MOTT MACDONALD

Shelburne Energy Farm

Construction Traffic Management Plan

April 2026

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April 2026

Issue and Revision Record

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Contents

Tables

Figures

1 Introduction

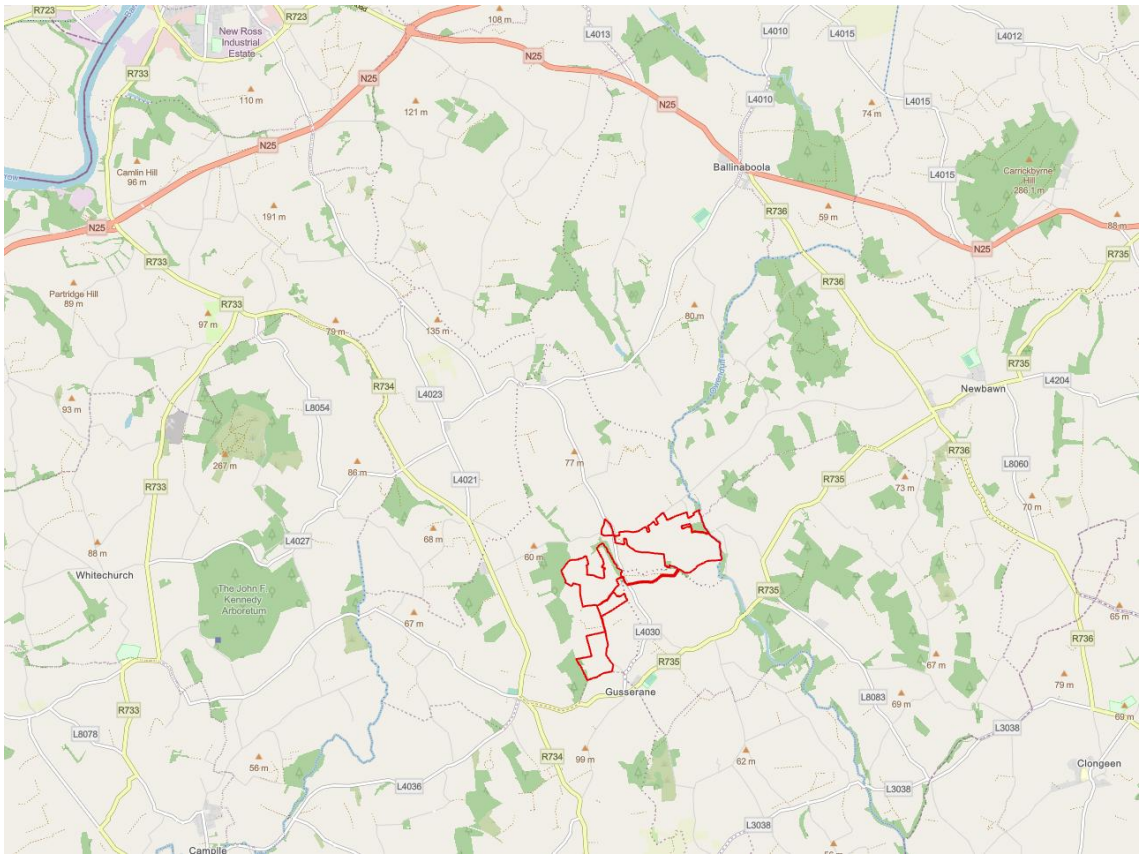
The Construction Traffic Management Plan (CTMP) aims to minimise disruption and enhance safety in traffic operations during the construction phase of the Shelburne Solar & BESS Energy Farm Development (hereafter referred to as 'the Proposed Project'). The CTMP has been comprehensively developed in alignment with industry best practices and the requirements outlined in Chapter 14 – Roads and Traffic of the Environmental Impact Assessment Report (EIAR).

1.1 General

This CTMP will remain a 'live' document, which will be updated in response to any relevant conditions of the Approval, and to reflect the detailed design of the approved development – in collaboration and agreement with the relevant Planning and Roads Authority, i.e., Wexford County Council (WCC). It will be reviewed and revised as necessary to ensure that the measures implemented are effective and remain within the parameters assessed in the EIAR submitted with the application for approval of the Proposed Project.

This CTMP considers anticipated development generated traffic movements on the proposed traffic routes likely to be used for construction access. Figure 1.1 depicts the Proposed Project site context.

Figure 1.1: Site Context



Source: OpenStreetMap, ESRI, Mott MacDonald

1.1.1 Structure of this Report

The report is sub-divided into the following Sections:

- Section 2 outlines the background context attributed to the project.
- Section 3 lists the proposed traffic management mitigation measures to be implemented during the construction phase of the Proposed Project.
- Section 4 presents the measures to monitor and implement the CTMP.
- Section 5 provides a summary statement for the CTMP
- Section 6 provide contingency arrangements.

