Pell Frischmann

Skye Reinforcement Project

Appendix V2-10.1: Transport Assessment

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Prepared for

ASH design+assessment

21 Gordon Street
Glasgow
G1 3PL

Prepared by

Pell Frischmann

93 George Street
Edinburgh
EH2 3ES

ash

Pell Frischmann

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1 Introduction

1.1 Purpose of the Transport Assessment

Pell Frischmann (PF) has been commissioned by ASH design+assessment, on behalf of Scottish & Southern Electricity Networks Transmission (SSEN Transmission), to undertake a Transport Assessment (TA) for the Proposed Development, which comprises approximately 110 km of new double circuit steel structure Overhead Line (OHL) between Fort Augustus Substation and Edinbane Substation, and approximately 27 km of new single circuit trident H wood pole (H pole) OHL between Edinbane Substation and Ardmore Substation. The project would also comprise approximately 24 km of double circuit 132kV underground cable. In total, the transmission connection extends for approximately 160 km, within The Highland Council (THC) area.

The TA identifies the key transport and access issues associated with the Proposed Development and provides a transport assessment ("TA") in relation to the likely traffic impacts in the study area. The TA identifies where mitigation works may be required to accommodate the predicted traffic impacts associated with the Proposed Development, to be developed during detailed design.

1.2 TA Structure

Following this introduction, the TA is structured as follows:

- Chapter Two describes the Site background and 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 Site Background

2.1 Site Location

The Proposed Development is located between Fort Augustus on the mainland and Ardmore on the Isle of Skye, within the local authority area of THC. The location of the route for the Proposed Development is shown in **Figure 1**.

The overhead line (OHL) elements of the Proposed Development is shown by a solid pink line, while the underground cable (UGC) is shown by a broken pink line. The blue line on the plan is an Alternative Alignment within Section 3 of the project (see **Volume 6: Chapter 10** of this EIA Report).

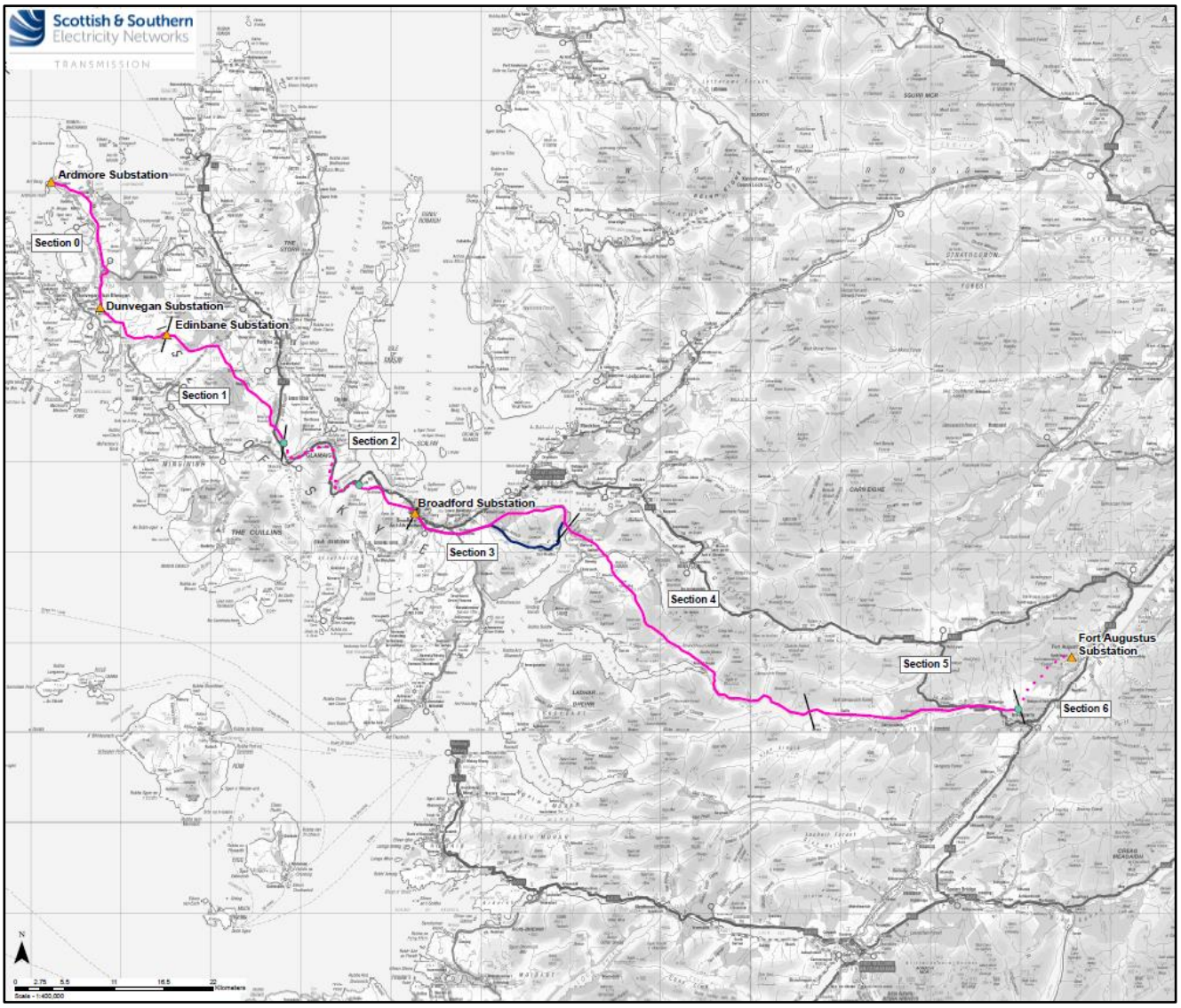


Figure 1 Site Location

The route for the Proposed Development has been divided into seven geographically defined Sections, which are shown in **Figure 1** and are described as follows:

- Section 0 – Ardmore to Edinbane;
- Section 1 – Edinbane to North of Sligachan;
- Section 2 – North of Sligachan to Broadford;
- Section 3 – Broadford to Kyle Rhea;
- Section 4 – Kyle Rhea to Loch Cuaich;

- Section 5 – Loch Cuaich to Invergarry; and
- Section 6 – Invergarry to Fort Augustus.

This Transport Assessment will consider the overall impact of the Proposed Development, as well as looking at each of the Sections individually.

2.2 Proposed Development

The Proposed Development is to comprise the following:

- Construction of a new double circuit steel structure 132 kV overhead line (OHL) between Fort Augustus Substation and Edinbane Substation;
- Construction of a new single circuit trident H wood pole (H pole) OHL between Edinbane Substation and Ardmore Substation; and
- In two distinct parts of the route, in Section 2 around the Cuillins, and in Section 6 on approach and connecting into Fort Augustus Substation, underground cabling is proposed to mitigate likely significant landscape and visual effects (in the case of Section 2), or to rationalise the existing OHL network (in the case of Section 6).

The total length of the new transmission connection would be approximately 160 km.

The Proposed Development will not have a fixed operational life. As explained in Part 4.2 below, it is considered that the traffic impacts associated with the construction phase of the Proposed Development represents an assessment of the worst case scenario.

3 Transport Policy Review

3.1 Introduction

This part of the TA provides an overview of the relevant national and local transport planning policy and guidance.

3.2 National Policy and Guidance

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 the 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.

It is noted in SPP 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."

3.2.2 National Planning Framework 3 (2014)

Scotland's National Planning Framework (NPF3) sets the context for development planning in Scotland and provides a framework for the spatial development of Scotland as a whole. It sets out the Scottish Government's development priorities over the 20 to 30 years from the date of approval and identifies national developments which support the development strategy. Scotland's third NPF was laid before the Scottish Parliament on 23 June 2014.

The Draft National Planning Framework 4 (DNPF4) was laid in Parliament on 10 November 2021 and the consultation was closed on 31 March 2022. Following the consultation and the end of the Parliamentary scrutiny process, the responses will be analysed and the NPF4 will be produced[1]. In relation to transportation, Policy 19: Green Energy within the DNPF4 notes that:

"…development proposals for renewable energy developments must take into account:

- *cumulative impacts – taking into account the cumulative impact of existing and consented energy development;*
- *public access, including impact on long-distance walking and cycling routes and scenic routes; and*
- *impacts on road traffic and on adjacent trunk roads.*

[1] Scottish Government (2022), Draft NPF4, available at: https://www.transformingplanning.scot/national-planning-framework/draft-npf4/ Accessed 24 August 2022.

3.3 Local Policy and Guidance

3.3.1 Highland-wide Local Development Plan (2012)

The Highland-wide Local Development Plan (HwLDP) was adopted by The Highland Council (THC) in April 2012 and is the established development plan policy for the Highlands. It sets out a settlement strategy and spatial framework as to how THC foresees development occurring in a twenty-year period.

The HwLDP does not contain any specific policy guidance for the Proposed Development. However, Policy 56 is relevant with regards to general transport policy. The relevant transport elements from this policy are:

"Development proposals that involve travel generation must include sufficient information with the application to enable the Council to consider any likely on- and off- Site transport implications of the development and should:

- *incorporate appropriate mitigation on Site and/or off Site, provided through developer contributions where necessary, which might include improvements and enhancements to the walking/cycling network and public transport services, road improvements and new roads; and*
- *incorporate an appropriate level of parking provision, having regard to the travel modes and services which will be available and key travel desire lines and to the maximum parking standards laid out in Scottish Planning Policy or those set by the Council.*

When development proposals are under consideration, the Council's Local Development Strategy will be treated as a material consideration.

The Council will seek the implementation and monitoring of Green Travel Plans in support of significant travel generating developments."

3.3.2 The West Highlands and Islands Local Development Plan (2019)

The West Highlands and Islands Local Development Plan (WestPlan) was adopted in 2019 and along with HwLDP and Supplementary Guidance forms 'the development plan' which directs future developments within the Highlands. In relation to connectivity and transport, the outcome of the WestPlan's policies are as follows:

"Public agencies and other partners co-ordinate and optimise their investment in agreed growth locations. Communities are better supported to become more self-reliant, to have more pride in their area and identity, to diversify their populations, and to have more control of local resources."

3.3.3 The Inner Moray Firth Local Development Plan (2015)

The Inner Moray Firth Local Development Plan (IMFLDP) was adopted in 2015 and provides guidance for development within Inner Moray Firth area for 20 years. The Transport Appraisal[2] document supports the IMFLDP and notes that the IMFLDP aims to:

- *optimise the use of existing infrastructure;*
- *reduces the need to travel;*
- *facilitates travel by public transport and freight movement by rail or water;*
- *provides safe and convenient opportunities for walking and cycling; and*
- *enables the integration of transport modes.*

[2] The Highland Council (2013), Inner Moray Firth Proposed Local Development Plan, Transport Appraisal

3.3.4 Onshore Wind Energy Supplementary Guidance (2016)

The Onshore Wind Energy Supplementary Guidance was adopted by THC in 2016. In relation to traffic and transport interests, the guidance document notes that:

"All proposals should seek to avoid significant adverse effects on the public road network individually and cumulatively with other built and permitted proposals as well as valid planning applications not yet determined (the weight apportioned to each will reflect their position in the planning process).

The proposals for the use of the public roads and mitigation works will require the approval of the Roads Authority. Developers will be required to enter into a Section 96 (Roads Scotland Act) agreement with the Council to cover damage to the public roads by construction traffic and may be required to provide a bond as surety.

Developers will be required to undertake a Transport Assessment to establish the transport impacts of the construction traffic associated with the development, the suitability of the existing road network, the impact on existing road users and adjacent communities, and the requirements for any mitigation works."

3.3.5 Guidance on the Preparation of Transport Assessments (2014)

THC has prepared guidance on how Transport Assessments (TA) should be prepared for development Sites within the Highlands. The guidance was published by THC in November 2014.

This TA has been prepared having noted the guidelines and it provides the required assessment in accordance with the guidelines.

3.3.6 Roads and Transport Guidelines for New Developments (2013)

This THC document outlines the guidance and standards for the provision of infrastructure within the Council area, which includes the design and construction of all new roads associated with development proposals.

THC's Roads and Transport Guidelines for New Developments document provides guidance in relation to transport implications of onshore wind farm developments. Whilst the development proposals are not for the development of a wind farm, elements of the policy are applicable, namely:

"…a developer should be aware that the Council will require a Transportation Assessment (TA) to be submitted that must consider the existing road network, transportation constraints and potentially sensitive routes or communities.

A wind farm vehicular Site access must provide appropriate visibility splays and suitable surface water drainage. Within the Site, the wind turbines are likely to be located some distance from the nearest public road, requiring internal access tracks to be constructed. As the access tracks need to accommodate abnormal loads, they have to be of a suitable width. These tracks are normally constructed from hard-core material and the developer will usually be encouraged/allowed to use material obtained from borrow pits within the Site area, to reduce construction traffic. On-Site concrete batching should also be considered, as this can also result in a reduction of associated vehicles on the local road network.

A suitable turning area must be constructed within the Site, to accommodate abnormal load delivery vehicles, construction vehicles and future maintenance vehicles. During the construction period, a wheel-wash system shall be provided."

3.4 Conclusion

The above summaries of policy statements are considered the most relevant to this TA.

4 Study Methodology

4.1 Introduction

The two key phases of the life of the Proposed Development are as follows:

- The Construction Phase, including removal of the existing 132 kV OHL; and
- The Operational Phase.

4.2 Project Phases – Transport Overview

Of the aforementioned phases, the construction phase is considered to have the greatest impacts in terms of transport. Construction plant, bulk materials and construction materials will be transported to Site, and these movements may potentially cause a significant increase in traffic on the network within the study area. It should be noted however that the construction effects are temporary and transitory in nature.

The operational phase is restricted to trips associated with the occasional maintenance of the Proposed Development which would generate significantly lower volumes of traffic, and which are not considered to be in excess of daily traffic variation levels on the road network. Therefore no separate assessment for the operational phase is required.

4.3 Scoping Discussions

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 is provided in **Table V2-10-1: Consultation Responses – Scoping Stage** in **Volume 2: Chapter 10: Transport** of this EIA Report. THC has confirmed in paragraph 3.47 of its Scoping Response that it is in agreement that the ongoing maintenance transport impact on the wider network can be scoped out from this TA.

5 Baseline Conditions

5.1 Total Study Area (Section 0 - 6)

5.1.1 Access Arrangement

Access to the Proposed Development would be via a combination of new and existing access tracks, and access junctions will be in the form of existing, new and temporary bellmouth junctions.

New and temporary bellmouth junctions will be designed in accordance with the layouts of typical rural access junctions which are provided in **Annex A**.

5.1.2 Study Area Determination

As agreed with THC through the Scoping Opinion, the road links which are anticipated to form the route for construction traffic, and therefore the total study area for the Proposed Development (Section 0 – 6), includes the A82 (T), A87 (T), A887 (T), A863, A850, A851, B885, B886, B8083, C1223 (Old Military Road),), Unclassified road linking A863 and A850, Unclassified road, to the north of Loch Garry; Unclassified road, to the west of the Great Glen Way, Fort Augustus and other minor roads / tracks providing local access such as C1227 (MacLeod's Terrace), C1239 (signed for Kylerhea).

The extent of the study area is defined by the blue lines in **Figure 2**.

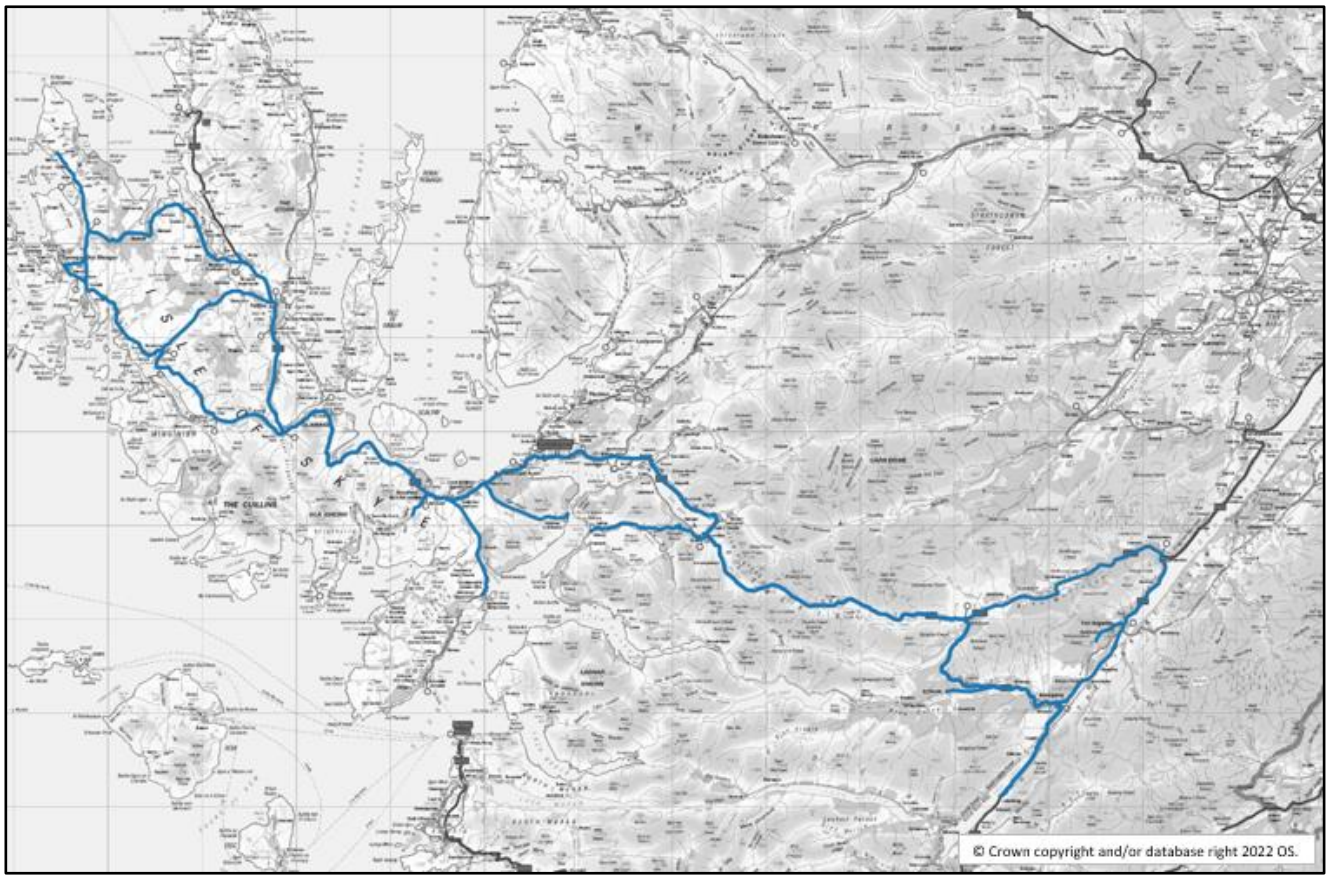


Figure 2 Study Area

It should however be noted that the entire length of each road link highlighted in **Figure 2** may not be used for construction traffic.

5.1.3 Pedestrian and Cyclist Networks

There are a number of Core Paths which are located within the study area of the Proposed Development, as shown in **Figure 3**.

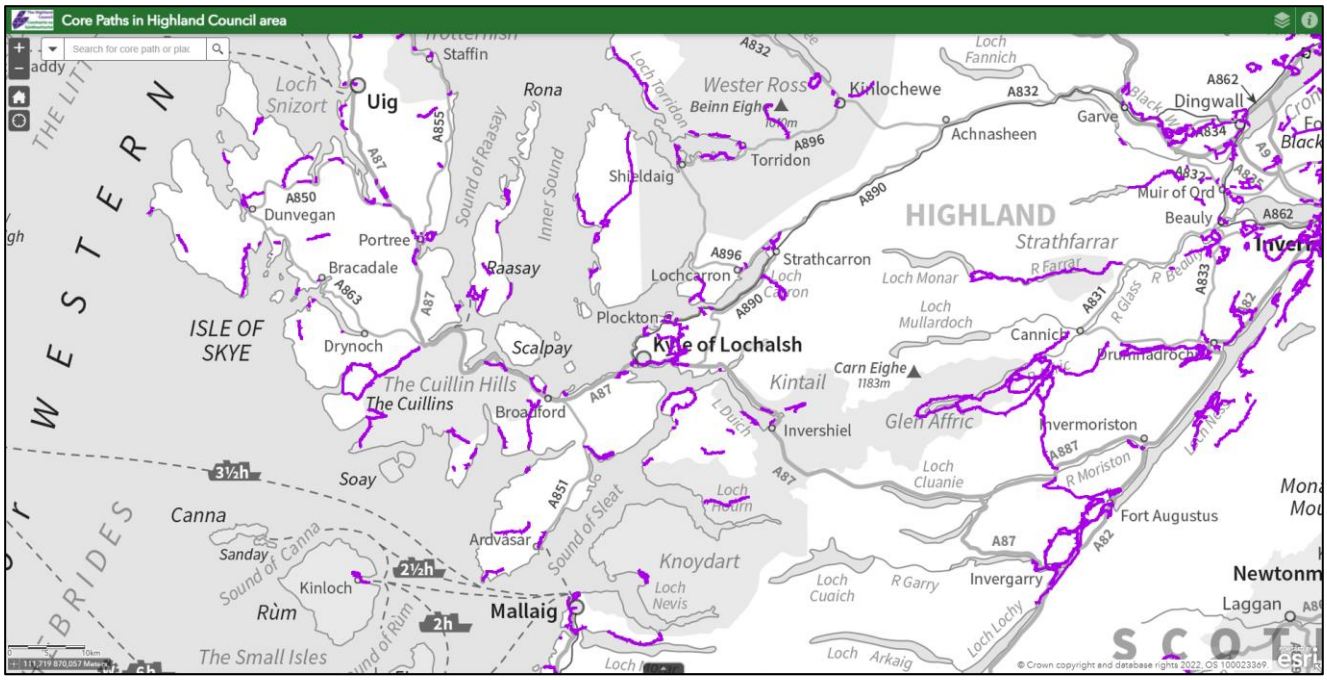


Figure 3 Core Path Plan[3] (The Highland Council)

These Core Paths comprise a combination of constructed paths (roadside footway), tar tracks or grass / earth tracks.

A review of Sustrans' National Cycle Route (NCR) map (https://www.sustrans.org.uk/national-cycle-network) does not show any national cycle routes on the Isle of Skye.

The Skye Cycle Network project is funded by the Scottish Government and aims to provide links within and between communities on Skye. The Skye Cycle Way project aims to connect Kyleakin and Broadford and has already commenced while Edinbane Links project aims to develop paths within Edinbane.

NCR 78 forms The Caledonia Way and comprises a combination of traffic-free and on-road cycle route. Between Laggan and Fort Augustus, NCR 78 comprises a traffic-free route while a section of the cycle route through Laggan is on-road.

5.1.4 Road Access

A82 (T)

The A82 (T) is a two-way single carriageway which forms part of the trunk road network and provides a connection between Glasgow and Inverness, via Fort William. The A82 (T) is maintained by Bear Scotland and is generally subject to the national speed limit, which reduces when travelling through towns and villages. An advisory speed limit of 40 mph is recommended along this route for vehicles which are 7.5 T and over.

[3] The Highland Council, Paths in the Highlands https://highland.maps.arcgis.com/apps/webappviewer/index.html?id=2fd3fc9c72d545f7bcf1b43bf5c8445f

A87 (T)

The A87 (T) is a two-way single carriageway which links Invergarry to Uig and forms part of the trunk road network. The A87 (T) is maintained by Bear Scotland and is generally subject to the national speed limit, however, this reduces when travelling through towns and villages.

A850

The A850 is a two-way single carriageway which is maintained by THC and is one of the principal roads on the Isle of Skye which links Dunvegan and Borve, to the northwest of Portree. The A850 is maintained by THC and is generally subject to the national speed limit, which reduces when travelling through villages.

A851

The A851 is a two-way single carriageway which is maintained by THC and provides a connection between Armadale and Skulamus. The A851 is generally subject to the national speed limit, which reduces when travelling through villages.

A863

The A863 is a two-way single carriageway and is one of the principal roads on the Isle of Skye, providing a link between Dunvegan and Sligachan. The A863 is maintained by THC and is generally subject to the national speed limit, which reduces when travelling through villages.

A887 (T)

The A887 (T) is a two-way single carriageway and forms apart of the trunk road network. The A887 (T) is maintained by Bear Scotland and is generally subject to the national speed limit.

B885

The B885 is a narrow road with passing places along its length. The A885 is maintained by THC and links Portree in the east to Bracadale in the west. During the construction of the Proposed Development, construction traffic will not access the B885 from Portree, however, a section of the road will be accessed from the west.

B886

The B886 is a narrow single track road with passing places located along its length and links Stein, in the north to the A850, near The Fairy Bridge. The B886 is maintained by THC.

B8083

The B8083 is a narrow road with passing places along its length. The B8083 links Elgol, in the southwest, to Skulamus, and the A87, in the south of the Isle of Skye. The B8083 is maintained by THC.

C1223 (Old Military Road)

The C1223 (Old Military Road) is maintained by THC and links Shiel Bridge to Arnisdale in Kyle, via Glenelg, and comprises a combination of sections of road which are single carriageway and sections which are narrow with passing places.

C1239 (signed for Kylerhea), The C1227 (Macleod's Terrace), Unclassified road linking A863 and A850, to the north of Roskhill and Unclassified road, to the north of Loch Garry

These are narrow roads with passing places along their length. They are maintained by THC.

Unclassified road, to the west of the Great Glen Way, Fort Augustus

This is a narrow road which commences in Fort Augustus in a residential area. Within Fort Augustus the road is subject to a speed limit of 30 mph however outwith Fort Augustus to the west the road is subject to the national speed limit and has passing places.

5.1.5 Existing Traffic Conditions

Automatic Traffic Counts

In order to assess the impact of development traffic on the study area, five Automatic Traffic Count (ATC) Sites were established between Thursday 28 April and Thursday 12 May 2022.

The ATC count sites used were as follows:

1. B886, approximately 2.5 km north of B886 / A850 priority junction;
2. Unclassified road linking A863 and A850, to the north of Roskhill;
3. C1223 (Old Military Road), approximately 500m to the south-west of Shiel Bridge;
4. Unclassified road, to the north of Loch Garry; and
5. Unclassified road, to the west of the Great Glen Way, Fort Augustus.

It should be noted that the survey equipment was damaged at ATC count points 1 and 3. The surveys at ATC count points 1 and 3 were repeated between 13 and 26 May 2022.

Department for Transport Traffic Data

Traffic data used in this assessment has been sourced from historic traffic count data provided by the UK Department for Transport (DfT). The count sites for the traffic data obtained from the DfT are as follows:

1. A850, South of Fairy Bridge (DfT Count Point 40944);
2. A850, East of Dunvegan (DfT Count Point 20944);
3. A863, Kilmuir (DfT Count Point 40952);
4. A850, Edinbane (DfT Count Point 10944)
5. A863, Ose (DfT Count Point 30952);
6. A863, North of Drynoch (DfT Count Point 1139);
7. A863, East of Drynoch (DfT Count Point 50916);
8. A87, South of Portree (DfT Count Point 50928)
9. A87, West of Broadford (DfT Count Point 20940);
10. B8083, South of Broadford (DfT Count Point 805623);
11. A87, Broadford (DfT Count Point 80387);
12. A87, Broadford Aerodrome (DfT Count Point 10943);
13. A851, Duisdealmor (DfT Count Point 1132);
14. A87, Kyle of Lochalsh (DfT Count Point 80594);
15. A87, Near Keppoch (DfT Count Point 50772);
16. U/C Skye Ferry (DfT Count Point 804669);
17. A87, West of Bunloinn (DfT Count Point 10770);
18. A87, South of Bunloinn (DfT Count Point 30776);
19. A887, East of Bunloinn (DfT Count Point 40958);
20. A82, Laggan (DfT Count Point 40762);
21. A82, Aberchalder (DfT Count Point 10760); and
22. A82, South of Invermoriston (DfT Count Point 50707).

The locations of the count points are shown in **Figure 4**, where the purple circles represent the ATC survey locations, and the blue circles represent the DfT count points.

