

**Beauly to Blackhillock to New Deer to
Peterhead 400 kV Project
Environmental Impact Assessment Report
Volume 5 | Appendices**

**Appendix 3.4 – Outline Construction Traffic
Management Plan (CTMP)**



APPENDIX 3.4 – Outline Construction Traffic Management Plan

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Appendix Figures

No Appendix Figures associated with this Report.

Appendix Annexes

No Appendix Annexes associated with this Report.

1 Introduction

1.1 Purpose of this Document

- 1.1.1 WSP UK Limited (WSP) has been commissioned by the Applicant, to prepare an Outline Construction Traffic Management Plan (CTMP) for the activities associated with the construction of the Proposed Development.
- 1.1.2 The Proposed Development location is shown in **Figure 1.1** of **Chapter 1** of the EIAR.
- 1.1.3 This Outline CTMP has been prepared in support of an application under Section 37 (S37) of the Electricity Act 1989 to the Scottish Government. The application is located within the following local authorities; The Highland Council (THC), Moray Council (MC) and Aberdeenshire Council (AC). Any necessary improvement works on the existing road network are identified and traffic management measures required for the transport of any abnormal loads and general construction traffic are detailed. The primary aims of the Outline CTMP are as follows:
- reduce the impact of the construction works on communities in the surrounding areas;
 - minimise the level of traffic generated by the construction works;
 - provide effective management of the traffic generated during the construction works; and
 - work with affected communities and their representatives to address any issues as they arise.
- 1.1.4 The Outline CTMP is an outline document, prepared at the time of submission to inform the EIA and is intended to be expanded into a detailed CTMP prior to commencement of construction. The indicative measures proposed will be developed as the Proposed Development progresses to the construction stage. The Outline CTMP will be further developed by the Principal Contractor, in conjunction with THC, MC and AC and Transport Scotland (TS) and other appropriate stakeholders.
- 1.1.5 It is considered that the Outline CTMP can form the basis of the detailed CTMP, which when submitted to THC, MC and AC, will assist in discharging any relevant conditions attached to the Section 37 consent.
- 1.1.6 All works proposed within the Outline CTMP will be undertaken in line with The New Roads and Street Works Act 1991¹, 2008 Revision² (NRSWA) and as amended by Transport Scotland Act 2005³, which sets out the procedures and responsibilities which will apply to the co-ordination of any accommodation works on the road network.
- 1.1.7 Prior to commencing any works on the public road network, including carriageways, footways and verges, the Applicant will obtain the consent of THC, MC and AC under Section 56 or Section 61 of the Roads (Scotland) Act 1984⁴. Where relevant, permission under Section 21 of the Roads (Scotland Act) 1984⁴ (Road Construction Consent) will also be sought to accommodate any Public Road Improvement works beyond the current road boundary.

1.2 Consultation

- 1.2.1 Comments were provided by THC, MC and AC roads officers in response to an EIA Scoping Opinion received from the Scottish Government dated 22 October 2024, and comments which are relevant to this Outline CTMP, are captured in **Chapter 13: Traffic and Transport, Section 13.2**, and within **Table 13.1** of the EIA Report.
- 1.2.2 Where relevant, the outcomes of these discussions have been incorporated within the Outline CTMP. Where no response has been received to date, it would be proposed to update this Outline CTMP following receipt of the relevant information.

¹ Legislation.gov.uk (1991). New Roads and Street Works Act 1991 (Online). Available at: <https://www.legislation.gov.uk/ukpga/1991/22/contents>

² Transport Scotland (2013). New Roads and Street Works Act 1991: Code of Practice for the Co-ordination of Works in Roads (Online). Available at: <https://www.transport.gov.scot/publication/new-roads-and-street-works-act-1991-code-of-practice-for-the-co-ordination-of-works-in-roads/>

³ Legislation.gov.uk (2005). Transport (Scotland) Act 2005 (Online). Available at: <https://www.legislation.gov.uk/asp/2005/12/contents>

⁴ Legislation.gov.uk (1984). Roads (Scotland) Act 1984 (Online). Available at: <https://www.legislation.gov.uk/ukpga/1984/54/contents>

1.3 Report Structure

1.3.1 The structure is as follows:

- **Section 2** – outlines the Proposed Development in the context of the spatial and temporal scope in relation to transport and including traffic generation associated with the Proposed Development;
- **Section 3** – introduces key personnel and proposes traffic management action points to minimise construction traffic impact;
- **Section 4** – proposes the traffic management action points and the traffic management procedures required to minimise construction traffic impact;
- **Section 5** – defines the CTMP organisation structure for monitoring and review;
- **Section 6** – Outlines the indicative physical mitigation measures required for HGV and for AIL traffic to be required for traffic routeing; and
- **Section 7** – proposes the road conditions and structural surveys to be undertaken prior to construction traffic routeing.

2 Proposed Development

2.1 Introduction

2.1.1 The Proposed Development is described in full in **Chapter 3** of the EIA Report.

2.1.2 This Chapter of the Outline CTMP considers the elements of the Proposed Development that pertain closely to transport, namely:

- the Proposed Development location;
- indicative temporary construction compound locations;
- access junctions;
- construction traffic routing assumptions;
- anticipated construction traffic vehicles;
- Proposed Development timescales;
- working hours; and
- construction traffic generation.

2.2 Site Location

2.2.1 The Proposed Development is located throughout THC, MC and AC local authority areas between Beaully (Fanellan Substation), and Peterhead (Netherton Hub). The Proposed Development will require construction traffic to route from the indicative temporary construction compounds (or Yards), quarry locations, and from the trunk road network to the construction working areas along the Proposed OHL Alignment (hereafter referred to collectively as the 'Site'). Construction traffic will utilise approximately 600 km of adopted road network to reach access points, where this traffic will leave the adopted road network onto access tracks in order to reach the Site.

2.2.2 These construction traffic access routes are shown within **Figure 13.1 to Figure 13.9 of Chapter 13: Traffic and Transport** within the EIA Report.

2.3 Indicative Construction Compounds

2.3.1 As briefly mentioned, Yards would be required to facilitate the construction works. Yards are anticipated to be provided at the following locations:

- **Highland** - there is one potential Yard to be provided in the Highland area, located at Croy;
- **Moray** - there are two potential Yards to be provided in the Moray area, located at Elgin and Keith; and
- **Aberdeenshire** - there are two potential Yards to be provided in the Aberdeenshire area, located at Turriff and Peterhead.

2.3.2 These gated sites will provide storage for materials and welfare facilities for workers. There will be a designated parking area for contractor vehicles on-site. It is not currently known where the exact Yard locations will be and therefore these are shown indicatively in **Figure 13.1 to Figure 13.9 of Chapter 13: Traffic and Transport** within the EIA Report.

2.4 Bellmouth Access Junctions

2.4.1 All the tower installation sites will be accessed via existing or new junctions to be formed on the adopted road network and the indicative form of these proposed junctions are shown within **Figure 3.7 of Chapter 3** within the EIA Report and the location of these within **Figure 13.1 to Figure 13.9 of Chapter 13: Traffic and Transport** within the EIA Report.

2.4.2 Within each local authority there are varying access points required:

- **Highland:** A total of 55 access points have been identified where construction traffic will access the Site from the adopted road network.
- **Moray:** A total of 61 access points have been identified where construction traffic will access the Site from the adopted road network.
- **Aberdeenshire:** A total of 107 access points has been identified where construction traffic will access the Site from the adopted road network.

2.4.3 The formation of these junctions may be supported by the installation of temporary speed limits to support the provision of an appropriate level of visibility at each access location, using site-relevant instruments for the duration of the construction works, including Traffic Regulation Orders and Temporary Traffic Regulation Orders.

