

**Rev 3 –**

**Revision History**

Rev 1 -	Original draft
Rev 2	Updates
Rev 3	Updated 06-10-2022


# Adamstown Block G - Traffic Management Plan

**Scope**

The purpose of this document is to explain how construction traffic to and from the entrance gate to the location on site. The traffic management plan is designed to maintain safe access and egress for the construction staff and visitors. All Contractors and material delivery companies involved in the project will be issued with the traffic management plan. This traffic management plan is a live document and will be continually updated as the works progress.

**Traffic Management Plan – Adamstown Block G**

**Adamstown Delivery & Access Routes**

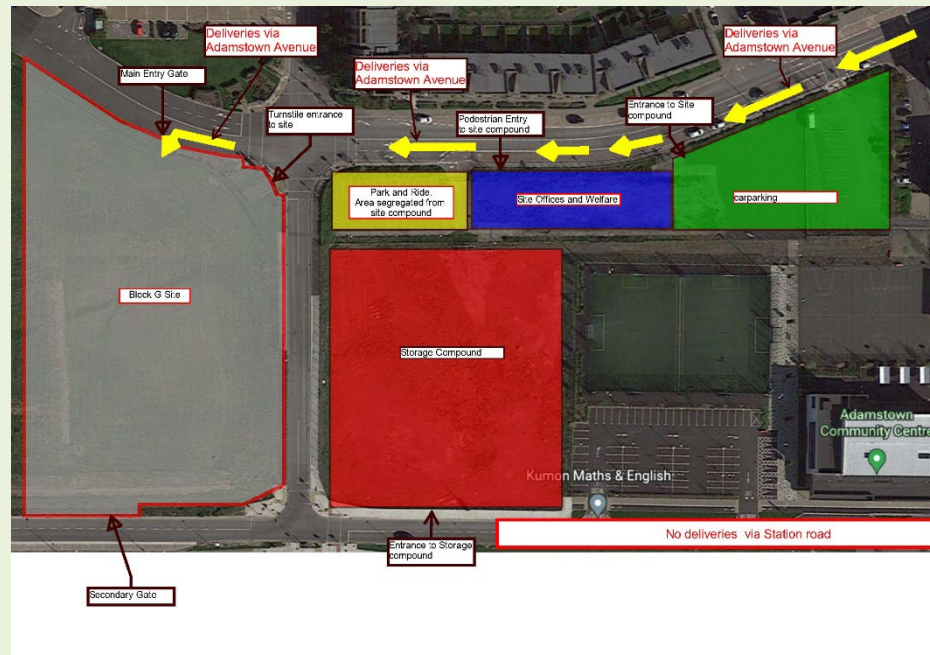


All deliveries to site will be via Adamstown Avenue. Deliveries scheduled in advance to avoid construction traffic adding to congestion Reduced quantity of deliveries to during peak traffic times to obviate the queuing of construction traffic

- There is timber hoarding around the site with an entrance gate on Adamstown Avenue and an exit gate on to station road
- Access/Egress for deliveries vehicles from Adamstown Avenue and exit onto station road
- Cars & Vans will access site as shown above & will proceed too agreed Parking area.
- Cars & Vans will only park in areas designated for site Parking, this will be indicated with signage.
- Cars/Vans will leave site via the same road as shown above.

**Material Off Loading & Material Routes too Site.**

- All Operatives or Management using Car park must insure they do not block access Egress for others.
- **Deliveries for Trucks or Vans will access site as shown below**



- Materials will be stored onsite and in at the site offices they will entry and exit on station road and turn right not to go down past the schools
- The main gate will be open during working hours only for offloading.
- Trade Managers must book in deliveries prior to arriving on site.
- Drivers must wait in holding area and phone site management when they arrive at site entrance. This will avoid any congestion at site entrance.
- Only Planned Deliveries will be accepted on site.
- No deliveries are too be made at any other entrances/areas of building.
- Access to Set Down off load area is only allowed once Site management have accepted delivery too site, Gate is only to be opened by Site Management/Banks Man.
- All Visitors must report to site Office & cannot enter holding areas or compounds unless they have reported too site office
- All Deliveries too set down area must be agreed with site management. Clear access must be maintained at all times in this area no materials or vans are allowed too be left on Road or block access.
- **All Delivery vehicles must turn there engines off while waiting in holding area or in position of off loading area this is too both too control noise & emission levels withing areas.**
- **All trades or drivers making deliveries too Site must report to site Office/Managment**
- **No Reversing must be undertaken without Banksman.**

**NO  
REVERSING  
WITHOUT  
BANKSMAN**

**Delivery Holding Area & Off Load Approach.**

- Once Deliveries have been accepted trucks/vans will be positioned by Banksman/Teleporter Driver.
- Clear access Egress must be maintained on Road.
- Materials will be off loaded & transported to Set down Compound & Truck must leave as soon as off loaded.
- If deliveries arrive while other deliveries are being off loaded, they must wait in Holding area & contact site management/Logistic Team.