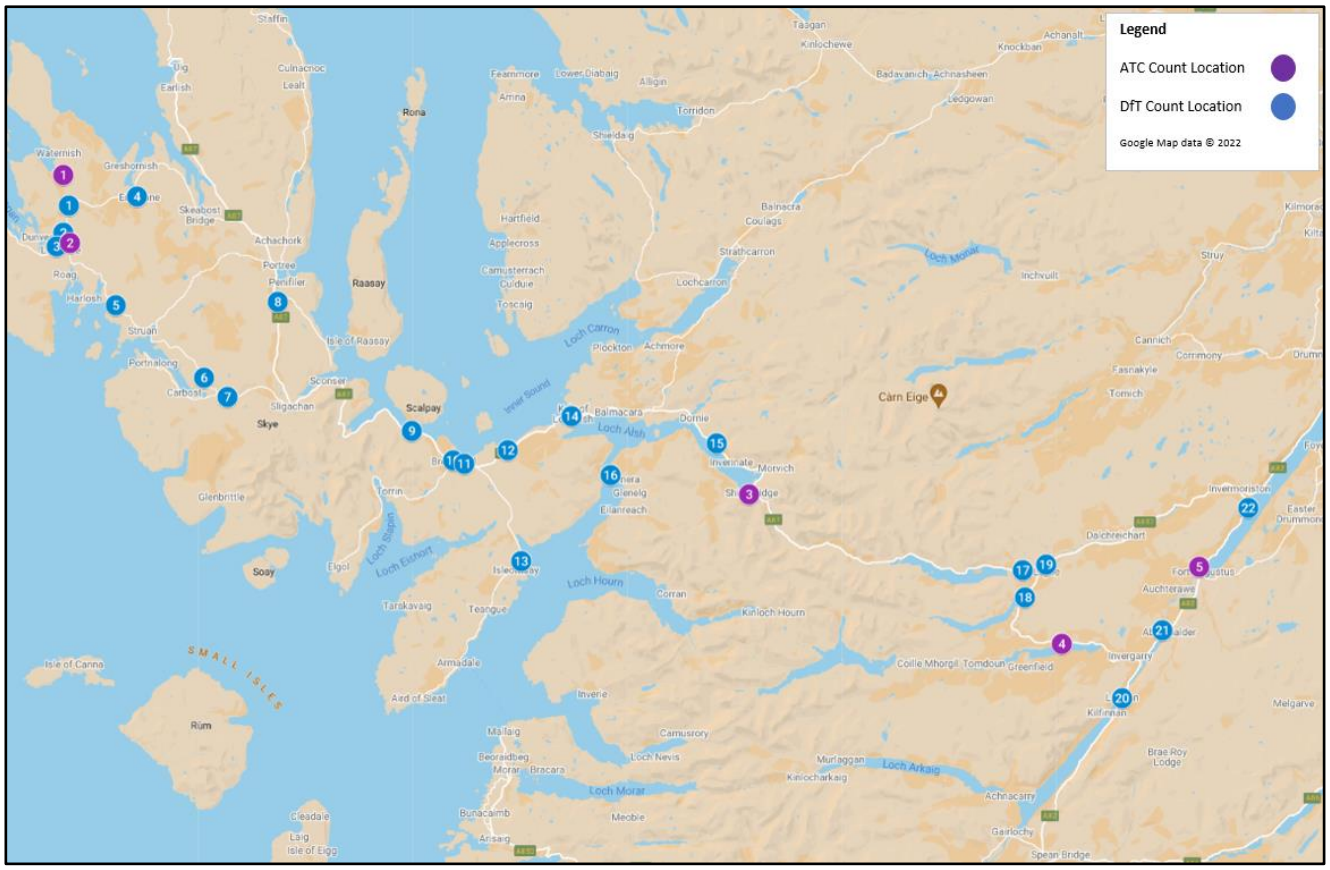


Figure 4 Traffic Count Location Points

Traffic count data for 2019 was obtained from the count site information. The 2019 traffic data was then factored to 2022 traffic data by applying a National Road Traffic Forecast (NRTF) low growth. The NRTF low growth factor for 2019 to 2022 is 1.022.

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

A summary of the 24-hour average daily traffic for each of the count sites is presented in **Table 10.1**.

Table 10.1 24-hour Average Daily Traffic Data (2022)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 1	B886, approximately 2.5 km north of B886 / A850 junction	442	146	588
ATC 2	Unclassified road linking A863 and A850	362	117	479
ATC 3	Old Military Road	450	155	604
ATC 4	Unclassified road, to the north of Loch Garry	138	76	213
ATC 5	Unclassified road, to the west of Great Glen Way, Fort Augustus	329	71	400
DfT. 1	A850, South of Fairy Bridge	961	22	983
DfT. 2	A850, East of Dunvegan	1117	30	1147
DfT. 3	A863, Kilmuir	1194	39	1233
DfT. 4	A850, Edinbane	1326	52	1378
DfT. 5	A863, Ose	818	14	832
DfT. 6	A863, North of Drynoch	558	66	624
DfT. 7	A863, East of Drynoch	1186	67	1253
DfT. 8	A87, South of Portree	3221	214	3435
DfT. 9	A87, West of Broadford	3205	199	3404
DfT. 10	B8083, South of Broadford	947	30	977
DfT. 11	A87, Broadford	6596	194	6790
DfT. 12	A87, Broadford Aerodrome	3866	201	4068
DfT. 13	A851, Duisdealmor	1560	39	1598
DfT. 14	A87, Kyle of Lochalsh	4681	213	4893
DfT. 15	A87, Near Keppoch	3458	365	3823
DfT. 16	U/C Skye Ferry	91	0	91
DfT. 17	A87, West of Bunloinn	2137	181	2318
DfT. 18	A87, South of Bunloinn	1460	77	1537
DfT. 19	A887, East of Bunloinn	880	147	1027
DfT. 20	A82, Laggan	4072	263	4334
DfT. 21	A82, Aberchalder*	2923	198	3121
DfT 22	A82, South of Invermoriston	2608	183	2791

Please note minor variances due to rounding may occur.
*2018 traffic data was obtained from the DfT data for this Count Point as the 2019 traffic flows presented decreased from the 2018 traffic flow values.

The two-way five-day average and 85th percentile speeds observed at the count sites are summarised below in **Table 10.2.**

Table 10.2 Speed Summary (2022)

Site Ref.	Survey Location	Mean Speed (mph)	85th %ile Speed (mph)	Speed Limit (mph)
ATC 1	B886, approximately 2.5 km north of B886 / A850 junction	37	45	60 mph
ATC 2	Unclassified road linking A863 and A850	39	47	60 mph
ATC 3	Old Military Road	32	39	60 mph
ATC 4	Unclassified road, to the north of Loch Garry	31	41	60 mph
ATC 5	Unclassified road, to the west of Great Glen Way, Fort Augustus	25	31	30 mph

The speed information shown in **Table 10.2** indicates that there is compliance with the current speed limit with the exception of the unclassified road to the west of Great Glen Way, Fort Augustus. This indicates that traffic

management measures would be required at this location and that Police Scotland may wish to consider enforcement spot checks in this area.

5.1.6 Accident Review

Road traffic accident data for the five-year period commencing 01 January 2016 through to the 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.

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 of accidents and the recorded severity of the accidents are shown in **Figure 5** (and **Figure V2-10.3: Accident Location** in **Volume 3** of this EIA Report).

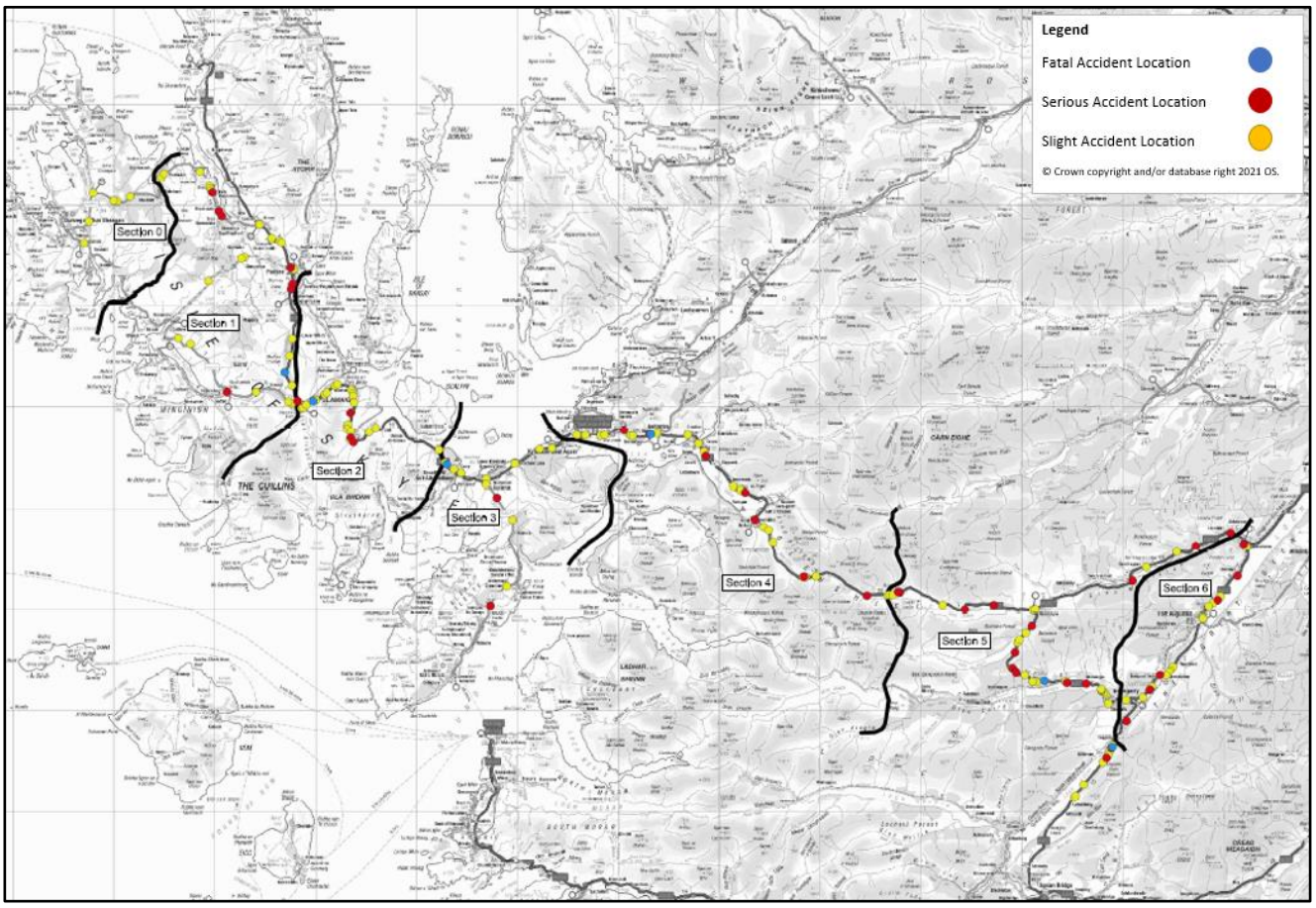


Figure 5 Accident Locations

A summary analysis of the incidents which occurred within each of the seven Sections of the Proposed Development is provided in the next part of this TA.

5.1.7 Future Baseline

Construction of the project is expected to commence in 2024, if consent is granted, and is anticipated to take approximately three years, depending on weather conditions and ecological considerations.

To assess the likely effects during the construction and typical operational phase, base year flows were forecast by applying a NRTF low growth factor to the 2022 flows in **Table 10.1**. The NRTF low growth factor for 2022 to 2024 is 1.011. This will be used in the Construction Peak Traffic Impact Assessment.

Table 10.3 24-hour Average Daily Traffic Data (2024)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 1	B886, approximately 2.5 km north of B886 / A850 junction	447	148	594
ATC 2	Unclassified road linking A863 and A850	366	118	484
ATC 3	Old Military Road	455	156	611
ATC 4	Unclassified road, to the north of Loch Garry	139	77	216
ATC 5	Unclassified road, to the west of Great Glen Way	333	71	404
DfT. 1	A850, South of Fairy Bridge	971	23	994
DfT. 2	A850, East of Dunvegan	1129	30	1159
DfT. 3	A863, Kilmuir	1207	39	1246
DfT. 4	A850, Edinbane	1340	53	1393
DfT. 5	A863, Ose	827	14	841
DfT. 6	A863, North of Drynoch	564	67	631
DfT. 7	A863, East of Drynoch	1199	68	1267
DfT. 8	A87, South of Portree	3257	216	3473
DfT. 9	A87, West of Broadford	3240	201	3442
DfT. 10	B8083, South of Broadford	958	30	988
DfT. 11	A87, Broadford	6669	196	6865
DfT. 12	A87, Broadford Aerodrome	3909	204	4112
DfT. 13	A851, Duisdealmor	1577	39	1616
DfT. 14	A87, Kyle of Lochalsh	4732	215	4947
DfT. 15	A87, Near Keppoch	3496	369	3865
DfT. 16	U/C Skye Ferry	92	0	92
DfT. 17	A87, West of Bunloinn	2161	183	2343
DfT. 18	A87, South of Bunloinn	1477	77	1554
DfT. 19	A887, East of Bunloinn	890	149	1038
DfT. 20	A82, Laggan	4116	266	4382
DfT. 21	A82, Aberchalder	2955	200	3156
DfT 22	A82, South of Invermoriston	2637	185	2822

Please note minor variances due to rounding may occur.

5.2 Summary of Baseline Conditions for each Section

5.2.1 Section 0: Ardmore to Edinbane

Study Area

The extent of the study area for Section 0: Ardmore to Edinbane is presented in **Figure 6** and is described as follows:

- C1227 between Stein and Halistra.
- B886 between A850 / B886 junction and Stein
- A850 between Dunvegan and Borve;
- A863 between Sligachan and Dunvegan;
- A87 (T) between Invergarry and Borve; and
- A82 (T) between Letterfinlay and Invergarry.

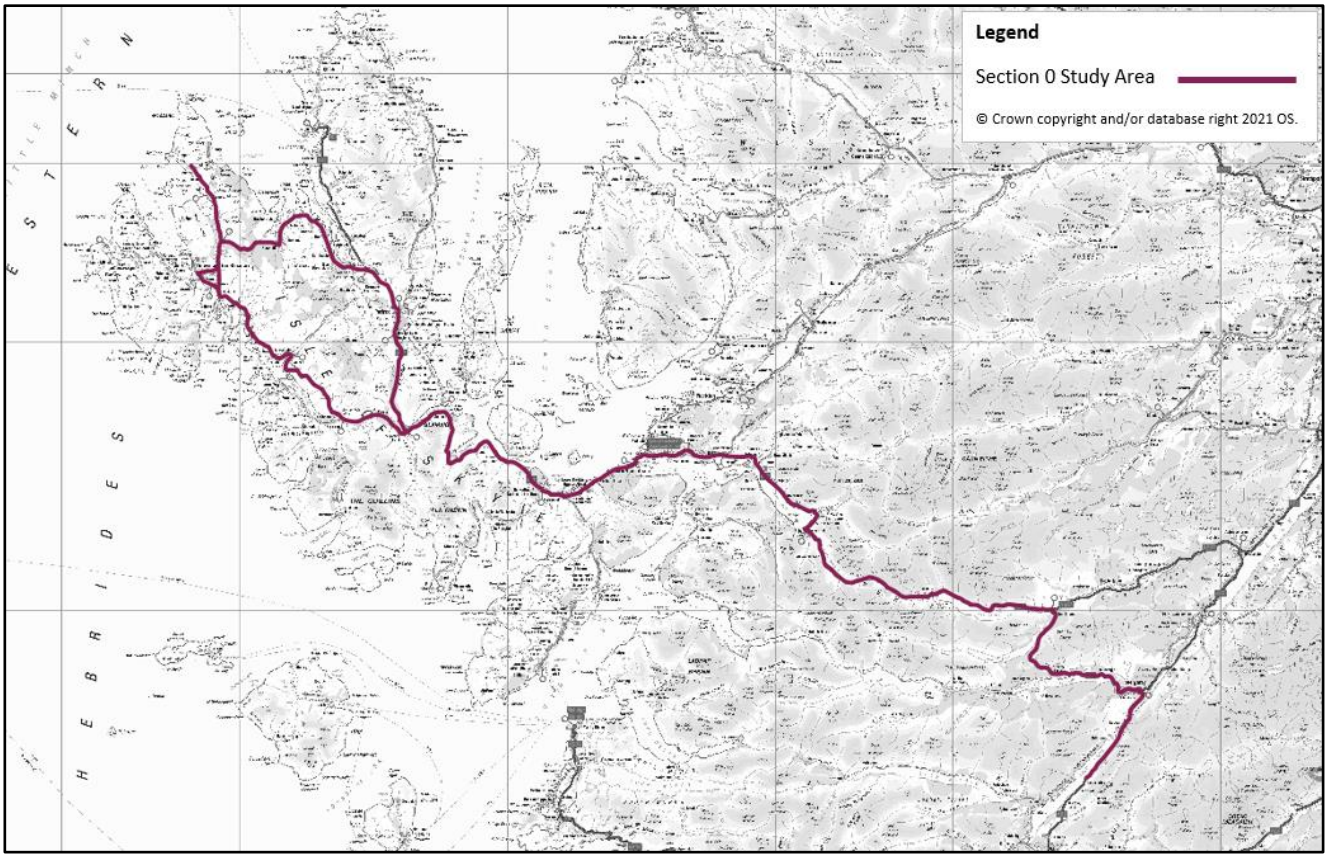


Figure 6 Study Area – Section 0: Ardmore to Edinbane

Access Arrangement

Section 0 would be accessed via local public roads as well as by using helicopters. Helicopters would assist in delivering materials throughout this Section in order to minimise vehicular access to each pole location.

Pedestrian and Cyclist Networks

A review of the online core path mapping available on THC's online mapping facility and information received from THC indicates that Stein to Gillen (SL10.01) Core Path which comprises track is located in the vicinity of Section 0 of the Proposed Development.

A number of wider paths would also be affected by the Proposed Development which includes:

- A hill path which crosses at the rear of Lusta crofts;
- An old disused single track road which the proposed OHL would cross; and
- Feorlig to Ben Aketil Wind Farm hill track.

A review of Sustrans' map of the National Cycle Network indicates that there are no National Cycle Network routes in the vicinity of the Proposed Development within Section 0.

Accident Review

During the five-year period between 01 January 2016 and 31 December 2020, the following accident data was recorded along the road which are within the Section 0 study area (as shown in **Figure 5**):

- A total of six accidents were recorded on roads within the Section 0 study area, of which six were recorded as slight;
- Five of the accidents occurred along the A850 and one accident occurred on the A863; and
- One incident was recorded along the A850, involving three vehicles which included an HGV.

Future Baseline

The 24-hour two-way average traffic flows for each of the traffic count locations within the Section 0 study area are presented in **Table 10.4**.

Table 10.4 24-hour Average Daily Traffic Data (2024)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 1	**B886, approximately 2.5 km north of B886 / A850 junction***	**447**	**148**	**594**
ATC 2	**Unclassified road linking A863 and A850 ***	**366**	**118**	**484**
DfT. 1	**A850, South of Fairy Bridge***	**971**	**23**	**994**
DfT. 2	**A850, East of Dunvegan***	**1129**	**30**	**1159**
DfT. 3	**A863, Kilmuir***	**1207**	**39**	**1246**
DfT. 4	**A850, Edinbane***	**1340**	**53**	**1393**
DfT. 8	A87, South of Portree	3257	216	3473
DfT. 9	A87, West of Broadford	3240	201	3442
DfT. 11	A87, Broadford	6669	196	6865
DfT. 12	A87, Broadford Aerodrome	3909	204	4112
DfT. 14	A87, Kyle of Lochalsh	4732	215	4947
DfT. 15	A87, Near Keppoch	3496	369	3865
DfT. 17	A87, West of Bunloinn	2161	183	2343
DfT. 18	A87, South of Bunloinn	1477	77	1554
DfT. 20	A82, Laggan	4116	266	4382

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 0, as shown in Figure 1.

5.2.2 Section 1: Edinbane to North of Sligachan

Study Area

The extent of the study area for Section 1: Edinbane to North of Sligachan is shown in **Figure 7** and is described as follows:

- B885 between Portree and Bracadale (although traffic would not be accessing the site from Portree).
- A850 between Dunvegan and Borve; and
- A863 between Sligachan and Dunvegan;
- A87 (T) between Invergarry and Sligachan; and
- A82 (T) between Letterfinlay and Invergarry.

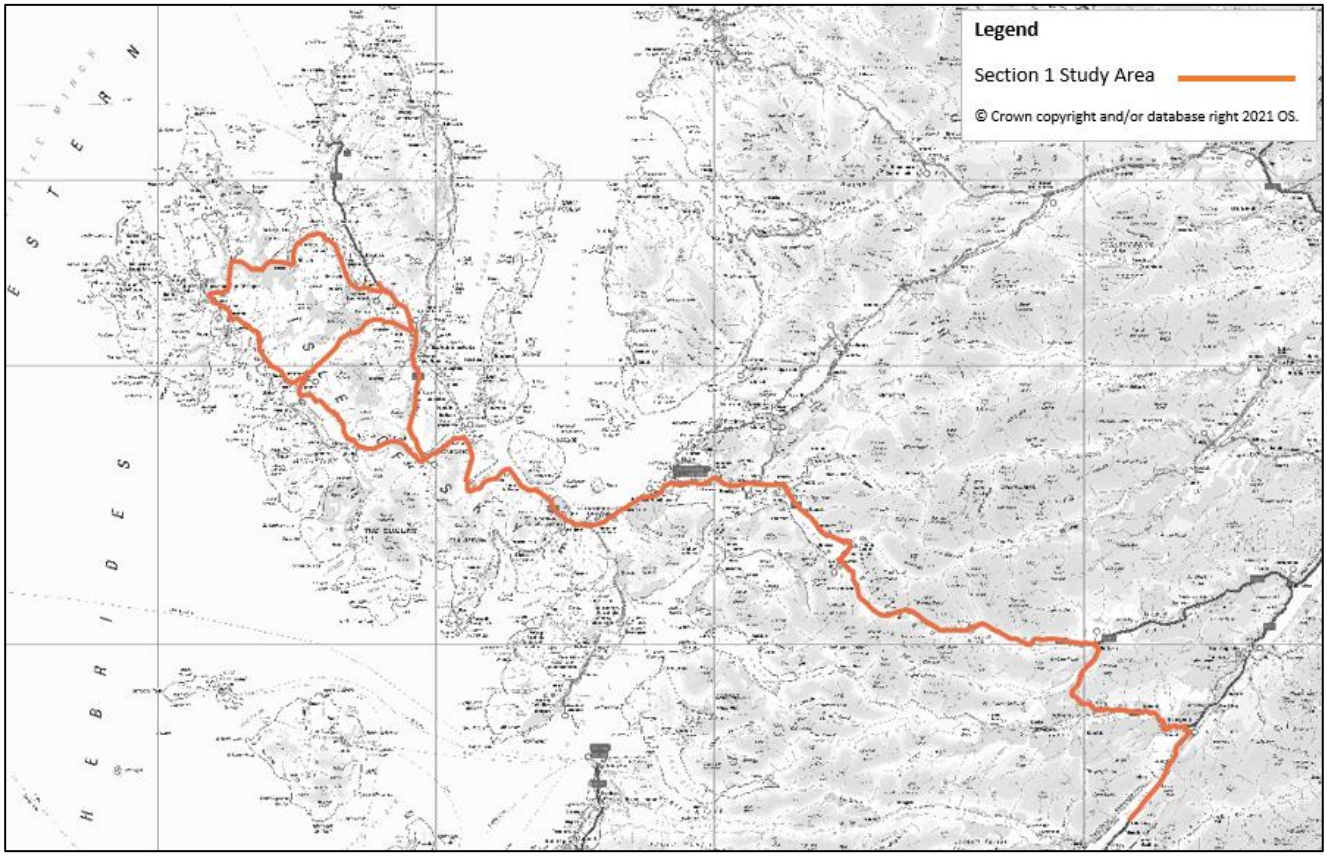


Figure 7 Study Area – Section 1: Edinbane to North of Sligachan

Access Arrangement

The locations of each of the access points to Section 1 of the Proposed Development is shown in **Figure 8**.

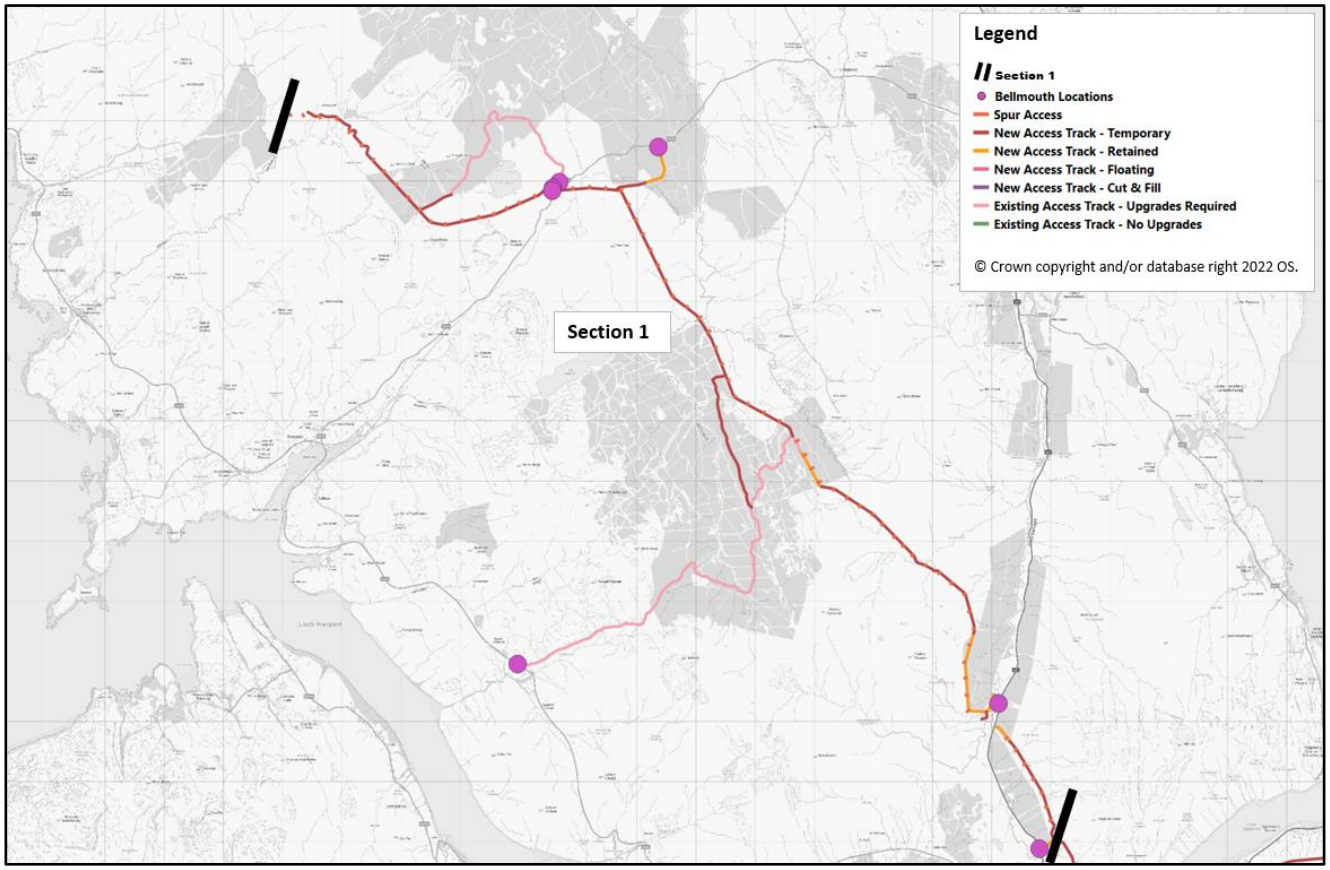


Figure 8 Access Locations – Section 1: Edinbane to North of Sligachan

Construction of stone access tracks would be the preferred method of accessing each tower location within this Section. Existing forestry tracks such as those in Tungadal and Glen Varragill forests would be used where practicable.

Pedestrian and Cyclist Networks

A review of the online core path mapping available on THC's online mapping facility and information received from THC indicates that Loch Caroy to Glen Vic Askill (SL28.01) comprising track is located in the vicinity of the Proposed Development within Section 1.

A wider access path located at Edinbane Wind Farm access road and a Public Right of Way (PRoW) close to B885 – Glen Vicaskill route are also located in the vicinity of the Proposed Development. A review of Sustrans' map of the National Cycle Network indicates that there are no National Cycle Network routes in the vicinity of the Proposed Development within Section 1.

Accident Review

During the five-year period between 01 January 2016 and 31 December 2020, the following accident data was recorded along roads in the locality of Section 1 (as shown in **Figure 5**):

- A total of 35 accidents were recorded on roads within the Section 1study area, of which 28 were recorded as slight, six were recorded as serious and one fatality was recorded;
- The accident which was recorded as fatal occurred approximately 4 km along the A87 to the northwest of Sligachan and involved four vehicles which included a HGV;

- A total of two incidents involving motorcycles were recorded;
- One incident involving a motorcycle was recorded as a three vehicle collision, including cars, and was recorded as serious;
- A separate incident involving a motorcycle and a car occurred along the A863 and was recorded as slight;
- Five incidents involving pedestrian casualties were recorded. All of these incidents were recorded along the A87 in Portree between the A87 / Bridge Road priority junction and A87 / Struan Road priority junction. A total of four incidents were recorded as slight and one incident was recorded as serious. One of the incidents which was recorded as slight, also involved an HGV, while all of the other incidents also involved cars; and
- A total of four incidents involved HGVs, of which two incidents were recorded as slight, one incident was recorded as serious and one was recorded as a fatality, which has been described above.

Future Baseline

The 24-hour two-way average traffic flows for each of the traffic count locations within the Section 1 study area are presented in **Table 10.5**.