2.5 Construction Traffic Routing Assumptions

2.5.1 As previously stated, while it is anticipated that temporary construction compounds (Yards) would be required to facilitate the construction works, it is acknowledged that construction activities would also be supported by aggregate deliveries which are generated throughout the construction programme, and these movements will not originate from the Yard. As set out within the Transport Assessments locations in **Appendices 13.1, 13.2 and 13.3**, it is not currently known which quarries and suppliers would be used, and it has therefore been assumed that aggregates would be transported from the nearest quarry via the trunk road network (where possible) (the A9, A82, A96, A95, and the A90) to the Site, via the most direct route. The quarries assumed for routing purposes are located within **Table 6.4 of Appendices 13.1, 13.2 and 13.3** respectively.

2.5.2 In order to understand the traffic routing requirements for the construction of the Proposed Development, the proposed access routes to the aforementioned access points have been split into a number of sections. Together these sections comprise the entire Study Area, or the collective construction traffic routes to be used. The methodology and assessment regarding how these sections have been derived can be found within the Transport Assessments which are located within **Volume 5, Appendices: 13.1, 13.2 and 13.3**.

2.5.3 The construction traffic route sections and individual road links to support the Proposed Development are outlined within **Table 2.1** and are illustrated in **Figure 13.1 to Figure 13.9 of Chapter 13: Traffic and Transport** within the EIA Report.

Table 2.1: Proposed Development Study Area Sections

Local Authority	Section Number - Description	Section Link	Study Area
The Highland Council	Section 1 Fanellan to River Beauly	HC-C1106-01	HC-C1106-01: C1106 between Fanellan and the C1108
		HC-C1106-02	HC-C1106-02: C1106 between Fanellan and the U1604
		HC-U1604-01	HC-U1604-01: U1604 between the C1106 and the C1108
		HC-C1108-01	HC-C1108-01: C1108 between the A833 and the U1604
		HC-A833-01	HC-A833-01: A833 between the A862 and C1108
		HC-A862-01	HC-A862-01: A862 between between the A831 and B9164
	Section 2 - River Beauly to Cnoc na Moine	HC-A862-02	HC-A862-02: A862 between A833 and Inchmore
		HC-C1116-01	HC-C1116-01: C1116 between A862 and U2395
		HC-U2395-01	HC-U2395-01: U2395 between C1116 and Achnagairn
		HC-C1102-01	HC-C1102-01: C1102 between A862 and U1568
		HC-U1568-01	HC-U1568-01: U1568 between C1102 and U2362
		HC-U2362-01	HC-U2362-01: U2362 between U1568 and Newtonhill
		HC-U1556-01	HC-U1556-01: U1556 between A862 and Newtonhill
	Section 3 - Cnoc na Moine	HC-C1097-01	HC-C1097-01: C1097 between A862 and Newtonhill
		HC-U1797-01	HC-U1797-01: U1797 between A862 and C1097
		HC-C1118-01	HC-C1118-01: C1118 between A862 and U1160
		HC-U1160-01	HC-U1160-01: U1160 between C1118 and U1255
		HC-U1255-01	HC-U1255-01: U1255 between U1160 and Leachkin
		HC-A862-03	HC-A862-03: A862 between Inchmore and Scorguie Rd, Inverness
		HC-A862-04	HC-A862-04: A862 between Scorguie Rd, Inverness and the A82
		HC-C1114-01	HC-C1114-01: C1114 between A862 and U1560
		HC-C1114-02	HC-C1114-02: C1114 between U1560 and Kirkton Muir
		HC-U1560-01	HC-U1560-01: U1560 between C1114 and Bunchrew Burn
	Section 4 - Cnoc na Moine to River Ness	HC-A82-01	HC-A82-01: A82 (T) Drumnadrochit to Inverness
		HC-C1060-01	HC-C1060-01: C1060 between A82 (T) and Kirkhill and Bunchrew
	Section 5 - River Ness to Knocknagael	HC-A8082-01	HC-A8082-01: A8082 between the A9 (T) and the Slackbuie Distributor Road
		HC-A8082-02	HC-A8082-02: A8082 between B862 and the Slackbuie Distributor Road
		HC-B862-01	HC-B862-01: B862 (southwest of Inverness) between Scanipoint and Cullaird
		HC-C1040-01	HC-C1040-01: C1040 between the C1064 and B862
		HC-C1064-01	HC-C1064-01: C1064 between the A8082 and U1096
		HC-U11096-01	HC-U11096-01: U1096 between C1064 and Holm Burn
	Section 6 - Knocknagael to the Daviot Wood	HC-B851-01	HC-B851-01: B851 between Inverarnie and the A9
		HC-B861-01	HC-B861-01: B861 between Cairn and the B851
		HC-C1068-01	HC-C1068-01: C1068 (south of Inverness) southwest of the A9 (T) junction at Daviot/Dundavie
	Section 7 - Daviot Wood to The Highland Main Line	HC-B851-02	HC-B851-02: B851 (Southeast of Inverness) north of the junction with the A9 (T) at Mains of Daviot
		HC-C1056-01	HC-C1056-01: C1056 (from B9154 at Craggie to U1233 at Dalroy), at Mains of Daltulich

Local Authority	Section Number - Description	Section Link	Study Area
	Section 8 - The Highland Main Line to Dalcharn	HC-B9154-01	HC-B9154-01: B9154 between the A9 (T) and C1056
		HC-B9090-01	HC-B9090-01: B9090 between the B9006 and C1056
		HC-C1056-02	HC-C1056-02: C1056 between B9090 and Culloden Viaduct
	Section 9 - Dalcharn to Acheneim Wood	HC-B9090-02	HC-B9090-02: B9090 between C1056 and Cawdor
		HC-U3151-01	HC-U3151-01: U3151 between U1169 and B9090
		HC-U1169-01	HC-U1169-01: U1169 east of the C1056
		HC-U1169-02	HC-U1169-02: U1169 between the U3151 and Drummournie
		HC-U1169-03	HC-U1169-03: U1169 between U3138 and Glengoullie
		HC-U3138-01	HC-U3138-01: U3138 between U1169 and Lochanshelloch
	Section 10 - Acheneim Wood to Muckle Burn	HC-B9090-03	HC-B9090-03: B9090 Cawdor to Nairn Road, east of Brackla Distillery
		HC-C1154-01	HC-C1154-01: C1154 between B9090 and C1161
		HC-C1154-02	HC-C1154-02: C1154 between C1161 and Bruachmary
		HC-C1161-01	HC-C1161-01: C1161 between C1154 and Achavraat
		HC-U3114-01	HC-U3114-01: U3114 between C1161 and Clunas Wood
	Section 11 - Muckle Burn to Cairn Duhie	HC-B9091-01	HC-B9091-01: B9091 between B9090 and A939
		HC-A939-01	HC-A939-01: A939 (South of Nairn) at Achamore
		HC-C1173-01	HC-C1173-01: C1173 South of A939 to Drussie Wood
		HC-A939-02	HC-A939-02: A939 between C1173 and B9007
	Section 12 - Cairn Duhie to Johnstripe	HC-B9007-01	HC-B9007-01: B9007 between A939 and Auchnabechan Wood
		MC-A940-01	MC-A940-01: A940 within Forres
		MC-A940-02	MC-A940-02: A940 Between Forres to Tomdow
		MC-C11E-01	MC-C11E-01: C11E between the A940 and Dusach
		MC-U88E-01	MC-U88E-01: U88E between the A940 and Little Corshellach
Moray Council	Section 13 - Johnstripe to Moss of Bednawinny	MC-U88E-02	MC-U88E-02: U88E between the A940 and Bridge of Newton
		MC-B9011-01	MC-B9011-01: B9011 between the A96 (T) and the C37E
		MC-C37E-01	MC-C37E-01: C37E between the B9011 and B9010
		MC-B9010-01	MC-B9010-01: B9010 between the C37E and C12E
		MC-C12E-01	MC-C12E-01: C12E between the B9010 and U109E
	Section 14 - Moss of Bednawinny to Glenlatterach Reservoir	MC-U109E-01	MC-U109E-01: U109E between the C12E and Rhinagoup
		MC-B9010-02	MC-B9010-02: B9010 between the A96 (T) and the C12E
		MC-C12E-01	MC-C12E-01: C12E between the B9010 and C13E
	Section 15 - Glenlatterach Reservoir to Glen of Rothes	MC-C13E-01	MC-C13E-01: C13E between the C12E and Coldwells
		MC-A941-01	MC-A941-01: A941 between the A96 (T) and Culzean Road
	Section 16 - Glen of Rothes to Teindland	MC-A941-02	MC-A941-02: A941 between Culzean Road and the access to Breedon Netherglen Quarry
		MC-B9103-01	MC-B9103-01: B9103 between the A96 (T) and the U129E
		MC-B9103-02	MC-B9103-02: B9103 between the U129E and Altonside
		MC-U129E-01	MC-U129E-01: U129E between the B9103 and Greenside