1.1.2 Objectives and Strategies

The objectives and strategies of the CTMP are:

- To provide protection to site personnel and the general public from traffic hazards that may arise as a result of the construction activities including the offsite movements of construction vehicles.
- To manage potential adverse impacts on traffic flows.
- To minimise adverse impacts on users of the road and adjacent properties and facilities.
- To adhere to the related commitments described in the planning application.
- To enhance road safety and limit adverse effects of construction works and construction traffic on the existing road network and the communities it serves.
- In an effort to meet these objectives the CTMP will incorporate the following strategies:
- Ensuring that the provision will be made for site personnel to enter the work area in a safe manner in accordance with safety procedures.
- Ensuring that all reasonable precautions are taken to prevent dirt, mud and other material being dropped or spread by traffic associated with the works and operation.

2 Construction Traffic

2.1 Construction Programme

The construction commencement date is subject to the approval of planning permission, pre-commencement obligations and progression of the design to construction stage. The key stages and activities within the construction programme and construction working hours are discussed hereafter.

This timeline may vary depending on the time of year, weather conditions and the availability of specialised equipment. If feasible, the Main Engineering, Procurement and Construction (EPC) Contractor may seek to improve upon the programme duration.

The overall construction programme is expected to take between 21 and 23 months and is to commence in 2027. Indicative construction programmes for the Substations, Underground 220kV Cabling, Solar PV Farm and BESS are summarised in Table 2.1.

Table 2.1: Indicative Construction Programme

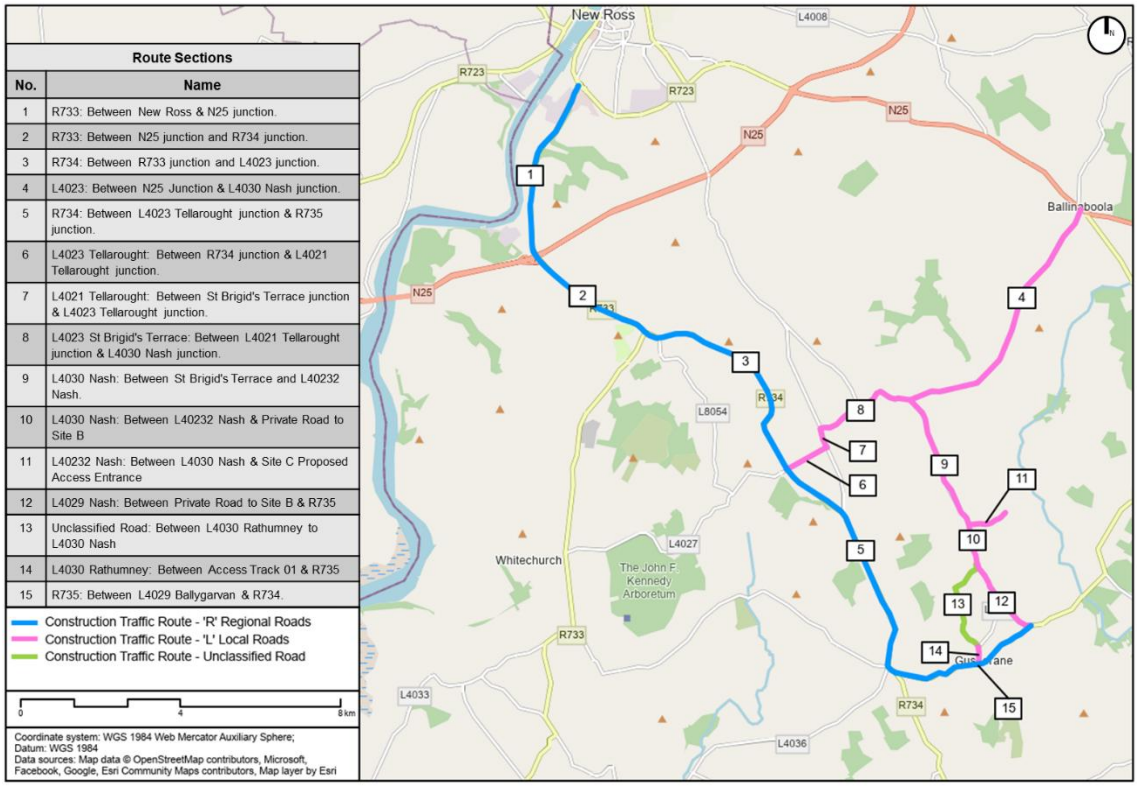
Construction Activity	Approximate Duration
GIS Substation Compound	
Site Preparation	3-4 months
Civil Works	5 months
Electrical works	4-5 months
Energisation	2 months
Total	14-16 months
220kV Cable Connection	
Pre-construction	2 months
Civil Works	5-6 months
Electrical works	5-6 months
Commissioning	1 month
Joint Bay re-instatement	1 month
Total	14-16 months
Solar PV farm	
Civil works	6 months
Mechanical works	6 months
Electrical works	6 months
Commissioning	3 months
Total	12-18 months
BESS	
Site Clearance and enabling works	2-3 months
Civil works	3-4 months
Electrical Installation	3 months
BESS container installation	2 months
Commissioning and testing	2 months
Total	12-14 months
Overall Construction Phase Timeframe	21-23 months

