



**Clackmannanshire  
Council**

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Comhairle Siorrachd  
Chlach Mhanann

Kilncraigs, Greenside Street, Alloa, FK10 1EB (Tel.01259-450000)

# **Local Review Body**

**Thursday 16 March 2023 at 9.30 am**

**The meeting will take place via  
Video Conference (MS Teams)**

## **Scheme of Delegation: Duties and Responsibilities Delegated to Committees**

### **Local Review Body**

Considering and determining applications for review of decisions made by officers under delegated powers in respect of planning applications for local development, in accordance with the Town and Country Planning (Scotland) Act 1997, as amended.

**8 March 2023**

**MEETING of the LOCAL REVIEW BODY will be held via Video Conference, on THURSDAY 16 MARCH 2023 at 9.30 AM.**



**LEE ROBERTSON  
Senior Manager, Legal and Governance**

**B U S I N E S S**

**Page No.**

1.	Apologies	--
2.	Declarations of Interest Members should declare any financial or non-financial interests they have in any item on this agenda, identifying the nature of their interest in accordance with the Councillors' Code of Conduct. A Declaration of Interest form should be completed and passed to the Committee Officer.	--
3.	<b>Notice of Review: Construction of a vehicular and pedestrian access to a single dwelling house on the A91 Hillfoots Road (Planning Application Reference: 22/00076/FULL) at Hillfoots Road(A91), East of Blairlogie and West of Redcarr Lodge, Menstrie</b>	
	<b>Applicant: Mr Christopher Gowans</b>	
	Documents enclosed:	
a.	Notice of Review Application 22-07-22	05
b.	Letter of Acknowledgement from Clerk 21-12-22	247
c.	Letters to Interested Parties 04-01-23	249
d.	Response from interested party (Mr McCullagh) 18-01-23	251
e.	Applicant response to interested party's comments 27-01-23	253
f.	Original Planning Application and supporting documents 03-03-22	255
g.	Report of Handling (Site Visit 22-04-22)	359
h.	Decision Notice 09-05-22	373

**Members of the Local Review Body:**

Councillor Denis Coyne (Convener)

Councillor Martha Benny

Councillor Kenneth Earle

Councillor William Keogh

Councillor Jane McTaggart

Councillor Fiona Law

(Three members and two substitutes from the list above)

Plans and papers relating to the applications and reviews can be viewed online at [www.clacks.gov.uk](http://www.clacks.gov.uk)



Kilncraigs Greenside Street Alloa FK10 1EB Tel: 01259 450 000 Email: [planning@clacks.gov.uk](mailto:planning@clacks.gov.uk)

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100585816-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

## Applicant or Agent Details

Are you an applicant or an agent? \* (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant  Agent

### Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Mr"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text"/>
First Name: *	<input type="text" value="Christopher"/>	Building Number:	<input type="text" value="█"/>
Last Name: *	<input type="text" value="Gowans"/>	Address 1 (Street): *	<input type="text" value="██████████"/>
Company/Organisation	<input type="text"/>	Address 2:	<input type="text" value="██████"/>
Telephone Number: *	<input type="text" value="██████████"/>	Town/City: *	<input type="text" value="████"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="██████"/>
Mobile Number:	<input type="text" value="██████████"/>	Postcode: *	<input type="text" value="██████"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="████████████████████"/>		

## Site Address Details

Planning Authority:

Clackmannanshire Council

Full postal address of the site (including postcode where available):

Address 1:

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

Post Code:

Please identify/describe the location of the site or sites

Site located on Hillfoots Road(A91). East of Blairlogie house, Blairlogie and West of Redcarr Lodge, Menstrie.

Northing

696885

Easting

283763

## Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: \*  
(Max 500 characters)

The planning application for the construction of a vehicular and pedestrian access to a single dwelling house on the A91 Hillfoots Road.

## Type of Application

What type of application did you submit to the planning authority? \*

- Application for planning permission (including householder application but excluding application to work minerals).
- Application for planning permission in principle.
- Further application.
- Application for approval of matters specified in conditions.

What does your review relate to? \*

- Refusal Notice.
- Grant of permission with Conditions imposed.
- No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

## Statement of reasons for seeking review

You must state in full, why you are seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: \* (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

See supporting documentation - Notice of Review Statement plus Appendices.

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? \*

Yes  No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: \* (Max 500 characters)

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: \* (Max 500 characters)

Notice of review Statement; Appendix 1 Reasons for refusal; Appendix 2 RTS response; Appendix 3 photographs for comparison; Appendix 4 DBA access statement; Appendix 5 40mph TRO 2022; Appendix 6 full report of handling; Appendix 7 statement in support of planning application; Appendix 8 Easter Sheardale TRO; Appendix 9 LDP extracts; Appendix 10-10.10 Accident report; Appendix 11 proposed conditions; Appendix 12 decision notice; Appendix 13 report of handling; Appendix 14 report of handling.

## Application Details

Please provide the application reference no. given to you by your planning authority for your previous application.

22/00076/FULL

What date was the application submitted to the planning authority? \*

04/03/2022

What date was the decision issued by the planning authority? \*

11/05/2022

## Review Procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. \*

Yes  No

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

Can the site be clearly seen from a road or public land? \*

Yes  No

Is it possible for the site to be accessed safely and without barriers to entry? \*

Yes  No

## Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant?. \*

Yes  No

Have you provided the date and reference number of the application which is the subject of this review? \*

Yes  No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? \*

Yes  No  N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? \*

Yes  No

Note: You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review \*

Yes  No

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

## Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: Mr Christopher Gowans

Declaration Date: 21/07/2022

## NOTICE OF REVIEW

### 22/00076/FULL - Formation Of New Vehicular And Pedestrian Access From A91 To House Plot, Land To East Of Blairlogie House, Menstrie, Clackmannanshire

## REVIEW STATEMENT

### 1.0 INTRODUCTION

- 1.1 This Statement is in support of the Notice of Review submitted by the applicant Mr Christopher Gowans regarding the refusal of Planning Permission, for the formation of a vehicular and pedestrian access, by the Councils Appointed Officer on 9<sup>th</sup> May 2022.
- 1.2 The Statement sets out the applicants reasons for requiring the Local Review Body (LRB) to review the case and why planning permission ought to be granted having regard to the Development Plan and other material considerations.
- 1.3 In particular the Statement sets out detailed and factual information that was referred to in the planning application submission but which was given insufficient weight as a material consideration by the Appointed Officer before reaching the decision.
- 1.4 Had the Appointed Officer examined more closely, and questioned, the comments made by the Roads and Transportation Service (RTS), and given more detailed consideration to the applicants proposal to promote a Traffic Regulation Order (TRO) reducing the speed limit on the A91 to 40mph, and to the fact that the proposed new access was designed to be fully compliant with the Councils requirements for accesses on such a road, all of which could be regulated by conditions, the presumption in favour of development should have prevailed.
- 1.5 Irrespective of the applicants proposal to form an access, the Statement highlights the fact that reducing the speed limit to 40mph on the A91 between Blairlogie and Menstrie would be a significant public benefit, entirely consistent with the Councils Transport Strategy, Road Safety Plan, policies in the Local Development Plan (LDP), and with recent actions by the Council in reducing speed limits on similar roads elsewhere in Clackmannanshire.
- 1.6 Finally, the Statement addresses the issue of 'precedent', as set out in Reason 3 of the decision notice, by highlighting the unique and unrepeatable nature of the circumstances surrounding the proposal and the fact that, in any case, and in terms of planning law, each proposal has to be dealt with on its own merits.
- 1.7 The Statement will refer to:- the Planning Application Supporting Statement (Appendix 7); the Access Statement by Dougal Baillie Associates (DBA) submitted with the application(Appendix 4); the Roads and Transport Service consultation response dated

29th March 2022 (Appendix 2); the Appointed Officers Report of Handling dated 9<sup>th</sup> May 2022 (Appendix 6); the Reasons for Refusal set out in the Decision Notice dated 9<sup>th</sup> May 2022 (Appendix 1); Photographs of the A91 adjacent to the site between Menstrie and Blairlogie and the A907 between Alloa (Redwell) and Cambus taken on 11<sup>th</sup> July 2022 (Appendix 3); Road Traffic Accident Data (Appendices 10 to 10.10); the various recent TRO's across Clackmannanshire (Appendix 5); The Easter Sheardale TRO (Appendix 8); LDP Policies SC12 and SC23 and Extracts from the LDP including Policy SC9 (Appendix 9); Decision Notice for application 17/00198 Garden Centre, Victoria Terrace, Menstrie, (Appendix 12); Reports of Handling on applications 18/00146 and 20/00206 Easter Sheardale (Appendices 13 and 14); and Suggested Conditions if permission is granted (Appendix 11).

- 1.8 Given the unique circumstances, the issues raised, and the case being made by the applicant the LRB is invited to make site visits, not only to view the application location and the characteristics of the area between Menstrie and Blairlogie but also to view the speed reduction measures undertaken by Stirling Council in, and west of, Blairlogie and by Clackmannanshire Council on the A907 between Alloa (Redwell) and Cambus.

## 2.0 COMMENTS ON THE ROADS AND TRANSPORTATION CONSULTATION RESPONSE DATED 29<sup>TH</sup> MARCH 2022

- 2.1 The reasons for refusal of planning application 22/00076 are shown in Appendix 1. These reasons are primarily based upon the advice received by the Appointed Officer (AO) from the Councils Roads and Transportation Service (RTS), the full text of which is shown at Appendix 2. Given the significance of these comments to the decision it is important that the LRB examine them closely to judge whether or not they are accurate, logical and reasonable. The following comments are made to assist in this.

1. "The site proposed for a new house plot lies out with the urban area and has no designation for development in the currently adopted local plan."

- 2.2 This indicates a fundamental misunderstanding of the planning status of the dwellinghouse development at the site on the part of the RTS. There is a partially built dwelling house on the site and the completion of this house, in accordance with Planning Permission C/88/255, granted in 1989, was confirmed as lawful by the Planning Authority in its approval of the application for a Lawful Development Certificate on 24<sup>th</sup> September 2021 (21/00202/CLEUD). The proposed access is therefore required to serve a development that already has planning permission and can be completed. The fact that the site is not designated for development in the LDP is therefore irrelevant.

2. "The site is to be accessed on to the A91 by a new vehicle access located some 50m, or thereby, west of an existing access which serves Red Carr House, Red Carr Lodge and Red Carr Cottage. The A91 is an A class inter-urban primary distributor road and is derestricted fronting the application site. The national speed limit in this area commences some 100m, or thereby, west of the intended access position extending until the Menstrie urban 30mph limits some 600m to the east. The area is predominantly rural in character despite the presence of the three properties at Red Carr"

2.3 The description of the character of the area as 'predominantly rural' is subjective. Given the fact that there will be a completed house on the site at some point and that there are four houses (including Blairlogie House) adjacent to the site, the village of Blairlogie to the west and Menstrie a short distance to the east, it could equally be described as semi-rural in character. It is notable that the 30mph speed limit to the east is referred to but the commencement of the 40mph speed limit, only 100metres to the west, is not. As is shown by the data in the DBA Report submitted with the planning application (Appendix 4) the existence of the 40mph limit to the west influences the speed of traffic travelling in that direction, slowing it down.

3. "In terms of the road accident history recorded by the council in the vicinity of the site, on a section of the A91 between the council boundary and a point 400m east of the Red Carr entrance since 1981 there have been 24 recorded injury accidents consisting of 1 fatal, 4 serious and 19 slight accidents. The fatal accident occurred in March 2011."

2.4 Unlike the information provided by the applicant in the form of the DBA Report, which refers to detailed accident statistics for the period 2016-2020 (Section 3 of the DBA Report) no details are provided by the RTS of the circumstances of the accidents referred to or their causes. No information is provided on how recent the last incident was or how serious. The quoted statistics relate to a 40 year period and are given without context. It is not clear whether the statistics illustrate a better or worse accident record to any other location on the road network or if the frequency of incidents is reducing or increasing over time.

2.5 Without context the statistics are relatively meaningless on their own. To the casual reader it would appear that the road in the vicinity of the site is an 'accident black spot'. However, the applicant has carried out his own research on this and in fact the most recent accident on the A91 between Menstrie Mains Roundabout and the Council boundary at Blairlogie was as long ago as 2013 (Appendix 10). In addition the data in the DBA Report illustrates, the most recent accidents that occurred during the period 2016-2020 were all in, or west of, Blairlogie, in the Stirling Council area, not near the site the subject of the application. (See Fig.2.1 of the DBA Report).

2.6 While historical accident records can assist in determining where there may be problems in driver behaviour or road design or where additional road safety measures may be required they are not the only consideration in assessing if a new development might make things 'worse', which is the position taken by the Councils Roads Service in this case.

2.7 For example, it could be argued that:-

- (i) the work done by the Council to improve road safety for cyclists and pedestrians by the construction of the footway between Menstrie and Blairlogie, and other measures, including the construction of a roundabout at the entrance to Menstrie, within the last few years, has reduced the likelihood of accidents occurring (the data shown in Appendix 10 appears to illustrate this well);

- (ii) the general increase in motorised, cycle and pedestrian traffic on this part of the A91 has reduced the average speed of vehicles;
- (iii) the recent introduction of a 30 mph speed limit through Blairlogie by Stirling Council has had a further impact on reducing the overall speed of traffic in the area as demonstrated by the DBA Report (Section 2); and,
- (iv) if there is a record of accidents on this road but the Council wishes to encourage it's use by pedestrians and cyclists, should the Council not be introducing a reduction in the speed limit anyway as it has done elsewhere in Clackmannanshire?

4. "Your Section will be aware of previous applications for new houses in this area and my Section's consistent stance opposing such development. Introducing a new vehicle access point on such a high speed section of A class rural road where additional slowing, stopping and turning traffic movements will occur would be inherently unsafe."

2.8 The Planning Authority has indeed received this advice consistently since the early 1990's when a new access serving the dwellinghouse currently under construction was first proposed. However, circumstances have changed significantly since this stance was first adopted by the Roads Service. As referred to above there is a new roundabout at the entrance to Menstrie. There is a 2m wide footpath along the north side of the A91 between Menstrie and Blairlogie. There is a new 30 mph speed limit through Blairlogie. Traffic has increased but speeds have reduced as illustrated clearly by the speed survey data in the DBA Report.

2.9 As can be seen from the data produced by DBA, who carried out surveys monitoring traffic speeds in the vicinity of the site, it is not correct for the Roads Service to describe the section of the A91 between Menstrie and Blairlogie as "high speed". Since Stirling Council reduced the speed limit through Blairlogie to 30mph average speeds have in fact reduced significantly, most notably for traffic heading west towards Blairlogie. (See Table 2.2 of the DBA Report)

2.10 The RTS has misinterpreted the application as being one for a 'new house' and appears to have ignored the evidence presented in the DBA Report. The RTS has maintained its opposition to the proposed access on the basis of erroneous assumptions about current traffic conditions at the site. These assumptions may have been appropriate in the early 1990's, however, all the evidence points to significant changes taking place therefore it would be reasonable for the LRB to consider the matter afresh, both in terms of the data presented in the DBA Report but also given the fact that part of the proposal is to promote a TRO to reduce the speed limit between Menstrie and Blairlogie to 40mph.

5. "With the national speed limit commencing some 100m, or thereby, to the west of the proposed access point, eastbound drivers when entering this section of the A91 and the long straight towards Menstrie can use this to accelerate with some, on occasion, taking the opportunity to overtake here."

2.11 In this comment the RTS makes an assumption or prediction about driver behaviour to create a 'worse case' scenario' without any evidence to substantiate it. On the other hand, as is evidenced by the DBA report, the actual traffic speeds at this location are very different and, as a result of the introduction of a 30mph limit through Blairlogie by Stirling Council, have significantly reduced. The DBA report shows that eastbound traffic speeds are on average lower than before the changes. In addition it shows that westbound traffic speeds have also reduced (See Table 2.2 of the DBA Report). There is no evidence in the detailed data supporting the DBA Report that drivers are behaving in the way described by the RTS. The RTS appears to have ignored this data completely.

6. "The increased accident potential brought about by a new access here will not be adequately mitigated by merely introducing a speed restriction which will not relate to the surrounding rural environment, or indeed by forming ideal vehicle access arrangements which the applicant's agent suggests."

2.12 This comment appears to suggest that reducing the speed limit, and ensuring that the design of the proposed access meets all of the design requirements for an access onto a road with such a speed limit, will still increase the accident potential. This doesn't seem logical or reasonable. It also seems to run counter to the main thrust of the most common road safety strategies which have speed reduction and good road design at their heart.

7. "The rural character of the A91 here is unlikely to change in the foreseeable future and indeed it is this character and the rural environment which dominates here that requires this stretch of the A91 be subject to the national speed limit."

2.13 As referred to above, the description of the area as having a 'rural character' is subjective. Even if this description of the area was accurate it is not a 'requirement' that the NSL should be adhered to. The Council, as Roads Authority, has complete discretion, subject to appropriate consultation, to impose or vary speed limits on any part of the road network in Clackmannanshire, other than any Trunk Roads. (Section 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended))

2.14 To the west of Blairlogie, Stirling Council has already implemented, following a campaign by Blairlogie residents, a reduced speed limit through Blairlogie of 30 mph, extended the 40mph limit westwards to Powis Burn and introduced a 50mph limit between there and Manor Powis Roundabout. It should be particularly noted that the extension of the 40 mph limit west from Blairlogie to the Powis Burn has been implemented despite the fact that that length of road is completely straight, well sighted and level and has no junctions or accesses. Given that this length of road has open fields either side, with no development of any kind in the vicinity, it could be described as being far more 'rural' in character than the length of the A91 adjacent to the application site. The LRB is invited to visit this particular location to see the measures taken by Stirling Council to introduce lowered speed limits.

2.15 This demonstrates that a Council, as Roads Authority, can implement speed reduction TRO's where it considers it appropriate to do so having regard to all reasonable material considerations, even where the particular length of road in question would ordinarily be left at the National Speed Limit (NSL). In this context, therefore, the reduction in the speed limit to 40mph between Blairlogie and Menstrie would appear to be something that is not only reasonable, in terms of the overall approach to road safety improvements, but also feasible and desirable to the local community.

8. "Some of the council's classified roads have had speed limit changes applied recently but these changes were introduced on stretches of road where such restrictions are appropriate and were needed to introduce safer environments for the increased pedestrian and cycle use which followed the pandemic. Speed restrictions have also been temporarily introduced recently to other classified roads, following a request to the council, in association with short term HGV haulage requirements"

2.16 This comment confirms that the Council, as Roads Authority, made a judgement that particular roads in Clackmannanshire should have speed limits reduced for particular reasons. These roads were subject to the NSL but the speed limit was reduced to 40mph. (See Supporting Statement). It is not clear why the same criteria could not be applied to the length of the A91 between Menstrie and Blairlogie especially given the LDP policies regarding the 'Diamond Jubilee Way'. (See Supporting Statement). As referred to at 7 above, Stirling Council has made the judgement that extending the 40mph limit west of Blairlogie, and reducing the remainder of the A91 to Manor Powis Roundabout from the NSL to 50mph, was justified. Clackmannanshire Council could easily make the same judgement especially as this would contribute to the overall Road Safety Plan.

9. "There are no valid arguments that can be put to alter correctly applied speed limits merely to accommodate new development where, as noted, the prevailing road environment does not justify such a change. Indeed it is inappropriate and unsafe to do so just to accommodate new housing. I would reiterate the point that the resultant increased accident potential created, if a new access were installed here, will not be adequately addressed by simply lowering the speed limit on what will remain a relatively long stretch of rural A class road"

2.17 On the contrary, the planning application Supporting Statement and this Notice of Review have set out clear, reasonable and logical arguments to support both the reduction in speed limit at this location and the construction of a new access designed fully in accordance with the DMRB. The need for the access to serve a dwelling house which will be constructed on the site is clear. The applicant has gone to extraordinary lengths to provide information to support his proposals. The DBA Report demonstrates that traffic speeds are already lower as a result of actions by Stirling Council in Blairlogie. The extension of these changes, to extend the 40mph limit east from Blairlogie to the east of the Red Carr access, or all the way to the 30mph limit on the entrance to Menstrie, is entirely logical and fits well with the Councils overall Road Safety Plan. The proposed reduction in the speed limit is justifiable in its own right as a public benefit.

2.18 The RTS's opposition to a reduction in the speed limit at this location is not consistent with the approach taken elsewhere in Clackmannanshire or by Stirling Council in relation to the road between Blairlogie and Manor Powis Roundabout.

2.19 The attention of the LRB is particularly drawn to the recent reduction in the speed limit, from the NSL to 40mph, on the A907 between Alloa (Redwell) and Cambus. The reduction of the speed limit on this road was part of a package of measure taken by the Council across Clackmannanshire. These measures were made permanent in 2022 following the introduction of Experimental 40mph limits in 2020. (Appendix 5). The similarity in character of this road and the A91 between Menstrie and Blairlogie is quite striking, as is illustrated by the photographs in Appendix 3.

2.20 Given the illustrated similarities between the A907 road between Alloa (Redwell) and Cambus and the A91 between Blairlogie and Menstrie adjacent to the site of this Review, and given that it would be entirely consistent with both the overall Transport Strategy, Road Safety Plan and Local Development Plan policies promoting the use of the Diamond Jubilee Way for cyclists and pedestrians, it is unclear why the latter was not included in the list of roads where speed limits have been reduced from the NSL to 40mph.

2.21 The LRB is invited to consider whether or not the RTS outright opposition to the lowering of the speed limit between Menstrie and Blairlogie, irrespective of the proposal for a new access, is reasonable. If the LRB considers that the lowering of the speed limit to 40mph is, of itself, a desirable outcome, and that there is no reason why this should not happen, then this changes the context within which consideration of the proposed access should take place.

10."Of equal importance to the above points, any approval in this case would inevitably lead to the setting of a most undesirable precedent for similar such applications for new houses to be accessed from derestricted rural roads. It would then be more difficult to contended against such applications if any consent were granted in this case."

2.22 This case is unique. Every case has to be determined on its merits having regard to the development plan and any other material consideration. It is not an 'application for new houses', there is an extant planning permission to complete the construction of the house on the site. There are no circumstances envisaged where this situation could be repeated. In any case it is for the Planning Authority to determine each case on its merits.

11."Given the above my Section objects in principle to proposals for new residential development at this predominantly rural location and would recommend against the granting of any consent."

2.23 This again illustrates a fundamental misunderstanding of the planning status of the site as referred to above (Para. 2.2).

### 3.0 COMMENTS ON THE APPOINTED OFFICERS REPORT OF HANDLING

- 3.1 The Reasons for Refusal of the planning application, as shown in Appendix 1, should be arrived at following full consideration of all of the relevant issues.
- 3.2 Section 25 of the Town & Country Planning (Scotland) Act 1997 (the Act) states that 'Where in making any determination under the Planning Act, regard is to be had to the Development Plan and that determination shall be made in accordance with the Development Plan unless material considerations indicate otherwise'. It is supplemented by Section 37(2) which states: 'In dealing with an application, the Planning Authority shall have regard to the provisions of the Development Plan so far as material to the application and to any other material considerations.
- 3.3 The Appointed Officers Report of Handling should set out the relevant Development Plan Policies and how these have been interpreted and applied to the case. It should also be made clear if policies in the Development Plan support or oppose the development proposal in question. It is important that this assessment is thorough and objective given that there is a presumption in favour of development that accords with the Development Plan.
- 3.4 The Report of Handling must also identify all other material considerations relevant to the application and to which he must have regard. The Report must note which of them support the application and which of them do not. Failure to take account of a material consideration, or to give insufficient weight to it, may lead to an incorrect conclusion which leaves the decision open to challenge.
- 3.5 Given the significance of the Report of Handling to the decision it is important that the LRB examine it closely to judge whether or not it fulfils all of these requirements. The following comments are made to assist in this.
- 3.6 In Section 2 of the Report, 'Summary of Consultation Responses', the Appointed Officer, unlike in other sections of the Report, simply summarises the content of the RTS comments on the application without obvious analysis or comment. This gives the impression that the advice received had been accepted in full, at face value and without questioning its relevance or accuracy. However, as can be seen from Section 2 of this Statement, the RTS comments are, in places, subjective, illogical, vague, inaccurate and less than reasonable.
- 3.7 Two examples of issues the Appointed Officer should have questioned, and sought more detailed information on, are the RTS Comments on the Road Traffic Accident history in

the area, as referred to in paragraphs 2.4-2.7 above, and the apparent outright opposition to a reduction in the speed limit to 40mph, as referred to in paragraphs 2.13 - 2.21 above.

- 3.8 Had the Appointed Officer questioned the RTS comments more thoroughly, or even simply asked for more evidence to back them up, as has been done in Section 2 of this Statement, then he may have arrived at a different conclusion.
- 3.9 In Section 5 of the Report, 'Summary of Supporting Statements', the Appointed Officer again relies heavily on the comments of the RTS in 'countering' points made in both the Planning Supporting Statement and in the DBA Access Statement. Given the more thorough analysis of the RTS comments in Section 2 of this Statement the LRB may wish to consider afresh the content of these documents (Appendix 7 and Appendix 4).
- 3.10 The Appointed Officer is particularly dismissive of the examples provided in the Supporting Statements of situations where:- (i) the Planning Committee, contrary to advice received from the RTS, decided to require a reduction in a speed limit as part of a planning permission granted for a garden centre in 2018 to the west of Menstrie (17/00198 Appendix 12). This was a planning application for a garden centre on the site of the former Council Nursery and the decision was made by the Planning Committee on 25th January 2018. Notwithstanding the advice from the Roads and Transportation Service that:-  
"there is insufficient evidence to justify changing the 60 mph speed limit on the A91 at the site access by extending the 40 mph speed limit from Victoria Terrace to the site access", the Committee decided that it would be appropriate, having regard to comments received, to impose conditions requiring the developer to submit details of a scheme to reduce the speed limit to 40mph, amongst other matters; (ii) the Appointed Officer, contrary to RTS advice, granted permission for a dwelling house in the countryside and then an additional access at the same dwellinghouse at Easter Sheardale (18/00146 Appendix 13 and 20/00206 Appendix 14); (iii) the Council as Roads Authority subsequently promoted a TRO reducing the speed limit from the NSL to 40mph at Easter Sheardale (Appendix 8); and (iv) the Council as Roads Authority promoted TRO's across Clackmannanshire on various roads reducing the speed limit from NSL to 40mph including at the A907 between Alloa (Redwell) and Cambus (Appendix 5).
- 3.11 All of these examples are significant material considerations as they demonstrate the powers of the Council as Planning Authority to make judgements on interpretations of Development Plan policy and to consider individual cases on their merits. There are situations where, notwithstanding the RTS advice, other matters have to be taken into account and the Council as Planning Authority, ie. Appointed Officer, Planning Committee, or in this case the LRB, can make its own judgement. The weight to be given to each material consideration, including the advice from the RTS, is for the LRB to decide.

3.12 Equally, given the strong similarities between the A907 between Alloa (Redwell) and Cambus, and the A91 between Menstie and Blairlogie, as illustrated by the photographs in Appendix 3, it is for the Council as Roads Authority to explain clearly to the LRB why a 40mph speed limit is appropriate for the former but not the latter.

3.13 Section 6 of the Report of Handling refers to the S50 Agreement regarding the occupancy of the dwelling house granted planning permission in 1989. This is also referred to in the summary of the history of the site in Section 7. It is noted that :-  
“In 1995, a Minute of Variation of the S50 was approved which removed the occupancy clause on the original Agreement and allowed the partially constructed house on the site to be sold or disposed of as the applicant saw fit. It also added a clause that prohibited erection of any other private dwelling houses in the hotel grounds. The Agreement does not regulate the access arrangements related to the permission.” (Underlining added)

3.14 It could be said that the Planning Authority have contributed to the current impasse by not requiring, as part of the negotiated variation to the S50 Agreement, vehicular access to the dwelling house site through the grounds of Blairlogie House Hotel (as it was then), be maintained in perpetuity. This could have avoided any pressure for a new access to be created onto the A91.

3.15 Section 8 of the Report of Handling describes the Appointed Officers Planning Assessment and lists the factors he has taken into account including the policies in the Local Development Plan.

3.16 The Appointed Officer concluded that, on the advice of the RTS, the proposals would not comply with the terms of Policies SC12 and SC23 of the Local Development Plan 2015. The full text of these policies is shown at Appendix 9. However the particular words used by the Appointed Officer in the Report of Handling are:-

“Policy SC12 states that development should be capable of being safely and conveniently accessed by a choice of travel modes. Policy SC23 states that development in the countryside will only be supported where the applicant has demonstrated that the proposed site meets the criteria set out in the policy text. One of the criteria is; • the availability and adequacy of access arrangements, site services and infrastructure.”

3.17 This is a somewhat abbreviated and edited version of these policies as the LRB will see from Appendix 9. A fuller and more accurate extract of Policy SC 12 is as follows:-

“Policy SC12 - Development Proposals - Access and Transport Requirements

The aim of this policy is to ensure that sustainable transport infrastructure is fully integrated into the design of new developments. Proposals for development will only be supported where they are:

¶ capable of being safely and conveniently accessed by a choice of travel modes including walking, cycling and public transport as well as by motor vehicles;”

- 3.18 As can be seen this policy is really about ensuring that any new development is designed to accommodate sustainable transport modes and that this can be done “safely”. The key word in the policy is “capable”. The applicant has demonstrated, in the DBA Access Statement (Appendix 4) that, with the reduction in the speed limit from the NSL to 40mph, an access for a single house can be designed to comply fully with all of the DMRB requirements regarding visibility. These requirements can be met by the judicious use of conditions therefore achieving compliance with this LDP policy. Scottish Government Guidance on the use of conditions is very clear. Circular 4/1998 states clearly that “Conditions imposed on a grant of planning permission can enable many development proposals to proceed where it would otherwise have been necessary to refuse planning permission”.
- 3.19 Having demonstrated that the access is capable of being designed to accommodate traffic safely, and that this can be guaranteed through the use of appropriate conditions on the planning permission, then the relevant criteria in Policy SC23 will be met.
- 3.20 The Appointed Officer did not refer to other important parts of the Local Development Plan that are material to the case before the LRB. The extracts from the LDP considered to be relevant are shown in Appendix 9.
- 3.21 In addition a Policy that was not referred to is Policy SC9 - Developer Contributions on Page 43 of the LDP. (Appendix 9). Given the public benefit of a reduction in the speed limit on the A91 that could be achieved by approving the application for the access, the costs of such implementation, eg. administrative costs of promoting the TRO, signage etc., could be covered by Policy SC9. The offer of such public benefit is as valid a consideration as the Planning Authority actively seeking a developer contribution.
- 3.22 In the Appointed Officers summary of Other Material Considerations he has given insufficient consideration to the application Supporting Statement, the DBA Access Statement, the existence of a valid planning permission for a house on the site, the unique and unrepeatable circumstances of the case, the significant changes that have occurred since the last time the issue was considered and the scope to address any issues by the judicious use of conditions.
- 3.23 He has relied solely on the comments and opinions of the RTS without critically examining their basis or accuracy. In particular he has summarily dismissed the proposal to reduce the speed limit on the A91 between Menstrie and Blairlogie despite this being entirely consistent with actions by the Council elsewhere in Clackmannanshire. The RTS reasons for opposing the reduction in the speed limit at this location are unexplained and unquestioned by the Appointed Officer.

#### 4.0 COMMENTS ON THE REASONS FOR REFUSAL

- 4.1 The Reasons for Refusal (Appendix 1) are entirely based upon the RTS consultation response. The RTS comments, if examined closely however, do not represent a complete

or accurate picture of the development or the site, as explained in Section 2 of this Statement.

- 4.2 “1. The development would not be in the interests of road safety as it would result in increased slow moving, turning or stopped traffic on a derestricted section of the A91 which is an A Class inter-urban primary distributor road. Furthermore, the standard of visibility at the access and driver stopping distance to and from the west respectively, would not satisfy the relevant design standards set out in the DRMB for an access of this type in these road conditions. Consequently, the inadequate standard of the proposed access would be contrary to Policy SC12 (Development Proposals – Access and Transport Requirements) and the requirements of Policy SC23 (Development in the Countryside – General Principles) of the adopted Clackmannanshire LDP”.
- 4.3 This reason assumes that the speed limit would remain at the NSL. If the speed limit was reduced to 40mph, as proposed by the applicant, not only would this be consistent with Council policy and practice on similar roads elsewhere in Clackmannanshire, it would be entirely in line with the Councils Transport Strategy, Road Safety Plan and Local Development Plan. Reducing the speed limit to 40mph would be in the interests of road safety. The proposed access would be designed and positioned such that it exceeds the design standards set out in the DMRB for an access of this type on a road with a 40mph limit. As such it would comply with Policies SC12 and SC23 of the LDP. The reduction in speed limit and the design of the access can all be secured by appropriately worded conditions (Appendix 11).
- 4.4 “2. It is concluded that the proposed mitigation measures presented by the applicant, would not satisfactorily address or outweigh the road safety concerns, having regard to; i) the prevailing character of the A91 at this location, reflected by the rural environment and long straight section of carriageway, which would justify the National Speed Limit, ii) the road is a high volume A Class road, iii) the sub- standard of visibility and Site Stopping Distance which could be achieved on the west side of the proposed access based on the requirements of the DMRB. iv) the accident history relating to the section of the A91 in the vicinity of the site. v) the granting of a Certificate of Lawfulness for the Site for Use of Land as a House Plot for 1 No Dwelling does not materially affect the planning history of the site where proposals for a direct access from the house to the A91 has consistently been refused permission.”
- 4.5 The fact that the road currently has a speed limit of 60mph does not mean that this cannot be changed to 40mph. The Council as Roads Authority have the powers and discretion to vary speed limits and has demonstrated its willingness to do this across Clackmannanshire on roads that are very similar in character to the A91 between Menstrie and Blairlogie. The Council, as Planning Authority, has demonstrated its flexibility and discretion, to both grant planning permission for new accesses, and impose conditions to seek a variation in speed limits, against the advice of the RTS.

- 4.6 As stated above, if the speed limit was reduced to 40mph the access design visibility would exceed DMRB standards.
- 4.7 A more in depth examination of the accident history at the site reveals that it is 9 years since the last incident on the A91 between the Menstrie Mains Roundabout and the Council boundary at Blairlogie. A reduction in the speed limit to 40mph would reduce the likelihood of accidents further and contribute to a significant improvement in road safety for all users including cyclists and pedestrians.
- 4.8 The fact that a dwelling house has planning permission and that permission has been implemented is a very significant material consideration. Past decisions on a proposed access do not tie the Planning Authority as each case must be determined on its merits. The Planning Authority must have due regard to any changes in circumstances over the past 17 years since the last decision was made. These changes have been significant and the applicant has proposed further significant changes (ie. the reduction in the speed limit to 40mph) which were not considered before.
- 4.9 “3. Approval of the proposed access would set an undesirable precedent for similar proposals on derestricted sections of such roads to the detriment of road and pedestrian safety.”
- 4.10 While consistency in decision making is desirable Planning Authorities are not obliged to follow decisions on similar applications. A generalised concern is insufficient and there must be some evidence for the Planning Authorities view. Each case must be determined on its merits. The location, history and circumstances of this case are unique and unrepeatable.
- 4.11 All of the reasons for refusal can be addressed by the imposition of conditions on the planning permission as set out in Appendix 11.

## 5.0 CONCLUSIONS

5.1 The key issues the LRB should consider in relation to this case are:-

- (i) The fact that there is an extant and partially implemented planning permission for a dwelling house on the site which requires an access.
- (ii) The proposed reduction of the speed limit to 40mph on the A91 between Blairlogie and Menstrie would mean the proposed access design and sight lines are either entirely in accordance with or exceed the DMRB requirements for such roads.
- (iii) Reducing the speed limit to 40mph would be a public benefit in the interest of road safety and would be entirely consistent with the Transport Strategy, the Road Safety Plan, the Local Development Plan and actions the Council has taken on similar roads elsewhere in Clackmannanshire.

- (iv) Reducing the speed limit to 40mph between Blairlogie and Menstrie would be entirely consistent with actions Stirling Council has taken in reducing speed limits on the A91 in, and west of, Blairlogie.
- (v) All of the issues cited as reasons for refusal can be dealt with using appropriately worded conditions.

5.2 Clackmannanshire Council has a great reputation for its positive approach to planning and the way it always seeks to find innovative solutions to problems that might hold back beneficial development. In this particular case the 'problem' manifests itself in the form of an extant planning permission which would allow the completion of a development on a site which has no vehicular access. This situation has arisen, not in a planned way but as a result of a series of individual decisions over many years by different parties, including the Planning Authority.

5.3 Presented with this 'problem' it is incumbent upon the Planning Authority to work positively with the applicant and prospective developer to find an acceptable solution. The applicant has invested a significant amount of time and money to devise a solution to the problem which would satisfy all normal regulatory requirements. This solution includes the substantial public benefit of a reduction in the speed limit along the A91 between Blairlogie and Menstrie from the NSL to 40mph. This would contribute significantly to the improvement of road safety for motorists, cyclists and pedestrians along this route and is entirely in line with the Councils Transport Strategy, Road Safety Plan and Local Development Plan Policies.

5.4 The applicant therefore respectfully requests that the LRB overturns the decision of the Appointed Officer and grants Planning Permission subject to appropriate conditions as suggested in Appendix 11.

## APPENDICES

1. REASONS FOR REFUSAL OF APPLICATION 22/00076
2. RTS COMMENTS ON APPLICATION 22/00076
3. PHOTOGRAPHS SHOWING SIMILARITIES BETWEEN THE A91 (MENSTRIE-BLAIRLOGIE) AND A907 (ALLOA- CAMBUS)
4. DBA ACCESS STATEMENT APPLICATION 22/00076
5. CLACKMANNANSHIRE COUNCIL TRAFFIC REGULATION ORDERS 2022
6. REPORT OF HANDLING APPLICATION 22/00076
7. PLANNING SUPPORTING STATEMENT APPLICATION 22/00076
8. CLACKMANNANSHIRE COUNCIL TRAFFIC REGULATION ORDER EASTER SHEARDALE
9. CLACKMANNANSHIRE LOCAL DEVELOPMENT PLAN 2015 POLICIES AND EXTRACTS
10. CRASHMAP ACCIDENT MAP AND REPORTS A91 MENSTRIE TO BLAIRLOGIE 1999-2021
11. SUGGESTED CONDITIONS TO BE APPLIED TO PLANNING PERMISSION 22/00076
12. DECISION NOTICE 17/00198 GARDEN CENTRE A91 VICTORIA TERRACE, MENSTRIE
13. REPORT OF HANDLING APPLICATION 18/00146 EASTER SHEARDALE
14. REPORT OF HANDLING APPLICATION 20/00206 EASTER SHEARDALE

19<sup>th</sup> July 2022

## APPENDIX 1

### REASONS FOR REFUSAL 22/00076

“1. The development would not be in the interests of road safety as it would result in increased slow moving, turning or stopped traffic on a derestricted section of the A91 which is an A Class inter-urban primary distributor road. Furthermore, the standard of visibility at the access and driver stopping distance to and from the west respectively, would not satisfy the relevant design standards set out in the DRMB for an access of this type in these road conditions. Consequently, the inadequate standard of the proposed access would be contrary to Policy SC12 (Development Proposals - Access and Transport Requirements) and the requirements of Policy SC23 (Development in the Countryside - General Principles) of the adopted Clackmannanshire LDP.

2. It is concluded that the proposed mitigation measures presented by the applicant, would not satisfactorily address or outweigh the road safety concerns, having regard to;

i) the prevailing character of the A91 at this location, reflected by the rural environment and long straight section of carriageway, which would justify the National Speed Limit,

ii) the road is a high volume A Class road, iii) the substandard of visibility and Site Stopping Distance which could be achieved on the west side of the proposed access based on the requirements of the DMRB.

iv) the accident history relating to the section of the A91 in the vicinity of the site.

v) the granting of a Certificate of Lawfulness for the Site for Use of Land as a House Plot for 1 No Dwelling does not materially affect the planning history of the site where proposals for a direct access from the house to the A91 has consistently been refused permission.

3. Approval of the proposed access would set an undesirable precedent for similar proposals on derestricted sections of such roads to the detriment of road and pedestrian safety.”

## APPENDIX 2

### RTS CONSULTATION RESPONSE 29<sup>TH</sup> MARCH 2022 -22/00076

1. "The site proposed for a new house plot lies out with the urban area and has no designation for development in the currently adopted local plan.
2. The site is to be accessed on to the A91 by a new vehicle access located some 50m, or thereby, west of an existing access which serves Red Carr House, Red Carr Lodge and Red Carr Cottage. The A91 is an A class inter-urban primary distributor road and is derestricted fronting the application site. The national speed limit in this area commences some 100m, or thereby, west of the intended access position extending until the Menstrie urban 30mph limits some 600m to the east. The area is predominantly rural in character despite the presence of the three properties at Red Carr.
3. In terms of the road accident history recorded by the council in the vicinity of the site, on a section of the A91 between the council boundary and a point 400m east of the Red Carr entrance since 1981 there have been 24 recorded injury accidents consisting of 1 fatal, 4 serious and 19 slight accidents. The fatal accident occurred in March 2011.
4. Your Section will be aware of previous applications for new houses in this area and my Section's consistent stance opposing such development. Introducing a new vehicle access point on such a high speed section of A class rural road where additional slowing, stopping and turning traffic movements will occur would be inherently unsafe.
5. With the national speed limit commencing some 100m, or thereby, to the west of the proposed access point, eastbound drivers when entering this section of the A91 and the long straight towards Menstrie can use this to accelerate with some, on occasion, taking the opportunity to overtake here.
6. The increased accident potential brought about by a new access here will not be adequately mitigated by merely introducing a speed restriction which will not relate to the surrounding rural environment, or indeed by forming ideal vehicle access arrangements which the applicant's agent suggests.
7. The rural character of the A91 here is unlikely to change in the foreseeable future and indeed it is this character and the rural environment which dominates here that requires this stretch of the A91 be subject to the national speed limit.
8. Some of the council's classified roads have had speed limit changes applied recently but these changes were introduced on stretches of road where such restrictions are appropriate and were needed to introduce safer environments for the increased pedestrian and cycle use which followed the pandemic. Speed restrictions have also been temporarily introduced recently to other classified roads, following a request to the council, in association with short term HGV haulage requirements.
9. There are no valid arguments that can be put to alter correctly applied speed limits merely to accommodate new development where, as noted, the prevailing road environment does not justify such a change. Indeed it is inappropriate and unsafe to do so just to accommodate new housing. I would reiterate the point that the resultant increased accident potential created, if a new access were installed here, will not be adequately addressed by simply lowering the speed limit on what will remain a relatively long stretch of rural A class road.

10. Of equal importance to the above points, any approval in this case would inevitably lead to the setting of a most undesirable precedent for similar such applications for new houses to be accessed from derestricted rural roads. It would then be more difficult to contended against such applications if any consent were granted in this case.
11. Given the above my Section objects in principle to proposals for new residential development at this predominantly rural location and would recommend against the granting of any consent.”

Appendix 3

Travelling East from Blairlogie

















Appendix 3.2

Travelling East from Cambus A907





















Appendix 3.3

Travelling West from Menstrie































Appendix 3.4

Travelling West from Alloa A907



















APPENDIX 4

# Hillfoots Road, Blairlogie

## Access Statement

February 2022

Dougall Baillie Associates



civil. structural. transportation. water management

Dougall Baillie Associates  
3 Glenfield Road, Kelvin, East Kilbride, G75 0RA  
P: 01355 266 480 F: 01355 221 991 E: [enquiries@dougallbaillie.com](mailto:enquiries@dougallbaillie.com)  
W: [www.dougallbaillie.com](http://www.dougallbaillie.com)

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## CONTENTS

1	Introduction .....	4
2	Accessibility Assessment.....	5
3	Accident Record Assessment.....	12
4	Conclusion .....	13

## APPENDICES

Appendix A - Optimised Development Access Junction

Appendix B - Speed Survey Data

Appendix C - Crash Map Accident Reports

## 1 Introduction

- 1.1 Dougall Baillie Associates (DBA) have been appointed by Mr. Christopher Gowans to assess the potential access arrangements of his private dwelling house proposals located on Hillfoots Road, Blairlogie, as illustrated in the site location diagram (Diagram 1.1) below.



Diagram 1.1 - Site Location Diagram

- 1.2 Mr Gowan's application for a certificate of lawfulness (21/00202/CLEUD) was granted approval by Clackmannanshire Council which confirmed that the continued implementation of planning permission C/88/225, granted in December 1989, was lawful.
- 1.3 This report will provide details on the potential access options for the site including type, optimised location and visibility, referencing existing factors such as main road speed limits and surveyed vehicles speeds on the A91 approaches to the proposed access.
- 1.4 More detailed information pertaining to certain aspects of the report may be available and can be obtained on request.

## 2 Accessibility Assessment

### Optimised Access Form and Location

- 2.1 The location of the site access would be optimised within the site frontage onto the A91 to maximise the achievable visibility splays from the minor arm approach. As identified in the drawing (ref. 19172-SK-10) attached in Appendix A.

### Traffic Generation

- 2.2 As the development would be a single private dwelling housing, it could be anticipated that it would generate two or three vehicle trips in and out of the site per day. Such a limited number of vehicle trips is not expected to interfere with the free flow of traffic on the A91.

### Speed Survey and Associated Standards

- 2.3 The speed limit on the A91 Hillfoots Road across the proposed sites frontage is 60mph, in line with the signed National Speed Limit (NSL) for this single carriageway road.
- 2.4 A new 30mph zone has been implemented to the west of the site through the village of Blairlogie as a result of community pressure on the council due to safety concerns over the speed of vehicles through the village.
- 2.5 Diagram 2.1 at the end of this section identifies the speed limit changes and their approximate locations in relation to the site. As indicated, the existing speed limit changes to 40mph for a short distance between Blairlogie and the site before increasing to the NSL as discussed.
- 2.6 The optimised proposed site access would be located approximately 97m to the east of the posted speed limit change from 40mph to the NSL.
- 2.7 Given the location of the development site, Clackmannanshire Council noted that they would require junction visibility to be in accordance with requirements identified in the Design Manual for Roads and Bridges (DMRB).
- 2.8 The applicable visibility standard, as set out in *CD 123 Geometric design of at-grade priority and signal-controlled junctions* in combination with *TD 9/93 Highway Link Design*, is summarised in Table 2.1 below.

Design Speed of Major Road (kph)	Design Speed of Major Road (mph)	Desirable Minimum Visibility (m)
100	60	215

**Table 2.1 - DMRB Standards for Visibility at a Priority Junction**

- 2.9 However, in January 2022 Clackmannanshire Council granted planning permission for a new site access serving at the Red Carr Lodge, immediately to the east of the site, with a visibility requirement of only 2.4m x 160m, which would ordinarily be the standard for roads where the design speed of

the road is 50mph.

- 2.10 To ensure this assessment is based on actual vehicular speeds, as opposed to theoretical design speeds, DBA initially employed Streetwise Services Ltd to conduct a speed survey on the A91 at the proposed access location between Saturday the 15<sup>th</sup> and Friday the 21<sup>st</sup> of June 2019.
- 2.11 This survey took place before the implementation of the 30mph zone through Blairlogie. As a result a second speed survey was commissioned to assess any resulting changes in vehicle speeds.
- 2.12 Nationwide Data Collection were employed to conduct the speed survey between Saturday the 13<sup>th</sup> and Friday the 19<sup>th</sup> of November 2021 at the same location as the previous survey.
- 2.13 Both sets of full survey results are included in Appendix B and summarised in Table 2.2 below.

Site No.	Location	Posted Speed Limit (mph)	Start Date	End Date	Direction	Mean Speed	85%ile Speed
1	Hillfoots Road between Gogar Loan and Housing Access	60	Saturday 15 June 2019	Friday 21 June 2019	Eastbound	44.2	48.4
					Westbound	49.3	59.4
					Eastbound & Westbound	46.8	53.9
2	Hillfoots Road between Gogar Loan and Housing Access	60	Saturday 13 November 2021	Friday 19 November 2021	Eastbound	43.5	49.2
					Westbound	43.6	49.6
					Eastbound & Westbound	43.6	49.4

**Table 2.2 - Speed Survey Results at the Site’s Frontage**

- 2.14 Both surveys identify that the speeds in both directions passing the sites frontage are lower than the posted NSL (60mph). This is likely impacted by the changes in speed limit to the east of the site as well as road geometry and other factors.
- 2.15 Traffic travelling eastwards and transitioning from the 40mph limit to the NSL (60mph) limit are very similar across both surveys with the 85th percentile speeds being below 50mph. The lower speeds is likely impacted significantly by the 40mph speed limit change to the east.
- 2.16 The westbound traffic, which is heading towards the 40mph speed limit and the 30mph zone beyond that, differ significantly in speeds across both of the

surveys.

- 2.17 The 2019 survey, which took place pre implementation of the 30mph zone through Blairlogie, has a westbound 85th percentile speed of 59.4mph whilst the new 2021 survey, undertaken post 30mph zone implementation, observed a 49.6mph percentile speed.
- 2.18 This would suggest that the 30mph zone has had a notable impact on reducing the speeds of westbound traffic across the sites frontage.
- 2.19 Based on the 2021 surveyed 85<sup>th</sup> percentile vehicle speeds being applied as the major road design speeds, the DMRB standards noted in Table 2.3 below identify the site specific visibility criteria.

Location	Design Speed of Major Road Based on 85 <sup>th</sup> Percentile Survey Speed (kph)	Design Speed of Major Road Based on 85 <sup>th</sup> Percentile Survey Speed (mph)	Required Visibility Distance (m)
West of Access	85	50	160
East of Access	85	50	160

**Table 2.3 - Site Specific Visibility Requirements**

Site Access Visibility

- 2.20 DBA visited the site on the 28<sup>th</sup> of June 2019 to assess the existing levels of visibility at the proposed site access. Photos 2.1 and 2.2, below, illustrate the views to the west and east of the proposed site access along the A91.



Photo 2.1 -View to West Along A91



Photo 2.2 -View to East Along A91

- 2.21 As indicated on the above photos, foliage to the rear of the existing footway prevents detailed onsite assessment of visibility. This foliage would be cleared along the controlled A91 site frontage to maximise the achievable visibility.
- 2.22 The access drawing in Appendix A (ref. 19172-SK-10) identifies the site achievable visibility splays from the optimised access junction location on an Ordnance Survey base plan.
- 2.23 As indicated, the maximum achievable visibility splay to the west of the proposed access location is 2.4m x 150m. Whilst the achievable visibility to the west is 10m less than the standard, it still represents a good level of visibility for a single unit access such as the proposed.
- 2.24 As indicated, the 215m access road visibility to the left (East) and the stopping sight distance for vehicles approaching from the east could be achieved within land controlled by Mr Gowans or within the existing road boundary.
- 2.25 However, Photo 2.3 over illustrates the view eastwards along the A91 from the centre of the carriageway, 160m west of the proposed site access location. From here, the entire proposed site and beyond can be seen clearly without obstruction.
- 2.26 Therefore, whilst vehicles exiting the proposed site access cannot view the nearside carriageway edge 160m to the west, they are able to see the centre line and much of the left lane, where approaching vehicles would be in view.



**Photo 2.2 - View Eastwards along the A91 160m from the Site Access**

#### Potential Relocation of 40mph Speed Limit

- 2.27 As detailed on Diagram 2.1, the speed limits on the A91 Hillfoot Road have recently been changed to incorporate a 30mph section through Blairlogie to the west of the site. The speed limit returns to 40mph for approximately 150m before reverting to the national speed limit of 60mph, which is in place across the development frontage.
- 2.28 To the west of Blairlogie, the 30mph speed limit has been implemented at the previous location of the 40mph speed limit change from the national speed limit of 60mph. Additionally, the old 40mph speed limit was extended approximately 400m westwards, positioned at Powis Burn.
- 2.29 Therefore, it is clear that extending the 40mph speed limit on this section of the A91 is an established and accepted precedent when attempting to improve road safety.
- 2.30 As identified on 19172-SK-10, the existing 40mph speed limit section of the A91 is located approximately 72m to the west of the proposed site access. As noted in Para. 2.15 (referencing the surveyed eastbound vehicle speeds in Table 2.2), this has influenced the speed of traffic coming from the west.
- 2.31 Extending the current 40mph speed limit approximately 160m east of its current location on the A91 could significantly reduce the speed of vehicles in both directions past not only the proposed development site access but also past the existing private access road located approximately 40m east of the development site boundary.
- 2.32 Therefore, the proposed relocation of the speed limit would have a positive impact on the safety of vehicles entering and exiting the existing residential access to the east which is of a substandard design in comparison to the

proposed.

- 2.33 The applicable DMRB standards for the required visibility at the proposed site access based on the eastern extension of the 40mph speed limit on the A91 are detailed in Table D below.

Design Speed of Major Road (kph)	Design Speed of Major Road (mph)	Required Visibility Distance (m)
70	40	120

**Table 2.4 - Site Specific Visibility Requirements Based on Speed Limit Relocation**

- 2.34 The visibility assessment information detailed in Appendix A identifies that, from the optimised development access location, the 120m visibility splays that would be required, should the A91 speed limit relocation be realised, would be achievable to both the east and west of the access along the A91.

#### Traffic Regulation Orders

- 2.35 The proposed extension of the 40mph speed limit would fit well with Clackmannanshire Council's road safety strategy in respect of speed reductions on roads with greater risk.
- 2.36 The implementation of the 30mph zone through Blairlogie would support this as well as multiple other speed limit reductions being implemented across the council area.
- 2.37 For reference, Table 2.5 over details multiple Traffic Regulation Orders within Clackmannanshire which are comparable to the proposed extension of the 40mph speed limit.

Location	Description
A907 Stirling - Dunfermline	From a point 260 metres east of the east kerb of the C101 Park Terrace in a north-westerly direction to a point 155 metres south of the southern extended kerblines of The Orchard, a distance of 922 metres or thereby.
A91 Stirling - Cupar	From a point 20 metres east of the extended east kerblines of C101 Tullibody - Menstrie Road in an easterly direction to a point 65 metres east of the road to Victoria Terrace, a distance of 575 metres or thereby.
B9140 Tullibody - Dollarbeg Road	From a point 48 metres or thereby east of the east kerb of King'o'muir's Avenue in a westerly direction, for a distance of 544 metres or thereby.
Easter Sheardale, Dollar	From a point 100 metres west of its junction with Meeks Park Road, Forestmill eastwards for a distance of 365 metres or thereby.

**Table 2.5 - Traffic Regulation Orders in Clackmannanshire**

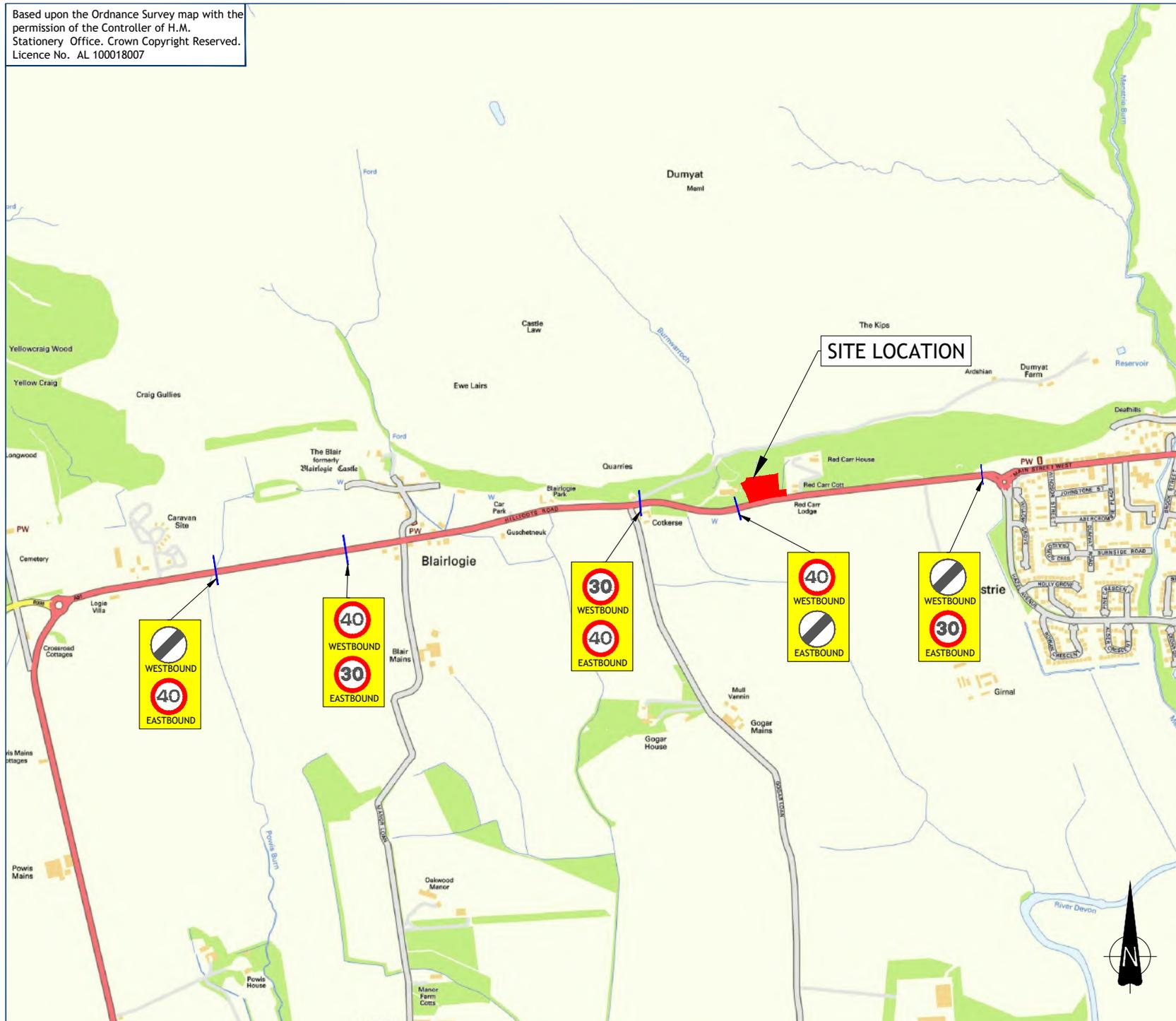
- 2.38 It is considered that the locations of the TROs detailed above are similar to that of the proposed site and the character of the roads where the speed limit changes have been implemented are also comparable to the stretch of the A91 being assessed.
- 2.39 The A91 Stirling - Cupar TRO is located at the north east of Menstrie approximately 2km to the east of the site. The extension of the 40mph limit at this location is on the A91, the same as that proposed, and has seemingly been extended to reduce vehicle speeds at Victoria Terrace and entering Menstrie.
- 2.40 The Easter Sheardale speed limit change is comparable to the proposed speed limit change on the A91 Hillfoots.
- 2.41 It is considered that the principle of extending reduced speed limits to improve the safety of roads is an established practice across Clackmannanshire, with comparable TROs being recently implemented on the A91 within close proximity of the site. It is therefore considered that the proposed relocation of the 40mph speed limit would be consistent with Council practice implemented elsewhere.

Based upon the Ordnance Survey map with the permission of the Controller of H.M. Stationery Office. Crown Copyright Reserved. Licence No. AL 100018007

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**DO NOT scale from this drawing**

Notes:



**Diagram 2.1**  
Site Location Plan with Speed Change Locations

Scale: NTS @ A4 Diag. Ref: 19172-SK-05b



### 3 Accident Record Assessment

#### Accident Records

- 3.1 DBA reviewed available accident data in the vicinity of the junction using the resource [www.crashmap.co.uk](http://www.crashmap.co.uk).
- 3.2 This identifies that two accidents have occurred within the vicinity of the proposed site access or the similar neighbouring developments in the last five years of data (2016-2020), as illustrated in Figure 2.1 below.

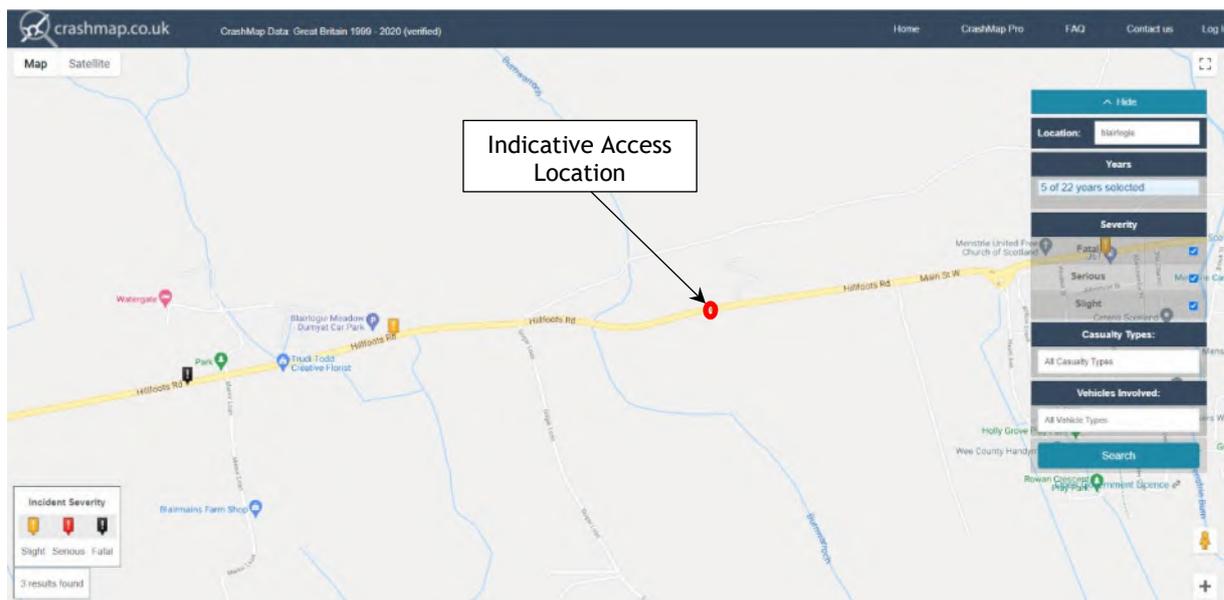


Figure 2.1 - Crashmap 2016-2020

- 3.3 Both accidents occurred on the A91 Hillfoots Road to the west of the proposed site access location, one being classified as a slight accident and the second being a fatal accident. Detailed reports for the accidents are attached in Appendix C of this report for reference.
- 3.4 The earlier of the two accidents occurred on 1<sup>st</sup> November 2017 and resulted in one fatal and one slight injury. The accident report identifies that there was no carriageway hazard, the accident occurred away from a junction and that only one vehicle was involved.
- 3.5 The later accident occurred on the 19<sup>th</sup> September 2019 and resulted in one slight injury. The accident report identifies that there was no carriageway hazard, the accident occurred away from a junction. In this case there were two vehicles involved but that both were *'proceeding normally along the carriageway, not on a bend.'*
- 3.6 Having reviewed the accident record information it is considered that neither accident was as a result, or influenced by junctions or development access on the A91. It is proposed that the data does not reflect an accident history that would be materially worsened by the inclusion of the proposed access.

## 4 Conclusion

- 4.1 This Access Statement report on behalf of Mr. Christopher Gowans examines the proposal for access to a single residential property in the form of a private access onto the A91 on the eastern edge of Blairlogie, in Stirling.
- 4.2 As a single housing unit development, the new site access junction would not generate volumes of traffic significant enough to introduce any notable level of delay to local road traffic.
- 4.3 Assessments carried out show that with the access junction in its optimal location and based on the surveyed 85<sup>th</sup> percentile vehicle speeds on this section of the A91, the standard visibility requirement can be achieved to the east however, visibility corresponding with the posted national speed limit cannot be achieved within the limits controlled by Mr Gowans or public road boundary to the west of the development site.
- 4.4 Whilst the achievable visibility to the west is 10m less than the DMRB standard, it still represents a good level of visibility for a single unit access such as the proposed.
- 4.5 It has been shown that by extending the existing A91 40mph speed limit zone approximately 160m east of its current location, the required visibility standards could be achieved in both directions and would also bring the existing neighbouring residential access road (east of the development site) within the lowered limit.
- 4.6 Speed surveys undertaken in 2019 and 2121 demonstrate that the recent introduction of a 30mph speed limit through Blairgowrie has also reduced westbound vehicle speeds to the east of Blairlogie.
- 4.7 It is proposed that the 40mph limit be relocated to the east of the existing access on the A91 which would also cover the proposed access.
- 4.8 The practice of reducing speed limits on comparable sections of road is established within the Clackmannanshire Council area. Bringing the existing and proposed site accesses within a 40mph zone would enable standard visibility requirements to be achieved, and would fit well with the Councils overall road safety strategy, especially in respect of speed reductions on the A91, to the benefit of all road users.
- 4.9 A review of local accident records indicated that there have been two reported incidents in the vicinity of the proposed access over the period 2016 - 2020. The data associated with these accidents does not identify that junctions or accesses on the A91 had any part to play.

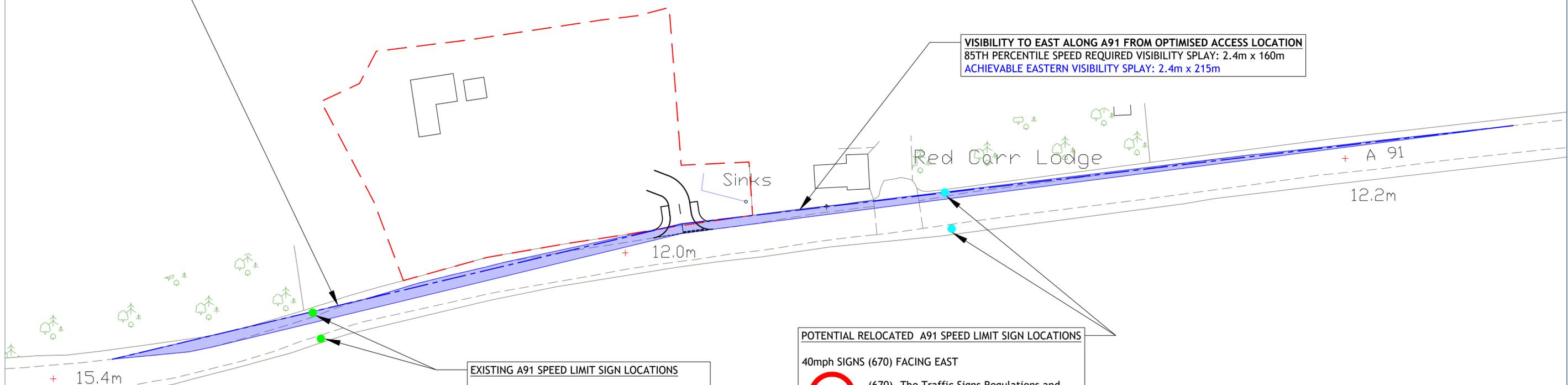
## **Appendix A**

### **Optimised Development Access Junction (including visibility assessment)**

Notes:  
 INDICATIVE SITE BOUNDARY  
 OPTIMISED ACCESS LOCATION  
 ACHIEVABLE VISIBILITY SPLAYS SET OUT OVER  
 LAND WITHIN CONTROLLED SITE BOUNDARY  
 AND LAND WITHIN THE PUBLIC ROAD  
 BOUNDARY  
**85TH PERCENTILE SURVEYED VEHICLES SPEEDS**  
 A91 EASTBOUND: 49.2mph  
 A91 WESTBOUND: 49.6mph

**VISIBILITY TO WEST ALONG A91 FROM OPTIMISED ACCESS LOCATION**  
 85TH PERCENTILE SPEED REQUIRED VISIBILITY SPLAY: 2.4m x 160m  
 MAXIMUM ACHIEVABLE WESTERN VISIBILITY SPLAY: 2.4m x 150m

**VISIBILITY TO EAST ALONG A91 FROM OPTIMISED ACCESS LOCATION**  
 85TH PERCENTILE SPEED REQUIRED VISIBILITY SPLAY: 2.4m x 160m  
 ACHIEVABLE EASTERN VISIBILITY SPLAY: 2.4m x 215m



**EXISTING A91 SPEED LIMIT SIGN LOCATIONS**

40mph SIGNS (670) FACING EAST  
 (670) The Traffic Signs Regulations and General Directions 2016

NATIONAL SPEED LIMIT SIGNS (671) FACING WEST  
 (671) The Traffic Signs Regulations and General Directions 2016

**POTENTIAL RELOCATED A91 SPEED LIMIT SIGN LOCATIONS**

40mph SIGNS (670) FACING EAST  
 (670) The Traffic Signs Regulations and General Directions 2016

NATIONAL SPEED LIMIT SIGNS (671) FACING WEST  
 (671) The Traffic Signs Regulations and General Directions 2016

Rev.	Revision details:	By:	Checked:
		Date:	Date:
Client: MR. C. GOWANS			
Project: BLAIRLOGIE			
Drawing Title: OPTIMISED ACCESS LOCATION AND VISIBILITY ASSESSMENT BASED ON SURVEYED 85TH PERCENTILE SPEEDS			
Drawn:	DW	Checked:	SH
Date:	18/02/22	Date:	18/02/22
Scale:	1/500	Dwg. No.:	@A1 19172-SK-10
Dwg. Status:	DRAFT	Print:	COLOUR
3 Glenfield Road, Kelvin East Kilbride G75 0RA t: 01355 266480 e: enquiries@dougallbaillie.com w: www.dougallbaillie.com Dougall Baillie Associates  civil, structural, transportation, water management			

## **Appendix B**

### **Speed Survey Data**

Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Saturday, 13 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.9	50.7
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	2	18.2	1	9.1	0	0.0	49.9	63.3
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	40.6	-
0300	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.6	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.2	-
0500	6	0	5	0	1	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	49.7	-
0600	13	0	8	0	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.3	53.7
0700	40	0	33	0	6	0	1	0	0	0	0	0	0	1	2.5	0	0.0	0	0.0	42.4	49.6
0800	77	1	65	0	11	0	0	0	0	0	0	0	0	1	1.3	0	0.0	0	0.0	45	50.6
0900	112	1	103	0	8	0	0	0	0	0	0	0	0	1	0.9	1	0.9	0	0.0	45.2	50.6
1000	199	3	183	0	13	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.9	48
<b>1100</b>	<b>240</b>	<b>3</b>	<b>228</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2.5</b>	<b>1</b>	<b>0.4</b>	<b>1</b>	<b>0.4</b>	<b>43.1</b>	<b>49.4</b>
<b>1200</b>	<b>312</b>	<b>3</b>	<b>294</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1.3</b>	<b>2</b>	<b>0.6</b>	<b>1</b>	<b>0.3</b>	<b>43</b>	<b>48.7</b>
1300	296	2	280	1	12	0	0	0	1	0	0	0	0	1	0.3	0	0.0	0	0.0	43.1	47.8
1400	286	8	264	4	8	0	0	0	2	0	0	0	0	5	1.7	1	0.4	1	0.4	44.1	48.9
1500	289	4	270	3	12	0	0	0	0	0	0	0	0	3	1.0	0	0.0	0	0.0	43.3	47.8
1600	272	3	253	3	13	0	0	0	0	0	0	0	0	3	1.1	0	0.0	0	0.0	43.3	48.9
1700	237	0	227	0	10	0	0	0	0	0	0	0	0	3	1.3	1	0.4	1	0.4	44.4	49.6
1800	156	1	150	0	5	0	0	0	0	0	0	0	0	2	1.3	1	0.6	1	0.6	43.6	49.6
1900	108	0	103	0	5	0	0	0	0	0	0	0	0	5	4.6	2	1.9	0	0.0	45.9	53.3
2000	77	0	74	1	1	0	0	0	1	0	0	0	0	2	2.6	0	0.0	0	0.0	46	52.6
2100	54	0	51	0	3	0	0	0	0	0	0	0	0	1	1.9	1	1.9	0	0.0	46.4	52.7
2200	76	0	73	0	2	1	0	0	0	0	0	0	0	3	3.9	0	0.0	0	0.0	46	52.7
2300	42	1	38	0	3	0	0	0	0	0	0	0	0	2	4.8	0	0.0	0	0.0	48.7	54.8
<b>07-19</b>	<b>2516</b>	<b>29</b>	<b>2350</b>	<b>12</b>	<b>120</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1.2</b>	<b>7</b>	<b>0.3</b>	<b>5</b>	<b>0.2</b>	<b>43.5</b>	<b>48.9</b>
<b>06-22</b>	<b>2768</b>	<b>29</b>	<b>2586</b>	<b>13</b>	<b>134</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>1.4</b>	<b>10</b>	<b>0.4</b>	<b>5</b>	<b>0.2</b>	<b>43.7</b>	<b>49.2</b>
<b>06-00</b>	<b>2886</b>	<b>30</b>	<b>2697</b>	<b>13</b>	<b>139</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>1.5</b>	<b>10</b>	<b>0.3</b>	<b>5</b>	<b>0.2</b>	<b>43.9</b>	<b>49.4</b>
<b>00-00</b>	<b>2933</b>	<b>30</b>	<b>2740</b>	<b>13</b>	<b>143</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>1.6</b>	<b>11</b>	<b>0.4</b>	<b>5</b>	<b>0.2</b>	<b>43.9</b>	<b>49.5</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Sunday, 14 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	41	1	38	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.6	48.9
0100	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.9	53.1
0200	12	0	11	0	1	0	0	0	0	0	0	0	0	2	16.7	1	8.3	1	8.3	51.5	65.9
0300	10	0	9	0	1	0	0	0	0	0	0	0	0	1	10.0	0	0.0	0	0.0	55.2	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.2	-
0500	8	0	6	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.8	-
0600	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	50.5	-
0700	21	0	19	0	2	0	0	0	0	0	0	0	0	1	4.8	0	0.0	0	0.0	47.9	56.6
0800	48	0	42	0	6	0	0	0	0	0	0	0	0	2	4.2	0	0.0	0	0.0	47.3	54.1
0900	64	0	61	0	2	0	0	0	1	0	0	0	0	1	1.6	0	0.0	0	0.0	46.4	53
1000	147	2	137	1	6	1	0	0	0	0	0	0	0	1	0.7	1	0.7	0	0.0	43.7	49.2
<b>1100</b>	<b>192</b>	<b>10</b>	<b>176</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>1</b>	<b>0.5</b>	<b>1</b>	<b>0.5</b>	<b>43.4</b>	<b>49.1</b>
1200	240	1	228	6	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.9	47.7
1300	245	1	234	5	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.2	48.2
1400	275	2	253	5	14	0	0	1	0	0	0	0	0	1	0.4	0	0.0	0	0.0	43.4	48.4
<b>1500</b>	<b>280</b>	<b>0</b>	<b>271</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1.4</b>	<b>1</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>	<b>42.7</b>	<b>47.5</b>
1600	257	0	249	1	7	0	0	0	0	0	0	0	0	4	1.6	0	0.0	0	0.0	41.2	47.8
1700	189	2	183	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.6	49.3
1800	129	0	123	1	5	0	0	0	0	0	0	0	0	3	2.3	1	0.8	0	0.0	44.5	50.3
1900	119	1	114	1	3	0	0	0	0	0	0	0	0	7	5.9	2	1.7	2	1.7	46.5	52.5
2000	86	0	83	0	2	0	0	0	1	0	0	0	0	5	5.8	0	0.0	0	0.0	46.7	50.3
2100	61	0	56	0	5	0	0	0	0	0	0	0	0	3	4.9	0	0.0	0	0.0	46.8	56
2200	40	0	38	0	2	0	0	0	0	0	0	0	0	2	5.0	1	2.5	1	2.5	47.6	52.4
2300	19	0	18	0	1	0	0	0	0	0	0	0	0	1	5.3	0	0.0	0	0.0	50.8	56.5
<b>07-19</b>	<b>2087</b>	<b>18</b>	<b>1976</b>	<b>20</b>	<b>70</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0.9</b>	<b>4</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43.3</b>	<b>48.8</b>
<b>06-22</b>	<b>2359</b>	<b>19</b>	<b>2234</b>	<b>21</b>	<b>81</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>1.4</b>	<b>6</b>	<b>0.3</b>	<b>3</b>	<b>0.1</b>	<b>43.7</b>	<b>49.2</b>
<b>06-00</b>	<b>2418</b>	<b>19</b>	<b>2290</b>	<b>21</b>	<b>84</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1.5</b>	<b>7</b>	<b>0.3</b>	<b>4</b>	<b>0.2</b>	<b>43.8</b>	<b>49.5</b>
<b>00-00</b>	<b>2510</b>	<b>20</b>	<b>2374</b>	<b>21</b>	<b>91</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1.6</b>	<b>8</b>	<b>0.3</b>	<b>5</b>	<b>0.2</b>	<b>43.9</b>	<b>49.7</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Monday, 15 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	8	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.8	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	41.6	-
0200	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.9	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	48.3	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.5	-
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0.0	49.5	-
0600	23	0	18	0	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	41.9	50.2
0700	86	0	73	0	12	0	1	0	0	0	0	0	0	2	2.3	0	0.0	0	0.0	43.8	49.8
0800	170	0	139	2	28	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	42.7	49.2
0900	113	0	101	1	9	0	1	0	0	0	1	0	0	2	1.8	0	0.0	0	0.0	44.5	52.3
1000	142	1	118	1	19	2	1	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	43.5	49.6
<b>1100</b>	<b>191</b>	<b>4</b>	<b>174</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>50.4</b>
1200	240	2	220	2	15	1	0	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	42	47.2
1300	226	7	200	1	14	2	0	1	0	0	1	0	0	3	1.3	2	0.9	2	0.9	42.8	47.6
1400	244	3	218	1	16	1	2	0	0	1	2	0	0	2	0.8	0	0.0	0	0.0	42.4	47
1500	272	2	246	0	22	0	2	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	43.2	47.9
1600	371	1	342	0	27	0	0	0	0	1	0	0	0	2	0.5	1	0.3	0	0.0	42.1	48.2
<b>1700</b>	<b>374</b>	<b>3</b>	<b>344</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>1</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>47.4</b>
1800	211	0	203	0	7	0	0	0	0	1	0	0	0	5	2.4	2	0.9	0	0.0	43.6	50.8
1900	140	0	135	0	4	0	0	0	0	1	0	0	0	2	1.4	0	0.0	0	0.0	45.7	51.9
2000	82	0	79	0	3	0	0	0	0	0	0	0	0	3	3.7	0	0.0	0	0.0	46.1	50.4
2100	78	0	75	0	3	0	0	0	0	0	0	0	0	3	3.8	0	0.0	0	0.0	46.2	54.3
2200	47	0	45	0	1	1	0	0	0	0	0	0	0	2	4.3	0	0.0	0	0.0	48.4	54
2300	30	0	30	0	0	0	0	0	0	0	0	0	0	2	6.7	0	0.0	0	0.0	48.2	56.9
<b>07-19</b>	<b>2640</b>	<b>23</b>	<b>2378</b>	<b>12</b>	<b>202</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0.9</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43</b>	<b>48.7</b>
<b>06-22</b>	<b>2963</b>	<b>23</b>	<b>2685</b>	<b>12</b>	<b>217</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>1.1</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.2</b>	<b>49</b>
<b>06-00</b>	<b>3040</b>	<b>23</b>	<b>2760</b>	<b>12</b>	<b>218</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>1.2</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.4</b>	<b>49.1</b>
<b>00-00</b>	<b>3072</b>	<b>24</b>	<b>2788</b>	<b>12</b>	<b>221</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1.2</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.4</b>	<b>49.2</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Tuesday, 16 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	49.7	59.9
0100	6	1	5	0	0	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	46.9	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.3	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	49.6	-
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	48	-
0500	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47	-
0600	38	0	25	0	13	0	0	0	0	0	0	0	0	1	2.6	0	0.0	0	0.0	46.3	53.8
0700	96	1	77	0	17	0	0	0	0	0	1	0	0	3	3.1	0	0.0	0	0.0	44.7	52
0800	170	1	141	1	23	0	1	0	0	1	2	0	0	2	1.2	0	0.0	0	0.0	42.5	48
0900	139	0	113	3	22	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43	48.5
1000	142	1	120	1	20	0	0	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	42.2	47.6
<b>1100</b>	<b>205</b>	<b>0</b>	<b>186</b>	<b>2</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1.5</b>	<b>1</b>	<b>0.5</b>	<b>0</b>	<b>0.0</b>	<b>42.4</b>	<b>47.7</b>
1200	219	2	199	1	15	0	0	0	0	1	0	1	0	1	0.5	0	0.0	0	0.0	43	49.2
1300	222	0	203	0	17	1	0	0	0	1	0	0	0	4	1.8	1	0.5	0	0.0	43.9	49.1
1400	247	0	225	4	13	0	0	0	2	2	1	0	0	2	0.8	2	0.8	0	0.0	42.4	47.7
1500	281	1	251	0	29	0	0	0	0	0	0	0	0	3	1.1	0	0.0	0	0.0	42.8	47.4
1600	342	1	308	6	26	0	1	0	0	0	0	0	0	3	0.9	0	0.0	0	0.0	41.4	46.7
<b>1700</b>	<b>377</b>	<b>2</b>	<b>352</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>1</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>47.1</b>
1800	220	0	212	0	8	0	0	0	0	0	0	0	0	5	2.3	1	0.5	0	0.0	43.9	49.1
1900	159	0	152	1	6	0	0	0	0	0	0	0	0	4	2.5	0	0.0	0	0.0	44.4	50.1
2000	126	0	123	0	3	0	0	0	0	0	0	0	0	3	2.4	0	0.0	0	0.0	45.2	51.2
2100	85	2	80	0	3	0	0	0	0	0	0	0	0	4	4.7	1	1.2	0	0.0	46.7	52
2200	59	0	56	0	1	1	0	0	1	0	0	0	0	1	1.7	0	0.0	0	0.0	45.9	53.6
2300	26	1	25	0	0	0	0	0	0	0	0	0	0	1	3.8	1	3.8	0	0.0	46.2	52.3
<b>07-19</b>	<b>2660</b>	<b>9</b>	<b>2387</b>	<b>20</b>	<b>222</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>1.1</b>	<b>6</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>42.7</b>	<b>48</b>
<b>06-22</b>	<b>3068</b>	<b>11</b>	<b>2767</b>	<b>21</b>	<b>247</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>1.3</b>	<b>7</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>43.1</b>	<b>48.5</b>
<b>06-00</b>	<b>3153</b>	<b>12</b>	<b>2848</b>	<b>21</b>	<b>248</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>1.4</b>	<b>8</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>43.1</b>	<b>48.7</b>
<b>00-00</b>	<b>3190</b>	<b>13</b>	<b>2881</b>	<b>21</b>	<b>251</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>1.5</b>	<b>8</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>43.2</b>	<b>48.7</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Wednesday, 17 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	51.3	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.9	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.5	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.9	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.8	-
0500	10	0	10	0	0	0	0	0	0	0	0	0	0	2	20.0	0	0.0	0	0.0	52.7	-
0600	33	0	22	0	11	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.7	52.6
0700	95	0	77	1	15	0	1	1	0	0	0	0	0	3	3.2	1	1.1	0	0.0	44.4	52
<b>0800</b>	<b>180</b>	<b>0</b>	<b>148</b>	<b>1</b>	<b>28</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.6</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>49</b>
0900	151	0	123	0	27	0	0	0	0	1	0	0	0	2	1.3	0	0.0	0	0.0	44	47.9
1000	165	2	143	0	19	1	0	0	0	0	0	0	0	1	0.6	1	0.6	1	0.6	43.3	47.3
1100	163	4	139	2	16	1	0	0	0	0	1	0	0	2	1.2	0	0.0	0	0.0	43.6	49.6
1200	234	2	210	3	16	1	0	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	41.7	47.5
1300	227	0	212	2	11	1	0	0	0	1	0	0	0	1	0.4	0	0.0	0	0.0	43.1	48.8
1400	289	1	269	0	19	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.3	46.9
1500	303	3	266	0	33	0	1	0	0	0	0	0	0	2	0.7	0	0.0	0	0.0	41.5	47
1600	371	2	344	2	21	0	2	0	0	0	0	0	0	1	0.3	0	0.0	0	0.0	41.4	46.2
<b>1700</b>	<b>397</b>	<b>1</b>	<b>373</b>	<b>3</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1.3</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.5</b>	<b>47.7</b>
1800	229	0	223	0	6	0	0	0	0	0	0	0	0	2	0.9	1	0.4	1	0.4	43.9	49.3
1900	169	1	162	0	6	0	0	0	0	0	0	0	0	3	1.8	0	0.0	0	0.0	44.1	50.6
2000	147	1	141	0	5	0	0	0	0	0	0	0	0	4	2.7	0	0.0	0	0.0	44.8	50.3
2100	65	1	61	0	3	0	0	0	0	0	0	0	0	4	6.2	1	1.5	1	1.5	44.9	52.9
2200	68	0	65	0	2	1	0	0	0	0	0	0	0	3	4.4	1	1.5	1	1.5	47.8	55.9
2300	28	0	24	1	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.6	55
<b>07-19</b>	<b>2804</b>	<b>15</b>	<b>2527</b>	<b>14</b>	<b>229</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0.7</b>	<b>3</b>	<b>0.1</b>	<b>2</b>	<b>0.1</b>	<b>42.6</b>	<b>47.9</b>
<b>06-22</b>	<b>3218</b>	<b>18</b>	<b>2913</b>	<b>14</b>	<b>254</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1.0</b>	<b>4</b>	<b>0.1</b>	<b>3</b>	<b>0.1</b>	<b>42.8</b>	<b>48.4</b>
<b>06-00</b>	<b>3314</b>	<b>18</b>	<b>3002</b>	<b>15</b>	<b>259</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>1.0</b>	<b>5</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>42.9</b>	<b>48.5</b>
<b>00-00</b>	<b>3340</b>	<b>18</b>	<b>3026</b>	<b>15</b>	<b>261</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1.1</b>	<b>5</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43</b>	<b>48.7</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Thursday, 18 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	50.1	-
0100	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.5	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	51.4	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	48.5	-
0400	4	0	1	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.9	-
0500	13	0	11	0	2	0	0	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	49.9	54.9
0600	38	0	30	0	8	0	0	0	0	0	0	0	0	3	7.9	0	0.0	0	0.0	44.4	50.9
0700	105	0	86	0	15	1	2	0	1	0	0	0	0	3	2.9	1	1.0	0	0.0	43.6	50
0800	168	0	137	2	25	3	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.7	48.8
0900	125	1	103	0	18	1	0	0	1	1	0	0	0	1	0.8	0	0.0	0	0.0	44.1	51
1000	148	2	124	3	15	1	1	0	0	1	1	0	0	1	0.7	0	0.0	0	0.0	39.8	45.2
<b>1100</b>	<b>194</b>	<b>2</b>	<b>166</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41.4</b>	<b>47.7</b>
1200	219	0	193	2	19	1	2	0	0	1	1	0	0	2	0.9	0	0.0	0	0.0	43.2	48.6
1300	233	1	221	0	9	1	0	0	0	0	1	0	0	4	1.7	0	0.0	0	0.0	43.2	48.6
1400	275	0	255	1	16	1	1	0	1	0	0	0	0	1	0.4	0	0.0	0	0.0	42.2	47.3
1500	260	1	231	0	27	0	0	0	0	0	1	0	0	3	1.2	0	0.0	0	0.0	43.3	48.4
<b>1600</b>	<b>365</b>	<b>1</b>	<b>332</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41.5</b>	<b>46</b>
1700	325	4	301	1	18	0	1	0	0	0	0	0	0	2	0.6	0	0.0	0	0.0	41.8	46.8
1800	232	0	222	0	9	0	0	0	1	0	0	0	0	3	1.3	0	0.0	0	0.0	44.3	50.1
1900	174	0	167	0	7	0	0	0	0	0	0	0	0	5	2.9	1	0.6	1	0.6	45	51.6
2000	133	0	127	0	5	0	0	0	0	1	0	0	0	6	4.5	1	0.8	0	0.0	46	52
2100	84	0	82	0	2	0	0	0	0	0	0	0	0	3	3.6	0	0.0	0	0.0	47.2	56
2200	47	0	44	0	2	1	0	0	0	0	0	0	0	1	2.1	0	0.0	0	0.0	46.7	55.1
2300	28	0	27	0	1	0	0	0	0	0	0	0	0	1	3.6	1	3.6	0	0.0	47.3	54.6
<b>07-19</b>	<b>2649</b>	<b>12</b>	<b>2371</b>	<b>10</b>	<b>227</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0.9</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.5</b>	<b>48</b>
<b>06-22</b>	<b>3078</b>	<b>12</b>	<b>2777</b>	<b>10</b>	<b>249</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1.3</b>	<b>3</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>42.9</b>	<b>48.7</b>
<b>06-00</b>	<b>3153</b>	<b>12</b>	<b>2848</b>	<b>10</b>	<b>252</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>1.3</b>	<b>4</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>43</b>	<b>48.8</b>
<b>00-00</b>	<b>3197</b>	<b>13</b>	<b>2885</b>	<b>10</b>	<b>258</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>1.4</b>	<b>4</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>43.1</b>	<b>48.9</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Friday, 19 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	12	1	11	0	0	0	0	0	0	0	0	0	0	1	8.3	0	0.0	0	0.0	47.6	55.1
0100	9	0	7	0	2	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	51.3	-
0200	8	0	7	0	1	0	0	0	0	0	0	0	0	3	37.5	1	12.5	0	0.0	54.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	7	0	4	0	2	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	48.2	-
0500	13	0	8	0	3	0	0	0	2	0	0	0	0	0	0.0	0	0.0	0	0.0	46.9	54.3
0600	28	0	21	1	6	0	0	0	0	0	0	0	0	1	3.6	1	3.6	0	0.0	46.4	53
0700	102	1	84	2	14	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	44.6	51.1
0800	172	1	139	1	27	0	1	0	2	1	0	0	0	4	2.3	1	0.6	1	0.6	43.4	48.2
0900	132	0	113	1	18	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	44.2	49.5
1000	155	2	135	1	16	0	0	1	0	0	0	0	0	2	1.3	0	0.0	0	0.0	43.1	48
<b>1100</b>	<b>221</b>	<b>4</b>	<b>195</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>43.9</b>	<b>49.3</b>
1200	253	5	223	1	22	2	0	0	0	0	0	0	0	3	1.2	1	0.4	0	0.0	43.6	48.5
1300	275	3	248	1	21	1	0	0	1	0	0	0	0	1	0.4	0	0.0	0	0.0	43.3	48.4
1400	313	4	282	1	25	0	0	0	1	0	0	0	0	1	0.3	1	0.3	0	0.0	43.6	49
1500	338	3	305	2	24	1	2	0	0	1	0	0	0	1	0.3	0	0.0	0	0.0	43.2	48.5
<b>1600</b>	<b>375</b>	<b>0</b>	<b>353</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1.1</b>	<b>2</b>	<b>0.5</b>	<b>2</b>	<b>0.5</b>	<b>42.6</b>	<b>48</b>
1700	339	2	322	0	14	0	0	0	0	0	1	0	0	7	2.1	1	0.3	0	0.0	44	49.8
1800	218	0	212	1	5	0	0	0	0	0	0	0	0	2	0.9	1	0.5	0	0.0	44.3	49.1
1900	141	0	137	0	4	0	0	0	0	0	0	0	0	3	2.1	0	0.0	0	0.0	46.8	54.1
2000	104	0	102	0	2	0	0	0	0	0	0	0	0	2	1.9	0	0.0	0	0.0	45.8	54.1
2100	85	0	85	0	0	0	0	0	0	0	0	0	0	5	5.9	3	3.5	1	1.2	46.8	53.3
2200	86	0	81	0	4	1	0	0	0	0	0	0	0	5	5.8	3	3.5	2	2.3	48.2	54.5
2300	42	2	39	0	1	0	0	0	0	0	0	0	0	4	9.5	0	0.0	0	0.0	47.3	56.4
<b>07-19</b>	<b>2893</b>	<b>25</b>	<b>2611</b>	<b>13</b>	<b>224</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>1.0</b>	<b>7</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.5</b>	<b>48.9</b>
<b>06-22</b>	<b>3251</b>	<b>25</b>	<b>2956</b>	<b>14</b>	<b>236</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1.2</b>	<b>11</b>	<b>0.3</b>	<b>4</b>	<b>0.1</b>	<b>43.8</b>	<b>49.3</b>
<b>06-00</b>	<b>3379</b>	<b>27</b>	<b>3076</b>	<b>14</b>	<b>241</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>1.5</b>	<b>14</b>	<b>0.4</b>	<b>6</b>	<b>0.2</b>	<b>44</b>	<b>49.5</b>
<b>00-00</b>	<b>3428</b>	<b>28</b>	<b>3113</b>	<b>14</b>	<b>249</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>1.6</b>	<b>15</b>	<b>0.4</b>	<b>6</b>	<b>0.2</b>	<b>44.1</b>	<b>49.6</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	14	0	14	0	1	0	0	0	0	0	0	0	0	0	3.0	0	0.0	0	0.0	46.3	53.1
0100	8	0	7	0	0	0	0	0	0	0	0	0	0	1	7.3	0	1.8	0	0.0	47.7	-
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	1	14.3	0	4.8	0	2.4	49.4	-
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	0	9.4	0	0.0	0	0.0	50.1	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	0	3.2	0	0.0	0	0.0	48.1	-
0500	9	0	8	0	1	0	0	0	0	0	0	0	0	1	7.6	0	0.0	0	0.0	48.9	-
0600	26	0	18	0	7	0	0	0	0	0	0	0	0	1	2.8	0	0.6	0	0.0	45	52.4
0700	78	0	64	0	12	0	1	0	0	0	0	0	0	2	2.4	0	0.4	0	0.0	44.2	50.8
0800	141	0	116	1	21	1	1	0	0	0	0	0	0	1	1.0	0	0.1	0	0.1	43.2	49.2
0900	119	0	102	1	15	0	0	0	0	0	0	0	0	1	1.0	0	0.1	0	0.0	44.3	50.3
1000	157	2	137	1	15	1	0	0	0	0	0	0	0	1	0.6	0	0.2	0	0.1	42.6	47.9
<b>1100</b>	<b>201</b>	<b>4</b>	<b>181</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1.3</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>0.1</b>	<b>43.2</b>	<b>48.9</b>
1200	245	2	224	2	15	1	0	0	0	0	0	0	0	2	0.6	0	0.2	0	0.1	42.8	48.2
1300	246	2	228	1	13	1	0	0	0	0	0	0	0	2	0.8	0	0.2	0	0.1	43.2	48.4
1400	276	3	252	2	16	0	0	0	1	0	0	0	0	2	0.6	1	0.2	0	0.1	43	47.9
1500	289	2	263	1	22	0	1	0	0	0	0	0	0	2	0.8	0	0.0	0	0.0	42.8	47.8
<b>1600</b>	<b>336</b>	<b>1</b>	<b>312</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.9</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>0.1</b>	<b>41.9</b>	<b>47.3</b>
1700	320	2	300	1	15	0	0	0	0	0	0	0	0	3	1.0	1	0.2	0	0.0	42.9	48.1
1800	199	0	192	0	6	0	0	0	0	0	0	0	0	3	1.6	1	0.5	0	0.1	44	49.7
1900	144	0	139	0	5	0	0	0	0	0	0	0	0	4	2.9	1	0.5	0	0.3	45.4	51.9
2000	108	0	104	0	3	0	0	0	0	0	0	0	0	4	3.3	0	0.1	0	0.0	45.7	51.3
2100	73	0	70	0	3	0	0	0	0	0	0	0	0	3	4.5	1	1.2	0	0.4	46.5	53.4
2200	60	0	57	0	2	1	0	0	0	0	0	0	0	2	4.0	1	1.2	1	0.9	47.2	54
2300	31	1	29	0	1	0	0	0	0	0	0	0	0	2	5.1	0	0.9	0	0.0	47.7	55.2
<b>07-19</b>	<b>2607</b>	<b>19</b>	<b>2371</b>	<b>14</b>	<b>185</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>1.0</b>	<b>5</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43</b>	<b>48.4</b>
<b>06-22</b>	<b>2958</b>	<b>20</b>	<b>2703</b>	<b>15</b>	<b>203</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1.2</b>	<b>7</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.3</b>	<b>48.9</b>
<b>06-00</b>	<b>3049</b>	<b>20</b>	<b>2789</b>	<b>15</b>	<b>206</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>1.3</b>	<b>8</b>	<b>0.3</b>	<b>3</b>	<b>0.1</b>	<b>43.4</b>	<b>49.1</b>
<b>00-00</b>	<b>3096</b>	<b>21</b>	<b>2830</b>	<b>15</b>	<b>211</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>1.4</b>	<b>8</b>	<b>0.3</b>	<b>3</b>	<b>0.1</b>	<b>43.5</b>	<b>49.2</b>



