

# Woodbrook Phase 1

## Design Process Traffic Management Plan

Aeval

October 2019



# Notice

This document and its contents have been prepared and are intended solely as information for Aeval and use in relation to Phase 1 of the Woodbrook Strategic Housing Development.

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This document has 22 pages including the cover.

## Document history

Revision	Purpose description	Originated	Checked	Reviewed	Author-ised	Date
Rev 0	Draft	JW	CF	KB	KB	06/09/2019
Rev 1	Draft	JW	CF	KB	KB	16/09/2019
Rev 2	Revised Issue	JW	CF	KB	KB	14/10/2019
Rev 3	Planning Submission	JW	CF	KB	KB	29/10/2019

## Client signoff

Client	Aeval
Project	Woodbrook Phase 1
Job number	5154251
Client signature / date	

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# 1. Introduction

This Design Process 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.
- Guidance for the Control and Management of Traffic at Road Works published also by the Department of Transport.

The purpose of this Design Process 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

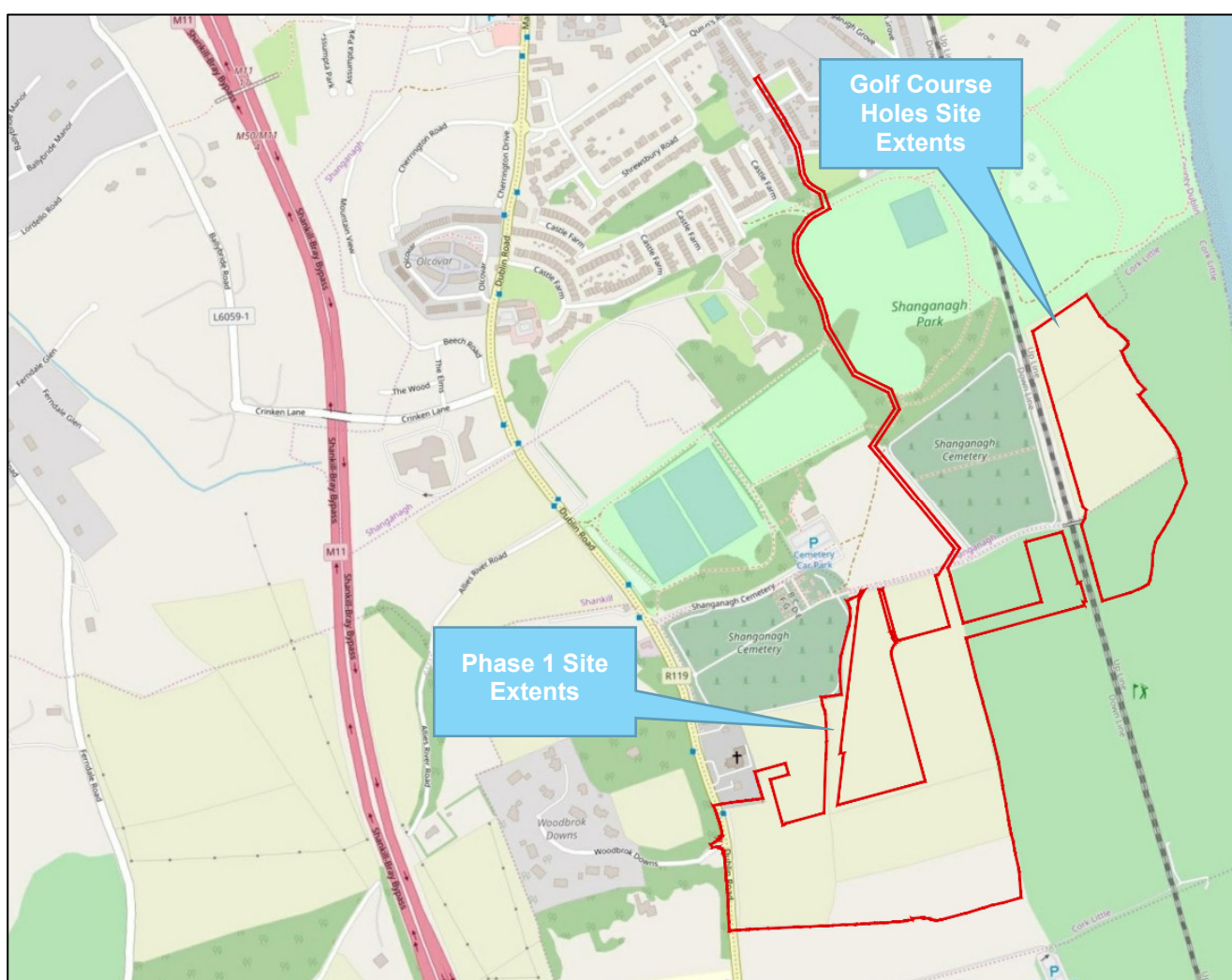
### 2.1. Site Location

The location of the proposed development sites are shown in Figure 2-1 below. The site area for the Phase 1 Development Site is approximately 8.8 hectares and the Golf Course Holes Site is approximately 6.3 hectares.

