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Appendix 14A - Traffic Management Plan (TMP)

Ballynisky Wind Farm

Ballynisky Green Energy Ltd

December 2025

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1. Introduction

The Traffic Management Plan (TMP) outlines the procedures to be implemented during the construction of the Ballynisky Wind Farm and the underground grid connection route. Prior to the proposed development commencing, a detailed traffic management plan will be produced by the appointed contractor.

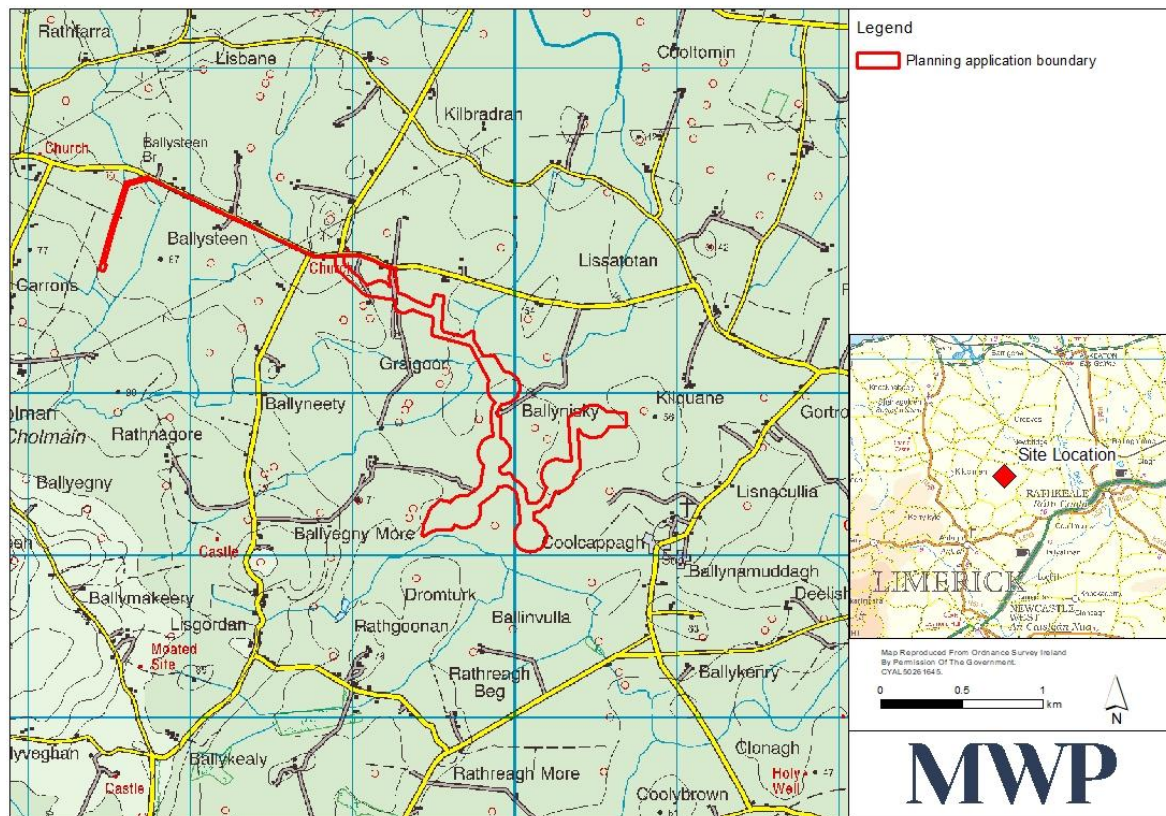


Figure 1-1: Site Location

2. Transport Management Principles

The two core principles for planning, developing, and implementing transport management proposals are:

- To maximise the safety of the workforce and the travelling public; and
- To keep traffic flowing as freely as possible and reduce the impact of the construction traffic and road works to a minimum.

For the purposes of the works to be carried out to ensure that there is minimal effect on the commercial and socio-economic life of the surrounding areas, the appointed contractor will have regard to the above principles. The appointed contractor shall endeavour to meet these objectives by proper planning of the proposed development and as reasonably practical that:

- Works within the road network do not result in a safety hazard to road users or the workforce involved in the proposed development; and
- Any resulting increase in traffic delays and congestion are minimised.

The appointed contractor will liaise with An Garda Síochána and Limerick City and County Council in the event of other planned construction schemes in the area. The appointed contractor will recognise that other external factors such as severe weather events can affect traffic flow close to the proposed development and will endeavour to minimise the effect of the works on traffic in the planning and programming of the works at construction stage.

3. Construction Works

3.1 Wind Farm

The proposed wind farm and associated infrastructure lie within the townlands of Ballynisky, Graigoor, Ballyegny More, Kilbradran, Ballysteen, Dunmoylan, Carrons and Lisbane, to the west of Coolcappa, Co. Limerick. In order to connect the wind turbines to the National Grid, two grid options are under consideration. Option A is an underground electrical connection to an existing 38kV substation at the nearby Carrons Wind Farm which is connected to the National Grid. Option B is to loop into the existing 38kV overhead line that transects the site. The line would be cut, and an underground line run to the proposed 38kV substation on site and back out to connect to the existing line continuing towards the Rathkeale 110kV substation.

Construction of the wind farm will result in a temporary increase in traffic on the L1219, the local access road between Creeves Cross and the L1220 and Ballynisky. The site is located within a flat, rural landscape dominated by agricultural land. Settlement consists of one-off housing and farmsteads. Most of the closest surrounding properties are clustered within the neighbouring village Coolcappa approximately 1km east of the site. The total Planning boundary is approximately 43.02 hectares.

Access to the site will be via the Local Road network. The R521 between Foynes and Newcastle West is located to the west of the site. The R521 links the N21 National Primary Road to the southeast and the N69 to the north. The R521 can also be accessed at Ardagh from the R523 south of Rathkeale. Access to the site will be via the L1219 local road to the northwest of the site. The local access road consisting of a single-lane carriageway currently has a T-junction at the proposed temporary construction entrance to the site. The existing arrangement, naturally requiring vehicles to stop from the northern approach will conveniently allow the site access (forming the temporary southern leg of the junction) to form part of the junction without adversely affecting the surrounding traffic flow. The L1219 Local Road extends along the proposed site access points in an east – west direction. The road extends approximately 1.6 km to the east from the permanent access to a priority T-Junction. The junction operates with a yield control on the northern approach, allowing free-flow movement between the western approach (Lissatotan Road) and the eastern approach. The frontage road (L1219) extends circa 0.6 km to the west to a T-Junction with the L1220 local road linking to Creeves Cross as shown in the **Figure 3-1**. The T-junction currently operates with a stop control on the northern approach allowing free-flow movement in the east-west directions.

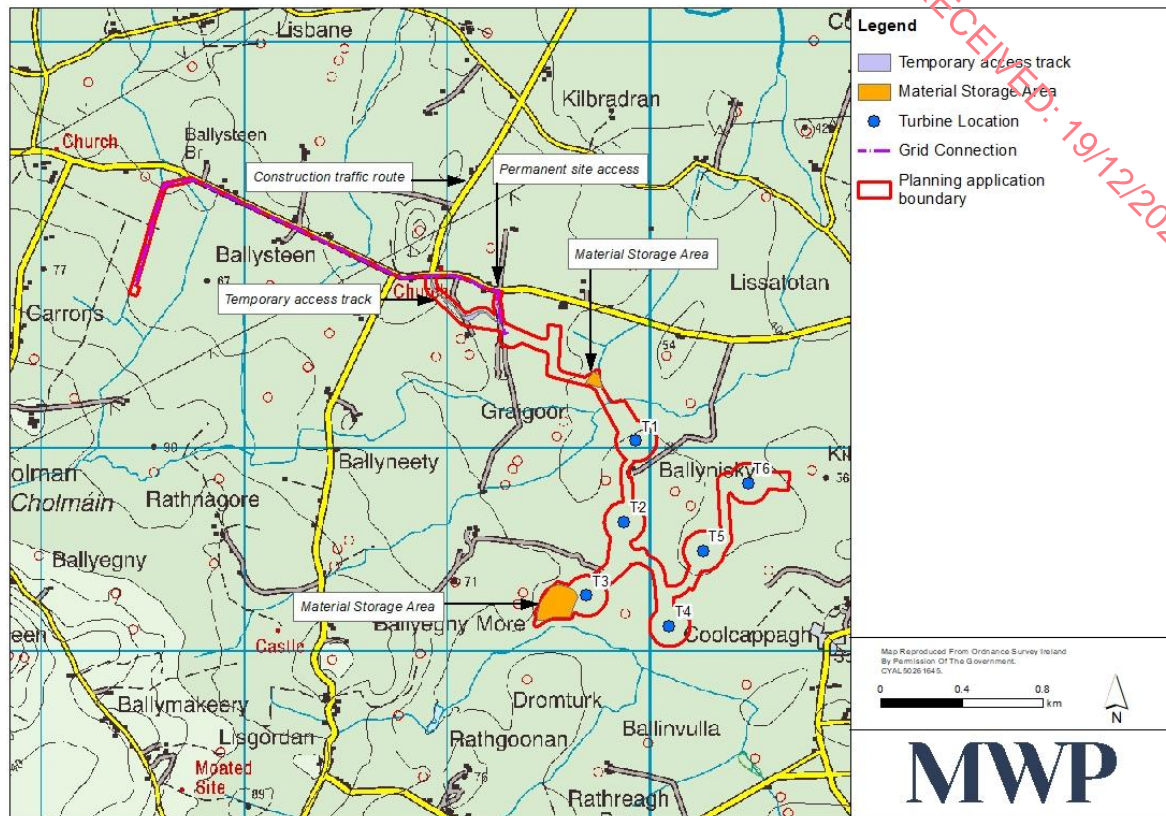


Figure 3-1: Indicative Site Location and Construction Route

Subject to planning permission, the proposed construction works would commence on site in 2027. The construction phase is expected to last between 12 to 16 months and would be completed by 2028/2029 depending on planning permission. It is proposed that access will be provided via the L1219 local road northwest of the proposed site. It is envisaged that all construction vehicles will travel along the local road linking the site with the N69 passing through Greenville and Creeves Cross. This will allow the sourcing of material to be done from local quarries and reduce disturbance to the surrounding transport network and residential areas/towns. Throughout the construction period, a temporary site access will be utilised as shown in the **Figure 3-2**.

