

Appendix 14B
Construction Traffic Management Plan (CTMP)

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SSE Tarbert Next Generation Power Station

Environmental Impact Assessment Report (EIAR)
Volume II
Appendix 14B Construction Traffic Management Plan (CTMP)

SSE Generation Ireland Limited

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Prepared for:

SSE Generation Ireland Limited

Prepared by:

AECOM Ireland Limited
4th Floor
Adelphi Plaza
Georges Street Upper
Dun Laoghaire
Co. Dublin A96 T927
Ireland

T: +353 1 238 3100
aecom.com

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1. Introduction

This Construction Traffic Management Plan (CTMP) has been prepared by AECOM on behalf of SSE Generation Ireland Limited to accompany the EIAR Volume I Chapter 14 Traffic and Transport, for the Proposed Development at SSE Tarbert. A description of the Proposed Development is included in Volume I Chapter 5 – Description of the Proposed Development of this EIAR.

This CTMP report deals directly with the impacts of construction of the Proposed Development on traffic and transport. The contractor, once appointed, will be responsible for updating this CTMP for the construction phase of the Proposed Development in consultation with the local authority. The purpose of this CTMP is to detail measures to manage the expected construction traffic activity during the construction period.

A CTMP is a framework document for ensuring work activities in, near or having impact upon the public highway, are undertaken safely and with minimal impact on traffic movement and existing infrastructure throughout the works programme. The CTMP is a live ‘working’ document that will be responsive to changing construction activities throughout the works. The CTMP may also be extended to form part of the operation and maintenance plan component of the Safety File. The CTMP will only cease to be a working document on full completion of the works. This CTMP provides an overview of the likely routing of construction vehicles, based on a most likely scenario of construction. It should be noted that the impacts of the construction will be temporary.

Subject to receipt of grant of the application for the Proposed Development, this CTMP will be updated by an appointed contractor. The appointed contractor will be responsible for seeking agreement with Kerry County Council (KCC) in respect of the contents of the updated CTMP and ensuring that KCC’s requirements are met, and any updates are approved, prior to undertaking the works on Site.

1.1 Policy Guidance

Guidance for the temporary control of traffic at road works to facilitate the safety of the public during the works include:

- Traffic Signs Manual Chapter 8 Temporary Traffic Measures and Sign for Roadworks (2019)
- Traffic Management Guidelines, Department of Transport (2003); and
- Kerry County Development Plan 2022-2028, Volume 6.

1.2 Likely Construction Programme & Phasing

The construction phase of the Proposed Development will be up to 29 months (see Plate 1), commencing in 2024 and ending in 2026. The appointed Contractor will indicate the duration of construction works in the Construction Environmental Management Plan (CEMP). The CEMP will be agreed with KCC prior to construction commencing.

Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
Activities	Mobilisation and Site Prep																													
			Demolition Works																											
							Construction Works																							

Plate 1: Construction Programme

Table 1 shows the traffic generation for each month of construction.

Table 2 – Daily Traffic Generation during Construction

Month	Personnel / Day	Staff LGV Arrivals	Other LGV Arrivals	HGV/ Arrivals	Total Arrivals	Total Two-Way Trips
1	5	3	0	0	3	6
2	10	7	0	0	7	14
3	30	20	2	4	26	52
4	30	20	3	4	27	54
5	30	20	3	4	27	54
6	50	33	3	4	40	80
7	50	33	3	8	44	88
8	50	33	3	8	44	88
9	100	67	5	8	80	160
10	100	67	5	8	80	160
11	150	100	5	8	113	226
12	200	133	6	15	154	308
13	200	133	6	15	154	308
14	200	133	6	15	154	308
15	200	133	6	15	154	308
16	200	133	6	15	154	308
17	200	133	6	15	154	308
18	200	133	6	15	154	308
19	200	133	6	15	154	308
20	200	133	6	15	154	308
21	200	133	6	15	154	308
22	200	133	6	15	154	308
23	150	100	6	15	121	242
24	150	100	3	15	118	236
25	100	67	2	8	77	154
26	100	67	2	4	73	146
27	100	67	1	4	72	144
28	50	33	1	22	56	112
29	20	13	1	22	36	72

1.3 Construction Phase Site Worker Traffic Generation

It is proposed that during peak periods of the construction phase, approximately 133 staff vehicles will arrive to the Site each day.

1.4 Construction Phase HGV Traffic Generation

The volume of HGVs on the network is predicted to be at its maximum during Months 28-29 of the construction phase, with 44 daily two-way movements. During the remainder of the construction period, HGV movements will vary between 8 and 30 daily two-way movements.

1.5 Construction Route

To minimise construction impacts upon the surrounding road network, all construction traffic associated with the Proposed Development (heavy haul, general delivery, and site operative) will arrive via the N69 and the N67.

All abnormal loads (ALs) will travel to the Site along the N69. It is expected these will arrive via Foynes Port, however Dublin Port may be used in some situations.

Toolbox talks will be provided on various topics to all construction staff including information on road safety, the surrounding road network and pedestrian and vehicle movements within the SSE Tarbert site.

1.6 Abnormal Loads

A number of Abnormal Loads (ALs) will need to be delivered to the Site over the construction period. These are expected to include deliveries of components of up to 20m in length.

The port of Foynes is situated closest to the Proposed Development, however other ports such as Dublin may be utilised. Detailed consideration will be given to the appropriate port and AL routes during detailed design once final details of the size and origin of loads are known.

