

1.0 Traffic Management Plan Implementation

1.1 Traffic Volumes

- Traffic volumes are most likely to increase during the construction phase. However, due to the remote location of the site, and the low volume of traffic on public roads in the area the impact is expected to be low.
- To the extent practicable, avoid construction vehicles movement on public roads during peak traffic times (06:00 – 09:00 and 16:00 – 19:00).
- Limit use of private cars by arranging mini bus transport service for workers.
- The routes used by construction vehicles should (as far as possible) avoid areas of high pedestrian traffic.
- Adequate signage must be used to warn local community members of hazards (e.g. site access, construction vehicles turning).

1.2 Licensing, Roads and Maintenance

The Contractor must ensure that:

- All Project vehicles comply with relevant traffic and transport licencing requirements (such as with regard to licensing requirements relating to the transportation of over-sized loads or hazardous materials, including hazardous waste).
- All drivers of vehicles used during the Project shall have the requisite licences to operate any vehicle (or machinery) operated by them on Site or on any public roads.
- All Project vehicles shall have valid roadworthy certificates and licences.
- Existing road infrastructure must be used, wherever possible for providing access to the Komsberg Substation.
- All vehicles and machinery used during the Project shall be regularly maintained and repaired where necessary. In this regard, all construction and passenger vehicles used during the Project shall be inspected by an appropriately qualified mechanic regularly as required following the commencement of the Project. The Project Managers shall ensure that regular inspections are undertaken of construction and passenger vehicles to ensure that they are in good working order and are not overloaded. Site-specific traffic plan to be developed and implemented during the detailed design phase prior to construction.
- Maintain the pre-construction condition of public roads being utilised by construction vehicles. Preconstruction condition of roads should be supported by photographic evidence for record-keeping.
- In the event that the condition of public roads being used by construction vehicles are significantly degraded due to use, the contractor should restore road condition to its pre-construction condition.
- Use only well trained, suitably qualified and experienced drivers in possession of an appropriate and valid driver's license.
- Adhere to existing roads and road rules associated with them (for instance speed limits).
- Ensure that roadworthy and safety standards are implemented for construction vehicles.

1.3 Traffic Routing, Speed Limits and Signage

- The movement of all vehicles to and from Site shall be along designated public roads and site access roads. The most appropriate route for large Project vehicles (such as trucks and buses) transporting equipment, materials and employees (along public roads) to and from the Site must be determined in consultation with the local Municipality, local road traffic authorities and the local community (as necessary/appropriate). A copy of the approved routes must be maintained on Site together with this Plan.
- Strictly regulate speed limit of construction vehicles in all construction areas.
- Implement clear and visible signalling to indicate the movement of vehicles and when turning onto or off access roads to ensure safe access to and from the site. Clear and visible signage must be placed on and around site, clearly demarcating safe entry and exit points.
- Demarcate and strictly control parking areas so that vehicles are limited to specific areas only.

1.4 Authorisation Relating to the Transportation of Abnormal Loads

- The National Road Traffic Act 93 of 1996 (NRTA) and associated regulations prescribe the permissible vehicle dimensions and masses of vehicles travelling on public roads. Where vehicles will exceed these requirements and where the load cannot be dismantled without significant cost / effort, it must be classified as an abnormal load and an exemption must be obtained in terms of section 81 of the NRTA.
- All requisite transport permits must be obtained by the relevant contractor.
- Obtain permits from relevant administrative authority in the event of abnormal load transportation to and from site.
- Monitor for overloading of vehicles.
- Require all drivers to abide by standard road and safety procedures on site.
- When travelling on public roads all speed limits and rules of the road must be adhered to.

1.5 Monitoring Actions to be conducted by the ECO

- Maintain incidents / complaints register for community complaints.
- A copy of this Plan must be maintained on site by the ECO and all employees working at the site. Sub-contractors must be trained to ensure compliance with this Plan.

1.6 Pedestrian and Passenger Safety

1.6.1.1 Employees

- All contractor and developer personnel transported to and from the Site shall be safely accommodated in appropriate passenger vehicles. No employee shall be transported on the back of open trucks. The Construction Safety Officer must ensure that this requirement is adhered to at all times.

- All vehicles transporting employees must be appropriately maintained and not carry more passengers than the number of persons for whom seating accommodation is provided.
- Assembly points for passengers embarking passenger vehicles must be located a safe distance from areas/routes of high vehicle traffic. Roads and areas used by construction vehicles shall, as far as possible be avoided by all personnel. Designated pedestrian routes shall be demarcated where appropriate.
- Vehicle and pedestrian safety shall be emphasised in the Safety Induction Training required to be provided by the Contractor. All employees and construction personnel shall be trained and informed as to the dangers and risks posed by construction and other traffic, such training shall also include appropriate precautionary measures required to be undertaken to facilitate safe and efficient traffic management (e.g., checking for traffic before crossing roadways and utilising designated pedestrian routes). Drivers shall be adequately trained in the recognition and avoidance of road hazards, vehicle maintenance and safety.

1.7 Emergency Responses and Reporting of Hazards

- Prior to the commencement of the Project, local emergency services (ambulance and medical services, police and fire and rescue) must be consulted by the contractor in relation to the availability of emergency services to attend to road accidents associated with the Project. In the event that any traffic hazard is identified on Site by any person or Project personnel, such hazard shall be immediately reported to the Site Manager who shall take the appropriate measures to avoid an incident or accident being caused.
- Drivers of project vehicles will be required to undertake first aid training and all project vehicles shall carry first aid supplies which should be adequate to cater for the number of passengers carried on the vehicle in question. In the event that an accident occurs on-site or off-site, the on-site emergency procedure must be followed. In the event that an accident occurs off-site, it shall immediately be reported to the relevant emergency service providers by the driver, and in the event that the driver is incapacitated, by any other passenger on such vehicle.

1.8 Review of this Management Plan

This Plan shall be reviewed periodically during the lifetime of the Project to facilitate on going and effective management of traffic.

2.0 Transportation Management Plan

TRANSPORTATION MANAGEMENT PLAN	
MITIGATION MEASURES	<ol style="list-style-type: none"> 1. For each convoy of abnormal vehicles/loads a designated safety officer must be nominated. 2. All vehicles used during the transport of materials and in the construction activities are required to be roadworthy per the National Road Traffic Act (NRTA) and display all pertinent certificates as required. 3. For any vehicles that operate under an exemption permit, a roadworthy certificate may not be required, however, the exemption permit will require that the vehicle is fit for operation on public roadways. 4. All vehicles travelling to and from the site must adhere to all laws imposed by the law enforcement agencies, and must comply with any requests made by the law enforcement officials. 5. All construction vehicles that are entering the site must also be available via radio or telephone communication to the transport coordination manager. So that in the event of an emergency, all vehicles can be accounted for. 6. During the delivery of the OHL components and associated infrastructure, the person in charge must be in communication with transport coordination manager, so that he/she may keep track and document the progress of the vehicles to facilitate any issues that may arise during the transportation phase. 7. All vehicles must comply with the posted speed limits on public roads as well as the speed limits within the development. 8. All abnormal vehicles and loads to be transported are required to have a valid permit before any trip is begun. 9. SANRAL will need to be contacted in order to obtain consent for the abnormal load transport on their roadways. 10. An escort is required to accompany the abnormal vehicle to warn the normal travelling public and to promote the safe flow of traffic if the normal flow of traffic is disrupted by the abnormal vehicle. 11. Construction vehicles delivering raw materials to the site must be covered to prevent any debris along the roads. 12. Ensure a large portion of vehicles traveling to and from the proposed development site travel in the 'off peak' periods. 13. Implement pedestrian safety initiatives. 14. Trucks must stop at regular intervals to allow queuing vehicles to pass. 15. A consolidated Traffic and Transport Management Plan, taking into account the final route selection must be prepared once the Project advances to the preliminary phase. This plan must ensure that vehicles arrive in a dispersed manner throughout the day to reduce the impact to other road users. Methods to improve driver safety must also be outlined, e.g. the use of speed cameras or Average Speed Over Distance (ASOD). Furthermore, this plan must include measures to minimise the impact on local commuters so as not to disturb existing retail and commercial operations.