



RPA METRO NORTH

**Scheme Traffic Management Plan
Version 8**

Appendix D - Part 1

March 2009

D Detailed Description of Enabling Works in Local Areas

D.1 Description of Enabling Works in Area MN105

During the enabling works all utilities along the R108 will be diverted. Some works will extend onto neighbouring streets.

The following is an alteration to the previous utility design:

- Utility & Accommodation Contract– Ballymun Main Street;
- In road services diversions to both sides of the dual carriageway;
- Junction reconfigurations to allow enabling works at junctions;
- Diversion of major water main and drainage network (surface water and foul) to overcome extremely difficult excavations (up to 7 meters); and
- Water main and Surface Water Diversion 900 surface drain and 800 water main to be diverted through a secondary route (along Gateway Crescent- Ballcurris Road- Balbutcher Lane).

Work along this secondary route will be both under the footpaths and the carriageway. Traffic constraints have to identify when detailed design is complete.

This option is now provisionally accepted by DCC, confirmation will follow hydraulic modelling work. This option will dramatically reduce the need for deep excavation along Ballymun Road. It will, therefore, be possible to keep one lane of general traffic and a bus lane in the northbound and southbound direction at all times.

D.2 Description of Enabling Works in Area MN107

There are three stops proposed within Area MN107, Parnell Square, O'Connell Bridge and St. Stephens Green. The location of these three city centre stops are shown in Figure 14.1 above.

D.2.1 Parnell Square

There will be enabling works areas located on Parnell Square East (east-side) alongside the buildings here. Access to the buildings will be maintained and the footpath on this side of the street will be moved slightly westwards.

Sections of roadways alongside the footpaths on Parnell Square West and North will also be part of the works. These works will be carried out on a phased basis, in approximately 20m sections.

In summary the enabling works include the following:

- Protection and/or removal of existing trees and shrubbery;
- Removal, temporary storage, replacement or reinstatement and/ or temporary and permanent relocation of street furniture, lighting, traffic signals and signage;
- Construction and commissioning of various new drains, pipe work, ducts, conduits, manholes and other chambers to facilitate the diversion of existing utilities including gas, water, drainage, electricity, telecoms and other road signal and telemetry services, including all temporary and permanent reinstatement of existing surfaces, regular liaison, programming, coordination and management of Utility Owners in regard to commissioning and decommissioning of new and old utilities, removal of redundant utilities; and
- Temporary and permanent construction of realigned kerbs, footways, bus stops, carriageways and pedestrian crossings during the Works in order to maintain pedestrian and traffic movements and to maintain access for public and private transport.

These enabling works required for the Parnell Square stop are shown in Drawings S058, Appendix D.

D.2.2 O'Connell Bridge

The enabling works for the O'Connell Bridge stop extends from the junction of Prince's Street North/ O'Connell Street to the north, to the junction of College Street/ Westmoreland Street to the south.

In summary the enabling works include the following:

- Basement in-filling;
- Protection and/or removal of existing trees and shrubbery;
- Removal, temporary storage, replacement or reinstatement and/ or temporary and permanent relocation of street furniture, lighting, traffic signals and signage;
- Construction and commissioning of various new drains, pipe work, ducts, conduits, manholes and other chambers to facilitate the diversion of existing utilities including gas, water, drainage, electricity, telecoms and other road signal and telemetry services, including all temporary and permanent reinstatement of existing surfaces, regular liaison, programming, coordination and management of Utility Owners in regard to commissioning and decommissioning of new and old utilities, removal of redundant utilities;
- Temporary and permanent construction of realigned kerbs, footways, bus stops, carriageways and pedestrian crossings during the Works in order to maintain

pedestrian and traffic movements and to maintain access for public and private transport;

- Construction of new duct banks from the new electricity substation to the existing Luas pits and tie-in to these pits;
- Construction of a new Luas/ ESB Electricity substation in the median of O'Connell Street, north of Middle Abbey Street; and
- All alterations, amendments and additions to the existing Luas duct and chamber network. All external ducting and openings required to re-route cables from the existing Luas and ESB substations to the new Luas and ESB substations.

The Contractor shall maintain clear and unobstructed routes for pedestrian and vehicular traffic to pass adjacent to the works sites and shall ensure that all commercial entrances are accessible at all times. Special provision will be made by the Contractor for the foregoing. Special provision will also be made for disabled access as required by law and as per European best practice.

Prior to carrying out any of the Works, the Contractor will erect and maintain all necessary site protection barriers, protective hoarding, tap boards, screens etc. to protect the public from crossing onto or being interfered with by the Works.

The enabling works required for the O'Connell Bridge stop are shown in Drawings included in this Appendix.

St. Stephens Green

The enabling works in the St. Stephens Green area encompass the footpaths along St. Stephens Green North (shop-side) and St. Stephens Green West (shop-side) and some of Grafton Street and South King Street.

In addition, heritage enabling works will take place on the footpaths along St. Stephens Green North (park-side) and St. Stephens Green West (park-side) and inside the park itself. A permanent hoarding will be erected around the north east area of the park and the main entrance of the park will also be closed.

The enabling works and the heritage enabling works will be coordinated in order to minimise the effects on local users of these areas. RPA will let contracts to dismantle and re-locate the Memorial Arch at the entrance to St Stephen's Green. This will be re-erected in its original location after completion of the construction works in this area.

RPA will also arrange for the lake in St Stephen's Green to be dammed at the bridge and the aquatic life relocated. The island currently located in the middle of the lake is to be temporarily removed and reinstated after completion of the works in its original position with the vent structures incorporated in to the Island location.

The lake and original park features are also to be re-instated at the end of the construction works.

In summary, the enabling works include the following:

- Construction and commissioning of various new drains, pipework, ducts, conduits, manholes and other chambers to facilitate the diversion of existing utilities including gas, water, drainage, electricity, telecoms and other road signal and telemetry services, including all temporary and permanent reinstatement of existing surfaces, regular liaison, programming, coordination and management of Utility Owners in regard to commissioning and decommissioning of new and old utilities, removal of redundant utilities;
- Protection and/or removal of existing trees and shrubbery;
- Removal, temporary storage, replacement or reinstatement and or temporary and permanent relocation of street furniture, lighting, traffic signals and signage;
- Temporary and permanent construction of realigned kerbs, footways, bus stops, carriageways and pedestrian crossings during the works in order to maintain pedestrian and traffic movements and to maintain access for public and private transport; and
- Construction of ventilation shafts inside St. Stephens Green Park.

During the works access to shops and premises will be provided at all times. Existing pedestrian movements will be maintained. Existing footpath widths will be maintained through the use of temporary pedestrian footpath and/or boardwalks. Examples of how footpaths can be extended are shown in the photographs below.

Figure D.1 **Examples of Temporary Footpath Extensions**



These enabling works required for the St. Stephens Green stop are shown in Drawing S057 included in this appendix.

Railway Procurement Agency
Ghníomhaireacht um Fháil Iarnróid
Parkgate Business Centre,
Parkgate Street, Dublin 8, Ireland
Phone +353 1 646 3400
Fax +353 1 646 3401
www.rpa.ie

Responsible for

LUAS METRO

Integrated
Ticketing
System

With funding and
support from

