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Appendices

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Appendices

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1. Introduction

1.1 Technical Appendix 11.1

Technical Appendix 11.1 contains the supporting information and data used to complete the environmental assessment of traffic and transport for the Proposed Development.

Information and data is contained in this document as follows.

- Appendix A – Pre- Application Advice Scoping Correspondence
- Appendix B – Study Area Road Sensitivity of Receptors
- Appendix C – AECOM Traffic Surveys June 2024 and Department for Transport Traffic Counts
- Appendix D – Construction Traffic Forecast
- Appendix E – Cumulative Development Traffic
- Appendix F – Baseline Traffic Data
- Appendix G – Fear and Intimidation on and by Road Users Data Assessment
- Appendix H – Accident Severity Assessment
- Appendix I - Framework Construction Traffic Management Plan
- Appendix J - Vehicle Access from A876 and Hawkhill Road Public Road Improvements
- Appendix K – Driver Delay / Congestion Reference Flow

Appendix A – Pre-Application Advice Scoping Correspondence

Scott Simpson
Fife Council Planning Services
Fife House,
North Street,
Glenrothes,
KY7 5LT

Your ref:
24/01242/SCO

Our ref:
GB01T19K05

Date:
21/05/2024

development.central@fife.gov.uk

Dear Sirs,

**THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
(SCOTLAND) REGULATIONS 2017**

**ENVIRONMENTAL IMPACT ASSESSMENT SCOPING OPINION FOR CONSTRUCTION OF A
400kV SUBSTATION AND ASSOCIATED INFRASTRUCTURE INCLUDING ACCESS,
LANDSCAPING AND DRAINAGE, LAND 750M NORTH OF HAWKHILL FARM HAWKHILL
KINCARDINE**

With reference to your recent correspondence on the above development, I wish to inform you that from 1st October 2015, planning authorities are no longer required to consult with Scottish Ministers on EIA development.

Since that date, Transport Scotland no longer responds to “Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations (2017)” consultations in a statutory capacity. Planning Authorities must, however, continue to consult Transport Scotland on applications where required by Regulation 25 and Schedule 5 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. These consultations should be sent to Transport Scotland’s Development Management Team.

Notwithstanding the above, we note that this Substation application includes a proposed direct access to the A876(T), to be located at an existing (albeit, unused) maintenance access to the adjacent SUDS pond. The proposed access is to facilitate the delivery of the Transformers in the form of Abnormal Indivisible Loads.

The trunk road at this location is a three-lane carriageway, with the single lane being the southbound route and the side from which the access is to be taken. Visibility to drivers in both directions is good, resulting in high speeds. Given the above, Transport Scotland would state that a left-in/ left-out arrangement would be required, with any AIL deliveries being made under police escort. In addition, a Construction Management Traffic Plan detailing these arrangements would be required, and this should be discussed and agreed with the Area Manager for the A876(T), Graeme Paget who can be contacted at graeme.paget@transport.gov.scot.

It should be stressed that this response relates only to the EIA consultation. Transport Scotland will respond separately to the planning application for this development by means of a TRNPA2 when formally consulted.

I trust that the above is satisfactory and should you wish to discuss any issues raised in greater detail, please do not hesitate to contact myself at george.smith@transport.gov.scot.

Yours faithfully

George Smith

George Smith

**Transport Scotland
Roads Directorate**

cc Alan DeVenny – SYSTRA Ltd.
Graeme Paget – graeme.paget@transport.gov.scot

SP Transmission Plc
Brendan Tinney
320 St Vincent Street
Glasgow
G2 5AD

Planning Services

Scott Simpson
03451 55 11 22
development.central@fife.gov.uk

Your Ref:
Our Ref: 23/00137/PREAPP

Date 12th April 2023

Dear Sir/Madam

Application No: 23/00137/PREAPP
Proposal: Pre-Application for erection of a 400kv transmission substation

Address: Land 750M North Of Hawkhill Farm Hawkhill Kincardine Fife

I refer to your request for pre-application advice which was registered on 21st February 2023.

BACKGROUND

Existing Site

This pre-application enquiry relates to a site which measures approximately 5.4 hectares, and which is located within the countryside and outwith any settlement boundary as designated within the Adopted FIFEplan (2017) (LDP). The site is an open field area which is located between the A876 and A976 Trunk roads with the Tulliallan Settlement Boundary located approximately 545 metres to the south-east. The land is designated as non-prime agricultural land (Category 3.2) as per the Macauley Institute and is located within a coal mining high risk area. Small parts of the site would also appear to be adjacent to or located within a surface water flooding medium and high-risk area as per SEPA's flood risk maps. Tulliallan golf course is located approximately 383 metres to the east of the site, whilst Tulliallan Castle which is a scheduled ancient monument is located approximately 587 metres to the south of the site. The site would appear to not be easily visible from the A976 to the west due to the intervening tree coverage, however, it would appear that it would be clearly visible from the A876 to the east. There are several overhead electricity cables and towers within the site and surrounding area. The Kincardine to Alloa Core Path (Path Code: P745/01) is located next to Hawkhill Road and approximately 485 metres to the south of the application site. The former Kincardine Power Station is located approximately 1.5 kilometres to the south of the application site.

Proposal

Planning Services
Fife House, North Street, Glenrothes, KY7 5LT

This pre-application enquiry seeks advice for the erection of a 400kv transmission substation building and associated infrastructure including two construction access roads and one permanent vehicular access road.

Planning History

There is no relevant planning history for the application site, however, the relevant recent planning history for the surrounding area is as follows:

- Full planning permission (22/02151/FULL) for erection of two compounds including erection of fencing and formation of hardstanding and temporary accesses was approved with conditions on 17th November 2022 on land approximately 242 metres to the east of the site. These compounds were required in relation to the connection point at the interface between overhead electricity lines and underground lines.
- An application under Section 37 of the Electricity Act 1989 to upgrade existing transmission line including the erection of new terminal tower and 3 low level gantries, the installation of gas insulated substation, cable route and formation of vehicular access for a site at Kincardine Power Station with the overhead transmission line being located between Kincardine Power Station and Blairgowrie was approved.
- An application under Section 36 of the Electricity Act 1989 (application reference: ECU00003326) for the construction and operation of an electricity generating station including battery energy storage system, and synchronous condenser was approved with conditions by the Scottish Government on 5th January 2022. This site is located directly to the south of and adjacent to the proposed substation site.
- Full planning permission (18/00296/FULL) for replacement of existing 275kV electrical switchyard with 275kV gas insulated switchgear substation including installation of proposed switchgear, new GIS building, installation of new steel palisade security fencing and a new access track was approved with conditions on 25th June 2018 within the former Kincardine Power Station site which is located approximately

Development Plan

Under Section 25 of the Town and Country Planning (Scotland) Act 1997, the determination of the application is to be made in accordance with the Development Plan unless material considerations indicate otherwise.

National Planning Framework 4 (NPF4) was formally adopted on the 13th of February 2023 and is now part of the statutory Development Plan. NPF4 provides the national planning policy context for the assessment of all planning applications. The Chief Planner has issued a formal letter providing further guidance on the interim arrangements relating to the application and interpretation of NPF4, prior to the issuing of further guidance by Scottish Ministers.

The Adopted FIFEplan (2017) (LDP) and associated Supplementary Guidance continue to be part of the Development Plan. The SESplan and TAYplan Strategic Development

Plans and any supplementary guidance issued in connection with them cease to have effect and no longer form part of the Development Plan.

As per Section 24 (3) of the Town and Country Planning (Scotland) Act 1997 (as amended) where there is any incompatibility between a provision of the National Planning Framework and a provision of a Local Development Plan, whichever of them is the later in date is to prevail. The Chief Planner's Letter dated 8th February 2023 also advises that provisions that are contradictory or in conflict would be likely to be considered incompatible.

EIA Screening

The proposal would appear to fall under Class 3 (a) (Industrial installations for the production of electricity, steam and hot water) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and would be for a development which may have significant adverse effects on the environment, therefore, the proposal could have an impact that may necessitate the need for an EIA Screening. A formal screening application should, therefore, be submitted with regards to this proposal. This can be submitted by emailing the required information to development.central@fife.gov.uk. The required information is set out in regulation 8 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 (available to view online at www.legislation.gov.uk).

ASSESSMENT

The issues to be assessed against the Development Plan and other guidance are as follows:

- Principle of Development
- Landscape and Visual Impact
- Amenity Impact
- Community and Economic Benefits
- Transportation
- Water/Drainage/Flood Risk
- Natural Heritage including impact on Trees, Protected Species and Wildlife Habitats and Biodiversity Enhancement
- Tackling the climate and nature crises
- Contaminated Land/Land Stability

Principle of Development

NPF4 sets out the overarching spatial strategy for Scotland to 2045. Policy 1 (Tackling the climate and nature crises) of NP4 states that when considering all development proposals significant weight will be given to the global climate and nature crises.

Policy 11 (Energy) of NPF4 states that proposals for all forms of renewable, low-carbon and zero emissions technologies will be supported, and these include enabling works, such as grid transmission and distribution infrastructure. The policy further states that development proposals will only be supported where they maximise net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities. The policy also states that project design and mitigation will demonstrate how the following impacts are addressed:

1. impacts on communities and individual dwellings, including, residential amenity, visual impact, noise and shadow flicker;
2. significant landscape and visual impacts, recognising that such impacts are to be expected for some forms of renewable energy. Where impacts are localised and/or appropriate design mitigation has been applied, they will generally be considered to be acceptable;
3. public access, including impact on long distance walking and cycling routes and scenic routes;
4. impacts on aviation and defence interests including seismological recording;
5. impacts on telecommunications and broadcasting installations, particularly ensuring that transmission links are not compromised;
6. impacts on road traffic and on adjacent trunk roads, including during construction;
7. impacts on historic environment;
8. effects on hydrology, the water environment and flood risk;
9. biodiversity including impacts on birds;
10. impacts on trees, woods and forests;
11. proposals for the decommissioning of developments, including ancillary infrastructure, and site restoration;
12. the quality of site restoration plans including the measures in place to safeguard or guarantee availability of finances to effectively implement those plans; and
13. cumulative impacts.

Policy 11 of NPF4 also advises that significant weight will be placed on the contribution of the proposal to renewable energy generation targets and on greenhouse gas emissions reduction targets.

Policy 29 of NPF4 states that proposals that contribute to the viability, sustainability and diversity of rural communities and local rural economy will be supported, including essential infrastructure. This policy further advises that proposals in rural areas should be suitably scaled, sited and designed to be in keeping with the character of the area, whilst they should also consider how the development will contribute towards local living and take into account the transport needs of the development as appropriate for the rural location.

The glossary of NPF 4 also defines essential infrastructure as including all forms of renewable, low-carbon and zero emission technologies for electricity generation and distribution and transmission electricity grid networks and primary sub stations.

Policy 1, Part A, of the LDP (2017) stipulates that the principle of development will be supported if it is either (a) within a defined settlement boundary and compliant with the policies for this location; or (b) is in a location where the proposed use is supported by the LDP. Policy 7 (Development in the Countryside) of the LDP states that development in the countryside will only be supported where it is for other development which demonstrates a proven need for a countryside location. Policy 7 also advises that in all cases development must be of a scale and nature compatible with surrounding uses; be well-located in respect of available infrastructure and contribute to the need for any improved infrastructure; and be located and designed to protect the overall landscape and environmental quality of the area.

The application site is located outwith any designated settlement boundary and is, therefore located within the countryside as per the LDP. It has previously been accepted that this type of infrastructure may have a proven need for a countryside location as required by Policy 7 of the LDP. Policy 29(a) (Rural Development) of NPF4 also provides support for essential infrastructure applications of this type within the countryside, whilst Policy 11 of NPF4 provides support in principle to new and replacement transmission and distribution infrastructure providing the proposal is designed to address its impacts, with significant weight to be placed on the contribution of the proposal to renewable energy generation targets and on greenhouse gas emissions reduction targets.

The proposal could, therefore, potentially be accepted at this countryside location as it would be considered essential infrastructure, however, further information is, required to fully justify the proposal at this location and to demonstrate that the proposed design and mitigation will address the impacts as set out under Policy 11 of NPF4 (see above). It is also acknowledged that it would be difficult to locate a development of this size and scale (5.4 hectares) (whilst addressing potential amenity impacts) within an existing settlement, however, this does not give immediate support to locating this proposal within the countryside and it may also be that this is not the most preferable location, notwithstanding the support in principle now offered for essential infrastructure developments within rural locations. A detailed site selection appraisal should, therefore, be submitted with any future application which fully demonstrates that there are no other suitable sites for this proposal, and which sets out why this location has been chosen.

The application site is also located within 1.5 kilometres of Kincardine Power Station (site KCD006 in FIFEplan), whilst Longannet is located approximately 5 kilometres to the south-east. Any site selection appraisal should, therefore, set out why these locations would not be suitable for the proposed substation, similar to the information submitted with this pre-application enquiry. The appraisal should also set out all other sites within the surrounding rural area which were discounted in favour of this site. Further information is, therefore, required to allow a full assessment of the proposal to be carried out including:

Submission Requirements

- A site selection appraisal.

Landscape and Visual Impact

Policy 11 of NPF4 states that that project design and mitigation will demonstrate how significant landscape and visual impacts, recognising that such impacts are to be expected for some forms of renewable energy, will be addressed. This policy further states that where impacts are localised and/or appropriate design mitigation has been applied, they will generally be considered to be acceptable.

Policy 14 of NPF4 states that development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale. It further advises that development proposals will be supported where they are consistent with the six qualities of successful places (Health, Pleasant, Connected, Distinctive, Sustainable and Adaptable) and development which is poorly designed or inconsistent with the six qualities will not be supported. Annex D of NPF4 sets out further details relating to the delivery of these six qualities of a successful place. Policy 29 of NPF4 states that development proposals in rural areas should be suitably scaled, sited and designed to be in keeping with the character of the area.

Policies 1 and 10 of the LDP advise that development will only be supported if it has no significant detrimental visual impact on the surrounding area. Policy 7 of the LDP continues that new development in the countryside must be of a scale and nature that is compatible with its surrounding uses and must be located and designed to protect the overall landscape and environmental quality of the area. Policy 13 of the LDP states that development proposals will only be supported where they protect or enhance natural heritage and access assets including landscape character and views.

Policy 14 of FIFEplan and Making Fife's Places Supplementary Guidance (2018) sets out the expectation for developments with regards to design. Making Fife's Places encourages a design-led approach to development proposals through placing the focus on achieving high quality design. These documents also illustrate how development proposals can be evaluated to ensure compliance with the six qualities of successful places. The guidance sets out the level of site appraisal an applicant is expected to undertake as part of the design process. This includes a consideration of the landscape setting, character and the topography of the site. Appendix B of the Supplementary Guidance sets out the detailed site appraisal considerations in relation to landscape change. Details of the assessment to be undertaken to determine a proposals consistency with these principles is provided in the Scottish Government's Creating Places: A Policy Statement on Architecture and Place for Scotland and Designing Streets.

The NatureScot website states that "in the European Landscape Convention definition 'Landscape' means an area, as perceived by people, whose visual features and

character are the result of the action and interaction of natural and/or human factors. All landscapes combine natural components (such as geology, soils and watercourses) and human influences (such as settlement and land use) with cultural perceptions (such as history, social associations and aesthetic values). Landscape Character is created by the way the physical components come together and can be defined as "a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another". Although landscape character is also about experience and sense of place it is not about opinions or judgements on whether one landscape is considered better or worse than another". It further states that "Landscape Character Assessment (LCA) is the process of identifying and describing variation in the character of the landscape. An LCA provides baseline information including a shared written understanding of the key characteristics of a landscape that can be used to guide landscape change.

The submission includes site layout drawings, however, no other supporting information has been submitted to demonstrate the proposals visual and landscape impact on the site and surrounding area. Further information is, therefore, required to allow a full assessment of the proposals visual impact. A full set of elevation drawings and manufacturer's brochures should be submitted with any future application to allow this matter to be fully assessed and any future application should also include a fully detailed landscape and visual impact assessment (LVA), and this should clearly demonstrate the landscape and visual impacts as a result of the proposal. These assessments should include a zone of theoretical visual impact (ZTV) of up to 2 kilometres. Visualisations of the proposed development are also required, with the most useful materials including ZTV diagrams, wireframes and photomontages. Any subsequent study areas for this required information including viewpoint assessments and identification of sensitive landscape receptors etc should be informed by the required ZTV. These viewpoints should also be agreed with this Planning Authority before the LVA is undertaken.

Insufficient information has, therefore, been submitted to allow a full assessment of this matter to be carried out and any future application should include the following:

Submission Requirements

- Detailed design drawings including location plan, site plan, floor plans, elevations, sections and contextual drawings.
- Landscape and Visual Impact Assessment including a ZTV of 2 kilometres and photomontages, visualisations, wireframes and viewpoint assessments.

Amenity Impact

PAN (Planning Advice Note) 1/2011 Planning and Noise provides advice on the role of the planning system in helping to prevent and limit the adverse effects of noise. It also advises that Environmental Health Officers should be involved at an early stage in

development proposals which are likely to have significant adverse noise impacts or be affected by existing noisy developments.

Policy 11 of NPF4 states that project design and mitigation will demonstrate how impacts on communities and individual dwellings, including, residential amenity and noise are addressed. Policy 14 of NPF4 states that development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale. This policy further states that development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported. Policy 23 (Health and Safety) of NPF4 requires that development proposals that are likely to raise unacceptable noise issues will not be supported, whilst the agent of change principle applies to noise sensitive development and a noise impact assessment may be required where the nature of the proposal or its location suggests that significant effects are likely.

Policies 1 and 10 of the LDP state that new development is required to be implemented in a manner that ensures that existing uses and the quality of life of those in the local area are not adversely affected. Policy 10 further states that development will only be supported where it will have no significant detrimental impact on amenity in relation to noise and light pollution and the operation of existing or proposed businesses and commercial operations or on the amenity of surrounding existing land uses.

Fife Council's Policy for Development and Noise (2021) sets out how noise impact should be considered through the planning process. It advises that the noise impact arising from development should be considered and mitigated and residential development should not unacceptably affect existing businesses or be built in locations which would be affected by excess or inappropriate noise levels.

Fife Council's Planning Guidance is available to view online by clicking on the following link: [Planning Guidance | Fife Council](#).

Noise

A noise report should be submitted with any future planning application, and this should set out the anticipated noise emissions from the proposal and provide details of the existing background and predicted noise levels at the boundary of nearby residential properties together with any required noise attenuation measures.

Submission Requirements

- Noise report

Community and Economic Benefits

Policy 11 (Energy) of NPF4 states that development proposals will only be supported where they maximise net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities.

Policy 11 of the LDP states that permission will only be granted for new development where it has been demonstrated that the net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities have been demonstrated.

No information regarding the potential community and economic benefits as a result of the proposal have been submitted. Full details relating to this matter should, therefore, be submitted with any future application.

Submission Requirements

- Evidence that the proposal would maximise net economic benefits including community socio-economic benefits such as employment, associated business and supply chain opportunities.

