

## Site Entrance

### **Site Access**

Access to the project shall be achieved off the existing Fonthill Train Station Roundabout on the R113. The construction site is located off the R113 with the site entrance positioned at the roundabout that services Fonthill Train station. The site entrance will be realigned at the start of the project to facilitate both access and egress to and from site and remove the potential for stacking of vehicle with a single entrance and exit point.

The entrance to be facilitated of the left-hand side of the road as opposed to the right which is currently present as shown below in Figure 1.



*Figure 1 - Current Access*

Site will be accessed from the R113 with deliveries and construction workers utilizing the R134, R136 and Thomas Omer way as main access routes to site. Signs indicating the presence of a construction site, speed limits and security checks will all be erected as required for the works. Site traffic will be restricted to 15kph speed limit throughout the site. It is not proposed to carry out works outside the site boundary as part of this works.

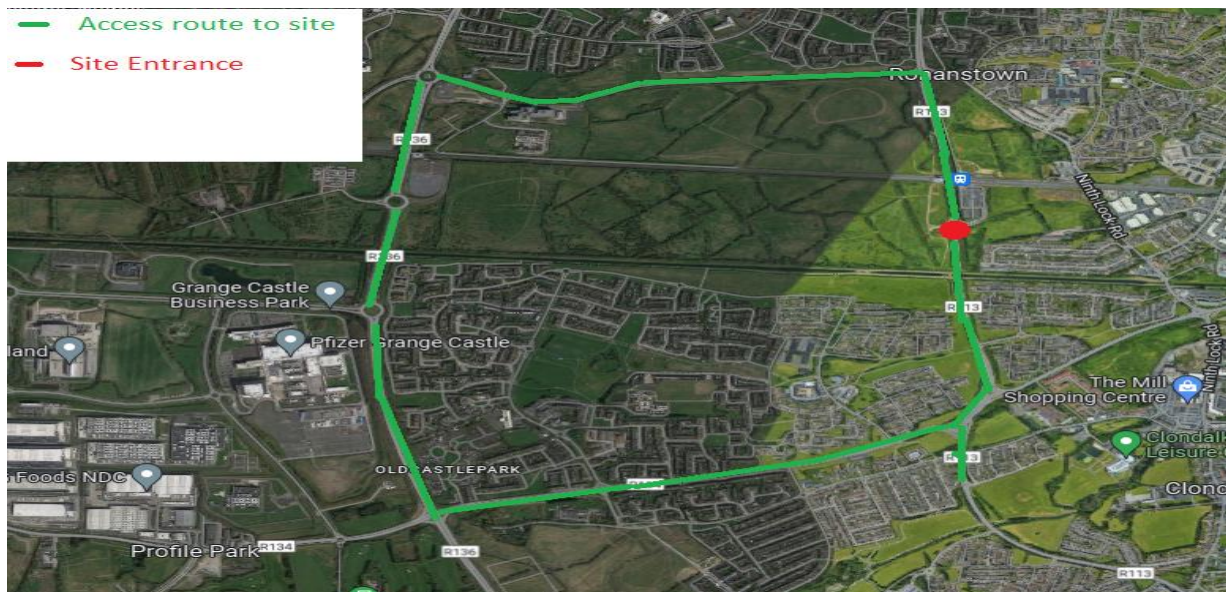


Figure 2 - Site Access Primary Route

Section 2 below will address the deliveries and traffic management protocols for the site. The site entrance will be created as soon as is reasonably practical for construction workers access point. Remedial works shall include the removal of an existing traffic island entering the site to enable increased access off the roundabout. It is not proposed to carry out works outside the site boundary once entrance has been achieved.

Initial works onsite will entail the construction of access route to compound, compound areas and delivery access route. Signage for the site is to be in line with Chapter 8 in the public area with clear indication of site entrance and location for all deliveries coming to site.

### **Description of Traffic Management System**

Internal traffic management measures will be outlined in the Construction Stage Safety & Health Plan and be monitored and amended to meet construction progress. External traffic management shall consider the measures outlined in this document. Access to and from the site will be maintained via the Fonthill Train Station roundabout on the R113 as outlined above.

