Clearance of existing boundary wall, fencing, and hedging.
Construction of a new boundary wall
Installation of a new footpath and kerbing along Cloverhill Rd. approx. 330m.
Works are to be completed in 6 phases completing approx. 50m per phase.

Traffic Management Plan

TMP 001

Project Title	Cloverhill Lodge
Site Location	Cloverhill Rd, Dublin 22.
Client	Pathway Homes Ltd.
Contractor	McDermott and Trearty Ltd.
Date of Issue	18/08/2022
Revision	001

Table of Contents

1. Introduction

This document forms the Traffic Management Plan (TMP) for the works associated with the installation of a new public footpath along the Cloverhill Road. The purpose of the works is to give access to the estate of 40no. residential units and adjacent soccer pitch. The site is located on Cloverhill Road, Dublin 22. It is approximately 0.5km south of Coldcut Rd- R833. This document sets out procedures for traffic management during the works.

These procedures include the provision of facilities for the safe passage of pedestrian and vehicular traffic and measures to separate them from the construction work. This document also sets out organisational structures, procedures, and the responsibilities to which the parties involved must adhere.

Traffic management controls are to be in accordance with the Department of Transport Chapter 8 - Temporary Traffic Measures and Signs for Road works' (August 2019).

1.1 Traffic Management Principles

McDermott and Trearty Construction (MDT) has adopted the following principles for planning, developing, and implementing traffic management proposals:

- To maximise the safety of the workforce and the traveling public.
- To keep traffic flowing as freely as possible and reduce the impact of the road works to a minimum.

MDT will plan and manage the construction works to ensure as far as is reasonably practicable that:

- Works within the road network do not result in a safety hazard to road users or the workforce involved in the contract.
- Any resulting increase in traffic delays and congestion is minimised.

1.2 Working Hours

Normal working hours on the site shall be Monday to Friday between 08:00 hours and 18:00. No work will be carried out on Saturdays, Sundays and Public Holidays. Note, it is envisaged that these works will take approximately 20 days to complete.

1.3 Extent of Works

The extent of the works is shown in red in Figure 1.

Figure 1 – Extent of Works

Figure 2- North Cloverhill Rd.

South Cloverhill Rd.

Figure 3 – Pre-Start Photos (work area outlines in yellow)

1.4 Scope of the Works

The PSCS shall confine their work operations to the minimum extent necessary for carrying out the works safely and responsibly. A detailed programme and scope of work will be compiled and implemented.

The works involve the clearance of the existing boundary wall, fencing and hedges, construction of a new boundary wall, and installation of new kerbing and footpath.

For the installation of the new kerb and footpath a stop/go lighting system is required between 8:00-18:00hrs while work is in progress.

The work will cover approx. 330m along the Cloverhill Rd. Works will be completed in 6 phases approx. 50m a phase.

The Stop/Go system is only required for steps 9,10 and 11 outlined below. This work will take approx. 3 days to complete per 50m. Work will then commence to the next 50m phase.

The following works will be carried out:

1. Set up of works location and harass fencing (1m in from verge of the road)
2. Scan to locate any underground services
3. Demolition of boundary wall
4. Clear vegetation to harris fencing
5. Existing foundations of will be used for area north of the site entrance where the existing wall is.
6. Excavate foundation for new boundary wall
7. Pour concrete for the base
8. Construct wall
9. Put in place the stop/go system TMP
10. Clear remaining vegetation to the verge
11. Install kerbing
12. Pour concrete for the footpath
13. Tidy up works area and remove traffic management

1.5 Traffic Routes in the Region:

- Primary Road Network

  There are no National Primary Roads directly affected by works

- Secondary Road Network

  There are no National Secondary Roads directly affected by works

- Regional Road Network

  There are no Regional Roads directly affected by the works
- Local Roads

  The works are to be carried out on a Level 1(iii) Local Road.

1.6 Road Classifications

- Level 1 Roads – Urban and Low-Speed Roads;
- Level 2 Roads – Rural Single Carriageway Roads; and
- Level 3 Roads – Dual Carriageways and Motorways.

Level		Carriageway Type	Speed / Speed Limit (km/h)
Main	Sub		
Level 1	i	Single	≤ 30
	ii	Single	40
	iii	Single	50
	iv	Single	60
		Multi-Lane / Dual	≤ 60
Level 2	i	Single	80
	ii	Single	100
Level 3	i	Dual and Motorway	80
	ii	Dual and Motorway	≥ 100

Figure 4 – Road Classification

Cones should be sufficiently stable to remain upright in service and have a base design to stop the cone from rolling if knocked over. Table 8.3.5.1 shows the sizes of cones to be used for the different road levels.

Level		Carriageway Type	Speed Limit / Speed (km/h)	Minimum Height of Cone (mm)
Main	Sub			
Level 1	i	Single	≤ 30	750*
	ii	Single	40	750*
	iii	Single	50	750*
	iv	Single	60	750*
		Multi-Lane / Dual	≤ 60	750
Level 2	i	Single	80	750*
	ii	Single	100	1000
Level 3	i	Dual and Motorway	80	750
	ii	Dual and Motorway	≥ 100	1000

Note:
* 450mm high cones are permitted for works such as road surveying, inspection stops and Type C works on single carriageway roads only.

Table 8.3.5.1: Cone Size and Spacing

Figure 5 – Sign and Cone Dimensions

2. Duties and Responsibilities

2.1 Garda Siochana

Garda Siochana shall have final authority regarding day-to-day traffic control. MDT will comply with all directions, instructions, and requirements of the Garda Siochana.

