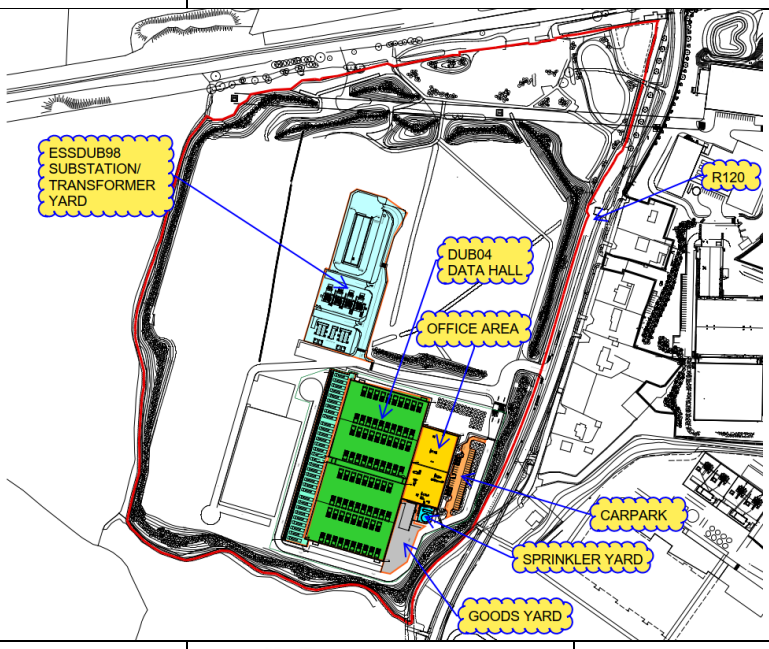
Works Traffic Management Plan

Project:	**EDCDUB04/ESSDUB98**
Project No.:	**1205**
Status:	**Rev.02**
Title:	**Proposed Traffic Management Plan**
Planning Reference Nos.	**SD19A/0042, ABP 305948-19, SD22A/0105.**



The Client	edgeconnex	**Edgeconnex**
Client Advisor and Construction Managers	BCEI	**BCEI**
The Contractor Project Supervisor Construction Stage (PSCS)	WINTHROP ENGINEERING EXCELLENCE	**WEC**
Project Supervisor Design Process (PSDP)	ASHVIEW CONSULTANTS	**Ashview Consultants**
Consulting Engineers	ethos ENGINEERING	**ETHOS**
Structural Engineers	PINNACLE CONSULTING ENGINEERS	**Pinnacle Consulting Engineers**
Architect	Henry J Lyons	**Henry J Lyons Architects**
Revision No:	**02**	

Scope of Document:	Proposed Traffic Management Plan for DUB04 Data Centre, DUB98 Substation and associated plant yards. Lucan Co Dublin
Date:	***23.11.2022***

REVISIONS AND APPROVALS

REV No.	DATE	DESCRIPTION	ORIGINATOR	CHECKED	APPROVED
01	01.08.22	Initial Issue	Cathal Coffey	Michael Murray	Peter O Flaherty
02	23.11.22	Layout Changes	Cathal Coffey	Michael Murray	Peter O Flaherty
03					
04					
05					
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07					

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1. INTRODUCTION

Winthrop Engineering & Contracting Ltd. are both the main contractor and Project Supervisor Construction Stage (PSCS) for this project. The contract is for the construction of the new Data centre EDCDUB04and ESSDUB98 Substation, at Grange Road, Lucan Co. Dublin. The client for the project is EdgeConnex.

See below description for the Dub04/Dub98 Works:

ESSDUB98 Works:

Construction of permitted substation compound, to include an extension of the compound area to c. 0.77 hectares; reorientation of the Gas Insulated Switchgear (GIS) substation building to a north-south orientation, and associated amendments to the building footprint, layout, and elevations, providing for a two storey building with a gross floor area (GFA) of c. 1,456 sq.m; alterations to the permitted single storey Client Control Building to provide for the substitution of this structure with 5 single storey modular client control units, with a combined total GFA of c. 231 sq.m (GFA of c. 46.2 sq.m per module); associated amendments to the permitted substation access arrangements (3 gated access points provided), transformers, security fencing (to be 2.6 metres high in place of the 2.4 metre high fencing permitted), lighting, services, MV substation, parking, utility cabling, amendments to permitted landscaping and berms adjoining the substation compound and associated and ancillary works.

EDCDUB04 Works:

Phased development that will include four single storey data halls all with associated plant at roof level: 32 standby generators with associated flues (each 15 metres high), associated office and service areas, service road infrastructure and car parking, Electricity Supply Board sub-station/transformer yard with an overall gross floor area of 17,685 square metres, to be located to the west of the proposed data halls on a site within the townland of Ballymakaily, Phase 1 - two single storey data halls (6,950 square metres) with roof plant and 16 stand-by generators with associated flues (each 15 metres high) as well as associated water tower and pump room and other services, single storey goods receiving area/store and single storey office area (1,522 square metres) located attached and to the north-east of the data halls, , attenuation pond, two-storey Electricity Supply Board sub-station (494 square metres) with associated transformer yard and single storey transformer building (247 square metres) within compound, Phase 2 - two single storey data halls (6,950 square metres) with roof plant and 16 stand-by generators with associated flues (each 15 metres high) as well as associated water tower and pump room and other services, single storey goods receiving area/store and single storey office area (1,522 square metres) located attached and to the east of the data halls under this Phase and attached and to the north of the offices proposed under Phase 1, also ancillary site works, connections to existing infrastructural services as well as fencing, signage, vehicular access off the realigned R120 to provide a new vehicular access into the site as well as internal service roads and entrance gates, car park for 39 car parking spaces (including four disabled car parking spaces), sheltered bicycle parking to serve the development. The development will be enclosed with landscaping to all boundaries of the overall site of 22.1 hectares. Application for enabling works to facilitate this development has been made under planning register reference number SD19A/0004. An Environmental Impact Assessment Report (EIAR) has been submitted with this application. An EPA-Industrial Emissions (IE) licence will be applied for to facilitate the

operation of Phase 2 of the permission. All within the townland of Ballymakaily, Newcastle Road, Lucan, County Dublin.

As required under Winthrop Engineering & Contracting Ltd. internal procedures, there is a requirement for the Project Supervisor Construction Stage (PSCS) to develop and implement a Traffic Management Plan for the project. The purpose of the Traffic Management Plan is to detail how all pedestrian and vehicular traffic on site will be managed. The responsibility for ensuring the effectiveness of this document rests with the site Project Manager Cathal Coffey and the Logistics Manager.

2. Location

Dub04/Dib 98 works development is located on a 22.1 ha site to the immediate west of the recently realigned R120 Newcastle Road within the townland of Ballymakaily, Lucan Dublin 22.

The Site is bounded by the Grand Canal to the North. The R120 and residential properties are located to the east of the site. The site is also bounded by further agricultural lands, zoned for development to the south and west.

The site is located between the N4 and N7 national primary roads and is served by an improving network including the regional roads R120 (which has recently been upgraded with a new bridge over the Grand Canal), R134 and R136 (The Grange Castle Road) and the road network through the Grange Castle Business Park.

3. Project Schedule

The relevant stakeholders will agree a project schedule to ensure all works are planned and executed safely on site.

Construction Period (Enabling Works):

1. Commencement of Enabling Works: **4th quarter 2022.**
2. Completion of Enabling Works: **2nd quarter 2024.**

4. TRAFFIC MANAGEMENT PLAN OWNERSHIP

Ownership for the development, implementation, and ongoing maintenance of the Traffic Management Plan is assigned to the logistics manager

4.1. Roles and Responsibilities

4.1.1. Project Manager

The Project Manager for the project is Cathal Coffey . His duties include:

- Ensure adequate resources are made available to enable the execution of the Traffic Management Plan
- Monitor and audit the effectiveness of the Traffic Management Plan
- Ensure all vehicular and or pedestrian accidents, incidents and near misses are reported to the Safety Officer
- Ensure South Dublin County Council are informed prior to commencement of works of any works that will impact on Traffic or pedestrian movements.

4.1.2. Safety Officer

The Safety Officer for the project is Fergie Hynes. His duties include:

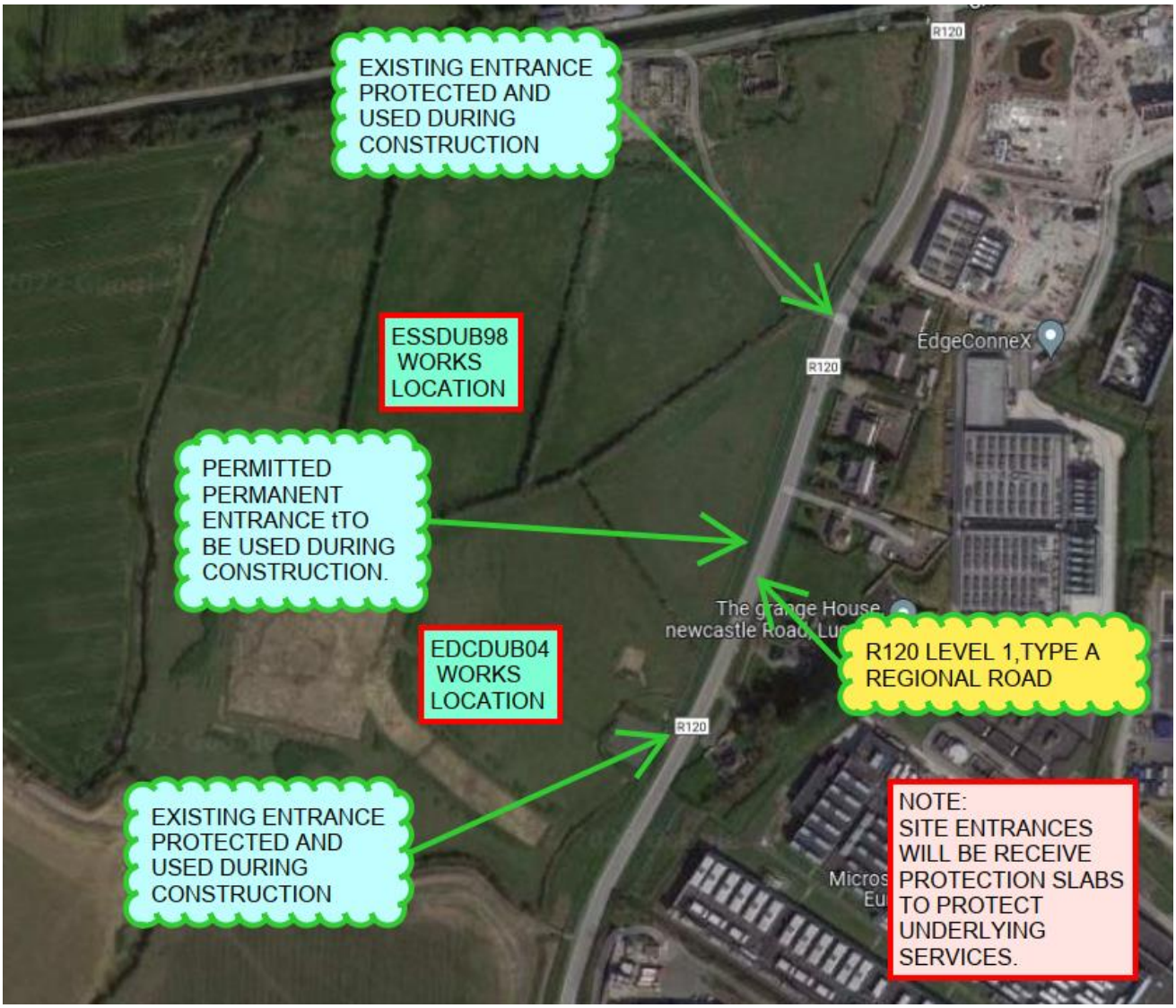
- Monitor the effectiveness of the Traffic Management Plan
- Monitor and update the Traffic Management Plan drawing as required
- Ensure contractors and subcontractors are aware of the traffic management arrangements in place
- Advise site management on the requirements of the construction regulations with respect to

traffic management

- Perform weekly inspections of the Traffic Management Plan layout and adherence from contractors and subcontractors
- Discuss the Traffic Management Plan at the weekly safety team meeting
- Ensure contractors and subcontractors are aware of the arrangements in place via site inductions and safety briefings
- That the Traffic Management Plan document is placed and maintained on the project site server
- Post the Traffic Management Plan drawing on the site safety notice boards
- Participate in the Whiteboard and Daily Activity Briefings meetings and discuss the Traffic Management Plan
- Ensure all plant have the necessary plant certification and plant sticker
- Ensure loads are secured
- Ensure maintenance is conducted in the designated vehicle maintenance area
- Coordinate activities with the Appointed Person for lifting operations
- Ensure pedestrian access routes follow the Winthrop Engineering & Contracting Ltd. standard (804 stone, red access gates, flashing beacons and signage)
- Ensure all vehicular and or pedestrian accidents, incidents or d near misses are reported to the Contract Manager

5. SITE ACCESS & ROADS

5.1.1. Site Access & Egress



Proposed Site Entrance locations

Site access will be provided via the Grange Road R120. WEC will provide advanced warning signs, in accordance with Chapter 8 of the Department of the Environment's Traffic Signs Manual 2010, on the approach to proposed site access locations prior to construction.

There will be heras fencing, or chain link fencing secured to a minimum height of 2 metres alongside the construction site areas. This fence will be checked daily and maintained as necessary, and it will be the responsibility of the Site Manager to ensure that the gates are opened and locked each working day to ensure the site is not left open and unattended at any time. Site Hoarding will also be placed at road frontage areas.

5.1.2. National Road Network

Access to the site along the National Road Network will be via the N4 and N7 and from the M50. It is anticipated that the majority of works related traffic will travel along the N4/N7 at which point traffic will enter the regional/local road network i.e. R120.

5.1.3. Regional & Local Road Networks

Most of the access / egress to proposed sites shall be facilitated from the local road networks. To mitigate against possible restrictions in visibility requirements WEC shall ensure there is full site lighting at the site entrance to ensure full visibility is achieved. No adjacent residences are present, but the lighting shall be positioned so it does not create a nuisance to adjacent premises. The site entrance will be constructed to allow straight access for vehicles particularly long load vehicles, so vehicles do not slow or stall when entering the site thus posing an issue to other roads users.

5.1.4. Vehicular access

The works area will be accessed from the Grange Road R120, serving the route from Lucan to Newcastle. This road has a 60 kmph speed limit. This single carriageway road is approximately 11m wide and serves the surrounding area.

WEC shall ensure that the site entrance takes cognisance of the R120 and the entrance shall be suitably set up with a wide-angle entrance and stop line upon exit to control speed and adequate sight lines in both directions (more than 150m). Provisions will be made for vehicles to give way to pedestrians and cyclists.

As per section 4 there will be provisions made for onsite parking.

Provision will be made for a HGV turning area in order to allow HGV's to make deliveries to the site in a safe and efficient manner and exit the site in a forward gear.

The proposals at the access junctions are illustrated on Pinnacle Consulting Engineering drawings submitted as part of this application. All signing and lighting will be designed in accordance with the DOE Traffic Signs Manual.

5.1.5. Pedestrian/ Cyclist

Extension of the access stub includes provision of cycle paths, footpaths, on either site of the access road to provide appropriate access for pedestrians and cycles.

Appropriately designed cycle parking facilities will be provided close to the entrance of the proposed compound. There will be a small bicycle shelter with locking facilities, in the construction site compound. Site management will ensure 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

5.1.6. Traffic Management Signage

WEC shall erect traffic management signage both internal and external to the site to co-ordinate traffic movements and outline any parking, speed, or lay down restrictions that exist to ensure traffic on public thoroughfares is co-ordinated. Any traffic management signage that is erected on public thoroughfares such as the external footpaths on the R120 will be erected in line with the specifications detailed in Chapter 8 of the DoE Road signs manual and with the agreement of South Dublin County Council.

As there is no envisaged tie in works or works likely to affect public roads it is envisaged that the only signs required externally to the site will be notification type signs identifying the location of the site access gate.

Where signage is required particularly permanent signage WEC shall consult with the relevant authorities for the purpose of identifying and agreeing signage requirements.

Proposed signage may include warning signs to provide warning to road users of the works access / egress locations and the presence of construction traffic. All signage shall be provided in accordance with the Department of Transport's Traffic Signs Manual, Chapter 8 – Temporary Traffic Measures and Signs for Roadworks. http://www.dttas.ie/roads/publications/english/traffic-signs-manual-2010

In summary, Winthrop will ensure that the following elements are implemented:

Consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements.

Provision of temporary signage indicating site access route and locations for contractors and associated suppliers; and

Provision of general information signage to inform road users and local communities of the nature and locations of the works, including project contact details.

5.1.7. Routing of Construction Traffic

As outlined above, a site compound will be utilised for the proposed development. Deliveries to the temporary construction material storage will be permitted to access the road network using the R120

via the N4/N7/M50.Traffic leaving the storage yard will turn left or right onto the R120 then turn left/right towards the N4/N7/M50.

It is envisaged that construction works traveling to the site will do so via the primary road network i.e. N4/N7/M50 with access to Grange Road via the R120. The use of local roads will be minimised as much as possible, particularly to avoid / minimise the encountering of narrow road widths, poor visibility, and unsuitable bearing capacities

5.1.8. Programming

To reduce impacts on local communities and residents adjacent to the proposed sites, it is proposed that:

- WEC will liaise with the management of other construction projects and the Local Authorities to co-ordinate deliveries.
- WEC will schedule deliveries in such a way that significant activities and large deliveries activities do not run concurrently
- WEC will schedule deliveries to and from the proposed temporary construction materials storage compound such that traffic volumes on the surrounding road network are kept to a minimum.
- HGV deliveries to the EDCDUB site will be suspended on the days of any major event in the area that have the potential to cause larger than normal traffic volumes. This may include events at the Grangecastle Golf Club.
- WECL will interact with members of the local community to ensure that deliveries will not conflict with sensitive events such as funerals.
- HGV deliveries will avoid passing schools on the R120 at the entrance to the Hillcrest Housing estate in Lucan at opening and closing times where it is reasonably practicable.
- Times and deliveries will be restricted 7:00 hours on weekday and 9.00 hours on Saturdays nor after 19:00 hours on weekdays and 13:00 hours on Saturdays as normal conditions. No delivers will be scheduled for Sundays or Bank Holidays.

The construction period for the proposed linear development is anticipated to be approximately 4 months from the commencement of the site works. This is subject to change and dependent on specific conditions.

5.1.9. Traffic Management Speed Limits

Adherence to posted / legal speed limits will be emphasised to all staff / suppliers and contractors during induction training. WEC will monitor the R120 speeds and should it be deemed necessary, after consultation with SDCC implement temporary advisory speed limit signs of 25kph.

5.1.10. Road Cleaning

WEC will carry out road sweeping operations to remove any project related dirt and material deposited on the road network by delivery vehicles. A wheel wash may be available at the site entrance however, the road sweeping will complement the operations of the wheel wash where necessary. Road Sweepers will dispose of material following sweeping of road network, to licensed waste facility.

5.1.11. Vehicle Cleaning

WEC will ensure appropriate measures are in place to ensure mud and other organic material is removed from vehicles exiting the site, - i.e. providing wheel washing facilities, and any other necessary measures etc. In addition, the cleaning of delivery trucks shall be carried out at the material storage compound at the concrete wash out area and shall not be undertaken off site.

5.1.12. Road Conditions

Heavy vehicle traffic movements and the nature of the payload may create problems of:

- Fugitive losses from wheels, trailers or tailgates; and
- Localised areas of subgrade and wearing surface failure.

WEC shall ensure that:

- Loads of materials leaving each site will be evaluated and covered if considered necessary to minimise potential dust impacts during transportation. This shall be carried out by gate security personnel.
- The waste and groundworks contractor shall take all reasonable measures while transporting waste or any other materials likely to cause fugitive loses from a vehicle during transportation to and from site, including but not limited to:
- Covering of all waste or material with suitably secured tarpaulin/ covers to prevent loss; and

  Utilisation of enclosed units to prevent loss.
- The roads forming part of the haul routes around the site will be monitored visually throughout the construction period and a truck mounted vacuum mechanical sweeper will be assigned to roads along the haul route as required.
- Throughout the course of the site enabling of the proposed development, on-going visual inspections and monitoring of the haul roads will be undertaken to ensure any damage caused by construction traffic is recorded and that the relevant authority is notified. Arrangements will

be made to repair any such damage to an appropriate standard in a timely manner such that any disruption is minimised.

5.1.13. Road Closures

During the works, it is not envisaged that road closures will be required. However, if any are required WEC will follow communicate and follow the SDCC requirements

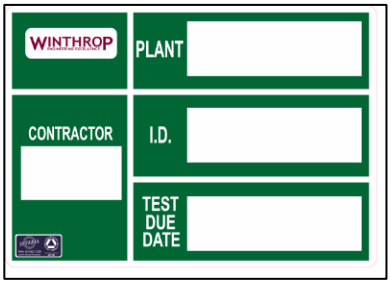
5.1.14. Construction Site Traffic Management Hardware

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

Signs and barriers will be put in place informing the workforce of temporary closure of pathways.

6. MANAGEMENT OF PLANT

It is imperative that all plant coming onto the construction site is in good condition and in compliance with Irish construction regulations. To ensure this, the Safety Officer must approve the plant when it arrives on site. If the plant requires GA1 certification it should be submitted for inspection to the Safety Officer 24 hours before the plant arrives on site. Once the Safety Officer is satisfied the plant meets these requirements a Winthrop Plant Sticker will be issued by the Safety Officer detailing the plant owners name, the plant identification, and the expiry date of the GA1 certification, once this Winthrop Plant Sticker is issued a prestart check must be carried out on a GA2 or GA3 form by the plant operator before the machine can commence work on the site. A weekly inspection of the plant must be undertaken by the plant operator, and the relevant GA2 or GA3 form completed and returned to Winthrop's Safety Officer.



Winthrop Plant Sticker

6.1. Preventative Maintenance

All plant operators are required to carry out and record a daily inspection of their machines. This will be recorded on a checklist form. Each week, a GA2 or GA3 form must be completed by the plant

operator after inspection of the machine. Preventative maintenance must be adhered to in accordance with the manufacturer's instructions. Greasing, oil changes, servicing etc. must be carried out at the recommended intervals within the designated vehicle maintenance area on site. The designated area for preventative maintenance and machine servicing is located inside the material storage area. All servicing and maintenance must be carried out under a Safe Plan of Action.

6.2. On Site Repairs

In the event of routine maintenance, a contractor can bring the plant to the designated vehicle maintenance area and complete the maintenance. If a machine breaks down on a site road it must be cordoned off with adequate lead in and lead out zones. These must be signposted and a spotter in place to direct other vehicular traffic. 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 vehicle maintenance area.

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

7. MANAGEMENT OF DELIVERIES & REVERSING OPERATIONS

7.1. Management of Deliveries

Site management will create a delivery schedule following the site Whiteboard and Daily Activity Briefing meetings. All deliveries must report to the security hut at the various entry points to the sites. The drivers are given a brief induction by the security guard detailing the site rules with respect to driving on site, wearing of PPE on site, speed limits, Covid requirements etc. This will be delivered to the driver on his / her first visit to site by the security guard.

Security will contact the host contractor and requests them to meet their delivery driver at the security hut. The host contractor will meet the delivery driver and accompany them to the delivery area. The delivery driver will be requested to stay within the vehicle where possible. After the delivery has been completed the host contractor will ensure the driver's safe departure 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. No persons are allowed on flat bed trailers without fall protection. All delivery vehicles must be accompanied by a spotter, supplied by the host contractor, during reversing operations

7.2. Reversing Operations

All site trucks and delivery vehicles must be accompanied by a spotter during reversing operations.

The contractor who controls the vehicle or who has a delivery vehicle on site must supply the spotter.

8. RULES FOR DRIVERS

- Must report to security on every visit
- Maximum speed limit of 15km/hr in all areas of the site
- You must remain in the cab at all times where applicable
- Await your host to accompany you onto site where applicable
- You must obey Covid-19 CIF regulations for the number of persons per vehicle while on site or travelling to and from site
- You must obey all Covid-19 Policies and Procedures while on site
- There is a minimum of Safe Pass Card and Manual Handling Certificate required (where applicable)
- You must not drive other vehicles on site such as teleporters, forklifts unless unloading from or loading on to truck (you must have the relevant qualifications to drive these vehicles)
- You must obey all directions given by site management
- Ensure you have the correct PPE to enter site. Minimum of a hard hat, safety glasses, gloves, high visibility vest and safety footwear if you must leave the cab
- Do not reverse on site without a spotter in attendance
- You must have the relevant CSCS tickets to unload / load machinery onto trucks on site
- Use flashing beacons (where fitted)
- Where flashing beacons are not fitted then double indicators and head lights must be switched on
- All loads must be secured properly
- Do not climb / walk on flatbed trucks without edge protection or fall arrest system in place
- To enter curtain side or hard bodied trailers the back door must be used, entry by means of stairs. Curtains must remain closed and strapped down at all times unless edge protection or a fall arrest system is in place
- Trucks must use wheel wash when exiting site
- Concrete trucks must use truck wash out area when exiting site
- Concrete truck drivers must not use ladder at rear of truck to clean / inspect drum or chute

8.1. Rules for Drivers of Teleporters

- All teleporter drivers must have a valid Telehandler CSCS card.
- All teleporter drivers must complete a daily check on their machine and complete an inspection report on a weekly basis on a GA2 form.
- The maximum speed permitted on site is 15km/h. Obey lower speed limits if advised.
- Drivers must complete a Safe Plan of Action and Lift Plan daily before commencing work
- MEWPS must be lifted as per manufacturer's instructions and secured to the forks.
- Passengers must not be carried on a teleporter.
- All loads must be strapped using a ratchet / chain strap before being transported. Nylon rope or similar is not acceptable.
- All loads wider than the machine must be accompanied by a spotter.
- 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 spotter holding the load with a rope or securing of the load back to the teleporter via a ratchet / chain strap.
- Drivers must not move the vehicle with the underneath load hanging freely.
- Drivers must not suspend loads over personnel or attempt to pick loads above personnel.
- Drivers must not attempt to lift loads from a building structure at any place other than at the approved loading bays unless permission is given by site management.
- Drivers must not attempt to operate or drive the teleporter whilst using a mobile phone, radio or whilst eating.

9. TRAFFIC MANAGEMENT

9.1. Road Closures

During the enabling works, it is not envisaged that road closures will be required. However, if any are required WEC will follow communicate and follow the SDCC requirements

10. EMERGENCY VEHICLES

Emergency vehicle access routes will always be maintained with full access around the site. In the event an emergency vehicle must attend site, they will be met at the security hut by a member of Winthrop's management team and accompanied to the incident location. WEC will ensure that

unobstructed access is provided to all emergency vehicles along all routes and site accesses and will provide to the local authorities and emergency services, contact details of the contractor's personnel responsible for construction traffic management. In the case of an emergency the following procedure shall be followed:

- Emergency Services will be contacted immediately by dialling 112
- Exact details of the emergency / incident will be given by the caller to the emergency line operator to allow them to assess the situation and respond in an adequate manner
- The emergency will then be reported to the Site Team Supervisors and the Safety Officer; All construction traffic shall be notified of the incident (where such occurs off site)
- Where required, appointed site first aiders will attend the emergency immediately; and
- The site Safety Officer will ensure that the emergency services are en route.

11. COMMUNICATION OF THE TRAFFIC MANAGEMENT SYSTEM

A 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 reissued, as necessary. The map will be reviewed at the daily Whiteboard and Daily Activity Briefing meetings
- The Traffic Management 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, offices, canteens, and SPA / permit area
- A color scheme will be used to distinguish vehicle and pedestrian routes

WEC shall ensure that close communication with the relevant local authorities and the emergency services shall be maintained throughout the site enabling phase. Such communications shall include:

Where works are likely to affect normal road traffic:

- Submissions of proposed traffic management measures for comment and approval to the local authority.
- On-going reporting relating to the condition of the road network and updates to construction programming; and
- Information relating to local and community events that could conflict with proposed traffic management measures and construction traffic in order to implement alternative measures to avoid such conflicts.

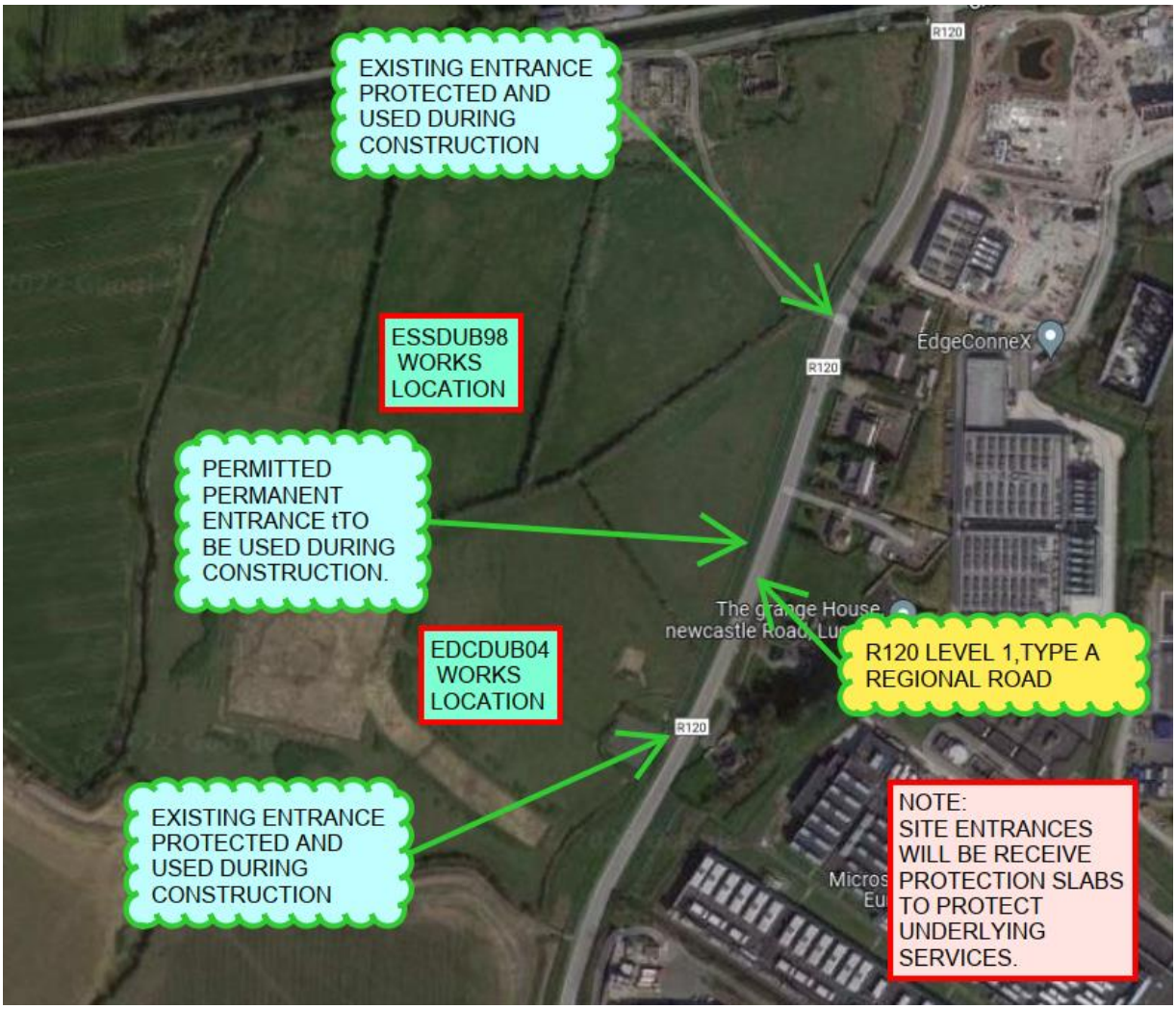
WEC shall also ensure that the local community is informed of proposed traffic management measures in advance of their implementation if and where they arise. Such information shall be disseminated by posting advertisements in local newspapers and delivering leaflets to houses in the affected areas. Such information shall contain contact information for members of the public to obtain additional information and to provide additional knowledge such as local events, sports fixtures etc. which may conflict with proposed traffic management measures.