Transportation

Policy 11 of NPF4 states that project design and mitigation will demonstrate how impacts on road traffic and on adjacent trunk roads, including during construction will be addressed. Policy 14 of NPF4 states that development proposals will be supported where they provide well connected networks that make moving around easy and reduce car dependency. Policy 15 (Local Living and 20 Minute Neighbourhoods) requires that development proposals will contribute to local living including, where relevant, 20-minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area. Policy 13 (Sustainable Transport) of NPF4 advises that proposals which improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported. It further states that development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they will provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation.

Policy 1, Part C, Criterion 2 of the LDP states that development proposals must provide the required on-site infrastructure or facilities, including transport measures to minimise and manage future levels of traffic generated by the proposal. Policy 3 of the Adopted FIFEplan advise that such infrastructure and services may include local transport and safe access routes which link with existing networks, including for walking and cycling. Further detailed technical guidance relating to this including parking requirements,

visibility splays and street dimensions are contained within Appendix G (Transportation Development Guidelines) of Making Fife's Places Supplementary Guidance (2018).

Fife Council's Transportation Development Management Team (TDM) have verbally advised that a construction traffic management report should be submitted with any future application to allow the matter relating to construction movements to be fully assessed. It is, however, considered that the proposal would potentially have no other significant impacts on the site or surrounding area in terms of transportation and road safety impacts as it is for a substation which should have no significant vehicular trips associated with it. The proposal would also result in accesses being formed onto the A876 Trunk Road to the east and Transport Scotland would require to be consulted on any future planning application. I would recommend that you contact them about your proposal before submitting any future application. They can be contacted at development_management@transportscotland.gsi.gov.uk.

Insufficient information has currently been submitted to allow a full assessment of the proposal. The following should be submitted with any future application to allow this matter to be fully assessed:

Submission Requirements

- A construction traffic management report which sets out the type and number of traffic movements expected as a result of the construction phase of the proposal.
- Evidence relating to the land ownership either side of the existing and proposed accesses onto the public road roads and a drawing demonstrating the potential visibility splays that can be achieved.

Water/Drainage/Flood Risk

Policy 11 of NPF4 states that project design and mitigation will demonstrate how effects on hydrology, the water environment and flood risk have been addressed. Policy 22 (Flooding) of NPF4 states that development proposals at risk of flooding or in a flood risk area will only be supported if they are for essential infrastructure where the location is required for operational reasons. This policy further states that it will be demonstrated by the applicant that all risks of flooding are understood and addressed, there is no reduction in floodplain capacity, increased risk for others, or a need for future flood protection schemes, the development remains safe and operational during floods and flood resistant and resilient materials and construction methods are used.

Policy 22 also requires that development proposals will not increase the risk of surface water flooding to others, or itself be at risk, manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing blue-green infrastructure. All proposals should also presume no surface water connection to the combined sewer and development should seek to minimise the area of impermeable surface.

Policy 20 (Blue and Green Infrastructure) of NPF4 states that proposals for or incorporating new or enhanced blue infrastructure will be supported and where appropriate, this will be an integral element of the design that responds to local circumstances. This policy further states that proposals that include new or enhanced blue infrastructure will provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.

Policies 1 and 3 of the FIFEplan state that development must be designed and implemented in a manner that ensures it delivers the required level of infrastructure and functions in a sustainable manner. Where necessary and appropriate as a direct consequence of the development or because of cumulative impact of development in the area, development proposals must incorporate measures to ensure that they will be served by adequate infrastructure and services. Such measures will include foul and surface water drainage, including Sustainable Urban Drainage Systems (SUDS).

Policy 12 of the FIFEplan advises that development proposals will only be supported where they can demonstrate that they will not, individually or cumulatively increase flooding or flood risk from all sources (including surface water drainage measures) on the site or elsewhere, that they will not reduce the water conveyance and storage capacity of a functional flood plain or detrimentally impact on future options for flood management and that they will not detrimentally impact on ecological quality of the water environment, including its natural characteristics, river engineering works, or recreational use.

A fully detailed surface water management plan should be submitted to allow a full assessment of the proposal to be carried out. Any future planning application should, therefore, include the required SUDS details and appendices 1, 2 and 8 (SUDS certificates) of Fife Council's Design Criteria Guidance on Flooding and Surface Water Management Plan Requirements (available to view online at: [Surface Water Management Guidance \(fife.gov.uk\)](https://www.fife.gov.uk)). The site is also located within or adjacent to areas that are shown as a surface water flood risk area as per SEPA Flood maps. A flood risk assessment should, therefore, be submitted with any future application along with the relevant flood risk certificates as contained within the aforementioned guidance. Further information is, therefore, required to allow a full assessment of the proposal in this respect. Further information is, therefore, required to allow a full assessment of the proposal in this respect. Any future application should, therefore, include the following information:

Submission Requirements

- A Surface Water Management Plan including relevant SUDS details and appendices as required by Fife Council's Design Criteria Guidance on Flooding and Surface Water Management Plan Requirements.

- Flood risk assessment including relevant certificates
- A maintenance and management plan for any proposed surface water management solution including details relating to who will adopt/own and maintain the system.

Natural Heritage including impact on Trees, Protected Species and Wildlife Habitats and Biodiversity Enhancement

Policy 3 (Biodiversity) of NPF4 states that proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them, whilst, proposals should also integrate nature-based solutions, where possible. Policy 3 further states that proposals for major development will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention and this will include future management. This policy requires that best practice assessment methods should be used and that proposals within these categories will demonstrate how they have met all the criteria relating to biodiversity enhancement within this policy.

Policy 4 of NPF4 advises that proposals that are likely to have an adverse effect on species protected by legislation will only be supported where the proposal meets the relevant statutory tests. If there is reasonable evidence to suggest that a protected species is present on a site or may be affected by a proposed development, steps must be taken to establish its presence, whilst the level of protection required by legislation must be factored into the design of the development.

Policy 6 (Forestry, Woodland and Trees) of NPF4 advises that proposals that enhance, expand and improve woodland and tree cover will be supported, however, proposals will not be supported where they would result in the loss of ancient woodlands, ancient and veteran trees, or adverse impact on their ecological condition. This policy further states that adverse impacts on native woodlands, hedgerows and individual trees of high biodiversity value, or identified for protection in the Forestry and Woodland Strategy.

Policy 11 of NPF4 states that that project design and mitigation will demonstrate how biodiversity including impacts on birds and impacts on trees, woods and forests have been addressed.

Policies 1 and 13 of the FIFEplan state that development proposals will only be supported where they protect or enhance natural heritage and access assets including protected and priority habitats and species, designated sites of international and national importance, including Natura 2000 sites and Sites of Special Scientific Interest, designated sites of local importance, including Local Wildlife Sites, Regionally Important Geological Site, green networks and greenspaces and woodlands (including native and other long-established woods), and trees and hedgerows that have a landscape, amenity, or nature conservation value. Policy 13 also states that the Scottish Government's Control of Woodland Removal Policy includes a presumption in favour of

protecting woodland. Woodland removal should only be permitted where it would achieve significant and clearly defined additional public benefits. Where woodland is removed in association with development, developers will generally be expected to provide compensatory planting.

Policy 11 of FIFEplan states that development of low carbon energy schemes such as wind turbines, will be supported provided the proposals do not result in unacceptable significant adverse effects or impacts which cannot be satisfactorily mitigated, giving due regard to relevant environmental impact considerations, including effects on natural heritage (including birds). The LCSG sets out that numerous wildlife species exist in Fife and consideration must be made of the likely impact that development will have on these species. For some proposals Fife Council require detailed surveys to be undertaken to provide information on potential impacts on habitats and species. Surveys will be required to determine the impact of the proposal both on the site and in the surrounding area and must be carried out at appropriate times of the year by suitably qualified and experienced professionals. Risks to birds of habitat loss, collision and displacement including barrier effects (where the wind turbine creates an obstacle to regular movements for feeding or roosting grounds) shall all be considered. Further detailed guidance relating to the carrying out of natural heritage, biodiversity and tree assessments is contained within Making Fife's Places Supplementary Guidance (2018).

Fife Council's Natural Heritage officer advises that given the site context (i.e., within a gas processing and storage facility), the habitat involved is likely to be of relatively low ecological value. However, depending upon the localised operational disturbance and opportunities to become accustomed to such disturbance, it is likely that the vegetated area will support a range of bird species, including during the breeding season. They recommend that any construction works, and clearance of the site should be undertaken outwith the bird breeding season. They also advise that where this is not possible then a nesting bird check should be undertaken no more than 48 hours ahead of clearance works, with this conducted by a suitably qualified and experienced ecologist. This matter could be dealt with through a condition of any future potential planning permission.

The following should be fully considered with the submission of any future application.

Impact on Trees

It does not appear that there are any trees on or adjacent to the site which would be significantly impacted upon due to the proposal. Full details of all trees within and adjacent to the site should, however, be submitted with any future application to allow this matter to be fully assessed.

Protected Species and Wildlife Habitats

An Ecological Appraisal Report (ER) should be submitted in support of any future application, and this should include a desk-based search, a phase 1 habitat survey and a protected species survey of the application site and adjacent areas. The report should also outline, if required, any mitigation measures. Any Protected Species (European and UK) found to be present should be assessed, with appropriate surveys undertaken and impacts and mitigation identified. Surveys should be reported in full, with mapping provided as appropriate.

Biodiversity Enhancement

Any future planning application should include a supporting statement illustrating the development's compliance with Policy 3 of NPF4 and Making Fife's Places Supplementary Guidance (2018) including reference and proposals relating to natural heritage and biodiversity enhancement. Making Fife's Places provides information on the site assessment which must be submitted for natural heritage and biodiversity and is available to view online under Adopted Supplementary Guidance at: [Planning Guidance | Fife Council](#). To maximise biodiversity, native species of local origin should be specified for landscaping. These details should also include a landscaping plan indicating the siting, numbers, species and heights (at time of planting) of all trees, shrubs and hedges to be planted, and the extent and profile of any areas of earthmounding.

Submission Requirements

- A supporting statement showing the development's compliance with Policy 3 of NPF4 and Making Fife's Places Supplementary Guidance (2018) including reference and proposals relating to the design, layout, green network infrastructure and natural heritage and biodiversity enhancement.
- An Ecological Appraisal Report.
- A Landscaping Plan

Tackling the climate and nature crises

Policy 1 of NPF4 requires that when considering all development proposals significant weight will be given to the global climate and nature crises.

Policy 2 of NPF4 state that proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible and will be sited and designed to adapt to current and future risks from climate change.

Policies 1 and 11 (Low Carbon) of the FIFEplan (2017) state that planning permission will only be granted for new development where it has been demonstrated that:

- The proposal meets the current carbon dioxide emissions reduction target (as set out by Scottish Building Standards), and that low and zero carbon generating technologies will contribute at least 15% of these savings from 2016 and at least 20% from 2020.

Statutory supplementary guidance will provide additional advice on compliance with this requirement;

- Construction materials come from local or sustainable sources;

Fife Council's Low Carbon Fife Supplementary Guidance (January 2019) notes that major developments are required to provide an energy statement of intention which sets out how the proposal will meet the requirements of Policy 11. This statement should also investigate the feasibility of creating a new or connecting to an existing or proposed district heating network, however, this is not required if the proposed development is not within a district heating buffer zone as set out in section 3.2.2 of this guidance.

Insufficient information has currently been submitted to allow this matter to be fully assessed. Any future planning application should, therefore, include the following information:

Submission Requirements

- A supporting statement which outlines how the proposal complies with Policies 1 and 2 of NPF4.

Contaminated Land/Land Stability

Policies 1 and 10 of the LDP advise that proposals must not have a significant detrimental impact on amenity in relation to contaminated and unstable land, with particular emphasis on the need to address potential impacts on the site and surrounding area.

The site appears to be located within an area of non-intensive historic agricultural use, therefore, it is unlikely that the proposal would have any significant impact on amenity in relation to contaminated land. Fife Council's Land and Air Quality team would, however, be consulted with regards to any future application and they may request that conditions relating to contaminated land are attached to any potential recommendation for approval should they consider this necessary.

The site is located within a coal mining high risk area, therefore, a coal mining risk assessment should be submitted within any future application to allow the matter relating to land stability to be fully assessed. Further guidance relating to this matter can be viewed online at [Planning applications and Coal Mining Risk Assessments - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/planning-applications-and-coal-mining-risk-assessments).

Submission Requirements

- Coal mining risk assessment

APPLICATION PROCESS

Likely timescales and decision making

As the proposed development would be categorised as a 'Major' development, the Scottish Government advises that the Council should strive to determine the application within four months of receipt. This may not always be achievable where there are matters of a complex nature to consider, or if a legal agreement is needed to address financial or other requirements.

In accordance with the approved Scheme of Delegation, all Major applications must be determined by the relevant Planning Committee and this may also impact on the timescale for determination. The schedule of planned Committee meetings is available on the Council Website: [Planning Committees](#) Please note that in order for an application to be included on the agenda for a specific meeting the Committee Report must be completed 4 weeks in advance of the meeting date.

Administration of Your Application

All application information should be submitted using the Scottish Government e-planning portal: [e-Planning Portal](#) This allows your submitted information to be automatically sent to our case work system and allows relevant files to be published on our online 'Public Access' system. If you are able to also pay the application fee at the point of submission, this will assist us in avoiding potential delays in matching payments with applications.

Once the application has been submitted, any additional information or amendments should also be submitted using the e-planning portal: [e-Planning Portal](#) by using the 'Post Submission Additional Documents' process. This also applies once your application has been determined and you are submitting information needed to comply with conditions attached to the permission. Please avoid also sending an email to confirm that you have made a submission.

Should you need to contact the Council during the progress of your application please use our managed inbox address: development.central@fife.gov.uk. This email address is continually managed and monitored, and this avoids the risk of emails being missed when the case officer is on leave or otherwise unavailable.

Document Format and Size

All planning applications must be published online in order to support public involvement in the planning system. Wherever possible, applications should be submitted online as this reduces the time taken for documents to be uploaded to the public website. Where a submission is made in paper format the Council will apply an administrative charge in respect of the additional work involved in scanning and uploading the application information. Depending on the type of application being submitted, the additional fee can be up to £180 + VAT.

Electronic documents can be submitted in any of the following file formats:

DOC • DOCX • GIF • JPG • PDF • PLT • TIF • TXT • XLS • XLSX • XLW

All electronic documents must be less than 10MB in size, as anything above this cannot be loaded to the online system. Should a document need to be divided into smaller pieces it is preferred that this would be done logically, either by chapter or where obvious divisions exist.

Sensitive Information

Any information to be submitted which relates to protected species should be contained in a separate single document as this will not be published on the website as part of the application information.

Planning Fee

Your application will require a fee before it can be processed. The e-Planning portal includes a [Fee Calculator](#). This will allow you to calculate the statutory application fee and can be used independently of the application submission process. Details of the fees which may be applied by Fife Council for processing paper submissions or for any advertisements which may be required are available on the Fife Council Website: [Planning Charges](#)

How to Pay

Fife Council no longer accepts cash or cheques as payment methods. The application fee and any other fees applicable can be paid by any of the following methods:

- The Scottish Government e-planning portal
This is our preferred method of payment we will receive your application and fee at the same time. There is a facility for agents submitting applications to provide access for their client to make fee payments.
- Fife Council Online Payments
You can pay your fee via the Fife Council website [Make a Payment](#). Please ensure that you provided the correct application reference number when using this option to avoid delays in processing your application.
- Bank Transfer
Whilst we accept payment by bank transfer, using this method of payment is likely to delay the start of processing your application. Before making a payment by this method, please ask us for a copy of the form which we will need to allow us to match your fee with the correct planning application.

Whichever payment method you choose, please ensure that your payment reaches us no more than 5 days after the submission of your application.

Ordnance Survey Licence

All plans and drawings that use the Ordnance Survey map as a base map must be appropriately licensed and details of the date and licence number added to each plan.

Please ensure this is addressed in all your documents, including any plans inserted within reports and other supporting documents.

SUMMARY

The proposal for a substation at this location could be acceptable in principle, however, insufficient information has been submitted to allow a full assessment of the proposal to be carried out. Further information as set out in the above response and below is, therefore, required to allow a full assessment of the proposal to be carried out:

- A site selection appraisal.
- Detailed design drawings including location plan, site plan, floor plans, elevations, sections and contextual drawings.
- Landscape and Visual Impact Assessment including a ZTV of 2 kilometres and photomontages, visualisations, wireframes and viewpoint assessments.
- Noise report
- Evidence that the proposal would maximise net economic benefits including community socio-economic benefits such as employment, associated business and supply chain opportunities.
- A construction traffic management report which sets out the type and number of traffic movements expected as a result of the construction phase of the proposal.
- Evidence relating to the land ownership either side of the existing and proposed accesses onto the public road roads and a drawing demonstrating the potential visibility splays that can be achieved.
- A Surface Water Management Plan including relevant SUDS details and appendices as required by Fife Council's Design Criteria Guidance on Flooding and Surface Water Management Plan Requirements.
- Flood risk assessment including relevant certificates
- A maintenance and management plan for any proposed surface water management solution including details relating to who will adopt/vest and maintain the system.
- A supporting statement showing the development's compliance with Policy 3 of NPF4 and Making Fife's Places Supplementary Guidance (2018) including reference and proposals relating to the design, layout, green network infrastructure and natural heritage and biodiversity enhancement.
- An Ecological Appraisal Report.

- A Landscaping Plan
- A supporting statement which outlines how the proposal complies with Policies 1 and 2 of NPF4.
- Coal mining risk assessment

STATUS OF ADVICE GIVEN

I trust you will find this information helpful in preparing your application for submission and look forward to receiving this in due course.

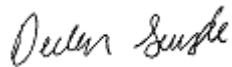
Please note that this information is given at officer level only and is made strictly without prejudice to the eventual decision of Fife Council as Planning Authority. Please also note that this advice does not take into account land ownership **and extra information may be required for any application.** To confirm the exact details required, please refer to our Validation Standards at [Validation-Checklist](#)

Yours faithfully



Scott Simpson, Planner, Development Management

Response Reviewed by



Declan Semple, Lead Officer

AECOM
David Ritchie

Planning Services

Scott Simpson

development.central@fife.gov.uk

Your Ref:
Our Ref: 24/01242/SCO

Date 26th June 2024

Dear Mr Ritchie

Application No: 24/01242/SCO
Proposal: Environmental Impact Assessment scoping opinion for construction of a 400kv substation and associated infrastructure including access, landscaping and drainage
Address: Land 750M North of Hawkhill Farm Hawkhill Kincardine Fife

I refer to your request for a scoping opinion received on the 19th of April 2023.

In terms of the EIA Scoping Request, I can confirm that the scope of the proposed EIA Report (EIAR) is broadly acceptable in terms of the headings and summaries provided within your Scoping Opinion Request. The matters that should, therefore, be scoped into the EIA are:

- Landscape and Visual Amenity
- Ecology
- Cultural Heritage including the impact on the setting of the historic environment.
- Traffic and Transport (construction only)
- Noise
- Cumulative Effects

The following matters should be scoped out of the EIA:

- Trees and Woodland
- Ground Conditions
- Water Environment
- Land Use, Tourism and Recreation
- Major accidents and disasters
- Climate Change
- Human Health

Planning Services
Fife House, North Street, Glenrothes, KY7 5LT

As part of this Scoping Opinion Process, the relevant organisations were consulted and these included Transport Scotland, Scottish Water, Historic Environment Scotland, SEPA, Fife Council's Land and Air Quality team, Fife Council's Archaeology officer, Fife Council's Built Heritage Officer and Fife Council's Natural Heritage Officer. These consultation responses are attached to this response and the comments raised should be taken into account when you submit your EIA.

