



Outline Construction Traffic Management Plan

Gas to Bord na Mona Edenderry
on behalf of Gas Networks Ireland

Prepared by

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Civil
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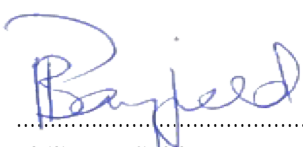
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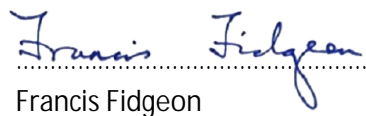
10. CONSTRUCTION STAGE TRAFFIC MANAGEMENT PLAN 17

DOCUMENT CONTROL

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Date 27 April 2026

Approved By: 
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Date 27 April 2026

1. INTRODUCTION

This Outline Construction Traffic Management Plan (CTMP) outlines the procedures to be implemented during the construction of the GNI143 Ballykilleen gas pipeline and terminals in the vicinity of Kinnegad and Edenderry. The proposed development comprises:

- Construction of a c. 23.65 km 300mm NB steel pipeline (GNI143 Ballykilleen Pipeline) routing south, cross country, through counties Meath and Offaly. The route includes several special crossings, notably the Kilwarden River, the Yellow River, M4 motorway, and the Grand Canal.
- Construction of an above ground compound at the pipeline offtake location (Kilwarden Offtake Installation) where the new pipeline ties into the existing 750 mm NB BGE77 pipeline,
- Construction of a new Above Ground Installation (AGI), Ballykilleen AGI located at the southern end of the pipeline, where the proposed pipeline terminates.

The aim of the CTMP is to provide a safe working environment for construction workers and efficient passage of traffic and other road users through the proposed development site. The procedures to be implemented by the contractor will include the provision of facilities for the safe passage of pedestrian and vehicular traffic and measures to separate them from the construction work. The key outcomes are to ensure health and safety is always maintained, and disruption to the local road and transport networks are kept a minimum.

As part of the Construction Stage Safety Plan for the development the appointed contractor shall prepare a detailed Traffic Management Plan (TMP) to ensure the implementation of the measures detailed in this Outline Construction Traffic Management Plan and the requirements of

- Chapter 8 of the Department of the Environment Traffic Signs Manual (current version)
- Department of Transport Temporary Traffic Management Design Guidance (August 2019)
- Department of Transport Temporary Traffic Management Operations Guidance (August 2019)
- Guidelines for Managing Openings in Public Roads (Guidelines for the Opening, Backfilling and Reinstatement of Openings in Public Roads (DoT 2017)

are adhered to.

This CTMP is for *planning purposes* only and will be updated at construction stage by the appointed contractor. Final detailed traffic management arrangements will be addressed in the CTMP when details of the construction programme and phasing have been confirmed. In addition, the appointed contractor will further discuss, elaborate, adapt, and improve the project traffic management regime in consultation with the roads department of the various local authorities through the road opening and road closure licence processes, if required. The Construction stage plan shall also account for any Conditions set out in the Planning Permission.

It is also appropriate that the Project Supervisor Construction Stage when appointed, along with the suppliers shall have an input in the preparation and review of the TMP.

2. GENERAL TRAFFIC MANAGEMENT

Any works on the public road (e.g., road crossings) will require an application for a Road Opening Licence and will be submitted by the contractor to the Local Authority, which will include a full detailed and specific Traffic Management Plan(s) prepared in accordance with Chapter 8 of the Traffic Signs Manual, for approval.

Turning movements into the site shall be planned to be facilitated without delay to prevent construction traffic blocking the adjacent road network. Warning signage will be provided for pedestrians and other road users on all approaches in accordance with Chapter 8 of the Traffic Signs Manual.

The construction shift times will ensure that construction traffic will have an insignificant impact upon the traditional peak commuter traffic periods as it is normal practice for construction workers to be at work before 08.00 hours in the morning and leave before or after evening peak commuter traffic periods. Additionally, the construction worker traffic will be against the tidal flow of traffic on the regional roads – R401 and R402 which will be the primary accesses to the compounds and work areas.

