traffic Impact for individual nodes analysis.

17.3.4.3 GROWTH FACTORS

The estimated opening year for the Proposed Development is 2027. This has therefore been the focus of the road network assessment. PE-PAG-02017-03 sets out growth rates for forecasting future traffic. The factor used is outlined in Table 17.9

Table 17.9: Growth factors

Survey Year	Future Year	Growth Factor
2024	2027	1.063
2024	2028	1.084
2024	2040	1.243

These growth rates are applicable to Wexford for centralised growth. HV growth factors have been used.

17.4 ASSESSMENT OF EFFECTS

In the case of the Proposed Development, the sensitive receptors are considered to be pedestrians and cyclists, and road users on the local highway network. The study area includes links and junctions which provide the most direct access routes to the application site and are, therefore, most likely to be affected by traffic arriving and departing the site.

Any links that do not meet defined selection criteria, have not been considered as part of the study area and have been excluded from further analysis.

The Proposed Development site will have three distinct scenarios to consider:

1. Do Nothing
2. Construction phase (2026-2027)
3. Operational phase Primarily ORE activities, including bulk freight (2028-2040)

17.4.1 PRIMARY MITIGATION

No primary mitigation measures have been incorporated into the design of the Proposed Development for traffic and transport receptors.

17.4.2 TERTIARY MITIGATION

Tertiary mitigation measures are imposed as a result of legislative requirements and/or standard sectoral practices. As these measures are standardised and covered by other forms of legislation or controls, they are not presented in extensive detail in the EIAR (IEMA, 2024).

The following tertiary mitigation measures based on standard sectoral practices and legislative requirements shall be undertaken to minimise the risk of impacting on traffic and transport receptors within the receiving environment:

17.4.2.1 OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

As set out in the outline Construction Environment Management Plan submitted as part of this application, a detailed Construction Traffic Management Plan (CTMP) will be finalised and agreed with the relevant road authorities and An Garda Síochána prior to construction works commencing on site. The detailed CTMP will include the following:

- **Traffic Management Coordinator** – a competent Traffic Management Co-ordinator will be appointed for the duration of the project, and this person will be the main point of contact for all matters relating to traffic management.
- **Delivery Programme** – a programme of deliveries will be submitted to Wexford County Council in advance of the delivery of the oversized components to site such as generators. A programme will be drafted for day-to-day deliverers to ensure no significant overlap with other projects i.e., N25 Rosslare Europort Access Road.
- **Communications**: Local residents in the area will be informed of any upcoming traffic related matters e.g., temporary lane/road closures (if required) or any night deliveries of oversized components, via letter drops and/or door knocks. Information will include the contact details of

the Contract Project Co-ordinator, who will be the main point of contact for all queries from the public or Local Authority during normal working hours. An "out of hours" emergency number will also be provided.

17.4.2.2 SITE ACCESS AND EGRESS

Site access will be provided on N25 through Rosslare Europort.

A works area will be provided within Rosslare Europort for the development. The works areas will be segregated from the rest of Rosslare Europort including both freight traffic and general passenger traffic.

An access gate will be provided during the construction phase to the works areas which will not be accessible to the public.

The contractor shall provide advanced warning signs, in accordance with Chapter 8 of the Department of the Environment's Traffic Signs Manual 2019, on the approach to proposed site access locations a minimum of one week prior to construction works commencing at the site.

There will be heras fencing secured to a minimum height of 2 metres alongside the construction compound areas or solid panel hoarding in areas with high/low viewing panels to help reduce unauthorised access to the construction compound.

This fence will be checked daily and maintained as necessary. It will be the responsibility of the Site Manager to open and lock the gates each working day to ensure the site is not left open and unattended at any time.

Access to the construction site will be limited to authorised persons. The site will be secured at all times with security being employed by the main contractors to ensure no unauthorised access.

Where possible, construction traffic and non-construction traffic will be separated for all modes of transport. Where the construction programme requires mixing of traffic, additional temporary traffic management measures will be put in place. These plans will be based on Chapter 8 'Temporary Traffic Measures and Signs for Roadworks' published by the Department of Transport, Tourism and Sport (2019).

17.4.2.3 NATIONAL ROAD NETWORK

Access to the site along the National Road Network will be via the N25. It is anticipated that the majority of construction related traffic will travel along the N25 at which point construction traffic will enter Rosslare Europort.

17.4.2.4 LOCAL SCHOOLS

There is a single school that is located along the potential haul routes as follows:

- Scoil Náisiúnta Cill Ruadháin, Harristown, Co. Wexford

The proposed haul potential interacts with school traffic Rosslare i.e., Scoil Náisiúnta Cill Ruadháin. HGV deliveries will avoid passing schools at opening and closing times where it is reasonably practicable.

17.4.2.5 ROAD CLOSURES

During the works, it is not anticipated that road closures will be required for any extended period of time. Temporary or partial road closures may be required to facilitate utility connections such as watermain, foul water, surface water, etc.

Should works be required on the external road network, road opening licences will be sought from the Local Authority via the Road Management Office.

In areas where existing carriageways are narrow, it is anticipated that Temporary Traffic Management measures such as temporary traffic lights will be utilised to facilitate traffic.

17.4.2.6 SIGNAGE

The contractor shall undertake consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements. Such signage shall be installed prior to works commencing on site.

Proposed signage may include warning signs to provide warning to road users of the works access / egress locations and the presence of construction traffic. All signage shall be provided in accordance with the Department of Transport's Traffic Signs Manual, Chapter 8 – Temporary Traffic Measures and Signs for Roadworks.

In summary, the contractor will be required to ensure that the following elements are implemented:

- Consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements.
- Provision of temporary signage indicating site access route and locations for contractors and associated suppliers; and
- Provision of general information signage to inform road users and local communities of the nature and locations of the works, including project contact details.

17.4.2.7 TRAFFIC MANAGEMENT FOR ROAD WORKS

The Applicant is currently reviewing the positions of any incoming services that may be affected as a result of the Proposed Development. This will be done in conjunction with the relevant service providers.

If work must be done in the Public Highway the Main Contractor will ensure that the Main Contractor obtains the necessary licences and permits in time for the works to proceed on time.

The Main Contractor will procure street works accredited and approved contractors to carry out any such utility works.

