

Appendix 04 Traffic Management Plan

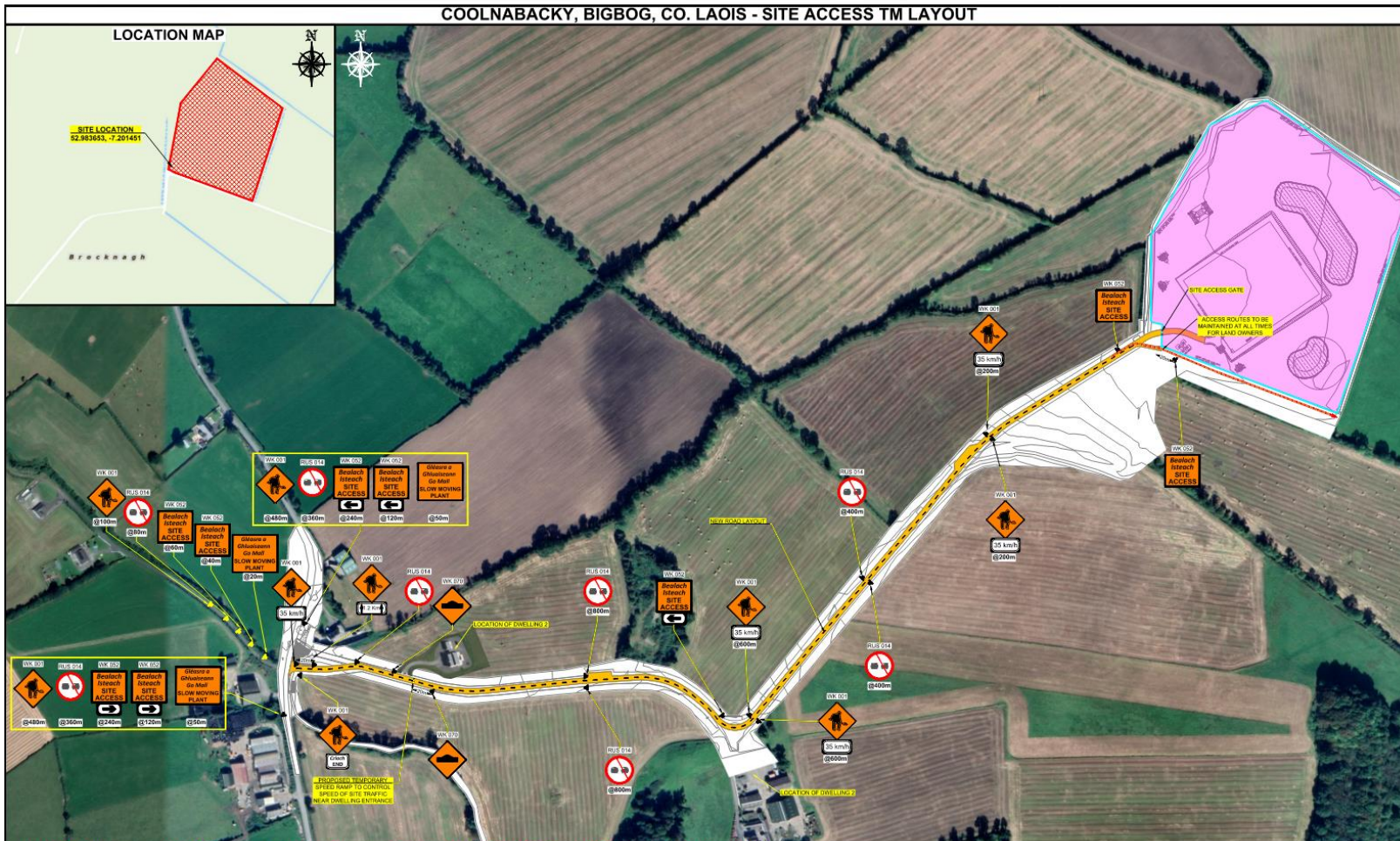


TRAFFIC MANAGEMENT PLAN AND DELIVERY INSTRUCTIONS

Project: Laois Kilkenny Electricity Reinforcement Project – Unit 1: A new 400kV/110kV Substation at Coolnabacky townland, Co. Laois.

