Seven Mills Tile 2

Cairn Homes

Seven Mills, Cappagh, Dublin, D22 E4P8

Traffic Management Plan

Author: Sean Fitzgerald

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Revision 1

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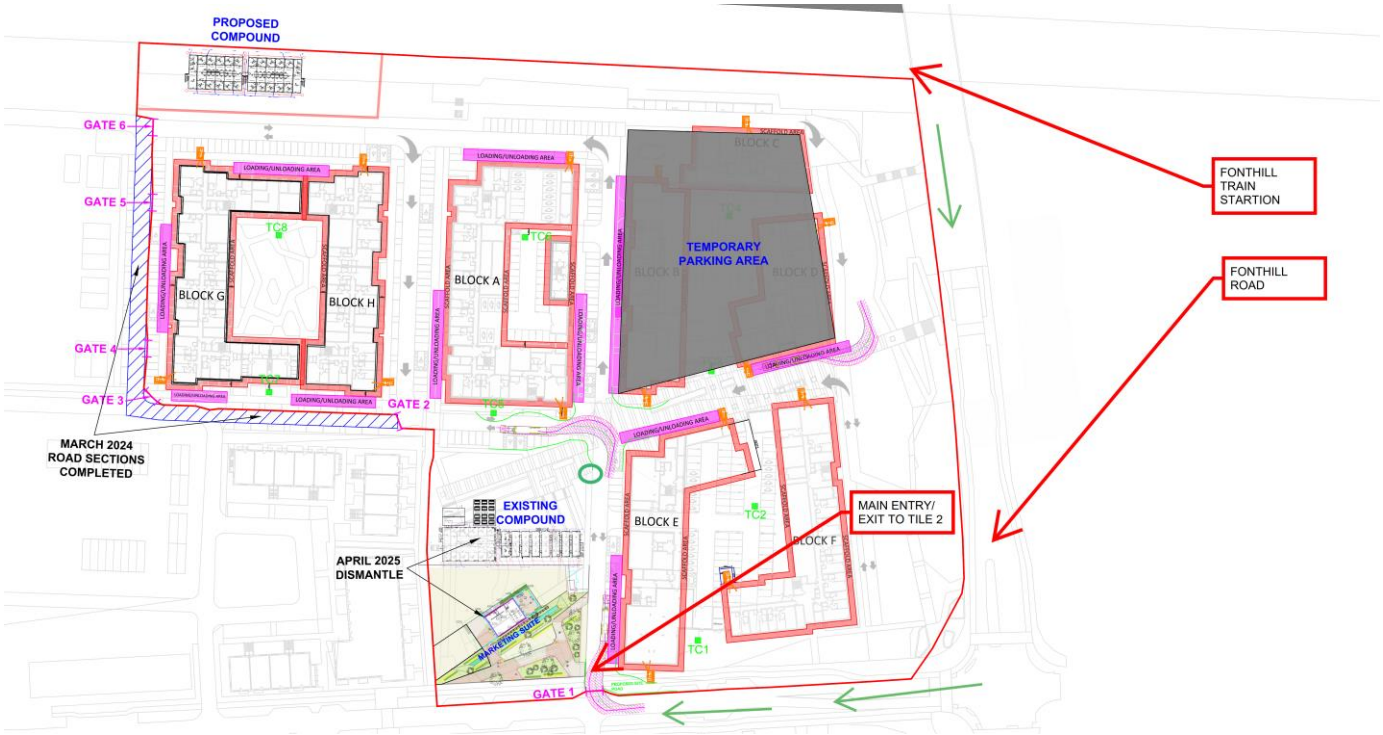
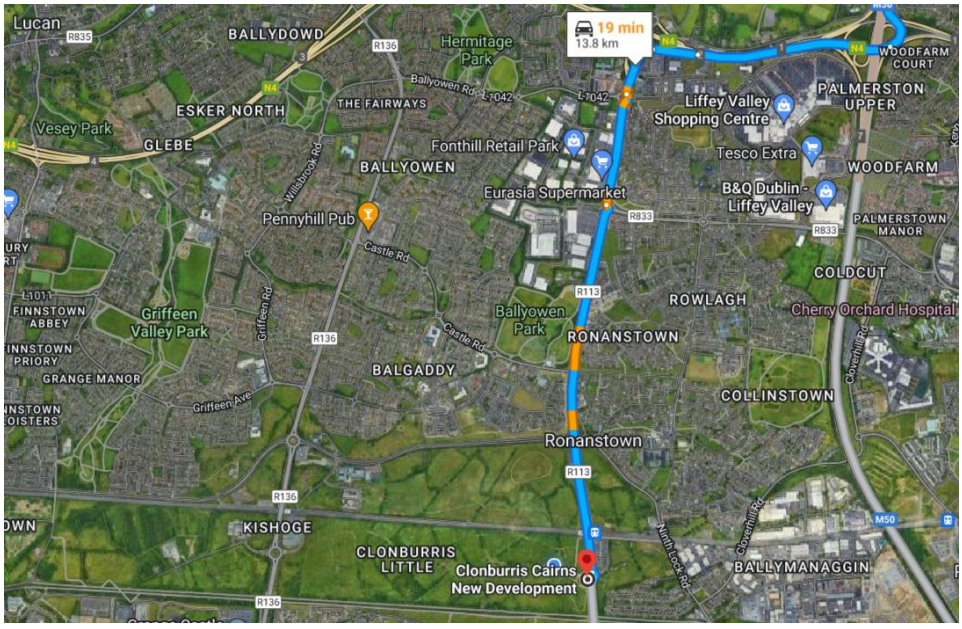
1.0 Site Access

