# Eastern Green Link 4:

## Scottish Onshore Scheme

*Volume 2: Main Report*

*Chapter 10: Access, Traffic & Transport*

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**Prepared for:**

SP Energy Networks
320 St Vincent St
Glasgow, G2 5AD

**Prepared by:**

AECOM Limited
1 Tanfield
Edinburgh EH3 5DA
United Kingdom

# Table of Contents



## Figures



## Tables

# 10.

# Access, Traffic and Transport

# 10. Access, Traffic and Transport

## 10.1 Introduction

This chapter considers the potential for significant traffic and movement environmental effects resulting from the Scottish Onshore Scheme It considers traffic and movement effects in accordance with the Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Traffic and Movement, 2023[1].

The traffic and movement assessment only considers the construction phase of the Scottish Onshore Scheme. The operational phase is unlikely to have a significant effect on local roads, as only occasional operational and maintenance traffic is expected.

The following information sources are used by this chapter:

- **Appendix 10.1: Access, Traffic and Transport (Volume 4 Appendices)**
- **Figure 10.1: Study Area Roads**
- **Figure 10.2: Traffic Survey and DfT Traffic Count Locations**
- **Figure 10.3: Injury Accident Locations 2020-2023**

A traffic baseline is derived from AECOM traffic survey data as well as Department for Transport (DfT) traffic counts. Traffic surveys were conducted in May 2025 on public roads likely to serve the Scottish Onshore Scheme. Traffic survey and DfT traffic count locations are shown in **Figure 10.1: Traffic Survey Locations.**

Injury accident data published by Police Scotland was reviewed and has been adopted for this assessment. The accident data adopted for study area roads is the most recent 4-year period for which whole year accident data is available, that being the years 2020 to 2023 inclusive. **Appendix 10.1: Access, Traffic and Transport** contains the accident data used in this assessment.

## 10.2 Legislation and Policy

**Legislation**

In the UK, the dimensions and weights of vehicles used on roads are regulated by the Road Vehicles (Construction and Use) Regulations 1986. Vehicles which do not meet Construction and Use Regulations can be used on roads under the Road Vehicles (Authorisation of Special Types) (General) Order 2003. This Order, commonly referred to as STGO, ensures that oversized or overweight Abnormal Indivisible Loads (AIL) are moved safely and with minimal disruption to other road users.

Vehicles transporting AIL are categorised under four main STGO classes, each with specific conditions:

[1] In 2025 IEMA rebranded as the Institute for Sustainability and Environmental Professionals (ISEP)

- Category 1: Vehicles carrying loads up to 50,000 kg, requiring a minimum of 6 axles and specific notifications to authorities;
- Category 2: Vehicles carrying loads up to 80,000 kg, which must adhere to more stringent axle and speed restrictions;
- Category 3: Vehicles carrying loads up to 150,000 kg, where detailed planning and notification are critical; and
- Special Order Movements: Vehicles must have a special order if they are more than 150,000kg or 16,500kg in weight per axle, 6.1 m wide or 30 m long in rigid length when loaded. These vehicles are required to give 5 working days' notice to highway and bridge authorities and 2 working days' notice to police.

Each category mandates the use of STGO plates, indicating the vehicle's classification and ensuring compliance with weight and speed regulations.

**National Policy**

National Transport Strategy 2 (NTS2) (2020)
NTS2 sets out an ambitious and compelling vision for Scotland's transport system for the next 20 years. The vision is to have a sustainable, inclusive, safe, and accessible transport system, helping to deliver a healthier, fairer, and more prosperous Scotland for communities, businesses, and visitors.

Four priorities which support the vision are as follows:

- Reduce inequality;
- Take climate action;
- Help deliver inclusive economic growth; and.
- Improve health and wellbeing.

Climate change: Scottish National Adaptation Plan 2024-2029
The Scottish National Adaptation Plan 2024-2029 sets out the actions that the Scottish Government and partners will take to respond to the impacts of climate change over this period. It sets out actions to build Scotland's resilience to climate change through support for our communities, businesses, public services and nature to adapt to the changing climate in a way that is fair and inclusive.

The Public Service 4 (PS4) objective within the National Adaptation Plan focuses on transport systems being prepared for current and future impacts of climate change and being safe for all users, reliable for everyday journeys and resilient to weather related disruption. The document sets out actions for different transport modes to become more adaptable to the impacts of climate change. This includes the trunk road network where actions to improve adaption to climate change comprise the following:

- A Trunk Roads Adaption Plan;
- Collaboration with supply chain partners and stakeholders;
- A Biodiversity Strategy for Transport Scotland;
- Management of disruption risks; and

- High wind, flood and landslide management.

National Planning Framework 4 (NPF4) (2023)
NPF4 was adopted by the Scottish Ministers on 13 February 2023, following approval by the Scottish Parliament in January. NPF4 forms part of the statutory Development Plan for the site, along with the Local Development Plan.

NPF4 sets out the following overarching spatial principles to support the planning and delivery of the three key National Planning Policy areas:

- Sustainable Places;
- Liveable Places; and
- Productive Places.

NPF4 identifies a 'National Spatial Strategy' and states that the electricity transmission grid will need substantial reinforcement including the addition of new infrastructure to connect and transmit the output from new on and offshore capacity to consumers in Scotland, the rest of the UK and beyond. Under Policy 11 (Energy), development proposals for new electricity transmission infrastructure must demonstrate how the following impacts are mitigated and addressed:

- Impacts on public access, including long distance walking and cycling routes and scenic routes.
- Impacts on road traffic and on adjacent trunk roads, including during construction, and cumulative impacts.

Planning Advice Note 75 – Planning for Transport (PAN 75) (2025)
Scottish PAN 75 – Planning for Transport is a planning circular produced by the Scottish Government which provides good practice on planning and transport. This includes guidance on integrating transport, transport modelling, policy development, development management, planning agreements and environmental assessment.

Design Manual for Roads and Bridges (DMRB)
The Design Manual for Roads and Bridges (DMRB) sets out standards for trunk roads, but these are also applicable in certain cases to non-trunk roads. It is the official UK standard for the design, assessment, construction, and maintenance of motorway and trunk road infrastructure, including roads and bridges.

Transport Assessment Guidance (TAG) (2012)
Transport Assessment Guidance (TAG) produced by Transport Scotland in 2012 provides guidance and information for the content, methodology and approach of producing Transport Assessments, Transport Statements and Travel Plans in support of Proposed Development sites. It details the importance of establishing the existing transport infrastructure and travel characteristics, as well as the development proposal itself and the measures which will be included to improve infrastructure and services to encourage sustainable travel to the site.

**Regional Policy**

The Transport (Scotland) Act 2005 placed a statutory duty on the seven Regional Transport Partnerships (RTPs) in Scotland to produce a Regional Transport Strategy (RTS) for their area.

The Scottish Onshore Scheme is located in Fife Council, which is within the South-East of Scotland Transport Partnership (SESTRAN).

SESTRAN 2035
The SESTRAN RTS is a plan for identifying strategic transport priorities for The City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, the Scottish Borders and West Lothian Council areas. The RTS identifies four strategy objectives:

- transitioning to a sustainable, post-carbon transport system;
- facilitating healthier travel options;
- transforming public transport connectivity across the region; and,
- supporting safe, sustainable and efficient movement of people and freight across the region.

**Local Policy**

Fife Local Development Plan (2017)
The Fife Local Development Plan (FIFEplan) was adopted in 2017 and sets out the policies and proposals for the development and use of land across Fife. FIFEplan outlines the strategy of what the plan intends to achieve, policies on how land will be used and developed and proposals for specific towns and villages across Fife.

Policy 3 of FIFEplan highlights the need for infrastructure to be delivered in a sustainable manner and "*where necessary and appropriate as a direct consequence of the development or as a consequence 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*."

## 10.3 Consultation

**Response to Pre-Application Advice and Scoping Opinion**

AECOM has scoped the parameters of the assessment with Fife Council. A summary of the transport specific scoping correspondence is shown in **Table 10-1: Responses Pre-Application Advice and Scoping Opinion**. The transport specific scoping correspondence is shown in full in Technical Appendix 10.1: Access, Traffic and Transport.

***Table 10-1: Responses Pre-Application Advice and Scoping Opinion***

| Consultee | Summary of Consultation Response Relevant to Access, Traffic and Transport | Response to Consultee |
|---|---|---|
| Fife Council Pre-Application Advice | The developer shall submit a Transport Assessment. | Environmental Assessment will be supported by a Technical Appendix containing traffic data and analysis relevant to forecast traffic impacts and effects. |
| Fife Council | EIA Transport Chapter will be produced in accordance with IEMA Guidelines 2023, which will | ATC traffic surveys conducted in May 2025 and DfT traffic counters used to create baseline traffic |

| Consultee | Summary of Consultation Response Relevant to Access, Traffic and Transport | Response to Consultee |
|---|---|---|
| | be informed by baseline traffic information provided by DfT counters and ATC traffic surveys. | information for the environmental assessment in this chapter. |
| Fife Council | Significance of environmental effects on traffic and movement potentially resulting from Development construction traffic will be identified, and that mitigation measures will be identified to address any significant<br>adverse effects, with the residual significance of effects summarised. | Residual significance of effect after mitigation summarised in this chapter. A Construction Traffic Management Plan (CTMP) is proposed as mitigation against effects of the Scottish Onshore Scheme. |
| Fife Council | EIA's access traffic and transport chapter should scope out both Hazardous Loads for the construction and operational phases of the Scottish Onshore Scheme, on the basis that it is considered unlikely there will be material construction traffic generated whose loads would fall within the current classifications for the carriage of dangerous goods. | Hazardous Loads have not been included in the environmental assessment of the construction phase of the Scottish Onshore Scheme. |
| Fife Council | Transport impacts from the operational phase of the Scottish Onshore Scheme are scoped out of the EIA, given that converter stations are typically operated remotely and therefore operational traffic would be limited to inspection and maintenance only. | Operational phase of the Scottish Onshore Scheme has been scoped out, with the environmental assessment based on the construction phase of the Scottish Onshore Scheme. |

## 10.4 Methodology

**Assessment Methodology**

The assessment methodology follows the IEMA Guidelines. Rule 1 and Rule 2 from the IEMA Guidelines are used to identify roads to be included in the environmental assessment:

- Rule 1. Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%).

- Rule 2. Include any other specifically sensitive areas where traffic flows have increased by 10% or more.

The IEMA Guidelines 30% threshold is based on research and experience of the environmental effects of traffic, with less than a 30% increase in traffic generally resulting in imperceptible changes in environmental effects apart from within specifically sensitive areas. The IEMA Guidelines consider that forecast changes in traffic of less than 10% in specifically sensitive areas creates no discernible environmental effect, hence the second threshold set out in Rule 2.

For traffic generated by the Scottish Onshore Scheme the significance of environmental effect is derived from a combination of the Sensitivity of Receptor and Magnitude of Change on study area roads. **Table 10-2: Significance of Effects** summarises the approach to deriving the significance of effects. Table shading indicates likely significant effect subject to assessor's professional judgment.

