

Denny to Wishaw Network Upgrade

Environmental Impact Assessment Report

Volume 3 Appendices

Appendix 11.1 Traffic and Transport 2025

May 2026



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Table of Contents

- 1. Transport Study Area..... 1
- 2. Transport Scoping..... 2
- 3. Baseline Traffic Data 4
- 4. Project Traffic 6
- 5. Environmental Assessment..... 7
- Appendix 1 8
- Appendix 2 9
- Appendix 3 11
- Appendix 4 12
- Appendix 5 13
- Appendix 6 14

Appendix 11.1

2. Transport Scoping

Scoping Report and Responses

The Denny to Wishaw Network Upgrade Scoping Report June 2025 was issued to relevant stakeholders which included roads authorities and transport bodies. Responses on traffic and transport were received from.

- Falkirk Council.
- North Lanarkshire Council.
- Transport Scotland.
- Network Rail.

Appendix 2 of this Appendix contains Scoping Report responses relating to transport received from the above roads' authorities and transport bodies.

Falkirk Council

The Falkirk Council response to the Scoping Report did not raise any specific points relating to traffic and transport.

North Lanarkshire Council

The North Lanarkshire Council response to the Scoping Report did not raise any specific points relating to traffic and transport.

Transport Scotland

The Transport Scotland response to the Scoping Report raised points relating to Project works that will cross roads controlled by them, and abnormal indivisible loads (AIL).

For Project, specifically overhead line works, which will cross Transport Scotland roads method statements for proposed working will be required to be submitted and approved by Transport Scotland. Such method statements relate to methods of safe working and a requirement to minimise the risk of Project work to public traffic traveling on Transport Scotland roads. Such method statements relate to overhead line works crossing Transport Scotland Roads. Method statements for these works are the responsibility of the appointed contractor and are not considered here.

Transport Scotland will require route assessments for any AIL generated by Project. AIL generated by the Project will be limited to the transport of construction plant to and from site. The Morgan Sindall CTMPs state any AIL will be by virtue of vehicle weight rather than size.

Network Rail

The Network Rail response to the Scoping Report requested that a transport assessment identifies the route and type of traffic generated by the Project that would cross Network Rail railway lines. This appendix considers likely axle loads on public roads for Project AIL loads.

Summary and Conclusions

On the basis of the responses to the Scoping Report received from road and rail authorities AECOM have not carried out any further, more detailed, scoping on traffic and transport matters for the Project.

3. Baseline Traffic Data

2025 Baseline Traffic Data

Automatic Traffic Counter (ATC) locations were identified on study area roads to collect 2025 traffic data. **Volume 2, Figure 11.2** shows the location of ATC traffic surveys carried out around on Study Area roads.

ATC surveys collected traffic data during October 2025. ATC surveys collected traffic data by direction of travel and by vehicle type (known as classified traffic counts). ATC surveys also collected information on vehicle speeds. **Appendix 3** of this Appendix contains summaries of the ATC surveys carried out on study area roads for use in the environmental assessment of traffic and transport.

Department for Transport (DfT) traffic survey information is used to supplement ATC survey information on study area roads. DfT data is required as AECOM ATC locations were identified and surveys commissioned before receipt of Morgan Sindall TMP information. Table 1 contains information on the DfT counters used to form the 2025 Baseline on relevant roads.

Table 1 DfT Counters

Road	Counter ID
M9 Glenbervie - Bannockburn	77119
M80 Bankhead – Bannockburn	40704
M876	83026
M876 Junction 1-2	50708
M876 Bankhead – Checkbar Junction	88037
M80 Bankhead – Old Inns Junction	82064
M80 Junction 4-6	82063
M73 Junction 2A-3	95082
M73 Gartcosh – Ballieston	20704
M74 Junction 4-7	20705
M8 Junction 6-8	90103
M8 Junction 8-10	50808
A8011 Glasgow Road	84081

Road	Counter ID
B8039 Jane's Brae	990548

Accident Records

Injury accident locations by severity on study area roads was obtained from the Police Scotland (2025) Road Traffic Collision Database. Accident locations by severity for the 5-year period 2020-2024 inclusive were obtained. Figure 10.3 summarises the location and severity of injury accidents recorded on study area roads.

2028 Forecast Baseline Traffic

The construction programme is used to identify the forecast construction year for the environmental assessment of Project traffic. 2028 is the adopted forecast year. This year is representative of the initial part of the construction programme and is chosen to minimise the growth in baseline traffic. For environmental assessment purposes 2028 also maximises the percentage increase resulting from Project traffic being added to study area roads. This contributes to ensuring an appropriately robust assessment is made.

Traffic growth factors have been obtained from the TEMPro software package which is a recognised and appropriate tool for UK applications. TEMPro uses Department for Transport (DfT) National Trip End Model (NTEM) data to provide forecast growth factors.

4. Project Traffic

Morgan Sindall Traffic Management Plan (TMP)

The Morgan Sindall CTMPs are used to establish a forecast of daily construction traffic on study area roads. Appendix 1 of this report includes the Morgan Sindall CTMPs.

Daily Construction Traffic

IEMA Guidelines for the environmental assessment of traffic requires daily traffic forecasts. AECOM produced a forecast of daily construction traffic for each component of the Project using a combination of Morgan Sindall CTMP information and Construction Programme information received from the client.

In lieu of any specific working arrangement or profile of construction vehicle activities within the construction programme AECOM has used a 'flat profile' or average calculation to forecast daily substation construction traffic. Appendix 4 of this report includes the method used by AECOM to forecast daily construction traffic.

Assignment of Daily Construction Traffic to Study Area Roads

The Morgan Sindall CTMPs identify the specific study area roads to be used by construction traffic. AECOM assigned the forecast daily construction traffic to these study area roads for the purposes of environmental assessment.

Appendix 5 of this report contains the construction traffic profile used by AECOM for each component of the Project in this assessment.

5. Environmental Assessment

Significance of Environmental Effects

The significance of environmental effects for Project traffic has been assessed in accordance with IEMA Guidelines.

Significance of environmental effects are forecast using the sensitivity of receptor and magnitude of change methodology described in Volume 1, Chapter 11 Traffic and Movement. Appendix 6 of this report provides the analysis undertaken to forecast the significance of environmental effects present in Volume 1, Chapter 11: Traffic and Movement.

Appendix 1

SPEN Project Title/Number: DWNO - Denny Wishaw 400kV Reinforcement

Contractor Information

Contractor Name: **Morgan Sindall Infrastructure**

Contract/PO Number: **22119**

Contractor Document Number: **22119-MSI-BONN-SUB-PL-C-000100**

Contractor Revision: **P01**

Full Document Title: **Bonnybridge Substation Traffic Management Plan**

Total Number of Pages: **14**

SPEN Document Number: **DWNO-MORG-CS-BONNSUBS-TM-CC-0001**

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	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 1 of 17	

CLIENT : SCOTTISH POWER TRANSMISSION

CONTRACT : DWNO (DENNY – WISHAW 400kV REINFORCEMENT)

JOB / PROJECT TITLE : BONNYBRIDGE SUBSTATION

DOCUMENT TITLE : BONNYBRIDGE SUBSTATION TRAFFIC MANAGEMENT PLAN

DOCUMENT No. : 22119-MSI-BONN-SUB-PL-C-000100

CLIENT DOC No. : DWNO-MORG-CS-BONNSUBS-TM-CC-0001

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Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	1 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 2 of 17	

TABLE OF CONTENTS

1.0. INTRODUCTION	3
1.1. PROJECT DESCRIPTION	3
1.2. PURPOSE	4
1.3. REPORT STRUCTURE.....	4
2.0. PROJECT DESCRIPTION	4
2.1. SITE OVERVIEW	5
2.2. CONSTRUCTION PROCESS	7
2.3. CONSTRUCTION WORKING HOURS	7
2.4. SITE COMPOUND.....	8
2.4.1. PROPOSED COMPOUND LOCATION.....	8
3.0. ACCESS STRATEGY	8
3.1. ACCESS POINT.....	8
3.1.1. TRAFFIC MOVEMENTS.....	10
Table 3.1.1A: Link Roads to Bonnybridge Substation (from the M8).....	10
Table 3.1.1B: Bonnybridge Substation Road Linkage Vehicle Movements.....	10
4.0. CONSTRUCTION TRAFFIC.....	11
4.1. TRANSPORT CONFIGURATIONS.....	11
4.2. ORIGINS OF TRANSPORT MOVEMENT.....	12
4.3. Project Transport Movements.....	12
5.0. MITIGATION MEASURES.....	13
5.1. OVERVIEW.....	13
5.1.1. DRIVER COMMUNICATION.....	13
5.1.2. PASSING PLACES.....	13
5.1.3. ACCESS IMPROVEMENTS.....	13
5.1.4. WHEEL WASHING.....	13
5.1.5. SPEED LIMITS.....	14
5.1.6. SIGNAGE.....	14
5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON.....	14
5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS.....	14
5.1.9. PUBLIC RIGHTS OF WAY.....	14
5.1.10. ROAD CONDITION SURVEYS.....	14
5.1.11. UTILITIES CROSSING POINTS.....	15
6.0. APPENDIX A.....	15
I) SECTION 1 – ACCESS AND CONSTRUCTABILITY DRAWINGS.....	16
II) SECTION 1 – TRAFFIC MOVEMENTS.....	16

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	2 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 3 of 17	

1.0. INTRODUCTION

1.1. PROJECT DESCRIPTION

Morgan Sindall (MS) have been commissioned by Scottish Power Transmission (SPT) to carry out the necessary works to upgrade 275 kV Bonnybridge compound to 400kV. This includes:

- The integration of 400 kV Bonnybridge Substation into the wider SPT network, connecting Kincardine North 400 kV Substation to Wishaw 400 kV substation
- Installation of 2 x 400/132/33 kV 360/60 MVA Autotransformers
- The decommissioning of Bonnybridge-Cumbernauld 1 & 2 132 kV OHL circuits (CB route)

A Construction Traffic Management Plan (CTMP) is required for planning applications accounting for vehicle movements along the route.

This document will capture the traffic management plan and considerations throughout the upgrading of the Bonnybridge Substation compound. Figure 1 below shows an overview of the substation upgrade.

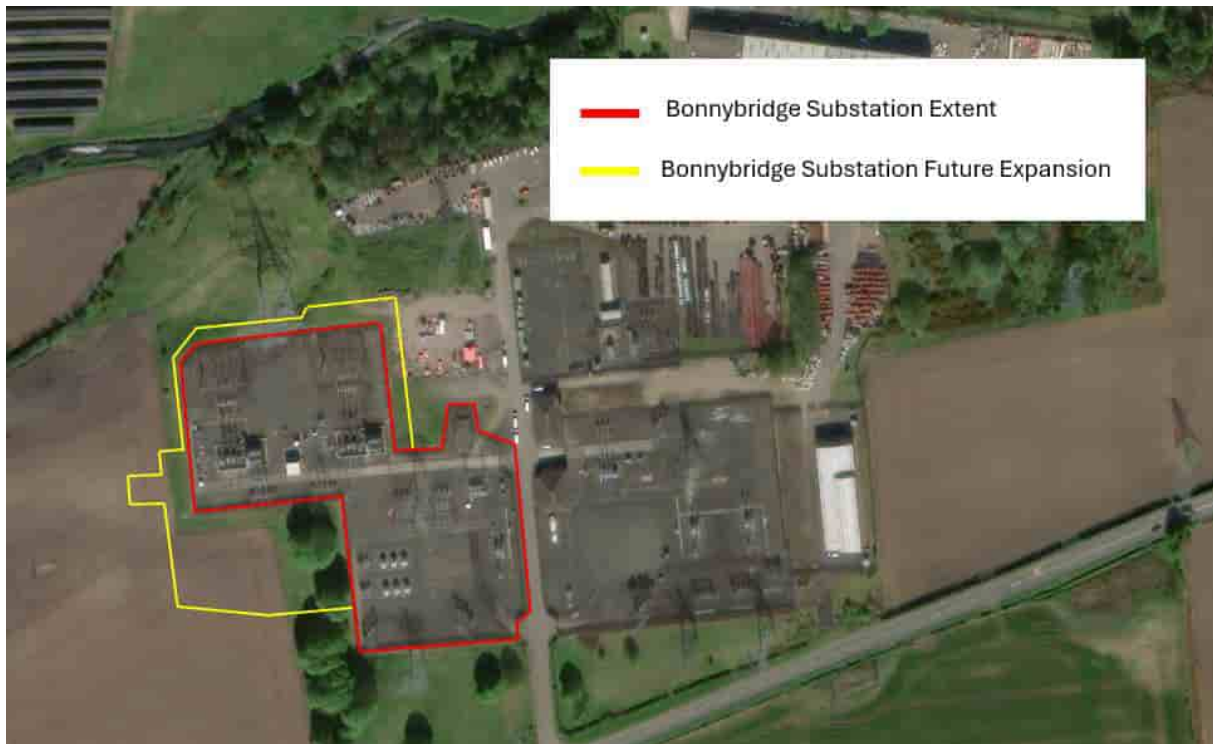


Figure 1: Overview of proposed expansion works to be carried out to the existing Bonnybridge Substation compound

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	3 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 4 of 17	

1.2. PURPOSE

The purpose of this project specific Construction Traffic Management Plan is to provide details of the proposed traffic management of delivery vehicles and other traffic likely to be generated in the construction phase.

This document proposes measures to demonstrate how the contractor may plan to avoid and reduce the impact wherever possible between public and general construction site traffic. General site traffic, deliveries and collections where practicable will be planned and managed to minimise the impact of traffic on the surrounding local road network and to minimise the impact on the local community.

This document will include the following:

- Construction traffic vehicular movements for plant, people and materials
- Mitigations and improvements for the proposed works
- Proposals to limit impacts on the local trunk road networks and environment
- Proposals for minimising site traffic and disruption to local communities

The CTMP is a live document that will be reviewed at regular intervals by the project team to reflect progress of the works and any changes in requirements. Note that the DWNO ArcGIS model is to be used in conjunction with this report throughout the scope of works.

1.3. REPORT STRUCTURE

This Construction Traffic Management Plan sets out measures minimise the impact of construction traffic related to the proposed upgrade to the Bonnybridge Substation compound.

The report is structured as follows:

- Section 2 provides details of the project overview
- Section 3 identifies the access management strategy
- Section 4 identifies the construction traffic movements
- Section 5 identifies the additional mitigation measures that could be considered
- Section 6 presents a summary of findings.

2.0. PROJECT DESCRIPTION

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	4 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 5 of 17	

2.1. SITE OVERVIEW

The existing Bonnybridge Substation compound is located north of Bonnybridge on the A803. The existing substation has a main access point off the A803 and is currently connected to the Main Interconnected Transmission System via one double circuit overhead line routes operating at 275 kV (ZG route), which is being radially served from Denny North 400/275 kV Substation.

The project shall involve the establishment of a new Bonnybridge 400 kV Substation within the existing 275kV compound footprint, including land purchase as required to facilitate the compound extension. The scope of work shall include:

- Installation of 400kV equipment with continuous rating of not less than 4000A, on the following bays:
 - Bonnybridge - Kincardine North 400kV, remote end bay.
 - Bonnybridge – Wishaw 400kV, remote end bay.
 - Bonnybridge SGT1, 400/132/33kV 360/60 MVA, Auto-transformer bay.
 - Bonnybridge SGT2, 400/132/33kV 360/60 MVA, Auto- transformer bay.
 - 400 kV Bus section bay
- Installation of 33 kV equipment on the following bays:
 - 33 kV new AIS bays connecting existing 33kV 60MVAR shunt reactors R1 and R2.
 - 33 kV new EATs and NERs
- Existing 33 kV bays, including busbars, EATs and NERs, Circuit Breaker and associated disconnectors and CVTs are being decommissioned and removed
- Construction of a new 400kV control building

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	5 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Bonnybridge Substation Management Plan	Page 6 of 17	



Figure 2: Site Location and associated link roads

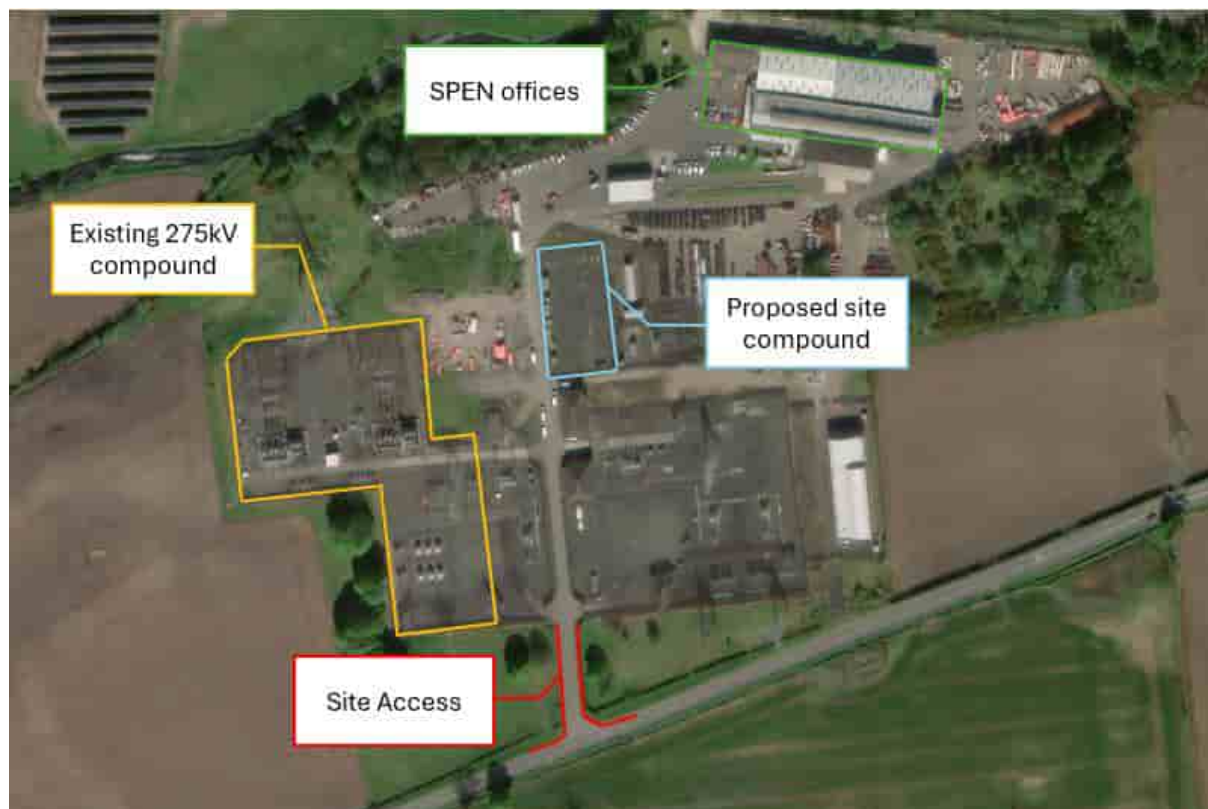


Figure 3: Access Point via A803 to existing Bonnybridge Substation and current layout

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	6 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 7 of 17	

2.2. CONSTRUCTION PROCESS

The construction process for the works will comprise the following key stages:

- Establishment of temporary construction compound
- Site clearance and de-vegetation
- Utility Diversions
- Bulk earthworks and drainage work
- Installation of primary utility services
- Construction of new transformer bund and plinths
- Control building foundations, steelwork erection and cladding
- Terminal tower foundation and erection
- Construction of new Supergrid transformer bunds and plinths
- Construction of equipment foundations
- Erection of equipment structures and line landing gantry
- Installation of HV plant, cable, and associated equipment
- Installation of Supergrid Transformers 1 and 2
- Testing and commissioning of newly installed equipment
- Dismantle and removal of redundant equipment
- Site clearance and demobilisation

2.3. CONSTRUCTION WORKING HOURS

Works during the construction phase will take place predominantly during daytime hours, generally as outlined in Table 2.3 below.

Table 2.3. Construction Working Hours

	March to September	October to February
Monday to Friday	07:00 to 19:00	07:30 to 17:30
Weekend (Sat / Sun)	07:00 to 16:00	08:00 to 16:00

Weekend working will be proposed and included to minimise construction traffic, with areas of work generally restricted to locations with the least impact on the local community and general public.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	7 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 8 of 17	

2.4. SITE COMPOUND

The proposed site compound will be used to provide office accommodation and welfare facilities for staff involved with the project. The compound area will provide a safe area for parking away from the public highways as well as temporary storage of materials, plant and equipment.

2.4.1. PROPOSED COMPOUND LOCATION

A compound location for the works has been identified within SPT owned land around the substation (shown in Figure 4). This will require further landowner discussions to determine suitability. Access to the site compound will be via the A803.



Figure 4: Proposed Compound Area (pre and post earthworks)

3.0. ACCESS STRATEGY

3.1. ACCESS POINT

The proposed route for accessing Bonnybridge Substation is shown in Figure 5.

The proposed construction site access route to the development will be via existing tracks from existing Council and Trunk roads to the main access point (shown in Figure 6).

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	8 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Bonnybridge Substation Management Plan	Page 9 of 17	

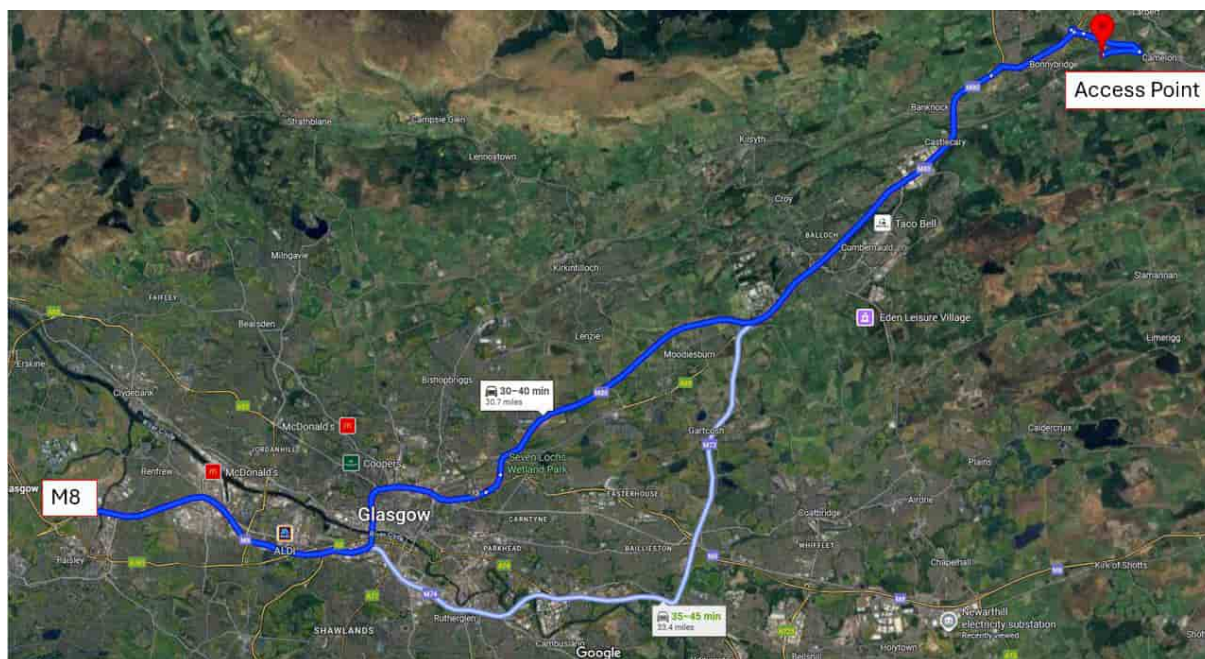


Figure 5: Access Routes to Bonnybridge Substation from the M8



Figure 6: Main Access Point to Bonnybridge Substation, from A803 (taken from Google Maps)

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	9 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 10 of 17	

3.1.1. TRAFFIC MOVEMENTS

4 Primary Link Roads have been identified. These are local authority and trunk roads required to reach the main access point.

Table 3.1.1A: Link Roads to Bonnybridge Substation (from the M8)

Link No.	Description
1	M80
2	M876
3	A883
4	A803

Table 3.1.1B: Bonnybridge Substation Road Linkage Vehicle Movements

SUMMARY OF MOVEMENTS				
Link Road	Link Description	HGV Movements	LGV Movements	Total Movements
1	M80	510	17847	18357
2	M876	510	17847	18357
3	A883	510	17847	18357
4	A803	510	17847	18357

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	10 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 11 of 17	

4.0. CONSTRUCTION TRAFFIC

4.1. TRANSPORT CONFIGURATIONS

No oversized abnormal load vehicles with regards to length (over 18.3m) or width (over 2.9m), are anticipated to need access to the development site, with the largest vehicles anticipated to require access being road legal standard articulated lorries, including low loaders importing construction equipment. Note that construction equipment such as excavators will be chosen to remain within the road legal width where possible.

Abnormal loads with regards to vehicle weight (over 44 tonnes) are required to access the development. These vehicles include low loaders when loaded with construction equipment and tractor and trailers used to transport the plant and associated equipment to work locations.

Table 4.1 below outlines the HGV vehicle types anticipated to be operating on the public roads.

Table 4.1: Vehicle Types

Vehicle Type	Description	Activity
1	Tractor and Trailer	Used for transportation of associated plant to locations.
2	Flatbed Wagon	Used for delivery of materials such as reinforcement.
3	Concrete Truck Mixer	Used to import concrete for the foundations, with high numbers accessing the site during some concrete pours.
4	Articulated Vehicles (normal)	Used to deliver materials to the construction compounds or direct to locations where materials are incorporated into the works.
5	Articulated Vehicles (low loader)	Used to deliver and collect site machinery such as excavators, telehandlers as necessary. Site machinery will move under its own power to suitable loading and offloading locations. This primarily occur at the beginning and end of project.
6	Tipper Wagons	Used to transport large volumes of material to and from site.
7	4x4	Used to transport small amount of material or equipment and personnel.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	11 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 12 of 17	

4.2. ORIGINS OF TRANSPORT MOVEMENT

The origin of loads will depend upon the materials being imported. Materials such as steel transformer parts, and other specialist equipment will be imported along the M8. Materials will be imported using standard road legal articulated or rigid vehicles and will be imported to the site compound. These materials may be transferred between the compounds and working areas using a Hiab.

Materials required for construction of substation include stone, ready mixed concrete, tarmac which will all be locally sourced.

General construction materials, servicing of the contractor's facilities and construction equipment will be locally sourced and delivered to site using small vehicles. These vehicles will be encouraged to use the preferred routes, but this may not be possible at all times as the journeys may not commence at suitable locations.

The workforce will be encouraged to share journeys to reduce the number of vehicles passing through the nearby villages or towns at the start and end of each day. This will be achieved by not allowing private vehicles onto site except at the primary construction compound. It is accepted that not everyone will be able to share their journey as the exact location of individuals is not known.

4.3. Project Transport Movements

VEHICLE MOVEMENTS		
Vehicle Type	Number of Vehicles Movements Required	Both ways
Concrete wagon	38	76
Material tipper	131	262
Deliveries	260	520
Personnel	8750	17500

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	12 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 13 of 17	

MITIGATION MEASURES

5.1. OVERVIEW

5.1.1. DRIVER COMMUNICATION

All vehicles directly owned by the client or main contractor will have a communications system installed that will be legal to use while the vehicle is in motion. The communications system will be used to advise drivers of any issues on the road network or on site, allowing them to re-route as necessary, adjust driving speed or adjust destination. The communications system will also be used by drivers to report issues, and to call for immediate assistance if required.

5.1.2. PASSING PLACES

Passing places will be discussed with Falkirk Council during the planning stages of the works, these will then be fed back for design during the construction phase.

Passing places will not be used by drivers of construction vehicles as a place to wait or as a place to park. Local residents will be able to report any instances of inappropriate driving or use of passing places to the project community liaison officer.

5.1.3. ACCESS IMPROVEMENTS

Improvements to any local road network will be agreed during the planning stages between the client and Falkirk Council. These will be accepted designs of which some improvement works will be completed prior to construction commencing as well as during or post construction phase.

To achieve sight lines, vegetation clearance works may be required. If safe line of sight cannot be achieved as per 'Design Manual for Roads and Bridges- CD109: Highway Link Design', temporary traffic calming measures will be installed including temporary speed limits.

5.1.4. WHEEL WASHING

To reduce mud and debris being deposited onto the road network, wheels and tracks are to be cleaned upon leaving the work area and onto the public highway. The minimum provision will be a brush and a water supply. Where considered necessary, the public roads, adjacent to the site access point shall be kept clean by utilising a mechanical road sweeper. Residents will be able to report any instances of mud being carried onto the public highway to the project community liaison officer.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	13 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 14 of 17	

5.1.5. SPEED LIMITS

A maximum 15 mph speed limit would be imposed for all construction traffic on private roads and tracks, which would be reinforced through temporary construction traffic speed limit signs. Along public roads national speed limits or signed speed limits (whichever is lower) will apply. Residents will be able to report any instances of speeding on the public highways to the project community liaison officer.

5.1.6. SIGNAGE

Traffic Management plan will be developed in collaboration with our specialist traffic management contractor, in accordance with Chapter 8 (Traffic Manual) and in agreement with Transport Scotland and Falkirk Council.

5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON

Information on the project will be distributed using a variety of methods including the project website, local newsletters, public notices and public meetings by the project community liaison officer.

A construction liaison committee comprising of the project community liaison officer will meet periodically to provide updates on the construction programme, vehicle movements and public road improvements. Representatives from SPT and MS will attend. Contact details for key project staff will be provided to the community for any complaints or information requests to be actioned.

5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS

Public access safety advice signage will be installed at all access points from the public road network. All excavations shall be surrounded by barriers. All construction works will be undertaken with strict adherence to the current CDM regulations.

5.1.9. PUBLIC RIGHTS OF WAY

Core paths and other recreational routes are designed to cater for non-motorised travel and general public access. Care must be taken when travelling along these routes and members of the general public must be given right of way at all times.

5.1.10. ROAD CONDITION SURVEYS

The roads being used by the construction traffic are trunk roads and minor rural roads that carry occasional heavy vehicles. Intensifying the use of these roads by heavy construction

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	14 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Bonnybridge Substation Management Plan	Page 15 of 17	

vehicles may lead to some deterioration of the road pavement, which cannot be determined in advance. The developer will therefore undertake a road video condition survey in conjunction with the roads authority prior to commencing works on site. This survey will identify any visually apparent defects with the road pavement and will be used as a baseline for any future surveys.

Upon completion of the works, a final road condition survey will be undertaken in conjunction with the road's authority. Defects will be recorded for comparison with the initial survey. Where deterioration of the road pavement can be agreed because of the construction works, the developer will arrange for repair to be undertaken.

5.1.11. UTILITIES CROSSING POINTS

The locations of below ground cables and utilities are indicated on the contract drawings and the GPR survey drawing available in Appendix A3 of the Substation Strategic Agreement. However, the Contractor shall be responsible for locating all underground cables and services, by appropriate methods, prior to progressing the works. The main hazards during works shall consist of existing overhead lines and conductors and underground cabling (see Figure 7).

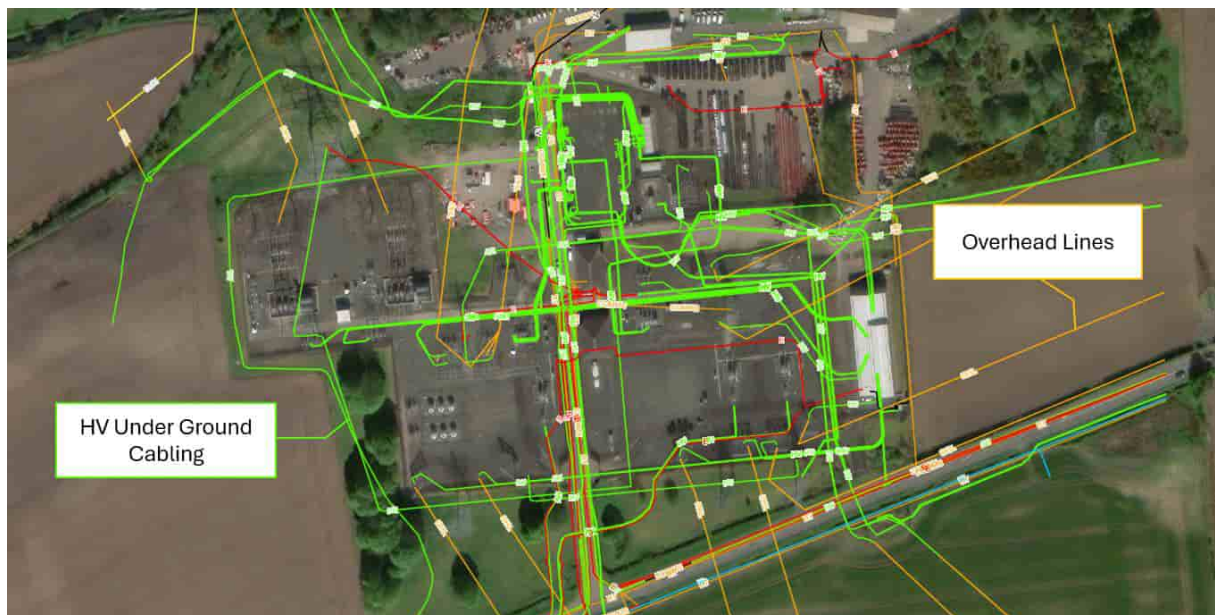


Figure 7: OHL and UGC at Bonnybridge Substation

6.0. APPENDIX A

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	15 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Bonnybridge Substation Management Plan	Page 16 of 17	

i) Section 1 – Access and Constructability Drawings

This report should be read in conjunction with the DWNO ArcGIS Model.

ii) Section 1 – Traffic Movements

Until such a time that upgrades to existing tracks can be determined, a standard detail has been applied to track upgrades.



Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	16 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Bonnybridge Substation Management Plan	Page 17 of 17	

Substation	Fill (m³)	Cut (m³)	Net (m³)	
Bonnybridge	323	655	332	
KEY				
1 material wagon, 8 wheeler (tonnes)			20	
1 material wagon, 8 wheeler (m³) (assuming bulk density of 2)			10	
Concrete wagon (m³)			8	
VEHICLE MOVEMENTS				
Vehicle Type	Number of Vehicles Movements Required		Both ways	
Concrete wagon	37.5		75	
Material tipper	131		262	
Deliveries	260		520	
Personnel	8750		17500	
SUMMARY OF MOVEMENTS				
Link Road	Link Description	HGV Movements	LGV Movements	Total Movements
1	M80	510	17847	18357
2	M876	510	17847	18357
3	A883	510	17847	18357
4	A803	510	17847	18357

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	17 of 17

SPEN Project Title/Number: DWNO - Denny Wishaw 400kV Reinforcement

Contractor Information

Contractor Name: **Morgan Sindall Infrastructure**

Contract/PO Number: **22119**

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Full Document Title: **Cumbernauld Substation Traffic Management Plan**

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	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Cumbernauld Substation Management Plan	Page 1 of 18	



CLIENT : SCOTTISH POWER TRANSMISSION

CONTRACT : DWNO (DENNY – WISHAW 400kV REINFORCEMENT)

JOB / PROJECT TITLE : CUMBERNAULD SUBSTATION

DOCUMENT TITLE : CUMBERNAULD SUBSTATION TRAFFIC MANAGEMENT PLAN

DOCUMENT No. : 22119-MSI-CUMB-SUB-PL-C-000100

CLIENT DOC No. : DWNO-MORG-CS-CUMBSUBS-TM-CC-0001

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Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	1 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Cumbernauld Substation Management Plan	Page 2 of 18	

TABLE OF CONTENTS

1.0. INTRODUCTION	3
1.1. PROJECT DESCRIPTION	3
1.2. PURPOSE	4
1.3. REPORT STRUCTURE.....	4
2.0. PROJECT DESCRIPTION	5
2.1. SITE OVERVIEW	5
2.2. CONSTRUCTION PROCESS.....	7
2.3. CONSTRUCTION WORKING HOURS	7
2.4. SITE COMPOUNDS.....	8
2.4.1. PROPOSED COMPOUND LOCATION.....	8
3.0. ACCESS STRATEGY	9
3.1. ACCESS POINT.....	9
3.1.1. TRAFFIC MOVEMENTS.....	11
Table 3.1.1A: Link Roads to Cumbernauld Substation (from the M8)	11
Table 3.1.1B: Cumbernauld Substation Road Linkage Vehicle Movements.....	12
4.0. CONSTRUCTION TRAFFIC.....	13
4.1. TRANSPORT CONFIGURATIONS.....	13
4.2. ORIGINS OF TRANSPORT MOVEMENT.....	14
4.3. PROJECT TRANSPORT MOVEMENTS.....	14
5.0. MITIGATION MEASURES.....	15
5.1. OVERVIEW.....	15
5.1.1. DRIVER COMMUNICATION.....	15
5.1.2. PASSING PLACES.....	15
5.1.3. ACCESS IMPROVEMENTS.....	15
5.1.4. WHEEL WASHING.....	15
5.1.5. SPEED LIMITS.....	16
5.1.6. SIGNAGE.....	16
5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON.....	16
5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS.....	16
5.1.9. PUBLIC RIGHTS OF WAY.....	16
5.1.10. ROAD CONDITION SURVEYS.....	17
5.1.11. UTILITIES CROSSING POINTS.....	17
6.0. APPENDIX A.....	17
I) SECTION 1 – ACCESS AND CONSTRUCTABILITY DRAWINGS.....	17
II) SECTION 1 – TRAFFIC MOVEMENTS.....	17

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	2 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Cumbernauld Substation Management Plan	Page 3 of 18	

1.0. INTRODUCTION

1.1. PROJECT DESCRIPTION

Morgan Sindall (MS) have been commissioned by Scottish Power Transmission (SPT) to carry out the necessary works to upgrade the existing 132 kV Cumbernauld Substation compound to 275 kV. Works include:

- The establishment of Cumbernauld 275/33 kV Grid Supply Point.
- Installation of 2 x 275/33 kV 90 MVA transformers
- Facilitating the decommissioning of Cumbernauld-Bonnybridge 1 & 2 132 kV OHL circuits (CB route).

A Construction Traffic Management Plan (CTMP) is required for planning applications accounting for vehicle movements along the route.

This document will capture the traffic management plan and considerations throughout the upgrading of the Cumbernauld Substation compound. Figure 1 below shows an overview of the substation upgrade.



Figure 1- Overview of proposed expansion and works to be carried out to the existing Cumbernauld Substation compound

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	3 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Cumbernauld Substation Management Plan	Page 4 of 18	

1.2. PURPOSE

The purpose of this project specific Construction Traffic Management Plan is to provide details of the proposed traffic management of delivery vehicles and other traffic likely to be generated in the construction phase.

This document proposes measures to demonstrate how the contractor may plan to avoid and reduce the impact wherever possible between public and general construction site traffic. General site traffic, deliveries and collections where practicable will be planned and managed to minimise the impact of traffic on the surrounding local road network and to minimise the impact on the local community.

This document will include the following:

- Construction traffic vehicular movements for plant, people and materials
- Mitigations and improvements for the proposed works
- Proposals to limit impacts on the local trunk road networks and environment
- Proposals for minimising site traffic and disruption to local communities

The CTMP is a live document that will be reviewed at regular intervals by the project team to reflect progress of the works and any changes in requirements. Note that the DWNO ArcGIS model is to be used in conjunction with this report throughout the scope of works.

1.3. REPORT STRUCTURE

This Construction Traffic Management Plan sets out measures minimise the impact of construction traffic related to the proposed upgrade to the Cumbernauld Substation compound.

The report is structured as follows:

- Section 2 provides details of the project overview
- Section 3 identifies the access management strategy
- Section 4 identifies the construction traffic movements
- Section 5 identifies the additional mitigation measures that could be considered
- Section 6 presents a summary of findings.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	4 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Cumbernauld Substation Management Plan	Page 5 of 18	

2.0. PROJECT DESCRIPTION

2.1. SITE OVERVIEW

The existing Cumbernauld Substation compound is located to west of Cumbernauld on Forest Road, nearby Glencryan Woodland (see Figure 2). The existing substation has a main access point off Forest Road and currently contains 2 x 132/33 kV transformers that connect via the existing CB route Overhead Lines (OHL) to Bonnybridge Substation (see Figure 3).

The proposed WB OHL route (which will replace the existing CB route) will be connected to the proposed Cumbernauld Substation, connecting the proposed uprated Bonnybridge Substation to the uprated Cumbernauld Substation. The proposed layout includes:

- Kincardine 275kV remote end bay
- Easterhouse/ Newarthill 275kV remote end bay
- SGT1, 275/33kV 90MVA³ transformer bay
- SGT2, 275/33kV 90MVA² transformer bay
- 275 kV Bus section bay



Figure 2- Site Location

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	5 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Cumbernauld Substation Management Plan	Page 6 of 18	

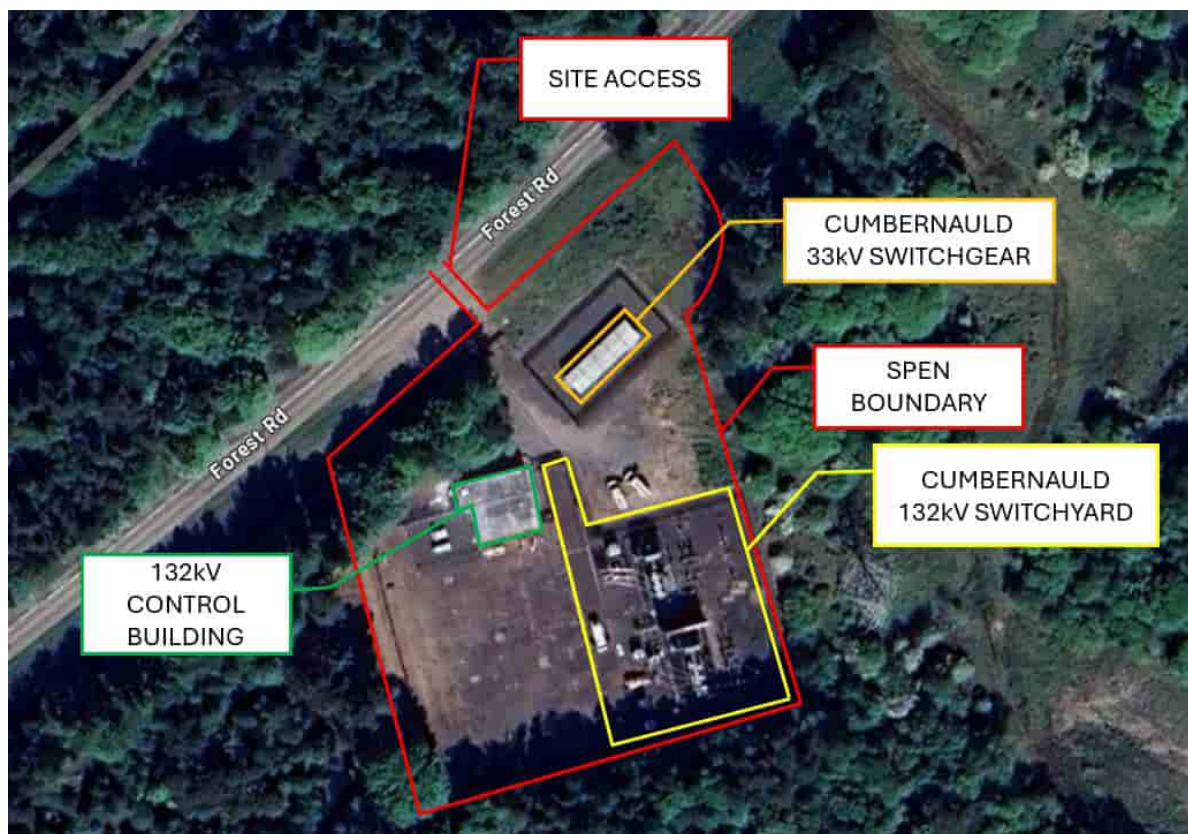


Figure 3- Access Point via Forest Road to existing Cumbernauld Substation and current layout

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	6 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Cumbernauld Substation Management Plan	Page 7 of 18	

2.2. CONSTRUCTION PROCESS

The construction process for the works will comprise the following key stages:

- Establishment of temporary construction compound
- Site clearance and de-vegetation (including tree-felling)
- Utility diversions
- Bulk earthworks and drainage works
- Installation of primary utility services
- Control building foundations, steelwork erection and cladding
- Terminal tower foundation and erection
- Dismantle and removal of redundant transformer and associated equipment
- Construction of new transformer bund and plinths
- Construction of equipment foundations
- Erection of equipment structures and line landing gantry
- Installation of plant, cable and associated equipment for Transformer 1
- Installation of Grid Transformer 1
- Dismantle and removal of redundant transformer and associated equipment
- Rebuilding new Transformer bund and plinths
- Construction of equipment foundations
- Erection of equipment structures and line landing gantry
- Installation of HV plant, cable and associated equipment for Transformer 2
- Installation of Grid Transformer 2
- Testing and commissioning of newly installed equipment
- Site clearance and demobilisation

2.3. CONSTRUCTION WORKING HOURS

Works during the construction phase will take place predominantly during daytime hours, generally as outlined in Table 2.3 below.

Table 2.3. Construction Working Hours

	March to September	October to February
Monday to Friday	07:00 to 19:00	07:30 to 17:30
Weekend (Sat / Sun)	07:00 to 16:00	08:00 to 16:00

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	7 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Cumbernauld Substation Management Plan	Page 8 of 18	

Weekend working will be proposed and included to minimise construction traffic, with areas of work generally restricted to locations with the least impact on the local community and general public.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	8 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Cumbernauld Substation Management Plan	Page 9 of 18	

2.4. SITE COMPOUND

The proposed site compound will be used to provide office accommodation and welfare facilities for staff involved with the project. The compound area will provide a safe area for parking away from the public highways as well as temporary storage of materials, plant and equipment.

2.4.1. PROPOSED COMPOUND LOCATION

A compound location for the works has been identified within SPT owned land around the substation (shown in Figure 4). This will require further landowner discussions to determine suitability.



Figure 4- Proposed Compound Area (pre and post earthworks)

Access to the temporary site compound will be via Forest Road.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	9 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Cumbernauld Substation Management Plan	Page 10 of 18	

3.0. ACCESS STRATEGY

3.1. ACCESS POINT

The proposed route for accessing Cumbernauld Substation is shown in Figure 5.

The proposed construction site access route to the development will be via existing tracks from existing Council and Trunk roads to the main access point (shown in Figure 6).

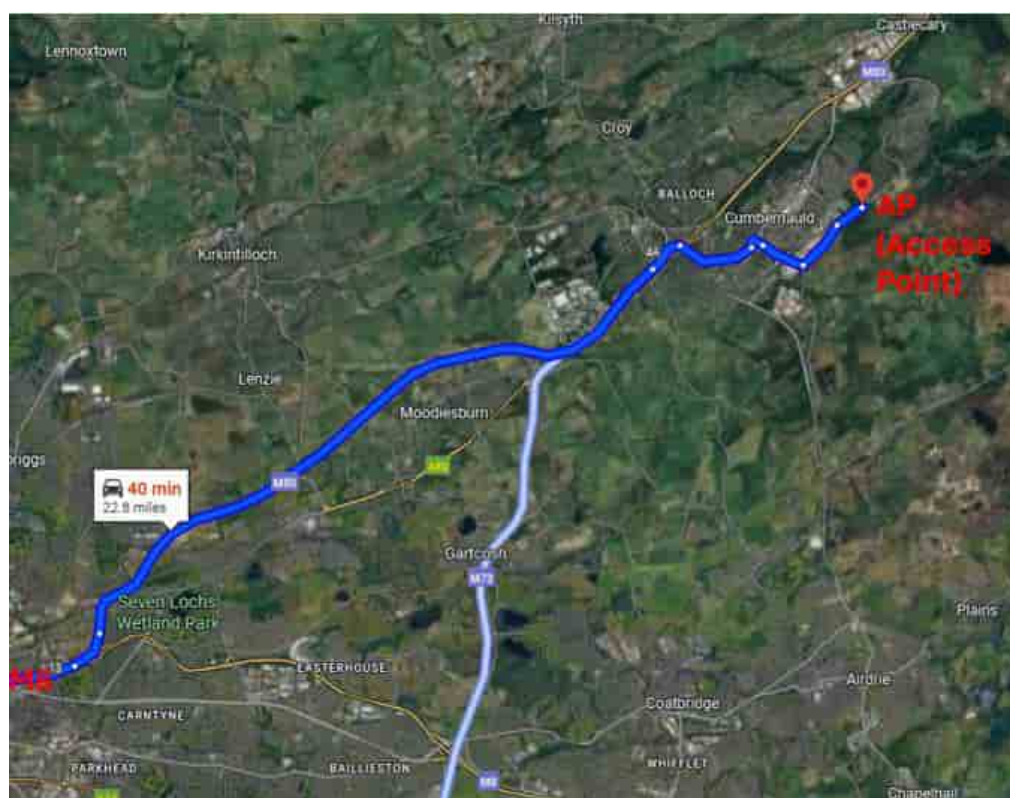


Figure 5- Access Routes to Cumbernauld Substation from the M8

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	10 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Cumbernauld Substation Management Plan	Page 11 of 18	



Figure 6- Main Access Point to Cumbernauld Substation, from Forest Road (taken from Google Maps)

3.1.1. TRAFFIC MOVEMENTS

5 Primary Link Roads have been identified. These are local authority and trunk roads required to reach the main access point.

Table 3.1.1A: Link Roads to Cumbernauld Substation (from the M8)

Link Road	Location Notes
1	M80
2	A8011 (Glasgow Road)
3	B8039 (Jane's Brae)
4	B8054 (Lenziemill Road)
5	Forest Road

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	11 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Cumbernauld Substation Management Plan	Page 12 of 18	

Table 3.1.1B: Cumbernauld Substation Road Linkage Vehicle Movements

SUMMARY OF MOVEMENTS				
Link Road	Link Description	HGV Movements	LGV Movements	Total Movements
1	M80	57075	17847	74922
2	A8011 (Glasgow Road)	57075	17847	74922
3	B8039 (Jane's Brae)	57075	17847	74922
4	B8054 (Lenziemill Road)	57075	17847	74922
5	Forest Road	57075	17847	74922

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	12 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Cumbernauld Substation Management Plan	Page 13 of 18	

4.0. CONSTRUCTION TRAFFIC

4.1. TRANSPORT CONFIGURATIONS

No oversized abnormal load vehicles with regards to length (over 18.3m) or width (over 2.9m), are anticipated to need access to the development site, with the largest vehicles anticipated to require access being road legal standard articulated lorries, including low loaders importing construction equipment. Note that construction equipment such as excavators will be chosen to remain within the road legal width where possible.

Abnormal loads with regards to vehicle weight (over 44 tonnes) are required to access the development. These vehicles include low loaders when loaded with construction equipment and tractor and trailers used to transport the plant and associated equipment to work locations.

Table 4.1 below outlines the HGV vehicle types anticipated to be operating on the public roads.

Table 4.1: Vehicle Types

Vehicle Type	Description	Activity
1	Tractor and Trailer	Used for transportation of associated plant to locations.
2	Flatbed Wagon	Used for delivery of materials such as reinforcement.
3	Concrete Truck Mixer	Used to import concrete for the foundations, with high numbers accessing the site during some concrete pours.
4	Articulated Vehicles (normal)	Used to deliver materials to the construction compounds or direct to locations where materials are incorporated into the works.
5	Articulated Vehicles (low loader)	Used to deliver and collect site machinery such as excavators, telehandlers as necessary. Site machinery will move under its own power to suitable loading and offloading locations. This primarily occur at the beginning and end of project.
6	Tipper Wagons	Used to transport large volumes of material to and from site.
7	4x4	Used to transport small amount of material or equipment and personnel.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	13 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Cumbernauld Substation Management Plan	Page 14 of 18	

4.2. ORIGINS OF TRANSPORT MOVEMENT

The origin of loads will depend upon the materials being imported. Materials such as steel transformer parts, and other specialist equipment will be imported along the M8. Materials will be imported using standard road legal articulated or rigid vehicles and will be imported to the site compound. These materials may be transferred between the compounds and working areas using a Hiab.

Materials required for construction of substation include stone, ready mixed concrete, tarmac which will all be locally sourced.

General construction materials, servicing of the contractor's facilities and construction equipment will be locally sourced and delivered to site using small vehicles. These vehicles will be encouraged to use the preferred routes, but this may not be possible at all times as the journeys may not commence at suitable locations.

The workforce will be encouraged to share journeys to reduce the number of vehicles passing through the nearby villages or towns at the start and end of each day. This will be achieved by not allowing private vehicles onto site except at the primary construction compound. It is accepted that not everyone will be able to share their journey as the exact location of individuals is not known.

4.3. Project Transport Movements

VEHICLE MOVEMENTS		
Vehicle Type	Number of Vehicles Movements Required	Both ways
Concrete wagon	38	76
Material tipper	28414	56828
Deliveries	260	520
Personnel	8750	17500

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	14 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Cumbernauld Substation Management Plan	Page 15 of 18	

5.0. MITIGATION MEASURES

5.1. OVERVIEW

5.1.1. DRIVER COMMUNICATION

All vehicles directly owned by the client or main contractor will have a communications system installed that will be legal to use while the vehicle is in motion. The communications system will be used to advise drivers of any issues on the road network or on site, allowing them to re-route as necessary, adjust driving speed or adjust destination. The communications system will also be used by drivers to report issues, and to call for immediate assistance if required.

5.1.2. PASSING PLACES

Passing places will be discussed with North Lanarkshire Council during the planning stages of the works, these will then be fed back for design during the construction phase.

Passing places will not be used by drivers of construction vehicles as a place to wait or as a place to park. Local residents will be able to report any instances of inappropriate driving or use of passing places to the project community liaison officer.

5.1.3. ACCESS IMPROVEMENTS

Improvements to any local road network will be agreed during the planning stages between the client and North Lanarkshire Council. These will be accepted designs of which some improvement works will be completed prior to construction commencing as well as during or post construction phase.

To achieve sight lines, vegetation clearance works may be required. If safe line of sight cannot be achieved as per 'Design Manual for Roads and Bridges- CD109: Highway Link Design', temporary traffic calming measures will be installed including temporary speed limits.

5.1.4. WHEEL WASHING

To reduce mud and debris being deposited onto the road network, wheels and tracks are to be cleaned upon leaving the work area and onto the public highway. The minimum provision will be a brush and a water supply. Where considered necessary, the public roads, adjacent to the site access points, shall be kept clean by utilising a mechanical road sweeper. Residents will be able to report any instances of mud being carried onto the public highway to the project community liaison officer.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	15 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Cumbernauld Substation Management Plan	Page 16 of 18	

5.1.5. SPEED LIMITS

A maximum 15 mph speed limit would be imposed for all construction traffic on private roads and tracks, which would be reinforced through temporary construction traffic speed limit signs. Along public roads national speed limits or signed speed limits (whichever is lower) will apply. Residents will be able to report any instances of speeding on the public highways to the project community liaison officer.

5.1.6. SIGNAGE

Traffic Management plan will be developed in collaboration with our specialist traffic management contractor, in accordance with Chapter 8 (Traffic Manual) and in agreement with Transport Scotland and North Lanarkshire Council.

5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON

Information on the project will be distributed using a variety of methods including the project website, local newsletters, public notices and public meetings by the project community liaison officer.

A construction liaison committee comprising of the project community liaison officer will meet periodically to provide updates on the construction programme, vehicle movements and public road improvements. Representatives from SPT and MS will attend. Contact details for key project staff will be provided to the community for any complaints or information requests to be actioned.

5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS

Public access safety advice signage will be installed at all access points from the public road network. All excavations shall be surrounded by barriers. All construction works will be undertaken with strict adherence to the current CDM regulations.

5.1.9. PUBLIC RIGHTS OF WAY

Core paths and other recreational routes are designed to cater for non-motorised travel and general public access. Care must be taken when travelling along these routes and members of the general public must be given right of way at all times.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	16 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Cumbernauld Substation Management Plan	Page 17 of 18	

5.1.10. ROAD CONDITION SURVEYS

The roads being used by the construction traffic are trunk roads and minor rural roads that carry occasional heavy vehicles. Intensifying the use of these roads by heavy construction vehicles may lead to some deterioration of the road pavement, which cannot be determined in advance. The developer will therefore undertake a road video condition survey in conjunction with the roads authority prior to commencing works on site. This survey will identify any visually apparent defects with the road pavement and will be used as a baseline for any future surveys.

Upon completion of the works, a final road condition survey will be undertaken in conjunction with the road's authority. Defects will be recorded for comparison with the initial survey. Where deterioration of the road pavement can be agreed because of the construction works, the developer will arrange for repair to be undertaken.

5.1.11. UTILITIES CROSSING POINTS

The main utilities onsite to be aware of during construction works is the water trunk main running through the substation, located to the back towards the back of the substation overall area and the overhead lines. Liaison will take place with Scottish Water to ensure any protective measures to avoid damaging the pipe are undertaken. Digging will not take place until handheld CAT scans are carried out, services marked out, and a permit to dig is issued.



Figure 7- Existing utilities around Cumbernauld Substation

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	17 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Cumbernauld Substation Management Plan	Page 18 of 18	

6.0. APPENDIX A

i) Section 1 – Access and Constructability Drawings

This report should be read in conjunction with the DWNO ArcGIS Model.

ii) Section 1 – Traffic Movements

Until such a time that upgrades to existing tracks can be determined, a standard detail has been applied to track upgrades.



Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	18 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Cumbernauld Substation Management Plan	Page 19 of 18	

Substation		Fill (m³)	Cut (m³) 1:3 Slopes	Cut (m³) 1:1 Slopes
Cumbernauld		1,403	184,641	98,091
KEY				
1 material wagon, 8 wheeler (tonnes)				20
1 material wagon, 8 wheeler (m³) (assuming bulk density of 2)				10
Concrete wagon (m³)				8
VEHICLE MOVEMENTS				
Vehicle Type		Number of Vehicles Movements Required		Both ways
Concrete wagon		37.5		75
Material tipper		28413.5		56827
Deliveries		260		520
Personnel		8750		17500
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Link Road	Link Description	HGV Movements	LGV Movements	Total Movements
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Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	19 of 18

SPEN Project Title/Number: DWNO - Denny Wishaw 400kV Reinforcement

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	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Denny North Substation Management Plan	Page 1 of 17	

CLIENT : SCOTTISH POWER TRANSMISSION

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Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	1 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Denny North Substation Management Plan	Page 2 of 17	

TABLE OF CONTENTS

1.0. INTRODUCTION	3
1.1. PROJECT DESCRIPTION	3
1.2. PURPOSE	4
1.3. REPORT STRUCTURE.....	4
2.0. PROJECT DESCRIPTION	5
2.1. SITE OVERVIEW	5
2.2. CONSTRUCTION PROCESS.....	6
2.3. CONSTRUCTION WORKING HOURS	7
2.4. SITE COMPOUND.....	8
2.4.1. PROPOSED COMPOUND LOCATION.....	8
3.0. ACCESS STRATEGY	8
3.1. ACCESS POINT.....	8
3.1.1. TRAFFIC MOVEMENTS.....	10
Table 3.1.1A: Link Roads to Denny North Substation (from the M8).....	10
Table 3.1.1B: Denny North Substation Road Linkage Vehicle Movements.....	10
4.0. CONSTRUCTION TRAFFIC.....	11
4.1. TRANSPORT CONFIGURATIONS.....	11
4.2. ORIGINS OF TRANSPORT MOVEMENT.....	12
4.3. Project Transport Movements.....	12
5.0. MITIGATION MEASURES.....	13
5.1. OVERVIEW.....	13
5.1.1. DRIVER COMMUNICATION.....	13
5.1.2. PASSING PLACES.....	13
5.1.3. ACCESS IMPROVEMENTS.....	13
5.1.4. WHEEL WASHING.....	13
5.1.5. SPEED LIMITS.....	14
5.1.6. SIGNAGE.....	14
5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON.....	14
5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS.....	14
5.1.9. PUBLIC RIGHTS OF WAY.....	14
5.1.10. ROAD CONDITION SURVEYS.....	15
5.1.11. UTILITIES CROSSING POINTS.....	15
6.0. APPENDIX A.....	16
I) SECTION 1 – ACCESS AND CONSTRUCTABILITY DRAWINGS.....	16
II) SECTION 1 – TRAFFIC MOVEMENTS.....	16

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	2 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Denny North Substation Management Plan	Page 3 of 17	

1.0. INTRODUCTION

1.1. PROJECT DESCRIPTION

Morgan Sindall (MS) have been commissioned by Scottish Power Transmission (SPT) to carry out the necessary works to upgrade 275 kV Denny North compound to 400kV. The Denny - Clyde's Mill 400kV circuit is to be established through the ZD route. These works will include:

- 400kV double busbar Air Insulated Switchgear (AIS) bay installation
- Repurposing of Denny North – Bonnybridge No.1 bay (Bay 09)
- The existing 275kV cable systems at Denny North forming part of the Denny North – Bonnybridge. 1 and 2 circuit cables shall be re-used at 275kV Bay 06 to form a temporary connection to Bonnybridge 1

A Construction Traffic Management Plan (CTMP) is required for planning applications accounting for vehicle movements along the route.

This document will capture the traffic management plan and considerations throughout the upgrading of the Denny North Substation compound. Figure 1 below shows an overview of the substation upgrade.



Figure 1: Overview of proposed expansion works to be carried out to the existing Denny North Substation compound

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	3 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Denny North Substation Management Plan	Page 4 of 17	

1.2. PURPOSE

The purpose of this project specific Construction Traffic Management Plan is to provide details of the proposed traffic management of delivery vehicles and other traffic likely to be generated in the construction phase.

This document proposes measures to demonstrate how the contractor may plan to avoid and reduce the impact wherever possible between public and general construction site traffic. General site traffic, deliveries and collections where practicable will be planned and managed to minimise the impact of traffic on the surrounding local road network and to minimise the impact on the local community.

This document will include the following:

- Construction traffic vehicular movements for plant, people and materials
- Mitigations and improvements for the proposed works
- Proposals to limit impacts on the local trunk road networks and environment
- Proposals for minimising site traffic and disruption to local communities

The CTMP is a live document that will be reviewed at regular intervals by the project team to reflect progress of the works and any changes in requirements. Note that the DWNO ArcGIS model is to be used in conjunction with this report throughout the scope of works.

1.3. REPORT STRUCTURE

This Construction Traffic Management Plan sets out measures minimise the impact of construction traffic related to the proposed upgrade to the Denny North Substation compound.

The report is structured as follows:

- Section 2 provides details of the project overview
- Section 3 identifies the access management strategy
- Section 4 identifies the construction traffic movements
- Section 5 identifies the additional mitigation measures that could be considered
- Section 6 presents a summary of findings.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	4 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Denny North Substation Management Plan	Page 5 of 17	

2.0. PROJECT DESCRIPTION

2.1. SITE OVERVIEW

The existing Denny North Substation compound is located north of Denny on the western side of Torwood (see Figure 2). The existing substation has a 400kV double busbar system connecting to Melgrave overhead line. At 275kV double busbar system, it has multiple bays connected to Longannet 1/Inverarnan, Longannet 2/Westfield, Lambhill1 & Lambhill 2 (see Figure 3).

The project shall involve the establishment of a new Denny North 400 kV Substation within the existing 275kV compound footprint, including land purchase as required to facilitate the compound extension.



Figure 2: Site Location and associated link roads

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	5 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Denny North Substation Management Plan	Page 6 of 17	



Figure 3: Access Point to existing Denny North Substation and current layout

2.2. CONSTRUCTION PROCESS

The construction process for the works will comprise the following key stages:

- Establishment of temporary construction compound.
- Site clearance and de-vegetation
- Bulk earthworks and drainage works
- Installation of primary utility services
- Construction of equipment foundations
- Erection of equipment structures and line landing gantry
- Modifications to existing Denny North substation and adjacent sealing compounds
- Terminal tower foundation and erection
- Dismantle and removal of redundant equipment
- Installation of HV plant, cable, and associated equipment
- Testing and commissioning of newly installed equipment
- Dismantle and removal of redundant equipment

Site clearance and demobilisation

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	6 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Denny North Substation Management Plan	Page 7 of 17	

2.3. CONSTRUCTION WORKING HOURS

Works during the construction phase will take place predominantly during daytime hours, generally as outlined in Table 2.3 below.

Table 2.3. Construction Working Hours

	March to September	October to February
Monday to Friday	07:00 to 19:00	07:30 to 17:30
Weekend (Sat / Sun)	07:00 to 16:00	08:00 to 16:00

Weekend working will be proposed and included to minimise construction traffic, with areas of work generally restricted to locations with the least impact on the local community and general public.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	7 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Denny North Substation Management Plan	Page 8 of 17	

2.4. SITE COMPOUND

The proposed site compound will be used to provide office accommodation and welfare facilities for staff involved with the project. The compound area will provide a safe area for parking away from the public highways as well as temporary storage of materials, plant and equipment.

2.4.1. PROPOSED COMPOUND LOCATION

A compound location for the works has been identified within SPT owned land around the substation (shown in Figure 4). This will require further landowner discussions to determine suitability. Access to the site compound will be via an unnamed road off Bore Row.



Figure 4: Proposed Site Compound Area (red) and Laydown Area (yellow)

3.0. ACCESS STRATEGY

3.1. ACCESS POINT

The proposed route for accessing Denny North Substation is shown in Figure 5.

The proposed construction site access route to the development will be via existing tracks from existing Council and Trunk roads to the main access point (shown in Figure 6).

