

Appendix 1

Scheme Traffic Data

Scottish Executive Upper Forth Crossing At Kincardine

Environmental Statement - Appendix 1

Scheme Traffic Data

All traffic data have been supplied by FaberMaunsell, the Scottish Executive's Transportation consultant for this project. The data is derived from their Kincardine Wide Area Model (KWAM), which has in turn been derived from the Central Scotland Transport Model (CSTM3). The CSTM3 is currently the Scottish Executive's principal modelling tool, which is used to assess the impacts of transport investment throughout the country. The KWAM covers an area from the east of Glasgow City Centre to the Edinburgh City Bypass and from a point to the north of Perth and Dundee to the M74/A702 junction in the south.

Forecasts were prepared for the Do Minimum and Do Something scenarios for an opening year of 2006 and design year of 2021 assuming high traffic growth. Runs for 2010 were also undertaken for the purposes of carrying out the air quality assessment. A high traffic growth has been assumed in order to assess the worst-case scenario with respect to noise and air quality impacts.

The Do Minimum network contained those additions to the 2000 base network that are committed or under construction such as the Eastern Link Road.

The models were run for the morning and afternoon peak hours and an inter-peak hour. From these time periods estimates of 12 hour, 18 hour and Annual Average Daily Traffic (AADT) were derived.

A summary of the traffic data provided for the purposes of the Environmental Impact Assessment are contained on the 'stick figures' in the following pages and represent the traffic flow in each direction on the roads identified. The data given in these 'stick figures' represents rounded values for predicted traffic flow. However, the Environmental Impact Assessment was carried out prior to these figures being rounding.

The following 'stick figures' are included in this Appendix:

- 2003 Base Year (High Growth) Environmental Data
- 2006 Do-Minimum (High Growth) Environmental Data
- 2006 Do-Something (High Growth) Environmental Data
- 2006 Do-Minimum (High Growth) Kincardine Bridge Closure Environmental Data
- 2006 Do-Something (High Growth) Kincardine Bridge Closure Environmental Data
- 2010 Do-Minimum (High Growth) Environmental Data
- 2010 Do-Something (High Growth) Environmental Data
- 2021 Do-Minimum (High Growth) Environmental Data
- 2021 Do-Something (High Growth) Environmental Data

Further information on traffic forecasting can be found in FaberMaunsell's document entitled 'Traffic Forecasting and Economics Appraisal Report - Preferred Option', August 2003.