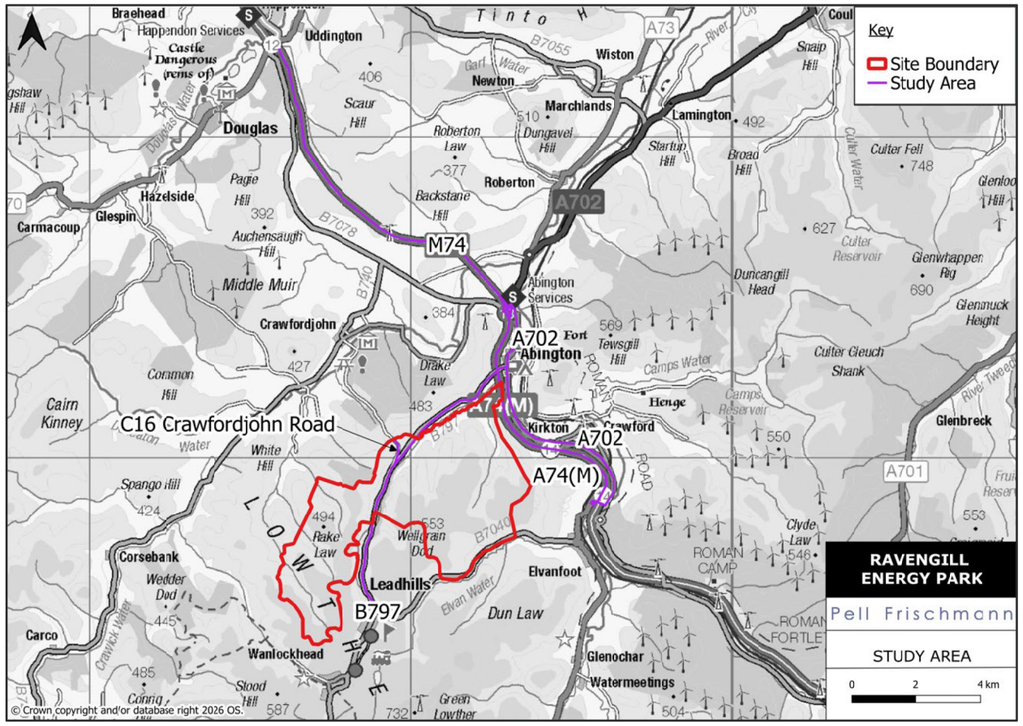
Figure 5 Study Area



Note that the Study Area chosen relates to those roads likely to be subject to the biggest increase in construction traffic i.e. those closest to the Site for which their users could experience significant effects and does not include all roads used in the movement of construction materials and AIL traffic.

