

TECHNICAL APPENDIX 12.1 Outline Construction Traffic Management Plan

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12.1.1 Introduction

12.1.1.1 SYSTRA Ltd has been appointed by the Applicant to prepare an Outline Construction Stage Traffic Management Plan (CTMP) in support of an application for Planning Permission in Principle (PPP) for the construction and operation of the proposed Lewis Hub (hereafter, the Proposed Development). Permission for the Proposed Development is being sought for an operational life of 40 years at the end of which the Proposed Development would be decommissioned unless an application is submitted to extend its operational life. The Site lies entirely within the Comhairle nan Eilean Siar (CnES) administrative area.

12.1.1.2 This Outline CTMP identifies the high-level principles for managing the effects of vehicles associated with the Proposed Development during construction. The CTMP would be agreed with CnES prior to construction, should the Proposed Development be granted planning consent.

12.1.1.3 It is the responsibility of the Applicant to implement the CTMP, to monitor its application and to propose and make modifications to the CTMP during the planning and construction process, if necessary. Monitoring of the CTMP would be undertaken and necessary amendments would be agreed with CnES as the local highway authority.

12.1.1.4 The CTMP is intended to be a working document that evolves during the construction period. The CTMP applies to the construction stage of the Proposed Development and does not apply to the on-going operation or decommissioning stages of the Proposed Development.

12.1.2 Baseline Conditions

Study Area

12.1.2.1 The Study Area has been predicated on the Proposed Development access points and the potential routes from the external public road network to these access points. The Proposed Development lies east of the A859 so all construction traffic would require to use the A859 corridor in order to access the Proposed Development, with the exception of any deliveries made to Arnish Port or the new Deep Water Terminal, which would travel to Site directly via Arnish Road. Construction traffic and staff may route to the A859 and the Site via the A858 from the west or the A857 from Stornoway.

12.1.2.2 The Study Area can therefore be defined as:

- Arnish Road;
- A859 between Stornoway and Tarbert;
- A858 between the A859 and Garynahine; and
- A857 between Stornoway and Barvas.

12.1.2.3 Noted that the A858 link has been extended out to Garynahine as an arbitrary end point for the study of this road link and on the basis that traffic data is available for this location.

A859

12.1.2.4 The A859 is the key north-south route on Lewis extending from the settlement and Port of Stornoway to the north of the Site and to Harris to the south.

12.1.2.5 The A859 is a two way single carriageway road which is approximately 6m in width. The road is rural in nature and sided by open moorland used for grazing and domestic peat cutting. The A859 is subject to a 60mph speed limit which reduces to 40mph approximately 600m south of the existing Stornoway Substation. The 40mph speed limit continues past the Site into Stornoway where it reduces to 30mph just before Memorial Avenue.

A858

12.1.2.6 The northern extent of the A858 is located at Lower Barvas in the north of Lewis where it joins the A857. From here the A858 routes south along the west coast to Garynahine then eastwards to Achadh Mor. At this point the A858 was re-routed in 2005 to follow an upgraded connection directly eastwards to the A859 rather than the original single track road north to Stornoway. A858 is a two-way single carriageway of approximately 6m in width and is subject to the national speed limit, reducing to 40mph speed limit in some sections such as through Adach Mor and near the junction of the A859.

12.1.2.7 Within Stornoway, Willowglen Road maintains the A858 designation and is a continuation of the A859 heading in to the town, intersecting with the A857 at a roundabout in the north of the town. For the purposes of clarity the Willowglen Road section of A858 will be considered as part of the A859 and any further reference to the A858 in this chapter refers to the direct route from Garynahine to the A859.

12.1.2.8 It is likely that some Site staff may come from origins on this road corridor so a temporary uplift in traffic levels is anticipated during the construction of the Proposed Development. It is unlikely that many construction HGV trips would travel to Site via this route.

A857

12.1.2.9 The A857 through Stornoway connects to the A859 at a roundabout with Perceval Street South which provides the main intersection between the town and the arterial road link of the A859. All traffic from facilities such as the ferry terminal and airport, plus local residents would utilise this roundabout when entering or leaving the town.

12.1.2.10 The A857 is a two-way single carriageway road of approximately 6m in width. Within Stornoway, the A857 is subject to a 30mph speed limit and has footways and street lighting throughout. It is likely that a high proportion of the construction workforce would be drawn from Stornoway, either from those resident there or from workforce members in temporary accommodation. Some materials deliveries are expected to arrive via the Stornoway ferry terminal, however it is expected that such deliveries would route north via Matheson Road to avoid the A857 in the centre of Stornoway.

