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LIVERPOOL BAY DECOMMISSIONING PHASE 1

POINT OF AYR GAS PLANT
General

Construction Traffic Management Plan (CTMP) Decommissioning Phase

Mark Green
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13:30

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1.0 INTRODUCTION

1.1 PURPOSE

This Document has been prepared to outline the controls intended to be used for the management and routing of Heavy Goods Vehicle (“HGV”) traffic and general traffic associated with Project activities.

The construction of the Project will generate a volume of HGV movements involved in site preparation, demolition, delivery of plant and machinery, concrete, aggregates, steelwork, bricks, and other general construction materials. A small number of Abnormal Indivisible Loads (“AIL”) may also be generated by the construction of the Project which will need to be appropriately managed.

This Construction Traffic Management Plan (“CTMP”) identifies expected vehicle movements, construction operation hours, construction vehicle routes to and from the site, construction delivery hours, car parking for contractor workers and specific measures to be adopted to mitigate construction impacts during the demolition phase of the works. The document will be updated for the construction phase later.

This CTMP also covers the requirements of the REAC register T-TT-001 to 007 covering Traffic and Transport. **See appendix G for REAC table.**

1.2 OBJECTIVES AND STRATEGIES

1.2.1. Ensure that movements of people, plant, and materials are achieved in a safe, efficient, and prompt manner.
- Plan and schedule vehicle movements to avoid peak traffic hours.
- Implement traffic control measures and clear signage.
- Conduct regular safety briefings and training sessions for drivers and workers.

1.2.2. Ensure that any impact to the local communities and businesses is reduced as far as reasonably practicable.
- Engage with local authorities and community representatives.
- Provide regular updates on construction activities and potential disruptions.
- Establish dedicated communication channels for feedback and concerns.

1.2.3. Reduce and control construction vehicle trips where practicable.
- Utilize alternative transportation methods (e.g. carsharing, public transport).
- Optimize delivery schedules to reduce the number of trips.
- Use local suppliers where possible to minimize transport distances.

1.2.4. Ensure route compliance amongst site users.
- Enforce strict adherence to designated routes.
- Monitor vehicle movements using GPS tracking where possible (limited to delivery vehicles).
- Implement penalties for non-compliance.

1.2.5. Limit the effects of construction traffic on the local road network.
- Coordinate with local traffic authorities for traffic management.
- Implement temporary traffic measures (e.g., lane closures, detours) as needed.
- Provide advance notice of any significant roadworks or disruptions.

2.0 PROJECT OVERVIEW

ENI's Liverpool Bay CCS Transport & Storage Project (LBA CCS T/S Project) is being developed in parallel with and as a key part of the HyNet Northwest full-chain hydrogen and CCS industrial decarbonization project (the HyNet Project), which is designed to transform a region of the UK into the world's first low carbon industrial cluster by 2030.

The project has been divided into 5 Work Packages. This document is related to WP3, and the foreshore works only which include decommissioning scope at Point of Ayr, as well as scope associated with the new LBA CCS FACILITY. Point of Ayr facilities will be subject to a partial decommissioning to allow the conversion of the systems from a hydrocarbon to CCS service. The partial decommissioning of Point of Ayr systems shall be performed upon a controlled and sequential shutdown of the existing systems. There is also an existing Shut Down Valve (SDV) installed on the Foreshore Pipeline, west of the PoA Terminal, which will be removed and replaced with a through-section of buried pipeline.

CO2 is received at Point of Ayr (PoA) Facility via the existing pipeline, from PoA Facility CO2 is sent to the Douglas Complex, CO2 is further exported to the three satellite platforms, Hamilton (Main), Hamilton North and Lennox for injection into their respective reservoirs for permanent storage.

The Scope of Work for WP3 lies within the boundary of PoA. The CO2 is filtered and compressed (if required) before being fed to the pipeline offshore. The Poa Facility comprises of pigging facilities, filters, compressors, diesel system, vent package, nitrogen generation package, sub-stations, buildings, and workshop/warehouse.

3.0 DEFINITIONS AND ABBREVIATIONS

3.1 Definitions

Term	Definition
Company	The party that initiates the project and ultimately pays for its design and construction i.e. ENI UK Ltd will generally specify technical requirements. The term "COMPANY" also includes agents or consultants authorized to act for, and on behalf of, COMPANY.
Contract	An acceptance of legal relations between two or more parties for the transfer of goods or services for value.
Contractor	A person or organization that undertakes responsibility for the execution of a contract, i.e. Saipem S.p.A
Supplier	The party (Manufacturer or Vendor) that manufactures or supplies equipment or services to perform the duties specified by the Company or Contractor
Shall	A mandatory provision
Should	An advisory provision

3.2 Abbreviations

PoA	Point of Ayr
PRoW	Public Right of Way
HSE	Health, Safety & Environment
CWTP	Construction Workers Travel Plan
LGV	Light Goods Vehicle

HGV	Heavy Goods Vehicle
AIL	Abnormal Indivisible Loads
HDD	Horizontal Directional Drilling
ESDAL	Electronic Service Delivery for Abnormal Loads
PDL	Project Discipline Lead
CCS	Carbon Capture Storage

4.0 REFERENCES

4.1 APPLICABLE STANDARDS

Document Number	Document Title
ISO 14001:2015	Environmental Management Systems
ISO 45001:2018	Health and Safety Management Systems

4.2 REFERENCE DOCUMENTS

Document Number	Document Title
T.5.1	Annex B Outline Construction Traffic Management Plan
T.4.2.17	Chapter 17 – Traffic and Transport
FUL-000246-23	Decision Notice
T.5.3	Register of Environmental Actions and Commitments (see appendix G for details)
CDM 2015	Construction Design Management Regulations 2015

4.3 CONTRACTOR DOCUMENTS

Document Number	Document Title
102700HFQW09721	Decommissioning Phase Plan
102700HFPA09773	Ecological Management Plan
102700HFPA09755	TCF & POA Demolition Construction Environmental Management Plan
102700HFPA09758	Dust Management Plan
102700HFPA09780	Waste Management Plan
102700HFPA09763	Noise and Vibration Management Plan

5.0 PROJECT PHASES

The project work will be undertaken in three distinct phases, however no one distinct phase needs to be completed before the next phase commences.

5.1 DEMOLITION PHASE

Works will be undertaken to refurbish the buildings on site and demolish above and below ground structures to make space for the new foundations and equipment to be installed. The main vehicle movements in this phase will be from skip and rubble wagons removing sorted waste from the site for processing and recycling. All material transported from the site will be via licensed waste handling contractor to a licensed facility.

5.2 CONSTRUCTION PHASE

Works will be undertaken to install the new elements for the facility, works will include piling, drainage, foundation works, steelwork installation, process piping installation, cable installation, building fit out and surfacing works. The main vehicle movements in this phase will be, muck shift off site, concrete deliveries, material deliveries, skip changeovers, and site personnel.

5.3 COMMISSIONING PHASE

Works will be undertaken to commission the new plant with pressure testing, cable testing, and powering up the new plant. The main vehicle movements in this phase will be site personnel and small deliveries.

6.0 DISPLAY AND COMMUNICATION OF INFORMATION

The arrangements for construction activities, including delivery vehicles, mobile plant, other vehicles and pedestrian management will be communicated through daily communications via site induction, delivery driver induction, site visitor inductions, daily coordination meeting, and coordination with delivery companies.

When further specific information needs to be communicated, site notices and accompanying toolbox talks (TBTs) will be issued to all site personnel.

The plans will be displayed in a prominent position on the site notice board. Any changes to site layouts will be shared with all personnel both on site and visiting.

Contractor will regularly inform all sub-contractors, operatives, stakeholders (as needed) and visitors to site about any event likely to cause traffic delay. This could include, but is not limited to:

- Site emergencies, inclusive of operational and construction related incidents or events
- Any changes to site access outside the approved routes due to accidents or road closures
- Industrial Action or adjacent sites
- Police incidents
- Local events or displays
- Adverse or inclement weather
- Any AIL deliveries

All measures taken will result from dialogue with relevant parties, Police, Local Authority, Neighbouring Establishments and subcontractors via the approved communication channels.

Information about construction traffic activities and movements would be provided to the local community and Stakeholders in line with 102700HFPA09767 Stakeholder Communication Plan. The means of communication would include online updates, letter drops, information boards and details of key contacts.

7.0 SITE OPERATING HOURS AND DELIVERIES TO SITE

The hours of working for site clearance, demolition, and construction shall be 08:00 to 18:00 hrs Monday to Friday and 08:00 to 13:00 hrs Saturdays. No work to be undertaken on Sundays/Bank holidays. The hours of working do not apply to the Horizontal Directional Drilling operations as these are continuous works from start to finish.

To maximise productivity within core working hours, the Contractor will need a period of up to one hour before and up to one hour after core working hours for the start-up and close-down of activities. This will include, but not be limited to, deliveries, movement to place of work, unloading, maintenance and general preparation works. It will not include the operation of any plant or machinery likely to cause disturbance to residents or businesses. These periods will not be considered an extension of core working hours.

All site deliveries need to be notified 24hrs in advance of arrival at site, any delivery not notified that arrives at site will be turned away by the site security.

Major loads arriving at the site will be planned and notice provided and/or authorisation obtained from the Highways Authority, Local businesses are unlikely to be affected, except for those within the immediate vicinity who will be notified if needed. Delivery of abnormal loads will be planned to avoid peak periods where possible. Such deliveries will involve large, prefabricated elements of the process equipment.