2.2 Construction Traffic

The construction traffic movements will comprise those associated with the movement of construction personnel and Heavy Good Vehicles (HGVs) transporting construction materials, components or plant. The construction related traffic will utilise several public roads in the WCC local authority area. This includes the N25, N30, R735, R734, R733, L4021, L40232, L4029, L4023, L4021 and L4030.

The L4030 will serve as the primary haulage route for all construction traffic to and from the Proposed Project site.

Figure 2.1: Main Construction Routes



Source: Mott MacDonald, OpenStreetMap, ESRI

The construction phase will generate deliveries of construction materials such as ducting, cabling, and bulk material e.g. ready-mix concrete.

Excavated material (from any carriageway works), will either be reused on-site or disposed of offsite to suitably licenced waste facilities as necessary during the construction phase.

2.2.1 Construction Compounds

A temporary construction compound is proposed in each Array Area – A, B and C. The main temporary construction compound and laydown area will be located in Array Area A, and will include the construction staff parking area. This temporary construction compound will be utilised during all stages of the construction programme for the Proposed Project.

The temporary construction compounds in Area B and C are limited in their spatial extent, measuring 2700sqm (30m by 90m).

The location of the temporary compound/laydown areas is indicated on the planning drawings 229101268-MMD-00-XX-DR-E-0100 to 0103.

The appointed contractor(s) will be responsible for organising site compounds in consultation with the Environmental Manager or Ecological Clerk of Works (ECoW).

The contractor's compounds will be used for storage of construction materials, as well as construction equipment and machinery.

2.2.2 HGV Movements

It is estimated that the Proposed Project will require a total of 4,055 HGV deliveries during the construction phase, which equates to 8,110 two-way movements. Across the 16-month construction programme, it is estimated that there would be an average of 26 HGV two-way movements per day. Peak activity is expected to reach 76 two-way HGV movements per day, occurring on no more than eight days throughout the entire construction period.

2.2.3 Construction Worker Movements

The number of personnel required during the construction phase is expected to peak for the construction of the substation, underground cabling, solar farm and BESS are summarised in Table 2.2 below.

Car parking for contractors' vehicles will be provided within the temporary contractor's compound. Temporary signage will also be erected at the entrance to the site.

It has been assumed that construction personnel will travel to the Proposed Project site from the main car parking area in Array Area A using van/minibus.

Table 2.2: Peak Construction Worker Movements

Construction Phase	**Vehicle Movements (2-way)**		
	Cars/LGVs	HGVs	All Traffic
Civils Works – Access Roads	110	56	166
Civils Works – Drainage, cabling and foundations	110	76	186
Installation Works	342	28	370

Source: Mott MacDonald

3 Measures identified to Minimise Traffic Impacts

3.1 General

Road sections in the study area have been assessed with the primary objective of minimising potential disruption to local communities, and general traffic. A suite of traffic management measures has been proposed to minimise potentially disruptive impacts associated with construction works and construction traffic. These measures are hereafter described.

3.1.1 Time Control

The appointed contractor will plan and manage construction works activities to minimise potential disruption on the L-road and unclassified road sections to be utilised by Proposed Project construction traffic.

Construction working hours are expected to be conditionally defined. Normal working hours are expected to be Monday to Friday 07:00 to 19:00 and 08.00 to 14.00 on Saturday and no works will take place on Sundays or Bank Holidays. Construction will occur during normal construction working hours.

The appointed contractor will liaise with WCC upon finalisation of the construction programme to ensure (as far as is reasonably practicable) that no conflict with planned road works in the vicinity of any construction works occurs so as not to impact motorists further.

Accordingly, the appointed contractor will discuss with WCC and where feasible, construction vehicles' arrival and departure times will be managed in consideration of peak public movement periods, such as school start and finish times.

In instances where extended hours / days are required works will only be undertaken with prior agreement with the relevant statutory authority.

The appointed contractor will liaise with WCC regarding local events dates and seek to avoid traversing affected route sections at agreed times.

Where practically achievable, diversion routes will not apply outside of the compound's hours of operation.

3.1.2 Transportation Protocol

All Contractors will adhere to the agreed CTMP and any relevant conditions of approval imposed by WCC.