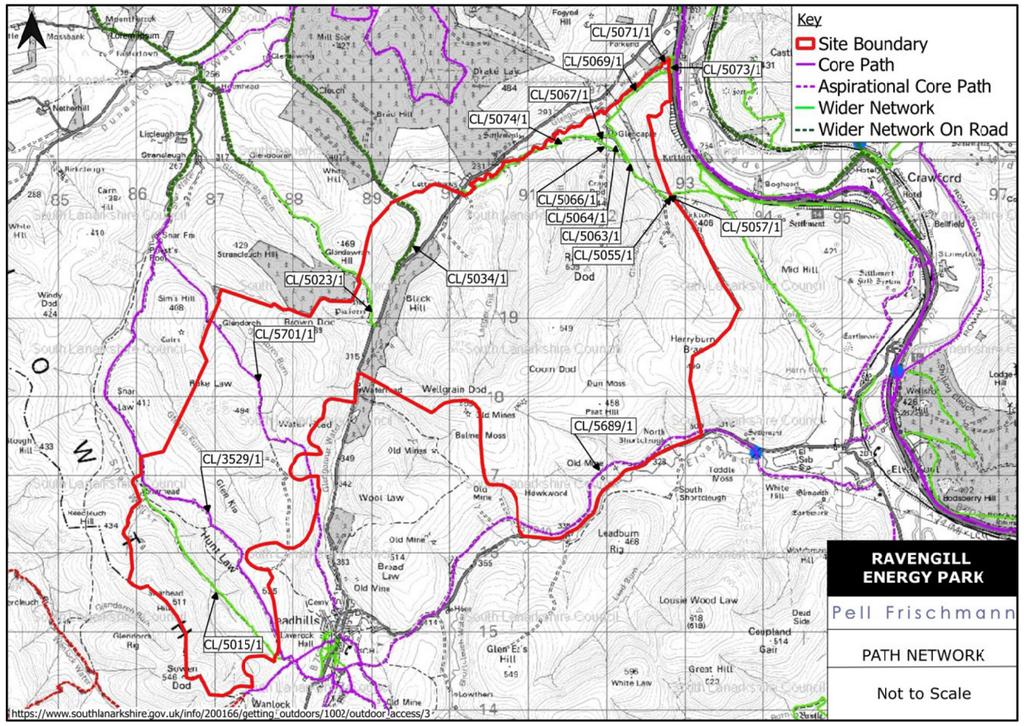
5.2 Pedestrian and Cyclist Networks

There are no dedicated pedestrian facilities on the B797 Leadhills Road in the vicinity of the access to the eastern and western sections of the Site, such as footways in the immediate vicinity of the Site, reflecting its rural setting.

A review of SLC's Core Path network[5] indicates that there are a number of Core Paths, Aspirational Core Paths and Wider Network Paths within the Site boundary, which are shown in **Figure 6**.

[5] South Lanarkshire Council, 2026.Outdoor Access – Core Paths. Available at: https://www.southlanarkshire.gov.uk/info/200166/getting_outdoors/1002/outdoor_access/3/

Figure 6 Path Network within the Site Boundary



Details of the Path Network within the Site Boundary shown in **Figure 3** are outlined below in **Table 2**.

Table 2 Paths within the Site Boundary

Reference	Path Name	Path Type	Total Length (m)
CL/5071/1	SL164 Abington - Lettershaws	Wider Network	310
CL/5069/1	SL164 Abington - Lettershaws	Wider Network	1,175
CL/5067/1	SL164 Abington - Lettershaws	Wider Network	540
CL/5074/1	SL164 Abington - Lettershaws	Wider Network	1,855
CL/5073/1	SL164 Abington - Lettershaws	Wider Network	315
CL/5066/1	SL167 Track near Glencaple	Wider Network	600
CL/5064/1	SL165 Track Kirkton Rig-Glencaple	Wider Network	350
CL/5063/1	SL165 Track Kirkton Rig-Glencaple	Wider Network	855
CL/5055/1	SL165 Track base of Kirkton Rig	Wider Network	10
CL/5057/1	SL165 Track base of Kirkton Rig	Wider Network	560
CL/5034/1	Glentewing - Black Hill. Leadhills	Wider Network On Road	3,820
CL/5023/1	LMC past Glendowran Hill	Wider Network	735
CL/5701/1	Snar Farm-Leadhills	Aspirational Core Path	5,680
CL/3529/1	Hunt Law Leadhills-Snarhead	Core Path	3,170
CL/5015/1	SL135 Snar Water - Leadhill	Wider Network	2,920
CL/5689/1	Leadhills to Elvanfoot Dismantled Rlwy	Aspirational Core Path	8,600

* Approximate measurement – measured from OS mapping

In their EIA Scoping Opinion response (refer to **Technical Appendix 1.1, EIAR Volume 4**), ScotWays provided information on Public Rights of Ways (PRoWs) and Scottish Hill Tracks. Upon review, the PRoWs and Scottish Hill Tracks are located along path routes as described in **Table 1**.

With regards to cycling, a review of Walk Wheel Cycle Trust's (formerly Sustrans) National Cycle Network (NCN) map[6] indicates that the closest route is NCN Route 74 which connects Strathclyde Country Park and NCN Route 75 north of Hamilton and the village of Crawford to the south. In relation to the Site, the closest section of NCN Route 74 in the vicinity of the B797 Leadhills Road / A702 priority junction and is approximately 60 m from the Site boundary on the opposite side of the A74(M). This section of the NCN Route 74 comprises mainly an on-road route along the A702 within the Study Area.

