March 2025

Glen Earrach Pumped Storage Hydro

Environmental Impact Assessment Report

Volume 5: Appendices
Appendix 13.1: Transport Assessment

Glen Earrach Energy Ltd

Glen Earrach AECOM

Quality information

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1. Introduction

1.1 Background

1.1.1 This Transport Assessment (TA) appendix provides supporting data and background calculations for **Chapter 13: Access, Traffic and Transport (Volume 2: Main Report)**.

1.1.2 For a description of the Proposed Development and the Proposed Development Site, see EIAR **Chapter 2: Project and Site Description (Volume 2: Main Report)**.

1.2 Transport Assessment Structure

1.2.1 This TA is structured as follows:

- Annex A – Baseline Conditions: baseline traffic data for the environmental assessment of the Proposed Development, including traffic survey data.
- Annex B – Network Flow Diagrams: traffic flows on study area roads, including baseline and Proposed Development construction traffic.
- Annex C – Study Area Road Links: location and descriptions of study area roads.
- Annex D – Injury Accident Locations on Study Area Roads.
- Annex E – Proposed Development Construction Traffic: calculation of construction traffic generation including the peak construction traffic months for environmental assessment.
- Annex F – Sensitivity of Receptors: Details the scoring of study area roads as sensitivity of receptors.
- Annex G – Fear and Intimidation Magnitude of Change Assessment: Details the calculations undertaken in line with IEMA Guidelines to support the Fear and Intimidation assessment.
- Annex H – Swept Path Analysis: Shows swept path analysis for selected locations on study area roads where the movement of HGV / AIL construction traffic has been reviewed for potential constraints.
- Annex I – Cumulative Development Traffic Data: traffic data for the cumulative development assessment.
- Annex J – Proposed Development Traffic Impacts: Details of the impacts of Proposed Development traffic on study area roads.
- Annex K – Junction Modelling Outputs: Outputs from junction modelling conducted on the A82 / A831 and A831 / A833 junctions.
- Annex L – Accident Forecast Calculations: Shows calculations of accidents forecast as part of the Pre-construction and Enabling and Construction phases of the Proposed Development, along with the cumulative development impact.

Annex A –Baseline Conditions

Traffic Surveys

Traffic surveys were undertaken throughout the study area in the form of five Junction Turning Counts (JTC) and 13 Automatic Traffic Counters (ATC). **Figure 13.2 Traffic Survey Locations (Volume 3: Figures)** shows the locations of the traffic surveys. Traffic surveys were conducted during summer (August 2024) and winter (November / December 2024) to account for seasonality of traffic in the study area as summer months in THC area tend to experience an increase in traffic due to tourism in the area.

ATCs were recording for 7 days between Tuesday 6th August 2024 and Monday 12th August 2024 and between Wednesday 27th November 2024 until Tuesday 3rd December 2024.

JTCs were recording on Tuesday 6th August 2024 and Wednesday 27th November 2024 between 07:00 – 10:00 and 16:00 – 19:00 to capture the peak periods of network operation. The full outputs of the traffic surveys are included at the end of this **Annex A - Baseline Conditions**.

JTCs were undertaken at the following locations:

- JTC 1 – A831 / Proposed Development Access Track junction near Balnain;
- JTC 2 – A833 / A831 junction near Milton;
- JTC 3 – A831 / A82 junction at Drumnadrochit;
- JTC 4 – A82 / Great Glen Way junction at Alltsigh; and
- JTC 5 – A887 / A82 junction at Invermoriston.

Network flow diagrams showing the results of the junction turning count surveys are included in **Annex B - Network Flow Diagrams** of this TA.

ATCs were undertaken at the following locations:

- ATC 1 - A831, approximately 100m north of Balnain Access junction;
- ATC 2 - A831, west of A831 / A833 junction;
- ATC 3 - A833, north of A831 / A833 junction;
- ATC 4 - A831, approximately 300m west of A82 / A831 junction;
- ATC 5 - A82, approximately 500m east of A82 / A831 junction;
- ATC 6 - A82, approximately 150m south of A82 / A831 junction;
- ATC 7 - A82, east of A82 / Dal of Borlum roundabout;
- ATC 8 - A82, north of Urquhart Castle;
- ATC 9 - A82, south of bridge in Alltsigh;
- ATC 10 - A82, approximately 400m east of A82 / A887 junction;
- ATC 11 - A887, approximately 350m west of A82 / A887 junction;
- ATC 12 - A82, approximately 200m south of A82 / A887 junction; and
- ATC 13 - A82, south of Grotaig access track.

A summary of the results of the ATC surveys are included in **Table 1-1: ATC Results Summary - August 2024** and **Table 1-2: ATC Results Summary - November/December 2024.** These results are presented in both 12-hour and 24-hour format at the request of THC to use 12-hour data as the baseline for environmental assessment (see **Appendix 4.1 Scoping Opinion (Volume 5: Appendices).**

Table 1-1: ATC Results Summary - August 2024

Study Area Road	12-Hour Weekday Traffic			Daily 24-Hour Weekday Traffic		
	Car / LGV	HGV	Total	Car / LGV	HGV	Total
A82 Inverness	6,505	180	6,685	7,467	225	7,692
A82 North Drumnadrochit	6,505	180	6,685	7,467	225	7,692
A82 Drumnadrochit	8,007	202	8,210	9,185	248	9,433
A82 Lewiston	6,865	160	7,025	7,858	201	8,059
A82 Urquhart Castle	6,056	157	6,213	6,834	195	7,029
A82 Grotaig	4,609	153	4,762	5,274	194	5,468
A82 Alltsigh	4,614	149	4,763	5,291	185	5,476
A82 Invermoriston	4,560	166	4,726	5,196	208	5,404
A82 Fort Augustus	3,623	125	3,748	4,110	147	4,257
A887 Invermoriston	1,908	74	1,982	2,232	94	2,326
A831 Milton	3,034	168	3,203	3,515	201	3,716
A831 Strathnacro	1,636	34	1,670	1,926	37	1,963
A831 Balnain	1,430	20	1,450	1,686	24	1,710
A833	1,437	35	1,472	1,612	40	1,652

Table 1-2: ATC Results Summary - November/December 2024

Study Area Road	12-Hour Weekday Traffic			Daily 24-Hour Weekday Traffic		
	Car / LGV	HGV	Total	Car / LGV	HGV	Total
A82 Inverness	3,708	160	3,868	4,235	202	4,437
A82 North Drumnadrochit	3,708	160	3,868	4,235	202	4,437
A82 Drumnadrochit	4,462	231	4,693	5,076	278	5,354
A82 Lewiston	3,778	196	3,974	4,291	228	4,519
A82 Urquhart Castle	2,379	302	2,681	2,683	366	3,049
A82 Grotaig	2,184	141	2,325	2,487	180	2,667
A82 Alltsigh	2,199	140	2,339	2,498	177	2,675
A82 Invermoriston	2,256	148	2,404	2,555	186	2,741
A82 Fort Augustus	1,747	117	1,865	1,973	136	2,109
A887 Invermoriston	961	64	1,024	1,077	82	1,159
A831 Milton	1,994	51	2,045	2,264	57	2,321
A831 Strathnacro	1,303	26	1,329	1,456	27	1,483
A831 Balnain	945	21	966	1,078	21	1,099
A833	833	24	857	931	28	959

To provide an appropriate baseline against which to compare forecast construction traffic flows, it has been necessary to apply a growth factor to the 2024 baseline data to arrive at anticipated baseline flows during the peak Pre-construction and Enabling phase year of 2026 and the peak construction phase year of 2028. To obtain this, the Trip End Model Presentation Program (TEMPro) version 8.1 has been used. The software uses National Trip End Model (NTEM) data to forecast the increase in traffic flows between the two years, in this case between 2024 and 2026 for the peak Pre-construction and Enabling phase and between 2024 and 2028 for the peak construction phase. Analysis of NTEM data can be made by:

- Geographical area;

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

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

- Dataset version – 80;
- Dataset scenario – Regional;
- Result type – Trip ends by time period;
- Base year – 2024;
- Future year – 2026 (for the Pre-construction and Enabling peak) and 2028 (for the construction peak);
- Trip Purpose Group – All purposes;
- Time Period – Weekday AM peak period;
- Trip End Type – Origin / Destination;
- Area Description – Highlands and Islands; and
- Mode – Car Driver.

The resulting output from the TEMPro calculations was that a growth factor of 1.0195 is applied to 2024 data to achieve a baseline traffic flow level for 2026 for the Pre-construction and Enabling phase. A growth factor of 1.0296 is applied to the 2024 data to achieve a baseline traffic flow level for 2028 for the construction phase.

Public Transport

Public transport timetables for study area roads are included at the end of this **Annex A Baseline Conditions**.

Core Paths

Core Paths are paths, waterways or any other means of crossing land to facilitate, promote and manage the exercise of access rights under the Land Reform (Scotland) Act 2003, and are identified as such in local authority core paths plans. Core paths located within the Red Line Boundary of the Proposed Development Site are described in detail in **Chapter 16: Socio-Economics, Recreation and Tourism (Volume 2: Main Report).**

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
1	A831, approx 100m north of Balnain Access Junction	North	60	Tuesday, 06 August 2024	Monday, 12 August 2024	5825	862	832	10	0.2	0	0.0	0	0.0	38.0	43.5
		South	60	Tuesday, 06 August 2024	Monday, 12 August 2024	5743	847	820	3	0.1	0	0.0	0	0.0	36.3	41.8
		North South	60	Tuesday, 06 August 2024	Monday, 12 August 2024	11568	1709	1653	13	0.1	0	0.0	0	0.0	37.2	42.7
2	A831, west of A831/ A833 junction	East	60	Tuesday, 06 August 2024	Monday, 12 August 2024	6583	973	940	448	6.8	97	1.5	29	0.4	47.7	55.9
		West	60	Tuesday, 06 August 2024	Monday, 12 August 2024	6667	990	952	240	3.6	59	0.9	19	0.3	46.1	53.9
		East West	60	Tuesday, 06 August 2024	Monday, 12 August 2024	13250	1964	1893	688	5.2	156	1.2	48	0.4	46.9	55.0
3	A833, north of A831/ A833 junction	North	60	Tuesday, 06 August 2024	Monday, 12 August 2024	5540	808	791	3	0.1	0	0.0	0	0.0	31.2	37.7
		South	60	Tuesday, 06 August 2024	Monday, 12 August 2024	5769	843	824	0	0.0	0	0.0	0	0.0	30.8	36.0
		North South	60	Tuesday, 06 August 2024	Monday, 12 August 2024	11309	1652	1616	3	0.0	0	0.0	0	0.0	31.0	36.8
4	A831, approx 300m west of A82/ A831 junction	East	20	Tuesday, 06 August 2024	Monday, 12 August 2024	12510	1837	1787	11689	93.4	9392	75.1	2610	20.9	29.4	37.0
		West	20	Tuesday, 06 August 2024	Monday, 12 August 2024	12676	1879	1811	12179	96.1	10946	86.4	4661	36.8	32.4	40.2
		East West	20	Tuesday, 06 August 2024	Monday, 12 August 2024	25186	3716	3598	23868	94.8	20338	80.8	7271	28.9	30.9	38.9
5	A82, approx 500m east of A82 / A831 junction	East	50	Tuesday, 06 August 2024	Monday, 12 August 2024	25498	3810	3643	4189	16.4	1131	4.4	250	1.0	43.5	50.6
		West	50	Tuesday, 06 August 2024	Monday, 12 August 2024	25938	3882	3705	1475	5.7	345	1.3	84	0.3	39.0	45.6
		East West	50	Tuesday, 06 August 2024	Monday, 12 August 2024	51436	7692	7348	5664	11.0	1476	2.9	334	0.6	41.2	48.3
6	A82, approx 150m south of A82 / A831 junction	North	20	Tuesday, 06 August 2024	Monday, 12 August 2024	31535	4664	4505	19119	60.6	7058	22.4	108	0.3	21.2	25.2
		South	20	Tuesday, 06 August 2024	Monday, 12 August 2024	32152	4769	4593	15234	47.4	4928	15.3	77	0.2	19.4	24.0
		North South	20	Tuesday, 06 August 2024	Monday, 12 August 2024	63687	9433	9098	34353	53.9	11986	18.8	185	0.3	20.3	24.7
7	A82, east of A82/ Dal of Borlum roundabout	East	20	Tuesday, 06 August 2024	Monday, 12 August 2024	27199	4004	3886	24836	91.3	18301	67.3	669	2.5	25.9	30.2
		West	20	Tuesday, 06 August 2024	Monday, 12 August 2024	27451	4053	3922	23850	86.9	14082	51.3	503	1.8	24.5	28.9
		East West	20	Tuesday, 06 August 2024	Monday, 12 August 2024	54650	8058	7807	48686	89.1	32383	59.3	1172	2.1	25.2	29.6
8	A82, north of Urguhart Castle	North	60	Tuesday, 06 August 2024	Monday, 12 August 2024	23749	3495	3393	13	0.1	2	0.0	1	0.0	30.7	37.4
		South	60	Tuesday, 06 August 2024	Monday, 12 August 2024	23935	3534	3419	10	0.0	1	0.0	0	0.0	30.7	36.0
		North South	60	Tuesday, 06 August 2024	Monday, 12 August 2024	47684	7029	6812	23	0.0	3	0.0	1	0.0	30.7	36.7
9	A82, south of bridge in Alltsigh	East	60	Tuesday, 06 August 2024	Monday, 12 August 2024	18769	2798	2681	179	1.0	27	0.1	9	0.0	44.4	49.9
		West	60	Tuesday, 06 August 2024	Monday, 12 August 2024	18068	2677	2581	110	0.6	23	0.1	5	0.0	41.7	46.9
		East West	60	Tuesday, 06 August 2024	Monday, 12 August 2024	36837	5475	5262	289	0.8	50	0.1	14	0.0	43.0	48.7
10	A82, approx 400m east of A82 / A887 junction	East	60	Tuesday, 06 August 2024	Monday, 12 August 2024	18346	2726	2621	170	0.9	30	0.2	7	0.0	43.1	48.8
		West	60	Tuesday, 06 August 2024	Monday, 12 August 2024	18112	2679	2587	112	0.6	21	0.1	7	0.0	39.5	45.4
		East West	60	Tuesday, 06 August 2024	Monday, 12 August 2024	36458	5405	5208	282	0.8	51	0.1	14	0.0	41.3	47.4
11	A887, approx 350m west of A82/ A887 junction	East	40	Tuesday, 06 August 2024	Monday, 12 August 2024	8535	1165	1219	2521	29.5	710	8.3	82	1.0	37.0	43.2
		West	40	Tuesday, 06 August 2024	Monday, 12 August 2024	8684	1162	1241	4732	54.5	1296	14.9	141	1.6	40.7	46.0
		East West	40	Tuesday, 06 August 2024	Monday, 12 August 2024	17219	2327	2460	7253	42.1	2006	11.7	223	1.3	38.9	45.0
12	A82, approx 200m south of A82/ A887 junction	North	60	Tuesday, 06 August 2024	Monday, 12 August 2024	15135	2113	2162	3	0.0	2	0.0	0	0.0	31.9	38.0
		South	60	Tuesday, 06 August 2024	Monday, 12 August 2024	15172	2144	2167	9	0.1	1	0.0	0	0.0	34.5	40.3
		North South	60	Tuesday, 06 August 2024	Monday, 12 August 2024	30307	4257	4330	12	0.0	3	0.0	0	0.0	33.2	39.3
13	A82, south of Grotaig Access Track	East	60	Tuesday, 06 August 2024	Monday, 12 August 2024	18637	2777	2662	275	1.5	47	0.3	14	0.1	45.2	50.4
		West	60	Tuesday, 06 August 2024	Monday, 12 August 2024	18180	2691	2597	210	1.2	49	0.3	16	0.1	41.8	48.0
		East West	60	Tuesday, 06 August 2024	Monday, 12 August 2024	36817	5468	5260	485	1.3	96	0.3	30	0.1	43.5	49.4

Site 1
Location A831, approx 100m north of Balnain Access Junction
Direction North South

15800 / Glen Earrach 1
August 2024 A831, approx 100m north of Balnain Access Junction
Automatic Traffic Count North South

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 1314 1429.6 15 20.4 36.98 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 2
Location A831, west of A831/ A833 junction
Direction East West

15800 / Glen Earrach 2
August 2024 A831, west of A831/ A833 junction
Automatic Traffic Count East West

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 1508 1635.8 76 34.0 46.64 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 3
Location A833, north of A831/ A833 junction
Direction North South

15800 / Glen Earrach 3
August 2024 A833, north of A831/ A833 junction
Automatic Traffic Count North South

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 1390 1437.2 32 34.6 30.65 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 4
Location A831, approx 300m west of A82/ A831 junction
Direction East West

15800 / Glen Earrach 4
August 2024 A831, approx 300m west of A82/ A831 junction
Automatic Traffic Count East West

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 2982 3034.2 169 168.4 30.5 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 5
Location A82, approx 500m east of A82 / A831 junction
Direction East West

15800 / Glen Earrach 5
August 2024 A82, approx 500m east of A82 / A831 junction
Automatic Traffic Count East West

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 6383 6504.8 177 180.4 40.54 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 6
Location A82, approx 150m south of A82 / A831 junction
Direction North South

15800 / Glen Earrach 6
August 2024 A82, approx 150m south of A82 / A831 junction
Automatic Traffic Count North South

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 7817 8007.4 209 202.4 19.72 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 7
Location A82, east of A82/ Dal of Borlum roundabout
Direction East West

15800 / Glen Earrach 7
August 2024 A82, east of A82/ Dal of Borlum roundabout
Automatic Traffic Count East West

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 6660 6865.2 172 159.6 24.76 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 8
Location A82, north of Urguhart Castle
Direction North South

15800 / Glen Earrach 8
August 2024 A82, north of Urguhart Castle
Automatic Traffic Count North South

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 6013 6056.4 161 157.0 30.14 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 9
Location A82, south of bridge in Alltsigh
Direction East West

15800 / Glen Earrach 9
August 2024 A82, south of bridge in Alltsigh
Automatic Traffic Count East West

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 4480 4614 163 149.2 42.66 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 10
Location A82, approx 400m east of A82 / A887 junction
Direction East West

15800 / Glen Earrach 10
August 2024 A82, approx 400m east of A82 / A887 junction
Automatic Traffic Count East West

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 4469 4560.2 171 166.2 40.76 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 11
Location A887, approx 350m west of A82/ A887 junction
Direction East West

15800 / Glen Earrach 11
August 2024 A887, approx 350m west of A82/ A887 junction
Automatic Traffic Count East West

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 1900 1908 75 74.2 39.54 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 12
Location A82, approx 200m south of A82/ A887 junction
Direction North South

15800 / Glen Earrach 12
August 2024 A82, approx 200m south of A82/ A887 junction
Automatic Traffic Count North South

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 3534 3623.4 120 125.0 33.22 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site	13
Location	A82, south of Grotaig Access Track
Direction	East West

15800 / Glen Earrach 13
August 2024 A82, south of Grotaig Access Track
Automatic Traffic Count East West

15800 / Glen Earrach
August 2024
Automatic Traffic Count

Virtual Day (7) 4472 4609 161 153.0 42.98 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site No. 1
Location A831(N) / A831(S) / Forest Car Park
Date 06 August 2024

Time	A to A - A831(N) to A831(N)							Vehs Total	A to B - A831(N) to A831(S)							Vehs Total	A to C - A831(N) to Forest Car Park							Vehs Total	B to B - A831(S) to A831(S)							Vehs Total	B to A - A831(S) to A831(N)							Vehs Total	B to C - A831(S) to Forest Car Park							Vehs Total	C to C - Forest Car Park to Forest Car Park							Vehs Total	C to A - Forest Car Park to A831(N)							Vehs Total	C to B - Forest Car Park to A831(S)							Vehs Total
	PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********	
07:00	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	13	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	13	5	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	10	4	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	15	5	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	11	5	2	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	10	5	2	0	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	9	5	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	115	52	5	0	2	174	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	09:00	to	10:00																																																																	
08:00	0	0	0	0	0	0	0	0	0	0	43	17	1	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	36	17	4	0	1	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	32	18	4	0	1	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	34	14	3	0	1	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	43	19	5	0	2	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 1
Location A831(N) / A831(S) / Forest Car Park
Date 06 August 2024

Time	A to A - A831(N) to A831(N)							Vehs Total	A to B - A831(N) to A831(S)							Vehs Total	A to C - A831(N) to Forest Car Park							Vehs Total	B to B - A831(S) to A831(S)							Vehs Total	B to A - A831(S) to A831(N)							Vehs Total	B to C - A831(S) to Forest Car Park							Vehs Total	C to C - Forest Car Park to Forest Car Park							Vehs Total	C to A - Forest Car Park to A831(N)							Vehs Total	C to B - Forest Car Park to A831(S)							Vehs Total
	PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********	
07:00	0	0	0	0	0	0	0	0	0	0	12	6	0	0	0	18	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	13	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	12	5	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	8	5	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	8	5	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	10	4	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	13	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	15	5	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	11	5	2	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	10	5	2	0	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	9	5	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	146	67	5	0	2	220	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	07:00	to	08:00																																																															
07:00	0	0	0	0	0	0	0	0	0	0	52	19	0	0	0	71	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	51	17	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	48	17	0	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	45	18	0	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	43	19	5	0	2	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 1
Location A831(N) / A831(S) / Forest Car Park
Date 06 August 2024

Time	A to A - A831(N) to A831(N)							Vehs Total	A to B - A831(N) to A831(S)							Vehs Total	A to C - A831(N) to Forest Car Park							Vehs Total	B to B - A831(S) to A831(S)							Vehs Total	B to A - A831(S) to A831(N)							Vehs Total	B to C - A831(S) to Forest Car Park							Vehs Total	C to C - Forest Car Park to Forest Car Park							Vehs Total	C to A - Forest Car Park to A831(N)							Vehs Total	C to B - Forest Car Park to A831(S)							Vehs Total
	PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********		PC	MC	CAR	LGV	OGV1	OGV2	********	
07:00	0	0	0	0	0	0	0	0	0	0	12	8	0	0	0	20	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	13	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	13	5	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	10	5	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	10	5	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	13	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	15	4	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	11	5	2	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	10	5	2	0	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	9	5	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	142	68	5	0	2	217	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	07:00	to	08:00																																																													
07:00	0	0	0	0	0	0	0	0	0	0	52	20	0	0	0	72	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	53	16	0	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	51	17	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	49	17	0	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	43	19	5	0	2	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 1
Location A831(N) / A831(S) / Forest Car Park
Date 06 August 2024

| Time | A to A - A831(N) to A831(N) | | | | | | | Vehs Total | A to B - A831(N) to A831(S) | | | | | | | Vehs Total | A to C - A831(N) to Forest Car Park | | | | | | | Vehs Total | B to B - A831(S) to A831(S) | | | | | | | Vehs Total | B to A - A831(S) to A831(N) | | | | | | | Vehs Total | B to C - A831(S) to Forest Car Park | | | | | | | Vehs Total | C to C - For

Site No. 2
Location A833 / A831(E) / A831(W)
Date 06 August 2024

Time	A to A - A833 to A833							Veh. Total	A to B - A833 to A831(E)							Veh. Total	A to C - A833 to A831(W)							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	0	4	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	6	0	0	0	0	6
07:30	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	0	5	0	0	0	0	5
07:45	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	0	0	7	0	0	0	0	7
08:00	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	0	0	8	0	0	0	0	8
08:15	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	0	0	13	1	0	0	0	14
08:30	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	0	0	10	1	0	0	0	11
08:45	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	10	1	0	0	0	11
09:00	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	0	0	8	1	0	0	0	9
09:15	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	10	1	0	0	0	11
09:30	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	0	0	12	1	0	0	0	13
09:45	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	0	0	10	1	0	0	0	11
10:00	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	8	1	0	0	0	9
10:45	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	8	1	0	0	0	9
Total	0	0	0	0	0	0	0	0	0	0	153	15	0	0	0	168	0	0	132	12	0	0	0	144
Peak Hour	09:00	to	10:00						09:00	to	10:00						09:00	to	10:00					
09:00	0	0	0	0	0	0	0	0	0	0	40	4	0	0	0	44	0	0	40	4	0	0	0	44
09:15	0	0	0	0	0	0	0	0	0	0	40	4	0	0	0	44	0	0	40	4	0	0	0	44
09:30	0	0	0	0	0	0	0	0	0	0	44	4	0	0	0	48	0	0	40	4	0	0	0	44
09:45	0	0	0	0	0	0	0	0	0	0	36	4	0	0	0	40	0	0	40	4	0	0	0	44
Total	0	0	0	0	0	0	0	0	0	0	160	16	0	0	0	176	0	0	160	16	0	0	0	176

Site No. 2
Location A833 / A831(E) / A831(W)
Date 06 August 2024

Time	A to C - A833 to A831(W)							Veh. Total	B to A - A831(E) to A833							Veh. Total	B to B - A831(E) to A831(E)							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	132	12	0	0	0	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	09:00	to	10:00						09:00	to	10:00						09:00	to	10:00					
09:00	0	0	40	4	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	40	4	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	40	4	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	40	4	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	160	16	0	0	0	176	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 2
Location A833 / A831(E) / A831(W)
Date 06 August 2024

Time	B to C - A831(E) to A831(W)							Veh. Total	C to A - A831(W) to A833							Veh. Total	C to B - A831(W) to A831(E)							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	4	1	0	0	0	5	0	0	11	1	0	0	0	12	0	0	9	1	0	0	0	10
07:15	0	0	6	1	0	0	0	7	0	0	14	2	0	0	0	16	0	0	11	2	0	0	0	13
07:30	0	0	5	1	0	0	0	6	0	0	13	2	0	0	0	15	0	0	10	2	0	0	0	12
07:45	0	0	7	1	0	0	0	8	0	0	16	2	0	0	0	18	0	0	13	2	0	0	0	15
08:00	0	0	8	1	0	0	0	9	0	0	18	2	0	0	0	20	0	0	14	2	0	0	0	16
08:15	0	0	12	1	0	0	0	13	0	0	20	2	0	0	0	22	0	0	16	2	0	0	0	18
08:30	0	0	13	1	0	0	0	14	0	0	21	2	0	0	0	23	0	0	17	2	0	0	0	19
08:45	0	0	9	1	0	0	0	10	0	0	16	2	0	0	0	18	0	0	13	2	0	0	0	15
09:00	0	0	8	1	0	0	0	9	0	0	16	2	0	0	0	18	0	0	13	2	0	0	0	15
09:15	0	0	9	1	0	0	0	10	0	0	17	2	0	0	0	19	0	0	14	2	0	0	0	16
09:30	0	0	11	1	0	0	0	12	0	0	20	2	0	0	0	22	0	0	16	2	0	0	0	18
09:45	0	0	9	1	0	0	0	10	0	0	16	2	0	0	0	18	0	0	13	2	0	0	0	15
10:00	0	0	7	1	0	0	0	8	0	0	14	2	0	0	0	16	0	0	11	2	0	0	0	13
10:45	0	0	7	1	0	0	0	8	0	0	14	2	0	0	0	16	0	0	11	2	0	0	0	13
Total	0	0	119	12	0	0	0	131	0	0	216	25	0	0	0	241	0	0	171	25	0	0	0	196
Peak Hour	08:00	to	09:00						08:00	to	09:00						08:00	to	09:00					
08:00	0	0	42	4	0	0	0	46	0	0	69	8	0	0	0	77	0	0	54	8	0	0	0	62
08:15	0	0	45	4	0	0	0	49	0	0	75	8	0	0	0	83	0	0	59	8	0	0	0	67
08:30	0	0	40	4	0	0	0	44	0	0	71	8	0	0	0	79	0	0	56	8	0	0	0	64
08:45	0	0	38	4	0	0	0	42	0	0	69	8	0	0	0	77	0	0	54	8	0	0	0	62
Total	0	0	165	16	0	0	0	181	0	0	284	32	0	0	0	316	0	0	223	32	0	0	0	255

Site No. 2
Location A833 / A831(E) / A831(W)
Date 06 August 2024

Time	C to C - A831(W) to A831(W)							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	1	1	0	0	0	2
07:15	0	0	2	0	0	0	0	2
07:30	0	0	3	0	0	0	0	3
07:45	0	0	4	0	0	0	0	4
08:00	0	0	5	0	0	0	0	5
08:15	0	0	8	1	0	0	0	9
08:30	0	0	10	1	0	0	0	11
08:45	0	0	7	1	0	0	0	8
09:00	0	0	6	1	0	0	0	7
09:15	0	0	7	1	0	0	0	8
09:30	0	0	9	1	0	0	0	10
09:45	0	0	6	1	0	0	0	7
10:00	0	0	5	1	0	0	0	6
10:45	0	0	5	1	0	0	0	6
Total	0	0	78	10	0	0	0	88
Peak Hour	08:00	to	09:00					
08:00	0	0	25	3	0	0	0	28
08:15	0	0	30	3	0	0	0	33
08:30	0	0	27	3	0	0	0	30
08:45	0	0	25	3	0	0	0	28
Total	0	0	107	12	0	0	0	119

Site No. 2
Location A833 / A831(E) / A831(W)
Date 06 August 2024

Time	To Arm A - A833							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	5	2	0	0	0	7
07:15	0	0	7	0	0	0	0	7
07:30	0	0	6	1	0	0	0	7
07:45	0	0	8	1	0	0	0	9
08:00	0	0	9	1	0	0	0	10
08:15	0	0	13	1	0	0	0	14
08:30	0	0	14	1	0	0	0	15
08:45	0	0	10	1	0	0	0	11
09:00	0	0	8	1	0	0	0	9
09:15	0	0	10	1	0	0	0	11
09:30	0	0	12	1	0	0	0	13
09:45	0	0	8	1	0	0	0	9
10:00	0	0	8	1	0	0	0	9
10:45	0	0	8	1	0	0	0	9
Total	0	0	128	14	0	0	0	142
Peak Hour	08:00	to	09:00					
08:00	0	0	40	4	0	0	0	44
08:15	0	0	44	4	0	0	0	48
08:30	0	0	40	4	0	0	0	44
08:45	0	0	36	4	0	0	0	40
Total	0	0	160	16	0	0	0	176

Site No. 2
Location A833 / A831(E) / A831(W)
Date 06 August 2024

Time	From Arm A - A833							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	6	5	0	0	0	11
07:15	0	0	8	2	0	0	0	10
07:30	0	0	7	2	0	0	0	9
07:45	0	0	8	2	0	0	0	10
08:00	0	0	9	2	0	0	0	11
08:15	0	0	13	2	0	0	0	15
08:30	0	0	14	2	0	0	0	16
08:45	0	0	10	2	0	0	0	12
09:00	0	0	8	2	0	0	0	10
09:15	0	0	10	2	0	0	0	12
09:30	0	0	12	2	0	0	0	14
09:45	0	0	8	2	0	0	0	10
10:00	0	0	8	2	0	0	0	10
10:45	0	0	8	2	0	0	0	10
Total	0	0	129	30	0	0	0	159
Peak Hour	08:00	to	09:00					
08:00	0	0	40	8	0	0	0	48
08:15	0	0	44	8	0	0	0	52
08:30	0	0	40	8	0	0	0	48
08:45	0	0	36	8	0	0	0	44
Total	0	0	160	32	0	0	0	192

Site No. 2
Location A833 / A831(E) / A831(W)
Date 06 August 2024

Time	From B - A831(E)							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	14	10	0	0	0	24
07:15	0	0	17	2	0	0	0	19
07:30	0	0	10	8	0	0	0	18
07:45	0	0	13	7	0	0	0	20
08:00	0	0	15	8	0	0	0	23
08:15	0	0	14	11	0	0	0	25
08:30	0	0	17	4	0	0	0	21
08:45	0	0	12	6	0	0	0	18
09:00	0	0	13	9	0	0	0	22
09:15	0	0	15	9	0	0	0	24
09:30	0	0	17	8	0	0	0	25
09:45	0	0	13	6	0	0	0	19
10:00	0	0	11	6	0	0	0	17
10:45	0	0	11	6	0	0	0	17
Total	0	0	207	111	0	0	0	318
Peak Hour	08:00	to	09:00					
08:00	0	0	59	30	0	0	0	89
08:15	0	0	60	32	0	0	0	92
08:30	0	0	58	29	0	0	0	87
08:45	0	0	53	30	0	0	0	83
Total	0	0	230	121	0	0	0	351

Site No. 2
Location A833 / A831(E) / A831(W)
Date 06 August 2024

Time	From C - A831(W)							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	6	3	0	0	0	9
07:15	0	0	8	3	0	0	0	11
07:30	0	0	6	3	0	0	0	9
07:45	0	0	8	3	0	0	0	11
08:00	0	0	9	3	0	0	0	12
08:15	0	0	12	3	0	0	0	15
08:30	0	0	13	3	0	0	0	16
08:45	0	0	9	3	0	0	0	12
09:00	0	0	8	3	0	0	0	11
09:15	0	0	9	3	0	0	0	12
09:30	0	0	11	3	0	0	0	14
09:45	0	0	8	3	0	0	0	11
10:00	0	0	7	3	0	0	0	10
10:45	0	0	7	3	0	0	0	10
Total	0	0	121	42	0	0	0	163
Peak Hour	08:00	to	09:00					
08:00	0	0	38	12	0	0	0	50
08:15	0	0	42	12	0	0	0	54
08:30	0	0	36	12	0	0	0	48
08:45	0	0	32	12	0	0	0	44
Total	0	0	148	48	0	0	0	196

Site No. 2
Location A833 / A831(E) / A831(W)
Date 06 August 2024

Time	From Arm C - A833(W)							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	4	3	0	0	0	7
07:15	0	0	6	3	0	0	0	9
07:30	0	0	5	3	0	0	0	8
07:45	0	0	7	3	0	0	0	10
08:00	0	0	8	3	0	0	0	11
08:15	0	0	10	3	0	0	0	13
08:30	0	0	11	3	0	0	0	14
08:45	0	0	8	3	0	0	0	11
09:00	0	0	6	3	0	0	0	9
09:15	0	0	8	3	0	0	0	11
09:30	0	0	10	3	0	0	0	13
09:45	0	0	7	3	0	0	0	10
10:00	0	0	6	3	0	0	0	9
10:45	0	0	6	3	0	0	0	9
Total	0	0	106	42	0	0	0	148
Peak Hour	08:00	to	09:00					
08:00	0	0	32	12	0	0	0	44
08:15	0	0	39	12	0	0	0	51
08:30	0	0	34	12	0	0	0	46
08:45	0	0	30	12	0	0	0	42
Total	0	0	135	48	0	0	0	183

Site No. 3
Location A833 / A832(D) / A832(S)
Date 06 August 2024

Time	A to A - A833 to A833							Veh. Total	A to B - A833 to A832(S)							Veh. Total	A to C - A833 to A833							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	11	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	8	4	0	0	0	12	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	13	4	0	0	0	17	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	12	4	1	0	0	17	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	12	4	1	0	0	17	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	135	36	3	1	0	175	0	0	0	0	0	0	0	0
Peak Hour	09:00	to	10:00						Peak Hour	09:00	to	10:00					Peak Hour	09:00	to	10:00				
09:00	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	12	4	1	0	0	17	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	12	4	1	0	0	17	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	49	14	2	0	0	65	0	0	0	0	0	0	0	0

Site No. 3
Location A833 / A832(D) / A832(S)
Date 06 August 2024

Time	B to A - A833 to A833							Veh. Total	B to B - A832(S) to A832(S)							Veh. Total	B to C - A832(S) to A833							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	7	4	1	0	0	12	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	84	22	1	0	0	107	0	0	0	0	0	0	0	0
Peak Hour	09:00	to	10:00						Peak Hour	09:00	to	10:00					Peak Hour	09:00	to	10:00				
09:00	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	32	8	0	0	0	40	0	0	0	0	0	0	0	0

Site No. 3
Location A833 / A832(D) / A832(S)
Date 06 August 2024

Time	C to A - A833 to A833							Veh. Total	C to B - A832(S) to A832(S)							Veh. Total	C to C - A833 to A833							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	9	4	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	11	4	1	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	14	4	1	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	106	37	3	0	0	146	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	09:00	to	10:00						Peak Hour	09:00	to	10:00					Peak Hour	09:00	to	10:00				
09:00	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	11	4	1	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	14	4	1	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	46	14	2	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 3
Location A832(D) / A832(S)
Date 06 August 2024

Time	To Arm A - A833							Veh. Total	From Arm A - A833							Veh. Total	To Arm B - A832(S)							Veh. Total	From Arm B - A832(S)							Veh. Total	To Arm C - A833							Veh. Total	From Arm C - A833							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	8	3	0	0	0	11	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	0	15	6	0	0	0	21	0	0	0	0	0	0	0	0
07:15	0	0	6	1	0	0	0	7	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	0	17	5	0	0	0	22	0	0	0	0	0	0	0	0
07:30	0	0	8	3	0	0	0	11	0	0	7	4	0	0	0	11	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	24	7	0	0	0	31	0	0	0	0	0	0	0	0
07:45	0	0	8	2	0	0	0	10	0	0	8	4	0	0	0	12	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	0	0	26	7	0	0	0	33	0	0	0	0	0	0	0	0
08:00	0	0	8	3	0	0	0	11	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	0	0	24	8	0	0	0	32	0	0	0	0	0	0	0	0
08:15	0	0	8	3	0	0	0	11	0	0	13	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	0	0	24	8	0	0	0	32	0	0	0	0	0	0	0	0
08:30	0	0	9	4	1	0	0	14	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	25	7	0	0	0	32	0	0	0	0	0	0	0	0
08:45	0	0	6	3	0	0	0	9	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	0	0	24	9	0	0	0	33	0	0	0	0	0	0	0	0
09:00	0	0	10	3	0	0	0	13	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	24	8	0	0	0	32	0	0	0	0	0	0	0	0
09:15	0	0	11	4	1	0	0	16	0	0	12	4	1	0	0	17	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	25	7	0	0	0	32	0	0	0	0	0	0	0	0
09:30	0	0	14	4	1	0	0	19	0	0	12	4	1	0	0	17	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	25	7	0	0	0	32	0	0	0	0	0	0	0	0
09:45	0	0	11	3	0	0	0	14	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	0	0	24	9	0	0	0	33	0	0	0	0	0	0	0	0
Total	0	0	106	37	3	0	0	146	0	0	135	36	3	1	0	175	0	0	0	0	0	0	0	0	0	0	106	26	0	0	0	132	0	0	296	96	0	0	0	392	0	0	0	0	0	0	0	0
Peak Hour	09:00	to	10:00						Peak Hour	09:00	to	10:00					Peak Hour	09:00	to	10:00					Peak Hour	09:00	to	10:00					Peak Hour	09:00	to	10:00					Peak Hour	09:00	to	10:00				
09:00	0	0	10	3	0	0	0	13	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	24	8	0	0	0	32	0	0	0	0	0	0	0	0
09:15	0	0	11	4	1	0	0	16	0	0	12	4	1	0	0	17	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	25	7	0	0	0	32	0	0	0	0	0	0	0	0
09:30	0	0	14	4	1	0	0	19	0	0	12	4	1	0	0	17	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	25	7	0	0	0	32	0	0	0	0	0	0	0	0
09:45	0	0	11	3	0	0	0	14	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	0	0	24	9	0	0	0	33	0	0	0	0	0	0	0	0
Total	0	0	46	14	2	0	0	62	0	0	49	14	2	0	0	65	0	0	0	0	0	0	0	0	0	0	32	9	0	0	0	41	0	0	98	31	0	0	0	129	0	0	0	0	0	0	0	0

Site No. 3
Location A832(D) / A832(S)
Date 06 August 2024

Time	To Arm C - A833							Veh. Total	From Arm C - A833							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	0
07:15	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
07:30	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0
07:45	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
08:00	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0
08:15	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0
08:30	0	0	9	4	1	0	0	14	0	0	0	0	0	0	0	0
08:45	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0
09:00	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0
09:15	0	0	11	4	1	0	0	16	0	0	0	0	0	0	0	0
09:30	0	0	14	4	1	0	0	19	0	0	0	0	0	0	0	0
09:45	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0
Total	0	0	106	37	3	0	0	146	0	0	0	0	0	0	0	0
Peak Hour	09:00	to	10:00						Peak Hour	09:00	to	10:00				
09:00	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0
09:15	0	0	11	4	1	0	0	16	0	0	0	0	0	0	0	0
09:30	0	0	14	4	1	0	0	19	0	0	0	0	0	0	0	0
09:45	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0
Total	0	0	46	14	2	0	0	62	0	0	0	0	0	0	0	0

Site No. 3
Location A833 / A832(D) / A832(S)
Date 06 August 2024

Time	A to A - A833 to A833							Veh. Total	A to B - A833 to A832(S)							Veh. Total	A to C - A833 to A833							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
16:00	0	0	0	0	0	0	0	0	0	0	9	6	0	0	0	15	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	1	10	3	1	0	0	15	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	104	30	1	0	0	136	0	0	0	0	0	0	0	0
Peak Hour	16:45	to	17:45						Peak Hour	16:45	to	17:45					Peak Hour	16:45	to	17:45				
16:45	0	0	0	0	0	0	0	0	0	1	35	8	1	0	0	45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	38	9	0	0	0	47	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	31	8	0	0	0	39	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	34	5	0	0	0	39	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	138	30	1	0	0	170	0	0	0	0	0	0	0	0

Site No. 3
Location A833 / A832(D) / A832(S)
Date 06 August 2024

Time	B to A - A833 to A833							Veh. Total	B to B - A832(S) to A832(S)							Veh. Total	B to C - A832(S) to A833							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
16:00	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	1	10	3	1	0	0	15	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	8	2	0	0

Site No. 4
Location A82(N) / A82(S) / Great Glen W ay
Date 06 August 2024

A to B - A82(N) to A82(S)

Time	PCl	MC	CAR	LGV	OGV1	OGV2	Buses	Vehs Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:45	to	09:45					
Total	0	0	0	0	0	0	0	0

A to B - A82(N) to A82(S)

Time	PCl	MC	CAR	LGV	OGV1	OGV2	Buses	Vehs Total
07:00	0	0	1	0	0	0	0	1
07:15	0	0	1	3	0	0	0	4
07:30	0	0	3	1	0	0	0	4
07:45	0	0	1	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	5	4	0	0	0	9
Peak Hour	08:45	to	09:45					
Total	0	0	0	0	0	0	0	0

A to B - A82(N) to A82(S)

Time	PCl	MC	CAR	LGV	OGV1	OGV2	Buses	Vehs Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Site No. S
Location A887 / A82(S) / A82(S)
Date 06 August 2024

A to B - A887 to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	1
Peak Hour	08:45	to	09:45					
Total	0	0	0	0	0	0	0	0
PCU	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

A to C - A887 to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:45	to	09:45					
Total	0	0	0	0	0	0	0	0
PCU	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Site No. S
Location A887 / A82(S) / A82(S)
Date 06 August 2024

B to A - A82(S) to A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:45	to	09:45					
Total	0	0	0	0	0	0	0	0
PCU	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

B to C - A82(S) to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:45	to	09:45					
Total	0	0	0	0	0	0	0	0
PCU	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Site No. S
Location A887 / A82(S) / A82(S)
Date 06 August 2024

C to A - A82(S) to A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:45	to	09:45					
Total	0	0	0	0	0	0	0	0
PCU	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Site No. S
Location A887 / A82(S) / A82(S)
Date 06 August 2024

C to B - A82(S) to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:45	to	09:45					
Total	0	0	0	0	0	0	0	0
PCU	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Site No. S
Location A887 / A82(S) / A82(S)
Date 06 August 2024

A to B - A887 to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
1	A831, approx 100m north of Balnain Access Junction	North	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	3642	554	520	0	0.0	0	0.0	0	0.0	36.9	41.9
		South	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	3637	546	520	0	0.0	0	0.0	0	0.0	36.1	41.4
		North South	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	7279	1100	1040	0	0.0	0	0.0	0	0.0	36.5	41.7
2	A831, west of A831/ A833 junction	East	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	4739	737	677	104	2.2	15	0.3	0	0.0	36.6	51.1
		West	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	4749	747	678	59	1.2	5	0.1	2	0.0	35.5	49.8
		East West	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	9488	1483	1355	163	1.7	20	0.2	2	0.0	36.0	50.3
3	A833, north of A831/ A833 junction	North	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	2976	478	425	2	0.1	0	0.0	0	0.0	32.5	38.8
		South	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	3013	481	430	1	0.0	0	0.0	0	0.0	34.5	40.6
		North South	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	5989	959	856	3	0.1	0	0.0	0	0.0	33.5	39.8
4	A831, approx 300m west of A82/ A831 junction	East	20	Wednesday, 27 November 2024	Tuesday, 03 December 2024	7444	1158	1063	7104	95.4	5906	79.3	1657	22.3	30.0	37.1
		West	20	Wednesday, 27 November 2024	Tuesday, 03 December 2024	7417	1163	1060	7151	96.4	6353	85.7	2288	30.9	31.8	39.3
		East West	20	Wednesday, 27 November 2024	Tuesday, 03 December 2024	14861	2320	2123	14255	95.9	12259	82.5	3945	26.6	30.9	38.4
5 - 3 days	A82, approx 500m east of A82 / A831 junction	East	50	Wednesday, 27 November 2024	Friday, 29 November 2024	6876	2292	2292	1103	16.0	224	3.3	42	0.6	43.6	50.3
		West	50	Wednesday, 27 November 2024	Friday, 29 November 2024	6858	2286	2286	393	5.7	85	1.2	17	0.2	38.5	45.4
		East West	50	Wednesday, 27 November 2024	Friday, 29 November 2024	13734	4578	4578	1496	10.9	309	2.3	59	0.4	41.1	48.3
5																
6	A82, approx 150m south of A82 / A831 junction	North	20	Wednesday, 27 November 2024	Tuesday, 03 December 2024	17133	2685	2448	14191	82.8	7933	46.3	284	1.7	24.0	28.4
		South	20	Wednesday, 27 November 2024	Tuesday, 03 December 2024	17057	2669	2437	13092	76.8	6734	39.5	253	1.5	23.2	27.6
		North South	20	Wednesday, 27 November 2024	Tuesday, 03 December 2024	34190	5354	4884	27283	79.8	14667	42.9	537	1.6	23.6	28.0
7	A82, east of A82/ Dal of Borlum roundabout	East	20	Wednesday, 27 November 2024	Tuesday, 03 December 2024	13877	2219	1982	13170	94.9	9734	70.1	386	2.8	26.2	30.2
		West	20	Wednesday, 27 November 2024	Tuesday, 03 December 2024	14365	2299	2052	12492	87.0	7062	49.2	199	1.4	24.2	28.2
		East West	20	Wednesday, 27 November 2024	Tuesday, 03 December 2024	28242	4518	4035	25662	90.9	16796	59.5	585	2.1	25.2	29.3
8	A82, north of Urguhart Castle	North	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	9977	1606	1425	22	0.2	4	0.0	2	0.0	39.9	44.6
		South	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	9316	1444	1331	25	0.3	3	0.0	1	0.0	39.8	46.9
		North South	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	19293	3049	2756	47	0.2	7	0.0	3	0.0	39.9	45.7
9	A82, south of bridge in Alltsigh	East	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	8598	1347	1228	159	1.8	12	0.1	3	0.0	46.1	52.2
		West	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	8498	1329	1214	47	0.6	2	0.0	0	0.0	44.5	49.8
		East West	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	17096	2675	2442	206	1.2	14	0.1	3	0.0	45.3	51.0
10	A82, approx 400m east of A82 / A887 junction	East	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	8596	1346	1228	193	2.2	17	0.2	6	0.1	46.4	52.8
		West	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	8887	1396	1270	181	2.0	25	0.3	2	0.0	44.5	51.7
		East West	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	17483	2742	2498	374	2.1	42	0.2	8	0.0	45.5	52.3
11	A887, approx 350m west of A82/ A887 junction	East	40	Wednesday, 27 November 2024	Tuesday, 03 December 2024	3870	606	553	1389	35.9	414	10.7	46	1.2	38.1	44.3
		West	40	Wednesday, 27 November 2024	Tuesday, 03 December 2024	3565	553	509	2036	57.1	693	19.4	92	2.6	41.0	47.1
		East West	40	Wednesday, 27 November 2024	Tuesday, 03 December 2024	7435	1160	1062	3425	46.1	1107	14.9	138	1.9	39.5	46.0
12	A82, approx 200m south of A82/ A887 junction	North	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	6446	1018	921	30	0.5	4	0.1	1	0.0	43.0	48.7
		South	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	6879	1092	983	23	0.3	3	0.0	0	0.0	43.5	48.8
		North South	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	13325	2110	1904	53	0.4	7	0.1	1	0.0	43.3	48.7
13	A82, south of Grotaig Access Track	East	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	8621	1350	1232	8	0.1	5	0.1	2	0.0	31.1	39.9
		West	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	8455	1318	1208	22	0.3	3	0.0	0	0.0	40.2	45.7
		East West	60	Wednesday, 27 November 2024	Tuesday, 03 December 2024	17076	2668	2439	30	0.2	8	0.0	2	0.0	35.6	43.8

Site 1
Location A831, approx 100m north of Balnain Access Junction
Direction North South

16112 / Glen Earrach 1
November 2024 A831, approx 100m north of Balnain Access Junction
Automatic Traffic Count North South

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 929 945 20 20.5 36.02 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 2
Location A831, west of A831/ A833 junction
Direction East West

16112 / Glen Earrach 2
November 2024 A831, west of A831/ A833 junction
Automatic Traffic Count East West

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 1368 1302.6 26 25.8 33.16 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 3
Location A833, north of A831/ A833 junction
Direction North South

16112 / Glen Earrach 3
November 2024 A833, north of A831/ A833 junction
Automatic Traffic Count North South

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 793 832.8 36 24.2 33.26 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 4
Location A831, approx 300m west of A82/ A831 junction
Direction East West

16112 / Glen Earrach 4
November 2024 A831, approx 300m west of A82/ A831 junction
Automatic Traffic Count East West

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 1984 1994 48 51.2 30.58 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 5
Location A82, approx 500m east of A82 / A831 junction
Direction East West

16112 / Glen Earrach 5
November 2024 A82, approx 500m east of A82 / A831 junction
Automatic Traffic Count East West

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 3728 3707.8 160 160.2 39.08 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 6
Location A82, approx 150m south of A82 / A831 junction
Direction North South

16112 / Glen Earrach 6
November 2024 A82, approx 150m south of A82 / A831 junction
Automatic Traffic Count North South

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 4321 4462 247 231.4 23.1 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 7
Location A82, east of A82/ Dal of Borlum roundabout
Direction East West

16112 / Glen Earrach 7
November 2024 A82, east of A82/ Dal of Borlum roundabout
Automatic Traffic Count East West

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 3923 3777.8 203 196.4 24.64 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 8
Location A82, north of Urguhart Castle
Direction North South

16112 / Glen Earrach 8
November 2024 A82, north of Urguhart Castle
Automatic Traffic Count North South

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 2599 2379 253 302 39.1 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL 60 |]PSL% 60 |]SL1 68 ACPO |]SL1% 68 ACPO |]SL2 75 DfT |]SL2% 75 DfT | Mean | Vpp 85 | Speed Bins (mph) | | | | | | | | | | | |

Site 9
Location A82, south of bridge in Alltsigh
Direction East West

16112 / Glen Earrach 9
November 2024 A82, south of bridge in Alltsigh
Automatic Traffic Count East West

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 2058 2199 157 139.8 44.94 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 10
Location A82, approx 400m east of A82 / A887 junction
Direction East West

16112 / Glen Earrach 10
November 2024 A82, approx 400m east of A82 / A887 junction
Automatic Traffic Count East West

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 2143 2256.2 150 148.2 44.6 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 11
Location A887, approx 350m west of A82/ A887 junction
Direction East West

16112 / Glen Earrach 11
November 2024 A887, approx 350m west of A82/ A887 junction
Automatic Traffic Count East West

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 996 960.6 66 63.8 39.02 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 12
Location A82, approx 200m south of A82/ A887 junction
Direction North South

16112 / Glen Earrach 12
November 2024 A82, approx 200m south of A82/ A887 junction
Automatic Traffic Count North South

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 1710 1747.2 142 117.4 42.68 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site 13
Location A82, south of Grotaig Access Track
Direction East West

16112 / Glen Earrach 13
November 2024 A82, south of Grotaig Access Track
Automatic Traffic Count East West

16112 / Glen Earrach
November 2024
Automatic Traffic Count

Virtual Day (7) 2040 2184.2 156 141.2 34.34 Virtual Day (7)

| Time | Total | Classification | | | | | | | | | | | |]PSL |]PSL% |]SL1 |]SL1% |]SL2 |]SL2% | Mean | Vpp | Speed Bins (mph) | | | | | | | | | | | |

Site No. 1
Location A831(N) / A831(S) / Forest Car Park
Date 27 November 2024

Time	A to A - A831(N) to A831(N)							Vehicle Total	A to B - A831(N) to A831(S)							Vehicle Total	A to C - A831(N) to Forest Car Park							Vehicle Total	B to B - A831(S) to A831(S)							Vehicle Total	B to C - A831(S) to Forest Car Park							Vehicle Total	C to C - Forest Car Park to Forest Car Park							Vehicle Total	C to A - Forest Car Park to A831(N)							Vehicle Total	C to B - Forest Car Park to A831(S)							Vehicle Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	192	11	1	0	0	204	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	08:00	to	09:00						Peak Hour	08:00	to	09:00					Peak Hour	08:00	to	09:00					Peak Hour	08:00	to	09:00					Peak Hour	08:00	to	09:00					Peak Hour	08:00	to	09:00					Peak Hour	08:00	to	09:00				
08:00	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	56	1	0	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 1
Location A831(N) / A831(S) / Forest Car Park
Date 27 November 2024

Time	A to A - A831(N) to A831(N)							Vehicle Total	A to B - A831(N) to A831(S)							Vehicle Total	A to C - A831(N) to Forest Car Park							Vehicle Total	B to B - A831(S) to A831(S)							Vehicle Total	B to C - A831(S) to Forest Car Park							Vehicle Total	C to C - Forest Car Park to Forest Car Park							Vehicle Total	C to A - Forest Car Park to A831(N)							Vehicle Total	C to B - Forest Car Park to A831(S)							Vehicle Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	192	11	1	0	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	08:00	to	09:00						Peak Hour	08:00	to	09:00					Peak Hour	08:00	to	09:00					Peak Hour	08:00	to	09:00					Peak Hour	08:00	to	09:00					Peak Hour	08:00	to	09:00					Peak Hour	08:00	to	09:00				
08:00	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	56	1	0	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 1
Location A831(N) / A831(S) / Forest Car Park
Date 27 November 2024

Time	A to A - A831(N) to A831(N)							Vehicle Total	A to B - A831(N) to A831(S)							Vehicle Total	A to C - A831(N) to Forest Car Park							Vehicle Total	B to B - A831(S) to A831(S)							Vehicle Total	B to C - A831(S) to Forest Car Park							Vehicle Total	C to C - Forest Car Park to Forest Car Park							Vehicle Total	C to A - Forest Car Park to A831(N)							Vehicle Total	C to B - Forest Car Park to A831(S)							Vehicle Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 2
Location A333 / A831(E) / A831(W)
Date 27 November 2024

Time	A to A - A833 to A833							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:00	to	09:00					
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	A to B - A833 to A831(E)							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
07:00	0	0	2	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	2	0	0	0	0	2
Peak Hour	08:00	to	09:00					
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	A to C - A833 to A831(W)							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:00	to	09:00					
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	B to A - A831(E) to A833							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
07:00	0	0	2	1	0	0	0	3
07:15	0	0	2	0	0	0	0	2
07:30	0	0	4	1	0	0	0	5
07:45	0	0	3	0	0	0	0	3
08:00	0	0	2	1	0	0	0	3
08:15	0	0	3	0	0	0	0	3
08:30	0	0	2	1	0	0	0	3
08:45	0	0	3	2	0	0	0	5
09:00	0	0	2	1	0	0	0	3
09:15	0	0	1	0	0	0	0	1
09:30	0	0	1	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
Total	0	0	25	7	0	0	0	32
Peak Hour	08:00	to	09:00					
08:00	0	0	2	1	0	0	0	3
08:15	0	0	3	0	0	0	0	3
08:30	0	0	2	1	0	0	0	3
08:45	0	0	3	2	0	0	0	5
Total	0	0	10	4	0	0	0	14

Time	B to B - A831(E) to A831(E)							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:00	to	09:00					
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	B to C - A831(E) to A831(W)							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:00	to	09:00					
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	C to A - A831(W) to A833							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:00	to	09:00					
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	C to B - A831(W) to A831(E)							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:00	to	09:00					
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	C to C - A831(W) to A831(W)							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:00	to	09:00					
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

16112 / Glen Earrach Traffic Surveys
November 2024
Junction turning Count

Site No. 2
Location A333 / A831(E) / A831(W)
Date 27 November 2024

Time	A to A - A833 to A833							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	10:00	to	11:00					
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	A to B - A833 to A831(E)							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	10:00	to	11:00					
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	A to C - A833 to A831(W)							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	10:00	to	11:00					
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	B to A - A831(E) to A833							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	10:00	to	11:00					
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	B to B - A831(E) to A831(E)							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	10:00	to	11:00					
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	B to C - A831(E) to A831(W)							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	10:00	to	11:00					
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	C to A - A831(W) to A833							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	10:00	to	11:00					
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	C to B - A831(W) to A831(E)							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	10:00	to	11:00					
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	C to C - A831(W) to A831(W)							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	10:00	to	11:00					
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

16112 / Glen Earrach Traffic Surveys
November 2024
Junction turning Count

Site No. 2
Location A333 / A831(E) / A831(W)
Date 27 November 2024

Time	To Arm A - A833							Totals
	PC	MC	CAR	LGV	OGV1	OGV2	==========	Total
07:00	0	0	5	1	0	0	0	6
07:15	0	0	7	0	0	0	0	7
07:30	0	0	7	0	0	0	0	7
07:45	0	0	6	0	0	0	0	6
08:00	0	0	5	0	0	0	0	5
08:15	0	0	4	0	0	0	0	4
08:30	0	0	5	0	0	0	0	5
08:45	0	0	4	0	0	0	0	4
09:00	0	0	3	0	0	0	0	3
09:15	0	0	3	0	0	0	0	3
09:30	0	0	3	0	0	0	0	3
09:45	0	0	2	0	0	0	0	2
Total	0	0	60	1	0	0	0	61
Peak Hour	08:00	to	09:00					
08:00	0	0	5	0	0	0	0	5
08:15	0	0	4	0	0	0	0	4
08:30	0	0	5	0	0	0	0	5
08:45	0	0	4	0	0	0	0	4
Total	0	0	18	0	0	0	0	18

| Time |

Site No. 3
Location A831 / A82(D) / A82(S)
Date 27 November 2024

Time	A to A - A831 to A831							Veh. Total	A to B - A831 to A832							Veh. Total	A to C - A831 to A832							Veh. Total	A to D - A831 to A82(D)							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	08:00	to	09:00						08:00	to	09:00						08:00	to	09:00						08:00	to	09:00					
16:00	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 3
Location A831 / A82(D) / A82(S)
Date 27 November 2024

Time	A to A - A831 to A831							Veh. Total	A to B - A831 to A832							Veh. Total	A to C - A831 to A832							Veh. Total	A to D - A831 to A82(D)							Veh. Total
	PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********		PC	MC	CAR	LGV	OGV1	OGV2	**********	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	08:00	to	09:00						08:00	to	09:00						08:00	to	09:00						08:00	to	09:00					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 4
Location A82(N) / A82(S) / Great Glen Way
Date 27 November 2024

A to A - A82(N) to A82(N)

Time	PC	MC	CAR	LGV	OGV1	OGV2	Buses	Vehicle Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:15	to	09:15					
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

A to B - A82(N) to A82(S)

Time	PC	MC	CAR	LGV	OGV1	OGV2	Buses	Vehicle Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:15	to	09:15					
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

A to C - A82(N) to Great Glen Way

Time	PC	MC	CAR	LGV	OGV1	OGV2	Buses	Vehicle Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:15	to	09:15					
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

B to A - A82(S) to A82(N)

Time	PC	MC	CAR	LGV	OGV1	OGV2	Buses	Vehicle Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:15	to	09:15					
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

B to B - A82(S) to A82(S)

Time	PC	MC	CAR	LGV	OGV1	OGV2	Buses	Vehicle Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:15	to	09:15					
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

B to C - A82(S) to Great Glen Way

Time	PC	MC	CAR	LGV	OGV1	OGV2	Buses	Vehicle Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:15	to	09:15					
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

C to A - Great Glen Way to A82(N)

Time	PC	MC	CAR	LGV	OGV1	OGV2	Buses	Vehicle Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:15	to	09:15					
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

C to B - Great Glen Way to A82(S)

Time	PC	MC	CAR	LGV	OGV1	OGV2	Buses	Vehicle Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:15	to	09:15					
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

C to C - Great Glen Way to Great Glen Way

Time	PC	MC	CAR	LGV	OGV1	OGV2	Buses	Vehicle Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:15	to	09:15					
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

C to B - Great Glen Way to A82(S)

Time	PC	MC	CAR	LGV	OGV1	OGV2	Buses	Vehicle Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:15	to	09:15					
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

C to C - Great Glen Way to Great Glen Way

Time	PC	MC	CAR	LGV	OGV1	OGV2	Buses	Vehicle Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Peak Hour	08:15	to	09:15					
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Site No. S
Location A887 / A82(S) / A82(S)
Date 27 November 2024

A to B - A887 to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	1

A to B - A887 to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Peak Hour 08:45 to 09:45

	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

A to B - A887 to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Site No. S
Location A887 / A82(S) / A82(S)
Date 27 November 2024

A to B - A887 to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	1

A to B - A887 to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Peak Hour 08:45 to 09:45

	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

A to B - A887 to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Site No. S
Location A887 / A82(S) / A82(S)
Date 27 November 2024

B to A - A82(S) to A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	11	1	1	0	0	13
07:15	0	0	4	1	2	0	0	7
07:30	0	0	4	1	2	0	0	7
07:45	0	0	9	5	1	3	0	18
08:00	0	0	6	7	2	0	0	15
08:15	0	0	4	3	2	0	0	9
08:30	0	0	7	6	3	0	0	16
08:45	0	0	9	10	5	1	0	25
09:00	0	0	7	12	2	0	0	21
09:15	0	0	5	9	2	2	0	18
09:30	0	0	4	5	1	1	0	11
09:45	0	0	8	8	3	0	0	19
Total	0	0	88	80	33	9	0	210

B to A - A82(S) to A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
10:00	0	0	4	1	0	0	0	5
10:15	0	0	5	3	0	0	0	8
10:30	0	0	5	3	0	0	0	8
10:45	0	0	7	3	0	0	0	10
11:00	0	0	6	3	0	0	0	9
11:15	0	0	5	3	0	0	0	8
11:30	0	0	5	3	0	0	0	8
11:45	0	0	5	3	0	0	0	8
12:00	0	0	5	3	0	0	0	8
12:15	0	0	5	3	0	0	0	8
12:30	0	0	5	3	0	0	0	8
12:45	0	0	5	3	0	0	0	8
Total	0	0	62	37	0	0	0	99

Peak Hour 08:45 to 09:45

	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals
08:45	0	0	9	10	5	1	0	25
09:00	0	0	7	12	2	0	0	21
09:15	0	0	5	9	2	2	0	18
09:30	0	0	4	5	1	1	0	11
Total	0	0	25	36	10	4	0	75

B to A - A82(S) to A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
13:00	0	0	4	1	0	0	0	5
13:15	0	0	5	3	0	0	0	8
13:30	0	0	5	3	0	0	0	8
13:45	0	0	7	3	0	0	0	10
14:00	0	0	6	3	0	0	0	9
14:15	0	0	5	3	0	0	0	8
14:30	0	0	5	3	0	0	0	8
14:45	0	0	5	3	0	0	0	8
Total	0	0	62	37	0	0	0	99

Site No. S
Location A887 / A82(S) / A82(S)
Date 27 November 2024

B to C - A82(S) to A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	18	4	1	0	0	23
07:15	0	0	9	4	5	0	0	18
07:30	0	0	17	5	0	2	0	24
07:45	0	0	18	7	2	0	0	27
08:00	0	0	23	12	4	0	0	39
08:15	0	0	13	6	4	0	0	23
08:30	0	0	20	11	4	1	0	36
08:45	0	0	27	11	5	1	0	44
09:00	0	0	27	10	11	1	0	49
09:15	0	0	19	5	3	0	0	27
09:30	0	0	19	7	2	0	0	28
09:45	0	0	18	6	3	0	0	27
Total	0	0	249	100	54	5	0	408

B to C - A82(S) to A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
10:00	0	0	17	6	1	0	0	24
10:15	0	0	22	6	1	0	0	29
10:30	0	0	19	6	1	0	0	26
10:45	0	0	22	6	1	0	0	29
11:00	0	0	17	6	1	0	0	24
11:15	0	0	17	6	1	0	0	24
11:30	0	0	17	6	1	0	0	24
11:45	0	0	17	6	1	0	0	24
12:00	0	0	17	6	1	0	0	24
12:15	0	0	17	6	1	0	0	24
12:30	0	0	17	6	1	0	0	24
12:45	0	0	17	6	1	0	0	24
Total	0	0	226	78	13	0	0	317

Peak Hour 08:45 to 09:45

	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals
08:45	0	0	27	11	5	1	0	44
09:00	0	0	27	10	11	1	0	49
09:15	0	0	19	5	3	0	0	27
09:30	0	0	19	7	2	0	0	28
Total	0	0	92	33	21	2	0	148

B to C - A82(S) to A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
13:00	0	0	17	6	1	0	0	24
13:15	0	0	22	6	1	0	0	29
13:30	0	0	19	6	1	0	0	26
13:45	0	0	22	6	1	0	0	29
14:00	0	0	17	6	1	0	0	24
14:15	0	0	17	6	1	0	0	24
14:30	0	0	17	6	1	0	0	24
14:45	0	0	17	6	1	0	0	24
Total	0	0	226	78	13	0	0	317