3. SITE ACCESS

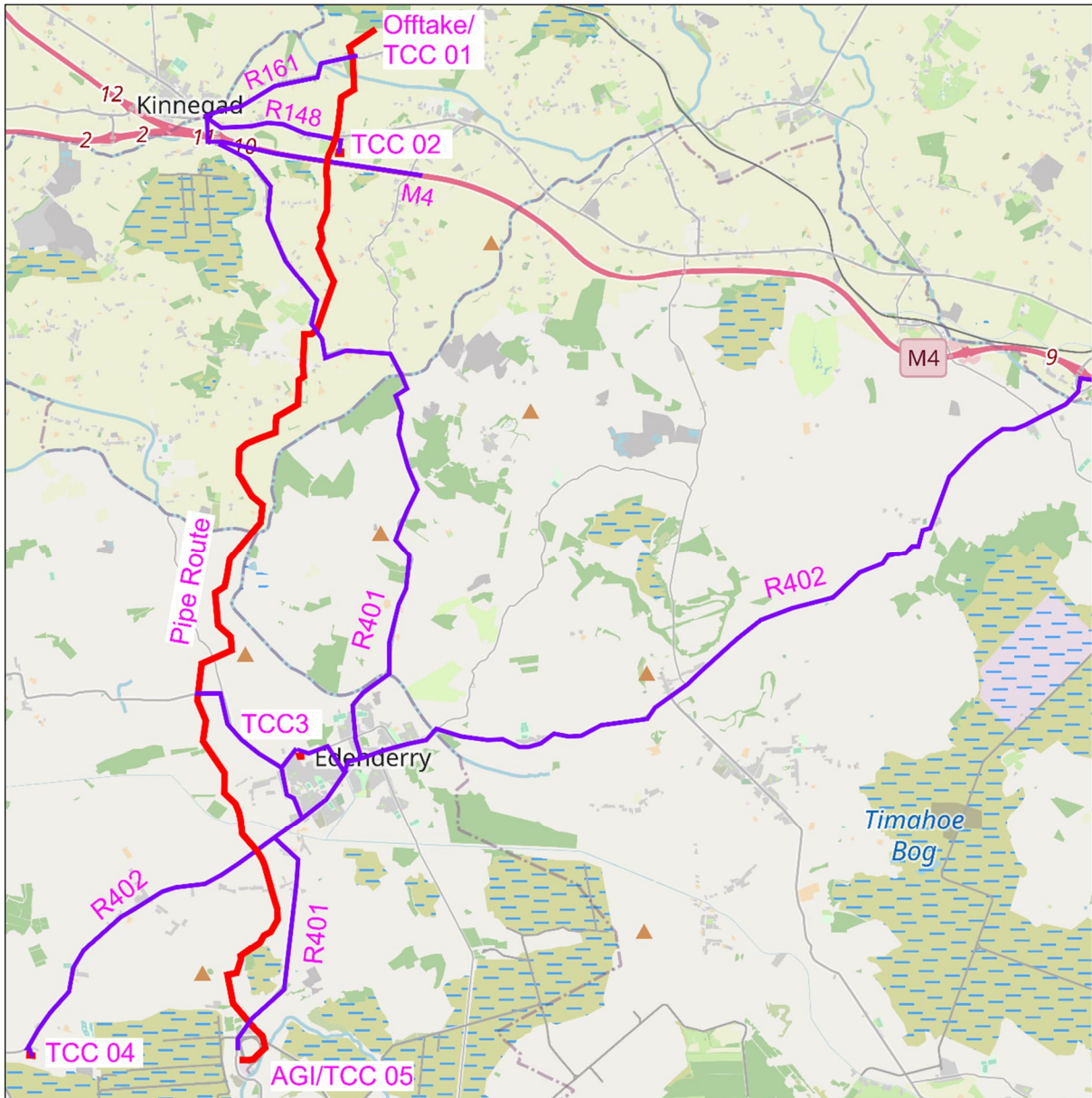
The Contractor will be responsible for all site activity and must ensure the continued operation of the roads in the vicinity of the site. Dedicated accesses will be provided from the public road system via Temporary Construction Compounds, Laydown Areas (Type A) and Laydown Areas (Type B). Access to the AGI at the will be via the Edenderry Renewable Energy Complex internal private road system

Perimeter fencing will be provided to the site to provide a barrier against unauthorised access from surrounding areas. Controlled access points to the sites, in the form of gates, will be monitored and secured, with a designated Flagman (or Banksman) as required during working hours to ensure that any conflicts between construction related traffic and public road users are minimised. These gates will be locked and secured to prevent unauthorised access during periods when these are not monitored (e.g. outside working hours). The fencing will be maintained as required.

The movement of heavy vehicles and trucks will be managed by the Site Management Team, including scheduling the timing of arrival of vehicles to avoid queuing and marshalling of vehicles exiting the "heavy vehicles and truck" area of the site. Deliveries will be spread out over the full working day, and the majority will take place during off-peak hours.

Primary routes for construction traffic have been identified and are set out in Figure 1 overleaf. The final proposals will be subject to agreement with the agreement with the local authorities and adopted Construction Compounds for the project.

Figure 1 Primary Construction Traffic Routes



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4. LOADING, UNLOADING OF MATERIAL

Dedicated compounds will be constructed as part of the early works to accommodate construction vehicles and loading, unloading and storage as necessary.

5. VEHICLE MOVEMENT DURING CONSTRUCTION

Excavated material which cannot be reused on site will be removed off-site for recovery at an authorised facility in accordance with the waste hierarchy and relevant waste legislation. Transportation of the material will be by licensed hauliers. It is anticipated there will be minimal impact on the surrounding public roads.

6. POTENTIAL INTERFACE WITH OTHER PROJECTS

The proposed works may have an interface with other projects within the locality. The appointed Contractor will need to coordinate with other Contractors as required to ensure a smooth interface between projects. There may be a number of Project Supervisor Construction Stage (PSCS) operating in the locality at any one time on individual sites. It will be the responsibility of the appointed Contractor as PSCS to ensure that delivery and haul routes, site access and egress points and potential crossing points associated with the site are fully coordinated and agreed with other Contractors in advance of the works commencing.

7. MITIGATION MEASURES TO REDUCE MOVEMENT OF VEHICLES

The Contractor shall ensure that construction vehicle movements will be minimised through:

- Consolidation of delivery loads to/from the site and managing larger deliveries to occur outside peak periods.
- A dedicated compound shall be constructed as part of the early works to accommodate construction vehicles and loading, unloading and storage as necessary.
- Scheduling deliveries and removals to be outside normal traffic peaks.
- Temporary car parking facilities for the construction workforce will be provided within the site. The number of car parking spaces shall be kept to a minimum and will be located adjacent to the site compound. The surface of this car park will be prepared and finished to a standard sufficient to avoid mud spillage onto adjoining roads.
- Shared car arrangements shall be implemented by site management.
- Prohibition of parking on surrounding roads.
- To minimise the queue of trucks waiting for unloading, it's important to ensure timely delivery of materials.

- Ensuring an adequate materials drop-off and storage area which shall be located within the site.
- Haulage vehicles shall not travel in large convoys.
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.

