

St. Nicholas WWTW Upgrade Traffic management statement

To undertake the upgrade to St Nicholas WwTW there is a need to install a temporary designed access track through the fields off Dyffryn lane to the treatment works location, the reason for this is that the existing public lane servicing the treatment works (Brook Lane) would not be suitable to accept the volume of construction traffic due to it being almost 1mile long with very limited passing places and currently in poor condition.

Brook lane was our original route to site but after reviewing the design and construction program it was evident the lane would not be suitable to service the construction, we did look to have an escort vehicle at the top of the site but there is nowhere on the A48 that we could stop our delivery vehicles to safely chaperone them to the construction site. We looked at various options and a temporary access road became the best option to get to site, various routes were looked at but the access from Dyffryn lane came out to be the best solution as the other routes involved coming off A-Roads into the fields with modifications required to the access points and highway borders.

On reviewing the Dyffryn lane access we highlighted 3 potential access points, all utilising current accesses into the fields, We discounted one of the access points due to the poor visibility and close proximity to a farm access. Of the two potential access points we proposed these to the Vale of Glamorgan highways in early March for discussion and after consultation with them (Peter Coughlan) the current proposal was agreed on, as the alternative was closer to the bend on Dyffryn lane. It was also noted that as we were using an existing access there would be no need for any further licences but if we needed to upgrade the surface to the access we would need to agree with them prior to undertaking the works. Also noted was the access has historic parking issues and we may need to install some signs to ensure the access is kept clear.

The install of the access route will be the first element of the works which will have the initial plant deliveries and then the formation stone for the haul road, during this process the access route will be cleaned periodically by a road sweeper and the access route will be monitored by the site supervisor and additional cleans called in as required, this process will continue through out the life cycle of the construction works. During peak construction times it is anticipated there will be up to 30 HGV lorry movements per day along the route, these will primarily be the disposal of excavated material.

Dyffryn Lane is classified as a type 4 road which has been defined by Vale of Glamorgan street works, the access to Dyffryn lane is off the A48 with the proposed access to the site approx. 900mtrs down the lane. There is clear visibility along the route to the access point with double road width to the first 400mtrs and then clear visibility with an abundance of passing places prior to the access to the fields.

Anticipated Construction Related Traffic Movements

Date (Month)	HGV Movements (per day)	Transit Van Movements (per day)	Car Movements (per day)
Feb 2024	15	8	4
March	15	8	4
April	40	8	10
May	40	8	10
June	40	8	10
July	40	12	10
August	40	12	16
September	15	8	16
October	5	8	16
November	2	8	16
December	2	8	12
January 2025	2	8	12
February	2	8	12
March	2	8	12
April	2	4	10
May	10	4	10
June	10	4	8
July	2	2	4



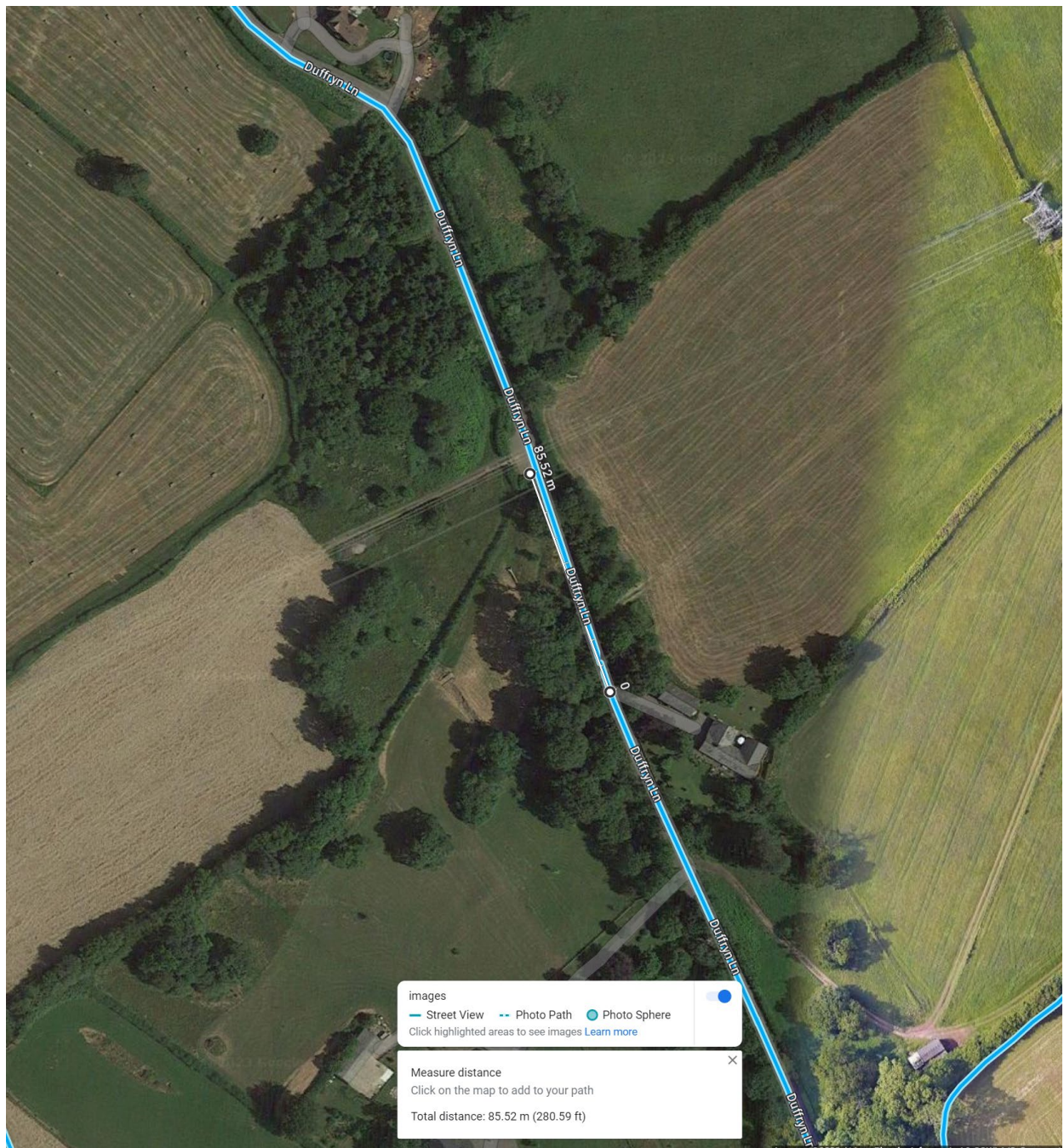
View turning left on Dyffryn Lane from Temp access point(All vehicles will turn left)



Estimated visibility on lefthand turn from access point is 120mtrs



Visibility on the right hand road from the access point on Dyffryn lane approx. 85mtrs as indicated on the below image



images

Street View

Photo Path

Photo Sphere

Click highlighted areas to see images [Learn more](#)

Measure distance

Click on the map to add to your path

Total distance: 85.52 m (280.59 ft)