Pell Frischmann

Fyrish BESS

Transport Statement & Construction Traffic Management Plan February 2025 10109551 This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.

Report Ref.		250205 Fyrish Ctmp							
File Path		https://pellf.sharepoint.com/sites/EdinburghOfficeTeam/Shared Documents/General/Projects/10109551 TNEI Fyrish BESS/01 - WIP/Reports/250205 Fyrish CTMP.docx							
Rev	Suit	Description	Date	Originator	Checker	Approver			
01		Draft	21/11/2024	GBuchan	S Cochrane	G Buchan			
02		Issue	12/02/2025	G Buchan	S Cochrane	G Buchan			
Ref. refe	erence. R	lev revision. Suit suitability.							

Prepared for

TNEI

6th & 7th Floor 80 St.Vincent Street Glasgow G2 5UB Prepared by

Pell Frischmann

93 George Street Edinburgh EH2 3ES



Pell Frischmann

Contents

1	h	ntroduction3
	1.1	Purpose of the Report
	1.2	Report Structure
2	D	Development Description
	2.1	Development Location and Layout4
3	E	Existing Network
	3.1	Active Travel Network
	3.2	Existing Road Links6
	3.3	Road Network Suitability6
	3.4	Road Safety Review7
	3.5	Existing Traffic Flows
	3.6	Committed Developments8
4	C	Construction Traffic
	4.1	Trip Generation9
	4.2	Distribution of Construction Trips9
	4.3	Abnormal Load Traffic
	4.4	Operational Traffic
5	C	Construction Traffic Management Proposals 12
	5.1	General Measures
	5.2	Wear & Tear Agreement
	5.3	Turning Facilities & Banksmen
	5.4	AIL Traffic Management Measures 14
6	S	Summary

Figures

Figure 1 Proposed Development Location	4
Figure 2 Proposed Development Layout	5
Figure 3: Indicative AIL Trailer	0

Tables

Table 1: 2024 Daily Traffic Flows	8
Table 2: 2027 Daily Traffic Flows	8
Table 4: Peak Daily Construction Traffic Flows	. 10
Table 4: 2027 Base + Construction Traffic Flows / Traffic Impact	. 10

Appendices

Appendix A: Propsoed Site Access Drawings Appendix B: Consruction Programme

1 Introduction

1.1 Purpose of the Report

Pell Frischmann has been instructed by TNEI on behalf of Field Fyrish Limited (the Applicant) to produce a combined Transport Statement and Construction Traffic Management Plan (CTMP) to support a planning application for the creation of a Battery Energy Storage System (BESS) and associated development at a site to the west of the B9176 Struie Road and south of Fyrish Substation, in The Highland Council (THC) administrative area.

The planning application is for a proposed BESS (the Proposed Development). This covers the construction, operation and maintenance of a BESS of up to 200 MW with associated infrastructure (including cable route to substation), access and ancillary works (including landscaping and biodiversity enhancement).

This report provides an overview of the Proposed Development in relation to construction traffic and sets out the proposed mitigation measures for use at the site. Once operational, the Proposed Development will generate minimal levels of maintenance traffic and no specific traffic measures are required for the operational phase.

No liability is accepted for the use of all or part of this report by third parties. This report is © Copyright of Pell Frischmann 2024 and the Applicant. No section of this report may be reproduced, without prior written approval.

1.2 Report Structure

Following this introduction, the report is structured as follows:

- Section Two describes the Proposed Development, including access arrangements;
- Section Three details the existing transport conditions in the vicinity of the site;
- Section Four details the types of construction traffic likely to be used on the site, including estimated delivery volumes;
- Section Five outlines the proposed construction traffic management measures to be used on the site; and
- Section Six provides a summary of the report.

2 Development Description

2.1 Development Location and Layout

The Proposed Development comprises of a BESS, featuring the following elements:

- Battery storage and their associated electrical connections and medium voltage switchgear;
- Control facilities and an underground electrical connection to the nearby existing Fyrish Substation facility located to the south of the Proposed Development;
- Access track to the secure compound (accessing from the west) and a separate emergency access track (located to the south); and
- Security and noise attenuation fencing, landscaping and other soft features.

The Proposed Development location is illustrated in Figure 1.

