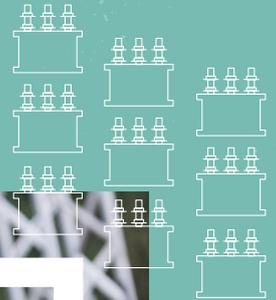


Fanellan - Traffic Management

Frequently asked questions (FAQ)

May 2025



The proposed Fanellan 400kV AC substation and HVDC converter station is a key part of our Pathway to 2030 programme of investments to upgrade the electricity transmission network across the north of Scotland.

These investments, which are required to support the delivery of clean power and energy security targets, are part of a wider upgrade of the electricity grid across Great Britain.

While these projects are crucial to achieve the country's energy objectives, we recognise that there will be a degree of disruption during the construction phase and we are aware of concerns held by some members of the local community, particularly around projected vehicle movements. Our aim is to minimise disruption as much as we can whilst maximising local benefits.

As part of our planning application for the Fanellan substation, we were required to include details of the worst-case scenario of peak vehicle movements during the construction phase.

It is important to note that this is based on the best available data at the time of preparation of the Traffic Impact Assessment and that we and our contractors continue to review mitigations and explore solutions to reduce impacts where possible.

A detailed Construction Traffic Management Plan (CTMP) will be developed by our contractors and submitted to The Highland Council for approval prior to works commencing.

Alongside ongoing work to identify potential reductions in vehicle movements, we are also committed to considering further mitigations, including spreading peak movements and managing timings around key local events and school commuting.

Whilst these reviews are ongoing, we felt it important to provide further information regarding some of the most common questions regarding potential vehicle movements.

1. What routes will construction traffic follow?

Vehicle movements are planned from both the Tore roundabout on the A9, and from the Inverness area via the A862.

From the Tore roundabout, vehicle movements will follow the A832, bypassing Muir of Ord via the B9169, before joining the A862 through Beauly.

- **During Phase 1**, traffic will follow the A862 before joining the A833 through Kiltarlity then onto the C1108 and U1604 before arriving at site.

- **During Phase 2**, which will follow the replacement of the Black Bridge, after travelling through Beauly, vehicle movements will join the A831 then C1106 before arriving at site.

From the Inverness area, vehicles will travel along the A862 and at the A833 junction, will follow the same routes outlined above for both Phase 1 and Phase 2. Maps showing these routes can be found on our project website and at the back of this booklet.

2. What is the situation with the Black Bridge?

A recent condition assessment of the Black Bridge confirmed that it is not currently suitable for the construction traffic associated with the proposed Fanellan substation.

Discussions are ongoing with The Highland Council to secure the future of the bridge to ensure that it remains a viable crossing for traffic and provides a route to the site to support construction works and future maintenance requirements. As such a proposed replacement of the

Black Bridge is being considered which would allow us to re-route traffic movements following its replacement.

Once in place, a replacement Black Bridge would significantly alleviate the volume of construction traffic which would otherwise pass through Kiltarlity and ensure the transportation of the abnormal loads to site currently planned in 2029 would not pass through Kiltarlity village.

3. Has The Highland Council rejected Kiltarlity as an access route?

While The Highland Council's Transport Planning Officer noted concerns with the Kiltarlity route in the Environmental Impact Assessment Scoping Opinion, they have not yet provided formal opinion on the Fanellan planning application.

We are actively working with our contractor and The Highland Council to assess the Kiltarlity route option and potential mitigations alongside progressing the replacement of the Black Bridge so that it can safely withstand construction traffic.

4. What will the traffic movements be at their peak, will there be as many as 1HGV movement every minute?

Within Chapter 12: Traffic and Transport of our Fanellan planning application Environmental Impact Assessment (EIA), we detail two construction phases, assessing the worst-case scenario for each.

Phase 1

The Phase 1 assessment is the 'before replacement of the Black Bridge' scenario. Subject to construction start date, based on the current construction programme, peak daily trips for Phase 1 are expected to happen for a period of **1 month**.