Local Authority	Section Number - Description	Section Link	Study Area
	Section 17 - Teindland to River Spey	MC-U20E-01	MC-U20E-01: U20E between the B9103 and Westerton
		MC-B9015-01	MC-B9015-01: B9015 between the A96 (T) and Cairnend
		MC-U13E-01	MC-U13E-01: U13E between the U13E and U19E
		MC-U19E-01	MC-U19E-01: U19E between the U22E and Burnside of Dipple
	Section 18 - River Spey to west of Keith	MC-B9104-01	MC-B9104-01: B9104 between the A96 (T) and U14E
		MC-U14E-01	MC-U14E-01: U14E between the B9104 and Aultdearg
		MC-U13E-01	MC-U13E-01: U13E northeast of the A96 (T) at Forgie Hill
		MC-U13E-02	MC-U13E-02: U13E southwest of the A96 (T) at Forgie Hill
		MC-U65H-01	MC-U65H-01: U65H between the A96 (T) and Blackfold
	Section 19 - West of Keith to Coachford	MC-B9016-01	MC-B9016-01: B9016 between the A96 (T) and Auchinderran
		MC-C74H-01	MC-C74H-01: C74H between the B9016 and U41H
		MC-U41H-01	MC-U41H-01: U41H between the C74H and Auchairn
		MC-B9017-01	MC-B9017-01: B9017 between A96 (T) and A95
		MC-C74H-02	MC-C74H-02: C74H between the B9017 and Auchairn
		MC-U41H-02	MC-U41H-02: U41H between the C74H and Broomhill
		MC-U49H-01	MC-U49H-01: U49H between the B9017 and Hillhead
		MC-U51H-01	MC-U51H-01: U51H between the B9017 and Brunthall
		MC-A95-01	MC-A95-01: A95 between the A96 (T) and B9017
		MC-A95-02	MC-A95-02: A95 between the B9017 and B9018
		MC-U35H-01	MC-U35H-01: U35H between the A96 (T) and Meikle Ardrone
		MC-U44H-01	MC-U44H-01: U44H between A96 (T) and Mains of Auchoynanie
		MC-U43H-01	MC-U43H-01: U43H south of the A96 (T) between Denwell and Netherton
		MC-A96-01	MC-A96-01: A96 (T) from Forgie to Coachford
Aberdeenshire Council	Section 20 - Coachford to Huntly	AC-U111S-01	AC-U111S-01: U111S between A96 (T) and Coachford
		AC-U108S-01	AC-U108S-01: U108S between the C106S and the A96
		AC-A96-01	AC-A96-01: A96 (T) between Coachford and the B9022
		AC-C106S-01	AC-C106S-01: C106S between A96 (T) and Ruthven
		AC-B9022-01	AC-B9022-01: B9022 between A96 (T) and Haddoch
	Section 21 - Huntly to Turriff	AC-C100S-01	AC-C100S-01: C100S between A97 and Milburn
		AC-U103S-01	AC-U103S-01: U103S between C100S and Broomfold
		AC-A97-01	AC-A97-01: A97 between the C100S and B9001
		AC-C82S-01	AC-C82S-01: C82S between the A97 and Meikleton
		AC-U102S	AC-U102S: U102S between A97 and Broomfold
		AC-C88S-01	AC-C88S-01: C88S between A97 and U89S
		AC-U89S-01	AC-U89S-01: U89S east of the C88S between Brackenbraes and Comisty
		AC-B9001-01	AC-B9001-01: B9001 between the A97 and Glen Dronach
		AC-B9001-02	AC-B9001-02: B9001 between Glen Dronach and Burnside

Local Authority	Section Number - Description	Section Link	Study Area
		AC-C87S-01	AC-C87S-01: C87S between B9001 and Mains of Frendraught
		AC-U90S-01	AC-U90S-01: U90S between the C87S and Bogcoup
		AC-U91S-01	AC-U91S-01: U91S between C87S and Frendraught
		AC-B9024-01	AC-B9024-01: B9024 between B9001 and U33S
		AC-U94L-01	AC-U94L-01: U94L between B9024 and Reidswell
		AC-U33S-01	AC-U33S-01: U33S between B9024 and Carlinraig
		AC-B9024-02	AC-B9024-02: B9024 between U33S and A947
		AC-Private Road	AC-Private Road: Private Road between A97 and Corse of Kinnoir
	Section 22 - Turriff to New Deer	AC-C22S-01	AC-C22S-01: C22S between B9024 and Brownhill
		AC-U24S-01	AC-U24S-01: U24S between C22S and Denfield
		AC-C25S-01	AC-C25S-01: C25S between C22S and C25S
		AC-U24S-02	AC-U24S-02: U24S between C25S and Denfield
		AC-A947-01	AC-A947-01: A947 between B9024 and U25S
		AC-U25S-01	AC-U25S-01: U25S between A947 and Hill of Darra
		AC-C21S-01	AC-C21S-01: C21S between B9170 and Little Colp
		AC-C21S-02	AC-C21S-02: C21S between B9170 and Hill of Ardin
		AC-B9170-01	AC-B9170-01: B9170 between the A947 and Cuminstown
		AC-C26S-01	AC-C26S-01: C26S between B9170 and U1S
		AC-U1S-01	AC-U1S-01: U1S between C26S and Greeness
		AC-U1S-02	AC-U1S-02: U1S between C26S and Berryhill
		AC-C1S-01	AC-C1S-01: C1S between U1S and C29S
		AC-C29S-01	AC-C29S-01: C29S between C1S and B9170
		AC-B9170-02	AC-B9170-02: B9170 between Cuminstown and South Antshillock
		AC-U130S-01	AC-U130S-01: AC-U130S-01 between B9170 and Newton
	Section 23 - New Deer to Maud	AC-C125B-01	AC-C125B-01: C125B between B9170 and North Comonty
		AC-B9170-03	AC-B9170-03: B9170 between C125B and A981
		AC-A981-02	AC-A981-02: A981 between B9029 and A948
		AC-A981-01	AC-A981-01: A981 between B9029 and A950
		AC-B9028-01	AC-B9028-01: B9028 between A981 and West Auchreddie
		AC-C123B-01	AC-C123B-01: C123B between A981 and Milton of Culsh
		AC-U122B-01	AC-U122B-01: U122B between C127B and Collageford
		AC-C127B-01	AC-C127B-01: C127B between A981 and Stevensburn
	Section 24 - Maud to Mintlaw	AC-A950-01	AC-A950-01: A950 between B9106 and Mintlaw
		AC-B9106-01	AC-B9106-01: B9106 between Drymuir and the A950
		AC-B9029-01	AC-B9029-01: B9029 between the B9106 and C103B
		AC-C103B-01	AC-C103B-01: C103B between the B9029 and Meikle Kirkhill
		AC-B9030-01	AC-B9030-01: B9030 between the A950 and Upper Crichtie
		AC-C97B-01	AC-C97B-01: C97B between B9030 and C100B
		AC-C100B-01	AC-C100B-01: C100B between C97B and Upper Crichtie

