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TG Convenience Stores Ltd**

**Proposed Roadside Services,  
Kathellan Home Farm, Kelty**

Transport Assessment

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**LPL**

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Transport Assessment

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# Table of Contents

<b>1</b>	<b>Introduction .....</b>	<b>6</b>
1.1	Background.....	6
1.2	Current Proposal and Content.....	6
1.3	Methodology and Policy Guidance .....	6
1.4	Report Structure.....	6
<b>2</b>	<b>Current Accessibility and Transport Provision of the Application Site .....</b>	<b>7</b>
2.1	Introduction .....	7
2.2	Walking/ Pedestrian Access .....	7
2.3	Cycle Access .....	19
2.4	Public Transport Access .....	20
2.5	Local and trunk road network .....	22
2.6	Road Safety .....	29
2.7	Summary.....	30
<b>3</b>	<b>The Development and the Proposed Transport Infrastructure .....</b>	<b>31</b>
3.1	The Development.....	31
3.2	Development Accessibility .....	31
3.3	Parking provision .....	33
3.4	Servicing/ Deliveries .....	34
3.5	Summary.....	35
<b>4</b>	<b>Existing Road Network .....</b>	<b>36</b>
4.1	Introduction .....	36
4.2	Assessment Periods .....	36
4.3	The Study Area .....	36
4.4	Years of Assessment.....	36
4.5	Traffic Growth .....	36
4.6	Committed developments .....	37
4.7	2022 Projected + Kathellan Home Farm Traffic Flows .....	37
4.8	2022 Projected + Kathellan Home Farm & South West Kelty SDA (Sensitivity) Traffic Flows.....	38
4.9	Summary.....	38
<b>5</b>	<b>Generation and Distribution of the Proposed Development .....</b>	<b>39</b>
5.1	Introduction .....	39
5.2	People Trip Rates .....	39
5.3	Vehicle Trip Rates.....	40
5.4	McDonalds Restaurants .....	40
5.5	Pass-By and Diverted Trips .....	40
5.6	Estimation of Generated Trips.....	41
5.7	Trip Distribution.....	41
5.8	Assignment of Generated Traffic.....	42
5.9	2022 Projected (including Kathellan Home Farm) + Proposed Development Traffic Flows.....	42
5.10	2022 Projected (including Kathellan Home Farm & South West Kelty SDA) + Proposed Development Traffic Flows.....	42
5.11	Summary.....	42
<b>6</b>	<b>Traffic Impact of the Proposed Development .....</b>	<b>43</b>
6.1	Introduction .....	43
6.2	Junction Analysis .....	43
6.3	Summary.....	48
<b>7</b>	<b>Summary and Conclusions.....</b>	<b>49</b>
7.1	Introduction .....	49

7.2	Current Accessibility and Transport Provision of the Application Site.....	49
7.3	The Development and the Proposed Transport Infrastructure .....	49
7.4	Existing Road Network .....	50
7.5	Generation and Distribution of the Proposed Development .....	50
7.6	Traffic Impact of the Proposed Development .....	50
7.7	Conclusions .....	51
<b>Appendices .....</b>		<b>57</b>

#### LIST OF APPENDICES

Appendix A	Figures and Drawings
Appendix B	Scoping Correspondence
Appendix C	Core Path Plan
Appendix D	Sketches
Appendix E	Volume and Speed Survey Results
Appendix F	Stage 1 Road Safety Audit
Appendix G	Traffic Flow Diagrams
Appendix H	TRICS Outputs
Appendix I	Junction Analysis Results

#### LIST OF FIGURES

Figure 1	Site Location
Figure 2	Accessibility Plan

#### LIST OF DRAWINGS

Wyeth's Dwg No. WPS-SGN-002/P-05 Rev I	Proposed Site Layout Plan
Wyeth's Dwg No. WPS-SGN-002/P-10 Rev E	Proposed Site Re-development Swept Path Analysis