The current forecast vehicle movements are as follows:

- 68 HGV daily movements
- 44 non-HGV movements
- 112 total daily movements

HGV movements are expected to be one full delivery (inbound and outbound) every 20 minutes.

Phase 2

The Phase 2 assessment constitutes the 'after replacement of the Black Bridge' scenario. Based on the current construction programme, peak daily trips for Phase 2 are also expected to happen for a period of **1 month**.

The current forecast vehicle movements are as follows:

- 292 HGV daily movements
- 104 non-HGV movements
- 396 total daily movements

As mentioned, these numbers represent the worst-case scenario from the projected peak points of construction of one HGV every two and half minutes.

However, HGVs will arrive on a random basis, often in small groups, leaving longer periods without any movements. We are committed to finding solutions which could reduce these numbers and mitigate impacts, taking into consideration feedback received.

The worst-case peak vehicle movements included within our Fanellan planning application include the total potential vehicle movements along both routes.

We anticipate around 50% of car/LGV vehicle movements and 25% of HGV movements are expected from the East (Inverness, A82) and 50% car/LGV and 75% HGV movements from the north (Tore, A9).

5. How will you mitigate against the proposed local disruption that will occur because of your proposed access as described in the Fanellan planning application?

Our ambition is to minimise disruption as far as practically possible and leave a legacy regarding local travel via road improvement measures.

We and our contractors continue to assess opportunities to reduce vehicle movements alongside further measures associated with minimising and mitigating local impacts prior to construction commencing.

We are actively working with The Highland Council and other stakeholders to identify viable solutions, including but not limited to the replacement of the Black Bridge and using buses to take workers to and from site.

We are also currently exploring proposals to install cycle paths to be used as active travel routes and improve connectivity in the Kirkhill, Kiltarlity, Beaully and Muir of Ord area to ensure that these road users are unaffected by the additional construction traffic.

Further measures could include utilising traffic calming measures such as traffic convoys and escort vehicles to ensure the safety of the local community and our workforce and speed restrictions over and above local speed limits. The intention is that once fully implemented, these schemes will greatly mitigate local traffic impact while leaving a lasting legacy for community members and road users.

6. Have you considered public safety with the increase of traffic? What about schools?

Safety is our number one priority, with road user and pedestrian safety assessed in Volume 2: Chapter 12 Traffic and Transport of our EIA.

The outline CTMP suggests restrictions on timing of construction traffic to avoid peak periods during the day, including local school start and finishing times.

Our detailed CTMP, which has yet to be prepared, will set out further mitigation measures intended to avoid unacceptable construction traffic impacts during sensitive times on the existing local public roads (e.g. during school opening or closing times or large events in the

area such as The Highland Cross, Belladrum, Black Isle Show, Gala Days etc).

Based on our extensive experience constructing projects across the north of Scotland, where construction traffic timings would have coincided with the timing of school bus pick-up points, we and our contractors have proactively undertaken measures to avoid this.

For this project, we are committed to understand the impacts ahead of any construction commencing, taking lessons learnt from the Ground Investigation works and the successful delivery of other projects.

7. Has cumulative impact of traffic movements been considered in conjunction with other local proposed developments?

Cumulative transportation effects have been initially assessed within the Traffic and Transport chapter of our Fanellan planning application.

We recognise that a coordinated approach to traffic movements for our projects and neighbouring development schemes will be essential to limiting impacts and any updated assessments will be communicated should there be changes to initial assumptions.

We also understand and value the significance of local events such as the Black Isle Show, Highland Cross and Belladrum and are committed to working with the local community to explore options to minimise the overall impact of traffic movements on these occasions.

We have asked our contractor to consider these events in the detailed CTMP they will produce.

We also operate with a proactive site management team. For example, during recent Kessock Bridge closures for the safe transportation of key equipment to our existing Beaulieu substation site, the project team worked with local stakeholders to coordinate these deliveries at times to alleviate congestion in the area.