***Table 10-2: Significance of Effects***

| Magnitude of Change | Sensitivity of Receptor | | | | |
|---|---|---|---|---|---|
| | Very High | High | Medium | Low | Negligible |
| **High** | Major | Major | Moderate | Moderate | Minor |
| **Medium** | Major | Moderate | Moderate | Minor | Negligible |
| **Low** | Moderate | Moderate | Minor | Negligible | Negligible |
| **Negligible** | Minor | Minor | Negligible | Negligible | Negligible |

**Table 10-3: Magnitude of Change** reflects the IEMA Guidelines to quantify the magnitude of change for Scottish Onshore Scheme traffic.

***Table 10-3: Magnitude of Change***

| Magnitude of Change | Change in Traffic (AAWT) | Description |
|---|---|---|
| High | 90%+ | Alteration to baseline conditions such that post development character or composition of baseline condition fundamentally changed. |
| Medium | 60% - 90% | Alteration to baseline conditions such that post development character or composition of baseline condition materially changed. |

| Magnitude of Change | Change in Traffic (AAWT) | Description |
|---|---|---|
| Low | 30% - 60% | Minor shift from baseline conditions such that post development character or composition of baseline condition remains similar to baseline and not materially changed. |
| Negligible | 0% - 30% | Very little change from baseline conditions. Change is barely distinguishable approximating to no-change situation. |

Receptors are locations or land-uses categorised by sensitivity or environmental value. **Table 10-4: Sensitivity of Receptors** describes the receptor sensitivity adopted for the assessment of Scottish Onshore Scheme traffic.

***Table 10-4: Sensitivity of Receptors***

| Receptor Sensitivity | Description |
|---|---|
| Very High | The receptor has little or no ability to absorb change without fundamentally altering its present character, is of very high environmental value, or of international importance. |
| High | The receptor has low ability to absorb change without fundamentally altering its present character, is of high environmental value, or of international importance. |
| Medium | The receptor has moderate capacity to absorb change without significantly altering its present character, has some environmental value or is of regional importance. |
| Low | The receptor is tolerant of change without detriment to its character, is low environmental value, or local importance. |
| Negligible | The receptor is resistant to change and is of little environmental value. |

For the purposes of assessment, receptors are identified in accordance with IEMA Guidelines:

- People at home;
- People at work;
- Sensitive and/or vulnerable groups (including young age; older age; income; health status; social disadvantage; and access and geographic factors);
- Locations with concentrations of vulnerable users (e.g. hospitals, places of worship, schools);
- Retail areas;

- Recreational areas;
- Tourist attractions;
- Collision clusters and routes with road safety concerns; and
- Junctions and highway links at (or over capacity).

The potential environmental effects of traffic, transport and access considered in this assessment of the Scottish Onshore Scheme are:

- Severance of communities – the perceived division that can occur when it becomes separated by a major traffic route (existing or proposed).
- Fear and Intimidation on and by road users – the effect on the perceived vulnerability of pedestrian traffic relating to changes in traffic flows and or speed.
- Road user and pedestrian safety – the potential for effects on rate and severity of accidents relating to changes in traffic flows.
- Non-motorised Amenity – broadly defined as the relative pleasantness of a pedestrian or cycle journey. The potential for effects relates to changes in traffic flows.
- Non-motorised User Delay – the effect on travel time. The potential for effects relates to changes in traffic flow.
- Road vehicle driver and passenger delay - the effect on travel time. The potential for effects relates to changes in traffic flow, noting that road and junction vehicle capacity assessments are not part of this assessment.
- Large Loads - the effect relates to developments that involve the transportation of Abnormal Indivisible Loads to or from a development site. The assessment must clearly outline the number and composition of such loads. Where the number is considered to be significant an appropriate routing and risk strategy must be identified. Hazardous Loads have been scoped out of this assessment (see Table 10-1: Responses Pre-Application Advice and Scoping Opinion).

The reporting of significance of environmental effects may also include.

- Temporary – where the effect occurs for a limited period of time and the change at a defined receptor can be reversed.
- Permanent – where the effect represents a long-lasting change at a defined receptor which is not reversable.
- Short Term / Medium Term / Long Term
- Direct – where the effect is a direct result (or primary effect) of the Scottish Onshore Scheme .
- Indirect – a secondary effect which occurs within or between environmental components. This may include effects on the environment which are not a direct result of the Scottish Onshore Scheme, often occurring away from the Scottish Onshore Scheme as a result of complex interactions with other environmental factors.
- Secondary – an induced effect arising from the actions or presence of a project, such as changes to the pattern of future land use or improvements to local road networks.

- Beneficial – an effect beneficial to one or more environmental receptors.
- Adverse – a detrimental, or negative, effect on one or more environmental receptors.

Severance of Communities

IEMA Guidelines state that the DfT historically set out a range of indicators for determining the significance of severance. Changes in traffic flow of 30%, 60% and 90% are regarded as producing 'low', 'medium' and 'high' changes in severance respectively. Although these thresholds no longer appear in DfT guidance, they have not been superseded by any subsequent guidance and are established through planning case law. They have therefore been used for the purpose of this assessment.

The magnitude of change thresholds set out in Table 10-3: Magnitude of Change are adopted for severance of communities.

IEMA Guidelines note that caution needs to be observed when applying thresholds where very low baseline traffic conditions exist, as very low baseline flows are unlikely to experience severance impacts even with high percentage changes in vehicle traffic conditions.

Fear and Intimidation

The IEMA Guidelines state that the extent of fear and intimidation is dependent on:

- The total volume of traffic;
- The heavy vehicle composition;
- The speed of vehicles; and
- The proximity of traffic to people.

IEMA Guidelines provide a degree of hazard methodology for assessing Fear and Intimidation. Degree of hazard is established by scoring traffic on Study Area roads for baseline and Scottish Onshore Scheme traffic conditions. **Table 10-5: Fear and Intimidation Degree of Hazard** shows the IEMA Guidelines scoring system applied to all Study Area roads.

***Table 10-5: Fear and Intimidation Degree of Hazard***

| 18hr Traffic Flow Average Two-Way Traffic (Vehicles / Hour) (a) | 18hr Traffic Flow Total HGV Movements (b) | Average Vehicle Speed MPH (c) | Degree of Hazard Score |
|---|---|---|---|
| +1,800 | +3,000 | >40 | 30 |
| 1,200 – 1,800 | 2,000 – 3,000 | 30 - 40 | 20 |
| 600 – 1,200 | 1,000 – 2,000 | 20 - 30 | 10 |
| <600 | <1,000 | <20 | 0 |

For each Study Area road, the total degree of hazard score (a) + (b) + (c) for baseline and Scottish Onshore Scheme traffic conditions is summed to provide a 'level' of fear and intimidation in accordance with **Table 10-6: Levels of Fear and Intimidation.**

***Table 10-6: Levels of Fear and Intimidation***

| Total Hazard Score (a) + (b) + (c) | Fear and Intimidation Level |
|---|---|
| 71+ | Extreme |
| 41 – 70 | Great |
| 21 – 40 | Moderate |
| 0 – 20 | Small |

Magnitude of change is determined with reference to changes in fear and intimidation levels between baseline and Scottish Onshore Scheme traffic flows in accordance with **Table 10-7: Fear and Intimidation Magnitude of Change.**

***Table 10-7: Fear and Intimidation Magnitude of Change***

| Change in Level / Change in Daily Traffic | Magnitude of Change |
|---|---|
| 2 Level Changes | High |
| 1 Level Change plus<br>>400 increase in average hourly vehicle flow<br>and / or<br>>500 increase in total 18hr HGV flow | Medium |
| 1 Level Change plus<br><400 increase in average hourly vehicle flow<br>and / or<br><500 increase in total 18hr HGV flow | Low |
| No Level Change | Negligible |

Road User and Pedestrian Safety

IEMA Guidelines consider the calculation of accident rates a relevant approach for approximating the potential for road safety impacts to materialise as a result of a development. Knowing the expected increase in vehicle kilometres driven on Study Area roads as a result of Scottish Onshore Scheme traffic, it is possible to make an arithmetic

assessment of the likely increase or decrease in the number of accidents resulting from changes in traffic flows or composition.

Accidents by severity for the 2020-2023 period are combined with traffic flows to produce accident rates by severity per million vehicle kilometres for all Study Area roads. A forecast of vehicle kilometres driven on Study Area roads by Scottish Onshore Scheme traffic for the duration of the construction programme has been calculated. The accident rates per million vehicle kilometres are applied to Scottish Onshore Scheme traffic to produce a forecast of accidents by severity over the duration of the construction stage. Magnitude of change for road user and pedestrian safety is assessed according to **Table 10-8: Road User and Pedestrian Safety Magnitude of Change.**

***Table 10-8: Road User and Pedestrian Safety Magnitude of Change***

| Magnitude of Change | Forecast Increase in Accident by Severity | | |
|---|---|---|---|
| | Slight | Severe | Fatal |
| High | 0 | 0 | =>1 |
| Medium | 0 | =>1 | 0 |
| Low | =>1 | 0 | 0 |
| Negligible | 0 | 0 | 0 |

Non-motorised User Amenity and Delay & Road Vehicle Drive

These effects are closely related to severance as a change in the volume, composition or speed of traffic may affect the relative pleasantness (amenity) or progress (delay) made by non-motorised users. In general, increases in traffic levels are likely to lead to reductions in amenity and increases in delay for non-motorised users. Absolute levels of change to non-motorised amenity and delay will depend on the general level of pedestrian and active travel activity on Study Area roads. The magnitude of change thresholds set out in **Table 10-3: Magnitude of Change** are adopted for non-motorised environmental effects.

Road Vehicle Driver and Passenger Delay

The IEMA Guidelines state that traffic delays can occur at site entrance junctions and on roads passing development sites where there is likely to be additional traffic. Driver delay is assessed in terms of potential congestion resulting from the Scottish Onshore Scheme . The magnitude of change thresholds set out in **Table 10 3: Magnitude of Change** are adopted for driver delay environmental effects.