Rhiculler Barbaraville Nigg Cnoc **Balnaguisich** Sands of Nigg Ceislein Monumen chnagarron Contullict Balintraid Balnapaling Saltburn Ca Nigg Fe VERGORDON Ferry Skiach S (summer only) North Sutor Redburn CROMARTY Culcai House Sutors of C Balblai Ba Evanton N Blue Hea Resolis Shore Mill Newton ummo Newhall McFarguhar's Navity. House Jemimaville Cave Founds ullicudden Davidston Poyntzfield Castle: Brae Upper 0 Eathie Glenurguhart Fyrish Craig Calbo Mains b Balmungie 258 Janefield Raddery Whiteness H Culbokie Killen Re emarkie Ur Eagle В A Alcaig FORTROSE Kirkton Cath dral canston Fort Bel Avoch George Easte Easte Knockbair L Kinkell Chanonry Ardersie Blackcast losk Point naig Hous Toré Gollanfield Bay Inverness Services Airpor Milton the C Industrial Gollanfi Lochside \mathbf{T} Kilcoy Allangrang Fishert Brad Drumderfi Cleo Arpat Alturlie Bogallan Poin ornaorain Redcastle Croy Kilm Kilravoch 6 Dalcross Milton Castl Artafallie Cantrawyoo

Figure 1 Proposed Development Location

Access to the Proposed Development is to be taken from a new junction on the B9176 to the south of the existing junction that currently provides access to the nearby substation. The layout of the Proposed Development is illustrated in Figure 2. The new site access junction has been designed to accommodate substation construction traffic deliveries and would provide construction and operational access to the Proposed Development.

Pell Frischmann

Figure 2 Proposed Development Layout



The existing agricultural access track and junction to the site from the south is not considered suitable for construction traffic. The new access junction provides a direct connection to the B9176 and allows for safe two-way access for HGV traffic. The junction is proposed at a location with good visibility and allows for efficient access for abnormal load traffic.

A new access track leading from the new junction with the B9176 will be provided. A further access point is provided to the south via the existing farm access track to provide a secondary point of access for emergency use only.

3 Existing Network

3.1 Active Travel Network

A review of THC Core Path maps¹ indicates that there are no Core Paths located within the immediate vicinity of the Proposed Development site. The closest Core Path is a shared use path adjacent to the B817 approximately 0.5 kilometres (km) to the south of the site. There is also a Core Path located in Alness, approximately 2km to the east as well as one approximately 3km from the site to the north that leads to Cnoc Fyrish.

The National Cycle Network (NCN) route map² of the United Kingdom indicates that the Core Path adjacent to the B817 approximately 0.5km to the south of the Proposed Development forms part of NCN Route 1.

3.2 Existing Road Links

The nearest trunk road to the site is the A9, linking Stirling to Thurso. The A9 between Stirling and Thurso is operated by Transport Scotland on behalf of Scottish Ministers. The single carriageway sections are subject to a 60 miles per hour (mph) speed limit outwith towns and villages on the route for cars and motorcycles and 70mph on dual carriageway sections. Goods vehicles exceeding 7.5 tonnes are subject to a 40mph and 50mph speed limit on single and dual carriageway sections respectively. This is with the exception of single carriageway sections between Perth to Inverness where a 50mph speed limit applies to Goods Vehicles over 7.5 tonnes.

Access to the Proposed Development from the A9 is via the B9176. The B9176 provides connections from the A9 southwest of Alness to the A836 south of Ardgay. The road is of local distributor road standard and is maintained by THC. The B9176 is considered suitable for Heavy Goods Vehicle (HGV) traffic between the site access junction and the A9.

Access from the B9176 is taken from a new access junction to the north of the existing A9 / B9176 junction. The layout of the proposed new access junction is illustrated in Appendix A.

3.3 Road Network Suitability

The Agreed Timber Route Map³ has been developed by The Timber Transport Forum who are a partnership of the forestry and timber industries, local government, national government agencies, timber hauliers and road and freight associations. One of the key aims of the forum is to minimise the impact of timber transport on the public road network, on local communities, and the environment and a way of achieving this is to categorise the roads leading to forest areas in terms of their capacity to sustain the likely level of timber haulage vehicles i.e., HGVs. The routes are categorised into four groups, namely; 'Agreed Routes', 'Consultation Routes', 'Severely Restricted Routes' and 'Excluded Routes'.