Alternatives and Site Selection

A description of the main alternatives considered such as alternative sites, alternative technologies and alternatives for the proposed development within the site should be included in the EIAR. The description must include the main reasons for the choice made, taking into account the environmental effects of the decision. This should not focus on planning matters. The site selection assessment should show the consideration given to locating the proposed development adjacent to potential users of heat and power. This should also provide a no development scenario as an alternative.

Environmental Commitments

It is considered good practice to include a chapter that would contain a summary of all mitigation methods proposed as part of the development. A robust EIAR submission would normally include such a chapter as a conclusion. Where relevant, the EIAR should also identify monitoring measures to prevent, reduce or offset significant adverse effects of the development identified through the EIA process.

EIA Documents Submission

As part of the planning application registration process, Fife Council is required to provide document submissions to be viewed online at www.fifedirect.gov. To allow this to be done in the most efficient manner it is requested that each document you submit is limited to fewer than 10MB in size. Documents submitted exceeding this capacity are required to be split into smaller units. Fife Council does not have the resources to actively decide how best to split documents at legible points and therefore it would be to your benefit if the documents were grouped together into associated order (preferably split into individual chapters where possible), each under 10mb in size. This would allow your documents to be viewed online by members of the public and consultees in a legible and concise format. It should also be noted that, given that some of the information within any Ecology chapter may have information relating to the number and habitat location of protected species, this information should not be made public. To ensure the non-protected species information is still available to the public and consultees it is advisable to separate any protected species information from the remainder of the information and hold it within a separate appendix to the chapter to ensure this can be passed only to the relevant section. SNH can advise on the information to be treated as sensitive.

Closing Comments

I trust that the above comments and information enclosed is of assistance to you in developing the EIAR. Please note that this scoping opinion should not be construed as giving support for the development at the present time and that the above comments are made without prejudice to the eventual decision of the Planning Authority with respect to any future application submitted. Although every attempt has been made to present you with the information necessary in order to determine a planning application of this nature, this scoping opinion does not prejudice the ability of the Planning Authority to request further information during the application process should this be necessary. I would also advise that sufficient information should also be submitted with regards to the matters which have been scoped out of the EIA to allow these matters to be fully assessed during the planning application process.

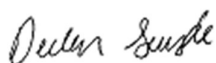
I am also happy to provide further comments and advice with regards to these matters prior to submission of any detailed application.

Yours sincerely

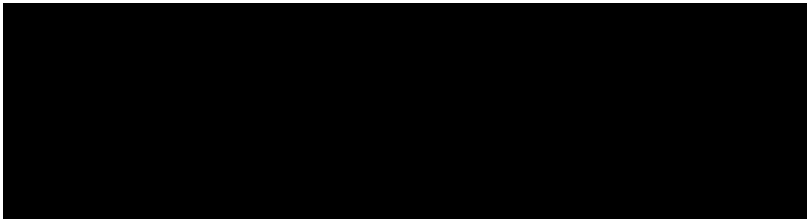
S Simpson

Scott Simpson
Planner, Major Business and Customer Service

Reviewed by:



Declan Semple
Lead Officer, Major Business and Customer Service



EXTERNAL SENDER: Be cautious, especially with links and attachments. Report phishing if suspicious.

WARNING: The real sender could be different to the one that appears in the email.

Dear Brendan,

I refer to previous correspondence about the above.

Although we suggested that further information be provided to the Service about the proposal, I have provided some further comments on behalf of the Planning Service;

1. What locational requirement is there for the proposed site and was consideration given to alternative sites including brown field land. For example, the former Kincardine Power Station is nearby.
2. The site is close to and mostly clearly visible the A876 which is a key transport route to and from Clackmannanshire as well as providing connections to Fife and Perth and Kinross. The National Cycle Route 76 also passes the development. The character and appearance of the site is influenced by the open flat landscape comprising agricultural land although there are overhead power lines and the former Kilbagie Mill site to the north east. It is considered that the proposed equipment would be industrial in their nature and appearance and would appear incongruous and out of character with the visual amenity and landscape character of the area.
3. A development comprising glamping pods for visitor accommodation has been implemented at Broadcarse Farm to the west of the A876 - 20/00194/FULL -| Siting Of 6 No. Holiday Glamping Pods, Siting Of Cabin for Storage and Office Facilities With Associated Facilities Including Access, Parking, Landscaping and Drainage, Broadcarse Farm - case link - <https://publicaccess.clacks.gov.uk/publicaccess/applicationDetails.do?activeTab=documents&keyVal=QFZ0YOEYM4H00>
Consideration should be given to the potential impact of the development on this activity and the scope for mitigation of these impacts.
- 4, It is considered that measures would be required to mitigate the adverse impacts if the project is approved. This could include the provision of native screen planting around the development to effectively mitigate the visual and landscape impacts, particularly the impacts on persons travelling on the A876 and NCR 76.
5. The development would further erode the historic relationship between Kilbagie and Kennetpans when Kilbagie was used as a distillery. Kilbagie Canal connected the two to enable grain to be transported to the distillery at Kilbagie.

I trust the above will be of assistance in informing any application.



Appendix B – Study Area Road Sensitivity of Receptors

The full assessment results of the sensitivity of receptors for the study area roads is shown overleaf.

IEMA Environmental Assessment of Traffic and Movement - Sensitivity of Receptors

Study Area Roads			IEMA 2023 Sensitive Receptors												
Road	Between		People at Home (Residential Areas)	People at Work (Employment Areas)	Sensitive and/or Vulnerable Groups	Locations with Concentrations of Vulnerable Users	Retail Areas	Recreational Areas	Tourist Attractions	Collision Clusters and routes with road safety concerns	Junctions and Highway Links at or Over Capacity	Total Score	Average Score	Overall Rating	Final Rating
A977 north	Gartarry Roundabout	Forestmill	Low 2	Low 2	Low 2	Low 2	Negligible 1	Negligible 1	Negligible 1	Low 2	Negligible 1	14	1.556	Low	Low
A907 west	Gartarry Roundabout	Clackmannan Road Roundabout	Medium 3	Medium 3	Medium 3	Medium 3	Medium 3	Medium 3	Low 2	Low 2	Negligible 1	23	2.556	Medium	Medium
A907 east	Gartarry Roundabout	Junction with B9037	Low 2	Low 2	Low 2	Low 2	Negligible 1	Negligible 1	Negligible 1	Low 2	Negligible 1	14	1.556	Low	Low
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartarry Roundabout	Negligible 1	Negligible 1	Low 2	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Low 2	11	1.222	Negligible	Negligible
A977 Kilbagie	Kilbagie Roundabout	Junction with Substation Access Road	Medium 3	Low 2	Medium 3	Low 2	Medium 3	Medium 3	Medium 3	Negligible 1	Low 2	21	2.333	Medium	Medium
A977 Feregait	Junction with Substation Access Road	Junction with Toll Road	High 4	Low 2	Medium 3	Medium 3	Low 2	Medium 3	Medium 3	Negligible 1	Negligible 1	22	2.444	Medium	High
Substation Access Road	Junction with A977	Junctoiin with Hawkhill Road	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	9	1.000	Negligible	Negligible
Hawkhill Road north	Junction with Substation Access Road		Negligible 1	Low 2	Low 2	Low 2	Negligible 1	Medium 3	Medium 3	Negligible 1	Low 2	17	1.889	Low	Low
A876	Kilbagie Roundabout	Clackmannanshire Bridge	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Low 2	Negligible 1	Negligible 1	Negligible 1	10	1.111	Negligible	Negligible
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Low 2	Low 2	Negligible 1	Negligible 1	11	1.222	Negligible	Negligible
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Medium 3	Low 2	12	1.333	Negligible	Negligible
Kincardine Bridge	Junctoiin with A876 N Approach Road	undabout with Clackmannanshire Bridge	Negligible 1	Low 2	Medium 3	Low 2	Negligible 1	Negligible 1	Low 2	Medium 3	Low 2	17	1.889	Low	Low
A985 west	Junctoiin with A876 N Approach Road	Toll Road roundabout	Low 2	Low 2	Low 2	Negligible 1	Negligible 1	Negligible 1	Low 2	Negligible 1	Negligible 1	13	1.444	Negligible	Negligible
A985 east	Toll Road roundabout	Junction with B9037	Low 2	Low 2	Medium 3	Medium 3	Negligible 1	Negligible 1	Negligible 1	Medium 3	Negligible 1	17	1.889	Low	Low

Appendix C - AECOM Traffic Surveys June 2024 and Department for Transport Traffic Counts

Traffic surveys were undertaken throughout the study area in the form of two Junction Turning Counts (JTC) and four Automatic Traffic Counts (ATC). ATC were complimented by Department for Transport Traffic Count Locations Figure 11.1: Traffic Survey Locations shows the location of the traffic surveys.

ATCs were recording for 7 days between Tuesday 18th June 2024 and Monday 24th June 2024. JTCs were recording on Tuesday 18th June 2024 between 07:00 – 10:00 and 16:00 – 19:00 to capture the peak periods of network operation.

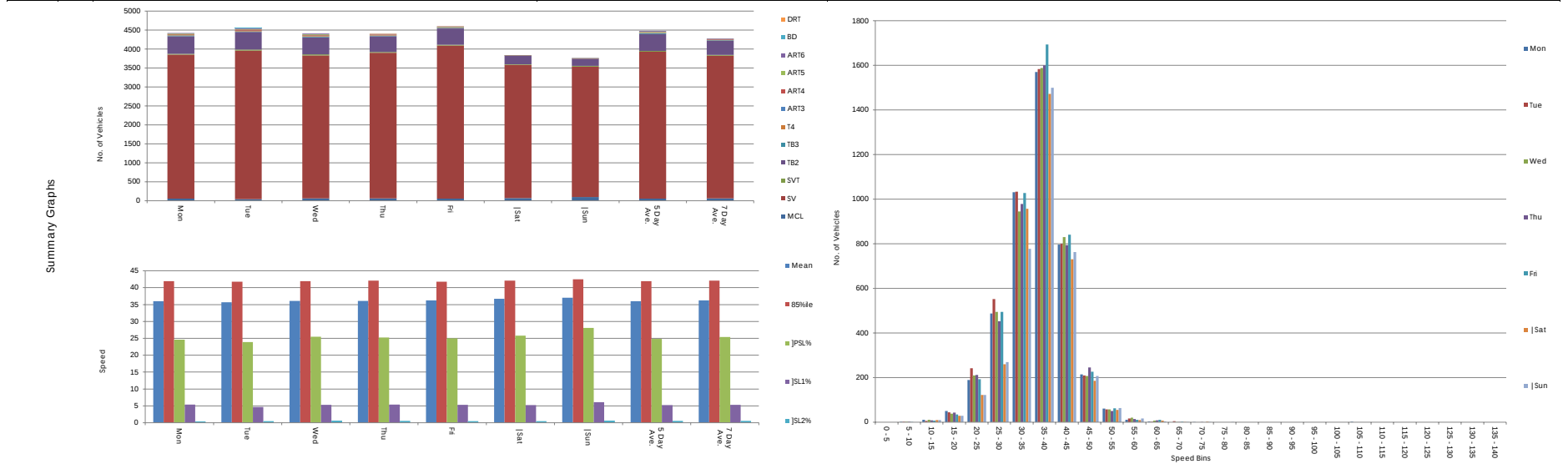
ATCs were undertaken at the following locations:

- ATC 1 – A977 north of A977/ Kincardine Substation Access Junction
- ATC 2 – A977 south of A977/ Kincardine Substation Access Junction
- ATC 3 – Kincardine Sub Station Road, west of A977/ Kincardine Substation Access Junction
- ATC 4 – Unclassified Road north of Hawkhill Road

JTCs were undertaken at the following locations:

- JTC 1 – A977 / Kincardine Substation Access Road Junction
- JTC 2 – Kincardine Substation Access Road / Hawkhill Road Junction

A summary of traffic survey results is included in this Appendix.

[illegible]

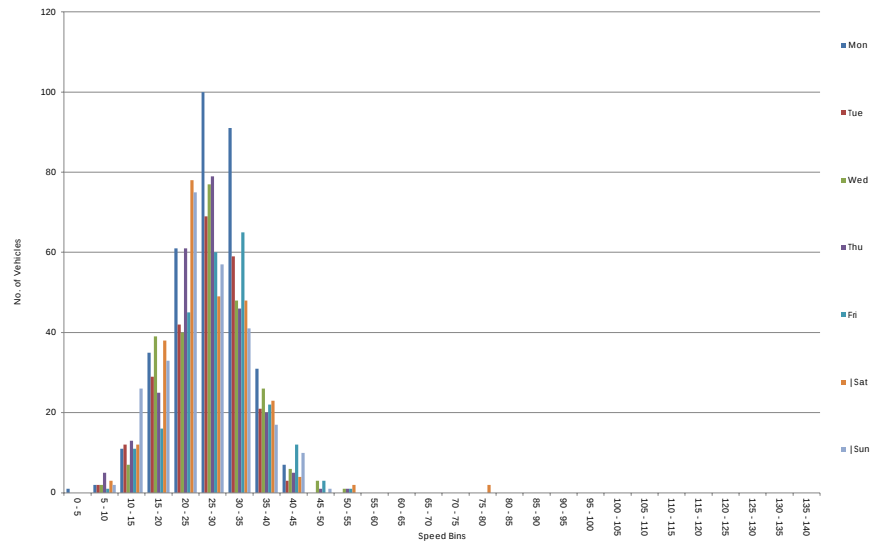
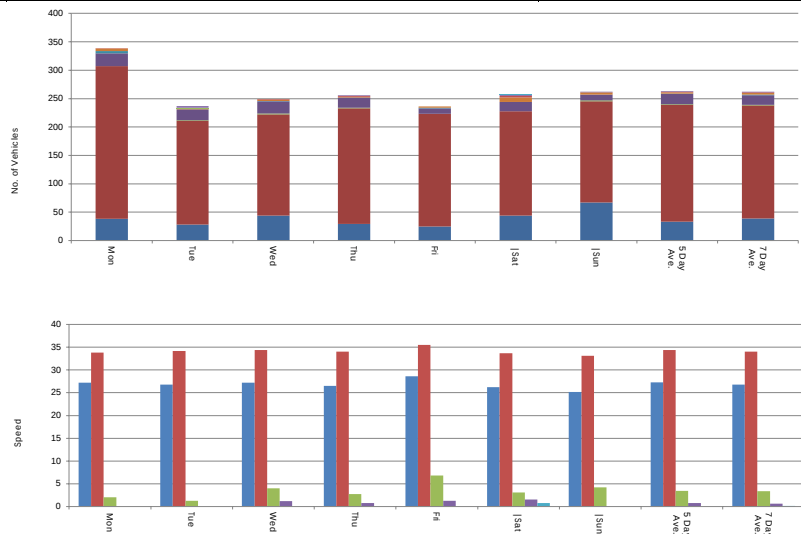
Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DIT	JSL2% 55 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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0000	18	0	15	0	2	0	0	0	0	0	0	0	0	7	37.4	3	17.1	1	4.1	37.8	46.2	0	0	1	1	1	1	2	7	3	2	0	1	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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</

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1 46 ACPO	JSL2 55 DIT	JSL2 55 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Mon	4543	59	3891	18	469	30	28	2	11	18	17	0	0	1054	23.2	207	4.6	11	0.2	35.5	41.7	0	2	36	284	176	189	1025	1777	776	210	57	8	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0	0	0	0

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DIT	JSL2% 45 DIT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140			
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	1	28.6	0	7.1	0	0.0	26.2	-	0	0	0	1	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	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0.0	26.3	-	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		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0.0	25.4	-	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		
0300	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	0	0	0	0	0	0	0	0	0		
0400	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	0	0	0	0	0	0	0	0	0		
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	2	73.3	1	46.7	0	0.0	33.3	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	4	0	3	0	0	0	0	0	0	0	0	0	0	2	41.4	0	10.3	0	0.0	28.3	-	0	0	0	0	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		
0700	16	0	11	0	4	0	0	0	0	0	0	0	0	5	33.3	1	9.0	0	0.0	28.2	32.8	0	0	0	1	3	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	22	0	19	0	3	0	0	0	0	0	0	0	0	6	25.5	1	5.7	0	0.0	27.3	32.2	0	0	0	1	4	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	22	1	17	0	3	0	0	0	0	0	0	0	0	5	23.6	1	6.4	0	0.0	26.3	32.2	0	0	1	2	5	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	17	0	14	0	3	0	0	0	0	0	0	0	0	5	30.3	0	2.5	0	0.0	27.1	31.5	0	0	0	1	4	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	23	2	16	0	4	0	0	0	0	0	0	0	0	6	24.5	2	6.7	0	0.0	26.3	32.3	0	0	1	2	5	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	20	1	17	0	2	0	0	0	0	0	0	0	0	6	28.0	2	9.1	0	0.0	27.1	33.1	0	0	1	5	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	23	2	17	0	3	1	0	0	0	0	0	0	0	9	36.8	3	13.5	1	2.5	28	34.6	0	0	1	1	5	8	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	24	1	19	0	3	0	0	0	0	0	0	0	0	6	26.5	1	5.3	0	0.0	26.7	31.7	0	0	1	1	6	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	24	0	21	0	2	0	0	0	0	0	0	0	0	7	29.2	2	7.1	0	0.6	26.8	32.6	0	0	1	2	3	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	34	0	30	0	3	0	0	0	0	0	0	0	0	12	36.1	3	8.8	0	1.3	28.3	32.9	0	0	1	1	5	14	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	31	1	26	0	3	0	0	0	0	0	0	0	0	9	30.1	3	8.3	0	0.9	27.5	33	0	0	1	2	6	12	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	17	1	15	0	1	0	0	0	0	0	0	0	0	3	20.3	0	2.5	0	0.0	27	31.8	0	0	0	1	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	15	1	12	0	2	0	0	0	0	0	0	0	0	4	24.5	1	4.9	0	0.0	26.8	31.6	0	0	0	1	3	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	9	0	8	0	1	0	0	0	0	0	0	0	0	3	37.7	1	9.8	0	0.0	28.9	-	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	2	31.6	1	10.5	0	0.0	27.6	-	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	10.7	0	3.6	26.9	-	0	0	0	0	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		
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	38.5	0	7.7	0	7.7	29.7	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	275	11	223	1	35	1	1	1	1	1	1	0	0	80	29.1	20	7.3	1	0.5	27.2	32.5	0	2	8	16	55	114	60	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	308	12	251	1	37	2	1	1	1	1	1	1	0	90	29.3	23	7.4	1	0.5	27.3	32.5	0	2	9	18	62	127	68	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	314	12	257	1	38	2	1	1	1	1	1	1	0	92	29.3	23	7.4	2	0.5	27.3	32.5	0	2	9	19	63	129	69	18	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	319	12	261	1	38	2	1	1	1	1	1	1	0	94	29.5	24	7.7	2	0.5	27.3	32.7	0	2	9	19	64	131	70	19	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DIT	JSL2% 45 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Mon	383	15	323	0	41	2	1	0	1	0	0	0	0	122	31.9	34	8.9	0	0.0	27.7	33.2	0	3	8	25	63	162	88	29	5	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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</

