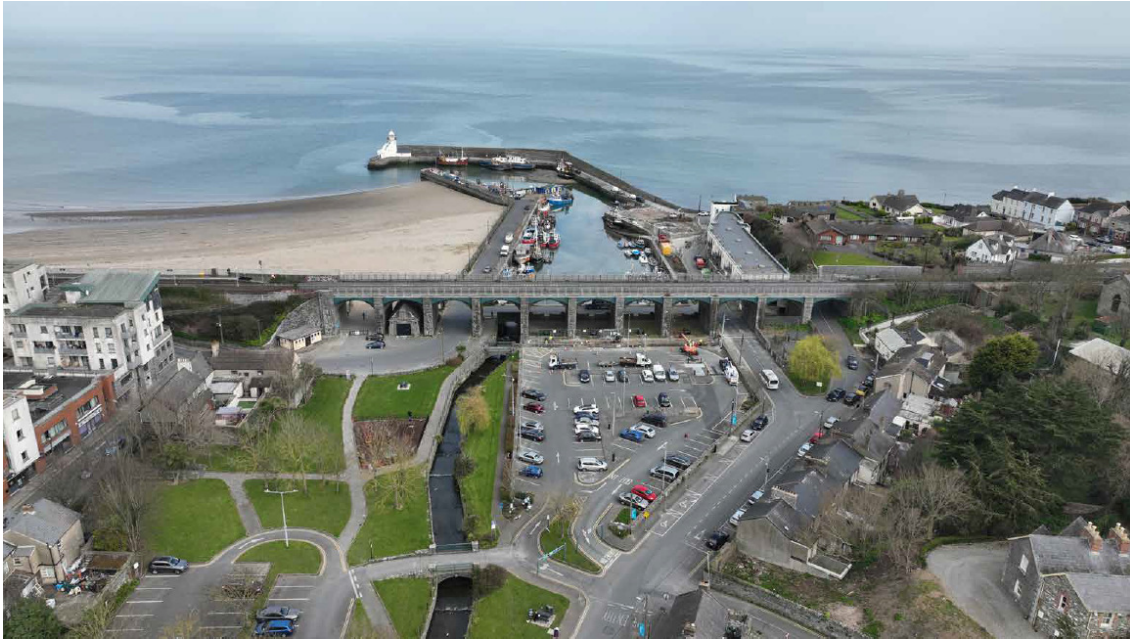




**HAYES HIGGINS PARTNERSHIP**  
CHARTERED ENGINEERS • PROJECT MANAGERS

## Quay Street and Environs Balbriggan



### Preliminary Construction Traffic Management Plan

### Planning Stage

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## CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b> .....	<b>4</b>
1.1	Background .....	4
1.2	Objective of the Draft Preliminary Construction Traffic Management Plan .....	4
1.3	Responsibility .....	4
<b>2.0</b>	<b>PROPOSED SCHEME &amp; SITE WORKS</b> .....	<b>5</b>
2.1	Site Location .....	5
2.2	Proposed Public Realm Regeneration .....	6
<b>3.0</b>	<b>Preliminary Construction Traffic Management Plan</b> .....	<b>6</b>
<b>4.0</b>	<b>Site Working Hours</b> .....	<b>9</b>
<b>5.0</b>	<b>Implementation</b> .....	<b>9</b>
<b>6.0</b>	<b>CONCLUSIONS</b> .....	<b>10</b>



## 1.0 INTRODUCTION

### 1.1 Background

1.1.1 This Planning Stage Draft Preliminary Construction Traffic Management Plan has been prepared by Hayes Higgins Partnership at the request of our client Paul Keogh Architects & Fingal County Council.

1.1.2 The proposed development comprises the Quay Street and Environs Public Realm Scheme

### 1.2 Objective of the Draft Preliminary Construction Traffic Management Plan

1.2.1 This Draft Preliminary Construction Traffic Management Plan is an outline document of the proposed approach to ensure that construction activities have the least impact on the surrounding environment. Below is an outline of the objectives:

- Minimise the impact on local traffic conditions resulting from construction activities.
- Outline how the measures proposed above shall be implemented.

1.2.2 This Draft Preliminary Construction Traffic Management Plan (CTMP) has been prepared for the planning phase of the development to outline the general considerations of the works, from initial enabling works to public realm construction. An experienced and competent contractor will be appointed for the duration of this project.

1.2.3 Due to the nature of this project the CTMP will require constant updating and revision throughout the construction period. Therefore, this is a working document and will be developed further prior to and during construction by the competent contractor.

### 1.3 Responsibility

1.3.1 This preliminary CTMP has been prepared for the planning stage and a contractor has not yet been appointed to carry out the proposed works. Once appointed it will be the responsibility of the contractor to prepare a construction stage CTMP and to update it throughout the work as the project proceeds.

1.3.2 Our approach to the preparation of the CTMP has involved the following:

- Review all information provided as part of the brief.
- Review scheme proposal as public realm scheme design developed
- Review of the hazards / risks associated with the project,
- Review of arrangements for safe access and exit of construction traffic.



## 2.0 PROPOSED SCHEME & SITE WORKS

### 2.1 Site Location

2.1.1 The site for the proposed Quay Street & Environs public realm scheme encompasses part of Quay Street through to the beach and includes public footpaths, public roads, open green space, public car parks, the Bracken River, foot and road bridges over the Bracken River, areas beneath Railway viaduct arches, public toilets and playground. The site includes the area between the Railway viaduct, the West Pier and the Harbour Road. The site also includes part of the Harbour Road to the rear of the Railway Viaduct, and the site of the former nightclub building which is currently being demolished. The site is bordered by residential properties of varying scales from multi-storey apartment buildings to small artisan cottages. The site also includes part of Mill Street and is bordered by both residential and commercial properties of varying scales and use and which are included within the site boundary but are private properties and as such do not fall within the scope of works for the Council's Quay Street & Environs project. The Bracken River flows through the centre of the site. Within the site boundary, the channelised river flows under three pedestrian bridges, the Balbriggan Viaduct, and a fourth bridge before discharging to the Balbriggan Harbour / Irish Sea.





### Quay Street and Environs Site Outline

2.1.2 The overall site area measures approximately 19,300m<sup>2</sup>/ 1.93 hectare.

## 2.2 Proposed Public Realm Regeneration

2.2.1 The proposed public realm regeneration works includes rearrangement of existing car parking, public and play area, new plaza area for events /market space, widening of the Bracken River aimed at improving general amenity, provision of new harbour building and kiosks to the south pier of the harbour area, upgrade of the harbour east pier and provision of areas under the Viaduct for market stalls.

2.3 The public Realm Scheme will be phased over 2 to 3 years. The appointed contractor will clearly outline within the construction phase CTMP that shall be submitted and agreed with the Design Team and Fingal County Council (FCC)

## 3.0 Preliminary Construction Traffic Management Plan

3.1 This Draft Preliminary Construction Traffic Management Plan, (CTMP) is designed to facilitate access to the site by plant, machinery, and work vehicles during collections/deliveries; and to minimise traffic impacts of construction to local residents in the vicinity of the site and to ensure access is maintained for Harbour users.

3.2 The main contractor will be required to ensure the elements of this preliminary CTMP shall be incorporated into the final TMP. The contractor shall also agree and implement monitoring measures to confirm the effectiveness of the mitigation measures outlined in the



CTMP. The final TMP shall address the following issues (including all aspects identified in this outline TMP):

- Site Access & Egress;
- Traffic Management Signage;
- Routing of Construction Traffic / Road Closures;
- Timings of Material Deliveries to Site;
- Traffic Management Speed Limits;
- Road Cleaning;
- Road Condition;
- Road Closures;
- Enforcement of Construction Traffic Management Plan;
- Details of Working Hours and Days;
- Details of Emergency plan;
- Communication;
- Construction Methodologies;
- Particular Construction Impacts

3.3 Construction Traffic will enter the site from Georges Hill or Quay Steet, however due to the low level of the bridge 3.82m under the Viaduct on Quay Street leading to Seapoint, high vehicles or HGV will have to exit via Mill Street.



Bridge Height Restriction 3.2m from Quay Street to Seapoint

- 3.4 Strong lines of communication with hauliers, strict delivery schedules and just-in-time delivery methods will be in operation to ensure no more than two trucks will visit the site at any one time.
- 3.5 The main contractor is required to ensure that the provision of adequate guarding and lighting appropriate to the circumstances. Traffic signs in accordance with Chapter 8 of the Traffic Signs Manual should be placed in advance of the works area on both sides to ensure adequate warning to the general public and maintained when necessary, they should be operated as reasonably required for the safe guidance or direction of the public with regard to the needs of people with disabilities. The main contractor will comply with Regulation 97 of the Safety, Health and Welfare at Work (Construction) Regulations 2013 and Chapter 8 Traffic Signs Manual.
- 3.6 Construction vehicles will fall into 2 no. categories, heavy and light vehicles. Heavy vehicles will consist of HGV's involved in the removal of material off-site and for the delivery of concrete and other large construction materials. Light vehicles include cars and tradespeople's vans.
- 3.7 Estimates of vehicle movements per day for both categories will be outlined upon appointment of a contractor for the project.
- 3.8 Deliveries of materials to site will be planned and programmed to ensure that the materials are only delivered when required by adopting a 'just in time', lean construction management approach. There will be periods where multiple vehicle deliveries will be required, e.g., site fill material under roads, buildings and landscape areas, pre-cast concrete and large concrete pours. These will be planned well in advance and no queuing of vehicles allowed on the public road at the entrance to the site.
- 3.9 All off-loading of material will take place within the site, remote from the public road and access via the agreed access construction point only. Bulk deliveries to take place outside of peak traffic hours within a six-day week as to minimise impact on the existing road network.
- 3.10 Sign Management: Signs are to comply with Chapter 8 Traffic Signs Manual statutory requirements on public roads. Other construction sites may be carrying out construction activity at the same time as the subject site. It is therefore imperative that directions to each site are distinctly identifiable.
- 3.11 Adherence to posted / legal speed limits will be emphasised to all contractors and sub-contractors during induction training.
- 3.12 Drivers of construction vehicles / HGVs will be advised that vehicular movements in locations, such as local community areas, shall be restricted to 30 km/h. Special speed limits of 30 km/h shall be implemented for construction traffic in sensitive areas such as school locations. Such recommended speed limits will only apply to construction traffic and shall not apply to general traffic.
- 3.13 Road sweeping operations to remove any project related dirt and material deposited on the road network by construction / delivery vehicles will be utilised as required. All material collected will be disposed to a licensed waste facility.





- 3.14 A regular program of site tidying will be established to ensure a safe and orderly site and mud spillages on roads and footpaths outside the site will be cleaned regularly and will not be allowed to accumulate.
- 3.15 The traffic management plan will be enforced by both the Competent Contractor and the Resident Engineer.
- 3.16 All project staff and material suppliers will be informed of the measures proposed by the TMP during site induction and will be required to adhere to the final TMP. As outlined above, the contractor shall agree and implement monitoring measures to confirm the effectiveness of the TMP.
- 3.17 Deliveries of materials to site will generally be between the hours of 08:00 and 19:00 Monday to Friday, and 08:00 to 14:00 on Saturdays. No deliveries will be scheduled for Sundays or Bank Holidays.
- 3.18 The main contractor shall ensure that unobstructed access is provided to all emergency vehicles along all routes and site accesses. The contractor shall provide to the local authorities and emergency services, contact details of the contractor's personnel responsible for construction traffic management.
- 3.19 The contractor shall also ensure that the local community is informed of any proposed traffic management measures in advance of their implementation.
- 3.20 Due to works taking place on Mill Street and Quay Street there will be some impact on local residents in the vicinity of the site and also to harbour users.

## 4.0 Site Working Hours

- 4.1 Construction operations on site will generally be subject to the Part 8 planning permission and conditions. However, it may be necessary for some construction operations to be undertaken outside these times, for example, service diversions and connections, concrete finishing and fit-out works, etc.
- 4.2 Deliveries of materials to site will generally be between the hours of 08:00 – 19:00 Monday to Friday, and 08:00 to 14:00 on Saturdays. There may be occasions where it is necessary to make certain deliveries outside these times, for example, where large loads are limited to road usage outside peak times.

## 5.0 Implementation

- 5.1 The Competent Contractor will have the overall responsibility of ensuring the measures outlined in the Project CTMP are adhered to for the duration of the construction phase. The primary responsibilities of the Construction Project Manager are as follows:
  - Ensure adherence with all environmental and traffic management standards listed in the Project CTMP.
  - Monitor the impact of construction traffic on local traffic conditions
  - Awareness and implementation of relevant legislation, codes of practice, guidance notes as stated in the CTMP.
  - Report incidents in a timely manner to the Design Team and the relevant authorities.



## 6.0 CONCLUSIONS

- 6.1 This Preliminary Construction Traffic Management Plan (CTMP) will form part of the construction contract and is designed to reduce possible impacts which may occur during the construction of the proposed development.
- 6.2 All Traffic Management will be in accordance with Chapter 8 Traffic Signs Manual with appropriately qualified designated traffic personnel.
- 6.3 Suitably qualified personnel will be appointed to implement the procedures and protocols relevant to their profession as outlined in this CTMP.
- 6.4 The Competent contractor manages the construction activities in accordance with this Draft Preliminary Construction Traffic Management Plan and shall ensure that any conditions of planning are incorporated into the final CTMP prepared by the appointed works contractor.