Local Authority	Section Number - Description	Section Link	Study Area
	Section 25 - Mintlaw to Peterhead	AC-A950-02	AC-A950-02: A950 between A981 and Mintlaw
		AC-A950-03	AC-A950-03: A950 between Mintlaw and C56B
		AC-C56B-01	AC-C56B-01: C56B between A950 and C38B
		AC-U55B-01	AC-U55B-01: U55B between C56B and Invereddie
		AC-C38B-01	AC-C38B-01: C38B between C56B and A952
		AC-U52B-02	AC-U52B-02: U52B between the C38B and Newton of Ludquharn
		AC-A952-01	AC-A952-01: A952 between C38B and U52B
		AC-U52B-01	AC-U52B-01: U52B between the A952 and West Newton
		AC-U70B-01	AC-U70B-01: U70B between A952 and Easter Pettymarcus

2.6 Vehicle Classification

General Construction Traffic

2.6.1 This Outline CTMP has been prepared using information supplied by the Applicant's Principal Contractor, who has estimated the level of trips generated by construction activities.

2.6.2 The Principal Contractor confirms that construction activities would be supported by the following key vehicle types:

- Heavy Goods Vehicles (HGVs) transporting construction materials, plant and equipment to / from Site;
- Tipper trucks (e.g. for transporting aggregates to Site);
- Low loaders (e.g. for transporting plant equipment) to Site;
- Light Goods Vehicles (LGVs) delivering materials to Site; and
- Cars and vans transporting staff to and from the Site.

2.6.3 The longest vehicle type making the most frequent trips to site will be a 16.5 metre (m) artic HGV and this has been used to inform the desktop access route review.

Abnormal Indivisible Loads (AILs)

2.6.4 AILs are categorised as vehicles where the weight exceeds 44 tonne (t) gross weight and / or the width exceeds 2.9 m and / or the length exceeds 18.3 m. Based on these parameters, the 150 t to 250 t capacity mobile cranes associated with the construction of the Proposed Development will fall into the category of AILs.

2.6.5 It has been confirmed by the Principal Contractor that these cranes will be self-driving. It is anticipated that for jobsite driving, the cranes are anticipated to have a gross weight of between 60 t and 82 t with a max axle weight of 12 t and 16.5 t respectively.

2.6.6 At the time of writing, the origin of these crane movements is also unknown, however it is anticipated that these could be delivered via the trunk road network.

2.6.7 Low loaders may also be used for transporting heavy plant and therefore exceed 44t, thus qualifying under the AIL category.

2.7 Proposed Development Timescales

- 2.7.1 It is anticipated that construction and commissioning of the Proposed OHL would take place over a four-year period, although detailed programming of works would be the responsibility of the Principal Contractor in agreement with SSEN Transmission. It is anticipated that construction of the Proposed OHL would commence in 2026, with estimated completion in Quarter 4 of 2030. Dismantling of existing OHLs and reinstatement would follow and is anticipated to be completed by Quarter 2 of 2032. The detailed construction phasing and programme would be subject to change as the design progresses and also due to necessary consents and wayleaves being agreed.

2.8 Construction Working Hours

- 2.8.1 Construction activities would in general be undertaken during daytime periods. Working hours are currently anticipated between 07.00 to 19.00 Monday to Sunday during British Summer Time (BST) and 07:00 to 18:00 during Greenwich Mean Time (GMT).
- 2.8.2 To ensure a robust assessment, the construction impact analysis has been based on the peak daily traffic flows of site deliveries over a 11 hour period, within the assumed GMT working hours. In doing so, simulating the most intensive movements required to construct the Proposed Development in the shorter time period within the construction window. Therefore, the condensing of movements provides a worst-case assessment scenario.
- 2.8.3 Any other out of hours working would be agreed in advance with THC, MC, and AC. With regard to weekend working, this would be planned to minimise construction traffic, and areas of work would be restricted to those locations which would have the least impact on the local communities and general public.

2.9 Traffic Generation

- 2.9.1 The level of trips generated per section for the construction of the Proposed Development and for the movement of the workforce have been derived from estimates provided by the Principal Contractor, with the anticipation that the greatest number of traffic movements will be generated throughout 2026. The EIA Report **Chapter 13: Traffic and Transport**, as well as the accompanying Transport Assessments located within **Appendices, 13.1, 13.2 and 13.3** have therefore focussed on this period to provide a robust estimate of the impact of construction activities.
- 2.9.2 As stated in **Section 2.6**, construction traffic types will be varied throughout the duration of the works. It is anticipated that these vehicle types will be necessary for delivering / collecting heavy plant and equipment to daily deliveries of material including stone and concrete.
- 2.9.3 **Table 2.2:** Predicted Total Traffic Generation Associated with each Tower provides an indication of the average level of trips generated by each tower's installation per vehicle type.

Table 2.2: Predicted Total Traffic Generation Associated with each Tower

LCV Pick-Ups and Welfare Vans	Sprinter pickup - tipper	Beavertail wagon	4x4 MAN	Low Loader	Concrete Wagon	Crane	Tractors	Telehandler
320	84	54	32	6	24	2	8	2

- 2.9.4 As previously stated, the expected start date on-site is 2026. The majority of traffic is expected during the first two years for site setup and enabling works, including tree felling.
- 2.9.5 Therefore, it is anticipated that peak of construction activity is anticipated to occur during the enabling works during the first year of construction. During this time, it is expected that construction traffic route sections will experience the following maximum number of vehicle movements throughout this time, as shown in **Table 2.3**.

Table 2.3: Predicted Total Traffic Generation Associated with Each Construction Section

Local Authority	Section	Daily Cars / Vans	Daily HGVs	Hourly Cars / Vans	Hourly HGVs	Cars / Vans per 10 mins	HGVs per 10 mins
The Highland Council	Section 1 (A862, A833, C1108, U1604, C1106)	76	150	7	14	1	2
	Section 2 (A862, C1102, C1116, U1568, U2362, U1556, U2395,)	76	150	7	14	1	2
	Section 3 (A862, C1114, C1097, C1118, U1560, U1797, U1160, U1255)	76	150	7	14	1	2
	Section 4 (A82, C1060)	76	150	7	14	1	2
	Section 5 (A8082, B862, C1064, C1040, U11096)	76	150	7	14	1	2
	Section 6 (C1068, B851, B861)	76	150	7	14	1	2
	Section 7 (B851, C1056, B9154)	76	150	7	14	1	2
	Section 8 (B9090, C1056)	76	150	7	14	1	2
	Section 9 (B9090, U3151, U1169, U3138)	106	158	10	14	2	2
	Section 10 (B9090, B9091, U3114, C1161, C1154)	106	158	10	14	2	2
	Section 11 (A939, B9007, C1173)	106	158	10	14	2	2
Moray Council	Section 12 (A940, C11E, U88E)	76	150	7	14	1	2
	Section 13 (B9011, B9010, C37E, C12E, U109E)	75	149	7	14	1	2
	Section 14 (B9010, C12E, C13E)	76	150	7	14	1	2
	Section 15 (A941)	75	150	7	14	1	2
	Section 16 (B9103, B9103, U20E, U129E)	76	150	7	14	1	2
	Section 17 (B9015, U19E, U13E)	76	150	7	14	1	2
	Section 18 (B9016, B9104, U13E, U65H, C74H)	106	158	10	14	1	2
	Section 19 (A96, B9017, A95, C74H, U41H, U49H, U51H, U35H, U44H)	76	150	7	14	1	2
Aberdeen shire Council	Section 20 (A96, U108S, B9022, C106S, U111S)	83	152	8	14	1	2
	Section 21 (A97, B9001, B9024, U33S, U90S, U89S, U102S, U103S, C100S, C82S, C88S, C87S)	88	153	8	14	1	2
	Section 22 (B9170, A947, U130S, U1S, U25S, U24A, C1S, C29S, C22S, C25S, C21S, C26S)	106	158	10	14	1	2
	Section 23 (A981, B9170, B9028, C125B, C123B, C127B, U122B)	106	158	10	14	2	2
	Section 24 (A950, B9030, B9106, B9029, C103B, C97B, C100B)	106	158	10	14	2	2
	Section 25 (A950, A952, C56B, C38B, U55B, U52B, U70B)	106	158	10	14	2	2

2.9.6 The indicative trip generation figures identified within **Table 2.3** have been prepared by WSP in collaboration with the Principal Contractor and the Applicant's team. It is considered that the trip generation identified is indicative at this stage and that as the design evolves, that the Principal Contractor will prepare a detailed Construction Programme.

3 Construction Operational Procedures

3.1 Introduction

Project Management Traffic Team

Traffic Management Coordinator

- 3.1.1 The Traffic Management Coordinator for the Proposed Development is responsible for ensuring compliance with the detailed CTMP on-site and will liaise with the Project Manager on any aspects of the plan that need changing, updating or escalating externally with clients and subcontractors. The Traffic Management Co-coordinator will also be responsible for briefing the requirements to the Traffic Management Supervisors and ensuring day to day compliance.
- 3.1.2 The Traffic Management Co-ordinator will act as the Principal Contractor focal point with the Traffic Management (TM) contractor for all site related Traffic Management activities and will hold a valid in date New Roads and Street Works Act 1991 (NRSWA) accreditation.

Traffic Management Supervisor

- 3.1.3 The Traffic Management Supervisor is employed by the Principal Contractor and will be responsible for day-to-day application of the document on site, ensuring compliance with all the Principal Contractor's staff, operatives, contractors and clients. The Traffic Management Supervisor will coordinate all works with the Plant & Vehicle Marshals.

Plant & Vehicle Marshal

- 3.1.4 All on-site reversing operations and the movement of plant / deliveries will be supervised and controlled by a trained and authorised Plant and Vehicle Marshal. The Plant and Vehicle Marshal will be identifiable on-site by means of Orange Hi-Viz clothing. The Plant and Vehicle Marshal shall be nominated at the start of each day and noted on the daily site risk assessment.

3.2 Timing Restrictions

- 3.2.1 At this time, it is proposed that no HGVs, excluding abnormal loads shall visit the Site between the hours of 19:00 and 07:00 Monday to Friday, or between 16:00 and 07:00 on Saturdays. No HGVs shall visit the Site at any time on Sundays or Public Holidays unless otherwise agreed in writing by THC, MC and AC.
- 3.2.2 In the interests of road safety and reducing possible nuisance and if deemed necessary by THC, MC and AC, HGV traffic may be subject to further timing restrictions, whereby vehicles will not be able to access, or depart from the Site during specific times. For example, it could be proposed to restrict HGV construction trips during the morning and afternoon school run periods or other predictable peak traffic periods. This would be more applicable in relation to those roads whereby schools are either in close proximity to or accessed directly.
- 3.2.3 Key events in the local and surrounding area between Beaully to Peterhead are contained within **Table 3.1** below. The event calendar will be reviewed as required throughout the duration of the works and any updates will be included and communicated to the team.

Table 3.1: Key Events

Event	Expected Date	Review Frequency
Belladrum Music Festival	July – August	Annual
Black Isle Show	August	Annual
Nairn Games	August	Annual
Keith Show	August	Annual
Huntly Show	September	Annual
SpeyFest	July	Annual
MacMoray	April (Easter)	Annual
Other Festivals TBC		
Other Local shows TBC		

- 3.2.4 All parties involved in making deliveries to the Site will be instructed on these restrictions, and for contractors making regular deliveries they will form part of their contractual obligations. This will be reinforced within the Principal Contractor's Site inductions and regular tool-box talks.
- 3.2.5 Additional information on any abnormal load timing and management is covered in the Abnormal Load Deliveries section.

3.3 Route Enforcement

- 3.3.1 The routes and time restrictions identified in the CTMP will be strictly enforced, unless otherwise agreed with THC, MC and AC and other stakeholders. The Principal Contractor and all subcontracting companies involved in the construction of the Proposed Development will be required to ensure they follow the correct routes. The routes will be clearly defined in all contracts and clearly signposted for all drivers to see. This will be reinforced by inclusion within the Principal Contractor's Site induction and regular tool-box talks for Site operatives. The requirement to stay on the road surface, and avoid tracking off onto verges, will also be reinforced via these means.
- 3.3.2 Any residents or road users in the vicinity of the Site who believe that contractors or delivery drivers are not complying with the details of the CTMP would be encouraged to take a note of the vehicle registration and vehicle type, the location and time of the incident and report this to the nominated point of contact (which would be communicated via newsletters and online). All vehicle registrations and time will be recorded once they enter the Site and based on the information received; any contractor not adhering to the relevant route guidance will be reminded of the designated routes and restrictions in the first instance and disciplined if required. On-Site monitoring, spot checks and additional route signage will assist in ensuring the route is adhered to.
- 3.3.3 The Principal Contractor will maintain a log of all HGVs entering and leaving the construction Site. Logs can be used to inform ongoing liaison during contract between THC, MC and AC if required.

3.4 Private Roads / Accesses

- 3.4.1 All the new towers are located on private land and as such, access to the towers will be gained via either a new access track or upgrade of an existing stone access track. All access requirements will be addressed as required and the Principal Contractor will liaise with the Applicant's Land / Wayleaves Manager to gain prior approval with the landowner before commencing works and allowing construction traffic to pass through.
- 3.4.2 Whilst it is not foreseen to be an issue, in the event that any Temporary Traffic Management System directly affects access to a landowner's private house / land, the Principal Contractor in conjunction with the Traffic Management contractor will look to ensure there is always a suitable method of access / egress for the landowner.

- 3.4.3 The Principal Contractor will ensure passing places and single track roads are not blocked by vehicles or equipment at any time. Where carriageways are to be blocked, suitable traffic management will be in place.

3.5 Parking and Rest Bays

- 3.5.1 In the event that the proposed Traffic Management plans associated with the works impact any parking / rest bays, THC, MC and AC and TS will be consulted well in advance. To maintain the safety of the workforce and Traffic Management team, the parking / rest bay would be temporarily closed during the duration of the Traffic Management system.
- 3.5.2 To avoid disruption to the public and traffic, where possible all site construction traffic will be advised to avoid using any existing parking / rest bays. The site team will ensure that all deliveries are organised and known in advance and if delays result in being unable to accept deliveries at Site, drivers will be encouraged to park up at either the main Yard locations or at the temporary working areas. There is no provision for turning areas on the public road.

3.6 Bus Routes

- 3.6.1 The Proposed Development scope of works and associated traffic management plans are not anticipated to have a direct impact on the local bus routes. If any local bus stops are likely to be affected, the Principal Contractor will liaise with THC, MC and AC and Public Transport provider to discuss further and come to a solution. Bus tours and long haul buses are again not expected to be adversely impacted as a result of the Proposed Development traffic management plans and as such no steps have been taken to consult with the Public Transport service providers. In the event that the works are found to have the potential to impact the service providers, the Principal Contractor will act accordingly to open communication channels with them alongside the Applicant.

3.7 Impacted Roads and Key Infrastructure Crossings

- 3.7.1 Trunk and local roads which will be utilised by construction traffic are the A9 (T), A96 (T), A97, A98, A82 (T), A862, A939, A940, A941, B9103, B9016, B9022, A947, B9170, A948, A952 and A950. All routes are to have a video survey carried out prior to Proposed Development start and the video submitted to the Roads and Amenity Services. There is to be no parking on verges at any time and any damage to verges on the public road is to be reported to the Project Management Traffic Team who must then report the damage to the relevant operator (Inverness, Moray and Aberdeenshire or BEAR / Amey/ and AWPR NE).

3.8 Contractor Speed Limits

- 3.8.1 All contractors will be made aware of local vulnerable road users (including children, cyclists, horse riders and walkers) and staff will be advised of the need to reduce speed limits during tool-box talks undertaken by the Principal Contractor. All parties involved in making deliveries to the Site will be instructed on the potential interaction with vulnerable road users and advised on their responsibility to adhere to speed limits.
- 3.8.2 Appropriate speed limits may be agreed with the THC, MC and AC Roads Department as required, however there are currently no proposals to implement any reduced speed limits at any specific locations on the proposed access routes. Should THC, MC and AC deem this necessary, it is considered that this can be secured via the detailed CTMP.
- 3.8.3 Any proposed reductions in speed limits would only be applicable to those vehicles associated with the construction of the Proposed Development.

3.9 Temporary Road Signing

- 3.9.1 Temporary road signing will be implemented along the proposed access routes informing drivers about the ongoing construction on Site, in addition to routing works traffic to and from the Site. This will be in addition to Site signage that will be installed in the vicinity of the Site access junction by the Principal Contractor, and at other areas as agreed necessary with local authorities and road operators. Note this plan is indicative only at this stage, with the exact locations agreed with THC, MC and AC.
- 3.9.2 Construction traffic will not be allowed to enter the Site until THC, MC and AC has agreed the signage design and confirmed in writing that the required signage is in place.

3.10 Road Closures / Management Schemes

- 3.10.1 The Principal Contractor will, where practicable, avoid any road closures or diversions as a result of the construction works for the Proposed Development. All reasonable measures, including appropriate design and installation of traffic management schemes will be employed, to reduce the likelihood of traffic diverting onto alternative routes, to mitigate any potential impacts on the local communities and to keep delays on the road network to a reasonably practicable minimum. Any specific traffic management measures proposed would be subject to agreement with THC, MC and AC. All temporary works / traffic management measures would be employed for the minimum time period required; no measures would be left in place un-necessarily.
- 3.10.2 In the event that 2-way or 3-way traffic lights are required, the assigned Traffic Management contractor will submit a temporary traffic light (TTL) permit to THC, MC and AC alongside all other necessary documents.
- 3.10.3 Although not currently planned, should any road need to be closed temporarily to facilitate any construction works or movement of abnormal loads, the contractor will comply with the requirements of THC, MC and AC for the affected roads, any authority through which it is intended to divert traffic during the temporary road closure and the Police. The contractor will demonstrate to THC, MC, AC that the construction work cannot be carried out safely without the road closure.
- 3.10.4 The contractor will consult with THC, MC and AC regarding the traffic management measures proposed and will undertake Road Safety Audits in accordance with the Design Manual for Roads and Bridges⁵ for complex or major traffic management schemes. Meetings will be held with THC, MC and AC during the construction period when required.
- 3.10.5 The contractor will consult with the operators of the rail network regarding construction works on, over or adjacent to live railtrack or other works which may affect them, for example movement of abnormal loads associated with the movement of the mobile cranes and will obtain any consents necessary for the works to be undertaken.
- 3.10.6 The contractor will consult with the following organisations regarding traffic management and control measures, which will be implemented if required, to accommodate abnormal load traffic or unusually high traffic demands:
- THC, MC and AC, including Transport Scotland;
 - the organisers of major events in adjacent Local Authorities to THC, MC and AC; and
 - other relevant organisations, for example Community Councils.
- 3.10.7 When implementing any proposed CTMP measures, the contractor will comply with the provisions of the Traffic Signs Manual Chapter 8: Traffic Safety Measures and Signs for Road Works and Temporary Situations⁶. Traffic signs will comply with the Traffic Signs Regulations and General Directions 2002, as amended⁷.

⁵ DMRB (2025). GG 119 - Road safety audit. (Online). Available at: <https://www.standardsforhighways.co.uk/search/69517ebd-ed8d-4558-b101-c1e80611000a>

⁶ DfT, (2009). Guidance: Traffic signs manual Chapter 8: Traffic Safety Measures and Signs for Road Works and Temporary Situations Part 1: Design 2009 (Online). Available at: <https://www.gov.uk/government/publications/traffic-signs-manual>

⁷ DfT, (2016). Guidance -Traffic Signs Regulations and General Directions 2016: an overview (Online). Available at: <https://www.gov.uk/government/publications/traffic-signs-regulations-and-general-directions-2016-an-overview>

4 Abnormal Load Deliveries

4.1 Abnormal Load Delivery Plan

- 4.1.1 As previously advised, there will be several mobile cranes required in relation to the construction of the Proposed Development alongside low loaders exceeding 44t.
- 4.1.2 The mobile cranes and low loaders will be delivered to Site in sufficient time to meet the agreed assembly / installation programme and in accordance with the requirements of Police Scotland, THC, MC and AC and TS. A detailed delivery plan will be prepared prior to the actual delivery, and sufficient notice will be given to all relevant parties / stakeholders. Mobile crane movements will comply with the requirements set out for their relevant category (A, B or C) in the Road Vehicles (Authorisation of Special Types) (General) Order 2003⁸; including providing appropriate notice to the police, the THC, MC and AC road and bridge authorities and where relevant consultation with owners of structures such as bridges and tunnels that have weight restrictions.
- 4.1.3 The Temporary Site layout will be designed to allow the safe manoeuvring of the mobile cranes at the appropriate location prior to assembly / installation.
- 4.1.4 The detailed delivery plan will include Risk Assessments and Method Statements and will include contingency plans resulting from vehicle breakdowns or accidents on the proposed access route(s).
- 4.1.5 The procedures put in place in the event of an emergency or major unscheduled stoppage, including breakdown, traffic accident / shedding of load, injury to staff or public, or severe adverse weather would include, but not be limited to, the following:
- the vehicle(s) would be removed from the road as far as possible or cleared to the edge of the carriageway to allow free traffic movement or access of emergency vehicles;
 - emergency beacons would be activated on all affected vehicles;
 - reflective emergency triangles would be placed at least 45m (150ft) behind the affected vehicle(s) on the same side of the road to provide advanced warning for approaching traffic;
 - all incidents would be reported within 30 minutes of occurrence to relevant personnel and emergency services contacted as necessary; and
 - once vehicles have been moved to the most suitable location(s), affected vehicles would remain stationary until the incident has been resolved and the all-clear from either the Police or the Site Manager has been received.

⁸ UK Government (2003). Road Vehicles (Authorisation of Special Types) (General) Order 2003. Online at: <https://www.legislation.gov.uk/uksi/2003/1998/contents>

4.2 Road Clearance Scheme

- 4.2.1 Access routes for the Proposed Development have been selected to minimise the need for road clearance, particularly in settlements. However, should the need arise for clear roads to allow for the transport of abnormal loads along narrow sections of the proposed access routes, the intended procedure to be followed is set out in this section.
- 4.2.2 At delivery times, road parking in settlements along the route may be restricted to allow for this and shall be achieved through communication with the local residents, businesses, THC, MC and AC. If required, the Applicant via the Principal Contractor will produce leaflets which will be provided in advance to residents along the route, indicating the areas which should be kept clear of parked vehicles and the times and durations for which this is required.

4.3 Notification To Authorities / Stakeholders

Transport Scotland

- 4.3.1 TS co-ordinates the movement of abnormal loads throughout Scotland's trunk and non-trunk road network. The primary function of Transport Scotland's Abnormal Routing Section is to investigate the suitability of proposed wide, high and heavy load movements within Scotland that require VR1 permit or Special-Order authorisation under Section 44 of the Road Traffic Act. Most, if not all, AILs are envisaged to fall under Category 2 or 3 of Road Vehicles (Authorisation of Special Types) (General) Order 2003. Therefore, they are unlikely to exceed a load width of 5m for which a VR1 permit would be required.
- 4.3.2 Before recommending that any such authorisation is given, Transport Scotland's Abnormal Routing Section must be satisfied that the movement can be justified and consultation with other relevant stakeholders has been undertaken.

Local Authorities

- 4.3.3 For the sections of the route that fall under the remit of THC, MC, and AC, the Principal Contractor will notify them of all abnormal load movements.

Police Scotland

- 4.3.4 Police Scotland through whose jurisdiction the route will pass must be notified by law.

Emergency Services

- 4.3.5 Emergency services will be given written notice of AIL deliveries in accordance with the relevant Guidance set out in the Road Vehicles (Authorisation of Special Types) (General) Order 2003.

Local Residents

- 4.3.6 Throughout the construction period, the Principal Contractor will maintain an open dialogue with local residents and other interested parties. The Applicant has a dedicated Community Liaison Team as a key point of contact between local communities and the business. The team will routinely be in contact with relevant Community Councils in the area in advance of and during works.

Liaison Regarding Planned Engineering / Road Works

- 4.3.7 The Applicant will work with TS and THC, MC and AC, to identify any planned engineering / road works on the proposed routes that may conflict with the proposed delivery schedule or any required enabling works.

Liaison With Local Schools

- 4.3.8 The Applicant will work with THC, MC and AC to identify school drop-off and pick-up locations and times to be avoided. As detailed earlier within this CTMP, general construction and abnormal load deliveries, where practicable, will be scheduled to avoid these times.

Liaison With Community Event Organisers

- 4.3.9 The Applicant will work with THC, MC and AC and local stakeholders to identify any potential conflicts with local community events or business events. Construction and abnormal load deliveries, where practicable, will be scheduled to avoid these times.

4.4 Transportation Protocol

- 4.4.1 All Contractors must adhere to the agreed CTMP. Prior to leaving the Site or a local supplier (for example a quarry) the driver / operator of any vehicle must ensure the following:
- vehicles are securely sheeted whether loaded or empty;
 - vehicles have proceeded through a suitable operational wheel or body wash facility (depending on the time of year, this can be a standard wheel wash or if used during winter months a waterless system);
 - a record origin, destination and route of the vehicle has been kept;
 - they do not leave in convoy; and
 - ensure all vehicle identifications including registration plates on the vehicle are clearly visible.
- 4.4.2 On route to and from their destinations all drivers / operators must:
- use only approved haulage routes as specified by the CTMP;
 - strictly observe speed limits particularly in built up areas;
 - drive in a safe and courteous manner with due care and consideration for other road users both vehicular and pedestrian;
 - be aware and alert whilst driving through towns and villages particularly at school times;
 - strictly adhere to the hours of operation detailed by the CTMP; and
 - on arrival at Site, vehicles shall not wait on the public road causing an obstruction.
- 4.4.3 All drivers / operators must maintain a management system whereby the following records are kept and are available to THC, MC and AC Officers:
- that vehicles have been sheeted prior to leaving the Site;
 - that vehicles have been washed prior to leaving the Site;
 - the number of vehicles leaving the Site and their destination;
 - all complaints received regarding transport and what if any action taken; and
 - all instances where protocol has been breached and action taken.
- 4.4.4 If an operator requires to use an alternative route as a result of circumstances outwith their control,, the operator shall contact THC, MC and AC as soon as practicable in order to agree temporary re-routing. Where THC, MC and AC are aware of any circumstances which may require temporary re-routing, for example emergency roadworks, they will contact the operator to agree such changes. This should be undertaken in a timely manner to avoid any potential disruption to the construction programme.

5 Management Structure

5.1 Introduction

- 5.1.1 This Chapter reviews the management structure that may be used to oversee the CTMP. It is important that a defined management structure is in place to ensure the CTMP objectives are met, and that continued monitoring and reviewing is maintained.
- 5.1.2 This section to be discussed and developed once the contractor has been appointed but the following paragraphs summarise the recommendations for a management structure and measures to ensure a successful delivery of the CTMP.
- 5.1.3 The Principal Contractor would implement the CTMP and would have the following transport related responsibilities:
- Liaise with and report to the local authorities, Transport Scotland, the client and any other stakeholders considered necessary about mitigation and any remedial measures, if required;
 - Monitor obligations with regards the CTMP;
 - Update the CTMP as required; and
 - Resolve issues and problems, and implement agreed mitigation measures, through the liaison with relevant stakeholders and the client.

5.2 Monitoring and Review

- 5.2.1 The Principal Contractor will oversee the implementation and monitoring of the CTMP. The Principal Contractor would undertake monitoring as necessary to ensure compliance with the requirements of the CTMP. This would include the maintenance of records and traffic management measures. Further details will be provided by the contractor once available.
- 5.2.2 The Principal Contractor would monitor and review the CTMP. These reviews are required to ensure that the CTMP delivers on the commitments and achieves the goals set out in the document. The frequency of the review is to be determined.

5.3 Compliance

- 5.3.1 The following mechanisms would be established to provide all parties with a clear understanding of the enforcement procedures that would be applied if the requirements set out in the CTMP are not achieved. These mechanisms will be determined at a later stage and may include:
- Risk Assessment Method Statement (RAMS) – this will include site inductions for contractors, briefing on obligations of standards, induction and adherence to RAMS procedures, driver inductions and compliance guidance; and,
 - Contractual conditions.

5.4 Enforcement and Corrective Measures

- 5.4.1 The Principal Contractor would ensure that appropriate measures are taken to ensure that behaviour and performance is monitored and, where appropriate, corrective measures are taken to resolve, address and enhance service performance which is in breach of the standards within the CTMP.

6 Proposed Physical Mitigation

6.1 General Construction Traffic Physical Mitigation

- 6.1.1 As part of the Transport Assessments located within EIA Report **Appendices: 13.1, 13.2 and 13.3**, a detailed review of the proposed access routes has been undertaken, and it is considered that the unclassified road network can accommodate the temporary increase in traffic generated by construction activities, with the main impact anticipated for a period of no more than six months on any of the unclassified road network. Where possible, HGV arrivals and departures will be managed to reduce the potential for two larger vehicles to meet on the unclassified roads which are to be used to support access to the installation sites.
- 6.1.2 However, there may be a requirement to alter the alignment of short sections of the road network or kerblines at existing junctions to accommodate HGV movements associated with construction activities. While the requirement for these will require to be confirmed by a topographical survey of the potential constrained areas, the potential mitigation for THC, MC, AC is summarised in within **Table 6.1**.

Table 6.1 Potential Road Improvements

Section	Road	Potential Mitigation Measure
Section 2	U1568	Road and Junction Widening
	U2362	Road Widening
Section 3	C1114	Road Widening
Section 12	U88E East	Lengthen a proportion of the existing passing places
	U88E South	Liaise with property owner to minimise the impact of construction traffic on the operation of the road
	C11E	Manage arrivals and departures to minimise the impact of construction traffic on the operation of the road
Section 13	C12E	None - Timber Transport Forum Agreed Route
	U109E	None - Timber Transport Forum Agreed Route
Section 14	C12E	None - Timber Transport Forum Agreed Route
	C13E	None - Timber Transport Forum Agreed Route
Section 15	A941	None - Timber Transport Forum Agreed Route
Section 16	U129E	Lengthen existing passing places and form additional areas where larger vehicles could pass
	U20E	None – sufficient number of existing passing places
Section 17	U22E	Temporary closure of the road
	U19E	None – construction traffic will travel on the road for less than 300m before leaving the adopted road network
Section 18	U14E	Lengthen existing passing places and form additional areas where larger vehicles could pass
	U13E	None - Timber Transport Forum Agreed Route
	U65H	Liaise with owner of the two farms to minimise the impact of construction traffic on the operation of the road
	C74H	None – sufficient number of existing passing places
	U41H	Temporary closure of the road
Section 19	C74H / U41H	Liaise with local property owners to minimise the impact of construction traffic on the operation of the road
	U49H	Liaise with local property owners to minimise the impact of construction traffic on the operation of the road
	U51H	Temporary closure of the road
	U50H	None – short length of the road to be used
	U35H	None – consented development to provide additional passing places

Section	Road	Potential Mitigation Measure
	U44H	Lengthen a proportion of the existing passing places
Section 20	C106S	Lengthen existing passing places and form additional areas where larger vehicles could pass
	U108S	Liaise with property owner to minimise the impact of construction traffic on the operation of the road
Section 21	C100S	Lengthen a proportion of the existing passing places
	U102S	Lengthen a proportion of the existing passing places
	C88S	Form areas where larger vehicles could pass
	C89S	Liaise with property owner to minimise the impact of construction traffic on the operation of the road
	U89S	Form areas where larger vehicles could pass
	U87S	Lengthen existing passing places and form additional areas where larger vehicles could pass
	U90S	Liaise with property owner to minimise the impact of construction traffic on the operation of the road
	U94L	Form areas where larger vehicles could pass
	U93bL	Form areas where larger vehicles could pass
	U92S	Form areas where larger vehicles could pass
	U33S	Form areas where larger vehicles could pass
Section 22	C22S	None - Sufficiently wide to enable two vehicles to pass
	C25S	Lengthen existing passing places and form additional areas where larger vehicles could pass
	U24S	Form areas where larger vehicles could pass
	U25S	Lengthen a proportion of the existing passing places
	C21S (north of Mill of Colp)	Lengthen existing passing places and form additional areas where larger vehicles could pass
	C21S (north of Little Idoch)	Form areas where larger vehicles could pass
	C26S	Form areas where larger vehicles could pass
	U1S (W)	Form areas where larger vehicles could pass
	U1S (E)	Lengthen a proportion of the existing passing places
	U130S	Form areas where larger vehicles could pass
Section 23	C123B	None - Sufficiently wide to enable two vehicles to pass
	C125B	None - Sufficiently wide to enable two vehicles to pass
	C127B	Form areas where larger vehicles could pass
	U122B	Form areas where larger vehicles could pass
Section 24	C97B	Lengthen a proportion of the existing passing places
	C100B	Form areas where larger vehicles could pass
	C103B	Lengthen a proportion of the existing passing places
Section 25	C56B	None – Two-way Road
	C38B	None – Sufficiently wide to enable two vehicles to pass
	C39B	Lengthen a proportion of the existing passing places
	U52B (N)	Lengthen a proportion of the existing passing places
	U52B (W)	Lengthen existing passing places and form additional areas where larger vehicles could pass
	U55B	Lengthen a proportion of the existing passing places
	U70B	Lengthen a proportion of the existing passing places

6.2 Abnormal Indivisible Load Physical Mitigation

- 6.2.1 As part of the Abnormal Indivisible load Assessment (ALRA), located within the EIA Report **Appendix: 13.5**, a detailed review of the proposed access routes for the 150 t and 250 t self-driving cranes has been undertaken. It is anticipated that there will be a requirement for one inbound, and one outbound movement associated with these cranes for sections of the Proposed OHL Alignment, for some tower erections and for some tower dismantling. The routes and types of crane required on each route is illustrated in the figures located within **Annex C** of the **ALRA**.
- 6.2.2 The Physical Mitigation for ALLs is detailed within **Section 5** of the **ALRA** within **Appendix: 13.5** and the locations of public road improvements (PRIs) are detailed within **Annex E** of **Appendix: 13.5**.

7 Road Condition & Structural Surveys.

7.1 Road Condition surveys

- 7.1.1 The Applicant is committed to maintaining a minimum level of service of local roads so that local road users are not unnecessarily adversely affected by the construction of the Proposed Development. To this end, they will work closely with THC, MC and AC to undertake road condition surveys within 100 m either side of each access point and inspections at the following stages of the Proposed Development:
- prior to the commencement of construction works a copy of the road condition survey shall be provided to THC, MC and AC within 21 days of the carrying out of the survey;
 - at regular intervals while construction is actively underway at each access point to enable running repairs (start of access point construction to completion of tower erection, with similar for removal); and
 - following the completion of the construction works a copy of the road condition survey shall be provided to THC, MC and AC within 21 days of the carrying out of the survey.
- 7.1.2 It is proposed to undertake the above works as part of a Section 96 agreement, through the Roads (Scotland) Act 1984⁴.

7.2 Structures

- 7.2.1 As part of the condition survey an assessment of all structures on the proposed access routes, including bridges, culverts and retaining walls will be undertaken to the satisfaction of THC, MC and AC. The assessment will identify any necessary remedial works required to accommodate both general construction traffic and abnormal load movements. Following confirmation of the crane types, the Applicant will provide detailed axle load configurations to THC, MC and AC.
- 7.2.2 An Environmental Advisor will be employed on Site, whose remit will also include works undertaken on the proposed access routes. This will include ensuring drainage and pollution control measures are effectively implemented and monitored throughout the construction period.

8 Road Maintenance

8.1 On-Site Wheel Cleaning Facilities

- 8.1.1 Construction vehicles which are required to enter the public road will be required to make use of on-site wheel washing facilities. These will be set up at an appropriate location, be determined by the Principal Contractor, to remove any mud or debris from being tracked on to the public road. The Principal Contractor will provide road sweepers to maintain the cleanliness of public roads, within 100m of the relevant access points.
- 8.1.2 The type of wheel wash facilities will be agreed with THC, MC and AC prior to installation, as some Local Authorities consider it inappropriate to apply a wet wheel wash, as these can cause vehicles to deposit water and mud on to the road surface in the vicinity of the proposed bellmouth junction access points, which could cause additional hazards for road users in cold weather when there is an increased risk of freezing.
- 8.1.3 It is proposed that in the immediate vicinity of the proposed bellmouth junction access points that regular inspections would be undertaken and any mud or debris transferred from the Site onto the roads would be removed.
- 8.1.4 It is also proposed to undertake regular inspections of existing drainage channels, gullies and drains in the vicinity of the proposed Site accesses to maintain existing drainage function and avoid any pooling of water.