'Agreed Routes' are categorised as routes used for timber haulage without restriction as regulated by the Road Traffic Act 1988. A-roads are classified as 'Agreed Routes' by default unless covered by one of the other road classifications. Those links classed as 'Consultation Routes' are categorised as a route which is key to timber extraction, but which are not up to 'Agreed Route' standard. Consultation with the local authority is required, and it may be necessary to agree limits of timing, allowable tonnage, etc. before the route can be used. B-roads are classified as 'Consultation Routes' by default unless covered by one of the other classifications. 'Severely Restricted Routes' are not normally to be used for timber transport in their present condition. These routes are close to being Excluded Routes. Consultation with the local authority is required prior to use. Finally, 'Excluded

October 2024]

¹ <u>https://highland.maps.arcgis.com/apps/webappviewer/index.html?id=2fd3fc9c72d545f7bcf1b43bf5c8445f</u> [Accessed October 2024]

² <u>https://explore.osmaps.com/?lat=57.629360&lon=-4.792731&zoom=11.0997&style=Standard&type=2d&overlays=os-ncn-layer</u> [Accessed

³ <u>https://timbertransportforum.org.uk/</u> [Accessed October 2024]

Routes' should not be used for timber transport in their present condition. These routes are either formally restricted, or are close to being formally restricted, to protect the network from damaging loads.

The A9 and B9176 form part of the agreed route network used for the extraction of timber and are therefore regularly used by HGV traffic. As such, they are considered suitable for the movement of construction HGV traffic.

3.4 Road Safety Review

Personal Injury Accident (PIA) data for the five-year period commencing 01 January 2018 through to the 31 December 2022 was obtained from the online resource CrashMap⁴ which uses data collected by the police regarding road traffic crashes occurring on British roads, where someone is injured.

Transport Assessment Guidance⁵ requires an analysis of the accident data on the road network in the vicinity of any development to be undertaken for at least the most recent three-year period, or preferably a five-year period.

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.

A review of the B9176 indicates that there have been three accidents on the B9176 between its junction with the B817 and the junction leading to Fyrish substation within the last five years (2018 - 2022).

One "Fatal" accident occurred at the B91786 / Fyrish substation junction to the north of site. This involved one car and four casualties, including a child. Two "Slight" accidents occurred on the B9176 to the south of the site. This included one accident approximately 150m from the proposed site access junction which involved two cars and one casualty. A "Slight" accident also occurred at the B9176 / B817 junction involving two cars with a child casualty reported.

Further south, three "Slight" accidents occurred within the vicinity of the A9 / B9176 junction. All three accidents involved two cars and each resulted in one casualty. Two of the accidents involved a Young Driver.

In the wider area, between the A9 / A862 roundabout and Evanton, a number of accidents have occurred. This includes two "Fatal" accidents, one involving a car and HGV in the winter of 2018 with two casualties reported. The other involved six vehicles, with car and HGV reported as the vehicle type. There were also two "Serious" accidents, one within the vicinity of the A9 / A862 roundabout that did not involve a vehicle and the other further north at the A9 / B817 junction which involved a motorcyclist who was a Young Driver. Three "Slight" accidents were also reported on this section, including one that involved a car in the winter of 2019 (two casualties reported) and another that involved a car and HGV in the following winter (one casualty reported) as well as one involving six cars outside the winter period with two casualties reported.

HGV traffic was not involved in any accidents on the B9176 between the junction with the A9 and proposed site access during the five year study period.

Based on the information available, it has been established that there are no specific road safety issues within the immediate vicinity of the Proposed Development that currently require to be addressed or will be exacerbated by construction activities.

⁴ <u>https://www.crashmap.co.uk</u> [Accessed October 2024]

⁵ <u>https://www.transport.gov.scot/media/4589/planning_reform - dpmtag - development_management_dpmtag_ref_17 - transport_assessment_guidance_final - june_2012.pdf</u>

3.5 Existing Traffic Flows

To review the existing traffic flows on the B9176, Streetwise Services were commissioned to undertake an Automatic Traffic Survey (ATC) at the location of the proposed access junction in June 2024.

Data from the Transport Scotland traffic count database for the A9 from Count Stations ATC01013 (A9 Evanton Bypass) and JTC01015 (A9 Alness Industrial Estate to B817 Junction) was also obtained for 2023.

The traffic data allowed the traffic flows to be split into vehicle classes and the data have been summarised into cars / light goods vehicles (LGV) and HGV.

These traffic flows were factored to 2024 traffic flows using National Road Traffic Forecast (NRTF) Low Growth factors. The NRTF Low Growth Factor from 2023 to 2024 is 1.005.

The traffic survey summary is provided in Table 1 below.

Table 1: 2024 Daily Traffic Flows

Description	Cars & LGV	HGV	Total Traffic
A9 West	10,404	2,569	12,973
B9176	1,191	566	1,756
A9 East	9,437	2,057	11,494

Should the Proposed Development be consented, construction works are expected to commence 2027⁶. NRTF Low Growth assumptions have been used to provide a factor to convert the 2024 flows to 2027 flows. The NRTF Low Growth Factor from 2024 to 2027 is 1.016.

The 2027 baseline flows are provided in Table 2.

Table 2: 2027 Daily Traffic Flows

Description	Cars & LGV	HGV	Total Traffic
A9 West	10,622	2,623	13,245
B9176	1,216	578	1,793
A9 East	9,635	2,101	11,736

3.6 Committed Developments

A review of planning applications in the area has been undertaken. In line with established practice, the following screening factors of applications has been undertaken to determine those that can be included in the assessment:

- Will the application use the same study area as the Proposed Development?
- Is the application determined, and as such, can be considered as Committed Development?
- If the application results in temporary traffic, will these traffic flows occur at the same time as those for the Proposed Development?
- Does the application provide publicly available traffic data in the relevant traffic classes?.

The review suggests there are no applications that meet the above criteria.

⁶ https://www.fieldfyrish.co.uk/faqs/

4 Construction Traffic

4.1 Trip Generation

The proposed construction works are estimated to take up to 24 months⁷.

The programme has been divided into its component sections and estimates of the likely traffic generation have been made from the material quantities, staff requirements and component deliveries required. The main areas of construction traffic can be subdivided as follows:

- Import of Plant and Machinery;
- Site Establishment Clearance Loads;
- Import of Bulk Materials;
- Import of Ready-Mix Concrete;
- Import of General Building Supplies;
- Delivery of HV Electrical Components;
- Delivery of batteries;
- Delivery of general site materials and supplies;
- Grid and electrical connection works; and
- Arrival and departure of construction and commissioning staff at the site.

The traffic generation during the construction phase has used first principles to establish the volume and tonnage of construction materials. This has then been converted to two-way vehicle movements to create the construction programme illustrated in Appendix B.

The peak of construction activity occurs in Month Six of the construction programme.

4.2 Distribution of Construction Trips

Exact material suppliers will be determined through the Balance of Plant (BoP) contract. The supplies anticipated for use in this study however are based upon the following:

- Aggregate and Ready-mix Concrete: Likely to be supplied from suppliers located to the east of Alness and transport to site via the A9 and B9176 (to avoid HGV traffic from passing through the centre of Alness and to be controlled through the material supply contract);
- HV electrical equipment and batteries: Likely to be supplied from the Central Belt via the A9;
- Transformer Abnormal Indivisible Loads (AIL) to be imported via the A9, Alness and B9176;
- General construction and site supplies: Supplied from the south via the A9; and
- Construction Staff: It is assumed that 90% of staff will access the site from the south via the A9 from centres of population including Inverness and Dingwall. The remaining 10% are assumed to be based to the east of the site in Invergordon and would access the site via the A9 east.

These general distributions have been applied to the peak of construction activities to estimate the likely peak traffic associated with construction activities. The peak construction traffic flows are summarised in Table 4.

⁷ https://www.fieldfyrish.co.uk/faqs/

Table 3: Pea	ak Daily Con	struction T	rattic Flows

Description	Cars & LGV	HGV	Total Traffic
A9 West	68	4	72
B9176	76	50	126
A9 East	8	46	54

A review of the traffic impact of the construction traffic on the road network has been undertaken and is illustrated in Table 5.