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	8 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Denny North Substation Management Plan	Page 9 of 17	

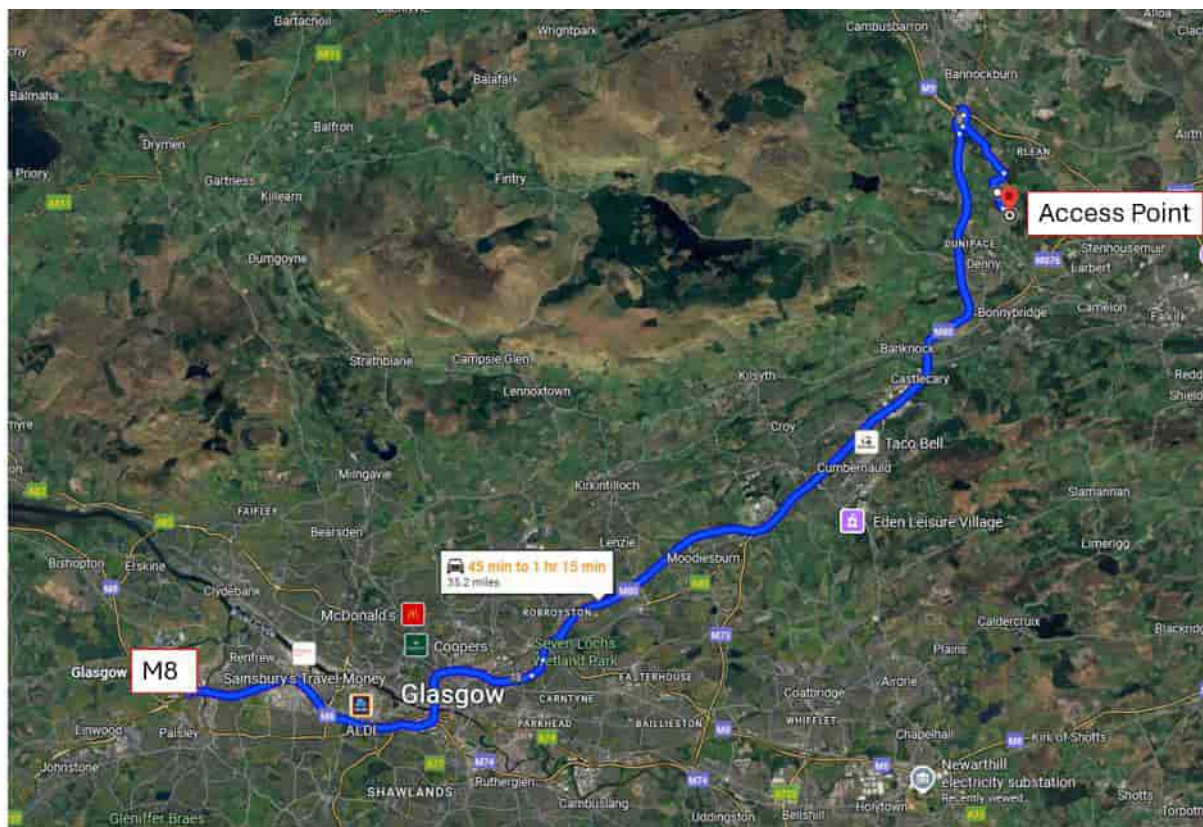


Figure 6: Access Routes to Denny North Substation from the M8



Figure 5: Main Access Point to Denny North Substation (taken from Google Maps)

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	9 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Denny North Substation Management Plan	Page 10 of 17	

3.1.1. TRAFFIC MOVEMENTS

6 Primary Link Roads have been identified. These are local authority and trunk roads required to reach the main access point.

Table 3.1.1A: Link Roads to Denny North Substation (from the M8)

Link No.	Description
1	M80
2	Bannockburn Interchange
3	A872
4	Roman Road
5	Bore Row
6	Unnamed Road

Table 3.1.1B: Denny North Substation Road Linkage Vehicle Movements

SUMMARY OF MOVEMENTS				
Link Road	Link Description	HGV Movements	LGV Movements	Total Movements
1	M80	510	17847	18357
2	Bannockburn Interchange	510	17847	18357
3	A872	510	17847	18357
4	Roman Road	510	17847	18357
5	Bore Row	510	17847	18357
6	Unnamed Road (off Bore Row and Cadgers Loan)	510	17847	18357

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	10 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Denny North Substation Management Plan	Page 11 of 17	

4.0. CONSTRUCTION TRAFFIC

4.1. TRANSPORT CONFIGURATIONS

No oversized abnormal load vehicles with regards to length (over 18.3m) or width (over 2.9m), are anticipated to need access to the development site, with the largest vehicles anticipated to require access being road legal standard articulated lorries, including low loaders importing construction equipment. Note that construction equipment such as excavators will be chosen to remain within the road legal width where possible.

Abnormal loads with regards to vehicle weight (over 44 tonnes) are required to access the development. These vehicles include low loaders when loaded with construction equipment and tractor and trailers used to transport the plant and associated equipment to work locations.

Table 4.1 below outlines the HGV vehicle types anticipated to be operating on the public roads.

Table 4.1: Vehicle Types

Vehicle Type	Description	Activity
1	Tractor and Trailer	Used for transportation of associated plant to locations.
2	Flatbed Wagon	Used for delivery of materials such as reinforcement.
3	Concrete Truck Mixer	Used to import concrete for the foundations, with high numbers accessing the site during some concrete pours.
4	Articulated Vehicles (normal)	Used to deliver materials to the construction compounds or direct to locations where materials are incorporated into the works.
5	Articulated Vehicles (low loader)	Used to deliver and collect site machinery such as excavators, telehandlers as necessary. Site machinery will move under its own power to suitable loading and offloading locations. This primarily occur at the beginning and end of project.
6	Tipper Wagons	Used to transport large volumes of material to and from site.
7	4x4	Used to transport small amount of material or equipment and personnel.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	11 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Denny North Substation Management Plan	Page 12 of 17	

4.2. ORIGINS OF TRANSPORT MOVEMENT

The origin of loads will depend upon the materials being imported. Materials such as steel transformer parts, and other specialist equipment will be imported along the M8. Materials will be imported using standard road legal articulated or rigid vehicles and will be imported to the site compound. These materials may be transferred between the compounds and working areas using a Hiab.

Materials required for construction of substation include stone, ready mixed concrete, tarmac which will all be locally sourced.

General construction materials, servicing of the contractor's facilities and construction equipment will be locally sourced and delivered to site using small vehicles. These vehicles will be encouraged to use the preferred routes, but this may not be possible at all times as the journeys may not commence at suitable locations.

The workforce will be encouraged to share journeys to reduce the number of vehicles passing through the nearby villages or towns at the start and end of each day. This will be achieved by not allowing private vehicles onto site except at the primary construction compound. It is accepted that not everyone will be able to share their journey as the exact location of individuals is not known.

4.3. Project Transport Movements

VEHICLE MOVEMENTS		
Vehicle Type	Number of Vehicles Movements Required	Both ways
Concrete wagon	37.5	75
Material tipper	131	262
Deliveries	260	520
Personnel	8750	17500

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	12 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Denny North Substation Management Plan	Page 13 of 17	

5.0. MITIGATION MEASURES

5.1. OVERVIEW

5.1.1. DRIVER COMMUNICATION

All vehicles directly owned by the client or main contractor will have a communications system installed that will be legal to use while the vehicle is in motion. The communications system will be used to advise drivers of any issues on the road network or on site, allowing them to re-route as necessary, adjust driving speed or adjust destination. The communications system will also be used by drivers to report issues, and to call for immediate assistance if required.

5.1.2. PASSING PLACES

Passing places will be discussed with Falkirk Council during the planning stages of the works, these will then be fed back for design during the construction phase.

Passing places will not be used by drivers of construction vehicles as a place to wait or as a place to park. Local residents will be able to report any instances of inappropriate driving or use of passing places to the project community liaison officer.

5.1.3. ACCESS IMPROVEMENTS

Improvements to any local road network will be agreed during the planning stages between the client and Falkirk Council. These will be accepted designs of which some improvement works will be completed prior to construction commencing as well as during or post construction phase.

To achieve sight lines, vegetation clearance works may be required. If safe line of sight cannot be achieved as per 'Design Manual for Roads and Bridges- CD109: Highway Link Design', temporary traffic calming measures will be installed including temporary speed limits.

5.1.4. WHEEL WASHING

To reduce mud and debris being deposited onto the road network, wheels and tracks are to be cleaned upon leaving the work area and onto the public highway. The minimum provision will be a brush and a water supply. Where considered necessary, the public roads, adjacent to the site access points, shall be kept clean by utilising a mechanical road sweeper. Residents will be able to report any instances of mud being carried onto the public highway to the project community liaison officer.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	13 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Denny North Substation Management Plan	Page 14 of 17	

5.1.5. SPEED LIMITS

A maximum 15 mph speed limit would be imposed for all construction traffic on private roads and tracks, which would be reinforced through temporary construction traffic speed limit signs. Along public roads national speed limits or signed speed limits (whichever is lower) will apply. Residents will be able to report any instances of speeding on the public highways to the project community liaison officer.

5.1.6. SIGNAGE

Traffic Management plan will be developed in collaboration with our specialist traffic management contractor, in accordance with Chapter 8 (Traffic Manual) and in agreement with Transport Scotland and Falkirk Council.

5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON

Information on the project will be distributed using a variety of methods including the project website, local newsletters, public notices and public meetings by the project community liaison officer.

A construction liaison committee comprising of the project community liaison officer will meet periodically to provide updates on the construction programme, vehicle movements and public road improvements. Representatives from SPT and MS will attend. Contact details for key project staff will be provided to the community for any complaints or information requests to be actioned.

5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS

Public access safety advice signage will be installed at all access points from the public road network. All excavations shall be surrounded by barriers. All construction works will be undertaken with strict adherence to the current CDM regulations.

5.1.9. PUBLIC RIGHTS OF WAY

Core paths and other recreational routes are designed to cater for non-motorised travel and general public access. Care must be taken when travelling along these routes and members of the general public must be given right of way at all times.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	14 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	
Revision: 01	Denny North Substation Management Plan	Page 15 of 17	

5.1.10. ROAD CONDITION SURVEYS

The roads being used by the construction traffic are trunk roads and minor rural roads that carry occasional heavy vehicles. Intensifying the use of these roads by heavy construction vehicles may lead to some deterioration of the road pavement, which cannot be determined in advance. The developer will therefore undertake a road video condition survey in conjunction with the roads authority prior to commencing works on site. This survey will identify any visually apparent defects with the road pavement and will be used as a baseline for any future surveys.

Upon completion of the works, a final road condition survey will be undertaken in conjunction with the road's authority. Defects will be recorded for comparison with the initial survey. Where deterioration of the road pavement can be agreed because of the construction works, the developer will arrange for repair to be undertaken.

5.1.11. UTILITIES CROSSING POINTS

The locations of below ground cables and utilities are indicated on the contract drawings and the GPR survey drawing available in Appendix A3 of the Substation Strategic Agreement. However, the Contractor shall be responsible for locating all underground cables and services, by appropriate methods, prior to progressing the works. The main hazards during works shall consist of existing overhead lines and conductors (see Figure 7).



Figure 7: OHL at Denny North Substation

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	15 of 17

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	August 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Denny North Substation Management Plan	Page 16 of 17	

6.0. APPENDIX A

i) Section 1 – Access and Constructability Drawings

This report should be read in conjunction with the DWNO ArcGIS Model.

ii) Section 1 – Traffic Movements

Until such a time that upgrades to existing tracks can be determined, a standard detail has been applied to track upgrades.





SPEN Project Title/Number: DWNO - Denny Wishaw 400kV Reinforcement

Contractor Information

Contractor Name: **Morgan Sindall Infrastructure**

Contract/PO Number: **22119**

Contractor Document Number: **22119-MSI-WB-OHL-PL-C-000100**

Contractor Revision:

Full Document Title: **WB Route Construction Traffic Management Plan**

SPEN Document Number: **DWNO-MORG-CO-ZZZZOHL-TM-CC-0001**

Total Number of Pages: 22

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Rev	P01	Issued for Review and Comment	Iain Young	Colin Kelly
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	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	
Revision: 01	WB Construction Traffic Management Plan	Page 1 of 25	



CLIENT : SCOTTISH POWER TRANSMISSION
 CONTRACT : DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)
 CONTRACT No. : 22119
 DOCUMENT TITLE : WB ROUTE CONSTRUCTION TRAFFIC MANAGEMENT PLAN
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REVISION RECORD

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P01	Issued for Review and Comment	01/08/25	Lily Fowler Site Engineer	Iain Young Engineering Manager	Colin Kelly Senior Project Manager
	Updated to align with new bellmouth naming convention, including AA and CB Routes. Additional guidance received from the British Horse Society.	03/11/25	Lily Fowler Site Engineer		

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	1 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	
Revision: 01	WB Construction Traffic Management Plan	Page 2 of 25	

TABLE OF CONTENTS

1.0. INTRODUCTION.....	3
1.1. PROJECT DESCRIPTION	3
1.2. PURPOSE	4
1.3. REPORT STRUCTURE	4
2.0. PROJECT DESCRIPTION	5
2.1. SITE OVERVIEW – WB ROUTE	5
2.2. SITE OVERVIEW – CB ROUTE	7
2.3. SITE OVERVIEW – AA UGC ROUTE	8
2.4. CONSTRUCTION PROCESS	10
2.5. CONSTRUCTION WORKING HOURS	10
2.6. SITE COMPOUNDS	11
2.6.1. WB PRELIMINARY SITE COMPOUND	11
3.0. ACCESS STRATEGY	12
3.1. ACCESS POINTS	12
3.2. TRAFFIC MOVEMENTS	14
4.0. CONSTRUCTION TRAFFIC	17
4.1. TRANSPORT CONFIGURATIONS	17
4.2. ORIGINS OF TRANSPORT MOVEMENT	18
4.3. PROJECT TRANSPORT MOVEMENTS	19
5.0. MITIGATION MEASURES.....	20
5.1. OVERVIEW	20
5.1.1. DRIVER COMMUNICATION	20
5.1.2. PASSING PLACES	20
5.1.3. ACCESS IMPROVEMENTS	20
5.1.4. WHEEL WASHING	20
5.1.5. SPEED LIMITS	20
5.1.6. SIGNAGE	21
5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON	21
5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS	22
5.1.9. PUBLIC RIGHTS OF WAY	22
5.1.10. HORSE RIDING	22
5.1.11. ROAD CONDITION SURVEYS	22
5.1.12. HAZARDS AND SYMBOLS	22
5.1.13. HIGH VOLTAGE CROSSING POINTS	23
6.0. APPENDIX A – WB ROUTE ADDITIONAL INFORMATION	24
I) ACCESS AND CONSTRUCTABILITY INFORMATION	24
II) TRAFFIC MOVEMENTS – ONE WAY	24

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	2 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 3 of 25	

1.0. INTRODUCTION

1.1. PROJECT DESCRIPTION

Morgan Sindall (MS) have been commissioned by Scottish Power Transmission (SPT) to carry out a new development of the proposed overhead line (OHL) connection between Glenmavis and Bonnybridge Substation. Additional works required to facilitate this include the dismantling and removal of the existing 132kV CB Route and two sections of underground cable of the existing 132kV AA Route OHL. In addition to this a Construction Traffic Management Plan (CTMP) is required for planning applications accounting for vehicle movements along the route.

This document will capture the traffic management plan and considerations throughout the full route for the proposed WB Route OHL, dismantling of CB Route OHL and undergrounding of two sections of AA Route. Figure 1 below shows an overview of the WB Route corridor.

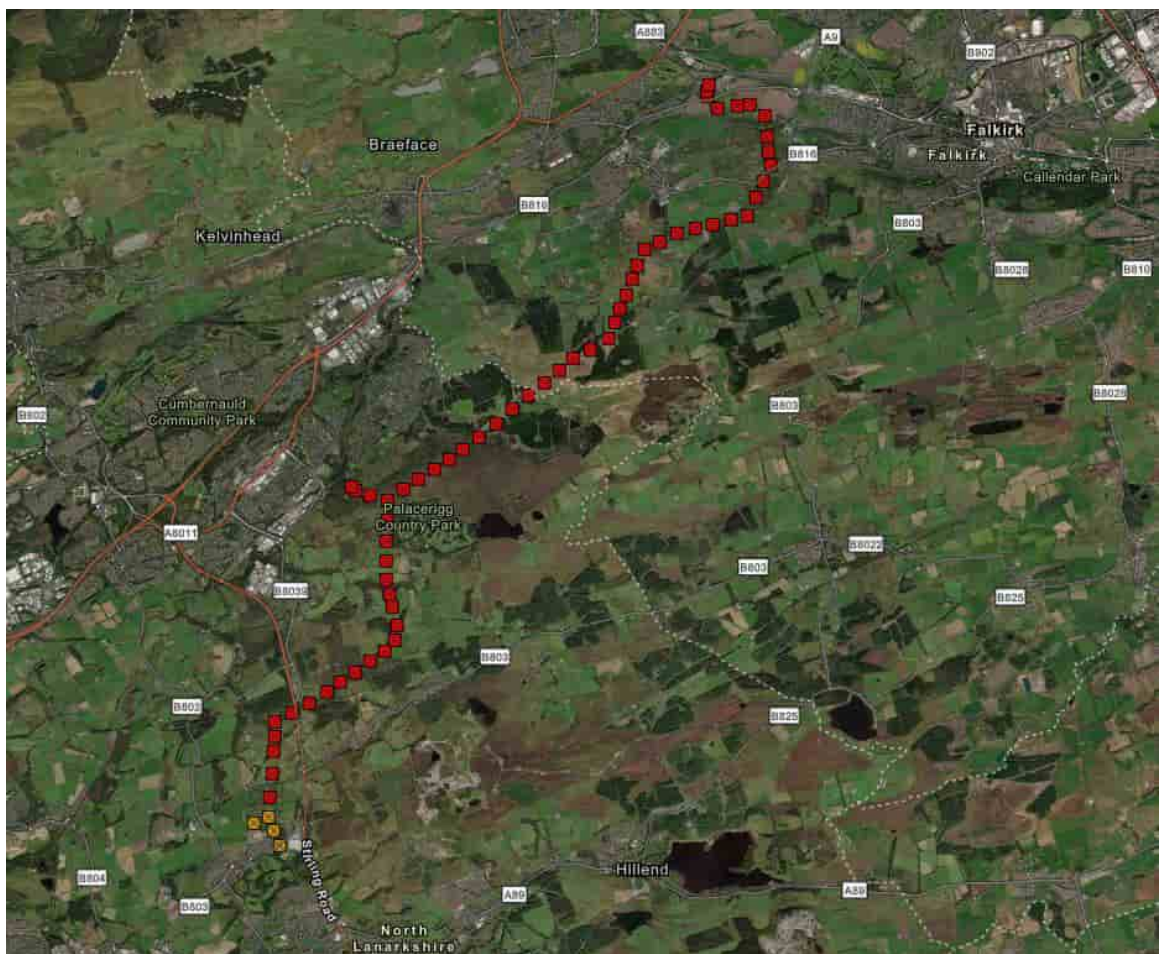


Figure 1: Proposed WB Route OHL (Glenmavis - Cumhernault Substation - Bonnybridge Substation)

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	3 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	
Revision: 01	WB Construction Traffic Management Plan	Page 4 of 25	

1.2. PURPOSE

The purpose of this project specific Construction Traffic Management Plan is to provide details of the proposed traffic management of delivery vehicles and other traffic likely to be generated within the construction phase.

This document proposes measures to demonstrate how the contractor may plan to avoid and reduce the impact wherever possible between public and general construction site traffic. General site traffic, deliveries and collections where practicable will be planned and managed to minimise the impact of traffic on the surrounding local road network and to minimise the impact on the local community. This will also be achieved by using strategically located compounds.

This document will include the following:

- Construction traffic vehicular movements for plant, people and materials
- Mitigations and improvements for the proposed works
- Proposals to limit impacts on the local trunk road networks and environment
- Proposals for minimising site traffic and disruption to local communities
- Proposed site locations

The CTMP is a live document that will be reviewed at regular intervals by the project team to reflect progress of the works and any changes in requirements. Note that the DWNO ArcGIS Model is to be used in conjunction with this report throughout the scope of works.

1.3. REPORT STRUCTURE

This Construction Traffic Management Plan sets out measures minimise the impact of construction traffic related to the proposed WB Route Construction.

The report is structured as follows:

- Section 2 provides details of the project overview
- Section 3 identifies the access management strategy
- Section 4 identifies the construction traffic movements
- Section 5 identifies the additional mitigation measures that could be considered
- Section 6 presents a summary of findings.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	4 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 5 of 25	

2.0. PROJECT DESCRIPTION

2.1. SITE OVERVIEW – WB ROUTE

All proposed new WB towers are located between XX Route Tie In (Glenmavis) and Cumbernauld and Bonnybridge Substations. The proposed construction work is still in the development stages.



Figure 2: WB Route Tower Positions, WB001 – WB020 including XX tie-in towers, XX019A- XX021A

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	5 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 6 of 25	



Figure 4: WB Route Tower Positions, WB020 - WB035 including Cumbernauld Substation Diversion



Figure 3: WB Route Tower Positions, WB035 - WB059

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	6 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 7 of 25	

2.2. SITE OVERVIEW – CB ROUTE

All 39nr. towers on the existing 132kV CB Route OHL between Cumbernauld Substation and Bonnybridge Substation will be dismantled and removed.



Figure 5: Existing CB Route Tower Positions, CB001 - CB019



Figure 6: Existing CB Route Tower Positions, CB020 - CB039

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	7 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 8 of 25	

2.3. SITE OVERVIEW – AA UGC ROUTE

Two sections of the existing 132kV AA Route OHL will be diverted to underground cable (UGC) to allow for the new WB Route to pass overhead. The northern section of cable will run from Bonnybridge Substation to tower AA001, with the southern section running from AA006 to AA009.



Figure 7: Norther section of AA Route UGC, Bonnybridge Substation to AA001

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	8 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 9 of 25	

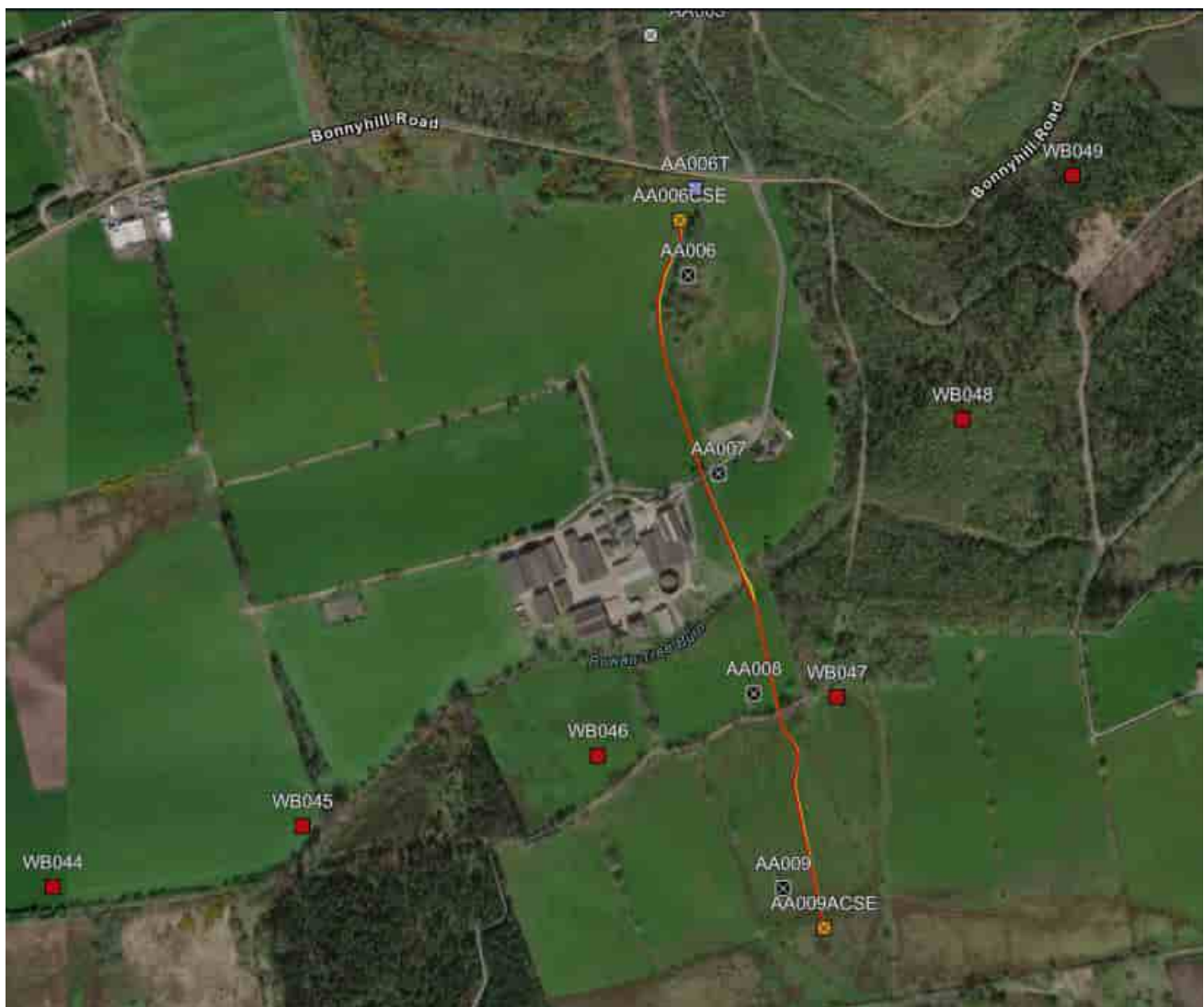


Figure 8: Southern section of AA route UGC, AA006 - AA009

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	9 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	
Revision: 01	WB Construction Traffic Management Plan	Page 10 of 25	

2.4. CONSTRUCTION PROCESS

The construction process for the works will comprise the following key stages:

- Establishment of temporary construction compounds;
- Access track construction including bell-mouths and other road improvements as agreed with Falkirk Council, North Lanarkshire Council, Bear Scotland and Transport Scotland (TS)
- Installation of tower foundations;
- Construction of towers;
- Conductor stringing including construction of any temporary scaffolding;
- OHL commissioning;
- Removal of existing redundant equipment, conductors and towers;
- Removal and reinstatement of temporary roads, tower location sites and bell-mouths.

To allow for construction of the new-build OHL, it is necessary to replace two sections of the existing 132kV AA Route OHL with underground cable. Additionally, the existing 132kV CB Route will be dismantled and removed.

2.5. CONSTRUCTION WORKING HOURS

Works during the construction phase will take place predominantly during daylight hours, generally as outlined in Table 2.2 below.

Table 2.2. Construction Working Hours

	March to September	October to February
Monday to Friday	07:00 to 19:00	07:30 to 17:30
Weekend (Sat / Sun)	07:00 to 16:00	08:00 to 16:00

Weekend working will be proposed to minimise construction traffic, with areas of work generally restricted to locations with the least impact on the local community and general public.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	10 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 11 of 25	

2.6. SITE COMPOUNDS

The proposed site compound will be used to provide office accommodation and welfare facilities for staff involved with the project. The compound area will provide a safe area for parking away from the public highways as well as temporary storage of materials, plant and equipment.

Other smaller temporary satellite construction compound locations will be used along the route utilising areas within the agreed limits of deviation (LOD) for the development. These areas will be used for temporary storage of materials, plant and equipment as well as temporary parking of vehicles.

2.6.1. WB PRELIMINARY SITE COMPOUND

A compound location for the works has been identified in land adjacent to Bonnybridge Substation. This will require further discussion with landowners to confirm suitability. To make operations more efficient, satellite compounds will be proposed as necessary at locations along the route.

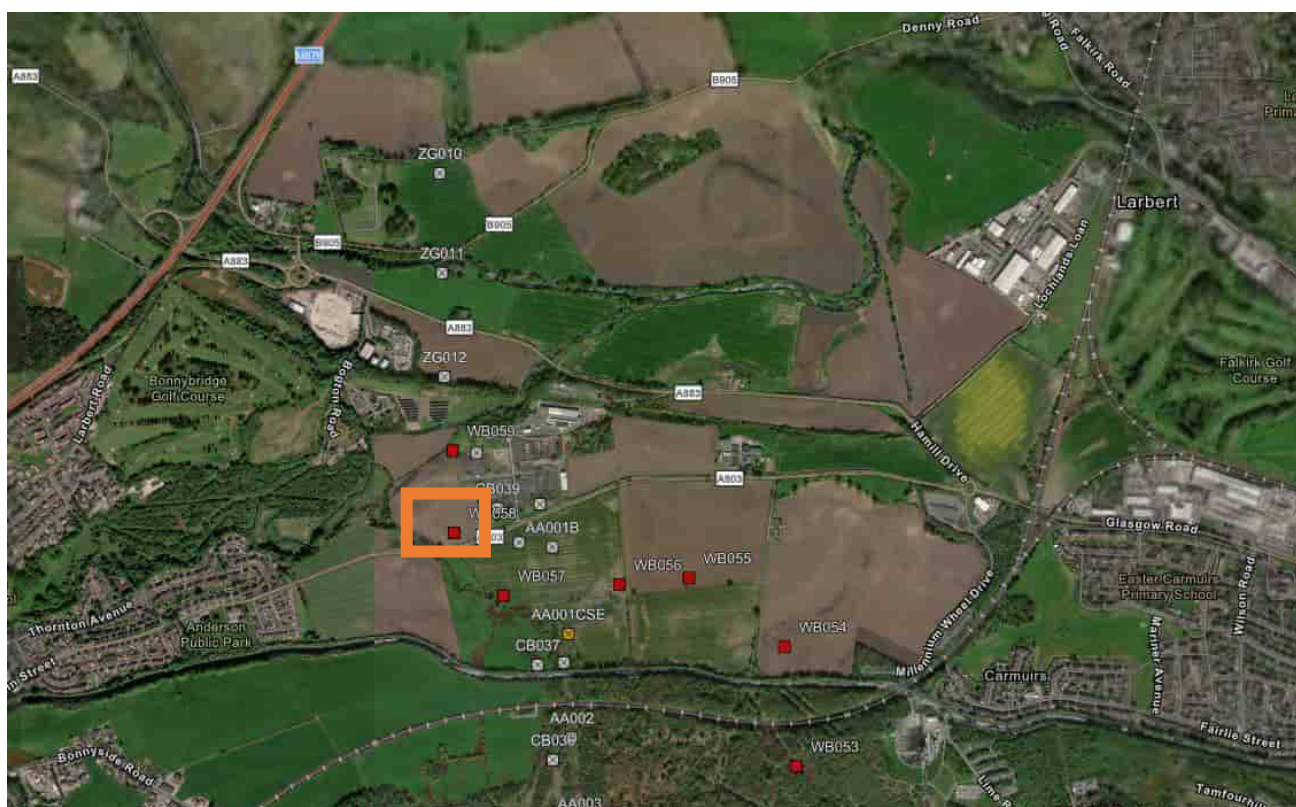


Figure 9: Proposed Compound Area Adjacent to Bonnybridge Substation

Access to the temporary site compound will be via the A883 and A803.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	11 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 12 of 25	

3.0. ACCESS STRATEGY

3.1. ACCESS POINTS

The proposed access points from existing council and trunk roads for the construction of the new OHL are outlined below.

The proposed construction site access routes to the development will be via existing tracks from existing Council and Trunk roads as agreed with relevant landowners.

Any bridges identified must have a temporary works design check prior to use to ensure they have sufficient load bearing capacity for plant required to use the route.

A combination of upgrades to existing bellmouths and installation of new bellmouths will be used to provide access to towers on the WB Route. Where possible, shared access points will be used to provide access to WB tower locations, CB tower locations and AA UGC locations.

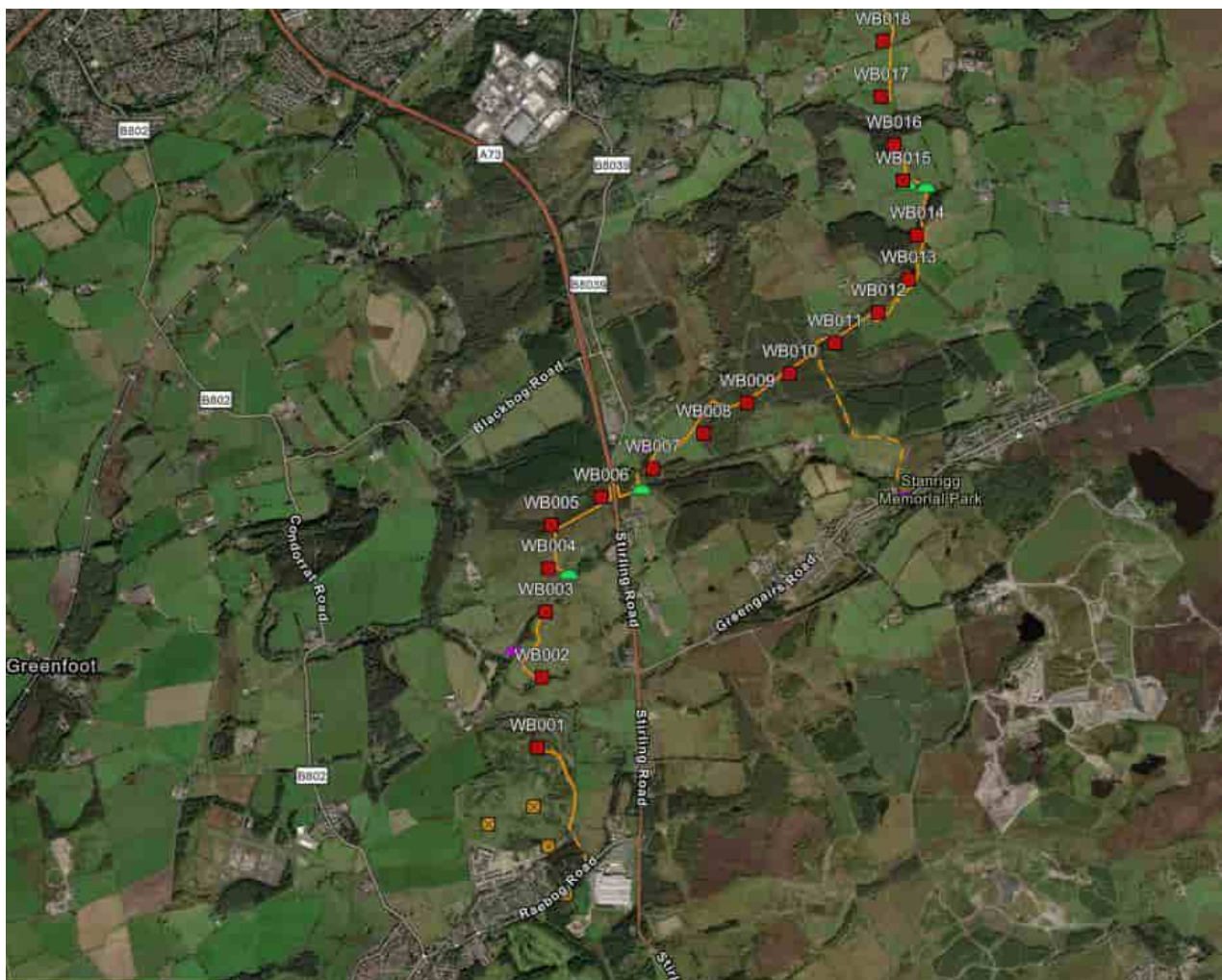


Figure 10: Proposed Access Points, XX tie-in, WB001 - WB018

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	12 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 13 of 25	

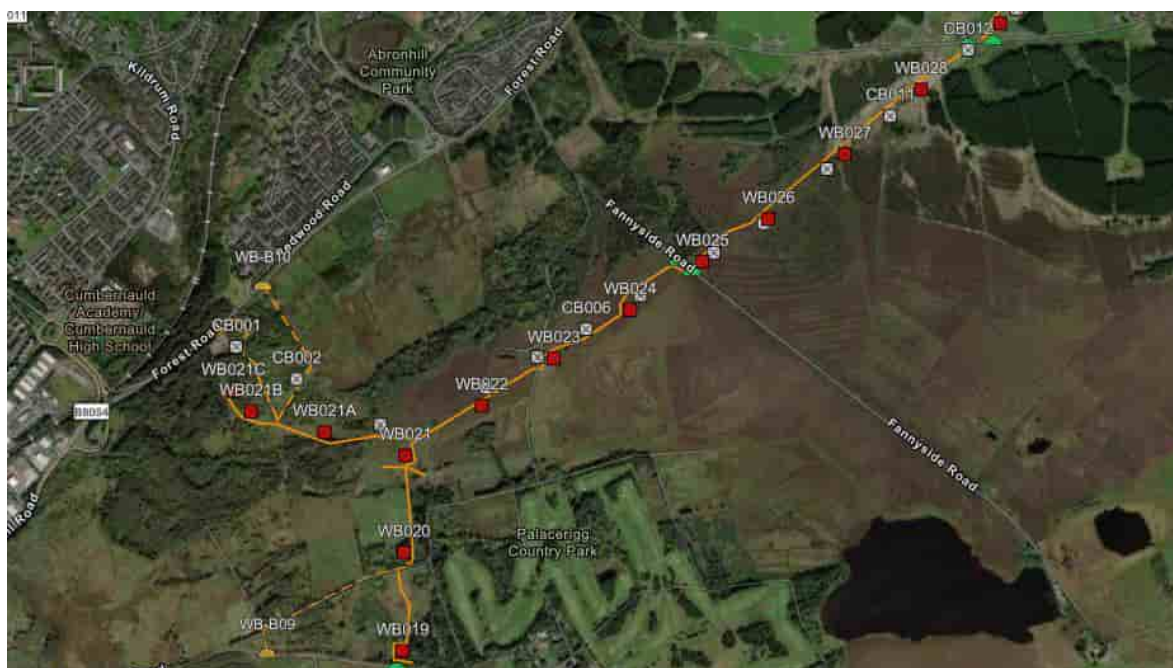


Figure 12: Proposed Access WB019 - WB029



Figure 11: Proposed Access Points, WB029 - WB042 + CB012 - CB028

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	13 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 14 of 25	



Figure 13: Proposed Access, WB042 - WB059 + CB027 - CB039

3.2. Traffic Movements

18 Primary Link Roads have been identified. These are local authority and trunk roads required to reach each of the access points.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	14 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	
Revision: 01	WB Construction Traffic Management Plan	Page 15 of 25	

Table 3.2.1 WB Route Access Points

Access Point	Tower Reference	Link Roads
WB-B00	WB001	1+2
WB-B01	WB002- WB003	1+3
WB-B02	WB004 - WB006	1+3
WB-B04	WB007 - WB011	1+4+5
WB-B06	WB014 - WB011	1+6
WB-B07	WB015 - WB016	1+6
WB-B08	WB018 - WB017	1+7+8
WB-B09	WB019 - WB021	1+7+8
WB-B10	WB021C-WB021A, CB001-CB003	9+10
WB-B11	WB024 - WB021, CB004 - CB007	9+10+11
WB-B12	WB025 - WB026, CB008 - CB009	9+10+11
WB-B13	WB027- WB028, CB010 - CB012	9+10+12
WB-B14	WB029- WB33, CB013 - CB017	9+10+12
WB-B15	WB037 - WB033, CB018 - CB022	9+13+14
WB-B16	WB38 - WB40	9+13+14
WB-B17	WB40 - WB42	15+16+9+17
WB-B19	WB043- WB045	15+16+9+17
WB-B21	AA006 CSE	15+16+9+17
WB-B20	AA009CSE	15+16+9+17
WB-B22	WB046- WB049	15+16+9
WB-B23	WB050	15+16+9
AP-5152	WB051 - WB052	15+16+9
WB-B24	WB053 - WB056, AA001CSE, CB037 - CB038	15+16+18
WB-B26	AA-BBCSE	15+16
AP-5759	WB057 - WB059, CB039	15+16
CB-B01	CB023	9+13+14
CB-B02	CB024	9+13+14
CB-B03	CB025 - CB026	15+16+9+17
CB-B04	CB027 - CB028	15+16+9+17
CB-B05	CB029	15+16+9+17
CB-B06	CB033 - CB034	15+16+9+17
AP-3536	CB035 - CB036	15+16+9+17

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	15 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 16 of 25	

Table 3.2.2 WB Route Road Linkage Vehicle Movements

Link No.	Road	Vehicle Movements (One Way)		
		HGV	LGV	Total
1	A73	4040	4644	8684
2	Raebog Road	285	269	554
3	Brackenhirst Road	815	1030	1845
4	B803	947	1120	2067
5	Cameron Road	947	1120	2067
6	Hulks Road	974	1090	2064
7	Lenziemill Road	1019	1135	2154
8	Palacerigg Road	1019	1135	2154
9	B816	8529	8768	17297
10	Forest Road	3194	3499	6693
11	Fannyside Road	1059	1244	2303
12	Arns Road	1524	1578	3102
13	Greenhill Road	1989	1803	3792
14	Glenyards Road	1989	1803	3792
15	A883	4926	5223	10149
16	A803	4926	5223	10149
17	Beam Road	1901	1758	3659
18	West Carmuir Loan	1117	1155	2272

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	16 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	
Revision: 01	WB Construction Traffic Management Plan	Page 17 of 25	

4.0. CONSTRUCTION TRAFFIC

4.1. TRANSPORT CONFIGURATIONS

No oversized abnormal load vehicles with regards to length (over 18.3m) or width (over 2.9m), are anticipated to need access to the development site, with the largest vehicles anticipated to require access being road legal standard articulated lorries, including low loaders importing construction equipment. Note that construction equipment such as excavators will be chosen to remain within the road legal width where possible.

Abnormal loads with regards to vehicle weight (over 44 tonnes) are required to access the development. These vehicles include low loaders when loaded with construction equipment and tractor and trailers used to transport the plant and associated equipment to work locations.

Table 4.1 below outlines the HGV vehicle types anticipated to be operating on the public roads.

Table 4.1: Vehicle Types

Vehicle Type	Description	Activity
1	Tractor and Trailer	Used for transportation of associated plant to locations.
2	Hiab Wagon	Used for delivery and collection of the site welfare cabins, generators and fuel tanks.
3	Concrete Truck Mixer	Used to import concrete for the tower foundations, with high numbers accessing the site during some concrete pours.
4	Articulated Vehicles (normal)	Used to deliver materials to the construction compounds or direct to locations where materials are incorporated into the works.
5	Articulated Vehicles (low loader)	Used to deliver and collect site machinery such as excavators, telehandlers as necessary. Site machinery will move under its own power to suitable loading and offloading locations.
6	Mobile Crane	Used for erecting towers. This vehicle will move around the site using internal haul roads and travel between sites using the public road network. Cranes with a vehicle weight over 44 tonnes are classified as an abnormal load moveable under a special types general order. The special types general order will require 2 clear days' notice to the roads authority prior to movement on the public roads network.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	17 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	
Revision: 01	WB Construction Traffic Management Plan	Page 18 of 25	

4.2. ORIGINS OF TRANSPORT MOVEMENT

The origin of loads will depend upon the materials being imported. Materials such as steel tower sections, conductors, and other specialist equipment will be imported along the M80/M876. Materials will be imported using standard road legal articulated or rigid vehicles and will be imported to a site compound nearest to the location where they are to be used. These materials will be transferred between the compounds and the working area using a Hiab wagon.

There will be a requirement for deliveries of consumables and service requirements to the site welfare compounds in addition to delivery and collection of welfare units. There will be delivery and collection of subcontractor plant and movements between locations using the tractor and trailer. The main preferred routes to the site compounds will be the M80 and M876 from Glasgow and the South; the M9 and M876 from the North; and the M9 and M876 from the East.

Stone for the construction of haul roads and crane pads, ready mixed concrete and tarmac will be locally sourced, with the nearest quarry to the development depending upon the sections.

General construction materials, servicing of the contractor's facilities and construction equipment will be locally sourced and delivered to site using small vehicles. These vehicles will be encouraged to use the preferred routes, but this may not be possible at all times as the journeys may not commence at suitable locations.

The workforce will be encouraged to share journeys to reduce the number of vehicles passing through the villages and town at the start and end of each day. This will be achieved by not allowing private vehicles onto site except at the primary construction compounds. It is accepted that not everyone will be able to share their journey as the exact location of individuals is not known.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	18 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	
Revision: 01	WB Construction Traffic Management Plan	Page 19 of 25	

4.3. PROJECT TRANSPORT MOVEMENTS

Table 3.5.1 WB Route Project Traffic Movement Totals

Access Point	Total HGV Movements	Total LGV Movements	Total Vehicle Movements
WB-B00	285	269	554
WB-B01	329	418	747
WB-B02	486	612	1098
WB-B04	947	1120	2067
WB-B06	730	712	1442
WB-B07	244	378	622
WB-B08	395	438	833
WB-B09	624	697	1321
WB-B10	611	677	1288
WB-B11	775	856	1631
WB-B12	284	388	672
WB-B13	550	508	1058
WB-B14	974	1070	2044
WB-B15	1447	1171	2618
WB-B16	542	632	1174
WB-B17	445	458	903
WB-B19	533	632	1165
WB-B21	361	284	645
WB-B20	521	384	905
WB-B22	564	801	1365
WB-B23	218	234	452
AP-5152	653	673	1326
WB-B24	1117	1155	2272
WB-B26	66	30	96
AP-5759	407	572	979
CB-B01	5	0	5
CB-B02	5	0	5
CB-B03	9	0	9
CB-B04	9	0	9
CB-B05	5	0	5
CB-B06	9	0	9
AP-3536	9	0	9

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	19 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	
Revision: 01	WB Construction Traffic Management Plan	Page 20 of 25	

5.0. MITIGATION MEASURES

5.1. OVERVIEW

5.1.1. DRIVER COMMUNICATION

All vehicles directly owned by the client or main contractor will have a communications system installed that will be legal to use while the vehicle is in motion. The communications system will be used to advise drivers of any issues on the road network or on site, allowing them to re-route as necessary, adjust driving speed or adjust destination. The communications system will also be used by drivers to report issues, and to call for immediate assistance if required.

5.1.2. PASSING PLACES

Passing places will be discussed with Falkirk Council and North Lanarkshire Council during the planning stages of the works, these will then be fed back for design during the construction phase.

Passing places will not be used by drivers of construction vehicles as a place to wait or as a place to park. Local residents will be able to report any instances of inappropriate driving or use of passing places to the project community liaison officer.

5.1.3. ACCESS IMPROVEMENTS

Improvements to any local road network will be agreed during the planning stages between the client and Falkirk Council/ North Lanarkshire Council. These will be accepted designs of which some improvement works will be completed prior to construction commencing as well as during or post construction phase.

5.1.4. WHEEL WASHING

To reduce mud and debris being deposited onto the road network, wheels and tracks are to be cleaned upon leaving the work area and onto the public highway. The minimum provision will be a brush and a water supply. Where considered necessary the public roads, adjacent to the site access points shall be kept clean by utilising a mechanical road sweeper. Local residents will be able to report any instances of mud being carried onto the public highway to the project community liaison officer.

5.1.5. SPEED LIMITS

A maximum 15 mph speed limit will be imposed for all construction traffic on private roads and tracks, which would be reinforced through temporary construction traffic speed limit signs. Along public roads national speed limits or signed speed limits (whichever is lower) will apply. Local residents will be able to report any instances of speeding on the public highways to the project community liaison officer.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	20 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 21 of 25	

5.1.6. SIGNAGE

Temporary construction site signage will be erected on the local road network in the vicinity of each of the proposed construction accesses, and at other locations as considered necessary, 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 nature and location of the signage would be agreed with Transport Scotland and Falkirk Council/ North Lanarkshire Council prior to construction activity on site. Figures below illustrates examples from Chapter 8 (Traffic Manual), type of signage which will be utilised during carriageway and bell-mouth works.

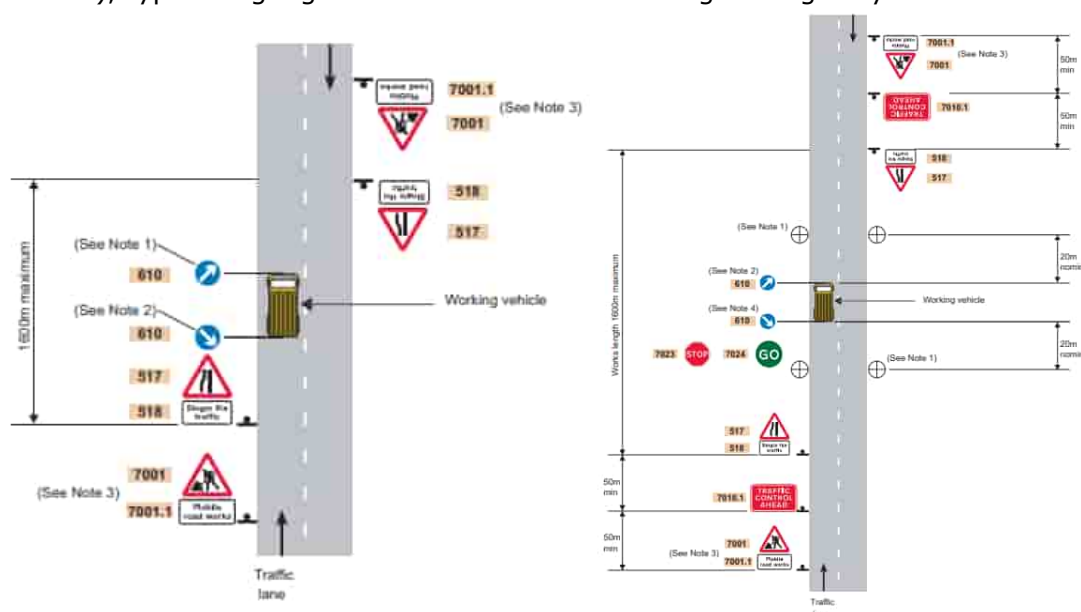


Figure 5.1 and 5.2: On Carriageway signage stop and go boards



Figure 5.3: Stop and Go/Traffic Lights for Bell-mouth construction.

5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON

Information on the project will be distributed using a variety of methods including the project website, local newsletters, public notices and public meetings by the project community liaison officer.

A construction liaison committee comprising of the project community liaison officer will meet periodically to provide updates on the construction programme, vehicle movements and public road improvements. Representatives from SPT and MS will attend. Contact details for key project staff will be provided to the community in order for any complaints or information requests to be actioned.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	21 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	
Revision: 01	WB Construction Traffic Management Plan	Page 22 of 25	

5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS

Public access safety advice signage will be installed at all access points from the public road network. All excavations shall be surrounded by barriers. All construction works will be undertaken with strict adherence to the current CDM regulations.

5.1.9. PUBLIC RIGHTS OF WAY

Core paths and other recreational routes are designed to cater for non-motorised travel and general public access. Care must be taken when travelling along these routes and members of the general public must be given right of way at all times.

5.1.10. HORSE RIDING

Particular care must be taken by drivers of all vehicle types when using public roads, tracks and Core Paths which may also be used by horse riders or horse-drawn vehicles. Key steps to be taken when approaching horse riders are:

- Slow down to 10mph or less and be prepared to stop if necessary.
- Be aware that the sound of air brakes may spook a horse.
- If a horse shows signs of nervousness, stop, turn engine off and allow them to move away. Don't move again until they are well clear of the vehicle.
- Pass wide and slow when safe to do so. Leave at least 2m between the vehicle and horse and drive away slowly.
- If approaching the horse on a narrow road, slow down and allow the rider time to find a layby or similar to create sufficient space between the horse and vehicle.
- Be patient and do not expect hand gestures from the rider as they are most in control with both hands on the reins.

5.1.11. ROAD CONDITION SURVEYS

The roads being used by the construction traffic are trunk roads and minor rural roads that carry occasional heavy vehicles. Intensifying the use of these roads by heavy construction vehicles may lead to some deterioration of the road pavement, which cannot be determined in advance. The developer will therefore undertake a road video condition survey in conjunction with the roads authority prior to commencing works on site; this survey will identify any visually apparent defects with the road pavement and will be used as a baseline for any future surveys.

Upon completion of the works, a final road condition survey will be undertaken in conjunction with the road's authority. Defects will be recorded for comparison with the initial survey. Where deterioration of the road pavement can be agreed because of the construction works, the developer will arrange for a repair to be undertaken.

5.1.12. HAZARDS AND SYMBOLS

Construction Access drawings should be used in conjunction with this traffic management plan, these are referenced in the appendices. Within the access drawings the following key is provided to highlight specific Access Points (APs) and Bell-mouth detail associated with

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	22 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	WB Construction Traffic Management Plan	Page 23 of 25	

the council or trunk road networks. This key also highlights typical hazards during the construction works, including high voltage crossing points.

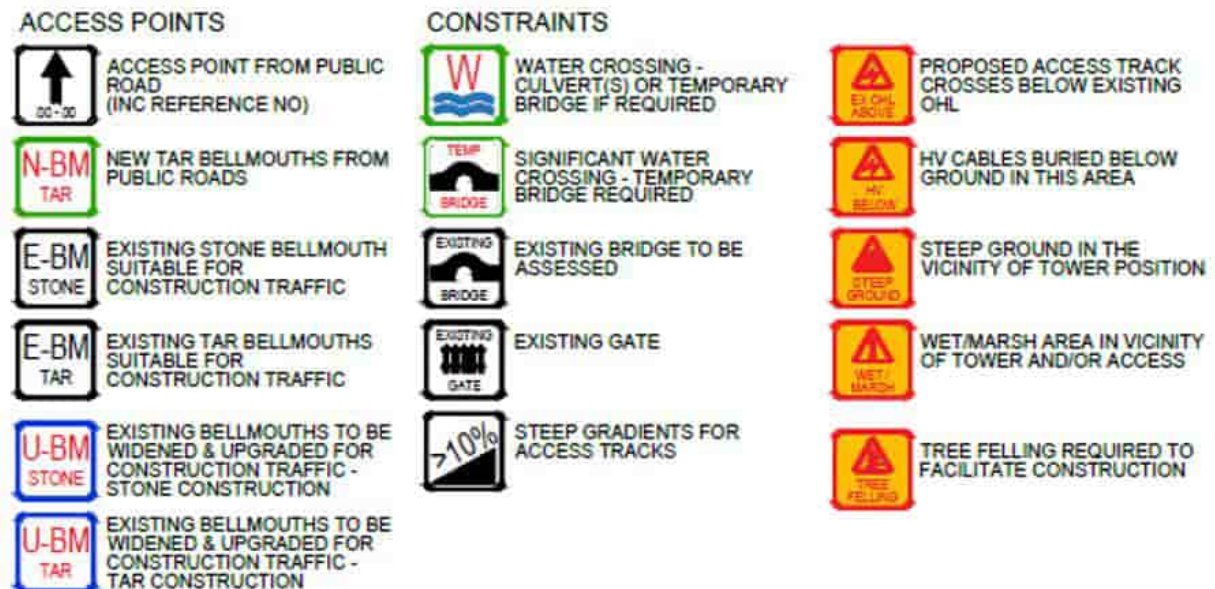


Figure 14: Drawing Symbols

5.1.13. HIGH VOLTAGE CROSSING POINTS

Where high voltage crossing points are highlighted, Overhead or Underground, the following actions should be taken, especially during the construction of access tracks.

For Overhead Lines (OHL) , GS6 Barriers shall be installed as per the below arrangement.

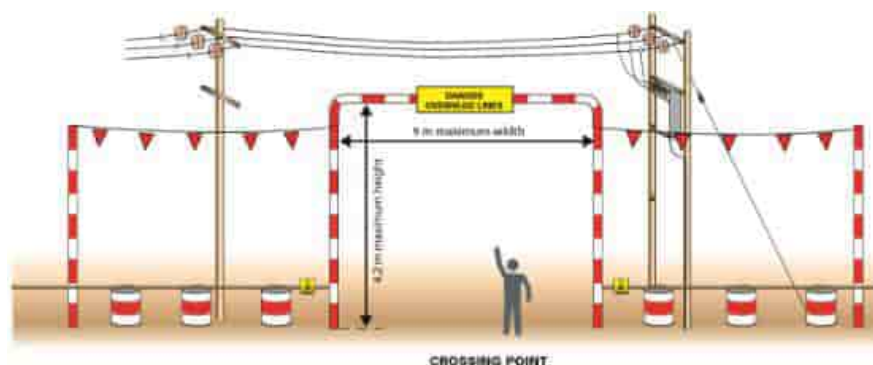


Figure 15: GS6 Barrier Arrangement

For underground services identified , Marker Posts should be offset from the identified position using a Cable Avoidance Tool (CAT) and Generator. This should be prior to any construction activity and comply with HSG47.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	23 of 25

	DWNO Denny – Wishaw 400kV Network Reinforcement	July 2025	
Revision: 01	WB Construction Traffic Management Plan	Page 24 of 25	

6.0. APPENDIX A – WB Route Additional Information

i) Access and Constructability Information

This report should be read in conjunction with the DWNO ArcGIS Model.

ii) Traffic Movements – One Way

Until such a time that upgrades to existing tracks can be determined, a standard detail has been applied to all track upgrades.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	24 of 25

Access Point	Tower Location	Link	Link No.	No. Towers	Access Works Total	Foundati on Works Total	Tower Work Total	Reinstate ment	AA Cable Works	CB Dismantling	Light Vehicles	Total HGV Move ments	Total LGV Move ments	Total Vehicle Move ments
WB-B00	WB001	A73, Raebog Road	1+2	1	127	35	2	121	0	0	269	285	269	554
WB-B01	WB002 - WB003	A73, Brackenhiirst Road	1+3	2	112	68	4	145	0	0	418	329	418	747
WB-B02	WB004 - WB006	A73, Brackenhiirst Road	1+3	3	157	101	6	222	0	0	612	486	612	1098
WB-B04	WB007 - WB011	A73, B803, <i>Comeron Road</i>	1+4+5	5	382	169	10	386	0	0	1120	947	1120	2067
WB-B06	WB014 - WB011	A73, Hulks Road	1+6	3	272	101	19	338	0	0	712	730	712	1442
WB-B07	WB015 - WB016	A73, Hulks Road	1+6	2	64	68	4	108	0	0	378	244	378	622
WB-B08	WB018 - WB017	A73, Lenziemill Road, Palacerigg Road	1+7+8	2	133	68	17	177	0	0	438	395	438	833
WB-B09	WB019 - WB021	A73, Lenziemill Road, Palacerigg Road	1+7+8	3	255	101	6	262	0	0	697	624	697	1321
WB-B10	WB021C-WB021A, CB001-CB004	B816, Forest Road	9+10	3	233	101	19	246	0	12	677	611	677	1288
WB-B11	WB024 - WB021, CB004 - CB004	B816, Forest Road, Fannyside Road	9+10+11	4	258	134	21	346	0	16	856	775	856	1631
WB-B12	WB025 - WB026, CB008 - CB008	B816, Forest Road, Fannyside Road	9+10+11	2	78	68	4	122	0	12	388	284	388	672
WB-B13	WB027 - WB028, CB010 - CB01	B816, Forest Road, Fannyside Road	9+10+12	2	213	68	4	257	0	8	508	550	508	1058
WB-B14	WB029 - WB033, CB013 - CB017	B816, Forest Road, Arns Road	9+10+12	5	326	169	23	436	0	20	1070	974	1070	2044
WB-B15	WB037 - WB033, CB018 - CB02	B816, Greenhill Road, Glenyards Road	9+13+14	4	624	134	21	648	0	20	1171	1447	1171	2618
WB-B16	WB38 - WB40	B816, Greenhill Road, Glenyards Road	9+13+14	3	178	101	19	244	0	0	632	542	632	1174
WB-B17	WB40 - WB42	A883, A803, B816, Beam Road	15+16+9+17	2	158	68	17	202	0	0	458	445	458	903
WB-B19	WB043 - WB045	A883, A803, B816, Beam Road	15+16+9+17	3	180	101	6	246	0	0	632	533	632	1165
WB-B21	AA006 CSE	A883, A803, B816, Beam Road	15+16+9+17	1	142	35	2	163	15	4	284	361	284	645
WB-B20	AA009CSE	A883, A803, B816, Beam Road	15+16+9+17	1	260	35	2	201	15	8	384	521	384	905
WB-B22	WB046 - WB049	A883, A803, B816	15+16+9	4	193	134	8	229	0	0	801	564	801	1365
WB-B23	WB050	A883, A803, B816	15+16+9	1	80	35	2	101	0	0	234	218	234	452
AP-5152	WB051 - WB052	A883, A803, B816	15+16+9	2	409	68	4	172	0	0	673	653	673	1326
WB-B24	WB053 - WB056, AA001CSE, CB003	A883, A803, West Carmuir's Loan	15+16+18	5	420	169	23	482	15	8	1155	1117	1155	2272
WB-B26	AA-B8CSE	A883, A803	15+16	0	26	0	0	25	15	0	30	66	30	96
AP-5759	WB057 - WB059, CB039	A883, A833	15+16	3	109	101	19	174	0	4	572	407	572	979
CB-B01	CB023	B816, Greenhill Road, Glenyards Road	9+13+14	0	1	0	0	0	0	4	0	5	0	5
CB-B02	CB024	B816, Greenhill Road, Glenyards Road	9+13+14	0	1	0	0	0	0	4	0	5	0	5
CB-B03	CB025 - CB026	A883, A803, B816, Beam Road	15+16+9+17	0	1	0	0	0	0	8	0	9	0	9
CB-B04	CB027 - CB028	A883, A803, B816, Beam Road	15+16+9+17	0	1	0	0	0	0	8	0	9	0	9
CB-B05	CB029	A883, A803, B816, Beam Road	15+16+9+17	0	1	0	0	0	0	4	0	5	0	5
CB-B06	CB033 - CB034	A883, A803, B816, Beam Road	15+16+9+17	0	1	0	0	0	0	8	0	9	0	9
AP-3536	CB035 - CB036	A883, A803, B816, Beam Road	15+16+9+17	0	1	0	0	0	0	8	0	9	0	9
					5396	2232	262	6053	60		15169	14108	15169	29277

SPEN Project Title/Number: DWNO - Denny Wishaw 400kV Reinforcement

Contractor Information

Contractor Name: **Morgan Sindall Infrastructure**

Contract/PO Number: **22119**

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	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Wishaw Substation Management Plan	Page 1 of 18	



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Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	1 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Wishaw Substation Management Plan	Page 2 of 18	

TABLE OF CONTENTS

1.0. INTRODUCTION	3
1.1. PROJECT DESCRIPTION	3
1.2. PURPOSE	4
1.3. REPORT STRUCTURE	4
2.0. PROJECT DESCRIPTION	5
2.1. SITE OVERVIEW	5
2.2. CONSTRUCTION PROCESS	7
2.3. CONSTRUCTION WORKING HOURS	7
2.4. SITE COMPOUNDS	8
2.4.1. PROPOSED COMPOUND LOCATION	8
3.0. ACCESS STRATEGY	9
3.1. ACCESS POINT	9
3.1.1. TRAFFIC MOVEMENTS	11
Table 3.1.1A: Link Roads to Wishaw Substation (from the M8)	11
Table 3.1.1B: Wishaw Substation Road Linkage Vehicle Movements	11
4.0. CONSTRUCTION TRAFFIC	12
4.1. TRANSPORT CONFIGURATIONS	12
4.2. ORIGINS OF TRANSPORT MOVEMENT	13
4.3. PROJECT TRANSPORT MOVEMENTS	13
5.0. MITIGATION MEASURES	14
5.1. OVERVIEW	14
5.1.1. DRIVER COMMUNICATION	14
5.1.2. PASSING PLACES	14
5.1.3. ACCESS IMPROVEMENTS	14
5.1.4. WHEEL WASHING	14
5.1.5. SPEED LIMITS	15
5.1.6. SIGNAGE	15
5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON	15
5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS	15
5.1.9. PUBLIC RIGHTS OF WAY	15
5.1.10. ROAD CONDITION SURVEYS	16
5.1.11. UTILITIES CROSSING POINTS	16
6.0. APPENDIX A	17
I) SECTION 1 – ACCESS AND CONSTRUCTABILITY DRAWINGS	17
II) SECTION 1 – TRAFFIC MOVEMENTS	17

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	2 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Wishaw Substation Management Plan	Page 3 of 18	

1.0. INTRODUCTION

1.1. PROJECT DESCRIPTION

Morgan Sindall (MS) have been commissioned by Scottish Power Transmission (SPT) to carry out the necessary works to extend the existing 400 kV Wishaw GIS Substation compound to establish the connection of three new overhead lines (OHL) routes. A Construction Traffic Management Plan (CTMP) is required for planning applications accounting for vehicle movements along the route.

This document will capture the traffic management plan and considerations throughout the extension of the Wishaw Substation compound. Figure 1 below shows an overview of the substation upgrade.



Figure 1- Overview of proposed expansion and existing substation

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	3 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Wishaw Substation Management Plan	Page 4 of 18	

1.2. PURPOSE

The purpose of this project specific Construction Traffic Management Plan is to provide details of the proposed traffic management of delivery vehicles and other traffic likely to be generated in the construction phase.

This document proposes measures to demonstrate how the contractor may plan to avoid and reduce the impact wherever possible between public and general construction site traffic. General site traffic, deliveries and collections where practicable will be planned and managed to minimise the impact of traffic on the surrounding local road network and to minimise the impact on the local community.

This document will include the following:

- Construction traffic vehicular movements for plant, people and materials
- Mitigations and improvements for the proposed works
- Proposals to limit impacts on the local trunk road networks and environment
- Proposals for minimising site traffic and disruption to local communities

The CTMP is a live document that will be reviewed at regular intervals by the project team to reflect progress of the works and any changes in requirements. Note that the DWNO ArcGIS model is to be used in conjunction with this report throughout the scope of works.

1.3. REPORT STRUCTURE

This Construction Traffic Management Plan sets out measures minimise the impact of construction traffic related to the proposed expansion of the Wishaw Substation compound.