8. ROAD MAINTENANCE

The contractor shall ensure that the following measures will be implemented to ensure that surroundings are kept clean and tidy:

- A regular programme of site tidying shall be established to ensure a safe and orderly site.
- Any spillages on roads, carparks and footpaths outside the site shall be cleaned regularly (including gullies) and not be allowed to accumulate.
- Wheel-checking and wheel-cleaning facilities shall be provided as required for vehicles exiting the site as necessary.
- In the unlikely event of any solid waste being deposited on the contractor carpark, road or into road gullies any such waste shall be removed and disposed of immediately.
- In the event of unintentional damage to road markings or road signage on public roads, these will be remediated to the satisfaction of the local authority.
- Site Entrance Ahead Signage shall be provided on the approaches to the site in conjunction with wayfinding signage on surrounding main roads.
- Pavement condition surveys will be undertaken along roads forming part of the construction access based on consultation with the relevant stakeholders and assessment regarding the condition of the route, pre- construction. These surveys will record the baseline structural condition of the road being surveyed immediately prior to construction; and
- On-going visual inspections and monitoring will be undertaken of the construction access routes, throughout the course of construction of the Proposed Development to ensure any damage caused by construction traffic is recorded. Arrangements will then be made to repair any such damage to an appropriate standard in a timely manner such that any disruption is minimised.

9. TEMPORARY TRAFFIC MANAGEMENT

Prior to works commencing, a final Traffic Management Plan (TMP) for construction traffic using the public road will be produced by the appointed contractor and agreed with relevant County Council, Transport Infrastructure Ireland and An Gard Síochána. The Contractor will apply to the relevant County Council for Road Opening Licences (ROL) and road closures required, prior to works commencing and follow the relevant procedures set out in:

- Chapter 8 of the Department of the Environment Traffic Signs Manual (current version)
- Department of Transport Temporary Traffic Management Design Guidance (August 2019)
- Department of Transport Temporary Traffic Management Operations Guidance (August 2019)

Any specific conditions set out in the grant of the Road Opening License (ROL) shall be complied with. The scale and nature of the Temporary Traffic measures will likely vary depending on the proposed works and widths of the roads affected. The outline proposed traffic management solutions are as follows:

- Single Way working: Where the road width is sufficient to provide a single traffic signalled lane at the road crossing; and
- Full road closure (with local access arrangements): Where the road width is insufficient, a road closure with local access arrangements would be required for the affected area with signposted diversions to maintain safe flow of traffic.

The proposed Temporary Traffic measures are summarised in Table 1 overleaf. It should be noted that the proposed type of traffic management set out in Table 1 is based on the most adverse construction proposal for the road crossings (open trenching) and will be subject to the Contractor's final proposals.

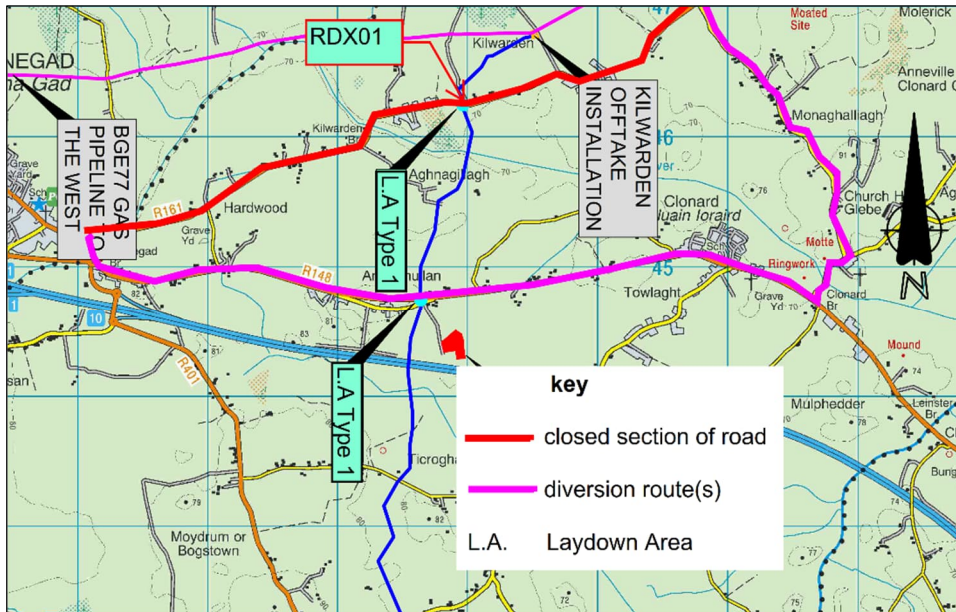
Table 1 Temporary Traffic Management for Road Crossings

RDX No.	Road No.	AADT (2028)	Normal Travel Distance (km)	Diversion Distance (km)	Type of TM
RDX01	R161	1,070	5.2	8.8	road closure
RDX02	R148	10,389			one way working
RDX03	L80217	*	0	0	road closure
RDX04	M4	n/a			trenchless
RDX05	L40181	*	2.3	4.3	road closure
RDX06	L8022	*	1.4	4.7	road closure
RDX07	R401	2,451	2.8	6.1	road closure
RDX08	L80241	8	0.9	2.3	road closure
RDX09	L4091	*	3.5	7.1	road closure
RDX10	L1004	1,390	2.6	9.6	road closure
RDX11	Private Lane	*			road closure
RDX12	R441	2,799	3.9	8.4	road closure
RDX13	L5007	*	3	7.2	road closure
RDX14	R402	5,163	n/a		one way working
RDX15	L5003	*	1.7	2.3	road closure
RDX16	Private Lane	*			road closure
RDX17	R401	3,003	4.1	6	road closure

* No traffic survey data collected due to the minor nature of the road. Minimal traffic flows will be local traffic only.

The required diversions identified are set out in Figures 2 to 13 overleaf.

