

# PLANNING AUTHORITY'S SUBMISSIONS

**My Ref:** N/A  
**Contact:** Ms C Murray  
**Telephone:** 0141 618 7893  
**Email:** dc@renfrewshire.gov.uk  
**Date:** 14/05/2020



IKG Architects  
21 Church Street  
Kilbarchan  
PA10 2JQ

**Proposal:** Erection of four detached houses (in principle)  
**Location:** 9 Mill Brae, Bridge of Weir, PA11 3LD  
**Application No.** 19/0814/PP  
**Email:**

Dear Sir/Madam,

**NOTIFICATION OF REFUSAL OF CONSENT**

The Council has decided to refuse your application, details of which are given above. I enclose a decision notice which provides details of the reasons for refusal. I also enclose a copy of your submitted plans duly endorsed and the Report of Handling.

You have the right to seek a review of this decision by submitting a Notice of Review within three months from the date of the decision notice to the Head of Corporate Governance, Renfrewshire House, Cotton Street, Paisley PA1 1TR. The Notice of Review form and guidance is available on the Council's website or by contacting Legal & Democratic Services.

Yours faithfully,

A black rectangular box redacting the signature of Fraser Carlin.

Fraser Carlin  
Head of Planning and Housing

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## DECISION NOTICE

Town and Country Planning (Scotland) Act 1997  
Planning etc. (Scotland) Act 2006  
Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

### TO

Todd Development  
23a Chruch Street  
Kilbarchan  
PA102JQ

With reference to your application registered on 29/11/2019 for Planning Permission in Principle for the following development:-

### PROPOSAL

Erection of four detached houses (in principle)

### LOCATION

9 Mill Brae, Bridge of Weir, PA11 3LD

### DECISION

The Council in exercise of their powers under the above Acts and Orders, having considered the above proposal, the plans endorsed as relating to it and the particulars given in the above application hereby:-

### **REFUSE Planning Permission in Principle for the reasons provided on the paper apart.**

Please note that the full reasons as to whether the above Proposal is in accordance with the Development Plan (as required by section 37(2A) of the Town and Country Planning (Scotland) Act 1997) are found in the Report of Handling for your application which is attached as Appendix 1 and referred to for its terms which are deemed to be repeated, incorporated and forming part of this Decision Notice.

### PLANS AND DRAWINGS

The plans and drawings relative to this refusal are those identified in the Schedule of Plans/Drawings attached as a paper apart and forming part of this Decision Notice.

Dated: 14/05/20

Signed ...  
Appointed Officer  
on behalf of Renfrewshire Council

PAPER APART

TERMS AND CONDITIONS

- 1        The development would result in additional traffic manoeuvres onto Mill Brae and its junction with Main Street. The access proposed would be unacceptable and could reduce road safety on both Mill Brae and Main Road. The proposal is therefore contrary to the terms of Policy P1 of both the Adopted Renfrewshire Local Development Plan (2014) and the Proposed Renfrewshire Local Development Plan (2019) and the associated Supplementary Guidance which seek to ensure that proposals are compatible and complementary to existing uses and should cause no significant harm.



### **TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997**

1. If the applicant is aggrieved by the decision to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning Act (Scotland) Act 1997 within three months beginning with the date of this notice. The notice of review should be addressed to Head of Legal and Democratic Services, Renfrewshire House, Cotton Street, Paisley PA1 1PR.

2. 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.

## Appendix 1

RENFREWSHIRE COUNCIL

Application No: 19/0814/PP

COMMUNITIES, HOUSING AND PLANNING SERVICES  
RECOMMENDATION ON PLANNING APPLICATION

Regd: 29/11/2019

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Applicant

Agent

Todd Development  
23a Chruch Street  
Kilbarchan  
PA102JQ

IKG Architects  
21 Church Street  
Kilbarchan  
PA10 2JQ

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Nature of proposals:

Erection of four detached houses (in principle)

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Site:

9 Mill Brae, Bridge of Weir, PA11 3LD

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Application for:

Planning Permission in Principle

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**Description**

Planning permission in principle is sought for residential development on a vacant and overgrown site, formerly a builders yard, located centrally within Bridge of Weir, accessed from Mill Brae, a steep narrow road which slopes downwards towards the site, from its junction with Main Street, terminating in a dead end.

The indicative layout plan illustrates 4 detached dwellings with driveway access taken from a newly created access road from Mill Brae. As the application is in principle only, no further details have been submitted with respect to the design and finish of the dwellinghouses.

The site would front onto an area of vacant land to the front (west), would be bound by the River Gryffe to the side and rear (north and east) and by Mill Brae to the west. There is a foot bridge adjacent to the south east corner of the site which connects the site through to an established residential area on the opposite side of the river.

Mill Brae terminates in a dead end further to the south east but provides access to various industrial/commercial premises located to the east via an access lane. There are a series of terraced stone built traditional dwellings located on the opposite side of Mill Brae, overlooking the site.

The site contains a mix of self seeded whip trees and shrubs and the eastern portion of the site which effectively comprises the bank of the River Gryffe falls steeply down to the river and is heavily wooded. This area of the site is covered by a Tree Preservation Order (TPO), whereas the remainder of the site has no such designation.

The indicative layout illustrates that all the self seeded shrubs and vegetation would be removed from the site to accommodate development and the trees on the banking covered by the TPO would remain.

## **History**

None

## **Policy & Material Considerations**

### **Development Plan**

Adopted Renfrewshire Local Development Plan August 2014

Policy P1 – Renfrewshire's Places - Places Development Criteria

New Development Supplementary Guidance 2014

Delivering the Places Strategy

Proposed Renfrewshire Local Development Plan 2019

Policy P1 – Renfrewshire's Places

New Development Supplementary Guidance 2019

Delivering the Places Strategy - Creating Places

### **Material considerations**

Renfrewshire's Places Residential Design Guide

Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the proposal requires to be assessed in terms of the policies set out above, and any other material considerations.

## **Publicity**

The Council has undertaken neighbour notification in accordance with the requirements of the legislation. The application was advertised in the Paisley & Renfrewshire Gazette with a deadline for representations of 25th December 2019.

## **Objections/Representations**

No objections or representations have been received.

## **Consultations**

**Environment and Infrastructure Services (Roads)** – Object on the basis of unacceptable access to the site insofar as the junction of Mill Brae with Main Road cannot accommodate additional traffic. Therefore Mill Brae as an access to the site is unacceptable.

Response: Noted. Suggestions have been made to the applicant regarding investigating the potential to re-open the adjacent road known as 'Back Road', which could access the site. This has been investigated and is unsuitable due to an unstable bridge structure and the cost of repair together with land ownership issues. This option is therefore untenable.

**Environment and Infrastructure Services (Design Services)** – No objections.

Response: Noted.

**Environmental Protection Section (Environmental Health)** – No objection subject to condition requiring the submission of a Site Investigation and Remediation Strategy to address potential contamination on the site.

Response: Noted. This could be addressed with the imposition of an appropriate planning condition.

**Bridge of Weir Community Council** - The Community Council consider the site to be undevelopable for the following reasons; Lack of proper footpath on Mill Brae; The width of Mill Brae is too narrow to accommodate any additional housing; The riverbank would need strengthened ;The bridge on Back Road would need strengthened.

Response: Concerns in relation to Mill Brae and access to the application site are reflected in the points of concern raised by Environment and Infrastructure Services (Roads) who have objected to the application due to unsuitability of Mill Brae and its junction onto Main Street. No issues have been raised by consultees in relation to stability of the site, however, site investigations and remediation reports would be a condition of any consent, were this application to be granted

**Scottish Water** - No objection.

Response: Noted.

#### **Summary of Main issues of:-**

Environmental Statement - Not applicable.

Appropriate Assessment - Not applicable.

Design Statement – Not applicable

Response: It is considered that the indicative layout demonstrates that 4 dwellinghouses could be accommodated within the site with adequate amenity space such that it would reflect the pattern and density of the surrounding residential area.

Traffic Assessment - The traffic statement concludes that the predicted impact of development traffic generation on the road network would be low and would not have any significant impact on the road network and therefore no detailed junction modelling was undertaken.

Response: Noted

Accessibility Statement – Not applicable.

Planning Obligation Summary - Not applicable.

Scottish Ministers Direction - Not applicable.

#### **Assessment**

#### **Adopted Renfrewshire Local Development Plan 2014**

The application site is covered by Policy P1 within the Adopted Renfrewshire Local Development Plan. Policy P1 states that within uncoloured areas on the proposals maps there will be a general presumption in favour of a continuance of the built form. New development within these areas should be compatible and complementary to existing uses and demonstrate that they would cause no significant harm to these uses.

The application site is located within a predominantly residential area. Further residential development would therefore be compatible with surrounding uses. It is therefore considered that residential development would be acceptable in principle.

The main consideration thereafter is the nature of the residential development. The applicant has submitted an indicative layout plan which seeks to demonstrate that the application site can accommodate four detached dwellinghouses with a frontage onto a newly created access road which could accommodate visitor parking and a turning head.

The indicative layout demonstrates that the dwellings could be positioned such that the rear garden areas could have a depth of approx. 13/15m with a separation distance of at least 4 metres between dwellings and up to 17 metres from the nearest existing dwelling on Mill Brae, located to the south west. The indicative layout illustrates the dwellings facing to the west whereas the dwellings on Mill Brae face to the north. There could, therefore, be sufficient separation distance between proposed and existing dwellings, within the indicative layout submitted.

The New Development Supplementary Guidance 2014 states that development proposals shall require to ensure that: -

- The layout, built form, design and materials of new developments shall be of a high quality and be in accordance with the general principles of the Architecture and Place Policy and Designing Streets. The density of new housing proposals will require to be in keeping with the density of the surrounding residential areas.

As discussed above, the application is in principle and the siting, design and materials would be considered as part the Matters Specified in Conditions application. Notwithstanding this, it is considered that the indicative layout satisfactorily demonstrates that four dwellinghouses could be easily accommodated within the site with adequate curtilage and amenity space without detriment to the amenity of the surrounding area.

It is also considered that the indicative layout would be in-keeping with the density and form of the surrounding residential area which is mixed in terms of age, form and design.

- Surrounding land uses should not have a significant adverse effect on the proposed residential development with regards to visual amenity, noise, smell, traffic, overlooking and meeting statutory air quality objectives.

The surrounding land use is predominantly residential and it is not considered that the proposed residential development would be adversely affected by any existing land use.

- Development proposals require to create attractive and well-connected street networks which will facilitate movement.

The indicative layout demonstrates that the development would have a new street frontage. It is considered that the proposal would provide an active street frontage on an otherwise vacant site. Details of the design and finish of the proposed dwellings would be considered in Matters Specified in Conditions.

- Development should contribute to the overall character of a place, public health, social interaction and help in tackling climate change through reduction in carbon emissions.

The proposal is in principle and full details of the design and materials would be considered in the detailed submission for approval of Matters Specified in Conditions.

In view of the above, it is considered that the proposal demonstrates that there is capacity within the site for four dwellinghouses. Each plot could accommodate a dwellinghouse with adequate amenity space including off-street parking.

While the submitted plan outlines one possible arrangement of dwellinghouses, it is not considered necessary to restrict the permission to the form of development shown on this plan. This will provide flexibility to the arrangement of dwellinghouses with respect to future Approval of Matters Specified in Conditions applications.

There are no surrounding land uses which will have a significant adverse effect on the proposed residential development.

Notwithstanding the appropriateness of the site for residential development, in principle, Environment and Infrastructure Services (Roads) have objected to the proposal on the basis that it cannot be adequately served by existing roads infrastructure and specifically the junction from Mill Brae onto Main Street.

There is concern that this junction struggles to service the dwellings and businesses already taking access from it. Any increase in traffic would be unacceptable.

Given that there is no viable alternative route to access the site, nor any physical possibility that the existing junction could be improved, the development proposed cannot be adequately or safely accessed and is unacceptable in this regard.

It is anticipated that connections to the existing utility network can be made given the location of the site within a built-up area.

With respect to surface water and drainage, Environment and Infrastructure Service (Flooding) were consulted and advise that a condition should be attached with respect to a Drainage Impact Assessment for any subsequent application for Matters Specified in Conditions.

### **Proposed Renfrewshire Local Development Plan 2019**

The policies within the Proposed Renfrewshire Local Development Plan reflect those of the currently adopted plan, and there are no new policies or guidance to consider.

The proposal is therefore also found to be compliant with the majority of the policies and guidance of the proposed plan.

However, the application site cannot be acceptably accessed and therefore the proposal is unacceptable.

### **Recommendation and reasons for decision**

Having considered the above assessment, it is found that although the proposal complies with the majority of the policies and guidance of the Renfrewshire Local Development Plan, it cannot be adequately or safely accessed and is contrary to the LDP in this regard. It is therefore recommended that the application is refused.

### **Index of Photographs**

A site visit has been undertaken and photographs relevant to the application have been archived.

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### **RECOMMENDATION**

Refuse

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Other Action

### **Conditions and Reasons**

- 1 The development would result in additional traffic manoeuvres onto Mill Brae and its junction with Main Street. The access proposed would be unacceptable and could reduce road safety on both Mill Brae and Main Road. The proposal is therefore contrary to the terms of Policy P1 of both the Adopted Renfrewshire Local Development Plan (2014) and the Proposed Renfrewshire Local Development Plan (2019) and the associated Supplementary Guidance which seek to ensure that proposals are compatible and complementary to existing uses and should cause no significant harm.

Fraser Carlin  
Head of Planning and Housing

Local Government (Access to Information) Act 1985 - Background Papers

For further information or to inspect any letters of objection and other background papers, please contact Sharon Marklow on 0141 618 7835.



19 0814 PP

☒ Description

9 Mill Brae, Bridge of Weir, PA11 3LD

## Online Comment

Contact Name:

Address:

Postcode:

Email Address:

Representation: OBJ

Comment: We have objections relating to safe access and transport impact.

The Development Access Strategy relies upon vehicular access via Mill Brae. The Transport Statement provided by the developers makes a number of incorrect and inaccurate statements.

Two way traffic movement is not possible at any point in the road. Passage at any point is only possible if one car is stationary and within inches of the carriageway edge.

Mill Brae is already congested and difficult to access. We suggest that a development at 9 Mill Brae would contradict Scottish Planning Policy and the Renfrewshire Local Development Plan on a number of counts but most importantly there would be significant problems with safe access contradicting Renfrewshire Local Development Plan New Development Supplementary Guidance. In summary the development will cause significant problems with safe access, traffic impact and parking.

Identifying an alternative viable access is required.

Screen clipping taken: 15/01/2020 15:40



19 0814 PP ▾

☒ Description

9 Mill Brae, Bridge of Weir, PA11 3LD

## Online Comment

Contact Name:

Address:

Postcode:

Email Address:

Representation: OBJ

Comment:

[REDACTED] significant impact with regard to loss of privacy, noise pollution and an impact to an existing light blocking difficulty. Access to the site is already restricted due to a very narrow road with parking both on the road and at the entrance to the site. There is a significant issue with parking in the surrounding area, especially given it's adjacency to the main road. [REDACTED] [REDACTED] access being blocked by vehicles, giving rise to risks to access by emergency services. [REDACTED] I'd have concern that this would be impacted adversely. This area has a significant number of trees that would be lost if developed, and is also a habitat for numerous birds and wild animals. The site also requires investigation for Japanese Knotweed, given its riverside location.

Screen clipping taken: 08/01/2020 10:32

19 0814 PP

☒ Description

9 Mill Brae, Bridge of Weir, PA11 3LD

Contact Name:

Address:

Postcode:

Email Address:

Representation: COM

Comment: Dear Sir/Madam,

[REDACTED] please  
find below the comments I have on this planning application:

1. we are are really concerned about the access of machinery, trucks, large equipment through Mill Brae during the construction period, impact on the road itself and houses nearby, could you please advise on your proposed solution?
2. How will local residents access their houses during the construction period?
3. How will local residents park in Millbrae during the construction period?
4. What will be the typical construction timeline for this project?
5. As you might be aware, the bin lorry cannot currently go down Millbrae, what will be the situation for bin collection with new houses? Is the council planning to use a mini bin lorry?
6. Noise impact during construction

I sincerely hope you will be able to provide elements of answers to these comments and questions.

Yours faithfully,

[REDACTED]

Screen clipping taken: 08/01/2020 10:58



## Jack Arthur

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**From:** DC  
**Sent:** 05 December 2019 11:20  
**To:** Jack Arthur  
**Subject:** FW: Consultation on Planning Application - 19/0814/PP - 9 Mill Brae, Bridge of Weir, PA11 3LD

ACON-DES-CM

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**From:** Stewart Marshall [REDACTED]  
**Sent:** 05 December 2019 09:59  
**To:** DC <dc@renfrewshire.gov.uk>  
**Subject:** RE: Consultation on Planning Application - 19/0814/PP - 9 Mill Brae, Bridge of Weir, PA11 3LD

No comment.

Regards,

Stewart,

Stewart Marshall  
Supervisory Engineer  
(Flood Risk Management.)  
Environment & Infrastructure.  
[REDACTED]

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**From:** Jack Arthur  
**Sent:** 05 December 2019 08:25  
**To:** Stewart Marshall [REDACTED]  
**Subject:** Consultation on Planning Application - 19/0814/PP - 9 Mill Brae, Bridge of Weir, PA11 3LD

### CONSULTATION ON PLANNING APPLICATION

Please note that we are no longer attaching the consultation letters and request notifications to these emails. If you require any further information regarding the consultation please contact [dc@renfrewshire.gov.uk](mailto:dc@renfrewshire.gov.uk) or telephone 0300 3000 144.

To view the plans and documents please click here - <http://pl.renfrewshire.gov.uk/online-applications/search.do?action=simple&searchType=Application>

The above web link will direct you to:

- The 'Planning - Simple Search' page where you are required to manually search for the application you are being consulted on;
- When you enter the 'application number' click on 'search';
- This will open the 'Planning - Application Summary' page;
- Then click on the tab 'Related Documents' and then 'View associated documents';
- This will open the documents list where you can view the files.

Please respond to [dc@renfrewshire.gov.uk](mailto:dc@renfrewshire.gov.uk) within 14 days from the date of this email.

## Clare Murray

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**From:** Clare Murray  
**Sent:** 07 May 2020 13:07  
**To:** John Everett  
**Subject:** RE: 19/0814/PP - 4 New Houses 9 Mill Brae, BoW

Thanks John

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**From:** John Everett [REDACTED]  
**Sent:** 07 May 2020 13:02  
**To:** Clare Murray [REDACTED]  
**Cc:** Mark Higginbotham [REDACTED]  
**Subject:** RE: 19/0814/PP - 4 New Houses 9 Mill Brae, BoW

Hi Clare

For the same reasons stated in Dec, as attached, and as below *"The junction of Mill Brae and Main St is unsuitable in my opinion to support any more traffic than it currently does and would also struggle through the development of any houses to have constuction traffic on it"*, I therefore offer an **OBECTION** to the proposal

[REDACTED]

[REDACTED]

Regards  
John

## Jack Arthur

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**From:** DC  
**Sent:** 31 January 2020 11:24  
**To:** Jack Arthur  
**Subject:** FW: 19/0814/PP - 4 new houses 9 Mill Brae, BoW

ACON-ROA-CM

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**From:** John Everett <[REDACTED]>  
**Sent:** 30 January 2020 17:34  
**To:** Clare Murray <[REDACTED]>  
**Cc:** DC <dc@renfrewshire.gov.uk>; Mark Higginbotham <[REDACTED]>  
**Subject:** 19/0814/PP - 4 new houses 9 Mill Brae, BoW

Hi Clare

Exiting this site back into the town using Mill Brae is difficult especially for service vehicles like the bin lorry, especially at peak times. Visibility is lower than the transport statement suggests due to parked cars and it's a difficult hill start which is often made more complex because of the awkward way the Main St footway leads onto Klrkinner Place. Building four houses on the site will be difficult for even an experienced builder given the access constraint.

Regards

John

**John Everett**

Supervisory Engineer, Roads Development Team, Environment & Infrastructure, Renfrewshire Council, Cotton St, Paisley, PA1 1BR  
[REDACTED]

# MEMORANDUM

## Communities, Housing and Planning Services

Director: Mary Crearie

Tel: [REDACTED] Fax: 0141 618 7500  
My Ref: WH/LF  
Your Ref: 19/0814/PP  
Ask For: William Holmes  
Date: 10 December 2019



**To:** Head of Planning and Housing

**From:** Head of Communities & Public Protection

**Application Number:** 19/0814/PP

**LOCATION:** 9 Mill Brae, Bridge Of Weir, PA11 3LD

### **Ground Contamination (including landfill gas issues)**

"The site of the proposed development may be affected by contamination due to the site (or part of it) having previously been used as/occupied by **laundry and a builders yard**. It should be noted that these are not necessarily the only uses previously made of the site.

Consequently, we recommend that the following conditions are attached to any planning consent:

Condition A: No development shall commence on site until written approval of:

a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the site); and, if remedial works are recommended therein

b) a Remediation Strategy and Implementation Plan identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report

prepared in accordance with current authoritative technical guidance, has been provided by the Planning Authority.

Reason: To ensure that the site will be made suitable for its proposed use.

Condition B: Prior to occupation of any unit:

a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy and Implementation Plan; and/or

b) where remediation works are not required but soils are to be imported to site, a Verification Report confirming imported materials are suitable for use

shall be submitted to the Planning Authority and approved in writing.

Reason: To demonstrate that works required to make the site suitable for use have been completed.

**William Holmes**  
**Environmental Health Officer**



The Bridge of Weir Community Council (BoWCC) wish to object to the proposed development at 9 Mill Brae, Bridge of Weir (Ref: 19/0814/PP).

BoWCC regard this site currently as an 'undevelopable site' for the following reasons:

- Lack of proper footpath on Mill Brae – this road attracts a significant footfall and with the increase in vehicle traffic, will require a footpath, handrail and associated lighting to national standards in order to facilitate safe pedestrian movement.
- Width of road – the road is narrow, two vehicles will struggle to get past at the same time, especially if vehicles are of larger types, this is demonstrated in Figures 1, 2, 3 & 4 (below):

A car and a construction vehicle would not be able to use the road at the same time.



Figure 1



Figure 2



Figure 3





Figure 4

- Road surface is generally poor and will need upgraded to increase its lifespan, especially after construction traffic usage, as shown below (Figure 5):



Figure 5



- The riverbank will need strengthened (at potentially great expense) to safeguard the site from the river Gryffe; as can be seen in Figure 6, the flow of the river will be causing damage to the riverbank at the north of the proposed development site.



Figure 6

- It is also suggested that the weak bridge on Back road would need strengthened (at potentially considerable expense) to cater for vehicle traffic, along with widening and adoption of both Back (including Bridge) and Mill Brae roads.

Yours sincerely.

Andrew Curley

Planning Convener

Bridge of Weir Community Council

12<sup>th</sup> December 2019

Renfrewshire Council  
Renfrewshire House Cotton Street  
Paisley  
PA1 1AN



Development Operations  
The Bridge  
Buchanan Gate Business Park  
Cumbernauld Road  
Steps  
Glasgow  
G33 6FB

Development Operations  
Freephone Number - 0800 3890379  
E-Mail - DevelopmentOperations@scottishwater.co.uk  
www.scottishwater.co.uk

Dear Local Planner

**PA11 Bridge of Weir Mill Brae 9**  
**PLANNING APPLICATION NUMBER: 19/0814/PP**  
**OUR REFERENCE: 786070**  
**PROPOSAL: Erection of four detached houses (in principle)**

**Please quote our reference in all future correspondence**

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

**Water**

- There is currently sufficient capacity in the Blairlinnans Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

**Foul**

- This proposed development will be serviced by Erskine Waste Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity at this time so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water. The applicant can download a copy of our PDE Application Form, and other useful guides, from Scottish Water's website at the following link  
<https://www.scottishwater.co.uk/Business-and-Developers/Connecting-to-Our-Network>

**The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.**

### **Infrastructure within boundary**

According to our records, the development proposals impact on existing Scottish Water assets.

The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team directly at [service.relocation@scottishwater.co.uk](mailto:service.relocation@scottishwater.co.uk).

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

### **Scottish Water Disclaimer**

*"It is important to note that the information on any such plan provided on Scottish Water's infrastructure, is for indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation."*

### **Surface Water**

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will **not** accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification taking account of various factors including legal, physical, and technical challenges. However it may still be deemed that a combined connection will not be accepted. Greenfield sites will not be considered and a connection to the combined network will be refused.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is proposed, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

### **General notes:**

- **Scottish Water asset plans can be obtained from our appointed asset plan providers:**

Site Investigation Services (UK) Ltd  
Tel: 0333 123 1223  
Email: [sw@sisplan.co.uk](mailto:sw@sisplan.co.uk)  
[www.sisplan.co.uk](http://www.sisplan.co.uk)



- Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.
- If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.
- Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.
- The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.
- **Please find all of our application forms on our website at the following link <https://www.scottishwater.co.uk/Business-and-Developers/Connecting-to-Our-Network>**

#### **Next Steps:**

- **Single Property/Less than 10 dwellings**

For developments of less than 10 domestic dwellings (or non-domestic equivalent) we will require a formal technical application to be submitted directly to Scottish Water or via the chosen Licensed Provider if non domestic, once full planning permission has been granted. Please note in some instances we will require a Pre-Development Enquiry Form to be submitted (for example rural location which are deemed to have a significant impact on our infrastructure) however we will make you aware of this if required.

- **10 or more domestic dwellings:**

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

- **Non Domestic/Commercial Property:**

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at [www.scotlandontap.gov.uk](http://www.scotlandontap.gov.uk)

- **Trade Effluent Discharge from Non Dom Property:**

Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us on 0800 778 0778 or email [TEQ@scottishwater.co.uk](mailto:TEQ@scottishwater.co.uk) using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link <https://www.scottishwater.co.uk/business/our-services/compliance/trade-effluent/trade-effluent-documents/trade-effluent-notice-form-h>

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at [www.resourceefficientscotland.com](http://www.resourceefficientscotland.com)

If the applicant requires any further assistance or information, please contact our Development Operations Central Support Team on 0800 389 0379 or at [planningconsultations@scottishwater.co.uk](mailto:planningconsultations@scottishwater.co.uk).

