

Brexit

Dublin Traffic Management Contingency Plans

Changes brought about by the introduction of border and customs controls between the EU and the UK will mean additional controls in Dublin Port on imports and exports to, from and through GB from 11.00 pm 31 December 2020.

The necessary facilities and systems have been established to allow these controls to take place. These are designed to minimise any disruption to traffic flows through Dublin Port.

However, as part of overall contingency planning, a traffic management contingency plan has been prepared to manage the impacts, should they arise, on the Dublin Port road network. This is particularly the case where traffic has the potential to impact on roads adjacent to the Port, including the Port Tunnel, the M50 and M1 motorways.

The Plans have two aspects.

Firstly, from evolving congestion within the Port and the operational measures that will be taken to relieve this congestion.

Measures include close inter-agency cooperation and continuous monitoring of road network within Port, monitoring of key junctions, traffic diversion plans in place, liaison with Harbour Master on incoming and outgoing ferries, and escalation measures if congestion likely to worsen.

Secondly, on the road network outside the port, the measures that will be taken to mitigate congestion with the potential to affect the Dublin Port Tunnel and the wider road network. This aspect will be managed by Transport Infrastructure Ireland (TII) and Dublin City Council (DCC) as required. There will be a hierarchy of interventions by both agencies based on the level of congestion impacting on the Dublin Port Tunnel, city roads and M50/M1:

- Enhanced traffic metering at northern Dublin Port Tunnel entrance
- HGV Queue Management on M50 Northbound approach to M1/M50 Junction and on M1 southbound. See Appendix: Figures 1 and 2
- Additional HGV Parking Capacity at Motorway Service Area's on the M1 (both northbound & southbound).
- Off-line Emergency HGV Parking
- Turn-around facility at Tunnel Slip to Dublin Port (Promenade Road). See Appendix: Figure 3
- Assistance of An Garda Síochána and motorway service operators

The plan is built on cross-organisational cooperation and responses, led by the Department of Transport, and involving Dublin Port Company, Transport Infrastructure Ireland, Dublin City Council, An Garda Síochána, Fingal County Council, OPW and Revenue Commissioners.

Operational Response

The co-ordinated operational response will be managed via three Control Centres. These control centres share information as required to be able to monitor in real time the road network within the port and in the wider Dublin area.

- Control Room (Dublin Port Company)
- Motorway Operations Control Centre (Transport Infrastructure Ireland)
- Traffic and Incident Management Centre (Dublin City Council)
- In the event of the activation of the traffic management plans, the lead response will be managed from the new combined Motorway and Tunnel Control Room with dedicated incident room in the Motorway Operations Control Centre, taking into account Covid-19 restrictions.

Activation of Plan

The activation of the Dublin Port Brexit Traffic Management Contingency Plan will follow a graduated response linked to the seriousness of the congestion and taking account of factors such as cause, congestion level and if known the likely time or duration of the congestion to be managed and for normal traffic flow to resume. The responses have been assigned as per the colour coded status levels below;

Status Green Normal traffic/congestion levels in Port and vicinity

Participant: Dublin Port Company (DPC), Dublin City Council and TII's Motorway Operations Control Centre (MOCC).

Action: Business as Usual (BAU)

Status Amber Inbound traffic to Port is congesting within the Port estate

Participants: Dublin Port Company (DPC), Dublin City Council and the Motorway Operations Control Centre (MOCC). Liaising with State Services to advise situation and establish cause/duration etc.

Action:

- TII's MOCC introduce metering of south bore of Dublin Port Tunnel
- DPC consider and prepare for deployment of increased traffic management measures within the Port area.
- MOCC / DCC consider and prepare deployment of the TII Operational Traffic Management Plan for Brexit Congestion in Dublin Port, DCC roads and Dublin Port Tunnel.

- All participants in constant communication and closely monitoring traffic flow in the Port & vicinity
- Implement communications plan

Status Red Inbound traffic to Dublin Port is congesting outside of the port boundary impacting on Dublin Port Tunnel, approach motorway radial routes and city roads.

Participants: Dublin Port Company Dublin City Council, Motorway Operations Control Centre, Fingal Co Co, An Garda Siochána. Liaising with State Services to advise situation, establish cause/duration etc.