## 10.5 Baseline Environment

**Study Area**

Roads to be used by Scottish Onshore Scheme traffic are identified. This is a first-principle exercise made by a qualified and experienced practitioner. It is based on the type, location and extents of the Scottish Onshore Scheme, and the surrounding road network most likely to provide viable vehicle routes to site. Construction traffic information and locations of site access from the public road network was provided by the client and allowed for

consideration to be given to roads that would likely be used by construction traffic. For identified study area roads, appropriate traffic data is sourced. This data encompasses current road traffic, recorded injury accidents, and forecast Scottish Onshore Scheme traffic. The traffic information provides a dataset to which IEMA Guidelines are applied. **Figure 10.1: Study Area Roads** shows the roads included in the traffic and movements assessment study area. They are:

- M90. The M90 routes north / south between Edinburgh and Perth via the Queensferry Crossing. It forms part of the trunk road network for which Transport Scotland is the roads authority. The route will carry construction traffic personnel accessing the converter site via Junction 5. The section of the M90 considered in this assessment is between Junction 4 and Junction 6.
- A92. The A92 routes north / south between Dunfermline and Dundee. It forms part of the trunk road network for which Transport Scotland is the roads authority. The Scottish Onshore Scheme has access points to the north and south of the A92. The road is a dual carriageway which carries the national speed limit.
- A921. The A921 routes east / west along the southern coast to Fife, connecting Dunfermline to Kirkcaldy. Fife Council are the roads authority for the A921. The route carries a national speed limit, reducing to 40mph and 30mph in some urban sections.
- A909. The A909 routes north / south between Cowdenbeath and Burntisland. The route carries a national speed limit outside of urban sections where it is reduced to 30mph.
- B9157. The B9157 routes east / west between Aberdour and Kirkcaldy. It is a Fife Council road which will carry construction traffic as some access points are taken directly from it. The route carries a national speed limit.
- B925. The B925 routes east / west between Crossgates and Kirkcaldy. It is a Fife Council road which will carry construction traffic as some access points are taken directly from it. The route carries a national speed limit.
- B9149. The B9149 routes north / south between Lochgelly and the A92. It is a Fife Council road which will carry construction traffic to facilitate movements between the A92 and access points in the north. The route carries a national speed limit, reducing to 40mph in the environs of Lochgelly.
- B981. The B981 routes north / south between Lochgelly and Glenrothes. It is a Fife Council road which will carry construction traffic as some access points are taken directly from it. The route carries a national speed limit, reducing to 30mph in the environs of Lochgelly.
- B9097. The B9097 routes east / west between the M90 and the B921. It is a Fife Council road which will carry construction traffic as some access points are taken directly from it. The route will also facilitate construction traffic movements from the M90. The route carries a national speed limit.
- Minor and unclassified roads facilitating movements to access points in the vicinity of A and B roads listed above.

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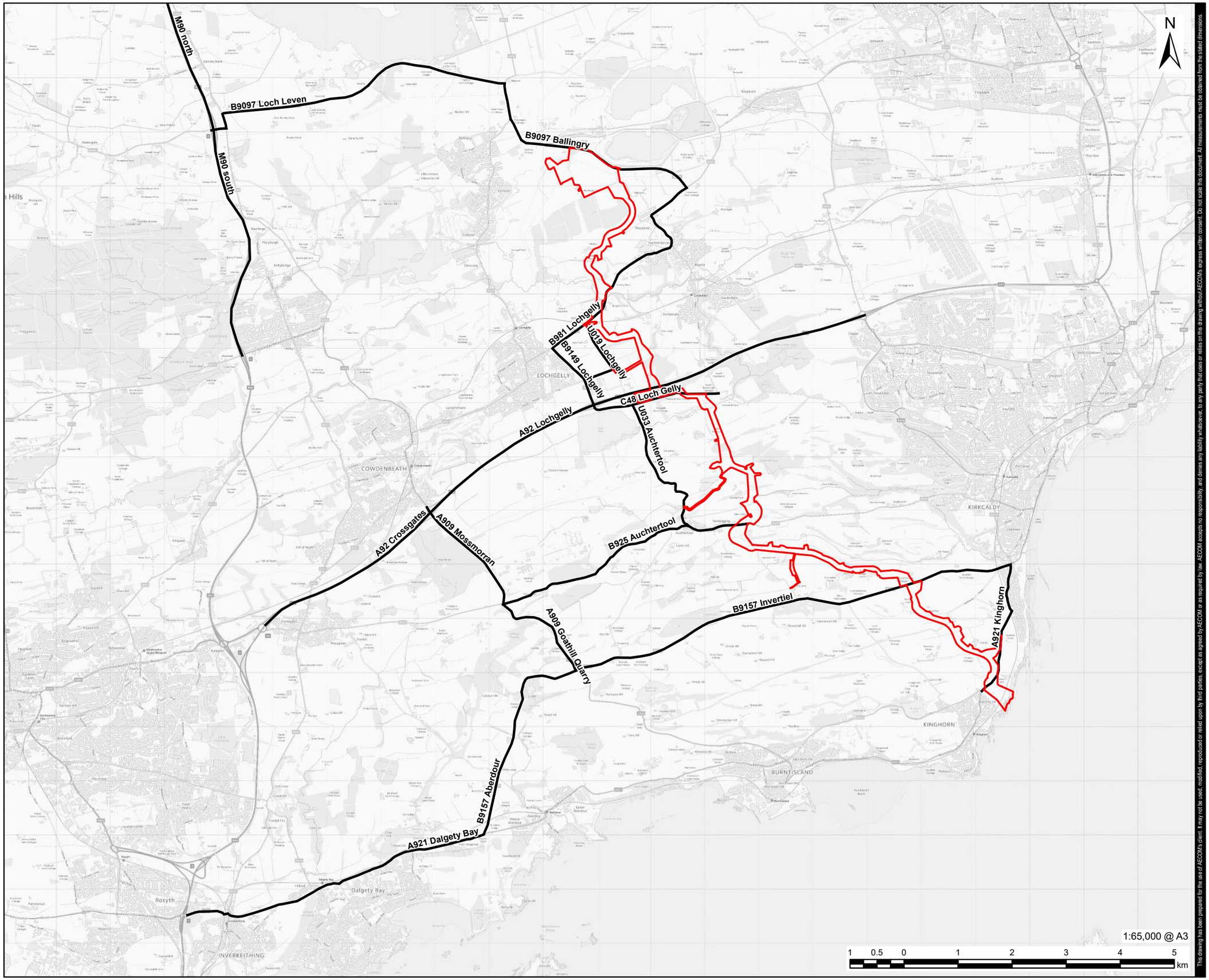




AECOM

**PROJECT**

Eastern Green Link 4

**CLIENT**

SP Energy Networks

**CONSULTANT**

AECOM Limited
One Trinity Gardens
Newcastle
NE1 2HF
www.aecom.com

**LEGEND**

- Planning Application Boundary
- Study Area Roads

**NOTES**



**ISSUE PURPOSE**

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**PROJECT NUMBER**

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**FIGURE TITLE**

Study Area Roads

**FIGURE NUMBER**

Figure 10.1

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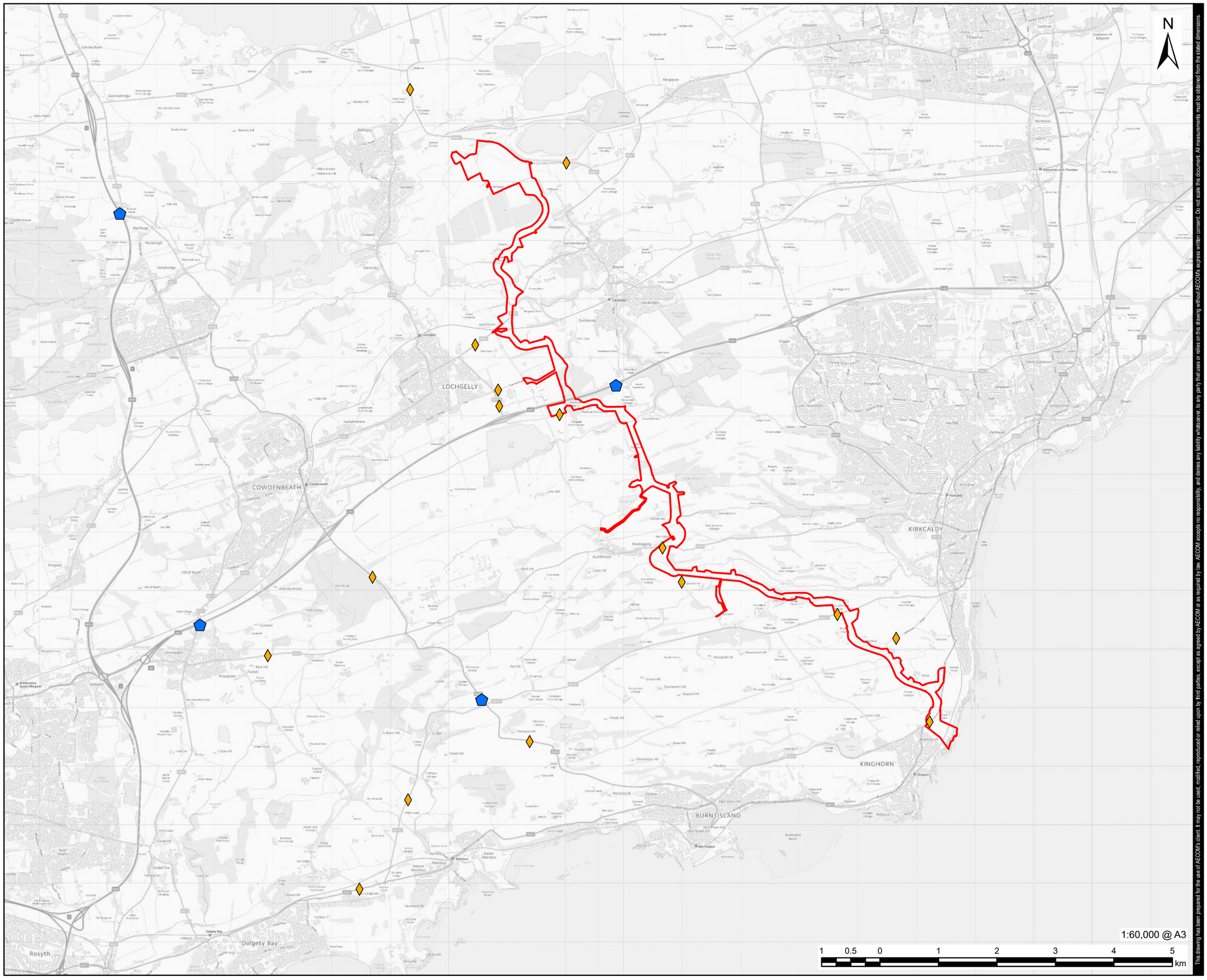




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**PROJECT**

Eastern Green Link 4

**CLIENT**

SP Energy Networks

**CONSULTANT**

AECOM Limited
One Trinity Gardens
Newcastle
NE1 2HF
www.aecom.com

**LEGEND**

- Planning Application Boundary
- Automatic Traffic Counter
- Department of Transport Traffic Counters