Yours sincerely



Angela Allison











































































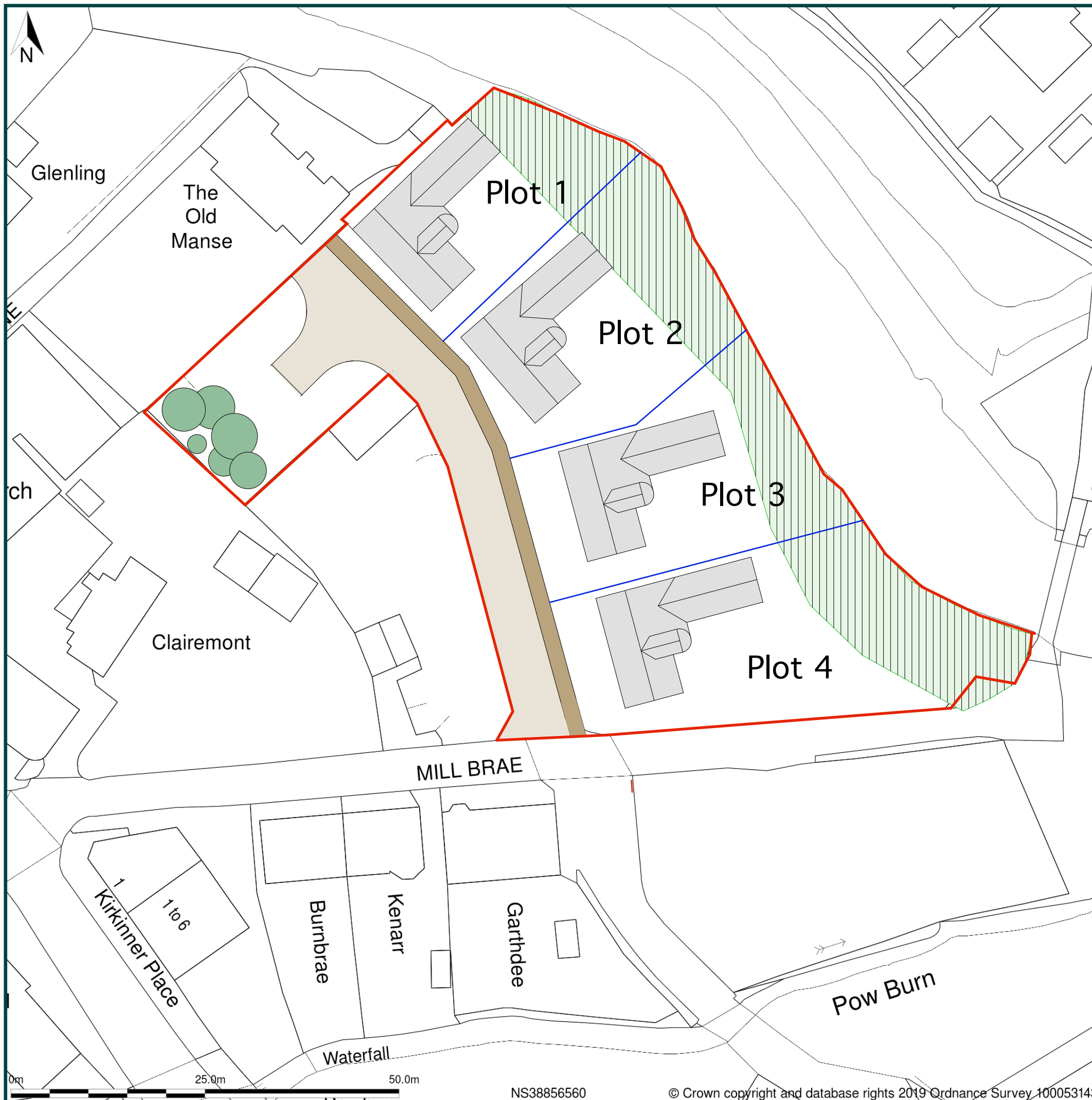












## OUTLINE PLANNING

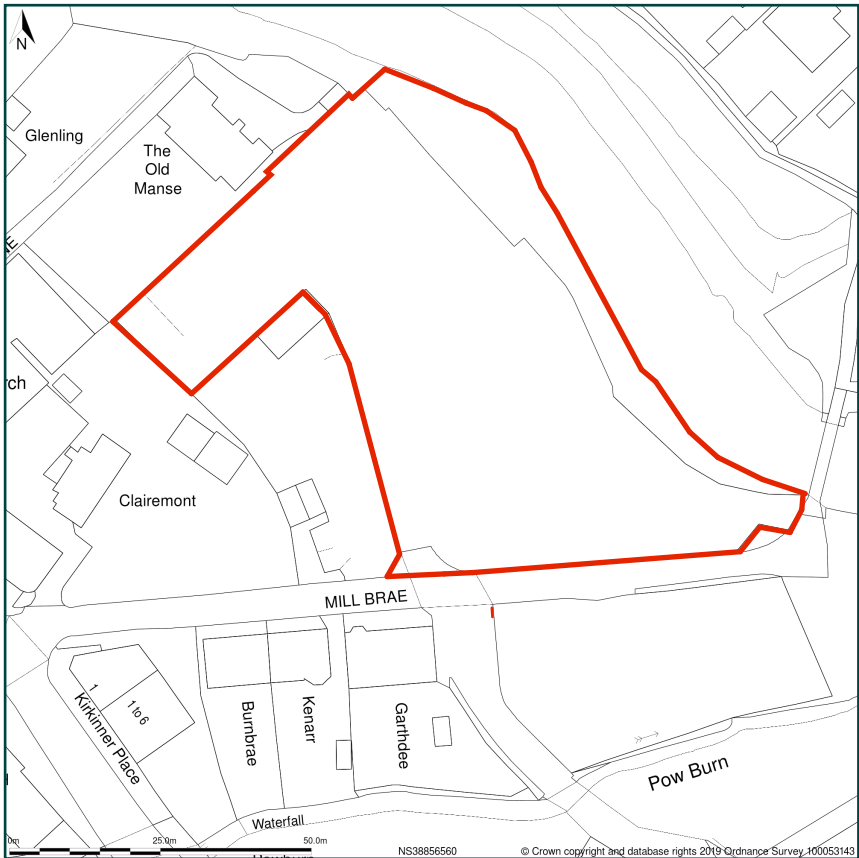
JOB	Proposed Dwellings
	Mill Brae, Bridge of Weir
DRAWING	Block Plan

SCALE	DRAWN	DATE
1.500 @ A3	IG	Nov 2019
DRAWING NO	Site Layout	REV
CLIENT	TODD BUILD	-

**I K G Architects**



Mill Brae



Site Plan shows area bounded by: 238781.93, 665534.42 238923.35, 665675.84 (at a scale of 1:1250), OSGridRef: NS38856560. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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OUTLINE PLANNING

JOB		Proposed Dwellings	
		Mill Brae, Bridge of Weir	
DRAWING		Location Plan	
SCALE		DRAWN	DATE
1.1250 @ A3		IG	Nov 2019
DRAWING NO		REV	
Site Layout		-	
CLIENT		TODD BUILD	



# Todd Developments

## Proposed Residential Development Mill Brae, Bridge of Weir

### Transport Statement

October 2019

Dougall Baillie Associates



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DBA is quality assured to BS EN ISO 9001(2008) and the company's Quality Management System is certified by NQA (certificate No. 8891).



## Document Control

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Mill Brae, Bridge of Weir

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## APPENDICES

Appendix A - Site Layout Diagram

Appendix B - Speed Survey Data

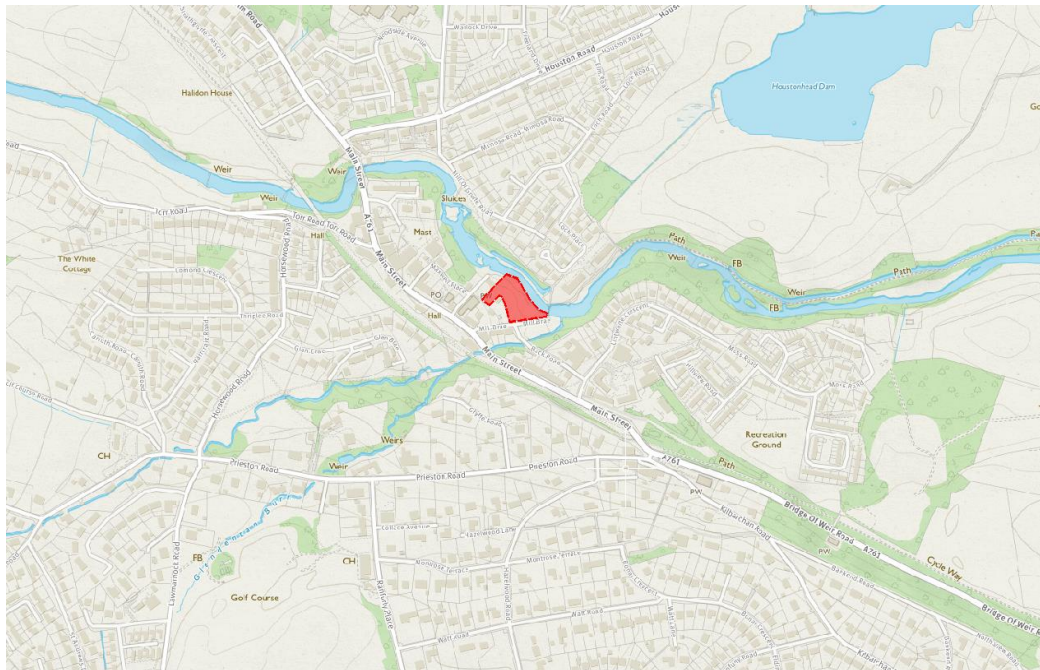
Appendix C - Junction Visibility Drawing

Appendix D - TRICS Database Output

Appendix E - Census Data

## 1 Introduction

- 1.1 Dougall Baillie Associates (DBA) have been commissioned by Todd Developments to produce a Transport Statement for the proposed 4-unit residential development in Bridge of Weir, Renfrewshire.
- 1.2 The development is located at Mill Brae in the centre of Bridge of Weir as demonstrated in the below location diagram, Diagram 1.1. The site is bordered by Mill Brae to the south, existing developments to the north and west, and the River Gryffe to the east.



**Diagram 1.1 - Site Location Diagram**

- 1.3 The proposed development consists of 4 separate housing units with 4 bedrooms each and would take access directly from Mill Brae as is demonstrated by the IKG Architects' site layout diagram in Appendix A.
- 1.4 In accordance with current Government policy guidelines, this Transport Statement examines the accessibility by all modes of transport. To this end an assessment of existing pedestrian, cycle and public transport facilities has been carried out. Parking provision is also assessed.

## 2 National & Local Policy Framework

### Introduction

- 2.1 The development has been designed to take account of the latest advice from national government, as encapsulated in Scottish Planning Policy (SPP), Planning Advice Note 75 Designing Streets and Renfrewshire Council's Local Transport Policy.



### Scottish Planning Policy

- 2.2 The SPP was created in order to focus plan making, planning discussions and development design on Scottish Government's Purpose. The purpose is the creation of a more successful country, with opportunities for all of Scotland to flourish through increasing sustainable economic growth.
- 2.3 Sustainable economic growth is described in the SPP Glossary as "Building a dynamic and growing economy that will provide prosperity and opportunities

for all, while ensuring that future generations can enjoy a better quality of life too."

- 2.4 Paragraph 269 of SPP notes that "Planning can play an important role in improving connectivity and promoting more sustainable patterns of transport and travel as part of the transition to a low carbon economy."
- 2.5 Paragraph 270 states that the planning system should support patterns of development which:
- optimise the use of existing infrastructure
  - provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport
  - enable the integration of transport modes
  - facilitate freight movement by rail or water.
- 2.6 SPP identifies the key transport issues which should be taken account of with regards to land use. These issues can be found in paragraph 272 and are as follows:
- the capacity of the existing transport network
  - environmental or operational constraints
  - proposed or committed projects.
- 2.7 Paragraph 279 notes that "Significant travel-generating uses should be sited at locations which are well served by public transport, subject to parking restraint policies and are supported by measures to promote the availability of high quality public transport services." SPP also indicates that Travel Plans may be required for these types of developments.
- 2.8 Paragraph 287 goes on to emphasise that planning permission should not be granted for significant travel generating uses in locations where:
- direct links to local facilities via walking and cycling networks are not or cannot be made available
  - access to local facilities via public transport would involve walking more than 400m
  - the transport assessment does not identify satisfactory ways of meeting sustainable transport requirements.



2.9 SPP paragraph 273 gives a hierarchy of personal travel modes to be prioritised in the following order:

- Walking
- Cycling
- Public transport
- Cars

2.10 Paragraph 281 notes SPP policy on parking standards. National maximum parking standards are set in Annex B of the SPP, however SPP also states that local authorities have the ability to set more or less restrictive standards based on the level of public transport services which serve the development.

#### **Planning Advice Note 75 (PAN 75)**

2.11 PAN 75 accompanies the SPP, providing advice on good practice. Paragraph 6 notes that *‘one focus of SPP 17 (now superseded by the SPP on Transport) is to achieve better and earlier integration between transport and land use planning at national, regional and local level.’*

2.12 It continues that *‘Integration can reduce the need to travel and offer more sustainable travel choices. To achieve sustainable development the objectives of the SPP must be considered in the context of other planning policy and guidance’.*

#### **Designing Streets**

2.13 Designing Streets is Scottish Government policy guidance issued in 2010 aimed at improving street and public realm design.

2.14 The aim of Designing Streets is to ensure that new street networks are well connected and permeable to encourage active travel such as walking and cycling.

2.15 Designing Streets indicates that street design should meet the six qualities of successful places, as set out in Designing Places policy. These are:

- Distinctive
- Safe & Pleasant
- Easy to Move Around
- Welcoming
- Adaptable
- Resource Efficient

2.16 The document highlights that *“good street design should derive from an intelligent response to location, rather than the rigid application of standards, regardless of context”*. Designing Streets does not therefore support a standard based methodology for street design.

- 2.17 Designing Streets guidance further indicates that “*its technical advice is aimed particularly at residential and lightly trafficked streets*” however it goes on to highlight that many of the key principles are applicable to other types of street event if the movement function is more significant.

#### **Renfrewshire Local Transport Strategy 2007**

- 2.18 The purpose of the Renfrewshire Local Transport Strategy (LTS) is to set out the Council’s Aims and Actions for managing, maintaining, and developing the transport network in the area. Renfrewshire Council’s LTS has five key objectives. These are:

- Regenerate the local economy wherever possible.
- Extend opportunities for all by:
  - combating poverty and promoting equality including supporting behavioural change
  - encouraging healthier lifestyles
  - encouraging a choice of transport options and
  - improving access for all
  - including the mobility impaired.
- Ensure a healthy and sustainable environment.
- Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.
- Encourage integration of services and an integrated approach by public bodies whilst achieving best value.

- 2.19 The LTS has sets out the key actions that will be undertaken to achieve these objectives. The key actions are:

- Ensure that all Renfrewshire residents have the means to get to jobs, social, health and leisure facilities at all times of the day and that goods can be moved to where they are required when they are needed.
- Resolve traffic congestion on the M8 and A737 and rail capacity at peak periods such that economic growth is supported without constraints imposed by transport,
- Maintain roads, bridges, street lighting and furniture to a standard which ensures public safety and the most cost-effective combination of structural repairs and cyclic maintenance.
- Continue and develop strategies for travel planning and parking which reduce the growth of trips by private car and achieve a shift to walking, cycling, public transport and car sharing thus having a positive impact upon air quality and climate change.
- Reduce road casualties in line with National targets and seek to

address the underlying causes of many actions, namely, speeding drivers.

- Improve the health and wellbeing of its residents and visitors through promoting healthier travel choices for both leisure and commuting.



### 3 Development Access Strategy

#### Vehicular Access

- 3.1 There are two existing roads that lead to the proposed site location, Mill Brae and Back Road, both of which support existing vehicular movements and could support access to the proposed development.
- 3.2 However, Renfrewshire Council have identified that the bridge on Back Road, along with the retaining wall, are in very poor condition and have been unsuitable for, and therefore closed to, vehicle movements since 2006.
- 3.3 Therefore, Mill Brae is the only suitable vehicular access route to the proposed development site at present.
- 3.4 Mill Brae, pictured in Image 3.1 below, currently supports access to the three existing homes that are positioned along its southern carriageway edge.



Image 3.1 - Mill Brae Carriageway

- 3.5 As demonstrated in the photograph, the carriageway is able to support two way traffic movements or single lane traffic with parking along one side. This level of capacity would be more than capable of supporting the limited number of vehicle movements generated by the existing homes and the additional four units proposed by the development.

### Speed Survey

- 3.6 To obtain a better understanding of the existing real-life vehicle speeds passing the Mill Brae / A761 Main Street junction, DBA employed Nationwide Data Collection (NDC) to undertake a 7 day speed survey beginning on Thursday the 19<sup>th</sup> of September 2019. The Automatic Traffic Counter (ATC) which measures vehicle speeds was located on A761 Main Street slightly south of the junction.
- 3.7 The speed survey produced the results in Table 3.1 below. For a more detailed breakdown of the data collected, see Appendix B.

Location	Direction	Speed Limit - PSL (mph)	Start Date	End Date	Total Vehicles	Mean Speed	85 <sup>th</sup> ile Speed
A761 Main Street - South of Mill Brae	North	30	Thursday, 19 September 2019	Wednesday, 25 September 2019	33498	23.6	28.2
	South	30	Thursday, 19 September 2019	Wednesday, 25 September 2019	35401	20.8	26.5
	North South	30	Thursday, 19 September 2019	Wednesday, 25 September 2019	68899	22.1	27.5

**Table 3.1 - NDC Speed Survey Results**

- 3.8 As highlighted in Table A above the 85<sup>th</sup> percentile speed for vehicles passing the site access junction is 27.5 mph, 2.5 mph slower than the posted speed limit.
- 3.9 The applicable Designing Streets standards for the required visibility at a priority junction, such as the site access in question, are detailed in Table 3.2 below.

Design Speed of Major Road (kph)	Design Speed of Major Road (mph)	Stopping Site Distance (SSD) (m)	SSD adjusted for bonnet length (m)
32	20	22	25
45	28	36	39
48	30	40	43

**Table 3.2 - Designing Streets Standards for Visibility at a Priority Junction**

- 3.10 When the real life 85<sup>th</sup> percentile speed of 27.5 mph is applied to Table 3.2 a stopping distance of 39m is required therefore, visibility splays of 2.4m x 39m would be required at the Mill Brae / A761 Main Street junction.
- 3.11 However, for the sake of a robust assessment the posted speed limit (30mph) standard of 43m has been used in this report.
- 3.12 As is demonstrated in the visibility splay drawing attached in Appendix C, the 2.4m x 43m visibility splays are achievable at the junction.

### **Pedestrian Access**

- 3.13 The main pedestrian route linking the development into the surrounding pedestrian network throughout Bridge of Weir is via Mill Brae. Whilst the footway does not extend along its full length, it is an existing pedestrian route which serves the residents of the existing homes on Mill Brae and those in the development across the River Gryffe.
- 3.14 The Mill Brae pedestrian route provides access to main street where the local bus stops and other necessary local amenities can be accessed.
- 3.15 Additionally, the pedestrian footbridge across the River Gryffe at the eastern end of Mill Brae provides a second pedestrian route to and from the development.



## 4 Sustainable Transport Assessment

- 4.1 This assessment of Sustainable Transport Accessibility considers in detail the elements of the public transport network that serve the area in which the proposed development is located. Separate sections are included for pedestrian facilities, cycling facilities, bus services and train services.
- 4.2 The bus and train sections deal with the routes, quantity and availability of all relevant services. The current infrastructure for these modes has been examined, along with the potential to maximise access to the site for all relevant travel modes.
- 4.3 This part of the assessment is based on published service data for bus and train services. This data is often subject to revision and the data used will become outdated in the future, however it is considered to represent a reasonable basis on which to carry out the type of desktop study summarised in this section of the report.
- 4.4 Scottish Planning Policy (SPP) - Planning for Transport, emphasises that development should be located in areas that are capable of being integrated into effective networks for all forms of transport, including walking cycling and public transport. SPP also clearly identifies a hierarchy of priority that should be given to different transport modes in terms of measures to accommodate their access to a development. This hierarchy is walking, cycling, public transport and lastly private car.

### Walking Accessibility

- 4.5 The term 'pedestrian' covers able-bodied people, disabled people, with or without the use of wheelchairs, the infirm, the elderly and parents with children in pushchairs or buggies. Due to the range of mobility exhibited by pedestrians it is important to ensure that the requirements of those with restricted mobility are considered.
- 4.6 Designing Streets policy guidance outlines the importance of pedestrian accessibility to and from new developments. This accessibility is achieved by connecting new street layouts to the existing street network and so encouraging walking and cycling while also making navigation throughout the network as easy as possible.
- 4.7 The most popular pedestrian routes serving the development are anticipated to be those leading to public transport facilities, surrounding residential areas and local amenities.
- 4.8 It is anticipated that the development will incorporate a pedestrian connection onto Mill Brae. Mill Brae provides access to the wider footway network in Bridge of Weir.
- 4.9 Reference to Renfrewshire Council's school catchment plan identifies St Fillan's Primary and St Benedict's High as the denominational schools for primary and secondary education that would serve the development. For non-denominational education, Bridge of Weir Primary School and Gryffe High

School offer primary and secondary education services respectively.

4.10 The walking distance and times (assuming a pedestrian walking speed of 1.5 m/s) to local schools from the developments main access are highlighted below:

- **St Fillian's Primary School** - Approximately 2,400 metres (27 minutes)
- **St Benedict's High School** - Approximately 4,700 metres (52 minutes)
- **Bridge of Weir Primary School** - Approximately 700 metres (8 minutes)
- **Gryffe High School** - Approximately 1,900 metres (23 minutes)

4.11 Renfrewshire Council's policy for free school travel includes primary school pupils living further than 1 mile from their school by the shortest safe walking route, and secondary school pupils who live 2 miles or more by the safest route. Based on the travel distances noted above, only pupils attending St Benedict's High School would be eligible for free school transport.

4.12 The free school transport provided will be any, or a combination of, the following:

- Dedicated school contract bus (pupils only).
- Bus passes on local public service bus. This can be either a commercial service or a subsidised local service, also carrying members of the public.
- Train pass on service train (Secondary Pupils).
- Taxi or private hire cars or mini buses.

4.13 Diagram 4.1 identifies the location of local amenities relative to the proposed development site. Walking times to these amenities are listed below based on an assumed pedestrian walking speed of 1.5m/s.

- i. **Co-op Foodstore** - a local Co-op food store is located on A761 Main Street and is around 250m from the main site access on Mill Brae. This is an approximate walking time of 3 minutes. This satisfies the PAN 75 requirement for local shops to be within 1600m of a new development.
- ii. **Local Retail Facilities & Pharmacy** - further retail facilities including a pharmacy & restaurants are located on A761 Main Street, on average around 250m from the main site access on Mill Brae. This is an approximate walking time of 3 minutes.
- iii. **Ranfurly Golf Club** - The Golf Club is located around 850m from the main site access on Beith Road. This is an approximate walking time of 9 minutes.

4.14 It is apparent from this assessment that the proposed development is within easy walking distance of a wide range of local facilities and amenities, and is therefore in accordance with transport planning policy in that respect.

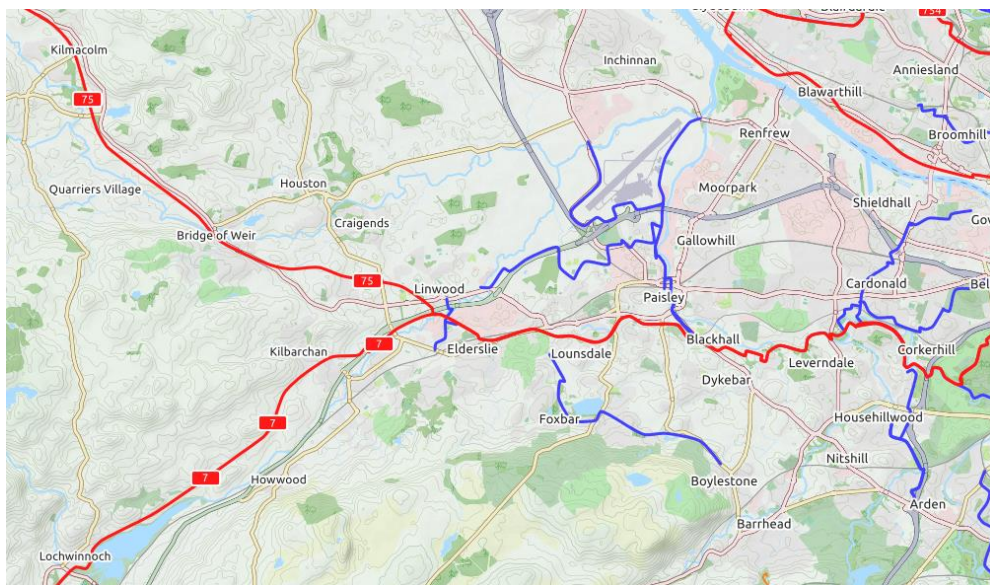
#### Cycle Accessibility

4.15 Cycling provision is dependent on the anticipated number of cyclists, speed and volume of motor vehicles, the function of the route and the physical



opportunities present.

- 4.16 In this context, consideration was given to the suitability of local routes for cycling and whether the carriageway can accommodate cyclists and other vehicles simultaneously.
- 4.17 The nearest dedicated cycle route is National Cycle Route 75. This cycle route provides a predominately off-road route from Kilmacolm and Bridge of Weir to Paisley.
- 4.18 An off-road path, accessed from Main Street, provides access to NCR75. This path is 190m from the development, a cycling time of less than 1 minute, along Mill Brae and Main Street.



**Diagram 4.2 - OpenCycle Map**

### **Bus Services**

- 4.19 Reference to current public transport information indicates that there are regular bus services operating on roads passing the development.
- 4.20 The closest bus stop to the development is on Main Street adjacent to Mill Brae and is approximately 150m from the proposed developments main access onto Mill Brae.
- 4.21 There is another bus stop which is easily accessible from the development which offers further services. Copper Cottage stop is approximately 280m walking distance from the developments access onto Mill Brae via Mill Brae and Main Street.
- 4.22 Details of the bus services from the stops closest to the development are shown in Table 4.1.
- 4.23 These services provide regular bus links to Johnstone and Kilmacolm which would be suitable to serve the demand arising from this development.

