Appendix 7A
Outline Construction Traffic Management Plan

November 2025

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NGED

UPPER OGMORE GRID CONNECTION

Appendix 7A: Outline Construction Traffic Management Plan

November 2025

Report for

NGED

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1. Introduction

1.1 Background

1.1.1 This Outline Construction Traffic Management Plan (CTMP) has been produced by WSP on behalf of National Grid Energy Distribution (NGED) as part of the Environmental Statement (ES) for the Upper Ogmore Grid Connection Project (herein after referred to as the 'Project' or 'Site) application. The Project will comprise 4.1km of overhead lines (OHL) and 4.9km of underground cabling (UGC) which will provide a connection from the Upper Ogmore Wind Farm and the wider electricity distribution network. The Project is within Bridgend County Borough Council (BCBC) and Neath Port Talbot County Borough Council (NPTCBC).

1.1.2 This Outline CTMP sets out the principles for the management of construction traffic and mitigation requirements to minimise impacts. A full CTMP will be produced and submitted to the relevant local highway authorities (LHAs) (BCBC and NPTCBC) prior to commencement of construction. An Outline Public Rights of Way Management Plan (PRoWMP) has also been produced which deals with impact of the Project on PRoWs. This is provided as **Appendix 7B** of the EIA Report.

1.2 Site Overview

1.2.1 The Site is situated in South Wales, to the south of Coeserw near Maesteg. The Proposed grid connection is approximately 9km, split into the following sections:

- 1.1km western OHL
- 1.7km western UGC
- 3.0km eastern OHL; and
- 3.2km eastern UGC.

1.2.2 The western OHL section predominantly routes through a mix of gorse scrub, modified grassland and upland acidic grassland. The western UGC section routes through built environment following the existing highway network. The eastern OHL and UGC routes through several habitat types.

1.2.3 The Project include a construction compound, located to the west of the A4063 at Croeserw.

1.3 Description of the Project

1.3.1 **Figure 7A.1** provides an overview of the Project's Site boundary, and a description of the construction works is provided below. During the construction phase the Project will have a direct effect on the local road and PRoW network due to construction traffic and where the Project crosses roads and PRoW.

Underground Work

1.3.2 The highway works will be mainly confined to the highways boundary and adhere to standard practice. The exact nature of underground cabling construction works is to be

confirmed between the National Grid Electricity Distribution (NGED) and local highways authority, though an outline is provided below.

1.3.3 Underground cabling work will involve placing cables within ducts; the ducts themselves will be within a trench. An open cut method will be used, where the duct is laid directly into a trench of up to 1.5m depth. The ducts are placed at the bottom of the trench, and the excavation around the cables is then filled with sand before the remaining excavation is backfilled with the excavated material. Cables are jointed at approximately 250m intervals. The joint boxes are generally 1-2m deep and 5m x 3m. Once the cable ducts are laid, the cable will then be pulled through.

1.3.4 The creation of trenches, laying of cable ducts and pulling of cable will be in accordance with NGED (2021) Standard Technique: CA6A/736[1].

Overhead Line Work

1.3.5 The exact nature of OHL construction works is to be confirmed between NGED and the local authorities, though an outline is provided below.

1.3.6 An OHL would be carried on wooden H-poles, consisting of two single wooden poles (most likely Scots Pine) joined by a crossarm with bracing. At the termination points only, two sets of H-poles will be located side-by-side. Terminal ends may be located at the start and end of the underground section of the connection.

1.3.7 Whilst the intention is for the route to be as straight as possible, there will be some deviation to avoid environmental features, such as trees. At points of deviation, angle poles will be used; these are likely to be H-pole structures. In all locations where the line deviates, there will be the requirement to provide cable stays to the poles. The poles are not typically stayed, and do not require concrete foundations. However, pre-cast kicking blocks will be installed below ground, to provide the poles with adequate structural support.

1.3.8 The height of the wooden poles will mostly be 12m above ground level, with a maximum height not exceeding 15m above ground. An assumed minimum clearance to trees from the conductors is 4m from the nearest part of the tree.

1.3.9 The poles are designed to carry the conductor wires. It is currently proposed to install a single circuit made up of one conductor per phase. Telemetry and monitoring capabilities, such as fault detection, will be provided by a microwave link. The poles will carry the cross arms onto which the insulators are attached. Poplar conductor wire will be used for all the OHL sections. Span length between poles will be between 90m to 130m. The actual span between poles will be influenced by topography and the surrounding environment.