8.0 CONSTRUCTION TRAFFIC ACCESS

8.1 PRECONDITION SURVEY

Prior to the start of works on site, Contractor will undertake a survey of the existing highway network in liaison with the Local Highway Authority to decide the extent of the survey on the adopted highway so that a baseline can be agreed prior to the works starting. The condition of the highway network against this agreed baseline will be reviewed as needed both throughout the demolition phase, construction phase and the end of the works, any defects agreed to be because of the works will be rectified by Contractor. Inspections will be undertaken on a quarterly basis with a visual inspection report compiled and issued to the relevant stakeholders.

8.2 CONSTRUCTION VEHICLE CLASSIFICATIONS

LGV – Vehicles 3.5 tonnes (t) or below in gross weight such as cars, vans, 4x4, pickup truck, welfare unit van, and minibus.

HGV – Any vehicle exceeding 3.5t gross weight such as excavators, rollers, tractor and trailer, 10-12m rigid vehicles, road sweeper, muck shift wagon, 20t dumpers, concrete mixers, 14 and 16.5m articulated vehicles, low loaders, and cranes.

8.3 ABNORMAL INDIVISABLE LOAD ROUTES

Transporting abnormal indivisible loads (AIL) in the UK requires adherence to several precise regulations and obtaining relevant permits to ensure safety and coordination. Weight, width, and length limits are regulated under the Road Vehicles (Construction & Use) Regulations (C&U) 1986, the Road Vehicles (Authorised Weight) Regulations 1998, and the Road Vehicles (Authorisation of Special Types) (General) Order 2003 (STGO). For weights up to 80,000kgs, a 2-day notice to road and bridge authorities is mandatory, while loads up to 150,000kgs require notification to both authorities and police, and those exceeding 150,000kgs necessitate a Highways England Special Order. For widths between 2.9m and 4.3m, a 2-day police notice is needed, and widths up to 6.1m need both a Special Order and advanced notifications. Length regulations stipulate a 2-day notice for lengths between 18.65m and 27.4m, with longer lengths needing Special Orders. Visibility measures such as warning lights and markers are essential for the safety of other road users. Operators can use the ESDAL system for route planning, notifying authorities, and managing abnormal load

movements. Compliance with these rules is crucial for the safe and efficient transport of abnormal loads on public roads. These loads will have to transported over the railway bridge to the PoA site, the weight limit on this bridge is 60t (axial load limits will need to be determined during planning of the deliveries).

To date, no abnormal indivisible load (AIL) deliveries have been identified. Should any AIL deliveries be identified in the future, we will promptly engage a specialist contractor to manage the transportation. This contractor will manage all necessary actions, including obtaining relevant permits, notifying pertinent road, bridge, and police authorities, and implementing required visibility measures. We will ensure compliance with all regulatory requirements, including using the ESDAL system for route planning and coordination, to help the efficient and secure movement of any identified AIL deliveries.

8.4 SITE ACCESS POINTS

There are three access points to the PoA site and one access point to the Foreshore works as follows:

- Temporary access 1 to the west side of the PoA site opposite the business park carpark. This access will be used during construction only for all Contractors management personnel, site deliveries, site vehicles, and access to the CDM area. Due to the interface with the business park carpark this area will be managed by a Traffic Marshall. **See Appendix A for construction traffic access plan.**

- Permanent access TCPA E1 is the main access to the PoA terminal and will be used only by the PoA operational staff. In the event access is needed for construction this will be coordinated and agreed with the Eni operations team. **See Appendix A for construction traffic access plan.**

- Permanent access TCPA E2 is the access to the centralised compound located off the 3rd exit of the roundabout on the PoA access road. This area will be used for deliveries, laydown, external parking and contractor parking. Due to the interface with the PRoW this access will be controlled by Security/Traffic Marshal. **See Appendix A for construction traffic access plan.**

- Temporary access 2 to Warren Farm is the access location on Station Road. This access will be used for the dune valve replacement works and pipeline installation as part of the Foreshore Works scope. These works and access will be managed by United Living Infrastructure Services. **See Appendix A for construction traffic access plan.**

8.5 CONSTRUCTION TRAFFIC ROUTE

The construction traffic route for all deliveries will begin at the Deeside Park Junction off the A494 and continue towards Talacre, Holywell, with the destination being the PoA Gas Terminal CH8 9RD. The route will primarily use major roads to facilitate smooth and efficient movement of construction traffic, specifically following:

- **A494:** Construction traffic travelling north or south on the A494 will use the Deeside Park Junction, this major road and junction will serve as the first segment and access towards the PoA site. Known for its capacity to handle substantial traffic volumes ensuring minimal disruption to traffic.

- **A548:** Transitioning from the A494 Deeside Park Junction, traffic will continue onto the A548. This route is selected for its direct path towards Talacre, minimizing the necessity for complicated navigation thorough smaller local roads and reducing the risk of traffic congestion. The A458 will carry the traffic northwest, skirting the edges of populated areas to reduce the impact on local traffic.

- **PoA Local Access Road:** As traffic approaches Talacre, Holywell, the PoA access road will be used to reach the construction site, carpark, and laydown areas. This road will be carefully managed to handle the expected traffic load without significant disruption to residents and business park users. To access the PoA site all vehicles will pass over the railway bridge, this bridge has a 60t load limit that will need to be considered for any large heavy deliveries. Speed limits on this road will be reduced to 10mph to allow vehicles to be received by the traffic marshals.

- **For Foreshore Works Only Station Road Access to Warren Farm:** As traffic approaches Talacre, Holywell, Station Road is accessible from the 2nd exit of the roundabout. This road will be used to access the warren farm area for the foreshore works dune valve replacement and pipeline installation. After exiting the roundabout, the access to warren farm is 1000 yards down Station Road on the left-hand side.

The chosen route minimizes travel time and traffic disruptions, using major roads known for handling heavy traffic. The A494 and A548 are optimal for their capacity and connectivity reducing the likelihood of bottlenecks. Should unforeseen circumstances arise (e.g. road closures, traffic accidents), alternative routes will be pre-identified and communicated promptly to all relevant parties to ensure minimal disruption and continuity of traffic flow. This route is also the approved route as detailed in the OCTMP and is the most direct route on main roads to the site.

Clear and prominent signage will be placed at strategic points along the route to guide construction vehicles towards the site and ensure safe and efficient navigation. Signage will include advance warning signs, directional signs, and information boards. The position of the signs will need to be agreed in consultation with the highway authority. All signage on the highway would be per the Traffic Signs Regulations and General Directions (TSRGD) 2016 and Traffic Signs Manual Chapter 8. On-site traffic marshals will be deployed at critical junctions and crossings to manage flow and enhance safety. Traffic marshals will be equipped with high-visibility clothing and have radios to ensure effective management of construction vehicles accessing the site.

To reduce the impact on regular commuters and local road network construction site personnel will arrive and leave the site outside of peak hours where possible (before 7:30am and after 5:30pm). Site deliveries where practicable will also be arranged outside of peak hours. Ongoing communication will be undertaken with the local highway authority to stay updated on any changes or incidents affecting the route.

Speed limits on the PoA access road and site access points will be implemented at 10mph to enhance safety. Speed limits will be clearly marked and enforced by the traffic marshals. Regular checks with monitoring equipment will be undertaken, where repeat offending is witnessed action will be taken against the offender which could result in revoking access to the site for operatives or delivery vehicles.

8.6 CLENLINESS OF ROADS

In the interests of highway safety, to keep mud and dust from site activity entering the highway, road sweepers will be used on the access roads and internal site roads to keep the roads clean and free from dust and debris. If this method is not sufficient to keep the roads clean additional measures will be considered. Contractor would look to use a company that will take all road sweeping arisings to its facilities for emptying and recycling, if a suitable contractor does not have the ability for this a designated lined area will be introduced for arisings to be processed on site.

8.7 WEIGHING OF VEHICLES LEAVING THE SITE

To ensure compliance with UK regulations on vehicle weight limits, a weighbridge will be installed on-site to monitor and verify the weight of waste vehicles before departure. This system will help prevent overloading, which is crucial for road safety, infrastructure protection, and legal adherence. The weighbridge will be calibrated and maintained in accordance with the Non-automatic Weighing Instruments Regulations 2016 to ensure accuracy and reliability.

8.8 TRAFFIC MONITORING

Monitoring will be undertaken to assess the effectiveness of the traffic management measures and impact of construction HGVs. Monitoring will also provide a firm basis upon which to answer queries and complaints about the HGV traffic impact during construction. A 24-hour contact name and number will be set up by the contractor and displayed at the Site. Gatehouse records of construction HGVs entering and leaving the Site will be kept and will be available on request. Should any complaints be raised by members of the public with regards to construction HGVs not using the dedicated HGV route to the Site, gatehouse records will be used to identify the offending HGV involved and sanctions put in place to ensure no repeat events.

9.0 PUBLIC RIGHTS OF WAY

There is a Public Right of Way found to the south side of the site, this PRoW runs through the proposed centralised compound that will be used as laydown and carparking area. The centralised compound is withing the red line boundary and access for the contractor and the public will need to be managed closely to keep safe access for pedestrians and vehicles and ensure these remain segregated. Access to the centralised compound during operational hours will be managed by Security/Traffic Marshalls, this will allow for safe access for vehicles and members of the public accessing the PRoW. The centralised compound and parking areas will be locked and secured outside of operational hours with access maintained for the PRoW. Signage will be installed on approach to the centralised compound area notifying of speed limits (10mph), construction site traffic, deliveries, access to PRoW, and car park facilities for construction traffic. If during the work, it is considered necessary to temporarily close or divert the PRoW early consultation with FCC will be undertaken and necessary permits and consents will be applied for and advance notice issued to all stakeholders of the closure/diversion.