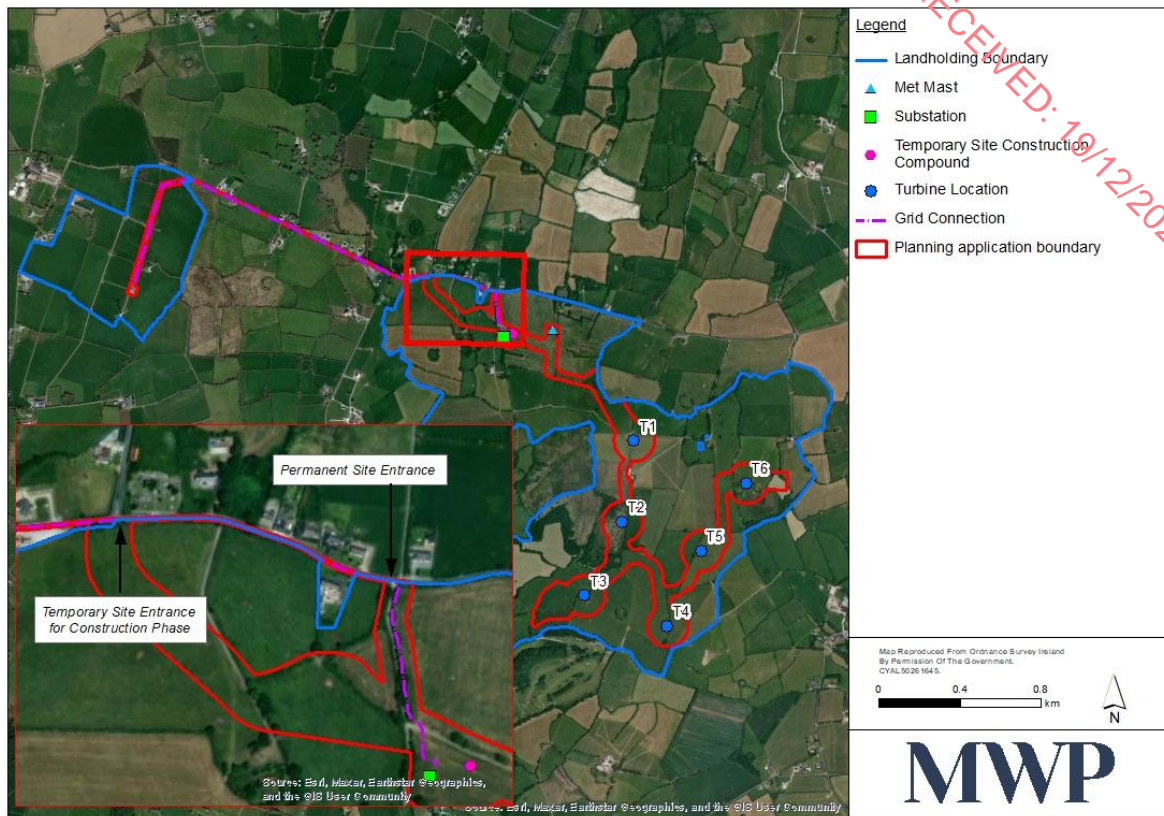


Figure 3-2: Temporary and Permanent Site Entrance

The existing junction currently operates as a stop controlled junction with free-flow in an east-west direction with a stop control along the minor road (the L1222). With the temporary site access to be located on the southern approach of the junction shown, as in the above Figure, the impact of the construction vehicular traffic is deemed to not cause any notable delays to any of the surrounding approaches.

3.1.1 Mitigation Measures

The construction phase of the wind farm will require the delivery of turbine components, concrete, steel, and aggregate to the site via the public road network. The key timing periods when use of the public road network will be at its peak for residents is between 07:45 and 08:45 when school and commuter related traffic is at its peak. It is proposed to allow routine deliveries such as aggregate into the site outside of the peak period to minimise any impact on peak traffic. The initial early morning delivery trucks will exit the wind farm site empty with the run of traffic, but they will be prohibited from delivering again until 10am.

The possibility of dirt on the local road network during wet weather and dust during dry weather is an area of identified concern, where the primary mitigation measure for this impact will be in the form of a proprietary construction vehicle wheel wash facility to be installed on the exit of the wind farm site as illustrated below in **Figure 3-3**. In addition to this, a road sweeper will operate on the surrounding local roads a full-time basis for the duration of the construction of the proposed development. A water bowser will be employed to spray the local roads with water during dry periods when there is a risk of dust disturbance.

Appropriate signage will be maintained for the duration of the construction phase with clear signage at all junctions and distances to passing areas clearly indicated along the approaches to the site. The outline mitigation measures can be summarised as below:

- Ensure a strict protocol for Heavy Goods Vehicle (HGV) drivers to follow the designated haulage route, and timing restrictions as detailed;
- Advance warning will be given to the local residents and road users for specific times when large volumes of HGV traffic may occur;
- Signage relating to the proposed construction traffic will be installed at the entrance to the wind farm;
- Signage relating to the proposed construction traffic route and directions to the wind farm will be installed along the route to the wind farm;
- A maximum speed limit will be imposed for HGVs on the local road network during the construction phase;
- A well planned and executed delivery programme avoiding peak traffic on typical days will be ensured (i.e., local school start and finish times);
- A road sweeping vehicle will be provided as required to remove any mud that is deposited on the road network on the approach to the site; and
- Enforcement of existing regulatory markings and signage will be ensured.

3.1.2 Road Safety and Courtesy Protocol

A road safety and courtesy protocol will be implemented for the duration of the wind farm construction. All companies delivering to site will have to sign up to this protocol as part of their supply contract. The protocol will consist of restricted delivery hours and speed limits along public roads and within the wind farm site. Fundamental to the protocol is courtesy for other road users. In this, vehicles will always give way to oncoming residential traffic and will always slow down or stop as appropriate for pedestrians and cyclists.



Figure 3-3: Typical Wheel Wash using the Dry Ramp System

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3.1.3 Construction Phasing

The phases of the development can be broadly summarised in terms of traffic management in 3 steps:

1. Access track/crane hardstand/substation construction;
2. Turbine base construction; and
3. Turbine erection.

3.1.3.1 Access Track/Crane Hardstand/Substation Construction

Construction transport including deliveries of quarry and building materials, will use the L1222 and L1220, as the designated delivery road for the wind farm. During the construction of the access tracks, crane hardstands and substation buildings, a worst case scenario estimates that the maximum number of loads to be delivered to the wind farm work area would be approximately 5,024 as specified in the detailed traffic and transportation assessment. This includes loads of aggregate capping material, concrete, reinforcing steel, geo-textiles, electrical cabling, switchgear and general building materials. A traffic coordinator will be employed full time during this construction period to implement speed limitations and construction traffic safety and courtesy protocol.

3.1.3.2 Turbine Base Construction

A wind turbine with a ground bearing concrete foundation will require a concrete pour during its construction. The pours would generally start early in the morning and be complete in early afternoon. Normal deliveries will be curtailed during concrete pours until the pour is completed. Concrete pours are weather dependant but are normally planned and scheduled in advance and written notice of each base pour can be hand posted to residents along the local access roads a day in advance. During pours a second escort vehicle will be utilised to maintain construction traffic safety and courtesy.

3.1.3.3 Turbine Delivery Route

The components for the 6 No. turbines will be delivered by cargo ships. The components for each turbine will be delivered in separated loads, some of which are abnormal in terms of their width and length.

Pre and post-construction surveys will be carried out to ensure the structural integrity of the selected haulage route. Repairs will be carried out on the public road network, as necessary, during the construction phase, to ensure that the condition does not deteriorate below a standard that could affect the use of the site, as required. Following completion of construction, the condition of the public road network will be of at least the same standard as it was prior to commencement of construction.

A permit for moving abnormal loads to the wind farm site will be sought from An Garda Síochána and the local authority on the haulage route with a transportation plan for the time of deliveries established at construction stage.

The delivery of turbine components normally takes place overnight due to the oversize nature of some of the components such as tower sections and blades. Some deliveries are done under a permit system from An Garda Síochána and are fully escorted for the entire delivery. Turbine delivery normally consists of three trucks in convoy with their escorts. The convoy will proceed along the local access roads at speeds less than 25km/h but such that they will not cause any undue delay to any encountered resident.