Arnish Road

12.1.2.11 The existing Arnish Road is a single-track private road approximately 3.4km in length which runs between the A859 and Arnish Point Industrial Estate. Arnish Road is used by businesses at Arnish Point, as well as for access to the lighthouse and for leisure use by residents and visitors. A new two-lane road link also connects Arnish Road to the new Deep Water Terminal ('DWT') to the north of the industrial estate.

Planning consent has been granted (to other developers) to upgrade the Arnish Road to an adoptable two-lane carriageway. Works are expected to be complete in 2026.

Baseline Traffic Flows

12.1.2.12 In order to obtain accurate and up to date baseline traffic flow data, Automatic Traffic Count (ATC) surveys were undertaken on the week of the 16th to 22nd of January 2025, at the following locations:

- Arnish Road approx. 220m east of the A859;
- A859 approx. 140m north of Arnish Road; and
- A857 in Stornoway approx. 170m south of the A857/Matheson Road roundabout.

12.1.2.13 Existing traffic count data was obtained from the Department for Transport (DfT) database for the A858 west of Garynahine which forms the fourth counter point in this assessment. The 2017 DfT data was factored to represent a 2025 baseline year using the National Roads Traffic Forecast 'low growth' rate.

12.1.2.14 Table 2.5.1 indicates the two-way Average Daily Traffic (ADT) and the percentage of traffic which is classified as HGVs.

Table 12.1.1: Study Area Baseline Traffic Flows

Counter Location	Source	2025 ADT	2025 HGV	Percentage HGV
Arnish Road approx. 220m east of the A859A857 in Stornoway, just north of A857/Matheson Road roundabout	2025 ATC Survey	296	63	21.4%
A859 approx. 140 north of Arnish RoadA858 approx. 4.6km west of A859	2025 ATC Survey	3,803	935	24.6%
A858 approx. 1km north of Garynahine	2017 DfT Counter No. 88003	1,254	11	0.8%
A857 in Stornoway, approx. 170m south of the A857/Matheson Road roundabout	2025 ATC Survey	7,219	788	10.9%

12.1.3 Construction Traffic

Construction Programme

12.1.3.1 Subject to securing the necessary consents, it is the intention of the Applicant to commence construction activities in 2026 with the final testing and commissioning of the facility planned for 2030, however dates are indicative and subject to planning consent. The high-level construction programme is indicated in Table 12.1.2 below.

Table 12.1.2: High Level Construction Programme

Phase	Description	Start	Duration (months)	End
1.Enabling Works	Soil strip, peat removal, processing of Site won rock, formation of platforms, drainage, temporary compounds, temporary and permanent access.	Feb 2026	22	Nov 2027
2.HVDC and AC Building Works	Construction of HVDC and AC building and equipment foundations, drainage, electrical cable trenches/troughs, HVDC and AC building structures, internal access roads and fencing.	Feb 2027	27	April 2029
3.HVDC and AC Equipment Fit Out	Installation of HVDC and AC electrical equipment and building ancillary supplies.	April 2028	25	April 2030
4.Landscaping	Final Site clearance, reinstatement of temporary compounds, access and drainage. Installation of remaining landscape measures.	Feb 2029	11	Dec 2029
5.Testing and Commissioning	Testing and commissioning of facility.	March 2030	8	Oct 2030

Site Working Hours

12.1.3.2 Construction hours shall be agreed with the relevant contractors and through discussions with CnES. At this stage it is anticipated general construction hours shall be 07:00 to 19:00 Monday to Saturday with no working on a Sunday.

12.1.3.3 The Principal Contractor may, following prior agreement with CnES, undertake construction works outside of these hours when there is a programme critical operation that cannot be postponed until the next working day, or where it is more appropriate to undertake the works outside these hours.

12.1.3.4 There may also be occasions where, for example to deal with emergencies, there is the need to undertake construction work outside of these hours without the prior agreement of CnES. The Contractor will endeavour to keep these measures to a minimum and for no longer than is strictly necessary.

