MOTT MACDONALD

400kV OHL ZV Diversion

Transport Statement

May 2024

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Transport Statement

May 2024

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Executive summary

This Transport Statement (TS) documents an assessment of the potential transport-related impacts associated with Scottish Power Energy Networks (SPEN) proposals to divert a short section of the 400kV Scotland to England interconnector overhead line (OHL) (known as the ZV Route) situated near Redshaw in South Lanarkshire.

The works – henceforth referred to as the 'Proposed Development' – will require the upgrade to the foundations of two existing ZV route towers and new associated conductors, the removal of two existing ZV route towers and installation of three replacement towers, associated conductors, and foundation works as well as the formation of temporary off-road access tracks to accommodate construction traffic movements.

Based on a review of the Proposed Development against existing conditions, as well as an assessment of anticipated construction traffic against baseline (2025) traffic flows, this TS has concluded that:

- Once completed, activity at the site will be limited to occasional monitoring and maintenance activities. The operation of the Proposed Development is therefore considered to have a negligible impact on the local transport network and no adverse impacts are anticipated.
- Construction of the Proposed Development is expected to take 91 working days; commencing in July 2025 and concluding in November 2025 (subject to receipt of necessary consents). Construction activities will generate additional vehicle movements on the local road network through the movements of staff, equipment and construction vehicles to and from the site. Based on the requirements provided by SPEN, construction activities are likely to generate a total of 34 additional vehicle movements on a typical day; ten of which will be undertaken by HGVs.
- All additional vehicle movements will route to and from the Proposed Development via the B7078 and will access the site primarily via a new temporary access track which would later be upgraded to form part of the Redshaw substation[1]. This new temporary access is proposed to be upgraded to a permanent access; subject to a separate planning application. A smaller portion of vehicle movements may access the northernmost part of the site via an existing farm track accessed from the B7078 further to the north.
- The number of additional vehicle movements generated during the construction phase is considered to be low enough not to generate any detrimental impacts to existing road traffic conditions and will be likely to generate, at worst, a negligible impact upon both the operation of public transport in the area and users of nearby active travel infrastructure.

This report concludes that the impacts to the local transport network due to the Proposed Development will be low; any impacts will be time-limited and will cease upon completion of construction works. As such, no material interventions or specific mitigations have been proposed.

However, in line with industry-recognised good practice, a bespoke outline Construction Traffic Management Plan (CTMP) has been developed for adoption and development by the appointed contractor(s). The CTMP outlines details of proposed traffic management measures and associated interventions proposed to be implemented during the associated construction phase, with the aim of minimising local disruption and enhancing safety for all road users.

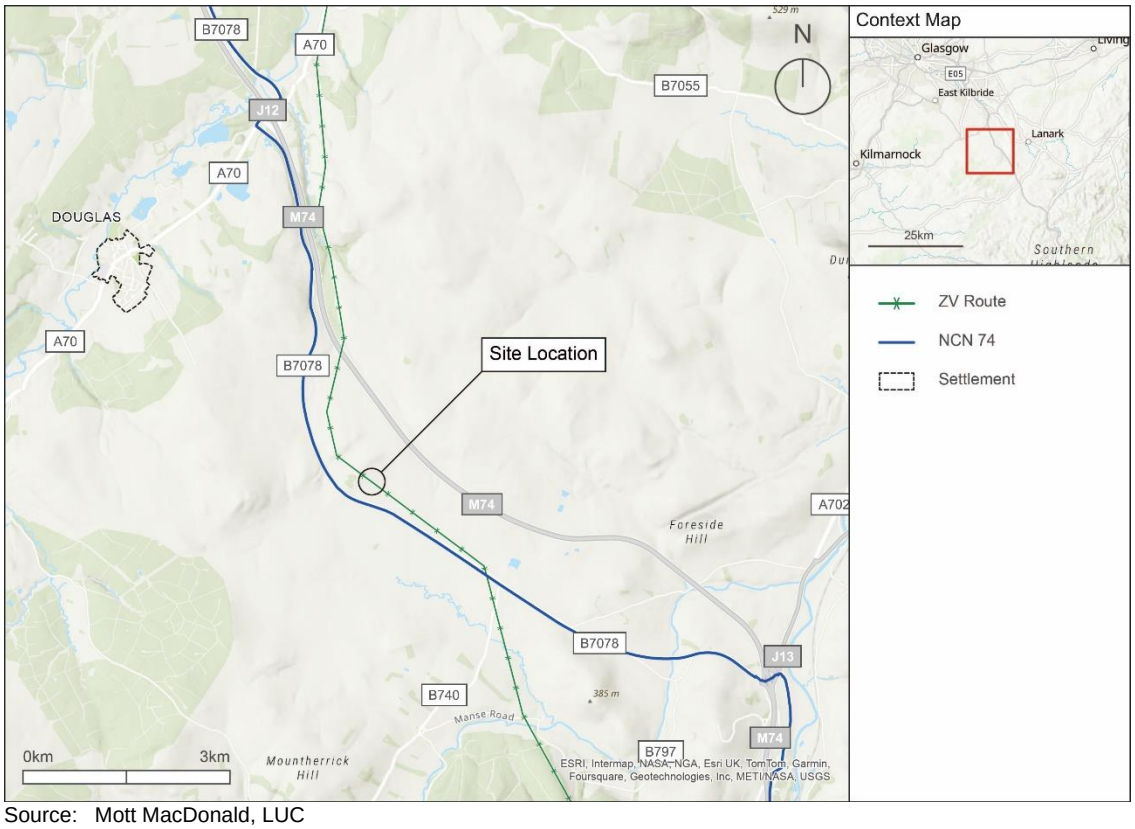
[1] Further details on the Redshaw Substation status, are provided in the Environmental Appraisal Report (EAR).

