Appendix 11.3

Outline Construction Traffic Management Plan (CTMP)

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1 Introduction

1.1 General

1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by the Applicant to provide an Outline Construction Traffic Management Plan (CTMP) for the Hagshaw Energy Cluster - Western Expansion (HEC-WE): Phase 1 (the Proposed Development), which is located to the north of Muirkirk in East Ayrshire and south of Strathaven in South Lanarkshire.

1.1.2 The site is situated within the local planning authority areas of East Ayrshire Council (EAC) and South Lanarkshire Council (SLC).

1.1.3 This outline CTMP is provided as **Appendix 11.3** of the EIA Report **Chapter 11 Traffic and Transport** document.

1.2 Purpose of CTMP

1.2.1 The purpose of the CTMP is to minimise traffic impacts during the operation of works associated with the Proposed Development and to minimise traffic impacts (and associated environmental impacts) on local residents and users of the local area. The document will seek to quantify the traffic and associated impacts from the construction phase of the Proposed Development and bring forward management and mitigation measures, aimed at addressing the potential impacts during the construction of the Proposed Development.

1.2.2 This document seeks to define the mechanisms for managing the movement of Proposed Development related vehicular traffic, the processes for monitoring of the CTMP, and consultation with parties who may be affected by the construction traffic activities.

1.2.3 The final CTMP will be updated as necessary as construction progresses and the Principal Contractor will be required to adhere to the CTMP under the terms of its contract.

1.3 Scope of the CTMP

1.3.1 This document focuses on addressing the issues of construction traffic movements, safety and controlling the risks that may arise from the use of Heavy Goods Vehicles (HGV) for the movement of plant and materials both on and off the development site. The Health and Safety Executive (HSE) expect to see CTMPs that include the following elements:

- Planning and management of vehicle and pedestrian routes;
- The elimination of reversing where possible;
- Safe driving and working practices;
- Protection of the public;
- Adequate vision and lines of sight;
- The provision of signs and barriers; and
- Adequate parking and off-loading/storage areas.

1.3.2 The CTMP has been prepared taking the above elements into account.

1.4 Document Structure

1.4.1 Following this introductory chapter, the CTMP is structured as follows:

- Section 2 – Baseline Conditions;
- Section 3 – Project Description;
- Section 4 – Construction Details and Programme;
- Section 5 – Managing and Minimising Traffic Impacts;
- Section 6 – Managing, Promoting and Monitoring the CTMP; and
- Section 7 – Summary & Conclusions.

2 Baseline Conditions

2.1 Local Road Network

2.1.1 The Proposed Development will be accessed from three locations on the B743. The access junctions would be designed to accommodate all predicted loads and traffic for all phases of the Proposed Development. The most likely route for general construction traffic is from the north via the A71 or south via the A70, then via the B743 to the site.

2.1.2 Turbine components for the windfarm element of the Proposed Development would be transferred by sea to the chosen port of entry (POE) at King George V (KGV) Docks in Glasgow, then transferred to site by Abnormal Loads vehicles. An abnormal loads route assessment is provided in **Appendix 11.1** of the EIA Report.

2.1.3 This chapter of the CTMP is intended to review the general characteristics of the transport network surrounding the development site.

B743

2.1.4 The B743 is a good standard single-carriageway road which runs in a north-south direction between Strathaven on the A71 and Muirkirk on the A70. The B743 is generally subject to a 60 mph speed limit. The B743 is a well-used route to travel between the A71 and A70.

2.1.5 All general construction traffic will use the B743 to access the site, from the south via the A70 or from the north via the A71, depending on the origin of materials and construction staff.

A71

2.1.6 The A71 is a good standard single-carriageway road which runs in a south-west to north-east direction between the A77 on the outskirts of Kilmarnock and the M74(T) to the north-east of Stonehouse, passing through Drumclog and Strathaven in the vicinity of the site. The A71 is subject to a varying speed limit with sections of 30 mph through settlements and the National Speed Limit (60 mph) elsewhere in more rural locations. There is a limit of 50 mph between Stonehouse and Strathaven.