Table 10.5 24-hour Average Daily Traffic Data (2024) – Section 1: Edinbane to North of Sligachan

Site Ref.	Survey Location	Cars & LGV	HGV	Total
DfT. 5	**A863, Ose***	**827**	**14**	**841**
DfT. 6	**A863, North of Drynoch***	**564**	**67**	**631**
DfT. 7	**A863, East of Drynoch***	**1199**	**68**	**1267**
DfT. 8	**A87, South of Portree***	**3257**	**216**	**3473**
DfT. 9	A87, West of Broadford	3240	201	3442
DfT. 11	A87, Broadford	6669	196	6865
DfT. 12	A87, Broadford Aerodrome	3909	204	4112
DfT. 14	A87, Kyle of Lochalsh	4732	215	4947
DfT. 15	A87, Near Keppoch	3496	369	3865
DfT. 17	A87, West of Bunloinn	2161	183	2343
DfT. 18	A87, South of Bunloinn	1477	77	1554
DfT. 20	A82, Laggan	4116	266	4382

***** Survey locations highlighted in bold lie within the locality of Section 1, as shown in Figure 1.
Please note minor variances due to rounding may occur.

5.2.3 Section 2: North of Sligachan to Broadford

Study Area

The extent of the study area for Section 2: North of Sligachan to Broadford is shown in **Figure 9** and is described as follows:

- A82 (T) between Letterfinlay and Invergarry; and
- A87 (T) between Invergarry and Sligachan.

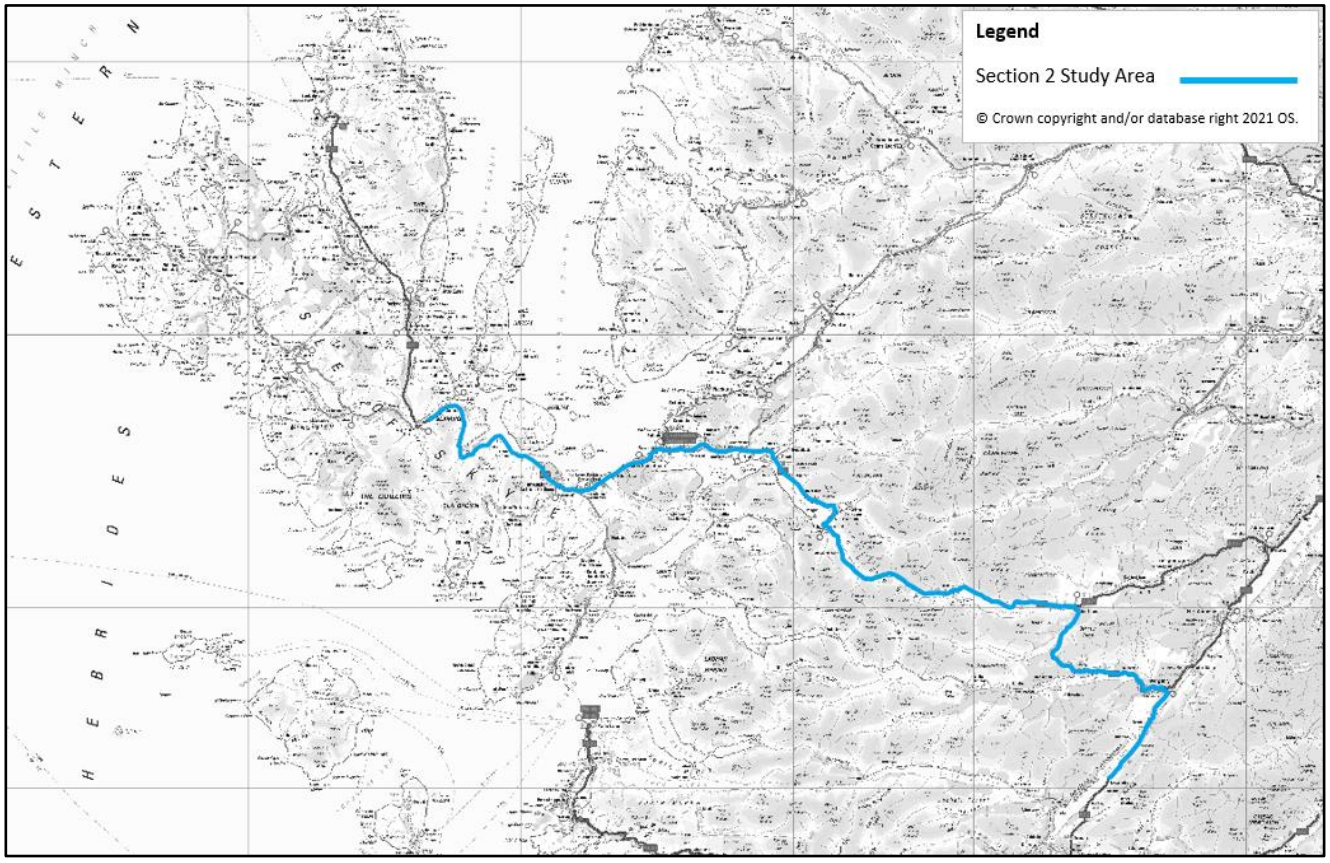


Figure 9 Study Area – Section 2: North of Sligachan to Broadford

Access Arrangement

The locations of each of the access points to Section 2 of the Proposed Development is shown in **Figure 10**.

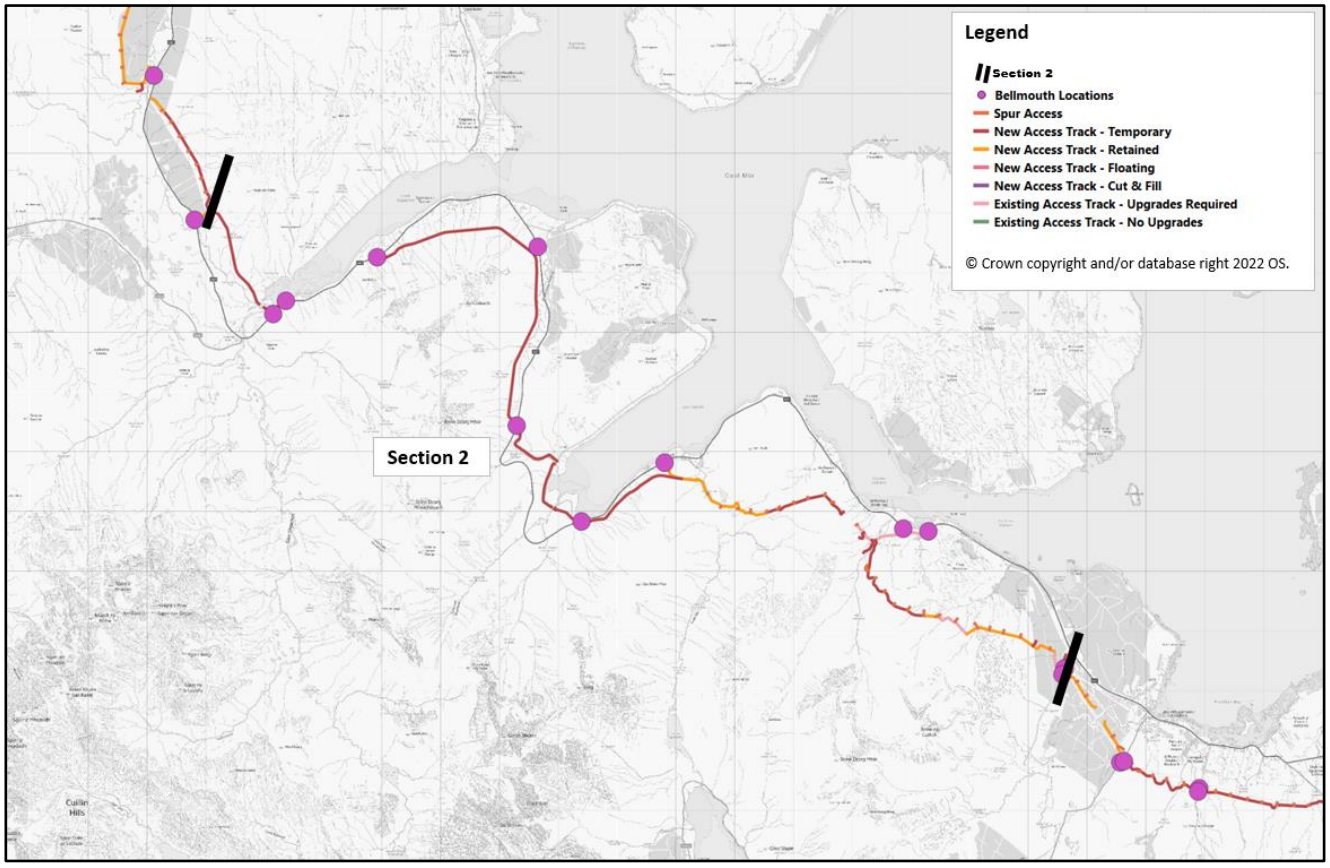


Figure 10 Access Locations – Section 2: North of Sligachan to Broadford

The Proposed Development would be accessed by existing tracks, where possible. New access tracks would be constructed from stone.

A section of underground cable (approximately 1.8 km) would be required to be installed under the A87 to the east of Sligachan. The construction of this part of the Proposed Development would be facilitated by single lane closures along the A87 and appropriate traffic management procedures would enable traffic movements in both directions.

Pedestrian and Cyclist Networks

A review of the online core path mapping available on THC's online mapping facility and information received from THC indicates that Luib Hill Track (SL03.01) which comprises track is located in the vicinity of the Proposed Development within Section 2.

There are a number of PRoWs which are also located in the vicinity of the Proposed Development which include:

- PRoW HSL23 Sligachan to Braes route, which is also part of the unofficial Skye Trail route;
- PRoW HSL46 Luib to Loch Slappin; and
- PRoW HSL44 Strollamus to Torrin.

A review of Sustrans' map of the National Cycle Network indicates that there are no National Cycle Network routes in the vicinity of the Proposed Development within Section 2.

The Skye Cycle Way project is proposed to create a safe path between Skye Bridge and Broadford. It is proposed that the route will comprise mainly of the old road running along the A87 and will subsequently pass through Breakish in order to link with other proposed safe links.[4] An update on the status of the project was presented in 19 August 2022.

Accident Review

During the five-year period between 01 January 2016 and 31 December 2020, the following accident data was recorded along road which are within the Section 2 study area (as shown in **Figure 5**):

- A total of 29 accidents were recorded on roads within the Section 2 study area, of which 24 were recorded as slight, four were recorded as serious and one fatality was recorded;
- The fatal accident involved a pedestrian and a car, and occurred approximately 1.3 km to the north-east of Sligachan;
- One slight incident involved a cyclist and a motorcycle, and occurred along the A87, Sligachan;
- A separate incident involving a pedestrian was recorded along the A87, near Sconser. The incident involved a car and was recorded as a slight accident;
- HGVs were involved in five separate incidents, of which, four were recorded as slight and one was recorded as serious;
- There are three separate locations where two accidents were recorded in a close proximity to each other.

Future Baseline

The 24-hour two-way average traffic flows for each of the traffic count locations within the Section 2 study area are presented in **Table 10.6**.

Table 10.6 24-hour Average Daily Traffic Data (2024) – Section 2: North of Sligachan to Broadford

Site Ref.	Survey Location	Cars & LGV	HGV	Total
DfT. 9	**A87, West of Broadford***	**3240**	**201**	**3442**
DfT. 11	A87, Broadford	6669	196	6865
DfT. 12	A87, Broadford Aerodrome	3909	204	4112
DfT. 14	A87, Kyle of Lochalsh	4732	215	4947
DfT. 15	A87, Near Keppoch	3496	369	3865
DfT. 17	A87, West of Bunloinn	2161	183	2343
DfT. 18	A87, South of Bunloinn	1477	77	1554
DfT. 20	A82, Laggan	4116	266	4382

***** Survey locations highlighted in bold lie within the locality of Section 2, as shown in Figure 1.
Please note minor variances due to rounding may occur.

[4] Broadford and Strath Community Company (2022) Available at: https://www.broadfordandstrath.org/project/skye-cycle-way/ Accessed 25 August 2022

5.2.4 Section 3: Broadford to Kyle Rhea

Study Area

The extent of the study area for Section 3: Broadford to Kyle Rhea is presented in **Figure 11** and is described as follows:

- C1239 between Kylerhea and A87, north of Ashaig;
- B8083 between Swordale and Broadford;
- A851 between Isleornsay and Skulamus;
- A87 (T) between Invergarry and Dunan; and
- A82 (T) between Letterfinlay and Invergarry.

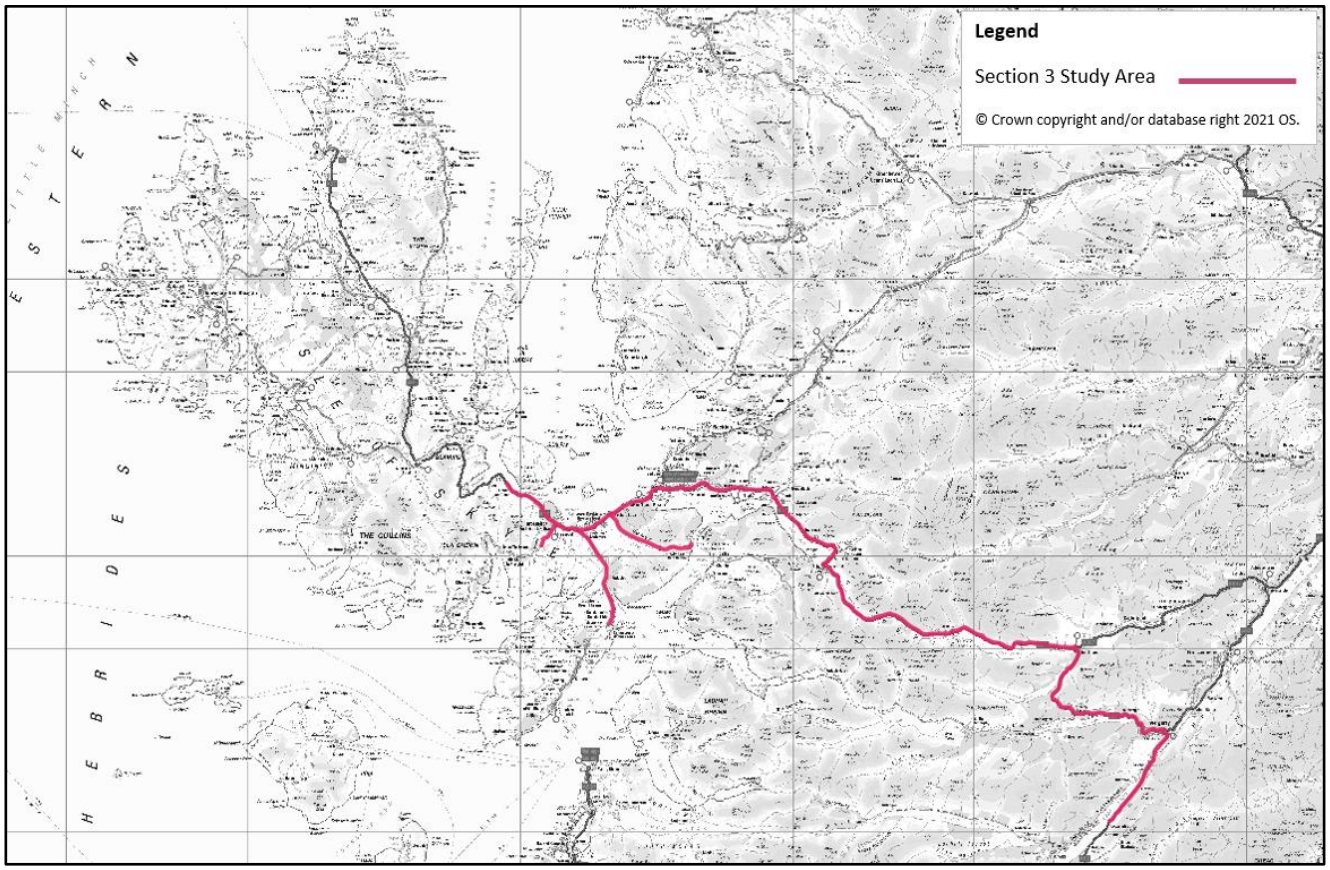


Figure 11 Study Area – Section 3: Broadford to Kyle Rhea

Access Arrangement

The locations of each of the access points to Section 3 of the Proposed Development is shown in **Figure 12.** An Alternative Alignment for this Section is also illustrated; this is discussed further in **Volume 6, Chapter 10** of this EIA Report.

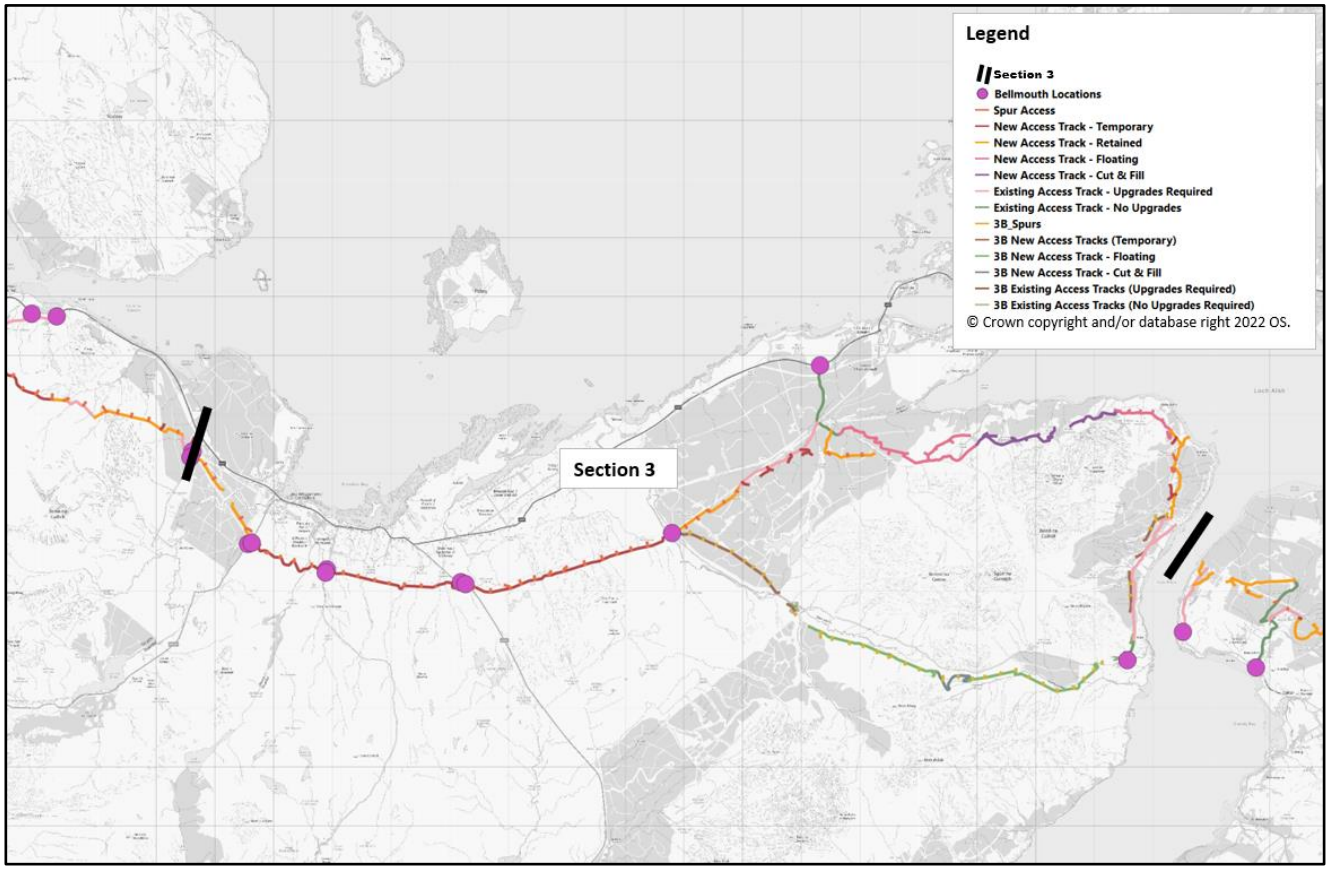


Figure 12 Access Locations – Section 3: Broadford to Kyle Rhea

The preferred method of accessing each tower location would be via new access tracks, however, in order to minimise construction traffic within the Special Area of Conservation (SAC), it is proposed that a number of towers would be constructed using helicopters for the delivery of personnel and equipment. Although this construction technique does not avoid the requirement for temporary track infrastructure, it does considerably reduce the frequency of track use by construction vehicles. It is also intended to use helicopters in this Section for the delivery of personnel and dismantling and removal of the existing OHL.

Pedestrian and Cyclist Networks

A review of the online core path mapping available on THC's online mapping facility and information received from THC indicates that Core Path Broadford to Suardale (SL03.04) comprises track is located in the vicinity of the Proposed Development within Section 3.

A wider access path which links Harrapool to Heaste public road, a candidate core path which starts at the A851 gate, and a number of wider access forest roads are also located within the vicinity of the Proposed Development.

A review of Sustrans' map of the National Cycle Network indicates that there are no National Cycle Network routes in the vicinity of the Proposed Development within Section 3.

Accident Review

During the five-year period between 01 January 2016 and 31 December 2020, the following accident data was recorded along the roads which are within the Section 3 study area (as shown in **Figure 5**):

- A total of thirteen accidents were recorded on roads within the Section 3 study area, of which ten were recorded as slight, two were recorded as serious, and one fatality was recorded;
- Five of the accidents were recorded along the A851, one along Old Corry and seven were recorded along the A87;
- The fatal accident involved a single vehicle (car) incident approximately 250 m to the south of the Old Corry / A87 priority junction;
- A slight accident was recorded along Old Corry, in the vicinity of the Old Corry / A87 priority junction and involved a bicycle and a car; and
- A slight accident was recorded near Crowlin Bar, Broadford and involved a pedestrian and HGV.

Future Baseline

A summary of the 24-hour average daily traffic for each of the count sites is presented in **Table 10.7**.

Table 10.7 24-hour Average Daily Traffic Data (2024) – Section 3: Broadford to Kyle Rhea

Site Ref.	Survey Location	Cars & LGV	HGV	Total
DfT. 9	A87, West of Broadford	3240	201	3442
DfT. 10	**B8083, South of Broadford***	**958**	**30**	**988**
DfT. 11	**A87, Broadford***	**6669**	**196**	**6865**
DfT. 12	**A87, Broadford Aerodrome***	**3909**	**204**	**4112**
DfT. 13	**A851, Duisdealmor***	**1577**	**39**	**1616**
DfT. 14	A87, Kyle of Lochalsh	4732	215	4947
DfT. 15	A87, Near Keppoch	3496	369	3865
DfT. 17	A87, West of Bunloinn	2161	183	2343
DfT. 18	A87, South of Bunloinn	1477	77	1554
DfT. 20	A82, Laggan	4116	266	4382

***** Survey locations highlighted in bold lie within the locality of Section 3, as shown in Figure 1.
Please note minor variances due to rounding may occur.

As referred to in Part 2.1 of this report, an Alternative Alignment within Section 3 of the project is included with the consent application. Whilst the route of the Alternative Alignment differs from the Proposed Alignment, the likely impact would be similar to that assessed above, albeit there would be a localised increase in traffic flows along the Glen Arroch road associated with this change (see **Volume 6: Chapter 10** of this EIA Report).

5.2.5 Section 4: Kyle Rhea to Loch Cuaich

Study Area

The extent of the study area for Section 4: is shown in **Figure 13** and is described as follows:

- C1223 (Old Military Road) between Shiel Bridge and Skye Ferry
- A87 (T) between Invergarry and Skye Bridge; and
- A82 (T) between Letterfinlay and Invergarry.

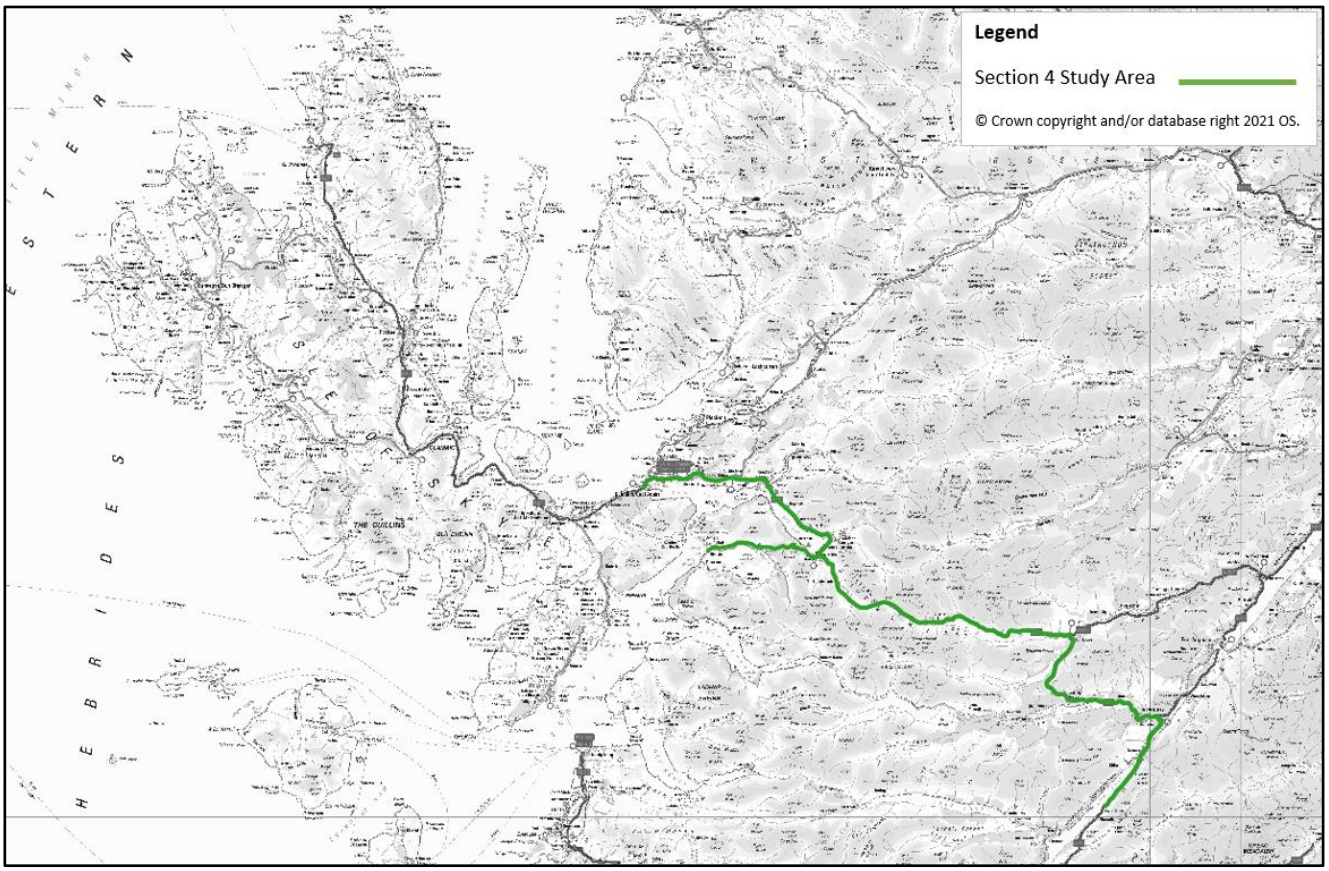


Figure 13 Study Area – Section 4: Kyle Rhea to Loch Cuaich

Access Arrangement

The locations of each of the access points to Section 4 of the Proposed Development is shown in **Figure 14**.

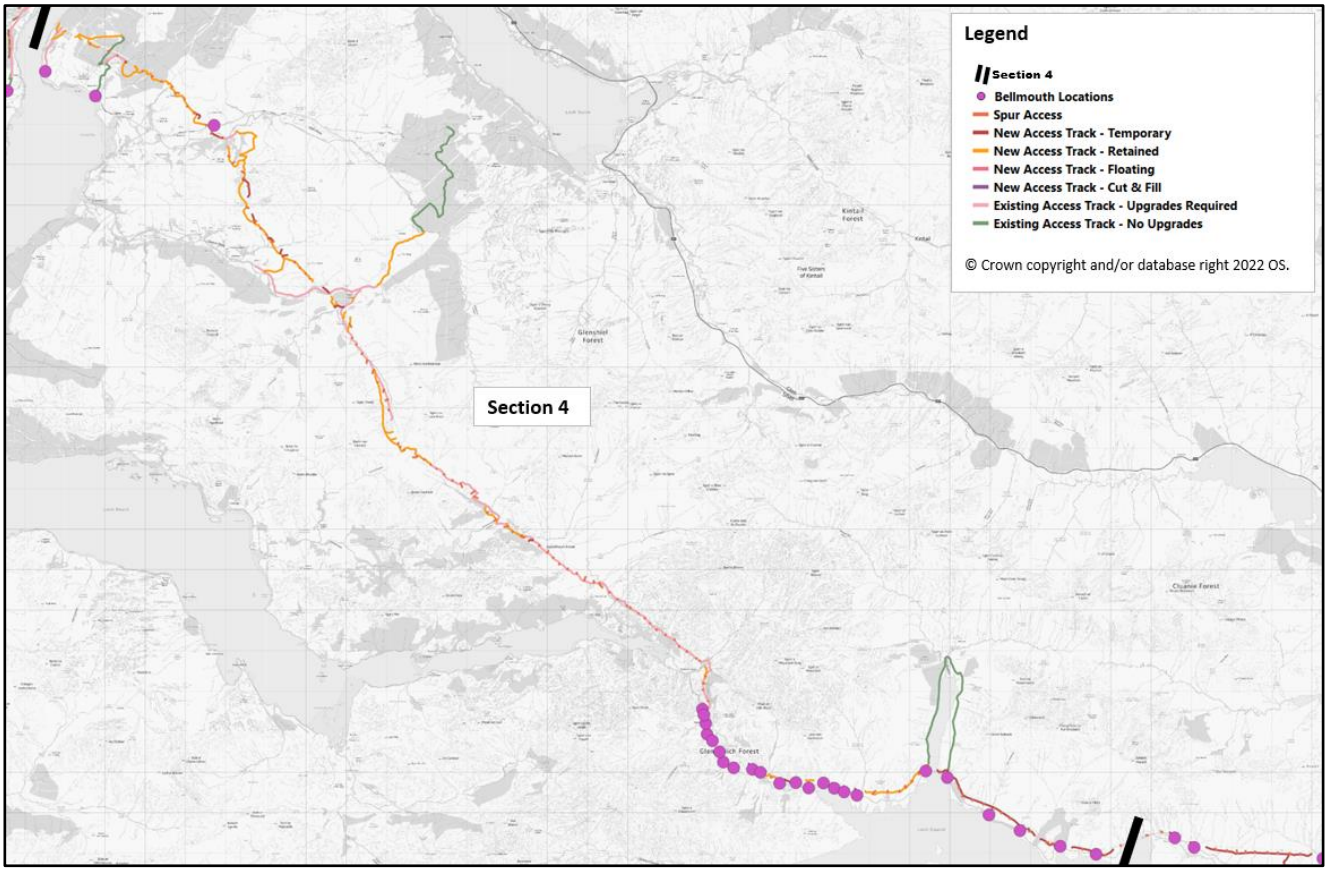


Figure 14 Access Locations – Section 4: Kyle Rhea to Loch Cuaich

Access is restricted to a small number of existing single track minor roads at Glenelg and Kinloch Hourn. The area between Balvraid and Kinloch Hourn has no public road access at all, although there are some forestry and estate tracks, as well as walkers' paths through this remote part of the route. New stone tracks would be provided to access many of the towers within this Section, although there would be a focus on utilising existing tracks and paths where possible.