Virtual Week (1)																	Virtual Week (1)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DfT	JSL2% 55 DfT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Mon	339	38	269	0	23	4	4	0	1	0	0	0	0	7	2.1	0	0.0	0	0.0	27.2	33.8	1	2	11	35	61	100	91	31	7	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	





15595 / Kincardine

June 2024

Junction Turning Count



Site No. 1
Location A977(N) / A977(S) / Kincardine Substation Access Rd
Date 18 June 2024

Time	A to A - AB77(N) to AB77(N)							Veh.	A to B - AB77(N) to AB77(S)							Veh.
	CAR	LGV	OGV1	OGV2	Heavy	M.C	P.C		CAR	LGV	OGV1	OGV2	Heavy	M.C	P.C	
07:00	0	0	0	0	0	0	0	0	14	0	2	0	0	0	0	16
07:15	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
07:30	0	0	0	0	0	0	0	0	26	3	1	0	0	0	0	29
07:45	0	0	0	0	0	0	0	0	16	5	3	1	2	1	0	26
08:00	0	0	0	0	0	0	0	0	13	3	2	0	0	0	0	18
08:15	0	0	0	0	0	0	0	0	19	5	3	2	2	0	0	31
08:30	0	0	0	0	0	0	0	0	18	4	1	0	0	0	0	23
08:45	0	0	0	0	0	0	0	0	26	6	1	0	1	0	0	34
09:00	0	0	0	0	0	0	0	0	30	7	2	1	0	0	0	39
09:15	0	0	0	0	0	0	0	0	26	2	2	2	1	1	0	36
09:30	0	0	0	0	0	0	0	0	16	3	3	2	0	0	0	24
09:45	0	0	0	0	0	0	0	0	22	1	1	0	0	1	1	25
Total	0	0	0	0	0	0	0	0	220	41	21	8	6	3	1	330

Peak Hour 08:15 to 08:30																
08:15	0	0	0	0	0	0	0	0	19	5	3	2	2	0	0	31
08:30	0	0	0	0	0	0	0	0	19	4	1	0	0	0	0	23
08:45	0	0	0	0	0	0	0	0	26	6	1	0	1	0	0	34
09:00	0	0	0	0	0	0	0	0	30	7	2	1	0	0	0	39
Total	0	0	0	0	0	0	0	0	93	22	7	3	3	0	0	138

Date 18 June 2024																
Time	A to A - AB77(N) to AB77(N)							Veh.	A to B - AB77(N) to AB77(S)							Veh.
	CAR	LGV	OGV1	OGV2	Heavy	M.C.	P.C.		CAR	LGV	OGV1	OGV2	Heavy	M.C.	P.C.	
16:00	0	0	0	0	0	0	0	0	30	4	2	0	0	0	0	36
16:15	0	0	0	0	0	0	0	0	41	5	0	0	1	0	1	48
16:30	0	0	0	0	0	0	0	0	52	8	1	2	1	0	0	64
16:45	0	0	0	0	0	0	0	0	31	5	0	1	0	0	0	37
17:00	0	0	0	0	0	0	0	0	47	3	0	0	0	0	0	50
17:15	0	0	0	0	0	0	0	0	36	5	0	1	1	0	0	43
17:30	0	0	0	0	0	0	0	0	41	5	0	2	2	0	0	48
17:45	0	0	0	0	0	0	0	0	36	5	0	0	0	0	0	41
18:00	0	0	0	0	0	0	0	0	37	1	0	0	0	0	0	38
18:15	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33
18:30	0	0	0	0	0	0	0	0	29	4	1	0	1	0	0	35
18:45	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	24
Total	0	0	0	0	0	0	0	0	451	47	4	4	6	2	1	488

Peak Hour 16:15 to 17:15																
16:15	0	0	0	0	0	0	0	0	41	5	0	0	1	0	1	48
16:30	0	0	0	0	0	0	0	0	52	8	1	2	1	0	0	64
16:45	0	0	0	0	0	0	0	0	47	3	0	0	0	0	0	50
Total	0	0	0	0	0	0	0	0	171	16	1	3	2	0	1	229

15595 / Kincardine

June 2024

Junction Turning Count



Site No. 1
Location A977(N) / A977(S) / Kincardine Substation Access Rd
Date 18 June 2024

Time	A to A - AB77(N) to AB77(N)							A to B - AB77(N) to AB77(S)							Veh.	Total	A to C - AB77(N) to Kinrossdale Subst on Access Rd							Veh.	Total	B to B - AB77(S) to AB77(S)							Veh.	Total
	CAR	LGV	OGV1	OGV2	Heavy	M.C	P.C	Total	CAR	LGV	OGV1	OGV2	Heavy	M.C			P.C	Total	CAR	LGV	OGV1	OGV2	Heavy			M.C	P.C	Total						
07:00	0	0	0	0	0	0	0	0	14	0	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15	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		
07:30	0	0	0	0	0	0	0	0	26	3	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45	0	0	0	0	0	0	0	0	16	5	3	1	2	1	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00	0	0	0	0	0	0	0	0	13	3	2	0	0	0	0	18	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
08:15	0	0	0	0	0	0	0	0	19	5	3	2	2	0	0	31	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1		
08:30	0	0	0	0	0	0	0	0	18	3	1	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45	0	0	0	0	0	0	0	0	26	6	1	0	1	0	0	34	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0		
09:00	0	0	0	0	0	0	0	0	20	7	2	1	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15	0	0	0	0	0	0	0	0	28	2	2	2	1	1	0	36	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
09:30	0	0	0	0	0	0	0	0	16	3	2	2	0	0	0	24	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0		
09:45	0	0	0	0	0	0	0	0	22	1	1	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	230	44	23	6	6	3	1	230	0	4	2	0	0	0	6	1	0	0	0	0	0	0	0	0	0	

Peak Hour 08:15 to 08:30																
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1

Date 18 June 2024																	Date 18 June 2024																		
A to A - AB77(N) to AB77(N)																	A to B - AB77(N) to AB77(S)																		
Time	CAR	LGV	OGV1	OGV2	Heavy	M.C.	P.C.	Veh.	Total	CAR	LGV	OGV1	OGV2	Heavy	M.C.	P.C.	Veh.	Total	A to C - AB77(N) to Kincardine Subst on Access Rd																
																				CAR	LGV	OGV1	OGV2	Heavy	M.C.	P.C.	Veh.	Total	B to B - AB77(S) to AB77(S)						
16:00	0	0	0	0	0	0	0	0	0	30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:15	0	0	0	0	0	0	0	0	0	41	5	0	0	0	1	0	1	48	55	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	52	8	1	2	1	0	0	0	64	66	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	31	5	0	1	0	0	0	0	37	36	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
17:00	0	0	0	0	0	0	0	0	0	47	3	0	0	0	0	0	0	50	47	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	42	2	1	1	2	0	0	0	46	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	41	0	0	0	0	0	0	0	41	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	36	5	0	0	0	0	0	0	41	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	0	0	0	0	0	0	0	0	0	37	1	0	0	0	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	29	4	1	0	1	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45	0	0	0	0	0	0	0	0	0	39	0	0	0	0	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	431	47	4	4	6	2	1	0	495	500	2	1	1	0	0	0	0	0	4	2	0	0	0	0	0	0

Peak Hour 16:15 to 17:15																
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1

15595 / Kincardine

June 2024

Junction Turning Count



Site No. 1
Location A977(N) / A977(S) / Kincardine Substation Access Rd
Date 18 June 2024

Time	S to A - AB77(S) to AB77(N)							Veh.	S to C - AB77(S) to Kincardine Station Access Rd							Veh.
	CAR	LGV	OGV1	OGV2	Heavy	M.C.	P.C.		CAR	LGV	OGV1	OGV2	Heavy	M.C.	P.C.	
07:00	30	4	3	0	0	0	0	37	0	0	0	0	0	0	0	0
07:15	41	2	3	2	1	0	0	50	1	1	1	0	0	0	0	3
07:30	47	5	8	2	0	2	0	66	0	2	0	0	0	0	0	2
07:45	50	7	3	0	1	1	0	62	2	0	0	0	0	0	0	2
08:00	59	4	0	0	0	0	0	63	0	0	0	0	0	0	0	0
08:15	54	8	0	0	6	0	0	68	3	0	0	0	0	0	0	3
08:30	55	5	2	1	0	0	1	64	2	0	0	0	0	0	0	2
08:45	45	7	3	0	0	0	0	55	1	0	0	0	0	0	0	1
09:00	58	4	1	1	0	0	0	64	0	0	0	0	0	0	0	0
09:15	65	3	3	0	0	0	3	73	1	1	1	0	0	0	0	3
09:30	44	4	1	0	0	0	0	50	2	2	1	0	0	0	0	5
09:45	62	4	3	0	1	1	2	72	1	0	0	0	0	0	0	1
Total	656	62	30	9	5	4	4	872	13	6	3	0	0	0	0	1

A977 North

20805

Details

AADF latest year	2025
Region	Scotland
Local authority	Clackmannanshire
Road name	A977
Road type	Major
Start junction road	A907
End junction road	LA Boundary
Link length	5.5 miles
Easting & Northing	294400.693300
Latitude & Longitude	56.12072,-3.7001

Location

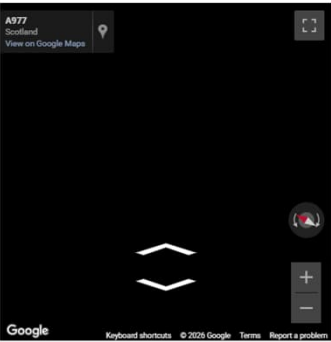
Streetview

Map

A977

Scotland

View on Google Maps



Streetview shows approximate location only - this panorama may be on a different road to the count point. Current panorama is less than 20 meters from this count point.

Annual Average Daily Flow

Year ▾	Count method ▴	All motor vehicles ▴	Cars & taxis ▴	LGVs ▴	HGVs ▴	Pedal cycles ▴	Motorcycles ▴	Buses & coaches ▴
2025	Estimated using AADF from previous year on this link	7,395	5,187	1,471	695	19	19	24
2024	Estimated using AADF from previous year on this link	7,309	5,132	1,440	695	18	18	24

A907 West

40967

Details

AADF latest year	2025
Region	Scotland
Local authority	Clackmannanshire
Road name	A907
Road type	Major
Start junction road	B909
End junction road	A977
Link length	2.7 miles
Easting & Northing	290100.692800
Latitude & Longitude	56.11525,-3.76902

Location

Streetview

Map

Walk Wheel Cycle Trust

View on Google Maps



Streetview shows approximate location only - this panorama may be on a different road to the count point. Current panorama is less than 30 meters from this count point.

Annual Average Daily Flow

Year ▾	Count method ▴	All motor vehicles ▴	Cars & taxis ▴	LGVs ▴	HGVs ▴	Pedal cycles ▴	Motorcycles ▴	Buses & coaches ▴
2025	Estimated using AADF from previous year on this link	15,272	11,389	2,972	718	27	27	166
2024	Estimated using AADF from previous year on this link	15,090	11,269	2,910	717	26	27	167

A907 East

20963

Details

AADF latest year	2025
Region	Scotland
Local authority	Fife
Road name	A907
Road type	Major
Start junction road	A977
End junction road	Swallowdrum Rd, Dunfermline
Link length	9.1 miles
Easting & Northing	300000,690000
Latitude & Longitude	56.09229,-3.60883

Location

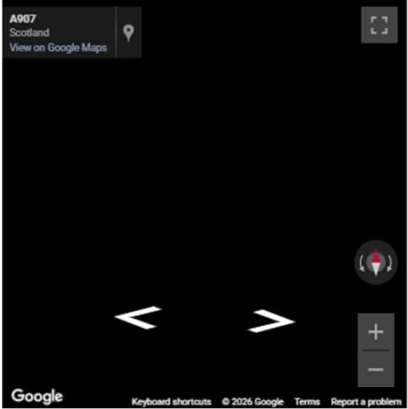
Streetview

Map

A907

Scotland

View on Google Maps



Streetview shows approximate location only - this panorama may be on a different road to the count point. Current panorama is less than 20 meters from this count point.

Annual Average Daily Flow

Year ▾	Count method ▴	All motor vehicles ▴	Cars & taxis ▴	LGVs ▴	HGVs ▴	Pedal cycles ▴	Motorcycles ▴	Buses & coaches ▴
2025	Estimated using AADF from previous year on this link	2,433	1,524	695	194	6	9	10
2024	Estimated using AADF from previous year on this link	2,402	1,508	681	194	5	9	10

A977 Kilbagie Roundabout

81303

Details

AADF latest year	2025
Region	Scotland
Local authority	Fife
Road name	A977
Road type	Major
Start junction road	Roundabout
End junction road	A907
Link length	0.2 miles
Easting & Northing	293242,690736
Latitude & Longitude	56.09743,-3.71769

Location

Streetview

Map

A977

Scotland

View on Google Maps



Streetview shows approximate location only - this panorama may be on a different road to the count point. Current panorama is less than 10 meters from this count point.

Annual Average Daily Flow

Year ▾	Count method ▴	All motor vehicles ▴	Cars & taxis ▴	LGVs ▴	HGVs ▴	Pedal cycles ▴	Motorcycles ▴	Buses & coaches ▴
2025	Manual count	25,871	19,558	4,856	1,175	17	182	101
2024	Automatic counter	23,098	16,739	4,165	1,976	6	80	138

A876
90118

Details

AADF latest year	2025
Region	Scotland
Local authority	Clackmannanshire
Road name	A876
Road type	Major
Start junction road	LA Boundary
End junction road	Roundabout
Link length	1.4 miles
Easting & Northing	292307.689739
Latitude & Longitude	56.08827,-3.73231

Location

Streetview

Map

A876

Scotland

View on Google Maps



Streetview shows approximate location only - this panorama may be on a different road to the count point. Current panorama is less than 10 meters from this count point.

Annual Average Daily Flow

Year ▾	Count method ▴	All motor vehicles ▴	Cars & taxis ▴	LGVs ▴	HGVs ▴	Pedal cycles ▴	Motorcycles ▴	Buses & coaches ▴
2025	Automatic counter	20,125	14,572	4,098	1,350	39	67	38
2024	Automatic counter	19,717	14,299	4,001	1,315	38	65	37

Clackmannanshire Bridge
90117

Details

AADF latest year	2025
Region	Scotland
Local authority	Fife
Road name	A876
Road type	Major
Start junction road	LA Boundary
End junction road	LA Boundary
Link length	0.9 miles
Easting & Northing	292034.688472
Latitude & Longitude	56.07683,-3.73618

Location

Streetview

Map

Clackmannanshire Bridge

Scotland

View on Google Maps



Streetview shows approximate location only - this panorama may be on a different road to the count point. Current panorama is less than 10 meters from this count point.

Annual Average Daily Flow

Year ▾	Count method ▴	All motor vehicles ▴	Cars & taxis ▴	LGVs ▴	HGVs ▴	Pedal cycles ▴	Motorcycles ▴	Buses & coaches ▴
2025	Automatic counter	20,355	14,740	4,144	1,365	39	68	38
2024	Automatic counter	19,797	14,358	4,017	1,320	38	65	37

A876 S Approach Road
81307

Details

AADF latest year	2025
Region	Scotland
Local authority	Falkirk
Road name	A876
Road type	Major
Start junction road	M876
End junction road	A977 Roundabout
Link length	0.6 miles
Easting & Northing	291861.686805
Latitude & Longitude	56.06182,-3.73829

Location

Streetview

Map

A876

Scotland

View on Google Maps



Streetview shows approximate location only - this panorama may be on a different road to the count point. Current panorama is less than 10 meters from this count point.

Annual Average Daily Flow

Year ▾	Count method ▴	All motor vehicles ▴	Cars & taxis ▴	LGVs ▴	HGVs ▴	Pedal cycles ▴	Motorcycles ▴	Buses & coaches ▴
2025	Automatic counter	32,427	23,361	7,082	1,826	0	38	120
2024	Automatic counter	31,890	23,011	6,941	1,784	0	37	117

Kincardine Bridge
74399

Details

AADF latest year	2025
Region	Scotland
Local authority	Fife
Road name	A985
Road type	Major
Start junction road	LA boundary
End junction road	Silver St
Link length	0.4 miles
Easting & Northing	292590.687175
Latitude & Longitude	56.06531,-3.72673

Location

Streetview

Map

Kincardine Bridge

View on Google Maps



Streetview shows approximate location only - this panorama may be on a different road to the count point. Current panorama is less than 10 meters from this count point.

Annual Average Daily Flow

Year ▾	Count method ▴	All motor vehicles ▴	Cars & taxis ▴	LGVs ▴	HGVs ▴	Pedal cycles ▴	Motorcycles ▴	Buses & coaches ▴
2025	Estimated using AADF from previous year on this link	11,777	8,567	2,296	797	33	41	76
2024	Estimated using AADF from previous year on this link	11,644	8,482	2,262	785	32	40	75

A985 West
80207

Details

AADF latest year	2025
Region	Scotland
Local authority	Fife
Road name	A985
Road type	Major
Start junction road	A876(T)
End junction road	A977(T)
Link length	0.9 miles
Easting & Northing	293670,686900
Latitude & Longitude	56.06308,-3.70929

Location

Streetview

Map

A985

Kincardine, Scotland

View on Google Maps



Streetview shows approximate location only - this panorama may be on a different road to the count point. Current panorama is less than 10 meters from this count point.

Annual Average Daily Flow

Year ▾	Count method ▴ ▾	All motor vehicles ▴ ▾	Cars & taxis ▴ ▾	LGVs ▴ ▾	HGVs ▴ ▾	Pedal cycles ▴ ▾	Motorcycles ▴ ▾	Buses & coaches ▴ ▾
2025	Automatic counter	9,236	6,717	1,897	558	2	48	15
2024	Automatic counter	9,271	6,753	1,898	558	2	48	15

A985 East
80205

Details

AADF latest year	2025
Region	Scotland
Local authority	Fife
Road name	A985
Road type	Major
Start junction road	A977(T)
End junction road	B9037
Link length	3.2 miles
Easting & Northing	296780,687130
Latitude & Longitude	56.06583,-3.65945

Location

Streetview

Map

A985

Scotland

View on Google Maps



Streetview shows approximate location only - this panorama may be on a different road to the count point. Current panorama is less than 20 meters from this count point.

