

**Beauly to Blackhillock to New Deer to
Peterhead 400 kV Project
Environmental Impact Assessment Report
Volume 5 | Appendices**

**Appendix 13.4 – Network Rail – Traffic Impact
Assessment**



APPENDIX 13.4 – Network Rail – Traffic Impact Assessment

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Appendix Figures

Figure 13.4.1 Network Rail line Intercepts with Construction Access Routes.

Appendix Annexes

No Appendix Annexes associated with this Report.

1 Introduction

- 1.1.1 Network Rail have identified a requirement to prepare a Traffic Assessment to identify proposed construction and engineering works in the vicinity of the Inverness to Aberdeen railway line and to consider the effects of construction traffic on the existing traffic flows and the public road network. With this information, Network Rail can consider the potential impacts where / if the traffic crosses over / under their infrastructure and the suitability of these crossings.

2 Methodology

- 2.1.1 The proposed scope and objectives of this Appendix are to:
- identify the proposed access routes for construction traffic;
 - determine the locations where construction traffic routes cross network rail track;
 - identify constraints at these locations;
 - extract Total vehicles (all vehicles) and Heavy Goods Vehicle (HGV) peak two-way (inbound and outbound) daily trips generated by construction activities from the corresponding 'Beauly to Peterhead Overhead Line Transport Assessments' (found within **Appendices 13.1, 13.2, and 13.3** of the EIA Report) for each local planning authority area; and
 - review the impact of construction traffic against the available data in the locations identified.

3 Traffic Data

- 3.1.1 **Figure 13.4.1** shows the proposed construction traffic access routes and locations at which these routes intersect with network rail lines.
- 3.1.2 The indicative peak total and HGV daily construction traffic generation has been calculated in the relevant Transport Assessments (found within **Appendices 13.1, 13.2, and 13.3** of the EIA Report), by assigning sections of the Proposed Development access routes from indicative construction compound (or Yard) locations to working area access points.
- 3.1.3 The trip generation for each construction traffic access route is associated with access points along the Proposed Development that have been grouped together per section (as detailed in the **Chapter 13: Transport** and Transport Assessments (found within **Appendices 13.1, 13.2, and 13.3** of the EIA Report)).
- 3.1.4 The indicative peak total and HGV daily construction traffic generation is shown in **Table 3.1** as it corresponds with the existing Network Rail infrastructure along that access route.
- 3.1.5 As can be seen from **Table 3.1**, there are 14 points of interaction with Network Rail infrastructure along the Study Area. It is anticipated that the Proposed Development's construction would generate at its peak 226 total trips per day.
- 3.1.6 It has also been identified that there are only three instances of Network Rail infrastructure with signed constraints however these are height restrictions and construction traffic is expected to route over these structures rather than under them therefore there are no known restrictions on the local road network.

Table 3.1: Indicative Total Daily Traffic Generation at each Rail Intersection Point

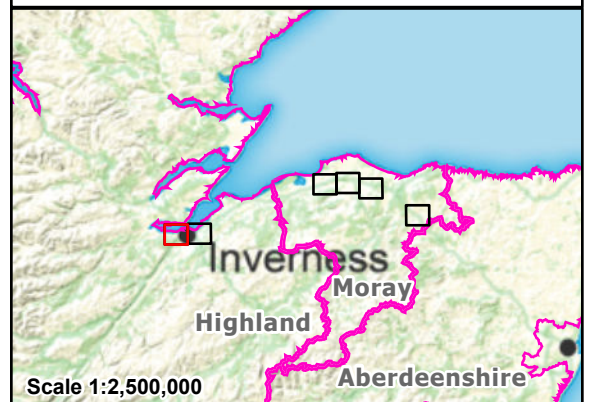
Point	Road	ESDAL (Electronic Service Delivery for Abnormal Loads) Structure Ref Number	Unique Id	ESDAL Structure Details	Weight Restrictions / Height restrictions	Total Traffic	Total HGV
1	A862	S-NH601461-1	A08620050	Rail Bridge (Overbridge) Inverness – Wick Line	Signed Height: 5.05 m / 16.5'	225	150
2	C1114	S-NH616454-1	WCK-2-1276	Level Crossing, AOCL, Structure Number - 31276	No Signed Constraints	225	150
3	A862	S-NH645464-1	WCK/B/12	Road Bridge (Underbridge) Inverness - Wick	No Signed Constraints	225	150
4	A82	S-NH667457-1	A82 1520	Road Bridge (Underbridge) Simply Supported Span	No Signed Constraints	225	150
5	Trunk Rd (A9)	S-NH684457-1	A9 1330	Road Bridge (Underbridge) Integral Structure	No Signed Constraints	225	150
6	Trunk Rd (A96)	S-NH687456 - 01 / -02	A96 580	Road Bridge (Underbridge) continuous span/ simply supported span	No Signed Constraints	226	150
7	Trunk Road (A96)	S-NJ127617-1	A96 480	Road Bridge (Underbridge) simply supported span	No Signed Constraints	226	150
8	B9010	S-NJ202620-1	ANI2/B/19	Road Bridge (Underbridge) - masonry arch, Aberdeen - Inverness	No Signed Constraints	225	150
9	A941	S-NJ220621-1	ANI2/B/21	Road Bridge (Underbridge) Aberdeen - Inverness	No Signed Constraints	225	150
10	B9103	S-NJ259611-1	ANI2294/034	Road Bridge (Overbridge) - masonry arch, Aberdeen - Inverness	Signed height 3.9624 m / 13'	226	150
11	U20E	S-NJ308550-1	ANI2294/048	Road Bridge (Overbridge) - masonry arch, Aberdeen - Inverness	Signed height - 4.572 m / 15'	226	150
12	Trunk Road (A96)	S-NJ417511-1	A96 380	Road Bridge (Underbridge), mortar jointed	No signed constraints	226	150
13	Trunk Road (A96)	S-NJ428507-1	A96 350	Road Bridge (Underbridge), simply supported span	No signed constraints	226	150
14	A95	S-NJ446517-1	ANI1/B/184	Road Bridge (Underbridge) - masonry arch, Aberdeen - Inverness Line	No signed constraints	226	150

4 Conclusions

- 4.11 The assessment of predicted construction vehicles associated with the Proposed Development indicates that railway track intersections along the proposed access routes would experience negligible disruption. For the locations identified, with the information available, the additional HGV construction traffic trips are expected to have no effect on the local and trunk road network operations.

Legend

- Intersections
- Railway Track
- Trunk Roads
- Traffic and Transport Study Area



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Project: Beauly to Blackhillock to New Deer to Peterhead 400kV OHL Project

Title: Figure 13.4.1 - Network Rail Line Intercepts with Construction Access Routes
Page 1 of 6

Drawn by: JO Date: 28/08/2025

Drawing: B2P-WSP-DA-70092380-176

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0 0.5 1 2 Kilometres

Longman Point

Football Ground

Longman Industrial Estate

Law Court

INVERNESS/ INBHIR NIS

Raigmore

Hosp

Culcabock

Hilton

Sch

Sch

CH

Motel

Chambered Cairn

Druid Temple Fm

Seafield

PH

Retail Park

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Inshes

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Parks

Castle Heather

General Wade's Road

Chambered Cairn

Milton of Leys

Milton

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Blackhill

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Ring Cairn

Upper Cullernie

Balmachree

Cullernie Wood

Chapelton

Culloden Wood

Culloden Muir

Cairn

Culloden Battlefield 1746

Cairns

Culchunaig

Blackpark

Woodside

Well

Smithton

Blacktown

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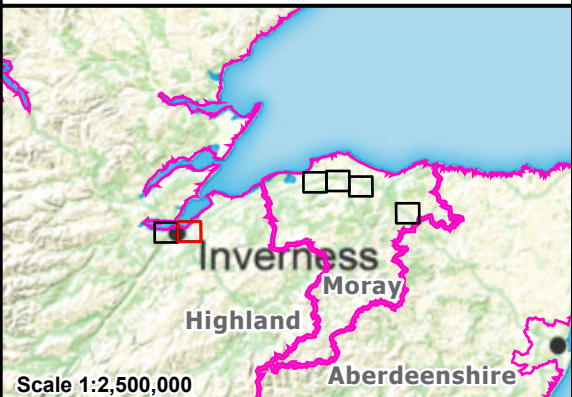
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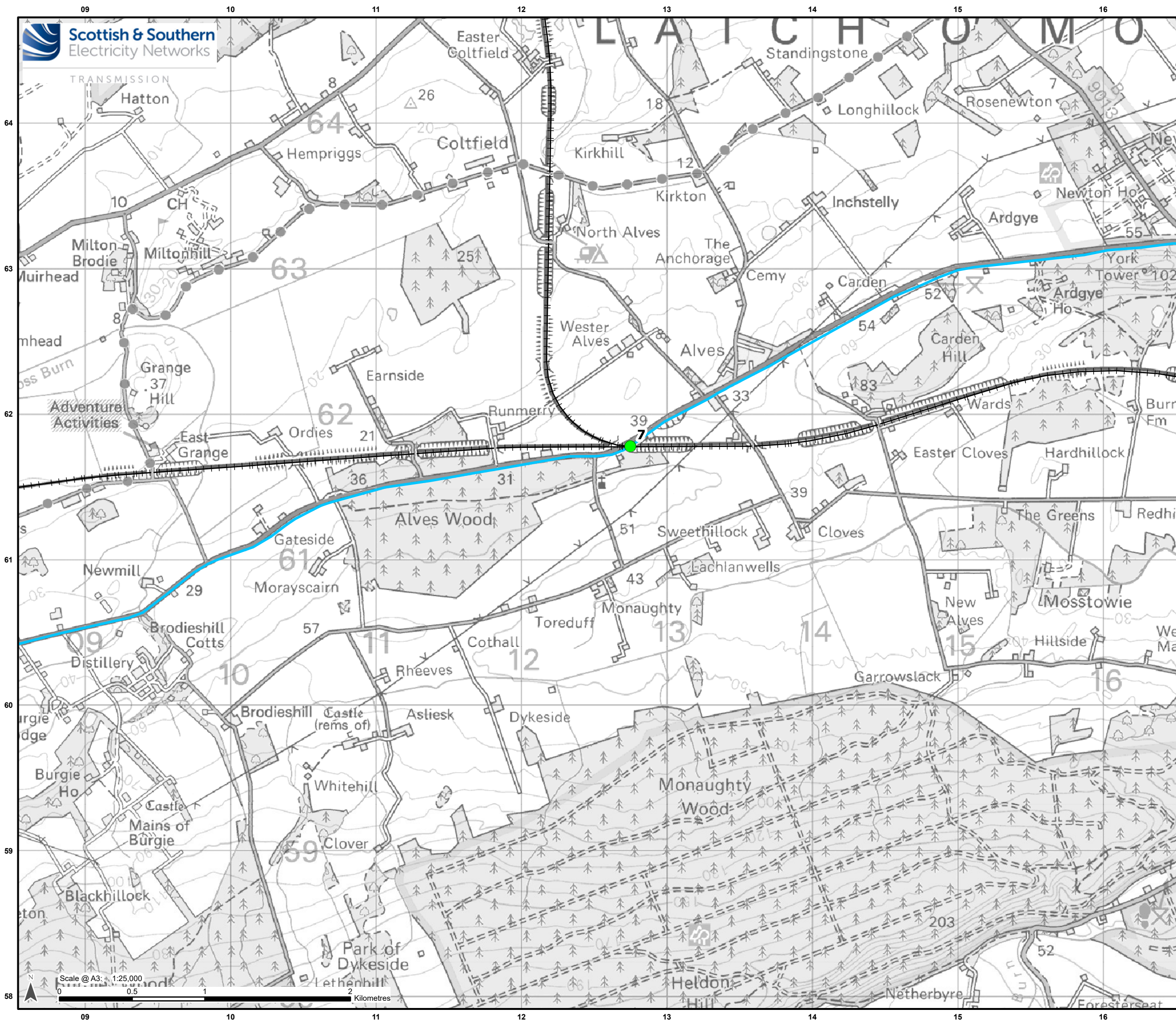
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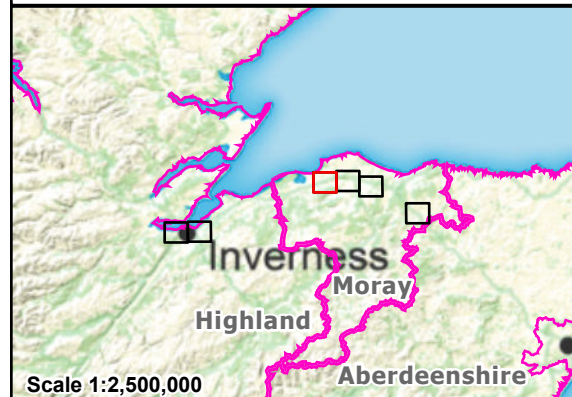
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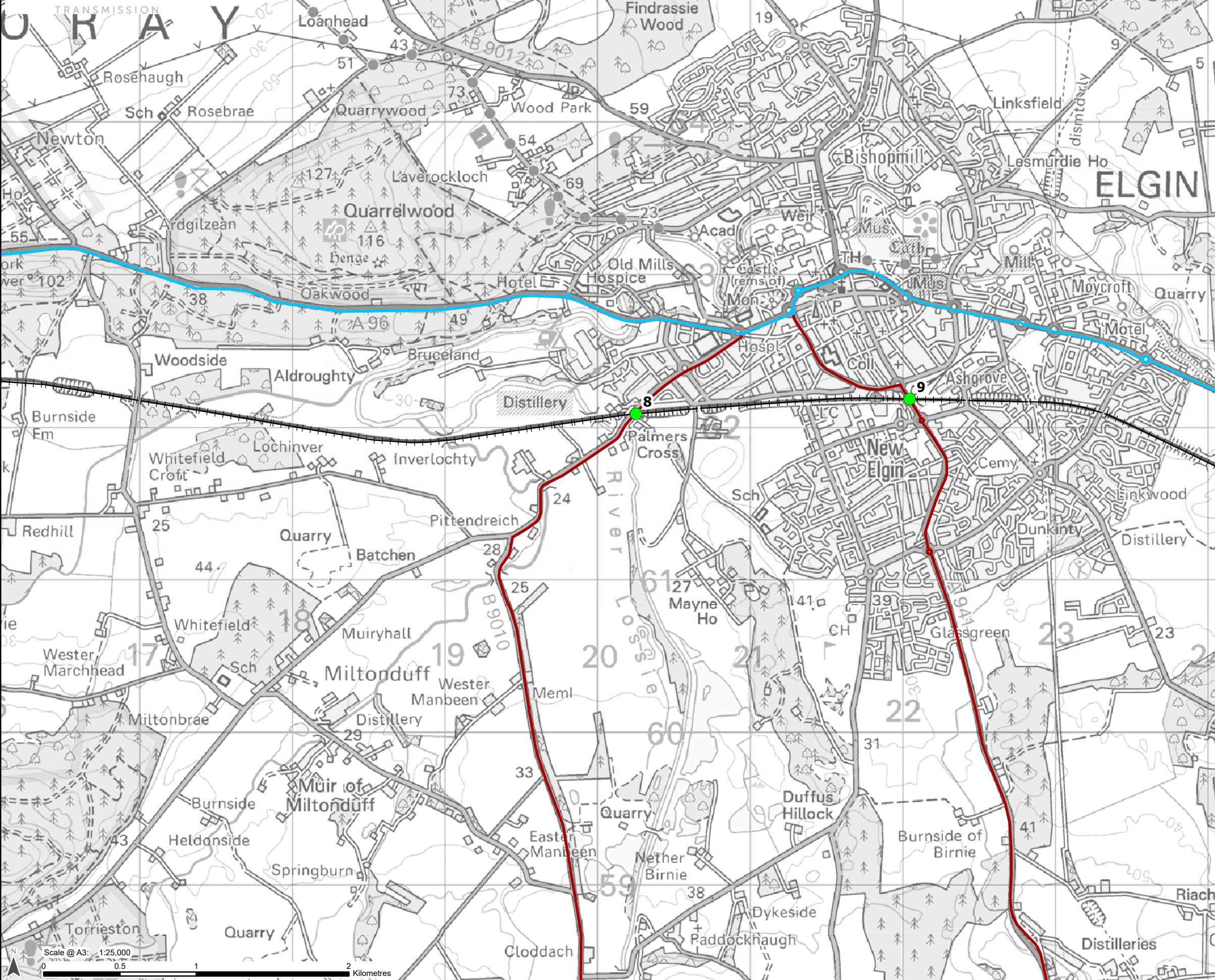
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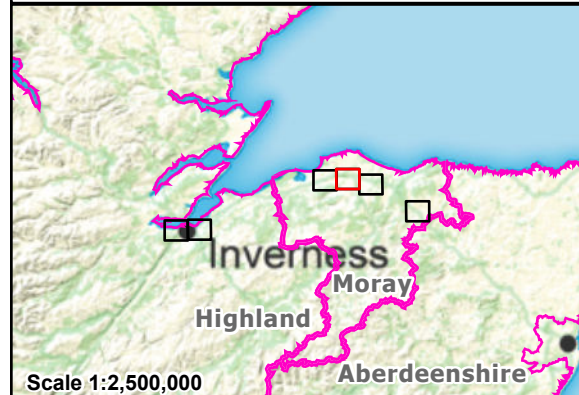
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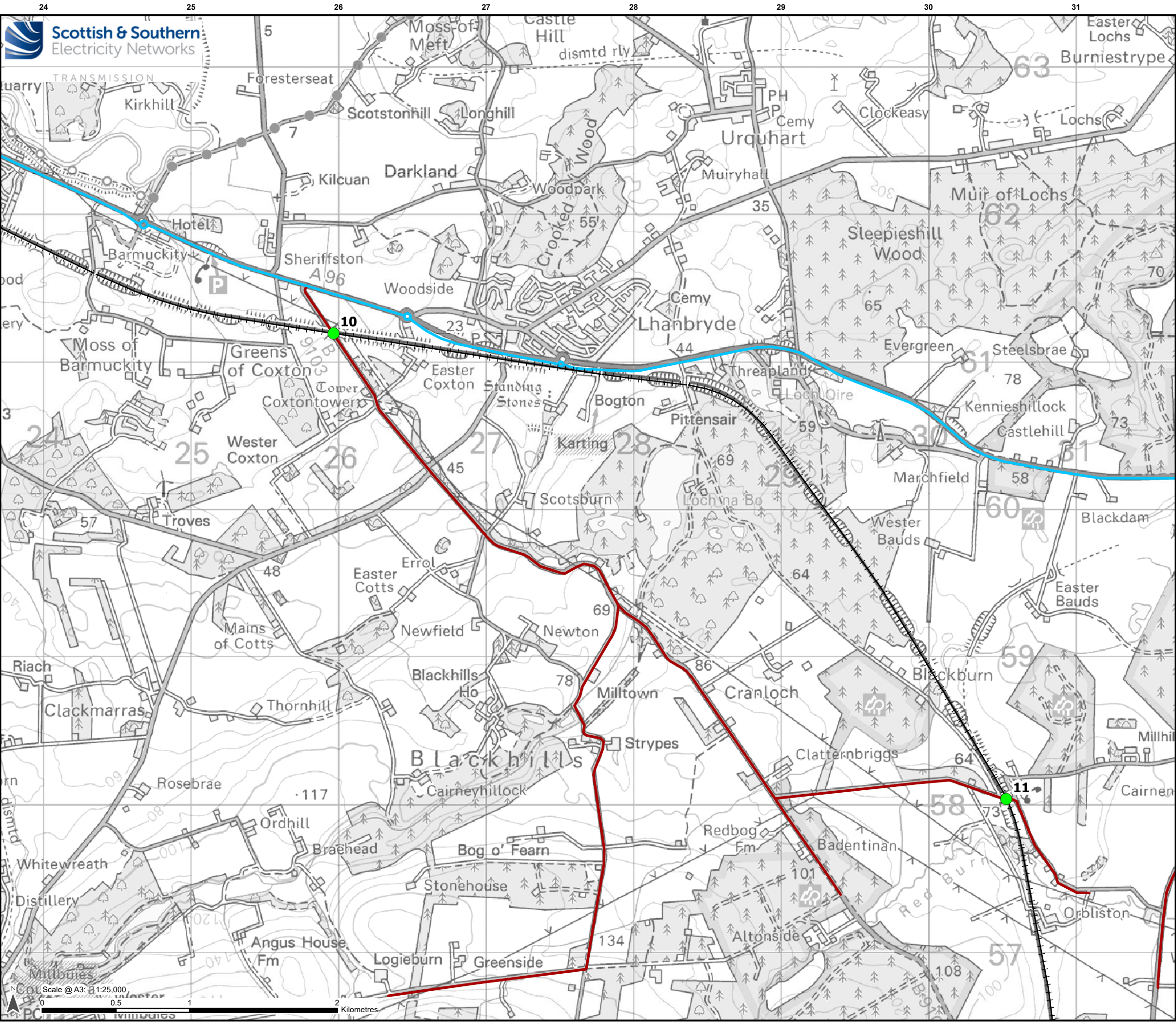
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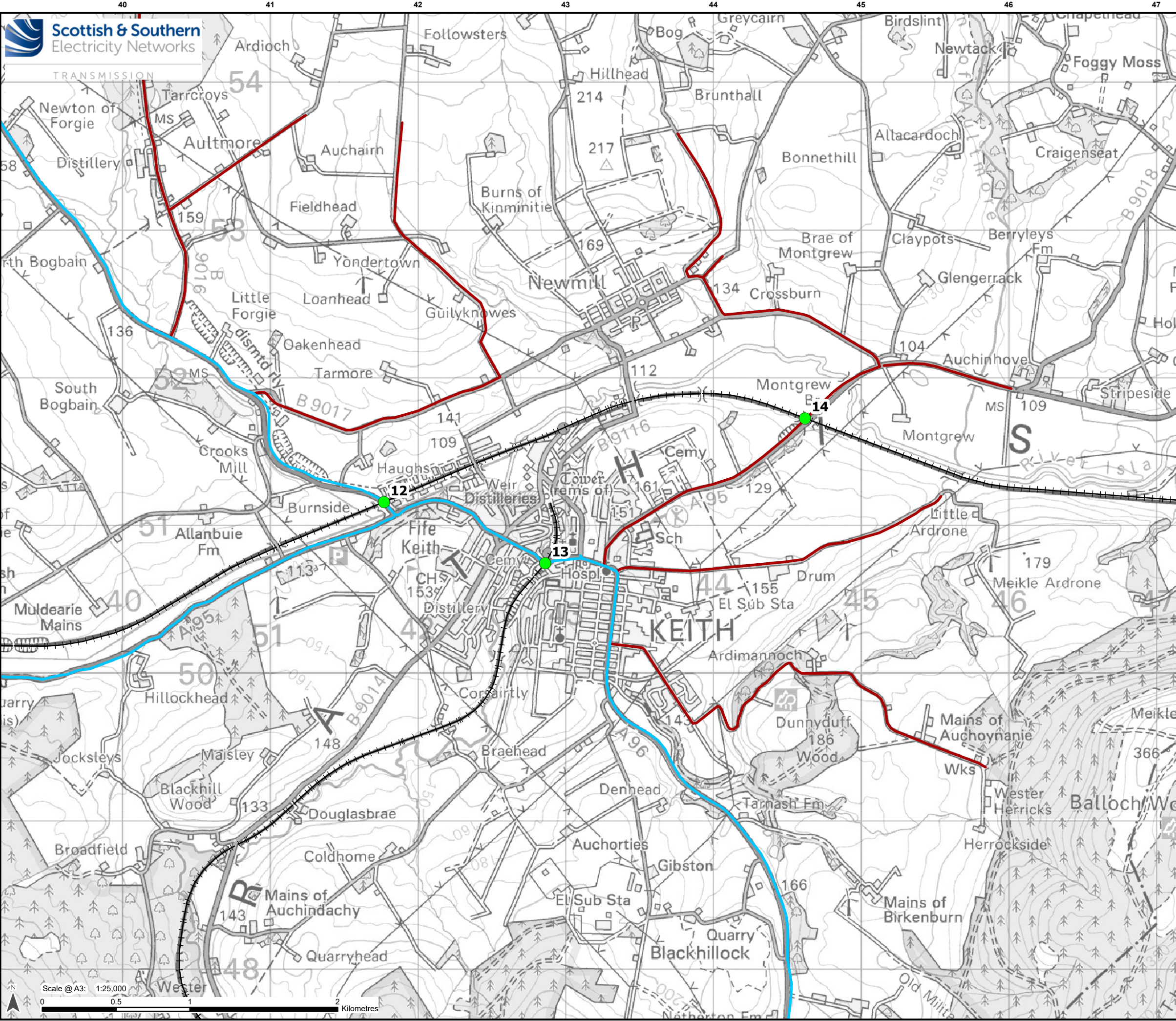
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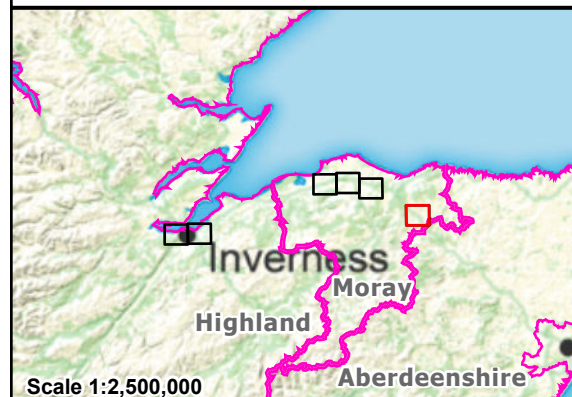
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