A specific Traffic Management Plan (TMP) will be required by the Local Authority in conjunction with the application for a road opening licence, in advance of carrying out these road works. The TMP design and service will be provided by an independent specialist and will deal with the efficient management of traffic and pedestrians, mitigating all potential safety risks to users, whilst maintaining effective operation of the carriageway.

Pedestrians

Hoarding will be checked daily with a weekly thorough inspection. Any defects will be attended to immediately.

The Main Contractor will ensure that there is adequate protection in place to prevent the fugitive loss of construction demolition waste being exported from the site to an appropriate licensed facility and the importation of construction materials such as concrete and stone. Such measures will ensure that no construction materials would affect the ability of any individual using local footpaths and other associated facilities.

This approach will be adopted for internal site footpaths and external footpaths along the potential haulage routes.

The gateman and traffic marshals will ensure public safety when vehicles are entering and exiting the site. The public will not be allowed to access the site unless they follow the dedicated pedestrian access route on to site. They will be fully protected with appropriate PPE until they reach the security cabin. There is no unauthorised access beyond this point.

17.4.2.8 PROGRAMMING

In order to reduce impacts on local communities and residents adjacent to the proposed site, it is proposed that:

- The contractor will be required to liaise with the management of other construction projects and the Local Authorities to co-ordinate deliveries.
- The contractor will be required to schedule deliveries in such a way that construction activities and deliveries activities do not run concurrently e.g., avoiding pouring of concrete on the same day as material deliveries in order to reduce the possibility of numbers of construction delivery vehicles arriving on site simultaneously, resulting in build-up of traffic on the road network.
- The contractor will be required to schedule deliveries to and from the proposed site such that traffic volumes on the surrounding road network are kept to a minimum.
- HGV deliveries to the Proposed Development site will be suspended on the days of any major event in the area that has the potential to cause larger than normal traffic volumes.
- The contractor will be required to interact with members of the local community to ensure that deliveries will not conflict with sensitive events such as funerals.
- HGV deliveries will avoid passing schools at opening and closing times where it is reasonably practicable.
- Deliveries of materials to site will generally be between the hours of 08:00 and 19:00 Monday to Friday, and 08:00 to 14:00 on Saturdays. No deliveries will be scheduled for Sundays or Bank Holidays. There may be occasions where it is necessary to make certain deliveries outside these times, for example, where large loads are limited to road usage outside peak times.

The construction period for the Proposed Development is anticipated to be approximately 24 months from the commencement of the site works. This is subject to change and dependent on market conditions.

17.4.2.9 RECOMMENDED TRAFFIC MANAGEMENT SPEED LIMITS

Adherence to posted/legal speed limits will be emphasised to all staff/suppliers and contractors during induction training.

Drivers of construction vehicles/HGVs will be advised that vehicular movements in locations, such as local community areas, shall be restricted to 50km/h. Special speed limits of 30km/h shall be implemented for construction traffic in sensitive areas such as school locations. Such recommended speed limits will only apply to construction traffic and shall not apply to general traffic. It is not proposed to signpost such speed limits in the interest of clarity for local road users.

17.4.2.10 SPOIL

Spoil will either be imported or exported, as required, using 8-wheeler muck away lorries. The lorries will arrive at site and will be marshalled onto the site by the traffic marshals. The lorries will be loaded with an excavator. The lorries will be covered prior to leaving site. The traffic marshal will escort the vehicle off site and once the vehicle is on its way, the next vehicle will be called in.

17.4.2.11 ROAD CLEANING

It shall be a requirement of the works contract that the contractor will be required to carry out road sweeping operations to remove any project related dirt and material deposited on the road network by construction/delivery vehicles. All material collected will be disposed to a licensed waste facility.

17.4.2.12 ROAD CONDITION

The extent of the heavy vehicle traffic movements and the nature of the payload may create problems of:

- Fugitive losses from wheels, trailers or tailgates; and
- Localised areas of subgrade and wearing surface failure.

The contractors shall ensure that:

- Loads of materials leaving each site will be evaluated and covered if considered necessary to minimise potential dust impacts during transportation.
- The transportation contractor shall take all reasonable measures while transporting waste or any other materials likely to cause fugitive losses from a vehicle during transportation to and from site, including but not limited to:
    - Covering of all waste or material with suitably secured tarpaulin/ covers to prevent loss.
    - Utilisation of enclosed units to prevent loss; and
    - The roads forming part of the haul routes will be monitored visually throughout the construction period and a truck mounted vacuum mechanical sweeper will be assigned to roads along the haul route as required.

In addition, the contractor shall, in conjunction with the Local Authority:

- Undertake additional inspections and reviews of the roads forming the haul routes one month prior to the construction phase to record the condition of these roads at that particular time.

- Such surveys shall comprise, as a minimum, a review of video footage taken at that time, which shall confirm the condition of the road corridor immediately prior to commencement of construction. This shall include video footage of the road wearing course, the appearance and condition of boundary treatments and the condition of any overhead services that will be crossed. Visual inspections and photographic surveys will be undertaken of bridges and culverts that are along the haul roads.
- Where requested by the Local Authority prior to the commencement of construction operations, pavement condition surveys will also be carried out along roads forming part of the haul route. These will record the baseline structural condition of the road being surveyed immediately prior to construction.
- Throughout the course of the construction of the Proposed Development, on-going visual inspections and monitoring of the haul roads will be undertaken to ensure any damage caused by construction traffic is recorded and that the relevant Local Authority is notified. Arrangements will be made to repair any such damage to an appropriate standard in a timely manner such that any disruption is minimised.

Upon completion of the construction of the Proposed Development, the surveys carried out at preconstruction phase shall be repeated and a comparison of the pre and post construction surveys carried out. Where such comparative assessments identify a section of road as having been damaged or as having deteriorated as a result of construction traffic, the construction related damage will be repaired.

17.4.2.13 DUST AND DIRT CONTROL

The contractor will be obliged to implement the mitigation measures outlined in the Chapter 18: Air Quality Chapter in respect of dust / dirt control.

17.4.2.14 NOISE CONTROL

The contractor will be obliged to implement the mitigation measures outlined in the Chapter 19: Noise and Vibration in respect of noise control.