Client: ESB Engineering and Major Projects

COOLNABACKY, BIGBOG, CO. LAOIS - SITE ACCESS TM LAYOUT



DESIGN PARAMETERS		SAFETY ZONE		TEMPORARY SIGNS		CONE SPACING AND SIZE		RATE OF TAPER		LAMP SPACING		TRAFFIC MANAGEMENT SYSTEM								
Road No	Roadworks Type	Speed Limit (km/h)	Min Lane Width (m)	Longitudinal (m)	Lateral (m)	Set Back (m)	Distance (m)	Number	Min. Size (mm)	Sign Visibility (m)	Longitudinal (m)	Alt Tapers (m)	Min. Height (mm)	RIS (m)	Lane (m)	Method	Cone Area (m ²)	Max. Traffic Flow (veh/h)		
2/1	A	80	3.00	46	1.2	-	120	4	800	90	12	3	750	45°	45°	6	24	Site Access	n/a	n/a

Rev. No.	Revision Details	Rev. Date	Designed	Drawn	Verified	Approved
1.	Removed ramp, cross section & amended signage.	13-01-2022	MA	SS	BJ	MA
2.	Added extra signage.	01-02-2023	MA	SS	BJ	MA
3.	Added new road layout.	13-04-2023	MA	SS	BJ	MA

NOTES:

1. ALL INFORMATION CONTAINED IN THIS DRAWING SHOULD BE CHECKED AND VERIFIED BY CONTRACTOR PRIOR TO ANY STAGE OF CONSTRUCTION.

2. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS AND ARE TO BE INCLUDED IN THE SITE-SPECIFIC SAFETY & HEALTH PLAN.

3. CONTRACTOR TO CARRY OUT A SITE RISK ASSESSMENT PRIOR TO THE INSTALLATION OF ANY TRAFFIC MANAGEMENT PLAN TO ENSURE THAT CONDITIONS REFLECT THOSE CONSIDERED FOR DESIGN POINT SUBMISSION.

4. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION OF RAMP ACCESS AT ANY CHANGE IN ROAD SURFACE LEVEL WHERE TRAFFIC RUNS ON A TEMPORARY SURFACE.

5. THIS TRAFFIC MANAGEMENT PLAN MAY ONLY BE IMPLEMENTED BY A TIER 1 OR 2 RISK ASSESSMENT BEFORE IMPLEMENTATION. IT MUST BE IN POSSESSION OF CROSS-GATE SIGNING, LIGHTING AND GUARDRAIL AT ROAD WORKS CONSTRUCTION REGULATIONS 2005.

6. EXACT SIGNS POSITIONS TO BE AGREED ON SITE.

7. ACCESS TO BE MAINTAINED TO ALL DWELLINGS/BUSSES AT ALL TIMES.

8. SITE INSPECTIONS AND MAINTENANCE OF THE TRAFFIC MANAGEMENT LAYOUT IS TO BE CONDUCTED ON A DAILY BASIS TO ENSURE THE SAFETY AND INTEGRITY OF THE DESIGN.

9. ALL TEMPORARY FOOTWAYS MUST HAVE A GOOD QUALITY SURFACE AND BE MAINTAINED FREE FROM OBSTRUCTION.

10. PEDESTRIANS TO BE PROTECTED FROM WORKS AREA BY PEDESTRIAN BARRIER SYSTEM.

11. SIGNAGE TO MANAGE SITE ACCESSES DURING WORKS HOURS.

12. DUE TO RISK ASSESSMENT AND ROAD GEOMETRY THE DISTANCE BETWEEN SOME ADVANCE WARNING SIGNS HAS BEEN REDUCED AS PER DESIGN PARAMETERS OF A LEVEL T/W ROAD.

