12 Transport Statement & Construction Traffic Management Plan

12. Introduction

12.1. Purpose of Report

12.1.1. Pell Frischmann has been instructed by Boralex (the Applicant) to produce a combined Transport Statement and Construction Traffic Management Plan (CTMP) to support a planning application for the construction and operation of a Battery Energy Storage System (BESS) with a maximum output of up to 70 megawatts (MW) and an extension to the existing Limekiln Wind Farm Substation on land within the operational Limekiln Wind Farm, within The Highland Council (THC) administrative area.

12.1.2. The planning application is for a proposed BESS and extension to the existing Limekiln Wind Farm Substation (the Proposed Development). This covers the construction, operation and maintenance of a BESS of up to 70 MW with associated infrastructure and ancillary works.

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

12.1.4.

12.2. Report Structure

12.2.1. Following this introduction, the report is structured as follows:

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

12.3. Development Description

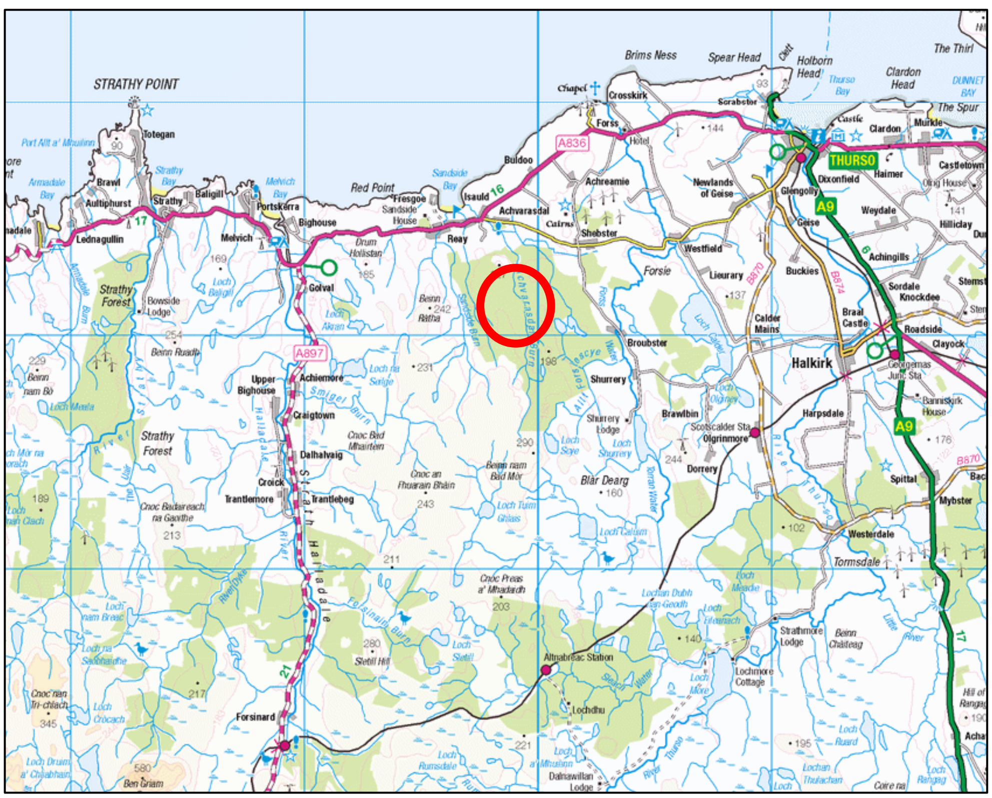
Development Location and Layout

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

- Battery storage and their associated electrical connections and medium voltage switchgear;
- Control facilities;
- An extension to the existing Limekiln Wind Farm Substation;
- Access track to the secure compound (accessing from the existing Limekiln Wind Farm access track network, which will also provide operational access post construction); and
- Security fencing, landscaping and other soft features.
- Underground Cable between the BESS and Substation Extension.