The Phase 1 Development Site is bordered to the west by the R119 Dublin Road and the Woodbrook Downs residential development and to the east by the Woodbrook Golf Course lands. It is bordered to the north by Shanganagh Cemetery and Shanganagh Public Park and to the south it is bordered by Corke Lodge and woodlands. Access to the Phase 1 Development site is currently provided directly from the R119 Dublin Road via the existing gated field access.

The Golf Course Holes Site is bordered to the west by the Shanganagh Cemetery and the Dublin to Roslare railway line and to the east by the Woodbrook Golf Course lands. It is bordered to the north by Shanganagh Public Park and to the south it is bordered by the Woodbrook Golf Course lands.

The Phase 1 development site will be served by a vehicular junction onto the Dublin Road, adjacent the existing Woodbrook Downs development junction.



**Figure 2-1 - Site Location**

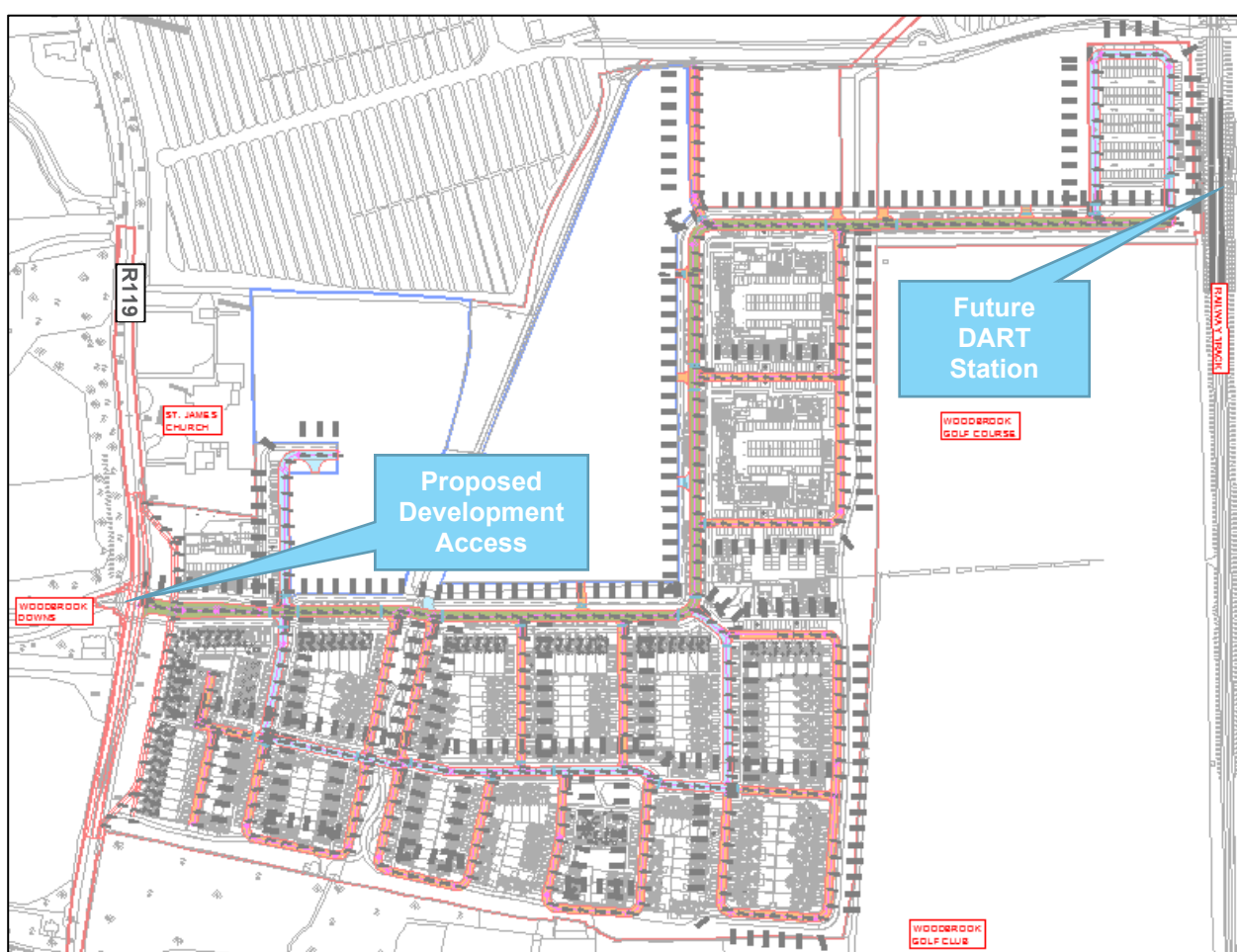
In the context of the Woodbrook Local Area Plan, a key consideration in the design of this development is the delivery of a high level of permeability through the site, particularly for pedestrians and cyclists, by providing connections to existing and future development lands and park lands.