Annual Average Daily Flow

Year ▾	Count method ▴ ▾	All motor vehicles ▴ ▾	Cars & taxis ▴ ▾	LGVs ▴ ▾	HGVs ▴ ▾	Pedal cycles ▴ ▾	Motorcycles ▴ ▾	Buses & coaches ▴ ▾
2025	Automatic counter	11,039	7,761	2,338	790	2	47	102
2024	Automatic counter	11,246	7,922	2,372	801	2	47	104

Appendix D – Construction Traffic Forecast

- Activity
- Hawthill Road PRI import and concrete
- Site compound import
- Western approach road upgrade
- Substation main access roads
- Service emergency and SUDS access roads
- AL1 transformer access route
- Platform unsuitable material disposal off-site
- Piling platform import
- Steel pile deliveries
- Load transfer slab concrete import
- Engineering make-up import above slab
- Kinn piling
- Kinn Civil
- Kinn GIS
- Kinn GIS Pre Commissioning
- Kinn BoP
- Kinn BoP Pre Commissioning
- Kinn Cable
- Commissioning
- Kinn SUDS Removal
- Transformer access Road Removal
- Kinn Compound Removal
- A876 Junction Removal
- Other temp Compound Removal

Kinn OHL @ Hawkhill Road		26	84	84	84	66	44	24	12	24	40	66	84	84	66	66	36	36	24	6	66	34	34	34	
OHL Reconducting between Tower XL12-XL21		HGV movements																							
LGV movements																									
Average Daily Movement @ Hawkhill Road @23 days /Month		184	230	230	230	230	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	
		1	4	4	4	3	2	1	1	1	2	3	3	4	4	4	3	3	2	1	0	3	4	4	
Combined HGV		378	276	94	117	116	142	185	108	19	20	17	18	18	18	17	17	15	15	12	11	14	12	10	
Combined LGV		64	56	38	42	42	50	58	42	28	40	40	50	77	94	92	62	48	40	40	42	37	34	67	
Combined Total Traffic		442	332	132	159	158	192	243	150	47	60	57	68	95	111	109	79	63	55	52	53	51	45	72	

Appendix E – Cumulative Development Traffic

Cumulative Developments

*Indicates estimate construction traffic numbers based on similar developments due to a lack of information being present

Planning Applications	Kincardine Grid Services - ECU00003326		Kincardine BESS - ECU00004987		**Meadowend Farm BESS - ECU00005178		verhead Line modifications to connect to KINN - ECU00005178		Kilbagie BESS - ECU00005240		Aggregate Storage Building and associated handstanding 24/09/79/FULL		*Underground Cable from KINN to existing Kincardine Substation - 25/02/494/SCR		Totals	
Study Area Roads	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV
A877 north	60	56			24	20	48	31	24	20					156	127
A907 west	60	56			24	20	48	31	24	20					156	127
A907 east	60	56			24	20	48	31	24	20					156	127
A877 Kilbagie Roundabout	60	56			24	20	48	31	24	20					156	127
A877 Kilbagie	60	56	24	20			48	31	24	20	24	116	120	76	300	319
A877 Ferregalt							48	31	24	20					72	51
Substation Access Road	60	56	24	20			48	31			24	116	120	76	276	299
C08 Hawthill Road	60	56	24	20			48	31					120	76	252	183
A876	60	56	24	20	24	20	48	31	24	20	24	116	120	76	324	339
Clackmannanshire Bridge	60	56	24	20	24	20	48	31	24	20	24	116	120	76	324	339
A876 S Approach Road	60	56	24	20	24	20	48	31	24	20	24	116	120	76	324	339
Kincardine Bridge	60	56					48	31	24	20					132	107
A985 west	60	56					48	31	24	20					132	107
A985 east	60	56					48	31	24	20					132	107

Temporary installation of transformers at Kincardine Substation
25/02355/SCR is a temporary development taking place before the construction of the Proposed Development

Appendix F – Baseline Traffic Data

To provide an appropriate baseline against which to compare forecast construction traffic flows, it has been necessary to apply a growth factor to the 2024 baseline data to arrive at anticipated baseline flows during the peak construction year of 2027. To obtain this, the Trip End Model Presentation Program (TEMPro) version 8.1 has been used. The software uses National Trip End Model (NTEM) data to forecast the increase in traffic flows between the two years, in this case between 2024 and 2026. Analysis of NTEM data can be made by:

- Geographical area;
- Transport mode;
- Travel time of day;
- Purpose of journey;
- Years of interest; and
- Type of trip.

For the Proposed Development, the following details have been applied to obtain the two growth factors needed:

- Dataset version – 80;
- Dataset scenario – Regional;
- Result type – Trip ends by time period;
- Base year – 2025;
- Future year – 2029;
- Trip Purpose Group – All purposes;
- Time Period – Weekday AM peak period;
- Trip End Type – Origin / Destination;
- Area Description – Fife; and
- Mode – Car Driver.

The resulting output from the TEMPro calculations was that a growth factor of 1.025 is applied to 2024 data to achieve a baseline traffic flow level for 2027 for the peak construction period.

Kincardine North Substation

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules																								
Study Area Roads				Daily Traffic (AAWT)							Development Traffic + Cumulative Development Traffic						Forecast Daily Traffic						IEMA Rules	
Road	Between		Data Source	Surveyed			Baseline		Growth	Average Speed (mph)	Daily			Hourly		Hours	Total (Baseline + Development)			Percentage Increase			IEMA	
				Car / LGV	HGV	Total	Car / LGV	HGV	Total		Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total		
																								1.025
A977 north	Gartarry Roundabout	Forestmill	DfT Survey	6,614	695	7,309	6,779	712	7,492	60.0	56	378	434	6	38	43	6,835	1,090	7,926	1%	53%	6%	Yes	
A907 west	Gartarry Roundabout	Clackmannan Road Roundabout	DfT Survey	14,373	717	15,090	14,732	735	15,467	40.0	56	378	434	6	38	43	14,788	1,113	15,901	0%	51%	3%	Yes	
A907 east	Gartarry Roundabout	Junction with B9037	DfT Survey	2,208	194	2,402	2,263	199	2,462	60.0	56	378	434	6	38	43	2,319	577	2,896	2%	190%	18%	Yes	
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartarry Roundabout	DfT Survey	21,122	1,976	23,098	21,650	2,025	23,675	60.0	56	378	434	6	38	43	21,706	2,403	24,109	0%	19%	2%	No	
A977 Kilbagie	Kilbagie Roundabout	Junction with Substation Access Road	AECOM Survey	4,400	81	4,481	4,510	83	4,593	36.2	56	378	434	6	38	43	4,566	461	5,027	1%	455%	9%	Yes	
A977 Feregait	Junction with Substation Access Road	Junction with Toll Road	AECOM Survey	4,509	90	4,599	4,622	92	4,714	35.7	0	0	0	0	0	0	4,622	92	4,714	0%	0%	0%	Yes	
Substation Access Road	Junction with A977	Junctoin with Hawkhill Road	AECOM Survey	330	7	337	338	7	345	27.3	56	378	434	6	38	43	394	385	779	17%	5268%	126%	Yes	
Hawkhill Road north	Junction with Substation Access Road		AECOM Survey	258	5	263	264	5	270	26.8	56	378	434	6	38	43	320	383	704	21%	7376%	161%	Yes	
A876	Kilbagie Roundabout	Clackmannanshire Bridge	DfT Survey	18,402	1,315	19,717	18,862	1,348	20,210	60.0	56	378	434	6	38	43	18,918	1,726	20,644	0%	28%	2%	Yes	
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	DfT Survey	18,477	1,320	19,797	18,939	1,353	20,292	60.0	56	378	434	6	38	43	18,995	1,731	20,726	0%	28%	2%	Yes	
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	DfT Survey	30,106	1,784	31,890	30,859	1,829	32,687	70.0	56	378	434	6	38	43	30,915	2,207	33,121	0%	21%	1%	No	
Kincardine Bridge	Junctoin with A876 N Approach Road	Roundabout with Clackmannanshire Bri	DfT Survey	10,859	785	11,644	11,130	805	11,935	30.0	56	378	434	6	38	43	11,186	1,183	12,369	1%	47%	4%	Yes	
A985 west	Junctoin with A876 N Approach Road	Toll Road roundabout	DfT Survey	8,714	558	9,272	8,932	572	9,504	60.0	56	378	434	6	38	43	8,988	950	9,938	1%	66%	5%	Yes	
A985 east	Toll Road roundabout	Junction with B9037	DfT Survey	10,445	801	11,246	10,706	821	11,527	60.0	56	378	434	6	38	43	10,762	1,199	11,961	1%	46%	4%	No	

OHL

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules																								
Study Area Roads				Daily Traffic (AAWT)						Development Traffic						Forecast Daily Traffic						IEMA Rules		
Road	Between	Data Source	Surveyed			Baseline		Growth	Average Speed (mph)	Daily			Hourly		Hours	Total (Baseline + Development)			Percentage Increase			IEMA		
			Car / LGV	HGV	Total	Car / LGV	HGV	Total		Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total			
																							1.028	10
A977 north	Gartarry Roundabout	Forestmill	DfT Survey	6,614	695	7,309	6,802	715	7,517	60.0	54	4	58	5	0	6	6,856	719	7,575	1%	1%	1%	No	
A907 west	Gartarry Roundabout	Clackmannan Road Roundabout	DfT Survey	14,373	717	15,090	14,781	737	15,519	40.0	54	4	58	5	0	6	14,835	741	15,577	0%	1%	0%	No	
A907 east	Gartarry Roundabout	Junction with B9037	DfT Survey	2,208	194	2,402	2,271	200	2,470	60.0	54	4	58	5	0	6	2,325	204	2,528	2%	2%	2%	No	
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartarry Roundabout	DfT Survey	21,122	1,976	23,098	21,722	2,032	23,754	60.0	54	4	58	5	0	6	21,776	2,036	23,812	0%	0%	0%	No	
A977 Kilbagie	Kilbagie Roundabout	Junction with Substation Access Road	AECOM Survey	4,400	81	4,481	4,525	83	4,608	36.2	54	4	58	5	0	6	4,579	87	4,666	1%	5%	1%	No	
A977 Feregait	Junction with Substation Access Road	Junction with Toll Road	AECOM Survey	4,509	90	4,599	4,637	93	4,730	35.7	0	0	0	0	0	0	4,637	93	4,730	0%	0%	0%	No	
Substation Access Road	Junction with A977	Junctoin with Hawkhill Road	AECOM Survey	330	7	337	339	7	347	27.3	54	4	58	339	5	0	6	393	11	405	16%	56%	17%	Yes
Hawkhill Road north	Junction with Substation Access Road		AECOM Survey	258	5	263	265	5	270	26.8	54	4	58	5	0	6	319	9	328	20%	78%	21%	Yes	
A876	Kilbagie Roundabout	Clackmannanshire Bridge	DfT Survey	18,402	1,315	19,717	18,925	1,352	20,277	60.0	54	4	58	5	0	6	18,979	1,356	20,335	0%	0%	0%	No	
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	DfT Survey	18,477	1,320	19,797	19,002	1,357	20,359	60.0	54	4	58	5	0	6	19,056	1,361	20,417	0%	0%	0%	No	
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	DfT Survey	30,106	1,784	31,890	30,961	1,835	32,796	70.0	54	4	58	5	0	6	31,015	1,839	32,854	0%	0%	0%	No	
Kincardine Bridge	Junctoin with A876 N Approach Road	Roundabout with Clackmannanshire Bridge	DfT Survey	10,859	785	11,644	11,167	807	11,975	30.0	54	4	58	5	0	6	11,221	811	12,033	0%	0%	0%	No	
A985 west	Junctoin with A876 N Approach Road	Toll Road roundabout	DfT Survey	8,714	558	9,272	8,961	574	9,535	60.0	54	4	58	5	0	6	9,015	578	9,593	1%	1%	1%	No	
A985 east	Toll Road roundabout	Junction with B9037	DfT Survey	10,445	801	11,246	10,742	824	11,565	60.0	54	4	58	5	0	6	10,796	828	11,623	1%	0%	1%	No	

Combined

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules																							
Study Area Roads				Daily Traffic (AAWT)						Development Traffic + Cumulative Development Traffic						Forecast Daily Traffic						IEMA Rules	
Road	Between	Data Source	Surveyed			Baseline		Growth	Average Speed (mph)	Daily			Hourly			Hours	Total (Baseline + Development)			Percentage Increase			IEMA
			Car / LGV	HGV	Total	Car / LGV	HGV	Total		Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total		
																						1.025	
A977 north	Gartarry Roundabout	Forestmill	DfT Survey	6,614	695	7,309	6,779	712	7,492	60.0	64	378	442	6	38	44	6,843	1,090	7,934	1%	53%	6%	Yes
A907 west	Gartarry Roundabout	Clackmannan Road Roundabout	DfT Survey	14,373	717	15,090	14,732	735	15,467	40.0	64	378	442	6	38	44	14,796	1,113	15,909	0%	51%	3%	Yes
A907 east	Gartarry Roundabout	Junction with B9037	DfT Survey	2,208	194	2,402	2,263	199	2,462	60.0	64	378	442	6	38	44	2,327	577	2,904	3%	190%	18%	Yes
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartarry Roundabout	DfT Survey	21,122	1,976	23,098	21,650	2,025	23,675	60.0	64	378	442	6	38	44	21,714	2,403	24,117	0%	19%	2%	No
A977 Kilbagie	Kilbagie Roundabout	Junction with Substation Access Road	AECOM Survey	4,400	81	4,481	4,510	83	4,593	36.2	64	378	442	6	38	44	4,574	461	5,035	1%	455%	10%	Yes
A977 Feregait	Junction with Substation Access Road	Junction with Toll Road	AECOM Survey	4,509	90	4,599	4,622	92	4,714	35.7	0	0	0	0	0	0	4,622	92	4,714	0%	0%	0%	Yes
Substation Access Road	Junction with A977	Junctoiin with Hawkhill Road	AECOM Survey	330	7	337	338	7	345	27.3	64	378	442	6	38	44	402	385	787	19%	5268%	128%	Yes
Hawkhill Road north	Junction with Substation Access Road		AECOM Survey	258	5	263	264	5	270	26.8	64	378	442	6	38	44	328	383	712	24%	7376%	164%	Yes
A876	Kilbagie Roundabout	Clackmannanshire Bridge	DfT Survey	18,402	1,315	19,717	18,862	1,348	20,210	60.0	64	378	442	6	38	44	18,926	1,726	20,652	0%	28%	2%	Yes
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	DfT Survey	18,477	1,320	19,797	18,939	1,353	20,292	60.0	64	378	442	6	38	44	19,003	1,731	20,734	0%	28%	2%	Yes
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	DfT Survey	30,106	1,784	31,890	30,859	1,829	32,687	70.0	64	378	442	6	38	44	30,923	2,207	33,129	0%	21%	1%	No
Kincardine Bridge	Junctoiin with A876 N Approach Road	Roundabout with Clackmannanshire Bri	DfT Survey	10,859	785	11,644	11,130	805	11,935	30.0	64	378	442	6	38	44	11,194	1,183	12,377	1%	47%	4%	Yes
A985 west	Junctoiin with A876 N Approach Road	Toll Road roundabout	DfT Survey	8,714	558	9,272	8,932	572	9,504	60.0	64	378	442	6	38	44	8,996	950	9,946	1%	66%	5%	Yes
A985 east	Toll Road roundabout	Junction with B9037	DfT Survey	10,445	801	11,246	10,706	821	11,527	60.0	64	378	442	6	38	44	10,770	1,199	11,969	1%	46%	4%	No

Cumulative

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules																								
Study Area Roads				Daily Traffic (AAWT)							Development Traffic + Cumulative Development Traffic						Forecast Daily Traffic						IEMA Rules	
Road	Between		Data Source	Surveyed			Baseline		Growth	Average Speed (mph)	Daily			Hourly			Hours	Total (Baseline + Development)			Percentage Increase			IEMA
									1.025								10							
				Car / LGV	HGV	Total	Car / LGV	HGV	Total		Car / LGV	HGV	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	
A977 north	Gartarry Roundabout	Forestmill	DfT Survey	6,614	695	7,309	6,779	712	7,492	60.0	290	505	795	29	51	80	7,069	1,217	8,287	4%	71%	11%	Yes	
A907 west	Gartarry Roundabout	Clackmannan Road Roundabout	DfT Survey	14,373	717	15,090	14,732	735	15,467	40.0	290	505	795	29	51	80	15,022	1,240	16,262	2%	69%	5%	Yes	
A907 east	Gartarry Roundabout	Junction with B9037	DfT Survey	2,208	194	2,402	2,263	199	2,462	60.0	290	505	795	29	51	80	2,553	704	3,257	13%	254%	32%	Yes	
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartarry Roundabout	DfT Survey	21,122	1,976	23,098	21,650	2,025	23,675	60.0	290	505	795	29	51	80	21,940	2,530	24,470	1%	25%	3%	No	
A977 Kilbagie	Kilbagie Roundabout	Junction with Substation Access Road	AECOM Survey	4,400	81	4,481	4,510	83	4,593	36.2	434	697	1,131	43	70	113	4,944	780	5,724	10%	840%	25%	Yes	
A977 Feregait	Junction with Substation Access Road	Junction with Toll Road	AECOM Survey	4,509	90	4,599	4,622	92	4,714	35.7	72	51	123	7	5	12	4,694	143	4,837	2%	55%	3%	Yes	
Substation Access Road	Junction with A977	Junctoiin with Hawkhill	AECOM Survey	330	7	337	338	7	345	27.3	410	677	1,087	41	68	109	748	684	1,432	121%	9436%	315%	Yes	
Hawkhill Road north	Junction with Substation Access Road		AECOM Survey	258	5	263	264	5	270	26.8	386	561	947	39	56	95	650	566	1,217	146%	10946%	351%	Yes	
A876	Kilbagie Roundabout	Clackmannanshire Bridge	DfT Survey	18,402	1,315	19,717	18,862	1,348	20,210	60.0	458	717	1,175	46	72	118	19,320	2,065	21,385	2%	53%	6%	Yes	
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	DfT Survey	18,477	1,320	19,797	18,939	1,353	20,292	60.0	458	717	1,175	46	72	118	19,397	2,070	21,467	2%	53%	6%	Yes	
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	DfT Survey	30,106	1,784	31,890	30,859	1,829	32,687	70.0	458	717	1,175	46	72	118	31,317	2,546	33,862	1%	39%	4%	Yes	
Kincardine Bridge	Junctoiin with A876 N Approach Road	Roundabout with Clackmannanshire Bri	DfT Survey	10,859	785	11,644	11,130	805	11,935	30.0	266	485	751	27	49	75	11,396	1,290	12,686	2%	60%	6%	Yes	
A985 west	Junctoiin with A876 N Approach Road	Toll Road roundabout	DfT Survey	8,714	558	9,272	8,932	572	9,504	60.0	266	485	751	27	49	75	9,198	1,057	10,255	3%	85%	8%	Yes	
A985 east	Toll Road roundabout	Junction with B9037	DfT Survey	10,445	801	11,246	10,706	821	11,527	60.0	266	485	751	27	49	75	10,972	1,306	12,278	2%	59%	7%	Yes	

Appendix G - Fear and Intimidation on and by Road Users Data Assessment

Kincardine North Substation

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation										
Study Area Roads Existing Traffic						Existing Fear and Intimidation Level				
Road	Between		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
A977 north	Gartary Roundabout	Forestmill	397	679	60	<800 0	<1,000 0	40+ 30	30	Moderate
A907 west	Gartary Roundabout	Clackmannan Road Roundabout	820	701	40	800-1,200 10	<1,000 0	30-40 20	30	Moderate
A907 east	Gartary Roundabout	Junction with B9037	130	190	60	<800 0	<1,000 0	40+ 30	30	Moderate
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartary Roundabout	1,295	1,932	60	1,200-1,800 20	1,000-2,000 10	40+ 30	60	Great
A977 Kilbagie	Kilbagie Roundabout	unction with Substation Access Road	233	59	36	<800 0	<1,000 0	40+ 20	20	Small
A977 Feregait	unction with Substation Access Road	Junction with Toll Road	239	68	36	<800 0	<1,000 0	30-40 20	20	Small
Substation Access Road	Junction with A977	Junction with Hawkhill Road	18	7	27	<800 0	<1,000 0	30-40 10	10	Small
Hawkhill Road north	unction with Substation Access Road		14	5	27	<800 0	<1,000 0	30-40 10	10	Small
A876	Kilbagie Roundabout	Clackmannanshire Bridge	1,071	1,286	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	1,075	1,290	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	1,732	1,744	70	1,200-1,800 20	1,000-2,000 10	40+ 30	60	Great
Kincardine Bridge	unction with A876 N Approach Road	Roundabout with Clackmannanshire Bridge	632	767	30	800-1,200 10	<1,000 0	30-40 10	20	Small
A985 west	unction with A876 N Approach Road	Toll Road roundabout	504	546	60	<800 0	<1,000 0	40+ 30	30	Moderate
A985 east	Toll Road roundabout	Junction with B9037	611	783	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great

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
A977 north	Moderate	Moderate	0	43	378	FALSE	Negligible
A907 west	Moderate	Moderate	0	43	378	FALSE	Negligible
A907 east	Moderate	Moderate	0	43	378	FALSE	Negligible
A977 Kilbagie Roundabout	Great	Great	0	43	378	FALSE	Negligible
A977 Kilbagie	Small	Small	0	43	378	FALSE	Negligible
A977 Feregait	Small	Small	0	0	0	FALSE	Negligible
Substation Access Road	Small	Small	0	43	378	FALSE	Negligible
Hawkhill Road north	Small	Small	0	43	378	FALSE	Negligible
A876	Great	Great	0	43	378	FALSE	Negligible
Clackmannanshire Bridge	Great	Great	0	43	378	FALSE	Negligible
A876 S Approach Road	Great	Great	0	43	378	FALSE	Negligible
Kincardine Bridge	Small	Small	0	43	378	FALSE	Negligible
A985 west	Moderate	Moderate	0	43	378	FALSE	Negligible
A985 east	Great	Great	0	43	378	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	
A977 north	440	1,057	60	<800 0	<1,000 0	40+ 30	30	Moderate	
A907 west	863	1,079	40	800-1,200 10	<1,000 0	30-40 20	30	Moderate	
A907 east	174	568	60	<800 0	<1,000 0	40+ 30	30	Moderate	
A977 Kilbagie Roundabout	1,298	2,310	60	1,200-1,800 20	2,000-3,000 10	40+ 30	70	Great	
A977 Kilbagie	277	437	36	<800 0	<1,000 0	30-40 20	20	Small	
A977 Feregait	239	68	36	<800 0	<1,000 0	30-40 20	20	Small	
Substation Access Road	61	386	27	<800 0	<1,000 0	30-40 10	10	Small	
Hawkhill Road north	98	383	27	<800 0	<1,000 0	30-40 10	10	Small	
A876	1,114	1,664	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great	
Clackmannanshire Bridge	1,119	1,668	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great	
A876 S Approach Road	1,775	2,122	70	1,200-1,800 20	1,000-2,000 10	40+ 30	60	Great	
Kincardine Bridge	676	1,145	30	800-1,200 10	<1,000 0	30-40 10	20	Small	
A985 west	547	924	60	<800 0	<1,000 0	40+ 30	30	Moderate	
A985 east	654	1,161	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great	

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IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation										
Study Area Roads Existing Traffic						Existing Fear and Intimidation Level				
Road	Between		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
A977 north	Gartary Roundabout	Forestmill	397	679	60	<800 0	<1,000 0	40+ 30	30	Moderate
A907 west	Gartary Roundabout	Clackmannan Road Roundabout	820	701	40	800-1,200 10	<1,000 0	30-40 20	30	Moderate
A907 east	Gartary Roundabout	Junction with B9037	130	190	60	<800 0	<1,000 0	40+ 30	30	Moderate
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartary Roundabout	1,255	1,932	60	1,200-1,800 20	1,000-2,000 10	40+ 30	60	Great
A977 Kilbagie	Kilbagie Roundabout	unction with Substation Access Road	233	59	36	<800 0	<1,000 0	30-40 20	20	Small
A977 Feregait	unction with Substation Access Road	Junction with Toll Road	239	68	36	<800 0	<1,000 0	30-40 20	20	Small
Substation Access Road	Junction with A977	Junction with Hawkhill Road	18	7	27	<800 0	<1,000 0	30-30 10	10	Small
Hawkhill Road north	unction with Substation Access Road		14	5	27	<800 0	<1,000 0	30-30 10	10	Small
A876	Kilbagie Roundabout	Clackmannanshire Bridge	1,071	1,286	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	1,075	1,290	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	1,732	1,744	70	1,200-1,800 20	1,000-2,000 10	40+ 30	60	Great
Kincardine Bridge	unction with A876 N Approach Road	Roundabout with Clackmannanshire Bridge	632	767	30	800-1,200 10	<1,000 0	30-30 10	20	Small
A985 west	unction with A876 N Approach Road	Toll Road roundabout	504	546	60	<800 0	<1,000 0	40+ 30	30	Moderate
A985 east	Toll Road roundabout	Junction with B9037	611	783	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great

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
A977 north	Moderate	Moderate	0	6	4	FALSE	Negligible
A907 west	Moderate	Moderate	0	6	4	FALSE	Negligible
A907 east	Moderate	Moderate	0	6	4	FALSE	Negligible
A977 Kilbagie Roundabout	Great	Great	0	6	4	FALSE	Negligible
A977 Kilbagie	Small	Small	0	6	4	FALSE	Negligible
A977 Feregait	Small	Small	0	0	0	FALSE	Negligible
Substation Access Road	Small	Small	0	6	4	FALSE	Negligible
Hawkhill Road north	Small	Small	0	6	4	FALSE	Negligible
A876	Great	Great	0	6	4	FALSE	Negligible
Clackmannanshire Bridge	Great	Great	0	6	4	FALSE	Negligible
A876 S Approach Road	Great	Great	0	6	4	FALSE	Negligible
Kincardine Bridge	Small	Small	0	6	4	FALSE	Negligible
A985 west	Moderate	Moderate	0	6	4	FALSE	Negligible
A985 east	Great	Great	0	6	4	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	
A977 north	403	683	60	<800 0	<1,000 0	40+ 30	30	Moderate	
A907 west	825	705	40	800-1,200 10	<1,000 0	30-40 20	30	Moderate	
A907 east	136	194	60	<800 0	<1,000 0	40+ 30	30	Moderate	
A977 Kilbagie Roundabout	1,260	1,936	60	1,200-1,800 20	2,000-3,000 10	40+ 30	70	Great	
A977 Kilbagie	239	63	36	<800 0	<1,000 0	30-40 20	20	Small	
A977 Feregait	239	68	36	<800 0	<1,000 0	30-40 20	20	Small	
Substation Access Road	23	11	27	<800 0	<1,000 0	30-30 10	10	Small	
Hawkhill Road north	20	9	27	<800 0	<1,000 0	30-30 10	10	Small	
A876	1,077	1,290	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great	
Clackmannanshire Bridge	1,081	1,294	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great	
A876 S Approach Road	1,738	1,748	70	1,200-1,800 20	1,000-2,000 10	40+ 30	60	Great	
Kincardine Bridge	638	771	30	800-1,200 10	<1,000 0	30-30 10	20	Small	
A985 west	509	550	60	<800 0	<1,000 0	40+ 30	30	Moderate	
A985 east	617	787	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great	

Combined

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation										
Study Area Roads Existing Traffic						Existing Fear and Intimidation Level				
Road	Between		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
A977 north	Gartary Roundabout	Forestmill	397	679	60	<800 0	<1,000 0	40+ 30	30	Moderate
A907 west	Gartary Roundabout	Clackmannan Road Roundabout	820	701	40	800-1,200 10	<1,000 0	30-40 20	30	Moderate
A907 east	Gartary Roundabout	Junction with B9037	130	190	60	<800 0	<1,000 0	40+ 30	30	Moderate
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartary Roundabout	1,295	1,932	60	1,200-1,800 20	1,000-2,000 10	40+ 30	60	Great
A977 Kilbagie	Kilbagie Roundabout	unction with Substation Access Road	233	59	36	<800 0	<1,000 0	40+ 20	20	Small
A977 Feregait	unction with Substation Access Road	Junction with Toll Road	239	68	36	<800 0	<1,000 0	30-40 20	20	Small
Substation Access Road	Junction with A977	Junction with Hawkhill Road	18	7	27	<800 0	<1,000 0	30-40 10	10	Small
Hawkhill Road north	unction with Substation Access Road		14	5	27	<800 0	<1,000 0	30-40 10	10	Small
A876	Kilbagie Roundabout	Clackmannanshire Bridge	1,071	1,286	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	1,075	1,290	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	1,732	1,744	70	1,200-1,800 20	1,000-2,000 10	40+ 30	60	Great
Kincardine Bridge	unction with A876 N Approach Road	Roundabout with Clackmannanshire Bridge	632	767	30	800-1,200 10	<1,000 0	30-40 10	20	Small
A985 west	unction with A876 N Approach Road	Toll Road roundabout	504	546	60	<800 0	<1,000 0	40+ 30	30	Moderate
A985 east	Toll Road roundabout	Junction with B9037	611	783	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great

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
A977 north	Moderate	Moderate	0	44	378	FALSE	Negligible
A907 west	Moderate	Moderate	0	44	378	FALSE	Negligible
A907 east	Moderate	Moderate	0	44	378	FALSE	Negligible
A977 Kilbagie Roundabout	Great	Great	0	44	378	FALSE	Negligible
A977 Kilbagie	Small	Small	0	44	378	FALSE	Negligible
A977 Feregait	Small	Small	0	0	0	FALSE	Negligible
Substation Access Road	Small	Small	0	44	378	FALSE	Negligible
Hawkhill Road north	Small	Small	0	44	378	FALSE	Negligible
A876	Great	Great	0	44	378	FALSE	Negligible
Clackmannanshire Bridge	Great	Great	0	44	378	FALSE	Negligible
A876 S Approach Road	Great	Great	0	44	378	FALSE	Negligible
Kincardine Bridge	Small	Small	0	44	378	FALSE	Negligible
A985 west	Moderate	Moderate	0	44	378	FALSE	Negligible
A985 east	Great	Great	0	44	378	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		
A977 north	441	1,057	60	<800 0	<1,000 0	40+ 30	30	Moderate		
A907 west	864	1,079	40	800-1,200 10	<1,000 0	30-40 20	30	Moderate		
A907 east	175	568	60	<800 0	<1,000 0	40+ 30	30	Moderate		
A977 Kilbagie Roundabout	1,299	2,310	60	1,200-1,800 20	2,000-3,000 10	40+ 30	70	Great		
A977 Kilbagie	277	437	36	<800 0	<1,000 0	30-40 20	20	Small		
A977 Feregait	239	68	36	<800 0	<1,000 0	30-40 20	20	Small		
Substation Access Road	62	385	27	<800 0	<1,000 0	30-40 10	10	Small		
Hawkhill Road north	98	383	27	<800 0	<1,000 0	30-40 10	10	Small		
A876	1,115	1,664	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great		
Clackmannanshire Bridge	1,119	1,668	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great		
A876 S Approach Road	1,776	2,122	70	1,200-1,800 20	1,000-2,000 10	40+ 30	60	Great		
Kincardine Bridge	677	1,145	30	800-1,200 10	<1,000 0	30-40 10	20	Small		
A985 west	548	924	60	<800 0	<1,000 0	40+ 30	30	Moderate		
A985 east	695	1,161	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great		

Cumulative

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation										
Study Area Roads Existing Traffic						Existing Fear and Intimidation Level				
Road	Between		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
A977 north	Gartary Roundabout	Forestmill	397	679	60	<800 0	<1,000 0	40+ 30	30	Moderate
A907 west	Gartary Roundabout	Clackmannan Road Roundabout	820	701	40	800-1,200 10	<1,000 0	30-40 20	30	Moderate
A907 east	Gartary Roundabout	Junction with B9037	130	190	60	<800 0	<1,000 0	40+ 30	30	Moderate
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartary Roundabout	1,255	1,932	60	1,200-1,800 20	1,000-2,000 10	40+ 30	60	Great
A977 Kilbagie	Kilbagie Roundabout	unction with Substation Access Road	233	59	36	<800 0	<1,000 0	40+ 20	20	Small
A977 Feregait	unction with Substation Access Road	Junction with Toll Road	239	68	36	<800 0	<1,000 0	30-40 20	20	Small
Substation Access Road	Junction with A977	Junction with Hawkhill Road	18	7	27	<800 0	<1,000 0	30-40 10	10	Small
Hawkhill Road north	unction with Substation Access Road		14	5	27	<800 0	<1,000 0	30-40 10	10	Small
A876	Kilbagie Roundabout	Clackmannanshire Bridge	1,071	1,286	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	1,075	1,290	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	1,732	1,744	70	1,200-1,800 20	1,000-2,000 10	40+ 30	60	Great
Kincardine Bridge	unction with A876 N Approach Road	Roundabout with Clackmannanshire Bridge	632	767	30	800-1,200 10	<1,000 0	30-40 10	20	Small
A985 west	unction with A876 N Approach Road	Toll Road roundabout	504	546	60	<800 0	<1,000 0	40+ 30	30	Moderate
A985 east	Toll Road roundabout	Junction with B9037	611	783	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great

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
A977 north	Moderate	Moderate	0	80	505	FALSE	Negligible
A907 west	Moderate	Moderate	0	80	505	FALSE	Negligible
A907 east	Moderate	Moderate	0	80	505	FALSE	Negligible
A977 Kilbagie Roundabout	Great	Great	0	80	505	FALSE	Negligible
A977 Kilbagie	Small	Small	0	113	697	FALSE	Negligible
A977 Feregait	Small	Small	0	12	51	FALSE	Negligible
Substation Access Road	Small	Small	0	108	677	FALSE	Negligible
Hawkhill Road north	Small	Small	0	95	561	FALSE	Negligible
A876	Great	Great	0	118	717	FALSE	Negligible
Clackmannanshire Bridge	Great	Great	0	118	717	FALSE	Negligible
A876 S Approach Road	Great	Great	0	118	717	FALSE	Negligible
Kincardine Bridge	Small	Small	0	75	485	FALSE	Negligible
A985 west	Moderate	Moderate	0	75	485	FALSE	Negligible
A985 east	Great	Great	0	75	485	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	
A977 north	476	1,184	60	<800 0	<1,000 0	40+ 30	30	Moderate	
A907 west	899	1,206	40	800-1,200 10	<1,000 0	30-40 20	30	Moderate	
A907 east	210	695	60	<800 0	<1,000 0	40+ 30	30	Moderate	
A977 Kilbagie Roundabout	1,334	2,437	60	1,200-1,800 20	2,000-3,000 10	40+ 30	70	Great	
A977 Kilbagie	346	756	36	<800 0	<1,000 0	30-40 20	20	Small	
A977 Feregait	251	119	36	<800 0	<1,000 0	30-40 20	20	Small	
Substation Access Road	126	684	27	<800 0	<1,000 0	30-40 10	10	Small	
Hawkhill Road north	109	566	27	<800 0	<1,000 0	30-40 10	10	Small	
A876	1,188	2,003	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great	
Clackmannanshire Bridge	1,193	2,007	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great	
A876 S Approach Road	1,850	2,461	70	1,200-1,800 20	1,000-2,000 10	40+ 30	60	Great	
Kincardine Bridge	708	1,252	30	800-1,200 10	<1,000 0	30-40 10	20	Small	
A985 west	579	1,031	60	<800 0	<1,000 0	40+ 30	30	Moderate	
A985 east	686	1,268	60	800-1,200 10	1,000-2,000 10	40+ 30	50	Great	

Appendix H – Accident Severity Assessment

The calculation for forecasting increases in road traffic accidents during the construction period of the Proposed Development has been based on 2024 traffic survey data and DfT traffic count data and accident history gathered from Police Scotland and CrashMap. 2024 traffic survey data and DfT traffic count data have been used to calculate a ‘total annual vehicle kilometres’ for each link in the study area. The Police Scotland and CrashMap data for each link has then been used to derive a ‘vehicle accident rate’ for each link for ‘slight,’ ‘serious’ and ‘fatal’ accident severities. This rate is then applied to the increased vehicle kilometres generated because of the construction of the Proposed Development to arrive at a forecast for additional vehicle accidents.

Table 1-2 provides the baseline accident data for Study Area Roads.

Table 1-1: Forecast Road Accidents on Study Area Roads - Proposed Development

Road Link	Recorded 2021-2024		
	Slight	Serious	Fatal
A977 north	0	3	0
A907 west	3	0	0
A907 east	5	0	0
A977 Kilbagie Roundabout	0	0	0
A977 Kilbagie	0	0	0
A977 Feregait	0	0	0
Substation Access Road	0	0	0
Hawkhill Road north	0	0	0
A876	1	0	0
Clackmannanshire Bridge	1	0	0
A876 S Approach Road	2	2	0
Kincardine Bridge	1	0	0
A985 west	1	0	0
A985 east	5	4	0

Kincardine 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 Vehides	Development Vehicle Km	Forecast Injusy Accidents			
						Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal	
A977 north	Gartarry Roundabout	Forestmill	4	10,554,340	40,634,209	0	3	0	0.000E+00	7.383E-02	0.000E+00	2,987	11,500	0.0	0.0	0.0	
A907 west	Gartarry Roundabout	Clackmannan Road Roundabout	4	21,770,060	87,080,240	3	0	0	3.445E-02	0.000E+00	0.000E+00	2,987	11,948	0.0	0.0	0.0	
A907 east	Gartarry Roundabout	Junction with B9037	7	3,464,580	24,252,060	5	0	0	2.062E-01	0.000E+00	0.000E+00	1,549	10,843	0.0	0.0	0.0	
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartarry Roundabout	1	32,593,040	32,593,040	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0	
A977 Kilbagie	Kilbagie Roundabout	Junction with Substation Access Road	2	6,256,100	14,389,030	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	3,563	0.0	0.0	0.0	
A977 Feregait	Junction with Substation Access Road	Junction with Toll Road	1	6,412,320	6,412,320	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0	
Substation Access Road	Junction with A977	Junctoiin with Hawkhill Road	1	465,740	465,740	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0	
Hawkhill Road north	Junction with Substation Access Road		1	382,520	382,520	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0	
A876	Kilbagie Roundabout	Clackmannanshire Bridge	3	28,020,320	75,654,864	1	0	0	1.322E-02	0.000E+00	0.000E+00	1,549	4,182	0.0	0.0	0.0	
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	2	28,160,480	42,240,720	1	0	0	2.367E-02	0.000E+00	0.000E+00	479,136	718,704	0.0	0.0	0.0	
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	2	45,864,440	91,728,880	2	2	0	2.180E-02	2.180E-02	0.000E+00	4,548	9,096	0.0	0.0	0.0	
Kincardine Bridge	Junctoiin with A876 N Approach Road	Roundabout with Clackmannanshire Bridge	1	16,810,440	16,810,440	1	0	0	5.949E-02	0.000E+00	0.000E+00	7,202	7,202	0.0	0.0	0.0	
A985 west	Junctoiin with A876 N Approach Road	Toll Road roundabout	1	13,411,560	18,776,184	1	0	0	5.326E-02	0.000E+00	0.000E+00	479,136	670,790	0.0	0.0	0.0	
A985 east	Toll Road roundabout	Junction with B9037	6	16,093,580	88,514,690	5	4	0	5.649E-02	4.519E-02	0.000E+00	2,654	14,597	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 Injury Accidents		
						Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal
A977 north	Gartarry Roundabout	Forestmill	4	10,554,340	40,634,209	0	3	0	0.000E+00	7.383E-02	0.000E+00	2,987	11,500	0.0	0.0	0.0
A907 west	Gartarry Roundabout	Clackmannan Road Roundabout	4	21,770,060	87,080,240	3	0	0	3.445E-02	0.000E+00	0.000E+00	2,987	11,948	0.0	0.0	0.0
A907 east	Gartarry Roundabout	Junction with B9037	7	3,464,580	24,252,060	5	0	0	2.062E-01	0.000E+00	0.000E+00	1,549	10,843	0.0	0.0	0.0
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartarry Roundabout	1	32,593,040	32,593,040	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
A977 Kilbagie	Kilbagie Roundabout	Junction with Substation Access Road	2	6,256,100	14,389,030	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	3,563	0.0	0.0	0.0
A977 Feregait	Junction with Substation Access Road	Junction with Toll Road	1	6,412,320	6,412,320	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
Substation Access Road	Junction with A977	Junctoiin with Hawkhill Road	1	465,740	465,740	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
Hawkhill Road north	Junction with Substation Access Road		1	382,520	382,520	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
A876	Kilbagie Roundabout	Clackmannanshire Bridge	3	28,020,320	75,654,864	1	0	0	1.322E-02	0.000E+00	0.000E+00	1,549	4,182	0.0	0.0	0.0
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	2	28,160,480	42,240,720	1	0	0	2.367E-02	0.000E+00	0.000E+00	64,032	96,048	0.0	0.0	0.0
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	2	45,864,440	91,728,880	2	2	0	2.180E-02	2.180E-02	0.000E+00	4,548	9,096	0.0	0.0	0.0
Kincardine Bridge	Junctoiin with A876 N Approach Road	Roundabout with Clackmannanshire Bridge	1	16,810,440	16,810,440	1	0	0	5.949E-02	0.000E+00	0.000E+00	7,202	7,202	0.0	0.0	0.0
A985 west	Junctoiin with A876 N Approach Road	Toll Road roundabout	1	13,411,560	18,776,184	1	0	0	5.326E-02	0.000E+00	0.000E+00	64,032	89,645	0.0	0.0	0.0
A985 east	Toll Road roundabout	Junction with B9037	6	16,093,580	88,514,690	5	4	0	5.649E-02	4.519E-02	0.000E+00	2,654	14,597	0.0	0.0	0.0

Combined

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
A977 north	Gartarry Roundabout	Forestmill	4	10,554,340	40,634,209	0	3	0	0.000E+00	7.383E-02	0.000E+00	2,987	11,500	0.0	0.0	0.0
A907 west	Gartarry Roundabout	Clackmannan Road Roundabout	4	21,770,060	87,080,240	3	0	0	3.445E-02	0.000E+00	0.000E+00	2,987	11,948	0.0	0.0	0.0
A907 east	Gartarry Roundabout	Junction with B9037	7	3,464,580	24,252,060	5	0	0	2.062E-01	0.000E+00	0.000E+00	1,549	10,843	0.0	0.0	0.0
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartarry Roundabout	1	32,593,040	32,593,040	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
A977 Kilbagie	Kilbagie Roundabout	Junction with Substation Access Road	2	6,256,100	14,389,030	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	3,563	0.0	0.0	0.0
A977 Feregait	Junction with Substation Access Road	Junction with Toll Road	1	6,412,320	6,412,320	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
Substation Access Road	Junction with A977	Junctoiin with Hawkhill Road	1	465,740	465,740	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
Hawkhill Road north	Junction with Substation Access Road		1	382,520	382,520	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
A876	Kilbagie Roundabout	Clackmannanshire Bridge	3	28,020,320	75,654,864	1	0	0	1.322E-02	0.000E+00	0.000E+00	1,549	4,182	0.0	0.0	0.0
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	2	28,160,480	42,240,720	1	0	0	2.367E-02	0.000E+00	0.000E+00	487,968	731,952	0.0	0.0	0.0
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	2	45,864,440	91,728,880	2	2	0	2.180E-02	2.180E-02	0.000E+00	4,548	9,096	0.0	0.0	0.0
Kincardine Bridge	Junctoiin with A876 N Approach Road	Roundabout with Clackmannanshire Bridge	1	16,810,440	16,810,440	1	0	0	5.949E-02	0.000E+00	0.000E+00	7,202	7,202	0.0	0.0	0.0
A985 west	Junctoiin with A876 N Approach Road	Toll Road roundabout	1	13,411,560	18,776,184	1	0	0	5.326E-02	0.000E+00	0.000E+00	487,968	683,155	0.0	0.0	0.0
A985 east	Toll Road roundabout	Junction with B9037	6	16,093,580	88,514,690	5	4	0	5.649E-02	4.519E-02	0.000E+00	2,654	14,597	0.0	0.0	0.0

Cumulative

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
A977 north	Gartarry Roundabout	Forestmill	4	10,554,340	40,634,209	0	3	0	0.000E+00	7.383E-02	0.000E+00	2,987	11,500	0.0	0.0	0.0
A907 west	Gartarry Roundabout	Clackmannan Road Roundabout	4	21,770,060	87,080,240	3	0	0	3.445E-02	0.000E+00	0.000E+00	2,987	11,948	0.0	0.0	0.0
A907 east	Gartarry Roundabout	Junction with B9037	7	3,464,580	24,252,060	5	0	0	2.062E-01	0.000E+00	0.000E+00	1,549	10,843	0.0	0.0	0.0
A977 Kilbagie Roundabout	Kilbagie Roundabout	Gartarry Roundabout	1	32,593,040	32,593,040	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
A977 Kilbagie	Kilbagie Roundabout	Junction with Substation Access Road	2	6,256,100	14,389,030	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	3,563	0.0	0.0	0.0
A977 Feregait	Junction with Substation Access Road	Junction with Toll Road	1	6,412,320	6,412,320	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
Substation Access Road	Junction with A977	Junctoiin with Hawkhill Road	1	465,740	465,740	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
Hawkhill Road north	Junction with Substation Access Road		1	382,520	382,520	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
A876	Kilbagie Roundabout	Clackmannanshire Bridge	3	28,020,320	75,654,864	1	0	0	1.322E-02	0.000E+00	0.000E+00	1,549	4,182	0.0	0.0	0.0
Clackmannanshire Bridge	A876	Roundabout with Kincardine Bridge	2	28,160,480	42,240,720	1	0	0	2.367E-02	0.000E+00	0.000E+00	1,297,200	1,945,800	0.0	0.0	0.0
A876 S Approach Road	Roundabout with Kincardine Bridge	Bowtrees	2	45,864,440	91,728,880	2	2	0	2.180E-02	2.180E-02	0.000E+00	4,548	9,096	0.0	0.0	0.0
Kincardine Bridge	Junctoiin with A876 N Approach Road	Roundabout with Clackmannanshire Bridge	1	16,810,440	16,810,440	1	0	0	5.949E-02	0.000E+00	0.000E+00	7,202	7,202	0.0	0.0	0.0
A985 west	Junctoiin with A876 N Approach Road	Toll Road roundabout	1	13,411,560	18,776,184	1	0	0	5.326E-02	0.000E+00	0.000E+00	829,104	1,160,746	0.1		0.0
A985 east	Toll Road roundabout	Junction with B9037	6	16,093,580	88,514,690	5	4	0	5.649E-02	4.519E-02	0.000E+00	2,654	14,597	0.0	0.0	0.0

Appendix I - Framework Construction Traffic Management Plan

Framework Construction Traffic Management Plan

Purpose

The purpose of this framework CTMP is to provide a framework from which a finalised CTMP can be developed post-consent. This framework outlines the measures which could be used during the construction of the proposed development to mitigate transport-related impacts. Access to the proposed development by HGVs and construction plant vehicles would be planned, managed and executed by the applicant's appointed contractor to ensure the safety and reliability of deliveries to site, reduce congestion on the local road network and minimise the environmental impact.

CTMP Development

The opportunity to develop, amend and enhance the finalised CTMP in response to comments received on this framework document and through the planning and consultation process should be recognised.

The CTMP will consider feedback from residents and community groups and be developed in consultation with Fife Council and Clackmannanshire Council to establish appropriate methods in which the impact of traffic related to the proposed scheme's construction can be minimised.

This document would be updated as necessary with input from Fife Council and Clackmannanshire Council following feedback from their consultation and planning process.

Hours of Work

Working hours for construction activities related to the Proposed Scheme would be agreed with Fife Council and Clackmannanshire Council, but are anticipated to be:

- 07:00 to 19:00 Monday to Friday;
- Saturday 08:00 to 17:00; and
- No construction should be carried out on Sundays or bank holidays unless in exceptional circumstances.
- Any work which is required or intended to take place outside of these hours, except for emergency situations, would be subject to prior agreement or reasonable notice to Fife Council and Clackmannanshire Council.

Site Access Points

The site access points would be secured by hoarded gates and during working hours would remain under control of an appointed person who would physically control entry to site. Traffic entering or exiting the site would give way to road traffic on the public road network. Vehicles would leave and access the site via the existing site access junctions and site traffic would be managed so that no vehicles would be required to stop on the public road itself when accessing the site.

Construction traffic warning signs will be located and maintained throughout the duration of construction works. These would be situated at agreed locations to warn road users of construction route access junctions, and to warn of construction traffic turning to and from public roads. Away from public roads appropriate warning signs would be located along access tracks used by construction vehicles to identify construction routes to persons exercising their access rights in accordance with the Land Reform (Scotland) Act 2003. The Scottish Outdoor Access Code 2005 stipulates that access rights do not apply to building, civil engineering or demolition sites, and so measures can be put in place to restrict access to the construction site. Restricting public access to, along or across the entire length of the access track to site would be impractical. It is more practical to consider tactical signage warning the public that construction traffic will be present on these routes. Particularly at locations where members of the public exercising their access rights may be more likely to appear, such as obvious paths or

routes that join or cross the construction traffic route. Construction vehicle drivers will also be required to behave appropriately should they encounter members of the public exercising access rights. Driving behaviours will be mandated that provide and maintain road safety for all traffic, including the safety of pedestrian and cycle traffic in the environs of construction traffic routes.

Construction Traffic Routing

It will be a key responsibility of applicant or appointed contractor to ensure that each sub-contractor is aware of the route restrictions prior to any works taking place and to enforce the restrictions stated in the proposed development's CTMP.

The site gates will be manned and controlled during normal site working hours and any vehicle arriving on site will be guided to the required location for loading or unloading.

The appointed contractor would also be responsible for mitigating, where possible, the cumulative impacts of other construction projects in the area through careful consideration of routing and access timings.

Likely routes that HGV construction traffic will follow will include:

- A876
- A977
- A985
- A907
- Local roads

It is considered that each of these routes can accommodate the additional construction traffic required for the proposed development. Staff will make their own way via a variety of routes depending on their home location but the impact of staff journeys on the local road network is expected to be negligible.

Deliveries

Due to the scale of the proposed development, the number of daily deliveries throughout the construction phases is anticipated to be low and the disruption imposed on other road users would be minimised due to the scheduling of deliveries and material removal.

Construction materials that are delivered will be stored on-site.

Enforcement

All contractors would be required to adhere to the CTMP. Compliance will be monitored by the applicant's site representative via spot checks to ensure that vehicles follow the measures set out in the CTMP.

Speed Limit

The applicant would ensure that all site traffic abides by local speed limits to maintain the safety of other road users and pedestrians. A speed limit of 5 mph would be established and enforced throughout the duration of construction works to provide a safe environment for site workers and any pedestrians which pass the proposed scheme.

Signage would be in place prior to any works taking place which will advise of any permanent speed limits which are in force and all site workers or haulage sub-contractors would be made aware of the speed requirements as part of their Site induction.

Summary

This section discusses the potential traffic management arrangements during construction at the site and provides an assessment of the impacts on the site during this period.

The hours of work at the Site are expected to be 07:00 – 19:00 from Monday to Friday and 08:00 – 17:00 on Saturdays with no work taking place on Sundays and bank holidays.

The site would be secured by hoarded gates and during working hours would remain under control of an appointed person who would physically control entry to site. Traffic entering or exiting the site would give way to road traffic on the public road network. No construction vehicles would require to stop on the public road.

It is anticipated that the likely routes of construction traffic would be via the A876, A977, A985, A907 and local roads around the Proposed Development site. It shall be the responsibility of the appointed contractor to assess these routes for restrictions and mitigate any cumulative impacts of construction traffic.

The number of deliveries to the site is anticipated to be low with all construction materials to be stored and secured on site.

All traffic will abide by local speed limits with a 5mph speed limit enforced within sites.

Appendix J – Hawkhill Road Public Road Improvements



SPEN

AECOM
THE CLARENCE WEST BUILDING
2 CLARENCE STREET WEST
BELFAST, BT2 7GP, UK
Tel: +44 (0)28 9060 7200
www.aecom.com

1. ALL WORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE SPECIFIED.
3. ALL CO-ORDINATES ARE TO ORDNANCE SURVEY.
4. ALL LEVELS ARE TO ORDNANCE DATUM NEWLYN (ODN).
5. ALL TEMPORARY TRAFFIC MANAGEMENT SHALL BE FULLY IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER EIGHT OF THE TRAFFIC SIGNS MANUAL AND IN ACCORDANCE WITH THE CONTRACTORS TEMPORARY TRAFFIC MANAGEMENT PLAN AS APPROVED BY TRANSPORT SCOTLAND.
6. ALL PEDESTRIAN, CYCLE AND VEHICULAR ROUTES MUST BE MAINTAINED THROUGHOUT THE WORKS IN ACCORDANCE WITH THE APPROVED TEMPORARY TRAFFIC MANAGEMENT PLAN AS APPROVED BY TRANSPORT SCOTLAND.
7. DRAWINGS TO BE READ IN CONJUNCTION WITH ARCHITECTS AND OTHER CONSULTANTS DRAWINGS FOR CO-ORDINATION.
8. DRAWINGS BASED ON ORDNANCE SURVEY MAPPING AND SUBJECT TO CHANGE BASED ON TOPOGRAPHICAL SURVEY.
9. ALL PASSING BAYS REQUIRE TOPO TO ENSURE ALL HORIZONTAL AND VERTICAL ALIGNMENTS ARE SATISFIED.
10. DEPICTION OF EXISTING VRS APPROXIMATE AND TO BE CONFIRMED BY TOPO SURVEY.

SUITABILITY

S0WORK IN PROGRESS

ISSUE/REVISION

S02	JUNE 2025	SECOND ISSUE
S01	FEB 2025	FIRST ISSUE
I/R	DATE	DESCRIPTION

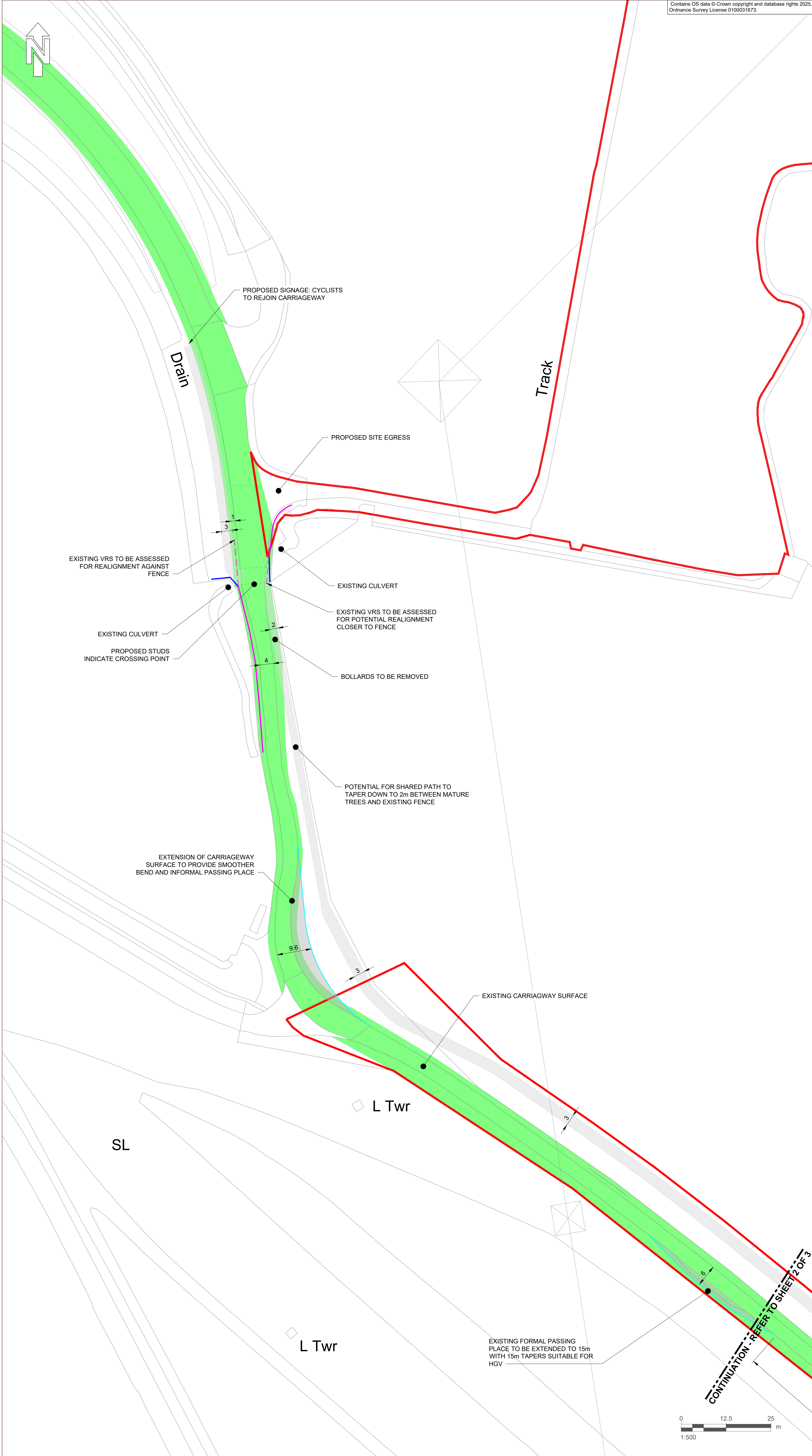
S0 WORK IN PROGRESS

S02	JUNE 2025	SECOND ISSUE
S01	FEB 2025	FIRST ISSUE
IR	DATE	DESCRIPTION

60635450

PROPOSED PASSING PLACES AND
SHARED PATH
SHEET 1 OF 3

KINC-ACM-UK-XX-DR-TR-000010





PROJECT

KINCARDINE NORTH
SUBSTATION

CLIENT

SPEN

CONSULTANT

AECOM
THE CLARENCE WEST BUILDING
2 CLARENCE STREET WEST
BELFAST, BT2 7GP, UK
Tel: +44 (0)28 9060 7200
www.aecom.com

NOTES

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KEY:	
	RED LINE BOUNDARY
	EXISTING VRS TO REMAIN
	EXISTING VRS TO BE ASSESSED FOR RELOCATION
	RELOCATED VRS (TBC BY ASSESSMENT)
	PROPOSED KERB LINE
	PROPOSED CARRIAGWAY SURFACING
	PROPOSED FOOTWAY/SHARED PATH
	LAND OWNED BY HIGHWAY AUTHORITY