10.0 CONSTRUCTION VEHICLE MOVEMENTS ON SITE

10.1 GENERAL REQUIREMENTS

All construction vehicles will enter the Site from the A548 onto the access road to the PoA Facility. Thereafter, vehicles will route directly to the Project Works site, or the laydown and carparking area located to the south of the site on the old colliery.

Access controls will be maintained at the Project Site during working hours and will be secured and monitored at other times. Signage will be erected at the Project Site entrance stating the site rules with respect to vehicles travelling on the Site, this will include details on travel routes, speed limits, priority / right of way, cleanliness, warning beacons, PPE and reversing alarms. Signage will be erected at the car park entrance to provide guidance to both regular users and visitors.

Within the Project Site and laydown area, the general on-site travel policy is to ensure that all construction vehicles move on a one-way system where practical, reducing the requirement for two-way traffic flow and in turn reducing the frequency of vehicles engaging in turning or reversing manoeuvres.

Due to construction requirements, vehicles may be required to carry out reversing manoeuvres. Reversing manoeuvres on site MUST ALWAYS be escorted and controlled by a banksman.

The site coordination for vehicle & plant movements will be managed through the changing construction phases to maintain separation between vehicular and pedestrian designated areas.

10.2 INTERNAL SITE TRAFFIC HAZARDS

- Delivery and/or removal of construction materials, waste skips and/or equipment to and from site.
- Movement of construction plant and site traffic.
- Vehicle and pedestrian movement in the car park
- Plant, vehicle and pedestrian movement across the construction site
- Permanent and temporary pedestrian crossing points on site.
- Site deliveries to welfare / compound area – including unloading of skips and containers.
- Pedestrian movements along the Public Right of Way
- Dust and noise created by moving plant and vehicles on site

10.3 CONTRACTOR VANS ON SITE

From time-to-time contractors may be required to have use of their vans on site. Vans are only allowed to be used on site once this has been approved by the Site/Construction Manager. If a van is to be used on site, the following must be in place:

- The location of the van to be parked must be agreed by the Site/Construction Manager and coordinated in the daily coordination meeting the day before the vehicle is needed on site.
- Contact details must be easily visible on the dashboard in case the vehicle needs moving
- The van must be segregated by barriers and appropriate signs placed on the barriers
- The van driver is responsible for ensuring that a banksman is always in place when the vehicle manoeuvres around the site.
- The van to be parked so that it does not impede any traffic or plant movement route, including material storage, loading and offloading areas.

10.4 VEHICLE ROUTES

All vehicle routes will be designed to avoid interference with pedestrian routes as far as possible. Primary vehicle routes will be set up to manage the most common vehicle movements, such as deliveries and the movement of heavy equipment to and from the work areas/site. Vehicle-only areas / routes will also be set up where space is limited, or traffic is heavy. Control measures will be used where risks are high due to the volume and types of vehicles operating in a specific area / route.

Vehicle routes will:

- Provide separation from pedestrians.
- Minimize the need for reversing operations through use of one-way systems and turning points. While the site is suitable for two-way traffic, one-way systems will be implemented in some areas to ease the flow of traffic. **See Appendix F for internal site traffic routes.**
- Have firm surfaces, adequate drainage and proper profiles to allow for safe movement.
- Have low gradients without tight bends where practical.
- Be clearly signed with hazard warnings to pedestrians, drivers and reminders of safe work practices and directions to secure routes including crossroad and junction priority signs.
- Indicate speed limits and speed control measures specific to site conditions.

10.5 PEDESTRIAN ROUTES

Pedestrian routes will be set up on site to provide safe access to and from parking, laydown and work areas for employees. Pedestrian-only areas, from which vehicles are completely excluded, will be set up where necessary and sufficiently extended.

These pedestrian routes will:

- Be located a reasonable distance away from areas of vehicle activity where practicable.
- Be clearly separated from vehicle routes with fencing, temporary barricades, or other suitable means.
- Be wide enough to safely accommodate the volume of employees likely to use them during peak times.
- Be free from obstructions and have safe and even footing.
- Be clearly marked and clearly signed.
- Include traffic control measures where operatives must cross vehicle routes, such as designated crossing points with self-closing gates, signal person / banks man to control vehicles, light signals, or a crossing guard with appropriate attire.

10.6 REFUELLING ACTIVITIES

Refuelling will be undertaken in a designated area of the site and will adhere to the following rules:

- Refuelling activities must be undertaken by competent persons.
- Allocated refuelling area to be agreed.
- Refuelling must be done away from any site drains.
- Signage to be displayed in the designated refuelling area.
- Spill kits will be located at allocated refuelling area.

- Firefighting equipment will be positioned at allocated refuelling area.

10.7 PLANT AND EQUIPMENT MAINTENANCE

All construction plant and equipment maintenance will be conducted in an area agreed with the Site/Construction Manager. All plant and equipment to be used on site must adhere to the following rules:

- All subcontractors must provide in date relevant plant certifications and test records for all plant items or equipment being brought onto site. These must be submitted to Saipem for approval prior to use.
- All subcontractors must ensure that they have suitable arrangements to ensure personnel who specifically operate and maintain items of plant and equipment comply with the recognised standards as laid down by current UK legislation and UK industry standards.
- Contractor will issue plant stickers once items of plant or equipment have been approved for use. These stickers must be always displayed, with the operator's names highlighted on the sticker.
- All plant and equipment will be inspected daily as per manufacturers guidelines and the daily record sheets signed. Any defective equipment should be recorded on the sheet and informed to the supervisor to allow the required repairs to be undertaken. Plant and equipment should be removed from use while maintenance and repairs are undertaken.

All operators must be suitably experienced, competent and qualified in accordance with the Contractor and industry standards such as the Construction Plant Competence Scheme (CPCS).

11.0 EMERGENCY ARRANGEMENTS

The main entrance to site must be always kept clear in case of an emergency to allow unrestricted access for emergency vehicles

Specific arrangements needed in the event of an emergency are listed within the Construction Phase Plan, Fire Plan and Emergency Response Plans which state:

- All access / egress routes for emergency vehicles on to and off site must always remain clear.
- Vehicular access will be always kept to community facilities which perform emergency service activities.
- Site emergencies will be managed in accordance with the Emergency Response Plans.
- Actions to be taken by individuals in the event of a fire or other emergency will be made clear at both the Site and delivery driver inductions.
- In the event of an emergency, all delivery vehicles will be denied access to site.
- Delivery vehicles on site during an emergency will stop, ensuring the vehicle is in a safe position that leaves clear access for emergency vehicles, and the driver will attend the assembly point under the direction of their escort.

12.0 PARKING ARRANGEMENTS

Three car parks have been identified for the site, the number of spaces to be made available in each car park will be continually reviewed through the construction phase to ensure adequate off-road spaces are available:

- **MANAGEMENT STAFF CAR PARK** – This carpark will be located next to the temporary construction facilities within the PoA site with approx. 52 spaces. Access to this car park will be for designated personnel only. Car park badges for this car park will be authorized by the Site Manager and no access will be granted without the parking badge being displayed. Access to the car park will be through the access gate on the west side of the site accessible from the 1st exit of the roundabout on the access road to the PoA site and found on the right side of the road opposite the business park car park. Signs will be installed on the approach to the site to direct traffic to the access point. Pedestrians will access the site facilities directly from the car park. **See Appendix D for car park plans.**

- **EXTERNAL CAR PARK** – This carpark will be located just off the access road to the centralised storage area with approx. 87 spaces. Access to this car park will be for designated personnel only. Car park badges for this car park will be authorized by the Site Manager and no access will be granted without the parking badge being displayed. Access to this car park will be through the centralised storage area accessible from the 3rd exit of the roundabout on the access road to the PoA site and found on the right side of the road. Signs will be installed on the approach to the site to direct traffic to the access point. Access for pedestrians from the car park to the site welfare complex will be provided by designated access walkways and crossing points to the site access turnstiles. Transfer minibuses will also be provided if considered necessary. **See Appendix D for car park plans.**

- **CONTRACTORS CAR PARK** – This carpark will be in the centralised storage area with approx. 150-200 spaces (layouts tbc). Access to this car park will be for the construction operatives only. Car park badges for this car park will be authorized by the Site Manager and no access will be granted without the parking badge being displayed. Access to this car park will be through the centralised storage area accessible from the 3rd exit of the roundabout on the access road to the PoA site and found on the right side of the road after the access to the external car park. Signs will be installed on the approach to the site to direct traffic to the access point. Access for pedestrians from the car park to the site welfare complex will be provided by designated access walkways and crossing points to the site access turnstiles. Transfer minibuses will also be provided if considered necessary. **See Appendix D for car park plans.**

CAR PARK RULES:

- Vehicles must adhere to site speed limits and follow all signs.
- Vehicles must always reverse park.
- Vehicles must be parked in single bays.
- Vehicles must always display authorized parking badge.
- Operatives using the external car park and contractor's car park must respect the PRoW access in the area and always remain respectful to members of the public. Disruptive behaviour toward the public and residents will result in the operative being removed from the site and car park access being removed.

13.0 DELIVERY AND LAYDOWN AREAS

Two designated laydown areas have been identified as follows:

- **CONTRACTOR WAREHOUSE AND LAYDOWN AREA PoA SITE** – The warehouse and laydown area is located within the PoA facility. Access to the warehouse and laydown area will be through the access gate on the west side of the site accessible from the 1st exit of the roundabout on the access road to the PoA site and located on the right side of the road opposite the business park car park. Signs will be installed on the approach to the site to direct traffic to the access point for deliveries. **See Appendix E for laydown plans.**

- **CONTRACTOR LAYDOWN EXTERNAL** – The external laydown area is located to the south of the PoA facility in the centralised storage area. Access to this laydown area will be through the centralised storage area access gate, accessible from the 3rd exit of the roundabout on the access road to the PoA site and found on the right side of the road after the access to the external car park. Signs will be installed on the approach to the site to direct traffic to the access point for deliveries. The transfer of materials from the external laydown area to the PoA site will be agreed through the daily coordination meeting for transfer of materials the following day. Transfer of materials between the external laydown and the PoA site will require a banksman to escort the vehicle between the sites. **See Appendix E for laydown plans.**

14.0 WORKFORCE NUMBERS AND EXPECTED VEHICLES PER DAY

Contractor expects a steady flow of vehicles for daily deliveries/collections to/from site during the demolition phase of the works. It is expected that approximately 3 to 5 deliveries/collections per day transporting materials and equipment, primarily between 8:00 AM and 4:00 PM. These deliveries will include HGV's, LGV's, flatbeds, and delivery vans, all of which will enter and exit through the designated access point to ensure streamlined traffic flow.

For site personnel, it is expected that the average workforce during demolition phase for the Wp3 and Foreshore works will be 50 personnel with a peak of 60 personnel during the demolition phase of the project. These personnel will be a mix of contractor and subcontractor workforce and will primarily arrive and depart outside peak hours, before 7:30 AM and after 5:30 PM where possible. These vehicles will include personal cars, motorcycles, vans, mini busses, and bicycles, and they will be parked in designated car parking areas.

15.0 CONSTRUCTION WORKER TRAVEL PLAN (CWTP)

15.1 OBJECTIVES

The primary objectives which are of most relevance during the construction phase of the Project are to:

- Ensure that a package of measures is employed to encourage sustainable travel behaviour.
- Reduce car usage (particularly single occupancy car journeys).
- Raise awareness of the sustainable transport measures serving the Site.
- Minimize the impact of traffic on sensitive locations.

15.2 SITE ACCESSIBILITY

15.2.1 WALKING

The accessibility of the Site for pedestrians is limited and would only be suitable for any operatives lodging locally on one of the holiday parks located between 1-2km to the west of the PoA site accessible from Station Road. Due to the likelihood of the holiday parks being seasonal it is unlikely they would be used for lodging operatives.

15.2.2 CYCLING

Cycling is a practical alternative to private car use for journeys up to 5km, providing a healthy and environmentally friendly form of transport. In respect of acceptable cycle distances, Local Transport Note 1/20: Cycle Infrastructure Design (Ref 1-2) published by the Department for Transport, states that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys up to 5 miles (approximately 8km) is not uncommon. There is good cycle links from Prestatyn and Pen-y-ffordd to the PoA terminal that could be used but would be limited to small numbers due to availability of local properties to house travelling operatives.

15.2.3 PUBLIC TRANSPORT (BUS & TRAINS)

The Chartered Institution of Highways and Transportation's Guidelines for Planning for Public Transport in Development (Ref 1-3) recommends a maximum walking distance of 400m to a bus stop. The nearest bus stops to the Site are located on Station Road, within 0.8km of the site. The bus stop does not have a layby, but does have a shelter, with bus service by Arriva providing a bus service every 30 mins per day Monday to Friday, between Prestatyn and Station Road. It is therefore acknowledged that the bus services that run along Station Road past the site could be used by a limited number of construction workers who maybe lodging locally.

There is a main railway artery running along the North Wales coast which is served by Transport for Wales and Avanti West Coast with direct links to Chester, London and via connecting trains in Chester to the rest of the country. Prestatyn is 3.9 miles from the PoA site, and this could be a practical option

to provide a minibus service from Prestatyn to the site to reduce the use of private vehicles on the local highway network. This option would not require operatives to be local to the site to use.

To encourage sustainable travel behaviour by construction staff throughout the period of construction, it is important that a package of measures is introduced. The package of measures would primarily aim to minimise the level of construction worker traffic, and wherever possible, minimise the impact and disruption of the remaining traffic on the local road network.

15.3 CAR PARKING

The availability of car parking has a major influence on the means of transport people choose for their journeys and is therefore an important measure in promoting sustainable travel to and from the Site. It is proposed that sections of the car park will gradually be opened as construction develops, with a defined number of construction worker car parking spaces to be provided during construction. Managing the number of parking spaces available onsite would help ensure that the number of vehicles is controlled, and that sustainable transport options are promoted. It would be the responsibility of the Travel Plan Coordinator, working closely with the Site Manager, to decide the number of spaces to be provided. Car parking at the Site would be monitored by the Travel Plan Coordinator.

15.4 MINIBUS

Subcontractors will provide minibuses for transporting their workers from the key points of construction worker origin to the Site. This would have the benefit of reducing the number of vehicle trips on the local road network. The locations of accommodation chosen by these workers could provide suitable pick-up locations for the minibus. Minibus routes would also be set up to collect workers that live locally from central pick-up points.

15.5 CAR SHARING

The Contractor and Subcontractors will encourage its staff and workforce to car share where this is practicable. In construction projects, car sharing is already popular amongst workers due to the financial and social benefits it provides. In emergencies, the Travel Plan Coordinator would provide a guaranteed lift home for car sharers, e.g. by use of taxi. The provision would be extended for emergency situations for staff that cycle to the Site.

15.6 CYCLING

Although cycling to the Site is likely to have limited appeal, due to, for example, carrying PPE and the distance to the Site from larger conurbations, secure parking for bicycles will be provided. Construction staff that cycle to work would also have access to shower and changing facilities and lockers to store clothing, cycle helmets. The Travel Plan Coordinator will consult with local stakeholders and provide information on the local cycle network.

15.7 PUBLIC TRANSPORT INFORMATION

Whilst not necessarily a realistic option due to the limited number of operatives lodging locally, information about all available forms of public passenger transport, including routes and destinations, service frequencies and locations of nearest bus stops, shall be provided in an information pack and sent to construction workers prior to them starting work at the Site. Public transport information would also be displayed on the travel information boards. It will be the responsibility of the Travel Plan Coordinator to ensure that this information is kept up to date.

16.0 MEASURES TO MITIGATE CONSTRUCTION IMPACTS

General Control measures to mitigate the effects of construction traffic will be implemented as follows:

- An on-site speed limit of 10mph will be maintained.
- Routes to and from the construction site will be via those identified in Section 9 of this CTMP and plans in Appendix A.

- Where practical, the identified access routes and car parking will be retained for the duration of the project and be clearly signposted. Any alterations to routes will be notified with suitable signage.
- Interested parties will be informed as required of the dates and duration of any abnormal loads.
- No loads shall enter or leave the site uncovered.
- Road Sweepers will be used to regularly clean the access road to the construction site.
- All vehicles using the site regularly will be required to be maintained in a clean condition.
- All operatives and regular vehicle delivery drivers will be given a specific site induction and briefed on the use of designated pedestrian access ways, crossover points and permitted driving routes to and from the Site.
- On-going toolbox talks will be given to all site personnel on various aspects of the transport requirements.
- All pedestrian routes will be clearly identified and signage in place to highlight these.
- It is envisaged that there will be no daytime or overnight parking of lorries near the worksite except in specified holding areas for lorries waiting to deliver or remove materials from the site.
- All spoil or waste that needs to be transferred out of the site for re-use or recycling purposes will be collected and transferred by vehicles from registered licensed contractors. Any waste to be disposed of in a landfill site will be collected and disposed of by vehicles from registered licensed contractors to a licensed site appropriate for the type of waste.
- There is no public right of way on the construction site. Only authorized persons will be allowed entry to the Site. However, there is a public right of way found to the south side of the site as shown in Section 10 of this CTMP.

17.0 MONITORING AND REVIEW

The following measures will be implemented for the purpose of monitoring and controlling all aspects of construction related traffic activities:

- The travel plan coordinator will be responsible for the monitoring and reviewing of the CTMP. Coordination with the stakeholders will be managed through the stakeholder management procedure.
- Details on all vehicles entering and leaving the site will be recorded, these details will include the class of vehicle, the purpose of the visit and whether the load is covered or otherwise.
- All personnel entering and leaving the site will be logged (through a sign-in sheet).
- Any vehicles which breach the site rules in relation to the entry to and exit from the Site will be issued with a Contractor Infringement Notice. Repeated breach of these rules will lead to exclusion from the Site.
- Spot checks will be conducted on the effectiveness of this CTMP as part of the Quality Assurance Auditing procedures. Any deficiencies will be recorded through the non-conformance process and addressed accordingly.
- Record near misses, incidents, and hazards and resolve issues as informed by the contractors, stakeholders, and the public. Contractors and operatives can raise these with the site observation cards. For the stakeholders and the public these can be raised through the website, email or phone line as noted in the Stakeholder Management Plan.
- This CTMP will be reviewed and updated as necessary throughout the duration of the project and any changes will be notified and communicated to all parties.

Monitoring the Traffic Management Plan will be central to ensuring its aims are delivered in practice. Monitoring guarantees that failures or changing conditions are found at the earliest point and that remedial action (i.e., identifying additional measures, providing incentives, communication campaigns) can be taken, to ensure that it stays on course to meet its overall objectives.

18.0 TRAVEL PLAN COORDINATOR ROLES AND RESPONSIBILITIES

The Travel Plan Coordinator (TPC) plays a crucial role in ensuring the smooth implementation and operation of the travel plan. The key roles and responsibilities of the TPC are as follows:

1. **Plan Implementation:**
    - Oversee the rollout of the travel plan and ensure that all strategies and measures are effectively put into practice.

2. **Monitoring and Reporting:**
    - Regularly monitor the progress of the travel plan and collect data on travel patterns.
    - Prepare and submit reports on the effectiveness of the travel plan to relevant stakeholders.

3. **Promotion and Engagement:**
    - Actively promote sustainable travel options among site personnel and visitors.
    - Organize events and campaigns to encourage car sharing, the use of minibuses, cycling, and walking.

4. **Stakeholder Liaison:**
    - Serve as the main point of contact for all travel plan-related queries.
    - Consult with external stakeholders, such as local authorities and transport providers, to ensure alignment with wider transport policies in accordance with the stakeholder management plan.

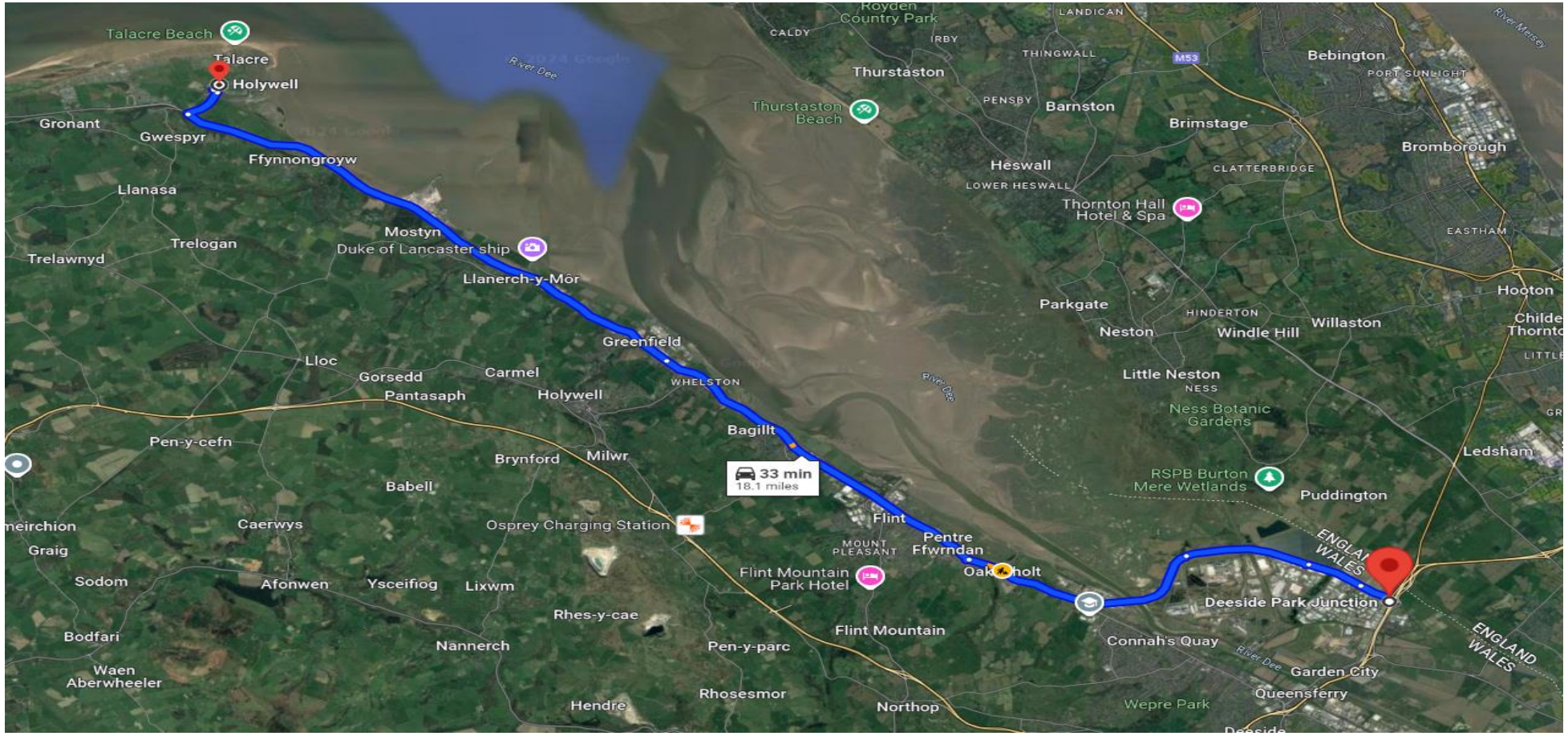
5. **Problem-Solving:**
    - Address any issues or obstacles that arise during the implementation and operation of the travel plan.
    - Develop and implement solutions to ensure the plan remains effective and relevant.

6. **Review and Adaptation:**
    - Conduct regular reviews of the travel plan to identify areas for improvement.
    - Adapt the plan as necessary to respond to changing circumstances or feedback from site personnel and stakeholders.

7. **Communication:**
    - Ensure clear and regular communication with all site personnel about the travel plan and any updates or changes.
    - Maintain an accessible and updated repository of travel information and resources.

By fulfilling these responsibilities, the Travel Plan Coordinator will help to create a more efficient, sustainable, and user-friendly travel environment for all site personnel and visitors.