The report is structured as follows:

- Section 2 provides details of the project overview
- Section 3 identifies the access management strategy
- Section 4 identifies the construction traffic movements
- Section 5 identifies the additional mitigation measures that could be considered
- Section 6 presents a summary of findings.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	4 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Wishaw Substation Management Plan	Page 5 of 18	

2.0. PROJECT DESCRIPTION

2.1. SITE OVERVIEW

The existing Wishaw Substation compound is located to the south of Wishaw, off Castlehill Road and Allershaw Road (see Figure 2). The existing substation (see Figure 3) has a main access point off Castlehill Road and currently contains 5 bays with connections to:

- Strathaven (XH route)
- Kaimes (XJ route)
- Newarthill (XR route)
- Blacklaw (CW route)
- Easterhouse and Coatbridge Grid Supply

The proposed extension to the existing Wishaw Substation includes the following new connections/bays: Bonnybridge – OHL Feeder

- Strathaven No.2 – OHL Feeder
- Torness – OHL Feeder
- Blacklaw Repowering – Cable Feeder
- Main Bus Section



Figure 2- Site Location

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	5 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Wishaw Substation Management Plan	Page 6 of 18	

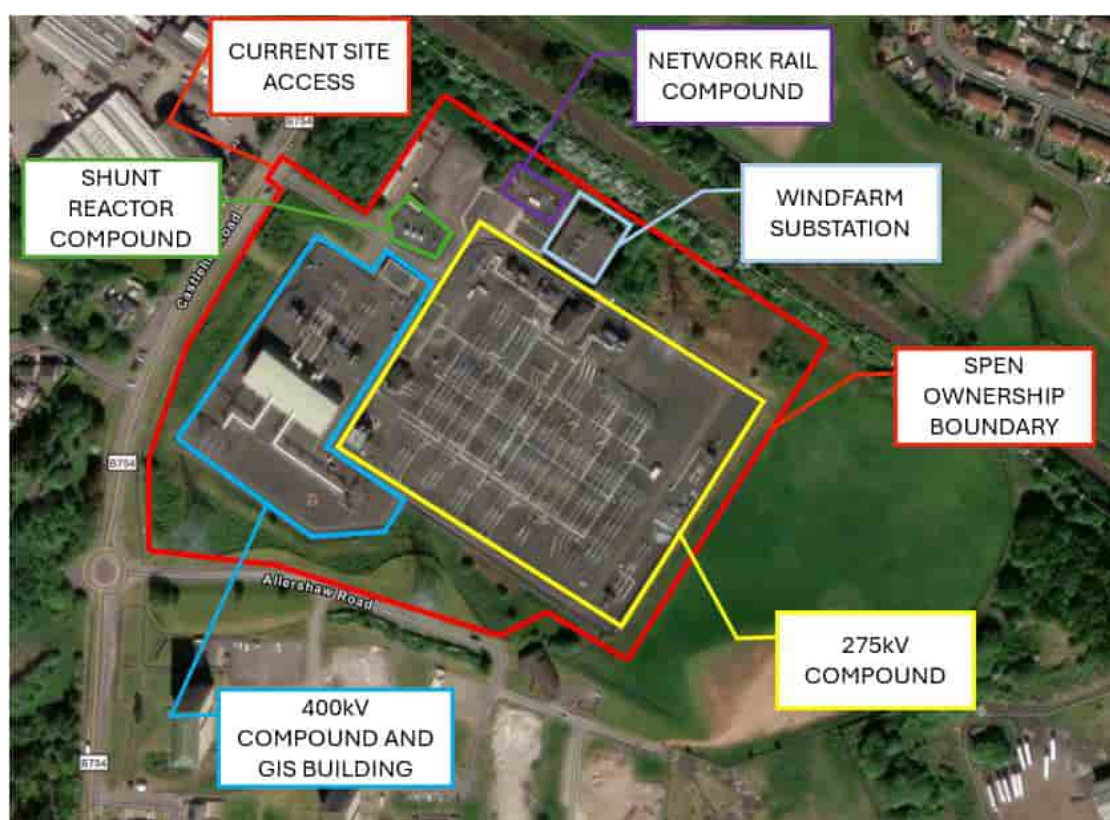


Figure 3- Access Point via Castlehill Road to existing Wishaw Substation and current layout

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	6 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Wishaw Substation Management Plan	Page 7 of 18	

2.2. CONSTRUCTION PROCESS

The construction process for the works will comprise the following key stages:

- Establishment of temporary construction compound
- Site clearance and de-vegetation
- Bulk earthworks and drainage works
- Modification to existing substation building and cladding
- Extension of existing gas insulated switchboard (GIS) in substation building
- Extension of existing gas insulated busduct (GIB) in switchyard
- Installation of primary utility services including relocation of existing diesel generator
- Construction of equipment foundations
- Erection of equipment structures and line landing gantry
- Installation of HV plant and associated equipment
- Testing and commissioning of newly installed equipment
- Site clearance and demobilisation

2.3. CONSTRUCTION WORKING HOURS

Works during the construction phase will take place predominantly during daytime hours, generally as outlined in Table 2.3 below.

Table 2.3. Construction Working Hours

	March to September	October to February
Monday to Friday	07:00 to 19:00	07:30 to 17:30
Weekend (Sat / Sun)	07:00 to 16:00	08:00 to 16:00

Weekend working will be proposed and included to minimise construction traffic, with areas of work generally restricted to locations with the least impact on the local community and general public.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	7 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Wishaw Substation Management Plan	Page 8 of 18	

2.4. SITE COMPOUND

The proposed site compound will be used to provide office accommodation and welfare facilities for staff involved with the project. The compound area will provide a safe area for parking away from the public highways as well as temporary storage of materials, plant and equipment.

2.4.1. PROPOSED COMPOUND LOCATION

A compound location for the works has been identified within SPT owned land around the substation (shown in Figure 4). This will require further landowner discussions to determine suitability.

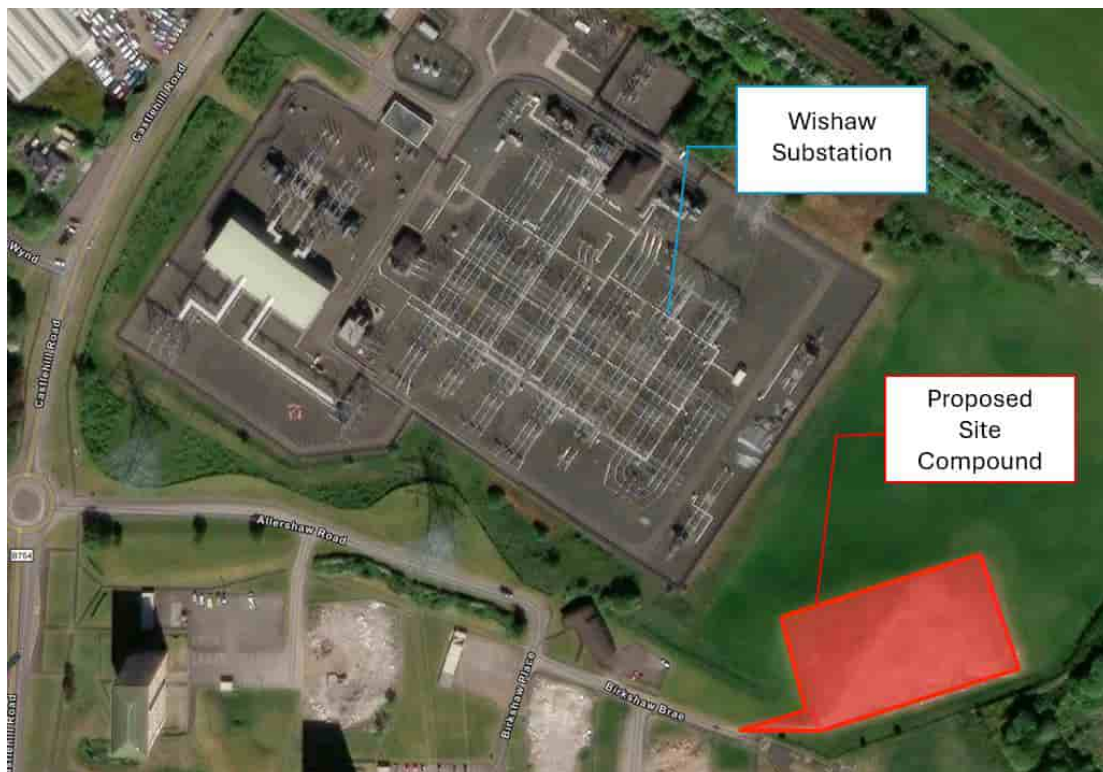


Figure 4- Proposed Compound Area

Access to the site compound will be via Allershaw Road and Birkshaw Brae.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	8 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Wishaw Substation Management Plan	Page 9 of 18	

3.0. ACCESS STRATEGY

3.1. ACCESS POINT

The proposed route for accessing Wishaw Substation is shown in Figure 5.

The proposed construction site access route to the development will be via existing tracks from existing Council and Trunk roads to the main access point for the proposed site compound location (shown in Figure 6) and the main access to the existing substation (shown in Figure 7).



Figure 5- Access Routes to Wishaw Substation from the M8

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	9 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Wishaw Substation Management Plan	Page 10 of 18	



Figure 6- Main Access Point to Proposed Site Compound Location, from Birkshaw Brae (taken from Google Maps)



Figure 7- Main Access to Existing Wishaw Substation Compound, from Castlehill Road (taken form Google Maps)

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	10 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Wishaw Substation Management Plan	Page 11 of 18	

3.1.1. TRAFFIC MOVEMENTS

5 Primary Link Roads have been identified. These are local authority and trunk roads required to reach the main access point.

Table 3.1.1A: Link Roads to Wishaw Substation (from the M8)

Link Road	Location Notes
1	M80
2	M73
3	M74
4	A723 (Hamilton Road)
5	B754 (Airbles Road)
6	A721 (Windmillhill Street)
7	B754 (Shields Road/Netherton Road)
8	B754 (Netherton Road)
9	B754 (Castlehill Road)
10	Allershaw Road

Table 3.1.1B: Wishaw Substation Road Linkage Vehicle Movements

SUMMARY OF MOVEMENTS				
Link Road	Link Road	HGV Movements	LGV Movements	Total Movements
1	M80	4662	17847	22508
2	M73	4662	17847	22508
3	M74	4662	17847	22508
4	A723 (Hamilton Road)	4662	17847	22508
5	B754 (Airbles Road)	4662	17847	22508
6	A721 (Windmillhill Street)	4662	17847	22508
7	B754 (Shields Road/Netherton Road)	4662	17847	22508
8	B754 (Netherton Road)	4662	17847	22508
9	B754 (Castlehill Road)	4662	17847	22508
10	Allershaw Road	4662	17847	22508

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	11 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Wishaw Substation Management Plan	Page 12 of 18	

4.0. CONSTRUCTION TRAFFIC

4.1. TRANSPORT CONFIGURATIONS

No oversized abnormal load vehicles with regards to length (over 18.3m) or width (over 2.9m), are anticipated to need access to the development site, with the largest vehicles anticipated to require access being road legal standard articulated lorries, including low loaders importing construction equipment. Note that construction equipment such as excavators will be chosen to remain within the road legal width where possible.

Abnormal loads with regards to vehicle weight (over 44 tonnes) are required to access the development. These vehicles include low loaders when loaded with construction equipment and tractor and trailers used to transport the plant and associated equipment to work locations.

Table 4.1 below outlines the HGV vehicle types anticipated to be operating on the public roads.

Table 4.1: Vehicle Types

Vehicle Type	Description	Activity
1	Tractor and Trailer	Used for transportation of associated plant to locations.
2	Flatbed Wagon	Used for delivery of materials such as reinforcement.
3	Concrete Truck Mixer	Used to import concrete for the foundations, with high numbers accessing the site during some concrete pours.
4	Articulated Vehicles (normal)	Used to deliver materials to the construction compounds or direct to locations where materials are incorporated into the works.
5	Articulated Vehicles (low loader)	Used to deliver and collect site machinery such as excavators, telehandlers as necessary. Site machinery will move under its own power to suitable loading and offloading locations. This primarily occur at the beginning and end of project.
6	Tipper Wagons	Used to transport large volumes of material to and from site.
7	4x4	Used to transport small amount of material or equipment and personnel.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	12 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Wishaw Substation Management Plan	Page 13 of 18	

4.2. ORIGINS OF TRANSPORT MOVEMENT

The origin of loads will depend upon the materials being imported. Materials such as steel transformer parts, and other specialist equipment will be imported along the M8. Materials will be imported using standard road legal articulated or rigid vehicles and will be imported to the site compound. These materials may be transferred between the compounds and working areas using a Hiab.

Materials required for construction of substation include stone, ready mixed concrete, tarmac which will all be locally sourced.

General construction materials, servicing of the contractor's facilities and construction equipment will be locally sourced and delivered to site using small vehicles. These vehicles will be encouraged to use the preferred routes, but this may not be possible at all times as the journeys may not commence at suitable locations.

The workforce will be encouraged to share journeys to reduce the number of vehicles passing through the nearby villages or towns at the start and end of each day. This will be achieved by not allowing private vehicles onto site except at the primary construction compound. It is accepted that not everyone will be able to share their journey as the exact location of individuals is not known.

4.3. Project Transport Movements

VEHICLE MOVEMENTS		
Vehicle Type	Number of Vehicles Movements Required	Both ways
Concrete wagon	37.5	75
Material tipper	2206.7	4413.4
Deliveries	260	520
Personnel	8750	17500

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	13 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Wishaw Substation Management Plan	Page 14 of 18	

5.0. MITIGATION MEASURES

5.1. OVERVIEW

5.1.1. DRIVER COMMUNICATION

All vehicles directly owned by the client or main contractor will have a communications system installed that will be legal to use while the vehicle is in motion. The communications system will be used to advise drivers of any issues on the road network or on site, allowing them to re-route as necessary, adjust driving speed or adjust destination. The communications system will also be used by drivers to report issues, and to call for immediate assistance if required.

5.1.2. PASSING PLACES

Passing places will be discussed with North Lanarkshire Council during the planning stages of the works, these will then be fed back for design during the construction phase.

Passing places will not be used by drivers of construction vehicles as a place to wait or as a place to park. Local residents will be able to report any instances of inappropriate driving or use of passing places to the project community liaison officer.

5.1.3. ACCESS IMPROVEMENTS

Improvements to any local road network will be agreed during the planning stages between the client and North Lanarkshire Council. These will be accepted designs of which some improvement works will be completed prior to construction commencing as well as during or post construction phase.

To achieve sight lines, vegetation clearance works may be required. If safe line of sight cannot be achieved as per 'Design Manual for Roads and Bridges- CD109: Highway Link Design', temporary traffic calming measures will be installed including temporary speed limits.

5.1.4. WHEEL WASHING

To reduce mud and debris being deposited onto the road network, wheels and tracks are to be cleaned upon leaving the work area and onto the public highway. The minimum provision will be a brush and a water supply. Where considered necessary, the public roads, adjacent to the site access points, shall be kept clean by utilising a mechanical road sweeper. Residents will be able to report any instances of mud being carried onto the public highway to the project community liaison officer.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	14 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Wishaw Substation Management Plan	Page 15 of 18	

5.1.5. SPEED LIMITS

A maximum 15 mph speed limit would be imposed for all construction traffic on private roads and tracks, which would be reinforced through temporary construction traffic speed limit signs. Along public roads national speed limits or signed speed limits (whichever is lower) will apply. Residents will be able to report any instances of speeding on the public highways to the project community liaison officer.

5.1.6. SIGNAGE

Traffic Management plan will be developed in collaboration with our specialist traffic management contractor, in accordance with Chapter 8 (Traffic Manual) and in agreement with Transport Scotland and North Lanarkshire Council.

5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON

Information on the project will be distributed using a variety of methods including the project website, local newsletters, public notices and public meetings by the project community liaison officer.

A construction liaison committee comprising of the project community liaison officer will meet periodically to provide updates on the construction programme, vehicle movements and public road improvements. Representatives from SPT and MS will attend. Contact details for key project staff will be provided to the community for any complaints or information requests to be actioned.

5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS

Public access safety advice signage will be installed at all access points from the public road network. All excavations shall be surrounded by barriers. All construction works will be undertaken with strict adherence to the current CDM regulations.

5.1.9. PUBLIC RIGHTS OF WAY

Core paths and other recreational routes are designed to cater for non-motorised travel and general public access. Care must be taken when travelling along these routes and members of the general public must be given right of way at all times.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	15 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Wishaw Substation Management Plan	Page 16 of 18	

5.1.10. ROAD CONDITION SURVEYS

The roads being used by the construction traffic are trunk roads and minor rural roads that carry occasional heavy vehicles. Intensifying the use of these roads by heavy construction vehicles may lead to some deterioration of the road pavement, which cannot be determined in advance. The developer will therefore undertake a road video condition survey in conjunction with the roads authority prior to commencing works on site. This survey will identify any visually apparent defects with the road pavement and will be used as a baseline for any future surveys.

Upon completion of the works, a final road condition survey will be undertaken in conjunction with the road's authority. Defects will be recorded for comparison with the initial survey. Where deterioration of the road pavement can be agreed because of the construction works, the developer will arrange for repair to be undertaken.

5.1.11. UTILITIES CROSSING POINTS

The locations of below ground cables and utilities are indicated on the contract drawings and the GPR survey drawing available in Appendix A3 of the Substation Strategic Agreement. However, the Contractor shall be responsible for locating all underground cables and services, by appropriate methods, prior to progressing the works. The main hazards during works shall consist of existing overhead lines and conductors (shown in Figure 7).

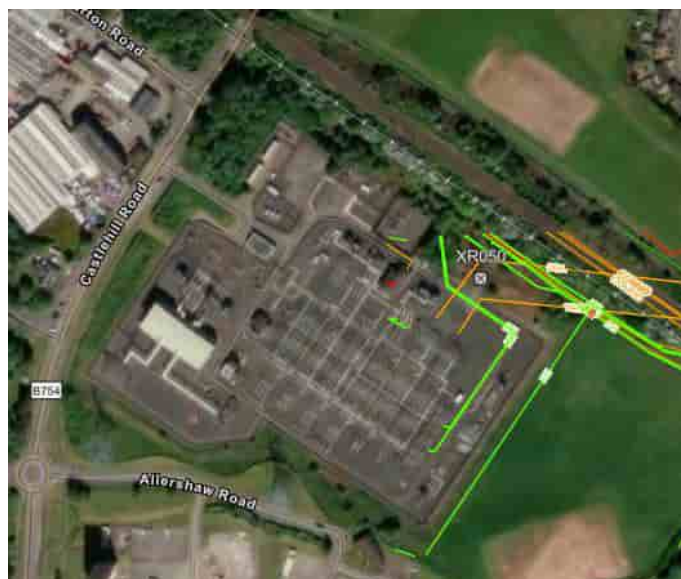


Figure 7- Utilities around Wishaw Substation

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	16 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Wishaw Substation Management Plan	Page 17 of 18	

6.0. APPENDIX A

i) Section 1 – Access and Constructability Drawings

This report should be read in conjunction with the DWNO ArcGIS Model.

ii) Section 1 – Traffic Movements

Until such a time that upgrades to existing tracks can be determined, a standard detail has been applied to track upgrades.



Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	17 of 18

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	Wishaw Substation Management Plan	Page 18 of 18	

Substation		Fill (m³)	Cut (m³) 1:3 Slopes	Net (m³)
Wishaw		9	22,058	22,049
KEY				
1 material wagon, 8 wheeler (tonnes)				20
1 material wagon, 8 wheeler (m³) (assuming bulk density of 2)				10
Concrete wagon (m³)				8
VEHICLE MOVEMENTS				
Vehicle Type		Number of Vehicles Movements Required		Both ways
Concrete wagon		37.5		75
Material tipper		2206.7		4413.4
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Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	18 of 18

SPEN Project Title/Number: DWNO - Denny Wishaw 400kV Reinforcement

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	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	XR Route Construction Traffic Management Plan	Page 1 of 22	



CLIENT : SCOTTISH POWER TRANSMISSION
 CONTRACT : DWNO (DENNY – WISHAW 400kV REINFORCEMENT)
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Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	1 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	XR Route Construction Traffic Management Plan	Page 2 of 22	

TABLE OF CONTENTS

1.0. INTRODUCTION.....	3
1.1. PROJECT DESCRIPTION	3
1.2. PURPOSE	3
1.3. REPORT STRUCTURE	4
2.0. PROJECT DESCRIPTION	5
2.1. SITE OVERVIEW	5
2.2. CONSTRUCTION PROCESS	6
2.3. CONSTRUCTION WORKING HOURS	6
2.4. SITE COMPOUNDS	7
2.4.1. PROPOSED COMPOUND LOCATION	7
3.0. ACCESS STRATEGY	8
3.1. ACCESS POINTS	8
3.1.1. TRAFFIC MOVEMENTS	11
Table 3.1.1A: XX Route Access Points	11
Table 3.1.1B: XX Route Road Linkage Vehicle Movements	12
4.0. CONSTRUCTION TRAFFIC	13
4.1. TRANSPORT CONFIGURATIONS	13
4.2. ORIGINS OF TRANSPORT MOVEMENT	14
4.3. Project Transport Movements	14
5.0. MITIGATION MEASURES	16
5.1. OVERVIEW	16
5.1.1. DRIVER COMMUNICATION	16
5.1.2. PASSING PLACES	16
5.1.3. ACCESS IMPROVEMENTS	16
5.1.4. WHEEL WASHING	16
5.1.5. SPEED LIMITS	17
5.1.6. SIGNAGE	17
5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON	18
5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS	18
5.1.9. PUBLIC RIGHTS OF WAY	18
5.1.10. ROAD CONDITION SURVEYS	18
5.1.11. HAZARDS AND SYMBOLS	18
5.1.12. HIGH VOLTAGE CROSSING POINTS	19
6.0. APPENDIX A	20
I) SECTION 1 – ACCESS AND CONSTRUCTABILITY DRAWINGS	20
II) SECTION 1 – TRAFFIC MOVEMENTS	20

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	2 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	XR Route Construction Traffic Management Plan	Page 3 of 22	

1.0. INTRODUCTION

1.1. PROJECT DESCRIPTION

Morgan Sindall (MS) have been commissioned by Scottish Power Transmission (SPT) to carry out reconductoring and voltage uprating of the existing 275kV XR overhead line (OHL) connection between Newarthill and Wishaw substations. A Construction Traffic Management Plan (CTMP) is required for planning applications accounting for vehicle movements along the route.

This document will capture the traffic management plan and considerations throughout the full XR route for the proposed DWNO scheme. Figure 1.1 below shows an overview of the route corridor.



Figure 1: Overview of Existing XR Route Alignment

1.2. PURPOSE

The purpose of this project specific Construction Traffic Management Plan is to provide details of the proposed traffic management of delivery vehicles and other traffic likely to be generated in the construction phase.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	3 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	XR Route Construction Traffic Management Plan	Page 4 of 22	

This document proposes measures to demonstrate how the contractor may plan to avoid and reduce the impact wherever possible between public and general construction site traffic. General site traffic, deliveries and collections where practicable will be planned and managed to minimise the impact of traffic on the surrounding local road network and to minimise the impact on the local community. This will also be achieved by using strategically located compounds i.e., main site and satellite compounds.

This document will include the following:

- Construction traffic vehicular movements for plant, people and materials
- Mitigations and improvements for the proposed works
- Proposals to limit impacts on the local trunk road networks and environment
- Proposals for minimising site traffic and disruption to local communities
- Proposed site locations

The CTMP is a live document that will be reviewed at regular intervals by the project team to reflect progress of the works and any changes in requirements. Note that the DWNO ArcGIS model is to be used in conjunction with this report throughout the scope of works.

1.3. REPORT STRUCTURE

This Construction Traffic Management Plan sets out measures to minimise the impact of construction traffic related to the proposed XR Route Reconductoring.

The report is structured as follows:

- Section 2 provides details of the project overview
- Section 3 identifies the access management strategy
- Section 4 identifies the construction traffic movements
- Section 5 identifies the additional mitigation measures that could be considered
- Section 6 presents a summary of findings.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	4 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	XR Route Construction Traffic Management Plan	Page 5 of 22	

2.0. PROJECT DESCRIPTION

2.1. SITE OVERVIEW

The XR Route is located between Newarthill Substation and Wishaw Substation, East of Motherwell. The XR Route runs for approximately 16.02km and features 50nr. steel lattice towers of L2 and L8 type installed primarily in 1965.

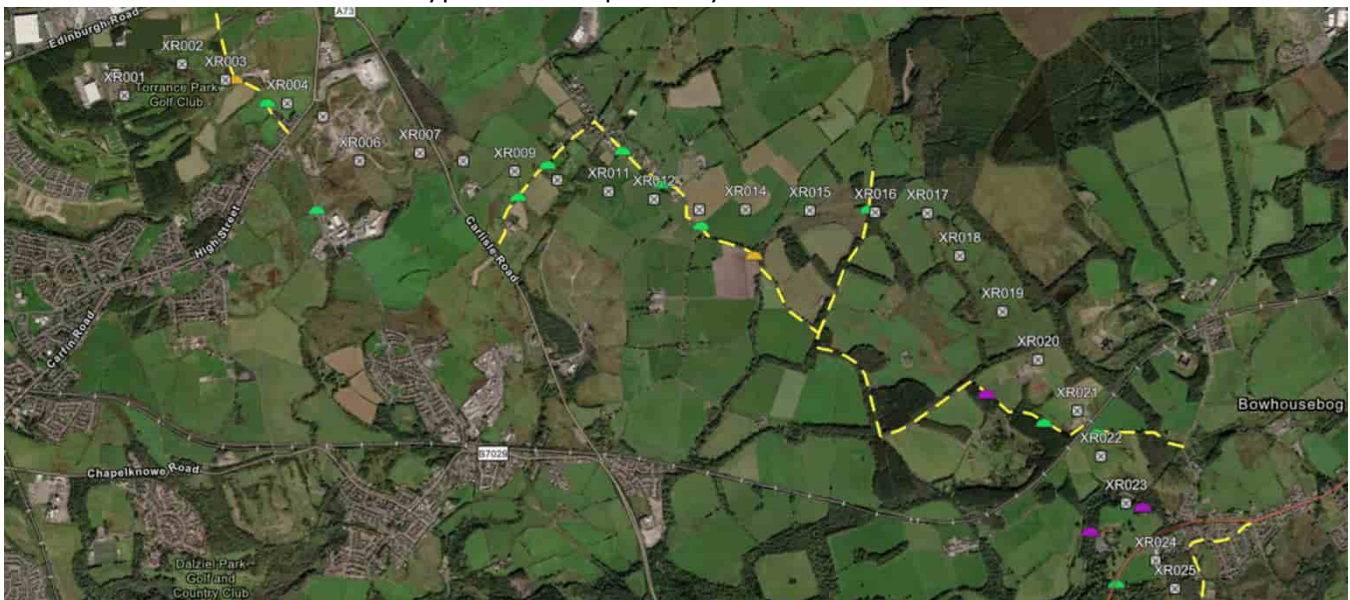


Figure 2: Site Overview and Primary Access Points XR001 - XR025



Figure 3: Site Overview and Primary Access Points XR026 - XR050

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	5 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	XR Route Construction Traffic Management Plan	Page 6 of 22	

2.2. CONSTRUCTION PROCESS

The construction process for the works will comprise the following key stages:

- Establishment of temporary construction compounds;
- Access track construction including bell mouths, passing places and other road improvements as agreed with North Lanarkshire Council, Bear Scotland and Transport Scotland (TS)
- Upgrade of tower foundations as required;
- Conductor stringing including construction of any temporary scaffolding;
- OHL commissioning;
- Removal of existing redundant equipment, conductors and towers;
- Removal and reinstatement of temporary roads, tower location sites and bell-mouths.

2.3. CONSTRUCTION WORKING HOURS

Works during the construction phase will take place predominantly during daytime hours, generally as outlined in Table 2.3 below.

Table 2.3. Construction Working Hours

	March to September	October to February
Monday to Friday	07:00 to 19:00	07:30 to 17:30
Weekend (Sat / Sun)	07:00 to 16:00	08:00 to 16:00

Weekend working will be proposed and included to minimise construction traffic, with areas of work generally restricted to locations with the least impact on the local community and general public.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	6 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	XR Route Construction Traffic Management Plan	Page 7 of 22	

2.4. SITE COMPOUNDS

The proposed site compounds will be used to provide office accommodation and welfare facilities for staff involved with the project. The compound area will provide a safe area for parking away from the public highways as well as temporary storage of materials, plant and equipment.

Other smaller temporary satellite construction compound locations will be used along the route utilising areas within the agreed limits of deviation (LOD) for the development. These areas will be used for temporary storage of materials, plant and equipment as well as temporary parking of vehicles.

2.4.1. PROPOSED COMPOUND LOCATION

A compound location for the works has been identified in land close to Newarthill Substation. This will require further landowner discussions to determine suitability.



Figure 4: Proposed Compound Area close to Newarthill Substation

Access to the temporary site compound will be via A775 and Biggar Road.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	7 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	XR Route Construction Traffic Management Plan	Page 8 of 22	

3.0. ACCESS STRATEGY

3.1. ACCESS POINTS

The proposed access points from existing council and trunk roads for the reconductoring of XR are outlined below.

The proposed construction site access routes to the development will be via existing tracks from existing Council and Trunk roads as agreed with the relevant landowners.

Any bridges must have a temporary works design check prior to use to ensure they have sufficient load bearing capacity for plant required to use the route.

Towers along the XR Route are accessed from 33 distinct access points.

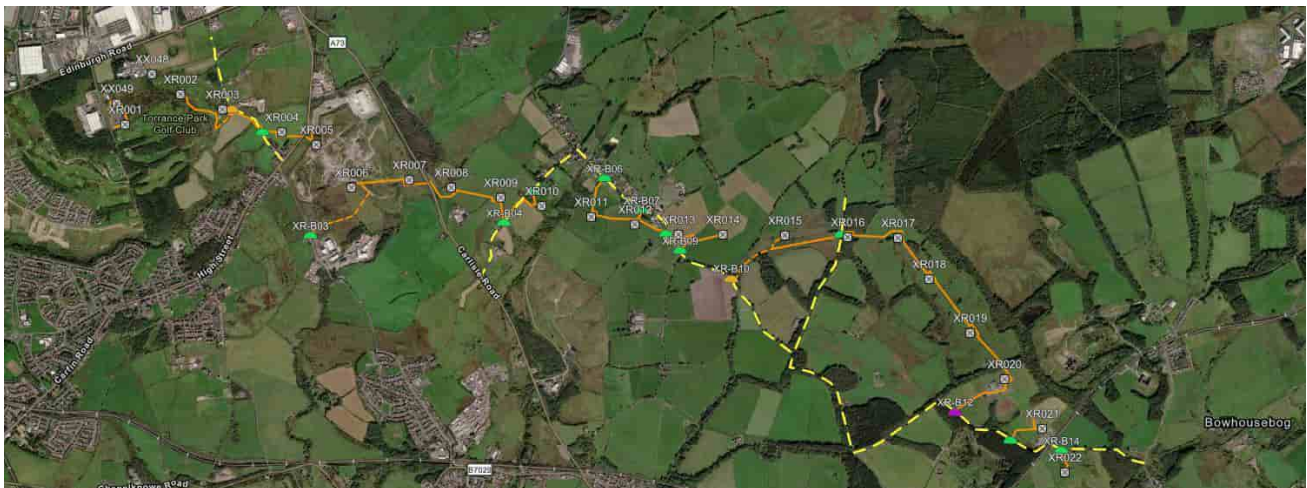


Figure 5: Access Routes XR001 - XR022

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	8 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	XR Route Construction Traffic Management Plan	Page 9 of 22	

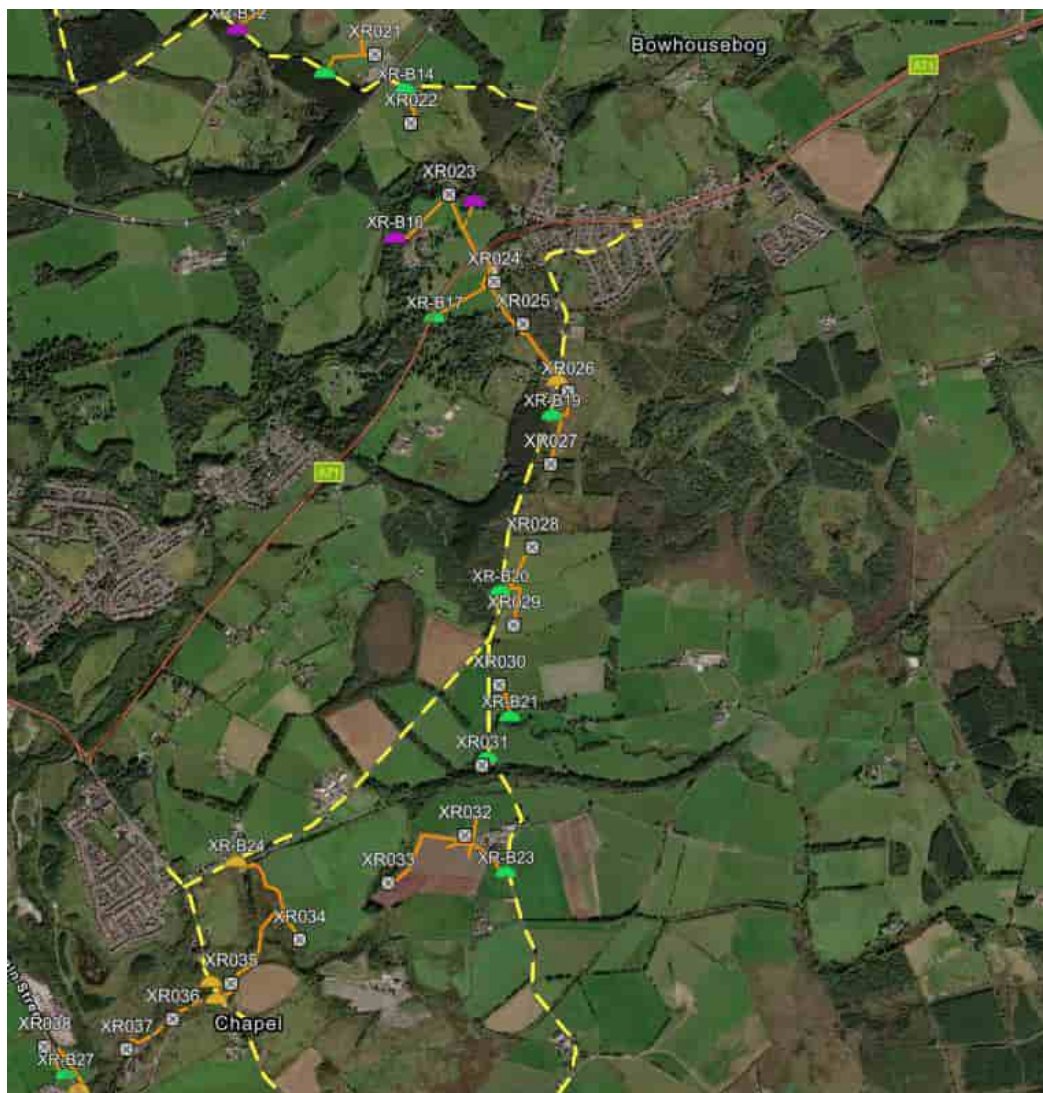


Figure 6: Access Routes XR021 - XR037

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	9 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	XR Route Construction Traffic Management Plan	Page 10 of 22	



Figure 7: XR038- XR050

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	10 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	XR Route Construction Traffic Management Plan	Page 11 of 22	

3.1.1. TRAFFIC MOVEMENTS

22 Primary Link Roads have been identified. These are local authority and trunk roads required to reach each of the access points.

Table 3.1.1A: XR Route Access Points

Access Point	Location Notes	Tower Ref
AP1	Through Newarthill Substation / off Legbrannock Road	XR001
XR-B01	At existing roundabout junction, off Edinburgh Road, as per access to tower XX048	XR002
XR-B01	Off Biggar Road (1)	XR003
XR-B02	Off Biggar Road (2)	XR004
AP2	Off Motherwell Road	XR005
XR-B03	Through Sibelco Glass Recycling Plant	XR006, XR007
XR-B04	Off Hareshaw Road (1)	XR008, XR009
XR-B05	Off Hareshaw Road (2)	XR010
XR-B06	Off Greenhill Road (1)	XR011
XR-B07	Off Greenhill Road (2)	XR012
XR-B09	Off Greenhill Road (3)	XR013, XR14
XR-B10	Off Greenhill Road (4)	XR015
XR-B11	Off Muiredge and Jersey Road	XR016, XR017
XR-B12	Off Foulburn Road (1)	XR018, XR019, XR020
XR-B13	Off Foulburn Road (2)	XR021
XR-B14	Off Foulburn Road (3)	XR022
XR-B16	Off Allanton Road	XR023
XR-B17	Off A71	XR024, XR025
XR-B19	Off Mill Road (1)	XR026, XR027
XR-B20	Off Mill Road (2)	XR028, XR029
XR-B21	Off Daviesdyke Road	XR030
XR-B22	Off unnamed, SE of Mill Road (1)	XR031
XR-B23	Off unnamed, SE of Mill Road (2)	XR032, XR033
XR-B24	Off Mill Road (3)	XR034
XR-B25	Off Morningside Road (1)	XR035
XR-B26	Off Morningside Road (2)	XR036, XR37
XR-B27	Off A73, Main Street (1)	XR038

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	11 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	XR Route Construction Traffic Management Plan	Page 12 of 22	

XR-B29	Off track off Overtown Road	XR039, XR40
XR-B30	Off Overtown Road, A71 (1)	XR041, XR042, XR043
XR-B31	Off Overtown Road, A71 (2)	XR044
XR-B32	Off Overtown Road, A71 (3)	XR045, XR046, XR47, XR48, XR049
XR-B33	Through Wishaw Substation	XR050

Table 3.1.1B: XX Route Road Linkage Vehicle Movements

Link	Description	HGV Movements	LGV Movements	Total Vehicle Movements
1	Rowantree Avenue	56	65	121
2	Kirk Road	56	65	121
3	Edinburgh Road (A775)	56	65	121
4	Legbrannock Road	55	70	125
5	A73	3878	3889	7767
6	Biggar Road	517	520	1037
7	Motherwell Road (B7066)	351	310	661
8	Hareshaw Road	1336	1320	2656
9	Greenhill Road	1157	1105	2262
10	Muiredge and Jersey Road	945	870	1815
11	Foulburn Road	455	420	875
12	Mill Road	740	765	1505
13	Allanton Road	135	110	245
14	A71	2025	2049	4074
15	Unnamed, SE of Mill Road	80	125	205
16	Daviesdyke Road	46	65	111
17	Morningside Road	632	575	1207
18	A722	1171	1239	2410
19	Woodhall Road	944	954	1898
20	B754	97	85	182
21	Allershaw Road	97	85	182
22	Birkshaw Brae	97	85	182

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	12 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	XR Route Construction Traffic Management Plan	Page 13 of 22	

4.0. CONSTRUCTION TRAFFIC

4.1. TRANSPORT CONFIGURATIONS

No oversized abnormal load vehicles with regards to length (over 18.3m) or width (over 2.9m), are anticipated to need access to the development site, with the largest vehicles anticipated to require access being road legal standard articulated lorries, including low loaders importing construction equipment. Note that construction equipment such as excavators will be chosen to remain within the road legal width where possible.

Abnormal loads with regards to vehicle weight (over 44 tonnes) are required to access the development. These vehicles include low loaders when loaded with construction equipment and tractor and trailers used to transport the plant and associated equipment to work locations.

Table 4.1 below outlines the HGV vehicle types anticipated to be operating on the public roads.

Table 4.1: Vehicle Types

Vehicle Type	Description	Activity
1	Tractor and Trailer	Used for transportation of associated plant to locations.
2	Hiab Wagon	Used for delivery and collection of the site welfare cabins, generators and fuel tanks.
3	Concrete Truck Mixer	Used to import concrete for the tower foundations, with high numbers accessing the site during some concrete pours.
4	Articulated Vehicles (normal)	Used to deliver materials to the construction compounds or direct to locations where materials are incorporated into the works.
5	Articulated Vehicles (low loader)	Used to deliver and collect site machinery such as excavators, telehandlers as necessary. Site machinery will move under its own power to suitable loading and offloading locations.
6	Mobile Crane	Used for erecting towers. This vehicle will move around the site using internal haul roads and travel between sites using the public road network. Cranes with a vehicle weight over 44 tonnes are classified as an abnormal load moveable under a special types general order. The special types general order will require 2 clear days' notice to the roads authority prior to movement on the public roads network.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	13 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	XR Route Construction Traffic Management Plan	Page 14 of 22	

4.2. ORIGINS OF TRANSPORT MOVEMENT

The origin of loads will depend upon the materials being imported. Materials such as steel tower sections, conductors, and other specialist equipment will be imported along the A87/A82. Materials will be imported using standard road legal articulated or rigid vehicles and will be imported to a site compound nearest to the location where they are to be used. These materials may be transferred between the compounds and working areas using a Hiab.

There will be a requirement for deliveries of consumables and service requirements to the site welfare compounds in addition to delivery and collection of welfare units. There will be delivery and collection of subcontractor plant and movements between locations using the tractor and trailer. The main preferred routes to the site compounds will be via the M8 from the East and West, the M74 and M8 from the South and the M80, M73 and M8 from the North.

Stone for the construction of haul roads and crane pads, ready mixed concrete and tarmac will be locally sourced, with the nearest quarry to the development depending upon the sections.

General construction materials, servicing of the contractor's facilities and construction equipment will be locally sourced and delivered to site using small vehicles. These vehicles will be encouraged to use the preferred routes, but this may not be possible at all times as the journeys may not commence at suitable locations.

The workforce will be encouraged to share journeys to reduce the number of vehicles passing through the villages and town at the start and end of each day. This will be achieved by not allowing private vehicles onto site except at the primary construction compound. It is accepted that not everyone will be able to share their journey as the exact location of individuals is not known.

4.3. Project Transport Movements

Access Point	Total HGV Movements – One Way	Total LGV Movements – One Way	Total Vehicle Movements – One Way
AP1	56	65	121
XR-B01	76	80	156
XR-B01	35	60	95
XR-B02	55	70	125
AP2	44	65	109
XR-B03	307	245	552
XR-B04	131	150	281
XR-B05	48	65	113
XR-B06	73	80	153

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	14 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	XR Route Construction Traffic Management Plan	Page 15 of 22	

XR-B07	76	80	156
XR-B09	161	150	311
XR-B10	78	95	173
XR-B11	179	170	349
XR-B12	311	275	586
XR-B13	93	75	168
XR-B14	51	70	121
XR-B16	135	110	245
XR-B17	176	170	346
XR-B19	110	140	250
XR-B20	117	145	262
XR-B21	46	65	111
XR-B22	34	60	94
XR-B23	214	160	374
XR-B24	84	85	169
XR-B25	146	110	256
XR-B26	103	90	193
XR-B27	51	70	121
XR-B29	196	175	371
XR-B30	196	225	421
XR-B31	67	75	142
XR-B32	388	394	782
XR-B33	97	85	182

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	15 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	XR Route Construction Traffic Management Plan	Page 16 of 22	

5.0. MITIGATION MEASURES

5.1. OVERVIEW

5.1.1. DRIVER COMMUNICATION

All vehicles directly owned by the client or main contractor will have a communications system installed that will be legal to use while the vehicle is in motion. The communications system will be used to advise drivers of any issues on the road network or on site, allowing them to re-route as necessary, adjust driving speed or adjust destination. The communications system will also be used by drivers to report issues, and to call for immediate assistance if required.

5.1.2. PASSING PLACES

Passing places will be discussed with North Lanarkshire Council during the planning stages of the works, these will then be fed back for design during the construction phase.

Passing places will not be used by drivers of construction vehicles as a place to wait or as a place to park. Local residents will be able to report any instances of inappropriate driving or use of passing places to the project community liaison officer.

5.1.3. ACCESS IMPROVEMENTS

Improvements to any local road network will be agreed during the planning stages between the client and North Lanarkshire Council. These will be accepted designs of which some improvement works will be completed prior to construction commencing as well as during or post construction phase.

To achieve sight lines, vegetation clearance works may be required. If safe line of sight cannot be achieved as per 'Design Manual for Roads and Bridges- CD109: Highway Link Design', temporary traffic calming measures will be installed including temporary speed limits.

5.1.4. WHEEL WASHING

To reduce mud and debris being deposited onto the road network, wheels and tracks are to be cleaned upon leaving the work area and onto the public highway. The minimum provision will be a brush and a water supply. Where considered necessary, the public roads, adjacent to the site access points, shall be kept clean by utilising a mechanical road sweeper. Residents will be able to report any instances of mud being carried onto the public highway to the project community liaison officer.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	16 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	XR Route Construction Traffic Management Plan	Page 18 of 22	

5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON

Information on the project will be distributed using a variety of methods including the project website, local newsletters, public notices and public meetings by the project community liaison officer.

A construction liaison committee comprising of the project community liaison officer will meet periodically to provide updates on the construction programme, vehicle movements and public road improvements. Representatives from SPT and MS will attend. Contact details for key project staff will be provided to the community for any complaints or information requests to be actioned.

5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS

Public access safety advice signage will be installed at all access points from the public road network. All excavations shall be surrounded by barriers. All construction works will be undertaken with strict adherence to the current CDM regulations.

5.1.9. PUBLIC RIGHTS OF WAY

Core paths and other recreational routes are designed to cater for non-motorised travel and general public access. Care must be taken when travelling along these routes and members of the general public must be given right of way at all times.

5.1.10. ROAD CONDITION SURVEYS

The roads being used by the construction traffic are trunk roads and minor rural roads that carry occasional heavy vehicles. Intensifying the use of these roads by heavy construction vehicles may lead to some deterioration of the road pavement, which cannot be determined in advance. The developer will therefore undertake a road video condition survey in conjunction with the roads authority prior to commencing works on site. This survey will identify any visually apparent defects with the road pavement and will be used as a baseline for any future surveys.

Upon completion of the works, a final road condition survey will be undertaken in conjunction with the roads authority. Defects will be recorded for comparison with the initial survey. Where deterioration of the road pavement can be agreed because of the construction works, the developer will arrange for repair to be undertaken.

5.1.11. HAZARDS AND SYMBOLS

Construction Access drawings should be used in conjunction with this traffic management plan, these are referenced in the appendices. Within the access drawings the following key

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	18 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	XR Route Construction Traffic Management Plan	Page 19 of 22	

is provided to highlight specific Access Points (APs) and Bellmouth detail associated with the council or trunk road networks. This key also highlights typical hazards during the construction works, including high voltage crossing points.



Figure 5.4: Drawing Symbols

5.1.12. HIGH VOLTAGE CROSSING POINTS

Where high voltage crossing points are highlighted Overhead or Underground, the following actions should be taken, especially during the construction of access tracks.

For Overhead Lines (OHL) , GS6 Barriers shall be installed as per the below arrangement.

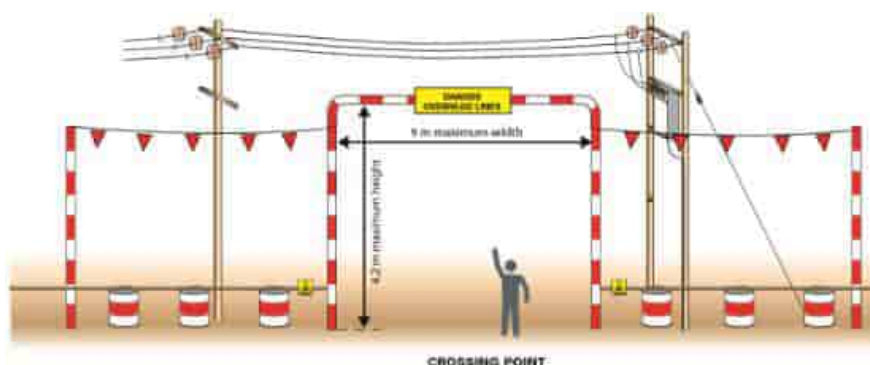


Figure 5.5: GS6 Barrier Arrangement

For underground services identified , Marker Posts should be offset from the identified position using a Cable Avoidance Tool (CAT) and Generator. This should be prior to any construction activity and comply with HSG47.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	19 of 22

	DWNO (Denny – Wishaw 400kV Network Reinforcement)	JULY 2025	
Revision: 01	XR Route Construction Traffic Management Plan	Page 20 of 22	

6.0. APPENDIX A

i) Section 1 – Access and Constructability Drawings

This report should be read in conjunction with the DWNO ArcGIS Model.

ii) Section 1 – Traffic Movements

Until such a time that upgrades to existing tracks can be determined, a standard detail has been applied to track upgrades.

Where appropriate, the use of trackway has been considered in place of the use of stone tracks.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	20 of 22

Access Point	Link	No. Towers	Access Works Totals	Crane Pad & Foundation Works	Tower Work Totals	Reinstatement Work Totals	Light Vehicles	Total HGV Move mts	Total LGV Move mts	Total Vehicle Move mts
AP1	1+2+3+4	1	27	13	15	1	65	56	65	121
XR-B01	5+3+6	1	60	13	2	1	80	76	80	156
XR-B01	5+3+6	1	19	13	2	1	60	35	60	95
XR-B02	5+3+6	1	39	13	2	1	70	55	70	125
AP2	5+3+6+7	1	28	13	2	1	65	44	65	109
XR-B03	5+3+6+7	2	277	25	3	2	245	307	245	551
XR-B04	5+8	2	101	25	3	2	150	131	150	281
XR-B05	5+8	1	32	13	2	1	65	48	65	113
XR-B06	5+8+9	1	57	13	2	1	80	73	80	153
XR-B07	5+8+9	1	60	13	2	1	80	76	80	156
XR-B09	5+8+9	2	105	25	29	2	150	161	150	311
XR-B10	5+8+9	1	62	13	2	1	95	78	95	173
XR-B11	5+8+9+10	2	149	25	3	2	170	179	170	349
XR-B12	5+8+9+10+11	3	267	37	4	3	275	311	275	586
XR-B13	5+8+9+10+11	1	51	13	28	1	75	93	75	168
XR-B14	5+8+9+10+11	1	35	13	2	1	70	51	70	121
XR-B16	5+8+9+10+11+12+13	1	119	13	2	1	110	135	110	245
XR-B17	5+14	2	146	25	3	2	170	176	170	346
XR-B19	5+14+18+12	2	80	25	3	2	140	110	140	250
XR-B20	5+14+18+12	2	87	25	3	2	145	117	145	262
XR-B21	5+14+18+12+15+16	1	30	13	2	1	65	46	65	111
XR-B22	5+14+17+12+13	1	18	13	2	1	60	34	60	94
XR-B23	5+14+17+12+13	2	132	25	55	2	160	214	160	374
XR-B24	5+14+17+12	1	68	13	2	1	85	84	85	169
XR-B25	5+14+17	1	130	13	2	1	110	146	110	256
XR-B26	5+14+17	1	87	13	2	1	90	103	90	193
XR-B27	5+14+17	1	35	13	2	1	70	51	70	121
XR-B29	5+18+19+14	2	140	25	29	2	175	196	175	371
XR-B30	5+18+19+14	3	152	37	4	3	225	196	225	421
XR-B31	5+18+19+14	1	51	13	2	1	75	67	75	142
XR-B32	5+18+19+14	5	315	62	6	5	394	388	394	782
XR-B33	5+14+18+19+14+20+21+22	1	68	13	15	1	85	97	85	182
			3027	621	237	49	3954	3934	3954	7888

SPEN Project Title/Number: DWNO - Denny Wishaw 400kV Reinforcement

Contractor Information

Contractor Name: **Morgan Sindall Infrastructure**

Contract/PO Number: **22119**

Contractor Document Number: **22119-MSI-XX-OHL-PL-C-000100**

Contractor Revision: **P02**

Full Document Title: **XX Route Construction Traffic Management Plan**

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Rev	P01	Issued for Review and Comment	Iain Young	Colin Kelly
Reason For Issue:- i.e. Design/Construction/As-Built/Closeout			*Checked By	*Approved By

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Construction Traffic Management Plan	Page 1 of 22	



CLIENT : SCOTTISH POWER TRANSMISSION
 CONTRACT : DWNO (DENNY – WISHAW 400kV REINFORCEMENT)
 JOB / PROJECT TITLE : DWNO (DENNY – WISHAW REINFORCEMENT)
 JOB / PROJECT No. : 22119
 DOCUMENT TITLE : XX ROUTE CONSTRUCTION TRAFFIC MANAGEMENT PLAN
 DOCUMENT No. : 2219-MSI-XX-OHL-PL-C-000100
 CLIENT DOC No. : DWNO-MORG-CO-ZZZZOHL-TM-CC-0001

REVISION RECORD

REV	DESCRIPTION	DATE	ORIGINATED BY	CHECKED BY	APPROVED BY
P01	Issued for Review and Comment	01/08/25	Lily Fowler Site Engineer	Iain Young Engineering Manager	Colin Kelly Senior Project Manager
P02	Updated to align with new bellmouth naming convention. Guidance received from the British Horse Foundation.	03/11/2025	Lily Fowler Site Engineer		

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	1 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	
Revision: 01	Construction Traffic Management Plan	Page 2 of 22	

TABLE OF CONTENTS

1.0. INTRODUCTION.....	3
1.1. PROJECT DESCRIPTION	3
1.2. PURPOSE	3
1.3. REPORT STRUCTURE	4
2.0. PROJECT DESCRIPTION.....	5
2.1. SITE OVERVIEW	5
2.2. CONSTRUCTION PROCESS	6
2.3. CONSTRUCTION WORKING HOURS	6
2.4. SITE COMPOUNDS	7
2.4.1. PROPOSED COMPOUND LOCATION	7
3.0. ACCESS STRATEGY	8
3.1. ACCESS POINTS	8
3.1.1. TRAFFIC MOVEMENTS	11
4.0. CONSTRUCTION TRAFFIC	12
4.1. TRANSPORT CONFIGURATIONS	12
4.2. ORIGINS OF TRANSPORT MOVEMENTS	14
4.3. PROJECT TRANSPORT MOVEMENTS	15
5.0. MITIGATION MEASURES.....	16
5.1. OVERVIEW	16
5.1.1. DRIVER COMMUNICATION	16
5.1.2. PASSING PLACES	16
5.1.3. ACCESS IMPROVEMENTS	16
5.1.4. WHEEL WASHING	16
5.1.5. SPEED LIMITS	16
5.1.6. SIGNAGE	17
5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON	18
5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS	18
5.1.9. PUBLIC RIGHTS OF WAY	18
5.1.10. ROAD CONDITION SURVEYS	18
5.1.11. HAZARDS AND SYMBOLS	19
5.1.12. HIGH VOLTAGE CROSSING POINTS	19
6.0. APPENDIX A	20
I) SECTION 1 – ACCESS AND CONSTRUCTABILITY DRAWINGS.....	20
II) SECTION 1 – TRAFFIC MOVEMENTS	20

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	2 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Construction Traffic Management Plan	Page 3 of 22	

1.0. INTRODUCTION

1.1. PROJECT DESCRIPTION

Morgan Sindall have been commissioned by Scottish Power Transmission (SPT) to carry out reconductoring and voltage uprating of the existing 275kV XX overhead line route. A Construction Traffic Management Plan (CTMP) is required for planning applications accounting for vehicle movements along the route.

This document will capture the traffic management plan and considerations throughout the full XX route for the proposed DWNO scheme. Figure 1 below shows an overview of the route corridor.

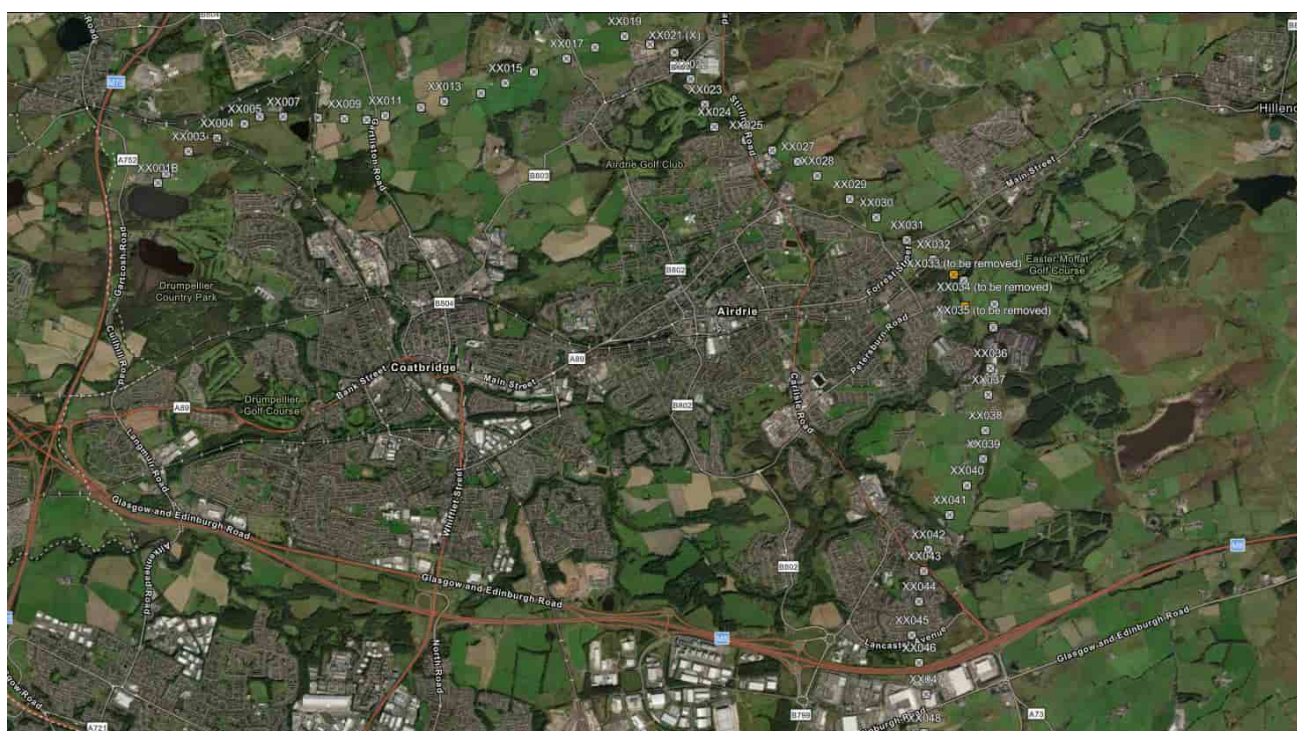


Figure 1: XX Route Alignment

1.2. PURPOSE

The purpose of this project specific Construction Traffic Management Plan is to provide details of the proposed traffic management of delivery vehicles and other traffic likely to be generated within the construction phase.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	3 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	
Revision: 01	Construction Traffic Management Plan	Page 4 of 22	

This document proposes measures to demonstrate how the contractor may plan to avoid and reduce the impact wherever possible between public and general construction site traffic. General site traffic, deliveries and collections where practicable will be planned and managed to minimise the impact of traffic on the surrounding local road network and to minimise the impact on the local community. This will also be achieved by using strategically located compounds i.e. main site and satellite compounds.

This document will include the following:

- Construction traffic vehicular movements for plant, people and materials
- Mitigations and improvements for the proposed works
- Proposals to limit impacts on the local trunk road networks and environment
- Proposals for minimising site traffic and disruption to local communities
- Proposed site locations

The CTMP is a live document that will be reviewed at regular intervals by the project team to reflect progress of the works and any changes in requirements. Note that the DWNO ArcGIS model is to be used in conjunction with this report.

1.3. REPORT STRUCTURE

This Construction Traffic Management Plan sets out measures minimise the impact of construction traffic related to the proposed XX Route Reconductoring.

The report is structured as follows:

- Section 2 provides details of the project overview
- Section 3 identifies the access management strategy
- Section 4 identifies the construction traffic movements
- Section 5 identifies the additional mitigation measures that could be considered
- Section 6 presents a summary of findings.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	4 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Construction Traffic Management Plan	Page 5 of 22	

2.0. PROJECT DESCRIPTION

2.1. SITE OVERVIEW

The XX Route is located between Easterhouse and Newarthill Substations. The XX Route runs for approximately 15.4km supported on 49nr. steel lattice towers of predominantly L2 type, installed in 1965.

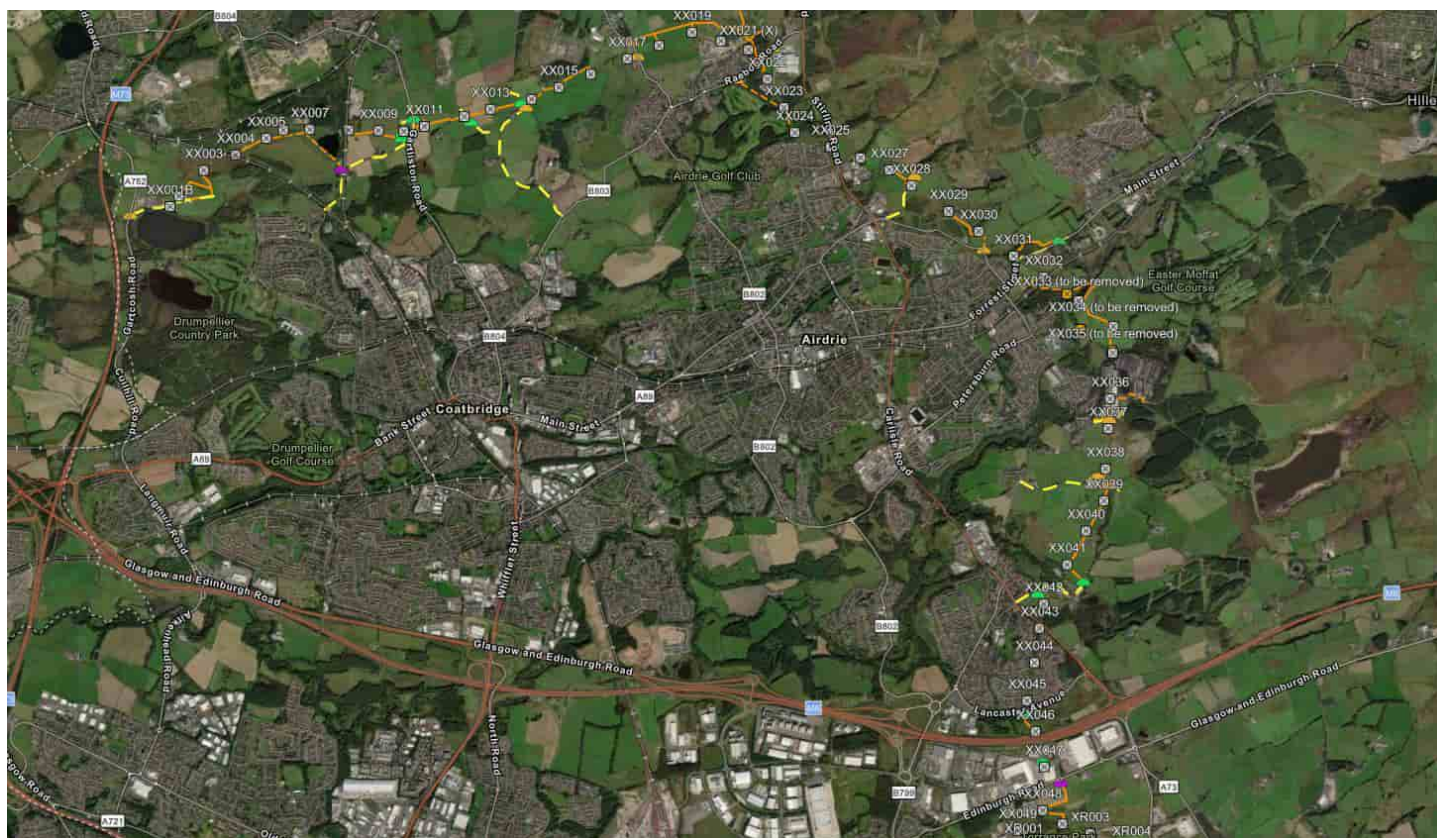


Figure 2: XX Route with Primary Access Points Identified

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	5 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	
Revision: 01	Construction Traffic Management Plan	Page 6 of 22	

2.2. CONSTRUCTION PROCESS

The construction process for the works will comprise the following key stages:

- Establishment of temporary construction compounds;
- Access track construction including bell mouths, passing places and other road improvements as agreed with North Lanarkshire Council, Bear Scotland and Transport Scotland (TS)
- Upgrades to tower foundations as necessary;
- Conductor stringing including construction of any temporary scaffolding;
- OHL commissioning;
- Removal of existing redundant equipment, conductors and towers;
- Removal and reinstatement of temporary roads, tower location sites and bellmouths.

2.3. CONSTRUCTION WORKING HOURS

Works during the construction phase will take place predominantly during daylight hours, generally as outlined in Table 2.3 below.

Table 2.3. Construction Working Hours

	March to September	October to February
Monday to Friday	07:00 to 19:00	07:30 to 17:30
Weekend (Sat / Sun)	07:00 to 16:00	08:00 to 16:00

Weekend working will be proposed to minimise construction traffic, with areas of work generally restricted to locations with the least impact on the local community and general public.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	6 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Construction Traffic Management Plan	Page 7 of 22	

2.4. SITE COMPOUNDS

The proposed site compounds will be used to provide office accommodation and welfare facilities for staff involved with the project. The compound area will provide a safe area for parking away from the public highways as well as temporary storage for materials, plant and equipment.

Smaller temporary satellite construction compound locations will be used along the route utilising areas within the agreed limits of deviation (LOD) for the development. These areas will be used for temporary storage of materials, plant and equipment as well as temporary parking of vehicles.

2.4.1. PROPOSED COMPOUND LOCATION

A compound location for the works has been identified in land close to Newarthill Substation. This will require further landowner discussions to determine suitability.



Figure 3: Proposed Compound Area at XR003- XR004

Access to the temporary site compound will be via A775 and Biggar Road.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	7 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Construction Traffic Management Plan	Page 8 of 22	

3.0. ACCESS STRATEGY

3.1. ACCESS POINTS

The proposed access points from existing council and trunk roads for the reconductoring of XX are outlined below.

The proposed construction site access routes to the development will be via existing tracks from existing Council and Trunk roads as agreed with the relevant landowners.

Any bridges identified must have a temporary works design check prior to use to ensure they have sufficient load bearing capacity for plant required to use the route.

Towers along the XX Route are accessed from 31 distinct access points.