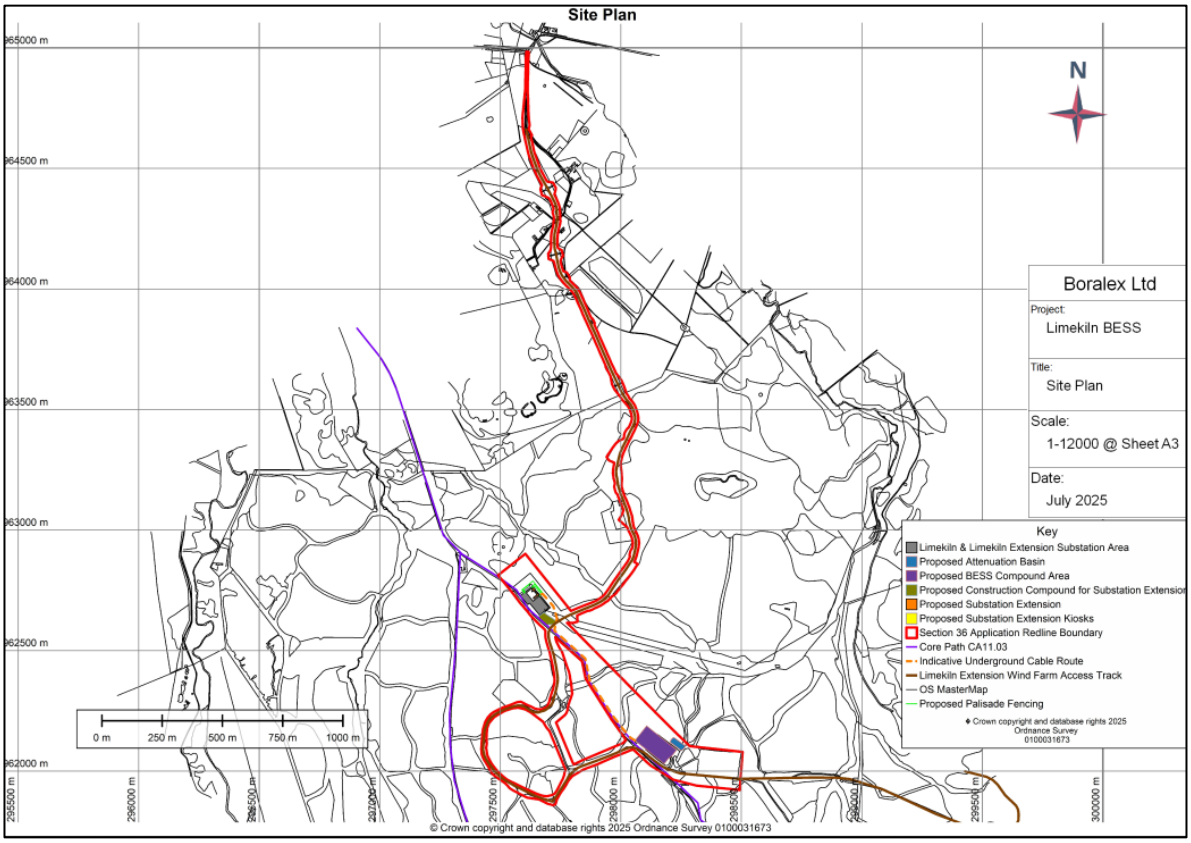
12.3.2. The Proposed Development location is illustrated in Figure 1.

Figure 1 Proposed Development Location



12.3.3. Access to the Proposed Development is to be taken from the existing Limekiln Wind Farm access tracks. The layout of the Proposed Development is illustrated in Figures 'Site Plan' and 'Site Plan Detail'.

Figure 2 Proposed Development Layout



12.3.4. The proposed BESS development is to be constructed on the reinstated temporary construction compound used for Limekiln Wind Farm.

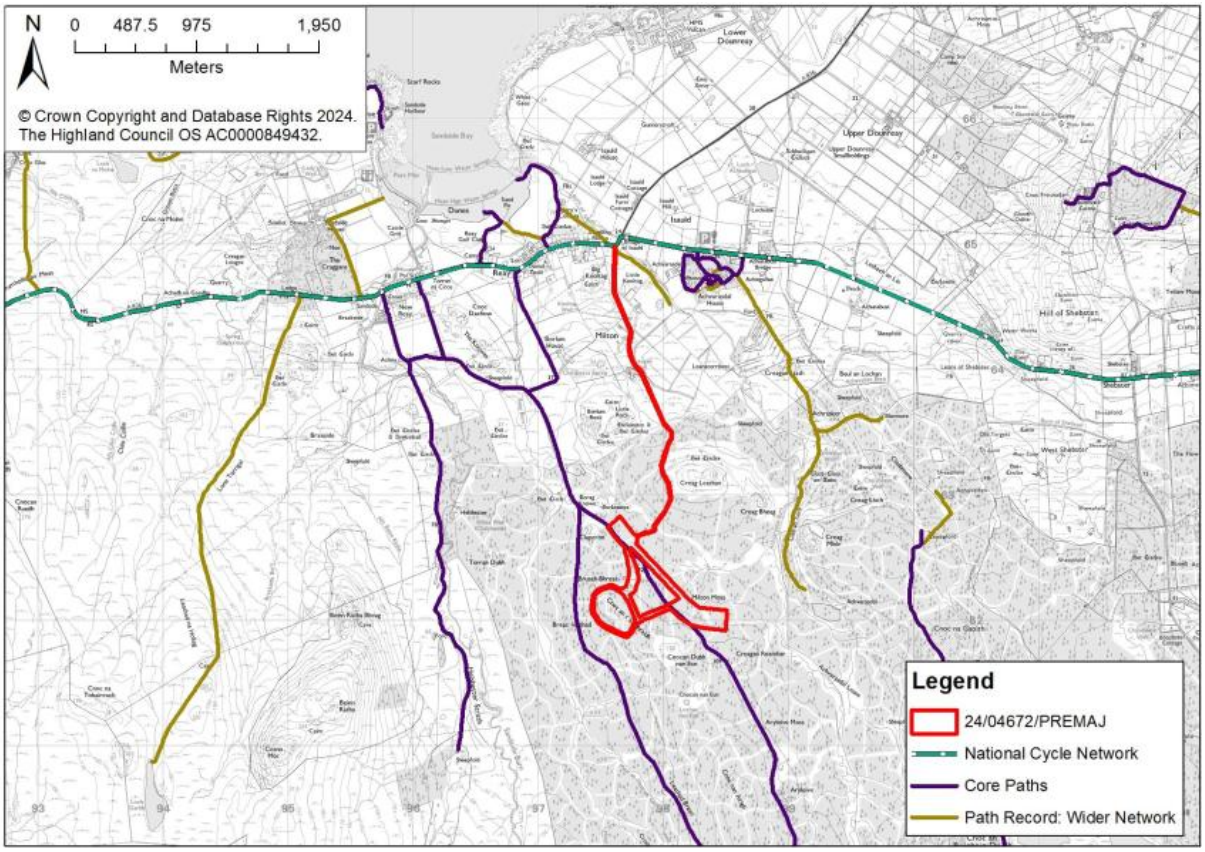
12.4. Existing Network Active Travel Network

12.4.1. A review of THC Core Path maps[1] indicates that Core Path CA11.03 intersects the access route to the Proposed Development. The Core Path is shown in Figure 2 below, taken from the pre-application details kindly provided by Highland Council under application 24/04672/PREMAJ to scope the Proposed Development for Environmental Impact Assessment (EIA).

12.4.2. A review of THC Core Path maps[2] indicates that Core Path CA11.03 intersects the access route to the Proposed Development. The Core Path is shown in Figure 2 below, taken from the pre-application details kindly provided by Highland Council under application 24/04672/PREMAJ to scope the Proposed Development for Environmental Impact Assessment (EIA).

12.4.3. Core Path No. CA11.03 Limekiln Forest comprises a track which is 8.4 kilometres (km) in length.

Figure 3 Core Path & Cycle Route Network



[1] https://highland.maps.arcgis.com/apps/webappviewer/index.html?id=2fd3fc9c72d545f7bcf1b43bf5c8445f [Accessed June 2025]
[2] https://highland.maps.arcgis.com/apps/webappviewer/index.html?id=2fd3fc9c72d545f7bcf1b43bf5c8445f [Accessed June 2025]

12.4.4. While there are no National Cycle Network routes in the immediate vicinity of the site, a review of the Map of the National Cycle Network (https://www.sustrans.org.uk/national-cycle-network) highlights parts of the A836 and the C1001 road, to the north of the site, as an "On-road route not on the National Cycle Network". This is shown in the context of the Development Site in Figure 2.