2.2 South Dublin County Council Road Area Engineers

County Council Road Engineers are primarily engaged in the design, maintenance, and management of the road network and its services in the works area. In respect of all works on, under, and above the road network, they are empowered as officers of the road authority to issue directions to undertakers of all works in relation to timing, the way works are carried out, reinstatement, and satisfactory completion. MDT will ensure to always work with the roads department.

2.3 Emergency Services

In relation to accidents occurring on or caused by the works, MDT will provide all necessary assistance to deal with the emergency to the Gardai, ambulance, and fire brigade services. MDT will consult with the emergency services providers regarding the traffic proposals for work in public areas/on public roads. In the event that emergency services need to travel past the works area where a road closure is not active, the existing traffic management system be it stop/go or traffic lights, may need to be cancelled and priority given to the emergency vehicle.

Emergency Services:	112
Garda (Ballyfermot):	(01) 666 7200
Hospital:	(01) 795 5000
ESB:	1850 372 999
Eircom:	1850 232324

South Dublin County Council:	(01) 414 9000
Poison Line:	(01) 837 9964
MDT Emergency Contact:	086 862 5094

3. Procedures

3.1 General

This Traffic Management Plan sets out proposals for traffic management and highlights the timing of any traffic control tools it may wish to apply.

1. Operatives to have clean, reflective PPE including helmet, vest/jacket, work boots
2. Hazards associated with the works shall be outlined in the method statement and risk assessment for the particular works. Before any works commence the risks associated with the activity need to be communicated to all site personnel associated with the works.
3. Emergency procedures need to be communicated at induction to ensure that all personnel associated with the works are clear on the procedures in place in the event of an accident.
4. All warning signs, traffic lights, cones, barriers and stop/go systems are in place before the commencement of work in accordance with design parameters.
5. Stop/go boards to be available on site.
6. Only approved signs are to be used.
7. All signs are to be clean and visible.
8. Once signs are in place the route will be assessed to ensure adequate visibility for drivers and pedestrians and in line with Chapter 8 provisions.
9. All signs will be secure and weighted down where appropriate with sandbags.
10. When the excavation is backfilled, no materials are to be left on the roadside.
11. A minimum of 3m will be available for traffic to commute on. This is the Minimum carriageway width for two way/shuttle traffic control as outline in the chart below.

	Normal traffic including buses and HGVs	Cars and light vehicles only
Two-way working	6.75 m desirable minimum 6.0 m absolute minimum	5.5 m desirable minimum 5.0 m absolute minimum
Shuttle working	3.7 m maximum 3.25 m desirable minimum 3.0 m absolute minimum	3.7 m maximum 2.75 m desirable minimum 2.5 m absolute minimum

Figure 6 – Carriageway Widths

12. Contractor vehicles will be parked with consideration given to the traffic management plan.
13. Excavation permits to be issued to crew to allow works proceed along the public road at the start of the work shift.

3.2 Road Classification

The works are to be carried out on local road (L1007) which connects the Coldcut Rd (R833) to Palmerstown Way. Traffic on this local road can be busy at times during peak hours, so all site traffic must be extra conscious of this. Deliveries of plant and materials are to be planned and sequenced in an orderly fashion. Works and traffic management must be conducted in a manner to ensure that no back log of traffic occurs on the local road which might impact on the regional road.

3.3 Traffic Control Tools

MDT proposes to use a range of traffic control tools, including stop/go light system, marshalling, safety barriers, cones, and signage. Communication/instruction of the traffic management plan will come from the project manager and communicated to site personnel with the relevant training.

3.4 Road Closures

No road closures are planned for these works.

3.5 Lane closures

A 50m section of the lane is required to be closed for approx. 3 days during working hours to facilitate installation of the curb and footpath. It will be made safe and reopened at the end of each work shift.

3.6 Traffic Diversions

No traffic diversions are planned for these works.

3.7 Parking Restrictions and Alterations

It is not envisaged that any existing car parking facilities will be affected by the proposed works.

4. Specific Traffic Management and Control Procedures

4.1 Access for businesses or commercial activities affected by works

Due to the duration of these works and traffic management systems to be used, it is not envisaged that access will be restricted for businesses.

4.2 Access for Residents

Due to the location of these works, it is envisaged that access to private residences will be affected during phases 5 and 6 as outlined below in Figure 8 traffic management design. Note, phase 6 of the traffic management design will be the starting point continuing through and finishing with phase 1. Safety of residents and the public will be priority when disruptions occur in this area. Personnel with responsibility of operating signs will be competent and be aware and follow all safety precautions in place.

4.3 Pedestrian Safety

MDT will ensure that throughout the course of the works its operations do not put pedestrians at risk.

Due to the location of these works it is envisaged that pedestrians will not be affected.

Site personnel and visitors must enter the site at the designated access point. All visitors to site must report to the site supervisor. All site personnel must wear high visibility clothing at all times.

4.4 Signage

Signage will be inspected at regular intervals by MDT to check that it is in place, secure, unobstructed, and appropriately fitted with warning lights as required. Where signs could be

obscured by bends, hills or dips in the road, additional warning signs will be put in place. When traffic management controls involving traffic lights are implemented, a contact person will be available in the event of traffic light failure outside of normal working hours. Signage will be in compliance with Chapter 8 Temporary Traffic Measures and Signs For Roadworks.