Turbine erection is entirely weather dependent with the scheduling of component delivery being entirely subject to wind conditions. Advance notice of delivery to residents is difficult in this circumstance but component delivery is a highly controlled low impact activity of very short duration to any residential property it passes.

3.1.3.4 Turbine Assembly

Wind turbine components will be unloaded and stored at the turbine location in accordance with a lift and temporary storage plan developed by the lifting contractor and turbine manufacturer. The plan will ensure the minimal manoeuvring of the components during turbine erection and to avoid double handling of components on the hardstanding and temporary storage areas. The most appropriate turbine assembly sequence will be decided by the lifting contractor and the turbine manufacturer well in advance of turbine erection and lift plans generated for same circulated to the PSDP and Project Manager for consideration.

One large crane will be required for erecting the turbines, supported by smaller assist cranes. As with all other vehicles, refuelling of cranes will be carried out in accordance with site environmental procedures to minimise the risk of spillage or pollution. Work on assembly will not start until a suitable weather window is available.

3.1.4 Schedule of Wind Farm Construction Works/Construction Schedule

The proposed duration of the wind farm works would be of the order of 12 to 16 months. The construction work will be phased as outlined in **Table 3-1**. A number of these phases will however run concurrently as follows:

- As the internal site access tracks are constructed up to each turbine, hardstand areas for the crane, turbine foundations will be prepared;
- Once the tracks are completed, the trenching and laying of underground cables adjacent to the tracks will begin; and
- Construction of the site substation compound and substation buildings will commence so that they will be ready to export power as turbines are commissioned.

Table 3-1: Typical Development Phasing

Phase	Activity
Phase 1	Prepare-site, Pre-construction activities, Site entrance
Phase 2	Access Track Construction + Drainage Plan Implementation
Phase 3	Crane Hardstand Construction
Phase 4	Turbine Foundation Construction
Phase 5	Substation Construction
Phase 6	Internal Trenching and Ducting
Phase 7	Turbine Delivery

Phase	Activity
Phase 8	Turbine Erection
Phase 9	Permanent Meteorological Mast Erection
Phase 10	Wind Farm Commissioning

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3.2 Underground Grid Connection

As part of the proposed development, two grid connection options are being appraised that will allow the electrical energy generated from the wind farm to be exported onto the national grid. Option A is an underground electrical connection to an existing 38kV substation at the nearby Carrons Wind Farm which is connected to the National Grid. Option B is to loop into the existing 38kV overhead line that transects the site. The line would be cut, and an underground line run to the proposed 38kV substation on site and back out to connect to the existing line continuing towards the Rathkeale 110kV substation.

Laying of underground cabling will require trenching in accordance with standard ESB Networks requirements, to a typical depth of ca. 1.2m and a width of 0.60m, insertion of ducting, backfilling of trenches and subsequent pulling of cable (typically 400mm² XLPE insulated cable). Trenching and surface finishing will be completed in accordance with the Guidelines for Managing Openings in Public Roads as discussed with Limerick City and County Council. A typical cable trench detail is provided in **Drawing 22569-MWP-00-00-DR-C-5415**.

Cable trenching in the public road will be carried out in the road edge or in the grass verge where it exists. This will be done under the terms of road opening licences from Limerick City and County Council. Road closure applications may also be required. All works will be planned and undertaken in full consultation with Limerick City and County Council, in particular the Roads Department and the Roads Engineer for the area.

The goal of a traffic management plan is to provide a safe working environment for cable workers and efficient passage of traffic and other road users through the cable works site. The procedures to be implemented by the appointed contractor will include the provision of facilities for the safe passage of pedestrian and vehicular traffic and measures to separate them from the construction work.

The appointed contractor will ensure traffic management controls are in accordance with Chapter 8 of the *Traffic Signs Manual 2019* and the *Temporary Traffic Management Design Guidance, Third Edition 2019*.

This traffic management plan is for planning purposes only and a final traffic management plan will be produced at construction stage by the appointed contractor.

3.2.1 Construction Programme

The active construction area along the grid connection route will generally be only along a 100-200m stretch of any roadway at any one time. Subject to planning permission, the proposed construction works would commence on site in 2027 and is expected to last between 12 to 16 months. For the full details on construction labour and delivery vehicles, refer to the **Chapter 14 Material Assets** of the **EIAR** as part of the submission pack provided.

3.2.2 Description of Works for Construction of Grid Connection Cable Route

The installation of the grid connection (Option A) along the public roads will involve the following process:

- Prior to works commencing the area where excavations are planned will be surveyed and all existing services will be identified. All relevant bodies i.e., ESB Networks, EirGrid, Gas Networks Ireland, Eir, Limerick City and County Council etc. will be contacted and drawings for all existing services sought. A road opening licence will be obtained where required from Limerick City and County Council for the relevant road sections. All plant operators and general operatives will be inducted and informed as to the location of any services;
- Prior to works commencing a dilapidation survey will be carried out photographing and noting any existing damage or defects to structures or road surfaces. A copy of this survey will be submitted to Limerick City and County Council prior to works commencing;
- Prior to works commencing the route will be inspected and marked out on the ground. Standard good practice preparatory measures will then be put in place along the extent of the route. This would include any required warning notices, temporary barriers, etc;
- Prior to works commencing a detailed traffic management plan will be prepared by the appointed contractor and agreed with Limerick City and County Council;
- During construction works, the trench will be excavated down through the existing stone in the road using an excavator machine. As stone fill is removed it is temporarily stockpiled adjacent to the trench for re-use in backfilling. In some instances some soil or unsuitable material may be encountered in the trench and this will be removed from site and brought to an appropriate licensed facility for disposal;
- The trench is then prepared to receive concrete bedding and surround for the ducts. The ducts are surrounded by concrete with adequate cover over the duct;
- Once the concrete is suitability set, appropriate imported stone material is placed over the concrete surround and filled back up to the top of trench. Suitable warning tapes will also be installed in the trench. Once the trench is filled, the trenching and ducting process will move along the road in planned stages;
- The trench surface receives a temporary surface dressing of either spray and chip or macadam. Once the overall scheme is completed, the grid connection route area will receive a new permanent macadam finish as agreed with Limerick City and County Council;
- Joint bays are to be installed where required along the grid connection route in the public road or along the grass margin of the public road. Once installed they are temporarily reinstated until they are opened again to allow for pulling cables through the ducts and jointing the cables afterwards. The joint bays will then be permanently backfilled and reinstated to the satisfaction of Limerick City and County Council;
- A new 9.0m clear span bridge crossing of the River Ahacronane will be constructed where the internal site access track will cross the river between the onsite substation and T1. To provide additional flow volumes during extreme flooding events a 1.5m x 1.0m relief box culvert will also be constructed within the floodplain between the bridge and T1. Where internal site tracks will cross existing agricultural field drains, pipe culverts will be installed to maintain existing flowpaths through the drain and under the track;
- The as-built location of the ducting will be surveyed using a total station/GPS. Marker posts will be installed along the grid connection route also to denote the location of ducting on the ground; and
- A condition survey will be carried out on the roads impacted by the grid connection route, both pre and post construction. This will include a video survey of the road extent with any significant dilapidations further recorded by photography and local surveying as required.

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4. Existing Road Network

A summary of works for the wind farm and grid connection cable route on the public road for each type of road network is described below.

4.1 Road Network

A road safety and courtesy protocol will be in place for all road users for the duration of construction. All companies delivering to site will have to sign up to this protocol as part of their supply contract. Courtesy for other road users is fundamental to the protocol. HGV traffic will give way to oncoming local traffic where possible. Vehicles will always slow down or stop, as appropriate, for pedestrians and cyclists along the proposed haulage routes. Passing bays will be provided to ensure intervisibility between traffic coming from opposing directions.

4.2 Maintenance of Road Network

The road condition will be inspected daily by site management to ensure that the access route road is maintained in a safe and passable condition. Where necessary, potholes and ruts will be filled in and the road cleaned of any mud and rubble. Following completion of construction, the condition of the public access route road will be of at least the same standard as it was prior to commencement of construction.

4.3 Signage

Signage will be manufactured using retro-reflective material to Class Ref 2 of EN 12899. The colours, chromaticity and luminance factors will be as specified in Specification TS4 published by the Department of the Environment, Heritage and Local Government. Specification TS4 consists of guidelines produced by the DoEHLG, Dublin.

Signage will be inspected at regular intervals by the contractor to check that it is in place, secure, unobstructed (by vegetation etc.) and cleaned when required. Warning lights will be appropriately fitted as required. Where signs could be obscured by bends, hills or dips in the road, additional warning signs will be put in place. If traffic management controls involving traffic lights are being implemented, a contact person will be available in the event of traffic light failure outside of normal working hours.

4.4 Staff Training

The contractor will provide training to operatives in the traffic control systems being used on site. The works will be designed and maintained by a trained operative holding a current Signing Lighting and Guarding CSCS card. The importance of traffic management, the safety of motorists, pedestrians and site staff will be emphasised to all construction staff. All personnel will be informed of the Traffic Management Plan during their induction when they first arrive on site. Toolbox talks will also be given so that all personnel are aware of traffic management controls being implemented as the work progresses. On-site turning bays, speed limit signage, directional signage to each turbine location, substation, site compound, delivery routes, exit routes, stores, offices, canteen and the requirement for reverse parking, will be erected as required.

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4.5 Duties and Responsibilities

The following parties will have an input into traffic management and will be kept informed by the appointed contractor of developments in relation to traffic management.

