APPENDIX 29-2

TRAFFIC MANAGEMENT PLAN

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Sceirde Rocks Offshore Wind Farm – Onshore Site

REVISION B

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Client: Fuinneamh Sceirde Teoranta
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1 INTRODUCTION

1.1 Purpose of the Traffic Management Plan

The purpose of this Traffic Management Plan (TMP) is to set out traffic management measures that the Applicant will commit to providing during the construction stage of the Onshore Site of the Sceirde Rocks Offshore Wind Farm, and is in line with Chapter 29: Traffic and Transportation of the Environmental Impact Assessment Report (EIAR). The Onshore Site, as described in Chapter 5: Project Description of the EIAR, comprises the Onshore Landfall Location (OLL), the Onshore Grid Connection (OGC), and the Onshore Compensation Compound (OCC).

The successful completion of the construction of the Onshore Site will require significant coordination and planning and a comprehensive set of mitigation measures will be put in place before and during the construction stage. These will be required in order to minimise the effects of the temporary traffic management measures, including temporary road closures and diversions, and the additional traffic generated on the surrounding road network.

The traffic management measures are considered under the following sections:

- Section 2 – Traffic management measures during construction of the Onshore Grid Connection (OGC).
- Section 3 – Traffic management measures for the Onshore Compensation Compound (OCC).
- Section 4 – General traffic management measures that will be implemented before, during and on completion of the construction of the Onshore Site.

Prior to construction, details of the TMP for the Onshore Site will be agreed with the Roads and Transportation Department of Clare County Council and Transport Infrastructure Ireland (TII). The contractor will prepare a construction stage TMP in line with the requirements of the relevant authority and key stakeholders prior to construction. The construction stage TMP will be maintained and updated throughout the construction phase of the Onshore Site.

Where reference is made to figures in this TMP, these figures are included within Chapter 5: Project Description, Chapter 29: Traffic and Transportation of the EIAR, and Appendix 29-3: Junction Design Drawings.

2 TRAFFIC MANAGEMENT MEASURES DURING CONSTRUCTION OF ONSHORE GRID CONNECTION ROUTE

2.1 Traffic management measures for temporary road closures during construction of the OGC

Traffic arrangements and temporary diversion routes that will be put in place during the construction of the OGC are set out in Section 29.5 of the EIAR.

The proposed OGC route assessed in this EIAR is shown in Figure 29-1a of Chapter 29 of the EIAR, and comprises of the following two sections:

- From the Transition Joint Bay (TJB) at the OLL located in in the townland of Killard, Co. Clare to the proposed OCC located in the townland of Ballymacrinan, with a route length of approximately 19.3km; and,
- From the proposed OCC to the existing 220kV Moneypoint Substation in the townland of Carrowdotia South, with a route length of approximately 3km.

For the purpose of the traffic impact assessment presented in Section 29.5 of the EIAR, the OGC route is considered in 22 Sections, as shown in Figure 29-1b in Chapter 29 of the EIAR. A total of 16.2 km of the total 22.3 km length of the route is within the curtilage of the public road, all of which will require temporary road closures during construction.

For each section of road requiring a temporary road closure a diversion route for local background traffic to utilise is identified. The sections of the road that are included in the diversion routes are summarised in Table 29-16 of the EIAR, with the proposed diversions routes for each on-road section of the OGC shown in the following in the following figures:

- Figure 29-3 Diversion route for OGC Section 2
- Figure 29-4 Diversion route for OGC Section 4
- Figure 29-5 Diversion route for OGC Section 5
- Figure 29-6 Diversion route for OGC Section 6
- Figure 29-7 Diversion route for OGC Section 7
- Figure 29-8 Diversion route for OGC Section 8
- Figure 29-9 Diversion route for OGC Section 9
- Figure 29-10 Diversion route for OGC Section 11
- Figure 29-11 Diversion route for OGC Section 14

- Figure 29-12 Diversion route for OGC Section 15
- Figure 29-13 Diversion route for OGC Section 18

The detours shown in Figure 29-3 to Figure 29-13 are based on the shortest feasible route using a similar road type. While these routes are adopted for the purpose of the traffic impact assessment, it is noted that they may vary slightly as part of the development of the detailed traffic management measures that will be agreed with Clare County Council prior to construction.

An assessment of the impacts of the proposed temporary road closures and detours that will be incurred by local traffic in terms of increased journey times and distances is presented in Section 29.5 of the EIAR.