Service	Route Description	Weekday Daytime Frequency	Weekday Evening Frequency	Saturday Daytime Frequency	Sunday Daytime Frequency	Operator
1	Kilmacolm, Quarriers Village, Bridge of Weir, Johnstone	120 mins	No Service	120 mins	No Service	McGill's
2/2A	Bridge of Weir, Houston, East Fulton, Johnstone	120 mins	1 Service after 18:00	120 mins	No Service	McGill's
X6A	Linwood, Houston, Bridge of Weir, Brookfield, Johnstone	No Service	60 mins	60 mins (evenings only)	60 mins	McGill's

Table 4.1 - Bus Services

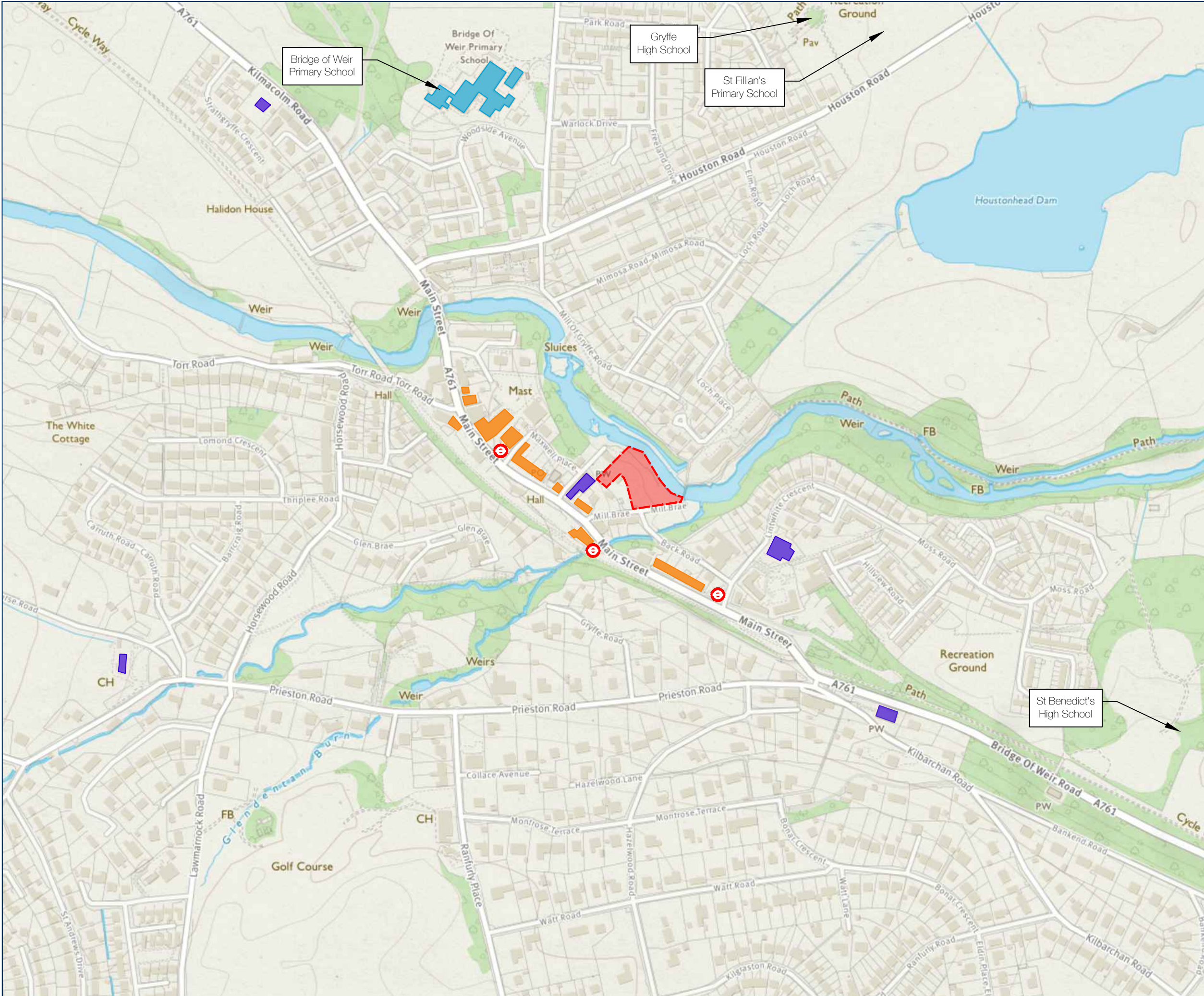
### Rail Network

- 4.24 The nearest railway station to the development is Johnstone Station which is accessed via Bridge of Weir Road and High Street around 5.8km walking distance from the main site access on Mill Brae. This is equivalent to a walking time of approximately 64 minutes at an average walking pace of 1.5 metres per second.
- 4.25 While Johnstone Station is outwith the PAN75 recommended walking distance of 1,600m, Johnstone Station has a bus loop with frequent services from Bridge of Weir and a car park with extensive parking provision and drop-off and pick-up facilities. As such, it is anticipated rail journeys from Johnstone will be attractive to commuters as part of a multi-modal trip to Paisley or Glasgow.
- 4.26 The station has step-free access to all platforms for disabled persons.
- 4.27 Johnstone Station is served by Glasgow Central to Ayr trains every 30 minutes, and hourly trains from Glasgow Central to Largs and Ardrossan Harbour Monday-Saturday. The train services are detailed in Table 4.2.

Service	Route Description	Frequency (Monday - Saturday)	Frequency (Sunday)	Operator
Glasgow Central to Ayr	Glasgow Central, Paisley Gilmour Street, Johnstone, Milliken Park, Kilwinning, Irvine, Prestwick, Ayr	30 mins	45 mins	Scotrail
Glasgow Central to Largs	Glasgow Central, Paisley Gilmour Street, Johnstone, Milliken Park, Kilwinning, Ardrossan, Largs	60 mins	60 mins	Scotrail
Glasgow Central to Ardrossan Harbour	Glasgow Central, Paisley Gilmour Street, Johnstone, Dalry, Kilwinning, Stevenston, Saltcoats, Ardrossan Harbour	60 mins	150 mins	Scotrail

Table 4.2 - Train Services





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**DO NOT scale from this drawing**

- Notes:
- Site Location
  - Local Facilities
  - Local Retail inc  
Cafe's, Pubs &  
Restaurants
  - Schools
  - Nearest Bus Stops to Proposed  
Development

Local Amenities

Bus Stops - Main Street	150m-280m
St Fillian's Primary School	2.4km
St Benedict's High School	4.7km
Bridge of Weir Primary School	700m
Gryffe High School	1.9km
Range of Local Retail	250m-350m
Cargill Hall	260m
Ranfurly Golf Club	850

Diagram 4.1  
Map of Local Amenities

Scale: NTS @ A3 Diag. Ref: 19248-SK-02





## 5 Potential Traffic Impact

### Trip Generation

- 5.1 Reference was made to the Trip Rate Information Computer System (TRICS) database, 2017 Version 7.3.4, which contains data of surveys at sites around Great Britain.
- 5.2 Based on surveys of similar developments, estimated person trip rates have been extracted. As might be expected, trip rates are highest during the morning and evening peak commuting periods. The person trip rates are summarised in Table 5.1 below and the TRICS output is included in Appendix D of this report.

	Arrivals	Departures
AM Peak Hour	0.303	0.955
PM Peak Hour	0.879	0.409

**Table 5.1 - Person Trip Rates per dwelling**

- 5.1 Applying the trip rates indicated in Table 5.1 to the proposed 4 dwellings would result in the person trip generation summarised in Table 5.2 during the morning and evening peak hours.

	Arrivals	Departures
AM Peak Hour	1	4
PM Peak Hour	4	2

**Table 5.2 - Residential Person Trips**

- 5.2 In order to obtain representative vehicle trip generation from the person trip numbers, reference was made to Table QS702SC of the 2011 Scottish Census which gives information on method of travel to work or study.
- 5.3 Data from this table was extracted for the 2011 residential output area representing Bridge of Weir. It is considered that it produces a suitably comparable travel profile against which to base this proposed development. The QS702SC Census output table can be seen in Appendix E.
- 5.4 Excluding those that work or study mainly from home and therefore do not travel, results in the percentages travelling by each mode as shown in Table 5.3.



Transport Mode	Percentage
Public Transport	22.76%
Car (Driving)	52.84%
Car (Passenger)	11.83%
Taxi	0.5%
Motorcycle	0.36%
Bicycle	0.53%
Foot	9.84%
Other	1.35%

**Table 5.3 - Multi-Modal Census Trip Data**

- 5.5 Applying the person trip numbers in Table 5.2 to the percentage of trips undertaken by car in Table 5.3 we get the following values for the number of vehicle trips generated by the proposed development; demonstrated in Table 5.4.

	Arrivals	Departures
AM Peak Hour	1	2
PM Peak Hour	2	1

**Table 5.4 - Development Vehicle Trips**

#### **Vehicle Distribution**

- 5.6 Access to the wider road network from the proposed development site must be made via Mill Brae and its junction with Main Street.
- 5.7 It is possible that in the future Back Road may become a suitable vehicular route however, at present, all vehicle movements to and from the development must be made via the Mill Brae / Main Street junction.

#### **Local Road Network Impact**

- 5.8 The proposed the number of vehicle trips predicted to be added to the local road network during peak periods is very low.
- 5.9 During the AM Peak period the development would produce two vehicle trips leaving the development and one trip arriving at the development. Over the full hour period this averages as one vehicle every 20 minutes. The PM period would produce the same number of overall trips.
- 5.10 Due to the low number of trips, it is predicted that the proposed development would not have any significant impact on the road network and therefore no detailed junction modelling was undertaken.

## 6 Parking Provision

- 6.1 Reference was made to SCOTS National Roads Development Guide for the required parking provision for this development.
- 6.2 The necessary standards are specified in table 8.1 below.

Type of Development	Appropriate Provision	Cycle Minimum	PTW Minimum	Disabled minimum
1 Bedroom	1 space per dwelling	1 secure covered space per dwelling. None if garage or secure area is provided within cartilage of dwelling.	N/A	N/A if parking is in cartilage of dwelling, otherwise as Visitor / Unallocated
2-3 Bedroom	2 spaces per dwelling			
4 Bedroom	3 spaces per dwelling			
Visitor / Unallocated	0.25 spaces per dwelling (unallocated)	If no garage or secure area is provided within cartilage of dwelling, then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per 8 dwelling for visitors	1 space + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity

**Table 8.1 - SCOTS Residential Parking Standards**

- 6.3 Applying the above standards to the four 4-bedroom homes in the proposed development would result in a requirement of 3 spaces per dwelling and a total provision of 12 spaces.
- 6.4 Each of the units would provide two parking spaces within their ownership via driveways or garages, the additional allocated space per unit would be provided within the six spaces identified in the site layout.
- 6.5 Applying the visitor / unallocated parking standard to the 4 dwelling development results in a required visitor parking provision of 1; two spaces are provided for visitors within the site layout.



## **7 Conclusions**

- 7.1 Todd Developments are proposing a 4-unit residential development in the centre of Bridge of Weir, Renfrewshire.
- 7.2 The proposed development is in accordance with current Government policy, as set out in Scottish Planning Policy (SPP) with regard to the ability to integrate the development into existing and planned networks for pedestrians, cyclists and public transport.
- 7.3 The access to sustainable transport networks is available within the vicinity of the development, in accordance with Local Transport Strategy aims. This includes local bus routes, pedestrian facilities and the National Cycle Route.
- 7.4 The development layout will be designed in accordance with the Designing Streets policy which is intended to enhance the environment for pedestrians and cyclists and mitigate against the private car dominating the development.
- 7.5 The predicted impact of development traffic generation has been established through the use of industry standard software.
- 7.6 Car parking provision has been assessed in accordance with the SCOTS Parking Standards and visitor parking would be distributed throughout the development as appropriate to serve demand.

# **Appendix A**

## **Site Layout Diagram**





## **Appendix B**

### **Speed Survey Data**



Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	A761 Main Street -south of Mill Brae	North	30	Thursday, 19 September 2019	Wednesday, 25 September 2019	33498	5161	4785	2483	7.4	329	1.0	12	0.0	23.6	28.2
		South	30	Thursday, 19 September 2019	Wednesday, 25 September 2019	35401	5464	5057	1466	4.1	224	0.6	12	0.0	20.8	26.5
		North South	30	Thursday, 19 September 2019	Wednesday, 25 September 2019	68899	10625	9843	3949	5.7	553	0.8	24	0.0	22.1	27.5

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Thursday, 19 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	26	0	24	0	2	0	0	0	0	0	0	0	0	13	50.0	2	7.7	1	3.8	30.2	34
0100	11	0	9	0	2	0	0	0	0	0	0	0	0	6	54.6	1	9.1	0	0.0	30.1	33.9
0200	9	0	8	0	1	0	0	0	0	0	0	0	0	5	55.6	1	11.1	0	0.0	30.8	-
0300	14	0	13	0	1	0	0	0	0	0	0	0	0	4	28.6	1	7.1	0	0.0	28.8	30.9
0400	14	0	13	0	1	0	0	0	0	0	0	0	0	3	21.4	2	14.3	2	14.3	28.7	41.5
0500	34	0	28	0	6	0	0	0	0	0	0	0	0	7	20.6	4	11.8	0	0.0	28.1	32.5
0600	54	0	43	0	10	0	1	0	0	0	0	0	0	12	22.2	1	1.9	0	0.0	26.6	31.4
0700	224	1	205	0	18	0	0	0	0	0	0	0	0	21	9.4	0	0.0	0	0.0	25	28.7
0800	406	2	368	1	32	2	1	0	0	0	0	0	0	3	0.7	0	0.0	0	0.0	21.7	26
0900	279	0	237	3	34	1	2	0	0	1	1	0	0	4	1.4	0	0.0	0	0.0	20.6	25.9
1000	215	2	186	1	23	2	0	1	0	0	0	0	0	1	0.5	0	0.0	0	0.0	21.3	25
1100	245	0	232	1	9	0	1	2	0	0	0	0	0	3	1.2	0	0.0	0	0.0	21.8	25.3
1200	303	1	279	1	22	0	0	0	0	0	0	0	0	3	1.0	0	0.0	0	0.0	20.5	24.9
1300	249	2	229	1	15	0	2	0	0	0	0	0	0	3	1.2	0	0.0	0	0.0	21.4	25.4
1400	367	3	334	2	24	1	1	0	0	0	2	0	0	1	0.3	0	0.0	0	0.0	20.5	24.5
1500	401	2	365	0	28	2	2	0	0	1	1	0	0	9	2.2	0	0.0	0	0.0	21.8	25.3
1600	399	1	369	0	27	0	1	0	0	1	0	0	0	2	0.5	0	0.0	0	0.0	21	24.8
1700	487	6	471	0	10	0	0	0	0	0	0	0	0	2	0.4	0	0.0	0	0.0	19.6	23.3
1800	386	2	372	1	9	0	0	0	1	0	1	0	0	1	0.3	0	0.0	0	0.0	20.5	24.2
1900	297	4	285	0	4	4	0	0	0	0	0	0	0	2	0.7	0	0.0	0	0.0	19.6	23.5
2000	210	1	206	0	3	0	0	0	0	0	0	0	0	9	4.3	0	0.0	0	0.0	23.1	26.8
2100	173	0	168	0	5	0	0	0	0	0	0	0	0	8	4.6	2	1.2	0	0.0	23.4	27
2200	157	2	151	0	3	1	0	0	0	0	0	0	0	17	10.8	0	0.0	0	0.0	25	29.2
2300	65	1	61	0	2	1	0	0	0	0	0	0	0	12	18.5	2	3.1	0	0.0	26.8	30.5
07-19	3961	22	3647	11	251	8	10	3	1	3	5	0	0	53	1.3	0	0.0	0	0.0	21.1	25.2
06-22	4695	27	4349	11	273	12	11	3	1	3	5	0	0	84	1.8	3	0.1	0	0.0	21.3	25.4
06-00	4917	30	4561	11	278	14	11	3	1	3	5	0	0	113	2.3	5	0.1	0	0.0	21.5	25.7
00-00	5025	30	4656	11	291	14	11	3	1	3	5	0	0	151	3.0	16	0.3	3	0.1	21.6	25.9



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Friday, 20 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	32	0	31	0	1	0	0	0	0	0	0	0	0	10	31.3	1	3.1	0	0.0	28.7	32.5
0100	15	0	12	0	2	0	0	0	0	1	0	0	0	6	40.0	0	0.0	0	0.0	29.4	33.1
0200	12	0	11	0	1	0	0	0	0	0	0	0	0	9	75.0	0	0.0	0	0.0	30.4	33.2
0300	11	0	8	0	3	0	0	0	0	0	0	0	0	5	45.5	1	9.1	0	0.0	28.9	34.8
0400	14	0	12	0	0	1	0	0	0	1	0	0	0	7	50.0	2	14.3	0	0.0	29.7	36.4
0500	23	0	19	0	3	0	0	1	0	0	0	0	0	5	21.7	0	0.0	0	0.0	27.4	31.1
0600	62	0	51	0	7	2	1	0	1	0	0	0	0	12	19.4	3	4.8	0	0.0	25.6	30.6
0700	186	0	170	0	15	0	1	0	0	0	0	0	0	18	9.7	2	1.1	0	0.0	25.6	29.1
0800	415	1	385	2	21	4	1	0	0	0	1	0	0	5	1.2	0	0.0	0	0.0	20.2	24.6
0900	310	1	274	3	31	0	1	0	0	0	0	0	0	4	1.3	0	0.0	0	0.0	21.1	24.6
1000	240	4	214	0	21	0	0	0	0	0	1	0	0	4	1.7	1	0.4	0	0.0	21.7	25.2
1100	284	1	255	2	22	2	1	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	20.1	24.6
1200	329	0	303	0	25	0	0	0	0	0	1	0	0	1	0.3	0	0.0	0	0.0	20.3	24.2
1300	325	3	304	2	15	0	1	0	0	0	0	0	0	1	0.3	0	0.0	0	0.0	18.7	23.8
1400	417	3	393	3	13	2	2	0	1	0	0	0	0	4	1.0	0	0.0	0	0.0	18.2	22.6
1500	475	5	446	0	18	5	0	0	1	0	0	0	0	3	0.6	0	0.0	0	0.0	16.9	22.8
1600	423	2	394	2	23	2	0	0	0	0	0	0	0	9	2.1	2	0.5	0	0.0	21.7	26.7
1700	480	4	460	1	14	1	0	0	0	0	0	0	0	20	4.2	0	0.0	0	0.0	23.6	27.3
1800	419	5	403	1	8	2	0	0	0	0	0	0	0	9	2.1	0	0.0	0	0.0	22.8	27.1
1900	312	4	298	1	6	1	1	0	0	0	1	0	0	9	2.9	0	0.0	0	0.0	22.7	26.6
2000	211	0	208	1	2	0	0	0	0	0	0	0	0	12	5.7	2	0.9	0	0.0	23.1	27.6
2100	194	2	189	0	1	1	1	0	0	0	0	0	0	17	8.8	2	1.0	0	0.0	25.2	29.2
2200	105	0	103	0	1	0	1	0	0	0	0	0	0	12	11.4	0	0.0	0	0.0	26.3	29.7
2300	82	0	79	0	3	0	0	0	0	0	0	0	0	24	29.3	3	3.7	0	0.0	27.5	31.7
07-19	4303	29	4001	16	226	18	7	0	2	1	3	0	0	78	1.8	5	0.1	0	0.0	20.7	25.7
06-22	5082	35	4747	18	242	22	10	0	3	1	4	0	0	128	2.5	12	0.2	0	0.0	21.2	26.2
06-00	5269	35	4929	18	246	22	11	0	3	1	4	0	0	164	3.1	15	0.3	0	0.0	21.4	26.5
00-00	5376	35	5022	18	256	23	11	1	3	3	4	0	0	206	3.8	19	0.4	0	0.0	21.5	26.6

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Saturday, 21 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	40	0	39	0	1	0	0	0	0	0	0	0	0	18	45.0	7	17.5	0	0.0	29.9	35.6
0100	31	0	28	0	3	0	0	0	0	0	0	0	0	16	51.6	3	9.7	0	0.0	30.4	33.7
0200	18	0	17	0	1	0	0	0	0	0	0	0	0	10	55.6	4	22.2	0	0.0	29.8	35.8
0300	8	0	6	1	1	0	0	0	0	0	0	0	0	4	50.0	1	12.5	0	0.0	30.3	-
0400	10	1	7	0	1	0	0	0	1	0	0	0	0	6	60.0	4	40.0	0	0.0	31.4	-
0500	18	0	15	0	3	0	0	0	0	0	0	0	0	8	44.4	4	22.2	0	0.0	31.5	38.6
0600	42	0	36	0	5	0	1	0	0	0	0	0	0	11	26.2	5	11.9	0	0.0	29.3	34.9
0700	119	0	107	0	8	1	3	0	0	0	0	0	0	46	38.7	6	5.0	0	0.0	29.5	32.9
0800	191	2	172	0	16	0	1	0	0	0	0	0	0	38	19.9	2	1.0	0	0.0	26	31
0900	300	1	285	0	14	0	0	0	0	0	0	0	0	9	3.0	0	0.0	0	0.0	23.4	27.3
1000	283	6	264	1	9	2	1	0	0	0	0	0	0	10	3.5	1	0.4	0	0.0	22.1	26.5
1100	330	6	314	1	8	1	0	0	0	0	0	0	0	18	5.5	1	0.3	0	0.0	23.3	27.7
1200	414	3	403	0	8	0	0	0	0	0	0	0	0	27	6.5	4	1.0	0	0.0	23.8	28.2
1300	353	2	338	1	10	2	0	0	0	0	0	0	0	10	2.8	2	0.6	0	0.0	22.4	26.7
1400	359	3	348	1	6	0	1	0	0	0	0	0	0	13	3.6	2	0.6	0	0.0	23.1	26.6
1500	291	4	279	0	7	1	0	0	0	0	0	0	0	15	5.2	0	0.0	0	0.0	24.1	27.9
1600	309	2	303	0	4	0	0	0	0	0	0	0	0	25	8.1	1	0.3	0	0.0	24.7	28.7
1700	307	3	297	1	6	0	0	0	0	0	0	0	0	17	5.5	0	0.0	0	0.0	23.8	28
1800	279	2	274	1	2	0	0	0	0	0	0	0	0	13	4.7	1	0.4	0	0.0	23.2	28.1
1900	245	1	242	1	1	0	0	0	0	0	0	0	0	14	5.7	1	0.4	0	0.0	23.1	27.3
2000	152	0	147	0	4	1	0	0	0	0	0	0	0	8	5.3	1	0.7	0	0.0	23.9	27.5
2100	115	0	111	0	3	1	0	0	0	0	0	0	0	8	7.0	0	0.0	0	0.0	25.2	29.2
2200	97	0	96	0	0	1	0	0	0	0	0	0	0	33	34.0	7	7.2	2	2.1	28.7	33.4
2300	90	0	89	0	0	0	1	0	0	0	0	0	0	28	31.1	4	4.4	0	0.0	28.3	32.2
07-19	3535	34	3384	6	98	7	6	0	0	0	0	0	0	241	6.8	20	0.6	0	0.0	23.8	28.1
06-22	4089	35	3920	7	111	9	7	0	0	0	0	0	0	282	6.9	27	0.7	0	0.0	23.8	28.2
06-00	4276	35	4105	7	111	10	8	0	0	0	0	0	0	343	8.0	38	0.9	2	0.0	24	28.4
00-00	4401	36	4217	8	121	10	8	0	1	0	0	0	0	405	9.2	61	1.4	2	0.0	24.2	28.7



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Sunday, 22 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	39	0	35	0	4	0	0	0	0	0	0	0	0	19	48.7	5	12.8	1	2.6	30.2	34.3
0100	29	0	28	0	1	0	0	0	0	0	0	0	0	10	34.5	3	10.3	2	6.9	29.8	33.7
0200	21	0	20	0	1	0	0	0	0	0	0	0	0	10	47.6	0	0.0	0	0.0	29.3	33.4
0300	13	0	11	0	2	0	0	0	0	0	0	0	0	8	61.5	4	30.8	0	0.0	31.5	35.9
0400	10	0	10	0	0	0	0	0	0	0	0	0	0	6	60.0	1	10.0	0	0.0	29.9	-
0500	18	0	18	0	0	0	0	0	0	0	0	0	0	4	22.2	0	0.0	0	0.0	27.7	31.1
0600	23	0	22	0	1	0	0	0	0	0	0	0	0	11	47.8	2	8.7	0	0.0	30.4	34.5
0700	48	1	43	1	3	0	0	0	0	0	0	0	0	23	47.9	9	18.8	0	0.0	30.7	35.5
0800	76	0	72	0	4	0	0	0	0	0	0	0	0	28	36.8	6	7.9	0	0.0	29.1	33.6
0900	115	0	110	0	5	0	0	0	0	0	0	0	0	32	27.8	5	4.3	1	0.9	27.7	31.9
1000	183	3	174	0	4	1	1	0	0	0	0	0	0	13	7.1	0	0.0	0	0.0	24.1	28.2
1100	218	0	213	1	3	1	0	0	0	0	0	0	0	22	10.1	0	0.0	0	0.0	24.8	28.6
1200	294	1	283	2	8	0	0	0	0	0	0	0	0	17	5.8	2	0.7	0	0.0	24.7	28.5
1300	299	0	289	3	7	0	0	0	0	0	0	0	0	22	7.4	1	0.3	0	0.0	25.3	28.8
1400	266	0	261	1	4	0	0	0	0	0	0	0	0	27	10.2	2	0.8	0	0.0	25.7	29.3
1500	266	1	260	0	3	2	0	0	0	0	0	0	0	25	9.4	1	0.4	0	0.0	26	29.5
1600	286	1	279	2	3	0	0	0	0	1	0	0	0	27	9.4	1	0.4	0	0.0	25.2	29
1700	254	2	246	0	5	1	0	0	0	0	0	0	0	28	11.0	0	0.0	0	0.0	25.7	29.4
1800	254	0	251	0	3	0	0	0	0	0	0	0	0	19	7.5	2	0.8	0	0.0	24.3	28.7
1900	206	0	200	1	5	0	0	0	0	0	0	0	0	14	6.8	2	1.0	0	0.0	23.4	27.1
2000	158	0	152	0	6	0	0	0	0	0	0	0	0	17	10.8	2	1.3	0	0.0	25.1	29
2100	92	0	89	0	2	1	0	0	0	0	0	0	0	23	25.0	2	2.2	0	0.0	27.2	31.3
2200	76	0	73	0	3	0	0	0	0	0	0	0	0	16	21.1	1	1.3	0	0.0	26.3	30.8
2300	46	0	44	0	1	1	0	0	0	0	0	0	0	19	41.3	5	10.9	0	0.0	29.7	34.3
07-19	2559	9	2481	10	52	5	1	0	0	1	0	0	0	283	11.1	29	1.1	1	0.0	25.5	29.3
06-22	3038	9	2944	11	66	6	1	0	0	1	0	0	0	348	11.5	37	1.2	1	0.0	25.4	29.4
06-00	3160	9	3061	11	70	7	1	0	0	1	0	0	0	383	12.1	43	1.4	1	0.0	25.5	29.5
00-00	3290	9	3183	11	78	7	1	0	0	1	0	0	0	440	13.4	56	1.7	4	0.1	25.6	29.7

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Monday, 23 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	13	0	1	0	0	0	0	0	0	0	0	9	64.3	2	14.3	0	0.0	29.9	37
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	7	70.0	3	30.0	0	0.0	32.9	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	31.4	-
0300	3	0	0	0	3	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	26.6	-
0400	13	0	11	0	2	0	0	0	0	0	0	0	0	7	53.9	4	30.8	0	0.0	31.3	39.4
0500	30	0	26	0	4	0	0	0	0	0	0	0	0	17	56.7	5	16.7	0	0.0	29.8	35.4
0600	62	0	53	0	8	1	0	0	0	0	0	0	0	27	43.6	10	16.1	0	0.0	29.5	36
0700	243	0	228	0	14	0	0	0	0	0	1	0	0	71	29.2	6	2.5	0	0.0	28.7	31.8
<b>0800</b>	<b>457</b>	<b>0</b>	<b>414</b>	<b>1</b>	<b>33</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>9.2</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>25.9</b>	<b>29.1</b>
0900	252	0	221	2	27	0	2	0	0	0	0	0	0	16	6.3	0	0.0	0	0.0	25	28.7
1000	246	2	220	1	20	1	1	0	1	0	0	0	0	8	3.3	0	0.0	0	0.0	22.5	27.7
1100	270	2	252	0	16	0	0	0	0	0	0	0	0	11	4.1	0	0.0	0	0.0	23.4	27.3
1200	287	1	271	1	12	0	1	0	0	1	0	0	0	13	4.5	1	0.3	0	0.0	23.7	28.1
1300	323	1	298	1	20	0	2	0	1	0	0	0	0	13	4.0	0	0.0	0	0.0	24.3	27.6
1400	372	1	343	1	23	1	1	0	1	1	0	0	0	16	4.3	3	0.8	0	0.0	24	28
1500	410	3	382	1	21	1	2	0	0	0	0	0	0	20	4.9	6	1.5	0	0.0	23.2	27.6
1600	451	2	418	3	25	1	2	0	0	0	0	0	0	4	0.9	1	0.2	0	0.0	21.5	26.2
<b>1700</b>	<b>499</b>	<b>1</b>	<b>486</b>	<b>0</b>	<b>11</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>30</b>	<b>6.0</b>	<b>3</b>	<b>0.6</b>	<b>0</b>	<b>0.0</b>	<b>24.7</b>	<b>28</b>
1800	412	2	399	1	10	0	0	0	0	0	0	0	0	29	7.0	3	0.7	0	0.0	24.4	28.5
1900	266	0	260	1	5	0	0	0	0	0	0	0	0	15	5.6	2	0.8	0	0.0	24.3	28.1
2000	193	0	186	0	7	0	0	0	0	0	0	0	0	17	8.8	2	1.0	0	0.0	25.4	29.2
2100	121	0	116	0	5	0	0	0	0	0	0	0	0	14	11.6	0	0.0	0	0.0	25.7	29.5
2200	95	0	94	0	1	0	0	0	0	0	0	0	0	32	33.7	3	3.2	0	0.0	27.9	32.1
2300	32	0	30	0	2	0	0	0	0	0	0	0	0	12	37.5	2	6.3	0	0.0	29.5	32.8
<b>07-19</b>	<b>4222</b>	<b>15</b>	<b>3932</b>	<b>12</b>	<b>232</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>273</b>	<b>6.5</b>	<b>23</b>	<b>0.5</b>	<b>0</b>	<b>0.0</b>	<b>24.2</b>	<b>28.4</b>
<b>06-22</b>	<b>4864</b>	<b>15</b>	<b>4547</b>	<b>13</b>	<b>257</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>346</b>	<b>7.1</b>	<b>37</b>	<b>0.8</b>	<b>0</b>	<b>0.0</b>	<b>24.4</b>	<b>28.5</b>
<b>06-00</b>	<b>4991</b>	<b>15</b>	<b>4671</b>	<b>13</b>	<b>260</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>390</b>	<b>7.8</b>	<b>42</b>	<b>0.8</b>	<b>0</b>	<b>0.0</b>	<b>24.5</b>	<b>28.6</b>
<b>00-00</b>	<b>5064</b>	<b>15</b>	<b>4734</b>	<b>13</b>	<b>270</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>433</b>	<b>8.6</b>	<b>56</b>	<b>1.1</b>	<b>0</b>	<b>0.0</b>	<b>24.5</b>	<b>28.7</b>