Site No. S
Location A887 / A82(S) / A82(S)
Date 27 November 2024

C to A - A82(S) to A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	2	0	0	0	0	2

C to A - A82(S) to A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Peak Hour 08:45 to 09:45

	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

C to A - A82(S) to A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Site No. S
Location A887 / A82(S) / A82(S)
Date 27 November 2024

C to B - A82(S) to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

C to B - A82(S) to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Peak Hour 08:45 to 09:45

	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

C to B - A82(S) to A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Site No. S
Location A887 / A82(S) / A82(S)
Date 27 November 2024

Arm A - A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	12	1	1	0	0	14
07:15	0	0	4	1	2	0	0	7
07:30	0	0	4	1	2	0	0	7
07:45	0	0	9	5	1	3	0	18
08:00	0	0	6	7	2	0	0	15
08:15	0	0	4	3	2	0	0	9
08:30	0	0	7	6	3	0	0	16
08:45	0	0	9	10	5	1	0	25
09:00	0	0	7	12	2	0	0	21
09:15	0	0	5	9	2	2	0	18
09:30	0	0	4	5	1	1	0	11
09:45	0	0	8	8	3	0	0	19
Total	0	0	89	80	33	9	0	211

Arm A - A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
10:00	0	0	4	1	0	0	0	5
10:15	0	0	5	3	0	0	0	8
10:30	0	0	5	3	0	0	0	8
10:45	0	0	7	3	0	0	0	10
11:00	0	0	6	3	0	0	0	9
11:15	0	0	5	3	0	0	0	8
11:30	0	0	5	3	0	0	0	8
11:45	0	0	5	3	0	0	0	8
12:00	0	0	5	3	0	0	0	8
12:15	0	0	5	3	0	0	0	8
12:30	0	0	5	3	0	0	0	8
12:45	0	0	5	3	0	0	0	8
Total	0	0	62	37	0	0	0	99

Peak Hour 08:45 to 09:45

	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals
08:45	0	0	9	10	5	1	0	25
09:00	0	0	7	12	2	0	0	21
09:15	0	0	5	9	2	2	0	18
09:30	0	0	4	5	1	1	0	11
Total	0	0	25	36	10	4	0	75

Arm A - A887

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
13:00	0	0	4	1	0	0	0	5
13:15	0	0	5	3	0	0	0	8
13:30	0	0	5	3	0	0	0	8
13:45	0	0	7	3	0	0	0	10
14:00	0	0	6	3	0	0	0	9
14:15	0	0	5	3	0	0	0	8
14:30	0	0	5	3	0	0	0	8
14:45	0	0	5	3	0	0	0	8
Total	0	0	62	37	0	0	0	99

Site No. S
Location A887 / A82(S) / A82(S)
Date 27 November 2024

Arm B - A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	18	4	1	0	0	23
07:15	0	0	9	4	5	0	0	18
07:30	0	0	17	5	0	2	0	24
07:45	0	0	18	7	2	0	0	27
08:00	0	0	23	12	4	0	0	39
08:15	0	0	13	6	4	0	0	23
08:30	0	0	20	11	4	1	0	36
08:45	0	0	27	11	5	1	0	44
09:00	0	0	27	10	11	1	0	49
09:15	0	0	19	5	3	0	0	27
09:30	0	0	19	7	2	0	0	28
09:45	0	0	18	6	3	0	0	27
Total	0	0	249	100	54	5	0	408

Arm B - A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
10:00	0	0	17	6	1	0	0	24
10:15	0	0	22	6	1	0	0	29
10:30	0	0	19	6	1	0	0	26
10:45	0	0	22	6	1	0	0	29
11:00	0	0	17	6	1	0	0	24
11:15	0	0	17	6	1	0	0	24
11:30	0	0	17	6	1	0	0	24
11:45	0	0	17	6	1	0	0	24
12:00	0	0	17	6	1	0	0	24
12:15	0	0	17	6	1	0	0	24
12:30	0	0	17	6	1	0	0	24
12:45	0	0	17	6	1	0	0	24
Total	0	0	226	78	13	0	0	317

Peak Hour 08:45 to 09:45

	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals
08:45	0	0	27	11	5	1	0	44
09:00	0	0	27	10	11	1	0	49
09:15	0	0	19	5	3	0	0	27
09:30	0	0	19	7	2	0	0	28
Total	0	0	92	33	21	2	0	148

Arm B - A82(S)

Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
13:00	0	0	17	6	1	0	0	24
13:15	0	0	22	6	1	0	0	29
13:30	0	0	19	6	1	0	0	26
13:45	0	0	22	6	1	0	0	29
14:00	0	0	17	6	1	0	0	24
14:15	0	0	17	6	1	0	0	24
14:30	0	0	17	6	1	0	0	24
14:45	0	0	17	6	1	0	0	24
Total	0	0	226	78	13	0	0	317

Site No. S
Location A887 / A82(S) / A82(S)
Date 27 November 2024

Arm C - A82(S)

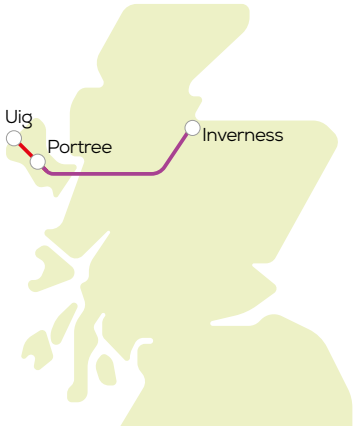
Time	PCL	MC	CAR	LGV	OGV1	OGV2	Buses	Totals Tested
07:00	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0

Inverness | Skye

915 916 917

daily

route number	917	916	919	915	917
Raigmore Hospital					1715
Inverness bus station *arr*					1730
Inverness bus station *dep*	0830		1305		1745
Torvean Mobility Hub	0840		1315		1755
Dochgarroch Lock	0843		1318		1758
Lochend opp bus shelter	0846		1321		1801
Drumnadrochit opp Post Office	0900		1334		1815
Urquhart Castle car park	0905		1335		1820
Loch Ness Youth Hostel	0916		1340		1831
Invermoriston Glenmoriston Arms	0923		1351		1838
Invergarry Jct bus bay on A82	↓		1422	↘	↓
Invergarry opp Hotel on A87				1434	
Bunloyne Junction	0941			1452	1856
Cluanie Inn	0953			1504	1908
Sheil Bridge opp bus shelter	1012			1523	1927
Inverinate layby near School	1016			1527	1931
Dornie Bridge	1023			1534	1938
Ardelve A87 at North Rd End	1025			1536	1940
Kirkton village on A87	1030			1541	1945
Reraig A87 opp Balmacara Hotel	1032			1543	1947
Kyle of Lochalsh Old Slipway *arr*	1038			1549	1953
Kyle of Lochalsh Old Slipway *dep*	1042			1552	1957
Kyleakin shorefront shelter	1047			1557	2002
Broadford Armadale Road End	1057			1607	2012
Broadford Post Office	1101			1611	2016
Broadford Hospital	1103			1613	▼
Strollamus village on A87	1110			1620	2022
Dunan village on A87	1111			1621	2023
Ard Dorch village	1112			1622	2024
Luib A87 at Road End	1114			1624	2026
Sconser Ferry Road End *arr*	1124			1634	2036
Sconser Ferry Road End *dep*	1124			1634	2036
Sligachan bus shelter	1129			1639	2042
Portree Square *arr*	1144			1654	2056
Portree Square *dep*	↳	1310		1715	
Kensaleyre village on A87		1323		1728	
Uig Pier		1340		1745	



for Jacobite Cruises

● connections are available at Broadford to and from Armadale - for details of services to and from Armadale please see Stagecoach in the Highlands timetables or **stagecoachbus.com/timetables**

Skye | Inverness

915 916 917 919

daily

route number	915	919	917	915	919	916	917
Uig pier				0930		1440	
Kensaleyre village on A87				◆0947		1457	
Portree Square *arr*				1000		1510	
Portree Square *dep*	0730		0900	1035		→	1745
Sligachan opp hotel	0745		0915	1050			1800
Sconser Ferry Road End *arr*	0750		0920	1055			1805
Sconser Ferry Road End *dep*	0750		0925	1055			1805
Luib A87 at Road End	0800		0935	1105			1815
Ard Dorch village on A87	0802		0937	1107			1817
Dunan village on A87	0803		0938	1108			1818
Strollamus village on A87	0804		0939	1109			1819
● **Broadford** Hospital Road end	0810		0945	1115			1825
Broadford Hospital	0812		0947	1117			1827
Broadford Armadale Road end	0816		0951	1121			1831
Kyleakin Shorefront Shelter	0826		1001	1131			1841
Kyle of Lochalsh Old Slipway *arr*	0831		1006	1136			1846
Kyle of Lochalsh Old Slipway *dep*	0833		1009	1138			1849
Reraig A87 outside Hotel	0839		1015	1144			1855
Kirkton village on A87	0841		1017	1146			1857
Ardelve A87 at North Road end	0846		1022	1151			1902
Dornie Bridge at Dornie Road end	0848		1024	1153			1904
Inverinate opp houses	0855		1031	1200			1911
Sheil Bridge bus shelter	0859		1035	1204			1915
Cluanie Inn	0918		1054	1223			1934
Bunloyne Junction	0930		1106	1235			1946
Invergarry hotel A87	0948		↓	1253			↓
Invergarry junction A82	→	1019	↓	→	1319		↓
Invermoriston opp public hall		1044	↓		1344		↓
Invermoriston Glenmoriston Arms		↓	1124		↓		2004
Loch Ness Youth Hostel Road end		1051	1131		1351		2011
Urquhart Castle car park		1102	1142		1402		2022
Drumnadrochit Post Office		1107	1147		1407		2027
Lochend bus shelter		1121	1201		1421		2041
Dochgarroch Lock		1124	1204		1424		2044
Torvean Mobility Hub		1127	1207		1427		2047
Inverness bus station		1140	1220		1440		2057
Raigmore Hospital			1235				

for Jacobite Cruises

coach will continue to Raigmore Hospital for any passengers already on board

● connections are available at Broadford to and from Armadale

for details of services to and from Armadale please see Stagecoach in the Highlands timetables or **stagecoachbus.com/timetables**

◆ this part of the journey does not run Sundays

17 • Inverness • Tomich

Stagecoach

MONDAY TO FRIDAY

		Sch	#Sch	Sch	Sch NF	#Sch	Sch F	Sch F	#Sch	Sch NF	
	17	17	17	17	17	17	17	17	17	17	17
Inverness Raigmore Hospital	-	-	-	-	1140	1140	1140	1440	1440	1440	-
Inverness Station Plat 1 Arr	-	-	-	-	1151	1151	1151	1451	1451	1451	-
Inverness Station Plat 1 Dep	0617	0644	0810	-	1155	1155	1155	1455	1455	1455	1740
Lochend Bus Shelter	0632	0659	0826	-	1210	1210	1210	1510	1510	1510	1755
Drumnadrochit Post Office Arr	-	-	-	-	1222	1222	1222	1522	1522	1522	1807
Balmacaan Road	-	-	-	-	1225	1225	1225	1525	1525	1525	1810
Lewiston Arms Hotel	-	-	-	-	1228	1228	1228	1528	1528	1528	1813
Glen Urquhart High Sch	-	-	-	0836	-	-	1235	-	-	1545	-
Drumnadrochit Post Office Arr	0643	0710	0838	0838	1232	1232	1237	1532	1532	1547	1817
Drumnadrochit Post Office Dep	0645	0712	0840	0840	1234	1234	1239	1534	1534	1549	1819
Milton Village	-	-	-	-	1237	1237	1242	1537	1537	1552	1822
Balnain	0654	0721	0849	0849	1243	1243	1248	1543	1543	1558	1828
Corrimony Road End	0701	0728	0856	0856	1250	1250	1255	1550	1550	1605	1835
Cannich Post Office	0709	0736	0904	0904	1258	1258	1303	1558	1558	1613	1843
Tomich Post Office	0718	0745	-	-	1307	1307	1312	1607	1607	1622	1852

SATURDAY

	17	17	17
Inverness Raigmore Hospital	-	1140	1725
Inverness Station Plat 1 Arr	-	1151	1736
Inverness Station Plat 1 Dep	0717	1155	1740
Lochend Bus Shelter	0732	1210	1755
Drumnadrochit Post Office	-	1222	1807
Balmacaan Road	-	1225	1810
Lewiston Arms Hotel	-	1228	1813
Drumnadrochit Post Office Arr	0743	1232	1817
Drumnadrochit Post Office Dep	0745	1234	1819
Milton Village	-	1237	1822
Balnain	0754	1243	1828
Corrimony Road End	0801	1250	1835
Cannich Post Office	0809	1258	1843
Tomich Post Office	0818	1307	1852

Key	
Sch	School days only
#Sch	School holidays only
F	Fridays only
NF	Not Fridays

17 • Tomich • Inverness

Stagecoach

MONDAY TO FRIDAY

		SCH				
	17	17	17	17	17	17
Tomich Post Office	0723	0750	-	1312	1623	1854
Cannich Post Office	0732	0759	0907	1321	1631	1903
Corrimony Road End	0740	0809	0915	1329	1639	1911
Shenval	-	0811	-	-	-	-
Balnain	0747	0820	0922	1336	1646	1918
Milton Village	0753	0830	0928	-	-	-
Drumnadrochit Post Office Arr	0756	0833	0931	1346	1656	1928
Drumnadrochit Post Office Dep	0758	0833	0933	1348	1658	-
Glen Urquhart High Sch	-	0835	-	-	-	-
Balmacaan Road	0801	-	0936	1351	1701	-
Lewiston Arms Hotel	0804	-	0939	1354	1704	-
Drumnadrochit Post Office	0807	-	0942	1357	1707	1930
Lochend Bus Shelter	0819	-	0954	1409	1719	1953
Inverness Queensgate B	0838	-	1010	1425	1736	2008
Inverness Raigmore Hospital	0848	-	1020	1435	-	-
Inverness Campus	0853	-	-	-	-	-

SATURDAY

	17	17	17
Tomich Post Office	0823	1312	1854
Cannich Post Office	0832	1321	1903
Corrimony Road End	0840	1329	1911
Balnain	0847	1339	1918
Milton Village	0853	1343	-
Drumnadrochit Post Office	0856	1346	1928
Drumnadrochit Post Office	0858	1348	-
Balmacaan Road	0901	1351	-
Lewiston Arms Hotel	0904	1354	-
Drumnadrochit Post Office	0907	1357	1930
Lochend Bus Shelter	0919	1409	1943
Inverness Queensgate B	0935	1425	1957
Inverness Raigmore Hospital	0945	1435	-

Key	
Sch	School days only

D&E Coaches

Hughton - Charleston Academy - Inverness Bus Station
Service 307
commencing 4 January 2023

Monday - Friday School Days Only

	M-F	M-F	M-Thu	Fri	Fri	M-Thu	Fri	M-Thu	M-F
Beauly	-----	**0920**	**1155**	**1155**	-----	-----	**1545**	-----	-----
Hughton	0753	0933	1208	1208	1325	1343	1558	1635	1835
Kiltarlity Village Hall	0800	0940	1215	1215	1332	1350	1605	1642	1842
Kirkhill	-----	0955	1230	-----	1347	1405	1620	1657	-----
Inchmore, Hotel o/s	0810	0956	1231	-----	1348	1406	1621	1658	1852
Charleston Academy	0825	-----	-----	-----	-----	-----	-----	-----	-----
Inverness,Dunain Road	-----	1009	1244	-----	1401	1419	1634	1711	1900
Inverness,Bus Station	**0836**	**1020**	**1251**	-----	**1408**	**1426**	**1641**	**1718**	**1905**

	M-Fri	M-Fri	M-Thu	M-Thu	Fri	M-Fri
Inverness,Bus Station	-----	**1055**	**1255**	**1445**	**1445**	**1745**
Inverness,Dunain Road	-----	1105	1305	1455	1455	1755
Inchmore,Hotel opp	-----	1118	1318	1508	1508	1808
Kirkhill Post Office	-----	1119	1319	1509	1509	1809
Kiltarlity Village Hall,Opp	0855	1134	1334	1524	1524	1825
Hughton Bus Shelter	0901	1140	1340	-----	1530	1831
Beauly, The Square,Opp	**0914**	**1153**	-----	-----	**1543**	-----

M-F - Monday to Friday. M-Thu - Monday to Thursday. Fri - Fridays.

Saturday and School Holidays

	SSH	SSH	SSH	SSH	SSH	SSH
Beauly	-----	-----	**1155**	-----	**1545**	-----
Hughton	0743	0933	1208	1343	1558	1835
Kiltarlity Village Hall	0750	0940	1215	1350	1605	1842
Kirkhill	0805	0955	1230	1405	1620	-----
Inchmore,Hotel o/s	0806	0956	1231	1406	1621	1852
Inverness,Dunain Road	0819	1009	1244	1419	1634	1900
Inverness,Bus Station	**0830**	**1020**	**1251**	**1426**	**1641**	**1905**

	SSH	SSH	SSH	SSH	SSH	SSH
Inverness,Bus Station	**0705**	**0840**	**1055**	**1255**	**1445**	**1745**
Inverness,Dunain Road	0710	0850	1105	1305	1455	1755
Inchmore,Hotel opp	0718	0903	1118	1318	1508	1808
Kirkhill Post Office	-----	0904	1119	1319	1509	1809
Kiltarlity Village Hall,Opp	0728	0919	1134	1334	1524	1825
Hughton Bus Shelter	0736	0925	1140	1340	1530	1831
Beauly, The Square,Opp	-----	-----	**1153**	-----	**1543**	-----

SSH - Saturdays and School Holidays **04.01.23**

D&E Coaches

Hughton - Inverness Bus Station

Service 307A

commencing 1 April 2024

Monday - Friday - School Days Only

Service No	307A M-Fri	307A M-Fri
Inverness Bus Station Stance 7	0545	2115
Inverness,Dunain Road	----	2125
Inchmore,Hotel opp	0600	2138
Kirkhill Post Office	-----	2139
Kiltarlity Village Hall,Opp	0615	2154
Hughton Bus Shelter	-----	-----
Beauly, The Square,Opp	-----	-----

Service No	307A M-Fri	307A M-Fri
Beauly	-----	-----
Hughton	-----	-----
Kiltarlity Village Hall	0620	2155
Kirkhill	0635	-----
Inchmore, Hotel o/s	0636	2210
Charleston Academy	-----	-----
Inverness,Dunain Road	0649	-----
Inverness Bus Station Stance 7	0700	2225

Saturday and School Holidays

Service No	307A SSH	307A SSH
Inverness Bus Station Stance 7	0545	2115
Inverness,Dunain Road	----	2125
Inchmore,Hotel opp	0600	2138
Kirkhill Post Office	-----	2139
Kiltarlity Village Hall,Opp	0615	2154
Hughton Bus Shelter	-----	-----
Beauly, The Square,Opp	-----	-----

Service No	307A SSH	307A SSH
Beauly	-----	-----
Hughton	-----	-----
Kiltarlity Village Hall	0620	2155
Kirkhill	0635	-----
Inchmore,Hotel o/s	0636	2210
Inverness,Dunain Road	0649	-----
Inverness Bus Station Stance 7	0700	2225

M-F - Monday - Friday

SSH - Saturday & School Holidays

01.04.24

CONTRACT 311-0 Jan-25

CABRICH - FOXHOLE - KILTARLITY- DINGWALL

Saturdays Only

	311
Falcon Square, Inverness	09:00
Bunchrew	09:15
Inchmore	09:20
Moniack Bridge	09:28
Moniack Castle	09:30
Foxhole	09:36
Glen Convinth	09:40
Glaickbea	09:45
Kiltarlity P.O.	09:48
Kiltarlity Hall	09:50
Brockies Corner	09:57
Beauly	10:02
Muir of Ord	10:07
Mulbuie School	10:12
Leanig X- Roads	10:16
Dingwall Tesco	10:25

	311
Dingwall Tesco	13:00
Leanig X- Roads	13:09
Mulbuie School	13:13
Muir of Ord	13:18
Beauly	13:23
Brockies Corner	13:28
Kiltarlity Hall	13:35
Kiltarlity P.O.	13:37
Glaickbea	13:40
Glen Convinth	13:45
Foxhole	13:49
Moniack Castle	13:55
Moniack Bridge	13:57
Inchmore	14:05
Bunchrew	14:10
Falcon Square, Inverness	14:25

* When 25 or 26 December and 1 or 2 January are Saturdays, this service will run on 24 and 31 December instead.

Service 312

Jan-24

FORT AUGUSTUS - GLENURQUHART HIGH SCHOOL

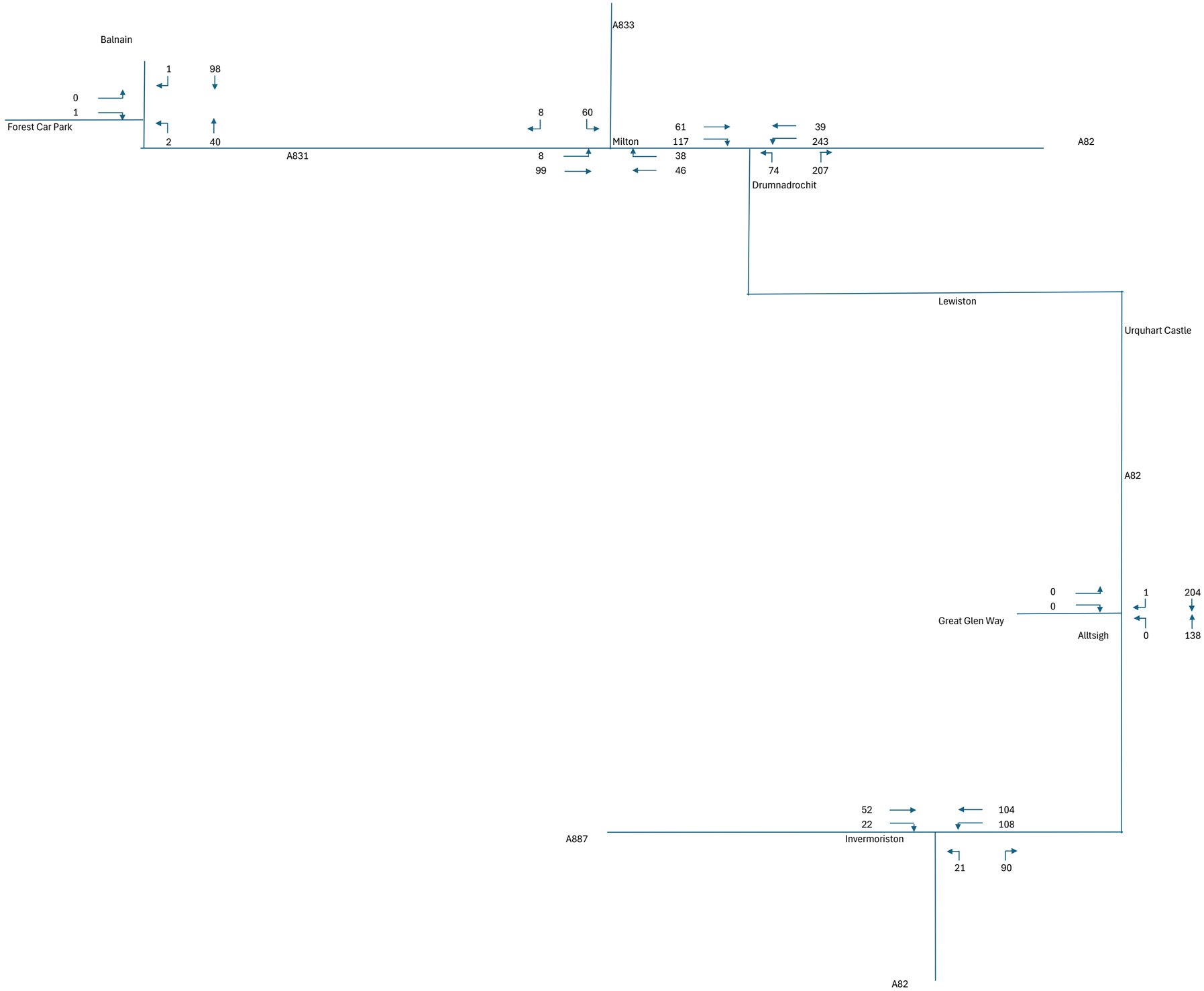
Schooldays only

		F	NF
Service No	**312**	**312**	**312**
Fort Augustus Bus Stance	07:54	13:15	16:25
Invermoriston Hotel	08:02	13:28	16:33
Loch Ness Youth Hostel	08:07	13:33	16:38
Urquhart Castle, Car Park	08:22	13:48d	16:53
Glenurquhart High School	08:27	---	---
Drumnadrochit Post Office	08:30	13:53	16:58

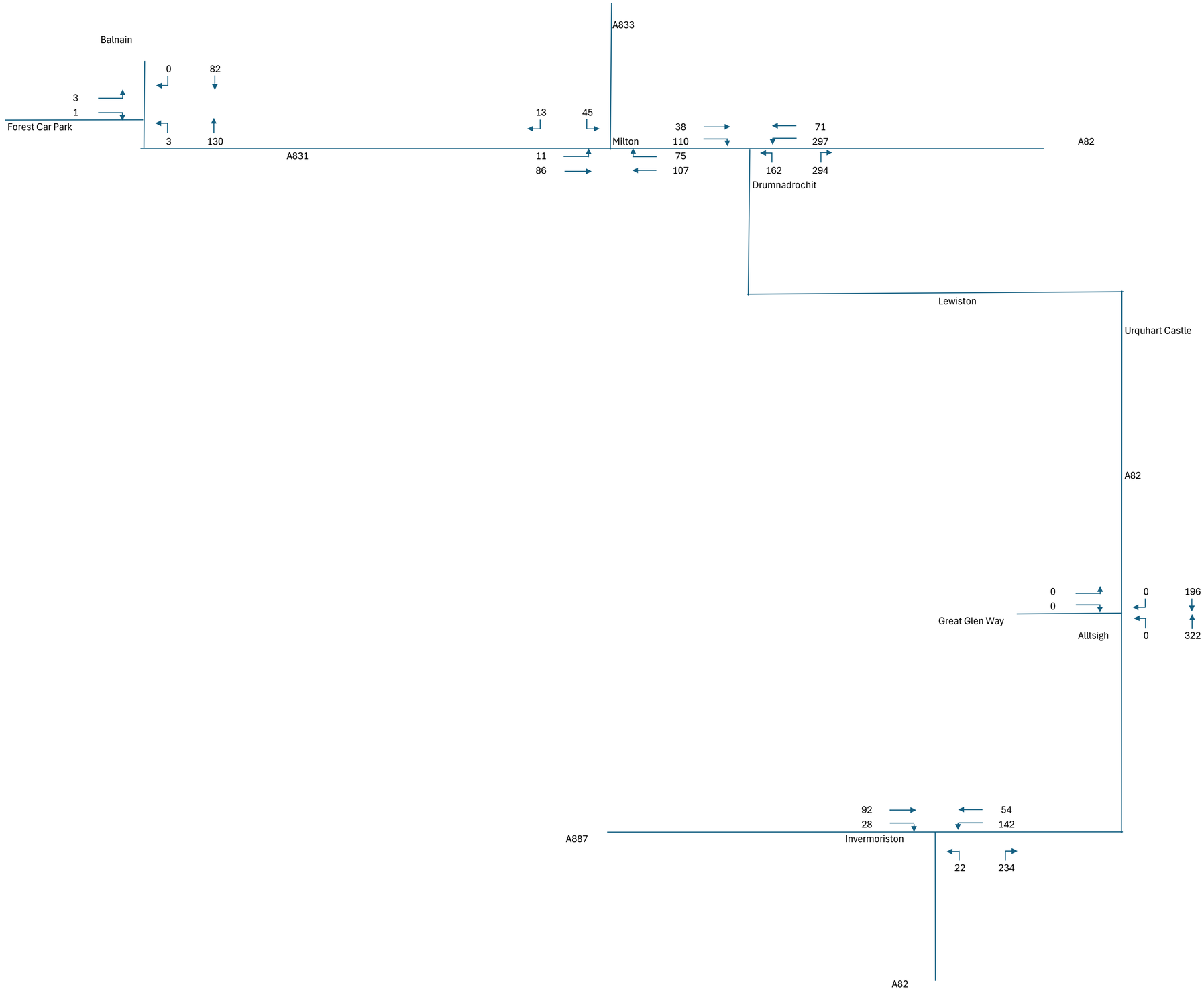
	F	NF
Service No	**312**	**312**
Glenurquhart High School	12:37	15:47
Urquhart Castle, Car Park	12:42	15:52
Loch Ness Youth Hostel	12:57	16:07
Invermoriston Car Park,o/s	13:02	16:12
Fort Augustus Bus Stance	13:15	16:25

F - Friday only
NF - Not Friday
d - On request to set down only

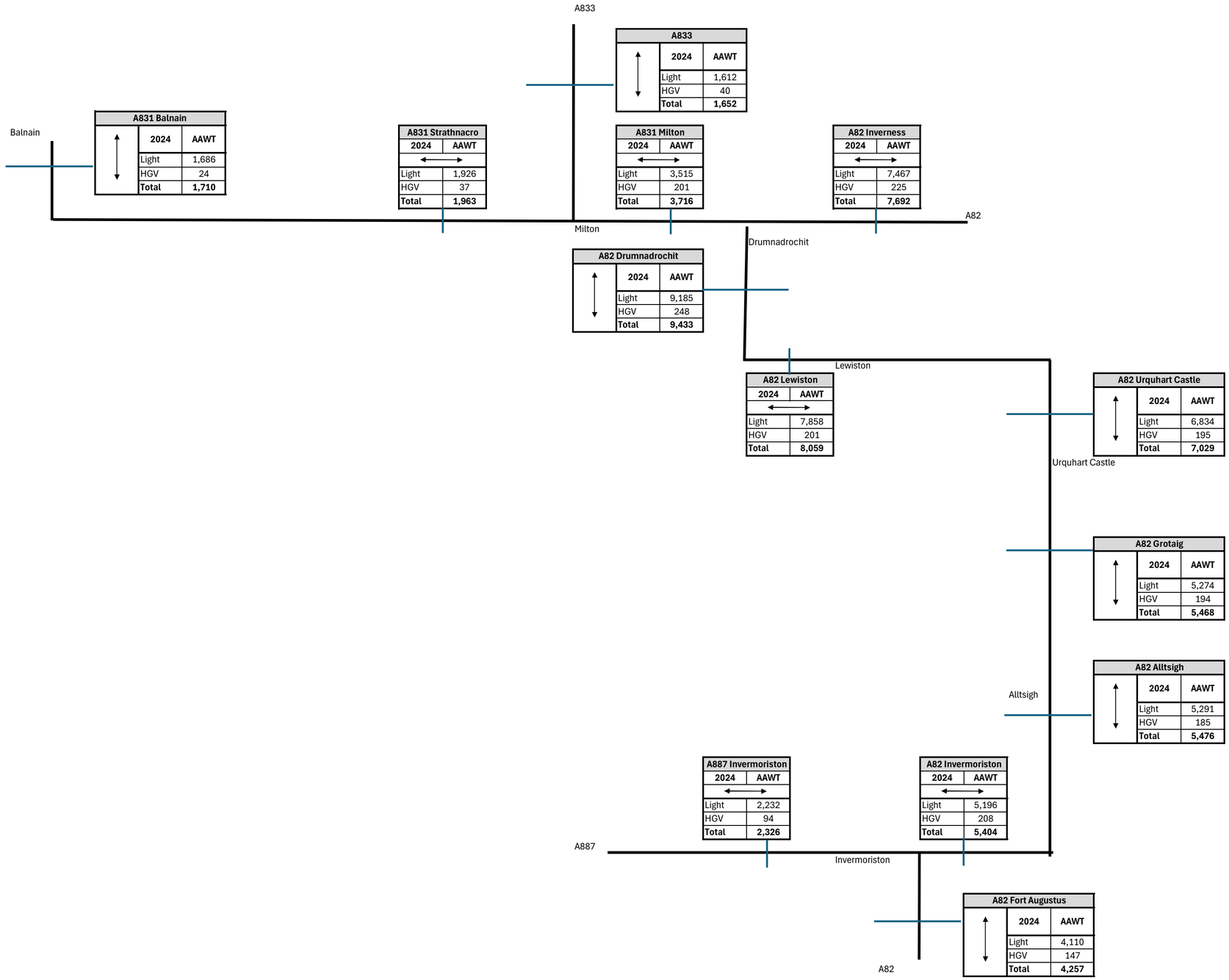
Annex B – Network Flow Diagrams



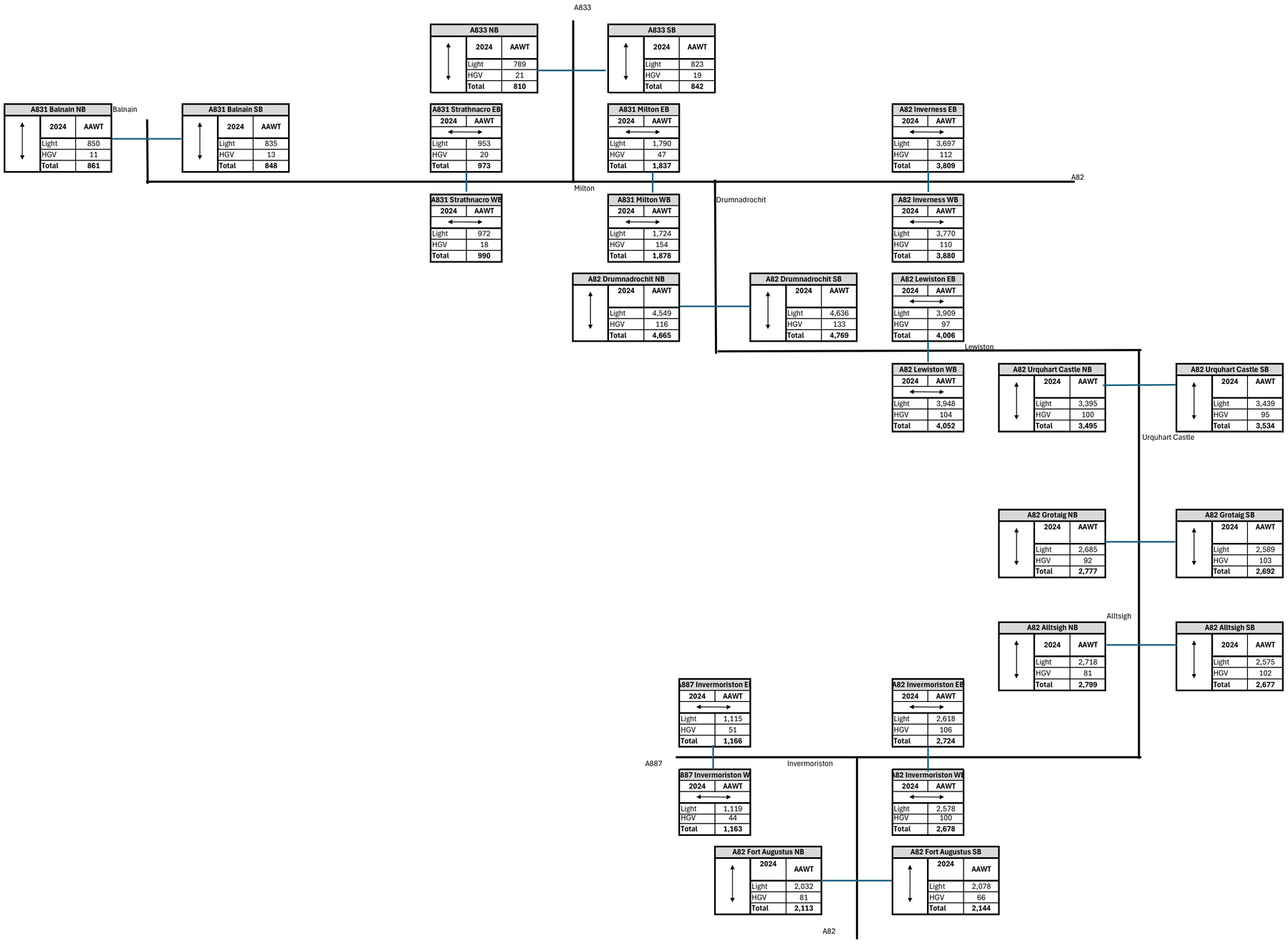
Client:	Glen Earrach Energy	AECOM	Title:	AM Peak Hour JTC - Summer (09:00-10:00)
Project:	Glen Earrach PSH		Figure No:	NFD Summer 1



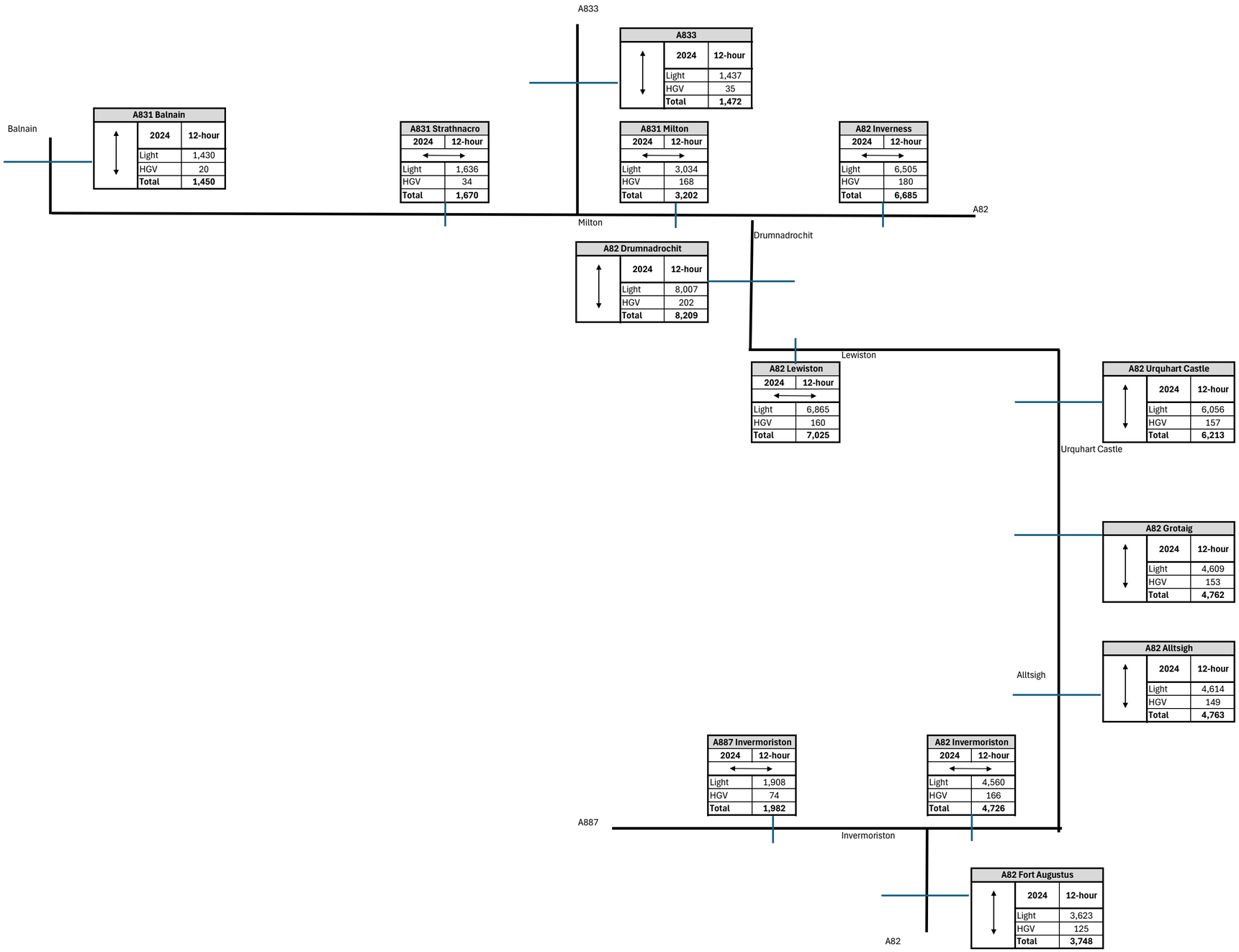
Client:	Glen Earrach Energy	AECOM	Title:	AM Peak Hour JTC - Summer (16:45-17:45)
Project:	Glen Earrach PSH		Figure No:	NFD Summer 2



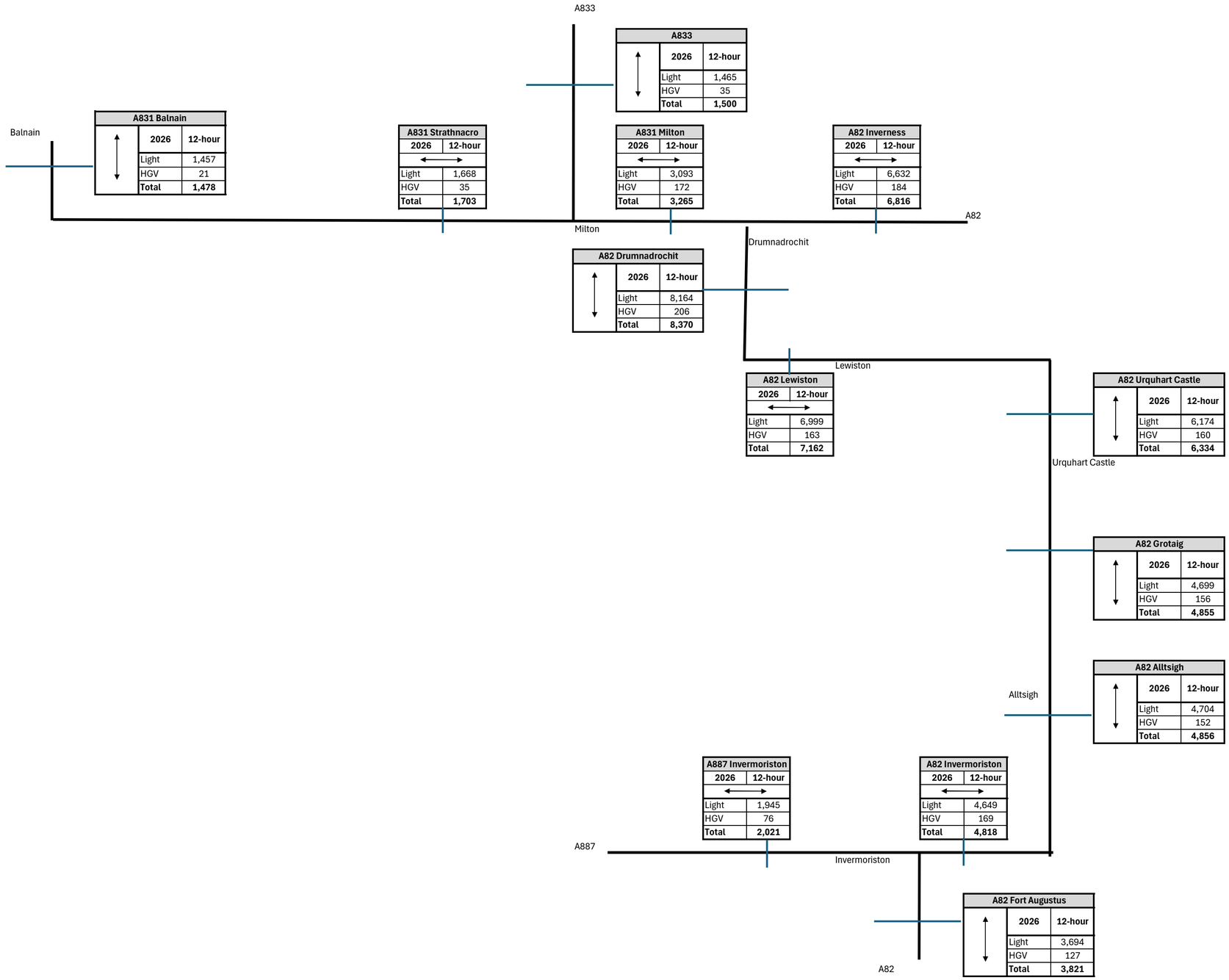
Client:	Glen Earrach Energy	AECOM	Title:	2024 Traffic Surveys - Summer
Project:	Glen Earrach PSH		Figure No:	NFD Summer 3



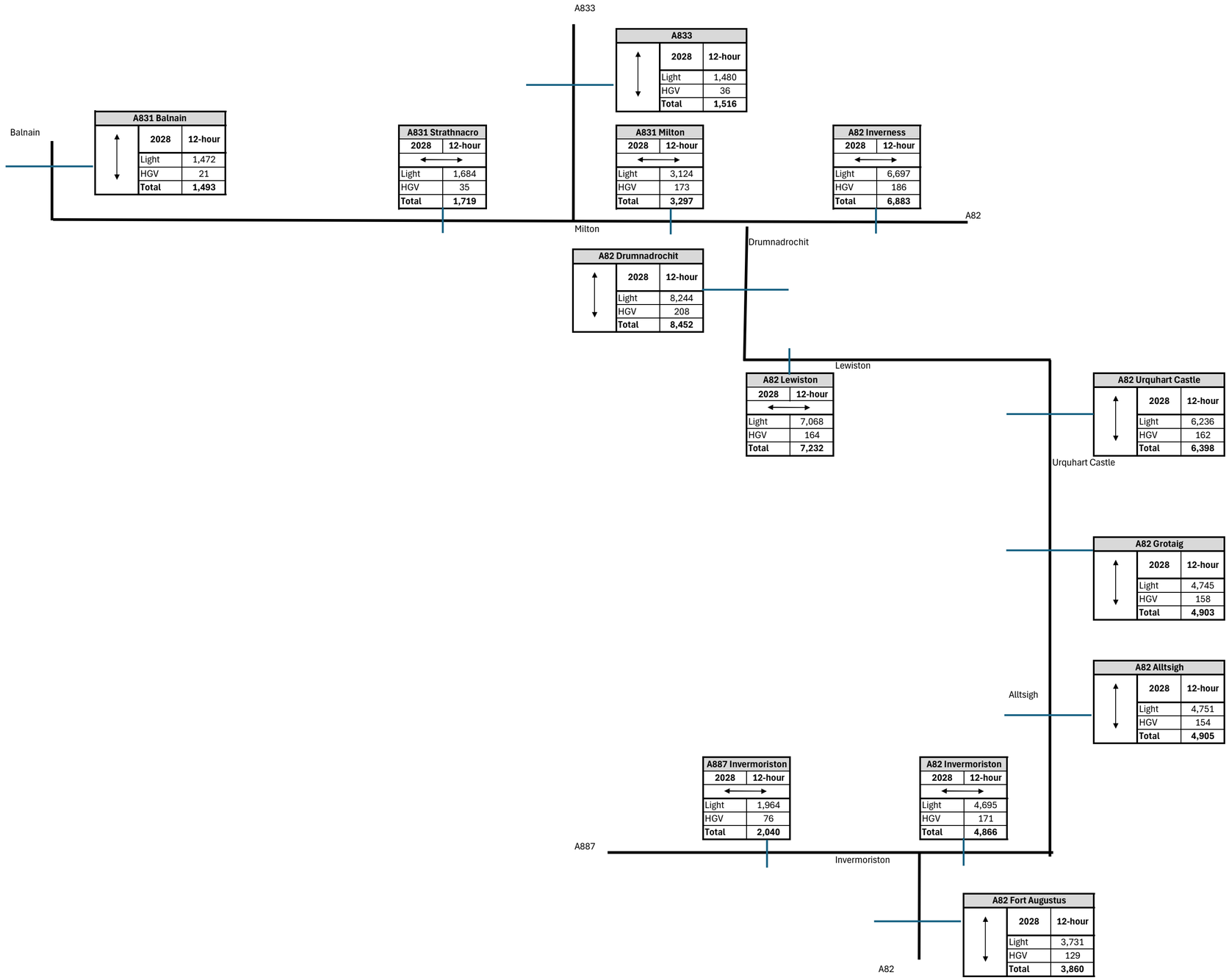
Client:	Glen Earrach Energy	AECOM	Title:	2024 Traffic Surveys 1 Way - Summer
Project:	Glen Earrach PSH		Figure No:	NFD Summer 4



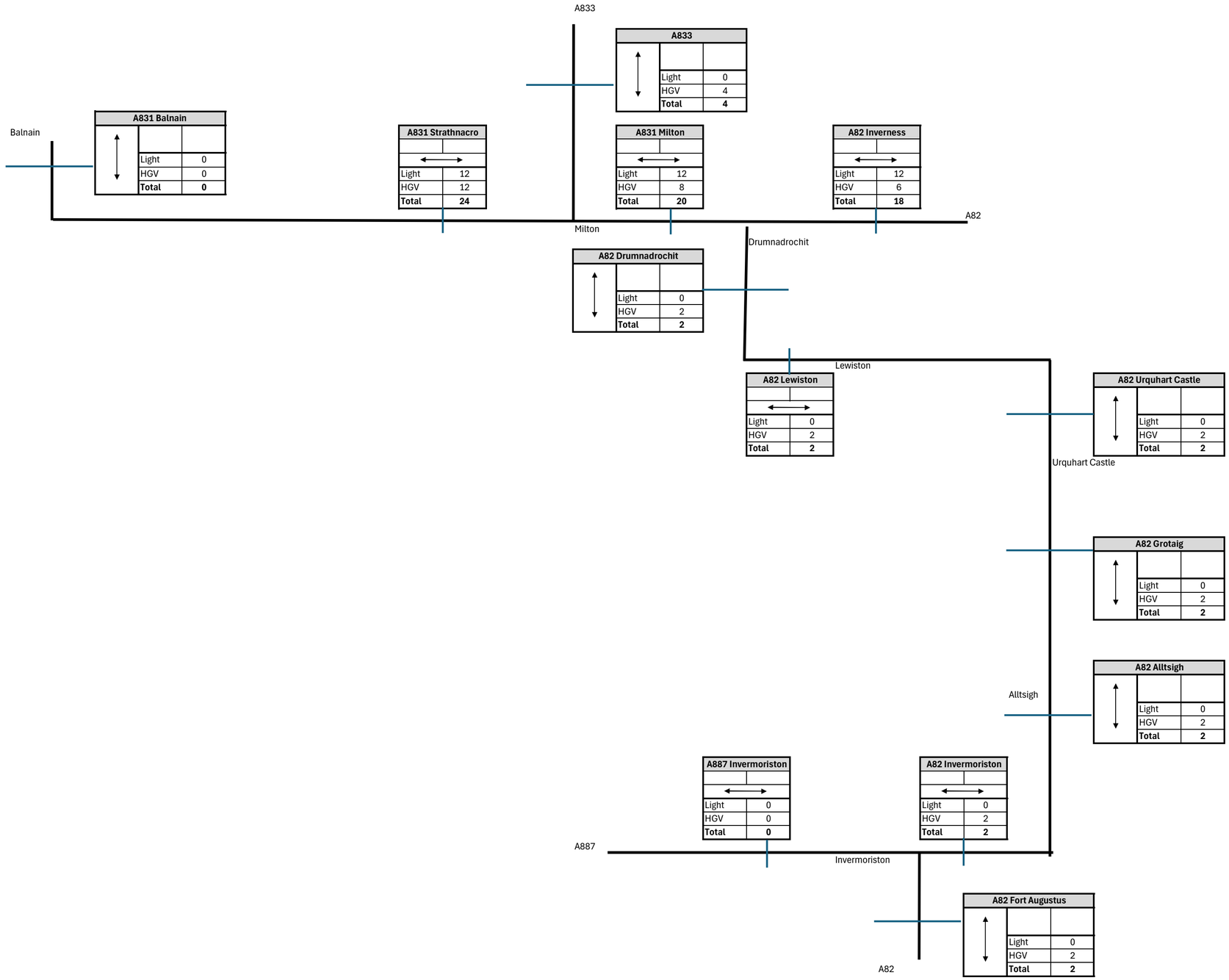
Client:	Glen Earrach Energy	AECOM	Title:	2024 Traffic Surveys 12-Hour - Summer
Project:	Glen Earrach PSH		Figure No:	NFD Summer 5



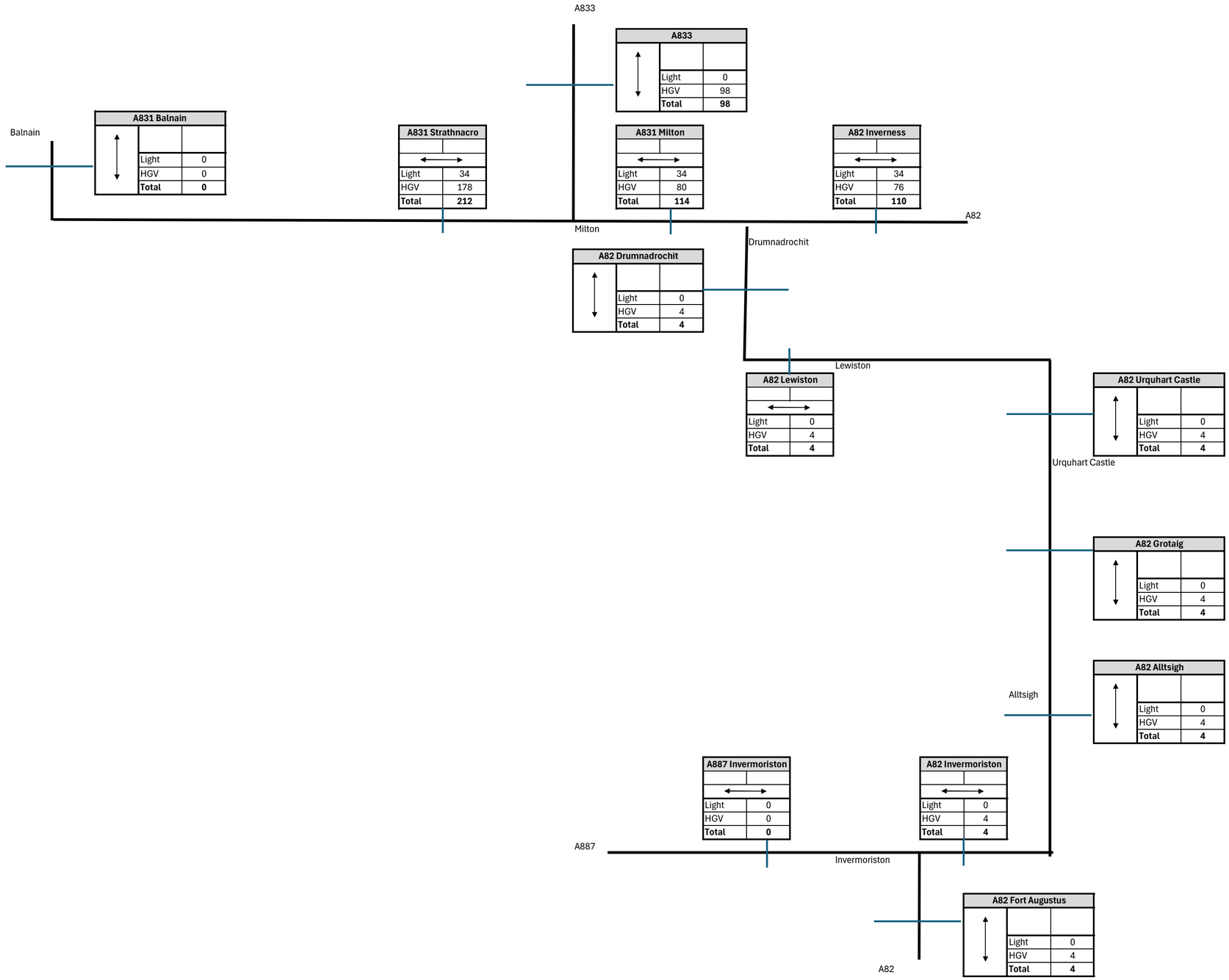
Client:	Glen Earrach Energy	AECOM	Title:	2026 Pre-Construction Baseline (12-Hour) - Summer
Project:	Glen Earrach PSH		Figure No:	NFD Summer 6



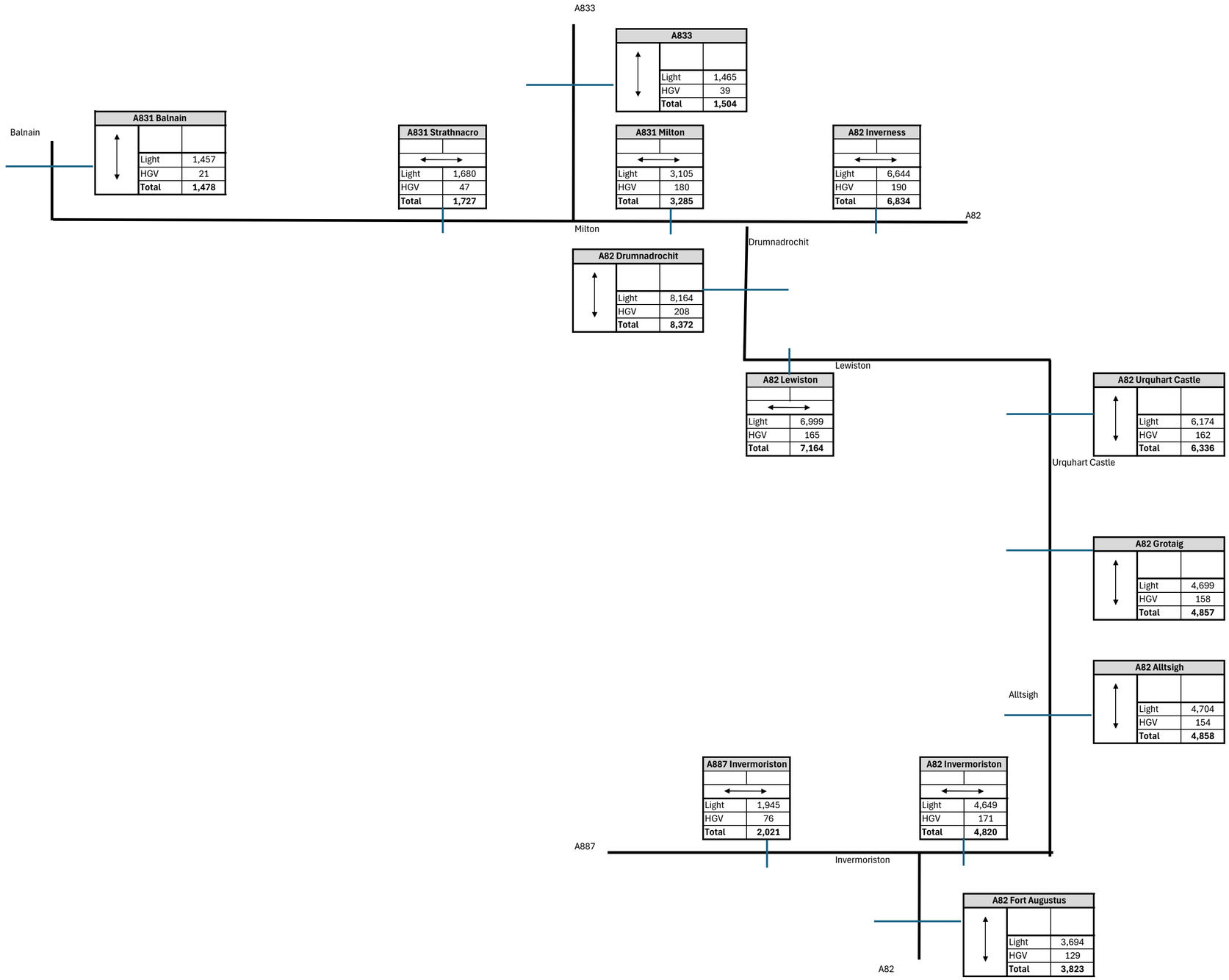
Client:	Glen Earrach Energy	AECOM	Title:	2028 Construction Baseline (12-Hour) - Summer
Project:	Glen Earrach PSH		Figure No:	NFD Summer 7



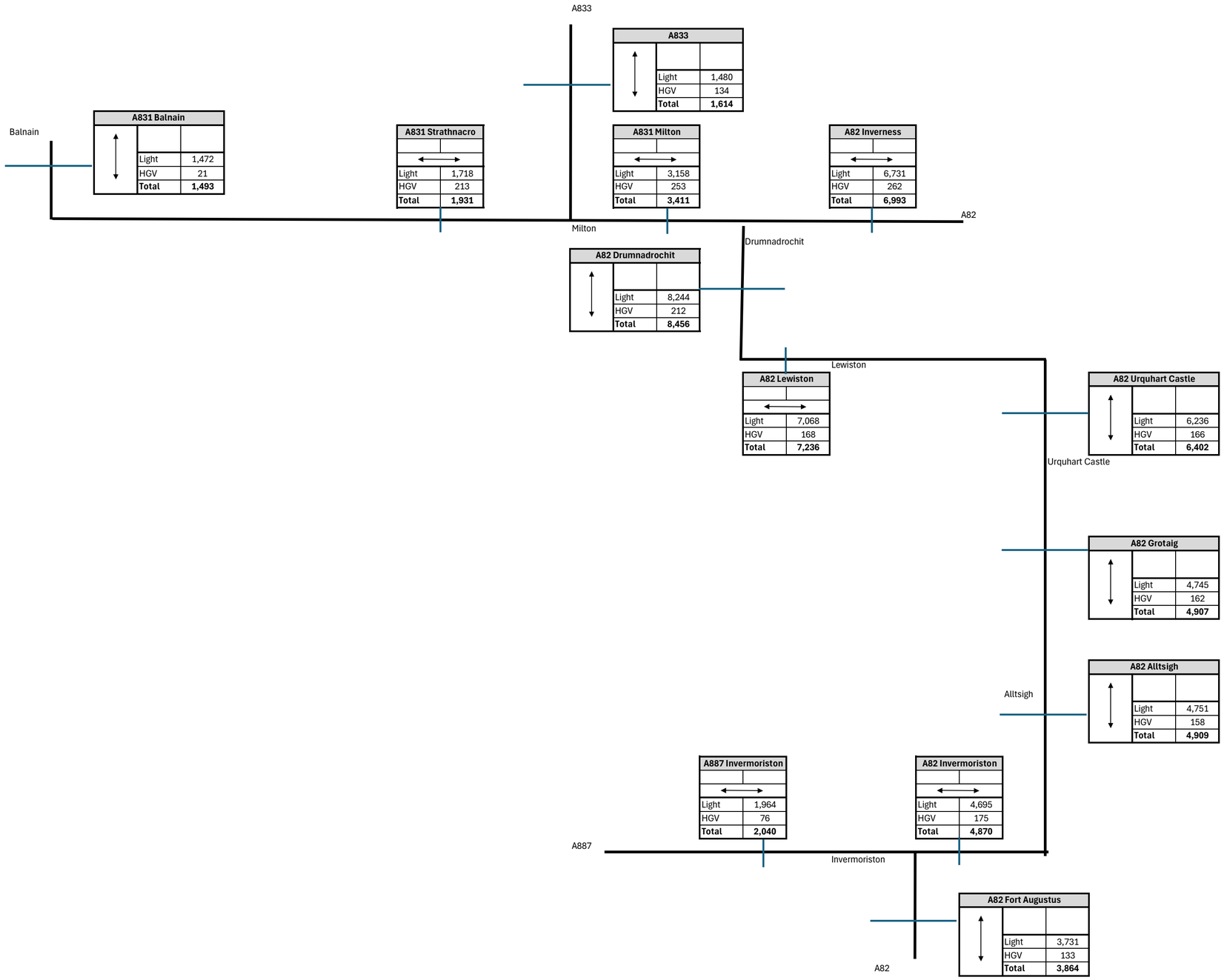
Client:	Glen Earrach Energy	AECOM	Title:	Pre-Construction Phase Traffic Forecast
Project:	Glen Earrach PSH		Figure No:	NFD Summer 8



