



# **RPA METRO NORTH**

**Scheme Traffic Management Plan  
Version 8**

**Executive Summary**

**March 2009**

# Executive Summary

Metro North is a vital infrastructure project for the future growth and development of Dublin City and region. It is a key element of the Irish Government's Transport 21 Programme, and will deliver significant transport, environmental and economic benefits to Dublin and its hinterland upon completion. Metro North will provide a vital link to Dublin Airport and Swords from the City Centre.

The construction of Metro North would cause severe impacts on existing road users and businesses, without the introduction of mitigation measures. To this end the Scheme Traffic Management Plan has been developed, which is based on RPA's Reference Design and estimate of the timescales it will take to construct the works.

The overarching goal of the Scheme Traffic Management Plan (STMP) is to minimise the impact of the Metro North Scheme on road users and to maintain access to businesses and other premises, whilst keeping traffic (including vulnerable road users) moving safely. In doing so, the economic vibrancy of Dublin City Centre and other key areas will be maintained throughout the construction period.

The STMP, therefore, defines traffic and transport constraints under which Metro North will be constructed and managed. This has been achieved in consultation with the road authorities and other agencies involved in transport in Dublin. Non statutory agencies such as Dublin Chamber of Commerce, Dublin City Centre Business Association and many individual affected businesses have also been involved in the process.

The STMP has been developed taking into consideration the size of construction worksites, the phasing of the works and logistics of construction. The needs of all road user groups including public transport, pedestrians, loading/servicing and general traffic are key to the development of the STMP.

Various traffic management scenarios have been modelled, taking into account the space required by the construction sites, revised traffic circulation around sites, the construction methodology and requirements to keep the city moving around these sites. The impacts of the different scenarios have been assessed and rated, and additional measures have then been developed to reduce or eliminate severe impacts.

The STMP is a live document that will continually develop over the course of the Metro North Project. It has three distinct phases that relate directly to the procurement process for Metro North:

- Stage 1 Plan to Railway Order;
- Stage 2 Plan to Best and Final Offer (BAFO) and Final Contract Award; and
- Stage 3 Plan through Construction.

The Stage 1 STMP is developed by RPA in order to demonstrate that the traffic impacts of Metro North works can be mitigated and can be built without disruption to the business of the City. The STMP at this stage is based on RPA's own Reference Design and estimate of the timescales it will take to construct the works.

At Stage 2 the STMP will be developed by the shortlisted bidders. RPA's procurement strategy for Metro North includes a BAFO stage wherein up to two Tenderers will be shortlisted and requested to submit final offers including final technical proposals. The final offer will include for adjustments arising out of the railway order process and other updates to the project. As part of the BAFO process the Tenderers will be obliged to take account of the Stage 1 STMP and will be required to refine and develop it further to suit their emerging design solutions.

Following the BAFO stage, RPA will appoint a preferred bidder who will continue to develop the STMP in conjunction with RPA and other key stakeholders prior to formally entering into contracts with RPA. Aspects of the STMP will then be mandatory and reflected in the final contracts. The STMP itself will not be a contractual document with the mandatory requirements being reflected in RPA's Construction & Maintenance Requirement which will form part of the contract.

At Stage 3 the STMP will be used for construction and will remain a live document. The contractor appointed to build the Metro North Scheme (InfraCo) will develop the plan to include any relevant applications or approvals from relevant authorities for traffic management/road works. The construction works will be monitored against the plan and action taken as appropriate to ensure that the requirements and objectives of the plan are continually met.

### **Structure of the STMP report:**

The report is structured in three parts, as follows:

- Part A presents an overview of the Metro North project and how its construction impacts are assessed in the STMP;
- Part B deals with the city wide or strategic impacts of the construction works and the mitigation measures employed to reduce these impacts; and
- Part C deals with the local impacts and mitigation measures at each site location.

## **Part A: Overview of the STMP**

The overview section sets out the role of the STMP, the background and approach to its development. It also describes a series of requirements and objectives that need to be adhered to for the plan to work.