All construction vehicles associated with the Proposed Project will:

- display a unique identification number shown on a plate clearly visible.
- be securely sealed.
- record origin, destination, and route of the vehicle.
- display and ensure vehicle identifications including registration plates are clearly visible.

Drivers of all construction vehicles will:

- access their destination worksite via an approved route; this is to be determined by the approved Contractor in conjunction with the administering local authority.

- observe speed limits.
- drive in a safe and courteous manner with due care and consideration for other road users both vehicular and pedestrians.
- adhere to the hours of operation detailed by the TMP.
- not deliberately wait or stack on any public road.

The appointed Contractor will maintain a management system whereby the following records are retained and made available on request to WCC:

- the number of vehicles arriving and leaving their destination.
- all complaints received regarding transport and resultant action taken.
- all instances where a protocol has been breached and resultant action taken.

The Client will supply the following information to WCC, which will be treated in confidence:

- action to be taken when a protocol is breached; and
- a log of vehicle movements.

3.1.3 Vehicle Wheel Washing Facilities

To reduce the potential for debris being deposited onto the local road network, the appointed contractor will ensure that all vehicles leaving site be inspected prior to passing through the security barrier to ensure that they deemed suitable to access the public highway. Wheel cleaning facilities will be provided to ensure that the potential problem will be minimised.

3.1.4 Speed Restrictions

All construction workers, including contractor managed HGV drivers, will be briefed on the absolute requirement to adhere to posted speed limits on public roads through induction sessions and through regular briefings (toolbox talks). Other parties responsible for site deliveries will also be instructed per the requirement for compliance with posted speed limits on all roads.

Speed limits posted within compounds will be considered mandatory and, therefore will be complied with.

3.1.5 Temporary Signage

During the construction phase, signage will be installed to warn road users to the presence of the works access and the associated likely presence of large or slow-moving construction traffic.

General information signage will be installed to inform road users and local communities of the nature and location of the works, including contact details should they require additional information.

Examples of temporary (construction phase) traffic signage are shown in Figure 3.1.

Figure 3.1: Temporary Traffic Signage Examples

Source: Traffic Signs Manual Chapter 8

Temporary signage arrangements will be formally agreed with WCC prior to installation and commencement of construction. All signing will also be provided in accordance with the Traffic Signs Manual.

Prior to installation, all signs and devices will be checked to confirm that they are in good condition and meet the following requirements:

- Items that are bent, broken or have surface damage shall not be used.
- Items will be free from accumulated dirt, road grime or other contamination.
- Fluorescent signs which colour has faded to a point where they have lost their daylight impact will be replaced.
- All sign faces are to be of retro-reflective material and the retro-reflectivity, colours, chromaticity, and luminance factors will be as specified in the Specification TS4 or any further amendments or replacement.

All signs will be positioned and erected such that:

- They are properly displayed and securely mounted.
- They are within the driver's line of sight.
- They will not be obscured from view.
- They will not obscure other devices from the driver's line of sight.
- They will not become a possible hazard to workers or vehicles.
- They will not deflect traffic into an undesirable path.
- Signs and devices that are erected before they are required shall be covered by a suitable opaque material

3.1.6 Road closures

Road sections which are anticipated to require temporary closure due to construction works are described in this section. Similar mitigation would be adopted if any other road sections not described in this section, are identified following further assessment to require temporary road/lane closures.

It has been assumed that around 30-50m of cabling works on road would be completed in a day with an average of 40m per day and that civil works for installing a joint bay on a carriageway would be around eight days per carriageway.

Indicative diversion routes have been assessed assuming that HGVs could safely navigate the narrow local roads. The routes have used the widest road available.

Road closures will all be staffed and that all practical measures will be implemented to enable local access for emergency service vehicles.