17.4.2.15 PROTECTION OF SURFACE WATERS

The contractor will be obliged to implement the mitigation measures outlined in the Chapter 9 Water Quality and Flood Risk in respect of the protection of the surface water.

17.4.2.16 CO ORDINATION

The Main Contractor will establish a holding area on the site that could accommodate up to 10 concrete trucks, the Main Contractor will also provide a traffic marshal at the site. The holding area will be utilised to prevent congestion of the N25 from construction traffic.

All vehicles will be tracked by the traffic marshals who will report back to the logistics manager. The logistics manager will control the deliveries with help from the traffic marshals and the gateman. Unscheduled vehicles will be turned away. If deliveries are taking longer to offload, then the following deliveries will be notified of any timing issues.

A copy of the delivery schedule will be issued to the traffic marshals, gateman and contractors' supervisors every morning so that everyone is aware and can make provision for when their delivery arrives.

The traffic marshals will be trained and competent and they will undergo ongoing assessments by the logistics manager to ensure that they are carrying out their duties with due care diligence.

17.4.2.17 REFUELLING

Construction plant and equipment will only be parked over-night within the site compound. Construction plant and equipment will be checked daily for any visual signs of oil or fuel leakage, as well as wear and tear.

For any liquid other than water, this will be stored in suitable tanks and containers which will be housed in the designated area surrounded by bund wall of sufficient height and construction so as to contain 110 % of the total contents of all containers and associated pipework. The floor and walls of the bunded area will be impervious to both water and oil. The pipes will vent downwards into the bund.

Where Contractors require to refuel vehicles, this will only be carried out at the designated refuelling location within the site storage compound, which must employ pollution control mechanisms to prevent escape of fluids to local water courses including the sea.

The Local Authority will be informed immediately of any spillage or pollution incident that may occur on-site during the construction phase. Spill kits will be maintained on site at all times.

All small plant such as generators and pumps will be bunded and stood in drip trays capable of holding 110% of their tank contents.

Waste oils, empty oil containers and other hazardous wastes will be disposed of in accordance with the requirements of the Waste Management Act, 1996.

17.4.2.18 SITE TIDINESS AND HOUSEKEEPING

All waste materials arising during the works will either be immediately taken to a location from which discharge to local water courses cannot take place or temporarily stored/covered to prevent washout.

All Contractors will be responsible for the clearance of their plant, equipment and any temporary buildings upon completion of construction. The site will be left in a safe condition.

17.4.2.19 ENFORCEMENT OF CONSTRUCTION TRAFFIC MANAGEMENT PLAN

All project staff and material suppliers will be required to adhere to the CTMP (which is a live document). As outlined above, the contractor shall agree and implement monitoring measures to confirm the effectiveness of the CTMP.

17.4.2.20 EMERGENCY PROCEDURES DURING CONSTRUCTION

The contractor shall ensure that unobstructed access is provided to all emergency vehicles along all routes and site accesses. The contractor shall provide to the local authorities and emergency services, contact details of the contractor's personnel responsible for construction traffic management. In the case of an emergency the following procedure shall be followed:

- Emergency Services will be contacted immediately by dialling 112.
- Exact details of the emergency / incident will be given by the caller to the emergency line operator to allow them to assess the situation and respond in an adequate manner.
- The emergency will then be reported to the Site Team Supervisors and the Safety Officer. All construction traffic shall be notified of the incident (where such occurs off site).
- Where required, appointed site first aiders will attend the emergency immediately; and
- The Safety Officer will ensure that the emergency services are en-route.

17.4.2.21 COMPLAINTS HANDLING

The Main Contactor will maintain a log of site complaints detailing:

- Name and address of complainant
- Time and date complaint was made.
- Likely cause or source of nuisance
- Weather conditions, such as wind speed and direction
- Investigative and follow -up actions.

The Main Contractor will appoint a Liaison Officer as a single point of contact to engage with the local community and respond to concerns. It will be the role of the Liaison Officer to keep local residents and businesses informed of progress and timing of particular construction activities that may impact on them.

17.4.2.22 COMMUNICATION

The contractor shall ensure that close communication with the relevant local authorities and the emergency services shall be maintained throughout the construction phase. Such communications shall include:

- Submissions of proposed traffic management measures for comment and approval.
- On-going reporting relating to the condition of the road network and updates to construction programming; and
- Information relating to local and community events that could conflict with proposed traffic management measures and construction traffic in order to implement alternative measures to avoid such conflicts.

The contractor shall also ensure that the local community is informed of proposed traffic management measures in advance of their implementation. Such information shall be disseminated by posting advertisements in local newspapers and delivering leaflets to houses in the affected areas. Such information shall contain contact information for members of the public to obtain additional information and to provide additional knowledge such as local events, sports fixtures, etc., which may conflict with proposed traffic management measures.

17.4.3 "DO-NOTHING" SCENARIO

If the Proposed Development does not proceed there will be no additional traffic generated or works carried out on the road network and therefore no effects with respect to traffic.

17.4.4 CONSTRUCTION PHASE IMPACTS

The Rosslare Europort ORE (Offshore Renewable Energy) Hub will deliver ORE purpose-built quays, ORE quayside storage and pre-construction areas, a navigable channel dredged down to a minimum of -10m Chart Datum (CD) water depth, a main berth pocket dredged down to a minimum of -12m CD, a new small boat harbour for local boat users and facilities, along with significant economic growth.

It is estimated that at peak construction there would be a maximum of 528 Passenger Car Units (PCU)[4] as shown in Table 17.10. These movements would primarily be via the N25 and have been assigned to the network accordingly. Light and heavy vehicle construction traffic has been distributed along the N25.

Table 17.10: Maximum daily trip generation – construction phase

Activity	Movement (PCU)
Mobilisation	0
Staff	160
Piling	0
Dredging /reclamation	128.8
Ongoing Works	46
Excavation & Earth Works	0
Surfacing of Port Storage Yard	0
Construction of Rock Armour Revetments	0
Concrete Works	193
Total PCU	**528**

As shown in Table 17.11, there are no highway links with an increase over 30% in construction vehicle movements.