Pedestrian and Cyclist Networks

A review of the online core path mapping available on THC's online mapping facility and information from THC indicates that the following Core Paths are located within the vicinity of the Proposed Development within Section 4:

- Glen Bernera to Ardintoul to Ferry Circular Route (SL12.05) (PRoW HSL77) comprising track;
- Gleann Beag to Torr Beag (SL12.02) (PRoW HSL54) comprising track; and
- Corran to Glen Arnisdale (SL12.07) (PRoW HSL88) comprising track / grass / stone.

Other PRoWs which are also located in the vicinity of the Proposed Development include:

- PRoW HSL78 route to Ardintoul point;
- PRoW HSL20 Gleann Beag to Glen Dubh Lochann;
- PRoW HL13 / HL16 Glen Dubh to Kinloch Hourns paths;
- PRoW HL7 Kinloch Hourn to Glen Loyne path; and
- PRoW HL8 Glen Quoich to Allbeith.

There are also a number of wider access paths which comprise of hill paths in the vicinity of the Proposed Development.

A review of Sustrans' map of the National Cycle Network indicates that there are no National Cycle Network routes in the vicinity of the Proposed Development within Section 4.

Accident Review

During the five-year period between 01 January 2016 and 31 December 2020, the following accident data was recorded along the roads which are within the Section 4 study area (as shown in **Figure 5**):

- A total of 28 accidents were recorded on roads within the Section 4 study area, of which 20 were recorded as slight, seven as serious and one fatality was recorded;
- The fatal accident involved a single vehicle (car) incident which was recorded approximately 400 m to the east of Village Hall bus stops, to the east of Balmacara Square;
- A total of five accidents involving motorcycles were recorded, of which three accidents were recorded as serious and two accidents were recorded as slight;
- A total of three accidents were recorded which involved HGV, of which two incidents were recorded as slight and one was recorded as serious; and
- Four accidents were recorded within 300 m of each other, to the west of Waterfall River Shiel. Three of these incidents involved motorcycles (which have been included in the above information) and the other accident was a single vehicle accident involving a car.

Future Baseline

The 24-hour two-way average traffic flows for each of the traffic count locations within the Section 4 study area are presented in **Table 10.8.**

Table 10.8 24-hour Average Daily Traffic Data (2024) – Section 4: Broadford to Kyle Rhea

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 3	**Old Military Road***	**455**	**156**	**611**
ATC 4	Unclassified road, to the north of Loch Garry	139	77	216
DfT. 14	**A87, Kyle of Lochalsh***	**4732**	**215**	**4947**
DfT. 15	**A87, Near Keppoch***	**3496**	**369**	**3865**
DfT. 16	**U/C Skye Ferry***	**92**	**0**	**92**
DfT. 17	A87, West of Bunloinn	2161	183	2343
DfT. 18	A87, South of Bunloinn	1477	77	1554
DfT. 19	A887, East of Bunloinn	890	149	1038
DfT. 20	A82, Laggan	4116	266	4382

***** Survey locations highlighted in bold lie within the locality of Section 4, as shown in Figure 1.
Please note minor variances due to rounding may occur.

5.2.6 Section 5: Loch Cuaich to Invergarry

Study Area

The extent of the study area for Section 5: Loch Cuaich to Invergarry is shown in **Figure 15** and is described as follows:

- A887 (T) between Bun Loyne and Invermoriston.
- A87 (T) between Invergarry and The Cluaine Inn; and
- A82 (T) between Letterfinlay and Invergarry.

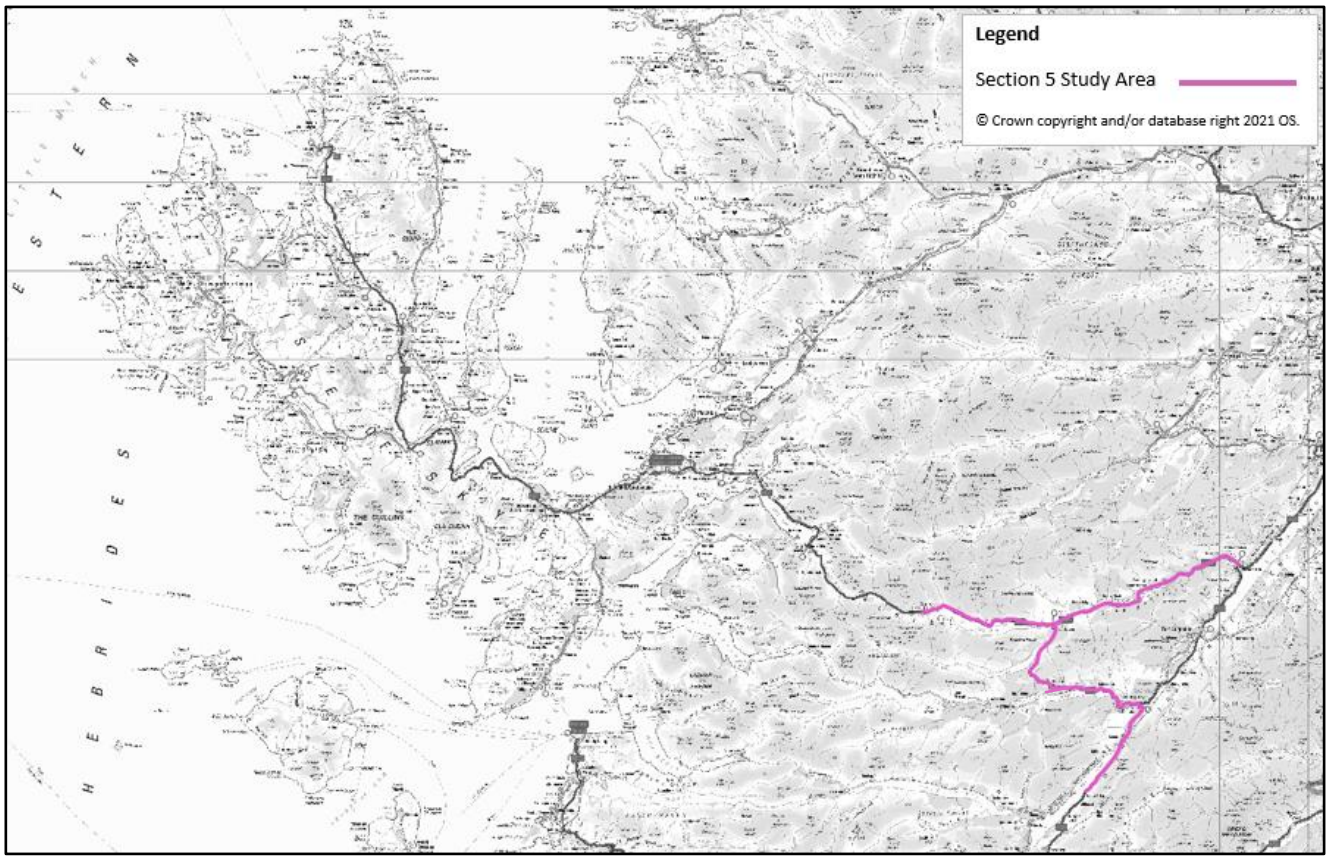


Figure 15 Study Area – Section 5: Loch Cuaich to Invergarry

Access Arrangement

The locations of each of the access points to Section 5 of the Proposed Development is shown in **Figure 16**.

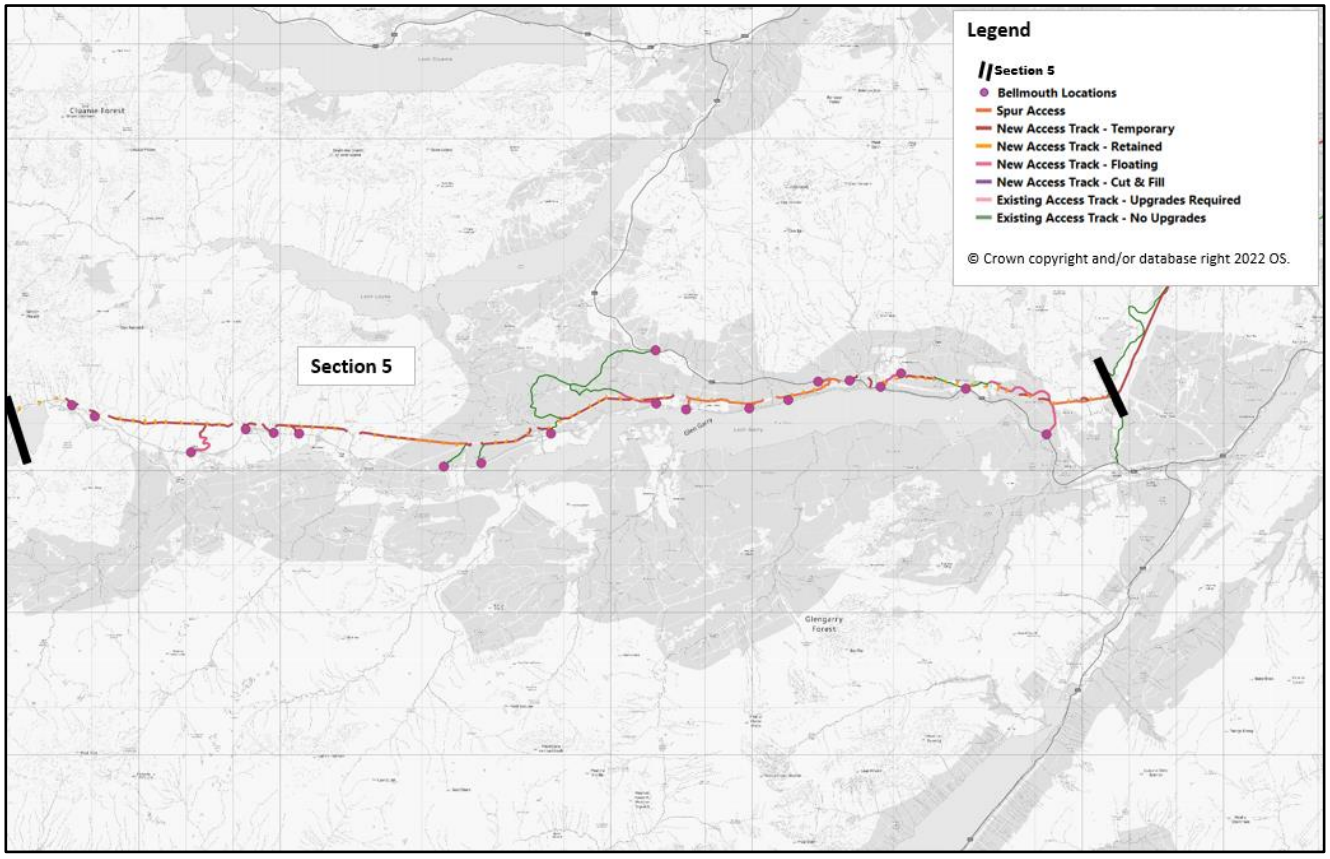


Figure 16 Access Locations – Section 5: Loch Cuaich to Invergarry

This is a sparsely settled rural area connected by the minor public road to Kinlochhourn and the A87 road that leads northward to Loch Loyne. Given the presence of the existing OHL, the newly constructed Quoich to Aberchalder 132 kV wood pole OHL, and commercial forestry, there are many existing access tracks through this area. These existing tracks would be utilised where possible to minimise the requirement for new stone tracks.

Pedestrian and Cyclist Networks

A review of the online core path mapping available on THC's online mapping facility and information received from THC indicates that Core Path Aldernaig Burn to Loch Lundie (LO11.02) (PRoW HL32) comprising track is located in the vicinity of the Proposed Development within Section 5.

There are a number of wider access paths which include forest roads and the Tomdoun to Loch Loyne path, as well as ProW HL20 Kingie to Glen Loyne.

NCR 78 which forms part of The Caledonia Way and comprises a combination of both traffic-free and on-road cycle route is located within the vicinity of Section 5 of the Proposed Development.

Accident Review

During the five-year period between 01 January 2016 and 31 December 2020, the following accident data was recorded along road which are within the Section 5 study area (as shown in **Figure 5**):

- A total of 56 accidents were recorded on roads within the Section 5 study area, of which 38 were recorded as slight, 16 as serious and two were recorded as fatal;
- A total of 37 accidents were recorded along the A87, seven were recorded along the A887 and 12 were recorded along the A82;
- The accident which resulted in a fatality along the A87 occurred on the bridge between Glen Garry Viewpoint West and Glen Garry Viewpoint East. The incident was a one vehicle accident involving a car;
- The fatal accident which occurred along the A82 involved a motorcycle was a multi vehicle collision involving two other vehicles including a car and a bus. The incident occurred on a bend approximately 1 km to the south west of Laggan;
- A total of 12 incidents involved motorcycles, of which eight were recorded as slight, three were recorded as serious and one was recorded as fatal;
- A total of five accidents involved HGVs, of which were recorded as slight; and
- Two accidents occurred to the south of the bridge crossing the River Moriston, along the A887 of which one was recorded as slight and one was recorded as serious. The bridge is narrow and cannot accommodate two-way flows, as such northbound traffic flows give way to southbound traffic crossing the bridge.

Future Baseline

The 24-hour two-way average traffic flows for each of the traffic count locations within the Section 5 study area are presented in **Table 10.9**.

Table 10.9 24-hour Average Daily Traffic Data (2024)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 4	**Unclassified road, to the north of Loch Garry***	**139**	**77**	**216**
DfT. 17	**A87, West of Bunloinn***	**2161**	**183**	**2343**
DfT. 18	**A87, South of Bunloinn***	**1477**	**77**	**1554**
DfT. 19	**A887, East of Bunloinn***	**890**	**149**	**1038**
DfT. 20	A82, Laggan	4116	266	4382

***** Survey locations highlighted in bold lie within the locality of Section 5, as shown in Figure 1.
Please note minor variances due to rounding may occur.

5.2.7 Section 6: Invergarry to Fort Augustus

Study Area

The extent of the study area for Section 6: Invergarry to Fort Augustus is shown in **Figure 17** and is described as follows:

- A82 (T) between Letterfinlay and Fort Augustus; and
- Unclassified road, to the west of Great Glen Way, Fort Augustus.

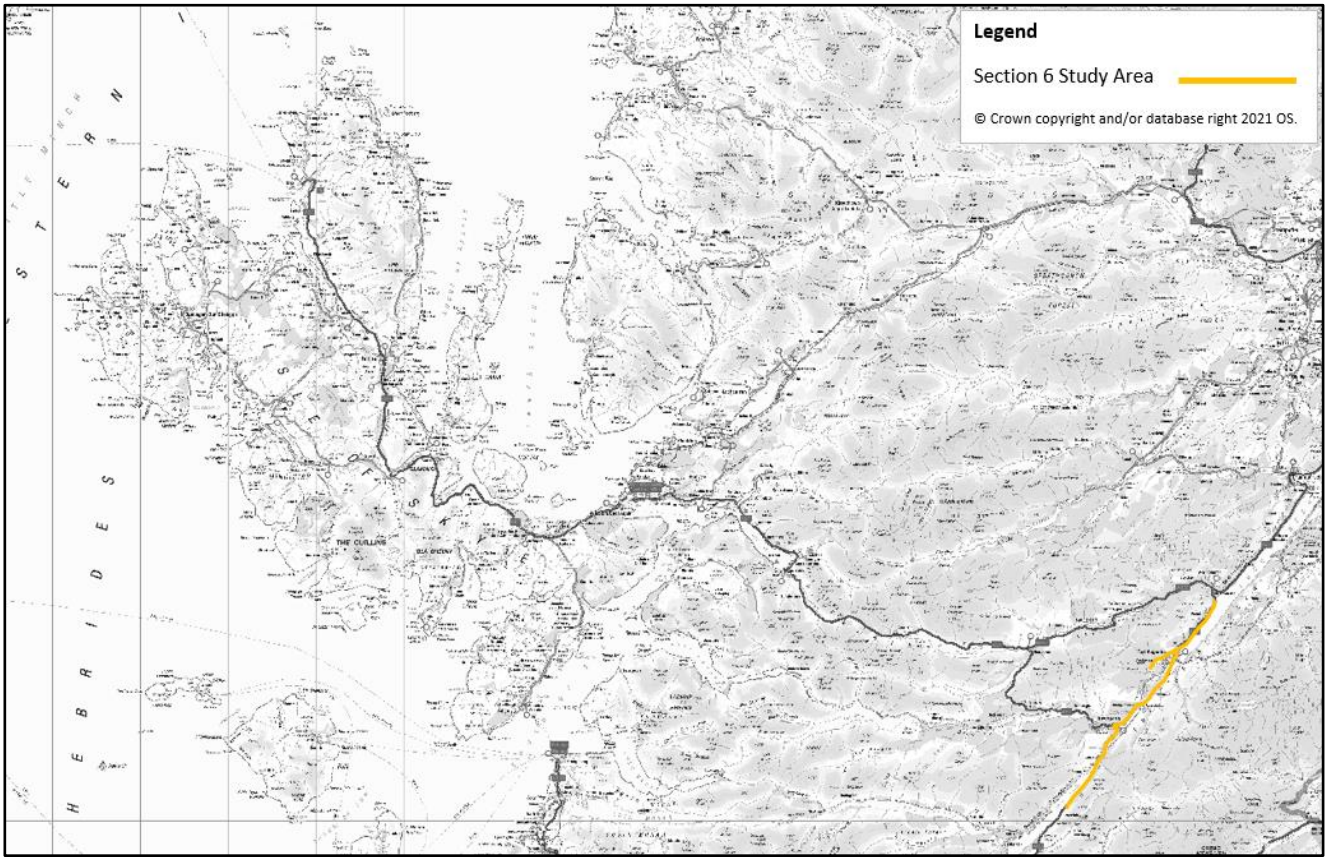


Figure 17 Study Area – Section 6: Invergarry to Fort Augustus

Access Arrangement

The locations of each of the access tracks for Section 6 of the Proposed Development is shown in **Figure 18**.

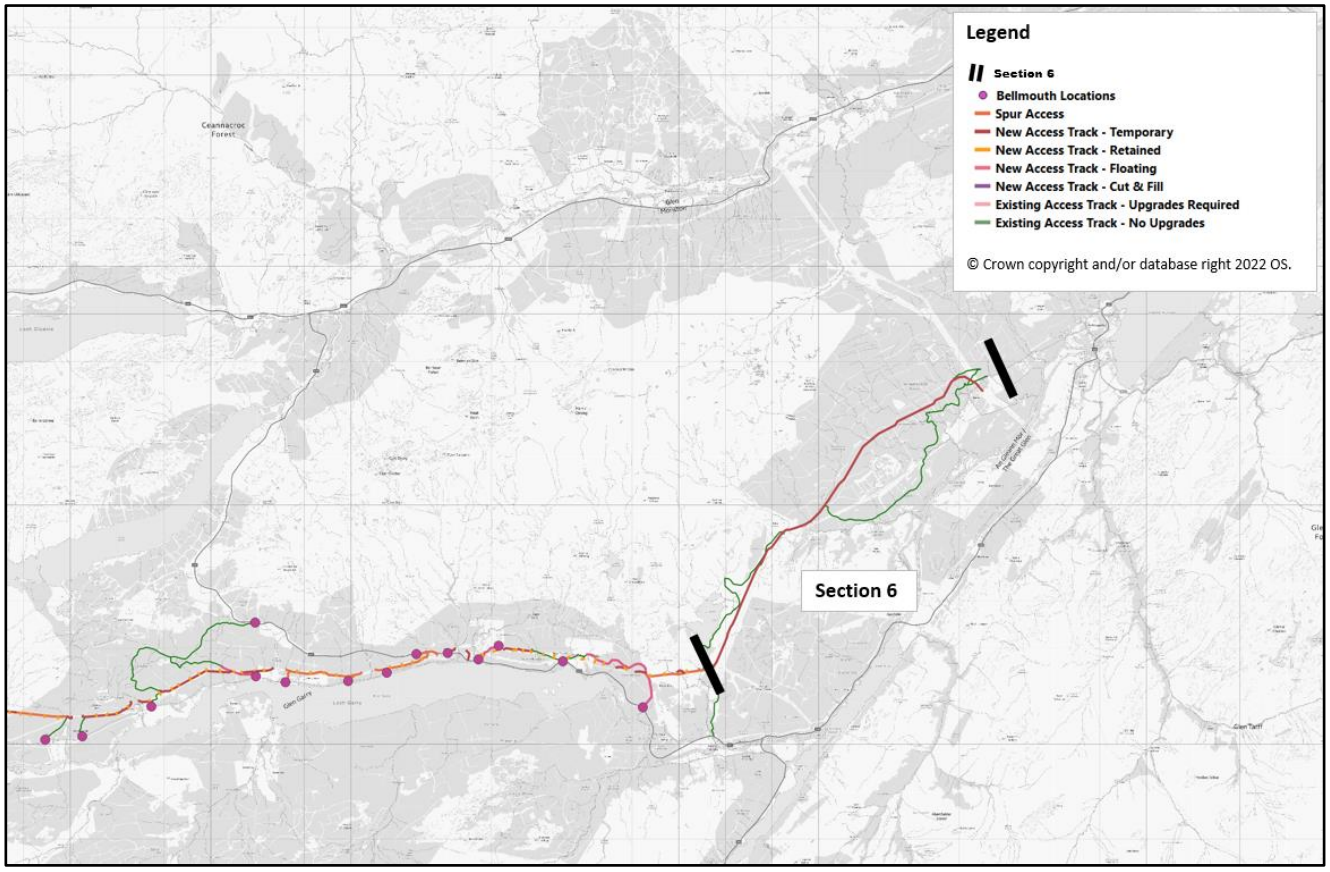


Figure 18 Access Locations – Section 6: Invergarry to Fort Augustus

It should be noted that existing access tracks are present within Section 6, which generally provide access to existing OHL's. The access tracks are well maintained and would be able to provide suitable construction access for this project with minimal upgrade requirements.

Pedestrian and Cyclist Networks

A review of the online core path mapping available on THC's online mapping facility and information received from THC indicates that the following Core Paths are located in the vicinity of the Proposed Development within Section 6.

- Aldernaig Burn to Loch Lundie (LO11.02) (PRoW HL32);
- Bridge of Oich to Loch Lundie (IN16.09); and
- Bridge of Oich to Torr Dhuin (IN16.10).

NCR 78 which forms part of The Caledonia Way and comprises a combination of both traffic-free and on-road cycle route is located within the vicinity of Section 6 of the Proposed Development.

Accident Review

During the five-year period between 01 January 2016 and 31 December 2020, the following accident data was recorded along roads which are within the Section 6 study area (as shown in **Figure 5)**:

- A total of 23 accidents were recorded on roads within the Section 6 search area of which 16 were recorded as slight and seven as serious;

- A total of six accidents involved motorcycles of which, three incidents were recorded as serious and three incidents were recorded as slight;
- One recorded accident involved HGVs, which was classified as a slight accident; and
- A total of two incidents involved buses, both of which were recorded as slight accidents

Future Baseline

The 24-hour two-way average traffic flows for each of the traffic count locations within the Section 6 study area are presented in **Table 10.10**.

Table 10.10 24-hour Average Daily Traffic Data (2024)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 5	**Unclassified road, to the west of Great Glen Way***	**333**	**71**	**404**
DfT. 20	**A82, Laggan***	**4116**	**266**	**4382**
DfT. 21	**A82, Aberchalder***	**2955**	**200**	**3156**
DfT. 22	**A82, South of Invermoriston***	**2637**	**185**	**2822**

***** Survey locations highlighted in bold lie within the locality of Section 6, as shown in Figure 1.
Please note minor variances due to rounding may occur.

6 Traffic Generation and Distribution

6.1 Traffic Generation

Traffic generation for Section 0 Ardmore to Edinbane has been estimated by SSEN Transmission, based upon their experience from similar projects. For the purpose of this assessment, it has been estimated that the construction would take up to sixteen months. A summary table of the estimated construction traffic is presented in **Annex B** of this report which outlines the average construction vehicle trips on roads in the vicinity of Section 0 of the Proposed Development.

The estimated total traffic movements on the road network for Section 0 are presented in **Table 10.11** below.

Table 10.11 Skye Reinforcement Project Traffic Movement Totals (Section 0)

Survey Location	Total Vehicles		
	Cars & LGV	HGV	Total
Section 0	7,704	746	8,450

Traffic generation for Sections 1 to 6 are presented in the following parts of this report. Summary tables detailing estimated total construction traffic trips for each Section are presented in **Annex B** of this report. Traffic generation for Sections 1 to 6 have been estimated by SSEN Transmission based upon their experience from similar projects. An indicative construction programme for Sections 1 to 6 is presented in **Annex C**. Average construction traffic flows have been calculated based on the duration estimates outlined in the construction programme for each Section of the Proposed Development.

The estimated total traffic movements for Sections 1 – 6 are presented in **Table 10.12** below.

Table 10.12 Skye Reinforcement Project Traffic Movement Totals (Section 1 – 6)

Survey Location	Total Vehicles		
	Cars & LGV	HGV	Total
Section 1	115,794	34,760	150,554
Section 2	147,572	40,236	187,808
Section 3	66,400	30,030	96,430
Section 4	154,972	75,538	230,510
Section 5	68,370	43,291	111,661
Section 6	37,392	28,234	65,626
Total	**590,500**	**252,089**	**842,589**

6.2 Traffic Distribution

The distribution of development traffic on the road network would vary depending on the types of loads being transported. Assumptions for the distribution of construction traffic are outlined below:

- *Materials such as steel tower sections, conductors, and other specialist equipment would be imported along the A87 / A82. Some of these materials may be imported through Inverness and would approach the Site from the North, other materials would be delivered direct from manufacturer and would approach the Site from the south. These items will be imported using standard road legal articulated or rigid vehicles and would be imported to a Site compound nearest to the location where they are to be used.*
- *There would be a requirement for deliveries of consumables and service requirements to the Site welfare compounds. There would be delivery and collection of welfare units. There would be delivery and collection of subcontractor plant and movements between locations using the tractor and trailer. The main preferred routes to the Site compounds would be via the A82 and the A87 from Fort William and the South, the A87 from the Isle of Skye and the A82, A887 and the A87 from Inverness, Invermoriston, Fort Augustus and the North.*
- *Stone for the construction of haul roads and crane pads, ready mixed concrete and tarmac would be locally sourced, with the nearest quarry to the development depending upon the Sections, these can be identified in the appendices. Borrow pits would also be considered subject to planning approval, these would reduce the number of vehicles on the main roads.*
- *General construction materials, servicing of the Principal Contractor's facilities and construction equipment would be locally sourced and delivered to Site using small vehicles. These vehicles would be encouraged to use the preferred routes, but this may not be possible at all times as the journeys may not commence at suitable locations.*
- *The workforce would be encouraged to share journeys to reduce the number of vehicles passing through the villages and town at the start and end of each day. This would be achieved by not allowing private vehicles onto Site except at the three construction compounds. It is accepted that not everyone would be able to share their journey as the exact location of individuals is not known.*

6.3 Average Daily Construction Development Trips – Individual Section Trips

Following distribution and assignment of traffic flows of each Section of the Proposed Development, the resultant average daily traffic flows are summarised in the following tables.

A summary of the trip generation information for the Proposed Development is presented in **Annex B**.

6.3.1 Total Trips for Section 0 (Individual Section Trips)

The following table shows the total average daily trips for Section 0 which have been distributed throughout the Section 0 study area.