Table 4: 2027	Base +	Construction	Traffic Flows	/ Traffic Imp	act

Description	Cars & LGV	HGV	Total Traffic	Cars & LGV % Impact	HGV % Impact	Total Traffic % Impact
A9 West	10,691	2,627	13,317	0.64%	0.15%	0.55%
B9176	1,292	628	1,919	6.25%	8.65%	7.03%
A9 East	9,642	2,147	11,790	0.08%	2.19%	0.46%

The peak construction traffic impact level is significantly below the 10% threshold for undertaking a detailed Transport Assessment. The daily flows are therefore not significant in traffic terms for the A9 or B9176.

The increase in traffic is significantly less than 30%, the threshold for undertaking a full Environmental Impact Assessment (EIA). The increase in traffic represents an additional 126 vehicle movements (63 inbound and 63 outbound) per day, of which 50 are classified as HGV (25 inbound and 25 outbound).

The impact of this number of HGV movements on the study area road network can be managed by a CTMP to ensure that any disruption and disturbance can be kept to a minimum.

4.3 Abnormal Load Traffic

The two proposed transformers to be used on site are considered AIL due to their weight and the need for a specialist trailer to transport them on the public road network.

Load details for the AILs were obtained from the Applicant. The proposed transformers are up to 7.383 metres (m) in length, 2.500 m in width and 3.863 m in height. At 88.4 tonnes, they would be carried on an eight axle trailer. An example of the style of trailer is provided in Figure 4.



Plan View - 8 axle goose neck trailer - concept model only Indicative 88.4 te Transformer

Pell Frischmann

The proposed route for AIL traffic will be as per the recently delivered substation equipment delivered for Fyrish Substation (located to the north of the Proposed Development). AIL loads traffic will depart the A9 at the Obsdale Road junction and will pass through Alness via Caplich Road. Loads will then approach the site from the north on the B9176.

Crane loads will also be required at the site and these are considered to be escorted loads due to their width at 3 m. Civilian escorts would be used to assist these loads access the site.

4.4 Operational Traffic

Traffic associated with the operational phase will be minor in nature and restricted to occasional visits for maintenance, servicing and security reviews. It is anticipated that traffic flows associated with this phase of the Proposed Development will be restricted to up to no more than ten vehicle movements (five inbound and five outbound) per month.

This level of traffic is not considered to be significant and as such, no further assessment is proposed.

5 Construction Traffic Management Proposals

The traffic management proposals in this report will be provided to the Principal Contractor and they will be required to abide by these regulations as part of their commercial contracts with the Applicant. Failure to follow the traffic management measures proposed would be a contractual matter and could result in contractors being dismissed from the site.

Pages with information about the construction of the development could be available on a project website. Facilities for members of the public to ask questions relating to construction traffic associated with the project could also be provided. A telephone number for the Principal Contractor would be published during operational hours to resolve any traffic management problems that occur, and these calls would be logged and reported to the Applicant on a weekly basis to monitor the situation.

All contractors will be monitored through regular spot-checks to ensure they follow the approved access route(s). Access routes identified will be clearly defined in all sub-contracts and signposted. This is especially important with respect to HGV traffic that may be tempted to travel through the centre of Alness. The Applicant's preference, to be confirmed with THC, would be for traffic from the Alness Quarry to travel east and use the A9 to loop around the town centre.

The site access junction will be kept clear at all times during construction and will be monitored by onsite staff to ensure vehicles do not attempt to use the area for parking.

Use of a visible vehicle identification system for HGV deliveries should be employed to ensure compliance with the agreed route and driver behaviour standards. This will allow the public to identify any rogue vehicles to the site office for easy recognition and review.

The Applicant will also create a protocol for working with local businesses to ensure the construction traffic does not interfere with deliveries or normal business traffic wherever possible.

The following measures would be provided to assist in managing traffic across the study area road network.

5.1 General Measures

Wherever reasonably possible, local suppliers such as quarries and concrete works are proposed to help minimise traffic levels of the network.