1 Introduction

1.1 Overview

Scottish Power Energy Networks (SPEN) intend to apply to the Scottish Government Energy Consents Unit (ECU) for consent under Section 37 of the Electricity Act 1989 (as amended) ('the Electricity Act') and deemed planning permission under Section 57(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) to divert a short section of the 400kV Scotland to England interconnector overhead line (OHL), known as the ZV route, situated near Redshaw in South Lanarkshire (**Figure 1.1**).

Figure 1.1: Site Context Map



Source: Mott MacDonald, LUC

The associated works – henceforth referred to as the 'Proposed Development' – comprise the upgrade to the foundations of two existing ZV route towers and new associated conductors, the removal of two existing ZV route towers and installation of three replacement towers, associated conductors and foundation works. The works will also necessitate the construction of temporary off-road access tracks to accommodate construction traffic movements.

The Proposed Development is required to accommodate both planned and potential energy generation in the area. Along with the proposed Redshaw substation at the same site (subject to a separate planning application), these improvements will provide future resilience for local grid infrastructure and are expected to ensure a more reliable, fit for purpose, and economical transmission network for the south of Scotland.

LUC has appointed Mott MacDonald to prepare a TS in support of the Proposed Development's planning application.

1.2 Objectives

This TS has been prepared to identify the main transport issues relating to the Proposed Development, in addition to providing a high-level assessment of potential impacts to the local transport network.

1.3 Report Content

This report has been prepared in accordance with the Transport Scotland's Transport Assessment Guidance[2] in and is structured as follows:

- **Chapter 2** summarises the key policies relevant to the TS
- **Chapter 3** summarises the existing traffic and transport conditions local to the site
- **Chapter 4** describes the Proposed Development in further detail
- **Chapter 5** summarises the assessment of the potential impacts to the local transport network (including the requirements for mitigating any of said impacts)
- **Chapter 6** sets out a summary of the study findings and conclusions

[2] Transport Assessment Guidance, Transport Scotland (2012). Available at: https://transport.gov.scot

2 Policy Review

2.1 Overview

The following policy documents have been reviewed and taken into account when developing this TS.

2.1.1 National Policy

2.1.1.1 National Transport Strategy 2 (NTS2)

The National Transport Strategy (NTS) sets out the vision for Scotland's transport system from 2020 for the next 20 years. This Strategy was developed based on the original National Transport Strategy in 2006. The document envisages Scotland to have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, business and visitors. This vision is reinforced by four priorities and associated outcomes. The four outcomes are:

- Reducing inequalities;
- Climate action;
- Delivering inclusive economic growth; and
- Improving health and wellbeing.

These outcomes cover all modes of transport, with the overarching aim of the document to promote success through increasing wellbeing, sustainability and inclusive economic growth.

NTS2 and its outcomes have been taken into consideration when developing this TS. This includes the analysis of existing transport accessibility by mode (in Chapter 3).

