



SKEWEN FLOOD ALLEVIATION SCHEME

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1. Background

AtkinsRéalis has been appointed by Neath Port Talbot County Borough Council (NPTCBC) to prepare and submit an application for full planning permission to develop the Skewen Flood Alleviation Scheme (the 'Scheme').

The scheme starts at Caenant Terrace which is located off New Road in Skewen, SA10 6UP. Historic flooding has been observed from the open channel section of stream near the former Skewen Snooker Club parallel to the South Wales Main Line railway, which is on a raised embankment. The flooding has been attributed to the limited flow capacity of a culvert which runs beneath several properties in Caenant Terrace. NPTCBC is proposing to develop a Flood Alleviation Scheme (the 'Scheme') to increase the culvert system's capacity and thereby reduce the risk of flooding.

The Scheme will involve construction of a new trash screen at Caenant Terrace. From here a buried culvert will be laid from Caenant Terrace, along Caenant Lane (rear of Springfield Road) and through to New Road at Penbryn Road junction. The culvert will go under 8A, New Road. From Penbryn Road junction the culvert will be laid to Drummau Road junction. On Drummau Road, at the railway crossing there will be a new flow monitoring chamber, trash screen and culvert to connect to the culvert along New Road. The culvert will go across New Road to the existing open channel at Whitegates. At Old Road a new trash screen will be constructed at the location of the existing structure. The culvert will then be laid under the mineral railway line and discharge into the Tennant Canal. A new overflow structure will be constructed adjacent to the existing and discharge to the River Clydach.

Due to the potential for construction of the Scheme to disrupt transport and accessibility within and through the local community, a Construction Traffic Management Plan (CTMP) has been prepared. In summary, the following is covered in the CTMP:

- Programming, phasing, and location of construction activities.
- Construction traffic volumes/frequency
- Preliminary design of site accesses
- Parking and vehicle turning areas in compounds.
- Road/lane closures and any public rights of way closures/diversions
- Mitigation to minimise impacts on pedestrian and vehicular access to the affected land uses.
- Measures to minimise the number of site operators' vehicles accessing/exiting sites and compounds.

1.1 Planning Policy

1.1.1 Neath Port Talbot Local Development Plan

The Neath Port Talbot Local Development Plan (LDP), adopted in January 2016, outlines strategic planning and development management policies. **Policy TR2 – Design and Access of New Development** requires development proposals to ensure safe use of the highway network and not generate unacceptable traffic or safety issues.

1.1.2 Existing conditions

The site is located in Skewen and is served by the A4230 New Road. This is the main route between Neath Abbey and the M4.

Existing traffic data between 2021 and 2024 has been provided by NPTCBC at the locations shown below in Figure 1-1 on page 7. Table 1-1 provides vehicle totals for 12-hour durations broadly coinciding with the planned working hours.

Table 1-1 - Traffic count data (vehicles)

Counter location	Date	Westbound total 12H (0700-1900)	Eastbound total 12H (0700-1900)	Northbound total 12H (0700-1900)	Southbound total 12H (0700-1900)	Total 2-way 12H (0700-1900)	Total 2-way Peak AM	Total 2-way Peak PM
00001264 (New Road)	12/12/24- 18/12/24	3180	4499	-	-	7679	648	735
00001582 (Drummau Road)	12/12/24- 18/12/24	-	-	1521	1222	2473	205	263
00001591 (Drummau Road)	20/04/21- 30/04/21	497	500	-	-	997	87	96
00001592 (Drummau Road)	21/04/21- 30/04/21	418	412	-	-	830	77	79
00001856 (Old Road)	24/10/22- 31/10/22	-	-	2722	1457	4178	408	440
00001857 (B4290)	24/10/22- 31/10/23	1464	1994	-	-	3459	349	360
00002007 (New Road)	11/04/24- 23/04/24	3983	2740	-	-	7723	655	791



- Terminus Hill
- Caenant Lane
- Queens Road
- High Street
- Old Road/ Hen Heol
- Cardonnel Road
- Stanley Road
- Evelyn Road
- Christopher Road
- Coombes Road
- Tabernacle Street
- Heol Winfred/ Winfred Road
- Monastery Road



2. Proposed Development

2.1 Site Access

The site itself runs from Caenant Terrace just south of the South Wales mainline railway line down to the outfall at the River Clydach. The site is served by the A4230 (New Road), which runs through the centre of the site and provides a connection between areas of Neath Abbey and Skewen and the M4. The scheme itself also crosses the B4290 (Old Road).