We intend to operate responsively to large events that we are made aware of and will proactively work with the local community to understand details of events to minimise and mitigate impacts.

8. What about North Kessock? How will they be impacted?

We are aware of some concerns around the delivery of transformers, which are large electrical components that require a specialist haulier to enable safe delivery to site. On this project, transformers are expected to arrive locally at an appropriate port with the exact route for the transformers delivery still to be determined.

Options are being reviewed by our specialist haulier which our project teams will review with key stakeholders, including The Highland Council and the Road Authority. Once a preferred route is identified, studies will be undertaken and applications for an Abnormal Indivisible Load (AIL) road movement order will be applied for from the Road Authority.

We referenced North Kessock in Technical Appendix 12.3 of our Environmental Impact Assessment Report which outlines the route options assessment for delivery of Abnormal Indivisible Loads (AILs) such as transformers.

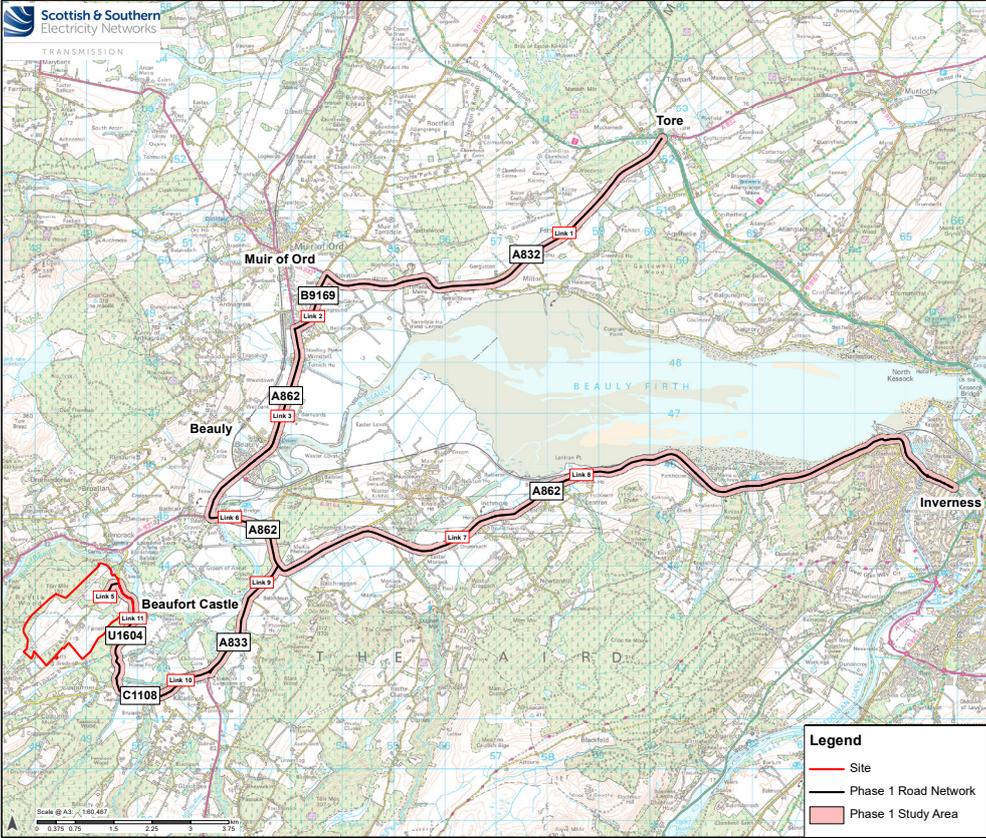
Delivery via North Kessock is just one of a range of potential options initially assessed by the haulier.

The hauliers' initial assessment was that the most suitable means of transporting the transformers to Fanellan is via a quay at North Kessock and the route from Tore roundabout to Beaulieu and then the A831 to the Black Bridge.

However, this is based on a simple assessment that is intended to minimise overall impact by favouring the shortest route. Before a potential route can be selected, we and our contractors will carry out further assessments and engagement with key stakeholders prior to a route being determined.

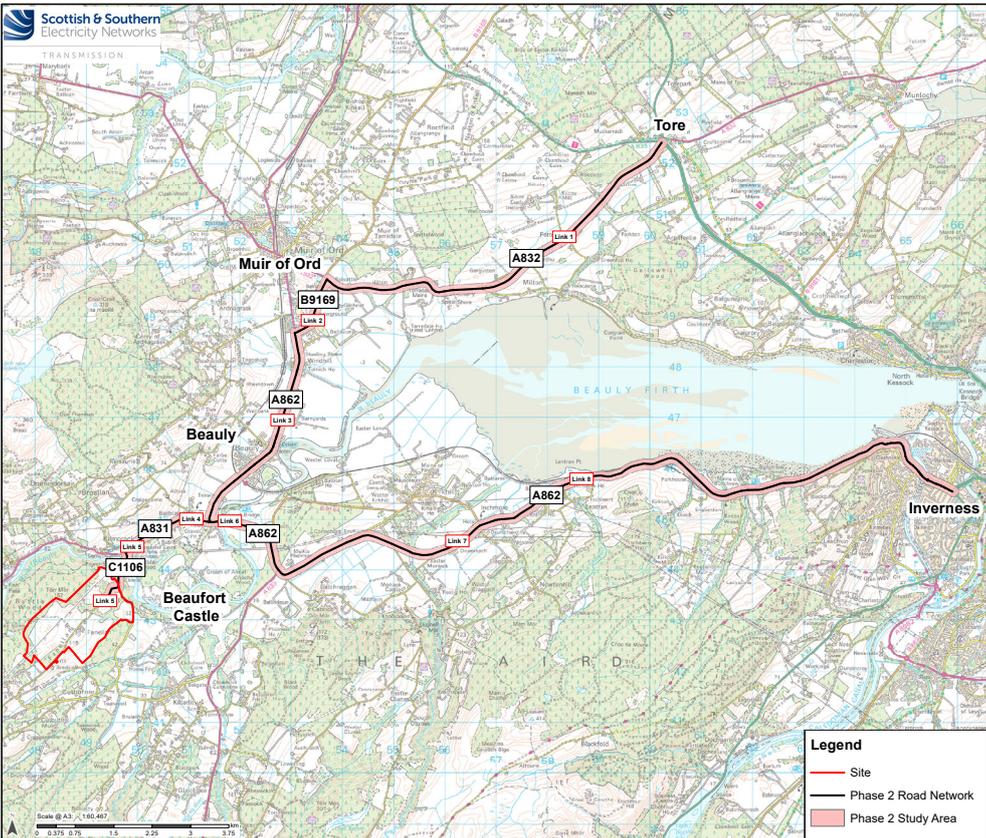
The landings are currently still at the feasibility study stage and transformer delivery is currently expected to take place in 2029, once a route has been determined, necessary consents secured, and stakeholders notified.

Phase 1 - Traffic transport and study area



Scan the QR code to download a copy

Phase 2 - Traffic transport and study area



Scan the QR code to download a copy

What's next?

Over the coming month we will continue to assess solutions to minimise and mitigate construction traffic impacts, including options to decrease the amount of local vehicle movements where possible, working with key stakeholders and our principal contractor to produce a robust final Construction Traffic Management Plan (CTMP).

- We'll ensure that additional information is shared publicly once viable solutions are identified and continue to engage local communities regarding our plans.
- Where revised numbers are confirmed (expected to be reduced) these will also be shared.
- We expect the final CTMP to be requested by The Highland Council as a planning condition, should consent be granted. The detail of this CTMP would be agreed with The Highland Council prior to construction starting.



The best way to keep up to date is to sign up to project updates via the project webpage:

ssen-transmission.co.uk/fanellan



fanellanengagement@sse.com



[@assentransmission](https://www.instagram.com/assentransmission)



[@SSETransmission](https://twitter.com/SSETransmission)