2.1.1.2 National Planning Framework 4 (NPF4)

The National Planning Framework (NPF) is now in its fourth revision, and sets out the long-term spatial planning strategy for Scotland, which includes three delivery outcomes for Scotland:

- *"**Sustainable places**, where we reduce emissions, restore and better connect biodiversity"*
- *"**Liveable places**, where we can all live better, healthier lives"*
- *"**Productive places**, where we have a greener, fairer and more inclusive wellbeing economy"*

Since the Planning (Scotland) Act 2006, the NPF is a statutory document and therefore a material consideration within any planning application.

2.1.2 Regional Policy

2.1.2.1 A Call to Action: The Regional Transport Strategy for the west of Scotland (2023-2038)

Strathclyde Partnership for Transport's (SPT) Regional Transport Strategy (RTS) sets out the long-term direction for transport for the west of Scotland.

The RTS includes polices under the following themes:

- Accessing and using transport;
- Reducing the need to travel and managing demand;

- Enabling active travel;
- Enhancing the quality and integration of public transport;
- Improving road safety;
- Decarbonising vehicles and improving air quality;
- Moving goods more sustainably;
- Increasing resilience and adapting to climate change;
- Protecting and enhancing the built and natural environment; and
- Connecting places.

The RTS and its themes and relevant policies have been taken into consideration when developing this TS.

2.1.3 Local Policy

2.1.3.1 South Lanarkshire Local Development Plan (LDP2)

South Lanarkshire Council's (SLC) Local Development Plan 2 (LDP2) was adopted in 2020. It sets out a vision for South Lanarkshire and aims to promote South Lanarkshire as a place on which to invest, live, visit and work.

LDP2 identifies four objectives which seek to:

- Encourage sustainable economic growth;
- Meet the community needs;
- Enhance and safeguard the environment; and
- Maximise the use of and seek opportunities to enhance existing infrastructure.

LDP2 and its objectives have been taken into consideration when developing this TS.

2.1.3.2 South Lanarkshire's Sustainable Development and Climate Change Strategy (2022-2027)

SLC's Sustainable Development and Climate Change Strategy (SDCCS) covers the period from year 2022 to 2027. Its aim is to build a sustainable, climate resilient and net-zero South Lanarkshire together, in a fair and inclusive way.

The strategy includes four key themes:

- People;
- Places and Communities;
- The Natural Environment; and
- A Green Economy.

These themes inform a number of priorities including:

- Influence change through improving the understanding of Sustainable Development and the Climate Emergency across South Lanarkshire;
- Improve affordable, sustainable and accessible transport options; and
- Progress a transition to net-zero, energy efficient and climate resilience homes, buildings and infrastructure, and minimise the unsustainable use of natural resources and regenerate where appropriate.

The SDCCS themes and actions have been taken into consideration when developing this TS.

2.1.3.3 South Lanarkshire Local Transport Strategy

SLC's current Local Transport Strategy (LTS) was adopted in 2013 and presented a 10-year vision for transport in South Lanarkshire.

The LTS:

- Outlines the strategy for SLC's roads and transportation plans;
- Looks to how the roads and transportation system will develop in the short and long term;
- Is about making sure that transport supports regeneration and sustainable development;
- Sets out improvements in the quality and safety of roads and transportation; and
- Aims to improve health by encouraging walking and cycling.

SLC are in the process of developing the 2024-2034 which is expected to be adopted in 2024.

The current LTS objectives have been taken into account when developing this TS.

3 Existing Conditions

3.1 Site Location & Context

3.1.1 Proposed Development Site Location

The Proposed Development site is located on farmland adjacent to the B7078 west of the M74 between Junction 12 (Uddington) and Junction 13 (Abington) as indicated in Error! Reference source not found..

There are no major settlements in proximity to the Proposed Development, however, the B7078 does facilitate access to the nearby Andershaw and Kennoxhead windfarms, a disused hotel and truck stop, Duneaton Quarry, and several isolated farmsteads.

The closest population centre is the village of Douglas, located approximately 3.5km to the northwest with a population of just under 1,500.

Due to the M74 motorway's residual capacity and strategic nature, construction traffic associated with the Proposed Development is unlikely to result in a significant intensification of the motorway. As such, the M74 has been scoped out of this assessment.