4.5 Cleanliness of Roads

MDT will provide sufficient resources on site, including road sweeping equipment to ensure the cleanliness of the adjacent road network.

4.6 Operator Training

MDT will provide training to operatives on the traffic control systems being used on site. The importance of traffic management and the safety of motorists, pedestrians, and the site staff will be emphasised to all construction staff. All personnel will be informed of the traffic management plan during their briefing for the works. Toolbox talks will also be given so that all personnel is aware of traffic management controls implemented as the work progresses.

All personnel are to be in possession of a valid Safe Pass Card. Site Personnel shall be made aware of hazards when working on public roadways this shall be communicated to personnel at Site Induction and toolbox talks or as required/necessary. Safety belts to be used when driving dumpers. All machinery operatives to have appropriate CSCS Cards.

4.7 Sequence of Traffic Management

During the works, it will be necessary to implement temporary single-lane closures to facilitate the placing of curbing next to the public road. The extent of road closure and associated traffic management is outlined below. The works will be carried out in six phases to allow the road to remain open throughout the works. The temporary single-lane closure will happen for approx. 3 days at a time during working hours. A stop/go lighting system will be in put place. Taper to be installed as per guidelines and longitudinal and lateral safety zones to be observed.

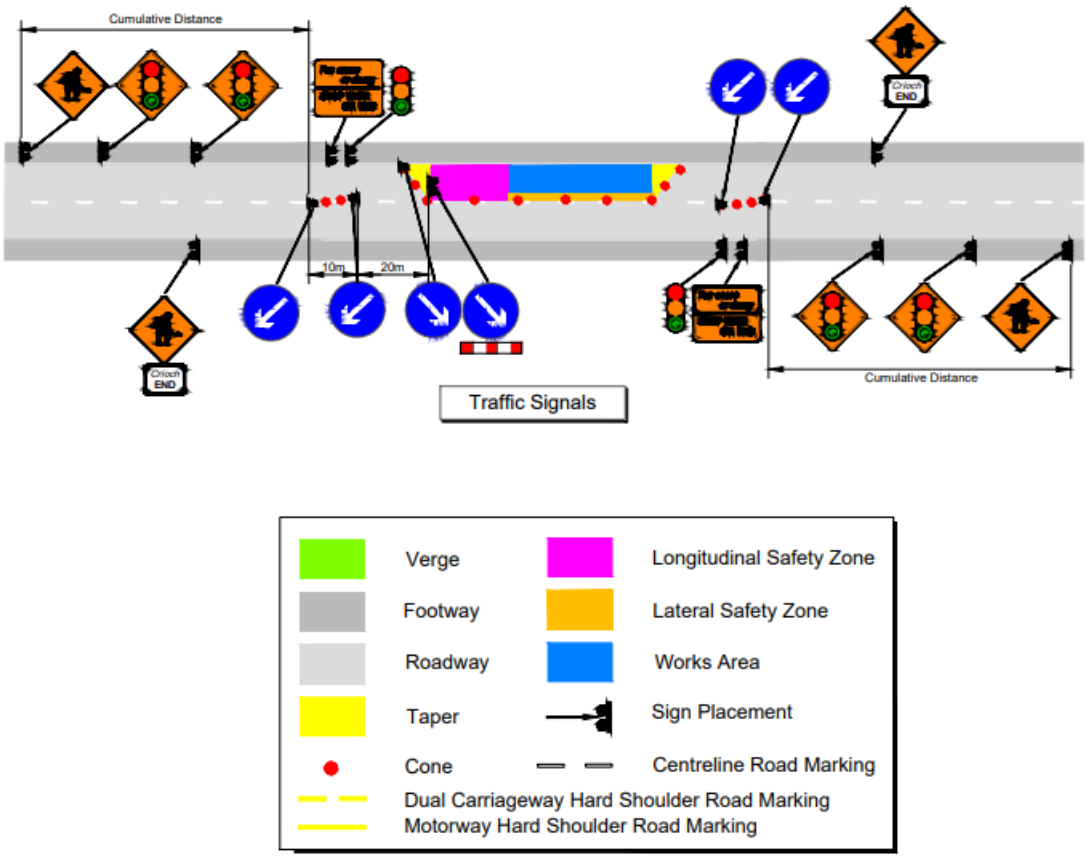


Figure 7 – Safety Zone

Minimum Design Parameters for Level 1(iii) Roads
(Single Carriageway of 50km/h)

Design Parameter	Type A > 12 hours	Type B < 12 hours	Type C < 15 mins
Advance Warning Signage			
Sign Size (mm)	600	600	-
Sign Visibility (m)	50	50	50
Number of Signs	2	2	-
Cumulative Distance (m)	40	40	-
Distance between Advance Warning Signs (m)	20	20	-
Taper			
Lane Taper Rate [A]	1 in 5	1 in 5	-
Hard Shoulder Taper Rate [A]			-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m) [B]	3	3	-
Longitudinal Spacing (m) [B]	3	3	-
Lamps (unlit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	6	6	-
Safety Zones			
Longitudinal (m)	5	5	-
Lateral (m)	0.5	0.5	-
Lanes			
Lane Width (m) [C]	3 (2.5)	3 (2.5)	-
Two-way Roadway Width (m)	5	5	-

Notes:

A. 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.

B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates the spacing shall be reduced accordingly.