2.1.7 The A71 is a route well-used by HGV traffic and provides connections to the A77, A719, M74(T) and the B745 and B743 in the vicinity of the site. Some general construction traffic will use the A71 to route from the wider road network, approaching from the east or west, depending on the origin of materials and construction staff.

Townhead Street/A723

2.1.8 Townhead Street/A723 is a good standard single-carriageway road which extends north-east, becoming the A726 as it turns north out of the settlement limits of Strathaven. The road is subject to the national speed limit (60 mph) for the majority of its route, with the section through the settlement limits of Strathaven subject to a 30 mph speed limit.

2.1.9 It is possible that a small proportion of construction staff and HGVs transporting material originating from the north-east of the site may utilise Townhead Street to route onto the A71 and B743 to reach the site access.

A70

2.1.10 The A70 is a good standard single-carriageway road which runs in a south-west to north-east direction between Cumnock and the M74(T). The A70 is subject to a varying speed limit with sections of 30 mph through settlements and the National Speed Limit (60 mph) elsewhere in more rural locations.

2.1.11 Some general construction traffic may route from south of the site depending on the source of materials and would be required to use the A70 from either the south-east or south-west of the B743.

M74(T)

2.1.12 The M74(T) forms part of the strategic trunk road network and runs south eastbound from Glasgow to the English border. The M74(T) is a dual carriageway road with a National Speed Limit of 70 mph where it is classed as a motorway.

2.1.13 It is anticipated that a proportion of the general construction HGV traffic would use the M74(T) to route from the wider road network to access the site, either via the northern route (A71 and B743) or the southern route via the A70 and B743. General construction traffic approaching from the south would exit the M74(T) at Junction 12 and route to site via the A70 and B743. All abnormal loads would travel down the M74(T) from KGV docks in Glasgow and exit at Junction 8 for Route 2 or Junction 11 for Route 1.

2.2 Traffic Flows

2.2.1 **Table 1** indicates the baseline and projected two-way Average Daily Traffic (ADT) for routes within the study area and the percentage of traffic which is classified as HGVs. Traffic data has been factored up to 2025 baseline levels and forecast to a future year of 2027 (assumed as the year construction would begin) using the National Roads Traffic Forecast (NRTF) 'low growth' rate.

Table 1 – Baseline Traffic Flow Data

	2025 ADT	2025 HGV ADT	2027 ADT	2027 HGV ADT	% HGV
1. A70 west of Muirkirk	4,103	356	4,165	361	8.7%
2. B743	879	153	893	155	17.4%
3. A71 W of B743	5,378	928	5,459	942	17.3%
4. A71 in Strathaven	7,595	1,020	7,710	1,035	13.4%
5. Townhead Street	4,656	193	4,727	196	4.1%
6. M74(T) N (Junction 7)	68,395	10,807	69,433	10,971	15.8%
7. M74(T) S (Junction 12)	34,987	11,511	35,518	11,686	32.9%
8. A70 east of Glespin	2,442	294	2,479	298	12.0%

3 Project Description

3.1 Overview

3.1.1 The Proposed Development comprises two development areas connected by the B743. The northern development area containing the wind farm element and the southern development area containing the solar and battery energy storage (BESS) components.

3.1.2 The operational life of the Proposed Development will be 40 years. At the end of this period a decision would be made as to whether to refurbish, remove or replace the Proposed Development, in consultation with the approving authorities.

3.1.3 The volume of traffic associated with decommissioning is anticipated to be significantly less than during construction, primarily due to the concrete foundations typically being covered over and remaining in situ. Access tracks may also remain in place or be covered over. This CTMP is however, focussed on the construction stage of the project.

3.1.4 Should the decision be taken to remove the turbines, the traffic impacts of vehicles would be assessed on their own merits considering future baseline transport conditions.

3.1.5 Four on-site borrow pits will be utilised where possible to obtain stone, thus reducing the number of HGVs associated with construction. The stone would be used for access tracks and hardstanding areas.

3.2 Site Access

3.2.1 Vehicular access to the site will be provided from the B743 at three locations (as shown on **Figure 1.2** of the EIA Report).

