

**Creag Dhubh to Inveraray 275 kV OHL  
Connection Environmental Impact  
Assessment  
Volume 4 | Technical Appendix 12.1  
Transport Assessment**

**August 2022**





P e l l F r i s c h m a n n

Creag Dhubh to Inveraray 275 kV Overhead  
Line (LT000194)

Transport Assessment

August 2022

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# 1 Introduction

## 1.1 Purpose of the Report

Pell Frischmann (PF) has been commissioned by Ramboll UK Ltd. to undertake a Transport Assessment (TA) for the proposed Creag Dhubh to Inveraray 275 kV Overhead Line, on behalf of Scottish and Southern Electricity Networks (SSEN) Transmission.

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The report identifies the key transport and access issues associated with the Proposed Development. The TA identifies where the Proposed Development may require mitigation works to accommodate the predicted traffic; however, the detailed design of these remedial works is beyond the agreed scope of this report.

## 1.2 Report Structure

Following this introduction, the TA report is structured as follows:

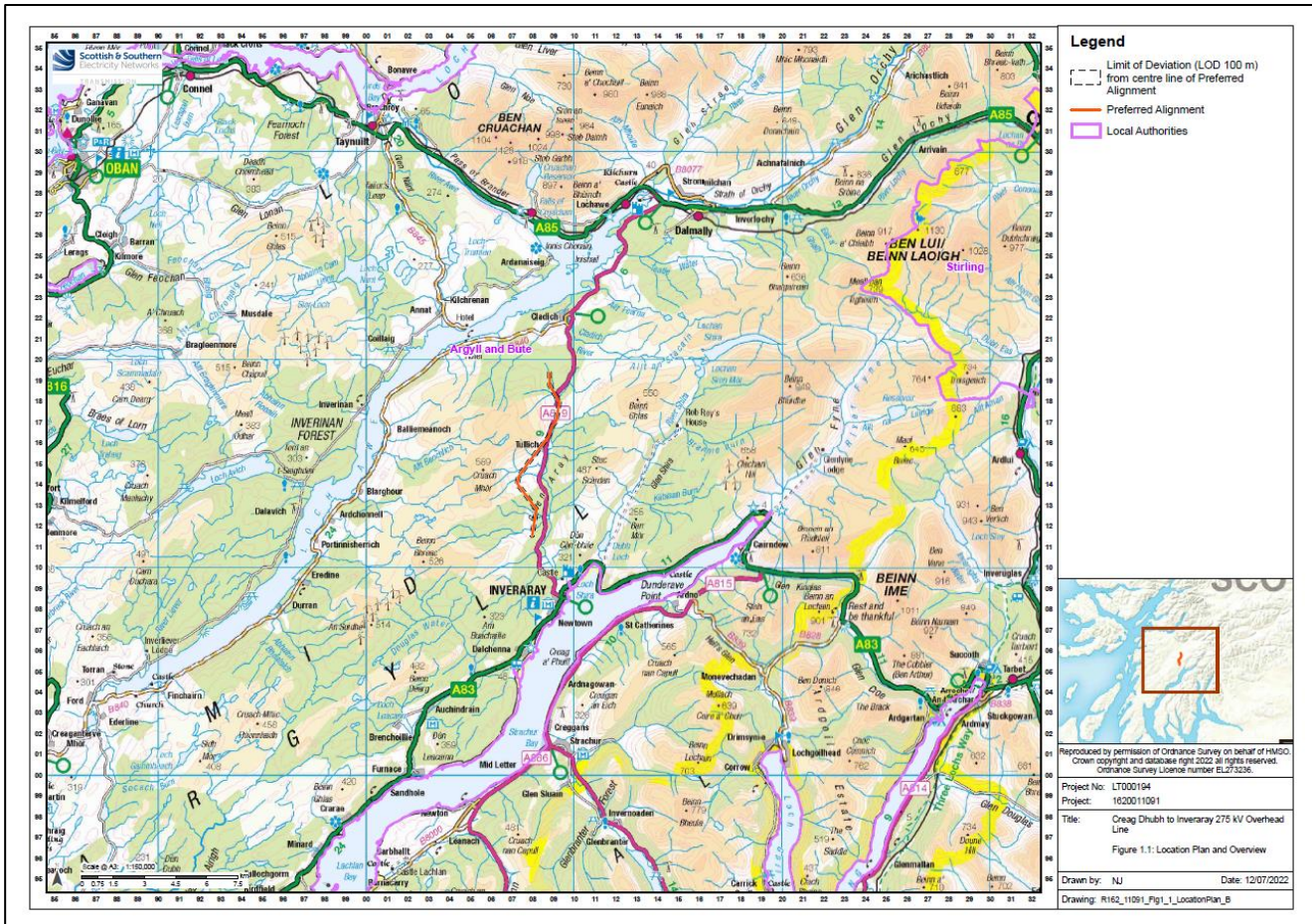
- Chapter Two describes the Proposed Development;
- Chapter Three reviews the relevant transport and planning policies;
- Chapter Four sets out the methodology used within this assessment;
- Chapter Five describes the baseline transport conditions;
- Chapter Six describes the trip generation and distribution of traffic in the Study Area;
- Chapter Seven summarises the traffic impact assessment;
- Chapter Eight considers mitigation proposals for development related traffic within the study network; and
- Chapter Nine summarises the findings of the TA and outlines the key conclusions.

## 2 Proposed Development

### 2.1 Site Location

The Proposed Development is located to the north of Inveraray, within Argyll and Bute Council area. The location of the proposed alignment forming part of the Proposed Development is presented in **Figure 1** below.

**Figure 1 Location Plan (courtesy of SSEN Transmission)**



### 2.2 Proposed Development

The Proposed Development will comprise of the following:

- A 9 km double circuit 275 kV OHL, supported by steel lattice towers between a proposed substation at Creag Dhubh (subject to a separate planning application) and the recently constructed Inveraray-Crossaig 275 kV capable OHL circuit;
- A connection involving the proposed OHL being connected to the recently constructed Inveraray-Crossaig OHL, via a new tower; and
- Ancillary works for the construction and maintenance of the OHL, including:
  - Vegetation management including tree felling to create a safe operational corridor for construction and operation;
  - temporary OHL diversions to reduce circuit outages during the works;
  - the formation of bellmouths at public road access points;
  - construction of new temporary and permanent construction (stone) access tracks and the upgrade of existing tracks;



- tower working areas, crane pads and winching positions; and
- road and other infrastructure (bridges, culverts etc.) alterations.

The Proposed Development will not have a fixed operational life, however, it is assumed that the Proposed Development will be operational for 50 years or more.

## 3 Transport Policy Review

### 3.1 Introduction

This chapter of the report provides an overview of the relevant national and local transport planning policy and guidance.

### 3.2 National Policy

#### 3.2.1 Scottish Planning Policy (2014)

The purpose of the Scottish Planning Policy (SPP) is to set out national planning policies which reflect Scottish Ministers' priorities for operation of the planning system and for the development and use of land. The SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances. It directly relates to:

- The preparation of development plans;
- The design of development, from initial concept through to delivery; and
- The determination of planning applications and appeals.

The SPP was developed to set out the national planning policies which demonstrates the priorities of Scottish Ministers' for the operation of the planning system as well as for the development and use of land. The document notes that:

*“Where a new development or a change of use is likely to generate a significant increase in the number of trips, a transport assessment should be carried out. This should identify any potential cumulative effects which need to be addressed.”*

In relation to the construction of new developments, the SPP notes:

*“Consideration should be given to appropriate planning restrictions on construction and operation related transport modes when granting planning permission, especially where bulk material movements are expected, for example freight from extraction operations.”*

### 3.3 Local Policy

#### 3.3.1 Argyll and Buter Local Development Plan (2015)

Argyll and Bute Local Development Plan (LDP) was adopted in 2015 and is established planning policy for Argyll and Bute.

With regards to the Proposed Development, Policy LDP 11 – Improving our Connectivity and Infrastructure states that:

*“Argyll and Bute Council will support all development proposals that seek to maintain and improve our internal and external connectivity and make best use of our existing infrastructure by ensuring that:*

- *rights of way and public access are safeguarded; and*
- *the location and design of new infrastructure is appropriate.*

### 3.4 Guidance

#### 3.4.1 Planning Advice Note 75 (2005)

Planning Advice Note (PAN) 75: Planning for Transport provides advice on the requirements for Transport Assessments. The document notes that:

*“... transport assessment to be produced for significant travel generating developments. Transport Assessment is a tool that enables delivery of policy aiming to integrate transport and land use planning.”*

*“All planning applications that involve the generation of person trips should provide information which covers the transport implications of the development. The level of detail will be proportionate to the complexity and scale of the impact of the proposal...For smaller developments the information on transport implications will enable local authorities to monitor potential cumulative impact and for larger developments it will form part of a scoping exercise for a full transport assessment. Development applications will therefore be assessed by relevant parties at levels of detail corresponding to their potential impact.”*

### 3.4.2 Transport Assessment Guidance (2012)

Transport Scotland's (TS) Transport Assessment Guidance was published in 2012. It aims to assist in the preparation of Transport Assessments (TA) for development proposals in Scotland such that the likely transport impacts can be identified and dealt with as early as possible in the planning process. The document sets out requirements according to the scale of development being proposed.

The document notes that a TA will be required where a development is likely to have significant transport impacts but that the specific scope and contents of a TA will vary for developments, depending on location, scale and type of development.

## 3.5 Policy Summary

The Proposed Development can align with the stated policy objectives and the design of the Site and proposed mitigation measures will ensure compliance with national and local objectives.

## 4 Study Methodology

### 4.1 Introduction

There are three phases of the life of the Proposed Development. All three phases have been considered in this assessment and are as follows:

- The Construction Phase;
- The Operational Phase; and
- The Decommissioning Phase.

### 4.2 Project Phases – Transport Overview

Of the three aforementioned phases, the construction phase is considered to have the greatest impact in terms of transport. Construction plant and materials will be transported to Site, potentially having a significant increase in traffic on the study network.

Once operational, it is envisaged that the level of traffic associated with the Proposed Development would be minimal. Regular maintenance visits would be made using 4x4 vehicles. It is considered that the effects of operational traffic would be negligible.

The traffic generation levels associated with the decommissioning phase will be less than those associated with the development phase as some elements, such as access roads, would be left in place on the Site. As such, the construction phase is considered the worst case assessment to review the impact on the Study Area.

It should be noted however that the construction effects are short lived and transitory in nature.

### 4.3 Scoping Discussion

The Applicant submitted a request for a Scoping Opinion to the Scottish Ministers in respect of the Environmental Impact Assessment (EIA) which included a section considering traffic and transport. A full review of that Scoping Opinion and other correspondence relating to the scope of the study is provided in the Traffic and Transport Chapter of the EIA Report (**EIAR Volume 2: Chapter 12: Traffic and Transport**).

## 5 Baseline Conditions

### 5.1 Access Arrangements

Access to the construction works will be taken from four locations along the A819. The locations of these are illustrated in **Appendix A**.

The access points will be designed in accordance with Argyll & Bute Council (ABC) standards and will feature compliant visibility splays in both directions. All four access points will be retained as permanent following the completion of construction works.

### 5.2 Study Area Determination

Consultation was undertaken during the scoping with ABC and TS transport officers in order to establish a suitable study network for the assessment. The Study Area includes local roads that are likely to experience increased traffic flows associated with the Proposed Development. The geographic scope was determined through a review of Ordnance Survey (OS) plans and an assessment of the potential origin locations of construction staff and supply locations for construction materials.

Strategic access to the Proposed Development is available from the A83(T) via the A819.

The Study Area for this assessment is as follows:

- The A83(T), between Inveraray and Ardenavan;
- The A83(T), between Inveraray and Furnace; and
- The A819, between Inveraray and Cladich.

The Study Area network is illustrated in **Figure 2**.