[4] passenger car unit (PCU) is a metric used in transportation engineering to assess traffic-flow rate on a highway

Table 17.11: Percentage increase - do nothing and do something - construction phase

Location	2027 Flow (PCU)	Development Flows (PCU)	Impact (%)
101	11136	528	4.74%
102	10588	528	4.99%
103	9184	528	5.75%
108	9325	528	5.66%
111	4906	528	10.76%
112	8603	528	6.14%

The overall construction program is expected to last for 24 months. Construction activities will generate additional traffic on the local highway network. This will be adverse, resulting in an increase in traffic levels by up to 10.76% on the N25.

Based on EIAR Technical Appendix 17, the average number of vehicle movements has been calculated based on: dredging /reclamation, staff arrivals, ongoing works, excavation and earth works, surfacing of port storage yard, construction of rock armour revetments, and concrete works.

This calculation gives a total of 7,078 vehicles. Averaged out over the 24-month construction programme, this equates to 10 vehicles per day. Of these vehicles, approximately 55% are staff vehicles and 45% are Heavy Goods Vehicles (HGV).

A summary of the HGV movements associated with the construction phase is shown in Table 17.12. Note, for these calculations, the PCUs shown in Table 17.11 have been converted into vehicles in Table 17.12.

Table 17.12: HGV movements – construction phase 2027

Location	Do Nothing			Do Something		
	AADT	AADT	Total HGV	Construction Traffic	HGVs as a % of Construction Traffic	Total HGV
101	8902	14.9%	1325	10	45.00%	5
102	8334	16.6%	1383	10	45.00%	5
103	7049	19.7%	1391	10	45.00%	5
108	7396	16.5%	1219	10	45.00%	5
111	3413	34.8%	1188	10	45.00%	5
112	6638	38.3%	2542	10	45.00%	5

In accordance with the IEMA Guidelines, the assessment would focus on the highway network where a potential increase in traffic of c. 10% has been identified with a total HGV increase of 5 associated with construction activities. Therefore, the effects to transport and access during construction would be temporary, slight, adverse and not significant in EIA terms for Pedestrian Severance, Delay, Amenity, Fear and Intimidation and Accidents and Safety Driver Delay; and Accidents and Safety.

17.4.4.1 HAULAGE ROUTE

The N25 provides direct access to/from Rosslare Europort to other parts of the National Road Network.

It is likely that the parts, materials and components that are required for the construction of the Proposed Development, which will be transported by road, will use the N25. Similarly, demolition and construction waste, which will be transported by road, will use the N25.

Part of the haulage route is illustrated in Figure 17.4.

Figure 17.4: Haulage route

17.4.5 OPERATIONAL PHASE IMPACTS

The Rosslare Europort ORE Hub, once operational, will facilitate a range of operations primarily related to ORE staging and marshalling. Operations will be administered, overseen and controlled by the Harbourmaster. There is an International Ship and Port Facility Security (ISPS) boundary within Rosslare Europort which will be extended for the management of ORE ship crews.

The primary purpose of the Proposed Development is to provide a main staging, installation and storage facility for offshore renewable energy projects for the east coast of Ireland and the Celtic Sea, as well as an operations and maintenance facility for the duration of the offshore renewable energy projects. The Proposed Development may support traditional port operations (e.g., parking for Roll On Roll Off cargo operations).

The operational and maintenance traffic includes RNLI, and the Small Harbour Boat traffic should these become active in the new Small Boat Harbour at some point in the future, as noted in the Rosslare Europort Masterplan for the site. The potential future traffic numbers are included here to produce an integrated and conservative approach to traffic assessment.

17.4.5.1 YEAR 2028

For ORE activities, the installation rate is assumed to typically be circa. 0.5GW per annum, with no relative increase in the rate per annum. Turbines are assumed to be for fixed-bottom offshore wind projects only.

There is potential for the development to generate up to 15,000 RoRo trailer units from year 2028.

Bulk freight of up to 30,000 tonnes per annum, with no relative increase in the rate per annum is also expected in 2028. At circa 18 tonnes per trailer, this would equate to circa 1,700 laden trailers per annum.

It is assumed that no storage silos or warehousing will be required on site. Animal feed and fertiliser would be transported directly from vessel to truck and taken off the quay immediately following discharge.

It is estimated that once operational there would be up to 818 PCUs associated with the operation of the ORE Hub as identified in Table 17.13. This would include an average of c. 51 two-way HGV trips over a 24-hour period.

For the purpose of this assessment, it is considered that these movements would primarily be via the N25. It is noted that once built the N25 Rosslare Europort Access Road will likely be the primary access road during the operational phase of the development. N25 Rosslare Europort Access Road is currently at detailed design stage and subject to the allocation of funding for its construction.

Table 17.13: Maximum daily trip generation – 2028 - operational phase

Port Trade Description	Movements	Trip Generation (PCU)
Primarily ORE activities	50 turbines per annum	2
RoRo units	15,000 RoRo trailer units from year 2028.	95
Bulk freight	1,700 laden trailers per annum	21
ORE Hub	150 vehicle movements	300
ORE Operations and Maintenance (O&M)	120 vehicle movements	240
Small Boat Harbour	80 vehicle movements	160
Total PCU		**818**
HGV (%)		**14.43**

As shown in Table 17.14, there are no highway links with an increase of over 30% in operational vehicle movements.

Table 17.14: Percentage increase do nothing and do something – 2028 operational phase

Location	2028 Flows (PCU)	Development Flows (PCU)	Impact (%)
101	11357	818	7.20%
102	10798	818	7.58%
103	9366	818	8.73%
108	9510	818	8.60%
111	5003	818	16.35%
112	8773	818	9.32%

Table 17.14 summarises the impact of the operational phase of the Proposed Development on the local highway network for the 2028 assessment scenario. These effects will be adverse, resulting in an increase in traffic levels by up to 16.35% at Node 111 – Rosslare Europort Access Roundabout.

The average number of vehicular movements that will be generated by the Proposed Development has been calculated and is displayed in EIAR Technical Appendix 17. Based on development operations an average of 751 trips will be generated per day. Of these trips 21.07% will be HGVs resulting in an average of 51 new HGV trips per day that will be generated by the Development.

A summary of the HGV movements associated with the operational stage is shown in Table 17.15.