1.3.10 The construction and maintenance of OHL will be in accordance with NGED (2024) Policy Document: OH6/427[2].

Project Programme

1.3.11 It is currently anticipated that construction works will begin in September 2028 and will take approximately nine months to complete. The works will mainly take place between 07:00 to 19:00 hours on weekdays and 07:00 to 13:00 on Saturdays. In exceptions, there

[1] NGED (2021) Standard Technique: CA6A/7, Relating to the Installation of Underground Cables. Available at: https://www.nationalgrid.co.uk/documents/tech-info/underground-cable-construction/66000-volt

[2] NGED (2024) Policy Document: OH6/4, Construction, Maintenance and Replacement of Low Voltage Overhead Services. Available at: https://www.nationalgrid.co.uk/documents/tech-info/overhead-construction

may be a requirement for a 7-day work week. This would be agreed with the local council as appropriate.

1.4 Scope and Objectives of the CTMP

1.4.1 This Outline CTMP sets out the likely measures required to manage construction traffic to support the successful and safe construction of the Project.

1.4.2 As set out in **Chapter 7: Traffic and Transport** of the EIA Report, construction traffic is expected to have a minimal impact on the Local Road Network (LRN) (roads maintained by the LHA) throughout the construction period. However, the management, strategy and mitigation measures contained within this document have been developed to ensure that the impact of construction traffic on existing users of the public highway network is minimised.

1.4.3 Construction traffic is expected to comprise of mainly heavy goods vehicles (HGV also referred to as heavy vehicles (HVs)) with some light vehicles (LV) traffic. This Outline CTMP will provide the basis for management and mitigation to minimise the impact of the Project's construction vehicles. It will be updated into a full CTMP, and submitted for approval with the relevant LHAs, once the contractor has been appointed and further construction details are known and prior to the commencement of construction.

1.4.4 The use of private vehicles (cars, small vans etc.) for the purposes of getting construction worker to and from site is considered insignificant in terms of an increase in volume for a project of this scale but is also extremely difficult to forecast as the home or temporary location for these workers is not known and is likely to vary through the different stages of the project. Sharing of vehicles and the use of minibuses will be promoted and adopted where practicable.

1.4.5 The objectives of the CTMP are summarised as follows:

- Ensure that movements of people and materials are achieved in a safe, efficient, timely and sustainable manner.
- Minimise construction trips where possible and minimise construction traffic during network peaks, or other sensitive times, to reduce the impact on the highway network during busy periods.
- Minimise traffic and transport impacts including the impact and disruption to the local communities and tourists and on the Strategic Road Network (SRN) (roads maintained by the Welsh Government) and the LRN.
- Ensure the continued monitoring, review and subsequent improvement of the CTMP and mitigation measures.

1.5 Consultation

1.5.1 A CTMP is a live document which will be reviewed and updated as required as the Project progresses. This may include changes based on: further consultation; detailed design information and other changes to the Project that will affect the construction traffic routeing or construction traffic generation. It is anticipated that this Outline CTMP will be updated into a full CTMP and will be provided to the relevant LHAs to approve prior to construction.

1.5.2 Any further updates of the CTMP will be provided, by the planning authorities (BCBC and NPTCBC) as required.

1.6 CTMP Structure

1.6.1 The remainder of this Outline CTMP is structured as follows:

- **Section 2** summarises relevant policies and procedure;
- **Section 3** sets out details regarding the Project construction traffic and highways works;
- **Section 4** sets out the roles and management structure for the CTMP;
- **Section 5** outlines likely mitigation measures; and
- **Section 6** presents a monitoring and review strategy.

2. Policies and Procedures

2.1 Introduction

2.1.1 The CTMP will comply with the policies and procedures set out by the LHA for any traffic management works on the public highway.

2.2 Normal Loads

2.2.1 The co-ordination and notification of accommodation works, traffic controls and temporary road closures is covered under the New Roads and Street Works Act of 1991. The Code of Practice for the Coordination of Street and Road Works (updated 2023) is based on this Act and sets out that at least three months' notice will be required for temporary road closures and traffic management procedures. This will allow the highway authority sufficient time to advertise and process the appropriate orders and notify the emergency services and other traffic authorities.

2.2.2 The full CTMP will set out the works required for the construction of the Project and the contractor will comply with the LHA procedures regarding traffic management and accommodation works.