Detailed traffic management plans and signing strategies for each section of the route will include as a minimum the following, and these will be finalised by the Contractor, prior to commencement of construction;

- Traffic signs on all approaches to the proposed diversion in accordance with the *"Traffic Signs Manual, Section 8 – Temporary Traffic Measures and Signs for Roadworks"* (Department of Transport (DoT) now DoTT&S) and "Guidance for the Control and Management of Traffic at Roadworks" (DoTT&S).
- The presence of construction staff (Flagman) located at the point of each temporary road closure.
- As set of out in Table 8.3.3 Design Parameters of the *Traffic Signs Manual - Section 8* for Levels 3 and 4 (Single carriageway 80 km/h), the cumulative distance from the first sign to the site access is 800m, and there are 4 signs @ 200m intervals.
- Sign visibility should be 120m. This will require to be checked on the ground prior to the implementation of each diversion.

2.2 Sample signage strategy for temporary road closures / traffic diversions during construction of the OGC

Prior to commencement of construction, the contractor will prepare a detailed road signage strategy for each proposed diversion route for agreement with the Road Section of Clare County Council and TII. An example of the signage that will be included is shown for the northern approach to the temporary road closure on Section 8 of the OGC in the Figure 1 below. A similar signage strategy will be adopted at all approaches for the duration of all proposed temporary road closures and diversions.

Specific signs proposed, as shown in Figure 1, and as extracted from Table 8.2.1 of the *Traffic Signs Manual* (TSM) Section 8 will include the following:

- Introduction of “Roadworks Ahead” signage on all approaches 800m in advance to proposed temporary road closure (TMS Traffic Signs WK001).
- “No Overtaking” signs on all approaches 600m in advance of proposed temporary road closure (TMS Traffic Signs RUS 014).
- “Road Closed” sign on all approaches 400m in advance of proposed temporary road closure and at the start of the road closure (TMS Traffic Signs WK094).
- The appropriate variant of “Diverted Traffic” sign on all approaches 400m in advance of proposed temporary road closure (TMS Traffic Signs WK091).
- Detour” sign on all approaches 200m in advance of proposed temporary road closure (TMS Traffic Signs WK090).
- The straight ahead variant of the “Diverted Traffic” sign should be repeated at regular intervals on the detour route (TMS Traffic Signs WK091).
- At the end of the diversion route the “Roadworks Ahead” signage should be posted together with the “END” of roadworks sign (TMS Traffic Signs WK001 and P010).

The location of the proposed Flagman at the approach to the proposed temporary road closure is also shown in Figure 1.