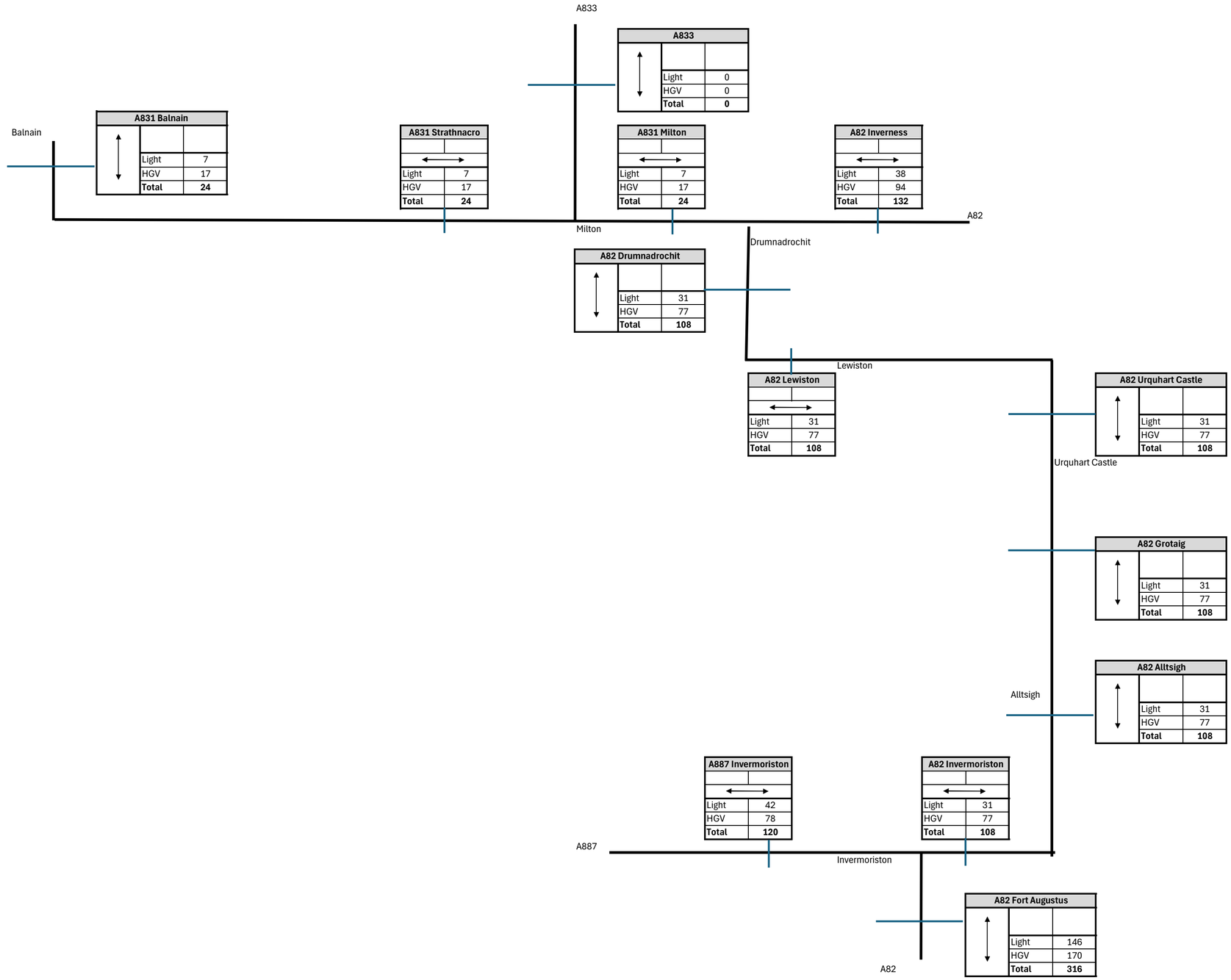
Client:	Glen Earrach Energy	AECOM	Title:	Construction Phase Traffic Forecast
Project:	Glen Earrach PSH		Figure No:	NFD Summer 9



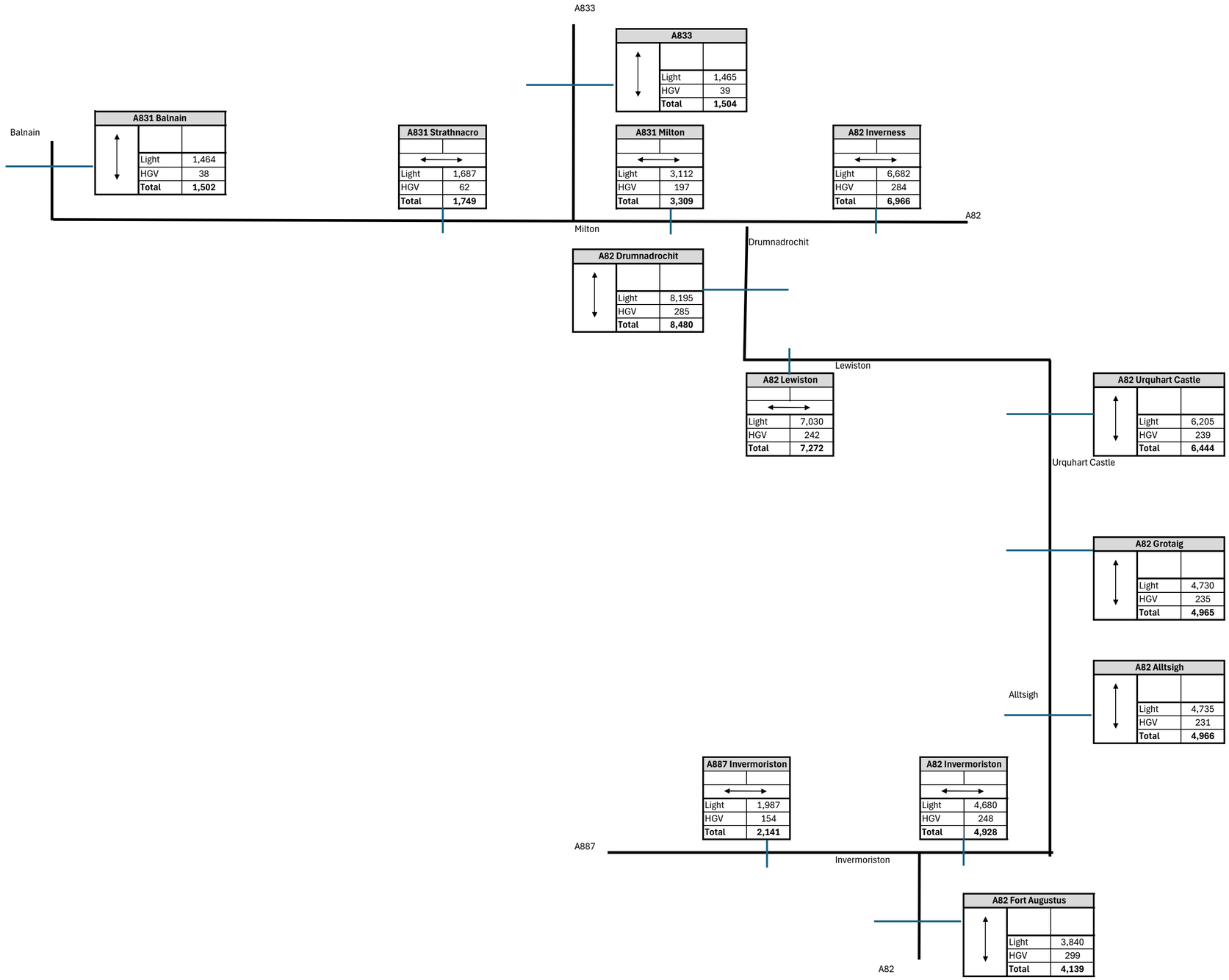
Client:	Glen Earrach Energy	AECOM	Title:	2026 Baseline + Pre-Construction Phase Traffic - Summer
Project:	Glen Earrach PSH		Figure No:	NFD Summer 10



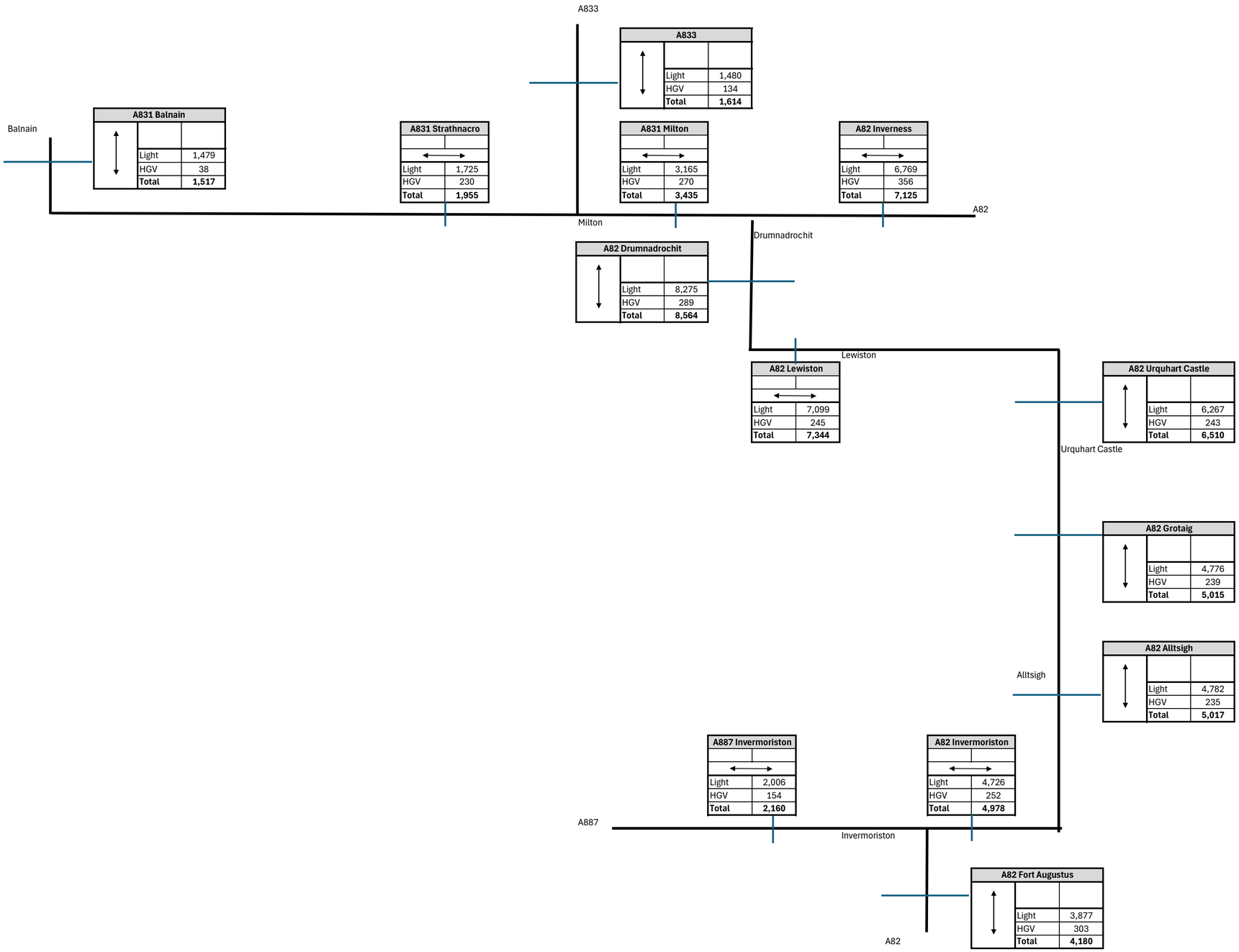
Client:	Glen Earrach Energy	AECOM	Title:	2028 Baseline + Construction Phase Traffic - Summer
Project:	Glen Earrach PSH		Figure No:	NFD Summer 11



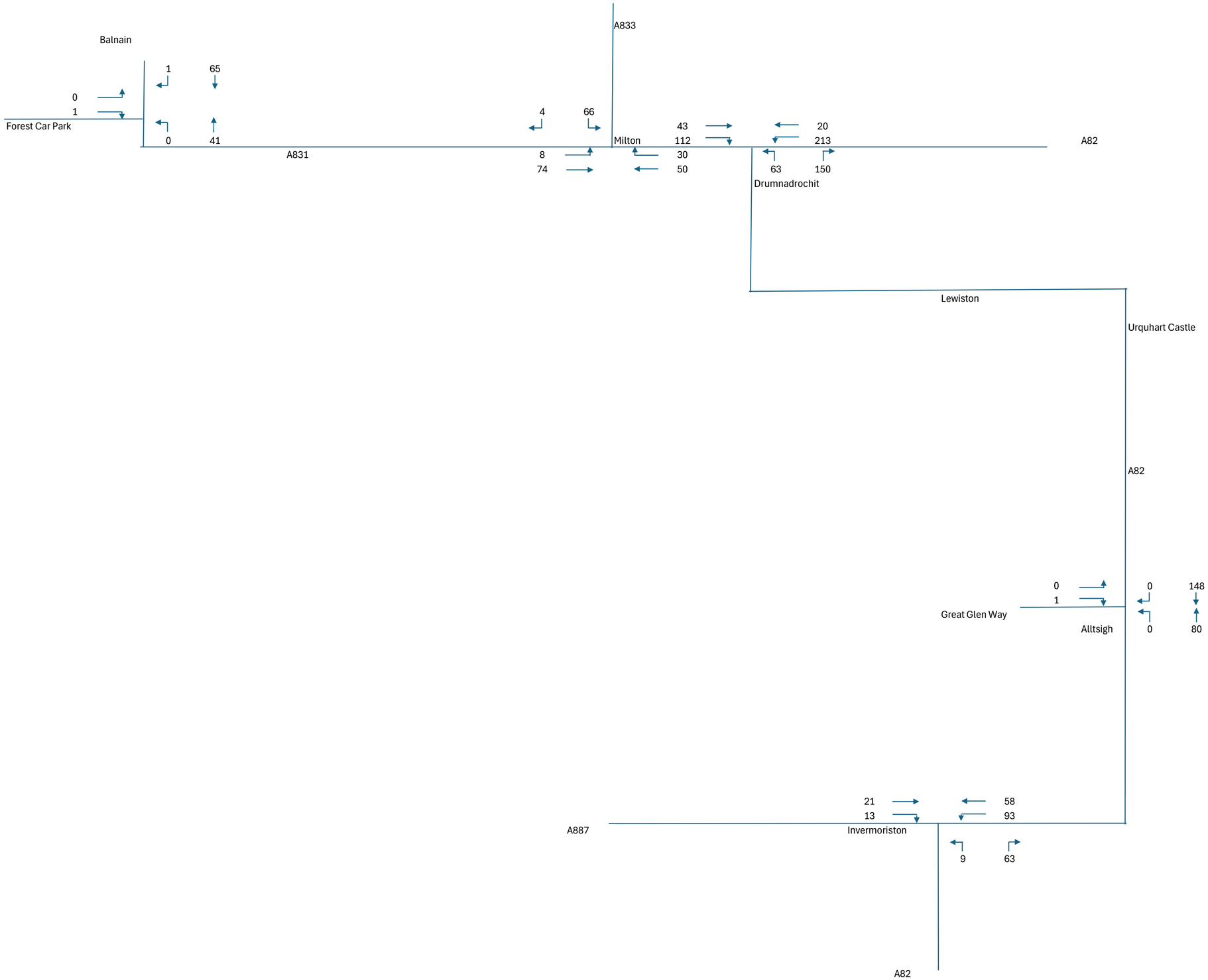
Client:	Glen Earrach Energy	AECOM	Title:	Cumulative Development Traffic
Project:	Glen Earrach PSH		Figure No:	NFD Summer 12



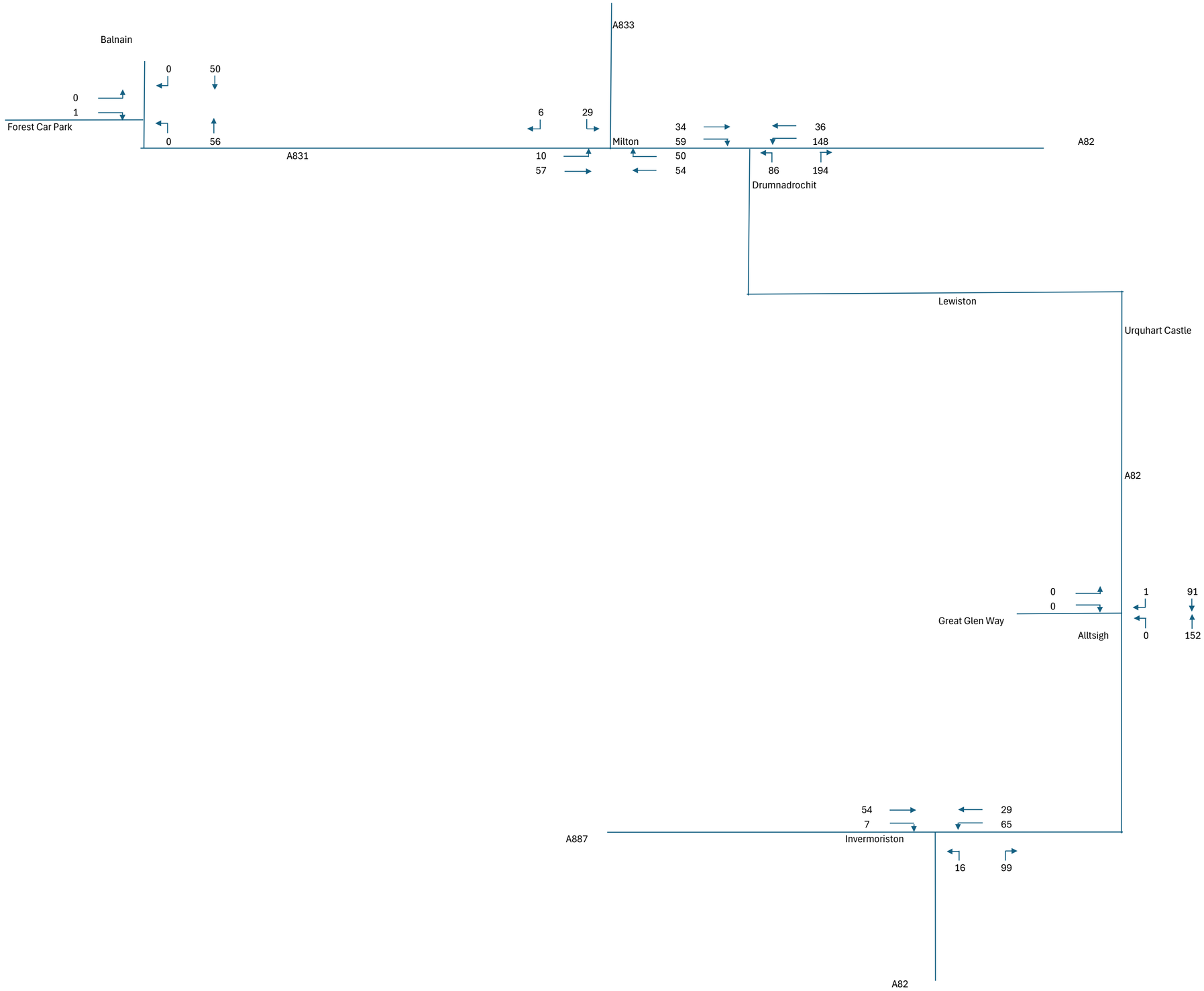
Client:	Glen Earrach Energy	AECOM	Title:	2026 Baseline + Pre-Construction Phase Traffic + Cumulative Development Traffic - Summer
Project:	Glen Earrach PSH		Figure No:	NFD Summer 13



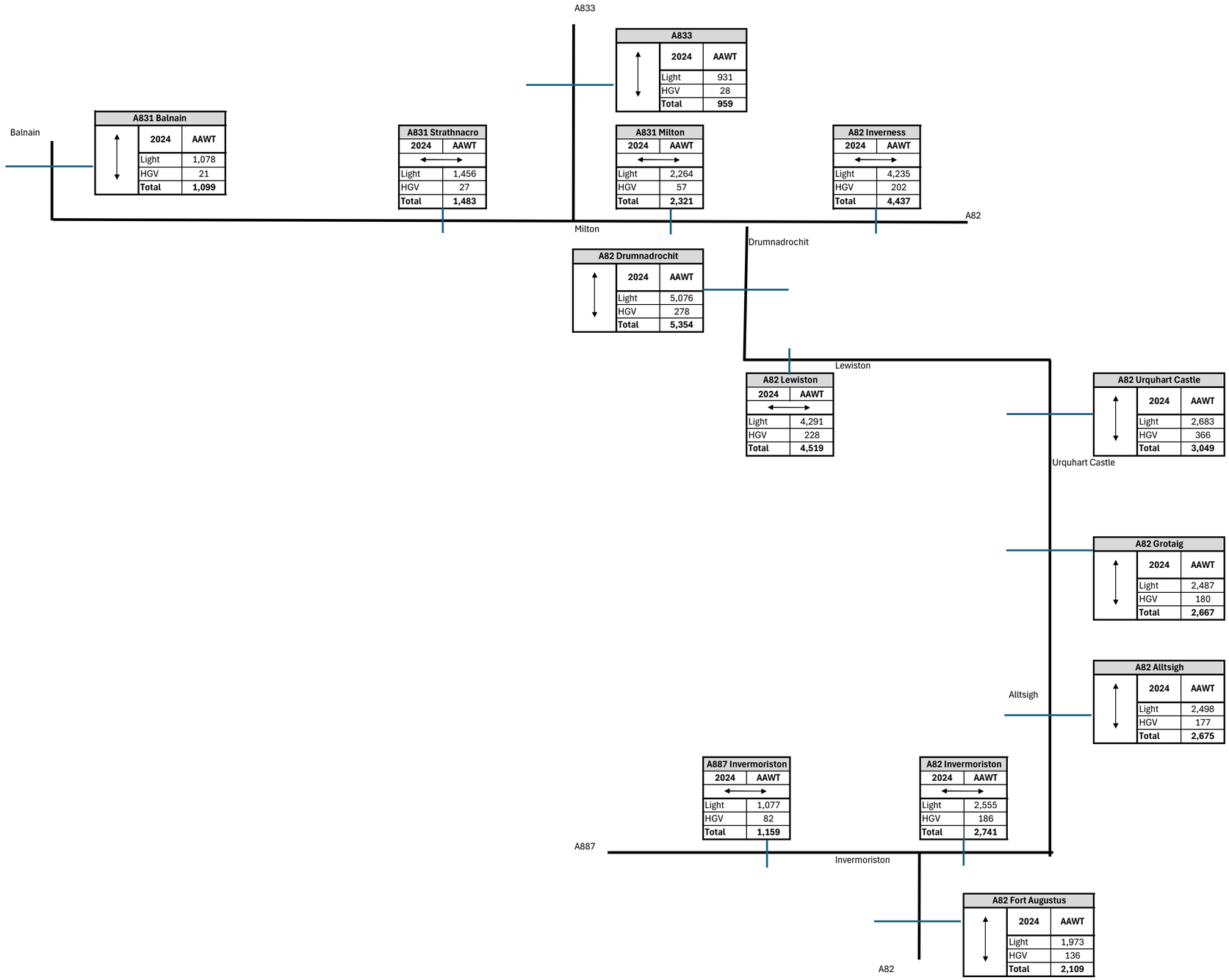
Client:	Glen Earrach Energy	AECOM	Title:	2028 Baseline + Construction Phase Traffic + Cumulative Development Traffic - Summer
Project:	Glen Earrach PSH		Figure No:	NFD Summer 14



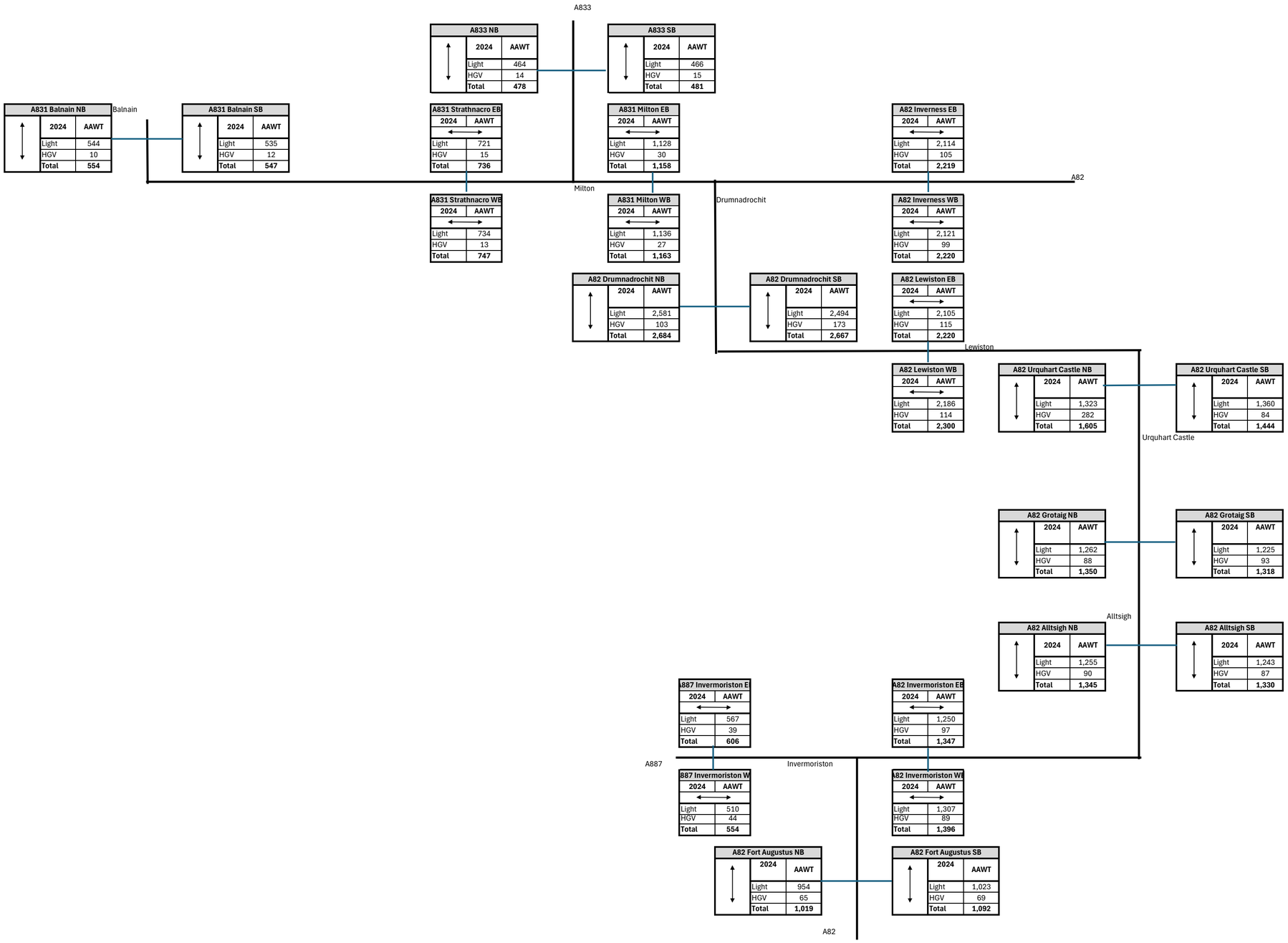
Client:	Glen Earrach Energy	AECOM	Title:	AM Peak Hour JTC - Winter (08:00-09:00)
Project:	Glen Earrach PSH		Figure No:	NFD Winter 1



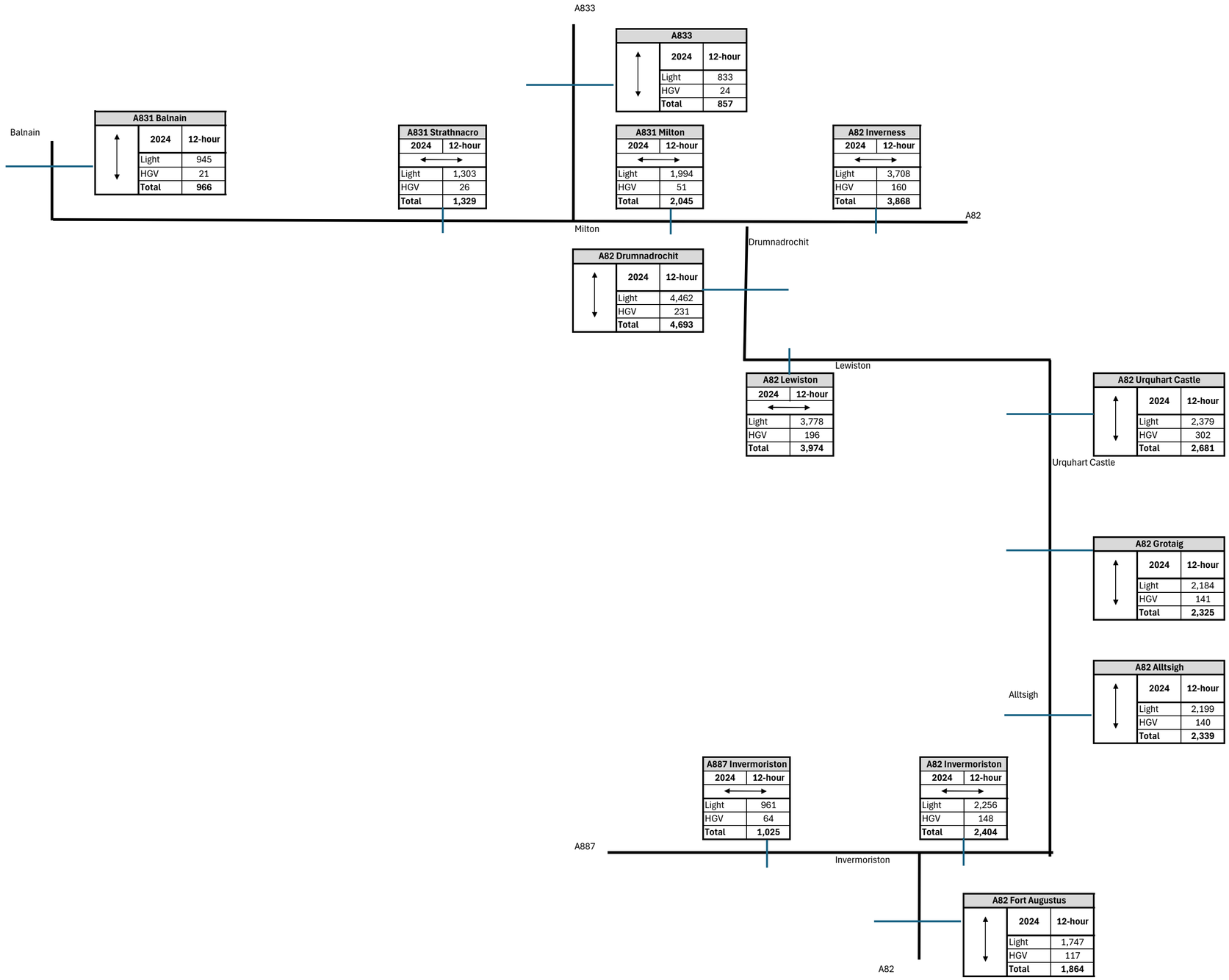
Client:	Glen Earrach Energy	AECOM	Title:	AM Peak Hour JTC - Winter (16:00-17:00)
Project:	Glen Earrach PSH		Figure No:	NFD Winter 2



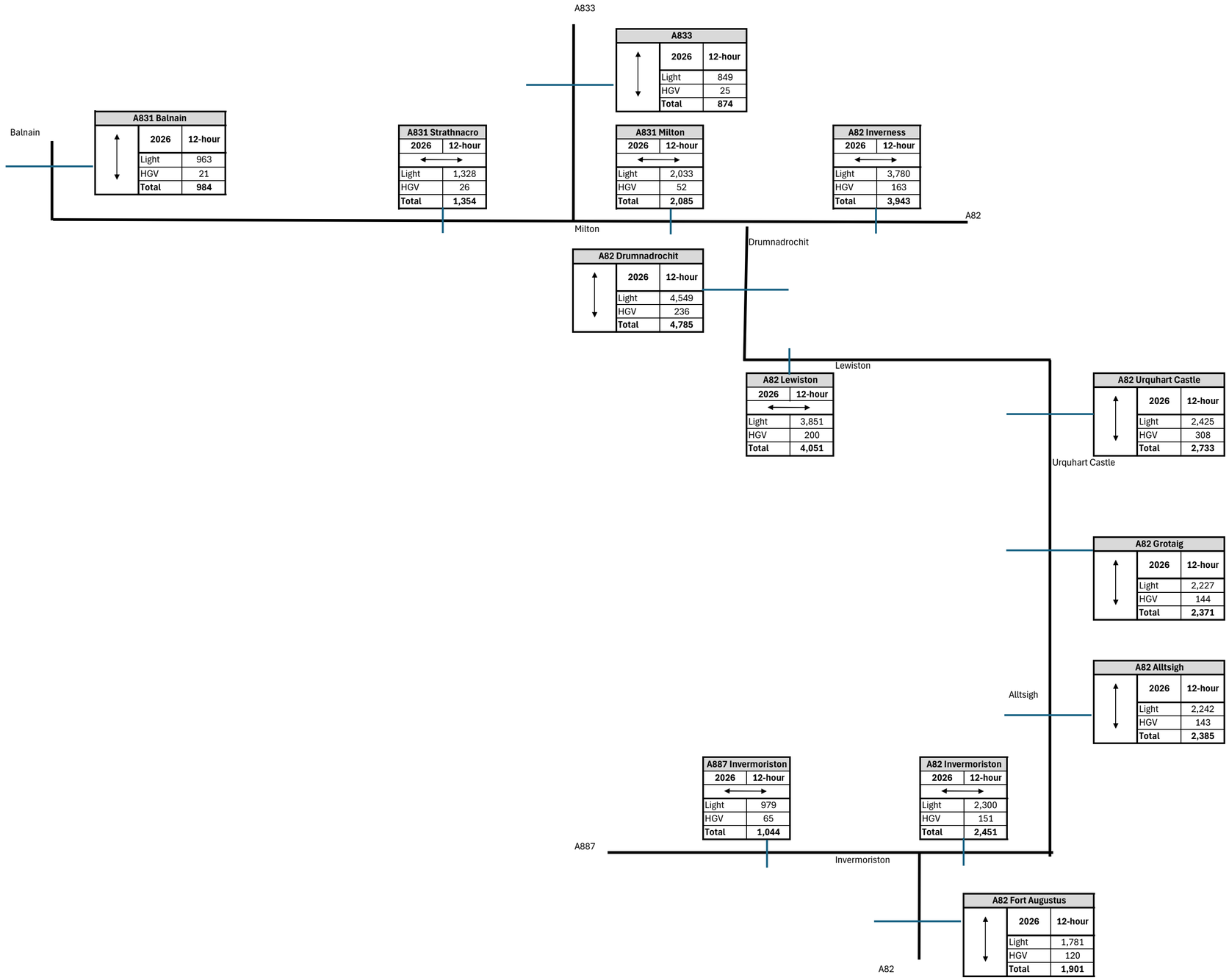
Client:	Glen Earrach Energy	AECOM	Title:	2024 Traffic Surveys - Winter
Project:	Glen Earrach PSH		Figure No:	NFD Winter 3



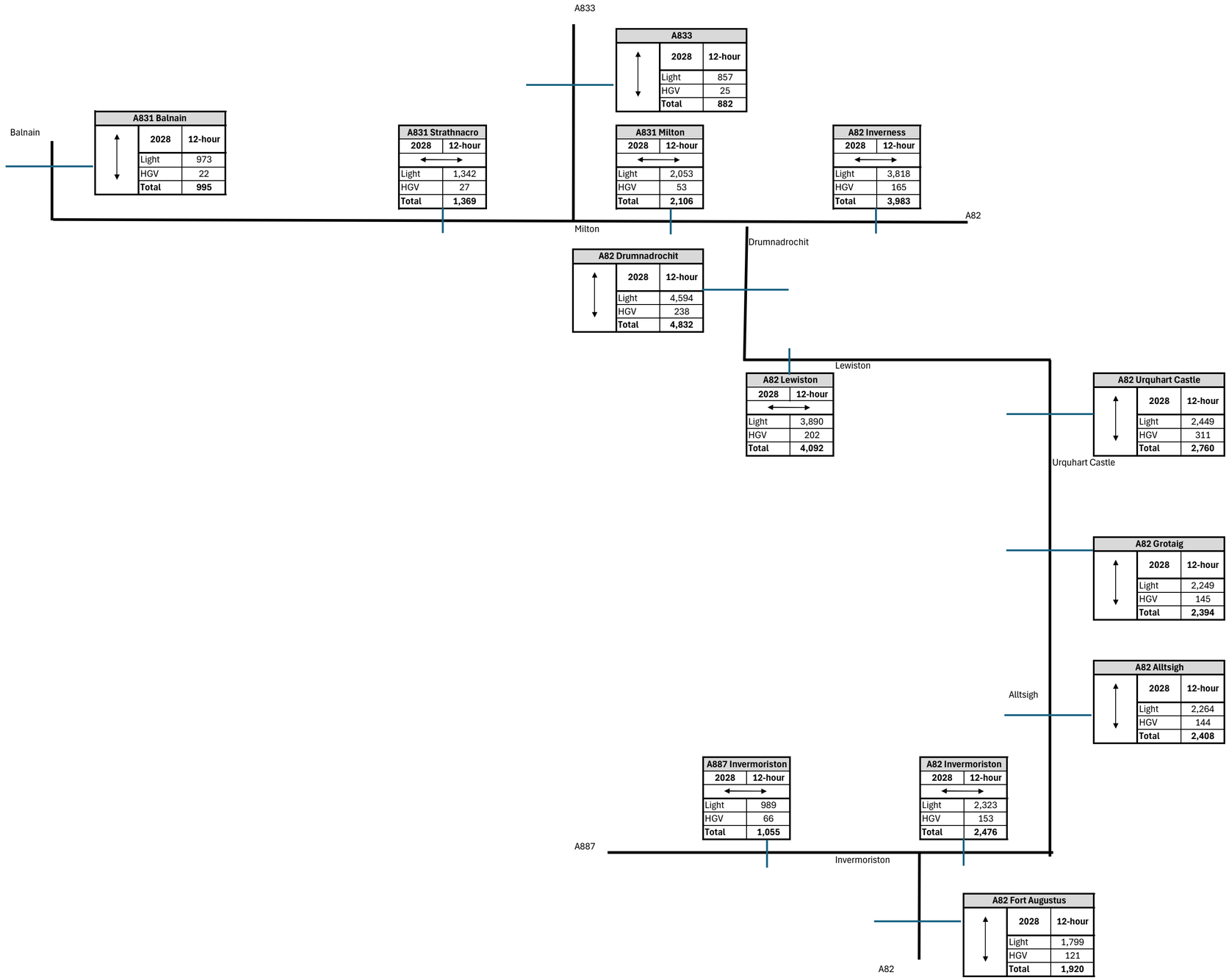
Client:	Glen Earrach Energy	AECOM	Title:	2024 Traffic Surveys 1 Way - Winter
Project:	Glen Earrach PSH		Figure No:	NFD Winter 4



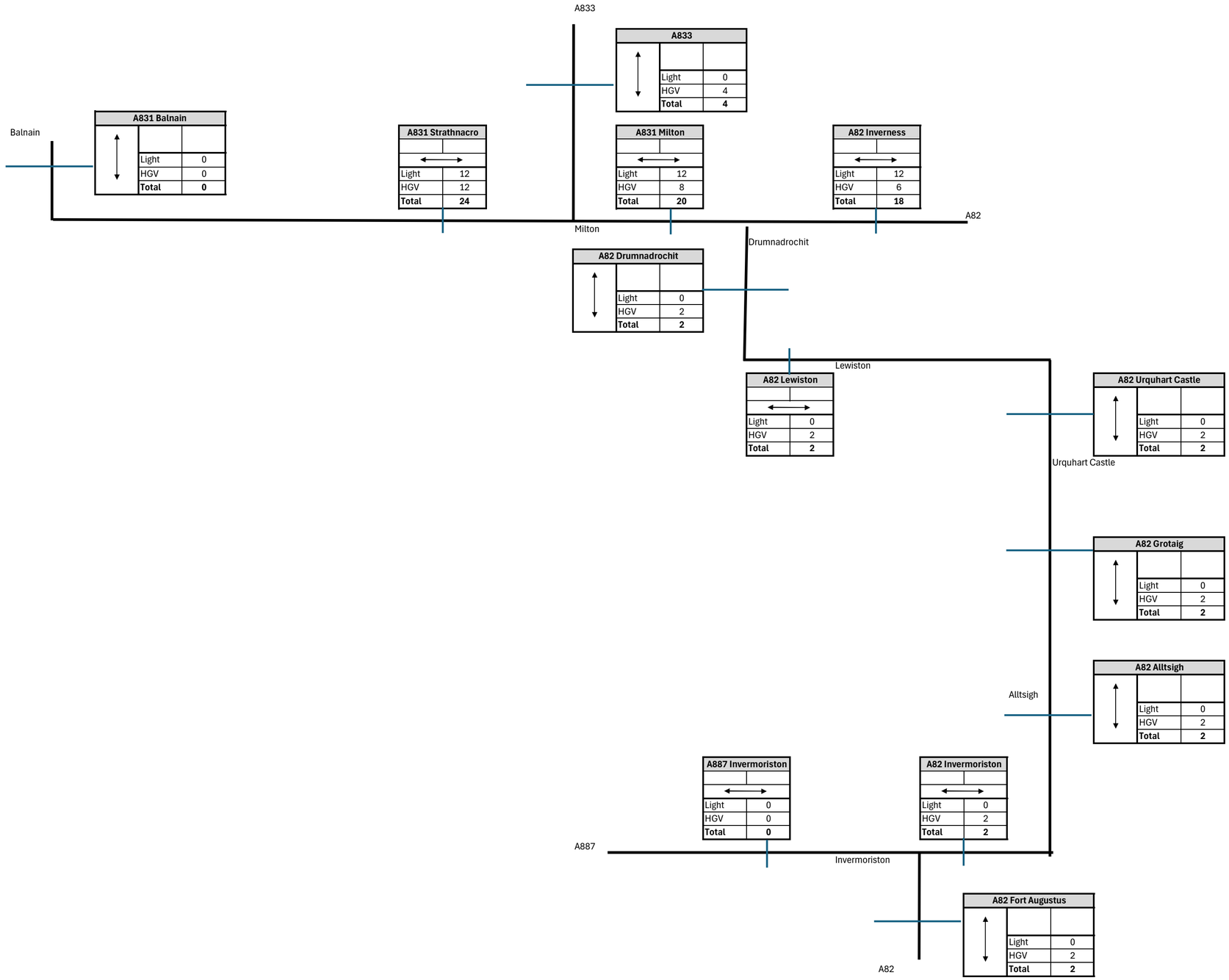
Client:	Glen Earrach Energy	AECOM	Title:	2024 Traffic Surveys 12-Hour - Winter
Project:	Glen Earrach PSH		Figure No:	NFD Winter 5



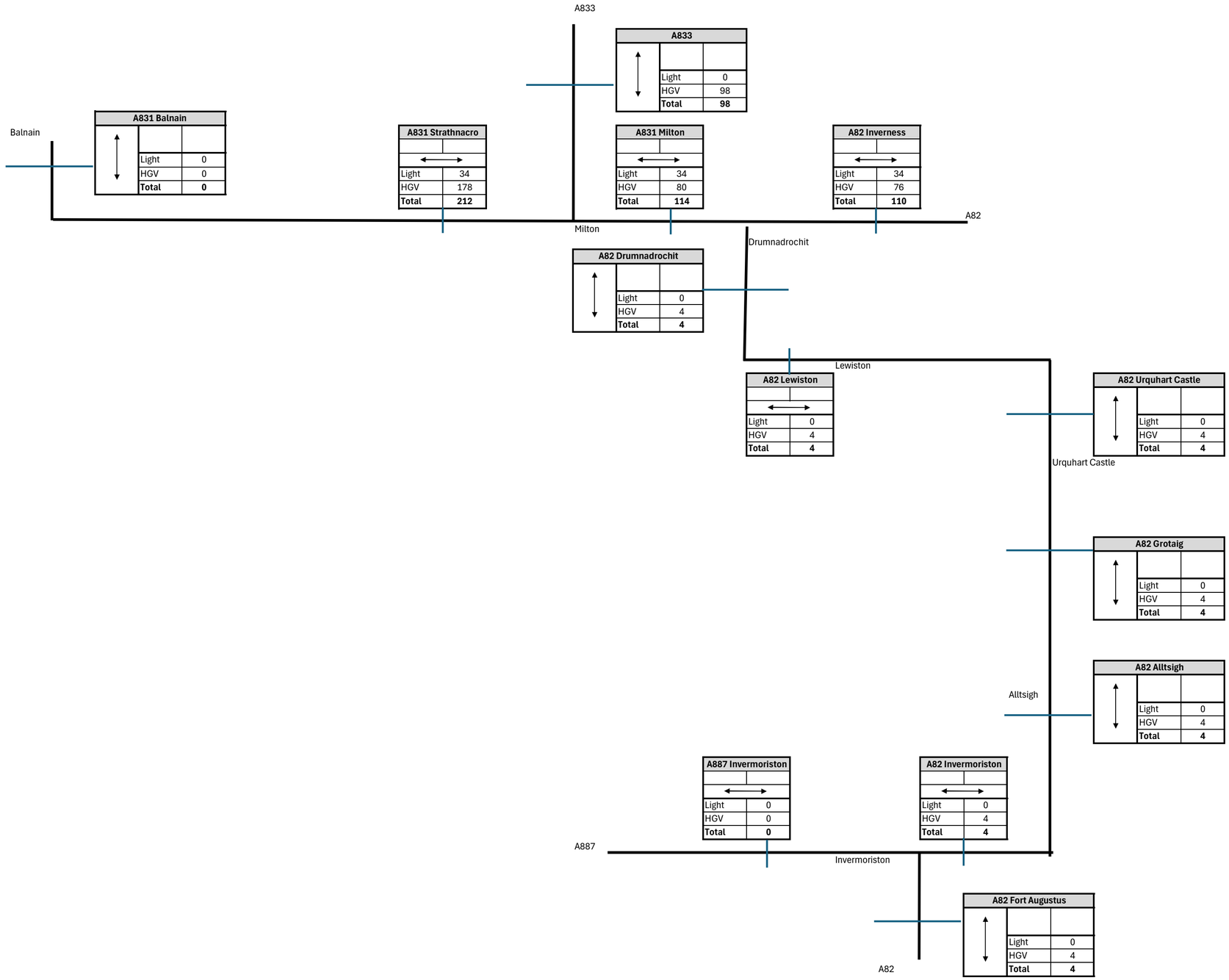
Client:	Glen Earrach Energy	AECOM	Title:	2026 Pre-Construction Baseline (12-Hour) - Winter
Project:	Glen Earrach PSH		Figure No:	NFD Winter 6



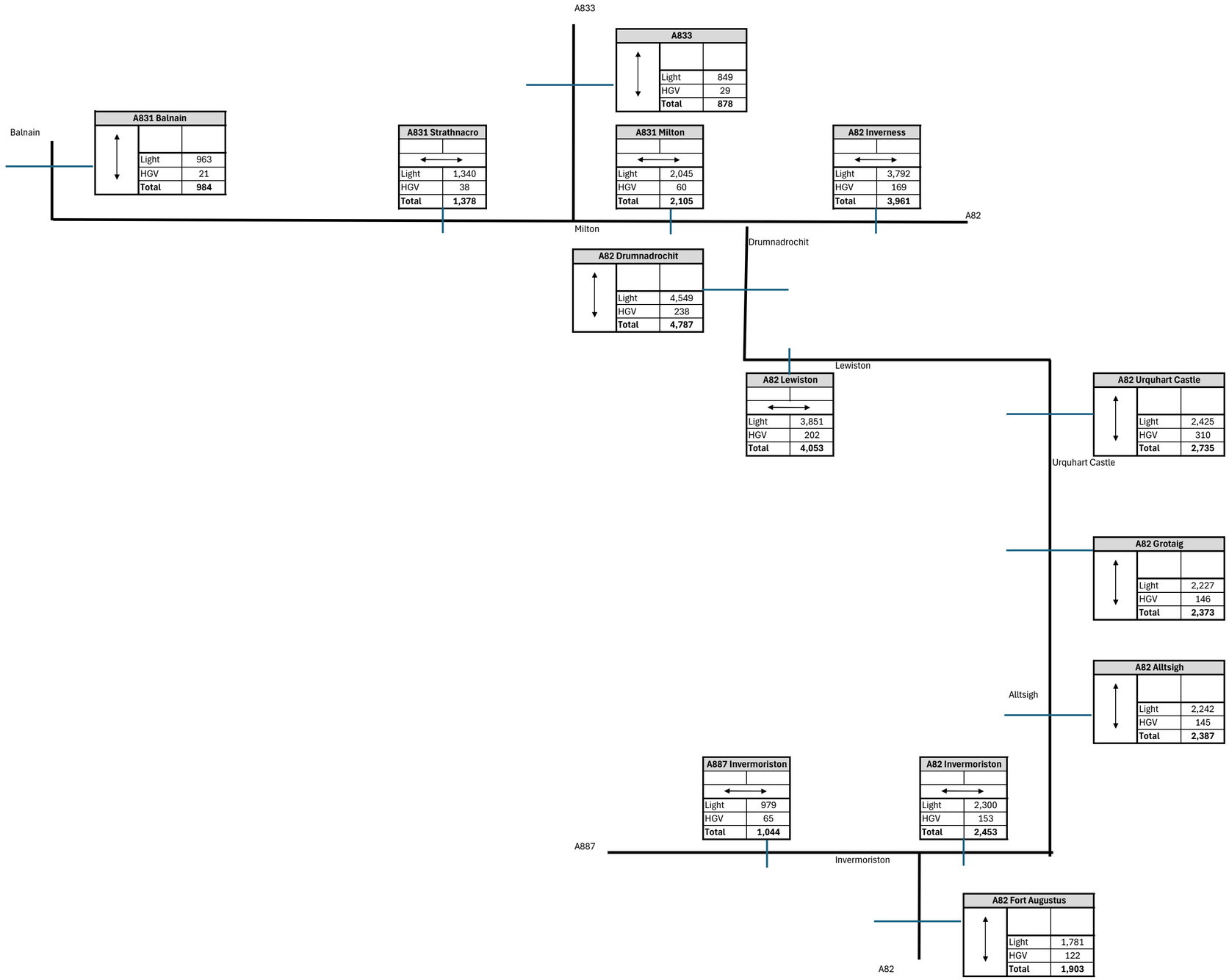
Client:	Glen Earrach Energy	AECOM	Title:	2028 Construction Baseline (12-Hour) - Winter
Project:	Glen Earrach PSH		Figure No:	NFD Winter 7



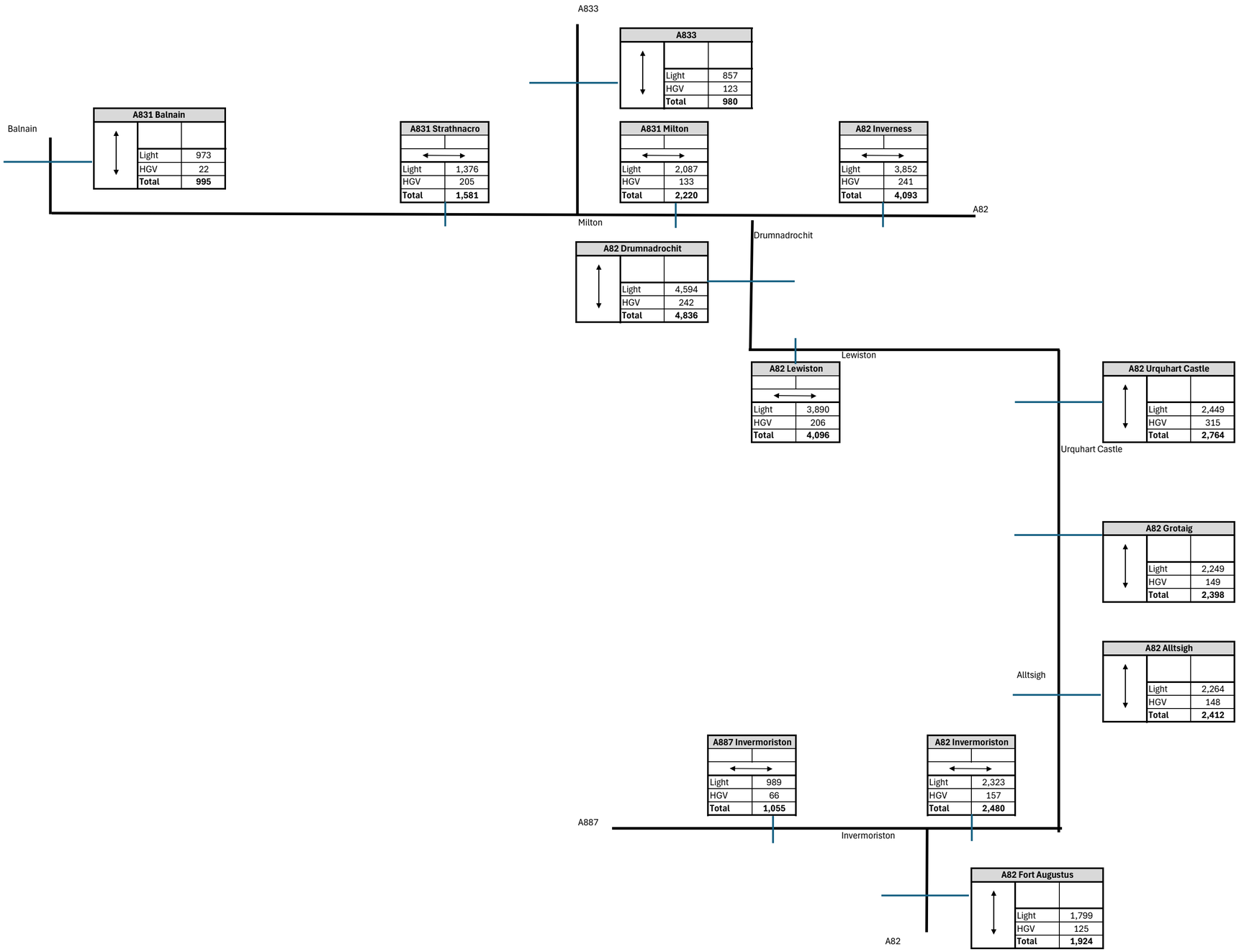
Client:	Glen Earrach Energy	AECOM	Title:	Pre-Construction Phase Traffic Forecast
Project:	Glen Earrach PSH		Figure No:	NFD Winter 8



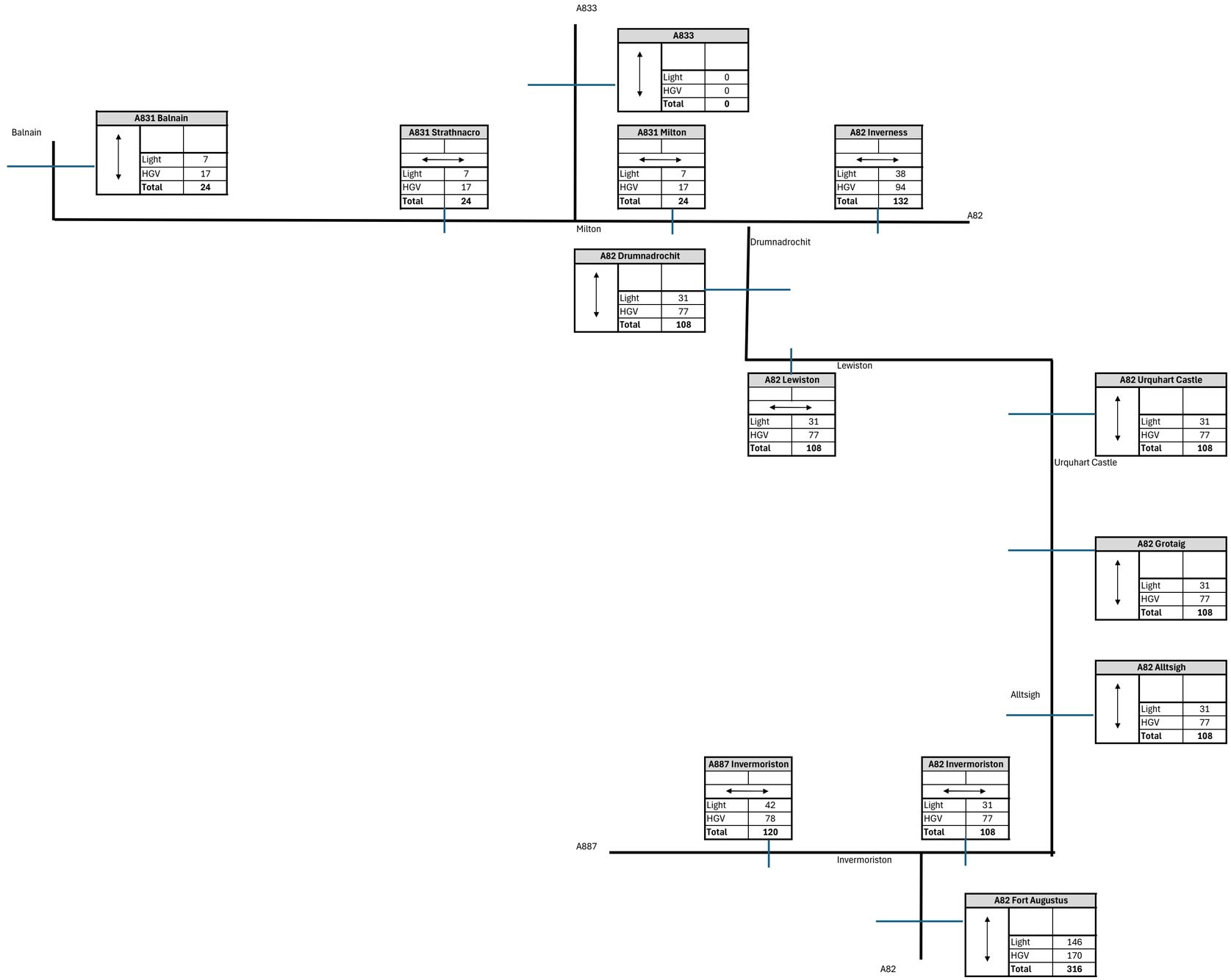
Client:	Glen Earrach Energy	AECOM	Title:	Construction Phase Traffic Forecast
Project:	Glen Earrach PSH		Figure No:	NFD Winter 9



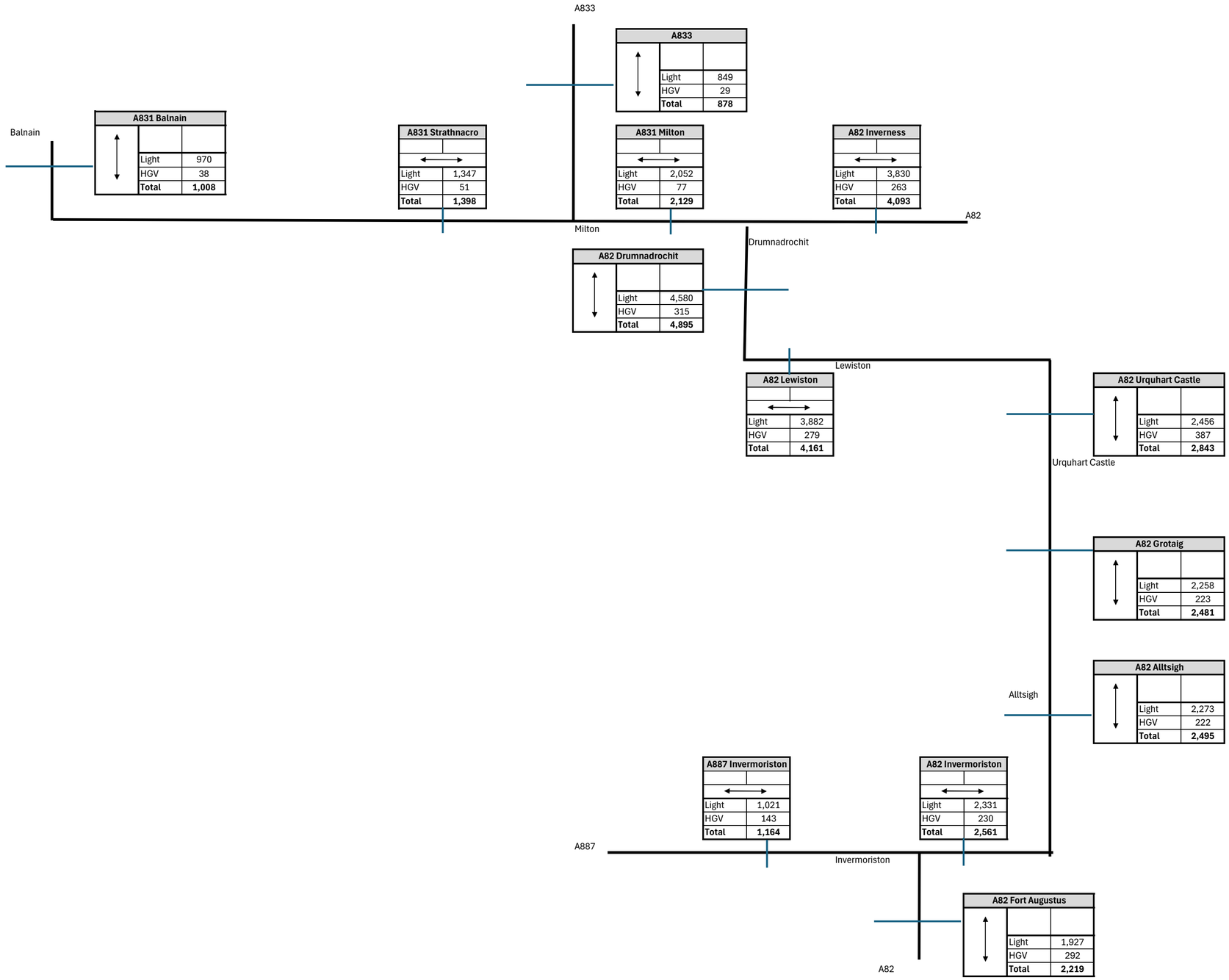
Client:	Glen Earrach Energy	AECOM	Title:	2026 Baseline + Pre-Construction Phase Traffic - Winter
Project:	Glen Earrach PSH		Figure No:	NFD Winter 10



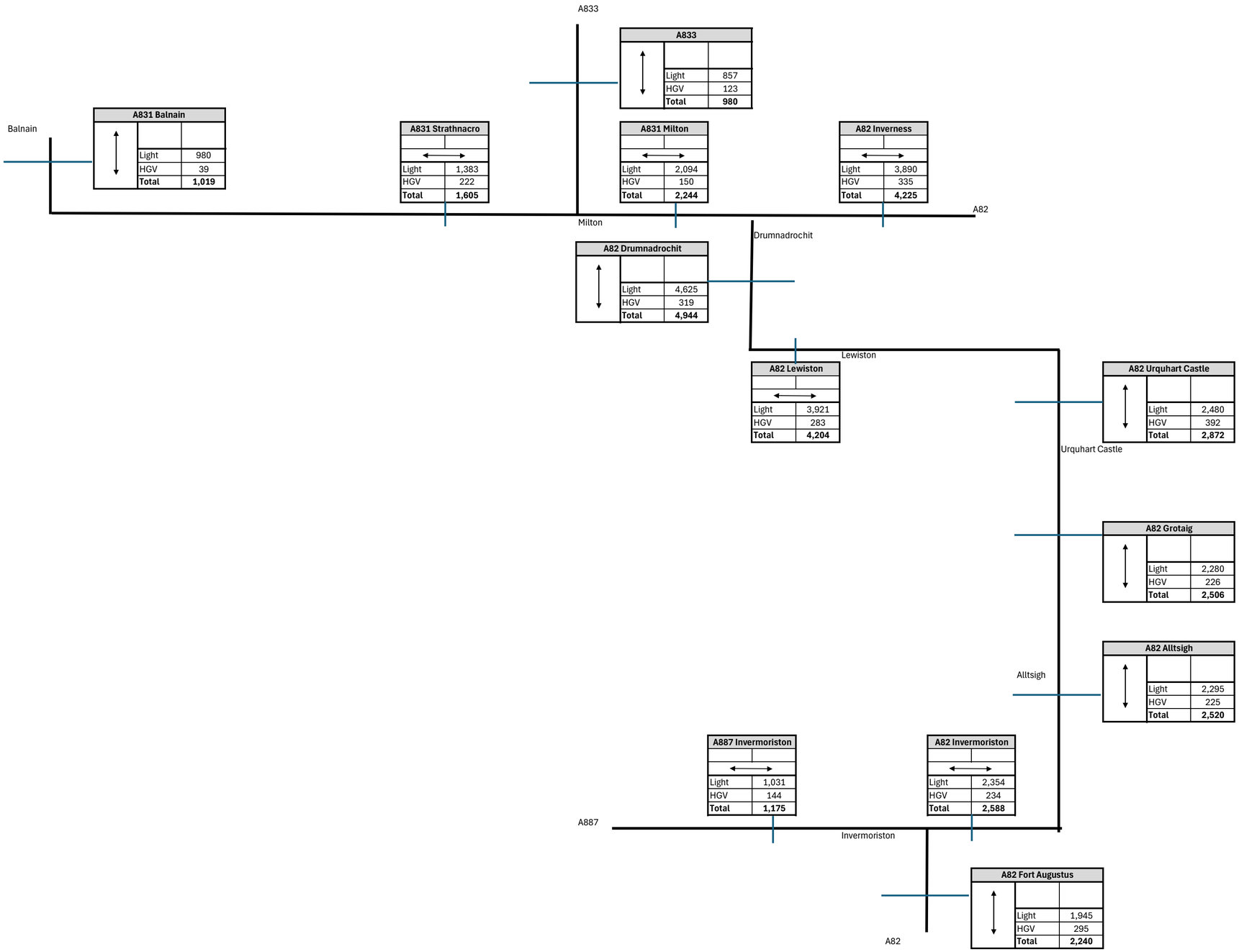
Client:	Glen Earrach Energy	AECOM	Title:	2028 Baseline + Construction Phase Traffic - Winter
Project:	Glen Earrach PSH		Figure No:	NFD Winter 11



Client:	Glen Earrach Energy	AECOM	Title:	Cumulative Development Traffic
Project:	Glen Earrach PSH		Figure No:	NFD Winter 12



Client:	Glen Earrach Energy	AECOM	Title:	2026 Baseline + Pre-Construction Phase Traffic + Cumulative Development Traffic - Winter
Project:	Glen Earrach PSH		Figure No:	NFD Winter 13



Client:	Glen Earrach Energy	AECOM	Title:	2028 Baseline + Construction Phase Traffic + Cumulative Development Traffic - Winter
Project:	Glen Earrach PSH		Figure No:	NFD Winter 14

Annex C – Study Area Road Links

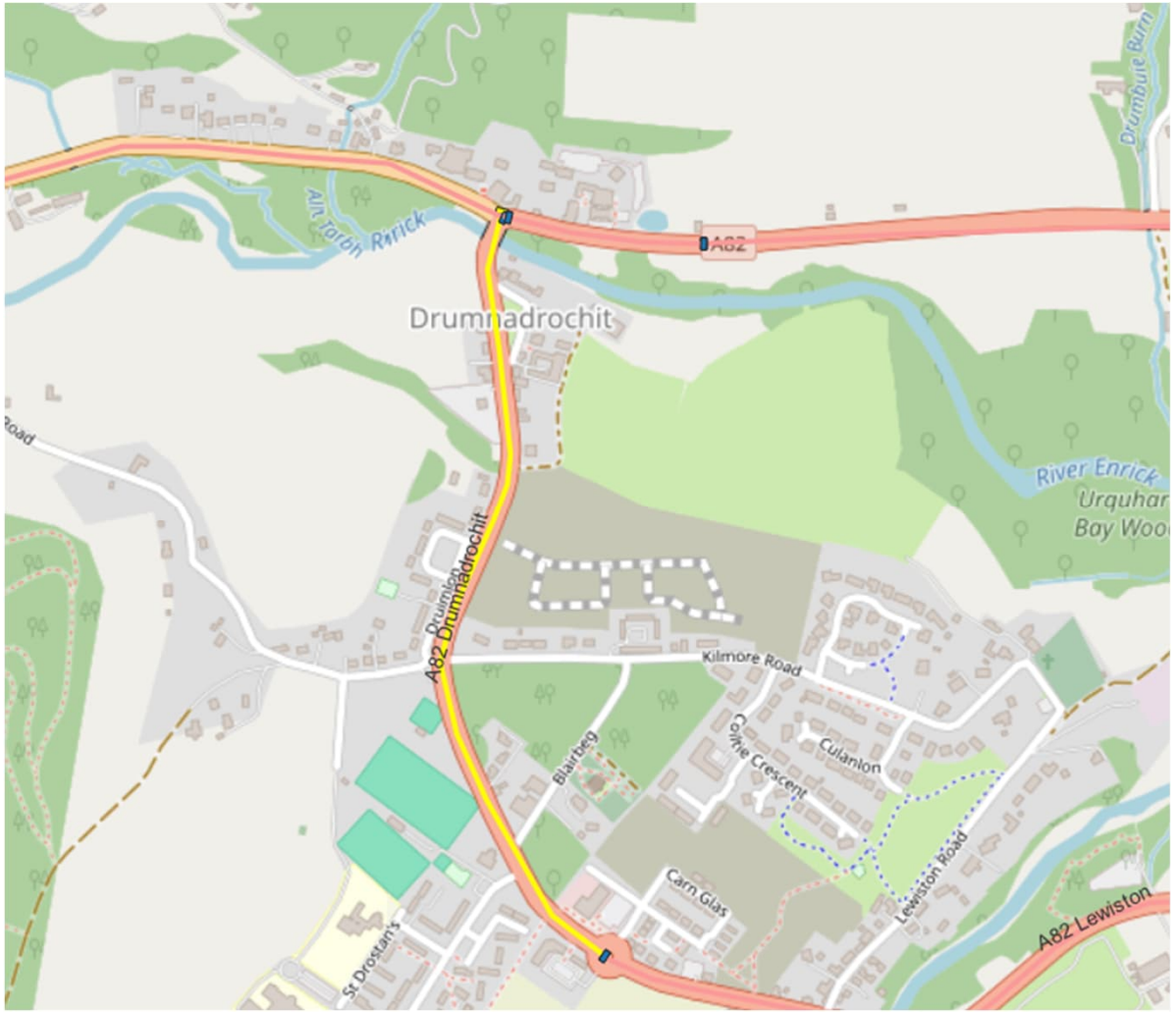
The formation of discrete road links with appropriate start and end points have been developed using the traffic survey locations and professional judgement. The road links identified as well as the ATC counter associated with each link are shown in **Table 1-3: Road Links** maps of each road link also shown in this **Annex C Study Area Road Links**.

