

SHD Development at Bearna

Design Process Traffic Management Plan

Burkeway Homes Ltd.

October 2020



Notice

This document and its contents have been prepared and are intended solely as information for Burkeway Homes Ltd. and use in relation to SHD Development at Bearna.

WS Atkins International Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 20 pages including the cover.

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Author-ised	Date
Rev 0	Draft	OC	CF	KB	KB	14/10/2020

Client signoff

Client	Burkeway Homes Ltd.
Project	SHD Development at Bearna
Job number	5167317
Client signature / date	

Contents

Chapter	Page
1. Introduction	4
2. Site Location and Description	5
2.1. Site Location	5
2.2. Proposed Development Description	6
2.3. Characteristics of the Local Road Network	7
2.4. Construction Stage Traffic Impact	8
3. Undertaking the Works	9
3.1. Working Hours	9
3.2. Noise Control	10
3.3. Control of Mud and Dust	11
3.4. Site Compound	12
4. Traffic Management	13
4.1. Key Principles	13
4.2. Construction Accesses	14
4.3. Haul Roads and Construction Related Deliveries to Site	14
5. Construction Stage Traffic Management Plan	15
5.1. Temporary Road Services	15
5.2. Recovery Vehicles	16
5.3. Special Events	16
5.4. Public Notices	16
6. Key Organisations and Responsibilities	17
6.1. General	17
6.2. Emergency Services	17
6.3. Contact Details	17
Appendices	18
Appendix A. Construction Traffic Route Layouts	19
Tables	
Table 2-1 – Proposed Accommodation Layout	6
Table 3-1 – Noise Control	10
Table 6-1 – Contact Table	17
Figures	
Figure 2-1 - Site Location	5
Figure 2-2 – Development Site Layout	6
Figure 3-1 - Potential Site Compound Locations	12

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 site is shown in Figure 2-1 below. The site area is approximately 5.38 hectares in size. The site is located along the L1321 north of Bearna Village Centre. It is bordered by the existing housing development to the west and agricultural lands to the east, north and south. Access to the site will be provided through the existing residential development access junction and access road.

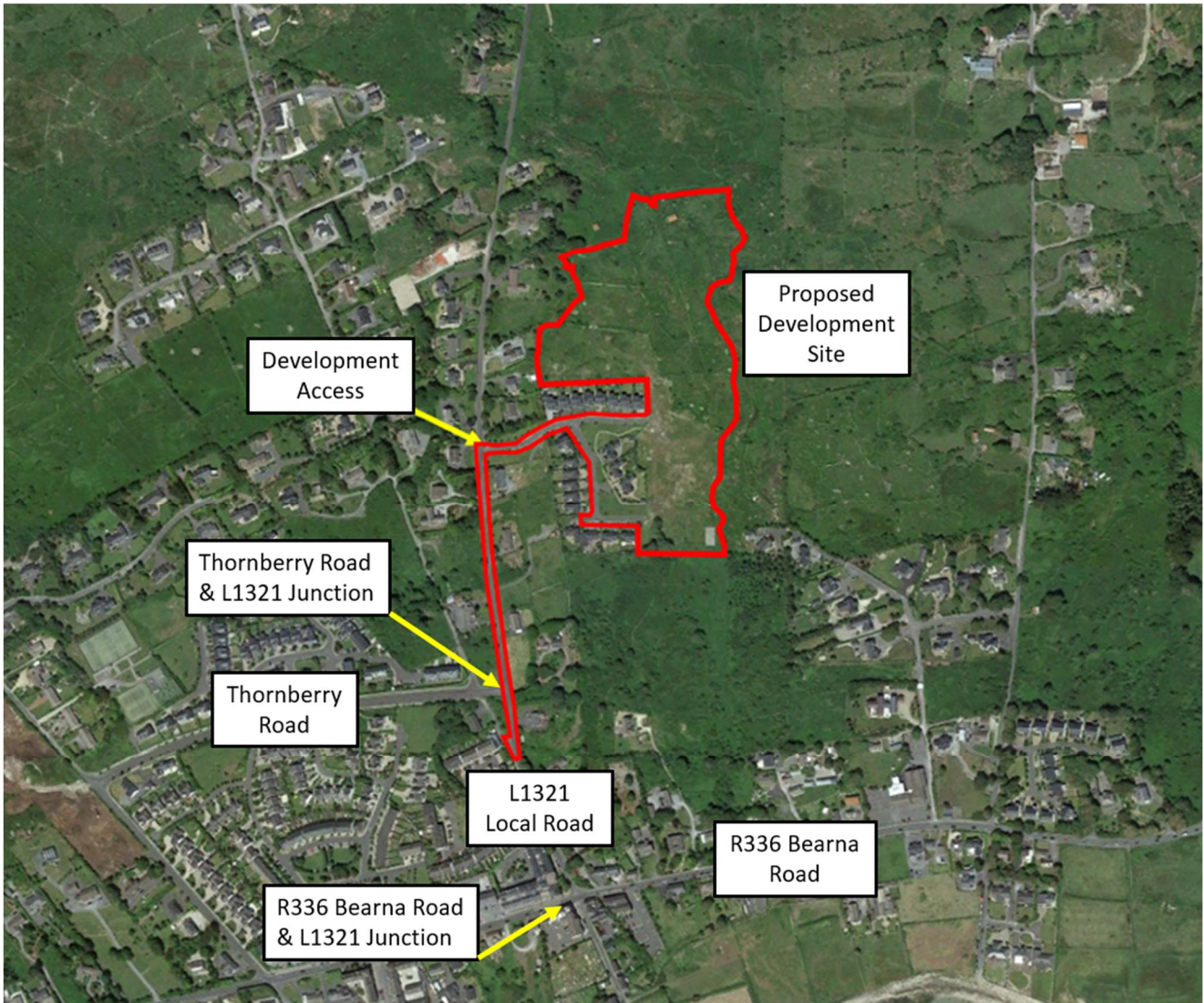


Figure 2-1 - Site Location

2.2. Proposed Development Description

The proposed development consists of apartment, duplexes and housing units as well as a creche. In total, there are 33 no. apartments, 36 no. duplexes and 52 no. house units. The proposed development will also include a small creche. The mix of units and number of bedrooms are illustrated in a Table 2-1 below.

Table 2-1 – Proposed Accommodation Layout

Unit Type	No of Units	No of Bedrooms
1 Bed Apartment	9	9
2 Bed Apartment	24	48
2 Bed Duplex	18	36
3 Bed Duplex	18	54
3 Bed House	37	111
4 Bed House	15	60
Total	121	318

The development will also consist of 198 car parking bays which includes provision for residents, visitors and the creche. A further 117 bicycle parking bays are to be provided in a combination of communal bike stores, external Sheffield stands and rear gardens.