12. ONGOING AWARENESS AND MANAGEMENT OF TRAFFIC SAFETY

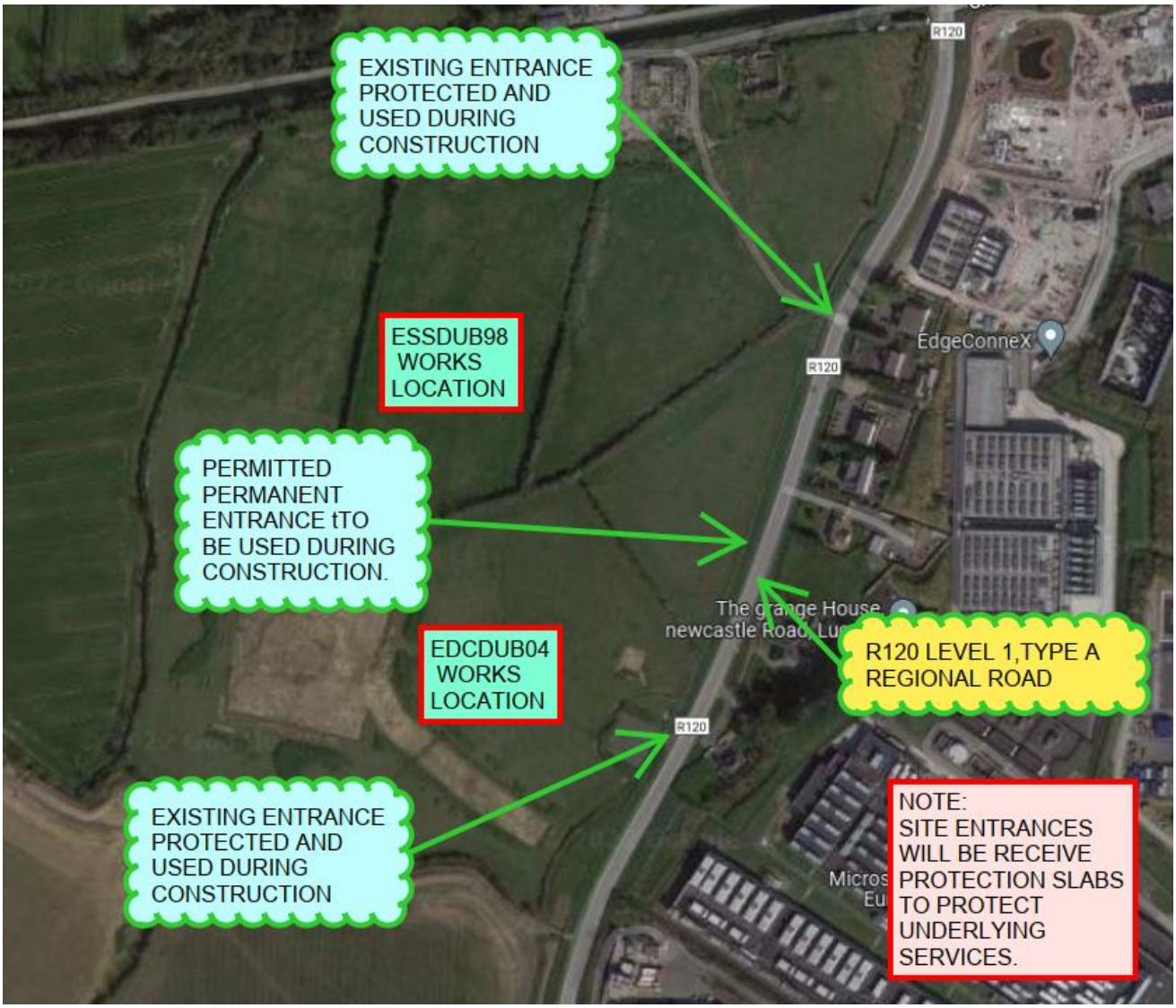
(Management, Monitoring & Maintenance)

- Traffic management will be a standing agenda item within co-ordination meeting ensuring decisions account for impact and traffic management concerns / issues are raised
- Traffic management represents a focus topic within project site safety walks and concerns raised during these walks are tracked until closed out
- Traffic management represents a focus topic of the Safety Observation Reporting (SOR) program
- Traffic management represents a focus consideration within the Safe Plan of Action
- Toolbox Talks will be used to reinforce traffic management rules
- Site traffic related non-conformance and violations will be formally recorded and communicated to the relevant contractor management

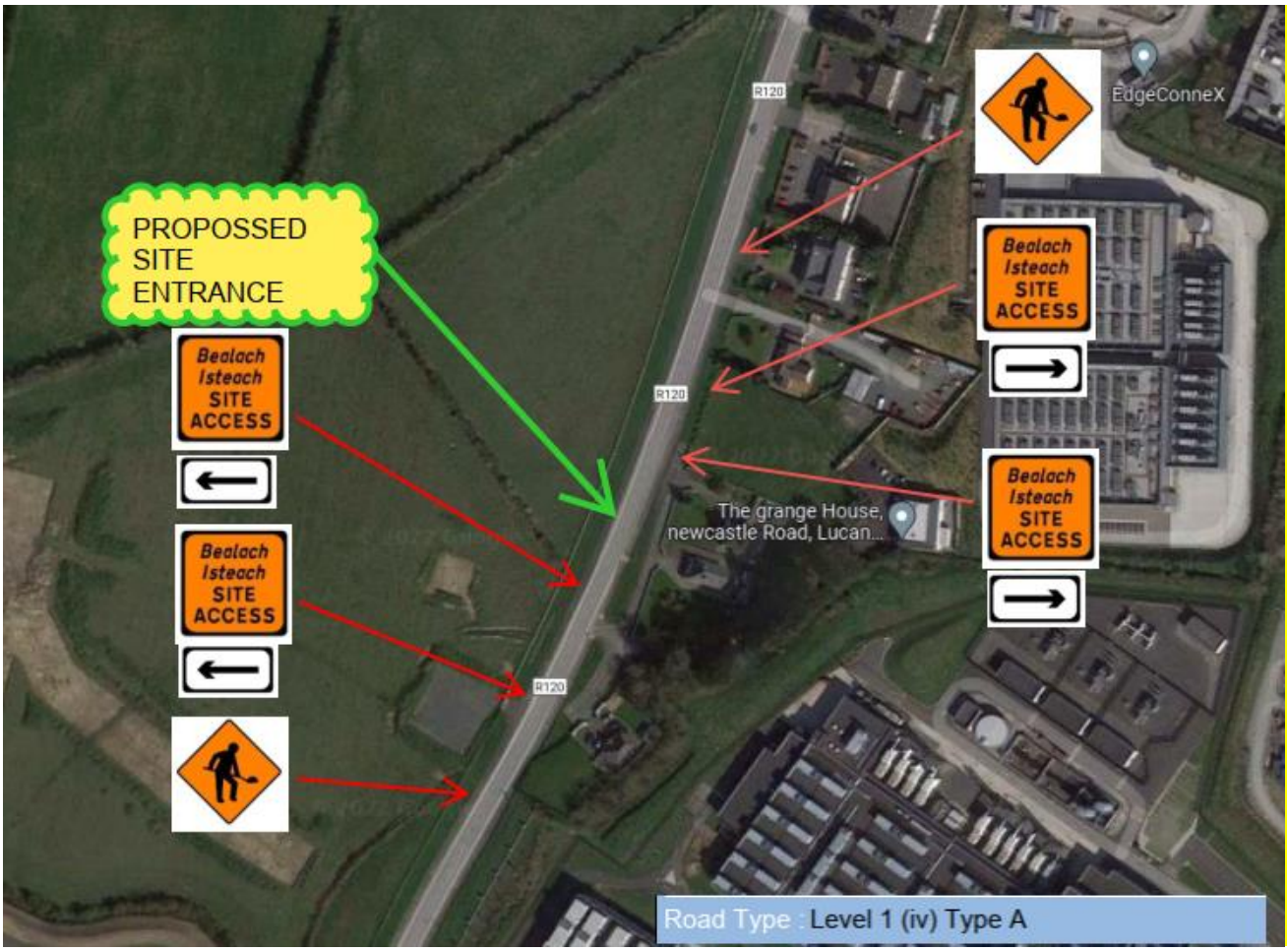
13. Traffic Management Map



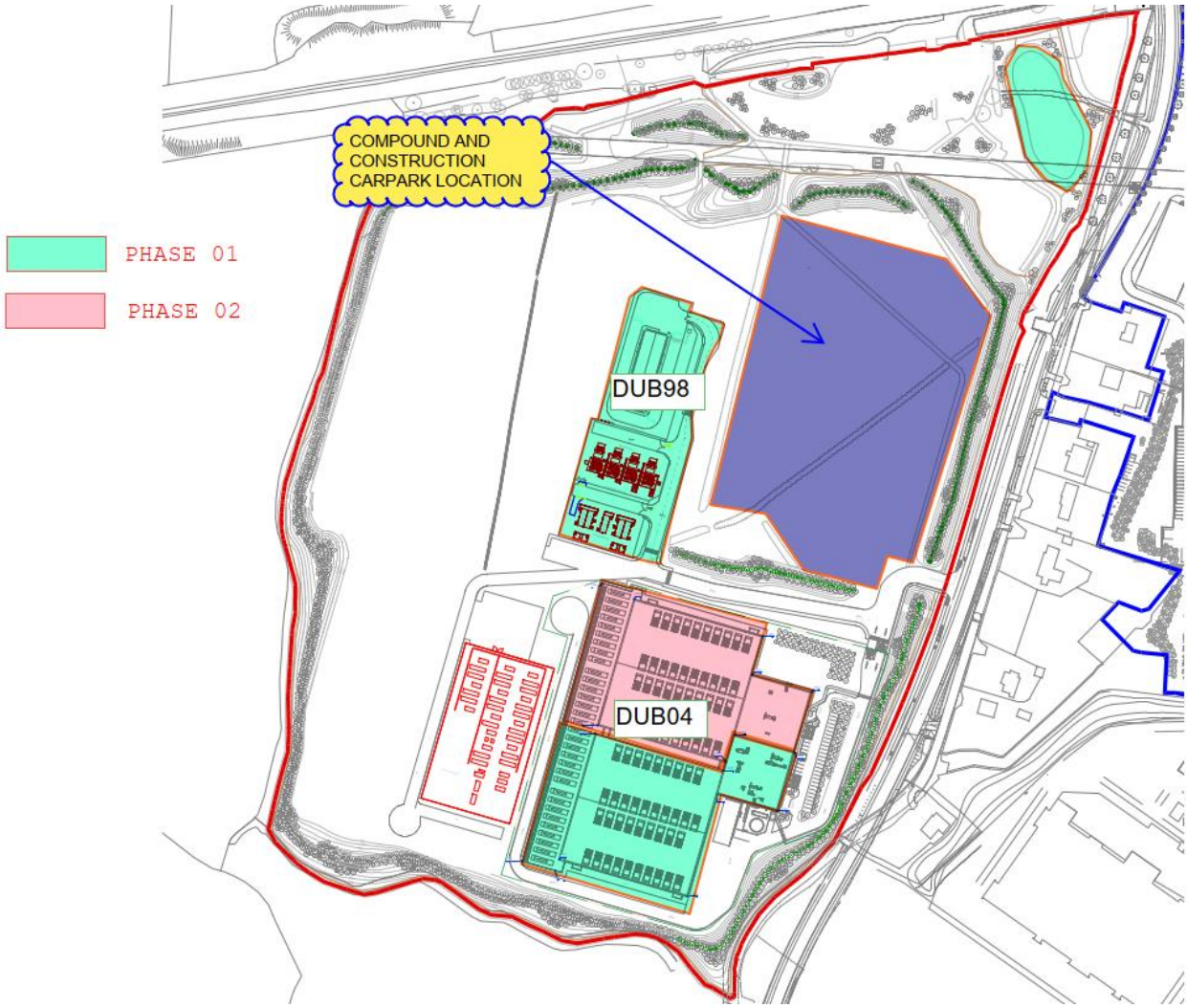
Location Map.



Site Entrance Location



Typical Temporary Signage on R120 ata entrances as per Chapter 8 Requirements..



Temporary Car Park-Compond Location.