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Tuesday, 24 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	10	0	2	0	0	0	0	0	0	0	0	8	66.7	4	33.3	0	0.0	32.6	36.9
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	4	100.0	2	50.0	0	0.0	34.5	-
0200	7	0	6	0	1	0	0	0	0	0	0	0	0	4	57.1	2	28.6	0	0.0	30.8	-
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	5	71.4	4	57.1	0	0.0	33.7	-
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	8	72.7	3	27.3	0	0.0	31.9	38.1
0500	28	0	25	0	3	0	0	0	0	0	0	0	0	10	35.7	3	10.7	0	0.0	29.6	34.6
0600	58	0	49	0	9	0	0	0	0	0	0	0	0	23	39.7	8	13.8	0	0.0	29.4	34.4
0700	250	1	230	3	15	1	0	0	0	0	0	0	0	75	30.0	8	3.2	0	0.0	28.8	32.2
0800	473	1	444	2	25	0	0	1	0	0	0	0	0	54	11.4	10	2.1	0	0.0	25.8	29.4
0900	261	0	227	0	30	1	0	0	1	0	2	0	0	23	8.8	2	0.8	0	0.0	24.6	28.6
1000	242	1	207	2	29	1	1	0	0	0	1	0	0	10	4.1	0	0.0	0	0.0	23.6	28.1
1100	264	2	236	0	21	1	2	0	0	0	2	0	0	8	3.0	0	0.0	0	0.0	22.9	27
1200	308	0	285	1	20	0	0	0	0	1	1	0	0	15	4.9	0	0.0	0	0.0	23.2	27.7
1300	290	0	268	1	20	0	0	0	0	0	1	0	0	13	4.5	3	1.0	0	0.0	23.9	28
1400	334	1	307	1	23	0	0	0	0	0	2	0	0	12	3.6	3	0.9	0	0.0	22.7	26.5
1500	386	1	356	4	24	0	1	0	0	0	0	0	0	13	3.4	0	0.0	0	0.0	22.1	27.2
1600	429	0	404	1	22	0	0	0	0	0	2	0	0	16	3.7	0	0.0	0	0.0	23.5	27.6
1700	499	0	484	0	12	0	2	0	0	0	1	0	0	26	5.2	5	1.0	0	0.0	24.2	27.8
1800	425	0	414	0	11	0	0	0	0	0	0	0	0	13	3.1	0	0.0	0	0.0	23.9	27.4
1900	311	0	299	1	11	0	0	0	0	0	0	0	0	14	4.5	1	0.3	0	0.0	24.2	28.1
2000	185	0	182	0	3	0	0	0	0	0	0	0	0	26	14.1	7	3.8	0	0.0	25.6	29.9
2100	141	0	138	0	3	0	0	0	0	0	0	0	0	24	17.0	0	0.0	0	0.0	26.8	30.4
2200	89	0	86	0	3	0	0	0	0	0	0	0	0	28	31.5	3	3.4	0	0.0	28.3	32
2300	43	0	41	0	1	0	1	0	0	0	0	0	0	17	39.5	8	18.6	0	0.0	29.8	35.3
07-19	4161	7	3862	15	252	4	6	1	1	1	12	0	0	278	6.7	31	0.7	0	0.0	24.1	28.2
06-22	4856	7	4530	16	278	4	6	1	1	1	12	0	0	365	7.5	47	1.0	0	0.0	24.3	28.5
06-00	4988	7	4657	16	282	4	7	1	1	1	12	0	0	410	8.2	58	1.2	0	0.0	24.4	28.6
00-00	5057	7	4719	16	289	4	7	1	1	1	12	0	0	449	8.9	76	1.5	0	0.0	24.5	28.7

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Wednesday, 25 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	11	0	1	0	0	0	0	0	0	0	0	5	41.7	3	25.0	0	0.0	29.7	39.7
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	1	20.0	0	0.0	31	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	29.2	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	37.9	-
0400	12	0	10	0	2	0	0	0	0	0	0	0	0	4	33.3	1	8.3	0	0.0	28.5	32.6
0500	23	1	19	0	3	0	0	0	0	0	0	0	0	12	52.2	2	8.7	0	0.0	29.6	33.1
0600	64	0	49	0	11	2	2	0	0	0	0	0	0	25	39.1	5	7.8	0	0.0	28.6	33.9
0700	241	1	215	0	21	1	2	0	0	0	1	0	0	64	26.6	8	3.3	0	0.0	27.7	31.6
0800	456	0	421	0	28	3	2	0	1	0	1	0	0	32	7.0	0	0.0	0	0.0	23.9	28.7
0900	269	1	237	2	23	1	4	0	0	0	1	0	0	24	8.9	0	0.0	0	0.0	23.7	28.1
1000	271	0	236	0	26	5	3	0	0	0	1	0	0	14	5.2	0	0.0	0	0.0	23	27.5
1100	303	2	273	2	21	0	4	0	1	0	0	0	0	6	2.0	0	0.0	0	0.0	22.9	27.2
1200	316	0	292	1	18	1	2	0	0	0	1	1	0	7	2.2	1	0.3	0	0.0	22.2	26.9
1300	274	1	255	1	12	1	4	0	0	0	0	0	0	14	5.1	3	1.1	3	1.1	23.8	27.4
1400	418	1	387	2	22	4	1	1	0	0	0	0	0	11	2.6	0	0.0	0	0.0	22.1	26.9
1500	424	1	395	1	22	0	4	0	0	0	1	0	0	3	0.7	1	0.2	0	0.0	22.4	26.7
1600	428	2	399	1	22	0	3	0	1	0	0	0	0	28	6.5	0	0.0	0	0.0	23.9	28.1
1700	494	0	472	3	17	1	0	0	0	0	1	0	0	10	2.0	1	0.2	0	0.0	23.6	27.4
1800	426	1	411	1	11	1	1	0	0	0	0	0	0	14	3.3	3	0.7	0	0.0	22.8	27.1
1900	304	0	294	0	10	0	0	0	0	0	0	0	0	14	4.6	1	0.3	0	0.0	23.6	28.2
2000	215	0	208	0	6	1	0	0	0	0	0	0	0	29	13.5	3	1.4	0	0.0	25.1	29.8
2100	178	0	174	0	4	0	0	0	0	0	0	0	0	26	14.6	1	0.6	0	0.0	25.9	30
2200	115	0	111	0	4	0	0	0	0	0	0	0	0	39	33.9	5	4.3	0	0.0	28.9	32
2300	33	0	32	0	1	0	0	0	0	0	0	0	0	12	36.4	5	15.2	0	0.0	30.1	35.2
07-19	4320	10	3993	14	243	18	30	1	3	0	7	1	0	227	5.3	17	0.4	3	0.1	23.4	27.7
06-22	5081	10	4718	14	274	21	32	1	3	0	7	1	0	321	6.3	27	0.5	3	0.1	23.6	28.1
06-00	5229	10	4861	14	279	21	32	1	3	0	7	1	0	372	7.1	37	0.7	3	0.1	23.8	28.3
00-00	5285	11	4910	14	285	21	32	1	3	0	7	1	0	399	7.6	45	0.9	3	0.1	23.9	28.4



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	25	0	23	0	2	0	0	0	0	0	0	0	0	12	46.9	3	13.7	0	1.1	30	34.7
0100	15	0	14	0	1	0	0	0	0	0	0	0	0	7	49.5	2	12.4	0	1.9	30.5	33.7
0200	10	0	10	0	1	0	0	0	0	0	0	0	0	6	57.5	1	9.6	0	0.0	30	34.2
0300	8	0	7	0	1	0	0	0	0	0	0	0	0	4	49.1	2	21.1	0	0.0	30.3	-
0400	12	0	11	0	1	0	0	0	0	0	0	0	0	6	48.8	2	20.2	0	2.4	30.1	36.9
0500	25	0	21	0	3	0	0	0	0	0	0	0	0	9	36.2	3	10.3	0	0.0	29	33.4
0600	52	0	43	0	7	1	1	0	0	0	0	0	0	17	33.2	5	9.3	0	0.0	28.3	33.4
0700	187	1	171	1	13	0	1	0	0	0	0	0	0	45	24.3	6	3.0	0	0.0	27.6	31.5
0800	353	1	325	1	23	2	1	0	0	0	0	0	0	29	8.2	3	0.7	0	0.0	24	28.7
0900	255	0	227	1	23	0	1	0	0	0	1	0	0	16	6.3	1	0.4	0	0.1	23.3	27.9
1000	240	3	214	1	19	2	1	0	0	0	0	0	0	9	3.6	0	0.1	0	0.0	22.6	27
1100	273	2	254	1	14	1	1	0	0	0	0	0	0	10	3.6	0	0.1	0	0.0	22.7	27
1200	322	1	302	1	16	0	0	0	0	0	0	0	0	12	3.7	1	0.4	0	0.0	22.6	27.3
1300	302	1	283	1	14	0	1	0	0	0	0	0	0	11	3.6	1	0.4	0	0.1	22.8	27.3
1400	362	2	339	2	16	1	1	0	0	0	1	0	0	12	3.3	1	0.4	0	0.0	22.1	26.9
1500	379	2	355	1	18	2	1	0	0	0	0	0	0	13	3.3	1	0.3	0	0.0	22	27.2
1600	389	1	367	1	18	0	1	0	0	0	0	0	0	16	4.1	1	0.2	0	0.0	22.9	27.3
1700	431	2	417	1	11	0	0	0	0	0	0	0	0	19	4.4	1	0.3	0	0.0	23.4	27.5
1800	372	2	361	1	8	0	0	0	0	0	0	0	0	14	3.8	1	0.3	0	0.0	23.1	27.4
1900	277	1	268	1	6	1	0	0	0	0	0	0	0	12	4.2	1	0.4	0	0.0	22.9	27.2
2000	189	0	184	0	4	0	0	0	0	0	0	0	0	17	8.9	2	1.3	0	0.0	24.5	28.8
2100	145	0	141	0	3	0	0	0	0	0	0	0	0	17	11.8	1	0.7	0	0.0	25.5	29.5
2200	105	0	102	0	2	0	0	0	0	0	0	0	0	25	24.1	3	2.6	0	0.3	27.2	31.2
2300	56	0	54	0	1	0	0	0	0	0	0	0	0	18	31.7	4	7.4	0	0.0	28.5	32.5
07-19	3866	18	3614	12	193	10	11	1	2	1	4	0	0	205	5.3	18	0.5	1	0.0	23.1	27.7
06-22	4529	20	4251	13	214	12	12	1	2	1	4	0	0	268	5.9	27	0.6	1	0.0	23.3	27.9
06-00	4690	20	4406	13	218	12	12	1	2	1	4	0	0	311	6.6	34	0.7	1	0.0	23.4	28.1
00-00	4785	20	4492	13	227	12	12	1	2	2	4	0	0	355	7.4	47	1.0	2	0.0	23.6	28.2

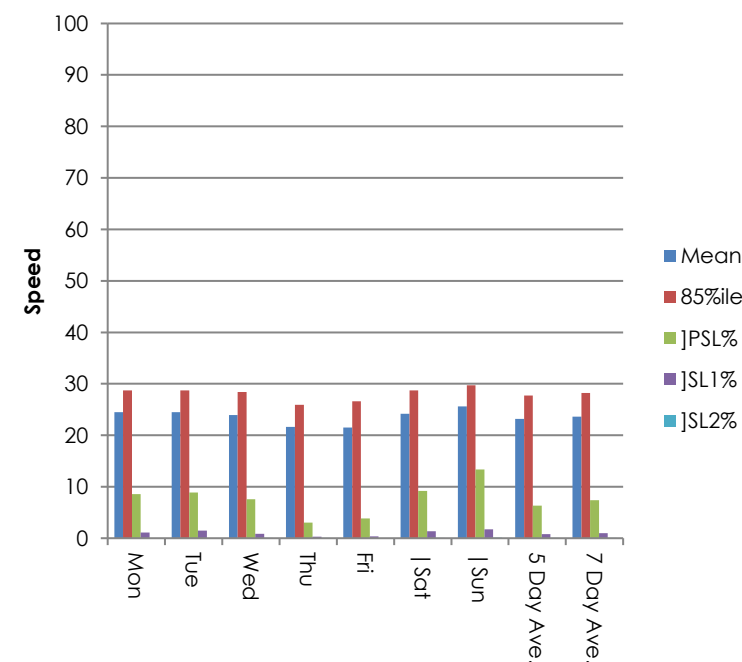
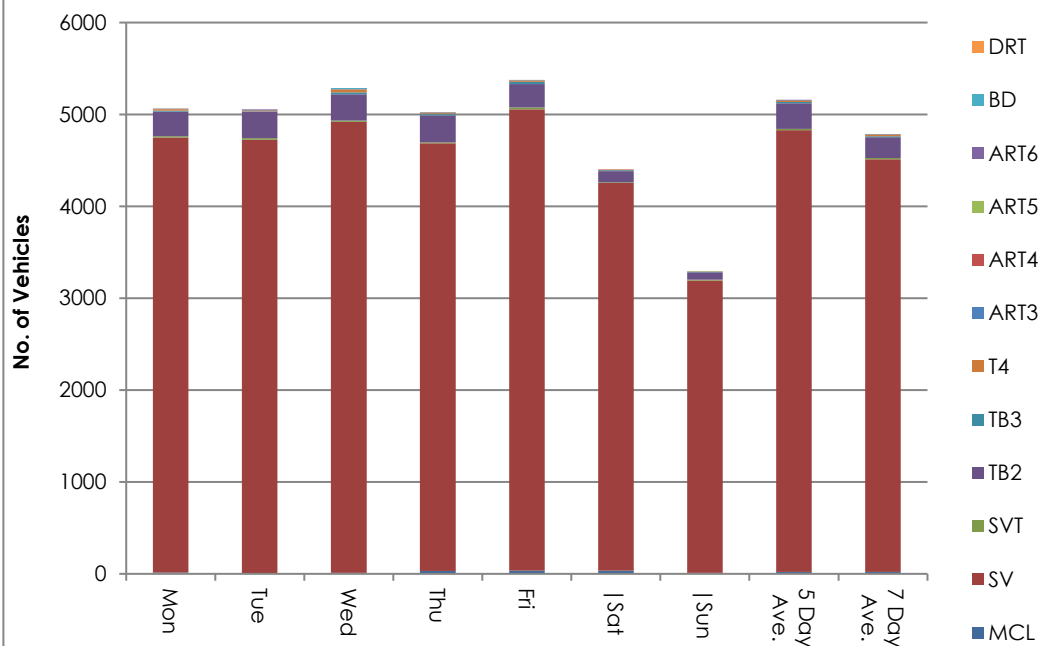
Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction North

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	5064	15	4734	13	270	8	15	0	4	3	2	0	0	433	8.6	56	1.1	0	0.0	24.5	28.7
Tue	5057	7	4719	16	289	4	7	1	1	1	12	0	0	449	8.9	76	1.5	0	0.0	24.5	28.7
Wed	5285	11	4910	14	285	21	32	1	3	0	7	1	0	399	7.6	45	0.9	3	0.1	23.9	28.4
Thu	5025	30	4656	11	291	14	11	3	1	3	5	0	0	151	3.0	16	0.3	3	0.1	21.6	25.9
Fri	5376	35	5022	18	256	23	11	1	3	3	4	0	0	206	3.8	19	0.4	0	0.0	21.5	26.6
Sat	4401	36	4217	8	121	10	8	0	1	0	0	0	0	405	9.2	61	1.4	2	0.0	24.2	28.7
Sun	3290	9	3183	11	78	7	1	0	0	1	0	0	0	440	13.4	56	1.7	4	0.1	25.6	29.7
5 Day Ave.	5161	20	4808	14	278	14	15	1	2	2	6	0	0	328	6.4	42	0.8	1	0.0	23.2	27.7
7 Day Ave.	4785	20	4492	13	227	12	12	1	2	2	4	0	0	355	7.4	47	1.0	2	0.0	23.6	28.2
--	33498	143	31441	91	1590	87	85	6	13	11	30	1	0	2483	7.4	329	1.0	12	0.0	23.6	28.2

## Summary Graphs



Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction North

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Thursday, 19 September 2019

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	26	0	0	0	0	3	10	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	14	0	0	0	0	1	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	0	0	1	2	8	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	34	0	0	0	1	6	20	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	54	0	0	1	4	14	23	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	224	1	0	2	14	99	87	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	406	0	2	21	110	184	86	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	279	0	5	20	98	96	56	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	215	0	0	19	50	114	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	245	0	0	7	69	128	38	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	303	1	3	21	120	115	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	249	0	3	4	80	120	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	367	0	7	19	121	173	46	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	401	0	4	8	109	205	66	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	399	0	0	10	162	172	53	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	487	0	5	27	241	183	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	386	0	11	23	116	194	41	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	297	0	6	27	128	115	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	210	0	0	4	35	113	49	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	173	0	1	5	27	85	47	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	157	0	3	1	14	54	68	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	65	0	0	0	4	13	36	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3961	2	40	181	1290	1783	612	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4695	2	47	218	1484	2110	750	81	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4917	2	50	219	1502	2177	854	108	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5025	2	50	219	1504	2191	908	135	10	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction North

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Friday, 20 September 2019

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	32	0	0	0	0	6	16	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	0	0	0	1	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	1	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	3	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	0	1	0	2	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	0	0	5	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	62	0	0	1	5	23	21	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	186	0	0	0	8	67	93	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	415	1	20	18	150	181	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	310	2	0	22	87	156	39	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	240	1	4	10	45	142	34	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	284	0	5	31	102	109	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	329	0	1	25	130	141	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	325	2	4	55	140	93	30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	417	1	16	75	181	120	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	475	7	33	128	183	97	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	423	0	6	21	114	187	86	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	480	3	2	10	70	191	184	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	419	1	0	18	84	177	130	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	312	1	1	5	61	167	68	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	211	0	6	9	33	77	74	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	194	0	0	4	18	54	101	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	105	0	0	1	4	33	55	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	82	0	1	0	2	18	37	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4303	18	91	413	1294	1661	748	73	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5082	19	98	432	1411	1982	1012	116	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5269	19	99	433	1417	2033	1104	149	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5376	19	99	434	1417	2051	1150	187	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Saturday, 21 September 2019

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	40	0	1	0	0	1	20	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	31	0	0	0	0	3	12	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	18	0	0	1	0	0	7	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	1	0	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	18	0	0	0	0	1	9	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	42	0	0	0	0	2	29	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	119	0	0	0	0	11	62	40	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	191	0	2	6	11	42	92	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	300	0	0	5	56	114	116	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	283	0	5	16	59	127	66	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	330	0	3	11	47	154	97	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	414	0	2	5	75	174	131	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	353	0	3	25	67	157	91	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	359	0	0	3	64	201	78	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	291	0	1	3	38	125	109	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	309	0	0	2	35	133	114	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	307	0	4	4	41	126	115	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	279	0	0	18	51	94	103	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	245	0	9	7	29	99	87	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	152	0	1	4	17	68	54	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	115	0	0	1	10	40	56	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	97	0	0	0	3	13	48	26	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	90	0	1	0	0	12	49	24	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3535	0	20	98	544	1458	1174	221	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4089	0	30	110	600	1667	1400	255	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4276	0	31	110	603	1692	1497	305	32	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4401	0	32	111	604	1697	1552	344	53	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction North

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Sunday, 22 September 2019

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	39	0	0	0	0	3	17	14	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	29	0	0	0	0	3	16	7	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	21	0	0	0	1	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	0	0	1	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	2	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	18	0	0	0	0	2	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	0	0	3	9	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	48	0	0	0	0	2	23	14	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	76	0	0	0	1	7	40	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	115	0	0	0	3	30	50	27	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	183	0	2	7	21	65	75	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	218	0	1	1	28	81	85	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	294	0	3	6	28	103	137	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	299	0	1	1	19	111	145	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	266	0	0	5	13	85	136	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	266	0	1	2	6	95	137	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	286	0	2	4	13	114	126	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	254	0	1	1	17	76	131	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	254	0	3	4	31	98	99	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	206	0	2	11	29	85	65	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	158	0	4	2	8	60	67	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	92	0	0	2	3	19	45	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	76	0	2	3	3	14	38	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	46	0	0	0	1	3	23	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2559	0	14	31	180	867	1184	254	27	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3038	0	20	46	220	1034	1370	311	34	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3160	0	22	49	224	1051	1431	340	39	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3290	0	22	49	225	1062	1492	384	49	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Monday, 23 September 2019

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	14	0	1	0	0	2	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	0	3	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	1	1	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	0	2	3	8	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	62	0	0	0	2	8	25	17	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	243	0	0	0	0	22	150	65	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	457	0	0	0	25	128	262	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	252	0	0	4	21	91	120	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	246	0	4	11	63	91	69	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	270	1	4	5	42	119	88	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	287	0	6	5	38	116	109	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	323	0	0	5	29	151	125	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	372	0	1	5	52	163	135	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	410	0	2	16	83	146	143	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	451	0	10	38	95	190	114	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	499	0	4	7	34	194	230	27	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	412	0	3	8	37	177	158	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	266	0	0	4	27	121	99	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	193	0	0	2	17	57	100	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	121	0	0	0	4	49	54	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	95	0	1	0	3	17	42	29	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	32	0	0	0	0	2	18	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4222	1	34	104	519	1588	1703	250	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4864	1	34	110	569	1823	1981	309	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4991	1	35	110	572	1842	2041	348	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5064	1	36	110	575	1849	2060	377	50	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Tuesday, 24 September 2019

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	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	1	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	28	0	0	0	0	3	15	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	58	0	0	0	1	8	26	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	250	0	0	0	1	19	155	67	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	473	0	0	2	24	170	223	44	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	261	0	1	3	21	112	101	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	242	0	4	10	34	90	94	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	264	0	3	11	47	115	80	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	308	0	0	11	46	153	83	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	290	0	3	5	35	132	102	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	334	0	3	12	53	167	87	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	386	0	5	27	90	143	108	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	429	0	2	14	65	175	157	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	499	0	0	2	76	199	196	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	425	0	0	8	49	195	160	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	311	0	1	1	41	147	107	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	185	0	0	3	17	62	77	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	141	0	0	0	5	29	83	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	89	0	0	0	1	12	48	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	0	5	21	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4161	0	21	105	541	1670	1546	247	30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4856	0	22	109	605	1916	1839	318	44	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4988	0	22	109	606	1933	1908	352	55	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5057	0	22	109	607	1938	1932	373	73	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Wednesday, 25 September 2019

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	4	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	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	0	0
0400	12	0	0	0	0	2	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	0	1	2	8	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	64	0	2	0	2	9	26	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	241	0	1	1	3	59	113	56	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	456	2	3	20	71	137	191	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	269	0	2	12	32	116	83	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	271	0	3	10	55	108	81	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	303	0	1	8	55	147	86	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	316	0	1	14	83	126	85	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	274	0	4	6	41	124	85	11	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	418	0	6	20	103	173	105	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	424	0	1	14	101	200	105	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	428	0	2	8	67	170	153	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	494	0	2	5	72	219	186	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	426	0	7	19	82	174	130	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	304	0	3	15	34	132	106	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	215	0	5	3	19	64	95	26	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	178	0	5	1	11	41	94	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	115	0	0	0	0	15	61	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	33	0	0	0	0	4	17	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4320	2	33	137	765	1753	1403	210	13	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5081	2	48	156	831	1999	1724	294	21	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5229	2	48	156	831	2018	1802	335	30	4	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5285	2	48	156	832	2027	1821	354	37	5	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction North

10463 / Bridge of Weir  
 September 2019  
 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	135 - 140
0000	25	0	0	0	0	3	10	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	0	0	0	1	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	1	1	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	25	0	0	0	1	3	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	52	0	0	0	2	10	23	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	187	0	0	0	4	40	98	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	353	0	4	10	56	121	133	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	255	0	1	9	45	102	81	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	240	0	3	12	47	105	64	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	273	0	2	11	56	122	73	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	322	0	2	12	74	133	88	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	302	0	3	14	59	127	88	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	362	0	5	20	84	155	87	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	379	1	7	28	87	144	99	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	389	0	3	14	79	163	115	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	431	0	3	8	79	170	153	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	372	0	3	14	64	158	117	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	277	0	3	10	50	124	79	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	189	0	2	4	21	72	74	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	145	0	1	2	11	45	69	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	105	0	1	1	4	23	51	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	56	0	0	0	1	8	29	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3866	3	36	153	733	1540	1196	187	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4529	3	43	169	817	1790	1439	241	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4690	3	44	169	822	1821	1520	277	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4785	3	44	170	823	1831	1559	308	41	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