Table 17.15: HGV movements do nothing and do something, operational phase 2028

Location	Do Nothing			Do Something		
	AADT	HGV % of AADT	Total HGV	Operational Traffic	% of Operational Traffic as HGV	Total HGV
101	9654	14.88%	1436	751	6.79%	51
102	9038	16.60%	1500	751	6.79%	51
103	7644	19.73%	1508	751	6.79%	51
108	8020	16.48%	1322	751	6.79%	51
111	3701	34.79%	1288	751	6.79%	51
112	7198	38.30%	2757	751	6.79%	51

The operational phase will increase HGV traffic by up to 51 HGVs a day. During the operational phase, the effect of these additional traffic flows on the surrounding local highway network will be adverse and long term. With less than a 30% increase, the operational phase is considered to result in imperceptible changes in the environmental effects of traffic.

In accordance with the IEMA Guidelines, the assessment would focus on the highway network where a potential increase in traffic of less than 30% has been identified with a total HGV increase of 51 associated with the operational activities. Impacts from noise, emissions, air pollution, are assessed in the relevant chapters in the EIAR.

Therefore, the effects to transport and access during the operational phase would be permanent, slight, adverse and not significant in EIA terms for Pedestrian Severance, Delay, Amenity, Fear and Intimidation and Accidents and Safety.

17.4.5.2 YEAR 2040

From 2040, it is expected that the ORE facilities will operate in a similar manner to the 2028 opening year. There is potential for 45,000 RoRo trailer units to use the facilities from year 2040. Peak RoRo traffic will only likely be during periods of low ORE activity. Bulk freight will also be similar to 2028 levels at circa. 1,700 laden trailers per annum.

It is assumed that no storage silos or warehousing will be required on site. Animal feed and fertiliser would be transported directly from vessel to truck and taken off the quay immediately following discharge.

It is estimated that by 2040 there would be up to 1007 PCUs associated with the operation of the ORE Hub as identified in Table 17.16. This would include an average of c. 133 two-way HGV trips over a 24-hour period.

For the purpose of this assessment, these movements would primarily be via the N25. It is noted that once built the N25 Rosslare Europort Access Road will likely be the primary access road during the operational phase.

The projected movements related to the operational phase have been assigned to the network as per Table 17.16.

Table 17.16: Maximum daily trip generation – 2040 operational phase

Port Trade Description	Movements	Trip Generation (PCU)
Primarily ORE activities	50 turbines per year	2
RoRo units	45,000 RoRo trailer units at year 2040.	284
Bulk freight	1,700 laden trailers per annum	21
ORE Hub	150 vehicle movements	300
ORE Operations and Maintenance (O&M)	120 vehicle movements	240
New Small Boat Harbour	80 vehicle movements	160
Total PCU		**1007**
HGV (%)		**16.03%**

There are no highway links identified in Table 17.17 with an increase over 30% in operational vehicle movements.

Table 17.17: Percentage increase do nothing and do something – 2040 operational phase

Location	2040 Flows (PCU)	Development Flows (PCU)	Impact (%)
101	13014	1007	7.74%
102	12374	1007	8.14%
103	10732	1007	9.38%
108	10897	1007	9.24%
111	5733	1007	17.56%
112	10053	1007	10.02%

Table 17.17 identifies the impact of the operational phase of the development on the local highway network for the 2040 assessment scenario. These effects will be adverse, resulting in an increase in traffic levels by up to 17.56% at Node 111 – Rosslare Europort Access Roundabout.

Based on EIAR Technical Appendix 17.3, the average number of vehicular movements that will be generated by the Development has been calculated. Based on Development operations an average of 834 trips will be generated per day. Of these trips 16.03% will be HGVs resulting in an average of 134 new HGV trips per day that will be generated by the Development.

A summary of the HGV movements associated with the operational phase is shown in Table 17.18.

Table 17.18: HGV movements – operational phase 2040

Location	Do Nothing			Do Something		
	AADT	HGV % of AADT	Total HGV	Operational Traffic	% of Operational Traffic as HGV	Total HGV
101	11062	14.88%	1646	834	16.07%	134
102	10356	16.60%	1719	834	16.07%	134
103	8759	19.73%	1728	834	16.07%	134
108	9190	16.48%	1515	834	16.07%	134
111	4241	34.79%	1476	834	16.07%	134
112	8249	38.30%	3159	834	16.07%	134

Note, for these calculations the PCUs illustrated in Table 17.17 have been converted into vehicles in Table 17.18.

The operational phase will increase HGV traffic by up to 134 HGVs a day. During the operational phase the effect on the surrounding local highway network will be adverse and long term. With less than a 30% increase, the Proposed Development is considered to result in imperceptible changes in the environmental effects of traffic.

In accordance with the IEMA Guidelines, the assessment would focus on the highway network where a potential increase in traffic of more than 30% has been identified. Therefore, the effects to transport and access during the operational phase would be permanent, slight, adverse and not significant in EIA terms for Pedestrian Severance, Delay, Amenity, Fear and Intimidation and Accidents and Safety.

17.4.5.3 N25 ROSSLARE EUROPORT ACCESS ROAD

In February 2024, the N25 Rosslare Europort Access Road Scheme progressed from Phase 4 (Statutory Processes) to Phase 5 (Enabling and Procurement) of TII's Project Management Guidelines. On completion of Phase 5, and subject to receiving the necessary approvals and the availability of funding, the project will progress to Phase 6 (Construction and Implementation).

Rosslare Europort is a key strategic transport link between Ireland and both the European mainland and the United Kingdom. Wexford County Council is proposing to provide improved access to

Rosslare Europort from the N25 National Primary Road to ensure and secure the sustainability and competitiveness of this key transport link.

The main objectives of the N25 REAR project are as follows:

- To improve accessibility and connectivity to Rosslare Europort, secure the sustainability of access to the Port and mitigate the risks from current constraints and limitations of the existing access.
- Improve road safety and the local environment in the village of Rosslare Harbour
- To promote balance regional development by improving access to the south-east and Rosslare Europort

Following the decision from An Bord Pleanála to approve planning for the N25 Rosslare Europort Access Road Scheme, Wexford County Council closed out Phase 4 and the project progressed to Phase 5 (Enabling and Procurement) in February 2024. During Phase 5, tender documentation will be compiled to allow for the procurement of a competent Contractor to execute the main construction works. On completion of Phase 5, the project will progress to Phase 6 (Construction and Implementation) subject to receiving the necessary approvals and the availability of funding.