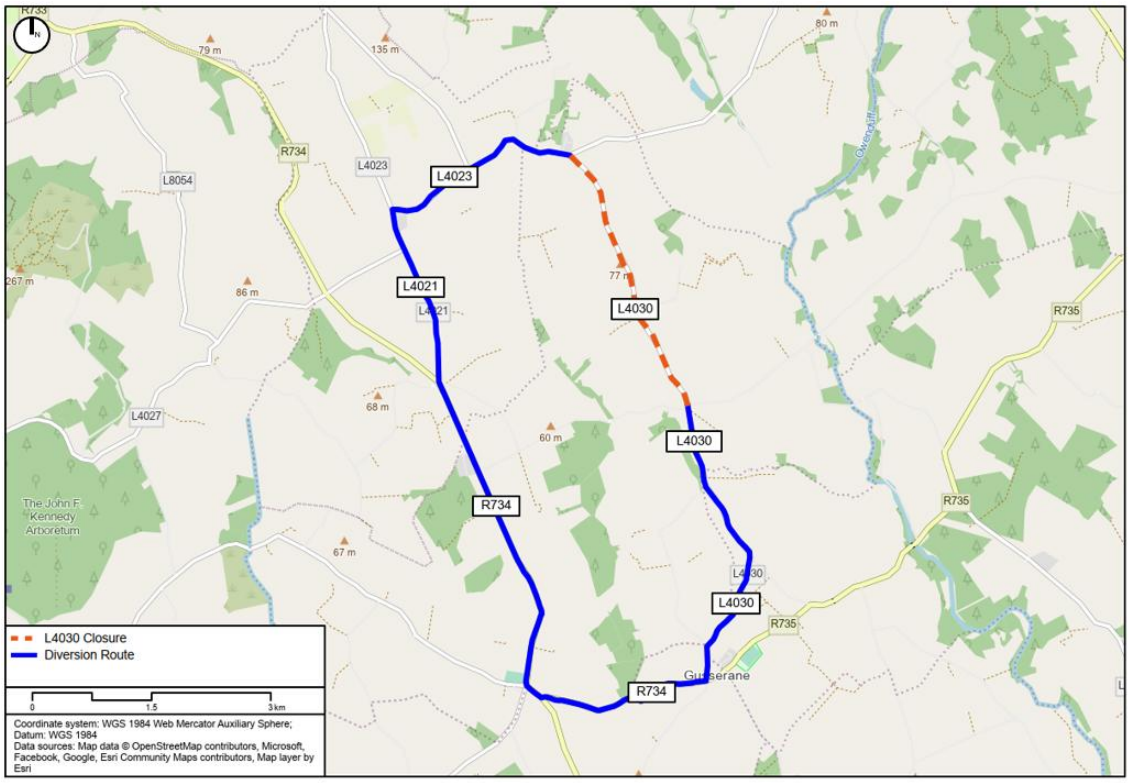
3.1.6.1 L4030 Road Closures

The L4030 between the L40232 and the L4023 will be locally closed (with a rolling road closure) to through traffic for a period unlikely to exceed seven weeks during the civil works (cabling works for the grid connection). It would remain open for local or emergency access. The L4030 may be subject to a shorter duration closure for array cabling works (less than one week) and for electrical works. Some level of driver delay and inconvenience will arise as a result of the road closure of the L4030.

Figure 3.1 shows planned diversion routes due to the temporary closure of the L4030. Whilst it is assumed some vehicles may use this diversion route it is likely that many drivers will utilise other routes.

The additional length of the diversion route would be up to 7.1km and would add approximately nine minutes travel time onto journeys previously utilising the temporarily closed section of the L4030.

Figure 3.1: L4030 Diversion Route (Both Directions)



Source: Mott MacDonald, ESRI (see figure for data sources)

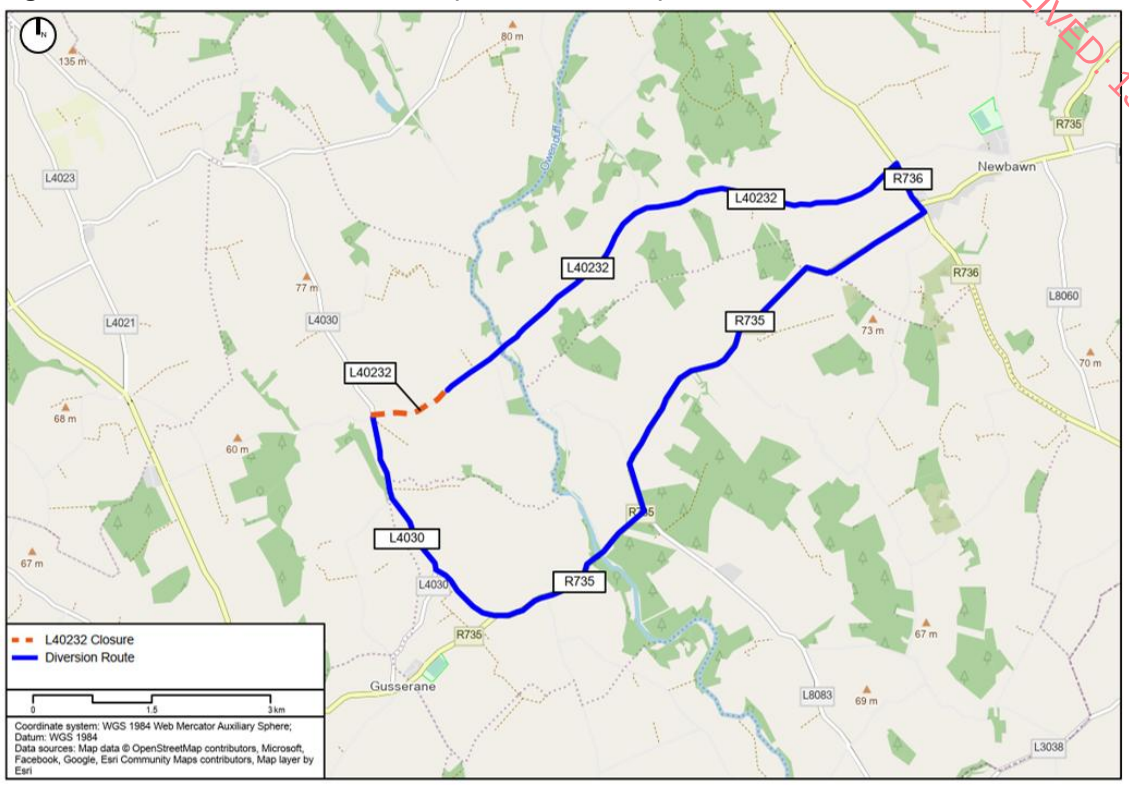
3.1.6.2 L40232 Road Closure

The L40232 between the L4030 and Array Area A access will be locally closed (with a rolling road closure) to through traffic for a period unlikely to exceed three weeks during the civil works (cabling works for the grid connection). It would remain open for local or emergency access. The L40232 (between the L4030 and Array Area A access) may be subject to a shorter duration closure during the electrical works. Some level of driver delay and inconvenience will arise as a result of the road closure of the L40232 (between the L4030 and Array Area A access).

Figure 3.2 shows planned diversion routes due to the temporary closure of the L40232 (between the L4030 and Array Area A access). Whilst it is assumed some vehicles may use this diversion route it is likely that many drivers will utilise other routes.

The additional length of the diversion route would be up to 11km and would add approximately thirteen minutes travel time onto journeys previously utilising the L40232 (between the L4030 and Array Area A access).

Figure 3.2: L40232 Diversion Route (Both Directions)



Source: Mott MacDonald, ESRI (see figure for data sources)

3.1.6.3 L80591 Road Closure

The L80591 is approximately 3m wide and experiences very low levels of traffic (likely to be fewer than 50 movements per day). This road will be subject to cabling works linking areas in Array Area A across the L80591 carriageway width. These works will likely be undertaken in less than one day.

In order that the L80591 can continue to accommodate local vehicular access, local traffic management arrangements will be implemented as necessary (e.g., temporary steel plates may be placed over open excavations).

3.1.6.4 Unclassified Road Closure

The Unclassified Road is approximately 3m wide and experiences very low levels of traffic (likely to be fewer than 20 movements per day). This road will be subject to cabling works linking Array Areas B and C. These works will likely be undertaken in less than five days.

In order that the Unclassified Road can continue to accommodate local vehicular access, local traffic management arrangements will be implemented as necessary (e.g. temporary steel plates may be placed over open excavations).

3.1.7 Public Transport

The appointed contractor will discuss with WCC and local bus operators regarding matters that could affect the flow of buses and will implement reasonable and practically achievable measures to mitigate any disruption to bus services and inconvenience to service users.

3.1.8 Pedestrian, Cyclist or Equestrian Routes

Appropriate signage advising of dates and hours of working will be installed on the pedestrian, cyclist, and recreational routes, among others, in advance of road crossing points to warn users of construction traffic**.**

The exact details and location of the signage will be agreed with WCC.

3.1.9 Parking for Vehicles of Construction Workers, Operatives and Visitors

To avoid detriment associated with obstructive parking, adequate car parking space for permanent construction workers, visitors and deliveries will be provided within the site compound. Car parking will not be permitted on any public road adjacent to the site to minimise the potential for obstruction and delay for other road users. The requirement for construction workers not to park their private vehicles on public roads will be a mandated and advised to all construction workers prior to commencement of works and reinforced via ‘toolbox talks’.

Vehicle sharing will be promoted to construction workers by the contractor during the induction process.

4 CTMP Implementation and Monitoring

4.1 General

The implementation and monitoring of the CTMP will be the responsibility of the appointed Contractor. Further evolution of this CTMP will be required during the detailed Proposed Project planning stages and potentially during the construction phase.

The appointed Contractor may employ several sub-contractors, and in such circumstances sub-contractors' traffic related activities will fall under the requirements of the CTMP and therefore sub-contractor personnel and sub-contractor managed construction vehicle drivers will have an obligation to adhere to the CTMP. This obligation will form part of the procurement process and will be written into any relevant employment or commissioning contract.

Compliance will be monitored by the Contractor's Project Manager, to ensure that vehicles follow the measures set out in the CTMP and to record any complaints arising.

Non-compliance with the CTMP will constitute a breach of contract, and action will be taken against the Contractor should repeated non-compliance continue. Details of the proposed monitoring and enforcement regime will be supplied to WCC upon request.