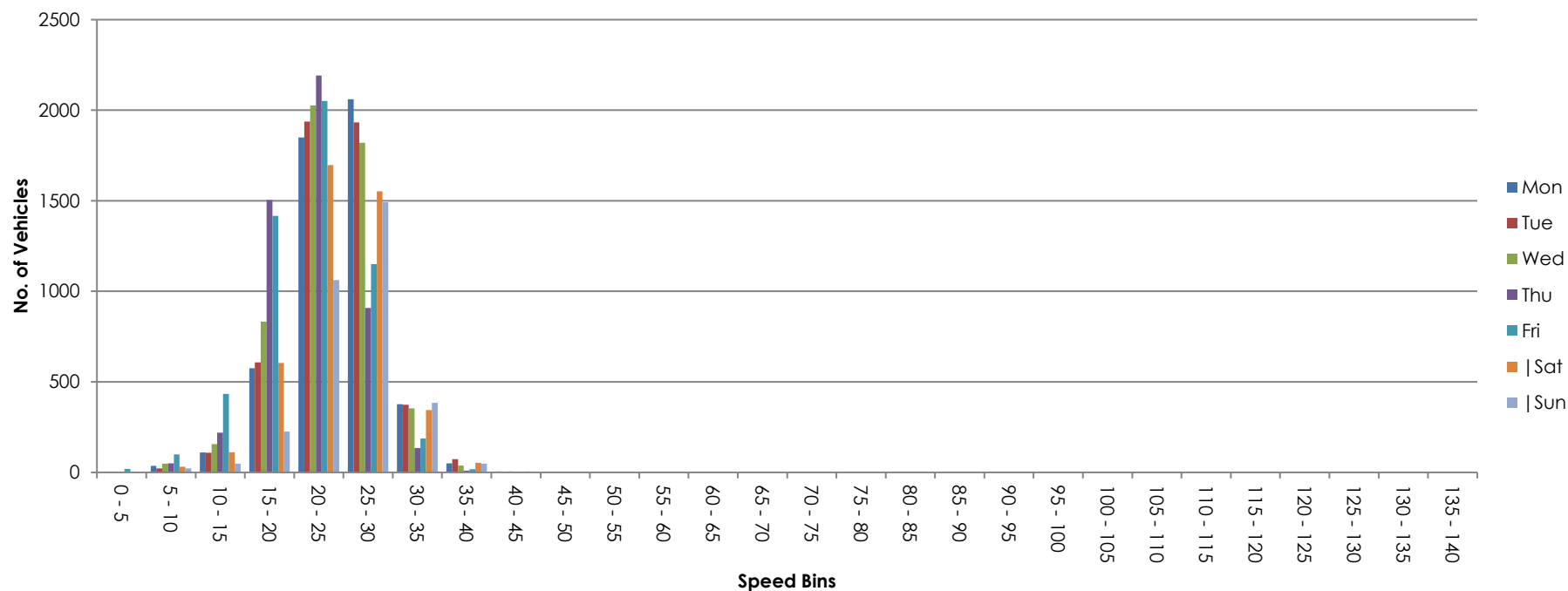
Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction North

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Virtual Week (1)

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
Mon	5064	1	36	110	575	1849	2060	377	50	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	5057	0	22	109	607	1938	1932	373	73	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	5285	2	48	156	832	2027	1821	354	37	5	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	5025	2	50	219	1504	2191	908	135	10	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	5376	19	99	434	1417	2051	1150	187	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	4401	0	32	111	604	1697	1552	344	53	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	3290	0	22	49	225	1062	1492	384	49	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	5161	5	51	206	987	2011	1574	285	37	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	4785	3	44	170	823	1831	1559	308	41	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	33498	24	309	1188	5764	12815	10915	2154	289	28	9	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Summary Graphs



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Thursday, 19 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	3	37.5	1	12.5	0	0.0	28.9	-
0100	4	0	3	0	0	1	0	0	0	0	0	0	0	1	25.0	1	25.0	0	0.0	30.2	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	0	0.0	0	0.0	28.4	-
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.9	-
0400	13	1	12	0	0	0	0	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	25.4	29.9
0500	62	2	57	0	3	0	0	0	0	0	0	0	0	14	22.6	3	4.8	0	0.0	26.4	30.4
0600	143	1	130	0	12	0	0	0	0	0	0	0	0	9	6.3	1	0.7	0	0.0	23.5	28
0700	422	2	390	1	25	2	0	1	1	0	0	0	0	21	5.0	5	1.2	0	0.0	19.6	26.3
0800	498	3	475	0	10	8	1	1	0	0	0	0	0	1	0.2	0	0.0	0	0.0	17.8	23.6
0900	385	5	355	1	21	2	1	0	0	0	0	0	0	3	0.8	1	0.3	0	0.0	18.1	24.1
1000	313	3	280	4	18	3	3	2	0	0	0	0	0	1	0.3	0	0.0	0	0.0	17.9	23.7
1100	306	5	276	1	19	3	1	0	1	0	0	0	0	2	0.7	0	0.0	0	0.0	18.3	23.8
1200	338	3	301	0	24	4	4	1	0	0	1	0	0	2	0.6	0	0.0	0	0.0	16.4	22.7
1300	293	7	259	1	20	2	2	1	1	0	0	0	0	3	1.0	1	0.3	0	0.0	18.5	24.7
1400	305	5	269	2	25	2	1	0	1	0	0	0	0	2	0.7	0	0.0	0	0.0	17.6	22.7
1500	369	1	333	4	27	1	2	0	0	1	0	0	0	1	0.3	1	0.3	0	0.0	19	23.8
1600	427	9	379	3	30	3	2	0	0	0	1	0	0	5	1.2	0	0.0	0	0.0	18.7	24.3
1700	424	3	408	1	11	1	0	0	0	0	0	0	0	7	1.7	3	0.7	3	0.7	16.6	21.3
1800	341	4	317	2	12	4	2	0	0	0	0	0	0	3	0.9	0	0.0	0	0.0	17.3	23.5
1900	271	3	252	0	7	5	3	0	0	0	1	0	0	3	1.1	0	0.0	0	0.0	16.8	22.9
2000	167	3	158	0	6	0	0	0	0	0	0	0	0	1	0.6	0	0.0	0	0.0	20.2	24.7
2100	114	0	106	0	6	2	0	0	0	0	0	0	0	2	1.8	1	0.9	0	0.0	21	24.4
2200	74	0	71	0	2	1	0	0	0	0	0	0	0	6	8.1	1	1.4	0	0.0	24	28.4
2300	31	0	30	0	1	0	0	0	0	0	0	0	0	4	12.9	0	0.0	0	0.0	24.6	29.7
07-19	4421	50	4042	20	242	35	19	6	4	1	2	0	0	51	1.2	11	0.2	3	0.1	18	23.8
06-22	5116	57	4688	20	273	42	22	6	4	1	3	0	0	66	1.3	13	0.3	3	0.1	18.2	24
06-00	5221	57	4789	20	276	43	22	6	4	1	3	0	0	76	1.5	14	0.3	3	0.1	18.3	24.1
00-00	5317	60	4877	20	280	44	22	6	4	1	3	0	0	97	1.8	19	0.4	3	0.1	18.5	24.3



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Friday, 20 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	20	0	18	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.4	29.3
0100	11	0	8	0	3	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	23.8	30.1
0200	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	27.1	-
0300	13	0	12	0	1	0	0	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	24.8	29.6
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24	27.8
0500	63	3	57	0	3	0	0	0	0	0	0	0	0	14	22.2	4	6.3	0	0.0	26	32.4
0600	119	0	112	0	6	1	0	0	0	0	0	0	0	12	10.1	3	2.5	0	0.0	24.5	29
0700	386	4	343	2	14	17	3	1	1	0	1	0	0	12	3.1	1	0.3	0	0.0	19.9	25.7
0800	496	4	452	2	16	15	3	1	0	0	3	0	0	5	1.0	0	0.0	0	0.0	17.8	22.9
0900	388	3	348	0	16	15	5	0	1	0	0	0	0	4	1.0	0	0.0	0	0.0	18	23.7
1000	347	1	323	2	12	5	1	1	0	1	1	0	0	4	1.2	0	0.0	0	0.0	18.3	23.8
1100	365	1	337	3	19	2	3	0	0	0	0	0	0	3	0.8	0	0.0	0	0.0	17.9	23.7
1200	379	2	350	1	22	2	2	0	0	0	0	0	0	2	0.5	0	0.0	0	0.0	16.6	22.3
1300	369	9	333	5	20	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.5	22.1
1400	384	5	340	5	26	4	1	1	1	0	1	0	0	5	1.3	0	0.0	0	0.0	16.7	23.7
1500	479	2	438	0	32	6	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.1	21.2
1600	416	5	390	3	14	3	1	0	0	0	0	0	0	8	1.9	1	0.2	0	0.0	19.1	23.3
1700	422	9	391	5	10	3	3	1	0	0	0	0	0	3	0.7	0	0.0	0	0.0	19.5	23.8
1800	319	0	301	1	8	7	1	1	0	0	0	0	0	6	1.9	0	0.0	0	0.0	18.9	23.6
1900	280	3	262	1	8	5	1	0	0	0	0	0	0	4	1.4	1	0.4	0	0.0	19.3	24.2
2000	207	4	197	0	2	3	1	0	0	0	0	0	0	4	1.9	2	1.0	0	0.0	21.2	25.9
2100	145	2	131	1	4	7	0	0	0	0	0	0	0	5	3.4	1	0.7	0	0.0	21.9	26.2
2200	77	0	73	0	2	2	0	0	0	0	0	0	0	11	14.3	2	2.6	0	0.0	24.9	29.6
2300	63	1	58	0	1	3	0	0	0	0	0	0	0	6	9.5	2	3.2	0	0.0	25.5	28.9
07-19	4750	45	4346	29	209	80	25	6	3	1	6	0	0	52	1.1	2	0.0	0	0.0	17.9	23.4
06-22	5501	54	5048	31	229	96	27	6	3	1	6	0	0	77	1.4	9	0.2	0	0.0	18.3	23.9
06-00	5641	55	5179	31	232	101	27	6	3	1	6	0	0	94	1.7	13	0.2	0	0.0	18.5	24.2
00-00	5767	58	5292	31	242	101	27	6	3	1	6	0	0	111	1.9	17	0.3	0	0.0	18.7	24.4

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Saturday, 21 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	39	0	39	0	0	0	0	0	0	0	0	0	0	19	48.7	5	12.8	0	0.0	30.2	34.6
0100	23	1	19	0	2	1	0	0	0	0	0	0	0	10	43.5	3	13.0	0	0.0	27.9	35
0200	11	0	9	0	1	1	0	0	0	0	0	0	0	6	54.6	2	18.2	0	0.0	29.2	36.6
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	4	57.1	2	28.6	1	14.3	33.5	-
0400	10	0	9	0	1	0	0	0	0	0	0	0	0	3	30.0	1	10.0	0	0.0	28.3	-
0500	39	1	34	0	1	3	0	0	0	0	0	0	0	23	59.0	3	7.7	0	0.0	30	33.7
0600	58	1	53	0	1	2	0	0	0	1	0	0	0	26	44.8	7	12.1	0	0.0	30.3	34.5
0700	117	1	107	0	3	4	1	0	0	0	1	0	0	23	19.7	5	4.3	0	0.0	26.9	31.2
0800	238	3	221	1	3	8	1	0	1	0	0	0	0	14	5.9	2	0.8	0	0.0	24.3	27.9
0900	348	5	325	3	12	2	1	0	0	0	0	0	0	2	0.6	0	0.0	0	0.0	19.9	25.1
1000	430	5	407	0	12	2	4	0	0	0	0	0	0	2	0.5	1	0.2	0	0.0	19.3	23.8
1100	374	3	358	0	6	1	5	1	0	0	0	0	0	5	1.3	0	0.0	0	0.0	20.2	25.1
1200	382	7	363	0	8	3	0	1	0	0	0	0	0	5	1.3	0	0.0	0	0.0	19.7	24.5
1300	418	7	395	2	10	2	2	0	0	0	0	0	0	2	0.5	0	0.0	0	0.0	18.4	23.5
1400	340	6	314	2	14	1	2	0	0	0	1	0	0	3	0.9	0	0.0	0	0.0	19.7	24.6
1500	302	3	290	1	6	2	0	0	0	0	0	0	0	5	1.7	1	0.3	0	0.0	21.1	25.6
1600	294	4	276	3	9	0	2	0	0	0	0	0	0	2	0.7	0	0.0	0	0.0	21.1	25.5
1700	320	1	307	1	5	4	2	0	0	0	0	0	0	3	0.9	2	0.6	0	0.0	20.3	24.9
1800	290	9	269	1	6	3	2	0	0	0	0	0	0	4	1.4	2	0.7	0	0.0	19.9	24.9
1900	244	2	239	0	2	1	0	0	0	0	0	0	0	7	2.9	1	0.4	0	0.0	21.1	25.9
2000	160	0	155	0	3	1	0	0	0	0	1	0	0	4	2.5	1	0.6	0	0.0	22.3	27.1
2100	113	0	113	0	0	0	0	0	0	0	0	0	0	8	7.1	0	0.0	0	0.0	23.9	28.2
2200	80	0	77	0	0	3	0	0	0	0	0	0	0	13	16.3	3	3.8	0	0.0	26.9	30.1
2300	47	1	45	0	0	1	0	0	0	0	0	0	0	20	42.6	2	4.3	0	0.0	28.5	32.8
07-19	3853	54	3632	14	94	32	22	2	1	0	2	0	0	70	1.8	13	0.3	0	0.0	20.4	25.4
06-22	4428	57	4192	14	100	36	22	2	1	1	3	0	0	115	2.6	22	0.5	0	0.0	20.7	25.8
06-00	4555	58	4314	14	100	40	22	2	1	1	3	0	0	148	3.2	27	0.6	0	0.0	20.9	26
00-00	4684	60	4430	14	106	45	22	2	1	1	3	0	0	213	4.5	43	0.9	1	0.0	21.1	26.3

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Sunday, 22 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	33	0	30	0	2	1	0	0	0	0	0	0	0	7	21.2	4	12.1	1	3.0	28.2	34.5
0100	30	0	30	0	0	0	0	0	0	0	0	0	0	14	46.7	4	13.3	0	0.0	30.5	34.9
0200	18	0	17	0	1	0	0	0	0	0	0	0	0	11	61.1	2	11.1	0	0.0	30.6	34.8
0300	9	0	8	0	1	0	0	0	0	0	0	0	0	6	66.7	1	11.1	0	0.0	30	-
0400	18	0	17	0	0	1	0	0	0	0	0	0	0	8	44.4	2	11.1	0	0.0	28.9	34.4
0500	26	0	25	1	0	0	0	0	0	0	0	0	0	17	65.4	6	23.1	0	0.0	31.8	38.1
0600	45	0	44	0	1	0	0	0	0	0	0	0	0	24	53.3	5	11.1	0	0.0	29.2	33.5
0700	56	1	52	0	2	1	0	0	0	0	0	0	0	20	35.7	5	8.9	0	0.0	29.7	33.6
0800	113	2	107	1	2	1	0	0	0	0	0	0	0	27	23.9	3	2.7	0	0.0	27.4	31.1
0900	167	2	158	0	2	5	0	0	0	0	0	0	0	18	10.8	5	3.0	0	0.0	24.6	28.8
1000	274	1	267	1	1	3	1	0	0	0	0	0	0	3	1.1	0	0.0	0	0.0	21.2	26.1
1100	297	3	285	0	6	1	2	0	0	0	0	0	0	6	2.0	0	0.0	0	0.0	22.4	26.9
1200	312	1	301	4	2	4	0	0	0	0	0	0	0	1	0.3	0	0.0	0	0.0	21.4	25.6
1300	302	2	287	2	5	4	2	0	0	0	0	0	0	6	2.0	2	0.7	2	0.7	21.5	25.8
1400	281	5	267	0	4	3	2	0	0	0	0	0	0	9	3.2	1	0.4	0	0.0	23	27.3
1500	270	0	262	0	7	0	0	0	1	0	0	0	0	8	3.0	0	0.0	0	0.0	23.4	26.9
1600	243	1	239	1	2	0	0	0	0	0	0	0	0	7	2.9	1	0.4	0	0.0	23.2	26.8
1700	248	0	241	1	5	0	1	0	0	0	0	0	0	8	3.2	0	0.0	0	0.0	22.9	27.3
1800	209	0	198	2	4	3	2	0	0	0	0	0	0	8	3.8	0	0.0	0	0.0	21.5	26.5
1900	172	0	168	0	2	2	0	0	0	0	0	0	0	6	3.5	0	0.0	0	0.0	21.3	26.3
2000	110	0	107	1	1	1	0	0	0	0	0	0	0	5	4.5	1	0.9	0	0.0	23	27.2
2100	79	0	75	0	3	1	0	0	0	0	0	0	0	10	12.7	0	0.0	0	0.0	25	29.5
2200	53	0	53	0	0	0	0	0	0	0	0	0	0	12	22.6	4	7.5	0	0.0	27.4	32.1
2300	33	0	29	1	1	2	0	0	0	0	0	0	0	7	21.2	1	3.0	0	0.0	27	30.5
07-19	2772	18	2664	12	42	25	10	0	1	0	0	0	0	121	4.4	17	0.6	2	0.1	22.8	27.2
06-22	3178	18	3058	13	49	29	10	0	1	0	0	0	0	166	5.2	23	0.7	2	0.1	22.8	27.3
06-00	3264	18	3140	14	50	31	10	0	1	0	0	0	0	185	5.7	28	0.9	2	0.1	22.9	27.5
00-00	3398	18	3267	15	54	33	10	0	1	0	0	0	0	248	7.3	47	1.4	3	0.1	23.2	27.9



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Monday, 23 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	7	70.0	3	30.0	1	10.0	33.1	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	1	20.0	0	0.0	30	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40.0	1	20.0	1	20.0	33.1	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	0	0.0	0	0.0	30.6	-
0400	20	0	18	0	2	0	0	0	0	0	0	0	0	14	70.0	4	20.0	0	0.0	30.1	35.2
0500	83	1	76	0	2	4	0	0	0	0	0	0	0	38	45.8	10	12.1	0	0.0	29.4	34.5
0600	120	0	113	0	1	3	2	0	0	0	1	0	0	42	35.0	1	0.8	0	0.0	29	31.4
0700	370	3	342	1	10	10	0	0	0	1	3	0	0	42	11.4	2	0.5	0	0.0	27.2	29.6
0800	465	0	442	1	12	4	5	0	0	0	1	0	0	15	3.2	0	0.0	0	0.0	24.2	28.2
0900	398	4	376	1	15	0	2	0	0	0	0	0	0	7	1.8	1	0.3	0	0.0	22.5	26.9
1000	332	2	304	0	19	3	4	0	0	0	0	0	0	2	0.6	0	0.0	0	0.0	20.2	25.1
1100	325	0	301	1	22	1	0	0	0	0	0	0	0	2	0.6	0	0.0	0	0.0	20.3	24.9
1200	305	2	278	1	19	1	3	0	1	0	0	0	0	6	2.0	0	0.0	0	0.0	20.3	24.9
1300	309	2	284	4	17	0	1	1	0	0	0	0	0	9	2.9	4	1.3	3	1.0	22.8	26.3
1400	287	0	260	0	23	4	0	0	0	0	0	0	0	4	1.4	2	0.7	0	0.0	19.9	24.8
1500	410	3	365	1	36	3	2	0	0	0	0	0	0	2	0.5	0	0.0	0	0.0	20	24.3
1600	425	2	392	3	20	3	4	1	0	0	0	0	0	3	0.7	0	0.0	0	0.0	18.3	23.6
1700	402	2	383	1	10	3	2	0	1	0	0	0	0	4	1.0	0	0.0	0	0.0	21.5	25.6
1800	314	2	300	2	7	0	2	0	0	0	1	0	0	10	3.2	1	0.3	0	0.0	21.9	26.5
1900	254	1	238	1	10	3	1	0	0	0	0	0	0	7	2.8	0	0.0	0	0.0	21.7	25.9
2000	134	1	119	0	11	2	1	0	0	0	0	0	0	9	6.7	1	0.7	0	0.0	22	27.5
2100	119	0	115	1	3	0	0	0	0	0	0	0	0	16	13.5	2	1.7	0	0.0	24.2	29.5
2200	60	0	59	0	0	1	0	0	0	0	0	0	0	11	18.3	3	5.0	0	0.0	25.9	30.6
2300	27	0	25	0	1	0	1	0	0	0	0	0	0	9	33.3	0	0.0	0	0.0	27.9	32.8
07-19	4342	22	4027	16	210	32	25	2	2	1	5	0	0	106	2.4	10	0.2	3	0.1	21.6	26.6
06-22	4969	24	4612	18	235	40	29	2	2	1	6	0	0	180	3.6	14	0.3	3	0.1	21.9	27
06-00	5056	24	4696	18	236	41	30	2	2	1	6	0	0	200	4.0	17	0.3	3	0.1	22	27.1
00-00	5185	25	4814	18	242	45	30	2	2	1	6	0	0	268	5.2	36	0.7	5	0.1	22.2	27.4

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Tuesday, 24 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	9	0	1	0	0	0	0	0	0	0	0	6	60.0	0	0.0	0	0.0	30.6	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80.0	0	0.0	0	0.0	29.1	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	34.4	-
0300	7	0	5	0	1	0	1	0	0	0	0	0	0	2	28.6	1	14.3	0	0.0	29.5	-
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	6	85.7	0	0.0	0	0.0	31.7	-
0500	62	0	57	0	1	3	1	0	0	0	0	0	0	40	64.5	7	11.3	0	0.0	30.4	34.5
0600	144	0	133	0	8	3	0	0	0	0	0	0	0	46	31.9	6	4.2	0	0.0	29	32.3
0700	407	1	382	0	19	4	0	0	0	1	0	0	0	63	15.5	8	2.0	0	0.0	27.2	30
0800	543	2	525	1	13	2	0	0	0	0	0	0	0	16	2.9	2	0.4	0	0.0	24.4	27.2
0900	386	3	361	1	13	6	1	0	1	0	0	0	0	5	1.3	1	0.3	0	0.0	22.5	26.2
1000	314	1	291	1	17	2	1	0	1	0	0	0	0	3	1.0	0	0.0	0	0.0	21.5	25.8
1100	341	1	311	1	23	2	3	0	0	0	0	0	0	4	1.2	0	0.0	0	0.0	19.9	24.3
1200	342	1	314	1	18	3	4	0	1	0	0	0	0	3	0.9	0	0.0	0	0.0	20.7	25.3
1300	300	3	267	1	25	3	0	0	0	1	0	0	0	5	1.7	0	0.0	0	0.0	21.1	25.7
1400	341	3	310	1	19	2	4	1	1	0	0	0	0	1	0.3	0	0.0	0	0.0	19.5	24.9
1500	427	4	385	3	28	5	1	0	0	0	1	0	0	1	0.2	0	0.0	0	0.0	18.4	23
1600	436	3	408	2	18	2	2	1	0	0	0	0	0	2	0.5	0	0.0	0	0.0	19.3	24.2
1700	426	0	408	4	10	3	1	0	0	0	0	0	0	10	2.3	1	0.2	0	0.0	20.7	25.3
1800	323	2	307	2	10	0	1	1	0	0	0	0	0	1	0.3	0	0.0	0	0.0	19.9	24.3
1900	235	2	218	1	10	2	2	0	0	0	0	0	0	4	1.7	0	0.0	0	0.0	20.7	25.3
2000	137	0	128	0	7	1	1	0	0	0	0	0	0	10	7.3	0	0.0	0	0.0	23.2	27.6
2100	129	1	121	0	4	2	1	0	0	0	0	0	0	5	3.9	1	0.8	0	0.0	22.8	27
2200	53	0	50	0	2	1	0	0	0	0	0	0	0	9	17.0	0	0.0	0	0.0	26.1	30.5
2300	21	0	20	0	1	0	0	0	0	0	0	0	0	7	33.3	0	0.0	0	0.0	29.1	31.2
07-19	4586	24	4269	18	213	34	18	3	4	2	1	0	0	114	2.5	12	0.3	0	0.0	21.4	26.3
06-22	5231	27	4869	19	242	42	22	3	4	2	1	0	0	179	3.4	19	0.4	0	0.0	21.7	26.6
06-00	5305	27	4939	19	245	43	22	3	4	2	1	0	0	195	3.7	19	0.4	0	0.0	21.7	26.7
00-00	5399	27	5024	19	249	46	24	3	4	2	1	0	0	256	4.7	28	0.5	0	0.0	21.9	26.9

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Wednesday, 25 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	11	0	1	0	0	0	0	0	0	0	0	5	41.7	1	8.3	0	0.0	30.1	34.6
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	30.9	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	0	0.0	0	0.0	31.5	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	31.1	-
0400	16	0	15	0	1	0	0	0	0	0	0	0	0	7	43.8	1	6.3	0	0.0	28	33.5
0500	65	1	62	0	0	2	0	0	0	0	0	0	0	43	66.2	11	16.9	0	0.0	31.6	35.8
0600	140	1	127	0	6	5	1	0	0	0	0	0	0	48	34.3	5	3.6	0	0.0	28.7	31.4
0700	407	2	385	3	11	5	1	0	0	0	0	0	0	50	12.3	4	1.0	0	0.0	26.7	29.5
0800	544	6	501	2	22	4	7	0	0	0	2	0	0	19	3.5	1	0.2	0	0.0	22.2	27
0900	392	4	357	4	20	3	3	0	1	0	0	0	0	6	1.5	1	0.3	0	0.0	21.5	25.8
1000	343	5	304	3	24	3	4	0	0	0	0	0	0	5	1.5	1	0.3	0	0.0	18.8	24.1
1100	335	0	295	1	26	9	3	1	0	0	0	0	0	5	1.5	0	0.0	0	0.0	19.9	24.8
1200	320	4	297	0	12	3	3	1	0	0	0	0	0	2	0.6	0	0.0	0	0.0	18	23.2
1300	363	5	329	0	23	2	4	0	0	0	0	0	0	3	0.8	0	0.0	0	0.0	20.7	25.1
1400	356	2	326	1	21	2	4	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.1	23.9
1500	428	1	387	0	28	3	9	0	0	0	0	0	0	4	0.9	0	0.0	0	0.0	19.2	23.8
1600	442	3	408	1	25	3	0	0	0	1	1	0	0	5	1.1	0	0.0	0	0.0	20.4	25.2
1700	422	1	397	4	13	2	4	0	1	0	0	0	0	2	0.5	0	0.0	0	0.0	18.9	23.6
1800	404	3	384	2	12	2	0	0	0	1	0	0	0	10	2.5	1	0.2	0	0.0	19.3	25.4
1900	271	3	250	0	13	3	2	0	0	0	0	0	0	4	1.5	0	0.0	0	0.0	20.6	25.7
2000	172	0	162	0	8	2	0	0	0	0	0	0	0	15	8.7	3	1.7	0	0.0	23.3	27.8
2100	118	0	111	0	6	0	1	0	0	0	0	0	0	11	9.3	1	0.8	0	0.0	23.4	28.5
2200	68	0	67	0	1	0	0	0	0	0	0	0	0	11	16.2	1	1.5	0	0.0	27.3	30.5
2300	26	0	26	0	0	0	0	0	0	0	0	0	0	12	46.2	3	11.5	0	0.0	29.3	34
07-19	4756	36	4370	21	237	41	42	2	2	2	3	0	0	111	2.3	8	0.2	0	0.0	20.5	25.8
06-22	5457	40	5020	21	270	51	46	2	2	2	3	0	0	189	3.5	17	0.3	0	0.0	20.9	26.3
06-00	5551	40	5113	21	271	51	46	2	2	2	3	0	0	212	3.8	21	0.4	0	0.0	21	26.5
00-00	5651	41	5208	21	273	53	46	2	2	2	3	0	0	273	4.8	34	0.6	0	0.0	21.2	26.8