The Section 5.2 of the VISSIM Modelling Report, Volume 4 Appendix D 229100548-MMD-0000-RE-RP-C-0018-G VISSIM Traffic Modelling Report for the N25 REAR project, sets out annual growth factors for Rosslare Europort. For 2020 to 2025, a growth of 20% is assumed based on the Rosslare Europort Masterplan.

From 2025 onwards, growth rates are based on TII Project Appraisal Guidelines (Unit 5.3). Section 5.2 makes a distinction between 'lights' and 'port lights' and 'heavies' to 'port heavies'. It is assumed that this distinction is between background growth and traffic growth associated with port operations. For the purpose of this assessment, the lower growth factors are referenced.

From 2038, the growth rates range from 8.91% for light vehicles to 35.13% for heavy vehicles. From 2038, the growth rates range from 10.05% for light vehicles to 58.91% for heavy vehicles.

Table 17.19: Extract from N25 REAR road traffic modelling report

Table 5.1: Annual Growth Rates

Assessment Year	Lights	Heavies	Port Lights	Port Heavies
2023	2.05%,	6.46%,	12%,	12%
2038	8.91%,	35.13%,	26.34%,	46.08%
2053	10.05%,	58.91%,	27.66%,	71.79%

Source: PE-PAG-02017 Table 6.2

Note: taken from 229100548-MMD-0000-RE-RP-C-0018-G VISSIM

Taking the more conservative growth factors of 8.91%, the projected growth associated with the ORE facility will be considerably less. The ORE development assessed here is required to absorb the expected increase in RoRo traffic to 2040 with an assumed rate of 1.25% annual growth in RoRo traffic. Any further expansion of RoRo including any future linkspans would be developed in line with

the Rosslare Europort Masterplan which has been accounted for in the N25 Rosslare Europort Access Road VISSIM Model.

On that basis, should the N25 Rosslare Europort Access Road come online prior to commencement of construction works associated with this development and/or the ORE development becomes operational, the N25 Rosslare Europort Access Road has been designed to accommodate the anticipated level of trips likely to be generated by ORE operations.

17.4.6 CUMULATIVE EFFECTS AND OTHER INTERACTIONS

A review of schemes and their potential cumulative impacts on traffic flows on the local highway network has been undertaken for this assessment. Predicted traffic flows generated by each of the following cumulative schemes have been considered:

- Reg. Ref. 314015 - N25 REAR Project
- Reg. Ref. 20211322 - Rosslare Europort Terminal 7
- Reg. Ref. 20211672- Permission for an extension to the existing Berth 3.

All the aforementioned cumulative schemes are located in close proximity to the site.

The traffic data associated with the selected cumulative developments has been sourced from their respective EIAR. Where data does not exist, it has been estimated.

17.4.6.1 DO-NOTHING SCENARIO

If the Proposed Development does not proceed there will be no cumulative effects.

17.4.6.2 CONSTRUCTION PHASE

The Proposed Development, the N25 REAR Project, and the Berth 3 extension projects may overlap during their respective construction phases.

For the Berth 3 extension, works are anticipated to start Q3 2026 and last for approximately 24 months and as such will overlap with the construction timeline for the construction of the Rosslare ORE Hub project which is anticipated in 2027.

A review of the planning documentation for the Berth 3 Extension project was undertaken to inform this cumulative assessment. The Berth 3 planning report notes that the Berth 3 Extension will be accessed via the existing Port entrance and will not require any modification to the public road network, road frontage, circulation routes, or parking arrangements within the Port. Construction-related impacts are anticipated to be confined largely to temporary nuisance effects associated with typical construction activities, including short-term increases in construction traffic within and immediately surrounding the Port. These impacts are to be managed through the mitigation measures set out in the project's Outline Construction Environmental Management Plan (CEMP).

During operation, the planning report notes that any changes in movement numbers arising from the development are not likely to result in increases above the levels already experienced at the Port in previous years when vessel movement numbers were higher. While the proposed Berth 3 extension will enable accommodation of larger vessels and more efficient turnaround times, any

resulting increases in vehicular traffic are not expected to be significant when considered in the context of historic vessel movement levels at Rosslare Europort.

The cumulative traffic movements would primarily be via the N25. These movements have been assigned to the network as per the Table 17.19.

On the basis of the above, and given that the Berth 3 construction works will occur within an existing operational Port environment with established access arrangements and with mitigation in place through the Outline CEMP, the overlap of these construction phases are not likely to give rise to significant effects.

The Terminal 7 project was originally included in the cumulative assessment on the basis that its construction phase was expected to overlap with that of the Proposed Development. Subsequent programme information has confirmed that this overlap will not occur. Nonetheless, the cumulative construction traffic calculations relating to Terminal 7 have been retained within the assessment as a conservative measure.

Table 17.20: Maximum daily trip generation construction phase

Activity	Total Trips Per Week
N25 REAR Project (All sites)	
Earthworks - Fill	124.2
Earthworks - Cut	50.6
Pavement	23
Concrete	23
Incidental Materials	23
Precast Concrete Beams	23
Concrete Pour	48
Personnel - Construction	87
Sub Total PCU	**401.8**
Rosslare Europort Terminal 7	
Sub Total PCU	**110.4**
Sub Total PCU	**512**

Light and heavy vehicle construction traffic has been distributed along the N25. There is no highway links identified in Table 17.21 with an increase over 30% in construction vehicle movements.

Table 17.21: Percentage increase between do nothing and do something – cumulative impact - construction phase

Location	2027 Flow (PCU)	Development Flows (PCU)	Cumulative Impact (%)
101	11136	1040	9.34%
102	10588	1040	9.82%
103	9184	1040	11.32%
108	9325	638	6.85%
111	4906	638	13.01%
112	8603	1040	12.09%

The overall construction program is expected to last for 24 months. Construction activities will generate additional traffic on the local highway network.

It is considered that the above effects represent a worst-case daily scenario based on the estimated construction program and the assumption that all deliveries are made via one route.

In accordance with the IEMA Traffic and Movement Guidelines, the assessment focuses on the highway network where a potential increase in traffic of less than 30% has been identified. The effect will be adverse, resulting in an increase in traffic levels by up to 13.01% on the N25.