**NOTES**



**ISSUE PURPOSE**

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**FIGURE TITLE**

Traffic Survey and DfT Traffic Count Locations

**FIGURE NUMBER**

Figure 10.2

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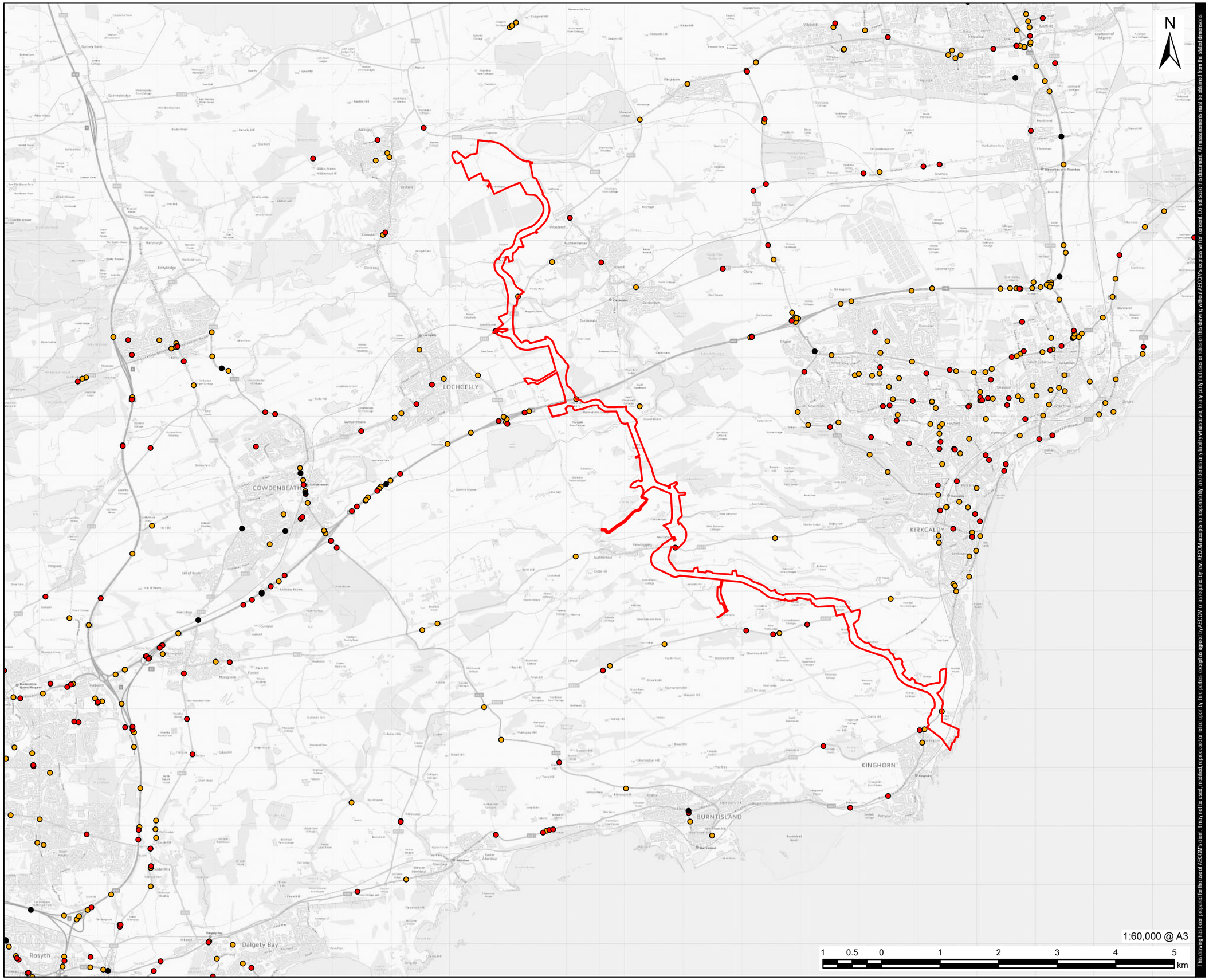




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SP Energy Networks

**CONSULTANT**

AECOM Limited
One Trinity Gardens
Newcastle
NE1 2HF
www.aecom.com

**LEGEND**

- Planning Application Boundary

Fife Council Injury Accident Data

- Slight
- Serious
- Fatal

**NOTES**



**ISSUE PURPOSE**

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**PROJECT NUMBER**

60707131

**FIGURE TITLE**

Injury Accident Locations 2020-2023

**FIGURE NUMBER**

Figure 10.3

### Assessment Scope

The assessment considers the potential environmental effects of traffic and movement during construction phase of the Scottish Onshore Scheme lifespan. The Operational and Decommissioning phases of the development have been scoped out of this traffic and movement assessment in accordance with the Scoping Opinion. Forecasted Scottish Onshore Scheme construction traffic has been forecast for the Construction Phase to determine the peak traffic periods for assessment.

### Baseline Data Collection

Current traffic conditions on study area roads were established by surveys undertaken in May 2025 and DfT traffic count data. Traffic survey data is provided in **Appendix 10.1: Access, Traffic and Transport** with locations of traffic surveys shown in **Figure 10.2: Traffic Survey and DfT Traffic Count Locations.**

Traffic data on Study Area Roads is summarised in **Table 10-9: Traffic Data.**

***Table 10-9: Traffic Data***

| Road Link | Daily Weekday Traffic (Two-Way) | | |
|---|---|---|---|
| | Car & LGV | HGV | Total |
| **M90 north** | 28,133 | 2,890 | 31,023 |
| **M90 south** | 30,411 | 2,466 | 32,877 |
| B9097 Loch Leven | 4492 | 115 | 4,607 |
| B9097 Ballingry | 2938 | 92 | 3,030 |
| B921 / B981 Auchterderran | 5251 | 114 | 5,365 |
| B981 Lochgelly | 5251 | 114 | 5,365 |
| B9149 Lochgelly | 13745 | 301 | 14,046 |
| U019 Lochgelly | 1117 | 161 | 1,278 |
| C48 Loch Gelly | 2382 | 16 | 2,398 |
| A92 Crossgates (DfT Survey) | 49495 | 2495 | 51,990 |
| A92 Lochgelly (DfT Survey) | 44725 | 3738 | 48,463 |
| U033 Auchtertool | 315 | 1 | 316 |

| Road Link | Daily Weekday Traffic (Two-Way) | | |
|---|---|---|---|
| | Car & LGV | HGV | Total |
| A909 Mossmorran (DfT Survey) | 6746 | 370 | 7,116 |
| A909 Goathill Quarry | 4368 | 335 | 4,703 |
| B925 Auchtertool | 1672 | 10 | 1,682 |
| A921 Dalgety Bay | 11544 | 197 | 11,741 |
| B9157 Aberdour | 5027 | 118 | 5,145 |
| B9157 Invertiel | 4182 | 85 | 4,267 |
| A921 Kinghorn | 8788 | 81 | 8,869 |

Road traffic accident data has been sourced via Police Scotland data which uses DfT system CRaSH for the 4-year period of 2020-2023. On study area roads this data shows that 49 slight, 31 serious and 3 fatal accidents took place in the 4-year period. This data is proposed to be taken as the baseline position on injury accidents for the environmental assessment of traffic and movement. Injury accident locations on study area roads can be viewed in **Figure 10.3: Injury Accident Locations 2020-2023.**

**Study Area Roads as Sensitive Receptors**

**Table 10-10: Study Area Roads Sensitivity of Receptors** summarises the sensitivity of Study Area Roads as environmental receptors. The sensitivity of receptor assessment for each study area road is provided in **Appendix 10.1: Access, Traffic and Transport.**

***Table 10-10: Study Area Roads Sensitivity of Receptors***

| Road Link | Between | | Description | Sensitivity |
|---|---|---|---|---|
| **M90 north** | M90 (Junction 5) | M90 (Junction 6) | Trunk road with little active frontages. No pedestrian activity. | Low |
| **M90 south** | M90 (Junction 5) | M90 (Junction 4) | Trunk road with little active frontages. No pedestrian activity. | Low |
| B9097 Loch Leven | M90 (Junction 5) | B9097 / B920 junction (Kirkness Livery Yard) | B-class two-lane single carriageway road with little active frontages. No footways or cycle paths present. | Low |

| Road Link | Between | | Description | Sensitivity |
|---|---|---|---|---|
| B9097 Ballingry | B9097 / B920 junction (Kirkness Livery Yard) | B9097 / B921 junction | B-class two-lane single carriageway road with little active frontages. No footways or cycle paths present. | Low |
| B921 / B981 Auchterderran | B9097 / B921 junction | B981 / Pitcairn Road junction | B-class two-lane single carriageway road with active frontages and footways adjacent to the carriageway in the environs of Auchterderran. | High |
| B981 Lochgelly | B981 / Pitcairn Road junction | B981 / B9149 Roundabout | B-class two-lane single carriageway road with limited frontages. Some evidence of footways present near carriageway. | Low |
| B9149 Lochgelly | B981 / B9149 Roundabout | B9149 / A92 junction | B-class two-lane single carriageway road with limited frontages. Some evidence of footways present near carriageway. | Low |
| U019 Lochgelly | B981 / U019 junction | B9149 / U019 Roundabout | Single track road which expands to a two-lane single carriageway near the roundabout with the B9149. Workplace's present on route with limited footways present. | Low |
| C48 Loch Gelly | B9149 / A92 junction | C48 Loch Gelly / C2 Dundonald junction | C-class two-lane single carriageway road with limited frontages. No footways or cycle paths present. | Low |
| A92 Crossgates | A92 at Crossgates | A92 Cowdenbeath junction | Trunk road with little active frontages. No pedestrian activity. | Low |
| A92 Lochgelly | A92 Cowdenbeath junction | A92 Chapel junction | Trunk road with little active frontages. No pedestrian activity. | Low |
| U033 Auchtertool | U033 Auchtertool / C48 Loch Gelly junciton | U033 / B925 Auchtertool junction | Single track road with some residential frontages at Auchtertool. | Medium |

| Road Link | Between | | Description | Sensitivity |
|---|---|---|---|---|
| A909 Mossmorran | A92 / A909 Bridge Street junction | A909 / B925 Roundabout | Two-way single carriageway A-class road. Mossmorran Gas Plant located off-set from carriageway. Limited footways present. | Low |
| A909 Goathill Quarry | A909 / B925 Roundabout | A909 / B9157 junction | Two-way single carriageway A-class road with limited frontages and no footways present. | Low |
| B925 Auchtertool | A909 / B925 Roundabout | B925 Boglily Road / U034 Lambert's Mill | B-class two-lane single carriageway road with active frontages and footways adjacent to carriageway at Auchtertool. | High |
| A921 Dalgety Bay | M90 (Junction 1C) | A921 / B9157 Roundabout | A-class two-lane single carriageway road with some active frontages present near Dalgety Bay. Some evidence of footways near the carriageway. | Medium |
| B9157 Aberdour | A921 / B9157 Roundabout | A909 / B9157 junction | B-class two-lane single carriageway road with limited frontages or footways present. | Low |
| B9157 Invertiel | A909 / B9157 junction | B9157 Invertiel Road / A921 Kinghorn Road junction | B-class two-lane single carriageway road with some residential frontage and footway present near Kirkcaldy. | Medium |
| A921 Kinghorn | B9157 Invertiel Road / A921 Kinghorn Road junction | A921 Kinghorn Road / B923 Orchard Terrace Junction | Two-way single carriageway A-class road with considerable residential frontages and footways in the environs of Kirkcaldy. | High |

## 10.6 Scottish Onshore Scheme Traffic

Forecast construction traffic for the Scottish Onshore Scheme was obtained from information provided by SP Energy Networks. The estimated construction traffic volumes are included within **Appendix 10.1: Access, Traffic and Transport.** The peak year of construction is forecast to take place in 2029 when construction for both the converter station and the cable route is taking place.

It forecast that the converter station element of the Scottish Onshore Scheme will generate 160 daily HGV movements (80 arrivals and 80 departures) and 600 daily LGV movements (300 arrivals and 300 departures).