12.5. Existing Road Links

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

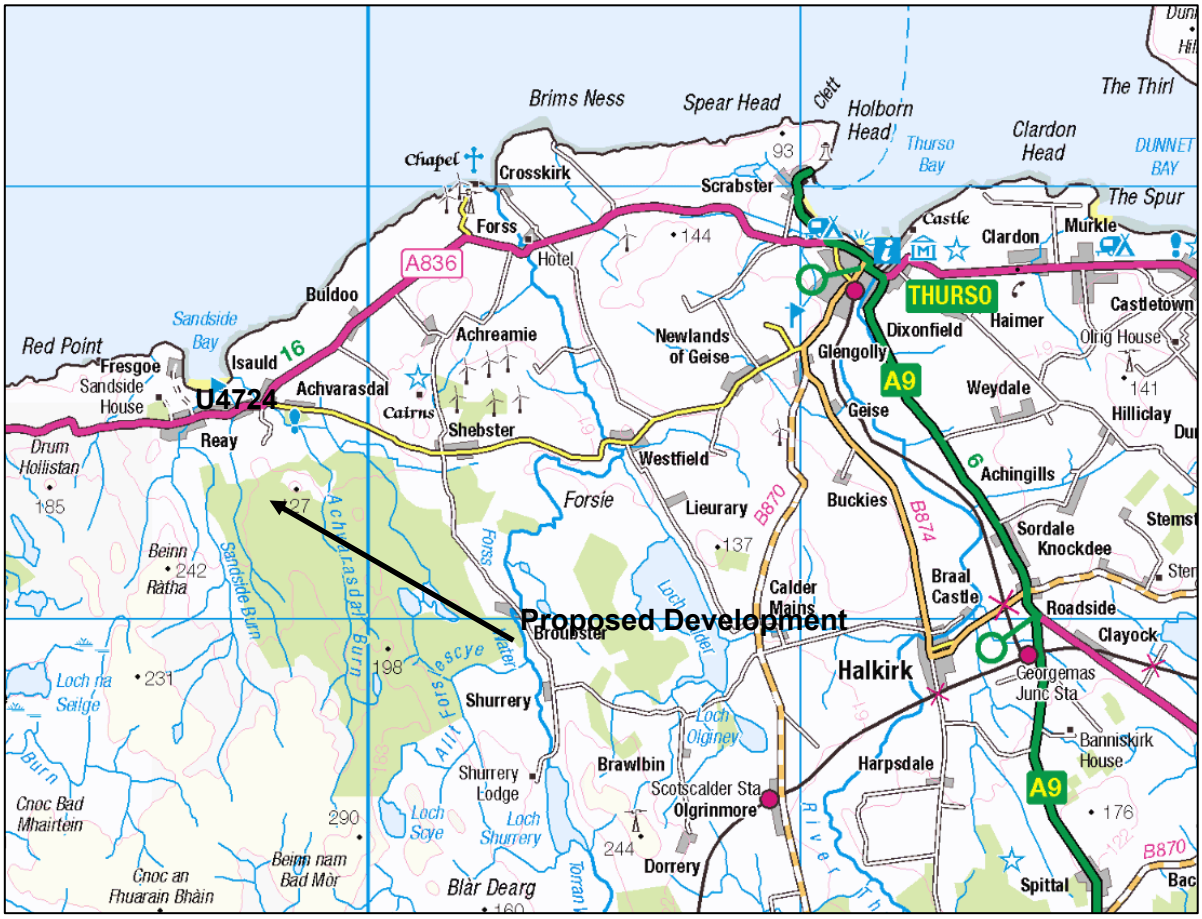
12.5.2. Access to the Proposed Development is from the A9 via the A836 and U4724 Milton Road.

12.5.3. The A836 is a rural single carriageway approximately 6 metres (m) in width and is a route of strategic national importance, connecting the Highlands and routing Thurso to Tain. The A836 is subject to the national speed limit in the vicinity of the junction with the U4724 Milton Road.

12.5.4. The U4724 was upgraded to enable access for Abnormal Indivisible Load (AIL) access for Limekiln Wind Farm turbine and transformer components. The road was used as the sole point of construction traffic access is capable of enabling Heavy Goods Vehicle (HGV) access to the Proposed Development.