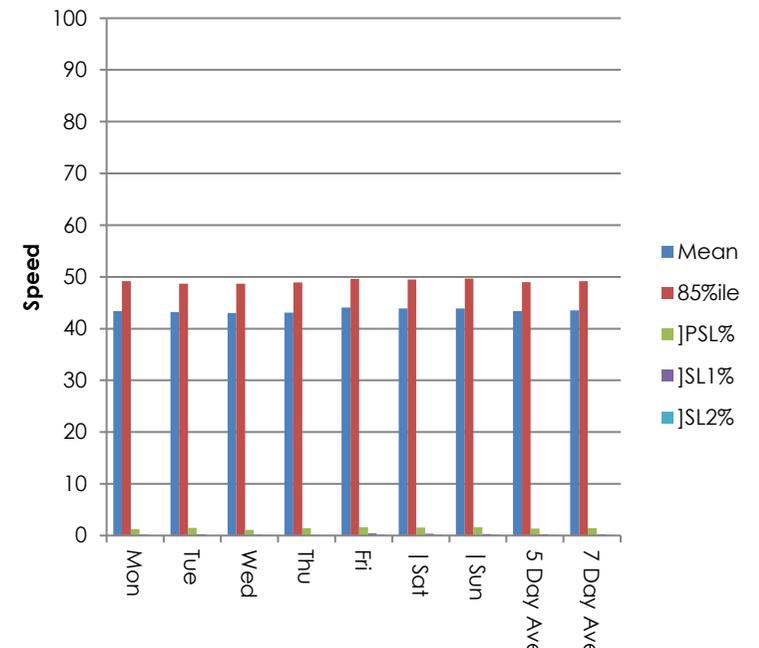
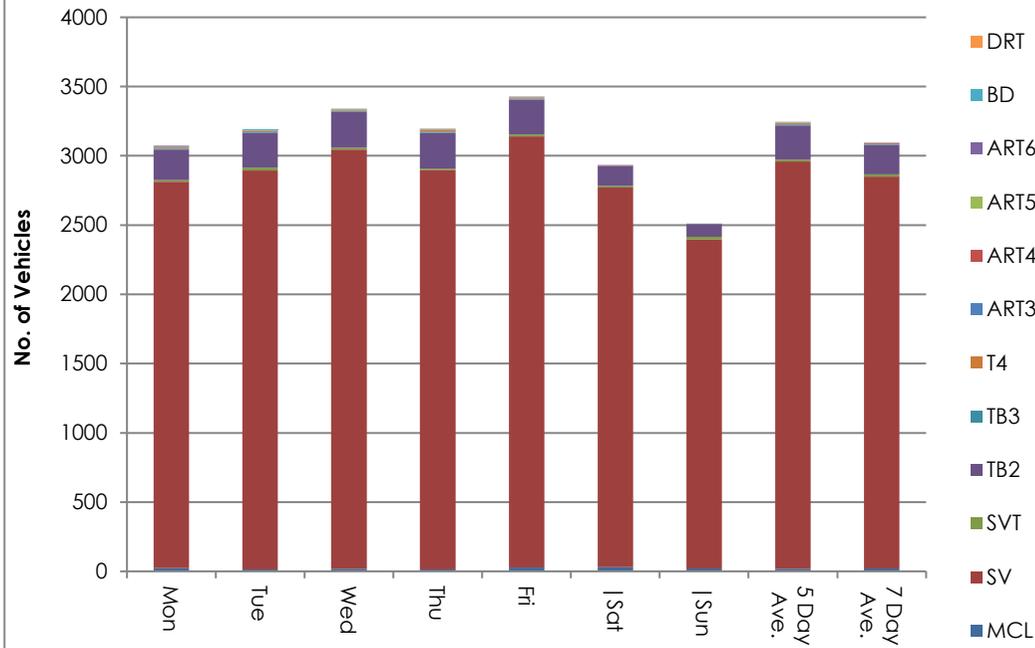
Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	3072	24	2788	12	221	7	7	2	1	4	6	0	0	37	1.2	6	0.2	2	0.1	43.4	49.2
Tue	3190	13	2881	21	251	4	2	1	6	6	4	1	0	47	1.5	8	0.3	0	0.0	43.2	48.7
Wed	3340	18	3026	15	261	7	5	2	0	4	2	0	0	37	1.1	5	0.2	4	0.1	43	48.7
Thu	3197	13	2885	10	258	10	8	0	5	4	4	0	0	45	1.4	4	0.1	1	0.0	43.1	48.9
Fri	3428	28	3113	14	249	5	4	2	7	5	1	0	0	54	1.6	15	0.4	6	0.2	44.1	49.6
Sat	2933	30	2740	13	143	1	1	0	4	0	1	0	0	46	1.6	11	0.4	5	0.2	43.9	49.5
Sun	2510	20	2374	21	91	1	0	1	2	0	0	0	0	40	1.6	8	0.3	5	0.2	43.9	49.7
<b>5 Day Ave.</b>	<b>3245</b>	<b>19</b>	<b>2939</b>	<b>14</b>	<b>248</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>1.4</b>	<b>8</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.4</b>	<b>49.0</b>
<b>7 Day Ave.</b>	<b>3096</b>	<b>21</b>	<b>2830</b>	<b>15</b>	<b>211</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>1.4</b>	<b>8</b>	<b>0.3</b>	<b>3</b>	<b>0.1</b>	<b>43.5</b>	<b>49.2</b>
--	<b>21670</b>	<b>146</b>	<b>19807</b>	<b>106</b>	<b>1474</b>	<b>35</b>	<b>27</b>	<b>8</b>	<b>25</b>	<b>23</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>306</b>	<b>1.4</b>	<b>57</b>	<b>0.3</b>	<b>23</b>	<b>0.1</b>	<b>43.5</b>	<b>49.2</b>

Summary Graphs



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Saturday, 13 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	1	0	0	1	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	0	0	1	3	2	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	6	0	0	0	0	0	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	5	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	6	0	0	0	0	0	0	0	1	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	13	0	0	0	0	0	0	1	3	4	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	40	0	0	0	0	0	1	4	11	12	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	77	0	0	0	0	0	0	2	17	20	23	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	112	0	0	0	0	1	0	3	13	38	38	13	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
1000	199	0	0	0	0	2	3	8	42	70	58	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>1100</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>81</b>	<b>41</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>1200</b>	<b>312</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>13</b>	<b>53</b>	<b>123</b>	<b>83</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1300	296	0	0	0	0	2	1	14	56	114	85	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	286	0	0	0	0	1	0	3	53	126	72	17	9	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
1500	289	0	0	0	0	0	1	5	65	130	60	20	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	272	0	0	0	0	0	1	13	61	109	58	22	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	237	0	0	0	0	1	1	4	42	94	61	21	10	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
1800	156	0	0	0	0	2	3	6	31	58	37	10	7	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
1900	108	0	0	0	0	0	0	7	16	33	27	16	4	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
2000	77	0	0	0	0	0	1	2	5	31	21	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	54	0	0	0	0	0	0	0	8	18	17	7	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2200	76	0	0	0	0	0	1	0	10	29	20	10	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	42	0	0	0	0	0	0	0	3	12	10	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>2516</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>13</b>	<b>92</b>	<b>511</b>	<b>975</b>	<b>624</b>	<b>188</b>	<b>65</b>	<b>22</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>2768</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>14</b>	<b>102</b>	<b>543</b>	<b>1061</b>	<b>690</b>	<b>224</b>	<b>78</b>	<b>26</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>2886</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>15</b>	<b>102</b>	<b>556</b>	<b>1102</b>	<b>720</b>	<b>246</b>	<b>84</b>	<b>30</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>2933</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>15</b>	<b>104</b>	<b>563</b>	<b>1115</b>	<b>728</b>	<b>259</b>	<b>84</b>	<b>31</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Sunday, 14 November 2021

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	41	0	0	0	0	0	0	2	2	17	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	0	0	0	0	0	3	3	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	0	0	2	1	2	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	0	0	0	2	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	0	0	0	0	0	0	2	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	21	0	0	0	0	0	0	0	3	3	10	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	48	0	0	0	0	0	0	0	6	14	13	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	64	0	0	0	0	0	0	2	7	17	22	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	147	0	0	0	1	0	1	4	23	63	37	12	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>37</b>	<b>80</b>	<b>46</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	240	0	0	1	0	0	1	5	63	101	46	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	245	0	0	0	0	0	0	9	56	93	68	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	275	0	0	0	0	0	5	5	55	120	65	21	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>280</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>118</b>	<b>55</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1600	257	0	2	5	3	4	5	13	60	85	58	14	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	189	0	0	0	0	3	3	6	32	65	57	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	129	0	0	0	0	0	0	4	26	51	27	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	119	0	0	0	0	0	0	3	11	44	36	12	6	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	86	0	0	0	0	0	0	0	5	32	35	6	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	61	0	0	0	0	0	0	3	12	13	12	10	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	0	0	0	0	5	12	10	8	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	0	0	0	0	0	0	0	2	6	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2087</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>16</b>	<b>64</b>	<b>440</b>	<b>810</b>	<b>504</b>	<b>160</b>	<b>50</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2359</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>16</b>	<b>70</b>	<b>468</b>	<b>900</b>	<b>589</b>	<b>189</b>	<b>69</b>	<b>23</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2418</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>16</b>	<b>70</b>	<b>473</b>	<b>914</b>	<b>605</b>	<b>203</b>	<b>76</b>	<b>24</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2510</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>16</b>	<b>72</b>	<b>482</b>	<b>938</b>	<b>635</b>	<b>220</b>	<b>83</b>	<b>24</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Monday, 15 November 2021

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	10	0	0	0	0	0	0	1	2	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	0	0	0	0	0	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	0	0	0	1	0	10	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	86	0	0	0	0	0	0	4	23	24	23	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	170	0	0	0	0	1	1	11	45	59	34	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	113	0	0	0	0	0	0	7	15	46	22	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	142	0	0	0	0	0	0	4	29	64	27	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>191</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>31</b>	<b>80</b>	<b>43</b>	<b>21</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1200	240	0	0	0	2	0	5	15	61	89	50	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	226	0	0	0	2	4	1	14	49	82	51	16	4	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0
1400	244	0	0	0	0	1	2	11	60	106	44	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	272	0	0	0	1	1	4	2	59	125	59	13	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	371	0	0	0	0	1	4	27	103	135	69	28	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>374</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>95</b>	<b>164</b>	<b>63</b>	<b>28</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1800	211	0	0	1	1	1	7	7	44	69	45	21	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	140	0	0	0	1	0	0	2	17	47	46	16	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	82	0	0	0	0	0	0	0	10	29	30	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	78	0	0	0	0	0	0	1	10	28	18	13	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	47	0	0	0	0	0	0	0	0	15	19	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	30	0	0	0	0	0	0	0	2	8	10	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2640</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>11</b>	<b>27</b>	<b>117</b>	<b>614</b>	<b>1043</b>	<b>530</b>	<b>201</b>	<b>66</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2963</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>28</b>	<b>120</b>	<b>661</b>	<b>1153</b>	<b>627</b>	<b>238</b>	<b>85</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3040</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>28</b>	<b>120</b>	<b>663</b>	<b>1176</b>	<b>656</b>	<b>251</b>	<b>91</b>	<b>27</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3072</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>28</b>	<b>122</b>	<b>665</b>	<b>1186</b>	<b>664</b>	<b>258</b>	<b>93</b>	<b>28</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Tuesday, 16 November 2021

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	11	0	0	0	0	0	0	0	0	3	5	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	0	0	0	0	0	0	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	38	0	0	0	0	0	0	3	3	9	10	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	96	0	0	0	0	0	0	4	24	24	21	15	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	170	0	0	0	0	0	1	12	47	64	30	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	139	0	0	0	0	0	0	12	25	54	33	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	142	0	0	0	0	0	1	3	44	57	26	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>205</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>56</b>	<b>83</b>	<b>40</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1200	219	0	0	0	1	0	2	8	61	78	44	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	222	0	0	0	0	1	1	9	45	73	67	16	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	247	0	0	0	0	0	0	11	74	103	42	11	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	281	0	0	0	0	0	1	11	61	128	66	10	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	342	0	0	0	1	2	7	20	118	117	53	17	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>377</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>105</b>	<b>151</b>	<b>65</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	220	0	0	0	0	0	0	10	46	76	62	20	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	159	0	0	0	0	0	0	3	35	60	37	17	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	126	0	0	0	0	1	0	4	16	42	35	20	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	85	0	0	0	0	0	0	3	9	28	25	11	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	59	0	0	0	0	0	0	3	7	19	15	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	26	0	0	0	0	0	1	1	3	4	12	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2660</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>132</b>	<b>706</b>	<b>1008</b>	<b>549</b>	<b>169</b>	<b>46</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3068</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>14</b>	<b>145</b>	<b>769</b>	<b>1147</b>	<b>656</b>	<b>227</b>	<b>61</b>	<b>26</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3153</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>15</b>	<b>149</b>	<b>779</b>	<b>1170</b>	<b>683</b>	<b>237</b>	<b>69</b>	<b>27</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>15</b>	<b>150</b>	<b>781</b>	<b>1181</b>	<b>698</b>	<b>238</b>	<b>72</b>	<b>31</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Wednesday, 17 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	5	0	0	0	0	0	0	0	0	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	0	0	0	2	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	33	0	0	0	0	0	0	3	5	11	4	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	95	0	0	1	1	2	0	3	12	36	18	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>180</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>12</b>	<b>41</b>	<b>67</b>	<b>36</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
0900	151	0	0	0	0	0	0	1	27	68	39	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	165	0	0	0	0	0	0	4	35	80	31	12	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	163	0	0	0	0	1	2	5	35	54	47	16	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	234	0	0	0	0	1	7	16	67	86	40	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	227	0	0	0	0	1	1	7	54	89	49	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	289	0	0	0	0	0	0	17	79	114	60	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	303	0	0	0	2	3	4	16	92	117	53	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	371	0	0	0	0	2	4	13	147	128	55	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>397</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>20</b>	<b>98</b>	<b>166</b>	<b>81</b>	<b>20</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1800	229	0	0	0	0	0	0	4	53	86	55	23	6	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	169	0	0	0	0	1	6	8	21	62	41	18	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	147	0	0	0	0	1	1	1	23	57	40	15	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	65	0	0	0	0	0	2	3	13	19	15	6	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	68	0	0	0	0	0	0	0	4	27	16	10	8	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	0	2	6	8	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2804</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>27</b>	<b>118</b>	<b>740</b>	<b>1091</b>	<b>564</b>	<b>187</b>	<b>42</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3218</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>36</b>	<b>133</b>	<b>802</b>	<b>1240</b>	<b>664</b>	<b>234</b>	<b>61</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3314</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>36</b>	<b>135</b>	<b>812</b>	<b>1275</b>	<b>682</b>	<b>250</b>	<b>73</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3340</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>36</b>	<b>135</b>	<b>812</b>	<b>1281</b>	<b>688</b>	<b>255</b>	<b>79</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
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12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Thursday, 18 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	0	0	0	0	0	0	0	1	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	2	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	13	0	0	0	0	0	0	0	0	2	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	38	0	0	0	0	0	0	2	8	14	8	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	105	0	0	0	0	1	1	5	23	40	20	8	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	168	0	0	0	0	1	0	7	45	62	36	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	125	0	0	0	1	0	2	5	26	44	20	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	148	0	0	0	0	0	4	23	54	45	18	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>194</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>13</b>	<b>48</b>	<b>75</b>	<b>38</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	219	0	0	0	0	0	1	2	66	78	46	20	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	233	0	0	0	0	4	3	9	47	82	65	13	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	275	0	0	0	0	1	3	9	88	100	52	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	260	0	0	0	0	0	0	3	72	103	55	18	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>365</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>119</b>	<b>138</b>	<b>59</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1700	325	0	0	0	0	0	4	14	100	129	64	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	232	0	0	0	0	0	0	5	43	89	59	26	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	174	0	0	0	1	2	1	3	32	50	48	28	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	133	0	0	0	0	0	0	1	15	56	36	13	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	84	0	0	0	0	0	0	2	12	18	26	12	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	47	0	0	0	0	0	0	1	8	9	14	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	0	1	3	7	7	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2649</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>24</b>	<b>123</b>	<b>731</b>	<b>985</b>	<b>532</b>	<b>172</b>	<b>48</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3078</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>25</b>	<b>131</b>	<b>798</b>	<b>1123</b>	<b>650</b>	<b>228</b>	<b>69</b>	<b>27</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3153</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>25</b>	<b>133</b>	<b>809</b>	<b>1139</b>	<b>671</b>	<b>242</b>	<b>78</b>	<b>27</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3197</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>25</b>	<b>133</b>	<b>811</b>	<b>1146</b>	<b>690</b>	<b>250</b>	<b>83</b>	<b>30</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Friday, 19 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	12	0	0	0	0	0	0	0	2	4	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	0	0	0	1	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	0	0	0	1	2	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	13	0	0	0	0	0	0	0	0	6	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	28	0	0	0	0	0	0	0	6	8	7	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	102	0	0	0	0	0	0	3	26	28	25	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	172	0	0	0	0	1	0	11	40	56	45	12	3	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	132	0	0	0	0	0	0	2	26	51	37	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	155	0	0	0	0	0	0	7	41	60	32	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>221</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>90</b>	<b>56</b>	<b>21</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1200	253	0	0	0	0	1	3	8	56	95	62	16	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	275	0	0	0	0	1	1	12	54	112	71	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	313	0	0	0	0	4	2	6	53	141	74	23	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	338	0	0	0	0	0	0	11	85	136	75	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>375</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>18</b>	<b>104</b>	<b>147</b>	<b>73</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	339	0	0	1	2	1	0	8	76	123	79	30	12	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	218	0	0	0	0	0	0	13	26	89	63	20	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	141	0	0	0	0	0	0	0	17	47	39	26	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	104	0	0	0	0	0	1	8	14	28	26	12	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	85	0	0	1	1	0	0	3	5	25	30	9	6	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	86	0	0	0	0	0	0	0	8	23	27	18	5	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	0	1	1	2	12	14	5	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2893</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>12</b>	<b>8</b>	<b>101</b>	<b>628</b>	<b>1128</b>	<b>692</b>	<b>216</b>	<b>76</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3251</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>9</b>	<b>112</b>	<b>670</b>	<b>1236</b>	<b>794</b>	<b>267</b>	<b>106</b>	<b>21</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3379</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>10</b>	<b>113</b>	<b>680</b>	<b>1271</b>	<b>835</b>	<b>290</b>	<b>114</b>	<b>25</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3428</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>10</b>	<b>113</b>	<b>683</b>	<b>1284</b>	<b>849</b>	<b>301</b>	<b>117</b>	<b>27</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	14	0	0	0	0	0	0	0	1	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	0	0	0	0	0	0	2	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	26	0	0	0	0	0	0	1	5	8	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	78	0	0	0	0	0	0	3	17	24	18	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	141	0	0	0	0	0	1	8	34	49	31	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	119	0	0	0	0	0	0	5	20	45	30	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	157	0	0	0	0	0	1	8	38	63	33	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>45</b>	<b>78</b>	<b>44</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1200	245	0	0	0	1	1	3	10	61	93	53	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	246	0	0	0	0	2	1	11	52	92	65	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	276	0	0	0	0	1	2	9	66	116	58	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	289	0	0	0	0	1	1	9	72	122	60	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>336</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>19</b>	<b>102</b>	<b>123</b>	<b>61</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1700	320	0	0	0	0	1	2	12	78	127	67	21	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	199	0	0	0	0	0	1	7	38	74	50	19	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	144	0	0	0	0	0	1	4	21	49	39	19	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	108	0	0	0	0	0	0	2	13	39	32	12	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	73	0	0	0	0	0	0	2	10	21	20	10	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	60	0	0	0	0	0	0	1	6	19	17	10	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	0	0	1	3	8	9	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2607</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>18</b>	<b>107</b>	<b>624</b>	<b>1006</b>	<b>571</b>	<b>185</b>	<b>56</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2958</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>11</b>	<b>20</b>	<b>116</b>	<b>673</b>	<b>1123</b>	<b>667</b>	<b>230</b>	<b>76</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3049</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>11</b>	<b>21</b>	<b>117</b>	<b>682</b>	<b>1150</b>	<b>693</b>	<b>246</b>	<b>84</b>	<b>26</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3096</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>11</b>	<b>21</b>	<b>118</b>	<b>685</b>	<b>1162</b>	<b>707</b>	<b>254</b>	<b>87</b>	<b>28</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>





Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Saturday, 13 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49	54.8
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.1	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	50.3	-
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.3	-
0400	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.7	-
0500	21	0	20	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	48.3	53.3
0600	53	1	41	0	10	0	0	0	0	0	1	0	0	4	7.5	1	1.9	1	1.9	50.1	57.3
0700	107	0	101	0	6	0	0	0	0	0	0	0	0	3	2.8	0	0.0	0	0.0	46.5	52.5
0800	186	3	165	2	15	0	1	0	0	0	0	0	0	4	2.2	2	1.1	0	0.0	45.6	52.5
0900	249	3	230	3	13	0	0	0	0	0	0	0	0	4	1.6	1	0.4	1	0.4	45.1	51.1
<b>1000</b>	<b>283</b>	<b>6</b>	<b>264</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>49.2</b>
1100	260	1	252	1	6	0	0	0	0	0	0	0	0	3	1.2	0	0.0	0	0.0	43.8	48.9
<b>1200</b>	<b>275</b>	<b>3</b>	<b>255</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1.5</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>43.4</b>	<b>51</b>
1300	271	2	256	2	11	0	0	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	43.7	49.5
1400	265	4	251	2	8	0	0	0	0	0	0	0	0	1	0.4	1	0.4	1	0.4	43.3	48.8
1500	268	1	252	1	13	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	42.3	47.5
1600	228	3	216	1	8	0	0	0	0	0	0	0	0	3	1.3	1	0.4	0	0.0	42.3	47.7
1700	168	0	162	1	5	0	0	0	0	0	0	0	0	1	0.6	0	0.0	0	0.0	43	48.7
1800	124	0	121	0	2	0	0	1	0	0	0	0	0	6	4.8	1	0.8	0	0.0	46.3	52.9
1900	89	0	85	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.3	52.1
2000	59	0	52	0	7	0	0	0	0	0	0	0	0	3	5.1	0	0.0	0	0.0	46	54
2100	36	0	35	0	1	0	0	0	0	0	0	0	0	2	5.6	0	0.0	0	0.0	47.8	54.2
2200	54	0	51	0	3	0	0	0	0	0	0	0	0	2	3.7	2	3.7	1	1.9	46.5	51.1
2300	39	0	35	0	4	0	0	0	0	0	0	0	0	1	2.6	0	0.0	0	0.0	47.1	54.9
<b>07-19</b>	<b>2684</b>	<b>26</b>	<b>2525</b>	<b>15</b>	<b>114</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1.2</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.7</b>	<b>49.9</b>
<b>06-22</b>	<b>2921</b>	<b>27</b>	<b>2738</b>	<b>15</b>	<b>136</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1.4</b>	<b>7</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.9</b>	<b>50.3</b>
<b>06-00</b>	<b>3014</b>	<b>27</b>	<b>2824</b>	<b>15</b>	<b>143</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>1.4</b>	<b>9</b>	<b>0.3</b>	<b>4</b>	<b>0.1</b>	<b>44</b>	<b>50.4</b>
<b>00-00</b>	<b>3071</b>	<b>27</b>	<b>2878</b>	<b>15</b>	<b>146</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>1.4</b>	<b>9</b>	<b>0.3</b>	<b>4</b>	<b>0.1</b>	<b>44.1</b>	<b>50.5</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Sunday, 14 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	27	0	26	0	1	0	0	0	0	0	0	0	0	1	3.7	1	3.7	0	0.0	46.7	52.4
0100	13	0	13	0	0	0	0	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	47.8	58.3
0200	11	0	9	0	2	0	0	0	0	0	0	0	0	4	36.4	1	9.1	0	0.0	56.5	64.1
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	1	11.1	1	11.1	53	-
0400	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	50.5	-
0500	24	0	19	0	4	0	0	0	0	1	0	0	0	1	4.2	0	0.0	0	0.0	45.7	56.3
0600	28	1	25	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.2	53.9
0700	59	0	56	0	3	0	0	0	0	0	0	0	0	2	3.4	1	1.7	0	0.0	46.8	52.7
0800	100	1	91	0	8	0	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	45.8	52
0900	149	1	140	0	8	0	0	0	0	0	0	0	0	2	1.3	0	0.0	0	0.0	45.5	52.5
<b>1000</b>	<b>215</b>	<b>4</b>	<b>203</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.5</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>44.1</b>	<b>49</b>
1100	205	4	195	2	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.5	49.2
<b>1200</b>	<b>284</b>	<b>4</b>	<b>269</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>48.4</b>
1300	281	6	266	0	6	0	0	2	1	0	0	0	0	1	0.4	0	0.0	0	0.0	42.4	48.2
1400	244	3	234	0	7	0	0	0	0	0	0	0	0	2	0.8	0	0.0	0	0.0	43.3	48.4
1500	244	1	238	0	5	0	0	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	42.8	47.5
1600	219	0	213	0	6	0	0	0	0	0	0	0	0	1	0.5	1	0.5	0	0.0	42.7	49.4
1700	183	0	177	0	5	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	42.1	49
1800	189	0	182	0	6	0	1	0	0	0	0	0	0	3	1.6	0	0.0	0	0.0	44.4	50.5
1900	79	0	76	0	3	0	0	0	0	0	0	0	0	2	2.5	1	1.3	0	0.0	45.1	52.1
2000	73	1	63	0	9	0	0	0	0	0	0	0	0	1	1.4	0	0.0	0	0.0	45.7	52.3
2100	34	0	30	0	4	0	0	0	0	0	0	0	0	1	2.9	0	0.0	0	0.0	44.4	52
2200	27	0	25	0	2	0	0	0	0	0	0	0	0	1	3.7	0	0.0	0	0.0	46.6	54.1
2300	11	0	11	0	0	0	0	0	0	0	0	0	0	2	18.2	0	0.0	0	0.0	49.9	61.1
<b>07-19</b>	<b>2372</b>	<b>24</b>	<b>2264</b>	<b>3</b>	<b>73</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0.6</b>	<b>2</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>	<b>43.4</b>	<b>49.2</b>
<b>06-22</b>	<b>2586</b>	<b>26</b>	<b>2458</b>	<b>3</b>	<b>91</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0.7</b>	<b>3</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>	<b>43.6</b>	<b>49.5</b>
<b>06-00</b>	<b>2624</b>	<b>26</b>	<b>2494</b>	<b>3</b>	<b>93</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0.8</b>	<b>3</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>	<b>43.6</b>	<b>49.5</b>
<b>00-00</b>	<b>2716</b>	<b>26</b>	<b>2577</b>	<b>3</b>	<b>101</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1.1</b>	<b>6</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43.8</b>	<b>49.8</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Monday, 15 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	46.7	-
0100	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.2	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.7	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	40.7	-
0400	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.9	56.2
0500	52	0	46	0	4	0	1	0	0	0	1	0	0	3	5.8	1	1.9	1	1.9	47.8	54.8
0600	126	1	106	0	11	0	5	0	1	1	1	0	0	4	3.2	0	0.0	0	0.0	46.8	52.9
0700	260	1	235	1	21	1	0	0	0	1	0	0	0	5	1.9	1	0.4	0	0.0	44.8	50.1
<b>0800</b>	<b>335</b>	<b>0</b>	<b>315</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.6</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>44</b>	<b>48.9</b>
0900	261	4	233	2	20	1	0	0	0	0	1	0	0	1	0.4	0	0.0	0	0.0	42.9	48.2
1000	227	4	207	0	13	2	0	0	0	0	1	0	0	2	0.9	1	0.4	1	0.4	43.2	48.1
1100	207	1	188	0	17	0	0	1	0	0	0	0	0	2	1.0	0	0.0	0	0.0	42.7	48.7
1200	202	0	181	1	20	0	0	0	0	0	0	0	0	1	0.5	0	0.0	0	0.0	43	48.1
1300	214	3	194	1	13	3	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.2	47.4
1400	221	4	193	0	21	0	1	1	0	1	0	0	0	1	0.5	0	0.0	0	0.0	42.9	48.7
1500	216	2	185	0	27	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.5	48.2
<b>1600</b>	<b>242</b>	<b>1</b>	<b>224</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>43.3</b>	<b>48.5</b>
1700	215	2	191	0	22	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	41.7	48.9
1800	153	1	142	0	10	0	0	0	0	0	0	0	0	5	3.3	2	1.3	1	0.7	44.9	50.7
1900	110	0	102	0	8	0	0	0	0	0	0	0	0	3	2.7	1	0.9	0	0.0	44.8	52
2000	61	0	57	0	4	0	0	0	0	0	0	0	0	2	3.3	1	1.6	1	1.6	46	52.1
2100	49	0	41	1	7	0	0	0	0	0	0	0	0	2	4.1	0	0.0	0	0.0	46.5	53.8
2200	27	0	25	0	2	0	0	0	0	0	0	0	0	1	3.7	0	0.0	0	0.0	47.6	56.4
2300	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.8	54.9
<b>07-19</b>	<b>2753</b>	<b>23</b>	<b>2488</b>	<b>6</b>	<b>220</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0.7</b>	<b>4</b>	<b>0.1</b>	<b>2</b>	<b>0.1</b>	<b>43.2</b>	<b>48.7</b>
<b>06-22</b>	<b>3099</b>	<b>24</b>	<b>2794</b>	<b>7</b>	<b>250</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1.0</b>	<b>6</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.5</b>	<b>49.1</b>
<b>06-00</b>	<b>3137</b>	<b>24</b>	<b>2829</b>	<b>7</b>	<b>253</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1.0</b>	<b>6</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.6</b>	<b>49.2</b>
<b>00-00</b>	<b>3217</b>	<b>24</b>	<b>2899</b>	<b>7</b>	<b>261</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>1.1</b>	<b>7</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43.6</b>	<b>49.3</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Tuesday, 16 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	48.7	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.7	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	60.7	-
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.8	-
0400	14	0	10	0	1	0	0	0	0	1	2	0	0	1	7.1	0	0.0	0	0.0	46.9	54.2
0500	56	2	50	0	3	0	1	0	0	0	0	0	0	1	1.8	1	1.8	1	1.8	47.4	55.7
0600	132	0	114	0	11	1	5	0	1	0	0	0	0	7	5.3	2	1.5	1	0.8	47.3	53.2
0700	263	2	235	2	24	0	0	0	0	0	0	0	0	2	0.8	0	0.0	0	0.0	45	51.5
<b>0800</b>	<b>358</b>	<b>2</b>	<b>330</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.3</b>	<b>1</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>43.2</b>	<b>48.3</b>
0900	271	1	244	3	21	0	1	0	0	0	0	0	1	1	0.4	0	0.0	0	0.0	42.2	48.3
1000	240	1	219	3	14	1	0	1	0	1	0	0	0	3	1.3	0	0.0	0	0.0	42.2	47.1
1100	204	1	179	2	17	3	0	0	1	1	0	0	0	0	0.0	0	0.0	0	0.0	42.2	48
1200	222	0	202	1	16	3	0	0	0	0	0	0	0	1	0.5	0	0.0	0	0.0	42.1	48.1
<b>1300</b>	<b>234</b>	<b>0</b>	<b>202</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1.3</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.4</b>	<b>47.4</b>
1400	220	0	200	1	17	0	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	41.4	46.1
1500	221	0	193	1	23	1	1	0	0	1	0	1	0	1	0.5	0	0.0	0	0.0	42.4	47.5
1600	222	1	193	1	25	0	0	1	1	0	0	0	0	1	0.5	0	0.0	0	0.0	41.4	46.4
1700	213	1	191	2	18	0	0	0	0	1	0	0	0	2	0.9	0	0.0	0	0.0	41.5	47.3
1800	143	2	133	0	7	0	0	0	0	1	0	0	0	2	1.4	0	0.0	0	0.0	44.2	50
1900	95	1	85	0	9	0	0	0	0	0	0	0	0	2	2.1	1	1.1	0	0.0	45.2	52.6
2000	71	0	63	0	8	0	0	0	0	0	0	0	0	1	1.4	0	0.0	0	0.0	44.3	52.1
2100	62	0	57	0	4	0	0	0	0	1	0	0	0	1	1.6	0	0.0	0	0.0	45.6	52.2
2200	28	0	25	0	2	0	1	0	0	0	0	0	0	1	3.6	0	0.0	0	0.0	46.7	52.8
2300	16	0	14	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.8	55
<b>07-19</b>	<b>2811</b>	<b>11</b>	<b>2521</b>	<b>17</b>	<b>231</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>0.6</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.5</b>	<b>48.1</b>
<b>06-22</b>	<b>3171</b>	<b>12</b>	<b>2840</b>	<b>17</b>	<b>263</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>0.9</b>	<b>4</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>42.9</b>	<b>48.7</b>
<b>06-00</b>	<b>3215</b>	<b>12</b>	<b>2879</b>	<b>17</b>	<b>267</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>0.9</b>	<b>4</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>43</b>	<b>48.8</b>
<b>00-00</b>	<b>3296</b>	<b>14</b>	<b>2949</b>	<b>17</b>	<b>272</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>1.0</b>	<b>5</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.1</b>	<b>49</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Wednesday, 17 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	48.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.4	-
0300	9	0	7	0	2	0	0	0	0	0	0	0	0	2	22.2	1	11.1	1	11.1	49.3	-
0400	9	0	8	0	0	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	48.5	-
0500	50	0	47	0	3	0	0	0	0	0	0	0	0	4	8.0	1	2.0	1	2.0	49	54.7
0600	131	0	115	0	10	0	4	1	1	0	0	0	0	1	0.8	1	0.8	0	0.0	47.4	53.9
0700	283	1	259	0	20	1	0	0	0	0	2	0	0	6	2.1	1	0.4	0	0.0	44.9	51.2
<b>0800</b>	<b>373</b>	<b>6</b>	<b>341</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>1</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>44</b>	<b>48.9</b>
0900	289	3	258	0	26	1	0	0	0	0	1	0	0	1	0.3	0	0.0	0	0.0	43.2	48.6
1000	208	1	183	3	19	1	0	0	0	0	1	0	0	1	0.5	0	0.0	0	0.0	42.4	48.4
1100	262	1	231	2	27	0	0	0	0	1	0	0	0	2	0.8	0	0.0	0	0.0	42.7	48.5
<b>1200</b>	<b>269</b>	<b>2</b>	<b>241</b>	<b>1</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.1</b>	<b>47.5</b>
1300	211	0	199	2	8	0	1	0	0	1	0	0	0	2	0.9	1	0.5	1	0.5	42	47.3
1400	192	1	174	1	13	1	1	0	0	0	1	0	0	1	0.5	0	0.0	0	0.0	42.6	47.8
1500	236	0	212	0	21	0	2	0	0	1	0	0	0	1	0.4	0	0.0	0	0.0	41.1	46.9
1600	214	2	194	1	16	0	1	0	0	0	0	0	0	2	0.9	1	0.5	0	0.0	43.3	48.6
1700	197	3	179	1	14	0	0	0	0	0	0	0	0	2	1.0	0	0.0	0	0.0	42.9	48.9
1800	161	1	152	1	7	0	0	0	0	0	0	0	0	4	2.5	1	0.6	0	0.0	44.5	51
1900	129	0	119	0	9	0	0	0	0	1	0	0	0	1	0.8	1	0.8	0	0.0	43.8	50.4
2000	56	1	53	0	2	0	0	0	0	0	0	0	0	2	3.6	0	0.0	0	0.0	44.8	52.1
2100	53	0	49	0	4	0	0	0	0	0	0	0	0	2	3.8	1	1.9	0	0.0	47.3	55.8
2200	38	0	34	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.9	51.5
2300	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.1	-
<b>07-19</b>	<b>2895</b>	<b>21</b>	<b>2623</b>	<b>12</b>	<b>216</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0.9</b>	<b>5</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43</b>	<b>48.5</b>
<b>06-22</b>	<b>3264</b>	<b>22</b>	<b>2959</b>	<b>12</b>	<b>241</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1.0</b>	<b>8</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43.3</b>	<b>49</b>
<b>06-00</b>	<b>3311</b>	<b>22</b>	<b>3001</b>	<b>12</b>	<b>246</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0.9</b>	<b>8</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43.4</b>	<b>49</b>
<b>00-00</b>	<b>3382</b>	<b>22</b>	<b>3066</b>	<b>12</b>	<b>251</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1.1</b>	<b>10</b>	<b>0.3</b>	<b>3</b>	<b>0.1</b>	<b>43.5</b>	<b>49.3</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Thursday, 18 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	52.7	-
0100	7	0	6	0	0	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	45.3	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.8	-
0300	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	48.1	-
0400	14	0	12	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.4	53.9
0500	50	0	47	0	2	0	1	0	0	0	0	0	0	1	2.0	0	0.0	0	0.0	46.5	53.5
0600	128	1	116	0	7	0	3	0	1	0	0	0	0	5	3.9	1	0.8	0	0.0	47.2	53.4
0700	243	0	221	0	21	0	0	0	0	0	1	0	0	2	0.8	1	0.4	0	0.0	44.4	49.4
<b>0800</b>	<b>356</b>	<b>2</b>	<b>331</b>	<b>2</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41.8</b>	<b>48.1</b>
0900	263	1	243	0	14	2	1	0	0	0	2	0	0	1	0.4	0	0.0	0	0.0	41.8	48.1
1000	243	1	210	2	28	1	1	0	0	0	0	0	0	3	1.2	1	0.4	0	0.0	42	48.7
1100	204	1	180	1	19	0	2	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	42	46.9
1200	222	3	202	1	11	3	1	0	1	0	0	0	0	1	0.5	0	0.0	0	0.0	43.1	48.2
1300	217	1	195	1	17	1	1	0	0	0	1	0	0	1	0.5	0	0.0	0	0.0	42.6	48.5
1400	232	2	200	3	24	1	2	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	42.1	47.4
1500	230	1	205	0	23	0	1	0	0	0	0	0	0	2	0.9	1	0.4	0	0.0	42.4	48.8
<b>1600</b>	<b>236</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>48.4</b>
1700	228	1	213	0	12	0	0	0	0	1	1	0	0	1	0.4	0	0.0	0	0.0	42.9	48.6
1800	139	0	127	1	10	0	1	0	0	0	0	0	0	7	5.0	1	0.7	1	0.7	45.1	51
1900	99	0	90	0	9	0	0	0	0	0	0	0	0	3	3.0	2	2.0	0	0.0	45.6	50.8
2000	60	0	56	1	3	0	0	0	0	0	0	0	0	3	5.0	1	1.7	0	0.0	46.2	54.6
2100	59	0	58	0	1	0	0	0	0	0	0	0	0	2	3.4	0	0.0	0	0.0	46.4	53.6
2200	40	0	38	0	2	0	0	0	0	0	0	0	0	2	5.0	1	2.5	0	0.0	47	56.2
2300	14	0	11	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.4	53.6
<b>07-19</b>	<b>2813</b>	<b>13</b>	<b>2537</b>	<b>11</b>	<b>222</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0.7</b>	<b>4</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>42.5</b>	<b>48.4</b>
<b>06-22</b>	<b>3159</b>	<b>14</b>	<b>2857</b>	<b>12</b>	<b>242</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>1.0</b>	<b>8</b>	<b>0.3</b>	<b>1</b>	<b>0.0</b>	<b>42.9</b>	<b>49</b>
<b>06-00</b>	<b>3213</b>	<b>14</b>	<b>2906</b>	<b>12</b>	<b>247</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>1.1</b>	<b>9</b>	<b>0.3</b>	<b>1</b>	<b>0.0</b>	<b>43</b>	<b>49.1</b>
<b>00-00</b>	<b>3301</b>	<b>14</b>	<b>2985</b>	<b>12</b>	<b>254</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1.1</b>	<b>9</b>	<b>0.3</b>	<b>1</b>	<b>0.0</b>	<b>43.1</b>	<b>49.2</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Friday, 19 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.6	-
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	48.7	-
0200	5	0	2	0	3	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	56.2	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.3	-
0400	15	0	11	0	3	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	46.9	54.3
0500	46	1	39	0	5	0	1	0	0	0	0	0	0	4	8.7	1	2.2	0	0.0	50.4	57.7
0600	113	1	101	0	6	0	5	0	0	0	0	0	0	4	3.5	0	0.0	0	0.0	48.6	54.8
0700	236	1	216	1	16	0	0	0	0	1	1	0	0	2	0.8	0	0.0	0	0.0	45	51.1
<b>0800</b>	<b>324</b>	<b>4</b>	<b>292</b>	<b>2</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.3</b>	<b>1</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>44.6</b>	<b>49.4</b>
0900	302	1	272	0	26	0	0	0	1	1	1	0	0	0	0.0	0	0.0	0	0.0	44.2	49.2
1000	250	5	229	1	13	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.8	47.3
1100	228	4	209	0	14	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44	49.8
1200	252	3	225	3	19	0	0	1	0	1	0	0	0	2	0.8	0	0.0	0	0.0	42.3	48.9
1300	238	3	219	0	13	1	1	0	1	0	0	0	0	2	0.8	1	0.4	0	0.0	43.2	48.7
1400	268	0	245	4	17	0	1	0	0	0	1	0	0	2	0.7	0	0.0	0	0.0	43.5	49.2
<b>1500</b>	<b>271</b>	<b>1</b>	<b>243</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>47.8</b>
1600	242	0	217	3	19	1	1	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	42.9	49.5
1700	211	2	193	1	14	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	43.9	49.7
1800	169	1	157	1	9	0	1	0	0	0	0	0	0	3	1.8	1	0.6	1	0.6	44.2	50.8
1900	127	0	122	1	4	0	0	0	0	0	0	0	0	3	2.4	1	0.8	1	0.8	46.2	51.8
2000	60	0	56	0	4	0	0	0	0	0	0	0	0	1	1.7	1	1.7	0	0.0	46.9	53.2
2100	56	0	52	1	2	0	1	0	0	0	0	0	0	1	1.8	0	0.0	0	0.0	45.9	53.7
2200	40	0	37	0	3	0	0	0	0	0	0	0	0	2	5.0	0	0.0	0	0.0	47.1	53.7
2300	29	0	28	0	1	0	0	0	0	0	0	0	0	1	3.4	0	0.0	0	0.0	47.1	52.8
<b>07-19</b>	<b>2991</b>	<b>25</b>	<b>2717</b>	<b>16</b>	<b>207</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0.4</b>	<b>3</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>43.6</b>	<b>49.3</b>
<b>06-22</b>	<b>3347</b>	<b>26</b>	<b>3048</b>	<b>18</b>	<b>223</b>	<b>5</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0.6</b>	<b>5</b>	<b>0.1</b>	<b>2</b>	<b>0.1</b>	<b>44</b>	<b>49.8</b>
<b>06-00</b>	<b>3416</b>	<b>26</b>	<b>3113</b>	<b>18</b>	<b>227</b>	<b>5</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0.7</b>	<b>5</b>	<b>0.1</b>	<b>2</b>	<b>0.1</b>	<b>44</b>	<b>49.8</b>
<b>00-00</b>	<b>3496</b>	<b>27</b>	<b>3177</b>	<b>18</b>	<b>240</b>	<b>5</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0.9</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>44.1</b>	<b>50.1</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	5.4	0	1.8	0	0.0	48.4	-
0100	6	0	5	0	0	0	0	0	0	0	0	0	0	0	4.8	0	0.0	0	0.0	47	-
0200	4	0	4	0	1	0	0	0	0	0	0	0	0	1	23.3	0	3.3	0	0.0	54.2	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	7.3	0	4.9	0	4.9	47.6	-
0400	12	0	10	0	1	0	0	0	0	0	0	0	0	0	2.5	0	0.0	0	0.0	47.1	54.2
0500	43	0	38	0	3	0	1	0	0	0	0	0	0	2	4.7	1	1.3	0	1.0	48	54.8
0600	102	1	88	0	8	0	3	0	1	0	0	0	0	4	3.5	1	0.7	0	0.3	47.6	53.8
0700	207	1	189	1	16	0	0	0	0	0	1	0	0	3	1.5	1	0.3	0	0.0	45	51.1
<b>0800</b>	<b>290</b>	<b>3</b>	<b>266</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>49.2</b>
0900	255	2	231	1	18	1	0	0	0	0	1	0	0	1	0.6	0	0.1	0	0.1	43.4	49.2
1000	238	3	216	1	15	1	0	0	0	0	0	0	0	2	0.7	0	0.1	0	0.1	42.7	48.3
1100	224	2	205	1	15	1	0	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	43	48.7
<b>1200</b>	<b>247</b>	<b>2</b>	<b>225</b>	<b>1</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.6</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>48.5</b>
1300	238	2	219	1	14	1	0	0	0	0	1	0	0	1	0.6	0	0.1	0	0.1	42.7	48.2
1400	235	2	214	2	15	0	1	0	0	0	0	0	0	1	0.5	0	0.1	0	0.1	42.8	48.2
1500	241	1	218	0	19	0	1	0	0	0	0	0	0	1	0.3	0	0.1	0	0.0	42.3	47.7
1600	229	1	210	1	17	0	0	0	0	0	0	0	0	1	0.5	0	0.2	0	0.0	42.4	48.2
1700	202	1	187	1	13	0	0	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	42.6	48.9
1800	154	1	145	0	7	0	0	0	0	0	0	0	0	4	2.8	1	0.6	0	0.3	44.7	50.8
1900	104	0	97	0	7	0	0	0	0	0	0	0	0	2	1.9	1	1.0	0	0.1	45.1	51.4
2000	63	0	57	0	5	0	0	0	0	0	0	0	0	2	3.0	0	0.7	0	0.2	45.7	52.6
2100	50	0	46	0	3	0	0	0	0	0	0	0	0	2	3.2	0	0.3	0	0.0	46.3	53.7
2200	36	0	34	0	3	0	0	0	0	0	0	0	0	1	3.5	0	1.2	0	0.4	46.6	52.7
2300	18	0	17	0	2	0	0	0	0	0	0	0	0	1	3.1	0	0.0	0	0.0	47.1	54.9
<b>07-19</b>	<b>2760</b>	<b>20</b>	<b>2525</b>	<b>11</b>	<b>183</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0.7</b>	<b>4</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>43.1</b>	<b>48.9</b>
<b>06-22</b>	<b>3078</b>	<b>22</b>	<b>2813</b>	<b>12</b>	<b>207</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0.9</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.4</b>	<b>49.3</b>
<b>06-00</b>	<b>3133</b>	<b>22</b>	<b>2864</b>	<b>12</b>	<b>211</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1.0</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.5</b>	<b>49.4</b>
<b>00-00</b>	<b>3211</b>	<b>22</b>	<b>2933</b>	<b>12</b>	<b>218</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>1.1</b>	<b>7</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.6</b>	<b>49.6</b>



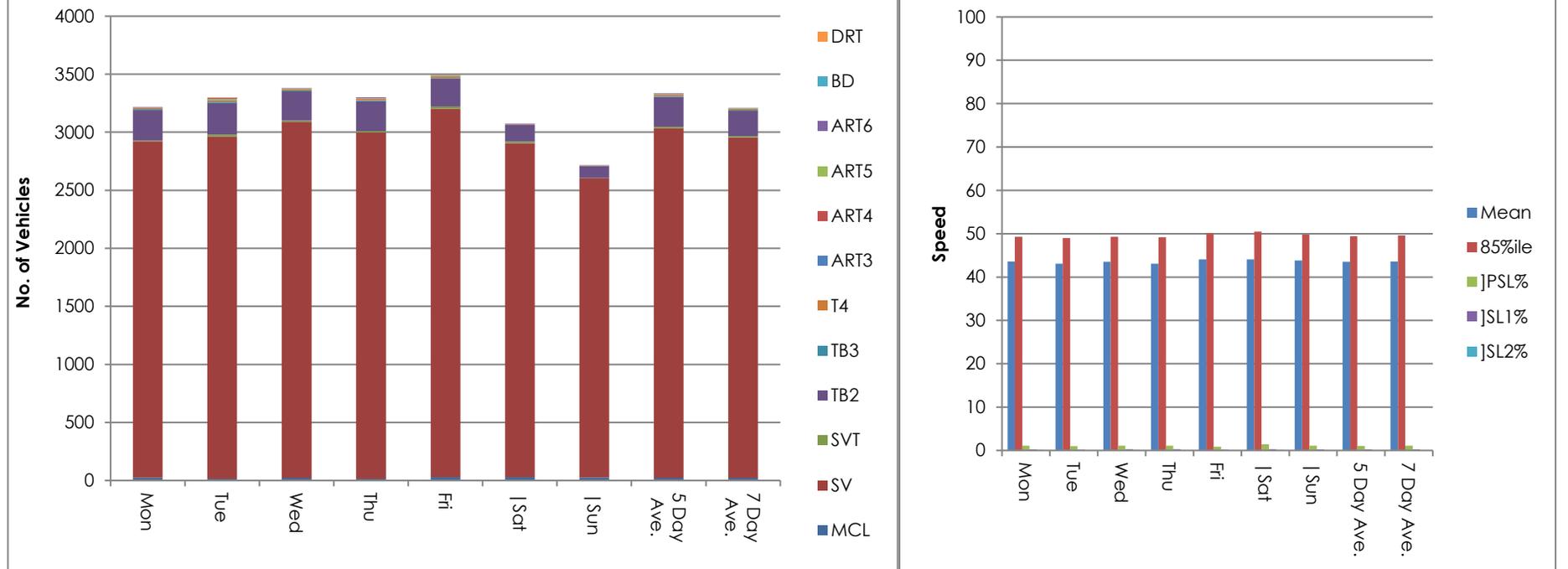
Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	3217	24	2899	7	261	8	8	2	1	3	4	0	0	35	1.1	7	0.2	4	0.1	43.6	49.3
Tue	3296	14	2949	17	272	12	11	2	3	7	7	1	1	32	1.0	5	0.2	2	0.1	43.1	49
Wed	3382	22	3066	12	251	7	10	1	2	5	6	0	0	37	1.1	10	0.3	3	0.1	43.5	49.3
Thu	3301	14	2985	12	254	10	15	0	2	2	7	0	0	37	1.1	9	0.3	1	0.0	43.1	49.2
Fri	3496	27	3177	18	240	5	14	3	3	6	3	0	0	30	0.9	6	0.2	2	0.1	44.1	50.1
Sat	3071	27	2878	15	146	0	2	1	1	0	1	0	0	44	1.4	9	0.3	4	0.1	44.1	50.5
Sun	2716	26	2577	3	101	0	2	2	2	1	2	0	0	30	1.1	6	0.2	1	0.0	43.8	49.8
<b>5 Day Ave.</b>	<b>3338</b>	<b>20</b>	<b>3015</b>	<b>13</b>	<b>256</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>1.0</b>	<b>7</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.5</b>	<b>49.4</b>
<b>7 Day Ave.</b>	<b>3211</b>	<b>22</b>	<b>2933</b>	<b>12</b>	<b>218</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>1.1</b>	<b>7</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.6</b>	<b>49.6</b>
--	<b>22479</b>	<b>154</b>	<b>20531</b>	<b>84</b>	<b>1525</b>	<b>42</b>	<b>62</b>	<b>11</b>	<b>14</b>	<b>24</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>245</b>	<b>1.1</b>	<b>52</b>	<b>0.2</b>	<b>17</b>	<b>0.1</b>	<b>43.6</b>	<b>49.6</b>

Summary Graphs



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Saturday, 13 November 2021

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	11	0	0	0	0	0	0	0	1	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	0	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	0	2	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	21	0	0	0	0	0	0	0	1	5	5	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	53	0	0	0	0	0	0	0	2	13	14	9	11	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	107	0	0	0	0	0	0	0	17	24	41	14	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	186	0	0	0	2	2	1	4	26	50	47	43	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	249	0	0	0	1	1	1	4	38	95	61	35	9	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0
<b>1000</b>	<b>283</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>14</b>	<b>67</b>	<b>102</b>	<b>57</b>	<b>26</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1100	260	0	0	0	0	0	0	6	53	105	65	22	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1200</b>	<b>275</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>15</b>	<b>63</b>	<b>81</b>	<b>63</b>	<b>31</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1300	271	0	0	0	0	1	0	10	51	110	63	33	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	265	0	0	0	0	0	0	14	68	98	51	27	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	268	0	0	0	0	0	3	11	85	98	51	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	228	0	0	1	1	0	0	6	73	91	36	16	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	168	0	0	0	0	0	0	10	48	56	35	15	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	124	0	0	0	0	0	0	2	15	40	38	19	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	89	0	0	0	0	0	0	0	14	36	19	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	59	0	0	0	0	0	0	3	12	12	13	12	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	36	0	0	0	0	0	0	0	5	8	9	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	54	0	0	0	0	0	0	3	6	12	19	11	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	39	0	0	0	0	0	0	0	6	9	11	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2684</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>19</b>	<b>96</b>	<b>604</b>	<b>950</b>	<b>608</b>	<b>292</b>	<b>70</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2921</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>19</b>	<b>99</b>	<b>637</b>	<b>1019</b>	<b>663</b>	<b>338</b>	<b>92</b>	<b>27</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3014</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>19</b>	<b>102</b>	<b>649</b>	<b>1040</b>	<b>693</b>	<b>358</b>	<b>96</b>	<b>28</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3071</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>19</b>	<b>102</b>	<b>656</b>	<b>1054</b>	<b>707</b>	<b>374</b>	<b>101</b>	<b>29</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Sunday, 14 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	27	0	0	0	0	0	0	1	3	7	10	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	0	0	0	2	3	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	0	0	0	0	2	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	0	0	1	0	2	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	0	1	1	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	0	0	0	0	1	0	5	8	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	28	0	0	1	0	0	0	0	5	5	8	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	59	0	0	0	0	0	0	0	9	17	16	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	100	0	0	0	0	0	0	0	16	34	29	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	149	0	0	0	1	0	0	2	14	62	36	26	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1000</b>	<b>215</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>38</b>	<b>77</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1100	205	0	0	1	1	1	0	8	40	74	53	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1200</b>	<b>284</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>93</b>	<b>59</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	281	0	0	0	0	2	3	17	66	111	61	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	244	0	0	0	1	0	0	8	51	105	56	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	244	0	0	0	0	1	0	7	68	94	56	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	219	0	0	0	0	0	2	10	67	72	43	19	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	183	0	0	0	0	0	5	14	51	60	31	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	189	0	0	0	0	0	0	6	36	72	43	22	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	79	0	0	0	0	0	0	1	17	22	22	11	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	73	0	0	0	0	0	0	1	11	25	19	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	34	0	0	0	0	0	0	0	9	12	5	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	27	0	0	0	0	0	0	0	5	8	6	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	0	0	0	1	2	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2372</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>11</b>	<b>89</b>	<b>547</b>	<b>871</b>	<b>556</b>	<b>210</b>	<b>64</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>06-22</b>	<b>2586</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>11</b>	<b>91</b>	<b>589</b>	<b>935</b>	<b>610</b>	<b>245</b>	<b>76</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2624</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>11</b>	<b>91</b>	<b>595</b>	<b>945</b>	<b>620</b>	<b>251</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2716</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>12</b>	<b>92</b>	<b>607</b>	<b>964</b>	<b>639</b>	<b>275</b>	<b>86</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Monday, 15 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	5	0	0	0	0	0	0	0	1	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	0	0	2	4	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	52	0	0	0	0	0	0	0	8	9	18	10	4	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	126	0	0	0	0	0	0	0	14	37	43	20	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	260	0	0	1	0	0	1	4	43	92	80	27	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>335</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>54</b>	<b>130</b>	<b>100</b>	<b>26</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
0900	261	0	0	0	2	0	0	14	51	115	55	19	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	227	0	0	1	0	1	0	11	39	100	60	8	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	207	0	0	0	1	1	1	3	62	80	39	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	202	0	0	0	0	0	0	12	46	81	42	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	214	0	0	1	2	1	3	4	60	81	45	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	221	0	0	0	2	1	0	7	56	83	48	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	216	0	0	1	1	2	3	7	62	66	52	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>48</b>	<b>88</b>	<b>66</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	215	0	0	0	0	1	2	27	49	79	33	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	153	0	0	0	1	0	0	2	35	50	37	19	4	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	110	0	0	0	0	0	1	4	21	37	24	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	61	0	0	0	0	0	0	0	12	17	20	7	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	49	0	0	0	0	0	0	2	5	17	10	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	27	0	0	0	0	0	0	0	2	8	8	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	0	0	1	0	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2753</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>18</b>	<b>114</b>	<b>605</b>	<b>1045</b>	<b>657</b>	<b>216</b>	<b>59</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3099</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>19</b>	<b>120</b>	<b>657</b>	<b>1153</b>	<b>754</b>	<b>266</b>	<b>80</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3137</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>19</b>	<b>121</b>	<b>659</b>	<b>1163</b>	<b>767</b>	<b>272</b>	<b>85</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3217</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>19</b>	<b>121</b>	<b>673</b>	<b>1182</b>	<b>791</b>	<b>284</b>	<b>92</b>	<b>26</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Tuesday, 16 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	0	0	0	0	0	0	4	1	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	56	0	0	0	0	1	1	0	8	10	15	12	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	132	0	0	0	0	0	0	0	16	34	45	25	5	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	263	0	0	0	0	0	2	5	50	86	65	37	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>358</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>93</b>	<b>115</b>	<b>102</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
0900	271	0	0	0	1	0	1	13	85	94	54	21	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	240	0	0	0	0	1	0	20	60	89	54	11	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	204	0	0	0	0	0	1	14	49	86	39	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	222	0	0	0	0	1	2	8	78	74	41	12	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1300</b>	<b>234</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>	<b>56</b>	<b>104</b>	<b>40</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1400	220	0	0	0	0	1	0	19	63	93	36	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	221	0	0	0	1	0	5	9	44	100	42	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	222	0	0	0	1	0	0	14	81	81	34	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	213	0	0	0	0	0	6	17	70	61	39	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	143	0	0	0	1	0	0	2	25	59	34	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	95	0	0	0	0	0	1	1	20	29	20	19	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	71	0	0	0	1	0	0	8	10	19	18	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	62	0	0	0	0	0	1	3	6	17	21	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	28	0	0	0	0	0	0	0	4	8	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	0	0	0	5	3	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2811</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>19</b>	<b>147</b>	<b>754</b>	<b>1042</b>	<b>580</b>	<b>192</b>	<b>51</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>06-22</b>	<b>3171</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>21</b>	<b>159</b>	<b>806</b>	<b>1141</b>	<b>684</b>	<b>255</b>	<b>67</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3215</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>21</b>	<b>159</b>	<b>815</b>	<b>1152</b>	<b>695</b>	<b>263</b>	<b>71</b>	<b>22</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3296</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>22</b>	<b>159</b>	<b>829</b>	<b>1165</b>	<b>715</b>	<b>282</b>	<b>81</b>	<b>24</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Wednesday, 17 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	0	0	2	1	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	0	0	0	4	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	50	0	0	0	0	0	0	0	5	6	17	16	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	131	0	0	0	0	0	0	1	15	32	39	30	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	283	0	0	0	0	0	4	5	46	102	79	23	18	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>373</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>159</b>	<b>104</b>	<b>30</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
0900	289	0	0	0	1	0	0	9	71	107	70	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	208	0	0	1	0	0	1	15	58	65	51	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	262	0	0	0	1	2	1	12	72	89	62	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1200</b>	<b>269</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>73</b>	<b>106</b>	<b>54</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1300	211	0	0	0	0	0	2	14	67	68	44	13	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	192	0	0	0	1	1	0	6	52	77	39	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	236	0	0	0	0	4	6	28	58	84	40	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	214	0	0	0	0	0	1	6	50	91	49	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	197	0	0	0	0	1	0	14	49	70	41	13	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	161	0	0	0	0	1	0	8	38	45	41	17	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	129	0	0	0	0	1	0	7	27	46	27	20	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	56	0	0	0	0	0	0	1	12	18	15	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	53	0	0	0	0	0	0	0	8	14	13	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	38	0	0	0	0	0	0	1	7	12	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	1	0	1	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2895</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>16</b>	<b>141</b>	<b>694</b>	<b>1063</b>	<b>674</b>	<b>190</b>	<b>77</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3264</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>16</b>	<b>150</b>	<b>756</b>	<b>1173</b>	<b>768</b>	<b>253</b>	<b>101</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3311</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>16</b>	<b>152</b>	<b>763</b>	<b>1187</b>	<b>781</b>	<b>259</b>	<b>105</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3382</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>16</b>	<b>152</b>	<b>770</b>	<b>1199</b>	<b>801</b>	<b>280</b>	<b>110</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Thursday, 18 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6	0	0	0	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	2	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	0	0	0	0	1	1	1	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	50	0	0	0	0	0	0	0	8	15	10	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	128	0	0	0	0	0	0	1	14	35	40	22	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	243	0	0	0	0	0	1	7	48	79	76	20	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>356</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>18</b>	<b>86</b>	<b>123</b>	<b>81</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	263	0	0	1	0	1	9	24	64	88	50	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	243	0	0	0	0	1	1	21	78	74	44	20	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	204	0	0	1	0	3	2	10	48	92	25	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	222	0	0	2	0	0	0	7	56	83	52	13	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	217	0	0	0	1	0	3	11	58	74	49	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	232	0	0	1	0	0	0	16	65	90	40	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	230	0	0	0	0	2	1	12	62	95	30	19	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>83</b>	<b>64</b>	<b>34</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1700	228	0	0	0	0	0	0	16	59	76	59	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	139	0	0	0	0	0	1	5	21	48	38	16	3	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	99	0	0	0	0	0	0	2	20	30	27	13	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	60	0	0	0	0	0	0	6	6	15	17	8	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	59	0	0	0	0	0	1	1	9	18	12	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	0	0	0	4	5	6	11	8	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	14	0	0	0	0	0	0	0	2	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2813</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>24</b>	<b>22</b>	<b>174</b>	<b>728</b>	<b>986</b>	<b>578</b>	<b>216</b>	<b>58</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3159</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>24</b>	<b>23</b>	<b>184</b>	<b>777</b>	<b>1084</b>	<b>674</b>	<b>271</b>	<b>82</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3213</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>24</b>	<b>23</b>	<b>188</b>	<b>784</b>	<b>1093</b>	<b>690</b>	<b>282</b>	<b>87</b>	<b>22</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3301</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>24</b>	<b>24</b>	<b>189</b>	<b>795</b>	<b>1117</b>	<b>712</b>	<b>300</b>	<b>96</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Friday, 19 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	4	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	0	1	2	3	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	46	0	0	0	0	0	1	0	3	6	10	15	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	113	0	0	0	0	0	0	0	5	28	36	28	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	236	0	0	0	0	0	3	3	46	69	72	30	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>324</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>121</b>	<b>107</b>	<b>28</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
0900	302	0	0	0	0	0	0	3	59	114	88	30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	250	0	0	0	1	1	1	11	53	106	58	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	228	0	0	1	0	0	0	8	39	86	64	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	252	0	0	1	1	1	2	18	70	72	59	23	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	238	0	0	0	0	1	1	13	57	77	63	20	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	268	0	0	0	0	0	2	7	55	109	66	21	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>271</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>110</b>	<b>56</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600	242	0	0	0	0	1	0	21	61	85	44	20	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	211	0	0	1	0	1	0	10	32	81	60	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	169	0	0	0	0	0	4	12	26	52	45	20	7	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1900	127	0	0	0	0	0	0	3	12	43	39	22	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	60	0	0	0	0	0	1	0	11	11	15	16	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	56	0	0	0	1	0	2	1	7	14	12	13	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	0	0	0	1	4	10	13	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	29	0	0	0	0	0	0	0	2	12	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2991</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>13</b>	<b>121</b>	<b>624</b>	<b>1082</b>	<b>782</b>	<b>267</b>	<b>79</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3347</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>16</b>	<b>125</b>	<b>659</b>	<b>1178</b>	<b>884</b>	<b>346</b>	<b>106</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3416</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>16</b>	<b>126</b>	<b>665</b>	<b>1200</b>	<b>903</b>	<b>361</b>	<b>109</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3496</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>17</b>	<b>127</b>	<b>671</b>	<b>1213</b>	<b>921</b>	<b>383</b>	<b>122</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	8	0	0	0	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	0	0	2	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	43	0	0	0	0	0	0	0	5	8	11	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	102	0	0	0	0	0	0	0	10	26	32	20	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	207	0	0	0	0	0	2	3	37	67	61	23	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>290</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>55</b>	<b>105</b>	<b>81</b>	<b>27</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
0900	255	0	0	0	1	0	2	10	55	96	59	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	238	0	0	0	0	1	2	14	56	88	57	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	224	0	0	0	0	1	1	9	52	87	50	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1200</b>	<b>247</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>68</b>	<b>84</b>	<b>53</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1300	238	0	0	0	0	1	2	12	59	89	52	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	235	0	0	0	1	0	0	11	59	94	48	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	241	0	0	0	0	1	3	12	65	92	47	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	229	0	0	0	0	0	1	14	66	82	44	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	202	0	0	0	0	0	2	15	51	69	43	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	154	0	0	0	0	0	1	5	28	52	39	19	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	104	0	0	0	0	0	0	3	19	35	25	16	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	63	0	0	0	0	0	0	3	11	17	17	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	50	0	0	0	0	0	1	1	7	14	12	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	36	0	0	0	0	0	0	1	5	9	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	0	0	0	2	5	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2760</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>17</b>	<b>126</b>	<b>651</b>	<b>1006</b>	<b>634</b>	<b>226</b>	<b>65</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3078</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>18</b>	<b>133</b>	<b>697</b>	<b>1098</b>	<b>720</b>	<b>282</b>	<b>86</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3133</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>18</b>	<b>134</b>	<b>704</b>	<b>1111</b>	<b>736</b>	<b>292</b>	<b>90</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3211</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>10</b>	<b>18</b>	<b>135</b>	<b>714</b>	<b>1128</b>	<b>755</b>	<b>311</b>	<b>98</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>





Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Saturday, 13 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	24	0	23	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.2	52.4
0100	19	0	19	0	0	0	0	0	0	0	0	0	0	2	10.5	1	5.3	0	0.0	48.3	57.8
0200	11	0	10	0	1	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	45	58.5
0300	10	0	7	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.9	-
0400	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.9	53
0500	27	0	25	0	2	0	0	0	0	0	0	0	0	1	3.7	0	0.0	0	0.0	48.7	53.8
0600	66	1	49	0	15	0	0	0	0	0	1	0	0	4	6.1	1	1.5	1	1.5	49	56.3
0700	147	0	134	0	12	0	1	0	0	0	0	0	0	4	2.7	0	0.0	0	0.0	45.4	51.2
0800	263	4	230	2	26	0	1	0	0	0	0	0	0	5	1.9	2	0.8	0	0.0	45.4	52.1
0900	361	4	333	3	21	0	0	0	0	0	0	0	0	5	1.4	2	0.6	1	0.3	45.1	50.9
1000	482	9	447	0	26	0	0	0	0	0	0	0	0	1	0.2	0	0.0	0	0.0	42.5	48.7
<b>1100</b>	<b>500</b>	<b>4</b>	<b>480</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1.8</b>	<b>1</b>	<b>0.2</b>	<b>1</b>	<b>0.2</b>	<b>43.5</b>	<b>48.9</b>
<b>1200</b>	<b>587</b>	<b>6</b>	<b>549</b>	<b>3</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1.4</b>	<b>2</b>	<b>0.3</b>	<b>1</b>	<b>0.2</b>	<b>43.2</b>	<b>49.4</b>
1300	567	4	536	3	23	0	0	0	1	0	0	0	0	2	0.4	0	0.0	0	0.0	43.4	48.5
1400	551	12	515	6	16	0	0	0	2	0	0	0	0	6	1.1	2	0.4	2	0.4	43.7	48.8
1500	557	5	522	4	25	0	0	0	1	0	0	0	0	3	0.5	0	0.0	0	0.0	42.8	47.6
1600	500	6	469	4	21	0	0	0	0	0	0	0	0	6	1.2	1	0.2	0	0.0	42.8	48.3
1700	405	0	389	1	15	0	0	0	0	0	0	0	0	4	1.0	1	0.2	1	0.2	43.8	49.2
1800	280	1	271	0	7	0	0	1	0	0	0	0	0	8	2.9	2	0.7	1	0.4	44.8	50.9
1900	197	0	188	0	9	0	0	0	0	0	0	0	0	5	2.5	2	1.0	0	0.0	45.6	52.8
2000	136	0	126	1	8	0	0	0	1	0	0	0	0	5	3.7	0	0.0	0	0.0	46	53.7
2100	90	0	86	0	4	0	0	0	0	0	0	0	0	3	3.3	1	1.1	0	0.0	46.9	53.1
2200	130	0	124	0	5	1	0	0	0	0	0	0	0	5	3.8	2	1.5	1	0.8	46.2	51.5
2300	81	1	73	0	7	0	0	0	0	0	0	0	0	3	3.7	0	0.0	0	0.0	47.9	54.8
<b>07-19</b>	<b>5200</b>	<b>55</b>	<b>4875</b>	<b>27</b>	<b>234</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>1.2</b>	<b>13</b>	<b>0.3</b>	<b>7</b>	<b>0.1</b>	<b>43.6</b>	<b>49.3</b>
<b>06-22</b>	<b>5689</b>	<b>56</b>	<b>5324</b>	<b>28</b>	<b>270</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>1.4</b>	<b>17</b>	<b>0.3</b>	<b>8</b>	<b>0.1</b>	<b>43.8</b>	<b>49.7</b>
<b>06-00</b>	<b>5900</b>	<b>57</b>	<b>5521</b>	<b>28</b>	<b>282</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>1.5</b>	<b>19</b>	<b>0.3</b>	<b>9</b>	<b>0.2</b>	<b>44</b>	<b>49.9</b>
<b>00-00</b>	<b>6004</b>	<b>57</b>	<b>5618</b>	<b>28</b>	<b>289</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>1.5</b>	<b>20</b>	<b>0.3</b>	<b>9</b>	<b>0.2</b>	<b>44</b>	<b>50.1</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Sunday, 14 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	68	1	64	0	3	0	0	0	0	0	0	0	0	1	1.5	1	1.5	0	0.0	45.4	49.9
0100	29	0	28	0	1	0	0	0	0	0	0	0	0	1	3.4	0	0.0	0	0.0	46.8	53.1
0200	23	0	20	0	3	0	0	0	0	0	0	0	0	6	26.1	2	8.7	1	4.3	53.9	63.8
0300	19	0	18	0	1	0	0	0	0	0	0	0	0	2	10.5	1	5.3	1	5.3	54.2	59.2
0400	13	0	12	0	1	0	0	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	50	58.3
0500	32	0	25	0	6	0	0	0	0	1	0	0	0	1	3.1	0	0.0	0	0.0	46	53.8
0600	34	1	30	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47	55.2
0700	80	0	75	0	5	0	0	0	0	0	0	0	0	3	3.8	1	1.3	0	0.0	47.1	53.1
0800	148	1	133	0	14	0	0	0	0	0	0	0	0	3	2.0	0	0.0	0	0.0	46.3	52.6
0900	213	1	201	0	10	0	0	0	1	0	0	0	0	3	1.4	0	0.0	0	0.0	45.8	52.5
1000	362	6	340	2	13	1	0	0	0	0	0	0	0	2	0.6	1	0.3	0	0.0	43.9	49.1
<b>1100</b>	<b>397</b>	<b>14</b>	<b>371</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>1</b>	<b>0.3</b>	<b>1</b>	<b>0.3</b>	<b>43.4</b>	<b>49.1</b>
1200	524	5	497	6	13	0	1	0	1	0	1	0	0	0	0.0	0	0.0	0	0.0	42.7	48.2
<b>1300</b>	<b>526</b>	<b>7</b>	<b>500</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.8</b>	<b>48.2</b>
1400	519	5	487	5	21	0	0	1	0	0	0	0	0	3	0.6	0	0.0	0	0.0	43.4	48.3
1500	524	1	509	0	14	0	0	0	0	0	0	0	0	5	1.0	1	0.2	0	0.0	42.7	47.5
1600	476	0	462	1	13	0	0	0	0	0	0	0	0	5	1.1	1	0.2	0	0.0	41.9	48.3
1700	372	2	360	0	9	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	42.9	49
1800	318	0	305	1	11	0	1	0	0	0	0	0	0	6	1.9	1	0.3	0	0.0	44.4	50.3
1900	198	1	190	1	6	0	0	0	0	0	0	0	0	9	4.5	3	1.5	2	1.0	45.9	52.2
2000	159	1	146	0	11	0	0	0	1	0	0	0	0	6	3.8	0	0.0	0	0.0	46.2	50.7
2100	95	0	86	0	9	0	0	0	0	0	0	0	0	4	4.2	0	0.0	0	0.0	46	54.4
2200	67	0	63	0	4	0	0	0	0	0	0	0	0	3	4.5	1	1.5	1	1.5	47.2	52.4
2300	30	0	29	0	1	0	0	0	0	0	0	0	0	3	10.0	0	0.0	0	0.0	50.5	58.4
<b>07-19</b>	<b>4459</b>	<b>42</b>	<b>4240</b>	<b>23</b>	<b>143</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0.7</b>	<b>6</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>43.4</b>	<b>49</b>
<b>06-22</b>	<b>4945</b>	<b>45</b>	<b>4692</b>	<b>24</b>	<b>172</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>1.1</b>	<b>9</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.6</b>	<b>49.4</b>
<b>06-00</b>	<b>5042</b>	<b>45</b>	<b>4784</b>	<b>24</b>	<b>177</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>1.2</b>	<b>10</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43.7</b>	<b>49.5</b>
<b>00-00</b>	<b>5226</b>	<b>46</b>	<b>4951</b>	<b>24</b>	<b>192</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>1.3</b>	<b>14</b>	<b>0.3</b>	<b>6</b>	<b>0.1</b>	<b>43.9</b>	<b>49.7</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Monday, 15 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	15	0	13	0	2	0	0	0	0	0	0	0	0	1	6.7	0	0.0	0	0.0	45.5	56
0100	9	0	7	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43	-
0200	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.8	-
0300	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.5	-
0400	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.4	55.6
0500	59	0	53	0	4	0	1	0	0	0	1	0	0	4	6.8	1	1.7	1	1.7	48	54.7
0600	149	1	124	0	16	0	5	0	1	1	1	0	0	4	2.7	0	0.0	0	0.0	46.1	52.3
0700	346	1	308	1	33	1	1	0	0	1	0	0	0	7	2.0	1	0.3	0	0.0	44.6	50
<b>0800</b>	<b>505</b>	<b>0</b>	<b>454</b>	<b>2</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>43.5</b>	<b>49</b>
0900	374	4	334	3	29	1	1	0	0	0	2	0	0	3	0.8	0	0.0	0	0.0	43.4	49
1000	369	5	325	1	32	4	1	0	0	0	1	0	0	3	0.8	1	0.3	1	0.3	43.3	48.5
1100	398	5	362	1	28	0	0	2	0	0	0	0	0	4	1.0	0	0.0	0	0.0	43.5	49.3
1200	442	2	401	3	35	1	0	0	0	0	0	0	0	2	0.5	0	0.0	0	0.0	42.4	47.7
1300	440	10	394	2	27	5	0	1	0	0	1	0	0	3	0.7	2	0.5	2	0.5	42.5	47.5
1400	465	7	411	1	37	1	3	1	0	2	2	0	0	3	0.6	0	0.0	0	0.0	42.7	48.1
1500	488	4	431	0	49	1	3	0	0	0	0	0	0	1	0.2	0	0.0	0	0.0	42.9	48
<b>1600</b>	<b>613</b>	<b>2</b>	<b>566</b>	<b>1</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.3</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>42.5</b>	<b>48.2</b>
1700	589	5	535	3	44	0	0	0	1	0	1	0	0	3	0.5	1	0.2	0	0.0	42.4	48
1800	364	1	345	0	17	0	0	0	0	1	0	0	0	10	2.7	4	1.1	1	0.3	44.1	50.7
1900	250	0	237	0	12	0	0	0	0	1	0	0	0	5	2.0	1	0.4	0	0.0	45.3	51.9
2000	143	0	136	0	7	0	0	0	0	0	0	0	0	5	3.5	1	0.7	1	0.7	46.1	50.9
2100	127	0	116	1	10	0	0	0	0	0	0	0	0	5	3.9	0	0.0	0	0.0	46.3	54.2
2200	74	0	70	0	3	1	0	0	0	0	0	0	0	3	4.1	0	0.0	0	0.0	48.1	54.4
2300	41	0	40	0	1	0	0	0	0	0	0	0	0	2	4.9	0	0.0	0	0.0	48.1	55.5
<b>07-19</b>	<b>5393</b>	<b>46</b>	<b>4866</b>	<b>18</b>	<b>422</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0.8</b>	<b>10</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43.1</b>	<b>48.7</b>
<b>06-22</b>	<b>6062</b>	<b>47</b>	<b>5479</b>	<b>19</b>	<b>467</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>1.0</b>	<b>12</b>	<b>0.2</b>	<b>5</b>	<b>0.1</b>	<b>43.4</b>	<b>49</b>
<b>06-00</b>	<b>6177</b>	<b>47</b>	<b>5589</b>	<b>19</b>	<b>471</b>	<b>15</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>1.1</b>	<b>12</b>	<b>0.2</b>	<b>5</b>	<b>0.1</b>	<b>43.5</b>	<b>49.2</b>
<b>00-00</b>	<b>6289</b>	<b>48</b>	<b>5687</b>	<b>19</b>	<b>482</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>1.1</b>	<b>13</b>	<b>0.2</b>	<b>6</b>	<b>0.1</b>	<b>43.5</b>	<b>49.3</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Tuesday, 16 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	12	0	12	0	0	0	0	0	0	0	0	0	0	1	8.3	0	0.0	0	0.0	49.6	59.1
0100	11	1	10	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	48.2	60.3
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	46.9	-
0300	9	0	8	0	1	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	47.9	-
0400	17	0	12	0	2	0	0	0	0	1	2	0	0	2	11.8	0	0.0	0	0.0	47.1	56
0500	65	2	58	0	4	0	1	0	0	0	0	0	0	1	1.5	1	1.5	1	1.5	47.4	55.7
0600	170	0	139	0	24	1	5	0	1	0	0	0	0	8	4.7	2	1.2	1	0.6	47.1	53.4
0700	359	3	312	2	41	0	0	0	0	0	1	0	0	5	1.4	0	0.0	0	0.0	44.9	51.7
<b>0800</b>	<b>528</b>	<b>3</b>	<b>471</b>	<b>2</b>	<b>45</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.6</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>43</b>	<b>48.3</b>
0900	410	1	357	6	43	1	1	0	0	0	0	0	1	1	0.2	0	0.0	0	0.0	42.5	48.4
1000	382	2	339	4	34	1	0	1	0	1	0	0	0	4	1.0	0	0.0	0	0.0	42.2	47.2
1100	409	1	365	4	30	4	0	1	2	2	0	0	0	3	0.7	1	0.2	0	0.0	42.3	47.8
1200	441	2	401	2	31	3	0	0	0	1	0	1	0	2	0.5	0	0.0	0	0.0	42.5	48.5
1300	456	0	405	0	44	3	0	0	0	1	3	0	0	7	1.5	1	0.2	0	0.0	43.1	48.2
1400	467	0	425	5	30	0	2	0	2	2	1	0	0	2	0.4	2	0.4	0	0.0	41.9	46.9
1500	502	1	444	1	52	1	1	0	0	1	0	1	0	4	0.8	0	0.0	0	0.0	42.6	47.5
1600	564	2	501	7	51	0	1	1	1	0	0	0	0	4	0.7	0	0.0	0	0.0	41.4	46.5
<b>1700</b>	<b>590</b>	<b>3</b>	<b>543</b>	<b>4</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>42</b>	<b>47.2</b>
1800	363	2	345	0	15	0	0	0	0	1	0	0	0	7	1.9	1	0.3	0	0.0	44.1	49.4
1900	254	1	237	1	15	0	0	0	0	0	0	0	0	6	2.4	1	0.4	0	0.0	44.7	51.3
2000	197	0	186	0	11	0	0	0	0	0	0	0	0	4	2.0	0	0.0	0	0.0	44.8	51.2
2100	147	2	137	0	7	0	0	0	0	1	0	0	0	5	3.4	1	0.7	0	0.0	46.2	51.9
2200	87	0	81	0	3	1	1	0	1	0	0	0	0	2	2.3	0	0.0	0	0.0	46.1	53.3
2300	42	1	39	0	2	0	0	0	0	0	0	0	0	1	2.4	1	2.4	0	0.0	46	54.6
<b>07-19</b>	<b>5471</b>	<b>20</b>	<b>4908</b>	<b>37</b>	<b>453</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>46</b>	<b>0.8</b>	<b>7</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>48</b>
<b>06-22</b>	<b>6239</b>	<b>23</b>	<b>5607</b>	<b>38</b>	<b>510</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>8</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>69</b>	<b>1.1</b>	<b>11</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43</b>	<b>48.6</b>
<b>06-00</b>	<b>6368</b>	<b>24</b>	<b>5727</b>	<b>38</b>	<b>515</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>1.1</b>	<b>12</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43</b>	<b>48.7</b>
<b>00-00</b>	<b>6486</b>	<b>27</b>	<b>5830</b>	<b>38</b>	<b>523</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>9</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>1.2</b>	<b>13</b>	<b>0.2</b>	<b>2</b>	<b>0.0</b>	<b>43.1</b>	<b>48.8</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Wednesday, 17 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0.0	50.6	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.9	-
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49	-
0300	11	0	9	0	2	0	0	0	0	0	0	0	0	2	18.2	1	9.1	1	9.1	49.9	66.7
0400	13	0	11	0	1	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	48.3	55.3
0500	60	0	57	0	3	0	0	0	0	0	0	0	0	6	10.0	1	1.7	1	1.7	49.6	56
0600	164	0	137	0	21	0	4	1	1	0	0	0	0	1	0.6	1	0.6	0	0.0	46.9	53.7
0700	378	1	336	1	35	1	1	1	0	0	2	0	0	9	2.4	2	0.5	0	0.0	44.8	51.3
<b>0800</b>	<b>553</b>	<b>6</b>	<b>489</b>	<b>1</b>	<b>52</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.5</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>43.6</b>	<b>48.9</b>
0900	440	3	381	0	53	1	0	0	0	1	1	0	0	3	0.7	0	0.0	0	0.0	43.5	48.5
1000	373	3	326	3	38	2	0	0	0	0	1	0	0	2	0.5	1	0.3	1	0.3	42.8	48.3
1100	425	5	370	4	43	1	0	0	0	1	1	0	0	4	0.9	0	0.0	0	0.0	43	48.9
1200	503	4	451	4	37	3	0	0	1	1	2	0	0	1	0.2	0	0.0	0	0.0	41.9	47.5
1300	438	0	411	4	19	1	1	0	0	2	0	0	0	3	0.7	1	0.2	1	0.2	42.6	48
1400	481	2	443	1	32	1	1	0	0	0	1	0	0	1	0.2	0	0.0	0	0.0	42.4	47.3
1500	539	3	478	0	54	0	3	0	0	1	0	0	0	3	0.6	0	0.0	0	0.0	41.3	47
1600	585	4	538	3	37	0	3	0	0	0	0	0	0	3	0.5	1	0.2	0	0.0	42.1	47.2
<b>1700</b>	<b>594</b>	<b>4</b>	<b>552</b>	<b>4</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1.2</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>48.1</b>
1800	390	1	375	1	13	0	0	0	0	0	0	0	0	6	1.5	2	0.5	1	0.3	44.1	50.2
1900	298	1	281	0	15	0	0	0	0	1	0	0	0	4	1.3	1	0.3	0	0.0	44	50.4
2000	203	2	194	0	7	0	0	0	0	0	0	0	0	6	3.0	0	0.0	0	0.0	44.8	50.7
2100	118	1	110	0	7	0	0	0	0	0	0	0	0	6	5.1	2	1.7	1	0.8	46	54.5
2200	106	0	99	0	6	1	0	0	0	0	0	0	0	3	2.8	1	0.9	1	0.9	46.7	53.6
2300	37	0	32	1	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.3	55.7
<b>07-19</b>	<b>5699</b>	<b>36</b>	<b>5150</b>	<b>26</b>	<b>445</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0.8</b>	<b>8</b>	<b>0.1</b>	<b>3</b>	<b>0.1</b>	<b>42.8</b>	<b>48.3</b>
<b>06-22</b>	<b>6482</b>	<b>40</b>	<b>5872</b>	<b>26</b>	<b>495</b>	<b>13</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>1.0</b>	<b>12</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43.1</b>	<b>48.7</b>
<b>06-00</b>	<b>6625</b>	<b>40</b>	<b>6003</b>	<b>27</b>	<b>505</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>1.0</b>	<b>13</b>	<b>0.2</b>	<b>5</b>	<b>0.1</b>	<b>43.2</b>	<b>48.8</b>
<b>00-00</b>	<b>6722</b>	<b>40</b>	<b>6092</b>	<b>27</b>	<b>512</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>1.1</b>	<b>15</b>	<b>0.2</b>	<b>7</b>	<b>0.1</b>	<b>43.2</b>	<b>49</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Thursday, 18 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	15	0	14	0	1	0	0	0	0	0	0	0	0	1	6.7	0	0.0	0	0.0	51.1	56.2
0100	14	1	12	0	0	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	45.9	48.6
0200	10	0	10	0	0	0	0	0	0	0	0	0	0	1	10.0	0	0.0	0	0.0	51.6	-
0300	12	0	9	0	3	0	0	0	0	0	0	0	0	1	8.3	0	0.0	0	0.0	48.3	59.4
0400	18	0	13	0	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.9	54.8
0500	63	0	58	0	4	0	1	0	0	0	0	0	0	2	3.2	0	0.0	0	0.0	47.2	53.5
0600	166	1	146	0	15	0	3	0	1	0	0	0	0	8	4.8	1	0.6	0	0.0	46.6	53.3
0700	348	0	307	0	36	1	2	0	1	0	1	0	0	5	1.4	2	0.6	0	0.0	44.1	49.8
<b>0800</b>	<b>524</b>	<b>2</b>	<b>468</b>	<b>4</b>	<b>42</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.1</b>	<b>48.4</b>
0900	388	2	346	0	32	3	1	0	1	1	2	0	0	2	0.5	0	0.0	0	0.0	42.5	49.7
1000	391	3	334	5	43	2	2	0	0	1	1	0	0	4	1.0	1	0.3	0	0.0	41.2	47.3
1100	398	3	346	1	44	0	2	0	1	0	1	0	0	0	0.0	0	0.0	0	0.0	41.7	47.2
1200	441	3	395	3	30	4	3	0	1	1	1	0	0	3	0.7	0	0.0	0	0.0	43.2	48.4
1300	450	2	416	1	26	2	1	0	0	0	2	0	0	5	1.1	0	0.0	0	0.0	42.9	48.6
1400	507	2	455	4	40	2	3	0	1	0	0	0	0	2	0.4	0	0.0	0	0.0	42.2	47.4
1500	490	2	436	0	50	0	1	0	0	0	1	0	0	5	1.0	1	0.2	0	0.0	42.9	48.5
<b>1600</b>	<b>601</b>	<b>1</b>	<b>542</b>	<b>1</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41.4</b>	<b>46.9</b>
1700	553	5	514	1	30	0	1	0	0	1	1	0	0	3	0.5	0	0.0	0	0.0	42.2	47.4
1800	371	0	349	1	19	0	1	0	1	0	0	0	0	10	2.7	1	0.3	1	0.3	44.6	50.2
1900	273	0	257	0	16	0	0	0	0	0	0	0	0	8	2.9	3	1.1	1	0.4	45.3	51.5
2000	193	0	183	1	8	0	0	0	0	1	0	0	0	9	4.7	2	1.0	0	0.0	46.1	52.8
2100	143	0	140	0	3	0	0	0	0	0	0	0	0	5	3.5	0	0.0	0	0.0	46.9	54.3
2200	87	0	82	0	4	1	0	0	0	0	0	0	0	3	3.4	1	1.1	0	0.0	46.8	55.3
2300	42	0	38	0	4	0	0	0	0	0	0	0	0	1	2.4	1	2.4	0	0.0	47.3	53.3
<b>07-19</b>	<b>5462</b>	<b>25</b>	<b>4908</b>	<b>21</b>	<b>449</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0.8</b>	<b>5</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>42.5</b>	<b>48.2</b>
<b>06-22</b>	<b>6237</b>	<b>26</b>	<b>5634</b>	<b>22</b>	<b>491</b>	<b>19</b>	<b>22</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>1.2</b>	<b>11</b>	<b>0.2</b>	<b>2</b>	<b>0.0</b>	<b>42.9</b>	<b>48.9</b>
<b>06-00</b>	<b>6366</b>	<b>26</b>	<b>5754</b>	<b>22</b>	<b>499</b>	<b>20</b>	<b>22</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>1.2</b>	<b>13</b>	<b>0.2</b>	<b>2</b>	<b>0.0</b>	<b>43</b>	<b>48.9</b>
<b>00-00</b>	<b>6498</b>	<b>27</b>	<b>5870</b>	<b>22</b>	<b>512</b>	<b>20</b>	<b>23</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>1.3</b>	<b>13</b>	<b>0.2</b>	<b>2</b>	<b>0.0</b>	<b>43.1</b>	<b>49.1</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Friday, 19 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	16	1	15	0	0	0	0	0	0	0	0	0	0	1	6.3	0	0.0	0	0.0	49.1	57.4
0100	13	0	10	0	3	0	0	0	0	0	0	0	0	2	15.4	0	0.0	0	0.0	50.5	61
0200	13	0	9	0	4	0	0	0	0	0	0	0	0	4	30.8	1	7.7	0	0.0	55.3	67
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.3	-
0400	22	0	15	0	5	0	0	0	0	2	0	0	0	0	0.0	0	0.0	0	0.0	47.3	55
0500	59	1	47	0	8	0	1	0	2	0	0	0	0	4	6.8	1	1.7	0	0.0	49.7	56.1
0600	141	1	122	1	12	0	5	0	0	0	0	0	0	5	3.5	1	0.7	0	0.0	48.1	54.5
0700	338	2	300	3	30	0	0	0	0	2	1	0	0	2	0.6	0	0.0	0	0.0	44.9	51.1
<b>0800</b>	<b>496</b>	<b>5</b>	<b>431</b>	<b>3</b>	<b>51</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1.0</b>	<b>2</b>	<b>0.4</b>	<b>1</b>	<b>0.2</b>	<b>44.2</b>	<b>49.3</b>
0900	434	1	385	1	44	0	0	0	1	1	1	0	0	1	0.2	0	0.0	0	0.0	44.2	49.2
1000	405	7	364	2	29	1	1	1	0	0	0	0	0	2	0.5	0	0.0	0	0.0	42.9	47.4
1100	449	8	404	1	34	1	1	0	0	0	0	0	0	3	0.7	0	0.0	0	0.0	44	49.5
1200	505	8	448	4	41	2	0	1	0	1	0	0	0	5	1.0	1	0.2	0	0.0	42.9	48.8
1300	513	6	467	1	34	2	1	0	2	0	0	0	0	3	0.6	1	0.2	0	0.0	43.2	48.4
1400	581	4	527	5	42	0	1	0	1	0	1	0	0	3	0.5	1	0.2	0	0.0	43.5	49
1500	609	4	548	2	47	2	4	1	0	1	0	0	0	1	0.2	0	0.0	0	0.0	42.9	48.1
<b>1600</b>	<b>617</b>	<b>0</b>	<b>570</b>	<b>4</b>	<b>37</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0.6</b>	<b>2</b>	<b>0.3</b>	<b>2</b>	<b>0.3</b>	<b>42.7</b>	<b>48.7</b>
1700	550	4	515	1	28	0	0	0	0	1	1	0	0	7	1.3	1	0.2	0	0.0	43.9	49.8
1800	387	1	369	2	14	0	1	0	0	0	0	0	0	5	1.3	2	0.5	1	0.3	44.2	49.9
1900	268	0	259	1	8	0	0	0	0	0	0	0	0	6	2.2	1	0.4	1	0.4	46.5	53.3
2000	164	0	158	0	6	0	0	0	0	0	0	0	0	3	1.8	1	0.6	0	0.0	46.2	53.6
2100	141	0	137	1	2	0	1	0	0	0	0	0	0	6	4.3	3	2.1	1	0.7	46.4	53.6
2200	126	0	118	0	7	1	0	0	0	0	0	0	0	7	5.6	3	2.4	2	1.6	47.9	54.1
2300	71	2	67	0	2	0	0	0	0	0	0	0	0	5	7.0	0	0.0	0	0.0	47.2	53.6
<b>07-19</b>	<b>5884</b>	<b>50</b>	<b>5328</b>	<b>29</b>	<b>431</b>	<b>9</b>	<b>11</b>	<b>5</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0.7</b>	<b>10</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43.6</b>	<b>49</b>
<b>06-22</b>	<b>6598</b>	<b>51</b>	<b>6004</b>	<b>32</b>	<b>459</b>	<b>9</b>	<b>17</b>	<b>5</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0.9</b>	<b>16</b>	<b>0.2</b>	<b>6</b>	<b>0.1</b>	<b>43.9</b>	<b>49.6</b>
<b>06-00</b>	<b>6795</b>	<b>53</b>	<b>6189</b>	<b>32</b>	<b>468</b>	<b>10</b>	<b>17</b>	<b>5</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>1.1</b>	<b>19</b>	<b>0.3</b>	<b>8</b>	<b>0.1</b>	<b>44</b>	<b>49.7</b>
<b>00-00</b>	<b>6924</b>	<b>55</b>	<b>6290</b>	<b>32</b>	<b>489</b>	<b>10</b>	<b>18</b>	<b>5</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>1.2</b>	<b>21</b>	<b>0.3</b>	<b>8</b>	<b>0.1</b>	<b>44.1</b>	<b>49.8</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	22	0	21	0	1	0	0	0	0	0	0	0	0	1	3.8	0	0.6	0	0.0	47	53.8
0100	14	0	13	0	1	0	0	0	0	0	0	0	0	1	6.2	0	1.0	0	0.0	47.4	53.6
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	2	18.1	0	4.2	0	1.4	51.4	60.7
0300	10	0	9	0	2	0	0	0	0	0	0	0	0	1	8.2	0	2.7	0	2.7	48.7	57.1
0400	16	0	13	0	2	0	0	0	0	1	0	0	0	0	2.7	0	0.0	0	0.0	47.3	54.3
0500	52	0	46	0	4	0	1	0	0	0	0	0	0	3	5.2	1	1.1	0	0.8	48.2	54.8
0600	127	1	107	0	15	0	3	0	1	0	0	0	0	4	3.4	1	0.7	0	0.2	47.1	53.6
0700	285	1	253	1	27	0	1	0	0	0	1	0	0	5	1.8	1	0.3	0	0.0	44.8	50.9
<b>0800</b>	<b>431</b>	<b>3</b>	<b>382</b>	<b>2</b>	<b>40</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.7</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>43.6</b>	<b>49.2</b>
0900	374	2	334	2	33	1	0	0	0	0	1	0	0	3	0.7	0	0.1	0	0.0	43.7	49.6
1000	395	5	354	2	31	2	1	0	0	0	0	0	0	3	0.7	1	0.1	0	0.1	42.7	48.2
1100	425	6	385	2	29	1	0	0	0	0	0	0	0	4	0.8	0	0.1	0	0.1	43.1	48.8
1200	492	4	449	4	31	2	1	0	0	1	1	0	0	3	0.6	0	0.1	0	0.0	42.7	48.4
1300	484	4	447	2	26	2	0	0	1	0	1	0	0	3	0.7	1	0.1	0	0.1	43	48.3
1400	510	5	466	4	31	1	1	0	1	1	1	0	0	3	0.6	1	0.1	0	0.1	42.9	48.1
1500	530	3	481	1	42	1	2	0	0	0	0	0	0	3	0.6	0	0.1	0	0.0	42.6	47.7
<b>1600</b>	<b>565</b>	<b>2</b>	<b>521</b>	<b>3</b>	<b>37</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.1</b>	<b>42.1</b>	<b>47.7</b>
1700	522	3	487	2	28	0	0	0	0	0	1	0	0	4	0.8	1	0.1	0	0.0	42.8	48.4
1800	353	1	337	1	14	0	0	0	0	0	0	0	0	7	2.1	2	0.5	1	0.2	44.3	50.2
1900	248	0	236	0	12	0	0	0	0	0	0	0	0	6	2.5	2	0.7	1	0.2	45.3	51.7
2000	171	0	161	0	8	0	0	0	0	0	0	0	0	5	3.2	1	0.3	0	0.1	45.7	52
2100	123	0	116	0	6	0	0	0	0	0	0	0	0	5	3.9	1	0.8	0	0.2	46.4	53.6
2200	97	0	91	0	5	1	0	0	0	0	0	0	0	4	3.8	1	1.2	1	0.7	47	53.9
2300	49	1	45	0	3	0	0	0	0	0	0	0	0	2	4.4	0	0.6	0	0.0	47.4	54.9
<b>07-19</b>	<b>5367</b>	<b>39</b>	<b>4896</b>	<b>26</b>	<b>368</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0.8</b>	<b>8</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.1</b>	<b>48.7</b>
<b>06-22</b>	<b>6036</b>	<b>41</b>	<b>5516</b>	<b>27</b>	<b>409</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>1.1</b>	<b>13</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43.4</b>	<b>49.1</b>
<b>06-00</b>	<b>6182</b>	<b>42</b>	<b>5652</b>	<b>27</b>	<b>417</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>1.2</b>	<b>14</b>	<b>0.2</b>	<b>5</b>	<b>0.1</b>	<b>43.5</b>	<b>49.3</b>
<b>00-00</b>	<b>6307</b>	<b>43</b>	<b>5763</b>	<b>27</b>	<b>428</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>1.2</b>	<b>16</b>	<b>0.2</b>	<b>6</b>	<b>0.1</b>	<b>43.6</b>	<b>49.4</b>



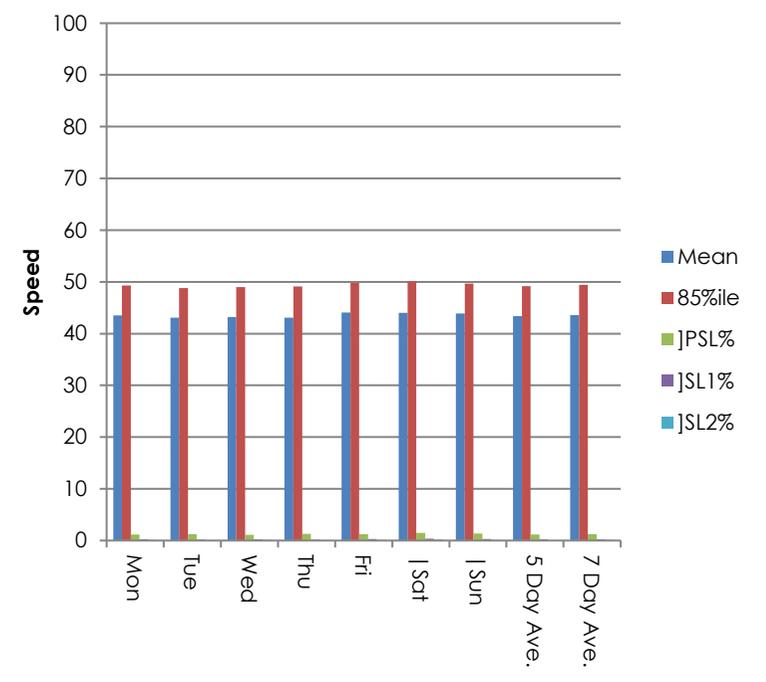
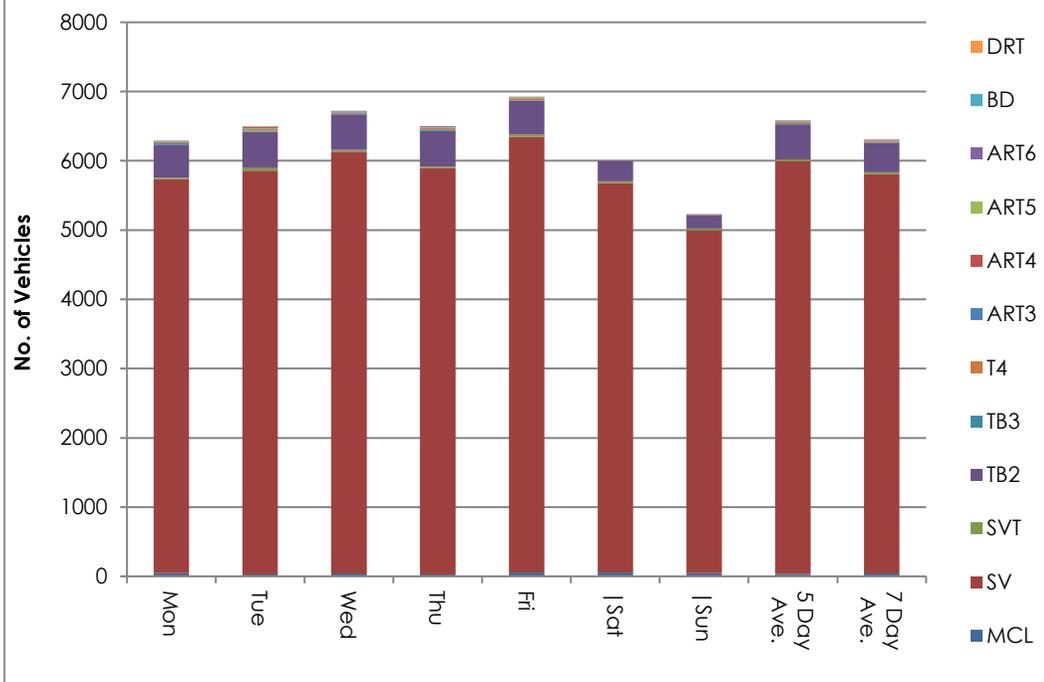
Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	6289	48	5687	19	482	15	15	4	2	7	10	0	0	72	1.1	13	0.2	6	0.1	43.5	49.3
Tue	6486	27	5830	38	523	16	13	3	9	13	11	2	1	79	1.2	13	0.2	2	0.0	43.1	48.8
Wed	6722	40	6092	27	512	14	15	3	2	9	8	0	0	74	1.1	15	0.2	7	0.1	43.2	49
Thu	6498	27	5870	22	512	20	23	0	7	6	11	0	0	82	1.3	13	0.2	2	0.0	43.1	49.1
Fri	6924	55	6290	32	489	10	18	5	10	11	4	0	0	84	1.2	21	0.3	8	0.1	44.1	49.8
Sat	6004	57	5618	28	289	1	3	1	5	0	2	0	0	90	1.5	20	0.3	9	0.2	44	50.1
Sun	5226	46	4951	24	192	1	2	3	4	1	2	0	0	70	1.3	14	0.3	6	0.1	43.9	49.7
<b>5 Day Ave.</b>	<b>6584</b>	<b>39</b>	<b>5954</b>	<b>28</b>	<b>504</b>	<b>15</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>1.2</b>	<b>15</b>	<b>0.2</b>	<b>5</b>	<b>0.1</b>	<b>43.4</b>	<b>49.2</b>
<b>7 Day Ave.</b>	<b>6307</b>	<b>43</b>	<b>5763</b>	<b>27</b>	<b>428</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>1.2</b>	<b>16</b>	<b>0.2</b>	<b>6</b>	<b>0.1</b>	<b>43.6</b>	<b>49.4</b>
--	<b>44149</b>	<b>300</b>	<b>40338</b>	<b>190</b>	<b>2999</b>	<b>77</b>	<b>89</b>	<b>19</b>	<b>39</b>	<b>47</b>	<b>48</b>	<b>2</b>	<b>1</b>	<b>551</b>	<b>1.2</b>	<b>109</b>	<b>0.2</b>	<b>40</b>	<b>0.1</b>	<b>43.6</b>	<b>49.4</b>

Summary Graphs



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Saturday, 13 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	24	0	0	0	0	1	0	0	2	6	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	19	0	0	0	0	0	0	0	1	7	5	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	0	2	2	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	0	3	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	0	0	4	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	27	0	0	0	0	0	0	0	2	6	6	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	66	0	0	0	0	0	0	1	5	17	15	12	12	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	147	0	0	0	0	0	1	4	28	36	49	17	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	263	0	0	0	2	2	1	6	43	70	70	55	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	361	0	0	0	1	2	1	7	51	133	99	48	14	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	482	0	0	1	1	4	10	22	109	172	115	38	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>120</b>	<b>186</b>	<b>106</b>	<b>41</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>1200</b>	<b>587</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>9</b>	<b>28</b>	<b>116</b>	<b>204</b>	<b>146</b>	<b>50</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	567	0	0	0	0	3	1	24	107	224	148	53	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	551	0	0	0	0	1	0	17	121	224	123	44	15	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1500	557	0	0	0	0	0	4	16	150	228	111	31	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	500	0	0	1	1	0	1	19	134	200	94	38	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	405	0	0	0	0	1	1	14	90	150	96	36	13	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	280	0	0	0	0	2	3	8	46	98	75	29	11	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1900	197	0	0	0	0	0	0	7	30	69	46	30	10	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	136	0	0	0	0	0	1	5	17	43	34	22	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	90	0	0	0	0	0	0	0	13	26	26	18	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	130	0	0	0	0	0	1	3	16	41	39	21	4	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	81	0	0	0	0	0	0	0	9	21	21	21	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5200</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>18</b>	<b>32</b>	<b>188</b>	<b>1115</b>	<b>1925</b>	<b>1232</b>	<b>480</b>	<b>135</b>	<b>43</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>5689</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>18</b>	<b>33</b>	<b>201</b>	<b>1180</b>	<b>2080</b>	<b>1353</b>	<b>562</b>	<b>170</b>	<b>53</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>5900</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>18</b>	<b>34</b>	<b>204</b>	<b>1205</b>	<b>2142</b>	<b>1413</b>	<b>604</b>	<b>180</b>	<b>58</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>6004</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>19</b>	<b>34</b>	<b>206</b>	<b>1219</b>	<b>2169</b>	<b>1435</b>	<b>633</b>	<b>185</b>	<b>60</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Sunday, 14 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	68	0	0	0	0	0	0	3	5	24	27	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	29	0	0	0	0	0	0	0	5	6	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	23	0	0	0	0	0	0	0	2	1	4	7	3	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	19	0	0	0	0	0	0	0	1	0	4	7	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	0	0	1	3	2	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	32	0	0	0	0	0	1	0	7	9	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	34	0	0	1	0	0	0	0	5	6	10	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	80	0	0	0	0	0	0	0	12	20	26	12	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	148	0	0	0	0	0	0	0	22	48	42	22	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	213	0	0	0	1	0	0	4	21	79	58	37	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	362	0	0	0	1	0	2	8	61	140	110	28	10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>397</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>77</b>	<b>154</b>	<b>99</b>	<b>37</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	524	0	0	1	0	2	1	18	154	194	105	37	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1300</b>	<b>526</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>26</b>	<b>122</b>	<b>204</b>	<b>129</b>	<b>32</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1400	519	0	0	0	1	0	5	13	106	225	121	37	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	524	0	0	0	0	1	0	21	140	212	111	26	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	476	0	2	5	3	4	7	23	127	157	101	33	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	372	0	0	0	0	3	8	20	83	125	88	35	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	318	0	0	0	0	0	0	10	62	123	70	34	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	198	0	0	0	0	0	0	4	28	66	58	23	10	6	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	159	0	0	0	0	0	0	1	16	57	54	18	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	95	0	0	0	0	0	0	3	21	25	17	16	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	67	0	0	0	0	0	0	0	10	20	16	13	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	30	0	0	0	0	0	0	0	1	4	10	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>4459</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>16</b>	<b>27</b>	<b>153</b>	<b>987</b>	<b>1681</b>	<b>1060</b>	<b>370</b>	<b>114</b>	<b>24</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4945</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>9</b>	<b>16</b>	<b>27</b>	<b>161</b>	<b>1057</b>	<b>1835</b>	<b>1199</b>	<b>434</b>	<b>145</b>	<b>37</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>5042</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>9</b>	<b>16</b>	<b>27</b>	<b>161</b>	<b>1068</b>	<b>1859</b>	<b>1225</b>	<b>454</b>	<b>155</b>	<b>40</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>5226</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>9</b>	<b>16</b>	<b>28</b>	<b>164</b>	<b>1089</b>	<b>1902</b>	<b>1274</b>	<b>495</b>	<b>169</b>	<b>45</b>	<b>16</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Monday, 15 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	15	0	0	0	0	0	0	1	3	5	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	0	1	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	0	0	0	2	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	59	0	0	0	0	0	0	0	8	11	21	11	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	149	0	0	0	0	0	1	0	24	43	46	23	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	346	0	0	1	0	0	1	8	66	116	103	34	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>505</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>20</b>	<b>99</b>	<b>189</b>	<b>134</b>	<b>40</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
0900	374	0	0	0	2	0	0	21	66	161	77	34	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	369	0	0	1	0	1	0	15	68	164	87	22	8	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	398	0	0	0	1	3	1	8	93	160	82	37	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	442	0	0	0	2	0	5	27	107	170	92	28	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	440	0	0	1	4	5	4	18	109	163	96	29	8	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1400	465	0	0	0	2	2	2	18	116	189	92	32	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	488	0	0	1	2	3	7	9	121	191	111	27	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>613</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>41</b>	<b>151</b>	<b>223</b>	<b>135</b>	<b>45</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	589	0	0	0	0	1	5	37	144	243	96	49	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	364	0	0	1	2	1	7	9	79	119	82	40	14	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	250	0	0	0	1	0	1	6	38	84	70	31	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	143	0	0	0	0	0	0	0	22	46	50	12	8	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	127	0	0	0	0	0	0	3	15	45	28	21	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	74	0	0	0	0	0	0	0	2	23	27	12	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	41	0	0	0	0	0	0	1	2	10	15	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5393</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>18</b>	<b>45</b>	<b>231</b>	<b>1219</b>	<b>2088</b>	<b>1187</b>	<b>417</b>	<b>125</b>	<b>29</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>6062</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>18</b>	<b>47</b>	<b>240</b>	<b>1318</b>	<b>2306</b>	<b>1381</b>	<b>504</b>	<b>165</b>	<b>46</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>6177</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>18</b>	<b>47</b>	<b>241</b>	<b>1322</b>	<b>2339</b>	<b>1423</b>	<b>523</b>	<b>176</b>	<b>51</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>6289</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>18</b>	<b>47</b>	<b>243</b>	<b>1338</b>	<b>2368</b>	<b>1455</b>	<b>542</b>	<b>185</b>	<b>54</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Tuesday, 16 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	12	0	0	0	0	0	0	0	0	3	6	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	0	0	1	5	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	0	0	2	1	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	0	0	0	0	0	5	2	3	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	65	0	0	0	0	1	1	0	8	13	19	13	9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	170	0	0	0	0	0	0	3	19	43	55	35	7	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	359	0	0	0	0	0	2	9	74	110	86	52	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>528</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>140</b>	<b>179</b>	<b>132</b>	<b>32</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
0900	410	0	0	0	1	0	1	25	110	148	87	34	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	382	0	0	0	0	1	1	23	104	146	80	21	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	409	0	0	0	0	2	2	23	105	169	79	24	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	441	0	0	0	1	1	4	16	139	152	85	29	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	456	0	0	0	0	3	2	21	101	177	107	29	9	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	467	0	0	0	0	1	0	30	137	196	78	15	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	502	0	0	0	1	0	6	20	105	228	108	29	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	564	0	0	0	2	2	7	34	199	198	87	24	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>590</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>175</b>	<b>212</b>	<b>104</b>	<b>35</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	363	0	0	0	1	0	0	12	71	135	96	37	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	254	0	0	0	0	0	1	4	55	89	57	36	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	197	0	0	0	1	1	0	12	26	61	53	30	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	147	0	0	0	0	0	1	6	15	45	46	20	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	87	0	0	0	0	0	0	3	11	27	24	11	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	0	1	1	8	7	14	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5471</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>33</b>	<b>279</b>	<b>1460</b>	<b>2050</b>	<b>1129</b>	<b>361</b>	<b>97</b>	<b>32</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>6239</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>35</b>	<b>304</b>	<b>1575</b>	<b>2288</b>	<b>1340</b>	<b>482</b>	<b>128</b>	<b>47</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>6368</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>36</b>	<b>308</b>	<b>1594</b>	<b>2322</b>	<b>1378</b>	<b>500</b>	<b>140</b>	<b>49</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>6486</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>37</b>	<b>309</b>	<b>1610</b>	<b>2346</b>	<b>1413</b>	<b>520</b>	<b>153</b>	<b>55</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Wednesday, 17 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	7	0	0	0	0	0	0	0	0	2	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	0	0	2	1	4	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	0	0	0	5	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	60	0	0	0	0	0	0	0	5	8	18	19	4	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	164	0	0	0	0	0	0	4	20	43	43	38	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	378	0	0	1	1	2	4	8	58	138	97	37	23	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>553</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>18</b>	<b>101</b>	<b>226</b>	<b>140</b>	<b>43</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
0900	440	0	0	0	1	0	0	10	98	175	109	38	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	373	0	0	1	0	0	1	19	93	145	82	23	7	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	425	0	0	0	1	3	3	17	107	143	109	30	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	503	0	0	0	0	1	8	34	140	192	94	23	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	438	0	0	0	0	1	3	21	121	157	93	33	6	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	481	0	0	0	1	1	0	23	131	191	99	26	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	539	0	0	0	2	7	10	44	150	201	93	23	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	585	0	0	0	0	2	5	19	197	219	104	28	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>594</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>34</b>	<b>147</b>	<b>236</b>	<b>122</b>	<b>33</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1800	390	0	0	0	0	1	0	12	91	131	96	40	13	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	298	0	0	0	0	2	6	15	48	108	68	38	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	203	0	0	0	0	1	1	2	35	75	55	20	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	118	0	0	0	0	0	2	3	21	33	28	14	11	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	106	0	0	0	0	0	0	1	11	39	27	15	10	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	37	0	0	0	0	1	0	3	6	10	4	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5699</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>22</b>	<b>43</b>	<b>259</b>	<b>1434</b>	<b>2154</b>	<b>1238</b>	<b>377</b>	<b>119</b>	<b>31</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>6482</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>25</b>	<b>52</b>	<b>283</b>	<b>1558</b>	<b>2413</b>	<b>1432</b>	<b>487</b>	<b>162</b>	<b>43</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>6625</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>26</b>	<b>52</b>	<b>287</b>	<b>1575</b>	<b>2462</b>	<b>1463</b>	<b>509</b>	<b>178</b>	<b>45</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>6722</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>26</b>	<b>52</b>	<b>287</b>	<b>1582</b>	<b>2480</b>	<b>1489</b>	<b>535</b>	<b>189</b>	<b>52</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Thursday, 18 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	15	0	0	0	0	0	0	0	0	2	5	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	0	0	0	1	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	12	0	0	0	0	0	0	0	4	2	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	0	0	1	1	1	5	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	63	0	0	0	0	0	0	0	8	17	15	17	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	166	0	0	0	0	0	0	3	22	49	48	25	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	348	0	0	0	0	1	2	12	71	119	96	28	14	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>524</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>25</b>	<b>131</b>	<b>185</b>	<b>117</b>	<b>42</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	388	0	0	1	1	1	11	29	90	132	70	41	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	391	0	0	0	0	1	5	44	132	119	62	21	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	398	1	1	1	0	4	7	23	96	167	63	26	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	441	0	0	2	0	0	1	9	122	161	98	33	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	450	0	0	0	1	4	6	20	105	156	114	27	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	507	0	0	1	0	1	3	25	153	190	92	29	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	490	0	0	0	0	2	1	15	134	198	85	37	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>601</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>55</b>	<b>202</b>	<b>202</b>	<b>93</b>	<b>37</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1700	553	0	0	0	0	0	4	30	159	205	123	25	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	371	0	0	0	0	0	1	10	64	137	97	42	10	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	273	0	0	0	1	2	1	5	52	80	75	41	8	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	193	0	0	0	0	0	0	7	21	71	53	21	11	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	143	0	0	0	0	0	1	3	21	36	38	24	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	87	0	0	0	0	0	0	5	13	15	25	16	10	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	0	0	1	5	10	12	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5462</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>32</b>	<b>46</b>	<b>297</b>	<b>1459</b>	<b>1971</b>	<b>1110</b>	<b>388</b>	<b>106</b>	<b>30</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>6237</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>34</b>	<b>48</b>	<b>315</b>	<b>1575</b>	<b>2207</b>	<b>1324</b>	<b>499</b>	<b>151</b>	<b>48</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>6366</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>34</b>	<b>48</b>	<b>321</b>	<b>1593</b>	<b>2232</b>	<b>1361</b>	<b>524</b>	<b>165</b>	<b>49</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>6498</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>34</b>	<b>49</b>	<b>322</b>	<b>1606</b>	<b>2263</b>	<b>1402</b>	<b>550</b>	<b>179</b>	<b>54</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Friday, 19 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	16	0	0	0	0	0	0	0	2	4	3	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	0	0	0	0	2	6	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	0	0	0	0	1	3	3	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	22	0	0	0	0	0	0	1	3	4	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	59	0	0	0	0	0	1	0	3	12	13	18	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	141	0	0	0	0	0	0	0	11	36	43	32	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
0700	338	0	0	0	0	0	3	6	72	97	97	45	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>0800</b>	<b>496</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>177</b>	<b>152</b>	<b>40</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
0900	434	0	0	0	0	0	0	5	85	165	125	41	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	405	0	0	0	1	1	1	18	94	166	90	23	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	449	0	0	1	0	3	0	10	80	176	120	46	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	505	0	0	1	1	2	5	26	126	167	121	39	12	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
1300	513	0	0	0	0	2	2	25	111	189	134	37	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	581	0	0	0	0	4	4	13	108	250	140	44	15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
1500	609	0	0	0	0	0	0	22	159	246	131	38	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>1600</b>	<b>617</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>39</b>	<b>165</b>	<b>232</b>	<b>117</b>	<b>40</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1700	550	0	0	2	2	2	0	18	108	204	139	50	18	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	387	0	0	0	0	0	4	25	52	141	108	40	12	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	
1900	268	0	0	0	0	0	0	3	29	90	78	48	14	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
2000	164	0	0	0	0	0	2	8	25	39	41	28	18	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	141	0	0	1	2	0	2	4	12	39	42	22	11	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	
2200	126	0	0	0	0	0	0	1	12	33	40	27	6	4	0	1	2	0	0	0	0	0	0	0	0	0	0	0	
2300	71	0	0	0	0	0	1	1	4	24	20	11	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>5884</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>17</b>	<b>21</b>	<b>222</b>	<b>1252</b>	<b>2210</b>	<b>1474</b>	<b>483</b>	<b>155</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>6598</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>17</b>	<b>25</b>	<b>237</b>	<b>1329</b>	<b>2414</b>	<b>1678</b>	<b>613</b>	<b>212</b>	<b>32</b>	<b>18</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>6795</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>17</b>	<b>26</b>	<b>239</b>	<b>1345</b>	<b>2471</b>	<b>1738</b>	<b>651</b>	<b>223</b>	<b>39</b>	<b>20</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>6924</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>17</b>	<b>27</b>	<b>240</b>	<b>1354</b>	<b>2497</b>	<b>1770</b>	<b>684</b>	<b>239</b>	<b>45</b>	<b>25</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	22	0	0	0	0	0	0	1	2	7	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	0	0	1	4	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	0	0	1	1	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	0	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	0	0	0	2	4	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	52	0	0	0	0	0	0	0	6	11	14	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	127	0	0	0	0	0	0	2	15	34	37	25	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	285	0	0	0	0	0	2	7	54	91	79	32	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>16</b>	<b>90</b>	<b>153</b>	<b>112</b>	<b>39</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
0900	374	0	0	0	1	0	2	14	74	142	89	39	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	395	0	0	0	0	1	3	21	94	150	89	25	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	425	0	0	0	1	3	2	16	97	165	94	34	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	492	0	0	1	2	1	5	23	129	177	106	34	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	484	0	0	0	1	3	3	22	111	181	117	34	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	510	0	0	0	1	1	2	20	125	209	106	32	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	530	0	0	0	1	2	4	21	137	215	107	30	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>565</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>33</b>	<b>168</b>	<b>204</b>	<b>104</b>	<b>35</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1700	522	0	0	0	0	1	4	28	129	196	110	38	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	353	0	0	0	0	1	2	12	66	126	89	37	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	248	0	0	0	0	1	1	6	40	84	65	35	10	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	171	0	0	0	0	0	1	5	23	56	49	22	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	123	0	0	0	0	0	1	3	17	36	32	19	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	97	0	0	0	0	0	0	2	11	28	28	16	7	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	49	0	0	0	0	0	0	1	5	12	14	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5367</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>19</b>	<b>35</b>	<b>233</b>	<b>1275</b>	<b>2011</b>	<b>1204</b>	<b>411</b>	<b>122</b>	<b>30</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>6036</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>20</b>	<b>38</b>	<b>249</b>	<b>1370</b>	<b>2220</b>	<b>1387</b>	<b>512</b>	<b>162</b>	<b>44</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>6182</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>20</b>	<b>39</b>	<b>252</b>	<b>1386</b>	<b>2261</b>	<b>1429</b>	<b>538</b>	<b>174</b>	<b>47</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>6307</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>20</b>	<b>39</b>	<b>253</b>	<b>1400</b>	<b>2289</b>	<b>1463</b>	<b>566</b>	<b>186</b>	<b>52</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>





# Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.

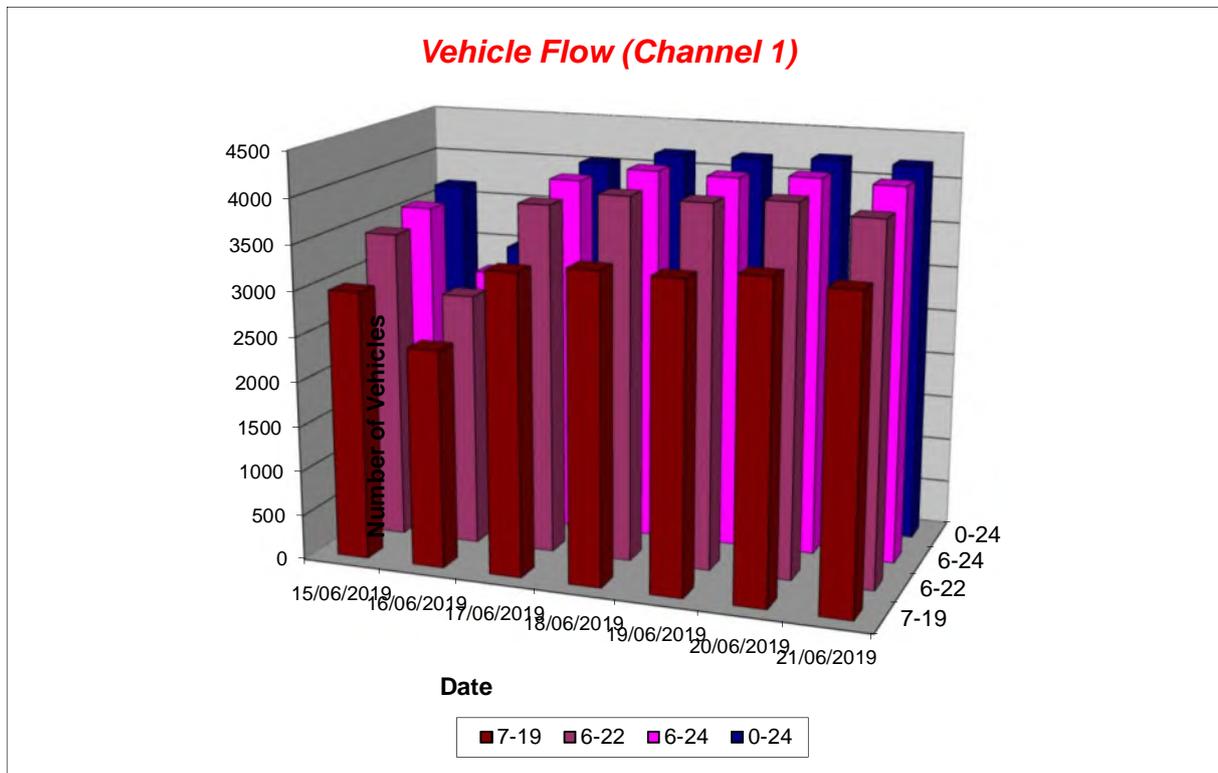


Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5 Day Ave	7 Day Ave
1	52	34	9	6	22	17	22	15	23
2	14	30	7	5	4	6	3	5	10
3	14	16	7	5	7	4	9	6	9
4	9	16	2	5	7	6	7	5	7
5	7	5	7	4	9	6	8	7	7
6	8	6	12	12	15	13	18	14	12
7	27	16	40	37	35	32	32	35	31
8	46	28	114	112	108	109	131	115	93
9	75	42	182	209	197	213	217	204	162
10	131	86	147	180	171	159	137	159	144
11	206	170	188	158	212	182	186	185	186
12	284	218	188	186	219	222	227	208	221
13	343	270	240	273	239	248	242	248	265
14	346	292	268	255	244	296	289	270	284
15	354	300	302	321	274	298	315	302	309
16	322	287	328	312	327	343	323	327	320
17	359	278	462	518	493	508	469	490	441
18	301	246	595	588	580	587	540	578	491
19	212	207	316	306	339	325	346	326	293
20	175	142	219	252	244	227	258	240	217
21	138	148	147	188	182	186	136	168	161
22	113	81	138	131	146	140	114	134	123
23	81	52	77	94	87	77	109	89	82
24	53	21	39	28	30	23	70	38	38
7-19	2979	2424	3330	3418	3403	3490	3422	3413	3209
6-22	3432	2811	3874	4026	4010	4075	3962	3989	3741
6-24	3566	2884	3990	4148	4127	4175	4141	4116	3862
0-24	3670	2991	4034	4185	4191	4227	4208	4169	3929



# Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday
1	47.5	46.7	45.2	43.8	46.9	48.6	46.2
2	49.4	49.3	48.7	50.0	49.2	47.2	48.0
3	47.3	48.6	50.1	43.0	50.1	44.2	53.0
4	51.3	49.9	50.5	46.0	48.0	38.0	48.7
5	50.9	51.0	45.1	41.8	47.4	50.5	48.6
6	43.0	48.0	46.3	48.8	51.7	49.5	48.0
7	48.6	51.3	46.0	49.4	47.4	46.8	48.2
8	46.3	46.0	46.7	46.8	46.9	45.1	47.3
9	46.2	45.9	43.6	44.9	43.8	43.7	45.3
10	45.3	45.2	44.8	44.7	43.8	44.4	43.1
11	44.3	43.2	44.3	42.9	43.4	43.9	43.9
12	43.8	42.9	43.6	43.6	42.4	43.7	47.5
13	42.3	43.4	43.0	43.5	44.1	43.2	42.9
14	42.0	42.7	42.5	43.4	42.7	43.8	42.4
15	43.0	42.7	42.5	42.6	43.5	44.2	42.3
16	44.3	44.5	42.6	43.7	43.3	42.7	42.2
17	44.2	45.5	44.0	43.9	43.6	43.8	43.7
18	45.2	45.1	43.7	44.1	41.3	41.3	43.5
19	45.3	46.2	46.9	44.8	44.8	44.4	45.3
20	45.6	47.1	46.1	45.3	45.2	45.5	45.6
21	46.1	47.1	45.6	46.7	45.9	45.9	46.1
22	47.6	46.2	45.8	46.5	45.3	45.2	43.5
23	46.5	45.5	46.8	46.8	47.3	47.3	48.4
24	47.3	44.2	48.5	48.5	49.8	48.7	48.1

10-12	44.0	43.0	43.9	43.3	42.9	43.8	45.9
14-16	43.6	43.6	42.5	43.1	43.4	43.4	42.3
0-24	44.4	44.6	44.2	44.4	43.8	43.8	44.3

7 Day Ave 44.2

85th Percentile

Hr Ending	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday
1	58.7	53.6	59.0	48.7	53.9	58.7	53.2
2	58.5	53.3	53.4	53.9	53.7	53.9	48.5
3	58.6	53.3	53.3	53.8	58.5	48.5	53.3
4	63.3	53.8	53.2	53.0	58.4	43.1	58.3
5	63.3	68.8	53.2	43.5	53.1	58.8	53.0
6	48.8	58.6	58.6	58.9	58.8	58.4	53.5
7	58.0	59.0	53.4	58.4	53.5	53.5	58.2
8	53.8	48.9	53.4	53.7	53.8	53.5	53.9
9	53.8	53.2	48.7	48.5	48.6	48.2	53.6
10	53.7	53.7	48.3	48.5	48.8	48.3	48.8
11	48.0	49.0	48.6	48.5	48.0	48.1	48.9
12	48.4	48.2	48.2	48.4	48.2	48.6	53.3
13	48.9	48.5	48.2	48.4	48.1	48.2	48.5
14	48.8	48.1	48.6	48.3	48.1	48.9	48.1
15	48.4	49.0	48.1	48.1	48.3	48.1	48.6
16	49.0	48.7	48.5	48.2	48.1	48.4	48.4
17	48.9	48.0	48.9	49.0	48.0	48.3	49.0
18	48.1	48.6	48.3	48.1	48.5	48.9	48.1
19	48.9	53.1	53.8	53.4	53.7	48.8	48.9
20	53.4	53.1	53.4	53.4	53.5	53.3	53.6
21	53.5	53.8	53.3	53.5	53.8	53.7	53.3
22	58.8	53.3	53.9	53.2	48.1	48.3	53.1
23	53.1	53.0	53.6	53.5	53.2	53.1	53.5
24	53.6	48.3	58.6	58.3	58.7	58.0	53.2

10-12	48.5	48.4	48.4	48.6	48.5	48.3	49.0
14-16	48.3	48.3	48.1	48.5	48.4	48.8	48.1
0-24	48.6	48.9	48.6	48.2	48.1	48.3	48.0

7 Day Ave 48.4

# Blairlogie ATC, A9 Hillfoots Road

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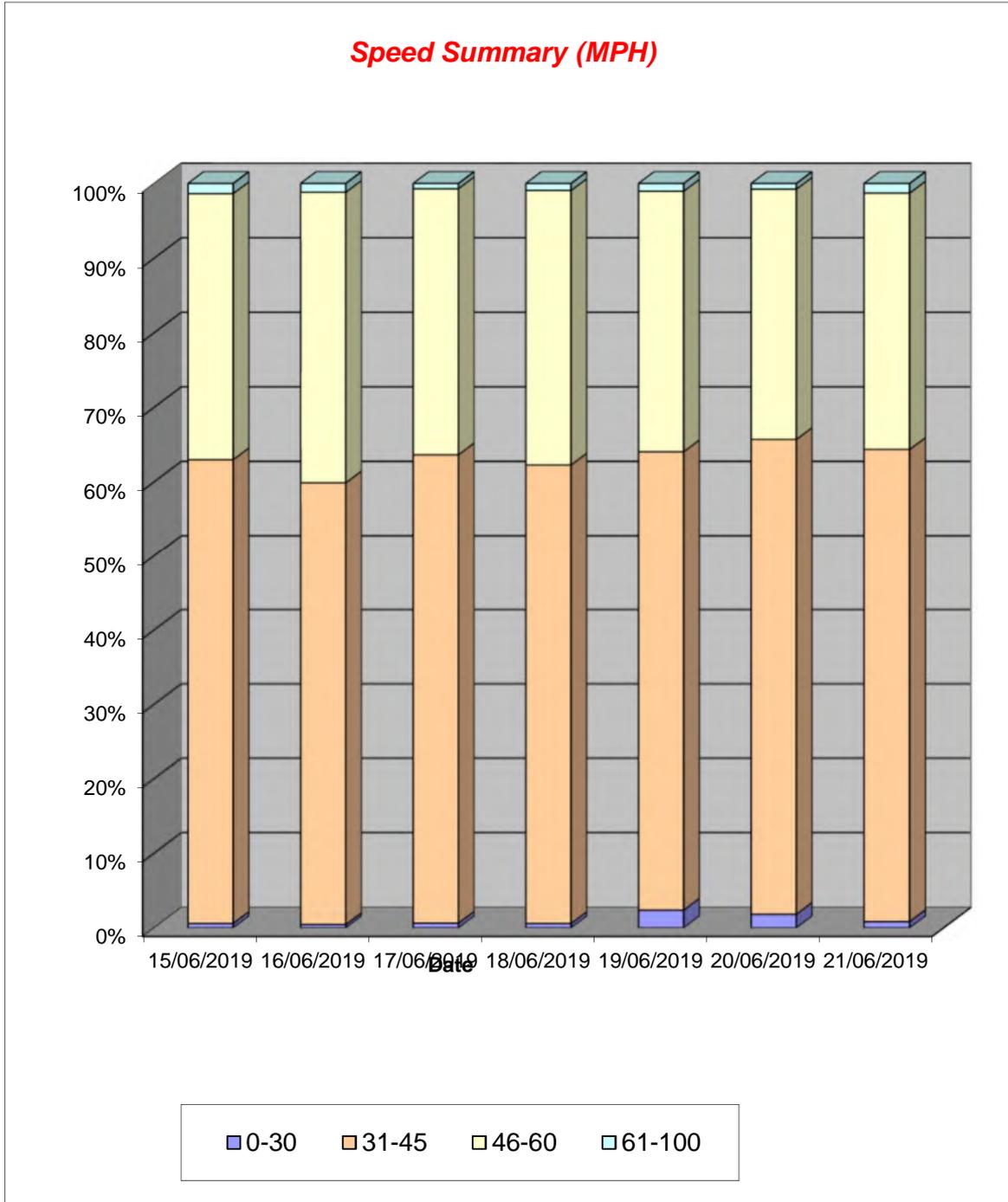


Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday
0-30	21	13	25	24	99	76	35
31-45	2289	1777	2541	2581	2584	2700	2672
46-60	1310	1166	1440	1541	1465	1419	1447
61-100	50	35	28	39	43	32	54
<b>TOTAL</b>	<b>3670</b>	<b>2991</b>	<b>4034</b>	<b>4185</b>	<b>4191</b>	<b>4227</b>	<b>4208</b>



# Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.



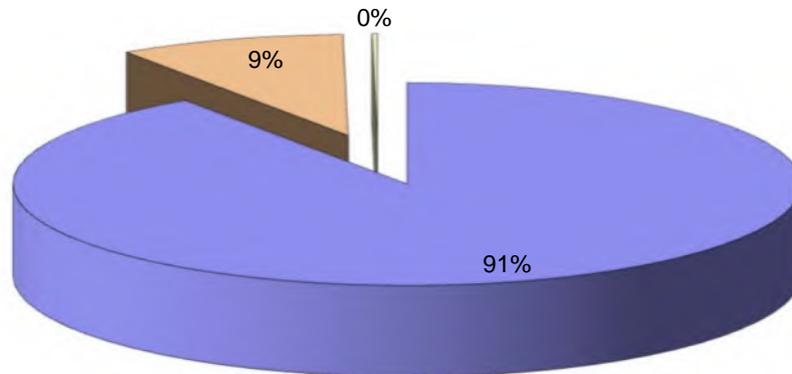
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/06/2019				
7-19	2759	217	3	2979
6-22	3185	242	5	3432
6-24	3312	249	5	3566
0-24	3408	256	6	3670
16/06/2019				
7-19	2282	141	1	2424
6-22	2647	163	1	2811
6-24	2716	167	1	2884
0-24	2811	179	1	2991
17/06/2019				
7-19	2967	353	10	3330
6-22	3471	392	11	3874
6-24	3582	397	11	3990
0-24	3620	403	11	4034
18/06/2019				
7-19	3040	365	13	3418
6-22	3608	405	13	4026
6-24	3723	412	13	4148
0-24	3754	418	13	4185
19/06/2019				
7-19	3032	366	5	3403
6-22	3602	403	5	4010
6-24	3715	407	5	4127
0-24	3769	417	5	4191
20/06/2019				
7-19	3069	415	6	3490
6-22	3616	453	6	4075
6-24	3714	455	6	4175
0-24	3760	458	9	4227
21/06/2019				
7-19	3030	379	13	3422
6-22	3528	419	15	3962
6-24	3703	423	15	4141
0-24	3760	433	15	4208
Average				
7-19	2883	319	7	3209
6-22	3380	354	8	3741
6-24	3495	359	8	3862
0-24	3555	366	9	3929

**Total Vehicle Class Distribution**



# Blairlogie ATC, A9 Hillfoots Road

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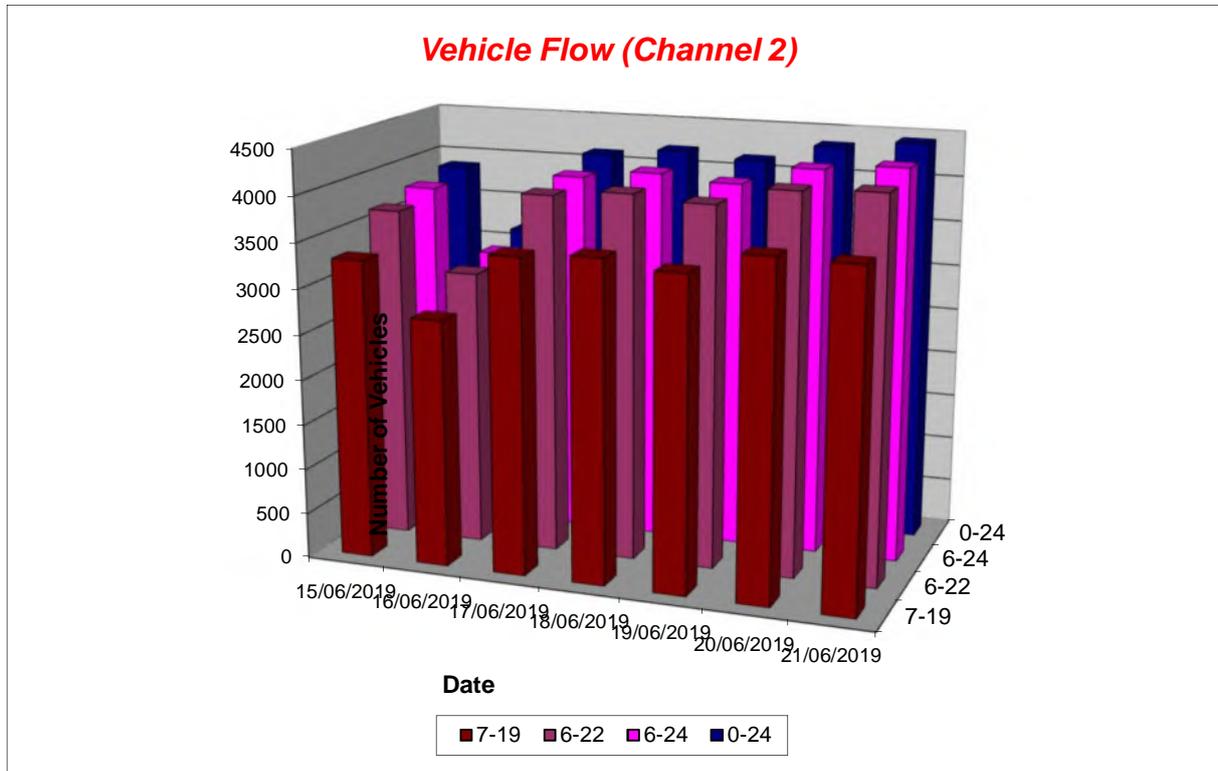


Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5 Day Ave	7 Day Ave
1	36	26	10	7	8	8	20	11	16
2	10	14	2	5	5	4	5	4	6
3	9	20	8	4	5	6	8	6	9
4	2	9	9	6	8	6	10	8	7
5	14	5	14	13	13	10	15	13	12
6	27	18	69	71	73	65	62	68	55
7	77	46	186	186	185	182	172	182	148
8	122	53	383	416	419	392	358	394	306
9	226	94	536	570	572	604	516	560	445
10	291	196	369	327	370	380	334	356	324
11	287	260	228	271	248	281	306	267	269
12	348	273	301	261	254	232	299	269	281
13	328	311	251	237	249	226	294	251	271
14	365	344	245	244	214	276	236	243	275
15	330	291	232	221	234	212	253	230	253
16	297	275	266	276	273	293	326	287	287
17	274	270	230	235	231	279	263	248	255
18	242	208	245	241	179	261	257	237	233
19	193	148	186	227	192	236	215	211	200
20	143	126	125	151	156	130	169	146	143
21	81	89	93	93	122	101	108	103	98
22	67	52	79	72	74	83	98	81	75
23	56	30	34	50	36	65	64	50	48
24	46	20	16	20	28	13	44	24	27
7-19	3303	2723	3472	3526	3435	3672	3657	3552	3398
6-22	3671	3036	3955	4028	3972	4168	4204	4065	3862
6-24	3773	3086	4005	4098	4036	4246	4312	4139	3937
0-24	3871	3178	4117	4204	4148	4345	4432	4249	4042



# Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.



Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday
1	48.1	47.0	46.5	55.1	53.6	49.9	74.2
2	58.2	48.2	48.0	50.0	55.0	43.0	73.5
3	51.9	51.0	48.0	51.8	57.0	44.7	77.7
4	43.0	54.1	49.1	45.5	42.7	44.7	64.8
5	49.4	56.0	51.6	50.3	50.3	51.5	77.7
6	48.3	48.8	49.9	51.2	50.3	51.5	70.6
7	49.9	50.3	48.1	49.0	49.5	49.6	69.8
8	49.6	49.9	46.9	47.2	47.9	47.5	67.5
9	47.7	46.6	45.0	45.1	46.1	45.3	64.9
10	45.8	45.9	44.5	43.8	43.5	43.8	63.1
11	46.5	45.3	44.7	42.8	43.8	43.7	62.1
12	45.6	44.6	42.6	43.9	44.0	44.2	63.7
13	44.9	45.0	44.4	44.1	44.6	44.5	64.8
14	43.6	42.0	43.6	44.5	43.6	44.9	67.7
15	43.3	44.0	44.0	43.2	43.7	44.1	66.5
16	45.5	44.7	44.9	43.7	43.4	44.8	71.8
17	44.4	45.2	44.8	44.3	44.7	51.0	73.4
18	46.6	46.7	46.1	45.6	44.7	64.2	72.2
19	47.1	47.2	46.4	44.8	45.4	65.7	75.2
20	48.6	48.1	46.0	47.7	45.3	67.4	74.1
21	46.5	47.2	48.1	48.5	45.3	66.7	72.9
22	47.7	48.5	47.7	48.1	45.7	67.0	72.5
23	47.6	47.2	46.8	46.3	46.1	66.2	74.9
24	48.8	44.2	45.2	49.4	48.3	80.7	74.2

10-12	46.0	45.0	43.5	43.3	43.9	44.0	62.9
14-16	44.3	44.3	44.5	43.5	43.5	44.5	69.5
0-24	46.0	45.4	45.3	45.2	45.3	49.9	68.2

7 Day Ave 49.3

85th Percentile

Hr Ending	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday
1	58.3	53.3	53.7	68.6	58.2	53.6	86.3
2	63.5	58.3	48.5	63.3	68.2	53.8	85.8
3	58.9	58.2	53.6	58.1	68.3	53.5	86.2
4	43.5	58.5	53.2	53.2	58.8	58.2	68.4
5	63.4	63.2	58.5	58.1	63.1	58.9	86.3
6	58.8	58.6	58.7	58.4	58.5	58.4	86.2
7	58.8	58.4	53.8	59.0	58.8	58.3	85.9
8	58.7	53.9	53.4	53.5	53.8	53.8	85.6
9	53.7	53.5	53.9	53.5	53.3	48.2	85.9
10	54.0	53.2	53.7	49.0	49.0	48.4	85.8
11	53.3	53.7	53.1	48.2	48.8	48.2	86.2
12	53.5	53.7	48.6	48.4	53.7	48.9	85.8
13	53.4	53.6	53.7	48.4	53.9	48.6	86.3
14	48.7	48.8	48.0	48.3	48.9	53.4	85.7
15	48.2	48.2	48.4	48.5	48.4	48.4	86.1
16	53.4	53.8	48.4	48.1	48.1	53.9	86.5
17	48.5	53.2	48.3	48.5	54.0	63.6	85.7
18	53.8	54.0	54.0	54.0	53.8	86.4	86.4
19	53.5	53.1	53.8	53.6	53.7	86.0	85.6
20	53.4	53.1	53.7	58.9	53.4	85.8	86.5
21	58.5	53.8	58.4	53.7	53.0	86.4	86.1
22	53.2	58.4	58.7	58.4	53.2	85.8	86.1
23	53.6	53.5	53.3	53.7	53.2	85.8	86.4
24	58.5	48.1	48.4	53.1	63.5	85.7	86.1

10-12	53.7	53.1	48.4	48.8	53.4	48.3	85.7
14-16	53.9	53.2	48.9	48.7	48.1	53.0	86.4
0-24	53.4	53.0	53.1	53.5	53.3	63.7	85.6

7 Day Ave 59.4

# Blairlogie ATC, A9 Hillfoots Road

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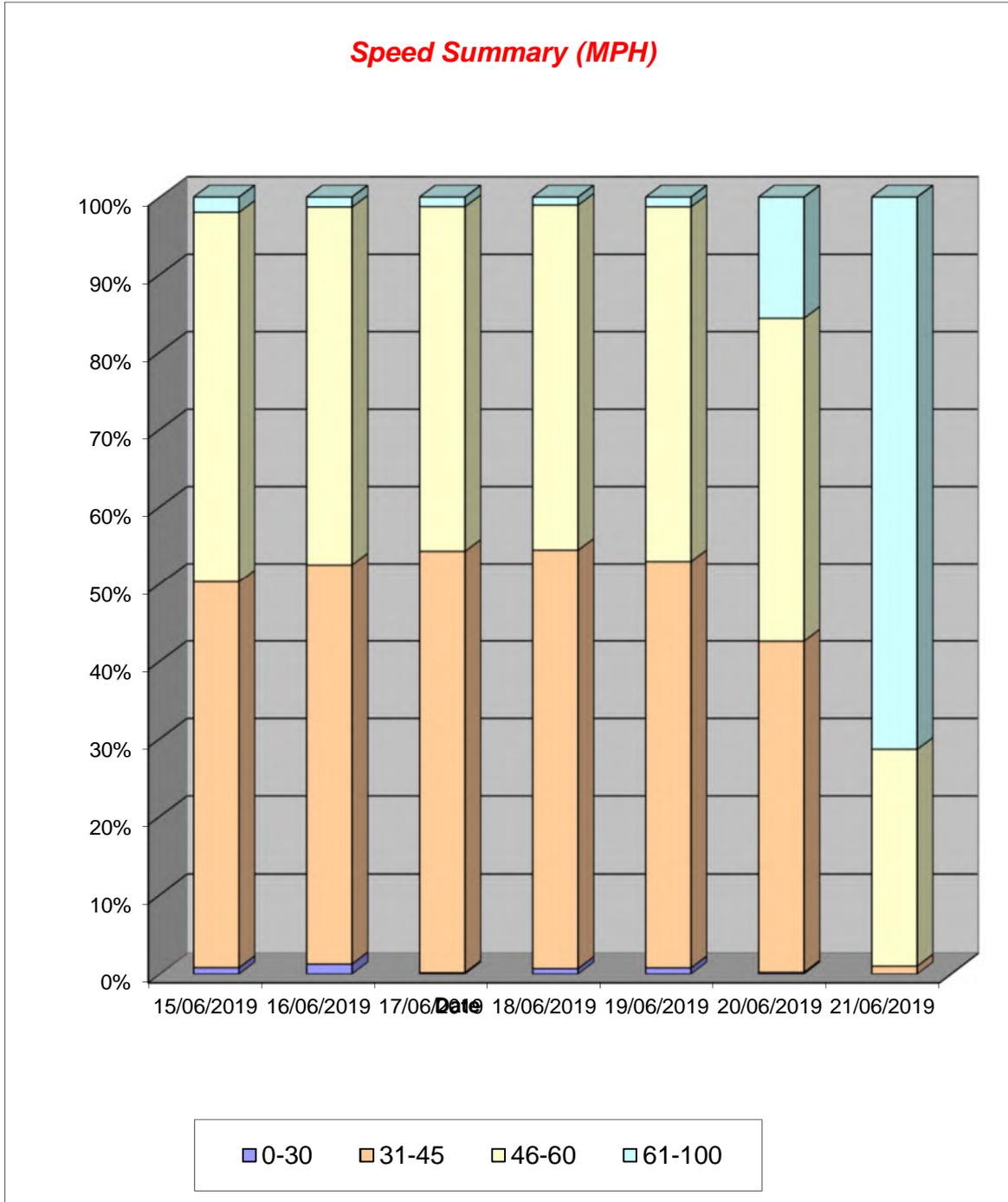


Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday
0-30	31	40	7	29	32	9	0
31-45	1915	1628	2227	2258	2163	1841	44
46-60	1849	1469	1832	1873	1901	1815	1225
61-100	76	41	51	44	52	680	3163
<b>TOTAL</b>	<b>3871</b>	<b>3178</b>	<b>4117</b>	<b>4204</b>	<b>4148</b>	<b>4345</b>	<b>4432</b>



# Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.



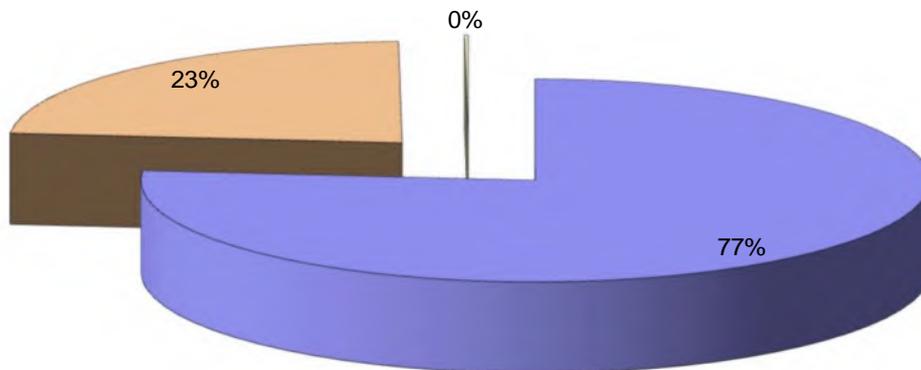
Channel 2 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/06/2019				
7-19	2978	322	3	3303
6-22	3306	362	3	3671
6-24	3392	378	3	3773
0-24	3480	387	4	3871
16/06/2019				
7-19	2492	230	1	2723
6-22	2775	260	1	3036
6-24	2821	264	1	3086
0-24	2893	284	1	3178
17/06/2019				
7-19	2993	471	8	3472
6-22	3410	536	9	3955
6-24	3455	541	9	4005
0-24	3556	552	9	4117
18/06/2019				
7-19	3029	479	18	3526
6-22	3470	539	19	4028
6-24	3530	549	19	4098
0-24	3627	557	20	4204
19/06/2019				
7-19	2983	449	3	3435
6-22	3451	517	4	3972
6-24	3501	531	4	4036
0-24	3601	543	4	4148
20/06/2019				
7-19	2843	824	5	3672
6-22	3042	1121	5	4168
6-24	3059	1182	5	4246
0-24	3146	1193	6	4345
21/06/2019				
7-19	1179	2478	0	3657
6-22	1307	2897	0	4204
6-24	1330	2982	0	4312
0-24	1349	3083	0	4432
Average				
7-19	2642	750	5	3398
6-22	2966	890	6	3862
6-24	3013	918	6	3937
0-24	3093	943	6	4042

**Total Vehicle Class Distribution**



## Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.



### Channel 1 - Eastbound

	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	2889	2397	2681	2758	2813	2810	2851	2783	2743
Mean Speed	46.1	46.3	45.7	45.3	46.1	45.4	46.1	45.7	45.9
85%ile Speed	53.8	53.0	52.5	51.7	52.4	51.4	51.9	52.0	52.4
No. Vehicles > 60 MPH Limit	39	29	20	32	29	23	49	31	32
% Vehicles > 60 MPH Limit	1.3	1.2	0.7	1.2	1.0	0.8	1.7	1.1	1.1
No. Vehicles > 75 MPH	0	0	0	0	1	0	15	3	2
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.1	0.1

### Channel 2 - Westbound

	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	3007	2553	2723	2742	2747	2809	3038	2812	2803
Mean Speed	47.5	47.5	46.5	47.2	47.1	52.9	70.6	52.9	51.3
85%ile Speed	55.0	54.7	53.0	54.5	55.7	63.0	85.2	62.3	60.2
No. Vehicles > 60 MPH Limit	57	30	37	37	37	457	2120	538	396
% Vehicles > 60 MPH Limit	1.9	1.2	1.4	1.3	1.3	16.3	69.8	18.0	13.3
No. Vehicles > 75 MPH	1	0	0	0	1	86	525	122	88
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	3.1	17.3	4.1	2.9

### Channels 1+2 - Eastbound & Westbound

	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	5896	4950	5404	5500	5560	5619	5889	5594	5545
Mean Speed	46.8	46.9	46.1	46.2	46.6	49.2	58.3	49.3	48.6
85%ile Speed	54.4	53.8	52.7	53.1	54.1	57.2	68.6	57.1	56.3
No. Vehicles > 60 MPH Limit	96	59	57	69	66	480	2169	568	428
% Vehicles > 60 MPH Limit	1.6	1.2	1.1	1.3	1.2	8.5	36.8	9.8	7.4
No. Vehicles > 75 MPH	1	0	0	0	2	86	540	126	90
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	1.5	9.2	2.1	1.5

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	3670	2991	4034	4185	4191	4227	4208	4169	3929
Mean Speed	44.4	44.6	44.2	44.4	43.8	43.8	44.3	44.1	44.2
85%ile Speed	48.6	48.9	48.6	48.2	48.1	48.3	48.0	48.2	48.4
No. Vehicles > 60 MPH Limit	50	35	28	39	43	32	54	39	40
% Vehicles > 60 MPH Limit	1.4	1.2	0.7	0.9	1.0	0.8	1.3	0.9	1.0
No. Vehicles > 75 MPH	0	0	0	0	1	0	15	3	2
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.1

Channel 2 - Westbound

	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	3871	3178	4117	4204	4148	4345	4432	4249	4042
Mean Speed	46.0	45.4	45.3	45.2	45.3	49.9	68.2	50.8	49.3
85%ile Speed	53.4	53.0	53.1	53.5	53.3	63.7	85.6	61.8	59.4
No. Vehicles > 60 MPH Limit	76	41	51	44	52	680	3163	798	587
% Vehicles > 60 MPH Limit	2.0	1.3	1.2	1.0	1.3	15.7	71.4	18.1	13.4
No. Vehicles > 75 MPH	1	0	0	0	1	116	753	174	124
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	2.7	17.0	3.9	2.8

Channels 1+2 - Eastbound & Westbound

	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	7541	6169	8151	8389	8339	8572	8640	8418	7972
Mean Speed	45.2	45.0	44.8	44.8	44.6	46.9	56.3	47.4	46.8
85%ile Speed	51.0	51.0	50.8	50.9	50.7	56.0	66.8	55.0	53.9
No. Vehicles > 60 MPH Limit	126	76	79	83	95	712	3217	837	627
% Vehicles > 60 MPH Limit	1.7	1.2	1.0	1.0	1.1	8.3	37.2	9.7	7.4
No. Vehicles > 75 MPH	1	0	0	0	2	116	768	177	127
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	1.4	8.9	2.1	1.5

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

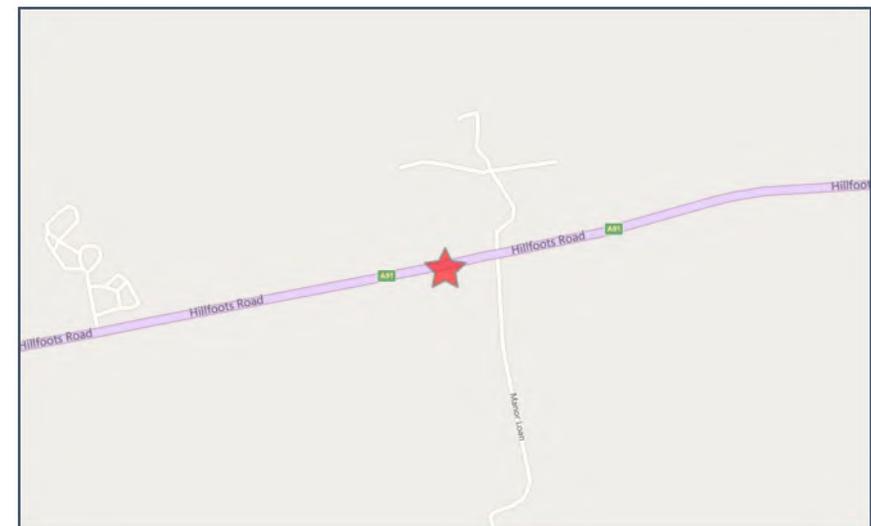
## **Appendix C**

### **Crash Map Accident Reports**



**Validated Data**

<b>Crash Date:</b>	Wednesday, November 01, 2017	<b>Time of Crash:</b>	9:16:00 PM	<b>Crash Reference:</b>	<b>2017961701070</b>
<b>Highest Injury Severity:</b>	Fatal	<b>Road Number:</b>	A91	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Stirling			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Stirling			<b>OS Grid Reference:</b>	282736 696722
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Darkness: no street lighting				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Kerb	Wall or fence

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

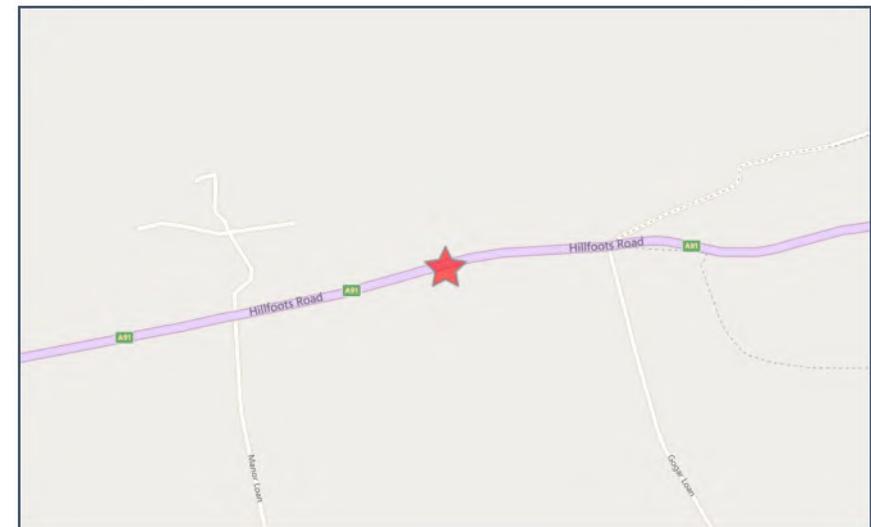
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**Validated Data**

**Crash Date:** Thursday, September 19, 2019    **Time of Crash:** 5:45:00 PM    **Crash Reference:** 2019960880144

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A91	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Stirling			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Stirling			<b>OS Grid Reference:</b>	283167 696811
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	17	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**THE CLACKMANNANSHIRE COUNCIL  
(VARIOUS STREETS, CLACKMANNANSHIRE)  
(40 MPH SPEED LIMIT) ORDER 2022**

Clackmannanshire Council, in exercise of the powers conferred upon it Section 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) and all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the said Act, hereby make the following Order:-

- (1) This Order may be cited as "The Clackmannanshire Council (Various Streets, Clackmannanshire) (40 mph Speed Limit) Order 2022" and shall come into operation on the 15<sup>th</sup> April 2022.
- (2) The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
- (3) A speed limit of 40 miles per hour is hereby imposed on the lengths of roads specified in the Schedule to this Order and no person shall drive any motor vehicle at a speed exceeding 40 miles per hour on the said lengths of roads.
- (4) The restriction imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made or having effect as if made under the Road Traffic Regulation Act 1984 or by or under any other enactment.

**DATED THIS TWENTY FOURTH DAY OF MARCH, TWO THOUSAND AND TWENTY TWO**

**Pete Leonard**  
Strategic Director

Clackmannanshire Council, Kilncraigs, ALLOA, FK10 1EB

**THE CLACKMANNANSHIRE COUNCIL  
(VARIOUS STREETS, CLACKMANNANSHIRE)  
(40 MPH SPEED LIMIT) ORDER 2022**

<b>Schedule</b>	
<b>Lengths of Road in Clackmannanshire</b>	<b>Sections of road over which a 40 mph speed limit will be applicable.</b>
A907	From a point 390 metres east of the east kerb-line of Station Road, Cambus in an easterly direction to a point 160 metres west of Arnsbrae Roundabout for a distance of 1365 metres or thereby.
B908	From a point 18 metres northwest of the northwest kerb-line of Swineburn Drive, Sauchie in an northerly direction to its junction with B9140 at Collyland Roundabout a distance of 865 metres or thereby.
B908	From its junction with B9140 at Collyland Roundabout in a northerly direction to the south side of the road bridge over Alva Burn a distance of 1260 metres or thereby.
B913	From the north side of the Rackmill Burn culvert in a northerly direction to a point 159 metres south of the south kerb-line of Dewar Street, Dollar a distance of 716 metres or thereby.
B9140	From a point 100 metres west of the west kerb-line of Coalpots Way, Fishcross in an easterly direction to a point 142 metres west of the west kerb-line of Gartunny, Coalsnaughton a distance of 1360 metres of thereby.
C101	From its junction with B9140 at Muirside Roundabout in a northerly direction to a point 75 metres south of the south kerb-line of Middleton, Menstrie a distance of 870 metres or thereby.