- **Access Point A** is the most northerly of the three and is currently an existing access point into Dungavel Forest located approximately 1.6km south of the B745. Access point A will provide abnormal load vehicles access to the northern development area.
- **Access Point B** is the second access point for the northern development area and is also currently an existing access point into Dungavel Forest, located at Powbrone Bridge.
- **Access Point C** serves the southern development area (BESS and Solar) and is located to the north of the existing access to Linburn Farm.

3.2.2 The site entrances will include a bellmouth and an initial section of widened track to allow traffic to enter and egress from the B743 safely. The site entrance points have been designed to maximise visibility for vehicular movements entering and leaving the site, however, the final designs will be agreed with the relevant roads authorities to ensure suitable visibility splays are realised. Preliminary junction design drawings for the three access points are provided in **Appendix 11.2**.

3.3 Construction Compound

3.3.1 Storage, welfare facilities and car parking will be necessary to support the construction of the Proposed Development. It is important to note that these facilities will be provided on a temporary basis and when construction is complete, they will be removed (where applicable).

4 Construction Details and Programme

4.1 Construction Programme

4.1.1 The Applicant anticipates that construction of the Proposed Development will take approximately 24 months. Subject to the completion of contracts and obtaining the necessary approvals, construction is anticipated to commence in 2027.

4.1.2 With the exception of safety critical wind turbine erection and commissioning, construction hours will be between 07:00 and 19:00 on weekdays and 07:00 to 13:00 on Saturdays. Certain elements may require extended working hours. For example, pouring concrete foundations needs to progress to completion once initiated, and similarly, once commenced, lifting of turbine components would progress to completion. This would be agreed in advance with South Lanarkshire Council (SLC) and East Ayrshire Council (EAC).

4.1.3 As with similar construction projects it is expected that construction staff will reside locally to the construction site and / or temporarily stay in local accommodation during the construction period. Construction staff may arrive and depart the site approximately 30 minutes either side of the aforementioned working hours. They will be travelling in Light Goods Vehicles (LGVs), works mini-bus or cars. No HGV movements are anticipated outside of the site working hours.

4.1.4 The following activities, relating to traffic generation, will be undertaken as part of the construction programme:

- Forestry felling;
- The excavation of the borrow pit and extraction of aggregate for new tracks and hardstandings;
- Installation of construction compound / storage area for site office facilities and storage of materials and components;
- Construction of new permanent site tracks and the upgrading of existing sections of access track;
- Installation of hardstandings and outrigger pads for the support of the cranes that would be used for the erection of the turbines;
- Construction of foundations for the support of the turbine structures;
- Installation of on-site High Voltage (HV) cabling, communication cabling and earthing underground adjacent to access tracks;
- Wind turbine delivery and erection;
- Piling solar photovoltaic (PV) mounting frames;
- Installation of solar PV panels, and ancillary equipment;
- Installation of battery containers, modules and ancillary equipment;
- Construction of substations;
- Commissioning and testing of site mechanical and electrical equipment; and
- Reinstatement, landscaping, removal of temporary site offices, reseeding verges and borrow pits and other areas within the site.

4.2 Construction Traffic Routes

Abnormal Loads Route

4.2.1 Two potential abnormal loads routes have been identified and assessed, as provided in **Appendix 11.1** and illustrated in **Figure 11.3**:

- **Route 1** travels south on the M74(T) to Junction 11 and then routes off-road through the existing Hagshaw Cluster via a network of access tracks, joining the A70 east of Muirkirk. Abnormal loads vehicles would then route west along the A70 through Muirkirk before turning right (north) just west of Smallburn using the site entrance to the former Burnfoot Moor Opencast Coal Site and following the existing tracks through and along the edge of forestry land, to join the B743; and
- **Route 2** leaves the M74(T) at Junction 8 and travels west on the A71 through Stonehouse to Strathaven before routing south on the B743.

General Traffic

4.2.2 The majority of the construction traffic is considered to be 'general' and includes HGVs, LGVs, vans and cars. Access for all construction traffic will be via the A70 or A71 then B743 to the appropriate access point. The majority of heavy vehicles are likely to be 20-tonne 'tipper trucks' i.e. large rigid HGVs carrying stone or other construction materials. There will also be concrete trucks and low loaders which would carry plant and machinery as well as some construction materials.