5.3 Road Access

B797

The B797 is a two-way single carriageway road which is generally subject to the national speed limit (60 miles per hour (mph)), which reduces to 30 mph and 20 mph within Leadhills village. The B797 is generally in an overall reasonable condition, however, there are sections of deterioration on the road, which is visible from available online imagery. A cattle grid is located on the B797 approximately 2.5 kilometres (km) north of Leadhills village. The B797 is maintained by SLC.

C16 Crawfordjohn Road

The C16 Crawfordjohn Road is a narrow two-way single carriageway road which is subject to the national speed limit within the Site boundary. The C16 Crawfordjohn Road is generally in an overall reasonable condition and includes passing places. It is maintained by SLC.

A702

The A702 is a two-way single carriageway road which is generally subject to the national speed limit (60 mph), however this reduces to 40 mph through Elvanfoot. The A702 is generally in reasonable condition, however, there are sections of deterioration on the road, which is visible from available online imagery. The A702 is maintained by SLC and Dumfries and Galloway Council (DGC). To the south of the B797 Leadhills Road / A702 priority junction, there are cycle lane markings located along the road.

The A74(M) (M74)

The A74(M) (M74) is a major motorway in Scotland which provides a connection to England. Within the Study Area, the motorway operates with three-lanes in each direction and forms part of the Trunk Road Network. The A74(M) is maintained by Autolink on behalf of Transport Scotland and the M74 is maintained by Amey on behalf of Transport Scotland. The A74(M) (M74) is subject to a speed limit of 70 mph.

Road Suitability

The Agreed Timber Route Map[7] has been developed by The Timber Transport Forum who are a partnership of the forestry and timber industries, local government, national government agencies, timber hauliers and road and freight associations. One of the key aims of the forum is to minimise the impact of timber transport on the public road network, on local communities and the environment and a way of achieving this is to categorise the roads leading to forest areas in terms of their capacity to sustain the likely level of timber haulage vehicles i.e., HGVs. The routes are categorised into four groups, namely; 'Agreed Routes', 'Consultation Routes', 'Severely Restricted Routes' and 'Excluded Routes'.

'Agreed Routes' are categorised as routes used for timber haulage without restriction as regulated by the Road Traffic Act 1988. A-roads are classified as 'Agreed Routes' by default unless covered by one of the other road classifications. Those links classed as 'Consultation Routes' are categorised as a route which is key to timber

[6] Walk Wheel Cycle Trust, 2025. The National Cycle Network. Available at: https://www.walkwheelcycletrust.org.uk/national-cycle-network/
[7] Timber Transport Forum (2025). Available at https://timbertransportforum.org.uk/

extraction, but which are not up to 'Agreed Route' standard. Consultation with the local authority is required, and it may be necessary to agree limits of timing, allowable tonnage etc. before the route can be used. B-roads are classified as 'Consultation Routes' by default unless covered by one of the other classifications. 'Severely Restricted Routes' are not normally to be used for timber transport in their present condition. These routes are close to being Excluded Routes. Consultation with the local authority is required prior to use. Finally, 'Excluded Routes' should not be used for timber transport in their present condition. These routes are either formally restricted, or are close to being formally restricted, to protect the network from damaging loads.

A number of the roads within the Study Area form part of the Agreed Route network used for the extraction of timber and are therefore regularly used by HGV traffic. Within the Study Area, the B797 and the A702 are considered as Agreed Routes, and C16 Crawfordjohn is considered a Consultation Route.

5.4 Existing Traffic Conditions

In order to assess the impact of the Proposed Development construction traffic on the Study Area[8], an Automatic Traffic Count (ATC) was undertaken over a seven-day period in March 2026. To complement the ATC survey, existing traffic count data was obtained from the Department for Transport (DfT)[9] database and the TS[10] database, with 2025 data utilised, where available.