#### LIST OF SKETCHES

2014/SK/005	B914/ Site Access Priority Ghost Island Layout Indicative Layout within 60 mph speed limit
2014/SK/006	B914/ Site Access Priority Ghost Island Layout Indicative Layout within 40 mph speed limit
2014/SK/102	M90 Motorway Ramps onto the B914 Existing Priority Junctions Layout

**LIST OF TRAFFIC FLOW DIAGRAMS**

Diagram 1	2016 Surveyed Traffic Flows Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 2	2022 Projected Traffic Flows Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 3	Kathellan Home Farm Traffic Flows Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 4	South West Kelty SDA Traffic Flows Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 5	2022 Projected + Kathellan Home Farm Traffic Flows Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 6	2022 Projected + Kathellan Home Farm & South West Kelty SDA Traffic Flows Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 7	Proposed Petrol Filling Station Traffic Flows (pass-by trips) Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 8	Proposed Freestanding Restaurant Including Drive-Thru Lane Traffic Flows (new trips) Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 9	Proposed Freestanding Restaurant Including Drive-Thru Lane Traffic Flows (pass-by trips) Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 10	Proposed Roadside Services Total Traffic Flows Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 11	2022 Projected + Kathellan Home Farm & Proposed Roadside Services Traffic Flows Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 12	2022 Projected + Kathellan Home Farm, South West Kelty SDA & Proposed Roadside Services Traffic Flows Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 13	Percentage Impact Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours
Diagram 14	Percentage Impact (sensitivity) Weekday AM (0800-0900) and Weekday PM (1645-1745) peak hours

**LIST OF TABLES**

Table 2.1	Bus Services serving the Application Site
Table 3.1	National Parking Standards for Developments
Table 3.2	Fife Council's Parking Standards for Developments
Table 5.1	People (& Vehicle) Trip Rates for Freestanding Restaurant Including Drive-thru Lane
Table 5.2	People (& Vehicle) Trip Rates for Petrol Filling Stations with Retail
Table 5.3	Vehicle Trip Rates for Freestanding Restaurant Including Drive-thru Lane
Table 5.4	Vehicle Trip Rates for Petrol Filling Stations with Retail
Table 5.5	Average Surveyed Vehicle Trips to Similar Sized McDonalds Restaurants
Table 5.6	Predicted Vehicle Trips for the Freestanding Restaurant Including Drive-thru Lane
Table 5.7	Predicted Vehicle Trips for the Petrol Filling Stations with Retail
Table 5.8	Predicted Vehicle Trips for the Proposed Roadside Services
Table 5.9	Assignment/ Distribution of Traffic
Table 6.1	Summary of PICADY Results (B914/ Site Access Priority)
Table 6.2a	Summary of PICADY Results (A909/ B914/ M90 Northbound Slips Priority) – weekday AM peak
Table 6.2b	Summary of PICADY Results (A909/ B914/ M90 Northbound Slips Priority) – weekday PM peak
Table 6.3a	Summary of PICADY Results (A909/ M90 Southbound Slips Priority) – weekday AM peak
Table 6.3b	Summary of PICADY Results (A909/ M90 Southbound Slips Priority) – weekday PM peak

# 1 Introduction

## 1.1 Background

Livingstone & Partners Ltd are commissioned by Mr Ian MacLellan and TG Convenience Stores Ltd to provide Transport Consultancy services in support of a further application for planning permission for development on a site to the south of the B914 at Junction 4 of the M90 Motorway, Kelty.

The application site is bounded by the B914 to the north, the M90 Motorway slips to the east, the Kathellan Home Farm building and car park to the south and the access to the former St Ninians opencast coal mine to west as shown in Figure 1 (Appendix A).

The supporting document for the original application (20/03289/FULL) included a Transport Assessment, dated April 21, following which Fife Council Transportation Department and Transport Scotland's consultants provided responses. All comments from these two responses are covered in this Transport Assessment.

## 1.2 Current Proposal and Content

The roadside services proposal will consist of a 8 pump petrol filling station with ancillary forecourt shop of circa 545 sq m and two jet washes, a 4 space HGV lorry park with separate fuelling area, a freestanding restaurant including drive-thru lane of circa 372 sq m and a dedicated electric vehicle charging area, all taking vehicular access from the existing site access onto the B914.