**Delivery Off Load Area & Set Down Compound Access Gate.**

- The entrance gate on Adamstown Avenue and an exit gate on to station road
- Materials will be stored onsite and in at the site offices they will entry and exit onto station road and turn right exiting as to not go down past the school
- Small Deliveries Via Cars/Van will be made too front of building & Cars/Vans will park in set Down Holding area indicated above.
- All Drivers Trades must follow same Routes & Procedures for All other Deliveries these must be booked in & Management notified before arrival & on arrival.
- Access Too Delivery area will be through Pedestrian Access Routes, Barriers will be in place with signage these barriers are only to be moved by Authorised Site management no drivers or others are to move barriers for access without authorised person in place & must be replaced as soon as van/car has accessed & same when leaving site area.
- No Deliveries will be accepted while loading off other materials is ongoing so deliveries must be booked in & Coordinated with Site management on-site.
- Road access/egress must be always maintained if set down area is full or loading areas been used deliveries must go too Site car park & await until clear & available.
- All Operatives working on Site must Park in the designated Car Park as shown above.
- Operatives Driving too site must enter Car Park as per Route shown above.
- Area will be cordoned off and "Construction Parking" signs erected.
- Staff using carpark must insure that they do not block access for
- Operatives must leave Site via the same road route as access.
- No Car/Van deliveries are to use this entrance unless Parking in Car Park Deliveries must follow Delivery Routes shown within this Document.

All Companies making deliverers to site are to ensure that the vehicles delivering to site does not have any dirt mud attached too vehicle wheels that could become loose & spread dirt/dust onto site access egress roads.

- No delivery trucks or vehicles will be allowed to enter any areas of site that may have potential too attached mud dirt too wheels or other parts of vehicle.
- If any delivery or other site related vehicle does encounter dirt/mud & this does spread too any area of site EBCL will hire a road sweeper to insure this is dealt with ASAP, this hire maybe CC back too all/any companies who may have been source of this mud/dirt.
- If the situation arises where dust is been raised or distributed by site delivery or other vehicles EBCL will hire road sweeper/other to wet down clean area & will limit access too source of dust as required.
- EBCL will have a power washer onsite to wash down the wheels, so no mud or dirt is transferred onto the road

- Details of measures to protect watercourses on or adjoining the site from Project construction Waste Watercourses will be protected in line with the 'GUIDELINES ON PROTECTION OF FISHERIES DURING CONSTRUCTION WORKS IN AND ADJACENT TO WATERS 2016'. Silt tanks will be used on site when de-watering. Road gullies surrounding the site will be covered to prevent silt entering the surface water system

**Construction  
Vehicle  
Management at  
the Site Entrance**



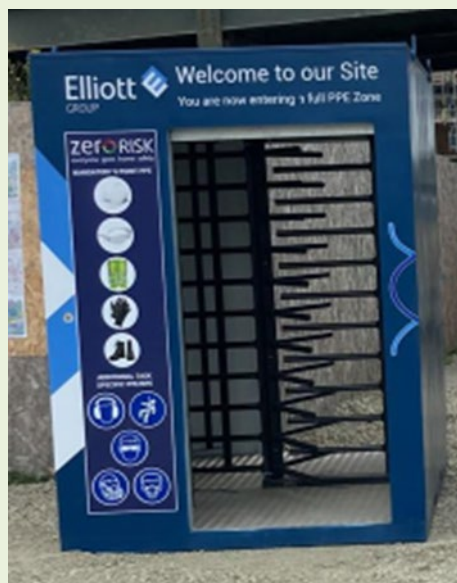
- All deliveries to site will be via Adamstown Avenue. Deliveries scheduled in advance to avoid construction traffic adding to congestion Reduced quantity of deliveries to during peak traffic times to obviate the queuing of construction traffic
- All suppliers of materials and all contractors involved with the project will be issued with the Traffic Management Plan.
- All Delivery vehicles will enter the site Area Via the main Road & follow the routes & process outlined in this document, there is no waiting on Entrance Road/Roads, other than Holding areas indicated.
- Deliveries will wait in the holding area inside on Road until a banksman has been assigned and the delivery is called to into offloading area. Banksmen will open gate too allow access to offloading area.
- All suppliers and subcontractors have been advised that reversing without a banksman is strictly prohibited.
- No Deliveries will be accepted or off-loaded outside off-loading area without prior agreement with site management & traffic/pedestrian management controls in place.
- Clear signage will be in place indicating restricted area signage is not to be moved removed for any reason.
- Teleporter bringing materials from compound & off-loading area 1 will do so via this route barriers will be moved & replaced to allow entry & exit this must always happen to ensure that no other vehicles can enter without moving barriers & stopping to review signage. Teleporter driver will control this in conjunction with Gate security operative.
- Only EBCL approved transport vehicles can be used for moving materials from compound or other deliveries no Moffit Mounted or other types of off-loading equipment is allowed in this area unless full RAMs have been issued & approved by EBCL.

- Water filled barriers will be used in surrounding area too close of access from all other parts of site (Example below of closed area) barriers will be weight down by water which will make them difficult to move other than by mechanical means.
- Access for deliveries & teleporter will be controlled where traffic will need to stop at barriers & only allowed access by authorised person once they have contacted site team.

**Pedestrian & Traffic management internally within the site.**

- Within the site, plant working areas will be segregated from pedestrian access ways with fencing and signage.
- Fencing and signage will be relocated and modified as the works proceed.
- Access and egress routes to be kept clear of materials at all times and monitored on an ongoing basis.
- All mobile plant to have flashing becons and reversing cameras or clean undamaged mirrors.
- All plant operators to be CSCS trained.
- All construction personel to have full PPE to ensure they are clearly visible to plant operators.
- All construction personnel to make themselves known to plant operatives before walking near plant.
- Pedestrians will enter Compound through the turnstile and use the traffic lights to cross the road into the site compound and carpark

**Pedestrian Access**



- Pedestrian Access to site will be from car park through the site compound out the gate at the traffic lights and cross at the traffic lights to the Face recognition turnstile into the site
- Pedestrian Walkways will be controlled with barriers these will be placed across walkway from site compound to Building access, these will be movable for deliveries or other access & will be replaced as soon as vehicles pass.
- Heavy Duty highlighted mats may be used on walk ways these will be temporarily fixed barriers will be removed at night or before management leave site these will be replaced each morning & removed each evening/night.

**Methodology For The Use And Control Of Spoil Onsite During Construction**

All spoil arising from construction activities will be stock piled on site and used as fill material around courtyard areas

**Emergency  
Contact Details**

**Contracts Manager: Richard Sweeney**  
**Project Manager: Eoin Mc Evoy**  
**Engineer: Luis Fernades**  
**Safety Officer: Bernadette Maguire**

**Garda Station: 911**  
**Fire Brigade: 911**  
**ESB: 1850372757**  
**Eircom: 09-1560130**  
**GAS Networks: 1850205050**

## Risk Definition and Matrix

### Probability Categories

Category	Definition
1	Practically Impossible
2	Not Likely
3	Possible
4	Likely
5	Very Likely

### Consequence Categories (Safety)

Category	Definitions
1	First Aid, Near Miss
2	LTA (1 Day), Medical Treatment
3	LTA (3 Day), Dangerous Occurrence
4	Single Fatality
5	Multiple Fatality

Category	Definitions
<b>Low</b>	Acceptable level of risk. Risk is controlled as far as reasonably practicable. Existing Controls to be continuously monitored.
<b>Medium</b>	Should aim to reduce risk further to <b>As Low As is Reasonably Practicable</b> . (ALARP)
<b>High</b>	Unacceptable level of risk. Hazard <b>MUST</b> be avoided, and task not to be carried out and level of Risk to be reduced significantly & reliably by controls.

**Risk Matrix**

	PROBABILITY					
		1	2	3	4	5
CONSEQUENCE	5	LOW	MED	HIGH	HIGH	HIGH
	4	LOW	MED	HIGH	HIGH	HIGH
	3	LOW	MED	MED	HIGH	HIGH
	2	LOW	LOW	MED	MED	MED
	1	LOW	LOW	LOW	LOW	LOW