The main construction routes and site access routes together with locations of the construction compounds for works within the red-line boundary are shown on drawing NE04_001-ATK-GEN-SWMWREC-DR-CD-000111 in Appendix B.

The scheme overview drawings for the works are shown on drawings. The General Arrangements drawings for each area are as follows:

- NE04_001-ATK-GEN-SWMWREC-DR-CD-000201
- NE04_001-ATK-GEN-SWMWREC-DR-CD-000220
- NE04_001-ATK-GEN-SWMWREC-DR-CD-000230
- NE04_001-ATK-GEN-SWMWREC-DR-CD-000301
- NE04_001-ATK-GEN-SWMWREC-DR-CD-000302
- NE04_001-ATK-GEN-SWMWREC-DR-CD-000410
- NE04_001-ATK-GEN-SWMWREC-DR-CD-000430
- NE04_001-ATK-GEN-SWMWREC-DR-CD-000501
- NE04_001-ATK-GEN-SWMWREC-DR-CD-000601
- NE04_001-ATK-GEN-SWMWREC-DR-CD-000700

2.2 Programme and Phasing

To gain a realistic understanding of the construction requirements for this project, the project team consulted with a construction contractor during a phase of 'Early Contractor Involvement' (ECI). The ECI provided details on construction phasing, traffic management and programme timings as detailed in Table 2-1 below.

A single contract will be in place which will carry out all of the following phases of work over a construction period of 18 to 24 months:



Table 2-1 – Phasing of works

Phase	Months	Description
A	3-6 months prior to main contract start	Advanced Works prior to construction This comprises of trial pit excavations and surveys in several key areas to establish further information on buried services. Diversion of services will also be carried out by statutory undertakers for water, gas, electric and communications. The works will be carried out prior to the main contract commencement. The work would require small scale investigations at several locations across the site, which would be completed with localised traffic management consisting of lane or footway closures. Works in each location would be short duration (typically 2 weeks at a time).
B	1 month	Site Establishment Construction compounds have been proposed at the following locations: Wasteland to the South of the Scheme just off Neath Abbey Business Park access road. Access to this site compound would be from the A465 or from Old Road / Hen Heol, B4290, through Jenkins Road and across an existing railway bridge. The loading limits for this bridge have been confirmed by Network rail as 40t limit. This option would require the removal of an existing steel barricade closure to be accessible through Jenkins Road. No works are anticipated to be necessary to improve the access to this site compound, but warning signage will be required to point out that the access is being used by construction vehicles. At the access on the B4290 signage would need to be implemented to divert pedestrians onto the opposite footway to improve safety. Access to the businesses along the access on Jenkins Road will need to be maintained throughout construction. A second location for a construction compound is proposed in the field to the north of Burrows Road to access the North of the site. Access to this location will be from Burrows Road so there is no need for access improvements.
1	9-12 months <i>(4 months of tunnelling works on Caenant Lane)</i>	Phase 1 – Tunnelling Caenant Lane and first section of New Road (between PenBryn Road and Park Street) This involves construction of the culvert under the eastern section of Caenant Terrace lane will be achieved by using tunnelling methods from the drive pit within New Road. As a result of these works there will be a full road closure of the eastern section of Caenant Lane, as well as a closure of a small area of New Road between PenBryn and Park Street. Access will need to be maintained to residential properties on Penbryn



and Park Street which the contractor will need to manage with temporary works such as road plates and segregation of pedestrians.

As the section of New Road between PenBryn and Park Street will be closed the culvert will also be laid within the road at this same period.

Vehicles on Caenant Terrace will need to exit west via the lane at the rear of their properties, as the eastern section will be closed. The diversion route will be via Old Road when New Road is closed.

Refer to drawing NE04_001-ATK-EAC-SWMWREC-DR-LP-000002 for phase1 works and traffic layout.