Routes to Site

- 12.1.3.5 All construction vehicles accessing the Proposed Development would be directed to use designated access routes to Site. The main Study Area road links as identified in Section 12.1.3 are shown on Figure 12.1 (EIAR Volume 3a). All identified road links are considered suitable routes to Site. The A857, A858 and A859 are good quality 'A' roads which are suitable for HGV traffic. Arnish Road currently serves the industrial/commercial port area of Arnish Point so is also currently used by HGV traffic, and the consented improvements to increase this to a two lane carriageway would increase its current capacity.
- 12.1.3.6 Routing of construction traffic to the Site shall be dependent on the source of material supply and the contractors proposed method of construction, however delivery via Arnish Port
- 12.1.3.7 It is anticipated that the majority of smaller material supplies would come via the local construction suppliers in Stornoway and/or direct from the regular service ferry at Stornoway port. These would generally travel via Matheson Road to the A857 then continue to the Site via the A859 and either enter the Site via the A859 access for equipment to the AC substation or via the Arnish Road for equipment for the HVDC Converter station.
- 12.1.3.8 It is anticipated that larger material supplies, such as steel reinforcement, building steel work, building cladding, cabling, electrical equipment, etc, would arrive at either Arnish Port or to the new Deep Water Terminal. From here, the material would be delivered via the Arnish Road and the Site access on Arnish Road, avoiding the A859.
- 12.1.3.9 Similarly, it is anticipated all abnormal loads would arrive at either Arnish Port or the new Deep Water Port and enter the Site via the Arnish Road access, avoiding the A859.

Mainland Trunk Road Network

- 12.1.3.10 The vast majority of vehicle movements would be within Lewis as stone and concrete products would all be sourced locally whilst any construction arisings (predominantly peat) would be retained within the Arnish Moor Site or moved to the Creed North Site. Staff trips to Site would generally originate from within the local area, staff may be either local residents or workforce residing in local temporary accommodation for the purposes of the construction period. There would be a small proportion of trips to and from the mainland via ferry which may have an origin (or return destination) on the mainland. These trips would use mainland ports and potentially sections of the Scottish trunk road network. The impact of these trips on the trunk road network is anticipated to be negligible but the final CTMP would seek to identify the volume of traffic imported from the mainland, once the origin of materials is known.

Construction Traffic Generation

- 12.1.3.11 At the start of construction, the anticipated plan is likely to consist of large bulk earthworks (predominantly peat) moving and the use of breaking equipment to deal with any rock that is found on Site. Arisings would be retained within the Arnish Moor Site or transported by tipper truck to the Creed North Site. The plant and equipment needed for these activities would require to be imported at the start of the programme. As the construction works develops, the majority of this type of plant would be removed from Site as the construction moves from earthworks to building works.
- 12.1.3.12 Through the building works and equipment fit out, the plant would generally consist of concrete trucks (or supply trucks to an on-site concrete batching plant) and equipment for foundations. There would then be a need for building works plant associated with erecting steel frame structures and cladding above ground (cranes, telehandlers etc). Once the building works are complete, the majority of this type of plant would be removed from Site as the construction moves into the electrical equipment fit out phase.
- 12.1.3.13 During electrical fit out, similar plant would be required for lifting electrical equipment and above ground installation of equipment and services.
- 12.1.3.14 Moving to the landscaping and commissioning phase, plant numbers would be reduced to essential plant only and likely to consist of smaller excavators, dumpers and lifting/access plant.
- 12.1.3.15 Throughout all phases, there would be the need for generators, compressors, road sweepers etc and for the delivery of consumables such as fuel and general supplies.

12.1.3.16 The type of vehicles likely to be required for each phase of construction are detailed below.

Phase 1 - Enabling Works

- Excavators;
- Dump trucks;
- Bulldozers;
- Mechanical breakers;
- Blast hole drill rigs;
- Rollers;
- Rock crushers/processors; and
- Tractors.

Phase 2 - HVDC and AC Building Works

- Mobile cranes;
- Forklifts;
- Mobile Elevated Working Platforms (MEWPs);
- Concrete mixers; and
- Concreting equipment (mixers, screeders, pumps).

12.1.3.17 There may be the potential for a concrete batching plant on Site. This aspect to be discussed further with the relevant contractors.

Phase 4 - Landscaping

- Excavators;
- Dump trucks; and
- Rollers.