A special permit will be required for the abnormal load movements, to be issued by An Garda Síochána. This permit will be applied for within five working days before the movement. The Gardai will be informed of the movement in advance. The public will also be made aware of when abnormal load deliveries are taking place.

1.7 Parking

All contractors' vehicles will park within the Site, the contractor will designate an area within the confines of the Site dedicated to construction worker car parking. There will be no parking permitted on the surrounding road network or estate roads by the contractor or construction workers.

1.8 Mitigation Measures

This CTMP will be updated by the contractor prior to the commencement of work on Site and will be prepared in consultation with KCC.

Construction debris particularly site clearance, spoil removal and dirty water run off can have a significant impact on footpaths and roads adjoining a construction site, if not adequately dealt with. Mitigation measures would include but are not limited to the following.

- A road sweeper will be employed to clean the public roads adjacent to the Site of any residual debris that may be deposited on the public roads leading away from the construction works.
- All vehicles will be suitably serviced and maintained to avoid any leaks or spillage of oil, petrol, or diesel. Spill kits will be available on Site. All scheduled maintenance carried out off-site will not be carried out on the public highway.
- Arrangements for regular road cleaning, e.g., road sweeping in the vicinity of the Site access point as necessary, wheel cleaning / dirt control arrangements.
- On Site wheel washing will be undertaken for construction trucks and vehicles to remove any debris prior to leaving the Site, to remove any potential debris on the local roads,

1.9 Hours of Operation

Site development and building works shall be carried out between the hours of operation recommended by KCC to safeguard the residential amenities of properties in the vicinity. The typical hours of operation are as follows:

- Monday to Friday, 7am – 7pm, Saturdays 7am - 3pm and no works on Sundays or Public Holidays.

1.10 Traffic Management Measures

The following list of measures will be adopted to minimise the impacts associated with the construction phase upon the peak periods on the surrounding road network. These will need to be agreed with KCC prior to any works being undertaken:

- Logistic manager will be put in place.
- Potential hazards associated with the interaction of road traffic and work site personnel have been eliminated by excluding such traffic from entering the Site.
- Traffic control will be in place for all vehicles entering and exiting the Site.
- Parking will be allowed only in designated parking areas onsite.
- Segregated pedestrian walkways will be introduced within the Site.
- Public pedestrian access will be prohibited through the proposed works.
- Access to the Site will be strictly controlled with all personnel being required to have a Safe Pass and to have undergone a specific Sisk Site Safety Induction before being allowed into the Site.
- Traffic on the Site will remain on hardcore areas wherever possible. Where this is unavoidable, traffic exiting the Site will go through a wheel wash.
- All construction vehicles will be fitted with flashing amber warning lamps and hazards lights and will be required to have reversing alarms for operations within the work Site.
- Speed limit of 15km/h will be put in place on the construction Site.
- Safe working procedures will be followed by plant and vehicles required to enter and leave the Site into trafficked lanes.
- All workers will be required to wear high visibility reflective protective clothing.

- Site foreman and supervisors will be in two-way communication with each other and the traffic controllers for the duration of the work shift.
- The Construction Health and Safety Plan will set out how health and safety is to be managed during the construction stage.
- Site equipment within the work area that may have an impact on any emergency services requiring access to an incident will be cleared from the area as quickly as possible.
- HGV trips will be planned to arrive and depart the Site at a uniform rate throughout the day, to avoid pressure on the morning and evening peak hour periods.

The mitigation measures will therefore ensure that the presence of construction traffic will not lead to any significant environmental degradation or safety concerns in the vicinity of the Site. Furthermore, it is in the interest of the construction programme that deliveries are not unduly hampered by traffic congestion, and as a result continuous review of haulage routes, delivery timings and access arrangements will be undertaken as construction progresses to ensure smooth operation.

1.11 Contact Name and Number

A 24-hour contact name and number will be established by the Contractor and displayed on a notice board at the construction site entrance points.

1.12 Monitoring

Monitoring will be undertaken by the appointed contractor to assess the effectiveness of the measures included in the final CTMP to control the routing and impact of construction HGVs. Monitoring will also provide a firm basis upon which to answer queries and complaints regarding the HGV traffic impact during construction. A 24-hour contact name and number will be established by the contractor and displayed at the Site.

The appointed contractor will maintain gatehouse records of construction HGVs entering and leaving the Site and they will be available to KCC on request.

Should any complaints be raised by members of the public with regard to construction HGVs not using the dedicated HGV route to the Site, gatehouse records will be used to identify the offending HGV involved and appropriate sanctions put in place to ensure no repeat events.

1.13 Consultation

A formal process of liaison between all relevant parties (Principal Contractor, KCC, An Garda Síochána and Traffic Infrastructure Ireland (TII) is proposed to:

- establish a channel of communication between the contractor and the regulating authorities.
- make all parties aware of the results of monitoring of the final CTMP.
- provide a route by which any complaints can be communicated and dealt with.
- provide a route through which transport related issues can be identified and dealt with; and
- provide prior notice of significant events e.g., delivery of abnormal loads, in accordance with standard protocols.

It is proposed that a written report is prepared on behalf of the contractor on a six-monthly basis and circulated to all key stakeholders.

Any comments generated by the report will be circulated to all key stakeholders and a meeting may be held if required.