Action:

- Increased metering of Dublin Port Tunnel.
- MOCC deploy TII Operational Traffic Management Plan.
- DCC implementing City Traffic Plan
- M50 North HGV Queue Management by metering FreeFlow Loop
- DPC implement further traffic management measures within the port
- Implement Communications plan.
- Emergency HGV parking Traffic Management crews mobilised and HGV waiting spaces available.

Status Blue Inbound port traffic has stopped and traffic is congested back to Dublin Port Tunnel resulting in widespread congestion on Dublin Port Tunnel, approach motorway radial routes and city roads.

Participants: Dublin Port Company Dublin City Council, Motorway Operations Control Centre, Fingal Co Co, An Garda Siochána. Liaising with State Services to advise situation and establish cause/duration.

Action:

- All participants implement communications plan to inform all Port traffic;
“DUBLIN PORT IS CLOSED”
- MOCC implement diversion plan of all motorway approach Port HGV traffic to the emergency HGV storage & parking areas
- Port traffic in emergency HGV Parking areas & transportation operators to be kept informed of current situation.
- MOCC continue to meter Dublin Port Tunnel
- Any Port-bound traffic at the Port entrance is being turned around and diverted to the emergency HGV Parking areas via the Dublin Port Tunnel.
- All participants and state agencies in communications to resolve port congestion issues.

Communications Plan

When activated, a coordinated communication plans will commence which will include:

- Mobile and fixed VMS signs deployed on TII motorway gantries and within the DCC road networks.
- DCC Radio program “Live Drive “ (103.2 FM)
- Updated information and messaging on key websites including www.dublinport.ie, www.dublintunnel.ie and [DCC hgv.ie](http://DCC.hgv.ie) website
- Social media across all agencies including Dublin Port Company, TII Traffic, Dublin City Council and the Garda Traffic twitter
- Press and media statements and Press Releases from the participants
- Regular updates to Ferry operators, haulage companies, National Transport Authority, Public Transport companies and to the travelling public.

Traffic conditions in the Port will be actively monitored and communicated so that it is clear at all times the status in which the Port is operating or when it is necessary to trigger a move to the imposition of the phased traffic management measures.

APPENDIX

Figure 1: Queue Management on M50 Northbound approach to M1/M50 Junction

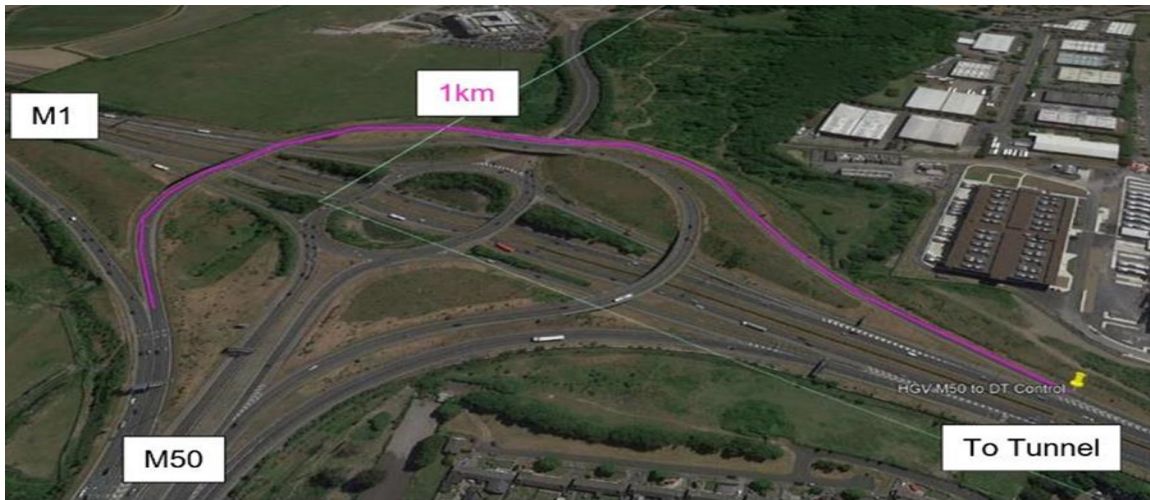


Figure 2: Overhead Signage for M50 Northbound approaching M1/M50 Junction



Figure 3: Turn-around facility to Dublin Port