The following measures would be implemented through this CTMP during the construction phase:

- Contractual requirement in the BoP contract that contractors will only use the agreed access routes;
- Direction signage signposting traffic on the agreed access routes;
- Providing the public with details of how to report use of unapproved routes or driving issues of concern;
- Setting out site staff disciplinary measures for those who ignore the agreed access routes and enforcing these throughout the construction period;
- All site vehicles will feature "white noise" reversing warning devices to reduce noise disruption when on site;
- All materials delivery lorries (dry materials) will be sheeted to reduce dust and stop spillage on public roads;
- Specific training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway;
- Wheel cleaning facilities will be established at the site entrance. A road sweeper would also be provided at site to ensure that the area of the B9176 near the site access is kept clean at during the development platform works and any other works likely to generate material that could be tracked on to the public road network; and

- Site induction for all staff instructing them on what route to site they can use to enter and exit the site and obtaining their acknowledgement that there is only one approved access route. The induction would include:
 - A tool box talk safety briefing;
 - The need for appropriate care and speed control;
 - A briefing on driver speed reduction agreements (to drive slowly through villages and settlements on the access route) and to be aware of pedestrian, cyclist and equestrian traffic in these areas; and
 - Identification of the required access route and access junction operation and the controls to ensure no departure from these routes.

5.2 Wear & Tear Agreement

An agreement is suggested to cover the cost of any abnormal wear and tear on the B9176. This would be agreed with the Council subject to the granting of planning approval.

The wear & tear agreement will address concerns about possible damage to the public road, verges and structures. It will be based upon condition surveys of the road to ensure that the condition of the road does not deteriorate as a result of the construction works.

Video footage of the pre-construction phase condition of the agreed area covered by the condition survey would be recorded to provide a baseline of the state of the road prior to any construction work commencing. This High Definition (HD) baseline review would inform any change in the road condition during the construction stage of the Proposed Development as it notes the existing condition of the road surface and features and details current condition.

The condition survey would feature still images for the survey and would measures specific defects to monitor their progression. Locations of points would be accurately logged using a GPS tracker.

To agree the current state of the road, the report would be agreed with the Council prior to construction works commencing.

Any immediate necessary repairs would be coordinated with the Council. 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.

During construction activities, a general road wear and tear review would be undertaken with the Council every three months during construction. Interim reviews will be undertaken by the principal contractor on a regular basis and the progress reports issued to the Applicant.

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.

Where defects occur, the principal contactor will ensure that they maintain a stockpile of road repair material on site to undertake repair works quickly and efficiently, when authorised by the Council to undertake interventions.

Upon completion of construction activities, a follow-on condition review will be undertaken around the site access junction and a defects list prepared. Works required to reinstate the road back to its original condition would be undertaken at the Applicant's expense follow a review by the Council.

There are cases where defects will need to be undertaken quickly and the contractor will have arrangements in place to respond to serious and significant defects within agreed hours.

5.3 Turning Facilities & Banksmen

For safety reasons, both onsite and for other road users, the site has been designed so all vehicles can enter and exit the site in a forward gear at both junctions. No vehicle shall reverse onto unmanaged public roads and shall only enter / exit the site using forward gear only.

A banksman will be provided at the site access to help guide traffic within the site and to ensure health and safety access for the site at the initial stages of the project. The banksman will be in radio contact with the wider site compound to advise of movements to and from the site.

The site construction compound will be sized to ensure that staff can park safely in the appropriate areas and that no parking occurs near the B9176 site access junction.

5.4 AIL Traffic Management Measures

General Measures

AlL movements must be escorted by the Police. Given the size of the proposed loads, it is expected that at least two private escorts and a minimum of two police escort vehicles are likely to be required (exact requirement will be confirmed with the police). The likely deployment of escorts will be as follows:

- The first police escort vehicle will be the advance escort and will be located sufficiently ahead of the convoy, to advise the convoy in good time of traffic stoppages, constraints and oncoming hazards;
- The second police escort and first civilian escort will provide support to the first escort at junction closures and would be located at the front of the lead vehicle; and
- The second civilian escort will be located behind the last vehicle to protect the rear of the convoy and ensure that following vehicles do not attempt dangerous overtaking manoeuvres.

Before the convoys depart the Port of Entry ((PoE) – to be determined post the granting of planning permission) the Lead Driver should check weather and traffic conditions and ensure this information is included within the daily toolbox talks.

Within the route, there are locations where general traffic flows will need to be stopped to allow the safe manoeuvre of the loads. In these circumstances, the advance escorts will ensure that the traffic is stopped before the convoy enters the affected section. The advance escorts will confirm through radio contact that the area is clear and safe for transit. Should general traffic fail to observe the request to stop, the advance escort will advise the convoy to immediately halt and will then proceed to remove the rogue traffic. The convoy must not start without approval from the advance escort.