The traffic count sites used were as follows:

1. B797, at Site Accesses (ATC);
2. B797, north of Leadhills Village (DfT 804991)[11];
3. A702, north of Abington Village (DfT 80555)[12]
4. A702, north of A702 / Carlisle Rd / A74(M) Rbt (DfT 80556)[13];
5. M74, south of Junction 12 (TS ATC6 11N & 11S); and
6. A74(M), north of Junction 14 (TS ATC6 21N & 21S).

DfT and TS traffic data allow the traffic flows to be split into vehicle classes. The data was summarised into Cars/Light Goods Vehicles (LGVs) and HGVs (all goods vehicles >3.5 tonnes gross maximum weight, as well as buses).

A Tempro low growth factor based on the Scottish region was applied to the count sites, to bring the traffic data up to the base year of 2026. The Tempro low growth factor for 2025 to 2026 is 1.012.

These sites were identified as being areas where sensitive receptors on the access routes would be located. A full receptor sensitivity and effect review is provided in **Chapter 9 (EIAR Volume 2)**.

Figure 7 shows the location of the ATC, DfT and TS survey points, while **Table 3** summarises the Average Daily Traffic (ADT) traffic data collected and used in this assessment.

[8] There was no available traffic data along C16 Crawfordjohn Road on the Department for Transport (DfT) database. However, C16 Crawfordjohn Road is included as a sensitive receptor in the assessment of construction effects, as there will be a crossing point on this road. It should be noted that C16 Crawfordjohn Road is a narrow road and outwith Crawfordjohn, it does not provide access to residential properties. As such, it can be reasonably concluded that baseline traffic flows along this length of road are low and the magnitude of change will be assessed as high in **Chapter 9 (EIAR Volume 2)**.
[9] Department for Transport (2026). Road Statistics. Available at: https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints
[10] Transport Scotland (2026). Traffic Scotland. Available at: https://ts.drakewell.com/multinodemap.asp
[11] There was no available 2025 traffic count data, as such 2019 available data was factored using Tempro growth factors. The Tempro low growth factor for 2019 to 2026 is 1.066.
[12] There was no available 2025 traffic count data, as such 2024 available data was factored using Tempro growth factors. The Tempro low growth factor for 2024 to 2026 is 1.023.
[13] There was no available 2025 traffic count data, as such 2024 available data was factored using Tempro growth factors. The Tempro low growth factor for 2024 to 2026 is 1.023.