This section then provides an overview of the construction areas for the whole alignment, followed by a summary of all the submissions received by An Bord Pleanála as part of the consultative process.

An overview is also provided of the how the impacts of the construction of Metro North are assessed and the tools used in the assessment process. In this regard the traffic modelling used is described in some detail.

## **Part B: Strategic Level Impacts and Mitigation**

The construction of Metro North will extend over a number of works sites that are geographically spread between Belinstown, to the north of Swords, and St Stephen's Green in the South City Centre. Traffic impacts will be experienced at a strategic (city wide) level due to the combined impact of these works.

The STMP forecasts a 2% decrease in average AM peak hour general traffic speeds across the full road network, compared to a decrease of 12% forecast in the EIS. For bus, the STMP forecasts an increase of 2% in average AM peak hour network speeds, compared to a decrease of 21% forecast in the EIS.

A key strategic mitigation measure is the introduction of a Public Transport Gate at College Green. Although there is some negative impact on general traffic speeds across the network in the AM peak period, the introduction of the public transport gate will significantly improve bus speeds, particularly in the City Centre. Traffic modelling indicates that bus and general traffic speeds in the City Centre during the PM peak will be similar to the existing situation.

Other key Strategic mitigation measures include the maintenance of 2 lanes in each direction around the works on Ballymun Road (R108) and Swords Road (R132), as well as the phasing of works to minimise peaks in vehicle numbers servicing the various work sites.

## **Part C: Local Level Impacts and Mitigation**

On a local level, the construction activity could potentially impact on car park access, servicing of adjoining businesses and properties, bus services, pedestrians, taxis and cyclists. These impacts have been assessed in each local area along the alignment of Metro North. Within the City Centre (Parnell Square Stop, O'Connell Bridge Stop and St Stephen's Green Stop) further pedestrian analysis has also been carried out.

The local impacts are identified and rated on an area by area basis within the STMP, and relevant mitigation measures proposed to reduce the impact to acceptable levels.

The STMP demonstrates that access to all car parks and business premises and properties can be maintained throughout the duration of construction works. Existing pedestrian movements will be accommodated and the impacts on bus, taxi and cyclist movements are minimised.

### **Summary of STMP Measures**

The STMP contains a number of key measures, which need to be implemented on a phased basis to facilitate the construction works and to reduce the impact of these works on the City. These measures proposed are summarised as follows:

- The implementation of a Public Transport Gate at College Green;
- A new bridge is to be provided linking Marlborough Street and Hawkins Street across the Liffey;
- A complete ban on right turning vehicles from Bachelor's Walk to O'Connell Bridge; and
- A complete ban on right turning vehicles from O'Connell Bridge to Eden Quay.

### **STMP Requirements and Conclusions**

Following this comprehensive assessment of the works it is concluded that Metro North can be constructed without significant disruption through the implementation of the Scheme Traffic Management Plan.

The following are key conclusions can also be drawn from the STMP:

1. Access routes to all car parks will be kept open throughout the duration of the Metro North works;
2. Access to all business premises will be maintained for the duration of the Metro North works;
3. Pedestrian flows in the city centre will be maintained around the worksites;
4. A public transport lane south bound on Parnell Square East is maintained at all times;
5. The current lane capacity on O'Connell Street is maintained through the works;
6. A public transport lane northbound on Westmoreland Street is maintained at all times;
7. A contingency plan to provide an alternative contra flow bus lane on D'Olier Street is in place;

8. Two traffic lanes northbound and two lanes southbound on the Swords Road (R132) are retained through the works; and
9. Two traffic lanes northbound and two lanes southbound on the Ballymun Road (R108) are retained through the works.

In summary, the overarching goal of the STMP will be achieved in that access to businesses and other premises will be maintained, and strategic general traffic and bus movements will experience a minimal impact.

### **Next Steps**

Following on from the work contained within this plan, the document will be updated with further modelling work currently being carried out in conjunction with Dublin City Council, and to incorporate any changes that are required as a result of the ongoing planning process.

The process will then move onto Stage 2.

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