12.5.5. Figure 4 illustrates the local road network links.

Figure 4 Study Area Network Road Link



12.6. Road Network Suitability

12.6.1. The Agreed Timber Route Map[3] has been developed by The Timber Transport Forum who are a partnership of the forestry and timber industries, local government, national government agencies, timber hauliers and road and freight associations. One of the key aims of the forum is to minimise the impact of timber transport on the public road network, on local communities, and the environment and a way of achieving this is to categorise the roads leading to forest areas in terms of their capacity to sustain the likely level of timber haulage vehicles i.e., HGVs.

[3] https://timbertransportforum.org.uk/ [Accessed June 2025]

The routes are categorised into four groups, namely, 'Agreed Routes', 'Consultation Routes', 'Severely Restricted Routes' and 'Excluded Routes'.

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

12.6.3. The A9 and A836 form part of the agreed route network used for the extraction of timber and are therefore regularly used by HGV traffic. As such, they are considered suitable for the movement of construction HGV traffic.

12.7. Road Safety Review

12.7.1. Personal Injury Accident (PIA) data for the five-year period commencing 01 January 2019 through to the 31 December 2023 was obtained from the online resource CrashMap[4] which uses data collected by the police regarding road traffic crashes occurring on British roads, where someone is injured.

12.7.2. Transport Assessment Guidance[5] requires an analysis of the accident data on the road network in the vicinity of any development to be undertaken for at least the most recent three-year period, or preferably a five-year period.

12.7.3. The statistics are categorised into three categories, namely "Slight" for damage only incidents, "Serious" for injury accidents and "Fatal" for accidents that result in a death.

12.7.4. A review of the A836 between Scrabster and the U4724 indicates that there have been three "Slight" accidents, two "Serious" accidents and one Fatal accident on the A836.

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

[5] https://www.transport.gov.scot/media/4589/planning_reform_-_dpmtag_-_development_management__dpmtag_ref__17__-_transport_assessment_guidance_final_-_june_2012.pdf

12.7.5. HGVs were in volved in one “Fatal” accident involving a motorcyclist to the east of Forss. Young Drivers (those under the age of 25) were involved in one accident, whilst pedal cyclists were involved in one “Slight” accident.

12.7.6. Three of the accidents involved just one vehicle, indicating a loss of control. These accidents generally occurred at bends or at minor road junctions. No accidents were recorded in what is generally accepted to be winter months.

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

12.8. Existing Traffic Flows

12.8.1. To review the existing traffic flows on the Department for Transport (DfT) count data for the A836 (to the east of Forss), A9 in Thurso and the A9 south of Thurso was collected.

12.8.2. The traffic data allowed the traffic flows to be split into vehicle classes and the data have been summarised into cars / Light Goods Vehicles (LGV) and HGV.

12.8.3. The DfT traffic flows were factored to 2025 traffic flows using National Road Traffic Forecast (NRTF) High Growth factors. The NRTF High Growth Factor from 2024 to 2025 is 1.012.

12.8.4. The traffic survey summary is provided in Table 1 below.

Table 1: 2025 Daily Traffic Flows

Description	Cars & LGV	HGV	Total Traffic
A836	2,332	31	2,363
A9 Thurso	2,997	137	3,133
A9 South of Thurso	3,205	328	3,533

Please note minor variances due to rounding may occur.

12.8.5. Should the Proposed Development be consented, construction works are expected to commence 2027. NRTF High Growth assumptions have been used to provide a factor to convert the 2024 flows to 2027 flows. The NRTF Low Growth Factor from 2025 to 2027 is 1.012.

12.8.6. The 2027 baseline flows are provided in Table 2.

Table 2: 2027 Daily Traffic Flows

Description	Cars & LGV	HGV	Total Traffic
A862 North	2,388	32	2,420
A862 Site Access	3,068	140	3,208
A862 East	3,282	336	3,618

Please note minor variances due to rounding may occur.

12.9. Committed Developments

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

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

12.9.2. The review suggests that the Strathy South Wind Farm will be in construction at the same time as the BESS scheme. At its peak, 172 vehicle movements (100 Car / LGV and 72 HGV) are predicted. These have been applied across the study area,

12.9.3. Should there be a cross over between the Proposed Development and the construction period of other schemes, then the Applicant would welcome the opportunity to discuss common traffic management measures with the promotors of these projects, in association with THC.