It is forecast that the cable route element of the Scottish Onshore Scheme will generate 60 daily HGV movements (30 arrivals and 30 departures) and 60 LGV movements (30 arrivals and 30 departures).

Forecast construction traffic is assigned to study area roads as follows. Construction traffic accessing the converter station will route via the M90 Junction 5 and the B9097. For construction traffic accessing the cable route, it is assumed as a reasonable worst-case scenario that all forecast vehicle movements from the works could appear on any study area road on any given day. It is also reasonable to assume that concurrent working may occur in both the northern and southern environs of the cable route. Study area roads that will be relevant to both potential concurrent working sites, such as the A92, will be expected to see an increase in Scottish Onshore Scheme construction traffic as a result of this.

## 10.7 IEMA Guidelines Rule 1 and Rule 2 Appraisal

A TEMPro factor of 1.034 is applied to the traffic data to produce a 2029 baseline. This TEMPro factor is effectively a 'low growth' scenario that replicates a National Road Traffic Forecasts (NRTF) Low Growth scenario. A 'low growth' factor has been used to maximise the percentage increase in traffic associated with the Scottish Onshore Scheme construction traffic in the IEMA Guidelines Rule 1 and Rule 2 assessment. Traffic growth calculations are included within Technical Appendix 10.1: Access, Traffic and Transport.

2029 is expected to be when peak construction occurs on study area roads with works taking place at both the converter site and along the cable route. This provides a robust assessment in terms of applying IEMA Guidelines Rule 1 and Rule 2 to determine which roads should be included in the environmental assessment.

**Table 10-11: IEMA Guidelines Roads to be Included in Environmental Assessment** compares forecast construction traffic against the 2029 baseline traffic to determine which roads must be included in the environmental assessment in accordance with IEMA Guidelines Rule 1 or Rule 2.

***Table 10-11: IEMA Guidelines Roads to be Included in Environmental Assessment***

| Road Link | 2029 Baseline | | Scottish Onshore Scheme | | % Increase | | Environmental Assessment |
|---|---|---|---|---|---|---|---|
| | HGV | All Vehs | HGV | All Vehs | HGV | All Vehs | |
| **M90 north** | 2,988 | 32,078 | 80 | 380 | 3% | 1% | No |
| **M90 south** | 2,550 | 33,995 | 80 | 380 | 3% | 1% | No |
| B9097 Loch Leven | 119 | 4,764 | 160 | 760 | 135% | 16% | Yes |
| B9097 Ballingry | 95 | 3,133 | 160 | 760 | 168% | 24% | Yes |

| Road Link | 2029 Baseline | | Scottish Onshore Scheme | | % Increase | | Environmental Assessment |
|---|---|---|---|---|---|---|---|
| | HGV | All Vehs | HGV | All Vehs | HGV | All Vehs | |
| B921 / B981 Auchterderran | 118 | 5,547 | 0 | 60 | 0% | 1% | No |
| B981 Lochgelly | 118 | 5,547 | 60 | 120 | 51% | 2% | Yes |
| B9149 Lochgelly | 311 | 14,524 | 60 | 120 | 19% | 1% | No |
| U019 Lochgelly | 166 | 1,321 | 60 | 120 | 36% | 9% | Yes |
| C48 Loch Gelly | 17 | 2,480 | 60 | 120 | 363% | 5% | Yes |
| A92 Crossgates | 2,580 | 53,758 | 120 | 180 | 5% | 0% | No |
| A92 Lochgelly | 3,865 | 50,111 | 120 | 180 | 3% | 0% | No |
| U033 Auchtertool | 1 | 327 | 60 | 120 | 5803% | 37% | Yes |
| A909 Mossmorran | 383 | 7,358 | 60 | 120 | 16% | 2% | No |
| A909 Goathill Quarry | 346 | 4,863 | 60 | 120 | 17% | 2% | No |
| B925 Auchtertool | 10 | 1,739 | 60 | 120 | 580% | 7% | Yes |
| A921 Dalgety Bay | 204 | 12,140 | 60 | 60 | 29% | 0% | No |
| B9157 Aberdour | 122 | 5,320 | 60 | 60 | 49% | 1% | Yes |
| B9157 Invertiel | 88 | 4,412 | 60 | 120 | 68% | 3% | Yes |
| A921 Kinghorn | 84 | 9,171 | 60 | 120 | 72% | 1% | Yes |

**Table 10-11: IEMA Guidelines Roads to be Included in Environmental Assessment shows** that 10 roads require environmental assessment.

**Severance of Communities**

**Table 10-12: Severance of Communities Significance of Effect** presents the significance of effect on the severance of communities as a result of Scottish Onshore Scheme construction

traffic. The significance of effects for severance is based on an assessment of all traffic in accordance with the IEMA Guidelines 2023.

*Table 10-12: Severance of Communities Significance of Effect*

| Road Link | % Change in Total Traffic | Magnitude of Change | Sensitivity of Receptor | Significance of Effect |
|---|---|---|---|---|
| B9097 Loch Leven | 16% | Negligible | Low | Negligible |
| B9097 Ballingry | 24% | Negligible | Low | Negligible |
| B981 Lochgelly | 2% | Negligible | Low | Negligible |
| U019 Lochgelly | 9% | Negligible | Low | Negligible |
| C48 Loch Gelly | 5% | Negligible | Low | Negligible |
| U033 Auchtertool | 37% | Low | Medium | Minor |
| B925 Auchtertool | 7% | Negligible | High | Minor |
| B9157 Aberdour | 1% | Negligible | Low | Negligible |
| B9157 Invertiel | 3% | Negligible | Medium | Negligible |
| A921 Kinghorn | 1% | Negligible | High | Minor |

Classifying the significance of effects: prior to mitigation, the likely effect of construction traffic on severance of communities is a direct, temporary, Minor Adverse (Not Significant) effect.

For severance of communities the significance of effects for the U033 Auchtertool, B925 Auchtertool and A921 Kinghorn will be minor with all other study area roads assessed being negligible.

**Fear and Intimidation on and by Road Users**

**Table 10-13: Fear and Intimidation on and by Road Users Significance of Effect** presents the significance of effect on Fear and Intimidation on and by Road Users. The full magnitude of change assessment for fear and intimidation using the IEMA Guidelines method is included in **Appendix 10.1: Access, Traffic and Transport**

Using the IEMA Guidelines suggested methodology for fear and intimidation magnitude of change, there are no study area roads which have a step change in fear and intimidation from baseline conditions. The significance of effects is based on an assessment of all traffic in accordance with the IEMA Guidelines 2023.

*Table 10-13: Fear and Intimidation on and by Road Users Significance of Effect*

| Road Link | Magnitude of Change | Sensitivity of Receptor | Significance of Effect |
|---|---|---|---|
| B9097 Loch Leven | Negligible | Low | Negligible |
| B9097 Ballingry | Negligible | Low | Negligible |
| B981 Lochgelly | Negligible | Low | Negligible |
| U019 Lochgelly | Negligible | Low | Negligible |
| C48 Loch Gelly | Negligible | Low | Negligible |
| U033 Auchtertool | Negligible | Medium | Negligible |
| B925 Auchtertool | Negligible | High | Minor |
| B9157 Aberdour | Negligible | Low | Negligible |
| B9157 Invertiel | Negligible | Medium | Negligible |
| A921 Kinghorn | Negligible | High | Minor |

Classifying the significance of effects: prior to mitigation, the likely effect of construction traffic for Fear and Intimidation on and by Road Users is a direct, temporary, Minor Adverse (Not Significant) effect.

For Fear and Intimidation on and by Road Users the significance of effects for B925 Auchtertool and the A921 Kinghorn would be minor, with all other study area roads assessed being negligible.

**Road User and Pedestrian Safety**

**Table 10-14: Road User and Pedestrian Safety Significance of Effect** presents the significance of effect on Road User and Pedestrian Safety as a result of Scottish Onshore Scheme construction traffic. A forecast increase in accidents resulting from the presence of construction traffic on Study Area roads is used to establish a magnitude of change. Any increase in forecast 'slight' injury accidents would result in a magnitude of change of Low, with any increase in 'severe' forecast accidents being Medium and any increase in 'fatal' forecast accidents being a High magnitude of change. **Appendix 10.1: Access, Traffic and Transport** details of the forecast of accidents by severity calculation. The significance of effects is based on an assessment of all traffic in accordance with the IEMA Guidelines 2023.

*Table 10-14: Road User and Pedestrian Safety Significance of Effect*

| Road Link | Magnitude of Change | Sensitivity of Receptor | Forecast Injury Accident | | | Significance of Effect |
|---|---|---|---|---|---|---|
| | | | Slight | Severe | Fatal | |
| B9097 Loch Leven | Medium | Low | 0.2 | 0.1 | 0.0 | Minor |
| B9097 Ballingry | Negligible | Low | 0.0 | 0.0 | 0.0 | Negligible |
| B981 Lochgelly | Negligible | Low | 0.0 | 0.0 | 0.0 | Negligible |
| U019 Lochgelly | Negligible | Low | 0.0 | 0.0 | 0.0 | Negligible |
| C48 Loch Gelly | Negligible | Low | 0.0 | 0.0 | 0.0 | Negligible |
| U033 Auchtertool | Negligible | Medium | 0.0 | 0.0 | 0.0 | Negligible |
| B925 Auchtertool | Low | High | 0.1 | 0.0 | 0.0 | Moderate |
| B9157 Aberdour | Negligible | Low | 0.0 | 0.0 | 0.0 | Negligible |
| B9157 Invertiel | Negligible | Medium | 0.0 | 0.0 | 0.0 | Negligible |
| A921 Kinghorn | Negligible | High | 0.0 | 0.0 | 0.0 | Minor |

Classifying the significance of effects: prior to mitigation, the likely effect of construction traffic on Road User and Pedestrian Safety is a direct, temporary, **Moderate Adverse (Significant) effect.**

For Road User and Pedestrian Safety, the significance of effects for the B925 Auchtertool will be moderate, with all other study area roads assessed either minor or negligible. The moderate effect for the B925 Auchtertool is a result of a low probability of a single 'slight' accident resulting from construction traffic, coupled with the high sensitivity of the environs of Auchtertool. On balance the low probability of the accident occurring means the effect may never materialise.

**Non-motorised User Amenity and Delay**

**Table 10-15: Non-Motorised User Amenity and Delay** presents the significance of effect on non-motorised user amenity and delay as a result of Scottish Onshore Scheme construction traffic. The magnitude of change for these environmental effects is based on the same 30%, 60% and 90% changes in traffic flow used for severance of communities. The significance of

effects for user amenity and delay are based on an assessment of all traffic in accordance with the IEMA Guidelines 2023.