## 1.3 Methodology and Policy Guidance

In line with local and national policy, a Scoping Study was prepared and submitted to Fife Council, Transportation department (FC-Transportation) and Transport Scotland, Roads Directorate (TSRD) to agree the format and content of this Transport Assessment. The correspondence from FC-Transportation and TSRD following submission of the Scoping Study report is contained in Appendix B.

The following guidance has been consulted as part of this Transport Assessment:

- Transport Scotland's Transport Assessment Guidance;
- Planning Advice Note 75, Planning for Transport (PAN75); and
- National Roads Development Guide.

## 1.4 Report Structure

Following this Chapter, the report has been structured as follows:

- Chapter 2, Current Accessibility and Transport Provision of the Application Site;
- Chapter 3, The Development and The Proposed Transport Infrastructure;
- Chapter 4, People Trip Assessment;
- Chapter 5, Existing Road Network;
- Chapter 6, Generation and Distribution of the Proposed Development;
- Chapter 7, Traffic Impact of the Proposed Development; and
- Chapter 8, Summary and Conclusions.

## 2 Current Accessibility and Transport Provision of the Application Site

### 2.1 Introduction

This Chapter provides an overview of the current accessibility and public transport provision of the application site to the south of the B914 at Junction 4 of the M90 motorway. Each mode of transport will be discussed in accordance with the hierarchy of modes established in SPP as noted in paragraph 273 – *'Plans should identify active travel networks and promote opportunities for travel by more sustainable modes in the following order of priority: walking, cycling, public transport, cars'*.

### 2.2 Walking/ Pedestrian Access

The overall title of pedestrian covers fit and able bodied people, disabled people, with or without the use of wheelchairs, the infirm, the elderly and those who have children in push-chairs or buggies. It is therefore important when considering pedestrian facilities to consider comfort and ease of travel for the above categories. This section, dealing with pedestrian access, will concentrate on external routes and linkages.

The main pedestrian routes surrounding the application site have been assessed in line with the 'Transport Assessment Guidance' publication which suggests that an appropriate pedestrian walking catchment should be established using 'door-to-door' journey times of 20 – 30 minutes.

Due to the type of developments proposed, a petrol filling station with ancillary retail and a freestanding restaurant including drive-thru lane, pedestrians making a door-to-door trip have been split into walking catchments of 400m (5 minute walk), 800m (10 minute) and 1,600m (20 minute). This gives a range of isochrones that will reflect the walking catchments for pedestrian users with differing mobility, as shown in Figure 2 (Appendix A).

#### 2.2.1 B914

The B914 has a continuous footway along the northern carriageway from the M90 Junction 4 interchange past the site access and westwards, while a grassed verge exists along the southern side of the carriageway. The footway is generally 2 metres in width and is reasonably well maintained. Photos 2.1 to 2.8 below shows the typical footway and verge provision along this section.



*Photo 2.1 – Southern verge along the B914 looking westwards from the site access*



*Photo 2.2 – Southern verge along the B914 looking eastwards towards the site access*





*Photo 2.3 – Northern footway along the B914 looking westwards from the site access*



*Photo 2.4 – Northern footway along the B914 looking eastwards towards the site access*



*Photo 2.5 – Southern verge along the B914 looking westwards towards the site access*



*Photo 2.6 – Southern verge along the B914 looking eastwards from the site access towards the M90 Junction 4 interchange*



*Photo 2.7 – Northern footway along the B914 looking westwards from the M90 Junction 4 interchange towards the site access*



*Photo 2.8 – Northern footway along the B914 looking eastwards from the site access towards the M90 Junction 4 interchange*

## 2.2.2

*B914/ M90 slips*

The section between the M90 Junction 4 southbound slips and the northbound slips is basically part of the bridge deck. Photos 2.9 to 2.14 below shows footways at the slips and across the bridge.