In areas where the load is likely to, or is close to straddling the centre line, the advance escort should be positioned to give advance warning to the convoy such that action can be taken. In constrained areas and other locations where verges are potentially soft the drivers must exercise care to ensure the trailer wheels do not leave the road surface as this may result in adverse load stability conditions.

Urban areas along the route pose different challenges for the abnormal loads. Whilst the vehicle speeds will be less than those in the rural sections of the route, there are more potential conflicts with other road users to be aware of. These include:

- Pedestrians and cyclists;
- Local vehicular traffic;
- Parked vehicles;
- Side junctions; and

Pell Frischmann

• Street furniture.

Within urban areas, the convoy escorts will need to be aware of all road and footway users at turn sections within the route. At these locations there is potential for load over-sail and reference to the swept path assessment drawings is considered essential to identify these areas. It is important to note that only the Police have the power to request that vehicles and pedestrians move.

Within urban areas there is a higher chance of parked vehicles along the route and a possibility that parked cars will restrict available road width. Whilst these areas will not impede the loads, they do create a further zone where the load drivers and escorts will need to take care of conflicts that include restricted road widths, car doors opening and pedestrians crossing the road between parked vehicles.

Information relating to AIL movements will be provided directly to residents living in the immediate vicinity of the access route. Information on the movement of the abnormal load convoys would also be provided to local media outlets by the Principal Contractor (or their appointed AIL delivery contractors) to help assist the public. Information would be provided to local newspapers and radio stations.

The project website will also be used to help advise of movements. Information would relate to expected vehicle movements on the route. It is hoped that this level of information will make residents aware of convoy movements and help reduce any conflicts.

AIL Convoy Health & Safety Measures

All staff working on the project will be inducted before entering the site. This will be undertaken prior to the commencement of AIL movements.

A daily Tool Box Talk for all convoy staff to be held at the start of each working day and carried out by the appointed Transport Co-ordinator or Appointed Lead Driver. A detailed record of the talk should be kept and filed once the convoy has arrived at the site.

The Tool Box Talks will cover a minimum of the following matters:

- The current version of the CTMP to be carried by all convoy vehicles;
- Identification of any updates since the previous version of the CTMP;
- Requirement to have a CB radio (fixed or portable), with fully charged batteries;
- Anticipated transport restrictions in each section of the route;
- Driver instructions on incident reporting;
- Driver instructions on trailer steering methodology, and availability of assistance;
- Instructions on areas requiring traffic stoppage, and methodology for convoy passing through these areas;
- The welfare arrangements for drivers;
- A summary of the predicted weather, traffic and road conditions; and
- Any questions on the contingency plans.

Each of the convoy vehicles must be suitably equipped with hazard warning devices to warn all other road users. All the tractor, trailer and escort vehicles operating on the project must have the following:

- Tractor units to have beacon bars on the roof and 3M reflective markings on both sides;
- All vehicle warning signage to be in English;
- Trailer units to have amber beacons on the rear with 3M reflective markings on both sides;
- All escort vehicles will have beacon bars on the roof, with 360 degree motion for all round visibility, and 3M reflective markings;
- Fire extinguisher and first aid kit; and
- Certified cargo lashing straps are to be used at all times. Certification must be carried and made available for inspection, kept within the cab.

All hazard warning equipment must be checked and cleaned at the start of each day. Additional cleaning of the warning equipment may be required throughout the day and must be undertaken when required.

All relevant personnel must have the appropriate Personal Protective Equipment (PPE). All PPE clothing must be 'CE' marked to show it meets current standards and should be appropriate for use in trunk road situations (i.e. must be full coats with reflective bands on the arms).

Emergency & Contingency Plan

To ensure access for emergency service vehicles, a coordination protocol will be established with the blue light emergency services. As the AIL convoys are escorted by the Police, the Police will be aware of potential access issues for ambulances and fire service vehicles and can take appropriate action on the route to pull to the side of the road or mount a verge to allow emergency vehicles past.

The civilian escort vehicles carry equipment to make running repairs to vehicles in the unlikely event of a breakdown. Further spares and equipment can also be based at the site for faster responses in case of mechanical issues.