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	19	0	18	0	1	0	0	0	0	0	0	0	0	7	35.6	2	10.6	0	1.5	29.1	34.4
0100	12	0	10	0	1	0	0	0	0	0	0	0	0	5	43.2	1	11.1	0	0.0	28.7	34.6
0200	7	0	7	0	1	0	0	0	0	0	0	0	0	4	53.9	1	11.5	0	1.9	30.1	-
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	3	37.5	1	8.3	0	2.1	28.6	-
0400	14	0	13	0	1	0	0	0	0	0	0	0	0	6	41.1	1	8.4	0	0.0	28.1	33.2
0500	57	1	53	0	1	2	0	0	0	0	0	0	0	27	47.3	6	11.0	0	0.0	29.1	33.9
0600	110	0	102	0	5	2	0	0	0	0	0	0	0	30	26.9	4	3.6	0	0.0	27.3	31.3
0700	309	2	286	1	12	6	1	0	0	0	1	0	0	33	10.7	4	1.4	0	0.0	24.4	29.4
0800	414	3	389	1	11	6	2	0	0	0	1	0	0	14	3.3	1	0.3	0	0.0	21.8	27
0900	352	4	326	1	14	5	2	0	0	0	0	0	0	6	1.8	1	0.4	0	0.0	20.7	25.9
1000	336	3	311	2	15	3	3	0	0	0	0	0	0	3	0.9	0	0.1	0	0.0	19.5	24.7
1100	335	2	309	1	17	3	2	0	0	0	0	0	0	4	1.2	0	0.0	0	0.0	19.8	24.9
1200	340	3	315	1	15	3	2	0	0	0	0	0	0	3	0.9	0	0.0	0	0.0	18.9	24.3
1300	336	5	308	2	17	2	2	0	0	0	0	0	0	4	1.2	1	0.3	1	0.2	19.8	25.1
1400	328	4	298	2	19	3	2	0	0	0	0	0	0	3	1.0	0	0.1	0	0.0	19.2	24.8
1500	384	2	351	1	23	3	2	0	0	0	0	0	0	3	0.8	0	0.1	0	0.0	19.3	24.5
1600	383	4	356	2	17	2	2	0	0	0	0	0	0	5	1.2	0	0.1	0	0.0	19.7	24.7
1700	381	2	362	2	9	2	2	0	0	0	0	0	0	5	1.4	1	0.2	0	0.1	19.9	24.9
1800	314	3	297	2	8	3	1	0	0	0	0	0	0	6	1.9	1	0.2	0	0.0	19.7	25
1900	247	2	232	0	7	3	1	0	0	0	0	0	0	5	2.0	0	0.1	0	0.0	20.1	25.2
2000	155	1	147	0	5	1	0	0	0	0	0	0	0	7	4.4	1	0.7	0	0.0	22.1	26.8
2100	117	0	110	0	4	2	0	0	0	0	0	0	0	8	7.0	1	0.7	0	0.0	23	27.7
2200	66	0	64	0	1	1	0	0	0	0	0	0	0	10	15.7	2	3.0	0	0.0	26	30.3
2300	35	0	33	0	1	1	0	0	0	0	0	0	0	9	26.2	1	3.2	0	0.0	27.1	31.6
07-19	4211	36	3907	19	178	40	23	3	2	1	3	0	0	89	2.1	10	0.2	1	0.0	20.2	25.7
06-22	4840	40	4498	19	200	48	25	3	2	1	3	0	0	139	2.9	17	0.3	1	0.0	20.5	26
06-00	4942	40	4596	20	201	50	26	3	2	1	3	0	0	159	3.2	20	0.4	1	0.0	20.6	26.2
00-00	5057	41	4702	20	207	52	26	3	2	1	3	0	0	209	4.1	32	0.6	2	0.0	20.8	26.5

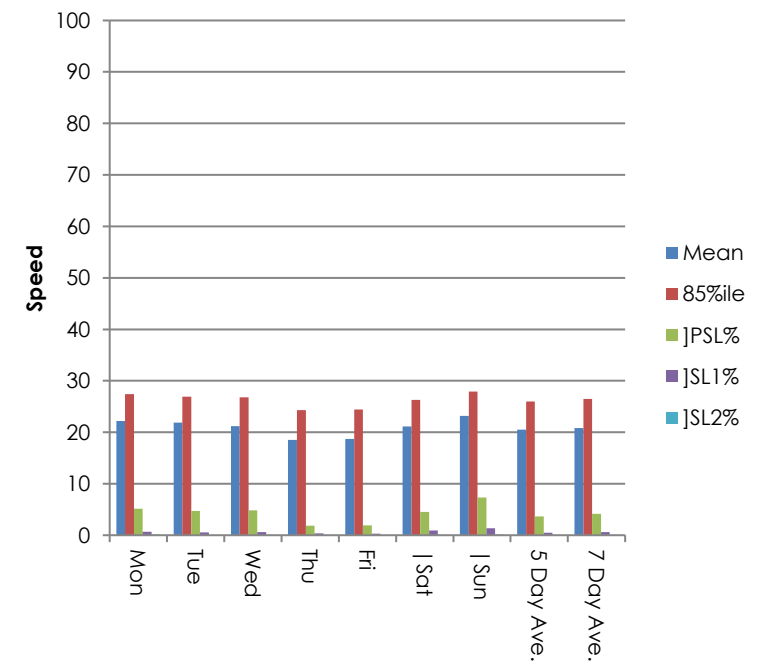
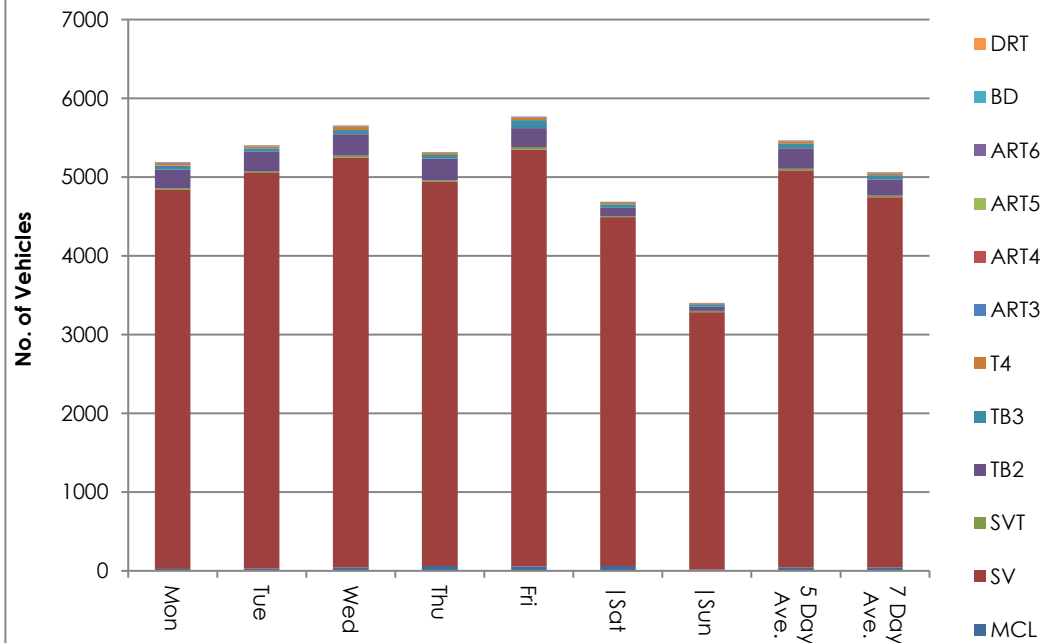
Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction South

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	5185	25	4814	18	242	45	30	2	2	1	6	0	0	268	5.2	36	0.7	5	0.1	22.2	27.4
Tue	5399	27	5024	19	249	46	24	3	4	2	1	0	0	256	4.7	28	0.5	0	0.0	21.9	26.9
Wed	5651	41	5208	21	273	53	46	2	2	2	3	0	0	273	4.8	34	0.6	0	0.0	21.2	26.8
Thu	5317	60	4877	20	280	44	22	6	4	1	3	0	0	97	1.8	19	0.4	3	0.1	18.5	24.3
Fri	5767	58	5292	31	242	101	27	6	3	1	6	0	0	111	1.9	17	0.3	0	0.0	18.7	24.4
Sat	4684	60	4430	14	106	45	22	2	1	1	3	0	0	213	4.5	43	0.9	1	0.0	21.1	26.3
Sun	3398	18	3267	15	54	33	10	0	1	0	0	0	0	248	7.3	47	1.4	3	0.1	23.2	27.9
5 Day Ave.	5464	42	5043	22	257	58	30	4	3	1	4	0	0	201	3.7	27	0.5	2	0.0	20.5	26.0
7 Day Ave.	5057	41	4702	20	207	52	26	3	2	1	3	0	0	209	4.1	32	0.6	2	0.0	20.8	26.5
--	35401	289	32912	138	1446	367	181	21	17	8	22	0	0	1466	4.1	224	0.6	12	0.0	20.8	26.5

Summary Graphs



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Thursday, 19 September 2019

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	8	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	1	1	3	0	0	0	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	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	62	0	0	1	6	15	26	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	143	0	3	5	23	51	52	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	422	3	12	81	141	99	65	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	498	3	21	118	201	119	35	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	385	1	27	77	146	90	41	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	313	5	17	69	106	84	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	306	0	14	73	89	101	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	338	5	34	102	108	66	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	293	2	20	59	82	90	37	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	305	0	34	57	117	84	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	369	2	9	68	123	130	36	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	427	3	25	81	128	144	41	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	424	5	29	145	147	82	9	4	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	341	9	18	93	116	78	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	271	2	35	69	89	59	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	167	1	8	11	52	75	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	114	1	0	8	28	69	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	74	0	1	3	11	28	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	1	4	10	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4421	38	260	1023	1504	1167	378	40	6	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5116	42	306	1116	1696	1421	469	53	8	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5221	42	307	1120	1711	1459	506	62	9	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5317	42	307	1121	1718	1485	547	78	13	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction South

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Friday, 20 September 2019

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	20	0	0	1	0	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	1	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	0	1	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	63	0	0	4	5	15	25	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	119	0	1	3	12	48	43	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	386	3	15	47	126	127	56	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	496	0	31	122	179	133	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	388	1	32	76	135	105	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	347	1	23	74	113	103	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	365	3	30	83	109	107	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	379	3	40	105	126	83	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	369	4	35	107	134	74	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	384	6	58	92	113	80	30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	479	8	57	132	174	92	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	416	2	17	60	143	162	24	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	422	1	11	61	129	181	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	319	3	17	50	95	125	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	280	1	8	44	96	105	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	207	0	6	18	50	89	40	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	145	0	5	8	26	70	31	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	77	2	0	3	6	24	31	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	63	0	0	0	4	29	24	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4750	35	366	1009	1576	1372	340	50	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5501	36	386	1082	1760	1684	476	68	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5641	38	386	1085	1770	1737	531	81	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5767	38	386	1091	1780	1772	589	94	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Saturday, 21 September 2019

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	39	0	0	0	1	3	16	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	23	0	1	0	1	3	8	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	1	0	1	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	39	0	0	0	2	2	12	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	58	0	0	0	0	3	29	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	117	0	2	2	7	21	62	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	238	0	1	3	26	100	94	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	348	1	7	51	112	124	51	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	430	0	14	72	131	167	44	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	374	1	11	34	128	141	54	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	382	0	15	50	117	154	41	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	418	4	16	91	141	128	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	340	1	6	50	118	120	42	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	302	0	8	35	64	132	58	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	294	0	1	33	62	146	50	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	320	3	5	35	89	142	43	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	290	2	10	36	87	114	37	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	244	0	4	22	69	100	42	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	160	0	3	10	29	70	44	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	113	0	0	3	12	57	33	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	80	0	0	0	2	22	43	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	47	0	0	0	3	6	18	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3853	12	96	492	1082	1489	612	57	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4428	12	103	527	1192	1719	760	93	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4555	12	103	527	1197	1747	821	121	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4684	12	104	528	1201	1758	868	170	33	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Sunday, 22 September 2019

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	33	0	0	0	2	5	19	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	30	0	0	0	0	5	11	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	18	0	0	0	1	0	6	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	1	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	1	3	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	0	0	0	0	1	8	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	45	0	0	0	4	6	11	19	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	56	0	0	0	0	4	32	15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	113	0	0	3	2	20	61	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	167	1	0	5	17	65	61	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	274	0	7	28	67	106	63	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	297	1	4	13	57	132	84	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	312	2	2	16	88	138	65	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	302	1	6	22	80	130	57	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	281	1	4	12	54	98	103	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	270	0	2	6	39	134	81	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	243	0	2	13	25	117	79	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	248	0	1	19	35	105	80	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	209	0	2	27	47	82	43	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	172	0	2	20	48	60	36	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	110	0	2	4	18	46	35	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	79	0	0	4	7	26	32	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	53	0	0	0	5	13	23	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	33	0	0	0	4	2	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2772	6	30	164	511	1131	809	104	13	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3178	6	34	192	588	1269	923	143	17	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3264	6	34	192	597	1284	966	157	21	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3398	6	34	192	602	1298	1018	201	36	8	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Monday, 23 September 2019

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	10	0	0	0	0	1	2	4	2	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	1	0	1	2	1	0	0	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	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	20	0	0	0	2	2	2	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	83	0	2	0	3	7	33	28	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	120	0	0	1	1	4	72	41	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	370	0	0	1	4	55	268	40	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	465	0	2	6	53	196	193	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	398	2	7	22	61	176	123	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	332	1	22	27	82	150	48	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	325	0	8	47	84	140	44	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	305	1	7	45	72	137	37	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	309	1	0	13	64	143	79	5	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	287	0	9	35	93	110	36	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	410	1	8	54	113	192	40	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	425	1	18	106	135	134	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	402	0	7	36	81	194	80	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	314	1	3	27	64	132	77	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	254	0	0	29	45	130	43	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	134	0	5	12	26	51	31	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	119	0	1	5	20	35	42	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	60	0	0	2	5	16	26	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	27	0	0	0	1	5	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4342	8	91	419	906	1759	1053	96	7	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4969	8	97	466	998	1979	1241	166	10	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5056	8	97	468	1004	2000	1279	183	13	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5185	8	99	468	1010	2010	1322	232	30	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Tuesday, 24 September 2019

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	10	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	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	0
0300	7	0	0	0	0	0	5	1	1	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	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	62	0	0	0	3	4	15	33	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	144	0	0	1	0	8	89	40	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	407	0	0	2	4	82	256	55	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	543	0	1	4	36	268	218	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	386	0	4	20	60	209	88	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	314	0	2	16	92	141	60	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	341	0	6	48	101	149	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	342	0	7	41	72	163	56	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	300	3	6	26	66	137	57	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	341	1	20	49	90	134	46	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	427	1	19	83	145	155	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	436	1	16	77	121	174	45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	426	0	6	51	120	176	63	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	323	0	5	47	94	144	32	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	235	0	3	29	61	103	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	137	0	1	7	16	72	31	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	129	1	0	9	24	51	39	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	53	0	0	1	3	14	26	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	21	0	0	0	0	1	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4586	6	92	464	1001	1932	977	102	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5231	7	96	510	1102	2166	1171	160	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5305	7	96	511	1105	2181	1210	176	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5399	7	96	511	1109	2185	1235	228	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction South

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Wednesday, 25 September 2019

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	1	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	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	0	0	0
0400	16	0	1	0	0	2	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	65	0	0	0	0	2	20	32	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	140	0	0	0	3	13	76	43	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	407	0	0	1	7	97	252	46	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	544	3	17	45	58	255	147	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	392	1	5	25	103	171	81	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	343	0	16	64	115	109	34	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	335	0	14	47	88	140	41	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	320	3	11	74	117	98	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	363	2	6	32	106	161	53	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	356	1	11	55	132	120	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	428	2	16	67	131	170	38	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	442	2	12	43	116	197	67	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	422	1	20	63	157	143	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	404	1	23	73	114	128	55	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	271	1	12	18	81	107	48	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	172	0	3	10	27	70	47	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	118	0	2	6	23	38	38	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	68	0	0	1	0	10	46	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	26	0	0	0	0	7	7	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4756	16	151	589	1244	1789	856	103	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5457	17	168	623	1378	2017	1065	172	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5551	17	168	624	1378	2034	1118	191	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5651	17	169	624	1378	2039	1151	239	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction South

10463 / Bridge of Weir  
September 2019  
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	135 - 140
0000	19	0	0	0	0	2	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	1	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	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	0	0	0
0400	14	0	0	0	1	3	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	57	0	0	1	3	7	20	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	110	0	1	1	6	19	53	26	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	309	1	4	19	41	69	142	29	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	414	1	10	43	79	156	111	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	352	1	12	39	91	134	69	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	336	1	14	50	101	123	44	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	335	1	12	49	94	130	45	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	340	2	17	62	100	120	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	336	2	13	50	96	123	48	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	328	1	20	50	102	107	44	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	384	2	17	64	113	144	42	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	383	1	13	59	104	153	48	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	381	1	11	59	108	146	50	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	314	2	11	50	88	115	42	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	247	1	9	33	70	95	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	155	0	4	10	31	68	35	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	117	0	1	6	20	49	32	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	66	0	0	1	5	18	31	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	35	0	0	0	2	9	15	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4211	17	155	594	1118	1520	718	79	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4840	18	170	645	1245	1751	872	122	14	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4942	19	170	647	1252	1777	919	139	17	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5057	19	171	648	1257	1792	961	177	27	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

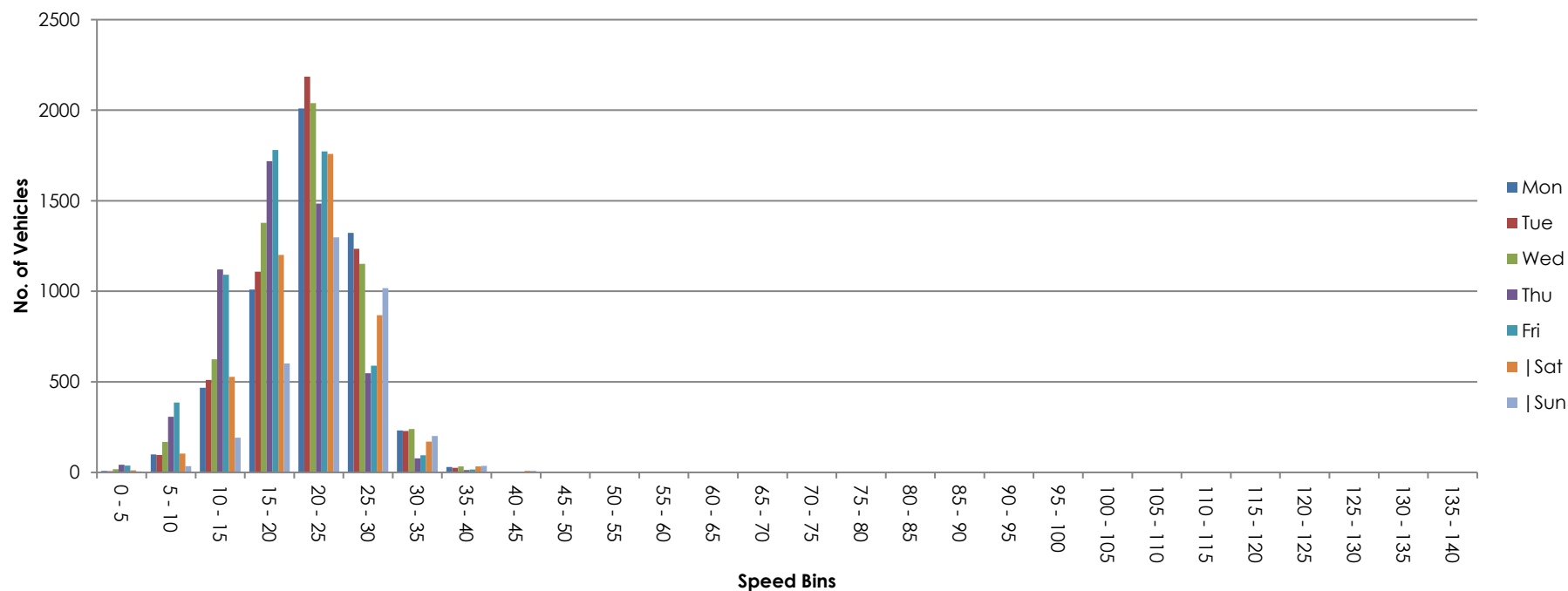
Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction South

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Virtual Week (1)

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
Mon	5185	8	99	468	1010	2010	1322	232	30	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	5399	7	96	511	1109	2185	1235	228	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	5651	17	169	624	1378	2039	1151	239	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	5317	42	307	1121	1718	1485	547	78	13	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	5767	38	386	1091	1780	1772	589	94	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	4684	12	104	528	1201	1758	868	170	33	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	3398	6	34	192	602	1298	1018	201	36	8	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	5464	22	211	763	1399	1898	969	174	23	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	5057	19	171	648	1257	1792	961	177	27	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	35401	130	1195	4535	8798	12547	6730	1242	186	26	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Summary Graphs



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Thursday, 19 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	34	0	32	0	2	0	0	0	0	0	0	0	0	16	47.1	3	8.8	1	2.9	29.9	34
0100	15	0	12	0	2	1	0	0	0	0	0	0	0	7	46.7	2	13.3	0	0.0	30.1	35
0200	13	0	12	0	1	0	0	0	0	0	0	0	0	7	53.9	1	7.7	0	0.0	30	34.6
0300	19	0	17	0	2	0	0	0	0	0	0	0	0	4	21.1	1	5.3	0	0.0	27.8	30.6
0400	27	1	25	0	1	0	0	0	0	0	0	0	0	4	14.8	2	7.4	2	7.4	27.1	30.3
0500	96	2	85	0	9	0	0	0	0	0	0	0	0	21	21.9	7	7.3	0	0.0	27	30.9
0600	197	1	173	0	22	0	1	0	0	0	0	0	0	21	10.7	2	1.0	0	0.0	24.4	29.4
0700	646	3	595	1	43	2	0	1	1	0	0	0	0	42	6.5	5	0.8	0	0.0	21.5	27.6
0800	904	5	843	1	42	10	2	1	0	0	0	0	0	4	0.4	0	0.0	0	0.0	19.5	24.8
0900	664	5	592	4	55	3	3	0	0	1	1	0	0	7	1.1	1	0.2	0	0.0	19.2	25.2
1000	528	5	466	5	41	5	3	3	0	0	0	0	0	2	0.4	0	0.0	0	0.0	19.3	24.3
1100	551	5	508	2	28	3	2	2	1	0	0	0	0	5	0.9	0	0.0	0	0.0	19.8	24.6
1200	641	4	580	1	46	4	4	1	0	0	1	0	0	5	0.8	0	0.0	0	0.0	18.3	23.9
1300	542	9	488	2	35	2	4	1	1	0	0	0	0	6	1.1	1	0.2	0	0.0	19.8	25.1
1400	672	8	603	4	49	3	2	0	1	0	2	0	0	3	0.4	0	0.0	0	0.0	19.2	23.8
1500	770	3	698	4	55	3	4	0	0	2	1	0	0	10	1.3	1	0.1	0	0.0	20.5	24.9
1600	826	10	748	3	57	3	3	0	0	1	1	0	0	7	0.8	0	0.0	0	0.0	19.8	24.5
1700	911	9	879	1	21	1	0	0	0	0	0	0	0	9	1.0	3	0.3	3	0.3	18.2	22.5
1800	727	6	689	3	21	4	2	0	1	0	1	0	0	4	0.6	0	0.0	0	0.0	19	23.8
1900	568	7	537	0	11	9	3	0	0	0	1	0	0	5	0.9	0	0.0	0	0.0	18.3	23.3
2000	377	4	364	0	9	0	0	0	0	0	0	0	0	10	2.7	0	0.0	0	0.0	21.8	25.9
2100	287	0	274	0	11	2	0	0	0	0	0	0	0	10	3.5	3	1.0	0	0.0	22.4	26.5
2200	231	2	222	0	5	2	0	0	0	0	0	0	0	23	10.0	1	0.4	0	0.0	24.7	28.8
2300	96	1	91	0	3	1	0	0	0	0	0	0	0	16	16.7	2	2.1	0	0.0	26.1	30.5
07-19	8382	72	7689	31	493	43	29	9	5	4	7	0	0	104	1.2	11	0.1	3	0.0	19.5	24.6
06-22	9811	84	9037	31	546	54	33	9	5	4	8	0	0	150	1.5	16	0.2	3	0.0	19.7	24.8
06-00	10138	87	9350	31	554	57	33	9	5	4	8	0	0	189	1.9	19	0.2	3	0.0	19.9	25.1
00-00	10342	90	9533	31	571	58	33	9	5	4	8	0	0	248	2.4	35	0.3	6	0.1	20	25.3



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Friday, 20 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	52	0	49	0	3	0	0	0	0	0	0	0	0	10	19.2	1	1.9	0	0.0	27.4	31.6
0100	26	0	20	0	5	0	0	0	0	1	0	0	0	7	26.9	0	0.0	0	0.0	27	31.8
0200	20	0	18	0	2	0	0	0	0	0	0	0	0	10	50.0	0	0.0	0	0.0	29.1	32.5
0300	24	0	20	0	4	0	0	0	0	0	0	0	0	6	25.0	1	4.2	0	0.0	26.7	32.5
0400	25	0	23	0	0	1	0	0	0	1	0	0	0	7	28.0	2	8.0	0	0.0	27.2	32.2
0500	86	3	76	0	6	0	0	1	0	0	0	0	0	19	22.1	4	4.7	0	0.0	26.4	31.7
0600	181	0	163	0	13	3	1	0	1	0	0	0	0	24	13.3	6	3.3	0	0.0	24.9	29.4
0700	572	4	513	2	29	17	4	1	1	0	1	0	0	30	5.2	3	0.5	0	0.0	21.7	27.2
0800	911	5	837	4	37	19	4	1	0	0	4	0	0	10	1.1	0	0.0	0	0.0	18.8	23.8
0900	698	4	622	3	47	15	6	0	1	0	0	0	0	8	1.1	0	0.0	0	0.0	19.4	24.4
1000	587	5	537	2	33	5	1	1	0	1	2	0	0	8	1.4	1	0.2	0	0.0	19.7	24.6
1100	649	2	592	5	41	4	4	0	0	1	0	0	0	3	0.5	0	0.0	0	0.0	18.9	24.2
1200	708	2	653	1	47	2	2	0	0	0	1	0	0	3	0.4	0	0.0	0	0.0	18.3	23.4
1300	694	12	637	7	35	1	2	0	0	0	0	0	0	1	0.1	0	0.0	0	0.0	17.5	22.9
1400	801	8	733	8	39	6	3	1	2	0	1	0	0	9	1.1	0	0.0	0	0.0	17.5	23.1
1500	954	7	884	0	50	11	1	0	1	0	0	0	0	3	0.3	0	0.0	0	0.0	16.5	21.9
1600	839	7	784	5	37	5	1	0	0	0	0	0	0	17	2.0	3	0.4	0	0.0	20.4	25.1
1700	902	13	851	6	24	4	3	1	0	0	0	0	0	23	2.6	0	0.0	0	0.0	21.7	26.5
1800	738	5	704	2	16	9	1	1	0	0	0	0	0	15	2.0	0	0.0	0	0.0	21.1	26.2
1900	592	7	560	2	14	6	2	0	0	0	1	0	0	13	2.2	1	0.2	0	0.0	21.1	25.6
2000	418	4	405	1	4	3	1	0	0	0	0	0	0	16	3.8	4	1.0	0	0.0	22.2	26.8
2100	339	4	320	1	5	8	1	0	0	0	0	0	0	22	6.5	3	0.9	0	0.0	23.8	28.4
2200	182	0	176	0	3	2	1	0	0	0	0	0	0	23	12.6	2	1.1	0	0.0	25.7	29.6
2300	145	1	137	0	4	3	0	0	0	0	0	0	0	30	20.7	5	3.4	0	0.0	26.6	31
07-19	9053	74	8347	45	435	98	32	6	5	2	9	0	0	130	1.4	7	0.1	0	0.0	19.2	24.7
06-22	10583	89	9795	49	471	118	37	6	6	2	10	0	0	205	1.9	21	0.2	0	0.0	19.7	25.2
06-00	10910	90	10108	49	478	123	38	6	6	2	10	0	0	258	2.4	28	0.3	0	0.0	19.9	25.5
00-00	11143	93	10314	49	498	124	38	7	6	4	10	0	0	317	2.8	36	0.3	0	0.0	20	25.7