Phase 5 - Testing and Commissioning

- Similar to building works

Estimated Number of Construction Vehicle Movements

12.1.3.18 Table 12.1.3 below provides an initial estimate of total vehicle movements for the construction of the Proposed Development which would be over a 4 year period. Each delivery would result in two movements (i.e. one movement into Site and one movement out of Site). Abnormal load deliveries generally retract to HGV size for their return journey.

Table 12.1.3: Estimated Number of Construction Vehicle Movements

Phase	Abnormal Loads	Low Loader	Tipper	Flat Bed	Concrete	Staff	Total
Enabling Works	0	220	13,000	0	0	21,472	34,692
AC & DC Building Works and Electrical Fit Out	18	72	53,000	4,400	6,200	102,500	166,190
Total (inbound deliveries)	18	292	66,000	4,400	6,200	123,972	200,882
Total two-way trips (inbound plus outbound)	36	584	132,000	8,800	12,400	247,944	401,764

12.1.3.19 The construction vehicle numbers indicated in Table 12.1.3 estimate that 220 low loader and 13,000 tipper vehicle trips would be required during the enabling works phase, which extends over a 22 month period. This would equate to approximately 601 inbound trips per month, and 150 trips per week assuming a four week month. When divided across a 6 day working week this would equate to 25 inbound HGV trips per day and 25 outbound movements.

12.1.3.20 The construction vehicle numbers indicated in Table 12.1.3 estimate that during the AC & DC building works and electrical fit out phases there would be a total of 63,690 inbound HGV trips comprised of 18 abnormal loads, 72 low loaders, 53,000 tippers, 4,400 flat beds and 6,200 concrete delivery trips. The two phases combined are predicted to cover a period of 39 months which would result in approximately 1,633 inbound trips per month, and 408 trips per week assuming a 4 week month. When divided across a 6 day working week this would equate to 68 inbound HGV trips per day.

12.1.3.21 The construction programme (shown in Table 12.1.2) indicates that there would be an overlap between the enabling works phase and the AC/DC building works phase of 10 months from February to November 2027 so during the period of overlap the combined number of HGV trips would be approximately 93 inbound trips per day and 93 outbound trips.

Staff Trips

12.1.3.22 During the peak months of construction traffic generation (February to November 2027) there are expected to be a maximum of 150 staff members on Site. Measures would be put in place to minimise the number of vehicle trips to the Site by staff for example through use of contractors work bus or vans / mini-buses. Staff numbers during other phases of the construction period may be higher or lower.

12.1.3.23 SSEN promote the use of the local supply chain to maximise benefits to the local community. Workforce travel and parking arrangements are discussed further in section 12.1.5.

12.1.3.24 Once the development is operational, it is anticipated there would be around 5 operational staff and 3 maintenance staff on Site during normal operations.

12.1.3.25 During unplanned emergency events and planned major maintenance works these numbers would be supplemented depending on the nature of the emergency/maintenance works but they are unlikely to be significant.

12.1.3.26 At this stage it is anticipated the station would require maintenance and inspection at regular intervals to ensure sustained safe long-term operation. Inspection would take place fortnightly and maintenance on each circuit would take place on a planned basis at a frequency of between one and six years.

12.1.4 Site Access

12.1.4.1 The Site is split into two areas, a portion to the west of the A859 named 'Creed North' which is designated as an area of Peat Restoration and a portion to the east of the A859 named 'Arnish Moor' where the development would be constructed.

12.1.4.2 Two permanent operational access roads are proposed to be constructed, providing separate accesses to the eastern and western portions of the Arnish Moor Site. One taken directly from the A859 opposite the Lochside Arena access would provide access to the western side of the Site (AC Substation), and a second taken from Arnish Road, approximately 900m east of the A859 would provide access to the eastern side of the Site (HVDC Converter Station), as indicated by Figure 2.1 (EIAR Volume 3a).

12.1.4.3 Each access road would have a standard bellmouth junction from the A859 and Arnish Road respectively which would be priority controlled. Both junctions shall be suitable for Abnormal Load deliveries and shall be developed in consultation with the local roads authority to conform to their requirements in terms of geometry, visibility splays, etc.

12.1.4.4 Access roads shall generally be a minimum of 5m wide with specific widening to facilitate abnormal load deliveries. Access roads shall have a bituminous pavement finish.

12.1.4.5 Access to the Creed North Site would be via an existing junction and private access road approximately 290m south of the Marybank Quarry entrance on the A859. Temporary access tracks would be built within the Site where required and the land restored following completion. Traffic movements to the Creed North Site would mainly be vehicles relocating peat from the Arnish Moor Site.

