

9 TRAFFIC AND TRANSPORT

9.1 Introduction

9.1.1 A Transportation Statement relating to the proposal for the Barr Killoch ERP has been undertaken by Andrew Carrie Traffic and Transportation Ltd (ACTT), the full report of which is included as Appendix 9.1 to this Environmental Statement. This includes a Travel Plan Framework (TPF). The following is a summary of the findings of the Transportation Statement.

9.2 Baseline Conditions

9.2.1 The site lies to the north of the A70 between the settlements of Ochiltree and Coylton. The site is well connected to the strategic road network; the A70 continues westward into Ayr via Holmston Roundabout on the A77, and eastwards through Cumnock, Douglas to the M74, and onwards to Edinburgh.

9.2.2 The application site will be accessed from the A70 using the existing access junction.

9.2.3 The existing site access junction has adequate width to allow even the largest goods vehicles to turn in and out, and as stated above, incorporates entry and exit tapers. ACTT have examined the junction in relation to current design standards, and conclude that the junction has been designed to current standards.

9.3 Scope

9.3.1 ACTT have discussed the proposal with the appropriate officers in East Ayrshire Council's Roads Department in order to agree a methodology to carry out the Transportation Statement.

9.3.2 The scope of the Transportation Statement is as follows:

- Establish the road and transport network in the vicinity of the site
- Examine the access junction which currently serves the site, in terms of its layout and junction visibility standards
- Traffic associated with the proposed development is calculated and distributed on to the road network, first for employees arriving and leaving work, and also for lorry movements over the course of the day.

- Examine road safety, and the injury accident record on the A70 in the vicinity of the proposed site access
- Set out a framework for a possible Travel Plan

9.5 Potential Impacts

9.5.1 The proposed development will have the capacity to treat up to 120,000 tonnes of residual waste per year in the MRF. This will generate 85,000 tonnes per year of RDF which will be utilised within the energy recovery gasification facility.

9.5.2 In total, the site is expected to generate 43 lorry movement inwards, and 43 lorry movements outwards, during the defined hours for acceptance of waste. This results in an average of 8 or 9 lorry movements per hour – half of those loaded, the remaining half will be empty. This represents a negligible increase in the number of lorry movements on the A70, and would make no noticeable difference to other road users.

9.5.3 The proposal is predicted to increase total traffic by approximately 0.3% with respect to the two-way traffic flow on the A70 to the west of the development, and approximately 1% to the east. These traffic flow increases would lie well within normal daily variations in traffic flows, and would be indiscernible to road users.

9.5.4 The injury accident record indicates that the site access has operated safely for many years. While the development will add turning traffic, all relevant safety standards are met, so there is no reason to suggest that the injury accident record is likely to become worse.

9.6 Conclusions

9.6.1 The Transportation Statement concludes that the potential traffic impact of the proposed development represents a negligible increase in the number of lorry movements on the A70, and would make no noticeable difference to other road users.

9.6.2 The existing junction is designed to a suitable standard, and has adequate capacity to accommodate traffic to and from the proposed development.