**THE CLACKMANNANSHIRE COUNCIL  
(VARIOUS STREETS, CLACKMANNANSHIRE)  
(40 MPH SPEED LIMIT) ORDER 2022**

**Statement of Reasons for Making the Order**

The speed restrictions are being amended to ensure that the traffic speeds are limited to a speed compatible with the local environment and due to increased pedestrian and cycling use.

**Pete Leonard**  
Strategic Director

Clackmannanshire Council  
Kilncraigs  
ALLOA  
FK10 1EB

**THE CLACKMANNANSHIRE COUNCIL  
(VARIOUS STREETS, CLACKMANNANSHIRE)  
(40 MPH SPEED LIMIT) ORDER 2022**

Clackmannanshire Council has made the above named Order under Section 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) on 24<sup>th</sup> March 2022.

FULL DETAILS of this Order is as published in the Alloa Advertiser on 19<sup>th</sup> January 2022 which will designate the sections of road as a 40 miles per hour speed limit to ensure that traffic speeds are limited to a speed compatible with the local environment and due to increased pedestrian and cycling use. A copy of the order, together with a copy of the relative plan is available on [www.clacks.gov.uk](http://www.clacks.gov.uk)

Any person wishing to object to the validity of the order or of any provision contained therein on the grounds that it is not within the powers conferred by the aforesaid Act or that if any requirement therein has not been complied with, may within six weeks from 24<sup>th</sup> March 2022 apply to the Court of Session for this purpose.

**Pete Leonard**  
Strategic Director

Clackmannanshire Council, Kilncraigs, ALLOA, FK10 1EB

<b>Schedule</b>	
<b>Lengths of Road in Clackmannanshire</b>	<b>Sections of road over which a 40 mph speed limit will be applicable.</b>
A907	From a point 390 metres east of the east kerb-line of Station Road, Cambus in an easterly direction to a point 160 metres west of Arnsbrae Roundabout for a distance of 1365 metres or thereby.
B908	From a point 18 metres northwest of the northwest kerb-line of Swineburn Drive, Sauchie in an northerly direction to its junction with B9140 at Collyland Roundabout a distance of 865 metres or thereby.
B908	From its junction with B9140 at Collyland Roundabout in a northerly direction to the south side of the road bridge over Alva Burn a distance of 1260 metres or thereby.
B913	From the north side of the Rackmill Burn culvert in a northerly direction to a point 159 metres south of the south kerb-line of Dewar Street, Dollar a distance of 716 metres or thereby.
B9140	From a point 100 metres west of the west kerb-line of Coalpots Way, Fishcross in an easterly direction to a point 142 metres west of the west kerb-line of Gartunny, Coalsnaughton a distance of 1360 metres of thereby.
C101	From its junction with B9140 at Muirside Roundabout in a northerly direction to a point 75 metres south of the south kerb-line of Middleton, Menstrie a distance of 870 metres or thereby.

## **THE CLACKMANNANSHIRE COUNCIL (VARIOUS STREETS, CLACKMANNANSHIRE) (40 MPH SPEED LIMIT) ORDER 2022**

The Council proposes to make the above Order under Section 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 which will designate the sections of road as a 40 MPH speed limit to ensure that traffic speeds are limited to a speed compatible with the local environment and due to increased pedestrian and cycling use.. **Schedule – Sections of road over which a 40 MPH Speed limit will be applicable:** **A907:** From a point 390 metres east of the east kerb-line of Station Road, Cambus in an easterly direction to a point 160 metres west of Arnsbrae Roundabout for a distance of 1365 metres or thereby; **B908:** From a point 18 metres northwest of the northwest kerb-line of Swineburn Drive, Sauchie in an northerly direction to its junction with B9140 at Collyland Roundabout a distance of 865 metres or thereby. **B908:** From its junction with B9140 at Collyland Roundabout in a northerly direction to the south side of the road bridge over Alva Burn a distance of 1260 metres or thereby; **B913:** From the north side of the Rackmill Burn culvert in a northerly direction to a point 159 metres south of the south kerb-line of Dewar Street, Dollar a distance of 716 metres or thereby; **B9140:** From a point 100 metres west of the west kerb-line of Coalpots Way, Fishcross in an easterly direction to a point 142 metres west of the west kerb-line of Gartunny, Coalsnaughton a distance of 1360 metres of thereby; and . **C101:** From its junction with B9140 at Muirside Roundabout in a northerly direction to a point 75 metres south of the south kerb-line of Middleton, Menstrie a distance of 870 metres or thereby. Full details are available on [www.clacks.gov.uk](http://www.clacks.gov.uk), where objectors must state their reasons for objection by 11/02/22.

## **THE CLACKMANNANSHIRE COUNCIL (VARIOUS STREETS, CLACKMANNANSHIRE) (40 MPH SPEED LIMIT) ORDER 2022**

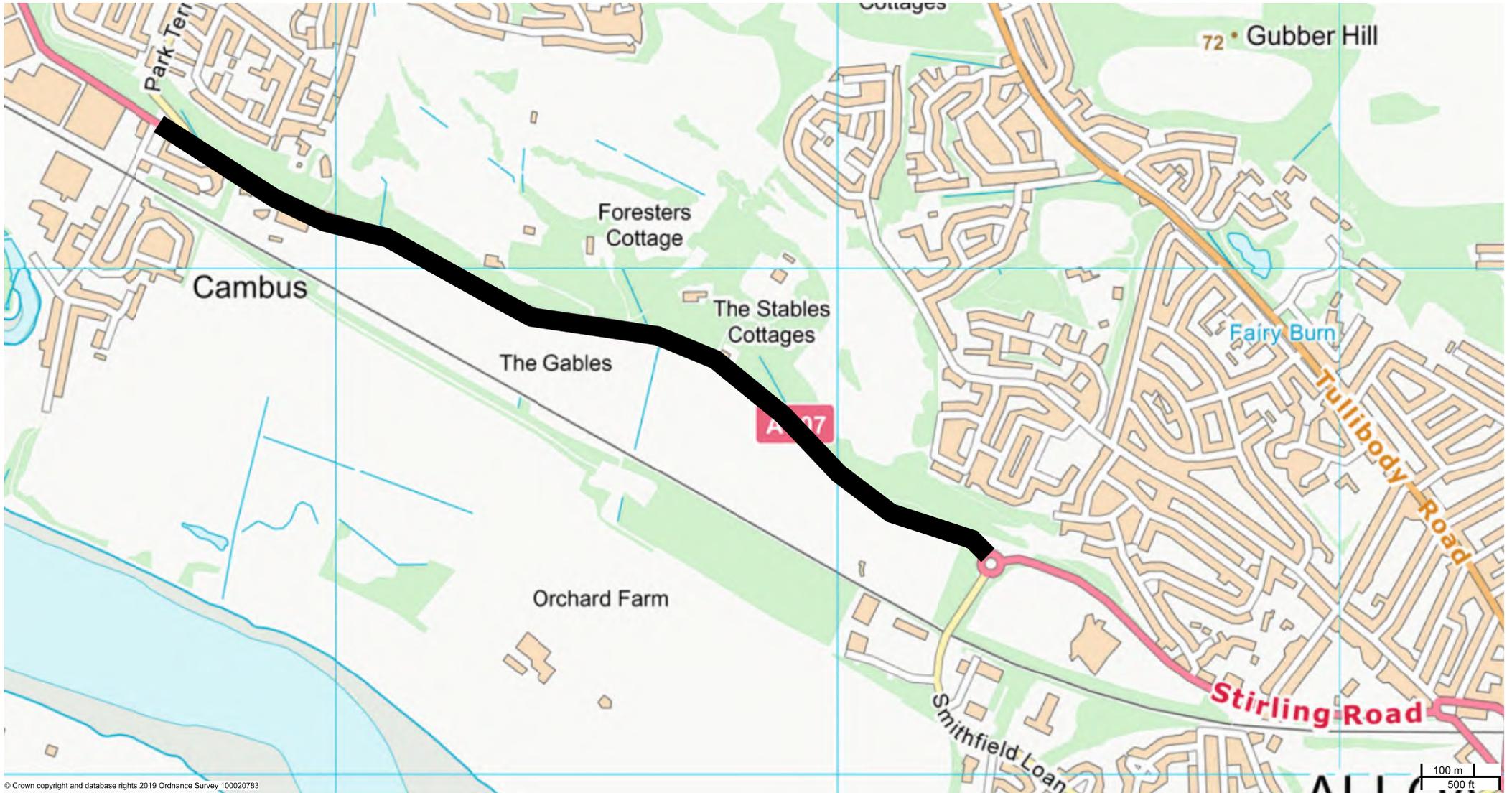
The Council has made the above Order under Section 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 which will designate the sections of road as a 40 MPH speed limit to ensure that traffic speeds are limited to a speed compatible with the local environment and due to increased pedestrian and cycling use.. **Schedule – Sections of road over which a 40 MPH Speed limit will be applicable:** **A907:** From a point 390 metres east of the east kerb-line of Station Road, Cambus in an easterly direction to a point 160 metres west of Arnsbrae Roundabout for a distance of 1365 metres or thereby; **B908:** From a point 18 metres northwest of the northwest kerb-line of Swineburn Drive, Sauchie in an northerly direction to its junction with B9140 at Collyland Roundabout a distance of 865 metres or thereby. **B908:** From its junction with B9140 at Collyland Roundabout in a northerly direction to the south side of the road bridge over Alva Burn a distance of 1260 metres or thereby; **B913:** From the north side of the Rackmill Burn culvert in a northerly direction to a point 159 metres south of the south kerb-line of Dewar Street, Dollar a distance of 716 metres or thereby; **B9140:** From a point 100 metres west of the west kerb-line of Coalpots Way, Fishcross in an easterly direction to a point 142 metres west of the west kerb-line of Gartunny, Coalsnaughton a distance of 1360 metres of thereby; and . **C101:** From its junction with B9140 at Muirside Roundabout in a northerly direction to a point 75 metres south of the south kerb-line of Middleton, Menstrie a distance of 870 metres or thereby. Anyone wishing to question the validity of any of the provisions within this order should write to the Court of Session within six weeks of 24/03/22. Full details are available on [www.clacks.gov.uk](http://www.clacks.gov.uk).

**THE CLACKMANNANSHIRE COUNCIL  
(VARIOUS STREETS, CLACKMANNANSHIRE)  
(40 MPH SPEED LIMIT) ORDER 2022**

These are the plans referred to in The Clackmannanshire Council (Various Streets, Clackmannanshire) (40 MHP Speed Limit) Order 2022 made by Clackmannanshire Council on 24<sup>th</sup> March 2022.

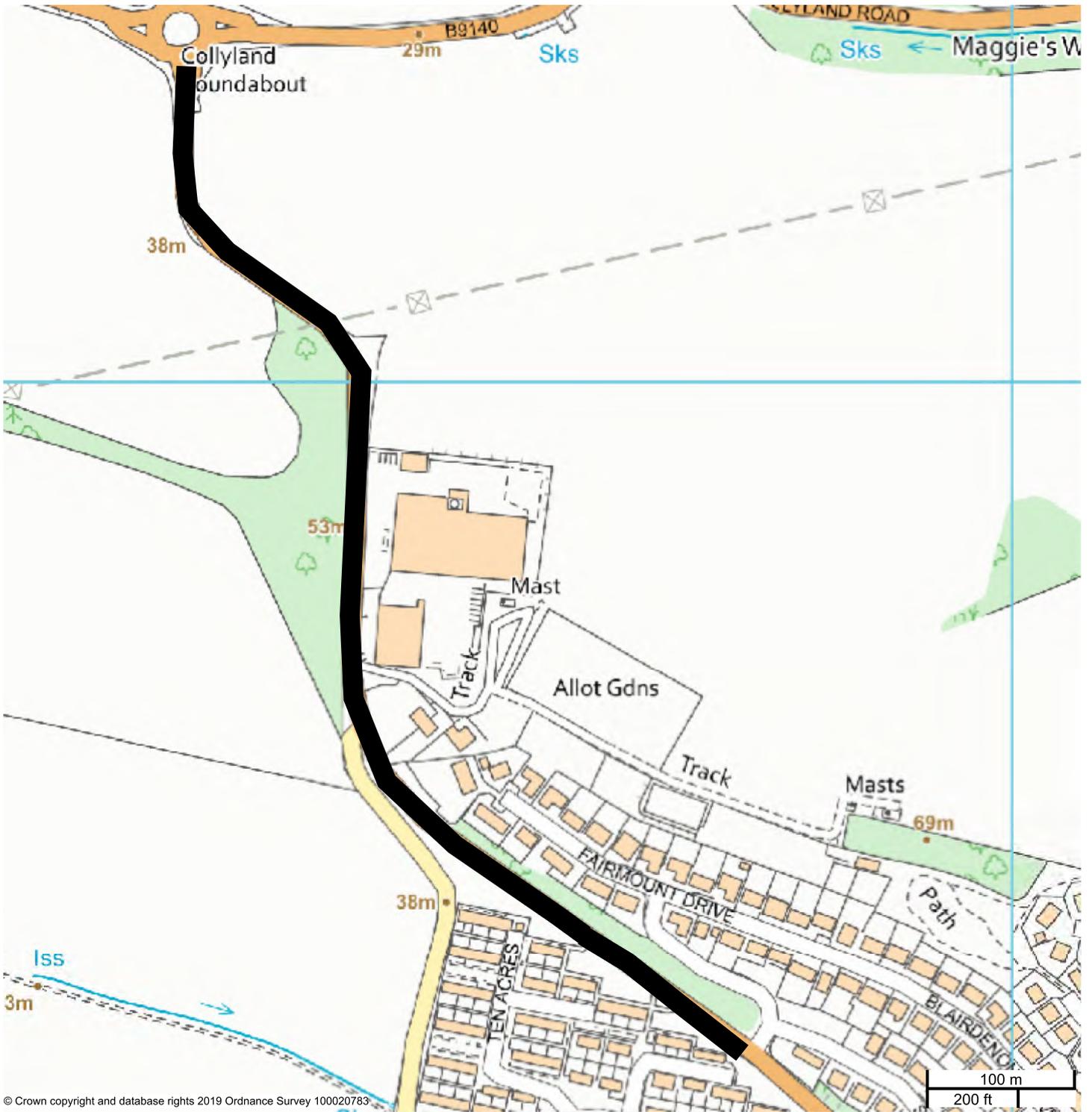
**Pete Leonard**  
Strategic Director

Clackmannanshire Council  
Kilncraigs  
ALLOA  
FK10 1EB



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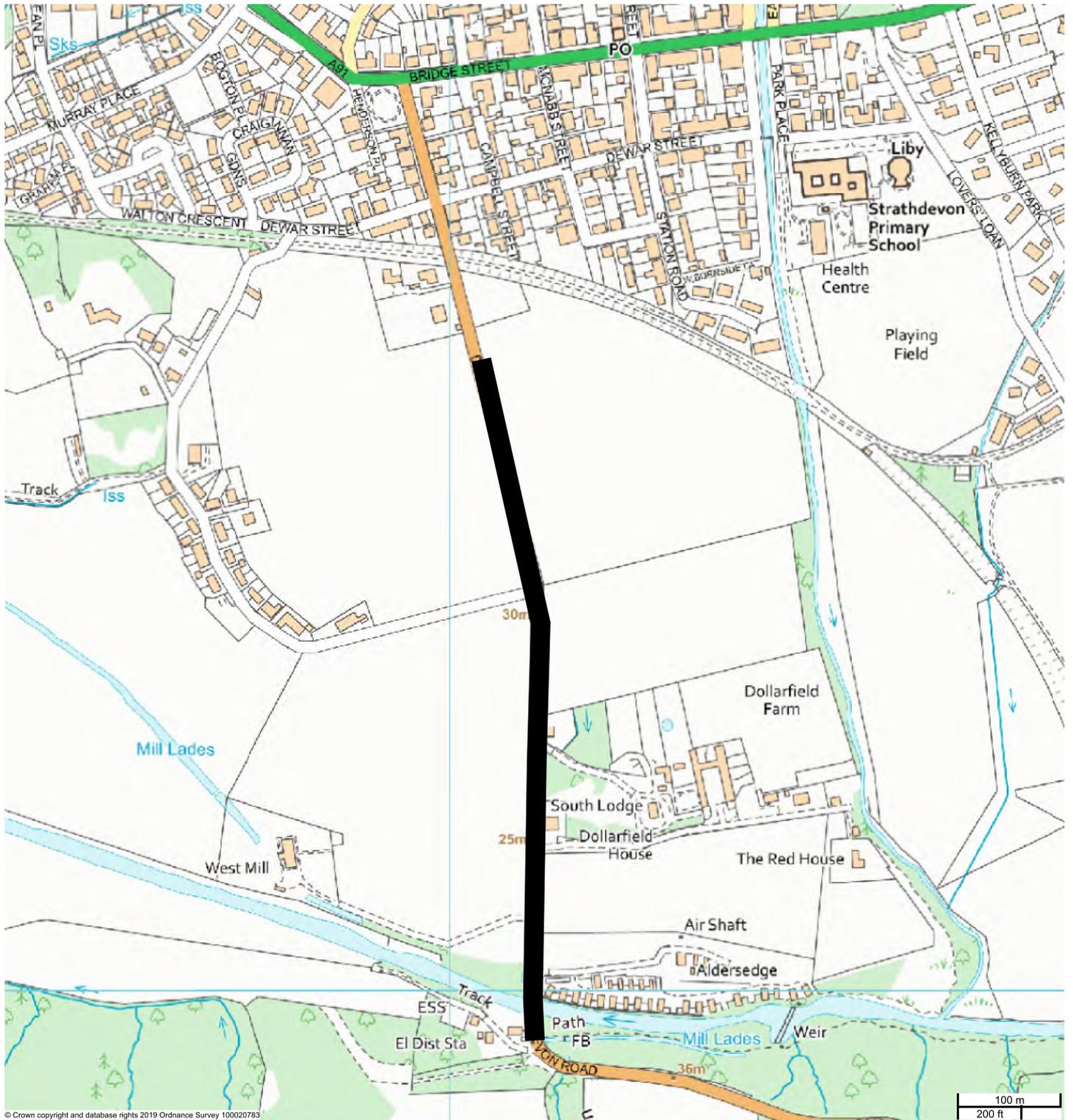
Experimental 40mph limit - A907



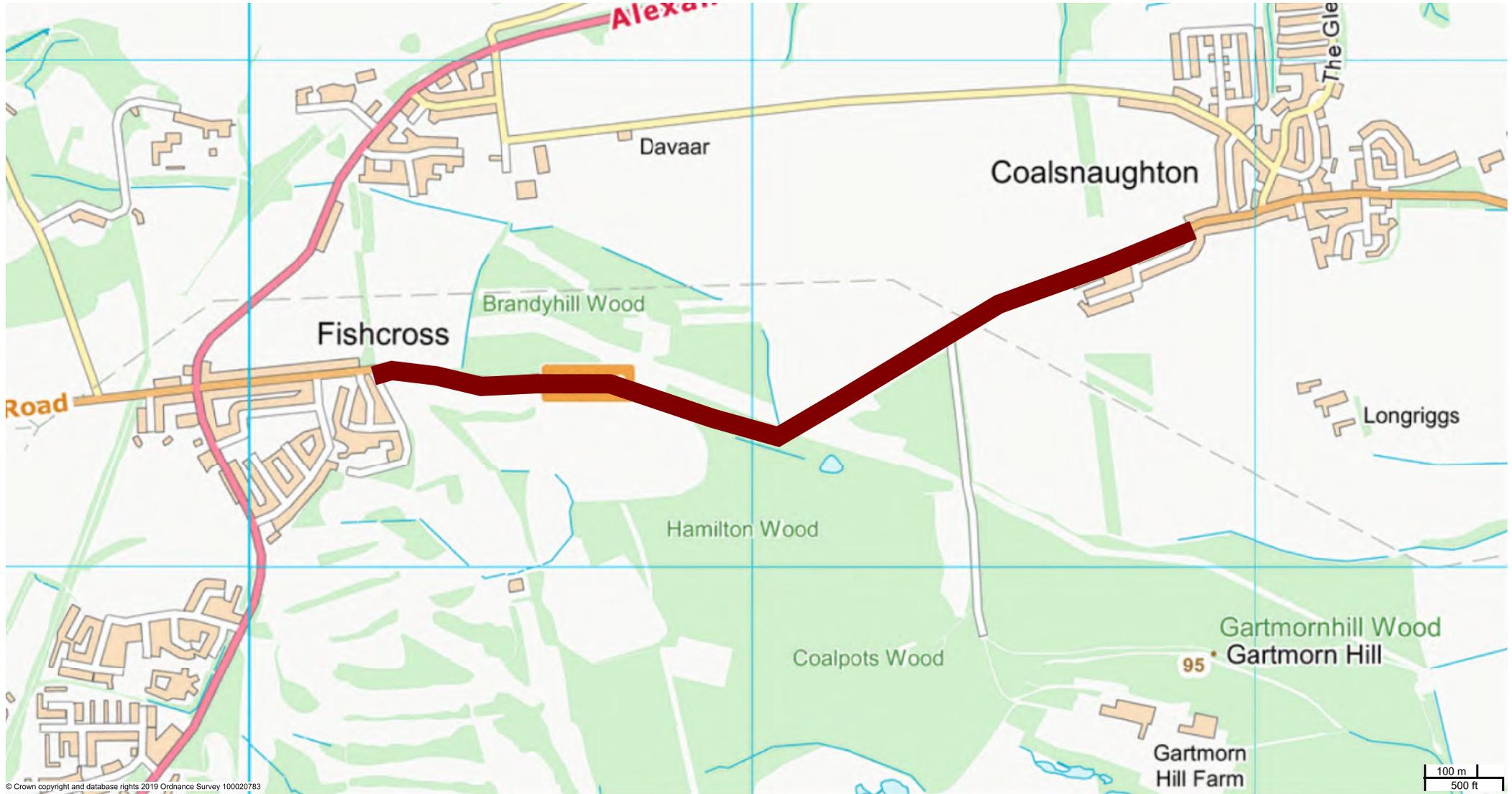
Experimental 40mph limit - B908



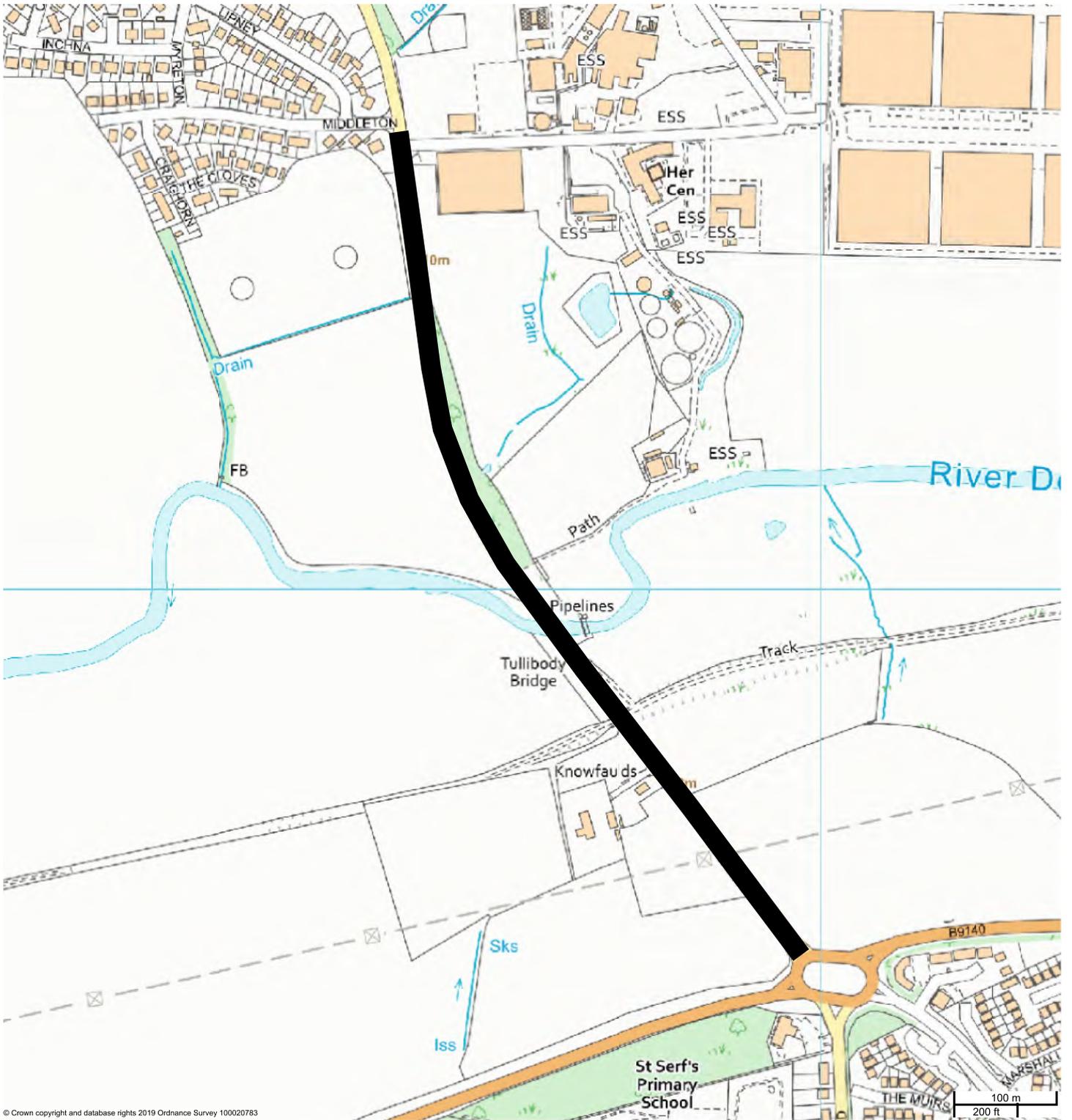
Experimental 40mph limit - B908



B913 - 40mph



Experimental 40mph limit - B9140



Experimental 40mph limit - C101

**DEVELOPMENT & ENVIRONMENT SERVICES  
CLACKMANNANSHIRE COUNCIL**

**REPORT OF HANDLING  
PLANNING APPLICATION DELEGATED REPORT**

Application Ref. No. **22/00076/FULL**      Date of Site Visit: 22/4/22

Description of Proposal      **Formation of Vehicular Access and Pedestrian  
Access From A91 To House Plot**

Location:                      **Land to East of Blairlogie House, Menstrie,  
Clackmannanshire**

**1. The Proposed Development**

The report considers an application to form a vehicular access onto the A91 on the north side of the carriageway at an area of land situated between Blairlogie House to the west and a group of 3 houses at Red Carr to the east. The drawing shows a bellmouth access meeting the A91 at right angles. The carriageway width of the access would be 5.5 metres with 2.0 metre wide footways returning around the entrance radii into the site on either side of the access. The drawing only shows a short section of the internal road routed in a north westerly direction which is expected to be extended towards the location of the dwellinghouse which has the benefit of planning permission in the north western part of the site.

There is hedgerow planting along the site frontage including some gaps, one of which would be in the vicinity of the proposed access point. The frontage to the A91 extends to about 90 metres.

**2. Summary of Consultation Responses**

Roads and Transportation object in principle to the proposed establishment of an access onto the A91 at this location to serve the residential development. They have highlighted the following points in their response;

- i) The A91 is an A Class inter-urban primary distributor road and is derestricted fronting the application site. The national speed limit (60mph) commences some 100m to the west of the access for vehicles travelling eastbound and some 600m to the east for vehicles travelling westbound as they leave Menstrie. Eastbound drivers entering the national speed limit about 100m west of the site are likely to accelerate as they pass the site frontage and may take the opportunity to overtake given the long straight stretch of road.
- ii) The introduction of additional slowing, stopping and turning traffic movements associated with the access would be inherently unsafe.
- iii) The area is predominantly rural in character and is unlikely to change in the foreseeable future. It is this character that requires the stretch of A91

fronting the site to be subject to the national speed limit. It is not considered justifiable to alter what is considered to be the appropriate speed limit to accommodate a house on the site.

- iv) It is considered that the resultant increase in risk to road safety and accident potential would not be adequately mitigated by the measures proposed as part of the application, including the lowering of the speed limit
- v) The road accident history recorded by the Council on the section of the A91 between the Council boundary and a point 400m east of the properties at Red Carr, there have been 24 recorded injury accidents since 1981. This consisted of 1 fatal (2011), 4 serious and 19 slight accidents.
- vi) While some of the Council's classified rural roads have recently had their speed limits reduced, these were introduced on sections of road where Roads were satisfied that such restrictions were appropriate given the character of the road and were required to create safer environment for increased pedestrian and cyclist uses associated with the pandemic. Speed restrictions have also been temporarily introduced in some instances in response to requests to the Council associated with short term HGV haulage requirements.
- vii) The Roads Service has consistently objected to proposals for a new access onto the A91 at this location.
- viii) It is also a significant concerns that any approval in this case would set an undesirable precedent for similar such applications for new houses to be accessed from derestricted sections of rural roads.

Comment – *the road safety issues are discussed in Sections 5 and 8 below.*

### 3. Neighbour Notification and Publicity

Number Of Neighbours Notified

4

Number of Objections

0

Number of Other Representations

1

### 4. Summary of Representation(s)

A representation was received from Mr R McCullagh, Red Carr Coach House, Menstrie. He advises that he neither objects nor supports the application. The issues raised can be summarised as follows;

- The location plan submitted with the application (ref 21-55AF1121-1) does not show the location of the mutual boundary with their property. This issue was previously reported to the Council on 10/3/22.
- He broadly welcomes the concept of reducing maximum speeds on the A91 between Menstrie and the Council boundary and agrees with the arguments for that reduction put forward by the applicant
- The felling of any trees within the application site to meet junction visibility requirements or any future felling could impact on their residential amenity due to loss of visual privacy from a new house or from the road, a loss of attenuation of traffic noise on their property, an increased risk on windfall

trees within their property, and a loss of wildlife habitat, including on red squirrels and bats.

Comment - *the information on the location plan is considered sufficient to identify the site and the location of the proposed development which comprises a bellmouth access in the south eastern part of the site. The information submitted in support of the proposed access design indicates that no or very few trees or vegetation would need to be felled to achieve the visibility splay towards the east of the proposed access. Consequently the likely impact of any removal on the amenity or privacy of the neighbour, or on any wildlife is considered to be small and not significant in planning terms. The application is for a proposed access and it would not be reasonable or justifiable to try to regulate any future works to remove trees within the site unrelated to the formation of the access.*

## **5. Summary of Supplementary Statements**

A Supporting Statement was submitted which can be summarised as follows;

- The access is required to enable the applicant to complete the construction of and occupation of a dwellinghouse on the site which was originally granted planning permission in 1989. The planning authority has recently confirmed through the granting of a Certificate of Lawfulness of Existing Use or Development (ref 21/00202/CLEUD) that the completion of the house would be lawful. The access is necessary to serve an existing house. Comment – *the planning permissions for a house on the site were granted on the basis that vehicular access to the site would be via the access which served Blairlogie House Hotel which is now a domestic property and not a direct access from the site onto the A91. The Certificate of Lawfulness does not confer any presumption in favour of creating an access to the house from the A91, only to confirm the lawfulness of the permission which was granted around 30 years ago.*
- An Access Statement prepared by a transport consultant has been submitted in support. The applicant would be willing to fund the cost of any Traffic Regulation Order process to reduce the national speed limit on the A91.
- Although planning permission has previously been refused for an access to the site from the A91, there have been significant changes to planning policy, road safety and the local environment, since this was last considered some 17 years ago. This includes the widening of the footway along on the north side of the A91 including the site frontage to encourage its use as an active travel route. Comment – *as discussed in Section 8 below, the Service consider that there have not been significant material changes to the planning merits of a direct access from the A91 since the last application for such a development was refused permission. While the widening of the footway has improved the standard of infrastructure to accommodate active travel trips to and from the site, this factor would not outweigh the road safety concerns. The footway is also likely to have a much higher number of users since the last application was refused given it is part of the Hillfoots Diamond Jubilee Way.*

- The circumstances at the site are considered to be unique in that while the completion of the previously approved house on the site would be lawful, there would not be any frontage access. The authority should review the circumstances afresh. The applicant has invested time and effort to propose solutions to issues previously identified. Comment – *the Certificate of Lawfulness only confirms the lawfulness of the planning permission which was granted on the basis of vehicular access from the same access which serves Blairlogie House and meets the A91 west of the site. A direct access from the A91 was not sought at that time and there is no evidence such an arrangement would have been granted if it had. Four previous applications to establish a permanent permission for a direct access close to the current proposed access have been refused by the Council, and a subsequent appeal against one refusal was dismissed by Scottish Ministers.*
- Advice was obtained from the Council’s Roads Service prior to the submission of the application. They advised that; there was no proposal to reduce the current speed limits on the A91 next to the site as the road environment should dictate where limits are placed and the current National Speed Limit is considered to be appropriate; and even if the limit was reduced this would make little difference to the accident potential that exists. Comment – *this serves to demonstrate the advice from Roads has been consistent and the applicant was made aware of the likely concerns before they decided to submit an application.*
- The Roads Service has an “in principle” objection to the proposed access onto the A91 at this location mainly due to the risk associated with conflict from accelerating and slowing / stopped traffic. Their position would not change even if the access was in full compliance with DRMB standards or regardless of the likely volume of traffic. However, this principled opposition did not extend to the creation of a temporary access granted permission in 1989 (ref C/89/389). The approval demonstrates a pragmatic approach by the planning authority. Comment – *the advice from Roads is a material planning consideration. The permission was only granted for a temporary period at that time since it was considered safer for construction related vehicles to access direct from the A91 rather than use the access at Blairlogie House and also travel through the curtilage of the premises. The permission required the removal of the access when the permission expired. The decision is not considered to add weight to allowing a permanent direct access onto the A91.*
- Roads also did not oppose the access to serve the houses at Red Carr granted in 2014 and renewed in 2022 (ref 21/00230/FULL). This access is to replace a substandard access and demonstrates a pragmatic approach being taken. Furthermore the standard of visibility specified was 2.4 m by 160 m which is less than the standard for the National Speed Limit which is 2.4 m by 215 m which Roads would ordinarily require. This suggests the Roads and Planning authorities accept that vehicle speeds next to the site are significantly lower than 60 mph and hence justifies the lower visibility distance related to a 50 mph speed. There is also no evidence that the existing sub standard access serving Red Carr has ever led to the vehicle conflicts which Roads highlight in its advice on the application for a new access to the site

(application 04/00272/FULL) which was refused. Comment – *the application at Red Carr is considered to be materially different to this application as it related to the replacement of an established access rather than the creation of a new access where the National Speed Limit applied. The proposal would upgrade the design standards of the existing access. The acceptance of a visibility distance standard of 160m for this access rather than 215m reflected the circumstances of the case and should not be interpreted as meaning the Roads Service accept that the design speed for this section of road should be lower than 60 mph.*

- The risk to vehicles travelling east from slow and turning vehicles into the site is not significant given the likely type and frequency of trips associated with use as a house and the evidence presented by the consultant.
- The access if approved would not set an undesirable precedent given the unique circumstances relating to the site.
- The Planning Committee previously decided to extend the 40mph limit on another part of the A91 to include the access point when it granted permission for the development of a garden centre notwithstanding the advice from Roads that there was insufficient evidence to justify the change. The speed limit at the access was 60 mph. Comment – *this was a decision taken by the Planning Committee and did not accord with the advice provided by Roads at that time. While it may demonstrate that a decision can be made contrary to Roads advice, there could have been materially different circumstances to the current application. For example, a garden centre development would generate significantly more vehicle trips than a single house development and also include commercial vehicles including HGVs. The application also related to a site where a direct access onto the A91 already existed.*

Access Statement by Dougal Baillie Associates dated Feb 2022 which can be summarised as follows;

- the junction location is considered to be optimised within the site frontage to maximise the achievable visibility splays. Comment – *this may be the case but does not satisfactorily mitigate the road safety concerns.*
- it is assumed the number of vehicle trips generated by a house on the site would be about 3 in and 3 out per day.
- acknowledges the standard of visibility defined by the Design Manual for Roads and Bridges (DMRB) for such an access onto the derestricted section of the A91 is 2.4m by 215m in both directions. Comment – *this visibility distance also applies to the site stopping distance required for drivers approaching the access where a vehicle may be stopped or turning in our out.*
- a site visit by the consultant has established that the maximum achievable visibility splay to the west of the proposed access is 2.4m by 150m although they advise that vehicles approaching from the west could see the proposed site access 160m from the access so vehicles should be in view. The 2.4m by 215m splay can be achieved to the east within land controlled by the

- applicant or within the public road boundary. Comment – *this confirms that the visibility distance to the west of the access and the corresponding Site Stopping Distance would not meet the minimum standard required by the Design Manual for an access onto the road.*
- a speed survey was undertaken at the location in 2019 and 2021. The results from 2021 indicate that vehicle speeds in both directions passing the site are lower than the national speed limit (60mph) and the 85<sup>th</sup> percentile speed is just under 50 mph. If that speed was adopted as the design speed of the A91 than the required visibility distance would be 2.4m by 160m. Comment – *Roads have considered this point but have reiterated that the National Speed Limit remains the correct limit to be set and the evidence presented would not persuade them to alter this opinion given the character of the section of road.*
  - if a visibility distance of 160 was accepted, achieving 150m would still represent a good level of visibility for a single house development. Comment – *150m would still be below the minimum visibility and Site Stopping Distance required by the Design Manual and given the road is subject to the National Speed Limit, this level of visibility is not considered to be acceptable in the interests of road safety.*
  - consideration could be given to changing the speed limit across the site frontage to 40mph. The speed limit has recently been changed to 30mph through Blairlogie and it returns to 40mph for approximately 150m before reverting to the national speed limit some 70 m west of the proposed site access. A 40 mph limit has been extended to the west of Blairlogie. Changing the speed limit on this section of road has been accepted in the past and sets a precedent for measures to improve road safety. Extending the 40 mph limit some 160 m further west would reduce vehicle speeds in both directions part the proposed access as well as the existing access which serves the houses at Red Carr. The access to the latter is described as being sub standard as it has been designed with a visibility splay is 2.4m by 160m although it was approved by the Council in January 2022. Comment – *Roads have advised that it has no plans to alter and reduce the speed limit at this location given the prevailing character of this long straight stretch of the A91 past the site is likely to remain rural in character and consequently a reduction would not be justified.*
  - If the design speed for the road fronting the site was reduced to 40 mph then the required visibility distance would be only 120 m which would be achievable in both directions at the proposed access location. Comment – *there is no proposal to reduce the speed limit to 40 mph and Roads do not consider that this would be justified or address the underlying reason for its objection on road safety grounds.*
  - there is precedent elsewhere in Clackmannanshire where comparable sections of derestricted road have been reduced to 40mph to improve road safety including at Easter Sheardale on the B9140 and Victoria Terrace near Menstrie. Comment – *Roads have explained why it does not consider that the examples highlighted have created a precedent as discussed in Section 2 vi) above.*

- an assessment of the available accident data in the vicinity of the proposed junction identified 2 accidents, one of which included a fatality. However, in both cases they occurred away from a junction and there was no carriageway hazard identified. It argues that neither accident was influenced by development access onto the A91 and the accident history is not considered to be worsened by the inclusion of the proposed access. Comment – *Roads have commented on the accident history on the A91 near the site in Section 2 v) above. This indicates that there have been accidents, including a fatality, on this section of road and this information is not considered to help justify an additional access point to serve a house on the site but would in fact increase the risk to road safety.*

## **6. Summary of Section 75 Planning Obligations.**

- Planning Permission for a house on the site was granted on 06/12/1989 (app ref: C/88/225), subject to conditions and a Section 50 Agreement restricting occupation of the house to person/s involved in management of the adjoining Blairlogie House Hotel and that it could not be sold separately from the hotel. The house would share the existing vehicle access to the hotel, from the west of the site. In 1995, a Minute of Variation of the S50 was approved which removed the occupancy clause on the original Agreement and allowed the partially constructed house on the site to be sold or disposed of as the applicant saw fit. It also added a clause that prohibited erection of any other private dwellinghouses in the hotel grounds. The Agreement does not regulate the access arrangements related to the permission.

## **7. Site History/Background**

- The application site and proposed development have a long planning history dating back to 1988 when the original planning permission for a detached house on land within the curtilage of what was then the Blairlogie House Hotel. The key elements are considered to be;
- The planning applications for the house were submitted and granted on the basis that vehicular access to the house would be taken from the A91 using the access that already served Blairlogie House Hotel at that time.
- A temporary permission was granted in 1990 for a 12 month period to allow an access from the A91 to service the construction of the house.
- The house was not completed and only substantial foundations and underbuilding were completed.
- A Section 50 Agreement was varied to remove the occupancy restriction on the house and restrict any additional residential units but did not regulate the access arrangements
- Planning permission for the change of use of Blairlogie House Hotel to a Dwellinghouse was obtained in 1999 by the owner of the site at the time. No change to the access arrangements for the proposed house was requested or approved as part of the application.
- 4 applications were submitted between 1994 and 2004 to try to form direct vehicular access from the house plot to the A91 which were all refused on the

- grounds that it would not be in the interests of road safety. A subsequent appeal to Scottish Ministers against one of the decisions was dismissed.
- The current application is from the latest owner of the site and has been submitted following receipt of pre application advice from the Planning and Roads Service`s which included reference to the road safety issues associated with the proposed access.

#### Applications for House Plot

- 21/00202/CLEUD – Use of Land as a House Plot for 1 No dwelling at Blairlogie House, Menstrie – Certificate approved on 24/9/21 with no conditions
- C/88/225/01 – Erection of Dwellinghouse – Amended House Type – Approved 30/01/1991
- 89/00192/DD – Installation of Sewage Treatment Plant (to serve new house) - Approved 17/01/90
- C/88/225 – Erection of Dwellinghouse – Approved 06/12/1989 (subject to conditions and Section 50 occupancy restriction). Occupancy restriction subsequently lifted by Variation of Agreement in 1995.

#### Applications for Access From A91

- 04/00372/FULL – Formation of Vehicle Access – Refused 13/01/2005
- 01/00134/FULL – Formation of Vehicle Access to a Partially Built House – Refused 01/08/01
- C/95/251 – Formation of Vehicle Access - Refused 06/12/95 and Appeal Dismissed
- C/94/297 – Formation of Vehicular Access at A91 – Refused 25/1/95
- C/89/389 – Formation of Temporary Vehicular Access – Approved 17/1/90 subject to a condition granting permission for 1 year only after which the access shall be removed. The reason for the condition was “*To retain planning control of the land and to ensure that the land is reinstated at an early date, in the general interests of the appearance and amenity of the locality and road safety*”.
- C/99/250 – Change of Use of Hotel to House, Blairlogie House Hotel – approved 05/11/1999 with no conditions.

## **8. Planning Assessment**

### **(a) Development Plan Position**

The site is located within countryside and part of the Ochils Special Landscape Area as defined by the adopted Clackmannanshire LDP.

### **(i) Policies**

- SC8 (Domestic Developments)
- SC12 (Development Proposals - Access and Transport Requirements)
- SC23 (Development in the Countryside – General Principles)
- EA4 (Landscape Quality)

Policy SC12 states that development should be capable of being safely and conveniently accessed by a choice of travel modes. Policy SC23 states that development in the countryside will only be supported where the applicant has demonstrated that the proposed site meets the criteria set out in the policy text. One of the criteria is;

- *the availability and adequacy of access arrangements, site services and infrastructure.*

Having reviewed the information submitted by the applicant and the associated advice from the Councils Roads Service, as summarised in Sections 2 and 5 above, it is concluded that the proposed access onto the A91 would have a significant adverse impact on the existing standards of road safety and therefore the development would not be in the interests of road safety. The supporting information and proposed mitigation measures are not considered to demonstrate that the increased risk to road safety could be justifiably or effectively mitigated to an acceptable degree. The proposal is not considered to satisfy the requirements of Policy SC12 or the criterion relating to road safety in Policy SC23.

While road safety is considered to be the key determining issue of the application, the potential impact of the new access on visual amenity and the landscape character of the site also need to be considered having regard to the provisions of Policies SC8, SC23 and EA4.

Policy SC8 states that domestic developments should not detrimentally affect the character or appearance of the site or surrounding area by reason of its siting, design or scale. Policy SC 23 also states that proposals must be acceptable in their scale, nature and design qualities, and respect the character of the site and enhance the visual amenity and distinctive landscape character of the area. Policy EA4 sets a framework for the protection and enhancement of the quality and distinctive character of Clackmannanshire's landscape. The Policy states that within Special Landscape Areas, development will only be supported where the special landscape character would not be significantly adversely affected and one of the two locational justifications would be met.

The formation of an access based on the specification submitted with the application, together with the formation and maintenance of the visibility splays would alter the existing character and appearance of the site, which is wooded and appears undeveloped. However, on balance, the nature and scale of these works are not considered on their own to be sufficiently adverse to justify withholding permission having regard to the following factors;

- i) there is an extant permission to develop a house at the site which if completed would also impact on the existing appearance and character of the area.
- ii) if an access were to be approved, there would be scope to make it conditional on hedge and/or shrub planting being provided within the

site across its frontage behind any visibility splays to compensate for any vegetation removed to accommodate the development.

- iii) it would be possible to regulate the design and appearance of the access and any associated works to ensure it complemented the established countryside character of the site.

It is concluded that the application would be contrary to Policy SC12 and Policy SC23 on the grounds of road safety. The application is not considered to fully accord with the provisions of the adopted Clackmannanshire LDP.

**(ii) Proposals**

- N/A

**(iii) Supplementary Guidance**

- Supplementary Guidance No.10 - Domestic Developments.

**(b) Other Material Considerations**

- The applicant has argued that there have been changes in circumstances since the refusals for previous applications for direct access from the site onto the A91, the last being submitted in 2004. These reasons are highlighted and discussed in Sections 5 and 8 a) above. However, the reasons, including;
  - i) That the access is required to provide access for the development of a house on the site, for which a Certificate of Lawfulness has recently been granted. This provides an opportunity to consider the issue of access afresh,
  - ii) The effect of the improvements to the road infrastructure in the area, including the widening of the footway along the north side of the A91.
  - iii) The possible precedents to support an access, including permission for a temporary access granted in 1990, the approval of a replacement access to serve the 3 neighbouring houses at Red Carr, and reductions in the National Speed Limit on sections of rural roads elsewhere in Clackmannanshire,
  - iv) The scenarios identified by the traffic consultant to justify an access including a reduction in the visibility distance required at the access or a reduction in the National Speed Limit in front of the site and the weight to be attached to the accident history on this section of road,

are not considered, either individually or collectively, to outweigh the concerns about road safety set out in the comprehensive advice from Roads and Transportation. It is considered that there is no justifiable basis for change in the access arrangements as the potential harm to road safety could not be satisfactorily mitigated.

- The application is for the formation of a new access. The status and scope of the previous, historic planning permissions for a single house

on part of the site have not changed since they were approved. However, following the sale of the site the owner no longer has control to implement the approved access arrangements. These circumstances however are not considered to outweigh the concerns over road safety associated with the establishment of a direct access. This position is well documented and has been consistently referred to by the Council in responding to enquiries relating to the site over a long period of time.

- Roads and Transportation object to the application.
- A representation has been received from a neighbouring resident. The issues do not alter the recommendation of the application.
- It is considered that there are no other material considerations which would outweigh the development plan position and advice from the Roads Service and justify approval of planning permission.

## 9. Recommendation

Approve	<input type="checkbox"/>	Approve with Conditions (see below)	<input type="checkbox"/>
Refusal (see below)	<input checked="" type="checkbox"/>	Referral to Historic Scotland	<input type="checkbox"/>

## Reasons for Refusal

1. The development would not be in the interests of road safety as it would result in increased slow moving, turning or stopped traffic on a derestricted section of the A91 which is an A Class inter-urban primary distributor road. Furthermore, the standard of visibility at the access and driver stopping distance to and from the west respectively, would not satisfy the relevant design standards set out in the DRMB for an access of this type in these road conditions. Consequently, the inadequate standard of the proposed access would be contrary to Policy SC12 (Development Proposals – Access and Transport Requirements) and the requirements of Policy SC23 (Development in the Countryside – General Principles) of the adopted Clackmannanshire LDP.
2. It is concluded that the proposed mitigation measures presented by the applicant, would not satisfactorily address or outweigh the road safety concerns, having regard to;
  - i) the prevailing character of the A91 at this location, reflected by the rural environment and long straight section of carriageway, which would justify the National Speed Limit,
  - ii) the road is a high volume A Class road,

- iii) the sub standard of visibility and Site Stopping Distance which could be achieved on the west side of the proposed access based on the requirements of the DMRB.
  - iv) the accident history relating to the section of the A91 in the vicinity of the site.
  - v) the granting of a Certificate of Lawfulness for the Site for Use of Land as a House Plot for 1 No Dwelling does not materially affect the planning history of the site where proposals for a direct access from the house to the A91 has consistently been refused permission.
3. Approval of the proposed access would set an undesirable precedent for similar proposals on derestricted sections of such roads to the detriment of road and pedestrian safety.

**Plan Numbers Relating to the Decision**

<u>Plan No</u>	<u>Title</u>
2155AF1121-1	Location Plan
19172-SK- 05b	Site Location Plan With Speed Change Locations
19172-SK-10	Proposed Optimised Access Location With Visibility Splays Based on Surveyed 85 <sup>th</sup> percentile speeds

**10. Checklist**

The application involves development of land in which the Council has an interest	<input type="checkbox"/>
The list of owners/occupiers of neighbouring land has been verified during the site visit and appears to be correct	<input checked="" type="checkbox"/>
The charge for advertising this application has been paid or is not required	<input checked="" type="checkbox"/>
Any publicity period has expired	<input checked="" type="checkbox"/>
The recommendation requires authorisation by the following Appointed Officers:	
Development Quality Team Leader	<input checked="" type="checkbox"/>
Development Services Manager	<input type="checkbox"/>
The recommendation/decision has secured added value which is recorded in Uniform	<input type="checkbox"/>
Two complete sets of plans to be approved are attached, or identified from the electronic file	<input checked="" type="checkbox"/>



## APPENDIX 7

### STATEMENT IN SUPPORT OF PLANNING APPLICATION

#### PROPOSED ACCESS TO SINGLE DWELLINGHOUSE FROM THE A91

#### SITE EAST OF BLAIRLOGIE HOUSE, BLAIRLOGIE AND WEST OF REDCARR LODGE, MENSTRIE

### 1.0 INTRODUCTION

1.1 This statement is in support of the planning application by Mr C. Gowans for the construction of a vehicular and pedestrian access to a single dwellinghouse on the north side of the A91 Stirling to St Andrews road at the location shown on Plan 19172-SK-10, within the DBA Access Statement, accompanying the application.

1.2 The access is required to enable the applicant to complete the construction of, and occupy as a family home, the dwellinghouse, originally granted planning permission in 1989(C/88/225) with an amended permission granted in 1991 (C/88/225/1). The Planning Authority has confirmed, through the grant of a Certificate of Lawfulness of Existing Use or Development (21/00202/CLEUD), that the completion of said dwellinghouse, within the area of land identified on Plan 19172-SK-10, would be lawful.

1.3 To support the application the applicant also commissioned Dougal Baillie Associates (DBA) to prepare a full Access Statement setting out traffic survey and technical data demonstrating that actual traffic speeds are significantly lower than the National Speed Limit at this location as a result of lowered speed limits in Blairlogie. The Access Statement demonstrates that an access can be designed and located within the site boundaries at a point where visibility is very good although slightly short of the relevant guidance requirements. (Appendix 1)

1.4 Should the Council not be prepared to approve the access on this basis, the Access Statement goes on to demonstrate that the proposal fully complies with all relevant guidance and requirements, following the Design Manual for Roads and Bridges, if the speed limit on the A91 at this location was reduced from 60 to 40 mph. If the Council considers this option to be preferable the applicant commits to promoting and funding a Traffic Regulation Order (TRO) to achieve the necessary speed reduction and would accept a condition to this effect.

1.5 The site has an extensive planning history and the Planning Authority has previously resisted access proposals at this location. However, there have been significant changes, in terms of planning policy, approaches to road safety and in the local environment since the matter of an access to this site was last considered some 17 years ago. The confirmation by the Planning Authority that the completion of the dwellinghouse would be lawful, but where that development does not have a frontage access, is a unique, and perhaps unprecedented, situation. The unique and exceptional nature of this case should enable the Planning Authority to consider this proposal with fresh eyes. The applicant has considered very carefully all of the issues and invested significant time and effort in order to come forward with practical proposals and innovative solutions to the problems

previously identified. This statement sets out why the Planning Authority should grant planning permission, and, if it considers it necessary, agree to a TRO reducing the speed limit on the A91 at this location, in this unique and exceptional case.

## 2.0 LOCATION AND HISTORY

2.1 The site extends to approximately 0.44ha, and lies between the substantial dwellinghouse, Blairlogie House, to the west and the access to three houses, Red Carr Lodge, Red Carr Cottage and Red Carr House, to the east. The site lies within woodland on the lower slopes of Dumyat Hill which rises steeply to the north. The site has an extensive frontage to the A91 Stirling to St. Andrews road measuring some 89 metres. Plan 19172-SK-10 within the DBA Access Statement, Appendix 1, shows the location and boundaries of the site.

2.2 Some of the planning history of the site is described in the Report of Handling for application 21/00202/CLUED therefore need not be repeated in full here. As a result of that application the Planning Authority has confirmed that the completion of the dwelling house granted planning permission in 1991 (Ref. C/88/225/1) would be lawful.

2.3 With respect to the formation of an access to the site the relevant planning application history is as follows:-

\* C/89/389 Temporary Access for one year to enable construction of dwellinghouse – Approved 17<sup>th</sup> January 1990

\* C/94/297 (Portal No. 94/00318) – Formation of access. Refused 25<sup>th</sup> January 1995

\* C/95/251 (Portal No. 95/00130) – Formation of access. Refused 6<sup>th</sup> December 1995. Appeal (PPA-150-2) Dismissed 17<sup>th</sup> October 1996.

\* 01/00134 – Formation of access. Refused 3<sup>rd</sup> August 2001 (No documents available on the Portal)

\* 04/00372 – Formation of access. Refused 13<sup>th</sup> January 2005 (No decision notice available on the Portal)

2.4 The comments of the Roads and Transportation Service (RTS) from November 2004, in response to planning application 04/00372, appear to encapsulate the reasoning behind their resistance to a new access to serve the dwellinghouse on the site. (Appendix 2)

2.5 In e-mail correspondence with the Council's RTS in April 2021, as part of a Pre-application Enquiry, it was confirmed by them that; "our in principle position objecting to the proposals (for an access) is unlikely to change". In response to the suggestion that the speed limit could be reduced from 60mph to 40 mph, both in the interests of general road safety and to enable the construction of an access which met the necessary design and visibility standards, the RTS said; "I am not aware of any proposals for the current speed limits in this vicinity to be altered. The road environment should dictate where limits are placed and this has been done correctly in this case in my view so any change would not be appropriate. Indeed any change, if that were to happen for any reason, would make little difference to the accident potential that exists here."

2.6 This Supporting Planning Statement therefore seeks to address all of those concerns directly and to highlight other significant material considerations that should be fully taken into account.

### 3.0 THE CASE FOR GRANTING PLANNING PERMISSION

3.1 Notwithstanding the RTS's most recent comments there have been significant changes in policy, approaches to road safety and in the local and wider environment, that constitute important material considerations in determining this planning application. Given that the Planning Authority has confirmed, with the granting of the Lawful Development Certificate (21/00202), that the completion of the dwellinghouse granted permission in 1991 would be lawful, there is an opportunity to consider the issue of access afresh in the context of all of the changes that have taken place over the last 17 years and with the detailed information contained within the DBA Access Statement (Appendix 1).

3.2 A significant change in the local physical road environment that has occurred in the past 17 years is the implementation of works to widen and improve the footway on the north side of the A91 between Menstrie and Blairlogie. This work was done some years ago, as part of Proposal T25 in the Local Development Plan, to promote the 'Hillfoots Diamond Jubilee Way' as an 'Active Travel Route'.

The RTS as recently as April 2021 confirmed this:-

"I note from our LDP Action Programme document, page 7, that T25 is noted a cycle infrastructure improvement to improve the active travel route from "Menstrie westwards to the council boundary". The footway on the north side of the A91 was widened several years ago to provide a multi- user route here. T25 relates to this"

This work was clearly done to improve the safety of vulnerable road users on this popular route and encourage the use of the footway between Menstrie and Blairlogie by pedestrians and cyclists. As such this directly addresses the concerns of the RTS (numbered point 3 on the planning application response dated 24<sup>th</sup> November 2004, (Appendix 2)).

3.3 Given that the publicly stated Council policy is to encourage increased use of the A91 footway route between Menstrie and Blairlogie by cyclists and pedestrians any additional use that may arise as a result of the creation of the proposed access would be insignificant. It would in any case not be the access that might increase use of the footway by pedestrians, or cyclists, but the dwellinghouse which, as the Planning Authority has confirmed, can be lawfully completed and occupied.

3.4 As stated in the recent RTS response to a Pre-Application enquiry, they have an 'in-principle' objection to the formation of an access to serve the approved and partially constructed dwellinghouse. This principled opposition was articulated clearly in numbered point 1 of the RTS consultation response to application 04/00372 (Appendix 2). Notwithstanding the provision of "...ideal visibility at the intended access..." and "regardless of the volume of vehicles actually generated by the development..." the RTS "...consider the principle of creating a new access to serve a dwellinghouse at this derestricted section of the A91 to be inherently unsafe as it will create circumstances where accelerating /slowing traffic will conflict on a regular basis."

This would appear to indicate that, under no circumstances, would the RTS consider a new access to be acceptable at this location, irrespective of its design being in full compliance with DMRB standards and irrespective of the actual or legally enforceable traffic speeds on the A91 at this point.

3.5 However, this principled opposition for the reasons stated did not extend to the creation of a temporary access, granted planning permission for one year to allow the construction of the dwellinghouse (C/89/389). Such an access was permitted without restrictions on use and without any measures to reduce speeds on the derestricted section of the A91. The frequency of use and the time period over which it was used are not known however it is safe to assume that the type of traffic that did use it would have been large and slow moving. There is clear evidence that the access was used, because the dwellinghouse is partially constructed, but there is no evidence that this access caused any road safety issues while in use. This demonstrates that a pragmatic approach was taken by the Council, as Planning Authority, to deal with the issue.

3.6 Opposition to the creation of new accesses on the north side of the A91 also did not extend to the access granted planning permission in 2014 to serve Red Carr House, Red Carr Lodge and Red Carr Cottage, (14/00116) which was renewed as recently as January 2022 (21/00230). This new access is of course to replace an existing substandard access serving three dwellinghouses therefore the, theoretical, net gain in road safety terms, led to a more pragmatic approach by the RTS and, ultimately, by the Council as Planning Authority. It should be noted that there is no evidence that use of the existing, substandard, access serving the three houses at Red Carr has ever led to the kind of vehicular conflicts referred to in the RTS comments on planning application 04/00372. Further evidence of the pragmatic approach applied in this instance by the Planning Authority is the fact that the standard of visibility splay specified for the proposed new access at Red Carr (2.4m x 160m) is less than would ordinarily be considered acceptable for a road where the National Speed Limit (NSL) applies (2.4m x 215m). It would appear therefore that the RTS and the Planning Authority have accepted that the speed of vehicles on this road is normally significantly lower than the posted 60mph speed limit. The actual speed survey data in the DBA Report confirms this to be a correct judgement.

3.7 It is therefore clear that, under certain circumstances, and using its good judgement, the Planning Authority can be pragmatic and reasonable when dealing with the issue of access on to the A91 at this location.

3.8 In Point 1 of the RTS response to application 04/00372 a traffic scenario is described to justify opposition to a new access. It describes the potential conflict between accelerating vehicles travelling east from Blairlogie and vehicles slowing and turning into the proposed access. The DBA Report (Appendix 1) contains data from two extensive traffic speed surveys taken in the vicinity of the proposed access, one in 2019 and more recently in 2021. The latter data was gathered to establish whether or not the new 30mph speed restriction through Blairlogie, introduced by Stirling Council in 2021, had made any difference to the average speed of vehicles travelling both east and west. As can be seen from the data there has been a significant reduction in the speed of vehicles travelling east from Blairlogie. This fact, plus the fact that the number of times the access to this single family dwellinghouse would be used per day would be very low, means that the chances of the scenario described by RTS occurring would also be very low. Furthermore, if the speed limit was to be reduced from 60 to 40, and the visibility at the new access was in accordance with the

appropriate standards, then the chances of the scenario described occurring would be even more remote. It therefore cannot be said that the access proposals now before the Council are “inherently unsafe”.

3.9. Although the RTS refer, in numbered point 2 of their response to application 04/00372, (Appendix 2) to the creation of a precedent, the Council, as Planning Authority, have to determine each application on its own merits having regard to the Development Plan and any other material consideration. It is quite clear that there are other, significant, material considerations that must be taken into account, as outlined in this Statement, and that the circumstances of this case are unique and could not be repeated elsewhere. Because of these unique and exceptional circumstances approval of this access proposal would not create a precedent.

3.10 Point 4 in the RTS comments on application 04/00372 refer to a desirable standard that should be achieved for all accesses. It is clear, however, that, in the cases cited above, that standard was not applied. This was for very practical and pragmatic reasons and therefore considered justifiable. It is contended that the same pragmatic and reasonable approach could be applied in this case, especially as the applicant has tried very hard to design and locate the proposed access in accordance with all of the relevant DMRB standards and has offered to go further with regard to sponsoring a TRO to reduce the speed limit on the A91 from 60mph to 40 mph.

3.11 As referred to in paragraph 3.6 the Council has accepted, in granting planning permission for a new access at Red Carr, a standard of visibility splay which is less than would ordinarily be considered acceptable on a road where the NSL applies. (2.4m x 160m as opposed to 2.4m x 215m). It would appear that the Council accepts that the actual speed of traffic on this road is less than 50 mph. The DBA Report which sets out actual traffic speed survey data, demonstrates that this is a correct judgement.

3.12 The proposed access has been designed and sited in the optimum position on the site frontage to allow for maximum visibility in order to be as fully in accordance with the relevant DMRB standards as possible. As can be seen from Drawing 19172-SK-10 whilst visibility to the east is very good, visibility to the west falls short of the guidance by only 10 metres. Although slightly short of the guidance, the photographs in the Report show that very good visibility can be achieved to the west.

3.13 If however the Council considers that, in the general interests of the safety of all road users, the speed limit should be reduced to 40 mph on the A91 at this point it is clear from the DBA Access Statement that the visibility achievable at the proposed access would be fully compliant with the requirements of the DMRB (2.4m x120m). The DBA Report (Appendix 1) concludes that, with a reduction of the speed limit on the A91 from 60mph to 40mph, between Blairlogie, adjacent to the site, and to a point east of the proposed new access to the three houses at Red Carr, the required visibility splays can be achieved, either on land controlled by the owner of the site, or within the boundary of the roadway. In addition, the reduction in speeds on this part of the A91 would mean a significant reduction in the hypothetical risks posed by unexpected turning movements into and out of the site. These two aspects were the principal reasons for the opposition to the formation of a new access at this point. An additional advantage of the proposal to reduce the speed limit as described would be the inclusion within it of the existing substandard access and the proposed replacement access serving Red Carr House, Red Carr Lodge and Red Carr Cottage. Extending the 40

mph limit to include this access would clearly benefit road safety as it would reduce the risks posed, in terms of unexpected turning movements, at this access which serves three houses.

3.14 The reduction of the speed limit in the manner described would seem to fit well with the Councils overall road safety strategy in respect of speed reduction on roads where risks are considered to be greater, especially to other road users such as cyclists and pedestrians. As the DBA Report sets out, across Clackmannanshire a number of Traffic Regulation Orders (TRO) have been enacted introducing reductions in speed limits from 60 to 40 mph, eg. A907, Alloa – Cambus. In addition the Council has recently introduced a new permanent 40mph speed limit at Easter Sheardale on the B9140. There is also a 40 mph speed limit to the east of Menstrie on the A91 as far east as Victoria Terrace.

3.15 A reduction in the speed limit from 60mph to 40mph would not only enable formation of an appropriate access, designed and built in accordance with all of the expected standards, as shown in the DBA Report, but it would also contribute significantly to an improvement in road safety at this point on the A91. This is especially significant given the increased usage of the A91 between Menstrie and Blairlogie by cyclists and pedestrians. This overall public benefit would fit well with the aims and objectives of not only the Councils Road Safety and Transportation Strategies but also the Councils Local Development Plan policies and proposals in relation to the promotion of Active Travel, particularly Proposal T25. In this respect, works were completed to widen the footpath along the north side of the A91 a few years ago and Proposal T25 is shown as 'Complete' in terms of the LDP. However, the policies to promote and encourage Active Travel endure and a reduction in the speed limit as described would be a further contribution to the Plan's objectives in this regard. It would also contribute positively to the promotion of the 'Hillfoots Diamond Jubilee Way' as an Active Travel Route.

3.16 A further example of the Councils desire to see speed limits reduced, in conjunction with development that was seen as desirable, was the decision by the Planning Committee on 25<sup>th</sup> January 2018, on application 17/00198 at Ochil Nursery, Menstrie. Notwithstanding the advice from the Roads and Transportation Service that:-

“there is insufficient evidence to justify changing the 60 mph speed limit on the A91 at the site access by extending the 40 mph speed limit from Victoria Terrace to the site access “

the Committee decided that it would be appropriate, having regard to comments received, to impose conditions requiring the developer to submit details of a scheme to reduce the speed limit to 40mph, amongst other matters.

“The Committee agreed unanimously to approve the application for planning permission subject to the conditions and reasons set out in the report and subject to the inclusion and wording of additional conditions 5(c) and 5(d), in relation to the extension of the 40 mph speed limit and the pedestrian crossing point, being delegated to Planning Officers in consultation with the Council's Roads Service and Legal Service to mitigate potential road safety concerns. Wording of additional conditions 5(c) and 5(d) to be refined to indicate that before the development commences the applicant is required to undertake a road safety audit and to submit details of pedestrian crossing facilities on the A91 for the approval of the Council's Roads Authority. “ (Extract from Minute of Planning Committee 25<sup>th</sup> January 2018.)

The decision notice subsequently issued contains the following condition.

“5. Unless otherwise agreed in writing by the Council as Planning authority, no part of the garden centre hereby approved shall be taken into use before:-

(d) the submission of scale drawings, a written specification and implementation plan by the developer to relocate the existing 40 mph speed limit signs from Victoria Terrace to the east of side of the vehicular access to the site.”

This decision clearly demonstrates that the Council, as Planning Authority, can be pragmatic and reasonable, can consider carefully the particular circumstances of the case and, notwithstanding advice from the RTS, can come to a different view having regard to all other material considerations.

3.17 Given all of the above the principle of reducing the speed limit to 40mph, between Blairlogie and Redcarr, as proposed in the DBA Report, or even further east to the roundabout at the entrance to Menstrie, should be considered reasonable and acceptable. In addition the applicant understands, from speaking to local residents and the local Councillor, that there are concerns about speeding traffic at this location and they have been seeking a reduction in the speed limit. Stirling Council has already implemented, following a campaign by Blairlogie residents, a reduced speed limit through Blairlogie of 30 mph, extended the 40mph limit westwards to Powis Burn and introduced a 50mph limit between there and Manor Powis Roundabout. It should be particularly noted that the extension of the 40 mph limit west from Blairlogie to the Powis Burn has been implemented despite the fact that that length of road is completely straight, well sighted and level and has no junctions or accesses. This demonstrates that a Council, as Roads Authority, can implement speed reduction TRO's where it considers it appropriate to do so having regard to all reasonable material considerations, even where the particular length of road in question would ordinarily be left at the National Speed Limit (NSL). In this context, therefore, the reduction in the speed limit to 40mph between Blairlogie and Menstrie would appear to be something that is not only reasonable, in terms of the overall approach to road safety improvements, but also feasible and desirable to the local community.

#### 4.0 CONCLUSION

4.1 The applicant respects the principled way the RTS has dealt with the issue of access in this location in the past. However, the current proposal has been designed to address every one of the concerns previously raised directly, both in terms of the design and siting of the access itself and the suggestion that the speed limit could be reduced on this stretch of the A91.

4.2 The last thing the applicant would want is to construct an access that created increased risks to himself, his family and visitors and to other road users. This is why he has gone to such lengths to design and site the access in order to maximise visibility in accordance with the standards set out in the DMRB. This, coupled with the proposed speed limit reduction, directly addresses all of the concerns the RTS has had in the past.

4.3 Whilst the views of the RTS on this application are of course an important material consideration, the Planning Authority is duty bound to consider all other material considerations before determining this planning application. These other material considerations are detailed above but can be summarised as follows:-

- \* the existence of an extant planning permission to build a dwellinghouse on the site;
- \* the unique nature of the circumstances that have led to the need for a vehicular access at this location;
- \* the findings of the traffic speed surveys set out in the DBA Report;
- \* the applicants suggestion that , in the interests of general road safety, and in accordance with the objectives of Proposal T25 of the Local Development Plan, and to allow for the creation of visibility splays in accordance with recognised standards, a TRO could be promoted reducing the speed limit to 40mph;
- \* the precedent set by the Planning Authority in respect of Planning Application 17/00198 where, contrary to the RTS advice, it imposed a condition requiring a speed limit reduction on the A91;
- \* the fact that the Council, as Roads Authority , has introduced reduced speed limit TRO's on main roads elsewhere in Clackmannanshire as part of a general strategy to improve road safety for all users but especially for pedestrians and cyclists; and,
- \* the fact that Stirling Council has implemented reductions in speed limits , extending the 40mph limit west of Blairlogie for a considerable distance, where road conditions do not appear to have dictated this.

4.4 In the case of the planning application now before the Planning Authority a pragmatic and reasonable approach is now called for. Instead of looking at the proposal as a 'new access serving a new house' it could be viewed as 'an access which is necessary to serve an existing house and therefore should be designed and sited in the safest way possible'. A shift in perspective like this would enable the RTS to provide appropriate advice to achieve this. A substantial amount of new data has been provided with this application and, as referred to above, the policy and physical environment have changed substantially. This data and these changes, along with an appreciation of the unique and exceptional circumstances of the case, provide a clear justification for the Planning Authority to take a reasonable and pragmatic approach and grant planning permission.

APPENDIX 1 – 'ACCESS STATEMENT – DOUGAL BAILLIE ASSOCIATES -FEBRUARY 2022'

APPENDIX 2 – 'MEMO CONSULTATION RESPONSE DATED 26<sup>TH</sup> NOVEMBER 2004 FROM CLACKS. COUNCIL RTS RE-PLANNING APPLICATION 04/00372'

1<sup>ST</sup> March 2022

**(B9140, EASTER SHEARDALE, DOLLAR)  
(40 MPH SPEED LIMIT) ORDER 2021**

Clackmannanshire Council, in exercise of the powers conferred upon it by Section 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) and all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the said Act, hereby make the following Order:-

- (1) This Order may be cited as "The Clackmannanshire Council (Easter Sheardale, Dollar) (40 mph Speed Limit) Order 2021" and shall come into operation on 19 February 2021.
- (2) The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
- (3) A speed limit of 40 miles per hour is hereby imposed on the lengths of roads specified in the Schedule to this Order and no person shall drive any motor vehicle at a speed exceeding 40 miles per hour on the said lengths of roads.
- (4) The restriction imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made or having effect as if made under the Road Traffic Regulation Act 1984 or by or under any other enactment.

**DATED THIS SECOND DAY OF FEBRAURY, TWO THOUSAND AND TWENTY-ONE**

**Pete Leonard**  
Strategic Director

Clackmannanshire Council, Kilncraigs, ALLOA, FK10 1EB

**THE CLACKMANNANSHIRE COUNCIL  
(B9140, EASTER SHEARDALE, DOLLAR)  
(40 MPH SPEED LIMIT) ORDER 2021**

<b>Schedule</b>	
<b>List of Roads</b>	<b>Sections of road over which a 40 mph speed limit will be applicable.</b>
Easter Sheardale, Dollar	From a point 100 metres west of its junction with Meeks Park Road, Forestmill eastwards for a distance of 365 metres or thereby.

**THE CLACKMANNANSHIRE COUNCIL  
(B9140, EASTER SHEARDALE, DOLLAR)  
(40 MPH SPEED LIMIT) ORDER 2021**

**Statement of Reasons for Making the Order**

The speed restrictions are being amended to ensure that the traffic speeds are limited to a speed compatible with the local environment.

**Pete Leonard**  
Strategic Director

Clackmannanshire Council  
Kilncraigs  
ALLOA  
FK10 1EB

**THE CLACKMANNANSHIRE COUNCIL  
(B9140, EASTER SHEARDALE, DOLLAR)  
(40 MPH SPEED LIMIT) ORDER 2021**

Clackmannanshire Council has made the above named Order under Section 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) on 2 February 2021.

FULL DETAILS of this Order is as published in the Alloa Advertiser on 25 November 2020 which will designate the sections of road as a 40 miles per hour speed limit to ensure that traffic speeds are limited to a speed compatible with the local environment. A copy of the order, together with a copy of the relative plan is available on [www.clacks.gov.uk](http://www.clacks.gov.uk)

Any person wishing to object to the validity of the order or of any provision contained therein on the grounds that it is not within the powers conferred by the aforesaid Act or that if any requirement therein has not been complied with, may within six weeks from 10 February 2021 apply to the Court of Session for this purpose.

**Pete Leonard**  
Strategic Director

Clackmannanshire Council, Kilncraigs, ALLOA, FK10 1EB

<b>Schedule</b>	
<b>List of Roads</b>	<b>Sections of road over which a 40 mph speed limit will be applicable.</b>
Easter Sheardale, Dollar	From a point 100 metres west of its junction with Meeks Park Road, Forestmill eastwards for a distance of 365 metres or thereby.

**THE CLACKMANNANSHIRE COUNCIL (B9140, EASTER SHEARDALE, DOLLAR) (40 MPH SPEED LIMIT) ORDER 2021**

The Council proposes to make the above Order under Section 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 which will designate the sections of road as a 40 MPH speed limit to ensure that traffic speeds are limited to a speed compatible with the local environment. **Schedule – Sections of road over which a 40 MPH Speed limit will be applicable – Easter Sheardale, Dollar** (From a point 100 metres west of its junction with Meeks Park road, Forestmill, eastwards for a distance of 365 metres or thereby). Full details are available on [www.clacks.gov.uk](http://www.clacks.gov.uk), where objectors must state their reasons for objection by 17/12/20.

**THE CLACKMANNANSHIRE COUNCIL (B9140, EASTER SHEARDALE, DOLLAR) (40 MPH SPEED LIMIT) ORDER 2021**

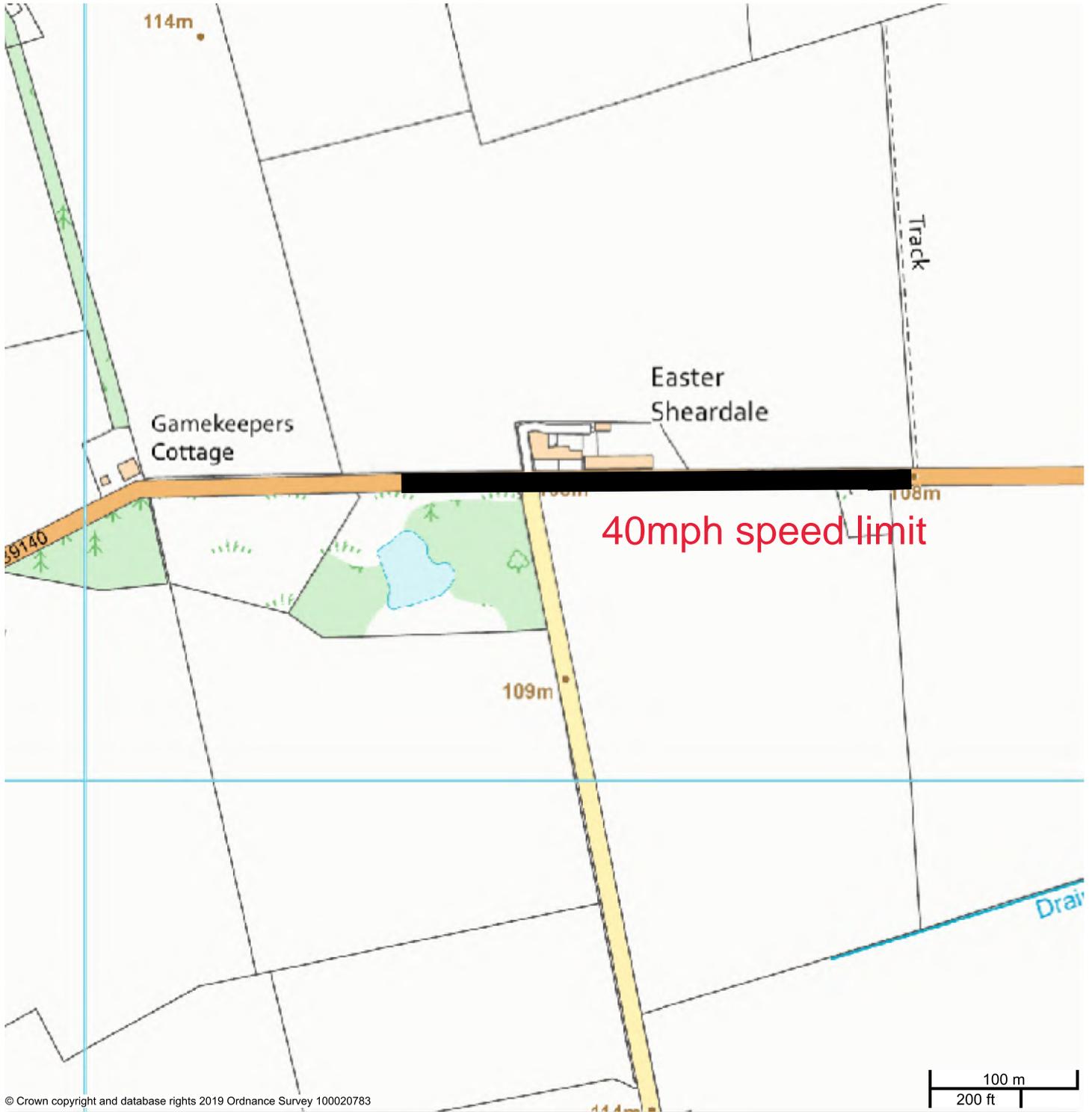
The Council has made the above Order under Section 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 which will designate the sections of road as a 40 MPH speed limit to ensure that traffic speeds are limited to a speed compatible with the local environment. **Schedule – Sections of road over which a 40 MPH Speed limit will be applicable – Easter Sheardale, Dollar** (From a point 100 metres west of its junction with Meeks Park road, Forestmill, eastwards for a distance of 365 metres or thereby). Anyone wishing to question the validity of any of the provisions within this order should write to the Court of Session within six weeks of 10/02/21. Full details are available on [www.clacks.gov.uk](http://www.clacks.gov.uk).

**THE CLACKMANNANSHIRE COUNCIL  
(B9140, EASTER SHEARDALE, DOLLAR)  
(40 MPH SPEED LIMIT) ORDER 2021**

This is the plan referred to in The Clackmannanshire Council (B9140, Easter Sheardale, Dollar) (40 MHP Speed Limit) Order 2020 made by Clackmannanshire Council on 2 February 2021.

**Pete Leonard**  
Strategic Director

Clackmannanshire Council  
Kilncraigs  
ALLOA  
FK10 1EB



TRO2020\_043 40mph Speed Limit at Easter Sheardale

## APPENDIX 9 – CLACKMANNANSHIRE LDP 2015-EXTRACTS

### Page 18 - West Ochils

#### “SERVICES

CHARACTERISTICS - Need to improve active travel network linking the Hillfoots villages. Local roads substandard in some places. “

“AIMS- Support and promote the provision of the Hillfoots Diamond Jubilee Way and improved active travel links in and around the villages. Local road upgrades through associated development and developer contributions.”

#### “DEVELOPMENT IN THE COUNTRYSIDE AND RURAL ECONOMY

AIMS - Balancing protection and enhancement of the countryside with opportunities to maintain and develop the economic vitality and viability of settlements.”

### Page 26 - WEST OCHILS AREA STATEMENT.

“The LDP seeks to promote increased cycling and walking. Through the Ochils Landscape Partnership a route is being created along the Hillfoots between Blairlogie and Muckhart - The Hillfoots Diamond Jubilee Way. As well as providing and improving routes, facilities to encourage active travel, and particularly cycling, will be supported by the LDP.”

### Page 154 - PROPOSALS

#### T25- Menstrie-Stirling Active Travel Route

Development Guidelines- Improved active travel route from the edge of Menstrie westwards to the Council boundary. Part of a longer term aim to improve cycling routes between Clackmannanshire and Stirling.

#### ACTION PROGRAMME 2015 -Page 7

T25 - Improved active travel route from Menstrie westwards to Council boundary. Council 2024-29

### Policy SC9 - Developer Contributions – Page 43

The aim of this policy is to ensure that, where a new development has an impact on infrastructure capacity or gives rise to the need for environmental mitigation measures, developers mitigate the impact by contributing new or improved infrastructure or facilities. All developments with an impact on infrastructure capacity will normally be required to contribute, either through financial contributions or direct provision, towards new or improved infrastructure and the mitigation of environmental impacts, commensurate with the scale of the development, to address deficiencies which are a consequence of the development taking place. In considering development proposals, the Council will assess the requirement for developer contributions on an individual basis, in accordance with the principles set out above, and the criteria in Circular 4/1998: The Use of

Conditions in Planning Permissions and Circular 3/2012: Planning Obligations and Good Neighbour Agreements, as appropriate.

The types of infrastructure and environmental mitigation measures which the Council will expect contributions towards include, where necessary and in accordance with the above- mentioned circulars:

¶ Education provision;

¶ Transportation infrastructure (including active travel networks);

¶ Open space, recreation and play provision (including sports facilities);

¶ Protection and enhancement of green networks and natural habitats including the water environment and woodlands;

¶ Public art provision;

¶ Sustainable flood management;

¶ Town centre enhancement;

¶ Core paths network ;

¶ Libraries, health centres, community halls and facilities.

The nature of contributions shall vary from site to site, depending on the infrastructure or facilities requirements within that particular area. The scale and nature of contributions required shall relate fairly and reasonably to each development, taking account of the size and location of the site, the number of units (or new residential floorspace) to be created, the type of housing to be provided, and consideration of clear evidence of any abnormal costs associated with the development.

The assessment of the nature of contributions shall be in accordance with the LDP Strategy, Vision, sub-area strategies, policies and development requirements; the Open Space Strategy; and relevant Supplementary Guidance. They shall also be informed by other relevant strategies and plans of the Council and other agencies, as well as any particular issues raised by a planning application, relating to the nature of the site or the proposed development. The Council will take into account the viability of the development in determining the amount and/or timing of such contributions. Contributions will be waived or reduced only in exceptional circumstances (for example, where there are unexpected development costs) and it will be for developers to demonstrate that such circumstances apply, including through the provision of the necessary financial information. Financial contributions or direct provision shall normally be delivered through planning conditions and, where appropriate, legal agreements negotiated between the developer and the Council. The details of how contributions are negotiated, agreed and delivered are set out in the Developer Contributions SG.

#### Policy SC12 - Development Proposals - Access and Transport Requirements -Page 51

The aim of this policy is to ensure that sustainable transport infrastructure is fully integrated into the design of new developments. Proposals for development will only be supported where they are:

¶ capable of being safely and conveniently accessed by a choice of travel modes including walking, cycling and public transport as well as by motor vehicles;

¶ located and designed to reduce travel demands;

¶ designed in accordance with ‘Designing Streets – A Policy Statement for Scotland’, ‘Designing Places’ and the Council’s LTS to create a quality design that provides excellent accessibility and mobility for all users, including walkers, cyclists and those with special needs, and is safe and attractive. Layout patterns will be expected to favour and encourage walking and cycling, and minimise conflict between pedestrians, cyclists and motor vehicles; and

¶ ensure suitable alternative provision, where the development may adversely affect or result in the permanent loss of an existing Core Path, right of way or other access right.

#### Policy SC23 - Development in the Countryside -Page 58

##### General Principles

The primary aim of Policies SC23-SC26 is to safeguard the countryside by supporting developments which meet the criteria of the relevant policies.

Proposals for new development will normally be directed to existing towns and villages, to improve their social and economic viability. Proposals out with settlements will only be supported where the Council is satisfied that the applicant has demonstrated that the proposed site meets the criteria below:

¶ it can demonstrate the requirement for a countryside location;

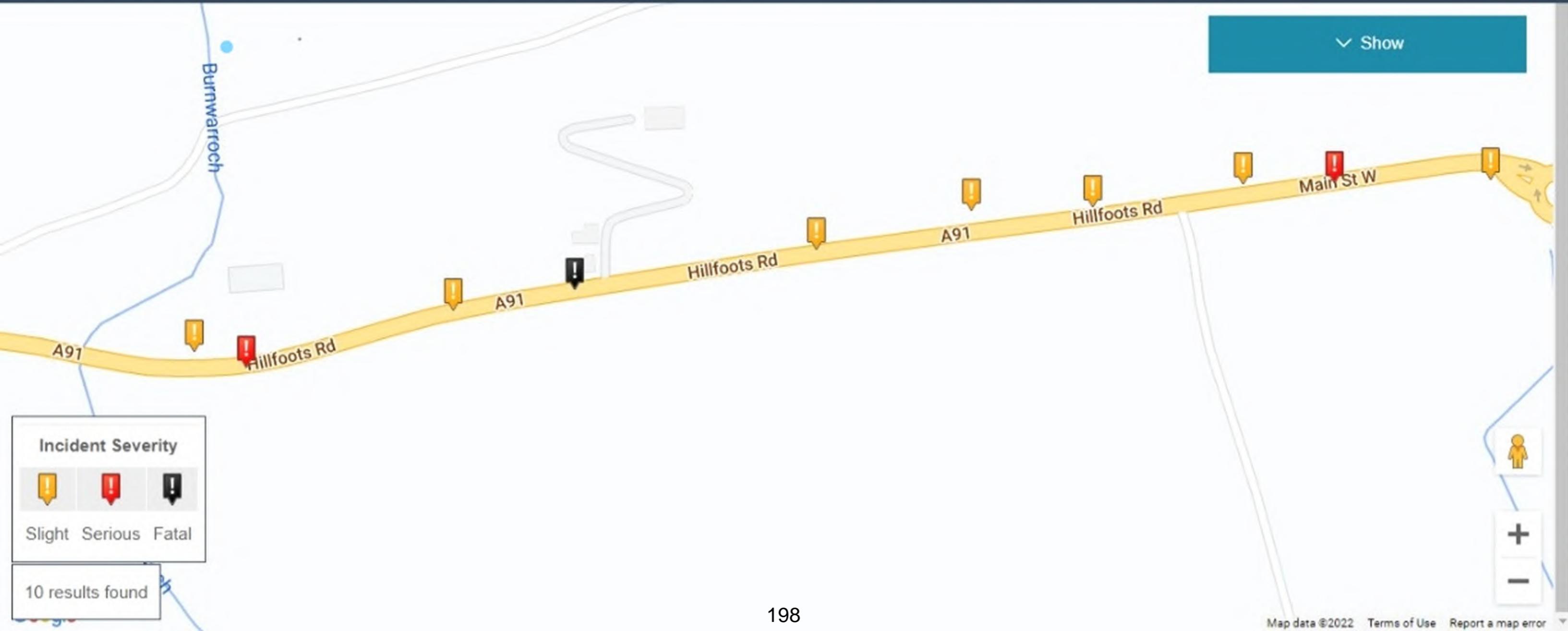
¶ the proposals are acceptable in their scale, nature and design quality, and their relationship to existing land uses and buildings;

¶ the proposals reflect the design principles set out in the Placemaking SG;

¶ the proposals respect the character of the site and its location, and maintain and enhance the visual amenity and distinctive landscape character of the surrounding area, and will be expected to contribute to the green network objectives set out in the Green Infrastructure SG;

¶ the availability and adequacy of access arrangements, site services and infrastructure;

¶ the proposals will not contribute to adverse effects on the integrity of the Firth of Forth SPA either alone or in combination with other projects and plans.