SUITABILITY

S0 WORK IN PROGRESS

ISSUE/REVISION

S02	JUNE 2025	SECOND ISSUE
S01	FEB 2025	FIRST ISSUE
IR	DATE	DESCRIPTION

PROJECT NUMBER

60635450

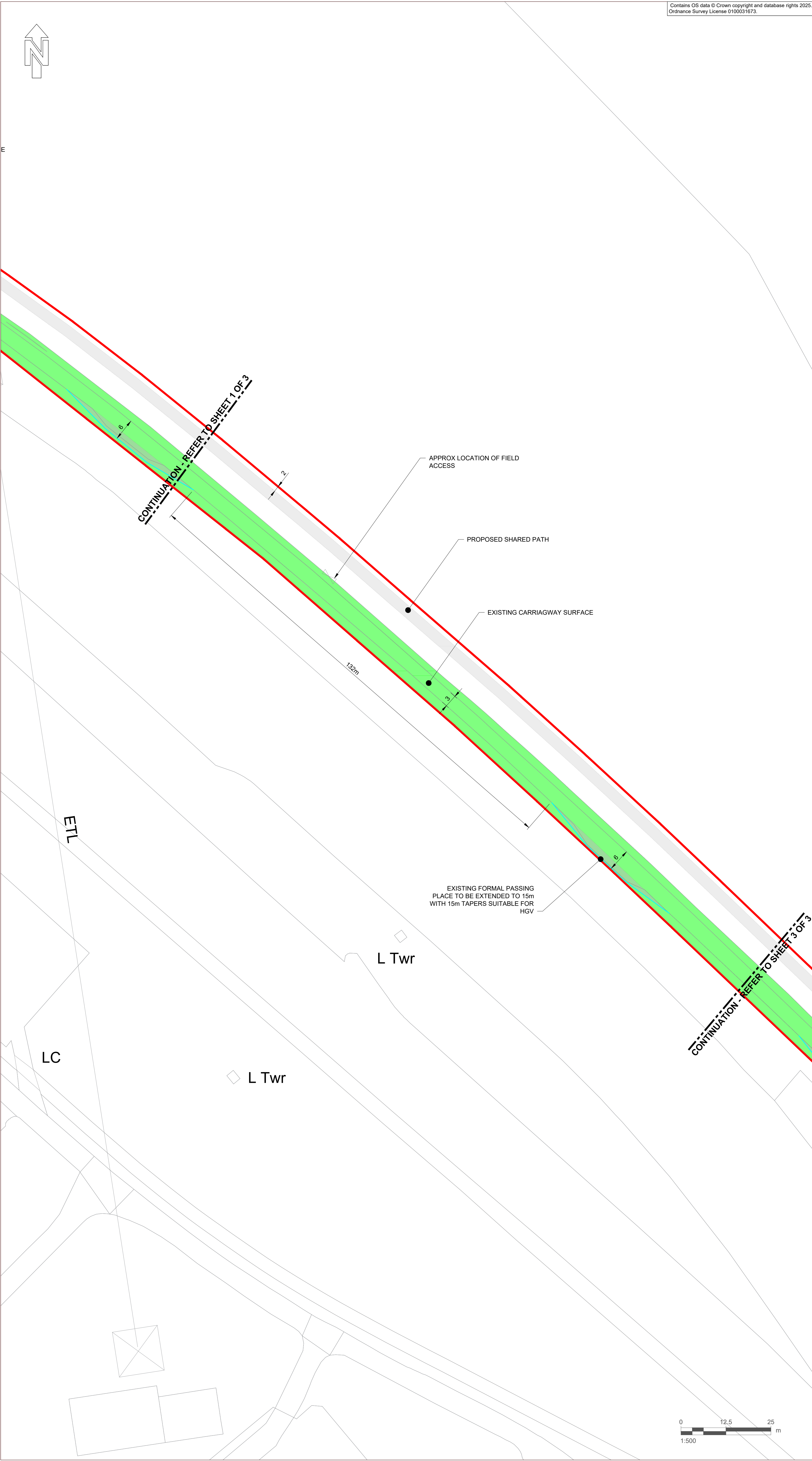
SHEET TITLE

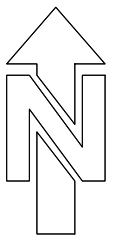
PROPOSED PASSING PLACES AND
SHARED PATH
SHEET 2 OF 3

SHEET NUMBER

KINC-ACM-UK-XX-DR-TR-000011

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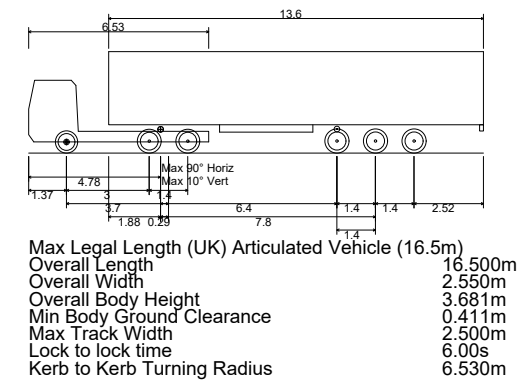




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KEY:	
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—	EXISTING VRS TO REMAIN
- - -	EXISTING VRS TO BE ASSESSED FOR RELOCATION
—	RELOCATED VRS (TBC BY ASSESSMENT)
—	PROPOSED KERB LINE
 	PROPOSED CARRIAGEWAY SURFACING
 	PROPOSED FOOTWAY/SHARED PATH
 	LAND OWNED BY HIGHWAY AUTHORITY

SWEPT PATH ANALYSIS VEHICLE



SUITABILITY

S0 WORK IN PROGRESS

ISSUE/REVISION

S03	JUNE 2025	THIRD ISSUE
S02	APRIL 2025	SECOND ISSUE
S01	FEB 2025	FIRST ISSUE
IR	DATE	DESCRIPTION

PROJECT NUMBER

60635450

SHEET TITLE

PROPOSED PASSING PLACES AND
SHARED PATH
SHEET 3 OF 3

SHEET NUMBER

KINC-ACM-UK-XX-DR-TR-000012

CONTINUATION - REFER TO SHEET 2 OF 3

PROPOSED 15m PASSING PLACE
WITH 15m TAPERS SUITABLE FOR
HGV

POTENTIAL REALIGNMENT OF
PATH BASED ON TOPO SURVEY TO
AVOID EXISTING POWER LINES

Hawkhill

PROPOSED SHARED PATH TO
CROSS ACCESS

APPROXIMATE LOCATION OF EXISTING
TELECOMS POLE TO REMAIN IN PLACE

EXISTING AREA WIDENED FOR TURNING INTO
ACCESS TO BE EXTENDED - PASSING PLACE
SUITABLE FOR HGV

PROPOSED SHARED PATH

PROPOSED 15m PASSING
PLACE WITH 15m TAPERS
SUITABLE FOR HGV

INDICATIVE LOCATION FOR CHANGE IN ROUTE
BETWEEN CARRIAGEWAY AND ADJACENT
FIELD TO BE CONFIRMED WITH TOPO SURVEY
AND TREE INVESTIGATION

EXISTING CARRIAGEWAY
SURFACE

PROPOSED SHARED SURFACE
TO AVOID NETWORK RAIL
EMBANKMENTS BY RUNNING
ALONGSIDE CARRIAGEWAY

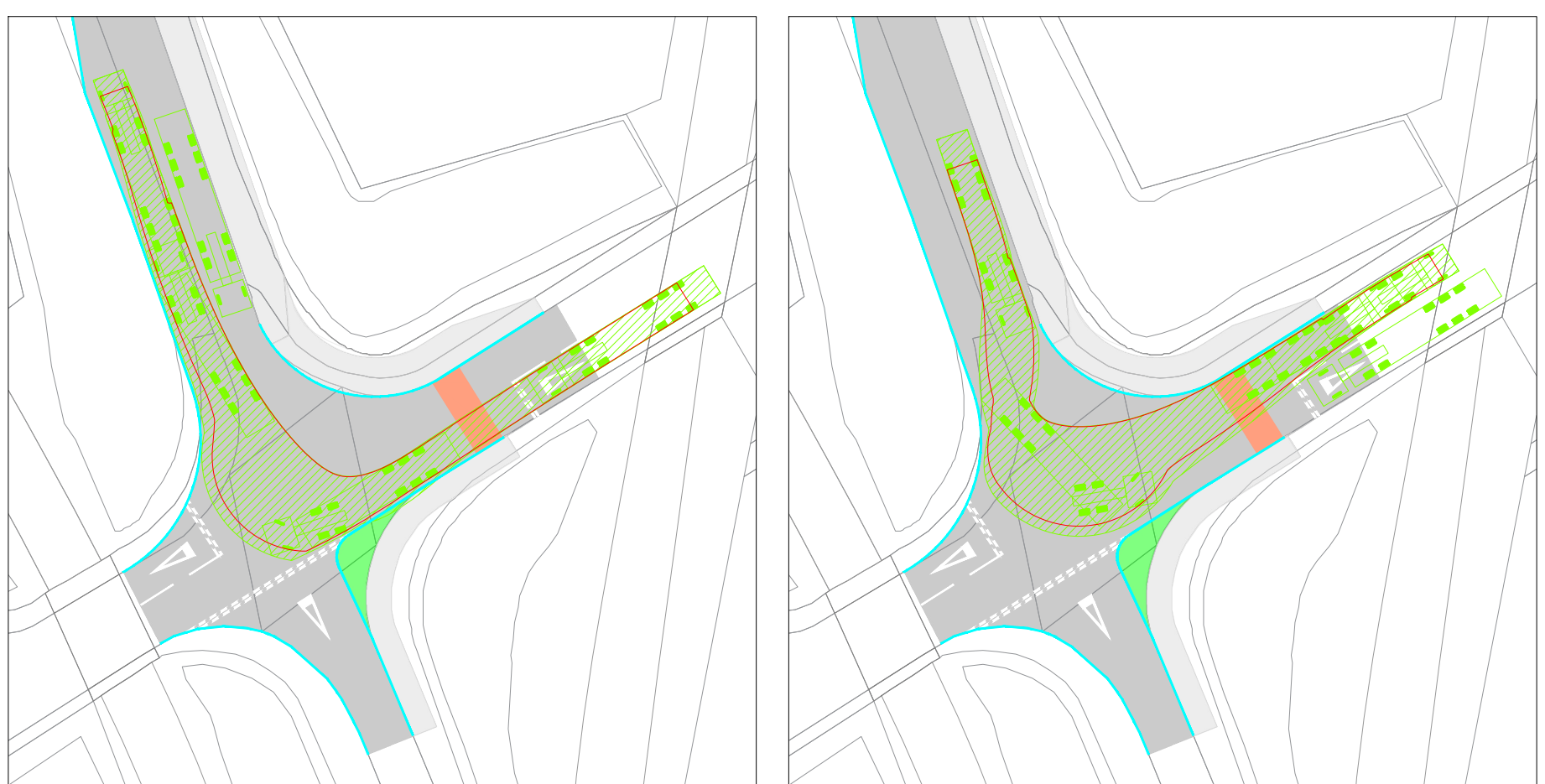
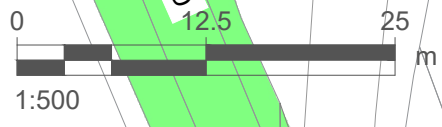
EXISTING RAILWAY LINE

3m SHARED SURFACE TO TAPER
INTO EXISTING FOOTWAY

PROPOSED
CROSSING
FACILITY

PROPOSED
SHARED
SURFACE

EXISTING ROAD TO BE WIDENED TO
CONCRETE POST AND WIRE FENCE
LINE



SWEPT PATH OF TWO 16.5m ARTICULATED
VEHICLES PASSING EACH OTHER

Appendix K – Driver Delay / Congestion Reference Flow

Kincardine North Substation

Road Link	2025 Baseline	With Dment	Congestion Reference Flows	2025 Baseline % of CRF	with Dment % of CRF	Baseline Level of CRF	With Dment CRF	Magnitude of Change
	All Vehs							
A977 north	7309	7743	19629	37.24%	39.45%	Low	Low	Negligible
A907 west	15090	15524	28116	53.67%	55.21%	Low	Low	Negligible
A907 east	2402	2836	17832	13.47%	15.90%	Negligible	Negligible	Negligible
A977 Kilbagie Roundabout	23098	23532	36903	62.59%	63.77%	Medium	Medium	Negligible
A977 Kilbagie	4481	4915	25163	17.81%	19.53%	Negligible	Negligible	Negligible
A977 Feregait	4599	4599	32993	13.94%	13.94%	Negligible	Negligible	Negligible
Substation Access Road	337	771	19567	1.72%	3.94%	Negligible	Negligible	Negligible
Hawkhill Road north	263	697	10545	2.49%	6.61%	Negligible	Negligible	Negligible
A876	19717	20151	58773	33.55%	34.29%	Low	Low	Negligible
Clackmannanshire Bridge	19797	20231	39182	50.53%	51.63%	Low	Low	Negligible
A876 S Approach Road	31890	32324	40318	79.10%	80.17%	Medium	Medium	Negligible
Kincardine Bridge	11644	12078	26859	43.35%	44.97%	Low	Low	Negligible
A985 west	9272	9706	63120	14.69%	15.38%	Negligible	Negligible	Negligible
A985 east	11246	11680	24120	46.63%	48.42%	Low	Low	Negligible

OHL

Road Link	2025 Baseline	With Dment	Congestion Reference Flows	2025 Baseline % of CRF	with Dment % of CRF	Baseline Level of CRF	With Dment CRF	Magnitude of Change
	All Vehs							
A977 north	7309	7367	19629	37.24%	37.53%	Low	Low	Negligible
A907 west	15090	15148	28116	53.67%	53.88%	Low	Low	Negligible
A907 east	2402	2460	17832	13.47%	13.80%	Negligible	Negligible	Negligible
A977 Kilbagie Roundabout	23098	23156	36903	62.59%	62.75%	Medium	Medium	Negligible
A977 Kilbagie	4481	4539	25163	17.81%	18.04%	Negligible	Negligible	Negligible
A977 Feregait	4599	4599	32993	13.94%	13.94%	Negligible	Negligible	Negligible
Substation Access Road	337	395	19567	1.72%	2.02%	Negligible	Negligible	Negligible
Hawkhill Road north	263	321	10545	2.49%	3.04%	Negligible	Negligible	Negligible
A876	19717	19775	58773	33.55%	33.65%	Low	Low	Negligible
Clackmannanshire Bridge	19797	19855	39182	50.53%	50.67%	Low	Low	Negligible
A876 S Approach Road	31890	31948	40318	79.10%	79.24%	Medium	Medium	Negligible
Kincardine Bridge	11644	11702	26859	43.35%	43.57%	Low	Low	Negligible
A985 west	9272	9330	63120	14.69%	14.78%	Negligible	Negligible	Negligible
A985 east	11246	11304	24120	46.63%	46.87%	Low	Low	Negligible

Combined

Road Link	2025 Baseline	With Dment	Congestion Reference Flows	2025 Baseline % of CRF	with Dment % of CRF	Baseline Level of CRF	With Dment CRF	Magnitude of Change
	All Vehs							
A977 north	7309	7751	19629	37.24%	39.49%	Low	Low	Negligible
A907 west	15090	15532	28116	53.67%	55.24%	Low	Low	Negligible
A907 east	2402	2844	17832	13.47%	15.95%	Negligible	Negligible	Negligible
A977 Kilbagie Roundabout	23098	23540	36903	62.59%	63.79%	Medium	Medium	Negligible
A977 Kilbagie	4481	4923	25163	17.81%	19.56%	Negligible	Negligible	Negligible
A977 Feregait	4599	5041	32993	13.94%	15.28%	Negligible	Negligible	Negligible
Substation Access Road	337	779	19567	1.72%	3.98%	Negligible	Negligible	Negligible
Hawkhill Road north	263	705	10545	2.49%	6.69%	Negligible	Negligible	Negligible
A876	19717	20159	58773	33.55%	34.30%	Low	Low	Negligible
Clackmannanshire Bridge	19797	20239	39182	50.53%	51.65%	Low	Low	Negligible
A876 S Approach Road	31890	32332	40318	79.10%	80.19%	Medium	Medium	Negligible
Kincardine Bridge	11644	12086	26859	43.35%	45.00%	Low	Low	Negligible
A985 west	9272	9714	63120	14.69%	15.39%	Negligible	Negligible	Negligible
A985 east	11246	11688	24120	46.63%	48.46%	Low	Low	Negligible

Cumulative

Road Link	2025 Baseline	With Dment	Congestion Reference Flows	2025 Baseline % of CRF	with Dment % of CRF	Baseline Level of CRF	With Dment CRF	Magnitude of Change
	All Vehs							
A977 north	7309	8104	19629	37.24%	41.29%	Low	Low	Negligible
A907 west	15090	15885	28116	53.67%	56.50%	Low	Low	Negligible
A907 east	2402	3197	17832	13.47%	17.93%	Negligible	Negligible	Negligible
A977 Kilbagie Roundabout	23098	23893	36903	62.59%	64.75%	Medium	Medium	Negligible
A977 Kilbagie	4481	5612	25163	17.81%	22.30%	Negligible	Negligible	Negligible
A977 Feregait	4599	4722	32993	13.94%	14.31%	Negligible	Negligible	Negligible
Substation Access Road	337	1424	19567	1.72%	7.28%	Negligible	Negligible	Negligible
Hawkhill Road north	263	1210	10545	2.49%	11.47%	Negligible	Negligible	Negligible
A876	19717	20892	58773	33.55%	35.55%	Low	Low	Negligible
Clackmannanshire Bridge	19797	20972	39182	50.53%	53.52%	Low	Low	Negligible
A876 S Approach Road	31890	33065	40318	79.10%	82.01%	Medium	Medium	Negligible
Kincardine Bridge	11644	12395	26859	43.35%	46.15%	Low	Low	Negligible
A985 west	9272	10023	63120	14.69%	15.88%	Negligible	Negligible	Negligible
A985 east	11246	11997	24120	46.63%	49.74%	Low	Low	Negligible