2.3 Abnormal Loads

2.3.1 There are no requirements for the use of Abnormal Indivisible Loads (AILs) on the Project. However, should it be determined that the use of AILs is necessary for any element of the construction of the Project actions should be taken including but not limited to the following:

- A review of current procedures for the movement of abnormal loads by road, and sources for further information and formal notifications. This must be undertaken prior to the movement of AILs to ensure that the correct procedures are followed and approvals obtained;
- Appropriate assessment of proposed transport route for AIL deliveries to the Site; and
- Early and continuous communication with the required stakeholders including the police and LHAs, to notify of the intention to transport an Abnormal Load and determine any mitigation measures including but not limited to escort vehicles.

2.3.2 The approved haulage contractor will be required to consult with the appropriate authorities to ensure that all relevant permissions are obtained prior to the transportation of any abnormal loads. The responsibility for ensuring that a route is suitable for the transportation of abnormal loads and ensuring the correct notifications are given rests with the haulier.

3. Project Construction Traffic, Highways Works and Crossings

3.1 Construction Traffic Generation

3.1.1 **Chapter 7:** Traffic and Transport of the EIA Report sets out in detail the assumed traffic generation for the Project.

3.1.2 Construction traffic will consist of HGVs and LVs which will route to/from the Project construction compound and to/from the other Project access points, with some inter-site movements along the OHL and UGC corridor.

3.1.3 The anticipated types of vehicle for use during the construction phase will include:

- LVs – minibus, car, transit type van, 4 x 4, towed elements, mini HIAB, tractor, excavator, all-terrain vehicles.
- HVs – crane, concrete mixers, truck with HIAB, flatbed HGVs and articulated HGV.

3.2 Construction Traffic Routing Strategy

3.2.1 The proposed construction traffic routes are shown in **Figure 7A.1**. The proposed construction traffic route consists of the following:

- Primary access route to the Project – the route proposed to be used by all construction traffic routing from the motorway network to the Project Site via: M4 Junction 43 – A465 – A4061 – A4017 – Upper Ogmore Wind Farm access track.
- Secondary access route to the Project – the routes proposed to be used by Project construction traffic to access the construction compound and other Project access points:
  - A4017 – A4063 – construction compound
  - A4017 – A4063 – Nantyffyllon Terrace – Kings Terrace
  - A4017 – A4063 – Brynheulog Road – Pen-Y-Mynydd – Bryn Coed

3.2.2 From the LRN, access to the Project will be taken from various access tracks; those currently anticipated to be used are shown in Figure 7A.1. A key access track for the Project is the Upper Ogmore Wind Farm access track accessed from the A4107.

3.2.3 It is anticipated that Project construction vehicles will route on this road network between:

- The SRN M4 and the temporary construction compound;
- The SRN M4 and the other access points along the corridor; and
- The temporary construction compound and the access points along the corridor.

3.2.4 Due to highways constraints, Project construction traffic will not be routed south from the A4107 on the A4061.

3.3 Highways Works

3.3.1 In addition to impacts relating to construction traffic movements the Project will impact on the LRN through highways works relating to the construction of the UGC element of the Project. The exact nature of underground cabling construction works is to be confirmed between NGED and LHAs.

3.3.2 NGED will agree either a road closure with the LHA and/or implement appropriate traffic management measures for the works associated with the highways. It is not anticipated that any full road closures will be required.

3.4 Project Crossings

3.4.1 The Project route does not cross any navigable waterways or public railway lines.

3.4.2 The OHL route does not cross any adopted highways/ sections of the LRN. The Project does cross access tracks that are not adopted highways/ sections of the LRN and utilises access tracks as construction routes.

3.4.3 The Outline PRoWMP sets out the locations of all PRoW that could be affected by the Project and the principles for the management of the construction of the Project to minimise the impacts for the users of the PRoW, and Open Access Land (OAL).

4. Responsibilities and Management Structure

4.1 CTMP Responsibilities

4.1.1 This section outlines the proposed roles and responsibilities for implementing the CTMP during the construction of the Project. It is important that a strong management structure is in place to ensure the CTMP objectives are met and that continued monitoring and review of the CTMP is maintained. The finalised information will be provided to the relevant LHAs once finalised, likely within the final CTMP which will be submitted to the LHAs.

4.2 The Transport Co-ordinator

4.2.1 The Main Works Contractor will act in the role of Transport Co-ordinator (TCO) for the purpose of overseeing and implementing the full CTMP. The TCO will be in place prior to the commencement of the works and will have transport related responsibilities including:

- Ensuring the CTMP is implemented by the relevant and responsible parties;
- Liaising with LHA and the Welsh Government, as relevant; and
- Resolving issues and problems, and implementing agreed mitigation measures, through the liaison with relevant stakeholders and the client.

4.3 All Site-based Staff

4.3.1 In addition to any specific duties assigned by the TCO, all site-based staff shall be trained to:

- Ensure familiarity with the themes and requirements of the CTMP that relate to the activities they are directly involved with;
- Monitor and encourage colleagues to ensure compliance with the environmental requirements of the CTMP and intervene or request supervisory/HSE office intervention if environmentally damaging activities or actions that are non-compliant with any Project construction traffic are witnessed; and
- Report any environmental incidents or concerns to the appropriate line manager.

4.4 Sub-contractors

4.4.1 Any sub-contractors will be provided with copies of the CTMP by the TCO and will comply with it in full. Specifically, they shall:

- Ensure the nominated sub-contractor HSE Manager is fully familiar with the requirements and manages their implementation;
- Report directly to the TCO for all CTMP related issues;
- Comply with the responsibilities;

- Advise the TCO of any activity or the need to deviate from any requirement within this CTMP; and
- Liaise with the TCO on a regular basis to ensure any changes in scope that have environmental implications, or new environmental requirements are accounted for and managed.

5. Mitigation Measures

5.1 Introduction

5.1.1 To minimise the impact of construction traffic on the LRN and local communities a number of mitigation measures will be developed to manage construction traffic.

5.1.2 This section of the Outline CTMP sets out likely mitigation measures to minimise the impact of construction traffic. It is anticipated that detailed mitigation measures will be set out within the full CTMP at the appropriate time prior to construction commencement.

5.1.3 As previously identified, mitigation measures specific to PRoW will be set out in a PRoWMP which is provided as **Appendix 7B** of the EIA Report.

5.1.4 Mitigation measures which are additional to those listed this section include the routing strategy set out in **Section 3.**

5.2 Working Hours

5.2.1 Construction activities will occur within standard working hours, to be defined within the full CTMP, but likely to be between 07:00 to 19:00 hours on weekdays and 07:00 to 13:00 on Saturdays with the potential need for some extended working hours for certain activities subject to relevant agreements or for emergency works.

5.3 Escort Vehicles

5.3.1 As set out in **Section 2.3**, no AIL movements are anticipated as part of the Project. However, the transport of some elements of the Project, namely the OHL terminal poles may be accompanied by escort vehicles, should this be deemed necessary.

5.4 Timing of Movements

5.4.1 HGV movements to/from the Site and inter-Site will occur throughout the day during the construction hours. As set out in Chapter 7 of the EIA, the number of HGVs will be low and not expected to have a significant impact. If required by the LHAs in the interests of road safety or sensitive receptors such as schools, timing restrictions could be considered whereby vehicles will not be able to gain access into the proposed work area or depart from the proposed work area at certain times of the day. This may include, for example, peak congestion times on the LRN and local school drop off/pick up times where practical.

5.5 Temporary Traffic Signage

5.5.1 Temporary signage will be erected on the construction traffic route, where required to provide directional routing information for construction vehicle drivers.

5.5.2 Temporary signage will be placed in the vicinity of the Site accesses to warn other road users of the likely presence of construction vehicles. Temporary signage will be installed in accordance with Chapter 8 of the Traffic Signs Regulations and General Directives (TSRGD) and in agreement with LHAs.

5.5.3 If required, measures would be implemented at Site access points to ensure the Site accesses remains clear, such as the use of qualified personnel (banksperson) with appropriate street works licences in place. This will provide efficient vehicular access to the Site and avoid vehicles blocking back onto the public carriageway.

5.6 Wheel/Street Cleaning

5.6.1 If required wheel wash cleaning stations may be provided at Project access points to minimise the potential for mud and dirt to be transferred to the LRN.

5.6.2 Transfer of on-site debris onto the LRN will be monitored. If issues are identified with the transfer of site material onto the highway, then mechanical road sweeping will be engaged to remove this, where it is clearly linked to the Project.

5.7 Construction Information Packs and Communications

5.7.1 Information packs will be provided to all contractors/site staff which will form part of the contractual agreement between the contractors and the client. The information pack will contain the details of the CTMP requirements including:

- Construction traffic routes that have been identified and agreed with the LHA along with pertinent information regarding the highways;
- Non-compliance procedure including enforcement and corrective measures, as set out in **Section 6**;
- Complaints procedure;
- CTMP protocols and Code of Good Practice;
- Guidance on standard communication procedures between contractors and site; and
- CTMP contacts (emergency and non-emergency).

5.7.2 Information packs will be shared with the LHA ahead of any construction works.

5.8 Road Condition Surveys

5.8.1 To establish if there is any damage to the roads along the construction vehicle route caused as a result of construction traffic movements, a road condition survey will be undertaken at locations agreed with the LHAs prior to construction.

5.8.2 To ensure any damage to the highway is attributable to Project construction traffic rather than general wear and tear, surveys will be taken at intervals throughout the construction period to the satisfaction of the LHA, at the agreed locations established in the initial survey.

5.8.3 A final survey will be undertaken post construction which will be compared to the original survey and surveys undertaken during the construction period. The outcome of which will be to identify areas where there has been a deterioration to the road surface and or edge which can be attributed to the Project construction traffic. This will be used to design a scheme that returns the road to its original state should such action be necessary. Consideration will need to be given to any other construction work in the study area which have vehicles using the routes.

5.8.4 An appropriate method will be identified for the process of the road condition surveys.

5.9 Temporary Traffic Management and Off-Site Works

5.9.1 As set out previously, there will be highways works as part of the Project relating to the UGC. For the highways works the client will agree appropriate traffic management measures in agreement with the LHA. The agreed mitigation will be detailed within the final CTMP.

5.9.2 In the event that additional traffic management measures are proposed, for example at Site access points, these will be agreed with the LHA prior to construction and prior to the traffic management being implemented.

5.9.3 There may be a requirement for off-site works along the construction traffic routes to ensure safe and efficient construction traffic movements. The need for off-site works will be discussed with the LHA and detailed proposals set out within the full CTMP for approval.

5.9.4 There are interactions between the Project and PRoWs. Mitigation measures for interactions with the PRoW network are outlined in the Outline PRoWMP accompanying the ES. The form of mitigation measures will be agreed, via the final PRoWMP, with the relevant LHA to ensure sufficient protection and safety.

5.10 Traffic Diversions

5.10.1 It is not anticipated that any full road closures will be required for the Project. However, should it be the case that it is agreed with the LHA that a full road closure is any traffic diversions be required for the Project construction, these will be consulted on and agreed with the LHA.

5.11 Sustainable Travel

5.11.1 Contractors will be encouraged to minimise the impact of workforce travel by considering and promoting alternative modes of transport to the Site. Due to the rural location of the Site and nature of the Project it is anticipated that sustainable travel will be best achieved through the promotion of car sharing/minibus use.

6. Monitoring and Review

6.1 Introduction

6.1.1 This section sets out the likely monitoring and review strategy for the CTMP, along with mechanisms for failure to comply with the requirements of the CTMP.

6.2 Monitoring and Review Strategy

6.2.1 The TCO will undertake monitoring as necessary to ensure compliance with the requirements of the CTMP and this will include the maintenance of records and traffic management measures.

6.2.2 The client will ensure that a suitable, qualified, member of staff is employed to conduct surveys and monitor construction vehicle activity at specific locations along the construction route network to ensure adherence to the CTMP. This will include the monitoring of construction vehicles on the LRN and speed enforcement monitoring.

6.2.3 The TCO will monitor and review the CTMP. These reviews are required to ensure that the CTMP delivers on the commitments and achieves the agreed goals as set out in the CTMP document.

6.3 Compliance

6.3.1 As part of the CTMP, a series of mechanisms will be established to provide all parties with a clear understanding of the enforcement procedures that will be applied if the requirements contained within the CTMP are not achieved. It is anticipated that these mechanisms will be determined at a later stage but are likely to include:

- Risk Assessment Method Statement (RAMS) procedures – the contractor, through the TCO, will implement the CTMP, adhere to the requirements and meet the goals through management practices. This will include site inductions for contractors, briefing on the obligations of standards, induction and adherence to RAMS procedures, Delivery Management System (DMS) briefing, driver inductions and compliance guidance;
- Contractual conditions – to be employed as part of the CTMP compliance methodology and will be built into the contractors' contract, this will be subject to a performance review by the client; and
- Actions – to be employed if the commitments of the CTMP are breached.

6.4 Enforcement and Corrective Measures

6.4.1 The TCO will ensure that appropriate measures are taken to ensure that contractor behaviour and performance is monitored and where appropriate, corrective measures are taken to resolve, redress and enhance service performance which is in breach of the standards within the CTMP.