2	9-12 months	Phase 2 – Caenant Terrace and second section of New Road (Park Street to Drummau Road). Plus Drummau Road. Phase 2 works consist of a number of road closures to allow the culvert works in the road to be constructed. A road closure will be on the western section of Caenant Terrace and the eastern section of New Road between Park Street and Drummau Road. A lane closure and footpath closure will also be on Drummau Road. Access to homes will need to be maintained for residents of Caenant Terrace, but on street parking will need to be temporarily sought on neighbouring streets such as Picton Road and Penbryn Road. At the same time a full road closure will be in place on a section of New Road between Park Street and Drummau Road, restricting on street parking in that location. Diversion routes will be via Old Road during this period. Refer to drawing NE04_001-ATK-EAC-SWMWREC-DR-LP-000003 for phase 2 works and traffic layout.
3a	3-6 months	Whitegates These works will take between 3 to 6 months and will be undertaken once phase 1 and 2 works are complete to reduce disruption in the area.
3b	3-6 months	Old Road These works will take between 3 to 6 months and will be undertaken at the once phase 1 and 2 are complete and New Road is reopened to traffic.
3c	3 months	Tennant Canal to River Clydach These works will take around 3 months and will be undertaken concurrently with phase 1 and 2. These works involve constructing the overflow from the Tennant Canal to the River Clydach to the far south of the site. Therefore, will have little impact to the works in Phase 1 and 2.



3d	3-6 months	Mineral Railway Line to Tennant Canal
		These works will take between 3 to 6 months and will be undertaken concurrently with phase 1 and 2. The works are involved with laying the culvert beneath the mineral railway line to the south of the site.

Construction deliveries will be programmed to work around the school start and end periods to avoid conflict with pedestrians and higher volumes of traffic.

The phasing of construction will ensure the associated traffic management measures are also phased to limit the impact of the Scheme on all users of the local highway network and to limit the impact on pedestrians.

2.3 Construction Working Areas

The following table describes the working areas needed and the likely resulting impacts on access and traffic management. The table starts with the downstream section of the works at Tennant Canal and works it way up to Caenant Terrace.

Table 2-2 - Construction working areas.

Tennant Canal Overflow Structure to River Clydach
Works to the Tennant canal overflow structure will be accessed via the existing towpath of the Tennant Canal and PRow 44/25/1. This is to avoid using the weak masonry bridge over the Tennant Canal. As this is the case, a temporary footpath closure will be needed and will be managed by the contractor. To access the works on the banks of the River Neath, a temporary ramp will need to be created from the existing towpath. This work is covered under the Marine Licence already granted.
Mineral Railway crossing – Outfall to Tennant Canal
Works to construct the new culvert will be undertaken by either tunnelling under the mineral railway line or via open cut methods during a railway possession. The preferred method will be chosen by the preferred contractor. Access will be via Old Road and the Neath Abbey Business Park access road.
There may be a requirement for traffic management on Old Road for the works in the scaffold yard to the north of the railway crossing. Access will be maintained for the businesses in this location and managed by the contractor. Two-way traffic signals and a lane closure on Old Road will be necessary to create working areas and to separate them from public access on PRow 44/26/1.
For the culvert works in the road on Neath Abbey Business Park, traffic management will be required to undertake the works in two halves. A lane closure will be required here to laid the culvert in one half of the road (one lane closure). On completion, the traffic management will be switched to the other lane to complete the other half. PRow 44/25/4 will need to be closed and managed by the contractor, due to this being the route of the culvert to the overflow to the Tennant Canal. PRow 44/25/3 will also require a closure at this point.
Old Road Inlet Structure



Works to construct the new inlet structure on Old Road, will take place with a working area to the west of No. 7 Old Road. This area will require two-way temporary traffic lights and a single lane closure on Old Road to construct these works.

Drummau Road - Works near Cwrt Clywdi Gwyn Care Home

As there will be significant works to be completed near to the care home, a working area is proposed opposite the junction of Drummau Road and A4230 and just south of the railway line. A single lane and footpath closure will be required on Drummau Road during the works period. Access to this working area will be from the B4290 and an alternative access point will need to be created adjacent to the property.

New Road/ Drummau Road Junction Works

In order to complete the proposed works at the Drummau Road/New Road junction a full road closure will be required on New Road and a Lane Closure on Drummau Road as detailed in Phase 2 and as shown in blue on drawing NE04_001-ATK-EAC-SWMWREC-DR-LP-000003.

Whitegates

At times when the contractor is laying the new culvert and using the area for storage in order to complete the proposed culvert works at Whitegates, PRoW 12/21/1 will require a closure to be managed by the contractor during construction.

New Road

To complete the works on New Road a full road closure is proposed in 2 phases. This will be completed in sections to minimise disruption as the culvert is installed from one phase to another.