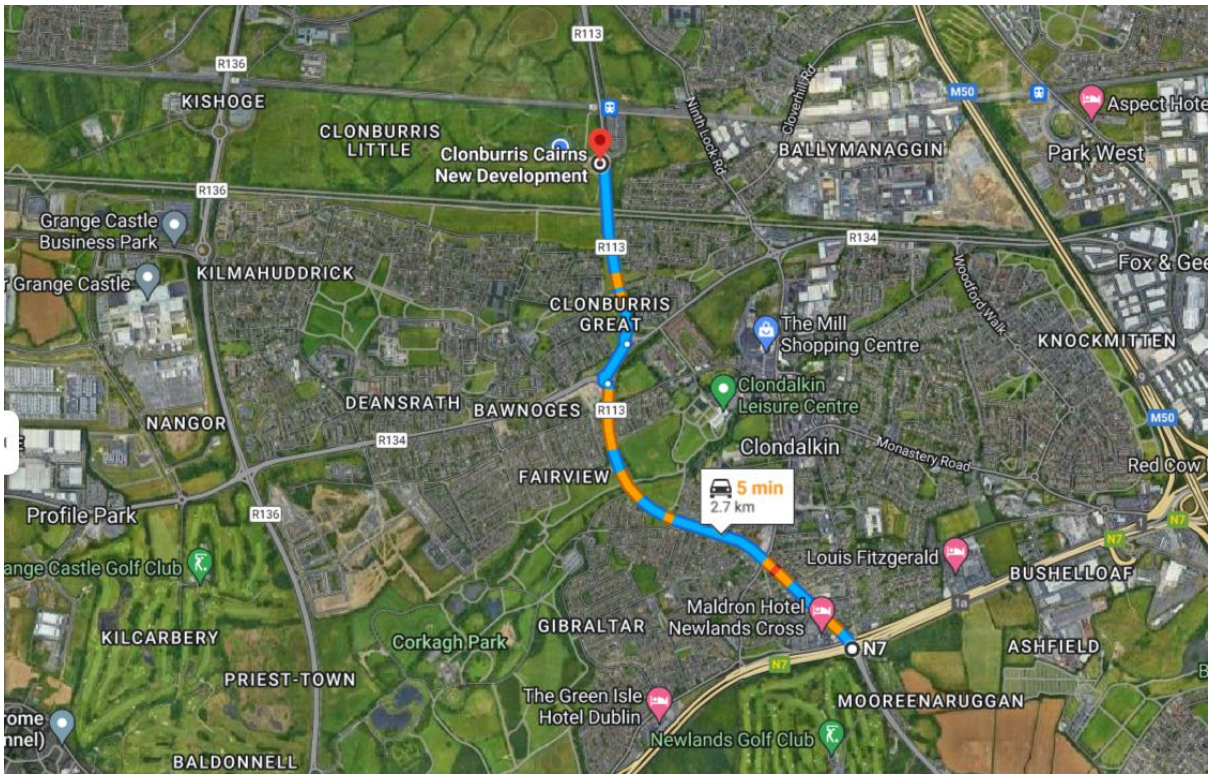
Seven Mills Tile 2 – Site Logistics Plan



Route to site from N4



Route to site N7



Section 2 below will address the deliveries and traffic management protocols for the site. The site entrance will be created form January 2024 for construction works. Entrance to site compound will be only from the existing Seven Mills CIL Road. Initial works onsite will entail realigning of access route to compound, compound areas and delivery access route to the Seven Mills Tile 1 compound. This will then be followed by construction of main carriage ways to the Tile 2 blocks starting with the road alongside blocks E & F. 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 once entrance from both sides has been achieved.

2.0 Description of Traffic Management System

Construction traffic will enter from the main spine road in Seven Mills and use the road west of blocks E&F as the main Entry / Exit for the job.

Full signage will be erected to alert all deliveries and workers as to the entrance to be taking and prevent any potentioal backlog of vehicels at the wrong entrance.

Parking Arrangements.

Initial parking is provided for over 200 cars/commercial vehicles inside the site boundary in the designated Car Park area adjacent to the compound (See Appendix 1). This will be followed by the construction of a 350 + car park to the north of the railway lines for Tile 2 & 3 (See Appendix 2). This will allow the current car park to be decommissioned. Signage will be erected with 15Kph signs erected on all access routes.

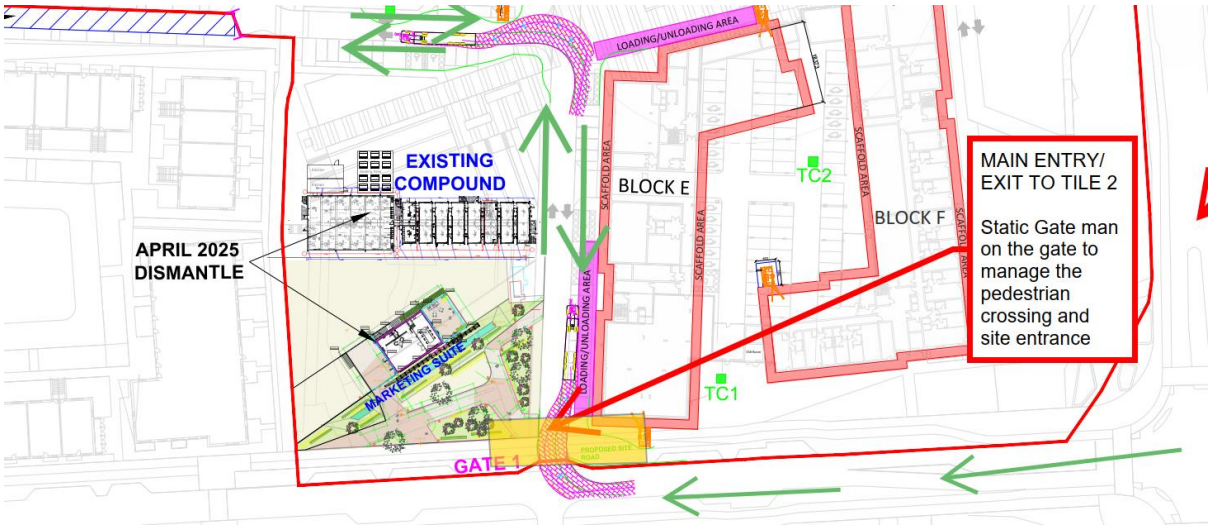
Vehicles are not permitted to park or pull in at any part of any public road or amenity. Vehicles are not permitted to drive around the site internally. They must remain on the hard standing for the site entrance and the car park. This will minimise the waste or debris on worker's vehicles entering and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

3.0 Public/Pedestrian Traffic



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.

4.0 Vehicular and Plant Management

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.

5.0 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

6.0 Deliveries Traffic Management and Internal Site Access

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.

7.0 Appendix A – Risk Assessment

Risk Definition and Matrix

Likelihood Categories

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

Severity 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
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 **A**s **L**ow **A**s is **R**easonably **P**racticable. (ALARP)
High	Unacceptable level of risk. Hazard **MUST** 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

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES	Likelihood	Severity	Grade
Interaction with plant and pedestrian traffic.	Pedestrians struck with plant at site entrance. Speeding vehicles Unauthorized access to site	3	3	High	The Construction access route is located off a route that is controlled by traffic light. clear warning signs are displayed on the approach to the site entrance. All plant and delivery vehicles will be banked at all times while working in close proximity to pedestrian traffic. Vehicles accessing the site or exiting the site must STOP at security and stick to 15kph until they join the main road at the Roundabout. Speed ramps are used further	2	3	Med

					slowdown construction traffic. Warning signage will be erected along pedestrian access routes. All contractors will be made aware of this document and will follow the controls within it. Clear sightlines are maintained at the site entrance.			

Appendix 1

Jan 24 - Jun 24 on Blocks B,C & D

CAR PARK SPACES: 193

- **Stone area:** ~3,527 m^2 –> Approx ammount: 1,060m^3 (x 0.3m depth)

- Car park hoarding perimeter: 330m

- Approx length of ESB ducts: ~400m

- Approx flood lights required: ~17 units (2 bulbs/unit)

- CCTV required

DRAWING FOR A CAIRN HOMES DEVELOPMENT

CAIRN

AGREED REVISIONS

REV	DESCRIPTION	BY	DATE

CLIENT: ############

PROJECT: CLONBURRIS - TILE 2

DRAWING TITLE: TEMPORARY CAR PARK 1

DRAWN BY:	CHECKED BY:	SCALE:	DATE:
CAIRN	CAIRN	A3	October 23

CAIRN

DRAWING No: 1

REVISION: 0

(ISSUED FOR GUIDANCE)

Appendix 2

Jul 24 - Dec 26 on 2nd Car Park

TOTAL AMOUNT OF CAR PARKING SPACES: 402

- Stone area: ~10,500 m^2 --> Approx ammount: 3,150 m^3 (0.3m depth)
- Car park & access hoarding perimeter: 450m + 471m (access) = 921m
- 2 x 6m gates
- Approx length of ESB ducts: 600m
- Approx flood lights required: 23 units (2 bulbs/unit)
- CCTV required

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AGREED REVISIONS

REV	DESCRIPTION	BY	DATE

CLIENT: ############

PROJECT: CLONBURRIS - TILE 2

DRAWING TITLE: TEMPORARY CAR PARK LAYOUT - CAR PARK 2

DRAWN BY:	CHECKED BY:	SCALE:	DATE:
CAIRN	CAIRN	A3	October 23

CAIRN

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