## 2.2. Proposed Development Description

The proposed phase 1 development site consists of 685 no. residential units, creche and park and ride for the DART station comprising of:

- 207 no. Housing units.
- 48 no. Duplexes units.
- 430 no. Apartment units.
- 429 m<sup>2</sup> Crèche.
- 164 no. space Temporary Rail Station Car Park.
- Provision of 2no. replacement golf holes in lands to the east of the rail line (northeast of the future DART Station).

A full description of the development is included in the Planning Report associated with this planning application. The proposed Phase 1 development site is as shown in Figure 2-2 below which details the locations of the proposed R119 access and future Dart Station.



**Figure 2-2 – Development Site Layout**

Access to the site will be gained off the R119 Dublin Road via a new junction located approximately 0.6km from the M11 Wilford Interchange.

The proposed form of junction for the phase 1 development access is a signalised crossroads junction, the access junction is described in further detail in the Engineering Report and the Traffic & Transportation Assessment Report (TTA).

## 2.3. Characteristics of the Local Road Network

### 2.3.1. R119 Dublin Road

The proposed phase 1 development will access onto the R119 Dublin Road. The R119 Dublin Road is a single carriageway regional road with cycle lanes and bus lane provision provided along some sections of the route. In the vicinity of the development access junction the R119 is a single carriageway regional road with cycle lanes on both sides.

To the south the R119 Dublin Road provides access to town centre of Bray, via the R761, and the M11 via the Wilford Interchange facilitating access to the M50 to the north & M11 to the south.

To the north the R119 Dublin Road connects through Shankill Village to the R837 facilitating access the N11 and thereby Cabinteely, Stillorgan, UCD and Donnybrook. Access is also provided to the north to Killiney, Dalkey, Sandycove and Dun Laoghaire, along the R119 Shanganagh Road.

