

KILDARE COUNTY COUNCIL
TAKING IN CHARGE POLICY & SPECIFICATIONS

Appendix 6

**Transport Infrastructure Construction and Completion
Specification**

Q2 2023

TRANSPORT INFRASTRUCTURE

1. Transport Infrastructure refers generally to roads, footpaths, car parking, cycle facilities and associated infrastructure. All such infrastructure shall be taken in charge in conjunction with water mains, sewers, drains, public lighting, and open spaces.
2. For developments where Kildare County Council will be taking responsibility for future maintenance, the project Safety File including, inter alia, As Constructed Drawings, utilities drawings, maintenance procedures, certification of materials and construction materials used, shall be provided to Kildare County Council in advance of the taking in charge process.
3. All certification shall be provided and verified by a suitably qualified professional with an appropriate level of Professional Indemnity (PI) insurance. The minimum level of PI insurance for any project will depend on the scale and type of development but in general shall not be less than €2,500,000, the exact level of which shall be agreed in writing with Kildare County Council prior to commencement.
4. All transport infrastructure shall be designed and constructed in accordance with the appropriate edition of the standards and documents listed below in force at the time of construction:
 - Transport Infrastructure Ireland (TII) Publications (Standards) which includes the NRA Design Manual for Roads and Bridges (NRA DMRB) and Manual of Contract Documents for Road Works (NRA MCDRW)
 - TII Publications (Technical)
 - Design Manual for Urban Roads and Streets, Department of Transport, Tourism and Sport.
 - National Cycle Manual, National Transport Authority.
 - Traffic Signs Manual, Department of Transport, Tourism and Sport.
 - Building for Everyone, National Disability Authority.
 - Traffic Management Guidelines, Department of Transport.

Any deviation from the above standards and documents shall only be permitted by prior written agreement with Kildare County Council.
5. The construction of transport infrastructure shall address and include for the needs of vulnerable, mobility impaired and disabled road users. For example, there shall be no steps in footpath construction, appropriate tactile paving shall be used at junctions, and kerb heights shall be to the appropriate standard.
6. All road markings shall comply with the requirements of Kildare County Council and the standards and documents listed above. The Developer shall make provision for the testing of any such road markings at Kildare County Council's request prior to completion of the taking in charge process and at the Developer's own expense.
7. Boundary walls abutting existing public footpaths and roads or those roads and footpaths that are to be taken into Kildare County Council's charge shall be designed to ensure the stability of such structures and the safety of all road

users of the public realm is maintained. The design of any such structures shall be undertaken by a suitably qualified professional, e.g., a Chartered Engineer, with an appropriate level of PI insurance, as agreed with Kildare County Council prior to commencement.

8. All roads to be taken in charge will be taken in charge at a minimum from the back of footpath/cyclepath on one side of the road to the back of footpath/cyclepath on the other side of the road in line with the definition of a road in the 1993 Roads Act Part 1 Section 2(1).
9. Road Safety Audits shall be undertaken for all developments that result in the provision of new transport infrastructure, or where there is a change to an existing layout as a result of a new development, or where conditioned by the planning permission. Exceptions shall only be permitted by prior written agreement with Kildare County Council. Where Road Safety Audits are undertaken, they shall be carried out in compliance with TII Standards, any recommended actions shall be implemented to the satisfaction of the Council at the Developer's expense, and any exception reports shall be provided to Kildare County Council for approval.
10. Any testing (such as Core Testing, Falling Weight Deflectometer Testing etc.) identified by Kildare County Council as necessary to ensure the constructed roads, footpaths or cycle facilities to be taken in charge meet the details approved as part of the grant of planning permission, as well as the relevant design standards, shall be carried out at the Developer's expense. Testing shall comply with the relevant standards and the nature and extent of testing shall be agreed in writing with the Council in advance of testing. The testing shall be overseen, and validated in writing, by a suitably qualified professional, e.g. a Chartered Engineer, with an appropriate level of PI insurance, details of which shall be agreed in writing with Kildare County Council prior to testing taking place.
11. EV charge points / sockets units shall be compatible with the Sustainable Energy Authority of Ireland's Triple E Register.
12. The Main Access Road within the Development shall be a minimum of 6 metres in width, with side roads a minimum of 5.5 metres in width.
13. Circulation aisles at parking areas shall be a minimum of 6.0 metres in width.
14. Footpaths shall be a minimum of 2.0 metres in width with applicable kerb upstands.
15. Stop signage and road markings shall be in accordance with the Department of Transport, Tourism and Sport's Traffic Signs Manual.
16. 30 km/h Slow Zones signage in the residential development shall be in accordance with the Department of Transport, Tourism and Sport's traffic signs advice note TSAN-2016-02.
17. Surface water attenuation within the development site and surface water disposal arrangements shall be in accordance with the Greater Dublin Strategic Drainage Study (GDSDS) and with Sustainable Urban Drainage Systems (SuDS).
18. Signage and road markings shall be in accordance with the Department of

Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.