C The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Paragraphs 8.4.3.1 to 8.4.3.3.

Figure 8 – Design Parameters

4.8 Road Crossings

The proposed works will not require road crossings.

4.9 Existing Services

- All service providers must be contacted prior to any excavation taking place to ensure that existing services are maintained. Separation distances to be agreed with the service providers. A calibrated CAT scanner must be on site at all times, with trained personnel on each crew and used in addition to the service drawings provided. Work to be carried out in line with HSA Code of Practice for Avoiding Danger from Underground Services.

- All goal posts, bunting and signage to be erected where any plant may cross under overhead ESB lines as per ESB Code of Practice for Avoiding Danger from Overhead Electricity Lines

- All services are to be treated as live unless written confirmation is received from the service provider.

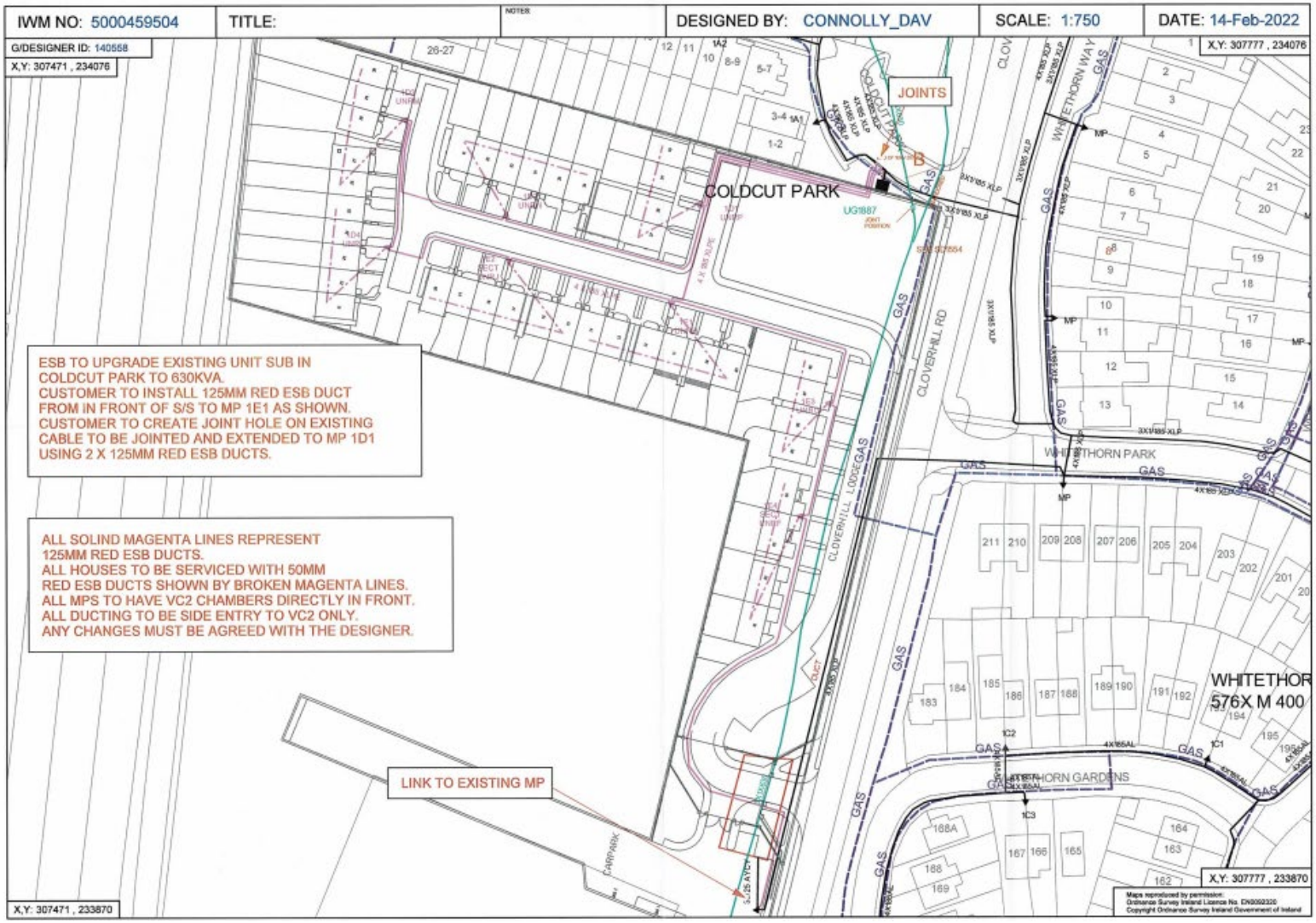

IWM NO: 5000459504
TITLE:
DESIGNED BY: CONNOLLY_DAV
SCALE: 1:750
DATE: 14-Feb-2022
G/DESIGNER ID: 140558
X,Y: 307471 , 234076
X,Y: 307777 , 234076
JOINTS
COLDCUT PARK
CLOVERHILL RD
WHITETHORN PARK
WHITETHORN GARDENS
ESB TO UPGRADE EXISTING UNIT SUB IN COLDCUT PARK TO 630KVA.
CUSTOMER TO INSTALL 125MM RED ESB DUCT FROM IN FRONT OF S/S TO MP 1E1 AS SHOWN.
CUSTOMER TO CREATE JOINT HOLE ON EXISTING CABLE TO BE JOINTED AND EXTENDED TO MP 1D1 USING 2 X 125MM RED ESB DUCTS.
ALL SOLIND MAGENTA LINES REPRESENT 125MM RED ESB DUCTS.
ALL HOUSES TO BE SERVICED WITH 50MM RED ESB DUCTS SHOWN BY BROKEN MAGENTA LINES.
ALL MPS TO HAVE VC2 CHAMBERS DIRECTLY IN FRONT.
ALL DUCTING TO BE SIDE ENTRY TO VC2 ONLY.
ANY CHANGES MUST BE AGREED WITH THE DESIGNER.
LINK TO EXISTING MP
X,Y: 307471 , 233870
X,Y: 307777 , 233870