### 2.3.2. 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 accesses to and from the proposed Phase 1 Development Site will be via the proposed development access off the R119 and a secondary access off the R119 Dublin Road to the south of the development site. These access routes are detailed on the Construction Traffic Route Layouts provided in Appendix A

The main construction accesses to and from the proposed Golf Course Holes Site will be preferably via the R119 and the Shanganagh Cemetery access road, alternative access proposals are via the R119 and Quinn's Road (for light vehicles) and the R119 and Corbaun Lane/Corbaun Drive (for heavy vehicles) These access routes are detailed on the Construction Traffic Route Layouts provided in Appendix A.

The construction access routes will be agreed with DLRCC 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 public roads are limited to the R119 Dublin Road, which has a posted speed limit of 50kph. 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 the R119 Dublin Road including provision of appropriate temporary pedestrian routes around the works area.

It is the Contractor's responsibility to keep informed, inter alia by close liaison with the Garda, the Client, the Roads Department of Dun Laoghaire Rathdown 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 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.

Dun Laoghaire Rathdown 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 proposed new access road to the phase 1 development site off the R119 Dublin Road will be established at the first stage of construction as the main construction access with a secondary construction access provided off the R119 Dublin Road to the south of the site to a temporary haul road. These construction accesses are indicated on the Construction Traffic Route Layouts provided in Appendix A. These accesses will serve as the construction accesses to the phase 1 development site for the duration of the works. The required sight lines at these junctions will be made immediately available.

The agreed construction access route to the golf course holes development site will be established at the first stage of construction. These construction accesses are indicated on the Construction Traffic Route Layouts provided in Appendix A. This access will serve as the construction access to the golf course holes 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 along the R119 Dublin Road during the construction works. 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 R119 Dublin 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 Dún Laoghaire-Rathdown County Council.

### 3.2. Noise Control

The noise levels (see Note (i) below) scheduled below for periods outside the normal working hours will only be permitted when consent has been given to exceptional working. The ambient noise level, Leq (see Note (ii) below) from all sources when measured 2.0m above the ground at any monitoring station shall either not exceed the appropriate level given in the Schedule or not exceed by more than 3 dB(A) the existing ambient noise level, Leq (see Note (iii) below), at the monitoring station measured over the same period, whichever level is the greater. The maximum sound level shall not exceed the level given in the Schedule below. Exceptionally, the Contractor may be given permission to carry out works which exceed the noise levels in the Schedule, provided that 5 working days' notice of the date and timing of these works is given to the Employer's Representative and Dún Laoghaire-Rathdown County Council and the Contractor demonstrates that he intends to take all reasonable matters to mitigate the noise nuisance. After consultations with the Local Authority and any other interested bodies, a decision will be given within 3 working days of receipt of the notice.

**Table 3-1 – Noise Control**

Days and Times	Hours	dB LAeq,1hr	dB LAmax
Monday to Friday	07:00 – 19:00	70	80
Monday to Friday	19:00 – 22:00	60	65
Saturday	08:00 – 18:00	65	75
Sundays and Bank Holidays	00:00 – 24:00	60	65

Notes:

- Noise levels relate to free field conditions. Where noise control stations are located 1m from facades of buildings, the permitted noise levels can be increased by 3 dB(A);
- The ambient noise level, Leq, at a noise control station is the total Leq from all the noise sources in the vicinity over the specified period;
- The existing ambient noise level, Leq, at a control station is the total Leq from all the noise sources in the vicinity over the specified period prior to the commencement of the Works;
- Maximum sound level is the highest value indicated on a sound level meter which means the requirements of BS 5969 Type 1 or 2 set to SLOW response and frequency weighting A.