*Table 10-15: Non-Motorised User Amenity and Delay*

| Road Link | % Change in Total Traffic | Magnitude of Change | Sensitivity of Receptor | Significance of Effect |
|---|---|---|---|---|
| B9097 Loch Leven | 16% | Negligible | Low | Negligible |
| B9097 Ballingry | 24% | Negligible | Low | Negligible |
| B981 Lochgelly | 2% | Negligible | Low | Negligible |
| U019 Lochgelly | 9% | Negligible | Low | Negligible |
| C48 Loch Gelly | 5% | Negligible | Low | Negligible |
| U033 Auchtertool | 37% | Low | Medium | Minor |
| B925 Auchtertool | 7% | Negligible | High | Minor |
| B9157 Aberdour | 1% | Negligible | Low | Negligible |
| B9157 Invertiel | 3% | Negligible | Medium | Negligible |
| A921 Kinghorn | 1% | Negligible | High | Minor |

Classifying the significance of effects: prior to mitigation, the likely effect of construction traffic is a direct, temporary, Minor Adverse (Not Significant) effect.

For non-motorised user amenity and delay the significance of effects for the U033 Auchtertool, B925 Auchtertool and the A921 Kinghorn will be minor with all other study area roads assessed being negligible.

**Road Vehicle and Passenger Delay**

**Table 10-16: Road Vehicle and Passenger Delay** presents the significance of effect on road vehicle and passenger delay as a result of Scottish Onshore Scheme construction traffic. Traffic associated with the Scottish Onshore Scheme has been assessed against the Congestion Reference Flow (CRF) of the study area roads. The CRF of a study area road is an estimate of the daily traffic flow at which the road is likely to be 'congested' in the peak periods on an average day. For the purposes of calculating the CRF, 'congestion' is defined as the situation when the traffic demand exceeds the maximum sustainable throughput of the link. At this point the effect on traffic is likely to be one or more of the following: flow breaks down with speeds varying considerably, average speeds drop significantly, the sustainable throughput is reduced and queues are likely to form. Study area roads that have been unable to be assessed against CRF (due to DfT traffic counters being used at these locations) have been assessed against the same 30%, 60% and 90% changes in traffic flow used for severance of communities.

The calculations used to construct a CRF for each of the study area roads is shown in **Appendix 10.1: Access, Traffic and Transport.**

***Table 10-16: Road Vehicle and Passenger Delay***

| Road Link | Congestion Reference Flow % | % Change in Total Traffic | Magnitude of Change | Sensitivity of Receptor | Significance of Effect |
|---|---|---|---|---|---|
| B9097 Loch Leven | No step change | 16% | Negligible | Low | Negligible |
| B9097 Ballingry | No step change | 24% | Negligible | Low | Negligible |
| B981 Lochgelly | No step change | 2% | Negligible | Low | Negligible |
| U019 Lochgelly | No step change | 9% | Negligible | Low | Negligible |
| C48 Loch Gelly | No step change | 5% | Negligible | Low | Negligible |
| U033 Auchtertool | No step change | 37% | Low | Medium | Minor |
| B925 Auchtertool | No step change | 7% | Negligible | High | Minor |
| B9157 Aberdour | No step change | 1% | Negligible | Low | Negligible |
| B9157 Invertiel | No step change | 3% | Negligible | Medium | Negligible |
| A921 Kinghorn | No step change | 1% | Negligible | High | Minor |

Classifying the significance of effects: prior to mitigation, the likely effect of construction traffic is a direct, temporary, Minor Adverse (Not Significant) effect.

For road vehicle and passenger delay the significance of effects for the U033 Auchtertool, B925 Auchtertool and A921 Kinghorn will be minor with all other study area roads assessed being negligible.

**Large Loads**

Scottish Onshore Scheme large loads will be transported by road. The legislation detailing the movement of Hazardous / Large Loads is the Road Vehicles (Construction and Use) Regulations (1986) and Special Types General Order (STGO) (2003) detailed in Section 10.2 Legislation and Policy of this report.

The movement of large loads is regulated and will be subject to agreement with the relevant roads authorities and Police Scotland. Appropriate routes must be considered for the movement of large loads and mitigation strategies must secure their safe passage. If frequent large load movements are anticipated consideration must be given to whether other traffic impacts could be induced e.g. severance, fear and intimidation, driver delay, etc.

Large Loads will be required for the Scottish Onshore Scheme as part of the construction of the Converter Station and for cable drum deliveries as part of the construction of the cable route. Large Loads accessing the Converter Station will stem from the strategic road network and the M90, exiting at Junction 5 and approaching the site by way of the B9097 to the northwest of the Scottish Onshore Scheme. Cable drum deliveries required for the cable route will follow public roads already assessed as being suitable for access by HGVs and cable delivery vehicles which would be classed as AILs. Cable drum deliveries can weigh up to 60Tonnes and be up to 5 metres in height and delivered on the back of a flatbed trailer. The assessment has taken into account various factors including the size and condition of the roads, traffic restrictions (vehicle weight, height, width or length), gradients, settlements (proximity of buildings, residential properties and community facilities) and other factors such as overhead lines (electricity and telecommunications). As an outcome of this suitable access points have been identified. Key roads to be utilised in the movement of cable drum traffic include the M90, A921, B9157, B925, A92 and B981.

There is no law requiring vehicles moving under STGO to be accompanied by an escort vehicle, although the police can stipulate an escort vehicle is used where they consider necessary. Large loads traveling to the Scottish Onshore Scheme will be escorted where necessary. On Study Area roads that are high sensitivity receptors large loads will obey all speed limits and traffic directions (including lawful directions from escort vehicles or Police Scotland).

The number of large loads for the Scottish Onshore Scheme is considered to be sufficiently low that they will have no discernible impact on the magnitudes of change already established in this assessment for severance, fear and intimidation, road safety, non-motorised user amenity, and non-motorised user delay on Study Area roads. This will result in no change to environmental effects already established on Study Area roads.

The National Speed Limit (NSL) on single carriageway roads in Scotland for goods vehicles above 7.5 tonnes maximum laden weight is 40 mph. On NSL roads STGO Category 1 vehicles are also permitted to travel at 40 mph, i.e. no different to other HGVs in that regard. STGO Category 2 and 3 vehicles are restricted to 30 mph on NSL roads.

On Study Area roads general HGVs following a Category 2 or Category 3 large load for the entire route would experience an increase in journey time. This is due to the 10 mph speed limit difference between those vehicle types on NSL roads. General HGVs would likely have to follow rather than overtake large loads. Cars and LGVs should be able to overtake Category 1-3 large loads on Study Area NSL roads when permissible and safe to do so.

Category 2 or Category 3 large loads going to site can only travel at 30 mph on national speed limit roads. They will be relatively few in number with potentially just one arrival to site per hour. During the course of a trip along Study Area roads other HGVs travelling at NSL (40 mph) would gradually catch and then have to follow slower moving large load traffic. As large load

vehicles will be few in number, instances of other HGVs having to follow slower moving large loads for protracted distances on Study Area roads should be limited.

It is therefore considered large loads will have no additional impact on the magnitude of change already established in this assessment for driver delay on Study Area roads. This will result in no change to the environmental effects already identified in this assessment for driver delay on Study Area roads.

## 10.8 Mitigation

A Construction Traffic Management Plan (CTMP) will be developed to mitigate potential adverse effects associated with construction traffic.

Temporary environmental effects forecast to result from the presence of construction traffic on study area roads will be mitigated through the implementation of an appropriate CTMP. This will promote and manage the safe and efficient use of public roads by construction traffic. Detailed CTMP will be worked-up and approved once Principal Contractors for the Proposed Cable Route and Proposed Converter Station have been appointed. Consultation with Fife Council, Transport Scotland and Police Scotland will be a key element of preparing and agreeing the CTMPs.

The CTMPs will apply to all public roads within the study area used by construction traffic. It will include but not be limited to:

- Routes to be used by construction traffic.
- Access from public roads to the Scottish Onshore Scheme including bell mouths and traffic management requirements to prioritise mainline public traffic.
- Necessary agreements and timing restrictions for construction traffic, including the potential to cap daily construction traffic vehicle numbers.
- Details of any condition surveys required on construction traffic roads (for Section 96 Agreement purposes)
- Proposals for abnormal maintenance of routes during (and attributable to) construction traffic operations.
- Construction vehicle traffic management and signing strategy.
- Details of any advanced notification requirements to the general road going public, providing information on transport of abnormal loads.
- Arrangements for road cleaning / sweeping of public roads used by construction traffic in the immediate vicinity of the cable route, and wheel cleaning / dirt control arrangements for construction vehicles leaving the work zones along the cable route.
- Arrangements for minimising the effects of construction traffic during road network peak periods, by managing the timing of vehicles arriving and departing the cable route.
- A strategy for expected driving standards for construction traffic, including extending courtesy to all other road users with regard to providing overtaking opportunities for general traffic, construction traffic vehicle speeds, and encountering pedestrian or cycle traffic.

- Community and emergency service liaison and protocols.
- Liaison with cumulative developments that may be under construction at the same time to co-ordinate CTMP strategies, if necessary and where possible, to minimise impacts on other road users and sensitive receptors on study area roads.

Mitigation provided by the CTMPs will address the following potential environmental effects.

- Severance of communities – construction traffic will give particular attention to locations and environments where pedestrian traffic and road crossing points are present to ensure severance effects are minimised.
- Fear and intimidation on and by road users – construction traffic will be required to be mindful of vehicle speeds and manoeuvring in proximity to vulnerable road users (pedestrian and cycle traffic) in all locations and environments to ensure fear and intimidation effects are minimised.
- Road user and pedestrian safety – construction traffic will be required to be mindful of vehicle speeds and manoeuvring in proximity to vulnerable road users (pedestrian and cycle traffic) in all locations and environments. Best practice for construction traffic operators will be promoted to ensure accident and road safety effects are minimised.
- Non-motorised amenity – construction traffic will be required to give particular attention to locations and environments where pedestrian and cycle traffic are present to ensure effects on pedestrian and cycle amenity are minimised.
- Non-motorised user delay – construction traffic will be required to give particular attention to locations and environments where pedestrian and cycle traffic are present to ensure effects on pedestrian and cycle delay are minimised.
- Road vehicle driver and passenger delay – HGV construction traffic on minor and unclassified roads will be mandated to cede priority to general traffic when appropriate and safe to do so by considerate use of passing places and similar such infrastructure. These mitigation measures are proposed to ensure effects on road vehicle driver and passenger delay are minimised.

## 10.9 Residual Effects

Post-mitigation residual environmental effects associated with Scottish Onshore Scheme construction traffic are forecast to be direct, temporary Minor (Not Significant). Mitigation is assumed to reduce magnitudes of change by one step therefore reducing the residual effect. **Table 10-17: Summary of Post-Mitigation Environmental Effects** provides a summary of the potential post-mitigation effects identified in this chapter.

