

Transport Infrastructure Ireland

Intelligent Transport Systems - Equipment Supply & Installation Framework - Lot 2

Preliminary Temporary Traffic Management Plan

Reference: 2-06-02-07

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

Arup has been appointed by Transport Infrastructure Ireland (TII) as Project Supervisor Design Process (PSDP) for the **Intelligent Transport Systems (ITS) Equipment Supply & Installation Framework – Lot 2**.

The project involves the supply and installation of items of electronic equipment at various locations on Ireland's national road network. The contractor under the contract is to supply and install a number of devices as well as to test, integrate, commission and handover.

Arup has been appointed as Designers and PSDP for the Design stage of the project. Under the project scope Arup has prepared a Preliminary Temporary Traffic Management plan to facilitate works.

The Temporary Traffic Management plan has been prepared in accordance with the following guideline documents:

- DTTaS Temporary Traffic Management Suite of Documents

<https://www.trafficsigns.ie/ttm>

It is the duty of the Contractor to further develop this plan for the installation works, as necessary, before the commencement of the work on site.

2. The Existing Environment

2.1 Surrounding Environment

The Project involves the supply and installation of Intelligent Transport Systems and associated equipment at various locations on Ireland's national road network. The project spans a mix of urban and interurban environments, including national primary roads, motorway sections, and adjacent areas.

The contractor should be mindful of high traffic volumes in several locations and ensure proper review of traffic data where available. Coordination with local stakeholders will be essential to minimize disruption and maintain safety during the works.

From site visits and local knowledge of the networks indicate a high traffic volume in some of the locations. The contractor when accessing each works location should review traffic count information where available for each site.

<https://trafficdata.tii.ie/>

It is the duty of the Contractor to further develop this plan for the construction site, as necessary, before the commencement of the installation work.

2.2 Traffic Movements Within the Site

The Contractor shall develop this Preliminary Temporary Traffic Management plan to ensure that a comprehensive Temporary Traffic Management Plan (TMP) is implemented throughout the works. The TMP shall comply with the requirements of Chapter 8 of the Traffic Signs Manual.

The Contractor shall also ensure that traffic management arrangements are devised and implemented for the movement of construction traffic within the site.

2.3 Local Businesses & Residences

The Contractor shall undertake a full examination of the businesses and liaise with stakeholders to ensure the works do not impact the businesses.

2.4 Site Pedestrian Movements

The Contractor shall also ensure that traffic management arrangements must provide sufficient space and visibility to mitigate the risk to pedestrians for each site.

3. Design

3.1 Design Reference Documents

This Preliminary Temporary Traffic Management Scheme has been prepared in accordance with the following guideline documents:

- *Guidelines for Managing Openings in Public Roads (DTTS, 2017)*, http://www.rmo.ie/uploads/8/2/1/0/821068/guidelines_for_managing_openings_in_public_roads_apr_2017.pdf
- *Traffic Signs Manual, Chapter 8 – Temporary Traffic Measures and Signs (DTTAS 2019)*, <https://www.trafficsigns.ie/>
- *Temporary Traffic Management Design Guidance (DTTAS 2019)*, <https://www.trafficsigns.ie/>.
- *Temporary Traffic Management Operations Guidance (DTTAS 2019)*, <https://www.trafficsigns.ie/>.
- *Safety, Health and Welfare at Work (SHWW) Act (2005), SH&WW General Applications Regulations (2007), SHWW Construction Regulations (2013). Regulation 97 of Construction Regulations covers works on roads, footpaths, and cycle tracks.*

3.2 Design Parameters

The design parameters for the temporary traffic management scheme are dependent on the road type and speed limit including the following;

- *Traffic safety and management - Road Classification Level 1 (iii) and (iv) - Single Carriageway 50 or 60 km/h - All traffic volumes*
- *Traffic safety and management - Road Classification Level 1 (iv) - Multi-lane / Dual Carriageway \leq 60 km/h - All traffic volumes*
- *Traffic safety and management - Road Classification Level 2 (i) - Single Carriageway 80 km/h - All traffic volumes*
- *Traffic safety and management - Road Classification Level 2 (ii) - Single Carriageway 100 km/h - All traffic volumes*
- *Traffic safety and management - Road Classification Level 3 (i) - Dual Carriageway and Motorway 80 km/h - All traffic volumes*
- *Traffic safety and management - Road Classification Level 3 (ii) - Dual Carriageway and Motorway \geq 100 km/h - All traffic volumes*
- *Traffic safety and management - Road Classification Level 3 (i) - Dual Carriageway / Motorway 100 km/h or 120 km/h - All traffic volumes*
- *Traffic safety and management - Road Classification Level 3 (ii) - Dual Carriageway / Motorway 100 km/h or 120 km/h - All traffic volumes*

While the parameters are generally applicable, site-specific variations (e.g., urban vs. rural settings, presence of hard shoulders, or existing ITS infrastructure) might necessitate minor adjustments. These can include:

- Modifying safety zone dimensions for constrained urban areas.
- Adjusting sign placement and cumulative distances based on site visibility.
- Tailoring lane widths in locations with physical constraints.

4. Traffic Management Plan

4.1 Scope of Work

With all the necessary licences secured, the Contractor shall, three weeks before the commencement of the execution of each of the traffic management phases of the works, provide to the Project Manager detailed traffic management plans showing the sequence of execution. The traffic management plans shall include the following information as a minimum:

- Phasing of the works at each location.
- Detailed drawings of the proposed traffic management proposals.

The Contractor shall be subject to the full statutory procedures in the Roads Acts and Roads Regulations as amended. Where road closure is in place, the period of closure shall be the minimum to facilitate the works.

All applications relating to road closures, lane occupations, signs or signals must be submitted to the appropriate section of the local authority and copied to the Project Manager in writing and require the following notice:

Table 1 Notices Required

Description	Notice Required
T1's	3 months
T2's	7 days
Suspension of Parking meters/bays	Roadworks Control Inspectors agree suspensions in conjunction with roadworks only. T2 approval required before suspensions agreed. All other cases are dealt with by Parking Enforcement.
Road Closures	6 weeks
Parking of Vehicles	7 days
Traffic Impact charges for lane temporary lane closures on different impact roads	7 days
Traffic Light Switch-out	7 days
Hoarding Licenses	No set notice, but 5 days is usual in most cases.
Wide Load charges	7 days
Skips	3 days
Use of Overhead space	No set notice, but 5 days is usual in most cases.

4.2 Site Access

Installation of temporary traffic management measures giving advance warning to road users of the site access points.

4.3 Working Hours

Working hours are to be agreed in advance of the works with TII.

The Contractor shall put in place the required measures to prevent entry onto the site by unauthorised persons both during working hours and non-working hours.

Plant and materials left unattended on site outside of normal working hours shall be stored so as to prevent access and possible damage or vandalism, or other interference by unauthorised personnel. This applies especially to potentially hazardous substances such as diesel or chemicals.

4.4 Temporary Road Lighting

There is street lighting present in areas where the installations are to be done, however temporary lighting may be necessary in areas to form part of the temporary traffic management on the project. If the works require work lighting this should be assessed by the Contractor.

4.5 Traffic Safety and Management Requirements

- The Contractor shall be responsible for the planning, design, implementation, maintenance and removal of traffic safety and management measures required in order to facilitate and complete the works.
- The design and implementation of the Traffic Management Plan shall be carried out by the traffic Management Design Specialist appointed by the Contractor. The Contractor shall always comply with the requirements of DTTaS Temporary Traffic Management Suite.
- The design and implementation of Traffic Safety and Management measures shall be carried out by a Traffic Management Design Specialist appointed by the Contractor. The Traffic Management Design Specialist will be identified in the Initial Management Arrangements prior to award of contract.
- The Contractor shall supply details and layout drawings of the proposed Traffic Safety and Management measures to the relevant county council prior to mobilising to site to allow the roads authority time to review the measures.
- For each temporary traffic management phase of the Works, the Contractor shall submit to the Client's Representative Detailed Traffic Management Plans showing the sequence of execution of the Works within the programme constraints of the Specification.

4.6 Traffic Safety & Management Proposals

The Contractor shall appoint a Traffic Safety and Control Officer in accordance with the Specification and they, or an approved deputy, shall be available at any time of the day or night and shall be in a position to put into immediate effect any traffic measures considered necessary by the Transport Infrastructure Ireland or An Garda Síochána to ensure the safety of the public. Traffic Management Specialists for the works should hold a valid signing, lighting and Guarding of Roadworks Construction Skills Certificate and demonstrate a minimum of 5 years' experience in the installation and management of temporary traffic management.

The Traffic Safety and Control Officer shall be entirely responsible for:

- Liaison with the relevant County Council Roads Department and An Garda Síochána, in all matters relating to traffic management.
- The management of traffic during periods when traffic restrictions are necessary and ensuring that all traffic management requirements are met.
- Immediately notifying An Garda Síochána of any accidents or emergencies.

- Ensuring the safe working of plant, machinery, and personnel, and ensuring that all personnel engaged on the Works are aware of the Contractor’s obligations and duties in respect of site safety when working on or adjacent to a live carriageway.
- Notifying the Client’s Representative of any deterioration in traffic management equipment and trafficked road surfaces.
- Submitting to the Client’s Representative weekly information sheets detailing all traffic management operations, traffic incidents, breakdowns, and removal of broken down or damaged vehicles occurring within the site.
- Organising on a weekly basis, or as required by the Client’s Representative, meetings to be held consisting of representatives of the following organisations:
 - The relevant county and Client’s Representative.
 - Other stakeholders such as county councils, An Garda Síochána, etc;
 - These meetings will normally occur after the Progress Meetings.

4.7 Training

- All applicable employees will have Safepass (in accordance with HSA recommendations) and Manual Handling.
- Traffic Management Designer: Traffic management design course.
- Temporary Traffic Operations Supervisor: CSCS Signing, lighting & guarding at road works.
- Health and Safety at Roadworks CSCS: On any site where a TTOS is not present there must be a minimum of one person on site at all times with this training.
- Lantra - ROI Level 3 Highspeed Traffic Management Certification.

4.8 Notifications and Notice Requirements to Third Parties

All notifications to third parties will be carried out by the Contractor.

Where the Contractor’s proposals for traffic management require either the amending or making of a temporary traffic regulation order or temporary road closure, the Contractor shall give written notice of these proposals to the Employer’s Representative in accordance with the period of notice listed below. The written notice must include six sets of detailed drawings showing and dimensioning its signs and their siting.

Periods of notice required by the Employer’s Representative to arrange for changes are as follows:

- | | |
|--|---------|
| a. Amending or making temporary traffic regulation order | 6 weeks |
| b. Temporary road closure | 6 weeks |
| c. Authorising of non-prescribed signs | 6 weeks |

4.9 TTM Design Notes

- Any reduction in the number of functional vehicular lanes shall require the prior approval of relevant county council and An Garda Síochána.
- No road closures shall be permitted without the prior approval of relevant county council and An Garda Síochána.
- The site will strictly operate a left-in/left-out procedure for all vehicle movements.
- All signs to comply with the DTTaS Temporary Traffic Management Suite of Documents

- All Traffic Management to be carried out in accordance with the DTTaS Temporary Traffic Management Suite
- Detailed Risk Assessment to be carried out prior to the installation of Traffic Management System by the Contractors TTM designer.
- All works to be carried out in accordance with local authority requirements.
- Daily inspection & maintenance of TM setup to be carried out to ensure the safety & integrity of the TM setup.
- All safety zones to be maintained at all times.
- All affected Parties and An Garda Síocáana to be notified prior to works commencing.
- Signs to be positioned so as not to cause an obstruction to other road users.
- Minimum lane width of 3m to be maintained at all times.
- All signs' dimensions to be per Table 8.2.2.5 and faced with retro-reflective material to class RA2 of EN 12899-1:2022. Table 8.3.5.1 shows the sizes of cones to be used for the different road levels.
- All signage shall be as per the TII Publication CC-SPW-01200 Specification for Road Works Series 1200 – Traffic Signs and Road Markings.
- “End of Roadworks” sign placed 20m to 50m from end of works area.
- VMS locations and messages to be agreed with relevant county council in advance of the works.