- Appointed Contractor;
- Project Supervisor Construction Stage (PSCS);
- Project Supervisor Design Process (PSDP);
- An Garda Síochána;
- Road Engineers for Local Authority (Limerick City and County Council); and
- Emergency Services.

4.5.1 Appointed Contractor

The appointed contractor shall consult with An Garda Síochána, the emergency services and all other relevant parties listed above during the preparation of any traffic management proposals. The appointed contractor in their role as PSCS will co-ordinate the implementation of the developed traffic management. Where any issues arise with the traffic management plan, they shall consult with the relevant parties to revise or modify the traffic management plan to each parties satisfaction.

4.5.2 An Garda Síochána

An Garda Síochána shall have final authority with regard to day-to-day traffic control. The appointed contractor will comply with all directions, instructions and requirements of An Garda Síochána.

4.5.3 Road Engineers for Local Authority

Road Engineers for Limerick City and County Council are primarily engaged in the maintenance and management of the road network and its services in the area of the wind farm and grid connection cable route. In respect of all works on, under, and above the road network, they are empowered as officers of the Road Authority to issue directions to undertakers of all works in relation to timing, the manner in which works are carried out, reinstatement and satisfactory completion. The appointed contractor will ensure to work with the Roads Department of Limerick City and County Council at all times.

4.5.4 Emergency Services

In relation to accidents occurring on or caused by the works, the appointed contractor will provide all necessary assistance to deal with any emergency to An Garda Síochána, Ambulance and Fire Brigade services. The appointed contractor will consult with the emergency services providers regarding the traffic proposals for work in public areas/on public roads.

In the event that emergency services need to travel past the works area where a road closure is not active, the existing traffic management system, be it stop/go or traffic lights, may need to be cancelled and priority given to the emergency vehicle.

Where a road closure is active, the emergency services will have been notified of suitable diversions. If the emergency is located along the works area, the appointed contractor will allow the emergency services to pass the works area by removing machinery from the road in an orderly fashion and allowing the emergency services pass under the supervision of the team leader. In the event of a road crossing, steel road plates will be available at the works area to span the trench in the event of an emergency.

4.6 Traffic Management Procedures

4.6.1 Traffic Control Tools

The appointed contractor will use a range of traffic control tools, including temporary road closures, temporary traffic lights, stop/go boards, two way radios, safety barriers, cones, signage etc. Each crew on site will have personnel on site trained in Signing Lighting and Guarding/Health and Safety at Road Works. Communication/Instruction of the Traffic Management Plan will come from the Project Manager and communicated to site personnel with the relevant training.

4.6.2 Road Closures

When a road closure is necessary to carry out works, the appointed contractor will seek a Temporary Closing of Roads Order. The appointed contractor will advise Limerick City and County Council of the following:

- Name of the road to be closed;
- Location of closing points;
- Date and period of closure required;
- Reasons for closure;
- Details of alternative routes; and
- Details of method of traffic management and maintenance of alternative routes, including sign posting and traffic control plans.

4.6.3 Traffic Diversions

Where traffic diversions are necessary due to temporary road closures associated with the wind farm and grid connection works, the appointed contractor will advise Limerick City and County Council of the following details:

- Location of proposed diversion;
- Reasons for specific traffic diversion;
- Duration of proposed diversion;
- Plan of diversion routes;
- Details for management and control of proposed method of diversion route traffic, including sign posting layouts and locations;
- Details of proposed system of diversion route maintenance and repair, including existing carriageway and street furniture etc; and

- Details of proposed system of public communications and public liaison.

Alternative routes where traffic is to be diverted to, will require an inspection prior to diverting traffic. These will need to be inspected again closer to the time of the works to ensure no hazards have occurred since the traffic management plan was developed.

4.6.4 Lane Width Restrictions

Where lane width restrictions are necessary due to the construction of the grid connection cable route, the appointed contractor will advise Limerick City and County Council of the following details:

- Reasons for lane width restrictions;
- Details of restricted width of traffic lane;
- Details of associated signage and warnings to motorists and pedestrians, including road markings;
- Details of proposed system of public communications and public liaison; and
- Temporary footpaths.

4.6.5 Public Notices

Public notices in respect of road closures or other traffic management tools are the responsibility of the Roads Authority (Limerick City and County Council) who will undertake to publish such notices.

4.6.6 Communications

The developer is committed to providing a high level of communication to the general public and business community regarding the extent and duration of the proposed development. The appointed contractor will cooperate with the employer in this regard.

The employer / appointed contractor will advise the public in relation to:

- Commencement and duration periods for the works;
- Current and proposed road closures or other traffic management tools;
- Alternative routes; and
- Provision for access / egress.

In the event of potential conflicts arising from construction activities, such conflicts shall be resolved, if possible, in consultation with Limerick City and County Council, the appointed contractor and where necessary An Garda Síochána.

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4.7 Traffic Management and Control Procedures

4.7.1 General

- Excavation, backfilling and reinstatement of trenches in roads will be completed within the shortest possible time frame; and
- The planning of road closures and traffic diversions will ensure that reinstatement of the trenches, joint bays, launch and reception pits are completed and all temporary traffic measures (lane and road closures/diversions) are removed in progressive stages.

4.7.2 Access for Residents

- The appointed contractor shall make provision for safe access at all times to private residences in proximity to the construction works;
- Steel plates or stone will be made available to allow access to residential properties. This will be done in co-operation / communication with local residents in the area; and
- The appointed contractor will inform local residents of the programme of works in their area and local access will be catered for where possible.

4.7.3 Access to Commercial/Business Properties

- The appointed contractor shall make provision for safe access to commercial and business premises for employees, customers, the general public and for deliveries.

4.7.4 Pedestrian Safety

- The appointed contractor shall ensure that throughout the course of the works its operations do not put pedestrians at any risk;
- Where the construction work necessitates the restriction or partial closure of a pedestrian access, the appointed contractor shall provide adequate safety barriers, signposts, lighting and temporary surfacing (if applicable) to ensure safe passage for pedestrians;
- Where the construction work necessitates the closure of a pedestrian access, the appointed contractor shall provide a safe and reasonable alternative. The appointed contractor shall provide adequate safety barriers, signposts, and lighting (if applicable) to direct pedestrians and ensure their safe passage; and
- With respect to pedestrians, the appointed contractor shall refer to and observe the requirements of the updated version of the Traffic Signs Manual 2019 titled 'Temporary Traffic Measures and Signs for Roadworks'.

4.7.5 Emergency Crew

- The appointed contractor's emergency contact telephone number shall be displayed at the appointed contractor's site office and shall be notified to the Local Authority Roads Engineer, Utility companies

- and the Emergency Services Providers. This telephone will be manned by the appointed contractor's Project Manager or by an authorised deputy capable of making decisions in an emergency situation;
- The appointed contractor shall set up an emergency crew, led by an experienced foreman or an engineer, for dealing with emergencies arising as a result of the works on roads outside of normal working hours. The emergency crew shall be available to respond to an event seven days a week; and
 - The appointed contractor will issue the emergency crew with contact details for the emergency services and the utility companies, in the event that they are required.

4.8 Traffic Management Plan for Wind Farm Works

It is envisaged that a system of single lane road closures will be implemented along the underground grid connection route in the public roadway. This is to ensure the cable route can be constructed safely to protect construction workers and members of the public.

The appointed contractor will apply to Limerick City and County Council for a Road Opening Licence prior to works commencing and follow the relevant procedures as outlined.

4.8.1 Single Lane Closures

Single lane closures will be implemented as the construction of the cable trench progresses along the cable route. It is envisaged that 100 - 200m of the cable route will be constructed each day and therefore single lane closures will move with the works. The single lane closure will be controlled by way of either a stop-go system, a priority yield system or by temporary traffic lights. The appointed contractor will ensure that procedures and works for single lane closures are in accordance with *Temporary Traffic Management Design Guidance, Third Edition 2019*. Temporary traffic management and roadwork signs will be to Chapter 8 of the *Traffic Signs Manual 2019*.

4.8.2 Road Closures

Cable trenching in the public road will be carried out in the road edge or in the grass verge, where it exists. This will be done under the terms of road opening licences from Limerick City and County Council. Road closure applications may also be required. All works will be planned and undertaken in full consultation with Limerick City and County Council, in particular the Roads Department and the Roads Engineer for the area.

4.8.3 Diversions

Diversions will be implemented to provide an alternative route for road closures during construction. Road closures will be sequenced in order to prevent unnecessary delays to the public and allow the appointed contractor to achieve their construction timeline. Information and directional signage will be provided to inform the public of road closures and direct them along diversion routes. Local access will be maintained for residents where possible. The appointed contractor will ensure that procedures and works for diversions are in accordance with the *Temporary Traffic Management Design Guidance, Third Edition 2019*. Temporary traffic management and roadwork signs will be to Chapter 8 of the *Traffic Signs Manual 2019*.

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4.8.4 Joint Bays

It may be necessary that joint bays on the grid connection cable route are required to be left open overnight for pulling cables through the ducts and jointing the cables together. Joint bays will be individually assessed to determine what type of traffic management system will be required at each location. Safety barriers or fencing will be erected around each open joint bay with either a priority yield or temporary traffic light system utilised to safely navigate vehicles around.

The appointed contractor will ensure traffic management controls are in accordance with Chapter 8 of the *Traffic Signs Manual 2019* and the *Temporary Traffic Management Design Guidance, Third Edition 2019*.

