MOTT MACDONALD

400kV OHL ZV Diversion

Construction Traffic Management Plan

May 2024

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Construction Traffic Management Plan

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Issue and Revision Record

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1 Introduction

1.1 General

Mott MacDonald was appointed by LUC on behalf of SP Energy Networks (SPEN) to produce a Construction Traffic Management Plan (CTMP) in support of the proposed 400kV OHL ZV Diversion (hereafter referred to as the 'Proposed Development').

This CTMP provides preliminary details of proposed traffic management measures and associated interventions to be implemented during the construction phase of the Proposed Development to minimise disruption and improve safety. The CTMP will be enhanced and expanded as appropriate by SPEN's appointed contractor(s), prior to commencement of construction activities and as necessary during the construction phase; the CTMP is considered a 'live' document.

This CTMP considers anticipated Proposed Development generated traffic movements on the existing traffic routes likely to be used for construction access.

1.2 The 400kV OHL ZV Diversion Project

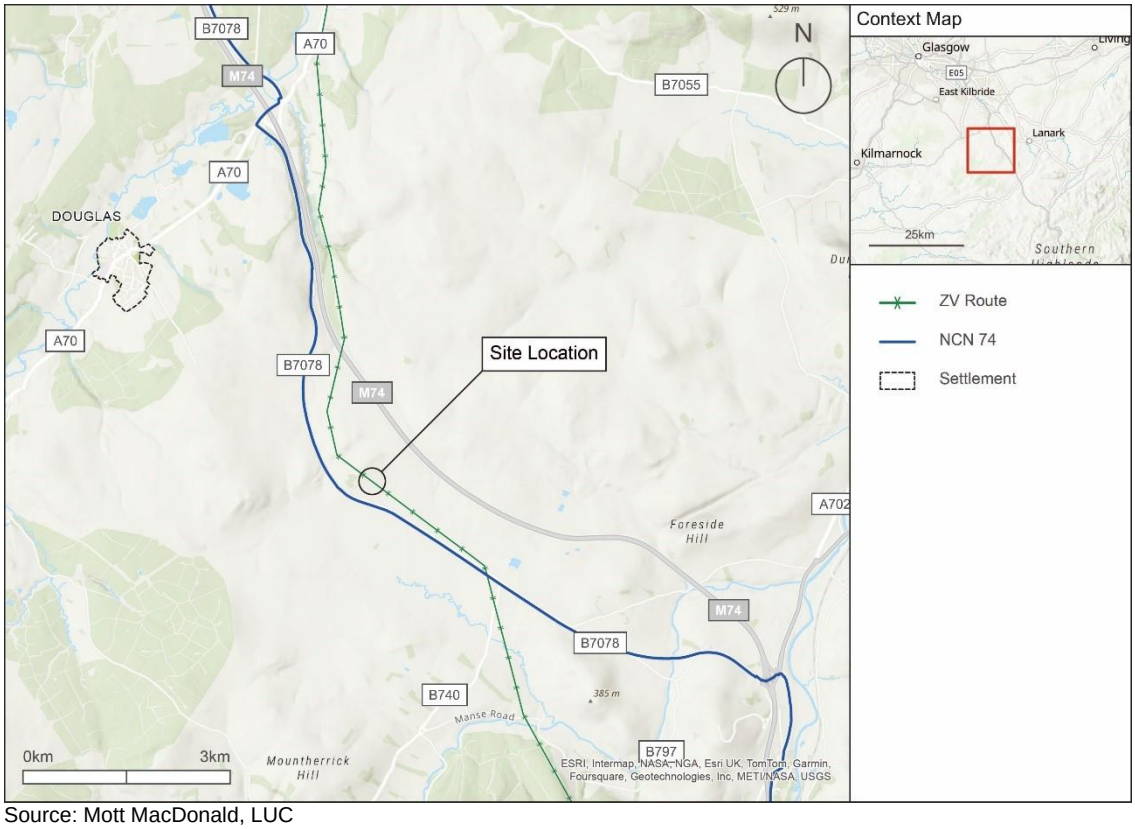
The Proposed Development includes:

- The upgrade to the foundations and tower arms of two existing towers, and installation of new associated overhead line (OHL) conductors, from the existing 400kV Scotland to England interconnector, known as the ZV route.
- The removal of two existing ZV route towers and associated conductors and installation of with three new replacement towers, foundation works and associated OHL conductors, between the towers to maintain a continuous connection[1].