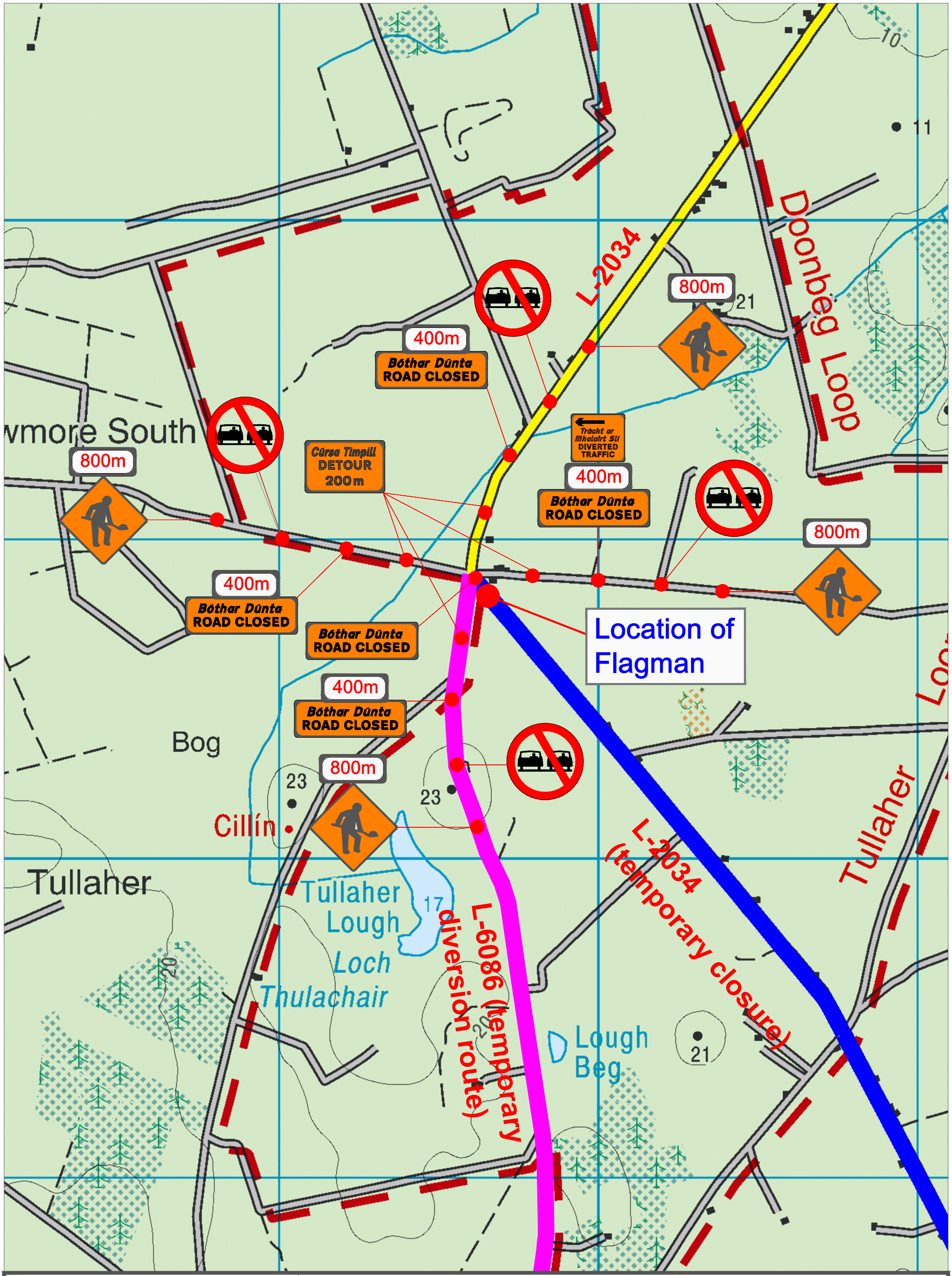
WK 001	 	**Roadworks Ahead:** this sign shall be the first temporary sign visible to the road user on the approach to any roadworks. It may be supplemented with a Supplementary Plate P 082 indicating the nature of the works. At some sites, it is necessary to provide additional Signs WK 001 well in advance of the start of the roadworks. Where this is the case, the signs shall have a Supplementary Plate P 001 indicating the distance to the start of the works. **End of Roadworks**: the ‘Roadworks Ahead’ sign shall be erected together with a Supplementary Plate P 010, End, as the last temporary sign visible to the road user leaving any roadworks. This ‘End’ plate marks the finish of all other roadworks warning signs used within the site. **Cautionary Speed:** the ‘Roadworks Ahead’ sign may also be used at intervals through the roadworks together with Supplementary Plate P 011, Cautionary Speed (see Section 8.3.3).

WK 090		**Detour:** these signs should be used in advance and at the start of a diversion route for any road that is closed due to roadworks. They indicate to the traffic the distance to the start of the detour. The distance displayed should be in accordance with Table 8.2.3.
WK 091	  	**Diverted Traffic:** these signs should be used to indicate straight ahead, left or right at every decision point, for the road user to follow a diversion route for any road that is closed due to roadworks. The arrow direction may be varied to suit. On diversions with long distances between decision points, it is recommended that the straight ahead variant be repeated at intervals, to reassure drivers that they are still on the correct route. 
WK 092		**End of Detour:** this sign should be placed at the end of a diversion route, to advise drivers that they are back on the original route.

WK 094		**Road Closed:** this sign should only be used in conjunction with WK 001 when a road has been closed to facilitate roadworks.

RUS 014
No Overtaking

P 010		**End:** this plate may be used in conjunction with any roadworks sign to highlight to the road user that the end of a specific hazard or operation has been reached.



NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

NOTE: USE APPROPRIATE VARIANT OF "DIVERTED TRAFFIC" SIGN WK091 ON ALL APPROACHES

Figure 1 Signing strategy at northern end of temporary road closure on Section 8 of OGC
(Example only, strategy will be developed by Contracter and agreed with Clare County Council)

PROJECT:	Sceirde Rocks Offshore Wind Farm - Onshore Elements		
CLIENT:	Fuinneamh Sceirde Teoranta	SCALE:	NTS
PROJECT NO: 10950	DATE: 07.12.24	DRAWN BY:	AL

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2.3 Proposed delivery routes to the OGC

All materials required for the construction of the Onshore Site will be delivered to the appropriate temporary construction compound via a combination of the following routes, as shown in Figure 29-1c of the EIAR;

- All stone and cement will be delivered from local quarries via the National road network and all regional/local roads on the OGC route.
- All spoil material excavated from the OGC trench will be removed off-site by a licenced haulier and brought to a nearby licenced facility for disposal and/or managed on site.All tar excavated from the OGC trench will be transferred to an authorised waste facility by a waste collector with the appropriate collection permit.