12.10. Construction Traffic

Trip Generation

12.10.1. The proposed construction works are estimated to take between 6 and 12 months. To provide a robust assessment, a 9 month programme has been used.

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

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

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

12.10.4. The peak of construction activity occurs in Month Five of the construction programme.

12.11. Distribution of Construction Trips

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

- Deliveries associated with the batching of concrete on site will arrive via the A836 and A9 to the south of Thurso;
- Sand and aggregate for use in the on-site batching plant will be sourced from local quarries. For the purposes of the assessment, it is assumed that all material will be taken from the quarries located to southeast of Thurso. The BoP contractor will confirm final quarry and material sourcing with THC in the Construction Traffic Management Plan (CTMP);
- HV electrical equipment and batteries: Likely to be supplied from Scrabster Harbour via the A836;
- Staff working at the site are likely to be based locally. It is assumed that 10% will be based to the west of the site, 20% between the site and Thurso and 70% based in Thurso itself; and
- General site deliveries will be via the A9 and A836 to site. These are generally smaller rigid HGV vehicles.

12.11.2. These general distributions have been applied to the peak of construction activities to estimate the likely peak traffic associated with construction activities. The peak construction traffic flows are summarised in Table 3.

Table 3: Peak Daily Construction Traffic Flows

Description	Cars & LGV	HGV	Total Traffic
A862 North	26	32	58
A862 Site Access	18	32	50
A862 East	5	32	37

Please note minor variances due to rounding may occur.

12.11.3. A review of the traffic impact of the construction traffic on the road network has been undertaken and is illustrated in Table 4.

Table 4: 2027 Base + Construction Traffic Flows / Traffic Impact

Description	Cars & LGV	HGV	Total Traffic	Cars & LGV % Impact	HGV % Impact	Total Traffic % Impact
A862 North	26	32	58	1.0%	30.7%	2.2%
A862 Site Access	18	32	50	0.6%	15.1%	1.5%
A862 East	5	32	37	0.2%	7.8%	1.0%

Please note minor variances due to rounding may occur.

12.11.4. The peak construction traffic impact level is significantly below the 10% threshold for undertaking a detailed Transport Assessment. The daily flows are therefore not considered significant in traffic terms for roads within the study area.

12.11.5. The increase in traffic is significantly less than 30%, the threshold for undertaking an Environmental Impact Assessment (EIA). The increase in traffic represents an additional 58 vehicle movements (29 inbound and 29 outbound) per day, of which 32 are classified as HGV (16 inbound and 16 outbound). This represents on average 2 additional HGV movements in and out per hour during the peak month.

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

12.12. Abnormal Load Traffic

12.12.1. The Applicant has advised that there is one large electrical transformer associated with the proposed development. This load is of the same weight and dimensions of the recently

completed wind farm transformer and would use the same access route and existing mitigation measures from Scrabster harbour.

12.12.2. The remaining abnormal loads are associated with the erection crane and battery units.

12.12.3. The battery units proposed for this development are approximately 6.0 m long, 2.5 m wide and 3.0 m high. These dimensions are below the threshold for Abnormal Indivisible Loads (AIL). At 32 tonnes they are likely to be marginally heavier when loaded on a trailer than the 44 tonne limit defined by the Road Vehicle Construction & Use Regulations 1986.

12.12.4. The proposed battery units will therefore come under the Road Vehicles (Authorisation of Special Types) (General) Order 2003, known as the STGO. Under these regulations, the proposed loads are Category 2 (under 80 tonnes fully loaded).

