COMHAIRLE CONTAE ÁTHA CLIATH THEAS
SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL

Monday, October 12, 2015

HEADED ITEM NO.11

**PROTOCOL FOR NIGHT TIME ROAD WORKS**

INTRODUCTION

Due to heavy traffic volumes on certain roads and junctions on the road network in South Dublin County it will always be necessary to undertake a small portion of roadworks during the night. Each project is assessed on a case by case basis taking into consideration likely daytime traffic disruption and the impact of night time works on Residential Areas.

The final traffic management plan for projects is agreed between the Road Maintenance Department, Garda Traffic Corps and the Traffic Section of the Council.

All efforts are made to minimise noise, and instructions issued to Contractors in all schemes. Unfortunately due to the nature of the work there will always be a certain amount of engine noise from paving machine, trucks, rollers etc. which cannot be avoided.

Below is sample of a Protocol for Night Works that is issued to Contractors carrying out night works on behalf of South Dublin County Council. Private Contractors undertaking works on public roads on behalf of third Parties are also required to adhere to similar protocols.

PROTOCOL

Protocol for Contractors carrying out night-works on behalf of South Dublin County Council with respect to Noise Pollution

* Noise pollution Act (2006) & The Environmental Noise Directive (2002/49/EC) to be adhered to by the contractor.
* Works start times will be as previously agreed with the Garda Síochána Dublin Traffic Division, and the Traffic Section of SDCC, and will be available from SDCC staff on request. In general they would be Mon-Wed 19.30-06.00, Thur-Fri 20.00-06.00, Sat-Sun 18.00-06.00
* An extensive leaflet drop to be carried out by the contractor in advance of the works commencing. Nearest houses will be first to receive leaflets, ensuring all houses within the proximity of the works, and/or an audible distance from the works, are notified. Residents should have leaflets supplied to them a min of 3 days prior to works commencing.
* A noise-curfew will be put in place where the roadwork activities involve the use of a planer; rock-breaker; jack-hammer; kango; drills; abrasive wheels; chain-saw or other similar items.
	+ An 11pm curfew will be enforced in areas where residents are within 200m of the works.
	+ A 12pm curfew will be enforced in areas where residents are over 200m from the works.
* Exceptions
	+ The only machinery that will be permitted to work past designated curfew times are paving machines, rollers, haulage trucks, traffic Management trucks, HRA chipper and any other items requested in advance and approved by the Engineer.
	+ Reversing beacons are not to be turned off under any circumstances.
* Contractor to sequence the use of all items of plant so that all breaking out is completed before the relevant curfew starts (i.e. The core hours of approximately 8pm-11pm when heavy breaking is permitted, must be utilised as effectively and efficiently as possible).
* Suggested practice
	+ Planer should arrive close to the works in advance of the TM being set-up.
	+ Planer preparation should be carried out as TM is being set-up and planing should start shortly after the TM is fully in place.
	+ An adequate number of haulage trucks should be on site to take spoil from the planer; so as one leaves another takes its place within a reasonable time.
	+ Contractor should not plane out excessive square meterage to find that he will not be able to complete all associated breakouts/tie-ins before the curfew deadline.
	+ All ironworks to be reset should be marked up at the start of job, and operatives should start breaking out around these items soon after the Traffic Mgmt has been put in place. Emphasis should be given to breaking out items which are in closest proximity to residential housing first, and dealing with items furthest away last etc.
	+ All tie-ins should be marked up at start of job, and operatives should start breaking out around these items soon after the Traffic Management has been put in place. Emphasis should be given to cutting tie-ins which are in closest proximity to residential housing, and dealing with items furthest away last etc.

This document may be subject to changes should the need arise.

Thank you for your co-operation in these matters.

On the instruction of the

Maintenance Section

Roads Department

South Dublin County Council