### **Project Access Routes**



Figure 3 - Site Access for deliveries

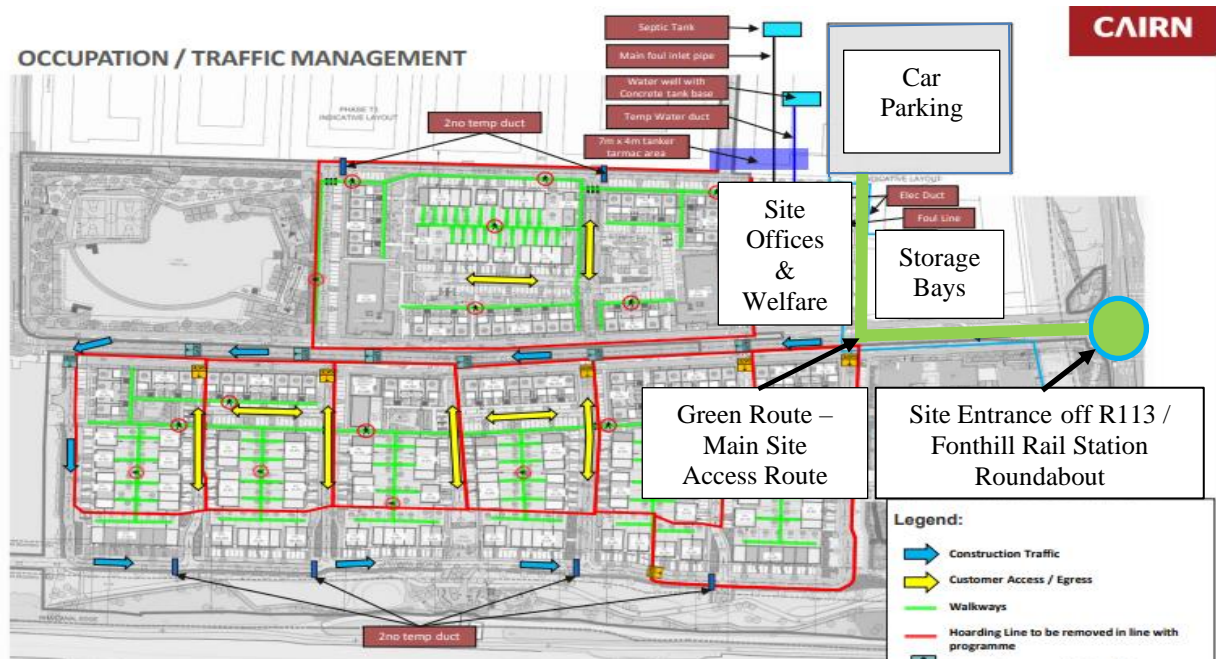
As per figure 1 and 3 Inbound site traffic will utilize the primary routes of R136 / Thomas Omer Way / R113 (Blue Route) (As shown in Figure 3) to enter the site off the Fonthill Rail Station Roundabout. A secondary access route via the R113 to Liffey Valley & Clondalkin (Yellow Route) shall be used for passenger vehicles and light good vehicles.

Outbound site traffic will utilise this routes on departing from the project. Full signage will be erected to alert all deliveries and workers as to the entrance to be taking and prevent any potential backlog of vehicles. Traffic routes will be communicated to all contractors engaged on the project. Site operatives and persons working on the project will be advised via the Site Safety Induction on access routes outlined in this traffic management plan.

**Parking Arrangements:**

Parking is provided for cars/commercial vehicles inside the site boundary in the designated Car Park area adjacent to the compound. Vehicles are not permitted to park at the entrance to the site and this area will be managed by Cairn and a dedicated security officer.





Vehicles are not permitted to park or pull in at any part of any public road or amenity. Vehicles are not permitted to drive around the site internally they must remain on the hard standing for the site entrance and the car park. This will minimise the waste or debris on workers vehicles entering and exiting the site.

**Housekeeping:**

The public roads will be maintained in a clean and tidy condition always. The following control measures are to be in place:

- The soil strip from the site is stockpiled on site for future use when possible and used for the creation of formation levels onsite. This will in turn reduce the volume of heavy traffic at the site entrance and reduces the risk of mud and debris being dragged out onto the public road
- The delivery vehicles are to travel on a hard standing within the site accessing the storage compound or stoned roads
- The gate to the site is attended at all times and part of the role is to monitor the condition of the road at the site entrance
- Signage either side of the site entrance indicates the possibility of vehicles exiting the site for members of the public
- A Road sweeper is employed to ensure there is no build-up of waste on the public road
- A vehicle washes down area is provided as necessary within the site to reduce the mud and waste being dragged from the site onto the public road

**Public Pedestrian Traffic**

Full signage will be erected at the main entrance (Figure 2) to advise of site location and also to incorporate signage to alert drivers of the presence of pedestrians etc in the vicinity of the main gate. The main gate will also be manned by security officer at all times to coordinate and manage deliveries to the site.

