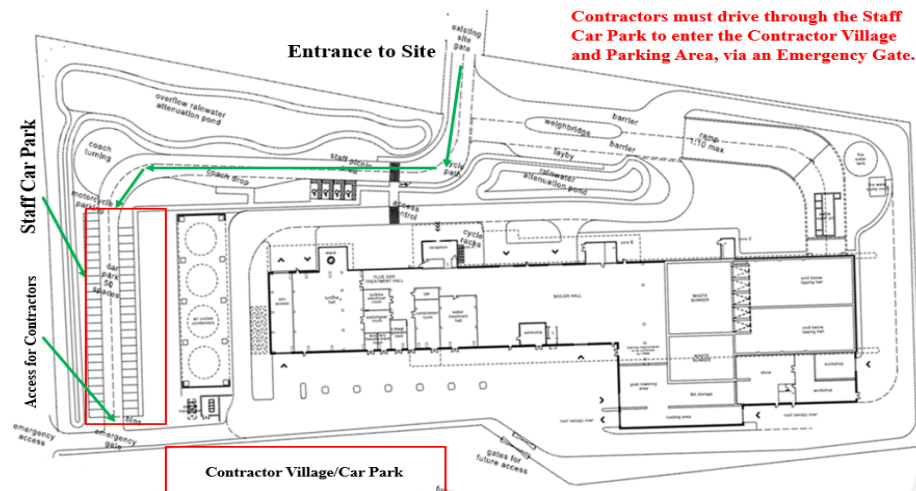


2026 Outage: Traffic Management Plan

The Outage Traffic Management Plan has been specifically created to outline traffic management control measures, which will be in place during our 2026 Outage.

This **does not** replace the current traffic management plan; it is a supplementary tool to outline additional control measures in place to aid in managing increased traffic flow and personnel during this period.

Figure 1: Site Access



Site is first accessed via Paving Way, off Whisby Road. Once entering site, the speed limit is **9mph**. Please adhere to the speed limit, we have a speedometer on the access road and cars, vans and even Mobile Plant may be operating in that area.

Figure 2: CDM Area



The area highlighted in **Red** above, is where all contractors will be stationed. This can be accessed via the bottom of the staff car park, as shown. A reminder that, as stated in the CDM induction, the speed limit around the perimeter of the site is **9mph**, however on internal roads within site, the speed limit drops to **5mph**, again due to the presence of Outage personnel, in conjunction with Mobile Plant movements.

Figure 3: Lincoln EfW: Aerial View

Designated pedestrian walkways will be set up specifically during Outage, between the back of the Plant and Contractor Village (CDM Area).



There will be a designated walkway in place (as illustrated in figure 4 and 5), between the turnstile and the Mines Rescue Cabin. Contractors and Staff **must** stick to these pedestrian walkways at all times, due to Mobile Plant movements occurring in the area.

Figure 4: Designated Pedestrian Walkway – Contractor Village to Plant

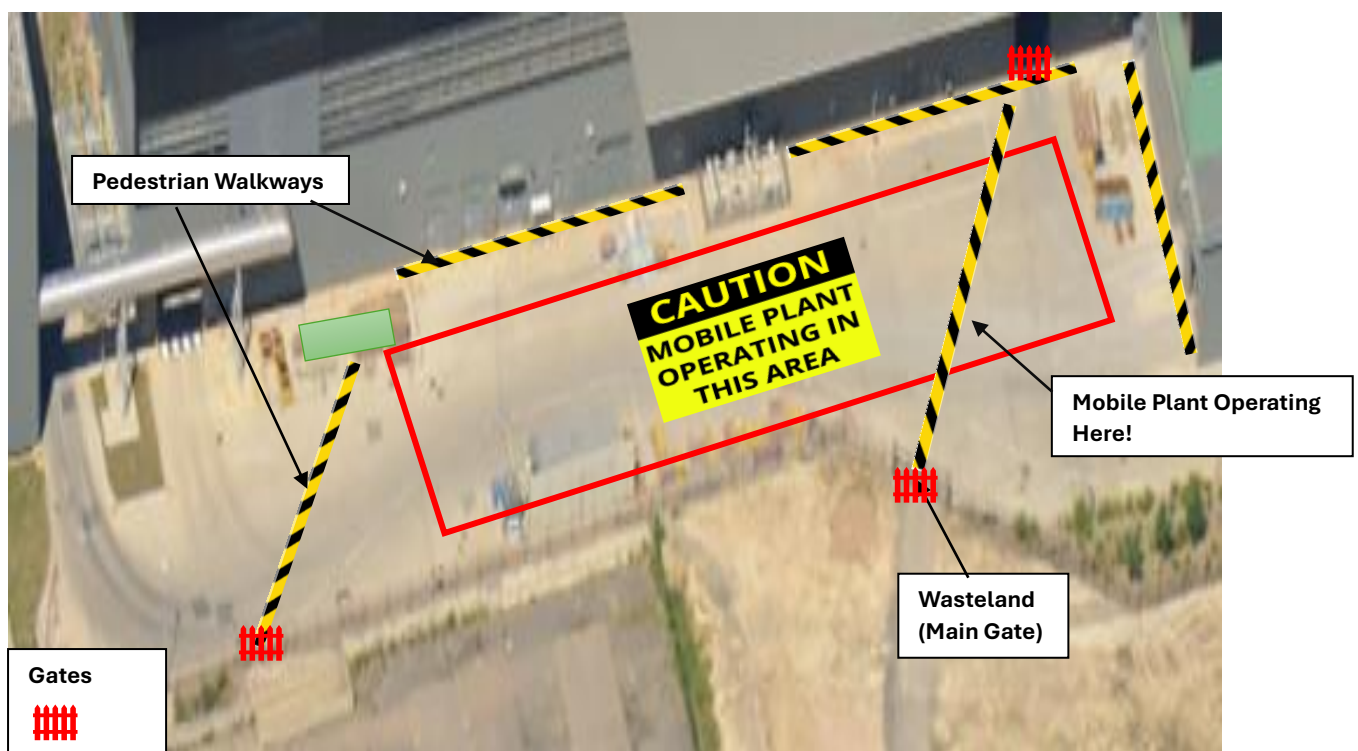
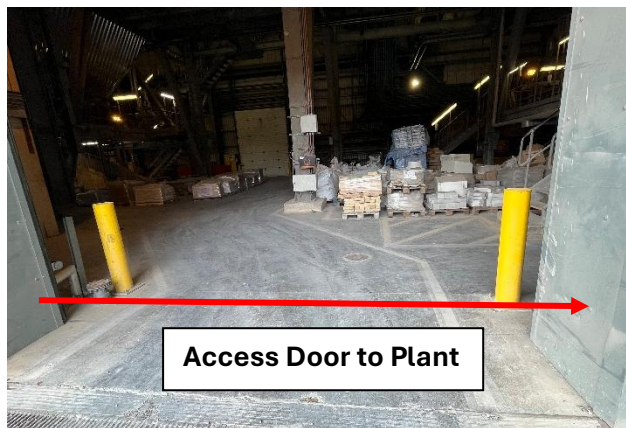


