



ATKINS

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Adamstown Boulevard Phase 1 Development

Design Stage Traffic Management Plan

Adamstown Station & Boulevard Ltd

Spring 2022



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1. Introduction

This Design Stage Traffic Management Plan sets out the requirements for traffic management during the construction period and provides information on the existing public roads impacted by the works. The Plan has been prepared in accordance with the requirements of the following documents:

- Traffic Signs Manual (Chapter 8 – Temporary Traffic Measures and Signs for Roadworks) published by the Department of Transport; and
- Guidance for the Control and Management of Traffic at Road Works published also by the Department of Transport.

The purpose of this Design Stage Traffic Management Plan is to provide a basis for the management of traffic during the execution of the works to be undertaken by the Project Supervisor for the Construction Stage (PSCS)/Contractor for the project.

In accordance with duties imposed by the Safety, Health and Welfare at Work (Construction) Regulations 2013, subsequent amendments and the 'Guidance for the Control and Management of Traffic at Road Works', this plan must be further developed into a Construction Stage Traffic Management Plan by the PSCS/Contractor prior to commencing the works and must not be implemented until it has been assessed and developed by the PSCS/Contractor.

The Contractor must obtain approval from the Local Authority for the developed Construction Stage Traffic Management Plan before commencement of construction.

The intention of the plan is to ensure the safety of all workers and all road users both in and around the works during the construction stage.

This planning and design exercise is also carried out to identify and keep the impact of the works on traffic movements on public and private roads, and other local roads, to a minimum.

Particular and significant risks in relation to traffic management associated with the construction of the project are detailed along with measures taken to avoid, minimise, or reduce these risks to acceptable levels where this is reasonably practicable