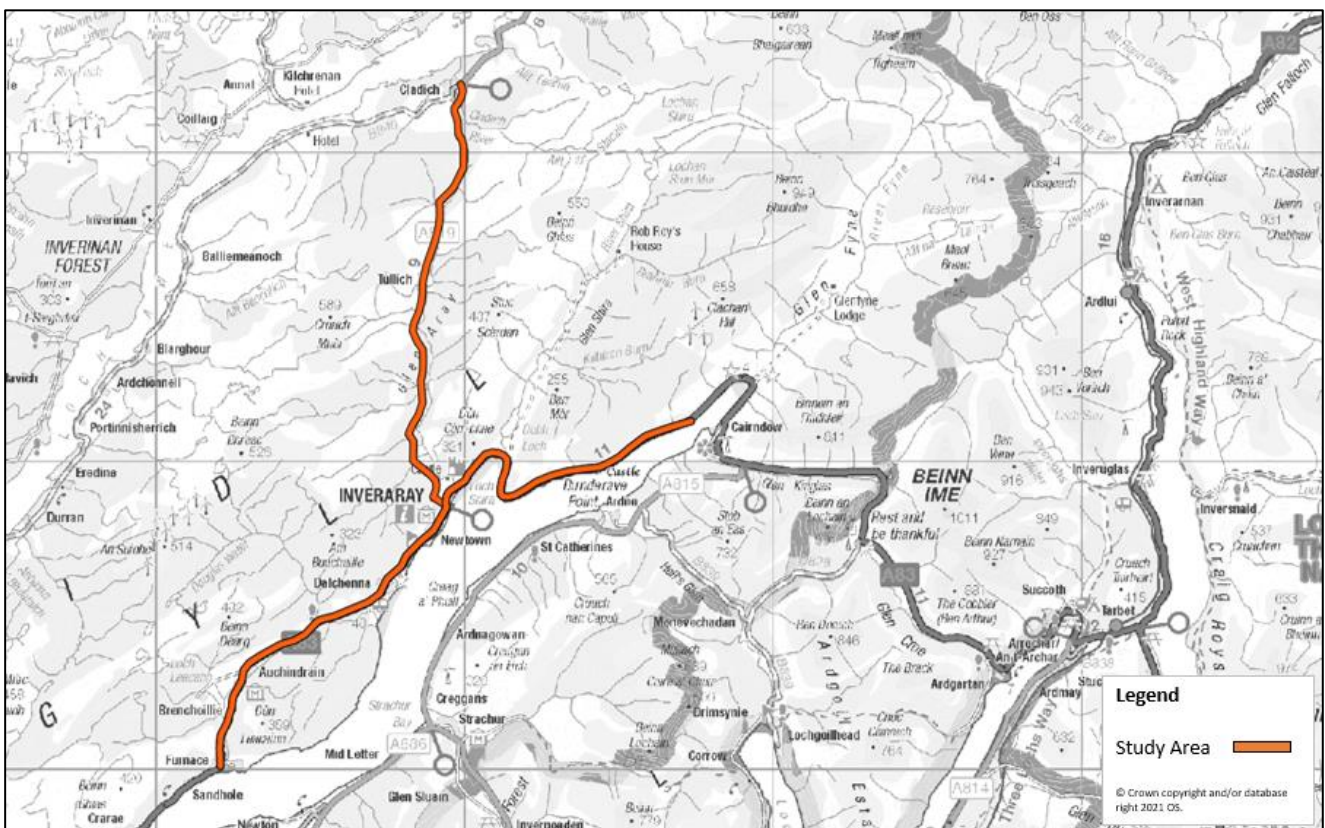


Figure 2 Study Area

### 5.3 Pedestrian and Cyclist Networks

Along the A83(T), within the town of Inveraray, the footway network appears to be in good condition and up to standard. There is a footway located along the A819 which provides a connection to dwellings and businesses located in the northern part of Inveraray town. These footways do not appear to meet standards in terms of width.

A review of Argyll and Bute Paths Map (<https://argyll-bute.maps.arcgis.com/apps/webappviewer/>) indicates that there are no core paths located along the Proposed Development. There are, however, a network of core paths which are located along or intersect with roads within the Study Area, these are as follows:

- C201 – Dun Na Cuaiche, Inveraray is approximately 3.1 km in length and comprises a stone track which is not waymarked. The core path crosses the A813 to connect to C203;
- C203 (b) - Bealach an Fhuarain, Inveraray (circular) which comprises 1.5 km of a stone track connecting to the A819 which is not waymarked;
- C203 (c) - Bealach an Fhuarain, Inveraray (circular) which comprises 0.2 km of a footway along the A819, near the A819 / A83(T) priority junction;
- C203 (d) - Bealach an Fhuarain, Inveraray (circular) which comprises 0.7 km of a footway through a public car park;
- C199 (e) - Furnace to Inveraray via Kenmore which is 1.5 km in length comprising of a stone track and links to the A83(T) to the south of Auchnabreac;
- C206(d) - Leacainn Walk Furnace is a 3.6 km path comprising a combination of stone track, trod earth and grass. This core path crosses the A83(T), to the southwest of Auchinfrain Museum and connects to C206 (c), which is 0.2 km in length. There are no formal crossing facilities located where the core path crosses the A83(T); and
- C206 (a) – Leacainn Walk Furnace is a 3.7 km path which crosses A83(T), to the west of Furnace and connects to C206 (e), which is 0.5 km in length. There are no crossing facilities located at the A83(T) crossing point.

A review of the National Cycle Network map (<https://www.sustrans.org.uk/national-cycle-network>) indicates that there are no National Cycle Routes along the A819 or A83(T) within the Study Area.

### 5.4 Road Access

The A819 is a single carriageway which is generally bound by trees and is maintained by ABC. The A819 is generally subject to the national speed limit, however, this is reduced upon entering Inveraray.

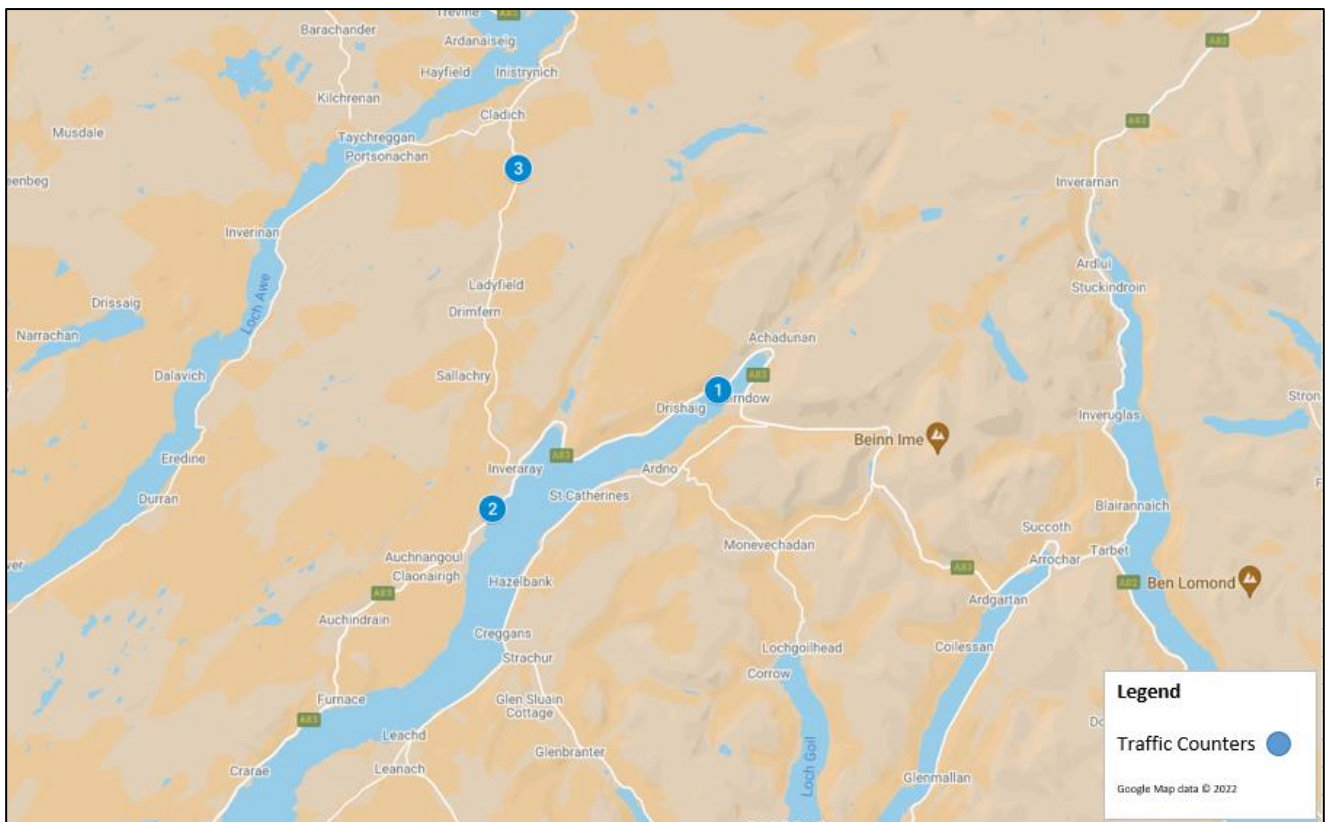
The A83(T) is a trunk road which is a single carriageway and is maintained by Bear Scotland. The A83(T) is generally subject to the national speed limit, this reduces going through towns and villages.

### 5.5 Exiting Traffic Conditions

In order to assess the impact of development traffic on the Study Area, traffic data was obtained from existing traffic sources from the UK Department for Transport (DfT) database. The locations for the DfT traffic survey sites are as follows:

1. A83(T), to the east of Inveraray (Site Ref 50771)
2. A83(T), to the south west of Inveraray (Site Ref 10765); and
3. A819 to the south of Cladich (Site Ref 30927).

The locations of the traffic survey sites are shown in **Figure 3**.



**Figure 3 Traffic Count Locations**

These sites were identified as being areas where sensitive receptors on the access route would be located. A full receptor sensitivity and effect review is prepared in EIAR Volume 2: Chapter 12.

The traffic counters allowed the traffic flows to be split into vehicle classes and the data has been summarised into cars / light good vehicles (LGVs) and heavy goods vehicles (HGVs) (all goods vehicles >3.5 tonnes gross maximum weight).

Traffic count data for 2019 was obtained from the count site information, as this traffic data remains unaffected by the travel restrictions associated with the COVID-19 pandemic. A National Road Traffic Forecast (NRTF) low growth factor of 1.022 was applied to the 2019 flows to forecast 2022 flows.

**Table 1** summarises the 24-hour average daily traffic data forecast at the count sites.

**Table 1 24-hour Average Daily Traffic Data (2022)**

No.	Survey Location	Cars & Lights	HGV	Total
1	A83(T), to the east of Inveraray	5,518	646	6,164
2	A83(T), to the south west of Inveraray	2,883	317	3,200
3	A819 to the south of Cladich	1,312	141	1,453

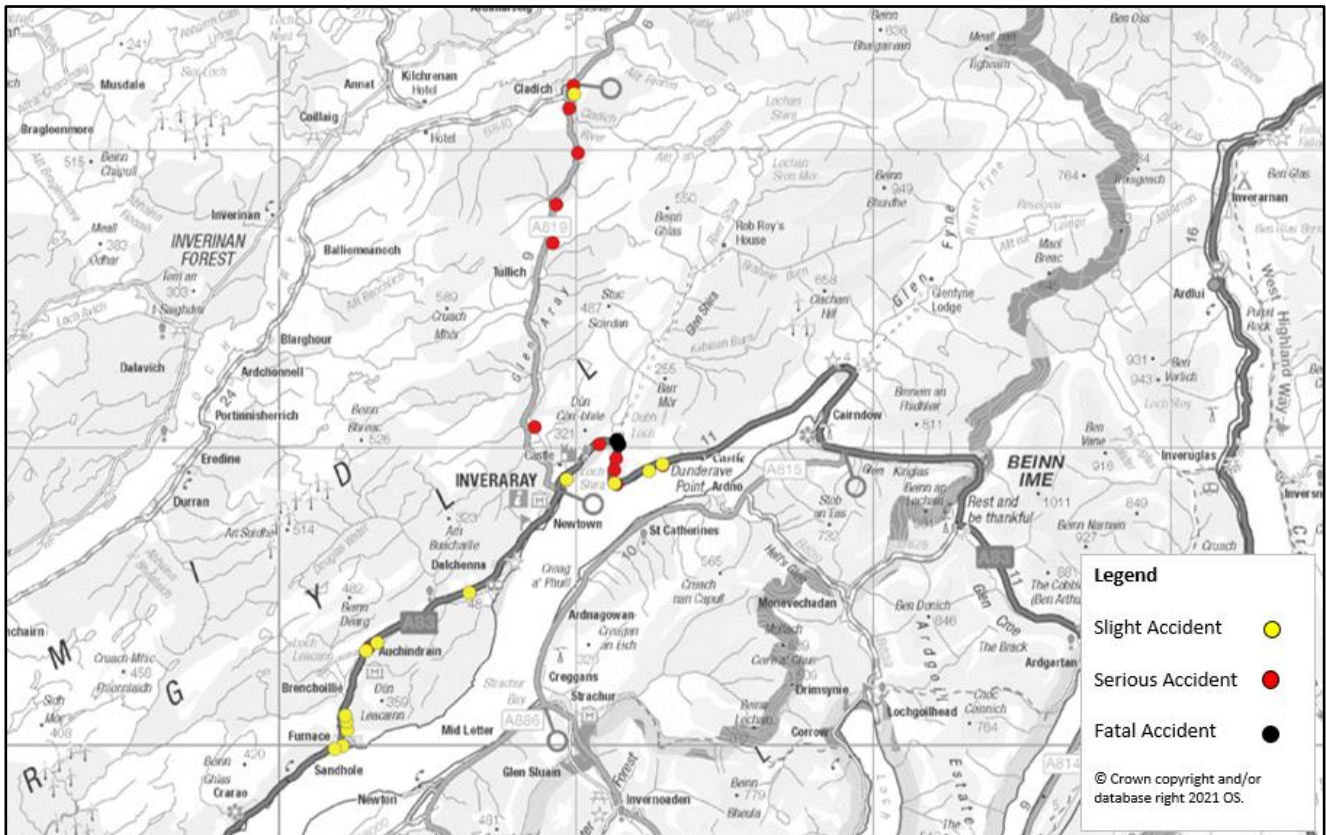
Variances may occur due to rounding

## 5.6 Accident Review

Road traffic accident traffic for the five year period commencing 01 January 2016 to 31 December 2020 was obtained from the online resource crashmap.co.uk which uses data collected by the police about road traffic crashes occurring on British roads where someone is injured (it should be noted that there is only provisional data currently available for 2021 to June).