4.8.5 Personnel Traffic

All traffic arising from personnel (appointed contractors, sub-appointed contractors, site operatives etc.) will park their vehicles at the appointed contractors main site compound within the wind farm site. This will be done so as to prevent traffic disruption to construction and to local residents by prohibiting personal vehicles being parked along the local road network.

Appendix 1

Sample Schedule of Signs

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WK 001 - Roadworks Ahead / End



WK 032 / 033 - Road Narrows on Left / Right



WK 052 / 053 - Site Access on Left / Right



WK 091 - Diverted Traffic



WK 061 - Flagman Ahead



WK 060 - Temporary Traffic Signals



WK 090 - Detour



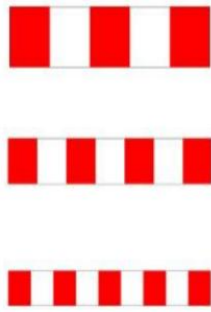
WK 092 - End of Detour



WK 094 - Road Closed



WK 095 - Stop Here on Red



W 183 / 184 / 185 - Barrier Boards



RUS 060 / 061- Stop and Go



RUS 001 - Keep Left



RUS 002 - Keep Right



RUS 014 - No Overtaking / End



WK 071 - Uneven Surface



WK 073 - Loose Chippings

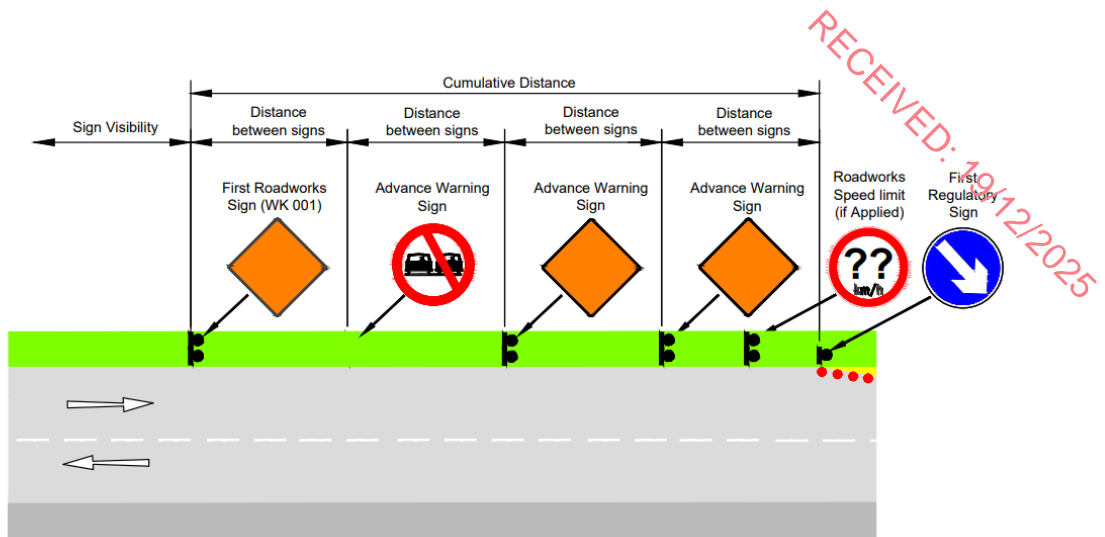


WK 052 - Site Access

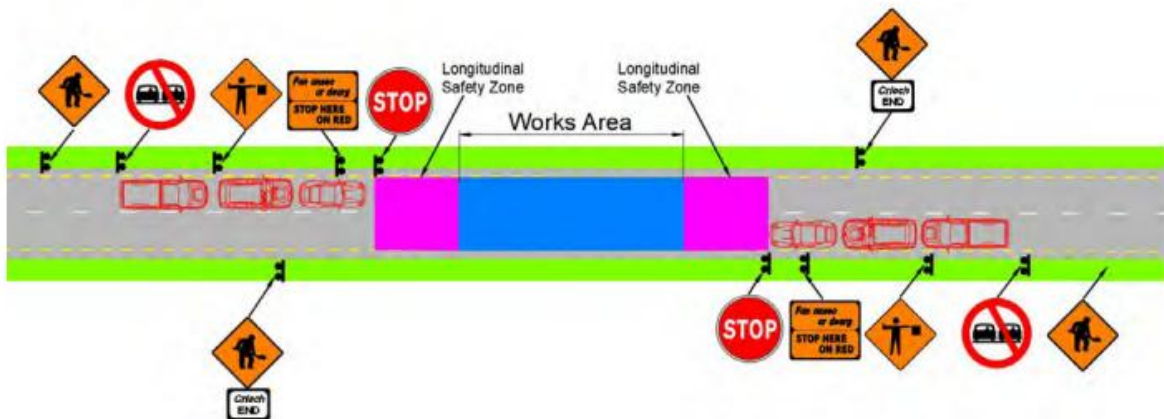
Appendix 2

Sample Traffic Management Drawings and Check Sheets

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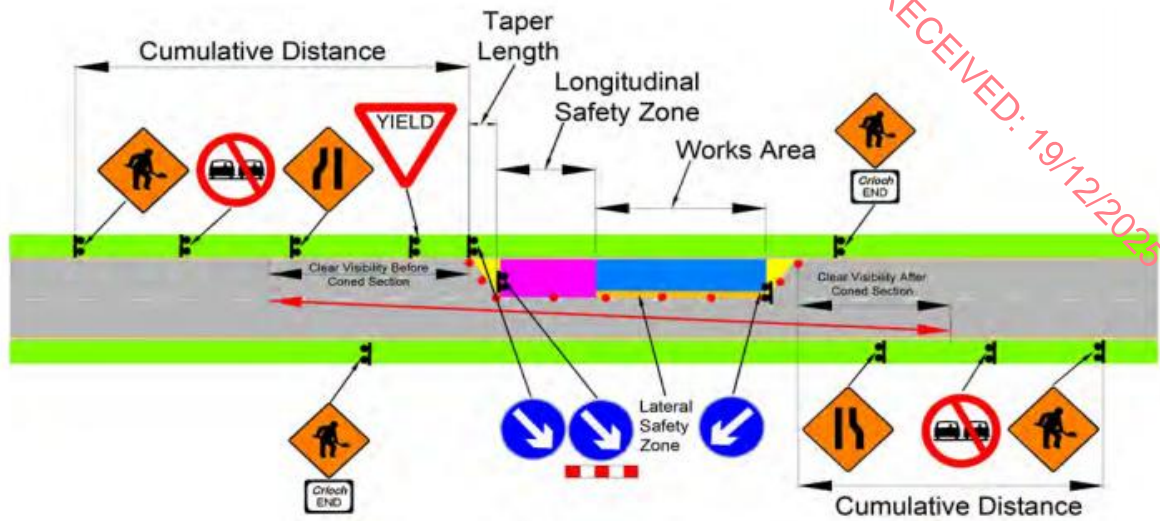
Required Locations for Advance Warning Signs to Roadworks



Level	Longitudinal Safety Zone (m)
2(i)	45
2(ii)	60

Example Layout of an "All Stop" Traffic Operation

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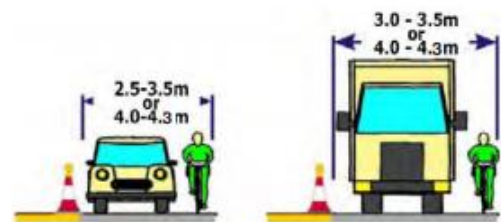
Roadworks Type	Speed (km/h)	No. Adv. Warning Signs	Cumulative Distance (m)	Sign Visibility (m)	Longitudinal Safety Zone (m)	Lateral Safety Zone (m)	Max Cone / Lamp Spacing (m)
Level 2 (i) A	80	4	480	90	45	1.2	12 / 24
Level 2 (i) B	80	3	360	90	45	1.2	12 / 24
Level 2 (ii) A	100	4	800	120	60	1.2	12 / 24
Level 2 (ii) B	100	3	600	120	60	1.2	12 / 24

Summary Criteria

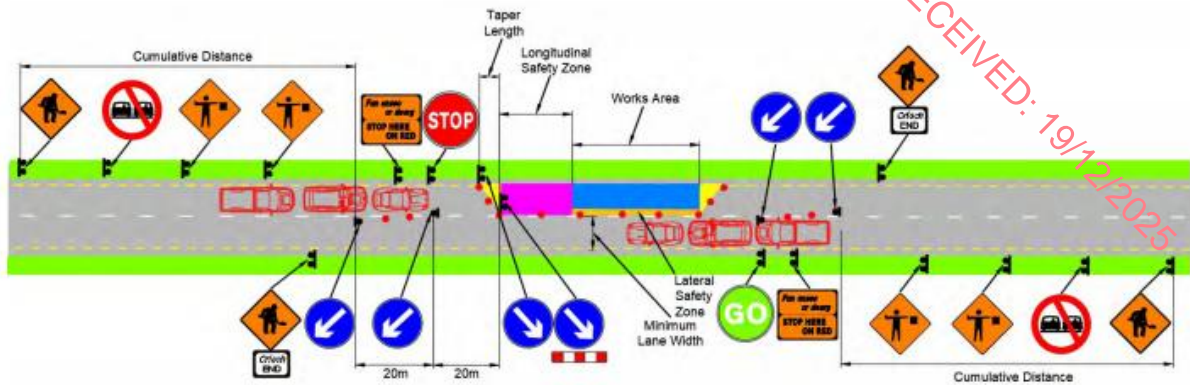
Speed (km/h)	Coned Area Length	Max Traffic Flow (3 min count)	Clear Visibility Before and After Coned Area (m)
80	80m maximum	40 vehicles	80
100			100