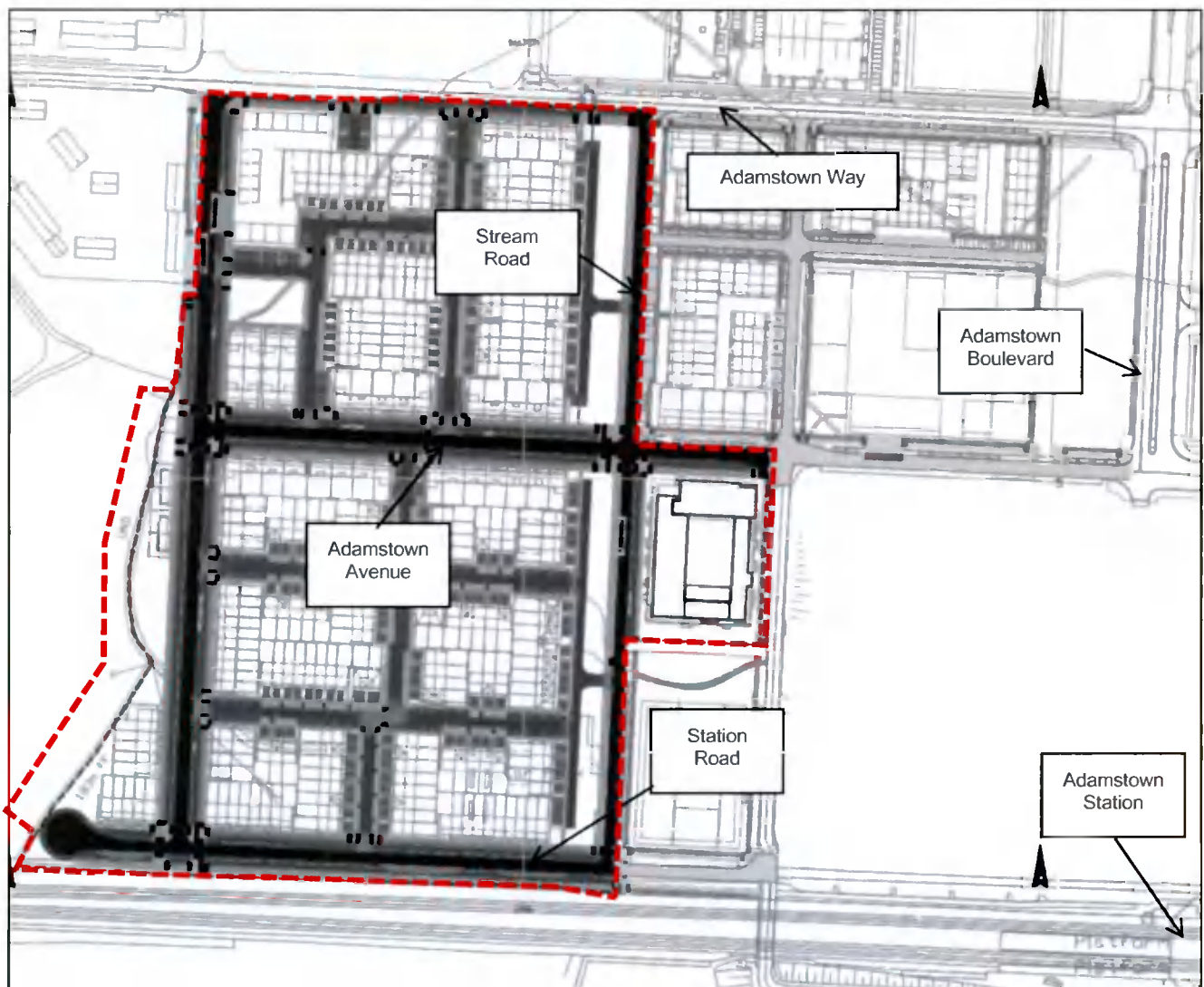
2. Site Location and Description

2.1. Site Location

The location of the proposed development site is shown in Figure 2-1 below. To the north the site is bounded by Adamstown Way, to the south by Station Road, to the east by Linear Park Road and to the west by the SDZ boundary. *Note: - the red line below is indicative only. Please refer to the detailed site plan in the planning pack for the actual red line boundary.*

The development site is located to the east of the Adamstown District Centre Tile and range of transport infrastructure including located east of Adamstown Rail Station and a number of bus services and bus stops.