Figure 9 - ESB

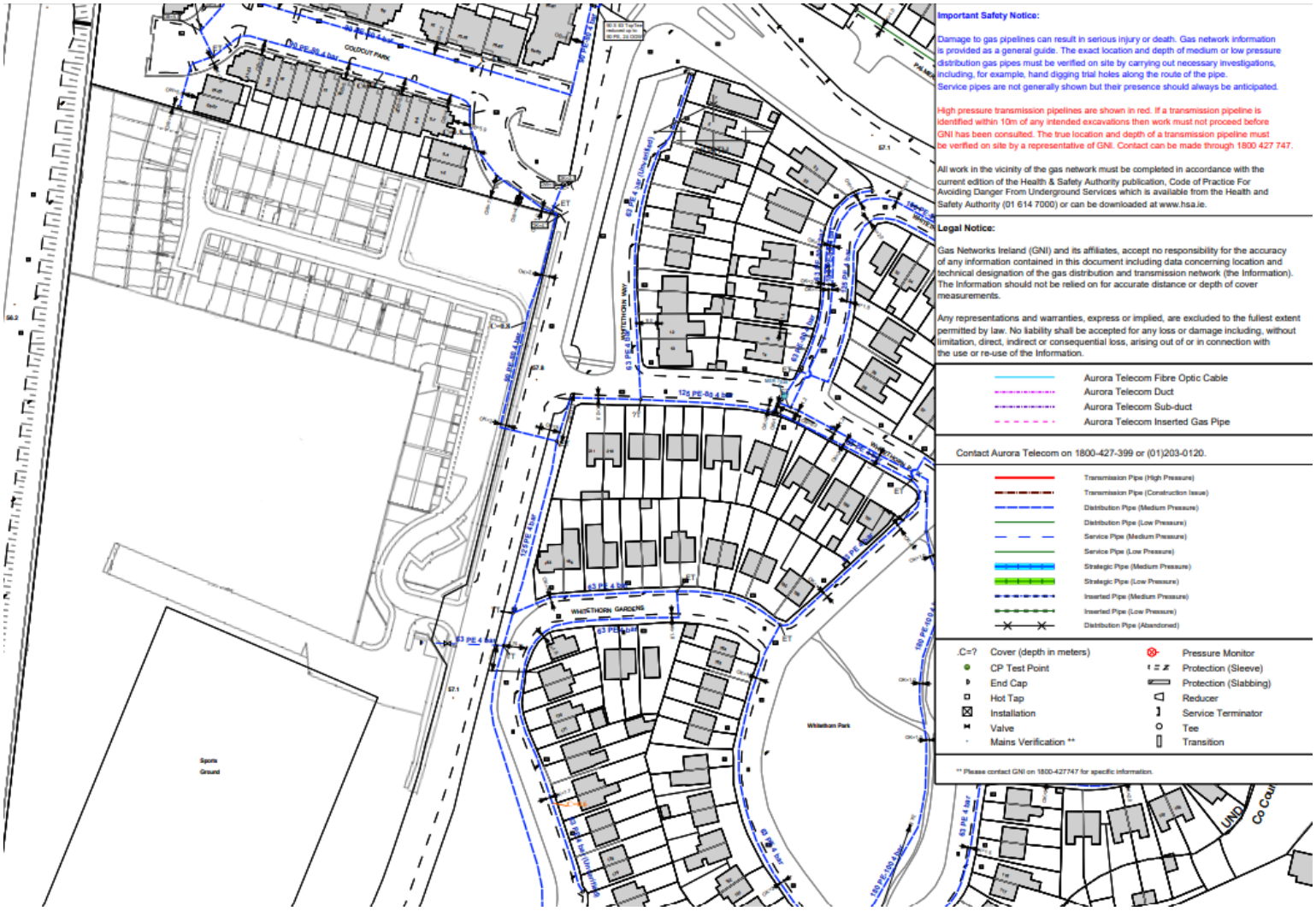


Figure 10 - Gas Networks Ireland

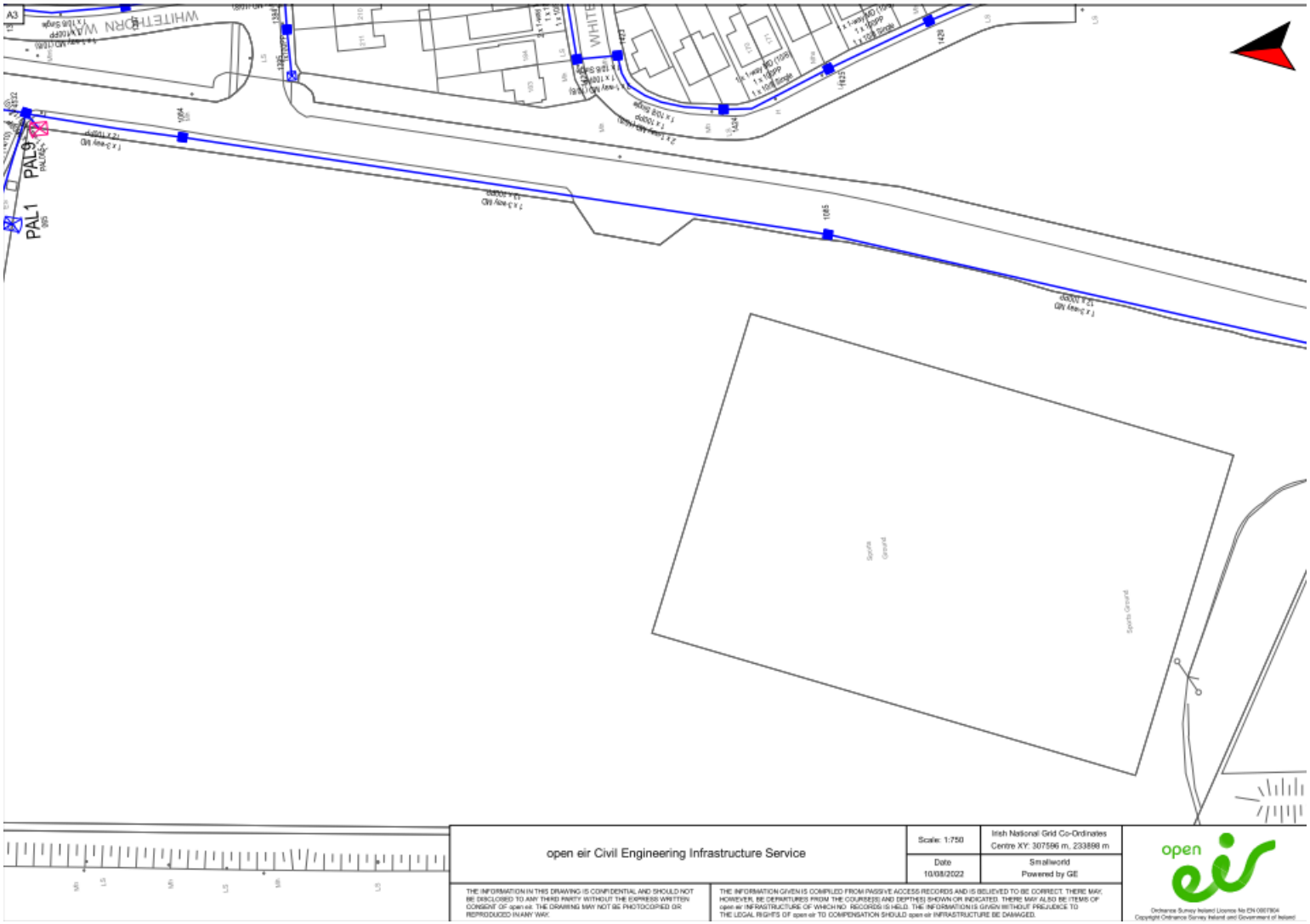
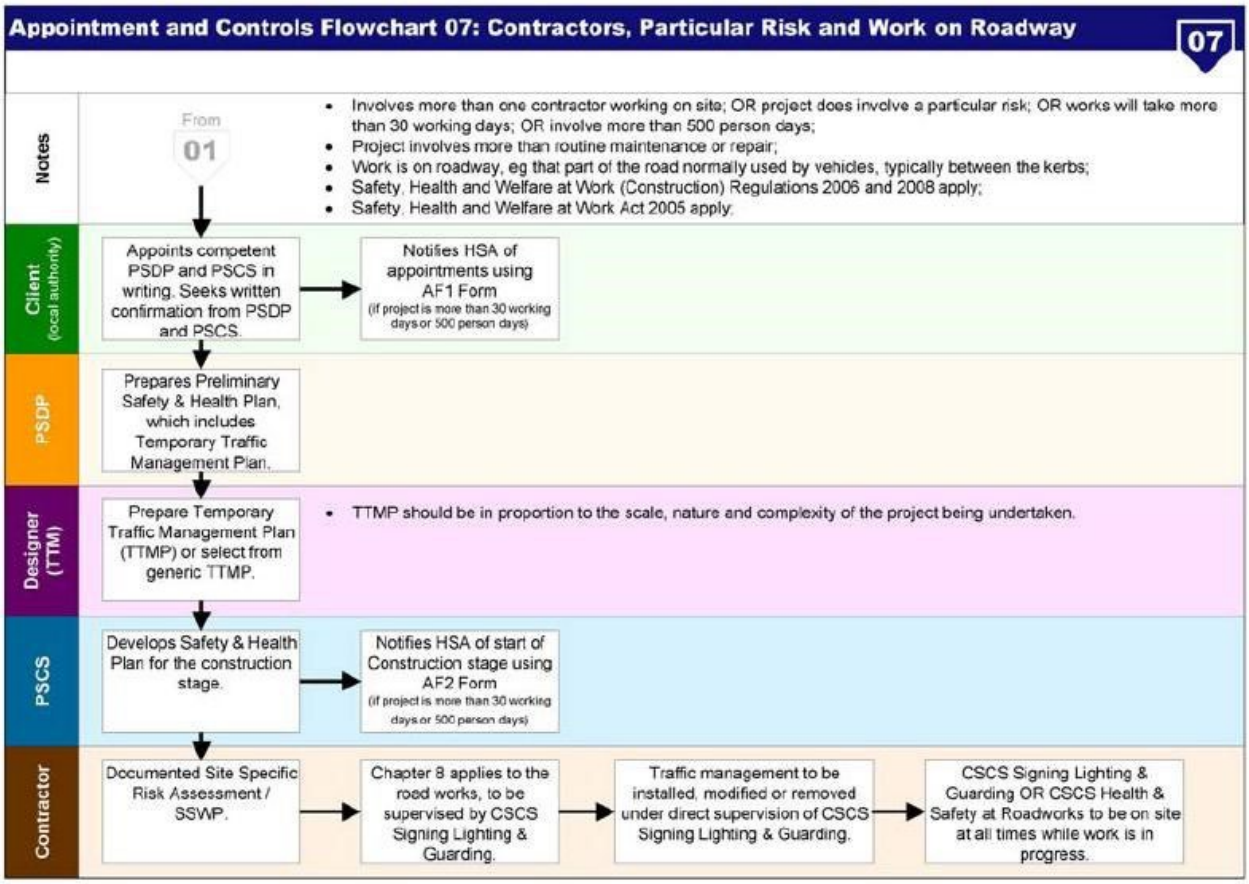