Table 10.13 Section 0 (Individual Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 1	**B886, approximately 2.5 km north of B886 / A850 junction***	**17**	**1**	**18**
ATC 2	**Unclassified road linking A863 and A850 ***	**5**	**0**	**5**
DfT. 1	**A850, South of Fairy Bridge***	**26**	**2**	**28**
DfT. 2	**A850, East of Dunvegan***	**26**	**2**	**28**
DfT. 3	A863, Kilmuir	5	0	5
DfT. 4	A850, Edinbane	26	2	28
DfT. 8	A87, South of Portree	26	2	28
DfT. 9	A87, West of Broadford	26	2	28
DfT. 11	A87, Broadford	26	2	28
DfT. 12	A87, Broadford Aerodrome	26	2	28
DfT. 14	A87, Kyle of Lochalsh	26	2	28
DfT. 15	A87, Near Keppoch	26	2	28
DfT. 17	A87, West of Bunloinn	26	2	28
DfT. 18	A87, South of Bunloinn	26	2	28
DfT. 20	A82, Laggan	26	2	28

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 0, as shown in Figure 1.

The average daily trips for Section 0 are calculated from the trips estimated by SSEN Transmission which are shown in **Annex B** of this TA. It has been assumed that construction of Section 0 would take approximately sixteen months.

6.3.2 Section Trips for Section 1 (Individual Section Trips)

The following table shows the total average daily development trips for Section 1 which have been distributed throughout the Section 1 study area.

Table 10.14 Section 1 (Individual Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
DfT. 5	**A863, Ose***	**3**	**1**	**4**
DfT. 6	**A863, North of Drynoch***	**138**	**51**	**189**
DfT. 7	**A863, East of Drynoch***	**138**	**51**	**189**
DfT. 8	**A87, South of Portree***	**76**	**13**	**90**
DfT. 9	A87, West of Broadford	214	64	279
DfT. 11	A87, Broadford	214	64	279
DfT. 12	A87, Broadford Aerodrome	214	64	279
DfT. 14	A87, Kyle of Lochalsh	214	64	279
DfT. 15	A87, Near Keppoch	214	64	279
DfT. 17	A87, West of Bunloinn	214	64	279
DfT. 18	A87, South of Bunloinn	214	64	279
DfT. 20	A82, Laggan	214	64	279

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 1, as shown in Figure 1.

The construction programme presented in **Annex C** notes that construction of Section 1 is anticipated to commence on 11 March 2024 and finish on 20 July 2026. The programme notes that the duration of work activities would last 580 days. From reviewing the programme, it appears that there is a break in the programme between 20 August 2025 and 29 September 2025, which assuming a 7-day work week, equates to 40 days. The average construction trips are therefore based on the total traffic movements outlined in **Annex B** are divided by 540 days (i.e. 580 – 40 = 540 days).

It should be noted that the traffic information provided in **Annex B** shows traffic on the B885 Portree to Struan Road. However, in discussions with THC Officers, it has been advised to restrict construction traffic movements along this road from Portree. As such, traffic which was shown on this road link has been redistributed via the A87 Sligachan and subsequently via the A863 towards Struan.

In order to provide a robust assessment, the trips presented in **Table 10.14** assumes that all trips travel to Site within Section 1 via the A82 to the south of Invergarry.

6.3.3 Section Trips for Section 2 (Individual Section Trips)

The following table shows the total average daily development trips for Section 2 which have been distributed throughout the Section 2 study area.

Table 10.15 Section 2 (Individual Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
DfT. 9	**A87, West of Broadford***	**269**	**59**	**328**
DfT. 11	A87, Broadford	289	79	368
DfT. 12	A87, Broadford Aerodrome	289	79	368
DfT. 14	A87, Kyle of Lochalsh	289	79	368
DfT. 15	A87, Near Keppoch	289	79	368
DfT. 17	A87, West of Bunloinn	289	79	368
DfT. 18	A87, South of Bunloinn	289	79	368
DfT. 20	A82, Laggan	289	79	368

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 2, as shown in Figure 1.

The construction programme presented in **Annex C** notes that the construction of Section 2 is expected to commence on 10 June 2024 and end on 08 July 2026. The programme notes that the duration of the construction activities would equate to 511 days. There does not appear to be a substantial break in the construction works and so the total traffic movements presented in **Annex B** are divided by 511 days to estimate average daily trips.

In order to provide a robust assessment, the trips presented in **Table 10.15** assumes that all trips travel to the Site within Section 2 via the A82 to the south of Invergarry.

6.3.4 Section Trips for Section 3 (Individual Section Trips)

The following table shows the total average daily development trips for Section 3 which have been distributed throughout the Section 3 study area.

Table 10.16 Section 3 (Individual Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
DfT. 9	A87, West of Broadford	68	32	100
DfT. 10	**B8083, South of Broadford***	**5**	**3**	**7**
DfT. 11	**A87, Broadford***	**57**	**25**	**82**
DfT. 12	**A87, Broadford Aerodrome***	**57**	**25**	**82**
DfT. 13	**A851, Duisdealmor***	**17**	**8**	**25**
DfT. 14	A87, Kyle of Lochalsh	57	25	82
DfT. 15	A87, Near Keppoch	57	25	82
DfT. 17	A87, West of Bunloinn	57	25	82
DfT. 18	A87, South of Bunloinn	57	25	82
DfT. 20	A82, Laggan	57	25	82

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 3, as shown in Figure 1.

The construction programme presented in **Annex C** notes that the construction of Section 3 is anticipated to commence on 25 September 2024 and finish on 06 April 2027. The programme notes that the duration of the construction activities would last 628 days. There is no substantial break in construction activities and so the total traffic movements presented in **Annex B** are divided by 628 days to estimate average daily trips.

Trips which are noted as travelling from Harrapool – Haest, Broadford- Torris and Old Corry are assumed to arrive from Sligachan. Trips along the A87 are assumed to travel to the Site within Section 3 via the A82 to the south of Invergarry.

6.3.5 Section Trips for Section 4 (Individual Section Trips)

The following table shows the total average daily development trips for Section 4 which have been distributed throughout the Section 4 study area.

Table 10.17 Section 4 (Individual Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 3	**Old Military Road**	**57**	**36**	**93**
ATC 4	Unclassified road, to the north of Loch Garry	36	14	49
DfT. 14	**A87, Kyle of Lochalsh**	**0**	**0**	**0**
DfT. 15	**A87, Near Keppoch**	**0**	**0**	**0**
DfT. 16	**U/C Skye Ferry**	**6**	**3**	**9**
DfT. 17	A87, West of Bunloinn	114	63	177
DfT. 18	A87, South of Bunloinn	36	14	49
DfT. 19	A887, East of Bunloinn	150	77	227
DfT. 20	A82, Laggan	36	14	49

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 4, as shown in Figure 1.

The construction programme presented in **Annex C** notes that the construction of Section 4 is expected to commence on 18 March 2024 and end on 30 September 2027. The duration of the construction activities is expected to last 886 days. There is a break in the programme between 15 December 2024 and 02 March 2025 which equates to 77 days when considering a 7-day work week. The average daily trips are therefore calculated based on the total traffic movements presented in **Annex B** and divided by a total of 809 days.

As the information outlined in **Annex B** for A87 Invergarry equates to the trips which would travel to Kinlochourn Road, it is assumed that trips travelling to A87 Shiel Bridge would travel via the A887.

6.3.6 Section Trips for Section 5 (Individual Section Trips)

The following table shows the total average daily development trips for Section 5 which have been distributed throughout the Section 5 study area.

Table 10.18 Section 5 (Individual Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 4	**Unclassified road, to the north of Loch Garry***	**34**	**30**	**64**
DfT. 17	**A87, West of Bunloinn***	**0**	**0**	**0**
DfT. 18	**A87, South of Bunloinn***	**34**	**30**	**64**
DfT. 19	**A887, East of Bunloinn***	**34**	**30**	**64**
DfT. 20	A82, Laggan	45	21	66

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 5, as shown in Figure 1.

The construction programme presented in **Annex C** notes that the construction of Section 5 is expected to commence on 18 March 2024 and end on 16 December 2027. The duration of the construction activities is expected to last 941 days. There is a break in the programme between 22 April 2025 and 09 July 2025 which

equates to 78 days when considering a 7-day work week. The average trips are therefore calculated based on the total traffic movements presented in **Annex B** and divided by a total of 863 days (941 – 78 = 863).

It is assumed that the trips that access Section 5 by the unclassified road, to the north of Loch Garry would arrive to the Site from the north via the A87 and A887.

6.3.7 Section Trips for Section 6 (Individual Section Trips)

The following table shows the total average daily development trips for Section 6 which have been distributed throughout the Section 6 study area.

Table 10.19 Section 6 (Individual Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 5	**Unclassified road, to the west of Great Glen Way***	**125**	**125**	**251**
DfT. 20	**A82, Laggan***	**125**	**64**	**189**
DfT. 21	**A82, Aberchalder***	**125**	**64**	**189**
DfT. 22	**A82, South of Invermoriston***	**125**	**125**	**251**

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 6, as shown in Figure 1.

The construction programme presented in **Annex C** notes that construction of Section 6 is anticipated to commence on 12 August 2024 and end on 26 October 2027. From the programme the access works would take 72 days and the dismantling works would take 77 days. The average daily trips are therefore calculated based on the total traffic movements presented in **Annex B** divided by a total of 149 days.

It is assumed that trips which travel to the unclassified road, to the west of the Great Glen Way would arrive to the Site from the north via the A82.

6.4 Average Daily Development Trips – Combined Trips

A review of the construction programme (**Annex C**) shows that there is overlap of construction activities between each of the individual Sections of the Proposed Development. For the purpose of this assessment it is assumed that all of the Sections are being constructed at the same time. An assessment of average daily development trips is considered an appropriate method of assessing the impact of the Proposed Development on each Section as this will account for peaks and troughs during the construction programme.

As such, in order to assess the impact of the Proposed Development on the study area of each individual Section, development trips associated with other Sections of the Proposed Development must also be considered.

The total combined construction related trips for each of the individual Section's study areas are therefore presented in the following tables.

6.4.1 Total Trips for Section 0 (Combined Section Trips)

The study area for Section 0 (as shown in **Figure 6**) comprises roads between Letterfinlay and Halistra. The combined development trips for each of the Sections which impact on the study area for Section 0 are presented in **Table 10.20**.

Table 10.20 Section 0 (Combined Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 1	**B886, approximately 2.5 km north of B886 / A850 junction***	**10**	**1**	**11**
ATC 2	**Unclassified road linking A863 and A850***	**3**	**0**	**3**
DfT. 1	**A850, South of Fairy Bridge***	**8**	**1**	**9**
DfT. 2	**A850, East of Dunvegan***	**8**	**1**	**9**
DfT. 3	A863, Kilmuir	3	0	3
DfT. 4	A850, Edinbane	16	2	17
DfT. 8	A87, South of Portree	92	15	107
DfT. 9	A87, West of Broadford	567	157	725
DfT. 11	A87, Broadford	576	170	746
DfT. 12	A87, Broadford Aerodrome	576	170	746
DfT. 14	A87, Kyle of Lochalsh	576	170	746
DfT. 15	A87, Near Keppoch	576	170	746
DfT. 17	A87, West of Bunloinn	690	233	923
DfT. 18	A87, South of Bunloinn	646	213	859
DfT. 20	A82, Laggan	782	268	1050

Please note minor variances due to rounding may occur.

***** Survey locations highlighted in bold lie within the locality of Section 0, as shown in Figure 1.

6.4.2 Total Trips for Section 1 (Combined Section Trips)

The study area for Section 1 (as shown in **Figure 7**) comprises roads between Letterfinlay and Sligachan. The combined development trips for each of the Sections which impact on the study area for Section 1 are presented in **Table 10.21**.

Table 10.21 Section 1 (Combined Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
DfT. 5	**A863, Ose***	**3**	**1**	**4**
DfT. 6	**A863, North of Drynoch***	**138**	**51**	**189**
DfT. 7	**A863, East of Drynoch***	**138**	**51**	**189**
DfT. 8	**A87, South of Portree***	**92**	**15**	**107**
DfT. 9	A87, West of Broadford	567	157	725
DfT. 11	A87, Broadford	576	170	746
DfT. 12	A87, Broadford Aerodrome	576	170	746
DfT. 14	A87, Kyle of Lochalsh	576	170	746
DfT. 15	A87, Near Keppoch	576	170	746
DfT. 17	A87, West of Bunloinn	690	233	923
DfT. 18	A87, South of Bunloinn	646	213	859
DfT. 20	A82, Laggan	782	268	1050

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 1, as shown in Figure 1.

6.4.3 Total Trips for Section 2 (Combined Section Trips)

The study area for Section 2 (as shown in **Figure 9**) comprises roads between Letterfinlay and Dunvegan. The combined development trips for each of the Sections which impact on the study area for Section 2 are presented in **Table 10.22**.

Table 10.22 Section 2 (Combined Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
DfT. 9	**A87, West of Broadford***	**567**	**157**	**725**
DfT. 11	A87, Broadford	576	170	746
DfT. 12	A87, Broadford Aerodrome	576	170	746
DfT. 14	A87, Kyle of Lochalsh	576	170	746
DfT. 15	A87, Near Keppoch	576	170	746
DfT. 17	A87, West of Bunloinn	690	233	923
DfT. 18	A87, South of Bunloinn	646	213	859
DfT. 20	A82, Laggan	782	268	1050

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 2, as shown in Figure 1.

6.4.4 Total Trips for Section 3 (Combined Section Trips)

The study area for Section 3 (as shown in **Figure 11**) comprises roads between Letterfinlay and Broadford. The combined development trips for each of the Sections which impact on the study area for Section 3 are presented in **Table 10.23**.

Table 10.23 Section 3 (Combined Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
DfT. 9	A87, West of Broadford	**567**	**157**	**725**
DfT. 10	**B8083, South of Broadford***	**5**	**3**	**7**
DfT. 11	**A87, Broadford***	**576**	**170**	**746**
DfT. 12	**A87, Broadford Aerodrome***	**576**	**170**	**746**
DfT. 13	**A851, Duisdealmor***	**17**	**8**	**25**
DfT. 14	A87, Kyle of Lochalsh	576	170	746
DfT. 15	A87, Near Keppoch	576	170	746
DfT. 17	A87, West of Bunloinn	690	233	923
DfT. 18	A87, South of Bunloinn	646	213	859
DfT. 20	A82, Laggan	782	268	1050

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 3, as shown in Figure 1.

6.4.5 Total Trips for Section 4 (Combined Section Trips)

The study area for Section 4 (as shown in **Figure 13**) comprises roads between Letterfinlay and Skye Bridge. The combined development trips for each of the Sections which impact on the study area for Section 4 are presented in **Table 10.24**.

Table 10.24 Section 4 (Combined Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 3	**Old Military Road***	**57**	**36**	**93**
ATC 4	Unclassified road, to the north of Loch Garry	70	43	113
DfT. 14	**A87, Kyle of Lochalsh***	**576**	**170**	**746**
DfT. 15	**A87, Near Keppoch***	**576**	**170**	**746**
DfT. 16	**U/C Skye Ferry***	**6**	**3**	**9**
DfT. 17	A87, West of Bunloinn	690	233	923
DfT. 18	A87, South of Bunloinn	646	213	859
DfT. 19	A887, East of Bunloinn	184	106	290
DfT. 20	A82, Laggan	782	268	1050

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 4, as shown in Figure 1.

6.4.6 Total Trips for Section 5 (Combined Section Trips)

The study area for Section 5 (as shown in **Figure 15**) comprises roads between Letterfinlay and Glen Moriston. The combined development trips for each of the Sections which impact on the study area for Section 5 are presented in **Table 10.25**.

Table 10.25 Section 5 (Combined Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 4	**Unclassified road, to the north of Loch Garry***	**70**	**43**	**113**
DfT. 17	**A87, West of Bunloinn***	**690**	**233**	**923**
DfT. 18	**A87, South of Bunloinn***	**646**	**213**	**859**
DfT. 19	**A887, East of Bunloinn***	**184**	**106**	**290**
DfT. 20	A82, Laggan	782	268	1050

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 5, as shown in Figure 1.

6.4.7 Total Trips for Section 6 (Combined Section Trips)

The study area for Section 6 (as shown in **Figure 17**) comprises roads between Letterfinlay and Invermoriston. The combined development trips for each of the Sections which impact on the study area for Section 6 are presented in **Table 10.25**.

Table 10.26 Section 6 (Combined Section Trips – Two-way Average Daily Movements)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
ATC 5	**Unclassified road, to the west of Great Glen Way***	**125**	**125**	**251**
DfT. 20	**A82, Laggan***	**782**	**268**	**1050**
DfT. 21	**A82, Aberchalder***	**125**	**64**	**189**
DfT. 22	**A82, South of Invermoriston***	**125**	**125**	**251**

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 6, as shown in Figure 1.

6.5 Committed Developments

A review of THC's Wind Turbine Map[5] and online planning portal[6] was undertaken to identify any consented developments within the vicinity of the Proposed Development which would generate significant traffic.

Beinn Mheadhonach Wind Farm (18/03214/FUL) was granted planning consent in August 2019 for a total of four wind turbines with a maximum tip height of 99.5 m. A review of the online portal did not show the number of construction traffic trips associated with the consented scheme and as such, is not possible to include Beinn Mheadhonach Wind Farm as committed development. It should be noted that a planning application for a new planning consent has been lodged, in terms of which planning permission is sought for the construction and operation of five wind turbines with a maximum blade tip height of 150 m.

Glen Ullinish Wind Farm (20/01129/S42), comprising 11 wind turbines with a maximum tip height of 149.9 m was granted planning consent in December 2021. A review of planning application documents associated with Glen Ullinish Wind Farm indicates that construction traffic will impact on the Proposed Development's study area. A scoping application for Glen Ullinish II Wind Farm (22/01468/SCOP) has been submitted for the

[5]Wind Turbine map, The Highland Council, Source: https://www.highland.gov.uk/info/198/planning_-_long_term_and_area_policies/152/renewable_energy/4 (Updated: January 2022) (Date Sourced: 17/05/2022)
[6] View planning applications, The Highland Council, Source: https://www.highland.gov.uk/info/180/planning_-_applications_warrants_and_certificates/143/planning_permission/4 (Date Sourced: 17/05/2022)

installation of up to 59 wind turbines. If consented, Glen Ullinish II Wind Farm would replace the existing consent for Glen Ullinish Wind Farm.

Ben Sca Wind Farm (20/00013/FUL) comprising seven wind turbines with a maximum blade tip of 135 m was granted planning consent in December 2020. Ben Sca Wind Farm Extension which is to consist of two wind turbines with a maximum blade tip of 149.9 m was granted planning consent in April 2022. A review of THC's planning portal did not show transport information associated with the consented schemes which details the number of trips associated with the construction of the wind farms.

It is assumed that the renewable energy related developments on the island of Skye, which are described in the preceding paragraphs, are dependent on the construction and operation of the Proposed Development.

Dell Wind Farm (14/02879/FUL) is to comprise 14 wind turbines with a maximum tip height of 130.5 m and was granted planning permission in August 2019. A review of the online planning application documents associated with the application indicates that construction traffic associated with Dell Wind Farm will impact on the study area. In March 2022, an EIA scoping opinion request for a revised scheme to comprise up to 10 wind turbines with a maximum tip height of 200 m was issued.

In August 2019, THC decided to grant planning permission to extend Fort Augustus Substation (18/00760/FUL). A review of the planning application documents available on the planning portal did not show any information regarding trip numbers associated with construction traffic. Condition Tracker information, published date 15 December 2021, did note that no further abnormal loads are anticipated as well as local road upgrades being complete.

The revised Coire Glas Pumped Storage Hydro Electric Generating Scheme (18/01564/S36) was approved by Scottish Ministers in October 2020. A review of the planning application documents indicates that construction traffic associated with the scheme will impact on the study area.

The following wind farm proposals are currently in the planning application process and as such cannot be considered committed development:

- Tomchrasky Wind Farm (20/04561/SCOP) would comprise up to 29 wind turbines with a maximum tip height of up to 220 m and is in the pre application stage of the planning process;
- Bunloinn Wind Farm (22/01760/S36) is to comprise ten wind turbines with a maximum tip height of 230 m and is currently under consideration;
- Chrathaich Wind Farm is to comprise 17 turbines with a maximum tip height of up to 180 m and is in the pre application stage of the planning process;
- Fiodhag Wind Farm (formerly Fasnakyle) (19/05046/SCOP) is to comprise 46 turbines with a tip height of 149.9 m and is in the pre application stage;
- Loch Liath Wind Farm (21/00123/SCOP) comprising 26 wind turbines with a maximum tip height of 200 m and is in the pre application stage;
- Cloiche Wind Farm (20/01796/S36) is to comprise 26 wind turbines with a maximum blade height of 149.9 m and is under consideration; and
- Aberarder Wind Farm (21/00278/SCOP) is to comprise 12 wind turbines with a maximum blade tip height of 175 m and is in the pre application stage.

Other applications which are currently in the planning application process include Quoich T Switching Station Upgrade, Coire Glas Pumped Storage Grid Connection and Loch Lundie Substation. As these applications have not been granted planning permission, they cannot be considered as committed developments.

It can be reasonably assumed that the peak periods of the consented developments described above will not coincide with peak periods of the Proposed Development due to demand on construction materials and supplies and as such the peak periods will not need to be assessed as part of the sensitivity review to be undertaken **Volume 2, Chapter 10: Transport** of this EIA Report.

It should be noted that the construction period of the developments described in the paragraphs above are transitory in nature and all impacts are short lived and temporary. The inclusion of further traffic flows in the baseline will dilute the potential impacts caused by the Proposed Development. The approach taken is therefore considered to provide a robust assessment.

In terms of other non-energy related developments, it is worth noting that in Portree, there is currently a mixed-use development which includes up to 248 residential units (21/05962/PIP) and a residential development which comprises a masterplan for 73 residential units (22/0221/PIP) which are under consideration in the planning process. As consent has not been granted for these applications, they cannot be included as committed developments.

Although only consented schemes are considered as committed developments, extensions to both Broadford and Edinbane substations are closely linked with the Proposed Development and are anticipated to be constructed in the same time period. Because of this, construction traffic associated with the substations will also be included in the sensitivity review in **Volume 2, Chapter 10: Transport** of this EIA Report.

7 Traffic Impact Assessment

7.1 Construction Impact

The combined average daily development traffic was added to the future year (2024) traffic data. A comparison was then made between this traffic and the baseline flows for each of the Section's study areas to determine the percentage increase in traffic flows. These are presented in the following Tables.

7.1.1 Combined Construction Traffic Impact – Section 0 Study Area

The potential traffic impact of construction activity on the Section 0 study area is presented in **Table 10.27**.

Table 10.27 Section 0 (Combined Section Trips % Impact)

Site Ref.	Survey Location	Cars & LGV	HGV	Total	% Cars & LGV	% HGV	% Total
ATC 1	**B886, approximately 2.5 km north of B886 / A850 junction***	**457**	**149**	**605**	**2.23%**	**0.64%**	**1.83%**
ATC 2	**Unclassified road linking A863 and A850***	**369**	**118**	**487**	**0.81%**	**0.25%**	**0.67%**
DfT. 1	**A850, South of Fairy Bridge***	**979**	**24**	**1003**	**0.82%**	**3.38%**	**0.88%**
DfT. 2	**A850, East of Dunvegan***	**1137**	**31**	**1168**	**0.70%**	**2.57%**	**0.75%**
DfT. 3	**A863, Kilmuir***	**1210**	**40**	**1249**	**0.25%**	**0.76%**	**0.26%**
DfT. 4	**A850, Edinbane***	**1356**	**54**	**1410**	**1.19%**	**2.92%**	**1.25%**
DfT. 8	A87, South of Portree	3349	231	3580	2.83%	6.85%	3.08%
DfT. 9	A87, West of Broadford	3808	359	4166	17.51%	78.13%	21.06%
DfT. 11	A87, Broadford	7244	366	7611	8.63%	86.63%	10.86%
DfT. 12	A87, Broadford Aerodrome	4484	374	4858	14.73%	83.55%	18.13%
DfT. 14	A87, Kyle of Lochalsh	5308	385	5693	12.16%	79.13%	15.07%
DfT. 15	A87, Near Keppoch	4072	539	4611	16.46%	46.10%	19.29%
DfT. 17	A87, West of Bunloinn	2850	416	3266	31.93%	127.48%	39.38%
DfT. 18	A87, South of Bunloinn	2122	291	2413	43.72%	275.17%	55.26%
DfT. 20	A82, Laggan	4898	534	5432	18.99%	101.02%	23.96%

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 0, as shown in Figure 1.

The total traffic movements are not predicted to increase by more than 30% at the survey locations which are located within the locality of the Section 0 study area.

On road links within the Section 0 study area, total traffic movements are expected to increase by more than 30% along the A87 to the west of Bunloinn and to the south of Bunloinn which amounts to 923 and 859 trips, respectively. Assuming that deliveries arrive within a 10-hour window daily, in order to be robust, these amount to approximately 92 and 86 trips per hour, respectively, or less than two trips per minute on each road link.

The total HGV traffic movements are expected to increase by over 30% on the A87 and A82 road links at the following locations:

- A87, west of Broadford which sees an increase in HGVs by 157 HGVs per day which equates to 16 HGVs per hour (8 inbound trips and 8 outbound trips);
- A87 at the following count locations – Broadford, Bradford Aerodome, Kyle of Lochalsh and Near Kennoch which sees an increase in HGVs by 170 HGVs per day which equates to 17 HGVs per hour (9 inbound HGV trips and 9 outbound HGV trips);
- A87, west of Bunloinn which sees an increase in HGVs by 233 HGVs per day which equates to 23 HGVs per hour (12 inbound HGV trips and 12 outbound HGV trips);
- A87, South of Bunloinn which sees an increase in HGVs by 213 HGVs per day which equates to 21 HGVs per hour (11 inbound HGV trips and 11 outbound HGV trips); and
- A82, Laggan which sees an increase in HGVs by 268 HGVs per day which equates to 27 HGVs per hour (14 inbound HGV trips and 14 outbound HGV trips).

The increases in HGV flows listed above are not considered significant in terms of overall total flows.

It should also be noted the construction phase is transitory in nature.

A review of existing road capacity has been undertaken using the Design Manual for Roads and Bridges (DMRB), Volume 15, Part 5 “The NESA 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 10.28**.

Table 10.28 Section 0 (Capacity Review)

Site Ref.	Survey Location	2024 Baseline Flow	Theoretical Capacity	2024 Base + Development Flows	2024 Base + Development Used Capacity %	Spare Road Capacity %
ATC 1	**B886, approximately 2.5 km north of B886 / A850 junction***	594	3360	605	18%	82%
ATC 2	**Unclassified road linking A863 and A850 ***	484	3360	487	15%	85%
DfT. 1	**A850, South of Fairy Bridge***	994	19200	1003	5%	95%
DfT. 2	**A850, East of Dunvegan***	1159	19200	1168	6%	94%
DfT. 3	**A863, Kilmuir***	1246	19200	1249	7%	93%
DfT. 4	**A850, Edinbane***	1393	21600	1410	7%	93%
DfT. 8	A87, South of Portree	3473	21600	3580	17%	83%
DfT. 9	A87, West of Broadford	3442	21600	4166	19%	81%
DfT. 11	A87, Broadford	6865	21600	7611	35%	65%
DfT. 12	A87, Broadford Aerodrome	4112	19200	4858	25%	75%
DfT. 14	A87, Kyle of Lochalsh	4947	28800	5693	20%	80%
DfT. 15	A87, Near Keppoch	3865	21600	4611	21%	79%
DfT. 17	A87, West of Bunloinn	2343	19200	3266	17%	83%
DfT. 18	A87, South of Bunloinn	1554	21600	2413	11%	89%
DfT. 20	A82, Laggan	4382	21600	5432	25%	75%

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 0, as shown in Figure 1.

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

7.1.2 Combined Construction Traffic Impact – Section 1 Study Area

The potential traffic impact of construction activity on the Section 1 study area is presented in **Table 10.29**.

Table 10.29 Section 1 (Combined Section Trips % Impact)

Site Ref.	Survey Location	Cars & LGV	HGV	Total	% Cars & LGV	% HGV	% Total
DfT. 5	**A863, Ose***	**829**	**15**	**845**	**0.35%**	**7.02%**	**0.47%**
DfT. 6	**A863, North of Drynoch***	**702**	**118**	**821**	**24.48%**	**76.11%**	**29.97%**
DfT. 7	**A863, East of Drynoch***	**1337**	**119**	**1456**	**11.52%**	**74.95%**	**14.94%**
DfT. 8	**A87, South of Portree***	**3349**	**231**	**3580**	**2.83%**	**6.85%**	**3.08%**
DfT. 9	A87, West of Broadford	3808	359	4166	17.51%	78.13%	21.06%
DfT. 11	A87, Broadford	7244	366	7611	8.63%	86.63%	10.86%
DfT. 12	A87, Broadford Aerodrome	4484	374	4858	14.73%	83.55%	18.13%
DfT. 14	A87, Kyle of Lochalsh	5308	385	5693	12.16%	79.13%	15.07%
DfT. 15	A87, Near Keppoch	4072	539	4611	16.46%	46.10%	19.29%
DfT. 17	A87, West of Bunloinn	2850	416	3266	31.93%	127.48%	39.38%
DfT. 18	A87, South of Bunloinn	2122	291	2413	43.72%	275.17%	55.26%
DfT. 20	A82, Laggan	4898	534	5432	18.99%	101.02%	23.96%

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 1, as shown in Figure 1.