3.1.2 Site Access

Access to the Proposed Development will be taken from locally formed tracks leading from either:

- A new single purpose-built access which will connect to the B7078 (serving as the primary access for the majority of works); or
- An existing track running parallel to the B7078 accessed from the B7078 at a gated entry approximately 2km to the northwest (serving as a secondary access for the works)

3.2 Road Network

The B7078 is a local single carriageway road administered by South Lanarkshire Council. The road runs in an approximate north-south route parallel to the nearby M74 and is accessed from the north via the A70 (Ayr Road), the south via Junction 13 of the M74 at Abington, and from the west via the B740.

The B7078, A70 (Ayr Road) and B740 are all single carriageway roads subject to a 60mph speed limit. The M74 motorway is locally subject to a 70mph speed limit.

3.2.1 Baseline Traffic Conditions

Publicly available traffic counts (sourced from both Department of Transport datasets and recent planning applications for nearby developments) have been referenced to determine a set of baseline traffic flows for those sections of local road anticipated to be used by traffic generated by the Proposed Development. These are considered most likely to be:

- B7078; and
- A70 (Ayr Road).

National Road Traffic Forecast (NRTF) growth factors have been applied to the available counts to produce a set of baseline traffic flows for 2025; the assumed year of construction and completion for the Proposed Development. A central growth forecast is considered a reasonable

and robust assumption and is likely to be reflective of the overall 'slowing' of road traffic growth since the Covid-19 pandemic. The resulting baseline traffic flows are provided in Table 3.1.

Table 3.1: 2025 Baseline Traffic Conditions (Weekday 24hr Average Two-Way Flows)

Count Location	Cars + LGVs	HGVs + PSVs	Total
A70 (Ayr Road) [between M74 on-slip/off-slip at J.12]	5,529	715	6,244
A70 (Ayr Road) [west of Douglas]	2,120	317	2,437
B7078 [north of site access]	964	226	1,191
B7078 [south of site access]	963	208	1,171

Source: Department of Transport[3], WYG Group[4]

Peak hour flows have been derived from manual count data collected as part of Department of Transport Road Traffic Counts on the nearby A70 (Ayr Road)[5] and are considered to be representative of the road network adjacent the Proposed Development site. Traffic data has identified 16:00-17:00 as the network peak hour, with the resulting 2025 baseline peak hour traffic flows provided in Table 3.2.

Table 3.2: 2025 Baseline Traffic Conditions (Weekday Peak Hour Two-Way Flows)

Count Location	Cars + LGVs	HGVs + PSVs	Total
A70 (Ayr Road) [between M74 on-slip/off-slip at J.12]	516	67	583
A70 (Ayr Road) [west of Douglas]	198	30	228
B7078 [north of site access]	90	21	111
B7078 [south of site access]	90	19	109

Source: Department of Transport[6], WYG Group[7]

The sections of local road network identified above – including both the A70 (Ayr Road)/B7078 priority intersection and the M74/A702/B7078 roundabout (Abington Interchange) – are understood to operate without the occurrence of any significant traffic congestion.

3.3 Public Transport

There is limited public transport in the vicinity of the site, with some – infrequent – bus services operating on the A70 (Ayr Road) to the north. These services primarily operate between the village of Glespin (to the west) and Lanark (to the northwest), routing via the A70 (Ayr Road) under the M74 to the north of the site.

A summary of those services operating in proximity of the site has been included in Table 3.3.

[3] Department of Transport Road Traffic Statistics. Available at: https://roadtraffic.dft.gov.uk
[4] Kennoxhead Windfarm – Supplementary Environmental Information (SEI) Volume 2 Main Report, WYG (2012).
[5] Department of Transport Road Traffic Statistics. Available at: https://roadtraffic.dft.gov.uk
[6] Department of Transport Road Traffic Statistics. Available at: https://roadtraffic.dft.gov.uk
[7] Kennoxhead Windfarm – Supplementary Environmental Information (SEI) Volume 2 Main Report, WYG (2012).

Table 3.3: Local Bus Services near Proposed Development Site

Service	Route	Route Section	Frequency	Operator
8A	**Glespin** – **Lanark** [via Douglas, Uddington, Rigside, Douglas Water, Cairnhouse, Lesmahagow, Kirkmuirhill, Auchenheath, Kirkfieldbank]	A70 (Ayr Road)	1x service/day [Sunday only]	Stuart's Coaches
9	**Glespin** – **Lanark** [via Douglas, Uddington, Rigside, Douglas Water, Kirkfieldbank]	A70 (Ayr Road)	3x services/day [weekdays + Saturday] 4x services/day [Sunday]	Stuart's Coaches
39	**Glespin** – **Lanark** [via Douglas, Uddington, Rigside, Hyndford Bridge]	A70 (Ayr Road)	1x service/day [Saturday only]	Stuart's Coaches
259	**Lanark** – **Glespin** [via Kirkfieldbank – Rigside – Uddington – Douglas]	A70 (Ayr Road)	7x services/day [weekdays + Saturday only]	Whitelaw Coaches