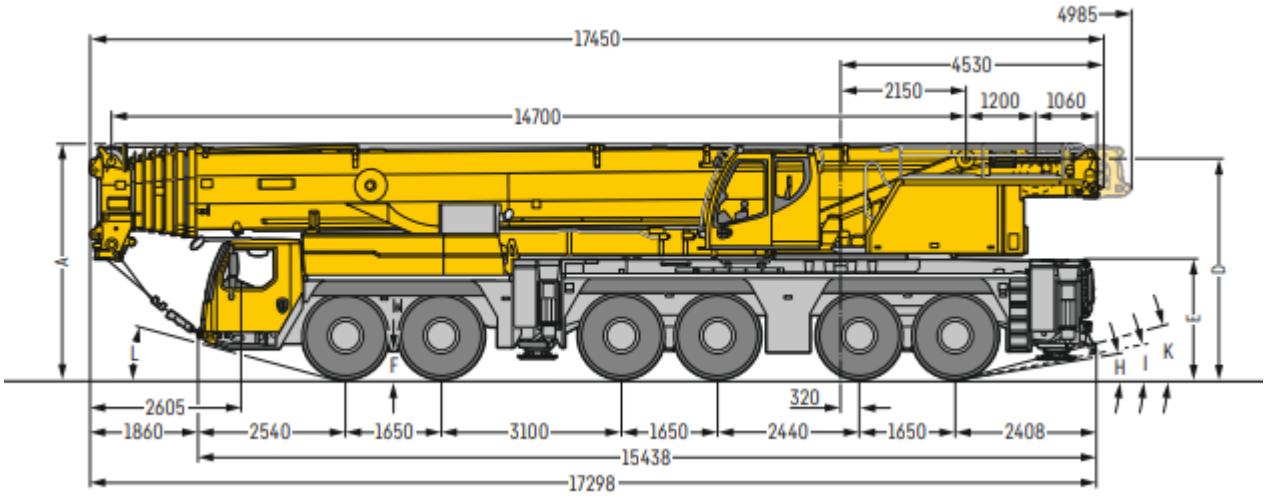
12.12.5. STGO Cat 2 loads require the Applicant to provide 2 working days' notice of the proposed movements to the road authorities and police,

12.12.6. Assuming the use of a four-axle trailer as a worst case scenario, the likely worst case axle load will be 9 tonnes with a gross vehicle weight of 55 tonnes. The maximum axle load for the tractor unit would be 10 tonnes. The overall length of the load would be similar to a standard 40-foot container HGV.

12.12.7. It is expected that BESS units will be delivered to site from the Port of Scrabster and would use the A836 direct to site.

12.12.8. The heaviest load accessing the site would be the erection crane. At a total weight of no more than 72 tonnes, the expected axle weight according to details provided by crane manufacturer Leibherr is no greater than 12 tonnes. Vehicle axle spacing is provided in Figure 4 below.

5 Proposed 300 tonne Capacity Crane



12.12.9. These load weights are all below the weights previously transported to site as part of the wind farm project. There are no requirements for offsite road accommodation works for the proposed crane or BESS unit loads.

12.12.10. The BESS units do not legally require the use of an escort vehicle. A civilian escort may accompany the crane to the front and rear of the vehicle.

12.12.11. No specific junction or crossing management measures are proposed, as none of the vehicles will oversail a footway or verge.

12.12.12. The width of the crane is 3 m and would not impede oncoming traffic, including emergency vehicles on the A9.

12.13. Operational Traffic

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

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

12.14. Construction Traffic Management Proposals

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

12.14.2. Pages with information about the construction of the development will be available on the project website. These will be updated throughout the construction period. If visitors to the site are unable to find the answer to their question in the webpages, an email address will be provided on the project website to contact the Applicant. In addition, details will also be circulated via a newsletter advising about ongoing activities. A telephone number for the Principal Contractor would be published during operational hours to resolve any traffic management problems that occur, and these calls would be logged and reported to the Applicant on a weekly basis to monitor the situation.

12.14.3. All contractors will be monitored through regular spot-checks to ensure they follow the approved access route(s). Access routes identified will be clearly defined in all sub-contracts and signposted.

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

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

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

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

12.15. General Measures

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

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

- Contractual requirement in the BoP contract that contractors will only use the agreed access routes;
- Direction signage signposting traffic on the agreed access routes;
- Identification numbers of HGV and vans to allow easy recognition;
- Providing the public with details of how to report use of unapproved routes or driving issues of concern;
- Using GPS trackers to allow the monitoring of bulk delivery vehicle movements;
- Setting out site staff disciplinary measures for those who ignore the agreed access routes and enforcing these throughout the construction period;
- All site vehicles will feature “white noise” reversing warning devices to reduce noise disruption when on site;
- All materials delivery lorries (dry materials) will be sheeted to reduce dust and stop spillage on public roads;
- Specific training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway;
- Wheel cleaning facilities will be established at the site entrance. A road sweeper would also be provided at site to ensure that the U4724 is kept clean at the site access junction

during the development platform works and any other works likely to generate material that could be tracked on to the public road network; and