19.0 APPENDIX A -CONSTRUCTION TRAFFIC ACCESS PLAN



Access overview from Deeside Park junction to PoA site

1. A494 Deeside Park Junction to A548 toward PoA site

2. Exit on to A548

3. Continue to follow A548

4. Continue to follow A548

5. Continue to follow A548

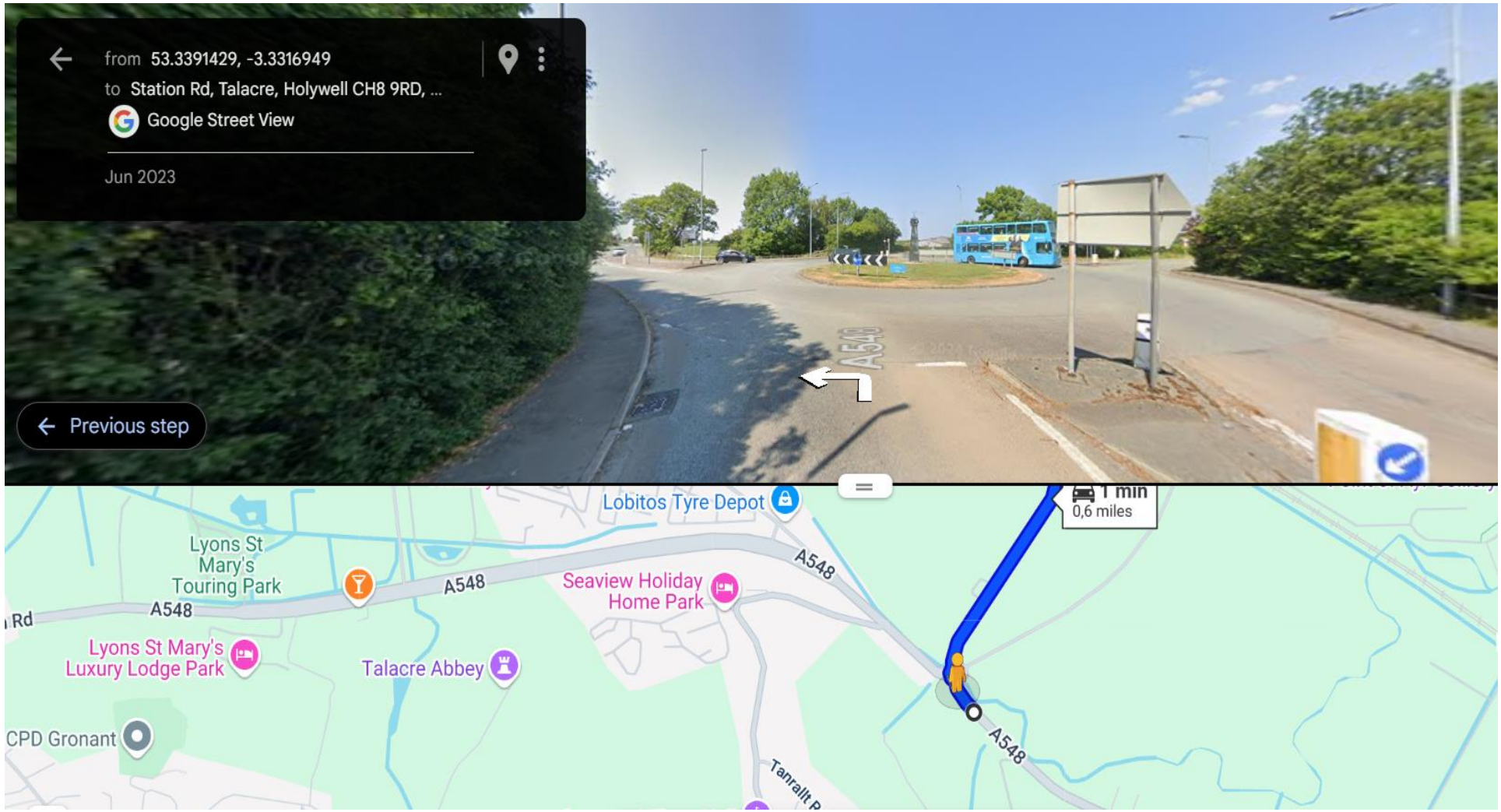
6. Continue to follow A548

7. Continue to follow A548

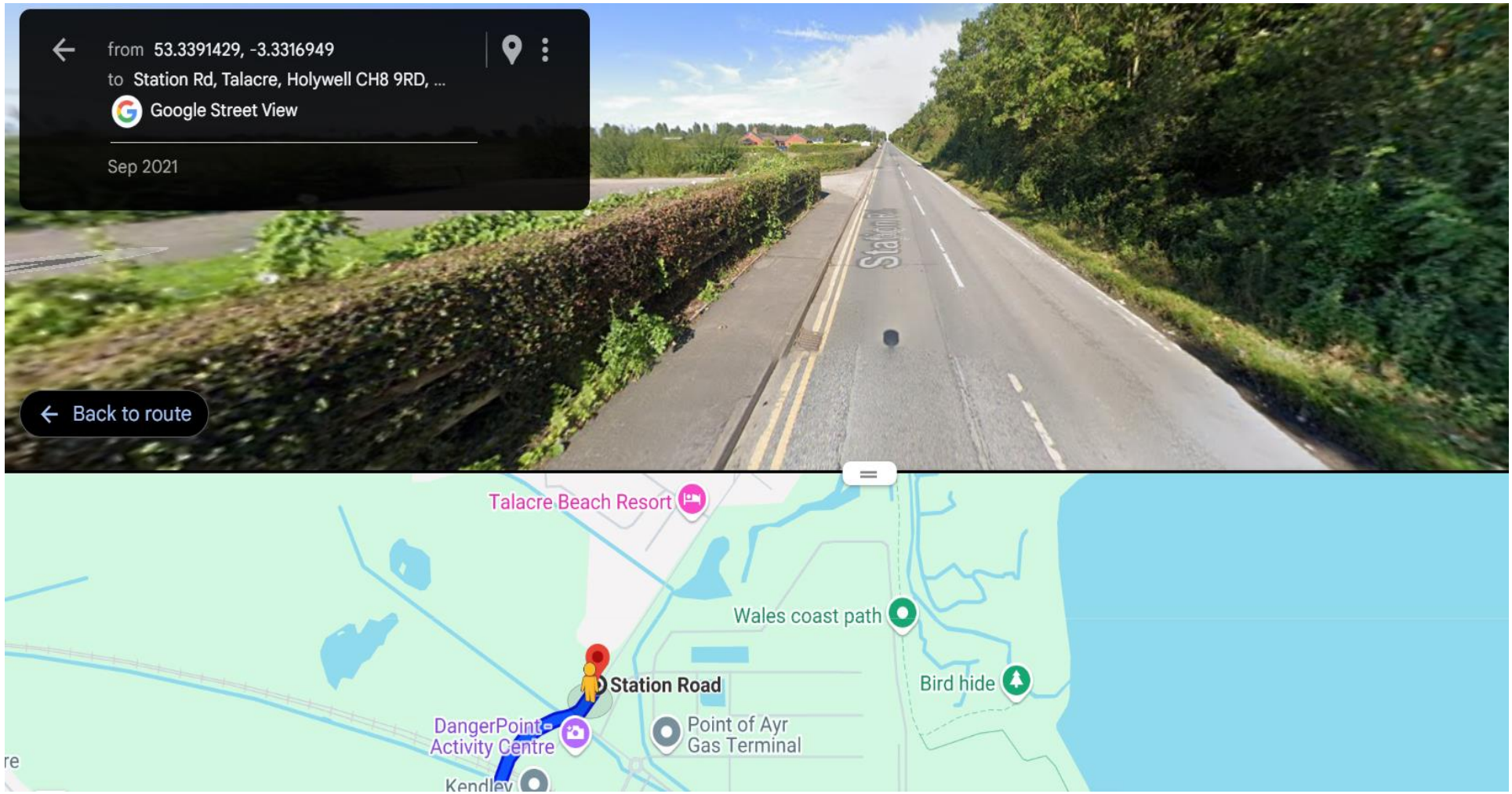
8. Take the 3rd Exit on to the PoA access road

9. Take the 1st exit for access to the PoA access road (management cars and designated deliveries) Take the 3rd Exit for the Centralised Storage Area and Contractor parking.