The Contractor shall comply in particular with the following requirements:

- All vehicles and mechanical equipment shall be maintained in good and efficient working order and shall be fitted with effective exhaust silencers;
- All compressors shall be "sound reduced" models fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use and all ancillary pneumatic percussive tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers;
- Machines in intermittent use shall be shut down in the intervening periods between works or throttled down to a minimum. Generators, or any other plant, shall not be left running / operational after hours unless in an emergency, and agreed with the Employer's Representative;
- Where practicable, plant with directional noise characteristics shall be positioned to minimise noise at adjacent properties;
- Static machines shall be sited as far away as practicable from inhabited buildings;
- Where it is necessary to provide power for the running of traffic signals, pumps etc., at any time outside normal working hours, then the sources of such power shall be from mains electricity except if the Employer's

Representative agrees in writing that alternative plant may be used, after consultation with Dún Laoghaire-Rathdown County Council;

- Good relations with people living and working in the vicinity of the roadworks are important. People who are likely to be affected by the noise shall be informed, by letter drop or other appropriate means, of any works to be carried out outside normal working hours. Notification of the public shall take place at least one week prior to the commencement of Site works;
- The Contractor shall organise his operations with regard to the positioning of plant and the location of haul routes etc., so that it minimises construction noise to adjacent properties;
- The period referred to as 'night' for the purposes of the Contract shall be from 18:00 hours to 08:00 hours.

The Contractor shall furnish such information as may be required by Dún Laoghaire-Rathdown County Council in relation to noise levels emitted by plant or equipment used or installed on the Site or which the Contractor intends to use or install on the Site and also afford all reasonable facilities to enable such Authorities to carry out such site noise-monitoring as may be necessary.

### 3.3. Control of Mud and Dust

The Contractor shall ensure that adequate provision is made to damp down areas where activities are likely to create dust. Measures shall include the spraying by pressure hoses to suppress dust and also the provision of bowsers and suction road sweepers where appropriate.

Plant shall be sited and screened where necessary to minimise dust emission to adjoining areas.

All stockpiles shall be covered to prevent the generation of dust.

The Contractor shall ensure that off-site observations and monitoring of dust takes place to confirm that steps are successful in minimising dust release from site.

The Contractor shall take all measures necessary to prevent spillage onto public roads adjoining the Site and all roads forming part of the Site.

The Contractor shall, using wheel washing equipment or other methods as approved by the Employer's Representative, prevent mud from the site being carried onto any surface or facilities in use by the public. In the event of mud or site material being deposited on a public road surface, the Contractor shall take all necessary steps to ensure the roads are cleaned immediately using road vacuum sweepers, or similar methods to be approved by the Employer's Representative, without adversely affecting public traffic.

The Contractor shall clean the public gullies in the vicinity of the site before the works commence, at regular intervals during the works, and upon completion of the works. That Contractor shall also undertake to replace road markings in the immediate vicinity of the site as and when the need for such replacement arises.

### 3.4. Site Compound

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

Opportunities exist within both sites for locating the site compounds. 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.

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 R119 Dublin Road or nearby residential roads is strictly prohibited.

## 4. Traffic Management

### 4.1. Key Principles

Public access must be maintained past the works at all times along the R119 Dublin Road for vehicles and cyclists, and along the footway past both of the proposed site entrances for pedestrians.

The R119 Dublin Road is a single carriageway roads and have a posted speed limit of 50kph. In accordance with Chapter 8 of the Traffic Signs Manual, the designation of the road 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 the R119 Dublin Road 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 Road Authority.

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 Dun Laoghaire Rathdown County Council's Roads Department, An Garda Síochána and the emergency services.

If full road closure of R119 Dublin 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 Dun Laoghaire Rathdown County Council and Gardai, 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, Dun Laoghaire Rathdown County Council, the Gardai 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 the R119 Dublin 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 R119 Dublin Road 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 R119 Dublin via the N11/M11 as the haul route and for the purpose of deliveries for the Phase 1 Development Site as indicated on the Construction Traffic Route Layouts provided in Appendix A.

The Contractor shall use preferably the R119 and the Shanganagh Cemetery access road via the N11/M11 or alternatively the R119 and Quinn’s Road (for light vehicles) and the R119 and Corbaun Lane/Corbaun Drive (for heavy vehicles) via the N11/M11 as the haul route and for the purpose of deliveries for the Golf Course Holes Development Site as indicated on the Construction Traffic Route Layouts provided in Appendix A.

