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## **Volume 7E Proposed Development (Onshore) Appendices**

Appendix 9-3 Traffic and Transport Tables and Supporting Data

Caledonia Offshore Wind Farm Ltd

5th Floor Atria One, 144 Morrison Street, Edinburgh, EH3 8EX

# Volume 7E Appendix 9-3 Traffic and Transport Tables and Supporting Data

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## Acronyms and Abbreviations

<b>AADT</b>	Annual Average Daily Traffic
<b>AMSC</b>	Approval of Matters Specified in Conditions
<b>CTMP</b>	Construction Traffic Management Plan
<b>DfT</b>	Department for Transport
<b>EIAR</b>	Environmental Impact Assessment Report
<b>HGV</b>	Heavy Goods Vehicle
<b>LGV</b>	Light Goods Vehicle
<b>m</b>	Metre
<b>NTEM</b>	National Trip End Model
<b>PAP</b>	Proposed Access Point
<b>PRoW</b>	Public Right of Way
<b>SRN</b>	Strategic Road Network
<b>TA</b>	Transport Assessment
<b>TEMPro</b>	Trip End Model Presentation Programme
<b>T&amp;T</b>	Traffic and Transport

# 1 Introduction

## 1.1 Tables and Supporting Data

1.1.1.1 This appendix of the Environmental Impact Assessment Report (EIAR) sets out the various tables and associated data that provide the detailed information used to inform the main assessment (Volume 5, Chapter 9: Traffic and Transport).

1.1.1.2 The additional tables and datasets presented within this Appendix are associated with the following elements of the Traffic and Transport (T&T) assessment:

- Section 1.2: Stakeholder Engagement;
- Section 1.3: Future Baseline Traffic Data; and
- Section 1.4: Traffic Flow Screening and Link Selection.

1.1.1.3 This document should be read in conjunction with the T&T assessment within Volume 5, Chapter 9: Traffic and Transport.

## 1.2 Stakeholder Engagement

1.2.1.1 Relevant comments from the Scoping Opinion specific to T&T, along with details of further consultation activities undertaken throughout the pre-application stage, are set out in Table 1-1 and Table 1-2, respectively.

Table 1-1: Scoping Opinion response

Consultee	Comment	Response
Aberdeenshire Council	<p>Detailed survey work would be required to inform the EIAR. Following analysis of the aspects of the environment which would be likely to be significantly affected, a detailed assessment of the effects themselves would be required along with mitigation measures proposed.</p>	<p>Following discussion and agreement with Aberdeenshire Council, traffic surveys were undertaken at 28 sites throughout the T&amp;T study area. Refer to Volume 7E, Appendix 9-1: Traffic Survey Report.</p> <p>This baseline data feeds into the detailed assessment of the potential effects of the Proposed Development (Onshore) on the surrounding T&amp;T networks (refer to Section 9.8 within Volume 5, Chapter 9: Traffic and Transport).</p>
Aberdeenshire Council	<p>Examples of the types of issues that should be addressed include:</p> <ul style="list-style-type: none"> <li>▪ Climate Change.</li> <li>▪ Local Economic Effect.</li> <li>▪ Landscape Resource.</li> <li>▪ Soils and Geology.</li> <li>▪ Visual Amenity.</li> <li>▪ Ecology.</li> <li>▪ Nature Conservation.</li> <li>▪ European Protected Species.</li> <li>▪ Hydrology and Water Supplies.</li> <li>▪ Forestry and Tree Felling.</li> </ul>	<p>The potential effects of the Proposed Development (Onshore) on the operation of the surrounding T&amp;T networks, including road safety issues, has been addressed in Volume 5, Chapter 9: Traffic and Transport and its supporting appendices, namely, Volume 7E, Appendix 9-1: Traffic Survey Report and Volume 7E, Appendix 9-2: Outline Construction Traffic Management Plan.</p> <p>The baseline traffic environment is discussed in Section 9.4.4 of Volume 5,</p>

Consultee	Comment	Response
	<ul style="list-style-type: none"> <li>▪ Transport and Traffic, including road safety issues and impact on the local road network during and after construction work.</li> <li>▪ Noise.</li> <li>▪ Cultural Heritage and Archaeology.</li> <li>▪ Land Use.</li> <li>▪ Land Ownership.</li> <li>▪ Tourism and Recreation, including Footpaths.</li> <li>▪ Proposed Mitigation Measures.</li> </ul>	<p>Chapter 9: Traffic and Transport (with further details presented in Volume 7E, Appendix 9-1: Traffic Survey Report).</p> <p>Potential effects are outlined in Section 9.8 of Volume 5, Chapter 9: Traffic and Transport with mitigation measures and monitoring discussed in Section 9.11. A summary of effects after the application of mitigation is discussed in Section 9.12 (Residual Effects) of Volume 5, Chapter 9: Traffic and Transport.</p>
Aberdeenshire Council	<p>The Council’s Roads Development Service noted that insufficient information has been provided to allow it to comment on the proposal. Further information is required for it to comment, including the extents of any development and the traffic management plan identifying the types of vehicles proposed, any extra ordinary vehicles (length, width and weight) and the proposed routing of the delivery vehicles</p>	<p>Pre-application consultation with Aberdeenshire Council’s Roads Development Service was undertaken to confirm the assessment methodology used in preparation of Volume 5, Chapter 9: Traffic and Transport.</p> <p>This was set out in a Pre-Application Technical Scoping Note, issued to Aberdeenshire Council in April 2024.</p>
Aberdeenshire Council	<p>In respect of core paths, the Natural Heritage Service noted that there are a number of core paths and rights of way within the search area, including the coastal</p>	<p>Core paths and rights of way within the study area have been considered in Section 9.8 of Volume 5, Chapter 9: Traffic and</p>



<b>Consultee</b>	<b>Comment</b>	<b>Response</b>
	path, however this has been acknowledged within the transport and socio-economic chapters of the OSR and will be considered within the EIAR.	Transport and also in Volume 6, Chapter 2: Socioeconomics, Tourism and Recreation.

Table 1-2: Stakeholder Engagement Activities

Date	Consultee and Type of Consultation	Summary
August 2023	Aberdeenshire Council Virtual Meeting	In August 2023, a meeting was held with Aberdeenshire Council’s transport officers to better understand their traffic data requirements and, specifically, the spatial extents and receptor locations of interest. The outcome of this engagement was the identification of a series of road links / corridors where contemporary traffic data was to be collected. This discussion fed directly into the development of a traffic survey specification for surveys that were subsequently undertaken in October 2023. Further details on this are set out in Volume 7E, Appendix 9-1: Traffic Survey Report.
April 2024	Aberdeenshire Council Technical Note	In April 2024, further engagement with Aberdeenshire Council was undertaken via the issuing a pre-application methodology note. Amongst other elements, this note set out the methodology and approach with which the T&T assessment in Volume 5, Chapter 9: Traffic and Transport is based.
April 2024	Aberdeenshire Council Pre-application response (construction impacts)	<p>Note, Aberdeenshire Council did not consult with Transport Scotland on the basis that the Proposed Development (Onshore) is unlikely to have a direct, lasting effect upon the operation of the Strategic Road Network (SRN) / trunk road:</p> <p><b>Aberdeenshire Council comment:</b></p> <p>The following details are to be included within the detailed Construction Traffic Management Plan (CTMP):</p> <ul style="list-style-type: none"> <li>• The construction of the site access and the creation, positioning and maintenance of associated visibility splays;</li> <li>• Access gates will be hung to open away from the public road no less than 10m from the carriageway edge and shall incorporate appropriate visibility displays;</li> </ul>

Date	Consultee and Type of Consultation	Summary
		<ul style="list-style-type: none"> <li>• Proposed accommodation works and where necessary a programme for their subsequent removal and the reinstatement of street furniture and verges, where required, along the route;</li> <li>• The pre-construction road condition established by a detailed survey for accommodation works within the Roads boundary conducted with a Road Authority representative;</li> <li>• Details of road improvement, construction specification, strengthening, maintenance and repair commitments, if necessary, as a consequence of the development;</li> <li>• Details of proposed crossings of the Road verge;</li> <li>• Retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;</li> <li>• The surfacing of the access roads from the public Road into the site shall extend for a minimum of 10m;</li> <li>• Construction vehicle routing including total no of trips and max no of trips/day;</li> <li>• The dimensions of abnormal loads;</li> <li>• The management of junctions to and crossings of the public road and other Public Rights of Way (PRoW) / footways; and</li> <li>• The scheduling and timing of movements, details of escorts for abnormal loads, temporary warning signs and escort details.</li> </ul> <p><b>Applicant's response:</b></p> <ul style="list-style-type: none"> <li>• The detailed CTMP, which is expected to be included as part of the application for Approval of Matters Specified in Conditions (AMSC), will be developed to address the above requirements / items.</li> </ul>

Date	Consultee and Type of Consultation	Summary
April 2024	<p>Aberdeenshire Council</p> <p>Pre-application response (vehicular access arrangements)</p>	<p><b>Aberdeenshire Council comment:</b></p> <ul style="list-style-type: none"> <li>• Visibility splays of 2.4 metres by 120 metres are expected to be provided at the construction access junctions and the public road network. The maximum gradient of the first 10 metres of all proposed construction access points must not exceed 1 in 20.</li> </ul> <p><b>Applicant's response:</b></p> <ul style="list-style-type: none"> <li>• All construction access points / junctions will be designed and implemented in accordance with current Aberdeenshire Council roads design guidelines, including those requirements identified above; and</li> <li>• Subject to future scoping discussions with Aberdeenshire Council, full details of the configuration of all proposed temporary and permanent junctions will be identified within the Transport Assessment (TA) which is expected to form part of the application for AMSC.</li> </ul>

## 1.3 Future Baseline Traffic Data

1.3.1.1 As noted in section 9.4.6 of Volume 5, Chapter 9: Traffic and Transport, future baseline conditions are required to account for known committed developments and their associated traffic flows. Given the large spatial extents of the T&T study area and the potential distribution of committed development traffic flows, future baseline flows have already been accounted for as part of a ‘factoring’ exercise whereby traffic flows throughout the entire study area have been increased based upon the application of growth factors derived from the Department for Transport’s (DfT) National Trip End Model (NTEM) and Trip End Model Presentation Programme (TEMPro).

1.3.1.2 The vehicular growth factor as derived from TEMPro and used to forecast the future year baseline traffic flows was identified as x1.030, with the resulting future year flows (2030) set out in Table 1-3 below.

Table 1-3: Future year (2030) baseline traffic flows, AADT

Survey ref	OS link ref	Road name	Base 2023		Base 2030	
			Car / LGV	HGV / bus	Car / LGV	HGV / bus
1	6547	B9170	1575	329	1575	329
2	7287	Unclassified	268	59	268	59
3	7364	Unclassified	200	36	200	36
4	2039	A97	1019	138	1050	143
5	2379	A97	1291	193	1330	199
6	2031	A98	3916	772	4033	795
7	1991	A95	1136	227	1170	234
8	1998	A98	3132	631	3226	650
9	1743	B9139	176	68	176	68
10	1749	B9139	165	47	165	47

Survey ref	OS link ref	Road name	Base 2023		Base 2030	
			Car / LGV	HGV / bus	Car / LGV	HGV / bus
11	1717	A98	6165	912	6349	939
12	2149	A947	3102	537	3195	553
13	5330	A947	7269	552	7486	569
14	3438	B9170	1030	168	1030	168
15	2336	A947	3090	508	3182	523
16	1769	B9022	661	122	661	122
17	5853	A95	2257	407	2324	420
18	5317	Unclassified	1444	216	1444	216
19	3493	B9105	951	189	951	189
20	5587	B9170	488	95	488	95
21	7559	Unclassified	285	47	285	47
22	8057	A947	4120	709	4243	730
23	1792	A98	3744	674	3856	694
24	2318	B9121	159	21	159	21
25	1443	A98	2454	453	2527	467
26	1463	B9031	814	109	814	109
27	2374	B9025	1511	234	1511	234

