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10. TRANSPORT

10.1 Summary of Transport Assessment

- 10.1.1 A review of the transport and access issues associated with the Proposed Development and an assessment of likely significant effects has been undertaken for the Proposed Development and is reported on within **Volume 2, Chapter 10** of this EIA Report.
- 10.1.2 The assessment of traffic impacts concluded that the Proposed Development would lead to a temporary increase in traffic volumes on the road network within the study areas during the construction phase. Traffic volumes would fall considerably outside the peak period of construction. 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.
- 10.1.3 A series of mitigation measures and management plans have been proposed to help mitigate and offset the impacts of the traffic flows from both the construction and operational phases of the Proposed Development. With these measures, no likely significant residual effects are predicted.

10.2 The Alternative Alignment

- 10.2.1 Consideration has been given to whether the Alternative Alignment would result in any change to the assessment of effects predicted for the Proposed Development.
- 10.2.2 It has been concluded that should the Alternative Alignment within Section 3 of the project be constructed, there would be a localised increase in traffic flows associated with this change. The wider study area effects would be unlikely to alter to any significant degree, but it is recognised that the impact on users and residents living along Glen Arroch road will increase in significance and duration.
- 10.2.3 Whilst the effects of the Alternative Alignment would increase locally along the Glen Arroch Road, the proposed mitigation measures including the use of the proposed Construction Traffic Management Plan, localised road enhancements and a Section 96 Abnormal Wear and Tear agreement would still remain valid, albeit with localised enhancements to cater for the effects of any change in access and routing. As such, the conclusions of no likely significant residual effects for the Proposed Development remain.
- 10.2.4 Should the Alternative Alignment be progressed, the Applicant would agree any changes with Transport Scotland and The Highland Council prior to works commencing and will agree any necessary changes to the CTMP and Section 96 road bond value. This would be secured by a condition of consent.