Lane Widths

Cars only	≥ 2.5m
HGVs present	≥ 3.0m
Preferred width	3.3m
Preferred (with cyclists)	4.0 - 4.3m



Example Layout of a Priority Yield Operation



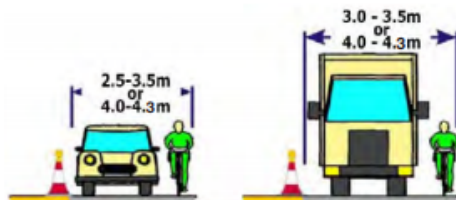
Roadworks Type	Speed (km/h)	No. Signs	Cumulative Distance (m)	Sign Visibility (m)	Longitudinal Safety Zone (m)	Lateral Safety Zone (m)	Max Cone / Lamp Spacing (m)
Level 2 (i) A	80	4	480	90	45	1.2	12 / 24
Level 2 (i) B	80	3	360	90	45	1.2	12 / 24
Level 2 (ii) A	100	4	800	120	60	1.2	12 / 24
Level 2 (ii) B	100	3	600	120	60	1.2	12 / 24

Summary Criteria

Shuttle Length	Maximum Traffic / 3 mins	Notes
500m	45	Shall be 2 operators, 2 discs when ≥ 200m
400m	50	
300m	55	
200m	60	May be 1 operator with remote discs. Operator must be ≤ 100m from each disc and have clear view of each
100m	70	
20m	25	May be 1 operator, 1 disc

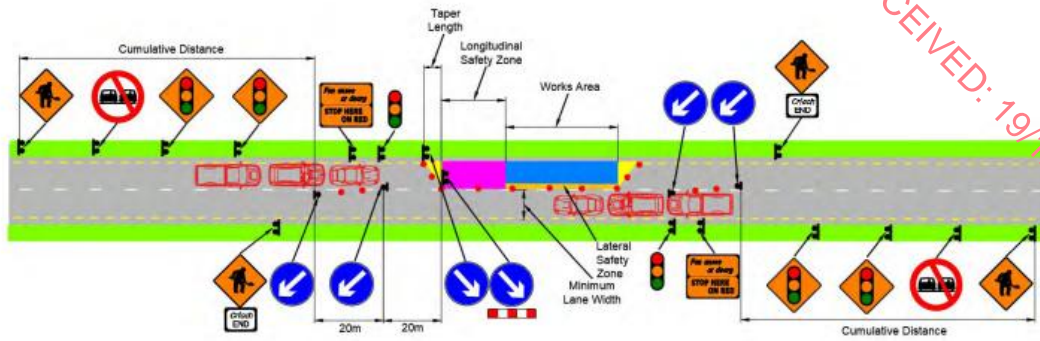
Lane Widths

Cars only	≥ 2.5m
HGVs present	≥ 3.0m
Preferred width	3.3m
Preferred (with cyclists)	4.0 - 4.3m



Example Layout of a Stop and Go Operation

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Roadworks Type	Speed (km/h)	No. Adv. Warning Signs	Cumulative Distance (m)	Sign Visibility (m)	Longitudinal Safety Zone (m)	Lateral Safety Zone (m)	Max Cone / Lamp Spacing (m)
Level 2 (i) A	80	4	480	90	45	1.2	12 / 24
Level 2 (i) B	80	3	360	90	45	1.2	12 / 24
Level 2 (ii) A	100	4	800	120	60	1.2	12 / 24
Level 2 (ii) B	100	3	600	120	60	1.2	12 / 24

Signal Checks

- Batteries
- Bulb / LEDs operating
- Signals communicating with each other
- Housing is in good condition

Signal Sequence

- Red - time is set by Operative
- Green - time is set by Operative
- Amber - 3 seconds

Signal Heights

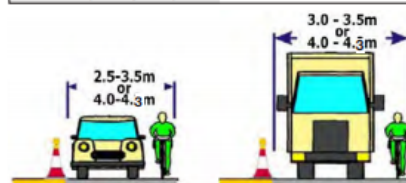


Summary Criteria

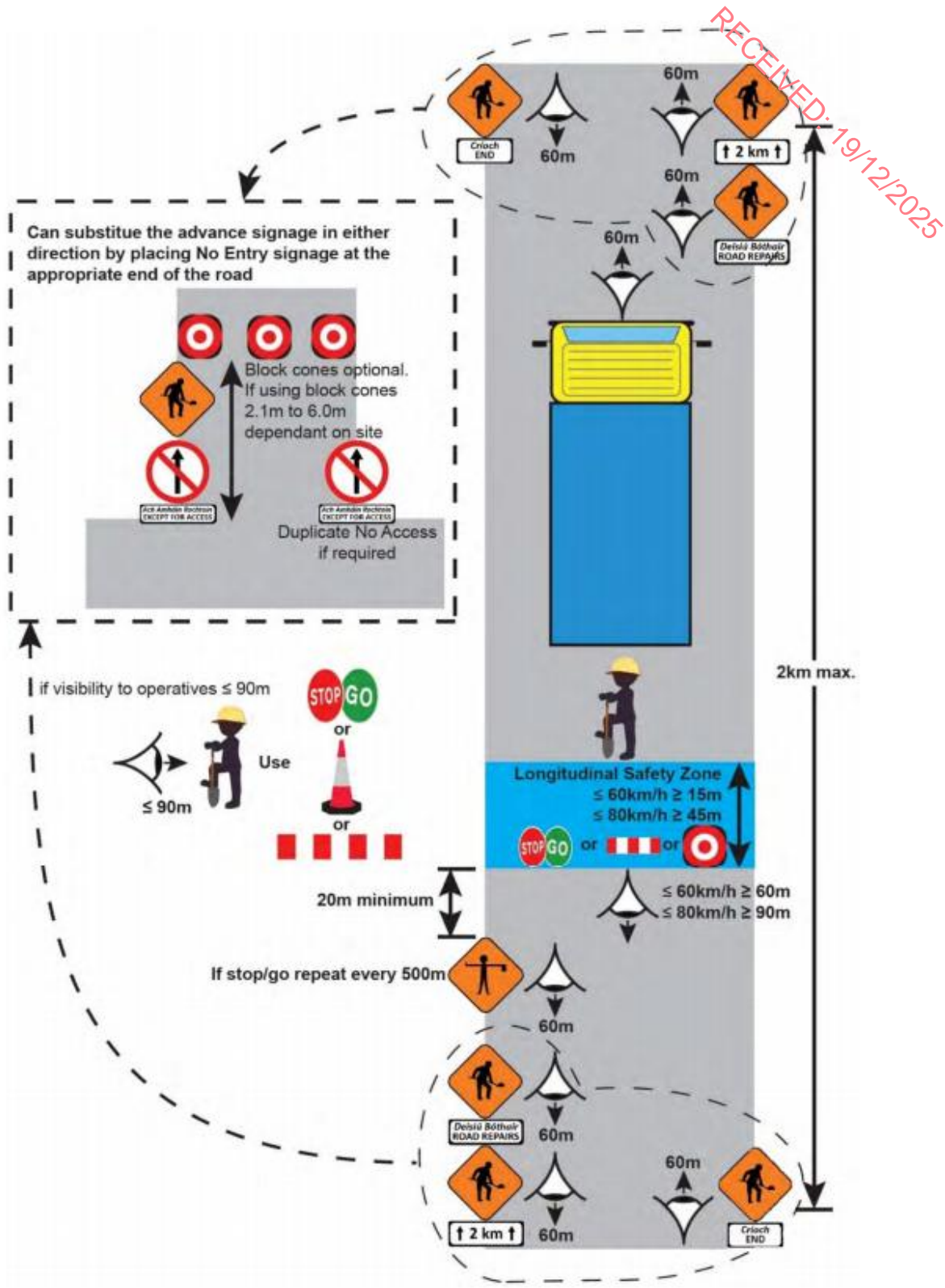
Max Speed Limit (km/h)	Max Coned Area Length (m)	Max Traffic Flow
60	500	No Restrictions

Lane Widths

Cars only	≥ 2.5m
HGVs present	≥ 3.0m
Preferred width	3.3m
Preferred (with cyclists)	4.0 - 4.3m



