



Clifton Scannell Emerson
Associates

Preliminary Traffic Management Plan

Stephenstown Infrastructure - Site Investigation (FCC307-26)

**Comhairle Contae
Fhine Gall**
Fingal County
Council



Client: Fingal County Council

Date: 9th February 2026

Job Number: 22_176

CONSULTING ENGINEERS

Civil
Engineering

Structural
Engineering

Transport
Engineering

Environmental
Engineering

Project
Management

Health
and Safety



Document Control Sheet

Project Name: Stephenstown Infrastructure – Site Investigation

Project Number: 22_176

Report Title: Preliminary Traffic Management Plan

Filename: RPT-22_176-010

Issue No.	Issue Status	Date	Prepared by	Checked by
1st	FINAL	22/07/2026	MCF	DRL

Table of Contents

1	Introduction.....	4
2	Project Description	4
3	Site Information and Existing Conditions	5
3.1	Existing Road Network.....	5
3.2	Average Annual Daily Traffic	6
3.3	Speed Limit	6
3.4	Road Category	7
3.5	Pedestrian, Cyclist, and Vulnerable Road Users.....	7
3.6	Existing Road Junctions and Direct Accesses.....	7
3.7	Existing Services.....	7
4	Site Constraints	8
4.1	Areas with Narrow Lane.....	8
4.2	Areas with Insufficient Sightlines	8
4.3	Existing Roads and Direct Accesses	8
4.4	Consultation, Public relations & Statutory Notifications	8
4.5	Works Constraints.....	9
5	Temporary Traffic Management Plan.....	9
5.1	General	9
5.2	TM Objectives	10
6	Traffic Movement within the Site	10
6.1	Speed Limit at Road Works and Lane Closures	10
6.2	Works Access and Egress	10
6.3	Pedestrians, Cyclists and Other Vulnerable Road Users	11
6.4	Emergency Traffic	11
6.5	Incident Management	11
7	Traffic Management Phasing	12

1 Introduction

This Preliminary Traffic Management Plan (TMP) forms part of the Preliminary Health & Safety Plan for the proposed construction works associated with the Stephenstown Access Road and Services Scheme. The objective of this Preliminary TMP is to assist the Project Supervisor Construction Stage (PSCS) in preparing the detailed Temporary Traffic Management Plan (TTMP).

This Plan outlines the preliminary methodology and phasing sequence for traffic management measures, including provisions for pedestrians and cyclists, along the existing Stephenstown Link Road, the Outer Relief Road (L1390), the Naul Road and the Clonard Street during the construction period. Refer to **Appendix A** for the Preliminary Traffic Management drawings.

2 Project Description

The proposed development will consist of the following:

- Provision of 865m of new two-lane single carriageway access roads with an overall corridor width of approximately 23.95 metres connecting to the Outer Relief Road (L1390) and Stephenstown Link Road.
- The construction of a dual-lane roundabout (ICD=40m) connecting to the L1390 (Outer Relief Road) with two-lane approaches on the north-west, south-west and south-east arms of the roundabout complete with controlled segregated pedestrian / cyclist crossings.
- Upgrading of the existing T-junction on Stephenstown Link Road by provision of 3 – 3.4m wide left turn and right turn access lanes into the proposed access road complete with controlled segregated pedestrian / cyclist crossings.
- Provision of 2m wide pedestrian footpaths and 2m wide cycle tracks on both sides of all proposed roads within the scheme.
- Provision of 2 no. bus stops at the north-west and south-east arms of the proposed Outer Relief Road (L1390) roundabout and 2no. bus stops at the north-west and south-east arms of the upgraded Stephenstown Link Road T-junction in line with the FCC Development Plan and the Stephenstown and Folkstown Little (FP 4.A and FP 4.B) Framework Plan.
- The construction of 3 no. mini roundabouts (ICD=20m) at the termination points of access roads to allow for vehicular turning movements.
- The provision of 4m wide, 0.83m deep raingardens / swales on both sides of all proposed access roads within the scheme to collect and attenuate surface water run-off from the roads and adjacent footpaths / cycle tracks and hardstanding areas.
- Dry Detention basins to accommodate surface water drainage requirements from the proposed road and surrounding hardstand areas with provision made for greenfield runoff rates from each potential development site within the scheme.
- Provision of tree-planted perimeter berms, security boundary treatment and landscaped verges to enhance visual amenity, improve biodiversity, and provide natural screening.
- Provision of additional controlled and uncontrolled pedestrian and cyclist crossings within the proposed road network.
- Underground utilities and services including Storm Water Drainage, Foul Drainage, Watermain, Gas, Telecoms, ESB MV/LV ducting, traffic lighting ducting, public lighting and CCTV ducting.
- ESNB 38kV Plant Alteration Works to existing overhead network.
- All site clearance works associated with the proposed development; and
- All associated site works including applicable road signage and markings.

3 Site Information and Existing Conditions

3.1 Existing Road Network

The road network in the vicinity of the site is primarily defined by the R122 Regional Road, which provides connectivity between Balbriggan Town Centre and the M1 Motorway; the Balbriggan Outer Relief Road (BORR), which connects the R132 to the R122; the Stephenstown Link Road, which links the BORR with Clonard Street and provides access to Millfield Shopping Centre; and Naul Road, a local road connecting the R122 to Clonard Road and providing service access to Bremore Educate Together Secondary School.

The Balbriggan Outer Relief Road comprises a single carriageway road running generally west–east for approximately 2.0 km, extending from its roundabout junction with the R122 to the west to its roundabout junction with the R132 to the east. The road typically provides one traffic lane in each direction, separated by a hatched central reservation, which is locally replaced by dedicated right-turn lanes at junctions and accesses. Flare lanes are also provided at approaches to key roundabouts.

Stephenstown Link Road similarly comprises a single carriageway road providing one traffic lane in each direction, generally separated by a hatched central reservation that transitions into right-turn lanes at access points. A short flare lane is provided on the approach to the roundabout junction with the Balbriggan Outer Relief Road.

Clonard Road, to the west of its roundabout junction with Stephenstown Link Road, is of similar cross-sectional arrangement, providing one traffic lane in each direction with a hatched central reservation, locally replaced by right-turn lanes serving Millfield Shopping Centre and Bremore Educate Together Secondary School.

Naul Road is a local rural road extending for approximately 850 m between the R122 and Clonard Road. With the exception of the section approaching the roundabout junction with Clonard Road, which comprises a wider carriageway providing one lane in each direction, the road is generally narrow and characterised by horizontal curvature and restricted forward visibility.

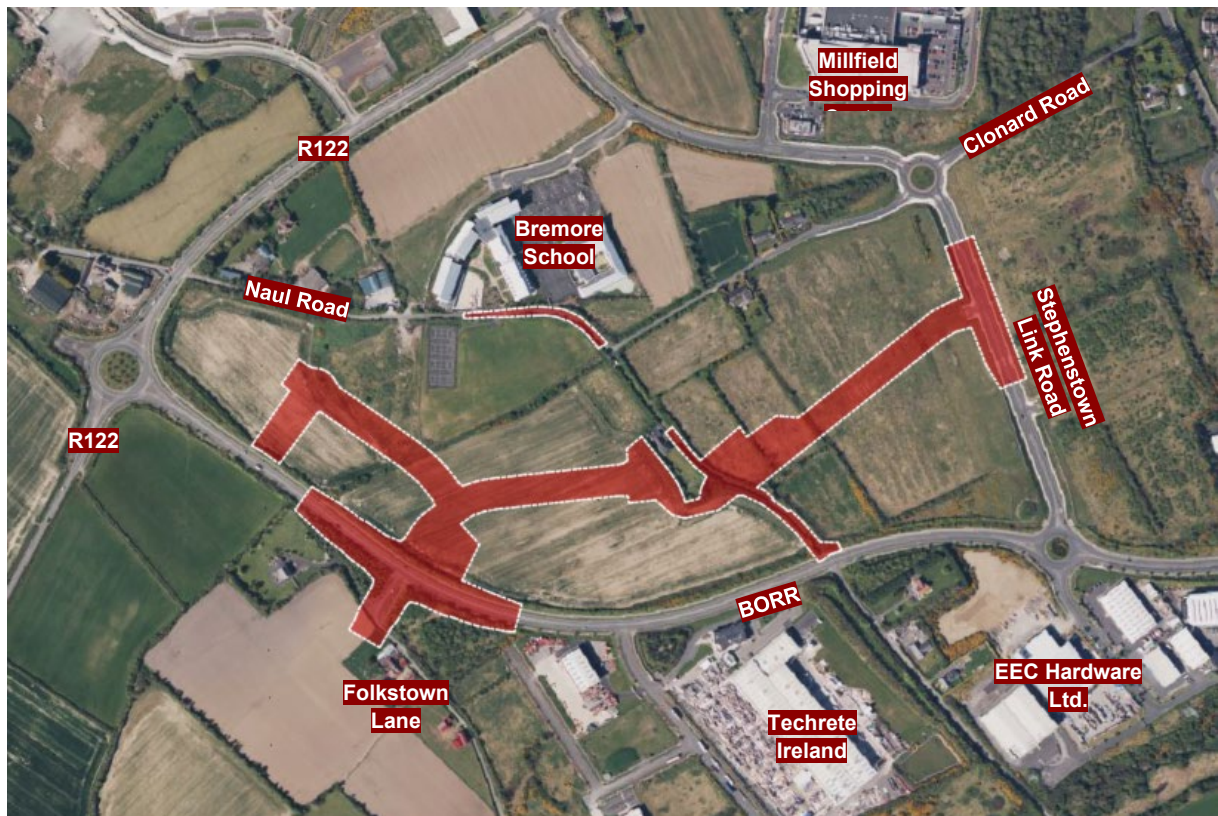


Figure 3.1 Location of Proposed Development Site in the Local Road Network

3.2 Average Annual Daily Traffic

Road	AADT
Balbriggan Outer Relief Road (BORR)	5435
Stephenstown Link Road	5800
Clonard Road	12640
Naul Road	276

3.3 Speed Limit

Road	Speed Limit
Balbriggan Outer Relief Road (BORR)	60kph
Stephenstown Link Road	60kph
Clonard Road	60kph
Naul Road	60kph

3.4 Road Category

Based on Section 8.2.1, “Road Classifications,” of Chapter 8, “Temporary Traffic Measures and Signs for Roadworks,” which forms part of the Traffic Signs Manual published in August 2019 by the Department of Transport, Tourism and Sport, the existing Balbriggan Outer Relief Road, Stephenstown Link Road, Clonard Road, and Naul Road can be classified as Level (1), sub-level (iv).

3.5 Pedestrian, Cyclist, and Vulnerable Road Users

The existing BORR arrangement includes segregated cycle and pedestrian facilities, with a verge buffer between the carriageway and the cycle track, and provision of uncontrolled pedestrian crossings. A similar arrangement is present on the existing Stephenstown Link Road, which also includes segregated cycle and pedestrian facilities, a verge buffer between the carriageway and cycle track, and uncontrolled pedestrian crossings.

There are no defined cycle or pedestrian facilities along the existing Clonard Road and Naul Road.

The Contractor shall programme the works with the objective of ensuring the safety of pedestrians, cyclists, and other vulnerable road users at all times, while keeping disruption to these users to an absolute minimum. The Contractor shall also provide appropriate temporary facilities for pedestrians and cyclists within the Operational Traffic Management Plan (OTMP).

Particular consideration shall be given to maintaining the safe operation of existing bus stops and both controlled and uncontrolled pedestrian crossings.

Access for pedestrians, cyclists, and other vulnerable road users to, from, and within the construction site limits shall be maintained throughout the duration of the works.

3.6 Existing Road Junctions and Direct Accesses

The main junctions identified in the vicinity of the site are defined as priority junctions and described below

- Balbriggan Outer Relief Road / Folkstown Lane: an existing priority-controlled T-junction with one lane per direction and dedicated lane for right turners onto Folkstown Lane.
- Balbriggan Outer Relief Road / Stephenstown: an existing priority-controlled T-junction with one lane per direction and dedicated lane for right turners onto Stephenstown.
- Stephenstown Link Road / Clonard Road: an existing four-armed roundabout with an ICD of approximately 45 metres.

3.7 Existing Services

Overhead Services:

The Contractor must refer to the document issued by ESB titled: “Avoidance of Electrical Hazards when working near overhead electric lines (ref: DTIS 191203-BOI)” and adhere to all recommendations/suggestions when working near to existing ESB overhead lines.

Underground Services:

Existing underground services information shall be provided in the Contract Documents Information Pack. The Contractor shall confirm and verify the locations of all underground services with the relevant service/ utility providers.

4 Site Constraints

4.1 Areas with Narrow Lane

The Contractor shall maintain minimum traffic lane widths at all times. The required lane width shall be determined based on the type and volume of traffic expected on the road network.

The hard shoulder surface shall be suitable for temporary use as a running lane where required. Delineation devices shall be provided between the edge of the hard shoulder and the verge while maintaining the required minimum lane widths.

Further guidance is provided on lane widths in the Temporary Traffic Management Design Guidance document and Temporary Traffic Management Operations Guidance document and shall be adhered to.

4.2 Areas with Insufficient Sightlines

The Contractor shall ensure that adequate sightlines are maintained at all times. The Temporary Traffic Management (TTM) arrangements shall achieve the minimum visibility distances required, taking into account the road alignment, speed limit, and weather conditions.

4.3 Existing Roads and Direct Accesses

The Contractor is limited in the use of public roads as means of access to the site. Construction related traffic is permitted to accessing the site from the following roads:

- R122
- Balbriggan Outer Relief Road
- Stephenstown Link Road
- Clonard Road
- Naul Road

No other access is permitted to and from the site without written consent from Fingal County Council Traffic/ Roads Department.

No materials or plant shall be stored or parked on roads within or outside the lands made available, including road shoulders or verges, unless such storage poses no risk to vehicular, pedestrian, or cyclist movements.

No parking by any personnel (i.e. contractor, client, consultant, or visitor) or by vehicles delivering materials to the site shall be permitted on any surrounding public roads or footpaths. Special

All accesses shall be maintained and accommodated during the preparation of the Temporary Traffic Management Plan (TTMP) and throughout the execution of the works.

4.4 Consultation, Public relations & Statutory Notifications

The Contractor/PSCS shall notify the following stakeholders/parties of the upcoming works prior to commencing activities on site.

The Contractor/PSCS shall ensure that all necessary arrangements have been made with the relevant authorities prior to executing the works on site with the view of minimising disruptions to their daily operations.

- Fingal County Council (Roads and Traffic Department).
- The public via notifications by local/ national radio.
- Local Residents and Business Owners.

- Emergency Services (Fire Brigade, Ambulance Service).
- An Garda Síochána.

4.5 Works Constraints

No lane closures shall be permitted during **peak traffic hours**. Lane closures shall only be permitted during the following times:

- 09:30am to 16:00pm.

Weekend works shall not be carried out unless prior approval has been obtained from the Employer's Representative and Fingal County Council.

The Contractor shall obtain a Road Opening Licence from Fingal County Council via their online portal. Any conditions or restrictions associated with this licence shall apply to the Contract Works, which may include specific limitations in the weeks leading up to public holidays, where applicable.

All traffic management measures shall be removed at the end of each working day. Temporary road markings shall be provided on any temporary surfaces as required. If it is necessary to maintain the Temporary Traffic Management Plan (TTMP) in place for more than 24 hours, the Contractor and PSCS shall obtain prior approval from Fingal County Council.

A Road Condition Survey shall be undertaken in the vicinity of the works both before commencement and after completion, to verify that the road network has been maintained in its existing condition. Any damage attributable to the works shall be repaired immediately by the Contractor. The Contractor shall also ensure that all road surfaces are cleaned on a weekly basis to remove dirt and debris.

The Contractor shall ensure that access to all local services and amenities, including public transport stops, is maintained at all times throughout the duration of the works.

5 Temporary Traffic Management Plan

5.1 General

The Contractor shall assign a competent person or organisation to undertake the design of the Temporary Traffic Management Plan (TTMP). The Detailed TTMP shall be designed and implemented in accordance with the following documents:

- This Preliminary Construction Traffic Management Plan
- TTM Document Suite at <https://www.trafficsigns.ie/ttmsuite> Department of Transport Tourism & Sport:
 - Traffic Signs Manual Chapter 8
 - Temporary Traffic Management Design Documents
 - Temporary Traffic Management Operations Documents Parts 0-3
- Guidance for the Control and Management of Traffic at Roadworks (2010).
- Guidelines for Management Openings in Public Roads published by the Department of Transport, Tourism and Sport in April 2017 – 'Table 4.4.1 Traffic Impact Number'. (Note: Impact Level 5 = High impact, usually daytime restrictions, and peak hour restrictions on weekends).

The Contractor is required to nominate a specific Temporary Traffic Operation Supervisor who shall have direct responsibility for the implementation of the TTMP during construction, including installation, maintenance, modification and removal of the temporary traffic management arrangement. The individual assigned to such a role must be competent and be present on site while the temporary traffic management arrangements are being installed, removed or significantly altered. The Contractor shall list the personnel and their responsibilities as well as emergency contacts within the TTMP.

5.2 TM Objectives

- i. Ensure 2-way traffic is maintained at all times.
- ii. Minimum traffic lane requirements be kept open at all times during the course of the works as required.
- iii. Minimise driver confusion during works.
- iv. Provide safe and easily accessible routes to construction areas.
- v. Minimise disturbance and inconvenience to local residents and business owners during the course of the works.
- vi. Facilitate services accommodation and diversion works where required.
- vii. Ensure pedestrians/cyclists and vulnerable road users' movements within the lands made available are maintained throughout the course of the Works.
- viii. Ensure access to local residencies businesses and services is maintained at all times.

6 Traffic Movement within the Site

6.1 Speed Limit at Road Works and Lane Closures

No vehicle is to exceed 30km/h when traveling in the working areas of the site. A maximum of 15kph is to be observed adjacent to works in progress, accommodation or standing plant.

Temporary road closures may be permitted subject to approval from the Employer's Representative and Fingal County Council and the following conditions:

- i. Contractor conveys through their detailed Traffic Management Plan a temporary diversion that facilitates the works to the satisfaction and approval of the Employer's Representative and Fingal County Council Road/Traffic Department.
- ii. Construction related traffic is allowed to access the site from R772 and L6137. No other access is permitted to and from the Site without written consent from Fingal County Council Roads and Transportation Division.
- iii. Existing pedestrian and cyclists' crossings points must be maintained where possible throughout the course of the works and provisions provided to allow for safe pedestrian and cyclist road crossing points where existing crossings cannot be maintained.
- iv. A cautionary speed limit of 15kph shall be applied to traffic traversing the works or temporary surfaces to protect the quality of the ongoing works.

All applications relating to lane occupations, signs or signals must be submitted to the Employer's Representative in writing and require the following notice:

- For non-prescribed signs 4 weeks
- For temporary traffic signals 4 weeks

6.2 Works Access and Egress

Dedicated site access points shall be provided within the works area and shall be adequately signed and controlled with traffic signals where deemed necessary. All access and egress movements shall be with the direction of traffic. Refer to Clause 8.3.12 of the Traffic Signs Manual for requirements in relation to works vehicles and equipment within the roadwork site.

The following shall be kept in mind at design stage:

- Conflict with other movements
- Location
- Width

- Sightlines
- Signing
- Vehicle-sweep path
- Decelerating/accelerating space
- Cleanliness

A banksman/spotter shall control site access/egress of all machinery and materials delivery/ collection wagons to and from the works.

6.3 Pedestrians, Cyclists and Other Vulnerable Road Users

Where pedestrians, cyclists, and other vulnerable road users are affected by the works, the Contractor should give detailed consideration, including, where appropriate, consultation with those affected, to minimising the impact on them and ensuring that suitable alternatives exist. This consideration should include the following:

- Review of advance signing and the length of diversion routes.
- Safety implications of temporary surfaces, obstructions, ramps, diversions etc.
- Impact on frontage of lands adjacent to the roadway (residences and any other entrances, in particular).
- Standard of surface, gradient.
- Adequacy of crossing facilities for pedestrians.
- Arrangements for those with restricted mobility and other special needs.
- Temporary Closure of existing pedestrian/cyclists routes in accordance with Appendix 1/18 of the Siteworks specification.

6.4 Emergency Traffic

Consideration shall be given in the Operational Traffic Management Plan to emergency access to all parts of the works area and roadway which are subject to temporary traffic management.

6.5 Incident Management

It is a statutory requirement to record and report incidents causing injury under the SHWW act. An incident management system shall be in place to record all site accidents and must be capable of identifying and highlighting unexpected levels of categories at incidents.

The incident management system should be a part of the temporary traffic management plan, which is a major element of the overall project safety plan. The incident management system should include:

- An operational structure with a formal reporting system and review meetings;
- The name of the person with responsibility for record keeping;
- An outline contingency plan.

During the works, consideration should be given to the possibility of altering or removing the traffic management measures in order to deal with exceptional circumstances such as:

- High traffic volumes;
- Adverse weather conditions;
- Emergency access;
- Periods when the work is not in progress.

7 Traffic Management Phasing

The Contractor is required to submit a Detailed Traffic Management Plan (DTTM) during the tender stage. The proposed DTTM shall, as a minimum, meet the requirements as set out above and herein under.

- The DTTM shall identify the various different phases envisaged to facilitate the execution of the Works, and the durations of work for each phase.
- The Traffic Management Plan shall include detailed plan and cross section drawings for each phase of the traffic management operation in accordance with Appendix 1/17 and Appendix 1/18 of the Siteworks Specification.
- The Traffic Management Plan is subject to approval by the Employer and the Employer's Representative.
- The Contractor shall include a Stage 1 Road Safety Audit Certificate for the Traffic Management Plan prior to commencement of works.

The following Phasing Methodology has been developed for the traffic management as shown on the Preliminary Traffic Management Plan drawing 22_176-CSE-GEN-XX-DR-C-1290 included in **Appendix A** of this report.

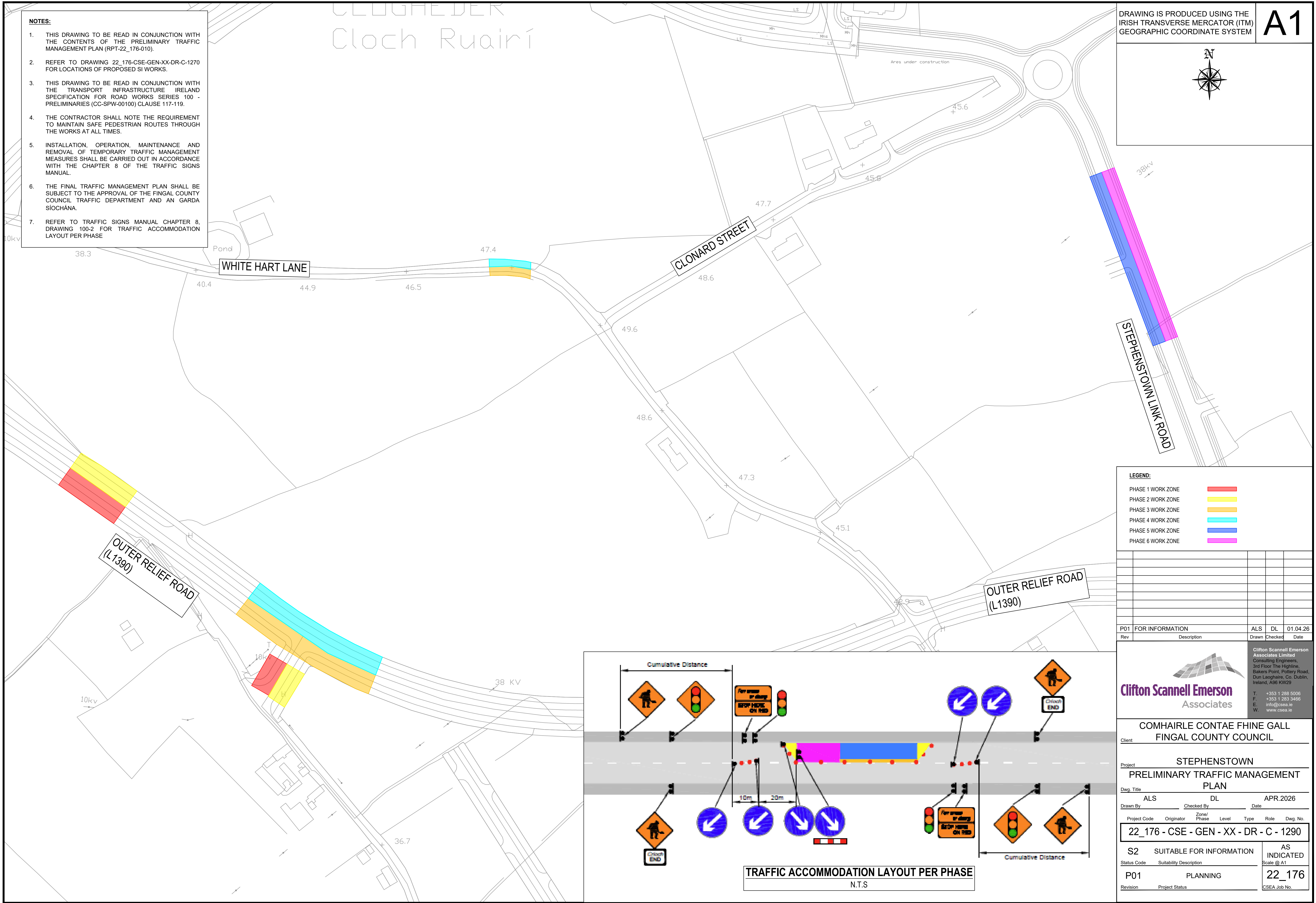
APPENDIX A - DRAWINGS

NOTES:

- THIS DRAWING TO BE READ IN CONJUNCTION WITH THE CONTENTS OF THE PRELIMINARY TRAFFIC MANAGEMENT PLAN (RPT-22_176-010).
- REFER TO DRAWING 22_176-CSE-GEN-XX-DR-C-1270 FOR LOCATIONS OF PROPOSED SI WORKS.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH THE TRANSPORT INFRASTRUCTURE IRELAND SPECIFICATION FOR ROAD WORKS SERIES 100 - PRELIMINARIES (CC-SPW-00100) CLAUSE 117-119.
- THE CONTRACTOR SHALL NOTE THE REQUIREMENT TO MAINTAIN SAFE PEDESTRIAN ROUTES THROUGH THE WORKS AT ALL TIMES.
- INSTALLATION, OPERATION, MAINTENANCE AND REMOVAL OF TEMPORARY TRAFFIC MANAGEMENT MEASURES SHALL BE CARRIED OUT IN ACCORDANCE WITH THE CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL.
- THE FINAL TRAFFIC MANAGEMENT PLAN SHALL BE SUBJECT TO THE APPROVAL OF THE FINGAL COUNTY COUNCIL TRAFFIC DEPARTMENT AND AN GARDA SIOCHANA.
- REFER TO TRAFFIC SIGNS MANUAL CHAPTER 8, DRAWING 100-2 FOR TRAFFIC ACCOMMODATION LAYOUT PER PHASE

DRAWING IS PRODUCED USING THE
IRISH TRANSVERSE MERCATOR (ITM)
GEOGRAPHIC COORDINATE SYSTEM

A1



LEGEND:

- PHASE 1 WORK ZONE
- PHASE 2 WORK ZONE
- PHASE 3 WORK ZONE
- PHASE 4 WORK ZONE
- PHASE 5 WORK ZONE
- PHASE 6 WORK ZONE

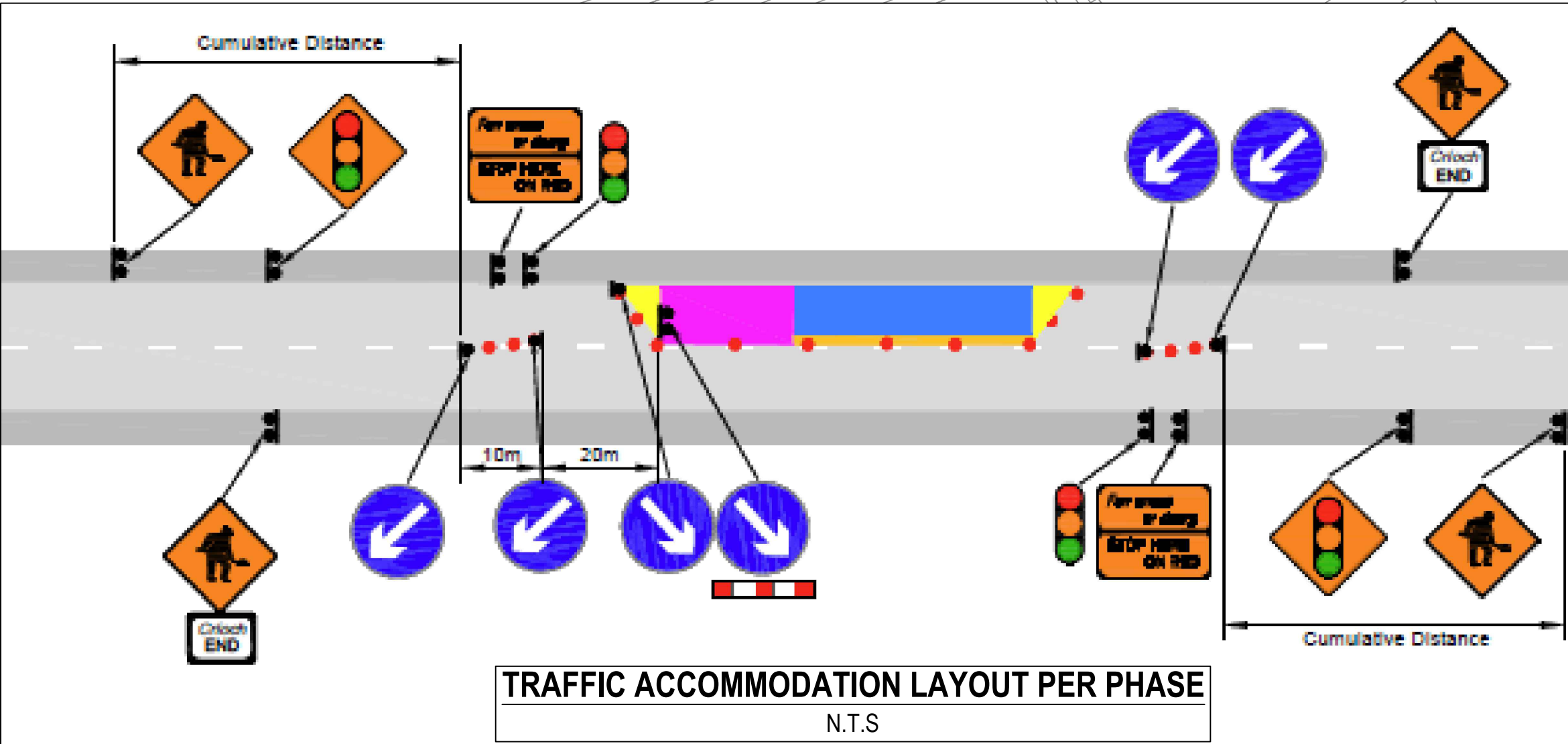
P01	FOR INFORMATION	ALS	DL	01.04.26
Rev	Description	Drawn	Checked	Date

Clifton Scannell Emerson Associates

Clifton Scannell Emerson Associates Limited
Consulting Engineers,
3rd Floor The Highline,
Bakers Point, Pottery Road,
Dun Laoghaire, Co. Dublin,
Ireland, A96 KW29

T: +353 1 288 5006
F: +353 1 283 3466
E: info@csea.ie
W: www.csea.ie

COMHAIRLE CONTAE FHINE GALL FINGAL COUNTY COUNCIL				
Client				
Project				
STEPHENSTOWN				
PRELIMINARY TRAFFIC MANAGEMENT PLAN				
Dwg. Title				
ALS DL APR.2026				
Drawn By				
Checked By				
Date				
Project Code	Originator	Zonal Phase	Level	Role
22_176 - CSE - GEN - XX - DR - C - 1290				
S2 SUITABLE FOR INFORMATION				AS INDICATED
Status Code	Suitability Description			Scale @ A1
P01	PLANNING			22_176
Revision	Project Status			CSEA Job No.



Clifton Scannell Emerson Associates Limited, Civil & Structural Consulting Engineers
3rd Floor The Highline, Bakers Point, Pottery Road, Dun Laoghaire, Co Dublin, Ireland A96 KW29

T. +353 1 288 5006 E. info@csea.ie W. www.csea.ie



Clifton Scannell Emerson Associates Limited, Civil & Structural Consulting Engineers
3rd Floor The Highline, Bakers Point, Pottery Road, Dun Laoghaire, Co Dublin, Ireland A96 KW29

T. +353 1 288 5006 E. info@csea.ie W. www.csea.ie