4.2 Transport Co-ordination

The appointed Contractor will be responsible for the co-ordination of all elements of HGV transport to and from the worksites. The appointed Contractor (or their appointed agents) will be responsible for co-ordination and liaison with sub-contractors, WCC, TII (Traffic Infrastructure Ireland) and emergency services.

The appointed Contractor will inform WCC (or agents thereof) of any important matters that could affect traffic movement by means of reports issued at regular intervals or by day-to-day reports of any substantial, essential changes to transport plans necessitated by circumstances.

4.3 Communication and Consultation

As set out in Section 5, the Client will nominate a Community Liaison Contact to act as a point of contact with the local community.

The appointed Contractor will utilise local media channels to circulate information regarding traffic management where necessary.

Signs will be erected on fences surrounding the construction compound to provide contact details of the appointed Contractor's Project Manager. These contact details will also be provided directly to the emergency services.

4.4 Liaison with Other Developers/Contractors

It is recognised that the construction phase, associated with the Proposed Project, could coincide with the construction of other proposed developments, whereby construction related traffic will utilise sections of the same public roads.

If the construction phase of any notably sized development(s) appears likely to overlap with the Proposed Project, the appointed Contractor will seek to liaise with the appropriate developer organisation regarding the scheduling of deliveries to identify potential means of reducing the effects of combined construction.

Prior to commencement of construction, and during the construction phase, engagement with the proponents of other developments will continue and where there is potential for works to be carried out in parallel, appropriate mitigation measures will be implemented including the scheduling of works and regular liaison meetings between project teams to ensure that plans are co-ordinated and impacts on population and human health are minimised. The specific detail will be developed by the appointed contractor within the parameters assessed in the EIAR.

4.5 CTMP Review

The CTMP, as a 'live document', will be reviewed on a regular basis by the appointed Contractor prior to and during the construction phase of the Proposed Project and will be developed accordingly within the parameters assessed in the EIAR. The CTMP will be subject to change during the Proposed Project's evolution which will confirm the efficacy and implementation of all relevant mitigation measures and commitments identified in the application documentation, which in some cases changes may require approval by WCC.

5 Implementation Roles & Responsibilities

5.1 Contractors

The construction contractors will include the following:

- Civil, Structural and Architecture (CSA).
- Mechanical.
- Engineering and Installation (E&I).
- Heating, Ventilation and Sprinkler (HVAC).

5.2 Project Site Representatives

The main project and Site representatives during the construction stage will include the following:

- Construction Manager.
- Project Manager.
- Health and Safety Officer.
- Quality Manager.
- CSA Supervisors.
- Mechanical Supervisors.
- Engineering and Installation Supervisors.
- People-Plant Interface & Logistics Coordinator.
- Traffic Management Coordinator.
- Project Environmental Consultant (PEC).

5.3 Roles and Responsibilities

All site activities will be undertaken in accordance with the requirements of the Health and Safety Plan developed for the construction phase of the Proposed Project which will also list out all of the roles and responsibilities.

In addition to the Health and Safety Plan, roles and responsibilities for the relevant parties which are specific to construction traffic management are outlined below.

5.3.1 Construction Manager

The Construction Manager will be responsible for:

- Identifying and liaising with stakeholders including the Contractors with regards to the traffic management on and offsite.
- Review of Contractor Method Statements with regards to traffic management requirements, compliance and implementation of restrictions.
- Obtaining any necessary road traffic permissions & consents relating to specific construction activities.
- Preparing and submitting applications to WCC for an abnormal load permit should they be required.

- Ensuring that all their site personnel are aware of the traffic management risks, necessary controls / requirements and period restrictions, communicating any traffic management requirements to sub-contractors.
- Repair without unreasonable delay any dangerous construction vehicles / machinery; and
- Maintaining cleanliness of the public roads and pedestrian pathways affected by construction traffic.

5.3.2 Project Manager

The Contractor will be responsible for the overall management of construction traffic related to the Site during the construction of the Proposed Project.

The Project Manager is responsible for providing the necessary resources to fully implement any traffic management requirements including those requiring under planning conditions.

5.3.3 Traffic Management Coordinator

The Traffic Management (TM) Coordinator will be responsible for:

- Review of Contractor Method Statements with the Construction Manager to confirm that appropriate measures are being implemented with regards to traffic management requirements.
- Drafting / reviewing & revising traffic management plans as the construction progresses and submit same to WCC for review and approval.
- Daily overview of the traffic management practises and assists in the supervision and enforcement of relevant requirements.
- Weekly Construction Coordination meetings reviewing upcoming works that may have an impact/ change to the traffic management plan in place at the time.
- Periodic monitoring of traffic movements associated with the construction site and reporting on same back to the construction manager.
- Running an incentive scheme that will encourage contractors and staff to carpool.
- Planning site set-up for moving labour, plant, and materials around site efficiently (e.g. hoarding, gates, site accommodation, cranes, hoists, security, temporary services, material delivery and waste management strategy, catering).
- Planning internal and external logistics routes through the project phases focusing on separation of vehicles, machinery and people including lay down areas and offloading points. External logistics planned in conjunction with the traffic management coordinator.
- Managing all movements to and from site and keeping associated records.
- Providing logistics instruction to all project suppliers.
- Describing the characteristics of the site, including site access / egress, storage capacity and arrangement by programme, labour, hoists, cranes etc.
- Using the received notification of incoming transport to produce daily, weekly and long-term movement’s plans.
- Controlling the materials in and out of site.
- Plan and integrate with key contractors to meet the needs of the planned programme and deconfliction of onsite space and time where appropriate.
- Assisting in the evaluation of potential logistic suppliers and appropriate delivery management booking systems.
- Be capable of managing sub-contractors to deliver their package of goods or services.
- Enforcing the full use of the organisation's delivery management system.

5.3.4 Community Liaison Contact

The Community Liaison Contact will be the direct point of contact for the developer organisation with the local community. Accordingly, local residents and business holders can contact the Community Liaison Contact for general information purposes or to discuss specific matters pertaining to traffic management or site operation.

The Community Liaison Contact will regularly liaise with the nominated TM Coordinator. Contact details for the Community Liaison Contact will be made available to relevant parties and more generally to the local community prior to commencement of works on-site.

5.3.5 Contractors

All Contractors, and other site personnel, on the project will adhere to the following principal duties and responsibilities:

- To co-operate fully with the site management in adherence to the CTMP.
- To conduct all their activities in a manner consistent with regulatory and best environmental practice.
- Adhere fully to the requirements of the traffic movement restrictions.

5.3.6 Visitors

Visitors to the Site have a responsibility to adhere to all site safety procedure and adherence to the construction access routing and restrictions.

5.3.7 Authority Liaison and Approvals

A detailed CTMP will be produced as part of the contractual agreements for the construction of the Proposed Project. The CTMP will be agreed with WCC before implementation and take recognition of local requirements.

5.4 Legal Requirements

The CTMP and any subsequent revisions will follow the following legal requirements:

- Traffic Signs Manual, issued by the Department of Transport (November 2021), Chapter 8 – Temporary Traffic Measures and Signs for Roadworks (August 2019).
- Guidance for the Control and Management of Traffic at Road Works 2nd edition, issued by the Department of Transport (2019).
- Design and Site Management Requirements of the SHWW (Construction) Regulations 2013 issued by the Health and Safety Authority.
- Roads Act 2007.
- Road Traffic Act 1961 to 2014.
- Safety Health and Welfare at Work (General Application) Regulations 2007 (Chapter 1 of Part 7: Safety Sign at Places of Work) (amended 2010).
- Road Traffic (Construction, Equipment and Use of Vehicles) Regulations 2010.
- Specification TS4 – Guidelines, Certification Scheme, and Specification for the Construction of Traffic Signs, Department of the Environment, Community and Local Government (2001).

6 Contingency Arrangements

6.1 Emergency Contacts

In the event of any emergency, all communications shall be managed in accordance with the Emergency Response Plan for the Site.

In the event of an emergency during the proposed works and traffic management arrangements the Client shall immediately inform WCC.

Emergency contacts are detailed in Table 6.1.

Table 6.1: Emergency Contacts

Organisation	Contact name	Details
Emergency	Officer in charge	112 or 999
Wexford County Council Roads Travel & Parking	Roads & Traffic Department	+353 9196000
Local Garda Station - Gallycullane	Officer in charge	+353 51 562740

All incidents / accidents which occur will be reported in accordance with the requirements of the Health and Safety Plan produced for the construction phase of the Proposed Project.

6.2 Risk Control Mitigation Measures

To minimise the potential for any accidents / incidents resulting from construction traffic activities, the following measures will be implemented onsite:

- Logistics management 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 work site.
- Traffic control will be in place for all vehicles entering and exiting the site.
- Parking will be allowed only in designated parking areas on site.
- Segregated pedestrian walkways will be introduced.
- Public pedestrian access will be restricted throughout 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 plant and equipment will be fitted with flashing amber warning lamps and hazard lights and will be required to have reversing alarms for operations within the work site.
- The need for reversing vehicles, will be reduced by introduction of one-way system.
- 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 construction 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 necessary.

7 Summary Statement

7.1 Summary

The CTMP represents a commitment to satisfy reviewing authority requirements and sets out proposed traffic management and contingency planning measures to enhance road safety and limit adverse effects of construction works and construction traffic on the existing road network and the communities it serves.

It is anticipated that once the contractors are appointed, further useful information would become available, including a finalised construction programme. Such details would be submitted to WCC for information and/or agreement as appropriate.