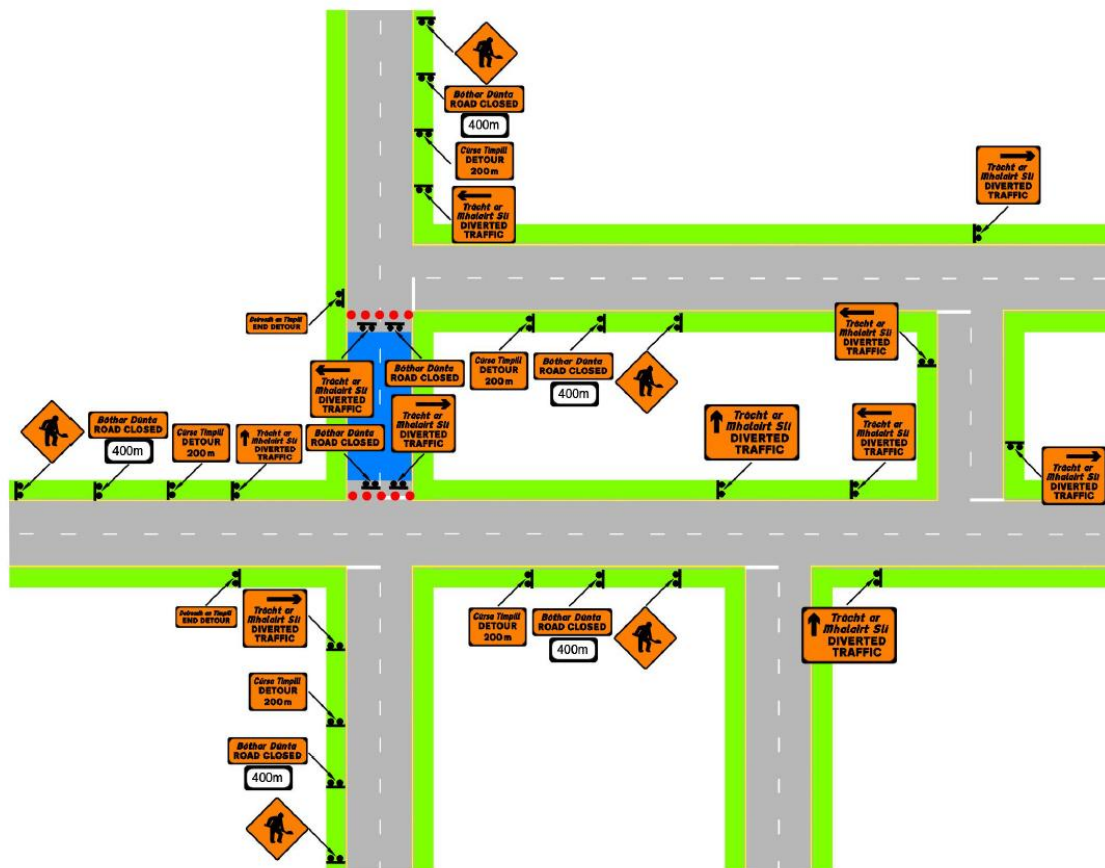
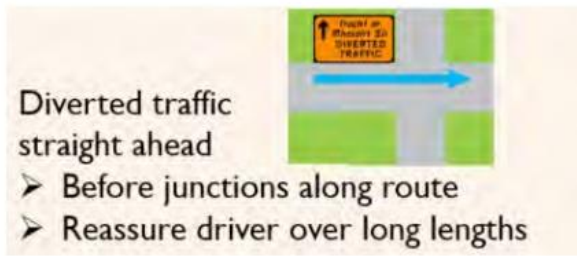
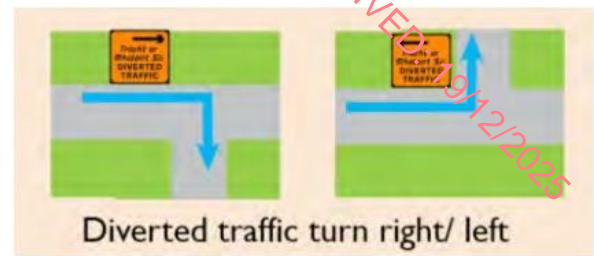
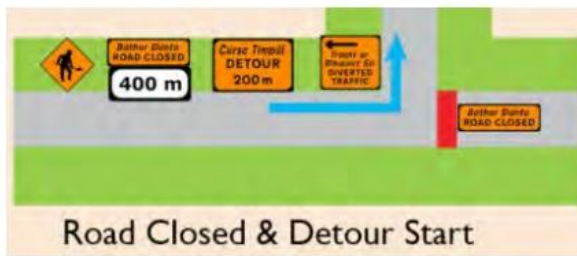
Example Layout for a Temporary Traffic Signals Operation



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Example of a Road Opening Works Operation

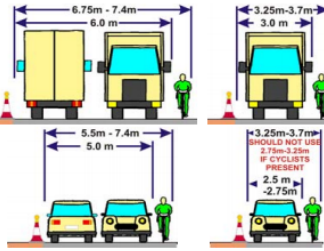
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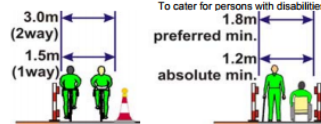
Example of a Road Detour and Signage Operation

PLANNED WORKS TRAFFIC MANAGEMENT DESIGN SHEETS
TRAFFIC MANAGEMENT LAYOUT PARAMETER DESIGN SHEET

STEP 1: SELECT TRAFFIC MANAGEMENT TYPE	When:
Road Closure	1) Adequate Safety Zone + Lane Width cannot be achieved, or 2) Alternative Safe Method of Work cannot be implemented, or 3) Semi Static Operation for Minor Roads not applicable, or 4) Convoy Working cannot be implemented
24/7	Where RESIDUAL risks on Road Works Section are greater than on the Detour even when active works are not taking place
Working hours detour	Where RESIDUAL risks on Road Works Section are greater than on the Detour when works are active AND where the RESIDUAL risks on Road Works Section are less than on the Detour when works are not active
Two-Way	Abs Min. 5.0m (Cars and light vehicles only) Minimum 6.0m Maximum Combined lane width should not exceed 7.4m
Lane/ Shuttle	Abs Min. 2.5m Minimum 3.0m Maximum 3.7m Cyclists DO NOT USE lane width between 2.75m and 3.25m
Marshall	Shuttle with mainly light vehicles and alternatives not suitable
Convoy	Select Where: 1) Adequate Safety Zone + Lane Width cannot be achieved 2) Alternative Safe Method of Work cannot be implemented 3) Semi Static Operations for Minor Roads not applicable
Semi-Static Management	> On Minor Roads use for Surface Dressing > For moving single vehicle operations
Roadworks	Refer to Section 4.3
Speedlimit	See Section 4.3
Cautionary Speed Plate	See Section 4.3
All Stop	short duration (<10 min typically) and 300 veh/hr or less



> Limit Shuttle lengths to 500m generally (+/- at junctions/ specific reasons)
> Use Vehicle Actuated Traffic Lights
> Notify Gardaí if using Traffic Lights/ Stop-Go boards



STEP 2: SHUTTLE OPTION	Method	Max Speed Limit (km/h)	Length of Works (m)	Traffic Flow (veh/hr)	Notes
Give and Take See 4.5.1	Priority	50	50	400	Visibility
		100	80	850	Speed Distance
Stop/Go	1 Sign	100	20	500	1 Person/ 1 Sign
	1 Person	100	100	1400	1 Person/ Auto Signs
	1 Person	100	200	1250	1 Person/ Auto Signs
	2 Person	100	300	1050	2 Person/ 2 Signs
	2 Person	100	400	950	2 Person/ 2 Signs
	Traffic Lights	100	500	850	2 Person/ 2 Signs Vehicle Actuated

VULNERABLE ROAD USERS


Footway Desirable minimum width	1.8m
Vulnerable users' minimum width	1.2m
Minimum width at obstacle	1.0m
Minimum width at bus stop	3.0m
Minimum width at shop front	3.5m
Cycle track desirable minimum width	1.5m
Cycle track absolute minimum width	1.3m
Combined minimum width	3.0m
Desirable minimum clearance height	2.5m
Absolute minimum clearance height	2.3m

STEP 3: SELECT PARAMETERS	Type of Road	Type of Works	Advance Sign Distance (D) (m)	Min. Number Of Advance Signs	Min. clear visibility of signs (m)	Min. size of signs (mm)	Min. height of cones (mm)	Long. Safety Zone (L) (m)	Slide. Safety Zone (S) (m)	Long. Cone Space	Long. Lamp Space	Hard Shoulder Taper Multiply Factor	2 WAY Lane Taper Multiply Factor	2 WAY Lane Taper Cone Spacing	Lane Taper Lamp Spacing	Lane Lead-in cone tapers Recommended lengths	Width of hazard (including safety zone) NOTE: WHERE TWO TRAFFIC MAINTAINED			
																	1m	2m	3m	4m
																	1	2	3	4
Single carriageway road, 30km/h	All works	50	1 (rwa) 1 (tm)	50	600	750	5	0.5	6	12	5	10	3	6	Length of taper (T) in (m) Minimum no. of Cones Minimum no. of Lamps	10 5 3	20 8 5	30 12 7	40 15 8	
	Single Vehicle	25	1 (rwa)	50	600	750	5	0.5	6	12	5	5	3	6	Length of taper (T) in (m) Minimum no. of Cones Minimum no. of Lamps	5 3 2	10 5 3	15 7 4	20 8 5	
Single carriageway, 31km/h to 60km/h	All Works	75	1 (rwa) 2 (tm)	50	600	750	25	0.5	6	12	10	15	3	6	Length of taper (T) in (m) Minimum no. of Cones Minimum no. of Lamps	15 7 4	30 12 7	45 17 9	60 22 12	
	Single Vehicle	50	1 (rwa)	50	600	750	5	0.5	6	12	5	5	3	6	Length of taper (T) in (m) Minimum no. of Cones Minimum no. of Lamps	5 3 2	10 5 3	15 7 4	20 8 5	
Single Carriageway 61 to 100 km/h	All Works	800	1 (rwa) 1 (no) 2 (tm)	120	600* 750*	750	60	1.2	12	12	30	55	3	6	Length of taper (T) in (m) Minimum no. of Cones Minimum no. of Lamps	55 20 11	110 38 20	165 57 29	220 75 38	
	Single Vehicle	600	1 (rwa) 1 (no) 1 (tm)	120	600* 750*	750	45	1.2	12	12	20	40	3	6	Length of taper (T) in (m) Minimum no. of Cones Minimum no. of Lamps	40 15 8	80 28 15	120 42 22	160 55 28	