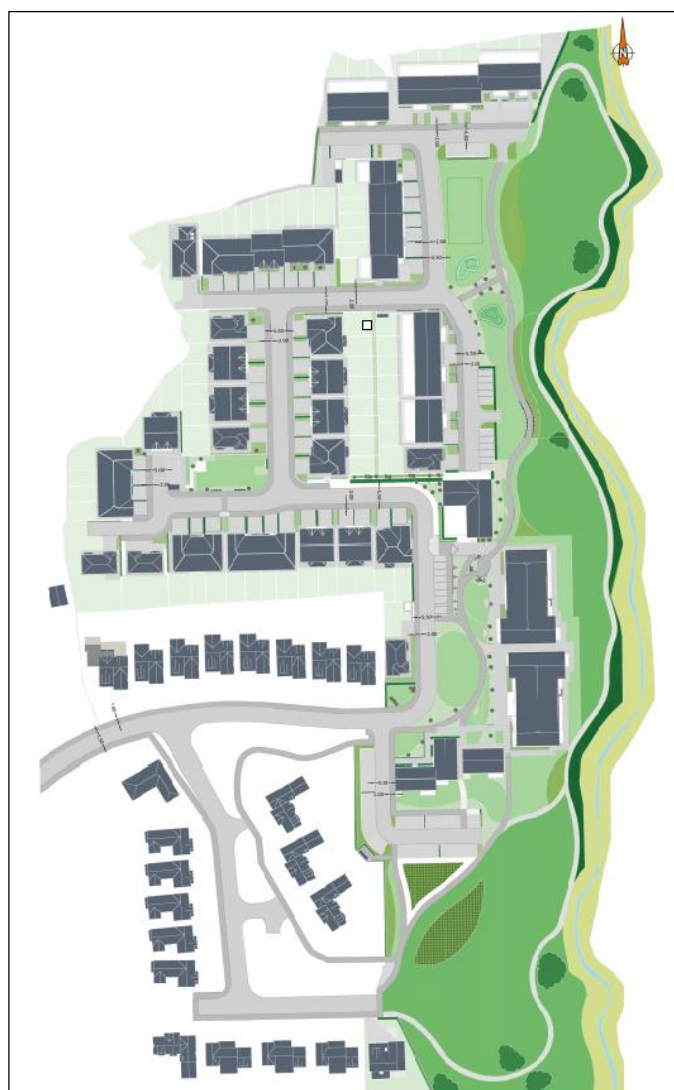


Figure 2-2 – Development Site Layout

Development Access

The proposed development will utilise the existing access to the existing adjacent development off the L1321. This access is a 3 arm priority 'T' junction with priority given to the traffic along the L1321. There exists an uncontrolled pedestrian crossing on the minor arm (i.e. the development arm) of the junction.

Internal Road Street and Junction Layout

The internal street layout has been designed in accordance with DMURS and generally consists of a 5.5m wide carriageway with 2m footpaths provided either on one side of the road or both. The road alignment consists of smooth horizontal curves which are complemented with raised tables at specific locations to ensure that speeds are self-regulated below 30kph.

Internal junctions operate under priority control and generally consist of small radius curves to encourage slow approach speeds

Facilities for Pedestrians and Cyclists

Cyclists are facilitated on street where they will cycle centrally within the traffic lane. The internal roads layout is designed to ensure vehicular speeds are low thereby providing a sense of safety and conform to cyclist and encouraging them to 'take the lane'.

Pedestrians are facilitated by footpaths adjacent to the street carriageway either on one side or both sides. Where large open space areas are provided, additional footpaths are provided within these areas to facilitate desire lines and open the green space for activity and enjoyment.

Figure 3-1 illustrates the internal development layout. Further information is contained within the Engineering Report.

External Pedestrian and Cyclist Improvements

Works are proposed to the L1321 Local Road to support the accessibility of both pedestrians and cyclist and improve connectivity with Bearna village centre. This includes for an extension of the footpath on the eastern side of the L1321 southwards for a length of circa 300m. This is accompanied with an uncontrolled crossing to facilitate pedestrian progression to the footpath on the western side of the L1321 that links directly with the footpath network associated with the village centre. In addition, to accommodate these footpath works the carriageway of the L1321 is amended to ensure that a consistent 5.5m wide carriageway is maintained. This will ensure that the road will accommodate two-way car traffic whilst also being substantially narrow to encourage slow speeds along the local road thereby making the road attractive to cyclists in terms of safety and comfort. Further information is contained within the Engineering Report.

2.3. Characteristics of the Local Road Network

The local road network in vicinity of the proposed development site is generally made up of single carriageway roads and streets. Junctions are predominantly priority controlled with the exception a traffic signal junction on the R336 Bearna Road which provides access on route to the proposed development site. A summary of the local road network is provided below.

2.3.1. Cnoc Fraoigh Road

Cnoc Fraoigh Road serves as the access road to the existing development which lies to the west of the proposed development site. The approximate width of the road is 6.0m with 1.8m pedestrian footpaths on both sides. The road provides the development with access to the L1321 Local Road via a priority T-Junction. The pedestrian footpaths connect with the existing footpath to the south and there is no pedestrian infrastructure to the north.

2.3.2. Bearna Road (R336)

Throughout Bearna village centre, the R336 Bearna Road has an approximate width of 6.0m. Along the approaches to and within the village centre there are footpaths provided on both sides of the road. These footpaths are generally of adequate width and provide access to numerous local services and amenities. There are several uncontrolled crossings along the roads length as it intersects with side roads. Controlled crossings are provided at the Bearna Road / Pier Road / L1321 Local Road traffic signal junction. A mid-block traffic signal-controlled crossing is located in vicinity of the Supervalu. On street parking, of the order of 20 no. spaces, is provided along the northern side of the road adjacent to the retail buildings associated with the Creagán residential development. The urban speed limit is 50km/h.

2.3.3. Local Road (L1321)

The proposed development is located approximately 480m north of Bearna village centre along the L1321 Local Road that links the R336 Bearna Road to the N59. This road has a width ranging from 5.5m to 6.0m. A footpath of adequate width is located along the western side of the road. This extends along the road for only 180m and terminates just prior to the Thornberry Road (Bearna Inner Relief Road).

Uncontrolled crossings are provided where the path intersect with side roads. There is some on street parking, provision for 3 no. spaces, along the western side of the road in vicinity of the village centre. The existing access to the existing adjacent residential development intersects with this local road in the form of a priority-controlled junction and will facilitate access to the proposed development. The urban speed limit is 50 km/h.

2.3.4. Thornberry Road (Bearna Inner Relief Road)

The Bearna Inner Relief Road is proposed to act as a new village street located to the north of the current village centre. Currently, a 400m section of this relief road has been built, known as Thornberry Road. This extends from the L1321 Local Road to the L5387 Local Road. This road is approximately 8.0m wide with a 1.0m verge and a 1.8m wide footpath on both sides of the road. Uncontrolled crossings are provided at side road intersections. The relief road intersects with the L1321 Local Road in the form of a priority junction. This junction is located approximately 230m from the village centre and 250m from the existing access to the existing residential development adjacent the proposed development. The urban speed limit is 50 km/h.

2.4. 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 as detailed in the Traffic and Transport Assessment and Traffic section of the EIAR Material Assets Chapter that accompany this planning application. In this context the existing junctions and links will have adequate capacity to accommodate the relatively modest traffic volumes anticipated during the construction stage.

The main construction access to and from the Proposed Residential Development Site will be via the R336 and L1321 and existing Cnoc Fraoigh residential access road. This access route is detailed on the Construction Traffic Route Layout provided in Appendix A.

The construction access route will be agreed with Galway County Council prior to the generation and submission of the Construction Stage Traffic Management Plan.

3. Undertaking the Works

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

Galway 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.

In terms of construction access routes it is envisaged that construction vehicles will gain access either from the R336 either from the east (Galway) or west (Spiddal) and will then utilise the L1321 to gain entry onto Cnoc Fraoigh thereby gaining entry into the proposed development.

This construction access is indicated on the Construction Traffic Route Layouts provided in Appendix A. This access will serve as the construction accesses to the residential development site for the duration of the works.

Access for deliveries and the emergency services will have to be facilitated into the site via these access routes 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 the L1321 Local 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 Galway County Council. It will be the responsibility of the Contractor to agree these working hours with Galway County Council when the Contractor is preparing the Construction Stage Traffic Management Plan.

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 Galway 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 L _{Aeq,1hr}	dB L _{Amax}
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 Galway 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 Galway 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 compound with respect to the Residential Development Site and shall liaise with the Employer's Representative and Galway County Council to agree the proposed location.

Opportunities exist within the site for locating the site compound as per Figure 3-1 below.

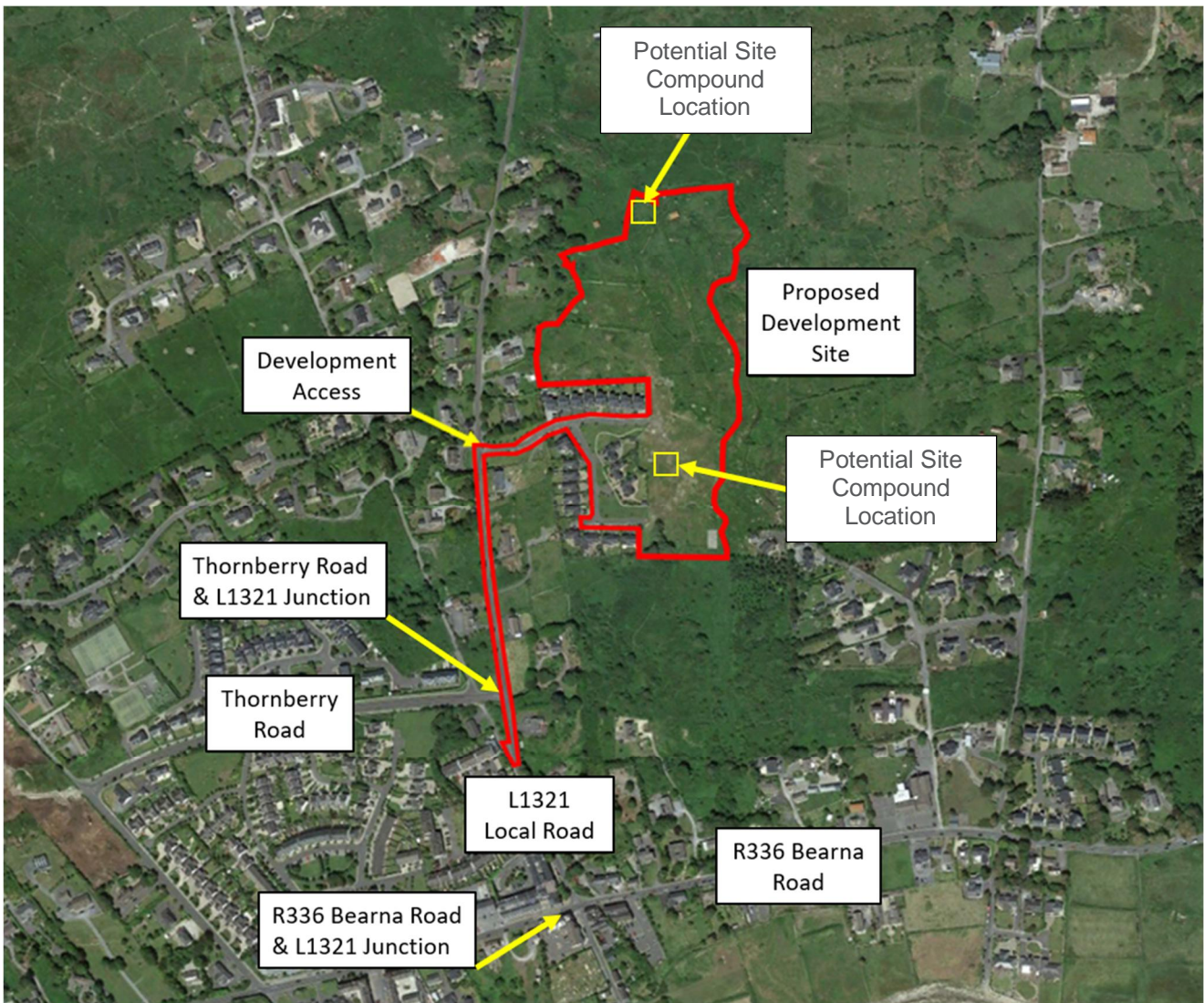


Figure 3-1 - Potential Site Compound Locations

The compound for the site will be of adequate size to accommodate site staff parking appropriate to the level of site activity anticipated for a site of this scale.

The Contractor is responsible for providing car parking for all site staff and visitors within the site and shall liaise with the Employer's Representative to agree the proposed car parking location(s). Parking on the L1321 Local Road or nearby residential roads is strictly prohibited, unless otherwise agreed with Galway County Council and subject to traffic management measures.

4. Traffic Management

4.1. Key Principles

Public access must be maintained past the works at all times along the existing residential roads and the L1321 for vehicles, cyclist and pedestrians.

The L1321 Local Road is a single carriageway road and 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 1. 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 L1321 Local 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 Galway County Council's Roads Department, An Garda Síochána and the emergency services.

If full road closure of the L1321 Local 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 Galway County Council and Gardaí, 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, Galway 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.

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 L1321, including local side roads and the existing residential access road, i.e. "Caution site entrance 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 the site access shall be regularly inspected for cleanliness and cleaned as necessary. Any damage to the L1321 or residential 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 R336 Bearna Road as the haul route for traffic from the east (Galway City) or west (Spiddal) and for the purpose of deliveries for the Proposed 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.

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 Galway 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 Galway 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 Galway 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 Galway 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 Galway County Council's Roads Department, An Garda Síochána and the emergency services; Galway 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, Galway 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 Galway 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;
- Galway 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 Galway 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:

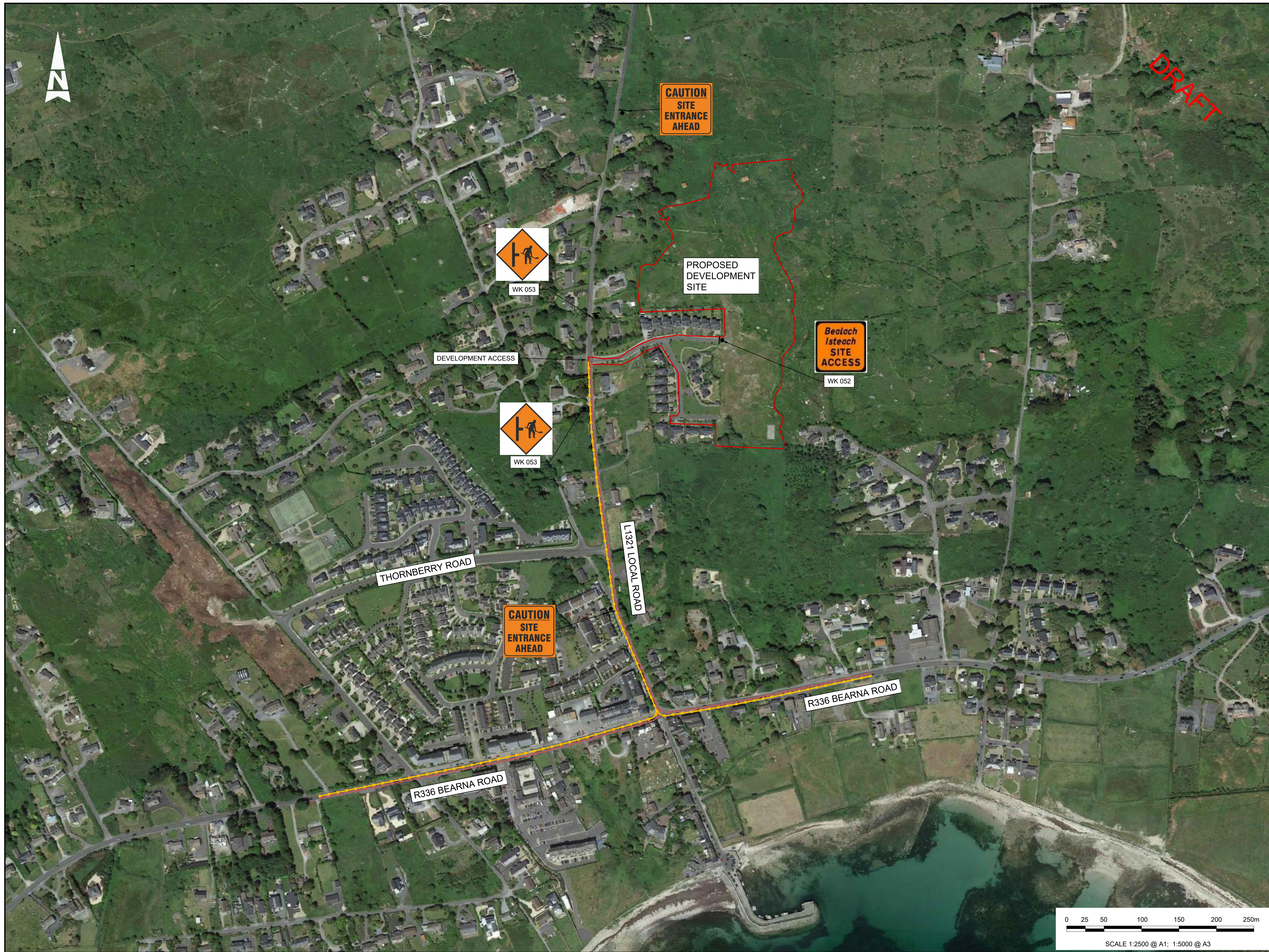
Table 6-1 – Contact Table

Name:	Telephone No's
Client: Burkeway Homes Ltd, 3 rd Floor Queensgate, Dock Road, Galway	091 656 004
Employers Representative: To be confirmed	To be confirmed
Architect: Mc Cauley Daye O'Connell Architects, 11 Merrion Square, Dublin.	01 400 4171
Engineer: To be confirmed.	To be confirmed
Galway County Council Roads & Transportation Unit: Galway County Council, Áras an Chontae, Prospect Hill, Co. Galway.	091 509 309
Garda Síochána: Salthill Garda Station, Dalysfort Road, Salthill, Co. Galway.	999 / 112 091 514 720
Fire Service: Galway Fire Station, Fr. Griffin Road, Galway City.	999 / 112 091 509070
Ambulance Service: University Hospital Galway, Newcastle Rd, Galway.	999 / 112 091 524 222

Appendices



Appendix A. Construction Traffic Route Layouts

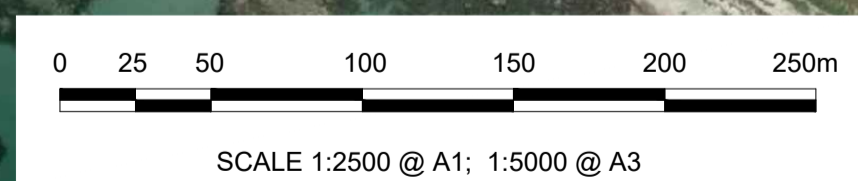


- GENERAL NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
 2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
 3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
 4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
 5.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

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

NOTE:
THE CONSTRUCTION HAULAGE ROUTES AND ASSOCIATED SIGNAGE ILLUSTRATED ON THIS DRAWING ARE TO BE FURTHER DEVELOPED AT CONSTRUCTION STAGE BY THE CONTRACTOR.

DRAFT



Rev	Description	By	Date	Chk'd	Auth
-	FOR INFORMATION	AK	13.10.20	OC	CF

ATKINS
Member of the SNC-Lavalin Group

Atkins House, 150-155 Alside Business Park, Swords, Co. Dublin
Tel (+353) 01 810 8000 Fax (+353) 01 810 8001

Unit 2B, 2200 Cork Airport Business Park, Cork
Tel (+353) 021 429 0300 Fax (+353) 021 429 0360

1st Floor Technology House Parkmore Technology Park, Galway
Tel (+353) 091 786 050 Fax (+353) 091 779 830

Client	BURKEWAY HOMES LTD.
Project	RESIDENTIAL DEVELOPMENT AT BEARNA

Purpose				INFORMATION			
Title				CONSTRUCTION TRAFFIC ACCESS ROUTES			
Original Scale	Design/Drawn	Checked	Authorised	Original Scale	Design/Drawn	Checked	Authorised
1:2500 at A1 1:5000 at A3	AK	OC	CF	1:2500 at A1 1:5000 at A3	AK	OC	CF
Date	Date	Date	Date	Date	Date	Date	Date
13.10.20	13.10.20	13.10.20	13.10.20	13.10.20	13.10.20	13.10.20	13.10.20
Status	Drawing Number	Rev		Status	Drawing Number	Rev	
I	5167317 / HTR / SK / 0001	-		I	5167317 / HTR / SK / 0001	-	

Traffic & Transport Department
WS Atkins International Limited
Atkins House
150 Airside Business Park
Swords
Co. Dublin
K67 K5W4

Tel: +353 1 810 8000

© WS Atkins International Limited except where stated otherwise