***Table 10-17: Summary of Post-Mitigation Environmental Effects***

| Effect | Receptor | Significance of Effect (Prior to Mitigation) | Mitigation | Residual Effect (Post-Mitigation |
|---|---|---|---|---|
| **Severance** | Pedestrian Traffic | Minor | CTMP | Negligible |
| **Fear and Intimidation** | Pedestrian & Cycle Traffic | Minor | CTMP | Negligible |

| Effect | Receptor | Significance of Effect (Prior to Mitigation) | Mitigation | Residual Effect (Post-Mitigation |
|---|---|---|---|---|
| **Road User and Pedestrian Safety** | All Traffic | Moderate | CTMP | Minor |
| **Non-Motorised User Amenity** | Pedestrian & Cycle Traffic | Minor | CTMP | Negligible |
| **Non-Motorised User Delay** | Pedestrian & Cycle Traffic | Minor | CTMP | Negligible |
| **Road Vehicle & Passenger Delay** | Vehicle Traffic | Minor | CTMP | Negligible |

## 10.10 Cumulative Assessment

Cumulative Development projects that may interact with the Scottish Onshore Scheme are listed in **Chapter 5 Environmental Impact Assessment Methodology** of the EIAR. **Table 10-18 Cumulative Developments** notes the cumulative developments, and their location. Any interaction of the Scottish Onshore Scheme construction traffic with these cumulative sites will be mitigated through CTMPs. A framework CTMP along with cumulative development construction traffic numbers are included in **Appendix 10.1: Access, Traffic and Transport.**

***Table 10-18: Cumulative Developments***

| Planning Application Reference / Name | Location | Status |
|---|---|---|
| 23/02598/FULL - Glenniston Solar Project | Borders the Application Boundary at Powguild and Glenniston. Approximately 4.2 km south of the Converter Station. | Application (Approved) |
| 24/01380/EIA - Balbie Energy Crop and Landfill Restoration project | Approximately 1 km southwest of the Application Boundary, south of Auchtertool. Approximately 9 km south of the Converter Station. | Application (Pending) |
| 24/01927/SCO - Westfield substation extension | Westfield substation is located immediately to the west of the EGL4 Converter Station. | Pre-application (Scoping) |
| 24/01928/SCO - Mossmorran Substation | Approximately 2 km west of the Application Boundary at Auchtertool and approximately 6 km south of the Converter Station. | Pre-application (Scoping) |
| 24/01809/SCR - The Avenue Residential development Lochgelly | Located approximately 1 km west of the Application Boundary at | Pre-application (Screening – considered non-EIA) |

| Planning Application Reference / Name | Location | Status |
|---|---|---|
| | Lochgelly and approximately 4.5 km south of the Converter Station. | |
| 22/02323/FULL - Glenniston Battery Storage Facility | Forms part of the Glenniston Solar Project, directly west of the Application Boundary. Approximately 4.2 km south of the Converter Station. | Application (Approved) |
| 21/03531/FULL - Solar Farm and Battery Storage Development at Land at Strathruddie, Kinglassie, Fife | Located approximately 800 m east of the Application Boundary, and approximately 1 km east of the Converter Station. | Application (Approved) |
| 24/01095/ARC - Erection of a house | Located immediately next to the Application Boundary at Muirhead West Cottage. Approximately 4.3 km south of the Converter Station. | Application (Approved) |
| 23/02776/CON - Kirklands Farm Battery Energy Storage System (BESS) | Approximately 1.4 km northwest of the Application Boundary and 1.5 km northwest of the Converter Station. | Pre-application (Screening – considered non-EIA) |
| 24/01866/CON - Mossmorran BESS | Approximately 200 m southwest of the Application Boundary at Auchtertool. Approximately 6 km south of the Converter Station | Application (Approved) |
| 23/01697/EPN - Muirhead Cardenden overhead power line | Located immediately south of the Application Boundary at Muirhead and approximately 4.3 km south of the Converter Station. | Application (Approved) |
| 25/00983/CON - Former Fife Power Station BESS | Approximately 230 m northwest of the Application Boundary to the east of Ballingry and approximately 430 m northwest of the Converter Station. | Pre-application (Consultation) |
| 25/00409/CON - Glenniston BESS | Located immediately to the west of the Application Boundary at Little Glenniston Farm and approximately 5.4 km south of the Converter Station. | Pre-application (Screening) |
| 25/00615/CON - Glenniston 2 BESS | Located immediately to the west of the Application Boundary, approximately 300 m northwest of Powguild Farm. Approximately 4.2 km south of the Converter Station. | Pre-application (Screening) |

| Planning Application Reference / Name | Location | Status |
|---|---|---|
| 25/01221/FULL - Erection of 4 no. dwellinghouses, and associated works | Located immediately south of the Application Boundary on the south side of the A92 and approximately 4.3 km south of the Converter Station | Application (Pending) |
| 25/00552/PAN - Data centre complex of data halls, cooling plant, electricity substations, emergency plant, gatehouse, access roads, parking, fencing, pond and associated landscaping and infrastructure | Located immediately west of the Application Boundary at the access track between Camilla Loch to the north and Auchtertool to the south. Approximately 6.2 km south of the Converter Station. | Pre-application (Consultation) |
| 24/03346/NEA - Tealing to Kincardine upgrade project - three spans of overhead line supported by two temporary masts between existing towers | Forms part of the Mossmorran Substation upgrade, approximately 200 m southwest of the Application Boundary at Auchtertool. Approximately 6 km south of the Converter Station. | Application (Approved) |
| 25/01519/PAN - Proposal of Application Notice for residential development including commercial, formation of accesses, landscaping, open space, drainage and other associated infrastructure | Located approximately 460 m to the east of the Application Boundary. Approximately 3.5 km southeast of the Converter Station. | Pre-application (registered) |
| ECU00006213 - Battery energy storage system with a generating capacity of approximately up to 360 megawatts (MW), comprising of battery-based electricity storage containers, associated infrastructure and ancillary works, including earthworks, access road linking. | Located approximately 400 m north of the Application Boundary and the Converter Station, on the other side of the B9097 road. | Pre-application (Screening) |

**Table 10-19 IEMA Guidelines Roads to be included in Cumulative Development Environmental Assessment** compares forecast Scottish Onshore Scheme and cumulative development construction traffic against the 2027 baseline traffic to determine which roads must be included in the cumulative development environmental assessment in accordance with IEMA Guidelines Rule 1 or Rule 2. **Appendix 10.1: Access, Traffic and Transport** contains information on cumulative development traffic.

*Table 10-19: IEMA Guidelines Roads to be included in Cumulative Development Environmental Assessment*

| Road Link | 2029 Baseline | | Scottish Onshore Scheme + Cumulative Developments | | % Increase | | Environmental Assessment |
|---|---|---|---|---|---|---|---|
| | HGV | All Vehs | HGV | All Vehs | HGV | All Vehs | |
| **M90 north** | 2,988 | 32,078 | 108 | 455 | 4% | 1% | No |
| **M90 south** | 2,550 | 33,995 | 108 | 455 | 4% | 1% | No |
| B9097 Loch Leven | 119 | 4,764 | 236 | 954 | 198% | 20% | Yes |
| B9097 Ballingry | 95 | 3,133 | 236 | 954 | 248% | 30% | Yes |
| B921 / B981 Auchterderran | 118 | 5,547 | 0 | 60 | 0% | 1% | No |
| B981 Lochgelly | 118 | 5,547 | 60 | 120 | 51% | 2% | Yes |
| B9149 Lochgelly | 311 | 14,524 | 197 | 928 | 63% | 6% | Yes |
| U019 Lochgelly | 166 | 1,321 | 60 | 165 | 36% | 12% | Yes |
| C48 Loch Gelly | 17 | 2,480 | 197 | 481 | 1191% | 19% | Yes |
| A92 Crossgates | 2,580 | 53,758 | 353 | 713 | 14% | 1% | No |
| A92 Lochgelly | 3,865 | 50,111 | 257 | 988 | 7% | 2% | No |
| U033 Auchtertool | 1 | 326 | 197 | 481 | 19052% | 147% | Yes |
| A909 Mossmorran | 383 | 7,358 | 192 | 368 | 50% | 5% | Yes |
| A909 Goathill Quarry | 346 | 4,863 | 100 | 172 | 29% | 4% | No |
| B925 Auchtertool | 10 | 1,739 | 96 | 196 | 928% | 11% | Yes |
| A921 Dalgety Bay | 204 | 12,140 | 60 | 60 | 29% | 0% | No |
| B9157 Aberdour | 122 | 5,320 | 60 | 60 | 49% | 1% | Yes |
| B9157 Invertiel | 88 | 4,412 | 100 | 172 | 114% | 4% | Yes |
| A921 Kinghorn | 84 | 9,171 | 60 | 120 | 72% | 1% | Yes |

**Table 10-19: IEMA Guidelines Roads to be included in Cumulative Development Environmental Assessment** shows that 12 roads require a cumulative development environmental assessment.

**Severance of Communities – Cumulative Assessment**

**Table 10-20: Severance of Communities - Cumulative Assessment** presents the significance of effect on the severance of communities as a result of cumulative development construction traffic. The significance of effects for severance are based on an assessment of all traffic in accordance with the IEMA Guidelines 2023.

***Table 10-20: Severance of Communities - Cumulative Assessment***

| Road Link | % Change in Total Traffic | Magnitude of Change | Sensitivity of Receptor | Significance of Effect |
|---|---|---|---|---|
| B9097 Loch Leven | 20% | Negligible | Low | Negligible |
| B9097 Ballingry | 30% | Low | Low | Negligible |
| B981 Lochgelly | 2% | Negligible | Low | Negligible |
| B9149 Lochgelly | 6% | Negligible | Low | Negligible |
| U019 Lochgelly | 12% | Negligible | Low | Negligible |
| C48 Loch Gelly | 19% | Negligible | Low | Negligible |
| U033 Auchtertool | 147% | High | Medium | Moderate |
| A909 Mossmorran | 5% | Negligible | Low | Negligible |
| B925 Auchtertool | 11% | Negligible | High | Minor |
| B9157 Aberdour | 1% | Negligible | Low | Negligible |
| B9157 Invertiel | 4% | Negligible | Medium | Negligible |
| A921 Kinghorn | 1% | Negligible | High | Minor |

Classifying the significance of effects: prior to mitigation, the likely effect of cumulative traffic on severance of communities is a direct, temporary, **Moderate Adverse (Significant) effect.**

For severance of communities the significance of effects for the U033 Auchtertool will be moderate with all other study area roads assessed being minor or negligible.

It should be noted that IEMA Guidelines states caution needs to be observed when dealing with very low baseline flows as roads are unlikely to experience impacts / environmental effects even with high percentage changes in traffic. The study area roads with a moderate adverse significant effect are minor and unclassified roads with very low baseline flows, and weight should be given to the IEMA caution that environmental effects may not materialise in practice despite the high percentage increases in HGV traffic forecast.

**Fear and Intimidation on and by Road Users – Cumulative Assessment**

**Table 10-21: Fear and Intimidation on and by Road Users - Cumulative Assessment** presents the significance of effect on Fear and Intimidation on and by Road Users for the cumulative assessment. The full magnitude of change assessment for fear and intimidation using the IEMA Guidelines method is included in Technical Appendix 10.1: Access, Traffic and Transport.

Using the IEMA Guidelines suggested methodology for fear and intimidation magnitude of change, there are no study area roads which have a step change in fear and intimidation from baseline conditions. The significance of effects are based on an assessment of all traffic in accordance with the IEMA Guidelines 2023.