Figure 2-1 – Adamstown Boulevard Phase 1 development Site Location



Note red line is indicative only

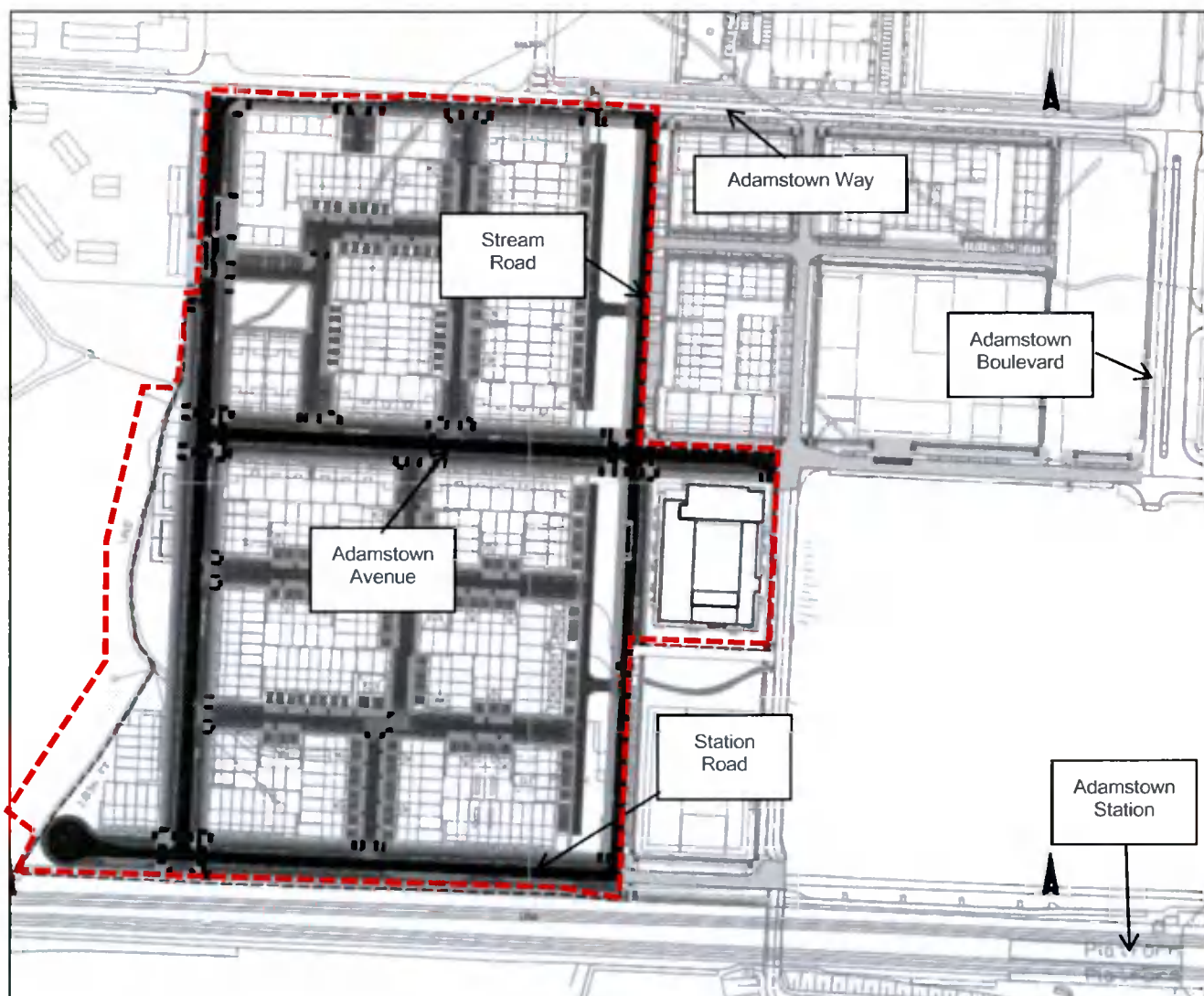
2.2. Proposed Development Description

The proposed development consists of:

Phase 1 of the Adamstown Boulevard development seeks Permission for 257no. terraced and semi-detached housing units ranging from 2 to 3-storeys in height; open space is proposed including a Pocket Park, and also a Linear Park which stretches from Adamstown Way to Station Road; all associated ancillary site development and landscape works, including internal roads and services, ESB Sub-Stations, landscaping and boundary treatment works. Outline Permission is also being sought for 166no. apartment units in a block ranging from 6 to 9-storeys in height which will deliver a range of unit types. All on a site of c.9.76Ha (including lands for Outline Permission).

The proposed Adamstown Boulevard Phase 1 development site is as shown in Figure 2-2 below which details site layout in respect to the adjacent road network.

Figure 2-2 – Adamstown Boulevard Phase 1 Development Site Layout



Note red line is indicative only

2.3. Characteristics of the Local Road Network

2.3.1. Station Road

Station Road provides an east-west connection along the southern boundary of the site past Adamstown Station where it provides an onward connection to the R120 Newcastle Road and R136 Ballyowen Road via the Adamstown Link Road. To the west Station Road will provide access to the R403 Celbridge Road via the North-South Avenue.

2.3.2. Adamstown Avenue

Adamstown Avenue is a single carriageway road that runs in an east west direction through the SDZ providing an important connection between the North-South Avenue and to east access to the R120 Newcastle Road. To the west Adamstown Avenue will provide access to the R403 Celbridge Road via the recently approved Celbridge Link Road.

2.3.3. Adamstown Way

Adamstown Way is a major east-west avenue that provides a connection between Celbridge Link Road in the west to the R120 Newcastle Road in the east. As set out in the Adamstown Traffic modelling report it is anticipated that this avenue will carry larger volumes of east-west traffic than either Adamstown Avenue or Station Road.

2.3.4. North South Avenue

The North-South Avenue runs along the western edge of the proposed development providing interconnectivity with the three east west avenues mentioned above and linking the site to the R403 Celbridge Road via the Celbridge Link Road.

2.3.5. Linear Park Road

Linear Park Road is a local road that runs north-south along the eastern boundary of the Phase1 development. This local road intersects with Station Road, Adamstown Avenue and Adamstown Way providing opportunities for movements between these higher capacity roads.

The proposed layout is highly permeable affording numerous opportunities for multi-modal access from the site to the existing and proposed roads infrastructure as shown in Figure 2-3. There are numerous access points from the development onto Avenue type roads, that form the higher capacity roads connections with the SDZ Planning Scheme.

Figure 2-3 – Access Points



Note red line is indicative only

2.4. Construction Stage Traffic Impact

At construction stage the traffic volumes will be, at their peak, notably less than the traffic volumes predicted for the completed development. In this context the existing junctions and the proposed development junctions will have adequate capacity to accommodate the relatively modest traffic volumes anticipated during the construction stage. The main construction access to and from the proposed Adamstown Boulevard Phase 1 development site will be off Stream Road. The construction access routes are detailed in Figure 2-4.

Figure 2-4 – Boulevard Phase 1 Construction Access Routes



The construction access location and construction access route will be agreed with South Dublin County Council prior to the generation and submission of the Construction Stage Traffic Management Plan.

3. Undertaking the Works

All of the works to be undertaken on the public roads have a speed limit of 50kph or under. In accordance with Chapter 8 of the Traffic Signs Manual, the designation of the road for Traffic Management Design Parameters will be Level 2.

Temporary safety or pedestrian barriers placed around the working area should be clearly defined by temporary road markings, signage and coning as specified in the Traffic Signs Manual. The PSCS shall carry out a risk assessment before commencing any works on site, to determine the type of barriers (if any) and cones most suitable for the works. Provision shall be made at all times to maintain safe pedestrian passage along these public roads with provision of appropriate temporary pedestrian routes around the works area as required.

It is the Contractor's responsibility to keep informed, inter alia by close liaison with the Garda, the Client, the Roads Department of South Dublin County Council, and the Employer's Representative, of other ongoing or planned construction events which may impact upon his works.

The Contractor must submit the developed Construction Stage Traffic Management Plan to the Employer's Representative & South Dublin County Council for review and approval before commencement of construction. The Contractor is responsible for the erection, maintenance and removal of all traffic management measures and signage.

South Dublin County Council's procedures for road opening licences must be strictly adhered to. The Contractor is entirely responsible for obtaining Road Opening Licenses and Road Closures as necessary to enable him to fulfil his contractual obligations.

The construction accesses are indicated in Figure 2-4. These accesses will serve as the construction accesses to the Adamstown Boulevard Phase 1 development site for the duration of the works. The required sight lines at these junctions will be made immediately available.

Access for deliveries and the emergency services will have to be facilitated into the site via these access routes, and the access junctions. Specific traffic control measures during the works are detailed in Section 4 following herein.

The Contractor shall continually risk assess all temporary traffic management installations to determine if the measures taken have had the desired effect in reducing traffic speeds to an appropriate level during the course of the works.

If traffic speeds are deemed inappropriate, the Contractor is to provide additional traffic management measures to reduce such speeds to a level appropriate to the works. The design of any such measures must be subjected to risk assessment which must be passed to the PSDP for review before being implemented.

Static lane closures resulting in one-way shuttle traffic movements past the works are only permitted on a single section of the works at a time i.e. static lane closures may not be implemented on more than one section of road simultaneously.

3.1. Working Hours

Working hours will be from 8am - 7pm Monday to Friday and from 8am - 2pm on Saturdays. Working will not be permitted on Sundays or Public Holidays.

Working outside the hours noted above and on Sundays or Public Holidays shall only be by written agreement between the Employer's Representative and South Dublin County Council.

3.2. Site Compound

The Contractor is responsible for proposing a suitable location for the site compounds with respect to the Adamstown Station Phase 1 Development Site and shall liaise with the Employer's Representative to agree the proposed location.

Opportunities exist within the site for locating the site compound, indicative locations are detailed in Figure 3-1. The compound for each site will be of adequate size to accommodate site staff parking appropriate to the level of site activity anticipated for sites of these scale.

Figure 3-1 – Boulevard Phase 1 Site Compound Locations



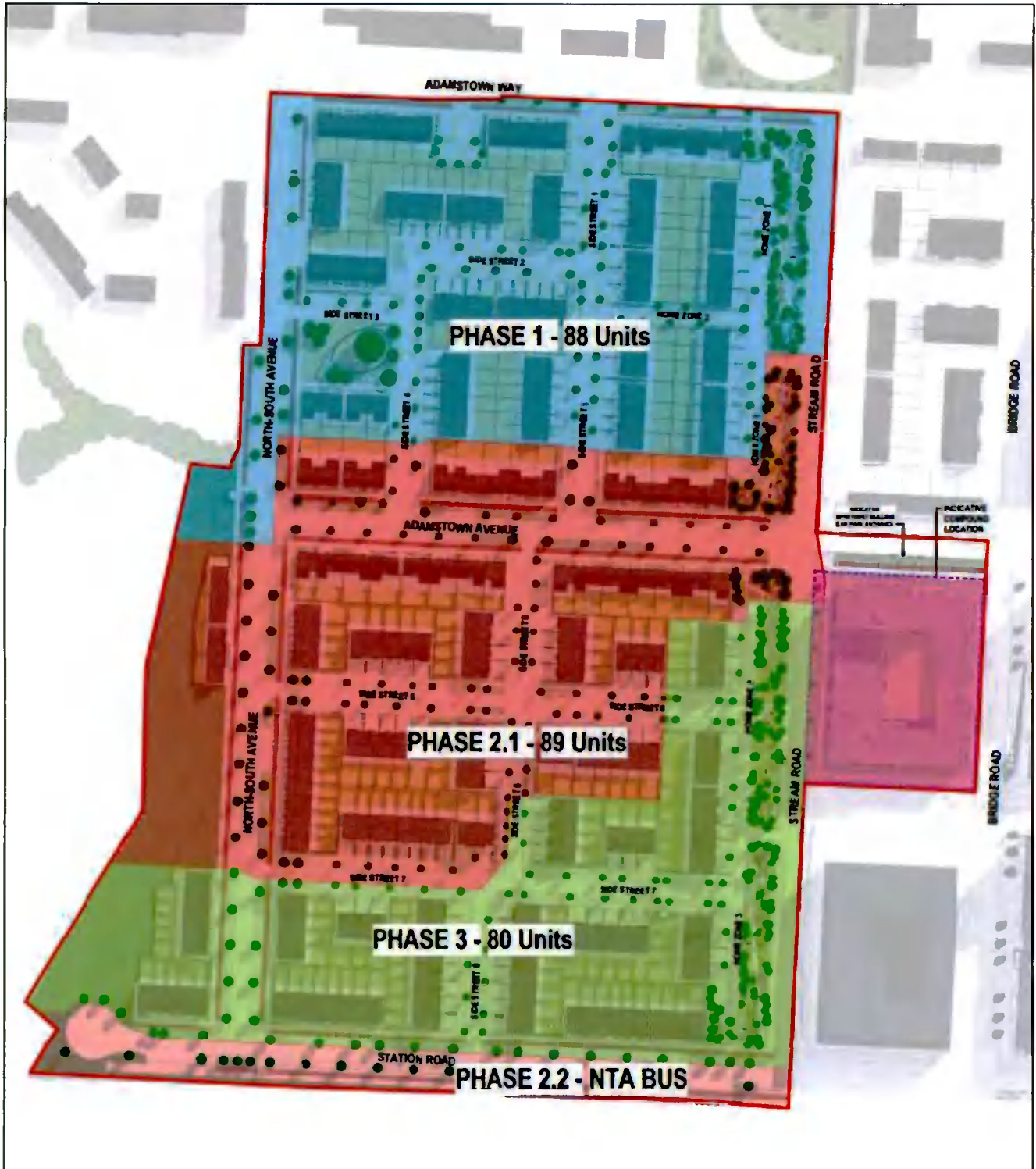
In any case, the proposed location of the site compounds shall be agreed with the Employer's Representative.

The Contractor is responsible for providing car parking for all site staff and visitors within the sites and shall liaise with the Employer's Representative to agree the proposed car parking locations. Parking on the adjacent streets or nearby residential areas is strictly prohibited.

3.3. Phasing Strategy

The proposed development will be constructed on a phased basis. The indicative phasing plan is shown in Figure 3-2.

Figure 3-2 - Indicative Phasing Plan for CAD



4. Traffic Management

4.1. Key Principles

Public access must be maintained past the works at all times for vehicles and cyclists, and along the footway past both of the proposed site entrances for pedestrians.

Adamstown Avenue and Station Road are single carriageway roads and have a speed limit of 50kph. In accordance with Chapter 8 of the Traffic Signs Manual, the designation of these roads for Traffic Management Design Parameters will be Level 2. As the works will operate in all flow and visibility conditions and will remain in position for a duration in excess of 24 hours, it is anticipated that the class of the roadworks will be 'Type A'. Traffic management design parameters shall therefore be in accordance with Table 8.3.2 Type A of the Traffic Signs Manual.

The Contractor must ensure that, wherever possible, two-way traffic is safely maintained along these roads during the works. Where it is not possible to safely maintain two-way traffic flow, then alternative arrangements for the control and management of traffic must be agreed with and approved in writing by the Employers Representative and the Road Department of South Dublin County Council.

In this regard where it is not possible to maintain two-way traffic flow it would be anticipated that static lane closures would be required. In this instance the Contractor may use temporary traffic-signal-controls or STOP/GO single lane shuttle working to facilitate the works if necessary, provided the required consents and detailed Construction Stage Traffic Management Plan approvals have been received from South Dublin County Council's Roads Department, An Garda Síochána and the emergency services.

If full road closure of any road is required the closure period must be kept to a minimum and local residential access must be maintained at all times. In the context of a full road closure the Construction Stage Traffic Management Plan must clearly set out the alternative detour routes, to be agreed with south Dublin County Council and Gardaí, and the required traffic management measures to safely and efficiently reroute traffic to these routes. If a road closure is required, the statutory process set out in Section 75 of the Roads Act 1993 and guidance set out within Section 8.38, Chapter 8 of the Traffic Signs Manual are to be followed.

Full time access for local residents must be maintained and managed. Should traffic-signal-controls be used then they must be vehicle actuated and suspended in favour of manually operated STOP/GO control to prevent unacceptable delays or queuing.

Two-way access for pedestrians must be maintained in accordance with the Traffic Signs Manual at all times. Where works are to occupy footpaths then dedicated protected routes must be provided that do not require crossing of the carriageway in accordance with Chapter 8 of the Traffic Signs Manual. The routes must be adequately supervised and maintained to ensure that pedestrians do not encroach into the works area.

Regular meetings between the Employer's Representative, the Contractor, South Dublin County Council, the Gardaí and other emergency services shall be arranged by the Contractor and shall take place throughout the Construction Period; as well as at initiation or changes of Traffic Management layouts and at any other time deemed necessary by any of these parties. Such meetings shall take account of any special events that may require particular Traffic Management Operations.