Source: Stuart's Coaches[8], Whitelaw Coaches[9]

3.4 Active Travel

National Cycle Network Route 74 (NCN 74) runs along the length of the B7078 as it passes the site. The majority of the route (in this locality) is a fully segregated shared-use footpath/cycleway of good quality and condition. There is a short, lined, on-road section which runs for approximately 2.2km of the B7078 until the priority junction with the A70 (Ayr Road) where the route then continues onwards as a segregated path.

This route also forms part of South Lanarkshire Council's core path network.

3.5 Road Safety

Recorded Personal Injury Collision (PIC) data was obtained from publicly available Department of Transport datasets and an assessment of road traffic incidents on the road network adjacent to the Proposed Development has been completed. For the purposes of this assessment, the local road network most likely to be used by traffic generated by the Proposed Development has been considered; consisting of:

- the B7078 between the A70 (Ayr Road) and M74 J.13; and
- the A70 (Ayr Road) between the village of Glespin and the M74 J.12.

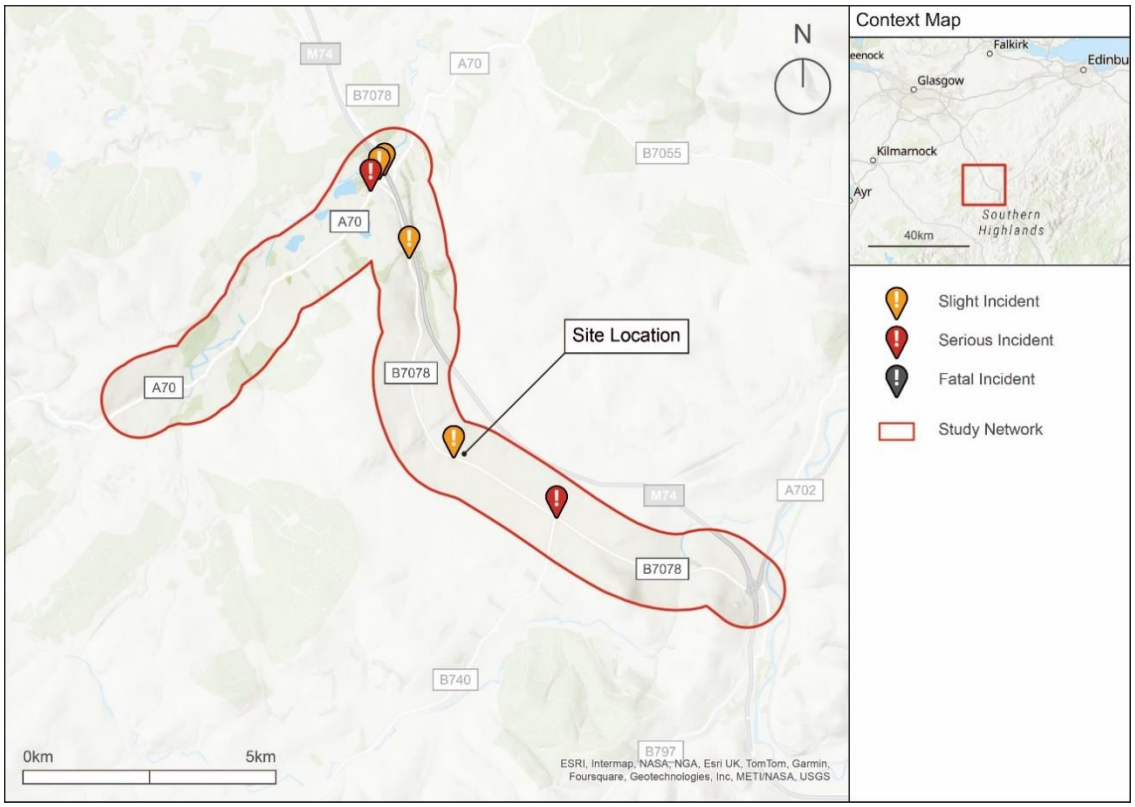
In line with standard practice, data from the most recently available three years (June 2021 – June 2023 inclusive) has been assessed. An incident plot has been produced and included in Figure 3. with an accompanying summary provided in

[8] Stuart's Coaches Timetable Information. Available at: https://stuartscoaches.co.uk

[9] Whitelaw Coaches Timetable Information. Available at: https://bustimes.org

Table 3.4.