Figure 2 RDX01



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(note key, orientation and OSI Licence applies to all figures)

Figure 3 RDX03

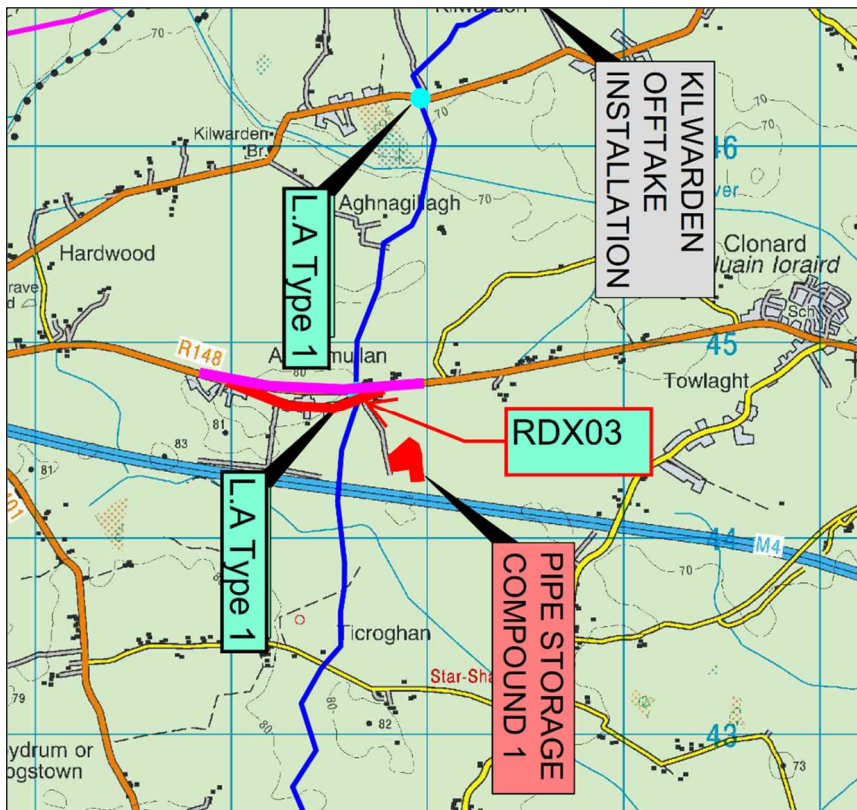


Figure 4 RDX05

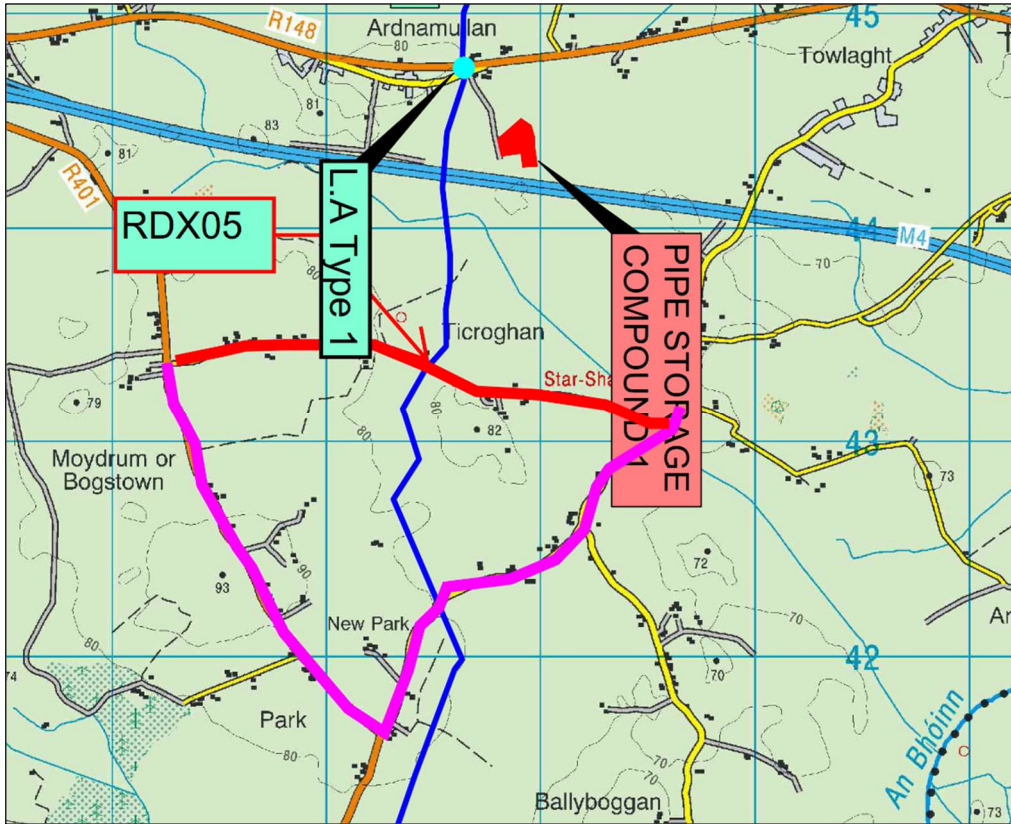


Figure 5 RDX06

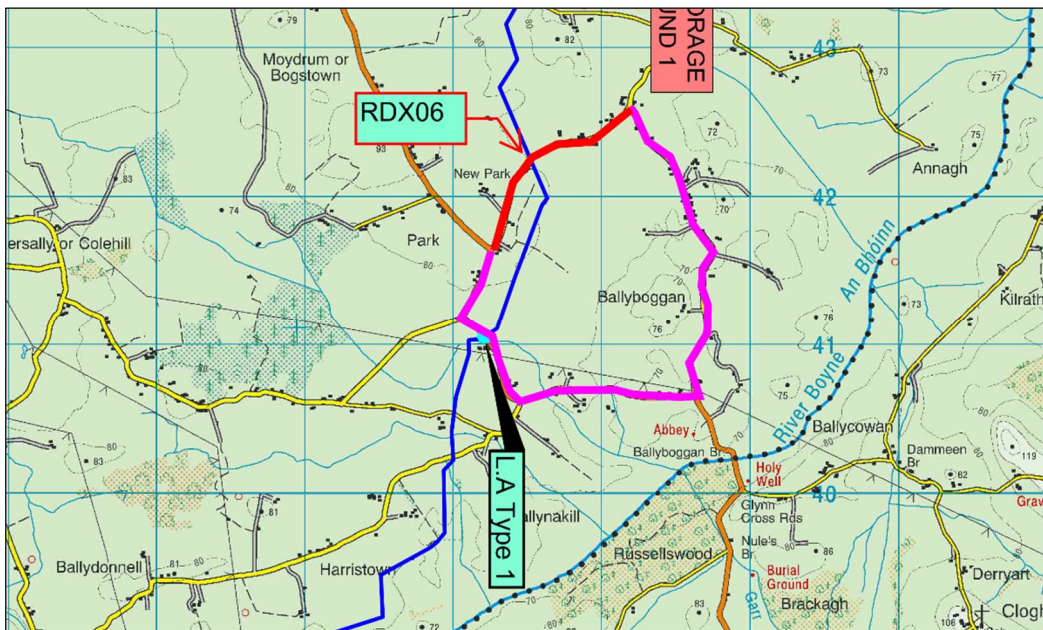


Figure 6 RDX07

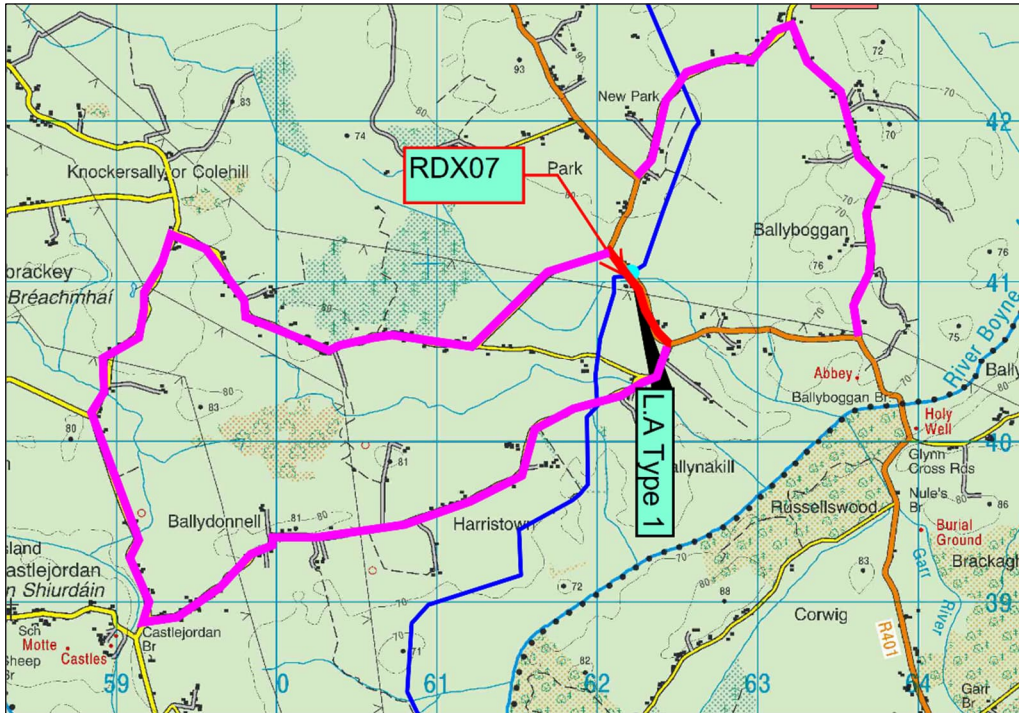


Figure 7 RDX08

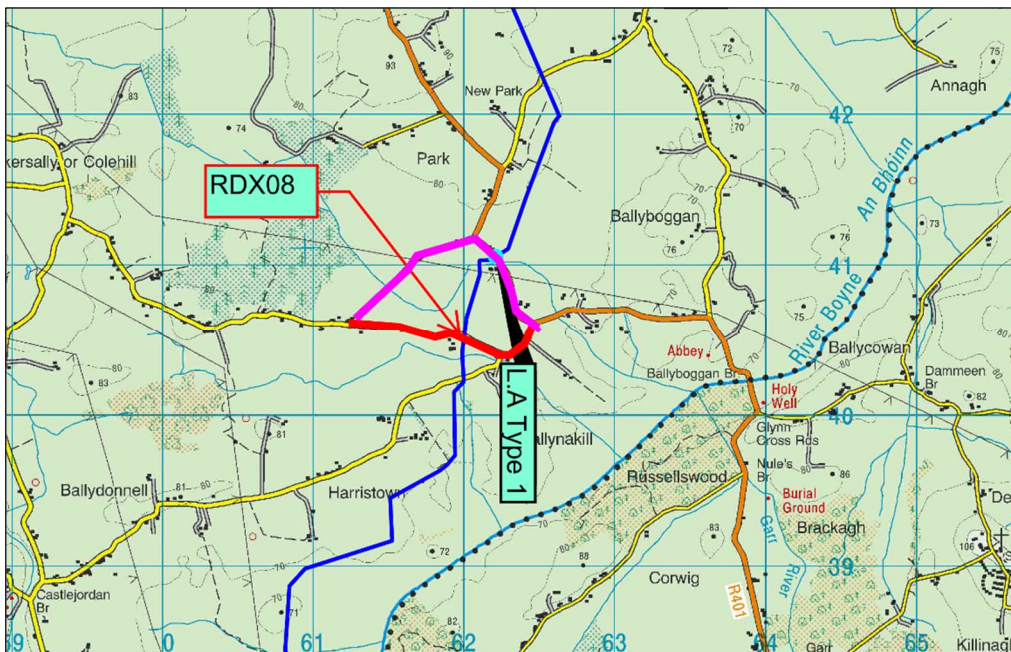


Figure 8 RDX09

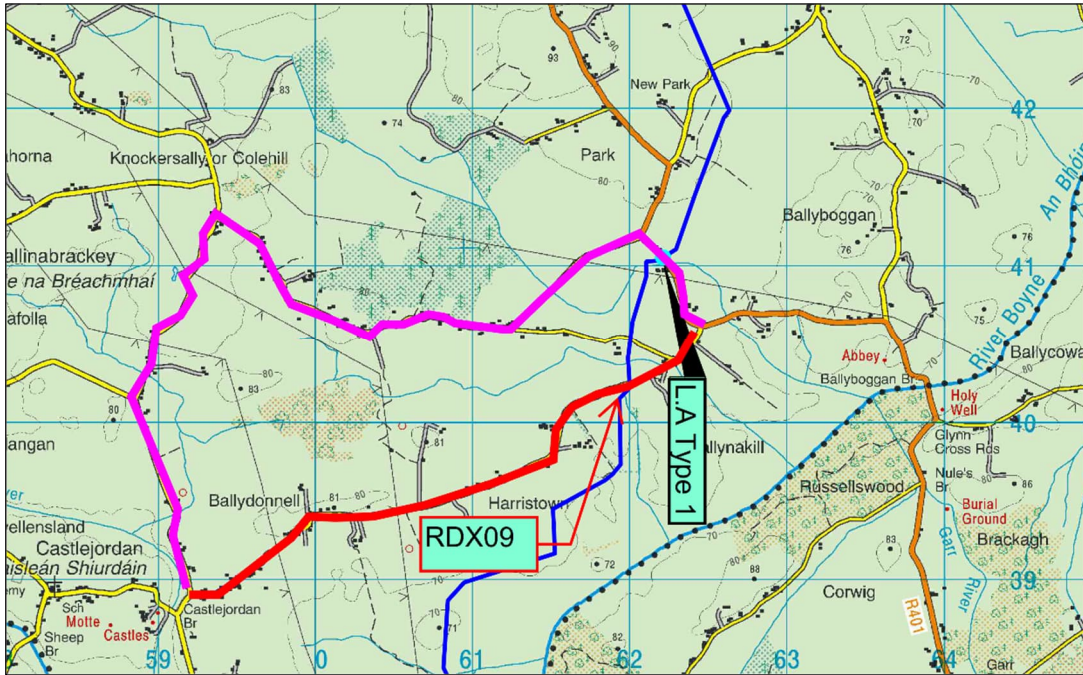


Figure 9 RDX10

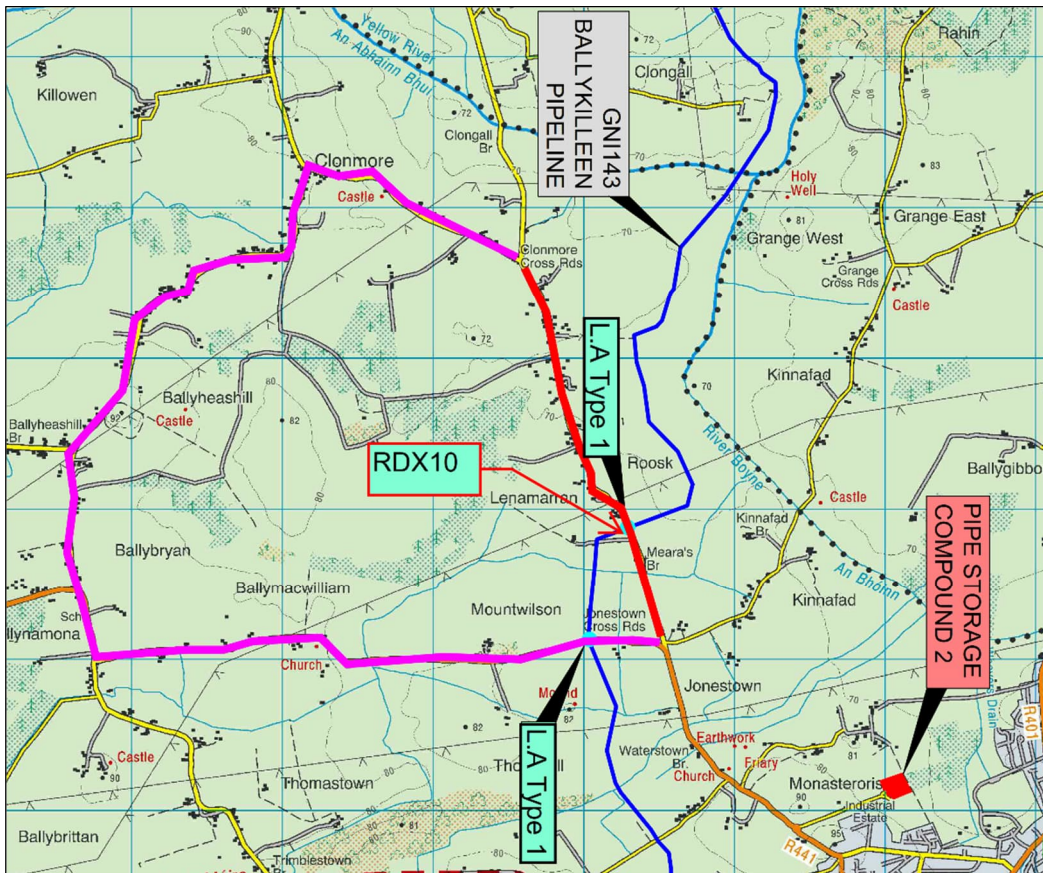


Figure 10 RDX12

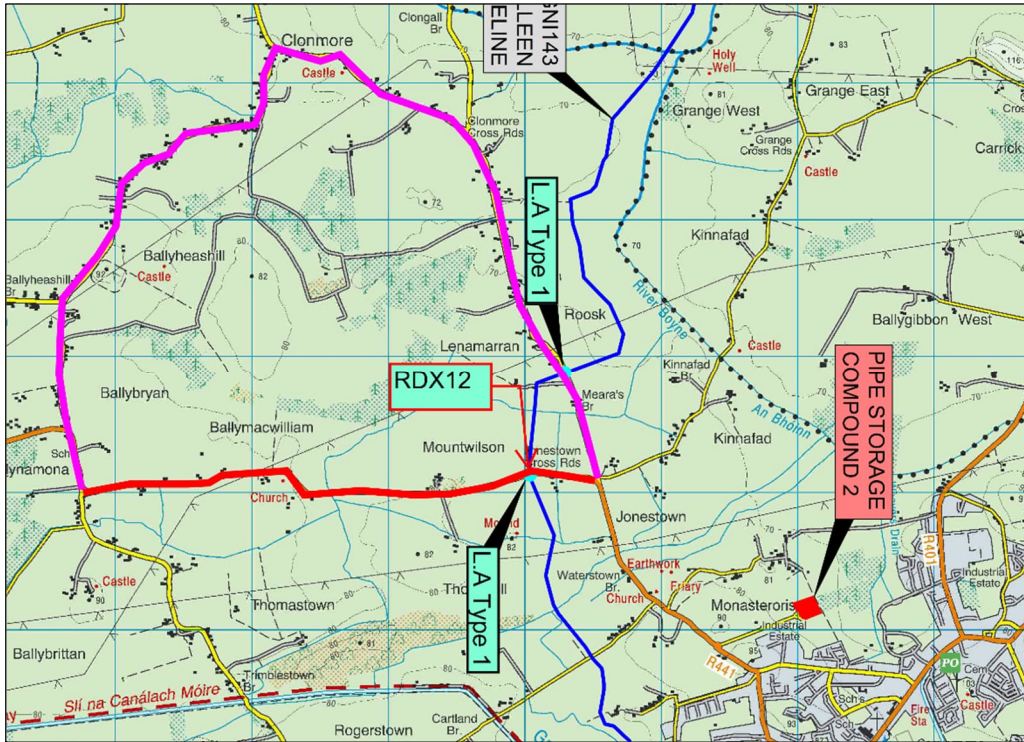


Figure 11 RDX13