Table 1-3: Road Links

Road Link	Extent	ATC
A82 Inverness	A82 / A8082 junction to the A82 entrance to Drumnadrochit	ATC5
A82 North Drumnadrochit	A82 entrance to Drumnadrochit to the A82 / A831 junction	ATC5
A82 Drumnadrochit	A82 / A831 junction to the A82 roundabout near Lewiston	ATC6
A82 Lewiston	A82 roundabout near Lewiston to the A82 at Strone House	ATC7
A82 Urquhart Castle	A82 Strone House to the A82 / Great Glen Way junction at Grotaig	ATC8
A82 Grotaig	A82 / Great Glen Way junction at Grotaig to the A82 at Alltsigh	ATC13
A82 Alltsigh	A82 Alltsigh to the A82 Lodge on Loch Ness	ATC9
A82 Invermoriston	A82 Lodge on Loch Ness to the A82 / A887 junction at Invermoriston	ATC10
A82 Fort Augustus	A82 / A887 junction at Invermoriston to Fort Augustus	ATC12
A887 Invermoriston	A82 / A887 junction at Invermoriston to the A87 / A887 junction	ATC11
A831 Milton	A82 / A831 junction at Drumnadrochit to the A831 / A833 junction at Milton	ATC4
A831 Strathnacro	A831 / A833 junction at Milton to the A831 / Access Track south of Balnain junction	ATC2
A831 Balnain	A831 / Access Track south of Balnain junction to the A831 River Glass Bridge	ATC1
A833	A831 / A833 junction at Milton to the A833 / A862 junction at Beauly	ATC3

Kilmorack
A833
Kiltarlity
Black Wood
Reelig Glen
A833
Boblainy Forest
A82 Inverness
Abriachan
A833
A82
A831 Milton
Drumnadrochit
A82 Lewiston
Lewiston
Drummond
Hilton
Inshes
Lochardil
Holm
Culduthel
Milton of Le
B861
Drumashie Plantation
B862
Clune Wood
Loch Ashie
Dores
Inverarnie
Drumashie Wood
Farr
Loch Dùn Seilcheig

Craobhach
A821
Allt Torbh
A82 North Drumnadrochit
River Enrick
Drumnadrochit
A82 Drumnadrochit
P
P

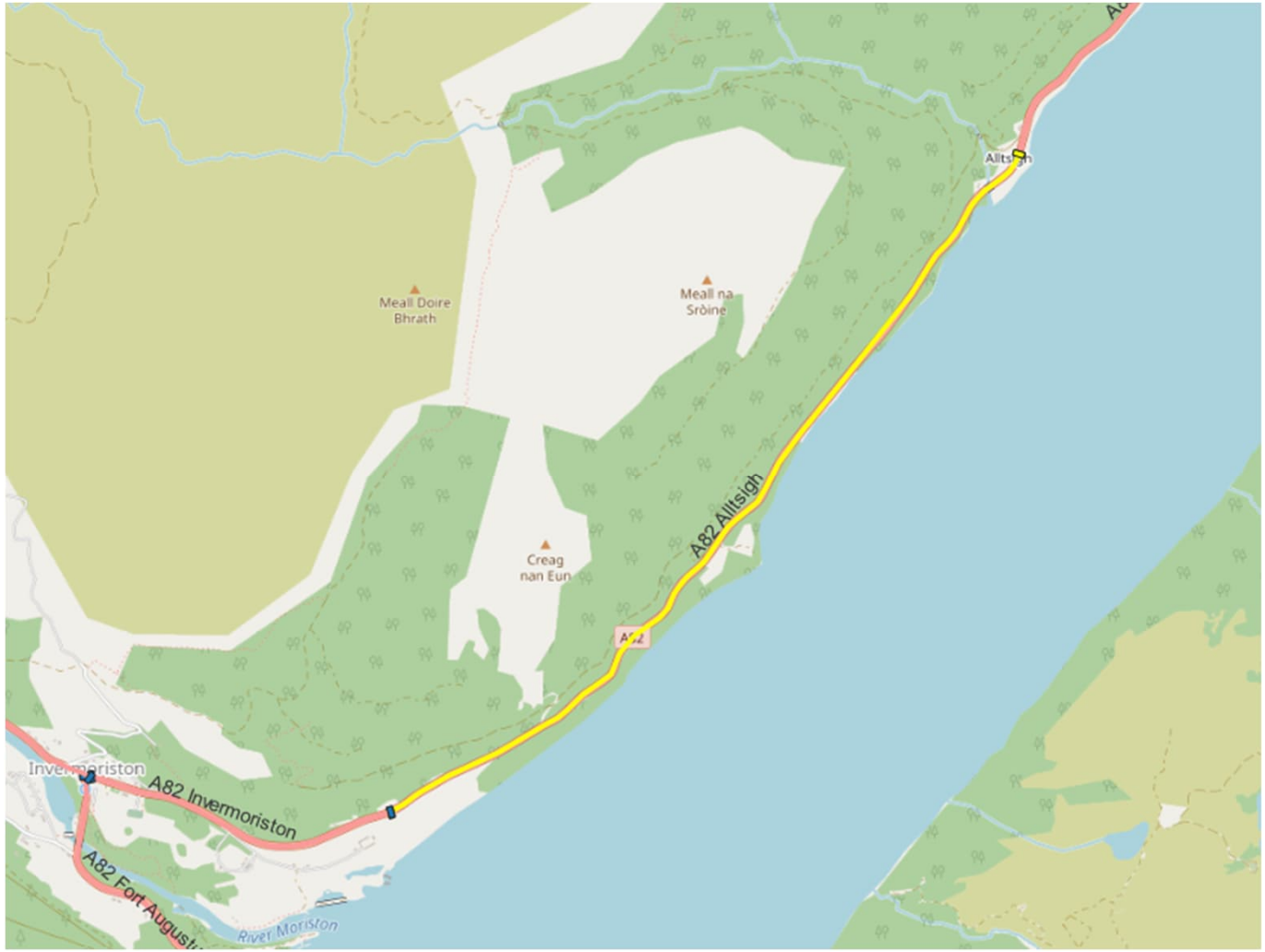


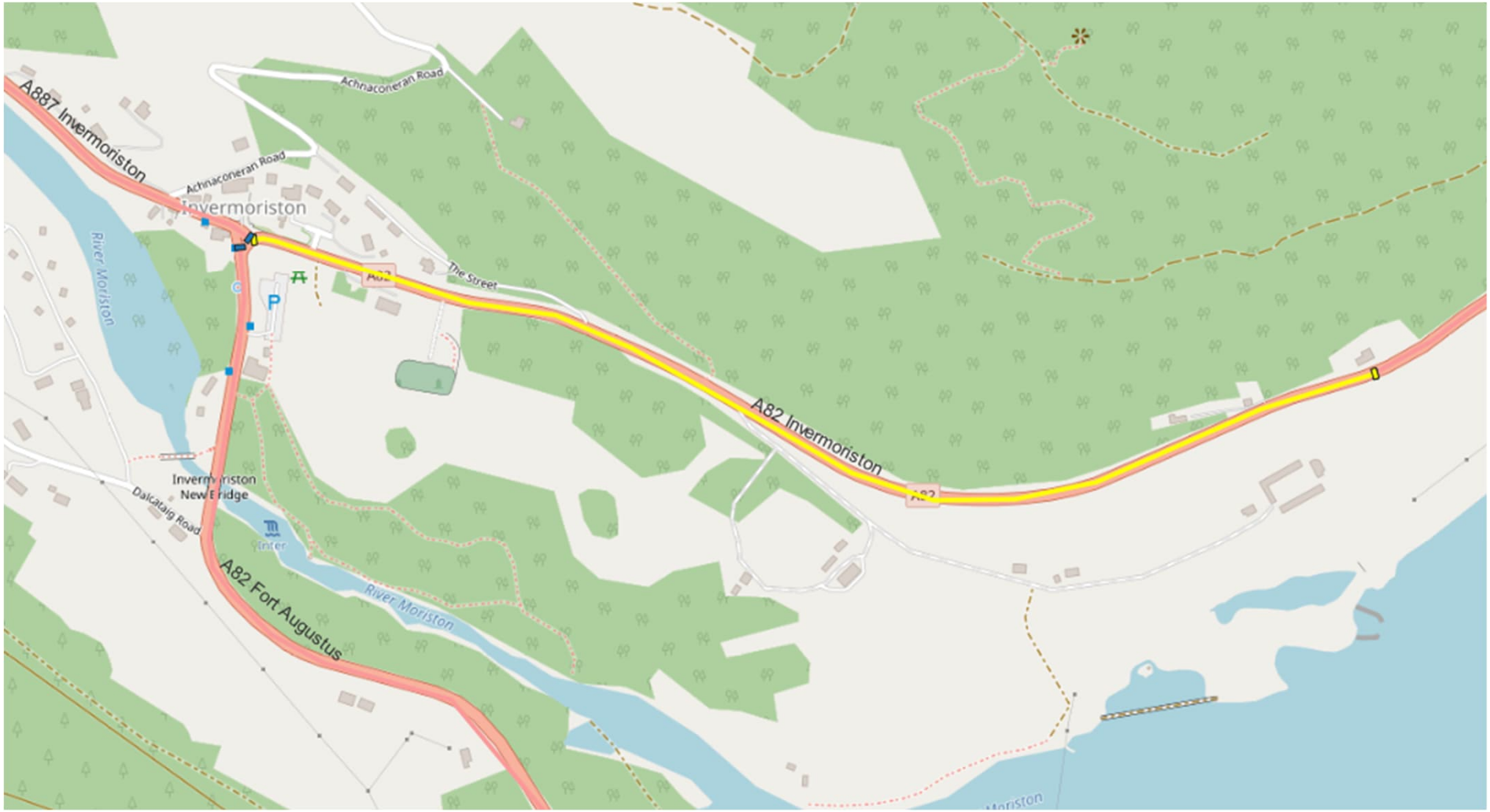
Drumnadrochit
A82
Ain Tarbh Ririck
Drumbuie Burn
River Enrick
Urquhar
Bay Woo
A82 Drumnadrochit
Kilmore Road
Blairbeg
Coltie Crescent
Culanlon
Carn Glas
Lewiston Road
A82 Lewiston
St Drostan's

Blairbeg
Culanlon
Carn Glas
Lewiston Road
River Coiltie
River Enrick
A82 Lewiston
Borlum
Lewiston
Bunloit Road
Lewiston Road
River Coiltie
U1640
Bunloit Road

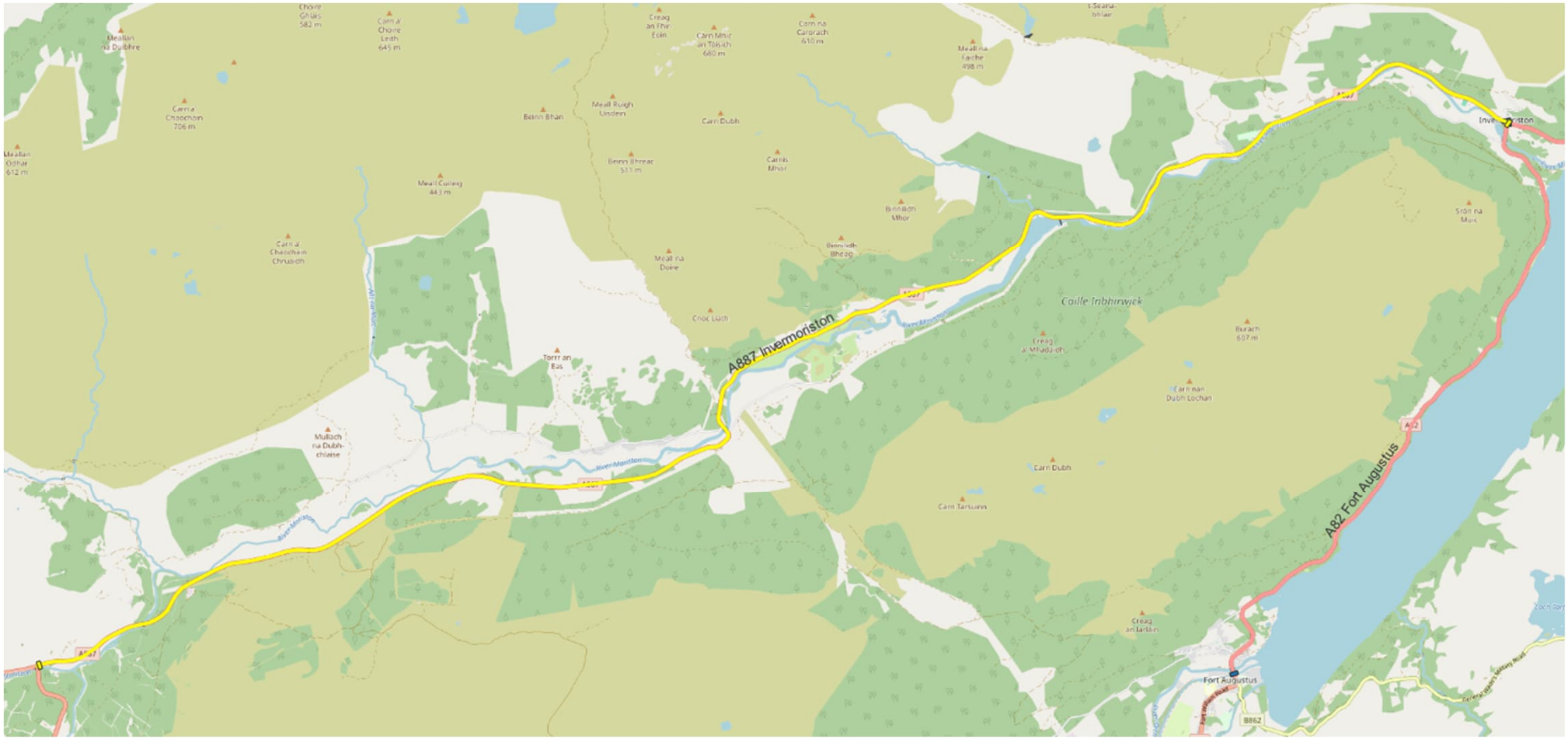
River Enrick
River Coiltie
A82 Lewiston
Lewiston
Creag
na h-Iolaire
A82 Urquhart Castle
Inverfarigaig

Glas-Bheinn Bheag
Nighean a' Mhill
Meall Fuar-mhonaidh 699 m
Creag Dhearg
A82 Grotaig
A82
Loch Ness
Caledonian Canal
B852
River Foyers
Foyers
Allt sigh

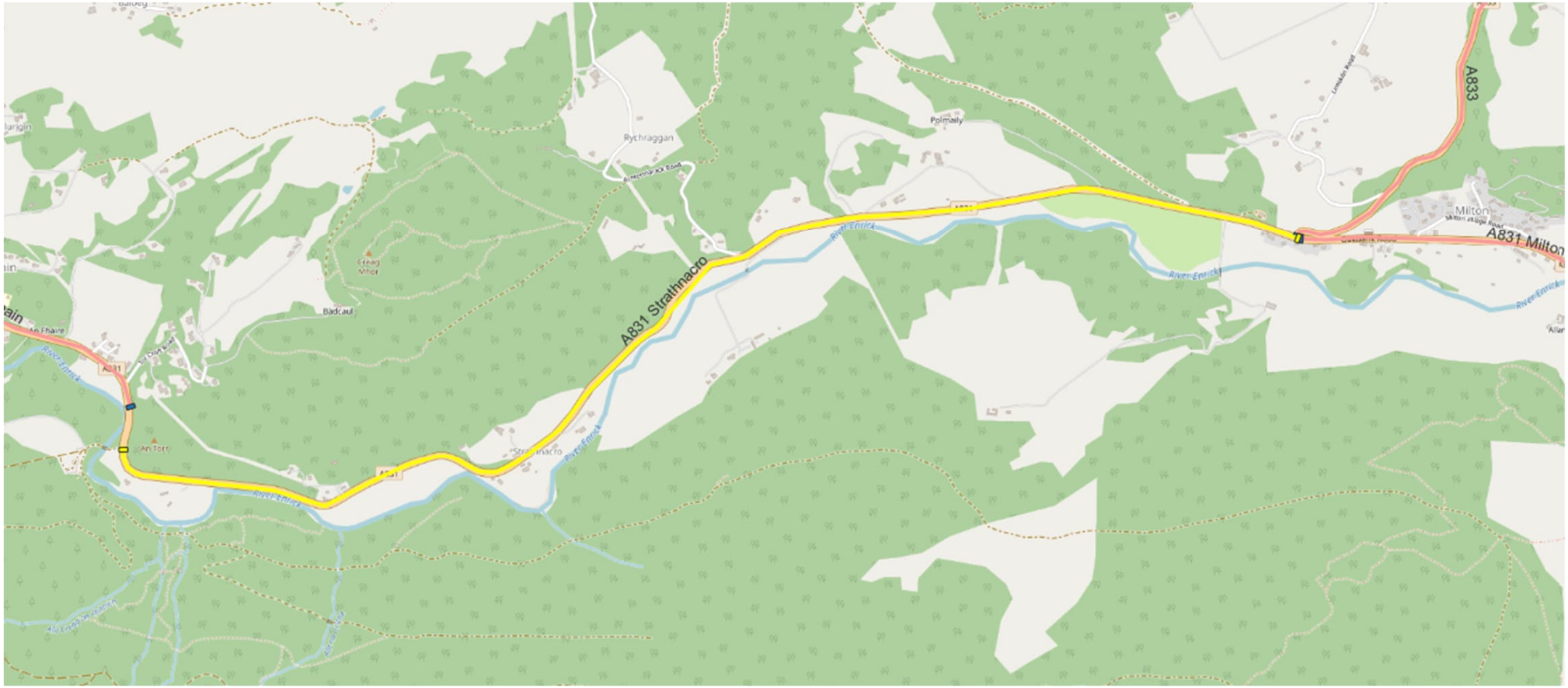

Meall Doire Bhrath
Meall na Sròine
Creag nan Eun
A82 Alltsigh
A82 Invermoriston
A82 Fort Augustus
River Moriston

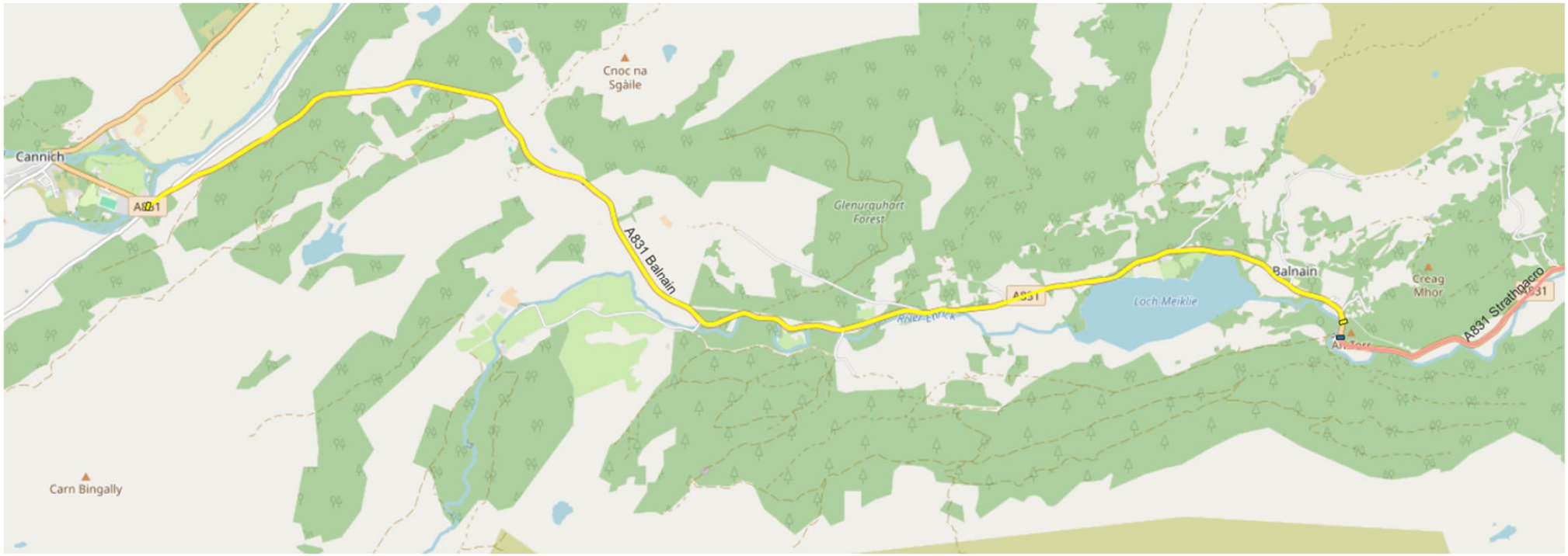

A887 Invermoriston
Achnaconeran Road
Achnaconeran Road
Invermoriston
River Moriston
The Street
A82 Invermoriston
Invermoriston New Bridge
Dalcataig Road
A82 Fort Augustus
River Moriston

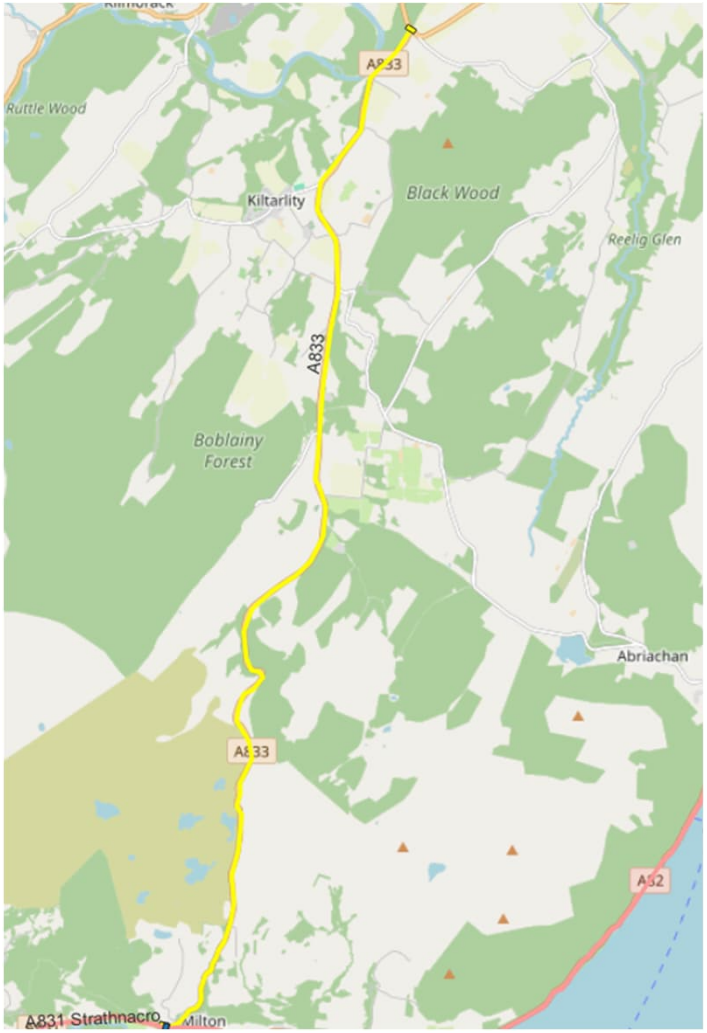
A82 Fort Augustus
Fort Augustus
Sròn na Muic
Burach
607 m
Carn nan Dubh Lochan
Beinn a' Bhacaidh
555 m
Loch Tarff
River Moriston


A887 Invermoriston
A82 Fort Augustus
Fort Augustus
Coille Inbhirwick
Meall Ruigh Uisdein
Carn Dubh
Meall Cuileig 443 m
Meall na Doire
Cnoc Liach
Torrr an Eas
Mullach na Dubh-chlaise
Carn Dubh
Carn Tarsuinn
Burach 607 m
Carn nan Dubh Lochan
Creag an Tarlain
Sron na Muic
Meall na Faiche 498 m
Carn na Carorach 610 m
Carn Mhic an Tòisich 680 m
Creag an Fhir-Eòin
Carn a' Choire Leith 645 m
Carn a' Chaochain 706 m
Meallan na Dulbhre
Meallan Odhar 612 m
Carn a' Chaochain Chruaidh
Beinn Bhan
Beinn Bhreac 511 m
Carnis Mhor
Binnlidh Mhor
Binnlidh Bheag
River Moriston
B862

A833
Milton
Milton Village Road
A831 Milton
Easter Milton
Allanmore
Pitkerrald Road
River Enrick
Lower Achmony
Holiday Chalets
Craobhach
Kilmichael
House
A82 Drumnadrochit


A831 Strathnacro
A831 Milton
A833
Rychraggan
Polmaily
Milton
Badcaul
An Torr
River Enrick


Cannich
A831
Cnoc na Sgàile
A831 Balnain
Glenurquhart Forest
River Enrick
Loch Meiklie
Balnain
Creag Mhor
A831 Strathpaccro
Carn Bingally


Ruttle Wood
Kiltarlity
Black Wood
Reelig Glen
A833
Boblainy Forest
Abriachan
A833
A832
A831 Strathnacro
Milton

Annex D – Injury Accident Locations on Study Area Road Links

Police Scotland[1] provides online information on road traffic collision data for the most recent four-year period (2020-2023). CrashMap[2] data has been used for 2019 road traffic collision data to complete a full 5-year accident history data set on study area roads. The location and severity of all accidents on study area roads is included within this **Annex D Injury Accident Locations on Study Area Road Links** and are summarised in **Table 1-4: Baseline Accident History on Study Area Roads.**

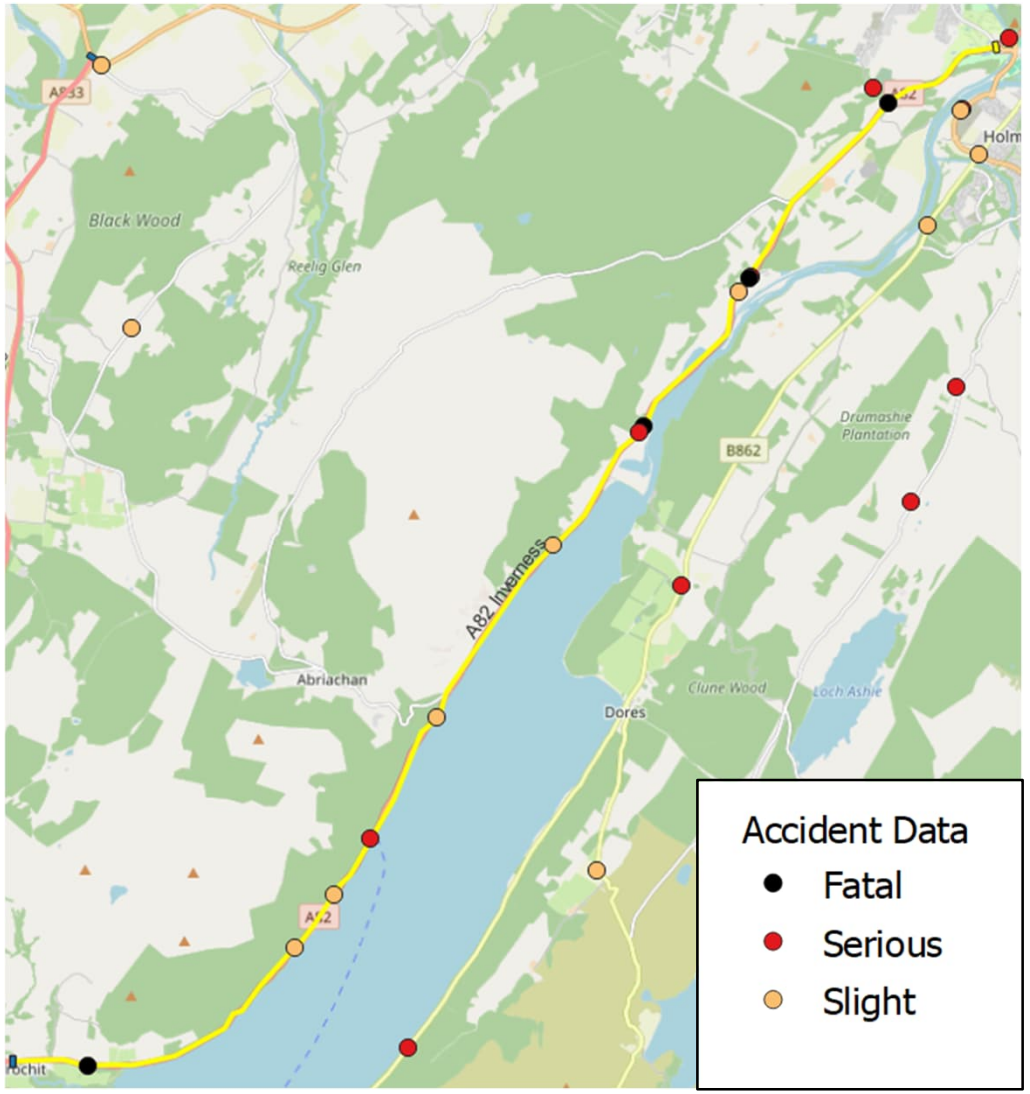
Table 1-4: Baseline Accident History on Study Area Roads

Road Link	Baseline Injury Accidents (2019-2023)		
	Slight	Serious	Fatal
A82 Inverness	5	3	4
A82 North Drumnadrochit	0	0	0
A82 Drumnadrochit	0	0	0
A82 Lewiston	0	0	1
A82 Urquhart Castle	1	1	0
A82 Grotaig	3	1	0
A82 Alltsigh	0	0	0
A82 Invermoriston	0	0	1
A82 Fort Augustus	3	3	0
A887 Invermoriston	2	2	1
A831 Milton	0	0	0
A831 Strathnacro	0	0	0
A831 Balnain	0	1	0
A833	3	4	0

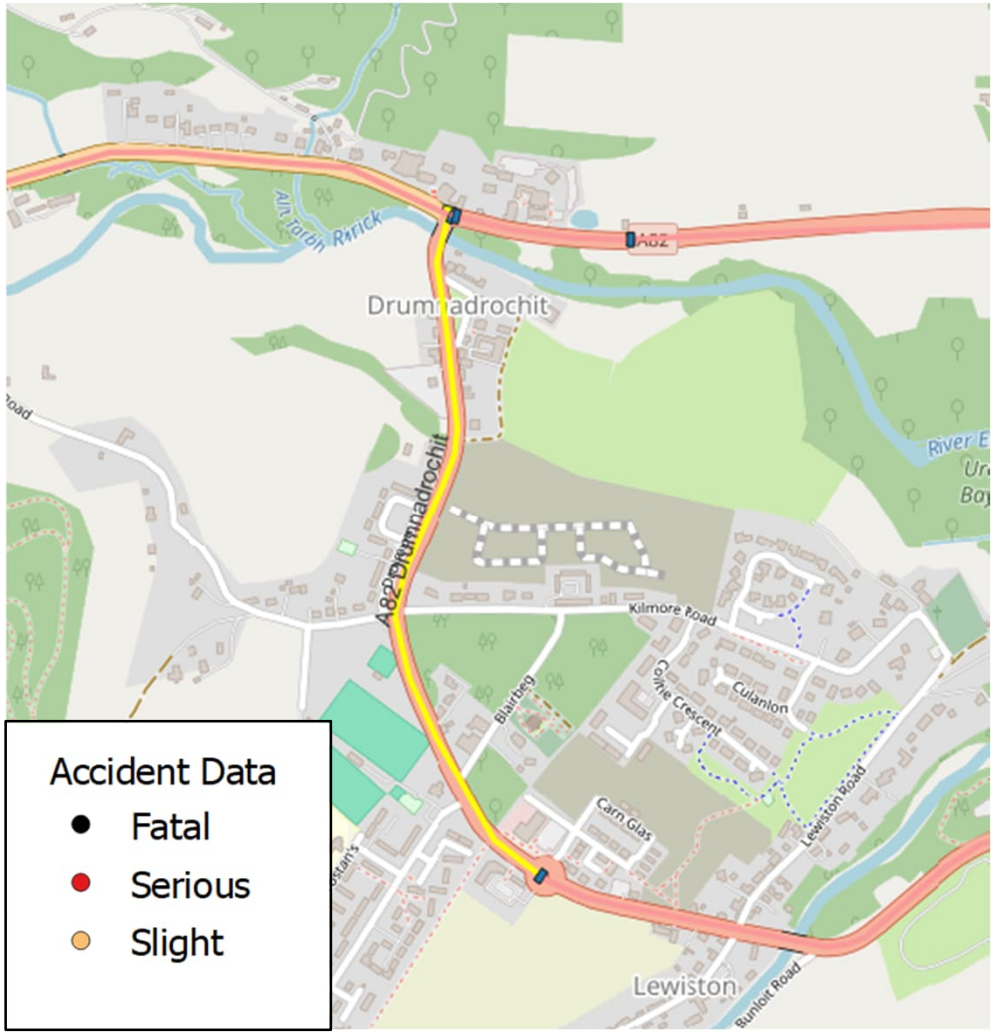
Sources: Police Scotland and CrashMap

Over the 5-year period, 18 ‘slight’ accidents were recorded across the study area roads and a further 14 ‘serious’ accidents. 7 ‘fatal’ accidents also occurred in this period, with 4 on the A82 Inverness road link and one each on the A82 Lewiston, A82 Invermoriston and A887 Invermoriston road links.

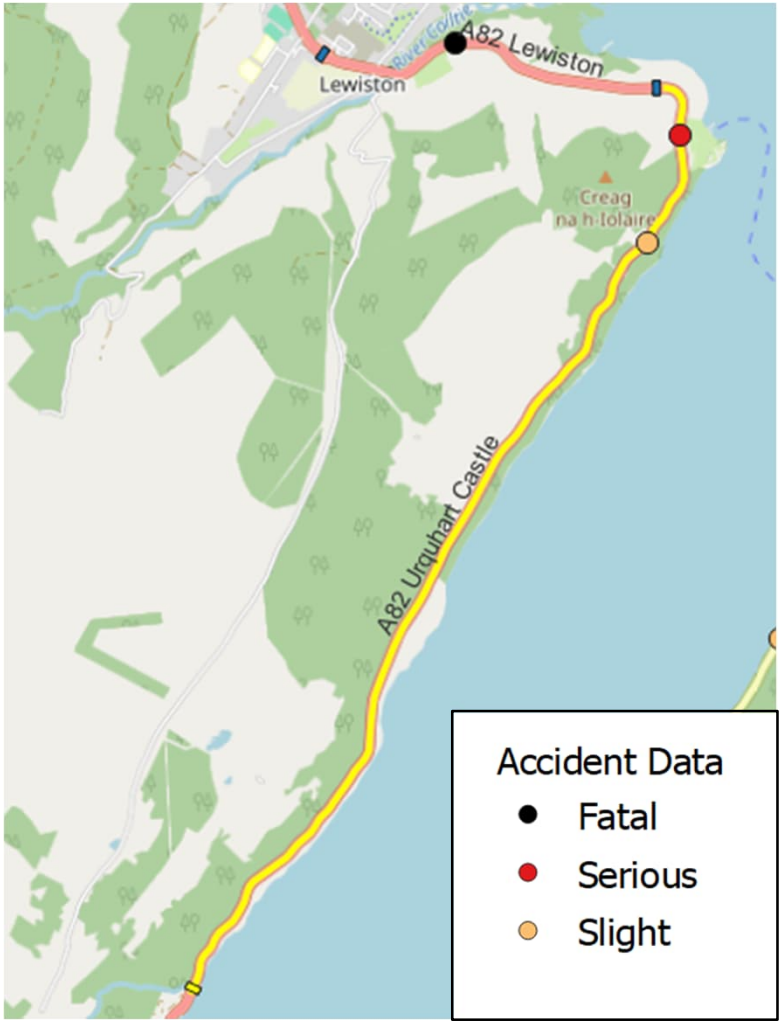
[1] Police Scotland (2025). *Road traffic collision data.* Available at: https://www.scotland.police.uk/about-us/how-we-do-it/road-traffic-collision-data/ . [Accessed 10th January 2025.]
[2] CrashMap Data (2025). Available at: https://www.crashmap.co.uk/Search. [Accessed 10th January 2025].

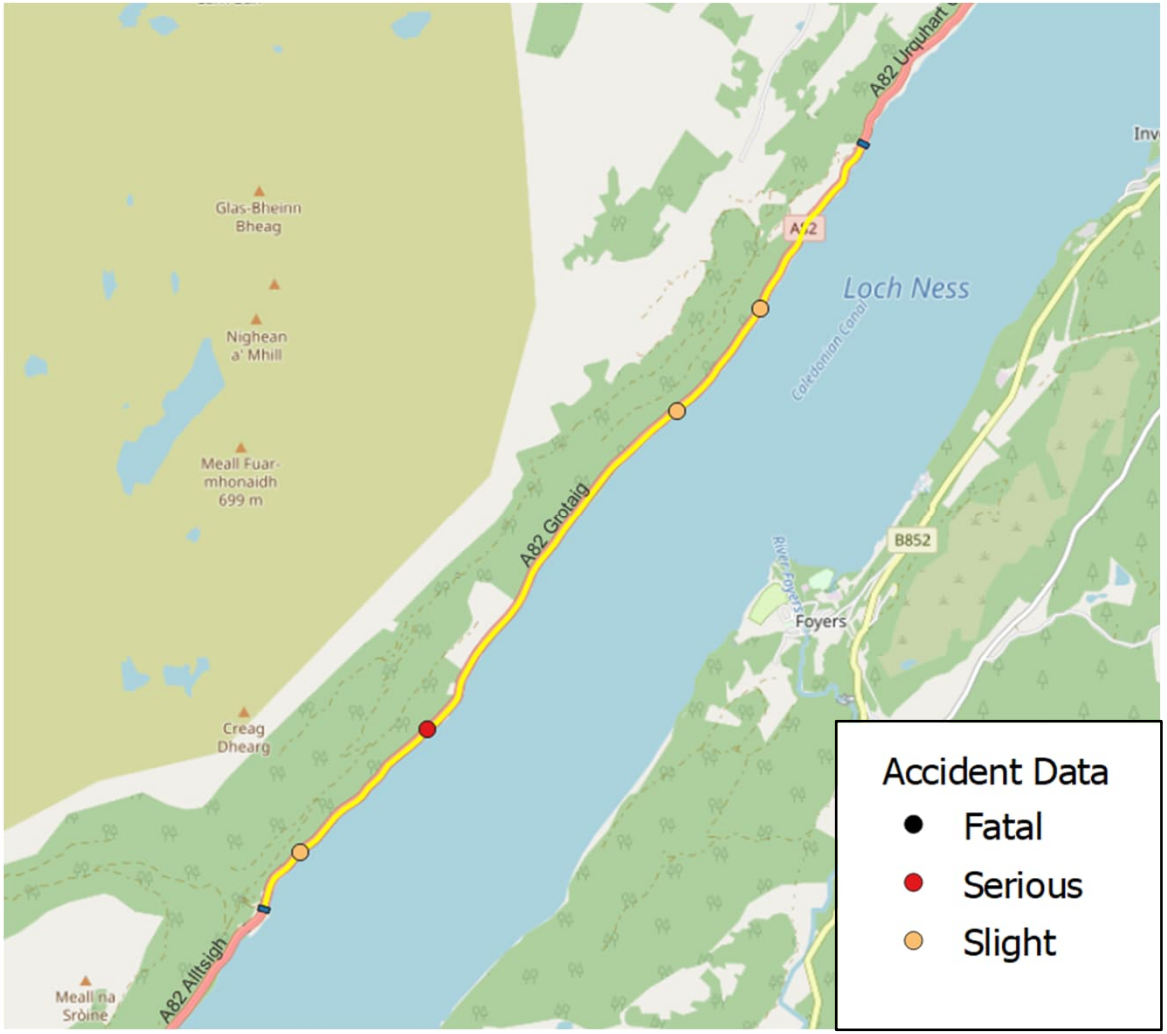

Black Wood
Reelig Glen
Drumashie Plantation
B862
A82 Inverness
Abriachan
Dores
Clune Wood
Loch Ashie
Accident Data
Fatal
Serious
Slight

Loch Ness Lodge Hotel
Nessieland Castle Monster Centre
River Enrick
Drumnadrochit War Memorial
A82 North Drumnadrochit
Monster Exhibition
A82 Drumnadrochit
Greenlea B&B
Post Office
Village Green
Loch Ness Hostel
River Enrick
Accident Data
Fatal
Serious
Slight


Accident Data
Fatal
Serious
Slight
A82
Drumnadrochit
Kilmore Road
Blairbeg
Culanlon
Carn Glas
Lewiston Road
Lewiston
Bunloit Road

Accident Data
Fatal
Serious
Slight
A82 Drumnadrochit
Kilmore Road
Blairbeg
Corrie Crescent
Culanlon
Carn Glas
Lewiston Road
St Drostan's
River Coiltie
River Enrick
A82 Lewiston
Borlum
Lewiston
Bunloit Road
U1640
Bunloit Road
Strone
A82 Urquhart Castle
Creag

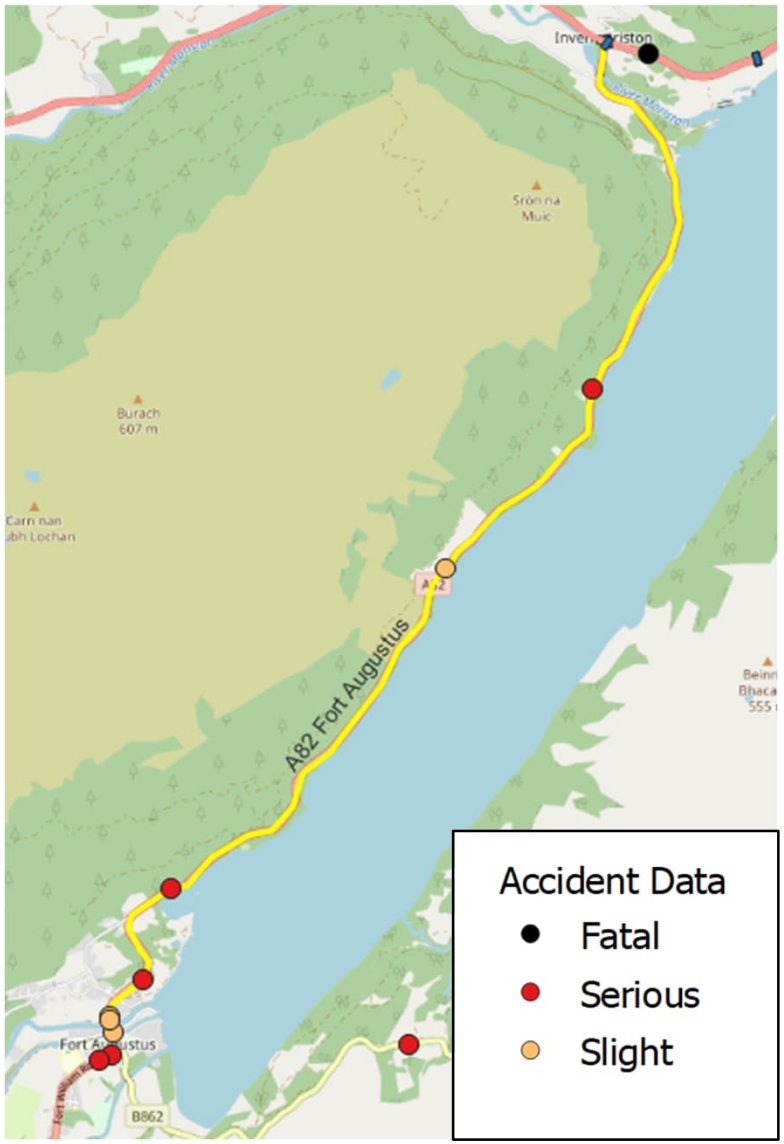

A82 Lewiston
Lewiston
Creag
na h-Iolaire
A82 Urquhart Castle
Accident Data
Fatal
Serious
Slight



A82 Urquhart
Glas-Bheinn Bheag
Nighean a' Mhill
Meall Fuar-mhonaidh 699 m
Creag Dhearg
Meall na Sròine
A82 Grotaig
A82 Alltsigh
Loch Ness
Caledonian Canal
River Foyers
Foyers
B852
Accident Data
Fatal
Serious
Slight

Meall Doire Bhrath
Meall na Sròine
Creag nan Eun
A82 Allt Sigh
A82
Invermoriston
Accident Data
Fatal
Serious
Slight

Achnaconeran Road
Invermoriston
River Moriston
A82 Invermoriston
A82 Fort Augustus
River Moriston
Accident Data
Fatal
Serious
Slight

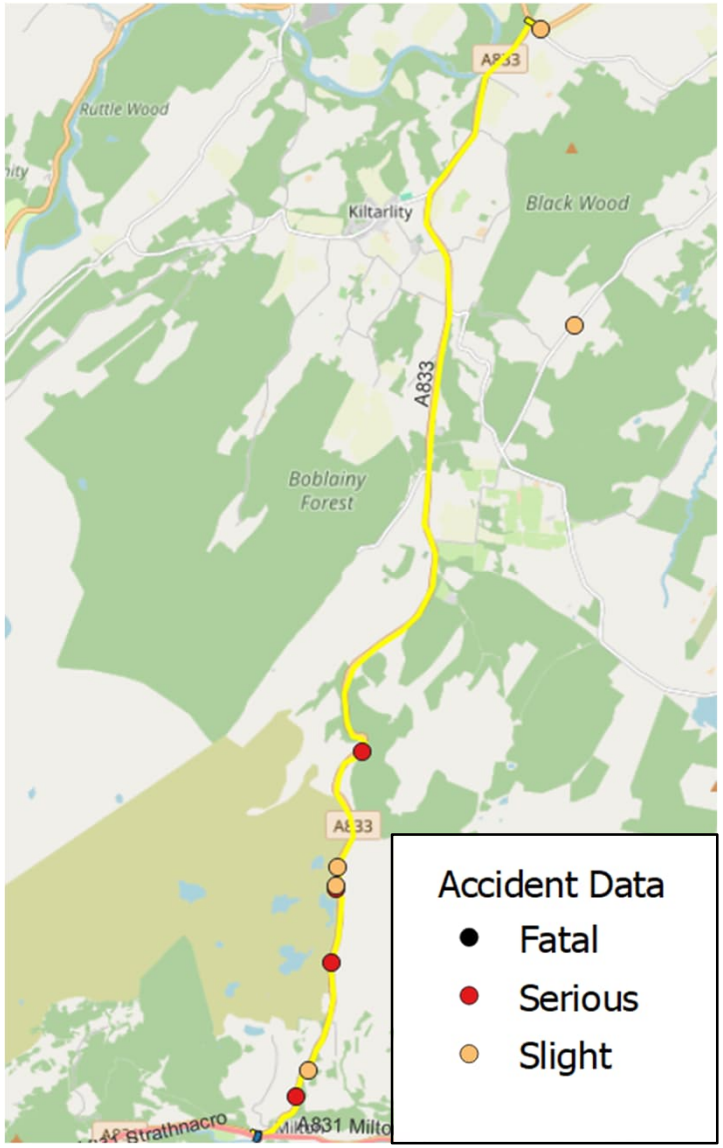

Srón na Muic
Burach 607 m
A82 Fort Augustus
B862
Accident Data
Fatal
Serious
Slight

A887 Invermoriston
Coille Inbhirwick
A82
Fort Augustus
Accident Data
Fatal
Serious
Slight

A833
Milton
Milton Village Road
A831 Milton
Easter Milton
River Enrick
Allanmore
Pitkerrald Road
Drumnadrochit
Accident Data
Fatal
Serious
Slight

Creag
Mhor
A831 Strathnacro
River Enrick
An Torr
Accident Data
Fatal
Serious
Slight

Cnoc na Sgàile
A831 Balnain
Glenurquhart Forest
Balnain
Loch Meiklie
Accident Data
Fatal
Serious
Slight


Ruttle Wood
Kiltarlity
Black Wood
A833
Boblainy Forest
A833
Accident Data
Fatal
Serious
Slight
A831 Milto

Annex E – Proposed Development Construction Traffic

HGV Construction Traffic Generation Calculations

Construction material forecasts are provided on Page 1 and Page 2 of the Construction Traffic Spreadsheet included in this **Annex E Proposed Development Construction Traffic**. Professional judgement has been used to determine the most likely vehicle types for transporting materials to site, and the load capacity of these vehicles is used to determine the number of HGV movements. Some construction materials are expected to be won on site, particularly aggregate. This has been factored into the construction traffic calculations. The type of vehicles assumed to be used for each material are as follows.

- Aggregate – 4-axle Tipper HGV (20 tonne capacity)
- Geotextiles – Articulated Flatbed Lorry (30 tonne capacity)
- Rebar – Articulated Flatbed Lorry (30 tonne capacity)
- Steel – Articulated Flatbed Lorry (30 tonne capacity)
- Concrete Materials – 4-axle Tipper HGV (20 tonne capacity for sand) or Tanker (30 tonne capacity cement / additives)
- Rock – 4-axle Tipper HGV (20 tonne capacity)
- Plant – Articulated Flatbed Lorry / Low-Loader (30 tonne capacity) or STGO AIL.

There is currently insufficient detail within the construction programme for bespoke monthly profiles of vehicle movements to be forecast. The methodology adopted by this assessment calculates the average number of monthly construction vehicle movements for the constituent parts of the Proposed Development (e.g. Headpond, Tunnels, Power Cavern Complex etc). Traffic for these constituent parts is summed by month to identify the overall peak months to be used for the environmental assessment. Having identified peak months for assessment, daily construction traffic flows are forecast by averaging the monthly traffic flow across 22 working days.

Forecast Construction Traffic

Peak Pre-construction and Enabling Phase traffic is forecast to occur in Month 7 of the construction programme. There will be an average daily vehicle generation of 12 HGV trips (6 arrivals and 6 departures) and 12 Minibus/LGV trips (6 arrivals and 6 departures). This gives a total of 24 vehicle trips (12 arrivals and 12 departures) to and from the site per working day.

Peak Construction Phase traffic is forecast to occur in Month 32 of the construction programme. There will be an average daily vehicle generation of 178 HGV trips (89 arrivals and 89 departures) and 34 Minibus/LGV trips (17 arrivals and 17 departures). This gives a total of 212 vehicle trips (106 arrivals and 106 departures) to and from the site per working day.

Construction Personnel Traffic Generation

Construction worker accommodation will be provided on-site. Construction workers will be bused to and from site. A forecast of construction personnel required on-site for the Proposed Development by construction year is shown in **Table 1-5: Construction Traffic Personnel Numbers.** These numbers are used to calculate traffic generated by construction personnel throughout the Pre-construction and Enabling Phase and Construction Phase.

Table 1-5: Construction Traffic Personnel Numbers

Construction Year	Construction Personnel
Year 1	100 persons
Year 2	375 persons

Year 3	500 persons
Year 4	1,000 persons
Year 5	950 persons
Year 6	700 persons
Year 7	230 persons
Year 8	150 persons

From **Table 1-5: Construction Traffic Personnel Numbers** Year 2 has been used to generate peak personnel trips for the Pre-construction and Enabling Phase. For Rochdale Envelope purposes it has been assumed that 20% of personnel would travel off-site on any given working day. It is assumed minibuses would carry personnel between the on-site workers accommodation and Inverness. 20% of 375 Pre-construction and Enabling Phase personnel travelling off-site on 12-seater minibuses will generate 12 minibus trips per day (6 departures and 6 arrivals) assuming the same number of personnel return to site each day.

From **Table 1-5: Construction Traffic Personnel Numbers** the peak year for construction personnel (1,000 persons) has been used for the Construction Phase. For Rochdale Envelope purposes it has been assumed that 20% of personnel would travel off-site on any given working day. It is assumed minibuses would carry personnel between the on-site workers accommodation and Inverness. 20% of 1,000 Construction Phase personnel travelling off-site on 12-seater minibuses will generate 34 minibus trips per day (17 departures and 17 arrivals) assuming the same number of personnel return to site each day.

Operational Traffic

Once operational, the Proposed Development will not generate significant vehicle traffic. The Operational Phase of the Proposed Development is scoped out of the traffic and movement environmental assessment.

Phase	Construction Stage	Location	Construction Details	Components	Material	Length (m)	Width (m)	Height (m) / Depth (m)	Area (m^2)	No.	Volume (m^3)	Density (kg/m^3)	Tonnage (T)	Adjusted T based on Assumptions	Comments / Technical Specifications	Assumptions	Complete	Vehicle Type	Vehicle Tonnage	Vehicle Trips	Vehicle Trips (Two-way)	Vehicle Trips (Two-Way) Final)
0.1	Pre Construction	FLS Track	Access Track - Existing	Upgrades - Widening	Aggregate	9,029	2.3	0.75	20,768	1	15,576	2,650	41,276	6,191	Worst case scenario is widening of existing forestry road to two-lane haul road (7.3m). 600mm 6F5 Capping + 150mm Type 1 as per clause 803	15% of existing track widened 100% material imported	☑	20T Tipper	20	309.6	619.14	620
0.1	Pre Construction	FLS Track	Access Track - Existing	Machinery	Plant	-	-	-	-	-	-	-	-	-	1x Road Sweeper 2x Grader 4x Excavator 2x Roller 4x Tipper 2x Harvester 4x Chainsaw 4x Forestry Wagon		☑	Lowloader / AIL		23	46	46
0.1	Pre Construction	Affric Kintail Way	Core Path Rerouting	Excavated Track	Aggregate	6,500	4.0	0.10	26,000	1	2,600	2,650	6,890	-	Assuming 75mm 6F5 Capping + 25mm Type 1 as per clause 803 for core path construction	100% won via Borrow Pit	☑					
0.1	Pre Construction	Affric Kintail Way	Core Path Rerouting	Machinery	Plant	-	-	-	-	-	-	-	-	-	2x Grader 2x Excavator (Small) 2x Roller 4x Tipper 2x Harvester 4x Chainsaw 4x Forestry Wagon		☑	Lowloader / AIL		20	40	40
0.1	Pre Construction	North of River Coiltie	Borrow Pit Search Area 01	Machinery	Plant	-	-	-	-	-	-	-	-	-	1x Bulldozer 1x Crusher 2x Excavator 3x Lighting Rigs 3x Generators (for Lighting Rigs) 1x Screening Equipment 1x Tanks (Fuel & Water) 1x Wash Units 1x Weight Bridge 1x Wash		☑	Lowloader / AIL		15	30	30
0.2	Pre Construction	To River Coiltie Crossing	Access Track - New	Excavated Track	Aggregate	300.00	7.3	0.75	2,190	1	1,643	2,650	4,352.6	-	Worse case scenario is 600mm 6F5 Capping + 150mm Type 1 as per clause 803	100% won via Borrow Pit	☑					
0.2	Pre Construction	To River Coiltie Crossing	Access Track - New	Machinery	Plant	-	0	-	-	0	-	-	-	-	1x Road Sweeper 1x Grader 2x Excavator 1x Roller 2x Tipper 1x Harvester 2x Chainsaw 2x Forestry Wagon		☑	Lowloader / AIL		12	24	24
0.3	Pre Construction	TC01 (CC)	Compound (Temporary)	Hardstanding	Aggregate	100	70	0.3	7,000	1	2,100	2,650	5,565	-	Assuming 200mm 6F5 Capping + 100mm Type 1 as per clause 803 for compound hardstanding	100% won via Borrow Pit	☑					
0.3	Pre Construction	TC01 (CC)	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	340	-	-	-	28	-	7,850	3.1	3.1	110 kg / roll 25m x 1.2m per Roll 2 Rolls per 25m Section	100% material imported	☑	Flatbed Lorry	30	0.102666667	0.205333333	2
0.3	Pre Construction	TC01 (CC)	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	340	-	3	-	114	0.006	7,850	5.3	5.27	Fence pole every 3m 50mm² (D) x 3m (H)	100% material imported	☑	Flatbed Lorry	30	0.175713204	0.351426408	2
0.3	Pre Construction	TC01 (CC)	Compound (Temporary)	Machinery	Plant							-			1x Excavator 1x Bulldozer 1x Loader 2x Generator 1x Roller Compactor 1x Dumper		☑	Lowloader / AIL		7	14	14
0.4	Pre Construction	Coiltie Crossing	Watercourse Crossings	Foundation	Concrete			0.3	72	2	43	2,400	103.7	723	Estimation	Assume aggregate won on site, water and additives imported (50%)	☑	20T Tipper	20	36.137	72.274	74
0.4	Pre Construction	Coiltie Crossing	Watercourse Crossings	Rebar (Reinforcement)	Rebar						0.09	7,850	0.7	144.6	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6	100% Import	☑	Flatbed Lorry	30	4.820405067	9.640810133	10
0.4	Pre Construction	Coiltie Crossing	Watercourse Crossings	Bridge (Pre Fabricated)	Steel							-		-	Pre-fabricated bridge assembled on site for erection		☐	Flatbed Lorry	30			
0.4	Pre Construction	Coiltie Crossing	Watercourse Crossings	Machinery	Plant							-		-	2x Excavator 2x Concrete Vibrator 2x Mobile Crane 2x Loader 2x Concrete Wagons 1x Dumper		☑	Lowloader / AIL		11	22	22
0.5	Pre Construction	To PC07 (Tunnel Portal 1)	Access Track - New	Excavated Track	Aggregate	1,292	7.3	0.75	9,430	1	7,073	2,650	18,742.7	-	Worse case scenario is 600mm 6F5 Capping + 150mm Type 1 as per clause 803	100% won via Borrow Pit	☑					
0.5	Pre Construction	To PC07 (Tunnel Portal 1)	Access Track - New	Machinery	Plant	-	0	-	-	-	-	-	-	-	2x Grader 4x Excavator 2x Roller 4x Tipper		☑	Lowloader / AIL		12	24	24
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Bottomless Culvert	Concrete	10	-	-	0.078	3	2.34	2,400	5.6	-	Prefabricated bottomless culvert delivered to site in sections as follows: 1m (D) culvert at 5m (L) sections, with 2 sections per culvert.	1 delivery per culvert	☑	20T Tipper	20	3	6	6
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Bottomless Culvert - Backfill	Aggregate	10	-	-	0.7	3	21	2,650	55.7	5.57	Stone used as backfill above culvert.	10% material imported	☑	20T Tipper	20	0.27825	0.5565	2
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Foundation	Concrete	20	-	-	0.06	3	3.6	2,400	8.6	4.32	Footing for culvert, batched and poured on site.	Assume aggregate won on site, water and additives imported (50%)	☑	20T Tipper	20	0.216	0.432	2
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Rebar (Reinforcement)	Rebar	-	-	-	-	-	0.01	7,850	0.1	0.06	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6		☑	Flatbed Lorry	30	0.0019782	0.0039564	2
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Machinery	Plant	-	-	-	-	3	-	-	-	-	1x Excavator 1x Grader 1x Loader 1x Roller 1x Dumper 1x Hiab		☑	Lowloader / AIL		6	12	12
0.5	Pre Construction	TC02 - TC03 (CC)	Compound (Temporary)	Hardstanding	Aggregate			0.3	3,150	1	945	2,650	2,504	-	Assuming 200mm 6F5 Capping + 100mm Type 1 as per clause 803 for compound hardstanding	100% won via Borrow Pit	☑					
0.5	Pre Construction	TC02 - TC03 (CC)	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	460	-	-	-	37	-	7,850	4.1	4.1	110 kg / roll 25m x 1.2m per Roll 2 Rolls per 25m Section	100% material imported	☑	Flatbed Lorry	30	0.135666667	0.271333333	2
0.5	Pre Construction	TC02 - TC03 (CC)	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	460	-	3	-	154	0.006	7,850	7.1	7.12	Fence pole every 3m 50mm² (D) x 3m (H)	100% material imported	☑	Flatbed Lorry	30	0.23736696	0.47473392	2
0.5	Pre Construction	TC02 - TC03 (CC)	Compound (Temporary)	Machinery	Plant							-			1x Excavator 1x Bulldozer 1x Loader 2x Generator 1x Roller Compactor 1x Dumper		☑	Lowloader / AIL		7	14	14
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Hardstanding	Aggregate			0.3	43,376	1	13,012.80	2,650	34,483.9	-		100% material won on site	☑					
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Internal Roads	Aggregate			0.3	10,308	1	3,092.40	2,650	8,194.9	-		100% material won on site	☑					
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	2452	-	-	-	196		7,850	21.6	21.578	110 kg / roll 25m x 1.2m per Roll 2 Rolls per 25m Section	100% Import	☑	Flatbed Lorry	30	0.719253333	1.438506667	2
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	2452	-	-	-	818	0.006	7,850	37.8	38	Fence pole every 3m 50mm² (D) x 3m (H)	100% Import	☑	Flatbed Lorry	30	1.260819307	2.521638613	4
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	ST, LT, Eng Sleeper units	Cabins + internals	-	-	-	-	1132	-	-	-	-		EasyCabin Exclusive Sleeper 16 or 14	☑	Lowloader / AIL		1132	2264	2264
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Senior units	Cabins + internals	-	-	-	-	10	-	-	-	-		EasyCabin EcoMod	☑	Lowloader / AIL		10	20	20
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Laundry and kitchen units	Cabins + internals	-	-	-	-	112	-	-	-	-		Portakabin Konstructa Fire Safe Single Storey building KS092	☑	Lowloader / AIL		112	224	224
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Dining hall, kitchen, storage, bar, gym, shop	Cabins + internals	-	-	-	-	52	-	-	-	-		Portakabin Konstructa Fire Safe Single Storey building KS092	☑	Lowloader / AIL		52	104	104
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Multi faith room, site offices, reception and medical	Cabins + internals	-	-	-	-	13	-	-	-	-		Portakabin Uttima Single Storey building UK073	☑	Lowloader / AIL		13	26	26
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Changing rooms	Cabins + internals	-	-	-	-	2	-	-	-	-		Portakabin Portaloo U unit	☑	Lowloader / AIL		2	4	4
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Male toilets	Cabins + internals	-	-	-	-	6	-	-	-	-		Portakabin Portaloo X Unit	☑	Lowloader / AIL		6	12	12
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Female toilets	Cabins + internals	-	-	-	-	2	-	-	-	-		Portakabin Portaloo H Unit	☑	Lowloader / AIL		2	4	4
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Internal fittings	Plant	-	-	-	-	20	-	-	-	-		40-ft lorries	☑	Lowloader / AIL		20	40	40
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Waste water Treatment	Plant	-	-	-	-	6	-	-	-	-		Assumed	☑	Lowloader / AIL		6	12	12
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Potable water Treatment	Plant	-	-	-	-	2	-	-	-	-		Assumed	☑	Lowloader / AIL		2	4	4
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Gas Supply	Plant	-	-	-	-	2	-	-	-	-		Assumed	☑	Lowloader / AIL		2	4	4
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Waste	Plant	-	-	-	-	4	-	-	-	-		Assumed	☑	Lowloader / AIL		4	8	8
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Pipes	Plant	-	-	-	-	20	-	-	-	-		Assumed	☑	Lowloader / AIL		20	40	40
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Machinery	Plant	-	-	-	-	-	-	-	-	-	Earthworks: 1x Bulldozer 1x Crusher 2x Excavator 3x Lighting Rigs 2x Loaders 2x Pumps 2x Screening Equipment 2x Taks (Fuel / Water) 1x Weigh Bridge 1x Conveyors 1x Wash Units Accommodation Setup: 1x Hiab (Delivery and Lifting) 2x Small Mobile Crane		☑	Lowloader / AIL		22	44	44
0.6	Pre Construction	TC06 (WA)	Compound (Temporary)	Hardstanding	Aggregate	115	80	0.3	9,200	1	2,760	2,650	7,314	-	Assuming 200mm 6F5 Capping + 100mm Type 1 as per clause 803 for compound hardstanding	100% material won on site	☑					
0.6	Pre Construction	TC06 (WA)	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	390	-	-	-	31		7,850	3.4	3.432	110 kg / roll 25m x 1.2m per Roll 2 Rolls per 25m Section	100% Import	☑	Flatbed Lorry	30	0.1144	0.2288	2
0.6	Pre Construction	TC06 (WA)	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	390	-	-	-	130	0.006	7,850	6.0	6	Fence pole every 3m 50mm² (D) x 3m (H)	100% Import	☑	Flatbed Lorry	30	0.200374706	0.400749413	2
0.6	Pre Construction	TC06 (WA)	Compound (Temporary)	Machinery	Plant	-	-	-	-	-	-	-	-	-	1x Excavator 1x Bulldozer 1x Loader 2x Generator 1x Roller Compactor 1x Dumper		☑	Lowloader / AIL		7	14	14
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Hardstanding	Concrete	-	-	0.3	2,650	1	795	2,400	1,908.0	954.00	Compound hardstanding at Tunnel Portal	Assume aggregate won on site, water and additives imported (50%)	☑	20T Tipper	20	47.7	95.4	96
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Rebar (Reinforcement)	Rebar	-	-	-	-	-	1.67	7,850	13.1	13.11	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6	100% Import	☑	Flatbed Lorry	30	0.4368525	0.873705	2
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Fencing	Galvanised Steel (Mesh)	345				27.6		7,850	3.0	3.036	110 kg / roll 25m x 1.2m per Roll 2 Rolls per 25m Section	100% Import	☑	Flatbed Lorry	30	0.1012	0.2024	2
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Fencing	Galvanised Steel (Poles)	345				115	0.006	7,850	5.3	5.32	Fence pole every 3m 50mm² (D) x 3m (H)	100% Import	☑	Flatbed Lorry	30	0.177254548	0.354509096	2
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Machinery	Plant	-	-	-	-	-	-	-	-	-	2x Excavator 2x Bulldozer 2x Loader 6x Generator (2 for Lighting Rigs) 2x Welfare Unit 2x Lighting Rigs 3x Tanks (Fuel / Water) 1x Screening Equipment 2x Vibrators		☑	Lowloader / AIL		22	44	44
0.8	Pre Construction	Main Access Tunnel	Tunnels	Concrete Lining	Concrete	3,158.00	-	-	-	-	26,777	2,400	64,264.8	32,132.40	From "Detailed Volumes" Tab.	Assume aggregate won on site, water and additives imported (50%)	☑	20T Tipper	20	1606.62	3213.24	3214
0.8	Pre Construction	Main Access Tunnel	Tunnels	Rebar (Reinforcement)	Rebar	-	-	-	-	-	56.2317	7,850	441.4	441.42	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6	100% Import	☑	Flatbed Lorry	30	14.7139615	29.427923	30
0.8	Pre Construction	Main Access Tunnel	Tunnels	Machinery	Plant	-	-	-	-	-	-	-	-	-	1x Jumbo 2x Loader 4x Dump Trucks (10T Dump Truck or similar) 1x Pumps 1x Concrete Wagon 1x Tanks (Fuel / Water) 2x Lighting Rigs 2x Generator (for Lighting Rigs)	1x Generator per Lighting Rig required	☑	Low Loader / AIL		14	28	28
0.9	Pre Construction	LCW Access	Access Track - New	Excavated Track	Asphalt	-	-	-	-	-	650	2,300	1,495.0	1,495.0		100% Import	☑	20T Tipper	20	74.75	149.5	150
0.9	Pre Construction	LCW Access	Access Track - New	Access Junction	Aggregate	0	0	0	0	0		-	#VALUE!			100% Import	☐					
0.9	Pre Construction	LCW Access	Access Track - New	Machinery	Plant	-	-	-	-	-	-	-	-	-	1x Road Sweeper 2x Grader 4x Excavator 2x Roller 4x Tipper 2x Harvester 4x Forestry Wagon		☑	Lowloader / AIL		19	38	38
1.0	Construction	Main Haul Road	Access Track - New	Excavated Track	Aggregate	11065.604	7.3	0.3	80,779	1	24,234	2,650	64,219.2	-	Worse case scenario is 600mm 6F5 Capping + 150mm Type 1 as per clause 803	100% material won on site	☑					
1.0	Construction	Main Haul Road	Access Track - New	Machinery	Plant				-	1	-	-	-	-	3x Grader 6x Excavator 3x Roller 6x Tipper		☑	Lowloader / AIL		18	36	36

1.0	Construction	Main Haul Road	Access Track - New	Floating Track	Gextextiles / Geogrid	640.7	7.3	-	4677.11	1	-	-	1.1	1.1	Assumed Tensar TriAx TX160 Geogrid Weight / m² = 0.22 kg/m² Roll Length = 75m Width = 4m Assumed 10% overlap		☑	Lowloader / AIL		1.13186062	2.26372124	4
1.0	Construction	Main Haul Road	Access Track - New	Floating Track	Aggregate	640.7	7.3	0.75	4677.11	1	3507.8325	2,650	9,295.8	-	Worse case scenario is 600mm 6F5 Capping + 150mm Type 1 as per clause 803	100% material won on site	☑					
1.0	Construction	Main Haul Road	Watercourse Crossings	Bottomless Culvert	Concrete	10	-	-	0.078	16	12.48	2,400	30.0	-	Prefabricated bottomless culvert delivered to site in sections as follows: 1m (D) culvert at 5m (L) sections, with 2 sections per culvert.	1 delivery per culvert	☑	20T Tipper		16	32	32
1.0	Construction	Main Haul Road	Watercourse Crossings	Bottomless Culvert - Backfill	Aggregate	10	-	-	0.7	16	112	2,650	296.8	29.68	Stone used as backfill above culvert.	10% material imported	☑	20T Tipper	20	1.484	2.968	4
1.0	Construction	Main Haul Road	Watercourse Crossings	Foundation	Concrete	20	-	-	0.06	16	19.2	2,400	46.1	23.04	Footing for culvert, batched and poured on site.	50% material won on site (aggregate)	☑	20T Tipper	20	1.152	2.304	4
1.0	Construction	Main Haul Road	Watercourse Crossings	Rebar (Reinforcement)	Rebar	-	-	-	-	-	0.04	7,850	0.3	0.32	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6		☑	Flatbed Lorry	30	0.0105504	0.0211008	2
1.0	Construction	Main Haul Road	Watercourse Crossings	Machinery	Plant	-	-	-	-	-	-	-	-	-	2x Excavator 2x Grader 2x Loader 2x Roller 2x Dumper 2x Hiab		☑	Lowloader / AIL		12	24	24
1.0	Construction	TC09, TC10, TC11	Compound (Temporary)	Hardstanding	Aggregate	-	-	0.30	5,200	1	1,560	2,650	4,134	-	Assuming 200mm 6F5 Capping + 100mm Type 1 as per clause 803 for compound hardstanding	100% material won on site	☑					
1.0	Construction	TC09, TC10, TC11	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	530	-	-	-	42		7,850	4.7	4.664	110 kg / roll 25m x 1.2m per Roll 2 Rolls per 25m Section	100% Import	☑	Flatbed Lorry	30	0.155466667	0.310933333	2
1.0	Construction	TC09, TC10, TC11	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	530	-	-	-	177	0.006	7,850	8.2	8	Fence pole every 3m 50mm² (D) x 3m (H)	100% Import	☑	Flatbed Lorry	30	0.27281787	0.545635739	2
1.0	Construction	TC09, TC10, TC11	Compound (Temporary)	Machinery	Plant							-			1x Excavator 1x Bulldozer 1x Loader 2x Generator 1x Roller Compactor 1x Dumper		☑	Lowloader / AIL		7	14	14
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Hardstanding	Concrete			-	4,169	1	4,169	2,400	10,004.7	5,002.34	Compound hardstanding at Tunnel Portal	Assume aggregate won on site, water and additives imported (50%)	☑	20T Tipper	20	250.11696	500.23392	502
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Rebar (Reinforcement)	Rebar	-	-	-	-	-	8.7540936	7,850	68.7	68.72	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6	100% Import	☑	Flatbed Lorry	30	2.290654492	4.581308984	6
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Fencing	Galvanised Steel (Mesh)	348	-	-	-	28	-	7,850	3.1	3.1	110 kg / roll 25m x 1.2m per Roll 2 Rolls per 25m Section	100% Import	☑	Flatbed Lorry	30	0.102666667	0.205333333	2
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Fencing	Galvanised Steel (Poles)	348	-	3	-	116	0.006	7,850	5.4	5.36	Fence pole every 3m 50mm² (D) x 3m (H)	100% Import	☑	Flatbed Lorry	30	0.178795892	0.357591784	2
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Machinery	Plant							-			4x Excavator 4x Bulldozer 4x Loader 8x Generator 4x Roller Compactor 4x Dumper		☑	Lowloader / AIL		28	56	56
1.2	Construction	PC12, PC14 (Valve House, Vent Shaft)	Compound (Permanent)	Hardstanding	Aggregate			0.3	1,350	1	405	2,650	1,073	-	Assuming 200mm 6F5 Capping + 100mm Type 1 as per clause 803 for hardstand	100% material won on site	☑					
1.2	Construction	PC12, PC14 (Valve House, Vent Shaft)	Compound (Permanent)	Fencing	Galvanised Steel (Mesh)	220	-	-	-	18	-	7,850	2.0	2.0	110 kg / roll 25m x 1.2m per Roll 2 Rolls per 25m Section	100% Import	☑	Flatbed Lorry	30	0.066	0.132	2
1.2	Construction	PC12, PC14 (Valve House, Vent Shaft)	Compound (Permanent)	Fencing	Galvanised Steel (Poles)	220	-	3	-	74	0.006	7,850	3.4	3.42	Fence pole every 3m 50mm² (D) x 3m (H)	100% Import	☑	Flatbed Lorry	30	0.114059448	0.228118897	2
1.2	Construction	PC12, PC14 (Valve House, Vent Shaft)	Compound (Permanent)	Machinery	Plant							-			2x Excavator 2x Bulldozer 2x Loader 4x Generator 2x Roller Compactor 2x Dumper		☑	Lowloader / AIL		14	28	28
1.3	Construction	Headpond	Borrow Pit	Machinery	Plant							-			2x Bulldozer 2x Crusher 3x Excavator 3x Jumbo 6x Lighting Rigs 3x Loaders 2x Pumps 2x Screening Equipment 2x Tanks (Fuel / Water) 4x Wash Units 1x Weigh Bridge 2x Screeing Equipment 2x Conveyors		☑	Lowloader / AIL		34	68	68
1.3	Construction	Headpond	Embankments	Concrete for Wet Lining	Concrete			1	38,733	1	38,733	2,400	92,959.2	46,480		Assume aggregate won on site, water and additives imported (50%)	☑	20T Tipper	20	2323.98	4647.96	4648
1.3	Construction	Headpond	Embankments	Rebar (Reinforcement)	Rebar	-	-	-	-	-	81.3393	7,850	638.5	639	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6		☑	Flatbed Lorry	30	21.2837835	42.567567	44
1.3	Construction	Headpond	Embankments	Concrete for Foundations	Concrete			3	151,213	1	453,639	2,400	1,088,733.6	544,367		Assume aggregate won on site, water and additives imported (50%)	☑	20T Tipper	20	27218.34	54436.68	54438
1.3	Construction	Headpond	Embankments	Rebar (Reinforcement)	Rebar	-	-	-	-	-	952.6419	7,850	7,478.2	7,478	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6		☑	Flatbed Lorry	30	249.2746305	498.549261	500
1.3	Construction	Headpond	Embankments	Rockfill	Aggregate						4,083,778	2,650	10,822,012	-		100% material won on site	☑					
1.3	Construction	Headpond	Spillway	Concrete	Concrete			-	-	-	1,190	2,400	2,856.0	1,428.00		Assume aggregate won on site, water and additives imported (50%)	☑	20T Tipper	20	71.4	142.8	144
1.3	Construction	Headpond	Spillway	Rebar (Reinforcement)	Rebar	-	-	-	-	-	2.499	7,850	19.6	19.62	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6		☑	Flatbed Lorry	30	0.653905	1.30781	2
1.3	Construction	Headpond	Embankment / Spillway	Machinery	Plant							-			6x Bulldozers 6x Drill Rigs 22x Dumpers 6x Excavators 4x Fomers 2x Lighting Rigs 2x Pumps 3x Rollers 4x Tanks (Fuel / Water) 8x Vibrators		☑	Lowloader / AIL		63	126	126
1.4	Construction	LCW		Concrete	Concrete						63,948	2,400	153,475		Values taken from either CAD 3D model or 2D cross-section model	100% Import. Batched on site.	☑	20T Tipper	20	7673.76	15347.52	15348
1.4	Construction	LCW		Rebar	Rebar							7,850	6,581	6,581	Calculated taking the volumes of concrete from CAD requiring reinfrocement * rebar thickness. Rebar thickness = 0.2m	Transport via Water	☑	Flatbed Lorry	30	219.3666667	438.7333333	440
1.4	Construction	LCW		Sheet piling abument	Steel							7,850	1,831	1,831	Sheet pile volume = perimeter of object surrounding by piling * sheet tube length * 184/1000 kg/m². The last value is the steel grade of the pile, taken from https://sheetpiling.arcelormittal.com/products combinde walls tubes - pipe combiwall G80 dlA. 914 X 14.0,with the 80 representing the sheet pile length percentage. Sheet pile length = 0.8 * sheet tube length	Transport via Water	☑	Flatbed Lorry	30	61.03333333	122.0666667	124
1.4	Construction	LCW		Steel pile columns	Steel							7,850	356,684	356,684	Volume = Mass per m length * column length * no. of columns Using ArecIormMittal Sheet Piling, when selecting a pile with dimensions D = 914mm, t = 14mm, G = 310.7 kg/m	Transport via Water	☑	Flatbed Lorry	30	11889.46667	23778.93333	23780
1.4	Construction	LCW		Fill Material	Rock						70,471	2,800	197,319	197,319	CAD Output	100% Import Transport via Water	☑	20T Tipper	20	9865.94	19731.88	19732
1.4	Construction	LCW		Tie Rods	Steel							7,850	125	125	There wil be ties at 2m centres	Transport via Water	☑	Flatbed Lorry	30	4.166666667	8.333333333	10
1.4	Construction	LCW		Soil Nails/Rock anchor	Steel							7,850	439	439	There will be one soil nail/anchor every 2m² surface area	Transport via Water	☑	Flatbed Lorry	30	14.63333333	29.26666667	30
1.4	Construction	LCW		Mesh	Galvanised Steel (Mesh)							7,850	26	26	30mm mesh thickness	Transport via Water	☑	Flatbed Lorry	30	0.866666667	1.733333333	2
1.4	Construction	LCW		Asphalt	Asphalt						650	2,300	1,495	1,495		100% Import. Transport via Water Batched on site.	☑	20T Tipper	20	74.75	149.5	150
1.4	Construction	LCW		Sprayed concrete	Concrete						878	2,400	2,107	2,107	200mm depth	100% Import. Transport via Water Batched on site.	☑	20T Tipper	20	105.36	210.72	212
1.4	Construction	LCW		Machinery	Plant							-			2x Generators (on Jack up BargeS) 2x Jack up Barges (Concrete Batching Plants) 1x Water-based Crane (Piling and Driving) 1x Water-based Crane (Prepatory Works) 4x Excavators 1x Conveyors 1x Tower Crane		☑	Lowloader / AIL		12	24	24
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Concrete Lining	Concrete			-	-	1	25,203	2,400	60,486.7	30,243.33		50% material won on site (aggregate)	☑	20T Tipper	20	1512.1665	3024.333	3026
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Rebar (Reinforcement)	Rebar	-	-	-	-	-	52.9	7,850	415.5	415.47	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6		☑	Flatbed Lorry	30	13.84892486	27.69784973	28
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Concrete	Concrete			-	267	536	1	143,112	2,400	343,468.8	171,734.40	C3D Export	50% material won on site (aggregate)	☑	20T Tipper	20	8586.72	17173.44	17174
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Rebar (Reinforcement)	Rebar	-	-	-	-	-	300.5352	7,850	2,359.2	2,359.20	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6		☑	Flatbed Lorry	30	78.640044	157.280088	158
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Machinery	Plant							-			2x Tower Crane 12x Dumpers 4x Wagon Drills 12x Excavators 4x Graders 4x Conveyors 6x Concrete Wagons 2x Hydraulic Drills		☑	Lowloader / AIL		46	92	92
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Hardstanding	Aggregate			0.3	8,000	1	2,400	2,650	6,360	-	Assuming 200mm 6F5 Capping + 100mm Type 1 as per clause 803 for switchyard hardstand (access road and GIS building hardstanding)	100% material won on site	☑					
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Roads	Aggregate			0.3	3,700	1	1,110	2,650	2,942	-	Assuming 200mm 6F5 Capping + 100mm Type 1 as per clause 803 for switchyard hardstand (access road and GIS building hardstanding)	100% material won on site	☑					
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	GIS Building Foundation	Concrete	40.00	25	0.5	1,000	2	1,000	2,400	2,400.0	1,200.00		50% material won on site (aggregate)	☑	20T Tipper	20	60	120	120
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	GIS Building Foundation	Rebar	-	-	-	-	-	2.1	7,850	16.5	16.49	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6		☑	Flatbed Lorry	30	0.5495	1.099	2
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Fencing	Galvanised Steel (Mesh)	660	-	-	-	53		7,850	5.8	5.808	110 kg / roll 25m x 1.2m per Roll 2 Rolls per 25m Section		☑	Flatbed Lorry	30	0.1936	0.3872	2
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Fencing	Galvanised Steel (Poles)	660	-	-	-	220	0.006	7,850	10.2	10	Fence pole every 3m 50mm² (D) x 3m (H)		☑	Flatbed Lorry	30	0.339095657	0.678191314	2
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Switchgear	Plant							-			14 x 400kV Bays 600m GID Ducting 400kV Cable Drums	400kV Bays delivered complete from factory approx, 7m x 2.5m x 2.5m (L x W x H) and 6-12T in weight. Assume two bays per delivery vehicle - 7 vehicle loads Ducting brown down into 150m sections - 4 vehicle loads Inclusde a couple extra deliveries for additional pats and assembly erection - 2 loads	☑	Lowloader / AIL		13	26	26
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Machinery	Plant							-			2x Excavator 2x Bulldozer 2x Loader 2x Generator 1x Roller Compactor 1x Dumper 2x Lighting Rigs 2x Mobile Crane 3x Scissor Lift		☑	Lowloader / AIL		17	34	34
1.7	Construction	Cable Tunnels Gate Shaft Tunnel	Tunnels	Concrete Lining	Concrete			-	-	-	94,094	2,400	225,826.6	112,913.29		50% material won on site (aggregate)	☑	20T Tipper	20	5645.664665	11291.32933	11292
1.7	Construction	Cable Tunnels Gate Shaft Tunnel	Tunnels	Rebar (Reinforcement)	Rebar	-	-	-	-	-	197.5982633	7,850	1,551.1	1,551.15			☑	Flatbed Lorry	30	51.70487889	103.4097578	104
1.7	Construction	Cable Tunnels Gate Shaft Tunnel	Tunnels	Machinery	Plant							-			4x Jumbo 8x Loader 16x Dumper 4x Pumps 4x Concrete Wagons 4x Tanks (Water / Fuel) 10x Lighting Rigs		☑	Lowloader / AIL		50	100	100
1.8	Construction	UCW	Diffusers	Concrete	Concrete			-	-	2,675	2	25,000	2,400	60,000.0	30,000.00	Civil 3D Output	50% material won on site (aggregate)	☑	20T Tipper	20	1500	3000	3000
1.8	Construction	UCW	Diffusers	Rebar (Reinforcement)	Rebar	-	-	-	-	-	52.5	7,850	412.1	412.13	Minimum percentage of reinforcement is 0.21% as per EC2 Table 6		☑	Flatbed Lorry	30	13.7375	27.475	28
1.8	Construction	UCW	Diffusers	Screen	Steel	6.000	4.000	0.060	0.156	32.000	5.972	7,850.000	46.880	-	Bar Depth ~ 6mm Bar Width ~ 12mm Bar Spacing ~ 100mm No. Bars calculated using: W = ntbar + (n-1)S Where W - Screen Width, n - no. bars, tbar - bar thickness and s - bar spacing No. Bars = 54 Allowed for 20% variation and 2xintermediate supports. Volume of Screen = .06 * .012 * 4 * 54 * 1.2 * 2	Screen fabricated off-site and delivered to site in 6m x 4m sections at 2.9T per section.	☑	Flatbed Lorry	30	1.56266496	3.12532992	4
1.8	Construction	UCW	Earthworks & Diffusers	Machinery	Plant							-			2x Tower Cranes 4x Hydraulic Dills 4x Wagon drills 12x excavators 4x graders 12x dump trailers 8x loaders 2x Generators 4x Compressors 1x Batching Plant 1x Crusher plant 1x Screening 2x Pumps 2x Submersible Pumps		☑	Lowloader / AIL		61	122	122
2.0	Post Construction	FLS Track	Access Track - Existing	Resurfacing	Aggregate							2,650				100% won on site	☐					
2.1	Post Construction	TC05 (WA)	Demobilisation	Various	Plant, Cabins + Internals							-					☐	Lowloader / AIL			2771.262972	2772
2.1	Post Construction	TC05 (WA)	Reinstatement	Machinery	Plant							-					☐					
2.2	Post Construction	Main Haul Road	Reinstatement	Machinery	Plant							-					☐	Lowloader / AIL			1252	1252

Phase	Construction Stage	Location	Construction Details	Components	Material	Construction Stage	Phase	Transport Method	Vehicle Trips	A82 Inverness	A82 North Drumnadrochit	A82 Drumnadrochit	A82 Lewiston	A82 Urquhart Castle	A82 Grotaig	A82 Alltsigh	A82 Invermoriston	A82 Fort Augustus	A887 Invermoriston	A831 Milton	A831 Strathnacro	A831 Balnain	A833
0.1	Pre Construction	FLS Track	Access Track - Existing	Upgrades - Widening	Aggregate	Pre Construction	Pre-Construction	Road	620												100%		100%
0.1	Pre Construction	FLS Track	Access Track - Existing	Machinery	Plant	Pre Construction	Pre-Construction	Road	46	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.1	Pre Construction	Affric Kintail Way	Core Path Rerouting	Excavated Track	Aggregate	Pre Construction	Pre-Construction	Road	0														
0.1	Pre Construction	Affric Kintail Way	Core Path Rerouting	Machinery	Plant	Pre Construction	Pre-Construction	Road	40	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.1	Pre Construction	North of River Coiltie	Borrow Pit Search Area 01	Machinery	Plant	Pre Construction	Pre-Construction	Road	30	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.2	Pre Construction	To River Coiltie Crossing	Access Track - New	Excavated Track	Aggregate	Pre Construction	Pre-Construction	Road	0														
0.2	Pre Construction	To River Coiltie Crossing	Access Track - New	Machinery	Plant	Pre Construction	Pre-Construction	Road	24	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.3	Pre Construction	TC01 (CC)	Compound (Temporary)	Hardstanding	Aggregate	Pre Construction	Pre-Construction	Road	0														
0.3	Pre Construction	TC01 (CC)	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	Pre Construction	Pre-Construction	Road	2	100%	100%									100%	100%		
0.3	Pre Construction	TC01 (CC)	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	Pre Construction	Pre-Construction	Road	2	100%	100%									100%	100%		
0.3	Pre Construction	TC01 (CC)	Compound (Temporary)	Machinery	Plant	Pre Construction	Pre-Construction	Road	14	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.4	Pre Construction	Coiltie Crossing	Watercourse Crossings	Foundation	Concrete	Pre Construction	Pre-Construction	Road	74	40%	40%									40%	100%		60%
0.4	Pre Construction	Coiltie Crossing	Watercourse Crossings	Rebar (Reinforcement)	Rebar	Pre Construction	Pre-Construction	Road	10	100%	100%									100%	100%		
0.4	Pre Construction	Coiltie Crossing	Watercourse Crossings	Bridge (Pre Fabricated)	Steel	Pre Construction	Pre-Construction	Road	0														
0.4	Pre Construction	Coiltie Crossing	Watercourse Crossings	Machinery	Plant	Pre Construction	Pre-Construction	Road	22	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.5	Pre Construction	To PC07 (Tunnel Portal 1)	Access Track - New	Excavated Track	Aggregate	Pre Construction	Pre-Construction	Road	0														
0.5	Pre Construction	To PC07 (Tunnel Portal 1)	Access Track - New	Machinery	Plant	Pre Construction	Pre-Construction	Road	24	50%	50%									100%	100%		
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Bottomless Culvert	Concrete	Pre Construction	Pre-Construction	Road	6	100%	100%									100%	100%		
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Bottomless Culvert - Backfill	Aggregate	Pre Construction	Pre-Construction	Road	2												100%		100%
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Foundation	Concrete	Pre Construction	Pre-Construction	Road	2	40%	40%									40%	100%		60%
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Rebar (Reinforcement)	Rebar	Pre Construction	Pre-Construction	Road	2	100%	100%									100%	100%		
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Machinery	Plant	Pre Construction	Pre-Construction	Road	12	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.5	Pre Construction	TC02 - TC03 (CC)	Compound (Temporary)	Hardstanding	Aggregate	Pre Construction	Pre-Construction	Road	0														
0.5	Pre Construction	TC02 - TC03 (CC)	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	Pre Construction	Pre-Construction	Road	2	100%	100%									100%	100%		
0.5	Pre Construction	TC02 - TC03 (CC)	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	Pre Construction	Pre-Construction	Road	2	100%	100%									100%	100%		
0.5	Pre Construction	TC02 - TC03 (CC)	Compound (Temporary)	Machinery	Plant	Pre Construction	Pre-Construction	Road	14	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Hardstanding	Aggregate	Pre Construction	Pre-Construction	Road	0														
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Internal Roads	Aggregate	Pre Construction	Pre-Construction	Road	0														
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	Pre Construction	Pre-Construction	Road	2	100%	100%									100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	Pre Construction	Pre-Construction	Road	4	100%	100%									100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	ST, LT, Eng Sleeper units	Cabins + internals	Pre Construction	Pre-Construction	Road	2264	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Senior units	Cabins + internals	Pre Construction	Pre-Construction	Road	20	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Laundry and kitchen units	Cabins + internals	Pre Construction	Pre-Construction	Road	224	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Dining hall, kitchen, storage, bar, gym, shop	Cabins + internals	Pre Construction	Pre-Construction	Road	104	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Multi faith room, site offices, reception and medical	Cabins + internals	Pre Construction	Pre-Construction	Road	26	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Changing rooms	Cabins + internals	Pre Construction	Pre-Construction	Road	4	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Male toilets	Cabins + internals	Pre Construction	Pre-Construction	Road	12	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Female toilets	Cabins + internals	Pre Construction	Pre-Construction	Road	4	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Internal fittings	Plant	Pre Construction	Pre-Construction	Road	40	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Waste water Treatment	Plant	Pre Construction	Pre-Construction	Road	12	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Potable water Treatment	Plant	Pre Construction	Pre-Construction	Road	4	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Gas Supply	Plant	Pre Construction	Pre-Construction	Road	4	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Waste	Plant	Pre Construction	Pre-Construction	Road	8	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Pipes	Plant	Pre Construction	Pre-Construction	Road	40	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Machinery	Plant	Pre Construction	Pre-Construction	Road	44	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.6	Pre Construction	TC06 (WA)	Compound (Temporary)	Hardstanding	Aggregate	Pre Construction	Pre-Construction	Road	0														
0.6	Pre Construction	TC06 (WA)	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	Pre Construction	Pre-Construction	Road	2	100%	100%									100%	100%		
0.6	Pre Construction	TC06 (WA)	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	Pre Construction	Pre-Construction	Road	2	100%	100%									100%	100%		
0.6	Pre Construction	TC06 (WA)	Compound (Temporary)	Machinery	Plant	Pre Construction	Pre-Construction	Road	14	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Hardstanding	Concrete	Pre Construction	Pre-Construction	Road	96	40%	40%									40%	100%		60%
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Rebar (Reinforcement)	Rebar	Pre Construction	Pre-Construction	Road	2	100%	100%									100%	100%		
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Fencing	Galvanised Steel (Mesh)	Pre Construction	Pre-Construction	Road	2	100%	100%									100%	100%		
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Fencing	Galvanised Steel (Poles)	Pre Construction	Pre-Construction	Road	2	100%	100%									100%	100%		
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Machinery	Plant	Pre Construction	Pre-Construction	Road	44	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.8	Pre Construction	Main Access Tunnel	Tunnels	Concrete Lining	Concrete	Pre Construction	Pre-Construction	Road	3214	40%	40%									40%	100%		60%
0.8	Pre Construction	Main Access Tunnel	Tunnels	Rebar (Reinforcement)	Rebar	Pre Construction	Pre-Construction	Road	30	100%	100%									100%	100%		
0.8	Pre Construction	Main Access Tunnel	Tunnels	Machinery	Plant	Pre Construction	Pre-Construction	Road	28	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
0.9	Pre Construction	LCW Access	Access Track - New	Excavated Track	Asphalt	Pre Construction	Pre-Construction	Water	0														
0.9	Pre Construction	LCW Access	Access Track - New	Access Junction	Aggregate	Pre Construction	Pre-Construction	Water	0														
0.9	Pre Construction	LCW Access	Access Track - New	Machinery	Plant	Pre Construction	Pre-Construction	Water	0														
1.0	Construction	Main Haul Road	Access Track - New	Excavated Track	Aggregate	Construction	Access	Road	0														
1.0	Construction	Main Haul Road	Access Track - New	Machinery	Plant	Construction	Access	Road	36	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		

Dissss	Construction Stage	Location	Construction Details	Components	Material	Construction Stage	Phase	Transport Method	Vehicle Trips	A82 Inverness	A82 North Drumnadrochit	A82 Drumnadrochit	A82 Lewiston	A82 Urquhart Castle	A82 Grotaig	A82 Alltsigh	A82 Invermoriston	A82 Fort Augustus	A887 Invermoriston	A831 Milton	A831 Strathnacro	A831 Balnain	A833
Material	Construction	Main Haul Road	Access Track - New	Floating Track	Gextextiles / Geogrid	Construction	Access	Road	4	100%	100%									100%	100%		
1.0	Construction	Main Haul Road	Access Track - New	Floating Track	Aggregate	Construction	Access	Road	0														
1.0	Construction	Main Haul Road	Watercourse Crossings	Bottomless Culvert	Concrete	Construction	Access	Road	32	100%	100%									100%	100%		
1.0	Construction	Main Haul Road	Watercourse Crossings	Bottomless Culvert - Backfill	Aggregate	Construction	Access	Road	4												100%		100%
1.0	Construction	Main Haul Road	Watercourse Crossings	Foundation	Concrete	Construction	Access	Road	4	40%	40%									40%	100%		60%
1.0	Construction	Main Haul Road	Watercourse Crossings	Rebar (Reinforcement)	Rebar	Construction	Access	Road	2	100%	100%									100%	100%		
1.0	Construction	Main Haul Road	Watercourse Crossings	Machinery	Plant	Construction	Access	Road	24	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
1.0	Construction	TC09, TC10, TC11	Compound (Temporary)	Hardstanding	Aggregate	Construction	Headpond	Road	0														
1.0	Construction	TC09, TC10, TC11	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	Construction	Headpond	Road	2	100%	100%									100%	100%		
1.0	Construction	TC09, TC10, TC11	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	Construction	Headpond	Road	2	100%	100%									100%	100%		
1.0	Construction	TC09, TC10, TC11	Compound (Temporary)	Machinery	Plant	Construction	Headpond	Road	14	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Hardstanding	Concrete	Construction	Tunnelling Works	Road	502	40%	40%									40%	100%		60%
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Rebar (Reinforcement)	Rebar	Construction	Tunnelling Works	Road	6	100%	100%									100%	100%		
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Fencing	Galvanised Steel (Mesh)	Construction	Tunnelling Works	Road	2	100%	100%									100%	100%		
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Fencing	Galvanised Steel (Poles)	Construction	Tunnelling Works	Road	2	100%	100%									100%	100%		
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Machinery	Plant	Construction	Tunnelling Works	Road	56	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
1.2	Construction	PC12, PC14 (Valve House, Vent Shaft)	Compound (Permanent)	Hardstanding	Aggregate	Construction	Headpond	Road	0														
1.2	Construction	PC12, PC14 (Valve House, Vent Shaft)	Compound (Permanent)	Fencing	Galvanised Steel (Mesh)	Construction	Headpond	Road	2	100%	100%									100%	100%		
1.2	Construction	PC12, PC14 (Valve House, Vent Shaft)	Compound (Permanent)	Fencing	Galvanised Steel (Poles)	Construction	Headpond	Road	2	100%	100%									100%	100%		
1.2	Construction	PC12, PC14 (Valve House, Vent Shaft)	Compound (Permanent)	Machinery	Plant	Construction	Headpond	Road	28	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
1.3	Construction	Headpond	Borrow Pit	Machinery	Plant	Construction	Headpond	Road	68	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
1.3	Construction	Headpond	Embankments	Concrete for Wet Lining	Concrete	Construction	Headpond	Road	4648	40%	40%									40%	100%		60%
1.3	Construction	Headpond	Embankments	Rebar (Reinforcement)	Rebar	Construction	Headpond	Road	44	100%	100%									100%	100%		
1.3	Construction	Headpond	Embankments	Concrete for Foundations	Concrete	Construction	Headpond	Road	54438	40%	40%									40%	100%		60%
1.3	Construction	Headpond	Embankments	Rebar (Reinforcement)	Rebar	Construction	Headpond	Road	500	100%	100%									100%	100%		
1.3	Construction	Headpond	Embankments	Rockfill	Aggregate	Construction	Headpond	Road	0														
1.3	Construction	Headpond	Spillway	Concrete	Concrete	Construction	Headpond	Road	144	40%	40%									40%	100%		60%
1.3	Construction	Headpond	Spillway	Rebar (Reinforcement)	Rebar	Construction	Headpond	Road	2	100%	100%									100%	100%		
1.3	Construction	Headpond	Embankment / Spillway	Machinery	Plant	Construction	Headpond	Road	126	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
1.4	Construction	LCW		Concrete	Concrete	Construction	LCW	Water	0	40%	40%	100%	100%	100%	100%					60%			60%
1.4	Construction	LCW		Rebar	Rebar	Construction	LCW	Water	0	100%	100%	100%	100%	100%	100%								
1.4	Construction	LCW		Sheet piling abument	Steel	Construction	LCW	Water	0	100%	100%	100%	100%	100%	100%								
1.4	Construction	LCW		Steel pile columns	Steel	Construction	LCW	Water	0	100%	100%	100%	100%	100%	100%								
1.4	Construction	LCW		Fill Material	Rock	Construction	LCW	Water	0			100%	100%	100%	100%					100%			100%
1.4	Construction	LCW		Tie Rods	Steel	Construction	LCW	Water	0	100%	100%	100%	100%	100%	100%								
1.4	Construction	LCW		Soil Nails/Rock anchor	Steel	Construction	LCW	Water	0	100%	100%	100%	100%	100%	100%								
1.4	Construction	LCW		Mesh	Galvanised Steel (Mesh)	Construction	LCW	Water	0	100%	100%	100%	100%	100%	100%								
1.4	Construction	LCW		Asphalt	Asphalt	Construction	LCW	Water	0	100%	100%	100%	100%	100%	100%								
1.4	Construction	LCW		Sprayed concrete	Concrete	Construction	LCW	Water	0	40%	40%	100%	100%	100%	100%					60%			60%
1.4	Construction	LCW		Machinery	Plant	Construction	LCW	Water	0	50%	50%	50%	50%	50%	50%	50%	50%	50%					
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Concrete Lining	Concrete	Construction	Powerhouse Complex	Road	3026	40%	40%									40%	100%		60%
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Rebar (Reinforcement)	Rebar	Construction	Powerhouse Complex	Road	28	100%	100%									100%	100%		
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Concrete	Concrete	Construction	Powerhouse Complex	Road	17174	40%	40%									40%	100%		60%
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Rebar (Reinforcement)	Rebar	Construction	Powerhouse Complex	Road	158	100%	100%									100%	100%		
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Machinery	Plant	Construction	Powerhouse Complex	Road	92	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Hardstanding	Aggregate	Construction	GIS Switchyard	Road	0														
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Roads	Aggregate	Construction	GIS Switchyard	Road	0														
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	GIS Building Foundation	Concrete	Construction	GIS Switchyard	Road	120	40%	40%									40%	100%		60%
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	GIS Building Foundation	Rebar	Construction	GIS Switchyard	Road	2	100%	100%									100%	100%		
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Fencing	Galvanised Steel (Mesh)	Construction	GIS Switchyard	Road	2	100%	100%									100%	100%		
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Fencing	Galvanised Steel (Poles)	Construction	GIS Switchyard	Road	2	100%	100%									100%	100%		
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Switchgear	Plant	Construction	GIS Switchyard	Road	26	100%	100%									100%	100%		
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Machinery	Plant	Construction	GIS Switchyard	Road	34	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
1.7	Construction	Cable Tunnels Gate Shaft Tunnel	Tunnels	Concrete Lining	Concrete	Construction	Tunnelling Works	Road	11292	40%	40%									40%	100%		60%
1.7	Construction	Cable Tunnels Gate Shaft Tunnel	Tunnels	Rebar (Reinforcement)	Rebar	Construction	Tunnelling Works	Road	104	100%	100%									100%	100%		
1.7	Construction	Cable Tunnels Gate Shaft Tunnel	Tunnels	Machinery	Plant	Construction	Tunnelling Works	Road	100	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
1.8	Construction	UCW	Diffusers	Concrete	Concrete	Construction	Headpond	Road	3000	40%	40%									40%	100%		60%
1.8	Construction	UCW	Diffusers	Rebar (Reinforcement)	Rebar	Construction	Headpond	Road	28	100%	100%									100%	100%		
1.8	Construction	UCW	Diffusers	Screen	Steel	Construction	Headpond	Road	4	100%	100%									100%	100%		
1.8	Construction	UCW	Earthworks & Diffusers	Machinery	Plant	Construction	Headpond	Road	122	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
2.0	Post Construction	FLS Track	Access Track - Existing	Resurfacing	Aggregate	Post Construction	Post-Construction	Road	0														
2.1	Post Construction	TC05 (WA)	Demobilisation	Various	Plant, Cabins + Internals	Post Construction	Post-Construction	Road	2772	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		
2.1	Post Construction	TC05 (WA)	Reinstatement	Machinery	Plant	Post Construction	Post-Construction	Road	0														
2.2	Post Construction	Main Haul Road	Reinstatement	Machinery	Plant	Post Construction	Post-Construction	Road	1252	50%	50%	50%	50%	50%	50%	50%	50%	50%		100%	100%		

Pre Construction Trips			7202
Construction Trips (including Post-Construction			100032

Dist	Construction Stage	Location	Construction Details	Components	Material	A82 Inverness	A82 North Drumnadrochit	A82 Drumnadrochit	A82 Lewiston	A82 Urquhart Castle	A82 Grotaig	A82 Alltsigh	A82 Invermoriston	A82 Fort Augustus	A887 Invermoriston	A831 Milton	A831 Strathnacro	A831 Balnain	A833
0.1	Pre Construction	FLS Track	Access Track - Existing	Upgrades - Widening	Aggregate	0	0	0	0	0	0	0	0	0	0	0	620	0	620
0.1	Pre Construction	FLS Track	Access Track - Existing	Machinery	Plant	23	23	23	23	23	23	23	23	23	0	46	46	0	0
0.1	Pre Construction	Affric Kintail Way	Core Path Rerouting	Excavated Track	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.1	Pre Construction	Affric Kintail Way	Core Path Rerouting	Machinery	Plant	20	20	20	20	20	20	20	20	20	0	40	40	0	0
0.1	Pre Construction	North of River Coiltie	Borrow Pit Search Area 01	Machinery	Plant	15	15	15	15	15	15	15	15	15	0	30	30	0	0
0.2	Pre Construction	To River Coiltie Crossing	Access Track - New	Excavated Track	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.2	Pre Construction	To River Coiltie Crossing	Access Track - New	Machinery	Plant	12	12	12	12	12	12	12	12	12	0	24	24	0	0
0.3	Pre Construction	TC01 (CC)	Compound (Temporary)	Hardstanding	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.3	Pre Construction	TC01 (CC)	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
0.3	Pre Construction	TC01 (CC)	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
0.3	Pre Construction	TC01 (CC)	Compound (Temporary)	Machinery	Plant	7	7	7	7	7	7	7	7	7	0	14	14	0	0
0.4	Pre Construction	Coiltie Crossing	Watercourse Crossings	Foundation	Concrete	30	30	0	0	0	0	0	0	0	0	30	74	0	44
0.4	Pre Construction	Coiltie Crossing	Watercourse Crossings	Rebar (Reinforcement)	Rebar	10	10	0	0	0	0	0	0	0	0	10	10	0	0
0.4	Pre Construction	Coiltie Crossing	Watercourse Crossings	Bridge (Pre Fabricated)	Steel	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.4	Pre Construction	Coiltie Crossing	Watercourse Crossings	Machinery	Plant	11	11	11	11	11	11	11	11	11	0	22	22	0	0
0.5	Pre Construction	To PC07 (Tunnel Portal 1)	Access Track - New	Excavated Track	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.5	Pre Construction	To PC07 (Tunnel Portal 1)	Access Track - New	Machinery	Plant	12	12	0	0	0	0	0	0	0	0	24	24	0	0
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Bottomless Culvert	Concrete	6	6	0	0	0	0	0	0	0	0	6	6	0	0
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Bottomless Culvert - Backfill	Aggregate	0	0	0	0	0	0	0	0	0	0	0	2	0	2
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Foundation	Concrete	1	1	0	0	0	0	0	0	0	0	1	2	0	1
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Rebar (Reinforcement)	Rebar	2	2	0	0	0	0	0	0	0	0	2	2	0	0
0.5	Pre Construction	Main Haul Road	Watercourse Crossings	Machinery	Plant	6	6	6	6	6	6	6	6	6	0	12	12	0	0
0.5	Pre Construction	TC02 - TC03 (CC)	Compound (Temporary)	Hardstanding	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.5	Pre Construction	TC02 - TC03 (CC)	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
0.5	Pre Construction	TC02 - TC03 (CC)	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
0.5	Pre Construction	TC02 - TC03 (CC)	Compound (Temporary)	Machinery	Plant	7	7	7	7	7	7	7	7	7	0	14	14	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Hardstanding	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Internal Roads	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	4	4	0	0	0	0	0	0	0	0	4	4	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	ST, LT, Eng Sleeper units	Cabins + internals	1,132	1,132	1,132	1,132	1,132	1,132	1,132	1,132	1,132	0	2,264	2,264	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Senior units	Cabins + internals	10	10	10	10	10	10	10	10	10	0	20	20	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Laundry and kitchen units	Cabins + internals	112	112	112	112	112	112	112	112	112	0	224	224	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Dining hall, kitchen, storage, bar, gym, shop	Cabins + internals	52	52	52	52	52	52	52	52	52	0	104	104	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Multi faith room, site offices, reception and medical	Cabins + internals	13	13	13	13	13	13	13	13	13	0	26	26	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Changing rooms	Cabins + internals	2	2	2	2	2	2	2	2	2	0	4	4	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Male toilets	Cabins + internals	6	6	6	6	6	6	6	6	6	0	12	12	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Female toilets	Cabins + internals	2	2	2	2	2	2	2	2	2	0	4	4	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Internal fittings	Plant	20	20	20	20	20	20	20	20	20	0	40	40	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Waste water Treatment	Plant	6	6	6	6	6	6	6	6	6	0	12	12	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Potable water Treatment	Plant	2	2	2	2	2	2	2	2	2	0	4	4	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Gas Supply	Plant	2	2	2	2	2	2	2	2	2	0	4	4	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Waste	Plant	4	4	4	4	4	4	4	4	4	0	8	8	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Pipes	Plant	20	20	20	20	20	20	20	20	20	0	40	40	0	0
0.6	Pre Construction	TC05 (WA)	Compound (Temporary)	Machinery	Plant	22	22	22	22	22	22	22	22	22	0	44	44	0	0
0.6	Pre Construction	TC06 (WA)	Compound (Temporary)	Hardstanding	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6	Pre Construction	TC06 (WA)	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
0.6	Pre Construction	TC06 (WA)	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
0.6	Pre Construction	TC06 (WA)	Compound (Temporary)	Machinery	Plant	7	7	7	7	7	7	7	7	7	0	14	14	0	0
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Hardstanding	Concrete	38	38	0	0	0	0	0	0	0	0	38	96	0	58
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Rebar (Reinforcement)	Rebar	2	2	0	0	0	0	0	0	0	0	2	2	0	0
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Fencing	Galvanised Steel (Mesh)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Fencing	Galvanised Steel (Poles)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
0.7	Pre Construction	PC07 (Tunnel Portal 1)	Compound (Permanent)	Machinery	Plant	22	22	22	22	22	22	22	22	22	0	44	44	0	0
0.8	Pre Construction	Main Access Tunnel	Tunnels	Concrete Lining	Concrete	1,286	1,286	0	0	0	0	0	0	0	0	1,286	3,214	0	1,928
0.8	Pre Construction	Main Access Tunnel	Tunnels	Rebar (Reinforcement)	Rebar	30	30	0	0	0	0	0	0	0	0	30	30	0	0
0.8	Pre Construction	Main Access Tunnel	Tunnels	Machinery	Plant	14	14	14	14	14	14	14	14	14	0	28	28	0	0
0.9	Pre Construction	LCW Access	Access Track - New	Excavated Track	Asphalt	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.9	Pre Construction	LCW Access	Access Track - New	Access Junction	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.9	Pre Construction	LCW Access	Access Track - New	Machinery	Plant	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.0	Construction	Main Haul Road	Access Track - New	Excavated Track	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.0	Construction	Main Haul Road	Access Track - New	Machinery	Plant	18	18	18	18	18	18	18	18	18	0	36	36	0	0

Dist	Construction Stage	Location	Construction Details	Components	Material	A82 Inverness	A82 North Drumnadrochit	A82 Drumnadrochit	A82 Lewiston	A82 Urquhart Castle	A82 Grotaig	A82 Alltsigh	A82 Invermoriston	A82 Fort Augustus	A887 Invermoriston	A831 Milton	A831 Strathnacro	A831 Balnain	A833
Material	Construction	Main Haul Road	Access Track - New	Floating Track	Gextextiles / Geogrid	4	4	0	0	0	0	0	0	0	0	4	4	0	0
1.0	Construction	Main Haul Road	Access Track - New	Floating Track	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.0	Construction	Main Haul Road	Watercourse Crossings	Bottomless Culvert	Concrete	32	32	0	0	0	0	0	0	0	0	32	32	0	0
1.0	Construction	Main Haul Road	Watercourse Crossings	Bottomless Culvert - Backfill	Aggregate	0	0	0	0	0	0	0	0	0	0	0	4	0	4
1.0	Construction	Main Haul Road	Watercourse Crossings	Foundation	Concrete	2	2	0	0	0	0	0	0	0	0	2	4	0	2
1.0	Construction	Main Haul Road	Watercourse Crossings	Rebar (Reinforcement)	Rebar	2	2	0	0	0	0	0	0	0	0	2	2	0	0
1.0	Construction	Main Haul Road	Watercourse Crossings	Machinery	Plant	12	12	12	12	12	12	12	12	12	0	24	24	0	0
1.0	Construction	TC09, TC10, TC11	Compound (Temporary)	Hardstanding	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.0	Construction	TC09, TC10, TC11	Compound (Temporary)	Fencing	Galvanised Steel (Mesh)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
1.0	Construction	TC09, TC10, TC11	Compound (Temporary)	Fencing	Galvanised Steel (Poles)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
1.0	Construction	TC09, TC10, TC11	Compound (Temporary)	Machinery	Plant	7	7	7	7	7	7	7	7	7	0	14	14	0	0
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Hardstanding	Concrete	201	201	0	0	0	0	0	0	0	0	201	502	0	301
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Rebar (Reinforcement)	Rebar	6	6	0	0	0	0	0	0	0	0	6	6	0	0
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Fencing	Galvanised Steel (Mesh)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Fencing	Galvanised Steel (Poles)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
1.1	Construction	PC08, PC13 (Tunnel Portals 2 - 4)	Compound (Permanent)	Machinery	Plant	28	28	28	28	28	28	28	28	28	0	56	56	0	0
1.2	Construction	PC12, PC14 (Valve House, Vent Shaft)	Compound (Permanent)	Hardstanding	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.2	Construction	PC12, PC14 (Valve House, Vent Shaft)	Compound (Permanent)	Fencing	Galvanised Steel (Mesh)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
1.2	Construction	PC12, PC14 (Valve House, Vent Shaft)	Compound (Permanent)	Fencing	Galvanised Steel (Poles)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
1.2	Construction	PC12, PC14 (Valve House, Vent Shaft)	Compound (Permanent)	Machinery	Plant	14	14	14	14	14	14	14	14	14	0	28	28	0	0
1.3	Construction	Headpond	Borrow Pit	Machinery	Plant	34	34	34	34	34	34	34	34	34	0	68	68	0	0
1.3	Construction	Headpond	Embankments	Concrete for Wet Lining	Concrete	1,859	1,859	0	0	0	0	0	0	0	0	1,859	4,648	0	2,789
1.3	Construction	Headpond	Embankments	Rebar (Reinforcement)	Rebar	44	44	0	0	0	0	0	0	0	0	44	44	0	0
1.3	Construction	Headpond	Embankments	Concrete for Foundations	Concrete	21,775	21,775	0	0	0	0	0	0	0	0	21,775	54,438	0	32,663
1.3	Construction	Headpond	Embankments	Rebar (Reinforcement)	Rebar	500	500	0	0	0	0	0	0	0	0	500	500	0	0
1.3	Construction	Headpond	Embankments	Rockfill	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.3	Construction	Headpond	Spillway	Concrete	Concrete	58	58	0	0	0	0	0	0	0	0	58	144	0	86
1.3	Construction	Headpond	Spillway	Rebar (Reinforcement)	Rebar	2	2	0	0	0	0	0	0	0	0	2	2	0	0
1.3	Construction	Headpond	Embankment / Spillway	Machinery	Plant	63	63	63	63	63	63	63	63	63	0	126	126	0	0
1.4	Construction	LCW		Concrete	Concrete	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.4	Construction	LCW		Rebar	Rebar	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.4	Construction	LCW		Sheet piling abument	Steel	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.4	Construction	LCW		Steel pile columns	Steel	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.4	Construction	LCW		Fill Material	Rock	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.4	Construction	LCW		Tie Rods	Steel	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.4	Construction	LCW		Soil Nails/Rock anchor	Steel	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.4	Construction	LCW		Mesh	Galvanised Steel (Mesh)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.4	Construction	LCW		Asphalt	Asphalt	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.4	Construction	LCW		Sprayed concrete	Concrete	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.4	Construction	LCW		Machinery	Plant	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Concrete Lining	Concrete	1,210	1,210	0	0	0	0	0	0	0	0	1,210	3,026	0	1,816
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Rebar (Reinforcement)	Rebar	28	28	0	0	0	0	0	0	0	0	28	28	0	0
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Concrete	Concrete	6,870	6,870	0	0	0	0	0	0	0	0	6,870	17,174	0	10,304
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Rebar (Reinforcement)	Rebar	158	158	0	0	0	0	0	0	0	0	158	158	0	0
1.5	Construction	Powerhouse Complex Gate Shaft Cavern	Caverns	Machinery	Plant	46	46	46	46	46	46	46	46	46	0	92	92	0	0
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Hardstanding	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Roads	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	GIS Building Foundation	Concrete	48	48	0	0	0	0	0	0	0	0	48	120	0	72
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	GIS Building Foundation	Rebar	2	2	0	0	0	0	0	0	0	0	2	2	0	0
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Fencing	Galvanised Steel (Mesh)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Fencing	Galvanised Steel (Poles)	2	2	0	0	0	0	0	0	0	0	2	2	0	0
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Switchgear	Plant	26	26	0	0	0	0	0	0	0	0	26	26	0	0
1.6	Construction	PC04 (GIS Switchyard)	Compound (Permanent)	Machinery	Plant	17	17	17	17	17	17	17	17	17	0	34	34	0	0
1.7	Construction	Cable Tunnels Gate Shaft Tunnel	Tunnels	Concrete Lining	Concrete	4,517	4,517	0	0	0	0	0	0	0	0	4,517	11,292	0	6,775
1.7	Construction	Cable Tunnels Gate Shaft Tunnel	Tunnels	Rebar (Reinforcement)	Rebar	104	104	0	0	0	0	0	0	0	0	104	104	0	0
1.7	Construction	Cable Tunnels Gate Shaft Tunnel	Tunnels	Machinery	Plant	50	50	50	50	50	50	50	50	50	0	100	100	0	0
1.8	Construction	UCW	Diffusers	Concrete	Concrete	1,200	1,200	0	0	0	0	0	0	0	0	1,200	3,000	0	1,800
1.8	Construction	UCW	Diffusers	Rebar (Reinforcement)	Rebar	28	28	0	0	0	0	0	0	0	0	28	28	0	0
1.8	Construction	UCW	Diffusers	Screen	Steel	4	4	0	0	0	0	0	0	0	0	4	4	0	0
1.8	Construction	UCW	Earthworks & Diffusers	Machinery	Plant	61	61	61	61	61	61	61	61	61	0	122	122	0	0
2.0	Post Construction	FLS Track	Access Track - Existing	Resurfacing	Aggregate	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.1	Post Construction	TC05 (WA)	Demobilisation	Various	Plant, Cabins + Internals	1,386	1,386	1,386	1,386	1,386	1,386	1,386	1,386	1,386	0	2,772	2,772	0	0
2.1	Post Construction	TC05 (WA)	Reinstatement	Machinery	Plant	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.2	Post Construction	Main Haul Road	Reinstatement	Machinery	Plant	626	626	626	626	626	626	626	626	626	0	1,252	1,252	0	0

Construction Vehicle Traffic by Work Phase & Route															
		A82 Inverness	A82 North Drumnadrochit	A82 Drumnadrochit	A82 Lewiston	A82 Urquhart Castle	A82 Grotaig	A82 Alltsigh	A82 Invermoriston	A82 Fort Augustus	A887 Invermoriston	A831 Milton	A831 Strathnacro	A831 Balnain	A833
Pre-Construction Traffic															
Total Traffic		2,987	2,987	1,549	1,549	1,549	1,549	1,549	1,549	1,549	0	4,548	7,202	0	2,654
Average Monthly Traffic	32	93	93	48	48	48	48	48	48	48	0	142	225	0	83
Average Daily Traffic	22	4	4	2	2	2	2	2	2	2	0	6	10	0	4
Access															
Total Traffic		70	70	30	30	30	30	30	30	30	0	100	106	0	6
Average Monthly Traffic	5	14	14	6	6	6	6	6	6	6	0	20	21	0	1
Average Daily Traffic	22	1	1	0	0	0	0	0	0	0	0	1	1	0	0
Tunnelling Works															
Total Traffic		4,910	4,910	78	78	78	78	78	78	78	0	4,988	12,064	0	7,076
Average Monthly Traffic	37	133	133	2	2	2	2	2	2	2	0	135	326	0	191
Average Daily Traffic	22	6	6	0	0	0	0	0	0	0	0	6	15	0	9
Headpond															
Total Traffic		25,657	25,657	179	179	179	179	179	179	179	0	25,836	63,174	0	37,338
Average Monthly Traffic	31	828	828	6	6	6	6	6	6	6	0	833	2,038	0	1,204
Average Daily Traffic	22	38	38	0	0	0	0	0	0	0	0	38	93	0	55
Tailpond															
Total Traffic		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average Monthly Traffic	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average Daily Traffic	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Powerhouse Complex															
Total Traffic		8,312	8,312	46	46	46	46	46	46	46	0	8,358	20,478	0	12,120
Average Monthly Traffic	18	462	462	3	3	3	3	3	3	3	0	464	1,138	0	673
Average Daily Traffic	22	21	21	0	0	0	0	0	0	0	0	21	52	0	31
GIS Switchyard															
Total Traffic		97	97	17	17	17	17	17	17	17	0	114	186	0	72
Average Monthly Traffic	28	3	3	1	1	1	1	1	1	1	0	4	7	0	3
Average Daily Traffic	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M&E Procurement															
Total Traffic		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average Monthly Traffic															
Average Daily Traffic	22														
Post-Construction															
Total Traffic		2,012	2,012	2,012	2,012	2,012	2,012	2,012	2,012	2,012	0	4,024	4,024	0	0
Average Monthly Traffic	48	42	42	42	42	42	42	42	42	42	0	84	84	0	0
Average Daily Traffic	22	2	2	2	2	2	2	2	2	2	0	4	4	0	0
Construction Traffic															
Total Traffic		41,057	41,057	2,362	2,362	2,362	2,362	2,362	2,362	2,362	0	43,419	100,032	0	56,613
Average Monthly Traffic	86	477	477	27	27	27	27	27	27	27	0	505	1,163	0	658
Average Daily Traffic	22	22	22	1	1	1	1	1	1	1	0	23	53	0	30

Project Details

Project Name	Project Number	Document No.
Created By:	Checked By:	60719875-ACM-XL-ZZ-000001
Created By:	**Checked By:**	**Approved by:**
0	0	0

Number of 2-way Trips per Month

Task Name	Duration	Start	Finish	Months	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
				Year	2024												2025											
Glen Earrach Construction Programme (start 2027)	**115.85**	**Jul-24**	**Jun-33**																									
PROJECT DEVELOPMENT AND DESIGN																												
Completion of EIAR, associated assessments and Section 36 Application	0 mons	Mar-25	Mar-25																									
FEED - Pre Cap and Floor	13.7 mons	Jul-24	Sep-25																									
FEED - Post Cap and Floor	12 mons	Feb-26	Feb-27																									
Early Enabling Works Design	6 mons	Jul-25	Jan-26																									
Ground Investigation	31.35 mons	Aug-24	Jan-27																									
Phase 1a Completion	0 mons	Aug-24	Aug-24																									
Phase 1b Completion	17 weeks	Oct-24	Jan-25																									
Phase 2 GI	11.2 mons	Feb-26	Jan-27																									
CIVIL WORKS																												
Pre-Construction (Average Daily Traffic)	**32 mons**	**Nov-25**	**Jun-28**																									
A82 Inverness																											4	4
A82 North Drumnadrochit																											4	4
A82 Drumnadrochit																											2	2
A82 Lewiston																											2	2
A82 Urquhart Castle																											2	2
A82 Grotaig																											2	2
A82 Alltsigh																											2	2
A82 Invermoriston																											2	2
A82 Fort Augustus																											2	2
A887 Invermoriston																											0	0
A831 Milton																											6	6
A831 Strathnacro																											10	10
A831 Balnain																											0	0
A833																											4	4
Access	**5 mons**	**Apr-27**	**Aug-27**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Headpond (Average Daily Traffic)	**31 mons**	**Apr-27**	**Oct-29**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Tailpond (Average Daily Traffic)	**37 mons**	**Jul-26**	**Jul-29**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Tunnelling Works (Average Daily Traffic)	**37 mons**	**Jul-27**	**Jul-30**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Switchroom Building and HV AIS Switchyard (Average Daily Traffic)	**28 mons**	**May-26**	**Aug-28**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Powerhouse Complex (Average Daily Traffic)	**18 mons**	**Jun-28**	**Nov-29**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
M&E Plant																												
M&E Procurement (Average Daily Traffic)	**64 mons**	**Jul-25**	**Oct-30**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
M&E Installation and Commissioning	**41 mons**	**May-29**	**Sep-32**																									
Demobilisation and Reinstating Works																												
Demobilisation and reinstating works (Average Daily Traffic)	**48 mons**	**Jul-29**	**Jun-33**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												

Daily HGV Movements (Arrivals + Departures)					2024												2025											
					Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
A82 Inverness					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
A82 North Drumnadrochit					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
A82 Drumnadrochit					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
A82 Lewiston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
A82 Urquhart Castle					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
A82 Grotaig					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
A82 Alltsigh					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
A82 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
A82 Fort Augustus					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Milton					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
A831 Strathnacro					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A833					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Daily HGV Movements					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	44

Project Details

Project Name	Project Number	Document No.
Created By:	Checked By:	60719875-ACM-XL-ZZ-000001
Created By:	**Checked By:**	**Approved by:**
0	0	0

Number of 2-way Trips per Month

Task Name	Duration	Start	Finish	Months	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
				Year	2026												2027											
Glen Earrach Construction Programme (start 2027)	**115.85**	**Jul-24**	**Jun-33**																									
PROJECT DEVELOPMENT AND DESIGN																												
Completion of EIAR, associated assessments and Section 36 Application	0 mons	Mar-25	Mar-25																									
FEED - Pre Cap and Floor	13.7 mons	Jul-24	Sep-25																									
FEED - Post Cap and Floor	12 mons	Feb-26	Feb-27																									
Early Enabling Works Design	6 mons	Jul-25	Jan-26																									
Ground Investigation	31.35 mons	Aug-24	Jan-27																									
Phase 1a Completion	0 mons	Aug-24	Aug-24																									
Phase 1b Completion	17 weeks	Oct-24	Jan-25																									
Phase 2 GI	11.2 mons	Feb-26	Jan-27																									
CIVIL WORKS																												
Pre-Construction (Average Daily Traffic)	**32 mons**	**Nov-25**	**Jun-28**																									
A82 Inverness					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
A82 North Drumnadrochit					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
A82 Drumnadrochit					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Lewiston					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Urquhart Castle					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Grotaig					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Alltsigh					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Invermoriston					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Fort Augustus					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Milton					6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
A831 Strathnacro					10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A833					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Access	**5 mons**	**Apr-27**	**Aug-27**																									
A82 Inverness																				1	1	1	1	1				
A82 North Drumnadrochit																				1	1	1	1	1				
A82 Drumnadrochit																				0	0	0	0	0				
A82 Lewiston																				0	0	0	0	0				
A82 Urquhart Castle																				0	0	0	0	0				
A82 Grotaig																				0	0	0	0	0				
A82 Alltsigh																				0	0	0	0	0				
A82 Invermoriston																				0	0	0	0	0				
A82 Fort Augustus																				0	0	0	0	0				
A887 Invermoriston																				0	0	0	0	0				
A831 Milton																				1	1	1	1	1				
A831 Strathnacro																				1	1	1	1	1				
A831 Balnain																				0	0	0	0	0				
A833																				0	0	0	0	0				
Headpond (Average Daily Traffic)	**31 mons**	**Apr-27**	**Oct-29**																									
A82 Inverness																				38	38	38	38	38	38	38	38	38
A82 North Drumnadrochit																				38	38	38	38	38	38	38	38	38
A82 Drumnadrochit																				0	0	0	0	0	0	0	0	0
A82 Lewiston																				0	0	0	0	0	0	0	0	0
A82 Urquhart Castle																				0	0	0	0	0	0	0	0	0
A82 Grotaig																				0	0	0	0	0	0	0	0	0
A82 Alltsigh																				0	0	0	0	0	0	0	0	0
A82 Invermoriston																				0	0	0	0	0	0	0	0	0
A82 Fort Augustus																				0	0	0	0	0	0	0	0	0
A887 Invermoriston																				0	0	0	0	0	0	0	0	0
A831 Milton																				38	38	38	38	38	38	38	38	38
A831 Strathnacro																				93	93	93	93	93	93	93	93	93
A831 Balnain																				0	0	0	0	0	0	0	0	0
A833																				55	55	55	55	55	55	55	55	55
Tailpond (Average Daily Traffic)	**37 mons**	**Jul-26**	**Jul-29**																									
A82 Inverness					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 North Drumnadrochit					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Drumnadrochit					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Lewiston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Urquhart Castle					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Grotaig					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Alltsigh					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Fort Augustus					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Milton					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Strathnacro					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A833					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tunnelling Works (Average Daily Traffic)	**37 mons**	**Jul-27**	**Jul-30**																									
A82 Inverness																							6	30	6	6	6	6
A82 North Drumnadrochit																							6	30	6	6	6	6
A82 Drumnadrochit																							0	0	0	0	0	0
A82 Lewiston																							0	0	0	0	0	0
A82 Urquhart Castle																							0	0	0	0	0	0
A82 Grotaig																							0	0	0	0	0	0
A82 Alltsigh																							0	0	0	0	0	0
A82 Invermoriston																							0	0	0	0	0	0
A82 Fort Augustus																							0	0	0	0	0	0
A887 Invermoriston																							0	0	0	0	0	0
A831 Milton																							6	30	6	6	6	6
A831 Strathnacro																							15	39	15	15	15	15
A831 Balnain																							0	0	0	0	0	0
A833																							9	9	9	9	9	9
Switchroom Building and HV AIS Switchyard (Average Daily Traffic)	**28 mons**	**May-26**	**Aug-28**																									
A82 Inverness									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 North Drumnadrochit									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Drumnadrochit									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Lewiston									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Urquhart Castle									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Grotaig									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Alltsigh									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Invermoriston									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A82 Fort Augustus									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A887 Invermoriston									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Milton									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Strathnacro									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Balnain									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A833									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M&E Plant																												
M&E Procurement (Average Daily Traffic)	**64 mons**	**Jul-25**	**Oct-30**																				4	4	4	4	4	4
A82 Inverness																							4	4	4	4	4	4
A82 North Drumnadrochit																							0	0	0	0	0	0
A82 Drumnadrochit																							0	0	0	0	0	0
A82 Lewiston																							0	0	0	0	0	0
A82 Urquhart Castle																							0	0	0	0	0	0
A82 Grotaig																							0	0	0	0	0	0
A82 Alltsigh																							0	0	0	0	0	0
A82 Invermoriston																							0	0	0	0	0	0
A82 Fort Augustus																							0	0	0	0	0	0
A887 Invermoriston																							0	0	0	0	0	0
A831 Milton																							4	4	4	4	4	4
A831 Strathnacro																							4	4	4	4	4	4
A831 Balnain																							0	0	0	0	0	0
A833																							0	0	0	0	0	0
M&E Installation and Commissioning	**41 mons**	**May-29**	**Sep-32**																									
Demobilisation and Reinstating Works																												
Demobilisation and reinstating works (Average Daily Traffic)	**48 mons**	**Jul-29**	**Jun-33**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												

Daily HGV Movements (Arrivals + Departures)					2026												2027											
					Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
A82 Inverness					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	43	43	43	53	77	52	52	52	52
A82 North Drumnadrochit					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	43	43	43	53	77	52	52	52	52
A82 Drumnadrochit					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
A82 Lewiston					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
A82 Urquhart Castle					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
A82 Grotaig					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
A82 Alltsigh					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
A82 Invermoriston					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
A82 Fort Augustus					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Milton					6	6	6	6	7	7	7	7	7	7	7	7	7	7	7	45	45	45	56	80	55	55	55	55
A831 Strathnacro					10	10	10	10	11	11	11	11	11	11	11	11	11	11	11	104	104	104	123	147	122	122	122	122
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A833					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	59	59	59	67	67	67	67	67	67

Daily HGV Movements	44	44	44	44	45	45	45	45	45	45	45	45	45	45	45	313	313	313	371	467	366	366	366	366

Pre-Construction Phase

Construction Phase

Project Details

Project Name	Project Number	Document No.
Created By:	Checked By:	60719875-ACM-XL-ZZ-000001
Created By:	**Checked By:**	**Approved by:**
0	0	0

Number of 2-way Trips per Month

				Months	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
				Year	2028												2029											
Task Name	**Duration**	**Start**	**Finish**																									
Glen Earrach Construction Programme (start 2027)	**115.85**	**Jul-24**	**Jun-33**																									
PROJECT DEVELOPMENT AND DESIGN																												
Completion of EIAR, associated assessments and Section 36 Application	0 mons	Mar-25	Mar-25																									
FEED - Pre Cap and Floor	13.7 mons	Jul-24	Sep-25																									
FEED - Post Cap and Floor	12 mons	Feb-26	Feb-27																									
Early Enabling Works Design	6 mons	Jul-25	Jan-26																									
Ground Investigation	31.35 mons	Aug-24	Jan-27																									
Phase 1a Completion	0 mons	Aug-24	Aug-24																									
Phase 1b Completion	17 weeks	Oct-24	Jan-25																									
Phase 2 GI	11.2 mons	Feb-26	Jan-27																									
CIVIL WORKS																												
Pre-Construction (Average Daily Traffic)	**32 mons**	**Nov-25**	**Jun-28**																									
A82 Inverness					4	4	4	4	4	4																		
A82 North Drumnadrochit					4	4	4	4	4	4																		
A82 Drumnadrochit					2	2	2	2	2	2																		
A82 Lewiston					2	2	2	2	2	2																		
A82 Urquhart Castle					2	2	2	2	2	2																		
A82 Grotaig					2	2	2	2	2	2																		
A82 Alltsigh					2	2	2	2	2	2																		
A82 Invermoriston					2	2	2	2	2	2																		
A82 Fort Augustus					2	2	2	2	2	2																		
A887 Invermoriston					0	0	0	0	0	0																		
A831 Milton					6	6	6	6	6	6																		
A831 Strathnacro					10	10	10	10	10	10																		
A831 Balnain					0	0	0	0	0	0																		
A833					4	4	4	4	4	4																		
Access	**5 mons**	**Apr-27**	**Aug-27**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Headpond (Average Daily Traffic)	**31 mons**	**Apr-27**	**Oct-29**																									
A82 Inverness					38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38		
A82 North Drumnadrochit					38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38		
A82 Drumnadrochit					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Lewiston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Urquhart Castle					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Grotaig					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Alltsigh					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Fort Augustus					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A831 Milton					38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38		
A831 Strathnacro					93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93		
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A833					55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55		
Tailpond (Average Daily Traffic)	**37 mons**	**Jul-26**	**Jul-29**																									
A82 Inverness					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A82 North Drumnadrochit					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A82 Drumnadrochit					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A82 Lewiston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A82 Urquhart Castle					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A82 Grotaig					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A82 Alltsigh					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A82 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A82 Fort Augustus					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A831 Milton					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A831 Strathnacro					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
A833					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Tunnelling Works (Average Daily Traffic)	**37 mons**	**Jul-27**	**Jul-30**																									
A82 Inverness					6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6		
A82 North Drumnadrochit					6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6		
A82 Drumnadrochit					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Lewiston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Urquhart Castle					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Grotaig					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Alltsigh					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Fort Augustus					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A831 Milton					6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6		
A831 Strathnacro					15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15		
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A833					9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9		
Switchroom Building and HV AIS Switchyard (Average Daily Traffic)	**28 mons**	**May-26**	**Aug-28**																									
A82 Inverness					0	0	0	0	0	0	0	0																
A82 North Drumnadrochit					0	0	0	0	0	0	0	0																
A82 Drumnadrochit					0	0	0	0	0	0	0	0																
A82 Lewiston					0	0	0	0	0	0	0	0																
A82 Urquhart Castle					0	0	0	0	0	0	0	0																
A82 Grotaig					0	0	0	0	0	0	0	0																
A82 Alltsigh					0	0	0	0	0	0	0	0																
A82 Invermoriston					0	0	0	0	0	0	0	0																
A82 Fort Augustus					0	0	0	0	0	0	0	0																
A887 Invermoriston					0	0	0	0	0	0	0	0																
A831 Milton					0	0	0	0	0	0	0	0																
A831 Strathnacro					0	0	0	0	0	0	0	0																
A831 Balnain					0	0	0	0	0	0	0	0																
A833					0	0	0	0	0	0	0	0																
Powerhouse Complex (Average Daily Traffic)	**18 mons**	**Jun-28**	**Nov-29**																									
A82 Inverness										21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21		
A82 North Drumnadrochit										21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21		
A82 Drumnadrochit										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Lewiston										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Urquhart Castle										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Grotaig										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Alltsigh										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Invermoriston										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Fort Augustus										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A887 Invermoriston										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A831 Milton										21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21		
A831 Strathnacro										52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52		
A831 Balnain										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A833										31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31		
M&E Plant																												
M&E Procurement (Average Daily Traffic)	**64 mons**	**Jul-25**	**Oct-30**																									
A82 Inverness					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
A82 North Drumnadrochit					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
A82 Drumnadrochit					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Lewiston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Urquhart Castle					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Grotaig					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Alltsigh					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A82 Fort Augustus					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A831 Milton					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
A831 Strathnacro					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A833					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
M&E Installation and Commissioning	**41 mons**	**May-29**	**Sep-32**																									
Demobilisation and Reinstating Works																												
Demobilisation and reinstating works (Average Daily Traffic)	**48 mons**	**Jul-29**	**Jun-33**																									
A82 Inverness																							2	2	2	2	2	2
A82 North Drumnadrochit																							2	2	2	2	2	2
A82 Drumnadrochit																							2	2	2	2	2	2
A82 Lewiston																							2	2	2	2	2	2
A82 Urquhart Castle																							2	2	2	2	2	2
A82 Grotaig																							2	2	2	2	2	2
A82 Alltsigh																							2	2	2	2	2	2
A82 Invermoriston																							2	2	2	2	2	2
A82 Fort Augustus																							2	2	2	2	2	2
A887 Invermoriston																							0	0	0	0	0	0
A831 Milton																							4	4	4	4	4	4
A831 Strathnacro																							4	4	4	4	4	4
A831 Balnain																							0	0	0	0	0	0
A833																							0	0	0	0	0	0

Daily HGV Movements (Arrivals + Departures)					2028												2029											
					Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
A82 Inverness					52	52	52	52	52	73	69	69	69	69	69	69	69	69	69	69	69	69	71	71	71	71	33	12
A82 North Drumnadrochit					52	52	52	52	52	73	69	69	69	69	69	69	69	69	69	69	69	69	71	71	71	71	33	12
A82 Drumnadrochit					3	3	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2
A82 Lewiston					3	3	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2
A82 Urquhart Castle					3	3	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2
A82 Grotaig					3	3	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2
A82 Alltsigh					3	3	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2
A82 Invermoriston					3	3	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2
A82 Fort Augustus					3	3	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Milton					55	55	55	55	55	76	69	69	69	69	69	69	69	69	69	69	69	69	73	73	73	73	35	14
A831 Strathnacro					122	122	122	122	122	174	163	163	163	163	163	163	163	163	163	163	163	163	167	167	167	167	74	23
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A833					67	67	67	67	67	98	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	39	9
Daily HGV Movements					366	366	366	366	366	512	468	468	467	467	467	467	467	467	467	467	467	467	492	492	492	492	229	83

Pre-Construction Phase

Construction Phase

Project Details

Project Name	Project Number	Document No.
Created By:	Checked By:	60719875-ACM-XL-ZZ-000001
Created By:	**Checked By:**	**Approved by:**
0	0	0

Number of 2-way Trips per Month

Task Name	Duration	Start	Finish	Months	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
				Year	2030												2031											
Glen Earrach Construction Programme (start 2027)	**115.85**	**Jul-24**	**Jun-33**																									
PROJECT DEVELOPMENT AND DESIGN																												
Completion of EIAR, associated assessments and Section 36 Application	0 mons	Mar-25	Mar-25																									
FEED - Pre Cap and Floor	13.7 mons	Jul-24	Sep-25																									
FEED - Post Cap and Floor	12 mons	Feb-26	Feb-27																									
Early Enabling Works Design	6 mons	Jul-25	Jan-26																									
Ground Investigation	31.35 mons	Aug-24	Jan-27																									
Phase 1a Completion	0 mons	Aug-24	Aug-24																									
Phase 1b Completion	17 weeks	Oct-24	Jan-25																									
Phase 2 GI	11.2 mons	Feb-26	Jan-27																									
CIVIL WORKS																												
Pre-Construction (Average Daily Traffic)	**32 mons**	**Nov-25**	**Jun-28**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Access	**5 mons**	**Apr-27**	**Aug-27**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Headpond (Average Daily Traffic)	**31 mons**	**Apr-27**	**Oct-29**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Tailpond (Average Daily Traffic)	**37 mons**	**Jul-26**	**Jul-29**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Tunnelling Works (Average Daily Traffic)	**37 mons**	**Jul-27**	**Jul-30**																									
A82 Inverness					6	6	6	6	6	6	6																	
A82 North Drumnadrochit					6	6	6	6	6	6	6																	
A82 Drumnadrochit					0	0	0	0	0	0	0																	
A82 Lewiston					0	0	0	0	0	0	0																	
A82 Urquhart Castle					0	0	0	0	0	0	0																	
A82 Grotaig					0	0	0	0	0	0	0																	
A82 Alltsigh					0	0	0	0	0	0	0																	
A82 Invermoriston					0	0	0	0	0	0	0																	
A82 Fort Augustus					0	0	0	0	0	0	0																	
A887 Invermoriston					0	0	0	0	0	0	0																	
A831 Milton					6	6	6	6	6	6	6																	
A831 Strathnacro					15	15	15	15	15	15	15																	
A831 Balnain					0	0	0	0	0	0	0																	
A833					9	9	9	9	9	9	9																	
Switchroom Building and HV AIS Switchyard (Average Daily Traffic)	**28 mons**	**May-26**	**Aug-28**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Powerhouse Complex (Average Daily Traffic)	**18 mons**	**Jun-28**	**Nov-29**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
M&E Plant																												
M&E Procurement (Average Daily Traffic)	**64 mons**	**Jul-25**	**Oct-30**																									
A82 Inverness					4	4	4	4	4	4	4	4	4	4														
A82 North Drumnadrochit					4	4	4	4	4	4	4	4	4	4														
A82 Drumnadrochit					0	0	0	0	0	0	0	0	0	0														
A82 Lewiston					0	0	0	0	0	0	0	0	0	0														
A82 Urquhart Castle					0	0	0	0	0	0	0	0	0	0														
A82 Grotaig					0	0	0	0	0	0	0	0	0	0														
A82 Alltsigh					0	0	0	0	0	0	0	0	0	0														
A82 Invermoriston					0	0	0	0	0	0	0	0	0	0														
A82 Fort Augustus					0	0	0	0	0	0	0	0	0	0														
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0														
A831 Milton					4	4	4	4	4	4	4	4	4	4														
A831 Strathnacro					4	4	4	4	4	4	4	4	4	4														
A831 Balnain					0	0	0	0	0	0	0	0	0	0														
A833					0	0	0	0	0	0	0	0	0	0														
M&E Installation and Commissioning	**41 mons**	**May-29**	**Sep-32**																									
Demobilisation and Reinstating Works																												
Demobilisation and reinstating works (Average Daily Traffic)	**48 mons**	**Jul-29**	**Jun-33**																									
A82 Inverness					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 North Drumnadrochit					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Drumnadrochit					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Lewiston					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Urquhart Castle					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Grotaig					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Alltsigh					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Invermoriston					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Fort Augustus					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Milton					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
A831 Strathnacro					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A833					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily HGV Movements (Arrivals + Departures)					2030												2031											
					Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
A82 Inverness					12	12	12	12	12	12	12	6	6	6	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 North Drumnadrochit					12	12	12	12	12	12	12	6	6	6	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Drumnadrochit					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Lewiston					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Urquhart Castle					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Grotaig					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Alltsigh					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Invermoriston					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A82 Fort Augustus					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Milton					14	14	14	14	14	14	14	8	8	8	4	4	4	4	4	4	4	4	4	4	4	4	4	4
A831 Strathnacro					23	23	23	23	23	23	23	8	8	8	4	4	4	4	4	4	4	4	4	4	4	4	4	4
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A833					9	9	9	9	9	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Daily HGV Movements					83	83	83	83	83	83	83	41	41	41	25	25	25	25	25	25	25	25	25	25	25	25	25	25

Construction Phase

Project Details

Project Name	Project Number	Document No.
Created By:	Checked By:	60719875-ACM-XL-ZZ-000001
Created By:	**Checked By:**	**Approved by:**
0	0	0

Number of 2-way Trips per Month

Task Name	Duration	Start	Finish	Months	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
				Year	2032												2033											
Glen Earrach Construction Programme (start 2027)	**115.85**	**Jul-24**	**Jun-33**																									
PROJECT DEVELOPMENT AND DESIGN																												
Completion of EIAR, associated assessments and Section 36 Application	0 mons	Mar-25	Mar-25																									
FEED - Pre Cap and Floor	13.7 mons	Jul-24	Sep-25																									
FEED - Post Cap and Floor	12 mons	Feb-26	Feb-27																									
Early Enabling Works Design	6 mons	Jul-25	Jan-26																									
Ground Investigation	31.35 mons	Aug-24	Jan-27																									
Phase 1a Completion	0 mons	Aug-24	Aug-24																									
Phase 1b Completion	17 weeks	Oct-24	Jan-25																									
Phase 2 GI	11.2 mons	Feb-26	Jan-27																									
CIVIL WORKS																												
Pre-Construction (Average Daily Traffic)	**32 mons**	**Nov-25**	**Jun-28**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Access	**5 mons**	**Apr-27**	**Aug-27**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Headpond (Average Daily Traffic)	**31 mons**	**Apr-27**	**Oct-29**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Tailpond (Average Daily Traffic)	**37 mons**	**Jul-26**	**Jul-29**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Tunnelling Works (Average Daily Traffic)	**37 mons**	**Jul-27**	**Jul-30**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Switchroom Building and HV AIS Switchyard (Average Daily Traffic)	**28 mons**	**May-26**	**Aug-28**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
Powerhouse Complex (Average Daily Traffic)	**18 mons**	**Jun-28**	**Nov-29**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
M&E Plant																												
M&E Procurement (Average Daily Traffic)	**64 mons**	**Jul-25**	**Oct-30**																									
A82 Inverness																												
A82 North Drumnadrochit																												
A82 Drumnadrochit																												
A82 Lewiston																												
A82 Urquhart Castle																												
A82 Grotaig																												
A82 Alltsigh																												
A82 Invermoriston																												
A82 Fort Augustus																												
A887 Invermoriston																												
A831 Milton																												
A831 Strathnacro																												
A831 Balnain																												
A833																												
M&E Installation and Commissioning	**41 mons**	**May-29**	**Sep-32**																									
Demobilisation and Reinstating Works																												
Demobilisation and reinstating works (Average Daily Traffic)	**48 mons**	**Jul-29**	**Jun-33**																									
A82 Inverness					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
A82 North Drumnadrochit					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
A82 Drumnadrochit					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
A82 Lewiston					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
A82 Urquhart Castle					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
A82 Grotaig					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
A82 Alltsigh					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
A82 Invermoriston					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
A82 Fort Augustus					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
A831 Milton					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4						
A831 Strathnacro					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4						
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
A833					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Daily HGV Movements (Arrivals + Departures)					2032												2033											
					Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
A82 Inverness					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0
A82 North Drumnadrochit					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0
A82 Drumnadrochit					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0
A82 Lewiston					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0
A82 Urquhart Castle					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0
A82 Grotaig					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0
A82 Alltsigh					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0
A82 Invermoriston					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0
A82 Fort Augustus					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0
A887 Invermoriston					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A831 Milton					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0
A831 Strathnacro					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0
A831 Balnain					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A833					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily HGV Movements					25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	0	0	0	0	0	0

Construction Phase

Daily HGV Movements		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Daily HGV Movements (Pre-Construction & Construction Peak Daily Traffic)					2024												2025							
					Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
A82 Inverness																								
A82 North Drumnadrochit																								
A82 Drumnadrochit																								
A82 Lewiston																								
A82 Urquhart Castle																								
A82 Grotaig																								
A82 Alltsigh																								
A82 Invermoriston																								
A82 Fort Augustus																								
A887 Invermoriston																								
A831 Milton																								
A831 Strathnacro																								
A831 Balnain																								
A833																								

Daily Minibus / LGV Movements (Arrivals + Departures)	% Distribution
A82 Inverness	100%
A82 North Drumnadrochit	100%
A82 Drumnadrochit	0%
A82 Lewiston	0%
A82 Urquhart Castle	0%
A82 Grotaig	0%
A82 Alltsigh	0%
A82 Invermoriston	0%
A82 Fort Augustus	0%
A887 Invermoriston	0%
A831 Milton	100%
A831 Strathnacro	100%
A831 Balnain	0%
A833	0%

Daily Fuel Deliveries (Assume 1no. 20k litre tanker per day) (Arrivals + Departures)	% Distribution
A82 Inverness	100%
A82 North Drumnadrochit	100%
A82 Drumnadrochit	0%
A82 Lewiston	0%
A82 Urquhart Castle	0%
A82 Grotaig	0%
A82 Alltsigh	0%
A82 Invermoriston	0%
A82 Fort Augustus	0%
A887 Invermoriston	0%
A831 Milton	100%
A831 Strathnacro	100%
A831 Balnain	0%
A833	0%

Forecast Daily Construction Traffic (Arrivals + Departures)	Pre-Construction Stage			Construction Stage		
	LGV	HGV	Total Vehicles	LGV	HGV	Total Vehicles
A82 Inverness	12	6	18	34	76	110
A82 North Drumnadrochit	12	6	18	34	76	110
A82 Drumnadrochit	0	2	2	0	4	4
A82 Lewiston	0	2	2	0	4	4
A82 Urquhart Castle	0	2	2	0	4	4
A82 Grotaig	0	2	2	0	4	4
A82 Alltsigh	0	2	2	0	4	4
A82 Invermoriston	0	2	2	0	4	4
A82 Fort Augustus	0	2	2	0	4	4
A887 Invermoriston	0	0	0	0	0	0
A831 Milton	12	8	20	34	80	114
A831 Strathnacro	12	12	24	34	178	212
A831 Balnain	0	0	0	0	0	0
A833	0	4	4	0	98	98

0	0	44	44	44	44	44	44	45	45	45	45	45	45	45	45	45	45	45	313	313	313	371	467	366	366	366	366	366	366	366	366	512	468	468

Pre-Construction Phase

Year 1															Year 2												Year 3								
Q1			Q2			Q3			Q4						Q1			Q2			Q3			Q4				Q1			Q2			Q3		
2026															2027												2028								
Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
							4																										74		
							4																										74		
							2																										4		
							2																										4		
							2																										4		
							2																										4		
							2																										4		
							2																										4		
							2																										4		
							2																										4		
							0																										0		
							6																										78		
							10																										176		
							0																										0		
							4																										98		

							12																										34		
							12																										34		
							12																										34		
							12																										34		

							2																										2		
							2																										2		
							2																										2		
							2																										2		

467	467	467	467	467	467	467	467	467	467	492	492	492	492	229	83	83	83	83	83	83	83	83	41	41	41	25	25	25	25	25	25	25	25	25

Construction Phase

		Year 4													Year 5												Year 6								
Q4		Q1		Q2			Q3			Q4				Q1		Q2			Q3			Q4				Q1			Q2			Q3		
				2029												2030												2031								
Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug

25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	0	0	0	0	0	0

		Year 7												Year 8												
Q4		Q1		Q2			Q3				Q4			Q1		Q2				Q3				Q4		
				2032												2033										
Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Annex F – Sensitivity of Receptors

The full assessment result of the sensitivity of receptors assessment is shown in **Table 1-6: Sensitivity of Receptors Assessment** overleaf.

Table 1-6: Sensitivity of Receptors Assessment

IEMA Environmental Assessment of Traffic and Movement - Sensitivity of Receptors

Study Area Roads			IEMA 2023 Sensitive Receptors												
Road	Between		People at Home (Residential Areas)	People at Work (Employment Areas)	Sensitive and/or Vulnerable Groups	Locations with Concentrations of Vulnerable Users	Retail Areas	Recreational Areas	Tourist Attractions	Collision Clusters and routes with road safety concersn	Junctions and Highway Links at or Over Capacity	Total Score	Average Score	Overall Rating	Final Rating
A82 Inverness	A82 / A8082 Junction	Drumnadrochit sign	Low 2	Low 2	Low 2	Medium 3	Low 2	Negligible 1	Medium 3	High 4	Low 2	21	2.333	Medium	High
A82 North Drumnadrochit	Drumnadrochit sign	A82 / A831 junction Drumnadrochit	Medium 3	Low 2	Medium 3	Medium 3	Medium 3	Low 2	High 4	Negligible 1	Low 2	23	2.556	Medium	High
A82 Drumnadrochit	A82 / A831 junction Drumnadrochit	A82 roundabout at Lewiston	Medium 3	Low 2	Medium 3	Medium 3	Medium 3	Low 2	High 4	Negligible 1	Low 2	23	2.556	Medium	High
A82 Lewiston	A82 roundabout at Lewiston	A82 Strone House	Medium 3	Low 2	Medium 3	Medium 3	Medium 3	Low 2	High 4	Medium 3	Low 2	25	2.778	Medium	High
A82 Urquhart Castle	A82 Store House	A82 Grotaig	Low 2	Low 2	Low 2	Low 2	Negligible 1	Negligible 1	High 4	Low 2	Negligible 1	17	1.889	Low	High
A82 Grotaig	A82 Grotaig	Alltsigh	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Medium 3	Negligible 1	Negligible 1	11	1.222	Low	Low
A82 Alltsigh	A82 Alltsigh	A82 Lodge on Loch Ness	Negligible 1	Low 2	Low 2	Low 2	Negligible 1	Negligible 1	Medium 3	Medium 3	Negligible 1	16	1.778	Low	Low
A82 Inwermoriston	A82 Lodge on Loch Ness	A82 / A887 junction	Medium 3	Low 2	Low 2	Low 2	Negligible 1	Negligible 1	High 4	Medium 3	Negligible 1	19	2.111	Medium	High
A82 Fort Augustus	A82 Inwermoriston	Fort Augustus	Medium 3	Low 2	Medium 3	Medium 3	Medium 3	Negligible 1	High 4	Medium 3	Negligible 1	23	2.556	Medium	High
A887 Inwermoriston	Junction with A82 Inwermoriston	Junction with A87	Medium 3	Low 2	Low 2	Low 2	Medium 3	Low 2	Medium 3	Low 2	Negligible 1	20	2.222	Medium	Medium
A831 Milton	A82 / A831 junction Drumnadrochit	A831 / A833 junction	Medium 3	Low 2	Low 2	Low 2	Low 2	Low 2	High 4	Negligible 1	Low 2	20	2.222	Medium	High
A831 Strathnacro	A831 / A833 junction	A831 / Forest Car Park junction	Low 2	Low 2	Low 2	Negligible 1	Negligible 1	Negligible 1	Medium 3	Negligible 1	Negligible 1	14	1.556	Low	Low
A831 Balnain	A831 / Forest Car Park junction	A831 Bridge over River Glass	Medium 3	Low 2	Low 2	Medium 3	Low 2	Negligible 1	Low 2	Medium 3	Negligible 1	19	2.111	Medium	Medium
A833	A831 / A833 junction	A833 / A862 junction	Low 2	Low 2	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Low 2	Medium 3	Negligible 1	14	1.556	Low	Low

Annex G – Fear and Intimidation Magnitude of Change Assessment

Traffic data collected via ATC in August 2024 (Summer Data) was used as the baseline to provide a robust fear and intimidation assessment as higher vehicle numbers could result in higher levels of fear and intimidation being experienced on road links. The results of the fear and intimidation magnitude of change assessment for the Proposed Development and cumulative developments are included at the end of this **Annex G Fear and Intimidation Magnitude of Change Assessment** and are summarised in **Table 1-7: Fear and Intimidation Magnitude of Change Assessment Summary.** The full fear and intimidation assessment against the IEMA Guidelines 2023 is set out in **Chapter 13: Access, Traffic and Transport (Volume 2: Main Report).**

Table 1-7: Fear and Intimidation Magnitude of Change Assessment Summary

Road Link	Magnitude of Change	
	The Proposed Development	Cumulative Development
A82 Inverness	Negligible	Negligible
A82 North Drumnadrochit	Negligible	Negligible
A82 Drumnadrochit	Negligible	Negligible
A82 Lewiston	Negligible	Negligible
A82 Urquhart Castle	Negligible	Negligible
A82 Grotaig	Negligible	Negligible
A82 Alltsigh	Negligible	Negligible
A82 Invermoriston	Negligible	Negligible
A82 Fort Augustus	Negligible	Negligible
A887 Invermoriston	Negligible	Negligible
A831 Milton	Negligible	Negligible
A831 Strathnacro	Negligible	Negligible
A831 Balnain	Negligible	Negligible
A833	Negligible	Negligible

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation

Study Area Roads Existing Traffic						Existing Fear and Intimidation Level				
Road	Between		18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A82 Inverness	A82 / A8082 Junction	A82 Drumnadrochit welcome signage	409	204	41	<600 0	<1,000 0	40+ 30	30	Moderate
A82 North Drumnadrochit	A82 Drumnadrochit welcome signage	A82 / A831 junction Drumnadrochit	409	204	41	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Drumnadrochit	A82 / A831 junction Drumnadrochit	A82 roundabout at Lewiston	504	233	20	<600 0	<1,000 0	20-30 10	10	Small
A82 Lewiston	A82 roundabout at Lewiston	A82 Strone House	431	187	25	<600 0	<1,000 0	20-30 10	10	Small
A82 Urquhart Castle	A82 Strone House	A82 Grotaig	375	178	31	<600 0	<1,000 0	30-40 20	20	Small
A82 Grotaig	A82 Grotaig	A82 Alltsigh	289	173	44	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Alltsigh	A82 Alltsigh	A82 Lodge on Loch Ness	290	170	43	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Invermoriston	A82 Lodge on Loch Ness	A82 / A887 junction	285	188	41	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Fort Augustus	A82 / A887 junction	Fort Augustus	226	141	34	<600 0	<1,000 0	30-40 20	20	Small
A887 Invermoriston	Junction with A82 Invermoriston	Junction with A87	122	83	40	<600 0	<1,000 0	30-40 20	20	Small
A831 Milton	A82 / A831 junction Drumnadrochit	A831 / A833 junction	193	198	31	<600 0	<1,000 0	30-40 20	20	Small
A831 Strathnacro	A831 / A833 junction	A831 / Forest Car Park junction	106	37	47	<600 0	<1,000 0	40+ 30	30	Moderate
A831 Balnain	A831 / Forest Car Park junction	A831 Bridge over River Glass	93	24	37	<600 0	<1,000 0	30-40 20	20	Small
A833	A831 / A833 junction	A833 / A862 junction	89	40	31	<600 0	<1,000 0	30-40 20	20	Small

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation

Study Area Roads Existing Traffic + Development Traffic				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A82 Inverness	420	280	41	<600 0	<1,000 0	40+ 30	30	Moderate
A82 North Drumnadrochit	420	280	41	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Drumnadrochit	505	237	20	<600 0	<1,000 0	20-30 10	10	Small
A82 Lewiston	431	191	25	<600 0	<1,000 0	20-30 10	10	Small
A82 Urquhart Castle	376	182	31	<600 0	<1,000 0	30-40 20	20	Small
A82 Grotaig	289	177	44	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Alltsigh	290	174	43	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Invermoriston	285	192	41	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Fort Augustus	226	145	34	<600 0	<1,000 0	30-40 20	20	Small
A887 Invermoriston	122	83	40	<600 0	<1,000 0	30-40 20	20	Small
A831 Milton	205	278	31	<600 0	<1,000 0	30-40 20	20	Small
A831 Strathnacro	127	215	47	<600 0	<1,000 0	40+ 30	30	Moderate
A831 Balnain	93	24	37	<600 0	<1,000 0	30-40 20	20	Small
A833	99	138	31	<600 0	<1,000 0	30-40 20	20	Small

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change

Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
A82 Inverness	Moderate	Moderate	0	11	76	FALSE	Negligible
A82 North Drumnadrochit	Moderate	Moderate	0	11	76	FALSE	Negligible
A82 Drumnadrochit	Small	Small	0	0	4	FALSE	Negligible
A82 Lewiston	Small	Small	0	0	4	FALSE	Negligible
A82 Urquhart Castle	Small	Small	0	0	4	FALSE	Negligible
A82 Grotaig	Moderate	Moderate	0	0	4	FALSE	Negligible
A82 Alltsigh	Moderate	Moderate	0	0	4	FALSE	Negligible
A82 Invermoriston	Moderate	Moderate	0	0	4	FALSE	Negligible
A82 Fort Augustus	Small	Small	0	0	4	FALSE	Negligible
A887 Invermoriston	Small	Small	0	0	0	FALSE	Negligible
A831 Milton	Small	Small	0	11	80	FALSE	Negligible
A831 Strathnacro	Moderate	Moderate	0	21	178	FALSE	Negligible
A831 Balnain	Small	Small	0	0	0	FALSE	Negligible
A833	Small	Small	0	10	98	FALSE	Negligible
Road 15	Small	Small	0	0	0	FALSE	Negligible
Road 16	Small	Small	0	0	0	FALSE	Negligible
Road 17	Small	Small	0	0	0	FALSE	Negligible
Road 18	Small	Small	0	0	0	FALSE	Negligible
Road 19	Small	Small	0	0	0	FALSE	Negligible
Road 20	Small	Small	0	0	0	FALSE	Negligible
Road 21	Small	Small	0	0	0	FALSE	Negligible
Road 22	Small	Small	0	0	0	FALSE	Negligible
Road 23	Small	Small	0	0	0	FALSE	Negligible
Road 24	Small	Small	0	0	0	FALSE	Negligible
Road 25	Small	Small	0	0	0	FALSE	Negligible
Road 26	Small	Small	0	0	0	FALSE	Negligible
Road 27	Small	Small	0	0	0	FALSE	Negligible
Road 28	Small	Small	0	0	0	FALSE	Negligible
Road 29	Small	Small	0	0	0	FALSE	Negligible
Road 30	Small	Small	0	0	0	FALSE	Negligible

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation

Study Area Roads Existing Traffic						Existing Fear and Intimidation Level				
Road	Between		18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A82 Inverness	A82 / A8082 Junction	A82 Drumnadrochit welcome signage	409	204	41	<600 0	<1,000 0	40+ 30	30	Moderate
A82 North Drumnadrochit	A82 Drumnadrochit welcome signage	A82 / A831 junction Drumnadrochit	409	204	41	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Drumnadrochit	A82 / A831 junction Drumnadrochit	A82 roundabout at Lewiston	504	233	20	<600 0	<1,000 0	20-30 10	10	Small
A82 Lewiston	A82 roundabout at Lewiston	A82 Strone House	431	187	25	<600 0	<1,000 0	20-30 10	10	Small
A82 Urquhart Castle	A82 Strone House	A82 Grotaig	375	178	31	<600 0	<1,000 0	30-40 20	20	Small
A82 Grotaig	A82 Grotaig	A82 Alltsigh	289	173	44	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Alltsigh	A82 Alltsigh	A82 Lodge on Loch Ness	290	170	43	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Invermoriston	A82 Lodge on Loch Ness	A82 / A887 junction	285	188	41	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Fort Augustus	A82 / A887 junction	Fort Augustus	226	141	34	<600 0	<1,000 0	30-40 20	20	Small
A887 Invermoriston	Junction with A82 Invermoriston	Junction with A87	122	83	40	<600 0	<1,000 0	30-40 20	20	Small
A831 Milton	A82 / A831 junction Drumnadrochit	A831 / A833 junction	193	198	31	<600 0	<1,000 0	30-40 20	20	Small
A831 Strathnacro	A831 / A833 junction	A831 / Forest Car Park junction	106	37	47	<600 0	<1,000 0	40+ 30	30	Moderate
A831 Balnain	A831 / Forest Car Park junction	A831 Bridge over River Glass	93	24	37	<600 0	<1,000 0	30-40 20	20	Small
A833	A831 / A833 junction	A833 / A862 junction	89	40	31	<600 0	<1,000 0	30-40 20	20	Small

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation

Study Area Roads Existing Traffic + Development Traffic + Cumulative Development				Forecast Fear and Intimidation Level				
Road	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Vehs / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
A82 Inverness	552	289	41	<600 0	<1,000 0	40+ 30	30	Moderate
A82 North Drumnadrochit	552	289	41	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Drumnadrochit	613	245	20	600-1,000 10	<1,000 0	20-30 10	20	Small
A82 Lewiston	539	199	25	<600 0	<1,000 0	20-30 10	10	Small
A82 Urquhart Castle	484	189	31	<600 0	<1,000 0	30-40 20	20	Small
A82 Grotaig	397	185	44	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Alltsigh	398	181	43	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Invermoriston	393	200	41	<600 0	<1,000 0	40+ 30	30	Moderate
A82 Fort Augustus	542	162	34	<600 0	<1,000 0	30-40 20	20	Small
A887 Invermoriston	242	91	40	<600 0	<1,000 0	30-40 20	20	Small
A831 Milton	229	279	31	<600 0	<1,000 0	30-40 20	20	Small
A831 Strathnacro	151	217	47	<600 0	<1,000 0	40+ 30	30	Moderate
A831 Balnain	117	26	37	<600 0	<1,000 0	30-40 20	20	Small
A833	99	138	31	<600 0	<1,000 0	30-40 20	20	Small

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change

Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
A82 Inverness	Moderate	Moderate	0	143	85	FALSE	Negligible
A82 North Drumnadrochit	Moderate	Moderate	0	143	85	FALSE	Negligible
A82 Drumnadrochit	Small	Small	0	108	12	FALSE	Negligible
A82 Lewiston	Small	Small	0	108	12	FALSE	Negligible
A82 Urquhart Castle	Small	Small	0	108	12	FALSE	Negligible
A82 Grotaig	Moderate	Moderate	0	108	12	FALSE	Negligible
A82 Alltsigh	Moderate	Moderate	0	108	12	FALSE	Negligible
A82 Invermoriston	Moderate	Moderate	0	108	12	FALSE	Negligible
A82 Fort Augustus	Small	Small	0	316	21	FALSE	Negligible
A887 Invermoriston	Small	Small	0	120	8	FALSE	Negligible
A831 Milton	Small	Small	0	35	82	FALSE	Negligible
A831 Strathnacro	Moderate	Moderate	0	45	180	FALSE	Negligible
A831 Balnain	Small	Small	0	24	2	FALSE	Negligible
A833	Small	Small	0	10	98	FALSE	Negligible
Road 15	Small	Small	0	0	0	FALSE	Negligible
Road 16	Small	Small	0	0	0	FALSE	Negligible
Road 17	Small	Small	0	0	0	FALSE	Negligible
Road 18	Small	Small	0	0	0	FALSE	Negligible
Road 19	Small	Small	0	0	0	FALSE	Negligible
Road 20	Small	Small	0	0	0	FALSE	Negligible
Road 21	Small	Small	0	0	0	FALSE	Negligible
Road 22	Small	Small	0	0	0	FALSE	Negligible
Road 23	Small	Small	0	0	0	FALSE	Negligible
Road 24	Small	Small	0	0	0	FALSE	Negligible
Road 25	Small	Small	0	0	0	FALSE	Negligible
Road 26	Small	Small	0	0	0	FALSE	Negligible
Road 27	Small	Small	0	0	0	FALSE	Negligible
Road 28	Small	Small	0	0	0	FALSE	Negligible
Road 29	Small	Small	0	0	0	FALSE	Negligible
Road 30	Small	Small	0	0	0	FALSE	Negligible

Annex H – AIL Swept Path Analysis

AIL swept path analysis has been undertaken along the proposed AIL route from Inverness Port to the Proposed Development Site. This follows:

- The A82 (T) from Longman Roundabout;
- The A831; and
- The A831 Site Access

The A82 and A831 are principal roads designed to road geometry and strength standards that will be sufficient to accommodate STGO Category 1-3 vehicles. The swept path analysis drawings are contained in this **Annex H AIL Swept Path Analysis**, with a summary of the analysis presented in the following sections. The analysis has been undertaken for the 190-tonne transformer which is likely to be the heaviest component and largest AIL transport requiring access to the Proposed Development Site.

A82

AIL traffic will route out of Inverness on the A82. AIL traffic will join the A82 at the Longman Roundabout near Inverness Port and travel to site primarily using the A82 before joining the A831 at Drumnadrochit.

Figure 070003 Location S1 to Figure 070012 Location S10 show transformer abnormal load vehicle swept paths for the route from Inverness to the A82 / A831 junction at Drumnadrochit. The drawings show selected junctions where the swept path analysis highlighted potential constraints. The drawings show a number of locations where street furniture will be required to be temporarily removed to allow for AIL movements. The temporary removal of street furniture for AIL transport is not untypical. This will be discussed with THC as part of the process to discharge AIL related conditions. The AIL route appraisal to be undertaken as part of the discharge of conditions will identify the individual street furniture elements requiring temporary removal.

A831

Figure 070013 Location S11 to Figure 070015 Location S13 show transformer abnormal load vehicle swept paths from the A831 junction with the A82 at Drumnadrochit to site. The temporary removal of street furniture will also be required here and will be discussed with THC as part of the process to discharge AIL related conditions

A831 Site Access

Figure 070017 shows how transformer abnormal loads will interact with the site access junction with the A831. The Figure includes details of the new bridge required at the access junction for general and construction traffic along with abnormal load swept paths over the new bridge.

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LEGEND

Route Inverness Port to Site Access

S1 ● Tracking locations

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ISSUE PURPOSE

Work in progress

PROJECT NUMBER

60719875

FIGURE TITLE

Vehicle Tracking Location Plan

FIGURE NUMBER

Fig 070001 Locations

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Revision: 1 Drawn: CH Checked: DD Approved: DL Date: 2025-02-15

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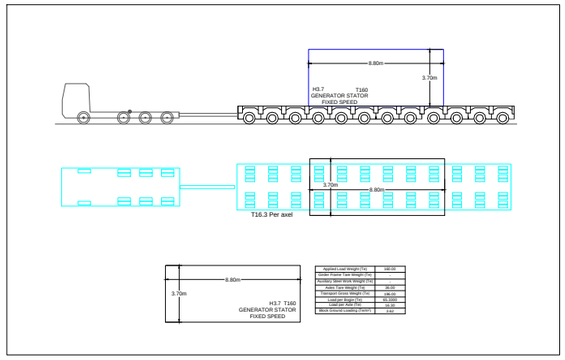
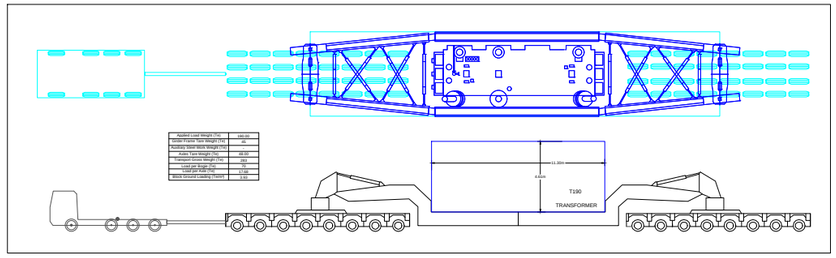
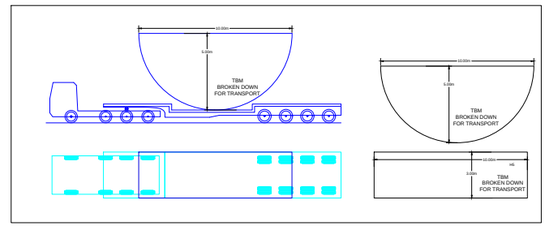
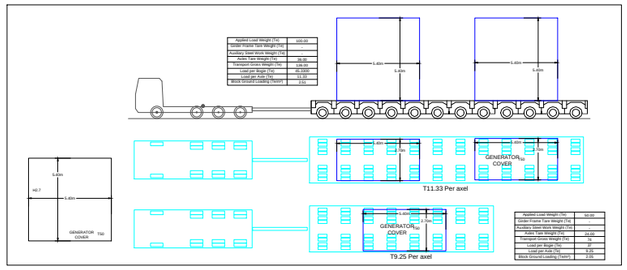


Applied Load Weight (Te)	168.00
Girder Frame Tare Weight (Te)	-
Auxiliary Steel Work Weight (Te)	-
Axles Tare Weight (Te)	48.00
Transport Gross Weight (Te)	216.0000
Load per Bogie (Te)	60.0000
Load per Axle (Te)	10.00
Block Ground Loading (Te/m²)	8.82

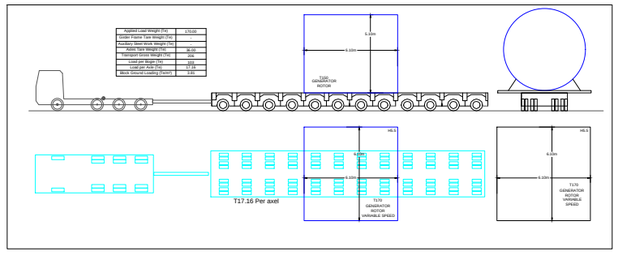


Applied Load Weight (Te)	180.00
Girder Frame Tare Weight (Te)	-
Auxiliary Steel Work Weight (Te)	-
Axles Tare Weight (Te)	48.00
Transport Gross Weight (Te)	283
Load per Bogie (Te)	70
Load per Axle (Te)	11.66
Block Ground Loading (Te/m²)	9.70

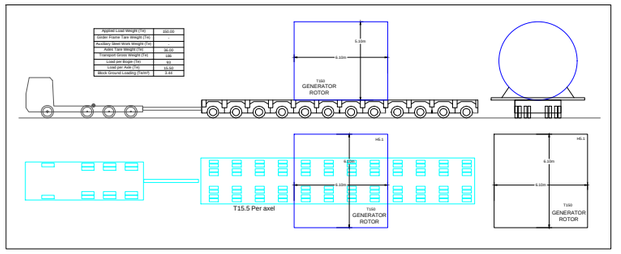




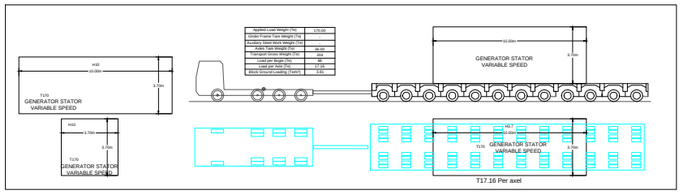
Applied Load Weight (Te)	330.00
Girder Frame Tare Weight (Te)	-
Auxiliary Steel Work Weight (Te)	-
Axles Tare Weight (Te)	72.00
Transport Gross Weight (Te)	402
Load per Bogie (Te)	66
Load per Axle (Te)	11.00
Block Ground Loading (Te/m²)	8.82



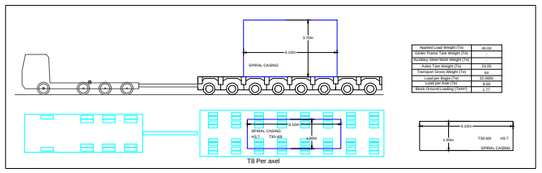
Applied Load Weight (Te)	370.00
Girder Frame Tare Weight (Te)	-
Auxiliary Steel Work Weight (Te)	-
Axles Tare Weight (Te)	96.00
Transport Gross Weight (Te)	466
Load per Bogie (Te)	93
Load per Axle (Te)	15.50
Block Ground Loading (Te/m²)	8.82



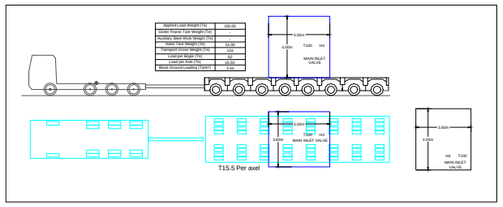
Applied Load Weight (Te)	370.00
Girder Frame Tare Weight (Te)	-
Auxiliary Steel Work Weight (Te)	-
Axles Tare Weight (Te)	96.00
Transport Gross Weight (Te)	466
Load per Bogie (Te)	93
Load per Axle (Te)	15.50
Block Ground Loading (Te/m²)	8.82



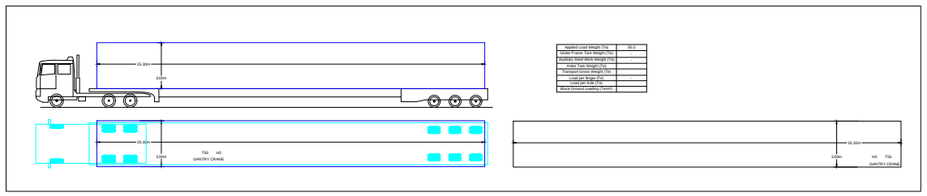
Applied Load Weight (Te)	480.00
Girder Frame Tare Weight (Te)	-
Auxiliary Steel Work Weight (Te)	-
Axles Tare Weight (Te)	24.00
Transport Gross Weight (Te)	504
Load per Bogie (Te)	84
Load per Axle (Te)	10.50
Block Ground Loading (Te/m²)	1.77



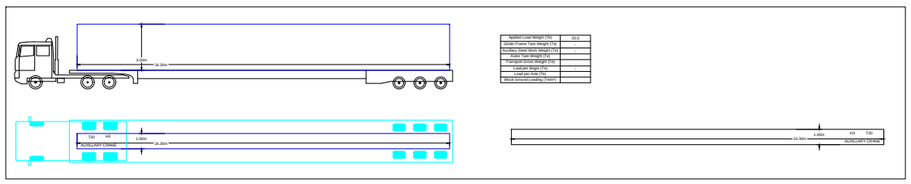
Applied Load Weight (Te)	330.00
Girder Frame Tare Weight (Te)	-
Auxiliary Steel Work Weight (Te)	-
Axles Tare Weight (Te)	72.00
Transport Gross Weight (Te)	402
Load per Bogie (Te)	66
Load per Axle (Te)	11.00
Block Ground Loading (Te/m²)	8.82



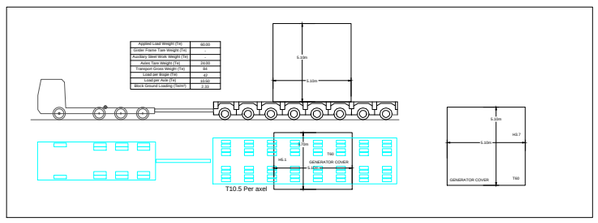
Applied Load Weight (Te)	60.0
Girder Frame Tare Weight (Te)	-
Auxiliary Steel Work Weight (Te)	-
Axles Tare Weight (Te)	24.00
Transport Gross Weight (Te)	-
Load per Bogie (Te)	-
Load per Axle (Te)	-
Block Ground Loading (Te/m²)	-



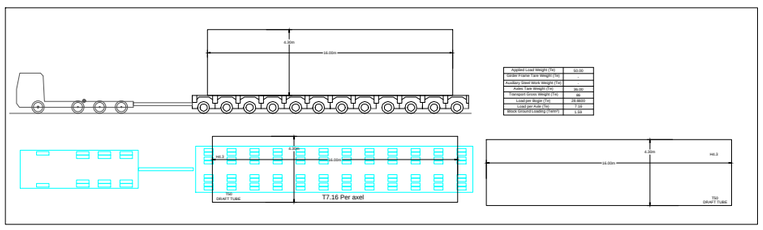
Applied Load Weight (Te)	210.0
Girder Frame Tare Weight (Te)	-
Auxiliary Steel Work Weight (Te)	-
Axles Tare Weight (Te)	-
Transport Gross Weight (Te)	-
Load per Bogie (Te)	-
Load per Axle (Te)	-
Block Ground Loading (Te/m²)	-

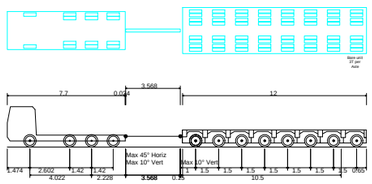


Applied Load Weight (Te)	420.00
Girder Frame Tare Weight (Te)	-
Axles Tare Weight (Te)	24.00
Transport Gross Weight (Te)	444
Load per Bogie (Te)	87
Load per Axle (Te)	14.50
Block Ground Loading (Te/m²)	2.20



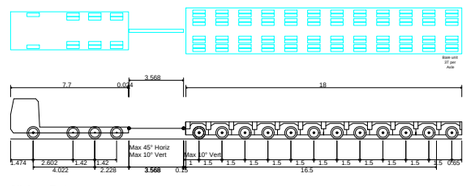
Applied Load Weight (Te)	330.00
Girder Frame Tare Weight (Te)	-
Auxiliary Steel Work Weight (Te)	-
Axles Tare Weight (Te)	72.00
Transport Gross Weight (Te)	66
Load per Bogie (Te)	66.0000
Load per Axle (Te)	11.00
Block Ground Loading (Te/m²)	8.82





8 Axle Flatbed

Overall Length	23.442m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.396m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



12 Axle Flatbed

Overall Length	29.442m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.396m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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ISSUE PURPOSE
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PROJECT NUMBER
60719875

FIGURE TITLE
Abnormal loads
Vehicle profiles

FIGURE NUMBER
Fig 070002 Profiles

Revision: 1 Drawn: CH Checked: DD Approved: DL Date: 2025-02-15
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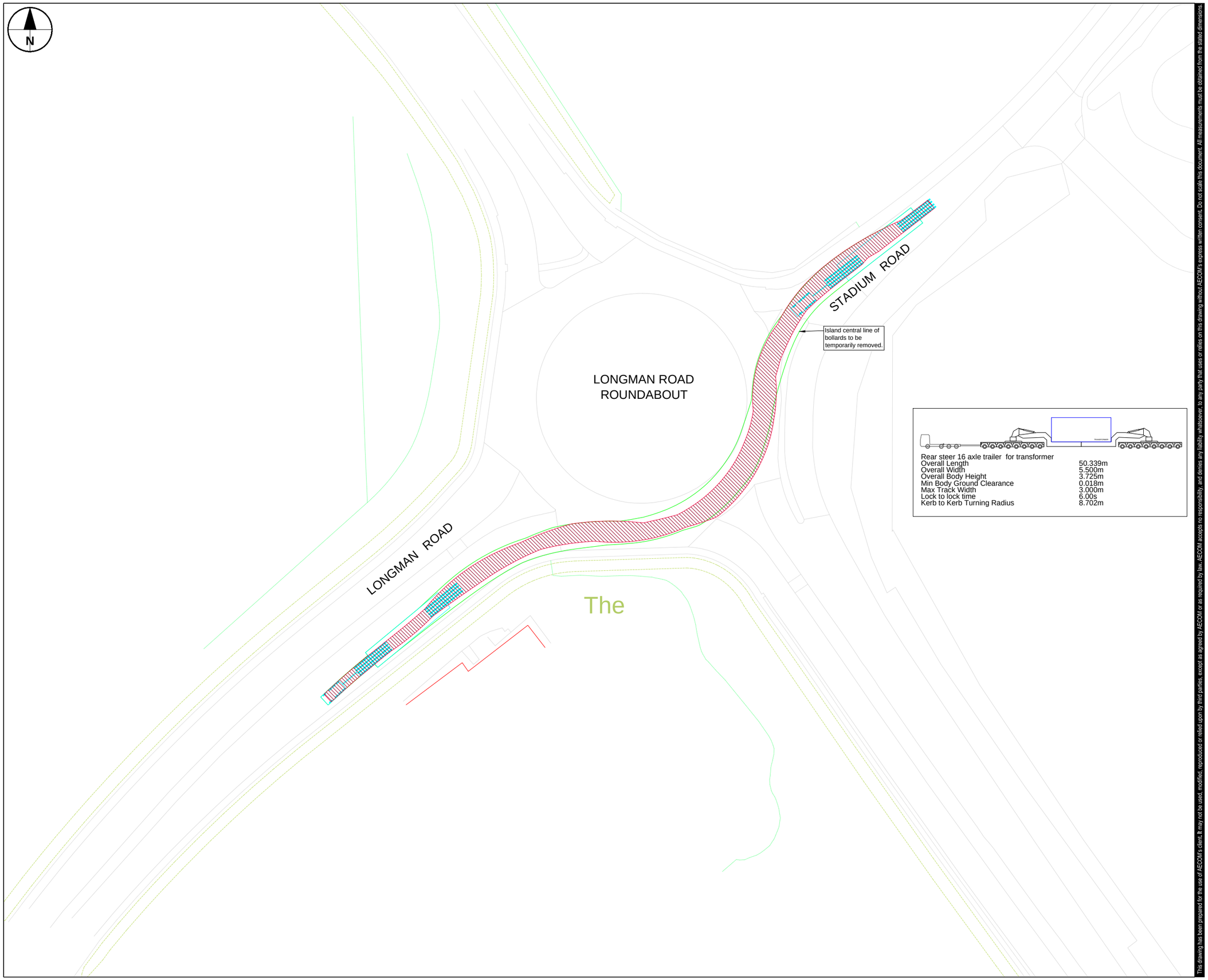

Rear steer 16 axle trailer for transformer

Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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LEGEND

Path of vehicle body
Path of wheels

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0 12.5 25 m
1:500

ISSUE PURPOSE
Work in progress

PROJECT NUMBER
60719875

FIGURE TITLE
Location S1
Vehicle Tracking

FIGURE NUMBER
Fig 070003 Tracking

Revision: 1 Drawn: CH Checked: DD Approved: DL Date: 2025-02-14

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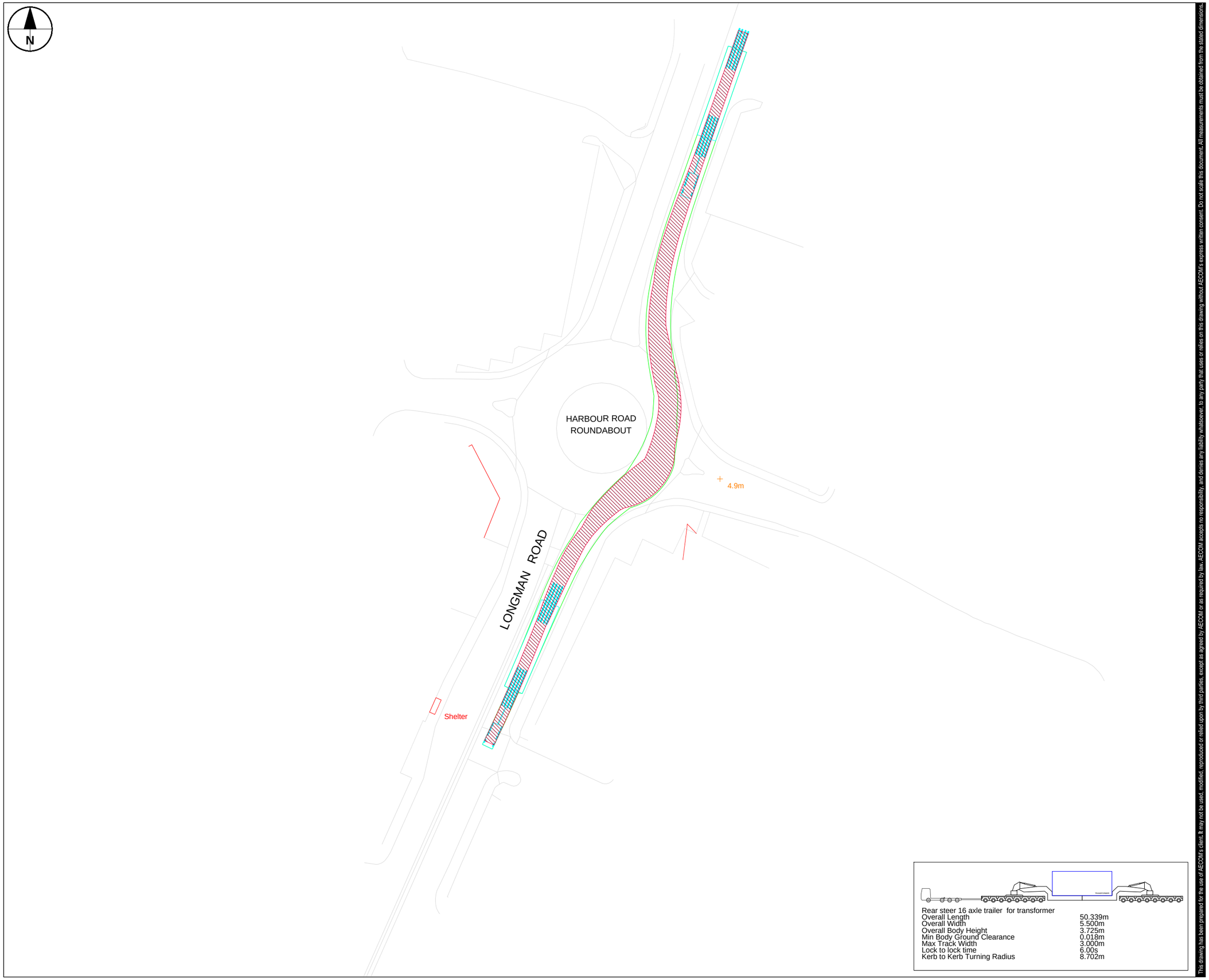

Rear steer 16 axle trailer for transformer	
Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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LEGEND

Path of vehicle body
Path of wheels

NOTES

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ISSUE PURPOSE
Work in progress

PROJECT NUMBER
60719875

FIGURE TITLE
Location S2
Vehicle Tracking

FIGURE NUMBER
Fig 070004 Tracking

Revision: 1 Drawn: CH Checked: DD Approved: DL Date: 2025-02-14

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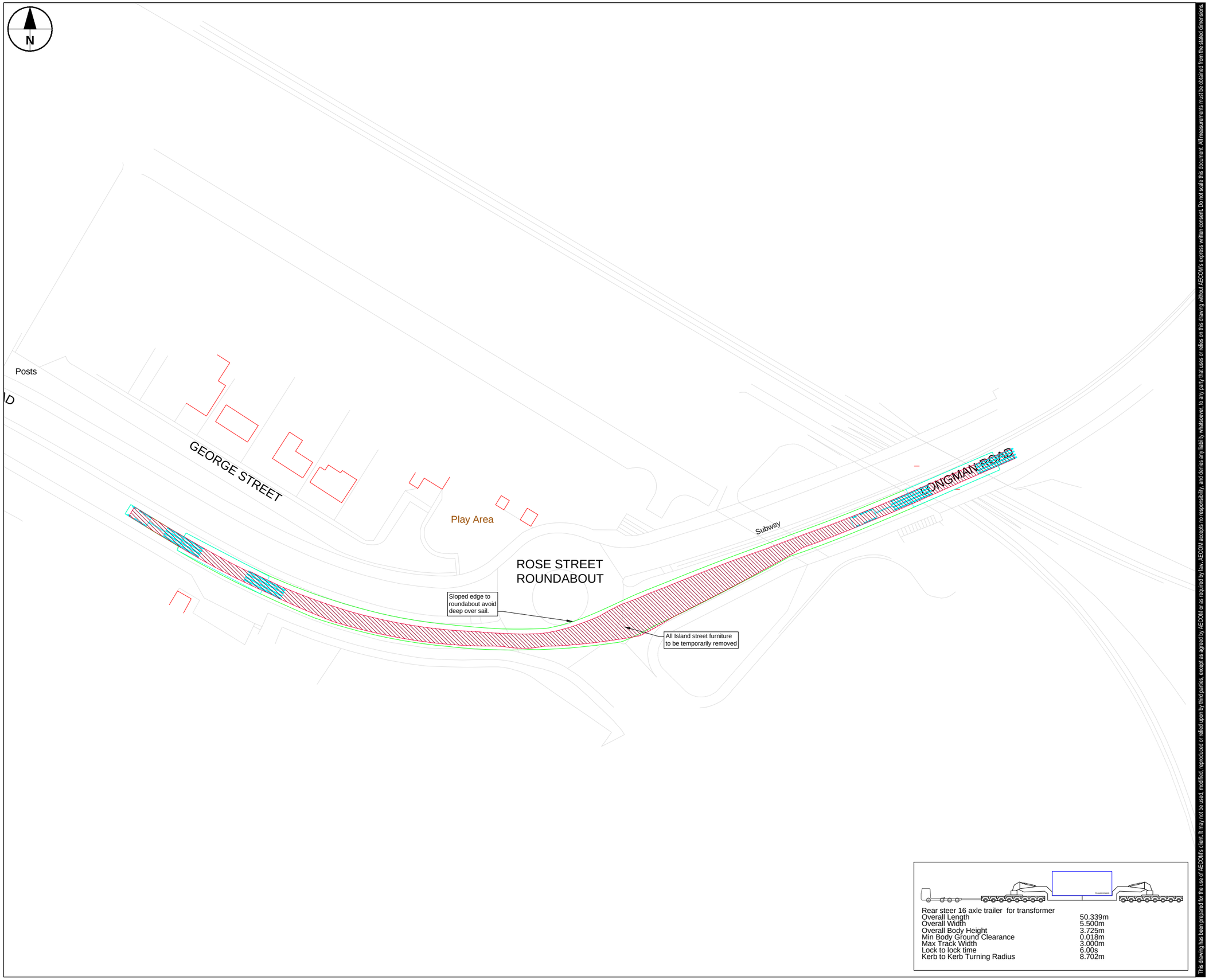

Rear steer 16 axle trailer for transformer	
Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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LEGEND

Path of vehicle body
Path of wheels

NOTES

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ISSUE PURPOSE
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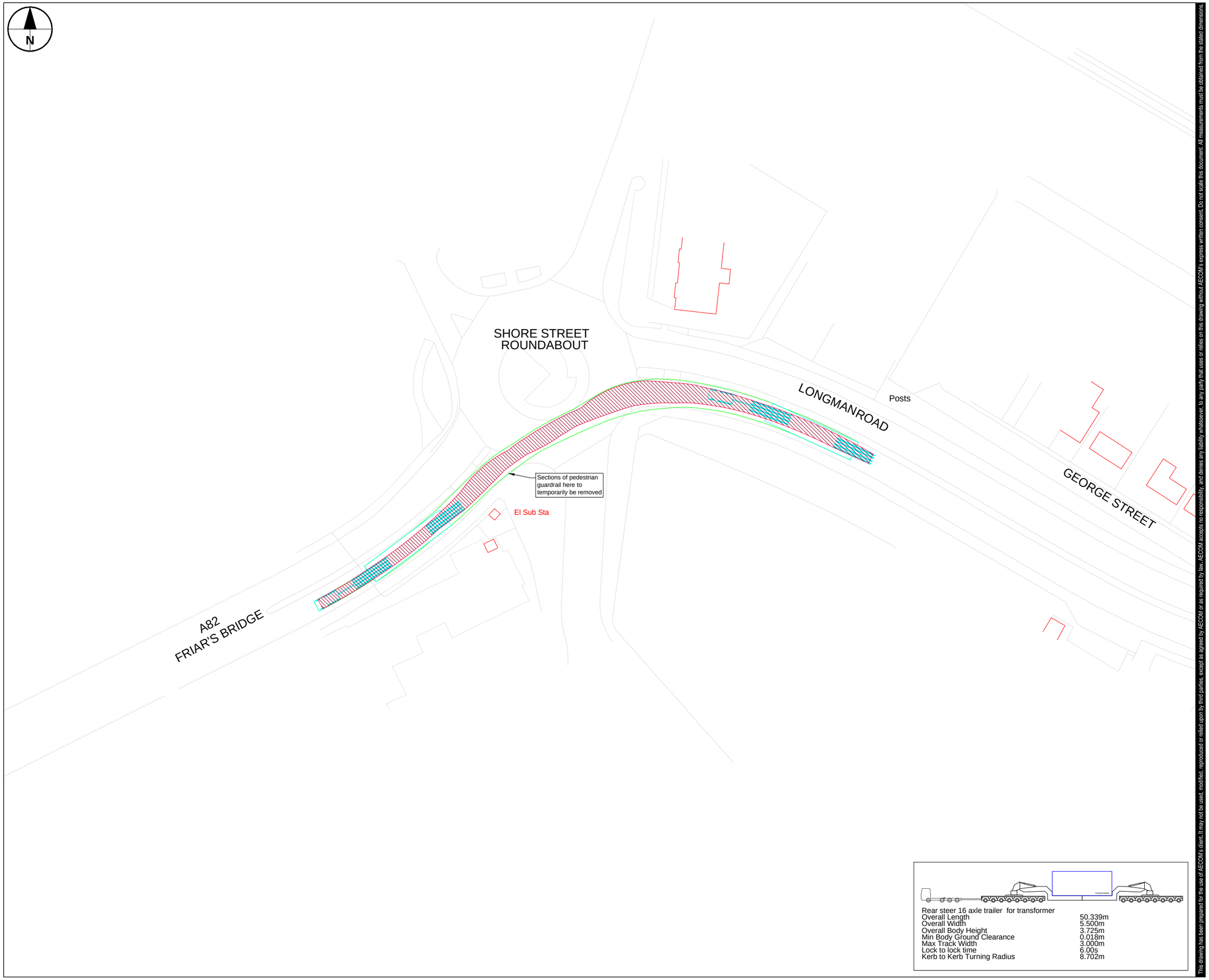
PROJECT NUMBER
60719875

FIGURE TITLE
Location S3
Vehicle Tracking

FIGURE NUMBER
Fig 070005 Tracking



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LEGEND

Path of vehicle body
Path of wheels

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ISSUE PURPOSE

Work in progress

PROJECT NUMBER

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FIGURE TITLE

Location S4
Vehicle Tracking

FIGURE NUMBER

Fig 070006 Tracking

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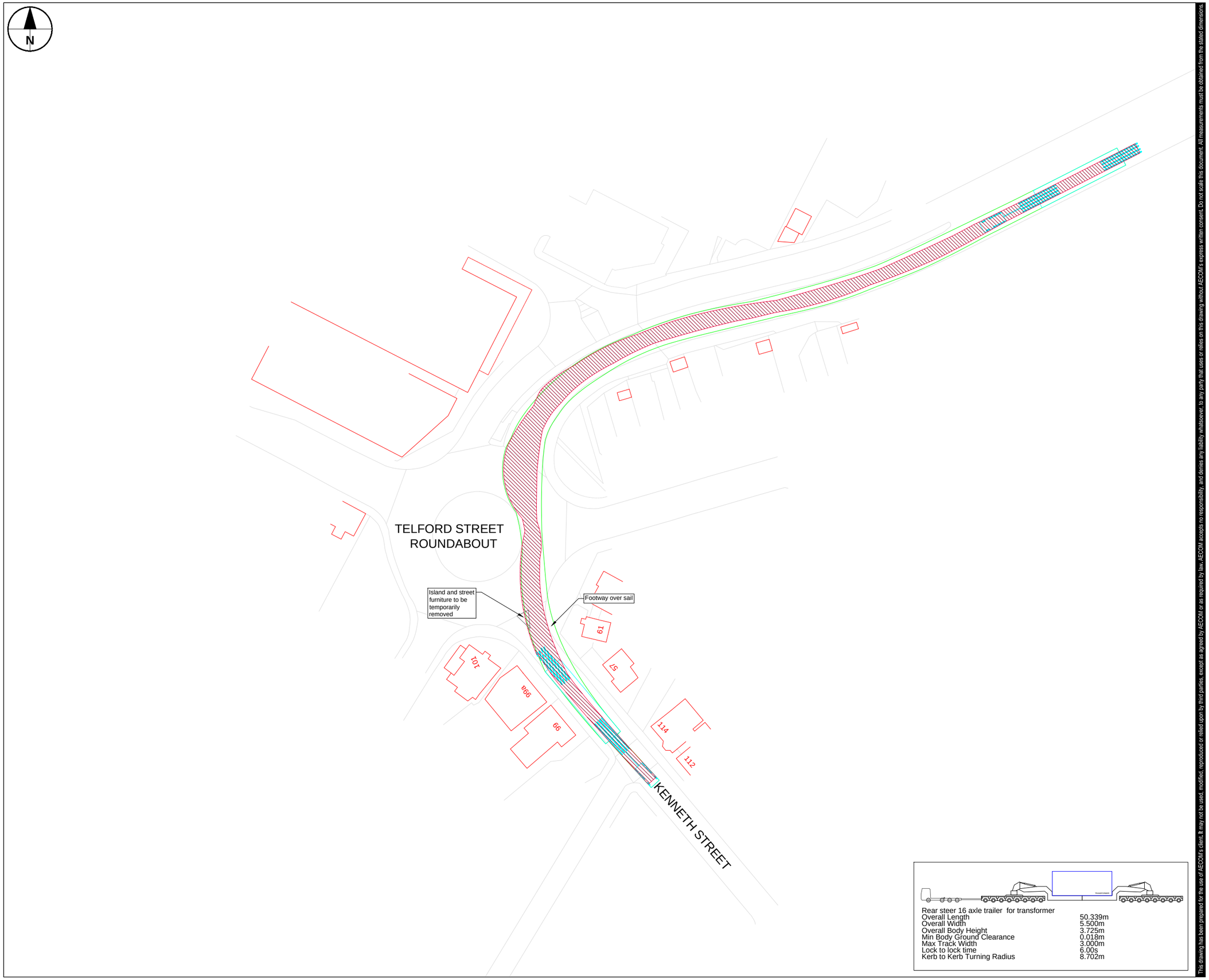

Rear steer 16 axle trailer for transformer	
Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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LEGEND

Path of vehicle body
Path of wheels

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ISSUE PURPOSE
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PROJECT NUMBER
60719875

FIGURE TITLE
Location S5
Vehicle Tracking

FIGURE NUMBER
Fig 070007 Tracking

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Rear steer 16 axle trailer for transformer

Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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LEGEND

Path of vehicle body
Path of wheels

NOTES

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ISSUE PURPOSE
Work in progress

PROJECT NUMBER
60719875

FIGURE TITLE
Location S6
Vehicle Tracking

FIGURE NUMBER
Fig 070008 Tracking

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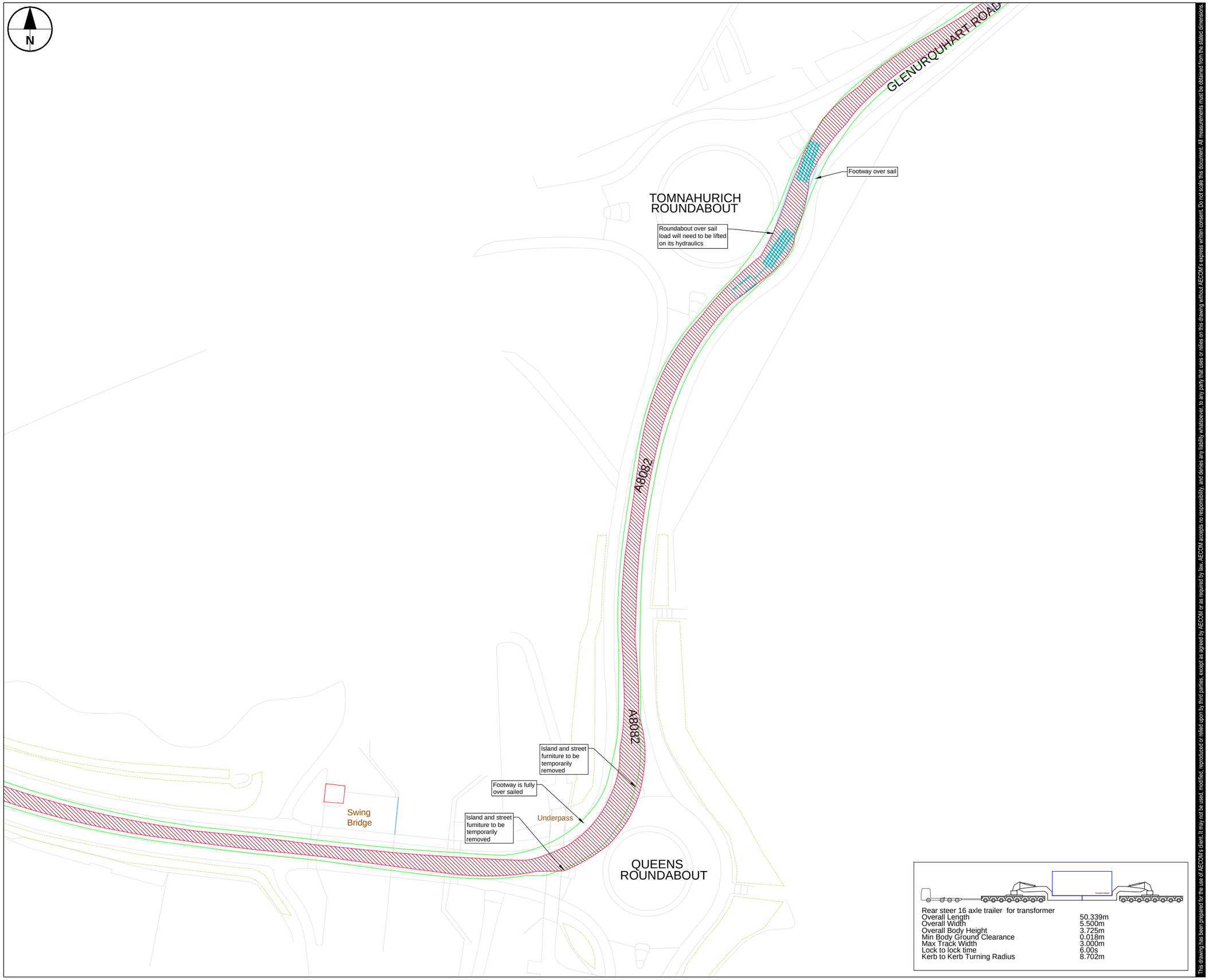

Rear steer 16 axle trailer for transformer

Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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LEGEND

Path of vehicle body
Path of wheels

NOTES

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PROJECT NUMBER
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FIGURE TITLE
Location S7
Vehicle Tracking

FIGURE NUMBER
Fig 070009 Tracking

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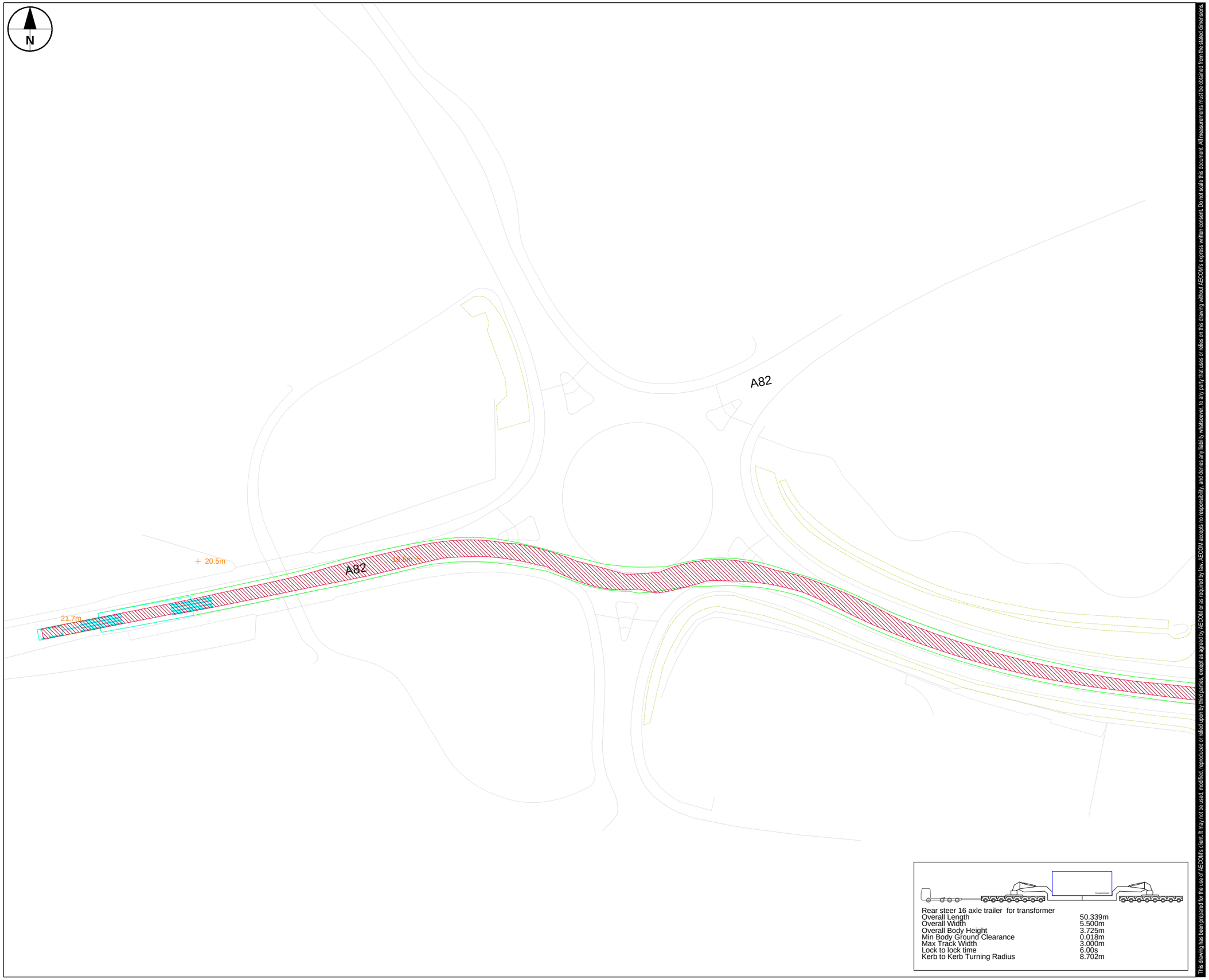

Rear steer 16 axle trailer for transformer

Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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LEGEND

Path of vehicle body
Path of wheels

NOTES

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FIGURE TITLE
Location S8
Vehicle Tracking

FIGURE NUMBER
Fig 070010 Tracking

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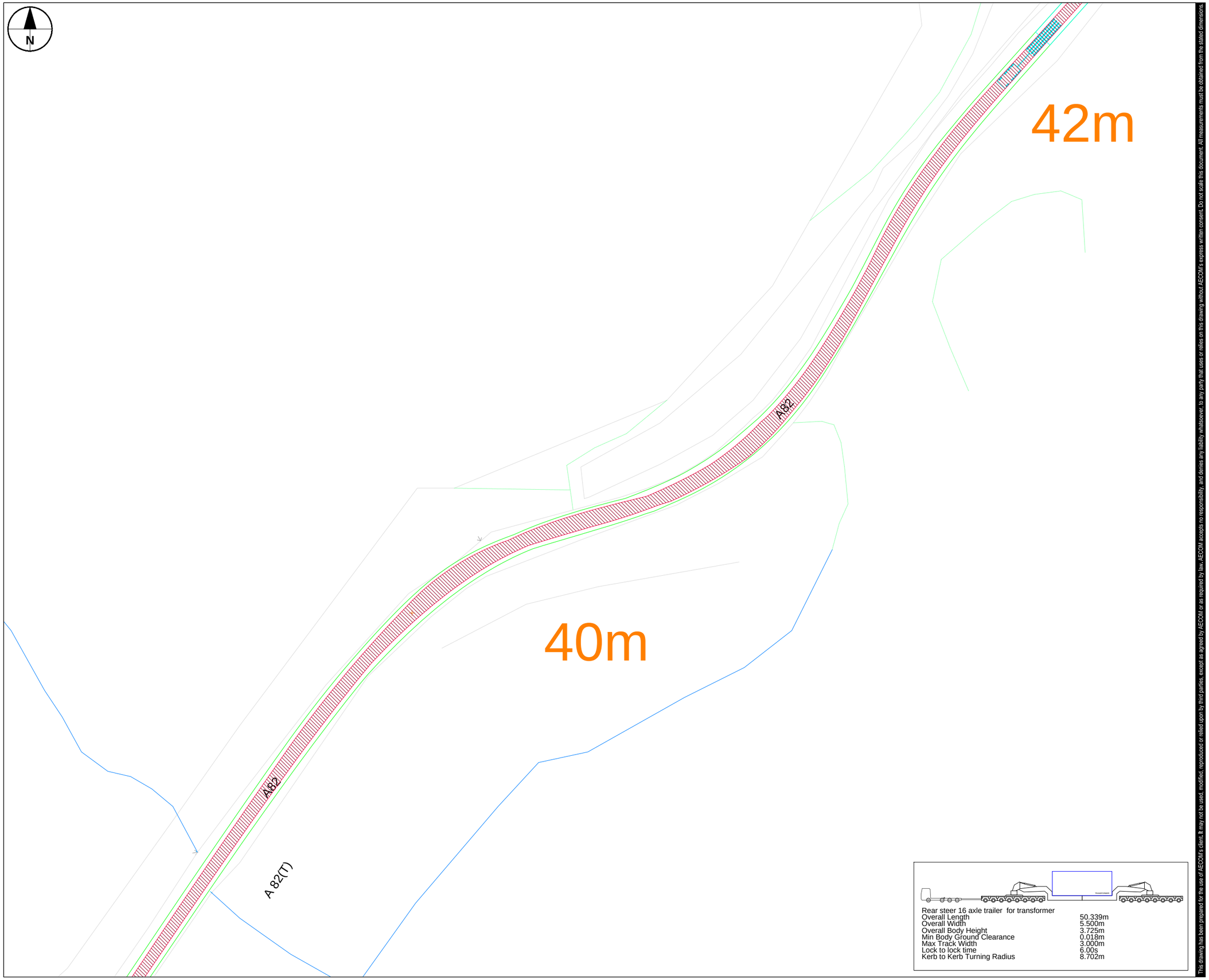

Rear steer 16 axle trailer for transformer	
Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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PROJECT

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LEGEND

Path of vehicle body
Path of wheels

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ISSUE PURPOSE
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PROJECT NUMBER
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FIGURE TITLE
Location S9
Vehicle Tracking

FIGURE NUMBER
Fig 070011 Tracking

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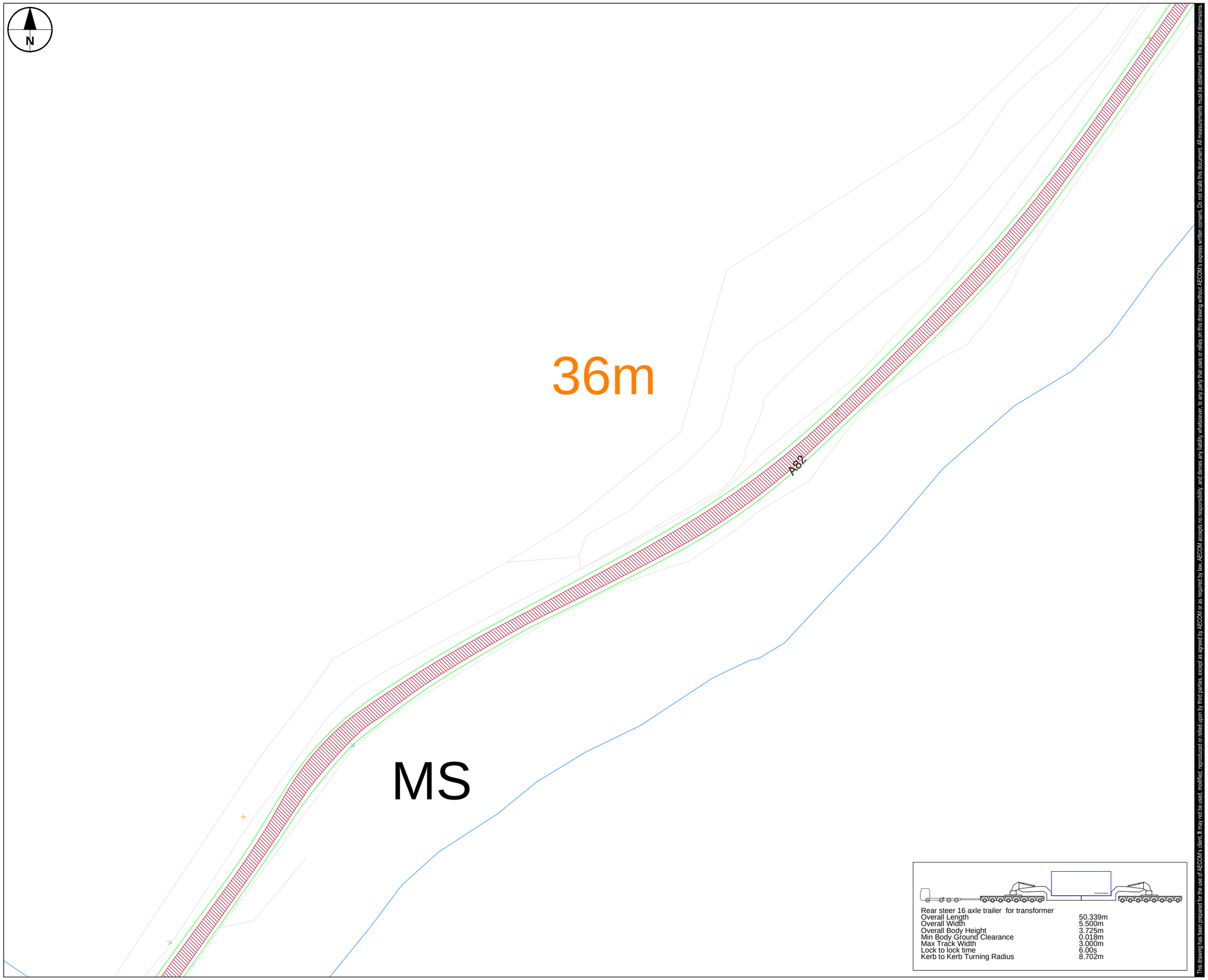

Rear steer 16 axle trailer for transformer

Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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LEGEND

Path of vehicle body
Path of wheels

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PROJECT NUMBER
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FIGURE TITLE
Location S10
Vehicle Tracking

FIGURE NUMBER
Fig 070012 Tracking

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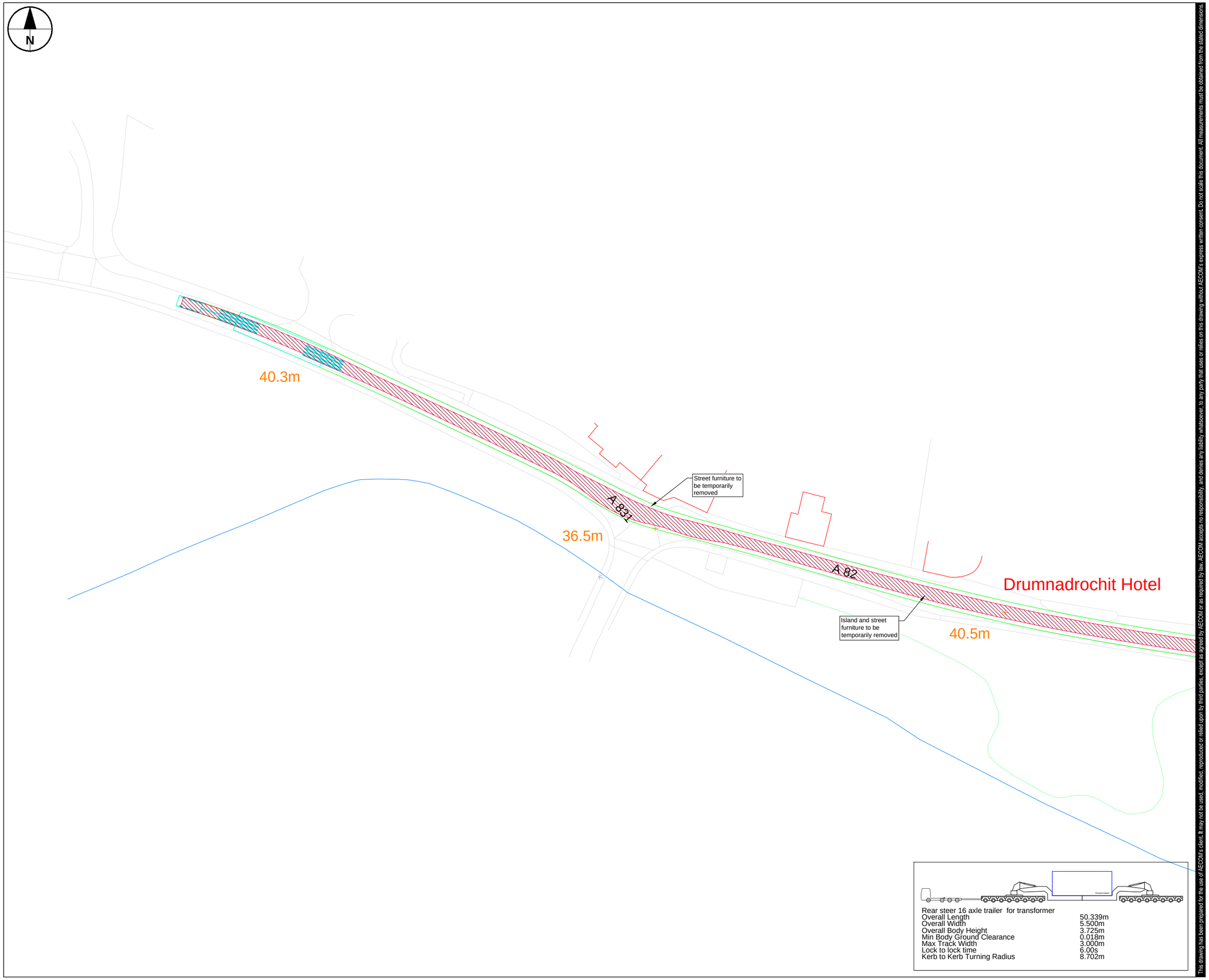

Rear steer 16 axle trailer for transformer

Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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LEGEND

Path of vehicle body
Path of wheels

NOTES

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ISSUE PURPOSE
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PROJECT NUMBER
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FIGURE TITLE
Location S11
Vehicle Tracking

FIGURE NUMBER
Fig 070013 Tracking

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LEGEND

Path of vehicle body
Path of wheels

NOTES

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Rear steer 16 axle trailer for transformer	
Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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ISSUE PURPOSE
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PROJECT NUMBER
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FIGURE TITLE
Location S12
Vehicle Tracking

FIGURE NUMBER
Fig 070014 Tracking

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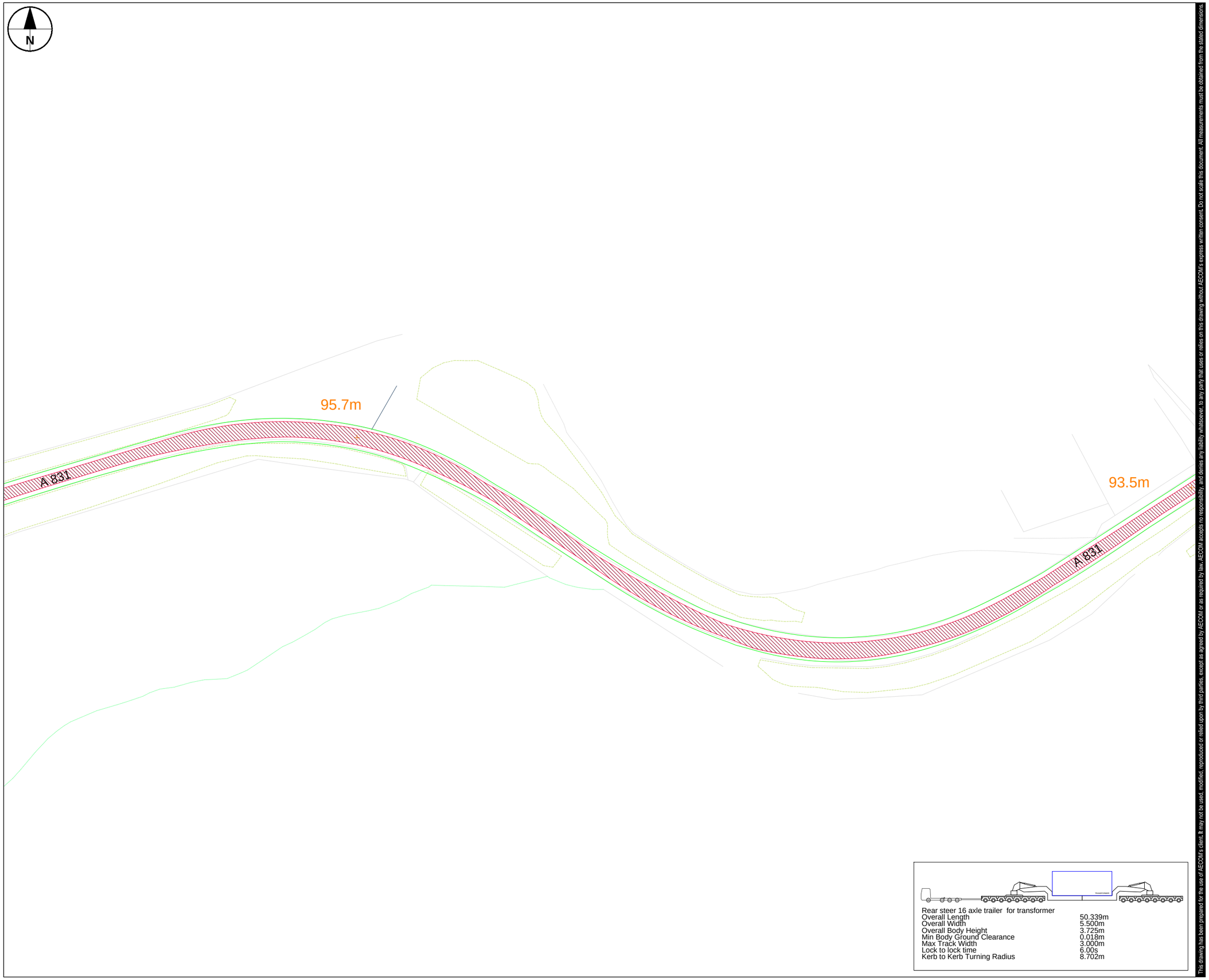

Rear steer 16 axle trailer for transformer

Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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LEGEND

Path of vehicle body
Path of wheels

NOTES

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PROJECT NUMBER
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FIGURE TITLE
Location S13
Vehicle Tracking

FIGURE NUMBER
Fig 070015 Tracking

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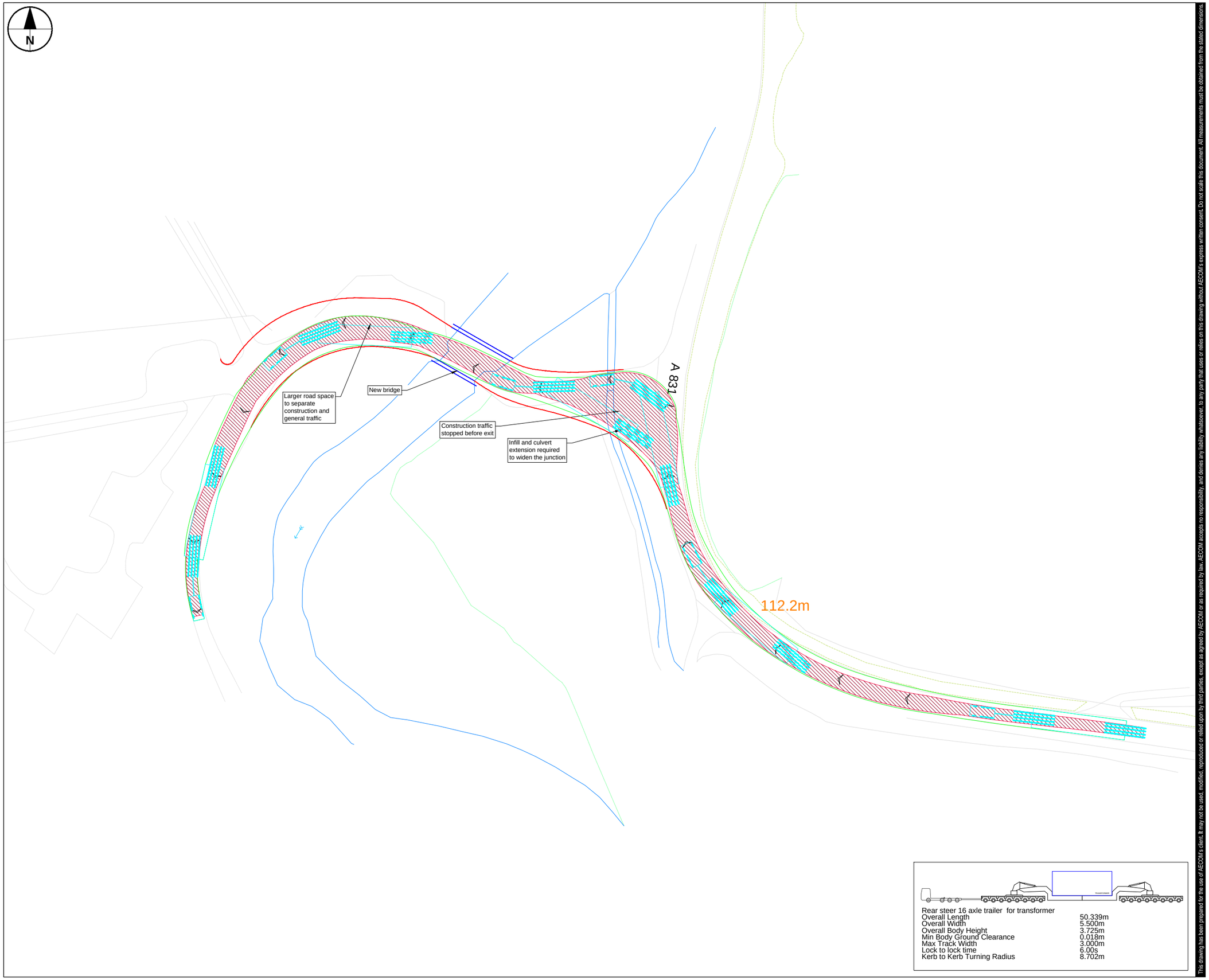

Rear steer 16 axle trailer for transformer	
Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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LEGEND

Path of vehicle body
Path of wheels

NOTES

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0 12.5 25 m
1:500

ISSUE PURPOSE

Work in progress

PROJECT NUMBER

60719875

FIGURE TITLE

Location S14
Vehicle Tracking

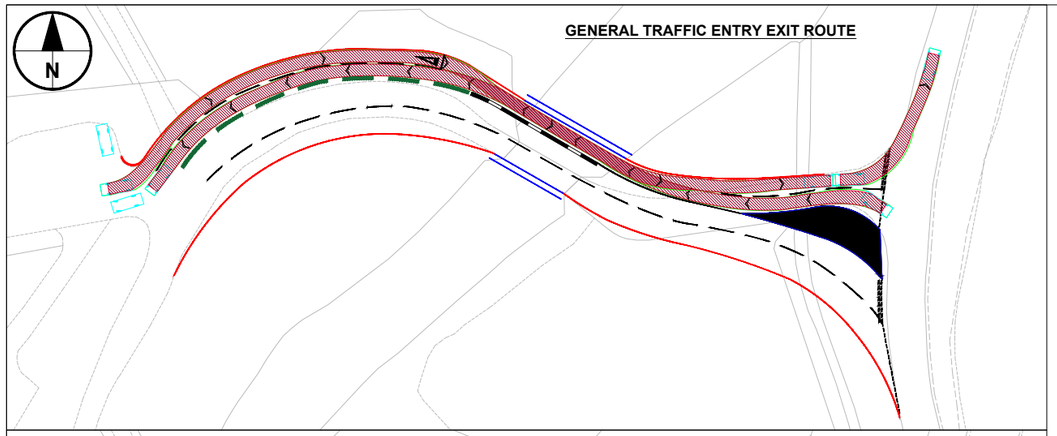
FIGURE NUMBER

Fig 070016 Tracking

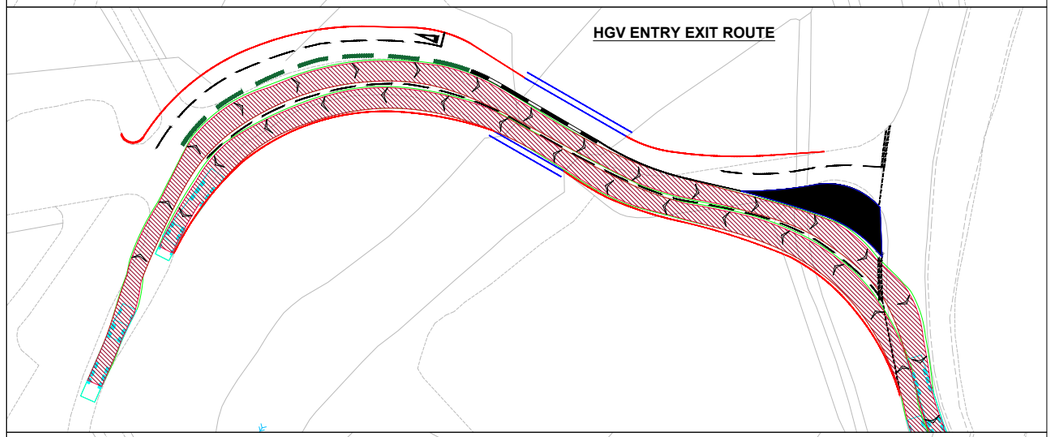
Revision: 1 Drawn: CH Checked: DD Approved: DL Date: 2025-02-14

Filename: \\eu.aecomnet.com\UK\UKEDI4\Jobs\PR-291676_IU_Portfolio_EIA\400_Technical\437_GIS\Baillieareanoch\02_Maps\00_EIA_Figures_Jan2024\Fig_1.1_Site Location Plan_240516.aprx

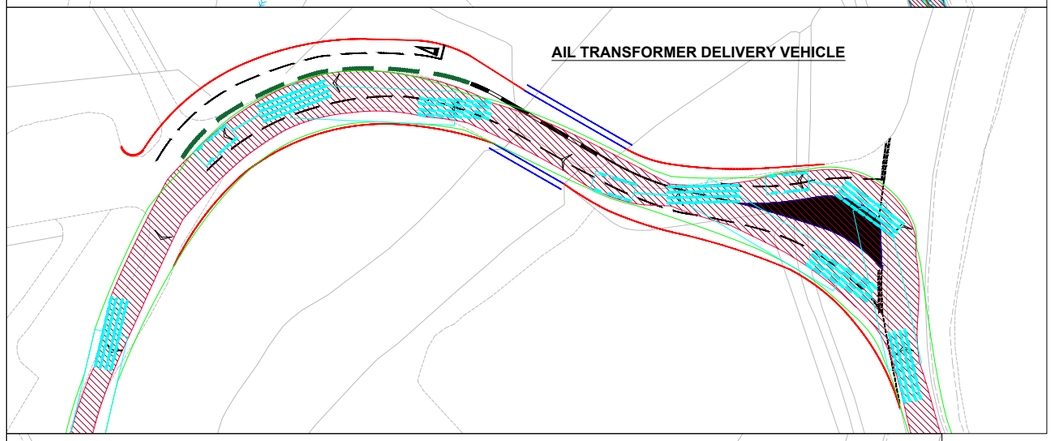
GENERAL TRAFFIC ENTRY EXIT ROUTE



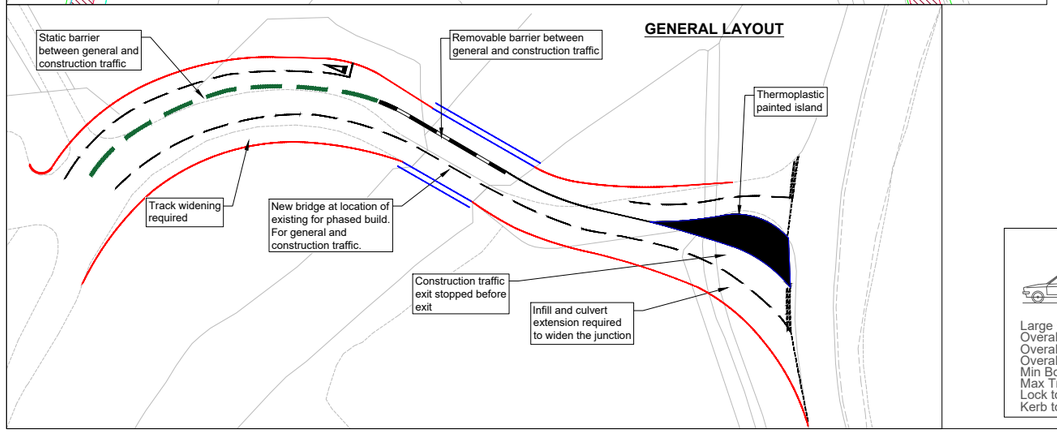
HGV ENTRY EXIT ROUTE



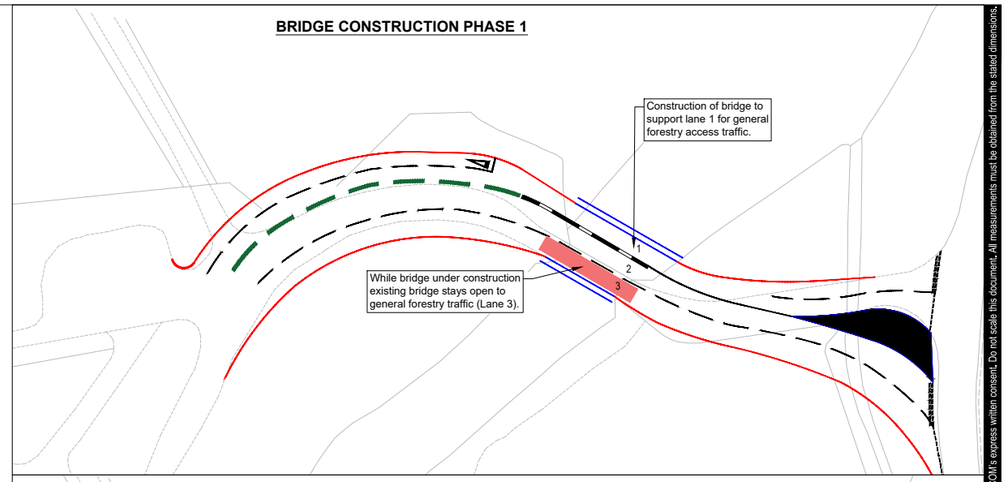
AIL TRANSFORMER DELIVERY VEHICLE



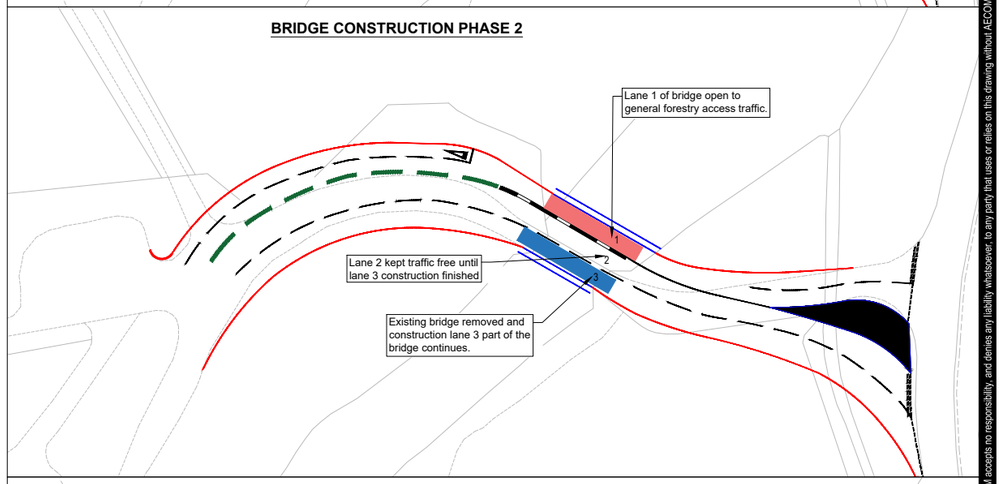
GENERAL LAYOUT



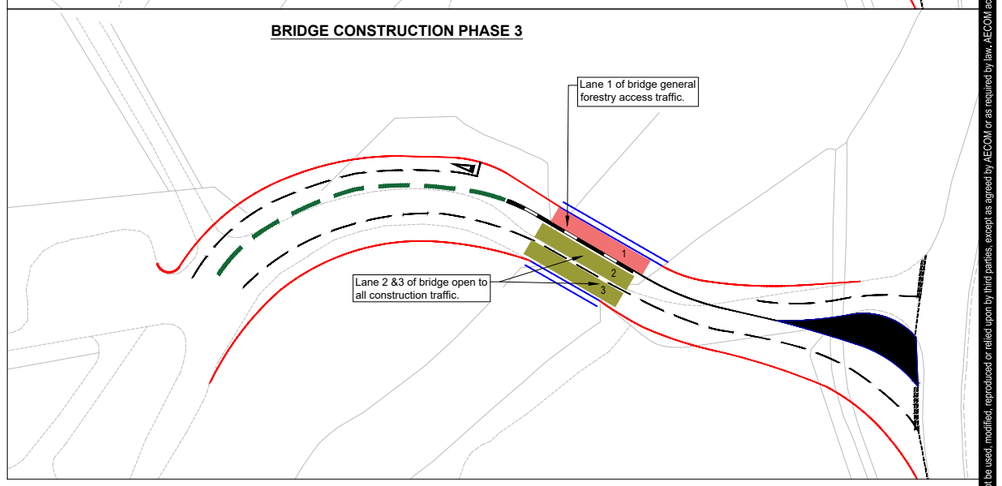
BRIDGE CONSTRUCTION PHASE 1



BRIDGE CONSTRUCTION PHASE 2

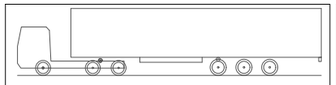


BRIDGE CONSTRUCTION PHASE 3



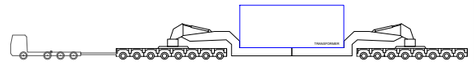
Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



Rear steer 16 axle trailer for transformer

Overall Length	50.339m
Overall Width	5.500m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.000m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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AECOM AFRY

PROJECT

GLEN EARRACH
PUMPED STORAGE HYDRO

CLIENT

Glen Earrach

GLEN EARRACH ENERGY LTD.
50 LOTHIAN ROAD, FESTIVAL SQUARE
EDINBURGH, SCOTLAND, EH3 9WJ

CONSULTANT

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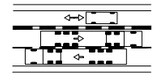
1 Tanfield
Edinburgh, EH3 5DA
+44 (0) 131 301 8600 tel
www.AECOM.com

LEGEND

Path of vehicle body
Path of wheels

NOTES

1. DRAWING IS FOR INDICATIVE PURPOSES ONLY.
2. 3 LANE BRIDGE FOR ALL TRAFFIC AND A REMOVABLE BARRIER FOR THE TRANSFORMER DELIVERY.



3. EXITING HGVS WILL WILL BE STOPPED AFTER CROSSING THE BRIDGE AND THEN RELEASED WHEN SAFE TO EXIT ONTO THE A831.

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ISSUE PURPOSE
Work in progress

PROJECT NUMBER
60719875

FIGURE TITLE
Site Access
Junction Design
and tracking

FIGURE NUMBER
Fig 070017 Site Access

Annex I – Cumulative Development Traffic Data

Chapter 4: Approach to EIA (Volume 2: Main Report) Table 4.8 Cumulative Developments lists developments to be considered in the cumulative assessment.

Cumulative developments which have been identified as operational are assumed to be accounted for in the baseline traffic data collected by survey in 2024. The remaining developments are shown in **Table 1-8: Cumulative Development Traffic and Transport Data Sources.** Cumulative developments which are noted as not applicable (N/A) were deemed as not relevant to this cumulative assessment, with reasonings for this set out in **Table I.2. Developments not Included in Traffic and Transport Cumulative Assessment** at the end of this **Annex I Cumulative Development Traffic Data.**

Table 1-8: Cumulative Development Traffic and Transport Data Sources

Scheme	Document / Reason for Removal for Assessment	Date	Section
Loch Liath Wind Farm	Loch Liath Wind Farm EIA Volume 2 Chapter 12: Traffic and Transport	April 2023	Table 12.11
Bhlaraidh Wind Farm Extension	Construction takes place prior to the Proposed Development's construction period	N/A	N/A
Chrathaich Wind Farm	Chrathaich Wind Farm Volume 2 Chapter 15: Traffic and Transport	May 2023	Table 15.9
Fiodhag Wind Farm	Project currently at pre-application stage. No traffic data available	N/A	N/A
Fort Augustus Substation extension	LT519 Fort Augustus 400kV Substation Upgrade – Transport Statement	July 2024	Table 5-2
Bhlaraidh Extension Windfarm OHL tie-in	Construction takes place prior to the Proposed Development's construction period	N/A	N/A
Bingally 400 kV Substation OHL tie-in	Project currently at pre-application stage. No traffic data available	N/A	N/A
Foyers Power Station Extension	Application noted as closed on THC Planning Portal	N/A	N/A
Dell 2 Wind Farm (Re-Design)	Project does not impact Proposed Development study area roads	N/A	N/A
Millennium East Wind Farm	Application noted as closed on THC Planning Portal	N/A	N/A
Dundreggan Hydro Scheme	No traffic data available in documentation on THC Planning Portal	N/A	N/A
Melgarve Cluster Project	Melgarve Cluster Project EIA Volume 1 Chapter 11: Traffic and Transport	March 2024	Section 11.8.3
Deanie power station	Project does not impact Proposed Development study area roads	N/A	N/A

Assumptions

To satisfy Rochdale Envelope principles it is assumed that cumulative development traffic will coincide with peak Proposed Development construction traffic. In reality, such a scenario would be unlikely to occur given Conditions

are likely to obligate developments to be cognisant of other developments and development traffic, and work to minimise any cumulative impacts.

Cumulative Development Traffic

The cumulative development traffic data is included below.

Table I.1. Appendix I - Cumulative Development Traffic

Development	Study Area Roads																									
	A82 Inverness		A82 North Drumnadrochit		A82 Drumnadrochit		A82 Lewiston		A82 Urquhart Castle		A82 Grotaig		A82 Alltsigh		A82 Invermoriston		A82 Fort Augustus		A833		A831 Milton		A831 Strathnacro		A831 Balnain		A887 Invermoriston	
	Car/LGV	HGV	Car/LGV	HGV	Car/LGV	HGV	Car/LGV	HGV	Car/LGV	HGV	Car/LGV	HGV	Car/LGV	HGV	Car/LGV	HGV	Car/LGV	HGV	Car/LGV	HGV	Car/LGV	HGV	Car/LGV	HGV	Car/LGV	HGV	Car/LGV	HGV
Auchterawe Substation extension																	108	120										
Loch Liath Wind farm	31	77	31	77	31	77	31	77	31	77	31	77	31	77	31	77	10	0									42	78
Melgarve																	28	50										
Chrathaich Wind Farm	7	17	7	17																	7	17	7	17	7	17		
Total	**38**	**94**	**38**	**94**	**31**	**77**	**31**	**77**	**31**	**77**	**31**	**77**	**31**	**77**	**31**	**77**	**146**	**170**	**0**	**0**	**7**	**17**	**7**	**17**	**7**	**17**	**42**	**78**

Table I.2. Developments not Included in Traffic and Transport Cumulative Assessment

Development	Reasoning
Bhlaraidh Extension	Construction prior to beginning of Proposed Development
Fiodhag Wind Farm	Pre application - no transport info on planning portal
New Residential Development, Drumnadrochit	Cannot be found on THC planning portal
Bhlaraidh Extension Windfarm OHL tie-in	Construction prior to beginning of Proposed Development
Foyers Power Station Extension	Application noted as closed on THC planning portal
Dell 2 Wind Farm (Re-Design)	Does not affect the Proposed Developments study area roads
Millennium East Wind Farm	Application noted as closed on THC planning portal
Dundreggan Hydro Scheme	Lack of information on planing portal
Bingally 400 kV Substation	Pre application - no transport info on planning portal
Deanie Power Station	Does not affect the Proposed Developments study area roads

Annex J – Proposed Development Traffic Impacts

As part of the IEMA Guidelines set out in **Chapter 13: Access, Traffic and Transport (Volume 2: Main Report)**, the road vehicle driver and passenger delay as a result of the Proposed Development must be assessed.

Traffic associated with the Proposed Development has been assessed against the Congestion Reference Flow (CRF)[3] 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. The calculations used to construct a CRF for each of the study area roads is contained at the end of this **Annex J Proposed Development Traffic Impacts.**

Table 1-9: Pre-construction and Enabling Traffic Impacts Against the CRF of Study Area Roads summarises the impact of the Pre-construction and Enabling traffic associated with the Proposed Development against the CRF of the study area roads.

Table 1-10: Construction Traffic Impacts Against the CRF of Study Area Roads shows the impact of the construction traffic associated with the Proposed Development against the CRF of the study area roads.

Table 1-9: Pre-construction and Enabling Traffic Impacts Against the CRF of Study Area Roads

Road Link	2026 Baseline Traffic		Congestion Reference Flow	% of CRF Reached		
	24-Hour 2026 Baseline	24-Hour 2026 Baseline + Pre-construction and Enabling Traffic	(CRF)	24-Hour 2026 Baseline	24-Hour 2026 Baseline + Pre-construction and Enabling Traffic	Magnitude of Change
A82 Inverness	7,842	7,860	27,555	28.5%	28.5%	Negligible
A82 North Drumnadrochit	7,842	7,860	22,580	34.7%	34.8%	Negligible
A82 Drumnadrochit	9,617	9,619	21,937	43.8%	43.8%	Negligible
A82 Lewiston	8,216	8,218	27,629	29.7%	29.7%	Negligible
A82 Urquhart Castle	7,166	7,168	26,316	27.2%	27.2%	Negligible
A82 Grotaig	5,575	5,577	24,374	22.9%	22.9%	Negligible
A82 Alltsigh	5,583	5,585	20,574	27.1%	27.1%	Negligible
A82 Invermoriston	5,509	5,511	19,786	27.8%	27.9%	Negligible
A82 Fort Augustus	4,340	4,342	22,150	19.6%	19.6%	Negligible
A887 Invermoriston	2,371	2,371	20,440	11.6%	11.6%	Negligible
A831 Milton	3,788	3,808	19,112	19.8%	19.9%	Negligible
A831 Strathnacro	2,001	2,025	19,388	10.3%	10.4%	Negligible
A831 Balnain	1,743	1,743	20,037	8.7%	8.7%	Negligible
A833	1,684	1,688	23,750	7.1%	7.1%	Negligible

[3] Design Manual for Roads and Bridges, 1997. Volume 5 Assessment and Preparation of Road Schemes, Section 1 Assessment of Road Schemes.

Table 1-10: Construction Traffic Impacts Against the CRF of Study Area Roads

Road Link	2028 Baseline Traffic		Congestion Reference Flow	% of CRF Reached		
	24-Hour 2028 Baseline	24-Hour 2028 Baseline + Construction Traffic	(CRF)	12-Hour 2028 Baseline	12-Hour 2028 Baseline + Construction Traffic	Magnitude of Change
A82 Inverness	7,920	8,030	27,555	28.7%	29.1%	Negligible
A82 North Drumnadrochit	7,920	8,030	22,580	35.1%	35.6%	Negligible
A82 Drumnadrochit	9,712	9,716	21,937	44.3%	44.3%	Negligible
A82 Lewiston	8,298	8,302	27,629	30.0%	30.0%	Negligible
A82 Urquhart Castle	7,237	7,241	26,316	27.5%	27.5%	Negligible
A82 Grotaig	5,630	5,634	24,374	23.1%	23.1%	Negligible
A82 Alltsigh	5,638	5,642	20,574	27.4%	27.4%	Negligible
A82 Invermoriston	5,564	5,568	19,786	28.1%	28.1%	Negligible
A82 Fort Augustus	4,383	4,387	22,150	19.8%	19.8%	Negligible
A887 Invermoriston	2,395	2,395	20,440	11.7%	11.7%	Negligible
A831 Milton	3,826	3,940	19,112	20.0%	20.6%	Negligible
A831 Strathnacro	2,021	2,233	19,388	10.4%	11.5%	Negligible
A831 Balnain	1,761	1,761	20,037	8.8%	8.8%	Negligible
A833	1,701	1,799	23,750	7.2%	7.6%	Negligible

Results from **Table 1-9: Pre-construction and Enabling Traffic Impacts Against the CRF of Study Area Roads** indicate that only the A82 North Drumnadrochit and A82 Drumnadrochit road links would exceed 30% of the CRF with baseline traffic at the Pre-construction and Enabling phase. However, when Proposed Development Pre-construction and Enabling traffic is added to the baseline traffic, there is no significant increase in the percentage of the CRF reached on any of the study area roads. This would result in the magnitude of change of the Proposed Development Pre-construction and Enabling traffic being negligible against the 2026 baseline.

Results from **Table 1-10: Construction Traffic Impacts Against the CRF of Study Area Roads** indicate similar, with only the A82 North Drumnadrochit and A82 Drumnadrochit exceeding 30% of the CRF with baseline traffic at the construction phase. The addition of Proposed Development construction traffic to the 2028 baseline traffic does not see an increase in the percentage of the CRF reached on any of the study area roads result in a step change of effect. This would result in the magnitude of change of the Proposed Development construction traffic being negligible against the 2028 baseline.

Therefore, adding Proposed Development Pre-construction and Enabling and construction traffic to their respective baseline year traffic would have a negligible impact on study area roads and their likelihood to become ‘congested’.

Table 1-11: Pre-construction and Enabling Cumulative Development Traffic Impacts Against the CRF of Study Area Roads and **Table 1-12: Construction Cumulative Development Traffic Impacts Against the CRF of Study Area Roads** conducted the same assessment against the CRF of study area roads for the Pre-construction and Enabling and construction phases of the Proposed Development and includes Cumulative Development traffic which may also utilised study area roads.

Table 1-11: Pre-construction and Enabling Cumulative Development Traffic Impacts Against the CRF of Study Area Roads

	2026 Baseline Traffic			% of CRF Reached		
Road Link	**24-Hour 2026 Baseline**	**24-Hour 2026 Baseline + Pre-construction and Enabling Traffic+ Cumulative Development Traffic**	**Congestion Reference Flow (CRF)**	**24-Hour 2026 Baseline**	**24-Hour 2026 Baseline + Pre-construction and Enabling Traffic + Cumulative Development Traffic**	**Magnitude of Change**
A82 Inverness	7,842	7,992	27,555	28.5%	29.0%	Negligible
A82 North Drumnadrochit	7,842	7,992	22,580	34.7%	35.4%	Negligible
A82 Drumnadrochit	9,617	9,727	21,937	43.8%	44.3%	Negligible
A82 Lewiston	8,216	8,326	27,629	29.7%	30.1%	Low
A82 Urquhart Castle	7,166	7,276	26,316	27.2%	27.6%	Negligible
A82 Grotaig	5,575	5,685	24,374	22.9%	23.3%	Negligible
A82 Alltsigh	5,583	5,693	20,574	27.1%	27.7%	Negligible
A82 Invermoriston	5,509	5,619	19,786	27.8%	28.4%	Negligible
A82 Fort Augustus	4,340	4,658	22,150	19.6%	21.0%	Negligible
A887 Invermoriston	2,371	2,491	20,440	11.6%	12.2%	Negligible
A831 Milton	3,788	3,832	19,112	19.8%	20.1%	Negligible
A831 Strathnacro	2,001	2,047	19,388	10.3%	10.6%	Negligible
A831 Balnain	1,743	1,767	20,037	8.7%	8.8%	Negligible
A833	1,684	1,688	23,750	7.1%	7.1%	Negligible

Table 1-12: Construction Cumulative Development Traffic Impacts Against the CRF of Study Area Roads

	2028 Baseline Traffic			% of CRF Reached		
Road Link	**24-Hour 2028 Baseline**	**24-Hour 2028 Baseline + Construction Traffic + Cumulative Development Traffic**	**Congestion Reference Flow (CRF)**	**24-Hour 2028 Baseline**	**24-Hour 2028 Baseline + Construction Traffic + Cumulative Development Traffic**	**Magnitude of Change**
A82 Inverness	7,920	8,162	27,555	28.7%	29.6%	Negligible
A82 North Drumnadrochit	7,920	8,162	22,580	35.1%	36.1%	Negligible
A82 Drumnadrochit	9,712	9,824	21,937	44.3%	44.8%	Negligible
A82 Lewiston	8,298	8,410	27,629	30.0%	30.4%	Low
A82 Urquhart Castle	7,237	7,349	26,316	27.5%	27.9%	Negligible
A82 Grotaig	5,630	5,742	24,374	23.1%	23.6%	Negligible
A82 Alltsigh	5,638	5,750	20,574	27.4%	27.9%	Negligible
A82 Invermoriston	5,564	5,676	19,786	28.1%	28.7%	Negligible
A82 Fort Augustus	4,383	4,703	22,150	19.8%	21.2%	Negligible
A887 Invermoriston	2,395	2,515	20,440	11.7%	12.3%	Negligible
A831 Milton	3,826	3,964	19,112	20.0%	20.7%	Negligible
A831 Strathnacro	2,021	2,257	19,388	10.4%	11.6%	Negligible
A831 Balnain	1,761	1,785	20,037	8.8%	8.9%	Negligible

Road Link	2028 Baseline Traffic			% of CRF Reached		
	24-Hour 2028 Baseline	24-Hour 2028 Baseline + Construction Traffic + Cumulative Development Traffic	Congestion Reference Flow (CRF)	24-Hour 2028 Baseline	24-Hour 2028 Baseline + Construction Traffic + Cumulative Development Traffic	Magnitude of Change
A833	1,701	1,799	23,750	7.2%	7.6%	Negligible

Table 1-11: Pre-construction and Enabling Cumulative Development Traffic Impacts Against the CRF of Study Area Roads shows the percentages of CRF reached on study area roads as a result of cumulative development traffic included with Pre-construction and Enabling traffic against the 2026 baseline. Only the A82 Lewiston would see a Low magnitude of change due to the impacts of the Pre-construction and Enabling and cumulative development traffic on the 2026 baseline as the increase breaches the 30% threshold, resulting in a step change in the magnitude of effect. All other study area roads would see the impact of the Pre-construction and Enabling and cumulative development traffic against the 2026 baseline as being negligible.

The same situation is recorded in **Table 1-12: Construction Cumulative Development Traffic Impacts Against the CRF of Study Area Roads,** with only the A82 Lewiston seeing a Low magnitude of change due to the impacts of the construction and cumulative development traffic on the 2028 baseline as the increase breaches the 30% threshold, resulting in a step change in the magnitude of effect. All other study area roads would see the impact of the construction and cumulative development traffic against the 2028 baseline as being negligible.

Road Link	Capacity	Number of Lanes	Width Factor	PkF	100/PkF	PkD	100/PkD	AADT	AAWT	AADT/AAWT	Congestion Reference Flows
A82 Inverness	1351.5	1	0.947	8.7	11.5	51	1.960784314	7,348	7,692	0.96	27555
A82 North Drumnadrochit	1351.5	1	0.776	8.7	11.5	51	1.960784314	7,348	7,692	0.96	22580
A82 Drumnadrochit	1351.5	1	0.776	8.7	11.5	53	1.886792453	9,098	9,433	0.96	21937
A82 Lewiston	1351.5	1	0.947	8.8	11.4	51	1.960784314	7,807	8,058	0.97	27629
A82 Urquhart Castle	1362.0	1	0.947	9.5	10.5	50	2	6,812	7,029	0.97	26316
A82 Grotaig	1348.5	1	0.947	9	11.1	56	1.785714286	5,260	5,468	0.96	24374
A82 Alltsigh	1344.0	1	0.776	8.7	11.5	56	1.785714286	5,262	5,475	0.96	20574
A82 Invermoriston	1348.5	1	0.776	9.1	11.0	56	1.785714286	5,208	5,405	0.96	19786
A82 Fort Augustus	1347.0	1	0.776	9.6	10.4	50	2	4,330	4,257	1.02	22150
A887 Invermoriston	1335.0	1	0.776	9.4	10.6	57	1.754385965	2,460	2,327	1.06	20440
A831 Milton	1312.5	1	0.776	8.6	11.6	60	1.666666667	3,598	3,716	0.97	19112
A831 Strathnacro	1308.0	1	0.776	8.7	11.5	58	1.724137931	1,893	1,964	0.96	19388
A831 Balnain	1369.5	1	0.776	9	11.1	57	1.754385965	1,653	1,709	0.97	20037
A833	1350.0	1	0.9983	9.1	11.0	61	1.639344262	1,616	1,652	0.98	23750

CRF = CAPACITY * NL * Wf * 100/PkF * 100/PkD * AADT/AAWT

where, CAPACITY is the maximum hourly lane throughput (see note 1);

NL is the Number of Lanes per direction;

Wf is a Width Factor (see note 2);

PkF is the proportion (percentage) of the total daily flow (2-way) that occurs in the peak hour;

PkD is the directional split (percentage) of the peak hour flow;

AADT is the Annual Average Daily Traffic flow on the link;

AAWT is the Annual Average Weekday Traffic flow on the link.

Note 1. CAPACITY - the maximum sustainable hourly lane throughput.

In reality this value varies day to day due to the prevailing conditions (for example, day/night, wet/dry, percentage heavy vehicles, regular/holiday traffic) and values used must be an average. For **new links** and **existing links not currently experiencing congestion** this can be estimated from the following relationship:

CAPACITY = [A - B * Pk%H]

where, Pk%H is the percentage of 'Heavy Vehicles' in the peak hour. The term 'Heavy Vehicles'

always includes the vehicle categories OGV1, OGV2 and PSV's according to the COBA definition;

A and B are parameters dependant on road standard;

	A	B
Single Carriageway	1380	15.0
Dual Carriageway	2100	20.0
Motorway	2300	25.0

Note 2. Carriageway Width Factor (Wf)

This factor is designed to adjust the CRF for all-purpose links, generally single carriageways, with non-standard lane widths. Carriageway width is defined as the total paved width of the carriageway less the width of ghost islands and hard strips.

Motorways - the width factor Wf should always be unity for motorways as there is no evidence to suggest that the maximum hourly throughput of motorway links is affected by minor changes in lane width.

All-purpose dual carriageways - to reflect the different standards of some dual carriageways. The width factor is given by:

Wf = Carriageway Width / (Number of Lanes * 3.65).

The majority of dual carriageways will have lane widths of 3.65 metres and hence a width factor of unity. Some will have reduced lane widths, generally those built to older design standards, and in these cases the width factor can be less than unity. Should the lane width be greater than 3.65 metres the width factor should be restricted to a maximum value of unity.

Single carriageways (2-lane) - the main purpose of the width factor is to differentiate between the different carriageway width standards of single carriageways. The width factor is given by:

Wf = (0.171 * Carriageway Width) - 0.25

Roads built to modern designs usually have 7.3 metre of 10 metre carriageways, that is, a width factor of unity or 1.46. The width of older roads can vary significantly but the width factor relationship is not valid for road widths less than 5.5 metres or greater than 11 metres. For roads with widths outside these limits the traffic analyst must use judgement to decide on the relevant value.

Pre-Construction Phase

Study Area Roads	2026 Baseline					2026 Pre-Construction Phase					Magnitude of Change		
	12hr Traffic (0700-1900)	12hr Traffic (1900-0700)	24 hr Traffic (0000-0000)	Congestion Reference Flow (CRF)	24 hr Traffic % of CRF	12hr Development Traffic (0700-1900)	12 hr Baseline Traffic (0700-1900)	12 hr Baseline Traffic (1900-0700)	24 hr Traffic (0000-0000)	24 hr Traffic % of CRF	Change in % CRF	Change in CRF Level	Magnitude of Change
A82 Inverness	6,816	1,026	7,842	27,555	28.5%	18	6,816	1,026	7,860	28.5%	0.1%	No Level Change	Negligible
A82 North Drumnadrochit	6,816	1,026	7,842	22,580	34.7%	18	6,816	1,026	7,860	34.8%	0.1%	No Level Change	Negligible
A82 Drumnadrochit	8,370	1,247	9,617	21,937	43.8%	2	8,370	1,247	9,619	43.8%	0.0%	No Level Change	Negligible
A82 Lewiston	7,162	1,054	8,216	27,629	29.7%	2	7,162	1,054	8,218	29.7%	0.0%	No Level Change	Negligible
A82 Urquhart Castle	6,335	832	7,166	26,316	27.2%	2	6,335	832	7,168	27.2%	0.0%	No Level Change	Negligible
A82 Grotaig	4,855	720	5,575	24,374	22.9%	2	4,855	720	5,577	22.9%	0.0%	No Level Change	Negligible
A82 Alltsigh	4,856	727	5,583	20,574	27.1%	2	4,856	727	5,585	27.1%	0.0%	No Level Change	Negligible
A82 Invermoriston	4,819	691	5,509	19,786	27.8%	2	4,819	691	5,511	27.9%	0.0%	No Level Change	Negligible
A82 Fort Augustus	3,821	519	4,340	22,150	19.6%	2	3,821	519	4,342	19.6%	0.0%	No Level Change	Negligible
A887 Invermoriston	2,021	351	2,371	20,440	11.6%	0	2,021	351	2,371	11.6%	0.0%	No Level Change	Negligible
A831 Milton	3,265	523	3,788	19,112	19.8%	20	3,265	523	3,808	19.9%	0.1%	No Level Change	Negligible
A831 Strathnacro	1,702	299	2,001	19,388	10.3%	24	1,702	299	2,025	10.4%	0.1%	No Level Change	Negligible
A831 Balnain	1,478	265	1,743	20,037	8.7%	0	1,478	265	1,743	8.7%	0.0%	No Level Change	Negligible
A833	1,501	184	1,684	23,750	7.1%	4	1,501	184	1,688	7.1%	0.0%	No Level Change	Negligible

Construction

Study Area Roads	2028 Baseline					2028 Construction Phase					Magnitude of Change		
	12hr Traffic (0700-1900)	12hr Traffic (1900-0700)	24 hr Traffic (0000-0000)	Congestion Reference Flow (CRF)	24 hr Traffic % of CRF	12hr Development Traffic (0700-1900)	12 hr Baseline Traffic (0700-1900)	12 hr Baseline Traffic (1900-0700)	24 hr Traffic (0000-0000)	24 hr Traffic % of CRF	Change in % CRF	Change in CRF Level	Magnitude of Change
A82 Inverness	6,883	1,037	7,920	27,555	28.7%	110	6,883	1,037	8,030	29.1%	0.4%	No Level Change	Negligible
A82 North Drumnadrochit	6,883	1,037	7,920	22,580	35.1%	110	6,883	1,037	8,030	35.6%	0.5%	No Level Change	Negligible
A82 Drumnadrochit	8,453	1,259	9,712	21,937	44.3%	4	8,453	1,259	9,716	44.3%	0.0%	No Level Change	Negligible
A82 Lewiston	7,233	1,065	8,298	27,629	30.0%	4	7,233	1,065	8,302	30.0%	0.0%	No Level Change	Negligible
A82 Urquhart Castle	6,397	840	7,237	26,316	27.5%	4	6,397	840	7,241	27.5%	0.0%	No Level Change	Negligible
A82 Grotaig	4,903	727	5,630	24,374	23.1%	4	4,903	727	5,634	23.1%	0.0%	No Level Change	Negligible
A82 Alltsigh	4,904	734	5,638	20,574	27.4%	4	4,904	734	5,642	27.4%	0.0%	No Level Change	Negligible
A82 Invermoriston	4,866	698	5,564	19,786	28.1%	4	4,866	698	5,568	28.1%	0.0%	No Level Change	Negligible
A82 Fort Augustus	3,859	524	4,383	22,150	19.8%	4	3,859	524	4,387	19.8%	0.0%	No Level Change	Negligible
A887 Invermoriston	2,041	354	2,395	20,440	11.7%	0	2,041	354	2,395	11.7%	0.0%	No Level Change	Negligible
A831 Milton	3,297	529	3,826	19,112	20.0%	114	3,297	529	3,940	20.6%	0.6%	No Level Change	Negligible
A831 Strathnacro	1,719	302	2,021	19,388	10.4%	212	1,719	302	2,233	11.5%	1.1%	No Level Change	Negligible
A831 Balnain	1,493	268	1,761	20,037	8.8%	0	1,493	268	1,761	8.8%	0.0%	No Level Change	Negligible
A833	1,515	186	1,701	23,750	7.2%	98	1,515	186	1,799	7.6%	0.4%	No Level Change	Negligible

Pre-Construction Cumulative Development

Study Area Roads	2026 Baseline					2026 Pre-Construction Phase					Magnitude of Change		
	12hr Traffic (0700-1900)	12hr Traffic (1900-0700)	24 hr Traffic (0000-0000)	Congestion Reference Flow (CRF)	24 hr Traffic % of CRF	12hr Development Traffic + Cumulative Development Traffic (0700-1900)	12 hr Baseline Traffic (0700-1900)	12 hr Baseline Traffic (1900-0700)	24 hr Traffic (0000-0000)	24 hr Traffic % of CRF	Change in % CRF	Change in CRF Level	Magnitude of Change
A82 Inverness	6,816	1,026	7,842	27,555	28.5%	150	6,816	1,026	7,992	29.0%	0.5%	No Level Change	Negligible
A82 North Drumnadrochit	6,816	1,026	7,842	22,580	34.7%	150	6,816	1,026	7,992	35.4%	0.7%	No Level Change	Negligible
A82 Drumnadrochit	8,370	1,247	9,617	21,937	43.8%	110	8,370	1,247	9,727	44.3%	0.5%	No Level Change	Negligible
A82 Lewiston	7,162	1,054	8,216	27,629	29.7%	110	7,162	1,054	8,326	30.1%	0.4%	1 Level Change plus CRF 30%<>60%	Low
A82 Urquhart Castle	6,335	832	7,166	26,316	27.2%	110	6,335	832	7,276	27.6%	0.4%	No Level Change	Negligible
A82 Grotaig	4,855	720	5,575	24,374	22.9%	110	4,855	720	5,685	23.3%	0.5%	No Level Change	Negligible
A82 Alltsigh	4,856	727	5,583	20,574	27.1%	110	4,856	727	5,693	27.7%	0.5%	No Level Change	Negligible
A82 Invermoriston	4,819	691	5,509	19,786	27.8%	110	4,819	691	5,619	28.4%	0.6%	No Level Change	Negligible
A82 Fort Augustus	3,821	519	4,340	22,150	19.6%	318	3,821	519	4,658	21.0%	1.4%	No Level Change	Negligible
A887 Invermoriston	2,021	351	2,371	20,440	11.6%	120	2,021	351	2,491	12.2%	0.6%	No Level Change	Negligible
A831 Milton	3,265	523	3,788	19,112	19.8%	44	3,265	523	3,832	20.1%	0.2%	No Level Change	Negligible
A831 Strathnacro	1,702	299	2,001	19,388	10.3%	46	1,702	299	2,047	10.6%	0.2%	No Level Change	Negligible
A831 Balnain	1,478	265	1,743	20,037	8.7%	24	1,478	265	1,767	8.8%	0.1%	No Level Change	Negligible
A833	1,501	184	1,684	23,750	7.1%	4	1,501	184	1,688	7.1%	0.0%	No Level Change	Negligible

Construction Cumulative Development

Study Area Roads	2028 Baseline					2028 Construction Phase					Magnitude of Change		
	12hr Traffic (0700-1900)	12hr Traffic (1900-0700)	24 hr Traffic (0000-0000)	Congestion Reference Flow (CRF)	24 hr Traffic % of CRF	12hr Development Traffic + Cumulative Development Traffic (0700-1900)	12 hr Baseline Traffic (0700-1900)	12 hr Baseline Traffic (1900-0700)	24 hr Traffic (0000-0000)	24 hr Traffic % of CRF	Change in % CRF	Change in CRF Level	Magnitude of Change
A82 Inverness	6,883	1,037	7,920	27,555	28.7%	242	6,883	1,037	8,162	29.6%	0.9%	No Level Change	Negligible
A82 North Drumnadrochit	6,883	1,037	7,920	22,580	35.1%	242	6,883	1,037	8,162	36.1%	1.1%	No Level Change	Negligible
A82 Drumnadrochit	8,453	1,259	9,712	21,937	44.3%	112	8,453	1,259	9,824	44.8%	0.5%	No Level Change	Negligible
A82 Lewiston	7,233	1,065	8,298	27,629	30.0%	112	7,233	1,065	8,410	30.4%	0.4%	1 Level Change plus CRF 30%<>60%	Low
A82 Urquhart Castle	6,397	840	7,237	26,316	27.5%	112	6,397	840	7,349	27.9%	0.4%	No Level Change	Negligible
A82 Grotaig	4,903	727	5,630	24,374	23.1%	112	4,903	727	5,742	23.6%	0.5%	No Level Change	Negligible
A82 Alltsigh	4,904	734	5,638	20,574	27.4%	112	4,904	734	5,750	27.9%	0.5%	No Level Change	Negligible
A82 Invermoriston	4,866	698	5,564	19,786	28.1%	112	4,866	698	5,676	28.7%	0.6%	No Level Change	Negligible
A82 Fort Augustus	3,859	524	4,383	22,150	19.8%	320	3,859	524	4,703	21.2%	1.4%	No Level Change	Negligible
A887 Invermoriston	2,041	354	2,395	20,440	11.7%	120	2,041	354	2,515	12.3%	0.6%	No Level Change	Negligible
A831 Milton	3,297	529	3,826	19,112	20.0%	138	3,297	529	3,964	20.7%	0.7%	No Level Change	Negligible
A831 Strathnacro	1,719	302	2,021	19,388	10.4%	236	1,719	302	2,257	11.6%	1.2%	No Level Change	Negligible
A831 Balnain	1,493	268	1,761	20,037	8.8%	24	1,493	268	1,785	8.9%	0.1%	No Level Change	Negligible
A833	1,515	186	1,701	23,750	7.2%	98	1,515	186	1,799	7.6%	0.4%	No Level Change	Negligible

Annex K – Junction Modelling Outputs

Junction modelling analysis has been undertaken at two junctions on study area roads to assess the AM and PM peak hour effects during the construction phase of the Proposed Development. The junctions which have been assessed are:

- A82 / A831 junction at Drumnadrochit; and
- A831 / A833 junction west of Milton.

These junctions have been assessed as they will be carrying the largest number of construction traffic associated with the Proposed Development. The A82 / A831 junction will be required to accommodate all movements from construction traffic from Inverness and from the A82 south. The A831 / A833 will be required to accommodate all construction traffic from quarries in the Beauly area.

The industry standard Junctions 10 Software (version 10.1.1.1905) has been used. Junctions 10 can be used to model various types of priority-controlled junctions including standards T-junctions, crossroads and roundabouts. Junctions 10 uses standards geometric measures of the junction alongside traffic flows to determine the operational capacity of the junction. The key outputs which are normally considered are: Ratio of Flow to Capacity (RFC), Queue Length and Delay.

RFC is used as a means of assessing the viability of designs under future year traffic load. A predicted 'practical' RFC of 0.85 is usually considered an acceptable coefficient for priority junctions. Advice Note TA 23/81 from the DMRB states that, if the RFC is 0.85 then queuing will theoretically be avoided in the chosen design year in the peak hour in five out of six cases i.e. queuing delays will not be excessive and there will be no capacity problems.

The scenarios which have been tested at the A82 /A831 junction are:

- 2028 Baseline AM Peak (09:00 – 10:00);
- 2028 Baseline PM Peak (16:45 -17:45);
- 2028 with Proposed Development Construction Phase Traffic AM Peak (09:00 – 10:00); and
- 2028 with Proposed Development Construction Phase Traffic PM Peak (16:45 – 17:45).

With the scenarios being tested at the A831 / A833 junction being:

- 2028 Baseline AM Peak (09:00 – 10:00);
- 2028 Baseline PM Peak (17:00 – 18:00);
- 2028 with Proposed Development Construction Phase Traffic AM Peak (09:00 – 10:00); and
- 2028 with Proposed Development Construction Phase Traffic PM Peak (17:00 – 18:00).

The results of the junction modelling assessment are shown in **Table 1-13: A82 / A831 Junctions 10 Results** and **Table 1-14: A831 / A833 Junctions 10 Results.**

Table 1-13: A82 / A831 Junctions 10 Results

Scenario	Junction Arm	AM Peak Hour (0900-1000)				PM Peak Hour (1645-1745)			
		95th %ile Queue (PCU)	Delay	RFC	Level of Service	95th %ile Queue (PCU)	Delay	RFC	Level of Service
2028 Baseline	A82 North – Ahead / Right	0.5	7.31	0.09	A	0.8	8.27	0.17	A
	A831 – Right / Left	3.1	12.88	0.41	B	3.2	14.94	0.41	B
2028 with Proposed Development	A82 North – Ahead / Right	0.6	8.03	0.10	A	1.2	8.70	0.19	A
	A831 – Right / Left	3.3	13.63	0.43	B	3.5	15.87	0.42	C

Table 1-14: A831 / A833 Junctions 10 Results

Scenario	Junction Arm	AM Peak Hour (0900-1000)				PM Peak Hour (1700-1800)			
		95th %ile Queue (PCU)	Delay	RFC	Level of Service	95th %ile Queue (PCU)	Delay	RFC	Level of Service
2028 Baseline	A833 – Right / Left	0.5	6.16	0.11	A	0.5	6.17	0.10	A
	A831 East – Ahead / Right	0.5	6.10	0.07	A	0.5	5.99	0.12	A
2028 with Proposed Development	A833 – Right / Left	0.6	6.79	0.12	A	0.5	6.88	0.12	A
	A831 East – Ahead / Right	0.5	6.14	0.07	A	0.5	6.03	0.12	A

Table 1-13: A82 / A831 Junctions 10 Results and **Table 1-14: A831 / A833 Junctions 10 Results** show that both junctions operate within capacity under baseline conditions. With the additional of construction traffic from the Proposed Development, both junctions are expected to remain operating within capacity.

The A82 / A831 junction presents a small increase in delay, the highest of which is the PM peak hour at 0.93s. This minor increase is considered negligible in magnitude. There are also minor increases in queue length and RFC which are also considered negligible.

During the PM peak hour, it is observed that the Level of Service (LoS) decreases on the A831 arm of the junction from B (Reasonably Free Flow) to C (Stable Flow). In reality this change corresponds to a very minor increase in delay of 2.24 seconds, decrease in RFC of 0.01 and increase in 95th percentile queue of 0.2 PCU. This is not considered to be of material detriment to the junction operation.

At the A833 / A831 junction there is also minor increases in delay times (the maximum being 0.71s) which are considered negligible in magnitude. Slight increases in queue length and RFC are also observed, however the magnitude of which is also considered negligible.

The full outputs of the junction modelling assessment are contained overleaf.

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
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Filename: A82 A831 Junction.j10
Path: C:\Users\Jamie.Graham\OneDrive - AECOM\Documents\Glen Earach\A82 A831
Report generation date: 18/02/2025 11:15:03

»Baseline - Baseline, AM
»Baseline - Baseline, PM
»Baseline + Development - Baseline Plus Development, AM
»Baseline + Development - Baseline Plus Development, PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Baseline - Baseline																	
Stream B-AC	A1 D1	0.7	3.1	12.88	0.41	B	3.49	A	56 % [Stream B-AC]	A1 D2	0.7	3.2	14.94	0.41	B	2.92	A	39 % [Stream B-AC]
Stream C-AB		0.1	0.5	7.31	0.09	A					0.2	0.8	8.27	0.17	A			

	AM									PM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Baseline + Development - Baseline Plus Development																	
Stream B-AC	A2 D3	0.8	3.3	13.63	0.43	B	3.85	A	51 % [Stream B-AC]	A2 D4	0.8	3.5	15.87	0.42	C	3.25	A	35 % [Stream B-AC]
Stream C-AB		0.1	0.6	8.03	0.10	A					0.3	1.2	8.70	0.19	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	A82 A831 Junction
Location	Drumnadrochit
Site number	
Date	05/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	60719875
Enumerator	NA\Jamie.Graham
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline	AM	ONE HOUR	09:00	10:30	15	✓
D2	Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	Baseline Plus Development	AM	ONE HOUR	09:00	10:30	15	✓
D4	Baseline Plus Development	PM	ONE HOUR	16:45	18:15	15	✓

Baseline - Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Baseline	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A82 / A831 Junction	T-Junction	Two-way	Two-way	Two-way		3.49	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	56	Stream B-AC	3.49	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.26			30.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.02	96	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	575	0.108	0.273	0.172	0.390
B-C	706	0.112	0.282	-	-
C-B	591	0.236	0.236	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline	AM	ONE HOUR	09:00	10:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	289	100.000
B		ONE HOUR	✓	183	100.000
C		ONE HOUR	✓	290	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	76	213
	B	120	0	63
	C	250	40	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	5
	B	4	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.41	12.88	0.7	3.1	B	168	252
C-AB	0.09	7.31	0.1	0.5	A	38	57
C-A						228	342
A-B						70	105
A-C						195	293

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	34	529	0.260	136	0.0	0.4	9.390	A
C-AB	31	8	550	0.056	30	0.0	0.1	6.929	A
C-A	188	47			188				
A-B	57	14			57				
A-C	160	40			160				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	41	512	0.321	164	0.4	0.5	10.615	B
C-AB	37	9	545	0.068	37	0.1	0.1	7.096	A
C-A	224	56			224				
A-B	68	17			68				
A-C	191	48			191				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	201	50	489	0.412	201	0.5	0.7	12.804	B
C-AB	46	12	539	0.085	46	0.1	0.1	7.314	A
C-A	273	68			273				
A-B	84	21			84				
A-C	235	59			235				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	201	50	489	0.412	201	0.7	0.7	12.880	B
C-AB	46	12	540	0.085	46	0.1	0.1	7.314	A
C-A	273	68			273				
A-B	84	21			84				
A-C	235	59			235				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	41	512	0.321	165	0.7	0.5	10.701	B
C-AB	37	9	545	0.068	37	0.1	0.1	7.101	A
C-A	224	56			224				
A-B	68	17			68				
A-C	191	48			191				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	34	529	0.260	138	0.5	0.4	9.484	A
C-AB	31	8	551	0.056	31	0.1	0.1	6.939	A
C-A	188	47			188				
A-B	57	14			57				
A-C	160	40			160				

Queue Variation Results for each time segment

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

09:30 - 09:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.70	0.03	0.27	0.70	0.70			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.50			N/A	N/A

09:45 - 10:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.03	0.30	1.22	3.09			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

10:00 - 10:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.04	0.43	1.29	1.42			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

10:15 - 10:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.03	0.28	0.51	1.00			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

Baseline - Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Baseline	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A82 / A831 Junction	T-Junction	Two-way	Two-way	Two-way		2.92	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	39	Stream B-AC	2.92	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.26			30.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.02	96	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	575	0.108	0.273	0.172	0.390
B-C	706	0.112	0.282	-	-
C-B	591	0.236	0.236	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	470	100.000
B		ONE HOUR	✓	152	100.000
C		ONE HOUR	✓	379	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	167	303
	B	113	0	39
	C	306	73	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	4
	B	3	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.41	14.94	0.7	3.2	B	139	209
C-AB	0.17	8.27	0.2	0.8	A	73	109
C-A						275	412
A-B						153	230
A-C						278	417

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	29	475	0.241	113	0.0	0.3	10.123	B
C-AB	58	14	533	0.108	57	0.0	0.1	7.570	A
C-A	228	57			228				
A-B	126	31			126				
A-C	228	57			228				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	449	0.304	136	0.3	0.4	11.704	B
C-AB	71	18	528	0.134	70	0.1	0.2	7.874	A
C-A	270	68			270				
A-B	150	38			150				
A-C	272	68			272				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	167	42	413	0.405	166	0.4	0.7	14.821	B
C-AB	90	23	527	0.171	90	0.2	0.2	8.263	A
C-A	327	82			327				
A-B	184	46			184				
A-C	334	83			334				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	167	42	413	0.405	167	0.7	0.7	14.936	B
C-AB	90	23	527	0.171	90	0.2	0.2	8.269	A
C-A	327	82			327				
A-B	184	46			184				
A-C	334	83			334				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	449	0.304	138	0.7	0.5	11.835	B
C-AB	71	18	528	0.133	71	0.2	0.2	7.888	A
C-A	270	68			270				
A-B	150	38			150				
A-C	272	68			272				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	29	474	0.241	115	0.5	0.3	10.228	B
C-AB	58	14	533	0.108	58	0.2	0.1	7.591	A
C-A	228	57			228				
A-B	126	31			126				
A-C	228	57			228				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.03	0.27	0.68	0.68			N/A	N/A
C-AB	0.23	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.03	0.30	1.38	3.17			N/A	N/A
C-AB	0.23	0.03	0.27	0.49	0.81			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.36	1.18	1.36			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.27	0.48	0.56			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

Baseline + Development - Baseline Plus Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Baseline + Development	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A82 / A831 Junction	T-Junction	Two-way	Two-way	Two-way		3.85	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	51	Stream B-AC	3.85	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.26			30.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.02	96	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	575	0.108	0.273	0.172	0.390
B-C	706	0.112	0.282	-	-
C-B	591	0.236	0.236	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Baseline Plus Development	AM	ONE HOUR	09:00	10:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	290	100.000
B		ONE HOUR	✓	191	100.000
C		ONE HOUR	✓	297	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	77	213
	B	121	0	70
	C	250	47	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	4	5
	B	5	0	7
	C	7	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.43	13.63	0.8	3.3	B	175	263
C-AB	0.10	8.03	0.1	0.6	A	45	68
C-A						227	341
A-B						71	106
A-C						195	293

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	531	0.271	142	0.0	0.4	9.771	A
C-AB	36	9	556	0.066	36	0.0	0.1	7.652	A
C-A	187	47			187				
A-B	58	14			58				
A-C	160	40			160				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	172	43	514	0.334	171	0.4	0.5	11.110	B
C-AB	44	11	553	0.080	44	0.1	0.1	7.818	A
C-A	223	56			223				
A-B	69	17			69				
A-C	191	48			191				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	210	53	490	0.429	209	0.5	0.8	13.534	B
C-AB	55	14	550	0.100	55	0.1	0.1	8.024	A
C-A	272	68			272				
A-B	85	21			85				
A-C	235	59			235				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	210	53	490	0.429	210	0.8	0.8	13.629	B
C-AB	55	14	550	0.100	55	0.1	0.1	8.028	A
C-A	272	68			272				
A-B	85	21			85				
A-C	235	59			235				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	172	43	514	0.334	173	0.8	0.5	11.213	B
C-AB	44	11	552	0.080	44	0.1	0.1	7.825	A
C-A	223	56			223				
A-B	69	17			69				
A-C	191	48			191				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	531	0.271	144	0.5	0.4	9.880	A
C-AB	36	9	556	0.066	37	0.1	0.1	7.661	A
C-A	187	47			187				
A-B	58	14			58				
A-C	160	40			160				

Queue Variation Results for each time segment

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.00	0.00	0.52	0.52			N/A	N/A
C-AB	0.10	0.03	0.29	0.52	0.55			N/A	N/A

09:30 - 09:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.03	0.28	0.78	0.78			N/A	N/A
C-AB	0.13	0.03	0.29	0.52	0.55			N/A	N/A

09:45 - 10:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.79	0.03	0.30	1.20	3.34			N/A	N/A
C-AB	0.13	0.03	0.28	0.50	0.52			N/A	N/A

10:00 - 10:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.05	0.52	1.37	1.48			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

10:15 - 10:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.32	0.96	1.28			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

Baseline + Development - Baseline Plus Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Baseline + Development	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A82 / A831 Junction	T-Junction	Two-way	Two-way	Two-way		3.25	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	35	Stream B-AC	3.25	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.26			30.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.02	96	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	575	0.108	0.273	0.172	0.390
B-C	706	0.112	0.282	-	-
C-B	591	0.236	0.236	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Baseline Plus Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	471	100.000
B		ONE HOUR	✓	160	100.000
C		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	168	303
	B	114	0	46
	C	306	80	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	4
	B	4	0	11
	C	2	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.42	15.87	0.8	3.5	C	147	220
C-AB	0.19	8.70	0.3	1.2	A	81	122
C-A						273	409
A-B						154	231
A-C						278	417

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	478	0.252	119	0.0	0.4	10.558	B
C-AB	64	16	538	0.119	63	0.0	0.1	8.016	A
C-A	227	57			227				
A-B	126	32			126				
A-C	228	57			228				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	452	0.318	143	0.4	0.5	12.302	B
C-AB	79	20	537	0.146	78	0.1	0.2	8.319	A
C-A	268	67			268				
A-B	151	38			151				
A-C	272	68			272				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	44	416	0.424	175	0.5	0.8	15.732	C
C-AB	101	25	539	0.188	101	0.2	0.3	8.688	A
C-A	324	81			324				
A-B	185	46			185				
A-C	334	83			334				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	44	415	0.424	176	0.8	0.8	15.872	C
C-AB	101	25	539	0.188	101	0.3	0.3	8.700	A
C-A	324	81			324				
A-B	185	46			185				
A-C	334	83			334				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	452	0.319	145	0.8	0.5	12.438	B
C-AB	79	20	536	0.147	79	0.3	0.2	8.337	A
C-A	268	67			268				
A-B	151	38			151				
A-C	272	68			272				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	477	0.252	121	0.5	0.4	10.681	B
C-AB	64	16	538	0.119	64	0.2	0.2	8.045	A
C-A	227	57			227				
A-B	126	32			126				
A-C	228	57			228				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.76	0.03	0.28	0.76	0.76			N/A	N/A
C-AB	0.28	0.03	0.27	0.49	0.52			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.03	0.31	1.40	3.50			N/A	N/A
C-AB	0.28	0.03	0.31	0.82	1.21			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.04	0.44	1.32	1.45			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.30	0.68	1.14			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
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Filename: A831 A833 Junction.j10
Path: C:\Users\Jamie.Graham\OneDrive - AECOM\Documents\Glen Earach\A831 A833
Report generation date: 18/02/2025 11:20:21

»Baseline Without Development - Baseline, AM
»Baseline Without Development - Baseline, PM
»Baseline With Development - Baseline Plus Development, AM
»Baseline With Development - Baseline Plus Development, PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Baseline Without Development - Baseline																	
Stream B-AC	A1 D1	0.1	0.5	6.16	0.11	A	2.52	A	453 % [Stream B-AC]	A1 D2	0.1	0.5	6.17	0.10	A	2.32	A	396 % [Stream B-AC]
Stream C-AB		0.1	0.5	6.10	0.07	A					0.1	0.5	5.99	0.12	A			

	AM									PM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Baseline With Development - Baseline Plus Development																	
Stream B-AC	A2 D3	0.2	0.6	6.79	0.12	A	2.57	A	382 % [Stream B-AC]	A2 D4	0.1	0.5	6.88	0.12	A	2.38	A	335 % [Stream B-AC]
Stream C-AB		0.1	0.5	6.14	0.07	A					0.1	0.5	6.03	0.12	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

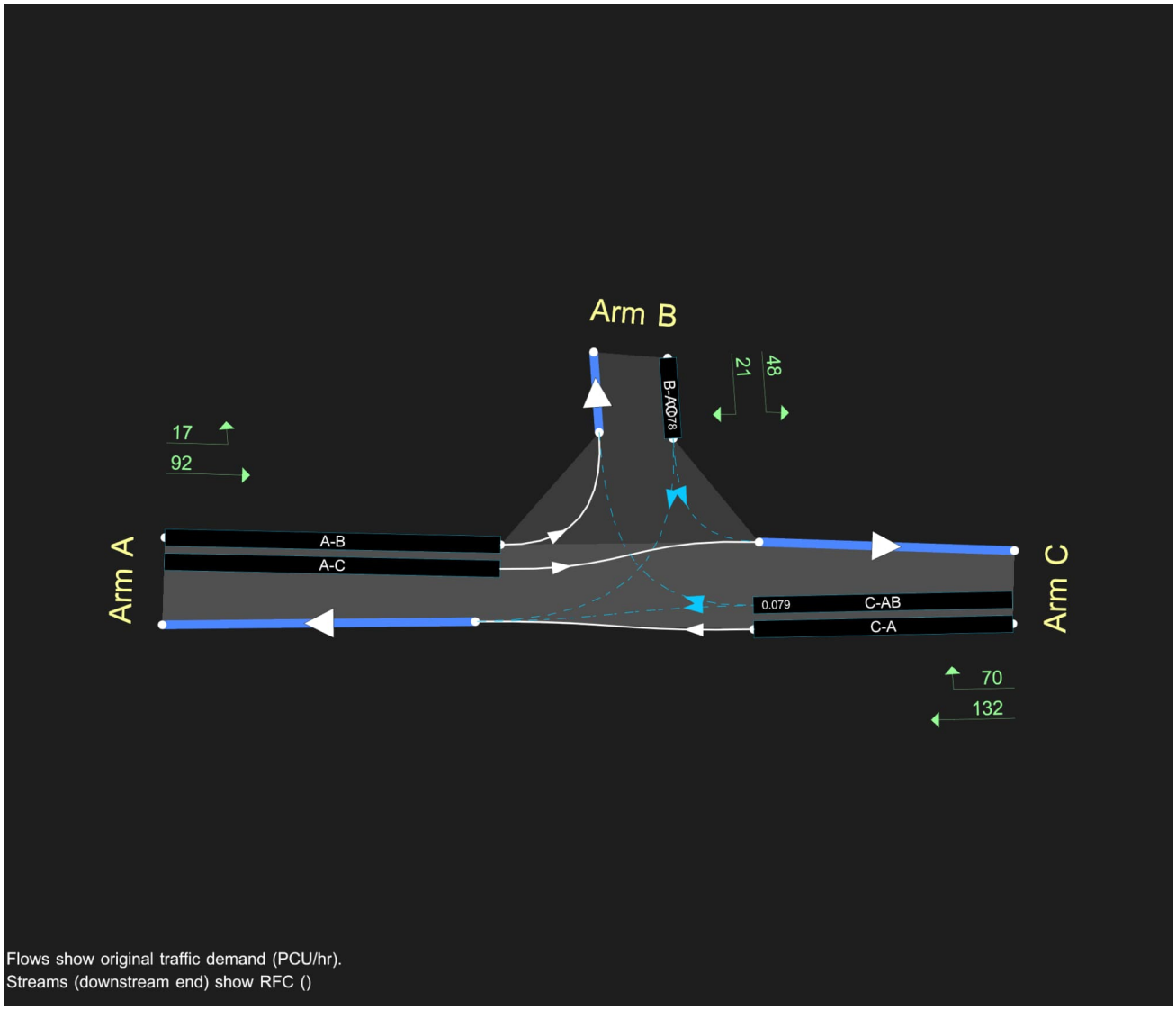
File summary

File Description

Title	A831 / A833 Junction
Location	Drumnadrochit
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	60719875
Enumerator	NA\Jamie.Graham
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline	AM	ONE HOUR	09:00	10:30	15	✓
D2	Baseline	PM	ONE HOUR	17:00	18:30	15	✓
D3	Baseline Plus Development	AM	ONE HOUR	09:00	10:30	15	✓
D4	Baseline Plus Development	PM	ONE HOUR	17:00	18:30	15	✓

Baseline Without Development - Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Baseline Without Development	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.52	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	453	Stream B-AC	2.52	A

Arms

Arms

Arm	Name	Description	Arm type
A	A831 West		Major
B	A833		Minor
C	A831 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.82			200.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.94	22	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	594	0.098	0.248	0.156	0.354
B-C	764	0.109	0.277	-	-
C-B	690	0.246	0.246	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline	AM	ONE HOUR	09:00	10:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	110	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	102
	B	8	0	62
	C	47	39	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	8
	C	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	6.16	0.1	0.5	A	64	96
C-AB	0.07	6.10	0.1	0.5	A	36	54
C-A						43	64
A-B						7	11
A-C						94	140

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	715	0.074	52	0.0	0.1	5.825	A
C-AB	29	7	671	0.044	29	0.0	0.0	5.902	A
C-A	35	9			35				
A-B	6	2			6				
A-C	77	19			77				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	710	0.089	63	0.1	0.1	5.965	A
C-AB	35	9	668	0.053	35	0.0	0.1	5.988	A
C-A	42	11			42				
A-B	7	2			7				
A-C	92	23			92				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	704	0.110	77	0.1	0.1	6.163	A
C-AB	43	11	664	0.065	43	0.1	0.1	6.105	A
C-A	51	13			51				
A-B	9	2			9				
A-C	112	28			112				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	704	0.110	77	0.1	0.1	6.163	A
C-AB	43	11	664	0.065	43	0.1	0.1	6.105	A
C-A	51	13			51				
A-B	9	2			9				
A-C	112	28			112				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	710	0.089	63	0.1	0.1	5.970	A
C-AB	35	9	668	0.053	35	0.1	0.1	5.991	A
C-A	42	11			42				
A-B	7	2			7				
A-C	92	23			92				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	715	0.074	53	0.1	0.1	5.831	A
C-AB	29	7	671	0.044	29	0.1	0.0	5.908	A
C-A	35	9			35				
A-B	6	2			6				
A-C	77	19			77				

Queue Variation Results for each time segment

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.27	0.48	0.51			N/A	N/A
C-AB	0.06	0.03	0.26	0.48	0.50			N/A	N/A

09:30 - 09:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.07	0.03	0.27	0.49	0.52			N/A	N/A

09:45 - 10:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.27	0.48	0.51			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

10:00 - 10:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

10:15 - 10:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

Baseline Without Development - Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Baseline Without Development	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.32	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	396	Stream B-AC	2.32	A

Arms

Arms

Arm	Name	Description	Arm type
A	A831 West		Major
B	A833		Minor
C	A831 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.82			200.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.94	22	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	594	0.098	0.248	0.156	0.354
B-C	764	0.109	0.277	-	-
C-B	690	0.246	0.246	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Baseline	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	95	100.000
B		ONE HOUR	✓	63	100.000
C		ONE HOUR	✓	194	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	84
	B	15	0	48
	C	124	70	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	7	0	2
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	6.17	0.1	0.5	A	58	87
C-AB	0.12	5.99	0.1	0.5	A	65	98
C-A						113	169
A-B						10	15
A-C						77	116

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	685	0.069	47	0.0	0.1	5.819	A
C-AB	53	13	680	0.078	53	0.0	0.1	5.743	A
C-A	93	23			93				
A-B	8	2			8				
A-C	63	16			63				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	679	0.083	57	0.1	0.1	5.966	A
C-AB	64	16	679	0.094	64	0.1	0.1	5.849	A
C-A	110	28			110				
A-B	10	2			10				
A-C	76	19			76				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	671	0.103	69	0.1	0.1	6.175	A
C-AB	79	20	680	0.116	79	0.1	0.1	5.989	A
C-A	135	34			135				
A-B	12	3			12				
A-C	92	23			92				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	671	0.103	69	0.1	0.1	6.175	A
C-AB	79	20	680	0.116	79	0.1	0.1	5.989	A
C-A	135	34			135				
A-B	12	3			12				
A-C	92	23			92				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	679	0.083	57	0.1	0.1	5.968	A
C-AB	64	16	679	0.094	64	0.1	0.1	5.852	A
C-A	110	28			110				
A-B	10	2			10				
A-C	76	19			76				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	685	0.069	47	0.1	0.1	5.827	A
C-AB	53	13	680	0.078	53	0.1	0.1	5.751	A
C-A	93	23			93				
A-B	8	2			8				
A-C	63	16			63				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.26	0.48	0.50			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.03	0.27	0.48	0.51			N/A	N/A
C-AB	0.13	0.03	0.26	0.46	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.13	0.03	0.25	0.45	0.48			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

Baseline With Development - Baseline Plus Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Baseline With Development	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.57	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	382	Stream B-AC	2.57	A

Arms

Arms

Arm	Name	Description	Arm type
A	A831 West		Major
B	A833		Minor
C	A831 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.82			200.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.94	22	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	594	0.098	0.248	0.156	0.354
B-C	764	0.109	0.277	-	-
C-B	690	0.246	0.246	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Baseline Plus Development	AM	ONE HOUR	09:00	10:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	124	100.000
B		ONE HOUR	✓	76	100.000
C		ONE HOUR	✓	94	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	110
	B	14	0	62
	C	55	39	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	42	7
	B	42	0	8
	C	11	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	6.79	0.2	0.6	A	70	105
C-AB	0.07	6.14	0.1	0.5	A	36	54
C-A						50	75
A-B						13	19
A-C						101	151

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	697	0.082	57	0.0	0.1	6.363	A
C-AB	29	7	669	0.044	29	0.0	0.0	5.925	A
C-A	41	10			41				
A-B	11	3			11				
A-C	83	21			83				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	692	0.099	68	0.1	0.1	6.541	A
C-AB	35	9	665	0.053	35	0.0	0.1	6.016	A
C-A	49	12			49				
A-B	13	3			13				
A-C	99	25			99				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	684	0.122	84	0.1	0.2	6.790	A
C-AB	43	11	661	0.065	43	0.1	0.1	6.140	A
C-A	60	15			60				
A-B	15	4			15				
A-C	121	30			121				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	684	0.122	84	0.2	0.2	6.793	A
C-AB	43	11	661	0.065	43	0.1	0.1	6.140	A
C-A	60	15			60				
A-B	15	4			15				
A-C	121	30			121				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	692	0.099	68	0.2	0.1	6.547	A
C-AB	35	9	665	0.053	35	0.1	0.1	6.019	A
C-A	49	12			49				
A-B	13	3			13				
A-C	99	25			99				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	697	0.082	57	0.1	0.1	6.375	A
C-AB	29	7	669	0.044	29	0.1	0.0	5.928	A
C-A	41	10			41				
A-B	11	3			11				
A-C	83	21			83				

Queue Variation Results for each time segment

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.06	0.03	0.26	0.48	0.50			N/A	N/A

09:30 - 09:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.29	0.52	0.55			N/A	N/A
C-AB	0.07	0.03	0.27	0.49	0.52			N/A	N/A

09:45 - 10:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

10:00 - 10:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

10:15 - 10:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

Baseline With Development - Baseline Plus Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Baseline With Development	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	335	Stream B-AC	2.38	A

Arms

Arms

Arm	Name	Description	Arm type
A	A831 West		Major
B	A833		Minor
C	A831 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.82			200.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.94	22	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	594	0.098	0.248	0.156	0.354
B-C	764	0.109	0.277	-	-
C-B	690	0.246	0.246	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Baseline Plus Development	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	109	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	17	92
	B	21	0	48
	C	132	70	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	35	7
	B	33	0	2
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	6.88	0.1	0.5	A	63	95
C-AB	0.12	6.03	0.1	0.5	A	65	98
C-A						120	180
A-B						16	23
A-C						84	127

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	667	0.078	52	0.0	0.1	6.416	A
C-AB	53	13	677	0.079	53	0.0	0.1	5.766	A
C-A	99	25			99				
A-B	13	3			13				
A-C	69	17			69				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	660	0.094	62	0.1	0.1	6.607	A
C-AB	64	16	677	0.095	64	0.1	0.1	5.877	A
C-A	118	29			118				
A-B	15	4			15				
A-C	83	21			83				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	651	0.117	76	0.1	0.1	6.877	A
C-AB	79	20	677	0.117	79	0.1	0.1	6.024	A
C-A	143	36			143				
A-B	19	5			19				
A-C	101	25			101				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	651	0.117	76	0.1	0.1	6.880	A
C-AB	79	20	677	0.117	79	0.1	0.1	6.026	A
C-A	143	36			143				
A-B	19	5			19				
A-C	101	25			101				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	660	0.094	62	0.1	0.1	6.613	A
C-AB	64	16	677	0.095	64	0.1	0.1	5.879	A
C-A	118	29			118				
A-B	15	4			15				
A-C	83	21			83				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	667	0.078	52	0.1	0.1	6.426	A
C-AB	53	13	677	0.079	53	0.1	0.1	5.774	A
C-A	99	25			99				
A-B	13	3			13				
A-C	69	17			69				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.13	0.03	0.26	0.46	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.27	0.49	0.52			N/A	N/A
C-AB	0.14	0.03	0.25	0.45	0.48			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

Annex L – Accident Forecast Calculations

The calculation for forecasting increases in road traffic accidents during the Pre-construction and Enabling and construction periods of the Proposed Development has been based on 2024 traffic survey data and accident history gathered from Police Scotland and CrashMap. 2024 traffic survey data have been used to calculate a 'total annual vehicle kilometres' for each link in the study area. Traffic survey data from November/December 2024 (Winter data) was used to provide a more robust assessment as injury accident numbers would make up a higher percentage of a lower volume of vehicle numbers. The Police Scotland and CrashMap data for each link has then been used to derive a 'vehicle accident rate' for each link for 'slight,' 'serious' and 'fatal' accident severities. This rate is then applied to the increased vehicle kilometres generated because of the Pre-construction and Enabling and construction of the Proposed Development to arrive at a forecast for additional vehicle accidents.

Table 1-15: Forecast Road Accidents on Study Area Roads - Pre-construction and Enabling Period the forecast additional annual road traffic accidents during the Pre-construction and Enabling period for the Proposed Development, with **Table 1-16: Forecast Road Accidents on Study Area Roads - Construction Period** showing this for the construction period.

Table 1-15: Forecast Road Accidents on Study Area Roads - Pre-construction and Enabling Period

Road Link	Forecast Annual Injury Accidents by Severity					
	Recorded 2019-2023			The Proposed Development Pre-construction and Enabling Phase (Annual)		
	Slight	Serious	Fatal	Slight	Serious	Fatal
A82 Inverness	5	3	4	0.0	0.0	0.0
A82 North Drumnadrochit	0	0	0	0.0	0.0	0.0
A82 Drumnadrochit	0	0	0	0.0	0.0	0.0
A82 Lewiston	0	0	1	0.0	0.0	0.0
A82 Urquhart Castle	1	1	0	0.0	0.0	0.0
A82 Grotaig	3	1	0	0.0	0.0	0.0
A82 Alltsigh	0	0	0	0.0	0.0	0.0
A82 Invermoriston	0	0	1	0.0	0.0	0.0
A82 Fort Augustus	3	3	0	0.0	0.0	0.0
A887 Invermoriston	2	2	1	0.0	0.0	0.0
A831 Milton	0	0	0	0.0	0.0	0.0
A831 Strathnacro	1	0	0	0.0	0.0	0.0
A831 Balnain	0	1	0	0.0	0.0	0.0
A833	3	4	0	0.0	0.0	0.0

Table 1-16: Forecast Road Accidents on Study Area Roads - Construction Period

Road Link	Forecast Annual Injury Accidents by Severity					
	Recorded 2019-2023			The Proposed Development Construction Phase (Annual)		
	Slight	Serious	Fatal	Slight	Serious	Fatal
A82 Inverness	5	3	4	0.0	0.0	0.0
A82 North Drumnadrochit	0	0	0	0.0	0.0	0.0
A82 Drumnadrochit	0	0	0	0.0	0.0	0.0
A82 Lewiston	0	0	1	0.0	0.0	0.0

Road Link	Forecast Annual Injury Accidents by Severity					
	Recorded 2019-2023			The Proposed Development Construction Phase (Annual)		
	Slight	Serious	Fatal	Slight	Serious	Fatal
A82 Urquhart Castle	1	1	0	0.0	0.0	0.0
A82 Grotaig	3	1	0	0.0	0.0	0.0
A82 Alltsigh	0	0	0	0.0	0.0	0.0
A82 Invermoriston	0	0	1	0.0	0.0	0.0
A82 Fort Augustus	3	3	0	0.0	0.0	0.0
A887 Invermoriston	2	2	1	0.0	0.0	0.0
A831 Milton	0	0	0	0.0	0.0	0.0
A831 Strathnacro	1	0	0	0.0	0.0	0.0
A831 Balnain	0	1	0	0.0	0.0	0.0
A833	3	4	0	0.1	0.1	0.0

Table 1-15: Forecast Road Accidents on Study Area Roads - Pre-construction and Enabling Period that there is no forecast increase in road accidents because of the Proposed Development in the Pre-construction and Enabling phase. **Table 1-16: Forecast Road Accidents on Study Area Roads - Construction Period** shows a potential very small increase in road traffic accidents because of the Construction phase. The forecast increase only occurs on the A833 road link and is considerably smaller than 1 road traffic accident at an additional 0.1 slight and 0.1 serious accidents.

Table 1-17: Forecast Road Accidents on Study Area Roads (Cumulative Development) - Construction Period summarises the forecast cumulative development effect on road traffic accidents for the construction period of the Proposed Development.

Table 1-17: Forecast Road Accidents on Study Area Roads (Cumulative Development) - Construction Period

Road Link	Forecast Annual Injury Accidents by Severity					
	Recorded 2019-2023			Cumulative Development Construction Phase (Annual)		
	Slight	Serious	Fatal	Slight	Serious	Fatal
A82 Inverness	5	3	4	0.0	0.0	0.0
A82 North Drumnadrochit	0	0	0	0.0	0.0	0.0
A82 Drumnadrochit	0	0	0	0.0	0.0	0.0
A82 Lewiston	0	0	1	0.0	0.0	0.0
A82 Urquhart Castle	1	1	0	0.0	0.0	0.0
A82 Grotaig	3	1	0	0.0	0.0	0.0
A82 Alltsigh	0	0	0	0.0	0.0	0.0
A82 Invermoriston	0	0	1	0.0	0.0	0.0
A82 Fort Augustus	3	3	0	0.1	0.1	0.0
A887 Invermoriston	2	2	1	0.0	0.0	0.0
A831 Milton	0	0	0	0.0	0.0	0.0
A831 Strathnacro	1	0	0	0.0	0.0	0.0
A831 Balnain	0	1	0	0.0	0.0	0.0
A833	3	4	0	0.1	0.1	0.0

Table 1-17: Forecast Road Accidents on Study Area Roads (Cumulative Development) - Construction Period suggests there could potentially be a small increase in road traffic accidents forecast because of cumulative

development at the Pre-construction and Enabling and construction phases. The forecast increases are considerably smaller than 1 additional road accident on each road link with the largest potential increase being an additional 0.1 serious accidents on the A833 and A82 Fort Augustus road links.

The full calculations to arrive at these forecasts are contained here**.**

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents				
Road	Between		Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injusy Accidents		
						Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal
A82 Inverness	A82 / A8082 Junction	A82 Drumnadrochit welcome signage	21	8,097,525	170,048,025	5	3	4	2.940E-02	1.764E-02	2.352E-02	2,987	62,727	0.0	0.0	0.0
A82 North Drumnadrochit	A82 Drumnadrochit welcome signage	A82 / A831 junction Drumnadrochit	1	8,097,525	4,048,763	0	0	0	0.000E+00	0.000E+00	0.000E+00	2,987	1,494	0.0	0.0	0.0
A82 Drumnadrochit	A82 / A831 junction Drumnadrochit	A82 roundabout at Lewiston	1	9,771,050	9,771,050	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	1,549	0.0	0.0	0.0
A82 Lewiston	A82 roundabout at Lewiston	A82 Strone House	2	8,247,175	15,669,633	0	0	1	0.000E+00	0.000E+00	6.382E-02	1,549	2,943	0.0	0.0	0.0
A82 Urquhart Castle	A82 Store House	A82 Grotaig	6	5,564,425	33,386,550	1	1	0	2.995E-02	2.995E-02	0.000E+00	1,549	9,294	0.0	0.0	0.0
A82 Grotaig	A82 Grotaig	Alltsigh	7	4,867,275	32,124,015	3	1	0	9.339E-02	3.113E-02	0.000E+00	1,549	10,223	0.0	0.0	0.0
A82 Alltsigh	A82 Alltsigh	Invermoriston	4	4,881,875	18,062,938	0	0	0	0.000E+00	0.000E+00	0.000E+00	1,549	5,731	0.0	0.0	0.0
A82 Invermoriston	A82 Lodge on Loch Ness	A82 / A887 junction	1	5,002,325	6,252,906	0	0	1	0.000E+00	0.000E+00	1.599E-01	1,549	1,936	0.0	0.0	0.0
A82 Fort Augustus	A82 Invermoriston	Fort Augustus	10	3,848,925	36,949,680	3	3	0	8.119E-02	8.119E-02	0.000E+00	1,549	14,870	0.0	0.0	0.0
A887 Invermoriston	Junction with A82 Invermoriston	Junction with A87	24	2,115,175	50,975,718	2	2	1	3.923E-02	3.923E-02	1.962E-02	0	0	0.0	0.0	0.0
A831 Milton	A82 / A831 junction Drumnadrochit	A831 / A833 junction	2	4,235,825	8,471,650	0	0	0	0.000E+00	0.000E+00	0.000E+00	4,548	9,096	0.0	0.0	0.0
A831 Strathnacro	A831 / A833 junction	A831 / Forest Car Park junction	4	2,706,475	11,096,548	1	0	0	9.012E-02	0.000E+00	0.000E+00	7,202	29,528	0.0	0.0	0.0
A831 Balnain	A831 / Forest Car Park junction	A831 Bridge over River Glass	12	2,005,675	24,669,803	0	1	0	0.000E+00	4.054E-02	0.000E+00	0	0	0.0	0.0	0.0
A833	A831 / A833 junction	A833 / A862 junction	16	1,750,175	28,002,800	3	4	0	1.071E-01	1.428E-01	0.000E+00	2,654	42,464	0.0	0.0	0.0

Study Area Roads Total Forecast Development Accidents	Slight	Serious	Fatal
	0.0	0.0	0.0

Forecast Development Traffic Average Accidents per Study Area Road	Slight	Serious	Fatal
	0.0	0.0	0.0

Road	Average Daily Traffic	Days Per Year	Traffic per Annum	Recorded Accident Period (Years)	Total Traffic for Accident Period
A82 Inverness	4,437	365	1,619,505	5	8,097,525
A82 Welcome to Drumnadroch	4,437	365	1,619,505	5	8,097,525
A82 Drumnadrochit	5,354	365	1,954,210	5	9,771,050
A82 Lewiston	4,519	365	1,649,435	5	8,247,175
A82 Urquhart Castle	3,049	365	1,112,885	5	5,564,425
A82 Grotaig	2,667	365	973,455	5	4,867,275
A82 Alltsigh	2,675	365	976,375	5	4,881,875
A82 Invermoriston	2,741	365	1,000,465	5	5,002,325
A82 Fort Augustus	2,109	365	769,785	5	3,848,925
A887 Invermoriston	1,159	365	423,035	5	2,115,175
A831 Milton	2,321	365	847,165	5	4,235,825
A831 Strathnacro	1,483	365	541,295	5	2,706,475
A831 Balnain	1,099	365	401,135	5	2,005,675
A833	959	365	350,035	5	1,750,175

Number of Stdy Area Roads	14

Road	Average Daily Traffic	Days Per Year	Traffic per Annum	Recorded Accident Period (Years)	Total Development Traffic for Accident Period
A82 Inverness	18	264	4,752	5	23,760
A82 Welcome to Drumnadrochit	18	264	4,752	5	23,760
A82 Drumnadrochit	2	264	528	5	2,640
A82 Lewiston	2	264	528	5	2,640
A82 Urquhart Castle	2	264	528	5	2,640
A82 Grotaig	2	264	528	5	2,640
A82 Alltsigh	2	264	528	5	2,640
A82 Invermoriston	2	264	528	5	2,640
A82 Fort Augustus	2	264	528	5	2,640
A887 Invermoriston	0	264	0	5	0
A831 Milton	20	264	5,280	5	26,400
A831 Strathnacro	24	264	6,336	5	31,680
A831 Balnain	0	264	0	5	0
A833	4	264	1,056	5	5,280

Vehicle Km Metric
1,000,000

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents				
Road	Between		Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injusy Accidents		
						Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal
A82 Inverness	A82 / A8082 Junction	A82 Drumnadrochit welcome signage	21	8,097,525	170,048,025	5	3	4	2.940E-02	1.764E-02	2.352E-02	41,057	862,197	0.0	0.0	0.0
A82 North Drumnadrochit	A82 Drumnadrochit welcome signage	A82 / A831 junction Drumnadrochit	1	8,097,525	4,048,763	0	0	0	0.000E+00	0.000E+00	0.000E+00	41,057	20,529	0.0	0.0	0.0
A82 Drumnadrochit	A82 / A831 junction Drumnadrochit	A82 roundabout at Lewiston	1	9,771,050	9,771,050	0	0	0	0.000E+00	0.000E+00	0.000E+00	2,362	2,362	0.0	0.0	0.0
A82 Lewiston	A82 roundabout at Lewiston	A82 Strone House	2	8,247,175	15,669,633	0	0	1	0.000E+00	0.000E+00	6.382E-02	2,362	4,488	0.0	0.0	0.0
A82 Urquhart Castle	A82 Store House	A82 Grotaig	6	5,564,425	33,386,550	1	1	0	2.995E-02	2.995E-02	0.000E+00	2,362	14,172	0.0	0.0	0.0
A82 Grotaig	A82 Grotaig	Alltsigh	7	4,867,275	32,124,015	3	1	0	9.339E-02	3.113E-02	0.000E+00	2,362	15,589	0.0	0.0	0.0
A82 Alltsigh	A82 Alltsigh	Invermoriston	4	4,881,875	18,062,938	0	0	0	0.000E+00	0.000E+00	0.000E+00	2,362	8,739	0.0	0.0	0.0
A82 Invermoriston	A82 Lodge on Loch Ness	A82 / A887 junction	1	5,002,325	6,252,906	0	0	1	0.000E+00	0.000E+00	1.599E-01	2,362	2,953	0.0	0.0	0.0
A82 Fort Augustus	A82 Invermoriston	Fort Augustus	10	3,848,925	36,949,680	3	3	0	8.119E-02	8.119E-02	0.000E+00	2,362	22,675	0.0	0.0	0.0
A887 Invermoriston	Junction with A82 Invermoriston	Junction with A87	24	2,115,175	50,975,718	2	2	1	3.923E-02	3.923E-02	1.962E-02	0	0	0.0	0.0	0.0
A831 Milton	A82 / A831 junction Drumnadrochit	A831 / A833 junction	2	4,235,825	8,471,650	0	0	0	0.000E+00	0.000E+00	0.000E+00	43,419	86,838	0.0	0.0	0.0
A831 Strathnacro	A831 / A833 junction	A831 / Forest Car Park junction	4	2,706,475	11,096,548	1	0	0	9.012E-02	0.000E+00	0.000E+00	100,032	410,131	0.0	0.0	0.0
A831 Balnain	A831 / Forest Car Park junction	A831 Bridge over River Glass	12	2,005,675	24,669,803	0	1	0	0.000E+00	4.054E-02	0.000E+00	0	0	0.0	0.0	0.0
A833	A831 / A833 junction	A833 / A862 junction	16	1,750,175	28,002,800	3	4	0	1.071E-01	1.428E-01	0.000E+00	56,613	905,808	0.1	0.1	0.0

Study Area Roads Total Forecast Development Accidents	Slight	Serious	Fatal
	0.2	0.1	0.0

Forecast Development Traffic Average Accidents per Study Area Road	Slight	Serious	Fatal
	0.0	0.0	0.0

Road	Average Daily Traffic	Days Per Year	Traffic per Annum	Recorded Accident Period (Years)	Total Traffic for Accident Period
A82 Inverness	4,437	365	1,619,505	5	8,097,525
A82 Welcome to Drumnadroch	4,437	365	1,619,505	5	8,097,525
A82 Drumnadrochit	5,354	365	1,954,210	5	9,771,050
A82 Lewiston	4,519	365	1,649,435	5	8,247,175
A82 Urquhart Castle	3,049	365	1,112,885	5	5,564,425
A82 Grotaig	2,667	365	973,455	5	4,867,275
A82 Alltsigh	2,675	365	976,375	5	4,881,875
A82 Invermoriston	2,741	365	1,000,465	5	5,002,325
A82 Fort Augustus	2,109	365	769,785	5	3,848,925
A887 Invermoriston	1,159	365	423,035	5	2,115,175
A831 Milton	2,321	365	847,165	5	4,235,825
A831 Strathnacro	1,483	365	541,295	5	2,706,475
A831 Balnain	1,099	365	401,135	5	2,005,675
A833	959	365	350,035	5	1,750,175

Number of Stdy Area Roads	14

Road	Average Daily Traffic	Days Per Year	Traffic per Annum	Recorded Accident Period (Years)	Total Development Traffic for Accident Period
A82 Inverness	110	264	29,040	5	145,200
A82 Welcome to Drumnadrochit	110	264	29,040	5	145,200
A82 Drumnadrochit	4	264	1,056	5	5,280
A82 Lewiston	4	264	1,056	5	5,280
A82 Urquhart Castle	4	264	1,056	5	5,280
A82 Grotaig	4	264	1,056	5	5,280
A82 Alltsigh	4	264	1,056	5	5,280
A82 Invermoriston	4	264	1,056	5	5,280
A82 Fort Augustus	4	264	1,056	5	5,280
A887 Invermoriston	0	264	0	5	0
A831 Milton	114	264	30,096	5	150,480
A831 Strathnacro	212	264	55,968	5	279,840
A831 Balnain	0	264	0	5	0
A833	98	264	25,872	5	129,360

Vehicle Km Metric
1,000,000

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents				
Road	Between		Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injury Accidents		
						Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal
A82 Inverness	A82 / A8082 Junction	A82 Drumnadrochit welcome signage	21	8,097,525	170,048,025	5	3	4	2.940E-02	1.764E-02	2.352E-02	80,890	1,698,690	0.0	0.0	0.0
A82 North Drumnadrochit	A82 Drumnadrochit welcome signage	A82 / A831 junction Drumnadrochit	1	8,097,525	4,048,763	0	0	0	0.000E+00	0.000E+00	0.000E+00	80,890	40,445	0.0	0.0	0.0
A82 Drumnadrochit	A82 / A831 junction Drumnadrochit	A82 roundabout at Lewiston	1	9,771,050	9,771,050	0	0	0	0.000E+00	0.000E+00	0.000E+00	31,884	31,884	0.0	0.0	0.0
A82 Lewiston	A82 roundabout at Lewiston	A82 Strone House	2	8,247,175	15,669,633	0	0	1	0.000E+00	0.000E+00	6.382E-02	31,884	60,580	0.0	0.0	0.0
A82 Urquhart Castle	A82 Store House	A82 Grotaig	6	5,564,425	33,386,550	1	1	0	2.995E-02	2.995E-02	0.000E+00	31,884	191,304	0.0	0.0	0.0
A82 Grotaig	A82 Grotaig	Alltsigh	7	4,867,275	32,124,015	3	1	0	9.339E-02	3.113E-02	0.000E+00	31,884	210,434	0.0	0.0	0.0
A82 Alltsigh	A82 Alltsigh	Invermoriston	4	4,881,875	18,062,938	0	0	0	0.000E+00	0.000E+00	0.000E+00	31,884	117,971	0.0	0.0	0.0
A82 Invermoriston	A82 Lodge on Loch Ness	A82 / A887 junction	1	5,002,325	6,252,906	0	0	1	0.000E+00	0.000E+00	1.599E-01	31,884	39,855	0.0	0.0	0.0
A82 Fort Augustus	A82 Invermoriston	Fort Augustus	10	3,848,925	36,949,680	3	3	0	8.119E-02	8.119E-02	0.000E+00	119,488	1,147,085	0.1	0.1	0.0
A887 Invermoriston	Junction with A82 Invermoriston	Junction with A87	24	2,115,175	50,975,718	2	2	1	3.923E-02	3.923E-02	1.962E-02	32,802	790,528	0.0	0.0	0.0
A831 Milton	A82 / A831 junction Drumnadrochit	A831 / A833 junction	2	4,235,825	8,471,650	0	0	0	0.000E+00	0.000E+00	0.000E+00	53,730	107,460	0.0	0.0	0.0
A831 Strathnacro	A831 / A833 junction	A831 / Forest Car Park junction	4	2,706,475	11,096,548	1	0	0	9.012E-02	0.000E+00	0.000E+00	110,343	452,406	0.0	0.0	0.0
A831 Balnain	A831 / Forest Car Park junction	A831 Bridge over River Glass	12	2,005,675	24,669,803	0	1	0	0.000E+00	4.054E-02	0.000E+00	10,311	126,825	0.0	0.0	0.0
A833	A831 / A833 junction	A833 / A862 junction	16	1,750,175	28,002,800	3	4	0	1.071E-01	1.428E-01	0.000E+00	56,613	905,808	0.1	0.1	0.0

Study Area Roads Total Forecast Development Accidents	Slight	Serious	Fatal
	0.2	0.2	0.1

Forecast Development Traffic Average Accidents per Study Area Road	Slight	Serious	Fatal
	0.0	0.0	0.0

Road	Average Daily Traffic	Days Per Year	Traffic per Annum	Recorded Accident Period (Years)	Total Traffic for Accident Period
A82 Inverness	4,437	365	1,619,505	5	8,097,525
A82 Welcome to Drumnadroch	4,437	365	1,619,505	5	8,097,525
A82 Drumnadrochit	5,354	365	1,954,210	5	9,771,050
A82 Lewiston	4,519	365	1,649,435	5	8,247,175
A82 Urquhart Castle	3,049	365	1,112,885	5	5,564,425
A82 Grotaig	2,667	365	973,455	5	4,867,275
A82 Alltsigh	2,675	365	976,375	5	4,881,875
A82 Invermoriston	2,741	365	1,000,465	5	5,002,325
A82 Fort Augustus	2,109	365	769,785	5	3,848,925
A887 Invermoriston	1,159	365	423,035	5	2,115,175
A831 Milton	2,321	365	847,165	5	4,235,825
A831 Strathnacro	1,483	365	541,295	5	2,706,475
A831 Balnain	1,099	365	401,135	5	2,005,675
A833	959	365	350,035	5	1,750,175

Number of Stdy Area Roads	14

Road	Average Daily Traffic	Days Per Year	Traffic per Annum	Recorded Accident Period (Years)	Total Development Traffic for Accident Period
A82 Inverness	132	264	34,848	7	39,833
A82 Welcome to Drumnadrochit	132	264	34,848	7	39,833
A82 Drumnadrochit	108	264	28,512	7	29,522
A82 Lewiston	108	264	28,512	7	29,522
A82 Urquhart Castle	108	264	28,512	7	29,522
A82 Grotaig	108	264	28,512	7	29,522
A82 Alltsigh	108	264	28,512	7	29,522
A82 Invermoriston	108	264	28,512	7	29,522
A82 Fort Augustus	316	264	83,424	7	117,126
A887 Invermoriston	120	264	31,680	7	32,802
A831 Milton	24	264	6,336	7	10,311
A831 Strathnacro	24	264	6,336	7	10,311
A831 Balnain	24	264	6,336	7	10,311
A833	0	264	0	7	0

Vehicle Km Metric
1,000,000

Glen Earrach AECOM