Activity/hazards	Risks	CONTROL MEASURES			Likelihood	Severity	Grade	
		Likelihood	Severity	Grade				
<b>Site Traffic</b>	<ul style="list-style-type: none"> <li>• Collisions.</li> <li>• Serious personal injury to workers and road using public.</li> <li>• Property and vehicle damage.</li> </ul>	3	5	H	<ul style="list-style-type: none"> <li>- Provide adequate safety signage.</li> <li>- Full Time Gate Man in place.</li> <li>- Always wear Personal Protective Equipment, especially a hi-visibility jacket.</li> <li>- Keep all site traffic to a maximum of 10MPH.</li> <li>- Ensure only trained and authorised personnel operate vehicles.</li> <li>- Beware of danger or entrapment of limbs by machines.</li> <li>- Keep all vehicles serviced and in good repair, as is necessary.</li> <li>- All construction vehicles are to be provided with reversing beepers and reversing lights/flashing beacons.</li> <li>- All Deliveries must always have a banksman.</li> <li>- All Sub-contractors must provide a banksman for their deliveries.</li> </ul>	2	5	M

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES			
					Likelihood	Severity	Grade	
<u>Vehicles</u>	<ul style="list-style-type: none"> <li>Mechanical failure, breakdown.</li> <li>Falling/spilling objects.</li> <li>Road accident/ serious personal injury.</li> <li>Injury/fatality to other road/site users.</li> </ul>	3	5	H	<ul style="list-style-type: none"> <li>Vehicles to be regularly serviced and maintained.</li> <li>Brakes, lighting, exhaust, and tyres to be checked weekly and kept in good order.</li> <li>All items inside the vans to be secured during transport.</li> <li>Vehicles to be driven by trained and licensed drivers only.</li> <li>First aid box to be carried and the contents checked regularly.</li> <li>The rules of the road to be strictly followed especially regarding speed and parking.</li> <li>Vehicles to be checked daily as per the manufacturer's handbook.</li> </ul>	2	3	M

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES			Likelihood	Severity	Grade
					- Vehicles are never to be driven with dangerous defects or damage. Report any damage or defects found to your supervisor.					
<b><u>Movement of Pedestrians and Vehicles in Danger Areas</u></b>	<ul style="list-style-type: none"> <li>Obstruction of Public.</li> <li>Injury to Public.</li> <li>Insufficient clearance between traffic routes and doors.</li> <li>Collision.</li> <li>Accident or Bodily Injury.</li> </ul>	3	5	H	<ul style="list-style-type: none"> <li>Ensure outdoor and indoor places of work are organised in such a way that pedestrians and vehicles can circulate in a safe manner.</li> <li>Ensure routes including stairs, fixed ladders and loading bays and ramps are designed, located, and dimensioned to ensure easy, safe, and appropriate access for pedestrians and vehicles in such a way as not to endanger employees employed in the vicinity of such routes.</li> <li>Ensure routes for pedestrian traffic or goods traffic are dimensioned in accordance with the number of potential users and the type of undertaking.</li> </ul>	2	4	M		

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES	Likelihood	Severity	Grade
					<ul style="list-style-type: none"> <li>- Ensure sufficient safety clearance is provided for pedestrians if means of transport are used on traffic routes.</li> <li>- Ensure sufficient clearance is allowed between vehicle traffic routes and doors, gates passages for pedestrians, corridors, and staircases.</li> <li>- Ensure pedestrian routes and traffic routes are clearly identified for the protection of employees.</li> <li>- Ensure if the places of work contain danger areas, in the nature of work, if a risk of employee or objects falling — these are:               <ul style="list-style-type: none"> <li>• Equipped with devices preventing unauthorised employees from entering those areas.</li> <li>• Clearly indicated.</li> <li>• Appropriate measures are taken to protect employees unauthorised to enter danger areas.</li> </ul> </li> </ul>			

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES			Likelihood	Severity	Grade
<u>Movement of Excavators</u>	<ul style="list-style-type: none"> <li>• Collisions.</li> <li>• Overturning</li> <li>• Loss of Control</li> <li>• Risk of serious or fatal injury to the operator and bystanders in the vicinity due to overturning, collisions, and loss and of control or collision with other plant or vehicles</li> </ul>	3	5	H	<ul style="list-style-type: none"> <li>- Excavators to be driven by trained, experienced operators, trained to CSCS level, as per the Construction Regulations, 2006.</li> <li>- Driver to carry out daily visual checks prior to starting work.</li> <li>- Defects or suspected defects to be reported immediately to the Supervisor.</li> <li>- Regular servicing and maintenance to be carried out and properly recorded.</li> <li>- Warning signs to be posted at strategic locations to alert persons to the movements of excavators.</li> <li>- Drivers of smaller vehicles must ensure that excavator drivers, when operating nearby, can see them.</li> <li>- Where a workplace or a site road is close to an open edge, the edge must be clearly marked and lined with boulders and safety barriers.</li> <li>- Site roads not to exceed a gradient of 1 in 5.</li> </ul>	2	5	M		