- Phase 1 – The first section of closure on New Road will be between PenBryn Road and Park Street as noted on drawing NE04_001-ATK-EAC-SWMWREC-DR-LP-000002.
 - Phase 2 – The second section of closure of New Road will be between Park Street and Drummau Road as noted on drawing NE04_001-ATK-EAC-SWMWREC-DR-LP-000003.
-

Caenant Terrace Lane – Eastern section

A full road closure is required along the eastern section of Caenant Lane to complete the tunnelling works as noted on Phase 2 drawing NE04_001-ATK-EAC-SWMWREC-DR-LP-000002.

Caenant Terrace

To complete the works on Caenant Terrace a full road closure will be necessary due to the location of the culvert being within the central part of the road. Additionally, it will be necessary to agree alternative parking arrangements and access for residential properties. The closure is identified on Phase 2 drawing NE04_001-ATK-EAC-SWMWREC-DR-LP-000003.

NE04_001-ATK-EAC-
SWMWREC_RP-LP-000002
Skewen CTMP_Final



Caenant Inlet and adjacent railway embankment

To complete the work, the contractor will need unrestricted access to the wasteland currently being used as a car park by residents. Access will also be required to the garden at the back of the residential property to the west. As the garden may be disrupted, it will be reinstated upon completion on the works.

2.4 Working Hours

Construction activities will be limited to daytime hours (e.g. 7:30am to 6:00pm Monday to Friday and 8:00am to 1:00pm on Saturdays). Whilst no night-time working is planned, it may be required for specific sites on weekday nights only. Occasional weekend working may be required to minimise the duration of the construction phase or to deliver large construction items outside peak hours. There will be no work over Christmas, New Year and Easter public holiday and Bank Holidays.

3. Construction Traffic Routes

3.1 Local Highway Network

The use of two compound locations will minimise the effects of construction traffic on the local road network by distributing trips across the north and south of Skewen rather than concentrating them in one area. Construction traffic routes and site compounds can be seen in the drawings listed below.

NE04_001-ATK-EAC-SWMWREC-DR-LP-000001	Existing Public Rights of Way and Traffic Layout	P01
NE04_001-ATK-EAC-SWMWREC-DR-LP-000002	Proposed Traffic Layout Phase 1	P01
NE04_001-ATK-EAC-SWMWREC-DR-LP-000003	Proposed Traffic Layout Phase 2	P01
NE04_001-ATK-GEN-SWMWREC-DR-CD-000111	Site Boundary, Compound Areas and Construction Access Routes	P01

Residents are likely to be impacted by the works across the extent of the whole scheme, with access to residential properties on Caenant Terrace, Penbryn Road and Park Street facing disruption at times. This will require coordination and cooperation between the contractor and residents with clear plans put in place by the contractor on how to mitigate the amount of disruption whilst maintaining access to properties.



4. Construction Vehicle Movements

4.1 Delivery of Materials

4.1.1 Deliveries to and from Construction Compounds

Deliveries of larger loads of materials (for example the pipes used for the new culvert) will primarily be delivered to the Burrows Road construction compound location via the B4290. The Neath Abbey Business Park compound access will be via the A465 from the M4 Junction 46. Within the compounds, larger loads can then be split down into smaller loads to be delivered to the working areas. From the Neath Abbey Business Park compound this will be via Jenkins Road and then onto the B4290. From Burrows Road compound this will be direct onto the B4290. Deliveries will take place between the working hours stated in 2.4 above.

Bulk soil material required for the works will be delivered straight to the works location rather than being delivered to site compounds. Smaller quantities of imported soils, stone, and concrete to surround the proposed culvert and to construct the inlet headwalls will be delivered directly to the works locations, rather than the construction compound locations.

The frequency of deliveries of materials will be on the basis of discussions with the internal design team and information within the contractors scheme programme. The following assumptions have been made:

- The size of delivery vehicles for bulk soil and material import will be in the order of 20 tonne type tipper trucks;
- Larger loads of materials, such as pipes will use HGVs;
- An assessment of daily peak usage has been made.

Vehicle movement timescales for delivery of materials for each element of the Scheme are detailed in Table 4-1. In order to deliver large items of plant or equipment, occasional HGV movements will be required. The delivery of any large items of plant or equipment requiring a low-loader will be undertaken outside peak hours to minimise traffic disruption.

The following tables detail the peak construction vehicle movements by construction phase relating to the delivery of construction materials only.

Table 4-1 Peak number of HGVs (including tipper trucks) generated.