12.1.4.6 Consent has been granted (to other developers) to upgrade the Arnish Road to an adoptable two-lane carriageway. As such, it is anticipated that the new Arnish Road junction would tie into the upgraded Arnish Road alignment. Works are expected to be complete in 2026.

Landowner Access

12.1.4.7 A new access track to Macaulay Farm is proposed to be designed and developed through discussion with the landowner and installed following completion of construction. The track is anticipated to route from the permanent access road from the A859 and head northeast and parallel to the A859 to Macaulay Farm (as indicated by the blue dashed line in Figure 12.1.1) and is likely to be an unbound stone track circa 3 m in width.

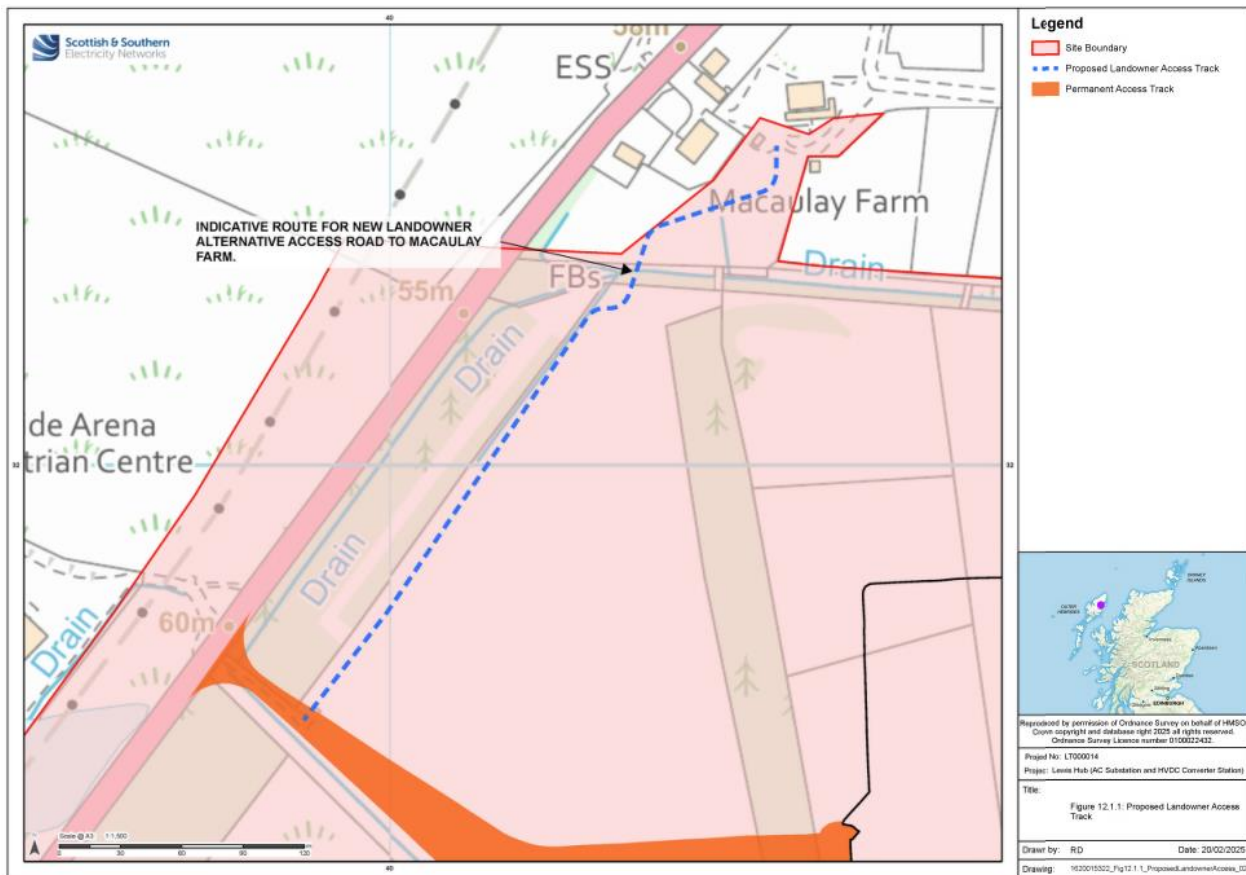


Figure 12.1.1: Landowner Access Track

12.1.5 Mitigation

12.1.5.1 There are a number of traffic management measures which can be implemented to reduce the impact of HGVs. These measures are described below.