The statistics are categorised into three categories, namely “Slight” for damage only incidents, “Serious” for injury accidents and “Fatal” for accidents that result in a death.

The locations and severity of the recorded accidents within the Study Area are shown in **Figure 4**.



**Figure 4 Accidents Locations**

A summary analysis of the incidents indicates that:

- A total of 36 accidents were recorded within the Study Area over the five year surveyed period; and
- Of those accidents, 19 were recorded as slight, 15 were recorded as serious and two accidents were recorded as fatalities.

**A819 – between Inveraray and Cladich**

- A total of seven incidents were recorded along the A819 within the Study Area, which included six serious incidents and one slight accident.
- Two of the serious incidents involved motorcycles and three serious accidents involved HGVs.

**A83 – between Inveraray and Dunderave Castle**

- A total of 20 incidents were recorded along the A83 within the Study Area, to the east of Inveraray;
- A total of ten incidents were recorded as slight, eight incidents recorded as serious and two were recorded as fatalities;
- One of the fatalities occurred to the west of Gearr Abhainn river and involved a one vehicle collision involving a motorcycle;
- Another fatality occurred to the east of Gearr Abhainn river and involved a one vehicle collision involving an HGV and a pedestrian;
- A total of seven incidents recorded along the route involved motorcycles of which three were recorded as slight, three were recorded as serious and one as a fatality;



- Four incidents involved an HGV, of which one was recorded as slight, two as serious and one as a fatality;
- A total of five accidents were recorded at the 90° bend approximately 1.35 km to the south of Garron Bridge, within a length of approximately 120m.; and
- Two incidents were recorded at the same location along the A83, which is located approximately 1.80 km to the west of Dunderave Castle, which one was recorded as one slight accident and one serious accident involved cars.

### **A83 – between Inveraray and Furnace**

- A total of nine incidents were recorded along the A83 within the Study Area, to the east of Inveraray;
- A total of eight incidents were recorded as slight and one incident was recorded as serious;
- One incident involved a motorcycle of which three were recorded as slight, three were recorded as serious and one as a fatality;
- Four incidents involved an HGV, of which were all recorded as slight; and
- One incidents involved a motorcycle, was recorded as serious.

Within the Study Area, the accident information does not appear to have any trends along the A819 road link between Inveraray and Cladich or along the section of A83 between Inveraray and Furnace.

On the section of A83 between Inveraray and Dunderave Castle, there are two locations where there are multiple accidents within a short distance.

A total of five accidents were recorded at the 90° bend approximately 1.35 km to the south of Garron Bridge, within a length of approximately 120 m. Four of these incidents occurred in 2017, of which three accidents occurred in the month of September. Of the five recorded accidents, there were two single vehicle collisions, one involving a motorcycle and one involving a car, and three multi vehicle collisions of which two incidents involved both a car and a motorcycle and one incident involved a motorcycle and an HGV. Signage to reduce speeds, as well as the presence of a bend, are located on both approaches to the bend.

The two incidents recorded at the same location, approximately 1.80 km to the west of Dunderave Castle, occurred on 02 January 2016 and 03 January 2016, respectively. Both of the accidents were recorded as single vehicle collisions involving cars. There is a slight bend and hilly terrain along the carriageway near the location of these accidents.

## **5.7 Baseline Traffic Conditions**

Construction of the Proposed Development could commence in 2024 if consent is granted and is anticipated to take up to 43 months depending on weather conditions and ecological decisions. Energisation is scheduled for 2027.

To assess the likely effects during the construction and typical operational phase, base year traffic flows were determined by applying a NRTF low growth factor to the surveyed traffic flows.

The NRTF low growth factor for 2022 to 2024 is 1.011. These factors were applied to the 2022 traffic data in **Table 1** to estimate the 2024 Baseline traffic flows shown in **Table 2**.

**Table 2 24-hour Average Daily Traffic Data (2024)**

No.	Survey Location	Cars & Lights	HGV	Total
1	A83(T), to the east of Inveraray	5,578	653	6,231
2	A83(T), to the south west of Inveraray	2,915	320	3,235
3	A819 to the south of Cladich	1,327	143	1,469

Variances may occur due to rounding

## 6 Trip Generation

### 6.1 Construction Phase

#### 6.1.1 Trip Derivations

During the construction period, the following traffic will require access to the to the Proposed Development and associated development sites:

- Staff transport, in either cars or staff minibuses; and
- Construction equipment and materials, including towers parts and OHL equipment, deliveries of machinery and supplies such as concrete, cabling and crushed rock.

The Applicant has undertaken a preliminary design of the Proposed Development and has advised on likely traffic movements based upon their recent experience of similar developments and on bulk materials needed to be imported. It should be noted that as the assessment is based upon an indicative construction programme for the Proposed Development, alterations in this programme may increase or decrease traffic flows per month.

Daily construction traffic estimates have been developed and are detailed in **Appendix B**. The peak of construction activity occurs in Month 6 of the programme and results in 114 daily movements (57 inbound and 57 outbound movements per day). Of these, 74 movements are associated with HGV moving equipment to mobilise sections of the works as well as the import of track building materials from local quarries. The remaining 40 movements are associated with construction staff arriving at and departing from the Site.

Equipment and materials to mobilise the site will be transported via the A83 from Glasgow. Materials for the construction of the access tracks will come from local quarries, the closest of which are located almost equidistant from Inveraray, along the A83.

The construction supply contracts have not yet been let, however it is highly unlikely that one supplier will have a monopoly on supply. As such, the supply of material has been split equally to the quarries to the north east and south west of Inveraray.

Construction staff will be based locally to the Site, the nearest location for accommodation being Inveraray. It has therefore been assumed that all trips will originate in Inveraray and access the Site via the A819.

The resulting development trips are summarised in **Table 3**.

**Table 3 Peak Construction Traffic Flows**

No.	Survey Location	Cars & Lights	HGV	Total
1	A83(T), to the east of Inveraray	0	38	38
2	A83(T), to the southwest of Inveraray	0	36	36
3	A819 to the south of Cladich	40	74	114

Variances may occur due to rounding

### 6.2 Committed Development

A review of surrounding developments has been undertaken and noted several consented (i.e., committed developments) in the surrounding area. These are noted in **Table 4**.

Should other developments located close to the Proposed Development be consented (over and above those in **Table 4**), any crossover of traffic with the Proposed Development flows could be addressed via a traffic management plan. The inclusion of further traffic flows in the base line (i.e., including non-consented traffic) will dilute the potential impact that the development proposals will have. As such, the approach taken is considered to be an overly robust assessment.

**Table 4 Committed Development Traffic Flows**

Development	Included as Committed Development	Cars & Lights	HGV	Total
Blarghour Wind Farm	Yes	0	111	111
An Suidhe Substation Extension	No – no traffic generation details available in the public planning record.			
Ladyfield Forest Meteorological Mast	No – minor traffic generating development. Traffic accounted for in the use of Low NRTF growth factors.			
Proposed Agricultural Shed	No – minor traffic generating development. Traffic accounted for in the use of Low NRTF growth factors.			
A819 Land Opposite Kilchurn Castle Viewpoint Dalmally Argyll and Bute	No – retrospective application as substantiate works have been undertaken.			
Formation of forest access track. Kenachreachan Forest	No – no traffic generation details available in the public planning record.			
Erection of telecommunications equipment compound with 25 m high lattice tower and associated works East of Keeper's Cottage	No – minor traffic generating development. Traffic accounted for in the use of Low NRTF growth factors.			
Telecommunications Masts at Tom Breac & Glen Aray	No – minor traffic generating development. Traffic accounted for in the use of Low NRTF growth factors.			

A review of Blarghour Wind Farm EIA Report was undertaken to understand the proposed traffic generation levels associated with this committed scheme. The EIA Report chapter only considered HGV traffic and no provision was made for staff and LGV movements. A total of 111 HGV movements were noted on the A819, with a 50/50 split of traffic to the north and south of Inveraray.

Whilst consented, a new application for larger turbines has been applied for and is under consideration. Given the new application, it is considered likely that the development will proceed and may do so within the timescale of the Proposed Development. As such, the traffic generation has been included as committed in the assessment. The revised baseline traffic flows are illustrated in **Table 5**.

**Table 5 2024 Baseline & Committed Development Traffic Flows**

No.	Survey Location	Cars & Lights	HGV	Total
1	A83(T), to the east of Inveraray	5,578	709	6,287
2	A83(T), to the southwest of Inveraray	2,915	376	3,291
3	A819 to the south of Cladich	1,327	254	1,581

Projects in scoping or not yet determined cannot be included in cumulative assessments as they have yet to be determined. As traffic impacts are short lived for construction projects, the potential traffic impact is highly speculative and as such, cannot be included in the assessment.

### 6.3 Decommissioning Phase

Prior to decommissioning of the Proposed Development, a traffic assessment would be undertaken and appropriate traffic management procedures followed.

The decommissioning phase would result in fewer trips on the road network than the construction or operational phases as it is considered likely that elements of infrastructure such as access tracks would be left in place and structures may be broken up onsite to allow transport by a reduced number of HGV.

## 7 Traffic Impact Assessment

### 7.1 Construction Impact

The peak month traffic data was combined with the future year (2024) traffic data to allow a comparison between the baseline results to be made. The increase in traffic volumes is shown as percentage increases for each class of vehicle in **Table 6**.

**Table 6 2024 Peak Month Daily Traffic Data**

No.	Survey Location	Cars & Lights	HGV	Total	Cars & Lights % Increase	HGV % Increase	Total % Increase
1	A83(T), to the east of Inveraray	5,578	747	6,325	0.0%	5.4%	0.6%
2	A83(T), to the southwest of Inveraray	2,915	412	3,327	0.0%	9.6%	1.1%
3	A819 to the south of Cladich	1,367	328	1,695	3.0%	29.2%	7.2%

Please note minor variances due to rounding may occur.

A review of existing road capacity has been undertaken using the Design Manual for Roads and Bridges, Volume 15, Part 5 “The NESAs Manual”. The theoretical road capacity has been estimated for each of the road links for a 12-hour period that makes up the Study Area. The results are summarised in **Table 7**.

**Table 7 2024 Daily Traffic Data (12 hr)**

No.	Survey Location	2024 Baseline Flow	Theoretical Road Capacity	2024 Base + Development Flows	Spare Road Capacity %
1	A83(T), to the east of Inveraray	6,287	21,600	6,325	70.72%
2	A83(T), to the southwest of Inveraray	3,291	21,600	3,327	84.60%
3	A819 to the south of Cladich	1,581	21,600	1,695	92.15%

Please note minor variances due to rounding may occur.

The results indicate there are no road capacity issues with the combined development and ample spare capacity exists within the trunk and local road network to accommodate construction phase traffic.