Figure 5: Access to the Back of Plant



As stated above, access to the Plant from the Contractor Village will be controlled via pedestrian walkways (figure 4). These walkways will be cordoned off by barriers and access gates to prevent vehicle/pedestrian interaction.



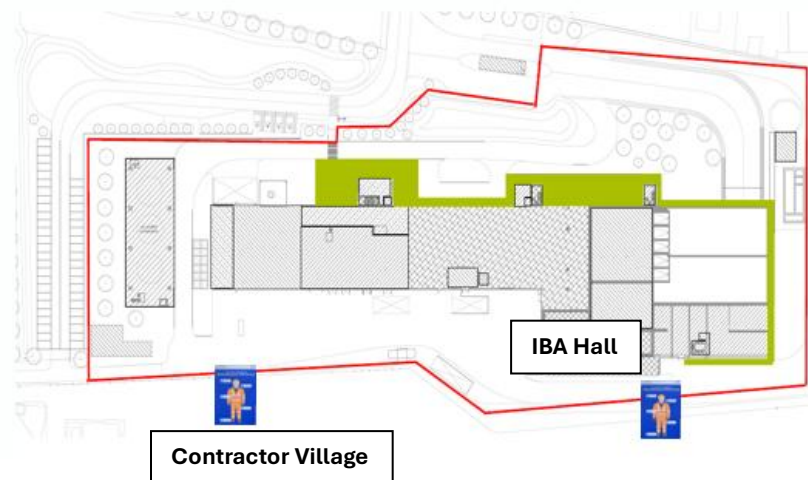
Once inside the Plant, access will still be controlled by Pedestrian Segregation, again using Access Gates and Barriers to differentiate between Pedestrian Walkways and areas where Mobile Plant may be operating.

Personnel will be able to walk to and from the Lift and onto the walkway, without having to cross the Access Door, as Mobile Plant will be regularly moving through this area.

Figure 6: Internal View – Back of Plant



PPE Signage and Mandatory Zones



PPE Signage, (as above), is located upon entry to the IBA (Ash) Hall and upon exit from the Contractor Village. Once you go beyond this signage, you are now entering a Mandatory PPE zone.

All areas within the Red line, other than the areas shaded in Green, personnel are required to wear full Mandatory PPE, as per the CDM Induction (slide 16).

FHOSS Pedestrian Detection System

To ensure adequate Vehicle/Pedestrian segregation, both our Telehandler and Loading Shovel have been fitted with a pedestrian detection system called 'FHOSS'.

This creates a 5-metre exclusion zone around the Mobile Plant. If a pedestrian enters the zone, a combined visual and audible alarm will sound, alerting the driver of a pedestrian within the zone. The driver is then told to stop immediately and acknowledge the pedestrian, likewise the pedestrian must do the same before continuing to move. Importantly, the alarm cannot be disabled by the driver and is only disabled once the pedestrian is more than 5-metres away.

If either party does not acknowledge the other while in the exclusion zone, this is classed as an unauthorised breach and depending on the circumstances, could result in a strike for the pedestrian or removal from site if the circumstances are significant.

All alarm detections are recorded and uploaded to an online portal, which is checked by the Management Team on a daily basis.