10. Right turn on to the PoA access road

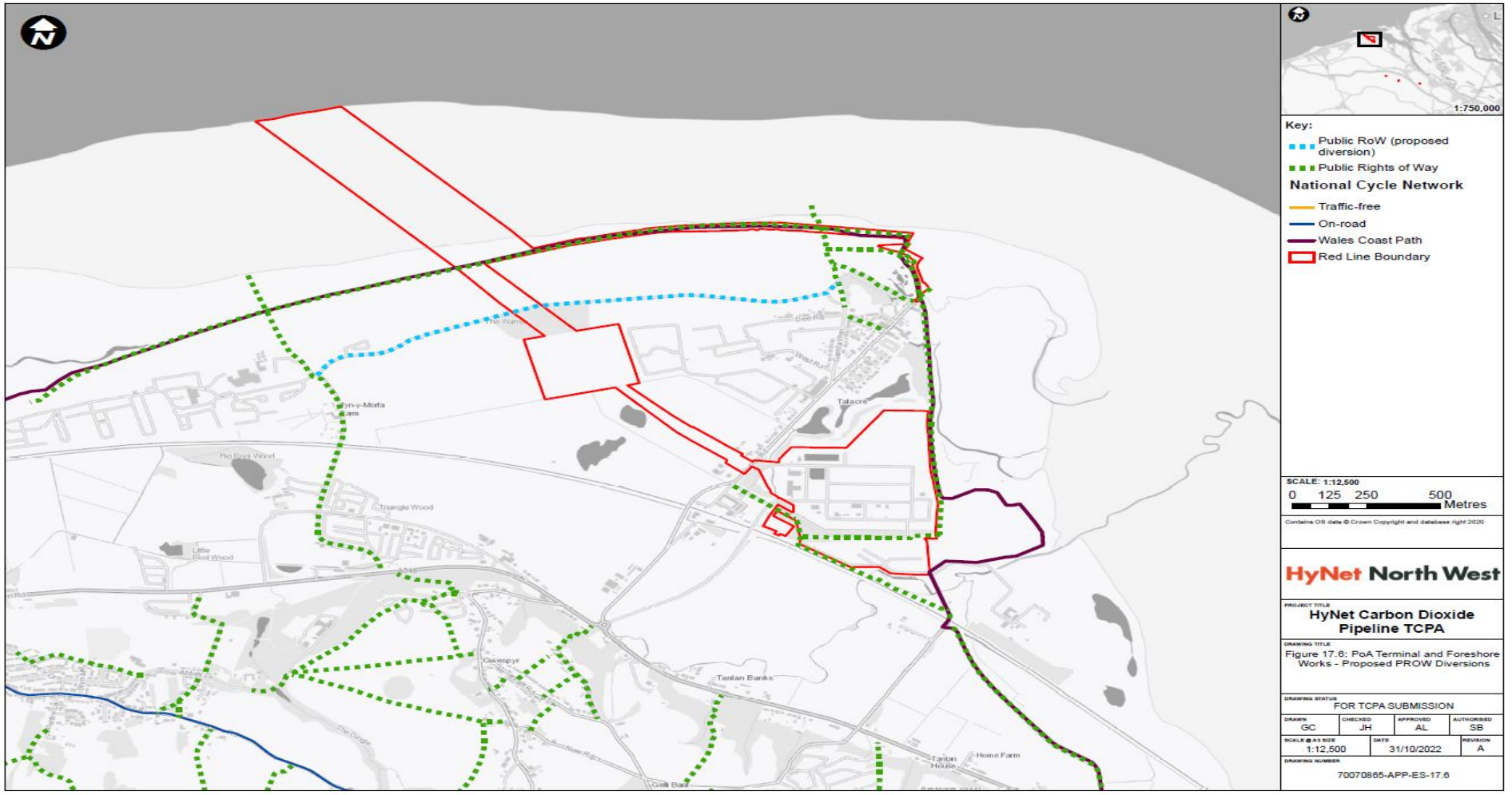


11. Access to Station Road from 2nd exit for warren farm access for foreshore works

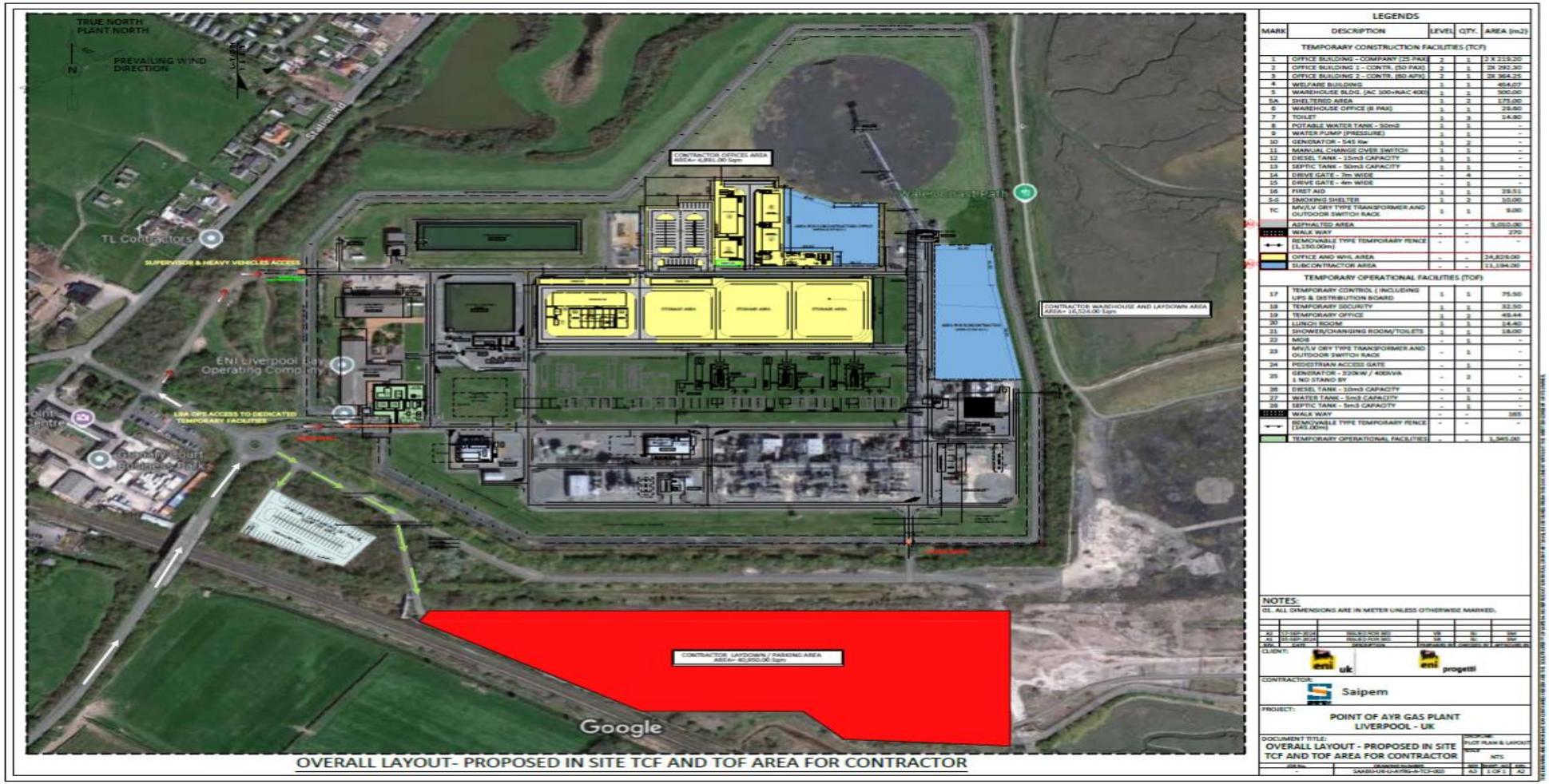


12. Station road to warren farm access for foreshore works

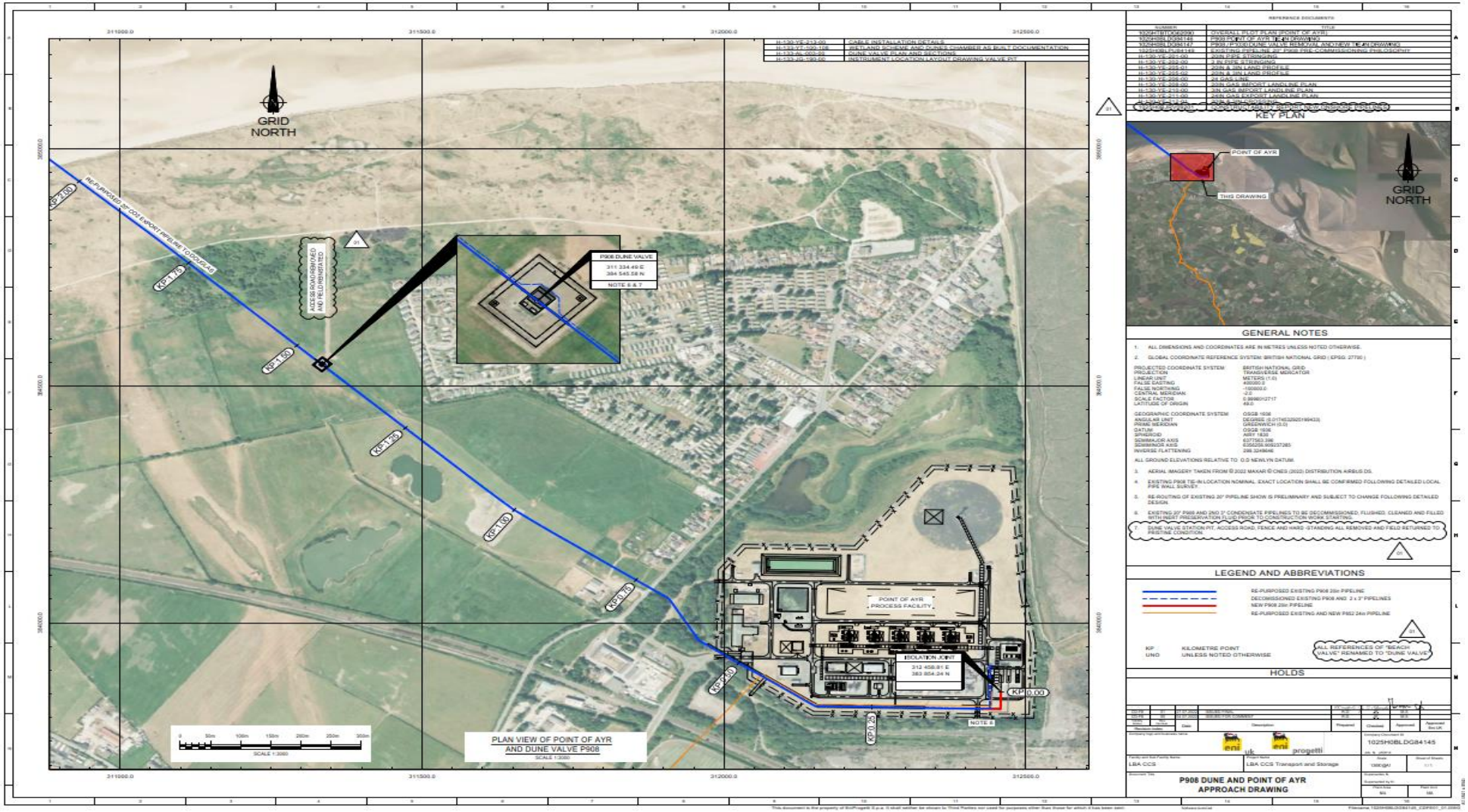
20.0 APPENDIX B – PUBLIC RIGHT OF WAY



21.0 APPENDIX C – SITE PLANS POA TERMINAL AND FORESHORE WORKS

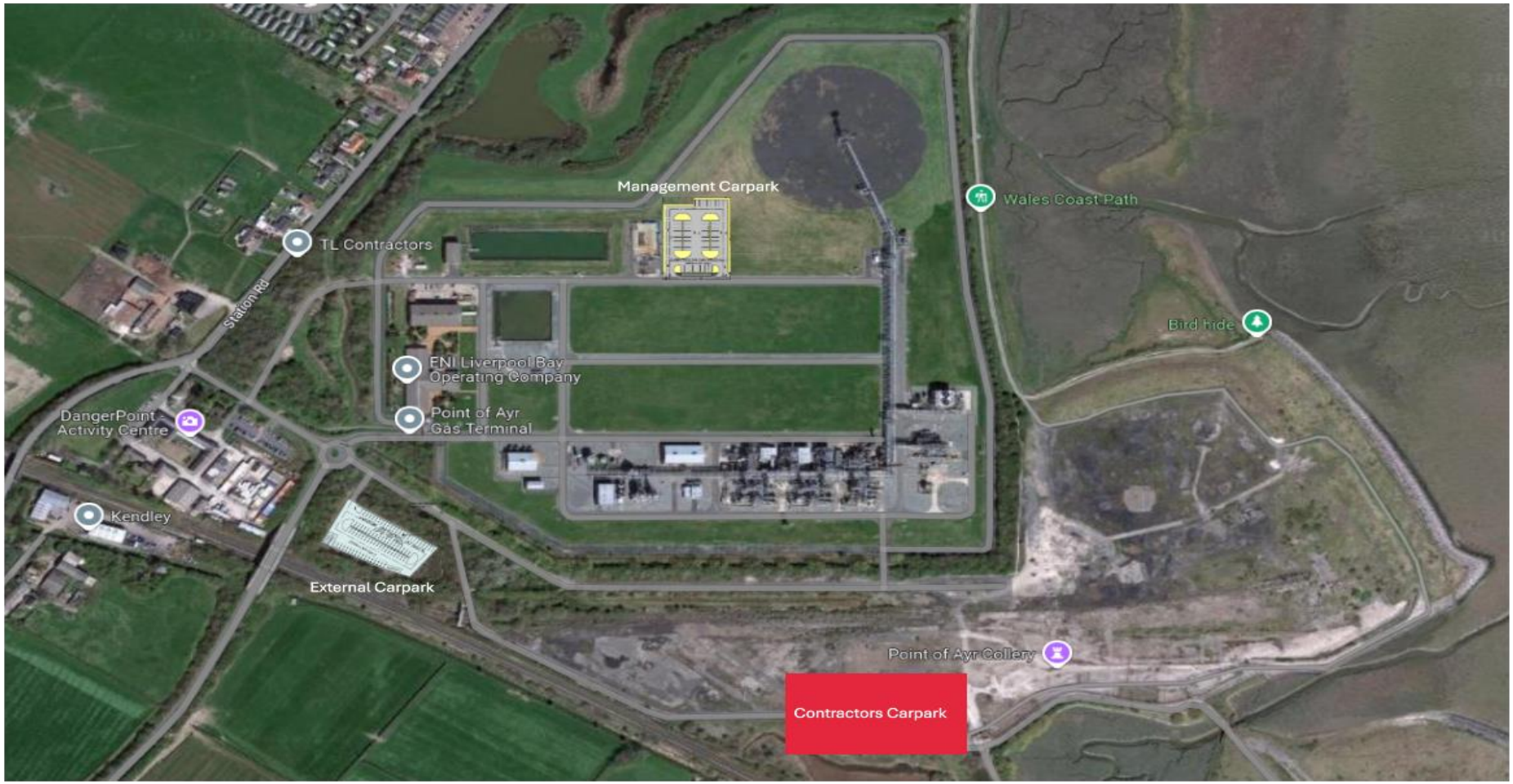


PoA Terminal Plan



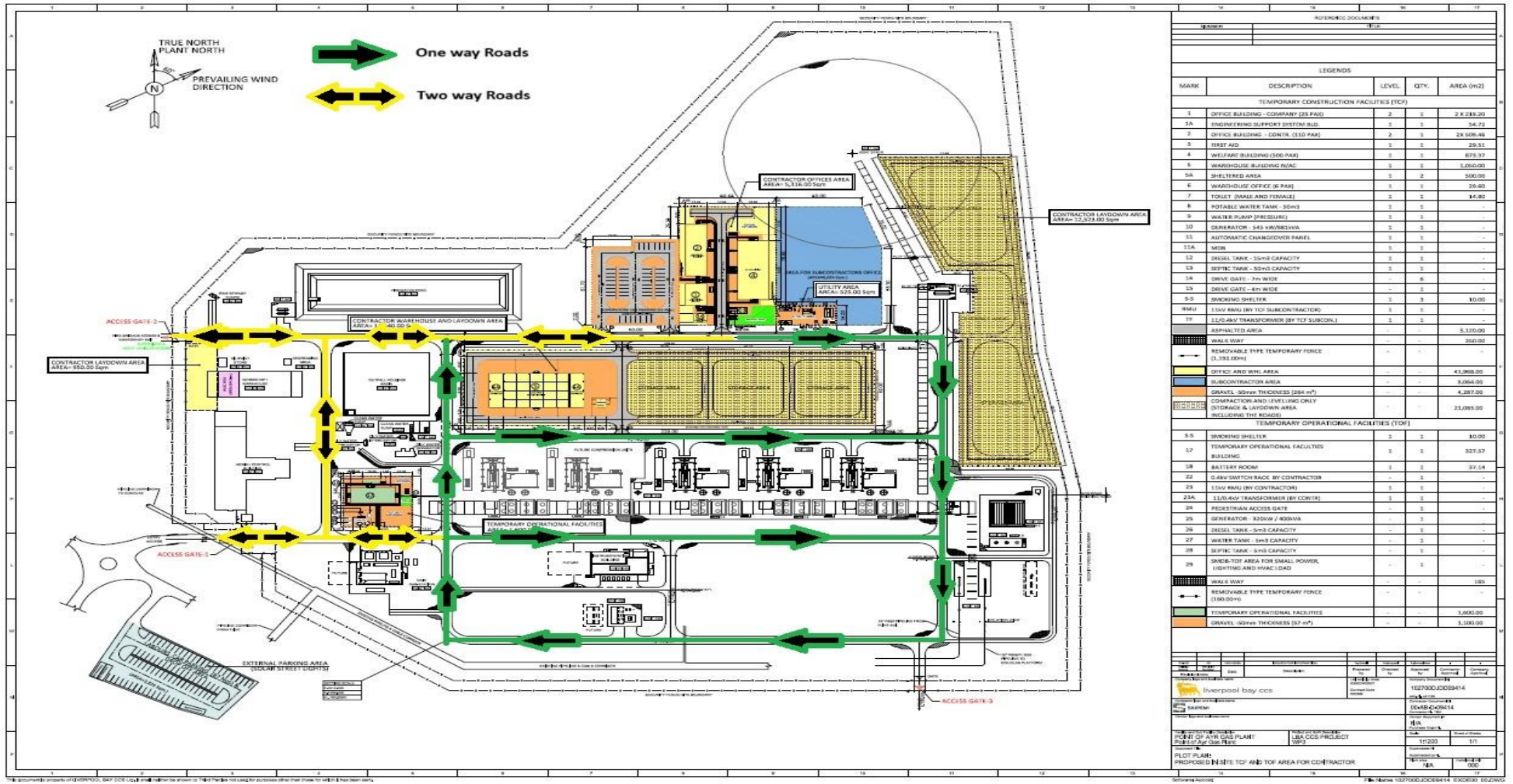
Foreshore Plan

22.0 APPENDIX D – CARPARK PLAN



23.0 APPENDIX E – LAYDOWN PLAN

24.0 APPENDIX F – INTERNAL SITE TRAFFIC ROUTES



25.0 APPENDIX G – REAC COMMITMENTS AND PLANNING CONSENT TABLE

Action/Commitment	Topic	REAC Reference / Planning Reference	Compliance Demonstration	Achievement Criteria and Reporting Requirements
Careful consideration will be taken of the siting of temporary access points during construction. Access points will require the incorporation of site-specific and appropriate visibility splays, turning radii and, where deemed necessary or appropriate, speed limit reductions.	Traffic and Transport	T-TT-001	Construction Traffic Management Plan (CTMP) Decommissioning Phase (102700HJPC09406_PEDT00_341) **Section 8.4, 8.5 and 8.7**	CTMP approved by the Local Authority.
The Construction Contractor will follow the mitigation measures in the Construction Traffic Management Plan (CTMP) during construction works.	Traffic and Transport	T-TT-002	Construction Traffic Management Plan (CTMP) Decommissioning Phase (102700HJPC09406_PEDT00_341) **Whole Document**	CTMP approved by the Local Authority.
Sensitive selection and specification of construction access points off the public highway. Construction traffic routes have been selected to reduce, where possible, traffic effects on links that would be more sensitive to changes in traffic volumes, due to the presence of built environment indicators used by sensitive affected parties.	Traffic and Transport	T-TT-003	Construction Traffic Management Plan (CTMP) Decommissioning Phase (102700HJPC09406_PEDT00_341) **Section 8.5**	CTMP approved by the Local Authority.
Details of temporary diversions for footpaths are provided within the Outline CTMP included within the OCEMP (Document Reference: T.5.1), of which the Construction Contractor will implement on site.	Traffic and Transport	T-TT-004	Construction Traffic Management Plan (CTMP) Decommissioning Phase (102700HJPC09406_PEDT00_341) **Section 9**	CTMP approved by the Local Authority.