The total traffic movements are not predicted to increase by more than 30% at the survey locations which are located within the Section 1 study area.

The total HGV traffic movements are expected to increase significantly on the A863 to the north and east of Drynoch, respectively, within the Section 1 study area. Whilst the increases are statistically significant, it is generally caused by the relatively low HGV flows on the A863, which would see an additional 51 HGV journeys per day which equates to approximately 5 HGV trips per hour, assuming a 10-hour delivery window in order to be robust, which is not considered significant in terms of overall traffic flows.

On road links within the Section 1 study area, total traffic movements are expected to increase by more than 30% along the A87 to the west of Bunloinn and to the south of Bunloinn which amounts to 923 and 859 trips, respectively. Assuming that deliveries arrive within a 10-hour window daily on the study network, in order to be robust[7], these amount to approximately 92 and 86 trips per hour, respectively, or less than two trips per minute on each road link.

The total HGV traffic movements are expected to increase by over 30% on the A87 and A82 road links at the following locations:

- A87, west of Broadford which sees an increase in HGVs by 157 HGVs per day which equates to 16 HGVs per hour (8 inbound trips and 8 outbound trips);

[7] Construction working hours are assumed to be:
March to September – 07:00 to 19:00 Weekdays and 07:00 to 16:00 Weekends
October to February – 07:30 to 17:30 Weekdays and 08:00 to 16:00 Weekends
Assumed 10-hour daily delivery window on the network which is based on October to February Weekday working hours and accounting for 15 minutes before and after working hours when the delivery vehicles may be on the study network.

- A87 at the following count locations – Broadford, Bradford Aerodome, Kyle of Lochalsh and Near Kennoch which sees an increase in HGVs by 170 HGVs per day which equates to 17 HGVs per hour (9 inbound HGV trips and 9 outbound HGV trips);
- A87, west of Bunloinn which sees an increase in HGVs by 233 HGVs per day which equates to 23 HGVs per hour (12 inbound HGV trips and 12 outbound HGV trips);
- A87, South of Bunloinn which sees an increase in HGVs by 213 HGVs per day which equates to 21 HGVs per hour (11 inbound HGV trips and 11 outbound HGV trips); and
- A82, Laggan which sees an increase in HGVs by 268 HGVs per day which equates to 27 HGVs per hour (14 inbound HGV trips and 14 outbound HGV trips).

The increases in HGV flows listed above are not considered significant in terms of overall total flows. It should also be noted the construction phase is transitory in nature.

A review of existing road capacity has been undertaken using DRMB, Volume 15, Part 5 “The NESA 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 10.30**.

Table 10.30 Section 1 (Capacity Review)

Site Ref.	Survey Location	2024 Baseline Flow	Theoretical Capacity	2024 Base + Development Flows	2024 Base + Development Used Capacity %	Spare Road Capacity %
DfT. 5	**A863, Ose***	**841**	**19200**	**845**	**4%**	**96%**
DfT. 6	**A863, North of Drynoch***	**631**	**19200**	**821**	**4%**	**96%**
DfT. 7	**A863, East of Drynoch***	**1267**	**21600**	**1456**	**7%**	**93%**
DfT. 8	**A87, South of Portree***	**3473**	**21600**	**3580**	**17%**	**83%**
DfT. 9	A87, West of Broadford	3442	21600	4166	19%	81%
DfT. 11	A87, Broadford	6865	21600	7611	35%	65%
DfT. 12	A87, Broadford Aerodrome	4112	19200	4858	25%	75%
DfT. 14	A87, Kyle of Lochalsh	4947	28800	5693	20%	80%
DfT. 15	A87, Near Keppoch	3865	21600	4611	21%	79%
DfT. 17	A87, West of Bunloinn	2343	19200	3266	17%	83%
DfT. 18	A87, South of Bunloinn	1554	21600	2413	11%	89%
DfT. 20	A82, Laggan	4382	21600	5432	25%	75%

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 1, as shown in Figure 1.

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

7.1.3 Combined Construction Traffic Impact – Section 2 Study Area

The potential traffic impact of construction activity on the Section 2 study area is presented in **Table 10.31**.

Table 10.31 Section 2 (Combined Section Trips % Impact)

Site Ref.	Survey Location	Cars & LGV	HGV	Total	% Cars & LGV	% HGV	% Total
DfT. 9	**A87, West of Broadford***	**3808**	**359**	**4166**	**17.51%**	**78.13%**	**21.06%**
DfT. 11	A87, Broadford	7244	366	7611	8.63%	86.63%	10.86%
DfT. 12	A87, Broadford Aerodrome	4484	374	4858	14.73%	83.55%	18.13%
DfT. 14	A87, Kyle of Lochalsh	5308	385	5693	12.16%	79.13%	15.07%
DfT. 15	A87, Near Keppoch	4072	539	4611	16.46%	46.10%	19.29%
DfT. 17	A87, West of Bunloinn	2850	416	3266	31.93%	127.48%	39.38%
DfT. 18	A87, South of Bunloinn	2122	291	2413	43.72%	275.17%	55.26%
DfT. 20	A82, Laggan	4898	534	5432	18.99%	101.02%	23.96%

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 2, as shown in Figure 1.

The total traffic movements are not predicted to increase by more than 30% at the survey locations which are located within the Section 2 study area.

The total HGV traffic movements would increase significantly on the A87, to the west of Broadford. Whilst this increase is statistically significant, it is generally caused by the relatively low HGV flows on the A87 to the west of Broadford which would see an additional increase in HGVs by 157 HGVs per day which equates to 16 HGVs per hour (8 inbound trips and 8 outbound trips).

On road links within the Section 2 study area, total traffic movements are expected to increase by more than 30% along the A87 to the west of Bunloinn and to the south of Bunloinn which amounts to 923 and 859 trips, respectively which amounts to approximately 92 and 86 trip per hour, respectively, or less than two trips per minute on each road link.

The total HGV traffic movements are expected to increase by over 30% on the A87 and A82 road links at the following locations:

- A87 at the following count locations – Broadford, Bradford Aerodome, Kyle of Lochalsh and Near Kennoch which sees an increase in HGVs by 170 HGVs per day which equates to 17 HGVs per hour (9 inbound HGV trips and 9 outbound HGV trips);
- A87, west of Bunloinn which sees an increase in HGVs by 233 HGVs per day which equates to 23 HGVs per hour (12 inbound HGV trips and 12 outbound HGV trips);
- A87, South of Bunloinn which sees an increase in HGVs by 213 HGVs per day which equates to 21 HGVs per hour (11 inbound HGV trips and 11 outbound HGV trips); and
- A82, Laggan which sees an increase in HGVs by 268 HGVs per day which equates to 27 HGVs per hour (14 inbound HGV trips and 14 outbound HGV trips).

The increases in HGV flows listed above are not considered significant in terms of overall total flows. It should also be noted the construction phase is transitory in nature.

A review of existing road capacity has been undertaken using the DRMB, Volume 15, Part 5 “The NESA 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 10.32**.

Table 10.32 Section 2 (Capacity Review)

Site Ref.	Survey Location	2024 Baseline Flow	Theoretical Capacity	2024 Base + Development Flows	2024 Base + Development Used Capacity %	Spare Road Capacity %
DfT. 9	**A87, West of Broadford***	**3442**	**21600**	**4166**	**19%**	**81%**
DfT. 11	A87, Broadford	6865	21600	7611	35%	65%
DfT. 12	A87, Broadford Aerodrome	4112	19200	4858	25%	75%
DfT. 14	A87, Kyle of Lochalsh	4947	28800	5693	20%	80%
DfT. 15	A87, Near Keppoch	3865	21600	4611	21%	79%
DfT. 17	A87, West of Bunloinn	2343	19200	3266	17%	83%
DfT. 18	A87, South of Bunloinn	1554	21600	2413	11%	89%
DfT. 20	A82, Laggan	4382	21600	5432	25%	75%

***** Survey locations highlighted in bold lie within the locality of Section 2, as shown in Figure 1.
Please note minor variances due to rounding may occur.

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

The percentage spare road capacity along the A87 suggests that the single lane closures which is proposed to facilitate construction of an underground cable to the east of Sligachan should not cause any capacity issues along the route.

7.1.4 Combined Construction Traffic Impact – Section 3 Study Area

The potential traffic impact of construction activity on the Section 3 study area is presented in **Table 10.33**.

Table 10.33 Section 3 (Combined Section Trips % Impact)

Site Ref.	Survey Location	Cars & LGV	HGV	Total	% Cars & LGV	% HGV	% Total
DfT. 9	A87, West of Broadford	3808	359	4166	17.51%	78.13%	21.06%
DfT. 10	**B8083, South of Broadford***	**962**	**33**	**995**	**0.48%**	**8.94%**	**0.74%**
DfT. 11	**A87, Broadford***	**7244**	**366**	**7611**	**8.63%**	**86.63%**	**10.86%**
DfT. 12	**A87, Broadford Aerodrome***	**4484**	**374**	**4858**	**14.73%**	**83.55%**	**18.13%**
DfT. 13	**A851, Duisdealmor***	**1593**	**48**	**1641**	**1.05%**	**21.55%**	**1.55%**
DfT. 14	A87, Kyle of Lochalsh	5308	385	5693	12.16%	79.13%	15.07%
DfT. 15	A87, Near Keppoch	4072	539	4611	16.46%	46.10%	19.29%
DfT. 17	A87, West of Bunloinn	2850	416	3266	31.93%	127.48%	39.38%
DfT. 18	A87, South of Bunloinn	2122	291	2413	43.72%	275.17%	55.26%
DfT. 20	A82, Laggan	4898	534	5432	18.99%	101.02%	23.96%

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 3 , as shown in Figure 1.

The total traffic movements are not predicted to increase by more than 30% at the survey locations which are located within the Section 3 study area.

The total HGV traffic movements would increase significantly on the A87 at Broadford and Bradford Aerodome, sees an increase in HGVs by 170 HGVs per day which equates to 17 HGVs per hour (9 inbound HGV trips and 9 outbound HGV trips) which is not considered significant in overall traffic flow terms.

On road links within the Section 3 study area, total traffic movements are expected to increase by more than 30% along the A87 to the west of Bunloinn and to the south of Bunloinn which amounts to 923 and 859 trips, respectively, which amounts to approximately 92 and 86 trip per hour, respectively, or less than two trips per minute on each road link.

The total HGV traffic movements are expected to increase by over 30% on the A87 and A82 road links at the following locations:

- A87, west of Broadford which sees an increase in HGVs by 157 HGVs per day which equates to 16 HGVs per hour (8 inbound trips and 8 outbound trips);
- A87 at the following count locations – Kyle of Lochalsh and Near Kennoch which sees an increase in HGVs by 170 HGVs per day which equates to 17 HGVs per hour (9 inbound HGV trips and 9 outbound HGV trips);
- A87, west of Bunloinn which sees an increase in HGVs by 233 HGVs per day which equates to 23 HGVs per hour (12 inbound HGV trips and 12 outbound HGV trips);
- A87, South of Bunloinn which sees an increase in HGVs by 213 HGVs per day which equates to 20 HGVs per hour (11 inbound HGV trips and 11 outbound HGV trips); and
- A82, Laggan which sees an increase in HGVs by 268 HGVs per day which equates to 27 HGVs per hour (14 inbound HGV trips and 14 outbound HGV trips).

The increases in HGV flows listed above are not considered significant in terms of overall total flows. It should also be noted the construction phase is transitory in nature.

A review of existing road capacity has been undertaken using the DRMB, Volume 15, Part 5 “The NESA 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 10.34**.

Table 10.34 Section 3 (Capacity Review)

Site Ref.	Survey Location	2024 Baseline Flow	Theoretical Capacity	2024 Base + Development Flows	2024 Base + Development Used Capacity %	Spare Road Capacity %
DfT. 9	A87, West of Broadford	3442	21600	4166	19%	81%
DfT. 10	**B8083, South of Broadford***	**988**	**3360**	**995**	**30%**	**70%**
DfT. 11	**A87, Broadford***	**6865**	**21600**	**7611**	**35%**	**65%**
DfT. 12	**A87, Broadford Aerodrome***	**4112**	**19200**	**4858**	**25%**	**75%**
DfT. 13	**A851, Duisdealmor***	**1616**	**21600**	**1641**	**8%**	**92%**
DfT. 14	A87, Kyle of Lochalsh	4947	28800	5693	20%	80%
DfT. 15	A87, Near Keppoch	3865	21600	4611	21%	79%
DfT. 17	A87, West of Bunloinn	2343	19200	3266	17%	83%
DfT. 18	A87, South of Bunloinn	1554	21600	2413	11%	89%
DfT. 20	A82, Laggan	4382	21600	5432	25%	75%

Please note minor variances due to rounding may occur.
***** Survey locations highlighted in bold lie within the locality of Section 3, as shown in Figure 1.

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

7.1.5 Combined Construction Traffic Impact – Section 4 Study Area

The potential traffic impact of construction activity on the Section 4 study area is presented in **Table 10.35**.

Table 10.35 Section 4 (Combined Section Trips % Impact)

Site Ref.	Survey Location	Cars & LGV	HGV	Total	% Cars & LGV	% HGV	% Total
ATC 3	**Old Military Road***	**512**	**192**	**704**	**12.55%**	**22.77%**	**15.16%**
ATC 4	Unclassified road, to the north of Loch Garry	209	120	329	50.24%	56.40%	52.42%
DfT. 14	**A87, Kyle of Lochalsh***	**5308**	**385**	**5693**	**12.16%**	**79.13%**	**15.07%**
DfT. 15	**A87, Near Keppoch***	**4072**	**539**	**4611**	**16.46%**	**46.10%**	**19.29%**
DfT. 16	**Unclassified road, Skye Ferry***	**98**	**3**	**101**	**6.45%**	****100.00%**	**9.81%**
DfT. 17	A87, West of Bunloinn	2850	416	3266	31.93%	127.48%	39.38%
DfT. 18	A87, South of Bunloinn	2122	291	2413	43.72%	275.17%	55.26%
DfT. 19	A887, East of Bunloinn	1074	255	1329	20.69%	71.42%	27.96%
DfT. 20	A82, Laggan	4898	534	5432	18.99%	101.02%	23.96%

Please note minor variances due to rounding may occur.

***** Survey locations highlighted in bold lie within the locality of Section 4 as shown in Figure 1.

** Assumed based on 0 baseline HGV flow and an increase of 3 construction traffic movements

Along the road links within the vicinity of Section 4, it is anticipated that HGV movements at the A87 at Kyle of Lochalsh and near Keppoch as well as the unclassified road at Skye Ferry would increase by over 30%, resulting in increases of 79.13%, 46.10% and over 100%, respectively. While the increases are statistically significant, it is generally caused by the relatively low HGV flows on the A87 and unclassified road which sees an increase in HGV traffic of 170 and 3 daily movements (or on average 17 and less than one hourly movements) on the A87 and unclassified road, respectively, which are not considered significant in terms of overall flows.

On road links within the Section 4 study area, total traffic movements are expected to increase by more than 30% along the unclassified road, to the north of Loch Garry, the A87 to the west of Bunloinn and to the south of Bunloinn which amounts to 113, 923 and 859 trips, respectively, which amounts to approximately 11, 92 and 86 trip per hour, respectively, or less than two trips per minute on each road link.

The total HGV traffic movements are expected to increase by over 30% on the A87 and A82 road links at the following locations:

- Unclassified road, to the north of Loch Garry which sees an increase in HGVs by 43 HGVs per day which equates to approximately four HGVs per hour (2 inbound HGV trips and 2 outbound HGV trips);
- A87, west of Bunloinn which sees an increase in HGVs by 233 HGVs per day which equates to 23 HGVs per hour (12 inbound HGV trips and 12 outbound HGV trips);
- A87, South of Bunloinn which sees an increase in HGVs by 213 HGVs per day which equates to 21 HGVs per hour (11 inbound HGV trips and 11 outbound HGV trips);
- A87, East of Bunloinn which sees an increase in HGVs by 106 HGVs per day which equates to 11 HGVs per hour (6 inbound HGV trips and 6 outbound HGV trips); and
- A82, Laggan which sees an increase in HGVs by 268 HGVs per day which equates to 27 HGVs per hour (14 inbound HGV trips and 14 outbound HGV trips).

The increases in HGV flows listed above are not considered significant in terms of overall total flows. It should also be noted the construction phase is transitory in nature.

A review of existing road capacity has been undertaken using the DRMB, Volume 15, Part 5 “The NESA 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 10.36**.

Table 10.36 Section 4 (Capacity Review)

Site Ref.	Survey Location	2024 Baseline Flow	Theoretical Capacity	2024 Base + Development Flows	2024 Base + Development Used Capacity %	Spare Road Capacity %
ATC 3	**Old Military Road***	**611**	**3360**	**704**	**21%**	**79%**
ATC 4	Unclassified road, to the north of Loch Garry	216	3360	329	10%	90%
DfT. 14	**A87, Kyle of Lochalsh***	**4947**	**28800**	**5693**	**20%**	**80%**
DfT. 15	**A87, Near Keppoch***	**3865**	**21600**	**4611**	**21%**	**79%**
DfT. 16	**U/C Skye Ferry***	**92**	**9600**	**101**	**1%**	**99%**
DfT. 17	A87, West of Bunloinn	2343	19200	3266	17%	83%
DfT. 18	A87, South of Bunloinn	1554	21600	2413	11%	89%
DfT. 19	A887, East of Bunloinn	1038	21600	1329	6%	94%
DfT. 20	A82, Laggan	4382	21600	5432	25%	75%

Please note minor variances due to rounding may occur.
* Survey locations highlighted in bold lie within the locality of Section 4, as shown in Figure 1.

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

7.1.6 Combined Construction Traffic Impact – Section 5 Study Area

The potential traffic impact of construction activity on the Section 5 study area is presented in **Table 10.37**.

Table 10.37 Section 5 (Combined Section Trips % Impact)

Site Ref.	Survey Location	Cars & LGV	HGV	Total	% Cars & LGV	% HGV	% Total
ATC 4	**Unclassified road, to the north of Loch Garry***	**209**	**120**	**329**	**50.24%**	**56.40%**	**52.42%**
DfT. 17	**A87, West of Bunloinn***	**2850**	**416**	**3266**	**31.93%**	**127.48%**	**39.38%**
DfT. 18	**A87, South of Bunloinn***	**2122**	**291**	**2413**	**43.72%**	**275.17%**	**55.26%**
DfT. 19	**A887, East of Bunloinn***	**1074**	**255**	**1329**	**20.69%**	**71.42%**	**27.96%**
DfT. 20	A82, Laggan	4898	534	5432	18.99%	101.02%	23.96%

Please note minor variances due to rounding may occur.

* Survey locations highlighted in bold lie within the locality of Section 5, as shown in Figure 1.

The total traffic movements are expected to increase by over 30% at the unclassified road, to the north of Loch Garry and along the A87 to the west and south of Bunloinn. The total traffic flows are expected to increase by 113, 923 and 859 movements, respectively, which sees an hourly increase of approximately 11, 92 and 86 trips per hour, respectively, or less than two trips per minute on each road link.

HGV trips are expected to increase by over 30% on all links within the Section 5 study area and are described as follows:

- Unclassified road, to the north of Loch Garry which sees an increase in HGVs by 43 HGVs per day which equates to approximately four HGVs per hour (2 inbound HGV trips and 2 outbound HGV trips);
- A87, West of Bunloinn which sees an increase in HGVs by 233 HGVs per day which equates to 23 HGVs per hour (12 inbound HGV trips and 12 outbound HGV trips);
- A87, South of Bunloinn which sees an increase in HGVs by 213 HGVs per day which equates to 21 HGVs per hour (11 inbound HGV trips and 11 outbound HGV trips);
- A887, East of Bunloinn which sees an increase in HGVs by 106 HGVs per day which equates to 11 HGVs per hour (6 inbound HGV trips and 6 outbound HGV trips); and
- A82, Laggan which sees an increase in HGVs by 268 HGVs per day which equates to 27 HGVs per hour (14 inbound HGV trips and 14 outbound HGV trips).

The increases in HGV flows listed above are not considered significant in terms of overall total flows. It should also be noted the construction phase is transitory in nature.

A review of existing road capacity has been undertaken using the DRMB, Volume 15, Part 5 “The NESA 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 10.38**.

Table 10.38 Section 5 (Capacity Review)

Site Ref.	Survey Location	2024 Baseline Flow	Theoretical Capacity	2024 Base + Development Flows	2024 Base + Development Used Capacity %	Spare Road Capacity %
ATC 4	**Unclassified road, to the north of Loch Garry***	**216**	**3360**	**329**	**10%**	**90%**
DfT. 17	**A87, West of Bunloinn***	**2343**	**19200**	**3266**	**17%**	**83%**
DfT. 18	**A87, South of Bunloinn***	**1554**	**21600**	**2413**	**11%**	**89%**
DfT. 19	**A887, East of Bunloinn***	**1038**	**21600**	**1329**	**6%**	**94%**

DfT. 20	A82, Laggan	4382	21600	5432	25%	75%

Please note minor variances due to rounding may occur.
* Survey locations highlighted in bold lie within the vicinity of Section 5, as shown in Figure 1.

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

7.1.7 Combined Construction Traffic Impact – Section 6 Study Area

The potential traffic impact of construction activity on the Section 6 study area is presented in **Table 10.39**.

Table 10.39 Section 6 (Combined Section Trips % Impact)

Site Ref.	Survey Location	Cars & LGV	HGV	Total	% Cars & LGV	% HGV	% Total
ATC 5	**Unclassified road, to the west of Great Glen Way***	**458**	**197**	**655**	**37.69%**	**176.04%**	**62.09%**
DfT. 20	**A82, Laggan***	**4898**	**534**	**5432**	**18.99%**	**101.02%**	**23.96%**
DfT. 21	**A82, Aberchalder***	**3081**	**264**	**3345**	**4.25%**	**31.94%**	**6.00%**
DfT. 22	**A82, South of Invermoriston***	**2762**	**310**	**3073**	**4.76%**	**67.84%**	**8.89%**

Please note minor variances due to rounding may occur.

***** Survey locations highlighted in bold lie within the locality of Section 6, as shown in Figure 1.

The total traffic flows are expected to increase by over 30% at the unclassified road, to the west of Great Glen Way. The total flows are expected to increase by 251 movements which equates to approximately 25 movements per hour which is not considered significant in terms of overall flows.

HGV trips are expected to increase by over 30% on all links within the Section 6 study area and are described as follows:

- Unclassified road, to the west of Great Glen Way which sees an increase in HGVs by 125 HGVs per day which equates to over 12 HGVs per hour (6 inbound HGV trips and 6 outbound HGV trips);
- A82, Laggan which sees an increase in HGVs by 268 HGVs per day which equates to 27 HGVs per hour (14 inbound HGV trips and 14 outbound HGV trips);
- A82, Aberchalder which sees an increase in HGVs by 64 HGVs per day which equates to approximately 6 HGV trips per hour (3 inbound HGV trips and 3 outbound HGV trips); and
- A82, south of Invermoriston which sees an increase in HGVs by 125 HGVs per day which equates to over 12 HGVs per hour (6 inbound HGV trips and 6 outbound HGV trips).

The increases in HGV flows listed above are not considered significant in terms of overall total flows. It should also be noted the construction phase is transitory in nature.

A review of existing road capacity has been undertaken using the DMRB, Volume 15, Part 5 “The NESA 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 10.40**.

Table 10.40 Section 6 (Capacity Review)

Site Ref.	Survey Location	2024 Baseline Flow	Theoretical Capacity	2024 Base + Development Flows	2024 Base + Development Used Capacity %	Spare Road Capacity %
ATC 5	**Unclassified road, to the west of Great Glen Way***	**404**	**3360**	**655**	**19%**	**81%**
DfT. 20	**A82, Laggan***	**4382**	**21600**	**5432**	**25%**	**75%**
DfT. 21	**A82, Aberchalder***	**3156**	**21600**	**3345**	**15%**	**85%**
DfT. 22	**A82, South of Invermoriston***	**2822**	**19200**	**3073**	**16%**	**84%**

Please note minor variances due to rounding may occur.

* Survey locations highlighted in bold lie within the locality of Section 6, as shown in Figure 1.

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

8 Proposed Traffic Mitigation Measures

8.1 Construction Phase

8.1.1 Construction Traffic Management Plan

The following measures would be implemented through a Construction Traffic Management Plan (CTMP) during the construction phase and would apply to all Sections of the Proposed Development i.e. Sections 0 - 6. The CTMP would be agreed with THC prior to construction works commencing:

- Where possible the detailed design process would minimise the volume of material to be imported to Site to help reduce HGV numbers;
- The use of helicopters for the delivery of materials from identified laydown areas is proposed to be utilised in Section 0 and within more remote parts of the line (e.g. part of Section 3) to minimise vehicular access where practicable;
- A Site worker transport and travel arrangement plan, including transport modes to and from the work site (including pick up and drop off times);
- All materials delivery lorries (dry materials) should be sheeted to reduce dust and stop spillage on public roads;
- Specific training and disciplinary measures should be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway;
- Wheel cleaning facilities may be established at the Site entrance, depending on the views of THC;
- Normal Site working hours would be limited to between the following hours:
    - March to September – 07:00 to 19:00 Weekdays and 07:00 to 16:00 Weekends
    - October to February – 07:30 to 17:00 Weekdays and 08:00 to 16:00 Weekends;
- Appropriate traffic management measures would be put in place on the A87 and A82 to avoid conflict with general traffic, subject to the agreement of the roads authority, this includes single lane closures along the A87 to facilitate underground cable works to the east of Sligachan. Typical measures would include HGV turning and crossing signs and/ or banksmen at the Site access and warning signs, as well as temporary traffic LGV on the A87 to enable traffic flows in both directions in the area affected by the installation of underground cables. Where possible, construction traffic would avoid using the B885, to the east and this would be highlighted to drivers and through signage;
- Provide construction updates on the project website and or a newsletter to be distributed to residents within an agreed distance of the Site;
- Adoption of a voluntary speed limit of 20 mph for all construction vehicles travelling through local villages and towns;
- Adoption of a maximum speed limit of 15 mph for all construction vehicles travelling on private roads and tracks;
- All drivers would be required to attend an induction to include:
    - A tool box talk safety briefing;
    - The need for appropriate care and speed control;
    - A briefing on driver speed reduction agreements (to slow Site traffic at sensitive locations through the villages); and
    - Identification of the required access routes and the controls to ensure no departure from these routes.

THC and Transport Scotland may require an agreement to cover the cost of abnormal wear and tear on roads within the study area. Video footage of the pre-construction phase condition of 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.

Overhead and underground high voltage crossing points would be identified prior to the commencement of construction activities and appropriate actions would be undertaken to highlight these.

It is not anticipated that abnormal loads would be required to be delivered to the Site.

8.1.2 Access Improvements

All access junctions would be designed and constructed in accordance with THC design standards.

8.1.3 Passing Places

The provision and proposed locations of passing places would be discussed with THC during the recommencement stages of the works. Layby improvement works would ensure that expanded or new laybys on single carriageway sections would be suitable for two HGV and would accord with THC standards.

The locations and number of enhanced laybys would be agreed during a site visit with THC.

It should be noted that passing places would not be used by drivers of construction vehicles as a place to wait or as a place to park. Local residents would be able to report any instances of inappropriate driving or use of passing places to the project community liaison officer.

8.1.4 Road Improvements

The Proposed Development is supportive of THC's proposals to upgrade the Old Military Road (C1223 (Old Military Road)) and would provide contributions with other sources for this to be upgraded. The detailed design of the improvements would be agreed with THC and a funding package developed from this.

8.1.5 Public Information

The Applicant would also ensure information was distributed through its communication team via the project website, local newsletters and social media.

8.1.6 Core Path and Outdoor Access Management Plan

Consideration would be given to pedestrians and cyclists alike due to potential interactions between construction traffic and users of the core path and other paths. These measures would be formulated into an Outdoor Access Management Plan (see **Appendix V2-11.1: Draft Outdoor Access Management Plan** in Volume 5 of this EIA Report).

The Principal Contractor would ensure that speed limits are always adhered to by their drivers and associated subcontractors. This is particularly important within close proximity to the core path and at crossing points. Advisory speed limit signage would also be installed on approaches to areas where core path users may interact with construction traffic.

Signage would be installed on the Site exit that makes drivers aware of local speed limits and reminding drivers of the potential presence of pedestrians and cyclists in the area. This would also be emphasised in weekly toolbox talks.

The British Horse Society has made recommendations on the interactions between HGV traffic and horses. Horses are normally nervous of large vehicles, particularly when they do not often meet them. Horses are

flighty animals and will run away in panic if really frightened. Riders will do all they can to prevent this but, should it happen, it could cause a serious accident for other road users, as well as for the horse and rider.

The main factors causing fear in horses in this situation are:

- Something approaching them, which is unfamiliar and intimidating;
- A large moving object, especially if it is noisy;
- Lack of space between the horse and the vehicle;
- The sound of air brakes; and
- Anxiety on the part of the rider.