The works are to be programmed in such a manner as to reduce disruption to local residents or businesses along the road.

4.2. Construction Accesses

The following provisions shall be made in terms of traffic management at construction access points:

- Advance warning signage of construction access points shall be adequately signed on Adamstown Avenue and Station Road, including local side roads, i.e. "construction vehicle access ahead";
- Construction access gates shall remain closed when not in use;
- A site safety notice shall be erected at construction access points;
- Temporary traffic management measures deployed during the hours of darkness shall serve to highlight the precise location of the construction access. Such measures could include additional traffic cones, road danger lamps and/or reflectorized signage;
- Routine inspection shall be carried out to ensure that signage and visibility splays are not obstructed;
- The road network immediately outside each site access shall be regularly inspected for cleanliness and cleaned as necessary. Any damage to the roads or local side roads caused by construction traffic shall be repaired as necessary; and
- Within the site, sufficient space shall be allocated to allow vehicles to turn around safely on-site.

4.3. Haul Roads and Construction Related Deliveries to Site

4.3.1. Permissible Haul Routes

The Contractor shall use the routes indicated on Figure 2-4 as the haul route and for the purpose of deliveries for the Adamstown District Centre Block G Development Site.

4.3.2. Delivery Restrictions to Limit Risks for Residents

Deliveries are expressly prohibited 30 minutes either side of peak hours, i.e. 30 minutes before or after 08.00 – 09.00 am, and 30 minutes before or after 17.00 – 18.00 pm.

4.3.3. Mitigation Measures

Marshalling should be provided to manage construction vehicles accessing the proposed development site to ensure there is no conflicts with public vehicles along Adamstown Avenue, Adamstown way or Station Road.

5. Construction Stage Traffic Management Plan

The Contractor shall develop this Design Process Traffic Management Plan into a Construction Stage Traffic Management Plan prior to undertaking the works.

The Construction Stage Traffic Management Plan must be submitted to the Employers Representative and South Dublin County Council for review and agreed prior to work commencing and shall include drawings detailing all proposed temporary traffic management arrangements including those listed below:

- The location and details of all proposed temporary traffic management measures including any lane closures and construction vehicle accesses;
- Separate detailed plans in AutoCAD format showing all significant construction stages and phases;
- The location and details of all temporary signage in full compliance with Chapter 8 including road markings;
- Bespoke designs for each phase or stage must be included, standard traffic management layouts from Chapter 8 are not acceptable;
- The location and details of all temporary safety and pedestrian barriers should be shown;
- Details of any temporary traffic diversions including location and details of all diversion signage;
- Details of any temporary pavement surfaces required to facilitate the works should be described;
- Details of anticipated works deliveries and storage of materials;
- Risk Assessments for design and construction of temporary traffic management where relevant.

The Construction Stage Traffic Management Plan including details of all proposed temporary traffic management measures to facilitate traffic movements during the works must be lodged with the Employers Representative and South Dublin County Council for consideration, a minimum of 14 days prior to the date on which it is proposed to commence the works.

The PSCS/Contractor shall supply, erect and maintain, for the duration of the Works, adequate warning and diversion signs and any other signs or traffic signals which may be considered necessary.

The PSCS/Contractor shall keep clean and legible at all times all traffic signs, lamps, barriers and traffic control signals and shall re-position, cover or remove them as necessary during the progress of the works.

5.1. Temporary Road Services

The Contractor shall be responsible for the temporary restoration of existing carriageways outside of the subject site, in the event that they are damaged as a result of the Works. Any temporary restoration of the roads shall be carried out to the satisfaction of the Employers Representative and South Dublin County Council.

In the event of any interference with existing road markings, the Contractor shall arrange for immediate replacement with temporary markings and arrange with the Employers Representative and South Dublin County Council to have permanent markings restored.

5.2. Recovery Vehicles

The use of a recovery vehicle is not required.