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Saturday, 21 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	79	0	78	0	1	0	0	0	0	0	0	0	0	37	46.8	12	15.2	0	0.0	30.1	35
0100	54	1	47	0	5	1	0	0	0	0	0	0	0	26	48.2	6	11.1	0	0.0	29.3	33.9
0200	29	0	26	0	2	1	0	0	0	0	0	0	0	16	55.2	6	20.7	0	0.0	29.6	35.7
0300	15	0	12	1	2	0	0	0	0	0	0	0	0	8	53.3	3	20.0	1	6.7	31.8	38.1
0400	20	1	16	0	2	0	0	0	1	0	0	0	0	9	45.0	5	25.0	0	0.0	29.9	36.2
0500	57	1	49	0	4	3	0	0	0	0	0	0	0	31	54.4	7	12.3	0	0.0	30.5	34.6
0600	100	1	89	0	6	2	1	0	0	1	0	0	0	37	37.0	12	12.0	0	0.0	29.9	34.6
0700	236	1	214	0	11	5	4	0	0	0	1	0	0	69	29.2	11	4.7	0	0.0	28.2	32.3
0800	429	5	393	1	19	8	2	0	1	0	0	0	0	52	12.1	4	0.9	0	0.0	25.1	29.4
0900	648	6	610	3	26	2	1	0	0	0	0	0	0	11	1.7	0	0.0	0	0.0	21.6	26.6
1000	713	11	671	1	21	4	5	0	0	0	0	0	0	12	1.7	2	0.3	0	0.0	20.4	25.4
1100	704	9	672	1	14	2	5	1	0	0	0	0	0	23	3.3	1	0.1	0	0.0	21.7	26.4
1200	796	10	766	0	16	3	0	1	0	0	0	0	0	32	4.0	4	0.5	0	0.0	21.8	26.7
1300	771	9	733	3	20	4	2	0	0	0	0	0	0	12	1.6	2	0.3	0	0.0	20.2	25.4
1400	699	9	662	3	20	1	3	0	0	0	1	0	0	16	2.3	2	0.3	0	0.0	21.5	25.8
1500	593	7	569	1	13	3	0	0	0	0	0	0	0	20	3.4	1	0.2	0	0.0	22.6	27.2
1600	603	6	579	3	13	0	2	0	0	0	0	0	0	27	4.5	1	0.2	0	0.0	22.9	27.2
1700	627	4	604	2	11	4	2	0	0	0	0	0	0	20	3.2	2	0.3	0	0.0	22	26.9
1800	569	11	543	2	8	3	2	0	0	0	0	0	0	17	3.0	3	0.5	0	0.0	21.5	26.7
1900	489	3	481	1	3	1	0	0	0	0	0	0	0	21	4.3	2	0.4	0	0.0	22.1	27
2000	312	0	302	0	7	2	0	0	0	0	1	0	0	12	3.8	2	0.6	0	0.0	23.1	27.2
2100	228	0	224	0	3	1	0	0	0	0	0	0	0	16	7.0	0	0.0	0	0.0	24.6	28.9
2200	177	0	173	0	0	4	0	0	0	0	0	0	0	46	26.0	10	5.7	2	1.1	27.9	32
2300	137	1	134	0	0	1	1	0	0	0	0	0	0	48	35.0	6	4.4	0	0.0	28.4	32.3
07-19	7388	88	7016	20	192	39	28	2	1	0	2	0	0	311	4.2	33	0.4	0	0.0	22	27
06-22	8517	92	8112	21	211	45	29	2	1	1	3	0	0	397	4.7	49	0.6	0	0.0	22.2	27.2
06-00	8831	93	8419	21	211	50	30	2	1	1	3	0	0	491	5.6	65	0.7	2	0.0	22.4	27.5
00-00	9085	96	8647	22	227	55	30	2	2	1	3	0	0	618	6.8	104	1.1	3	0.0	22.6	27.8

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Sunday, 22 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	72	0	65	0	6	1	0	0	0	0	0	0	0	26	36.1	9	12.5	2	2.8	29.3	34.3
0100	59	0	58	0	1	0	0	0	0	0	0	0	0	24	40.7	7	11.9	2	3.4	30.1	34.7
0200	39	0	37	0	2	0	0	0	0	0	0	0	0	21	53.9	2	5.1	0	0.0	29.9	33.9
0300	22	0	19	0	3	0	0	0	0	0	0	0	0	14	63.6	5	22.7	0	0.0	30.9	35.6
0400	28	0	27	0	0	1	0	0	0	0	0	0	0	14	50.0	3	10.7	0	0.0	29.3	33.5
0500	44	0	43	1	0	0	0	0	0	0	0	0	0	21	47.7	6	13.6	0	0.0	30.1	34.8
0600	68	0	66	0	2	0	0	0	0	0	0	0	0	35	51.5	7	10.3	0	0.0	29.6	33.8
0700	104	2	95	1	5	1	0	0	0	0	0	0	0	43	41.4	14	13.5	0	0.0	30.1	34.8
0800	189	2	179	1	6	1	0	0	0	0	0	0	0	55	29.1	9	4.8	0	0.0	28.1	32
0900	282	2	268	0	7	5	0	0	0	0	0	0	0	50	17.7	10	3.5	1	0.4	25.9	30.5
1000	457	4	441	1	5	4	2	0	0	0	0	0	0	16	3.5	0	0.0	0	0.0	22.4	27
1100	515	3	498	1	9	2	2	0	0	0	0	0	0	28	5.4	0	0.0	0	0.0	23.4	27.7
1200	606	2	584	6	10	4	0	0	0	0	0	0	0	18	3.0	2	0.3	0	0.0	23	27.5
1300	601	2	576	5	12	4	2	0	0	0	0	0	0	28	4.7	3	0.5	2	0.3	23.4	27.4
1400	547	5	528	1	8	3	2	0	0	0	0	0	0	36	6.6	3	0.5	0	0.0	24.3	28.3
1500	536	1	522	0	10	2	0	0	1	0	0	0	0	33	6.2	1	0.2	0	0.0	24.7	28.6
1600	529	2	518	3	5	0	0	0	0	1	0	0	0	34	6.4	2	0.4	0	0.0	24.3	28.2
1700	502	2	487	1	10	1	1	0	0	0	0	0	0	36	7.2	0	0.0	0	0.0	24.3	28.2
1800	463	0	449	2	7	3	2	0	0	0	0	0	0	27	5.8	2	0.4	0	0.0	23.1	28
1900	378	0	368	1	7	2	0	0	0	0	0	0	0	20	5.3	2	0.5	0	0.0	22.4	27.1
2000	268	0	259	1	7	1	0	0	0	0	0	0	0	22	8.2	3	1.1	0	0.0	24.2	28.6
2100	171	0	164	0	5	2	0	0	0	0	0	0	0	33	19.3	2	1.2	0	0.0	26.2	30.8
2200	129	0	126	0	3	0	0	0	0	0	0	0	0	28	21.7	5	3.9	0	0.0	26.8	31.1
2300	79	0	73	1	2	3	0	0	0	0	0	0	0	26	32.9	6	7.6	0	0.0	28.6	32.8
07-19	5331	27	5145	22	94	30	11	0	1	1	0	0	0	404	7.6	46	0.9	3	0.1	24.1	28.4
06-22	6216	27	6002	24	115	35	11	0	1	1	0	0	0	514	8.3	60	1.0	3	0.0	24.1	28.5
06-00	6424	27	6201	25	120	38	11	0	1	1	0	0	0	568	8.8	71	1.1	3	0.0	24.2	28.6
00-00	6688	27	6450	26	132	40	11	0	1	1	0	0	0	688	10.3	103	1.5	7	0.1	24.4	29



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Monday, 23 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	21	0	3	0	0	0	0	0	0	0	0	16	66.7	5	20.8	1	4.2	31.2	38.1
0100	15	0	15	0	0	0	0	0	0	0	0	0	0	10	66.7	4	26.7	0	0.0	31.9	39.9
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	4	50.0	1	12.5	1	12.5	32.5	-
0300	9	0	6	0	3	0	0	0	0	0	0	0	0	5	55.6	0	0.0	0	0.0	29.2	-
0400	33	0	29	0	4	0	0	0	0	0	0	0	0	21	63.6	8	24.2	0	0.0	30.6	36.7
0500	113	1	102	0	6	4	0	0	0	0	0	0	0	55	48.7	15	13.3	0	0.0	29.5	34.6
0600	182	0	166	0	9	4	2	0	0	0	1	0	0	69	37.9	11	6.0	0	0.0	29.2	32.3
0700	613	3	570	1	24	10	0	0	0	1	4	0	0	113	18.4	8	1.3	0	0.0	27.8	30.5
0800	922	0	856	2	45	7	9	0	1	0	2	0	0	57	6.2	0	0.0	0	0.0	25	28.7
0900	650	4	597	3	42	0	4	0	0	0	0	0	0	23	3.5	1	0.2	0	0.0	23.5	27.8
1000	578	4	524	1	39	4	5	0	1	0	0	0	0	10	1.7	0	0.0	0	0.0	21.2	26.3
1100	595	2	553	1	38	1	0	0	0	0	0	0	0	13	2.2	0	0.0	0	0.0	21.7	26.2
1200	592	3	549	2	31	1	4	0	1	1	0	0	0	19	3.2	1	0.2	0	0.0	21.9	26.7
1300	632	3	582	5	37	0	3	1	1	0	0	0	0	22	3.5	4	0.6	3	0.5	23.5	27.1
1400	659	1	603	1	46	5	1	0	1	1	0	0	0	20	3.0	5	0.8	0	0.0	22.2	27.2
1500	820	6	747	2	57	4	4	0	0	0	0	0	0	22	2.7	6	0.7	0	0.0	21.6	26.3
1600	876	4	810	6	45	4	6	1	0	0	0	0	0	7	0.8	1	0.1	0	0.0	19.9	25.4
1700	901	3	869	1	21	3	2	0	1	1	0	0	0	34	3.8	3	0.3	0	0.0	23.3	27.2
1800	726	4	699	3	17	0	2	0	0	0	1	0	0	39	5.4	4	0.6	0	0.0	23.3	27.8
1900	520	1	498	2	15	3	1	0	0	0	0	0	0	22	4.2	2	0.4	0	0.0	23	27.1
2000	327	1	305	0	18	2	1	0	0	0	0	0	0	26	8.0	3	0.9	0	0.0	24	28.6
2100	240	0	231	1	8	0	0	0	0	0	0	0	0	30	12.5	2	0.8	0	0.0	25	29.5
2200	155	0	153	0	1	1	0	0	0	0	0	0	0	43	27.7	6	3.9	0	0.0	27.1	32
2300	59	0	55	0	3	0	1	0	0	0	0	0	0	21	35.6	2	3.4	0	0.0	28.8	32.8
07-19	8564	37	7959	28	442	39	40	2	6	4	7	0	0	379	4.4	33	0.4	3	0.0	22.9	27.6
06-22	9833	39	9159	31	492	48	44	2	6	4	8	0	0	526	5.3	51	0.5	3	0.0	23.1	27.8
06-00	10047	39	9367	31	496	49	45	2	6	4	8	0	0	590	5.9	59	0.6	3	0.0	23.2	28
00-00	10249	40	9548	31	512	53	45	2	6	4	8	0	0	701	6.8	92	0.9	5	0.0	23.3	28.2

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Tuesday, 24 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	19	0	3	0	0	0	0	0	0	0	0	14	63.6	4	18.2	0	0.0	31.7	36
0100	9	0	8	0	1	0	0	0	0	0	0	0	0	8	88.9	2	22.2	0	0.0	31.5	-
0200	10	0	8	0	2	0	0	0	0	0	0	0	0	7	70.0	3	30.0	0	0.0	31.8	-
0300	14	0	12	0	1	0	1	0	0	0	0	0	0	7	50.0	5	35.7	0	0.0	31.6	37.5
0400	18	0	18	0	0	0	0	0	0	0	0	0	0	14	77.8	3	16.7	0	0.0	31.9	37.1
0500	90	0	82	0	4	3	1	0	0	0	0	0	0	50	55.6	10	11.1	0	0.0	30.1	34.5
0600	202	0	182	0	17	3	0	0	0	0	0	0	0	69	34.2	14	6.9	0	0.0	29.1	32.6
0700	657	2	612	3	34	5	0	0	0	1	0	0	0	138	21.0	16	2.4	0	0.0	27.8	30.9
0800	1016	3	969	3	38	2	0	1	0	0	0	0	0	70	6.9	12	1.2	0	0.0	25.1	28.6
0900	647	3	588	1	43	7	1	0	2	0	2	0	0	28	4.3	3	0.5	0	0.0	23.3	27.2
1000	556	2	498	3	46	3	2	0	1	0	1	0	0	13	2.3	0	0.0	0	0.0	22.5	27.1
1100	605	3	547	1	44	3	5	0	0	0	2	0	0	12	2.0	0	0.0	0	0.0	21.2	26.1
1200	650	1	599	2	38	3	4	0	1	1	1	0	0	18	2.8	0	0.0	0	0.0	21.9	26.6
1300	590	3	535	2	45	3	0	0	0	1	1	0	0	18	3.1	3	0.5	0	0.0	22.4	26.9
1400	675	4	617	2	42	2	4	1	1	0	2	0	0	13	1.9	3	0.4	0	0.0	21.1	25.7
1500	813	5	741	7	52	5	2	0	0	0	1	0	0	14	1.7	0	0.0	0	0.0	20.2	25.5
1600	865	3	812	3	40	2	2	1	0	0	2	0	0	18	2.1	0	0.0	0	0.0	21.4	26.5
1700	925	0	892	4	22	3	3	0	0	0	1	0	0	36	3.9	6	0.6	0	0.0	22.6	26.8
1800	748	2	721	2	21	0	1	1	0	0	0	0	0	14	1.9	0	0.0	0	0.0	22.2	26.6
1900	546	2	517	2	21	2	2	0	0	0	0	0	0	18	3.3	1	0.2	0	0.0	22.7	27.4
2000	322	0	310	0	10	1	1	0	0	0	0	0	0	36	11.2	7	2.2	0	0.0	24.6	29.4
2100	270	1	259	0	7	2	1	0	0	0	0	0	0	29	10.7	1	0.4	0	0.0	24.9	29.3
2200	142	0	136	0	5	1	0	0	0	0	0	0	0	37	26.1	3	2.1	0	0.0	27.5	31.5
2300	64	0	61	0	2	0	1	0	0	0	0	0	0	24	37.5	8	12.5	0	0.0	29.6	34.8
07-19	8747	31	8131	33	465	38	24	4	5	3	13	0	0	392	4.5	43	0.5	0	0.0	22.7	27.4
06-22	10087	34	9399	35	520	46	28	4	5	3	13	0	0	544	5.4	66	0.7	0	0.0	22.9	27.7
06-00	10293	34	9596	35	527	47	29	4	5	3	13	0	0	605	5.9	77	0.7	0	0.0	23	27.8
00-00	10456	34	9743	35	538	50	31	4	5	3	13	0	0	705	6.7	104	1.0	0	0.0	23.1	28

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Wednesday, 25 September 2019

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	22	0	2	0	0	0	0	0	0	0	0	10	41.7	4	16.7	0	0.0	29.9	37.6
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	5	62.5	1	12.5	0	0.0	31	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	5	83.3	0	0.0	0	0.0	30.4	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	34.5	-
0400	28	0	25	0	3	0	0	0	0	0	0	0	0	11	39.3	2	7.1	0	0.0	28.2	32.6
0500	88	2	81	0	3	2	0	0	0	0	0	0	0	55	62.5	13	14.8	0	0.0	31.1	35.2
0600	204	1	176	0	17	7	3	0	0	0	0	0	0	73	35.8	10	4.9	0	0.0	28.6	32.3
0700	648	3	600	3	32	6	3	0	0	0	1	0	0	114	17.6	12	1.9	0	0.0	27.1	30.4
0800	1000	6	922	2	50	7	9	0	1	0	3	0	0	51	5.1	1	0.1	0	0.0	23	27.8
0900	661	5	594	6	43	4	7	0	1	0	1	0	0	30	4.5	1	0.2	0	0.0	22.4	26.7
1000	614	5	540	3	50	8	7	0	0	0	1	0	0	19	3.1	1	0.2	0	0.0	20.7	26.1
1100	638	2	568	3	47	9	7	1	1	0	0	0	0	11	1.7	0	0.0	0	0.0	21.3	26.1
1200	636	4	589	1	30	4	5	1	0	0	1	1	0	9	1.4	1	0.2	0	0.0	20.1	25.5
1300	637	6	584	1	35	3	8	0	0	0	0	0	0	17	2.7	3	0.5	3	0.5	22	26.4
1400	774	3	713	3	43	6	5	1	0	0	0	0	0	11	1.4	0	0.0	0	0.0	20.7	25.9
1500	852	2	782	1	50	3	13	0	0	0	1	0	0	7	0.8	1	0.1	0	0.0	20.8	25.3
1600	870	5	807	2	47	3	3	0	1	1	1	0	0	33	3.8	0	0.0	0	0.0	22.1	27.1
1700	916	1	869	7	30	3	4	0	1	0	1	0	0	12	1.3	1	0.1	0	0.0	21.5	26.3
1800	830	4	795	3	23	3	1	0	0	1	0	0	0	24	2.9	4	0.5	0	0.0	21.1	26.5
1900	575	3	544	0	23	3	2	0	0	0	0	0	0	18	3.1	1	0.2	0	0.0	22.2	27.1
2000	387	0	370	0	14	3	0	0	0	0	0	0	0	44	11.4	6	1.6	0	0.0	24.3	29.2
2100	296	0	285	0	10	0	1	0	0	0	0	0	0	37	12.5	2	0.7	0	0.0	24.9	29.6
2200	183	0	178	0	5	0	0	0	0	0	0	0	0	50	27.3	6	3.3	0	0.0	28.3	31.7
2300	59	0	58	0	1	0	0	0	0	0	0	0	0	24	40.7	8	13.6	0	0.0	29.7	34
07-19	9076	46	8363	35	480	59	72	3	5	2	10	1	0	338	3.7	25	0.3	3	0.0	21.9	27
06-22	10538	50	9738	35	544	72	78	3	5	2	10	1	0	510	4.8	44	0.4	3	0.0	22.2	27.3
06-00	10780	50	9974	35	550	72	78	3	5	2	10	1	0	584	5.4	58	0.5	3	0.0	22.4	27.5
00-00	10936	52	10118	35	558	74	78	3	5	2	10	1	0	672	6.1	79	0.7	3	0.0	22.5	27.7



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	44	0	41	0	3	0	0	0	0	0	0	0	0	18	42.0	5	12.4	1	1.3	29.6	34.5
0100	27	0	24	0	2	0	0	0	0	0	0	0	0	12	46.8	3	11.8	0	1.1	29.7	34.4
0200	18	0	16	0	1	0	0	0	0	0	0	0	0	10	56.0	2	10.4	0	0.8	30.1	34.2
0300	15	0	13	0	2	0	0	0	0	0	0	0	0	7	43.8	2	15.2	0	1.0	29.5	35.2
0400	26	0	23	0	1	0	0	0	0	0	0	0	0	11	44.7	4	14.0	0	1.1	29.1	34.7
0500	82	1	74	0	5	2	0	0	0	0	0	0	0	36	43.9	9	10.8	0	0.0	29.1	33.9
0600	162	0	145	0	12	3	1	0	0	0	0	0	0	47	28.9	9	5.5	0	0.0	27.6	31.8
0700	497	3	457	2	25	7	2	0	0	0	1	0	0	78	15.8	10	2.0	0	0.0	25.6	30.1
0800	767	4	714	2	34	8	4	0	0	0	1	0	0	43	5.6	4	0.5	0	0.0	22.8	27.8
0900	607	4	553	3	38	5	3	0	1	0	1	0	0	22	3.7	2	0.4	0	0.0	21.8	26.9
1000	576	5	525	2	34	5	4	1	0	0	1	0	0	11	2.0	1	0.1	0	0.0	20.8	25.9
1100	608	4	563	2	32	3	4	1	0	0	0	0	0	14	2.2	0	0.0	0	0.0	21.1	26
1200	661	4	617	2	31	3	3	0	0	0	1	0	0	15	2.2	1	0.2	0	0.0	20.7	26
1300	638	6	591	4	31	2	3	0	0	0	0	0	0	15	2.3	2	0.4	1	0.2	21.2	26.2
1400	690	5	637	3	35	4	3	0	1	0	1	0	0	15	2.2	2	0.3	0	0.0	20.7	26
1500	763	4	706	2	41	4	3	0	0	0	0	0	0	16	2.0	1	0.2	0	0.0	20.6	25.9
1600	773	5	723	4	35	2	2	0	0	0	1	0	0	20	2.6	1	0.1	0	0.0	21.3	26.3
1700	812	5	779	3	20	3	2	0	0	0	0	0	0	24	3.0	2	0.3	0	0.1	21.8	26.7
1800	686	5	657	2	16	3	2	0	0	0	0	0	0	20	2.9	2	0.3	0	0.0	21.5	26.6
1900	524	3	501	1	13	4	1	0	0	0	0	0	0	17	3.2	1	0.2	0	0.0	21.6	26.5
2000	344	1	331	0	10	2	0	0	0	0	0	0	0	24	6.9	4	1.0	0	0.0	23.4	28
2100	262	1	251	0	7	2	0	0	0	0	0	0	0	25	9.7	2	0.7	0	0.0	24.4	29
2200	171	0	166	0	3	1	0	0	0	0	0	0	0	36	20.9	5	2.8	0	0.2	26.8	30.9
2300	91	0	87	0	2	1	0	0	0	0	0	0	0	27	29.6	5	5.8	0	0.0	27.9	32.3
07-19	8077	54	7521	31	372	49	34	4	4	2	7	0	0	294	3.6	28	0.4	2	0.0	21.6	26.8
06-22	9369	59	8749	32	414	60	37	4	4	2	7	0	0	407	4.3	44	0.5	2	0.0	21.8	27.1
06-00	9632	60	9002	32	419	62	38	4	4	2	7	0	0	469	4.9	54	0.6	2	0.0	22	27.3
00-00	9843	62	9193	33	434	65	38	4	4	3	7	0	0	564	5.7	79	0.8	3	0.0	22.1	27.5

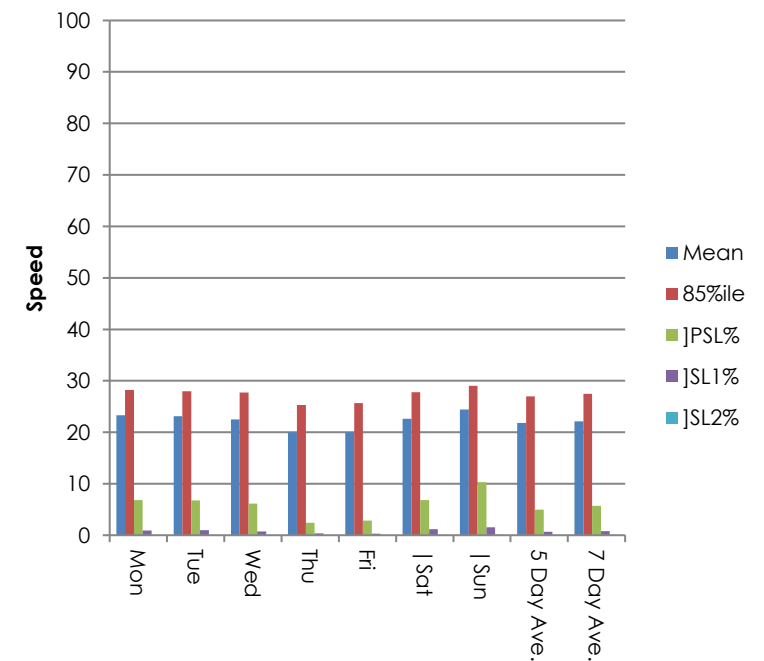
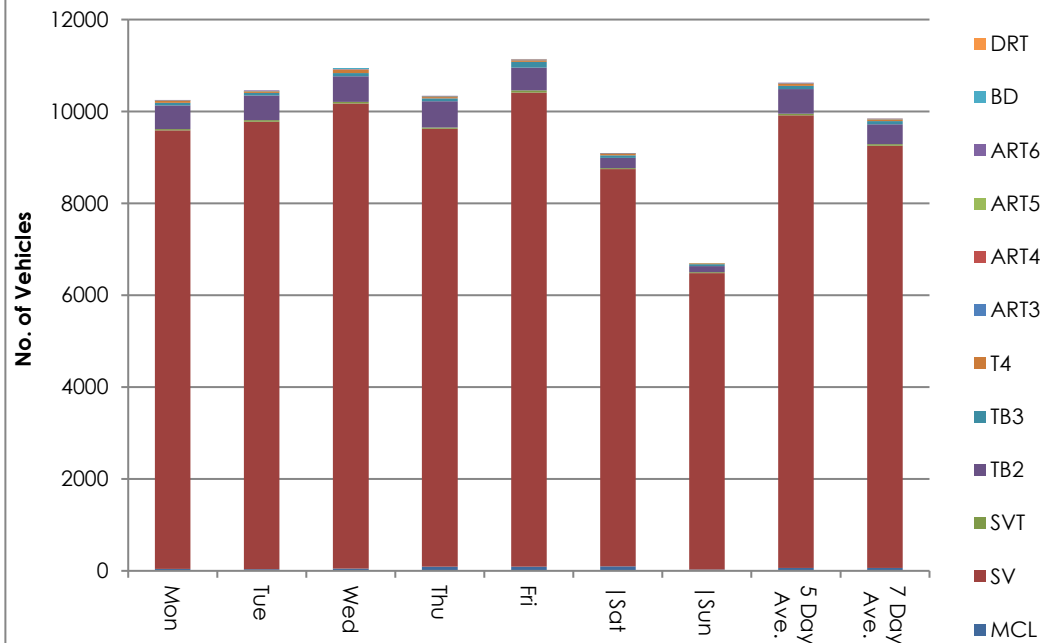
Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction North South