12.1.5.2 A Site Liaison Officer (SLO) would be appointed to the Proposed Development who would be the key point of contact for the CTMP. The SLO would be responsible for the co-ordination of all elements of traffic and transport during the construction process. This person would liaise with the local community so that the community have a direct point of contact within the Developer’s organisation who they may contact for information purposes or to discuss matters pertaining to traffic management or Site operation.

12.1.5.3 The SLO would facilitate continued engagement with Stornoway Port Authority and Calmac to ensure impacts on ferry and port services are minimised as far as possible.

12.1.5.4 Arnish Port / Deep Water Terminal will be prioritised as a delivery point for all deliveries arriving by sea in order to limit the number of vehicle trips on the public road network.

Delivery Control

12.1.5.5 The appointed contractor for the Proposed Development would 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 community.

12.1.5.6 The contractor would ensure the following measures during the construction period:

- As far as possible, delivery of materials would not be within the morning and evening road network peaks;
- Avoid/limit deliveries at ferry and cruise ship arrival and departure times;
- Holding ferry delivery traffic aside until ferry traffic has unloaded;
- The number of delivery trips would be minimised through a combination of consolidated ordering, rationalising suppliers and consolidated deliveries; and
- Site waste would be minimised through recycling and re-use.

12.1.5.7 In order to minimise the volume of imported material and the volume of material that is to be taken off Site, every effort would be made to ensure that a proportion of materials (topsoil etc) would be sourced/re-used from within the boundaries of the Proposed Development Site, and primarily within the Arnish Moor portion of the Site.

Sustainability

12.1.5.8 The appointed contractor would plan and execute the construction of the Proposed Development with a demonstrably high regard to sustainability. In particular, the following objectives would be set in place:

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

12.1.5.9 The Principal Contractor would report to and work with the appointed SLO to try and minimise the volume of construction traffic on and off the Site.

Designated Construction Vehicle Routes to Site

12.1.5.10 In order to manage and control HGV movements to and from the Site, it is proposed to have designated HGV access routes to the Site. As discussed, the exact routes used for general construction traffic from the wider road network would depend on the source of the materials, however the road links detailed in Figure 2.1(EIAR Volume 3a) would be suitable as designated access routes to Site.

12.1.5.11 The contractor will be required to put an induction procedure in place with regular updates provided to all drivers to establish and promote an overall culture of safety and awareness of other road users.

12.1.5.12 There would be no convoy driving of HGV's or Site staff vehicles permitted. Drivers would be asked to resolve convoys by spacing out if this arises during routing to Site.

12.1.5.13 A SLO would be appointed to the Proposed Development. They would be responsible for ensuring that construction vehicle route timings do not coincide with any planned road network improvements within the vicinity of the Proposed Development, so as to not further impede local road users.

Speed Limit

12.1.5.14 All construction vehicles would be expected to follow the relevant national speed limits for type and size of vehicle being used. Local residents / other road users should be able to report any instances of speeding to the Site Liaison Officer who would take necessary action to prevent a repeat.

12.1.5.15 On-Site operatives would be briefed on the speed limits on the designated routes through induction sessions and through regular staff briefings and 'toolbox talks'. Other parties responsible for Site deliveries would also be instructed on any additional restrictions put in place.

12.1.5.16 Delivery vehicles associated with the development (such as HGVs carrying stone and concrete on a campaign basis) would be made identifiable with specific markings (signs or stickers with construction site and vehicle number) so that it is clear that they are serving the Proposed Development. This would allow any instances of speeding or poor driver discipline to be reported to the Site Liaison Officer with a view to ensuring the safety of other road users.

Dust and Debris

12.1.5.17 A road sweeper would be deployed as necessary to reduce mud and debris being deposited onto the local road network in the vicinity of the Proposed Development. During summer periods when dust can be created, a water sprayer would be deployed to control air borne dust on the access route local to the Site.

12.1.5.18 Where possible, HGVs carrying material to and from the Site would be covered during transportation to minimise wind-blown materials from being deposited onto the public road network.

Signage

12.1.5.19 Temporary construction Site signage would be erected on the local road network in the vicinity of the Site, to warn people of construction activities and associated construction vehicles. The purpose of such signage is to provide driver / pedestrian information and to maintain road safety along the construction vehicle routes. The exact nature and location of the signage would be agreed with CnES prior to construction activity on Site.