The Contractor is responsible however for the removal of shed/dropped loads and vehicles that are stationary due to mechanical breakdowns, accident damage, or have been abandoned in the trafficked road within the temporary traffic management works.

The Contractor shall be required to remove the obstruction clear of the execution and completion of the Works, such that the running carriageway is cleared in the shortest possible time.

5.3. Special Events

The Contractor must ensure that the Programme and Construction Stage Traffic Management Plan is cognisant of and flexible to accommodate spikes in traffic flows associated with planned events in the locality.

Notwithstanding any consents or approvals granted for the Construction Stage Traffic Management Plan by South Dublin County Council's Roads Department, An Garda Síochána and the emergency services; South Dublin County Council and An Garda Síochána reserve the right to modify, remove or postpone the implementation of a particular Construction Stage Traffic Management system if deemed necessary by traffic conditions at any time during the works.

Regular meetings between the Employer's Representative, the Contractor, South Dublin County Council, the Gardaí and other emergency services shall be arranged by the Contractor and shall take place throughout the Construction Period; as well as at initiation or changes of Traffic Management layouts and at any other time deemed necessary by any of these parties. Such meetings shall take account of any special events that may require particular Traffic Management Operations.

5.4. Public Notices

Information on proposed Temporary Traffic Management measures, including potential delay times, locations and duration of lane closures etc. should be agreed with South Dublin County Council and the Employer's Representative, and announced in advance using various media e.g. press releases, local/national radio stations and AA Roadwatch.

6. Key Organisations and Responsibilities

6.1. General

The following parties will have an input into the Temporary Traffic Management Scheme in this contract and should be kept informed of developments in relation to traffic management:

- PSCS/Contractor;
- Employer's Representative;
- South Dublin County Council;
- Garda Síochána & Emergency Services;
- PSDP.

The Contractor shall consult with the Gardaí, the emergency services and other relevant authorities (listed above) during the preparation of the Construction Stage Traffic Management Plan. The Contractor shall have due regard to the impact of the proposals on the general traffic situation and possible conflicts with other contracts, activities or events.

The Contractor shall co-ordinate the implementation of the developed traffic management plan during the works. Where problems associated with temporary traffic management are observed by or notified to the Contractor, the Contractor shall consult with the Employers Representative, PSDP and South Dublin County Council to revise or modify the traffic management plan as necessary.

6.2. Emergency Services

In relation to any accidents or incidents occurring on or caused by the works, the Contractor shall provide all necessary assistance to deal with the emergency to the Gardaí, Ambulance and Fire Brigade services.

The Contractor shall notify in advance the local ambulance officer and the local fire officer of any road closures, temporary traffic lights, and other Traffic Management proposals so that potential disruption to emergency ambulance and fire brigade response can be planned and minimised.

6.3. Contact Details

A list of relevant contact names and telephone numbers are contained in Table 6.1 following:

Table 6-1 - Contact Table

Name:	Telephone No's
Client: Adamstown Station & Boulevard Ltd, Fitzwilliam Court, Leeson Close, Dublin 2, D02 YW24	01 5260352
Employers Representative: To be confirmed	To be confirmed
Architect: McCauley Daye O'Connell	01 400 4171
Engineer: Atkins Consulting Engineers, Atkins House, 150 Lakeshore Drive, Airside Business Park, Swords, Co. Dublin.	01 810 8100
South Dublin County Council Roads Department: County Hall Tallaght, Dublin 24, D24 YNN5	01 414 9000
Garda Síochána: Lucan Garda Station, Dorney Court, Main Street Lucan, Co. Dublin.	999 / 112 01 666 7300
Fire Service: Leixlip Fire Station, Mill Ln, St. Catherine's Park, Leixlip, Co. Kildare	999 / 112 01 624 4455
Ambulance Service: Hermitage Medical Clinic Emergency Department, Old Lucan Rd, Fonthill, Dublin, D20 W722	999 / 112 01 6459016

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