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 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	10249	40	9548	31	512	53	45	2	6	4	8	0	0	701	6.8	92	0.9	5	0.0	23.3	28.2
Tue	10456	34	9743	35	538	50	31	4	5	3	13	0	0	705	6.7	104	1.0	0	0.0	23.1	28
Wed	10936	52	10118	35	558	74	78	3	5	2	10	1	0	672	6.1	79	0.7	3	0.0	22.5	27.7
Thu	10342	90	9533	31	571	58	33	9	5	4	8	0	0	248	2.4	35	0.3	6	0.1	20	25.3
Fri	11143	93	10314	49	498	124	38	7	6	4	10	0	0	317	2.8	36	0.3	0	0.0	20	25.7
Sat	9085	96	8647	22	227	55	30	2	2	1	3	0	0	618	6.8	104	1.1	3	0.0	22.6	27.8
Sun	6688	27	6450	26	132	40	11	0	1	1	0	0	0	688	10.3	103	1.5	7	0.1	24.4	29
5 Day Ave.	10625	62	9851	36	535	72	45	5	5	3	10	0	0	529	5.0	69	0.6	3	0.0	21.8	27.0
7 Day Ave.	9843	62	9193	33	434	65	38	4	4	3	7	0	0	564	5.7	79	0.8	3	0.0	22.1	27.5
--	68899	432	64353	229	3036	454	266	27	30	19	52	1	0	3949	5.7	553	0.8	24	0.0	22.1	27.5

Summary Graphs



Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction North South

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Thursday, 19 September 2019

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	34	0	0	0	0	5	13	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	0	0	0	2	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	2	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	19	0	0	0	1	2	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	27	0	0	0	1	8	14	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	96	0	0	1	7	21	46	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	197	0	3	6	27	65	75	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	646	4	12	83	155	198	152	37	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	904	3	23	139	311	303	121	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	664	1	32	97	244	186	97	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	528	5	17	88	156	198	62	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	551	0	14	80	158	229	65	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	641	6	37	123	228	181	61	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	542	2	23	63	162	210	76	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	672	0	41	76	238	257	57	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	770	2	13	76	232	335	102	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	826	3	25	91	290	316	94	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	911	5	34	172	388	265	38	6	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	727	9	29	116	232	272	65	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	568	2	41	96	217	174	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	377	1	8	15	87	188	68	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	287	1	1	13	55	154	53	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	231	0	4	4	25	82	93	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	96	0	0	1	8	23	48	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8382	40	300	1204	2794	2950	990	93	6	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9811	44	353	1334	3180	3531	1219	134	10	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	10138	44	357	1339	3213	3636	1360	170	13	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	10342	44	357	1340	3222	3676	1455	213	23	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Friday, 20 September 2019

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	52	0	0	1	0	9	32	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	26	0	0	1	2	4	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	20	0	0	0	1	2	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	24	0	0	0	1	10	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	25	0	0	1	1	8	8	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	86	0	0	4	5	20	38	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	181	0	1	4	17	71	64	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	572	3	15	47	134	194	149	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	911	1	51	140	329	314	66	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	698	3	32	98	222	261	74	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	587	2	27	84	158	245	63	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	649	3	35	114	211	216	67	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	708	3	41	130	256	224	51	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	694	6	39	162	274	167	45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	801	7	74	167	294	200	50	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	954	15	90	260	357	189	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	839	2	23	81	257	349	110	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	902	4	13	71	199	372	220	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	738	4	17	68	179	302	153	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	592	2	9	49	157	272	90	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	418	0	12	27	83	166	114	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	339	0	5	12	44	124	132	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	182	2	0	4	10	57	86	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	145	0	1	0	6	47	61	25	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	9053	53	457	1422	2870	3033	1088	123	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	10583	55	484	1514	3171	3666	1488	184	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	10910	57	485	1518	3187	3770	1635	230	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	11143	57	485	1525	3197	3823	1739	281	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction North South

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Saturday, 21 September 2019

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	79	0	1	0	1	4	36	25	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	54	0	1	0	1	6	20	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	29	0	0	2	0	1	10	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	0	7	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	20	0	0	0	1	2	8	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	57	0	0	0	2	3	21	24	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	100	0	0	0	0	5	58	25	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	236	0	2	2	7	32	124	58	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	429	0	3	9	37	142	186	48	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	648	1	7	56	168	238	167	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	713	0	19	88	190	294	110	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	704	1	14	45	175	295	151	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	796	0	17	55	192	328	172	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	771	4	19	116	208	285	127	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	699	1	6	53	182	321	120	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	593	0	9	38	102	257	167	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	603	0	1	35	97	279	164	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	627	3	9	39	130	268	158	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	569	2	10	54	138	208	140	14	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	489	0	13	29	98	199	129	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	312	0	4	14	46	138	98	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	228	0	0	4	22	97	89	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	177	0	0	0	5	35	91	36	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	137	0	1	0	3	18	67	42	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7388	12	116	590	1626	2947	1786	278	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8517	12	133	637	1792	3386	2160	348	42	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	8831	12	134	637	1800	3439	2318	426	54	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9085	12	136	639	1805	3455	2420	514	86	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Sunday, 22 September 2019

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	72	0	0	0	2	8	36	17	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	59	0	0	0	0	8	27	17	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	39	0	0	0	2	0	16	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	22	0	0	0	1	1	6	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	28	0	0	0	1	5	8	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	44	0	0	0	0	3	20	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	68	0	0	0	4	9	20	28	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	104	0	0	0	0	6	55	29	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	189	0	0	3	3	27	101	46	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	282	1	0	5	20	95	111	40	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	457	0	9	35	88	171	138	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	515	1	5	14	85	213	169	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	606	2	5	22	116	241	202	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	601	1	7	23	99	241	202	25	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	547	1	4	17	67	183	239	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	536	0	3	8	45	229	218	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	529	0	4	17	38	231	205	32	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	502	0	2	20	52	181	211	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	463	0	5	31	78	180	142	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	378	0	4	31	77	145	101	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	268	0	6	6	26	106	102	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	171	0	0	6	10	45	77	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	129	0	2	3	8	27	61	23	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	79	0	0	0	5	5	43	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5331	6	44	195	691	1998	1993	358	40	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	6216	6	54	238	808	2303	2293	454	51	6	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	6424	6	56	241	821	2335	2397	497	60	8	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6688	6	56	241	827	2360	2510	585	85	11	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Monday, 23 September 2019

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	1	0	0	3	4	11	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	0	0	1	0	4	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	33	0	0	0	3	3	6	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	113	0	2	0	5	10	41	40	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	182	0	0	1	3	12	97	58	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	613	0	0	1	4	77	418	105	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	922	0	2	6	78	324	455	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	650	2	7	26	82	267	243	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	578	1	26	38	145	241	117	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	595	1	12	52	126	259	132	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	592	1	13	50	110	253	146	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	632	1	0	18	93	294	204	18	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	659	0	10	40	145	273	171	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	820	1	10	70	196	338	183	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	876	1	28	144	230	324	142	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	901	0	11	43	115	388	310	31	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	726	1	6	35	101	309	235	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	520	0	0	33	72	251	142	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	327	0	5	14	43	108	131	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	240	0	1	5	24	84	96	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	155	0	1	2	8	33	68	37	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	59	0	0	0	1	7	30	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8564	9	125	523	1425	3347	2756	346	28	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9833	9	131	576	1567	3802	3222	475	45	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	10047	9	132	578	1576	3842	3320	531	52	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	10249	9	135	578	1585	3859	3382	609	80	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Tuesday, 24 September 2019

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	22	0	0	0	0	0	8	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	1	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	14	0	0	0	0	0	7	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	1	0	3	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	90	0	0	0	3	7	30	40	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	202	0	0	1	1	16	115	55	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	657	0	0	2	5	101	411	122	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1016	0	1	6	60	438	441	58	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	647	0	5	23	81	321	189	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	556	0	6	26	126	231	154	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	605	0	9	59	148	264	113	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	650	0	7	52	118	316	139	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	590	3	9	31	101	269	159	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	675	1	23	61	143	301	133	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	813	1	24	110	235	298	131	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	865	1	18	91	186	349	202	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	925	0	6	53	196	375	259	30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	748	0	5	55	143	339	192	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	546	0	4	30	102	250	142	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	322	0	1	10	33	134	108	29	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	270	1	0	9	29	80	122	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	142	0	0	1	4	26	74	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	64	0	0	0	0	6	34	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8747	6	113	569	1542	3602	2523	349	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	10087	7	118	619	1707	4082	3010	478	61	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	10293	7	118	620	1711	4114	3118	528	72	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	10456	7	118	620	1716	4123	3167	601	98	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
Automatic Traffic Count

Wednesday, 25 September 2019

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	5	9	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	8	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	6	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	28	0	1	0	0	4	12	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	88	0	0	0	1	4	28	42	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	204	0	2	0	5	22	102	63	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	648	0	1	2	10	156	365	102	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	1000	5	20	65	129	392	338	50	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	661	1	7	37	135	287	164	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	614	0	19	74	170	217	115	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	638	0	15	55	143	287	127	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	636	3	12	88	200	224	100	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	637	2	10	38	147	285	138	14	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	774	1	17	75	235	293	142	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	852	2	17	81	232	370	143	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	870	2	14	51	183	367	220	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	916	1	22	68	229	362	222	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	830	1	30	92	196	302	185	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	575	1	15	33	115	239	154	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	387	0	8	13	46	134	142	38	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	296	0	7	7	34	79	132	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	183	0	0	1	0	25	107	44	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	59	0	0	0	0	11	24	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	9076	18	184	726	2009	3542	2259	313	21	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	10538	19	216	779	2209	4016	2789	466	38	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	10780	19	216	780	2209	4052	2920	526	51	4	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	10936	19	217	780	2210	4066	2972	593	70	6	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1  
Location A761 Main Street - south of Mill Brae  
Direction North South

10463 / Bridge of Weir  
September 2019  
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	135 - 140
0000	44	0	0	0	0	5	20	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	27	0	0	0	1	3	10	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	18	0	0	0	0	1	6	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	2	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	26	0	0	0	1	4	8	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	82	0	0	1	3	10	32	27	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	162	0	1	2	8	29	76	38	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	497	1	4	20	45	109	239	69	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	767	1	14	53	135	277	244	39	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	607	1	13	49	136	236	149	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	576	1	18	62	148	228	108	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	608	1	15	60	149	252	118	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	661	2	19	74	174	252	124	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	638	3	15	64	155	250	136	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	690	2	25	70	186	261	130	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	763	3	24	92	200	288	141	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	773	1	16	73	183	316	162	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	812	2	14	67	187	316	203	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	686	2	15	64	152	273	159	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	524	1	12	43	120	219	113	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	344	0	6	14	52	139	109	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	262	0	2	8	31	95	100	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	171	0	1	2	9	41	83	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	91	0	0	0	3	17	44	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8077	21	191	747	1851	3060	1914	266	24	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9369	22	213	814	2062	3541	2312	363	38	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	9632	22	214	816	2074	3598	2438	415	47	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9843	22	215	818	2080	3623	2521	485	68	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



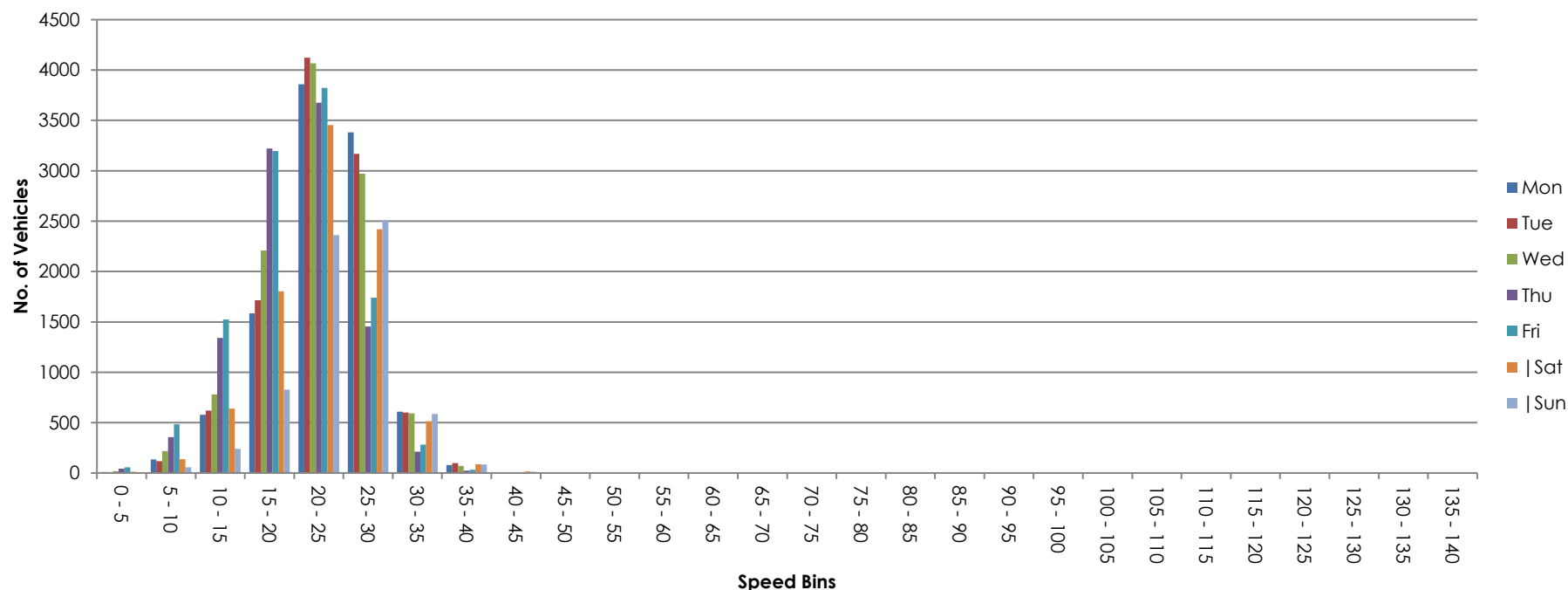
Site 1  
 Location A761 Main Street - south of Mill Brae  
 Direction North South

10463 / Bridge of Weir  
 September 2019  
 Automatic Traffic Count

Virtual Week (1)

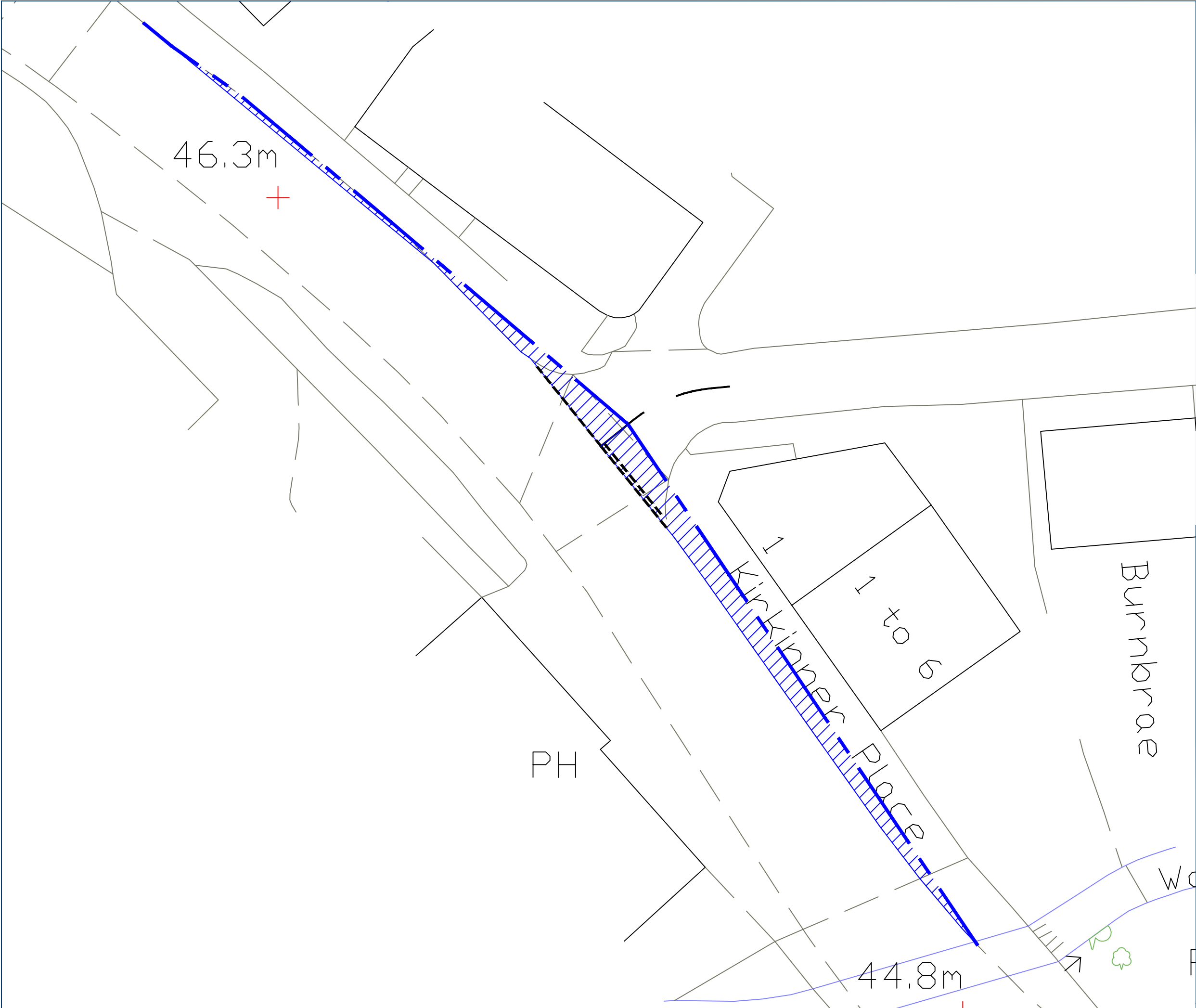
Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	10249	9	135	578	1585	3859	3382	609	80	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	10456	7	118	620	1716	4123	3167	601	98	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	10936	19	217	780	2210	4066	2972	593	70	6	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	10342	44	357	1340	3222	3676	1455	213	23	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	11143	57	485	1525	3197	3823	1739	281	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	9085	12	136	639	1805	3455	2420	514	86	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	6688	6	56	241	827	2360	2510	585	85	11	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	10625	27	262	969	2386	3909	2543	459	61	6	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	9843	22	215	818	2080	3623	2521	485	68	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	68899	154	1504	5723	14562	25362	17645	3396	475	54	15	0	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Summary Graphs



## **Appendix C**

### **Junction Visibility Drawing**



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**DO NOT** scale from this drawing

Notes:  
--- 2.4M x 43M VISIBILITY SPLAYS

Rev.	Revision details:	By:	Checked:
		Date:	Date:

Client:  
**TODD DEVELOPMENTS**

Project:  
**MILL BRAE, BRIDGE OF WEIR**

Drawing Title:  
**VISIBILITY SPLAYS AT THE MILL  
BRAE / A761 MAIN STREET  
JUNCTION**

Drawn:	DW	Checked:	CW
Date:	03/10/19	Date:	03/10/19
Scale:	1/250	Dwg. No:	19248-SK-01

Dwg Status: **INFORMATION**      Print: **COLOUR**

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Dougall Baillie Associates

**DBA**  
civil. structural. transportation. water management.

## **Appendix D**

### **TRICS Database Output**



Calculation Reference: AUDIT-713101-191004-1006

# TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLES

## Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of dwellings  
 Actual Range: 7 to 12 (units: )  
 Range Selected by User: 1 to 15 (units: )

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 10/05/17

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

## Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days

*This data displays the number of selected surveys by day of the week.*

## Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

## Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	2

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

## Selected Location Sub Categories:

Residential Zone	7
------------------	---

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

C3

7 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

1,001 to 5,000

1 days

10,001 to 15,000

1 days

15,001 to 20,000

4 days

20,001 to 25,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

25,001 to 50,000

2 days

50,001 to 75,000

1 days

75,001 to 100,000

1 days

100,001 to 125,000

1 days

125,001 to 250,000

2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0

3 days

1.1 to 1.5

4 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No

7 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present

7 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS/DET.	ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	7	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
2	CA-03-A-04 DETACHED	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	CAMBRIDGESHIRE
	Survey date: TUESDAY	9	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
3	CH-03-A-08 WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	11	CHESHIRE
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
4	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
5	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	10	NORTH YORKSHIRE
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
6	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
7	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total Number of dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	9	0.258	7	9	0.697	7	9	0.955
08:00 - 09:00	7	9	0.303	7	9	0.955	7	9	1.258
09:00 - 10:00	7	9	0.212	7	9	0.500	7	9	0.712
10:00 - 11:00	7	9	0.409	7	9	0.379	7	9	0.788
11:00 - 12:00	7	9	0.439	7	9	0.409	7	9	0.848
12:00 - 13:00	7	9	0.470	7	9	0.576	7	9	1.046
13:00 - 14:00	7	9	0.364	7	9	0.485	7	9	0.849
14:00 - 15:00	7	9	0.470	7	9	0.424	7	9	0.894
15:00 - 16:00	7	9	0.621	7	9	0.394	7	9	1.015
16:00 - 17:00	7	9	0.879	7	9	0.409	7	9	1.288
17:00 - 18:00	7	9	0.742	7	9	0.439	7	9	1.181
18:00 - 19:00	7	9	0.364	7	9	0.333	7	9	0.697
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		5.531			6.000				11.531

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.



## Appendix E

### Census Data

# C11

Scotland's Census 2011 - National Records of ScotlandTable QS702SC - Method of travel to work or study (1)All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census  
Settlement/Locality 2010 by Transport to place of work or study by Term-time Address (Indicator) and In education or employment

Counting: Person

## Filters:

Default Summation Person

Term-time Address: Resident

In education or em In education or employment - Part time students

Transport to place of work or study	All people	Work or study mainly at or from	Underground, metro, light rail or	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Settlement/Locality 2010												
Bridge of Weir	3121	305	1	117	523	14	1488	333	10	15	277	38

(1) Excludes some 4 and 5 year olds (a total of 11,867 in Scotland) who were reported as being in full-time education but for whom no information on their place of study or method of travel to study was provided.

Crown copyright 2013

For further information on variables, see [www.scotlandscensus.gov.uk/variables](http://www.scotlandscensus.gov.uk/variables)

In order to protect against disclosure of personal information, some records have been swapped between different geographic areas. Some cell values will be affected, particularly small values at the most detailed geographies.

## Clare Murray

---

**From:** Iain Gardner [REDACTED]  
**Sent:** 26 February 2020 12:45  
**To:** Clare Murray  
**Cc:** alan todd  
**Subject:** 19/0814/PP - 4 New Houses 9 Mill Brae, BoW

Good afternoon Clare,

19/0814/PP - 4 new houses 9 Mill Brae, BoW

Further to our conversation this afternoon please find below comments relating to the proposed development at Mill Brae. Our client Mr Todd is copied in on this email.

We did look into the ownership of Back Road and came up with the following

*It looks like the owner of the back road was John Woodrow & Sons (Builders) Limited in Bridge of Weir, until they went into voluntary liquidation - see the Registers of Scotland reply below.*

*We searched Woodrow & Sons company and its listed directors to find any info on it or to see if the directors are still active or their addresses etc. I found out that in 2014 there was a notice of disclaimer of bona vacantia for the assets of the company (<https://www.thegazette.co.uk/notice/2222786>). As far as I understand, a notice of bona vacantia means the assets become "ownerless".*

It was at this point our client decided the only approach would be to reduce the number of units on the land and have the road traffic assessment done to see if the Mill Brae junction could cope with an addition of four houses. The report concluded that the development would 'not have any significant impact on the road network'.

It is on the basis off four houses being accessed via Mill Brae that the application would have to be considered due to the situation with the Back Road.

Thanks and happy to discuss.

Iain Gardner  
**IKG Architects**  
21 Church Street, Kilbarchan, PA10 2JQ  
[REDACTED]  
[www.ikgarchitects.co.uk](http://www.ikgarchitects.co.uk)

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**Renfrewshire  
Council**

Renfrewshire House Cotton Street Paisley PA1 1JD Tel: 0300 3000 144 Fax: 0141 618 7935 Email: [dc@renfrewshire.gov.uk](mailto:dc@renfrewshire.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 100209061-001

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)

Erection of four detached houses on brownfield site.

Is this a temporary permission? \*

☐ Yes ☒ No

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

☒ Yes ☐ No

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



## Agent Details

Please enter Agent details

Company/Organisation:	IKG Architects		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Iain	Building Name:	21
Last Name: *	Gardner	Building Number:	
Telephone Number: *		Address 1 (Street): *	Church Street
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Kilbarchan
Fax Number:		Country: *	Scotland
		Postcode: *	PA10 2JQ
Email Address: *			
Is the applicant an individual or an organisation/corporate entity? *			
<input checked="" type="checkbox"/> Individual <input type="checkbox"/> Organisation/Corporate entity			

## Applicant Details

Please enter Applicant details

Title:	Mr	You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	
First Name: *	Alan	Building Number:	23a
Last Name: *	Todd	Address 1 (Street): *	Chruch Street
Company/Organisation	Todd Development	Address 2:	
Telephone Number: *		Town/City: *	Kilbarchan
Extension Number:		Country: *	Scotland
Mobile Number:		Postcode: *	PA102JQ
Fax Number:			
Email Address: *			

## Site Address Details

Planning Authority:

Renfrewshire 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

Northing

665626

Easting

238845

## 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)

Meeting with planners and roads department to discuss development of site in principal. Roads department suggested the junction at the top of Mill Brae may be unsuitable. Client has included a transport statment with this application in response.

Title:

Mr

Other title:

First Name:

James

Last Name:

Weir

Correspondence Reference  
Number:

Date (dd/mm/yyyy):

17/10/2019

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:

0.40

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)

Brownfield Site

## 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.

## Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? \*



Yes



No

Are you proposing to connect to the public drainage network (eg. to an existing sewer)? \*



Yes – connecting to public drainage network



No – proposing to make private drainage arrangements



Not Applicable – only arrangements for water supply required

Do your proposals make provision for sustainable drainage of surface water?? \*  
(e.g. SUDS arrangements) \*



Yes



No

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.

## 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

Are you able to identify and give appropriate notice to ALL the other owners? \*

☒ Yes ☐ No

## Certificate Required

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

Certificate B



## Land Ownership Certificate

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

I hereby certify that

(1) - No person other than myself/the applicant was an owner [Note 4] 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;

or –

(1) - I have/The Applicant has served notice on every person other than myself/the applicant who, at the beginning of the period of 21 days ending with the date of the accompanying application was owner [Note 4] of any part of the land to which the application relates.

Name:

Manager Property Department

Address:

Bridge of Weir LeatherBaltic Works, Kilbarchan Road, Bridge of Weir, Scotland, PA11 3RH

Date of Service of Notice: \*

27/11/2019

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

or –

(2) - The land or part of the land to which the application relates constitutes or forms part of an agricultural holding and I have/the applicant has served notice on every person other than myself/himself who, at the beginning of the period of 21 days ending with the date of the accompanying application was an agricultural tenant. These persons are:

Name:

Address:

Date of Service of Notice: \*

Signed: Iain Gardner

On behalf of: Mr Alan Todd

Date: 26/11/2019

☒ 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)

Transport Statement

Provide copies of the following documents if applicable:

A copy of an Environmental Statement. \*

☐ Yes ☒ N/A

A Design Statement or Design and Access Statement. \*

☐ Yes ☒ N/A

A Flood Risk Assessment. \*

☐ Yes ☒ N/A

A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). \*

☐ Yes ☒ N/A

Drainage/SUDS layout. \*

☐ Yes ☒ N/A

A Transport Assessment or Travel Plan

☒ Yes ☐ N/A

Contaminated Land Assessment. \*

☐ Yes ☒ N/A

Habitat Survey. \*

☐ Yes ☒ N/A

A Processing Agreement. \*

☐ Yes ☒ 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 Iain Gardner

Declaration Date: 26/11/2019

## Payment Details

Telephone Payment Reference: 169249

Created: 29/11/2019 09:19