



**PRELIMINARY CONSTRUCTION
TRAFFIC MANAGEMENT PLAN
17-20 Merchant's Road**

On behalf of Galway City Council

November 2021

Contents

1.	Introduction	1
1.1	Site Location	1
1.2	Description of Existing Buildings	2
1.3	Description of Neighbouring Buildings	2
1.4	Description of Proposed Development	2
1.5	Aims of the Traffic Management Plan	3
2.	Key Phases of the Development	4
2.1	Enabling Works/Demolition	4
2.2	Site Investigation Exploratory Campaign	4
2.3	Main Contract	4
2.4	Contact Details of Personnel	4
3.	Existing Traffic Arrangement	5
3.1	Lower Merchant's Road	5
3.2	New Dock Street	5
4.	Proposed Traffic Management Plan	6
4.1	Site Access	6
4.2	Lay down Areas	7
4.3	Haulage Routes	7
4.4	Typical Vehicles, Plant and Machinery	7
4.5	Working hours	8
4.6	Adjacent Projects	8
4.7	Traffic control	8
4.7.1	Traffic Signs	9
4.7.2	Traffic Control Personnel	9
4.7.3	Crossings	9
4.7.4	Road Closures	9
4.7.5	Effects of Construction Stages of Development on Existing Traffic Flow	9
4.7.6	Avoiding Depositing Debris onto the Public Road	10

Figures

Figure 1-1: Aerial Image of Site Location	2
Figure 3-1: Existing Vehicle Movement Directions in vicinity of the site	5
Figure 4-1: Most Probable Haul Route	6

Appendices

Appendix A – Site Layout Plan

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1. Introduction

This Preliminary Construction Traffic Management Plan is to be submitted to Galway City Council as part of a planning application for a proposed multi-story development in Galway City. The aim of this plan is to inform the Local Authority of the envisaged intent and constraints for Construction Traffic Management for the proposed project, potential impacts, and mitigations measures to be employed. This plan is indicative of the what the most likely traffic management will be at the time of construction and to identify potential constraints, however the Traffic Management Plan at Construction stage will be dictated by the Contractor's Methodology and circumstances of the city's traffic environment at time of Construction. The Contractor is to prepare a fully detailed Traffic Management Plan which take cognisance of the Contractor's methodology for review and agreement with Galway City Council prior to the works commencing at each stage.

This document will be subject to update to take cognisance of any relevant planning conditions which may be attached to the grant of planning for the proposed development. The Works are to be completed by experienced and competent personnel and in compliance with the latest version of the Traffic Signs Manual along with any relevant legalisation.

This plan should be reviewed by all tendering contractors prior to providing tender submissions for the relevant phases of works. Any Contractor working on this project shall take cognisance of this Plan within their Construction Traffic Management Plan. They shall consult with the Local Authority's Transportation Department and with An Garda Síochána prior to any works commencing on site and update their Traffic Management Plan to take cognisance of any requirements alongside with other projects in the area which may have an impact. They shall take cognisance of any events and festivals which may occur during the period of the works and adjust the plan to take cognisance of these. They shall liaise with neighbouring parties to minimise impact on them as far as reasonably practicable.

1.1 Site Location

The development site is located at 17-20 Merchants Road in the centre of Galway City adjacent to the River Corrib, as shown in Figure 1-1. The site is approximately less than 500m². The site is in a busy city centre location so effective traffic management and adherence to the Construction Traffic Management Plan will be very important to minimise impact on the existing traffic environment and regime.



Figure 1-1: Aerial Image of Site Location

The majority of the site boundary is bounded by Lower Merchant's Road to the west. The north end of the site faces onto New Dock Street. The remainder of the site is bounded by neighbouring structures.

1.2 Description of Existing Buildings

The site is occupied by a 2-storey terraced residential structures with rear gardens and outbuildings. These units are currently vacant.

1.3 Description of Neighbouring Buildings

There are a mix of uses surrounding the site, both residential and commercial. Businesses in close proximity to the site include:

- The House Hotel is located to the west of the site at the intersection of Lower Merchant's Road with New Dock Street and has a set down area opposite the site on Lower Merchant's Road.
- A pottery shop whose entrance is onto Lower Merchant's Road Lower.
- Palas is located to the south of the site.
- An accountants office to the north of the site on Flood Street.

1.4 Description of Proposed Development

The proposal is to demolish the existing structures on the site under an enabling works contract and remove waste materials from the site prior to the main construction works being undertaken. Temporary works would be installed at this stage, if required, to support the neighbouring structures. The Main Contract will involve the erection of a multistorey structure. It will be a new mixed-use development comprising commercial use at ground floor and residential accommodation on the upper floors with an open space on the roof top. The new building will vary in height from single storey to six storeys. There is no basement in the proposed development.

1.5 Aims of the Traffic Management Plan

The two core principles for planning, developing and implementing transport management proposals are:

- To maximise the safety of the workforce and the travelling public.
- To keep traffic flowing as freely as possible and reduce the impact of the construction traffic and road works to a minimum.

For the purposes of the works to be carried out and in order to ensure that there is minimal effect on the commercial and socio-economic life of the surrounding areas, the contractor will have regard to the above principles in preparing their Traffic Management Plan. The contractor will endeavour to meet these objectives by proper planning of the works and by compliance with the relevant procedures. Against this background, and in the context of the construction of the proposed development, the contractor will properly plan and manage the works to ensure that:

- Works within the road network do not result in a safety hazard to road users or the workforce involved in the project.
- Any resulting increase in traffic delays and congestion are minimised.

2. Key Phases of the Development

There are three phases identified for the development which are to be included in the Construction Traffic Management Plan. These are Enabling Works/Demolition, Site Investigation Exploratory Campaign, and the Main Contract. A short narrative of each stage is discussed in the following subsections. Approximate programme duration and anticipated numbers of workers are outlined below for each respective stage but these will be confirmed by the appointed contractor for each phase of works.

2.1 Enabling Works/Demolition

It is envisaged that the demolition phase will take approximately 10 weeks, beginning in February/March 2022. It is expected that there will be between 10 and 20 staff involved in the demolition phase. Temporary Works will be installed as part of this phase to provide support to the adjacent structures, where required, in the period after demolition works to the Main Contract. Any Temporary Structures required in the period after demolition works and prior to the Main Contract shall be contained in the site in so far as reasonably practicable.

2.2 Site Investigation Exploratory Campaign

This phase is to confirm the ground conditions which exist under the site. It is envisaged that it would take 2 to 3 weeks in June 2022. The impact of these works is limited and would be readily accommodated in the receiving traffic environment. Typically, this could be between 2-5 number staff involved in this phase on site.

2.3 Main Contract

The Main works of the contract consist of the construction of the building foundations, including piling, laying of all underground services and the construction of the building superstructures. These works are proposed to be completed by March 2024 and are expected to have approximately 25 to 40 staff members depending on the work being carried out at the different stages.

2.4 Contact Details of Personnel

All contractors will submit contact details for the individual personnel who will be responsible for monitoring the Construction Traffic Management Plan and ensuring that all proposals and details in the plan are adhered to and followed during all site works. Prior to the commencement of construction operations, details are to be confirmed by letter/email with Galway City Council.

3. Existing Traffic Arrangement

The site is bounded by predominantly Lower Merchant's Road and to a lesser extent by New Dock Street. The existing vehicle movement direction in the vicinity of the site are illustrated by blue arrows in Figure 3-1. A brief description of the streets that will be directly impacted by the works, Lower Merchant's Road and New Dock Street is provided also.

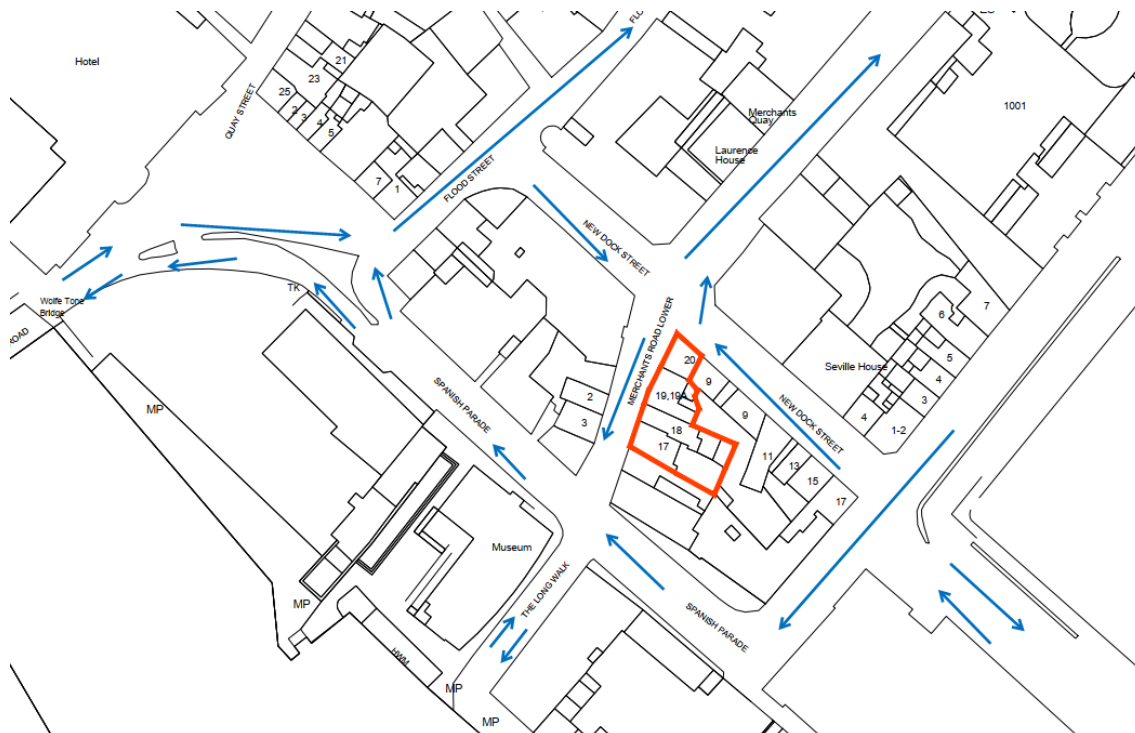


Figure 3-1: Existing Vehicle Movement Directions in vicinity of the site

3.1 Lower Merchant's Road

Lower Merchants Road operates a one-way system with its traffic moving in a southerly direction. Only traffic moving east along New Dock Street is permitted to enter. No parking lines exist on the site's side of the road. There is a set down area serving the hotel on the opposite side of the road. Pedestrian footpaths are present to both sides of the street. Uncontrolled pedestrian crossing points exist at each end of this street. It is proposed to use this street as the main access point for the site. Despite its inner-city location, it is less trafficked than the adjacent streets in the city.

3.2 New Dock Street

New Dock Street operates a one-way system. Traffic to the west of the junction with Lower Merchants Road travels east with the option of continuing south along Lower Merchant's Road or north along Merchant's Road. Traffic from the east travelling east along New Dock Street can only turn north along Merchant's Road. Bicycle parking stands is provided at the intersection with Lower Merchant's Road. A Coca Cola bike hire stand facility exists immediately adjacent to the site's northern boundary. Double yellow lines prohibiting vehicle parking are present on each side of New Dock Street. Pedestrian footpaths are present to each side of the street.

4. Proposed Traffic Management Plan

The proposed Traffic Management Plan is indicative and is subject to confirmation by the Contractor with their own methodology. The preliminary proposal is outlined below to allow the Local Authority to comprehend the potential impact of the development on the area and some of the mitigation measures that would be employed to reduce it. It has employed the two principals outlined at the start of this plan to:

- To maximise the safety of the workforce and the travelling public.
- To keep traffic flowing as freely as possible and reduce the impact of the construction traffic and road works to a minimum.

Facilities provided on the site will be kept to a minimum where reasonably and safely practicable to minimize the space required on the site. This would be achieved by having the site administration offices, meeting rooms, light tool storage, changing rooms off site in rented accommodation by the Contractor. Only essential welfare facilities such as WC's, security hut and onsite canteen would be provided. As the project evolves, the non-essential facilities could be relocated back on site when appropriate and safe to do so. This avoids the need for containers on the Merchant's Road to minimise impact on the traffic flows.

The Contractor should employ a "Just in Time" Approach for deliveries to minimise materials being stored on site. They shall co-ordinate their deliveries to minimise queuing on the public road by having deliveries wait at their source of journey origin till the site is in position to accept the material with minimal impact outside the site boundaries.

All existing traffic, bus routes, cycle lanes and pedestrian footpaths are to be retained during all construction phases where it is safe to do so. Road closures will only happen where it is deemed necessary for the works to occur in a safe manner.

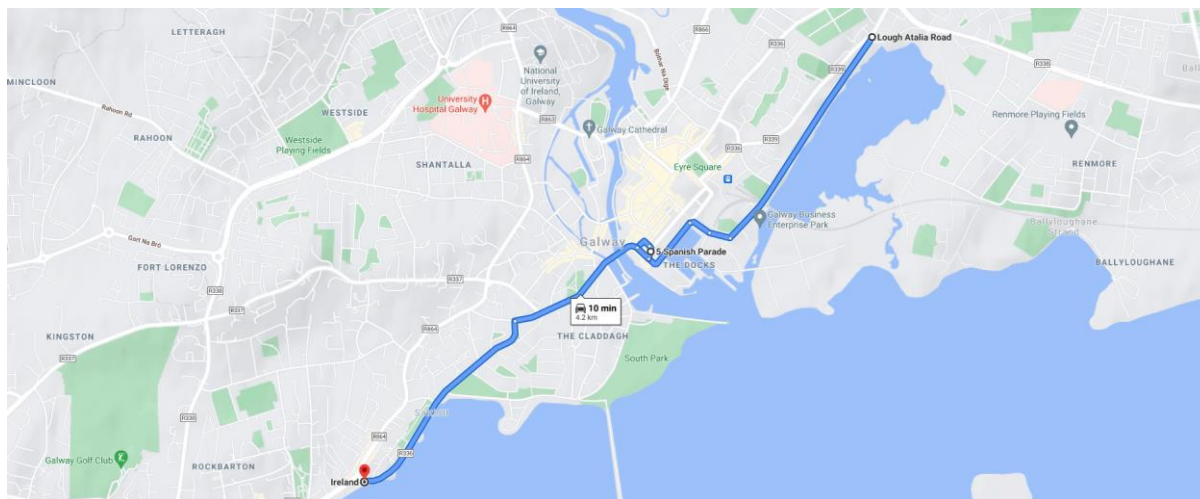


Figure 4-1: Most Probable Haul Route

4.1 Site Access

The main point of access for the site will be via Lower Merchant's Road. The Contractor is to create an entrance here for vehicles to enter and leave the site. A separate entrance will be provided for pedestrians accessing the site.

4.2 Lay down Areas

Lay down areas will be set be in two areas which will depend on the space available on site at the stage of the project on site as well as the size and quantity of the loads.

The primary lay down area will be within the site itself when feasible such as the end phase of the enabling works, throughout the site investigation campaign phase, and in the initial stages of the Main Contract.

Lay down areas will be confined to within the site when feasible. However, there will be a need to utilise Lower Merchant's Road as a lay down area at various stages during the project due to the restrictive and confined nature of the site such as the initial works of the demolition, and then during the Main Contract period. The pedestrian footpath will be closed during these periods to reduce the risk to the public. This will require the set down area opposite the entrance to close and become an active lane for the traffic. Hoarding may be employed to delineate the site, its set down area, and to protect the road users from construction traffic. It is envisaged that traffic would drive by the entrance and reverse into a protected area in front of the site entrance under the supervision of competent banksmen. The Contractor will have to expand in further detail in their Construction Traffic Management Plan.

Minor alteration of the street furniture may be required to accommodate the traffic movements and site works.

4.3 Haulage Routes

The most probable envisaged haul route to and from the site was selected to taking account of its geometry and junction layout to minimise the impact on the existing road environment. For vehicles larger than a commercial van it is envisaged that the indicative haul route would be as follows:

- Travelling from its source point it travels along the National and Regional Network where applicable before travelling south along Lough Atalia Road onto Bóthar Na nDuganna
- Turning right from Bóthar Na nDuganna onto Dock Road (R336)
- Turning Right from Dock Road onto Spanish Parade
- Continue until turning right on Flood Street
- Turn right onto New Dock Street
- Turn right onto Merchant's Road Lower and stopping outside the site entrance.
- It continues south before turning left not Spanish Parade.
- Turns left onto Wolfe Tone Bridge and follows the R336 and onwards to its destination point.

The above is the most probable route that would be utilised however traffic conditions on the day as well as the Contractor's methodology will dictate the exact route taken to site. The Contractor will confirm these prior to Construction in their detailed Traffic Management Plan.

4.4 Typical Vehicles, Plant and Machinery

A non-exhaustive list of the anticipated vehicles, plant and machinery which is to be used on site is shown below. Note that these will vary throughout the phases and are dependent upon the Contractor's own methodology.

- Concrete Mixers
- Piling rigs

- Vans and personal vehicles for site personnel
- Teleporters
- Site dumpers
- Mobile Crane
- Low loader lorry
- Hiab lorry
- Excavator
- Long Reach Excavator
- Lift trucks
- Borehole Drilling Rig
- Mobile Elevated Working Platforms (MEWP)

4.5 Working hours

Typically, the permitted hours of construction work advised by Galway City Council on the noise nuisance section of the website is between 07:00 to 21:00, Monday to Friday and 09:00 to 20:00 on Saturdays. Early and later hours would be required to minimize traffic generated during peak hours for the import and export of materials from the site. The working hours set down by the Council will be adhered to during each of the construction phases from demolition to completion and handover unless written agreement is obtained from Galway City Council's planning authority in advance. There will be a need for some works to be facilitated outside of these hours to facilitate time critical elements such as concrete pours, and for the movement of abnormal loads to the site so to minimise impact on the existing traffic environment. The Contractor will comply with any adjustments to working hours set by planning conditions.

4.6 Adjacent Projects

The Construction Traffic Management Plan developed by the Contractor will have to take cognisance of other developments in the area and liaise with them at the pertinent times if their Plan has the potential to impact on their works. These projects of significant scale known at present which may have an impact include:

- "The House Hotel" located adjacent to the site.
- Atlantic Museum project in the vicinity of the site
- Former Topaz Oil Storage facility, located at Dock Road, Queen Street, and Bothar na Long
- Lands to the rear of Ceannt Train Station, Station Road
- The Galmont Hotel, Lough Atalia Road
- Coláiste Muire Máthair (formerly St. Mary's College), St.Mary's Road

4.7 Traffic control

All traffic control measures for the impact of traffic leaving and arriving to site will be provided by each contractor, these items are listed below.

4.7.1 Traffic Signs

Signage will be erected during the construction stage to direct and caution the public about construction traffic and the proposed site entrance. All signage will be in compliance with the relevant standards and the Traffic Signs Manual. Typical site safety signage will be clearly displayed at the main site entrance. Appropriate stop signs and warning signage cautioning drivers from the site that they are exiting onto a Public Street will be erected at the exit point from the construction site. Appropriate safety and warning signs will be displayed on the footpaths/cycle lanes warning users of emerging construction traffic.

4.7.2 Traffic Control Personnel

Each Contractor will have assigned Banksman who will oversee the movement of all large construction vehicles both within the site and as they enter and leave the site. Each contractor will also have assigned traffic marshals who will oversee the movement of all vehicles entering and leaving the site.

4.7.3 Crossings

Where the site entrance will be created on Lower Merchant's Road a temporary crossing will be created for pedestrians and cyclists in order for them to safely cross over and to make them aware they are crossing a construction site entrance. Sections of the footpath along Lower Merchant's Road and New Dock Street will be required to be closed to provide safe working room for the Works. Crossing points will be provided where appropriate along with warning signs for all road users.

4.7.4 Road Closures

Any required road closures will be identified by the contractor upon their appointment at each stage. At this stage the only item which MWP have identified as requiring a Road Opening License would be when connecting to the public sewer and when the larger of the abnormal loads are delivered to the site. The Contractor will liaise with the Local Authority for determining an appropriate time and making specific traffic management arrangements for carrying out this work. The set down area may be required to be closed to allow for this to become an active lane to allow for the laydown area outside the site entrance. The Contractor will liaise with the property owner in advance of these times and appropriate road signage, cones, barriers, hoarding and markings will be employed. If Merchant's Road is closed, a diversion route will need to be employed.

The Council has advised that the Contractor should at a minimum provide a pedestrian connection on Upper Merchants Road if it is to be closed for the development. They have also advised that Spanish Parade and Upper Merchants Road cannot be closed but lane closures may be permitted. Long Walk is a private road maintained by Galway Property Management.

4.7.5 Effects of Construction Stages of Development on Existing Traffic Flow

It is expected that the majority of construction employees will arrive on site prior to the heavy morning traffic and will leave site after the heavy evening traffic. Carpooling and other sustainable modes of transport will be considered by the contractors taking cognisance of the public health advice with respect to the Corona virus. Off-site car parking as that at the Spanish Arch and on Merchant's Road may be utilised by the site employees due to the confined restricted nature of the site. Deliveries and removal of materials from the site will be scheduled to avoid peak times. Some abnormal loads may be delivered to or removed from site outside of peak hours to minimise impact on the existing traffic environment. The works will be completed within the shortest practicable in a safe manner.

They shall include measures to permit access and egress for Emergency Services at all times were reasonably practicable.

The Contractor shall include the following measures in consideration of their plan to minimise its impact on the those who may be impacted by the works:

- I. Night work, where necessary
- II. Off-peak work, where necessary
- III. Seasonal work, where necessary
- IV. Avoidance of major municipal and sporting events

The Contractor will liaise with neighbouring properties in advance of time critical elements such as concrete pours or the delivery of abnormal loads to the site.

4.7.6 Avoiding Depositing Debris onto the Public Road

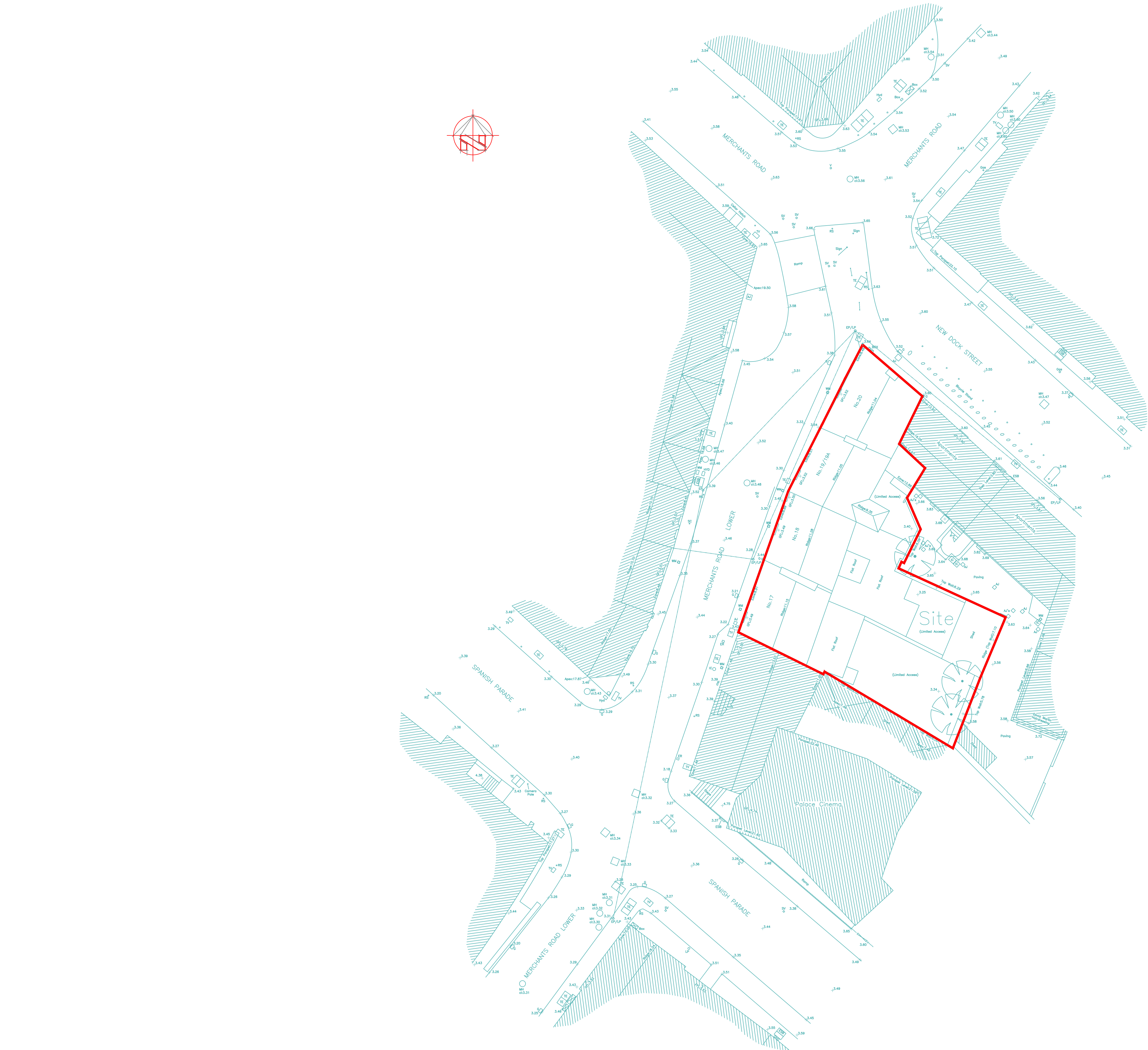
Consideration will be given to avoiding dirt and detritus migrating onto the public road from the construction site (mainly being carried by the tyres of vehicles visiting the site). The following elements of mitigation will need to be employed to ensure that these temporary construction phase impacts are minimised if dirt becomes a nuisance on the roads in the vicinity of the site:

- provision of appropriate wheel cleaning facilities e.g., mobile pressure washer or wheel wash
- regular programme of road and footpath cleaning
- regular programme of inspection of the site entrance and public road in the vicinity of the site
- all open topped vehicles to be covered/sheeted when on the public roads.

The Contractor may use some of these measures above or their own measures depending on their methodology employed and risk of dirt being left on the public road.

Appendix A

Site Layout Plan



DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS IN ALL CASES. VERIFY DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO THE DESIGNERS IMMEDIATELY.
THIS DRAWING TO BE READ IN CONJUNCTION WITH THE DESIGNERS SPECIFICATION.
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- NOTES:
1. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIFICATIONS: BILLS OF QUANTITIES, ARCHITECTURAL, SERVICES AND ENGINEERING DRAWINGS.
 2. ALL LEVELS ARE IN **METRES** RELATED TO ORDNANCE DATUM MALIN HEAD, OSGRHS.
 3. ANY DISCREPANCIES BETWEEN THESE DOCUMENTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
 4. DRAWINGS ARE NOT TO BE SCALED.
 5. ALL DIMENSIONS ARE IN **MILLIMETRES**, UNLESS NOTED OTHERWISE.

LEGEND:

- SITE BOUNDARY
- FOUL SEWER
- STORM SEWER
- COMBINED SEWER

P01	09.10.20	ISSUED FOR INFORMATION	BC	DC
REV	DATE	DESCRIPTION	BY	APP

PROJECT: 17/20 MERCHANTS ROAD,
GALWAY CITY,
GALWAY

TITLE: SITE LAYOUT PLAN

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Galway City Council

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