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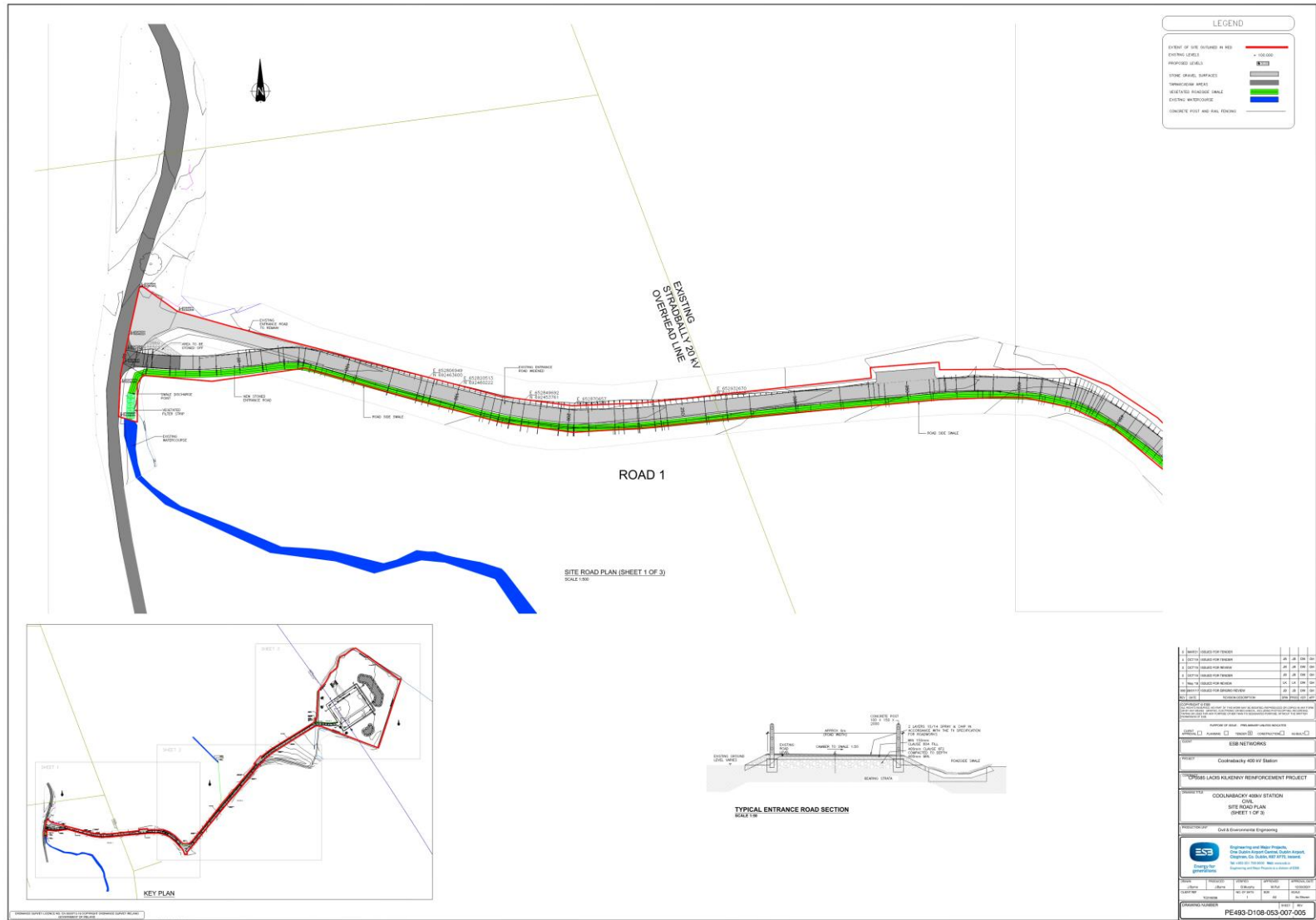
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CLIENT: **KILWEX CIVIL**