Therefore, during the construction phase, the effects to transport and access during construction would be temporary, slight, adverse and not significant in EIA terms for Pedestrian Severance, Delay, Amenity, Fear and Intimidation and Accidents and Safety.

17.4.6.3 OPERATIONAL PHASE

For the purpose of the cumulative assessment, it is assumed that the Proposed Development, the N25 REAR Project, and Rosslare Europort Terminal 7 projects will overlap during their respective operational phases to ensure the assessment considers the worst-case scenario.

The Berth 3 extensions will help improve operations of the berth. No additional trips will be generated through the completion of these works and as such no additional trips are included in the cumulative effects assessment.

Prior to the completion of the N25 REAR Project, movements associated with each development both and construction stage and operational phase would primarily be via the N25. These movements have been assigned to the network as per the table below.

It is estimated that upon opening there would be up to 180 PCUs associated with the operation phase of cumulative projects, as illustrated in Table 17.22.

These movements would primarily be via the N25. These movements have been assigned to the network as per Table 17.22.

Table 17.22: Maximum daily trip generation cumulative impact operational phase

Trip Generation – Cumulative Impact - Operational Phase		
Rosslare Europort Terminal 7 - Staff	180	Cars per day (two way)
Total PCU	**180**	

17.4.6.4 YEAR 2028

There is no highway links identified in the Table 17.23 with an increase of over 30% in operational vehicle movements.

Table 17.23: Percentage increase between do nothing and do something – 2028 cumulative effect – operation phase

Location	2028 Flows (PCU)	Development Flows (PCU)	Cumulative Impact (%)
101	11357	998	8.79%
102	10798	998	9.24%
103	9366	998	10.66%
108	9510	998	10.49%
111	5003	998	19.95%
112	10053	998	11.38%

Table 17.23 identifies the impact of the operational phase of the Proposed Development on the local highway network for the 2028 assessment scenario. These effects will be adverse, resulting in an increase in traffic levels by up to 19.95% at Node 111 – Rosslare Europort Access Roundabout.

During the operational phase the effect on the surrounding local highway network will be adverse and long term.

In accordance with the IEMA Guidelines, the assessment would focus on the highway network where a potential increase in traffic of less than 30% has been identified. Therefore, the effects to transport and access during the operational phase would be permanent, slight, adverse and not significant in EIA terms for:

- Pedestrian Severance, Delay, Amenity, Fear and Intimidation and Accidents and Safety that are not significant in EIA terms.
- Driver Delay.
- and Accidents and Safety.

17.4.6.5 YEARS 2040

There is no highway links identified in the Table 17.24 with an increase of over 30% in operational vehicle movements.

Table 17.24: Percentage increase between do nothing and do something – 2040 cumulative effect – operation phase

Location	2040 Flows (PCU)	Development Flows (PCU)	Cumulative Impact (%)
101	13014	1187	9.12%
102	12374	1187	9.60%
103	10732	1187	11.06%
108	10897	1187	10.90%
111	5733	1187	20.71%
112	10053	1187	11.81%

Table 17.24 identifies the impact of the operational phase of the Proposed Development along with the other cumulative projects, on the local highway network for the 2040 assessment scenario. These effects will be adverse, resulting in an increase in traffic levels by up to 20.71% at Node 111 – Rosslare Europort Access Roundabout.

During the operational phase the effect on the surrounding local highway network will be adverse and long term.

With less than a 30% increase the cumulative projects are considered to result in imperceptible changes in the environmental effects of traffic.

In accordance with the IEMA Guidelines, the assessment would focus on the highway network where a potential increase in traffic of less than 30% has been identified. Therefore, the effects to transport and access during the operational phase would be permanent, slight, adverse and not significant in EIA terms for:

- Pedestrian Severance, Delay, Amenity, Fear and Intimidation and Accidents and Safety that are not significant in EIA terms.
- Driver Delay.
- Accidents and Safety.

17.4.6.6 INTERACTIONS

Construction Phase

A number of temporary risks to human health may occur during construction phase related to noise, dust, air quality and visual impacts which are addressed in other sections of this EIAR (refer to Chapter 19: Noise and Vibration, Chapter 18: Air Quality, Chapter 23: Seascape/Landscape and Visual Assessment). Traffic impacts are considered to be negligible due to the implementation of mitigation measures identified.

Chapter 7 Soils, Geology, Hydrogeology and Contamination considers the import and export of construction materials. It is noted that the designs have been developed to achieve a near balance of the cut and fill materials on site, which minimise construction related traffic. The associated construction traffic has been considered in the construction stage impacts and CEMP included with the application.

Temporary adverse impacts to human health may be likely during the construction phase due to noise, dust, air quality and visual impacts which are discussed in other chapters within this EIAR (refer to Chapter 21: Population and Human Health). The traffic impacts, which would also be temporary in duration are not considered to be significant due to the implementation of the mitigation measures identified.

During the construction phase, the risk of accidents associated with the Proposed Development are not predicted to cause unusual, significant or adverse effects to the existing public road network. The vast majority of the works are away from the public road in a controlled environment. Measures will be put in place to reduce the risk of road traffic accidents during the construction phase. Furthermore, it is expected that the risk of accidents would be low during the construction of the Proposed Development considering the standard construction practices which are to be used and no unusual substance or underground tunnelling works required or predicted.

Operational Phase

There will be an increase in traffic on the local road network. The projected increase in vehicle traffic during the operational stage may lead to a slight increase in noise levels during peak trip generation periods, however, implementation of the mitigation measures described in the Chapter 19: Noise and Vibration and Chapter 18: Air Quality will prevent and minimise the potential impacts of this interaction.

The design team has been in regular contact with each other throughout the design process to minimise environmental impacts and to ensure a sustainable and integrated approach to the design of the Proposed Development.

17.5 RESIDUAL EFFECTS

17.5.1 "DO-NOTHING" SCENARIO

If the Proposed Development does not proceed no mitigation measures are required.

17.6 MITIGATION MEASURES FOR TRAFFIC AND ROAD TRANSPORT

17.6.1 "DO-NOTHING" SCENARIO

If the Proposed Development does not proceed no mitigation measures are required.