## 8 Framework Traffic Management Measures

### 8.1 Construction Phase

The following measures would be implemented through a Construction Traffic Management Plan (CTMP) during the construction phase for the Proposed Development. The CTMP would be agreed with ABC and TS and other affected stakeholders prior to construction works commencing. The draft CTMP is provided in **Technical Appendix 12.2: CTMP, EIAR Volume 4** and includes the following measures

- Pre-commencement discussion with ABC, the Applicant and the Appointed Contractor to agree programmes, permissions and detailed traffic management measures;
- Deliveries to Site shall be scheduled to the working times of the Site. Any deliveries to be made out with the working times will be reviewed on a case by case basis taking into account a number of factors including, time and impact on local community, noise and traffic disruption;
- Specific training and disciplinary measures would be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway;
- Construction activities would in general be undertaken during daytime periods only. For weekdays, this would involve work between approximately 07:00 to 19:00 in the summer and 07:30 to 17:00 (or as daylight allows) in the winter. On Saturday the working hours would be approximately 07:00 to 17:00 in the summer and 07:30 to 17:00 (or as daylight allows) in the winter.;
- All reversing operations and the movement of plant/deliveries which will take place on-site will be supervised and controlled;
- Throughout the project, temporary works access signage will be provided at the junctions where construction traffic will access/egress from the temporary access roads onto the main trunk roads;
- All tracks will be accessible off the A819 via either an existing or new bell mouth junction. Existing access junctions will be assessed for line of sight, vehicle movements and types considered allowing an assessment of the safety of the existing junction prior to these being used by project construction traffic;
- Traffic mitigation measures will be introduced at access points/existing bell mouths where found not to meet DMRB visibility splay standards, which may include reduction of speed limit to 30 mph with suitable signage and traffic management employed, as required;;
- The arrangements for Traffic Management (TM) will be communicated to the public and local community directly affected via the SSEN public liaison officer. Other methods of communication which can be implemented by the project team include letter drops to landowners in the immediate vicinity to planned TM works, web update notices communicated via SSEN website and local press releases;
- All visitors and new staff must have a Site induction. During the induction personnel will be made aware of the Traffic Management Plan and Site rules.

The CTMP will remain a live document and will be updated when necessary to ensure the highest standards of access and road safety.

### 8.2 Condition Survey

ABC may require an agreement to cover the cost of abnormal wear and tear on the local road network.

Video footage of the pre-construction phase condition of the abnormal loads access route and the construction vehicles route would be recorded to provide a baseline of the state of the road prior to any construction work commencing. This baseline would inform any change in the road condition during the construction stage of the Proposed Development. Any necessary repairs would be coordinated with the Roads Authority. Any damage caused by traffic associated with the Proposed Development, during the construction period that would be hazardous to public traffic, would be repaired immediately.

Any damage to road infrastructure caused directly by construction traffic would be made good, and street furniture that is removed on a temporary basis would be fully reinstated.

There would be a regular road edge review and any debris and mud would be removed from the public carriageway to keep the road clean and safe during the initial months of construction activity, until the construction junction and immediate access track works are complete.

### 8.3 Operational Phase Mitigation

Site entrance roads will be well maintained and monitored during the operational life of the Proposed Development. Regular maintenance will be undertaken to keep the Site access track drainage systems fully operation and to ensure there are no run-off issues onto the public road network.

## 9 Summary & Conclusions

This report was commissioned by Ramboll UK Limited, on behalf of SSEN Transmission to provide a Transport Assessment for the Proposed Development.

Existing traffic data established a base point for determining the impact during the construction phase and was factored to future levels to help determine the effect of construction traffic on the local road network.

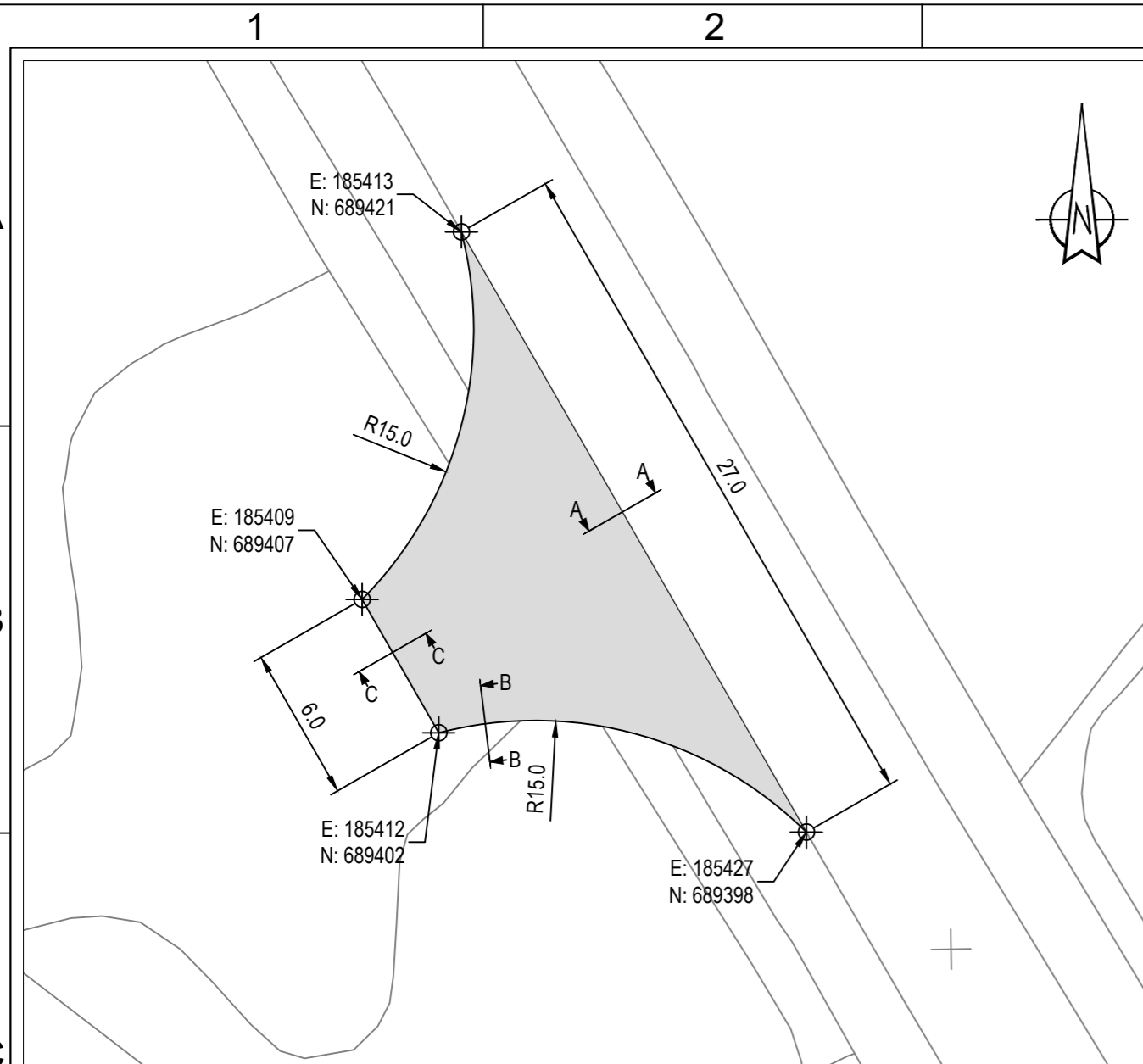
The construction traffic would result in a temporary increase in traffic flows on the road network surrounding the Proposed Development. The maximum traffic effect associated with construction of the Proposed Development is an additional 40 car and LGV movements and 74 HGV movements per day.

A series of mitigation measures and management plans have been proposed and a draft CTMP has been provided in **Technical Appendix 12.2: CTMP, EIAR Volume 4** to help mitigate and offset the impacts of both the construction and operational phase traffic flows.

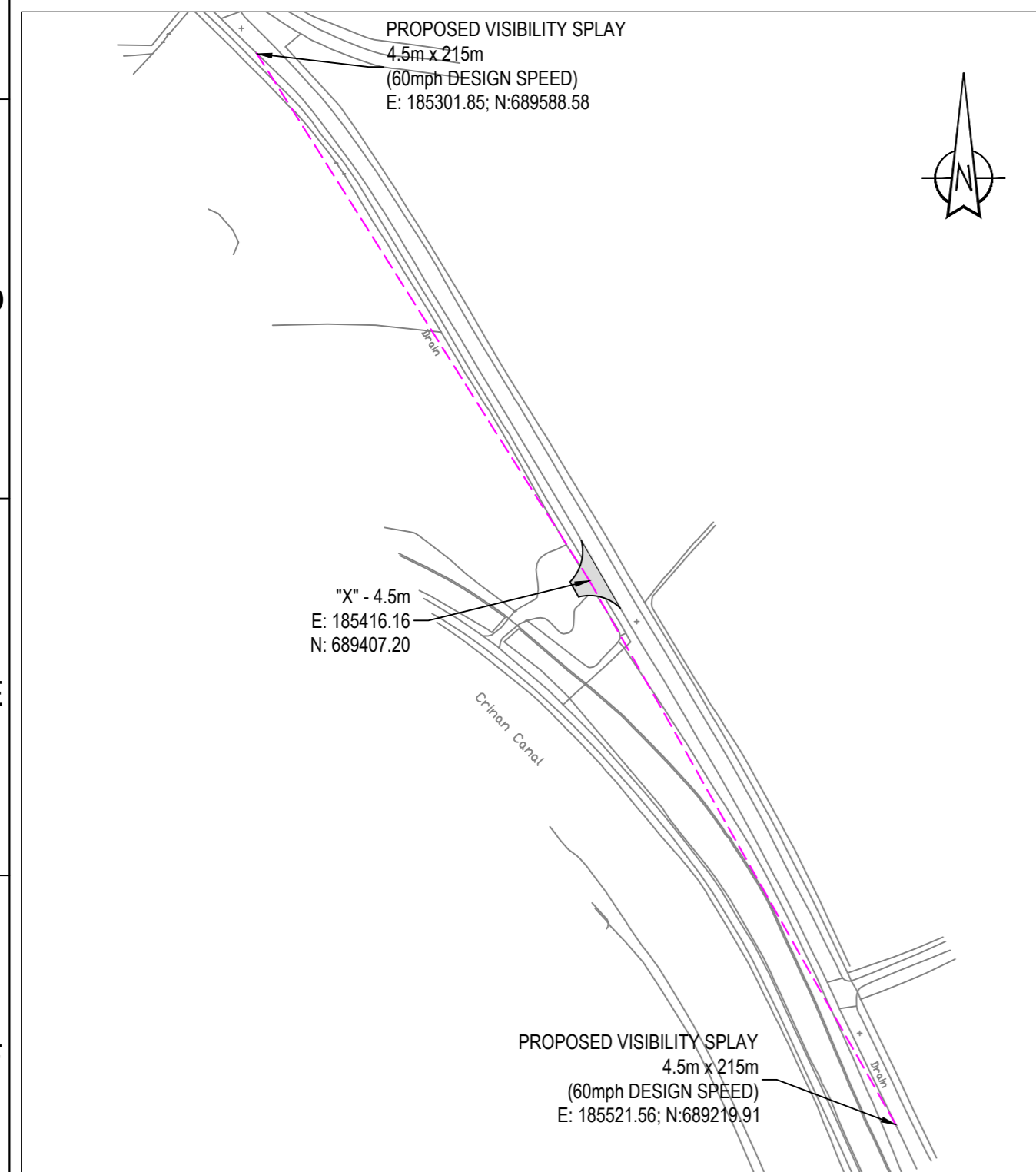
No link capacity issues are expected on any of the roads assessed due to the additional movements associated with the Proposed Development. The effects of construction traffic are temporary in nature and are transitory.