Survey ref	OS link ref	Road name	Base 2023		Base 2030	
			Car / LGV	HGV / bus	Car / LGV	HGV / bus
28	7922	A97	1297	281	1335	290

## 1.4 Traffic Flow Screening and Link Selection

1.4.1.1 Based upon the 2023 IEMA Guidance (IEMA, 2023<sup>1</sup>), a screening exercise should be undertaken to identify those roads, or receptors, that are required to undergo further assessment. Details on this are set out for each of the four sub-assessments in the sections below. Figure 9-2 to Figure 9-5 of Volume 5, Chapter 9: Traffic and Transport illustrate the location of each of the sub-assessments along with the indicative access points in relation to the Onshore Export Cable Corridor.

## Sub-Assessment A

1.4.1.2 Table 1-4 identifies the percentage impact of the construction vehicles vs. the future year baseline (2030) for each of the 28 survey sites for Sub-Assessment A which refers to construction vehicles accessing the OnTI RLB at Proposed Access Point (PAP) 'A', which acts as a proxy as to how vehicles may enter / leave the construction area(s).

1.4.1.3 The final column of Table 1-4 identifies those sites that exceed the screening criteria and therefore require further assessment.

Table 1-4: Percentage impact of construction vehicles vs. Base 2030 (AADT) and screening criteria (Sub-Assessment A)

Survey site	Road name	Base 2030		Construction traffic		% difference		Screening criteria exceeded?
		Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	
1	B9170	1575	329	51	5	3.3%	1.4%	No
2	Unclassified	268	59	154	14	57.6%	23.1%	Yes
3	Unclassified	200	36	0	0	0.0%	0.0%	No
4	A97	1050	143	93	76	8.9%	53.4%	Yes
5	A97	1330	199	93	76	7.0%	38.4%	Yes
6	A98	4033	795	47	38	1.2%	4.8%	No
7	A95	1170	234	47	38	4.0%	16.3%	Yes
8	A98	3226	650	0	0	0.0%	0.0%	No
9	B9139	176	68	140	114	79.6%	169.1%	Yes



Survey site	Road name	Base 2030		Construction traffic		% difference		Screening criteria exceeded?
		Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	
10	B9139	165	47	0	0	0.0%	0.0%	No
11	A98	6349	939	0	0	0.0%	0.0%	No
12	A947	3195	553	0	0	0.0%	0.0%	No
13	A947	7486	569	0	0	0.0%	0.0%	No
14	B9170	1030	168	0	0	0.0%	0.0%	No
15	A947	3182	523	0	0	0.0%	0.0%	No
16	B9022	661	122	0	0	0.0%	0.0%	No
17	A95	2324	420	47	38	2.0%	9.1%	No
18	Unclassified	1444	216	0	0	0.0%	0.0%	No
19	B9105	951	189	0	0	0.0%	0.0%	No
20	B9170	488	95	0	0	0.0%	0.0%	No
21	Unclassified	285	47	103	9	36.1%	19.1%	Yes
22	A947	4243	730	51	5	1.2%	0.6%	No
23	A98	3856	694	0	0	0.0%	0.0%	No

Survey site	Road name	Base 2030		Construction traffic		% difference		Screening criteria exceeded?
		Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	
24	B9121	159	21	0	0	0.0%	0.0%	No
25	A98	2527	467	0	0	0.0%	0.0%	No
26	B9031	814	109	0	0	0.0%	0.0%	No
27	B9025	1511	234	0	0	0.0%	0.0%	No
28	A97	1335	290	145	81	10.8%	27.9%	Yes

## Sub-Assessment B

- 1.4.1.4 Table 1-5: identifies the percentage impact of the construction vehicles vs. the future year baseline (2030) for each of the 28 survey sites. This is for Sub-Assessment B which refers to construction vehicles accessing the OnTI RLB at PAP 'B', which acts as a proxy as to how vehicles may enter / leave the construction area(s).
- 1.4.1.5 The final column of Table 1-5: identifies those sites that exceed the screening criteria and therefore require further assessment.

Table 1-5: Percentage impact of construction vehicles vs. Base 2030 (AADT) and screening criteria (Sub-Assessment B)

Survey site	Road name	Base 2030		Construction traffic		% difference		Screening criteria exceeded?
		Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	
1	B9170	1575	329	51	5	3.3%	1.4%	No
2	Unclassified	268	59	154	14	57.6%	23.1%	Yes
3	Unclassified	200	36	0	0	0.0%	0.0%	No
4	A97	1050	143	48	9	4.5%	6.3%	No
5	A97	1330	199	48	9	3.6%	4.6%	No
6	A98	4033	795	24	5	0.6%	0.6%	No
7	A95	1170	234	24	5	2.0%	1.9%	No

Survey site	Road name	Base 2030		Construction traffic		% difference		Screening criteria exceeded?
		Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	
8	A98	3226	650	0	0	0.0%	0.0%	No
9	B9139	176	68	71	14	40.6%	20.1%	Yes
10	B9139	165	47	0	0	0.0%	0.0%	No
11	A98	6349	939	0	0	0.0%	0.0%	No
12	A947	3195	553	0	0	0.0%	0.0%	No
13	A947	7486	569	69	101	0.9%	17.7%	Yes
14	B9170	1030	168	0	0	0.0%	0.0%	No
15	A947	3182	523	69	101	2.2%	19.2%	Yes
16	B9022	661	122	0	0	0.0%	0.0%	No
17	A95	2324	420	24	5	1.0%	1.1%	No
18	Unclassified	1444	216	0	0	0.0%	0.0%	No

Survey site	Road name	Base 2030		Construction traffic		% difference		Screening criteria exceeded?
		Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	
19	B9105	951	189	0	0	0.0%	0.0%	No
20	B9170	488	95	0	0	0.0%	0.0%	No
21	Unclassified	285	47	103	9	36.1%	19.1%	Yes
22	A947	4243	730	97	72	2.3%	9.8%	No
23	A98	3856	694	0	0	0.0%	0.0%	No
24	B9121	159	21	0	0	0.0%	0.0%	No
25	A98	2527	467	0	0	0.0%	0.0%	No
26	B9031	814	109	0	0	0.0%	0.0%	No
27	B9025	1511	234	23	34	1.5%	14.4%	Yes
28	A97	1335	290	122	47	9.1%	16.3%	Yes

## Sub-Assessment C

- 1.4.1.6 Table 1-6: identifies the percentage impact of the construction vehicles vs. the future year baseline (2030) for each of the 28 survey sites. This is for Sub-Assessment C which refers to construction vehicles accessing the OnTI RLB at PAP 'C', which acts as a proxy as to how vehicles may enter / leave the construction area(s).
- 1.4.1.7 The final column of Table 1-6: identifies those sites that exceed the screening criteria and therefore require further assessment.

Table 1-6: Percentage impact of construction vehicles vs. Base 2030 (AADT) and screening criteria (Sub-Assessment C)

Survey site	Road name	Base 2030		Construction traffic		% difference		Screening criteria exceeded?
		Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	
1	B9170	1575	329	74	38	4.7%	11.6%	Yes
2	Unclassified	268	59	154	14	57.6%	23.1%	Yes
3	Unclassified	200	36	0	0	0.0%	0.0%	No
4	A97	1050	143	48	9	4.5%	6.3%	No
5	A97	1330	199	48	9	3.6%	4.6%	No
6	A98	4033	795	24	5	0.6%	0.6%	No
7	A95	1170	234	24	5	2.0%	1.9%	No
8	A98	3226	650	0	0	0.0%	0.0%	No
9	B9139	176	68	71	14	40.6%	20.1%	Yes

Survey site	Road name	Base 2030		Construction traffic		% difference		Screening criteria exceeded?
		Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	
10	B9139	165	47	0	0	0.0%	0.0%	No
11	A98	6349	939	0	0	0.0%	0.0%	No
12	A947	3195	553	0	0	0.0%	0.0%	No
13	A947	7486	569	0	0	0.0%	0.0%	No
14	B9170	1030	168	0	0	0.0%	0.0%	No
15	A947	3182	523	0	0	0.0%	0.0%	No
16	B9022	661	122	0	0	0.0%	0.0%	No
17	A95	2324	420	24	5	1.0%	1.1%	No
18	Unclassified	1444	216	0	0	0.0%	0.0%	No
19	B9105	951	189	0	0	0.0%	0.0%	No
20	B9170	488	95	0	0	0.0%	0.0%	No
21	Unclassified	285	47	149	76	52.2%	160.6%	Yes
22	A947	4243	730	74	38	1.8%	5.2%	No
23	A98	3856	694	0	0	0.0%	0.0%	No

Survey site	Road name	Base 2030		Construction traffic		% difference		Screening criteria exceeded?
		Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	
24	B9121	159	21	0	0	0.0%	0.0%	No
25	A98	2527	467	0	0	0.0%	0.0%	No
26	B9031	814	109	0	0	0.0%	0.0%	No
27	B9025	1511	234	0	0	0.0%	0.0%	No
28	A97	1335	290	122	47	9.1%	16.3%	Yes



## Sub-Assessment D

- 1.4.1.8 Table 1-7: identifies the percentage impact of the construction vehicles vs. the future year baseline (2030) for each of the 28 survey sites. This is for Sub-Assessment D which refers to construction vehicles accessing the OnTI RLB at PAP 'D', which acts as a proxy as to how vehicles may enter / leave the construction area(s).
- 1.4.1.9 The final column of Table 1-7: identifies those sites that exceed the screening criteria and therefore require further assessment.

Table 1-7: Percentage impact of construction vehicles vs. Base 2030 (AADT) and screening criteria (Sub-Assessment D)

Survey site	Road name	Base 2030		Construction traffic		% difference		Screening criteria exceeded?
		Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	
1	B9170	1575	329	51	5	3.3%	1.4%	No
2	Unclassified	268	59	154	14	57.6%	23.1%	Yes
3	Unclassified	200	36	0	0	0.0%	0.0%	No
4	A97	1050	143	116	110	11.1%	77.0%	Yes
5	A97	1330	199	93	76	7.0%	38.4%	Yes
6	A98	4033	795	24	5	0.6%	0.6%	No
7	A95	1170	234	24	5	2.0%	1.9%	No
8	A98	3226	650	0	0	0.0%	0.0%	No
9	B9139	176	68	71	14	40.6%	20.1%	Yes

Survey site	Road name	Base 2030		Construction traffic		% difference		Screening criteria exceeded?
		Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	
10	B9139	165	47	0	0	0.0%	0.0%	No
11	A98	6349	939	0	0	0.0%	0.0%	No
12	A947	3195	553	0	0	0.0%	0.0%	No
13	A947	7486	569	0	0	0.0%	0.0%	No
14	B9170	1030	168	0	0	0.0%	0.0%	No
15	A947	3182	523	0	0	0.0%	0.0%	No
16	B9022	661	122	0	0	0.0%	0.0%	No
17	A95	2324	420	47	38	2.0%	9.1%	No
18	Unclassified	1444	216	0	0	0.0%	0.0%	No
19	B9105	951	189	0	0	0.0%	0.0%	No
20	B9170	488	95	0	0	0.0%	0.0%	No
21	Unclassified	285	47	103	9	36.1%	19.1%	Yes
22	A947	4243	730	74	38	1.8%	5.2%	No
23	A98	3856	694	0	0	0.0%	0.0%	No

Survey site	Road name	Base 2030		Construction traffic		% difference		Screening criteria exceeded?
		Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	
24	B9121	159	21	0	0	0.0%	0.0%	No
25	A98	2527	467	0	0	0.0%	0.0%	No
26	B9031	814	109	0	0	0.0%	0.0%	No
27	B9025	1511	234	23	34	1.5%	14.4%	Yes
28	A97	1335	290	122	47	9.1%	16.3%	Yes

## 2 References

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<sup>1</sup> IEMA (2023) 'Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Traffic and Movement', IEMA, London

Caledonia Offshore Wind Farm  
5th Floor, Atria One  
144 Morrison Street  
Edinburgh  
EH3 8EX

[www.caledoniaoffshorewind.com](http://www.caledoniaoffshorewind.com)