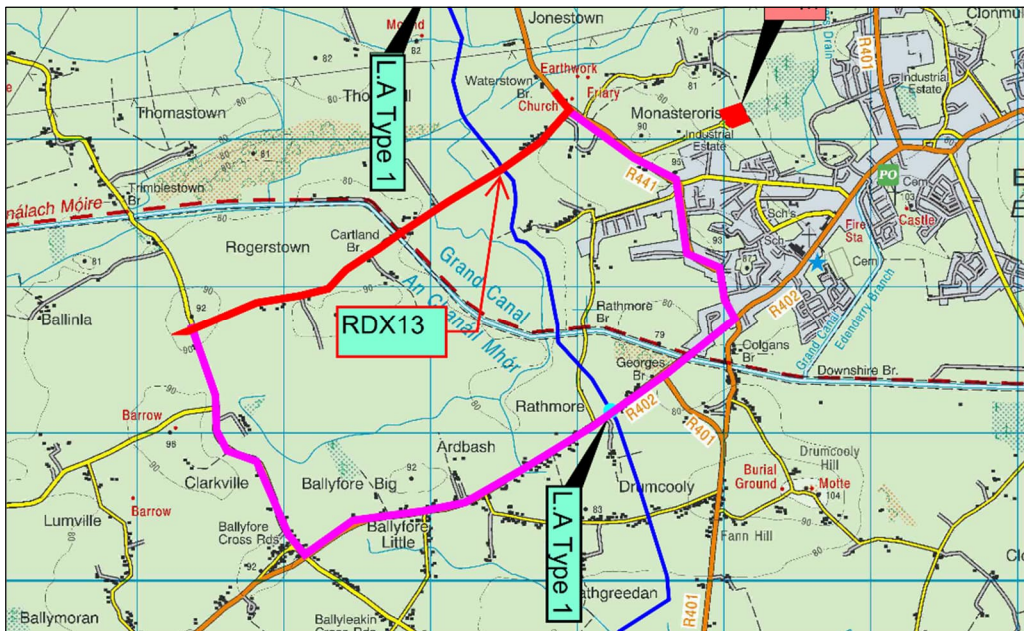


Figure 12 RDX15

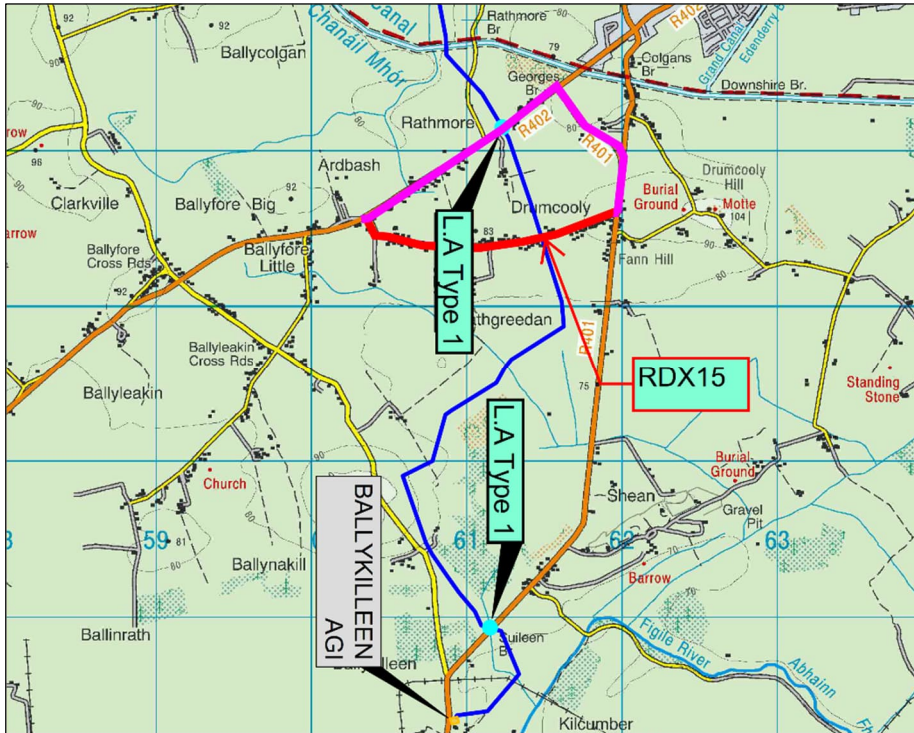
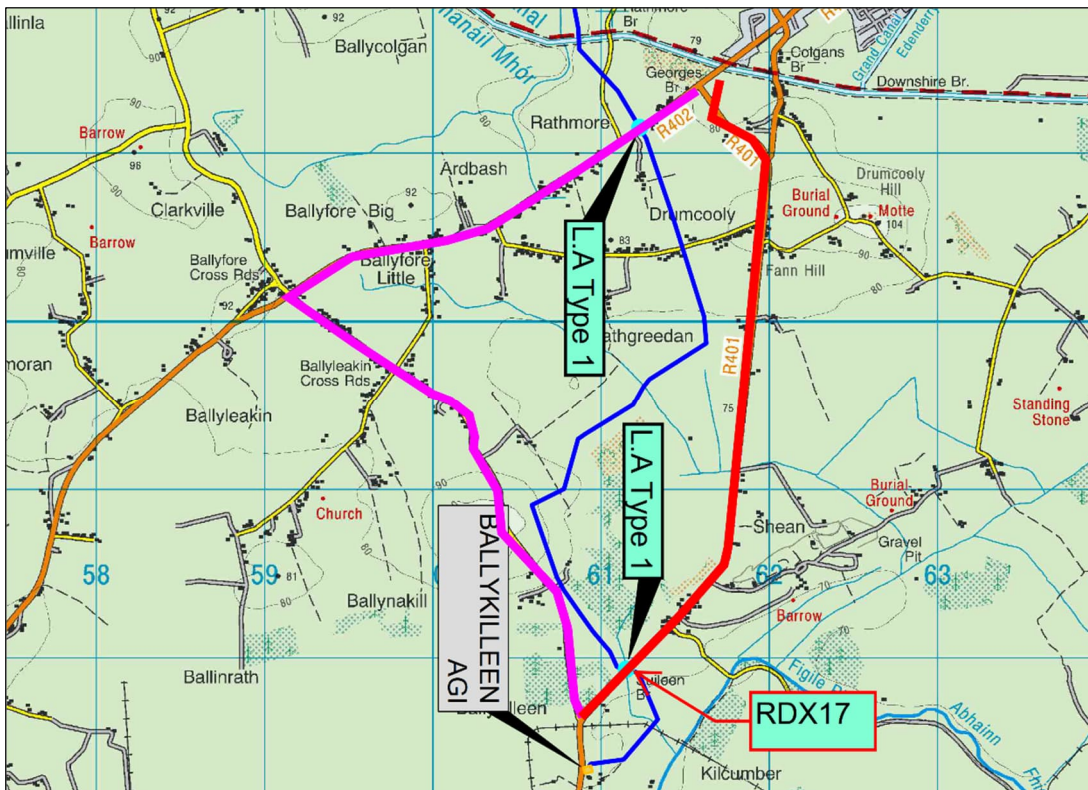


Figure 13 RDX17



10. CONSTRUCTION STAGE TRAFFIC MANAGEMENT PLAN

A detailed Construction Traffic Management Plan (CTMP), incorporating all the mitigation measures set out in this Outline CTMP will be prepared by the appointed contractor which will provide details in respect of the traffic management agreed with the Roads Authority and An Garda Síochána prior to construction works commencing on site. The detailed TMP will account for the following:

- Delivery Programme – a programme of deliveries will be submitted to Offaly, Kildare and Meath County Councils in advance of deliveries of material to the permitted compounds. Liaison with the relevant local authorities, Transport Infrastructure Ireland (TII) and Eurolink Motorway Ltd will be carried out where required regarding requirements such as delivery timetabling.
- Information to locals – Locals in the area will be informed of any upcoming traffic related matters e.g. temporary lane/road closures (if required), via letter drops and posters in public places. Information will include the contact details of the Contract Project Co-ordinator, who will be the main point of contact for all queries from the public or local authority during normal working hours. An "out of hours" emergency number will also be provided.
- Identification of delivery routes – These routes will be agreed and adhered to by all contractors and suppliers
- Temporary traffic management and signs – As part of the traffic management measures required at pipe crossings along the pipeline route during construction temporary traffic signs will be put in place at the location where works are being undertaken on any particular day. All measures will be in accordance with
 - Chapter 8 of the Department of the Environment Traffic Signs Manual (current version)
 - Department of Transport Temporary Traffic Management Design Guidance (August 2019)
 - Department of Transport Temporary Traffic Management Operations Guidance (August 2019)
 - Guidelines for Managing Openings in Public Roads (Guidelines for the Opening, Backfilling and Reinstatement of Openings in Public Roads)
- Road Closures, diversions, temporary road widening and shuttle working. Where these proposals are identified details for each location will be provided by the contractor for agreement with Offaly, Meath and Kildare County Councils/An Garda Síochána prior to the construction of the open trench pipe crossings are proposed.