The haulier will establish contracts with local suppliers to attend to any punctures and tyre issues, to minimise any stoppage time on the route.

6 Summary

This combined Transport Statement & Construction Traffic Management Plan has considered the likely impact of traffic generated by the Proposed Development on the local road network.

A review of the type and volume of vehicles associated with the construction programme has been provided and the peak of construction activities identified. This peak in traffic has been used to review the likely impact that construction activities would have.

Construction of the Proposed Development will generate approximately 126 movements vehicle movements per day at the peak of construction. It is expected that during the peak month of construction (Month Six), 50 two-way HGV movements per day will occur per day. A further 76 car / LGV trips would be created by construction staff travelling to and from the site.

Traffic management procedures have been proposed within this report which would ensure the safe operation of the approach route to the site during construction. Determination of the final details of these traffic management measures will occur once the contractor has been appointed.

As the Proposed Development will not be manned, operational traffic is expected to be minimal and would be conducted by smaller vehicles. The impact of this on the wider road network will be negligible.

Appendix A Proposed Site Access Junction

Pell Frischmann 93 GEORGE STREET, EDINBURGH. EH2 3ES	Project	Drawn
Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com	LIKIOH RE22	Designed
		Checked
Client TNEI	Drawing Title GENERAL ARRANGEMENT	Checked Point of Intere





Southern Visibility — Splay 2.4m x 215m		Northern Visibility Splay 2.4m x 215m		
Poll Ericohmann	Project			
Yell Ffischmann 93 GEORGE STREET, EDINBURGH. EH2 3ES Tel: +44 (0)131 240 1270 Email: pfediphurgh/bitpallfrischmann com	-	FYRISH BESS	Drawn Designed	+
Client TNE	Drawina Title		Checked Point of Ir	T
		2.4M X 215M VISIBILITY SPLAY	Drawing No	0.
Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location	PROPOSED SITE ACCESS JUNCTION	SK02	•

			Pell Frischmann
Name	Date	Scale 1:1_1 @ A3	
GB	15/10/2024	File No.	
GB	15/10/2024	File No. 241015 Fyrish Access	s.dwg
GB	15/10/2024	Drawing Status	
	1	Drawing Status Draft	
Notee			Revision
2 1. All 2 2. Thi 3. Do	mitigation is subject to a s is not a construction d not scale from this draw	onfirmation through a test run. awing and is intended for illustration purposes only. ng.	00

Appendix B Construction Programme and Delivery Profile

Construction Programme

Bement	Vehicle																								
Month	1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Site Establishment / Reinstatement	HGV	80	40																					80	40
General Deliveries	HGV	44	44	44	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	44	44	44	44	44
Site Clearance & Compound	HGV	113	113																						1
Timber Extraction	HGV		10																						
AccessTracks	HGV			116	116	116																			
Geotextile	HGV				8	8	8																		1
Development Platform	HGV						991	991	991	991	991	991													
Foundation Steel	HGV												14												
Foundation Concrete	HGV												460	460	460										1
Cabling	HGV														7										
Cable Sand	HGV														69	69	69								I
EV Gear & Switchgear	HGV													12				18							
Cranes	HGV																	2							
Buildings	HGV																30	30	30	30					1
Fencing, Landscaping & Security	HGV												12								14		44	4	
Battery & Inverter Delivery	HGV																			323	323	323			
Commissioning	LGV																				88	88	88	88	88
Staff	LGV	564	1254	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1254	836	418	418
Total		801	1461	1832	1884	1884	2759	2751	2751	2751	2751	2751	2246	2232	2296	1829	1859	1810	1790	2113	2141	1709	1012	634	590
Total HGV		237	207	160	212	212	1087	1079	1079	1079	1079	1079	574	560	624	157	187	138	118	441	381	367	88	128	84
Total LGV		564	1254	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1672	1760	1342	924	506	506
Total HGV / Day		11	9	7	10	10	49	49	49	49	49	49	26	25	28	7	9	6	5	20	17	17	4	6	4
Total LGV/ Day		26	57	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	80	61	42	23	23
Total per Day		36	66	83	86	86	125	125	125	125	125	125	102	101	104	83	85	82	81	96	97	78	46	29	27

Please note that rounding errors may occur.