There will be in interaction with members of the public at the site entrance and this will need to be monitored and managed accordingly. A combination of signage, lighting and security officers will manage the entrance to the works. All security officers will have traffic marshal training.

Advance site warning signage will be clearly displayed on the R113 warning vehicles, cyclist & pedestrians on site entrance. Warning “Plant Crossing” and “Construction Entrance” signage will be clearly displayed and speed ramps to be installed as required to compliment the 15kph speed limit signage.

Speed ramps and 15kph speed limit signage will be positioned on the road to slow down the construction traffic accessing the site and exiting the site. The site entrance is occupied by a security person who will require delivery vehicles to STOP when accessing and exiting the site, thus slowing them down in both directions. The security person will also monitor the behaviour of the vehicle drivers at the site entrance and report any concerns to site management.

Full signage will be erected at the main entrance to advise of site location and also to incorporate signage to alert drivers of the presence of pedestrians etc in the vicinity of the main gate. The main gate will also be manned by security officer at all times to coordinate and manage deliveries to the site.

### **Works around site plant**

#### **Plant operators must observe the following Points:**

- Inspect the plant daily and ensure all auxiliary devices and visual aids are fully functional, Movement alarm, flashing beacon, mirrors, and CCTV (where required)
- Use a spotter when working close to site personnel or reversing in a tight area
- Always check the perimeter of your plant prior to moving off
- Always wear your seat belt in the cab of site plant
- NEVER talk on or message on a mobile phone while driving or operating plant

#### **Site Personnel must observe the following points:**

- Always give “Right of Way” to the plant operators
- Never pass plant and machinery while they are operational unless you get permission from the operator
- Never approach the operator of any plant unless they give permission to do so
- Never walk around the rear of site plant while the engine is running

### **Signage**

#### **The following signage will be displayed as a minimum:**

- General construction site warning signage
- Identification of vehicle access point
- Identification of the Pedestrian access point
- Visitors report to site office
- Location of parking
- Location of the site offices
- Location of First Aid Boxes and equipment
- Pedestrian access routes along the side of the site access road
- Speed limit signage along the site internal roads
- Location of Canteen, toilets, etc
- Warning live services
- Wear PPE

### **Deliveries Traffic Management and Internal Site Access**

All deliveries to site will be coordinated by site team. So far as is reasonably practical the deliveries will be coordinated to facilitate access and reduce potential interface with members of the public. All delivery vehicles will access the site as described earlier in this document. Once on site there are two means of offloading the deliveries.

1. Access the site compound storage area to offload deliveries. After which the site telescopic handler will transport the materials to the required work area by using the haul road.
2. Delivery vehicles can also access the works area directly by using the developed site road to the works area.

A banks man / spotter will be used with delivery vehicles when reversing or moving off from the site to reduce the risk of contact with construction personnel. The contractor receiving the delivery is to provide the spotter at the location. All vehicles must observe the site 15kmph speed limit.

**APPENDIX A – RISK ASSESSMENTS****Risk Definition and Matrix****Probability Categories (Likelihood)**

Category	Definition
1	Very Unlikely
2	Not Likely
3	Possible
4	Likely
5	Very Likely

**Consequence Categories (Severity)**

Category	Definitions
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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
Low	Acceptable level of risk. Risk is controlled as far as reasonably practicable. Existing Controls to be continuously monitored.
Medium	Should aim to reduce risk further to <b>As Low As is Reasonably Practicable</b> . (ALARP)
High	Unacceptable level of risk. Hazard <b>MUST</b> be avoided, or level of Risk reduced significantly & reliably by controls.

### Risk Matrix

	Likelihood					
		1	2	3	4	5
Severity	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



## Clonburris T1 – Traffic Management Plan

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES	Likelihood	Severity	Grade
Interaction with plant and pedestrian traffic.	<p>Pedestrians struck with plant at site entrance.</p> <p>Speeding vehicles</p> <p>Unauthorized access to site</p>	4	5	<b>High</b>	<p>Clear warning signs are displayed on the approach to the site entrance.</p> <p>All plant and delivery vehicles will be banked at all times while working in close proximity to pedestrian traffic.</p> <p>Vehicles accessing the site or exiting the site must STOP at security and stick to 15kph</p> <p>Speed ramps are used further slowdown construction traffic.</p> <p>Warning signage will be erected along pedestrian access routes</p> <p>All contractors will be made aware of this document and will follow the controls within it.</p> <p>Clear sightlines are maintained at the site entrance.</p>	1	5	<b>Low</b>