2.4 Site accesses to the OGC

At locations where the OGC crosses the public road network, and at locations where off-road sections of the OGC are accessed off the public road network, temporary construction accesses will be managed by means of temporary traffic management measures in accordance with the *"Traffic Signs Manual, Section 8 – Temporary Traffic Measures and Signs for Road Works"* (DoT now DoTT&S) and "Guidance for the Control and Management of Traffic at Roadworks" (DoTT&S). A member of construction staff (flagman) will be present at each construction site location along the route. On the completion of the construction of the Onshore Site, all temporary access points will be closed, and site boundaries reinstated to pre-construction state.

2.5 Temporary construction compounds

There are three temporary construction compounds proposed as part of the Onshore Site, as outlined within Chapter 5: Project Description of this EIAR. These are located at the OLL, at Kilrush Golf Club, and at the OCC as shown in Figure 5-14 of Chapter 5 of the EIAR.

- TCC1 measures approximately 76m*62m in area will be located at the Onshore Landfall Location. This compound is accessed via the existing access track which will also provide access to the OLL off the L6068.
- TCC2 measures approximately 25m*32.5m in area will be located within Kilrush Golf Club. This compound is accessed via the existing entrance to Kilrush Golf Club off the N68.
- TCC3 measures approximately 105m*52m in area will be located adjacent to the OCC. This compound is accessed via the proposed access to the OCC off the L-6150.

3. TRAFFIC MANAGEMENT MEASURES DURING CONSTRUCTION OF THE ONSHORE COMPENSATION COMPOUND (OCC)

3.1 Proposed delivery route to the OCC and passing bays on the L-6150

For cable and other specialist materials and plant required for the construction of the OCC, deliveries will be made via the N68, followed by the N67 and L-6150 to the OCC, as shown in Figure 29-1c .

It is proposed to construct 3 permanent passing bays, each 50m in length, on the approximately 0.74km section of the L-6150 between the N67 to the south of the OCC, and the OCC site access. Along the same road section, the L-6150, it is also proposed to provide permanent road widening to accommodate the larger deliveries to the OCC during the construction phase. The purpose of these passing bays and road widening is to provide passing opportunities for construction and local traffic during the construction phase of the OCC and also to provide a permanent improvement for local traffic in terms of capacity and safety.

3.2 Proposed access junction on the L-6150

It is proposed to upgrade the existing agricultural entrance to accommodate a new access junction off the western side of the L-6150 local road. The upgraded entrance will provide access to the OCC during the construction phase and will also remain as an access junction to accommodate the operational and maintenance phase and associated traffic. The proposed junction layout is shown in Figure A29-3-1 of Appendix 29-3 of the EIAR. Junction radii of 9m are proposed to provide for standard HGVs, in accordance with TII guidelines Geometric Design of Junctions (DN-GEO-03060).

A speed survey was undertaken on the L-6150 at the location of the proposed access by Traffinomics Ltd for one week commencing on Friday 19th July, 2024. The survey results established 85th percentile observed speeds of 47.86 kph northbound and 49.47 kph southbound on the L-6150. In accordance with TII guidelines Geometric Design of Junctions (DN-GEO-03060) the visibility splay requirements for a design speed of 50 kph is 70m. Visibility splays of 70m taken from a setback of 2.4m that will be kept clear during the construction and operational stages of the OCC are shown in Figure A29-3-2 of Appendix 29-3 of the EIAR, while the forward visibility along the L6150 is also shown in the same figure.

The autotrack assessment shown in Figure A29-3-3 of Appendix 29-3 of the EIAR demonstrates that the proposed junction off the L-6150 will accommodate the turning requirements of a standard large articulated HGV.

It is also noted that the turning requirements of an abnormal load with a length of 46.2m required to deliver the largest components of the OCC was tested as part of the design process. It is confirmed that this vehicle is accommodated in a temporary envelope of the junction that will be in place during the construction phase.

4 GENERAL TRAFFIC MANAGEMENT MEASURES

In the event that development permission is granted for the Project, the TMP will be updated to address the requirements of any relevant planning conditions, including any additional mitigation measures, which are conditioned and will be submitted to the planning authority for written approval. The TMP includes the following measures:

- **Construction and Delivery Programme –** a programme of construction and deliveries will be submitted to Clare County Council in advance of deliveries of material to the OGC and the OCC site. Liaison with the relevant local authorities and TII will be carried out where required regarding requirements such as delivery timetabling, road closures and diversions.
- **A Pre and Post Construction Condition Survey –** A pre-condition survey of roads associated with the Onshore Site will be carried out immediately prior to construction commencement to record an accurate condition of the road network at the time. A post construction survey will be carried out after works are completed to ensure that any remediation works are carried out to a satisfactory standard. The timing of these surveys will be agreed with the local authority. All road surfaces and boundaries will be re-instated to pre-development condition, as agreed with the local authority engineers.
- **Traffic Management Coordinator –** a competent Traffic Management Co-ordinator will be appointed for the duration of the project and this person will be the main point of contact for all matters relating to traffic management.
- **Information to locals** – Locals in the area will be informed of any upcoming traffic related matters e.g. temporary lane/road closures and diversions via letter drops and posters in public places. Information will include the contact details of the Contract Project Co-ordinator, who will be the main point of contact for all queries from the public or local authority during normal working hours. An "out of hours" emergency number will also be provided. Local access to all properties located on the cable grid route will be maintained at all times.
- **Liaison with the relevant local authority -** Liaison with the Roads and Transportation Department of Clare County Council. Once the surveys have been carried out and “prior to commencement” status of the relevant roads established, (and in compliance with the provisions of the Onshore CEMP), the Roads and Transportation Department will be informed of the name and contact number of the Project Supervisor of the construction stage as well as the Site Environmental Manager.
- **Identification of delivery routes** – These routes, as show in Figure 29-1c will be agreed and adhered to by all contractors.

- **Introduction of 3 permanent passing bays (each 50m in length) and road widening** on the L-6150 between the N67 to the south of the OCC and the OCC site access. The purpose of these works is to provide passing opportunities for construction and local traffic during the construction phase of the OCC and also to provide a permanent improvement for local traffic in terms of capacity and safety.
- **Travel plan for construction workers –** The proceeding assessment is based on construction staff being transported to the point of construction on the OGC by minibus. The construction company will be required to provide a travel plan for construction staff, which will include the identification of routes to / from the site and identification of an area for parking, prior to being transported to the OGC by minibus. These locations will be one of the temporary work compounds, or the site of the OCC at Ballymacrinan.
- **Temporary traffic signs** – As part of the traffic management measures temporary traffic signs will be put in place at the location where works are being undertaken along the grid route, and at locations where temporary local diversions are in place. All measures will be in accordance with the *"Traffic Signs Manual, Section 8 – Temporary Traffic Measures and Signs for Road Works"* (DoT now DoTT&S) and "Guidance for the Control and Management of Traffic at Roadworks" (DoTT&S). A member of construction staff (flagman) will be present at each construction site location along the route.
- **Additional measures** - Various additional measures will be put in place in order to minimise the effects of the development traffic on the surrounding road network including wheel washing facilities at the entrance to the site and sweeping / cleaning of local roads as required.
- **Road Opening Licence** – Roads works associated with the OGC cabling will be undertaken in line with the requirements of a road opening licence as agreed with Clare County Council.
- **Diversions and road closures –** Reasonable access to residences, farms and businesses will be maintained at all times during any road closures associated with the OGC works. The details of this will be agreed with each impacted resident/business and the Roads Section of Clare County Council in advance of works taking place. The network of local roads in the area will be used for traffic diversions for local traffic in order to expedite the works and limit the duration of the impact owing to the OGC works.
- **Trench Reinstatement -** Trenches on public roads, once backfilled, will be reinstated to the relevant standard and satisfaction of the road's authority. The roads conditions survey, which will be undertaken immediately prior to construction commencement of the project, will ensure that any section of road along the OGC is not left in a degraded condition. The repetition of the survey immediately after completion of the construction phase of the project will ensure that any reinstatement works are carried out to a satisfactory standard.

It is confirmed that details for the Traffic Management Plan for the subject development will be agreed with Clare County Council, Transport Infrastructure Ireland and any other relevant authority prior to construction and contact will be maintained throughout the construction phase.