## Appendix A Site Access Plan

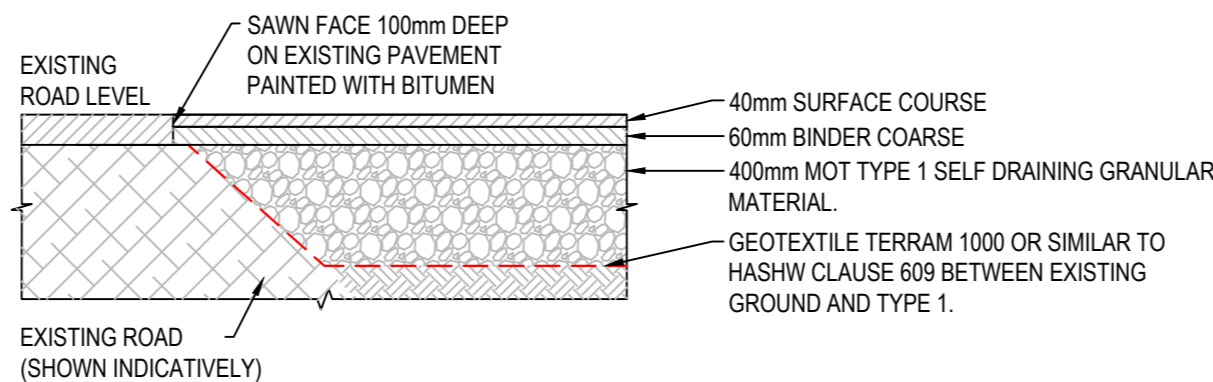




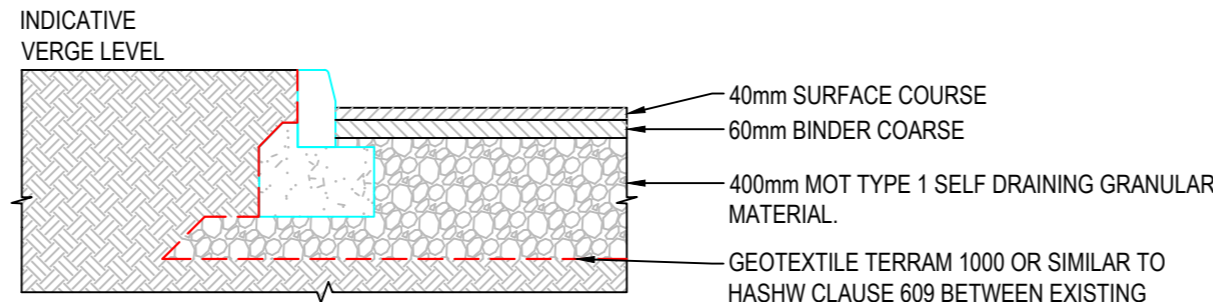
**BELLMOUTH "I" - DESIGN AND SET OUT**  
SCALE 1:250



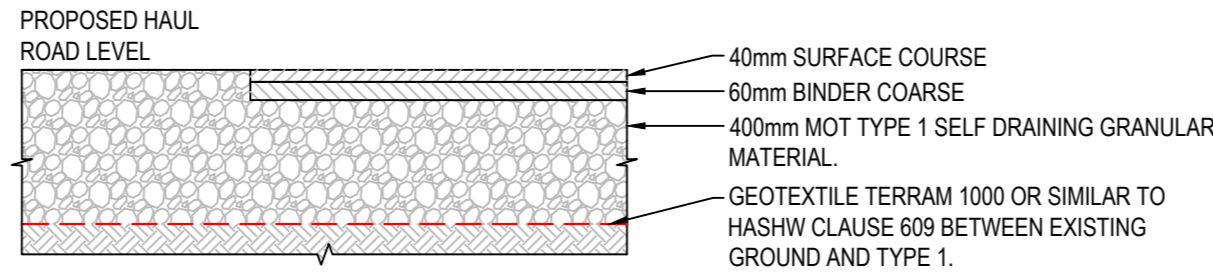
**VISIBILITY SPLAY**  
SCALE 1:2000



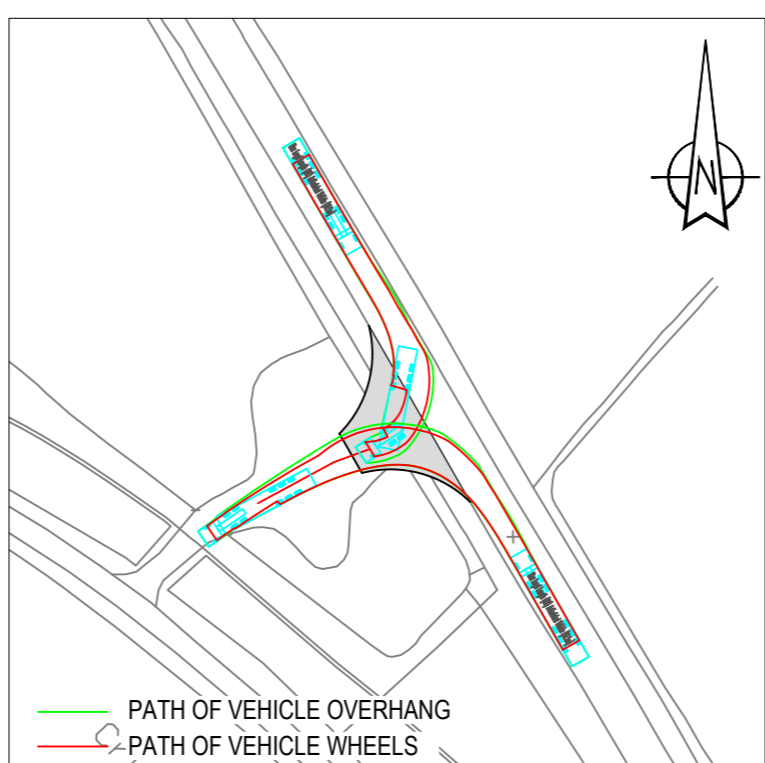
**SECTION A-A**  
SCALE 1:20



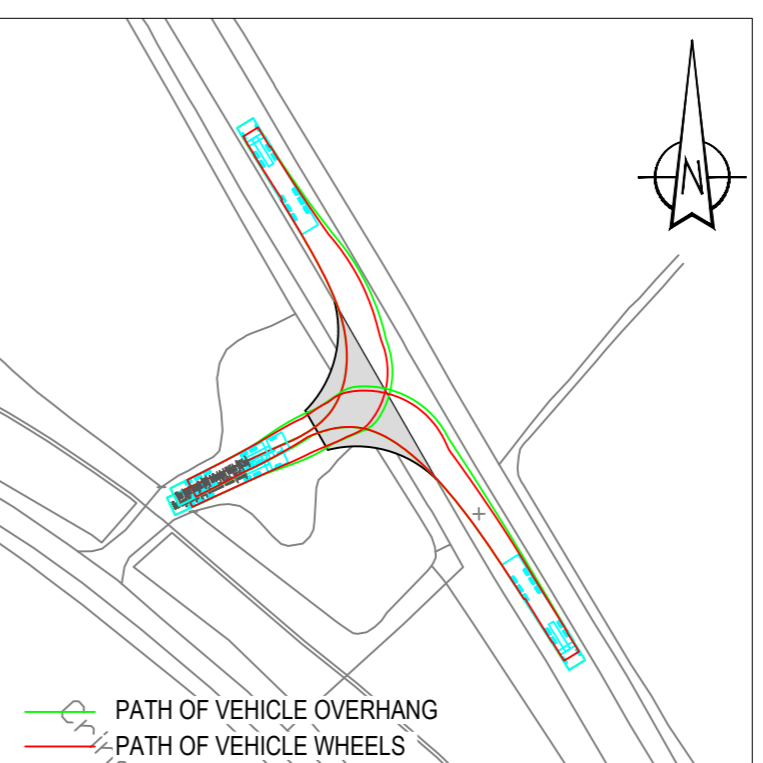
**SECTION B-B**  
SCALE 1:20



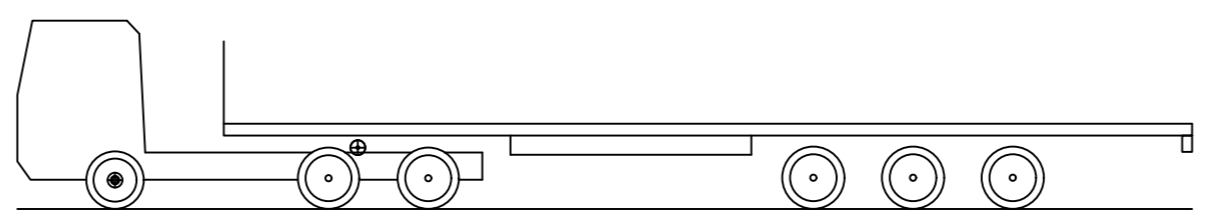
**SECTION C-C**  
SCALE 1:20



**SWEPT PATH ANALYSIS FOR ARTICULATED DELIVERY VEHICLE - ACCESS**  
SCALE 1:1000



**SWEPT PATH ANALYSIS FOR ARTICULATED DELIVERY VEHICLE - EGRESS**  
SCALE 1:1000



MAX LEGAL LENGTH (UK) ARTICULATED VEHICLE (16.5m)			
OVERALL LENGTH	16.500m	MAX TRACK WIDTH	2.500m
OVERALL WIDTH	2.550m	LOCK TO LOCK TIME	6.00s
OVERALL BODY HEIGHT	3.681m	KERB TO KERB TURNING RADIUS	6.530m
MIN BODY GROUND CLEARANCE	0.411m		

- notes:
- All dimensions are in metres unless specified otherwise and must be checked on site and not scaled from this drawing.
  - Site to gain approval from relevant authority for installation.
  - This drawing is based on OS data and GPS survey and the accuracy cannot be guaranteed.
  - The contractor shall survey the site and shall be responsible for confirming all dimensions and levels. where discrepancies are found the designer must be informed.
  - Visibility splays are shown for 4.5m "x" distances for construction vehicles where the driver may sit further back in the vehicle than a typical car. Typically, only one vehicle will join the existing carriageway at one time.
  - Where necessary hedgerows are to be trimmed back 0.5m behind the visibility splay lines shown to provide adequate visibility.
  - Before breaking ground or working near an overhead service refer to the avoiding danger from service procedure (HSF-PR-0015).
  - Minimum extent of bellmouth finished surface shown.
  - The sides are to be battered at a minimum of 45° from the edges of the bellmouth shown.
  - Gradients not shown.
  - Road to be constructed on subgrade as indicated. Topsoil to be stripped prior to installation. Depth of soil will vary and the required strip depth is to be assessed by the site engineer.
  - The formation shall be free from debris, topsoil and deleterious matter and any soft spots encountered shall be removed and backfilled with engineered granular material, laid and compacted as per note 16.
  - The subgrade shall be shaped to keep it free of standing water.
  - Granular material should be laid and compacted in accordance with the specification for highways works series 800 clause 802, table 8/4: COMPACTION REQUIREMENTS FOR UNBOUND MIXTURES.
  - Provide, lay and compact 60mm HRA binder course mixture. where known, the HRA binder course mixture of the existing road should be used otherwise use:  
Road type 0 & 1 - the HRA binder course mixture shall be HRA 60/20 F BIN 40/60 DES WTR 2.  
Road types 2, 3 and 4 - the preferred HRA binder course mixture shall be HRA 50/20 F BIN 40/60. alternative permitted mixtures may be obtained from the twd.
  - Provide, lay and compact 40mm HRA surface course mixture. where known, the HRA surface course mixture of the existing road should be used otherwise use:  
Road type 0 & 1 - the HRA binder course mixture shall be HRA 60/20 F BIN 40/60 DES WTR 2.  
Road types 2, 3 and 4 - the preferred HRA binder course mixture shall be HRA 50/20 F BIN 40/60.
  - Where required, cast concrete kerbs or channel blocks shall be laid on a min 150mm thick x 380mm wide base of st3 (C12/15 N/mm<sup>2</sup>) concrete (approximately 1 cement: 2.5 sand: 4 coarse aggregate by volume mix).
  - Geotextile to comply with HASHW CLAUSE 609.
  - Ditch and culvert shown indicatively.

**Designer's Site Specific Risk Assessment**  
This assessment is for non-standard or unusual hazards and it is expected that hazards associated with standard installations and design are well understood by a competent Contractor.

By: WUC Date: 01.02.2021

No works associated with this drawing

**HAZARDS/ACTIVITY - Assessed as Low (L) / Medium (M) / High (H)**

<input type="checkbox"/> Falls From Height	<input type="checkbox"/> Drowning/Fall onto Rear
<input type="checkbox"/> Hazardous Material	<input type="checkbox"/> Contaminated Land
<input type="checkbox"/> Excavation/Service Strike	<input type="checkbox"/> Poor Ground conditions
<input type="checkbox"/> HAVS	<input type="checkbox"/> Slip/Fatigue/overlifting
<input type="checkbox"/> Confined Workplaces	<input type="checkbox"/> Manual Handling
<input type="checkbox"/> Access/Egress	<input type="checkbox"/> Stored Energy
<input type="checkbox"/> Height/Life	<input type="checkbox"/> Congested site
<input type="checkbox"/> Residual Electricity	<input type="checkbox"/> Existing equipment in close proximity

**Interfaces:**  Public  Operations  Vehicle/Plant

**WHO COULD BE HARMED?**

<input checked="" type="checkbox"/> Construction operatives	<input type="checkbox"/> Existing work instruction
<input checked="" type="checkbox"/> Future maintenance crew	<input type="checkbox"/> Method detailed on drawing
<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Method detailed on separate document

**TEMPORARY WORKS**

<input type="checkbox"/> No temporary works required	<input type="checkbox"/> Temporary works required and documented separately
<input type="checkbox"/> Drawing contains temporary works:	<input type="checkbox"/> Generic or proprietary solution
<input type="checkbox"/> Specific basic design	<input type="checkbox"/> Specific design
<input type="checkbox"/> High risk or specialist design	<input type="checkbox"/> Complete temporary works design check certificate (EHSF-01-011C)

**Level 1 Control**

OK to proceed, no significant design hazards and risks, standard control measures apply.

**Level 2 Control**

OK to proceed as detailed in existing work instruction or procedure detailed on drawing or separate document.

**Level 3 Control**

OK to proceed providing specific design hazards and risks have been recognised, acknowledged and understood by the operation team. Site operatives may require additional instructions/training.

**CDM REGULATIONS RESIDUAL RISKS**

Design based hazards are actively eliminated where possible. Where hazards cannot be eliminated, the residual risks with an attached note will identify the hazard and indicate hazard during construction. The person supervising the works to manage the design.

Other than those noted, we are not aware of any further residual design risks apart from those that a competent contractor would ordinarily consider.

**RESIDUAL RISK METER**

LOW MEDIUM HIGH

OVERALL RISK SCORE = 37 / 100

DRAWN	MW	REMARKS:	FIRST ISSUE
CHKD	PH		
DESIGN	WUC	SUITABILITY	S4
APPD	PAH	FOR ACCEPTANCE	BB REV P 01

DATE: 15.02.2021  
SSEN REV 01  
BB REV P 01

**Scottish & Southern Electricity Networks**

**Balfour Beatty**

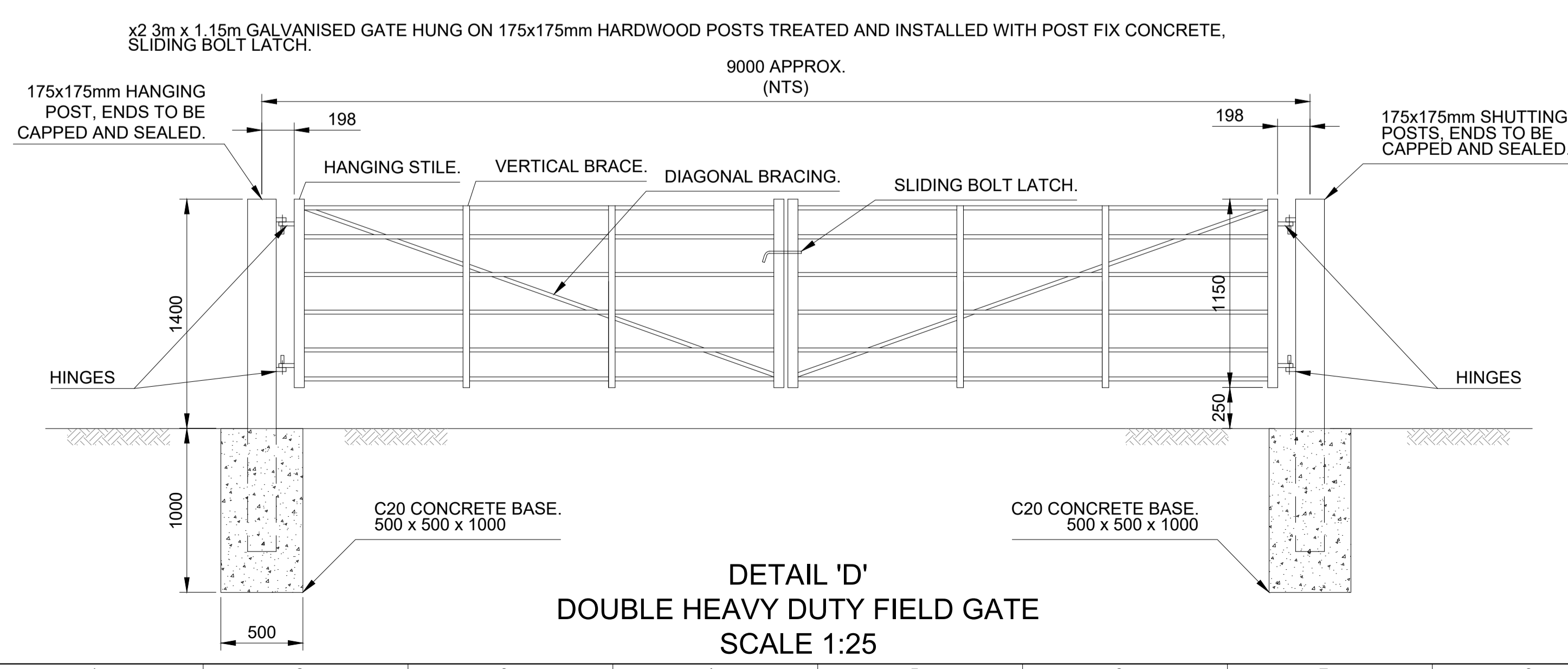
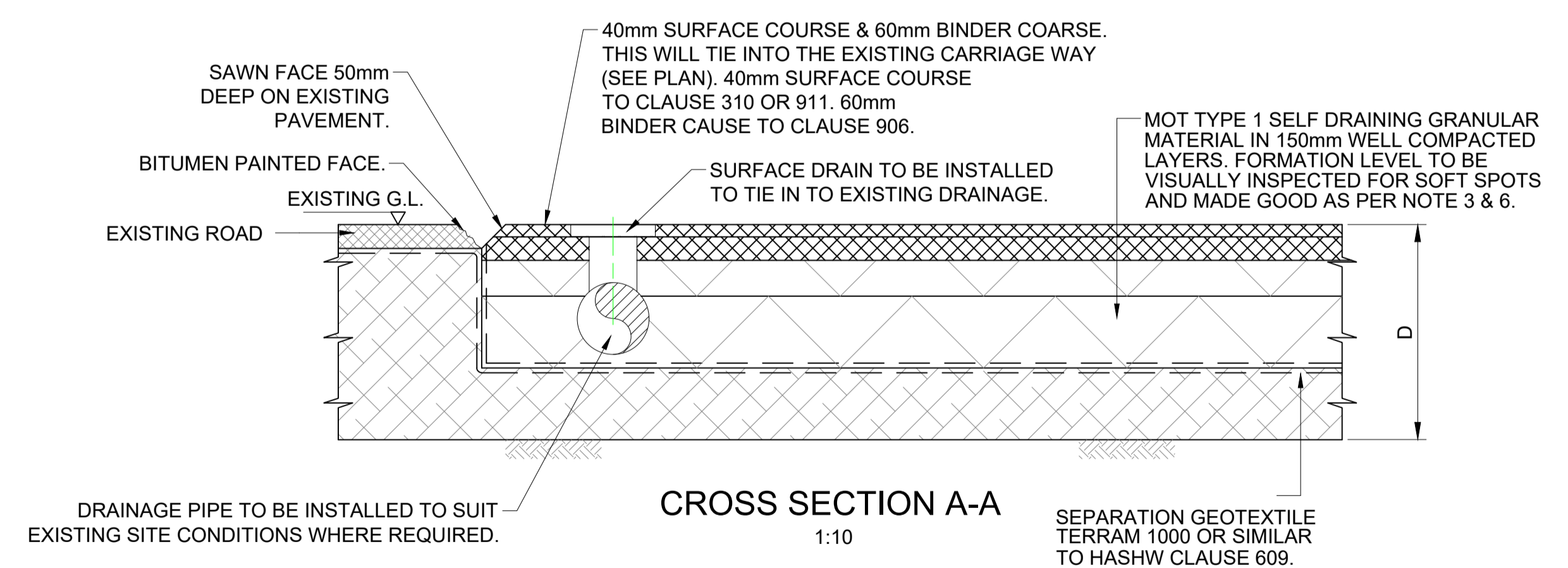
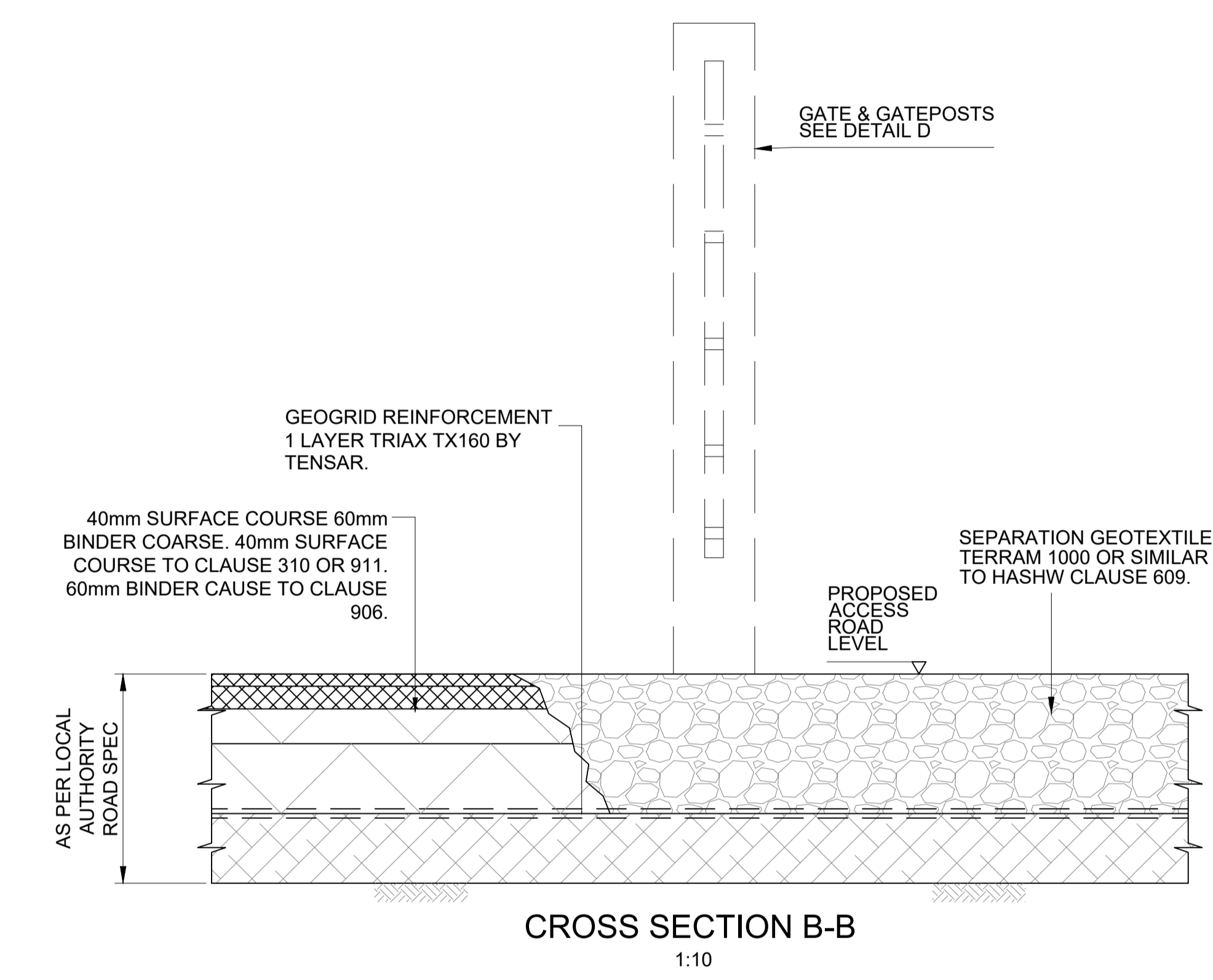
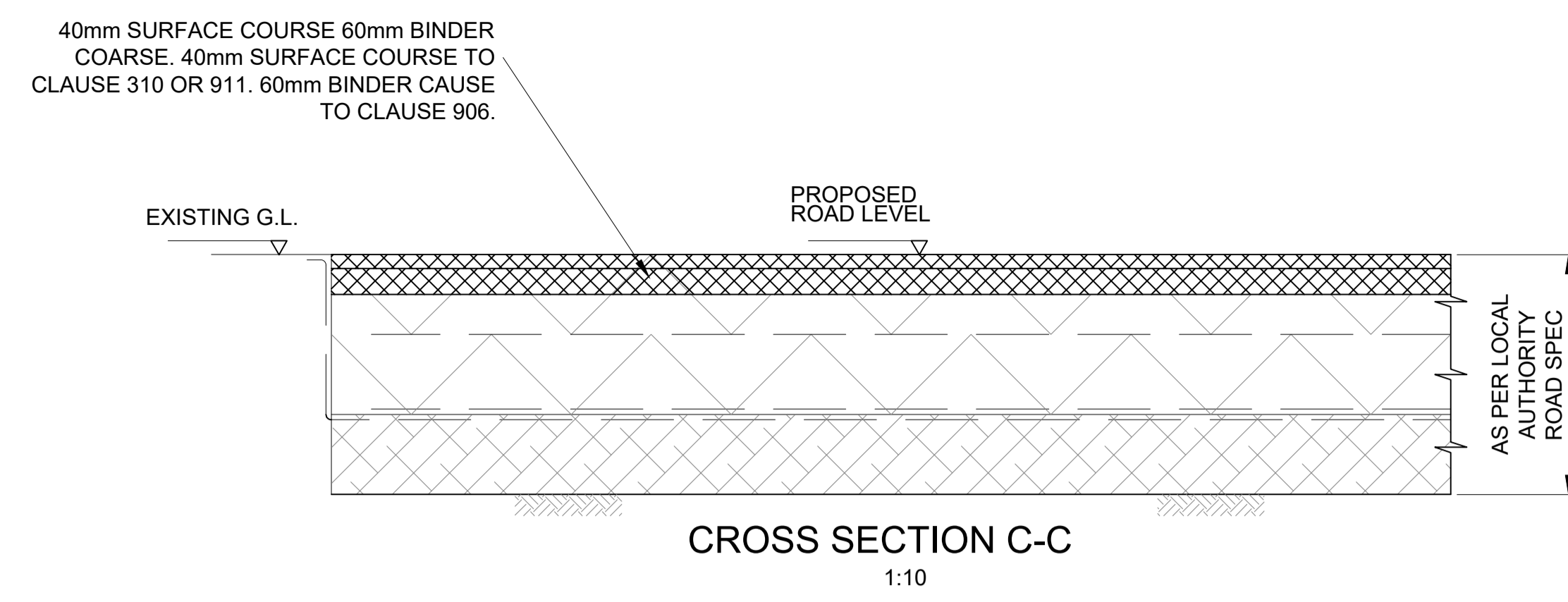
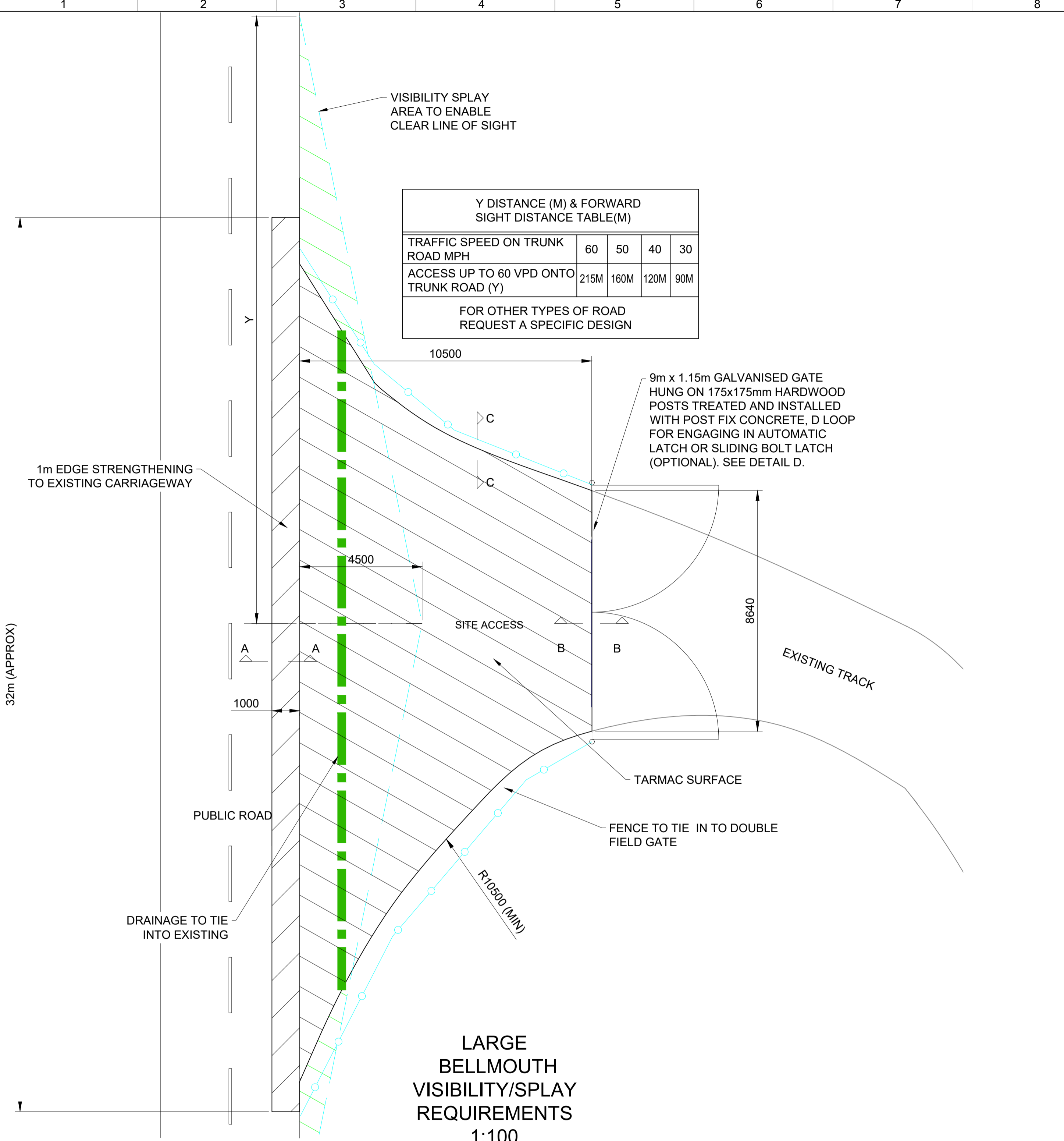
PROJECT NAME: PORT ANN - CROSSAIG 275KV  
LOCATION: PORT ANN - CROSSAIG  
SITE: T124

TITLE: SETTING OUT DETAILS, SWEPT PATH ANALYSIS, VISIBILITY SPLAYS, CUT & FILL ANALYSIS FOR BELLMOUTH AP-i

SIZE	SCALE	FORMAT	SHEET No.
A2	AS SHOWN	ACAD	01 OF 01

SSEN DRAWING No. 0043-OHL 132KV PR1 PR2-DWG-0808-1-001-01  
DRAWING No. / BIM CODE 54S3R9-PTDOP-OHLXX-ICXX-M3-TWE-400010

ISSUE	DATE	REVISION
01	15.03.19	FIRST ISSUE
02	29/04/19	UPDATED AS PER SSEN'S RRR COMMENTS
03	30/05/19	REFERENCE TO 2.4m VISIBILITY SPLAY SETBACK AMENDED TO 4.5m
04	29/05/19	FOR CONSTRUCTION



- NOTES:-
- BELLMOUTH CONSTRUCTION WILL CONFORM TO LOCAL ROAD AUTHORITY SPECIFICATION (TBC)
  - VERTICAL ROAD ALIGNMENT SHOULD AS FAR AS IS PRACTICABLE FOLLOW THE TERRAIN. LONGITUDINAL GRADIENT SHOULD NOT EXCEED 10%. IF 10% CANNOT BE ACHIEVED, THE GRADIENT MAY BE INCREASED TO 15% ON STRAIGHT SECTIONS WHERE NO START/STOPPING IS REQUIRED.
  - ROAD WIDTHS:- THE MINIMUM ROAD WIDTH FOR SINGLE FILE TRAFFIC WITH PASSING PLACES IS 3.5M AND FOR TWO WAY TRAFFIC 6.5M.
  - SPEED LIMIT:- REGULAR SIGNAGE INDICATING 10 MPH LIMIT TO BE ERECTED.

ISSUE	DATE	REVISION
P04		FOR CONSTRUCTION
PH		
AR		
BS		
DN	02/05/19	
P03		REFERENCE TO 2.4m VISIBILITY SPLAY SETBACK AMENDED TO 4.5m
PH		
AR		
BS		
DN	30/05/19	
P02		UPDATED AS PER SSEN'S RRR COMMENTS.
PH		
AR		
BS		
DN	29/04/19	
P01		FIRST ISSUE
PH		
AR		
BS		
DN		

BIM CODE: PTD-4YE0CS-ATG-DR-EDO-ACCS-044189

SSEN DRAWING NUMBER	0418_Overall_DES_MSC_004 Rev 04	ACAD
SSEN CONTRACT NUMBER	LT0000040	A1

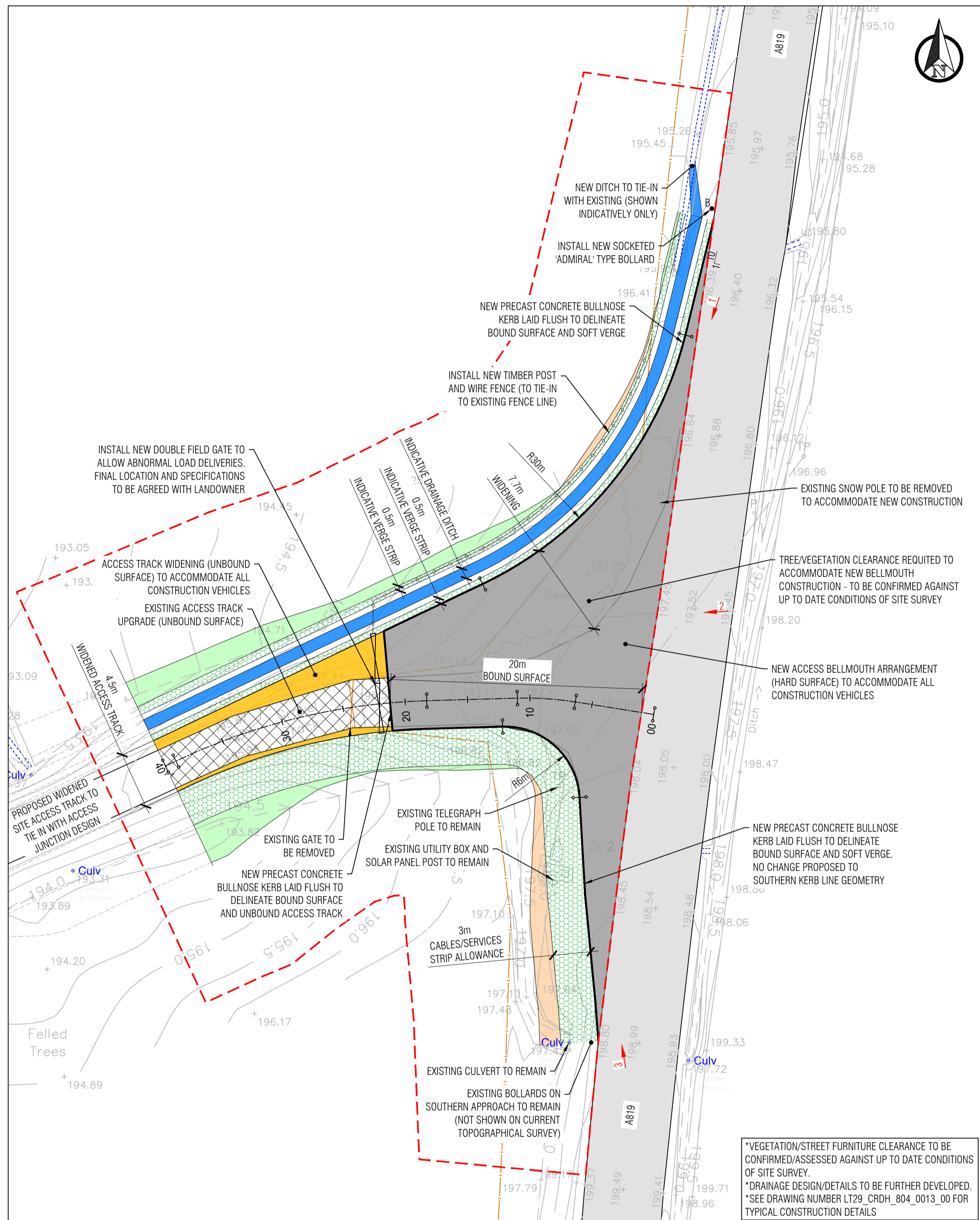
TITLE:  
**VISIBILITY SPLAY AT ACCESS POINT D**

DRAWN	GM	DATE	15.03.2019
CHKD 1	AR	DESIGN	PH
CHKD 2		APPD	

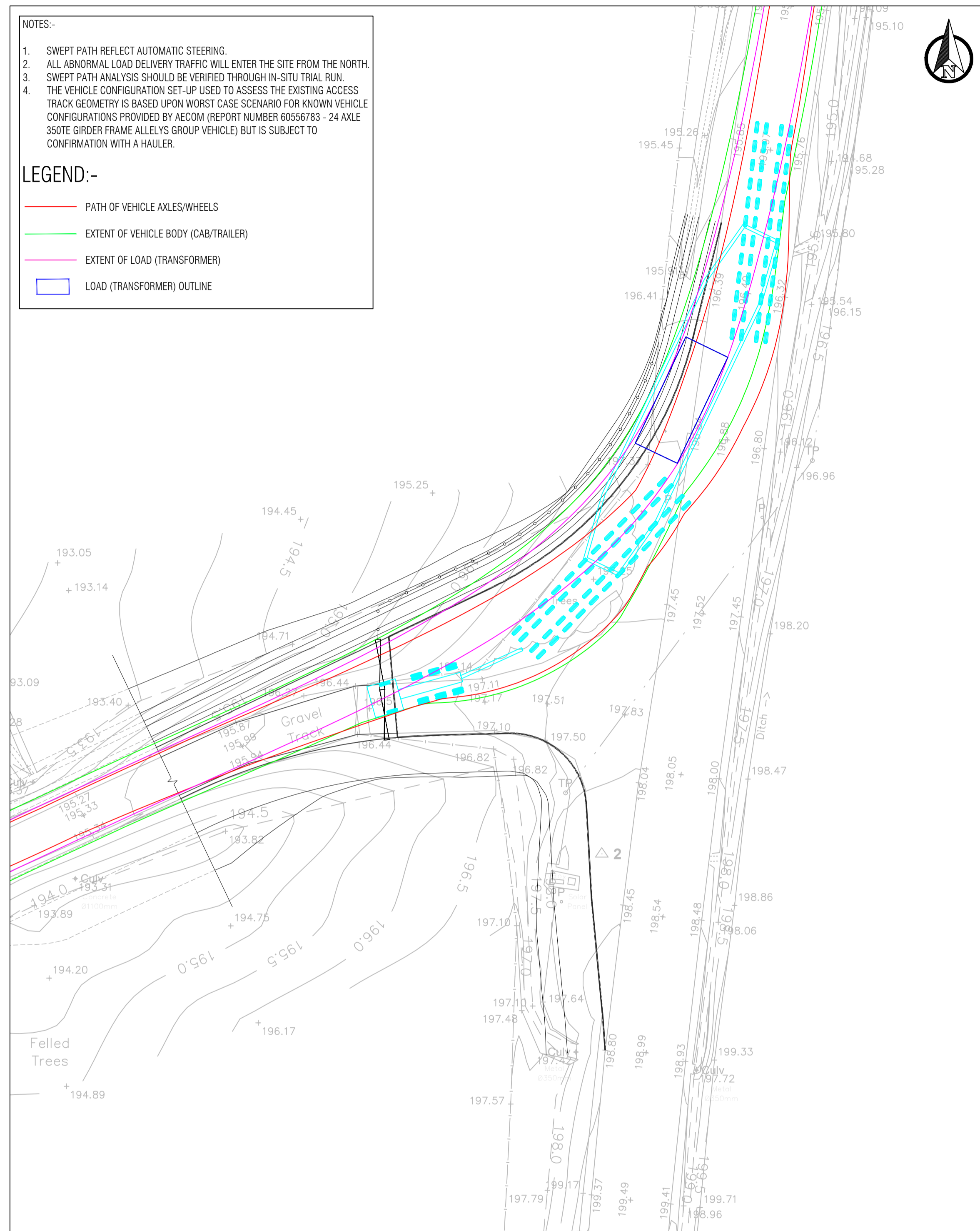
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PROJECT CODE: ULAH5102

SCALE: AS SHOWN	SHEET: 2 OF 2
DRAWING No.	ISSUE:
PTD/4YE0CS/044189	P04



CREG DHUBH - PROPOSED A819 SITE ACCESS DESIGN  
GENERAL ARRANGEMENT PLAN  
SCALE @A1 1:250



CREG DHUBH - PROPOSED A819 SITE ACCESS DESIGN  
SWEEP PATH ANALYSIS  
SCALE @A1 1:250

NOTES:-  
1. SWEEP PATH REFLECT AUTOMATIC STEERING.  
2. ALL ABNORMAL LOAD DELIVERY TRAFFIC WILL ENTER THE SITE FROM THE NORTH.  
3. SWEEP PATH ANALYSIS SHOULD BE VERIFIED THROUGH IN-SITU TRIAL RUN.  
4. THE VEHICLE CONFIGURATION SET-UP USED TO ASSESS THE EXISTING ACCESS TRACK GEOMETRY IS BASED UPON WORST CASE SCENARIO FOR KNOWN VEHICLE CONFIGURATIONS PROVIDED BY AECOM (REPORT NUMBER 60556783 - 24 AXLE 350T GIRDER FRAME ALLEYS GROUP VEHICLE) BUT IS SUBJECT TO CONFIRMATION WITH A HAULER.

LEGEND:-  
— PATH OF VEHICLE AXLES/WHEELS  
— EXTENT OF VEHICLE BODY (CAB/TRAILER)  
— EXTENT OF LOAD (TRANSFORMER)  
□ LOAD (TRANSFORMER) OUTLINE

DOCUMENT REFERENCE:  
NOTES:-  
1. ALL DIMENSIONS ARE IN METRES (m) UNLESS NOTED OTHERWISE.  
2. THE INFORMATION ON THIS DRAWING IS BASED ON A TOPOGRAPHICAL SURVEY REPRODUCED FROM AECOM DRAWINGS DATED 06.03.19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIRMING THE ACCURACY (OR OTHERWISE) OF THIS INFORMATION - ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE CLIENT AND THE ENGINEER.  
3. GENERIC DRAINAGE DITCH INCLUDED - DRAINAGE DETAILS/DESIGN TO BE FURTHER DEVELOPED.  
4. EARTHWORKS BASED ON ABOVE MENTIONED SURVEY - SHOWN INDICATIVELY ONLY FOR ILLUSTRATION PURPOSES. CONTRACTOR TO ASSES/CONFIRM FOLLOWING UP TO DATE CONDITIONS OF SITE SURVEY. VISIBILITY SPLAYS TO BE ASSESSED AGAINST UP TO DATE CONDITIONS OF SITE SURVEY.  
5. ALL DISTURBED AREAS OF GROUND ARE TO BE FULLY RESTORED TO THEIR ORIGINAL CONDITION. SHOULD CERTAIN AREAS FAIL TO ACHIEVE AN ACCEPTABLE LEVEL OF NATURAL REGENERATION, THEN AN APPROVED SEED MIX SHALL BE UTILISED.  
6. WHERE WORKS CROSS EXISTING LAND DRAINS, THEY SHALL BE MAINTAINED IN ACCORDANCE WITH THEIR ORIGINAL INTENT.  
7. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE SPECIFICATION FOR HIGHWAYS WORKS (SHW). CONTRACTOR TO CHECK AND EXPOSE ALL EXISTING SERVICES AS NECESSARY PRIOR TO COMMENCEMENT OF CIVIL WORKS. ANY DISCREPANCIES ENCOUNTERED TO BE NOTIFIED IMMEDIATELY TO THE ENGINEER.

LEGEND:-  
— PROPOSED CONSTRUCTION BOUNDARY  
■ NEW ACCESS TRACK CONSTRUCTION (UNBOUND SURFACE)  
■ NEW ACCESS TRACK CONSTRUCTION (BOUND SURFACE)  
▨ EXISTING ACCESS TRACK UPGRADE (UNBOUND SURFACE)  
■ NEW DRAINAGE DITCH (SHOWN INDICATIVELY ONLY)  
■ NEW VERGE  
— NEW TIMBER POST AND WIRE FENCE LINE  
■ EARTHWORKS (CUT) - SHOWN INDICATIVELY ONLY  
■ EARTHWORKS (FILL) - SHOWN INDICATIVELY ONLY  
■ EXISTING A819 ROAD CARRIAGEWAY  
— EXISTING FENCE LINE

DRAWING REF:-  
LT29\_CRDH\_0804\_0010\_00\_0A - LOCATION PLAN  
LT29\_CRDH\_0804\_0012\_00\_0A - PROPOSED SIGNS AND ROAD MARKINGS  
LT29\_CRDH\_0804\_0013\_00\_0A - CONSTRUCTION DETAILS

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION:  
CONSTRUCTION  
⚠ NOTE: NO UTILITY SERVICE INFORMATION AVAILABLE AT THE SITE ACCESS JUNCTION - CONTRACTOR RESPONSIBLE FOR CARRYING OUT / OBTAINING EXISTING UTILITY SERVICES SURVEY AND ASSESS POTENTIAL CONFLICTS.  
⚠ POTENTIAL CONFLICT WITH VARIOUS UNDERGROUND APPARATUS. CONTRACTOR TO CONTACT UTILITY OPERATOR USING A 'CLICK-BEFORE-YOU-DIG' REQUEST TO ESTABLISH LINE AND LEVEL OF EXISTING APPARATUS, AND IF NECESSARY AGREE ANY PROTECTION OR DIVERSION WORK.  
⚠ CONTRACTOR TO ENSURE THAT DURING CONSTRUCTION OF THE SCHEME ANY TRAFFIC MANAGEMENT ARRANGEMENTS ACCOMMODATE SAFE TRAFFIC, PEDESTRIAN AND CYCLE MOVEMENTS AND THAT ANY OBSTRUCTION IS MINIMISED.  
⚠ TEMPORARY SIGNING ON ALL APPROACHES WHICH SHOULD BE ERECTED IN ADVANCE OF SCHEME IMPLEMENTATION AND MAINTAINED THROUGHOUT CONSTRUCTION PERIOD TO WARN APPROACHING TRAFFIC OF THE IMPENDING SCHEME. FOLLOWING IMPLEMENTATION THE SIGNS SHOULD BE AMENDED TO WARN OF THE CHANGE IN LAYOUT AHEAD AND LEFT IN POSITION FOR APPROXIMATELY THREE MONTHS.  
IT IS ASSUMED THAT ALL THE WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.



EXISTING SITE CONDITIONS (FROM SOUTH)



EXISTING SITE CONDITIONS (SITE ACCESS)



EXISTING SITE CONDITIONS (FROM NORTH)



**PRELIMINARY DESIGN ONLY  
NOT TO BE USED FOR  
CONSTRUCTION**

**FOR PLANNING**

OB	SP	UPDATE FOLLOWING COMMENTS ISSUED FOR PLANNING
	10.06.22	
OA	SP	CREG DHUBH SITE ACCESS GENERAL ARRANGEMENT PLAN
	02.02.2022	



SSE Inverlornock House, 200 Dunkeld Road  
Perth, PH1 3AD, UK  
www.sse.com

Project: CREG DHUBH 275/132kV SUBSTATION & OHL REINFORCEMENT  
Project Number: LT000029 Location: CREG DHUBH  
Title: CREG DHUBH SUBSTATION PROPOSED A819 SITE ACCESS DESIGN GENERAL ARRANGEMENT PLAN  
Drawing Status: FOR PLANNING Drawn: SP  
Scale: 1:250 Checked:  
Date: 10.06.2022 Approved:  
Drawing Number: LT29\_CRDH\_0804\_0011 Sheet No: 1 Revision No: B

## Appendix B Construction Traffic Programme

**Construction Programme Traffic Movements 2024 - 2025 (continued overleaf)**

	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Forestry	62	62	62	62																	
Access Tracks	24 0	800	100 0	130 0	130 0	144 6	130 0	122 8	760	760	820	460									
Mobilisation		24	60	120	120	36	100	10													
OH & Tower Installation													220	220	220	330	330	386	440	440	270
OHL Outage Works																					
Reinstatement																					
Staff Movement	40 0	480	640	640	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800
Total Traffic per month	70 2	136 6	176 2	212 2	222 0	228 2	220 0	203 8	156 0	156 0	162 0	126 0	102 0	102 0	102 0	113 0	113 0	118 6	124 0	124 0	107 0
HGV Traffic Per Day	15	44	56	74	71	74	70	62	38	38	41	23	11	11	11	17	17	19	22	22	14
Car / LGV Traffic Per Day	20	24	32	32	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Total Traffic Per Day	35	68	88	106	111	114	110	102	78	78	81	63	51	51	51	57	57	59	62	62	54

**Construction Programme Traffic Movements 2026 - 2027**

	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October
	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43
Forestry																						
Access Tracks																						
Mobilisation																					150	150
OH & Tower Installation	274	440	272	110	110	128	96															
OHL Outage Works							40	90	120	240	240	120	120	150								
Reinstatement																	520	520	478	520	578	574
Staff Movement	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	400	400	400
Total Traffic per month	1074	1240	1072	910	910	928	936	890	920	1040	1040	920	920	950	800	800	1320	1320	1278	920	1128	1124
HGV Traffic Per Day	14	22	14	6	6	6	7	5	6	12	12	6	6	8	0	0	26	26	24	26	36	36
Car / LGV Traffic Per Day	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	20	20	20
Total Traffic Per Day	54	62	54	46	46	46	47	45	46	52	52	46	46	48	40	40	66	66	64	46	56	56