Figure 3.1: Road Traffic Personal Injury Collision Plot



Source: Mott MacDonald, using Department of Transport data

Table 3.4: Road Traffic Personal Injury Collision Summary

Year	Slight	Serious	Fatal	Total
2020 (Jun-Dec)	0	1	0	1
2021	0	0	0	0
2022	4	0	0	4
2023 (Jan-Jun)	1	0	0	1
Total	5	1	0	6

Source: Department of Transport[10]

A total of six PICs were recorded on the local road network adjacent to the site, one of which was serious. A review of incident data does not suggest any common contributary factors or vehicle types involved and the distribution of incidents does not suggest the presence of any 'crash clusters' in close proximity to the Proposed Development.

It is therefore concluded that the road network adjacent to the site does not have a poor safety record.

[10] Department of Transport Road Safety Data. Available at: https://data.gov.uk

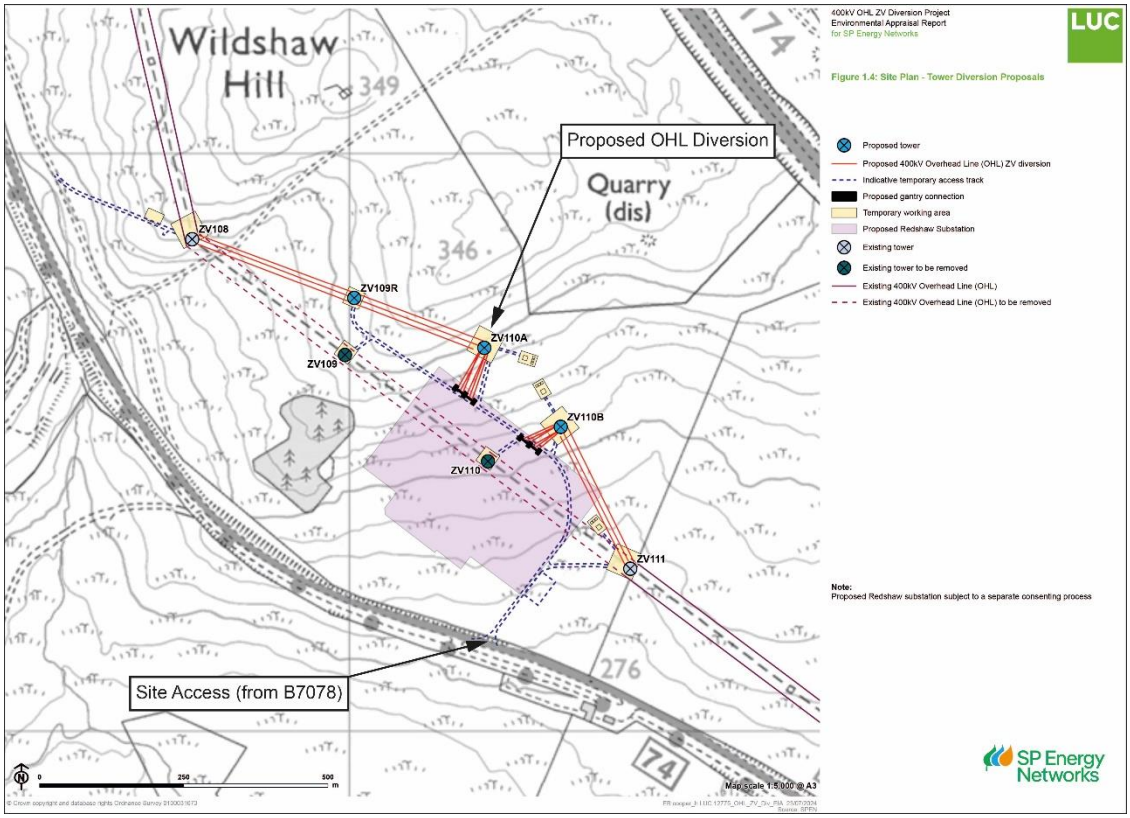
4 Proposed Development

4.1 Overview

The Proposed Development, once fully implemented, will consist of a rerouted 1.1km section of the existing ZV OHL Route at Redshaw in South Lanarkshire.

The configuration of the proposed diversion has been illustrated in red in **Figure 4.1**. The location of the proposed Redshaw substation – subject to a separate planning application currently being pursued by SPEN – is also indicated.

Figure 4.1: OHL Diversion Route Configuration



Source: LUC, annotated by Mott MacDonald

4.2 Site Access

As part of the separate Redshaw substation development, a new permanent access track will be constructed from the B7078 to the substation compound; the location of which is illustrated in Figure 4.1 above. The access track will be 5m wide and will not require any passing places.

Vehicular access to the site (i.e. the ZR Route towers subject to alteration) will primarily be taken from temporary locally formed tracks leading from this access. For works on the northernmost tower (ZV108), access will be taken from a farm track accessed from the B7078 further to the north.

4.3 Construction of Proposed Development

4.3.1 Key Activities

The Proposed Development will require the following construction activities to be undertaken:

- Formation of temporary access tracks (from the new Redshaw substation access);
- Upgrades to the foundations and tower arms of two existing ZV Route towers;
- Removal of two existing ZV Route towers; and
- Installation of three new ZV Route towers (including foundation works and installation of associated conductors)[11].

During the construction phase it is anticipated that the following types of machinery will be utilised: HGVs, excavators, cranes, breakers, tractor trailers, ride-on rollers and stringing machine. No vehicles or construction materials which would constitute abnormal loads are anticipated as part of the Proposed Development's construction.

Following completion, further works will be required to facilitate the diverted ZV Route connections into the proposed Redshaw substation. This can only take place once commissioning of the substation has been completed and will take place no earlier than 2031 based on current construction timelines.

4.3.2 Construction Programme

Construction of the Proposed Development is expected to take 91 working days (from July 2025 to November 2025) subject receipt of all relevant consents.

On weekdays, construction activities will be undertaken between approximately 07:00-19:00 during summer months (April-September) and between 08:00-17:00 (or as daylight allows) during winter months (October-November[12]). Working hours on Saturday will be limited to between 07:00/08:00-13:00 and there will be no working on Sundays or public holidays.

4.4 Operation of Proposed Development

Once operational, activity associated with the Proposed Development will be limited to occasional monitoring and maintenance activities.

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

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

5 Impact Assessment

5.1 Overview

Given the low levels of operational trips anticipated (see Section 4.4), the potential impact to the local transport network once diversion works have been completed is anticipated to be negligible. As such, it has not been deemed necessary to undertake an assessment for the Proposed Development's operational phase.

The construction of the Proposed Development will, however, generate vehicle trips through the movement of staff, equipment and materials to and from the site for a duration of approximately five months. The impact assessment set out in the following sections therefore only considers the construction phase of the Proposed Development.

5.2 Trip Generation

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.

5.3 Impact Assessment of the Local Transport Network

5.3.1 Road Network

Construction traffic will be required to approach the site on the B7078 either from the north or south, via the A70 (Ayr Road) or the M74 at Junction 13 respectively.

For robustness, the impact of construction traffic over the local network's peak hour (16:00-17:00) has been assessed and assumes that all HGV movements (both inbound and outbound), along with all staff departures, will occur during this period. This results in a total of 24 additional vehicle movements over the course of the peak hour. These additional movements have been assessed against each of the 2025 baseline peak hour traffic flows for the adjacent road network displayed in Table 3.1.

The results of this assessment are indicated in Table 5.1.

Table 5.1: Road Network Impact (Peak Hour)

Road	2025 Baseline [No HGVs]	+ Construction Trips [No HGVs]	% Change [% Change HGVs Only]
A70 (Ayr Road) [between M74 on-slip/off-slip at J.12]	583 [67]	605 [77]	4% [15%]
A70 (Ayr Road) [west of Douglas]	228 [30]	250 [40]	10% [33%]
B7078 [north of site access]	111 [21]	133 [31]	20% [48%]
B7078 [south of site access]	109 [19]	131 [29]	20% [53%]

Source: Mott MacDonald

The addition of trips generated by the construction of the Proposed Development would constitute an increase in traffic of between 4% and 20% on stretches of the adjacent road network, with HGV traffic increasing by between 15% and 53%. In instances where baseline traffic flows are low – as is the case with much of the adjacent road network – large percentage increases may not be fully representative of actual changes in levels of traffic, and it is possible to show relatively large increases yet for the road to operate well below capacity.

Using the B7078 south of the site access as an example (109 vehicle movements increasing to 131 vehicle movements), the increase in construction traffic would see one vehicle movement on average every 33 seconds increasing to one vehicle movement on average every 27 seconds. Such levels of traffic are well within the capacity of the road network, including the operation of both the A70 (Ayr Road)/B7078 priority intersection and the M74/A702/B7078 roundabout (Abington Interchange).

Furthermore, in reality, vehicles will likely route towards the site from multiple approaches, meaning that the potential impact will be lower still and should therefore be considered non-detrimental to the existing road network.

5.3.2 Active Travel Network

While this TS acknowledges that NCN 74 traverses the study area and – crucially – shares a short on-road segment of the B7078 north of the site, the increase in vehicular trips is low enough that the potential impacts to vulnerable road users should be considered negligible.

5.3.3 Public Transport Operations

Public bus services operate on an infrequent basis on the A70 (Ayr Road) to the north of the site. Although some construction traffic generated by the Proposed Development can be expected to use this route to travel to and from the site, the anticipated increase in vehicle trips is low enough that the level of impact to bus operations should be considered negligible.

5.4 Mitigation

Based on the assessment described above, the Proposed Development will generate an at worst, minor increase in road traffic for the duration of the construction phase.

Any impacts will be time-limited; ceasing upon completion of construction works and are not anticipated to be disruptive to the local transport network. As such, no material interventions are deemed necessary to mitigate against any impacts arising directly as a result of the construction of the Proposed Development.

However, in line with industry-recognised good practice, an outline CTMP has been developed for inclusion within the Proposed Development's application for consent. The document – which will be adopted by SPEN's appointed contractor(s) – outlines the details of proposed traffic management measures and associated interventions proposed to be implemented during the construction of the Proposed Development. This will include (but will not be limited to):

- Clear instructions on appropriate routing to and from the site;
- Signage strategies confirming that all signs are clearly displayed on approach the site; and
- Details of wheel washes at the site to minimise the impact of dust and debris.

The aim of the CTMP is to minimise local disruption while enhancing safety for all road users. It will remain a dynamic document and it is intended that it will be developed as appropriate prior to commencement (and potentially during) construction activities.

6 Conclusion

6.1 Summary of Findings

Scottish Power Energy Networks (SPEN) intend to apply for planning permission to divert a short stretch of the 400kV Scotland to England interconnector line, known as the ZV route, at a site near Redshaw in South Lanarkshire.

The Proposed Development will require the upgrade to the foundations of two existing ZV route towers, and new associated conductors, the removal of two existing ZV route towers and the installation of three replacement towers, associated conductors, and foundation works as well as the formation of temporary off-road access tracks for construction traffic.

This TS has assessed the traffic and transportation impact associated with the Proposed Development and has identified that:

- Once completed, activity at the site will be limited to occasional monitoring and maintenance activities. The operation of the Proposed Development is therefore considered to have a negligible impact on the local transport network and no adverse impacts are anticipated.
- Construction of the Proposed Development is expected to take 91 working days; commencing in July 2025 and concluding in November 2025 (following receipt of all relevant consents). Construction activities will generate additional vehicle movements on the local road network through the movements of staff, equipment and construction vehicles to and from the site. Based on the requirements provided by SPEN, construction activities are likely to generate a total of 34 additional vehicle movements on a typical day; ten of which will be undertaken by HGVs.
- All additional vehicle movements will route to and from the Proposed Development via the B7078 and will access the site primarily via a new permanent access track to be created as part of the Redshaw substation. This new access is subject to a separate planning application and is expected to be completed prior to commencement of the Proposed Development's construction. A smaller portion of vehicle movements may access the northernmost part of the site via an existing farm track accessed from the B7078 further to the north.
- The number of additional vehicle movements generated during the construction phase is considered to be low enough that it will have no detrimental impacts to existing road traffic, will likely have a negligible impact to both the operation of public transport in the area as well as users of nearby active travel infrastructure.

This report concludes that the impacts to the local transport network due to the Proposed Development will be low; any impacts will be time-limited and will cease upon completion of construction works. As such, no material interventions or specific mitigations have been proposed.

However, in line with industry-recognised good practice, a bespoke outline CTMP has been developed for adoption by the appointed contractor(s). The CTMP outlines details of proposed traffic management measures and associated interventions proposed to be implemented during the associated construction phase, with the aim of minimising local disruption and enhancing safety for all road users.