- Site induction for all staff instructing them on what route to site they can use to enter and exit the site and obtaining their acknowledgement that there is only one approved access route. The induction would include:
    - A tool box talk safety briefing;
    - The need for appropriate care and speed control;
    - A briefing on driver speed reduction agreements (to slow site traffic at sensitive locations);
    - To advise drivers to be aware of vulnerable road users; and
    - Identification of the required access routes and access junction operation and the controls to ensure no departure from these routes.

12.16. Wear & Tear Agreement

12.16.1. An agreement is suggested to cover the cost of any abnormal wear and tear on the A836. This would be agreed with THC subject to the granting of planning approval.

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

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

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

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

12.16.6. Any immediate necessary repairs would be coordinated with The Highland Council. Any damage caused by traffic associated with the Proposed Development, during the construction period that would be hazardous to public traffic, would be repaired immediately.

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

12.16.8. Any damage to road infrastructure caused directly by construction traffic would be made good, and street furniture that is removed on a temporary basis would be fully reinstated.

12.16.9. There would be a regular road edge review and any debris and mud would be removed from the public carriageway to keep the road clean and safe during the initial months of construction activity, until the construction junction and immediate access track works are complete.

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

12.17. Turning Facilities & Banksmen

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

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

12.17.3. Upon completion of construction works, a gate will be provided on the access track at its junction into the proposed Development. The gate will be set back from the public road to ensure that any future HGV vehicles can stop at the gate without blocking back onto the track.

12.18. Road Signage

12.18.1. A junction signage strategy will be prepared and agreed with the Council prior to works commencing. The strategy will include the following:

- Site access signage to advise other road users of increased movements at the junction; and
- Chapter 8 (Traffic Signs Manual) "Slow Down" and "Heavy Plant Crossing" signage within 100 m of the site access.

12.18.2. Regular maintenance will be undertaken at the sign locations to keep the plates clean and to ensure they do not block the public footway and remain upright on their temporary mountings.

12.19. Non-Motorised Road Users

12.19.1. The Principal Contractor will ensure that speed limits are always adhered to by their drivers and associated subcontractors. Signage will be installed on the site exit that makes drivers

aware of local speed limits and reminding drivers of the potential presence of pedestrians and cyclists in the area. This will also be emphasised in the weekly toolbox talks.

12.20. Summary

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

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

12.20.3. Construction of the Proposed Development will generate approximately 58 vehicle movements per day at the peak of construction. It is expected that during the peak month of construction (Month Five), 32 two-way HGV movements per day will occur per day. A further 26 car / LGV trips would be created by construction staff travelling to and from the site.

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

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

Appendix A: Construction Programme and Delivery Profile

Construction **Programme**

Element	Vehicle									
Month		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Site Establishment / Reinstatement	HGV	100								100
General Deliveries	HGV	88	88	88	88	88	88	88	88	88
Site Clearance & Preparation	HGV	20	20							
Access Tracks	HGV		79	79						
Geotextile	HGV	6	6	6	6					
Development Platform	HGV		133	133	133	134				
Foundation Steel	HGV				3					
Foundation Concrete	HGV					366	366			
Cabling	HGV					8				
Cable Sand	HGV					86				
EV Gear & Switchgear	HGV							14		
Cranes	HGV					4			4	
Buildings	HGV							116		
Fencing, Landscaping & Security	HGV								20	
Battery & Inverter Delivery	HGV							180		
Commissioning	LGV								88	88
Staff	LGV	308	572	572	572	572	572	572	572	308
Total		522	898	878	802	1258	1026	970	772	584
Total HGV		214	326	306	230	686	454	398	112	188
Total LGV		308	572	572	572	572	572	572	660	396
Total HGV / Day		***10***	***15***	***14***	***10***	***32***	***21***	***18***	***5***	***9***
Total LGV / Day		***14***	***26***	***26***	***26***	***26***	***26***	***26***	***30***	***18***
Total per Day		***24***	***41***	***40***	***36***	***58***	***47***	***44***	***35***	***27***

Please note that rounding errors may occur