17.6.2 CONSTRUCTION PHASE MITIGATION MEASURES

No additional construction phase secondary mitigation measures are required beyond the tertiary measures described in Section 17.4.2 and the CTMP/TMP commitments.

17.6.3 OPERATIONAL PHASE MITIGATION MEASURES

No operational phase secondary mitigation measures are required.

17.7 MONITORING

The contractor will be obliged to implement the mitigation measures outlined in the Construction and Environmental Management Plan and the Construction Traffic Management Plan with respect to monitoring, inspections and record keeping during the construction phase of the Proposed Development.

17.8 RESIDUAL EFFECTS

17.8.1 "DO-NOTHING" SCENARIO

If the Proposed Development does not proceed there will be no residual effects.

17.8.2 CONSTRUCTION PHASE RESIDUAL EFFECTS

During the construction phase of the Proposed Development, it is predicated that the additional traffic that will appear on the delivery routes indicated in Figure 17.2, which will have a moderate and short-term effect on existing road users, will be minimised with the implementation of the Construction Traffic Management Plan which will be implemented by the appointed Main Contractor.

Effects on Pedestrians /Cyclists

During the construction phase of the Proposed Development, it is predicated that a maximum of 528 PCU per day will appear on the delivery routes indicated in Figure 17.2, which will have a moderate and short-term effect on pedestrian and cyclists, which will be minimised with the implementation of the Construction Traffic Management Plan which will be implemented by the appointed Main Contractor.

Driver Delay

During the construction phase, it is predicated that driver delay will increase as additional traffic enters the road network locally as a result of construction activities at the development site.

Driver delay will be moderate and short-term during the Construction Phase, which will be minimised with the implementation of the Construction Traffic Management Plan which will be implemented by the appointed Main Contractor.

Accidents and Safety

During the construction phase, it is predicated that risk of an accident occurring will increase along with the potential severity in injury due to the increase in HGV activity.

The impact of accidents and safety will be significant and short-term during the Construction Phase, which will be minimised with the implementation of the Construction Traffic Management Plan which will be implemented by the appointed Main Contractor.

Based on the implementation of mitigation measures the residual construction effects are as follows:

- Not significant, adverse effects and short term for Pedestrian Severance, Delay, Amenity, Fear and Intimidation that are not significant in EIA terms.
- Not significant, adverse effects and short term for Driver Delay that are not significant in EIA terms; and
- Slight adverse effects for Accidents and Safety that are not significant in EIA terms.

17.8.3 OPERATIONAL PHASE RESIDUAL EFFECTS

With less than a 30% increase, the operational phase is considered to result in imperceptible changes in the environmental effects of traffic, the residual operation effects remain as reported in the assessment of effects section, as follows:

- Slight, adverse effects for Pedestrian Severance, Delay, Amenity, Fear and Intimidation that are not significant in EIA terms.
- Slight, adverse effects for Driver Delay that are not significant in EIA terms; and
- Slight, adverse effects for Accidents and Safety that are not significant in EIA terms.

As stated above, all impacts from the operation of the Proposed Development would be permanent whilst the site remains operational, although would be reversible should the site cease operation.

The construction of the N25 REAR Project would likely reverse the effects of this development.

17.9 MONITORING

The proposed construction material haul routes will be monitored during the construction phase to identify any damage which may have been caused by construction traffic.

In order to monitor this, the Main Contractor, in conjunction with the Local Authority shall ensure the following:

- Undertake additional inspections and reviews of the roads forming the haul routes one month prior to the construction phase to record the condition of these roads at that particular time.
- Such surveys shall comprise, as a minimum, a review of video footage taken at that time, which shall confirm the condition of the road corridor immediately prior to commencement of construction. This shall include video footage of the road wearing course, the appearance and condition of boundary treatments and the condition of any overhead services that will be

crossed. Visual inspections and photographic surveys will be undertaken of bridges and culverts that are along the haul roads.

- Where requested by the Local Authority prior to the commencement of construction operations, pavement condition surveys will also be carried out along roads forming part of the haul route. These will record the baseline structural condition of the road being surveyed immediately prior to construction.
- Throughout the course of the construction of the Proposed Development, on-going visual inspections and monitoring of the haul roads will be undertaken to ensure any damage caused by construction traffic is recorded and that the relevant Local Authority is notified. Arrangements will be made to repair any such damage to an appropriate standard in a timely manner such that any disruption is minimised.

Upon completion of the construction of the Proposed Development, the surveys carried out at preconstruction phase shall be repeated and a comparison of the pre and post construction surveys carried out. Where such comparative assessments identify a section of road as having been damaged or as having deteriorated as a result of construction traffic, as mentioned, the construction related damage will be repaired.

17.10 SUMMARY

This chapter of the EIAR has assessed the potential environmental impacts on Traffic and Road Transport from the construction and operation phases of the Proposed Development. The assessment is summarised in Table 17.25.

Table 17.25: Assessment Summary

Potential Effect	Construction/ Operation	Beneficial / Adverse/ Neutral	Extent (Site/Local/National / Transboundary)	Short term/ Long term	Direct/ Indirect	Permanent / Temporary	Reversible / Irreversible	Significance of Effect (according to defined criteria)	Proposed mitigation	Residual Effects (according to defined criteria)
Construction Phase										
Pedestrian /Cyclist Impact	Construction Phase	Adverse	Local	Short term	Direct	Temporary	Irreversible	Slight	Implement recommendations of Construction Traffic Management Plan	Temporary
Driver Delay	Construction Phase	Adverse	Local	Short term	Direct	Temporary	Irreversible	Slight	Implement recommendations of Construction Traffic Management Plan	Temporary
Accidents and Safety	Construction Phase	Adverse	Local	Short term	Direct	Temporary	Irreversible	Slight	Implement recommendations of Construction Traffic Management Plan	Temporary
Operational Phase										
Pedestrian /Cyclist Impact	Operational Phase	Adverse	Local	Short term	Direct	Permanent	Irreversible	Imperceptible	None Proposed	Permanent
Driver Delay	Operational Phase	Adverse	Local	Short term	Direct	Permanent	Irreversible	Imperceptible	None Proposed	Permanent
Accidents and Safety	Operational Phase	Adverse	Local	Short term	Direct	Permanent	Irreversible	Imperceptible	None Proposed	Permanent

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