* Use 600mm signs where Vehicles Per Day < 5,000. Use 750mm signs where Vehicles Per Day > 5,000

Tapers at Shuttles to be at 45 degrees with 1m cone spacings.













































































































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 SAFE SYSTEM OF WORK PLAN (SSWP) WORKING ON ROADS		Plan No. <input type="text"/>																						
Job Details	Resources Required	Emergency Details																						
Employer Name: _____ Responsible Person/Supervisor: _____ Number of Workers: _____ Specific Location: _____ Description of Works: _____ _____ Start Date: _____ NOTE: A new SSWP must be completed when the task or the environment changes.	Worker Skills: _____ _____ Plant/Equipment: _____ _____ Hazardous Materials: _____	Contact Names & Tel No. 1. _____ 2. _____ 3. _____ First Aider: _____ Location of First Aid Box: _____ WORK PERMITS REQUIRED Hot <input type="checkbox"/> Electricity <input type="checkbox"/> Excavation <input type="checkbox"/> Confined Space <input type="checkbox"/> Other <input type="checkbox"/> Method Statement Yes <input type="checkbox"/> No <input type="checkbox"/>																						
Before Works Starts the following MUST be in place Tick the <input checked="" type="checkbox"/> circle when confirmed																								
<table border="1"> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Supervision <input type="checkbox"/></td> <td>Safe Pass <input type="checkbox"/></td> <td>Plant/Equip. Cert. <input type="checkbox"/></td> <td>CSCS <input type="checkbox"/></td> <td>Communication/Induction <input type="checkbox"/></td> <td>WC & Washing <input type="checkbox"/></td> <td>Canteen <input type="checkbox"/></td> <td>Drying/Changing <input type="checkbox"/></td> <td>Drinking Water <input type="checkbox"/></td> <td>First Aid <input type="checkbox"/></td> <td>PPE <input type="checkbox"/></td> </tr> </table>														Supervision <input type="checkbox"/>	Safe Pass <input type="checkbox"/>	Plant/Equip. Cert. <input type="checkbox"/>	CSCS <input type="checkbox"/>	Communication/Induction <input type="checkbox"/>	WC & Washing <input type="checkbox"/>	Canteen <input type="checkbox"/>	Drying/Changing <input type="checkbox"/>	Drinking Water <input type="checkbox"/>	First Aid <input type="checkbox"/>	PPE <input type="checkbox"/>
Supervision <input type="checkbox"/>	Safe Pass <input type="checkbox"/>	Plant/Equip. Cert. <input type="checkbox"/>	CSCS <input type="checkbox"/>	Communication/Induction <input type="checkbox"/>	WC & Washing <input type="checkbox"/>	Canteen <input type="checkbox"/>	Drying/Changing <input type="checkbox"/>	Drinking Water <input type="checkbox"/>	First Aid <input type="checkbox"/>	PPE <input type="checkbox"/>														
SELECT HAZARD OR ACTIVITY																								
SELECT CONTROL All controls identified below must be in place before work starts Tick the <input checked="" type="checkbox"/> box to identify controls required; Tick the <input checked="" type="checkbox"/> circle when control is in place.																								
PART 2	<input type="checkbox"/> Live Traffic <input type="checkbox"/> Liability/Guardrail <input type="checkbox"/> Diversion <input type="checkbox"/> Road Signage <input type="checkbox"/> Flagman/Stop-Go Man <input type="checkbox"/> Traffic Management Plan <input type="checkbox"/> Traffic Speed Control <input type="checkbox"/> Vehicle Crash Barriers <input type="checkbox"/> Cash Cushion Lorry <input type="checkbox"/> Site/Private Parking <input type="checkbox"/> Erecting Traffic Control Signs	<input type="checkbox"/> Working Close to the Public <input type="checkbox"/> Liability <input type="checkbox"/> Fencing/Hoarding <input type="checkbox"/> Barriers <input type="checkbox"/> Pedestrian Routes <input type="checkbox"/> Security <input type="checkbox"/> Traffic Control <input type="checkbox"/> Flagman/Stop-Go Man <input type="checkbox"/> Vehicle Plant Controller <input type="checkbox"/> Surveying <input type="checkbox"/> Examination & Inspection	<input type="checkbox"/> Lifting Operations <input type="checkbox"/> Selection/Subsidiary <input type="checkbox"/> Plan Lift/SWL <input type="checkbox"/> Lorry Cranes/Sensors/Guards <input type="checkbox"/> Slings/Signaller <input type="checkbox"/> Check Lifting Gear <input type="checkbox"/> Exclusion Zone <input type="checkbox"/> Examination & Inspection <input type="checkbox"/> Lighting <input type="checkbox"/> Dust/Muck/Churning/Removal <input type="checkbox"/> Pedestrian Controller																					
	<input type="checkbox"/> Plant and Equipment <input type="checkbox"/> Selection/Subsidiary <input type="checkbox"/> Vibration Controls/Service/Duration <input type="checkbox"/> Reverse Warning Devices <input type="checkbox"/> Locking Attachments <input type="checkbox"/> Roll Over Protection/No Passengers <input type="checkbox"/> Seat Belts <input type="checkbox"/> PTO Guard & Access Steps <input type="checkbox"/> Hedge Cutting/Guarding/Signage <input type="checkbox"/> Safe Parking <input type="checkbox"/> Traffic Speed Control	<input type="checkbox"/> Pedestrian Route <input type="checkbox"/> Road Planer/Plough/Fall Controls <input type="checkbox"/> Kerbing/Machines/Pitch/Fall Controls <input type="checkbox"/> Dumper/Auxiliary Visual Devices <input type="checkbox"/> Rock Breaker/Cab Protection <input type="checkbox"/> 360 Excavator/Check Valves <input type="checkbox"/> 180 Excavator/Visual Aids/Set Up <input type="checkbox"/> Vehicle Recovery <input type="checkbox"/> Proximity to Public <input type="checkbox"/> ATV/Training/PPE	<input type="checkbox"/> Exclusion Zone <input type="checkbox"/> No Tripping - OH Lines <input type="checkbox"/> Strimming <input type="checkbox"/> Bolted/Armoured/Training/Service <input type="checkbox"/> Hot Compressed Air Lance <input type="checkbox"/> Slings/Signaller <input type="checkbox"/> Safe Driving <input type="checkbox"/> Compressor/Plant Security <input type="checkbox"/> Rucker (Dry) Soil/Supervisor Training <input type="checkbox"/> Examination & Inspection																					
	<input type="checkbox"/> Hand Tools <input type="checkbox"/> Selection/Subsidiary <input type="checkbox"/> Voltage <input type="checkbox"/> Cable Check/Protection <input type="checkbox"/> Guards <input type="checkbox"/> Generators Outside <input type="checkbox"/> Compressor & Whip Checks <input type="checkbox"/> Jack Hammer/Vibration Controls <input type="checkbox"/> Dust Suppression <input type="checkbox"/> Chain Saw/Training/PPE Maintenance <input type="checkbox"/> Con Saw/Abrasive Wheels	<input type="checkbox"/> Selection/Subsidiary <input type="checkbox"/> Voltage <input type="checkbox"/> Cable Check/Protection <input type="checkbox"/> Guards <input type="checkbox"/> Generators Outside <input type="checkbox"/> Compressor & Whip Checks <input type="checkbox"/> Jack Hammer/Vibration Controls <input type="checkbox"/> Dust Suppression <input type="checkbox"/> Chain Saw/Training/PPE Maintenance <input type="checkbox"/> Con Saw/Abrasive Wheels	<input type="checkbox"/> Selection/Subsidiary <input type="checkbox"/> Voltage <input type="checkbox"/> Cable Check/Protection <input type="checkbox"/> Guards <input type="checkbox"/> Generators Outside <input type="checkbox"/> Compressor & Whip Checks <input type="checkbox"/> Jack Hammer/Vibration Controls <input type="checkbox"/> Dust Suppression <input type="checkbox"/> Chain Saw/Training/PPE Maintenance <input type="checkbox"/> Con Saw/Abrasive Wheels																					

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	HAZARD OR ACTIVITY	CONTROL Tick the <input checked="" type="checkbox"/> box to identify controls required; Tick the <input checked="" type="checkbox"/> circle when control is in place.									
PART 2	 Excavation	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 
		<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 
	 Falls and Falling Objects	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 
	 Gas Electricity Sewers/Culvert/ Mains/Services	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 
	 Working Close to Water	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 
	 Substances	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 
	 Asbestos Cement Water Pipes	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 
	 Other Items	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 
	 Health	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 
	PPE	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 

PART 3

Hazards, activities and controls on this SSWP identified by: _____ Date: _____ Time: _____

Controls put in place by: _____ Date: _____ Time: _____

I have been made aware of the hazards & controls for this activity. Signed by Team: _____

NOTE: This list of Hazards and Controls is not exhaustive and is in no particular order.

IF IT'S NOT SAFE DON'T DO IT AND INFORM SITE MANAGEMENT

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