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**REVISIONS & APPROVALS**

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## 1 Introduction

As required under Winthrop internal procedures there is a requirement for the PSCS/General Contractor to develop and implement a traffic management plan. The purpose of this Traffic Management Plan is to detail how all pedestrian and vehicular traffic on site will be managed along with the control of traffic to and from site. This will also include the operations of a temporary car park including the planned bus service. The responsibility for ensuring the effectiveness of this document rests with the Site Logistics manager (Sean Crowley) and Site management team.

## 2 Traffic Management Programme Ownership

Ownership for the development and ongoing maintenance of the traffic management program will be clearly assigned to a single point of contact within the Winthrop Project Team with appropriate authority and responsibility. The responsibility for implementing the traffic management plan on site belongs to the Site Logistics manager . The appointed logistics manager for the project is Sean Crowley.

### 2.1 Roles and Responsibilities

#### 2.1.1 Logistics Manager- Sean Crowley

- Ensure adequate resources are made available to enable the execution of this traffic and pedestrian management plan.
- Monitor and update the traffic management plan drawing on a weekly basis.
- Monitor the effectiveness of the Traffic Management Plan.
- Plan document are put in place and maintained on the construction project site.
- Post the traffic management plan drawing on the site safety notice board.
- Participate in the Daily Activity Briefings and White board meetings.
- Ensure all plant have the necessary plant certification and plant sticker.
- Ensure loads are secured as per Material handling standards.
- Ensure maintenance is conducted in the vehicle quarantine areas.
- Ensure all vehicular/ plant accidents/ incidents and near misses are reported to the Health & Safety Lead on site

- Co-ordinate activities with the Appointed person for lifting operations.
- Ensure Pedestrian access routes are in compliance with the WEC standards (804 stone, access gates, flashing beacons etc.)
- Communicate Construction Management Plan (CTMP) to all contractors and suppliers prior to coming to site to ensure the designated delivery routes are followed.
- Engage with WEC site management, contractors, subcontractors and suppliers on a weekly basis to manage and mitigate the impact of delivery / haulage activities on the local road network around Grangecastle business park.
- Inspect and ensure the haulage and public roads are being kept clean and that wheel wash / road sweeping activities are operational and effective
- Ensure signage is in place on external approaches to the DUB 14/15 site to direct delivery vehicles to site by the pre-defined route(s)
- Manage and monitor the operation of the shuttle bus service between the temporary car park and the site
- Co-ordinate activities with the Dub 13 site logistics manager where necessary

### **2.1.2 Health & Safety Lead**

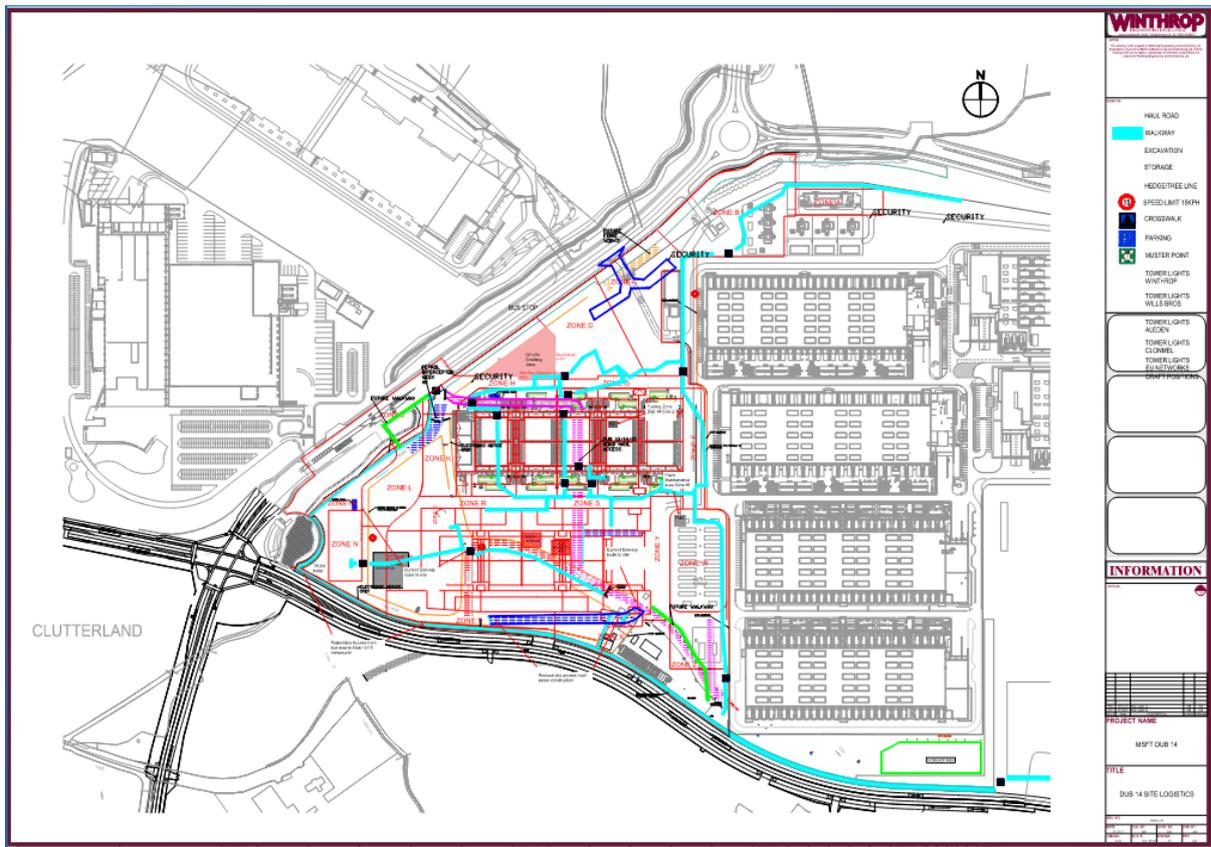
- Monitor the effectiveness of the Traffic Management Plan & ensure compliance on site and on public roads adjoining the site.
- Ensure contractors and subcontractors are aware of the arrangements in place via site inductions and safety briefings.
- Ensure the traffic management plan is updated regularly to reflect changes in arrangements.
- Advise management on the requirements of the construction regulations with respect to traffic management.
- Assist with the accident/ incident reporting where necessary.

### 3 Site Access & Roads

#### 3.1 Site Access

The site is located on Grange Castle Business Park, South County Dublin, Ireland. The site is currently accessed via a security post on the west side of the site. There is a turnstile fitted at this location to allow restricted and safe access for pedestrians into the site compound and a separate entrance for site vehicles for access into the site. This vehicular access is monitored by security and fitted with a manual checkpoint barrier to prevent unauthorized entry into the site. A separate carpark area is set up on the western side of the main entrance, fitted with metal dividers and light poles. All site vehicles must be fitted with flashing beacon/s or have Hazard Lights turned on, reverse beeper/reverse camera to be used where fitted and mirrors before entry site premises. A spotter must always be used where a site vehicle is reversing near populated areas.

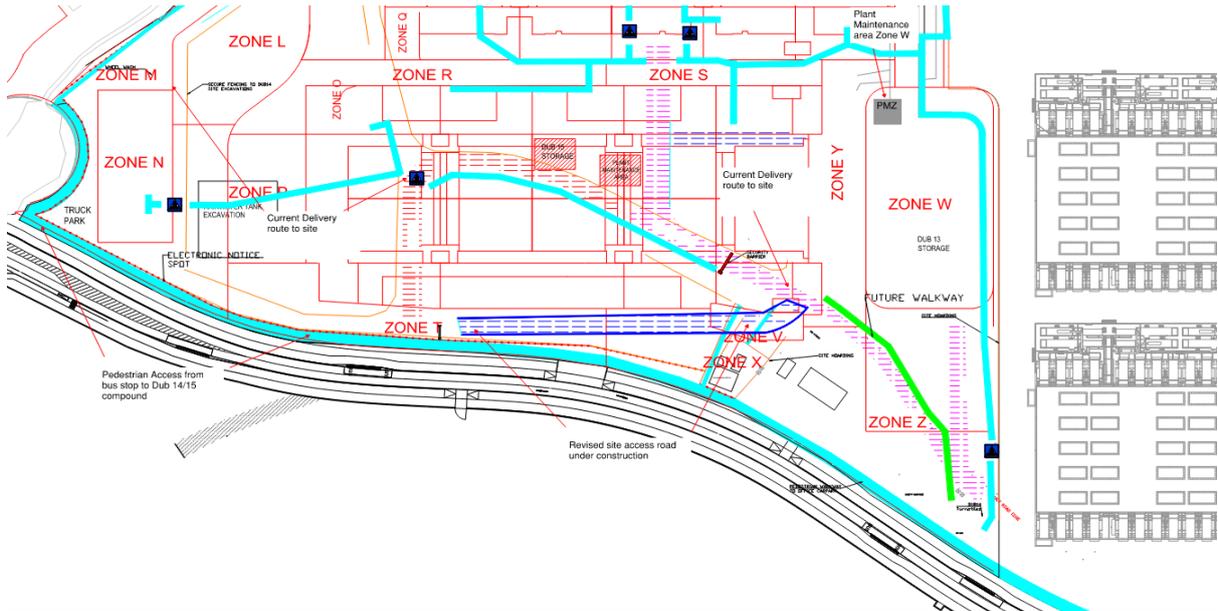




### 3.1 Site Pedestrian Walkways

Pedestrian walkways are in place to allow for safe movement around the complete site. From time to time, these walkways can be modified/ changed under prior notice. Personnel & Contractors must be alert to these changes. Signage must be in place to inform pedestrian of new changes.

The Offsite carparking is now implemented on the project this is currently being managed Nolan's transport with bussed traveling from the designated carpark within the grange caste compound, bussed are dropping at the agreed bus stop within the campus as note in the below drawings.



Proposed Bus Routes



The logistics manager will ensure the pedestrian walkways meet the following WEC standard:

- Clearly designed and designated as a walkway.
- 804 stone is utilised to ensure good underfoot conditions on external walkways.
- Walkways are free from waste. Materials and other obstructions
- Walkways are segregated from work and storage areas.
- Walkways are signposted and provided with adequate lighting.
- Gates and flashing beacons are put in place at intersection points.



### 3.2 Site Roadways

The construction site operates a two-way system. The site roadways are defined with Pedestrian barriers or similar rail system. There will be openings in the system to allow for safe access into defined laydown areas and around the building to allow for the safe access of personnel and materials into the building. All traffic routes must be segregated to protect pedestrian traffic on all site premises.

### 3.3 Construction Site Traffic Management Hardware

Construction site traffic management hardware will include appropriately surfaced traffic and pedestrian routes (804 stone specification), barriers, rails, designated & visible crossing points, 15kph speed limit signs, STOP signs, designated, and assigned lay-down areas, traffic flow signs, turning areas, pedestrian routes access point signs.

- Internal routes within the building will be aided by route signs including EXIT signs where appropriate.
- Signs and barriers will be put in place informing the workforce of temporary closure of pathways and stairways.

## 4 Management of Plant

It is imperative that all plant coming onto the construction site is in good condition and in compliance where applicable to the Irish Construction Regulations as a minimum requirement on site. To ensure this, the site logistics manager must approve the plant when it arrives on site. If the plant or machinery requires certification it should be

presented for inspection at this time. Once the contractor is satisfied the plant meets these requirements, they inform a member of the logistics manager who will perform a visual inspection of the machine. If satisfied an Equipment Inspected Label (sticker) will be issued detailing the expiry date of the certification, the machine ID, the owner's name, etc. Once this plant sticker is issued the machine can enter the construction site.

	PLANT	<input type="text"/>
CONTRACTOR	I.D.	<input type="text"/>
	TEST DUE DATE	<input type="text"/>

#### 4.1 Preventative Maintenance

All drivers are required to carry out and record a daily inspection of their machines. This will be recorded on a checklist form. Each week, a GA form must be completed after inspection of the machine. Preventative maintenance must be adhered to in accordance with the manufacturer's instructions. Greasing, oil changes, servicing must be carried out at the recommended intervals within the designated area on site. The designated area for preventative maintenance machine servicing is located inside Winthrop Laydown Area.

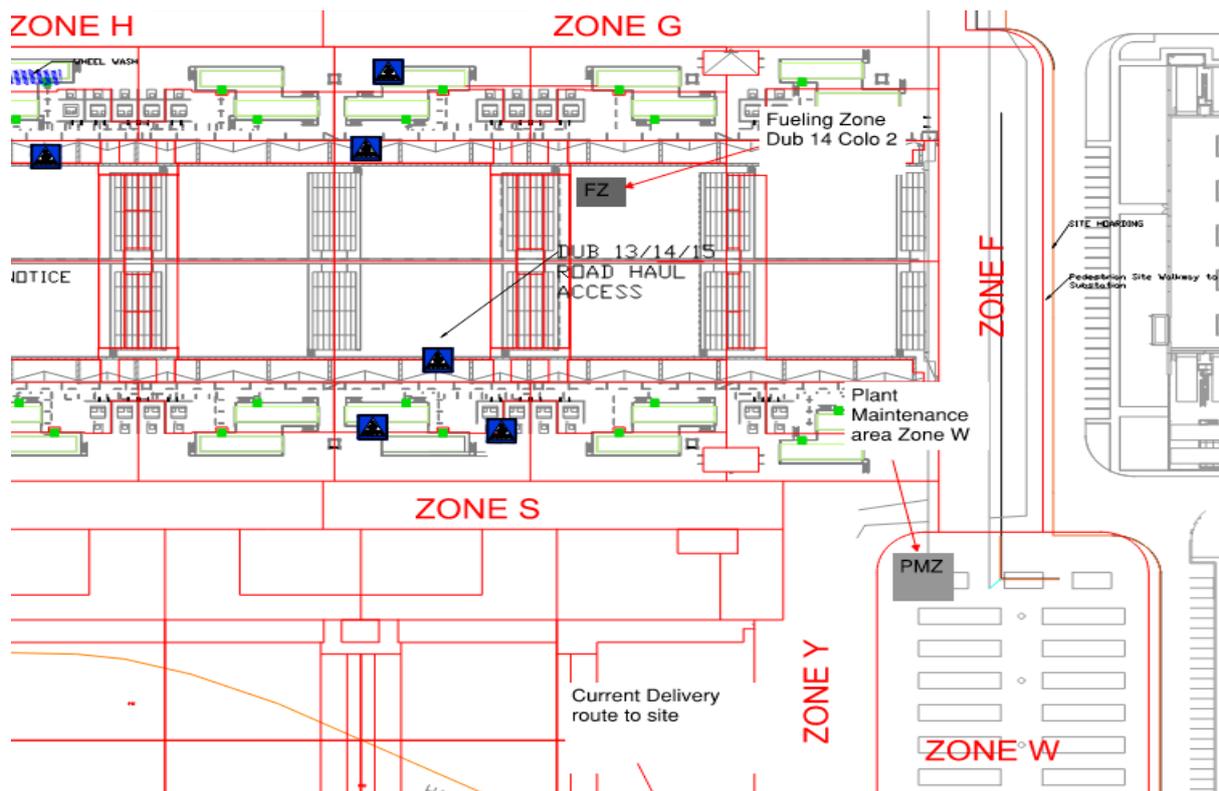
**Note: All servicing and maintenance must be carried out under a Safe Plan of Action.**

#### 4.2 On Site Repairs

In the event of routine maintenance, a contractor can bring the plant to the quarantine areas/ laydown areas and complete the maintenance. If a machine breaks down on a site perimeter road it must be cordoned off with adequate lead in and lead out zones. These must be signposted etc. If the road is restricted to the extent that it encumbers the free flow of other site traffic/ pedestrians the Contractor must arrange for the machine to

be taken to the designated service area.

If the machine is not capable of been moved an alternative route for other vehicles and pedestrians must be put in place by the contractor. This route must be agreed with the logistics manager and be provided with adequate signage to inform other road users. The contractor must arrange for a prompt repair of the machine in order to facilitate the re-opening of the road.

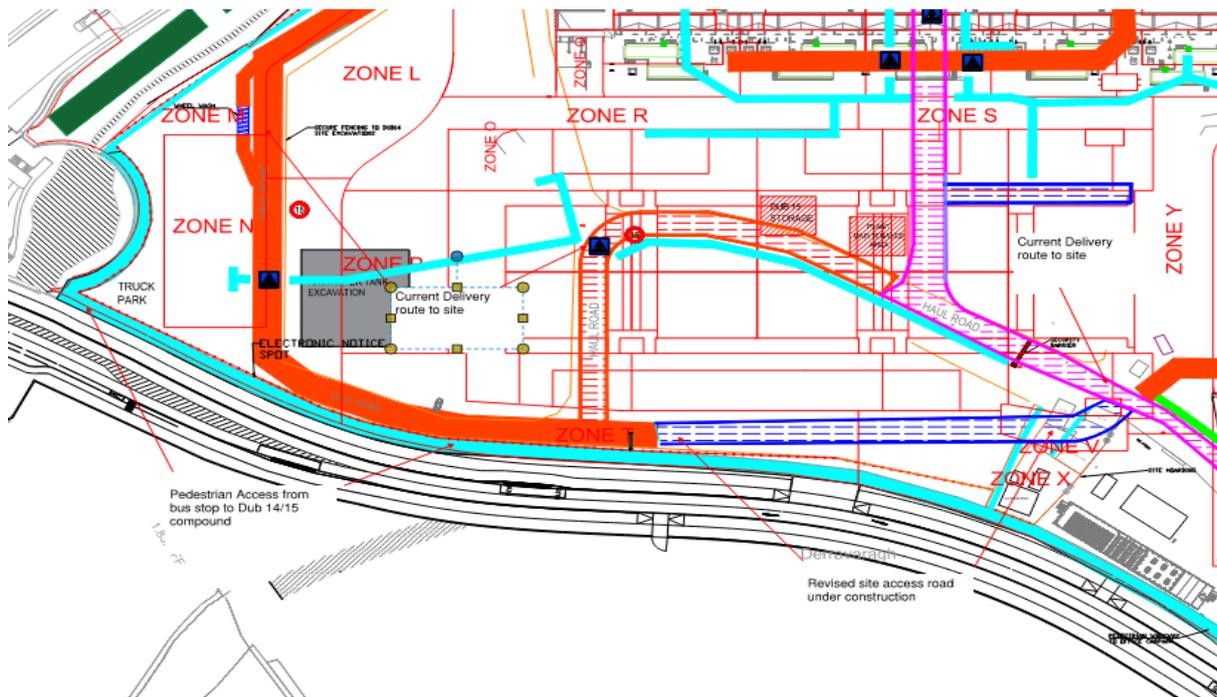


## 5 Management of Deliveries & Reversing Operations

### 5.1 Management of Deliveries

Site management will create a delivery schedule following the site white board and DABS meetings. All deliveries will come through the security office. The drivers are given a brief induction by the security guards detailing the site rules with respect to driving on site, PPE on site, speed limits, Covid requirements etc. This will be delivered to the driver each time they arrive on site.

Security will contact the host contractor and requests them to meet their visitor at the security post. The host will meet the driver and accompany them to the delivery area. The driver will be requested to stay within the vehicle where possible. After the delivery has been completed the host ensures the driver's safe departure (egress) from the site. Deliveries will be organized via methodology and risk assessment which will determine what control measures are required regarding fall protection measures etc.



## 6 Rules For Drivers

- Report to security on every visit and complete a COVID-19 questionnaire.
- Make sure that the minimum Safe Pass Card and Manual Handling Certificate or equivalents are in driver's possession and ready to be presented if requested by site authorities.
- Await your host to accompany you onto site.
- Present certification if delivering plant to site, machines requiring certification e.g., MEWPs can enter site but are not available for use until certs are processed in accordance with section 3.

- Ensure you have the correct PPE to enter site. You need a minimum of a hard hat, safety glasses, gloves, high visibility vest and safety footwear.
- Do not reverse on site with the absence of a reversing alarm or without having a Banksman/spotter in attendance.
- The maximum speed permitted on site is 15kph. Obey lower speed limits if advised.
- If you are required to drive machinery on site in order to remove it, ensure there is a safe system of work in place e.g., if loading/unloading an MEWP you need to wear a harness.
- Do not move any loads which are not secured properly. If removing spoil, etc from site you need to cover your load.
- If you are removing equipment from site your host company needs to give you a signed Goods-Out document
- Driver Permits will be required for any vans required on the worksite for daily operations

### **6.1 Rules for Drivers of Teleporters**

- All teleporter drivers must have a valid competency card or regional specific qualification.
- All drivers must be over the age of 18.
- All teleporter drivers must complete a daily check on their machines and complete an inspection report on a weekly basis.
- The maximum speed permitted on site is 15kph. Obey lower speed limits if advised.
- Passengers must not be carried on any teleporter on the Dub 14 Project.
- All loads must be strapped using a ratchet (Chain or sling as appropriate). Nylon rope or similar is not acceptable.
- All loads wider than the machine must be accompanied by a banksman.
- All loads suspended from the underside of the teleporter jib must be lifted from a proprietary lifting device securely attached to the forks.
- All loads lifted from the underside of the forks must be restrained from swinging during transit. This can be achieved by the use of a banksman holding the load with a rope or securing of the load back to the teleporter via a rope.
- Drivers must not move the vehicle with the chains hanging freely.
- Drivers must not suspend loads over personnel or attempt to pick up loads above personnel.

- Drivers must not attempt to operate or drive the teleporter whilst using a mobile phone, radio or whilst eating.

## 6.1 Temporary Pedestrian Routes

There is one main entrance from the construction compound to the construction site. The main access road is signposted to direct personnel along a safe access route onto the site. All changes and alterations to a pedestrian access route require prior approval from of the proposed changed from a member of the Project Management . The approval process involves the contractor proposing the change to mark up the proposed changes on a drawing and submit for approval. **Under no circumstances should pedestrian walkway be changed, altered, or impeded without prior consultation and formal approval from Winthrop Construction Management team**

## 7 Traffic Management

### 7.1 Road Closures (Internal Only)

In the event that it is necessary to close a site road for whatever reason, it must firstly be agreed with the project manager and logistics manager, the closure must be communicated to the site management and contractor groups on site via the white board meetings, daily activity briefing meetings etc. Adequate signage must be put in place in conjunction with barriers to divert personnel away from the closure or around the closure. Banksmen/Traffic Marshal to control the traffic must be provided by the company closing the road.

## 8 Emergency Vehicles

Emergency vehicle access routes will always be maintained with full access around the site. In the event that an emergency vehicle must attend site, they will be met at security point by a member of the WEC's Emergency Response Team (ERT) and accompanied to the incident location..

## 9 Communication of the Traffic Management System

A Construction Site Traffic Management Map will be developed showing pedestrian routes, traffic routes, turning areas, direction of traffic flow, delineation by barriers and fencing, pedestrian crossing points, lay down areas, assembly point, etc.

- The Traffic Management Map will be reviewed at least weekly and revised and re-issued, as necessary. The plan will be reviewed at the daily whiteboard meetings.
- The map will be posted in locations that allows for review by the entire project workforce. The map will be posted in accessible areas including the site safety notice board, canteen, and permit office.
- A colour scheme will be used to distinguish vehicle and pedestrian routes.

## 10 Ongoing Awareness and Management of Traffic Safety Challenges

### (Management, Monitoring & Maintenance)

- Traffic Management will be a standing agenda items within co-ordination meeting ensuring decisions account for impact and traffic Management represents a focus topic within project site safety walks and concerns raised during these walks are tracked on the QMS system until closed out.
- Traffic management represents a focus topic of the Safety Observation Reporting (SOR) program.
- Traffic management represents a focus consideration within field-based task risk assessments (SPA).
- Toolbox talks will be used to reinforce traffic management rules.
- A traffic management communication will be developed and delivered to drivers of delivery vehicles and site machines, including teleporter operators.
- Management concerns/issues are raised.

- Site traffic related non-conformance and violations will be formally recorded and communicated to the relevant Contractor Management.

