



Appropriate Procedure Determination

Mayo County Council – SRTS R1 Brackloon NS

In accordance with the Department of Transport's Guidance Document on "Guidelines under Section 38(6) of the Roads Traffic Act 1994," the procedures outlined in Stages 1-3, as detailed in sections 6.1 to 6.3, were implemented to assess whether the proposed scheme is subject to Section 38. Tobin has recommended Section 38 as the appropriate procedure.

Mayo County Council, having considered the Appropriate Procedure Recommendation Report, has determined that the SRTS R1 – Brackloon NS development falls within the ambit of Section 38 and no other additional development consents or processes are required, see "Section 38 Decision Form" attached.

Therefore, these proposals can be progressed under the provisions of the Section 38 procedures outlined in the Department of Transport's Guidance Document.

It is necessary to record this formal determination of the suitability of Section 38 procedure and therefore I request that this decision should be recorded in a formal decision record and published on the local authority's website. This allows the public to become aware that such a decision has been taken in respect of the applicable proposal.

Signed:

Date: 14/11/2025

Conrad Harley

A/Head of Roads

Mayo County Council

SECTION 38 DECISION

Project Name:	SRTS R1 – Brackloon NS
Project Description:	Traffic calming works to improve pedestrian and cyclist safety

APPROPRIATE PROCEDURE

Section 38 Ambit	Do proposed works comprise Traffic Calming Measures as defined in Subsection 9 of Section 38 Road Traffic Act 1994?	Y
	Is the scheme undertaken within (and does not extend beyond) the boundaries of a public road as defined by the Roads Traffic Act 1994?	Y

DECISION 1: SECTION 38 IS THE APPROPRIATE EMPOWERMENT PROVISION

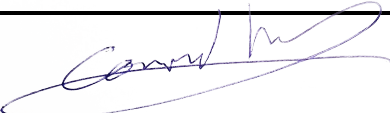
AA Screening Determination	Has AA Screening determination identified that Appropriate Assessment is NOT REQUIRED?	Y
EIA Screening Determination	Has EIA Screening determination identified that Environmental Impact Assessment is NOT REQUIRED?	Y

DECISION 2: APPLICATION TO AN BORD PLEANALA IS NOT REQUIRED

Exemptions from Part 8 Procedure as per S179(6) (bb) of the Planning & Development Act 2000	Is the Primary Purpose of the proposals to enhance public bus services or improve facilities for cyclists as identified in subsection (6) (bb) of S179 of the Planning and Development Act of 2000 and thus exempt?	Y
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DECISION 3: THE PROPOSALS ARE EXEMPT FROM PART 8 PROCEDURE

As an outcome of the above decisions, the proposal will progress under the Provisions of Section 38 and a Traffic Works Order will be sought

Name: Conrad Harley	Role: A/Head of Roads
Signed: 	Date: 14/11/2025