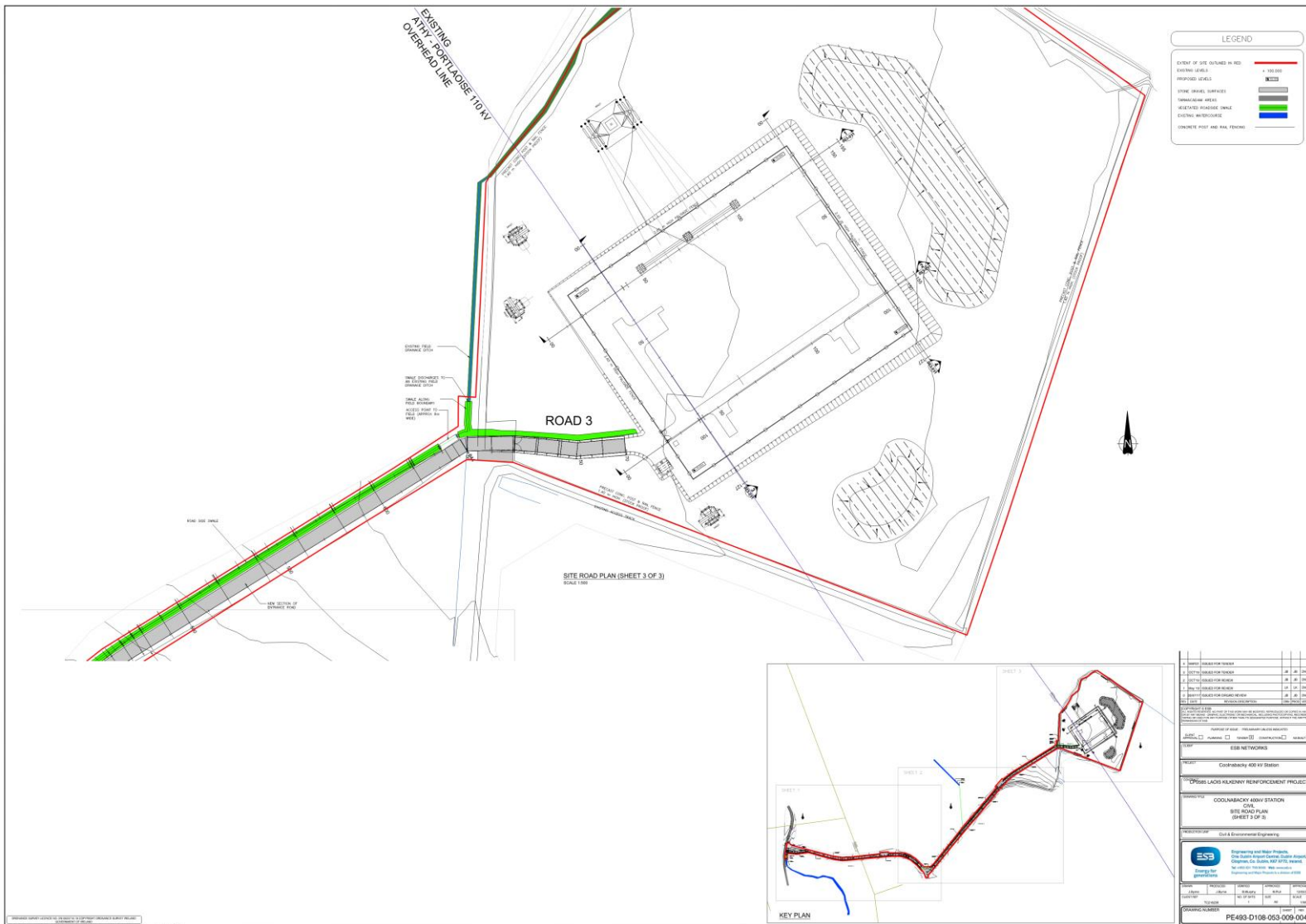
DESIGNED: MA SCALE PROJECT TITLE: COOLNABACKY, BIGBOG, CO. LAOIS
 DRAWN: SS NTS DRAWING NAME: SITE ACCESS TM LAYOUT
 VERIFIED: BJ DATE STAGE: TENDER DWG. No.: JC 5610-00-01 REV: 3
 APPROVED: MA 18-01-2023

LEGEND

- SIGN LOCATION
- EXISTING SITE
- SITE FENCE
- SITE ACCESS GATE
- NEW ROAD LAYOUT







Delivery Framework

The following stipulations must be adhered to when delivering materials to site:

- Private Road Access is 1300m long with Road 2, 800m of roadway solely for the purpose of accessing the substations to be constructed.
- In the event of a congestion issue on site, traffic will be held on the final portion of access road, Road 2.
- This will prevent congestion on site and avoid HGVs parking in neighbouring entrances.
- Material suppliers will be instructed to ensure tachometer breaks do not occur on site or in any part of the private access road. In the event it does occur, again vehicles will be stopped in the final 800m section, on Road 2, on both page 4 and 5 above, ensuring 2 way traffic will be able to pass, thus avoiding congestion of site and unwanted parking in neighbouring roads and accessways.
- Deliveries scheduled in to be made known to Site Manager the day prior to entry to site and several hours prior to arriving on site.
- Upon reaching site, the delivery driver will make himself known to the gateman. The gateman will instruct him where to go on site to be offloaded. The gateman will record the entry and exit of the vehicle on the delivery log.
- Delivery vehicles while reversing on site will require the use of a spotter. Delivery drivers will require full PPE whilst on site outside of their vehicle. This will be communicated to the supplier when ordering materials
- Under no circumstances will any operative stand on rear of vehicle without edge protection.
- There is a 10km/h speed limit within the site.
- All delivery drivers must wear suitable PPE – hardhat, hi-vis vest, gloves, glasses and safety boots
- In the event of arrival to site prior to working hours, please ensure engine is switched off to prevent disturbance to the immediate homes on the access road.
- Please adhere to the designated traffic management plan within the private access road, follow any directions issued by The Site Manager and do not reverse at any time without a spotter/banksman in place.