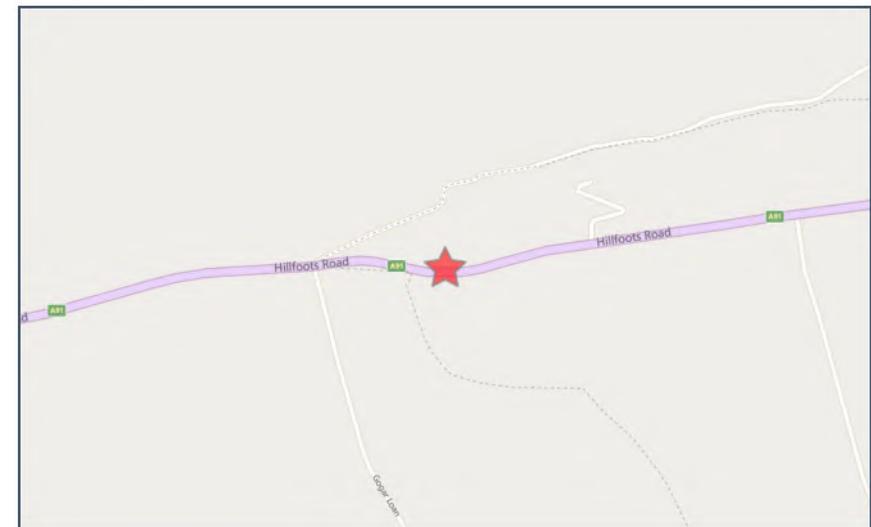




**Validated Data**

**Crash Date:** Saturday, December 18, 2010    **Time of Crash:** 6:20:00 AM    **Crash Reference:** 2010961002595

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A91	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Clackmannanshire	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	283650 696820
<b>Local Authority:</b>	Clackmannanshire				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Darkness: no street lighting				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other/Not Known	Roadworks	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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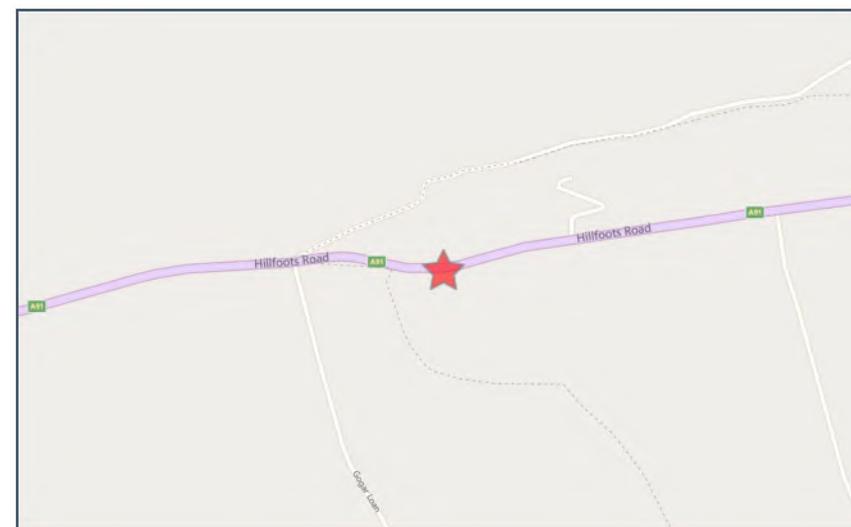


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## Validated Data

**Crash Date:** Monday, January 16, 2012      **Time of Crash:** 12:25:00 AM      **Crash Reference:** 2012961200101

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A91	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Clackmannanshire	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	283680 696810
<b>Local Authority:</b>	Clackmannanshire				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Darkness: street lighting unknown				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	Tree

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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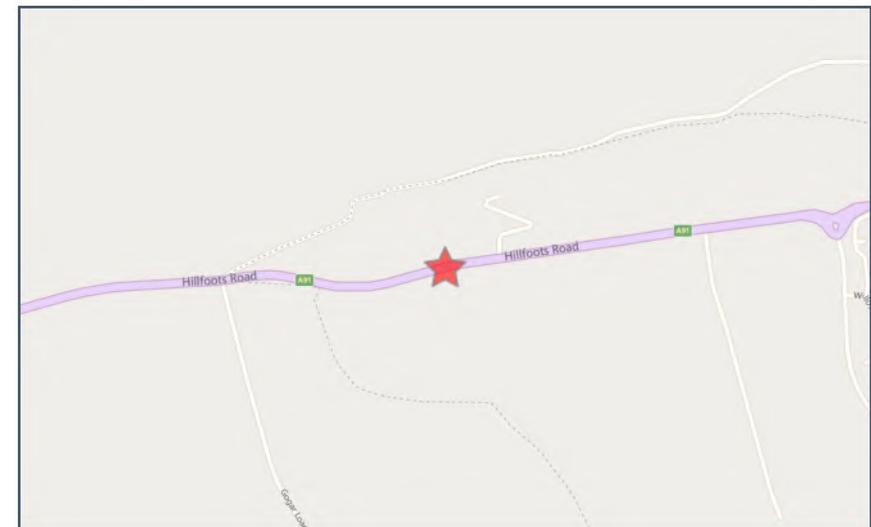


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## Validated Data

**Crash Date:** Thursday, May 30, 2002      **Time of Crash:** 8:25:00 AM      **Crash Reference:** 200296E201197

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A91	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Clackmannanshire	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	283800 696840
<b>Local Authority:</b>	Clackmannanshire				
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (including private hire cars)		4 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
1	Car (including private hire cars)		4 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None
2	Car (including private hire cars)		2 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None
2	Car (including private hire cars)		2 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (including private hire cars)		2 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
1	Car (including private hire cars)		4 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

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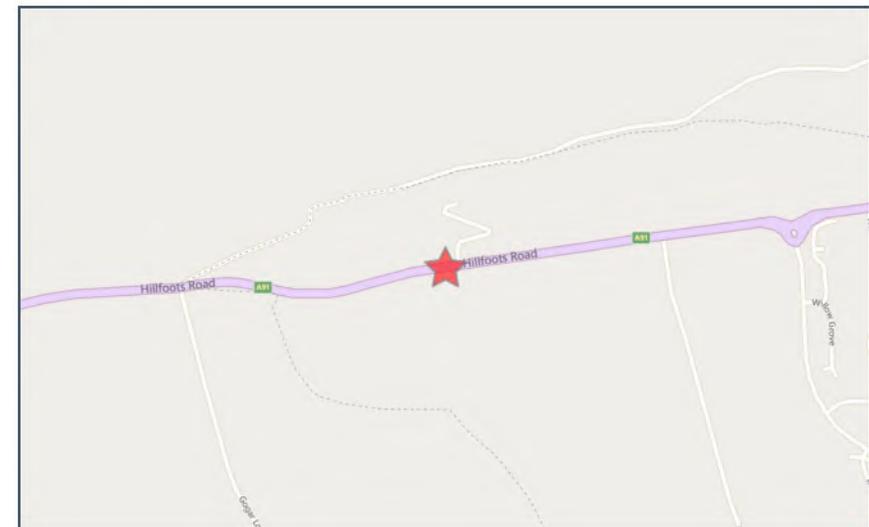


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## Validated Data

**Crash Date:** Wednesday, March 30, 2011      **Time of Crash:** 10:05:00 AM      **Crash Reference:** 2011961100682

<b>Highest Injury Severity:</b>	Fatal	<b>Road Number:</b>	A91	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Clackmannanshire			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Clackmannanshire			<b>OS Grid Reference:</b>	283870 696850
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	Other permanent object

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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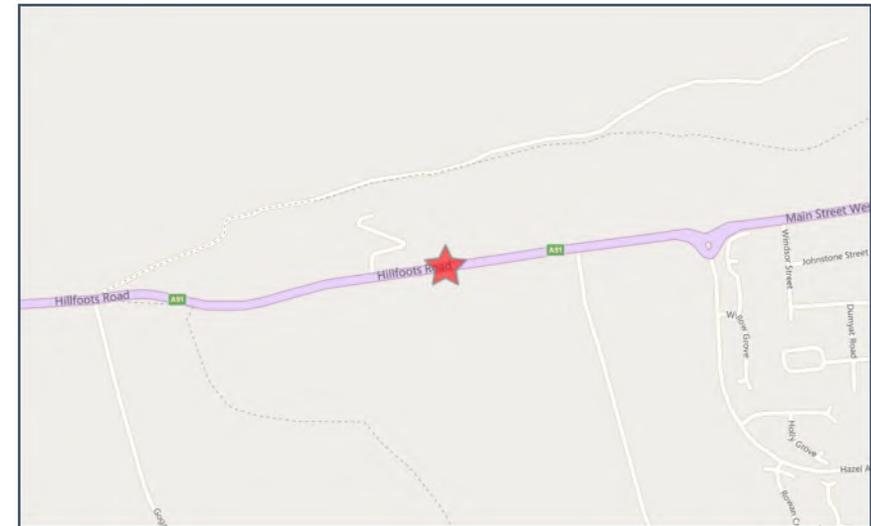


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## Validated Data

**Crash Date:** Sunday, June 12, 2011      **Time of Crash:** 2:30:00 AM      **Crash Reference:** 2011961101188

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A91	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Clackmannanshire	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	284010 696870
<b>Local Authority:</b>	Clackmannanshire				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Darkness: no street lighting				
<b>Carriageway Hazards:</b>	Other object in carriageway				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	16 - 20	In centre of carriageway, not on refuge, central island or central reservation	Walking along in carriageway - facing traffic

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

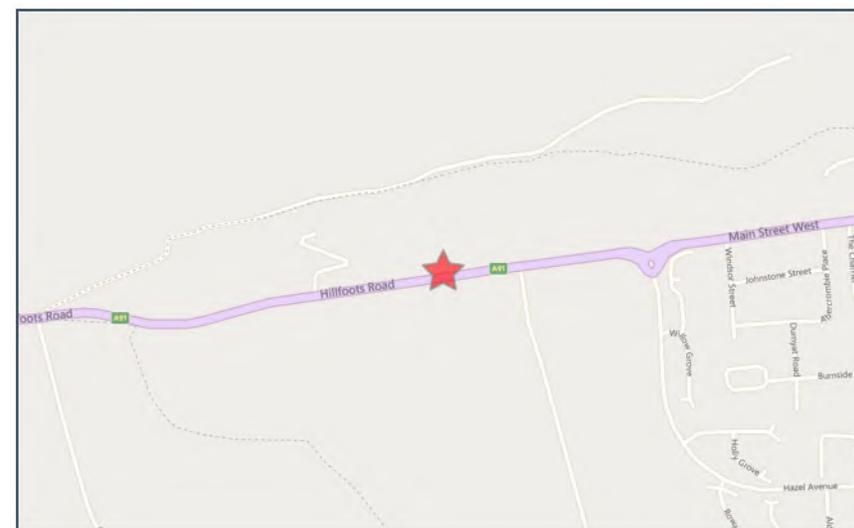
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## Validated Data

<b>Crash Date:</b>	Wednesday, December 01, 2004	<b>Time of Crash:</b>	6:15:00 AM	<b>Crash Reference:</b>	200496E403258
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A91	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Clackmannanshire	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	284100 696890
<b>Local Authority:</b>	Clackmannanshire				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Darkness: no street lighting				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (including private hire cars)		2 Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
1	Car (including private hire cars)		2 Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
1	Car (including private hire cars)		2 Male	6 - 10	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	1	Slight	Driver or rider	Male	6 - 10	Unknown or other	Unknown or other
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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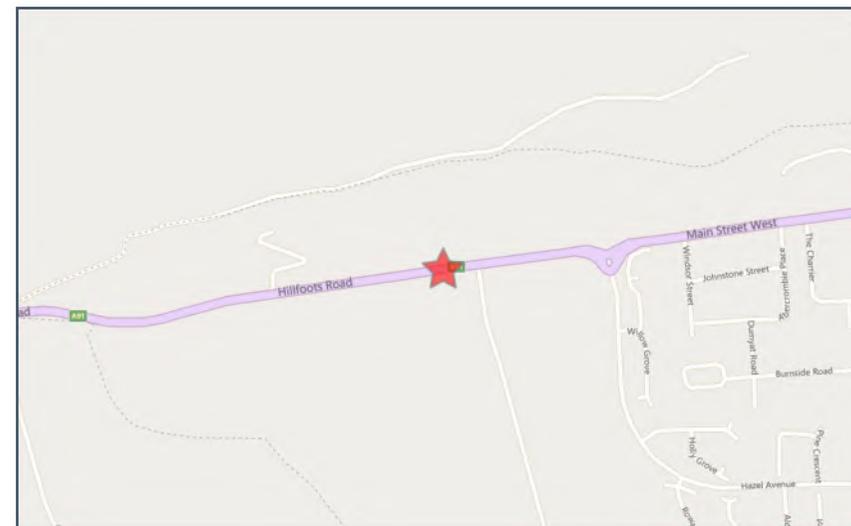


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## Validated Data

**Crash Date:** Thursday, September 06, 2007    **Time of Crash:** 10:00:00 AM    **Crash Reference:** 2007960702425

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A91	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Clackmannanshire			<b>Number of Vehicles:</b>	3
<b>Local Authority:</b>	Clackmannanshire			<b>OS Grid Reference:</b>	284170    696890
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	56 - 65	Vehicle is parked in the carriageway	Back	Commuting to/from work	None	None
2	Other vehicle, whether motorised or not	-1	Male	36 - 45	Vehicle is slowing down or stopping	Back	Journey as part of work	None	None
3	Car (excluding private hire)	10	Female	36 - 45	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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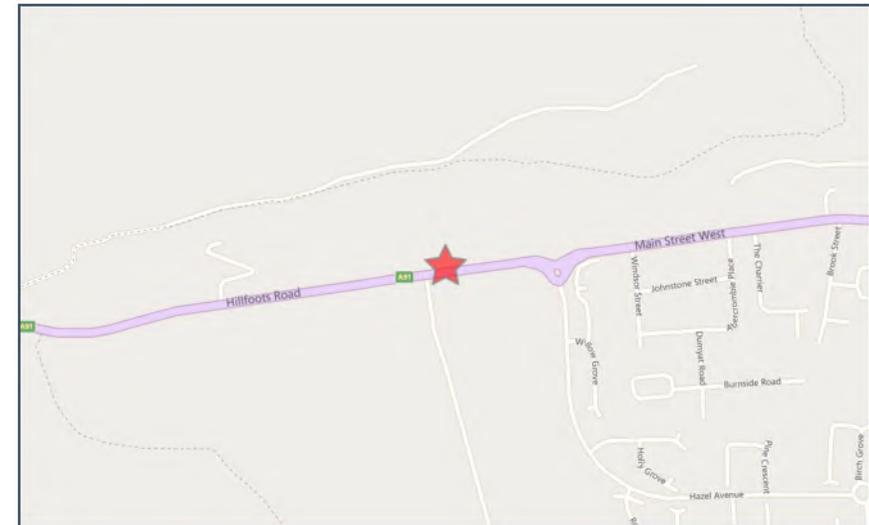


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## Validated Data

**Crash Date:** Tuesday, January 01, 2013      **Time of Crash:** 12:30:00 PM      **Crash Reference:** 2013961300026

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A91	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Clackmannanshire			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Clackmannanshire			<b>OS Grid Reference:</b>	284257 696901
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	Over 75	Vehicle is passing another moving vehicle on its offside	Front	Unknown	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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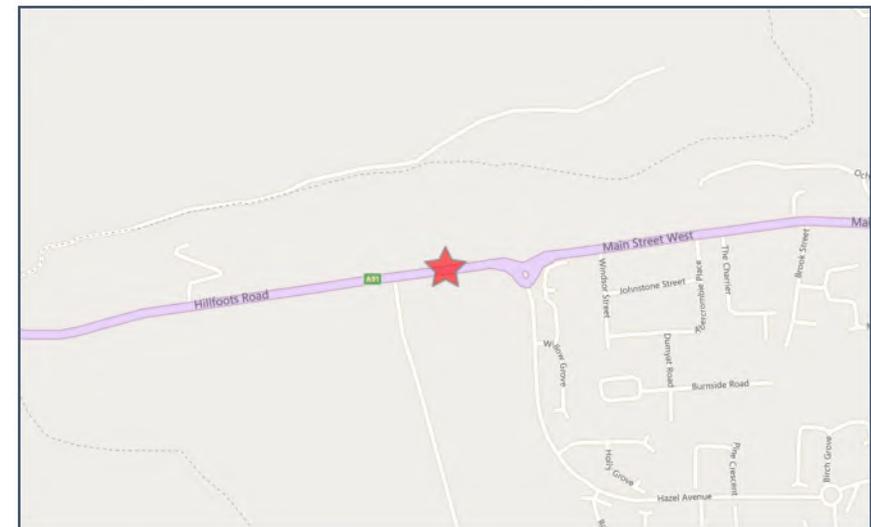


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## Validated Data

**Crash Date:** Tuesday, February 15, 2000      **Time of Crash:** 3:55:00 AM      **Crash Reference:** 200096E200952

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A911	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Clackmannanshire	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	284310 696900
<b>Local Authority:</b>	Clackmannanshire				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Darkness: no street lighting				
<b>Carriageway Hazards:</b>	Unknown				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (including private hire cars)		8 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Other object	Road sign/Traffic signal
1	Car (including private hire cars)		8 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	Other object	Road sign/Traffic signal
1	Car (including private hire cars)		8 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Other object	Road sign/Traffic signal

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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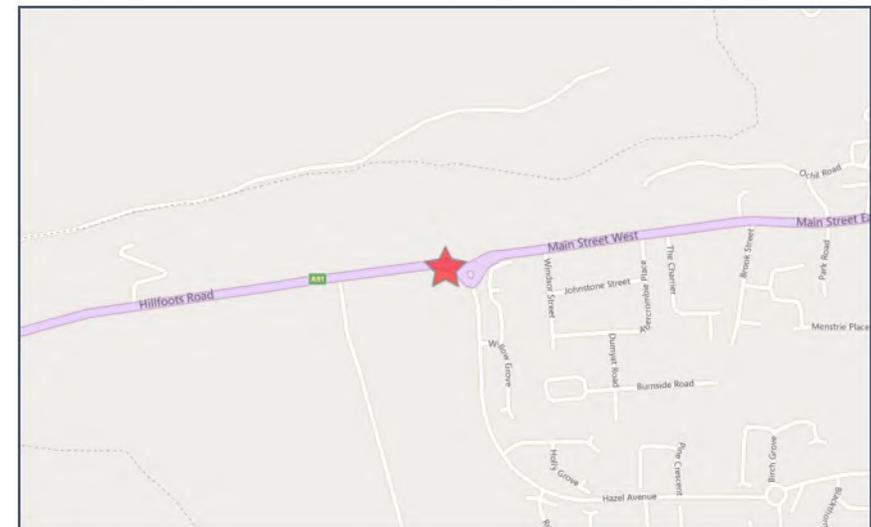


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## Validated Data

**Crash Date:** Sunday, April 18, 2004      **Time of Crash:** 8:30:00 AM      **Crash Reference:** 200496E401027

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A91	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Clackmannanshire	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	284400 696900
<b>Local Authority:</b>	Clackmannanshire				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (including private hire cars)	10	Female	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	Kerb	None
1	Car (including private hire cars)	10	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Kerb	None
1	Car (including private hire cars)	10	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Kerb	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
1	1	Slight	Driver or rider	Female	11 - 15	Unknown or other	Unknown or other
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## APPENDIX 11

### PROPOSED CONDITIONS FOR PLANNING PERMISSION -22/00076

1. Unless otherwise agreed in writing by the Council as Planning authority, and prior to the commencement of development hereby approved, the applicant shall have submitted, and have approved, scale drawings, a written specification and an implementation plan to achieve a reduction in the speed limit on the A91, between Blairlogie and a point east of Red Carr Lodge, as indicated on Drawing 19172-SK-10 dated 18<sup>th</sup> February 2022 in the DBA Access Statement, or, subject to consultation with the Roads Authority, further east to the Menstrie Mains Roundabout, from the National Speed Limit (NSL) to 40mph. The access hereby approved shall only be brought into use on implementation of the 40mph speed limit.
2. Unless otherwise agreed in writing by the Council as Planning authority, and prior to the commencement of development hereby approved, the applicant shall have submitted, and have approved, scale drawings and a detailed written construction specification of the proposed access. The access shall be completed in accordance with the approved details and specification prior to its first use.
3. A visibility splay of 2.4 x 150 metres either side of the access junction with the A91 shall be permanently maintained free of visual obstruction higher than 1metre above adjacent carriageway level.

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Council**

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Comhairle Siorrachd  
Chlach Mhanann**TOWN AND COUNTRY PLANNING (SCOTLAND) ACTS****DECISION NOTICE ON APPLICATION FOR PLANNING PERMISSION****Applicant**

Caulders Garden Centres  
63 Kilsyth Road  
Kirkintilloch  
Glasgow  
G66 1QF

**Agent**

Colin Simpson  
Colin Simpson Projects  
Creewood  
11A Bank Street  
Elie  
Fife

The Council, in exercise of its powers under the above Acts, hereby **GRANT PLANNING PERMISSION** for the:-

Erection Of Garden Centre Including Indoor And Outdoor Sales Areas, Coffee Shop, Associated Parking, Service Area And Temporary Manager's Accommodation

Glenochil Nursery, Menstrie, Clackmannanshire, ,

in accordance with your application Ref. No:- 17/00198/FULL dated 3rd August 2017

Subject to the following conditions:

1. For the avoidance of doubt, this permission only approves the installation of temporary residential accommodation for a manager of the approved garden centre. The permission for the manager`s accommodation shall cease on 31st January 2023. By that date, the residential use and occupation of the accommodation shall cease and the accommodation shall be removed from the site by 31st March 2023, unless otherwise approved by the Council as planning authority
2. The occupation of the residential accommodation hereby approved shall be limited to someone employed full-time in the running of the garden centre business or a dependant of such a person living with him or her.
3. Before any works commence on site, the following details shall have been submitted to and approved in writing by the Council, as planning authority;
  - (a) The design of the construction and foundations of the manager`s accommodation which shall demonstrate that the structure can be readily removed from the site at the expiry of the temporary permission.
  - (b) The design and colour of the materials to be used on the exterior of the building and hard surfaces within the site.
  - (c) The location, design and colour of any means of enclosure within or around the site. This shall include measures to screen the west and north boundaries of the rear garden area of Glenochil Bungalow, unless otherwise agreed by the Council, as planning authority.
  - (d) The arrangements to manage surface and foul drainage within the site. The surface water arrangements shall be designed in accordance with the SUDs Manual (C697) published by CIRIA.

- (e) The location and design of a pedestrian/cyclist access to the garden centre entrance from the footway on the A91 in the south west part of the site.
- (f) The specification and location of any external lighting within the site. The lighting shall be designed and installed in accordance with the advice contained in the Institution of Lighting Engineer`s Guidance Note for the Reduction of Obtrusive Light (2011), unless otherwise agreed in writing by the Council, as planning authority.
- (g) The location and specification for any externally mounted plant or equipment within the site.
- (h) The proposed arrangements to provide public art as part of the development.
- (i) The location and design of measures to provide cycle parking and electric vehicle charging facilities within the site for customers and staff. Thereafter, the development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Council, as planning authority.

4. Before any works commence on site, a landscaping plan shall have been submitted to and approved in writing by the Council, as planning authority. The Plan shall be prepared by a suitably qualified person and shall include details of plant species, plant sizes, planting distances, the arrangements for plant protection, implementation and establishment and future maintenance. Unless otherwise agreed by the planning authority, it shall include the following;

- a) The retention of the woodland area abutting the east of the site and details of a management plan designed to sustain and enhance the visual amenity and biodiversity value of the woodland.
- b) Planting between the carpark area and the west boundary of the curtilage of Glenochil Bungalow
- c) The retention of the hedgerow along the south boundary of the site and the existing trees around the boundary of the site.
- d) Proposals for planting to supplement the existing planting around the perimeter of the site.

Thereafter, the landscaping plan shall be implemented in accordance with the approved details.

5. Unless otherwise agreed in writing by the Council, as planning authority, no part of the garden centre hereby approved shall be taken into use before;

- a) the footway adjacent to the A91 has been upgraded with an asphalt surface finish between the approved pedestrian access and the bus stop on the north side of the A91 Victoria Terrace as required under Condition e) of this permission, to a standard adoptable by the Council as Roads Authority
- b) the installation of bus boarder kerb facilities at the bus stops on either side of the A91 nearest to the site and the installation of a suitable crossing point on the A91, incorporating dropped kerbs, to enhance crossing facilities to and from the bus stop. A footway with asphalt surface shall be installed to link the crossing point on the south side of the A91 to the bus shelter if required, all to a standard adoptable by the Council, as Roads Authority.

c) the submission of scaled drawings and a written specification showing the arrangements for design and implementation by the developer, of a gateway feature on either side of the A91. The details shall be designed to a standard adoptable by the Council, as Roads Authority. The gateway feature shall include landscaping and suitable road signage facilities.

d) the submission of scaled drawings, a written specification and implementation plan by the developer to relocate the existing 40 mph speed limit signs from Victoria Terrace to the east side of the vehicular access to the site.

6. No trees, shrubs or hedges within the site shall be removed, lopped or topped without the prior written approval of the Council, as planning authority.

7. The proposed customer parking spaces as shown on the approved Location Plan shall be fully completed prior to the commencement of use of the garden centre.

8. A visibility splay of 2.4m by 165m at the junction of the site access and the A91 shall be permanently retained within the site boundary and no visual obstruction of any kind shall be permitted within the splays within the site.

9. The hours of operation for service deliveries and/or collections from the site shall be restricted to between the hours of 0800-1900 only, unless otherwise agreed in writing by the Council, as planning authority.

10. Unless otherwise agreed in writing by the Council, as planning authority,

a) Within the indoor sales areas annotated on the approved Block Plan (Dwg No 16 038-03), at least 75% of the floorspace shall be used for the sale of goods listed in the Schedule below. Any areas used in connection with the café use shall be excluded from this calculation.

b) Within the covered and uncovered outdoor sales areas annotated on the approved Block Plan (Dwg No 16 038-03) at least 95% of the sales area shall be used for the sale of goods listed in the Schedule below.

#### Schedule of Garden Centre Goods for Sale

Trees. Shrubs, Perennial plants and flowers. Annual plants and flowers. Pot plants. Seeds. Bulbs. Herbs. Tree stakes and plant supports. Turf. Topsoil and mulches. Compost. Peats. Gravel. Sands and grit. Grobags. Propagators and related accessories. Weedkillers. Pesticides. Fungicides. Lawn care equipment and garden machinery. Terracotta gardenware and plantware. Troughs and planters. Garden, plant, or flower related pottery, stoneware and glassware. Cut flowers. Dried, silk and artificial flowers. Rustic poles. Fencing and related accessories. Wood preservatives. Garden ornaments. Gardening related books and gifts. Barbeques and related equipment, fuel and accessories. Greenhouses and related equipment and accessories. Conservatories and related equipment and furniture. Garden furniture. Garden sheds. Garden lighting and irrigation equipment. Floral art materials. Christmas trees and decorations. Garden play equipment, toys games and related accessories. Garden related wrought ironwork. Garden ponds and pools, and related aquatic equipment and accessories. Hot tubs and spas. Pond fish and related equipment and accessories. Flagstones. Walling. Rockery materials. Gardening gloves. Gardening related clothing and footwear. Gardening tools, equipment and related accessories. Ancillary goods relating to the above goods.

11. Further to Condition No 10 above, the gross retail sales areas (both covered and uncovered areas) within the site approved by this planning permission shall be limited to within the area outlined in green on the approved Block Plan (Dwg No 16 016- 02), unless otherwise agreed in writing by the Council, as planning authority.

For the following reasons:

- 1 The proposed erection of temporary accommodation, as opposed to a permanent building, is considered to satisfy the requirements of Policy SC24 (Residential Development in the Countryside) of the Clackmannanshire Local Development Plan (LDP).
- 2 To ensure that the residential accommodation is occupied by persons solely or mainly employed in the running of the approved garden centre business to accord with the requirements of the Clackmannanshire Local Development Plan, including Policies SC23, SC24 and EA8.
- 3 To consider these details yet to be submitted and in the interests of complying with the requirements of LDP Policy SC24, visual and residential amenity, the quality of ground and surface water, the character of the surrounding area, and encouraging sustainable transport.
- 4 In the interests of visual amenity and to safeguard and enhance the landscape character of the site and the surrounding area which is designated Green Belt.
5. In order to consider these details yet to be submitted and to ensure the satisfactory implementation of these works, in the interests of, encouraging trips to the garden centre by sustainable modes of transport and to ensure road and pedestrian safety..
- 6 In the interests of visual amenity.
- 7 In the interests of road and pedestrian safety.
- 8 In the interests of road safety.
- 9 To safeguard residential amenity
- 10 To ensure that the use of the site remains predominantly that of a garden centre, as proposed in the planning application, and to accord with the provisions of the adopted Clackmannanshire Local Development Plan as they relate to the site.
- 11 For the avoidance of doubt

Dated: 25 January 2018

  
.....  
DEVELOPMENT SERVICES

The reasons for the decision are:-

1. Subject to the proposed conditions, it is concluded that the development would accord with the provisions of the adopted Clackmannanshire Local Development Plan.

2. There are no other material considerations which would outweigh the Development Plan support for the development and justify withholding permission.

Plans Relating to the Decision

- 17 016-01 - Location Plan
- 17 016-06 - Existing Site Plan
- 17 016-02 - Block Plan
- 17 038-03 - Proposed Block Plan - Sales Areas
- 16 038 - 04 - Proposed Elevations
- 16 038 - 05 - Manager's Accommodation Elevations

## NOTES FOR GUIDANCE

1. Please examine your decision notice **carefully**. It describes the development to which the decision relates, includes any conditions that **must be complied with** and explains the reasons for the decision.
2. Please also read the following guidance. It contains important information regarding
  - \* the duration of the permission
  - \* rights of review
  - \* requirements for further notification to the Council; and
  - \* the publicising of the development.
3. Section 59 of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006 - Planning Permission in Principle:-
  - (a) In the case of matters specified by conditions, further application(s) for approval must be made to the Council not later than the expiration of 3 years beginning with the date of this permission. Otherwise, the planning permission lapses on that date.
  - (b) The development to which this permission relates must be begun not later than the expiration of 5 years from the date of this permission or within the expiration of 2 years from the final approval of matters specified, whichever is the later. Otherwise, the planning permission lapses on the latter date.
4. Section 58 of the Town and Country Planning (Scotland) Act as amended by the Planning etc. (Scotland) Act 2006 - Planning Permission: Unless otherwise stated overleaf, the development to which this permission relates must be **begun not later than the expiration of 3 years from the date of this permission**. Otherwise, the planning permission lapses on that date.
5. There are 2 different rights of appeal if the applicant is aggrieved by the decision to refuse permission for the proposed development, or to grant permission subject to conditions.
  - (i) If the decision has been made by the Appointed Officer under the Council's Scheme of Delegation, the applicant may require the planning authority to review the case under Section 43A of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice. The Notice of Review should be addressed to:-

Clerk to the Local Review Body  
Clackmannanshire Council  
Kilncraigs  
Alloa FK10 1EB

The Notice of Review form is available to download on the Council website at [www.clacksweb.org.uk](http://www.clacksweb.org.uk). Alternatively, send an e-mail with your name and address to [planning@clacks.gov.uk](mailto:planning@clacks.gov.uk) and we will arrange to send a form to you.

- (ii) If the decision has been made by the Council's Planning Committee, then you or your agent may lodge an appeal with the Directorate for Planning and Environmental Appeals (DPEA). The easiest way to do this is via the Planning Appeals Online Portal which can be found on our Clacksweb site, or you can request paper forms from:

**DEVELOPMENT & ENVIRONMENT SERVICES  
CLACKMANNANSHIRE COUNCIL**

<b>REPORT OF HANDLING PLANNING APPLICATION DELEGATED REPORT</b>
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Application Ref. No. **18/00146/FULL**      Date of Site Visit: Various

Description of Proposal      **Erection Of 1 No. Replacement House, Land To The South East**

Location:                              **Easter Sheardale, Dollarbeg, Dollar, Clackmannanshire**

### **1.      The Proposed Development**

This application by Hillfoot Homes is for the erection of a house on the site of a ruinous former dwellinghouse immediately south of the B9140 road between Coalsnaughton and Dollarbeg.

The quadrangle shaped site amounts to approximately 0.125Ha and has a frontage to the road measuring just under 40m in length.

The majority of the site is rough ground but contains some Scots Pine and Holly trees along its eastern and western boundaries. Some low sections of stone and brick walls which are remnants of the previous building remain along the site's road frontage. It is separated from surrounding farmland by post and wire fencing and an overhead power line crosses the site along its roadside frontage.

The application proposes a new house and detached garage. The house would be located centrally within the site with the garage close to the eastern boundary. A new access would be formed off the B9140 at the site's eastern end. The proposed house would be a single storey traditionally designed cottage.

The site gained outline planning approval (reference 04/00424/OUT) in April 2005 for: "Reconstruction Of Former Cottage To Form A House And Outdoor/Countryside Education Centre". That consent was subject to a Section 75 Agreement controlling occupancy of the new house to person or persons involved in the running of the related outdoor/countryside education centre. Subsequently, a reserved matters application (reference 07/00128/MS) approved the details of the proposal in June 2007.

In February 2011, the applicant undertook works on the site, including formation of part of the carpark, in order to secure the planning permission in perpetuity. No other works followed this commencement of development there is no longer any

visual evidence on the ground of the previously implemented works. The site appears unchanged from before planning permission was granted.

A similar application (ref:17/00234/FULL) was refused by the Council on 24 November 2017. This application is largely a re-submission of that proposal, and is accompanied by a revised supporting statement.

## 2. Summary of Consultation Responses

Roads: Reiterate response to the previous application (17/00234/FULL) - The site would access directly onto an unrestricted section of rural road with no footway or lighting. This would be contrary to the road hierarchy, and is not supported by the Roads Service on road safety grounds. It is contrary to the Roads Service's practice to favour development in rural areas. *Comment: The principle of the development is assessed against planning policies in relation to development in the countryside. An extant permission existing on the site for a 3 bedroomed house and countryside centre, which includes staff accommodation and visitor facilities. This would generate more traffic than the house now proposed, and as such there would be no reasonable justification for resisting planning consent for the reasons set out in Roads' response.*

Scottish Water: No objections. Sufficient capacity exists in water network, however capacity cannot be reserved. No public sewers exist in the vicinity of the site and private treatment options should be investigated. *Comment: The applicant proposes private drainage arrangements.*

The Coal Authority: Initial objection, however upon submission of a coal mining risk assessment (CMRA), advise that they are content with conclusions of the CMRA and that they are sufficient for the purposes of the planning system in demonstrating that the application site is, or can be made, safe and stable for the proposed development. The Coal Authority therefore **withdraws its objection** to the proposed development.

## 3. Neighbour Notification and Publicity

Number Of Neighbours Notified

0

Number of Objections

0

Number of Other Representations

0

There are no notifiable neighbours to the application, however a Neighbour Notification advert was placed in the Alloa Advertiser on 11 July 2018.

## 4. Summary of Representation(s)

None

## 5. Summary of Supplementary Statements

A supporting statement accompanies the application and is summarised as follows:

- Background to site and description of proposals;
- Comments on compliance with SPP and LDP policies;
- Commentary on elements of LDP policy being out of step with SPP;
- Reference to another recent planning decision at an unrelated site;
- Comments on reasons for refusal of previous application;
- Further statements on the planning history of the site, the commercial issues that have prevented implementation of the approved development, despite this being marketed by the owner, and the comparative design merits of the current scheme compared to that which is approved and could be built.
- Conclusion that the application should be supported as complying with SPP and Policy SC23 of the LDP.

## **6. Summary of Section 75 Planning Obligations.**

The extant planning permission for the site is subject to an occupancy restriction within a Section 75 Agreement.

## **7. Site History/Background**

As described in Section 1, above. There were 5No. reasons for refusal of the previous application (17/00234/FULL):

1. The application proposes the erection of a new house in the countryside where the need for a countryside location has not been demonstrated. The site is not within an existing group of buildings, but in an isolated location and the proposal does not involve conversion of an existing building of traditional character and architectural value nor of a building which is otherwise worthy of retention and capable of conversion. The application is therefore contrary to Policy SC23 of the Clackmannanshire Local Development Plan, adopted 2015.
2. The application proposes the erection of a new house in the countryside which is not required for the management of a countryside business or activity and does not comprise the replacement of an existing house. The application is therefore contrary to Policy SC24 of the Clackmannanshire Local Development Plan, adopted 2015.
3. The site lies within an accessible/pressurised area of countryside within Clackmannanshire which the Council's Local Development Plan policies, in accordance with the Scottish Planning Policy, 2014, seek to protect against an unsustainable growth in car-based commuting and the suburbanisation of the countryside. To this end, the proposed development would be contrary to the Scottish Planning Policy, 2014 and the Strategic Objectives of the Clackmannanshire Local Development Plan, adopted 2015.
4. The site lies within the Development High Risk Area as defined by The Coal Authority, where there are coal mining features and hazards which need to be

considered in relation to the proposed development. In the absence of a Coal Mining Risk Assessment Report, to assess the risk posed to the development by any such hazards, there is insufficient information to allow the application to be approved.

5. The proposals would involve the removal of existing Scots Pine and Holly trees that enhance the landscape quality and visual character of the site and surroundings, and the application is therefore contrary to Policies EA4 and EA7 of the Clackmannanshire Local Development Plan, adopted 2015.

## **8. Planning Assessment**

### **(a) Development Plan Position**

Clackmannanshire Local Development Plan, adopted 2015

### **(i) Policies**

- SC23 - Development in the Countryside – General Principles
- SC24 - Residential Development in the Countryside
- SC5 - Layout and Design Principles
- SC7 - Energy Efficiency and Low Carbon Development
- SC9 – Developer Contributions
- EA4 – Landscape Quality
- EA7 – Hedgerows, Trees and Tree Preservation Orders

Policy SC23 seeks to safeguard the countryside by supporting developments only where they meet specific criteria. The policy states that proposals for new development will normally be directed to existing towns and villages, to improve their social and economic viability. Proposals outwith settlements will only be supported where the Council is satisfied that the applicant has demonstrated that the proposed site meets the criteria set out in the policy. This includes demonstrating the requirement for a countryside location, i.e. that the development could not otherwise be located in an existing settlement.

In this case, it has not been demonstrated that this development requires a countryside location, and the Service does not consider that a new build house, unrelated to any rural enterprise, requires to be located in the countryside.

Notwithstanding, the fact that the proposed house does not justify a countryside location, some of the criteria of Policy SC23 can be met by the proposals, such as through its scale, character and design. Nevertheless, the proposal is not part of a building grouping and despite remains of a pre-existing house being evident on the site, these are not substantial, nor worthy of retention, and the proposals do not constitute a conversion proposal that would re-use an existing building.

The application does not therefore fully comply with Policy SC23.

The approved development on the site was supported as requiring a countryside location, due to the proposed connection to rural leisure and recreation. Policy SC24 of the current LDP sets out criteria, flowing from Policy SC23, specifically in respect of residential developments in the countryside. It sets out three sets of circumstances where new houses will be supported, however whilst the rural leisure/recreational element of the currently approved development may meet one of these criteria, none are relevant to the current proposals, and therefore the application does not comply with Policy SC24.

In respect of other LDP policy considerations, the traditional layout and design is generally compatible with the site's location and character, and can be viewed as a smaller and more discreet building than that already approved. Whilst no details of energy efficiency elements of the house are specified, it is likely that these can be accommodated in the build and would be informed by building regulations. The application does not therefore conflict with Policies SC5 and SC7.

The site has an extant permission relating to a house and outdoor/countryside education centre, and therefore no additional developer contributions under Policy SC9 would be sought.

In respect of Policies EA4 and EA7, the layout proposes native hedging around the site's periphery, and would propose to retain existing Scots Pine and Holly trees at its eastern and western ends, close to the road frontage. These trees enhance the landscape setting of any development on the site, and should be retained in any scheme, in accordance with these policies.

In summary, whilst there is policy compliance in respect of the house design, scale and character, and tree retention, the principle of the development does not comply with the criteria in LDP policies which set out circumstances where a house in the countryside can be justified. The application does not therefore fully comply with the adopted LDP.

**(ii) Proposals**

N/A

**(iii) Supplementary Guidance**

N/A

**(b) Other Material Considerations**

The applicant's supporting statement asserts that the development complies with the SPP and also that the Council's LDP is out of step with national policy in respect of rural development.

The Local Development Plan, including Policy SC23, was produced in accordance with Scottish Planning Policy (SPP) 2010, which was updated in 2014.

The Local Development Plan also went through Examination where the countryside policies were supported with only one minor wording adjustment being recommended by the Reporter, but not relevant to this proposal. The Local Development Plan's rural policies are therefore considered robust and in line with national policy.

The SPP refers to the character of rural areas varying greatly across the country and identify accessible/pressurized rural areas as being areas where *"...The planning system should...promote a pattern of development that is appropriate to the character of the particular rural area and the challenges it faces..."*.

It goes on to state:

*"In the pressurised areas easily accessible from Scotland's cities and main towns, where ongoing development pressures are likely to continue, it is important to protect against an unsustainable growth in car-based commuting and the suburbanisation of the countryside...Plans should make provision for most new urban development to take place within, or in planned extensions to, existing settlements."* The SPP goes on to advise that authorities should guide "most" new developments to within or adjacent to settlements.

The SPP is clear that the planning system should support sustainable communities and the diversification and growth of the rural economy, promote a pattern of development that is appropriate to the character of the particular rural area and the challenges it faces and encourage rural development that supports prosperous and sustainable communities and businesses whilst protecting and enhancing environmental quality. This approach is reflected in Policy SC23.

As noted, the Service does not believe that the need for a countryside location has been demonstrated. The previous approval for development on this site, was based principally on a proposed outdoor/countryside education centre and was accompanied by a Section 75 agreement to control residential occupancy in relation to that use. Whilst the approved development comprises a house plus visitor facilities, this and the current proposal are not entirely comparable in respect of the need or justification for a countryside location.

The applicant's statement also suggests that the site contains "...*the clear remains of the original cottage present on the site...*", however there is very little remaining on the site of original buildings and these remains would not be considered important to the character of the site and therefore worthy of retention. As already noted, the proposals do not constitute re-use of an existing building that is substantially complete and worthy of retention. They involve a new build house to the south of the original building. The remains of a very small part of the original building on the site is therefore redundant as an argument for redeveloping a new house to replace a ruinous former cottage on another part of the site.

It is however acknowledged that that site in its current condition, with remnants of the previous building still evident, does not contribute positively to the surrounding rural landscape, and also that the approved development, despite the description referring to "*reconstruction of a former cottage...*" was also effectively a new build scheme.

The Service view is that the proposals do not comply fully with the SPP for the reasons outlined above. The SPP acknowledges that there are different pressures on different areas and that it is for the Planning Authority to prepare appropriate Local Development Plan policies to address this. The Council has done this through the countryside policies in the Adopted Local Development Plan, which went through full consultation and examination. The policies of other Councils are not relevant material considerations in this case, and the policy framework set out in the Clackmannanshire LDP accord with national planning policy.

The applicant's supporting statement observes that the SPP advises "*most*", but not all new developments should be guided to within or adjacent to urban areas is acknowledged.

The applicant's revised supporting statement also makes reference to a number of other material considerations:

1. The proposed house is smaller and far more in keeping with the rural landscape than that already approved.
2. The applicant is directly involved in the tourism sector in Clackmannanshire, being the owner and operator of The Woods Caravan and Lodge Park and has provided comments on the business model that the approved development was based on. This is considered to be tenuous (involving guided walks in the Ochil Hills) and would quickly fail.
3. The applicant advises that the current owner has approached the local business community for a protracted period in an attempt to sell the site on the basis of the current permission, but there has been no up take, indicating that the commercial merits are unfavourable. The applicant cites the remoteness of the site from the Ochils as a

fundamental problem in this regard, given the raison d'être of the business.

In respect of these further considerations, the following observations are made:

1. Whilst the approved building on the site (incorporating a house and ancillary accommodation for visitors) is designed in a traditional style, this would be a larger building than now proposed, and due to its height, also more visually prominent. There appears to be scope to further enhance the appearance of the proposed house through greater use of natural stone on the front elevation and gables as well as the introduction of chimneys on gables. Not only would this further enhance the visual appearance of the proposed house, it would provide visual continuity with the design and finish of approved houses at Easter Sheardale cottages, just west of the site. What is also significantly different between the current and approved proposals is in the layout of the site. The approved proposals have wide bellmouth and large hardstanding area for parking and turning of at least 6No. cars between the building and the road, whilst the current proposals involve a much more domestic scale of driveway, parking and turninghead, with most of the plot laid out in soft landscaping. There is also scope to further enhance the landscape setting of the house plot with new tree and hedge planting.
2. Outline planning permission was granted for reconstruction of former cottage to form a house and outdoor/countryside education centre in 2006, with detailed (reserved matters) approval granted for the development in 2007, and minor works undertaken thereafter to secure the permission in perpetuity. This remains an extant consent subject to a s75 Agreement restricting occupancy of the proposed house to persons directly involved in the operation of the approved business. Detailed permission has now been in place for this development for over 11 years, with no apparent prospect of the development being implemented. The current applicant's comments on the shortcomings of this proposal from a business perspective reinforce the impression that the business model, location of the site and restrictions on the approved development are not conducive to fulfilment of this project. In the absence of an alternative development solution, this consent will remain in place, and there is a risk that if it were to be implemented, the venture may be likely to quickly fail, with the only viable alternative use of the property to be as a house. The Council's Economic Development team have also informally advised that the business model is likely to be flawed as evidenced by lack of any interest in implementing it since approval over 11 years ago, and also considering the relative distance to the Ochil Hills. The current application is considered to represent a more modest proposal for a house, which in landscape and visual amenity terms would be more suitable than that already approved, and would extinguish the extant consent, which in reality, may never be implemented, or if it were, would be highly likely to fail, leaving a large building with little alternative use than as a house.

3. Covered in Point 2, above.

In summary, the extant proposal comprises mainly a house plus accommodation for visitors. The evidence before the Council is that the proposals and business model is very unlikely to be implemented, and if it were, may well fail and revert simply to a house within a short timeframe. It is also not inconceivable that someone's intention in implementing the current consent would be simply to do so for a short period of time in order to secure a future consent for an unfettered consent for a house. The character of the approved development, whilst of a traditional nature, would not enhance the visual amenity of the site and surroundings to the same extent as the current proposal. There is also scope to secure enhanced design features, finishes and landscaping through the current application, which the applicant has indicated a willingness to provide.

The material considerations therefore indicate that the current proposals represent a more suitable built development solution that will provide visual and landscape enhancement above and beyond those already approved and will redevelop an untidy rural site in a viable and sustainable manner which, the current permission, if ever implemented, would not have achieved.

**9. Recommendation**

Approve	<input type="checkbox"/>	Approve with Conditions (see below)	<input checked="" type="checkbox"/>
Refusal (see below)	<input type="checkbox"/>	Referral to Historic Scotland	<input type="checkbox"/>

Conditions

1. Before any works commence on site, revised drawings of the proposed house and site shall have been submitted to and approved in writing by the Council. Thereafter, the development shall be completed in accordance with such approved details prior to first occupation of the house, unless otherwise approved in writing by the Council as Planning Authority. The revised details shall include the following elements:
  - a. Revised front elevation design incorporating only salvaged sandstone pointed in lime and painted wet dash render.
  - b. Revised east and west gable elevations design incorporating only salvaged sandstone pointed in lime and painted wet dash render.
  - c. Revised east and west gable elevations design incorporating traditional chimneys on both gables.
  - d. Revised site layout plan and landscape plan & schedule of planting detailing the site boundaries enclosed by timber post and wire fencing with double row planted native hedging to all boundaries and interspersed with native heavy standard trees along the site's east, south and west boundaries.

2. Before any works commence on site, details of all external finishing materials shall have been submitted to and approved in writing by the Council as Planning Authority. Thereafter, the development shall be completed in accordance with such approved details prior to first occupation of the house, unless otherwise approved in writing by the Council as Planning Authority. The details shall include the following:
  - a) External wall finishes comprising salvaged sandstone pointed in lime and painted wet dash render, including samples of the colour, coursing and finish of stone and tone of render.
  - b) External roof finishes including stone copes, natural slates and zinc ridge caps.
  - c) Timber window and external door details.
  - d) Chimney stack, cap and pot finishes.
  - e) Window surround and mullion design and finishes.
  - f) Rainwater goods design and finish.
3. Before any works commence on site, details of the design and finish of the proposed vehicle access, driveway and all other hard surfaces shall have been submitted to and approved in writing by the Council. Thereafter, the development shall be completed in accordance with such approved details prior to first occupation of the house, unless otherwise approved in writing by the Council as Planning Authority. The details shall include the following:
  - a) A 5m wide bellmouth access with 5m kerbed radii on both sides.
  - b) No fences, walls, hedges or other features over 1 metre in height within 2m of the carriageway edge of the B90140 road.
  - c) Driveway and parking finishes, incorporating porous surfacing, and constructed to ensure no loose material is discharged onto the public road.
4. Before any works commence on site, details of proposed ground, finished floor and roof ridge levels of the proposed house shall have been submitted to and approved in writing by the Council. Thereafter, the development shall be implemented in accordance with such approved details, prior to occupation of the first house.
5. Before any works commence on site, details of the proposed scheme for the discharge and treatment of foul and surface water shall have been submitted to and approved in writing by the Council. Once approved, the development shall be completed in accordance with such approved details.

Reasons for Conditions

1. In the interests of visual amenity and local environmental quality.
2. In the interests of visual amenity and local environmental quality.
3. In the interests of road safety.
4. In the interests of visual amenity and local environmental quality.
5. In the interests of local environmental quality.

### **Reasons for Decision**

The application involves erection of a single storey traditionally designed cottage on a previously developed rural site.

1. The site is not considered to be brownfield land but contains some remains of a previous house and overall detracts from the surrounding rural landscape in its current form.
2. The site has an extant planning permission for reconstruction of the former cottage to form a house and outdoor/countryside education centre, which has been secured in perpetuity by carrying out of specified works to secure the permission. The nature of the development is largely of a new build 1.5 storey house incorporating some accommodation for visiting guests, and was proposed as a base for the then applicant's business involving guided walks in the Ochil Hills. A s75 Agreement restricts occupancy of the house to someone involved in that business. Detailed permission for this development has been in place for 11 years, but no works have progressed beyond a small amount of ground works to secure the permission.
3. The current application does not fully comply with the Council's LDP policies on new houses in the countryside as it does not involve a replacement house and is not required to serve for a rural business. Therefore, the need for a countryside location has not been demonstrated. The site is also not adjacent to an existing settlement or building group, and whilst remains of a house are on site, the development does not constitute a conversion or restoration proposal.
4. Policy criteria that do support the proposals include those requiring developments to be acceptable in scale, design and nature and also enhancing the character of the site and surrounding landscape.
5. Following refusal of an earlier application, the current application has been accompanied by a revised and expanded supporting statement. This provides a business perspective on the shortcomings of the approved proposal in terms of its location and niche nature of the proposed clientele. These issues are highlighted as the main reasons that neither the applicant nor other business operators have implemented the approved development.
6. The supporting statement also highlights the not inconsiderable risk that the approved development could be implemented and either by design, or not, quickly fail, leaving a building only capable of one viable future use i.e as a house.
7. The Service, having taken advice from internal economic development officers acknowledges the points made in the supporting statement, both given the current applicant's experience in the local tourism sector and our

own overview of the approved development and business model it was predicated on.

8. The approved development, in simple physical terms, is effectively a house with some guest/visitor accommodation, and a large area of hardstanding in front of the building to provide parking and turning. Whilst the design has its basis in traditional vernacular architectural style it would appear in the landscape as a rather isolated and unremarkable 1.5 storey house with a large area of hardstanding in front of it.
9. The current proposals, by contrast, are for a low single storey traditional cottage with single driveway and parking for one house, set in a landscaped garden. There is also further scope to enhance its appearance through enhanced finishing materials, additional of traditional chimneys and native tree and hedge planting, creating a significantly more sensitive development than currently has permission.
10. In summary, whilst the current proposals remain not fully policy compliant, they offer the opportunity to develop the site for one house in a visually more sensitive manner than that currently approved. Implementation of this house would extinguish the existing permission for a less sensitive development which, by virtue of its lack of viability, is unlikely to be constructed and will therefore continue to blight the site if left unimplemented. Equally, if implemented, the approved development, predicated on a tenuous business model that has not attracted investment over 11+ years, would be both a poorer development solution for the site, and one that is highly likely to become no more than simply a dwellinghouse over time.

<u>Plan No</u>	<u>Title</u>
1	Location Plan
2	Site Plan
3	Proposed Plans & Elevations

### 10. Checklist

The application does not involve development of land in which the Council has an interest	X
The list of owners/occupiers of neighbouring land has been verified during the site visit and appears to be correct	X
The charge for advertising this application has been paid or is not required	X
Any publicity period has expired	X
The recommendation requires authorisation by the following Appointed Officers:	
Development Quality Team Leader	X

Development Services Manager

The recommendation/decision has secured added value which is recorded in Uniform

Two complete sets of plans to be approved are attached, or identified from the electronic file

The electronic file requires annotated plans which are attached

There are instructions to Business Support attached to this report/file

Site Notice - Note to Applicant required for National, Major or Bad Neighbour development

**Coal Authority Householder Referral Area Note to go with Decision**

**Coal Authority Standing Advice Note to go out with Decision**

Signed \_\_\_\_\_ (Case Officer)

Date 12/10/18

Signed \_\_\_\_\_ (Team Leader)

Date 12/10/18

**DEVELOPMENT & ENVIRONMENT SERVICES  
CLACKMANNANSHIRE COUNCIL**

<b>REPORT OF HANDLING PLANNING APPLICATION DELEGATED REPORT</b>
---

Application Ref. No. **20/00206/FULL**      Date of Site Visit: 6/9/20

Description of Proposal      **Formation Of New Exit On To B9140 And Erection  
Of Stone Wall at Front Boundary**

Location:                      **Canmore Cottage, Easter Sheardale, Dollarbeg,  
Dollar  
Clackmannanshire  
FK14 7NQ**

### **1.      The Proposed Development**

The application seeks permission for formation of a new access to a recently constructed house located on the B9140 Coalsnaughton to Dollarbeg Road, approximately 100m east of Easter Sheardale Cottages. The site lies in an area of countryside as identified by the Clackmannanshire Local Development Plan adopted 2015 and is served directly off a straight section the B9140 road where the national speed limit of 60mph applies. The Council has recently erected road signage denoting Easter Sheardale on this section of the B9140, and which incorporates this house plot as well as the group of cottages to the west.

The house is a single storey traditionally designed cottage and was granted planning permission in 2018. The site formerly contained the remains of a derelict cottage but had an extant planning permission from 2005 for development of a house and outdoor education centre, which was commenced but never fully implemented.

The currently approved access arrangements for the house involve an access towards the eastern side of the plot serving driveway parking and vehicle turning. Planning conditions specified a 5m wide bellmouth with 5m radii to the access and no obstructions to visibility above 1m in height within 2 of the site's 40m long roadside frontage.

A tarmac apron has been formed and small hedging planted, however, the access arrangements have not yet been completed in accordance with the planning conditions.

The application seeks to form a new vehicle opening onto the road at the western end of the plot to act as an exit, with the original approved opening to be used as an

entrance. A 900mm masonry wall is proposed along the remaining road frontage between the accesses, but this does not in itself require planning permission as it is permitted development.

## 2. Summary of Consultation Responses

Roads: Do not support the formation of a second access onto this section of de-restricted rural road as it creates an additional potential point of conflict between through traffic and manoeuvring vehicles using such access. Roads also note that the current access is not completed in accordance with the planning condition. At the request of the Planning Service, Roads have provided suggested conditions, should planning permission be granted, notwithstanding their objection to the application. *Comment: Concerns in respect of multiple accesses onto sections of de-restricted road, and the additional conflict they may create are acknowledged. In this case, the development to be served is a single house which is already built and occupied and replaces a previously approved development that had potential to generate significantly more traffic. The applicant wishes to use the approved access as an entrance only to the house plot and the proposed new one as an exit only and which is less than 30m to the west. The potential for any increased conflict with through traffic is limited by the fact that there is no intensification of development to be served (i.e. only on house), that the proposals are for one access to be an entrance and the other an exit, rather than both being used for entrance and exit purposes, and that the accesses sit less than 30m apart and within the curtilage of the house plot. The applicant has advised that the reason for the requested arrangement is purely for road safety, as visitors to the plot, have had to reverse onto the road, due to the limitations of parking and turning space when other vehicles are present. They wish to ensure that they and their visitors can enter and exit the site safely in a forward gear and also allow visitors e.g. post and deliveries to park in the driveway rather than on the public road, which creates a road safety risk. The currently approved access requires to be completed as per approved plans and condition, and the Planning Service pursuing this with the applicant. The geometrical standards suggested by Roads if consent is granted should also apply to the proposed new access, as well as signage to denote which is to be used for entrance and exit purposes accordingly. In respect of visibility, Roads would wish to see no obstructions above carriageway level for 2.4m across the entire site frontage, however it should be noted that hedging is already approved along the frontage but that a 900mm wall is proposed to replace this. A wall of this height is a permitted development and does not in itself require planning permission. Planning regulations do however restrict the height of permitted boundary treatments facing a road to 1m in height, and arguably the proposed 900mm wall is preferable than a hedge that would require regular maintenance to ensure good visibility is retained. The Planning Service will require the currently approved access to be completed as a matter of priority to comply with the existing condition.*

## 3. Neighbour Notification and Publicity

Number Of Neighbours Notified

0

Number of Objections

0

**4. Summary of Representation(s)**

None

**5. Summary of Supplementary Statements**

None

**6. Summary of Section 75 Planning Obligations.**

None

**7. Site History/Background**

The site gained outline planning approval (reference 04/00424/OUT) in April 2005 for: "Reconstruction Of Former Cottage To Form A House And Outdoor/Countryside Education Centre". That consent was subject to a Section 75 Agreement controlling occupancy of the new house to person or persons involved in the running of the related outdoor/countryside education centre. Subsequently, a reserved matters application (reference 07/00128/MSC) approved the details of the proposal in June 2007, and specified works commenced.

18/00146/FULL – Erection Of 1 No. Replacement House – Approved and house constructed/occupied.

**8. Planning Assessment****(a) Development Plan Position**

Clackmannanshire Local Development Plan adopted 2015

**(i) Policies**

Policy SC12 – Development Proposals – Access and Transport Requirements.

Whilst mainly aimed at larger developments, this policy seeks to ensure developments are safely and conveniently accessed. In this case, whilst the proposal involves a new access onto a section of rural derestricted road, it would provide an existing house with an entrance/exit arrangement that would not generate additional traffic, but make manoeuvring in and out of the house plot in a forward gear safer and more convenient for the occupants and their visitors.

**(ii) Proposals**

None

**(iii) Supplementary Guidance**

None

**(b) Other Material Considerations**

The consultation response from Roads has been fully assessed as part of this assessment as set out in Section 2, above.

**9. Recommendation**

Approve	<input type="checkbox"/>	Approve with Conditions (see below)	<input checked="" type="checkbox"/>
Refusal (see below)	<input type="checkbox"/>	Referral to Historic Scotland	<input type="checkbox"/>

**Conditions**

1. The proposed new access shall be formed with a 5m wide bellmouth area and 5m kerbed radii either side, with the driveway surfaced in a bound material such that no surface water or loose material is discharged onto the public road.
2. There shall be no obstruction over 1m in height within 2.4m of the road carriageway edge along the site's entire road frontage.
3. The site entrance and exit shall be clearly signed to delineate such use.

**Reason for Conditions**

1. In the interests of road safety.
2. In the interests of road safety.
3. In the interests of road safety.

**Reasons for Decision**

The proposals comply with the relevant provisions of the adopted development plan and material considerations do not indicate that planning permission should be withheld.

**Advisory Note to Applicant:**

- Formation of both the originally approved and proposed new access shall be subject to a Minor Roadworks Consent, which should be sought from the Council's Roads and Transportation Service before any works commence on site.
- The existing approved access to the site has not been completed in accordance with Condition 3 of Planning Permission 18/00146/FULL:

3. *Before any works commence on site, details of the design and finish of the proposed vehicle access, driveway and all other hard surfaces shall have been submitted to and approved in writing by the Council. Thereafter, the development shall be completed in accordance with such approved details prior to first occupation of the house, unless otherwise approved in writing by the Council as Planning Authority. The details shall include the following:*

- a) *A 5m wide bellmouth access with 5m kerbed radii on both sides.*
- b) *No fences, walls, hedges or other features over 1 metre in height within 2m of the carriageway edge of the B90140 road.*
- c) *Driveway and parking finishes, incorporating porous surfacing, and constructed to ensure no loose material is discharged onto the public road.*

- Details as required by Condition 3, and subsequent completion of the access in accordance with them is now required within 3 months of the date of this Decision Notice.

### **Plan Numbers Relating to the Decision**

<u>Plan No</u>	<u>Title</u>
1.	Location Plan
2.	Block Plan and Section

### **10. Checklist**

The application does not involve development of land in which the Council has an interest	X
The list of owners/occupiers of neighbouring land has been verified during the site visit and appears to be correct	X
The charge for advertising this application has been paid or is not required	X
Any publicity period has expired	X

The recommendation requires authorisation by the following Appointed Officers:

Development Quality Team Leader

Development Services Manager

The recommendation/decision has secured added value which is recorded in Uniform

Two complete sets of plans to be approved are attached, or identified from the electronic file

The electronic file requires annotated plans which are attached

There are instructions to Business Support attached to this report/file

Site Notice - Note to Applicant required for National, Major or Bad Neighbour development

**Coal Authority Householder Referral Area Note to go with Decision**

**Coal Authority Standing Advice Note to go out with Decision**

Signed GB (Case Officer) Date 09/11/20

Signed  (Team Leader) Date 10/11/20

## Proposal Details

Proposal Name	100585816
Proposal Description	Review of previous planning application for the construction of a vehicular and pedestrian access to a single dwelling house under construction adjacent to the A91 Hillfoots Road.
Address	
Local Authority	Clackmannanshire Council
Application Online Reference	100585816-001

## Application Status

Form	complete
Main Details	complete
Checklist	complete
Declaration	complete
Supporting Documentation	complete
Email Notification	complete

## Attachment Details

Notice of Review	System	A4
Notice of Review Statement Final	Attached	A4
Appendix 1 Reasons for refusal	Attached	A4
Appendix 2 RTS response	Attached	A4
Appendix 3 Travelling East from Blairlogie	Attached	A4
Appendix 3_2 Travelling East from Cambus A907	Attached	A4
Appendix 3_3 Travelling West from Menstrie	Attached	A4
Appendix 3_4 Travelling West from Alloa A907	Attached	A4
Appendix 4 DBA Access Statement FEB 2022	Attached	A4
Appendix 5 40mph TROs 2022	Attached	A4
Appendix 6 22_00076_FULL_REPORT_OF_HANDLING-7280169	Attached	A4
Appendix 7 Statement in support of planning application	Attached	A4
Appendix 8 Easter Sheardale TRO	Attached	A4
Appendix 9 LDP extracts	Attached	A4
Appendix 10 Ten accidents 1999-2021 West to East	Attached	A4
Appendix 10_1 Report-2010961002595	Attached	A4
Appendix 10_2 Report-2012961200101	Attached	A4
Appendix 10_3 Report-200296E201197	Attached	A4
Appendix 10_4 Report-2011961100682	Attached	A4
Appendix 10_5 Report-2011961101188	Attached	A4
Appendix 10_6 Report-200496E403258	Attached	A4
Appendix 10_7 Report-2007960702425	Attached	A4
Appendix 10_8 Report-2013961300026	Attached	A4

Appendix 10_9 Report-200096E200952	Attached	A4
Appendix 10_10 Report-200496E401027	Attached	A4
Appendix 11 Proposed Conditions	Attached	A4
Appendix 12 17_00198_FULL-DECISION_NOTICE-7089107	Attached	A4
Appendix 13 18_00146_FULL-REPORT_OF_HANDLING-7166556	Attached	A4
Appendix 14 20_00206_FULL-REPORT_OF_HANDLING-7232127	Attached	A4
Notice_of_Review-2.pdf	Attached	A0
Application_Summary.pdf	Attached	A0
Notice of Review-001.xml	Attached	A0


**Legal and Governance**

Kilncraigs, Greenside Street, Alloa, FK10 1EB  
Telephone: 01259 450000

Lee Robertson

Direct Contact: Senior Manager – Legal and Governance

Telephone: 01259 452087

Email: [LRB@clacks.gov.uk](mailto:LRB@clacks.gov.uk)

Our Ref: 22/00076/FULL

Your Ref:

Date: 21 December 2022

Mr Christopher Gowans  
16 Tak Me Doon Road  
LARBERT  
FK5 4GY

Sent By E-Mail to:  
[chrsgowans@hotmail.co.uk](mailto:chrsgowans@hotmail.co.uk)

Dear Mr Gowans

**The Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2013**

Thank you for your correspondence received on 22 July 2022 enclosing a Notice of Review application form, in respect of Planning Application Reference Number 22/00076/FULL - application for the construction of a vehicular and pedestrian access to a single dwelling house on the North side of the A91 Hillfoots road. Site located East of Blairlogie house, Blairlogie and West of Redcarr lodge, Menstrie.

While there has been additional information submitted in terms of additional accident reports on the A91 and photographs of A91 near site and between Alloa and Cambus, the Notice of Review is now in order and can proceed. I have taken this decision as the Planning Authority would have had access to this information when taking the decision on your planning application.

Interested parties have been sent a copy of your Notice of Review and accompanying documents. These interested parties have until 18 January 2023 to make representation on the information contained in your Notice of Review and accompanying documents.

Representations received from interested parties will be copied to you and you will have a further 14 days from receipt of these representations in which to submit any further comments you may wish to make.

The Council will make a copy of the review documents available for inspection on the Council's website [www.clacks.gov.uk](http://www.clacks.gov.uk) until such time as the Review is determined.

Yours sincerely

**Senior Manager – Legal and Governance  
Clerk to the Local Review Body**





**Clackmannanshire  
Council**

www.clacks.gov.uk

Comhairle Siorrachd  
Chlach Mhanann

**Legal and Governance**

Kilncraigs, Greenside Street, Alloa, FK10 1EB  
Telephone: 01259 450000

Lee Robertson  
Direct Contact: Solicitor

Telephone: 01259 452087

Email: LRB@clacks.gov.uk

Our Ref: 22/00076/FULL

Your Ref:

Date: 4 January 2023

Mr R McCullagh  
Red Carr Coach House  
Menstrie  
FK9 5QE

Dear Mr McCullagh

**The Town and Country Planning (Schemes of Delegation and Local Review Procedure)  
(Scotland) Regulations 2013**

The undernoted applicant has asked the Local Review Body to review the decision made by the Appointed Person in respect of their Planning Application.

Name of Applicant:	Mr Christopher Gowans
Site Address:	Site located on Hillfoots Road(A91). East of Blairlogie house, Blairlogie and West of Redcarr Lodge, Menstrie.
Description of the Application:	Construction of a vehicular and pedestrian access to a single dwelling house on the A91 Hillfoots Road.
Planning Application Ref No:	22/00076/FULL

As an interested party to the original planning application, it appears that you may have an interest in this Notice of Review.

A copy of the notice of review is attached and other documents related to the review may be inspected at [www.clacks.gov.uk](http://www.clacks.gov.uk). These documents can also be accessed by searching on either the application reference number, postcode, or a single line of an address. **As an interested party, you have the opportunity to make further representation to the Local Review Body. Your representation should be sent to me at [LRB@clacks.gov.uk](mailto:LRB@clacks.gov.uk) no later than 14 days from the date of this letter.**

Copies of representations made regarding the application, other than those to be treated in confidence, will be sent to the applicant and will be considered by the Local Review Body when determining the review.

The Council will make a copy of the review documents, any notices and any procedure notes available for inspection on the Council's website [www.clacks.gov.uk](http://www.clacks.gov.uk) until such time as the Review is determined.

Yours sincerely

**Senior Manager – Legal and Governance  
Clerk to the Local Review Body  
Enc.**



**Legal and Governance**

Kilncraigs, Greenside Street, Alloa, FK10 1EB  
Telephone: 01259 450000

Lee Robertson  
Direct Contact: Solicitor

Telephone: 01259 452087

Email: [LRB@clacks.gov.uk](mailto:LRB@clacks.gov.uk)

Our Ref: 22/00076/FULL

Your Ref:

Date: 4 January 2023

Mr Stuart Cullen  
Roads and Transportation  
Clackmannanshire Council  
Kilncraigs  
Alloa

Dear Mr Cullen

**The Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2013**

The undernoted applicant has asked the Local Review Body to review the decision made by the Appointed Person in respect of their Planning Application.

Name of Applicant:	Mr Christopher Gowans
Site Address:	Site located on Hillfoots Road(A91). East of Blairlogie house, Blairlogie and West of Redcarr Lodge, Menstrie.
Description of the Application:	Construction of a vehicular and pedestrian access to a single dwelling house on the A91 Hillfoots Road.
Planning Application Ref No:	22/00076/FULL

As an interested party to the original planning application, it appears that you may have an interest in this Notice of Review.

A copy of the notice of review is attached and other documents related to the review may be inspected at [www.clacks.gov.uk](http://www.clacks.gov.uk). These documents can also be accessed by searching on either the application reference number, postcode, or a single line of an address. **As an interested party, you have the opportunity to make further representation to the Local Review Body. Your representation should be sent to me at [LRB@clacks.gov.uk](mailto:LRB@clacks.gov.uk) no later than 14 days from the date of this letter.**

Copies of representations made regarding the application, other than those to be treated in confidence, will be sent to the applicant and will be considered by the Local Review Body when determining the review.

The Council will make a copy of the review documents, any notices and any procedure notes available for inspection on the Council's website [www.clacks.gov.uk](http://www.clacks.gov.uk) until such time as the Review is determined.

Yours sincerely

**Senior Manager – Legal and Governance  
Clerk to the Local Review Body  
Enc.**



**22/00076/FULL Local Review Body**  
roderick mccullagh to: LRB

18/01/2023 12:13

For the attention of the Clerk to the Local Review Body

Dear Sir or Madam,

We wish to make the following comments on the Notice of Review regarding the review of the Council's refusal of consent for application 22/00076/FULL:-

1. one of the key points of disagreement between the applicant and the Council is the description of character of the area. We feel that the term "predominantly rural" best describes the area;
2. a shift to downgrade the 'rural ness' of the area could set a precedent for further development in the area which we would not welcome or accept as appropriate;
3. the proposal to reduce the traffic speed limit along the A91 adjacent to our property needs to be considered on its own merits. We would welcome such a reduction as the general behaviours of many of the road users are placing road users (car drivers, bike riders and pedestrians) at risk because of too high speeds, reckless over-taking, driving at inappropriately close distances between cars and poor driving.
4. the current character of road use creates unwanted road noise, pollution, rubbish (often thrown from fast cars at night) and risk.

Yours sincerely

Rod McCullagh & Sally Foster  
Red Carr Coach House, Mentry, FK9 5QE.

WARNING: This email originated from outside Clackmannanshire Council.

Check the sender's email address, any URLs before clicking links, opening attachments, or following requests. When in doubt, contact the I.T. Service Desk.





**Re: Local Review Application for Planning Application Reference Number 22/00076/FULL**

**christopher gowans** to: Local Review Body

27/01/2023 18:54

History: This message has been replied to.

Hi Gillian,

**Response to comments made by Mr Roderick McCullagh and Sally Foster of Red Carr Coach House;**

The comments in support of the proposal to reduce the speed limit on this section of the A91 provide confirmation and evidence of the desire from the local community and the possible benefit for those who live around and use the road /pavement regularly in reducing the speed limit. Councillor Les sharp has also requested previously on behalf of the local community that the council reduce the speed limit on this section of road in line with the changes already implemented by Stirling council to the west . See paragraghs 2.0-2.1 of the notice of review statement where more information and context is provided . An independant road and traffic assessment was also carried out by Dougall Baillie associates as part of my application which provides accurate details and drawings .

Kind Regards,  
Chris Gowans

---

**From:** Gillian White <gwhite@clacks.gov.uk> on behalf of Local Review Body <LRB@clacks.gov.uk>

**Sent:** 27 January 2023 16:54

**To:** chrisgowans [REDACTED]

**Subject:** Fw: Local Review Application for Planning Application Reference Number 22/00076/FULL

Good afternoon

Re the e-mail below, just to remind you that if you have any comments on the interested party response, please submit this as soon as possible. Alternatively, if you have no further comment, please let me know too.

Regards  
Gillian

Committee Services

Partnership and Performance  
Clackmannanshire Council  
Kilncraigs  
Greenside Street  
Alloa  
FK10 1EB

Telephone: 01259 452004  
E-Mail: [gwhite@clacks.gov.uk](mailto:gwhite@clacks.gov.uk)  
Web: [www.clacks.gov.uk](http://www.clacks.gov.uk)

----- Forwarded by Gillian White/CLACKS on 27/01/2023 16:52 -----

From: Local Review Body/CLACKS  
To: christopher gowans <chrisgowans@hotmail.co.uk>  
Date: 19/01/2023 15:34  
Subject: Local Review Application for Planning Application Reference Number 22/00076/FULL  
Sent by: Gillian White

---

Good afternoon

**The Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2013**

Further to my e-mail dated 21 December 2022, I now enclose a copy of a further representations made by an interested party. The Roads Service has not added to their original response.

You now have 14 days from the date of this e-mail in which to submit any further comments you may wish to make. Your comments should be sent to me at the above e-mail address.

Kind regards  
Gillian

Committee Services

Partnership and Performance  
Clackmannanshire Council  
Kilncraigs  
Greenside Street  
Alloa  
FK10 1EB

Telephone: 01259 452004  
E-Mail: [gwhite@clacks.gov.uk](mailto:gwhite@clacks.gov.uk)  
Web: [www.clacks.gov.uk](http://www.clacks.gov.uk)

\*\*\*\*\*

This message contains privileged and confidential information intended for the addressee(s) only. If this message was sent to you in error, you must not disseminate, copy or take any action in reliance on it and we request that you notify the sender immediately by return email.

Opinions expressed in this message and any attachments are not necessarily those held by Clackmannanshire Council or any person connected with the organisation, save those by whom the opinions were expressed.



Kilncraigs Greenside Street Alloa FK10 1EB Tel: 01259 450 000 Email: [planning@clacks.gov.uk](mailto:planning@clacks.gov.uk)

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE            100540569-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

## Type of Application

What is this application for? Please select one of the following: \*

- Application for planning permission (including changes of use and surface mineral working).
- Application for planning permission in principle.
- Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)
- Application for Approval of Matters specified in conditions.

## Description of Proposal

Please describe the proposal including any change of use: \* (Max 500 characters)

Application for the construction of a vehicular and pedestrian access to a single dwelling house on the North side of the A91 Hillfoots road. Site located East of Blairlogie house, Blairlogie and West of Redcarr lodge, Menstrie.

Is this a temporary permission? \*  Yes  No

If a change of use is to be included in the proposal has it already taken place?  Yes  No  
 (Answer 'No' if there is no change of use.) \*

Has the work already been started and/or completed? \*

No  Yes – Started  Yes - Completed

## Applicant or Agent Details

Are you an applicant or an agent? \* (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant  Agent

## Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Mr"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text"/>
First Name: *	<input type="text" value="Christopher"/>	Building Number:	<input type="text" value="16"/>
Last Name: *	<input type="text" value="Gowans"/>	Address 1 (Street): *	<input type="text" value="Tak Me Doon Road"/>
Company/Organisation	<input type="text"/>	Address 2:	<input type="text" value="Larbert"/>
Telephone Number: *	<input type="text" value="REDACTED"/>	Town/City: *	<input type="text" value="Falkirk"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="Scotland"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="FK5 4GY"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="REDACTED"/>		

## Site Address Details

Planning Authority:	<input type="text" value="Clackmannanshire Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text"/>
Post Code:	<input type="text"/>

Please identify/describe the location of the site or sites

<input type="text" value="Site located on Hillfoots road(A91). East of Blairlogie house, Blairlogie and West of Redcarr Lodge, Menstrie."/>
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Northing	<input type="text" value="696885"/>	Easting	<input type="text" value="283763"/>
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## Pre-Application Discussion

Have you discussed your proposal with the planning authority? \*

Yes  No

## Pre-Application Discussion Details Cont.

In what format was the feedback given? \*

Meeting  Telephone  Letter  Email

Please provide a description of the feedback you were given and the name of the officer who provided this feedback. If a processing agreement [note 1] is currently in place or if you are currently discussing a processing agreement with the planning authority, please provide details of this. (This will help the authority to deal with this application more efficiently.) \* (max 500 characters)

Pre application enquiries were submitted to Grant Baxter and Stuart Cullen. I was advised that due to the vast planning history surrounding the site and the new documents supplied in support of the access that a planning application should be submitted.

Title:

Mr

Other title:

Principal roads and planning

First Name:

Stuart

Last Name:

Cullen

Correspondence Reference Number:

Date (dd/mm/yyyy):

08/04/2021

Note 1. A Processing agreement involves setting out the key stages involved in determining a planning application, identifying what information is required and from whom and setting timescales for the delivery of various stages of the process.

## Site Area

Please state the site area:

0.44

Please state the measurement type used:

Hectares (ha)  Square Metres (sq.m)

## Existing Use

Please describe the current or most recent use: \* (Max 500 characters)

Post part construction of the approved house plans and expiry of previously approved temporary access the site has been unused.

## Access and Parking

Are you proposing a new altered vehicle access to or from a public road? \*

Yes  No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? \*

Yes  No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application Site?

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? \*

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).

## Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? \*  Yes  No

Do your proposals make provision for sustainable drainage of surface water?? \*  Yes  No  
(e.g. SUDS arrangements) \*

Note:-  
Please include details of SUDS arrangements on your plans  
Selecting 'No' to the above question means that you could be in breach of Environmental legislation.

Are you proposing to connect to the public water supply network? \*

Yes  
 No, using a private water supply  
 No connection required

If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).

## Assessment of Flood Risk

Is the site within an area of known risk of flooding? \*  Yes  No  Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? \*  Yes  No  Don't Know

## Trees

Are there any trees on or adjacent to the application site? \*  Yes  No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

## Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste (including recycling)? \*  Yes  No

If Yes or No, please provide further details: \* (Max 500 characters)

N/A

## Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? \*  Yes  No

## All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? \*

Yes  No

### Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013 \*

Yes  No  Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

### Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? \*

Yes  No

### Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? \*

Yes  No

Is any of the land part of an agricultural holding? \*

Yes  No

### Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

### Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: Mr Christopher Gowans

On behalf of:

Date: 03/03/2022

Please tick here to certify this Certificate. \*

## Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? \*

Yes  No  Not applicable to this application

b) If this is an application for planning permission or planning permission in principle where there is a crown interest in the land, have you provided a statement to that effect? \*

Yes  No  Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? \*

Yes  No  Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? \*

Yes  No  Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? \*

Yes  No  Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? \*

Yes  No  Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

Site Layout Plan or Block plan.

Elevations.

Floor plans.

Cross sections.

Roof plan.

Master Plan/Framework Plan.

Landscape plan.

Photographs and/or photomontages.

Other.

If Other, please specify: \* (Max 500 characters)

General site and specific access road drawings have been supplied within the access statement completed by Dougall Baillie. Road visibility photographs are also provided within this document.

Provide copies of the following documents if applicable:

A copy of an Environmental Statement. *	≤	Yes	T	N/A
A Design Statement or Design and Access Statement. *	≤	Yes	T	N/A
A Flood Risk Assessment. *	≤	Yes	T	N/A
A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). *	≤	Yes	T	N/A
Drainage/SUDS layout. *	≤	Yes	T	N/A
A Transport Assessment or Travel Plan	T	Yes	≤	N/A
Contaminated Land Assessment. *	≤	Yes	T	N/A
Habitat Survey. *	≤	Yes	T	N/A
A Processing Agreement. *	≤	Yes	T	N/A

Other Statements (please specify). (Max 500 characters)

## Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

Declaration Name: Mr Christopher Gowans

Declaration Date: 03/03/2022

## Payment Details

Online payment: 60-17-706094

Payment date: 03/03/2022 12:17:00

Created: 03/03/2022 12:17

## STATEMENT IN SUPPORT OF PLANNING APPLICATION

### PROPOSED ACCESS TO SINGLE DWELLINGHOUSE FROM THE A91

#### SITE EAST OF BLAIRLOGIE HOUSE, BLAIRLOGIE AND WEST OF REDCARR LODGE, MENSTRIE

### 1.0 INTRODUCTION

1.1 This statement is in support of the planning application by Mr C. Gowans for the construction of a vehicular and pedestrian access to a single dwellinghouse on the north side of the A91 Stirling to St Andrews road at the location shown on Plan 19172-SK-10, within the DBA Access Statement, accompanying the application.

1.2 The access is required to enable the applicant to complete the construction of, and occupy as a family home, the dwellinghouse, originally granted planning permission in 1989(C/88/225) with an amended permission granted in 1991 (C/88/225/1). The Planning Authority has confirmed, through the grant of a Certificate of Lawfulness of Existing Use or Development (21/00202/CLEUD), that the completion of said dwellinghouse, within the area of land identified on Plan 19172-SK-10, would be lawful.

1.3 To support the application the applicant also commissioned Dougal Baillie Associates (DBA) to prepare a full Access Statement setting out traffic survey and technical data demonstrating that actual traffic speeds are significantly lower than the National Speed Limit at this location as a result of lowered speed limits in Blairlogie. The Access Statement demonstrates that an access can be designed and located within the site boundaries at a point where visibility is very good although slightly short of the relevant guidance requirements. (Appendix 1)

1.4 Should the Council not be prepared to approve the access on this basis, the Access Statement goes on to demonstrate that the proposal fully complies with all relevant guidance and requirements, following the Design Manual for Roads and Bridges, if the speed limit on the A91 at this location was reduced from 60 to 40 mph. If the Council considers this option to be preferable the applicant commits to promoting and funding a Traffic Regulation Order (TRO) to achieve the necessary speed reduction and would accept a condition to this effect.

1.5 The site has an extensive planning history and the Planning Authority has previously resisted access proposals at this location. However, there have been significant changes, in terms of planning policy, approaches to road safety and in the local environment since the matter of an access to this site was last considered some 17 years ago. The confirmation by the Planning Authority that the completion of the dwellinghouse would be lawful, but where that development does not have a frontage access, is a unique, and perhaps unprecedented, situation. The unique and exceptional nature of this case should enable the Planning Authority to consider this proposal with fresh eyes. The applicant has considered very carefully all of the issues and invested significant time and effort in order to come forward with practical proposals and innovative solutions to the problems

previously identified. This statement sets out why the Planning Authority should grant planning permission, and, if it considers it necessary, agree to a TRO reducing the speed limit on the A91 at this location, in this unique and exceptional case.

## 2.0 LOCATION AND HISTORY

2.1 The site extends to approximately 0.44ha, and lies between the substantial dwellinghouse, Blairlogie House, to the west and the access to three houses, Red Carr Lodge, Red Carr Cottage and Red Carr House, to the east. The site lies within woodland on the lower slopes of Dumyat Hill which rises steeply to the north. The site has an extensive frontage to the A91 Stirling to St. Andrews road measuring some 89 metres. Plan 19172-SK-10 within the DBA Access Statement, Appendix 1, shows the location and boundaries of the site.

2.2 Some of the planning history of the site is described in the Report of Handling for application 21/00202/CLUED therefore need not be repeated in full here. As a result of that application the Planning Authority has confirmed that the completion of the dwelling house granted planning permission in 1991 (Ref. C/88/225/1) would be lawful.

2.3 With respect to the formation of an access to the site the relevant planning application history is as follows:-

\* C/89/389 Temporary Access for one year to enable construction of dwellinghouse – Approved 17<sup>th</sup> January 1990

\* C/94/297 (Portal No. 94/00318) – Formation of access. Refused 25<sup>th</sup> January 1995

\* C/95/251 (Portal No. 95/00130) – Formation of access. Refused 6<sup>th</sup> December 1995. Appeal (PPA-150-2) Dismissed 17<sup>th</sup> October 1996.

\* 01/00134 – Formation of access. Refused 3<sup>rd</sup> August 2001 (No documents available on the Portal)

\* 04/00372 – Formation of access. Refused 13<sup>th</sup> January 2005 (No decision notice available on the Portal)

2.4 The comments of the Roads and Transportation Service (RTS) from November 2004, in response to planning application 04/00372, appear to encapsulate the reasoning behind their resistance to a new access to serve the dwellinghouse on the site. (Appendix 2)

2.5 In e-mail correspondence with the Council's RTS in April 2021, as part of a Pre-application Enquiry, it was confirmed by them that; "our in principle position objecting to the proposals (for an access) is unlikely to change". In response to the suggestion that the speed limit could be reduced from 60mph to 40 mph, both in the interests of general road safety and to enable the construction of an access which met the necessary design and visibility standards, the RTS said; "I am not aware of any proposals for the current speed limits in this vicinity to be altered. The road environment should dictate where limits are placed and this has been done correctly in this case in my view so any change would not be appropriate. Indeed any change, if that were to happen for any reason, would make little difference to the accident potential that exists here."

2.6 This Supporting Planning Statement therefore seeks to address all of those concerns directly and to highlight other significant material considerations that should be fully taken into account.

### 3.0 THE CASE FOR GRANTING PLANNING PERMISSION

3.1 Notwithstanding the RTS's most recent comments there have been significant changes in policy, approaches to road safety and in the local and wider environment, that constitute important material considerations in determining this planning application. Given that the Planning Authority has confirmed, with the granting of the Lawful Development Certificate (21/00202), that the completion of the dwellinghouse granted permission in 1991 would be lawful, there is an opportunity to consider the issue of access afresh in the context of all of the changes that have taken place over the last 17 years and with the detailed information contained within the DBA Access Statement (Appendix 1).

3.2 A significant change in the local physical road environment that has occurred in the past 17 years is the implementation of works to widen and improve the footway on the north side of the A91 between Menstrie and Blairlogie. This work was done some years ago, as part of Proposal T25 in the Local Development Plan, to promote the 'Hillfoots Diamond Jubilee Way' as an 'Active Travel Route'.

The RTS as recently as April 2021 confirmed this:-

"I note from our LDP Action Programme document, page 7, that T25 is noted a cycle infrastructure improvement to improve the active travel route from "Menstrie westwards to the council boundary". The footway on the north side of the A91 was widened several years ago to provide a multi- user route here. T25 relates to this"

This work was clearly done to improve the safety of vulnerable road users on this popular route and encourage the use of the footway between Menstrie and Blairlogie by pedestrians and cyclists. As such this directly addresses the concerns of the RTS (numbered point 3 on the planning application response dated 24<sup>th</sup> November 2004, (Appendix 2)).

3.3 Given that the publicly stated Council policy is to encourage increased use of the A91 footway route between Menstrie and Blairlogie by cyclists and pedestrians any additional use that may arise as a result of the creation of the proposed access would be insignificant. It would in any case not be the access that might increase use of the footway by pedestrians, or cyclists, but the dwellinghouse which, as the Planning Authority has confirmed, can be lawfully completed and occupied.

3.4 As stated in the recent RTS response to a Pre-Application enquiry, they have an 'in-principle' objection to the formation of an access to serve the approved and partially constructed dwellinghouse. This principled opposition was articulated clearly in numbered point 1 of the RTS consultation response to application 04/00372 (Appendix 2). Notwithstanding the provision of "...ideal visibility at the intended access..." and "regardless of the volume of vehicles actually generated by the development..." the RTS "...consider the principle of creating a new access to serve a dwellinghouse at this derestricted section of the A91 to be inherently unsafe as it will create circumstances where accelerating /slowing traffic will conflict on a regular basis."

This would appear to indicate that, under no circumstances, would the RTS consider a new access to be acceptable at this location, irrespective of its design being in full compliance with DMRB standards and irrespective of the actual or legally enforceable traffic speeds on the A91 at this point.

3.5 However, this principled opposition for the reasons stated did not extend to the creation of a temporary access, granted planning permission for one year to allow the construction of the dwellinghouse (C/89/389). Such an access was permitted without restrictions on use and without any measures to reduce speeds on the derestricted section of the A91. The frequency of use and the time period over which it was used are not known however it is safe to assume that the type of traffic that did use it would have been large and slow moving. There is clear evidence that the access was used, because the dwellinghouse is partially constructed, but there is no evidence that this access caused any road safety issues while in use. This demonstrates that a pragmatic approach was taken by the Council, as Planning Authority, to deal with the issue.

3.6 Opposition to the creation of new accesses on the north side of the A91 also did not extend to the access granted planning permission in 2014 to serve Red Carr House, Red Carr Lodge and Red Carr Cottage, (14/00116) which was renewed as recently as January 2022 (21/00230). This new access is of course to replace an existing substandard access serving three dwellinghouses therefore the, theoretical, net gain in road safety terms, led to a more pragmatic approach by the RTS and, ultimately, by the Council as Planning Authority. It should be noted that there is no evidence that use of the existing, substandard, access serving the three houses at Red Carr has ever led to the kind of vehicular conflicts referred to in the RTS comments on planning application 04/00372. Further evidence of the pragmatic approach applied in this instance by the Planning Authority is the fact that the standard of visibility splay specified for the proposed new access at Red Carr (2.4m x 160m) is less than would ordinarily be considered acceptable for a road where the National Speed Limit (NSL) applies (2.4m x 215m). It would appear therefore that the RTS and the Planning Authority have accepted that the speed of vehicles on this road is normally significantly lower than the posted 60mph speed limit. The actual speed survey data in the DBA Report confirms this to be a correct judgement.

3.7 It is therefore clear that, under certain circumstances, and using its good judgement, the Planning Authority can be pragmatic and reasonable when dealing with the issue of access on to the A91 at this location.

3.8 In Point 1 of the RTS response to application 04/00372 a traffic scenario is described to justify opposition to a new access. It describes the potential conflict between accelerating vehicles travelling east from Blairlogie and vehicles slowing and turning into the proposed access. The DBA Report (Appendix 1) contains data from two extensive traffic speed surveys taken in the vicinity of the proposed access, one in 2019 and more recently in 2021. The latter data was gathered to establish whether or not the new 30mph speed restriction through Blairlogie, introduced by Stirling Council in 2021, had made any difference to the average speed of vehicles travelling both east and west. As can be seen from the data there has been a significant reduction in the speed of vehicles travelling east from Blairlogie. This fact, plus the fact that the number of times the access to this single family dwellinghouse would be used per day would be very low, means that the chances of the scenario described by RTS occurring would also be very low. Furthermore, if the speed limit was to be reduced from 60 to 40, and the visibility at the new access was in accordance with the

appropriate standards, then the chances of the scenario described occurring would be even more remote. It therefore cannot be said that the access proposals now before the Council are “inherently unsafe”.

3.9. Although the RTS refer, in numbered point 2 of their response to application 04/00372, (Appendix 2) to the creation of a precedent, the Council, as Planning Authority, have to determine each application on its own merits having regard to the Development Plan and any other material consideration. It is quite clear that there are other, significant, material considerations that must be taken into account, as outlined in this Statement, and that the circumstances of this case are unique and could not be repeated elsewhere. Because of these unique and exceptional circumstances approval of this access proposal would not create a precedent.

3.10 Point 4 in the RTS comments on application 04/00372 refer to a desirable standard that should be achieved for all accesses. It is clear, however, that, in the cases cited above, that standard was not applied. This was for very practical and pragmatic reasons and therefore considered justifiable. It is contended that the same pragmatic and reasonable approach could be applied in this case, especially as the applicant has tried very hard to design and locate the proposed access in accordance with all of the relevant DMRB standards and has offered to go further with regard to sponsoring a TRO to reduce the speed limit on the A91 from 60mph to 40 mph.

3.11 As referred to in paragraph 3.6 the Council has accepted, in granting planning permission for a new access at Red Carr, a standard of visibility splay which is less than would ordinarily be considered acceptable on a road where the NSL applies.(2.4m x 160m as opposed to 2.4m x 215m). It would appear that the Council accepts that the actual speed of traffic on this road is less than 50 mph. The DBA Report which sets out actual traffic speed survey data, demonstrates that this is a correct judgement.

3.12 The proposed access has been designed and sited in the optimum position on the site frontage to allow for maximum visibility in order to be as fully in accordance with the relevant DMRB standards as possible. As can be seen from Drawing 19172-SK-10 whilst visibility to the east is very good, visibility to the west falls short of the guidance by only 10 metres. Although slightly short of the guidance, the photographs in the Report show that very good visibility can be achieved to the west.

3.13 If however the Council considers that, in the general interests of the safety of all road users, the speed limit should be reduced to 40 mph on the A91 at this point it is clear from the DBA Access Statement that the visibility achievable at the proposed access would be fully compliant with the requirements of the DMRB (2.4m x120m). The DBA Report (Appendix 1) concludes that, with a reduction of the speed limit on the A91 from 60mph to 40mph, between Blairlogie, adjacent to the site, and to a point east of the proposed new access to the three houses at Red Carr, the required visibility splays can be achieved, either on land controlled by the owner of the site, or within the boundary of the roadway. In addition, the reduction in speeds on this part of the A91 would mean a significant reduction in the hypothetical risks posed by unexpected turning movements into and out of the site. These two aspects were the principal reasons for the opposition to the formation of a new access at this point. An additional advantage of the proposal to reduce the speed limit as described would be the inclusion within it of the existing substandard access and the proposed replacement access serving Red Carr House, Red Carr Lodge and Red Carr Cottage. Extending the 40

mph limit to include this access would clearly benefit road safety as it would reduce the risks posed, in terms of unexpected turning movements, at this access which serves three houses.

3.14 The reduction of the speed limit in the manner described would seem to fit well with the Councils overall road safety strategy in respect of speed reduction on roads where risks are considered to be greater, especially to other road users such as cyclists and pedestrians. As the DBA Report sets out, across Clackmannanshire a number of Traffic Regulation Orders (TRO) have been enacted introducing reductions in speed limits from 60 to 40 mph, eg. A907, Alloa – Cambus. In addition the Council has recently introduced a new permanent 40mph speed limit at Easter Sheardale on the B9140. There is also a 40 mph speed limit to the east of Menstrie on the A91 as far east as Victoria Terrace.

3.15 A reduction in the speed limit from 60mph to 40mph would not only enable formation of an appropriate access, designed and built in accordance with all of the expected standards, as shown in the DBA Report, but it would also contribute significantly to an improvement in road safety at this point on the A91. This is especially significant given the increased usage of the A91 between Menstrie and Blairlogie by cyclists and pedestrians. This overall public benefit would fit well with the aims and objectives of not only the Councils Road Safety and Transportation Strategies but also the Councils Local Development Plan policies and proposals in relation to the promotion of Active Travel, particularly Proposal T25. In this respect, works were completed to widen the footpath along the north side of the A91 a few years ago and Proposal T25 is shown as 'Complete' in terms of the LDP. However, the policies to promote and encourage Active Travel endure and a reduction in the speed limit as described would be a further contribution to the Plan's objectives in this regard. It would also contribute positively to the promotion of the 'Hillfoots Diamond Jubilee Way' as an Active Travel Route.

3.16 A further example of the Councils desire to see speed limits reduced, in conjunction with development that was seen as desirable, was the decision by the Planning Committee on 25<sup>th</sup> January 2018, on application 17/00198 at Ochil Nursery, Menstrie. Notwithstanding the advice from the Roads and Transportation Service that:-

“there is insufficient evidence to justify changing the 60 mph speed limit on the A91 at the site access by extending the 40 mph speed limit from Victoria Terrace to the site access “

the Committee decided that it would be appropriate, having regard to comments received, to impose conditions requiring the developer to submit details of a scheme to reduce the speed limit to 40mph, amongst other matters.

“The Committee agreed unanimously to approve the application for planning permission subject to the conditions and reasons set out in the report and subject to the inclusion and wording of additional conditions 5(c) and 5(d), in relation to the extension of the 40 mph speed limit and the pedestrian crossing point, being delegated to Planning Officers in consultation with the Council's Roads Service and Legal Service to mitigate potential road safety concerns. Wording of additional conditions 5(c) and 5(d) to be refined to indicate that before the development commences the applicant is required to undertake a road safety audit and to submit details of pedestrian crossing facilities on the A91 for the approval of the Council's Roads Authority. “ (Extract from Minute of Planning Committee 25<sup>th</sup> January 2018.)

The decision notice subsequently issued contains the following condition.

“5. Unless otherwise agreed in writing by the Council as Planning authority, no part of the garden centre hereby approved shall be taken into use before:-

(d) the submission of scale drawings, a written specification and implementation plan by the developer to relocate the existing 40 mph speed limit signs from Victoria Terrace to the east of side of the vehicular access to the site.”

This decision clearly demonstrates that the Council, as Planning Authority, can be pragmatic and reasonable, can consider carefully the particular circumstances of the case and, notwithstanding advice from the RTS, can come to a different view having regard to all other material considerations.

3.17 Given all of the above the principle of reducing the speed limit to 40mph, between Blairlogie and Redcarr, as proposed in the DBA Report, or even further east to the roundabout at the entrance to Menstrie, should be considered reasonable and acceptable. In addition the applicant understands, from speaking to local residents and the local Councillor, that there are concerns about speeding traffic at this location and they have been seeking a reduction in the speed limit. Stirling Council has already implemented, following a campaign by Blairlogie residents, a reduced speed limit through Blairlogie of 30 mph, extended the 40mph limit westwards to Powis Burn and introduced a 50mph limit between there and Manor Powis Roundabout. It should be particularly noted that the extension of the 40 mph limit west from Blairlogie to the Powis Burn has been implemented despite the fact that that length of road is completely straight, well sighted and level and has no junctions or accesses. This demonstrates that a Council, as Roads Authority, can implement speed reduction TRO's where it considers it appropriate to do so having regard to all reasonable material considerations, even where the particular length of road in question would ordinarily be left at the National Speed Limit (NSL). In this context, therefore, the reduction in the speed limit to 40mph between Blairlogie and Menstrie would appear to be something that is not only reasonable, in terms of the overall approach to road safety improvements, but also feasible and desirable to the local community.

#### 4.0 CONCLUSION

4.1 The applicant respects the principled way the RTS has dealt with the issue of access in this location in the past. However, the current proposal has been designed to address every one of the concerns previously raised directly, both in terms of the design and siting of the access itself and the suggestion that the speed limit could be reduced on this stretch of the A91.

4.2 The last thing the applicant would want is to construct an access that created increased risks to himself, his family and visitors and to other road users. This is why he has gone to such lengths to design and site the access in order to maximise visibility in accordance with the standards set out in the DMRB. This, coupled with the proposed speed limit reduction, directly addresses all of the concerns the RTS has had in the past.

4.3 Whilst the views of the RTS on this application are of course an important material consideration, the Planning Authority is duty bound to consider all other material considerations before determining this planning application. These other material considerations are detailed above but can be summarised as follows:-

- \* the existence of an extant planning permission to build a dwellinghouse on the site;
- \* the unique nature of the circumstances that have led to the need for a vehicular access at this location;
- \* the findings of the traffic speed surveys set out in the DBA Report;
- \* the applicants suggestion that , in the interests of general road safety, and in accordance with the objectives of Proposal T25 of the Local Development Plan, and to allow for the creation of visibility splays in accordance with recognised standards, a TRO could be promoted reducing the speed limit to 40mph;
- \* the precedent set by the Planning Authority in respect of Planning Application 17/00198 where, contrary to the RTS advice, it imposed a condition requiring a speed limit reduction on the A91;
- \* the fact that the Council, as Roads Authority , has introduced reduced speed limit TRO's on main roads elsewhere in Clackmannanshire as part of a general strategy to improve road safety for all users but especially for pedestrians and cyclists; and,
- \* the fact that Stirling Council has implemented reductions in speed limits , extending the 40mph limit west of Blairlogie for a considerable distance, where road conditions do not appear to have dictated this.

4.4 In the case of the planning application now before the Planning Authority a pragmatic and reasonable approach is now called for. Instead of looking at the proposal as a 'new access serving a new house' it could be viewed as 'an access which is necessary to serve an existing house and therefore should be designed and sited in the safest way possible'. A shift in perspective like this would enable the RTS to provide appropriate advice to achieve this. A substantial amount of new data has been provided with this application and, as referred to above, the policy and physical environment have changed substantially. This data and these changes, along with an appreciation of the unique and exceptional circumstances of the case, provide a clear justification for the Planning Authority to take a reasonable and pragmatic approach and grant planning permission.

APPENDIX 1 – 'ACCESS STATEMENT – DOUGAL BAILLIE ASSOCIATES -FEBRUARY 2022'

APPENDIX 2 – 'MEMO CONSULTATION RESPONSE DATED 26<sup>TH</sup> NOVEMBER 2004 FROM CLACKS. COUNCIL RTS RE-PLANNING APPLICATION 04/00372'

1<sup>ST</sup> March 2022

## Site plan

### LEGEND

-  Land relating to this application
-  Adjoining land that we own

Produced: 19/08/2021

Reference: 21-55AF1121-1

Scale: 1:1,250 (at A4)

0 20 40m



Centre Coordinates: 283800.478425 E,  
696877.933363 N

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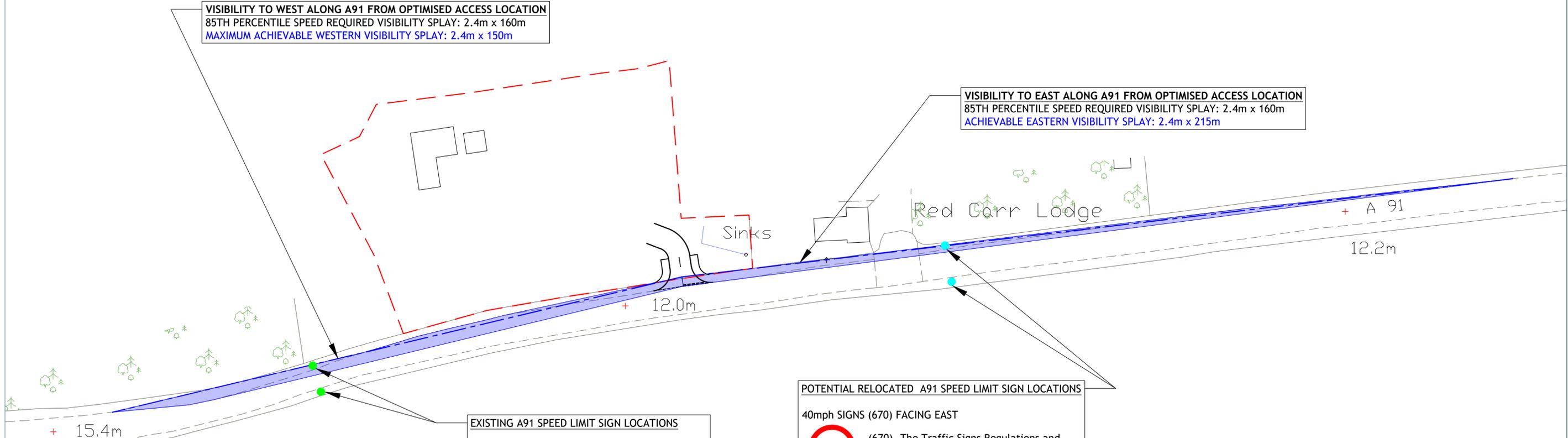
Notes:  
 INDICATIVE SITE BOUNDARY  
 OPTIMISED ACCESS LOCATION

ACHIEVABLE VISIBILITY SPLAYS SET OUT OVER  
 LAND WITHIN CONTROLLED SITE BOUNDARY  
 AND LAND WITHIN THE PUBLIC ROAD  
 BOUNDARY

85TH PERCENTILE SURVEYED VEHICLES SPEEDS  
 A91 EASTBOUND: 49.2mph  
 A91 WESTBOUND: 49.6mph

**VISIBILITY TO WEST ALONG A91 FROM OPTIMISED ACCESS LOCATION**  
 85TH PERCENTILE SPEED REQUIRED VISIBILITY SPLAY: 2.4m x 160m  
 MAXIMUM ACHIEVABLE WESTERN VISIBILITY SPLAY: 2.4m x 150m

**VISIBILITY TO EAST ALONG A91 FROM OPTIMISED ACCESS LOCATION**  
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**EXISTING A91 SPEED LIMIT SIGN LOCATIONS**

40mph SIGNS (670) FACING EAST  
 (670) The Traffic Signs Regulations and General Directions 2016

NATIONAL SPEED LIMIT SIGNS (671) FACING WEST  
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Rev.	Revision details:	By:	Checked:
		Date:	Date:

Client:  
 MR. C. GOWANS

Project:  
 BLAIRLOGIE

Drawing Title:  
 OPTIMISED ACCESS LOCATION  
 AND VISIBILITY ASSESSMENT  
 BASED ON SURVEYED 85TH  
 PERCENTILE SPEEDS

Drawn: DW	Checked: SH
Date: 18/02/22	Date: 18/02/22
Scale: 1/500	Dwg. No: @A1
Dwg. Status: DRAFT	Print: COLOUR

Dougall Baillie Associates  
 3 Glenfield Road, Kelvin  
 East Kilbride G75 0RA  
 t: 01355 266480  
 f: 01355 221991  
 e: enquiries@dougallbaillie.com  
 w: www.dougallbaillie.com



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Notes:



**Diagram 2.1**  
Site Location Plan with Speed Change Locations

Scale: NTS | A4 | Date: 19172-SK-05b



Hillfoots Road, Blairlogie

## Access Statement

February 2022



Dougall Baillie Associates  
3 Glenfield Road, Kelvin, East Kilbride, G75 0RA  
P: 01355 266 480 F: 01355 221 991 E: [enquiries@dougallbaillie.com](mailto:enquiries@dougallbaillie.com)  
W: [www.dougallbaillie.com](http://www.dougallbaillie.com)

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Project Number: - 19172

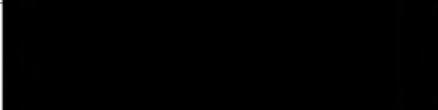
Project Title: - Blairlogie

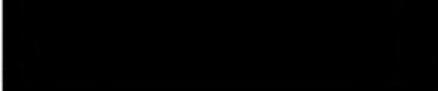
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Issue	Date	Distribution	Comments
-	30/11/21	Client	Draft for comment
A	22/12/21	Client	Updated for comment
B	25/02/22	Client	Updated for comment

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Authorisation:  Date: 25/02/2022

## CONTENTS

1	Introduction .....	4
2	Accessibility Assessment .....	5
3	Accident Record Assessment .....	12
4	Conclusion .....	13

## APPENDICES

Appendix A - Optimised Development Access Junction

Appendix B - Speed Survey Data

Appendix C - Crash Map Accident Reports

## 1 Introduction

- 1.1 Dougall Baillie Associates (DBA) have been appointed by Mr. Christopher Gowans to assess the potential access arrangements of his private dwelling house proposals located on Hillfoots Road, Blairlogie, as illustrated in the site location diagram (Diagram 1.1) below.



Diagram 1.1 - Site Location Diagram

- 1.2 Mr Gowans's application for a certificate of lawfulness (21/00202/CLEUD) was granted approval by Clackmannanshire Council which confirmed that the continued implementation of planning permission C/88/225, granted in December 1989, was lawful.
- 1.3 This report will provide details on the potential access options for the site including type, optimised location and visibility, referencing existing factors such as main road speed limits and surveyed vehicles speeds on the A91 approaches to the proposed access.
- 1.4 More detailed information pertaining to certain aspects of the report may be available and can be obtained on request.

## 2 Accessibility Assessment

### Optimised Access Form and Location

- 2.1 The location of the site access would be optimised within the site frontage onto the A91 to maximise the achievable visibility splays from the minor arm approach. As identified in the drawing (ref. 19172-SK-10) attached in Appendix A.

### Traffic Generation

- 2.2 As the development would be a single private dwelling housing, it could be anticipated that it would generate two or three vehicle trips in and out of the site per day. Such a limited number of vehicle trips is not expected to interfere with the free flow of traffic on the A91.

### Speed Survey and Associated Standards

- 2.3 The speed limit on the A91 Hillfoots Road across the proposed sites frontage is 60mph, in line with the signed National Speed Limit (NSL) for this single carriageway road.
- 2.4 A new 30mph zone has been implemented to the west of the site through the village of Blairlogie as a result of community pressure on the council due to safety concerns over the speed of vehicles through the village.
- 2.5 Diagram 2.1 at the end of this section identifies the speed limit changes and their approximate locations in relation to the site. As indicated, the existing speed limit changes to 40mph for a short distance between Blairlogie and the site before increasing to the NSL as discussed.
- 2.6 The optimised proposed site access would be located approximately 97m to the east of the posted speed limit change from 40mph to the NSL.
- 2.7 Given the location of the development site, Clackmannanshire Council noted that they would require junction visibility to be in accordance with requirements identified in the Design Manual for Roads and Bridges (DMRB).
- 2.8 The applicable visibility standard, as set out in CD 123 Geometric design of at-grade priority and signal-controlled junctions in combination with TD 9/93 Highway Link Design, is summarised in Table 2.1 below.

Design Speed of Major Road (kph)	Design Speed of Major Road (mph)	Desirable Minimum Visibility (m)
100	60	215

Table 2.1 - DMRB Standards for Visibility at a Priority Junction

- 2.9 However, in January 2022 Clackmannanshire Council granted planning permission for a new site access serving at the Red Carr Lodge, immediately to the east of the site, with a visibility requirement of only 2.4m x 160m, which would ordinarily be the standard for roads where the design speed of

the road is 50mph.

- 2.10 To ensure this assessment is based on actual vehicular speeds, as opposed to theoretical design speeds, DBA initially employed Streetwise Services Ltd to conduct a speed survey on the A91 at the proposed access location between Saturday the 15<sup>th</sup> and Friday the 21<sup>st</sup> of June 2019.
- 2.11 This survey took place before the implementation of the 30mph zone through Blairlogie. As a result a second speed survey was commissioned to assess any resulting changes in vehicle speeds.
- 2.12 Nationwide Data Collection were employed to conduct the speed survey between Saturday the 13<sup>th</sup> and Friday the 19<sup>th</sup> of November 2021 at the same location as the previous survey.
- 2.13 Both sets of full survey results are included in Appendix B and summarised in Table 2.2 below.

Site No.	Location	Posted Speed Limit (mph)	Start Date	End Date	Direction	Mean Speed	85 <sup>th</sup> ile Speed
1	Hillfoots Road between Gogar Loan and Housing Access	60	Saturday 15 June 2019	Friday 21 June 2019	Eastbound	44.2	48.4
					Westbound	49.3	59.4
					Eastbound & Westbound	46.8	53.9
2	Hillfoots Road between Gogar Loan and Housing Access	60	Saturday 13 November 2021	Friday 19 November 2021	Eastbound	43.5	49.2
					Westbound	43.6	49.6
					Eastbound & Westbound	43.6	49.4

Table 2.2 - Speed Survey Results at the Site's Frontage

- 2.14 Both surveys identify that the speeds in both directions passing the sites frontage are lower than the posted NSL (60mph). This is likely impacted by the changes in speed limit to the east of the site as well as road geometry and other factors.
- 2.15 Traffic travelling eastwards and transitioning from the 40mph limit to the NSL (60mph) limit are very similar across both surveys with the 85th percentile speeds being below 50mph. The lower speeds is likely impacted significantly by the 40mph speed limit change to the east.
- 2.16 The westbound traffic, which is heading towards the 40mph speed limit and the 30mph zone beyond that, differ significantly in speeds across both of the

surveys.

- 2.17 The 2019 survey, which took place pre implementation of the 30mph zone through Blairlogie, has a westbound 85th percentile speed of 59.4mph whilst the new 2021 survey, undertaken post 30mph zone implementation, observed a 49.6mph percentile speed.
- 2.18 This would suggest that the 30mph zone has had a notable impact on reducing the speeds of westbound traffic across the sites frontage.
- 2.19 Based on the 2021 surveyed 85<sup>th</sup> percentile vehicle speeds being applied as the major road design speeds, the DMRB standards noted in Table 2.3 below identify the site specific visibility criteria.

Location	Design Speed of Major Road Based on 85 <sup>th</sup> Percentile Survey Speed (kph)	Design Speed of Major Road Based on 85 <sup>th</sup> Percentile Survey Speed (mph)	Required Visibility Distance (m)
West of Access	85	50	160
East of Access	85	50	160

Table 2.3 - Site Specific Visibility Requirements

Site Access Visibility

- 2.20 DBA visited the site on the 28<sup>th</sup> of June 2019 to assess the existing levels of visibility at the proposed site access. Photos 2.1 and 2.2, below, illustrate the views to the west and east of the proposed site access along the A91.



Photo 2.1 -View to West Along A91



Photo 2.2 -View to East Along A91

- 2.21 As indicated on the above photos, foliage to the rear of the existing footway prevents detailed onsite assessment of visibility. This foliage would be cleared along the controlled A91 site frontage to maximise the achievable visibility.
- 2.22 The access drawing in Appendix A (ref. 19172-SK-10) identifies the site achievable visibility splays from the optimised access junction location on an Ordnance Survey base plan.
- 2.23 As indicated, the maximum achievable visibility splay to the west of the proposed access location is 2.4m x 150m. Whilst the achievable visibility to the west is 10m less than the standard, it still represents a good level of visibility for a single unit access such as the proposed.
- 2.24 As indicated, the 215m access road visibility to the left (East) and the stopping sight distance for vehicles approaching from the east could be achieved within land controlled by Mr Gowans or within the existing road boundary.
- 2.25 However, Photo 2.3 over illustrates the view eastwards along the A91 from the centre of the carriageway, 160m west of the proposed site access location. From here, the entire proposed site and beyond can be seen clearly without obstruction.
- 2.26 Therefore, whilst vehicles exiting the proposed site access cannot view the nearside carriageway edge 160m to the west, they are able to see the centre line and much of the left lane, where approaching vehicles would be in view.



Photo 2.2 - View Eastwards along the A91 160m from the Site Access

#### Potential Relocation of 40mph Speed Limit

- 2.27 As detailed on Diagram 2.1, the speed limits on the A91 Hillfoot Road have recently been changed to incorporate a 30mph section through Blairlogie to the west of the site. The speed limit returns to 40mph for approximately 150m before reverting to the national speed limit of 60mph, which is in place across the development frontage.
- 2.28 To the west of Blairlogie, the 30mph speed limit has been implemented at the previous location of the 40mph speed limit change from the national speed limit of 60mph. Additionally, the old 40mph speed limit was extended approximately 400m westwards, positioned at Powis Burn.
- 2.29 Therefore, it is clear that extending the 40mph speed limit on this section of the A91 is an established and accepted precedent when attempting to improve road safety.
- 2.30 As identified on 19172-SK-10, the existing 40mph speed limit section of the A91 is located approximately 72m to the west of the proposed site access. As noted in Para. 2.15 (referencing the surveyed eastbound vehicle speeds in Table 2.2), this has influenced the speed of traffic coming from the west.
- 2.31 Extending the current 40mph speed limit approximately 160m east of its current location on the A91 could significantly reduce the speed of vehicles in both directions past not only the proposed development site access but also past the existing private access road located approximately 40m east of the development site boundary.
- 2.32 Therefore, the proposed relocation of the speed limit would have a positive impact on the safety of vehicles entering and exiting the existing residential access to the east which is of a substandard design in comparison to the

proposed.

- 2.33 The applicable DMRB standards for the required visibility at the proposed site access based on the eastern extension of the 40mph speed limit on the A91 are detailed in Table D below.

Design Speed of Major Road (kph)	Design Speed of Major Road (mph)	Required Visibility Distance (m)
70	40	120

Table 2.4 - Site Specific Visibility Requirements Based on Speed Limit Relocation

- 2.34 The visibility assessment information detailed in Appendix A identifies that, from the optimised development access location, the 120m visibility splays that would be required, should the A91 speed limit relocation be realised, would be achievable to both the east and west of the access along the A91.

#### Traffic Regulation Orders

- 2.35 The proposed extension of the 40mph speed limit would fit well with Clackmannanshire Council's road safety strategy in respect of speed reductions on roads with greater risk.
- 2.36 The implementation of the 30mph zone through Blairlogie would support this as well as multiple other speed limit reductions being implemented across the council area.
- 2.37 For reference, Table 2.5 over details multiple Traffic Regulation Orders within Clackmannanshire which are comparable to the proposed extension of the 40mph speed limit.

Location	Description
A907 Stirling - Dunfermline	From a point 260 metres east of the east kerb of the C101 Park Terrace in a north-westerly direction to a point 155 metres south of the southern extended kerblines of The Orchard, a distance of 922 metres or thereby.
A91 Stirling - Cupar	From a point 20 metres east of the extended east kerblines of C101 Tullibody - Menstrie Road in an easterly direction to a point 65 metres east of the road to Victoria Terrace, a distance of 575 metres or thereby.
B9140 Tullibody - Dollarbeg Road	From a point 48 metres or thereby east of the east kerb of King'o'muir's Avenue in a westerly direction, for a distance of 544 metres or thereby.
Easter Sheardale, Dollar	From a point 100 metres west of its junction with Meeks Park Road, Forestmill eastwards for a distance of 365 metres or thereby.

Table 2.5 - Traffic Regulation Orders in Clackmannanshire

- 2.38 It is considered that the locations of the TROs detailed above are similar to that of the proposed site and the character of the roads where the speed limit changes have been implemented are also comparable to the stretch of the A91 being assessed.
- 2.39 The A91 Stirling - Cupar TRO is located at the north east of Menstrie approximately 2km to the east of the site. The extension of the 40mph limit at this location is on the A91, the same as that proposed, and has seemingly been extended to reduce vehicle speeds at Victoria Terrace and entering Menstrie.
- 2.40 The Easter Sheardale speed limit change is comparable to the proposed speed limit change on the A91 Hillfoots.
- 2.41 It is considered that the principle of extending reduced speed limits to improve the safety of roads is an established practice across Clackmannanshire, with comparable TROs being recently implemented on the A91 within close proximity of the site. It is therefore considered that the proposed relocation of the 40mph speed limit would be consistent with Council practice implemented elsewhere.

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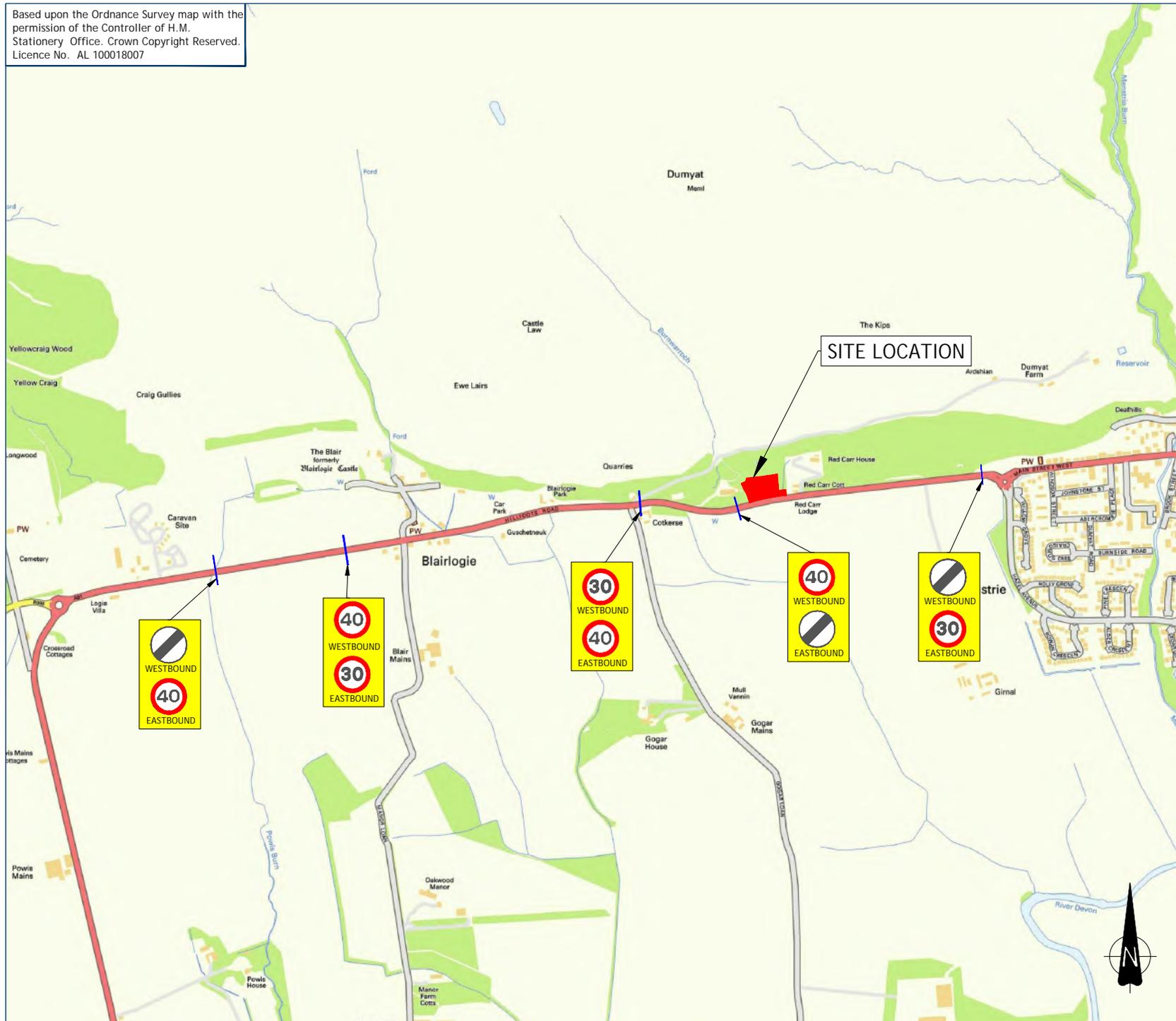


Diagram 2.1  
Site Location Plan with Speed Change Locations

Scale: NTS @ A4 Diag. Ref: 19172-SK-05b



### 3 Accident Record Assessment

#### Accident Records

- 3.1 DBA reviewed available accident data in the vicinity of the junction using the resource [www.crashmap.co.uk](http://www.crashmap.co.uk).
- 3.2 This identifies that two accidents have occurred within the vicinity of the proposed site access or the similar neighbouring developments in the last five years of data (2016-2020), as illustrated in Figure 2.1 below.

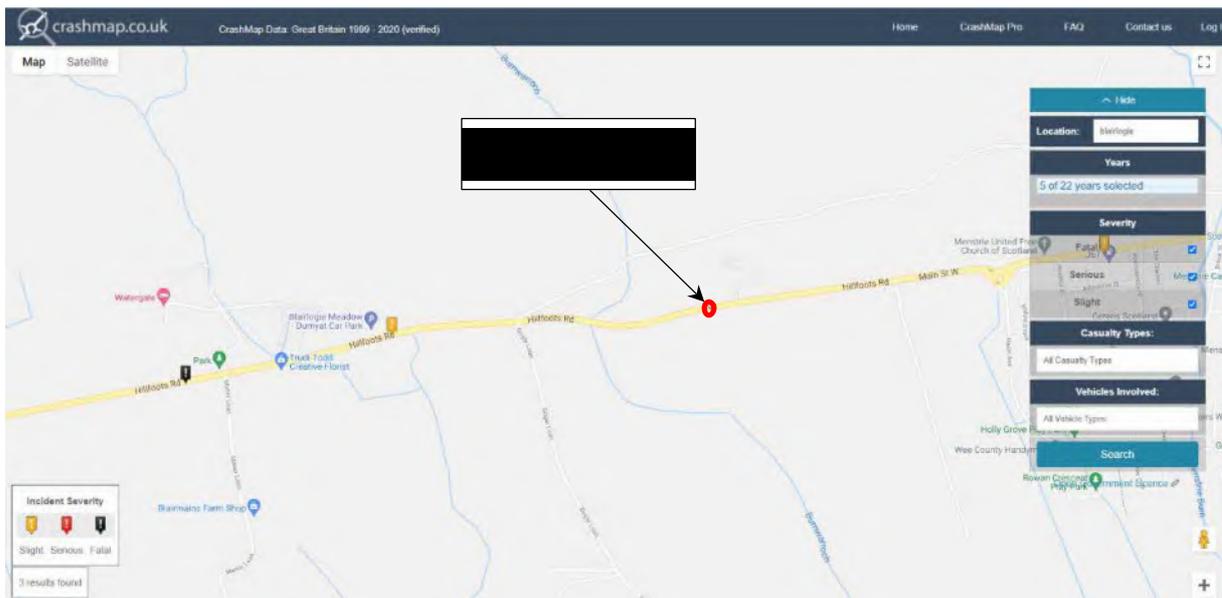


Figure 2.1 - Crashmap 2016-2020

- 3.3 Both accidents occurred on the A91 Hillfoots Road to the west of the proposed site access location, one being classified as a slight accident and the second being a fatal accident. Detailed reports for the accidents are attached in Appendix C of this report for reference.
- 3.4 The earlier of the two accidents occurred on 1<sup>st</sup> November 2017 and resulted in one fatal and one slight injury. The accident report identifies that there was no carriageway hazard, the accident occurred away from a junction and that only one vehicle was involved.
- 3.5 The later accident occurred on the 19<sup>th</sup> September 2019 and resulted in one slight injury. The accident report identifies that there was no carriageway hazard, the accident occurred away from a junction. In this case there were two vehicles involved but that both were 'proceeding normally along the carriageway, not on a bend.'
- 3.6 Having reviewed the accident record information it is considered that neither accident was as a result, or influenced by junctions or development access on the A91. It is proposed that the data does not reflect an accident history that would be materially worsened by the inclusion of the proposed access.

## 4 Conclusion

- 4.1 This Access Statement report on behalf of Mr. Christopher Gowans examines the proposal for access to a single residential property in the form of a private access onto the A91 on the eastern edge of Blairlogie, in Stirling.
- 4.2 As a single housing unit development, the new site access junction would not generate volumes of traffic significant enough to introduce any notable level of delay to local road traffic.
- 4.3 Assessments carried out show that with the access junction in its optimal location and based on the surveyed 85<sup>th</sup> percentile vehicle speeds on this section of the A91, the standard visibility requirement can be achieved to the east however, visibility corresponding with the posted national speed limit cannot be achieved within the limits controlled by Mr Gowans or public road boundary to the west of the development site.
- 4.4 Whilst the achievable visibility to the west is 10m less than the DMRB standard, it still represents a good level of visibility for a single unit access such as the proposed.
- 4.5 It has been shown that by extending the existing A91 40mph speed limit zone approximately 160m east of its current location, the required visibility standards could be achieved in both directions and would also bring the existing neighbouring residential access road (east of the development site) within the lowered limit.
- 4.6 Speed surveys undertaken in 2019 and 2121 demonstrate that the recent introduction of a 30mph speed limit through Blairgowrie has also reduced westbound vehicle speeds to the east of Blairlogie.
- 4.7 It is proposed that the 40mph limit be relocated to the east of the existing access on the A91 which would also cover the proposed access.
- 4.8 The practice of reducing speed limits on comparable sections of road is established within the Clackmannanshire Council area. Bringing the existing and proposed site accesses within a 40mph zone would enable standard visibility requirements to be achieved, and would fit well with the Councils overall road safety strategy, especially in respect of speed reductions on the A91, to the benefit of all road users.
- 4.9 A review of local accident records indicated that there have been two reported incidents in the vicinity of the proposed access over the period 2016 - 2020. The data associated with these accidents does not identify that junctions or accesses on the A91 had any part to play.

## Appendix A

### Optimised Development Access Junction (including visibility assessment)

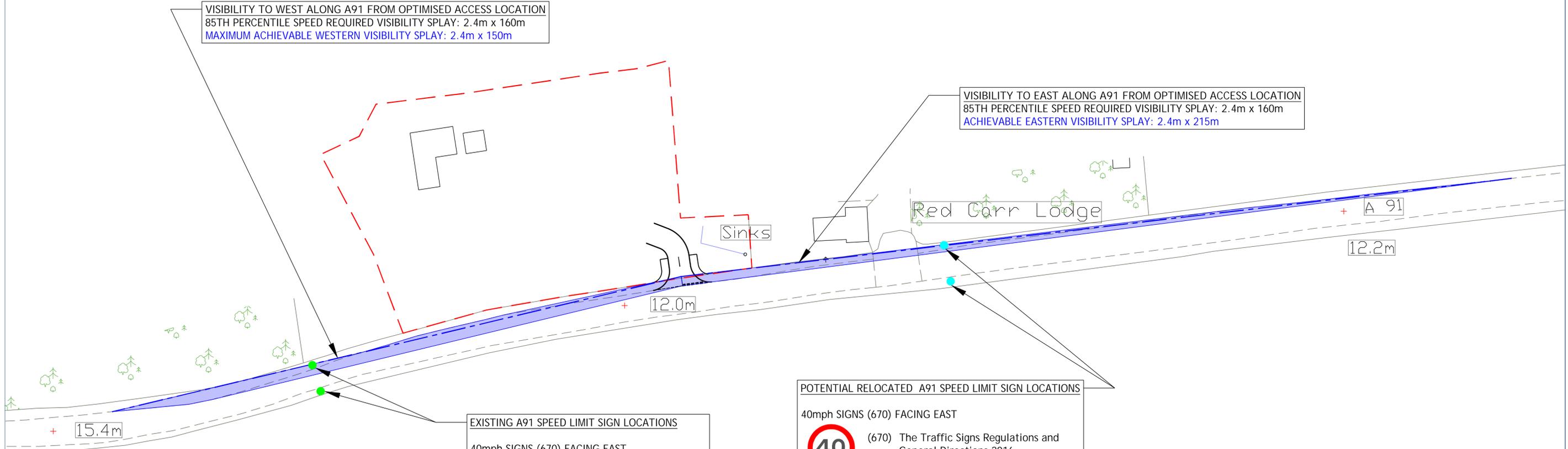
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Rev.	Revision details:	By:	Checked:

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 MR. C. GOWANS

Project:  
 BLAIRLOGIE

Drawing Title:  
 OPTIMISED ACCESS LOCATION  
 AND VISIBILITY ASSESSMENT  
 BASED ON SURVEYED 85TH  
 PERCENTILE SPEEDS

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Dwg Status:	DRAFT	Print:	COLOUR

Dougall Baillie Associates  
 3 Glenfield Road, Kelvin  
 East Kilbride G75 0RA  
 t: 01355 266480  
 e: enquiries@dougallbaillie.com  
 w: www.dougallbaillie.com



## Appendix B

### Speed Survey Data

Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Saturday, 13 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.9	50.7
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	2	18.2	1	9.1	0	0.0	49.9	63.3
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	40.6	-
0300	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.6	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.2	-
0500	6	0	5	0	1	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	49.7	-
0600	13	0	8	0	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.3	53.7
0700	40	0	33	0	6	0	1	0	0	0	0	0	0	1	2.5	0	0.0	0	0.0	42.4	49.6
0800	77	1	65	0	11	0	0	0	0	0	0	0	0	1	1.3	0	0.0	0	0.0	45	50.6
0900	112	1	103	0	8	0	0	0	0	0	0	0	0	1	0.9	1	0.9	0	0.0	45.2	50.6
1000	199	3	183	0	13	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.9	48
1100	240	3	228	0	9	0	0	0	0	0	0	0	0	6	2.5	1	0.4	1	0.4	43.1	49.4
1200	312	3	294	1	13	0	0	0	0	0	1	0	0	4	1.3	2	0.6	1	0.3	43	48.7
1300	296	2	280	1	12	0	0	0	1	0	0	0	0	1	0.3	0	0.0	0	0.0	43.1	47.8
1400	286	8	264	4	8	0	0	0	2	0	0	0	0	5	1.7	1	0.4	1	0.4	44.1	48.9
1500	289	4	270	3	12	0	0	0	0	0	0	0	0	3	1.0	0	0.0	0	0.0	43.3	47.8
1600	272	3	253	3	13	0	0	0	0	0	0	0	0	3	1.1	0	0.0	0	0.0	43.3	48.9
1700	237	0	227	0	10	0	0	0	0	0	0	0	0	3	1.3	1	0.4	1	0.4	44.4	49.6
1800	156	1	150	0	5	0	0	0	0	0	0	0	0	2	1.3	1	0.6	1	0.6	43.6	49.6
1900	108	0	103	0	5	0	0	0	0	0	0	0	0	5	4.6	2	1.9	0	0.0	45.9	53.3
2000	77	0	74	1	1	0	0	0	1	0	0	0	0	2	2.6	0	0.0	0	0.0	46	52.6
2100	54	0	51	0	3	0	0	0	0	0	0	0	0	1	1.9	1	1.9	0	0.0	46.4	52.7
2200	76	0	73	0	2	1	0	0	0	0	0	0	0	3	3.9	0	0.0	0	0.0	46	52.7
2300	42	1	38	0	3	0	0	0	0	0	0	0	0	2	4.8	0	0.0	0	0.0	48.7	54.8
07-19	2516	29	2350	12	120	0	1	0	3	0	1	0	0	30	1.2	7	0.3	5	0.2	43.5	48.9
06-22	2768	29	2586	13	134	0	1	0	4	0	1	0	0	38	1.4	10	0.4	5	0.2	43.7	49.2
06-00	2886	30	2697	13	139	1	1	0	4	0	1	0	0	43	1.5	10	0.3	5	0.2	43.9	49.4
00-00	2933	30	2740	13	143	1	1	0	4	0	1	0	0	46	1.6	11	0.4	5	0.2	43.9	49.5

Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Sunday, 14 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	41	1	38	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.6	48.9
0100	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.9	53.1
0200	12	0	11	0	1	0	0	0	0	0	0	0	0	2	16.7	1	8.3	1	8.3	51.5	65.9
0300	10	0	9	0	1	0	0	0	0	0	0	0	0	1	10.0	0	0.0	0	0.0	55.2	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.2	-
0500	8	0	6	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.8	-
0600	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	50.5	-
0700	21	0	19	0	2	0	0	0	0	0	0	0	0	1	4.8	0	0.0	0	0.0	47.9	56.6
0800	48	0	42	0	6	0	0	0	0	0	0	0	0	2	4.2	0	0.0	0	0.0	47.3	54.1
0900	64	0	61	0	2	0	0	0	1	0	0	0	0	1	1.6	0	0.0	0	0.0	46.4	53
1000	147	2	137	1	6	1	0	0	0	0	0	0	0	1	0.7	1	0.7	0	0.0	43.7	49.2
<b>1100</b>	<b>192</b>	<b>10</b>	<b>176</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>1</b>	<b>0.5</b>	<b>1</b>	<b>0.5</b>	<b>43.4</b>	<b>49.1</b>
1200	240	1	228	6	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.9	47.7
1300	245	1	234	5	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.2	48.2
1400	275	2	253	5	14	0	0	1	0	0	0	0	0	1	0.4	0	0.0	0	0.0	43.4	48.4
<b>1500</b>	<b>280</b>	<b>0</b>	<b>271</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1.4</b>	<b>1</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>	<b>42.7</b>	<b>47.5</b>
1600	257	0	249	1	7	0	0	0	0	0	0	0	0	4	1.6	0	0.0	0	0.0	41.2	47.8
1700	189	2	183	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.6	49.3
1800	129	0	123	1	5	0	0	0	0	0	0	0	0	3	2.3	1	0.8	0	0.0	44.5	50.3
1900	119	1	114	1	3	0	0	0	0	0	0	0	0	7	5.9	2	1.7	2	1.7	46.5	52.5
2000	86	0	83	0	2	0	0	0	1	0	0	0	0	5	5.8	0	0.0	0	0.0	46.7	50.3
2100	61	0	56	0	5	0	0	0	0	0	0	0	0	3	4.9	0	0.0	0	0.0	46.8	56
2200	40	0	38	0	2	0	0	0	0	0	0	0	0	2	5.0	1	2.5	1	2.5	47.6	52.4
2300	19	0	18	0	1	0	0	0	0	0	0	0	0	1	5.3	0	0.0	0	0.0	50.8	56.5
<b>07-19</b>	<b>2087</b>	<b>18</b>	<b>1976</b>	<b>20</b>	<b>70</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0.9</b>	<b>4</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43.3</b>	<b>48.8</b>
<b>06-22</b>	<b>2359</b>	<b>19</b>	<b>2234</b>	<b>21</b>	<b>81</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>1.4</b>	<b>6</b>	<b>0.3</b>	<b>3</b>	<b>0.1</b>	<b>43.7</b>	<b>49.2</b>
<b>06-00</b>	<b>2418</b>	<b>19</b>	<b>2290</b>	<b>21</b>	<b>84</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1.5</b>	<b>7</b>	<b>0.3</b>	<b>4</b>	<b>0.2</b>	<b>43.8</b>	<b>49.5</b>
<b>00-00</b>	<b>2510</b>	<b>20</b>	<b>2374</b>	<b>21</b>	<b>91</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1.6</b>	<b>8</b>	<b>0.3</b>	<b>5</b>	<b>0.2</b>	<b>43.9</b>	<b>49.7</b>

Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Monday, 15 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	8	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.8	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	41.6	-
0200	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.9	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	48.3	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.5	-
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0.0	49.5	-
0600	23	0	18	0	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	41.9	50.2
0700	86	0	73	0	12	0	1	0	0	0	0	0	0	2	2.3	0	0.0	0	0.0	43.8	49.8
0800	170	0	139	2	28	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	42.7	49.2
0900	113	0	101	1	9	0	1	0	0	0	1	0	0	2	1.8	0	0.0	0	0.0	44.5	52.3
1000	142	1	118	1	19	2	1	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	43.5	49.6
<b>1100</b>	<b>191</b>	<b>4</b>	<b>174</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>50.4</b>
1200	240	2	220	2	15	1	0	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	42	47.2
1300	226	7	200	1	14	2	0	1	0	0	1	0	0	3	1.3	2	0.9	2	0.9	42.8	47.6
1400	244	3	218	1	16	1	2	0	0	1	2	0	0	2	0.8	0	0.0	0	0.0	42.4	47
1500	272	2	246	0	22	0	2	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	43.2	47.9
1600	371	1	342	0	27	0	0	0	0	1	0	0	0	2	0.5	1	0.3	0	0.0	42.1	48.2
<b>1700</b>	<b>374</b>	<b>3</b>	<b>344</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>1</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>47.4</b>
1800	211	0	203	0	7	0	0	0	0	1	0	0	0	5	2.4	2	0.9	0	0.0	43.6	50.8
1900	140	0	135	0	4	0	0	0	0	1	0	0	0	2	1.4	0	0.0	0	0.0	45.7	51.9
2000	82	0	79	0	3	0	0	0	0	0	0	0	0	3	3.7	0	0.0	0	0.0	46.1	50.4
2100	78	0	75	0	3	0	0	0	0	0	0	0	0	3	3.8	0	0.0	0	0.0	46.2	54.3
2200	47	0	45	0	1	1	0	0	0	0	0	0	0	2	4.3	0	0.0	0	0.0	48.4	54
2300	30	0	30	0	0	0	0	0	0	0	0	0	0	2	6.7	0	0.0	0	0.0	48.2	56.9
<b>07-19</b>	<b>2640</b>	<b>23</b>	<b>2378</b>	<b>12</b>	<b>202</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0.9</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43</b>	<b>48.7</b>
<b>06-22</b>	<b>2963</b>	<b>23</b>	<b>2685</b>	<b>12</b>	<b>217</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>1.1</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.2</b>	<b>49</b>
<b>06-00</b>	<b>3040</b>	<b>23</b>	<b>2760</b>	<b>12</b>	<b>218</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>1.2</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.4</b>	<b>49.1</b>
<b>00-00</b>	<b>3072</b>	<b>24</b>	<b>2788</b>	<b>12</b>	<b>221</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1.2</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.4</b>	<b>49.2</b>

Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Tuesday, 16 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	49.7	59.9
0100	6	1	5	0	0	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	46.9	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.3	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	49.6	-
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	48	-
0500	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47	-
0600	38	0	25	0	13	0	0	0	0	0	0	0	0	1	2.6	0	0.0	0	0.0	46.3	53.8
0700	96	1	77	0	17	0	0	0	0	0	1	0	0	3	3.1	0	0.0	0	0.0	44.7	52
0800	170	1	141	1	23	0	1	0	0	1	2	0	0	2	1.2	0	0.0	0	0.0	42.5	48
0900	139	0	113	3	22	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43	48.5
1000	142	1	120	1	20	0	0	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	42.2	47.6
<b>1100</b>	<b>205</b>	<b>0</b>	<b>186</b>	<b>2</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1.5</b>	<b>1</b>	<b>0.5</b>	<b>0</b>	<b>0.0</b>	<b>42.4</b>	<b>47.7</b>
1200	219	2	199	1	15	0	0	0	0	1	0	1	0	1	0.5	0	0.0	0	0.0	43	49.2
1300	222	0	203	0	17	1	0	0	0	1	0	0	0	4	1.8	1	0.5	0	0.0	43.9	49.1
1400	247	0	225	4	13	0	0	0	2	2	1	0	0	2	0.8	2	0.8	0	0.0	42.4	47.7
1500	281	1	251	0	29	0	0	0	0	0	0	0	0	3	1.1	0	0.0	0	0.0	42.8	47.4
1600	342	1	308	6	26	0	1	0	0	0	0	0	0	3	0.9	0	0.0	0	0.0	41.4	46.7
<b>1700</b>	<b>377</b>	<b>2</b>	<b>352</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>1</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>47.1</b>
1800	220	0	212	0	8	0	0	0	0	0	0	0	0	5	2.3	1	0.5	0	0.0	43.9	49.1
1900	159	0	152	1	6	0	0	0	0	0	0	0	0	4	2.5	0	0.0	0	0.0	44.4	50.1
2000	126	0	123	0	3	0	0	0	0	0	0	0	0	3	2.4	0	0.0	0	0.0	45.2	51.2
2100	85	2	80	0	3	0	0	0	0	0	0	0	0	4	4.7	1	1.2	0	0.0	46.7	52
2200	59	0	56	0	1	1	0	0	1	0	0	0	0	1	1.7	0	0.0	0	0.0	45.9	53.6
2300	26	1	25	0	0	0	0	0	0	0	0	0	0	1	3.8	1	3.8	0	0.0	46.2	52.3
<b>07-19</b>	<b>2660</b>	<b>9</b>	<b>2387</b>	<b>20</b>	<b>222</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>1.1</b>	<b>6</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>42.7</b>	<b>48</b>
<b>06-22</b>	<b>3068</b>	<b>11</b>	<b>2767</b>	<b>21</b>	<b>247</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>1.3</b>	<b>7</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>43.1</b>	<b>48.5</b>
<b>06-00</b>	<b>3153</b>	<b>12</b>	<b>2848</b>	<b>21</b>	<b>248</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>1.4</b>	<b>8</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>43.1</b>	<b>48.7</b>
<b>00-00</b>	<b>3190</b>	<b>13</b>	<b>2881</b>	<b>21</b>	<b>251</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>1.5</b>	<b>8</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>43.2</b>	<b>48.7</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Wednesday, 17 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	51.3	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.9	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.5	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.9	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.8	-
0500	10	0	10	0	0	0	0	0	0	0	0	0	0	2	20.0	0	0.0	0	0.0	52.7	-
0600	33	0	22	0	11	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.7	52.6
0700	95	0	77	1	15	0	1	1	0	0	0	0	0	3	3.2	1	1.1	0	0.0	44.4	52
<b>0800</b>	<b>180</b>	<b>0</b>	<b>148</b>	<b>1</b>	<b>28</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.6</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>49</b>
0900	151	0	123	0	27	0	0	0	0	1	0	0	0	2	1.3	0	0.0	0	0.0	44	47.9
1000	165	2	143	0	19	1	0	0	0	0	0	0	0	1	0.6	1	0.6	1	0.6	43.3	47.3
1100	163	4	139	2	16	1	0	0	0	0	1	0	0	2	1.2	0	0.0	0	0.0	43.6	49.6
1200	234	2	210	3	16	1	0	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	41.7	47.5
1300	227	0	212	2	11	1	0	0	0	1	0	0	0	1	0.4	0	0.0	0	0.0	43.1	48.8
1400	289	1	269	0	19	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.3	46.9
1500	303	3	266	0	33	0	1	0	0	0	0	0	0	2	0.7	0	0.0	0	0.0	41.5	47
1600	371	2	344	2	21	0	2	0	0	0	0	0	0	1	0.3	0	0.0	0	0.0	41.4	46.2
<b>1700</b>	<b>397</b>	<b>1</b>	<b>373</b>	<b>3</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1.3</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.5</b>	<b>47.7</b>
1800	229	0	223	0	6	0	0	0	0	0	0	0	0	2	0.9	1	0.4	1	0.4	43.9	49.3
1900	169	1	162	0	6	0	0	0	0	0	0	0	0	3	1.8	0	0.0	0	0.0	44.1	50.6
2000	147	1	141	0	5	0	0	0	0	0	0	0	0	4	2.7	0	0.0	0	0.0	44.8	50.3
2100	65	1	61	0	3	0	0	0	0	0	0	0	0	4	6.2	1	1.5	1	1.5	44.9	52.9
2200	68	0	65	0	2	1	0	0	0	0	0	0	0	3	4.4	1	1.5	1	1.5	47.8	55.9
2300	28	0	24	1	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.6	55
<b>07-19</b>	<b>2804</b>	<b>15</b>	<b>2527</b>	<b>14</b>	<b>229</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0.7</b>	<b>3</b>	<b>0.1</b>	<b>2</b>	<b>0.1</b>	<b>42.6</b>	<b>47.9</b>
<b>06-22</b>	<b>3218</b>	<b>18</b>	<b>2913</b>	<b>14</b>	<b>254</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1.0</b>	<b>4</b>	<b>0.1</b>	<b>3</b>	<b>0.1</b>	<b>42.8</b>	<b>48.4</b>
<b>06-00</b>	<b>3314</b>	<b>18</b>	<b>3002</b>	<b>15</b>	<b>259</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>1.0</b>	<b>5</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>42.9</b>	<b>48.5</b>
<b>00-00</b>	<b>3340</b>	<b>18</b>	<b>3026</b>	<b>15</b>	<b>261</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1.1</b>	<b>5</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43</b>	<b>48.7</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Thursday, 18 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	50.1	-
0100	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.5	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	51.4	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	48.5	-
0400	4	0	1	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.9	-
0500	13	0	11	0	2	0	0	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	49.9	54.9
0600	38	0	30	0	8	0	0	0	0	0	0	0	0	3	7.9	0	0.0	0	0.0	44.4	50.9
0700	105	0	86	0	15	1	2	0	1	0	0	0	0	3	2.9	1	1.0	0	0.0	43.6	50
0800	168	0	137	2	25	3	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.7	48.8
0900	125	1	103	0	18	1	0	0	1	1	0	0	0	1	0.8	0	0.0	0	0.0	44.1	51
1000	148	2	124	3	15	1	1	0	0	1	1	0	0	1	0.7	0	0.0	0	0.0	39.8	45.2
<b>1100</b>	<b>194</b>	<b>2</b>	<b>166</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41.4</b>	<b>47.7</b>
1200	219	0	193	2	19	1	2	0	0	1	1	0	0	2	0.9	0	0.0	0	0.0	43.2	48.6
1300	233	1	221	0	9	1	0	0	0	0	1	0	0	4	1.7	0	0.0	0	0.0	43.2	48.6
1400	275	0	255	1	16	1	1	0	1	0	0	0	0	1	0.4	0	0.0	0	0.0	42.2	47.3
1500	260	1	231	0	27	0	0	0	0	0	1	0	0	3	1.2	0	0.0	0	0.0	43.3	48.4
<b>1600</b>	<b>365</b>	<b>1</b>	<b>332</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41.5</b>	<b>46</b>
1700	325	4	301	1	18	0	1	0	0	0	0	0	0	2	0.6	0	0.0	0	0.0	41.8	46.8
1800	232	0	222	0	9	0	0	0	1	0	0	0	0	3	1.3	0	0.0	0	0.0	44.3	50.1
1900	174	0	167	0	7	0	0	0	0	0	0	0	0	5	2.9	1	0.6	1	0.6	45	51.6
2000	133	0	127	0	5	0	0	0	0	1	0	0	0	6	4.5	1	0.8	0	0.0	46	52
2100	84	0	82	0	2	0	0	0	0	0	0	0	0	3	3.6	0	0.0	0	0.0	47.2	56
2200	47	0	44	0	2	1	0	0	0	0	0	0	0	1	2.1	0	0.0	0	0.0	46.7	55.1
2300	28	0	27	0	1	0	0	0	0	0	0	0	0	1	3.6	1	3.6	0	0.0	47.3	54.6
<b>07-19</b>	<b>2649</b>	<b>12</b>	<b>2371</b>	<b>10</b>	<b>227</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0.9</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.5</b>	<b>48</b>
<b>06-22</b>	<b>3078</b>	<b>12</b>	<b>2777</b>	<b>10</b>	<b>249</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1.3</b>	<b>3</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>42.9</b>	<b>48.7</b>
<b>06-00</b>	<b>3153</b>	<b>12</b>	<b>2848</b>	<b>10</b>	<b>252</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>1.3</b>	<b>4</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>43</b>	<b>48.8</b>
<b>00-00</b>	<b>3197</b>	<b>13</b>	<b>2885</b>	<b>10</b>	<b>258</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>1.4</b>	<b>4</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>43.1</b>	<b>48.9</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Friday, 19 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	12	1	11	0	0	0	0	0	0	0	0	0	0	1	8.3	0	0.0	0	0.0	47.6	55.1
0100	9	0	7	0	2	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	51.3	-
0200	8	0	7	0	1	0	0	0	0	0	0	0	0	3	37.5	1	12.5	0	0.0	54.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	7	0	4	0	2	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	48.2	-
0500	13	0	8	0	3	0	0	0	2	0	0	0	0	0	0.0	0	0.0	0	0.0	46.9	54.3
0600	28	0	21	1	6	0	0	0	0	0	0	0	0	1	3.6	1	3.6	0	0.0	46.4	53
0700	102	1	84	2	14	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	44.6	51.1
0800	172	1	139	1	27	0	1	0	2	1	0	0	0	4	2.3	1	0.6	1	0.6	43.4	48.2
0900	132	0	113	1	18	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	44.2	49.5
1000	155	2	135	1	16	0	0	1	0	0	0	0	0	2	1.3	0	0.0	0	0.0	43.1	48
<b>1100</b>	<b>221</b>	<b>4</b>	<b>195</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>43.9</b>	<b>49.3</b>
1200	253	5	223	1	22	2	0	0	0	0	0	0	0	3	1.2	1	0.4	0	0.0	43.6	48.5
1300	275	3	248	1	21	1	0	0	1	0	0	0	0	1	0.4	0	0.0	0	0.0	43.3	48.4
1400	313	4	282	1	25	0	0	0	1	0	0	0	0	1	0.3	1	0.3	0	0.0	43.6	49
1500	338	3	305	2	24	1	2	0	0	1	0	0	0	1	0.3	0	0.0	0	0.0	43.2	48.5
<b>1600</b>	<b>375</b>	<b>0</b>	<b>353</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1.1</b>	<b>2</b>	<b>0.5</b>	<b>2</b>	<b>0.5</b>	<b>42.6</b>	<b>48</b>
1700	339	2	322	0	14	0	0	0	0	0	1	0	0	7	2.1	1	0.3	0	0.0	44	49.8
1800	218	0	212	1	5	0	0	0	0	0	0	0	0	2	0.9	1	0.5	0	0.0	44.3	49.1
1900	141	0	137	0	4	0	0	0	0	0	0	0	0	3	2.1	0	0.0	0	0.0	46.8	54.1
2000	104	0	102	0	2	0	0	0	0	0	0	0	0	2	1.9	0	0.0	0	0.0	45.8	54.1
2100	85	0	85	0	0	0	0	0	0	0	0	0	0	5	5.9	3	3.5	1	1.2	46.8	53.3
2200	86	0	81	0	4	1	0	0	0	0	0	0	0	5	5.8	3	3.5	2	2.3	48.2	54.5
2300	42	2	39	0	1	0	0	0	0	0	0	0	0	4	9.5	0	0.0	0	0.0	47.3	56.4
<b>07-19</b>	<b>2893</b>	<b>25</b>	<b>2611</b>	<b>13</b>	<b>224</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>1.0</b>	<b>7</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.5</b>	<b>48.9</b>
<b>06-22</b>	<b>3251</b>	<b>25</b>	<b>2956</b>	<b>14</b>	<b>236</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1.2</b>	<b>11</b>	<b>0.3</b>	<b>4</b>	<b>0.1</b>	<b>43.8</b>	<b>49.3</b>
<b>06-00</b>	<b>3379</b>	<b>27</b>	<b>3076</b>	<b>14</b>	<b>241</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>1.5</b>	<b>14</b>	<b>0.4</b>	<b>6</b>	<b>0.2</b>	<b>44</b>	<b>49.5</b>
<b>00-00</b>	<b>3428</b>	<b>28</b>	<b>3113</b>	<b>14</b>	<b>249</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>1.6</b>	<b>15</b>	<b>0.4</b>	<b>6</b>	<b>0.2</b>	<b>44.1</b>	<b>49.6</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Virtual Day (7)

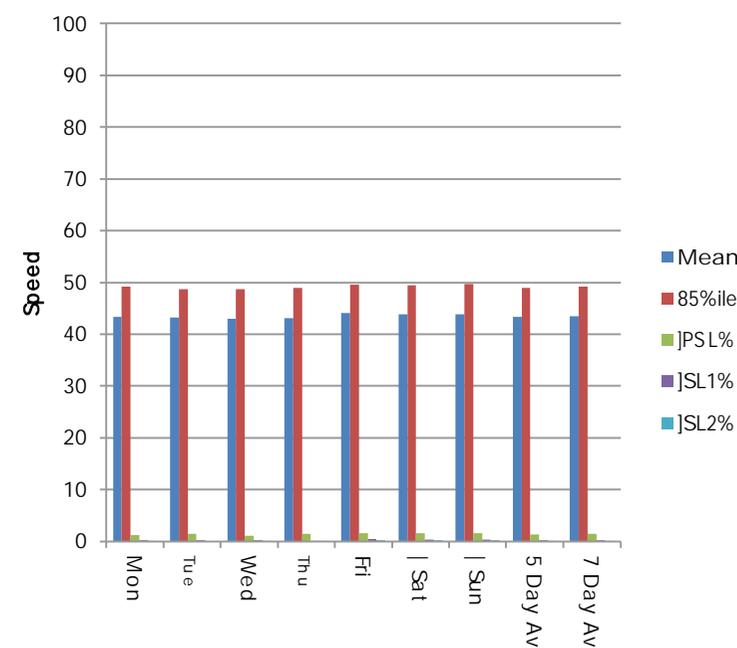
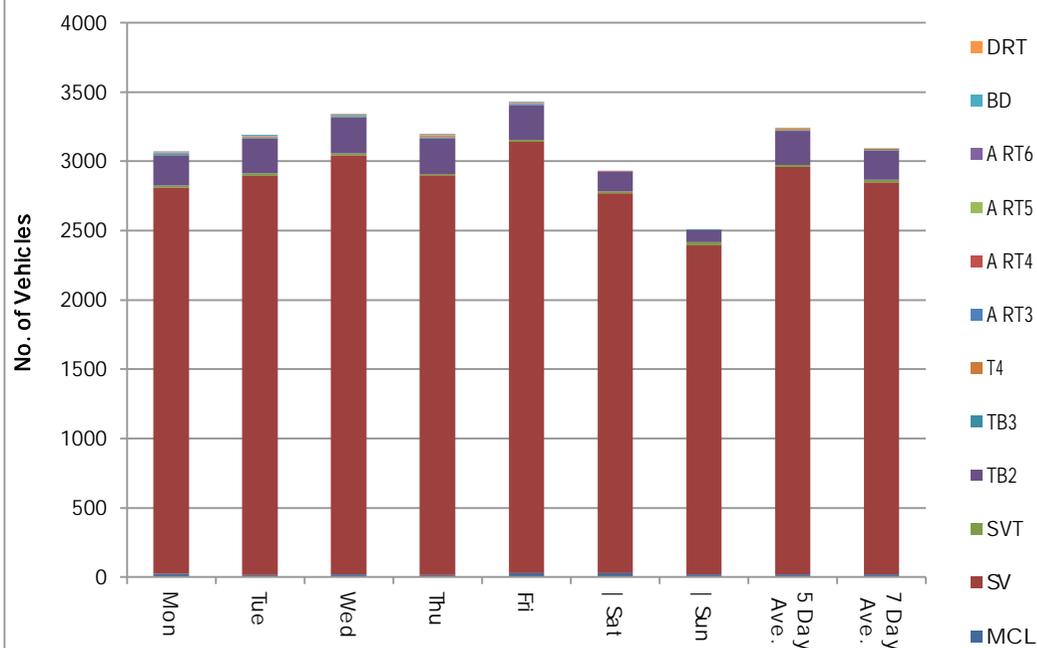
Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	14	0	14	0	1	0	0	0	0	0	0	0	0	0	3.0	0	0.0	0	0.0	46.3	53.1
0100	8	0	7	0	0	0	0	0	0	0	0	0	0	1	7.3	0	1.8	0	0.0	47.7	-
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	1	14.3	0	4.8	0	2.4	49.4	-
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	0	9.4	0	0.0	0	0.0	50.1	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	0	3.2	0	0.0	0	0.0	48.1	-
0500	9	0	8	0	1	0	0	0	0	0	0	0	0	1	7.6	0	0.0	0	0.0	48.9	-
0600	26	0	18	0	7	0	0	0	0	0	0	0	0	1	2.8	0	0.6	0	0.0	45	52.4
0700	78	0	64	0	12	0	1	0	0	0	0	0	0	2	2.4	0	0.4	0	0.0	44.2	50.8
0800	141	0	116	1	21	1	1	0	0	0	0	0	0	1	1.0	0	0.1	0	0.1	43.2	49.2
0900	119	0	102	1	15	0	0	0	0	0	0	0	0	1	1.0	0	0.1	0	0.0	44.3	50.3
1000	157	2	137	1	15	1	0	0	0	0	0	0	0	1	0.6	0	0.2	0	0.1	42.6	47.9
<b>1100</b>	<b>201</b>	<b>4</b>	<b>181</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1.3</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>0.1</b>	<b>43.2</b>	<b>48.9</b>
1200	245	2	224	2	15	1	0	0	0	0	0	0	0	2	0.6	0	0.2	0	0.1	42.8	48.2
1300	246	2	228	1	13	1	0	0	0	0	0	0	0	2	0.8	0	0.2	0	0.1	43.2	48.4
1400	276	3	252	2	16	0	0	0	1	0	0	0	0	2	0.6	1	0.2	0	0.1	43	47.9
1500	289	2	263	1	22	0	1	0	0	0	0	0	0	2	0.8	0	0.0	0	0.0	42.8	47.8
<b>1600</b>	<b>336</b>	<b>1</b>	<b>312</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.9</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>0.1</b>	<b>41.9</b>	<b>47.3</b>
1700	320	2	300	1	15	0	0	0	0	0	0	0	0	3	1.0	1	0.2	0	0.0	42.9	48.1
1800	199	0	192	0	6	0	0	0	0	0	0	0	0	3	1.6	1	0.5	0	0.1	44	49.7
1900	144	0	139	0	5	0	0	0	0	0	0	0	0	4	2.9	1	0.5	0	0.3	45.4	51.9
2000	108	0	104	0	3	0	0	0	0	0	0	0	0	4	3.3	0	0.1	0	0.0	45.7	51.3
2100	73	0	70	0	3	0	0	0	0	0	0	0	0	3	4.5	1	1.2	0	0.4	46.5	53.4
2200	60	0	57	0	2	1	0	0	0	0	0	0	0	2	4.0	1	1.2	1	0.9	47.2	54
2300	31	1	29	0	1	0	0	0	0	0	0	0	0	2	5.1	0	0.9	0	0.0	47.7	55.2
<b>07-19</b>	<b>2607</b>	<b>19</b>	<b>2371</b>	<b>14</b>	<b>185</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>1.0</b>	<b>5</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43</b>	<b>48.4</b>
<b>06-22</b>	<b>2958</b>	<b>20</b>	<b>2703</b>	<b>15</b>	<b>203</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1.2</b>	<b>7</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.3</b>	<b>48.9</b>
<b>06-00</b>	<b>3049</b>	<b>20</b>	<b>2789</b>	<b>15</b>	<b>206</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>1.3</b>	<b>8</b>	<b>0.3</b>	<b>3</b>	<b>0.1</b>	<b>43.4</b>	<b>49.1</b>
<b>00-00</b>	<b>3096</b>	<b>21</b>	<b>2830</b>	<b>15</b>	<b>211</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>1.4</b>	<b>8</b>	<b>0.3</b>	<b>3</b>	<b>0.1</b>	<b>43.5</b>	<b>49.2</b>



Virtual Week (1)

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	3072	24	2788	12	221	7	7	2	1	4	6	0	0	37	1.2	6	0.2	2	0.1	43.4	49.2
Tue	3190	13	2881	21	251	4	2	1	6	6	4	1	0	47	1.5	8	0.3	0	0.0	43.2	48.7
Wed	3340	18	3026	15	261	7	5	2	0	4	2	0	0	37	1.1	5	0.2	4	0.1	43	48.7
Thu	3197	13	2885	10	258	10	8	0	5	4	4	0	0	45	1.4	4	0.1	1	0.0	43.1	48.9
Fri	3428	28	3113	14	249	5	4	2	7	5	1	0	0	54	1.6	15	0.4	6	0.2	44.1	49.6
Sat	2933	30	2740	13	143	1	1	0	4	0	1	0	0	46	1.6	11	0.4	5	0.2	43.9	49.5
Sun	2510	20	2374	21	91	1	0	1	2	0	0	0	0	40	1.6	8	0.3	5	0.2	43.9	49.7
5 Day Ave.	3245	19	2939	14	248	7	5	1	4	5	3	0	0	44	1.4	8	0.2	3	0.1	43.4	49.0
7 Day Ave.	3096	21	2830	15	211	5	4	1	4	3	3	0	0	44	1.4	8	0.3	3	0.1	43.5	49.2
--	21670	146	19807	106	1474	35	27	8	25	23	18	1	0	306	1.4	57	0.3	23	0.1	43.5	49.2

Summary Graphs



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Saturday, 13 November 2021

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	13	0	0	0	0	1	0	0	1	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	0	0	1	3	2	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	6	0	0	0	0	0	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	5	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	6	0	0	0	0	0	0	0	1	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	13	0	0	0	0	0	0	1	3	4	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	40	0	0	0	0	0	1	4	11	12	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	77	0	0	0	0	0	0	2	17	20	23	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	112	0	0	0	0	1	0	3	13	38	38	13	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
1000	199	0	0	0	0	2	3	8	42	70	58	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	240	0	0	0	0	0	0	17	67	81	41	19	9	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
1200	312	0	0	0	6	3	2	13	53	123	83	19	6	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	
1300	296	0	0	0	0	2	1	14	56	114	85	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	286	0	0	0	0	1	0	3	53	126	72	17	9	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
1500	289	0	0	0	0	0	1	5	65	130	60	20	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	272	0	0	0	0	0	1	13	61	109	58	22	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	237	0	0	0	0	1	1	4	42	94	61	21	10	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
1800	156	0	0	0	0	2	3	6	31	58	37	10	7	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
1900	108	0	0	0	0	0	0	7	16	33	27	16	4	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
2000	77	0	0	0	0	0	1	2	5	31	21	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	54	0	0	0	0	0	0	0	8	18	17	7	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2200	76	0	0	0	0	0	1	0	10	29	20	10	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	42	0	0	0	0	0	0	0	3	12	10	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2516	0	0	0	6	12	13	92	511	975	624	188	65	22	1	2	3	1	1	0	0	0	0	0	0	0	0	0	
06-22	2768	0	0	0	6	12	14	102	543	1061	690	224	78	26	2	5	3	1	1	0	0	0	0	0	0	0	0	0	
06-00	2886	0	0	0	6	12	15	102	556	1102	720	246	84	30	3	5	3	1	1	0	0	0	0	0	0	0	0	0	
00-00	2933	0	0	0	6	13	15	104	563	1115	728	259	84	31	4	6	3	1	1	0	0	0	0	0	0	0	0	0	



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Sunday, 14 November 2021

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	41	0	0	0	0	0	0	2	2	17	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	0	0	0	0	0	3	3	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	0	0	2	1	2	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	0	0	0	2	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	0	0	0	0	0	0	2	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	21	0	0	0	0	0	0	0	3	3	10	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	48	0	0	0	0	0	0	0	6	14	13	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	64	0	0	0	0	0	0	2	7	17	22	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	147	0	0	0	1	0	1	4	23	63	37	12	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>37</b>	<b>80</b>	<b>46</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>										
1200	240	0	0	1	0	0	1	5	63	101	46	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	245	0	0	0	0	0	0	9	56	93	68	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	275	0	0	0	0	0	5	5	55	120	65	21	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>280</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>118</b>	<b>55</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>												
1600	257	0	2	5	3	4	5	13	60	85	58	14	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	189	0	0	0	0	3	3	6	32	65	57	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	129	0	0	0	0	0	0	4	26	51	27	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	119	0	0	0	0	0	0	3	11	44	36	12	6	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	86	0	0	0	0	0	0	0	5	32	35	6	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	61	0	0	0	0	0	0	3	12	13	12	10	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	0	0	0	0	5	12	10	8	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	0	0	0	0	0	0	0	2	6	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2087</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>16</b>	<b>64</b>	<b>440</b>	<b>810</b>	<b>504</b>	<b>160</b>	<b>50</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>										
<b>06-22</b>	<b>2359</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>16</b>	<b>70</b>	<b>468</b>	<b>900</b>	<b>589</b>	<b>189</b>	<b>69</b>	<b>23</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>										
<b>06-00</b>	<b>2418</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>16</b>	<b>70</b>	<b>473</b>	<b>914</b>	<b>605</b>	<b>203</b>	<b>76</b>	<b>24</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>0</b>										
<b>00-00</b>	<b>2510</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>16</b>	<b>72</b>	<b>482</b>	<b>938</b>	<b>635</b>	<b>220</b>	<b>83</b>	<b>24</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>0</b>										



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Monday, 15 November 2021

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	10	0	0	0	0	0	0	1	2	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	0	0	0	0	0	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	0	0	0	1	0	10	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	86	0	0	0	0	0	0	4	23	24	23	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	170	0	0	0	0	1	1	11	45	59	34	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	113	0	0	0	0	0	0	7	15	46	22	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	142	0	0	0	0	0	0	4	29	64	27	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>191</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>31</b>	<b>80</b>	<b>43</b>	<b>21</b>	<b>7</b>	<b>2</b>	<b>0</b>													
1200	240	0	0	0	2	0	5	15	61	89	50	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	226	0	0	0	2	4	1	14	49	82	51	16	4	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0
1400	244	0	0	0	0	1	2	11	60	106	44	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	272	0	0	0	1	1	4	2	59	125	59	13	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	371	0	0	0	0	1	4	27	103	135	69	28	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>374</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>95</b>	<b>164</b>	<b>63</b>	<b>28</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>												
1800	211	0	0	1	1	1	7	7	44	69	45	21	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	140	0	0	0	1	0	0	2	17	47	46	16	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	82	0	0	0	0	0	0	0	10	29	30	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	78	0	0	0	0	0	0	1	10	28	18	13	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	47	0	0	0	0	0	0	0	0	15	19	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	30	0	0	0	0	0	0	0	2	8	10	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2640</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>11</b>	<b>27</b>	<b>117</b>	<b>614</b>	<b>1043</b>	<b>530</b>	<b>201</b>	<b>66</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>								
<b>06-22</b>	<b>2963</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>28</b>	<b>120</b>	<b>661</b>	<b>1153</b>	<b>627</b>	<b>238</b>	<b>85</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>								
<b>06-00</b>	<b>3040</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>28</b>	<b>120</b>	<b>663</b>	<b>1176</b>	<b>656</b>	<b>251</b>	<b>91</b>	<b>27</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>								
<b>00-00</b>	<b>3072</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>28</b>	<b>122</b>	<b>665</b>	<b>1186</b>	<b>664</b>	<b>258</b>	<b>93</b>	<b>28</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>								

Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Tuesday, 16 November 2021

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	11	0	0	0	0	0	0	0	0	3	5	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	0	0	0	0	0	0	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	38	0	0	0	0	0	0	3	3	9	10	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	96	0	0	0	0	0	0	4	24	24	21	15	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	170	0	0	0	0	0	1	12	47	64	30	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	139	0	0	0	0	0	0	12	25	54	33	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	142	0	0	0	0	0	1	3	44	57	26	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>205</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>56</b>	<b>83</b>	<b>40</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>													
1200	219	0	0	0	1	0	2	8	61	78	44	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	222	0	0	0	0	1	1	9	45	73	67	16	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	247	0	0	0	0	0	0	11	74	103	42	11	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	281	0	0	0	0	0	1	11	61	128	66	10	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	342	0	0	0	1	2	7	20	118	117	53	17	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>377</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>105</b>	<b>151</b>	<b>65</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>												
1800	220	0	0	0	0	0	0	10	46	76	62	20	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	159	0	0	0	0	0	0	3	35	60	37	17	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	126	0	0	0	0	1	0	4	16	42	35	20	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	85	0	0	0	0	0	0	3	9	28	25	11	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	59	0	0	0	0	0	0	3	7	19	15	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	26	0	0	0	0	0	1	1	3	4	12	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2660</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>132</b>	<b>706</b>	<b>1008</b>	<b>549</b>	<b>169</b>	<b>46</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>												
<b>06-22</b>	<b>3068</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>14</b>	<b>145</b>	<b>769</b>	<b>1147</b>	<b>656</b>	<b>227</b>	<b>61</b>	<b>26</b>	<b>12</b>	<b>3</b>	<b>0</b>												
<b>06-00</b>	<b>3153</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>15</b>	<b>149</b>	<b>779</b>	<b>1170</b>	<b>683</b>	<b>237</b>	<b>69</b>	<b>27</b>	<b>13</b>	<b>3</b>	<b>0</b>												
<b>00-00</b>	<b>3190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>15</b>	<b>150</b>	<b>781</b>	<b>1181</b>	<b>698</b>	<b>238</b>	<b>72</b>	<b>31</b>	<b>13</b>	<b>3</b>	<b>0</b>												