Community Engagement and Public Information. Information regarding construction traffic activities and movements would be provided to the public. The means of communication would include online updates,	Traffic and Transport	T-TT-005	Construction Traffic Management Plan (CTMP) Decommissioning Phase (102700HJPC09406_PEDT00_341) **Section 6 provides a note on**	CTMP approved by the Local Authority.

letter drops, information boards and details of key contacts.			**how this is communicated but detail is covered in the Stakeholder Management Plan.**	
CTMP measures to include other standard forms of mitigation including for example temporary traffic management, hazard signage, timing restrictions – details and requirement for these measures to be agreed with the LPA. Specific measures to include: •the introduction of temporary speed restrictions; •controls on timings to minimise HGV deliveries at peak times; and •the use of traffic marshals to manage HGV movements with local traffic and pedestrians/cyclists to minimise exposure for these groups to construction traffic; •the details and requirement for these measures to be agreed with Flintshire County Council by the contractor in development of the full CTMP.	Traffic and Transport	T-TT-006	Construction Traffic Management Plan (CTMP) Decommissioning Phase (102700HJPC09406_PEDT00_341) **Section 7, 8.4, 8.5 & 9**	CTMP approved by the Local Authority.
Implement a Travel Plan. Travel plan to include measures to reduce single occupancy car trips via a car sharing scheme and the use of minibuses to transport workers to compounds and access locations.	Traffic and Transport	T-TT-007	Construction Traffic Management Plan (CTMP) Decommissioning Phase (102700HJPC09406_PEDT00_341) **Section 15**	CTMP approved by the Local Authority.
No development within the Demolition or Construction phases shall take place until a Construction Traffic Management Plan (CTMP) addressing that phase of the development has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The approved CTMP shall	CTMP	Condition 5	Construction Traffic Management Plan (CTMP) Decommissioning Phase (102700HJPC09406_PEDT00_341) **Whole Document.**	CTMP approved by the Local Authority.

be adhered to and implemented strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.				