19. Public lighting shall be in accordance with the Kildare County Council Lighting Policy Street Lighting Technical Specification June 2019.
20. CBR tests should be undertaken in accordance with Section 2.16 of the Department of Environment and Local Government "Recommendations for Site Development Works for Housing Areas" and as required to determine the subgrade strength under the proposed site access road.
21. Road pavement & build-up shall be designed in accordance with the relevant standards noted in the TIC specification and subject to the minimum specification in Table 1 below which may be subject to change in accordance with Kildare County Council Road Design Section requirements.
22. No spoil, dirt, debris or other materials shall be deposited on the public road network, its footpaths and verges by machinery or vehicles travelling to or from the development site during the construction phase. The developer should arrange for vehicles leaving the site to be kept clean through a wheel wash facility and for road sweeping by mechanical sweeper to take place as required.
23. No surface water runoff from the site shall discharge onto the public road network.
24. The development shall not impair existing land or road drainage.
25. The design and construction of all signalised works shall be approved by the KCC Sustainable Transport & Traffic Management Section.
26. Prior to the commencement of development, the developer shall obtain a licence from the Planning Authority for the erection of fencing / hoarding on the public footpath network pursuant to Section 254 of the Planning and Development Act 2000 (as amended).
27. All works involving the opening of public roads or footpaths shall be carried out under a Road Opening Licence submitted to the Municipal District Area Office through the MRL system.
28. Lines of sight at the entrance to the site development shall be retained strictly in accordance with DMURS.
29. The existing front roadside verge shall be kept free from obstruction and shall be maintained by the developer so as not to impede lines of sight at the entrance as provided in accordance with DMURS.

Table 1

Pavement Layers					
		Residential		Commercial /Arterial Route	Regional Roads
		Cul de sac - Home Zone	Spine Rd - Heavily Trafficked	Industrial Estates/Link roads	AADT > 3000 vehicles
Bound layers					
Surface course	Minimum compacted thickness:	40mm	40mm	40mm	40mm
	Aggregate Size:	10mm	10mm or 14mm	10mm or 14mm	10mm or 14mm
	Material name:	PM SMA surf (IS EN 13108-5)	PM SMA surf (IS EN 13108-5)	HRA (IS EN 13108-4)	HRA (IS EN 13108-4)
	Alternatively:		HRA (IS EN 13108-4)	PM SMA surf (IS EN 13108-5)	PM SMA surf (IS EN 13108-5)
Binder course	Minimum compacted thickness:	100mm	60mm	60mm	60mm
	Aggregate Size:	20mm	20mm	20mm	20mm
	Material:	AC 20 dense bin (IS 13108-1)	AC 20 dense bin (IS 13108-1)	AC 20 dense bin (IS 13108-1)	AC 20 dense bin (IS 13108-1)
Base course	Minimum compacted thickness:		80mm	120mm	220mm (2 layers)
	Aggregate Size:		32mm	32mm	32mm
	Material name:		AC 32 dense base (IS 13108-1)	AC 32 dense base (IS 13108-1)	AC 32 dense base (IS 13108-1)
	Minimum bituminous thickness:	140mm	180mm	220mm	320mm
		(Designer should be cognisant of Figure 4.2 of DN-PAV-03021 Dec 2010)			
Unbound layers					
Sub-base	Minimum compacted thickness:	150mm	150mm	150mm	150mm
	Material name:	Refer to TII publication - Series 800 (Including Clauses 801-804, Clause 808 near structures)			
Capping	Compacted thickness:	Refer to TII publication - DN-PAV-0321 (Figure 4.1 Foundation design charts for flexible pavement) Note: Irrespective of the CBR results, Kildare County Council Road Design require a minimum capping layer thickness of 300 to 600mm.			
	Material name:	Refer to TII publication - DN-PAV-0321 (i.e. Class 6F2/6F1, water tables, etc)			