### 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

The following mitigation measures should be considered in the generation of the Construction Stage Traffic Management Plan in relation to accessing the Golf Course Holes Site, these measures are applicable to the preferable option along the Shanganagh Cemetery access road.

- Marshalling should be provided to manage construction vehicles access and ensure there is no conflicts with public vehicles along the Shanganagh Cemetery access road.
- Temporary access track across greenfield section of the access route to be re-instated to existing condition, or condition acceptable to DLRCC, prior to completion of construction of the Golf Course Holes.
- Hoarded one-way managed access and egress on the section of access route that runs adjacent Shanganagh Cemetery to the east.
- Provision of a temporary bridge over the railway line, i.e. bailey bridge, adjacent the existing bridge for construction vehicle access.

## 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 Dun Laoghaire Rathdown 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 Dun Laoghaire Rathdown 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 Dun Laoghaire Rathdown 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 Dun Laoghaire Rathdown 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 Dun Laoghaire Rathdown County Council's Roads Department, An Garda Síochána and the emergency services; Dun Laoghaire Rathdown 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, Dun Laoghaire Rathdown 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 Dun Laoghaire Rathdown 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;
- Dun Laoghaire Rathdown 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 Dun Laoghaire Rathdown 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

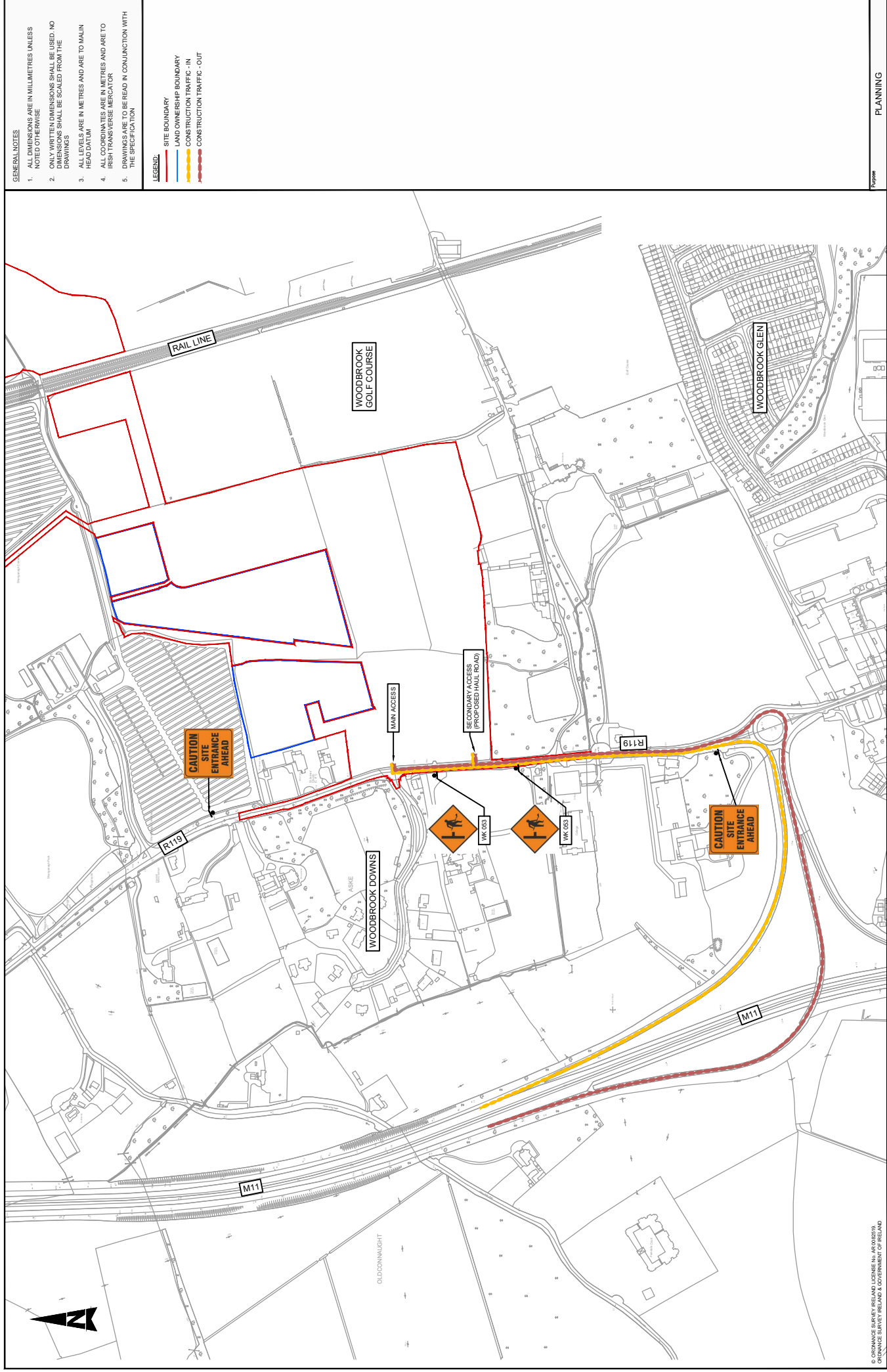
A list of relevant contact names and telephone numbers are contained in Table 6.1 following:

**Table 6-1 – Contact Table**

<b>Name:</b>	<b>Telephone No's</b>
<b>Client:</b> Aeval, Usher House, Main Street, Dundrum, Dublin 14, D14 N7Y8	01 2164060
<b>Employers Representative:</b> To be confirmed	To be confirmed
<b>Architect:</b> O'Mahony Pike Architects, 26 South Mall, Cork City, T12 R2RV,	021 427 2775
<b>Engineer:</b> Atkins Consulting Engineers, Atkins House, 150 Lakeshore Drive, Airside Business Park, Swords, Co. Dublin.	01 810 8100
<b>Dun Laoghaire Rathdown County Council Roads Department:</b> County Hall, Marine Road, Dun Laoghaire, Co. Dublin.	01 205 4700
<b>Garda Síochána:</b> Shankhill Garda Station, Dorney Court, Shankhill, Co. Dublin.	999 / 112 01 666 5900
<b>Fire Service:</b> Dun Laoghaire Fire Station, Kill Avenue, Dun Laoghaire, Co. Dublin.	999 / 112 01 280 1904
<b>Ambulance Service:</b> St. Vincent's University Hospital, Elm Park, Dublin 4.	999 / 112 01 221 4000

# Appendices

# Appendix A. Construction Traffic Route Layouts



- GENERAL NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
  2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
  3. ALL LEVELS ARE IN METRES AND ARE TO MAIN HEAD OF BM
  4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
  5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND:**
- SITE BOUNDARY
  - LAND OWNERSHIP BOUNDARY
  - CONSTRUCTION TRAFFIC - IN
  - CONSTRUCTION TRAFFIC - OUT

100 0 50 100  
A1  
DO NOT SCALE

DO NOT SCALE

Date: Oct 29, 2019 - 11:54am  
Printed by: jash  
File: 5154251\_LTR\_SK\_0022.dwg  
5154251\_Coastline\_Woodbrook16\_Dwg-Output16\_AutoCAD15154251\_LTR\_SK\_0022.dwg

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DRAINAGE SURVEY IRELAND & GOVERNMENT OF IRELAND

Rev	Description	By	Date	CHK'd	Auth
A	SITE BOUNDARY REVISED	RG	20.09.19	JW	RB
-	FOR INFORMATION	RG	10.12.18	JW	RB

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**AEVAL**  
WOODBROOK PHASE 1

Person: PLANNING

Title: PHASE 1 CONSTRUCTION TRAFFIC ACCESS ROUTES

Original Scale	Drawn/From	Checked	Authorised
1:5000 @ A3	J.A.S.	J.W.	J.B.
1:5000 @ A3	J.A.S.	J.W.	J.B.

Status: P  
Drawing Number: 5154251 / HTR / SK / 0022  
Rev: A





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