Figure 4: Proposed Access Points XX001 - XX022

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	8 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Construction Traffic Management Plan	Page 9 of 22	

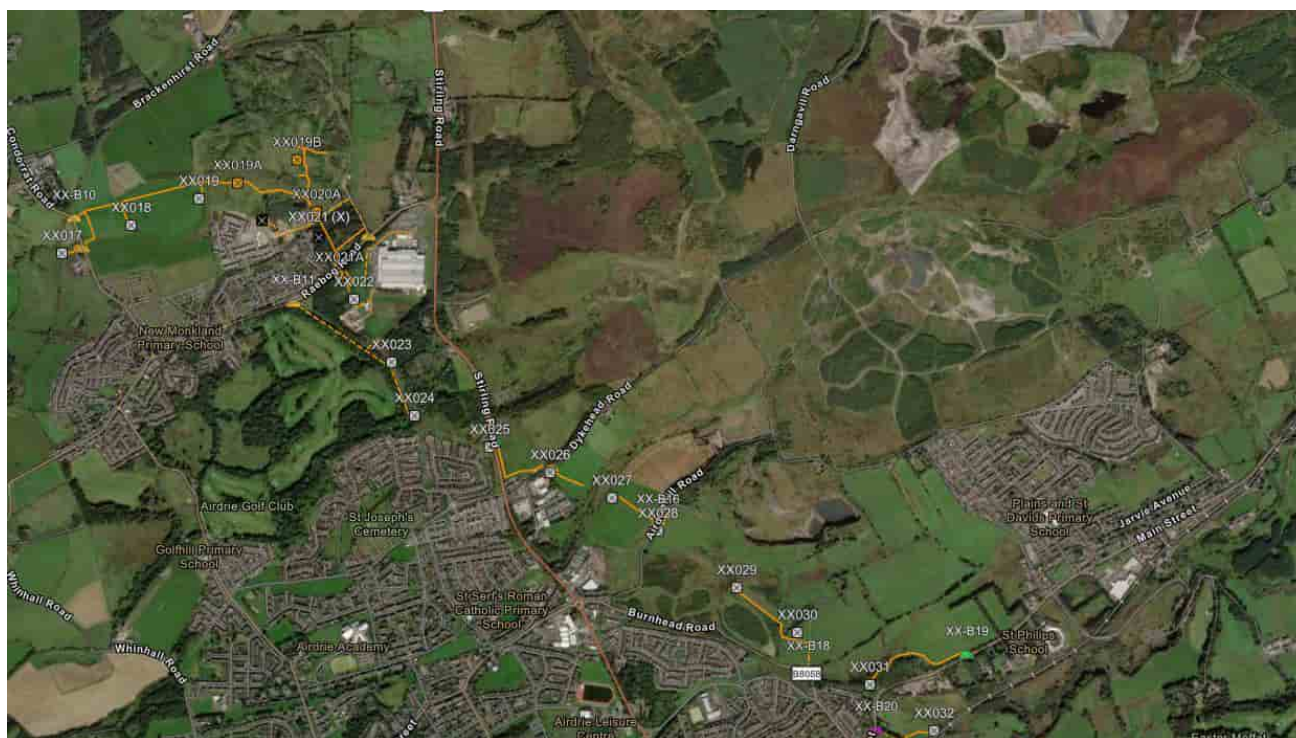


Figure 6: Proposed Access XX017 - XX031

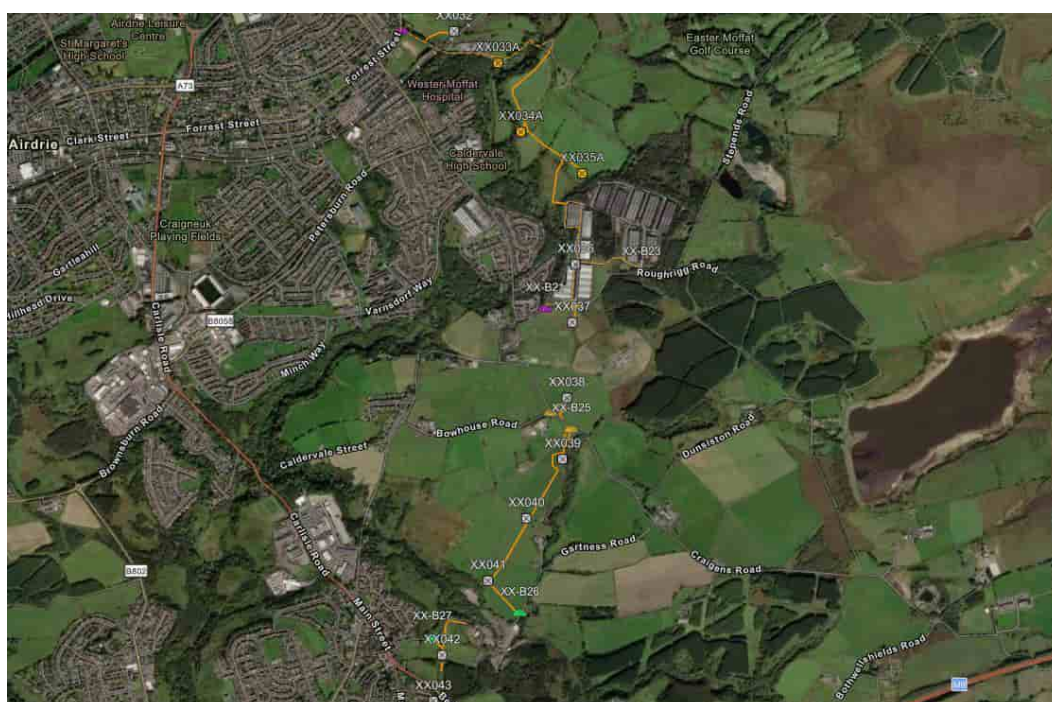


Figure 5: Proposed Access XX032 - XX042

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	9 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Construction Traffic Management Plan	Page 10 of 22	



Figure 7: Proposed Access XX042 - XX049

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	10 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	
Revision: 01	Construction Traffic Management Plan	Page 11 of 22	

3.1.1. TRAFFIC MOVEMENTS

18 Primary Link Roads have been identified. These are local authority and trunk roads required to reach each of the access points.

Table 3.1.1A: XX Route Access Points

Access Point	Tower Ref	Link Roads
XX-B01	XX001B - XX003	1
XX-B02	XX004 - XX007	2+3+4
XX-B03	XX008- XX009	2+3+4
XX-B04	XX010	2+3+4
XX-B05	XX011	2+3+4
XX-B06	XX012	2+3+5
XX-B07	XX013	2+3+5+6
XX-B08	XX014- XX016	2+3+5+6
XX-B09	XX017	7+8
XX-B10	XX018- XX019	7+8
XX-B12	XX019A - XX020A	7+9
XX-AB	XX021A - XX022	7
XX-B11	XX023 - XX024	7+9
XX-B13	XX025	7
XX-B15	XX026	7+10
XX-B16	XX027	7+11
XX-B17	XX028	7+11
XX-B18	XX029 - XX030	7+12
XX-B19	XX031	7+13
XX-B20	XX032 - XX035A	7+13
XX-B23	XX036	7+14+15
XX-B22	XX037	7+14+15
XX-B24	XX038	7+14
XX-B25	XX039- XX040	7+14
XX-B26	XX040 - XX041	7+16
XX-B27	XX042	7+16
XX-T4345	XX043 - XX045	7
XX-B28	XX046A	7+17
XX-B29	XX047	7+18
XX-B30	XX048	7+18
XX-NSS	XX049	7+18

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	11 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	
Revision: 01	Construction Traffic Management Plan	Page 12 of 22	

Table 3.1.1B: XX Route Road Linkage Vehicle Movements

Link No.	Description	Vehicle Movements		
		HGV	LGV	Total
1	A752	138	235	373
2	Craignethan Drive	258	805	1063
3	B804, Glenboig	258	805	1063
4	Gartgill Road	164	510	674
5	Muirdyke Road	94	295	389
6	Yetts Hole Road	80	240	320
7	A73	691	2235	2926
8	Brackenhirst Road	46	170	216
9	Raebog Road	136	365	501
10	Dykehead Road	10	55	65
11	Airdriehill Road	35	110	145
12	B8058, Burnhead Road	31	120	151
13	A89	133	345	478
14	Bowhousebrae Road	138	345	483
15	Roughrigg Road	86	165	251
16	Lawhope Mill Road	43	165	208
17	Lancaster Avenue	12	55	67
18	A775, Edinburgh Road	47	165	212

4.0. CONSTRUCTION TRAFFIC

4.1. TRANSPORT CONFIGURATIONS

No oversized abnormal load vehicles with regards to length (over 18.3m) or width (over 2.9m), are anticipated to need access to the development site, with the largest vehicles anticipated to require access being road legal standard articulated lorries, including low loaders importing construction equipment. Note that construction equipment such as excavators will be chosen to remain within the road legal width where possible.

Abnormal loads with regards to vehicle weight (over 44 tonnes) are required to access the development. These vehicles include low loaders when loaded with construction equipment and tractor and trailers used to transport the plant and associated equipment to work locations.

Table 4.1 below outlines the HGV vehicle types anticipated to be operating on the public roads.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	12 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	
Revision: 01	Construction Traffic Management Plan	Page 13 of 22	

Table 4.1: Vehicle Types

Vehicle Type	Description	Activity
1	Tractor and Trailer	Used for transportation of associated plant to locations.
2	Hiab Wagon	Used for delivery and collection of the site welfare cabins, generators and fuel tanks.
3	Concrete Truck Mixer	Used to import concrete for the tower foundations, with high numbers accessing the site during some concrete pours.
4	Articulated Vehicles (normal)	Used to deliver materials to the construction compounds or direct to locations where materials are incorporated into the works.
5	Articulated Vehicles (low loader)	Used to deliver and collect site machinery such as excavators, telehandlers as necessary. Site machinery will move under its own power to suitable loading and offloading locations.
6	Mobile Crane	Used for erecting towers. This vehicle will move around the site using internal haul roads and travel between sites using the public road network. Cranes with a vehicle weight over 44 tonnes are classified as an abnormal load moveable under a special types general order. The special types general order will require 2 clear days' notice to the roads authority prior to movement on the public roads network.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	13 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	
Revision: 01	Construction Traffic Management Plan	Page 14 of 22	

4.2. ORIGINS OF TRANSPORT MOVEMENTS

The origin of loads will depend on the materials being imported. Materials such as steel tower sections, conductors, and other specialist equipment will be imported along the M8/M80/M876. Materials will be imported using standard road legal articulated or rigid vehicles and will be imported to a site compound nearest to the location where they are to be used. These materials may be transferred between the compounds and the working area using a Hiab Wagon.

There will be a requirement for deliveries of consumables and service requirements to the site welfare compounds. There will be delivery and collection of welfare units. There will be delivery and collection of subcontractor plant and movements between locations using the tractor and trailer. The main preferred routes to the site compounds will be via the M73 from the West, the M80 from the North and M8 from the South.

Stone for the construction of haul roads and crane pads, ready mixed concrete and tarmac will be locally sourced, with the nearest quarry to the development depending upon the sections, these can be identified in the appendices.

General construction materials, servicing of the contractor's facilities and construction equipment will be locally sourced and delivered to site using small vehicles. These vehicles will be encouraged to use the preferred routes, but this may not always be possible as the journeys may not commence at suitable locations.

The workforce will be encouraged to share journeys to reduce the number of vehicles passing through the villages and town at the start and end of each day. This will be achieved by not allowing private vehicles onto site except at the primary construction compound. It is accepted that not everyone will be able to share their journey as the exact location of individuals is not known.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	14 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	
Revision: 01	Construction Traffic Management Plan	Page 15 of 22	

4.3. PROJECT TRANSPORT MOVEMENTS

Access Point	HGV Movements	LGV Movements	Total Traffic Movements - One Way
XX-B01	138	235	373
XX-B02	114	290	404
XX-B03	23	110	133
XX-B04	11	55	66
XX-B05	16	55	71
XX-B06	14	55	69
XX-B07	17	55	72
XX-B08	63	185	248
XX-B09	13	60	73
XX-B10	33	110	143
XX-B12	54	195	249
XX-AB	27	120	147
XX-B11	82	170	252
XX-B13	10	55	65
XX-B15	10	55	65
XX-B16	24	55	79
XX-B17	11	55	66
XX-B18	31	120	151
XX-B19	16	55	71
XX-B20	117	290	407
XX-B23	73	110	183
XX-B22	13	55	68
XX-B24	21	65	86
XX-B25	31	115	146
XX-B26	19	110	129
XX-B27	24	55	79
XX-T4345	23	165	188
XX-B28	12	55	67
XX-B29	10	55	65
XX-B30	13	55	68
XX-NSS	24	55	79

Table 4.3: XX Reconductoring Project Traffic Movement Totals – One Way

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	15 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	
Revision: 01	Construction Traffic Management Plan	Page 16 of 22	

5.0. MITIGATION MEASURES

5.1. OVERVIEW

5.1.1. DRIVER COMMUNICATION

All vehicles directly owned by the client or main contractor will have a communications system installed that will be legal to use while the vehicle is in motion. The communications system will be used to advise drivers of any issues on the road network or on site, allowing them to re-route as necessary, adjust driving speed or adjust destination. The communications system will also be used by drivers to report issues, and to call for immediate assistance if required.

5.1.2. PASSING PLACES

Passing places will be discussed with North Lanarkshire Council during the planning stages of the works, these will then be fed back for design during the construction phase.

Passing places will not be used by drivers of construction vehicles as a place to wait or as a place to park. Residents will be able to report any instances of inappropriate driving or use of passing places to the project community liaison officer.

5.1.3. ACCESS IMPROVEMENTS

Improvements to any local road network will be agreed during the planning stages between the client and North Lanarkshire Council, these will be accepted designs of which some improvement works will be completed prior to construction commencing as well as during or post construction phase.

5.1.4. WHEEL WASHING

In order to reduce mud and debris being deposited onto the road network, wheels and tracks are to be cleaned upon leaving the work area and onto the public highway. The minimum provision will be a brush and a water supply. Where considered necessary the public roads, adjacent to the site access points shall be kept clean by utilising a mechanical road sweeper. Local residents will be able to report any instances of mud being carried onto the public highway to the project community liaison officer.

5.1.5. SPEED LIMITS

A maximum 15 mph speed limit would be imposed for all construction traffic on private roads and tracks, which would be reinforced through temporary construction traffic speed limit signs. Along public roads national speed limits or signed speed limits (whichever is lower) will apply. Local residents will be able to report any instances of speeding on the public highways to the project community liaison officer.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	16 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Construction Traffic Management Plan	Page 17 of 22	

5.1.6. HORSE RIDING

Particular care must be taken by drivers of all vehicle types when using public roads, tracks and Core Paths which may also be used by horse riders or horse-drawn vehicles. Key steps to be taken when approaching horse riders are:

- Slow down to 10mph or less and be prepared to stop if necessary.
- Be aware that the sound of air brakes may spook a horse.
- If a horse shows signs of nervousness, stop, turn engine off and allow them to move away. Don't move again until they are well clear of the vehicle.
- Pass wide and slow when safe to do so. Leave at least 2m between the vehicle and horse and drive away slowly.
- If approaching the horse on a narrow road, slow down and allow the rider time to find a layby or similar to create sufficient space between the horse and vehicle.
- Be patient and do not expect hand gestures from the rider as they are most in control with both hands on the reins.

5.1.7. SIGNAGE

Temporary construction site signage will be erected on the local road network in the vicinity of each of the proposed construction accesses, and at other locations as considered necessary, 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 nature and location of the signage would be agreed with Transport Scotland and North Lanarkshire Council prior to construction activity on site. Figures below illustrates examples from Chapter 8 (Traffic Manual), type of signage which will be utilised during carriageway and bellmouth works.

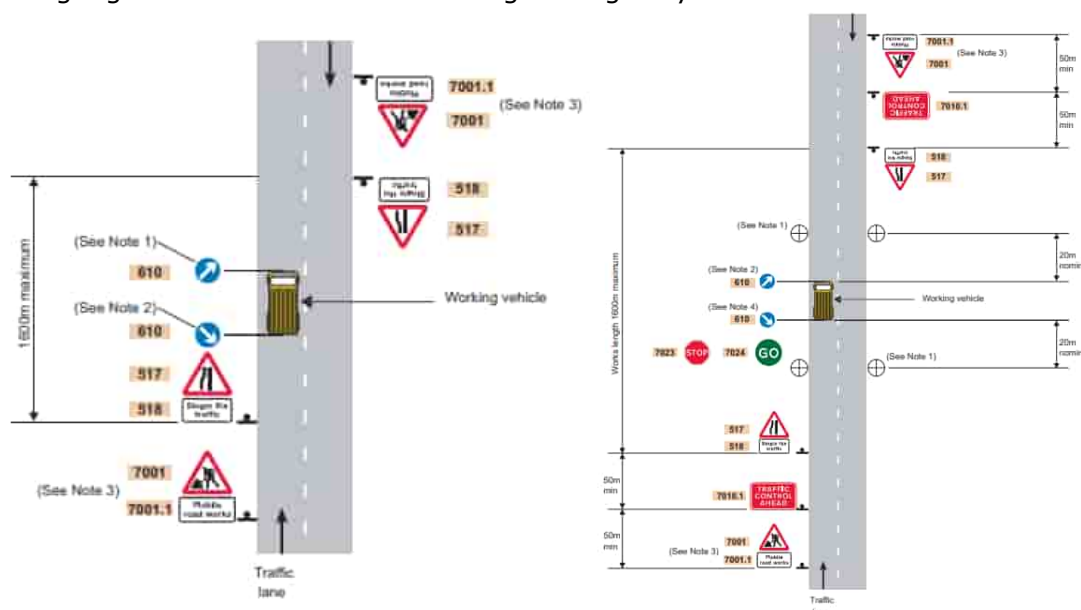


Figure 5.1 and 5.2: On Carriageway signage stop and go boards

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	17 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Construction Traffic Management Plan	Page 18 of 22	



Figure 5.3: Stop and Go/Traffic Lights for Bellmouth construction.

5.1.8. PUBLIC INFORMATION / COMMUNITY LAISON

Information on the project will be distributed using a variety of methods including the project website, local newsletters, public notices and public meetings by the project community liaison officer.

A construction liaison committee comprising of the project community liaison officer will meet periodically to provide updates on the construction programme, vehicle movements and public road improvements. Representatives from SPT and MS will attend. Contact details for key project staff will be provided to the community in order for any complaints or information requests to be actioned.

5.1.9. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS

Public access safety advice signage will be installed at all access points from the public road network. All excavations shall be surrounded by barriers. All construction works will be undertaken with strict adherence to the current CDM regulations.

5.1.10. PUBLIC RIGHTS OF WAY

Core paths and other recreational routes are designed to cater for non-motorised travel and public access. Care must be taken when travelling along these routes and members of the public must always be given right of way.

5.1.11. ROAD CONDITION SURVEYS

The roads being used by the construction traffic are trunk roads and minor rural roads that carry occasional heavy vehicles. Intensifying the use of these roads by heavy construction vehicles may lead to some deterioration of the road pavement, which cannot be determined in advance. The developer will therefore undertake a road video condition survey in conjunction with the roads authority prior to commencing works on site; this survey will identify any visually apparent defects with the road pavement and will be used as a baseline for any future surveys.

Upon completion of the works, a final road condition survey will be undertaken in conjunction with the road's authority. Defects will be recorded for comparison with the initial survey. Where deterioration of the road pavement can be agreed because of the construction works, the developer will arrange for a repair to be undertaken.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	18 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Construction Traffic Management Plan	Page 19 of 22	

5.1.12. HAZARDS AND SYMBOLS

Construction Access drawings should be used in conjunction with this traffic management plan, these are referenced in the appendices. Within the access drawings the following key is provided to highlight specific Access Points (APs) and Bell-mouth detail associated with the council or trunk road networks. This key also highlights typical hazards during the construction works, including high voltage crossing points.



Figure 8: Drawing Symbols

5.1.13. HIGH VOLTAGE CROSSING POINTS

Where high voltage crossing points are highlighted, Overhead or Underground, the following actions should be taken, especially during the construction of access tracks.

For Overhead Lines (OHL) , GS6 Barriers shall be installed as per the below arrangement.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	19 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Construction Traffic Management Plan	Page 20 of 22	

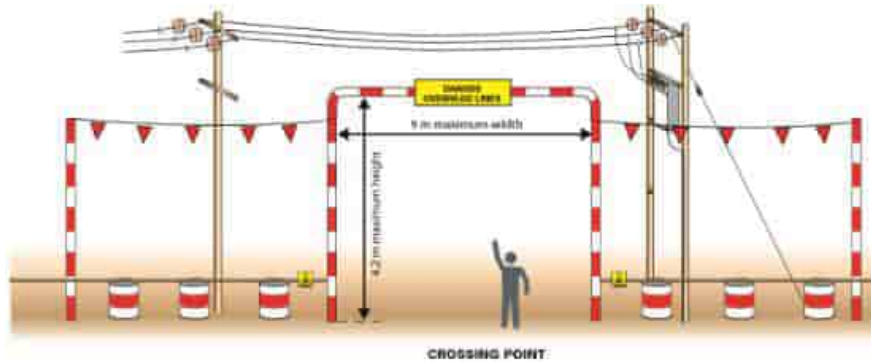


Figure 9: GS6 Arrangement

For underground services identified , Marker Posts should be offset from the identified position using a Cable Avoidance Tool (CAT) and Generator. This should be prior to any construction activity and comply with HSG47.

6.0. APPENDIX A

i) Section 1 – Access and Constructability Drawings

This report should be read in conjunction with the DWNO ArcGIS Model.

ii) Section 1 – Traffic Movements

Until such a time that upgrades to existing tracks can be determined, a standard detail has been applied to track upgrades.

Where appropriate, the use of trackway has been considered in place of the use of stone tracks.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	20 of 22

	DWNO (DENNY – WISHAW 400kV NETWORK REINFORCEMENT)	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	Construction Traffic Management Plan	Page 21 of 22	

Access Point	Link	No. Towers	Access Works Totals	Crane Pad & Foundati on Works	Tower Work Totals	Reinstate ment Work Totals	Light Vehicles	Total HGV Moveme nts	Total LGV Moveme nts	Total Vehicle Moveme nts
XX-B01	1	3	97	8	30	3	235	138	235	373
XX-B02	2+3+4	4	95	10	5	4	290	114	290	404
XX-B03	2+3+4	2	13	5	3	2	110	23	110	133
XX-B04	2+3+4	1	5	3	2	1	55	11	55	66
XX-B05	2+3+4	1	9	3	3	1	55	16	55	71
XX-B06	2+3+5	1	7	3	3	1	55	14	55	69
XX-B07	2+3+5+6	1	10	3	3	1	55	17	55	72
XX-B08	2+3+5+6	3	35	8	17	3	185	63	185	248
XX-B09	7+8	1	7	3	2	1	60	13	60	73
XX-B10	7+8	2	23	5	3	2	110	33	110	143
XX-B12	7+9	3	26	8	17	3	195	54	195	249
XX-AB	7	2	17	5	3	2	120	27	120	147
XX-B11	7+9	2	73	5	2	2	170	82	170	252
XX-B13	7	1	4	3	2	1	55	10	55	65
XX-B15	7+10	1	4	3	2	1	55	10	55	65
XX-B16	7+11	1	6	3	14	1	55	24	55	79
XX-B17	7+11	1	5	3	2	1	55	11	55	66
XX-B18	7+12	2	22	5	2	2	120	31	120	151
XX-B19	7+13	1	10	3	2	1	55	16	55	71
XX-B20	7+13	4	98	10	5	4	290	117	290	407
XX-B23	7+14+15	1	67	3	2	1	110	73	110	183
XX-B22	7+14+15	1	7	3	2	1	55	13	55	68
XX-B24	7+14	1	15	3	2	1	65	21	65	86
XX-B25	7+14	2	21	5	3	2	115	31	115	146
XX-B26	7+16	2	9	5	3	2	110	19	110	129
XX-B27	7+16	1	5	3	15	1	55	24	55	79
XX-T4345	7	3	8	8	4	3	165	23	165	188
XX-B28	7+17	1	6	3	2	1	55	12	55	67
XX-B29	7+18	1	4	3	2	1	55	10	55	65
XX-B30	7+18	1	8	3	1	1	55	13	55	68
XX-NSS	7+18	1	5	3	15	1	55	24	55	79
			721	141	173	52	3275	1087	3275	4362

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	21 of 22



SPEN Project Title/Number: DWNO - Denny Wishaw 400kV Reinforcement

Contractor Information

Contractor Name: **Morgan Sindall Infrastructure**

Contract/PO Number: **22119**

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	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	
Revision: 01	ZG Route Construction Traffic Management Plan	Page 1 of 19	



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Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	1 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	
Revision: 01	ZG Route Construction Traffic Management Plan	Page 2 of 19	

TABLE OF CONTENTS

1.0. INTRODUCTION.....	3
1.1. PROJECT DESCRIPTION	3
1.2. PURPOSE	4
1.3. REPORT STRUCTURE.....	4
2.0. PROJECT DESCRIPTION.....	5
2.1. SITE OVERVIEW	5
2.2. CONSTRUCTION PROCESS	6
2.3. CONSTRUCTION WORKING HOURS.....	6
2.4. SITE COMPOUNDS	7
2.4.1. ZG SITE COMPOUND	7
3.0. ACCESS STRATEGY	8
3.1. ACCESS POINTS.....	8
3.1.1. Traffic Movements	10
4.0. CONSTRUCTION TRAFFIC	11
4.1. TRANSPORT CONFIGURATIONS	11
4.2. ORIGINS OF TRANSPORT MOVEMENT	12
4.3. PROJECT TRANSPORT MOVEMENTS	13
5.0. MITIGATION MEASURES.....	14
5.1. OVERVIEW.....	14
5.1.1. DRIVER COMMUNICATION	14
5.1.2. PASSING PLACES	14
5.1.3. ACCESS IMPROVEMENTS	14
5.1.4. WHEEL WASHING	14
5.1.5. SPEED LIMITS	14
5.1.6. SIGNAGE.....	15
5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON	15
5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS	16
5.1.9. PUBLIC RIGHTS OF WAY	16
5.1.10. ROAD CONDITION SURVEYS	16
5.1.11. HAZARDS AND SYMBOLS	16
5.1.12. HIGH VOLTAGE CROSSING POINTS	17
6.0. APPENDIX A	18
I) ACCESS AND CONSTRUCTABILITY INFORMATION	18
II) TRAFFIC MOVEMENTS – ONE WAY	18

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	2 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	ZG Route Construction Traffic Management Plan	Page 3 of 19	

1.0. INTRODUCTION

1.1. PROJECT DESCRIPTION

Morgan Sindall have been commissioned by Scottish Power Transmission (SPT) to carry out reconductoring and voltage uprating of the existing 275kV ZG overhead line route. A Construction Traffic Management Plan (CTMP) is required for planning applications accounting for vehicle movements along the route.

This document will capture the traffic management plan and considerations throughout the full ZG route for the proposed DWNO scheme. Figure 1 below shows an overview of the route corridor.



Figure 1: ZG Route Alignment

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	3 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	
Revision: 01	ZG Route Construction Traffic Management Plan	Page 4 of 19	

1.2. PURPOSE

The purpose of this project specific Construction Traffic Management Plan is to provide details of the proposed traffic management of delivery vehicles and other traffic likely to be generated within the construction phase.

This document proposes measures to demonstrate how the contractor may plan to avoid and reduce the impact wherever possible between public and general construction site traffic. General site traffic, deliveries and collections where practicable will be planned and managed to minimise the impact of traffic on the surrounding local road network and to minimise the impact on the local community. This will also be achieved by using strategically located compounds i.e. main site and satellite compounds.

This document will include the following:

- Construction traffic vehicular movements for plant, people and materials
- Mitigations and improvements for the proposed works
- Proposals to limit impacts on the local trunk road networks and environment
- Proposals for minimising site traffic and disruption to local communities
- Proposed site locations

The CTMP is a live document that will be reviewed at regular intervals by the project team to reflect progress of the works and any changes in requirements. Note that the DWNO ArcGIS model is to be used in conjunction with this report.

1.3. REPORT STRUCTURE

This Construction Traffic Management Plan sets out measures minimise the impact of construction traffic related to the proposed ZG Route Reconductoring.

The report is structured as follows:

- Section 2 provides details of the project overview
- Section 3 identifies the access management strategy
- Section 4 identifies the construction traffic movements
- Section 5 identifies the additional mitigation measures that could be considered
- Section 6 presents a summary of findings.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	4 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	ZG Route Construction Traffic Management Plan	Page 5 of 19	

2.0. PROJECT DESCRIPTION

2.1. SITE OVERVIEW

The ZG route is located between Denny North Substation and Bonnybridge Substation. The ZG route runs for approximately 3.95km and features 13nr. steel lattice towers of L6 and L8 type installed in 1975.

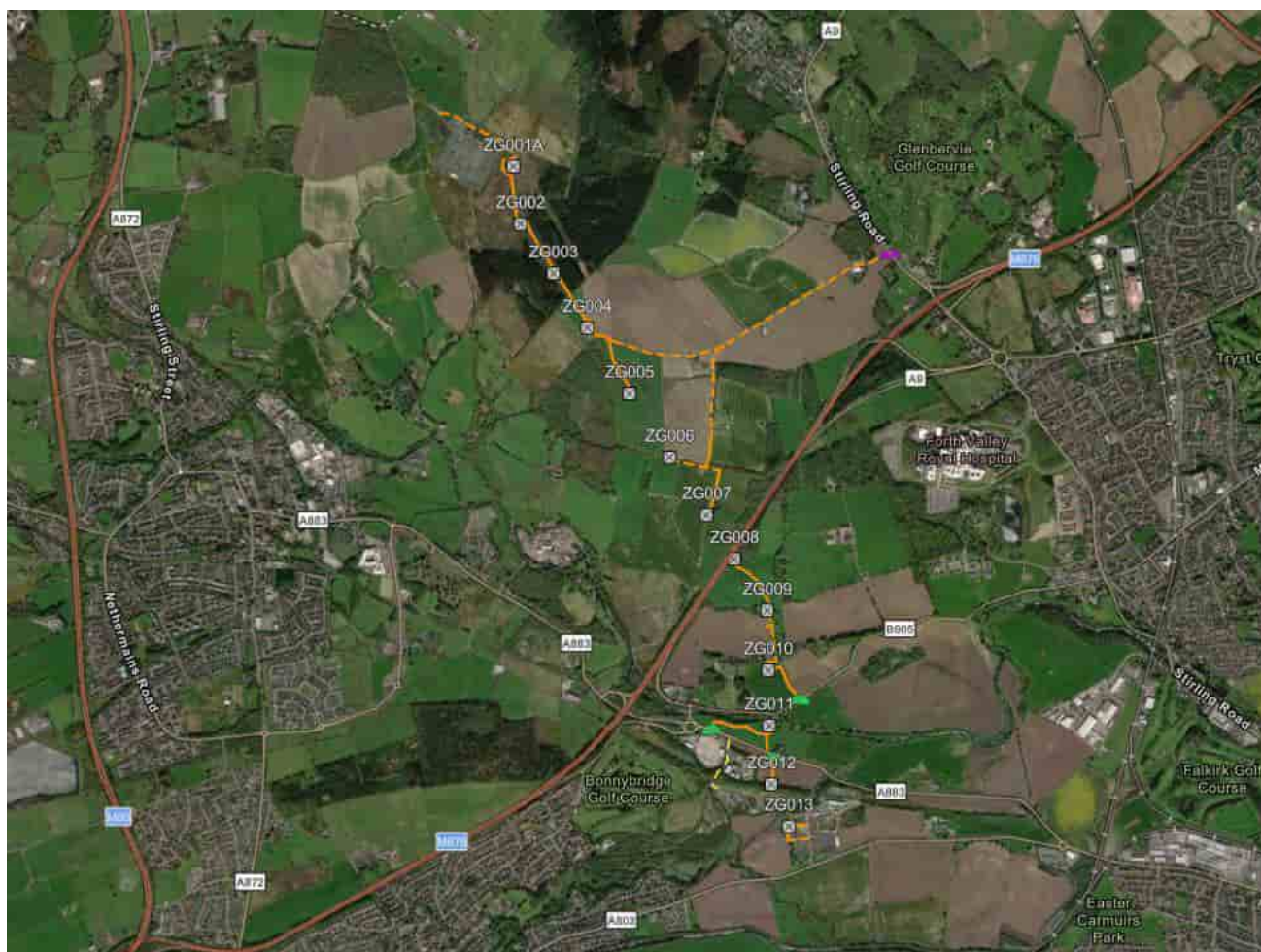


Figure 2.1: ZG Route with primary access points identified

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	5 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	
Revision: 01	ZG Route Construction Traffic Management Plan	Page 6 of 19	

2.2. CONSTRUCTION PROCESS

The construction process for the works will comprise the following key stages:

- Establishment of temporary construction compounds;
- Access track construction including bell-mouths, passing places and other road improvements as agreed with Falkirk Council, Bear Scotland and Transport Scotland (TS)
- Upgrading of tower foundations as necessary;
- Installation of new tower foundations;
- Erection of new towers;
- Conductor stringing including construction of any temporary scaffolding;
- OHL commissioning;
- Removal of existing redundant equipment and conductors;
- Removal and reinstatement of temporary roads, tower location sites and bell mouths.

2.3. CONSTRUCTION WORKING HOURS

Works during the construction phase will take place predominantly during daylight hours, generally as outlined in Table 2.2 below.

Table 2.2. Construction Working Hours

	March to September	October to February
Monday to Friday	07:00 to 19:00	07:30 to 17:30
Weekend (Sat / Sun)	07:00 to 16:00	08:00 to 16:00

Weekend working will be proposed to minimise construction traffic, with areas of work generally restricted to locations with the least impact on the local community and general public.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	6 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	ZG Route Construction Traffic Management Plan	Page 7 of 19	

2.4. SITE COMPOUNDS

The proposed site compound will be used to provide office accommodation and welfare facilities for staff involved with the project. The compound area will provide a safe area for parking away from the public highways as well as temporary storage of materials, plant and equipment.

Other smaller temporary satellite construction compound locations will be used along the route utilising areas within the agreed limits of deviation (LOD) for the development. These areas will be used for temporary storage of materials, plant and equipment as well as temporary parking of vehicles.

2.4.1. ZG SITE COMPOUND

A compound location for the works has been identified in land adjacent to Bonnybridge Substation. This will require further discussion with landowners to confirm suitability. To make operations more efficient, satellite compounds will be proposed as necessary at locations along the route.

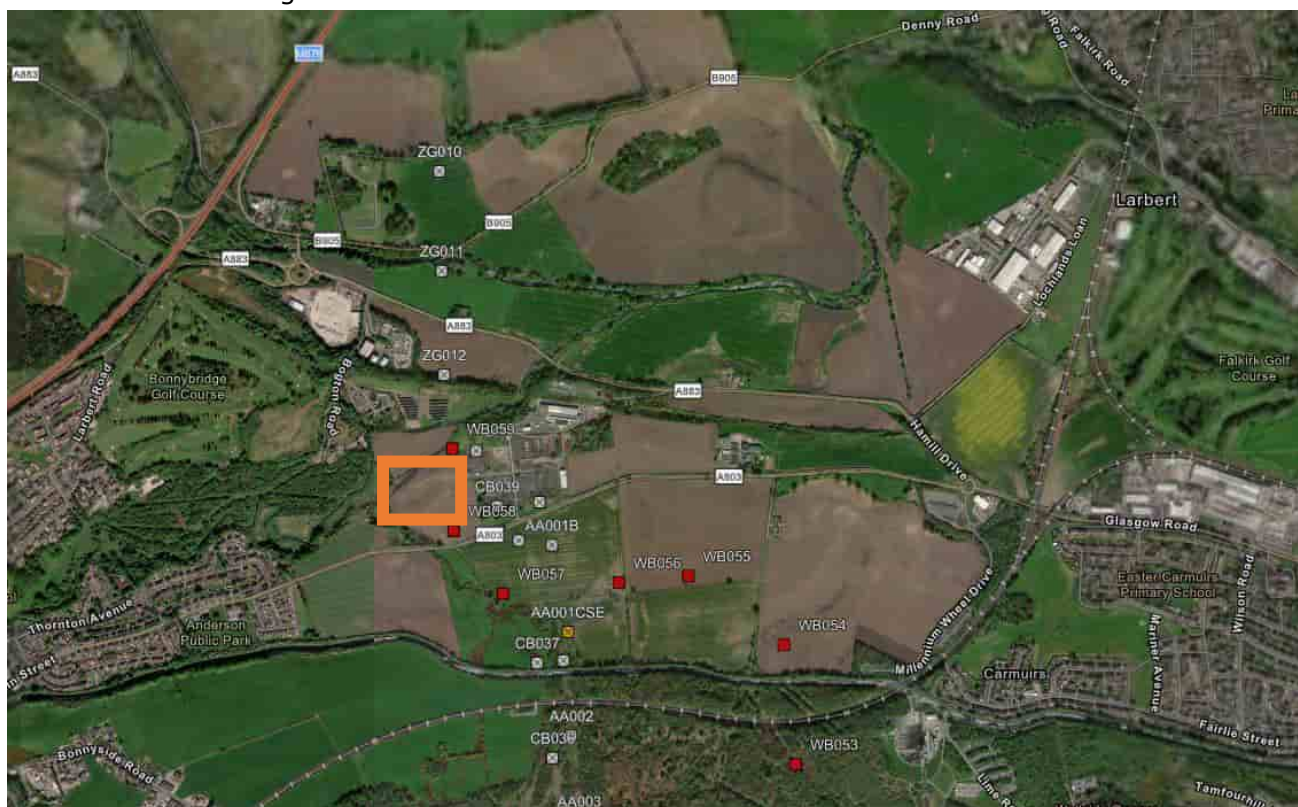


Figure 2: Proposed Compound Area Adjacent to Bonnybridge Substation

Access to the temporary site compound will be via the A883 and A803.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	7 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	ZG Route Construction Traffic Management Plan	Page 8 of 19	

3.0. Access Strategy

3.1. ACCESS POINTS

The proposed access points from existing local authority and trunk roads for the ZG reconductoring works are outlined below.

The proposed construction site access routes to the development will be via existing tracks from existing Council and Trunk roads as agreed with the relevant landowners.

Any bridges identified must have a temporary works design check prior to use to ensure they have sufficient load bearing capacity for plant required to use the route.

Towers along the ZG Route are accessed from five distinct access points. ZG-SS01 uses existing tracks through Denny North Substation to reach ZG001A. ZG-B01 uses an existing service track off Stirling Road, A9 to provide access to ZG007 – ZG001A, providing through access at Denny North Substation. This will involve a combination of using existing tracks, upgrades to existing tracks, installation of temporary trackway and installation of temporary stone haul roads.

Access point ZG-B02 utilises an existing access point off B905 to provide access to ZG008-ZG010. ZG-B03 provides access to ZG011, using an existing gate off A883. Further east on the A883, an existing gate provides access to ZG012 at ZG-B04.

Access to ZG013, is provided through Bonnybridge Substation at ZG-SS02, located off A803.

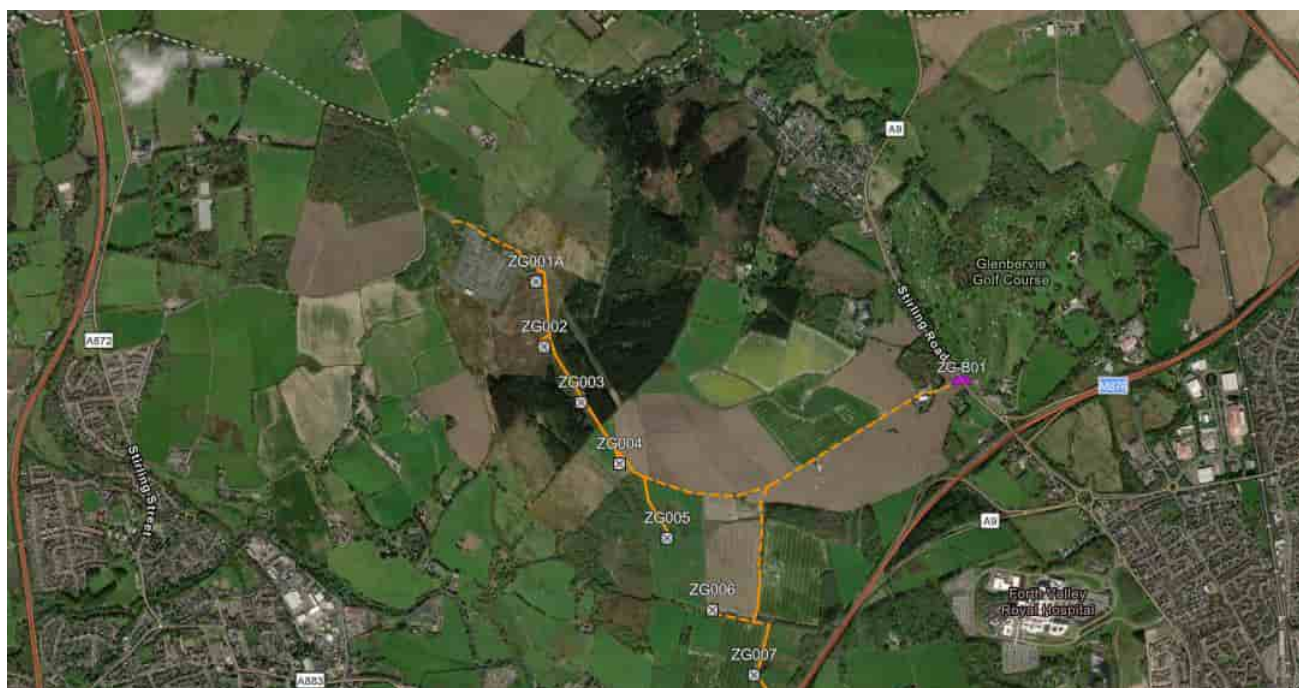


Figure 3: Access Routes ZG001A - ZG007

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	8 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	ZG Route Construction Traffic Management Plan	Page 9 of 19	



Figure 4: Access Routes ZG008 - ZG013

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	9 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	
Revision: 01	ZG Route Construction Traffic Management Plan	Page 10 of 19	

3.1.1. Traffic Movements

Six Primary Link Roads have been identified. These are local authority and trunk roads required to reach each of the access points.

Table 3.2: ZG Route Access Points

Access Point	Tower Reference	Link Roads
ZG-SS01	ZG001A	1+2
ZG-B01	ZG002-ZG006	3
ZG-B02	ZG010 - ZG008	4+5
ZG-B03	ZG011	4
ZG-B04	ZG012	4
ZG-SS02	ZG013	4+6

Table 3.3: ZG Route Road Linkage Vehicle Movements

Link Road No.	Description	Vehicle Movements (One Way)		
		HGV	LGV	Total
1	A872	71	100	171
2	Cadgers Loan	71	100	171
3	A9, Stirling Road	265	459	724
4	A883	136	370	506
5	B905	71	190	261
6	A803	38	70	108

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	10 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	
Revision: 01	ZG Route Construction Traffic Management Plan	Page 11 of 19	

4.0. CONSTRUCTION TRAFFIC

4.1. TRANSPORT CONFIGURATIONS

No oversized abnormal load vehicles with regards to length (over 18.3m) or width (over 2.9m) are anticipated to need access to the development site, with the largest vehicles anticipated to require access being road legal standard articulated lorries, including low loaders importing construction equipment. Note that construction equipment such as excavators will be chosen to remain within the road legal width where possible.

Abnormal loads with regards to vehicle weight (over 44 tonnes) are required to access the development. These vehicles include low loaders when loaded with construction equipment and tractor and trailers used to transport the plant and associated equipment to work locations.

Table 4.1 below outlines the HGV vehicle types anticipated to be operating on the public roads.

Table 4.1: Vehicle Types

Vehicle Type	Description	Activity
1	Tractor and Trailer	Used for transportation of associated plant to locations.
2	Hiab Wagon	Used for delivery and collection of the site welfare cabins, generators and fuel tanks.
3	Concrete Truck Mixer	Used to import concrete for the tower foundations, with high numbers accessing the site during some concrete pours.
4	Articulated Vehicles (normal)	Used to deliver materials to the construction compounds or direct to locations where materials are incorporated into the works.
5	Articulated Vehicles (low loader)	Used to deliver and collect site machinery such as excavators, telehandlers as necessary. Site machinery will move under its own power to suitable loading and offloading locations.
6	Mobile Crane	Used for erecting towers. This vehicle will move around the site using internal haul roads and travel between sites using the public road network. Cranes with a vehicle weight over 44 tonnes are classified as an abnormal load moveable under a special types general order. The special types general order will require 2 clear days' notice to the roads authority prior to movement on the public roads network.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	11 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	
Revision: 01	ZG Route Construction Traffic Management Plan	Page 12 of 19	

4.2. ORIGINS OF TRANSPORT MOVEMENT

The origin of loads will depend upon the materials being imported. Materials such as steel tower sections, conductors, and other specialist equipment will be imported along the M80/M876. Materials will be imported using standard road legal articulated or rigid vehicles and will be imported to a site compound nearest to the location where they are to be used. These materials may be transferred between the compounds and the working area using a Hiab Wagon.

There will be a requirement for deliveries of consumables and service requirements to the site welfare compounds. There will be delivery and collection of welfare units. There will be delivery and collection of subcontractor plant and movements between locations using the tractor and trailer. The main preferred routes to the site compounds will be the M80 and M876 from Glasgow and the South; the M9 and M876 from the North; and the M9 and M876 from the East.

Stone for the construction of haul roads and crane pads, ready mixed concrete and tarmac will be locally sourced, with the nearest quarry to the development depending upon the sections.

General construction materials, servicing of the contractor's facilities and construction equipment will be locally sourced and delivered to site using small vehicles. These vehicles will be encouraged to use the preferred routes, but this may not be possible at all times as the journeys may not commence at suitable locations.

The workforce will be encouraged to share journeys to reduce the number of vehicles passing through the villages and town at the start and end of each day. This will be achieved by not allowing private vehicles onto site except at the primary construction compound. It is accepted that not everyone will be able to share their journey as the exact location of individuals is not known.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	12 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	
Revision: 01	ZG Route Construction Traffic Management Plan	Page 13 of 19	

4.3. PROJECT TRANSPORT MOVEMENTS

Access Point	HGV Movements	LGV Movements	Total Traffic Movements – One Way
ZG-SS01	71	100	171
ZG-B01	265	459	724
ZG-B02	71	190	261
ZG-B03	16	55	71
ZG-B04	11	55	66
ZG-SS02	38	70	108

Table 4.2: ZG Reconductoring Project Traffic Movement Totals – One Way

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	13 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	
Revision: 01	ZG Route Construction Traffic Management Plan	Page 14 of 19	

5.0. MITIGATION MEASURES

5.1. OVERVIEW

5.1.1. DRIVER COMMUNICATION

All vehicles directly owned by the client or main contractor will have a communications system installed that will be legal to use while the vehicle is in motion. The communications system will be used to advise drivers of any issues on the road network or on site, allowing them to re-route as necessary, adjust driving speed or adjust destination. The communications system will also be used by drivers to report issues, and to call for immediate assistance if required.

5.1.2. PASSING PLACES

Passing places will be discussed with Falkirk Council during the planning stages of the works, these will then be fed back for design during the construction phase.

Passing places will not be used by drivers of construction vehicles as a place to wait or as a place to park. Local residents will be able to report any instances of inappropriate driving or use of passing places to the project community liaison officer.

5.1.3. ACCESS IMPROVEMENTS

Improvements to any local road network will be agreed during the planning stages between the client and Falkirk Council. These will be accepted designs of which some improvement works will be completed prior to construction commencing as well as during or post construction phase.

To achieve sight lines, vegetation clearance works may be required. If safe line of sight cannot be achieved as per 'Design Manual for Roads and Bridges- CD 109: Highway Link Design', temporary traffic calming measures will be installed including temporary speed limits.

5.1.4. WHEEL WASHING

To reduce mud and debris being deposited onto the road network, wheels and tracks are to be cleaned upon leaving the work area and onto the public highway. The minimum provision will be a brush and a water supply. Where considered necessary, the public roads adjacent to the site access points shall be kept clean by utilising a mechanical road sweeper. Residents will be able to report any instances of mud being carried onto the public highway to the project community liaison officer.

5.1.5. SPEED LIMITS

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	14 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	ZG Route Construction Traffic Management Plan	Page 15 of 19	

A maximum 15 mph speed limit will be imposed for all construction traffic on private roads and tracks, which would be reinforced through temporary construction traffic speed limit signs. Along public roads, national speed limits or signed speed limits (whichever is lower) will apply. Residents will be able to report any instances of speeding on the public highways to the project community liaison officer.

5.1.6. SIGNAGE

Temporary construction site signage will be erected on the local road network in the vicinity of each of the proposed construction accesses, and at other locations as considered necessary, 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 nature and location of the signage would be agreed with Transport Scotland and Falkirk Council prior to construction activity on site. Figures below illustrates examples from Chapter 8 (Traffic Manual), type of signage which will be utilised during carriageway and bell-mouth works.

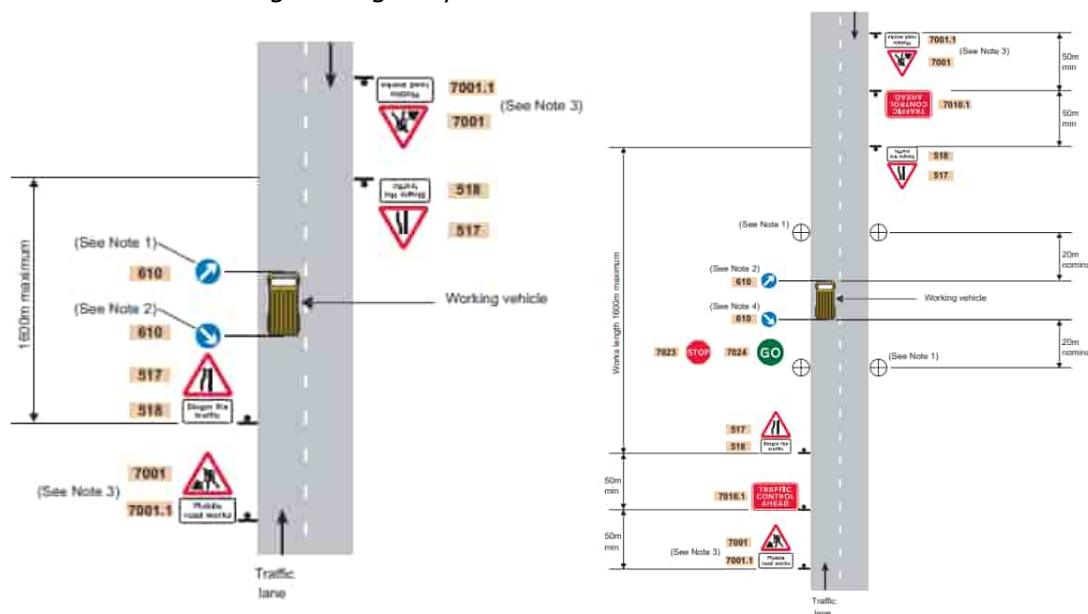


Figure 5.1 and 5.2: On Carriageway signage stop and go boards



Figure 5.3: Stop and Go/Traffic Lights for Bell-mouth construction.

5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON

Information on the project will be distributed using a variety of methods including the project website, local newsletters, public notices and public meetings by the project community liaison officer.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	15 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	
Revision: 01	ZG Route Construction Traffic Management Plan	Page 16 of 19	

A construction liaison committee comprising of the project community liaison officer will meet periodically to provide updates on the construction programme, vehicle movements and public road improvements. Representatives from SPT and MS will attend. Contact details for key project staff will be provided to the community for any complaints or information requests to be actioned.

5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS

Public access safety advice signage will be installed at all access points from the public road network. All excavations shall be surrounded by barriers. All construction works will be undertaken with strict adherence to the current CDM regulations.

5.1.9. PUBLIC RIGHTS OF WAY

Core paths and other recreational routes are designed to cater for non-motorised travel and general public access. Care must be taken when travelling along these routes and members of the general public must be given right of way at all times.

5.1.10. ROAD CONDITION SURVEYS

The roads being used by the construction traffic are trunk roads and minor rural roads that carry occasional heavy vehicles. Intensifying the use of these roads by heavy construction vehicles may lead to some deterioration of the road pavement, which cannot be determined in advance. The developer will therefore undertake a road video condition survey in conjunction with the roads authority prior to commencing works on site. This survey will identify any visually apparent defects with the road pavement and will be used as a baseline for any future surveys.

Upon completion of the works, a final road condition survey will be undertaken in conjunction with the road's authority. Defects will be recorded for comparison with the initial survey. Where deterioration of the road pavement can be agreed because of the construction works, the developer will arrange for a repair to be undertaken.

5.1.11. HAZARDS AND SYMBOLS

Construction Access drawings should be used in conjunction with this traffic management plan, these are referenced in the appendices. Within the access drawings the following key is provided to highlight specific Access Points (APs) and Bell-mouth detail associated with the council or trunk road networks. This key also highlights typical hazards during the construction works, including high voltage crossing points.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	16 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	MORGAN SINDALL INFRASTRUCTURE
Revision: 01	ZG Route Construction Traffic Management Plan	Page 17 of 19	



Figure 5: Drawing Symbols

5.1.12. HIGH VOLTAGE CROSSING POINTS

Where utility services are identified, Overhead or Underground, the following actions should be taken, especially during the construction of access tracks.

For Overhead Lines (OHL) , GS6 Barriers shall be installed as per the below arrangement.

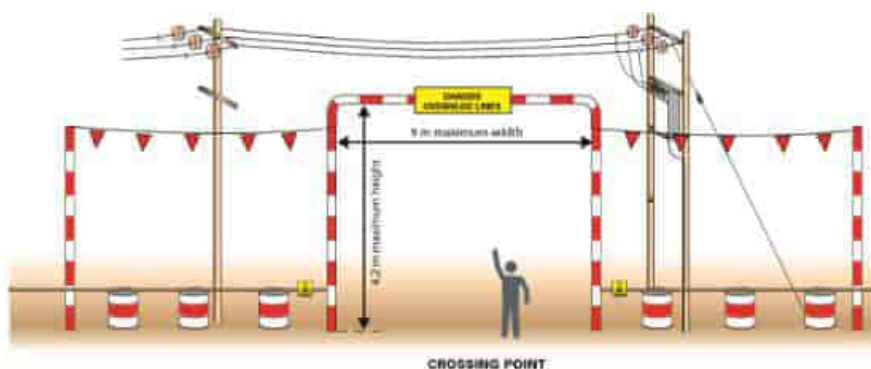


Figure 6: GS6 Barrier Arrangement

For underground services identified , Marker Posts should be offset from the identified position using a Cable Avoidance Tool (CAT) and Generator. This should be prior to any construction activity and comply with HSG47.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	17 of 19

	DWNO DENNY – WISHAW 400kV NETWORK REINFORCEMENT	JULY 2025	
Revision: 01	ZG Route Construction Traffic Management Plan	Page 18 of 19	

6.0. APPENDIX A

i) Access and Constructability Information

This report should be read in conjunction with the DWNO ArcGIS Model.

ii) Traffic Movements – One Way

Access Point	Link	No. Towers	Access Works Totals	Foundation Works	Tower Work Totals	Reinstatement Work Totals	Light Vehicles	Total HGV Movements	Total LGV Movements	Total Vehicle Movements
ZG-SS01	1+2	1	53	3	14	1	100	71	100	171
ZG-B01	3	5	241	13	6	5	459	265	459	724
ZG-B02	4+5	3	42	8	18	3	190	71	190	261
ZG-B03	4	1	9	3	3	1	55	16	55	71
ZG-B04	4	1	5	3	2	1	55	11	55	66
ZG-SS02	4+6	1	20	3	14	1	70	38	70	108
			370	33	57	12	929	472	929	1401

Until such a time that upgrades to existing tracks can be determined, a standard detail has been applied to track upgrades.

Where appropriate, the use of trackway has been considered in place of the use of stone tracks.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
PD2 FRM2	PD PRO2	Rev 1	Colin Kelly	Jan 2021	18 of 19

Appendix 2

From: [Julie Seidel](#)
To: [Paul Wilson](#)
Subject: Request for Scoping Opinion for proposed section 37 application Denny to Wishaw Network Upgrade (DWNO) - ECU00006196
Date: 08 August 2025 14:58:58
Attachments: [image002.png](#)
[image003.png](#)

Paul,

Thank you for your consultation.

I have read the scoping report and broadly agree with the conclusions in relation to likely environmental effects. I have no further comment at this stage.

Kind regards,

Julie Seidel-Gregory, Planning Officer Place Services

01324 504880



[Customer and Stakeholder Survey | Improvement Service](#)

E-mail: smithle@northlan.gov.uk
Contact: Lisa Smith
Tel: 01236 632487
Date: 24 September 2025



Mr P Wilson
Scottish Government Energy Consents Unit
Directorate for Energy and Climate Change
5 Atlantic Quay
150 Broomielaw
Glasgow
G2 8LU

Enterprise And Communities

Lorna Bowden
Planning and Place Manager
Ground Floor, Civic Centre
Windmillhill Street
Motherwell, ML1 1AB
www.northlanarkshire.gov.uk

Dear Mr Wilson,

25/00782/ECU - Consultation from Scottish Government on EIA Scoping Opinion - Proposed Section 37 application (with EIA) to the Energy Consent Unit for Works associated with the Scottish Power Energy Network Denny to Wishaw Network Upgrade (DWN0) project including construction of new overhead power lines with steel towers, removal of existing overhead power lines, uprating of existing overhead power lines and works to substations. (ECU ref ECU00006196) - Various Sites/substations In Vicinity Of Areas Between Bonnybridge to Glenmavis And Cumbernauld, Easterhouse to Newarthill and Newarthill to Wishaw

I refer to correspondence related to the above numbered application.

Firstly, please accept our sincere apologies for the delay in my response. The matters we wish to raise are as follows:

Planning Policy Compliance

The EIAR should demonstrate alignment with North Lanarkshire Local Development Plan (2022) (LDP) and relevant Supplementary Guidance, including LDP policies:

· PROM LOC4, PROT A/B, EDQ 1-3, and any relevant SPG's on biodiversity, flooding, and conservation matters.

Landscape and Visual Impact Assessment (LVIA)

The Scoping Report proposes to scope out the uprated overhead lines (XX and XR routes) and substation works at Easterhouse and Wishaw from the LVIA. However, we would note:

- Tree removal and access improvements may result in permanent or long-term changes to landscape character.
- Visual impacts may affect sensitive receptors in Glenmavis, Chapelhall, Newarthill, and surrounding communities.

The EIAR should also include a proportionate LVIA of the uprated overhead lines and substation works within North Lanarkshire, particularly where works may alter landscape character or affect visual amenity.



Cultural Heritage and Archaeology

The XX and XR routes pass near listed buildings, conservation areas, and scheduled monuments, including the Antonine Wall World Heritage Site Buffer Zone.

We would note that the EIAR should assess:

- Potential setting impacts from uprated lines and substation works.
- Physical impacts from construction access and ground disturbance.
- Appropriate mitigation and consultation with Historic Environment Scotland and NLC's planning officers.
- Detailed comments from the Council's Archaeologist dated 11 September 2025, sent in a separate document should be considered.

Whilst we have made some general comments which relate to Heritage Assets Building, World Heritage Sites and Scheduled Monuments we would expect Historic Environment Scotland to respond in more detail on these matters.

Ecology and Biodiversity

The proposed development intersects or lies adjacent to several designated and non-designated ecological sites, including:

- Slamannan Plateau SPA.
- Woodend Loch SSSI.
- Multiple SINC, LNRs, and ancient woodland areas.

We have included in Appendix 2 additional local designations not included within the Scoping Report which fall with the red line area provided for the development and these should be included in any assessment in terms of any possible detrimental impacts from the development proposed.

In relation to proposed substation extensions and associated works to nearby pylons, the Environmental Impact Assessment (EIA) should clearly articulate the justification for the proposals, including a robust explanation of why less harmful alternatives have not been pursued. This is particularly important in the context of the enhanced requirements of the Development Plan, which seeks to address both the climate emergency and the nature crisis. It is essential that the assessment reflects the need to balance infrastructure development with the protection and enhancement of natural assets.

Specifically, proposals at the Cumbernauld and Easterhouse substations must demonstrate a clear commitment to minimising adverse impacts on the surrounding natural environment. The design and siting of infrastructure should be informed by a thorough understanding of existing ecological and landscape sensitivities, with mitigation measures integrated wherever possible to reduce harm and support biodiversity.

Whilst we have made some general comments which relate to International and National Designations, we would expect Naturescot to respond in more detail on these matters.

The EIAR should also include:

- Updated Phase 1 and protected species surveys.
- Assessment of potential impacts on qualifying features of designated sites.
- Clear demonstration of Biodiversity Net Gain (BNG) within North Lanarkshire.
- Consideration of cumulative impacts with other infrastructure projects.

Water Environment and Flood Risk

The development crosses multiple watercourses and catchments within North Lanarkshire. The EIAR should include:

- Site-specific flood risk assessments
- Assessment of impacts on water quality, hydrology, and aquatic habitats
- Compliance with SEPA guidance and NLC's Supplementary Planning Guidance on flooding and drainage – we advised previously that the council's Water Management Team had no comments to add for the Scoping Report.

Whilst we have made some general comments relating to these matters we would expect SEPA to provide more detailed comments on their requirements.

Geology and Soils

No comment to make other than to support the approach suggested of mitigation via design, avoidance, and remediation to minimise disturbance.

Contamination – comments provided separately 11 September 2025 from the council's Environmental Health require to be followed including a need to liaise with SEPA for any works within the in the Gowkthrapple Area.

Traffic and Movement

The councils Infrastructure and Transportation Service had no comments to make.

Noise and Vibration

We previously provided comments dated 11 September 2025 from the council's Environmental Health Service about these matters should be considered within the EIA.

Socio-Economic and Recreation

The project traverses' areas with high deprivation (SIMD), recreational assets (e.g. Palacerigg Country Park), and proximity to COMAH sites (e.g. Inver House Distillers). (recent planning permissions are listed within Appendix 1)

We would suggest that the EIAR should consider matters such as:

- Assessment of socio-economic impacts, including community amenity and access.
- Consideration of health and safety risks near sensitive industrial sites.
- Engagement with local communities and recreational stakeholders.

The Gowkthrapple Substation and its associated infrastructure could reasonably be considered a longstanding visual and environmental detractor within the Gowkthrapple area. In this context, the EIAR should critically assess whether the current proposals represent the most appropriate solution for the surrounding community. Particular attention should be given to the potential for redesign or mitigation measures that would minimise adverse impacts, especially given the proximity of the substation to a strategically important masterplanned area for housing and regeneration. Any new development in this location must be carefully considered so as not to undermine the objectives of wider regeneration efforts.

As previously noted in this response, and relevant to this chapter of the scoping report, proposals at the Cumbernauld and Easterhouse substations should also demonstrate a clear commitment to minimising impacts on surrounding natural assets. These areas provide important environmental and recreational value, contributing positively to public health and wellbeing. The design and implementation of infrastructure in these locations should therefore be guided by principles of environmental sensitivity and community benefit.

Our records show that this proposal could impact on the following:

Palacerigg Country Park, Cumbernauld, Category A3 Local Sites, PROT A POLICY Natural Environment and Green Network Assets Country Park – NLLDP Map Book 5.5.
Drumpellier Country Park, Coatbridge, Category A3 Local Sites PROT A POLICY Natural Environment and Green Network Assets Country Park - NLLDP Map Book 8.3.

Greenhead Moss Community Park, Wishaw Category A3 Local Sites PROT A POLICY Natural Environment and Green Network Assets Community Park - NLLDP Map Book. 12.6 and 13.6.

Green/Urban Green Networks

Chapelhall - NLLDP Map Book 9.5

Cumbernauld, NLLDP Map Book 5.4/6.4

Glenmavis- NLLDP Map Book 7.4

Pather, Wishaw – NLLDP Map Book 13.5

Seven Lochs Wetland Park – adjacent to Easterhouse Substation - NLLDP Map Book 8.3.

It would be expected that any significant impacts on these areas would be considered.

Land Use Forestry and Agriculture

We would raise concerns regarding the assessment of the Cumbernauld Substation within the Environmental Impact Assessment. While the substation faces an urban area to the north, it is otherwise predominantly surrounded by woodland. This woodland forms part of a wider ecological network, bordering Palacerigg Country Park, Glencryan Woods—designated as a Site of Importance for Nature Conservation—and Forest Wood Nature Reserve, which is managed by the Scottish Wildlife Trust.

Given the proximity to these valued natural assets, the assessment should more clearly acknowledge the sensitivity of the surrounding environment and demonstrate how potential impacts have been minimised. The proposals must be considered in the context of their cumulative effect on biodiversity and landscape character, and should reflect the principles of the Development Plan in addressing the climate and nature crises.

Attached to this letter are two appendices. Appendix 1 covers committed applications which are in proximity to the red line for the proposed development. Appendix 2 is for local designations which from our records are not included within the scoping report but are with the red line for the proposed development site.

This response is provided solely for the purposes of North Lanarkshire Council's Scoping Opinion under the EIA (Scotland) Regulations 2017 and does not constitute a view on the planning merits of the proposal or any future application.

Yours sincerely,

Lisa Smith

ppLorna Bowden
Planning and Place Manager

Appendix 1

Committed Development - Applications approved or pending consideration within last 5 years

24/01227/MS - Land At Mid Forest Forest Road Abrohill Cumbernauld North Lanarkshire - 300 Dwellings (Application for Approval of Reserved Matters Specified in Conditions of Planning Permission (in Principle) 16/00698/PPP for Residential Development and Associated Infrastructure). Amendment of Consented Proposals for Residential Development. Partial internal re-design to the Southern Pod of the site and the Introduction of Amended House Types to the Whole Southern Pod. **EIA under 16/00698/PPP.**

22/01051/MS - Land To The South Of Forest Road Abrohill Cumbernauld North Lanarkshire - 300 dwellings (application for approval of reserved matters specified in conditions of planning permission (in principle) 16/00698/PPP for residential development and associated infrastructure).
EIA under 16/00698/PPP.

24/00230/PPP Land At Palacerigg Road Cumbernauld North Lanarkshire - Residential led mixed use development with associated access, open space, landscaping, drainage features and associated infrastructure (in principle)
EIA

24/01293/PAN - Cumbernauld Electricity Substation Forest Road Abrohill Cumbernauld North Lanarkshire, Extension To Electricity Substation Including Installation Of One 275kv Bus Section Circuit Breaker, Two 275/33kv 90mva Dual Wound Transformers, One Ais Disconnecting Circuit Breaker, Vehicular Access, Earthworks, Drainage Proposals, Erection Of Boundary Security Fence And Associated Works.
Part of proposed Denny to Wishaw Scottish Power works.

25/00593/PAN Land To East Of Airdrie North Of The M8 (A723/Newhouse Interchange) To The A73 North Of Stand/Riggend North Lanarkshire -Proposal of Application Notice: Creation of a new single-carriageway road link with associated earthworks, drainage, lighting, landscaping, signage and environmental mitigations.
EIA required

24/01024/EIASCO Land To East Of Airdrie North Of The M8 (A723/Newhouse Interchange) To The A73 North Of Stand/Riggend North Lanarkshire - Request for EIA Scoping Opinion - Creation of New Two-way Single-carriageway Road Link with Associated Earthworks, Drainage, Lighting, Landscaping, Signage & Environmental Mitigations.

22/00430/MS Site At Stirling Road Airdrie North Lanarkshire - Masterplan Phasing and Enabling Works Comprising Formation of Vehicular/Pedestrian Accesses and Initial Extents of Spine Roads, Remote Footpaths, Relocation and Alteration to Southbound Bus Stop, SUDS, Landscaping, Perimeter Boundary Treatments, and Associated Site Infrastructure/Platforming (Application for Approval of Matters Specified by Conditions of 18/01785/PPP for Residential-led Mixed-use Development)

25/00952/MS - Site At Stirling Road Airdrie North Lanarkshire - Application for Matters Specified in Conditions 1a (Design, layout), 1b and 1c (roads), 1d and 1j (landscaping), 1e (boundary walls, fences), 1f and 1g (drainage), 1h (site levels), 1k and 1l (dust mitigation, CEMP), 3 (noise), 4 (flood risk assessment), 6 (site investigation), 7 and 8 (remediation strategy) and 10, 11, 12, 14, 15 and 16 (ecology) of 18/01785/PPP for residential-led mixed use development at Site East of Stirling Road, Airdrie, North Lanarkshire. **PENDING CONSIDERATION.**

24/00732/PPP Land Surrounded By Darngavil Road Dykehead Road Airdrie Road Ballochney Road (Plains) Airdrie North Lanarkshire - Mixed use development comprising residential, commercial uses

(including storage, business and industrial), retail, drive thru, leisure uses, hotel, primary school and nursery along with new roads, accesses, car parking, landscaping, and associated development (EIA development) **PENDING CONSIDERATION.**

25/00844/FUL Dalmacoulter Landfill Dalmacoulter Road Airdrie North Lanarkshire ML6 7UD - Installation and operation of a solar PV development including photovoltaic panels, mounting frames, transformer kiosk and onsite substation with associated ancillary development including security fencing, site access and internal access tracks, internal cabling, CCTV cameras, temporary construction compound, biodiversity and landscape enhancements, and associated site works. **Full EIA screening yet to be concluded. PENDING CONSIDERATION.**

24/01250/PPP Land At Rydenmains Road Glenmavis North Lanarkshire Residential led development comprising up to 120 residential units, associated accesses and roads, car parking, landscaping and associated development (in principle). **PENDING CONSIDERATION**

24/00209/MSC Land At Craignethan Drive Glenboig North Lanarkshire Approval of matters specified in conditions 1 a,b,c,e,f,g,h,i,j,k,m of planning permission in principle ref 14/01594/PPP for the erection of 155 dwellinghouses with associated roads, infrastructure and landscaping (amended proposals on part of the site previously approved under ref: 20/00035/MSC).

23/00760/FUL - Airdrie Hill Quarry Airdrie Hill Road Rawyards Airdrie North Lanarkshire Land engineering operations (including importation of material) to facilitate holiday park development including creation of access road and paths, construction of 134 holiday lodges, shared facilities and other associated infrastructure. **PENDING CONSIDERATION.**

23/00535/FUL - Land To The East Of 26 Airdrie Hill Street Rawyards Airdrie North Lanarkshire - Residential development of 62 dwellings, with associated roads, parking and landscaping.

23/00800/FUL Wester Moffat Farm (Land To The East Of Wester Moffat Hospital, Towers Road And South Of Forrest Street) Airdrie - Proposed (Use Class 8) Hospital (replacement University Hospital Monklands) and supporting hospital-related facilities, (Use Class 10) Nursery, and all associated accesses, parking, landscaping, infrastructure and associated miscellaneous development (with supporting EIA report).

23/00400/FUL - Inverhouse Distillers Ltd. Moffat Distillery Roughrigg Road Airdrie ML6 8PL - Bonded Warehouse Maturation Sheds and Associated Works.

23/00589/FUL - Inverhouse Distillers Ltd. Moffat Distillery Roughrigg Road Airdrie North Lanarkshire ML6 8PL - Bonded warehouses, including groundworks and site landscaping.

24/00872/S42 - Land South Of Junction Of Lancaster Avenue And Bellside Road Chapelhall North Lanarkshire -Section 42 application to vary conditions 1 to 18 (excluding condition 7) of permission 21/01434/S42 (Mixed Use Development Comprising Class 3 (Food & Drink), Class 7 (Hotel), Class 11 (Assembly/Leisure), Class 1A (Ancillary Retail) and Sui Generis (Roadside Fuel/Electric Charging, Hot Food Takeaway, Public Bar) with Associated Infrastructure (Drainage, Ground Treatment Landscaping))
This is associated with 18/00266/PPP

24/00810/FUL Land East Of Biggar Road Cleland North Lanarkshire - Construction of battery energy storage system (BESS).

25/00989/PAN – Land At North Lanrigg Carlisle Road Cleland North Lanarkshire ML1 5LT - Data centre complex including data halls, substation, new road accesses, balancing ponds, security, associated development, landscaping, habitat and biodiversity areas (major application).

23/00835/FUL - Land To The Rear Of 501 High Street Newarthill Motherwell North Lanarkshire - Residential development and associated infrastructure.

24/00208/PPP - Land At Coltness Avenue Allanton North Lanarkshire - Residential development and associated infrastructure (application for planning permission in principle).

24/01294/PAN - Electricity Sub Station Castlehill Road Gowkthrapple Wishaw North Lanarkshire Extension To Electricity Substation Including Installation Of Three Bays Of 400kv Double Busbar Gas Insulated Switchgear, One 400kv Bus Section Circuit Breaker, Vehicular Access And Bellmouth, Earthworks, Drainage Proposals, Erection Of Boundary Security Fence And Associated Works. **Part of proposed Denny to Wishaw Scottish Power works.**

21/00982/PPP - Site At 150 Birkshaw Brae Gowkthrapple Wishaw North Lanarkshire ML2 0LF - Residential development, ancillary retail, open space, landscaping, SUDS, access, associated works and demolition (in principle). **Large development directly adjacent to Gowkthrapple Substation.**

21/01316/MSC - Land At Castlehill Road Gowkthrapple Wishaw North Lanarkshire - Construction of 96 Dwellinghouses (Semi-Detached, Terraced, Bungalows and Cottage Flats), Day Care Unit, New Infrastructure including Roads and SUDS Drainage Systems (MSC application in relation to 21/00982/PPP). **Part Development concluded under 21/00982/PPP with further land directly opposite Gowkthrapple Substation part of master planned regeneration.**

22/00295/MSC - Wemysshill Farm Castlehill Road Overtown North Lanarkshire ML2 0RU - Construction of 200 Houses and ancillary infrastructure: MSC application for development at Castlehill in respect of conditions 1, 3, 4, 5, 6, 7, 8, 9, 10, 18, 21 and 22 of permission ref: 20/01468/S42 (Residential Development & Associated Uses, including Community Uses and Retail).

22/00296/MSC - Wemysshill Farm Castlehill Road Overtown North Lanarkshire ML2 0RU - Construction of 401 Houses and ancillary infrastructure: MSC application for development at Wemysshill North in respect of conditions 1, 3, 4, 5, 6, 7, 8, 9, 10, 18, 21 and 22 of permission ref: 20/01468/S42 (Residential Development & Associated Uses, including Community Uses and Retail).

20/01468/S42 - Wemysshill Farm Castlehill Road Overtown North Lanarkshire ML2 0RU - 15/01634/PPP - Residential Development & Associated Uses, including Community Uses and Retail (In Principle) (Section 42 application to amend condition 12 to allow the submission of the site investigation report to be provided in phases).

25/00830/FUL - Riggend Filling Station, Stirling Road, Airdrie, ML6 7SS - Formation of oil distribution depot including access roads, overnight HGV vehicle parking, driver parking and welfare unit and installation of 2 oil storage tanks. **PENDING CONSIDERATION.**

Appendix 2

Site of Importance of Nature Conservation missing for EIA Scoping Report but should be considered within it.

77/60B CUMBERNAULD GLEN: VAULT GLEN (EAST) - Woodland, Geological interest

77/48A DOUGLAS GLEN Woodland -felled

87/07 GARBETHILL MOOR Peatland

76/69 CAMERON GLEN (east) Woodland, wetland

76/42B SHANK BURN EAST: BRAKENHIRST PLANTATION Woodland

85/06 GREENHEAD MOSS Wetland, peatland, shelterbelt, woodland, meadows - mixed habitats

77/65B PALACERIGG COUNTRY PARK (East)

Consultation from Scottish Government on EIA Scoping Opinion - Proposed Section 37 application (with EIA) to the Energy Consent Unit for Works associated with the Scottish Power Energy Network Denny to Wishaw Network Upgrade (DWNO) project including construction of new overhead power lines with steel towers, removal of existing overhead power lines, uprating of existing overhead power lines and works to substations. (ECU ref ECU00006196)

Environmental Health

Environmental Health have reviewed the relevant content (in particular Chapters 9 and 11) of the 'Denny to Wishaw Upgrade Scoping Report' AECOM for Scottish Power Networks (June, 2025) as submitted with the application.

Proposed investigations with respect to potential ground contamination - Chapter 9.6 summarises the proposed scope of works in relation to the various aspects of the development and Environmental Health are in general agreement with the approach detailed.

A site near to the Gowkthrapple Substation, Wishaw is associated with the historical use of the former 'Smiths Clockworks' factory site and luminous paint dating back to the second world war era. This would also relate to the land in relation to the connection of the existing overhead power cables (to be uprated) at the southernmost end of the 'XR' route where this connects to the Gowkthrapple Substation.

As such we would advise that the applicant should consult with SEPA at radioactivesubstance@sepa.org.uk. This is in line with a current directive from SEPA and SEPA processes with the applicant required to follow any general safety advice required by SEPA in relation to this subject.

Noise Impact (Chapter 11) -

We note within the report that any planned extensions/changes to existing substations would be subject to specific local Planning applications.

Paragraph 11.3 (Potentially Significant Effects) makes comments on the subject of potential noise impact from substation and sources associated with these. We understand that any associated noise impact assessment would be required where necessary in relation to any relevant local Planning applications linked to the works proposed.

However, paragraph 11.3 also describes two other noise sources of relevance to the proposed development, those being noise from overhead lines, and construction site noise impacts.

Paragraph 11.4 (Mitigation) provides a discussion of noise mitigation measures with respect to overhead line noise, substation noise, and construction site noise and for the latter these are summarised within this paragraph.

North Lanarkshire Council has long-standing published guidelines on noise from construction site activities which require noise from such activities to be restricted to the following days and times:

08:00 hours to 19:00 hours Monday – Friday,

08:00 hours to 13:00 hours Saturdays,

with no noise producing works undertaken on Sundays and Public Holidays which all development sites are expected to adhere to.

Paragraph 11.6 (Proposed Scope of Assessment Methodology) advises:

The Construction Noise Impact Assessment (CNIA) would be carried out according to the ABC method specified in Table E.1 of BS 5228-1, in which noise sensitive receptors (NSRs) are classified in categories A, B or C according to their measured or estimated background noise level.

In line with best practice (BS 5228-1), a CNMP will be developed by the Principal Contractor prior to starting construction works. The details of the CNMP will be agreed with North Lanarkshire Council and Falkirk Council and is expected to be secured by an appropriately worded condition of consent.

and we welcome such consultation at an appropriate stage.

We note and would promote the industry best practice of providing advance notice to residential neighbours likely to be impacted by the works at the appropriate time.

We note the summary in Chapter 11.7 (Summary) and have no further comments to add at this time.

Archaeology

The applicant has supplied a thorough and comprehensive Environmental Scoping Report (SCR), which is professional and competent. However, it lacks details on the nature of the proposed mitigation although it acknowledges the need for it. I have also commented on the scheme on behalf of Falkirk Council and given that the impact is the same across the two Council areas my advice is repeated here.

Scoping Opinion

Section 6.6 of the ESR confirms the which of the potential setting and physical impacts are scoped in or out. It is clear that there are no permanent setting impacts which have all been scoped out. This leaves physical impacts on World Heritage Sites, Scheduled Monuments, Designated Battlefield and both known and unknown undesignated archaeological remains.

Our recommendation would be the following:

- 1) A desk based assessment combined with a map regression using Roy's map;
- 2) A walkover survey to confirm the nature of the identified assets and any new ones;
- 3) Demonstration of Scheduled Monument Consent for any physical impacts on Scheduled Monuments;
- 4) Fencing of Scheduled Monuments in the immediate environs of development to prevent inadvertent damage;
- 5) A 7% ground breaking evaluation of any areas not subsequently disturbed by later activity outside Scheduled Monuments and Antonine Wall Buffer zones with scanning of spoil heaps to recover lithics;
- 6) Targeted metal detection survey;
- 7) Within the Antonine Wall Buffer Zone 100% strip and map with proposals for resultant excavation and processing;
- 8) Should any of the above stages identify significant archaeological remains these should be subject to further works such as excavation, post-excavation analyses, publication and archiving.

All of the above should be detailed in a programme of works to be agreed by North Lanarkshire Council.

NLC Water Management - agree with the scoping proposed by the applicant on the condition that all recommendations of the scoping report are complied with.



The Scottish Government
Energy Consents Unit
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150 Broomielaw
Glasgow
G2 8LU

Network Rail
Town Planning
151 St Vincent Street
Glasgow
G2 5NW

Martin Henderson
Town Planning Technician

Planning reference: ECU00006196
Case Officer: Paul Wilson

E-Mail:
TownPlanningScotland@networkrail.co.uk

Network Rail ref: 253 2025
25/07/2025

Dear Mr Wilson,

**THE ELECTRICITY WORKS (ENVIRONMENTAL IMPACT ASSESSMENT)
(SCOTLAND) REGULATIONS 2017
REQUEST FOR SCOPING OPINION FOR PROPOSED SECTION 37
APPLICATION FOR THE DENNY TO WISHAW NETWORK UPGRADE
(DWNO)**

Thank you for consulting Network Rail regarding the above development.

We would strongly suggest that reference to the issues below are included in the Scoping Opinion to ensure that potential impacts of both the construction and completed development on the current and future safe and efficient operation of the railway are assessed:

- A Traffic Assessment should be included to assess the effects of construction traffic on existing traffic flows and the public road network. Preferred construction traffic routes should be indicated. This will enable Network Rail to assess the possible impacts where/if the traffic crosses over/under our infrastructure and the suitability of these crossings.
- Details of proposed construction and engineering works in the vicinity of the railway line. Any works over/adjacent to the railway corridor will be subject to further discussion and agreement with Network Rail.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Martin Henderson', with a long horizontal flourish extending to the right.

Martin Henderson
Town Planning Technician

Paul Wilson
Energy Consents Unit
The Scottish Government
5 Atlantic Quay
150 Broomielaw
Glasgow
G2 8LU

Your ref
ECU00006196:

Our ref:
GB01T19K05

Date:
05/08/2025

Paul.Wilson@gov.scot
econsents_admin@gov.scot

Dear Sirs,

ELECTRICITY ACT 1989

THE ELECTRICITY (APPLICATIONS FOR CONSENT) REGULATIONS 2017

REQUEST FOR SCOPING OPINION FOR PROPOSED SECTION 37 APPLICATION FOR THE DENNY TO WISHAW NETWORK UPGRADE (DWNO)

With reference to your recent correspondence on the above development, we acknowledge receipt of the Scoping Report (SR) prepared by AECOM Limited in support of the above development.

This information has been passed to SYSTRA Limited for review in their capacity as Term Consultants to Transport Scotland – Roads Directorate. Based on the review undertaken, Transport Scotland would provide the following comments.

Proposed Development

The proposed development comprises multiple components, including increasing the operating voltage of existing overhead lines (referred to as 'uprating') from 275 to 400kV, the construction of a new 400kV overhead line as well as upgrades to existing substations. The components are as follows:

- The uprating of approximately 4 kilometres (km) of an existing overhead line (known as 'ZG route') between Denny North Substation and Bonnybridge Substation from 275 to 400kV;
- The construction of approximately 20km of new 400kV overhead line between Bonnybridge Substation and an existing overhead line (known as 'XX route') north of Glenmavis;
- The removal of approximately 11km of an existing 132kV overhead line (known as 'CB route') between Bonnybridge and Cumbernauld Substation;
- Undergrounding of two sections of an existing 132kV overhead line (known as 'AA route') between Bonnybridge and Bathgate, where it is crossed by the proposed new overhead line;

- The uprating of approximately 15km of an existing overhead line (known as 'XX route') between Easterhouse and Newarthill Substations from 275 to 400kV;
- The uprating of approximately 16km of an existing overhead line (known 'XR route') between Newarthill and Wishaw Substations from 275 to 400kV; and
- Works at the existing Denny North, Bonnybridge, Cumbernauld, Easterhouse and Wishaw Substations to facilitate the above overhead line works.

The proposal has the potential to impact several trunk roads, including the M876, M73 and M8.

Assessment of Environmental Impacts

Chapter 10 of the SR presents the proposed methodology for the assessment of Traffic and Transport. This states that the assessment will be carried out in accordance with the Institute of Environmental Management and Assessment (IEMA) Guidelines entitled Environmental Assessment of Traffic and Movement (July 2023). These specify that road links should be taken forward for further assessment where the following two rules are breached:

- Rule 1: Include road links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)
- Rule 2: Include road links of high sensitivity where traffic flows have increased by 10% or more.

Chapter 10 states that the Study Area for the assessment will be informed by the IEMA Guidelines and that this will be based on public roads that provide sub-regional and local access to the Project, and on which the impact of Project traffic may need to be considered in order to identify any potential environmental effects. Transport Scotland considers this approach appropriate and would add that the potential impact on any trunk roads proposed to be utilised for construction should be screened and assessed if the IEMA thresholds are exceeded.

We would also ask that methodology statements are provided for any proposed trunk road crossings in relation to overhead lines.

We note that traffic data on Study Area roads will be collected to inform the environmental assessments. We would add that an alternative source of traffic data is Traffic Scotland's National Traffic Data System.

We would also state that any proposed changes to the trunk road network must be discussed and approved (via a technical approval process) by the appropriate Area Manager.

Abnormal Loads Assessment

We note that Abnormal Indivisible Loads will be required during construction, and these are expected to travel from a port which has, not yet been identified. We note that a Preliminary Route Appraisal for the transport of any AILs from ports to site(s) will be prepared, including proposed routes, AIL vehicle types and axle loads, and vehicle swept paths for any obvious constraints. This is considered appropriate, and we would add that Transport Scotland will require to be satisfied that the size of loads proposed can negotiate the selected route and that their transportation will not have any detrimental effect on structures within the trunk road route path.

I trust that the above is satisfactory but should you wish to discuss any issues raised in greater detail, please do not hesitate to contact me or alternatively, Alan DeVenny at SYSTRA's Glasgow Office on 0141 343 9636.

Yours faithfully

Iain Clement

Iain Clement

**Transport Scotland
Roads Directorate**

cc Alan DeVenny – SYSTRA Ltd.

Appendix 3

ATC1



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	A872, approx 200m north of junction with Avonside Drive	North	40	Friday, 03 October 2025	Thursday, 09 October 2025	24588	3795	3513	16527	67.2	6348	25.8	674	2.7	42.6	48.3
		South	40	Friday, 03 October 2025	Thursday, 09 October 2025	27206	4291	3887	10339	38.0	2974	10.9	262	1.0	37.8	44.7
		North South	40	Friday, 03 October 2025	Thursday, 09 October 2025	51794	8086	7399	26866	51.9	9322	18.0	936	1.8	40.1	46.8

ATC2



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
2	Unclassified road, approx. 1 km east of the junction with A872	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	529	84	76	4	0.8	1	0.2	0	0.0	35.6	43.4
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	503	84	72	7	1.4	1	0.2	0	0.0	33.8	41.7
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	1032	168	147	11	1.1	2	0.2	0	0.0	34.8	42.7

ATC3



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
3	A9 Stirling Road, approx. 100m north of the Glenbervie Roundabout.	North	50	Friday, 03 October 2025	Thursday, 09 October 2025	35100	5507	5014	164	0.5	27	0.1	5	0.0	34.8	38.7
		South	50	Friday, 03 October 2025	Thursday, 09 October 2025	35903	5653	5129	27	0.1	5	0.0	4	0.0	32.2	37.0
		North South	50	Friday, 03 October 2025	Thursday, 09 October 2025	71003	11161	10143	191	0.3	32	0.0	9	0.0	33.5	37.9

ATC4



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
4	A9 Stirling Road, approx. 200m south of the Glenbervie Roundabout	North	40	Friday, 03 October 2025	Thursday, 09 October 2025	57677	9185	8240	6089	10.6	1283	2.2	147	0.3	33.1	38.6
		South	40	Friday, 03 October 2025	Thursday, 09 October 2025	59684	9574	8526	887	1.5	163	0.3	31	0.1	27.9	33.8
		North South	40	Friday, 03 October 2025	Thursday, 09 October 2025	117361	18759	16766	6976	5.9	1446	1.2	178	0.2	30.5	36.5

ATC5



17288 / Falkirk & North Lanarkshire

October 2025

Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
5	B905, approx. 500m east of the junction with the Hills of Dunipace Cemetery	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	9994	1549	1428	116	1.2	25	0.3	6	0.1	43.4	49.3
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	11080	1711	1583	108	1.0	24	0.2	8	0.1	42.2	48.1
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	21074	3260	3011	224	1.1	49	0.2	14	0.1	42.7	48.8

ATC6



17288 / Falkirk & North Lanarkshire

October 2025

Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
6	A883, approx. 300m east of the Checkbar Roundabout	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	42608	6440	6087	370	0.9	84	0.2	18	0.0	43.1	48.5
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	38826	5892	5547	161	0.4	31	0.1	10	0.0	41.1	46.5
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	81434	12333	11633	531	0.7	115	0.1	28	0.0	42.2	47.6

ATC7



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
7	B905, approx. 100m east of the junction with Denovan Road	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	33288	5225	4755	0	0.0	0	0.0	0	0.0	27.0	33.8
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	1100	190	157	0	0.0	0	0.0	0	0.0	25.2	30.5
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	34388	5415	4913	0	0.0	0	0.0	0	0.0	27.0	33.7

ATC8



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
8	A883, approx. 250m west of the Checkbar Roundabout	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	47524	7313	6789	82	0.2	19	0.0	8	0.0	40.2	44.6
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	55913	8743	7988	93	0.2	14	0.0	3	0.0	39.9	44.6
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	103437	16056	14777	175	0.2	33	0.0	11	0.0	40.0	44.6

ATC9



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
9	A8004, approx. 500m west of the Checkbar Roundabout	North	60	Tuesday, 21 October 2025	Monday, 27 October 2025	18608	2928	2658	6	0.0	2	0.0	0	0.0	35.8	40.3
		South	60	Tuesday, 21 October 2025	Monday, 27 October 2025	41215	6324	5888	22	0.1	4	0.0	1	0.0	36.6	41.2
		North South	60	Tuesday, 21 October 2025	Monday, 27 October 2025	59823	9252	8546	28	0.0	6	0.0	1	0.0	36.4	40.9

ATC10



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
10	A803, approx. 100m east of the junction with Bonnybridge substation	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	19764	2957	2823	978	4.9	186	0.9	61	0.3	47.9	55.0
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	20338	3141	2905	288	1.4	57	0.3	17	0.1	43.3	49.9
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	40102	6098	5729	1266	3.2	243	0.6	78	0.2	45.6	52.8

ATC11



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
11	A803 Falkirk Road, approx. 100m west of the junction with Paterson Place	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	20008	3000	2858	8055	40.3	1703	8.5	84	0.4	29.5	33.2
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	21120	3253	3017	5634	26.7	939	4.4	37	0.2	28.1	31.7
		East West	30	Friday, 03 October 2025	Thursday, 09 October 2025	41128	6253	5875	13689	33.3	2642	6.4	121	0.3	28.8	32.5

ATC12



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
12	Bridge Street, approx. 100m south of the roundabout with the A803	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	35339	5519	5048	1093	3.1	100	0.3	7	0.0	24.0	27.1
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	30859	4894	4408	4553	14.8	616	2.0	30	0.1	26.4	30.0
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	66198	10413	9457	5646	8.5	716	1.1	37	0.1	25.1	28.6

ATC13



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
13	Foundry Road, east of Bonnymuir Place	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	3588	582	513	440	12.3	47	1.3	0	0.0	25.1	29.4
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	3629	589	518	707	19.5	104	2.9	0	0.0	25.9	30.9
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	7217	1171	1031	1147	15.9	151	2.1	0	0.0	25.5	30.2

ATC14



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
14	A803 Glasgow Road, approx. 400m east of the Three Bridges Roundabout	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	48986	7276	6998	4093	8.4	705	1.4	53	0.1	21.2	28.2
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	47940	7249	6849	20255	42.3	3623	7.6	130	0.3	29.2	33.2
		East West	30	Friday, 03 October 2025	Thursday, 09 October 2025	96926	14525	13847	24348	25.1	4328	4.5	183	0.2	25.2	31.7

ATC15



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
15	Main Street Camelon, approx. 100m east of the Camelon Roundabout	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	54245	8134	7749	3610	6.7	551	1.0	19	0.0	23.2	28.1
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	59293	8888	8470	14038	23.7	1540	2.6	64	0.1	28.0	31.1

ATC16



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
16	Glenfuir Road, approx. 50m east of the junction with the B8080	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	38588	5936	5513	15068	39.1	2753	7.1	100	0.3	29.2	33.0
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	32743	5123	4678	9792	29.9	1665	5.1	68	0.2	28.3	32.1
		East West	30	Friday, 03 October 2025	Thursday, 09 October 2025	71331	11059	10190	24860	34.9	4418	6.2	168	0.2	28.8	32.5

ATC17



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
17	Tamfourhill Road, approx. 50m west of the junction with Glenfuir Road	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	13559	2044	1937	6228	45.9	1190	8.8	25	0.2	29.7	33.6
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	16129	2485	2304	6617	41.0	946	5.9	27	0.2	29.2	32.8
		East West	30	Friday, 03 October 2025	Thursday, 09 October 2025	29688	4528	4241	12845	43.3	2136	7.2	52	0.2	29.4	33.1

ATC18



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
18	B816 Bonnyhill Road, approx. 500m west of the junction with Rowan Crescent	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	6205	975	886	0	0.0	0	0.0	0	0.0	32.7	38.0
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	7209	1142	1030	0	0.0	0	0.0	0	0.0	30.0	34.6
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	13414	2118	1916	0	0.0	0	0.0	0	0.0	31.2	36.5

ATC19



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
19	Beam Road, approx. 200m south of the junction with B816 Bonnyhill Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	2048	312	293	5	0.2	0	0.0	0	0.0	33.3	39.5
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	2092	309	299	0	0.0	0	0.0	0	0.0	33.5	39.3
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	4140	621	591	5	0.1	0	0.0	0	0.0	33.4	39.4

ATC20



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
20	Greenhill Road, approx. 75m north of the junction with Milnquarter Road	North	30	Tuesday, 21 October 2025	Monday, 27 October 2025	8699	1278	1243	1399	16.1	285	3.3	10	0.1	23.8	30.3
		South	30	Tuesday, 21 October 2025	Monday, 27 October 2025	8563	1261	1223	1273	14.9	300	3.5	8	0.1	23.7	30.0
		North South	30	Tuesday, 21 October 2025	Monday, 27 October 2025	17262	2539	2466	2672	15.5	585	3.4	18	0.1	23.7	30.2

ATC21



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85thile Speed
21	Glenyards Road, approx. 50m north of the junction with Ochil Gardens	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	1798	274	257	125	7.0	24	1.3	1	0.1	23.7	28.1
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	1708	259	244	12	0.7	0	0.0	0	0.0	21.3	24.7
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	3506	533	501	137	3.9	24	0.7	1	0.0	22.5	26.7

ATC22



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85thile Speed
22	B816 Seabegs Road, approx. 400m east of the junction with Allandale Cottages	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	12312	1923	1759	262	2.1	54	0.4	20	0.2	43.4	50.7
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	13646	2219	1949	214	1.6	34	0.2	8	0.1	43.8	50.3
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	25958	4142	3708	476	1.8	88	0.3	28	0.1	43.6	50.4

ATC23



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
23	Lochgreen Road, approx. 2km east of the junction with Beam Road	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	1900	285	271	14	0.7	3	0.2	0	0.0	38.3	45.2
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	1963	306	280	6	0.3	0	0.0	0	0.0	36.6	44.0
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	3863	592	552	20	0.5	3	0.1	0	0.0	37.4	44.4

ATC24



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
24	Beam Road, approx. 500m southwest of the junction with Lochgreen Road	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	510	81	73	0	0.0	0	0.0	0	0.0	29.4	36.5
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	618	100	88	0	0.0	0	0.0	0	0.0	30.1	36.7
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	1128	181	161	0	0.0	0	0.0	0	0.0	29.8	36.7

ATC25



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
25	B816 Castlecary Road, approx. 200m east of the Old Inns Roundabout	East	40	Friday, 03 October 2025	Thursday, 09 October 2025	65759	10347	9394	42403	64.5	14649	22.3	1700	2.6	42.3	47.8
		West	40	Friday, 03 October 2025	Thursday, 09 October 2025	65281	10311	9326	28260	43.3	8235	12.6	962	1.5	39.5	45.3

ATC26



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
26	Forest Road, approx. 150m east of the junction with Whitelees Road	East	50	Friday, 03 October 2025	Wednesday, 08 October 2025	15708	2814	2618	3547	22.6	656	4.2	75	0.5	45.9	51.9
		West	50	Friday, 03 October 2025	Wednesday, 08 October 2025	18229	3330	3038	3655	20.1	594	3.3	69	0.4	45.5	51.1
		0	0	0	0	0	#DIV/0!	0	0	0.0	0	0.0	0	0.0	0.0	0.0

ATC27



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
27	Forest Road, approx. 100m north of the junction with Walton Road	North	40	Friday, 03 October 2025	Thursday, 09 October 2025	11294	1806	1613	8107	71.8	3392	30.0	383	3.4	43.4	49.2
		South	40	Friday, 03 October 2025	Thursday, 09 October 2025	9645	1518	1378	4680	48.5	1431	14.8	150	1.6	40.2	46.0
		North South	40	Friday, 03 October 2025	Thursday, 09 October 2025	20939	3324	2991	12787	61.1	4823	23.0	533	2.5	41.9	47.9

ATC28



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
28	Arns Road, approx. 1 km east of the junction with Forest Road	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	515	81	74	1	0.2	0	0.0	0	0.0	29.7	39.7
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	513	82	73	5	1.0	1	0.2	0	0.0	32.2	45.1
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	1028	163	147	6	0.6	1	0.1	0	0.0	31.0	42.3

ATC29



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
29	Fannyside Road, approx. 500m south of the junction with Forest Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	2975	476	425	39	1.3	12	0.4	4	0.1	41.5	50.0
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	2793	442	399	49	1.8	13	0.5	3	0.1	40.5	48.5
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	5768	917	824	88	1.5	25	0.4	7	0.1	41.0	49.4

ATC30



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
30	Forest Road, approx. 150m east of Blackthorn Roundabout	North	40	Friday, 03 October 2025	Thursday, 09 October 2025	14719	2324	2103	684	4.6	80	0.5	6	0.0	33.2	37.0
		South	40	Friday, 03 October 2025	Thursday, 09 October 2025	13391	2093	1913	2039	15.2	317	2.4	12	0.1	35.0	40.0
		North South	40	Friday, 03 October 2025	Thursday, 09 October 2025	28110	4417	4016	2723	9.7	397	1.4	18	0.1	34.1	38.6

ATC31



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
31	Forest Road, approx. 150m west of Blackthorn Roundabout	North	40	Tuesday, 14 October 2025	Sunday, 19 October 2025	22620	4008	3770	11529	51.0	3302	14.6	312	1.4	40.5	45.9
		South	40	Tuesday, 14 October 2025	Sunday, 19 October 2025	23200	4093	3867	12499	53.9	3369	14.5	259	1.1	40.7	45.9
		North South	40	Tuesday, 14 October 2025	Sunday, 19 October 2025	45820	8101	7637	24028	52.4	6671	14.6	571	1.2	40.6	45.9

ATC32



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
32	B8054 Lenziemill Road, approx. 100m east of the junction with Kelvin Road North	North	40	Friday, 03 October 2025	Thursday, 09 October 2025	32951	5291	4707	13307	40.4	3160	9.6	287	0.9	39.1	44.3
		South	40	Friday, 03 October 2025	Thursday, 09 October 2025	29236	4654	4177	13904	47.6	3359	11.5	245	0.8	40.0	45.1
		North South	40	Friday, 03 October 2025	Thursday, 09 October 2025	62187	9945	8884	27211	43.8	6519	10.5	532	0.9	39.5	44.6

ATC33



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
33	Palacerigg Road, approx. 100m east of the junction with B8054 Lenziemill Road	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	3766	520	538	0	0.0	0	0.0	0	0.0	31.4	35.5
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	3783	522	540	0	0.0	0	0.0	0	0.0	32.1	36.4
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	7549	1041	1078	0	0.0	0	0.0	0	0.0	31.8	35.9

ATC34



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
34	Lenziemill Road, approx. 250m north of the roundabout with the A73	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	21570	3468	3081	19646	91.1	15222	70.6	3141	14.6	38.6	44.9
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	15540	2452	2220	14607	94.0	11572	74.5	1971	12.7	38.7	44.3
		East West	30	Friday, 03 October 2025	Thursday, 09 October 2025	37110	5921	5301	34253	92.3	26794	72.2	5112	13.8	38.6	44.6

ATC35



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
35	A73, approx. 500m north of the Chapleton Roundabout	North	40	Friday, 03 October 2025	Thursday, 09 October 2025	44521	7120	6360	36659	82.3	21400	48.1	4785	10.8	46.3	53.4
		South	40	Friday, 03 October 2025	Thursday, 09 October 2025	42748	6869	6107	31046	72.6	16886	39.5	3746	8.8	44.8	52.2

ATC36 (Northbound)



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
36N	A73, approx. 1 km south of the roundabout with Lenziemill Road	North	60	Tuesday, 21 October 2025	Monday, 27 October 2025	51502	8122	7357	20080	39.0	7166	13.9	2030	3.9	58.3	67.6

ATC36 (Southbound)



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
36	A73, approx. 1 km south of the roundabout with Lenziemill Road	South	60	Monday, 03 November 2025	Sunday, 09 November 2025	42826	6798	6118	17207	40.2	6165	14.4	1783	4.2	58.3	67.8

ATC37



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
37	B8039 Stirling Road, approx. 150m south of the junction with Millicroft Road.	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	7281	1166	1040	116	1.6	18	0.2	7	0.1	43.8	50.1
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	14754	2398	2108	227	1.5	50	0.3	18	0.1	43.5	49.7
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	22035	3564	3148	343	1.6	68	0.3	25	0.1	43.6	49.8

ATC38



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
38	Hulks Road, approx 100m east of the junction with Glenhove Road.	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	403	63	58	0	0.0	0	0.0	0	0.0	33.7	41.5
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	376	57	54	1	0.3	0	0.0	0	0.0	32.3	39.6
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	779	120	111	1	0.1	0	0.0	0	0.0	33.0	40.8

ATC39



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
39	B8039 Stirling Road, approx. 50m south of the junction with Hulks Road.	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	6814	1092	973	5	0.1	1	0.0	1	0.0	32.7	36.9
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	15176	2463	2168	287	1.9	57	0.4	16	0.1	42.3	51.0
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	21990	3555	3141	292	1.3	58	0.3	17	0.1	39.3	49.2

ATC40



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
40	A73, approx. 100m north of the B8039 Stirling Road slip-road.	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	55625	8890	7946	11601	20.9	3788	6.8	988	1.8	50.1	62.9
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	41192	6558	5885	11888	28.9	3483	8.5	953	2.3	56.0	64.6
		0	0	0	0	0	#DIV/0!	0	0	0.0	0	0.0	0	0.0	0.0	0.0

ATC41



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
41	Brackenhirst Road, approx. 100m west of the junction with the A73 Stirling Road.	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	2015	344	288	3	0.1	0	0.0	0	0.0	35.3	42.9
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	1951	335	279	7	0.4	1	0.1	0	0.0	34.2	41.7
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	3966	679	567	10	0.3	1	0.0	0	0.0	34.7	42.3

ATC42



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
42	B803 Greengairs Road, approx 50m east of the roundabout with the A73 Stirling Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	13540	2132	1934	19	0.1	1	0.0	1	0.0	35.5	40.5
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	14050	2220	2007	31	0.2	4	0.0	1	0.0	39.2	44.6
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	27590	4353	3941	50	0.2	5	0.0	2	0.0	37.4	43.1

ATC43



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
43	B803 Greengairs Road, approx. 50m west of the junction with Cameron Road.	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	9855	1563	1408	7856	79.7	3408	34.6	121	1.2	33.3	37.8
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	10417	1662	1488	7457	71.6	2881	27.7	38	0.4	32.2	36.9
		East West	30	Friday, 03 October 2025	Thursday, 09 October 2025	20272	3225	2896	15313	75.5	6289	31.0	159	0.8	32.7	37.4

ATC44



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
44	A73 Stirling Road, approx. 100m south of the roundabout with the B803 Greengairs Road	North	40	Friday, 03 October 2025	Thursday, 09 October 2025	56209	8924	8030	14228	25.3	3019	5.4	323	0.6	37.1	42.1
		South	40	Friday, 03 October 2025	Thursday, 09 October 2025	55245	8748	7892	11928	21.6	2157	3.9	195	0.4	36.6	41.4
		North South	40	Friday, 03 October 2025	Thursday, 09 October 2025	111454	17672	15922	26156	23.5	5176	4.6	518	0.5	36.8	41.7

ATC45



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
45	B802 Condorrat Road, approx. 500m south of the junction with Brackenhist Road.	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	5677	937	811	2	0.0	1	0.0	0	0.0	34.5	41.3
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	5526	917	789	2	0.0	0	0.0	0	0.0	33.7	38.8
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	11203	1854	1600	4	0.0	1	0.0	0	0.0	34.1	40.0

ATC46



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
46	B802 Condorrat Road, approx. 50m south of the junction with Ryden Mains Road.	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	6914	1118	988	2021	29.2	376	5.4	10	0.1	27.6	32.1
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	6980	1132	997	2881	41.3	780	11.2	19	0.3	28.7	34.0
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	13894	2251	1985	4902	35.3	1156	8.3	29	0.2	28.1	33.1

ATC47



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
47	B803 Raebog Road, approx. 300m east of the junction with Hawkwood Road.	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	25387	4102	3627	41	0.2	7	0.0	1	0.0	37.7	42.6
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	25264	4082	3609	42	0.2	10	0.0	4	0.0	36.7	41.5
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	50651	8184	7236	83	0.2	17	0.0	5	0.0	37.2	42.1

ATC48



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
48	Mollinsburn Road, approx. 100m east of the junction with Yetts Hole Road.	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	3003	497	429	44	1.5	29	1.0	14	0.5	36.4	43.1
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	3165	521	452	51	1.6	12	0.4	1	0.0	40.3	48.1
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	6168	1018	881	95	1.5	41	0.7	15	0.2	38.4	46.3

ATC49



17288 / Falkirk & North Lanarkshire

October 2025

Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
49	Yetts Hole Road, approx. 50m south of the junction with Muirdyke Road.	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	234	31	33	0	0.0	0	0.0	0	0.0	25.0	30.4
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	216	28	31	0	0.0	0	0.0	0	0.0	28.0	35.2
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	450	59	64	0	0.0	0	0.0	0	0.0	26.4	32.6

ATC50



October 2025

Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
50	Muirdyke Road, approx. 200m west of the junction with Yetts Hole Road.	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	1845	310	264	9	0.5	0	0.0	0	0.0	36.5	43.2
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	1662	269	237	14	0.8	0	0.0	0	0.0	37.7	44.9
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	3507	579	501	23	0.7	0	0.0	0	0.0	37.1	44.1

ATC51



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
51	Burnlip Road, approx. 100m south of the junction with Muirdyke Road.	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	640	93	91	0	0.0	0	0.0	0	0.0	24.4	31.9
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	624	92	89	0	0.0	0	0.0	0	0.0	26.4	34.3
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	1264	185	181	0	0.0	0	0.0	0	0.0	25.4	33.0

ATC52



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
52	B804 Gartlinton Road, approx. 100m south of the junction with Muirdyke Road.	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	19050	2986	2721	88	0.5	23	0.1	3	0.0	39.9	45.5
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	19032	2978	2719	161	0.8	39	0.2	17	0.1	41.7	47.3
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	38082	5964	5440	249	0.7	62	0.2	20	0.1	40.8	46.5

ATC53



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
53	Gartgill Road, approx. 500m west of the junction with the B804 Gartliston Road	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	1510	236	216	0	0.0	0	0.0	0	0.0	29.6	35.3
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	1305	204	186	0	0.0	0	0.0	0	0.0	30.9	36.5
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	2815	440	402	0	0.0	0	0.0	0	0.0	30.2	36.0

ATC54



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
54	Craignethan Drive, east of Auldyards Road	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	15588	2451	2227	36	0.2	8	0.1	1	0.0	35.7	41.3
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	15649	2449	2236	28	0.2	6	0.0	3	0.0	34.8	39.8
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	31237	4900	4462	64	0.2	14	0.0	4	0.0	35.3	40.6

ATC55



17288 / Falkirk & North Lanarkshire

October 2025

Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
55	A752 Gartcosh, approx. 50m south of the roundabout with Woodneuk Avenue	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	44479	6581	6354	20555	46.2	4519	10.2	138	0.3	29.9	33.8
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	32425	4875	4632	9440	29.1	1239	3.8	43	0.1	27.6	31.8
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	76904	11455	10986	29995	39.0	5758	7.5	181	0.2	28.9	33.0

ATC56



17288 / Falkirk & North Lanarkshire

October 2025

Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
56	A752 Coatbridge Road, approx. 50m north of the junction with Gartcloss Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	28687	4351	4098	140	0.5	28	0.1	5	0.0	41.7	47.3
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	29185	4559	4169	130	0.4	28	0.1	7	0.0	40.9	46.3
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	57872	8910	8267	270	0.5	56	0.1	12	0.0	41.3	46.9

ATC57



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
57	A752 Gartcosh Road, approx. 100m south of the junction with Townhead Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	32035	4953	4576	290	0.9	54	0.2	21	0.1	41.7	47.9
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	30628	4807	4375	345	1.1	88	0.3	28	0.1	42.6	48.2
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	62663	9761	8952	635	1.0	142	0.2	49	0.1	42.1	48.0

ATC58



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
58	A73 Stirling Road, approx. 100m north of the junction with Dykehead Road	North	60	Monday, 03 November 2025	Sunday, 09 November 2025	52433	8386	7490	184	0.4	39	0.1	12	0.0	38.2	43.7
		South	60	Monday, 03 November 2025	Sunday, 09 November 2025	52258	8312	7465	77	0.1	22	0.0	9	0.0	36.1	41.6
		North South	60	Monday, 03 November 2025	Sunday, 09 November 2025	104691	16698	14956	261	0.2	61	0.1	21	0.0	37.1	42.8

ATC59



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
59	Dykehead Road, approx. 50m east of the junction with the A73 Stirling Road	East	30	Monday, 03 November 2025	Sunday, 09 November 2025	2949	495	421	560	19.0	142	4.8	13	0.4	24.8	30.9
		West	30	Monday, 03 November 2025	Sunday, 09 November 2025	2597	442	371	351	13.5	88	3.4	2	0.1	22.5	29.5
		East West	30	Monday, 03 November 2025	Sunday, 09 November 2025	5546	938	792	911	16.4	230	4.1	15	0.3	23.7	30.3

ATC60



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
60	A73 Stirling Road, approx. 100m south of the junction with Dykehead Road	North	30	Monday, 03 November 2025	Sunday, 09 November 2025	54576	8715	7797	31355	57.5	11902	21.8	617	1.1	30.9	36.5
		South	30	Monday, 03 November 2025	Sunday, 09 November 2025	52932	8431	7562	46210	87.3	21130	39.9	865	1.6	34.4	38.5
		North South	30	Monday, 03 November 2025	Sunday, 09 November 2025	107508	17146	15358	77565	72.2	33032	30.7	1482	1.4	32.6	37.6

ATC61



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
61	Airdriehill Road, approx. 250m east of the junction with Burnhead Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	7010	1078	1001	0	0.0	0	0.0	0	0.0	30.2	33.6
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	5809	912	830	1	0.0	0	0.0	0	0.0	32.9	37.6
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	12819	1990	1831	1	0.0	0	0.0	0	0.0	31.5	35.8

ATC62



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
62	Burnhead Road, approx. 400m west of Church Crescent	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	7318	1145	1045	0	0.0	0	0.0	0	0.0	33.3	37.8
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	4977	807	711	2	0.0	0	0.0	0	0.0	33.2	38.5
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	12295	1951	1756	2	0.0	0	0.0	0	0.0	33.3	38.1

ATC63



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
63	A73 Motherwell Street, approx. 100m south of the junction with Nicol Street	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	44028	6806	6290	24097	54.7	7024	16.0	289	0.7	30.6	35.2
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	44421	6814	6346	22761	51.2	5190	11.7	189	0.4	30.4	34.2
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	88449	13620	12636	46858	53.0	12214	13.8	478	0.5	30.5	34.7

ATC64



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
64	A73 Motherwell Street, approx. 50m north of the junction with Kenilworth Drive	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	43858	6729	6265	19610	44.7	2711	6.2	51	0.1	29.7	33.0
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	45879	6996	6554	23042	50.2	4516	9.8	68	0.1	30.0	33.9
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	89737	13725	12820	42652	47.5	7227	8.1	119	0.1	29.8	33.4

ATC65



17288 / Falkirk & North Lanarkshire

October 2025

Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
65	A89 Forrest Street, approx. 200m east of the junction with Connor Street	North	30	Sunday, 05 October 2025	Saturday, 11 October 2025	37101	5651	5300	30901	83.3	12274	33.1	332	0.9	33.6	37.5
		South	30	Sunday, 05 October 2025	Saturday, 11 October 2025	38899	5926	5557	20980	53.9	3326	8.6	36	0.1	30.0	33.8
		North South	30	Sunday, 05 October 2025	Saturday, 11 October 2025	76000	11577	10857	51881	68.3	15600	20.5	368	0.5	31.8	35.9

ATC66



17288 / Falkirk & North Lanarkshire

October 2025

Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
66	A89 Forrest Road, approx. 50m east of the junction with Colston Road	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	38418	5757	5488	3181	8.3	393	1.0	41	0.1	25.2	28.6
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	41973	6281	5996	1187	2.8	135	0.3	30	0.1	22.1	26.3
		East West	30	Friday, 03 October 2025	Thursday, 09 October 2025	80391	12038	11484	4368	5.4	528	0.7	71	0.1	23.6	27.7

ATC67



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
67	A73 Carlisle Road, approx. 100m north of the junction with S Biggar Road	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	58116	8865	8302	19707	33.9	3738	6.4	167	0.3	27.9	32.5
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	59886	9207	8555	21165	35.3	4357	7.3	212	0.4	28.3	32.8
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	118002	18072	16857	40872	34.6	8095	6.9	379	0.3	28.1	32.7

ATC68



October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
68	A73 Carlisle Road, approx. 100m north of the junction with Burniebrae Road	North	40	Friday, 03 October 2025	Thursday, 09 October 2025	59689	9135	8527	3084	5.2	419	0.7	40	0.1	31.0	36.9
		South	40	Friday, 03 October 2025	Thursday, 09 October 2025	57692	8821	8242	2467	4.3	262	0.5	14	0.0	32.3	36.7
		North South	40	Friday, 03 October 2025	Thursday, 09 October 2025	117381	17956	16769	5551	4.7	681	0.6	54	0.0	31.7	36.8

ATC69



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
69	Burniebrae Road, approx. 50m south of the junction with Elm Drive	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	17729	2845	2533	658	3.7	65	0.4	3	0.0	23.9	27.1
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	17501	2776	2500	4879	27.9	1065	6.1	35	0.2	26.7	32.2
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	35230	5621	5033	5537	15.7	1130	3.2	38	0.1	25.3	30.2

ATC70



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
70	Craigens Road, approx. 50m north of the junction with Bowhouse Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	993	164	142	0	0.0	0	0.0	0	0.0	33.9	40.2
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	927	149	132	1	0.1	1	0.1	0	0.0	31.4	37.2
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	1920	313	274	1	0.1	1	0.1	0	0.0	32.7	38.9

ATC71



17288 / Falkirk & North Lanarkshire

October 2025

Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
71	Roughrigg Road, approx. 250m east of the roundabout with Craigens Road	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	2894	538	413	2	0.1	0	0.0	0	0.0	30.1	37.1
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	2773	522	396	0	0.0	0	0.0	0	0.0	28.8	35.0
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	5667	1060	810	2	0.0	0	0.0	0	0.0	29.5	36.1

ATC72



17288 / Falkirk & North Lanarkshire

October 2025

Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
72	Nisbett Street, approx. 50m east of the junction with Nisbett Place	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	971	165	139	23	2.4	1	0.1	0	0.0	22.1	25.7
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	905	153	129	19	2.1	0	0.0	0	0.0	21.7	25.7
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	1876	319	268	42	2.2	1	0.1	0	0.0	21.9	25.7

ATC73



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
73	A73 Bellside Road, approx. 150m north of the roundabout with Lancaster Avenue	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	47136	7404	6734	106	0.2	29	0.1	10	0.0	37.3	42.1
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	49163	7597	7023	280	0.6	53	0.1	18	0.0	40.2	46.2
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	96299	15001	13757	386	0.4	82	0.1	28	0.0	38.8	44.3

ATC74



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
74	Lancaster Avenue, approx. 100m west of the roundabout with the A73	North	40	Friday, 03 October 2025	Thursday, 09 October 2025	17706	2765	2529	2549	14.4	345	1.9	23	0.1	35.1	39.8
		South	40	Friday, 03 October 2025	Thursday, 09 October 2025	14426	2231	2061	1064	7.4	151	1.0	16	0.1	33.9	37.9
		North South	40	Friday, 03 October 2025	Thursday, 09 October 2025	32132	4997	4590	3613	11.2	496	1.5	39	0.1	34.6	39.0

ATC75



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
75	A73 Bellside Road, approx. 100m south of the Newhouse Junction	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	91574	14370	13082	54	0.1	8	0.0	1	0.0	35.0	39.8
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	88433	13949	12633	29	0.0	2	0.0	0	0.0	30.2	37.7

ATC76



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
76	A775 Edinburgh Road, approx. 225m west of the roundabout with the A73	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	25594	4279	3656	0	0.0	0	0.0	0	0.0	27.2	33.6
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	24226	3987	3461	12	0.1	5	0.0	5	0.0	30.2	35.9
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	49820	8266	7117	12	0.0	5	0.0	5	0.0	28.7	34.8

ATC77



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
77	Glasgow and Edinburgh Road, approx. 50m north of the roundabout with the A775	North	60	Tuesday, 21 October 2025	Monday, 27 October 2025	5563	934	795	0	0.0	0	0.0	0	0.0	26.1	30.8
		South	60	Tuesday, 21 October 2025	Monday, 27 October 2025	7959	1347	1137	0	0.0	0	0.0	0	0.0	26.1	30.4
		North South	60	Tuesday, 21 October 2025	Monday, 27 October 2025	13522	2281	1932	0	0.0	0	0.0	0	0.0	26.1	30.5

ATC78



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
78	Legbrannock Road, approx. 100m south of the junction with the A775 Edinburgh Road	North	60	Tuesday, 21 October 2025	Monday, 27 October 2025	7690	1324	1099	0	0.0	0	0.0	0	0.0	33.7	40.6
		South	60	Tuesday, 21 October 2025	Monday, 27 October 2025	8029	1372	1147	3	0.0	0	0.0	0	0.0	31.9	36.6
		North South	60	Tuesday, 21 October 2025	Monday, 27 October 2025	15719	2696	2246	3	0.0	0	0.0	0	0.0	32.8	38.8

ATC79



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
79	Kirk Road, approx. 100m north of the junction with Beech Crescent	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	14504	2551	2072	0	0.0	0	0.0	0	0.0	29.3	34.3
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	13123	2274	1875	1	0.0	0	0.0	0	0.0	29.0	33.4
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	27627	4825	3947	1	0.0	0	0.0	0	0.0	29.2	33.9

ATC80



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
80	Rowantree Avenue (northern side), approx. 100m west of the roundabout with Lauchope Road	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	23401	4117	3343	10	0.0	1	0.0	0	0.0	31.7	36.7

ATC81



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
81	Rowantree Avenue (southern side), approx. 100m west of the roundabout with Lauchope Road	West	60	Friday, 03 October 2025	Thursday, 09 October 2025	22690	4043	3241	5	0.0	0	0.0	0	0.0	31.2	35.8

ATC82



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
82	Biggar Road, approx. 250m south of the junction with the A775 Edinburgh Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	2474	437	353	0	0.0	0	0.0	0	0.0	29.3	34.3
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	2255	387	322	0	0.0	0	0.0	0	0.0	27.6	32.8
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	4729	824	676	0	0.0	0	0.0	0	0.0	28.5	33.6

ATC83



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
83	B7066 Motherwell Road, approx. 150 south of the junction with the A73 Carlisle Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	34806	5459	4972	118	0.3	24	0.1	5	0.0	38.4	45.5
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	30710	4778	4387	162	0.5	28	0.1	5	0.0	41.0	46.4
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	65516	10236	9359	280	0.4	52	0.1	10	0.0	39.7	46.0

ATC84



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
84	A73 Carlisle Road, approx. 750m south of the junction with the B7066 Motherwell Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	48984	7645	6998	2023	4.1	286	0.6	59	0.1	47.0	54.9
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	48429	7623	6918	2422	5.0	324	0.7	82	0.2	49.0	55.7
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	97413	15268	13916	4445	4.6	610	0.6	141	0.1	48.0	55.3

ATC85



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
85	Hareshaw Road, approx. 100m east of the junction with the A73 Carlisle Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	1604	261	229	1	0.1	0	0.0	0	0.0	29.3	34.4
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	1020	161	146	0	0.0	0	0.0	0	0.0	30.5	35.7
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	2624	422	375	1	0.0	0	0.0	0	0.0	29.8	35.0

ATC86



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
86	Greenhill Road, approx. 50m south of the junction with Hareshaw Road	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	1192	188	170	51	4.3	12	1.0	0	0.0	19.7	25.7
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	1217	188	174	55	4.5	8	0.7	0	0.0	19.9	26.2
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	2409	376	344	106	4.4	20	0.8	0	0.0	19.8	25.9

ATC87



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
87	A73 Carlisle Road, approx. 500m south of the junction with Hareshaw Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	48488	7527	6927	2012	4.1	303	0.6	84	0.2	48.1	54.6
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	46893	7356	6699	1995	4.3	263	0.6	70	0.1	49.5	55.1
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	95381	14883	13626	4007	4.2	566	0.6	154	0.2	48.8	54.8

ATC88



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
88	Fernieshaw Road, approx. 250m south of the junction with Greenhill Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	233	39	33	0	0.0	0	0.0	0	0.0	30.4	38.3
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	297	49	42	0	0.0	0	0.0	0	0.0	29.4	36.6
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	530	88	76	0	0.0	0	0.0	0	0.0	29.9	37.4

ATC89



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
89	Greenhill Road, approx. 100m east of junction with Fernieshaw Road	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	346	52	49	1	0.3	0	0.0	0	0.0	30.7	39.4
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	437	73	62	1	0.2	0	0.0	0	0.0	34.2	42.2
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	783	125	112	2	0.3	0	0.0	0	0.0	32.6	41.0

ATC90



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
90	Muiredge and Jersey Road, approx. 100m north of the junction with Greenhill Road	North	60	Tuesday, 21 October 2025	Monday, 27 October 2025	194	29	28	1	0.5	0	0.0	0	0.0	28.8	39.5
		South	60	Tuesday, 21 October 2025	Monday, 27 October 2025	238	36	34	4	1.7	0	0.0	0	0.0	29.9	39.2
		North South	60	Tuesday, 21 October 2025	Monday, 27 October 2025	432	65	62	5	1.2	0	0.0	0	0.0	29.4	39.4

ATC91



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
91	Muiredge and Jersey Road, approx. 500m south of the junction with Greenhill Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	488	82	70	1	0.2	0	0.0	0	0.0	31.7	40.2
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	467	69	67	0	0.0	0	0.0	0	0.0	28.5	36.2
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	955	151	136	1	0.1	0	0.0	0	0.0	30.1	38.7

ATC92



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
92	Foulburn Road, approx. 750m east of the junction with Muiredge and Jersey Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	2311	376	330	0	0.0	0	0.0	0	0.0	33.9	39.0
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	2522	418	360	1	0.0	0	0.0	0	0.0	36.4	41.8
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	4833	793	690	1	0.0	0	0.0	0	0.0	35.2	40.5

ATC93



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
93	Allanton Road, approx. 100m west of the junction with Mill Road	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	3596	562	514	1	0.0	0	0.0	0	0.0	35.4	40.6
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	2961	472	423	2	0.1	0	0.0	0	0.0	33.8	39.3
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	6557	1034	937	3	0.0	0	0.0	0	0.0	34.7	40.0

ATC94



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
94	Mill Road, approx. 50m north of the junction with Allanton Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	7306	1136	1044	1	0.0	0	0.0	0	0.0	31.3	35.9
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	7628	1198	1090	0	0.0	0	0.0	0	0.0	30.9	35.6
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	14934	2335	2133	1	0.0	0	0.0	0	0.0	31.1	35.8

ATC95



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
95	A71, approx. 500m west of the roundabout with Allanton Road	North	50	Tuesday, 21 October 2025	Monday, 27 October 2025	28348	4570	4050	13529	47.7	3419	12.1	537	1.9	50.2	56.0
		South	50	Tuesday, 21 October 2025	Monday, 27 October 2025	29026	4589	4147	14147	48.7	3473	12.0	581	2.0	50.2	55.9
		North South	50	Tuesday, 21 October 2025	Monday, 27 October 2025	57374	9158	8196	27676	48.2	6892	12.0	1118	1.9	50.2	56.0

ATC96



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
96	A71 Allanton Road, approx. 50m east of the junction with Houldsworth Crescent	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	29597	4666	4228	15951	53.9	3923	13.3	187	0.6	30.7	34.7
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	28780	4481	4111	16172	56.2	4053	14.1	173	0.6	30.9	34.8
		East West	30	Friday, 03 October 2025	Thursday, 09 October 2025	58377	9147	8340	32123	55.0	7976	13.7	360	0.6	30.8	34.7

ATC97



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
97	Mill Road, approx. 750m south of the junction with Newark Gate	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	765	124	109	0	0.0	0	0.0	0	0.0	34.3	41.7
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	657	105	94	0	0.0	0	0.0	0	0.0	32.8	39.8
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	1422	229	203	0	0.0	0	0.0	0	0.0	33.6	41.0

ATC98



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
98	Daviesdyke Road, approx. 50m east of unclassified road	East	60	Friday, 03 October 2025	Thursday, 09 October 2025	287	46	41	0	0.0	0	0.0	0	0.0	28.6	34.6
		West	60	Friday, 03 October 2025	Thursday, 09 October 2025	282	44	40	0	0.0	0	0.0	0	0.0	29.2	35.1
		East West	60	Friday, 03 October 2025	Thursday, 09 October 2025	569	90	81	0	0.0	0	0.0	0	0.0	28.9	34.8

ATC99



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
99	Unclassified road, approx. 100m south of the junction with Daviesdyke Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	487	78	70	0	0.0	0	0.0	0	0.0	32.8	38.9
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	537	87	77	0	0.0	0	0.0	0	0.0	32.2	38.1
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	1024	165	146	0	0.0	0	0.0	0	0.0	32.5	38.5

ATC100



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
100	Mill Road, approx. 50m east of the junction with Morningside Road	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	1041	169	149	376	36.1	143	13.7	18	1.7	27.9	34.6
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	984	158	141	407	41.4	152	15.5	13	1.3	28.3	35.1
		East West	30	Friday, 03 October 2025	Thursday, 09 October 2025	2025	327	289	783	38.7	295	14.6	31	1.5	28.1	34.9

ATC101



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
101	Morningside Road, approx. 50m north of the junction with Shankly Drive	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	17024	2688	2432	87	0.5	17	0.1	7	0.0	15.5	18.7
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	16670	2694	2381	95	0.6	43	0.3	22	0.1	15.1	17.9
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	33694	5382	4813	182	0.5	60	0.2	29	0.1	15.3	18.3

ATC102



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
102	A71, approx. 100m east of the Newmains Roundabout	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	38570	5906	5510	34300	88.9	19056	49.4	1277	3.3	35.3	39.9
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	38663	5913	5523	21924	56.7	8436	21.8	412	1.1	30.4	36.4
		East West	30	Friday, 03 October 2025	Thursday, 09 October 2025	77233	11819	11033	56224	72.8	27492	35.6	1689	2.2	32.9	38.5

ATC103



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
103	A71 Main Street, approx. 100m south of the Newmains Roundabout	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	36861	5675	5266	14010	38.0	2662	7.2	63	0.2	28.5	33.0
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	36526	5685	5218	24915	68.2	10153	27.8	396	1.1	32.1	37.1
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	73387	11360	10484	38925	53.0	12815	17.5	459	0.6	30.3	35.5

ATC104



October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
104	A73 Westwood Road, approx. 50m north of the junction with Newton Drive	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	55375	8409	7911	26654	48.1	5587	10.1	171	0.3	30.1	33.9
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	52911	8069	7559	23902	45.2	5589	10.6	207	0.4	29.3	33.9
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	108286	16478	15469	50556	46.7	11176	10.3	378	0.3	29.7	33.9

ATC105



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
105	A722 Manse Road, approx. 75m west of the junction with School Road	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	47001	6963	6714	4900	10.4	1024	2.2	67	0.1	23.5	29.0
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	45913	6771	6559	8292	18.1	1407	3.1	68	0.1	25.9	30.5
		East West	30	Friday, 03 October 2025	Thursday, 09 October 2025	92914	13735	13273	13192	14.2	2431	2.6	135	0.1	24.7	29.9

ATC106



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
106	Woodhall Road, approx. 250m west of the junction with the A71 Overtown Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	4417	703	631	6	0.1	1	0.0	0	0.0	33.5	39.0
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	4104	657	586	2	0.0	0	0.0	0	0.0	33.1	38.3
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	8521	1360	1217	8	0.1	1	0.0	0	0.0	33.3	38.7

ATC107



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	#REF!	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
107	A73 Main Street, approx. 500m north of the junction with Chapel Road	#REF!	#REF!	Saturday, 01 November 2025	Thursday, 06 November 2025	23130	4182	3855	868	3.8	135	0.6	37	0.2	47.1	54.0
		#REF!	#REF!	Saturday, 01 November 2025	Thursday, 06 November 2025	21643	3912	3607	468	2.2	73	0.3	21	0.1	44.8	51.6
		#REF!	#REF!	Saturday, 01 November 2025	Thursday, 06 November 2025	44773	8094	7462	1336	3.0	208	0.5	58	0.1	46.0	53.0

ATC108



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
108	A71 Overtown Road, approx. 400m north of the junction with Wishaw Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	18805	2972	2686	263	1.4	59	0.3	20	0.1	42.3	48.8
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	16274	2601	2325	281	1.7	54	0.3	14	0.1	43.1	49.8
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	35079	5574	5011	544	1.6	113	0.3	34	0.1	42.7	49.2

ATC109



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
109	A71 Overtown Road, approx. 200m south of the junction with Wishaw Road	North	60	Friday, 03 October 2025	Thursday, 09 October 2025	28586	4529	4084	80	0.3	18	0.1	6	0.0	37.0	42.6
		South	60	Friday, 03 October 2025	Thursday, 09 October 2025	28443	4499	4063	108	0.4	21	0.1	10	0.0	38.4	43.8
		North South	60	Friday, 03 October 2025	Thursday, 09 October 2025	57029	9028	8147	188	0.3	39	0.1	16	0.0	37.7	43.3

ATC110



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
110	A71 Main Street, approx. 100m south of the junction with B754 Castlehill Road	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	31443	4912	4492	5052	16.1	1046	3.3	41	0.1	22.9	30.2
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	33267	5185	4752	13508	40.6	2705	8.1	93	0.3	29.2	33.2
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	64710	10098	9244	18560	28.7	3751	5.8	134	0.2	26.1	32.2

ATC111



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
111	8754 Castlehill Road, approx. 250m west of the junction with the A71 Main Street	East	30	Tuesday, 21 October 2025	Monday, 27 October 2025	29797	4555	4257	3258	10.9	745	2.5	54	0.2	22.2	28.9
		West	30	Tuesday, 21 October 2025	Monday, 27 October 2025	29067	4485	4152	4413	15.2	754	2.6	45	0.2	24.1	30.1
		East West	30	Tuesday, 21 October 2025	Monday, 27 October 2025	58864	9040	8409	7671	13.0	1499	2.5	99	0.2	23.2	29.5

ATC112



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
112	8754 Castlehill Road, approx. 75m north of the roundabout with Allershaw Road	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	34103	5334	4872	2263	6.6	173	0.5	13	0.0	25.9	28.6
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	35296	5504	5042	4291	12.2	268	0.8	3	0.0	26.3	29.5
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	69399	10839	9914	6554	9.4	441	0.6	16	0.0	26.1	29.1

ATC113



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
113	Allershaw Road, approx. 100m east of the roundabout with the B754 Castlehill Road	East	30	Friday, 03 October 2025	Thursday, 09 October 2025	724	114	103	103	14.2	13	1.8	0	0.0	25.6	30.0
		West	30	Friday, 03 October 2025	Thursday, 09 October 2025	719	112	103	121	16.8	30	4.2	1	0.1	25.3	30.4
		East West	30	Friday, 03 October 2025	Thursday, 09 October 2025	1443	226	206	224	15.5	43	3.0	1	0.1	25.5	30.1

ATC114



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
114	Tarbert Avenue, approx. 50m east of the junction with the B7032 Caledonian Road	North	30	Friday, 03 October 2025	Thursday, 09 October 2025	9807	1464	1401	68	0.7	9	0.1	0	0.0	18.1	23.0
		South	30	Friday, 03 October 2025	Thursday, 09 October 2025	9805	1463	1401	15	0.2	1	0.0	0	0.0	18.9	22.4
		North South	30	Friday, 03 October 2025	Thursday, 09 October 2025	19612	2928	2802	83	0.4	10	0.1	0	0.0	18.5	22.7

ATC115



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
115	A71 Horsley Brae, approx. 250m north of the Garrion Bridge	North	40	Friday, 03 October 2025	Thursday, 09 October 2025	65491	10258	9356	7416	11.3	1203	1.8	138	0.2	32.8	39.0
		South	40	Friday, 03 October 2025	Thursday, 09 October 2025	66135	10421	9448	3545	5.4	607	0.9	110	0.2	31.6	36.7
		North South	40	Friday, 03 October 2025	Thursday, 09 October 2025	131626	20679	18804	10961	8.3	1810	1.4	248	0.2	32.2	38.0

ATC116



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
116	A71 Cornsilloch Brae, approx. 250m north of the Garrion Bridge	North	50	Friday, 03 October 2025	Thursday, 09 October 2025	73329	11394	10476	379	0.5	66	0.1	16	0.0	34.8	39.8
		South	50	Friday, 03 October 2025	Thursday, 09 October 2025	71922	11259	10275	374	0.5	79	0.1	21	0.0	34.4	39.6
		North South	50	Friday, 03 October 2025	Thursday, 09 October 2025	145251	22654	20750	753	0.5	145	0.1	37	0.0	34.6	39.7

ATC117



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
117	A71 Ayr Road, approx. 200m west of the roundabout with the A72	North	50	Friday, 03 October 2025	Thursday, 09 October 2025	34236	5272	4891	4057	11.9	650	1.9	110	0.3	43.6	49.1
		South	50	Friday, 03 October 2025	Thursday, 09 October 2025	30756	4836	4394	3462	11.3	602	2.0	132	0.4	42.6	48.8
		North South	50	Friday, 03 October 2025	Thursday, 09 October 2025	64992	10109	9285	7519	11.6	1252	1.9	242	0.4	43.1	49.0

ATC118



17288 / Falkirk & North Lanarkshire
October 2025
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
118	A72 Lanark Road, approx. 250m east of the slip-road exiting the M74	East	50	Tuesday, 21 October 2025	Monday, 27 October 2025	52312	7695	7473	1754	3.4	295	0.6	71	0.1	39.5	44.7
		West	50	Tuesday, 21 October 2025	Monday, 27 October 2025	39756	5928	5679	998	2.5	163	0.4	32	0.1	36.7	44.0
		East West	50	Tuesday, 21 October 2025	Monday, 27 October 2025	92068	13623	13153	2752	3.0	458	0.5	103	0.1	38.3	44.4

Appendix 4

DWNO – Cumbernauld Daily Construction Traffic Calculation

Introduction

The Traffic and Transport chapter of the EIAR requires forecast **daily** construction traffic.

To forecast daily construction traffic AECOM has reviewed information provided by the project team. Information reviewed includes.

- Construction Traffic Management Plans (CTMP) for all OHL and Substations – provided by Morgan Sindall.
- Denny to Wishaw Works Construction Programme – provided by SPEN.

Morgan Sindall CTMP identify the **total** number of construction vehicle movements required to complete each OHL and Substation. The SPEN construction programme provides work durations for each OHL and Substation, identifying start and end dates, and a corresponding works duration expressed in number of working days.

Daily Construction Traffic

AECOM propose to calculate daily construction traffic by assuming a 'flat' or 'average' profile for construction vehicle movements across each OHL and Substation construction programme.

Worked Example

Cumbernauld Substation

- Morgan Sindall TMP **total** construction traffic movements = 17,847 LGV + 57,075 HGV.
- SPEN construction programme. 790 days (noting Morgan Sindall TMP stipulates 7-day working)
- AECOM **daily** construction traffic forecast. $(17,847 / 790) = 24 \text{ LGV} + (57,075 / 790) = 74 \text{ HGV}$.

Note AECOM daily LGV and HGV totals will be rounded up to even numbers to reflect propensity for construction traffic to arrive and depart site on the same working day.

Application to Study Area Roads

The AECOM 'flat' or 'average' profile methodology is typically used in EIAR for calculating **daily** traffic when specific patterns or 'peaks' in construction / construction vehicle activity are not identified within construction programmes.

The AECOM methodology is applicable to all traffic data provided in Morgan Sindall CTMP and is scalable down to the individual roads identified in Morgan Sindall CTMP.

Limitations

If any part of OHL or Substation works are likely to have significant 'peaks' in construction / construction vehicle activity within their construction programmes, the 'flat' or 'average' profile assessment proposed by AECOM would not capture those peaks in terms of daily construction traffic.

Appendix 5

New Overhead Line – Total Construction Traffic

Total Traffic - New Overhead Line		Time																																								
Year	2026	2027												2028												2029												2030				
Calendar Month	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
Programme Month	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		
Road	ZG																																									
	WB																																									
	XX																																									
	XR																																									
	Denny North Sub																																									
	Bonnybridge Sub																																									
	Eastenhurst Sub																																									
	Newarthill Sub																																									
	Wishaw Sub																																									
	Cumbernauld Sub																																									
	A883 Bonnybridge							54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	
	B9095 (M876 Junction 1)							54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	
	A883 (M876 Junction 1)							54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	
	A8004 Checkbar							54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54
	A803 Bonnybridge Substation							18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
	A803 Falkirk Road							2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	B816 Bridge Street							2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Foundry Road							2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	A803 Glasgow Road							36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
	Main Street Camelon							36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
	B816 Glenfuir Road							36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
	B816 Tamfourhill Road							36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
	B816 Bonnyhill Road							36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
	Beam Road							18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
	Greenhill Road							12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
	Glenyards Road							12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
	B816 Seabegs Road							12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
	Lochgreen Road							10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
	Skipperton Burn Road							12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
	B816 Castecary Road							20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
	Forest Road Wardpark							20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
	Forest Road Abrohill							20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
	Arns Road							8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
	Fannyside Road							8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
	Forest Road Blackthorn Roundabout							12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
	Forest Road Cumbernauld Substation							4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
	B8054 Lenziemill Road East							8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
	Palacerigg Road							8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
	B8054 Lenziemill Road West							8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
	A73 Greenfaulds							34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	
A73 Blairlinn							26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26		
Hulks Road							8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8		
B8030 Stirling Road Blackbog							8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8		
A73 Riggend							18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18		
Brackenhiirst Road							8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8		
B803 Greengairs Road West							6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6			
B803 Greengairs Road East							6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6			
A73 Strand Stirling Road							4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
B803 Raebog Road							4	4	4	4																																

New Overhead Line – HGV Construction Traffic

[illegible]

Upated Overhead Line– Total Construction Traffic

[illegible]

Upated Overhead Line– HGV Construction Traffic

[illegible]

Denny North Substation – Total Construction Traffic

Total Traffic - Denny North		Time																																								
Year	2026	2027												2028												2029												2030				
Calendar Month	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
Programme Month	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		
Road	2G																																									
	WB																																									
	XX																																									
	XR																																									
	Denny North Sub																																									
	Bonnybridge Sub																																									
	Easterhouse Sub																																									
	Newarthill Sub																																									
	Wishaw Sub																																									
	Cumbernauld Sub																																									
	A872 Denny												66	66	66	66	66	66	66	66	66																					
	Denny North Substation Road												0	0	0	0	0	0	0	0	0																					
	Roman Road / Bore Row												0	0	0	0	0	0	0	0	0																					
M80 Bankhead - Bannockburn												66	66	66	66	66	66	66	66	66																						
M80 Bankhead - Old Inns Junction												66	66	66	66	66	66	66	66	66																						
M80 Junction 4-6												66	66	66	66	66	66	66	66	66																						

Denny North Substation – HGV Construction Traffic

[illegible]

Bonnybridge Substation – Total Construction Traffic

[illegible]

Bonnybridge Substation – HGV Construction Traffic

HGV Traffic - Bonnybridge Substation														Time																																						
Year	2026													2027												2028												2029												2030		
Calendar Month	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar												
Programme Month	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												
Road	ZG																																																			
	WB																																																			
	XX																																																			
	XR																																																			
	Denny North Sub																																																			
	Bonnybridge Sub																																																			
	Easterhouse Sub																																																			
	Newarthill Sub																																																			
	Wishaw Sub																																																			
	Cumbernauld Sub																																																			
	A883 Bonnybridge												2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2												
	B9095 (M876 Junction 1)											2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2												
	A883 (M876 Junction 1)											2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2												
	A8004 Checkbar											2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2												
	A803 Bonnybridge Substation											2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2												
	M876											2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2												
	M876 Bankhead - Checkbar Junction											2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2												
M80 Bankhead - Old Inns Junction											2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2													
M80 Junction 4-6											2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2													

Cumbernauld Substation – Total Construction Traffic

[illegible]

Cumbernauld Substation – HGV Construction Traffic

[illegible]

Wishaw Substation – Total Construction Traffic

[illegible]

Wishaw Substation – HGV Construction Traffic

[illegible]

Project- Wide – Total Construction Traffic (1/3)

[illegible]

Project- Wide – Total Construction Traffic (2/3)

[illegible]

Project- Wide – Total Construction Traffic (3/3)

[illegible]

Project- Wide – HGV Construction Traffic (1/3)

HGV Traffic - Project-wide			Time																																							
Year	2026	2027												2028												2029												2030				
Calendar Month	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
Programme Month	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		
Road	ZG																																									
	WB																																									
	XX																																									
	XR																																									
	Denny North Sub																																									
	Bonnybridge Sub																																									
	Easterhouse Sub																																									
	Newarthill Sub																																									
	Wishaw Sub																																									
	Cumbernauld Sub																																									
	A872 Denny	0	0	0	0	0	0	0	0	0	0	2	4	4	4	4	4	4	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Denny North Substation Road	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Roman Road / Bore Row	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	A9 Stirling Road Glenferrie	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	A9 Stirling Road North Broomage	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	B905 Denny Road	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	A883 Bonnybridge	0	0	0	0	0	0	32	32	32	32	40	40	40	40	40	40	40	40	40	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
	B9095 (M876 Junction 1)	0	0	0	0	0	0	32	32	32	32	42	42	42	42	42	42	42	42	42	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
	A883 (M876 Junction 1)	0	0	0	0	0	0	32	32	32	32	42	42	42	42	42	42	42	42	42	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
	A8004 Checkbar	0	0	0	0	0	0	32	32	32	32	42	42	42	42	42	42	42	42	42	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
	A803 Bonnybridge Substation	0	0	0	0	0	0	10	10	10	10	14	14	14	14	14	14	14	14	14	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	A803 Falkirk Road	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	B816 Bridge Street	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Foundry Road	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	A803 Glasgow Road	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	
	Main Street Camelon	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
	B816 Glenfuir Road	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
	B816 Tamfourhill Road	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
	B816 Bonnyhill Road	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
	Beam Road	0	0	0	0	0	0	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Greenhill Road	0	0	0	0	0	0	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
	Glenyards Road	0	0	0	0	0	0	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
	B816 Seabegs Road	0	0	0	0	0	0	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
	Lochgreen Road	0	0	0	0	0	0	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
	Skipperton Burn Road	0	0	0	0	0	0	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
	B816 Castlesary Road	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	Forest Road Wardpark	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Forest Road Aberrhill	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
Arns Road	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Fannyside Road	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Forest Road Blackthorn Roundabout	0	0	0	0	0	0	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6			
Forest Road Cumbernauld Substation	0	0	74	74	74	74	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76		
B8054 Lenziemill Road East	0	0	74	74	74	74	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78		
Palacerigg Road	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
B8054 Lenziemill Road West	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
A73 Greenfaulds	0	0	0	0	0	0	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16		
A73 Blairlinn	0	0	0	0	0	0	12	12	12	12	12	12	12	12	12	36	36	36	36	36	36	36	36	36																		

Project- Wide – HGV Construction Traffic (2/3)

HGV Traffic - Project-wide		Time																																							
Year	2026	2027												2028												2029												2030			
Calendar Month	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
Programme Month	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	
Road	ZG																																								
	WB																																								
	XX																																								
	XR																																								
	Denny North Sub																																								
	Bonnybridge Sub																																								
	Easterhouse Sub																																								
	Newarthill Sub																																								
	Wishaw Sub																																								
	Cumbernauld Sub																																								
	Brackenhill Road	0	0	0	0	0	0	4	4	4	4	4	4	4	4	8	8	8	8	8	8	8	8	8	4	4	4	4	4	4	4	4	4	4	4	4	0	0	0	0	
	B803 Greengairs Road West	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	
	B803 Greengairs Road East	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	
	A73 Strand Stirling Road	0	0	0	0	0	0	2	2	2	2	2	2	2	2	22	22	22	22	22	22	22	22	22	22	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0
	B802 Condorrat Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Condorrat Road Glenmavis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	B803 Raebog Road	0	0	0	0	0	0	2	2	2	2	2	2	2	2	8	8	8	8	8	8	8	8	8	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0
	Mollinsburn Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Yetts Hole Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Muirdyke Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Burnlip Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	6	6	6	6	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	B804 Garttiston Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	14	14	14	14	14	14	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Gartgill Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8	8	8	8	8	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Craignethan Drive	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	14	14	14	14	14	14	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A752 Lochend Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A752 Coatbridge Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A752 Gartcosh Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	A73 Stirling Road Dykehead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	14	14	14	14	14	14	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dykehead Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A73 Holehills	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Airdriehill Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	6	6	6	6	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Burnhead Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A73 Motherwell Street Rawyards	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A73 Motherwell Street Airdrie	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A89 Airdrie Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A89 Forrest Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A73 Carlisle Road Airdrie	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A73 Carlisle Road Chapethall	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8	8	8	8	8	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Burniebrae Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8	8	8	8	8	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Craigens Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Roughrigg Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lawmope Mill Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A73 Bellside Road Chapethall	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	14	14	14	14	14	14	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lancaster Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A73 Bellside Road Newhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	128	128	128	128	22	22	22	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A775 Edinburgh Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24	24	24	24	6	6	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Glasgow and Edinburgh Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Legbrannock Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kirk Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Project- Wide – HGV Construction Traffic (3/3)

HGV Traffic - Project-wide		Time																																																			
Road	Year	2026												2027												2028												2029												2030			
	Calendar Month	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar												
	Programme Month	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												
	ZG																																																				
	WB																																																				
	XX																																																				
	XR																																																				
Denny North Sub																																																					
Bonnybridge Sub																																																					
Easterhouse Sub																																																					
Newarthill Sub																																																					
Wishaw Sub																																																					
Cumbernauld Sub																																																					
Rowantree Avenue Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Rowantree Avenue Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Biggar Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16	16	16	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
B7066 Motherwell Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
A73 Carlisle Road Brownhill Farm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	90	90	90	90	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Hareshaw Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	36	36	36	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Greenhill Road North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30	30	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
A73 Cleland	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	54	54	54	54	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Fernieshaw Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Greenhill Road South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22	22	22	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Muireddge and Jersey Road North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Muireddge and Jersey Road South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16	16	16	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Foulburn Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16	16	16	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Atlanton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Mill Road Atlanton	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
A71 Orindledyke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	14	14	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
A71 Allanton	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	14	14	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Mill Road / Coltness Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Daviedyke Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Morningside East Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Mill Road Morningside	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Morningside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18	18	18	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
A71 Newmains	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	32	32	32	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
A73 Main Street Newmains	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22	22	22	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
A73 Westwood Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	54	54	54	54	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
A722 Manse Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	20	20	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Woodhall Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	20	20	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
A73 Bogside	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
A71 Overtown Road North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	20	20	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
A71 Overtown Road South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
A71 Horsley Brae	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
B754 Castletill Road	0	8	8	8	8	8	8	8	8	8	8	8	8	8	10	10	10	10	10	10	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8										
Castletill / Caledonian Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Altershaw Road	0	8	8	8	8	8	8	8	8	8	8	8	8	8	10	10	10	10	10	10	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8										
Tarbert Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
A723 Hamilton Road	0	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8											
B754 Airbles Road	0	8	8	8	8	8	8	8																																													

Appendix 6

New-build Overhead Line - Severance

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules															
Study Area Roads	Daily Traffic (12hr)						Development Traffic			Forecast Daily Traffic					
Road	Surveyed			Baseline		Growth 1.020	Daily			Total (Baseline + Development)			Percentage Increase		
	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total
A883 Bonnybridge	12089	244	12,333	12,331	249	12,580	22	32	54	12,353	281	12,634	0%	13%	0%
B9095 (M876 Junction 1)	5270	143	5,413	5,375	146	5,521	22	32	54	5,397	178	5,575	0%	22%	1%
A883 (M876 Junction 1)	15736	319	16,055	16,051	325	16,376	22	32	54	16,073	357	16,430	0%	10%	0%
A8004 Checkbar	9021	233	9,254	9,201	238	9,439	22	32	54	9,223	270	9,493	0%	13%	1%
A803 Bonnybridge Substation	6032	67	6,099	6,153	68	6,221	8	10	18	6,161	78	6,239	0%	15%	0%
A803 Falkirk Road	6207	46	6,253	6,331	47	6,378	0	2	2	6,331	49	6,380	0%	4%	0%
B816 Bridge Street	10210	205	10,415	10,414	209	10,623	0	2	2	10,414	211	10,625	0%	1%	0%
Foundry Road	1166	4	1,170	1,189	4	1,193	0	2	2	1,189	6	1,195	0%	49%	0%
A803 Glasgow Road	14295	230	14,525	14,581	235	14,816	14	22	36	14,595	257	14,852	0%	9%	0%
Main Street Camelon	16762	260	17,022	17,097	265	17,362	14	22	36	17,111	287	17,398	0%	8%	0%
B816 Glenfuir Road	11007	52	11,059	11,227	53	11,280	14	22	36	11,241	75	11,316	0%	41%	0%
B816 Tamfourhill Road	4429	98	4,527	4,518	100	4,618	14	22	36	4,532	122	4,654	0%	22%	1%
B816 Bonnyhill Road	2098	21	2,119	2,140	21	2,161	14	22	36	2,154	43	2,197	1%	103%	2%
Beam Road	617	5	622	629	5	634	6	12	18	635	17	652	1%	235%	3%
Greenhill Road	2,532	6	2,538	2,583	6	2,589	4	8	12	2,587	14	2,601	0%	131%	0%
Glenyards Road	530	1	531	541	1	542	4	8	12	545	9	554	1%	784%	2%
B816 Seabegs Road	4,082	59	4,141	4,164	60	4,224	4	8	12	4,168	68	4,236	0%	13%	0%
Lochgreen Road	583	10	593	595	10	605	2	8	10	597	18	615	0%	78%	2%
Skipperton Burn road	172	9	181	175	9	185	4	8	12	179	17	197	2%	87%	6%
B816 Castlecary Road	9,877	435	10,312	10,075	444	10,518	10	10	20	10,085	454	10,538	0%	2%	0%
Forest Road Wardpark	3,278	53	3,331	3,344	54	3,398	10	10	20	3,354	64	3,418	0%	18%	1%
Forest Road Abronhill	3,265	59	3,324	3,330	60	3,390	10	10	20	3,340	70	3,410	0%	17%	1%
Arns Road	162	0	162	165	0	165	4	4	8	169	4	173	2%	#DIV/0!	5%
Fannyside Road	909	7	916	927	7	934	4	4	8	931	11	942	0%	56%	1%
Forest Road Blackthorn Roundabout	4,346	70	4,416	4,433	71	4,504	6	6	12	4,439	77	4,516	0%	8%	0%
Forest Road Cumbernauld Substation	7,981	120	8,101	8,141	122	8,263	2	2	4	8,143	124	8,267	0%	2%	0%
B8054 Lenziemill Road East	9,690	256	9,946	9,884	261	10,145	4	4	8	9,888	265	10,153	0%	2%	0%
Palacerigg Road	1,011	31	1,042	1,031	32	1,063	4	4	8	1,035	36	1,071	0%	13%	1%
B8054 Lenziemill Road West	5,741	180	5,921	5,856	184	6,039	4	4	8	5,860	188	6,047	0%	2%	0%
A73 Greenfulds	6,464	406	6,870	6,593	414	7,007	18	16	34	6,611	430	7,041	0%	4%	0%
A73 Blairlinn	14,295	626	14,921	14,581	639	15,219	14	12	26	14,595	651	15,245	0%	2%	0%
Hulks Road	118	1	119	120	1	121	4	4	8	124	5	129	3%	392%	7%
B8039 Stirling Road Blackbog	3379	177	3,556	3,447	181	3,627	4	4	8	3,451	185	3,635	0%	2%	0%
A73 Riggend	6294	264	6,558	6,420	269	6,689	10	8	18	6,430	277	6,707	0%	3%	0%
Brackenhist Road	666	13	679	679	13	693	4	4	8	683	17	701	1%	30%	1%
B803 Greengairs Road west	4129	226	4,355	4,212	231	4,442	4	2	6	4,216	233	4,448	0%	1%	0%
B803 Greengairs Road east	3063	162	3,225	3,124	165	3,290	4	2	6	3,128	167	3,296	0%	1%	0%
B803 Raebog Road	8055	130	8,185	8,216	133	8,349	2	2	4	8,218	135	8,353	0%	2%	0%

New-build Overhead Line - Severance

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules															
Study Area Roads	Daily Traffic (12hr)						Development Traffic			Forecast Daily Traffic					
Road	Surveyed			Baseline		Growth	Daily			Total (Baseline + Development)			Percentage Increase		
	Car / LGV	HGV	Total	Car / LGV	HGV	1.020	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total
M876 Junction 1 - 2	38,818	4,082	42,900	39,594	4,164	43,758	22	30	52	39,616	4,194	43,810	0%	1%	0%
M876 Bankhead - Checkbar Junction	40,390	3,969	44,359	41,198	4,048	45,246	22	30	52	41,220	4,078	45,298	0%	1%	0%

Upated Overhead Lines - Severance

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules															
Study Area Roads	Daily Traffic (12hr)						Development Traffic			Forecast Daily Traffic					
Road	Surveyed			Baseline		Growth	Daily			Total (Baseline + Development)			Percentage Increase		
	Car / LGV	HGV	Total	Car / LGV	HGV	1.020	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total
A872 Denny	7935	152	8,087	8,094	155	8,249	2	2	4	8,096	157	8,253	0%	1%	0%
Denny Substation road	164	3	167	167	3	170	2	2	4	169	5	174	1%	65%	2%
A9 Stirling Road Glenbervie	11031	129	11,160	11,252	132	11,383	6	4	10	11,258	136	11,393	0%	3%	0%
A9 Stirling Road North Broomage	18525	236	18,761	18,896	241	19,136	6	4	10	18,902	245	19,146	0%	2%	0%
B905 Denny Road	3248	12	3,260	3,313	12	3,325	2	2	4	3,315	14	3,329	0%	16%	0%
A883 Bonnybridge	12089	244	12,333	12,331	249	12,580	6	6	12	12,337	255	12,592	0%	2%	0%
B9095 (M876 Junction 1)	5270	143	5,413	5,375	146	5,521	8	8	16	5,383	154	5,537	0%	5%	0%
A883 (M876 Junction 1)	15736	319	16,055	16,051	325	16,376	8	8	16	16,059	333	16,392	0%	2%	0%
A8004 Checkbar	9021	233	9,254	9,201	238	9,439	8	8	16	9,209	246	9,455	0%	3%	0%
A803 Bonnybridge Substation	6032	67	6,099	6,153	68	6,221	2	2	4	6,155	70	6,225	0%	3%	0%
A73 Greenfulds	6,464	406	6,870	6,593	414	7,007	32	24	56	6,625	438	7,063	0%	6%	1%
A73 Blairlinn	14,295	626	14,921	14,581	639	15,219	32	24	56	14,613	663	15,275	0%	4%	0%
A73 Riggend	6294	264	6,558	6,420	269	6,689	32	24	56	6,452	293	6,745	0%	9%	1%
Brackenhirst Road	666	13	679	679	13	693	4	4	8	683	17	701	1%	30%	1%
A73 Stand Stirling Road	16999	673	17,672	17,339	686	18,025	28	20	48	17,367	706	18,073	0%	3%	0%
B802 Condorrat Road	1831	23	1,854	1,868	23	1,891	4	4	8	1,872	27	1,899	0%	17%	0%
B803 Raebog Road	8055	130	8,185	8,216	133	8,349	10	6	16	8,226	139	8,365	0%	5%	0%
Yetts Hole Road	54	3	57	55	3	58	6	4	10	61	7	68	11%	131%	17%
Muirdyke Road	570	9	579	581	9	591	2	2	4	583	11	595	0%	22%	1%
Burnlip Road	181	3	184	185	3	188	8	6	14	193	9	202	4%	196%	7%
B804 Gartliston Road	5918	46	5,964	6,036	47	6,083	18	14	32	6,054	61	6,115	0%	30%	1%
Gartgill Road	433	6	439	442	6	448	10	8	18	452	14	466	2%	131%	4%
Craignethan Drve	4822	77	4,899	4,918	79	4,997	18	14	32	4,936	93	5,029	0%	18%	1%
A752 Lochend Road	11,177	278	11,455	11,401	284	11,684	2	2	4	11,403	286	11,688	0%	1%	0%
A73 Stirling Road Dykehead	16,239	461	16,700	16,564	470	17,034	18	14	32	16,582	484	17,066	0%	3%	0%
Dykehead Road	925	12	937	944	12	956	2	2	4	946	14	960	0%	16%	0%
A73 Holehills	16,655	490	17,145	16,988	500	17,488	14	10	24	17,002	510	17,512	0%	2%	0%
Airdriehill Road	1,984	6	1,990	2,024	6	2,030	6	6	12	2,030	12	2,042	0%	98%	1%
Burnhead Road	1,946	5	1,951	1,985	5	1,990	2	2	4	1,987	7	1,994	0%	39%	0%
A73 Motherwell Street Rawyards	13,110	508	13,618	13,372	518	13,890	8	4	12	13,380	522	13,902	0%	1%	0%
A73 Motherwell Street Airdrie	13,321	403	13,724	13,587	411	13,998	8	4	12	13,595	415	14,010	0%	1%	0%
A89 Airdrie Road	11,389	188	11,577	11,617	192	11,809	8	4	12	11,625	196	11,821	0%	2%	0%
A89 Forrest Street	11,823	216	12,039	12,059	220	12,280	8	4	12	12,067	224	12,292	0%	2%	0%
A73 Carlisle Road Chapethall	17,447	510	17,957	17,796	520	18,316	8	8	16	17,804	528	18,332	0%	2%	0%
Burniebrae Road	5,571	49	5,620	5,682	50	5,732	8	8	16	5,690	58	5,748	0%	16%	0%
Craigens Road	305	7	312	311	7	318	4	4	8	315	11	326	1%	56%	3%
Roughrigg Road	862	198	1,060	879	202	1,081	4	4	8	883	206	1,089	0%	2%	1%
Lawmope Mill Road	307	11	318	313	11	324	4	4	8	317	15	332	1%	36%	2%

Updated Overhead Lines - Severance

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules															
Study Area Roads	Daily Traffic (12hr)						Development Traffic			Forecast Daily Traffic					
Road	Surveyed			Baseline		Growth	Daily			Total (Baseline + Development)			Percentage Increase		
	Car / LGV	HGV	Total	Car / LGV	HGV	1.020	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total
A73 Bellside Road Chapelhall	14390	610	15,000	14,678	622	15,300	14	14	28	14,692	636	15,328	0%	2%	0%
Lancaster Avenue	4902	94	4,996	5,000	96	5,096	2	2	4	5,002	98	5,100	0%	2%	0%
A73 Bellside Road Newhouse	13311	638	13,949	13,577	651	14,228	122	128	250	13,699	779	14,478	1%	20%	2%
A775 Edinburgh Road	7708	559	8,267	7,862	570	8,432	22	24	46	7,884	594	8,478	0%	4%	1%
Glasgow and Edinburgh Road	2086	195	2,281	2,128	199	2,327	2	2	4	2,130	201	2,331	0%	1%	0%
Legbrannock Road	2551	145	2,696	2,602	148	2,750	4	4	8	2,606	152	2,758	0%	3%	0%
Kirk Road	4470	355	4,825	4,559	362	4,922	2	2	4	4,561	364	4,926	0%	1%	0%
Rowantree Avenue eastbound	3928	189	4,117	4,007	193	4,199	1	1	2	4,008	194	4,201	0%	1%	0%
Biggar Road	792	31	823	808	32	839	14	16	30	822	48	869	2%	51%	4%
B7066 Motherwell Road	9898	338	10,236	10,096	345	10,441	8	10	18	10,104	355	10,459	0%	3%	0%
A73 Carlisle Road Brownhill Farm	14864	404	15,268	15,161	412	15,573	86	90	176	15,247	502	15,749	1%	22%	1%
Hareshaw Road	416	6	422	424	6	430	34	36	70	458	42	500	8%	588%	16%
Greenhill Road North	368	8	376	375	8	384	28	30	58	403	38	442	7%	368%	15%
A73 Cleland	14446	438	14,884	14,735	447	15,182	52	54	106	14,787	501	15,288	0%	12%	1%
Greenhill Road South	122	4	126	124	4	129	20	22	42	144	26	171	16%	539%	33%
Muiredge and Jersey Road north	61	3	64	62	3	65	4	4	8	66	7	73	6%	131%	12%
Muiredge and Jersey Road south	135	17	152	138	17	155	14	16	30	152	33	185	10%	92%	19%
Foulburn Road	787	6	793	803	6	809	14	16	30	817	22	839	2%	261%	4%
Allanton Road	1,011	23	1,034	1,031	23	1,055	4	4	8	1,035	27	1,063	0%	17%	1%
Mill Road Allanton	2,317	19	2,336	2,363	19	2,383	4	4	8	2,367	23	2,391	0%	21%	0%
A71 Crindledyke	8,956	202	9,158	9,135	206	9,341	14	14	28	9,149	220	9,369	0%	7%	0%
A71 Allanton	8,945	201	9,146	9,124	205	9,329	14	14	28	9,138	219	9,357	0%	7%	0%
Mill Road / Coltness Avenue	224	4	228	228	4	233	10	10	20	238	14	253	4%	245%	9%
Daviesdyke Road	85	5	90	87	5	92	2	2	4	89	7	96	2%	39%	4%
Morningside East road	160	3	163	163	3	166	8	10	18	171	13	184	5%	327%	11%
Mill Road Morningside	319	8	327	325	8	334	8	10	18	333	18	352	2%	123%	5%
Morningside Road	5,254	128	5,382	5,359	131	5,490	14	18	32	5,373	149	5,522	0%	14%	1%
A71 Newmains	11,444	374	11,818	11,673	381	12,054	28	32	60	11,701	413	12,114	0%	8%	0%
A73 Main Street Newmains	10,854	507	11,361	11,071	517	11,588	24	22	46	11,095	539	11,634	0%	4%	0%
A73 Westwood Road	16,068	409	16,477	16,389	417	16,807	52	54	106	16,441	471	16,913	0%	13%	1%
A722 Manse Road	13633	101	13,734	13,906	103	14,009	22	20	42	13,928	123	14,051	0%	19%	0%
Woodhall Road	1341	19	1,360	1,368	19	1,387	22	20	42	1,390	39	1,429	2%	103%	3%
A73 Bogside	7809	286	8,095	7,965	292	8,257	2	2	4	7,967	294	8,261	0%	1%	0%
A71 Overtown Road north	5303	270	5,573	5,409	275	5,684	22	20	42	5,431	295	5,726	0%	7%	1%
A71 Overtown Road south	8516	511	9,027	8,686	521	9,208	12	12	24	8,698	533	9,232	0%	2%	0%
B754 Castlehill Road	8838	201	9,039	9,015	205	9,220	2	2	4	9,017	207	9,224	0%	1%	0%
Allershaw Road	221	5	226	225	5	231	2	2	4	227	7	235	1%	39%	2%
M8 Junction 6-8	72,670	7,465	80,135	74,123	7,614	81,738	124	130	254	74,247	7,744	81,992	0%	2%	0%
M8 Junction 8-10	86,705	3,703	90,408	88,439	3,777	92,216	124	130	254	88,563	3,907	92,470	0%	3%	0%

Denny North Substation - Severance

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules															
Study Area Roads	Daily Traffic (12hr)						Development Traffic			Forecast Daily Traffic					
Road	Surveyed			Baseline		Growth	Daily			Total			Percentage Increase		
						1.020				(Baseline + Development)					
	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total
A872 Denny	7935	152	8,087	8,094	155	8,249	64	2	66	8,158	157	8,315	1%	1%	1%
Denny Substation road	164	3	167	167	3	170	64	2	66	231	5	236	38%	65%	39%
M80 Bankhead - Bannockburn	36,457	3,864	40,321	37,186	3,941	41,127	64	2	66	37,250	3,943	41,193	0%	0%	0%
M80 Bankhead - Old Inns Junction	78,067	7,367	85,434	79,628	7,514	87,143	64	2	66	79,692	7,516	87,209	0%	0%	0%
M80 Junction 4 - 6	76,078	7,885	83,963	77,600	8,043	85,642	64	2	66	77,664	8,045	85,708	0%	0%	0%

Bonnybridge Substation - Severance

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules															
Study Area Roads	Daily Traffic (12hr)						Development Traffic			Forecast Daily Traffic					
Road	Surveyed			Baseline		Growth	Daily			Total			Percentage Increase		
						1.020				(Baseline + Development)					
	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total
A883 Bonnybridge	12089	244	12,333	12,331	249	12,580	26	2	28	12,357	251	12,608	0%	1%	0%
B9095 (M876 Junction 1)	5270	143	5,413	5,375	146	5,521	26	2	28	5,401	148	5,549	0%	1%	1%
A883 (M876 Junction 1)	15736	319	16,055	16,051	325	16,376	26	2	28	16,077	327	16,404	0%	1%	0%
A8004 Checkbar	9021	233	9,254	9,201	238	9,439	26	2	28	9,227	240	9,467	0%	1%	0%
A803 Bonnybridge Substation	6032	67	6,099	6,153	68	6,221	26	2	28	6,179	70	6,249	0%	3%	0%
M876	45,516	4,237	49,753	46,426	4,322	50,748	26	2	28	46,452	4,324	50,776	0%	0%	0%
M876 Bankhead - Checkbar Junction	40,390	3,969	44,359	41,198	4,048	45,246	26	2	28	41,224	4,050	45,274	0%	0%	0%
M80 Bankhead - Old Inns Junction	78,067	7,367	85,434	79,628	7,514	87,143	26	2	28	79,654	7,516	87,171	0%	0%	0%
M80 Junction 4 - 6	76,078	7,885	83,963	77,600	8,043	85,642	26	2	28	77,626	8,045	85,670	0%	0%	0%

Wishaw Substation - Severance

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules															
Study Area Roads		Daily Traffic (12hr)					Development Traffic			Forecast Daily Traffic					
Road	Surveyed			Baseline		Growth	Daily			Total			Percentage Increase		
						1.020				(Baseline + Development)					
	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total
B754 Castlehill Road	8838	201	9,039	9,015	205	9,220	27	8	35	9,042	213	9,255	0%	4%	0%
Allershaw Road	221	5	226	225	5	231	27	8	35	252	13	266	12%	157%	15%
A723 Hamilton Road	50452	2048	52,500	51,461	2,089	53,550	27	8	35	51,488	2,097	53,585	0%	0%	0%
B754 Airbles Road	28,638	1,162	29,800	29,211	1,185	30,396	27	8	35	29,238	1,193	30,431	0%	1%	0%
A721 Windmillhill Street	35,857	1,447	37,304	36,574	1,476	38,050	27	8	35	36,601	1,484	38,085	0%	1%	0%
B754 Shields Road	21,238	862	22,100	21,663	879	22,542	27	8	35	21,690	887	22,577	0%	1%	0%
B754 Netherton Road	21,238	862	22,100	21,663	879	22,542	27	8	35	21,690	887	22,577	0%	1%	0%
M80 Junction 4 - 6	76,078	7,885	83,963	77,600	8,043	85,642	27	8	35	77,627	8,051	85,677	0%	0%	0%
M73 Junction 2A - 3	56,818	6,600	63,418	57,954	6,732	64,686	27	8	35	57,981	6,740	64,721	0%	0%	0%
M73 Gartcosh - Baillieston	59,693	7,347	67,040	60,887	7,494	68,381	27	8	35	60,914	7,502	68,416	0%	0%	0%
M74 Junction 4 - 7	92,110	8,897	101,007	93,952	9,075	103,027	27	8	35	93,979	9,083	103,062	0%	0%	0%

Cumbernauld Substation - Severence

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules																				
Study Area Roads	Daily Traffic (12hr)							Development Traffic						Forecast Daily Traffic						IEMA Rules
Road	Surveyed			Baseline		Growth	Average Speed (mph)	Daily			Hourly		Hours	Total (Baseline + Development)			Percentage Increase			IEMA
						1.020							10							
	Car / LGV	HGV	Total	Car / LGV	HGV	Total		Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	
Forest Road Cumbernauld Substation	7,981	120	8,101	8,141	122	8,263		24	74	98	2	7	10	8,165	196	8,361	0%	60%	1%	Yes
B8054 Lenziemill Road East	9,690	256	9,946	9,884	261	10,145		24	74	98	2	7	10	9,908	335	10,243	0%	28%	1%	No
M80 Junction 4 - 6	76,078	7,885	83,963	77,600	8,043	85,642		24	74	98	2	7	10	77,624	8,117	85,740	0%	1%	0%	No
A8011 Glasgow Road	34819	1643	36,462	35,515	1,676	37,191		24	74	98	2	7	10	35,539	1,750	37,289	0%	4%	0%	No
B8039 Jane's Brae	15926	908	16,834	16,245	926	17,171		24	74	98	2	7	10	16,269	1,000	17,269	0%	8%	1%	No

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules																												
Study Area Roads		Daily Traffic						Development Traffic						Forecast Daily Traffic						IEMA Rules								
		Surveyed			Baseline			Growth			Average Speed (mph)	Daily			Hourly			Hours				Total			Percentage Increase			
		Car / LGV	HGV	Total	Car / LGV	HGV	Total	1,020	Car / LGV	HGV		Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV			HGV	Total	Car / LGV	HGV	Total		
A872 Denny		7935	152	8,087	8,094	155	8,249							66	4	70	7	0	7	8,160	159	8,319	1%	3%	1%	No		
Denny Substation road		164	3	167	167	3	170							2	2	4	0	0	0	169	5	174	1%	65%	2%	Yes		
Roman Road / Bore Row														0	0	0												
A9 Stirling Road Glenberrie		11031	129	11,160	11,252	132	11,383							6	4	10	1	0	1	11,258	136	11,393	0%	3%	0%	No		
A9 Stirling Road North Broomage		18525	236	18,761	18,896	241	19,136							6	4	10	1	0	1	18,902	245	19,146	0%	2%	0%	No		
B905 Denny Road		3248	12	3,260	3,313	12	3,325							2	2	4	0	0	0	3,315	14	3,329	0%	16%	0%	No		
A883 Bonnybriggs		12089	244	12,333	12,331	249	12,580							54	40	94	5	4	9	12,385	289	12,674	0%	16%	1%	No		
B9095 (M876 Junction 1)		5270	143	5,413	5,375	146	5,521							56	42	98	6	4	10	5,431	188	5,619	1%	29%	2%	No		
A883 (M876 Junction 1)		15736	319	16,055	16,051	325	16,376							56	42	98	6	4	10	16,107	367	16,474	0%	13%	1%	No		
A8004 Checkbar		9021	233	9,254	9,201	238	9,439							56	42	98	6	4	10	9,257	280	9,537	1%	18%	1%	No		
A803 Bonnybridge Substation		6032	67	6,099	6,153	68	6,221							36	14	50	4	1	5	6,189	82	6,271	1%	20%	1%	No		
A803 Falkirk Road		6207	46	6,253	6,331	47	6,378							0	2	2	0	0	0	6,331	49	6,380	0%	4%	0%	No		
B816 Bridge Street		10210	205	10,415	10,414	209	10,623							0	2	2	0	0	0	10,414	211	10,625	0%	1%	0%	No		
Foundry Road		1166	4	1,170	1,189	4	1,193							0	2	2	0	0	0	1,189	6	1,195	0%	49%	0%	Yes		
A803 Glasgow Road		14295	230	14,525	14,581	235	14,816							14	22	36	1	2	4	14,595	257	14,852	0%	9%	0%	No		
Main Street Camelon		16762	260	17,022	17,097	265	17,362							14	22	36	1	2	4	17,111	287	17,398	0%	8%	0%	No		
B816 Glenfuir Road		11007	52	11,059	11,227	53	11,280							14	22	36	1	2	4	11,241	75	11,316	0%	41%	0%	Yes		
B816 Tamfourhill Road		4429	98	4,527	4,518	100	4,618							14	22	36	1	2	4	4,532	122	4,654	0%	22%	1%	No		
B816 Bonnyhill Road		2098	21	2,119	2,140	21	2,161							14	22	36	1	2	4	2,154	43	2,197	1%	103%	2%	Yes		
Beam Road		617	5	622	629	5	634							6	12	18	1	1	2	635	17	652	1%	235%	3%	Yes		
Greenhill Road		2,532	6	2,538	2,583	6	2,589							4	8	12	0	1	1	2,587	14	2,601	0%	131%	0%	Yes		
Glenyards Road		530	1	531	541	1	542							4	8	12	0	1	1	545	9	554	1%	784%	2%	Yes		
B816 Seabegs Road		4,082	59	4,141	4,164	60	4,224							4	8	12	0	1	1	4,168	68	4,236	0%	13%	0%	No		
Lochglen Road		583	10	593	595	10	605							2	8	10	0	1	1	597	18	615	0%	78%	2%	Yes		
Skipperton Burn road		172	9	181	175	9	185							4	8	12	0	1	1	179	17	197	2%	87%	6%	Yes		
B816 Castletay Road		9,877	435	10,312	10,075	444	10,518							10	10	20	1	1	2	10,085	454	10,538	0%	2%	0%	No		
Forest Road Wardpark		3,278	53	3,331	3,344	54	3,398							10	10	20	1	1	2	3,354	64	3,418	0%	18%	1%	No		
Forest Road Abornhill		3,265	59	3,324	3,330	60	3,390							10	10	20	1	1	2	3,340	70	3,410	0%	17%	1%	No		
Ams Road		162	0	162	165	0	165							4	4	8	0	0	1	169	4	173	2%	#DIV/0!	5%	No		
Fannyside Road		909	7	916	927	7	934							4	4	8	0	0	1	931	11	942	0%	56%	1%	Yes		
Forest Road Blackthorn Roundabout		4,346	70	4,416	4,433	71	4,504							6	6	12	1	1	1	4,439	77	4,516	0%	8%	0%	No		
Forest Road Cumberland Substation		7,981	120	8,101	8,141	122	8,263							6	6	102	3	8	10	8,167	198	8,365	0%	62%	1%	Yes		
B8054 Lenziemill Road East		9,690	256	9,946	9,884	261	10,145							28	78	106	3	8	11	9,912	339	10,251	0%	30%	1%	Yes		
Palacerigg Road		1,011	31	1,042	1,031	32	1,063							4	4	8	0	0	1	1,035	36	1,071	0%	13%	1%	No		
B8054 Lenziemill Road West		5,741	180	5,921	5,856	184	6,039							4	4	8	0	0	1	5,860	188	6,047	0%	2%	0%	No		
A73 Greenfolds		6,464	406	6,870	6,593	414	7,007							50	40	90	5	4	9	6,643	454	7,097	1%	10%	1%	No		
A73 Blairlinn		14,295	626	14,921	14,581	639	15,219							46	36	82	5	4	8	14,627	675	15,301	0%	6%	1%	No		
B8039 Stirling Road		3,496	67	3,563	3,566	68	3,634							0	0	0	0	0	0	3,566	68	3,634	0%	0%	0%	No		
Hulks Road		118	1	119	120	1	121							4	4	8	0	0	1	124	5	129	3%	392%	7%	Yes		
B8039 Stirling Road Blackbog		3379	177	3,556	3,447	181	3,627							4	4	8	0	0	1	3,451	185	3,635	0%	2%	0%	No		
A73 Riggend		6294	264	6,558	6,420	269	6,689							42	32	74	4	3	7	6,462	301	6,763	1%	12%	1%	No		
Brackenhill Road		666	13	679	679	13	693							8	8	16	1	1	2	687	21	709	1%	60%	2%	Yes		
B803 Greengairs Road west		4129	226	4,355	4,212	231	4,442							4	2	6	0	0	1	4,216	233	4,448	0%	1%	0%	No		
B803 Greengairs Road east		3063	162	3,225	3,124	165	3,290							4	2													

Fear and Intimidation Magnitude of Change Assessment -
New-build Overhead Line

Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A883 Bonnybridge	634	177	48	<600 10	<1,000 0	<40 30	40	Moderate
B9095 (M876 Junction 1)	266	107	34	<600 0	<1,000 0	30-40 20	20	Small
A883 (M876 Junction 1)	794	238	45	<600 10	<1,000 0	<40 30	40	Moderate
A8004 Checkbar	452	149	36	<600 0	<1,000 0	30-40 20	20	Small
A803 Bonnybridge Substation	309	52	46	<600 0	<1,000 0	<40 30	30	Moderate
A803 Falkirk Road	347	46	29	<600 0	<1,000 0	30-30 10	10	Small
B816 Bridge Street	513	150	29	<600 0	<1,000 0	30-30 10	10	Small
Foundry Road	56	4	30	<600 0	<1,000 0	30-30 10	10	Small
A803 Glasgow Road	742	178	25	<600 10	<1,000 0	30-30 10	20	Small
Main Street Camelon	857	189	23	<600 0	<1,000 0	30-30 10	10	Small
B816 Glenfuir Road	555	44	29	<600 0	<1,000 0	30-30 10	10	Small
B816 Tamfourhill Road	230	78	29	<600 0	<1,000 0	30-30 10	10	Small
B816 Bonnyhill Road	105	16	31	<600 0	<1,000 0	30-40 20	20	Small
Beam Road	32	4	33	<600 0	<1,000 0	30-40 20	20	Small
Greenhill Road	133	5	24	<600 0	<1,000 0	30-30 10	10	Small
Glenyards Road	27	1	23	<600 0	<1,000 0	30-30 10	10	Small
B816 Seabegs Road	200	42	44	<600 0	<1,000 0	<40 30	30	Moderate
Lochgreen Road	30	7	37	<600 0	<1,000 0	30-40 20	20	Small
Skipperton Burn road	9	7	37	<600 0	<1,000 0	30-40 20	20	Small
B816 Castlecary Road	1,007	659	41	<600 10	<1,000 0	<40 30	40	Moderate
Forest Road Wardpark	315	81	46	<600 0	<1,000 0	<40 30	30	Moderate
Forest Road Abornhill	152	44	42	<600 0	<1,000 0	<40 30	30	Moderate
Arns Road	8	0	31	<600 0	<1,000 0	30-40 20	20	Small
Fannyside Road	45	6	41	<600 0	<1,000 0	<40 30	30	Moderate
Forest Road Blackthorn Roundabout	217	55	34	<600 0	<1,000 0	30-40 20	20	Small
Forest Road Cumbernauld Substation	405	85	41	<600 0	<1,000 0	<40 30	30	Moderate
B8054 Lenciemill Road East	473	182	40	<600 0	<1,000 0	30-40 20	20	Small
Palacerigg Road	60	24	32	<600 0	<1,000 0	30-40 20	20	Small
B8054 Lenciemill Road West	280	139	39	<600 0	<1,000 0	30-40 20	20	Small
A73 Greenfolds	663	578	46	<600 10	<1,000 0	<40 30	40	Moderate

Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A883 Bonnybridge	629	209	48	<600 10	<1,000 0	<40 30	40	Moderate
B9095 (M876 Junction 1)	271	139	34	<600 0	<1,000 0	30-40 20	20	Small
A883 (M876 Junction 1)	799	270	45	<600 10	<1,000 0	<40 30	40	Moderate
A8004 Checkbar	457	181	36	<600 0	<1,000 0	30-40 20	20	Small
A803 Bonnybridge Substation	311	62	46	<600 0	<1,000 0	<40 30	30	Moderate
A803 Falkirk Road	348	48	29	<600 0	<1,000 0	30-30 10	10	Small
B816 Bridge Street	513	152	29	<600 0	<1,000 0	30-30 10	10	Small
Foundry Road	56	6	30	<600 0	<1,000 0	30-30 10	10	Small
A803 Glasgow Road	745	200	25	<600 10	<1,000 0	30-30 10	20	Small
Main Street Camelon	870	211	23	<600 0	<1,000 0	30-30 10	10	Small
B816 Glenfuir Road	558	66	29	<600 0	<1,000 0	30-30 10	10	Small
B816 Tamfourhill Road	234	100	29	<600 0	<1,000 0	30-30 10	10	Small
B816 Bonnyhill Road	108	38	31	<600 0	<1,000 0	30-40 20	20	Small
Beam Road	34	16	33	<600 0	<1,000 0	30-40 20	20	Small
Greenhill Road	134	13	24	<600 0	<1,000 0	30-30 10	10	Small
Glenyards Road	28	9	23	<600 0	<1,000 0	30-30 10	10	Small
B816 Seabegs Road	201	50	44	<600 0	<1,000 0	<40 30	30	Moderate
Lochgreen Road	31	15	37	<600 0	<1,000 0	30-40 20	20	Small
Skipperton Burn road	10	15	37	<600 0	<1,000 0	30-40 20	20	Small
B816 Castlecary Road	1,009	669	41	<600 10	<1,000 0	<40 30	40	Moderate
Forest Road Wardpark	317	91	46	<600 0	<1,000 0	<40 30	30	Moderate
Forest Road Abornhill	154	54	42	<600 0	<1,000 0	<40 30	30	Moderate
Arns Road	9	4	31	<600 0	<1,000 0	30-40 20	20	Small
Fannyside Road	46	10	41	<600 0	<1,000 0	<40 30	30	Moderate
Forest Road Blackthorn Roundabout	219	61	34	<600 0	<1,000 0	30-40 20	20	Small
Forest Road Cumbernauld Substation	406	87	41	<600 0	<1,000 0	<40 30	30	Moderate
B8054 Lenciemill Road East	474	186	40	<600 0	<1,000 0	30-40 20	20	Small
Palacerigg Road	60	28	32	<600 0	<1,000 0	30-40 20	20	Small
B8054 Lenciemill Road West	281	143	39	<600 0	<1,000 0	30-40 20	20	Small
A73 Greenfolds	667	594	46	<600 10	<1,000 0	<40 30	40	Moderate

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
A883 Bonnybridge	Moderate	Moderate	0	5	32	FALSE	Negligible
B9095 (M876 Junction 1)	Small	Small	0	5	32	FALSE	Negligible
A883 (M876 Junction 1)	Moderate	Moderate	0	5	32	FALSE	Negligible
A8004 Checkbar	Small	Small	0	5	32	FALSE	Negligible
A803 Bonnybridge Substation	Moderate	Moderate	0	2	10	FALSE	Negligible
A803 Falkirk Road	Small	Small	0	0	2	FALSE	Negligible
B816 Bridge Street	Small	Small	0	0	2	FALSE	Negligible
Foundry Road	Small	Small	0	0	2	FALSE	Negligible
A803 Glasgow Road	Small	Small	0	4	22	FALSE	Negligible
Main Street Camelon	Small	Small	0	4	22	FALSE	Negligible
B816 Glenfuir Road	Small	Small	0	4	22	FALSE	Negligible
B816 Tamfourhill Road	Small	Small	0	4	22	FALSE	Negligible
B816 Bonnyhill Road	Small	Small	0	4	22	FALSE	Negligible
Beam Road	Small	Small	0	2	12	FALSE	Negligible
Greenhill Road	Small	Small	0	1	8	FALSE	Negligible
Glenyards Road	Small	Small	0	1	8	FALSE	Negligible
B816 Seabegs Road	Moderate	Moderate	0	1	8	FALSE	Negligible
Lochgreen Road	Small	Small	0	1	8	FALSE	Negligible
Skipperton Burn road	Small	Small	0	1	8	FALSE	Negligible
B816 Castlecary Road	Moderate	Moderate	0	2	10	FALSE	Negligible
Forest Road Wardpark	Moderate	Moderate	0	2	10	FALSE	Negligible
Forest Road Abornhill	Moderate	Moderate	0	2	10	FALSE	Negligible
Arns Road	Small	Small	0	1	4	FALSE	Negligible
Fannyside Road	Moderate	Moderate	0	1	4	FALSE	Negligible
Forest Road Blackthorn Roundabout	Small	Small	0	1	6	FALSE	Negligible
Forest Road Cumbernauld Substation	Moderate	Moderate	0	0	2	FALSE	Negligible
B8054 Lenciemill Road East	Small	Small	0	1	4	FALSE	Negligible
Palacerigg Road	Small	Small	0	1	4	FALSE	Negligible
B8054 Lenciemill Road West	Small	Small	0	1	4	FALSE	Negligible
A73 Greenfolds	Moderate	Moderate	0	3	16	FALSE	Negligible

Fear and Intimidation Magnitude of Change Assessment - New-build Overhead Line

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A73 Blairlorn	1,935	1,885	58	1,935⁺30	1,935-2,00010	60⁺30	70	Great
Hulks Road	6	1	33	<6000	<1,00030-40	30-4020	20	Small
B8039 Stirling Road Blackbog	169	136	39	<6000	<1,00030-40	30-4020	20	Small
A73 Riggend	735	408	53	600-1,20010	<1,0000	60⁺30	40	Moderate
Brackenlirst Road	31	10	35	<6000	<1,00030-40	30-4020	20	Small
B803 Greengairs Road west	213	165	37	<6000	<1,00030-40	30-4020	20	Small
B803 Greengairs Road east	157	120	33	<6000	<1,00030-40	30-4020	20	Small
A73 Stand Stirling Road	848	472	37	600-1,20010	<1,0000	60⁺30	30	Moderate
B803 Raebog Road	389	96	37	<6000	<1,00030-40	30-4020	20	Small
M876 Junction 1 - 2	2,330	3,991	70	1,800⁺30	3,000⁺60	60⁺30	90	Extreme
M876 Bankhead - Checkbar Junction	2,409	3,880	70	1,800⁺30	3,000⁺60	60⁺30	90	Extreme
M80 Bankhead - Old Inns Junction	4,640	7,202	70	1,800⁺30	3,000⁺60	60⁺30	90	Extreme
M80 Junction 4 - 6	4,560	7,709	70	1,800⁺30	3,000⁺60	60⁺30	90	Extreme

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A73 Blairlorn	1,937	1,897	58	1,937⁺30	1,937-2,00010	60⁺30	70	Great
Hulks Road	7	5	33	<6000	<1,00030-40	30-4020	20	Small
B8039 Stirling Road Blackbog	169	140	39	<6000	<1,00030-40	30-4020	20	Small
A73 Riggend	737	416	53	600-1,20010	<1,0000	60⁺30	40	Moderate
Brackenlirst Road	32	14	35	<6000	<1,00030-40	30-4020	20	Small
B803 Greengairs Road west	214	167	37	<6000	<1,00030-40	30-4020	20	Small
B803 Greengairs Road east	158	122	33	<6000	<1,00030-40	30-4020	20	Small
A73 Stand Stirling Road	848	474	37	600-1,20010	<1,0000	60⁺30	30	Moderate
B803 Raebog Road	389	98	37	<6000	<1,00030-40	30-4020	20	Small
M876 Junction 1 - 2	2,335	4,021	70	1,800⁺30	3,000⁺60	60⁺30	90	Extreme
M876 Bankhead - Checkbar Junction	2,414	3,910	70	1,800⁺30	3,000⁺60	60⁺30	90	Extreme
M80 Bankhead - Old Inns Junction	4,641	7,210	70	1,800⁺30	3,000⁺60	60⁺30	90	Extreme
M80 Junction 4 - 6	4,566	7,735	70	1,800⁺30	3,000⁺60	60⁺30	90	Extreme

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
A73 Blairlorn	Great	Great	0	3	12	FALSE	Negligible
Hulks Road	Small	Small	0	1	4	FALSE	Negligible
B8039 Stirling Road Blackbog	Small	Small	0	1	4	FALSE	Negligible
A73 Riggend	Moderate	Moderate	0	2	8	FALSE	Negligible
Brackenlirst Road	Small	Small	0	1	4	FALSE	Negligible
B803 Greengairs Road west	Small	Small	0	1	2	FALSE	Negligible
B803 Greengairs Road east	Small	Small	0	1	2	FALSE	Negligible
A73 Stand Stirling Road	Moderate	Moderate	0	0	2	FALSE	Negligible
B803 Raebog Road	Small	Small	0	0	2	FALSE	Negligible
M876 Junction 1 - 2	Extreme	Extreme	0	5	30	FALSE	Negligible
M876 Bankhead - Checkbar Junction	Extreme	Extreme	0	5	30	FALSE	Negligible
M80 Bankhead - Old Inns Junction	Extreme	Extreme	0	1	8	FALSE	Negligible
M80 Junction 4 - 6	Extreme	Extreme	0	5	26	FALSE	Negligible

Fear and Intimidation Magnitude of Change Assessment -
Uprated Overhead Lines

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A872 Denny	399	108	40	<600 0	<1,000 0	30-40 20	20	Small
Denny Substation road	8	2	35	<600 0	<1,000 0	30-40 20	20	Small
A9 Stirling Road Glenbervie	548	95	38	<600 0	<1,000 20	30-40 20	20	Small
A9 Stirling Road North Broomage	906	236	36	<600-1,200 10	<1,000 20	30-40 20	30	Moderate
B905 Denny Road	165	10	49	<600 0	<1,000 0	30-40 20	30	Moderate
A883 Bonnybridge	624	177	48	<600-1,200 10	<1,000 0	30-40 30	40	Moderate
B9095 (M876 Junction 1)	266	107	34	<600 0	<1,000 20	30-40 20	20	Small
A883 (M876 Junction 1)	794	238	45	<600-1,200 0	<1,000 0	30-40 20	40	Moderate
A8004 Checkbar	452	149	36	<600 0	<1,000 0	30-40 20	20	Small
A803 Bonnybridge Substation	309	52	46	<600 0	<1,000 0	30-40 20	30	Moderate
A73 Greenhills	663	578	46	<600-1,200 10	<1,000 0	30-40 30	40	Moderate
A73 Blairlinn	1,935	1,885	58	<600-1,200 10	<1,000-2,000 30	30-40 30	70	Great
A73 Riggend	735	408	53	<600-1,200 10	<1,000 30	30-40 30	40	Moderate
Brackenbirst Road	31	10	35	<600 0	<1,000 0	30-40 20	20	Small
A73 Stand Stirling Road	848	472	37	<600-1,200 10	<1,000 0	30-40 20	30	Moderate
B802 Condorrat Road	88	18	34	<600 0	<1,000 0	30-40 20	20	Small
B803 Raebog Road	389	96	37	<600 0	<1,000 0	30-40 20	20	Small
Yetts Hole Road	4	4	26	<600 0	<1,000 0	30-40 20-30	10	Small
Murdyke Road	27	8	37	<600 0	<1,000 0	30-40 10	20	Small
Burnlip Road	10	3	25	<600 0	<1,000 0	20-30 10	10	Small
B804 Gartliston Road	295	34	41	<600 0	<1,000 0	30-30 30	30	Moderate
Gartgill Road	22	5	30	<600 0	<1,000 0	20-30 10	10	Small
Craigreithan Drive	241	79	35	<600 0	<1,000 0	30-40 20	20	Small
A752 Lochend Road	594	206	29	<600 0	<1,000 0	20-30 10	10	Small
A752 Coatbridge Road	445	286	41	<600 0	<1,000 0	30-40 30	30	Moderate
A73 Stirling Road Dykehead	796	307	37	<600-1,200 10	<1,000 0	30-40 20	30	Moderate
Dykehead Road	43	9	24	<600 0	<1,000 0	20-30 10	10	Small
A73 Holehills	819	340	33	<600-1,200 10	<1,000 0	30-40 20	30	Moderate
Airdrehill Road	99	3	32	<600 0	<1,000 0	30-40 20	20	Small
Burnhead Road	95	2	33	<600 0	<1,000 0	30-40 20	20	Small

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A872 Denny	399	110	40	<600 0	<1,000 0	30-40 20	20	Small
Denny Substation road	8	4	35	<600 0	<1,000 0	30-40 20	20	Small
A9 Stirling Road Glenbervie	549	99	38	<600 0	<1,000 20	30-40 20	20	Small
A9 Stirling Road North Broomage	907	240	36	<600-1,200 10	<1,000 20	30-40 20	30	Moderate
B905 Denny Road	165	12	49	<600 0	<1,000 0	30-40 20	30	Moderate
A883 Bonnybridge	625	183	48	<600-1,200 10	<1,000 0	30-40 30	40	Moderate
B9095 (M876 Junction 1)	267	115	34	<600 0	<1,000 20	30-40 20	20	Small
A883 (M876 Junction 1)	795	246	45	<600-1,200 0	<1,000 0	30-40 20	40	Moderate
A8004 Checkbar	453	157	36	<600 0	<1,000 0	30-40 20	20	Small
A803 Bonnybridge Substation	310	54	46	<600 0	<1,000 0	30-40 20	30	Moderate
A73 Greenhills	669	602	46	<600-1,200 10	<1,000 0	30-40 30	40	Moderate
A73 Blairlinn	1,940	1,909	58	<600-1,200 10	<1,000-2,000 30	30-40 30	70	Great
A73 Riggend	741	432	53	<600-1,200 10	<1,000 30	30-40 30	40	Moderate
Brackenbirst Road	32	14	35	<600 0	<1,000 0	30-40 20	20	Small
A73 Stand Stirling Road	852	492	37	<600-1,200 10	<1,000 0	30-40 20	30	Moderate
B802 Condorrat Road	88	22	34	<600 0	<1,000 0	30-40 20	20	Small
B803 Raebog Road	390	102	37	<600 0	<1,000 0	30-40 20	20	Small
Yetts Hole Road	5	8	26	<600 0	<1,000 0	20-30 10	10	Small
Murdyke Road	28	10	37	<600 0	<1,000 0	30-40 10	20	Small
Burnlip Road	11	9	25	<600 0	<1,000 0	20-30 10	10	Small
B804 Gartliston Road	298	48	41	<600 0	<1,000 0	30-30 30	30	Moderate
Gartgill Road	23	13	30	<600 0	<1,000 0	20-30 10	10	Small
Craigreithan Drive	244	93	35	<600 0	<1,000 0	30-40 20	20	Small
A752 Lochend Road	594	208	29	<600 0	<1,000 0	20-30 10	10	Small
A752 Coatbridge Road	445	288	41	<600 0	<1,000 0	30-40 30	30	Moderate
A73 Stirling Road Dykehead	799	321	37	<600-1,200 10	<1,000 0	30-40 20	30	Moderate
Dykehead Road	43	11	24	<600 0	<1,000 0	20-30 10	10	Small
A73 Holehills	821	350	33	<600-1,200 10	<1,000 0	30-40 20	30	Moderate
Airdrehill Road	101	9	32	<600 0	<1,000 0	30-40 20	20	Small
Burnhead Road	96	4	33	<600 0	<1,000 0	30-40 20	20	Small

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
A872 Denny	Small	Small	0	0	2	FALSE	Negligible
Denny Substation road	Small	Small	0	0	2	FALSE	Negligible
A9 Stirling Road Glenbervie	Small	Small	0	1	4	FALSE	Negligible
A9 Stirling Road North Broomage	Moderate	Moderate	0	1	4	FALSE	Negligible
B905 Denny Road	Moderate	Moderate	0	0	2	FALSE	Negligible
A883 Bonnybridge	Moderate	Moderate	0	1	6	FALSE	Negligible
B9095 (M876 Junction 1)	Small	Small	0	2	8	FALSE	Negligible
A883 (M876 Junction 1)	Moderate	Moderate	0	2	8	FALSE	Negligible
A8004 Checkbar	Small	Small	0	2	8	FALSE	Negligible
A803 Bonnybridge Substation	Moderate	Moderate	0	0	2	FALSE	Negligible
A73 Greenhills	Moderate	Moderate	0	6	24	FALSE	Negligible
A73 Blairlinn	Great	Great	0	6	24	FALSE	Negligible
A73 Riggend	Moderate	Moderate	0	6	24	FALSE	Negligible
Brackenbirst Road	Small	Small	0	1	4	FALSE	Negligible
A73 Stand Stirling Road	Moderate	Moderate	0	5	20	FALSE	Negligible
B802 Condorrat Road	Small	Small	0	1	4	FALSE	Negligible
B803 Raebog Road	Small	Small	0	2	6	FALSE	Negligible
Yetts Hole Road	Small	Small	0	1	4	FALSE	Negligible
Murdyke Road	Small	Small	0	0	2	FALSE	Negligible
Burnlip Road	Small	Small	0	1	6	FALSE	Negligible
B804 Gartliston Road	Moderate	Moderate	0	3	14	FALSE	Negligible
Gartgill Road	Small	Small	0	2	8	FALSE	Negligible
Craigreithan Drive	Small	Small	0	3	14	FALSE	Negligible
A752 Lochend Road	Small	Small	0	0	2	FALSE	Negligible
A752 Coatbridge Road	Moderate	Moderate	0	0	2	FALSE	Negligible
A73 Stirling Road Dykehead	Moderate	Moderate	0	3	14	FALSE	Negligible
Dykehead Road	Small	Small	0	0	2	FALSE	Negligible
A73 Holehills	Moderate	Moderate	0	2	10	FALSE	Negligible
Airdrehill Road	Small	Small	0	1	6	FALSE	Negligible
Burnhead Road	Small	Small	0	0	2	FALSE	Negligible

Fear and Intimidation Magnitude of Change Assessment -
Uprated Overhead Lines

Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A73 Motherwell Street Raywards	674	360	30	600-1,200 10	<1,000 0	20-30 10	20	Small
A73 Motherwell Street Airdrie	683	283	30	600-1,200 10	<1,000 0	20-30 10	20	Small
A89 Airdrie Road	586	143	32	<600 0	<1,000 0	30-40 20	20	Small
A89 Forrest Street	623	187	24	600-1,200 10	<1,000 0	20-30 10	20	Small
A73 Carlisle Road Chapelhall	888	353	31	600-1,200 10	<1,000 0	30-40 20	30	Moderate
Burniebrae Road	273	38	25	<600 0	<1,000 0	30-30 10	10	Small
Craigern Road	15	5	33	<600 0	<1,000 0	30-40 20	20	Small
Roughrigg Road	44	143	29	<600 0	<1,000 0	30-30 10	10	Small
Lawnmop Mill Road	14	7	22	<600 0	<1,000 0	30-30 10	10	Small
A73 Bellside Road Chapelhall	728	426	39	600-1,200 10	<1,000 0	30-40 20	30	Moderate
Lancaster Avenue	247	68	35	<600 0	<1,000 0	30-40 20	20	Small
A73 Bellside Road Newhouse	1,348	976	32	1,200-1,800 20	<1,000 0	30-40 20	40	Moderate
A775 Edinburgh Road	356	379	29	<600 0	<1,000 0	30-30 10	10	Small
Glasgow and Edinburgh Road	91	135	26	<600 0	<1,000 0	30-30 10	10	Small
Leghnamack Road	114	82	33	<600 0	<1,000 0	30-40 20	20	Small
Kirk Road	204	235	29	<600 0	<1,000 0	30-30 10	10	Small
Rowantree Avenue eastbound	170	137	32	<600 0	<1,000 0	30-40 20	20	Small
Rowantree Avenue westbound	169	235	31	<600 0	<1,000 0	30-40 20	20	Small
Biggar Road	35	20	29	<600 0	<1,000 0	30-30 10	10	Small
B7066 Motherwell Road	496	235	40	<600 0	<1,000 0	30-40 20	20	Small
A73 Carlisle Road Brownhill Farm	734	290	48	600-1,200 10	<1,000 0	30-40 30	40	Moderate
Hareshaw Road	21	4	30	<600 0	<1,000 0	30-30 10	10	Small
Greenhill Road North	19	6	20	<600 0	<1,000 0	<20 0	0	Small
A73 Orland	720	311	49	600-1,200 10	<1,000 0	30-40 30	40	Moderate
Greenhill Road South	6	3	33	<600 0	<1,000 0	30-40 20	20	Small
Muireidge and Jersey Road north	3	2	30	<600 0	<1,000 0	30-30 10	10	Small
Muireidge and Jersey Road south	7	36	30	<600 0	<1,000 0	30-30 10	10	Small
Foulburn Road	37	5	35	<600 0	<1,000 0	30-40 20	20	Small
Allanton Road	52	18	35	<600 0	<1,000 0	30-40 20	20	Small
Mill Road Allanton	116	13	31	<600 0	<1,000 0	30-40 20	20	Small

Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A73 Motherwell Street Raywards	675	364	30	600-1,200 10	<1,000 0	20-30 10	20	Small
A73 Motherwell Street Airdrie	684	287	30	600-1,200 10	<1,000 0	20-30 10	20	Small
A89 Airdrie Road	587	147	32	<600 0	<1,000 0	30-40 20	20	Small
A89 Forrest Street	622	191	24	600-1,200 10	<1,000 0	20-30 10	20	Small
A73 Carlisle Road Chapelhall	890	361	31	600-1,200 10	<1,000 0	30-40 20	30	Moderate
Burniebrae Road	273	46	25	<600 0	<1,000 0	30-30 10	10	Small
Craigern Road	16	9	33	<600 0	<1,000 0	30-40 20	20	Small
Roughrigg Road	45	147	29	<600 0	<1,000 0	30-30 10	10	Small
Lawnmop Mill Road	15	11	22	<600 0	<1,000 0	30-30 10	10	Small
A73 Bellside Road Chapelhall	731	440	39	600-1,200 10	<1,000 0	30-40 20	30	Moderate
Lancaster Avenue	248	70	35	<600 0	<1,000 0	30-40 20	20	Small
A73 Bellside Road Newhouse	1,372	1,104	32	1,200-1,800 20	<1,000 0	30-40 20	40	Moderate
A775 Edinburgh Road	361	403	29	<600 0	<1,000 0	30-30 10	10	Small
Glasgow and Edinburgh Road	91	137	26	<600 0	<1,000 0	30-30 10	10	Small
Leghnamack Road	114	86	33	<600 0	<1,000 0	30-40 20	20	Small
Kirk Road	204	237	29	<600 0	<1,000 0	30-30 10	10	Small
Rowantree Avenue eastbound	170	138	32	<600 0	<1,000 0	30-40 20	20	Small
Rowantree Avenue westbound	169	236	31	<600 0	<1,000 0	30-40 20	20	Small
Biggar Road	38	36	29	<600 0	<1,000 0	30-30 10	10	Small
B7066 Motherwell Road	498	245	40	<600 0	<1,000 0	30-40 20	20	Small
A73 Carlisle Road Brownhill Farm	751	380	48	600-1,200 10	<1,000 0	30-40 30	40	Moderate
Hareshaw Road	28	40	30	<600 0	<1,000 0	30-30 10	10	Small
Greenhill Road North	25	<20	20	<600 0	<1,000 0	<20 0	0	Small
A73 Orland	730	365	49	600-1,200 10	<1,000 0	30-40 30	40	Moderate
Greenhill Road South	10	25	33	<600 0	<1,000 0	30-40 20	20	Small
Muireidge and Jersey Road north	4	6	30	<600 0	<1,000 0	30-30 10	10	Small
Muireidge and Jersey Road south	10	32	30	<600 0	<1,000 0	30-30 10	10	Small
Foulburn Road	40	21	35	<600 0	<1,000 0	30-40 20	20	Small
Allanton Road	52	22	35	<600 0	<1,000 0	30-40 20	20	Small
Mill Road Allanton	117	17	31	<600 0	<1,000 0	30-40 20	20	Small

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
A73 Motherwell Street Raywards	Small	Small	0	1	4	FALSE	Negligible
A73 Motherwell Street Airdrie	Small	Small	0	1	4	FALSE	Negligible
A89 Airdrie Road	Small	Small	0	1	4	FALSE	Negligible
A89 Forrest Street	Small	Small	0	1	4	FALSE	Negligible
A73 Carlisle Road Chapelhall	Moderate	Moderate	0	2	8	FALSE	Negligible
Burniebrae Road	Small	Small	0	2	8	FALSE	Negligible
Craigern Road	Small	Small	0	1	4	FALSE	Negligible
Roughrigg Road	Small	Small	0	1	4	FALSE	Negligible
Lawnmop Mill Road	Small	Small	0	1	4	FALSE	Negligible
A73 Bellside Road Chapelhall	Moderate	Moderate	0	3	14	FALSE	Negligible
Lancaster Avenue	Small	Small	0	0	2	FALSE	Negligible
A73 Bellside Road Newhouse	Moderate	Moderate	0	25	128	FALSE	Negligible
A775 Edinburgh Road	Small	Small	0	5	24	FALSE	Negligible
Glasgow and Edinburgh Road	Small	Small	0	0	2	FALSE	Negligible
Leghnamack Road	Small	Small	0	1	4	FALSE	Negligible
Kirk Road	Small	Small	0	0	2	FALSE	Negligible
Rowantree Avenue eastbound	Small	Small	0	0	1	FALSE	Negligible
Rowantree Avenue westbound	Small	Small	0	0	1	FALSE	Negligible
Biggar Road	Small	Small	0	3	16	FALSE	Negligible
B7066 Motherwell Road	Small	Small	0	2	10	FALSE	Negligible
A73 Carlisle Road Brownhill Farm	Moderate	Moderate	0	18	90	FALSE	Negligible
Hareshaw Road	Small	Small	0	7	36	FALSE	Negligible
Greenhill Road North	Small	Small	0	6	30	FALSE	Negligible
A73 Orland	Moderate	Moderate	0	11	54	FALSE	Negligible
Greenhill Road South	Small	Small	0	4	22	FALSE	Negligible
Muireidge and Jersey Road north	Small	Small	0	1	4	FALSE	Negligible
Muireidge and Jersey Road south	Small	Small	0	3	16	FALSE	Negligible
Foulburn Road	Small	Small	0	3	16	FALSE	Negligible
Allanton Road	Small	Small	0	1	4	FALSE	Negligible
Mill Road Allanton	Small	Small	0	1	4	FALSE	Negligible

Fear and Intimidation Magnitude of Change Assessment -
Uprated Overhead Lines

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation									
Study Area Roads Existing Traffic				Existing Fear and Intimidation Level					
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level	
A71 Crindledyke	441	140	50	<600 0	<1,000 0	40+ 30	30	Moderate	
A71 Allanton	445	147	31	<600 0	<1,000 0	30-40 20	20	Small	
Mill Road / Coltness Avenue	11	4	34	<600 0	<1,000 0	30-40 20	20	Small	
Daviesdyke Road	5	5	29	<600 0	<1,000 0	20-30 10	10	Small	
Morningside East road	8	3	32	<600 0	<1,000 0	30-40 20	20	Small	
Mill Road Morningside	16	7	28	<600 0	<1,000 0	20-30 10	10	Small	
Morningside Road	260	107	15	<600 0	<1,000 0	<20 0	0	Small	
A71 Newmains	590	316	33	<600 0	<1,000 0	30-40 20	20	Small	
A73 Main Street Newmains	555	355	30	<600 0	<1,000 0	20-30 10	10	Small	
A73 Westwood Road	822	297	30	600-1,200 10	<1,000 0	20-30 10	20	Small	
A722 Manse Road	713	82	25	600-1,200 10	<1,000 0	20-30 10	20	Small	
Woodhall Road	66	16	33	<600 0	<1,000 0	30-40 20	20	Small	
A73 Bogside	371	149	46	<600 0	<1,000 0	40+ 30	30	Moderate	
A71 Overtown Road north	266	170	43	<600 0	<1,000 0	40+ 30	30	Moderate	
A71 Overtown Road south	437	351	38	<600 0	<1,000 0	30-40 20	20	Small	
B754 Castlehill Road	455	159	23	<600 0	<1,000 0	20-30 10	10	Small	
Allershaw Road	11	4	26	<600 0	<1,000 0	20-30 10	10	Small	
M9 Glenbervie - Bannockburn	1,177	1,492	70	600-1,200 10	1,000-2,000 0	40+ 30	50	Great	
M80 Bankhead - Bannockburn	2,190	3,778	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme	
M876	2,702	4,142	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme	
M80 Junction 4 - 6	4,560	7,709	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme	
M73 Junction 2A - 3	3,444	6,452	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme	
M8 Junction 6 -8	4,352	7,298	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme	
M8 Junction 8-10	4,910	3,620	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme	

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation									
Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level					
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level	
A71 Crindledyke	444	154	50	<600 0	<1,000 0	40+ 30	30	Moderate	
A71 Allanton	448	161	31	<600 0	<1,000 0	30-40 20	20	Small	
Mill Road / Coltness Avenue	13	14	34	<600 0	<1,000 0	30-40 20	20	Small	
Daviesdyke Road	5	7	29	<600 0	<1,000 0	20-30 10	10	Small	
Morningside East road	10	13	32	<600 0	<1,000 0	30-40 20	20	Small	
Mill Road Morningside	18	17	28	<600 0	<1,000 0	20-30 10	10	Small	
Morningside Road	263	125	15	<600 0	<1,000 0	<20 0	0	Small	
A71 Newmains	596	348	33	<600 0	<1,000 0	30-40 20	20	Small	
A73 Main Street Newmains	559	377	30	<600 0	<1,000 0	20-30 10	10	Small	
A73 Westwood Road	832	351	30	600-1,200 10	<1,000 0	20-30 10	20	Small	
A722 Manse Road	717	102	25	600-1,200 10	<1,000 0	20-30 10	20	Small	
Woodhall Road	71	36	33	<600 0	<1,000 0	30-40 20	20	Small	
A73 Bogside	372	151	46	<600 0	<1,000 0	40+ 30	30	Moderate	
A71 Overtown Road north	270	190	43	<600 0	<1,000 0	40+ 30	30	Moderate	
A71 Overtown Road south	439	363	38	<600 0	<1,000 0	30-40 20	20	Small	
B754 Castlehill Road	455	161	23	<600 0	<1,000 0	20-30 10	10	Small	
Allershaw Road	12	6	26	<600 0	<1,000 0	20-30 10	10	Small	
M9 Glenbervie - Bannockburn	1,177	1,494	70	600-1,200 10	1,000-2,000 0	40+ 30	50	Great	
M80 Bankhead - Bannockburn	2,190	3,780	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme	
M876	2,705	4,154	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme	
M80 Junction 4 - 6	4,566	7,733	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme	
M73 Junction 2A - 3	3,448	6,468	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme	
M8 Junction 6 -8	4,378	7,428	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme	
M8 Junction 8-10	4,936	3,750	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme	

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
A71 Crindledyke	Moderate	Moderate	0	3	14	FALSE	Negligible
A71 Allanton	Small	Small	0	3	14	FALSE	Negligible
Mill Road / Coltness Avenue	Small	Small	0	2	10	FALSE	Negligible
Daviesdyke Road	Small	Small	0	0	2	FALSE	Negligible
Morningside East road	Small	Small	0	2	10	FALSE	Negligible
Mill Road Morningside	Small	Small	0	2	10	FALSE	Negligible
Morningside Road	Small	Small	0	3	18	FALSE	Negligible
A71 Newmains	Small	Small	0	6	32	FALSE	Negligible
A73 Main Street Newmains	Small	Small	0	5	22	FALSE	Negligible
A73 Westwood Road	Small	Small	0	11	54	FALSE	Negligible
A722 Manse Road	Small	Small	0	4	20	FALSE	Negligible
Woodhall Road	Small	Small	0	4	20	FALSE	Negligible
A73 Bogside	Moderate	Moderate	0	0	2	FALSE	Negligible
A71 Overtown Road north	Moderate	Moderate	0	4	20	FALSE	Negligible
A71 Overtown Road south	Small	Small	0	2	12	FALSE	Negligible
B754 Castlehill Road	Small	Small	0	0	2	FALSE	Negligible
Allershaw Road	Small	Small	0	0	2	FALSE	Negligible
M9 Glenbervie - Bannockburn	Great	Great	0	0	2	FALSE	Negligible
M80 Bankhead - Bannockburn	Extreme	Extreme	0	0	2	FALSE	Negligible
M876	Extreme	Extreme	0	3	12	FALSE	Negligible
M80 Junction 4 - 6	Extreme	Extreme	0	6	24	FALSE	Negligible
M73 Junction 2A - 3	Extreme	Extreme	0	4	16	FALSE	Negligible
M8 Junction 6 -8	Extreme	Extreme	0	25	130	FALSE	Negligible
M8 Junction 8-10	Extreme	Extreme	0	25	130	FALSE	Negligible

Fear and Intimidation Magnitude of Change Assessment -
Denny North Substation

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A872 Denny	399	108	40	<600 0	<1,000 0	30-40 20	20	Small
Denny Substation road	8	2	35	<600 0	<1,000 0	30-40 20	20	Small
Roman Road / Bore Row	8	2	35	<600 0	<1,000 0	30-40 20	20	Small
M80 Bankhead - Bannockburn	2,190	3,778	70	1,800+ 30	3,000+ 30	20+ 30	90	Extreme
M80 Bankhead - Old Inns Junction	4,640	7,202	70	1,800+ 30	3,000+ 30	30-40 20	80	Extreme
M80 Junction 4 - 6	4,560	7,709	70	1,800+ 30	3,000+ 30	20+ 30	90	Extreme

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
A872 Denny	Small	Small	0	7	2	FALSE	Negligible
Denny Substation road	Small	Small	0	0	0	FALSE	Negligible
Roman Road / Bore Row	Small	Small	0	7	2	FALSE	Negligible
M80 Bankhead - Bannockburn	Extreme	Extreme	0	7	2	FALSE	Negligible
M80 Bankhead - Old Inns Junction	Extreme	Extreme	0	7	2	FALSE	Negligible
M80 Junction 4 - 6	Extreme	Extreme	0	7	2	FALSE	Negligible

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A872 Denny	405	110	40	<600 0	<1,000 0	30-40 20	20	Small
Denny Substation road	8	2	35	<600 0	<1,000 0	30-40 20	20	Small
Roman Road / Bore Row	15	4	35	<600 0	<1,000 0	30-40 20	20	Small
M80 Bankhead - Bannockburn	2,197	3,780	70	1,800+ 30	3,000+ 30	20+ 30	90	Extreme
M80 Bankhead - Old Inns Junction	4,647	7,204	70	1,800+ 30	3,000+ 30	30-40 20	80	Extreme
M80 Junction 4 - 6	4,567	7,711	70	1,800+ 30	3,000+ 30	20+ 30	90	Extreme

Fear and Intimidation Magnitude of Change Assessment - Bonnybridge Substation

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A883 Bonnybridge	0	0	0	<600 0	<1,000 0	60+ 30	30	Moderate
B9095 (M876 Junction 1)	0	0	0	<600 0	<1,000 0	20-30 10	10	Small
A883 (M876 Junction 1)	0	0	0	<600 0	<1,000 0	60+ 30	30	Moderate
A8004 Checkbar	0	0	0	<600 0	<1,000 0	20-30 30	30	Moderate
A803 Bonnybridge Substation	0	0	0	<600 0	<1,000 0	20-30 10	10	Small
M876	0	0	0	<600 0	<1,000 0	60+ 30	30	Moderate
M876 Bankhead - Checkbar Junction	0	0	0	<600 0	<1,000 0	20-30 10	10	Small
M80 Bankhead - Old Inns Junction	0	0	0	<600 0	<1,000 0	60+ 30	30	Moderate
M80 Junction 4 - 6	0	0	0	<600 0	<1,000 0	60+ 30	30	Moderate

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
A883 Bonnybridge	Moderate	Small	0	3	2	FALSE	Negligible
B9095 (M876 Junction 1)	Small	Small	0	3	2	FALSE	Negligible
A883 (M876 Junction 1)	Moderate	Small	0	3	2	FALSE	Negligible
A8004 Checkbar	Moderate	Small	0	3	2	FALSE	Negligible
A803 Bonnybridge Substation	Small	Small	0	3	2	FALSE	Negligible
M876	Moderate	Small	0	3	2	FALSE	Negligible
M876 Bankhead - Checkbar Junction	Small	Small	0	3	2	FALSE	Negligible
M80 Bankhead - Old Inns Junction	Moderate	Small	0	3	2	FALSE	Negligible
M80 Junction 4 - 6	Moderate	Small	0	3	2	FALSE	Negligible

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A883 Bonnybridge	3	2	0	<600 0	<1,000 0	<20 0	0	Small
B9095 (M876 Junction 1)	3	2	0	<600 0	<1,000 0	<20 0	0	Small
A883 (M876 Junction 1)	3	2	0	<600 0	<1,000 0	<20 0	0	Small
A8004 Checkbar	3	2	0	<600 0	<1,000 0	<20 0	0	Small
A803 Bonnybridge Substation	3	2	0	<600 0	<1,000 0	<20 0	0	Small
M876	3	2	0	<600 0	<1,000 0	<20 0	0	Small
M876 Bankhead - Checkbar Junction	3	2	0	<600 0	<1,000 0	<20 0	0	Small
M80 Bankhead - Old Inns Junction	3	2	0	<600 0	<1,000 0	<20 0	0	Small
M80 Junction 4 - 6	3	2	0	<600 0	<1,000 0	<20 0	0	Small

Fear and Intimidation Magnitude of Change Assessment - Wishaw Substation

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
B754 Castlehill Road	455	159	23	<600 0	<1,000 0	20-30 10	10	Small
Allenshaw Road	11	4	26	<600 0	<1,000 0	20-30 10	10	Small
A723 Hamilton Road	2,851	2,002	70	1,800+ 30	2,000-3,000 20	40+ 30	80	Extreme
B754 Airbles Road	1,619	1,136	30	1,200-1,800 20	1,000-2,000 10	20-30 10	40	Moderate
A721 Windmillhill Street	2,026	1,415	30	1,800+ 30	1,000-2,000 10	20-30 10	50	Great
B754 Shields Road	1,200	843	30	600-1,200 10	<1,000 0	20-30 10	20	Small
B754 Netherton Road	1,200	843	30	600-1,200 10	<1,000 0	20-30 10	20	Small
M80 Junction 4 - 6	4,560	7,709	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M73 Junction 2A - 3	3,444	6,452	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M73 Gartcosh - Baillieston	3,641	7,183	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M74 Junction 4 - 7	5,496	8,698	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
B754 Castlehill Road	458	167	23	<600 0	<1,000 0	20-30 10	10	Small
Allenshaw Road	15	12	26	<600 0	<1,000 0	20-30 10	10	Small
A723 Hamilton Road	2,855	2,010	70	1,800+ 30	2,000-3,000 20	40+ 30	80	Extreme
B754 Airbles Road	1,622	1,144	30	1,200-1,800 20	1,000-2,000 10	20-30 10	40	Moderate
A721 Windmillhill Street	2,030	1,423	30	1,800+ 30	1,000-2,000 10	20-30 10	50	Great
B754 Shields Road	1,204	851	30	1,200-1,800 20	<1,000 0	20-30 10	30	Moderate
B754 Netherton Road	1,204	851	30	1,200-1,800 20	<1,000 0	20-30 10	30	Moderate
M80 Junction 4 - 6	4,564	7,717	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M73 Junction 2A - 3	3,448	6,460	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M73 Gartcosh - Baillieston	3,645	7,191	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M74 Junction 4 - 7	5,490	8,706	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
B754 Castlehill Road	Small	Small	0	4	8	FALSE	Negligible
Allenshaw Road	Small	Small	0	4	8	FALSE	Negligible
A723 Hamilton Road	Extreme	Extreme	0	4	8	FALSE	Negligible
B754 Airbles Road	Moderate	Moderate	0	4	8	FALSE	Negligible
A721 Windmillhill Street	Great	Great	0	4	8	FALSE	Negligible
B754 Shields Road	Small	Moderate	1	4	8	FALSE	Low
B754 Netherton Road	Small	Moderate	1	4	8	FALSE	Low
M80 Junction 4 - 6	Extreme	Extreme	0	4	8	FALSE	Negligible
M73 Junction 2A - 3	Extreme	Extreme	0	4	8	FALSE	Negligible
M73 Gartcosh - Baillieston	Extreme	Extreme	0	4	8	FALSE	Negligible
M74 Junction 4 - 7	Extreme	Extreme	0	4	8	FALSE	Negligible

Fear and Intimidation Magnitude of Change Assessment -
Cumbernauld Substation

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
Forest Road Cumbernauld Substation	405	85	41	<600 0	<1,000 0	60+ 30	30	Moderate
B8054 Lenziemill Road East	473	182	40	<600 0	<1,000 0	30-40 20	20	Small
M80 Junction 4 - 6	4,560	7,709	70	1,000+ 30	3,000+ 30	60+ 30	90	Extreme
A8011 Glasgow Road	1,980	1,606	50	1,000+ 30	1,000-2,000 10	60+ 30	70	Great
B8039 Jane's Brae	914	888	50	<600 0	<1,000 0	60+ 30	30	Moderate

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
Forest Road Cumbernauld Substation	Moderate	Moderate	0	10	74	FALSE	Negligible
B8054 Lenziemill Road East	Small	Small	0	10	74	FALSE	Negligible
M80 Junction 4 - 6	Extreme	Extreme	0	10	74	FALSE	Negligible
A8011 Glasgow Road	Great	Great	0	10	74	FALSE	Negligible
B8039 Jane's Brae	Moderate	Moderate	0	10	74	FALSE	Negligible

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
Forest Road Cumbernauld Substation	415	159	41	<600 0	<1,000 0	60+ 30	30	Moderate
B8054 Lenziemill Road East	483	256	40	<600 0	<1,000 0	30-40 20	20	Small
M80 Junction 4 - 6	4,570	7,783	70	1,000+ 30	3,000+ 30	60+ 30	90	Extreme
A8011 Glasgow Road	1,990	1,680	50	1,000+ 30	1,000-2,000 10	60+ 30	70	Great
B8039 Jane's Brae	924	962	50	<600 0	<1,000 0	60+ 30	30	Moderate

Fear and Intimidation Magnitude of Change Assessment - Project-wide

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A872 Denny	399	108	40	<500 0	<1,000 0	30-40 20	20	Small
Denny Substation road	8	2	35	<500 0	<1,000 0	30-40 20	20	Small
Roman Road / Bore Row	8	2	35	<500 0	<1,000 0	30-40 20	20	Small
A9 Stirling Road Glenbervie	548	95	38	<500 0	<1,000 0	30-40 20	20	Small
A9 Stirling Road North Broomage	906	236	36	<500 1,200 0	<1,000 0	30-40 20	30	Moderate
B905 Denny Road	165	10	49	<500 0	<1,000 0	30-40 30	30	Moderate
A883 Bonnybridge	624	177	48	<500 1,200 10	<1,000 0	30-40 30	40	Moderate
B9095 (M876 Junction 1)	266	107	34	<500 0	<1,000 0	30-40 20	20	Small
A883 (M876 Junction 1)	794	238	45	<500 1,200 10	<1,000 0	30-40 30	40	Moderate
A8004 Checkbar	452	149	36	<500 0	<1,000 0	30-40 20	20	Small
A803 Bonnybridge Substation	309	52	46	<500 0	<1,000 0	30-40 30	30	Moderate
A803 Falkirk Road	347	46	29	<500 0	<1,000 0	30-40 10	10	Small
B816 Bridge Street	513	150	29	<500 0	<1,000 0	30-30 20-30	10	Small
Foundry Road	56	4	30	<500 0	<1,000 0	20-30 10	10	Small
A803 Glasgow Road	742	178	25	<500 1,200 10	<1,000 0	30-30 10	20	Small
Main Street Camelon	867	189	23	<500 1,200 10	<1,000 0	30-30 10	20	Small
B816 Glenfuir Road	555	44	29	<500 0	<1,000 0	20-30 10	10	Small
B816 Tamfourhill Road	230	78	29	<500 0	<1,000 0	20-30 10	10	Small
B816 Bonnyhill Road	105	16	31	<500 0	<1,000 0	30-40 20	20	Small
Beam Road	32	4	33	<500 0	<1,000 0	30-40 20	20	Small
Greenhill Road	133	5	24	<500 0	<1,000 0	20-30 10	10	Small
Glenyards Road	27	1	23	<500 0	<1,000 0	20-30 10	10	Small
B816 Seabegs Road	200	42	44	<500 0	<1,000 0	30-40 30	30	Moderate
Lochgreen Road	30	7	37	<500 0	<1,000 0	30-40 20	20	Small
Skipperton Burn road	9	7	37	<500 0	<1,000 0	30-40 20	20	Small
B816 Castlecary Road	1,007	699	41	<500 1,200 10	<1,000 0	30-40 30	40	Moderate
Forest Road Wardpark	315	81	46	<500 0	<1,000 0	30-40 30	30	Moderate
Forest Road Abornhill	162	44	42	<500 0	<1,000 0	30-40 30	30	Moderate
Arns Road	8	0	31	<500 0	<1,000 0	30-40 20	20	Small
Fannyside Road	45	6	41	<500 0	<1,000 0	30-40 30	30	Moderate

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A872 Denny	406	112	40	<500 0	<1,000 0	30-40 20	20	Small
Denny Substation road	8	4	35	<500 0	<1,000 0	30-40 20	20	Small
Roman Road / Bore Row	15	4	35	<500 0	<1,000 0	30-40 20	20	Small
A9 Stirling Road Glenbervie	549	99	38	<500 0	<1,000 0	30-40 20	20	Small
A9 Stirling Road North Broomage	907	240	36	<500 1,200 0	<1,000 0	30-40 20	30	Moderate
B905 Denny Road	165	12	49	<500 0	<1,000 0	30-40 30	30	Moderate
A883 Bonnybridge	633	217	48	<500 1,200 10	<1,000 0	30-40 30	40	Moderate
B9095 (M876 Junction 1)	275	149	34	<500 0	<1,000 0	30-40 20	20	Small
A883 (M876 Junction 1)	804	280	45	<500 1,200 10	<1,000 0	30-40 30	40	Moderate
A8004 Checkbar	461	191	36	<500 0	<1,000 0	30-40 20	20	Small
A803 Bonnybridge Substation	314	66	46	<500 0	<1,000 0	30-40 30	30	Moderate
A803 Falkirk Road	348	48	29	<500 0	<1,000 0	30-30 10	10	Small
B816 Bridge Street	513	152	29	<500 0	<1,000 0	30-30 20-30	10	Small
Foundry Road	56	6	30	<500 0	<1,000 0	20-30 10	10	Small
A803 Glasgow Road	745	200	25	<500 1,200 10	<1,000 0	30-30 10	20	Small
Main Street Camelon	870	211	23	<500 1,200 10	<1,000 0	30-30 10	20	Small
B816 Glenfuir Road	558	66	29	<500 0	<1,000 0	20-30 10	10	Small
B816 Tamfourhill Road	234	100	29	<500 0	<1,000 0	20-30 10	10	Small
B816 Bonnyhill Road	108	38	31	<500 0	<1,000 0	30-40 20	20	Small
Beam Road	34	16	33	<500 0	<1,000 0	30-40 20	20	Small
Greenhill Road	134	13	24	<500 0	<1,000 0	20-30 10	10	Small
Glenyards Road	28	9	23	<500 0	<1,000 0	20-30 10	10	Small
B816 Seabegs Road	201	50	44	<500 0	<1,000 0	30-40 30	30	Moderate
Lochgreen Road	31	15	37	<500 0	<1,000 0	30-40 20	20	Small
Skipperton Burn road	10	15	37	<500 0	<1,000 0	30-40 20	20	Small
B816 Castlecary Road	1,009	669	41	<500 1,200 10	<1,000 0	30-40 30	40	Moderate
Forest Road Wardpark	317	91	46	<500 0	<1,000 0	30-40 30	30	Moderate
Forest Road Abornhill	164	54	42	<500 0	<1,000 0	30-40 30	30	Moderate
Arns Road	9	4	31	<500 0	<1,000 0	30-40 20	20	Small
Fannyside Road	46	10	41	<500 0	<1,000 0	30-40 30	30	Moderate

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
A872 Denny	Small	Small	0	7	4	FALSE	Negligible
Denny Substation road	Small	Small	0	0	2	FALSE	Negligible
Roman Road / Bore Row	Small	Small	0	7	2	FALSE	Negligible
A9 Stirling Road Glenbervie	Small	Small	0	1	4	FALSE	Negligible
A9 Stirling Road North Broomage	Moderate	Moderate	0	1	4	FALSE	Negligible
B905 Denny Road	Moderate	Moderate	0	0	2	FALSE	Negligible
A883 Bonnybridge	Moderate	Moderate	0	9	40	FALSE	Negligible
B9095 (M876 Junction 1)	Small	Small	0	10	42	FALSE	Negligible
A883 (M876 Junction 1)	Moderate	Moderate	0	10	42	FALSE	Negligible
A8004 Checkbar	Small	Small	0	10	42	FALSE	Negligible
A803 Bonnybridge Substation	Moderate	Moderate	0	5	14	FALSE	Negligible
A803 Falkirk Road	Small	Small	0	0	2	FALSE	Negligible
B816 Bridge Street	Small	Small	0	0	2	FALSE	Negligible
Foundry Road	Small	Small	0	0	2	FALSE	Negligible
A803 Glasgow Road	Small	Small	0	4	22	FALSE	Negligible
Main Street Camelon	Small	Small	0	4	22	FALSE	Negligible
B816 Glenfuir Road	Small	Small	0	4	22	FALSE	Negligible
B816 Tamfourhill Road	Small	Small	0	4	22	FALSE	Negligible
B816 Bonnyhill Road	Small	Small	0	4	22	FALSE	Negligible
Beam Road	Small	Small	0	2	12	FALSE	Negligible
Greenhill Road	Small	Small	0	1	8	FALSE	Negligible
Glenyards Road	Small	Small	0	1	8	FALSE	Negligible
B816 Seabegs Road	Moderate	Moderate	0	1	8	FALSE	Negligible
Lochgreen Road	Small	Small	0	1	8	FALSE	Negligible
Skipperton Burn road	Small	Small	0	1	8	FALSE	Negligible
B816 Castlecary Road	Moderate	Moderate	0	2	10	FALSE	Negligible
Forest Road Wardpark	Moderate	Moderate	0	2	10	FALSE	Negligible
Forest Road Abornhill	Moderate	Moderate	0	2	10	FALSE	Negligible
Arns Road	Small	Small	0	1	4	FALSE	Negligible
Fannyside Road	Moderate	Moderate	0	1	4	FALSE	Negligible

Fear and Intimidation Magnitude of Change Assessment - Project-wide

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
Forest Road Blackthorn Roundabout	217	55	34	<500 0	<1,000 0	30-40 20	20	Small
Forest Road Cumbernauld Substation	406	86	41	<500 0	<1,000 0	30-40 30	30	Moderate
B8054 Lenciemill Road East	473	182	40	<500 0	<1,000 0	30-40 20	20	Small
Palacecrag Road	60	24	32	<500 0	<1,000 0	30-40 20	20	Small
B8054 Lenciemill Road West	280	139	39	<500 0	<1,000 0	30-40 20	20	Small
A73 Greenfields	863	578	46	500-1,200 10	<1,000 0	30-40 30	40	Moderate
A73 Blairlinn	1,935	1,885	58	1,800- 30	1,000-1,000 10	30-40 30	70	Great
B8039 Stirling Road	369	49	44	<500 0	<1,000 0	30-40 30	30	Moderate
Hulks Road	6	1	33	<500 0	<1,000 0	30-40 20	20	Small
B8039 Stirling Road Blackbog	169	136	39	<500 0	<1,000 0	30-40 20	20	Small
A73 Riggend	735	408	53	500-1,200 10	<1,000 0	30-40 30	40	Moderate
Brackenfirst Road	31	10	36	<500 0	<1,000 0	30-40 20	20	Small
B803 Greengairs Road west	213	165	37	<500 0	<1,000 0	30-40 20	20	Small
B803 Greengairs Road east	157	120	33	<500 0	<1,000 0	30-40 20	20	Small
A73 Stand Stirling Road	848	472	37	500-1,200 10	<1,000 0	30-40 20	30	Moderate
B802 Condorrat Road	88	18	34	<500 0	<1,000 0	30-40 20	20	Small
Condorrat Road Glennevis	108	18	28	<500 0	<1,000 0	25-30 10	10	Small
B803 Raebog Road	389	96	37	<500 0	<1,000 0	30-40 20	20	Small
Mollinsburn Road	48	11	39	<500 0	<1,000 0	30-40 20	20	Small
Yetts Hole Road	4	4	26	<500 0	<1,000 0	25-30 10	10	Small
Muirdyke Road	27	8	37	<500 0	<1,000 0	30-40 20	20	Small
Burnlip Road	10	3	25	<500 0	<1,000 0	25-30 10	10	Small
B804 Gartliston Road	295	34	41	<500 0	<1,000 0	25-30 30	30	Moderate
Gartgill Road	22	5	30	<500 0	<1,000 0	25-30 10	10	Small
Craigneathan Drive	241	79	35	<500 0	<1,000 0	30-40 20	20	Small
A752 Lochend Road	594	206	29	<500 0	<1,000 0	25-30 10	10	Small
A752 Coatbridge Road	445	286	41	<500 0	<1,000 0	30-40 30	30	Moderate
A752 Gartcosh Road	480	208	42	<500 0	<1,000 0	30-40 30	30	Moderate
A73 Stirling Road Dykehead	795	307	37	500-1,200 10	<1,000 0	30-40 20	30	Moderate
Dykehead Road	43	9	24	<500 0	<1,000 0	25-30 10	10	Small

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
Forest Road Blackthorn Roundabout	219	61	34	<500 0	<1,000 0	30-40 20	20	Small
Forest Road Cumbernauld Substation	406	87	41	<500 0	<1,000 0	30-40 30	30	Moderate
B8054 Lenciemill Road East	474	186	40	<500 0	<1,000 0	30-40 20	20	Small
Palacecrag Road	60	28	32	<500 0	<1,000 0	30-40 20	20	Small
B8054 Lenciemill Road West	281	143	39	<500 0	<1,000 0	30-40 20	20	Small
A73 Greenfields	872	618	46	500-1,200 10	<1,000 0	30-40 30	40	Moderate
A73 Blairlinn	1,943	1,921	58	1,800- 30	1,000-1,000 10	30-40 30	70	Great
B8039 Stirling Road	369	49	44	<500 0	<1,000 0	30-40 30	30	Moderate
Hulks Road	7	5	33	<500 0	<1,000 0	30-40 20	20	Small
B8039 Stirling Road Blackbog	169	140	39	<500 0	<1,000 0	30-40 20	20	Small
A73 Riggend	743	440	53	500-1,200 10	<1,000 0	30-40 30	40	Moderate
Brackenfirst Road	33	18	36	<500 0	<1,000 0	30-40 20	20	Small
B803 Greengairs Road west	214	167	37	<500 0	<1,000 0	30-40 20	20	Small
B803 Greengairs Road east	158	122	33	<500 0	<1,000 0	30-40 20	20	Small
A73 Stand Stirling Road	853	484	37	500-1,200 10	<1,000 0	30-40 20	30	Moderate
B802 Condorrat Road	88	22	34	<500 0	<1,000 0	30-40 20	20	Small
Condorrat Road Glennevis	108	18	28	<500 0	<1,000 0	25-30 10	10	Small
B803 Raebog Road	391	104	37	<500 0	<1,000 0	30-40 20	20	Small
Mollinsburn Road	48	11	39	<500 0	<1,000 0	30-40 20	20	Small
Yetts Hole Road	5	8	26	<500 0	<1,000 0	25-30 10	10	Small
Muirdyke Road	28	10	37	<500 0	<1,000 0	30-40 20	20	Small
Burnlip Road	11	9	25	<500 0	<1,000 0	25-30 10	10	Small
B804 Gartliston Road	296	48	41	<500 0	<1,000 0	25-30 30	30	Moderate
Gartgill Road	23	13	30	<500 0	<1,000 0	25-30 10	10	Small
Craigneathan Drive	244	93	35	<500 0	<1,000 0	30-40 20	20	Small
A752 Lochend Road	594	208	29	<500 0	<1,000 0	25-30 10	10	Small
A752 Coatbridge Road	449	288	41	<500 0	<1,000 0	30-40 30	30	Moderate
A752 Gartcosh Road	484	210	42	<500 0	<1,000 0	30-40 30	30	Moderate
A73 Stirling Road Dykehead	799	321	37	500-1,200 10	<1,000 0	30-40 20	30	Moderate
Dykehead Road	43	11	24	<500 0	<1,000 0	25-30 10	10	Small

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
Forest Road Blackthorn Roundabout	Small	Small	0	1	6	FALSE	Negligible
Forest Road Cumbernauld Substation	Moderate	Moderate	0	0	2	FALSE	Negligible
B8054 Lenciemill Road East	Small	Small	0	1	4	FALSE	Negligible
Palacecrag Road	Small	Small	0	1	4	FALSE	Negligible
B8054 Lenciemill Road West	Small	Small	0	1	4	FALSE	Negligible
A73 Greenfields	Moderate	Moderate	0	9	40	FALSE	Negligible
A73 Blairlinn	Great	Great	0	8	36	FALSE	Negligible
B8039 Stirling Road	Moderate	Moderate	0	0	0	FALSE	Negligible
Hulks Road	Small	Small	0	1	4	FALSE	Negligible
B8039 Stirling Road Blackbog	Small	Small	0	1	4	FALSE	Negligible
A73 Riggend	Moderate	Moderate	0	7	32	FALSE	Negligible
Brackenfirst Road	Small	Small	0	2	6	FALSE	Negligible
B803 Greengairs Road west	Small	Small	0	1	2	FALSE	Negligible
B803 Greengairs Road east	Small	Small	0	1	2	FALSE	Negligible
A73 Stand Stirling Road	Moderate	Moderate	0	5	22	FALSE	Negligible
B802 Condorrat Road	Small	Small	0	1	4	FALSE	Negligible
Condorrat Road Glennevis	Small	Small	0	0	0	FALSE	Negligible
B803 Raebog Road	Small	Small	0	2	8	FALSE	Negligible
Mollinsburn Road	Small	Small	0	0	0	FALSE	Negligible
Yetts Hole Road	Small	Small	0	1	4	FALSE	Negligible
Muirdyke Road	Small	Small	0	0	2	FALSE	Negligible
Burnlip Road	Small	Small	0	1	6	FALSE	Negligible
B804 Gartliston Road	Moderate	Moderate	0	3	14	FALSE	Negligible
Gartgill Road	Small	Small	0	2	8	FALSE	Negligible
Craigneathan Drive	Small	Small	0	3	14	FALSE	Negligible
A752 Lochend Road	Small	Small	0	0	2	FALSE	Negligible
A752 Coatbridge Road	Moderate	Moderate	0	4	2	FALSE	Negligible
A752 Gartcosh Road	Moderate	Moderate	0	4	2	FALSE	Negligible
A73 Stirling Road Dykehead	Moderate	Moderate	0	3	14	FALSE	Negligible
Dykehead Road	Small	Small	0	0	2	FALSE	Negligible

Fear and Intimidation Magnitude of Change Assessment - Project-wide

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A73 Holehills	819	340	33	800-1,200 10	<1,000 0	30-40 20	30	Moderate
Airdrehill Road	99	3	32	<600 0	<1,000 0	30-40 20	20	Small
Burnhead Road	96	2	33	<600 0	<1,000 0	30-40 20	20	Small
A73 Motherwell Street Rawyards	674	360	30	800-1,200 10	<1,000 0	20-30 10	20	Small
A73 Motherwell Street Airdrie	683	283	30	<600 0	<1,000 0	20-30 10	10	Small
A89 Airdrie Road	586	143	32	<600 0	<1,000 0	20-30 10	10	Small
A89 Forrest Street	621	187	24	800-1,200 10	<1,000 0	20-30 10	20	Small
A73 Carlisle Road Airdrie	896	319	28	800-1,200 10	<1,000 0	20-30 10	20	Small
A73 Carlisle Road Chapelhall	888	353	31	800-1,200 10	<1,000 0	30-40 20	30	Moderate
Burniebrae Road	271	38	25	<600 0	<1,000 0	20-30 10	10	Small
Craigers Road	15	5	33	<600 0	<1,000 0	30-40 20	20	Small
Roughrigg Road	44	143	29	<600 0	<1,000 0	20-30 10	10	Small
Lawnhope Mill Road	14	7	22	<600 0	<1,000 0	20-30 10	10	Small
A73 Bellside Road Chapelhall	728	426	39	800-1,200 10	<1,000 0	30-40 20	30	Moderate
Lancaster Avenue	247	68	35	<600 0	<1,000 0	30-40 20	20	Small
A73 Bellside Road Newhouse	1,348	976	32	1,200-1,800 0	<1,000 0	30-40 20	40	Moderate
A775 Edinburgh Road	356	379	29	<600 0	<1,000 0	20-30 10	10	Small
Glasgow and Edinburgh Road	91	136	26	<600 0	<1,000 0	20-30 10	10	Small
Legbrannock Road	114	82	33	<600 0	<1,000 0	30-40 20	20	Small
Kirk Road	204	236	29	<600 0	<1,000 0	20-30 10	10	Small
Rowantree Avenue eastbound	170	137	32	<600 0	<1,000 0	30-40 20	20	Small
Rowantree Avenue westbound	168	236	31	<600 0	<1,000 0	30-40 20	20	Small
Biggar Road	35	20	29	<600 0	<1,000 0	20-30 10	10	Small
B7066 Motherwell Road	496	236	40	<600 0	<1,000 0	30-40 20	20	Small
A73 Carlisle Road Brownhill Farm	734	290	48	800-1,200 10	<1,000 0	40+ 30	40	Moderate
Hareshaw Road	21	4	30	<600 0	<1,000 0	20-30 10	10	Small
Greenhill Road North	19	6	20	<600 0	<1,000 0	<20 0	0	Small
A73 Orland	720	311	49	800-1,200 10	<1,000 0	40+ 30	40	Moderate
Ferrieshaw Road	4	3	30	<600 0	<1,000 0	20-30 10	10	Small
Greenhill Road South	6	3	33	<600 0	<1,000 0	30-40 20	20	Small

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A73 Holehills	821	350	33	800-1,200 10	<1,000 0	30-40 20	30	Moderate
Airdrehill Road	101	9	32	<600 0	<1,000 0	30-40 20	20	Small
Burnhead Road	96	4	33	<600 0	<1,000 0	30-40 20	20	Small
A73 Motherwell Street Rawyards	675	364	30	800-1,200 10	<1,000 0	20-30 10	20	Small
A73 Motherwell Street Airdrie	684	287	30	800-1,200 10	<1,000 0	20-30 10	20	Small
A89 Airdrie Road	587	147	32	<600 0	<1,000 0	20-30 10	10	Small
A89 Forrest Street	622	191	24	800-1,200 10	<1,000 0	20-30 10	20	Small
A73 Carlisle Road Airdrie	896	319	28	800-1,200 10	<1,000 0	20-30 10	20	Small
A73 Carlisle Road Chapelhall	890	361	31	800-1,200 10	<1,000 0	30-40 20	30	Moderate
Burniebrae Road	273	46	25	<600 0	<1,000 0	20-30 10	10	Small
Craigers Road	16	9	33	<600 0	<1,000 0	30-40 20	20	Small
Roughrigg Road	45	147	29	<600 0	<1,000 0	20-30 10	10	Small
Lawnhope Mill Road	15	11	22	<600 0	<1,000 0	20-30 10	10	Small
A73 Bellside Road Chapelhall	731	440	39	800-1,200 10	<1,000 0	30-40 20	30	Moderate
Lancaster Avenue	248	70	35	<600 0	<1,000 0	30-40 20	20	Small
A73 Bellside Road Newhouse	1,373	1,104	32	1,200-1,800 0	1,000-2,000 0	30-40 20	50	Great
A775 Edinburgh Road	369	405	29	<600 0	<1,000 0	20-30 10	10	Small
Glasgow and Edinburgh Road	91	137	26	<600 0	<1,000 0	20-30 10	10	Small
Legbrannock Road	123	88	33	<600 0	<1,000 0	30-40 20	20	Small
Kirk Road	213	239	29	<600 0	<1,000 0	20-30 10	10	Small
Rowantree Avenue eastbound	174	139	32	<600 0	<1,000 0	30-40 20	20	Small
Rowantree Avenue westbound	173	237	31	<600 0	<1,000 0	30-40 20	20	Small
Biggar Road	38	36	29	<600 0	<1,000 0	20-30 10	10	Small
B7066 Motherwell Road	498	245	40	<600 0	<1,000 0	30-40 20	20	Small
A73 Carlisle Road Brownhill Farm	751	380	48	800-1,200 10	<1,000 0	40+ 30	40	Moderate
Hareshaw Road	28	40	30	<600 0	<1,000 0	20-30 10	10	Small
Greenhill Road North	25	36	20	<600 0	<1,000 0	<20 0	0	Small
A73 Orland	720	365	49	800-1,200 10	<1,000 0	40+ 30	40	Moderate
Ferrieshaw Road	4	3	30	<600 0	<1,000 0	20-30 10	10	Small
Greenhill Road South	10	25	33	<600 0	<1,000 0	30-40 20	20	Small

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
A73 Holehills	Moderate	Moderate	0	2	10	FALSE	Negligible
Airdrehill Road	Small	Small	0	1	6	FALSE	Negligible
Burnhead Road	Small	Small	0	0	2	FALSE	Negligible
A73 Motherwell Street Rawyards	Small	Small	0	1	4	FALSE	Negligible
A73 Motherwell Street Airdrie	Small	Small	0	1	4	FALSE	Negligible
A89 Airdrie Road	Small	Small	0	1	4	FALSE	Negligible
A89 Forrest Street	Small	Small	0	1	4	FALSE	Negligible
A73 Carlisle Road Airdrie	Small	Small	0	0	0	FALSE	Negligible
A73 Carlisle Road Chapelhall	Moderate	Moderate	0	2	8	FALSE	Negligible
Burniebrae Road	Small	Small	0	2	8	FALSE	Negligible
Craigers Road	Small	Small	0	1	4	FALSE	Negligible
Roughrigg Road	Small	Small	0	1	4	FALSE	Negligible
Lawnhope Mill Road	Small	Small	0	1	4	FALSE	Negligible
A73 Bellside Road Chapelhall	Moderate	Moderate	0	3	14	FALSE	Negligible
Lancaster Avenue	Small	Small	0	0	2	FALSE	Negligible
A73 Bellside Road Newhouse	Moderate	Great	1	25	128	FALSE	Low
A775 Edinburgh Road	Small	Small	0	33	26	FALSE	Negligible
Glasgow and Edinburgh Road	Small	Small	0	0	2	FALSE	Negligible
Legbrannock Road	Small	Small	0	9	6	FALSE	Negligible
Kirk Road	Small	Small	0	9	4	FALSE	Negligible
Rowantree Avenue eastbound	Small	Small	0	4	2	FALSE	Negligible
Rowantree Avenue westbound	Small	Small	0	4	2	FALSE	Negligible
Biggar Road	Small	Small	0	3	16	FALSE	Negligible
B7066 Motherwell Road	Small	Small	0	2	10	FALSE	Negligible
A73 Carlisle Road Brownhill Farm	Moderate	Moderate	0	18	90	FALSE	Negligible
Hareshaw Road	Small	Small	0	7	36	FALSE	Negligible
Greenhill Road North	Small	Small	0	6	30	FALSE	Negligible
A73 Orland	Moderate	Moderate	0	11	54	FALSE	Negligible
Ferrieshaw Road	Small	Small	0	0	0	FALSE	Negligible
Greenhill Road South	Small	Small	0	4	22	FALSE	Negligible

Fear and Intimidation Magnitude of Change Assessment - Project-wide

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehrs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehrs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
Muireidge and Jersey Road north	3	2	30	<500 0	<1,000 0	20-30 10	10	Small
Muireidge and Jersey Road south	7	16	30	<500 0	<1,000 0	20-30 10	10	Small
Foulburn Road	37	5	35	<500 0	<1,000 0	30-40 20	20	Small
Allanton Road	51	18	35	<500 0	<1,000 0	30-40 20	20	Small
Mill Road Allanton	116	13	31	<500 0	<1,000 0	30-40 20	20	Small
A71 Crindledyke	441	140	50	<500 0	<1,000 0	30-40 30	30	Moderate
A71 Allanton	445	147	31	<500 0	<1,000 0	30-40 20	20	Small
Mill Road / Coltness Avenue	11	4	34	<500 0	<1,000 0	30-40 20	20	Small
Daviesdyke Road	5	5	29	<500 0	<1,000 0	20-30 10	10	Small
Morningside East road	8	3	32	<500 0	<1,000 0	30-40 20	20	Small
Mill Road Morningside	15	7	28	<500 0	<1,000 0	20-30 10	10	Small
Morningside Road	260	107	15	<500 0	<1,000 0	<20 0	0	Small
A71 Newmains	590	316	3	<500 0	<1,000 0	30-40 20	20	Small
A73 Main Street Newmains	555	355	30	<500 0	<1,000 0	20-30 10	10	Small
A73 Westwood Road	822	297	30	<500 10	<1,000 0	20-30 10	20	Small
A722 Marne Road	713	82	25	<500 10	<1,000 0	20-30 10	20	Small
Woodhall Road	66	16	33	<500 0	<1,000 0	30-40 20	20	Small
A73 Bogside	371	149	46	<500 0	<1,000 0	30-40 30	30	Moderate
A71 Overtown Road north	266	170	43	<500 0	<1,000 0	30-40 30	30	Moderate
A71 Overtown Road south	437	351	38	<500 10	<1,000 0	30-40 20	30	Moderate
A71 Horsley Brae north	493	351	26	<500 0	<1,000 0	20-30 10	10	Small
B754 Castlehill Road	455	159	23	<500 0	<1,000 0	20-30 10	10	Small
Castlehill / Caledonian Road	536	127	26	<500 10	<1,000 0	20-30 10	20	Small
Allershaw Road	11	4	26	<500 0	<1,000 0	20-30 10	10	Small
Tarbert Avenue	151	21	18	<500 0	<1,000 0	<20 0	0	Small
A723 Hamilton Road	2,851	2,002	30	<1,000 30	<1,000 2,000-3,000	20-30 10	60	Great
B754 Airbles Road	1,619	1,136	30	<1,000 20	<1,000 1,000-2,000	20-30 10	40	Moderate
A721 Windmillhill Street	2,026	1,415	30	<1,000 30	<1,000 1,000-2,000	20-30 10	50	Great
B754 Shields Road	1,200	843	30	<1,000 10	<1,000 0	20-30 10	20	Small
B754 Nethererton Road	1,200	843	30	<1,000 10	<1,000 0	20-30 10	20	Small

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehrs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehrs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
Muireidge and Jersey Road north	4	6	30	<500 0	<1,000 0	20-30 10	10	Small
Muireidge and Jersey Road south	10	32	30	<500 0	<1,000 0	20-30 10	10	Small
Foulburn Road	40	21	35	<500 0	<1,000 0	30-40 20	20	Small
Allanton Road	52	22	35	<500 0	<1,000 0	30-40 20	20	Small
Mill Road Allanton	117	17	31	<500 0	<1,000 0	30-40 20	20	Small
A71 Crindledyke	444	154	50	<500 0	<1,000 0	30-40 30	30	Moderate
A71 Allanton	448	161	31	<500 0	<1,000 0	30-40 20	20	Small
Mill Road / Coltness Avenue	13	14	34	<500 0	<1,000 0	30-40 20	20	Small
Daviesdyke Road	5	7	29	<500 0	<1,000 0	20-30 10	10	Small
Morningside East road	10	13	32	<500 0	<1,000 0	30-40 20	20	Small
Mill Road Morningside	18	17	28	<500 0	<1,000 0	20-30 10	10	Small
Morningside Road	263	125	15	<500 0	<1,000 0	<20 0	0	Small
A71. Newmains	596	348	33	<500 0	<1,000 0	30-40 20	20	Small
A73 Main Street Newmains	559	377	30	<500 0	<1,000 0	20-30 10	10	Small
A73 Westwood Road	822	351	30	<500 10	<1,000 0	20-30 10	20	Small
A722 Marne Road	717	102	25	<500 10	<1,000 0	20-30 10	20	Small
Woodhall Road	71	36	33	<500 0	<1,000 0	30-40 20	20	Small
A73 Bogside	372	151	46	<500 0	<1,000 0	30-40 30	30	Moderate
A71 Overtown Road north	270	190	43	<500 0	<1,000 0	30-40 30	30	Moderate
A71 Overtown Road south	439	363	38	<500 0	<1,000 0	30-40 20	20	Small
A71 Horsley Brae north	493	351	26	<500 0	<1,000 0	20-30 10	10	Small
B754 Castlehill Road	459	159	23	<500 0	<1,000 0	20-30 10	10	Small
Castlehill / Caledonian Road	536	127	26	<500 0	<1,000 0	20-30 10	10	Small
Allershaw Road	15	14	26	<500 0	<1,000 0	20-30 10	10	Small
Tarbert Avenue	151	21	18	<500 0	<1,000 0	<20 0	0	Small
A723 Hamilton Road	2,855	2,010	30	<1,000 30	<1,000 2,000-3,000	20-30 10	60	Great
B754 Airbles Road	1,622	1,144	30	<1,000 20	<1,000 1,000-2,000	20-30 10	40	Moderate
A721 Windmillhill Street	2,030	1,422	30	<1,000 30	<1,000 1,000-2,000	20-30 10	50	Great
B754 Shields Road	1,204	851	30	<1,000 20	<1,000 0	20-30 10	30	Moderate
B754 Nethererton Road	1,204	851	30	<1,000 20	<1,000 0	20-30 10	30	Moderate

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
Muireidge and Jersey Road north	Small	Small	0	1	4	FALSE	Negligible
Muireidge and Jersey Road south	Small	Small	0	3	16	FALSE	Negligible
Foulburn Road	Small	Small	0	3	16	FALSE	Negligible
Allanton Road	Small	Small	0	1	4	FALSE	Negligible
Mill Road Allanton	Small	Small	0	1	4	FALSE	Negligible
A71 Crindledyke	Moderate	Moderate	0	3	14	FALSE	Negligible
A71 Allanton	Small	Small	0	3	14	FALSE	Negligible
Mill Road / Coltness Avenue	Small	Small	0	2	10	FALSE	Negligible
Daviesdyke Road	Small	Small	0	0	2	FALSE	Negligible
Morningside East road	Small	Small	0	2	10	FALSE	Negligible
Mill Road Morningside	Small	Small	0	2	10	FALSE	Negligible
Morningside Road	Small	Small	0	3	18	FALSE	Negligible
A71. Newmains	Small	Small	0	6	32	FALSE	Negligible
A73 Main Street Newmains	Small	Small	0	5	22	FALSE	Negligible
A73 Westwood Road	Small	Small	0	11	54	FALSE	Negligible
A722 Marne Road	Small	Small	0	4	20	FALSE	Negligible
Woodhall Road	Small	Small	0	4	20	FALSE	Negligible
A73 Bogside	Moderate	Moderate	0	0	2	FALSE	Negligible
A71 Overtown Road north	Moderate	Moderate	0	4	20	FALSE	Negligible
A71 Overtown Road south	Moderate	Small	0	2	12	FALSE	Negligible
A71 Horsley Brae north	Small	Small	0	0	0	FALSE	Negligible
B754 Castlehill Road	Small	Small	0	4	10	FALSE	Negligible
Castlehill / Caledonian Road	Small	Small	0	0	0	FALSE	Negligible
Allershaw Road	Small	Small	0	4	10	FALSE	Negligible
Tarbert Avenue	Small	Small	0	0	0	FALSE	Negligible
A723 Hamilton Road	Great	Great	0	4	8	FALSE	Negligible
B754 Airbles Road	Moderate	Moderate	0	4	8	FALSE	Negligible
A721 Windmillhill Street	Great	Great	0	4	8	FALSE	Negligible
B754 Shields Road	Small	Moderate	1	4	8	FALSE	Low
B754 Nethererton Road	Small	Moderate	1	4	8	FALSE	Low

Fear and Intimidation Magnitude of Change Assessment - Project-wide

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic				Existing Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A71 Horsley Brae south	1,006	380	32	600-1,200 10	<1,000 0	30-40 20	30	Moderate
Cornhillloch Brae	1,102	178	35	600-1,200 10	<1,000 0	30-40 20	30	Moderate
A71 Ayr Road	471	178	43	<600 0	<1,000 0	40+ 30	30	Moderate
A72 Lanark Road	711	178	38	600-1,200 10	<1,000 0	30-40 20	30	Moderate
M9 Glenbernie - Bannockburn	1,177	1,492	70	600-1,200 10	1,000-2,000 10	40+ 30	50	Great
M80 Bankhead - Bannockburn	2,190	3,778	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M876	2,702	4,142	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M876 Junction 1 - 2	2,330	3,991	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M876 Bankhead - Checkbar Junction	2,409	3,880	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M80 Bankhead - Old Inns Junction	4,640	7,202	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M80 Junction 4 - 6	4,560	7,709	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M73 Junction 2A - 3	3,444	6,452	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M73 Gartcosh - Baillieston	3,641	7,183	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M74 Junction 4 - 7	5,486	8,698	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M8 Junction 6-8	4,352	7,298	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M8 Junction 8-10	4,910	3,620	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
A8011 Glasgow Road	1,980	1,606	50	1,800+ 30	1,000-2,000 10	40+ 30	70	Great
B8039 Jane's Brae	914	888	50	600-1,200 10	<1,000 0	40+ 30	40	Moderate

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation								
Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A71 Horsley Brae south	1,006	380	32	600-1,200 10	<1,000 0	30-40 20	30	Moderate
Cornhillloch Brae	1,102	178	35	600-1,200 10	<1,000 0	30-40 20	30	Moderate
A71 Ayr Road	471	178	43	<600 0	<1,000 0	40+ 30	30	Moderate
A72 Lanark Road	711	178	38	600-1,200 10	<1,000 0	30-40 20	30	Moderate
M9 Glenbernie - Bannockburn	1,177	1,494	70	600-1,200 10	1,000-2,000 10	40+ 30	50	Great
M80 Bankhead - Bannockburn	2,197	3,782	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M876	2,708	4,156	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M876 Junction 1 - 2	2,335	4,021	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M876 Bankhead - Checkbar Junction	2,417	3,912	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M80 Bankhead - Old Inns Junction	4,651	7,214	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M80 Junction 4 - 6	4,584	7,771	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M73 Junction 2A - 3	3,452	6,476	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M73 Gartcosh - Baillieston	3,645	7,191	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M74 Junction 4 - 7	5,490	8,706	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M8 Junction 6-8	4,386	7,430	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
M8 Junction 8-10	4,944	3,752	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
A8011 Glasgow Road	1,980	1,606	50	1,800+ 30	1,000-2,000 10	40+ 30	70	Great
B8039 Jane's Brae	914	888	50	600-1,200 10	<1,000 0	40+ 30	40	Moderate

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change							
Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
A71 Horsley Brae south	Moderate	Moderate	0	0	0	FALSE	Negligible
Cornhillloch Brae	Moderate	Moderate	0	0	0	FALSE	Negligible
A71 Ayr Road	Moderate	Moderate	0	0	0	FALSE	Negligible
A72 Lanark Road	Moderate	Moderate	0	0	0	FALSE	Negligible
M9 Glenbernie - Bannockburn	Great	Great	0	0	2	FALSE	Negligible
M80 Bankhead - Bannockburn	Extreme	Extreme	0	7	4	FALSE	Negligible
M876	Extreme	Extreme	0	5	14	FALSE	Negligible
M876 Junction 1 - 2	Extreme	Extreme	0	5	30	FALSE	Negligible
M876 Bankhead - Checkbar Junction	Extreme	Extreme	0	8	32	FALSE	Negligible
M80 Bankhead - Old Inns Junction	Extreme	Extreme	0	11	12	FALSE	Negligible
M80 Junction 4 - 6	Extreme	Extreme	0	24	62	FALSE	Negligible
M73 Junction 2A - 3	Extreme	Extreme	0	7	24	FALSE	Negligible
M73 Gartcosh - Baillieston	Extreme	Extreme	0	4	8	FALSE	Negligible
M74 Junction 4 - 7	Extreme	Extreme	0	4	8	FALSE	Negligible
M8 Junction 6-8	Extreme	Extreme	0	34	132	FALSE	Negligible
M8 Junction 8-10	Extreme	Extreme	0	34	132	FALSE	Negligible
A8011 Glasgow Road	Great	Great	0	0	0	FALSE	Negligible
B8039 Jane's Brae	Moderate	Moderate	0	0	0	FALSE	Negligible

Accidents and Road Safety Assessment -
New-build Overhead Line

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents				
Road	Between	Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injuy Accidents			
					Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal	
A883 Bonnybridge	Checkbar Roundabout	Three Bridges Roundabout	2	22,507,725	45,015,450	3	0	0	6.664E-02	0.000E+00	0.000E+00	98,550	197,100	0.0	0.0	0.0
B9095 (M876 Junction 1)	M876 Junction 1	Checkbar Roundabout	0.5	9,878,725	4,939,363	3	1	0	6.074E-01	2.025E-01	0.000E+00	98,550	49,275	0.0	0.0	0.0
A883 (M876 Junction 1)	M876 Junction 1	Checkbar Roundabout	0.5	29,300,375	14,650,188	3	1	0	2.048E-01	6.826E-02	0.000E+00	98,550	49,275	0.0	0.0	0.0
A8004 Checkbar	Checkbar Roundabout	M876 Junction 1	0.5	16,888,550	8,444,275	5	1	0	5.921E-01	1.184E-01	0.000E+00	98,550	49,275	0.0	0.0	0.0
A803 Bonnybridge Substation	Bonnybridge Substation	Three Bridges Roundabout	1.5	11,130,675	16,696,013	1	0	0	5.989E-02	0.000E+00	0.000E+00	32,850	49,275	0.0	0.0	0.0
A803 Falkirk Road	Bonnybridge Substation	A803 / High Street / Bridge Street Roundabout	1.5	11,411,725	17,117,588	1	2	0	5.842E-02	1.168E-01	0.000E+00	3,650	5,475	0.0	0.0	0.0
B816 Bridge Street	A803 / High Street / Bridge Street Roundabout	Bridge Street / Foundry Road Junction	0.5	19,007,375	9,503,688	2	0	0	2.104E-01	0.000E+00	0.000E+00	3,650	1,825	0.0	0.0	0.0
Foundry Road	Bridge Street / Foundry Road Junction	Bonnyside House	1	2,135,250	2,135,250	0	0	0	0.000E+00	0.000E+00	0.000E+00	3,650	3,650	0.0	0.0	0.0
A803 Glasgow Road	Three Bridges Roundabout	Glasgow Road / Stirling Road / Main Street Roundabout	1.5	26,508,125	39,762,188	5	2	0	1.257E-01	5.030E-02	0.000E+00	65,700	98,550	0.0	0.0	0.0
Main Street Camelon	Glasgow Road / Stirling Road / Main Street Roundabout	Camelon Road / Glenfuir Road Junction	0.5	31,065,150	15,532,575	1	0	0	6.438E-02	0.000E+00	0.000E+00	65,700	32,850	0.0	0.0	0.0
B816 Glenfuir Road	Camelon Road / Glenfuir Road Junction	Glenfuir Road / Tamfourhill Road Junction	1	20,182,675	20,182,675	2	1	0	9.909E-02	4.955E-02	0.000E+00	65,700	65,700	0.0	0.0	0.0
B816 Tamfourhill Road	Glenfuir Road / Tamfourhill Road Junction	Tamfourhill Road / Bonnyhill Road Roundabout	1	8,261,775	8,261,775	1	0	0	1.210E-01	0.000E+00	0.000E+00	65,700	65,700	0.0	0.0	0.0
B816 Bonnyhill Road	Tamfourhill Road / Bonnyhill Road Roundabout	Bonnyhill Road / Beam Road Junction	2.5	3,867,175	9,667,938	1	0	0	1.034E-01	0.000E+00	0.000E+00	65,700	164,250	0.0	0.0	0.0
Beam Road	Bonnyhill Road / Beam Road Junction	Beam Road / Lochgreen Road Junction	2	1,135,150	2,270,300	0	0	0	0.000E+00	0.000E+00	0.000E+00	32,850	65,700	0.0	0.0	0.0
Greenhill Road	Seabegs Road / Greenhill Road	Greenhill Road / Reilly Road Junction	1	4,631,850	4,631,850	0	1	0	0.000E+00	2.159E-01	0.000E+00	21,900	21,900	0.0	0.0	0.0
Glenyards Road	Greenhill Road / Reilly Road Junction	Glenyards Road / Skipperton Burn road	2	969,075	1,938,150	0	0	0	0.000E+00	0.000E+00	0.000E+00	21,900	43,800	0.0	0.0	0.0
B816 Seabegs Road	M80 Junction 6A	Seabegs Road / Greenhill Road	3	7,557,325	22,671,975	2	0	0	8.821E-02	0.000E+00	0.000E+00	21,900	65,700	0.0	0.0	0.0
Lochgreen Road	Beam Road / Lochgreen Road Junction	Lochgreen Road / Slamannan Road Roundabout	5	1,082,225	5,411,125	0	0	0	0.000E+00	0.000E+00	0.000E+00	18,250	91,250	0.0	0.0	0.0
Skipperton Burn road	Skipperton Burn road	Beam Road / Lochgreen Road Junction	2	330,325	660,650	1	0	0	1.514E+00	0.000E+00	0.000E+00	21,900	43,800	0.1	0.0	0.0
B816 Castlecary Road	M80 Junction 6	Wardpark Roundabout	0.5	18,819,400	9,409,700	0	1	0	0.000E+00	1.063E-01	0.000E+00	36,500	18,250	0.0	0.0	0.0
Forest Road Wardpark	Wardpark Roundabout	Whitelees Roundabout	2	6,079,075	12,158,150	2	2	0	1.645E-01	1.645E-01	0.000E+00	36,500	73,000	0.0	0.0	0.0
Forest Road Abronhill	Whitelees Roundabout	Forest Road / Arns Road Junction	1	6,066,300	6,066,300	0	0	0	0.000E+00	0.000E+00	0.000E+00	36,500	36,500	0.0	0.0	0.0
Arns Road	Forest Road / Arns Road Junction	Arns Road / Garbethill Road Junction	3.5	295,650	1,034,775	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	51,100	0.0	0.0	0.0
Fannyside Road	Forest Road / Fannyside Road Junction	Fannyside Mill	3	1,671,700	5,015,100	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	43,800	0.0	0.0	0.0
Forest Road Blackthorn Roundabout	Forest Road / Arns Road Junction	Blackthron Roundabout	1	8,059,200	8,059,200	0	0	0	0.000E+00	0.000E+00	0.000E+00	21,900	21,900	0.0	0.0	0.0
Forest Road Cumbernauld Substation	Blackthron Roundabout	Forest Road / Lyle Brae Junction	1.5	14,784,325	22,176,488	2	1	0	9.019E-02	4.509E-02	0.000E+00	7,300	10,950	0.0	0.0	0.0
B8054 Lenziemill Road East	Forest Road / Lyle Brae Junction	Jane's Brae Interchange	1	18,151,450	18,151,450	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	14,600	0.0	0.0	0.0
Palacerigg Road	Lenziemill Road / Palacerigg Road Junction	Palacerigg Road / Palacerigg Avenue Junction	1.5	1,901,650	2,852,475	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	21,900	0.0	0.0	0.0
B8054 Lenziemill Road West	Jane's Brae Interchange	B8054 / A73 Roundabout	1	10,805,825	10,805,825	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	14,600	0.0	0.0	0.0
A73 Greenfulds	M80 Junction 5	A73 / Lemziemill Road Roundabout	2	12,537,750	25,075,500	0	1	0	0.000E+00	3.988E-02	0.000E+00	62,050	124,100	0.0	0.0	0.0
A73 Blairlinn	A73 / Lemziemill Road Roundabout	A73 / B8039 Stirling Road slip road	1	27,230,825	27,230,825	0	0	0	0.000E+00	0.000E+00	0.000E+00	47,450	47,450	0.0	0.0	0.0
Hulks Road	B8039 Stirling Road / Hulks Road Junction	Wester Glentore Farm	1.5	217,175	325,763	1	0	0	3.070E+00	0.000E+00	0.000E+00	14,600	21,900	0.1	0.0	0.0
B8039 Stirling Road Blackbog	A73 / B8039 Stirling Road slip road	B8039 Stirling Road / Hulks Road Junction	1	6,489,700	6,489,700	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	14,600	0.0	0.0	0.0
A73 Riggend	A73 / B8039 Stirling Road slip road	A73 / Brackenhirst Road Junction	0.5	11,968,350	5,984,175	0	1	0	0.000E+00	1.671E-01	0.000E+00	32,850	16,425	0.0	0.0	0.0
Brackenhirst Road	A73 / Brackenhirst Road Junction	Brackenhirst Road / B802 Condorrat Road Junction	2.5	1,239,175	3,097,938	1	1	0	3.228E-01	3.228E-01	0.000E+00	14,600	36,500	0.0	0.0	0.0
B803 Greengairs Road west	A73 / Greengairs Road junction	Greengairs Road / Meikle Drumgray Road Junction	1.5	7,947,875	11,921,813	1	0	0	8.388E-02	0.000E+00	0.000E+00	10,950	16,425	0.0	0.0	0.0
B803 Greengairs Road east	Greengairs Road / Meikle Drumgray Road Junction	Greengairs Road / Hulks Road Junction	3	5,885,625	17,656,875	0	0	0	0.000E+00	0.000E+00	0.000E+00	10,950	32,850	0.0	0.0	0.0
A73 Stand Stirling Road	A73 / Greengairs Road junction	A73 / Raebog Road Roundabout	1	32,251,400	32,251,400	0	1	0	0.000E+00	3.101E-02	0.000E+00	7,300	7,300	0.0	0.0	0.0
B803 Raebog Road	A73 / Raebog Road Roundabout	Raebog Road / Condorrat Road Roundabout	1.5	14,937,625	22,406,438	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	10,950	0.0	0.0	0.0
M876 Junction 1 - 2	M876 Junction 1	M876 Junction 2	3	78,292,500	234,877,500	7	2	0	2.980E-02	8.515E-03	0.000E+00	94,900	284,700	0.0	0.0	0.0
M876 Bankhead - Checkbar Junction	M876 Junction 1	M876 / M80 Interchange	3	80,955,175	242,865,525	5	3	0	2.059E-02	1.235E-02	0.000E+00	94,900	284,700	0.0	0.0	0.0
M80 Bankhead - Old Inns Junction	M876 / M80 Interchange	M80 Junction 6	5	155,917,050	779,585,250	22	7	1	2.822E-02	8.979E-03	1.283E-03	21,900	109,500	0.0	0.0	0.0
M80 Junction 4 - 6	M80 Junction 6	M80 Junction 4	6.5	153,232,475	996,011,088	21	3	0	2.108E-02	3.012E-03	0.000E+00	98,550	640,575	0.0	0.0	0.0

Accidents and Road Safety Assessment -
Uprated Overhead Lines

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents				
Road	Between		Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injury Accidents		
						Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal
A872 Denny	Bannockburn Interchange	A872 / Denny Substation road junction	8	14,758,775	118,070,200	3	0	2	2.541E-02	0.000E+00	1.694E-02	7,300	58,400	0.0	0.0	0.0
Denny Substation road	A872 / Denny Substation road junction	Denny Substation	3	304,775	914,325	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	21,900	0.0	0.0	0.0
A9 Stirling Road Glenbervie	A9 / Glen Road Junction	M876 Junction 2	1	20,367,000	20,367,000	1	0	0	4.910E-02	0.000E+00	0.000E+00	18,250	18,250	0.0	0.0	0.0
A9 Stirling Road North Broomage	M876 Junction 2	North Broomage Roundabout	0.5	34,238,825	17,119,413	2	0	0	1.168E-01	0.000E+00	0.000E+00	18,250	9,125	0.0	0.0	0.0
B905 Denny Road	Larbert Cross	Checkbar Roundabout	2.5	5,949,500	14,873,750	4	1	0	2.689E-01	6.723E-02	0.000E+00	7,300	18,250	0.0	0.0	0.0
A883 Bonnybridge	Checkbar Roundabout	Three Bridges Roundabout	2	22,507,725	45,015,450	3	0	0	6.664E-02	0.000E+00	0.000E+00	21,900	43,800	0.0	0.0	0.0
B9095 (M876 Junction 1)	M876 Junction 1	Checkbar Roundabout	0.5	9,878,725	4,939,363	3	1	0	6.074E-01	2.025E-01	0.000E+00	29,200	14,600	0.0	0.0	0.0
A883 (M876 Junction 1)	M876 Junction 1	Checkbar Roundabout	0.5	29,300,375	14,650,188	3	1	0	2.048E-01	6.826E-02	0.000E+00	29,200	14,600	0.0	0.0	0.0
A8004 Checkbar	Checkbar Roundabout	M876 Junction 1	0.5	16,888,550	8,444,275	5	1	0	5.921E-01	1.184E-01	0.000E+00	29,200	14,600	0.0	0.0	0.0
A803 Bonnybridge Substation	Bonnybridge Substation	Three Bridges Roundabout	1.5	11,130,675	16,696,013	1	0	0	5.989E-02	0.000E+00	0.000E+00	7,300	10,950	0.0	0.0	0.0
A73 Greenfolds	M80 Junction 5	A73 / Lemziemill Road Roundabout	2	12,537,750	25,075,500	0	1	0	0.000E+00	3.988E-02	0.000E+00	102,200	204,400	0.0	0.0	0.0
A73 Blairlinn	A73 / Lemziemill Road Roundabout	A73 / B8039 Stirling Road slip road	1	27,230,825	27,230,825	0	0	0	0.000E+00	0.000E+00	0.000E+00	102,200	102,200	0.0	0.0	0.0
A73 Riggend	A73 / B8039 Stirling Road slip road	A73 / Brackenhirst Road Junction	0.5	11,968,350	5,984,175	0	1	0	0.000E+00	1.671E-01	0.000E+00	102,200	51,100	0.0	0.0	0.0
Brackenhirst Road	A73 / Brackenhirst Road Junction	Brackenhirst Road / B802 Condorrat Road Junction	2.5	1,239,175	3,097,938	1	1	0	3.228E-01	3.228E-01	0.000E+00	14,600	36,500	0.0	0.0	0.0
A73 Stand Stirling Road	A73 / Greengairs Road junction	A73 / Raebog Road Roundabout	1	32,251,400	32,251,400	0	1	0	0.000E+00	3.101E-02	0.000E+00	87,600	87,600	0.0	0.0	0.0
B802 Condorrat Road	Condorrat Road / Mollinsburn Road Junction	Condorat Road / Rydenmains Road Junction	1	3,383,550	3,383,550	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	14,600	0.0	0.0	0.0
B803 Raebog Road	A73 / Raebog Road Roundabout	Raebog Road / Condorrat Road Roundabout	1.5	14,937,625	22,406,438	0	0	0	0.000E+00	0.000E+00	0.000E+00	29,200	43,800	0.0	0.0	0.0
Yetts Hole Road	Mollinsburn Road / Yetts Hole Road Junction	Yetts Hole Road / Burnlip Road Junction	1.5	104,025	156,038	0	0	0	0.000E+00	0.000E+00	0.000E+00	18,250	27,375	0.0	0.0	0.0
Muirdyke Road	Muirdyke Road / Yetts Hole Road Junction	Muirdyke Road / Gartliston Road Junction	1	1,056,675	1,056,675	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	7,300	0.0	0.0	0.0
Burnlip Road	Muirdyke Road / Burnlip Road Junction	Yetts Hole Road / Burnlip Road Junction	0.5	335,800	167,900	0	0	0	0.000E+00	0.000E+00	0.000E+00	25,550	12,775	0.0	0.0	0.0
B804 Gartliston Road	Muirdyke Road / Gartliston Road Junction	Gartliston Road / Gartgill Road Junction	0.5	10,884,300	5,442,150	0	0	0	0.000E+00	0.000E+00	0.000E+00	58,400	29,200	0.0	0.0	0.0
Gartgill Road	Gartliston Road / Gartgill Road Junction	Central Main Line Level Crossing	0.5	801,175	400,588	0	0	0	0.000E+00	0.000E+00	0.000E+00	32,850	16,425	0.0	0.0	0.0
Craignethan Drve	Craignethan Drive / Glenbolig Road Roundabout	M73 Junction 2A	1	8,940,675	8,940,675	1	0	0	1.118E-01	0.000E+00	0.000E+00	58,400	58,400	0.0	0.0	0.0
A752 Lochend Road	M73 Junction 2A	A752 / Gartloch Road Junction	1	20,905,375	20,905,375	3	0	0	1.435E-01	0.000E+00	0.000E+00	7,300	7,300	0.0	0.0	0.0
A752 Coatbridge Road	A752 / Gartloch Road Junction	A752 / Gartcross Road Junction	1.5	16,262,575	24,393,863	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	10,950	0.0	0.0	0.0
A73 Stirling Road Dykehead	A73 / Raebog Road Roundabout	A73 / Dykehead Road Junction	1.5	30,477,500	45,716,250	3	3	0	6.562E-02	6.562E-02	0.000E+00	58,400	87,600	0.0	0.0	0.0
Dykehead Road	A73 / Dykehead Road Junction	Dykehead Road / Ballochney Road Junction	1	1,710,025	1,710,025	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	7,300	0.0	0.0	0.0
A73 Holehills	A73 / Dykehead Road Junction	Rawyards Roundabout	0.5	31,289,625	15,644,813	0	0	0	0.000E+00	0.000E+00	0.000E+00	43,800	21,900	0.0	0.0	0.0
Airdriehill Road	Rawyards Roundabout	Airdriehill Road / Ballochney Road Junction	1	3,631,750	3,631,750	1	0	0	2.753E-01	0.000E+00	0.000E+00	21,900	21,900	0.0	0.0	0.0
Burnhead Road	A73 Rawyards Roundabout	Burnhead Road / Connor Street Roundabout	1	3,560,575	3,560,575	1	0	0	2.809E-01	0.000E+00	0.000E+00	7,300	7,300	0.0	0.0	0.0
A73 Motherwell Street Rawyards	Rawyards Roundabout	A73 / B8058 Roundabout	0.5	24,852,850	12,426,425	2	1	0	1.609E-01	8.047E-02	0.000E+00	21,900	10,950	0.0	0.0	0.0
A73 Motherwell Street Airdrie	A73 / B8058 Roundabout	A73 / Clark Street Roundabout	0.5	25,046,300	12,523,150	4	1	0	3.194E-01	7.985E-02	0.000E+00	21,900	10,950	0.0	0.0	0.0
A89 Airdrie Road	A89 / Connor Street Junction	A89 / Meadowhead Road Junction	1	21,128,025	21,128,025	2	2	0	9.466E-02	9.466E-02	0.000E+00	21,900	21,900	0.0	0.0	0.0
A89 Forrest Street	A89 / A73 Roundabout	A89 / Connor Street Junction	1	21,971,175	21,971,175	6	3	0	2.731E-01	1.365E-01	0.000E+00	21,900	21,900	0.0	0.0	0.0
A73 Carlisle Road Chapelhall	A73 / Petersburn Road	A73 / Nisbett Street Junction	1.5	32,771,525	49,157,288	5	3	0	1.017E-01	6.103E-02	0.000E+00	29,200	43,800	0.0	0.0	0.0
Burniebrae Road	A73 / Burniebrae Road Junction	Bowhousebrae Road / Craigens Road Junction	1.5	10,256,500	15,384,750	2	0	0	1.300E-01	0.000E+00	0.000E+00	29,200	43,800	0.0	0.0	0.0
Craigens Road	Bowhousebrae Road / Craigens Road Junction	Craigens Road / Bowhouse Road Junction	1.5	569,400	854,100	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	21,900	0.0	0.0	0.0
Roughrigg Road	Bowhousebrae Road / Craigens Road Junction	Roughrigg Road / Stepends Road Junction	1	1,934,500	1,934,500	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	14,600	0.0	0.0	0.0
Lawmope Mill Road	A73 / Lawmope Mill Road Junction	Lawmope Mill Road / Gartness Road Junction	1	580,350	580,350	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	14,600	0.0	0.0	0.0
A73 Bellside Road Chapelhall	A73 / Lawmope Mill Road Junction	A73 / Lancaster Avenue Roundabout	1	27,375,000	27,375,000	0	1	0	0.000E+00	3.653E-02	0.000E+00	51,100	51,100	0.0	0.0	0.0
Lancaster Avenue	A73 / Lancaster Avenue Roundabout	Lancaster Avenue / Tarbolton Crescent Junction	1.5	9,117,700	13,676,550	1	0	0	7.312E-02	0.000E+00	0.000E+00	7,300	10,950	0.0	0.0	0.0
A73 Bellside Road Newhouse	A73 / Lancaster Avenue Roundabout	A73 / B7066 Junction	1	25,456,925	25,456,925	2	1	0	7.856E-02	3.928E-02	0.000E+00	456,250	456,250	0.0	0.0	0.0
A775 Edinburgh Road	A73 / A775 Roundabout	A775 / Glasgow and Edinburgh Road Roundabout	1	15,087,275	15,087,275	0	1	1	0.000E+00	6.628E-02	6.628E-02	83,950	83,950	0.0	0.0	0.0

Accidents and Road Safety Assessment -
Uprated Overhead Lines

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents				
Road	Between	Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injusy Accidents			
					Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal	
Glasgow and Edinburgh Road	A775 / Glasgow and Edinburgh Road Roundabout	Glasgow and Edinburgh Road / Howden Avenue Junction	0.5	4,162,825	2,081,413	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	3,650	0.0	0.0	0.0
Legbrannock Road	Legbrannock Road / Edinburgh Road Junctino	Newarthill Substation	0.5	4,920,200	2,460,100	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	7,300	0.0	0.0	0.0
Kirk Road	Kirk Road / Edinburgh Road Junction	Kirk Road / Rowantree Avenue Roundabout	0.5	8,805,625	4,402,813	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	3,650	0.0	0.0	0.0
Rowantree Avenue eastbound	Rownatree Avenue / Greenside Road Roundabout	Kirk Road / Rowantree Avenue Roundabout	0.5	7,513,525	3,756,763	0	0	0	0.000E+00	0.000E+00	0.000E+00	3,650	1,825	0.0	0.0	0.0
Rowantree Avenue westbound	Rownatree Avenue / Greenside Road Roundabout	Kirk Road / Rowantree Avenue Roundabout	0.5	7,380,300	3,690,150	0	0	0	0.000E+00	0.000E+00	0.000E+00	3,650	1,825	0.0	0.0	0.0
Biggar Road	A775 / Biggar Road Junction	Biggar Road / B7066 Junction	1	1,501,975	1,501,975	0	1	0	0.000E+00	6.658E-01	0.000E+00	54,750	54,750	0.0	0.0	0.0
B7066 Motherwell Road	B7066 / A73 Junction	Biggar Road / B7066 Junction	1	18,680,700	18,680,700	0	2	0	0.000E+00	1.071E-01	0.000E+00	32,850	32,850	0.0	0.0	0.0
A73 Carlisle Road Brownhill Farm	B7066 / A73 Junction	A73 / Hareshaw Road Junction	2	27,864,100	55,728,200	5	0	0	8.972E-02	0.000E+00	0.000E+00	321,200	642,400	0.1	0.0	0.0
Hareshaw Road	A73 / Hareshaw Road Junction	Hareshaw Road / Greenhill Road Junction	1	770,150	770,150	0	0	0	0.000E+00	0.000E+00	0.000E+00	127,750	127,750	0.0	0.0	0.0
Greenhill Road North	Hareshaw Road / Greenhill Road Junction	Greenhill Road / Fernieshaw Road Junction	1	686,200	686,200	0	0	0	0.000E+00	0.000E+00	0.000E+00	105,850	105,850	0.0	0.0	0.0
A73 Cleland	A73 / Hareshaw Road Junction	A73 / McCarrison Road Junction	3.5	27,163,300	95,071,550	2	1	0	2.104E-02	1.052E-02	0.000E+00	193,450	677,075	0.0	0.0	0.0
Greenhill Road South	Greenhill Road / Fernieshaw Road Junction	Greenhill Road / Muiredge and Jersey Road Junction	1	229,950	229,950	0	0	0	0.000E+00	0.000E+00	0.000E+00	76,650	76,650	0.0	0.0	0.0
Muiredge and Jersey Road north	Muiredge and Jersey Road / Greenhill Road Junction	Muiredge and Jersey Road / Birniehill Road Junction	2	116,800	233,600	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	29,200	0.0	0.0	0.0
Muiredge and Jersey Road south	Muiredge and Jersey Road / Foulburn Road Junction	Muiredge and Jersey Road / Greenhill Road Junction	1	277,400	277,400	0	0	0	0.000E+00	0.000E+00	0.000E+00	54,750	54,750	0.0	0.0	0.0
Foulburn Road	Muiredge and Jersey Road / Foulburn Road Junction	Foulburn Road / Mill Road Junction	2	1,447,225	2,894,450	0	0	0	0.000E+00	0.000E+00	0.000E+00	54,750	109,500	0.0	0.0	0.0
Allanton Road	Allanton Road / Murdostoun Road Junction	A71 / Allanton Road Roundabout	2	1,887,050	3,774,100	2	0	0	5.299E-01	0.000E+00	0.000E+00	14,600	29,200	0.0	0.0	0.0
Mill Road Allanton	Foulburn Road / Mill Road Junction	Allanton Road / Mill Road Junction	0.5	4,263,200	2,131,600	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	7,300	0.0	0.0	0.0
A71 Crindledyke	A71 / Morningside Road Roundabout	A71 / Allanton Road Roundabout	3	16,713,350	50,140,050	1	0	0	1.994E-02	0.000E+00	0.000E+00	51,100	153,300	0.0	0.0	0.0
A71 Allanton	A71 / Allanton Road Roundabout	A71 / Coltness Avenue Junction	0.5	16,691,450	8,345,725	0	0	0	0.000E+00	0.000E+00	0.000E+00	51,100	25,550	0.0	0.0	0.0
Mill Road / Coltness Avenue	Junction with Mill Road Morningside	A71 / Coltness Avenue Junction	2	416,100	832,200	0	0	0	0.000E+00	0.000E+00	0.000E+00	36,500	73,000	0.0	0.0	0.0
Daviesdyke Road	Junction with Morningside East road	Upper Daviesdyke	2	164,250	328,500	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	14,600	0.0	0.0	0.0
Morningside East road	Junction with Mill Road	Junction with Hyndshaw Road	1.5	297,475	446,213	0	0	0	0.000E+00	0.000E+00	0.000E+00	32,850	49,275	0.0	0.0	0.0
Mill Road Morningside	Morningside Road / Mill Road Junction	Junction with Morningside East road	1.5	596,775	895,163	0	0	0	0.000E+00	0.000E+00	0.000E+00	32,850	49,275	0.0	0.0	0.0
Morningside Road	A71 / Morningside Road Roundabout	Morningside Road / Hyndshaw Road Junction	0.5	9,822,150	4,911,075	0	1	0	0.000E+00	2.036E-01	0.000E+00	58,400	29,200	0.0	0.0	0.0
A71 Newmains	Newmains Roundabout	A71 / Morningside Road Roundabout	0.5	21,567,850	10,783,925	2	1	0	1.855E-01	9.273E-02	0.000E+00	109,500	54,750	0.0	0.0	0.0
A73 Main Street Newmains	A71 / A73 / A722 Roundabout	A73 / A71 Overtown Road Junction	0.5	20,733,825	10,366,913	0	1	0	0.000E+00	9.646E-02	0.000E+00	83,950	41,975	0.0	0.0	0.0
A73 Westwood Road	A71 / A73 / A722 Roundabout	A73 / McCarrison Road Junction	1	30,070,525	30,070,525	4	1	0	1.330E-01	3.326E-02	0.000E+00	193,450	193,450	0.0	0.0	0.0
A722 Manse Road	A71 / A73 / A722 Roundabout	Cambusnethan Street / Woodhall Road Junction	1	25,064,550	25,064,550	2	1	0	7.979E-02	3.990E-02	0.000E+00	76,650	76,650	0.0	0.0	0.0
Woodhall Road	Cambusnethan Street / Woodhall Road Junction	A71 Overtown Road / Woodhall Road Junction	1	2,482,000	2,482,000	0	0	0	0.000E+00	0.000E+00	0.000E+00	76,650	76,650	0.0	0.0	0.0
A73 Bogside	A73 / A71 Overtown Road Junction	A73 / A721 / Hyndshaw Road Roundabout	1.5	14,773,375	22,160,063	2	5	0	9.025E-02	2.256E-01	0.000E+00	7,300	10,950	0.0	0.0	0.0
A71 Overtown Road north	A73 / A71 Overtown Road Junction	A71 / Wishaw Road Roundabout	2	10,170,725	20,341,450	1	1	0	4.916E-02	4.916E-02	0.000E+00	76,650	153,300	0.0	0.0	0.0
A71 Overtown Road south	A71 / Wishaw Road Roundabout	A71 / B754 Junction	1.5	16,474,275	24,711,413	0	1	0	0.000E+00	4.047E-02	0.000E+00	43,800	65,700	0.0	0.0	0.0
B754 Castlehill Road	A71 / B754 Junction	B754 / Allershaw Road Roundabout	2	16,496,175	32,992,350	2	1	0	6.062E-02	3.031E-02	0.000E+00	7,300	14,600	0.0	0.0	0.0
Allershaw Road	B754 / Allershaw Road Roundabout	Allershaw Road / Birkshaw Brae Junction	0.5	412,450	206,225	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	3,650	0.0	0.0	0.0
M9 Glenbervie - Bannockburn	M876 / M9 Interchange	Bannockburn Interchange	8	39,542,275	316,338,200	2	7	1	6.322E-03	2.213E-02	3.161E-03	7,300	58,400	0.0	0.0	0.0
M80 Bankhead - Bannockburn	M876 / M80 Interchange	Bannockburn Interchange	8	73,585,825	588,686,600	9	2	0	1.529E-02	3.397E-03	0.000E+00	7,300	58,400	0.0	0.0	0.0
M876	M876 / M9 Interchange	M876 Junction 2	4	90,799,225	363,196,900	6	2	0	1.652E-02	5.507E-03	0.000E+00	47,450	189,800	0.0	0.0	0.0
M80 Junction 4 - 6	M80 Junction 6	M80 Junction 4	6.5	153,232,475	996,011,088	21	3	0	2.108E-02	3.012E-03	0.000E+00	102,200	664,300	0.0	0.0	0.0
M73 Junction 2A - 3	M73 Junction 3	M73 Junction 2A	4	115,737,850	462,951,400	5	2	1	1.080E-02	4.320E-03	2.160E-03	65,700	262,800	0.0	0.0	0.0
M8 Junction 6 - 8	M8 Junction 8	M8 Junction 6	10	146,246,375	1,462,463,750	11	10	3	7.522E-03	6.838E-03	2.051E-03	463,550	4,635,500	0.0	0.0	0.0
M8 Junction 8 - 10	M8 Junction 8	M8 Junction 10	3	164,994,600	494,983,800	5	1	1	1.010E-02	2.020E-03	2.020E-03	463,550	1,390,650	0.0	0.0	0.0

Accidents and Road Safety Assessment -
Denny North Substation

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents			
Road	Between		Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injury Accident	
						Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious
A872 Denny	Bannockburn Interchange	A872 / Denny Substation road junction	8	14,758,775	118,070,200	3	0	2	2.541E-02	0.000E+00	1.694E-02	120,450	963,600	0.0	0.0
Denny Substation road	A872 / Denny Substation road junction	Denny Substation	3	304,775	914,325	0	0	0	0.000E+00	0.000E+00	0.000E+00	0	0	0.0	0.0
Roman Road / Bore Row	A872 / Roman Road Junction	Denny Substation	4	304,775	1,219,100	0	0	0	0.000E+00	0.000E+00	0.000E+00	120,450	481,800	0.0	0.0
M80 Bankhead - Bannockburn	M876 / M80 Interchange	Bannockburn Interchange	8	73,585,825	588,686,600	9	2	0	1.529E-02	3.397E-03	0.000E+00	120,450	963,600	0.0	0.0

Accidents and Road Safety Assessment -
Bonnybridge Substation

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents					
Road	Between	Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injury Accidents				
					Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal		
A883 Bonnybridge	Checkbar Roundabout	Three Bridges Roundabout	2	22,507,725	45,015,450	3	0	0	6.664E-02	0.000E+00	0.000E+00	51,100	102,200	0.0	0.0	0.0	
B9095 (M876 Junction 1)	M876 Junction 1	Checkbar Roundabout	0.5	9,878,725	4,939,363	3	1	0	6.074E-01	2.025E-01	0.000E+00	51,100	25,550	0.0	0.0	0.0	
A883 (M876 Junction 1)	M876 Junction 1	Checkbar Roundabout	0.5	29,300,375	14,650,188	3	1	0	2.048E-01	6.826E-02	0.000E+00	51,100	25,550	0.0	0.0	0.0	
A8004 Checkbar	Checkbar Roundabout	M876 Junction 1	0.5	16,888,550	8,444,275	5	1	0	5.921E-01	1.184E-01	0.000E+00	51,100	25,550	0.0	0.0	0.0	
A803 Bonnybridge Substation	Bonnybridge Substation	Three Bridges Roundabout	1.5	11,130,675	16,696,013	1	0	0	5.989E-02	0.000E+00	0.000E+00	51,100	76,650	0.0	0.0	0.0	
M876	M876 / M9 Interchange	M876 Junction 2	4	90,799,225	363,196,900	6	2	0	1.652E-02	5.507E-03	0.000E+00	51,100	204,400	0.0	0.0	0.0	
M876 Bankhead - Checkbar Junction	M876 Junction 1	M876 / M80 Interchange	3	80,955,175	242,865,525	5	3	0	2.059E-02	1.235E-02	0.000E+00	51,100	153,300	0.0	0.0	0.0	
M80 Bankhead - Old Inns Junction	M876 / M80 Interchange	M80 Junction 6	5	155,917,050	779,585,250	22	7	1	2.822E-02	8.979E-03	1.283E-03	51,100	255,500	0.0	0.0	0.0	
M80 Junction 4 - 6	M80 Junction 6	M80 Junction 4	6.5	153,232,475	996,011,088	21	3	0	2.108E-02	3.012E-03	0.000E+00	51,100	332,150	0.0	0.0	0.0	

Accidents and Road Safety Assessment - Wishaw Substation

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents					
Road	Between	Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injusy Accidents				
					Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal		
B754 Castlehill Road	A71 / B754 Junction	B754 / Allershaw Road Roundabout	2	16,496,175	32,992,350	2	1	0	6.062E-02	3.031E-02	0.000E+00	63,875	127,750	0.0	0.0	0.0	
Allershaw Road	B754 / Allershaw Road Roundabout	Allershaw Road / Birkshaw Brae Junction	0.5	412,450	206,225	0	0	0	0.000E+00	0.000E+00	0.000E+00	63,875	31,938	0.0	0.0	0.0	
A723 Hamilton Road	M74 Junction 6	A723 / B754 Airbles Road Junction	0.5	95,812,500	47,906,250	4	1	0	8.350E-02	2.087E-02	0.000E+00	63,875	31,938	0.0	0.0	0.0	
B754 Airbles Road	A723 / B754 Airbles Road Junction	Airbles Road / Windmillhill Street Roundabout	2	54,385,000	108,770,000	6	2	0	5.516E-02	1.839E-02	0.000E+00	63,875	127,750	0.0	0.0	0.0	
A721 Windmillhill Street	Airbles Road / Windmillhill Street Roundabout	Windmillhill Street / Shields Road Roundabout	0.5	68,079,800	34,039,900	4	0	0	1.175E-01	0.000E+00	0.000E+00	63,875	31,938	0.0	0.0	0.0	
B754 Shields Road	Windmillhill Street / Shields Road Roundabout	Shields Road / Netherton Road Roundabout	2	40,332,500	80,665,000	5	0	0	6.198E-02	0.000E+00	0.000E+00	63,875	127,750	0.0	0.0	0.0	
B754 Netherton Road	Shields Road / Netherton Road Roundabout	Netherton Road / Caledonian Road Roundabout	1	40,332,500	40,332,500	1	0	0	2.479E-02	0.000E+00	0.000E+00	63,875	63,875	0.0	0.0	0.0	
M80 Junction 4 - 6	M80 Junction 6	M80 Junction 4	6.5	153,232,475	996,011,088	21	3	0	2.108E-02	3.012E-03	0.000E+00	63,875	415,188	0.0	0.0	0.0	
M73 Junction 2A - 3	M73 Junction 3	M73 Junction 2A	4	115,737,850	462,951,400	5	2	1	1.080E-02	4.320E-03	2.160E-03	63,875	255,500	0.0	0.0	0.0	
M73 Gartcosh - Baillieston	M73 Junction 2A	M73 / M74 Interchange	6.5	122,348,000	795,262,000	9	3	0	1.132E-02	3.772E-03	0.000E+00	63,875	415,188	0.0	0.0	0.0	
M74 Junction 4 - 7	M74 Junction 4	M74 Junction 7	12	184,337,775	2,212,053,300	19	21	3	8.589E-03	9.493E-03	1.356E-03	63,875	766,500	0.0	0.0	0.0	

Cumbernauld Substation
Forecast Development Traffic Accidents

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents					
Road	Between	Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injusy Accidents				
					Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal		
Forest Road Cumbernauld Substation	Blackthron Roundabout	Forest Road / Lyle Brae Junction	1.5	14,784,325	22,176,488	2	1	0	9.019E-02	4.509E-02	0.000E+00	178,850	268,275	0.0	0.0	0.0	
B8054 Lenziemill Road East	Forest Road / Lyle Brae Junction	Jane's Brae Interchange	1	18,151,450	18,151,450	0	0	0	0.000E+00	0.000E+00	0.000E+00	178,850	178,850	0.0	0.0	0.0	
M80 Junction 4 - 6	M80 Junction 6	M80 Junction 4	6.5	153,232,475	996,011,088	21	3	0	2.108E-02	3.012E-03	0.000E+00	178,850	1,162,525	0.0	0.0	0.0	
A8011 Glasgow Road	M80 Junction 5	Glasgow Road / Jane Brae Interchange	1.5	66,543,150	99,814,725	3	1	0	3.006E-02	1.002E-02	0.000E+00	178,850	268,275	0.0	0.0	0.0	
B8039 Jane's Brae	Glasgow Road / Jane's Brae Interchange	Jane's Brae / Lenziemill Road Interchange	1	30,722,050	30,722,050	1	0	0	3.255E-02	0.000E+00	0.000E+00	178,850	178,850	0.0	0.0	0.0	

Accidents and Road Safety Assessment - Project-wide

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents					
Road	Between	Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injusy Accidents				
					Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal		
A872 Denny	Bannockburn Interchange	A872 / Denny Substation road junction	8	15,053,951	120,431,604	3	0	2	2.491E-02	0.000E+00	1.661E-02	127,750	1,022,000	0.0	0.0	0.0	
Denny Substation road	A872 / Denny Substation road junction	Denny Substation	3	310,871	932,612	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	21,900	0.0	0.0	0.0	
Roman Road / Bore Row	A872 / Roman Road Junction	Denny Substation	4	310,871	1,243,482	0	0	0	0.000E+00	0.000E+00	0.000E+00	120,450	481,800	0.0	0.0	0.0	
A9 Stirling Road Glenbervie	A9 / Glen Road Junction	M876 Junction 2	1	20,774,340	20,774,340	1	0	0	4.814E-02	0.000E+00	0.000E+00	18,250	18,250	0.0	0.0	0.0	
A9 Stirling Road North Broomage	M876 Junction 2	North Broomage Roundabout	0.5	34,923,602	17,461,801	2	0	0	1.145E-01	0.000E+00	0.000E+00	18,250	9,125	0.0	0.0	0.0	
B905 Denny Road	Larbert Cross	Checkbar Roundabout	2.5	6,068,490	15,171,225	4	1	0	2.637E-01	6.591E-02	0.000E+00	7,300	18,250	0.0	0.0	0.0	
A883 Bonnybridge	Checkbar Roundabout	Three Bridges Roundabout	2	22,957,880	45,915,759	3	0	0	6.534E-02	0.000E+00	0.000E+00	171,550	343,100	0.0	0.0	0.0	
B9095 (M876 Junction 1)	M876 Junction 1	Checkbar Roundabout	0.5	10,076,300	5,038,150	3	1	0	5.955E-01	1.985E-01	0.000E+00	178,850	89,425	0.1	0.0	0.0	
A883 (M876 Junction 1)	M876 Junction 1	Checkbar Roundabout	0.5	29,886,383	14,943,191	3	1	0	2.008E-01	6.692E-02	0.000E+00	178,850	89,425	0.0	0.0	0.0	
A8004 Checkbar	Checkbar Roundabout	M876 Junction 1	0.5	17,226,321	8,613,161	5	1	0	5.805E-01	1.161E-01	0.000E+00	178,850	89,425	0.1	0.0	0.0	
A803 Bonnybridge Substation	Bonnybridge Substation	Three Bridges Roundabout	1.5	11,353,289	17,029,933	1	0	0	5.872E-02	0.000E+00	0.000E+00	91,250	136,875	0.0	0.0	0.0	
A803 Falkirk Road	Bonnybridge Substation	A803 / High Street / Bridge Street Roundabout	1.5	11,639,960	17,459,939	1	2	0	5.727E-02	1.145E-01	0.000E+00	3,650	5,475	0.0	0.0	0.0	
B816 Bridge Street	A803 / High Street / Bridge Street Roundabout	Bridge Street / Foundry Road Junction	0.5	19,387,523	9,693,761	2	0	0	2.063E-01	0.000E+00	0.000E+00	3,650	1,825	0.0	0.0	0.0	
Foundry Road	Bridge Street / Foundry Road Junction	Bonnyside House	1	2,177,955	2,177,955	0	0	0	0.000E+00	0.000E+00	0.000E+00	3,650	3,650	0.0	0.0	0.0	
A803 Glasgow Road	Three Bridges Roundabout	Glasgow Road / Stirling Road / Main Street Roundabout	1.5	27,038,288	40,557,431	5	2	0	1.233E-01	4.931E-02	0.000E+00	65,700	98,550	0.0	0.0	0.0	
Main Street Camelon	Glasgow Road / Stirling Road / Main Street Roundabout	Camelon Road / Glenfuir Road Junction	0.5	31,686,453	15,843,227	1	0	0	6.312E-02	0.000E+00	0.000E+00	65,700	32,850	0.0	0.0	0.0	
B816 Glenfuir Road	Camelon Road / Glenfuir Road Junction	Glenfuir Road / Tamfourhill Road Junction	1	20,586,329	20,586,329	2	1	0	9.715E-02	4.858E-02	0.000E+00	65,700	65,700	0.0	0.0	0.0	
B816 Tamfourhill Road	Glenfuir Road / Tamfourhill Road Junction	Tamfourhill Road / Bonnyhill Road Roundabout	1	8,427,011	8,427,011	1	0	0	1.187E-01	0.000E+00	0.000E+00	65,700	65,700	0.0	0.0	0.0	
B816 Bonnyhill Road	Tamfourhill Road / Bonnyhill Road Roundabout	Bonnyhill Road / Beam Road Junction	2.5	3,944,519	9,861,296	1	0	0	1.014E-01	0.000E+00	0.000E+00	65,700	164,250	0.0	0.0	0.0	
Beam Road	Bonnyhill Road / Beam Road Junction	Beam Road / Lochgreen Road Junction	2	1,157,853	2,315,706	0	0	0	0.000E+00	0.000E+00	0.000E+00	32,850	65,700	0.0	0.0	0.0	
Greenhill Road	Seabegs Road / Greenhill Road	Greenhill Road / Reilly Road Junction	1	4,724,487	4,724,487	0	1	0	0.000E+00	2.117E-01	0.000E+00	21,900	21,900	0.0	0.0	0.0	
Glenyards Road	Greenhill Road / Reilly Road Junction	Glenyards Road / Skipperton Burn road	2	988,457	1,976,913	0	0	0	0.000E+00	0.000E+00	0.000E+00	21,900	43,800	0.0	0.0	0.0	
B816 Seabegs Road	M80 Junction 6A	Seabegs Road / Greenhill Road	3	7,708,472	23,125,415	2	0	0	8.648E-02	0.000E+00	0.000E+00	21,900	65,700	0.0	0.0	0.0	
Lochgreen Road	Beam Road / Lochgreen Road Junction	Lochgreen Road / Slamannan Road Roundabout	5	1,103,870	5,519,348	0	0	0	0.000E+00	0.000E+00	0.000E+00	18,250	91,250	0.0	0.0	0.0	
Skipperton Burn road	Skipperton Burn road	Beam Road / Lochgreen Road Junction	2	336,932	673,863	1	0	0	1.484E+00	0.000E+00	0.000E+00	21,900	43,800	0.1	0.0	0.0	
B816 Castlecary Road	M80 Junction 6	Wardpark Roundabout	0.5	19,195,788	9,597,894	0	1	0	0.000E+00	1.042E-01	0.000E+00	36,500	18,250	0.0	0.0	0.0	
Forest Road Wardpark	Wardpark Roundabout	Whitelees Roundabout	2	6,200,657	12,401,313	2	2	0	1.613E-01	1.613E-01	0.000E+00	36,500	73,000	0.0	0.0	0.0	
Forest Road Abronhill	Whitelees Roundabout	Forest Road / Arns Road Junction	1	6,187,626	6,187,626	0	0	0	0.000E+00	0.000E+00	0.000E+00	36,500	36,500	0.0	0.0	0.0	
Arns Road	Forest Road / Arns Road Junction	Arns Road / Garbethill Road Junction	3.5	301,563	1,055,471	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	51,100	0.0	0.0	0.0	
Fannyside Road	Forest Road / Fannyside Road Junction	Fannyside Mill	3	1,705,134	5,115,402	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	43,800	0.0	0.0	0.0	
Forest Road Blackthorn Roundabout	Forest Road / Arns Road Junction	Blackthron Roundabout	1	8,220,384	8,220,384	0	0	0	0.000E+00	0.000E+00	0.000E+00	21,900	21,900	0.0	0.0	0.0	
Forest Road Cumbernauld Substation	Blackthron Roundabout	Forest Road / Lyle Brae Junction	1.5	15,080,012	22,620,017	2	1	0	8.842E-02	4.421E-02	0.000E+00	7,300	10,950	0.0	0.0	0.0	
B8054 Lenziemill Road East	Forest Road / Lyle Brae Junction	Jane's Brae Interchange	1	18,514,479	18,514,479	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	14,600	0.0	0.0	0.0	
Palacerigg Road	Lenziemill Road / Palacerigg Road Junction	Palacerigg Road / Palacerigg Avenue Junction	1.5	1,939,683	2,909,525	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	21,900	0.0	0.0	0.0	
B8054 Lenziemill Road West	Jane's Brae Interchange	B8054 / A73 Roundabout	1	11,021,942	11,021,942	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	14,600	0.0	0.0	0.0	

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Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents					
Road	Between	Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injusy Accidents				
					Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal		
A73 Greenfulds	M80 Junction 5	A73 / Lemziemill Road Roundabout	2	12,788,505	25,577,010	0	1	0	0.000E+00	3.910E-02	0.000E+00	164,250	328,500	0.0	0.0	0.0	
A73 Blairlinn	A73 / Lemziemill Road Roundabout	A73 / B8039 Stirling Road slip road	1	27,775,442	27,775,442	0	0	0	0.000E+00	0.000E+00	0.000E+00	149,650	149,650	0.0	0.0	0.0	
B8039 Stirling Road	Jane's Brae Interchange	B8039 Stirling Road / Hulks Road Junction	2	6,632,525	13,265,049	0	0	1	0.000E+00	0.000E+00	7.539E-02	0	0	0.0	0.0	0.0	
Hulks Road	B8039 Stirling Road / Hulks Road Junction	Wester Glentore Farm	1.5	221,519	332,278	1	0	0	3.010E+00	0.000E+00	0.000E+00	14,600	21,900	0.1	0.0	0.0	
B8039 Stirling Road Blackbog	A73 / B8039 Stirling Road slip road	B8039 Stirling Road / Hulks Road Junction	1	6,619,494	6,619,494	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	14,600	0.0	0.0	0.0	
A73 Riggend	A73 / B8039 Stirling Road slip road	A73 / Brackenhirst Road Junction	0.5	12,207,717	6,103,859	0	1	0	0.000E+00	1.638E-01	0.000E+00	135,050	67,525	0.0	0.0	0.0	
Brackenhirst Road	A73 / Brackenhirst Road Junction	Brackenhirst Road / B802 Condorrat Road Junction	2.5	1,263,959	3,159,896	1	1	0	3.165E-01	3.165E-01	0.000E+00	29,200	73,000	0.0	0.0	0.0	
B803 Greengairs Road west	A73 / Greengairs Road junction	Greengairs Road / Meikle Drumgray Road Junction	1.5	8,106,833	12,160,249	1	0	0	8.224E-02	0.000E+00	0.000E+00	10,950	16,425	0.0	0.0	0.0	
B803 Greengairs Road east	Greengairs Road / Meikle Drumgray Road Junction	Greengairs Road / Hulks Road Junction	3	6,003,338	18,010,013	0	0	0	0.000E+00	0.000E+00	0.000E+00	10,950	32,850	0.0	0.0	0.0	
A73 Stand Stirling Road	A73 / Greengairs Road junction	A73 / Raebog Road Roundabout	1	32,896,428	32,896,428	0	1	0	0.000E+00	3.040E-02	0.000E+00	94,900	94,900	0.0	0.0	0.0	
B802 Condorrat Road	Condorrat Road / Mollinsburn Road Junction	Condorat Road / Rydenmains Road Junction	1	3,451,221	3,451,221	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	14,600	0.0	0.0	0.0	
Condorrat Road Glenmavis	Condorat Road / Rydenmains Road Junction	Raebog Road / Condorrat Road Roundabout	0.5	4,190,237	2,095,118	2	1	0	9.546E-01	4.773E-01	0.000E+00	0	0	0.0	0.0	0.0	
B803 Raebog Road	A73 / Raebog Road Roundabout	Raebog Road / Condorrat Road Roundabout	1.5	15,236,378	22,854,566	0	0	0	0.000E+00	0.000E+00	0.000E+00	36,500	54,750	0.0	0.0	0.0	
Mollinsburn Road	Condorrat Road / Mollinsburn Road Junction	Mollinsburn Road / Yetts Hole Road Junction	0.5	1,893,146	946,573	0	0	0	0.000E+00	0.000E+00	0.000E+00	0	0	0.0	0.0	0.0	
Yetts Hole Road	Mollinsburn Road / Yetts Hole Road Junction	Yetts Hole Road / Burnlip Road Junction	1.5	106,106	159,158	0	0	0	0.000E+00	0.000E+00	0.000E+00	18,250	27,375	0.0	0.0	0.0	
Muirdyke Road	Muirdyke Road / Yetts Hole Road Junction	Muirdyke Road / Gartliston Road Junction	1	1,077,809	1,077,809	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	7,300	0.0	0.0	0.0	
Burnlip Road	Muirdyke Road / Burnlip Road Junction	Yetts Hole Road / Burnlip Road Junction	0.5	342,516	171,258	0	0	0	0.000E+00	0.000E+00	0.000E+00	25,550	12,775	0.0	0.0	0.0	
B804 Gartliston Road	Muirdyke Road / Gartliston Road Junction	Gartliston Road / Gartgill Road Junction	0.5	11,101,986	5,550,993	0	0	0	0.000E+00	0.000E+00	0.000E+00	58,400	29,200	0.0	0.0	0.0	
Gartgill Road	Gartliston Road / Gartgill Road Junction	Central Main Line Level Crossing	0.5	817,199	408,599	0	0	0	0.000E+00	0.000E+00	0.000E+00	32,850	16,425	0.0	0.0	0.0	
Craignethan Drve	Craignethan Drive / Glenboig Road Roundabout	M73 Junction 2A	1	9,119,489	9,119,489	1	0	0	1.097E-01	0.000E+00	0.000E+00	58,400	58,400	0.0	0.0	0.0	
A752 Lochend Road	M73 Junction 2A	A752 / Gartloch Road Junction	1	21,323,483	21,323,483	3	0	0	1.407E-01	0.000E+00	0.000E+00	7,300	7,300	0.0	0.0	0.0	
A752 Coatbridge Road	A752 / Gartloch Road Junction	A752 / Gartcross Road Junction	1.5	16,587,827	24,881,740	0	0	0	0.000E+00	0.000E+00	0.000E+00	76,650	114,975	0.0	0.0	0.0	
A752 Gartcosh Road	A752 / Gartcross Road Junction	M73 Junction 2	2	18,168,240	36,336,480	2	4	0	5.504E-02	1.101E-01	0.000E+00	76,650	153,300	0.0	0.0	0.0	
A73 Stirling Road Dykehead	A73 / Raebog Road Roundabout	A73 / Dykehead Road Junction	1.5	31,087,050	46,630,575	3	3	0	6.434E-02	6.434E-02	0.000E+00	58,400	87,600	0.0	0.0	0.0	
Dykehead Road	A73 / Dykehead Road Junction	Dykehead Road / Ballochney Road Junction	1	1,744,226	1,744,226	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	7,300	0.0	0.0	0.0	
A73 Holehills	A73 / Dykehead Road Junction	Rawyards Roundabout	0.5	31,915,418	15,957,709	0	0	0	0.000E+00	0.000E+00	0.000E+00	43,800	21,900	0.0	0.0	0.0	
Airdriehill Road	Rawyards Roundabout	Airdriehill Road / Ballochney Road Junction	1	3,704,385	3,704,385	1	0	0	2.700E-01	0.000E+00	0.000E+00	21,900	21,900	0.0	0.0	0.0	
Burnhead Road	A73 Rawyards Roundabout	Burnhead Road / Connor Street Roundabout	1	3,631,787	3,631,787	1	0	0	2.753E-01	0.000E+00	0.000E+00	7,300	7,300	0.0	0.0	0.0	
A73 Motherwell Street Rawyards	Rawyards Roundabout	A73 / B8058 Roundabout	0.5	25,349,907	12,674,954	2	1	0	1.578E-01	7.890E-02	0.000E+00	21,900	10,950	0.0	0.0	0.0	
A73 Motherwell Street Airdrie	A73 / B8058 Roundabout	A73 / Clark Street Roundabout	0.5	25,547,226	12,773,613	4	1	0	3.131E-01	7.829E-02	0.000E+00	21,900	10,950	0.0	0.0	0.0	
A89 Airdrie Road	A89 / Connor Street Junction	A89 / Meadowhead Road Junction	1	21,550,586	21,550,586	2	2	0	9.280E-02	9.280E-02	0.000E+00	21,900	21,900	0.0	0.0	0.0	
A89 Forrest Street	A89 / A73 Roundabout	A89 / Connor Street Junction	1	22,410,599	22,410,599	6	3	0	2.677E-01	1.339E-01	0.000E+00	21,900	21,900	0.0	0.0	0.0	
A73 Carlisle Road Airdrie	A73 / Clark Street Roundabout	A73 / Petersburn Road	1	33,641,028	33,641,028	6	3	0	1.784E-01	8.918E-02	0.000E+00	0	0	0.0	0.0	0.0	
A73 Carlisle Road Chapelhall	A73 / Petersburn Road	A73 / Nisbett Street Junction	1.5	33,426,956	50,140,433	5	3	0	9.972E-02	5.983E-02	0.000E+00	29,200	43,800	0.0	0.0	0.0	
Burniebrae Road	A73 / Burniebrae Road Junction	Bowhousebrae Road / Craigens Road Junction	1.5	10,461,630	15,692,445	2	0	0	1.274E-01	0.000E+00	0.000E+00	29,200	43,800	0.0	0.0	0.0	

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Road	Between	Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injusy Accidents				
					Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal		
Craigens Road	Bowhousebrae Road / Craigens Road Junction	Craigens Road / Bowhouse Road Junction	1.5	580,788	871,182	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	21,900	0.0	0.0	0.0	
Roughrigg Road	Bowhousebrae Road / Craigens Road Junction	Roughrigg Road / Stepends Road Junction	1	1,973,190	1,973,190	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	14,600	0.0	0.0	0.0	
Lawmope Mill Road	A73 / Lawmope Mill Road Junction	Lawmope Mill Road / Gartness Road Junction	1	591,957	591,957	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	14,600	0.0	0.0	0.0	
A73 Bellside Road Chapelhall	A73 / Lawmope Mill Road Junction	A73 / Lancaster Avenue Roundabout	1	27,922,500	27,922,500	0	1	0	0.000E+00	3.581E-02	0.000E+00	51,100	51,100	0.0	0.0	0.0	
Lancaster Avenue	A73 / Lancaster Avenue Roundabout	Lancaster Avenue / Tarbolton Crescent Junction	1.5	9,300,054	13,950,081	1	0	0	7.168E-02	0.000E+00	0.000E+00	7,300	10,950	0.0	0.0	0.0	
A73 Bellside Road Newhouse	A73 / Lancaster Avenue Roundabout	A73 / B7066 Junction	1	25,966,064	25,966,064	2	1	0	7.702E-02	3.851E-02	0.000E+00	456,250	456,250	0.0	0.0	0.0	
A775 Edinburgh Road	A73 / A775 Roundabout	A775 / Glasgow and Edinburgh Road Roundabout	1	15,389,021	15,389,021	0	1	1	0.000E+00	6.498E-02	6.498E-02	237,250	237,250	0.0	0.0	0.0	
Glasgow and Edinburgh Road	A775 / Glasgow and Edinburgh Road Roundabout	Glasgow and Edinburgh Road / Howden Avenue Junction	0.5	4,246,082	2,123,041	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	3,650	0.0	0.0	0.0	
Legbrannock Road	Legbrannock Road / Edinburgh Road Junctino	Newarthill Substation	0.5	5,018,604	2,509,302	0	0	0	0.000E+00	0.000E+00	0.000E+00	167,900	83,950	0.0	0.0	0.0	
Kirk Road	Kirk Road / Edinburgh Road Junction	Kirk Road / Rowantree Avenue Roundabout	0.5	8,981,738	4,490,869	0	0	0	0.000E+00	0.000E+00	0.000E+00	160,600	80,300	0.0	0.0	0.0	
Rowantree Avenue eastbound	Rownatree Avenue / Greenside Road Roundabout	Kirk Road / Rowantree Avenue Roundabout	0.5	7,663,796	3,831,898	0	0	0	0.000E+00	0.000E+00	0.000E+00	80,300	40,150	0.0	0.0	0.0	
Rowantree Avenue westbound	Rownatree Avenue / Greenside Road Roundabout	Kirk Road / Rowantree Avenue Roundabout	0.5	7,527,906	3,763,953	0	0	0	0.000E+00	0.000E+00	0.000E+00	80,300	40,150	0.0	0.0	0.0	
Biggar Road	A775 / Biggar Road Junction	Biggar Road / B7066 Junction	1	1,532,015	1,532,015	0	1	0	0.000E+00	6.527E-01	0.000E+00	54,750	54,750	0.0	0.0	0.0	
B7066 Motherwell Road	B7066 / A73 Junction	Biggar Road / B7066 Junction	1	19,054,314	19,054,314	0	2	0	0.000E+00	1.050E-01	0.000E+00	32,850	32,850	0.0	0.0	0.0	
A73 Carlisle Road Brownhill Farm	B7066 / A73 Junction	A73 / Hareshaw Road Junction	2	28,421,382	56,842,764	5	0	0	8.796E-02	0.000E+00	0.000E+00	321,200	642,400	0.1	0.0	0.0	
Hareshaw Road	A73 / Hareshaw Road Junction	Hareshaw Road / Greenhill Road Junction	1	785,553	785,553	0	0	0	0.000E+00	0.000E+00	0.000E+00	127,750	127,750	0.0	0.0	0.0	
Greenhill Road North	Hareshaw Road / Greenhill Road Junction	Greenhill Road / Fernieshaw Road Junction	1	699,924	699,924	0	0	0	0.000E+00	0.000E+00	0.000E+00	105,850	105,850	0.0	0.0	0.0	
A73 Cleland	A73 / Hareshaw Road Junction	A73 / McCarrison Road Junction	3.5	27,706,566	96,972,981	2	1	0	2.062E-02	1.031E-02	0.000E+00	193,450	677,075	0.0	0.0	0.0	
Fernieshaw Road	A73 / Fernieshaw Road Junction	Greenhill Road / Fernieshaw Road Junction	1.5	165,674	248,510	0	0	0	0.000E+00	0.000E+00	0.000E+00	0	0	0.0	0.0	0.0	
Greenhill Road South	Greenhill Road / Fernieshaw Road Junction	Greenhill Road / Muiredge and Jersey Road Junction	1	234,549	234,549	0	0	0	0.000E+00	0.000E+00	0.000E+00	76,650	76,650	0.0	0.0	0.0	
Muiredge and Jersey Road north	Muiredge and Jersey Road / Greenhill Road Junction	Muiredge and Jersey Road / Birniehill Road Junction	2	119,136	238,272	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	29,200	0.0	0.0	0.0	
Muiredge and Jersey Road south	Muiredge and Jersey Road / Foulburn Road Junction	Muiredge and Jersey Road / Greenhill Road Junction	1	282,948	282,948	0	0	0	0.000E+00	0.000E+00	0.000E+00	54,750	54,750	0.0	0.0	0.0	
Foulburn Road	Muiredge and Jersey Road / Foulburn Road Junction	Foulburn Road / Mill Road Junction	2	1,476,170	2,952,339	0	0	0	0.000E+00	0.000E+00	0.000E+00	54,750	109,500	0.0	0.0	0.0	
Allanton Road	Allanton Road / Murdostoun Road Junction	A71 / Allanton Road Roundabout	2	1,924,791	3,849,582	2	0	0	5.195E-01	0.000E+00	0.000E+00	14,600	29,200	0.0	0.0	0.0	
Mill Road Allanton	Foulburn Road / Mill Road Junction	Allanton Road / Mill Road Junction	0.5	4,348,464	2,174,232	0	0	0	0.000E+00	0.000E+00	0.000E+00	14,600	7,300	0.0	0.0	0.0	
A71 Crindledyke	A71 / Morningside Road Roundabout	A71 / Allanton Road Roundabout	3	17,047,617	51,142,851	1	0	0	1.955E-02	0.000E+00	0.000E+00	51,100	153,300	0.0	0.0	0.0	
A71 Allanton	A71 / Allanton Road Roundabout	A71 / Coltness Avenue Junction	0.5	17,025,279	8,512,640	0	0	0	0.000E+00	0.000E+00	0.000E+00	51,100	25,550	0.0	0.0	0.0	
Mill Road / Coltness Avenue	Junction with Mill Road Morningside	A71 / Coltness Avenue Junction	2	424,422	848,844	0	0	0	0.000E+00	0.000E+00	0.000E+00	36,500	73,000	0.0	0.0	0.0	
Daviesdyke Road	Junction with Morningside East road	Upper Daviesdyke	2	167,535	335,070	0	0	0	0.000E+00	0.000E+00	0.000E+00	7,300	14,600	0.0	0.0	0.0	
Morningside East road	Junction with Mill Road	Junction with Hyndshaw Road	1.5	303,425	455,137	0	0	0	0.000E+00	0.000E+00	0.000E+00	32,850	49,275	0.0	0.0	0.0	
Mill Road Morningside	Morningside Road / Mill Road Junction	Junction with Morningside East road	1.5	608,711	913,066	0	0	0	0.000E+00	0.000E+00	0.000E+00	32,850	49,275	0.0	0.0	0.0	
Morningside Road	A71 / Morningside Road Roundabout	Morningside Road / Hyndshaw Road Junction	0.5	10,018,593	5,009,297	0	1	0	0.000E+00	1.996E-01	0.000E+00	58,400	29,200	0.0	0.0	0.0	
A71 Newmains	Newmains Roundabout	A71 / Morningside Road Roundabout	0.5	21,999,207	10,999,604	2	1	0	1.818E-01	9.091E-02	0.000E+00	109,500	54,750	0.0	0.0	0.0	
A73 Main Street Newmains	A71 / A73 / A722 Roundabout	A73 / A71 Overtown Road Junction	0.5	21,148,502	10,574,251	0	1	0	0.000E+00	9.457E-02	0.000E+00	83,950	41,975	0.0	0.0	0.0	

Accidents and Road Safety Assessment - Project-wide

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents					
Road	Between	Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injusy Accidents				
					Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal		
A73 Westwood Road	A71 / A73 / A722 Roundabout	A73 / McCarrison Road Junction	1	30,671,936	30,671,936	4	1	0	1.304E-01	3.260E-02	0.000E+00	193,450	193,450	0.0	0.0	0.0	
A722 Manse Road	A71 / A73 / A722 Roundabout	Cambusnethan Street / Woodhall Road Junction	1	25,565,841	25,565,841	2	1	0	7.823E-02	3.911E-02	0.000E+00	76,650	76,650	0.0	0.0	0.0	
Woodhall Road	Cambusnethan Street / Woodhall Road Junction	A71 Overtown Road / Woodhall Road Junction	1	2,531,640	2,531,640	0	0	0	0.000E+00	0.000E+00	0.000E+00	76,650	76,650	0.0	0.0	0.0	
A73 Bogside	A73 / A71 Overtown Road Junction	A73 / A721 / Hyndshaw Road Roundabout	1.5	15,068,843	22,603,264	2	5	0	8.848E-02	2.212E-01	0.000E+00	7,300	10,950	0.0	0.0	0.0	
A71 Overtown Road north	A73 / A71 Overtown Road Junction	A71 / Wishaw Road Roundabout	2	10,374,140	20,748,279	1	1	0	4.820E-02	4.820E-02	0.000E+00	76,650	153,300	0.0	0.0	0.0	
A71 Overtown Road south	A71 / Wishaw Road Roundabout	A71 / B754 Junction	1.5	16,803,761	25,205,641	0	1	0	0.000E+00	3.967E-02	0.000E+00	43,800	65,700	0.0	0.0	0.0	
A71 Horsley Brae north	A71 / B754 Junction	A71 / Brownlee Road	1.5	18,793,704	28,190,556	3	2	0	1.064E-01	7.095E-02	0.000E+00	0	0	0.0	0.0	0.0	
B754 Castlehill Road	A71 / B754 Junction	B754 / Allershaw Road Roundabout	2	16,826,099	33,652,197	2	1	0	5.943E-02	2.972E-02	0.000E+00	71,175	142,350	0.0	0.0	0.0	
Castlehill / Caledonian Road	B754 / Allershaw Road Roundabout	Caledonian Road / Tarbert Avenue Junction	0.5	20,176,799	10,088,399	2	0	0	1.982E-01	0.000E+00	0.000E+00	0	0	0.0	0.0	0.0	
Allershaw Road	B754 / Allershaw Road Roundabout	Allershaw Road / Birkshaw Brae Junction	0.5	420,699	210,350	0	0	0	0.000E+00	0.000E+00	0.000E+00	71,175	35,588	0.0	0.0	0.0	
Tarbert Avenue	B7032 / Tarbert Aveue Junction	Tarbert Avenue / Rannoch Drive Junction	0.5	5,450,472	2,725,236	1	0	0	3.669E-01	0.000E+00	0.000E+00	0	0	0.0	0.0	0.0	
A723 Hamilton Road	M74 Junction 6	A723 / B754 Airbles Road Junction	0.5	97,728,750	48,864,375	4	1	0	8.186E-02	2.046E-02	0.000E+00	63,875	31,938	0.0	0.0	0.0	
B754 Airbles Road	A723 / B754 Airbles Road Junction	Airbles Road / Windmillhill Street Roundabout	2	55,472,700	110,945,400	6	2	0	5.408E-02	1.803E-02	0.000E+00	63,875	127,750	0.0	0.0	0.0	
A721 Windmillhill Street	Airbles Road / Windmillhill Street Roundabout	Windmillhill Street / Shields Road Roundabout	0.5	69,441,396	34,720,698	4	0	0	1.152E-01	0.000E+00	0.000E+00	63,875	31,938	0.0	0.0	0.0	
B754 Shields Road	Windmillhill Street / Shields Road Roundabout	Shields Road / Netherton Road Roundabout	2	41,139,150	82,278,300	5	0	0	6.077E-02	0.000E+00	0.000E+00	63,875	127,750	0.0	0.0	0.0	
B754 Netherton Road	Shields Road / Netherton Road Roundabout	Netherton Road / Caledonian Road Roundabout	1	41,139,150	41,139,150	1	0	0	2.431E-02	0.000E+00	0.000E+00	63,875	63,875	0.0	0.0	0.0	
A71 Horsley Brae south	A71 / Brownlee Road	Garrion Bridge	1	38,492,097	38,492,097	0	0	0	0.000E+00	0.000E+00	0.000E+00	0	0	0.0	0.0	0.0	
Cornsilloch Brae	Garrion Bridge	Cornsilloch Brae / A71 / A72 Roundabout	5	42,170,421	210,852,105	1	0	0	4.743E-03	0.000E+00	0.000E+00	0	0	0.0	0.0	0.0	
A71 Ayr Road	Cornsilloch Brae / A71 / A72 Roundabout	Ayr Road / Ashgillhead Road Junction	1.5	18,816,042	28,224,063	2	3	0	7.086E-02	1.063E-01	0.000E+00	0	0	0.0	0.0	0.0	
A72 Lanark Road	Cornsilloch Brae / A71 / A72 Roundabout	M74 junction 7	3	25,357,353	76,072,059	3	4	0	3.944E-02	5.258E-02	0.000E+00	0	0	0.0	0.0	0.0	
M9 Glenbervie - Bannockburn	M876 / M9 Interchange	Bannockburn Interchange	8	40,333,121	322,664,964	2	7	1	6.198E-03	2.169E-02	3.099E-03	7,300	58,400	0.0	0.0	0.0	
M80 Bankhead - Bannockburn	M876 / M80 Interchange	Bannockburn Interchange	8	75,057,542	600,460,332	9	2	0	1.499E-02	3.331E-03	0.000E+00	127,750	1,022,000	0.0	0.0	0.0	
M876	M876 / M9 Interchange	M876 Junction 2	4	92,615,210	370,460,838	6	2	0	1.620E-02	5.399E-03	0.000E+00	98,550	394,200	0.0	0.0	0.0	
M876 Junction 1 - 2	M876 Junction 1	M876 Junction 2	3	79,858,350	239,575,050	7	2	0	2.922E-02	8.348E-03	0.000E+00	94,900	284,700	0.0	0.0	0.0	
M876 Bankhead - Checkbar Junction	M876 Junction 1	M876 / M80 Interchange	3	82,574,279	247,722,836	5	3	0	2.018E-02	1.211E-02	0.000E+00	146,000	438,000	0.0	0.0	0.0	
M80 Bankhead - Old Inns Junction	M876 / M80 Interchange	M80 Junction 6	5	159,035,391	795,176,955	22	7	1	2.767E-02	8.803E-03	1.258E-03	193,450	967,250	0.0	0.0	0.0	
M80 Junction 4 - 6	M80 Junction 6	M80 Junction 4	6.5	156,297,125	1,015,931,309	21	3	0	2.067E-02	2.953E-03	0.000E+00	436,175	2,835,138	0.1	0.0	0.0	
M73 Junction 2A - 3	M73 Junction 3	M73 Junction 2A	4	118,052,607	472,210,428	5	2	1	1.059E-02	4.235E-03	2.118E-03	129,575	518,300	0.0	0.0	0.0	
M73 Gartcosh - Baillieston	M73 Junction 2A	M73 / M74 Interchange	6.5	124,794,960	811,167,240	9	3	0	1.110E-02	3.698E-03	0.000E+00	63,875	415,188	0.0	0.0	0.0	
M74 Junction 4 - 7	M74 Junction 4	M74 Junction 7	12	188,024,531	2,256,294,366	19	21	3	8.421E-03	9.307E-03	1.330E-03	63,875	766,500	0.0	0.0	0.0	
M8 Junction 6 - 8	M8 Junction 8	M8 Junction 6	10	149,171,303	1,491,713,025	11	10	3	7.374E-03	6.704E-03	2.011E-03	616,850	6,168,500	0.0	0.0	0.0	
M8 Junction 8 - 10	M8 Junction 8	M8 Junction 10	3	168,294,492	504,883,476	5	1	1	9.903E-03	1.981E-03	1.981E-03	616,850	1,850,550	0.0	0.0	0.0	
A8011 Glasgow Road	M80 Junction 5	Glasgow Road / Jane Brae Interchange	1.5	67,874,013	101,811,020	3	1	0	2.947E-02	9.822E-03	0.000E+00	0	0	0.0	0.0	0.0	
B8039 Jane's Brae	Glasgow Road / Jane's Brae Interchange	Jane's Brae / Lenziemill Road Interchange	1	31,336,491	31,336,491	1	0	0	3.191E-02	0.000E+00	0.000E+00	0	0	0.0	0.0	0.0	

Congestion Reference Flows - Road Vehicle Driver and Passenger Delay

Road Link	Capacity	Number of Lanes	Width Factor	PkF	100/PkF	PkD	100/PkD	AADT	AAWT	AADT/AAWT	Congestion Reference Flows
Forest Road Cumbernauld Substation	1379.96	1	0.9983	11.1	9.0	45.4	2.204620462	2,991	3,324	0.90	24689
B8054 Lenziemill Road East	1354.21	1	1.3232	11.3	8.9	42.7	2.340557276	8,884	9,945	0.89	33248

Road Vehicle Driver and Passenger Delay Magnitude of Change - Cumbernauld

Road Link	2028 Baseline (All Vehs)	Congestion Reference Flows	Baseline % of CRF	Baseline Level of CRF	2028 Baseline + Proposed Development Construction Daily Traffic	2028 Baseline + Proposed Development Construction Traffic % of CRF	Baseline + Proposed Development Level of CRF	Step Change in CRF
Forest Road Cumbernauld Substation	8263	24689	33.47%	Low	8361	33.86%	Low	No
B8054 Lenziemill Road East	10145	33248	30.51%	Low	10243	30.81%	Low	No