*Table 10-21: Fear and Intimidation on and by Road Users - Cumulative Assessment*

| Road Link | Magnitude of Change | Sensitivity of Receptor | Significance of Effect |
|---|---|---|---|
| B9097 Loch Leven | Negligible | Low | Negligible |
| B9097 Ballingry | Negligible | Low | Negligible |
| B981 Lochgelly | Negligible | Low | Negligible |
| B9149 Lochgelly | Negligible | Low | Negligible |
| U019 Lochgelly | Negligible | Low | Negligible |
| C48 Loch Gelly | Negligible | Low | Negligible |
| U033 Auchtertool | Negligible | Medium | Negligible |
| A909 Mossmorran | Negligible | Low | Negligible |
| B925 Auchtertool | Negligible | High | Minor |
| B9157 Aberdour | Negligible | Low | Negligible |
| B9157 Invertiel | Negligible | Medium | Negligible |
| A921 Kinghorn | Negligible | High | Minor |

Classifying the significance of effects: prior to mitigation, the likely effect of cumulative traffic for Fear and Intimidation on and by Road Users is a direct, temporary, Minor Adverse (Not Significant) effect.

For Fear and Intimidation on and by Road Users the significance of effects for B925 Auchtertool and the A921 Kinghorn would be minor, with all other study area roads assessed being negligible.

**Road User and Pedestrian Safety – Cumulative Assessment**

**Table 10-22: Road User and Pedestrian Safety - Cumulative Assessment** presents the significance of effect on Road User and Pedestrian Safety as a result of cumulative

development construction traffic. A forecast increase in accidents resulting from the presence of construction traffic on Study Area roads is used to establish a magnitude of change. Any increase in forecast 'slight' injury accidents would result in a magnitude of change of Low, with any increase in 'severe' forecast accidents being Medium and any increase in 'fatal' forecast accidents being a High magnitude of change. **Appendix 10.1: Access, Traffic and Transport** provides details of the forecast of accidents by severity calculation. The significance of effects are based on an assessment of all traffic in accordance with the IEMA Guidelines 2023.

***Table 10-22: Road User and Pedestrian Safety - Cumulative Assessment***

| Road Link | Magnitude of Change | Sensitivity of Receptor | Forecast Injury Accident | | | Significance of Effect |
|---|---|---|---|---|---|---|
| | | | Slight | Severe | Fatal | |
| **B9097 Loch Leven** | Medium | Low | 0.3 | 0.1 | 0.0 | Minor |
| **B9097 Ballingry** | Medium | Low | 0.0 | 0.2 | 0.0 | Minor |
| **B981 Lochgelly** | Medium | Low | 0.3 | 0.1 | 0.0 | Minor |
| **B9149 Lochgelly** | Medium | Low | 0.0 | 0.2 | 0.0 | Minor |
| **U019 Lochgelly** | Negligible | Low | 0.0 | 0.0 | 0.0 | Negligible |
| **C48 Loch Gelly** | Medium | Low | 0.3 | 0.3 | 0.0 | Minor |
| **U033 Auchtertool** | Negligible | Medium | 0.0 | 0.0 | 0.0 | Negligible |
| **A909 Mossmorran** | Medium | Low | 0.6 | 0.3 | 0.0 | Minor |
| **B925 Auchtertool** | Low | High | 0.5 | 0.0 | 0.0 | Moderate |
| **B9157 Aberdour** | Low | Low | 0.1 | 0.0 | 0.0 | Minor |
| **B9157 Invertiel** | Negligible | Medium | 0.0 | 0.0 | 0.0 | Negligible |
| **A921 Kinghorn** | Negligible | High | 0.0 | 0.0 | 0.0 | Minor |

Classifying the significance of effects: prior to mitigation, the likely effect of cumulative traffic on Road User and Pedestrian Safety is a direct, temporary, **Moderate Adverse (Significant) effect.**

For Road User and Pedestrian Safety, the significance of effects for the B925 Auchtertool will be moderate, with all other study area roads assessed either minor or negligible. The

moderate effect for the B925 Auchtertool is a result of a single 'slight' accident resulting from construction traffic, coupled with the high sensitivity of the environs of Auchtertool. On balance the low probability of the accident occurring means the effect may never materialise.

**Non-motorised User Amenity and Delay – Cumulative Assessment**

**Table 10-23: Non-motorised User Amenity and Delay - Cumulative Assessment** presents the significance of effect on non-motorised user amenity and delay as a result of cumulative development construction traffic. The magnitude of change for these environmental effects is based on the same 30%, 60% and 90% changes in traffic flow used for severance of communities. The significance of effects for user amenity and delay are based on an assessment of all traffic in accordance with the IEMA Guidelines 2023.

***Table 10-23: Non-motorised User Amenity and Delay - Cumulative Assessment***

| Road Link | % Change in Total Traffic | Magnitude of Change | Sensitivity of Receptor | Significance of Effect |
|---|---|---|---|---|
| B9097 Loch Leven | 20% | Negligible | Low | Negligible |
| B9097 Ballingry | 30% | Low | Low | Negligible |
| B981 Lochgelly | 2% | Negligible | Low | Negligible |
| B9149 Lochgelly | 6% | Negligible | Low | Negligible |
| U019 Lochgelly | 12% | Negligible | Low | Negligible |
| C48 Loch Gelly | 19% | Negligible | Low | Negligible |
| U033 Auchtertool | 147% | High | Medium | Moderate |
| A909 Mossmorran | 5% | Negligible | Low | Negligible |
| B925 Auchtertool | 11% | Negligible | High | Minor |
| B9157 Aberdour | 1% | Negligible | Low | Negligible |
| B9157 Invertiel | 4% | Negligible | Medium | Negligible |
| A921 Kinghorn | 1% | Negligible | High | Minor |

Classifying the significance of effects: prior to mitigation, the likely effect of cumulative traffic is a direct, temporary, **Moderate Adverse (Significant) effect.**

For non-motorised user amenity and delay the significance of effects for the U033 Auchtertool will be moderate with all other study area roads assessed being minor or negligible.

It should be noted that IEMA Guidelines states caution needs to be observed when dealing with very low baseline flows as roads are unlikely to experience impacts / environmental effects even with high percentage changes in traffic. The study area roads with a moderate adverse significant effect are minor and unclassified roads with very low baseline flows, and

weight should be given to the IEMA caution that environmental effects may not materialise in practice despite the high percentage increases in HGV traffic forecast.

**Road Vehicle and Passenger Delay – Cumulative Assessment**

**Table 10-24: Road Vehicle and Passenger Delay - Cumulative Assessment**Table 10-16: Road Vehicle and Passenger Delay presents the significance of effect on road vehicle and passenger delay as a result of Scottish Onshore Scheme cumulative development traffic. Cumulative development traffic associated with the Scottish Onshore Scheme has been assessed against the CRF of the study area roads. The CRF of a study area road is an estimate of the daily traffic flow at which the road is likely to be 'congested' in the peak periods on an average day. For the purposes of calculating the CRF, 'congestion' is defined as the situation when the traffic demand exceeds the maximum sustainable throughput of the link. At this point the effect on traffic is likely to be one or more of the following: flow breaks down with speeds varying considerably, average speeds drop significantly, the sustainable throughput is reduced and queues are likely to form. Study area roads that have been unable to be assessed against CRF (due to DfT traffic counters being used at these locations) have been assessed against the same 30%, 60% and 90% changes in traffic flow used for severance of communities.

***Table 10-24: Road Vehicle and Passenger Delay - Cumulative Assessment***

| Road Link | Congestion Reference Flow % | % Change in Total Traffic | Magnitude of Change | Sensitivity of Receptor | Significance of Effect |
|---|---|---|---|---|---|
| B9097 Loch Leven | 1 level change | 20% | Low | Low | Negligible |
| B9097 Ballingry | No step change | 30% | Negligible | Low | Negligible |
| B981 Lochgelly | No step change | 2% | Negligible | Low | Negligible |
| B9149 Lochgelly | No step change | 6% | Negligible | Low | Negligible |
| U019 Lochgelly | No step change | 12% | Negligible | Low | Negligible |
| C48 Loch Gelly | No step change | 19% | Negligible | Low | Negligible |
| U033 Auchtertool | No step change | 284% | High | Medium | Moderate |
| A909 Mossmorran | No step change | 5% | Negligible | Low | Negligible |
| B925 Auchtertool | No step change | 11% | Negligible | High | Minor |
| B9157 Aberdour | No step change | 1% | Negligible | Low | Negligible |
| B9157 Invertiel | No step change | 4% | Negligible | Medium | Negligible |

| Road Link | Congestion Reference Flow % | % Change in Total Traffic | Magnitude of Change | Sensitivity of Receptor | Significance of Effect |
|---|---|---|---|---|---|
| A921 Kinghorn | No step change | 1% | Negligible | High | Minor |

Classifying the significance of effects: prior to mitigation, the likely effect of cumulative traffic is a direct, temporary, **Moderate Adverse (Significant) effect.**

For road vehicle and passenger delay the significance of effects for the U033 Auchtertool will be moderate with all other study area roads assessed being minor or negligible.

It should be noted that IEMA Guidelines states caution needs to be observed when dealing with very low baseline flows as roads are unlikely to experience impacts / environmental effects even with high percentage changes in traffic. The study area roads with a moderate adverse significant effect are minor and unclassified roads with very low baseline flows, and weight should be given to the IEMA caution that environmental effects may not materialise in practice despite the high percentage increases in HGV traffic forecast.

**Mitigation and Residual Effects – Cumulative Assessment**

Cumulative development mitigation will encompass the CTMP, and where possible the coordination of cumulative development CTMP and their associated development traffic on study area roads. Post-mitigation residual environmental effects associated with cumulative development construction traffic are forecast to be direct, temporary Minor (Not-Significant). **Table 10-25 Summary of Post-Mitigation Environmental Effects - Cumulative Assessment** provides a summary of the potential effects identified in this cumulative assessment.

***Table 10-25: Summary of Post-Mitigation Environmental Effects - Cumulative Assessment***

| Effect | Receptor | Significance of Effect (Prior to Mitigation) | Mitigation | Residual Effect (Post-Mitigation |
|---|---|---|---|---|
| **Severance** | Pedestrian Traffic | Moderate | CTMP / Coordination of Cumulative Development CTMPs | Minor |
| **Fear and Intimidation** | Pedestrian & Cycle Traffic | Minor | CTMP / Coordination of Cumulative Development CTMPs | Negligible |
| **Road User and Pedestrian Safety** | All Traffic | Moderate | CTMP / Coordination of Cumulative Development CTMPs | Minor |

| Effect | Receptor | Significance of Effect (Prior to Mitigation) | Mitigation | Residual Effect (Post-Mitigation |
|---|---|---|---|---|
| **Non-Motorised User Amenity** | Pedestrian & Cycle Traffic | Moderate | CTMP / Coordination of Cumulative Development CTMPs | Minor |
| **Non-Motorised User Delay** | Pedestrian & Cycle Traffic | Moderate | CTMP / Coordination of Cumulative Development CTMPs | Minor |
| **Road Vehicle & Passenger Delay** | Vehicle Traffic | Moderate | CTMP / Coordination of Cumulative Development CTMPs | Minor |

## 10.11 References


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