The site is located on farmland adjacent to the B7078 west of the M74 between Junction 12 (Uddingston) and Junction 13 (Abington). The location of the site is indicated in **Figure 1.1**.

[1] Further description of the Proposed Development is provided in Chapter 2 of the 400kV OHL Diversion Environmental Appraisal Report.

Figure 1.1: Site Context



Source: Mott MacDonald, LUC

Further details are provided in **Chapter 2** of the Environmental Appraisal Report (EAR).

1.1 Traffic and Transport

The potential for construction traffic detrimentally impacting local communities is a key concern for local authorities whose responsibilities lie within the vicinity of the Proposed Development. The Proposed Development will generate the following types of traffic:

- Heavy Goods Vehicles (HGVs) and Large Goods Vehicles (LGVs) transporting construction materials, plant and equipment to/from site.
- Cars used by construction staff and authorised site visitors.

1.2 Guiding Principles

Taking cognisance of the above types of traffic likely to be generated, the following overall principles shall guide the CTMP:

- Vehicle Routeing Considerations: Prior to and during construction, detailed consideration to be given to routes to avoid disturbance to local towns and villages as far as possible. The CTMP will focus on the construction stage and will identify which public roads will be used by construction traffic and which settlements are to be avoided.
- Operational Procedures: During the construction period, consideration shall be given to the operational impact of construction works, including hours of operation, traffic movements for felling, construction and delivery traffic so as to minimise their impacts.
- Road condition: Prior to and during construction works, access related works likely to affect existing public road infrastructure will be identified, implemented and maintained during construction as required, in consultation with the Local Authority.

- Environmental Considerations: Prior to and during construction, measures will be taken to minimise the environmental impact and sustainability of the Proposed Development, including minimising emissions of dust and pollutants and other measures implemented as part of a Construction Environmental Management Plan (CEMP).

1.3 Structure of this Report

Section 2 sets out background information associated with the Proposed Development and defines proposals for infrastructure accommodation works.

Section 3 presents the traffic management mitigation measures proposed during the construction phase of the Proposed Development.

Section 4 presents the traffic management operational measures proposed during the construction phase of the Proposed Development.

Section 5 provides a summary statement for the CTMP.

Section 6 provides key contact details for the Proposed Development.

2 Background and Development Proposals

2.1 Construction Programme

Construction of the Proposed Development is expected to commence (subject to receipt of all relevant consents) in July 2025 with a scheduled duration of approximately 91 working days, and to finish in November 2025.

2.2 Construction Traffic

Traffic will be generated over a six-day working week. Construction activities will be undertaken Monday to Friday between approximately 07:00 to 19:00 hours in summer months (April to September), and 08:00 to 17:00 hours (or as daylight allows) in winter months (October to November[2]). Working hours will be 07:00 to 13:00 hours on Saturdays and there will be no working on Sundays or public holidays.

SPEN anticipates that on a typical day during construction, the Proposed Development will require 15 personnel on site. A vehicle occupancy rate of 1.25 is assumed and is considered a robust and realistic measure of potential car-sharing undertaken by staff as they travel to and from work. This requirement would result in 12 vehicles travelling to and from the site on a daily basis, generating 24 two-way car movements per day.

Standard HGVs will be used to transport construction materials to the site. SPEN has advised that five HGV trips will be required on a typical construction day, generating a further ten two-way HGV movements.

In total, the Proposed Development is expected to generate 34 additional vehicle movements on the local transport network over the course of a typical day during construction.

2.2.1 Access Routes

The Proposed Development will require access for construction via public roads in South Lanarkshire. All vehicular access to the site will be via the B7078, which is a local road administered by South Lanarkshire Council (SLC) and runs parallel to the nearby M74. The construction traffic access routes which are expected to be utilised to access the Proposed Development will vary depending on the origination of the journey. The most probable transport access routes likely to be utilised by construction vehicles (HGVs) are as follows:

For travel to/from the north:

- M74 Junction 11 (via the A70 and B7078)

For travel to/from the south:

- M74 Junction 13

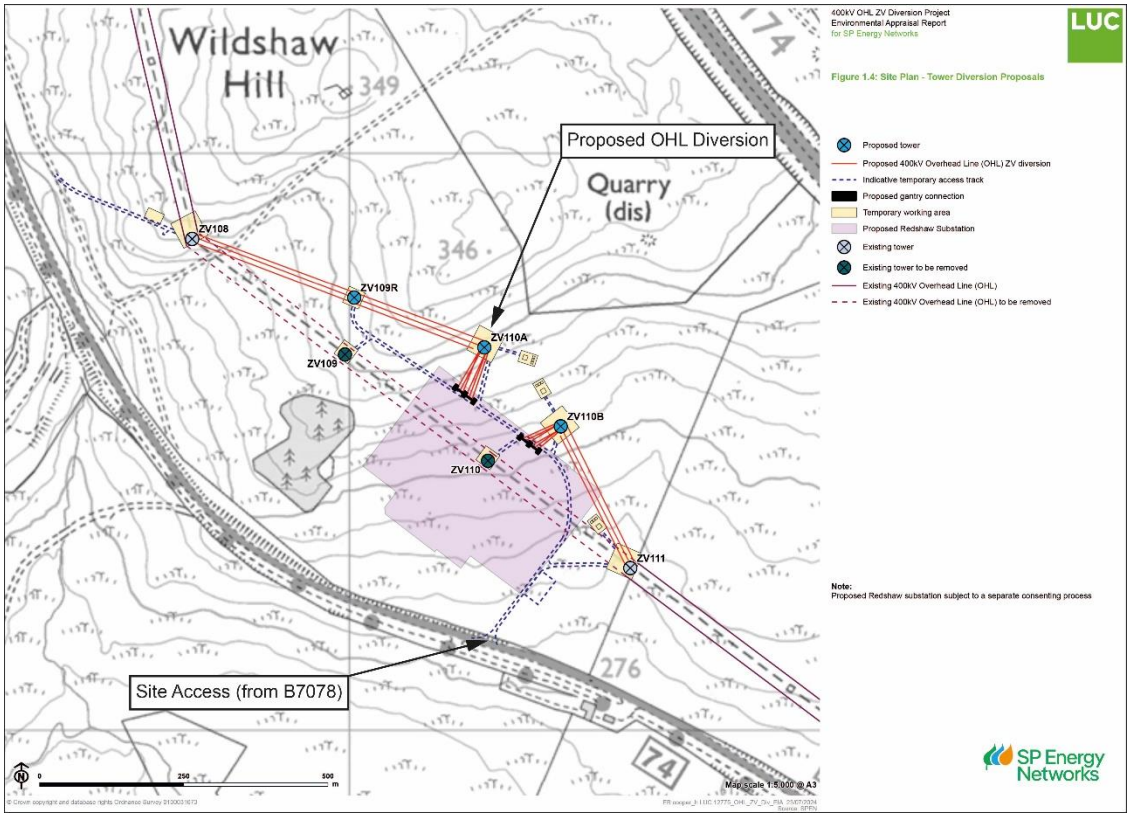
Confirmation of the route selected will be agreed with the appropriate Roads Authorities when a contractor has been appointed as an integral part of the CTMP. The approved CMTP must then be adopted by the relevant contractor(s).

[2] Winter months will extend through to March if there are construction delays.

2.2.2 Access Locations

The proposed worksite access locations, as shown in Figure 2.1, are preliminary and are based on SPEN's experience of constructing similar projects. The worksite access will be confirmed by the appointed contractor as an integral part of their adopted CTMP.

Figure 2.1: Worksite Access Locations



Source: LUC, annotated by Mott MacDonald

3 Mitigation Measures

3.1 General

Local vehicle routes have been reviewed, with the principal aim of minimising potential disruption to local communities, local traffic routes and routes situated either on or in the vicinity of the Proposed Development. There are several traffic management measures proposed to minimise potentially disruptive impacts associated with construction traffic. General measures are described as follows:

- The contractor will use reasonable endeavours to keep roads and accesses free from mud and other loose materials arising from construction traffic to/from the Proposed Development.
- Bowsers will be used at site to wash wheels of vehicles and prevent debris being carried onto the public road network.
- Where reasonable and practicable, vehicles related to the Proposed Development will avoid travelling in convoys on public roads.
- Any damage to the public road(s) which is proven to be as a result of construction activities will be repaired with the repairs implemented and/or funded by SPEN thereof in consultation with SLC.
- Staff using private vehicles to travel to work will park their vehicles in designated site car parks and not on public roads.
- The contractor will use reasonable endeavours to mitigate potential impacts on the local community and keep delays and disruptions to traffic to a reasonably practicable minimum.
- The contractor will discuss and agree traffic management measures required with the SLC.

3.2 Temporary Signage

Temporary construction site signage will be erected on the local road network within local communities and in the vicinity of the new construction access points to warn people of construction activities and associated construction vehicles.

The purpose of such signage is to provide driver information and to maintain road safety along the construction vehicle route. The exact details and location of the signage would be agreed with the appropriate Roads Authority.

Indicative signage for use on these routes is illustrated in **Figure 3.1**.

Figure 3.1: Indicative Warning Signs

Source: Mott MacDonald

3.3 Public Transport, Pedestrian, Equestrian or Cycle Routes

The contractor will consult with the appropriate Roads Authority and local bus operators regarding traffic management measures that may affect the flow of buses and will implement measures as appropriate to mitigate potential inconvenience that might occur for bus users. Measures might include provision of information to passengers (on bus, on bus stop flag or website) relating to locations where works are planned which have potential to cause minor delay to scheduled services.

During the construction phase, signage will be installed to warn drivers to the presence of public paths and cycling routes in advance of crossing points.

Appropriate signage advising of dates and hours of working will be installed along the National Cycle Network (NCN) 74, an established active travel route that runs alongside the B7078, ahead of road crossing points to warn users of construction traffic.

Indicative signage for use at these locations is illustrated in **Figure 3.2**. The exact details and location of the signage would be agreed with SLC.

Figure 3.2: Recreational Routes Warning Signage

Source: Mott MacDonald

4 Operational Procedures

4.1 General

When implementing the CTMP, the contractor will comply with the following requirements (listed below in this chapter) on or adjacent to public roads and footpaths, as necessary.

Traffic management will comply with the provisions of the Traffic Signs Manual Chapter 8: Traffic Safety Measures and Signs for Road Works and Temporary Situations.

Traffic signs will comply with the Traffic Signs Regulations and General Directions 2016.

4.2 Time Controls

Construction activities will be undertaken during daytime periods only. In general, work hours are expected to be between 07:00 to 19:00 on weekdays for felling and access installation activities and in summer months (April to September) and 08:00 to 17:00 (or as daylight allows) for all other activities and in winter months (October to November[2]) which means that staff will generally arrive and depart outside the peak hours associated with the surrounding road network (typically 08:00 to 09:00 and 16:00 to 17:00 weekdays). Should working outside of these hours be required then this would be discussed with local residents before being agreed with SLC.

Accordingly, the contractor commits to discuss and agree times with SLC to be avoided at community receptors, including schools, at peak periods of the construction programme to minimise disruption. The contractor will liaise with SLC regarding local events days and seek to avoid traversing the affected route sections at agreed times.

There will be liaison with SLC upon finalisation of the construction programme to ensure no conflict with planned road works in the vicinity of the Proposed Development.

If other developments appear likely to undergo construction at the same time as the Proposed Development, SPEN will liaise with any other developers regarding the scheduling of deliveries and assessing potential means of minimising the impact of combined construction related activity.

4.3 Speed Restrictions

Speed limits on public roads must be strictly adhered to and the need for compliance with speed limits on all roads will be emphasised to all staff during induction training / ‘toolbox talks’, particularly near settlements.

4.4 Log of HGVs Entering and Leaving Site

The contractor will maintain a log of all HGVs entering and leaving site, identifying those involved in construction.

4.5 Temporary Signage

The contractor will comply with the requirements of SLC regarding the signing of site access locations. All signing will also be provided in accordance with the Traffic Signs Regulations and General Directions 2016 and associated Traffic Signs Manuals 3, 5 and 8.

Signing will be provided by the contractor, and it will be their responsibility to seek any necessary approvals.

4.6 Road Cleaning / Sweeping

The contractor will use reasonable endeavours to keep roads and accesses free from mud and other loose materials arising from the importation of material to the Proposed Development.

Bowsers will be used at site to wash wheels of vehicles and limit potential for debris being carried on the public road. In addition, during the construction of off-road tracks and significant earthworks operations, the contractor will carry out inspections and deploy, where necessary, a road sweeper on routes adjacent to the Proposed Development used by construction traffic; estimated at once per week.

4.7 Transportation Protocol

All contractors must adhere to the agreed CTMP and any conditions imposed by the reviewing authority as appropriate.

Prior to leaving the Proposed Development site, all vehicles must:

- Display a unique identification number shown on a plate clearly visible;
- Be securely sealed;
- Record origin, destination and route of the vehicle;
- Not leave in convoy; and
- Ensure all vehicle identifications including registration plates on the vehicle are clearly visible.

On route to and from their destinations all vehicles must:

- Use only approved routes as specified by the CTMP;
- Strictly observe speed limits;
- Be driven in a safe and courteous manner with due care and consideration for other road users both vehicular and pedestrian;
- All drivers should be aware and alert whilst driving through towns and villages particularly at school times;
- Strictly adhere to the hours of operation detailed by the CTMP; and
- Vehicles shall not wait or ‘stack on any public road.

All operators must maintain a management system whereby the following records are kept and are available to SLC as appropriate:

- The number of vehicles leaving and their destination;
- All complaints received regarding transport and action taken; and
- All instances where protocol has been breached and action taken.

All operators must supply the following information to SLC as appropriate, which will be treated in confidence:

- Action to be taken when protocol is breached; and
- Keep a log of vehicle movements.

If an operator requires to use an alternative route as a result of circumstances outside of its control, the operator shall contact the Roads and Planning Authority as soon as practicable in order to agree temporary re-routing. Where the Roads and Planning Authority is aware of any circumstances which may require temporary re-routing, the Authority shall contact the operator to agree such changes.

4.8 Traffic Management

The contractor will include a programme of traffic management measures to be implemented and details of traffic management proposals for the works on or adjacent to public roads. The contractor will appoint a Traffic Safety and Control Officer (or similarly named person) who will be responsible for the implementation of the CTMP.

4.9 Monitoring of Traffic Management

The following monitoring requirements will be placed upon the contractor:

- The contractor will monitor traffic management schemes to maintain their effectiveness and condition and to provide for the safety of traffic, the public and staff during traffic management works and temporary traffic control measures. The contractor will provide information regarding any delays to traffic due to construction works to SLC.
- The contractor will monitor traffic levels on roads where reasonably required by the police or SLC.
- The contractor will monitor site accesses and public roads adjacent to the access points to enable measures to keep accesses and roads clean to be implemented, as required.

4.10 Public Road Infrastructure Improvement, Monitoring and Maintenance

All contractors will be required to adhere to the CTMP. Details of access routes will form part of the site induction and training will be held for site operatives through ‘toolbox talks’.

Compliance will be monitored by the contractor on behalf of SPEN via spot checks to ensure that vehicles follow the measures set out in the CTMP and recording of any complaints. SPEN will stipulate that all contractors disseminate these rules to their sub-contractors.

Non-compliance with the CTMP will constitute a breach of contract, and action will be taken against the contractor or supplier should repeated non-compliance be verified. Details of the proposed monitoring and enforcement regime will be supplied to SLC as appropriate on request.

4.11 Environmental Considerations

Best practicable means will be employed to avoid the creation of a statutory nuisance and risks to human health and to avoid unnecessary impacts on sensitive habitats. The contractor will follow environmental requirements and guidance set out in a Construction Environmental Management Plan (CEMP), developed for the Proposed Development.

The CEMP will be based on consent conditions and serves as a basis for delivering good practice and to ensure a consistently high level of environmental management and mitigation measures. The contractor will include a Dust and Air Pollution Management Plan which will describe the dust and air pollution control measures to be used during the construction works.

4.12 Communication and Consultation

SPEN shall nominate a Community Liaison Officer (CLO) who 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.

SPEN maintains a dedicated website for the Proposed Development[3]. This website will be updated with information on the expected construction programme and contact numbers for relevant staff at SPEN, such as the Project Manager and CLO will be provided.

Signs will be erected on fences surrounding the construction compound to provide contact details of the SPEN Project Manager. These contact details would also be provided directly to the emergency services and SLC Roads Department.

4.13 CTMP Review

The CTMP is a 'live document' and will be regularly reviewed by SPEN (as appropriate, in conjunction with appointed contractor(s)) prior to and during the Proposed Development construction phase. The CTMP will accordingly be subject to amendment, as the Proposed Development evolves, to ensure the most appropriate and effective measures are implemented and as necessary approved by SLC as appropriate.

[3] The Proposed Development Project Website: ZV Route 400kV Diversion - SP Energy Networks

5 Summary

5.1 Summary

The range of measures included within this CTMP will serve to minimise the potential for any detrimental impact associated with construction phase traffic generated by the Proposed Development upon the local environment and communities of South Lanarkshire.

Through effective implementation of the CTMP and associated ongoing liaison with South Lanarkshire Council, SPEN will seek to further address any unforeseen issues that may arise during construction.

6 Contacts

Table 6.1: Project Manager Contact Details

Role (Company)	Contact Details	
Delivery Project Manager	Name	Brain Clarke
(SP Energy Networks)		Senior Project Manager (IPU5)
	Address	SP Energy Networks
		55 Fullarton Drive
		Cambuslang
		G32 8FA
	Email	bclark@spenergynetworks.co.uk