Site Operating Hours

12.1.5.20 The hours of Site operation are intended to be 07:00 to 19:00 Monday to Saturday with no working on a Sunday. The purpose of the working hour restrictions is to find a balance between progressing the Proposed Development at an acceptable speed and minimising the impact upon local residents and other road users. Site operating hours would be determined by local circumstances and would take cognisance of any local community concerns via the SLO.

Workforce Travel and Parking Arrangements

12.1.5.21 Due to the location of the Site, it is unlikely that the on-Site workforce would walk or cycle to the Site. It is more likely that the majority of the workforce would travel to the Site by vehicle. Mitigation measures would be put in place to minimise as far as possible the number of vehicle trips by staff such as use of contractors minibus and car sharing.

12.1.5.22 Car parking for the workforce would be provided entirely within the confines of the Site boundary and would not be permitted on the public road network to minimise the effect on existing road users. Car sharing would be promoted to construction staff by the contractor during the induction process.

Staff Induction and Code of Conduct

12.1.5.23 All Site staff would be informed about traffic management arrangements and procedures via Site induction packs.

12.1.5.24 Road safety briefings would be delivered to on-site personnel and to HGV drivers serving the development so that there is awareness raising around any accident blackspots on the local road network and any locations which are sensitive. This should help to prevent accidents on the local road network.

12.1.5.25 Transportation of materials to and from the Site would be conducted by HGV vehicles operated by drivers with an in-date Driver Certificate of Professional Competence (CPC) qualification.

12.1.5.26 In addition to the Driver CPC qualification, regular 'in-house' coaching would be provided to ensure drivers maintain best practice when operating HGVs.

12.1.5.27 Drivers would be fully inducted and enrolled into a code of conduct which outlines how driving duties should be undertaken. The driver's code of conduct should include guidance on the following:

- Required license categories;

- General vehicle operation and highway code;
- Drivers working hours / fatigue management;
- Breakdowns / RTC / Emergencies;
- Use of electronic devices;
- Drug and Alcohol policy; and
- Behavioural expectations.

12.1.5.28 The items listed above are not exhaustive and are only indicative of the elements that should be included in the driver's code of conduct document.

Contractor Obligations

12.1.5.29 Contractor obligations with regard to the CTMP would be written into the contract documents for the Proposed Development so that the Contractor is accountable for the CTMP measures.

Contracts and Emergency Procedures

12.1.5.30 The Principal Contractor would 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 the roads authority, emergency services, and local businesses and residents.

12.1.5.31 The Principal Contractor would be responsible for preparing an Emergency Plan for the Site. The Emergency Plan would 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.

12.1.6 Implementation and Monitoring of the CTMP

General

12.1.6.1 The implementation of the CTMP would be the responsibility of the appointed Principal Contractor. Further evolution of the CTMP may be required during the construction period itself.

12.1.6.2 The Principal Contractor may employ a number of sub-contractors on the Site, and all would fall under the umbrella of the CTMP and would have an obligation to adhere to the CTMP.

12.1.6.3 A SLO would require to be identified for the project who would be the key point of contact for the CTMP.

12.1.6.4 The SLO would be responsible for the co-ordination of all elements of traffic and transport during the construction process. This person would liaise with the local community so that the community have a direct point of contact within the Developer's organisation who they may contact for information purposes or to discuss matters pertaining to traffic management or Site operation.

Road Condition

12.1.6.5 The applicant would enter into an agreement with CnES to monitor the condition of relevant roads during construction. This would consist of a baseline survey of the road condition across an agreed study area prior to works commencement. The condition of the roads within the agreed area would then be monitored during the construction phase by means of walk-over and video surveys. Any accelerated wear and tear with relating to the construction traffic would be identified and remedial works would be undertaken to address any issues.

Transport Co-ordination

12.1.6.6 The Applicant would be responsible for the co-ordination of all elements of heavy goods transport and abnormal loads deliveries to and from the construction Site. They would be responsible for co-ordination and liaison with contractors, CnES, Police Scotland, Stornoway Port Authority, Calmac, and the local community.

12.1.6.7 The SLO would inform the relevant authorities of any matters that may affect traffic movement by means of reports issued at regular intervals or by day-to-day reports of any essential changes to transport plans necessitated by circumstances.