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES			
					Likelihood	Severity	Grade	
					- Test certificates and Form GA2.			
<b><u>Public accessibility to work area on site</u></b>	<ul style="list-style-type: none"> <li>• Serious personal injury.</li> <li>• Fatality.</li> <li>• Slips, trips, fall – over goods, materials, rough terrain, into excavations, manholes, sewers or from heights.</li> <li>• Electrocutation.</li> <li>• Theft.</li> </ul>	3	5	H	<ul style="list-style-type: none"> <li>- Warning signs to be posted to highlight the dangers involved.</li> <li>- All access points to be closed/barricaded to prevent access to unauthorised persons. Full time Gate Man in place.</li> <li>- Entrance to be fully secured each evening/end of each work shift.</li> <li>- Only authorised personnel allowed on site, signs to be posted.</li> <li>- Responsible person to check site boundaries on a regular basis.</li> <li>- Loose equipment to be removed outside of working hours.</li> </ul>	2	3	M

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES			Likelihood	Severity	Grade
	<ul style="list-style-type: none"> <li>Poor Lighting.</li> </ul>	3	3	M	<ul style="list-style-type: none"> <li>Lighting must be adequate.</li> <li>Temporary Lights must be put in place where required.</li> <li>Flashing beacon and cones must be put around the work area where necessary.</li> <li>All machines on site must have lights and flashing beacons that are fully working at all times.</li> </ul>	2	2	L		
	<ul style="list-style-type: none"> <li>Operatives being hit by machines on site /passing traffic.</li> </ul>	3	5	H	<ul style="list-style-type: none"> <li>Ensure adequate clearance is left around the working area. Fence off the area.</li> <li>Ensure that only authorised personnel are in the vicinity of the operation and that correct protective clothing is worn.</li> <li>Ensure that the task is supervised and controlled by a competent person.</li> </ul>	2	4	M		

Activity/hazards	Risks	CONTROL MEASURES			Likelihood	Severity	Grade			
		Likelihood	Severity	Grade						
							<ul style="list-style-type: none"> <li>- Use cones, fences, and red and white tape to mark off the area when working in public areas and post warning signs of dangers.</li> <li>- Proper signage at adequate distances from the works or road crossing points must be provided.</li> <li>- These signs must not be placed on the road, as they pose a serious danger to the road user.</li> </ul>			
<p><b><u>Emergency Procedures</u></b></p>	<ul style="list-style-type: none"> <li>• Fire.</li> <li>• Injury.</li> <li>• Illness.</li> <li>• Attack.</li> </ul>	3	5	H			<ul style="list-style-type: none"> <li>- Develop an emergency procedure to deal with these risks and this is to be clearly conveyed to the staff.</li> <li>- Check emergency procedures regularly and where necessary update them.</li> <li>- In Accordance with the Fire Services Acts 1981 and 2003 (No 30 of 1981 and No 15 of 2003) and any other legislation, an employer shall ensure that:</li> </ul>	2	3	M



Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES	Likelihood	Severity	Grade
					<ul style="list-style-type: none"> <li>• Emergency routes to emergency exit and exits themselves are kept clear at all times and lead as directly as possible to the open air or to a safe area.</li> <li>• In the event of danger, it is possible for employees to evacuate all workstations quickly and as safely as possible.</li> <li>- Ensure emergency access doors open outwards.</li> <li>- Ensure the number, distribution and dimensions of the emergency routes and exits are adequate for the use, equipment, and dimensions of the place of work and the maximum number of persons that may be present.</li> <li>- Ensure any sliding or revolving doors are not used or intended to be used as emergency exits.</li> <li>- Emergency doors and gates are not locked or fastened to obstruct emergency exit.</li> <li>- Specific emergency routes are to be indicated by signs in accordance with Part 7 Chapter 1 of the General</li> </ul>			

Activity/hazards	Risks	CONTROL MEASURES			Likelihood	Severity	Grade			
		Likelihood	Severity	Grade						
							<ul style="list-style-type: none"> <li>Applications Regulations of 2007, and such signs are placed at appropriate points and are adequately durable.</li> <li>- Ensure emergency routes and exits requiring illumination are provided with emergency lighting of adequate intensity in case the lighting fails.</li> <li>- Fire Drills take place twice a year.</li> </ul>			