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Wednesday, 17 November 2021

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	5	0	0	0	0	0	0	0	0	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	0	0	0	2	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	33	0	0	0	0	0	0	3	5	11	4	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	95	0	0	1	1	2	0	3	12	36	18	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>0800</b>	<b>180</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>12</b>	<b>41</b>	<b>67</b>	<b>36</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>														
0900	151	0	0	0	0	0	0	1	27	68	39	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	165	0	0	0	0	0	0	4	35	80	31	12	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
1100	163	0	0	0	0	1	2	5	35	54	47	16	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	234	0	0	0	0	1	7	16	67	86	40	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	227	0	0	0	0	1	1	7	54	89	49	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	289	0	0	0	0	0	0	17	79	114	60	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	303	0	0	0	2	3	4	16	92	117	53	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	371	0	0	0	0	2	4	13	147	128	55	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>1700</b>	<b>397</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>20</b>	<b>98</b>	<b>166</b>	<b>81</b>	<b>20</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>													
1800	229	0	0	0	0	0	0	4	53	86	55	23	6	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1900	169	0	0	0	0	1	6	8	21	62	41	18	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	147	0	0	0	0	1	1	1	23	57	40	15	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	65	0	0	0	0	0	2	3	13	19	15	6	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
2200	68	0	0	0	0	0	0	0	4	27	16	10	8	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
2300	28	0	0	0	0	0	0	2	6	8	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>2804</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>27</b>	<b>118</b>	<b>740</b>	<b>1091</b>	<b>564</b>	<b>187</b>	<b>42</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>										
<b>06-22</b>	<b>3218</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>36</b>	<b>133</b>	<b>802</b>	<b>1240</b>	<b>664</b>	<b>234</b>	<b>61</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>										
<b>06-00</b>	<b>3314</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>36</b>	<b>135</b>	<b>812</b>	<b>1275</b>	<b>682</b>	<b>250</b>	<b>73</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>										
<b>00-00</b>	<b>3340</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>36</b>	<b>135</b>	<b>812</b>	<b>1281</b>	<b>688</b>	<b>255</b>	<b>79</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>										



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Thursday, 18 November 2021

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	9	0	0	0	0	0	0	0	0	1	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	2	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	13	0	0	0	0	0	0	0	0	2	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	38	0	0	0	0	0	0	2	8	14	8	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	105	0	0	0	0	1	1	5	23	40	20	8	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	168	0	0	0	0	1	0	7	45	62	36	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	125	0	0	0	1	0	2	5	26	44	20	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	148	0	0	0	0	0	4	23	54	45	18	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	194	1	1	0	0	1	5	13	48	75	38	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	219	0	0	0	0	0	1	2	66	78	46	20	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	233	0	0	0	0	4	3	9	47	82	65	13	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	275	0	0	0	0	1	3	9	88	100	52	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	260	0	0	0	0	0	0	3	72	103	55	18	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	365	0	0	0	0	0	1	28	119	138	59	16	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	325	0	0	0	0	0	4	14	100	129	64	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	232	0	0	0	0	0	0	5	43	89	59	26	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	174	0	0	0	1	2	1	3	32	50	48	28	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	133	0	0	0	0	0	0	1	15	56	36	13	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	84	0	0	0	0	0	0	2	12	18	26	12	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	47	0	0	0	0	0	0	1	8	9	14	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	0	1	3	7	7	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2649	1	1	0	1	8	24	123	731	985	532	172	48	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3078	1	1	0	2	10	25	131	798	1123	650	228	69	27	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3153	1	1	0	2	10	25	133	809	1139	671	242	78	27	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3197	1	1	0	2	10	25	133	811	1146	690	250	83	30	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Friday, 19 November 2021

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	12	0	0	0	0	0	0	0	2	4	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	0	0	0	1	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	0	0	0	1	2	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	13	0	0	0	0	0	0	0	0	6	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	28	0	0	0	0	0	0	0	6	8	7	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	102	0	0	0	0	0	0	3	26	28	25	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	172	0	0	0	0	1	0	11	40	56	45	12	3	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	132	0	0	0	0	0	0	2	26	51	37	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	155	0	0	0	0	0	0	7	41	60	32	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>221</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>90</b>	<b>56</b>	<b>21</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>												
1200	253	0	0	0	0	1	3	8	56	95	62	16	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	275	0	0	0	0	1	1	12	54	112	71	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	313	0	0	0	0	4	2	6	53	141	74	23	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	338	0	0	0	0	0	0	11	85	136	75	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>375</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>18</b>	<b>104</b>	<b>147</b>	<b>73</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>									
1700	339	0	0	1	2	1	0	8	76	123	79	30	12	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	218	0	0	0	0	0	0	13	26	89	63	20	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	141	0	0	0	0	0	0	0	17	47	39	26	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	104	0	0	0	0	0	1	8	14	28	26	12	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	85	0	0	1	1	0	0	3	5	25	30	9	6	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	86	0	0	0	0	0	0	0	8	23	27	18	5	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	0	1	1	2	12	14	5	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2893</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>12</b>	<b>8</b>	<b>101</b>	<b>628</b>	<b>1128</b>	<b>692</b>	<b>216</b>	<b>76</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>									
<b>06-22</b>	<b>3251</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>9</b>	<b>112</b>	<b>670</b>	<b>1236</b>	<b>794</b>	<b>267</b>	<b>106</b>	<b>21</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>									
<b>06-00</b>	<b>3379</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>10</b>	<b>113</b>	<b>680</b>	<b>1271</b>	<b>835</b>	<b>290</b>	<b>114</b>	<b>25</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>									
<b>00-00</b>	<b>3428</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>10</b>	<b>113</b>	<b>683</b>	<b>1284</b>	<b>849</b>	<b>301</b>	<b>117</b>	<b>27</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>									



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	14	0	0	0	0	0	0	0	1	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	0	0	0	0	0	0	2	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	26	0	0	0	0	0	0	1	5	8	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	78	0	0	0	0	0	0	3	17	24	18	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	141	0	0	0	0	0	1	8	34	49	31	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	119	0	0	0	0	0	0	5	20	45	30	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	157	0	0	0	0	0	1	8	38	63	33	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>45</b>	<b>78</b>	<b>44</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>													
1200	245	0	0	0	1	1	3	10	61	93	53	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	246	0	0	0	0	2	1	11	52	92	65	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	276	0	0	0	0	1	2	9	66	116	58	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	289	0	0	0	0	1	1	9	72	122	60	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>336</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>19</b>	<b>102</b>	<b>123</b>	<b>61</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>												
1700	320	0	0	0	0	1	2	12	78	127	67	21	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	199	0	0	0	0	0	1	7	38	74	50	19	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	144	0	0	0	0	0	1	4	21	49	39	19	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	108	0	0	0	0	0	0	2	13	39	32	12	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	73	0	0	0	0	0	0	2	10	21	20	10	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	60	0	0	0	0	0	0	1	6	19	17	10	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	0	0	1	3	8	9	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2607</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>18</b>	<b>107</b>	<b>624</b>	<b>1006</b>	<b>571</b>	<b>185</b>	<b>56</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>										
<b>06-22</b>	<b>2958</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>11</b>	<b>20</b>	<b>116</b>	<b>673</b>	<b>1123</b>	<b>667</b>	<b>230</b>	<b>76</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>										
<b>06-00</b>	<b>3049</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>11</b>	<b>21</b>	<b>117</b>	<b>682</b>	<b>1150</b>	<b>693</b>	<b>246</b>	<b>84</b>	<b>26</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>										
<b>00-00</b>	<b>3096</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>11</b>	<b>21</b>	<b>118</b>	<b>685</b>	<b>1162</b>	<b>707</b>	<b>254</b>	<b>87</b>	<b>28</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>										





Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Saturday, 13 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49	54.8
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.1	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	50.3	-
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.3	-
0400	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.7	-
0500	21	0	20	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	48.3	53.3
0600	53	1	41	0	10	0	0	0	0	0	1	0	0	4	7.5	1	1.9	1	1.9	50.1	57.3
0700	107	0	101	0	6	0	0	0	0	0	0	0	0	3	2.8	0	0.0	0	0.0	46.5	52.5
0800	186	3	165	2	15	0	1	0	0	0	0	0	0	4	2.2	2	1.1	0	0.0	45.6	52.5
0900	249	3	230	3	13	0	0	0	0	0	0	0	0	4	1.6	1	0.4	1	0.4	45.1	51.1
1000	283	6	264	0	13	0	0	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	42.3	49.2
1100	260	1	252	1	6	0	0	0	0	0	0	0	0	3	1.2	0	0.0	0	0.0	43.8	48.9
1200	275	3	255	2	14	0	1	0	0	0	0	0	0	4	1.5	0	0.0	0	0.0	43.4	51
1300	271	2	256	2	11	0	0	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	43.7	49.5
1400	265	4	251	2	8	0	0	0	0	0	0	0	0	1	0.4	1	0.4	1	0.4	43.3	48.8
1500	268	1	252	1	13	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	42.3	47.5
1600	228	3	216	1	8	0	0	0	0	0	0	0	0	3	1.3	1	0.4	0	0.0	42.3	47.7
1700	168	0	162	1	5	0	0	0	0	0	0	0	0	1	0.6	0	0.0	0	0.0	43	48.7
1800	124	0	121	0	2	0	0	1	0	0	0	0	0	6	4.8	1	0.8	0	0.0	46.3	52.9
1900	89	0	85	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.3	52.1
2000	59	0	52	0	7	0	0	0	0	0	0	0	0	3	5.1	0	0.0	0	0.0	46	54
2100	36	0	35	0	1	0	0	0	0	0	0	0	0	2	5.6	0	0.0	0	0.0	47.8	54.2
2200	54	0	51	0	3	0	0	0	0	0	0	0	0	2	3.7	2	3.7	1	1.9	46.5	51.1
2300	39	0	35	0	4	0	0	0	0	0	0	0	0	1	2.6	0	0.0	0	0.0	47.1	54.9
07-19	2684	26	2525	15	114	0	2	1	1	0	0	0	0	31	1.2	6	0.2	2	0.1	43.7	49.9
06-22	2921	27	2738	15	136	0	2	1	1	0	1	0	0	40	1.4	7	0.2	3	0.1	43.9	50.3
06-00	3014	27	2824	15	143	0	2	1	1	0	1	0	0	43	1.4	9	0.3	4	0.1	44	50.4
00-00	3071	27	2878	15	146	0	2	1	1	0	1	0	0	44	1.4	9	0.3	4	0.1	44.1	50.5



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Sunday, 14 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	27	0	26	0	1	0	0	0	0	0	0	0	0	1	3.7	1	3.7	0	0.0	46.7	52.4
0100	13	0	13	0	0	0	0	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	47.8	58.3
0200	11	0	9	0	2	0	0	0	0	0	0	0	0	4	36.4	1	9.1	0	0.0	56.5	64.1
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	1	11.1	1	11.1	53	-
0400	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	50.5	-
0500	24	0	19	0	4	0	0	0	0	1	0	0	0	1	4.2	0	0.0	0	0.0	45.7	56.3
0600	28	1	25	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.2	53.9
0700	59	0	56	0	3	0	0	0	0	0	0	0	0	2	3.4	1	1.7	0	0.0	46.8	52.7
0800	100	1	91	0	8	0	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	45.8	52
0900	149	1	140	0	8	0	0	0	0	0	0	0	0	2	1.3	0	0.0	0	0.0	45.5	52.5
<b>1000</b>	<b>215</b>	<b>4</b>	<b>203</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.5</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>44.1</b>	<b>49</b>
1100	205	4	195	2	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.5	49.2
<b>1200</b>	<b>284</b>	<b>4</b>	<b>269</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>48.4</b>
1300	281	6	266	0	6	0	0	2	1	0	0	0	0	1	0.4	0	0.0	0	0.0	42.4	48.2
1400	244	3	234	0	7	0	0	0	0	0	0	0	0	2	0.8	0	0.0	0	0.0	43.3	48.4
1500	244	1	238	0	5	0	0	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	42.8	47.5
1600	219	0	213	0	6	0	0	0	0	0	0	0	0	1	0.5	1	0.5	0	0.0	42.7	49.4
1700	183	0	177	0	5	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	42.1	49
1800	189	0	182	0	6	0	1	0	0	0	0	0	0	3	1.6	0	0.0	0	0.0	44.4	50.5
1900	79	0	76	0	3	0	0	0	0	0	0	0	0	2	2.5	1	1.3	0	0.0	45.1	52.1
2000	73	1	63	0	9	0	0	0	0	0	0	0	0	1	1.4	0	0.0	0	0.0	45.7	52.3
2100	34	0	30	0	4	0	0	0	0	0	0	0	0	1	2.9	0	0.0	0	0.0	44.4	52
2200	27	0	25	0	2	0	0	0	0	0	0	0	0	1	3.7	0	0.0	0	0.0	46.6	54.1
2300	11	0	11	0	0	0	0	0	0	0	0	0	0	2	18.2	0	0.0	0	0.0	49.9	61.1
<b>07-19</b>	<b>2372</b>	<b>24</b>	<b>2264</b>	<b>3</b>	<b>73</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0.6</b>	<b>2</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>	<b>43.4</b>	<b>49.2</b>
<b>06-22</b>	<b>2586</b>	<b>26</b>	<b>2458</b>	<b>3</b>	<b>91</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0.7</b>	<b>3</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>	<b>43.6</b>	<b>49.5</b>
<b>06-00</b>	<b>2624</b>	<b>26</b>	<b>2494</b>	<b>3</b>	<b>93</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0.8</b>	<b>3</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>	<b>43.6</b>	<b>49.5</b>
<b>00-00</b>	<b>2716</b>	<b>26</b>	<b>2577</b>	<b>3</b>	<b>101</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1.1</b>	<b>6</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43.8</b>	<b>49.8</b>

Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Monday, 15 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	46.7	-
0100	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.2	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.7	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	40.7	-
0400	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.9	56.2
0500	52	0	46	0	4	0	1	0	0	0	1	0	0	3	5.8	1	1.9	1	1.9	47.8	54.8
0600	126	1	106	0	11	0	5	0	1	1	1	0	0	4	3.2	0	0.0	0	0.0	46.8	52.9
0700	260	1	235	1	21	1	0	0	0	1	0	0	0	5	1.9	1	0.4	0	0.0	44.8	50.1
<b>0800</b>	<b>335</b>	<b>0</b>	<b>315</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.6</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>44</b>	<b>48.9</b>
0900	261	4	233	2	20	1	0	0	0	0	1	0	0	1	0.4	0	0.0	0	0.0	42.9	48.2
1000	227	4	207	0	13	2	0	0	0	0	1	0	0	2	0.9	1	0.4	1	0.4	43.2	48.1
1100	207	1	188	0	17	0	0	1	0	0	0	0	0	2	1.0	0	0.0	0	0.0	42.7	48.7
1200	202	0	181	1	20	0	0	0	0	0	0	0	0	1	0.5	0	0.0	0	0.0	43	48.1
1300	214	3	194	1	13	3	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.2	47.4
1400	221	4	193	0	21	0	1	1	0	1	0	0	0	1	0.5	0	0.0	0	0.0	42.9	48.7
1500	216	2	185	0	27	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.5	48.2
<b>1600</b>	<b>242</b>	<b>1</b>	<b>224</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>43.3</b>	<b>48.5</b>
1700	215	2	191	0	22	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	41.7	48.9
1800	153	1	142	0	10	0	0	0	0	0	0	0	0	5	3.3	2	1.3	1	0.7	44.9	50.7
1900	110	0	102	0	8	0	0	0	0	0	0	0	0	3	2.7	1	0.9	0	0.0	44.8	52
2000	61	0	57	0	4	0	0	0	0	0	0	0	0	2	3.3	1	1.6	1	1.6	46	52.1
2100	49	0	41	1	7	0	0	0	0	0	0	0	0	2	4.1	0	0.0	0	0.0	46.5	53.8
2200	27	0	25	0	2	0	0	0	0	0	0	0	0	1	3.7	0	0.0	0	0.0	47.6	56.4
2300	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.8	54.9
<b>07-19</b>	<b>2753</b>	<b>23</b>	<b>2488</b>	<b>6</b>	<b>220</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0.7</b>	<b>4</b>	<b>0.1</b>	<b>2</b>	<b>0.1</b>	<b>43.2</b>	<b>48.7</b>
<b>06-22</b>	<b>3099</b>	<b>24</b>	<b>2794</b>	<b>7</b>	<b>250</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1.0</b>	<b>6</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.5</b>	<b>49.1</b>
<b>06-00</b>	<b>3137</b>	<b>24</b>	<b>2829</b>	<b>7</b>	<b>253</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1.0</b>	<b>6</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.6</b>	<b>49.2</b>
<b>00-00</b>	<b>3217</b>	<b>24</b>	<b>2899</b>	<b>7</b>	<b>261</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>1.1</b>	<b>7</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43.6</b>	<b>49.3</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Tuesday, 16 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	48.7	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.7	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	60.7	-
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.8	-
0400	14	0	10	0	1	0	0	0	0	1	2	0	0	1	7.1	0	0.0	0	0.0	46.9	54.2
0500	56	2	50	0	3	0	1	0	0	0	0	0	0	1	1.8	1	1.8	1	1.8	47.4	55.7
0600	132	0	114	0	11	1	5	0	1	0	0	0	0	7	5.3	2	1.5	1	0.8	47.3	53.2
0700	263	2	235	2	24	0	0	0	0	0	0	0	0	2	0.8	0	0.0	0	0.0	45	51.5
<b>0800</b>	<b>358</b>	<b>2</b>	<b>330</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.3</b>	<b>1</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>43.2</b>	<b>48.3</b>
0900	271	1	244	3	21	0	1	0	0	0	0	0	1	1	0.4	0	0.0	0	0.0	42.2	48.3
1000	240	1	219	3	14	1	0	1	0	1	0	0	0	3	1.3	0	0.0	0	0.0	42.2	47.1
1100	204	1	179	2	17	3	0	0	1	1	0	0	0	0	0.0	0	0.0	0	0.0	42.2	48
1200	222	0	202	1	16	3	0	0	0	0	0	0	0	1	0.5	0	0.0	0	0.0	42.1	48.1
<b>1300</b>	<b>234</b>	<b>0</b>	<b>202</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1.3</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.4</b>	<b>47.4</b>
1400	220	0	200	1	17	0	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	41.4	46.1
1500	221	0	193	1	23	1	1	0	0	1	0	1	0	1	0.5	0	0.0	0	0.0	42.4	47.5
1600	222	1	193	1	25	0	0	1	1	0	0	0	0	1	0.5	0	0.0	0	0.0	41.4	46.4
1700	213	1	191	2	18	0	0	0	0	1	0	0	0	2	0.9	0	0.0	0	0.0	41.5	47.3
1800	143	2	133	0	7	0	0	0	0	1	0	0	0	2	1.4	0	0.0	0	0.0	44.2	50
1900	95	1	85	0	9	0	0	0	0	0	0	0	0	2	2.1	1	1.1	0	0.0	45.2	52.6
2000	71	0	63	0	8	0	0	0	0	0	0	0	0	1	1.4	0	0.0	0	0.0	44.3	52.1
2100	62	0	57	0	4	0	0	0	0	1	0	0	0	1	1.6	0	0.0	0	0.0	45.6	52.2
2200	28	0	25	0	2	0	1	0	0	0	0	0	0	1	3.6	0	0.0	0	0.0	46.7	52.8
2300	16	0	14	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.8	55
<b>07-19</b>	<b>2811</b>	<b>11</b>	<b>2521</b>	<b>17</b>	<b>231</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>0.6</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.5</b>	<b>48.1</b>
<b>06-22</b>	<b>3171</b>	<b>12</b>	<b>2840</b>	<b>17</b>	<b>263</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>0.9</b>	<b>4</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>42.9</b>	<b>48.7</b>
<b>06-00</b>	<b>3215</b>	<b>12</b>	<b>2879</b>	<b>17</b>	<b>267</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>0.9</b>	<b>4</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>43</b>	<b>48.8</b>
<b>00-00</b>	<b>3296</b>	<b>14</b>	<b>2949</b>	<b>17</b>	<b>272</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>1.0</b>	<b>5</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.1</b>	<b>49</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Wednesday, 17 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	48.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.4	-
0300	9	0	7	0	2	0	0	0	0	0	0	0	0	2	22.2	1	11.1	1	11.1	49.3	-
0400	9	0	8	0	0	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	48.5	-
0500	50	0	47	0	3	0	0	0	0	0	0	0	0	4	8.0	1	2.0	1	2.0	49	54.7
0600	131	0	115	0	10	0	4	1	1	0	0	0	0	1	0.8	1	0.8	0	0.0	47.4	53.9
0700	283	1	259	0	20	1	0	0	0	0	2	0	0	6	2.1	1	0.4	0	0.0	44.9	51.2
<b>0800</b>	<b>373</b>	<b>6</b>	<b>341</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>1</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>44</b>	<b>48.9</b>
0900	289	3	258	0	26	1	0	0	0	0	1	0	0	1	0.3	0	0.0	0	0.0	43.2	48.6
1000	208	1	183	3	19	1	0	0	0	0	1	0	0	1	0.5	0	0.0	0	0.0	42.4	48.4
1100	262	1	231	2	27	0	0	0	0	1	0	0	0	2	0.8	0	0.0	0	0.0	42.7	48.5
<b>1200</b>	<b>269</b>	<b>2</b>	<b>241</b>	<b>1</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.1</b>	<b>47.5</b>
1300	211	0	199	2	8	0	1	0	0	1	0	0	0	2	0.9	1	0.5	1	0.5	42	47.3
1400	192	1	174	1	13	1	1	0	0	0	1	0	0	1	0.5	0	0.0	0	0.0	42.6	47.8
1500	236	0	212	0	21	0	2	0	0	1	0	0	0	1	0.4	0	0.0	0	0.0	41.1	46.9
1600	214	2	194	1	16	0	1	0	0	0	0	0	0	2	0.9	1	0.5	0	0.0	43.3	48.6
1700	197	3	179	1	14	0	0	0	0	0	0	0	0	2	1.0	0	0.0	0	0.0	42.9	48.9
1800	161	1	152	1	7	0	0	0	0	0	0	0	0	4	2.5	1	0.6	0	0.0	44.5	51
1900	129	0	119	0	9	0	0	0	0	1	0	0	0	1	0.8	1	0.8	0	0.0	43.8	50.4
2000	56	1	53	0	2	0	0	0	0	0	0	0	0	2	3.6	0	0.0	0	0.0	44.8	52.1
2100	53	0	49	0	4	0	0	0	0	0	0	0	0	2	3.8	1	1.9	0	0.0	47.3	55.8
2200	38	0	34	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.9	51.5
2300	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.1	-
<b>07-19</b>	<b>2895</b>	<b>21</b>	<b>2623</b>	<b>12</b>	<b>216</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0.9</b>	<b>5</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43</b>	<b>48.5</b>
<b>06-22</b>	<b>3264</b>	<b>22</b>	<b>2959</b>	<b>12</b>	<b>241</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1.0</b>	<b>8</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43.3</b>	<b>49</b>
<b>06-00</b>	<b>3311</b>	<b>22</b>	<b>3001</b>	<b>12</b>	<b>246</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0.9</b>	<b>8</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43.4</b>	<b>49</b>
<b>00-00</b>	<b>3382</b>	<b>22</b>	<b>3066</b>	<b>12</b>	<b>251</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1.1</b>	<b>10</b>	<b>0.3</b>	<b>3</b>	<b>0.1</b>	<b>43.5</b>	<b>49.3</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Thursday, 18 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	52.7	-
0100	7	0	6	0	0	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	45.3	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.8	-
0300	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	48.1	-
0400	14	0	12	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.4	53.9
0500	50	0	47	0	2	0	1	0	0	0	0	0	0	1	2.0	0	0.0	0	0.0	46.5	53.5
0600	128	1	116	0	7	0	3	0	1	0	0	0	0	5	3.9	1	0.8	0	0.0	47.2	53.4
0700	243	0	221	0	21	0	0	0	0	0	1	0	0	2	0.8	1	0.4	0	0.0	44.4	49.4
<b>0800</b>	<b>356</b>	<b>2</b>	<b>331</b>	<b>2</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41.8</b>	<b>48.1</b>
0900	263	1	243	0	14	2	1	0	0	0	2	0	0	1	0.4	0	0.0	0	0.0	41.8	48.1
1000	243	1	210	2	28	1	1	0	0	0	0	0	0	3	1.2	1	0.4	0	0.0	42	48.7
1100	204	1	180	1	19	0	2	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	42	46.9
1200	222	3	202	1	11	3	1	0	1	0	0	0	0	1	0.5	0	0.0	0	0.0	43.1	48.2
1300	217	1	195	1	17	1	1	0	0	0	1	0	0	1	0.5	0	0.0	0	0.0	42.6	48.5
1400	232	2	200	3	24	1	2	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	42.1	47.4
1500	230	1	205	0	23	0	1	0	0	0	0	0	0	2	0.9	1	0.4	0	0.0	42.4	48.8
<b>1600</b>	<b>236</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>48.4</b>
1700	228	1	213	0	12	0	0	0	0	1	1	0	0	1	0.4	0	0.0	0	0.0	42.9	48.6
1800	139	0	127	1	10	0	1	0	0	0	0	0	0	7	5.0	1	0.7	1	0.7	45.1	51
1900	99	0	90	0	9	0	0	0	0	0	0	0	0	3	3.0	2	2.0	0	0.0	45.6	50.8
2000	60	0	56	1	3	0	0	0	0	0	0	0	0	3	5.0	1	1.7	0	0.0	46.2	54.6
2100	59	0	58	0	1	0	0	0	0	0	0	0	0	2	3.4	0	0.0	0	0.0	46.4	53.6
2200	40	0	38	0	2	0	0	0	0	0	0	0	0	2	5.0	1	2.5	0	0.0	47	56.2
2300	14	0	11	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.4	53.6
<b>07-19</b>	<b>2813</b>	<b>13</b>	<b>2537</b>	<b>11</b>	<b>222</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0.7</b>	<b>4</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>42.5</b>	<b>48.4</b>
<b>06-22</b>	<b>3159</b>	<b>14</b>	<b>2857</b>	<b>12</b>	<b>242</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>1.0</b>	<b>8</b>	<b>0.3</b>	<b>1</b>	<b>0.0</b>	<b>42.9</b>	<b>49</b>
<b>06-00</b>	<b>3213</b>	<b>14</b>	<b>2906</b>	<b>12</b>	<b>247</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>1.1</b>	<b>9</b>	<b>0.3</b>	<b>1</b>	<b>0.0</b>	<b>43</b>	<b>49.1</b>
<b>00-00</b>	<b>3301</b>	<b>14</b>	<b>2985</b>	<b>12</b>	<b>254</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1.1</b>	<b>9</b>	<b>0.3</b>	<b>1</b>	<b>0.0</b>	<b>43.1</b>	<b>49.2</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Friday, 19 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.6	-
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	48.7	-
0200	5	0	2	0	3	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	56.2	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.3	-
0400	15	0	11	0	3	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	46.9	54.3
0500	46	1	39	0	5	0	1	0	0	0	0	0	0	4	8.7	1	2.2	0	0.0	50.4	57.7
0600	113	1	101	0	6	0	5	0	0	0	0	0	0	4	3.5	0	0.0	0	0.0	48.6	54.8
0700	236	1	216	1	16	0	0	0	0	1	1	0	0	2	0.8	0	0.0	0	0.0	45	51.1
<b>0800</b>	<b>324</b>	<b>4</b>	<b>292</b>	<b>2</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.3</b>	<b>1</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>44.6</b>	<b>49.4</b>
0900	302	1	272	0	26	0	0	0	1	1	1	0	0	0	0.0	0	0.0	0	0.0	44.2	49.2
1000	250	5	229	1	13	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.8	47.3
1100	228	4	209	0	14	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44	49.8
1200	252	3	225	3	19	0	0	1	0	1	0	0	0	2	0.8	0	0.0	0	0.0	42.3	48.9
1300	238	3	219	0	13	1	1	0	1	0	0	0	0	2	0.8	1	0.4	0	0.0	43.2	48.7
1400	268	0	245	4	17	0	1	0	0	0	1	0	0	2	0.7	0	0.0	0	0.0	43.5	49.2
<b>1500</b>	<b>271</b>	<b>1</b>	<b>243</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>47.8</b>
1600	242	0	217	3	19	1	1	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	42.9	49.5
1700	211	2	193	1	14	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	43.9	49.7
1800	169	1	157	1	9	0	1	0	0	0	0	0	0	3	1.8	1	0.6	1	0.6	44.2	50.8
1900	127	0	122	1	4	0	0	0	0	0	0	0	0	3	2.4	1	0.8	1	0.8	46.2	51.8
2000	60	0	56	0	4	0	0	0	0	0	0	0	0	1	1.7	1	1.7	0	0.0	46.9	53.2
2100	56	0	52	1	2	0	1	0	0	0	0	0	0	1	1.8	0	0.0	0	0.0	45.9	53.7
2200	40	0	37	0	3	0	0	0	0	0	0	0	0	2	5.0	0	0.0	0	0.0	47.1	53.7
2300	29	0	28	0	1	0	0	0	0	0	0	0	0	1	3.4	0	0.0	0	0.0	47.1	52.8
<b>07-19</b>	<b>2991</b>	<b>25</b>	<b>2717</b>	<b>16</b>	<b>207</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0.4</b>	<b>3</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>43.6</b>	<b>49.3</b>
<b>06-22</b>	<b>3347</b>	<b>26</b>	<b>3048</b>	<b>18</b>	<b>223</b>	<b>5</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0.6</b>	<b>5</b>	<b>0.1</b>	<b>2</b>	<b>0.1</b>	<b>44</b>	<b>49.8</b>
<b>06-00</b>	<b>3416</b>	<b>26</b>	<b>3113</b>	<b>18</b>	<b>227</b>	<b>5</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0.7</b>	<b>5</b>	<b>0.1</b>	<b>2</b>	<b>0.1</b>	<b>44</b>	<b>49.8</b>
<b>00-00</b>	<b>3496</b>	<b>27</b>	<b>3177</b>	<b>18</b>	<b>240</b>	<b>5</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0.9</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>44.1</b>	<b>50.1</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Virtual Day (7)

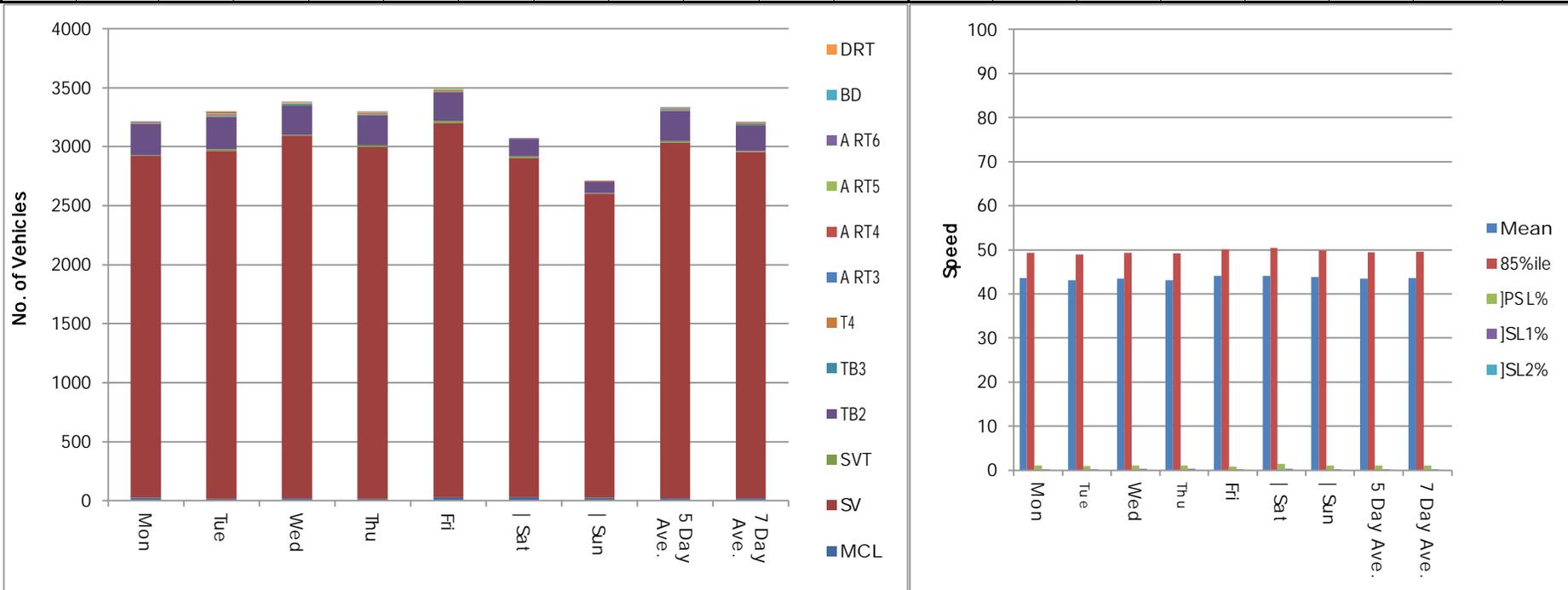
Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	5.4	0	1.8	0	0.0	48.4	-
0100	6	0	5	0	0	0	0	0	0	0	0	0	0	0	4.8	0	0.0	0	0.0	47	-
0200	4	0	4	0	1	0	0	0	0	0	0	0	0	1	23.3	0	3.3	0	0.0	54.2	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	7.3	0	4.9	0	4.9	47.6	-
0400	12	0	10	0	1	0	0	0	0	0	0	0	0	0	2.5	0	0.0	0	0.0	47.1	54.2
0500	43	0	38	0	3	0	1	0	0	0	0	0	0	2	4.7	1	1.3	0	1.0	48	54.8
0600	102	1	88	0	8	0	3	0	1	0	0	0	0	4	3.5	1	0.7	0	0.3	47.6	53.8
0700	207	1	189	1	16	0	0	0	0	0	1	0	0	3	1.5	1	0.3	0	0.0	45	51.1
<b>0800</b>	<b>290</b>	<b>3</b>	<b>266</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>49.2</b>
0900	255	2	231	1	18	1	0	0	0	0	1	0	0	1	0.6	0	0.1	0	0.1	43.4	49.2
1000	238	3	216	1	15	1	0	0	0	0	0	0	0	2	0.7	0	0.1	0	0.1	42.7	48.3
1100	224	2	205	1	15	1	0	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	43	48.7
<b>1200</b>	<b>247</b>	<b>2</b>	<b>225</b>	<b>1</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.6</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>48.5</b>
1300	238	2	219	1	14	1	0	0	0	0	1	0	0	1	0.6	0	0.1	0	0.1	42.7	48.2
1400	235	2	214	2	15	0	1	0	0	0	0	0	0	1	0.5	0	0.1	0	0.1	42.8	48.2
1500	241	1	218	0	19	0	1	0	0	0	0	0	0	1	0.3	0	0.1	0	0.0	42.3	47.7
1600	229	1	210	1	17	0	0	0	0	0	0	0	0	1	0.5	0	0.2	0	0.0	42.4	48.2
1700	202	1	187	1	13	0	0	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	42.6	48.9
1800	154	1	145	0	7	0	0	0	0	0	0	0	0	4	2.8	1	0.6	0	0.3	44.7	50.8
1900	104	0	97	0	7	0	0	0	0	0	0	0	0	2	1.9	1	1.0	0	0.1	45.1	51.4
2000	63	0	57	0	5	0	0	0	0	0	0	0	0	2	3.0	0	0.7	0	0.2	45.7	52.6
2100	50	0	46	0	3	0	0	0	0	0	0	0	0	2	3.2	0	0.3	0	0.0	46.3	53.7
2200	36	0	34	0	3	0	0	0	0	0	0	0	0	1	3.5	0	1.2	0	0.4	46.6	52.7
2300	18	0	17	0	2	0	0	0	0	0	0	0	0	1	3.1	0	0.0	0	0.0	47.1	54.9
<b>07-19</b>	<b>2760</b>	<b>20</b>	<b>2525</b>	<b>11</b>	<b>183</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0.7</b>	<b>4</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>43.1</b>	<b>48.9</b>
<b>06-22</b>	<b>3078</b>	<b>22</b>	<b>2813</b>	<b>12</b>	<b>207</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0.9</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.4</b>	<b>49.3</b>
<b>06-00</b>	<b>3133</b>	<b>22</b>	<b>2864</b>	<b>12</b>	<b>211</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1.0</b>	<b>6</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.5</b>	<b>49.4</b>
<b>00-00</b>	<b>3211</b>	<b>22</b>	<b>2933</b>	<b>12</b>	<b>218</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>1.1</b>	<b>7</b>	<b>0.2</b>	<b>2</b>	<b>0.1</b>	<b>43.6</b>	<b>49.6</b>



Virtual Week (1)

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	3217	24	2899	7	261	8	8	2	1	3	4	0	0	35	1.1	7	0.2	4	0.1	43.6	49.3
Tue	3296	14	2949	17	272	12	11	2	3	7	7	1	1	32	1.0	5	0.2	2	0.1	43.1	49
Wed	3382	22	3066	12	251	7	10	1	2	5	6	0	0	37	1.1	10	0.3	3	0.1	43.5	49.3
Thu	3301	14	2985	12	254	10	15	0	2	2	7	0	0	37	1.1	9	0.3	1	0.0	43.1	49.2
Fri	3496	27	3177	18	240	5	14	3	3	6	3	0	0	30	0.9	6	0.2	2	0.1	44.1	50.1
Sat	3071	27	2878	15	146	0	2	1	1	0	1	0	0	44	1.4	9	0.3	4	0.1	44.1	50.5
Sun	2716	26	2577	3	101	0	2	2	2	1	2	0	0	30	1.1	6	0.2	1	0.0	43.8	49.8
5 Day Ave.	3338	20	3015	13	256	8	12	2	2	5	5	0	0	34	1.0	7	0.2	2	0.1	43.5	49.4
7 Day Ave.	3211	22	2933	12	218	6	9	2	2	3	4	0	0	35	1.1	7	0.2	2	0.1	43.6	49.6
--	22479	154	20531	84	1525	42	62	11	14	24	30	1	1	245	1.1	52	0.2	17	0.1	43.6	49.6

Summary Graphs



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Saturday, 13 November 2021

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	11	0	0	0	0	0	0	0	1	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	0	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	0	2	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	21	0	0	0	0	0	0	0	1	5	5	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	53	0	0	0	0	0	0	0	2	13	14	9	11	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	107	0	0	0	0	0	0	0	17	24	41	14	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	186	0	0	0	2	2	1	4	26	50	47	43	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	249	0	0	0	1	1	1	4	38	95	61	35	9	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1000	283	0	0	1	1	2	7	14	67	102	57	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	260	0	0	0	0	0	0	6	53	105	65	22	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	275	0	0	0	1	0	7	15	63	81	63	31	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	271	0	0	0	0	1	0	10	51	110	63	33	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	265	0	0	0	0	0	0	14	68	98	51	27	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	268	0	0	0	0	0	3	11	85	98	51	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	228	0	0	1	1	0	0	6	73	91	36	16	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	168	0	0	0	0	0	0	10	48	56	35	15	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	124	0	0	0	0	0	0	2	15	40	38	19	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	89	0	0	0	0	0	0	0	14	36	19	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	59	0	0	0	0	0	0	3	12	12	13	12	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	36	0	0	0	0	0	0	0	5	8	9	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	54	0	0	0	0	0	0	3	6	12	19	11	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	39	0	0	0	0	0	0	0	6	9	11	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2684	0	0	2	6	6	19	96	604	950	608	292	70	21	6	2	1	1	0	0	0	0	0	0	0	0	0	0
06-22	2921	0	0	2	6	6	19	99	637	1019	663	338	92	27	8	2	2	1	0	0	0	0	0	0	0	0	0	0
06-00	3014	0	0	2	6	6	19	102	649	1040	693	358	96	28	9	2	3	1	0	0	0	0	0	0	0	0	0	0
00-00	3071	0	0	2	6	6	19	102	656	1054	707	374	101	29	9	2	3	1	0	0	0	0	0	0	0	0	0	0



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Sunday, 14 November 2021

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	27	0	0	0	0	0	0	1	3	7	10	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	0	0	0	2	3	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	0	0	0	0	2	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	0	0	1	0	2	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	0	1	1	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	0	0	0	0	1	0	5	8	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	28	0	0	1	0	0	0	0	5	5	8	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	59	0	0	0	0	0	0	0	9	17	16	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	100	0	0	0	0	0	0	0	16	34	29	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	149	0	0	0	1	0	0	2	14	62	36	26	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	215	0	0	0	0	0	1	4	38	77	73	16	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	205	0	0	1	1	1	0	8	40	74	53	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	284	0	0	0	0	2	0	13	91	93	59	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	281	0	0	0	0	2	3	17	66	111	61	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	244	0	0	0	1	0	0	8	51	105	56	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	244	0	0	0	0	1	0	7	68	94	56	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	219	0	0	0	0	0	2	10	67	72	43	19	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	183	0	0	0	0	0	5	14	51	60	31	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	189	0	0	0	0	0	0	6	36	72	43	22	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	79	0	0	0	0	0	0	1	17	22	22	11	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	73	0	0	0	0	0	0	1	11	25	19	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	34	0	0	0	0	0	0	0	9	12	5	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	27	0	0	0	0	0	0	0	5	8	6	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	0	0	0	1	2	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2372	0	0	1	3	6	11	89	547	871	556	210	64	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2586	0	0	2	3	6	11	91	589	935	610	245	76	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2624	0	0	2	3	6	11	91	595	945	620	251	79	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2716	0	0	2	3	6	12	92	607	964	639	275	86	21	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Monday, 15 November 2021

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	5	0	0	0	0	0	0	0	1	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	0	0	2	4	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	52	0	0	0	0	0	0	0	8	9	18	10	4	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	126	0	0	0	0	0	0	0	14	37	43	20	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	260	0	0	1	0	0	1	4	43	92	80	27	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>335</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>54</b>	<b>130</b>	<b>100</b>	<b>26</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
0900	261	0	0	0	2	0	0	14	51	115	55	19	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	227	0	0	1	0	1	0	11	39	100	60	8	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1100	207	0	0	0	1	1	1	3	62	80	39	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	202	0	0	0	0	0	0	12	46	81	42	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	214	0	0	1	2	1	3	4	60	81	45	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	221	0	0	0	2	1	0	7	56	83	48	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	216	0	0	1	1	2	3	7	62	66	52	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>48</b>	<b>88</b>	<b>66</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	215	0	0	0	0	1	2	27	49	79	33	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	153	0	0	0	1	0	0	2	35	50	37	19	4	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0
1900	110	0	0	0	0	0	1	4	21	37	24	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	61	0	0	0	0	0	0	0	12	17	20	7	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	49	0	0	0	0	0	0	2	5	17	10	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	27	0	0	0	0	0	0	0	2	8	8	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	0	0	1	0	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2753</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>18</b>	<b>114</b>	<b>605</b>	<b>1045</b>	<b>657</b>	<b>216</b>	<b>59</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3099</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>19</b>	<b>120</b>	<b>657</b>	<b>1153</b>	<b>754</b>	<b>266</b>	<b>80</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3137</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>19</b>	<b>121</b>	<b>659</b>	<b>1163</b>	<b>767</b>	<b>272</b>	<b>85</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3217</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>19</b>	<b>121</b>	<b>673</b>	<b>1182</b>	<b>791</b>	<b>284</b>	<b>92</b>	<b>26</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Tuesday, 16 November 2021

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	0	0	0	0	0	0	4	1	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	56	0	0	0	0	1	1	0	8	10	15	12	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	132	0	0	0	0	0	0	0	16	34	45	25	5	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	263	0	0	0	0	0	2	5	50	86	65	37	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>358</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>93</b>	<b>115</b>	<b>102</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>													
0900	271	0	0	0	1	0	1	13	85	94	54	21	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	240	0	0	0	0	1	0	20	60	89	54	11	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	204	0	0	0	0	0	1	14	49	86	39	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	222	0	0	0	0	1	2	8	78	74	41	12	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1300</b>	<b>234</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>	<b>56</b>	<b>104</b>	<b>40</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>														
1400	220	0	0	0	0	1	0	19	63	93	36	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	221	0	0	0	1	0	5	9	44	100	42	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	222	0	0	0	1	0	0	14	81	81	34	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	213	0	0	0	0	0	6	17	70	61	39	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	143	0	0	0	1	0	0	2	25	59	34	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	95	0	0	0	0	0	1	1	20	29	20	19	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	71	0	0	0	1	0	0	8	10	19	18	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	62	0	0	0	0	0	1	3	6	17	21	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	28	0	0	0	0	0	0	0	4	8	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	0	0	0	5	3	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2811</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>19</b>	<b>147</b>	<b>754</b>	<b>1042</b>	<b>580</b>	<b>192</b>	<b>51</b>	<b>14</b>	<b>3</b>	<b>0</b>													
<b>06-22</b>	<b>3171</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>21</b>	<b>159</b>	<b>806</b>	<b>1141</b>	<b>684</b>	<b>255</b>	<b>67</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>											
<b>06-00</b>	<b>3215</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>21</b>	<b>159</b>	<b>815</b>	<b>1152</b>	<b>695</b>	<b>263</b>	<b>71</b>	<b>22</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>											
<b>00-00</b>	<b>3296</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>22</b>	<b>159</b>	<b>829</b>	<b>1165</b>	<b>715</b>	<b>282</b>	<b>81</b>	<b>24</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>									



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Wednesday, 17 November 2021

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	0	0	2	1	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	0	0	0	4	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	50	0	0	0	0	0	0	0	5	6	17	16	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	131	0	0	0	0	0	0	1	15	32	39	30	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	283	0	0	0	0	0	4	5	46	102	79	23	18	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>373</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>159</b>	<b>104</b>	<b>30</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>												
0900	289	0	0	0	1	0	0	9	71	107	70	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	208	0	0	1	0	0	1	15	58	65	51	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	262	0	0	0	1	2	1	12	72	89	62	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1200</b>	<b>269</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>73</b>	<b>106</b>	<b>54</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>													
1300	211	0	0	0	0	0	2	14	67	68	44	13	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1400	192	0	0	0	1	1	0	6	52	77	39	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	236	0	0	0	0	4	6	28	58	84	40	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	214	0	0	0	0	0	1	6	50	91	49	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	197	0	0	0	0	1	0	14	49	70	41	13	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	161	0	0	0	0	1	0	8	38	45	41	17	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	129	0	0	0	0	1	0	7	27	46	27	20	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	56	0	0	0	0	0	0	1	12	18	15	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	53	0	0	0	0	0	0	0	8	14	13	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	38	0	0	0	0	0	0	1	7	12	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	1	0	1	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2895</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>16</b>	<b>141</b>	<b>694</b>	<b>1063</b>	<b>674</b>	<b>190</b>	<b>77</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>									
<b>06-22</b>	<b>3264</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>16</b>	<b>150</b>	<b>756</b>	<b>1173</b>	<b>768</b>	<b>253</b>	<b>101</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>									
<b>06-00</b>	<b>3311</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>16</b>	<b>152</b>	<b>763</b>	<b>1187</b>	<b>781</b>	<b>259</b>	<b>105</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>									
<b>00-00</b>	<b>3382</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>16</b>	<b>152</b>	<b>770</b>	<b>1199</b>	<b>801</b>	<b>280</b>	<b>110</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>									



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Thursday, 18 November 2021

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	6	0	0	0	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	2	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	0	0	0	0	1	1	1	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	50	0	0	0	0	0	0	0	8	15	10	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	128	0	0	0	0	0	0	1	14	35	40	22	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	243	0	0	0	0	0	1	7	48	79	76	20	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>356</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>18</b>	<b>86</b>	<b>123</b>	<b>81</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	263	0	0	1	0	1	9	24	64	88	50	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	243	0	0	0	0	1	1	21	78	74	44	20	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	204	0	0	1	0	3	2	10	48	92	25	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	222	0	0	2	0	0	0	7	56	83	52	13	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	217	0	0	0	1	0	3	11	58	74	49	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	232	0	0	1	0	0	0	16	65	90	40	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	230	0	0	0	0	2	1	12	62	95	30	19	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>83</b>	<b>64</b>	<b>34</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1700	228	0	0	0	0	0	0	16	59	76	59	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	139	0	0	0	0	0	1	5	21	48	38	16	3	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	99	0	0	0	0	0	0	2	20	30	27	13	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	60	0	0	0	0	0	0	6	6	15	17	8	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	59	0	0	0	0	0	1	1	9	18	12	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	0	0	0	4	5	6	11	8	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	14	0	0	0	0	0	0	0	2	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2813</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>24</b>	<b>22</b>	<b>174</b>	<b>728</b>	<b>986</b>	<b>578</b>	<b>216</b>	<b>58</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3159</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>24</b>	<b>23</b>	<b>184</b>	<b>777</b>	<b>1084</b>	<b>674</b>	<b>271</b>	<b>82</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3213</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>24</b>	<b>23</b>	<b>188</b>	<b>784</b>	<b>1093</b>	<b>690</b>	<b>282</b>	<b>87</b>	<b>22</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3301</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>24</b>	<b>24</b>	<b>189</b>	<b>795</b>	<b>1117</b>	<b>712</b>	<b>300</b>	<b>96</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Friday, 19 November 2021

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	4	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	0	1	2	3	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	46	0	0	0	0	0	1	0	3	6	10	15	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	113	0	0	0	0	0	0	0	5	28	36	28	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	236	0	0	0	0	0	3	3	46	69	72	30	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>324</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>121</b>	<b>107</b>	<b>28</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>													
0900	302	0	0	0	0	0	0	3	59	114	88	30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	250	0	0	0	1	1	1	11	53	106	58	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	228	0	0	1	0	0	0	8	39	86	64	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	252	0	0	1	1	1	2	18	70	72	59	23	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	238	0	0	0	0	1	1	13	57	77	63	20	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	268	0	0	0	0	0	2	7	55	109	66	21	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>271</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>110</b>	<b>56</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600	242	0	0	0	0	1	0	21	61	85	44	20	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	211	0	0	1	0	1	0	10	32	81	60	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	169	0	0	0	0	0	4	12	26	52	45	20	7	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1900	127	0	0	0	0	0	0	3	12	43	39	22	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	60	0	0	0	0	0	1	0	11	11	15	16	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	56	0	0	0	1	0	2	1	7	14	12	13	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	0	0	0	1	4	10	13	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	29	0	0	0	0	0	0	0	2	12	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2991</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>13</b>	<b>121</b>	<b>624</b>	<b>1082</b>	<b>782</b>	<b>267</b>	<b>79</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>									
<b>06-22</b>	<b>3347</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>16</b>	<b>125</b>	<b>659</b>	<b>1178</b>	<b>884</b>	<b>346</b>	<b>106</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>									
<b>06-00</b>	<b>3416</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>16</b>	<b>126</b>	<b>665</b>	<b>1200</b>	<b>903</b>	<b>361</b>	<b>109</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>									
<b>00-00</b>	<b>3496</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>17</b>	<b>127</b>	<b>671</b>	<b>1213</b>	<b>921</b>	<b>383</b>	<b>122</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>									



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	8	0	0	0	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	0	0	2	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	43	0	0	0	0	0	0	0	5	8	11	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	102	0	0	0	0	0	0	0	10	26	32	20	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	207	0	0	0	0	0	2	3	37	67	61	23	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>290</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>55</b>	<b>105</b>	<b>81</b>	<b>27</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>												
0900	255	0	0	0	1	0	2	10	55	96	59	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	238	0	0	0	0	1	2	14	56	88	57	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	224	0	0	0	0	1	1	9	52	87	50	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1200</b>	<b>247</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>68</b>	<b>84</b>	<b>53</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>0</b>													
1300	238	0	0	0	0	1	2	12	59	89	52	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	235	0	0	0	1	0	0	11	59	94	48	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	241	0	0	0	0	1	3	12	65	92	47	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	229	0	0	0	0	0	1	14	66	82	44	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	202	0	0	0	0	0	2	15	51	69	43	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	154	0	0	0	0	0	1	5	28	52	39	19	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	104	0	0	0	0	0	0	3	19	35	25	16	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	63	0	0	0	0	0	0	3	11	17	17	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	50	0	0	0	0	0	1	1	7	14	12	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	36	0	0	0	0	0	0	1	5	9	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	0	0	0	2	5	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2760</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>17</b>	<b>126</b>	<b>651</b>	<b>1006</b>	<b>634</b>	<b>226</b>	<b>65</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>											
<b>06-22</b>	<b>3078</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>18</b>	<b>133</b>	<b>697</b>	<b>1098</b>	<b>720</b>	<b>282</b>	<b>86</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>									
<b>06-00</b>	<b>3133</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>18</b>	<b>134</b>	<b>704</b>	<b>1111</b>	<b>736</b>	<b>292</b>	<b>90</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>									
<b>00-00</b>	<b>3211</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>10</b>	<b>18</b>	<b>135</b>	<b>714</b>	<b>1128</b>	<b>755</b>	<b>311</b>	<b>98</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>									





Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Saturday, 13 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	24	0	23	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.2	52.4
0100	19	0	19	0	0	0	0	0	0	0	0	0	0	2	10.5	1	5.3	0	0.0	48.3	57.8
0200	11	0	10	0	1	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	45	58.5
0300	10	0	7	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.9	-
0400	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.9	53
0500	27	0	25	0	2	0	0	0	0	0	0	0	0	1	3.7	0	0.0	0	0.0	48.7	53.8
0600	66	1	49	0	15	0	0	0	0	0	1	0	0	4	6.1	1	1.5	1	1.5	49	56.3
0700	147	0	134	0	12	0	1	0	0	0	0	0	0	4	2.7	0	0.0	0	0.0	45.4	51.2
0800	263	4	230	2	26	0	1	0	0	0	0	0	0	5	1.9	2	0.8	0	0.0	45.4	52.1
0900	361	4	333	3	21	0	0	0	0	0	0	0	0	5	1.4	2	0.6	1	0.3	45.1	50.9
1000	482	9	447	0	26	0	0	0	0	0	0	0	0	1	0.2	0	0.0	0	0.0	42.5	48.7
1100	500	4	480	1	15	0	0	0	0	0	0	0	0	9	1.8	1	0.2	1	0.2	43.5	48.9
1200	587	6	549	3	27	0	1	0	0	0	1	0	0	8	1.4	2	0.3	1	0.2	43.2	49.4
1300	567	4	536	3	23	0	0	0	1	0	0	0	0	2	0.4	0	0.0	0	0.0	43.4	48.5
1400	551	12	515	6	16	0	0	0	2	0	0	0	0	6	1.1	2	0.4	2	0.4	43.7	48.8
1500	557	5	522	4	25	0	0	0	1	0	0	0	0	3	0.5	0	0.0	0	0.0	42.8	47.6
1600	500	6	469	4	21	0	0	0	0	0	0	0	0	6	1.2	1	0.2	0	0.0	42.8	48.3
1700	405	0	389	1	15	0	0	0	0	0	0	0	0	4	1.0	1	0.2	1	0.2	43.8	49.2
1800	280	1	271	0	7	0	0	1	0	0	0	0	0	8	2.9	2	0.7	1	0.4	44.8	50.9
1900	197	0	188	0	9	0	0	0	0	0	0	0	0	5	2.5	2	1.0	0	0.0	45.6	52.8
2000	136	0	126	1	8	0	0	0	1	0	0	0	0	5	3.7	0	0.0	0	0.0	46	53.7
2100	90	0	86	0	4	0	0	0	0	0	0	0	0	3	3.3	1	1.1	0	0.0	46.9	53.1
2200	130	0	124	0	5	1	0	0	0	0	0	0	0	5	3.8	2	1.5	1	0.8	46.2	51.5
2300	81	1	73	0	7	0	0	0	0	0	0	0	0	3	3.7	0	0.0	0	0.0	47.9	54.8
07-19	5200	55	4875	27	234	0	3	1	4	0	1	0	0	61	1.2	13	0.3	7	0.1	43.6	49.3
06-22	5689	56	5324	28	270	0	3	1	5	0	2	0	0	78	1.4	17	0.3	8	0.1	43.8	49.7
06-00	5900	57	5521	28	282	1	3	1	5	0	2	0	0	86	1.5	19	0.3	9	0.2	44	49.9
00-00	6004	57	5618	28	289	1	3	1	5	0	2	0	0	90	1.5	20	0.3	9	0.2	44	50.1



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Sunday, 14 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	68	1	64	0	3	0	0	0	0	0	0	0	0	1	1.5	1	1.5	0	0.0	45.4	49.9
0100	29	0	28	0	1	0	0	0	0	0	0	0	0	1	3.4	0	0.0	0	0.0	46.8	53.1
0200	23	0	20	0	3	0	0	0	0	0	0	0	0	6	26.1	2	8.7	1	4.3	53.9	63.8
0300	19	0	18	0	1	0	0	0	0	0	0	0	0	2	10.5	1	5.3	1	5.3	54.2	59.2
0400	13	0	12	0	1	0	0	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	50	58.3
0500	32	0	25	0	6	0	0	0	0	1	0	0	0	1	3.1	0	0.0	0	0.0	46	53.8
0600	34	1	30	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47	55.2
0700	80	0	75	0	5	0	0	0	0	0	0	0	0	3	3.8	1	1.3	0	0.0	47.1	53.1
0800	148	1	133	0	14	0	0	0	0	0	0	0	0	3	2.0	0	0.0	0	0.0	46.3	52.6
0900	213	1	201	0	10	0	0	0	1	0	0	0	0	3	1.4	0	0.0	0	0.0	45.8	52.5
1000	362	6	340	2	13	1	0	0	0	0	0	0	0	2	0.6	1	0.3	0	0.0	43.9	49.1
<b>1100</b>	<b>397</b>	<b>14</b>	<b>371</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>1</b>	<b>0.3</b>	<b>1</b>	<b>0.3</b>	<b>43.4</b>	<b>49.1</b>
1200	524	5	497	6	13	0	1	0	1	0	1	0	0	0	0.0	0	0.0	0	0.0	42.7	48.2
<b>1300</b>	<b>526</b>	<b>7</b>	<b>500</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.8</b>	<b>48.2</b>
1400	519	5	487	5	21	0	0	1	0	0	0	0	0	3	0.6	0	0.0	0	0.0	43.4	48.3
1500	524	1	509	0	14	0	0	0	0	0	0	0	0	5	1.0	1	0.2	0	0.0	42.7	47.5
1600	476	0	462	1	13	0	0	0	0	0	0	0	0	5	1.1	1	0.2	0	0.0	41.9	48.3
1700	372	2	360	0	9	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	42.9	49
1800	318	0	305	1	11	0	1	0	0	0	0	0	0	6	1.9	1	0.3	0	0.0	44.4	50.3
1900	198	1	190	1	6	0	0	0	0	0	0	0	0	9	4.5	3	1.5	2	1.0	45.9	52.2
2000	159	1	146	0	11	0	0	0	1	0	0	0	0	6	3.8	0	0.0	0	0.0	46.2	50.7
2100	95	0	86	0	9	0	0	0	0	0	0	0	0	4	4.2	0	0.0	0	0.0	46	54.4
2200	67	0	63	0	4	0	0	0	0	0	0	0	0	3	4.5	1	1.5	1	1.5	47.2	52.4
2300	30	0	29	0	1	0	0	0	0	0	0	0	0	3	10.0	0	0.0	0	0.0	50.5	58.4
<b>07-19</b>	<b>4459</b>	<b>42</b>	<b>4240</b>	<b>23</b>	<b>143</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0.7</b>	<b>6</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>43.4</b>	<b>49</b>
<b>06-22</b>	<b>4945</b>	<b>45</b>	<b>4692</b>	<b>24</b>	<b>172</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>1.1</b>	<b>9</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.6</b>	<b>49.4</b>
<b>06-00</b>	<b>5042</b>	<b>45</b>	<b>4784</b>	<b>24</b>	<b>177</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>1.2</b>	<b>10</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43.7</b>	<b>49.5</b>
<b>00-00</b>	<b>5226</b>	<b>46</b>	<b>4951</b>	<b>24</b>	<b>192</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>1.3</b>	<b>14</b>	<b>0.3</b>	<b>6</b>	<b>0.1</b>	<b>43.9</b>	<b>49.7</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Monday, 15 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	15	0	13	0	2	0	0	0	0	0	0	0	0	1	6.7	0	0.0	0	0.0	45.5	56
0100	9	0	7	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43	-
0200	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.8	-
0300	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.5	-
0400	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.4	55.6
0500	59	0	53	0	4	0	1	0	0	0	1	0	0	4	6.8	1	1.7	1	1.7	48	54.7
0600	149	1	124	0	16	0	5	0	1	1	1	0	0	4	2.7	0	0.0	0	0.0	46.1	52.3
0700	346	1	308	1	33	1	1	0	0	1	0	0	0	7	2.0	1	0.3	0	0.0	44.6	50
<b>0800</b>	<b>505</b>	<b>0</b>	<b>454</b>	<b>2</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>43.5</b>	<b>49</b>
0900	374	4	334	3	29	1	1	0	0	0	2	0	0	3	0.8	0	0.0	0	0.0	43.4	49
1000	369	5	325	1	32	4	1	0	0	0	1	0	0	3	0.8	1	0.3	1	0.3	43.3	48.5
1100	398	5	362	1	28	0	0	2	0	0	0	0	0	4	1.0	0	0.0	0	0.0	43.5	49.3
1200	442	2	401	3	35	1	0	0	0	0	0	0	0	2	0.5	0	0.0	0	0.0	42.4	47.7
1300	440	10	394	2	27	5	0	1	0	0	1	0	0	3	0.7	2	0.5	2	0.5	42.5	47.5
1400	465	7	411	1	37	1	3	1	0	2	2	0	0	3	0.6	0	0.0	0	0.0	42.7	48.1
1500	488	4	431	0	49	1	3	0	0	0	0	0	0	1	0.2	0	0.0	0	0.0	42.9	48
<b>1600</b>	<b>613</b>	<b>2</b>	<b>566</b>	<b>1</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.3</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>42.5</b>	<b>48.2</b>
1700	589	5	535	3	44	0	0	0	1	0	1	0	0	3	0.5	1	0.2	0	0.0	42.4	48
1800	364	1	345	0	17	0	0	0	0	1	0	0	0	10	2.7	4	1.1	1	0.3	44.1	50.7
1900	250	0	237	0	12	0	0	0	0	1	0	0	0	5	2.0	1	0.4	0	0.0	45.3	51.9
2000	143	0	136	0	7	0	0	0	0	0	0	0	0	5	3.5	1	0.7	1	0.7	46.1	50.9
2100	127	0	116	1	10	0	0	0	0	0	0	0	0	5	3.9	0	0.0	0	0.0	46.3	54.2
2200	74	0	70	0	3	1	0	0	0	0	0	0	0	3	4.1	0	0.0	0	0.0	48.1	54.4
2300	41	0	40	0	1	0	0	0	0	0	0	0	0	2	4.9	0	0.0	0	0.0	48.1	55.5
<b>07-19</b>	<b>5393</b>	<b>46</b>	<b>4866</b>	<b>18</b>	<b>422</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0.8</b>	<b>10</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43.1</b>	<b>48.7</b>
<b>06-22</b>	<b>6062</b>	<b>47</b>	<b>5479</b>	<b>19</b>	<b>467</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>1.0</b>	<b>12</b>	<b>0.2</b>	<b>5</b>	<b>0.1</b>	<b>43.4</b>	<b>49</b>
<b>06-00</b>	<b>6177</b>	<b>47</b>	<b>5589</b>	<b>19</b>	<b>471</b>	<b>15</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>1.1</b>	<b>12</b>	<b>0.2</b>	<b>5</b>	<b>0.1</b>	<b>43.5</b>	<b>49.2</b>
<b>00-00</b>	<b>6289</b>	<b>48</b>	<b>5687</b>	<b>19</b>	<b>482</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>1.1</b>	<b>13</b>	<b>0.2</b>	<b>6</b>	<b>0.1</b>	<b>43.5</b>	<b>49.3</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Tuesday, 16 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	12	0	12	0	0	0	0	0	0	0	0	0	0	1	8.3	0	0.0	0	0.0	49.6	59.1
0100	11	1	10	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	48.2	60.3
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	46.9	-
0300	9	0	8	0	1	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	47.9	-
0400	17	0	12	0	2	0	0	0	0	1	2	0	0	2	11.8	0	0.0	0	0.0	47.1	56
0500	65	2	58	0	4	0	1	0	0	0	0	0	0	1	1.5	1	1.5	1	1.5	47.4	55.7
0600	170	0	139	0	24	1	5	0	1	0	0	0	0	8	4.7	2	1.2	1	0.6	47.1	53.4
0700	359	3	312	2	41	0	0	0	0	0	1	0	0	5	1.4	0	0.0	0	0.0	44.9	51.7
<b>0800</b>	<b>528</b>	<b>3</b>	<b>471</b>	<b>2</b>	<b>45</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.6</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>43</b>	<b>48.3</b>
0900	410	1	357	6	43	1	1	0	0	0	0	0	1	1	0.2	0	0.0	0	0.0	42.5	48.4
1000	382	2	339	4	34	1	0	1	0	1	0	0	0	4	1.0	0	0.0	0	0.0	42.2	47.2
1100	409	1	365	4	30	4	0	1	2	2	0	0	0	3	0.7	1	0.2	0	0.0	42.3	47.8
1200	441	2	401	2	31	3	0	0	0	1	0	1	0	2	0.5	0	0.0	0	0.0	42.5	48.5
1300	456	0	405	0	44	3	0	0	0	1	3	0	0	7	1.5	1	0.2	0	0.0	43.1	48.2
1400	467	0	425	5	30	0	2	0	2	2	1	0	0	2	0.4	2	0.4	0	0.0	41.9	46.9
1500	502	1	444	1	52	1	1	0	0	1	0	1	0	4	0.8	0	0.0	0	0.0	42.6	47.5
1600	564	2	501	7	51	0	1	1	1	0	0	0	0	4	0.7	0	0.0	0	0.0	41.4	46.5
<b>1700</b>	<b>590</b>	<b>3</b>	<b>543</b>	<b>4</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>42</b>	<b>47.2</b>
1800	363	2	345	0	15	0	0	0	0	1	0	0	0	7	1.9	1	0.3	0	0.0	44.1	49.4
1900	254	1	237	1	15	0	0	0	0	0	0	0	0	6	2.4	1	0.4	0	0.0	44.7	51.3
2000	197	0	186	0	11	0	0	0	0	0	0	0	0	4	2.0	0	0.0	0	0.0	44.8	51.2
2100	147	2	137	0	7	0	0	0	0	1	0	0	0	5	3.4	1	0.7	0	0.0	46.2	51.9
2200	87	0	81	0	3	1	1	0	1	0	0	0	0	2	2.3	0	0.0	0	0.0	46.1	53.3
2300	42	1	39	0	2	0	0	0	0	0	0	0	0	1	2.4	1	2.4	0	0.0	46	54.6
<b>07-19</b>	<b>5471</b>	<b>20</b>	<b>4908</b>	<b>37</b>	<b>453</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>46</b>	<b>0.8</b>	<b>7</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>48</b>
<b>06-22</b>	<b>6239</b>	<b>23</b>	<b>5607</b>	<b>38</b>	<b>510</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>8</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>69</b>	<b>1.1</b>	<b>11</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43</b>	<b>48.6</b>
<b>06-00</b>	<b>6368</b>	<b>24</b>	<b>5727</b>	<b>38</b>	<b>515</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>1.1</b>	<b>12</b>	<b>0.2</b>	<b>1</b>	<b>0.0</b>	<b>43</b>	<b>48.7</b>
<b>00-00</b>	<b>6486</b>	<b>27</b>	<b>5830</b>	<b>38</b>	<b>523</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>9</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>1.2</b>	<b>13</b>	<b>0.2</b>	<b>2</b>	<b>0.0</b>	<b>43.1</b>	<b>48.8</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Wednesday, 17 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0.0	50.6	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.9	-
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49	-
0300	11	0	9	0	2	0	0	0	0	0	0	0	0	2	18.2	1	9.1	1	9.1	49.9	66.7
0400	13	0	11	0	1	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	48.3	55.3
0500	60	0	57	0	3	0	0	0	0	0	0	0	0	6	10.0	1	1.7	1	1.7	49.6	56
0600	164	0	137	0	21	0	4	1	1	0	0	0	0	1	0.6	1	0.6	0	0.0	46.9	53.7
0700	378	1	336	1	35	1	1	1	0	0	2	0	0	9	2.4	2	0.5	0	0.0	44.8	51.3
<b>0800</b>	<b>553</b>	<b>6</b>	<b>489</b>	<b>1</b>	<b>52</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.5</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>43.6</b>	<b>48.9</b>
0900	440	3	381	0	53	1	0	0	0	1	1	0	0	3	0.7	0	0.0	0	0.0	43.5	48.5
1000	373	3	326	3	38	2	0	0	0	0	1	0	0	2	0.5	1	0.3	1	0.3	42.8	48.3
1100	425	5	370	4	43	1	0	0	0	1	1	0	0	4	0.9	0	0.0	0	0.0	43	48.9
1200	503	4	451	4	37	3	0	0	1	1	2	0	0	1	0.2	0	0.0	0	0.0	41.9	47.5
1300	438	0	411	4	19	1	1	0	0	2	0	0	0	3	0.7	1	0.2	1	0.2	42.6	48
1400	481	2	443	1	32	1	1	0	0	0	1	0	0	1	0.2	0	0.0	0	0.0	42.4	47.3
1500	539	3	478	0	54	0	3	0	0	1	0	0	0	3	0.6	0	0.0	0	0.0	41.3	47
1600	585	4	538	3	37	0	3	0	0	0	0	0	0	3	0.5	1	0.2	0	0.0	42.1	47.2
<b>1700</b>	<b>594</b>	<b>4</b>	<b>552</b>	<b>4</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1.2</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>48.1</b>
1800	390	1	375	1	13	0	0	0	0	0	0	0	0	6	1.5	2	0.5	1	0.3	44.1	50.2
1900	298	1	281	0	15	0	0	0	0	1	0	0	0	4	1.3	1	0.3	0	0.0	44	50.4
2000	203	2	194	0	7	0	0	0	0	0	0	0	0	6	3.0	0	0.0	0	0.0	44.8	50.7
2100	118	1	110	0	7	0	0	0	0	0	0	0	0	6	5.1	2	1.7	1	0.8	46	54.5
2200	106	0	99	0	6	1	0	0	0	0	0	0	0	3	2.8	1	0.9	1	0.9	46.7	53.6
2300	37	0	32	1	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.3	55.7
<b>07-19</b>	<b>5699</b>	<b>36</b>	<b>5150</b>	<b>26</b>	<b>445</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0.8</b>	<b>8</b>	<b>0.1</b>	<b>3</b>	<b>0.1</b>	<b>42.8</b>	<b>48.3</b>
<b>06-22</b>	<b>6482</b>	<b>40</b>	<b>5872</b>	<b>26</b>	<b>495</b>	<b>13</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>1.0</b>	<b>12</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43.1</b>	<b>48.7</b>
<b>06-00</b>	<b>6625</b>	<b>40</b>	<b>6003</b>	<b>27</b>	<b>505</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>1.0</b>	<b>13</b>	<b>0.2</b>	<b>5</b>	<b>0.1</b>	<b>43.2</b>	<b>48.8</b>
<b>00-00</b>	<b>6722</b>	<b>40</b>	<b>6092</b>	<b>27</b>	<b>512</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>1.1</b>	<b>15</b>	<b>0.2</b>	<b>7</b>	<b>0.1</b>	<b>43.2</b>	<b>49</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Thursday, 18 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	15	0	14	0	1	0	0	0	0	0	0	0	0	1	6.7	0	0.0	0	0.0	51.1	56.2
0100	14	1	12	0	0	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	45.9	48.6
0200	10	0	10	0	0	0	0	0	0	0	0	0	0	1	10.0	0	0.0	0	0.0	51.6	-
0300	12	0	9	0	3	0	0	0	0	0	0	0	0	1	8.3	0	0.0	0	0.0	48.3	59.4
0400	18	0	13	0	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.9	54.8
0500	63	0	58	0	4	0	1	0	0	0	0	0	0	2	3.2	0	0.0	0	0.0	47.2	53.5
0600	166	1	146	0	15	0	3	0	1	0	0	0	0	8	4.8	1	0.6	0	0.0	46.6	53.3
0700	348	0	307	0	36	1	2	0	1	0	1	0	0	5	1.4	2	0.6	0	0.0	44.1	49.8
<b>0800</b>	<b>524</b>	<b>2</b>	<b>468</b>	<b>4</b>	<b>42</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42.1</b>	<b>48.4</b>
0900	388	2	346	0	32	3	1	0	1	1	2	0	0	2	0.5	0	0.0	0	0.0	42.5	49.7
1000	391	3	334	5	43	2	2	0	0	1	1	0	0	4	1.0	1	0.3	0	0.0	41.2	47.3
1100	398	3	346	1	44	0	2	0	1	0	1	0	0	0	0.0	0	0.0	0	0.0	41.7	47.2
1200	441	3	395	3	30	4	3	0	1	1	1	0	0	3	0.7	0	0.0	0	0.0	43.2	48.4
1300	450	2	416	1	26	2	1	0	0	0	2	0	0	5	1.1	0	0.0	0	0.0	42.9	48.6
1400	507	2	455	4	40	2	3	0	1	0	0	0	0	2	0.4	0	0.0	0	0.0	42.2	47.4
1500	490	2	436	0	50	0	1	0	0	0	1	0	0	5	1.0	1	0.2	0	0.0	42.9	48.5
<b>1600</b>	<b>601</b>	<b>1</b>	<b>542</b>	<b>1</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41.4</b>	<b>46.9</b>
1700	553	5	514	1	30	0	1	0	0	1	1	0	0	3	0.5	0	0.0	0	0.0	42.2	47.4
1800	371	0	349	1	19	0	1	0	1	0	0	0	0	10	2.7	1	0.3	1	0.3	44.6	50.2
1900	273	0	257	0	16	0	0	0	0	0	0	0	0	8	2.9	3	1.1	1	0.4	45.3	51.5
2000	193	0	183	1	8	0	0	0	0	1	0	0	0	9	4.7	2	1.0	0	0.0	46.1	52.8
2100	143	0	140	0	3	0	0	0	0	0	0	0	0	5	3.5	0	0.0	0	0.0	46.9	54.3
2200	87	0	82	0	4	1	0	0	0	0	0	0	0	3	3.4	1	1.1	0	0.0	46.8	55.3
2300	42	0	38	0	4	0	0	0	0	0	0	0	0	1	2.4	1	2.4	0	0.0	47.3	53.3
<b>07-19</b>	<b>5462</b>	<b>25</b>	<b>4908</b>	<b>21</b>	<b>449</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0.8</b>	<b>5</b>	<b>0.1</b>	<b>1</b>	<b>0.0</b>	<b>42.5</b>	<b>48.2</b>
<b>06-22</b>	<b>6237</b>	<b>26</b>	<b>5634</b>	<b>22</b>	<b>491</b>	<b>19</b>	<b>22</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>1.2</b>	<b>11</b>	<b>0.2</b>	<b>2</b>	<b>0.0</b>	<b>42.9</b>	<b>48.9</b>
<b>06-00</b>	<b>6366</b>	<b>26</b>	<b>5754</b>	<b>22</b>	<b>499</b>	<b>20</b>	<b>22</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>1.2</b>	<b>13</b>	<b>0.2</b>	<b>2</b>	<b>0.0</b>	<b>43</b>	<b>48.9</b>
<b>00-00</b>	<b>6498</b>	<b>27</b>	<b>5870</b>	<b>22</b>	<b>512</b>	<b>20</b>	<b>23</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>1.3</b>	<b>13</b>	<b>0.2</b>	<b>2</b>	<b>0.0</b>	<b>43.1</b>	<b>49.1</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Friday, 19 November 2021

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	16	1	15	0	0	0	0	0	0	0	0	0	0	1	6.3	0	0.0	0	0.0	49.1	57.4
0100	13	0	10	0	3	0	0	0	0	0	0	0	0	2	15.4	0	0.0	0	0.0	50.5	61
0200	13	0	9	0	4	0	0	0	0	0	0	0	0	4	30.8	1	7.7	0	0.0	55.3	67
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.3	-
0400	22	0	15	0	5	0	0	0	0	2	0	0	0	0	0.0	0	0.0	0	0.0	47.3	55
0500	59	1	47	0	8	0	1	0	2	0	0	0	0	4	6.8	1	1.7	0	0.0	49.7	56.1
0600	141	1	122	1	12	0	5	0	0	0	0	0	0	5	3.5	1	0.7	0	0.0	48.1	54.5
0700	338	2	300	3	30	0	0	0	0	2	1	0	0	2	0.6	0	0.0	0	0.0	44.9	51.1
<b>0800</b>	<b>496</b>	<b>5</b>	<b>431</b>	<b>3</b>	<b>51</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1.0</b>	<b>2</b>	<b>0.4</b>	<b>1</b>	<b>0.2</b>	<b>44.2</b>	<b>49.3</b>
0900	434	1	385	1	44	0	0	0	1	1	1	0	0	1	0.2	0	0.0	0	0.0	44.2	49.2
1000	405	7	364	2	29	1	1	1	0	0	0	0	0	2	0.5	0	0.0	0	0.0	42.9	47.4
1100	449	8	404	1	34	1	1	0	0	0	0	0	0	3	0.7	0	0.0	0	0.0	44	49.5
1200	505	8	448	4	41	2	0	1	0	1	0	0	0	5	1.0	1	0.2	0	0.0	42.9	48.8
1300	513	6	467	1	34	2	1	0	2	0	0	0	0	3	0.6	1	0.2	0	0.0	43.2	48.4
1400	581	4	527	5	42	0	1	0	1	0	1	0	0	3	0.5	1	0.2	0	0.0	43.5	49
1500	609	4	548	2	47	2	4	1	0	1	0	0	0	1	0.2	0	0.0	0	0.0	42.9	48.1
<b>1600</b>	<b>617</b>	<b>0</b>	<b>570</b>	<b>4</b>	<b>37</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0.6</b>	<b>2</b>	<b>0.3</b>	<b>2</b>	<b>0.3</b>	<b>42.7</b>	<b>48.7</b>
1700	550	4	515	1	28	0	0	0	0	1	1	0	0	7	1.3	1	0.2	0	0.0	43.9	49.8
1800	387	1	369	2	14	0	1	0	0	0	0	0	0	5	1.3	2	0.5	1	0.3	44.2	49.9
1900	268	0	259	1	8	0	0	0	0	0	0	0	0	6	2.2	1	0.4	1	0.4	46.5	53.3
2000	164	0	158	0	6	0	0	0	0	0	0	0	0	3	1.8	1	0.6	0	0.0	46.2	53.6
2100	141	0	137	1	2	0	1	0	0	0	0	0	0	6	4.3	3	2.1	1	0.7	46.4	53.6
2200	126	0	118	0	7	1	0	0	0	0	0	0	0	7	5.6	3	2.4	2	1.6	47.9	54.1
2300	71	2	67	0	2	0	0	0	0	0	0	0	0	5	7.0	0	0.0	0	0.0	47.2	53.6
<b>07-19</b>	<b>5884</b>	<b>50</b>	<b>5328</b>	<b>29</b>	<b>431</b>	<b>9</b>	<b>11</b>	<b>5</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0.7</b>	<b>10</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43.6</b>	<b>49</b>
<b>06-22</b>	<b>6598</b>	<b>51</b>	<b>6004</b>	<b>32</b>	<b>459</b>	<b>9</b>	<b>17</b>	<b>5</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0.9</b>	<b>16</b>	<b>0.2</b>	<b>6</b>	<b>0.1</b>	<b>43.9</b>	<b>49.6</b>
<b>06-00</b>	<b>6795</b>	<b>53</b>	<b>6189</b>	<b>32</b>	<b>468</b>	<b>10</b>	<b>17</b>	<b>5</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>1.1</b>	<b>19</b>	<b>0.3</b>	<b>8</b>	<b>0.1</b>	<b>44</b>	<b>49.7</b>
<b>00-00</b>	<b>6924</b>	<b>55</b>	<b>6290</b>	<b>32</b>	<b>489</b>	<b>10</b>	<b>18</b>	<b>5</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>1.2</b>	<b>21</b>	<b>0.3</b>	<b>8</b>	<b>0.1</b>	<b>44.1</b>	<b>49.8</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Coun

Virtual Day (7)

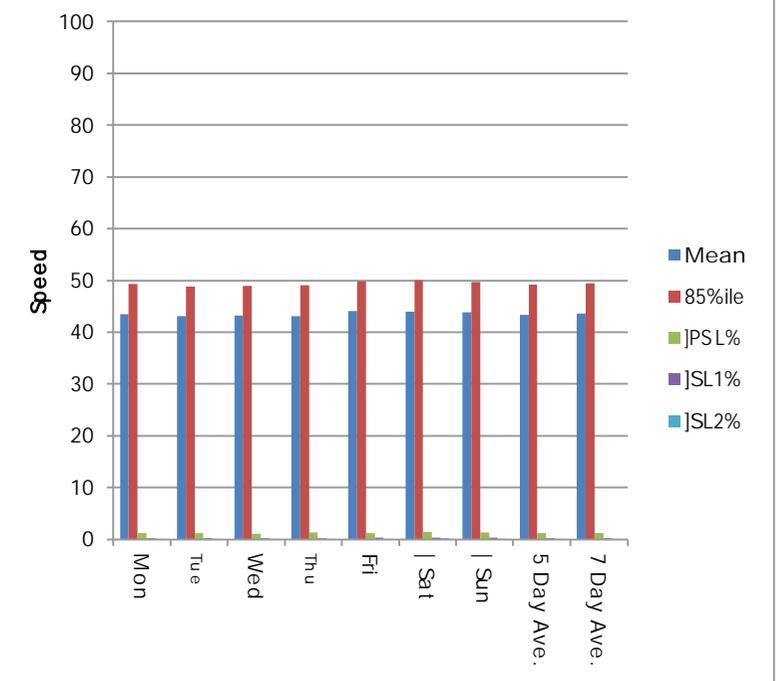
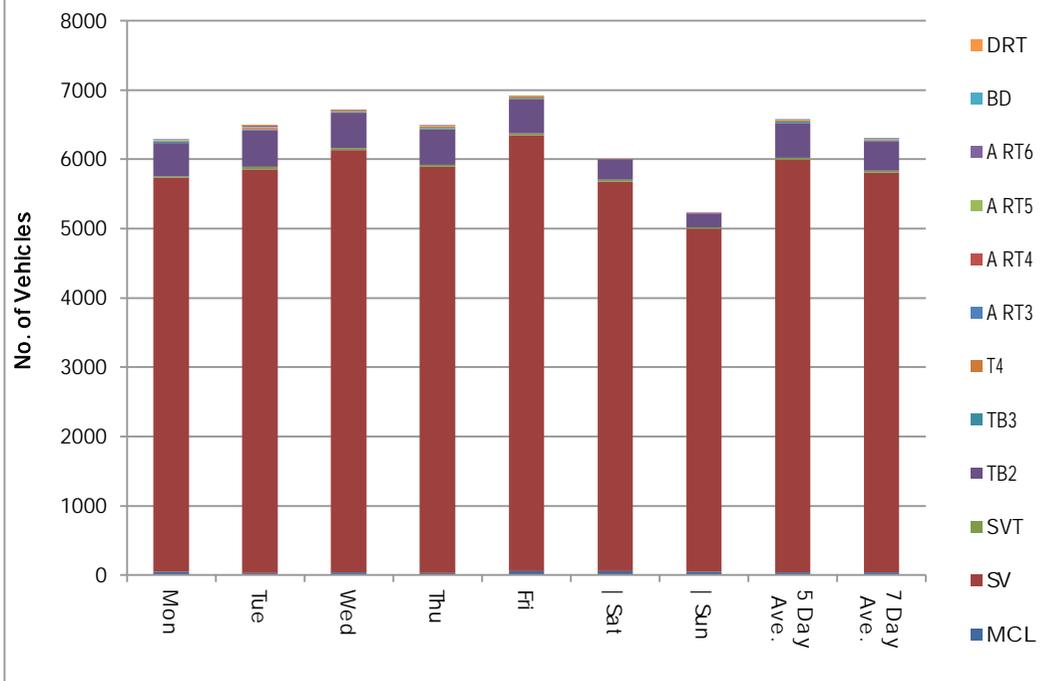
Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	22	0	21	0	1	0	0	0	0	0	0	0	0	1	3.8	0	0.6	0	0.0	47	53.8
0100	14	0	13	0	1	0	0	0	0	0	0	0	0	1	6.2	0	1.0	0	0.0	47.4	53.6
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	2	18.1	0	4.2	0	1.4	51.4	60.7
0300	10	0	9	0	2	0	0	0	0	0	0	0	0	1	8.2	0	2.7	0	2.7	48.7	57.1
0400	16	0	13	0	2	0	0	0	0	1	0	0	0	0	2.7	0	0.0	0	0.0	47.3	54.3
0500	52	0	46	0	4	0	1	0	0	0	0	0	0	3	5.2	1	1.1	0	0.8	48.2	54.8
0600	127	1	107	0	15	0	3	0	1	0	0	0	0	4	3.4	1	0.7	0	0.2	47.1	53.6
0700	285	1	253	1	27	0	1	0	0	0	1	0	0	5	1.8	1	0.3	0	0.0	44.8	50.9
<b>0800</b>	<b>431</b>	<b>3</b>	<b>382</b>	<b>2</b>	<b>40</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.7</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>43.6</b>	<b>49.2</b>
0900	374	2	334	2	33	1	0	0	0	0	1	0	0	3	0.7	0	0.1	0	0.0	43.7	49.6
1000	395	5	354	2	31	2	1	0	0	0	0	0	0	3	0.7	1	0.1	0	0.1	42.7	48.2
1100	425	6	385	2	29	1	0	0	0	0	0	0	0	4	0.8	0	0.1	0	0.1	43.1	48.8
1200	492	4	449	4	31	2	1	0	0	1	1	0	0	3	0.6	0	0.1	0	0.0	42.7	48.4
1300	484	4	447	2	26	2	0	0	1	0	1	0	0	3	0.7	1	0.1	0	0.1	43	48.3
1400	510	5	466	4	31	1	1	0	1	1	1	0	0	3	0.6	1	0.1	0	0.1	42.9	48.1
1500	530	3	481	1	42	1	2	0	0	0	0	0	0	3	0.6	0	0.1	0	0.0	42.6	47.7
<b>1600</b>	<b>565</b>	<b>2</b>	<b>521</b>	<b>3</b>	<b>37</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.1</b>	<b>42.1</b>	<b>47.7</b>
1700	522	3	487	2	28	0	0	0	0	0	1	0	0	4	0.8	1	0.1	0	0.0	42.8	48.4
1800	353	1	337	1	14	0	0	0	0	0	0	0	0	7	2.1	2	0.5	1	0.2	44.3	50.2
1900	248	0	236	0	12	0	0	0	0	0	0	0	0	6	2.5	2	0.7	1	0.2	45.3	51.7
2000	171	0	161	0	8	0	0	0	0	0	0	0	0	5	3.2	1	0.3	0	0.1	45.7	52
2100	123	0	116	0	6	0	0	0	0	0	0	0	0	5	3.9	1	0.8	0	0.2	46.4	53.6
2200	97	0	91	0	5	1	0	0	0	0	0	0	0	4	3.8	1	1.2	1	0.7	47	53.9
2300	49	1	45	0	3	0	0	0	0	0	0	0	0	2	4.4	0	0.6	0	0.0	47.4	54.9
<b>07-19</b>	<b>5367</b>	<b>39</b>	<b>4896</b>	<b>26</b>	<b>368</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0.8</b>	<b>8</b>	<b>0.2</b>	<b>3</b>	<b>0.1</b>	<b>43.1</b>	<b>48.7</b>
<b>06-22</b>	<b>6036</b>	<b>41</b>	<b>5516</b>	<b>27</b>	<b>409</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>1.1</b>	<b>13</b>	<b>0.2</b>	<b>4</b>	<b>0.1</b>	<b>43.4</b>	<b>49.1</b>
<b>06-00</b>	<b>6182</b>	<b>42</b>	<b>5652</b>	<b>27</b>	<b>417</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>1.2</b>	<b>14</b>	<b>0.2</b>	<b>5</b>	<b>0.1</b>	<b>43.5</b>	<b>49.3</b>
<b>00-00</b>	<b>6307</b>	<b>43</b>	<b>5763</b>	<b>27</b>	<b>428</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>1.2</b>	<b>16</b>	<b>0.2</b>	<b>6</b>	<b>0.1</b>	<b>43.6</b>	<b>49.4</b>