*Photo 2.9 – Northern footway from the M90 overbridge looking westwards across the M90 northbound on slip*



*Photo 2.10 – Northern footway from the B914 looking eastwards across the M90 southbound off slip*



*Photo 2.11 – Northern footway along the M90 overbridge looking westwards towards the M90 northbound on slip*



*Photo 2.12 – Northern footway along the M90 overbridge looking eastwards towards the M90 southbound off slip*



*Photo 2.13 – Northern footway from the A909 Cocklaw Street looking westwards across the M90 southbound off slip*



*Photo 2.14 – Northern footway from the M90 overbridge looking eastwards across the M90 southbound off slip*

### 2.2.3

#### *A909 Cocklaw Street*

A909 Cocklaw Street has a continuous footway along both sides of the carriageway save for a short distance along the southern side between the M90 southbound on slip and the entrance to Kelty Industrial Park. The footways are generally 2 metres in width and are reasonably well maintained. Photos 2.15 to 2.20 below shows the typical footway provision in the vicinity of the application site.



*Photo 2.15 – Northern footway along the A909 Cocklaw Street looking westwards towards the M90 Junction 4 interchange*



*Photo 2.16 – Northern footway along the A909 Cocklaw Street looking eastwards from the M90 Junction 4 interchange*



*Photo 2.17 – Southern footway along the A909 Cocklaw Street looking westwards close to Blackhall Road*



*Photo 2.18 – Southern footway along the A909 Cocklaw Street looking eastwards close to Blackhall Road*





*Photo 2.19 – Northern footway along the A909 Cocklaw Street looking westwards close to Blackhall Road*



*Photo 2.20 – Northern footway along the A909 Cocklaw Street looking eastwards close to Blackhall Road*

#### 2.2.4

These are the main footways and footpaths connecting Kelty to and from the application site.

## 2.2.5

*Core Paths*

Fife Council's website contains digital mapping illustrating the core paths within the council area. The core paths are also covered in 64 individual maps and there are at least two that cover the Kelty area being Map Nos. 44 and 45. These maps show several core paths in and around Kelty with the north footway along the B914 in the immediate vicinity of the site designated a core path. An extract from these maps is shown below with the full version of Maps 44 and 45 contained in Appendix C.



*Extract from Fife Council's Core Path Plans*

Photos 2.21 and 2.22 show some of the local signage that is present along the B914 and the A909 Cocklaw Street footways.



*Photo 2.21 – Signage on the B914 northern footway opposite the site access*

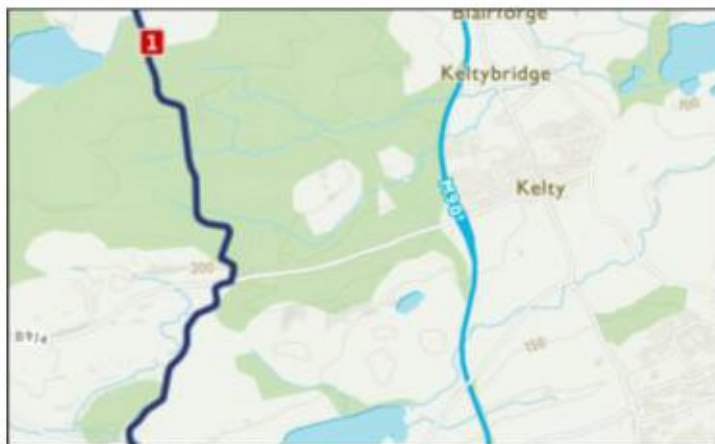


Photo 2.22 – Signage on the A909 Cocklaw Street northern footway to the east of the M90 slips

### 2.3

#### Cycle Access

There is a designated cycle route that passes to the west application site, National Cycle Route (NCR) 1. NCR1 connects Berwick upon Tweed and Tain via Edinburgh, Dumfermline, Kinross St Andrews, Dundee, Aberdeen, Inverness and runs along the B915, crossing the B914 at Mayflower Steadings some 2.5 kms from the application site.



Extract from Sustrans Mapping

In the vicinity of the application site cyclists have to share the carriageway with other road users along the B914 and the A909 Cocklaw Street.