4.3 Construction traffic Type, Volume and Programme

4.3.1 **Table 2** illustrates the type and volume of construction traffic associated with the Proposed Development. The values presented in this section originate from **Chapter 11** of the EIA Report.

Table 2: Estimated number of HGV Trips During Construction

Construction Task	Vehicle Type	Approximate No. Of Loads
Forestry Felling	Timber Lorry	2,805
Site Access, Site Tracks, Hard Standings etc*	Stone Wagons	18,823
Misc. Material Deliveries	Various	30
Foundations	Concrete Wagons	2,363
Foundation Reinforcement Deliveries	Low Loader	180
Cabling	Various	112
Abnormal Loads	Abnormal Load Vehicles	162
Site Establishment, Plant, Fuel and Misc.	Flat Beds & Low Loaders Fuel and Misc. Wagons	36
Solar - Materials, Civil works and Misc	Various	460
BESS – Materials, Civil works and Misc	Various	334
Construction of Substation	Various	100
Total (one-way trips)		**25,405**
Total (two-way trips)		**50,810**

4.3.2 It is anticipated that over the construction period, 50,810 vehicles will travel to and from the Proposed Development. This total is comprised of a variety of different vehicle types. There are anticipated to be 162 one-way abnormal vehicle movements to the site.

4.3.3 Using the indicative construction programme, the number of HGV deliveries anticipated at the site per month of the construction phase has been calculated as illustrated in **Table 3**. Months 1-6 of the construction programme are expected to be a period of forestry felling. During these months, approximately 344 one-way or 688 two-way (inbound and outbound) vehicle movements are expected per month. This equates to approximately 172 two-way movements per week, or 31 per day (approximately 15.5 inbound and 15.5 outbound trips).

4.3.4 The peak traffic generating months associated with the Proposed Development will be from month 7 onwards as indicated in **Table 3**. Please note total one-way and two-way vehicle trip numbers in the table include forestry felling numbers over months 1-6 of the 24 month programme.

4.3.5 The construction site may be operational 12 hours every weekday (07:00 to 19:00) and six hours on a Saturday (07:00 to 13:00), therefore, vehicles could be arriving or leaving at any time during the working week of 5.5 days. Construction vehicles would be arriving and departing the site at regular intervals during expected site working hours.

4.3.6 **Table 3** indicates that the HGV trips are relatively well spread out over the duration of the construction phase. Months 12 to 16 have the highest number of trips, associated with the importation of stone for the construction of the site access track network in combination with the construction of concrete foundations and construction of the solar and BESS development. In this regard, it should be noted that the numbers in **Table 3** assume a 'worst-case' scenario of 70% stone imported and no on-site batching of concrete. The last seven months of the construction phase have a low number of HGV trips when compared with the months with stone importation/access track construction.

Table 3: Total Vehicle Movements During Construction

Task	Month 7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
Forestry Felling	103	103	103	103	103	103	10	10	10	10	10	10	10	10	10	10	10	10	**2,805**
Site Access, Site Tracks, Hard Standings etc*	1,882	1,882	1,882	1,882	1,882	1,882	1,882	1,882	1,882	1,882									**18,823**
Misc. Material Deliveries	1	1	1	1	4	4	4	4	1	1	1	1	1	1	1	1	1	1	**30**
Foundations						394	394	394	394	394	393								**2,363**
Foundation Reinforcement Deliveries						30	30	30	30	30	30								**180**
Cabling							23	23	22	22	22								**112**
Abnormal Loads												33	33	32	32	32			**162**
Site Establishment, Plant, Fuel and Misc.	3	3	3	3	3	3	2	2	2	2	2	2	2	2	1	1			**36**
Solar & BESS							36	53	68	103	100	99	99	83	65	44	29	15	**794**
Construction of Substation												34	33	33					**100**
Total One-way Trips (inbound only)	**1,990**	**1,990**	**1,990**	**1,990**	**1,993**	**2,417**	**2,381**	**2,398**	**2,409**	**2,444**	**558**	**179**	**178**	**161**	**109**	**88**	**40**	**26**	**25,405**
Total Two-way Trips (inbound & outbound)	**3,980**	**3,980**	**3,980**	**3,980**	**3,986**	**4,834**	**4,763**	**4,797**	**4,819**	**4,889**	**1,116**	**358**	**356**	**322**	**218**	**176**	**80**	**52**	**50,810**

**assumes 70% stone requirements are imported to the site which is considered a significant over estimate.*

5 Managing and Minimising Traffic Impacts

5.1 Introduction

5.1.1 There are a number of measures proposed to manage and mitigate the impact of general construction traffic and abnormal loads associated with the construction phase of the Proposed Development.

5.1.2 The appointed Principal Contractor will be responsible for implementing measures to manage and minimise impacts. The Principal Contractor will undertake consultation with relevant stakeholders as required. More information on how the CTMP will be managed and promoted is included in **Section 6**. The Principal Contractor will be obliged to implement measures as a condition of their appointment and in order to accord with statutory / best practice construction methods.

5.1.3 If the Proposed Development were to be decommissioned in the future, the following measures, although focused on construction, are also generally applicable to the decommissioning stage.

5.2 Volume of Imported and Exported Material

5.2.1 In order to minimise the volume of imported material such as aggregates for on-site track construction and crane hardstanding, the Principal Contractor will seek to obtain the majority of stone from on-site borrow pits (to be used on a temporary basis).

5.2.2 It is anticipated that concrete will be batched on site. Doing so will reduce the number of HGV trips associated with the turbine foundation construction, although sand, aggregate and cement will still need to be delivered to the site.

5.2.3 In addition to reducing the importation of material, the Principal Contractor will be committed to re-using materials, such as soil, that has been stripped from the site during the site establishment phase. This material would be stockpiled, and the majority used to landscape the site on completion of the construction activities.

5.3 Delivery Control

5.3.1 The Principal Contractor will be required to plan and manage deliveries and collections from the site to minimise the impact on the surrounding road network and to minimise the impact on the local communities. The Principal Contractor shall consider the following measures during the construction period:

- As far as possible, delivery of materials (especially abnormal loads) shall not be within the morning and evening road network peaks.
- Deliveries will be scheduled wherever possible to avoid routing through communities during school drop-off and pick-up times.
- The number of delivery trips shall be minimised through a combination of consolidated ordering, rationalising suppliers and consolidated deliveries.
- On-site waste shall be minimised through recycling and re-use to minimise the number of collections from site.
- Delivery times will be controlled to prevent HGV convoying, particularly during peak construction periods. The release of vehicles from the site would also be managed to prevent convoys of vehicles.
- Review of delivery times considering aspects such as school holidays, events in the local community, thus minimising the impact of peak construction deliveries on the road network (where feasible).

- HGV movements to access and leave the site will not occur outside of the construction hours (07:00 to 19:00 on weekdays and 07:00 to 13:00 on Saturdays) with the exception of abnormal loads or where prior agreement from EAC and SLC has been sought.
- All suppliers will be instructed to only make use of the agreed access route.
- Regular suppliers will be instructed to mark up their vehicles with easily identifiable and readable unique referencing to enable the general public to easily identify who they are and that they are associated with the Proposed Development.
- Regular monitoring of construction traffic speeds, particularly in the vicinity of sensitive receptors.
- Implement suitable policies governing actions to be taken against vehicles which fail to comply with the measures outlined in this Plan. The nature of these actions will be confirmed by the Principal Contractor, once appointed.

5.4 Sustainability

5.4.1 The Principal Contractor will plan and execute construction to include the following sustainability objectives:

- Minimisation of vehicle movements to / from the site.
- Promotion of shared transport arrangements for construction staff.
- Thorough pre-planning of operations on-site to optimise the redistribution of earthworks materials together with minimisation of haul distances.
- Reduce the quantity of aggregates used on-site by means of alternative construction techniques and the use of borrow pits.
- Apply a reduce-reuse-recycle philosophy to all waste processing activities.
- Conform to construction / building codes of practice in relation to sustainability objectives and procedures.

5.5 Site Operating Hours

5.5.1 The 'core' hours of site operation are intended to be 07:00 to 19:00 Monday to Friday and 07:00 to 13:00 on a Saturday. The purpose of the working hour restrictions is to find a balance between progressing construction at an acceptable speed and minimising the impact upon the local community.

5.5.2 The only exception to the above working hours is associated with the delivery and erection of turbine components and the pouring of concrete.

5.6 Traffic Route Designation

5.6.1 As illustrated by **Figure 11.3**, two route options have been identified for abnormal loads vehicles. HGV traffic will use designated routes via the A70, A71 and B743 to access the site.

5.6.2 The local community will be able to report any instances of HGVs not utilising the designated route to the Liaison Officer (by phone, by email, via EAC or SLC, or in person) who would take necessary action to prevent a repeat but given the location of the site, the designated routes are the most efficient and direct routes to the site from the M74, so no issues are anticipated.

5.7 Abnormal Loads

5.7.1 The following points summarise the measures proposed to mitigate the impacts of abnormal load deliveries. The turbine supplier / transport provider for the turbine components will be responsible

for abnormal loads mitigation in consultation with SLC, EAC, Transport Scotland, Police Scotland and other relevant stakeholders.

- Typically, abnormal loads movements will be restricted to outwith the peak hours when existing traffic flows on the route will be lower. Information on the movement of abnormal loads will also be provided to the local press to help inform the general public.
- The local community will be informed (by letter / email to the community council) when the abnormal loads will be travelling along the route to ensure that interaction between the local community and abnormal load delivery vehicles is minimised.
- It is noted that the abnormal load deliveries are usually undertaken in small convoys. The usual make-up of a convoy is three abnormal load vehicles accompanied by three escort vehicles. The escort vehicles are in place to provide manoeuvring assistance, warning of hazards and to report information on clearances etc to the drivers of the abnormal load vehicles.
- Advance temporary warning signs will be installed at various points along the abnormal loads route to advise drivers that abnormal loads will be operating on the route with dates and times provided. The purpose of the signs is to provide driver information which would allow people to either avoid the area until the convoy has passed, take an alternative route or to proceed with caution.
- If a road closure is required, arrangements would be put in place to facilitate local access to properties on the closed route and to ensure safe passage of any emergency vehicles which may require access. Formal approval would be sought from SLC / EAC in accordance with the necessary processes should a road closure be required.

5.8 Escort Vehicles

5.8.1 A specialised vehicle escort company, or Police Scotland, will assist during the transportation of abnormal loads. Escort vehicles are standard practice in turbine delivery, and the supplier of the turbine components and their selected haulier will make the necessary arrangements for the required movements.

5.9 Wheel Cleaning

5.9.1 A wheel washing facility (or similar device such as a vibration mechanism) will be installed close to the site access point to reduce mud and debris being deposited onto the B743. The Principal Contractor will be responsible for implementing and managing the wheel cleaning facility. The type of wheel cleaning facility will be agreed in consultation with EAC and SLC.

5.10 Signage and Wayfinding

5.10.1 Temporary construction signage will be erected at the site access point and at appropriate locations along the designated construction route, to warn people of activities and associated vehicles, and to direct construction traffic to the site. The purpose of such signage is to provide driver information and to maintain road safety along the construction traffic route.

5.10.2 The Principal Contractor will agree the exact location of the signage with EAC and SLC, once appointed. No signage is proposed on the trunk road network.

5.11 Construction Site Operating Hours

5.11.1 Construction activities will be undertaken during normal working hours (detailed below) although staff may arrive and depart the site either side of these hours:

- 07:00 – 19:00 Monday to Friday; and
- 07:00 – 13:00 Saturday.

5.11.2 There will be no external construction activities or scheduled deliveries on a Sunday or on bank holidays (with the exception of abnormal loads). The purpose of the above working hours is to find a balance between progressing the Proposed Development at an acceptable speed and minimising the impact upon local residents and roads.

5.12 Workforce Travel and Parking Arrangements

5.12.1 It is unlikely that any on-site workforce will walk to the site even though some of the workforce may be drawn from the local area. It is more likely that the majority of the workforce will travel to the site either via Principal Contractor's works mini-buses or by car / van / pick-up.

5.12.2 Construction staff will be encouraged to either car share or travel by shared works vans to minimise traffic movements and minimise on-site parking requirements.

5.12.3 Car parking for the workforce will be provided entirely within the confines of the site boundary and no overspill will be permitted onto the public road network within the area.

5.12.4 All plant, machinery and vehicles when parked will be with the hand brakes applied and ignition keys removed. Where immobilisers are fitted, these will be fully activated. This applies mostly to plant and machinery left on site overnight, weekends and during holiday periods.

5.12.5 Full consideration must always be given to unauthorised persons gaining access to plant and machinery when the site is closed.

5.13 Travel Notice Board

5.13.1 The Principal Contractor will produce a Travel Notice Board to reinforce the CTMP measures being employed at the site. These boards will include maps of the site and maps identifying the designated haul routes to site and maps indicating key facilities. Notice boards will be placed in locations such as worker changing rooms and at access points.

5.14 Staff Induction Process

5.14.1 Immediately on commencement of construction, all delivery drivers, operatives and visitors will report for induction at the main compound. The induction will be communicated to all sub-contractors also at their inception meeting.

5.14.2 All operatives will be advised on emergency procedures, assembly points, first aid, site rules and location of welfare facilities, policies and contacts at this time. All operatives will be instructed to sign in and out at the site access points each day.

5.14.3 All site staff will be informed about traffic management arrangements and procedures via site induction literature. All Principal Contractor induction literature will contain information on CTMP arrangements such as car parking provision.

5.15 Contracts and Emergency Procedures

5.15.1 The appointed Principal Contractor will be responsible for creating a final list of stakeholder contacts and ensuring this list is kept up to date on an on-going basis. Stakeholder contacts would include but not limited to: EAC, SLC, Transport Scotland, Police Scotland, Fire and Rescue Service, local landowners, local businesses, Community Council and local residents.

5.15.2 The appointed Principal Contractor will be responsible for preparing an Emergency Plan for the approval of EAC/SLC and the emergency services. The Emergency Plan will contain information and details of procedures in the event of emergencies. Construction staff would be informed of the Plan and information provided in relation to the location of the nearest hospital, fire assembly points and inclement weather procedures.

5.15.3 Prior to the commencement of construction, the appointed Principal Contractor will make contact with stakeholders to obtain the latest information on any incidents / developments / events in the area.

6 Implementation and Monitoring of the CTMP

6.1 General

6.1.1 The implementation and monitoring of the CTMP will be the responsibility of the Principal Contractor. Further evolution of the CTMP will be required during the detailed project planning stages and during the construction period itself.

6.1.2 The Principal Contractor may employ a number of sub-contractors on the site who will fall under the auspices of the CTMP will have an obligation to adhere to the plan written into their contracts.

6.2 Responsibilities of the Principal Contractor

Primary Point of Contact

6.2.1 The Principal Contractor will nominate a Site Liaison Officer (SLO) to be responsible for the co-ordination of all elements of traffic and transport during the construction of the Proposed Development. The SLO will provide a direct point of contact with EAC and SLC whom they may contact for information purposes or to discuss matters pertaining to traffic management or site operation.

6.2.2 The Principal Contractor will review and update the number of site personnel, traffic numbers and the construction programme as the project progresses. Regular updates will be provided to EAC, SLC and Transport Scotland about traffic management and any significant changes will be discussed and agreed before implementation. Regular meetings, where required, will be organised for monitoring purposes.

Transport Co-ordination

6.2.3 The Principal Contractor will be responsible for the co-ordination of all elements of HGV transport to and from the construction site. The Principal Contractor will be responsible for co-ordination and liaison with EAC, SLC, Transport Scotland, and the local community as necessary.

6.2.4 The SLO will inform EAC, SLC and Transport Scotland of any significant matters that may affect traffic movement by means or reports issued at regular intervals or by day to day reports of any significant essential changes to transport plans necessitated by circumstances. Contact details for the SLO will be made available to all relevant parties prior to commencement of works on site.

Monitoring of the CTMP

6.2.5 The CTMP will be monitored by the Principal Contractor who in turn will report to EAC, SLC and Transport Scotland. A report will be prepared by the Principal Contractor at regular intervals during the construction stage (time interval to be agreed) and issued to EAC, SLC and Transport Scotland. The monitoring report will include comparisons with this CTMP document with regard to projected traffic flows associated with construction vehicles and traffic associated with the employed workforce.

6.2.6 As necessary, meetings will be held with EAC, SLC and Transport Scotland to discuss the CTMP and to discuss any issues raised by the local community in the delivery corridor.

Liaison with Local Community

6.2.7 The key to the success of the CTMP will be how it is communicated to the local community and how it is adapted to take on board feedback received.

6.2.8 As indicated above, the Principal Contractor will provide a SLO to act as a point of contact with the roads authorities and the local community. The SLO will be responsible for keeping the local community informed of progress on the site and warning them of upcoming activities which may give rise to increased construction vehicle movements.

6.2.9 The SLO will also monitor for other construction activity in the area which may have an impact on the adjacent highway network. Coordinating with the developers / contractors of any such works and the local community, the SLO will ensure that, where possible, cumulative impacts are kept to a minimum.

6.2.10 The SLO will be able to attend Community Council meetings to provide a report and to be on hand to answer any questions that the local community may have. Contact details will be provided for the SLO (telephone number and email address) so that members of the public have an opportunity to ask questions and provide feedback. The Principal Contractor will also make use of the local press to disseminate information regarding traffic management and other activities.

Letter/Telephone Calls/Meetings Etc.

6.2.11 It would be the responsibility of the Principal Contractor to respond to enquiries from members of the public regarding the operation of the facility and update residents/interested parties through traditional methods.

6.2.12 It may be necessary to visit homes of interested parties if they are unable to attend consultation events through disability or otherwise.

Vehicle Movement Monitoring

6.2.13 The number of vehicles travelling on and off the site will be monitored during the construction works. This will be achieved through the control points at the secure access point. The access point will be staffed, and all vehicle movements will be recorded in and out so that there is a daily record of movements on and off the site.

6.2.14 This information can be made available to the roads authorities on request to monitor site traffic levels against the estimated numbers set out in the CTMP.

6.2.15 Use of the agreed and designated routes by hauliers will be monitored by undertaking spot checks by the Principal Contractor. These spot checks would take the form of observations or surveys at key locations. It is also noted that traffic levels will constantly be monitored at the access point to the site. The information collected from the spot checks will be held by the Principal Contractor and will be made available on request. Site vehicles can carry identification stickers, so it is clear that they are serving the Proposed Development.

7 Summary and Conclusions

7.1 Summary

7.1.1 The purpose of this outline CTMP is to provide a workable Plan to mitigate the traffic impacts of the construction stage of the Proposed Development.

7.1.2 Construction of the Proposed Development is anticipated to take approximately 24 months. A comprehensive review of the construction related activity programme in **Table 3** indicates that Month 16 will experience the greatest volume of vehicle movements. The daily worst case vehicle trip generation is considered to be approximately 222 two-way trips (111 inbound and 111 outbound), assuming a working week of 5.5 days. This equates to 19 two-way trips per hour assuming a 12-hour working day. It is important to note that this represents a temporary intensification of vehicle traffic over a short period of time, and it should also be noted that the traffic numbers set out in **Table 3** assume a 'worst-case' scenario of 70% stone imported and no on-site batching of concrete which is not likely in practice.

7.1.3 The following measures are proposed to manage and mitigate the effects of construction of the Proposed Development:

- minimising volume of imported / exported material;
- delivery control mechanism;
- sustainability principals and compliance;
- staff induction;
- site operating hour restrictions;
- designated construction traffic routes to the site;
- designated abnormal loads route to the site;
- wheel washing facilities;
- signage and wayfinding;
- advisory speed limits;
- workforce travel and parking arrangements; and
- contacts and emergency procedures.

7.1.4 The following actions are proposed with regards to the management, promotion and maintenance of the CTMP:

- appointment of a Site Liaison Officer;
- provision of regular updates to stakeholders relating to traffic volumes and construction programme;
- co-ordinating with other developers;
- monitoring through spot checks; and
- local communication consultation.