The British Horse Society recommends the following actions that will be included in the Site training for all HGV staff:

- On seeing riders approaching, drivers must slow down and stop, minimising the sound of air brakes, if possible;
- If the horse still shows signs of nervousness while approaching the vehicle, the engine should be shut down (if it is safe to do so);
- The vehicle should not move off until the riders are well clear of the back of the HGV;
- If drivers are wishing to overtake riders, please approach slowly or even stop in order to give riders time to find a gateway or lay by where they can take refuge and create sufficient space between the horse and the vehicle. Because of the position of their eyes, horses are very aware of things coming up behind them; and
- All drivers delivering to the Site must be patient. Riders will be doing their best to reassure their horses while often feeling a high degree of anxiety themselves.

8.1.7 Operational Phase Mitigation

Site entrance roads would be well maintained and monitored during the operational life of the development. Regular maintenance would 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

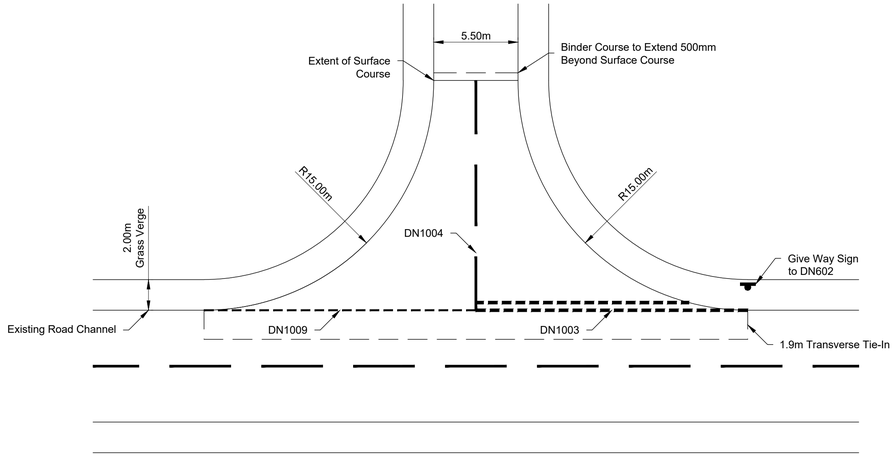
Pell Frischmann (PF) has been commissioned by ASH design+assessment, on behalf of SSEN Transmission, to undertake a Transport Assessment (TA) for the Proposed Development which comprises a new 132 kV transmission connection between Fort Augustus on the mainland and Ardmore Substation on the Isle of Skye, within THC area.

For the purpose of this assessment, it is assumed that all of the Sections of the Proposed Development are being constructed at the same time. An assessment of average daily development trips is considered an appropriate method of assessing the impacts of the Proposed Development on each Section, as this will account for peaks and troughs during the construction programme. The construction traffic would result in a temporary increase in traffic flows on the road network surrounding the Proposed Development.

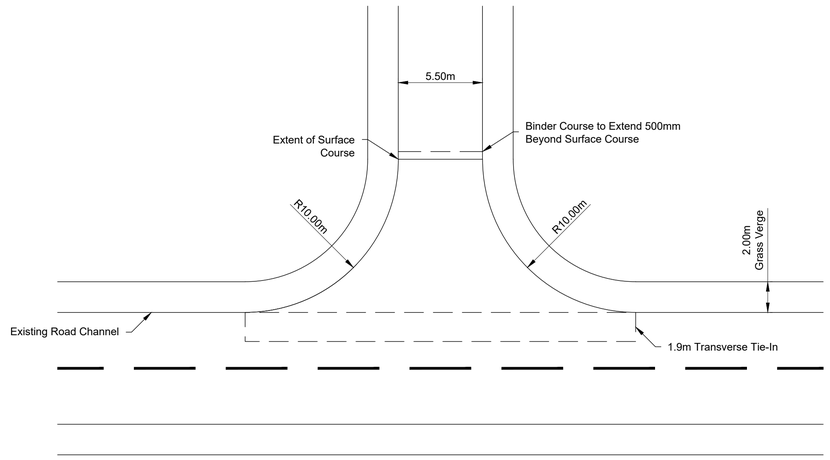
A series of mitigation measures and management plans have been proposed to help mitigate and offset the impacts of both the construction and operational phase traffic flows.

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.

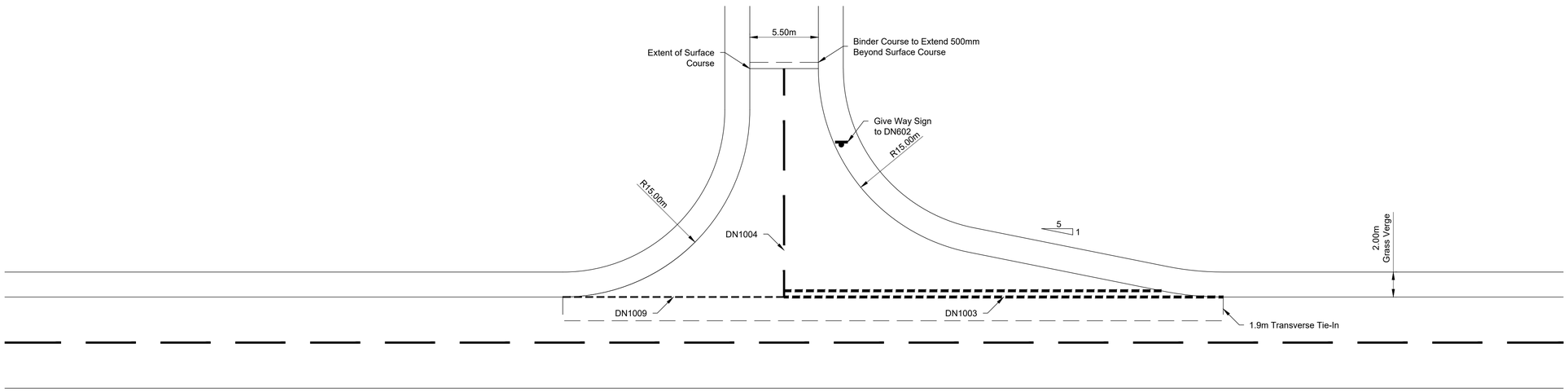
Annex A Typical Bellmouth Access Junction Layout



Typical Rural Access Junction
Linking onto Existing Dual Carriageway, A & B-Roads



Typical Rural Access Junction
Linking onto Existing C & Unclassified Roads



Typical Rural Access Junction
Linking onto Existing Road for Long Vehicles

0 — 100
This drawing may have been reduced — original scale : 100mm

Reference Drawings | Legend | Notes

Notes:-

1. All dimensions are shown in mm and levels in MAOD unless otherwise stated.
2. This drawing is to be read in conjunction with all relevant drawings.
3. Asphalt surface course to be provided to proposed tangent points or an absolute minimum of 6.0m from existing carriageway edge.
4. Access gate to be provided at delineation point between public & private land, delineation point to be determined by longest vehicle to use the access.
5. Access points typically utilised where permanent maintenance access is required or High HGV volumes are required during the construction phase.
6. Where a ditch exists, pipes to installed beneath width of bellmouth. Diameter to be no smaller than existing ditch width.
7. Lane widths & junction radii taken from Highland Council's - Road & Transport Guidelines for New Developments. See Chapter 5, Tables 5.2 & 5.4 for relevant information.
8. Detailed swept path analysis to be undertaken prior to detailed design stage to determine extent of bellmouth required to provide access at each junction location.
9. All road markings & signage to be in accordance with Traffic Signs Regulations & General Directions 2016 (TSRGD)

FOR INFORMATION

Revision	Description	Drawn	Date	Checked	Approved
P01	For Information	GA	10/06/2021	NS	GJ

Revisions

Scottish & Southern Electricity Networks

Project
LT91
FORT AUGUSTUS TO SKYE OHL REFURBISHMENT

Title
TYPICAL BELLMOUTH LAYOUTS

Scale 1:200 (when plotted @ A1)	Drawn GA	Checked RH	Approved GJ
	Date 10/06/2021	Date 10/06/2021	Date 10/06/2021

CAD Ref

MORGAN SINDALL
MSVE TRANSMISSION
VINCI ENERGIES

MSVE Transmission
Corporation Street
Rugby
Warwickshire
CV21 2DW
Tel: 01789 204 288

MSVE Project No.	MSVE Drawing No.
18501	N/A

SSEN Project No.	SSEN Drawing No.
LT000091	N/A

Annex B Trip Generation

Construction Phase – Section 0

Construction Vehicle Trip Generation (Traffic Management Plan – LT 091 Edinbane to Ardmore 132kV OHL Connection)

Table 2 Map 0A – Edinbane Substation to Dunvegan Substation

Local area public roads anticipated to be utilised during OHL construction of this section include A863, A850, unclassified Horneval road, unclassified Glen Heysdal road and unclassified Balmeanach road.

Total estimated vehicle movements (2-way journeys) by Trident OHL construction activity.

	44t GVW artic	44t GVW Hiab or low loader	18/32t GVW Hiab / 4x4 / 6x6 rigid	32t GVW tipper (hardcore delivery)	<7.5t GVW (support / service)	4x4 Pick up or crewvan (<3.5t)
Route survey + pegging						10
Pole + wood block delivery	9					20
Other OHL material delivery	8					20
Helicopter site preparation		6	25	unknown		70
Helicopter support					10	
Pole erection		6	20			500
Conductor installation		5	25			450
Specialist scaffolds						
ADSS Splicing						10
Contractor site management						600
SSEN site management						200
SSEN take over inspection						10
Environmental management						120
Welfare maintenance					40	
Waste collection			6			
Traffic management					6	
Estimated Totals	**17**	**17**	**76**	**unknown**	**56**	**2,010**

Notes on Table 2

a) Construction team manpower (pole erection and conductoring) journeys are based on 1 team per activity. Additional team(s) will increase daily quantity but reduce duration.
b) Based on 1 construction team per key activity, pole erection estimated at 5 months and conductor installation 4 months (activities may overlap where technically feasible)
c) Rows where no quantities appear have no anticipated requirement for that activity in this section
d) Rows with 'unknown' quantities reflect that there will be an anticipated requirement for that activity but information to forecast vehicle trips is not available until precision site surveys are completed.

Table 3 Map 0D – Dunvegan Substation to Ardmore Substation

Local area public roads anticipated to be utilised during OHL construction of this section include A863, A850, unclassified Horneval road, unclassified Glen Heysdal road, unclassified Balmeanach road, B886 Ardmore/Trumpan road and its unclassified sections.

Total estimated vehicle movements (2-way journeys) by Trident OHL construction activity.

	44t GVW artic (incl poles)	44t GVW Hiab or low loader	18/32t GVW Hiab / 4x4 / 6x6 rigid	32t GVW tipper (hardcore delivery)	<7.5t GVW (support / service)	4x4 Pick up or crewvan (<3.5t)
Route survey + pegging						18
Pole + wood block delivery	18					40
Other OHL material deliveries	15					40
Helicopter site preparation		12	50	unknown		130
Helicopter support					18	
Pole erection		12	38			950
Conductor installation		9	48			860
Specialist scaffolds			4			25
ADSS Splicing						18
Contractor site management						1150
SSEN site management						375
SSEN take over inspection						18
Environmental management						350
Welfare maintenance					75	
Waste collection			12			
Traffic management					20	
Estimated Totals	**33**	**33**	**152**	**unknown**	**113**	**3,974**

Notes on Table 3

a) Construction team manpower (pole erection and conductoring) journeys are based on 1 team per activity. Additional team(s) will increase daily quantity but reduce duration.
b) Based on 1 construction team per key activity, pole erection is estimated at 9 months and conductor installation 7 months (activities may overlap where technically feasible)
c) Rows where no quantities appear have no anticipated requirement for that activity in this section
d) Rows with 'unknown' quantities reflect that there will be an anticipated requirement for that activity but information to forecast vehicle trips is not available until precision site surveys are completed.

Table 4 Maps 0A and 0D – Edinbane S/Stn to Ardmore S/Stn Dismantling works

Local area public roads anticipated to be utilised during the dismantlement and removal of the existing OHL over its entire circa 26km length between Edinbane and Ardmore substations include A863, A850, unclassified Horneval road, unclassified Glen Heysdal road, unclassified Balmeanach road, B886 Ardmore/Trumpan road and its unclassified sections.

Total estimated vehicle movements (2-way journeys) for removal of existing Trident OHL

	44t GVW artic	44t GVW Hiab or low loader	18/32t GVW Hiab / 4x4 / 6x6 rigid	<7.5t GVW (support / service)	4x4 Pick up or crewvan (<3.5t)
Access survey + marking out					40
Conductor removal		6	70		500
Pole + stay removal	20	10			400
Helicopter support				15	
Material recovery - helicopter site preparation		6			40
Recovery and removal of poles off site	16		38		30
Recovery and removal of steelwork + conductor off site	6		12		30
Recovery and removal of insulators off site	4		6		30
Reinstatement works					50
Contractor site management					350
SSEN site management					150
Environmental management					100
Welfare maintenance				20	
Traffic management				20	
Estimated Totals	**46**	**22**	**126**	**55**	**1,720**

Notes on Table 4

a) Dismantling and removal team manpower (poles and conductors) journeys are based on 1 team per activity. Additional team(s) will increase daily quantity but reduce duration.
b) Based on 1 team per key activity, pole removal estimated at 4 months and conductor removal 5 months (activities may overlap)
c) Rows where no quantities appear have no anticipated requirement for that activity

Construction Phase – Section 1 – 6

Section 1

Total Trip Generation on Road Link

Link No	Survey Location	Cars & LGV	HGV	Total
1	A87	41,219	7,159	48,378
2	B885 Portree to Struan	32,565	19,610	52,175
3	A863 Sligachan to Dunvegan	40,444	7,443	47,887
4	Balmenach Road	1,566	548	2,114

Section 2

Total Trip Generation on Road Link

Link No	Survey Location	Cars & LGV	HGV	Total
1	A87	106,568	23,941	130,509
2	Broadford Substation Access	9,996	9,996	19,992
3	Luib Road	15,648	3,712	19,360
4	Mor Road	15,360	2,587	17,947

Section 3

Total Trip Generation on Road Link

Link No	Survey Location	Cars & LGV	HGV	Total
1	A87 Kyle – Portree	35,500	15,958	51,458
2	Kyle - Kylerhea	13,434	4,409	17,843
3	A851 Broadford – Armadale	10,436	5,314	15,750
4	Harrapool – Haset	2,836	2,013	4,849
5	Broadford – Torris	2,910	1,682	4,592
6	Old Corry	1,284	654	1,938

Section 4

Total Trip Generation on Road Link

Link No	Survey Location	Cars & LGV	HGV	Total
1	A87 Sheil Bridge	46,170	22,261	68,431
2	Mam Ratagan Old Military Road	46,170	28,779	74,949
3	Glenelg Main Road	2,400	1,248	3,648
4	Balvraid Road	2,400	1,248	3,648
5	A87 Invergarry	28,916	11,001	39,917
6	Kinlochourn Road	28,916	11,001	39,917

Section 5

Total Trip Generation on Road Link

Link No	Survey Location	Cars & LGV	HGV	Total
1	A87 Invergarry	38,856	17,766	56,622
2	Kinlochourn Road	29,514	25,525	55,039

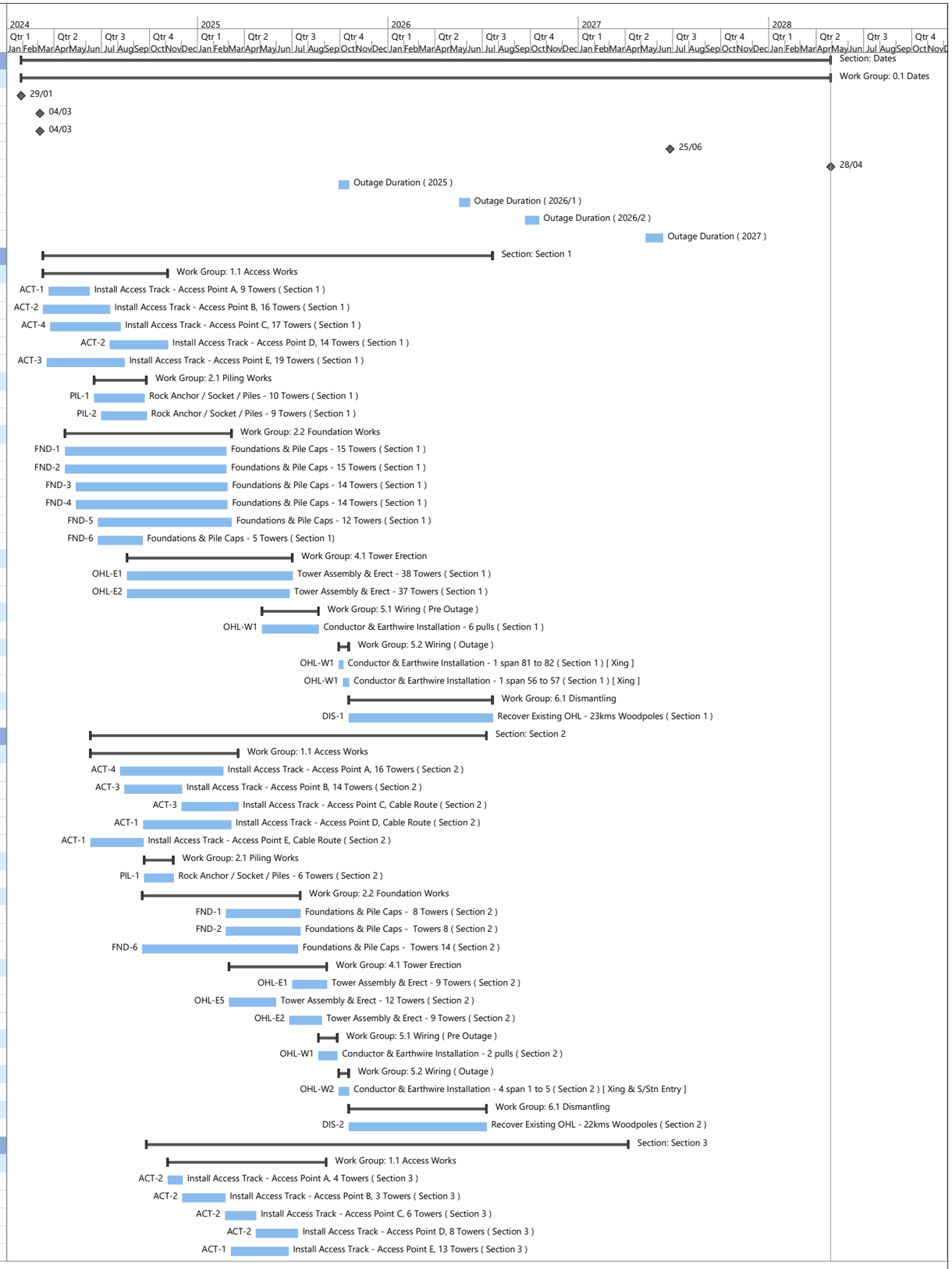
Section 6

Total Trip Generation on Road Link

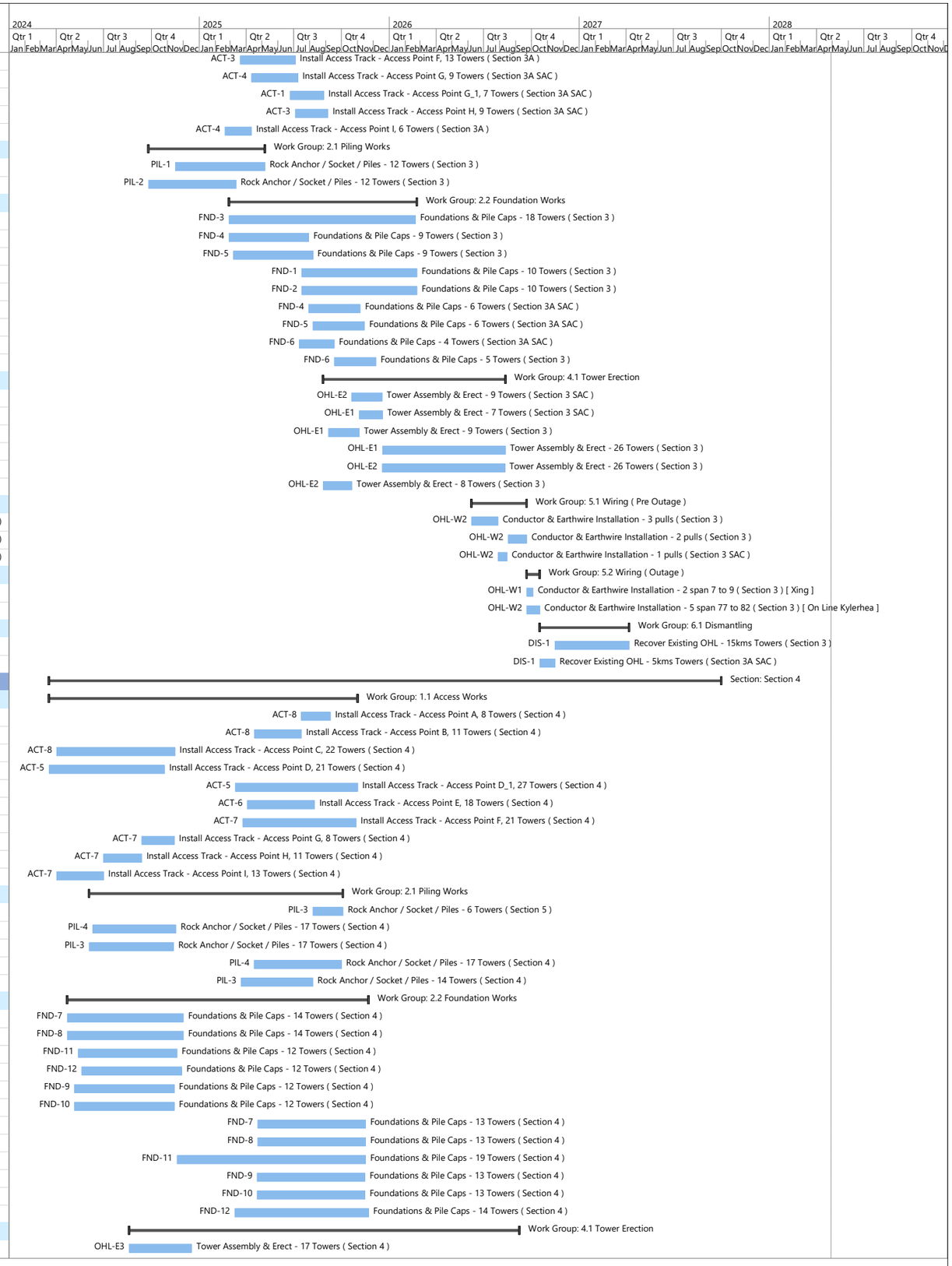
Link No	Survey Location	Cars & LGV	HGV	Total
1	A82 Fort Augustus - Invergarry	18,695	9,538	28,233
2	Fort Augustus to Awchterawe	18,695	18,696	37,391

Annex C Indicative Construction Programme

ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors	Resource Names	Time Risk Allowanc	Section	Work Group
		Section: Dates	**1072d**	**Mon 29/01/24**	**Fri 28/04/28**					
		Work Group: 0.1 Dates	**1072d**	**Mon 29/01/24**	**Fri 28/04/28**					
4		Contract Award Construction Works	0 days	Mon 29/01/24	Mon 29/01/24			0	Dates	0.1 Dates
5		Access to Site Date Construction Works (whole of site)	0 days	Mon 04/03/24	Mon 04/03/24	4SS+26 days		0	Dates	0.1 Dates
6		Commence access track installation	0 days	Mon 04/03/24	Mon 04/03/24	5SS		0	Dates	0.1 Dates
7		New OHL Works Complete (Ready to Connect)	0 days	Fri 25/06/27	Fri 25/06/27	336FS+10 days		0	Dates	0.1 Dates
8		All Site Works Complete (Dismantling & Reinstatement Complete)	0 days	Fri 28/04/28	Fri 28/04/28	7FS+220 days		0	Dates	0.1 Dates
333		Outage Duration (2025)	17 days	Mon 29/09/25	Fri 17/10/25	5SS+429 days		0	Dates	0.1 Dates
334		Outage Duration (2026/1)	13 days	Mon 18/05/26	Fri 05/06/26	333FS+130 days		0	Dates	0.1 Dates
335		Outage Duration (2026/2)	22 days	Mon 21/09/26	Fri 16/10/26	334FS+89 days		0	Dates	0.1 Dates
336		Outage Duration (2027)	25 days	Mon 10/05/27	Fri 11/06/27	335FS+127 days		0	Dates	0.1 Dates
		Section: Section 1	**580d**	**Mon 11/03/24**	**Mon 20/07/26**					
		Work Group: 1.1 Access Works	**165d**	**Mon 11/03/24**	**Mon 04/11/24**					
84		Install Access Track - Access Point A, 9 Towers (Section 1)	64 days	Fri 22/03/24	Fri 07/06/24	6,68	ACT-1	0	Section 1	1.1 Access Works
85		Install Access Track - Access Point B, 16 Towers (Section 1)	106 days	Mon 11/03/24	Tue 16/07/24	6SS+6 days	ACT-2	0	Section 1	1.1 Access Works
86		Install Access Track - Access Point C, 17 Towers (Section 1)	110 days	Mon 25/03/24	Mon 05/08/24	6SS+18 days	ACT-4	0	Section 1	1.1 Access Works
87		Install Access Track - Access Point D, 14 Towers (Section 1)	93 days	Wed 17/07/24	Mon 04/11/24	85	ACT-2	0	Section 1	1.1 Access Works
88		Install Access Track - Access Point E, 19 Towers (Section 1)	125 days	Mon 18/03/24	Tue 13/08/24	6SS+11 days	ACT-3	0	Section 1	1.1 Access Works
		Work Group: 2.1 Piling Works	**70d**	**Mon 17/06/24**	**Tue 24/09/24**					
125		Rock Anchor / Socket / Piles - 10 Towers (Section 1)	80 days	Mon 17/06/24	Fri 20/09/24	5SS+86 days	PIL-1	0	Section 1	2.1 Piling Works
126		Rock Anchor / Socket / Piles - 9 Towers (Section 1)	72 days	Mon 01/07/24	Tue 24/09/24	5SS+98 days	PIL-2	0	Section 1	2.1 Piling Works
		Work Group: 2.2 Foundation Works	**215d**	**Mon 22/04/24**	**Thu 06/03/25**					
138		Foundations & Pile Caps - 15 Towers (Section 1)	213 days	Mon 22/04/24	Mon 24/02/25	84SS+25 days	FND-1	0	Section 1	2.2 Foundation Works
139		Foundations & Pile Caps - 15 Towers (Section 1)	213 days	Mon 22/04/24	Mon 24/02/25	84SS+25 days	FND-2	0	Section 1	2.2 Foundation Works
140		Foundations & Pile Caps - 14 Towers (Section 1)	198 days	Mon 13/05/24	Wed 26/02/25	85SS+51 days	FND-3	0	Section 1	2.2 Foundation Works
141		Foundations & Pile Caps - 14 Towers (Section 1)	198 days	Mon 13/05/24	Wed 26/02/25	85SS+51 days	FND-4	0	Section 1	2.2 Foundation Works
142		Foundations & Pile Caps - 12 Towers (Section 1)	170 days	Mon 24/06/24	Thu 06/03/25	5SS+91 days	FND-5	0	Section 1	2.2 Foundation Works
143		Foundations & Pile Caps - 5 Towers (Section 1)	71 days	Mon 24/06/24	Mon 16/09/24	5SS+91 days	FND-6	0	Section 1	2.2 Foundation Works
		Work Group: 4.1 Tower Erection	**211d**	**Mon 19/08/24**	**Tue 01/07/25**					
228		Tower Assembly & Erect - 38 Towers (Section 1)	217 days	Mon 19/08/24	Tue 01/07/25	138SS+99 days	OHL-E1	25	Section 1	4.1 Tower Erection
229		Tower Assembly & Erect - 37 Towers (Section 1)	211 days	Mon 19/08/24	Wed 25/06/25	138SS+99 days	OHL-E2	25	Section 1	4.1 Tower Erection
		Work Group: 5.1 Wiring (Pre Outage)	**76d**	**Mon 05/05/25**	**Wed 20/08/25**					
322		Conductor & Earthwire Installation - 6 pulls (Section 1)	90 days	Mon 05/05/25	Wed 20/08/25	228SS+169 days	OHL-W1	8	Section 1	5.1 Wiring (Pre Outage)
		Work Group: 5.2 Wiring (Outage)	**15d**	**Mon 29/09/25**	**Fri 17/10/25**					
337		Conductor & Earthwire Installation - 1 span 81 to 82 (Section 1) [Xing]	8 days	Mon 29/09/25	Mon 06/10/25	322,323FS+1 day	OHL-W1	6	Section 1	5.2 Wiring (Outage)
338		Conductor & Earthwire Installation - 1 span 56 to 57 (Section 1) [Xing]	9 days	Tue 07/10/25	Fri 17/10/25	322,323,337	OHL-W1	6	Section 1	5.2 Wiring (Outage)
		Work Group: 6.1 Dismantling	**182d**	**Sat 18/10/25**	**Mon 20/07/26**					
385		Recover Existing OHL - 23kms Woodpoles (Section 1)	180 days	Sat 18/10/25	Mon 20/07/26	333	DIS-1	25	Section 1	6.1 Dismantling
		Section: Section 2	**511d**	**Mon 10/06/24**	**Wed 08/07/26**					
		Work Group: 1.1 Access Works	**191d**	**Mon 10/06/24**	**Wed 19/03/25**					
89		Install Access Track - Access Point A, 16 Towers (Section 2)	119 days	Tue 06/08/24	Tue 18/02/25	86	ACT-4	25	Section 2	1.1 Access Works
90		Install Access Track - Access Point B, 14 Towers (Section 2)	92 days	Wed 14/08/24	Sun 01/12/24	88	ACT-3	0	Section 2	1.1 Access Works
91		Install Access Track - Access Point C, Cable Route (Section 2)	44 days	Mon 02/12/24	Wed 19/03/25	90	ACT-3	25	Section 2	1.1 Access Works
92		Install Access Track - Access Point D, Cable Route (Section 2)	96 days	Thu 19/09/24	Wed 05/03/25	93	ACT-1	25	Section 2	1.1 Access Works
93		Install Access Track - Access Point E, Cable Route (Section 2)	85 days	Mon 10/06/24	Wed 18/09/24	84	ACT-1	0	Section 2	1.1 Access Works
		Work Group: 2.1 Piling Works	**40d**	**Sat 21/09/24**	**Fri 15/11/24**					
127		Rock Anchor / Socket / Piles - 6 Towers (Section 2)	48 days	Sat 21/09/24	Fri 15/11/24	125	PIL-1	0	Section 2	2.1 Piling Works
		Work Group: 2.2 Foundation Works	**203d**	**Tue 17/09/24**	**Wed 16/07/25**					
144		Foundations & Pile Caps - 8 Towers (Section 2)	116 days	Tue 25/02/25	Wed 16/07/25	138	FND-1	0	Section 2	2.2 Foundation Works
145		Foundations & Pile Caps - Towers 8 (Section 2)	116 days	Tue 25/02/25	Wed 16/07/25	139	FND-2	0	Section 2	2.2 Foundation Works
146		Foundations & Pile Caps - Towers 14 (Section 2)	202 days	Tue 17/09/24	Fri 11/07/25	143	FND-6	0	Section 2	2.2 Foundation Works
		Work Group: 4.1 Tower Erection	**129d**	**Mon 03/03/25**	**Fri 05/09/25**					
230		Tower Assembly & Erect - 9 Towers (Section 2)	54 days	Wed 02/07/25	Fri 05/09/25	228	OHL-E1	0	Section 2	4.1 Tower Erection
231		Tower Assembly & Erect - 12 Towers (Section 2)	71 days	Mon 03/03/25	Fri 30/05/25	146SS+95 days	OHL-E5	0	Section 2	4.1 Tower Erection
232		Tower Assembly & Erect - 9 Towers (Section 2)	54 days	Thu 26/06/25	Tue 26/08/25	229	OHL-E2	0	Section 2	4.1 Tower Erection
		Work Group: 5.1 Wiring (Pre Outage)	**24d**	**Thu 21/08/25**	**Thu 25/09/25**					
323		Conductor & Earthwire Installation - 2 pulls (Section 2)	30 days	Thu 21/08/25	Thu 25/09/25	322,230SS+40 da	OHL-W1	6	Section 2	5.1 Wiring (Pre Outage)
		Work Group: 5.2 Wiring (Outage)	**15d**	**Mon 29/09/25**	**Fri 17/10/25**					
339		Conductor & Earthwire Installation - 4 span 1 to 5 (Section 2) [Xing & S/Stn Entry]	17 days	Mon 29/09/25	Fri 17/10/25	323FS+1 day	OHL-W2	6	Section 2	5.2 Wiring (Outage)
		Work Group: 6.1 Dismantling	**174d**	**Sat 18/10/25**	**Wed 08/07/26**					
386		Recover Existing OHL - 22kms Woodpoles (Section 2)	170 days	Sat 18/10/25	Wed 08/07/26	333	DIS-2	25	Section 2	6.1 Dismantling
		Section: Section 3	**628d**	**Wed 25/09/24**	**Tue 06/04/27**					
		Work Group: 1.1 Access Works	**202d**	**Tue 05/11/24**	**Thu 04/09/25**					
94		Install Access Track - Access Point A, 4 Towers (Section 3)	24 days	Tue 05/11/24	Mon 02/12/24	87	ACT-2	0	Section 3	1.1 Access Works
95		Install Access Track - Access Point B, 3 Towers (Section 3)	22 days	Tue 03/12/24	Sat 22/02/25	94	ACT-2	25	Section 3	1.1 Access Works
96		Install Access Track - Access Point C, 6 Towers (Section 3)	47 days	Sun 23/02/25	Tue 22/04/25	95	ACT-2	0	Section 3	1.1 Access Works
97		Install Access Track - Access Point D, 8 Towers (Section 3)	66 days	Wed 23/04/25	Fri 11/07/25	96	ACT-2	0	Section 3	1.1 Access Works
98		Install Access Track - Access Point E, 13 Towers (Section 3)	88 days	Thu 06/03/25	Mon 23/06/25	92	ACT-1	0	Section 3	1.1 Access Works



ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors	Resource Names	Time Risk Allowanc	Section	Work Group
99		Install Access Track - Access Point F, 13 Towers (Section 3A)	86 days	Thu 20/03/25	Thu 03/07/25	91	ACT-3	0	Section 3	1.1 Access Works
100		Install Access Track - Access Point G, 9 Towers (Section 3A SAC)	69 days	Fri 11/04/25	Tue 08/07/25	103	ACT-4	0	Section 3	1.1 Access Works
101		Install Access Track - Access Point G_1, 7 Towers (Section 3A SAC)	57 days	Tue 24/06/25	Wed 27/08/25	98	ACT-1	0	Section 3	1.1 Access Works
102		Install Access Track - Access Point H, 9 Towers (Section 3A SAC)	51 days	Fri 04/07/25	Thu 04/09/25	99	ACT-3	0	Section 3	1.1 Access Works
103		Install Access Track - Access Point I, 6 Towers (Section 3A)	45 days	Wed 19/02/25	Thu 10/04/25	89	ACT-4	0	Section 3	1.1 Access Works
		Work Group: 2.1 Piling Works	**148d**	**Wed 25/09/24**	**Tue 06/05/25**					
128		Rock Anchor / Socket / Piles - 12 Towers (Section 3)	96 days	Sat 16/11/24	Tue 06/05/25	127	PIL-1	25	Section 3	2.1 Piling Works
129		Rock Anchor / Socket / Piles - 12 Towers (Section 3)	96 days	Wed 25/09/24	Tue 11/03/25	126	PIL-2	25	Section 3	2.1 Piling Works
		Work Group: 2.2 Foundation Works	**241d**	**Thu 27/02/25**	**Sun 22/02/26**					
147		Foundations & Pile Caps - 18 Towers (Section 3)	250 days	Thu 27/02/25	Thu 19/02/26	140	FND-3	0	Section 3	2.2 Foundation Works
148		Foundations & Pile Caps - 9 Towers (Section 3)	125 days	Thu 27/02/25	Tue 29/07/25	141	FND-4	0	Section 3	2.2 Foundation Works
149		Foundations & Pile Caps - 9 Towers (Section 3)	125 days	Fri 07/03/25	Wed 06/08/25	142	FND-5	0	Section 3	2.2 Foundation Works
150		Foundations & Pile Caps - 10 Towers (Section 3)	139 days	Thu 17/07/25	Sun 22/02/26	144	FND-1	0	Section 3	2.2 Foundation Works
151		Foundations & Pile Caps - 10 Towers (Section 3)	139 days	Thu 17/07/25	Sun 22/02/26	145	FND-2	0	Section 3	2.2 Foundation Works
152		Foundations & Pile Caps - 6 Towers (Section 3A SAC)	83 days	Wed 30/07/25	Wed 05/11/25	148	FND-4	0	Section 3	2.2 Foundation Works
153		Foundations & Pile Caps - 6 Towers (Section 3A SAC)	83 days	Thu 07/08/25	Thu 13/11/25	149	FND-5	0	Section 3	2.2 Foundation Works
154		Foundations & Pile Caps - 4 Towers (Section 3A SAC)	55 days	Sat 12/07/25	Tue 16/09/25	146	FND-6	0	Section 3	2.2 Foundation Works
155		Foundations & Pile Caps - 5 Towers (Section 3)	70 days	Wed 17/09/25	Fri 05/12/25	154	FND-6	0	Section 3	2.2 Foundation Works
		Work Group: 4.1 Tower Erection	**234d**	**Wed 27/08/25**	**Tue 11/08/26**					
233		Tower Assembly & Erect - 9 Towers (Section 3 SAC)	50 days	Tue 21/10/25	Wed 17/12/25	242	OHL-E2	25	Section 3	4.1 Tower Erection
234		Tower Assembly & Erect - 7 Towers (Section 3 SAC)	39 days	Tue 04/11/25	Thu 18/12/25	235	OHL-E1	0	Section 3	4.1 Tower Erection
235		Tower Assembly & Erect - 9 Towers (Section 3)	51 days	Sat 06/09/25	Mon 03/11/25	230	OHL-E1	0	Section 3	4.1 Tower Erection
236		Tower Assembly & Erect - 26 Towers (Section 3)	146 days	Fri 19/12/25	Tue 11/08/26	234	OHL-E1	25	Section 3	4.1 Tower Erection
237		Tower Assembly & Erect - 26 Towers (Section 3)	146 days	Thu 18/12/25	Mon 10/08/26	233	OHL-E2	25	Section 3	4.1 Tower Erection
242		Tower Assembly & Erect - 8 Towers (Section 3)	45 days	Wed 27/08/25	Mon 20/10/25	232	OHL-E2	0	Section 3	4.1 Tower Erection
		Work Group: 5.1 Wiring (Pre Outage)	**74d**	**Mon 08/06/26**	**Mon 21/09/26**					
324		Conductor & Earthwire Installation - 3 pulls (Section 3)	45 days	Mon 08/06/26	Tue 28/07/26	236SS+82 days,34	OHL-W2	6	Section 3	5.1 Wiring (Pre Outage)
325		Conductor & Earthwire Installation - 2 pulls (Section 3)	30 days	Mon 17/08/26	Mon 21/09/26	326,236,237	OHL-W2	6	Section 3	5.1 Wiring (Pre Outage)
326		Conductor & Earthwire Installation - 1 pulls (Section 3 SAC)	15 days	Wed 29/07/26	Fri 14/08/26	324	OHL-W2	0	Section 3	5.1 Wiring (Pre Outage)
		Work Group: 5.2 Wiring (Outage)	**19d**	**Tue 22/09/26**	**Fri 16/10/26**					
340		Conductor & Earthwire Installation - 2 span 7 to 9 (Section 3) [Xing]	10 days	Tue 22/09/26	Sat 03/10/26	327,335SS	OHL-W1	0	Section 3	5.2 Wiring (Outage)
341		Conductor & Earthwire Installation - 5 span 77 to 82 (Section 3) [On Line Kylerhea]	21 days	Tue 22/09/26	Fri 16/10/26	325,335SS	OHL-W2	0	Section 3	5.2 Wiring (Outage)
		Work Group: 6.1 Dismantling	**122d**	**Sat 17/10/26**	**Tue 06/04/27**					
387		Recover Existing OHL - 15kms Towers (Section 3)	75 days	Sun 15/11/26	Tue 06/04/27	335,388	DIS-1	25	Section 3	6.1 Dismantling
388		Recover Existing OHL - 5kms Towers (Section 3A SAC)	25 days	Sat 17/10/26	Sat 14/11/26	335	DIS-1	25	Section 3	6.1 Dismantling
		Section: Section 4	**886d**	**Mon 18/03/24**	**Thu 30/09/27**					
		Work Group: 1.1 Access Works	**403d**	**Mon 18/03/24**	**Fri 31/10/25**					
104		Install Access Track - Access Point A, 8 Towers (Section 4)	46 days	Wed 16/07/25	Tue 09/09/25	105	ACT-8	0	Section 4	1.1 Access Works
105		Install Access Track - Access Point B, 11 Towers (Section 4)	72 days	Thu 17/04/25	Tue 15/07/25	117	ACT-8	0	Section 4	1.1 Access Works
106		Install Access Track - Access Point C, 22 Towers (Section 4)	191 days	Tue 02/04/24	Thu 14/11/24	65SS+22 days	ACT-8	0	Section 4	1.1 Access Works
107		Install Access Track - Access Point D, 21 Towers (Section 4)	186 days	Mon 18/03/24	Fri 25/10/24	65	ACT-5	0	Section 4	1.1 Access Works
108		Install Access Track - Access Point D_1, 27 Towers (Section 4)	193 days	Tue 11/03/25	Fri 31/10/25	107FS+67 days,12	ACT-5	0	Section 4	1.1 Access Works
109		Install Access Track - Access Point E, 18 Towers (Section 4)	105 days	Thu 03/04/25	Sat 09/08/25	119	ACT-6	0	Section 4	1.1 Access Works
110		Install Access Track - Access Point F, 21 Towers (Section 4)	178 days	Tue 25/03/25	Tue 28/10/25	115	ACT-7	0	Section 4	1.1 Access Works
111		Install Access Track - Access Point G, 8 Towers (Section 4)	53 days	Thu 12/09/24	Wed 13/11/24	112	ACT-7	0	Section 4	1.1 Access Works
112		Install Access Track - Access Point H, 11 Towers (Section 4)	61 days	Mon 01/07/24	Wed 11/09/24	113	ACT-7	0	Section 4	1.1 Access Works
113		Install Access Track - Access Point I, 13 Towers (Section 4)	76 days	Tue 02/04/24	Sun 30/06/24	65SS+22 days	ACT-7	0	Section 4	1.1 Access Works
		Work Group: 2.1 Piling Works	**332d**	**Mon 03/06/24**	**Fri 03/10/25**					
130		Rock Anchor / Socket / Piles - 6 Towers (Section 5)	48 days	Thu 07/08/25	Fri 03/10/25	134	PIL-3	0	Section 4	2.1 Piling Works
131		Rock Anchor / Socket / Piles - 17 Towers (Section 4)	136 days	Mon 10/06/24	Sat 16/11/24	6SS+79 days	PIL-4	0	Section 4	2.1 Piling Works
132		Rock Anchor / Socket / Piles - 17 Towers (Section 4)	136 days	Mon 03/06/24	Mon 11/11/24	6SS+74 days	PIL-3	0	Section 4	2.1 Piling Works
133		Rock Anchor / Socket / Piles - 17 Towers (Section 4)	136 days	Wed 16/04/25	Tue 30/09/25	135	PIL-4	0	Section 4	2.1 Piling Works
134		Rock Anchor / Socket / Piles - 14 Towers (Section 4)	112 days	Sat 22/03/25	Wed 06/08/25	136	PIL-3	0	Section 4	2.1 Piling Works
		Work Group: 2.2 Foundation Works	**395d**	**Mon 22/04/24**	**Fri 21/11/25**					
156		Foundations & Pile Caps - 14 Towers (Section 4)	187 days	Mon 22/04/24	Sat 30/11/24	113SS+18 days	FND-7	0	Section 4	2.2 Foundation Works
157		Foundations & Pile Caps - 14 Towers (Section 4)	187 days	Mon 22/04/24	Sat 30/11/24	106SS+18 days	FND-8	0	Section 4	2.2 Foundation Works
158		Foundations & Pile Caps - 12 Towers (Section 4)	160 days	Mon 13/05/24	Mon 18/11/24	107SS+46 days	FND-11	0	Section 4	2.2 Foundation Works
159		Foundations & Pile Caps - 12 Towers (Section 4)	160 days	Mon 20/05/24	Wed 27/11/24	107SS+53 days	FND-12	0	Section 4	2.2 Foundation Works
160		Foundations & Pile Caps - 12 Towers (Section 4)	160 days	Mon 06/05/24	Wed 13/11/24	106SS+30 days	FND-9	0	Section 4	2.2 Foundation Works
161		Foundations & Pile Caps - 12 Towers (Section 4)	160 days	Mon 06/05/24	Wed 13/11/24	106SS+30 days	FND-10	0	Section 4	2.2 Foundation Works
162		Foundations & Pile Caps - 13 Towers (Section 4)	173 days	Wed 23/04/25	Sat 15/11/25	168	FND-7	0	Section 4	2.2 Foundation Works
163		Foundations & Pile Caps - 13 Towers (Section 4)	173 days	Wed 23/04/25	Sat 15/11/25	169	FND-8	0	Section 4	2.2 Foundation Works
164		Foundations & Pile Caps - 19 Towers (Section 4)	254 days	Tue 19/11/24	Sat 15/11/25	158	FND-11	25	Section 4	2.2 Foundation Works
165		Foundations & Pile Caps - 13 Towers (Section 4)	173 days	Tue 22/04/25	Fri 14/11/25	174	FND-9	0	Section 4	2.2 Foundation Works
166		Foundations & Pile Caps - 13 Towers (Section 4)	173 days	Tue 22/04/25	Fri 14/11/25	175	FND-10	0	Section 4	2.2 Foundation Works
167		Foundations & Pile Caps - 14 Towers (Section 4)	213 days	Mon 10/03/25	Fri 21/11/25	170	FND-12	0	Section 4	2.2 Foundation Works
		Work Group: 4.1 Tower Erection	**502d**	**Mon 19/08/24**	**Mon 07/09/26**					
238		Tower Assembly & Erect - 17 Towers (Section 4)	102 days	Mon 19/08/24	Mon 16/12/24	156SS+99 days	OHL-E3	0	Section 4	4.1 Tower Erection



ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors	Resource Names	Time Risk Allowanc	Section	Work Group
239		Tower Assembly & Erect - 35 Towers (Section 4)	210 days	Sat 05/04/25	Sun 14/12/25	247	OHL-E3	0	Section 4	4.1 Tower Erection
240		Tower Assembly & Erect - 40 Towers (Section 4)	240 days	Mon 03/03/25	Mon 15/12/25	156SS+217 days	OHL-E4	0	Section 4	4.1 Tower Erection
241		Tower Assembly & Erect - 28 Towers (Section 4)	168 days	Sat 31/05/25	Sun 14/12/25	231	OHL-E5	0	Section 4	4.1 Tower Erection
243		Tower Assembly & Erect - 21 Towers (Section 4)	126 days	Tue 07/04/26	Mon 07/09/26	248	OHL-E3	0	Section 4	4.1 Tower Erection
244		Tower Assembly & Erect - 20 Towers (Section 4)	120 days	Wed 08/04/26	Wed 02/09/26	249	OHL-E4	0	Section 4	4.1 Tower Erection
		Work Group: 5.1 Wiring (Pre Outage)	**196d**	**Mon 02/03/26**	**Tue 08/12/26**					
327		Conductor & Earthwire Installation - 6 pulls (Section 4)	90 days	Mon 08/06/26	Mon 21/09/26	343	OHL-W1	6	Section 4	5.1 Wiring (Pre Outage)
328		Conductor & Earthwire Installation - 4 pulls (Section 4)	60 days	Mon 02/03/26	Thu 14/05/26	338SS+76 days	OHL-W1	6	Section 4	5.1 Wiring (Pre Outage)
329		Conductor & Earthwire Installation - 3 pulls (Section 4)	45 days	Sat 17/10/26	Tue 08/12/26	341	OHL-W2	6	Section 4	5.1 Wiring (Pre Outage)
		Work Group: 5.2 Wiring (Outage)	**276d**	**Mon 18/05/26**	**Fri 11/06/27**					
342		Conductor & Earthwire Installation - 4 span 102 to 105 (Section 4) [Proximity & Xing]	13 days	Mon 18/05/26	Fri 05/06/26	343SS	OHL-W2	0	Section 4	5.2 Wiring (Outage)
343		Conductor & Earthwire Installation - 4 span 119 to 123 (Section 4) [Proximity & Online]	13 days	Mon 18/05/26	Fri 05/06/26	328,334SS	OHL-W1	0	Section 4	5.2 Wiring (Outage)
344		Conductor & Earthwire Installation - 2 span 127 to 129 (Section 4) [Xing]	8 days	Mon 10/05/27	Mon 17/05/27	336SS	OHL-W3	0	Section 4	5.2 Wiring (Outage)
345		Conductor & Earthwire Installation - 1 span 144 to 145 (Section 4) [Xing]	8 days	Tue 18/05/27	Thu 27/05/27	344	OHL-W3	0	Section 4	5.2 Wiring (Outage)
346		Conductor & Earthwire Installation - 3 span 152 to 155 (Section 4) [Xing]	9 days	Tue 01/06/27	Fri 11/06/27	345	OHL-W3	0	Section 4	5.2 Wiring (Outage)
347		Conductor & Earthwire Installation - 13 span 170 to 183 (Section 4) [Online Build]	25 days	Mon 10/05/27	Fri 11/06/27	336SS	OHL-W1	0	Section 4	5.2 Wiring (Outage)
348		Conductor & Earthwire Installation - 4 span 242 to 246 (Section 4) [Online Nests]	11 days	Sun 04/10/26	Fri 16/10/26	340,335SS	OHL-W1	0	Section 4	5.2 Wiring (Outage)
		Work Group: 6.1 Dismantling	**101d**	**Thu 13/05/27**	**Thu 30/09/27**					
389		Recover Existing OHL - 20kms Towers (Section 4)	115 days	Thu 13/05/27	Thu 30/09/27	335FS+130 days	DIS-1	17	Section 4	6.1 Dismantling
390		Recover Existing OHL - 17kms Towers (Section 4)	90 days	Sat 12/06/27	Mon 27/09/27	336	DIS-4	7	Section 4	6.1 Dismantling
		Section: Section 5	**941d**	**Mon 18/03/24**	**Thu 16/12/27**					
		Work Group: 1.1 Access Works	**403d**	**Mon 18/03/24**	**Fri 31/10/25**					
114		Install Access Track - Access Point A, 19 Towers (Section 5)	123 days	Mon 18/03/24	Sun 11/08/24	65	ACT-6	0	Section 5	1.1 Access Works
115		Install Access Track - Access Point B, 10 Towers (Section 5)	65 days	Thu 14/11/24	Mon 24/03/25	111	ACT-7	25	Section 5	1.1 Access Works
116		Install Access Track - Access Point C, 10 Towers (Section 5)	63 days	Sun 10/08/25	Thu 23/10/25	109	ACT-6	25	Section 5	1.1 Access Works
117		Install Access Track - Access Point D, 20 Towers (Section 5)	83 days	Fri 15/11/24	Wed 16/04/25	106	ACT-8	25	Section 5	1.1 Access Works
118		Install Access Track - Access Point E, 13 Towers (Section 5)	97 days	Wed 09/07/25	Fri 31/10/25	100	ACT-4	25	Section 5	1.1 Access Works
119		Install Access Track - Access Point F, 11 Towers (Section 5)	64 days	Fri 22/11/24	Wed 02/04/25	121	ACT-6	25	Section 5	1.1 Access Works
120		Install Access Track - Access Point G, 13 Towers (Section 5)	68 days	Mon 28/10/24	Mon 10/03/25	107	ACT-5	25	Section 5	1.1 Access Works
		Work Group: 2.1 Piling Works	**101d**	**Tue 12/11/24**	**Tue 15/04/25**					
135		Rock Anchor / Socket / Piles - 10 Towers (Section 5)	80 days	Sun 17/11/24	Tue 15/04/25	131	PIL-4	25	Section 5	2.1 Piling Works
136		Rock Anchor / Socket / Piles - 8 Towers (Section 5)	64 days	Tue 12/11/24	Fri 21/03/25	132	PIL-3	25	Section 5	2.1 Piling Works
		Work Group: 2.2 Foundation Works	**420d**	**Thu 14/11/24**	**Wed 05/08/26**					
168		Foundations & Pile Caps - 5 Towers (Section 5)	71 days	Sun 01/12/24	Tue 22/04/25	156	FND-7	25	Section 5	2.2 Foundation Works
169		Foundations & Pile Caps - 5 Towers (Section 5)	71 days	Sun 01/12/24	Tue 22/04/25	157	FND-8	25	Section 5	2.2 Foundation Works
170		Foundations & Pile Caps - 3 Towers (Section 5)	40 days	Thu 28/11/24	Sun 09/03/25	159	FND-12	25	Section 5	2.2 Foundation Works
171		Foundations & Pile Caps - 12 Towers (Section 5)	169 days	Sun 16/11/25	Wed 05/08/26	162	FND-7	25	Section 5	2.2 Foundation Works
172		Foundations & Pile Caps - 12 Towers (Section 5)	169 days	Sun 16/11/25	Wed 05/08/26	163	FND-8	25	Section 5	2.2 Foundation Works
173		Foundations & Pile Caps - 11 Towers (Section 5)	155 days	Sat 15/11/25	Fri 17/07/26	165	FND-9	25	Section 5	2.2 Foundation Works
174		Foundations & Pile Caps - 6 Towers (Section 5)	85 days	Thu 14/11/24	Thu 17/04/25	160	FND-9	25	Section 5	2.2 Foundation Works
175		Foundations & Pile Caps - 6 Towers (Section 5)	85 days	Thu 14/11/24	Thu 17/04/25	161	FND-10	25	Section 5	2.2 Foundation Works
176		Foundations & Pile Caps - 11 Towers (Section 5)	155 days	Sat 15/11/25	Fri 17/07/26	166	FND-10	25	Section 5	2.2 Foundation Works
177		Foundations & Pile Caps - 11 Towers (Section 5)	155 days	Sun 16/11/25	Mon 20/07/26	164	FND-11	25	Section 5	2.2 Foundation Works
178		Foundations & Pile Caps - 11 Towers (Section 5)	155 days	Mon 24/11/25	Sun 26/07/26	167	FND-12	25	Section 5	2.2 Foundation Works
		Work Group: 4.1 Tower Erection	**477d**	**Tue 17/12/24**	**Sat 28/11/26**					
245		Tower Assembly & Erect - 13 Towers (Section 5)	73 days	Thu 03/09/26	Thu 26/11/26	244	OHL-E4	25	Section 5	4.1 Tower Erection
246		Tower Assembly & Erect - 12 Towers (Section 5)	68 days	Tue 08/09/26	Thu 26/11/26	243	OHL-E3	25	Section 5	4.1 Tower Erection
247		Tower Assembly & Erect - 9 Towers (Section 5)	45 days	Tue 17/12/24	Fri 04/04/25	238	OHL-E3	25	Section 5	4.1 Tower Erection
248		Tower Assembly & Erect - 8 Towers (Section 5)	45 days	Mon 15/12/25	Thu 02/04/26	239	OHL-E3	25	Section 5	4.1 Tower Erection
249		Tower Assembly & Erect - 8 Towers (Section 5)	45 days	Tue 16/12/25	Tue 07/04/26	240	OHL-E4	25	Section 5	4.1 Tower Erection
250		Tower Assembly & Erect - 43 Towers (Section 5)	241 days	Mon 15/12/25	Sat 28/11/26	241	OHL-E5	25	Section 5	4.1 Tower Erection
		Work Group: 5.1 Wiring (Pre Outage)	**145d**	**Sat 17/10/26**	**Fri 07/05/27**					
330		Conductor & Earthwire Installation - 6 pulls (Section 5)	90 days	Sat 17/10/26	Tue 23/03/27	246SS+25 days,34	OHL-W1	30	Section 5	5.1 Wiring (Pre Outage)
331		Additional Wiring Time Risk Allowance (Final Pulling Details TBC)	37 days	Wed 24/03/27	Fri 07/05/27	330	OHL-W1	0	Section 5	5.1 Wiring (Pre Outage)
		Work Group: 5.2 Wiring (Outage)	**188d**	**Mon 21/09/26**	**Wed 09/06/27**					
349		Conductor & Earthwire Installation - 3 span 261 to 262 (Section 5) [Xing & S/Stn Entry]	14 days	Mon 10/05/27	Tue 25/05/27	336SS	OHL-W2	0	Section 5	5.2 Wiring (Outage)
350		Conductor & Earthwire Installation - 1 span 279 to 280 (Section 5) [Xing]	9 days	Wed 26/05/27	Wed 09/06/27	349	OHL-W2	0	Section 5	5.2 Wiring (Outage)
351		Conductor & Earthwire Installation - 4 span 284 to 288 (Section 5) [Online Build]	22 days	Mon 21/09/26	Fri 16/10/26	335SS	OHL-W3	0	Section 5	5.2 Wiring (Outage)
		Work Group: 6.1 Dismantling	**134d**	**Sat 12/06/27**	**Thu 16/12/27**					
391		Recover Existing OHL - 5kms Towers (Section 5)	25 days	Sat 12/06/27	Sat 10/07/27	336	DIS-2	0	Section 5	6.1 Dismantling
392		Recover Existing OHL - 16kms Woodpoles (Section 5)	160 days	Sat 12/06/27	Thu 16/12/27	336	DIS-3	0	Section 5	6.1 Dismantling
393		Recover Existing OHL - 4kms Woodpoles (Section 5)	40 days	Wed 27/10/27	Sat 11/12/27	336,394	DIS-2	0	Section 5	6.1 Dismantling
		Section: Section 6	**803d**	**Mon 12/08/24**	**Tue 26/10/27**					
		Work Group: 1.1 Access Works	**72d**	**Mon 12/08/24**	**Thu 21/11/24**					
121		Install Access Track - Access Point A, Cable Route (Section 6)	86 days	Mon 12/08/24	Thu 21/11/24	114	ACT-6	0	Section 6	1.1 Access Works
		Work Group: 6.1 Dismantling	**77d**	**Sun 11/07/27**	**Tue 26/10/27**					
394		Recover Existing OHL - 9kms Woodpoles (Section 6)	90 days	Sun 11/07/27	Tue 26/10/27	336,391	DIS-2	0	Section 6	6.1 Dismantling