Sub-Phase	Number of HGVs Per Day	Number of HGVs Per Hour	Total 2-way movements per hour
Setting-Up Site - Plant Delivery	3	1	3
Material deliveries, pipes and other materials (excluding bulk soils)	2	1	2
Closing down site - plant removal	3	1	3



4.2 Labour Force Traffic

4.2.1 Traffic Flow Generation - Employee Traffic

Employee traffic is assumed to arrive in the AM peak and depart in the PM peak. In addition, specialist contractors are anticipated to arrive by van accompanied by co-workers and there may be some individual car journeys made by the site supervisor, foreman and the client's site supervision team.

It is assumed that there may be approximately 41 employees on site each day and Table 4-2 illustrates the total number of employee vehicles generated, that being an estimated 17 vehicles per day.

Table 4-2 Generated Daily Employee Vehicles

Employee Type	Employees Per Vehicle	Number of Vehicles (per day)	Number of Employees
Contract Manager /Agent/Foreman/ Engineer/ Quantity Surveyors	1	5	5
Specialist Sub-contractor	2	8	16
Client's site supervision team	2	2	4
Labourers/Plant Operators	8	2	16
Total		17	41

4.3 Traffic increases during construction

Changes in peak hourly flows as a result of the planned works, taking account of the HGVs and labour force traffic is shown below. This assessment assumes that the peak of the HGV vehicles activities (2no. 2-way vehicle movements) and all the labour force traffic (17 vehicles) occurs during the peak hourly flow.



Table 4-3 - Traffic count data (vehicles)

Counter location	Baseline Total 12H(0700-1900)	Construction Total 12H (0700-1900)	% increase
00001264	7679	7696	0.22
00001582	2473	2490	0.69
00001591	997	1014	1.71
00001592	830	847	2.05
00001856	4178	4195	0.41
00001857	3459	3476	0.49
00002007	7723	7740	0.22

The table above illustrates that the increase in traffic is small resulting in a **minor adverse** impact on traffic flow and on amenity.

4.4 Parking

Construction vehicles and employee vehicles will use construction compound areas and storage area for off-street parking.

During construction of the Scheme along Caenant Terrace, there will be a temporary need to remove on-street parking. For dwellings without off-street parking, homeowners and visitors will be required to park further away at a distance up to 300m from the dwellings.

4.5 Public Rights of Way

It is likely that a number of Public Right of Ways (PRoW) and footpaths will be impacted or will need to be managed temporarily via diversions or closures during works. Below outlines the PRoW and footpaths in the vicinity of the works and how they may be impacted:

- PRoW No. 12/9/1 runs to the east of Caenant Terrace. This is an underpass under the Railway line.
 - o This will remain open for Phase 1 of the works, or be managed by the contractor as the tunnelling works are further down the lane. During phase 2, this underpass beneath the railway line will need to be closed off for certain durations of the works at the end of Caenant Terrace. Access through to Dynefor Road will be via the bridge over the railway line on Station Road.
- PRoW No. 12/18/1 runs alongside Jenkins Road
 - o This will remain open during all of the works, but access and egress will be managed by the contractor as this is the contractors preferred route from the Neaht Abbey compound.
- PRoW No. 12/21/1 runs between New Road and Old Road at Whitegates



- This footpath will remain open. At periods when the contractor is laying the new culvert and using for storage, diversions will need to be managed by the contractor during construction.
- PRow No. 44/25/3 runs along the towpath to the Tennant Canal and up to Monastery Road
 - The section of the towpath between the road bridge and the bridge to the east will need to be closed during these works as it is in the route of the overflow culvert.
- PRow No. 44/26/1 is adjacent to the works proposed under the Mineral Railway Line to the Tennant Canal.
 - This section is adjacent to the works and therefore unaffected. The section that connects to the Neath Abbey Business Park Road will need to be managed by the contractor if it is impacted by any traffic management.
- PRow No. 44/25/4 runs along Neath Abbey Business Park Road where the culvert crosses beneath to the Tennant Canal.
 - This section of PRow will need to be closed and managed by the contractor, due to this being the route of the culvert to the overflow to the Tennant Canal.
- PRow No 44/25/1 is near the works to the overflow structure and discharge to the River Clydach.
 - This section of PRow will need to be closed and managed by the contractor, due to this being the access route and location of the overflow on the Tennant Canal to the River Clydach.

All Public Right of Ways provided by NPTCBC in the area are shown on drawing NE04_001-ATK-EAC-SWMWREC-DR-LP-000003 and the map in Appendix A.

Construction will be programmed to minimise the duration of temporary footpath closures/diversions and temporary fencing and signage will be put in place to maintain safe access for footpath users.

5. Access to Recreational Facilities

There are a number of leisure facilities in the area including Skewen RFC and Memorial Park facilities. Access to these facilities will be maintained during construction, however there is likely to be an increase in traffic along access roads such as Heol Crymlyn and Burrows Road as diversions are put into place.

6. Mitigation Measures

6.1 General Mitigation Measures

Occasional weekend working may be included in the construction programme to minimise the duration of construction period, or to assist in deliveries of large equipment or construction items outside of peak traffic hours. Construction will also be phased to minimise any adverse effects during peak seasons for recreational facilities.



The works on public highways will be managed in accordance with the requirements of NPTCBC (as highway authority). The Contractor shall be responsible for establishing and following all of the Council's restrictions, requirements and procedures relating to traffic management and temporary traffic orders.

The following requirements will apply to the construction works at all times:

- The contractor shall not commence any work that affects the public highway until all traffic safety measures necessitated by the work are fully approved by the highway authority and are operational.
- The contractor shall keep clean and legible, at all times, all traffic signs, road markings, lamps, barriers, and traffic control signals, and shall position, replace, reposition, cover, or remove them as required by the progress of the works.
- Where any Public Rights-of-Way cross any site where work is being carried out, safe crossing points including appropriate signs and signals shall be approved in writing by the local highway authority.
- All pedestrian routes diverted onto the carriageway will be clearly defined by continuous barriers, constructed to the requirements of the local highway authority.
- All trees (unless they are to be removed/lopped) and other features near the construction works shall be carefully protected in accordance with the tree protection plan; any damage caused by the Contractor shall be made good within an agreed timetable to the complete satisfaction of the local authority.
- The contractor shall agree with the local highway authority the number of lanes to be maintained on- and off-peak on the roads affected by the works.
- Areas / locations of parking provision for construction vehicles shall be agreed with the local highway authority prior to commencement of the works.
- The contractor shall provide facilities and systems for mitigating the effects of dust caused by the construction works. These shall typically include using water bowsers during dry and windy conditions to dampen material stockpiles and unsurfaced areas; restricting site vehicle speeds; and using road sweepers at access points and paved areas.
- As far as reasonably practicable, all parts of the public highway, including drainage systems will, at all times, be kept free from mud and other loose materials arising from the works.
- The contractor shall comply with the local authorities' environmental policies relating to road works and waste management.
- The contractor shall take all reasonable precautions to prevent or reduce any disturbance or inconvenience to the owners, tenants, or occupiers of adjacent properties, and to the public generally. The owners, tenants, and occupiers of affected properties shall be informed of the works to be undertaken, their planned duration, roads and access closures, and alternative access routes (where required) in writing and by locally posted public notices at least two weeks prior to work starting, unless formal notices take precedence.

7. Summary

This Construction Traffic Management Plan (CTMP) coupled with the phasing drawings (NE04_001-ATK-EAC-SWMWREC-DR-LP-000002 and NE04_001-ATK-EAC-SWMWREC-DR-LP-000003) outlines the overall arrangements for managing the movement of traffic required to construct the Scheme as well as considering the amount of traffic the Scheme will generate.

This CTMP also details the programming, phasing and location of the work activities and highlights what the impacts on traffic and access would be. The CTMP highlights that by having different compound locations segregates the workforce across the site and with adequate vehicle turning areas, will enable construction vehicles to exit the compounds in a forward facing manner.



The number of vehicle trips is distributed across Skewen rather than concentrating them in one area and the length of trips across the overall site can be reduced. The site compounds have been chosen on land that is large enough to accommodate a site compound, close enough to the works and to ensure adequate vehicle turning areas.

Phasing of the works is also put in place so that sections of work (New Road, Drummau Road and Caenant Lane) can be completed to reduce the level and duration of disruption to localised areas at any one time. Works would be targeted for the summer holiday period where possible, so as not to impact on the local primary schools (Coedffranc Primary and Ysgol Gynradd Gymraeg Tregeles).

Impacts on traffic volumes from the construction phase traffic, results in a peak increase in traffic of only 2.05% on main roads (Drummau Road). This is less significant at Old Road where an increase of 0.4%, particularly considering this will be the diversion route when New Road is closed in Phase 1 + 2.

Consultation with affected residents of Skewen will be undertaken to give advanced warning of the temporary reduction in on-street parking and the potential need to temporarily move refuse collection points and bus stops. As part of the consultation, consideration will be given to special provisions to mitigate the impact of traffic management on anyone with limited mobility or health frailties. Works would progress on a rolling programme so that as much access as practicable is given during the works.

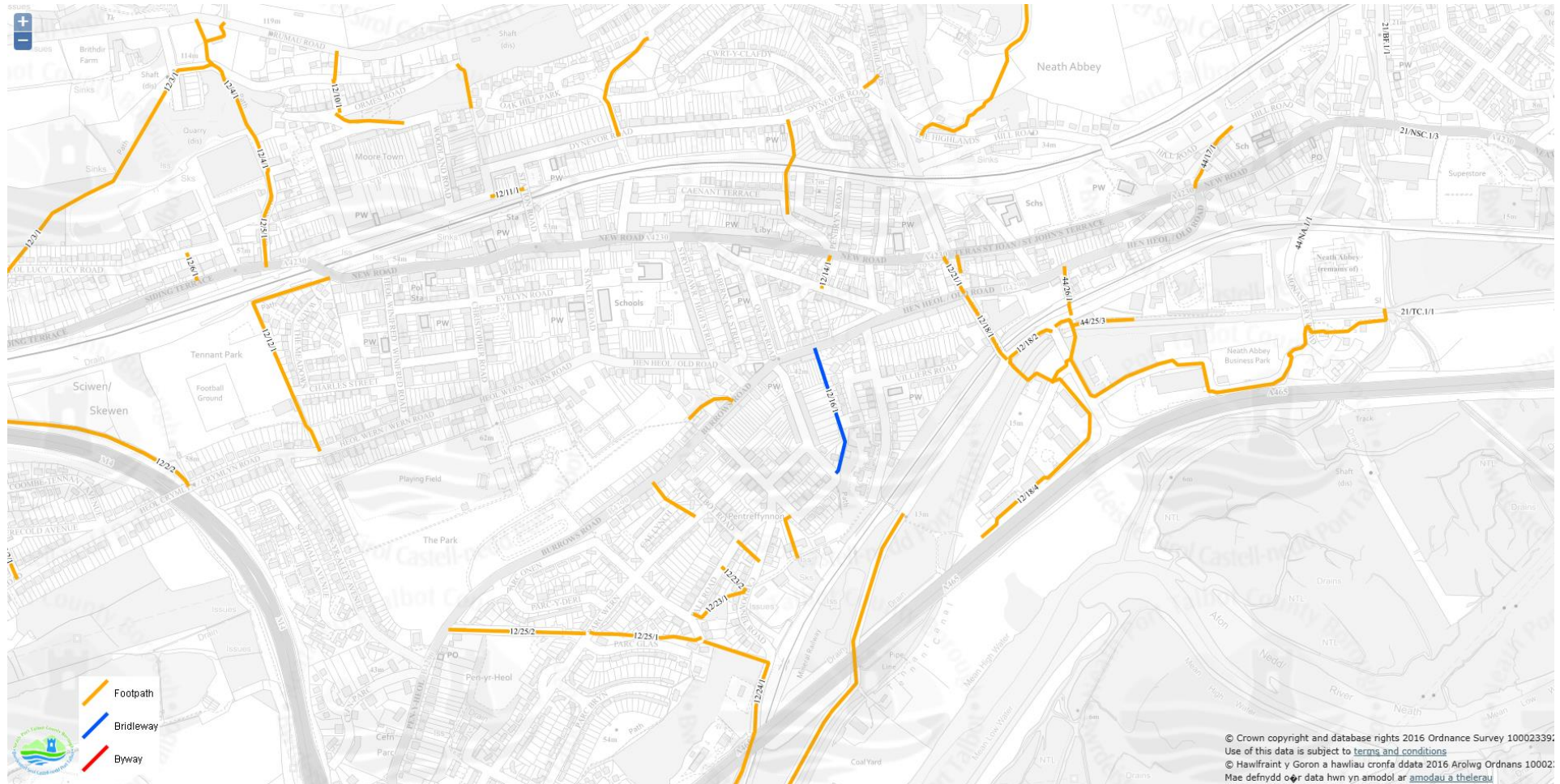
The CTMP sets out a variety of specific mitigation measures that will be implemented during construction that will minimise the impact of the construction traffic on the environment and community; these include: Liaison with the local highway authority to agree traffic measures to be undertaken; taking precautions to reduce disturbance or inconvenience to affected properties by considering activity timings and durations; site security and signage; and, measures to control nuisance such as emissions of dust and spreading of mud.

The mitigations within the CTMP will form contractual conditions within the works contract, setting out how the contractor would operate during the whole construction period.

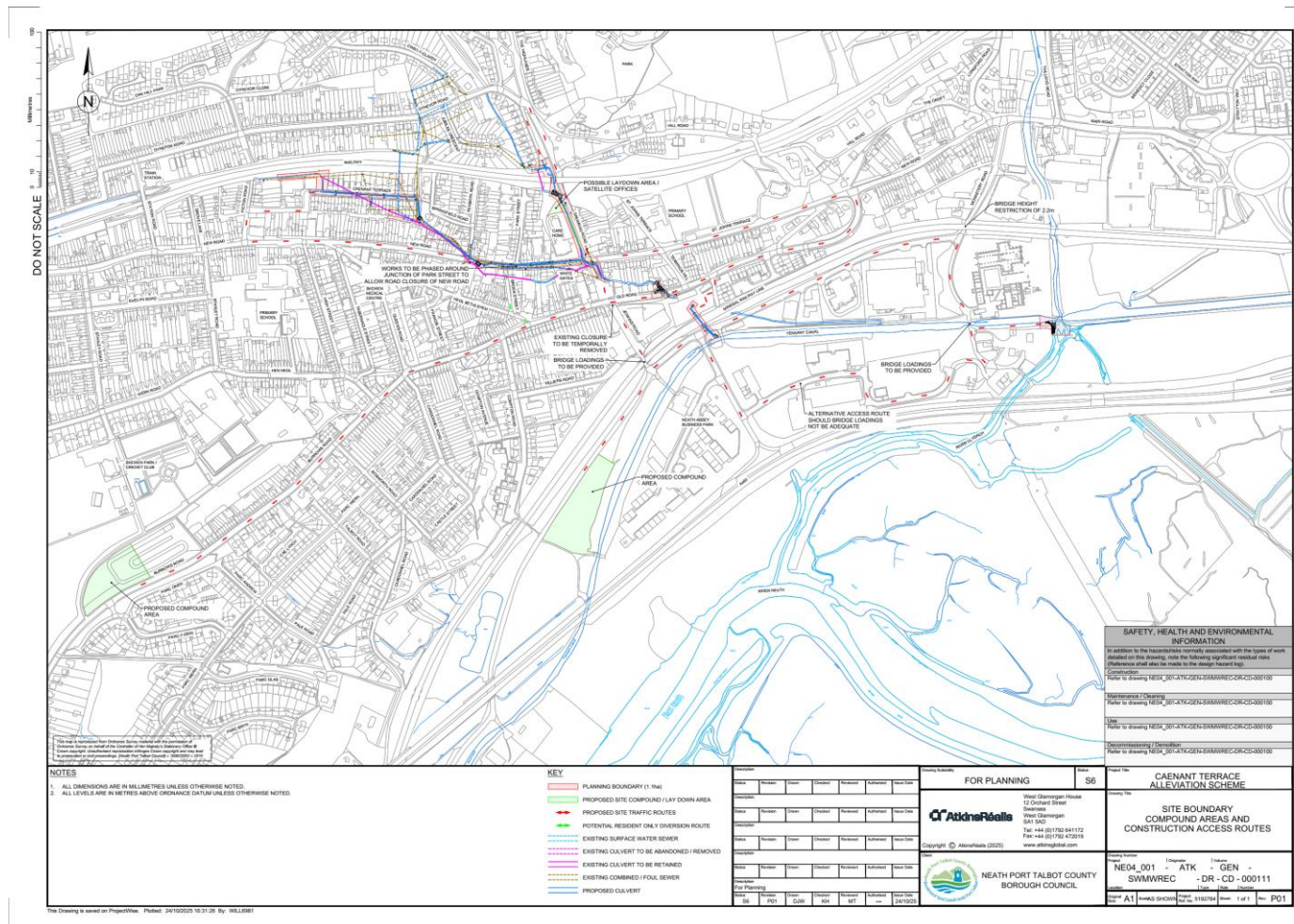


APPENDICES

Appendix A. Public Rights of Way Map



Appendix B. Site Boundary, Compound Areas and Access



NE04_001-ATK-EAC-SWMWREC_RP-LP-000002
Skewen CTMP_Final



AtkinsRéalis



AtkinsRéalis UK Limited

West Glamorgan House
12 Orchard Street
Swansea
SA1 5AD

Tel: +44 (0)1792 641172

Fax: +44 (0)1792 472019

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