Figure 11 - EIR

5. Appendix

Appendix A: Appointment and Controls Flowchart



PLANNED WORKS TRAFFIC MANAGEMENT DESIGN SHEETS

SITE SPECIFIC SHEET _____ OF ____

TRAFFIC MANAGEMENT DESIGN CIVIL WORKS SHEET

Works Name:

TDC -

Traffic Management Selection

Road Closure: 24/7 - Working Hours		
Detour		
Two Way		
Shuttle:	Give & Take	
	Priority	
	Stop/Go	
	Traffic Lights	
Marshall		
Convoy		
Semi-Static Roadworks		
Roadworks Speedlimit		
Cautionary Speed Plate		
All Stop		

Notes

Layout Parameters

Advance Distance	
Number of Advance Signs	
Min. Advance Sign Visibility	
Size of Signs	
Height of Cones	
Taper Length	
Sideways Safety Zone	
Longways Safety Zone	
Lane Width/ Carriageway Width	
Longitudinal Cone/ Lamp Spacing	
Taper Cone/ Lamp Spacing	
Maximum Length of Shuttle	
Repeater Sign Distances	

Inspections

Monday	
Tuesday	
Wednesday	
Thursday	
Friday	
Saturday	
Sunday	

Consultation

Buses/School Buses ☐ Milk Lorries ☐
Local Residents ☐ Emergency Services ☐
Gardaí for Roadworks Speedlimit ☐ /or Positive TM ☐

Sign Ref	Sign	Quantity	Supplement/ Additional Info	No.
WK 001	Roadworks Ahead		km/h m	
RUS 014	No Overtaking			
RUS 039-044	Roadworks Speedlimit		Specify Speed Both Sides	
WK 032	Road Narrows Left		m	
WK 033	Road Narrows Right		m	
WK 034	Road Narrows Both		m	
WK 060	Temporary Traffic Signal		m	
WK 061	Flagman Ahead		m	
WK 062	Queues Likely		m m	
WK 094	Road Closed			

Sign Ref	Sign	Quantity	Supplement/ Additional Info	No.
WK 071	Uneven Surface		Go Slow km/h	
RUS 001	Keep Left			
RUS 002	Keep Right			
W 062L	Chevron Left			
W 062R	Chevron Right			
W183 W184 W185	Barrier Board			
RUS 060/ 061	Stop and Go		SG-M=Manned Stop/Go SG-A=Auto/Controlled Stop/Go delete as appropriate	
TL	Temporary Traffic Signal			
WK 095	Stop Here on Red			
WK 030	Single Lane Shuttle			

Sign Ref	Sign	Quantity	Supplement/ Additional Info	No.
WK 070	Hump or Ramp		m	
WK 050	Side Road Left		Oscail Cheile CONCEALED ENTRANCE	
WK 051	Side Road Right		Oscail Cheile CONCEALED ENTRANCE	
WK 052	Site Access Left		Oscail Cheile CONCEALED ENTRANCE	
WK 053	Site Access Right		Oscail Cheile CONCEALED ENTRANCE	
WK 074	Soft Verge			
WK 080	Pedestrians Cross Left			
WK 081	Pedestrians Cross Right			
PB	Pedestrain Barrier			
PF	Herace Style Fencing			

Sign Ref	Sign	Quantity	Supplement/ Additional Info	No.
WK 001 P010	Roadworks End			
RUS 014 P010	No Overtaking End			
C	Cone			
WB	Workman Barrier			
LS	Steady State Lamp			
LF	Flashing Warning Lamp			
RR	Rotating Reflector			
RUS 026	Priority Signage			

Design Prepared By: _____

PLANNED WORKS TRAFFIC MANAGEMENT DESIGN SHEETS

SITE SPECIFIC SHEET _____ OF _____

HEALTH, SAFETY AND RISK ASSESSMENT MASTER SHEET

Works Name:

TDRAM -

Job Location	
PSDP (CMO)	
PSCS (CMO)	
Job Code	
Budget Holder	
Budget	
Total No. Work Days	
Tot. No. Person Days	
Work Days > 30 or Person Days > 500 then Notify HSA	

Works	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	Period 8	Period 9	Period 10	Period 11	Period 12

Physical Data

Brief Description of Works:	
Road Classification	
Road ID (incl. Seg)	
Road Width	
Works Length	
Roadside Development:	

Traffic Data

AADT	
% HCV	
Speed Limit	
Operating Speed	

Traffic Management Items

Accident History	
Pedestrians	
Schools	
Shops	
Cyclists	
Equestrian/Rail Crossing	
Vulnerable Road Users	
Bus Route/School Route	

Particular Risk Items

Burial	☐	Underground works	☐
Fall from height	☐	Diving	☐
Chemical/Biological	☐	Compressed air	☐
Radiation	☐	Explosives	☐
HV Power Lines	☐	Heavy components	☐
Drowning	☐	Other	☐

Identified Items (For Map Reference see overleaf)

Map Ref.	Item	Hazard	Risk Hi	Risk Med	Risk Lw	Control	Residual Risk Hi	Residual Risk Med	Residual Risk Lw

Design Prepared By: _____

PLANNED WORKS TRAFFIC MANAGEMENT SITE INSPECTION SHEET

PROJECT NAME:		Phase:	
Date:		Time:	1). 2).

1) TRAFFIC MANAGEMENT SET-UP/ MODIFICATION, INSPECTIONS

1-1) Installation Checks

Does the Traffic Management conform to the Design Layout and Parameters?		
Have all hazards been addressed in the Traffic Management Plan?		
Has allowance been made for the delivery and removal of materials?		
Have Gardaí been informed of any Traffic Lights/ Stop-Go Boards in use?		
Have Gardaí been informed of Roadworks Speed Limits being introduced?		

2) TRAFFIC MANAGEMENT OPERATION INSPECTIONS

2-1) Operation Checks	1	2
Are Safety Zones being kept clear of operatives, plant and materials?		
Are all the signs in good condition/ are all cones in good condition with sleeves?		
Are sign vision lines free from bends, hills/dips in the road, parked vehicles, hedges etc?		
Will the site be safe at night or in wind, fog, snow or rain? (delete as appropriate)		
Are all misleading permanent signs and road markings covered?		
Is the carriageway/footway being kept clear of mud and surplus equipment?		
Are materials/ plant that are left on verges or lay-bys being properly guarded and lit?		
2-2) Traffic Checks		
Is there safe access to adjacent premises?		
Does Signing and Guarding meet the (changing) conditions?		
Are traffic control arrangements working at the optimum level to reduce traffic delays?		
If present, are the needs of cyclists or horse riders incorporated into the layout?		
2-3) Pedestrian and Vulnerable Road User Checks		
Have the needs of pedestrians and vulnerable road users been addressed in the layout?		
If pedestrian route blocked, has a suitable alternative route been provided?		
Are pedestrian routes clearly evident/ indicated?		
If a footway in the road is to be used, are ramps to the kerb provided?		
Are pedestrian hazards sufficiently GUARDED at night?		

3) TRAFFIC MANAGEMENT CESSATION INPECTIONS

3-1) Works Complete Checks

Have all signs, cones, barriers, and lamps been removed?	
Have any covered permanent signs been restored?	
Have Gardaí been informed that Speedlimits/ Traffic Signals/ Stop-Go removed?	

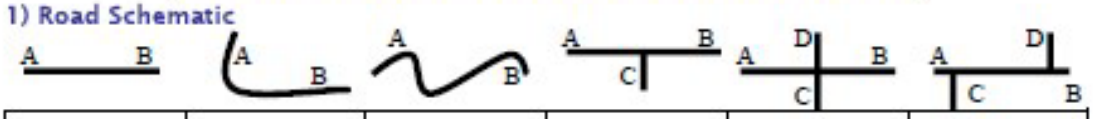
4) EXCEPTIONS REPORT

(Append attachments as necessary)

Check Completed By:	

GENERIC TRAFFIC MANAGEMENT PLAN FOR ROUTINE WORKS

1) Road Schematic



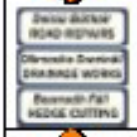
2) Traffic Management Selection

2.1) Classification	Road Type	Road Width	Speed Limit	Urban/Rural	Traffic
					8min

2.2) Selection	All Stop	Give & Take	Priority	Stop/ Go	Lights	2-Way

2.3) Semi-Static	Will Semi-Static Management be used?	Yes		No	

3) Signage (Warn / Inform / Direct / End)

No	Sign	Dir	No	Sign	Dir	No	Sign	Dir	No	Sign	Dir
1		A B C D	5		A B C D	10		A B C D	15		A B C D
1 + 2 ARE SEMI-STATIC			6		A B C D	11		A B C D	16		A B C D
2		A B C D	7		A B C D	12		A B C D	17		A B C D
3		A B C D	8		A B C D	13		A B C D	18		A B C D
4		A B C D	9		A B C D	14		A B C D	19		A B C D

If Using Traffic Lights/ Stop-Go, Have Gardaí Been Notified?	YES		NO	
Are All Required Cones /(Lamps & Beacons) In Place (& operating)?	YES		NO	

Appendix C: Traffic Management Drawings

Please see attached PDF drawings.

Compliance

We (the undersigned) have read and understood the attached Traffic Management Plan and will comply with the specified requirements and control measures. If the work activity changes or deviates from that originally envisaged, we will seek further advice and request an amendment to the Traffic Management Plan

Name: Date: