Principles of Traffic Management on sites / road network
This Presentation will cover:-

• Principles of Traffic Management Plans for Construction Works.

• Why is a Traffic Management Plan required and what are we trying to achieve?

• Approach to the preparation of Traffic Management Plans.

• Role of the Roads Authority in reviewing Traffic Management Plans.

• Common mistakes in preparing / installing Traffic Management Plans.


Adopt a common sense approach when preparing Traffic Management Plans.

Main objective of a TMP on the public road network is safety of workers and road users, (pedestrians, cyclists and traffic).

Reduce the impact of road works to a minimum while maintaining a safe separation between the Works area and Road Users.
Preparing a Traffic Management Plan

1. Be clear on the type and complexity of construction works to be undertaken.

2. Clear indication of the methodology to be followed to complete the works.

3. Be clear on the duration of the proposed works.

4. Can the work be undertaken in phases or in a different way?

5. Ensure that the Traffic Management Plan provides sufficient space to undertake the works, including an allowance for a safe zone.

6. Ensure the layout can be safely modified as the work progresses.

7. What is the knock-on affect of the works on fellow-workers, pedestrians, cyclists and traffic?

8. Who is going to prepare, install and maintain the Traffic Management Plan during the course of the works?
Examples of Poor Traffic Management Plans
Special Considerations on Public Roadways

- Pedestrians – including wheelchair and visually impaired, schoolchildren and elderly. Avoid routing them directly into traffic lanes unprotected.

- Cyclists – speed and routing or lack of routing past junctions.

- Traffic – speed, volumes, working near junctions and bends, roads and footpath widths, signalised junctions and pedestrian crossing, near schools, hospitals, shopping centres or LUAS lines, length of stop/go system and method of operation.
Special Considerations on Public Roadways

• Buses – impact of bus route and bus stop locations, agreement with Bus Operators.

• Time Management – duration of traffic management, in place, overnight, over the weekend, extended period, provision of out of hour’s inspection.

• Local access – to residence and businesses – how will it be maintained?

• Restrictive working hours – Plan for 10.00am – 4.00pm on main routes, weekend only working or no working later than 11.00pm in residential areas.
Considerations in TMP

- Assess sight lines, visual obstructions.
- Assess the risks of long lines of traffic, what if there was a collision, what would the impact if something went wrong?
- What would a driver see if your site is at a bend in the road?
- How will the road hold up if you are excavating at the verges?
- The spacing of signage is critical, do you have too many superfluous signs and are they confusing.
- What are the risks of vandalism?
Considerations in TMP

- Have you considered appropriate widths for passing traffic.
- Have you considered stopping/unloading points for site vehicles, swing arc’s of excavators.
- Have you considered pedestrian crossing or actual desire lines for pedestrian crossings. If what you provide isn’t practical the public won’t use it.
- Have you considered the swept path of vehicles.
Local Authority requirements in relation to Traffic Management Plans.

Traffic Management Plans should adhere, as best as possible, to Chapter 8 of the Traffic Signs Manual issued by the Department of Transport.

Traffic Management Plans should be submitted at least 2 weeks in advance of the expected start date to allow sufficient time for assessment by the Local Authority.

Traffic Management Plans should identify the type of proposed works and proposed methodology and should include the name of the TM Designer and TM Operations Supervisor.

Traffic management plans should be site specific, clear, precise and include time lines for each separate stage of the works for which alternative Traffic Management Plans apply.

TMP should indicate clearly:
- Site location, extent of Works, including safety zones.
- min. lane widths.
- type of control, (stop / go, temporary traffic lights etc.)
- Duration of proposed works.
- consideration for after-hours or over – night works.
Local Authority requirements in relation to Traffic Management Plans, (cont.)

Traffic management plans, diagrams and layouts shall be based on the actual location maps for which they are intended.

TMP should indicate clearly the extent of the area of the proposed works, including a safety zone.

No longer adequate, in urban areas to force pedestrians to cross a busy roadway.
Local Authority requirements in relation to Traffic Management Plans, (cont.)

Traffic management plans, diagrams and layouts shall be based on the actual location maps for which they are intended.

Is the Traffic Management Plan legible to road users? i.e.. Easy to understand?

Will the TMP clearly advise drivers of Road - works ahead to allow for sufficient time to slow down?

Temporary Traffic Management should be designed by an approved Traffic Management Company or by a Temporary Traffic Management Designer, (Lantra course or similar).

Temporary Traffic Management should be installed, maintained, modified and removed by a Temporary Traffic Operations Supervisor, who has completed a 3 day Signing, Lighting & Guarding at Roadworks Course, (CSCS Card).
Traffic Management at or near signalised junctions.

Signalised traffic lights junction switch – off must be controlled by a 4-way stop/ go system, (additional cost to Contractor).

If Traffic or Pedestrian lights are to be switched off then the contractor will have to issue a request, with a minimum of 1 weeks notice, to the Traffic Signals Section. This must be post - approval of the relevant TMP and issue of a T2 Road Opening Licence. Also Gardai may need to be advised.

A Stop & Go system usually not permitted within 50m from of a junction.

Will Works involve cutting through traffic loops?
Summary of Roads Authority Concerns

1. Local Authorities, in urban areas, must consider the impact of road works on: -

2. Impact on already heavily trafficked roadways.

3. The effect on Business communities, through routes to city centres, bus routes.

4. Impact on pedestrians, cyclists and mobility impaired road users to be catered for, and larger numbers of schools (vulnerable road users).

5. The requirement to advertise planned works is increased due to congestion.

6. Impact on signalised junctions/signalised pedestrian crossings which require arrangements for traffic signal switch outs.
Personal comments

• Contractors don’t include sufficient costs, when pricing work, to cover Traffic Management.

• Small works are less planned and more likely to have problems than large works and have space restrictions.

• A disconnect often exists between the preparation and execution of a Traffic Management Plan.

• Traffic Management should be installed and maintained by a separate crew on site – double jobbing leads to problems.

• Switching off signalised junctions – expensive in terms of cost and manpower.

• Road closures – to be avoided, if at all possible.

• The Local Authority don’t approve Traffic Management Plans – This remains the role and responsibility of the TMP Designer / Project Supervisor Construction Stage, (PSCS), with regard to the effectiveness of the temporary traffic management arrangements.
Thank you for listening

Questions & Answers