12.1.6.8 Contact details for the SLO would be made available to all relevant parties prior to commencement of works on Site. The details would be provided to the local community via appropriate means, such as through the Community Council, a newsletter, and/or through the press.

Monitoring of the CTMP

12.1.6.9 The CTMP would be monitored by the Applicant / the contractor who in turn would report to CnES. This report would include comparisons with this document and would identify any changes in projected traffic flows associated with construction vehicles and traffic associated with the employed workforce.

12.1.6.10 As necessary, meetings would be held with CnES and the Applicant to discuss the CTMP and to discuss any issues raised by the local community.

12.1.6.11 Use of the agreed routes by hauliers would be monitored by spot checks undertaken by the Applicant and / or the roads authority. These spot checks would take the form of occasional observations at key locations.

12.1.6.12 The information collected by these two means would be held by the Applicant and would be available to all relevant bodies and the local community on request.

12.1.6.13 The CTMP would be monitored by the SLO who in turn would report to CnES in relation to any required changes to the CTMP.

Local Community Consultation

12.1.6.14 The key to the success of the CTMP would be how it is promoted to the local community and how it is adapted to take on board any feedback received.

12.1.6.15 As indicated above, the Applicant would provide a SLO to act as a point of contact with the local community. The SLO would 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.

12.1.6.16 The SLO would be able to attend Community Council meetings (or a similar forum) to provide a report and to be on hand to answer any questions that the local community may have. A website would be set up to provide information to the general public and contact details would 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.

12.1.7 Summary and Conclusions

12.1.7.1 The Proposed Development comprises the construction and operation of a 2.0 GW 525 kV bipole HVDC converter and associated 132 kV, and 400 kV AC substation on the Isle of Lewis.

12.1.7.2 This Outline CTMP identifies the high-level principles for managing the effects of vehicles associated with the Proposed Development during construction. The Outline CTMP would be updated should the Proposed Development be granted planning consent and when a contractor is appointed. The preparation of the final CTMP would be a condition to the planning consent.

12.1.7.3 Two permanent access roads are proposed to be constructed, one from the A859 and one from Arnish Road.

12.1.7.4 The construction stage of the Proposed Development is anticipated to last from February 2026 to October 2030, a period of 57 months (dates are indicative and subject to consenting timelines). During the peak traffic generating phases of Enabling Works, AC & DC Building Works, and Electrical Fit Out there are expected to be approximately 401,764 total (inbound plus outbound) vehicle movements comprising staff, HGV and abnormal load vehicles.

12.1.7.5 Mitigation measures have been identified for the movement of general construction traffic. Measures include:

- Managing demand;

- Delivery control;
- Sustainability;
- Designated construction vehicle routing;
- Construction vehicle speed management;
- Signage;
- Construction operating days / hours;
- Managing workforce travel demand; and
- Staff Site induction.

12.1.7.6 The Applicant would nominate a SLO who would be responsible for all elements of transport during the construction process. The SLO would review and update the number of Site personnel, traffic numbers, and the construction programme as the project progresses. Any substantial changes would be discussed and agreed with relevant authorities where required.

12.1.7.7 The SLO would be the key point of contact with the local community and would be responsible for the dissemination of information to the public.

12.1.7.8 This outline CTMP would be provided to contractors at the tender stage in order to provide clear information on the scope and objectives of the CTMP at an early stage. The CTMP would then be considered in contractual agreements and employment contracts.

TECHNICAL APPENDIX 12.2 OUTLINE CONSTRUCTION PHASING PROGRAMME

Month

Construction Phase	Description	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57				
Enabling Works	Soil strip, peat removal, processing of site won rock, formation of platforms, drainage, temporary compounds, temporary and permanent access.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22																																							
HVDC & AC Building Works	Construction of HVDC and AC building and equipment foundations, drainage, electrical cable trenches/troughs, HVDC and AC building structures, internal access roads and fencing.														1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27																					
HVDC and AC Equipment Fit Out	Installation of HVDC and AC electrical equipment and building ancillary supplies.															1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25																						
Landscaping	Final site clearance, reinstatement of temporary compounds, access and drainage. Installation of remaining landscape measures.																																					1	2	3	4	5	6	7	8	9	10	11														
Testing and Commissioning	Testing and commissioning of facility.																																																	1	2	3	4	5	6	7	8					