Virtual Week (1)

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	6289	48	5687	19	482	15	15	4	2	7	10	0	0	72	1.1	13	0.2	6	0.1	43.5	49.3
Tue	6486	27	5830	38	523	16	13	3	9	13	11	2	1	79	1.2	13	0.2	2	0.0	43.1	48.8
Wed	6722	40	6092	27	512	14	15	3	2	9	8	0	0	74	1.1	15	0.2	7	0.1	43.2	49
Thu	6498	27	5870	22	512	20	23	0	7	6	11	0	0	82	1.3	13	0.2	2	0.0	43.1	49.1
Fri	6924	55	6290	32	489	10	18	5	10	11	4	0	0	84	1.2	21	0.3	8	0.1	44.1	49.8
Sat	6004	57	5618	28	289	1	3	1	5	0	2	0	0	90	1.5	20	0.3	9	0.2	44	50.1
Sun	5226	46	4951	24	192	1	2	3	4	1	2	0	0	70	1.3	14	0.3	6	0.1	43.9	49.7
5 Day Ave.	6584	39	5954	28	504	15	17	3	6	9	9	0	0	78	1.2	15	0.2	5	0.1	43.4	49.2
7 Day Ave.	6307	43	5763	27	428	11	13	3	6	7	7	0	0	79	1.2	16	0.2	6	0.1	43.6	49.4
--	44149	300	40338	190	2999	77	89	19	39	47	48	2	1	551	1.2	109	0.2	40	0.1	43.6	49.4

Summary Graphs



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Saturday, 13 November 2021

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	24	0	0	0	0	1	0	0	2	6	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	19	0	0	0	0	0	0	0	1	7	5	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	0	2	2	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	0	3	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	0	0	4	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	27	0	0	0	0	0	0	0	2	6	6	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	66	0	0	0	0	0	0	1	5	17	15	12	12	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	147	0	0	0	0	0	1	4	28	36	49	17	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	263	0	0	0	2	2	1	6	43	70	70	55	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	361	0	0	0	1	2	1	7	51	133	99	48	14	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	482	0	0	1	1	4	10	22	109	172	115	38	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	500	0	0	0	0	0	0	23	120	186	106	41	15	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	587	0	0	0	7	3	9	28	116	204	146	50	16	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	567	0	0	0	0	3	1	24	107	224	148	53	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	551	0	0	0	0	1	0	17	121	224	123	44	15	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1500	557	0	0	0	0	0	4	16	150	228	111	31	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	500	0	0	1	1	0	1	19	134	200	94	38	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	405	0	0	0	0	1	1	14	90	150	96	36	13	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	280	0	0	0	0	2	3	8	46	98	75	29	11	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1900	197	0	0	0	0	0	0	7	30	69	46	30	10	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	136	0	0	0	0	0	1	5	17	43	34	22	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	90	0	0	0	0	0	0	0	13	26	26	18	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	130	0	0	0	0	0	1	3	16	41	39	21	4	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	81	0	0	0	0	0	0	0	9	21	21	21	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5200	0	0	2	12	18	32	188	1115	1925	1232	480	135	43	7	4	4	2	1	0	0	0	0	0	0	0	0	0	0
06-22	5689	0	0	2	12	18	33	201	1180	2080	1353	562	170	53	10	7	5	2	1	0	0	0	0	0	0	0	0	0	0
06-00	5900	0	0	2	12	18	34	204	1205	2142	1413	604	180	58	12	7	6	2	1	0	0	0	0	0	0	0	0	0	0
00-00	6004	0	0	2	12	19	34	206	1219	2169	1435	633	185	60	13	8	6	2	1	0	0	0	0	0	0	0	0	0	0



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Sunday, 14 November 2021

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	68	0	0	0	0	0	0	3	5	24	27	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	29	0	0	0	0	0	0	0	5	6	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	23	0	0	0	0	0	0	0	2	1	4	7	3	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	19	0	0	0	0	0	0	0	1	0	4	7	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	0	0	1	3	2	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	32	0	0	0	0	0	1	0	7	9	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	34	0	0	1	0	0	0	0	5	6	10	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	80	0	0	0	0	0	0	0	12	20	26	12	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	148	0	0	0	0	0	0	0	22	48	42	22	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	213	0	0	0	1	0	0	4	21	79	58	37	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	362	0	0	0	1	0	2	8	61	140	110	28	10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	397	0	0	1	3	4	1	10	77	154	99	37	9	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1200	524	0	0	1	0	2	1	18	154	194	105	37	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	526	0	0	0	0	2	3	26	122	204	129	32	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	519	0	0	0	1	0	5	13	106	225	121	37	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	524	0	0	0	0	1	0	21	140	212	111	26	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	476	0	2	5	3	4	7	23	127	157	101	33	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	372	0	0	0	0	3	8	20	83	125	88	35	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	318	0	0	0	0	0	0	10	62	123	70	34	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	198	0	0	0	0	0	0	4	28	66	58	23	10	6	0	1	2	0	0	0	0	0	0	0	0	0	0	0
2000	159	0	0	0	0	0	0	1	16	57	54	18	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	95	0	0	0	0	0	0	3	21	25	17	16	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	67	0	0	0	0	0	0	0	10	20	16	13	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	30	0	0	0	0	0	0	0	1	4	10	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4459	0	2	7	9	16	27	153	987	1681	1060	370	114	24	7	1	1	0	0	0	0	0	0	0	0	0	0	0
06-22	4945	0	2	8	9	16	27	161	1057	1835	1199	434	145	37	10	2	3	0	0	0	0	0	0	0	0	0	0	0
06-00	5042	0	2	8	9	16	27	161	1068	1859	1225	454	155	40	12	2	4	0	0	0	0	0	0	0	0	0	0	0
00-00	5226	0	2	8	9	16	28	164	1089	1902	1274	495	169	45	16	3	5	1	0	0	0	0	0	0	0	0	0	0



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Monday, 15 November 2021

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	15	0	0	0	0	0	0	1	3	5	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	0	1	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	0	0	0	2	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	59	0	0	0	0	0	0	0	8	11	21	11	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	149	0	0	0	0	0	1	0	24	43	46	23	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	346	0	0	1	0	0	1	8	66	116	103	34	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>505</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>20</b>	<b>99</b>	<b>189</b>	<b>134</b>	<b>40</b>	<b>13</b>	<b>2</b>	<b>0</b>													
0900	374	0	0	0	2	0	0	21	66	161	77	34	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	369	0	0	1	0	1	0	15	68	164	87	22	8	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1100	398	0	0	0	1	3	1	8	93	160	82	37	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	442	0	0	0	2	0	5	27	107	170	92	28	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	440	0	0	1	4	5	4	18	109	163	96	29	8	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0
1400	465	0	0	0	2	2	2	18	116	189	92	32	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	488	0	0	1	2	3	7	9	121	191	111	27	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>613</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>41</b>	<b>151</b>	<b>223</b>	<b>135</b>	<b>45</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>											
1700	589	0	0	0	0	1	5	37	144	243	96	49	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	364	0	0	1	2	1	7	9	79	119	82	40	14	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0
1900	250	0	0	0	1	0	1	6	38	84	70	31	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	143	0	0	0	0	0	0	0	22	46	50	12	8	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	127	0	0	0	0	0	0	3	15	45	28	21	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	74	0	0	0	0	0	0	0	2	23	27	12	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	41	0	0	0	0	0	0	1	2	10	15	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5393</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>18</b>	<b>45</b>	<b>231</b>	<b>1219</b>	<b>2088</b>	<b>1187</b>	<b>417</b>	<b>125</b>	<b>29</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>								
<b>06-22</b>	<b>6062</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>18</b>	<b>47</b>	<b>240</b>	<b>1318</b>	<b>2306</b>	<b>1381</b>	<b>504</b>	<b>165</b>	<b>46</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>								
<b>06-00</b>	<b>6177</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>18</b>	<b>47</b>	<b>241</b>	<b>1322</b>	<b>2339</b>	<b>1423</b>	<b>523</b>	<b>176</b>	<b>51</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>								
<b>00-00</b>	<b>6289</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>18</b>	<b>47</b>	<b>243</b>	<b>1338</b>	<b>2368</b>	<b>1455</b>	<b>542</b>	<b>185</b>	<b>54</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>								



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Tuesday, 16 November 2021

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	12	0	0	0	0	0	0	0	0	3	6	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	0	0	1	5	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	0	0	2	1	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	0	0	0	0	0	5	2	3	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	65	0	0	0	0	1	1	0	8	13	19	13	9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	170	0	0	0	0	0	0	3	19	43	55	35	7	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	359	0	0	0	0	0	2	9	74	110	86	52	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>528</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>140</b>	<b>179</b>	<b>132</b>	<b>32</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
0900	410	0	0	0	1	0	1	25	110	148	87	34	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	382	0	0	0	0	1	1	23	104	146	80	21	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	409	0	0	0	0	2	2	23	105	169	79	24	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	441	0	0	0	1	1	4	16	139	152	85	29	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	456	0	0	0	0	3	2	21	101	177	107	29	9	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	467	0	0	0	0	1	0	30	137	196	78	15	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	502	0	0	0	1	0	6	20	105	228	108	29	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	564	0	0	0	2	2	7	34	199	198	87	24	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>590</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>175</b>	<b>212</b>	<b>104</b>	<b>35</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	363	0	0	0	1	0	0	12	71	135	96	37	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	254	0	0	0	0	0	1	4	55	89	57	36	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	197	0	0	0	1	1	0	12	26	61	53	30	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	147	0	0	0	0	0	1	6	15	45	46	20	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	87	0	0	0	0	0	0	3	11	27	24	11	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	0	1	1	8	7	14	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5471</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>33</b>	<b>279</b>	<b>1460</b>	<b>2050</b>	<b>1129</b>	<b>361</b>	<b>97</b>	<b>32</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>6239</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>35</b>	<b>304</b>	<b>1575</b>	<b>2288</b>	<b>1340</b>	<b>482</b>	<b>128</b>	<b>47</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>6368</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>36</b>	<b>308</b>	<b>1594</b>	<b>2322</b>	<b>1378</b>	<b>500</b>	<b>140</b>	<b>49</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>6486</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>37</b>	<b>309</b>	<b>1610</b>	<b>2346</b>	<b>1413</b>	<b>520</b>	<b>153</b>	<b>55</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Wednesday, 17 November 2021

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	7	0	0	0	0	0	0	0	0	2	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	0	0	2	1	4	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	0	0	0	5	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	60	0	0	0	0	0	0	0	5	8	18	19	4	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	164	0	0	0	0	0	0	4	20	43	43	38	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	378	0	0	1	1	2	4	8	58	138	97	37	23	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>553</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>18</b>	<b>101</b>	<b>226</b>	<b>140</b>	<b>43</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>													
0900	440	0	0	0	1	0	0	10	98	175	109	38	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	373	0	0	1	0	0	1	19	93	145	82	23	7	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	425	0	0	0	1	3	3	17	107	143	109	30	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	503	0	0	0	0	1	8	34	140	192	94	23	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	438	0	0	0	0	1	3	21	121	157	93	33	6	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	481	0	0	0	1	1	0	23	131	191	99	26	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	539	0	0	0	2	7	10	44	150	201	93	23	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	585	0	0	0	0	2	5	19	197	219	104	28	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>594</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>34</b>	<b>147</b>	<b>236</b>	<b>122</b>	<b>33</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>													
1800	390	0	0	0	0	1	0	12	91	131	96	40	13	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	298	0	0	0	0	2	6	15	48	108	68	38	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	203	0	0	0	0	1	1	2	35	75	55	20	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	118	0	0	0	0	0	2	3	21	33	28	14	11	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	106	0	0	0	0	0	0	1	11	39	27	15	10	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	37	0	0	0	0	1	0	3	6	10	4	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5699</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>22</b>	<b>43</b>	<b>259</b>	<b>1434</b>	<b>2154</b>	<b>1238</b>	<b>377</b>	<b>119</b>	<b>31</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>										
<b>06-22</b>	<b>6482</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>25</b>	<b>52</b>	<b>283</b>	<b>1558</b>	<b>2413</b>	<b>1432</b>	<b>487</b>	<b>162</b>	<b>43</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>										
<b>06-00</b>	<b>6625</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>26</b>	<b>52</b>	<b>287</b>	<b>1575</b>	<b>2462</b>	<b>1463</b>	<b>509</b>	<b>178</b>	<b>45</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>										
<b>00-00</b>	<b>6722</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>26</b>	<b>52</b>	<b>287</b>	<b>1582</b>	<b>2480</b>	<b>1489</b>	<b>535</b>	<b>189</b>	<b>52</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>										



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Thursday, 18 November 2021

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	15	0	0	0	0	0	0	0	0	2	5	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	0	0	0	1	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	12	0	0	0	0	0	0	0	4	2	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	0	0	1	1	1	5	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	63	0	0	0	0	0	0	0	8	17	15	17	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	166	0	0	0	0	0	0	3	22	49	48	25	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	348	0	0	0	0	1	2	12	71	119	96	28	14	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>524</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>25</b>	<b>131</b>	<b>185</b>	<b>117</b>	<b>42</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	388	0	0	1	1	1	11	29	90	132	70	41	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	391	0	0	0	0	1	5	44	132	119	62	21	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	398	1	1	1	0	4	7	23	96	167	63	26	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	441	0	0	2	0	0	1	9	122	161	98	33	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	450	0	0	0	1	4	6	20	105	156	114	27	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	507	0	0	1	0	1	3	25	153	190	92	29	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	490	0	0	0	0	2	1	15	134	198	85	37	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>601</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>55</b>	<b>202</b>	<b>202</b>	<b>93</b>	<b>37</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>												
1700	553	0	0	0	0	0	4	30	159	205	123	25	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	371	0	0	0	0	0	1	10	64	137	97	42	10	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	273	0	0	0	1	2	1	5	52	80	75	41	8	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	193	0	0	0	0	0	0	7	21	71	53	21	11	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2100	143	0	0	0	0	0	1	3	21	36	38	24	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	87	0	0	0	0	0	0	5	13	15	25	16	10	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	0	0	1	5	10	12	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5462</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>32</b>	<b>46</b>	<b>297</b>	<b>1459</b>	<b>1971</b>	<b>1110</b>	<b>388</b>	<b>106</b>	<b>30</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>										
<b>06-22</b>	<b>6237</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>34</b>	<b>48</b>	<b>315</b>	<b>1575</b>	<b>2207</b>	<b>1324</b>	<b>499</b>	<b>151</b>	<b>48</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>										
<b>06-00</b>	<b>6366</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>34</b>	<b>48</b>	<b>321</b>	<b>1593</b>	<b>2232</b>	<b>1361</b>	<b>524</b>	<b>165</b>	<b>49</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>										
<b>00-00</b>	<b>6498</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>34</b>	<b>49</b>	<b>322</b>	<b>1606</b>	<b>2263</b>	<b>1402</b>	<b>550</b>	<b>179</b>	<b>54</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>										



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Friday, 19 November 2021

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	16	0	0	0	0	0	0	0	2	4	3	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	0	0	0	0	2	6	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	0	0	0	0	1	3	3	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	22	0	0	0	0	0	0	1	3	4	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	59	0	0	0	0	0	1	0	3	12	13	18	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	
0600	141	0	0	0	0	0	0	0	11	36	43	32	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	
0700	338	0	0	0	0	0	3	6	72	97	97	45	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
<b>0800</b>	<b>496</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>177</b>	<b>152</b>	<b>40</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>										
0900	434	0	0	0	0	0	0	5	85	165	125	41	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	405	0	0	0	1	1	1	18	94	166	90	23	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
1100	449	0	0	1	0	3	0	10	80	176	120	46	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	
1200	505	0	0	1	1	2	5	26	126	167	121	39	12	4	0	1	0	0	0	0	0	0	0	0	0	0	0	
1300	513	0	0	0	0	2	2	25	111	189	134	37	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
1400	581	0	0	0	0	4	4	13	108	250	140	44	15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	
1500	609	0	0	0	0	0	0	22	159	246	131	38	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>1600</b>	<b>617</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>39</b>	<b>165</b>	<b>232</b>	<b>117</b>	<b>40</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>									
1700	550	0	0	2	2	2	0	18	108	204	139	50	18	3	4	0	0	0	0	0	0	0	0	0	0	0	0	
1800	387	0	0	0	0	0	4	25	52	141	108	40	12	2	1	1	0	0	1	0	0	0	0	0	0	0	0	
1900	268	0	0	0	0	0	0	3	29	90	78	48	14	5	0	0	1	0	0	0	0	0	0	0	0	0	0	
2000	164	0	0	0	0	0	2	8	25	39	41	28	18	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
2100	141	0	0	1	2	0	2	4	12	39	42	22	11	1	3	1	1	0	0	0	0	0	0	0	0	0	0	
2200	126	0	0	0	0	0	0	1	12	33	40	27	6	4	0	1	2	0	0	0	0	0	0	0	0	0	0	
2300	71	0	0	0	0	0	1	1	4	24	20	11	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>5884</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>17</b>	<b>21</b>	<b>222</b>	<b>1252</b>	<b>2210</b>	<b>1474</b>	<b>483</b>	<b>155</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>								
<b>06-22</b>	<b>6598</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>17</b>	<b>25</b>	<b>237</b>	<b>1329</b>	<b>2414</b>	<b>1678</b>	<b>613</b>	<b>212</b>	<b>32</b>	<b>18</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>								
<b>06-00</b>	<b>6795</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>17</b>	<b>26</b>	<b>239</b>	<b>1345</b>	<b>2471</b>	<b>1738</b>	<b>651</b>	<b>223</b>	<b>39</b>	<b>20</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>								
<b>00-00</b>	<b>6924</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>17</b>	<b>27</b>	<b>240</b>	<b>1354</b>	<b>2497</b>	<b>1770</b>	<b>684</b>	<b>239</b>	<b>45</b>	<b>25</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>								



Site 1  
 Location Hillfoots Road between Gogar Loan and Housing Access  
 Direction East West

12239 / Blairlogie  
 November 2021  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	22	0	0	0	0	0	0	1	2	7	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	0	0	1	4	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	0	0	1	1	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	0	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	0	0	0	2	4	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	52	0	0	0	0	0	0	0	6	11	14	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	127	0	0	0	0	0	0	2	15	34	37	25	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	285	0	0	0	0	0	2	7	54	91	79	32	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>16</b>	<b>90</b>	<b>153</b>	<b>112</b>	<b>39</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
0900	374	0	0	0	1	0	2	14	74	142	89	39	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	395	0	0	0	0	1	3	21	94	150	89	25	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	425	0	0	0	1	3	2	16	97	165	94	34	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	492	0	0	1	2	1	5	23	129	177	106	34	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	484	0	0	0	1	3	3	22	111	181	117	34	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	510	0	0	0	1	1	2	20	125	209	106	32	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	530	0	0	0	1	2	4	21	137	215	107	30	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>565</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>33</b>	<b>168</b>	<b>204</b>	<b>104</b>	<b>35</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1700	522	0	0	0	0	1	4	28	129	196	110	38	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	353	0	0	0	0	1	2	12	66	126	89	37	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	248	0	0	0	0	1	1	6	40	84	65	35	10	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	171	0	0	0	0	0	1	5	23	56	49	22	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	123	0	0	0	0	0	1	3	17	36	32	19	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	97	0	0	0	0	0	0	2	11	28	28	16	7	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	49	0	0	0	0	0	0	1	5	12	14	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5367</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>19</b>	<b>35</b>	<b>233</b>	<b>1275</b>	<b>2011</b>	<b>1204</b>	<b>411</b>	<b>122</b>	<b>30</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>6036</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>20</b>	<b>38</b>	<b>249</b>	<b>1370</b>	<b>2220</b>	<b>1387</b>	<b>512</b>	<b>162</b>	<b>44</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>6182</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>20</b>	<b>39</b>	<b>252</b>	<b>1386</b>	<b>2261</b>	<b>1429</b>	<b>538</b>	<b>174</b>	<b>47</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>6307</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>20</b>	<b>39</b>	<b>253</b>	<b>1400</b>	<b>2289</b>	<b>1463</b>	<b>566</b>	<b>186</b>	<b>52</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>





# Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.

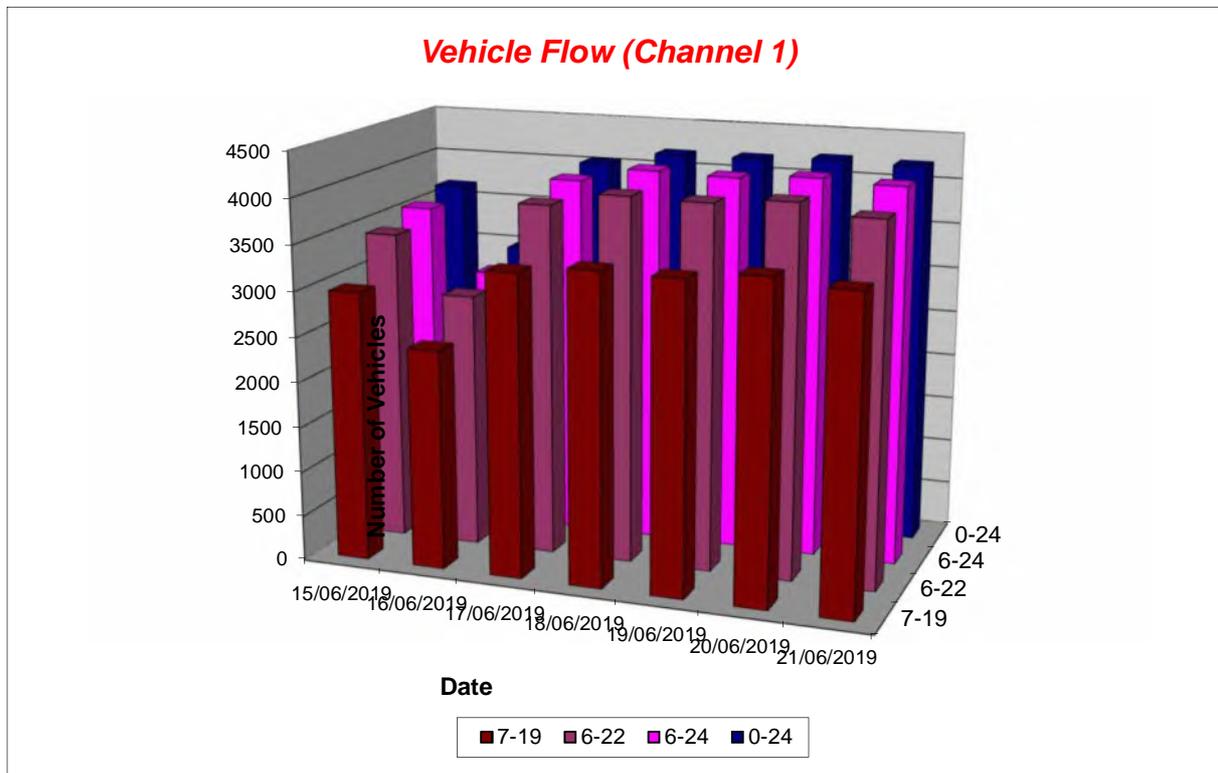


Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5 Day Ave	7 Day Ave
1	52	34	9	6	22	17	22	15	23
2	14	30	7	5	4	6	3	5	10
3	14	16	7	5	7	4	9	6	9
4	9	16	2	5	7	6	7	5	7
5	7	5	7	4	9	6	8	7	7
6	8	6	12	12	15	13	18	14	12
7	27	16	40	37	35	32	32	35	31
8	46	28	114	112	108	109	131	115	93
9	75	42	182	209	197	213	217	204	162
10	131	86	147	180	171	159	137	159	144
11	206	170	188	158	212	182	186	185	186
12	284	218	188	186	219	222	227	208	221
13	343	270	240	273	239	248	242	248	265
14	346	292	268	255	244	296	289	270	284
15	354	300	302	321	274	298	315	302	309
16	322	287	328	312	327	343	323	327	320
17	359	278	462	518	493	508	469	490	441
18	301	246	595	588	580	587	540	578	491
19	212	207	316	306	339	325	346	326	293
20	175	142	219	252	244	227	258	240	217
21	138	148	147	188	182	186	136	168	161
22	113	81	138	131	146	140	114	134	123
23	81	52	77	94	87	77	109	89	82
24	53	21	39	28	30	23	70	38	38
7-19	2979	2424	3330	3418	3403	3490	3422	3413	3209
6-22	3432	2811	3874	4026	4010	4075	3962	3989	3741
6-24	3566	2884	3990	4148	4127	4175	4141	4116	3862
0-24	3670	2991	4034	4185	4191	4227	4208	4169	3929



# Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday
1	47.5	46.7	45.2	43.8	46.9	48.6	46.2
2	49.4	49.3	48.7	50.0	49.2	47.2	48.0
3	47.3	48.6	50.1	43.0	50.1	44.2	53.0
4	51.3	49.9	50.5	46.0	48.0	38.0	48.7
5	50.9	51.0	45.1	41.8	47.4	50.5	48.6
6	43.0	48.0	46.3	48.8	51.7	49.5	48.0
7	48.6	51.3	46.0	49.4	47.4	46.8	48.2
8	46.3	46.0	46.7	46.8	46.9	45.1	47.3
9	46.2	45.9	43.6	44.9	43.8	43.7	45.3
10	45.3	45.2	44.8	44.7	43.8	44.4	43.1
11	44.3	43.2	44.3	42.9	43.4	43.9	43.9
12	43.8	42.9	43.6	43.6	42.4	43.7	47.5
13	42.3	43.4	43.0	43.5	44.1	43.2	42.9
14	42.0	42.7	42.5	43.4	42.7	43.8	42.4
15	43.0	42.7	42.5	42.6	43.5	44.2	42.3
16	44.3	44.5	42.6	43.7	43.3	42.7	42.2
17	44.2	45.5	44.0	43.9	43.6	43.8	43.7
18	45.2	45.1	43.7	44.1	41.3	41.3	43.5
19	45.3	46.2	46.9	44.8	44.8	44.4	45.3
20	45.6	47.1	46.1	45.3	45.2	45.5	45.6
21	46.1	47.1	45.6	46.7	45.9	45.9	46.1
22	47.6	46.2	45.8	46.5	45.3	45.2	43.5
23	46.5	45.5	46.8	46.8	47.3	47.3	48.4
24	47.3	44.2	48.5	48.5	49.8	48.7	48.1

10-12	44.0	43.0	43.9	43.3	42.9	43.8	45.9
14-16	43.6	43.6	42.5	43.1	43.4	43.4	42.3
0-24	44.4	44.6	44.2	44.4	43.8	43.8	44.3

7 Day Ave 44.2

85th Percentile

Hr Ending	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday
1	58.7	53.6	59.0	48.7	53.9	58.7	53.2
2	58.5	53.3	53.4	53.9	53.7	53.9	48.5
3	58.6	53.3	53.3	53.8	58.5	48.5	53.3
4	63.3	53.8	53.2	53.0	58.4	43.1	58.3
5	63.3	68.8	53.2	43.5	53.1	58.8	53.0
6	48.8	58.6	58.6	58.9	58.8	58.4	53.5
7	58.0	59.0	53.4	58.4	53.5	53.5	58.2
8	53.8	48.9	53.4	53.7	53.8	53.5	53.9
9	53.8	53.2	48.7	48.5	48.6	48.2	53.6
10	53.7	53.7	48.3	48.5	48.8	48.3	48.8
11	48.0	49.0	48.6	48.5	48.0	48.1	48.9
12	48.4	48.2	48.2	48.4	48.2	48.6	53.3
13	48.9	48.5	48.2	48.4	48.1	48.2	48.5
14	48.8	48.1	48.6	48.3	48.1	48.9	48.1
15	48.4	49.0	48.1	48.1	48.3	48.1	48.6
16	49.0	48.7	48.5	48.2	48.1	48.4	48.4
17	48.9	48.0	48.9	49.0	48.0	48.3	49.0
18	48.1	48.6	48.3	48.1	48.5	48.9	48.1
19	48.9	53.1	53.8	53.4	53.7	48.8	48.9
20	53.4	53.1	53.4	53.4	53.5	53.3	53.6
21	53.5	53.8	53.3	53.5	53.8	53.7	53.3
22	58.8	53.3	53.9	53.2	48.1	48.3	53.1
23	53.1	53.0	53.6	53.5	53.2	53.1	53.5
24	53.6	48.3	58.6	58.3	58.7	58.0	53.2

10-12	48.5	48.4	48.4	48.6	48.5	48.3	49.0
14-16	48.3	48.3	48.1	48.5	48.4	48.8	48.1
0-24	48.6	48.9	48.6	48.2	48.1	48.3	48.0

7 Day Ave 48.4

# Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.

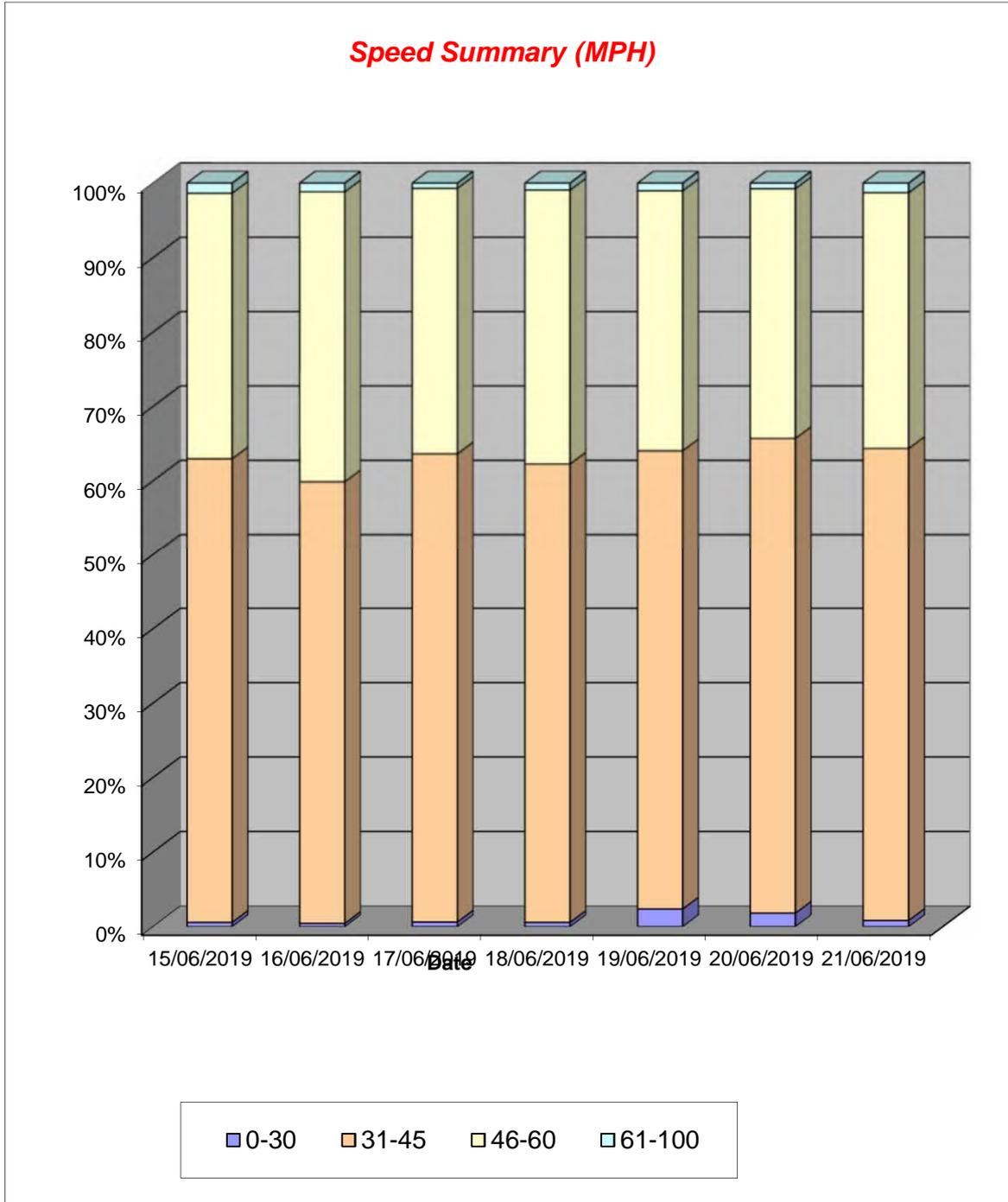


Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday
0-30	21	13	25	24	99	76	35
31-45	2289	1777	2541	2581	2584	2700	2672
46-60	1310	1166	1440	1541	1465	1419	1447
61-100	50	35	28	39	43	32	54
<b>TOTAL</b>	<b>3670</b>	<b>2991</b>	<b>4034</b>	<b>4185</b>	<b>4191</b>	<b>4227</b>	<b>4208</b>





# Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.

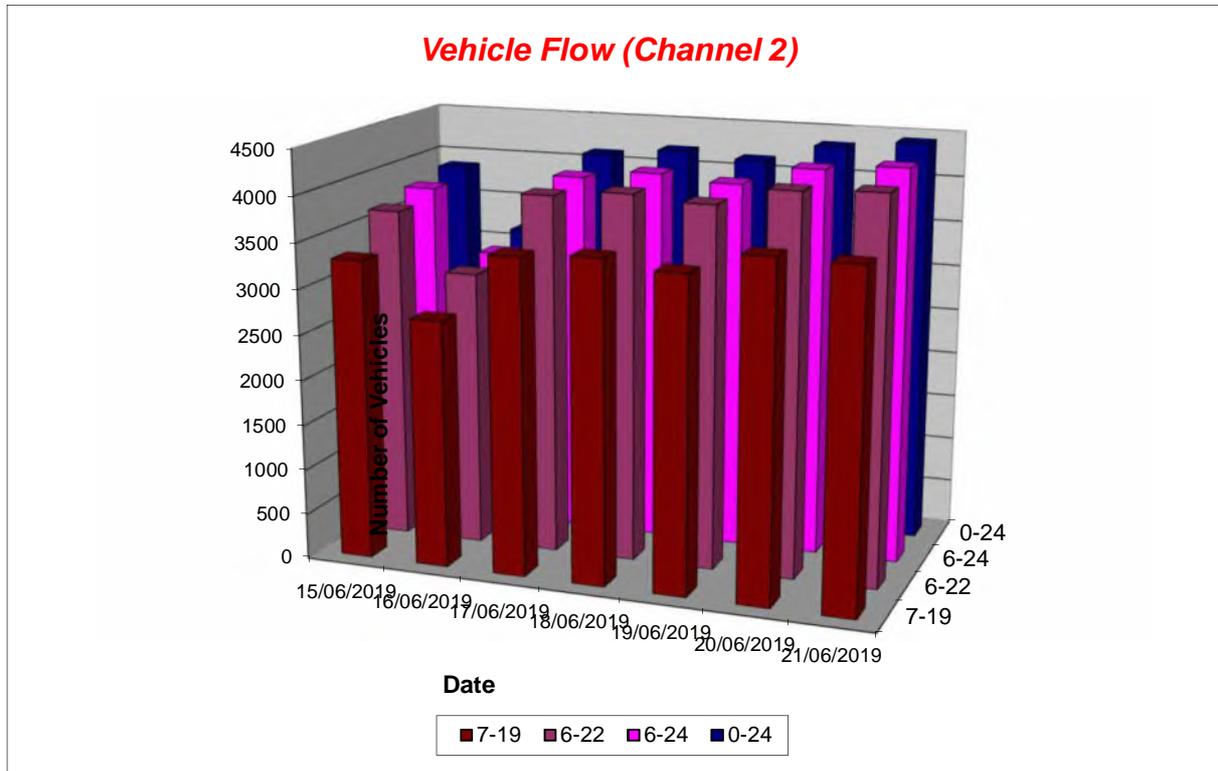


Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5 Day Ave	7 Day Ave
1	36	26	10	7	8	8	20	11	16
2	10	14	2	5	5	4	5	4	6
3	9	20	8	4	5	6	8	6	9
4	2	9	9	6	8	6	10	8	7
5	14	5	14	13	13	10	15	13	12
6	27	18	69	71	73	65	62	68	55
7	77	46	186	186	185	182	172	182	148
8	122	53	383	416	419	392	358	394	306
9	226	94	536	570	572	604	516	560	445
10	291	196	369	327	370	380	334	356	324
11	287	260	228	271	248	281	306	267	269
12	348	273	301	261	254	232	299	269	281
13	328	311	251	237	249	226	294	251	271
14	365	344	245	244	214	276	236	243	275
15	330	291	232	221	234	212	253	230	253
16	297	275	266	276	273	293	326	287	287
17	274	270	230	235	231	279	263	248	255
18	242	208	245	241	179	261	257	237	233
19	193	148	186	227	192	236	215	211	200
20	143	126	125	151	156	130	169	146	143
21	81	89	93	93	122	101	108	103	98
22	67	52	79	72	74	83	98	81	75
23	56	30	34	50	36	65	64	50	48
24	46	20	16	20	28	13	44	24	27
7-19	3303	2723	3472	3526	3435	3672	3657	3552	3398
6-22	3671	3036	3955	4028	3972	4168	4204	4065	3862
6-24	3773	3086	4005	4098	4036	4246	4312	4139	3937
0-24	3871	3178	4117	4204	4148	4345	4432	4249	4042



# Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.



Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday
1	48.1	47.0	46.5	55.1	53.6	49.9	74.2
2	58.2	48.2	48.0	50.0	55.0	43.0	73.5
3	51.9	51.0	48.0	51.8	57.0	44.7	77.7
4	43.0	54.1	49.1	45.5	42.7	44.7	64.8
5	49.4	56.0	51.6	50.3	50.3	51.5	77.7
6	48.3	48.8	49.9	51.2	50.3	51.5	70.6
7	49.9	50.3	48.1	49.0	49.5	49.6	69.8
8	49.6	49.9	46.9	47.2	47.9	47.5	67.5
9	47.7	46.6	45.0	45.1	46.1	45.3	64.9
10	45.8	45.9	44.5	43.8	43.5	43.8	63.1
11	46.5	45.3	44.7	42.8	43.8	43.7	62.1
12	45.6	44.6	42.6	43.9	44.0	44.2	63.7
13	44.9	45.0	44.4	44.1	44.6	44.5	64.8
14	43.6	42.0	43.6	44.5	43.6	44.9	67.7
15	43.3	44.0	44.0	43.2	43.7	44.1	66.5
16	45.5	44.7	44.9	43.7	43.4	44.8	71.8
17	44.4	45.2	44.8	44.3	44.7	51.0	73.4
18	46.6	46.7	46.1	45.6	44.7	64.2	72.2
19	47.1	47.2	46.4	44.8	45.4	65.7	75.2
20	48.6	48.1	46.0	47.7	45.3	67.4	74.1
21	46.5	47.2	48.1	48.5	45.3	66.7	72.9
22	47.7	48.5	47.7	48.1	45.7	67.0	72.5
23	47.6	47.2	46.8	46.3	46.1	66.2	74.9
24	48.8	44.2	45.2	49.4	48.3	80.7	74.2

10-12	46.0	45.0	43.5	43.3	43.9	44.0	62.9
14-16	44.3	44.3	44.5	43.5	43.5	44.5	69.5
0-24	46.0	45.4	45.3	45.2	45.3	49.9	68.2

7 Day Ave 49.3

85th Percentile

Hr Ending	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday
1	58.3	53.3	53.7	68.6	58.2	53.6	86.3
2	63.5	58.3	48.5	63.3	68.2	53.8	85.8
3	58.9	58.2	53.6	58.1	68.3	53.5	86.2
4	43.5	58.5	53.2	53.2	58.8	58.2	68.4
5	63.4	63.2	58.5	58.1	63.1	58.9	86.3
6	58.8	58.6	58.7	58.4	58.5	58.4	86.2
7	58.8	58.4	53.8	59.0	58.8	58.3	85.9
8	58.7	53.9	53.4	53.5	53.8	53.8	85.6
9	53.7	53.5	53.9	53.5	53.3	48.2	85.9
10	54.0	53.2	53.7	49.0	49.0	48.4	85.8
11	53.3	53.7	53.1	48.2	48.8	48.2	86.2
12	53.5	53.7	48.6	48.4	53.7	48.9	85.8
13	53.4	53.6	53.7	48.4	53.9	48.6	86.3
14	48.7	48.8	48.0	48.3	48.9	53.4	85.7
15	48.2	48.2	48.4	48.5	48.4	48.4	86.1
16	53.4	53.8	48.4	48.1	48.1	53.9	86.5
17	48.5	53.2	48.3	48.5	54.0	63.6	85.7
18	53.8	54.0	54.0	54.0	53.8	86.4	86.4
19	53.5	53.1	53.8	53.6	53.7	86.0	85.6
20	53.4	53.1	53.7	58.9	53.4	85.8	86.5
21	58.5	53.8	58.4	53.7	53.0	86.4	86.1
22	53.2	58.4	58.7	58.4	53.2	85.8	86.1
23	53.6	53.5	53.3	53.7	53.2	85.8	86.4
24	58.5	48.1	48.4	53.1	63.5	85.7	86.1

10-12	53.7	53.1	48.4	48.8	53.4	48.3	85.7
14-16	53.9	53.2	48.9	48.7	48.1	53.0	86.4
0-24	53.4	53.0	53.1	53.5	53.3	63.7	85.6

7 Day Ave 59.4

# Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.

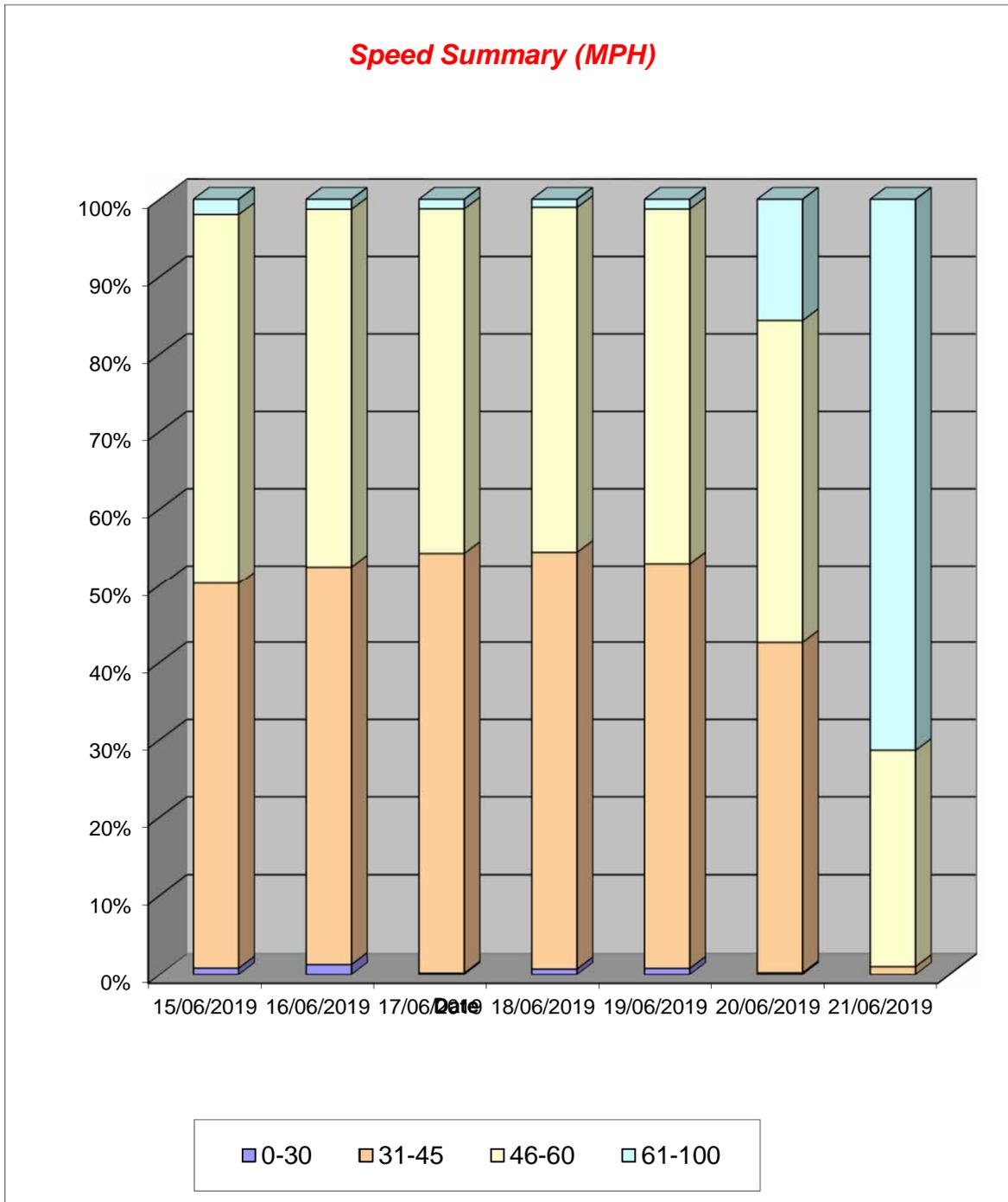


Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday
0-30	31	40	7	29	32	9	0
31-45	1915	1628	2227	2258	2163	1841	44
46-60	1849	1469	1832	1873	1901	1815	1225
61-100	76	41	51	44	52	680	3163
<b>TOTAL</b>	<b>3871</b>	<b>3178</b>	<b>4117</b>	<b>4204</b>	<b>4148</b>	<b>4345</b>	<b>4432</b>



***Blairlogie ATC, A9 Hillfoots Road***

Produced by Streetwise Services Ltd.



## Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.



### Channel 1 - Eastbound

	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	2889	2397	2681	2758	2813	2810	2851	2783	2743
Mean Speed	46.1	46.3	45.7	45.3	46.1	45.4	46.1	45.7	45.9
85%ile Speed	53.8	53.0	52.5	51.7	52.4	51.4	51.9	52.0	52.4
No. Vehicles > 60 MPH Limit	39	29	20	32	29	23	49	31	32
% Vehicles > 60 MPH Limit	1.3	1.2	0.7	1.2	1.0	0.8	1.7	1.1	1.1
No. Vehicles > 75 MPH	0	0	0	0	1	0	15	3	2
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.1	0.1

### Channel 2 - Westbound

	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	3007	2553	2723	2742	2747	2809	3038	2812	2803
Mean Speed	47.5	47.5	46.5	47.2	47.1	52.9	70.6	52.9	51.3
85%ile Speed	55.0	54.7	53.0	54.5	55.7	63.0	85.2	62.3	60.2
No. Vehicles > 60 MPH Limit	57	30	37	37	37	457	2120	538	396
% Vehicles > 60 MPH Limit	1.9	1.2	1.4	1.3	1.3	16.3	69.8	18.0	13.3
No. Vehicles > 75 MPH	1	0	0	0	1	86	525	122	88
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	3.1	17.3	4.1	2.9

### Channels 1+2 - Eastbound & Westbound

	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	5896	4950	5404	5500	5560	5619	5889	5594	5545
Mean Speed	46.8	46.9	46.1	46.2	46.6	49.2	58.3	49.3	48.6
85%ile Speed	54.4	53.8	52.7	53.1	54.1	57.2	68.6	57.1	56.3
No. Vehicles > 60 MPH Limit	96	59	57	69	66	480	2169	568	428
% Vehicles > 60 MPH Limit	1.6	1.2	1.1	1.3	1.2	8.5	36.8	9.8	7.4
No. Vehicles > 75 MPH	1	0	0	0	2	86	540	126	90
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	1.5	9.2	2.1	1.5

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Blairlogie ATC, A9 Hillfoots Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	3670	2991	4034	4185	4191	4227	4208	4169	3929
Mean Speed	44.4	44.6	44.2	44.4	43.8	43.8	44.3	44.1	44.2
85%ile Speed	48.6	48.9	48.6	48.2	48.1	48.3	48.0	48.2	48.4
No. Vehicles > 60 MPH Limit	50	35	28	39	43	32	54	39	40
% Vehicles > 60 MPH Limit	1.4	1.2	0.7	0.9	1.0	0.8	1.3	0.9	1.0
No. Vehicles > 75 MPH	0	0	0	0	1	0	15	3	2
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.1

Channel 2 - Westbound

	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	3871	3178	4117	4204	4148	4345	4432	4249	4042
Mean Speed	46.0	45.4	45.3	45.2	45.3	49.9	68.2	50.8	49.3
85%ile Speed	53.4	53.0	53.1	53.5	53.3	63.7	85.6	61.8	59.4
No. Vehicles > 60 MPH Limit	76	41	51	44	52	680	3163	798	587
% Vehicles > 60 MPH Limit	2.0	1.3	1.2	1.0	1.3	15.7	71.4	18.1	13.4
No. Vehicles > 75 MPH	1	0	0	0	1	116	753	174	124
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	2.7	17.0	3.9	2.8

Channels 1+2 - Eastbound & Westbound

	15/06/2019 Saturday	16/06/2019 Sunday	17/06/2019 Monday	18/06/2019 Tuesday	19/06/2019 Wednesday	20/06/2019 Thursday	21/06/2019 Friday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	7541	6169	8151	8389	8339	8572	8640	8418	7972
Mean Speed	45.2	45.0	44.8	44.8	44.6	46.9	56.3	47.4	46.8
85%ile Speed	51.0	51.0	50.8	50.9	50.7	56.0	66.8	55.0	53.9
No. Vehicles > 60 MPH Limit	126	76	79	83	95	712	3217	837	627
% Vehicles > 60 MPH Limit	1.7	1.2	1.0	1.0	1.1	8.3	37.2	9.7	7.4
No. Vehicles > 75 MPH	1	0	0	0	2	116	768	177	127
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	1.4	8.9	2.1	1.5

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

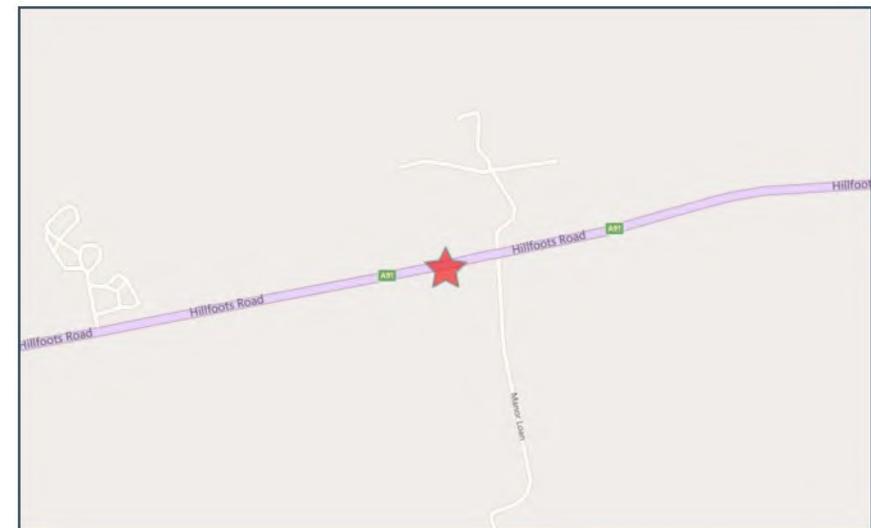
## Appendix C

### Crash Map Accident Reports



Validated Data

Crash Date:	Wednesday, November 01, 2017	Time of Crash:	9:16:00 PM	Crash Reference:	2017961701070
Highest Injury Severity:	Fatal	Road Number:	A91	Number of Casualties:	2
Highway Authority:	Stirling			Number of Vehicles:	1
Local Authority:	Stirling			OS Grid Reference:	282736 696722
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Kerb	Wall or fence

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

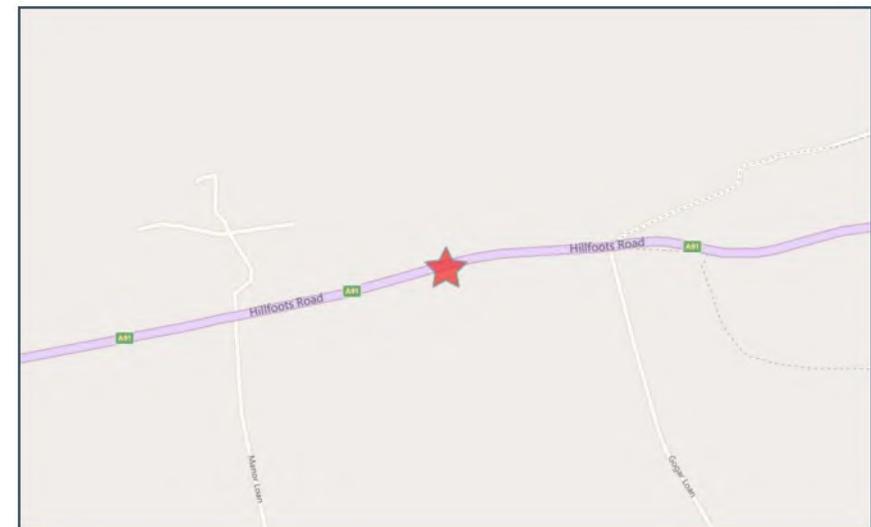
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Validated Data

Crash Date: Thursday, September 19, 2019 Time of Crash: 5:45:00 PM Crash Reference: 2019960880144

Highest Injury Severity:	Slight	Road Number:	A91	Number of Casualties:	1
Highway Authority:	Stirling			Number of Vehicles:	2
Local Authority:	Stirling			OS Grid Reference:	283167 696811
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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Validated Data

### Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	17	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**DEVELOPMENT & ENVIRONMENT SERVICES  
CLACKMANNANSHIRE COUNCIL**

<p><b>REPORT OF HANDLING PLANNING APPLICATION DELEGATED REPORT</b></p>
--

Application Ref. No. **22/00076/FULL**      Date of Site Visit: 22/4/22

Description of Proposal      **Formation of Vehicular Access and Pedestrian  
Access From A91 To House Plot**

Location:                              **Land to East of Blairlogie House, Menstrie,  
Clackmannanshire**

### **1. The Proposed Development**

The report considers an application to form a vehicular access onto the A91 on the north side of the carriageway at an area of land situated between Blairlogie House to the west and a group of 3 houses at Red Carr to the east. The drawing shows a bellmouth access meeting the A91 at right angles. The carriageway width of the access would be 5.5 metres with 2.0 metre wide footways returning around the entrance radii into the site on either side of the access. The drawing only shows a short section of the internal road routed in a north westerly direction which is expected to be extended towards the location of the dwellinghouse which has the benefit of planning permission in the north western part of the site.

There is hedgerow planting along the site frontage including some gaps, one of which would be in the vicinity of the proposed access point. The frontage to the A91 extends to about 90 metres.

### **2. Summary of Consultation Responses**

Roads and Transportation object in principle to the proposed establishment of an access onto the A91 at this location to serve the residential development. They have highlighted the following points in their response;

- i) The A91 is an A Class inter-urban primary distributor road and is derestricted fronting the application site. The national speed limit (60mph) commences some 100m to the west of the access for vehicles travelling eastbound and some 600m to the east for vehicles travelling westbound as they leave Menstrie. Eastbound drivers entering the national speed limit about 100m west of the site are likely to accelerate as they pass the site frontage and may take the opportunity to overtake given the long straight stretch of road.
- ii) The introduction of additional slowing, stopping and turning traffic movements associated with the access would be inherently unsafe.
- iii) The area is predominantly rural in character and is unlikely to change in the foreseeable future. It is this character that requires the stretch of A91

fronting the site to be subject to the national speed limit. It is not considered justifiable to alter what is considered to be the appropriate speed limit to accommodate a house on the site.

- iv) It is considered that the resultant increase in risk to road safety and accident potential would not be adequately mitigated by the measures proposed as part of the application, including the lowering of the speed limit
- v) The road accident history recorded by the Council on the section of the A91 between the Council boundary and a point 400m east of the properties at Red Carr, there have been 24 recorded injury accidents since 1981. This consisted of 1 fatal (2011), 4 serious and 19 slight accidents.
- vi) While some of the Council's classified rural roads have recently had their speed limits reduced, these were introduced on sections of road where Roads were satisfied that such restrictions were appropriate given the character of the road and were required to create safer environment for increased pedestrian and cyclist uses associated with the pandemic. Speed restrictions have also been temporarily introduced in some instances in response to requests to the Council associated with short term HGV haulage requirements.
- vii) The Roads Service has consistently objected to proposals for a new access onto the A91 at this location.
- viii) It is also a significant concerns that any approval in this case would set an undesirable precedent for similar such applications for new houses to be accessed from derestricted sections of rural roads.

Comment – the road safety issues are discussed in Sections 5 and 8 below.

### 3. Neighbour Notification and Publicity

Number Of Neighbours Notified

4

Number of Objections

0

Number of Other Representations

1

### 4. Summary of Representation(s)

A representation was received from Mr R McCullagh, Red Carr Coach House, Menstrie. He advises that he neither objects nor supports the application. The issues raised can be summarised as follows;

- The location plan submitted with the application (ref 21-55AF1121-1) does not show the location of the mutual boundary with their property. This issue was previously reported to the Council on 10/3/22.
- He broadly welcomes the concept of reducing maximum speeds on the A91 between Menstrie and the Council boundary and agrees with the arguments for that reduction put forward by the applicant
- The felling of any trees within the application site to meet junction visibility requirements or any future felling could impact on their residential amenity due to loss of visual privacy from a new house or from the road, a loss of attenuation of traffic noise on their property, an increased risk on windfall

trees within their property, and a loss of wildlife habitat, including on red squirrels and bats.

Comment - *the information on the location plan is considered sufficient to identify the site and the location of the proposed development which comprises a bellmouth access in the south eastern part of the site. The information submitted in support of the proposed access design indicates that no or very few trees or vegetation would need to be felled to achieve the visibility splay towards the east of the proposed access. Consequently the likely impact of any removal on the amenity or privacy of the neighbour, or on any wildlife is considered to be small and not significant in planning terms. The application is for a proposed access and it would not be reasonable or justifiable to try to regulate any future works to remove trees within the site unrelated to the formation of the access.*

## **5. Summary of Supplementary Statements**

A Supporting Statement was submitted which can be summarised as follows;

- The access is required to enable the applicant to complete the construction of and occupation of a dwellinghouse on the site which was originally granted planning permission in 1989. The planning authority has recently confirmed through the granting of a Certificate of Lawfulness of Existing Use or Development (ref 21/00202/CLEUD) that the completion of the house would be lawful. The access is necessary to serve an existing house. Comment – *the planning permissions for a house on the site were granted on the basis that vehicular access to the site would be via the access which served Blairlogie House Hotel which is now a domestic property and not a direct access from the site onto the A91. The Certificate of Lawfulness does not confer any presumption in favour of creating an access to the house from the A91, only to confirm the lawfulness of the permission which was granted around 30 years ago.*
- An Access Statement prepared by a transport consultant has been submitted in support. The applicant would be willing to fund the cost of any Traffic Regulation Order process to reduce the national speed limit on the A91.
- Although planning permission has previously been refused for an access to the site from the A91, there have been significant changes to planning policy, road safety and the local environment, since this was last considered some 17 years ago. This includes the widening of the footway along on the north side of the A91 including the site frontage to encourage its use as an active travel route. Comment – *as discussed in Section 8 below, the Service consider that there have not been significant material changes to the planning merits of a direct access from the A91 since the last application for such a development was refused permission. While the widening of the footway has improved the standard of infrastructure to accommodate active travel trips to and from the site, this factor would not outweigh the road safety concerns. The footway is also likely to have a much higher number of users since the last application was refused given it is part of the Hillfoots Diamond Jubilee Way.*

- The circumstances at the site are considered to be unique in that while the completion of the previously approved house on the site would be lawful, there would not be any frontage access. The authority should review the circumstances afresh. The applicant has invested time and effort to propose solutions to issues previously identified. *Comment – the Certificate of Lawfulness only confirms the lawfulness of the planning permission which was granted on the basis of vehicular access from the same access which serves Blairlogie House and meets the A91 west of the site. A direct access from the A91 was not sought at that time and there is no evidence such an arrangement would have been granted if it had. Four previous applications to establish a permanent permission for a direct access close to the current proposed access have been refused by the Council, and a subsequent appeal against one refusal was dismissed by Scottish Ministers.*
- Advice was obtained from the Council’s Roads Service prior to the submission of the application. They advised that; there was no proposal to reduce the current speed limits on the A91 next to the site as the road environment should dictate where limits are placed and the current National Speed Limit is considered to be appropriate; and even if the limit was reduced this would make little difference to the accident potential that exists. *Comment – this serves to demonstrate the advice from Roads has been consistent and the applicant was made aware of the likely concerns before they decided to submit an application.*
- The Roads Service has an “in principle” objection to the proposed access onto the A91 at this location mainly due to the risk associated with conflict from accelerating and slowing / stopped traffic. Their position would not change even if the access was in full compliance with DRMB standards or regardless of the likely volume of traffic. However, this principled opposition did not extend to the creation of a temporary access granted permission in 1989 (ref C/89/389). The approval demonstrates a pragmatic approach by the planning authority. *Comment – the advice from Roads is a material planning consideration. The permission was only granted for a temporary period at that time since it was considered safer for construction related vehicles to access direct from the A91 rather than use the access at Blairlogie House and also travel through the curtilage of the premises. The permission required the removal of the access when the permission expired. The decision is not considered to add weight to allowing a permanent direct access onto the A91.*
- Roads also did not oppose the access to serve the houses at Red Carr granted in 2014 and renewed in 2022 (ref 21/00230/FULL). This access is to replace a substandard access and demonstrates a pragmatic approach being taken. Furthermore the standard of visibility specified was 2.4 m by 160 m which is less than the standard for the National Speed Limit which is 2.4 m by 215 m which Roads would ordinarily require. This suggests the Roads and Planning authorities accept that vehicle speeds next to the site are significantly lower than 60 mph and hence justifies the lower visibility distance related to a 50 mph speed. There is also no evidence that the existing sub standard access serving Red Carr has ever led to the vehicle conflicts which Roads highlight in its advice on the application for a new access to the site

(application 04/00272/FULL) which was refused. Comment – *the application at Red Carr is considered to be materially different to this application as it related to the replacement of an established access rather than the creation of a new access where the National Speed Limit applied. The proposal would upgrade the design standards of the existing access. The acceptance of a visibility distance standard of 160m for this access rather than 215m reflected the circumstances of the case and should not be interpreted as meaning the Roads Service accept that the design speed for this section of road should be lower than 60 mph.*

- The risk to vehicles travelling east from slow and turning vehicles into the site is not significant given the likely type and frequency of trips associated with use as a house and the evidence presented by the consultant.
- The access if approved would not set an undesirable precedent given the unique circumstances relating to the site.
- The Planning Committee previously decided to extend the 40mph limit on another part of the A91 to include the access point when it granted permission for the development of a garden centre notwithstanding the advice from Roads that there was insufficient evidence to justify the change. The speed limit at the access was 60 mph. Comment – *this was a decision taken by the Planning Committee and did not accord with the advice provided by Roads at that time. While it may demonstrate that a decision can be made contrary to Roads advice, there could have been materially different circumstances to the current application. For example, a garden centre development would generate significantly more vehicle trips than a single house development and also include commercial vehicles including HGVs. The application also related to a site where a direct access onto the A91 already existed.*

Access Statement by Dougal Baillie Associates dated Feb 2022 which can be summarised as follows;

- the junction location is considered to be optimised within the site frontage to maximise the achievable visibility splays. Comment – *this may be the case but does not satisfactorily mitigate the road safety concerns.*
- it is assumed the number of vehicle trips generated by a house on the site would be about 3 in and 3 out per day.
- acknowledges the standard of visibility defined by the Design Manual for Roads and Bridges (DMRB) for such an access onto the derestricted section of the A91 is 2.4m by 215m in both directions. Comment – *this visibility distance also applies to the site stopping distance required for drivers approaching the access where a vehicle may be stopped or turning in our out.*
- a site visit by the consultant has established that the maximum achievable visibility splay to the west of the proposed access is 2.4m by 150m although they advise that vehicles approaching from the west could see the proposed site access 160m from the access so vehicles should be in view. The 2.4m by 215m splay can be achieved to the east within land controlled by the

- applicant or within the public road boundary. Comment – *this confirms that the visibility distance to the west of the access and the corresponding Site Stopping Distance would not meet the minimum standard required by the Design Manual for an access onto the road.*
- a speed survey was undertaken at the location in 2019 and 2021. The results from 2021 indicate that vehicle speeds in both directions passing the site are lower than the national speed limit (60mph) and the 85<sup>th</sup> percentile speed is just under 50 mph. If that speed was adopted as the design speed of the A91 than the required visibility distance would be 2.4m by 160m. Comment – *Roads have considered this point but have reiterated that the National Speed Limit remains the correct limit to be set and the evidence presented would not persuade them to alter this opinion given the character of the section of road.*
  - if a visibility distance of 160 was accepted, achieving 150m would still represent a good level of visibility for a single house development. Comment – *150m would still be below the minimum visibility and Site Stopping Distance required by the Design Manual and given the road is subject to the National Speed Limit, this level of visibility is not considered to be acceptable in the interests of road safety.*
  - consideration could be given to changing the speed limit across the site frontage to 40mph. The speed limit has recently been changed to 30mph through Blairlogie and it returns to 40mph for approximately 150m before reverting to the national speed limit some 70 m west of the proposed site access. A 40 mph limit has been extended to the west of Blairlogie. Changing the speed limit on this section of road has been accepted in the past and sets a precedent for measures to improve road safety. Extending the 40 mph limit some 160 m further west would reduce vehicle speeds in both directions part the proposed access as well as the existing access which serves the houses at Red Carr. The access to the latter is described as being sub standard as it has been designed with a visibility splay is 2.4m by 160m although it was approved by the Council in January 2022. Comment – *Roads have advised that it has no plans to alter and reduce the speed limit at this location given the prevailing character of this long straight stretch of the A91 past the site is likely to remain rural in character and consequently a reduction would not be justified.*
  - If the design speed for the road fronting the site was reduced to 40 mph then the required visibility distance would be only 120 m which would be achievable in both directions at the proposed access location. Comment – *there is no proposal to reduce the speed limit to 40 mph and Roads do not consider that this would be justified or address the underlying reason for its objection on road safety grounds.*
  - there is precedent elsewhere in Clackmannanshire where comparable sections of derestricted road have been reduced to 40mph to improve road safety including at Easter Sheardale on the B9140 and Victoria Terrace near Menstrie. Comment – *Roads have explained why it does not consider that the examples highlighted have created a precedent as discussed in Section 2 vi) above.*

- an assessment of the available accident data in the vicinity of the proposed junction identified 2 accidents, one of which included a fatality. However, in both cases they occurred away from a junction and there was no carriageway hazard identified. It argues that neither accident was influenced by development access onto the A91 and the accident history is not considered to be worsened by the inclusion of the proposed access. Comment – *Roads have commented on the accident history on the A91 near the site in Section 2 v) above. This indicates that there have been accidents, including a fatality, on this section of road and this information is not considered to help justify an additional access point to serve a house on the site but would in fact increase the risk to road safety.*

## **6. Summary of Section 75 Planning Obligations.**

- Planning Permission for a house on the site was granted on 06/12/1989 (app ref: C/88/225), subject to conditions and a Section 50 Agreement restricting occupation of the house to person/s involved in management of the adjoining Blairlogie House Hotel and that it could not be sold separately from the hotel. The house would share the existing vehicle access to the hotel, from the west of the site. In 1995, a Minute of Variation of the S50 was approved which removed the occupancy clause on the original Agreement and allowed the partially constructed house on the site to be sold or disposed of as the applicant saw fit. It also added a clause that prohibited erection of any other private dwellinghouses in the hotel grounds. The Agreement does not regulate the access arrangements related to the permission.

## **7. Site History/Background**

- The application site and proposed development have a long planning history dating back to 1988 when the original planning permission for a detached house on land within the curtilage of what was then the Blairlogie House Hotel. The key elements are considered to be;
- The planning applications for the house were submitted and granted on the basis that vehicular access to the house would be taken from the A91 using the access that already served Blairlogie House Hotel at that time.
- A temporary permission was granted in 1990 for a 12 month period to allow an access from the A91 to service the construction of the house.
- The house was not completed and only substantial foundations and underbuilding were completed.
- A Section 50 Agreement was varied to remove the occupancy restriction on the house and restrict any additional residential units but did not regulate the access arrangements
- Planning permission for the change of use of Blairlogie House Hotel to a Dwellinghouse was obtained in 1999 by the owner of the site at the time. No change to the access arrangements for the proposed house was requested or approved as part of the application.
- 4 applications were submitted between 1994 and 2004 to try to form direct vehicular access from the house plot to the A91 which were all refused on the

- grounds that it would not be in the interests of road safety. A subsequent appeal to Scottish Ministers against one of the decisions was dismissed.
- The current application is from the latest owner of the site and has been submitted following receipt of pre application advice from the Planning and Roads Service`s which included reference to the road safety issues associated with the proposed access.

#### Applications for House Plot

- 21/00202/CLEUD – Use of Land as a House Plot for 1 No dwelling at Blairlogie House, Menstrie – Certificate approved on 24/9/21 with no conditions
- C/88/225/01 – Erection of Dwellinghouse – Amended House Type – Approved 30/01/1991
- 89/00192/DD – Installation of Sewage Treatment Plant (to serve new house) - Approved 17/01/90
- C/88/225 – Erection of Dwellinghouse – Approved 06/12/1989 (subject to conditions and Section 50 occupancy restriction). Occupancy restriction subsequently lifted by Variation of Agreement in 1995.

#### Applications for Access From A91

- 04/00372/FULL – Formation of Vehicle Access – Refused 13/01/2005
- 01/00134/FULL – Formation of Vehicle Access to a Partially Built House – Refused 01/08/01
- C/95/251 – Formation of Vehicle Access - Refused 06/12/95 and Appeal Dismissed
- C/94/297 – Formation of Vehicular Access at A91 – Refused 25/1/95
- C/89/389 – Formation of Temporary Vehicular Access – Approved 17/1/90 subject to a condition granting permission for 1 year only after which the access shall be removed. The reason for the condition was “*To retain planning control of the land and to ensure that the land is reinstated at an early date, in the general interests of the appearance and amenity of the locality and road safety*”.
- C/99/250 – Change of Use of Hotel to House, Blairlogie House Hotel – approved 05/11/1999 with no conditions.

## **8. Planning Assessment**

### **(a) Development Plan Position**

The site is located within countryside and part of the Ochils Special Landscape Area as defined by the adopted Clackmannanshire LDP.

### **(i) Policies**

- SC8 (Domestic Developments)
- SC12 (Development Proposals - Access and Transport Requirements)
- SC23 (Development in the Countryside – General Principles)
- EA4 (Landscape Quality)

Policy SC12 states that development should be capable of being safely and conveniently accessed by a choice of travel modes. Policy SC23 states that development in the countryside will only be supported where the applicant has demonstrated that the proposed site meets the criteria set out in the policy text. One of the criteria is;

- *the availability and adequacy of access arrangements, site services and infrastructure.*

Having reviewed the information submitted by the applicant and the associated advice from the Councils Roads Service, as summarised in Sections 2 and 5 above, it is concluded that the proposed access onto the A91 would have a significant adverse impact on the existing standards of road safety and therefore the development would not be in the interests of road safety. The supporting information and proposed mitigation measures are not considered to demonstrate that the increased risk to road safety could be justifiably or effectively mitigated to an acceptable degree. The proposal is not considered to satisfy the requirements of Policy SC12 or the criterion relating to road safety in Policy SC23.

While road safety is considered to be the key determining issue of the application, the potential impact of the new access on visual amenity and the landscape character of the site also need to be considered having regard to the provisions of Policies SC8, SC23 and EA4.

Policy SC8 states that domestic developments should not detrimentally affect the character or appearance of the site or surrounding area by reason of its siting, design or scale. Policy SC 23 also states that proposals must be acceptable in their scale, nature and design qualities, and respect the character of the site and enhance the visual amenity and distinctive landscape character of the area. Policy EA4 sets a framework for the protection and enhancement of the quality and distinctive character of Clackmannanshire's landscape. The Policy states that within Special Landscape Areas, development will only be supported where the special landscape character would not be significantly adversely affected and one of the two locational justifications would be met.

The formation of an access based on the specification submitted with the application, together with the formation and maintenance of the visibility splays would alter the existing character and appearance of the site, which is wooded and appears undeveloped. However, on balance, the nature and scale of these works are not considered on their own to be sufficiently adverse to justify withholding permission having regard to the following factors;

- i) there is an extant permission to develop a house at the site which if completed would also impact on the existing appearance and character of the area.
- ii) if an access were to be approved, there would be scope to make it conditional on hedge and/or shrub planting being provided within the

site across its frontage behind any visibility splays to compensate for any vegetation removed to accommodate the development.

- iii) it would be possible to regulate the design and appearance of the access and any associated works to ensure it complemented the established countryside character of the site.

It is concluded that the application would be contrary to Policy SC12 and Policy SC23 on the grounds of road safety. The application is not considered to fully accord with the provisions of the adopted Clackmannanshire LDP.

**(ii) Proposals**

- N/A

**(iii) Supplementary Guidance**

- Supplementary Guidance No.10 - Domestic Developments.

**(b) Other Material Considerations**

- The applicant has argued that there have been changes in circumstances since the refusals for previous applications for direct access from the site onto the A91, the last being submitted in 2004. These reasons are highlighted and discussed in Sections 5 and 8 a) above. However, the reasons, including;
  - i) That the access is required to provide access for the development of a house on the site, for which a Certificate of Lawfulness has recently been granted. This provides an opportunity to consider the issue of access afresh,
  - ii) The effect of the improvements to the road infrastructure in the area, including the widening of the footway along the north side of the A91.
  - iii) The possible precedents to support an access, including permission for a temporary access granted in 1990, the approval of a replacement access to serve the 3 neighbouring houses at Red Carr, and reductions in the National Speed Limit on sections of rural roads elsewhere in Clackmannanshire,
  - iv) The scenarios identified by the traffic consultant to justify an access including a reduction in the visibility distance required at the access or a reduction in the National Speed Limit in front of the site and the weight to be attached to the accident history on this section of road,

are not considered, either individually or collectively, to outweigh the concerns about road safety set out in the comprehensive advice from Roads and Transportation. It is considered that there is no justifiable basis for change in the access arrangements as the potential harm to road safety could not be satisfactorily mitigated.

- The application is for the formation of a new access. The status and scope of the previous, historic planning permissions for a single house

on part of the site have not changed since they were approved. However, following the sale of the site the owner no longer has control to implement the approved access arrangements. These circumstances however are not considered to outweigh the concerns over road safety associated with the establishment of a direct access. This position is well documented and has been consistently referred to by the Council in responding to enquiries relating to the site over a long period of time.

- Roads and Transportation object to the application.
- A representation has been received from a neighbouring resident. The issues do not alter the recommendation of the application.
- It is considered that there are no other material considerations which would outweigh the development plan position and advice from the Roads Service and justify approval of planning permission.

## 9. Recommendation

Approve	<input type="checkbox"/>	Approve with Conditions (see below)	<input type="checkbox"/>
Refusal (see below)	<input checked="" type="checkbox"/>	Referral to Historic Scotland	<input type="checkbox"/>

## Reasons for Refusal

1. The development would not be in the interests of road safety as it would result in increased slow moving, turning or stopped traffic on a derestricted section of the A91 which is an A Class inter-urban primary distributor road. Furthermore, the standard of visibility at the access and driver stopping distance to and from the west respectively, would not satisfy the relevant design standards set out in the DRMB for an access of this type in these road conditions. Consequently, the inadequate standard of the proposed access would be contrary to Policy SC12 (Development Proposals – Access and Transport Requirements) and the requirements of Policy SC23 (Development in the Countryside – General Principles) of the adopted Clackmannanshire LDP.
2. It is concluded that the proposed mitigation measures presented by the applicant, would not satisfactorily address or outweigh the road safety concerns, having regard to;
  - i) the prevailing character of the A91 at this location, reflected by the rural environment and long straight section of carriageway, which would justify the National Speed Limit,
  - ii) the road is a high volume A Class road,

- iii) the sub standard of visibility and Site Stopping Distance which could be achieved on the west side of the proposed access based on the requirements of the DMRB.
  - iv) the accident history relating to the section of the A91 in the vicinity of the site.
  - v) the granting of a Certificate of Lawfulness for the Site for Use of Land as a House Plot for 1 No Dwelling does not materially affect the planning history of the site where proposals for a direct access from the house to the A91 has consistently been refused permission.
3. Approval of the proposed access would set an undesirable precedent for similar proposals on derestricted sections of such roads to the detriment of road and pedestrian safety.

**Plan Numbers Relating to the Decision**

<u>Plan No</u>	<u>Title</u>
2155AF1121-1	Location Plan
19172-SK- 05b	Site Location Plan With Speed Change Locations
19172-SK-10	Proposed Optimised Access Location With Visibility Splays Based on Surveyed 85 <sup>th</sup> percentile speeds

**10. Checklist**

The application involves development of land in which the Council has an interest	<input type="checkbox"/>
The list of owners/occupiers of neighbouring land has been verified during the site visit and appears to be correct	<input checked="" type="checkbox"/>
The charge for advertising this application has been paid or is not required	<input checked="" type="checkbox"/>
Any publicity period has expired	<input checked="" type="checkbox"/>
The recommendation requires authorisation by the following Appointed Officers:	
Development Quality Team Leader	<input checked="" type="checkbox"/>
Development Services Manager	<input type="checkbox"/>
The recommendation/decision has secured added value which is recorded in Uniform	<input type="checkbox"/>
Two complete sets of plans to be approved are attached, or identified from the electronic file	<input checked="" type="checkbox"/>





**CLACKMANNANSHIRE COUNCIL****TOWN AND COUNTRY PLANNING (SCOTLAND) ACTS****REFUSAL OF PLANNING PERMISSION****Applicant**

Mr Christopher Gowans  
 16 Tak Me Doon Road  
 Larbert  
 Falkirk  
 FK5 4GY

**Agent**

The Council hereby **REFUSE PLANNING PERMISSION** for the:-

Formation Of New Vehicular And Pedestrian Access From A91 To House Plot

Land To East Of Blairlogie House, Menstrie, Clackmannanshire, ,

in accordance with your application and plans Ref. No:- 22/00076/FULL dated 10th March 2022

For the following reasons:-

1. The development would not be in the interests of road safety as it would result in increased slow moving, turning or stopped traffic on a derestricted section of the A91 which is an A Class inter-urban primary distributor road. Furthermore, the standard of visibility at the access and driver stopping distance to and from the west respectively, would not satisfy the relevant design standards set out in the DRMB for an access of this type in these road conditions. Consequently, the inadequate standard of the proposed access would be contrary to Policy SC12 (Development Proposals - Access and Transport Requirements) and the requirements of Policy SC23 (Development in the Countryside - General Principles) of the adopted Clackmannanshire LDP.
2. It is concluded that the proposed mitigation measures presented by the applicant, would not satisfactorily address or outweigh the road safety concerns, having regard to;
  - i) the prevailing character of the A91 at this location, reflected by the rural environment and long straight section of carriageway, which would justify the National Speed Limit,
  - ii) the road is a high volume A Class road,
  - iii) the sub standard of visibility and Site Stopping Distance which could be achieved on the west side of the proposed access based on the requirements of the DMRB.
  - iv) the accident history relating to the section of the A91 in the vicinity of the site.
  - v) the granting of a Certificate of Lawfulness for the Site for Use of Land as a House Plot for 1 No Dwelling does not materially affect the planning history of the site where proposals for a direct access from the house to the A91 has consistently been refused permission.
3. Approval of the proposed access would set an undesirable precedent for similar proposals on derestricted sections of such roads to the detriment of road and pedestrian safety.

Dated: 9 May 2022



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DEVELOPMENT SERVICES

Plan Numbers Relating to the Decision

Plan No	Title
2155AF1121-1	Location Plan
19172-SK- 05b	Site Location Plan With Speed Change Locations
19172-SK-10	Proposed Optimised Access Location With Visibility Splays Based on Surveyed 85th percentile speeds

## NOTES FOR GUIDANCE

1. Please examine your decision notice carefully. It describes the development to which the decision relates, includes any conditions that must be complied with and explains the reasons for the decision.
2. Please also read the following guidance. It contains important information regarding
  - \* the duration of the permission
  - \* rights of review
  - \* requirements for further notification to the Council; and
  - \* the publicising of the development.
3. Section 59 of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006 - Planning Permission in Principle:-
  - (a) In the case of matters specified by conditions, further application(s) for approval must be made to the Council not later than the expiration of 3 years beginning with the date of this permission. Otherwise, the planning permission lapses on that date.
  - (b) The development to which this permission relates must be begun not later than the expiration of 5 years from the date of this permission or within the expiration of 2 years from the final approval of matters specified, whichever is the later. Otherwise, the planning permission lapses on the latter date.
4. Section 58 of the Town and Country Planning (Scotland) Act as amended by the Planning etc. (Scotland) Act 2006 - Planning Permission: Unless otherwise stated overleaf, the development to which this permission relates must be begun not later than the expiration of 3 years from the date of this permission. Otherwise, the planning permission lapses on that date.
5. There are 2 different rights of appeal if the applicant is aggrieved by the decision to refuse permission for the proposed development, or to grant permission subject to conditions.
  - (i) If decision has been made by the Appointed Officer under the Council's Scheme of Delegation, the applicant may require the planning authority to review the case under Section 43A of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice. The Notice of Review form is available to download on the Council's website or can be obtained from the Council's Local Review Body at [LRB@clacks.gov.uk](mailto:LRB@clacks.gov.uk). Once completed the form should be returned to the same mailbox or, alternatively, you can post your appeal form to:

Clerk to the Local Review Body  
Resource & Governance – Legal Services  
Clackmannanshire Council  
Kilncraigs  
Alloa FK10 1EB

- (ii) If the decision has been made by the Council's Planning Committee, then you or your agent may lodge an appeal, within three months from the date of this decision, with the Planning and Environmental Appeals Division (DPEA). The easiest way to do this is via the Planning Appeals Online Portal which can be found on our website, or you can request paper forms from:

Planning and Environmental Appeals Division  
Scottish Government  
Ground Floor  
Hadrian House  
Callendar Business Park  
Callendar Road  
Falkirk

#### **Notification of Initiation of Development**

6. Once it has been decided on the date to start work on the development to which this permission relates, **the developer must inform the Council of that date as soon as is practicable and certainly before starting work. This is termed Notification of Initiation of Development (NID). Failure to give such notice to the Council constitutes a breach of planning control.** Please therefore ensure that the NID form attached to this decision notice is completed and returned to the Council before the start of development.

#### **Notification of Completion of Development**

7. Once the development to which this permission relates has been completed, the applicant or developer must, as soon as practicable, notify the Council accordingly. This is termed Notification of Completion of Development (NCD). If the development is carried out in phases, the notification must be issued to the Council as soon as practicable after each phase. Please therefore ensure that the NCD form attached to this decision notice is completed and returned to the Council as soon as practicable.

#### **Display of Notice while Development is carried out**

8. If this permission relates to a national, major or bad neighbour development (such as a public house or hot food takeaway), the applicant or developer must, for the duration of the development, display one or more signs. The sign(s) must be displayed in a prominent place at or in the vicinity of the site, and be readily visible to the public. **Failure to display the sign(s)/notice while carrying out the development constitutes a breach of planning control.** The information to be displayed must include:-
  - (i) The location of the development.
  - (ii) Any conditions attached to the planning permission.
  - (iii) The name and address of the developer.
  - (iv) The date on which planning permission was granted.
  - (v) The planning authority reference number.
  - (vi) A description of the development.
  - (vii) A note of the Council's contact details for enquiries relating to the development, which is [development\\_services@clacks.gov.uk](mailto:development_services@clacks.gov.uk) or Community & Regulatory Services, Clackmannanshire Council, Kilncraigs, Greenside Street, Alloa, FK10 2EB.
9. If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.
10. **It should be understood that this permission does not carry with it any necessary consent or approval to the proposed development under other statutory enactments. In particular, it does not constitute approval under the Building (Scotland) Acts, The Water Environment (Controlled Activities) (Scotland) Regulations or Roads (Scotland) Acts in respect of street works.**