Figure 7 Traffic Count Locations

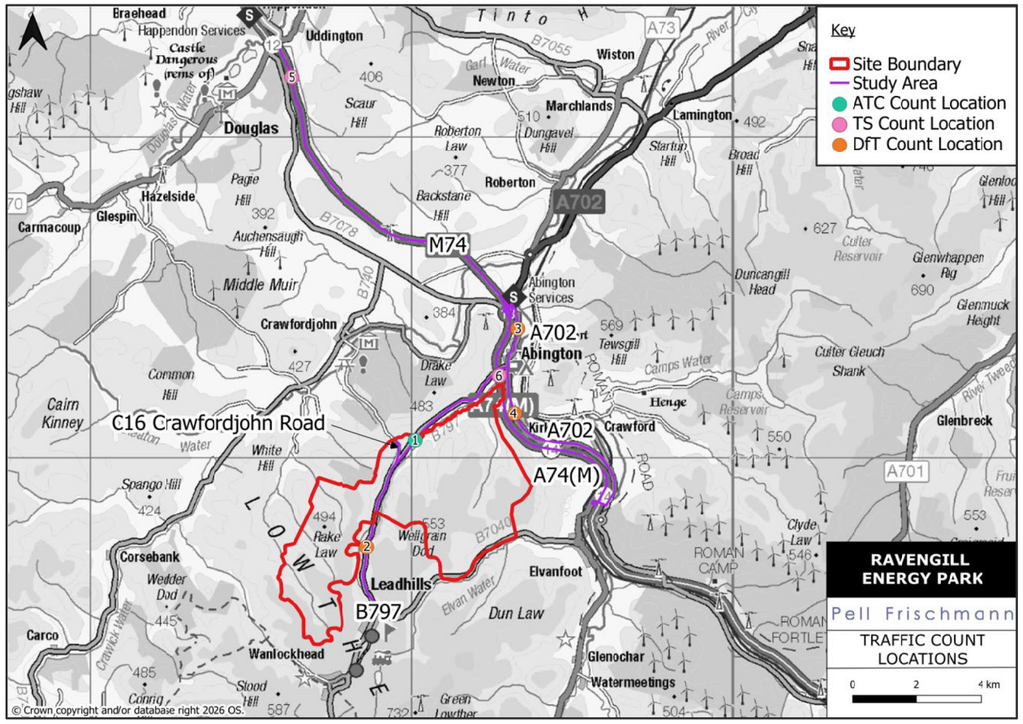


Table 3 24-hour Two-way Average Traffic Data (2026)

No.	Survey Location	Data Source	Cars & Lights	HGV	Total	%HGV
1	B797, at Site Accesses	ATC	371	75	445	17%
2	B797, north of Leadhills	DfT	506	18	525	3%
3	A702, north of Abington Village	DfT	1,819	114	1,933	6%
4	A702, north of A702/Carlisle Rd/A74(M) Rbt	DfT	853	125	978	13%
5	M74, south of Junction 12	TS	23,320	12,131	35,451	34%
6	A74(M), north of Junction 14	TS	25,567	13,111	38,678	34%

Please note minor variances due to rounding may occur.

The ATC and TS survey locations which provided traffic volume data were also used to obtain speed statistics. The two-way seven-day average and 85th percentile speeds observed at the count sites are summarised in **Table 4**.

Table 4 Speed Summary

No.	Survey Location	Data Source	Mean Speed (mph)	85%ile Speed (mph)	Speed Limit (mph)
1	B797, at Site Accesses	ATC	**42.6**	**51.0**	60.0
2	B797, north of Leadhills	DfT*	-	-	60.0
3	A702, north of Abington Village	DfT*	-	-	60.0

No.	Survey Location	Data Source	Mean Speed (mph)	85%ile Speed (mph)	Speed Limit (mph)
4	A702, north of A702/Carlisle Rd/A74(M) Rbt	DfT*	-	-	60.0
5	M74, south of Junction 12	TS**	64.6	74.2	70.0
6	A74(M), north of Junction 14	TS**	67.4	76.3	70.0

**No speed data available from DfT database*
***Speed data from 2025 TS database*

Speed information from **Table 4**, suggests that the 85th percentile speeds recorded on the M74 and A74(M) are marginally above the posted speed limits. Police Scotland may wish to consider enforcement spot checks in these areas, if deemed necessary.

5.5 Accident Review

Personal Injury Accident (PIA) data for the five-year period covering 01 January 2020 to 31 December 2024 was obtained from the online resource CrashMap[14] which uses data collected by the police about road traffic crashes occurring on British roads, where someone is injured.

TA Guidance[15] requires an analysis of the PIA on the road network in the vicinity of any development site to be undertaken for at least the most recent three-year period, or preferably a five-year period, particularly if the site has been identified as being within a high accident area. Whilst the B797 and A702 within the Study Area have not been identified as having a high accident rate, a five-year review has been undertaken to ensure a comprehensive assessment has been undertaken.

The PIA statistics are categorised into three categories, namely:

- A "Slight" PIA, examples include a sprain, bruise or cut which is not considered to be severe, or slight shock requiring roadside attention;
- A "Serious" PIA, examples include fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment; and
- A "Fatal" PIA, for those accidents that result in a death.

A summary of the PIAs recorded within the Study Area are shown in **Table 5**.

Table 5 Personal Injury Accident Summary (within Study Area)

Location	Slight	Serious	Fatal	HGV Incidents
B797	2	1	0	0
A702	0	1	0	0
Total	**2**	**2**	**0**	**0**
Percentage of total accidents	**50%**	**50%**	**0%**	**0%**

[14] CrashMap (2026). Available at: https://www.crashmap.co.uk/Search
[15] UK Government (2014) Travel Plans, Transport Assessments and Statements Available at: https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements