

APPELLANT'S SUBMISSIONS

Proposal Details

Proposal Name	100290397
Proposal Description	ERECTION OF FOUR DETACHED DWELLING HOUSES (IN PRINCIPLE)
Address	9 MILL BRAE, BRIDGE OF WEIR, PA11 3LD
Local Authority	Renfrewshire Council
Application Online Reference	100290397-001

Application Status

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

Attachment Details

Notice of Review	System	A4
Document 2b - Location Plan	Attached	A3
Document 2c - Indicative Site Plan	Attached	A3
Document 2d - DBA Transport Statement	Attached	Not Applicable
Document 4 - Report of Handling	Attached	A0
Document 5 - Decision Notice	Attached	Not Applicable
Document 3 - Andrew Carrie Transport Report	Attached	Not Applicable
Document 2a - Planning Application Forms	Attached	Not Applicable
Review Request Statement	Attached	Not Applicable
Covering Letter	Attached	Not Applicable
Document 1 - Notice of Review Forms	Attached	A4
Notice_of_Review-2.pdf	Attached	A0
Application_Summary.pdf	Attached	A0
Notice of Review-001.xml	Attached	A0



Our Ref: ep656/let001/DS

11th August 2020

Head of Legal & Democratic Services
Renfrewshire Council
Renfrewshire House
Cotton Street
Paisley
PA1 1PR

Dear Sir/Madam

REVIEW REQUEST - 19/0814/PP - ERECTION OF FOUR DETACHED DWELLING HOUSES (IN PRINCIPLE) AT 9 MILL BRAE, BRIDGE OF WEIR, RENFREWSHIRE PA11 3LD

On behalf of our client, Mr. Alan Todd of Todd Development, please find attached for your attention a request to the review the decision of the Appointed Planning Officer to refuse the above-mentioned application which had sought planning permission in principle for the erection of four detached dwelling houses at 9 Mill Brae, Bridge of Weir, Renfrewshire PA11 3LD.

Please acknowledge receipt and registration of the review request at your earliest convenience.

Thanking you in anticipation of your assistance.

Yours faithfully

[Redacted signature]

Derek Scott

enc.



Renfrewshire Council

Renfrewshire House Cotton Street Paisley PA1 1JD Tel: 0300 3000 144 Fax: 0141 618 7935 Email: 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 100290397-001

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

Applicant or Agent Details

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

☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:

Derek Scott Planning

Ref. Number:

You must enter a Building Name or Number, or both: *

First Name: *

Derek

Building Name:

Last Name: *

Scott

Building Number:

21

Telephone Number: *

Address 1
(Street): *

Lansdowne Crescent

Extension Number:

Address 2:

Mobile Number:

Town/City: *

Edinburgh

Fax Number:

Country: *

Scotland

Postcode: *

EH12 5EH

Email Address: *

Is the applicant an individual or an organisation/corporate entity? *

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Mr"/>	You must enter a Building Name or Number, or both: *
Other Title:	<input type="text"/>	Building Name: <input type="text"/>
First Name: *	<input type="text" value="Alan"/>	Building Number: <input type="text" value="23a"/>
Last Name: *	<input type="text" value="Todd"/>	Address 1 (Street): * <input type="text" value="Church Street"/>
Company/Organisation	<input type="text" value="Todd Development"/>	Address 2: <input type="text"/>
Telephone Number: *	<input type="text"/>	Town/City: * <input type="text" value="Kilbarchan"/>
Extension Number:	<input type="text"/>	Country: * <input type="text" value="Scotland"/>
Mobile Number:	<input type="text"/>	Postcode: * <input type="text" value="PA10 2JQ"/>
Fax Number:	<input type="text"/>	
Email Address: *	<input type="text" value="REDACTED"/>	

Site Address Details

Planning Authority:	<input type="text" value="Renfrewshire Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text" value="9 MILL BRAE"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text" value="BRIDGE OF WEIR"/>
Post Code:	<input type="text" value="PA11 3LD"/>

Please identify/describe the location of the site or sites

Northing	<input type="text" value="665615"/>	Easting	<input type="text" value="238851"/>
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Description of Proposal

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

Erection of four detached dwelling houses (in principle)

Type of Application

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

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

What does your review relate to? *

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

Statement of reasons for seeking review

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

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

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

Please refer to attached Review Request Statement

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

☐ Yes ☒ No

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

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

Please refer to attached Review Request Statement

Application Details

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

19/0814/PP

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

29/11/2019

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

14/05/2020

Review Procedure

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

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

☐ Yes ☒ No

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may select more than one option if you wish the review to be a combination of procedures.

Please select a further procedure *

Further written submissions on specific matters

Please explain in detail in your own words why this further procedure is required and the matters set out in your statement of appeal it will deal with? (Max 500 characters)

We reserve the right to respond to any submissions raised by the Planning Department, Consultees or Third Parties in connection with this Review Request.

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

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

☒ Yes ☐ No

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

☐ Yes ☒ No

Checklist – Application for Notice of Review

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

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

☒ Yes ☐ No

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

☒ Yes ☐ No

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

☒ Yes ☐ No ☐ N/A

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

☒ Yes ☐ No

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

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

☒ Yes ☐ No

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

Declare – Notice of Review

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

Declaration Name: Mr Derek Scott

Declaration Date: 11/08/2020



**Renfrewshire
Council**

Renfrewshire House Cotton Street Paisley PA1 1JD Tel: 0300 3000 144 Fax: 0141 618 7935 Email: 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

Mill Brae



Site Plan shows area bounded by: 28781.23, 66534.42 238923.25, 665675.64 (at a scale of 1:1250). OSGridRef: NS38656560. 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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RENFREWSHIRE COUNCIL
Town and Country Planning (Scotland)
Act 1997
Application No. 19/0814/PP
14/05/2020
REFUSED on
Signed by [Redacted]
On behalf of Renfrewshire Council

OUTLINE PLANNING

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

SCALE	1.1250 @ A3	DRAWN	IG	DATE	Nov 2019
DRAWING NO		REV	-		
CLIENT	Site Layout TODD BUILD				



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NS38856560

RENFREWSHIRE COUNCIL
Town and Country Planning (Scotland)
Act 1997

Application No. 19/0814/PP

REFUSED on 14/05/2020

Signed by [Redacted]
On behalf of Renfrewshire Council



OUTLINE PLANNING

JOB Proposed Dwellings

MILL Brae, Bridge of Weir

DRAWING Block Plan

SCALE 1,500 @ A3

DRAWN IG

DATE Nov 2019

DRAWING NO Site Layout

REV -

CLIENT TODD BUILD



Todd Developments

Proposed Residential Development Mill Brae, Bridge of Weir

Transport Statement

October 2019

Dougall Baillie Associates



civil. structural. transportation. water management

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

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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

Document Title: - Proposed Residential Development
Mill Brae, Bridge of Weir

Project Number: - 19248

Project Title: - Mill Brae, Bridge of Weir

Directory and File Name: - V:\19200s\19248 - Back Road, Bridge of Weir\Admin\Reports\19248-TS-01.docx

Issue	Date	Distribution	Comments
-	17/10/19	Client	Draft for comment

Document Approval

Originator: DW Date: 17/10/19

Checked By: Colin Weir Date: 17/10/19

Authorisation: Colin Weir Date: 17/10/19

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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.

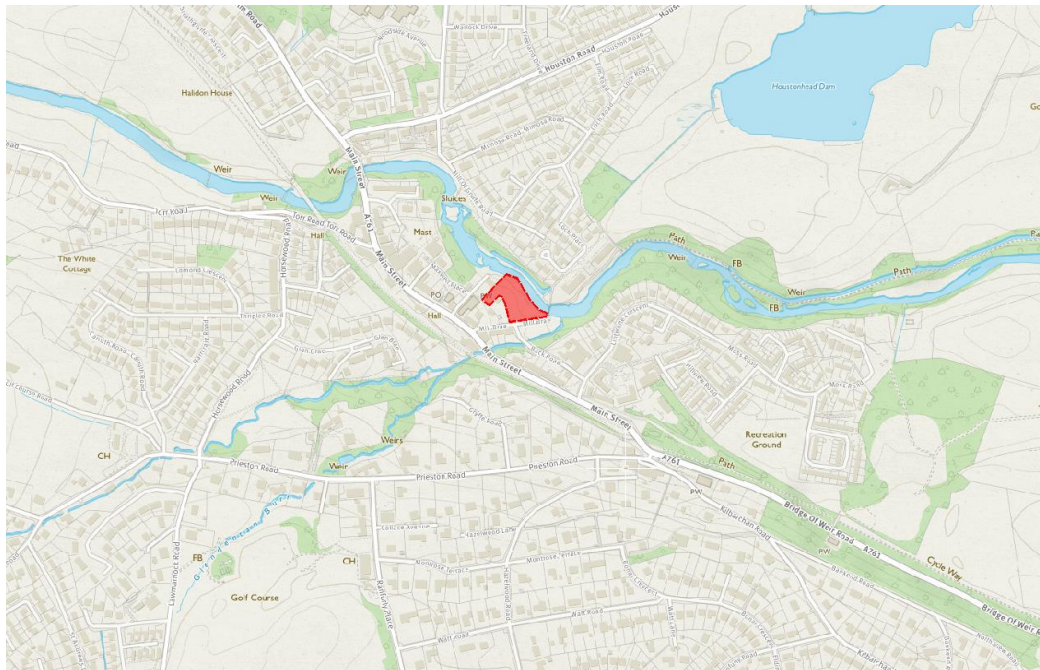


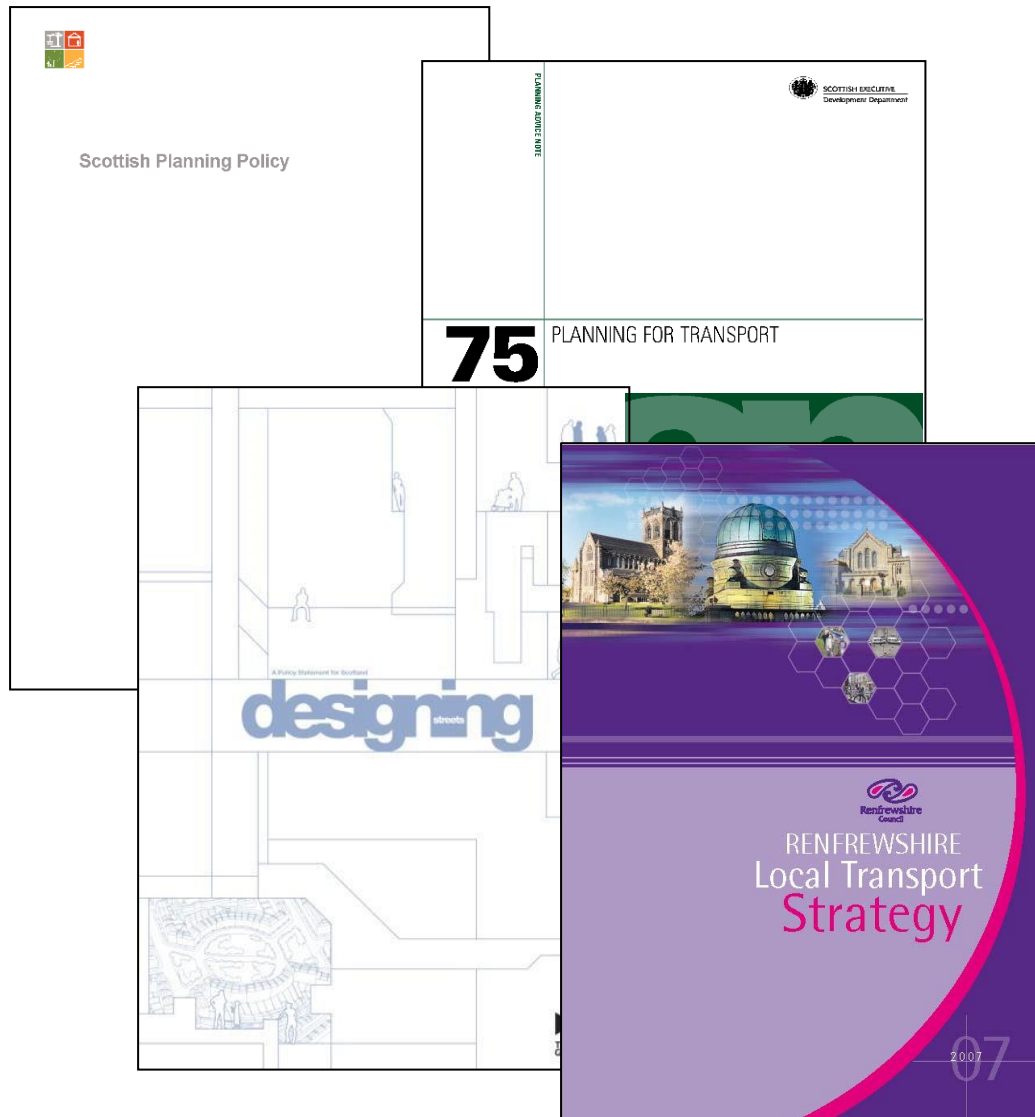
Diagram 1.1 - Site Location Diagram

- 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 19th 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 th 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 85th 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 85th 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.

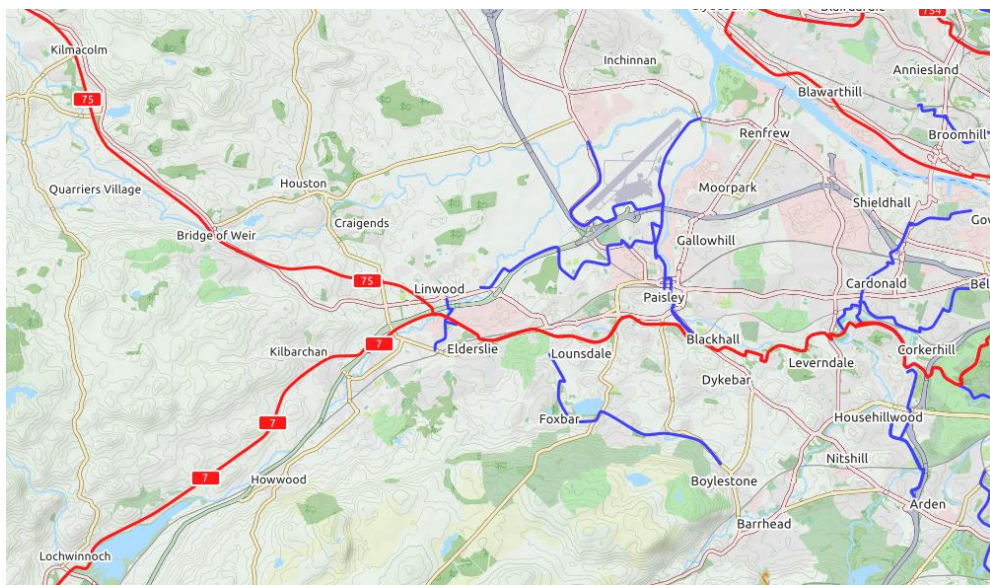


Diagram 4.2 - OpenCycle Map

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

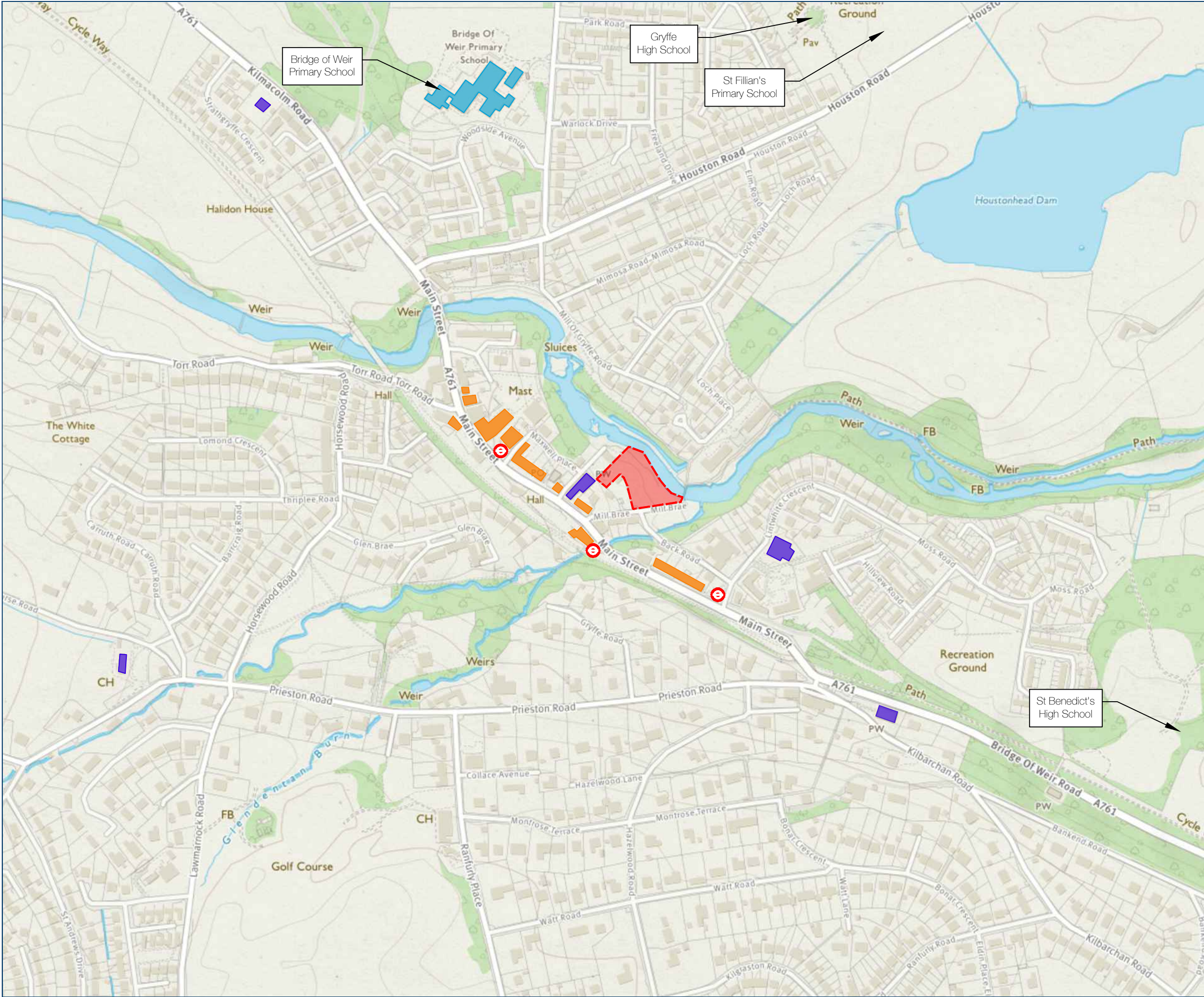
Table 4.1 - Bus Services

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 st 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

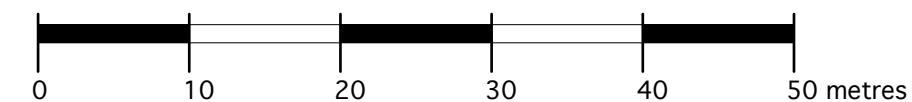
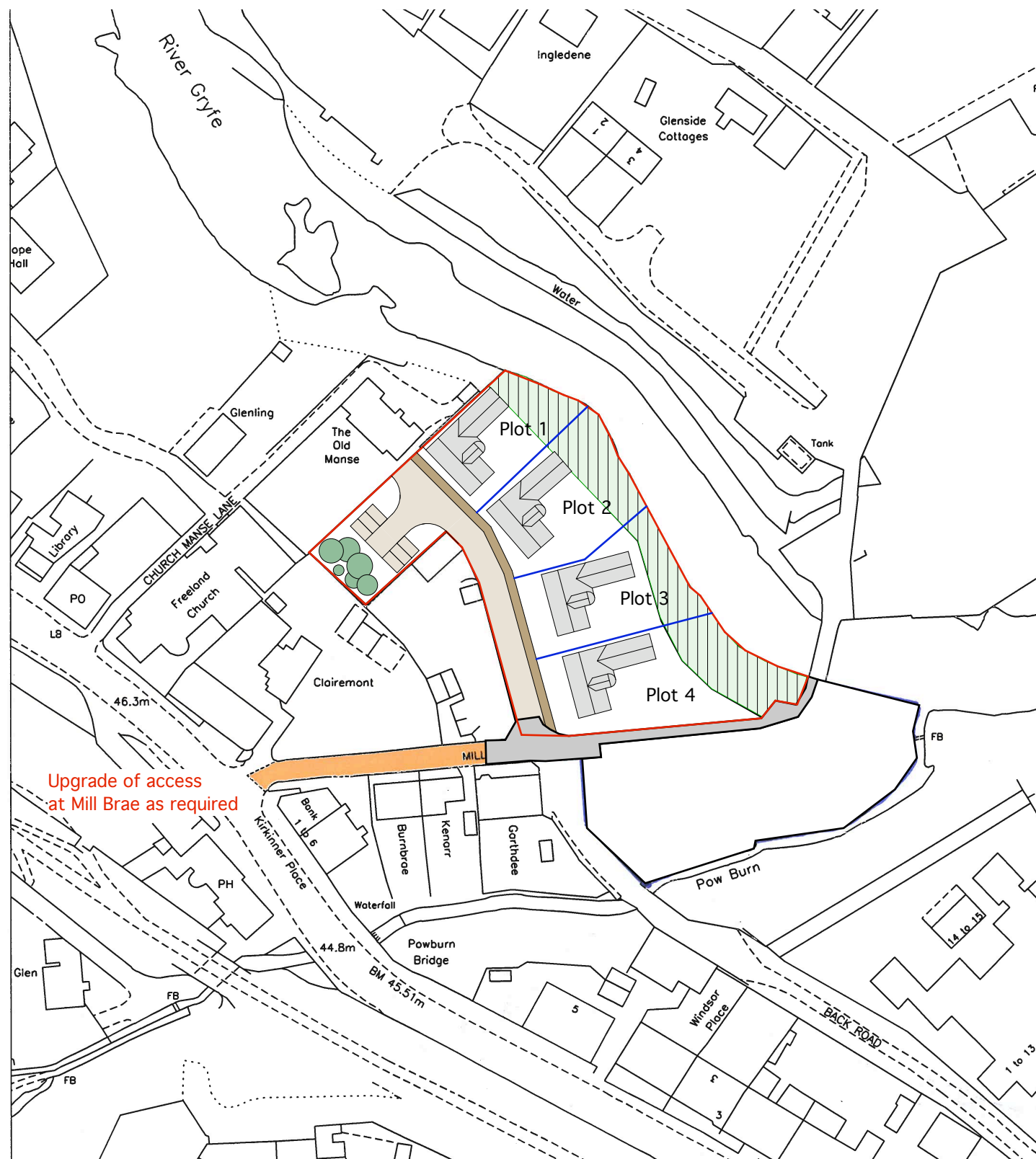
- 6.3 Applying the above standards to the four 4-bedroom homes in the proposed development would result in a requirement of 3 spaces per dwelling and a total provision of 12 spaces.
- 6.4 Each of the units would provide two parking spaces within their ownership via driveways or garages, the additional 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



PRE PLANNING

JOB Proposed Dwellings

Mill Brae, Bridge of Weir

DRAWING Block Plan

SCALE 1.1250 @ A3 DRAWN IG DATE Jun 2019

DRAWING NO Site Layout REV -

CLIENT TODD BUILD

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
0800	457	0	414	1	33	3	4	0	1	0	1	0	0	42	9.2	0	0.0	0	0.0	25.9	29.1
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
1700	499	1	486	0	11	0	0	0	0	1	0	0	0	30	6.0	3	0.6	0	0.0	24.7	28
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
07-19	4222	15	3932	12	232	7	15	0	4	3	2	0	0	273	6.5	23	0.5	0	0.0	24.2	28.4
06-22	4864	15	4547	13	257	8	15	0	4	3	2	0	0	346	7.1	37	0.8	0	0.0	24.4	28.5
06-00	4991	15	4671	13	260	8	15	0	4	3	2	0	0	390	7.8	42	0.8	0	0.0	24.5	28.6
00-00	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

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

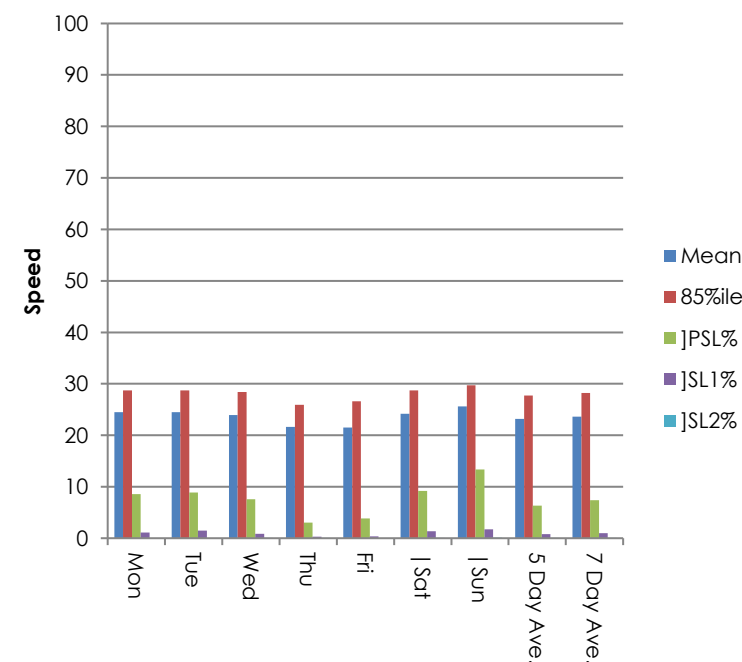
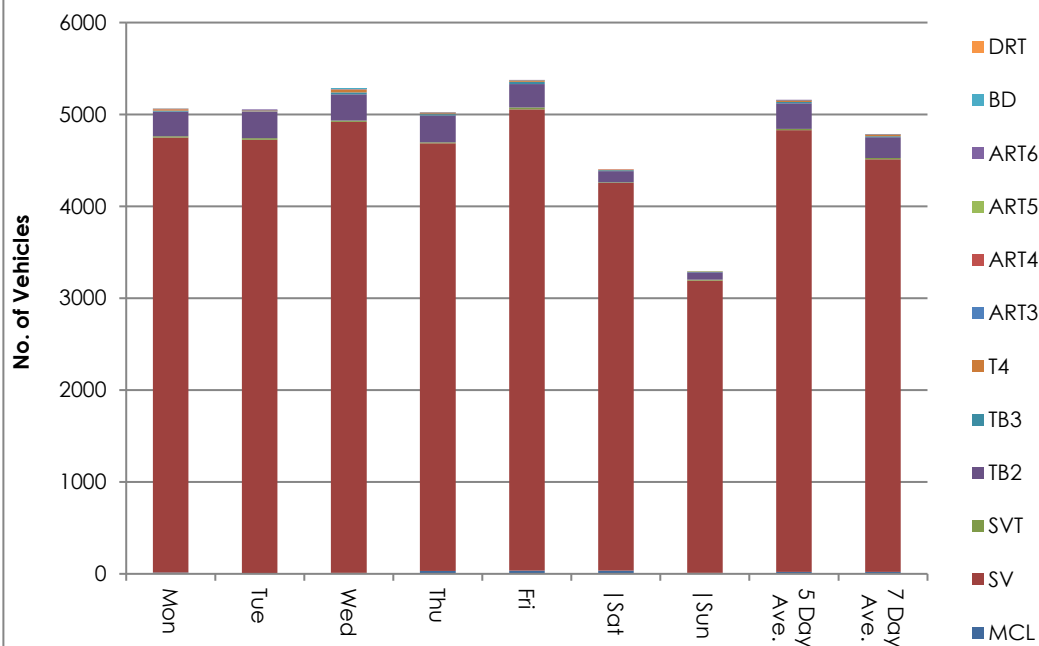
Site 1
 Location A761 Main Street - south of Mill Brae
 Direction North

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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	

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

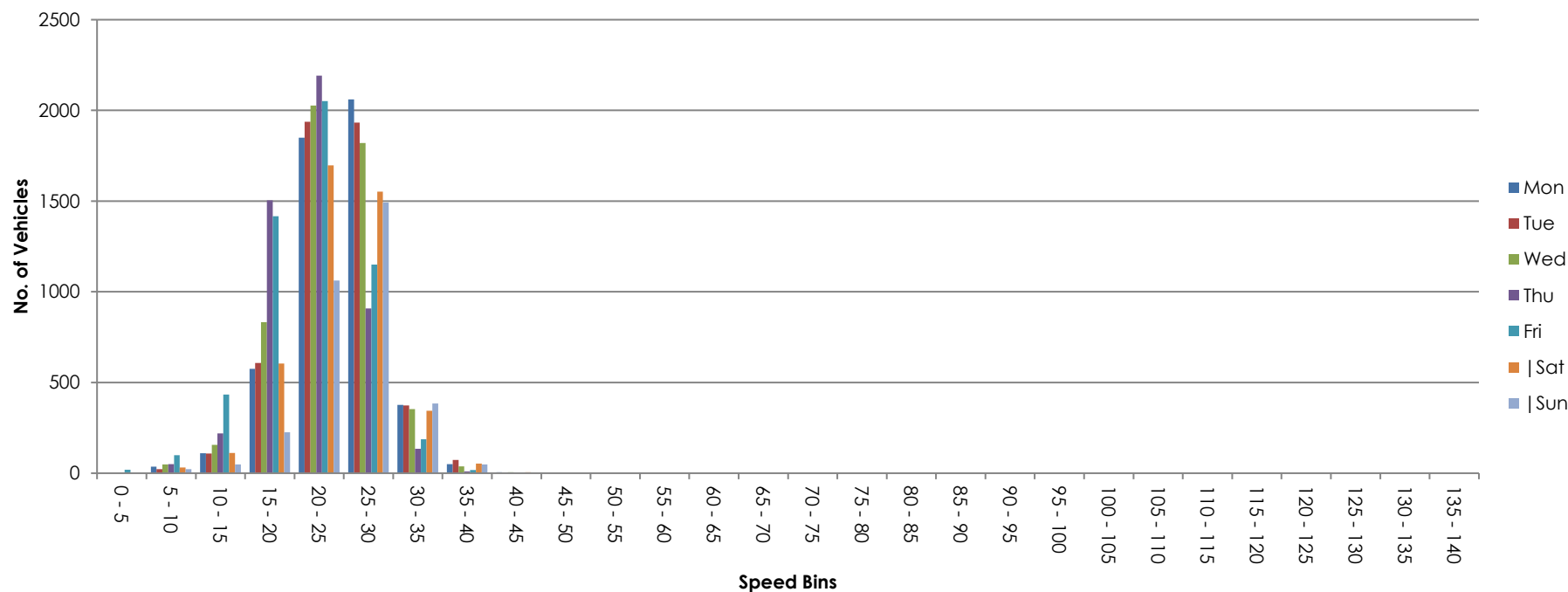
Site 1
 Location A761 Main Street - south of Mill Brae
 Direction North

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

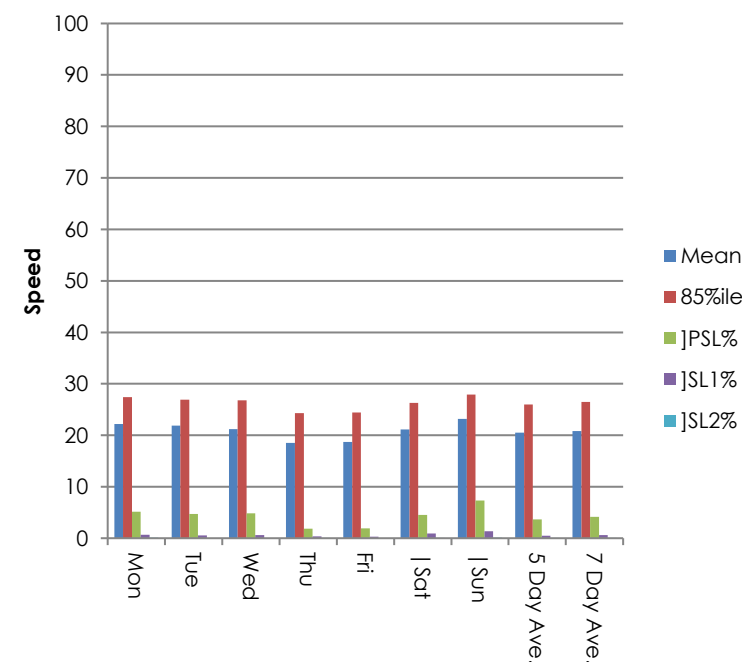
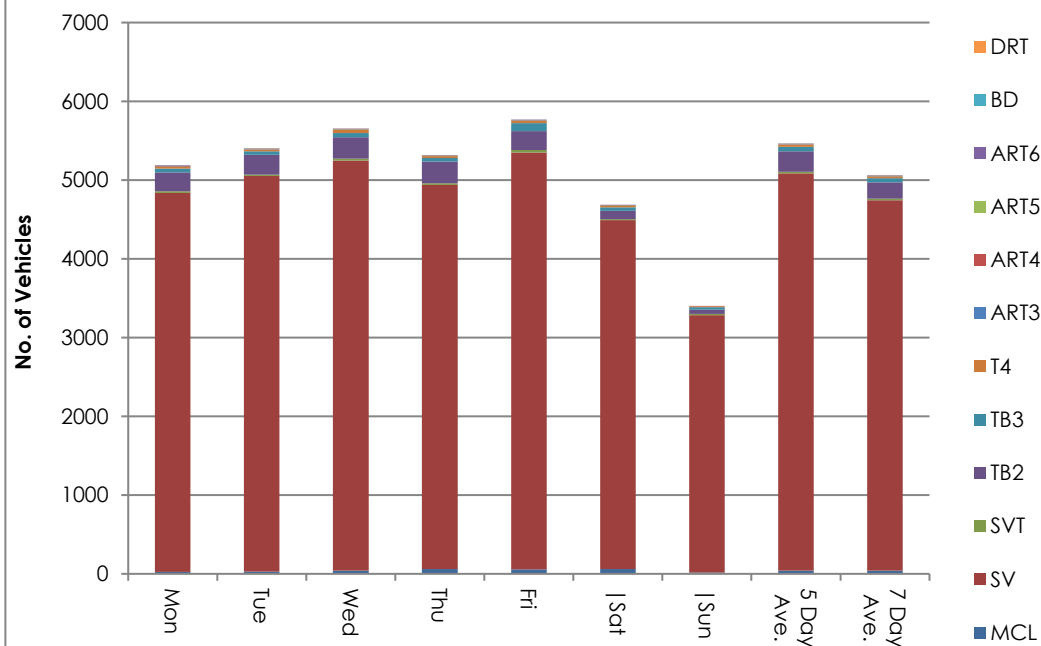
Site 1
 Location A761 Main Street - south of Mill Brae
 Direction South

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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	

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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	

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

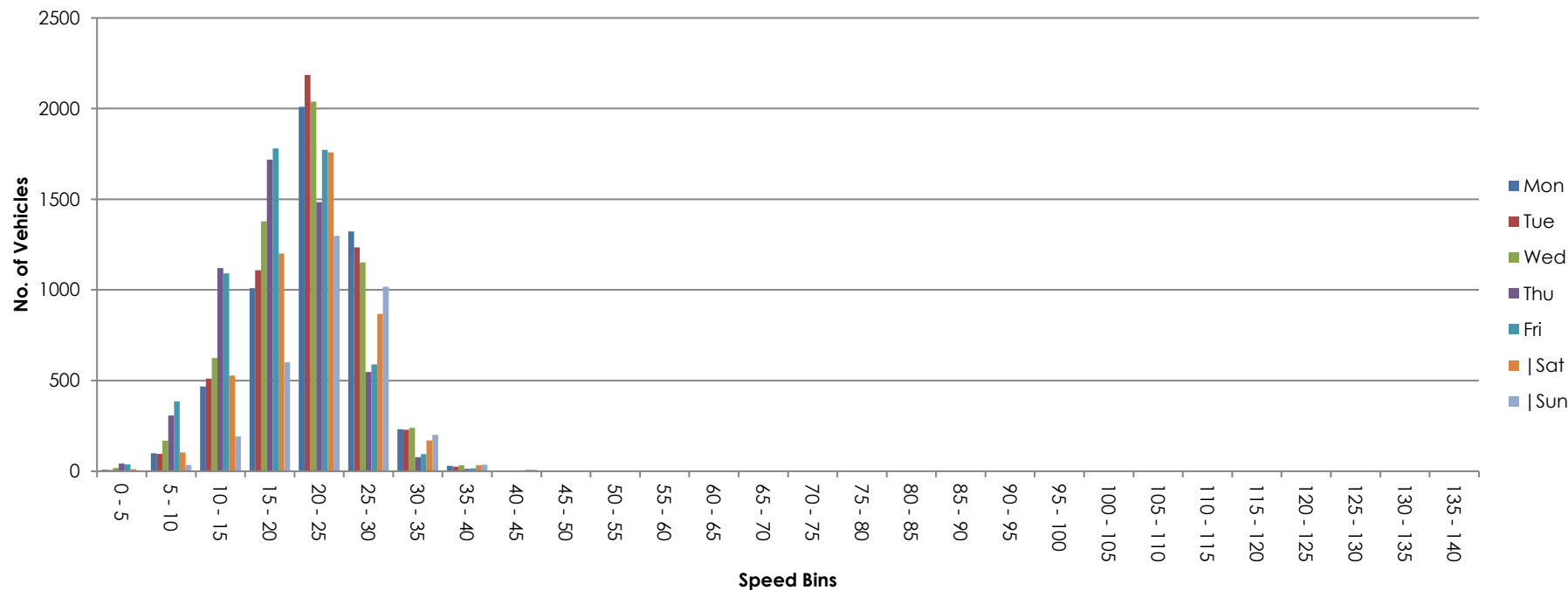
Site 1
 Location A761 Main Street - south of Mill Brae
 Direction South

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

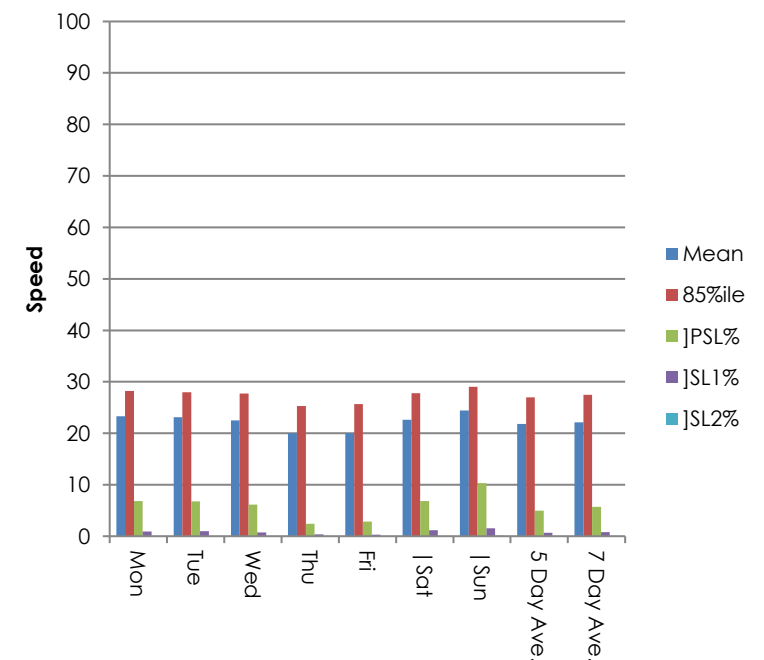
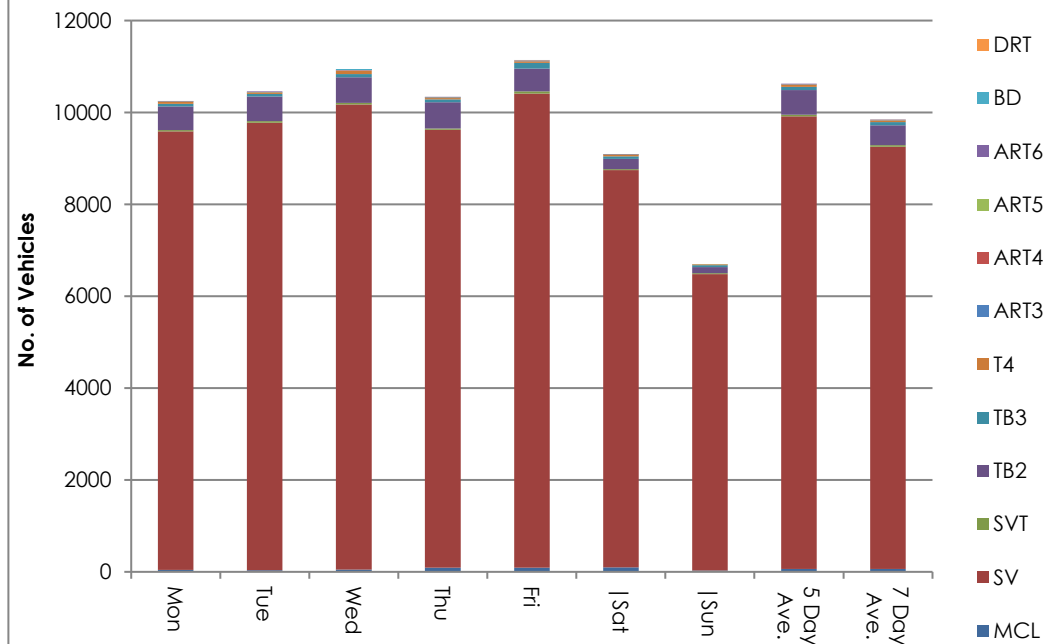
Site 1
 Location A761 Main Street - south of Mill Brae
 Direction North South

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

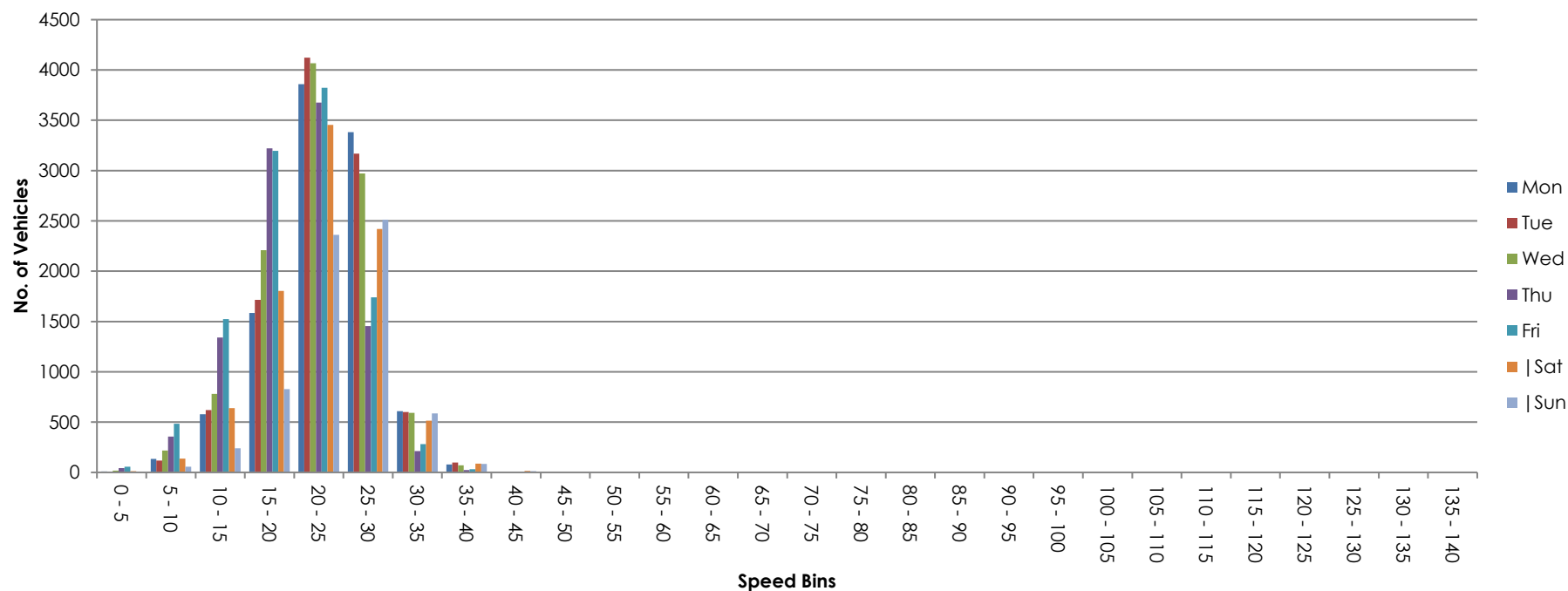
Site 1
 Location A761 Main Street - south of Mill Brae
 Direction North South

10463 / Bridge of Weir
 September 2019
 Automatic Traffic Count

Virtual Week (1)

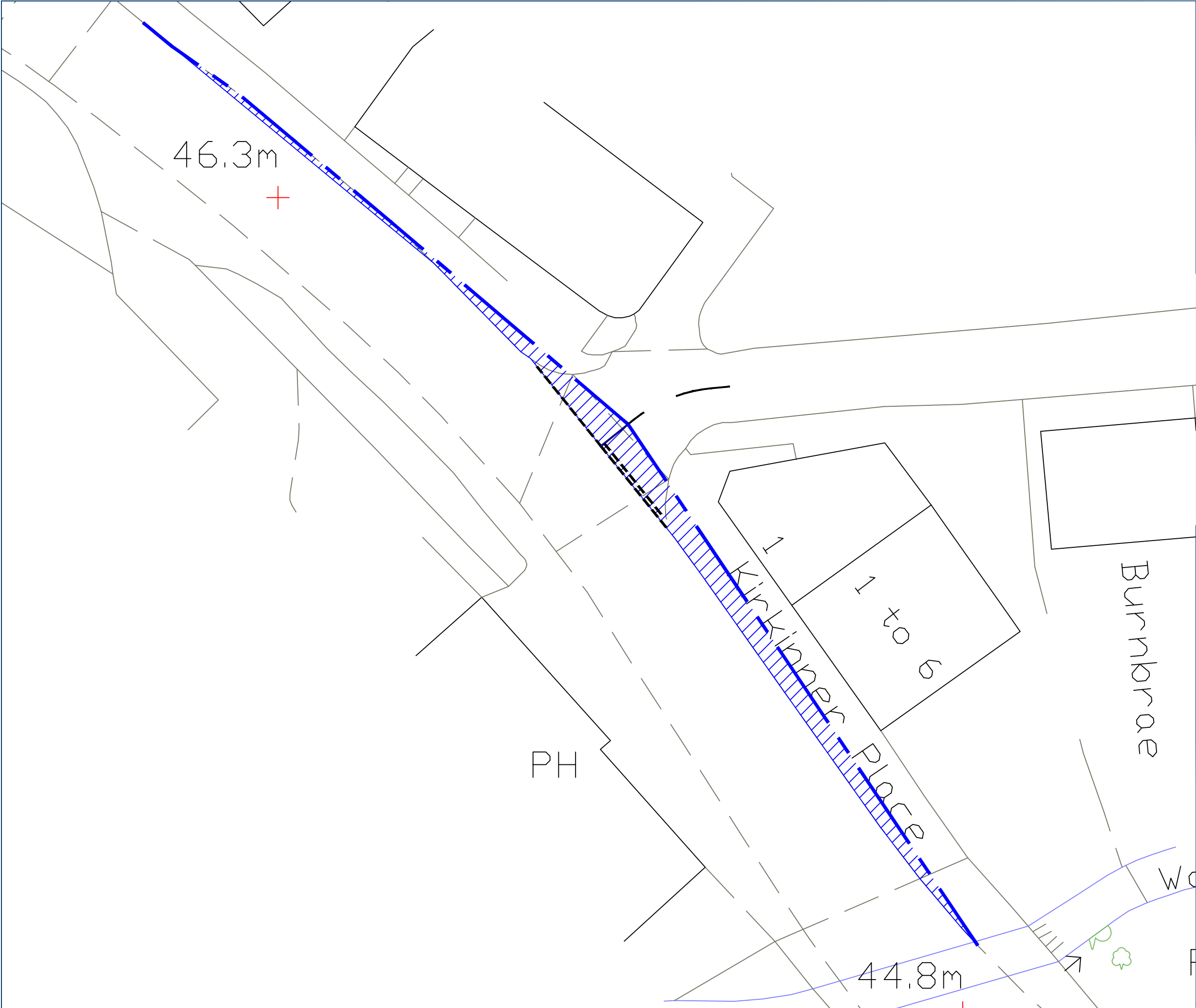
Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	10249	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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Dougall Baillie Associates Ltd.
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			CAMBRIDGESHIRE
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		9	
	Survey date: TUESDAY		18/10/11	Survey Type: MANUAL
3	CH-03-A-08 WHITCHURCH ROAD CHESTER BOUGHTON HEATH	DETACHED		CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		11	
	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	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		10	
	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

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.

19/0814/PP

APPEAL TO LOCAL REVIEW BOARD

ERECTION OF 4 DETACHED HOUSES (IN PRINCIPLE) AT 9 MILL BRAE, BRIDGE OF WEIR

REPORT ON REASON FOR REFUSAL

August 2020

**Andrew
CARRIE**
Traffic & Transportation Ltd

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Tel 07798 646844

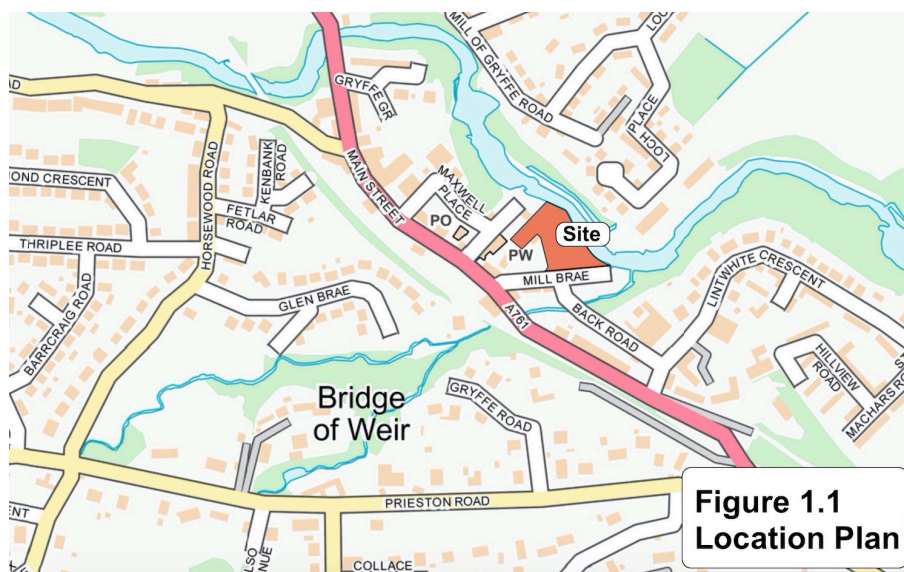
www.acarrie.net

Email: ac@acarrie.net

Registered in Scotland No 414163

1.0 Introduction

- 1.1 Todd Developments Limited submitted an application for Planning Permission in Principle (Ref 19/0814/PP) in November 2019 for 4 new detached houses on a site at Mill Brae, Bridge of Weir. The site is currently unoccupied and its location is shown in red in Figure 1.



- 1.2 Planning Permission was refused on 14 May 2020, for the reason that :

“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.”

- 1.3 The Applicant has considered the Reason for Refusal, and has appointed Andrew Carrie and Transportation Limited (ACTT) in August 2020, to examine the site and the

surrounding road network, and to prepare this Report to accompany a Notice of Review to appeal against the decision to refuse planning permission.

- 1.4 This Report has been prepared by Andrew Carrie, Director of Andrew Carrie Traffic and Transportation Limited, a consultancy based in Livingston, West Lothian. The practice specialises in the examination of transportation impacts for development proposals.
- 1.5 Mr Carrie holds a Bachelor of Science (Honours) Degree in Civil Engineering, and is a Fellow of both the Institution of Civil Engineers and the Chartered Institution of Highways and Transportation. He has been registered as a Chartered Engineer since 1983. He has 30 years of experience specifically in the field of transportation impacts for a wide range of residential, retail, commercial, industrial and leisure developments.

2.0 Report of Handling

- 2.1 The application was determined by officers under delegated powers. The Report of Handling sets out the background to the officer delegated decision, and concludes that the proposal is 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.
- 2.2 In both the adopted Local Development Plan (2014) and the emerging LDP (2019), Policy P1 "Renfrewshire's Places" states *"Within uncoloured areas on the proposals maps there will be a general presumption in favour of a continuance of the built form. New developments within these areas should be compatible and complementary to existing uses and demonstrate that they would cause no significant harm to these uses as set out by the criteria in the New Development SG (Supplementary Guidance)."*
- 2.3 The Report of Handling, under "Assessment", considers the applicability of Policy P1, and concludes that *"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."*
- 2.4 The Report of Handling continues, to acknowledge that *"four dwellinghouses could be easily accommodated within the site... without detriment to the amenity of the surrounding area"* and is in keeping with the density and form of the surrounding residential area, and 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.
- 2.5 The Report of Handling therefore finds the proposal to be in accordance with the New Development Supplementary Guidance 2014, which 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."*

- 2.6 In summary, the Report of Handling concludes that, in general terms, the proposal would be acceptable in principle, subject to future Approval of Matters Specified in Conditions applications.
- 2.7 The Report of Handling summarises the Consultation with the Council's Roads Department. This Consultation correspondence is set out in full in Appeal Documents ACTT1 and ACTT2 appended to this Report.
- 2.8 Document ACTT1 is the original consultation response dated 20 January 2020, while Document ACTT2 comprises subsequent email correspondence between the Roads and Planning Departments, up to determination of the application in May 2020. Reference will be made to these documents in addressing the Council's Reason for Refusal.
- 2.9 The application was accompanied by a Transportation Statement, prepared by Dougall Baillie Associates (DBA) in October 2019.
- 2.10 That document comprehensively reviewed the surrounding transport network, including walking and cycling routes, public transport availability, and the application of junction visibility standards at the Mill Brae junction with the A761 Main Street. The Statement also demonstrated that the proposed 4 houses would add an insignificant number of trips to Mill Brae.
- 2.11 This is acknowledged in the Report of Handling, which notes under "Traffic Assessment" that "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. " The Report of Handling does not contradict this conclusion.
- 2.12 The Assessment points out, however, that the Council's 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.
- 2.13 The Report states that *"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."*
- 2.14 Under "Consultation", the Report of Handling states that 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."*
- 2.15 The Report of Handling contains is no stated explanation of these concerns. It is not clear what "struggles to service" or "cannot accommodate additional traffic" means. It is unlikely that this refers to junction capacity, since there is no evidence of queues or delays at the junction. There is no mention of road safety concerns or an accident record.
- 2.16 The Report continues *"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."*

- 2.17 Again, it is not clear from the Report why an alternative access is required, or why the existing junction would need to be improved. The Report of Handling is somewhat vague in explaining the Roads officers' concerns about taking access to the development along Mill Brae.
- 2.18 Reference to Document ACTT1 clarifies this, to some extent. The first paragraph discusses concerns with the use of Mill Brae, including existing the road especially at peak times, parked cars obstructing the visibility splay, and the "difficult hill start".
- 2.19 The remaining 8 paragraphs of that first response set out the Roads Department preference that access should be taken along Back Road, requiring repairs to a bridge over the Pow Burn, and the upgrading of Back Road itself, both of which involve land not within the control of the current Applicants.
- 2.20 The subsequent correspondence, in Document ACTT2, focusses almost entirely on these necessary improvements to re-open Back Road, until, on 7 May 2020, Planning point out that *"The above application has to proceed on the basis of the current proposal. Its considered to be unviable to require works to the bridge etc."* and seeking the Roads Department view on the use of Mill Brae, as proposed in the Application. After just over an hour, Roads responded that *"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 construction traffic on it", I therefore offer an **OBJECTION** to the proposal"*
- 2.21 That response continues *"I agree it would be really good to see the site developed especially as the land available could easily support many more dwellings, even flats, the key though is the bridge not the existing junction which is unsuitable."*
- 2.22 It is evident that Roads have focussed on a preference for an alternative access, and have not fully considered whether or not the proposal, as it stands, could be made to operate satisfactorily.
- 2.23 This response by the Council's Environment and Infrastructure Services (Roads) has nevertheless led to the single reason for refusal.
- 2.24 In response to the Reasons for Refusal, this current Report does not repeat the work carried out by DBA, all of which remains a valid and material consideration in the determination of this Appeal. This current statement focusses on the specific reason for refusal, which is based, fundamentally, on the suitability of Mill Brae as an access route.
- 2.25 The following sections of this report therefore examine each of the Council's possible concerns, taking account of the internal consultation correspondence.

3.0 Upgrading Back Road

- 3.1 The Report of Handling notes that *"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."*

General Character

- 3.2 Back Road runs along the rear of properties which front on to Main Street. Two of those properties have pedestrian access to their rear garden from Back Road, but otherwise there is no direct frontage access aside from a vehicle repair garage just to the south of the Pow Burn.

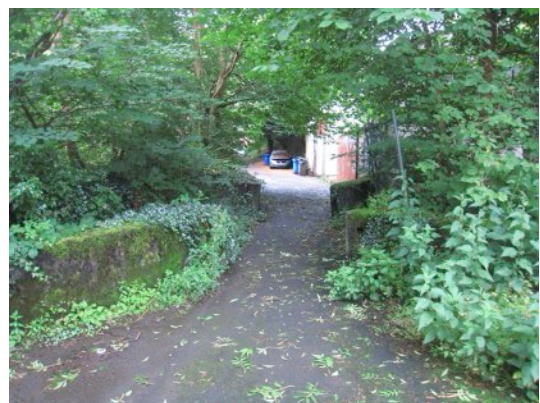
- 3.3 The road is approximately 108 metres long, between Lintwhite Crescent and the vehicle repair garage/ Over this length, the road is approximately 3 metres wide, with relatively steep verges along both sides. There are well-established trees in both verges.



- 3.4 There are no pedestrian footways along this length, although the Council note, in Document ACTT1, that *"it is a very well used route to school and the village from housing to the east"*. Since the road carries very little traffic (as it serves only the vehicle repair garage), the likelihood of pedestrians and vehicles conflicting along this road is currently very low.
- 3.5 There is one street light near the junction with Lintwhite Crescent, and two in the vicinity of the vehicle repair garage. The intervening 90 metres of the road, and the length over the Pow Burn to Mill Brae, have no street lighting.

Responsibility for Maintenance

- 3.6 Back Road is not included on the list of public streets maintained by Renfrewshire Council, and is therefore privately-maintained (albeit open as a public right of passage).
- 3.7 Until approximately 15 years ago, the road continued approximately 50 metres further north, through to Mill Brae, crossing a bridge over the Pow Burn, which leads into the River Gryfe. The bridge was structurally damaged by flooding of the river at around that time, and was closed to traffic, although pedestrian access was reinstated shortly thereafter following strong local protests.



- 3.8 The Roads (Scotland) Act 1984 defines a road as *"any way (other than a waterway) over which there is a public right of passage (by whatever means and whether subject to a toll or not) and includes the road's verge, and any bridge (whether permanent or temporary) over which, or tunnel through which, the road passes..."*

- 3.9 The responsibility for maintenance of the road, and the bridge which carries it over the Pow Burn, therefore lies with the owners or frontagers of the road.
- 3.10 As set out in the Report of Handling, and in Document ACTT2, the Applicant investigated the possibility of upgrading Back Road and carrying out the necessary repairs to the bridge, so that the road could be re-opened to serve the proposed development.
- 3.11 The road and the bridge are in separate ownership, and are not controlled by the current Applicant. The bridge and part of the eastern end of Back Road are owned by Scottish Gas, as a legacy from the use of the adjacent site as a gas works from around the turn of last century until around 40 years ago. The remainder of the road is believed to have been owned by a local building company which went into receivership some years ago with the road ownership transferring to the Crown *bono absentia*.
- 3.12 The Applicant does not have powers of entry to maintain or upgrade the road or the bridge. Any works would require the consent of the landowners, and such consent is rarely, if ever, forthcoming without raising the likelihood of “ransom value”, whereby the landowner is entitled (by precedent of *Stokes v Cambridge* 1963) to a proportion of the development value, normally between 25% and 33%. This factor alone renders any development unviable, to the extent that the Author, in over 30 years as a specialist transport advisor to a wide range of private and public sector clients over a period of more than 30 years, has not once proposed an access solution that requires the agreement of a third party land owner. No developer, of any scale, can afford to accept the risks of such costs, before they can even start to consider the costs of the works themselves.
- 3.13 The Council’s Roads Department states (Document ACTT1) that British Gas have an obligation *“to inspect the bridge and keep it in a safe condition, especially as it is open to the public. If they were informed of this and failed to improve the condition of the bridge they could be held liable for any damages that may be incurred by any third party.”* The Council go on to suggest that *“the developer should make British Gas aware of their responsibilities and have them reopen the bridge to traffic.”*
- 3.14 Section 13 of the Roads (Scotland) Act 1984 states *“The local roads authority may by notice to the frontagers of a private road require them to make the road up to, and maintain it at, such reasonable standard as may be specified in the notice.”* Subsections 5 and 6 of that section gives the Council powers to carry out the works themselves, if necessary, and to recover the costs from the frontagers of the road.
- 3.15 It is perhaps surprising that the Council themselves have not contacted British Gas, either formally under those powers, or informally, to remind them of their obligations to maintain a safe “public right of passage”, but appear, instead, to have chosen to pass that responsibility on to the first developer in the area.
- 3.16 In an email dated 2 March 2020 (Document ACTT2), the Roads Development Manager advised his Roads colleague *“I recognise your wish to get Back Road adopted but I think the amount of work needed to strengthen the bridge and its retaining wall on the approach to the bridge would probably put a developer off. Especially if only building 4 houses.”*

3.17 The response to that email, on the same date states *"It's ridiculous that there is a bridge falling down with trees growing out of it in the middle of a town on a route to school. Each year it gets worse and the councillors continually want the paths made public."*

3.18 This would appear to confirm that the Council are, understandably, keen to see Back Road reinstated, but seek to achieve this through control of any surrounding developments, rather than pursuing those who are actually responsible for the road and its maintenance.

Upgrading the Road

3.19 The Council suggest, in document ACTT1, that *"The developer should also consider the resurfacing of Back Road (it is already publicly lit) to allow its adoption from privately maintained and give access to the rear of Kirkinner Place houses to improve the sightlines onto Main Road."*

3.20 At its existing width of 3 metres, Back Road would not be suitable to carry two-way traffic. The development would add traffic on to this route, which, as the Council say, is very well used as a route to school. At the moment, the road carries no traffic, apart from vehicles to and from the vehicle repair garage.

3.21 Normally, if a development was to come forward in those circumstances, the Council would require that safe pedestrian passage should be maintained, and that vehicles were able to pass. Widening of the road to allow two-way traffic, or even the installation of passing places, would be difficult since, as can be seen in the photograph earlier, the road is at a lower level than adjacent properties, so lowering the verge to road level would require either regrading of the verge on to those adjacent properties (again introducing third party land ownerships), or the provision of retaining walls (at a considerable cost). Excavating the verge to provide a pedestrian footway would be even more difficult and expensive.

3.22 In this case, the Council require only that the existing road width be resurfaced. The statement is incorrect in suggesting that the road already has street lighting: as set out earlier, there is a total of 3 street lights, located at the ends, with an unlit section of 90 metres in between. There is no mention of the need for widening, or the need to accommodate pedestrians.

3.23 If access was allowed to the rear gardens of Kirkinner Place, then that would add more traffic than the proposed development would – further increasing the need for widening (to allow vehicles to pass or to turn into or out of driveways) or for measures to assist pedestrians.

3.24 While there may be merits in providing private parking for existing residents, that is not the responsibility of the current Applicants.

Upgrading the Bridge

3.25 As set out earlier, the bridge was closed to vehicle traffic after a flood, as it is structurally unsafe. The Applicants do not have details of the structural damage, or of the costs of repair. Nevertheless, costs are likely to be prohibitive, for a development of such a limited scale.

- 3.26 The existing bridge is 4 metres wide, between its railings. The carriageway width is slightly less. The bridge cannot accommodate 2-way traffic, or even one-way traffic with a pedestrian footway. It is difficult to see how reinstating the existing bridge can give a suitable access to the proposed development, and also accommodate pedestrians on this “very well used route to school”.

Legislation for Upgrading the Road

- 3.27 In their email of 2 March 2020 (Document ACTT2) Roads suggest that the Applicants should “use S56 and S16 of the Roads (Scotland) Act 1984 and agree a specification with the Roads Authority under S56 to allow the road to be adopted (including the bridge) and then go through the S16 process to make a private road public as this could likely be achieved in 6 months or so (if no objections are received.)”
- 3.28 Section 56 of the Roads (Scotland) Act 1984 states, in Subsection 1, that “...no works shall be executed in, or excavation made under, a public road except with the roads authority’s consent in writing and in accordance with any reasonable conditions which they think fit to attach to the consent.” The following subsections of the Act set out further details of procedures and offences for these works in public roads.
- 3.29 It is clear that this section of the Act refers only to public roads – defined in the Act as “roads maintainable at public expense” or more commonly known in general as “adopted roads”. Section 56 of the Act does not apply to works in private roads, and would not be appropriate for any works to Back Road or to the bridge.
- 3.30 Section 16 of the Act is the appropriate legislation in this instance. It provides that a private road can be adopted by the local authority if it meets a satisfactory standard, provided that application is made “by the requisite number of frontagers”. In this context, “requisite number” means either a majority of frontagers, or “such number as together owns land which includes not less than half of the boundary between the land fronting or abutting the road”.
- 3.31 It is clear that it is the frontagers of the road who must make the application for the road to become adopted as a public road. The Applicant has no remit in that process of adoption.
- 3.32 In that same email of 2 March (Document ACTT2) Roads state “I see from the plan that the north part of Back Road belongs to Scottish Gas. Title makes no difference to the road being made public but I would want them informed of the intention so they would have opportunity to make comment.”
- 3.33 This statement is correct insofar as, once a road is adopted, it becomes vested in the Roads Authority and the land owner no longer has control of its use etc. However, while the road remains private, the owner can control who is entitled to carry out works to it, and is unlikely to give any such consent if there is a possibility of realising any “ransom value” discussed earlier.

Summary of Upgrading Requirements

- 3.34 The road and bridge are privately-owned and privately-maintained, albeit open as a “public right of passage”. The owners of the road and bridge have no interest in the current development proposal.

- 3.35 The Council have powers, under Section 13 of the Roads (Scotland) Act 1984, to require the frontagers of a private road to make the road up to, and maintain it at, a reasonable standard. To date, they have not exercised those powers.
- 3.36 The Applicant does not have powers of entry to maintain or upgrade the road or the bridge. Any works would require the consent of the landowners, and such consent is rarely, if ever, forthcoming without raising the likelihood of “ransom value”, which no developer, of any scale, can afford.
- 3.37 The Council suggest only that Back Road needs to be resurfaced. This Report demonstrates that this takes no account of its use as a route to school, or of the possibility that additional traffic may be added if residents of Kirkinner Place choose to access the rear of their properties for parking. There is no space to economically widen the road or provide a footway.
- 3.38 The Applicants do not have details of the structural damage to the Bridge, or of the costs of repair.
- 3.39 Even if the Applicant was in a position, legally, to enter and carry out the necessary works, they would have no remit to formally request that the resulting upgraded road should be adopted as a public road.
- 3.40 The costs of the improvements alone, are likely to be prohibitive, for a development of such a limited scale. Additional “ransom costs” render such a proposal non-viable.

Planning Circular 4/1998: The use of conditions in planning permissions

- 3.41 The Scottish Government Circular states that *“While the power to impose planning conditions is very wide, it needs to be exercised in a manner which is fair, reasonable and practicable. Planning conditions should only be imposed where they are:*
- *necessary*
 - *relevant to planning*
 - *relevant to the development to be permitted*
 - *enforceable*
 - *precise*
 - *reasonable in all other respects”*
- 3.42 In this instance, the Appellants’ view is that a planning condition requiring the upgrading of Back Road and reinstatement of the bridge over the river would not meet these requirements, and would therefore be unreasonable. These works ought to be carried out by the owners or frontagers of the road, and are therefore not relevant to the proposed development.
- 3.43 The Council have not demonstrated that this route is necessary to serve the proposed development of 4 houses, and this Report will demonstrate that the proposed access route, via Mill Brae, is perfectly satisfactory for that purpose.
- 3.44 Upgrading the road or repairing the bridge would introduce at least two third party landowners, opening the possibility of “ransom value”. A condition requiring that these

works be carried out by the Applicant would therefore not be reasonable in all other respects.

4.0 Mill Brae

- 4.1 Given these difficulties with accessing the site from Back Road, the Applicant has fully investigated the suitability of Mill Road, as set out in the Transportation Statement produced by DBA.

General Character

- 4.2 Mill Brae runs from the A761 Main Street to the west, downhill to a crossing of the River Gryfe. The crossing is closed to traffic, but pedestrian access continues east across the river to the relatively new residential area at Loch Place.

- 4.3 The junction also serves a car park to the rear of the adjacent restaurant and café. This access branches off from Mill Brae just to the east of the junction.



- 4.4 The road is approximately 72 metres in length between the Main Street junction and the proposed access to the development. For the first 15 metres or so, the carriageway is approximately 3.7 metres wide, with a footway of 1.1 metres on its north side. Over the remainder of its length, Mill Brae is approximately 4.8 metres wide, with boundary walls along both sides, and no pedestrian footways. The road serves 3 residential properties along its south side.



- 4.5 Mill Brae is adopted by Renfrewshire Council for maintenance, as Roads Authority, and is therefore a “public road”.
- 4.6 The road presently carries very light traffic, serving the 3 residential properties only. In the past, along with Back Road, it also served the application site in its former use as a sawmill, and the former gasworks on the south side adjacent to the river (which later became a sewage treatment plant).
- 4.7 Both of these uses would have led to movements by vehicles (including larger heavier vehicles) throughout the day, which have now ceased.

Traffic Generation

- 4.8 DBA's original Transportation Statement set out the likely number of trips generated by the proposed development of 4 dwelling houses. Table 5.4 of that report indicated that the proposed development could be expected to generate 1 vehicle trip inwards and 2 vehicle trips outwards in the morning peak hour, and 2 vehicle trips inwards and 1 vehicle trip outwards in the evening peak hour.

- 4.9 It is often suggested that each dwelling house could own two or three cars, so the number of peak hour trips for a 4 house development could be 10 vehicles. At a household level, a household may have access to, say, three cars, but with those three owners leaving at different times of day, or choosing to travel by public transport, or, indeed, to work from home and not travel during peak times at all.
- 4.10 There is no direct correlation between car ownership and peak hour trip generation: the relationship is much more complex. The trip generation calculations used by DBA are based on surveys of similar developments in other areas, which are therefore used as an "industry standard" for assessments of this type.
- 4.11 In general, residential developments of this type can be expected to generate 5 or 6 vehicle trips per day for each dwelling. That would equate to a total of between 20 and 24 daily vehicle movements for a development of 4 houses, as proposed.
- 4.12 DBA's Transportation Statement points out in paragraph 3.5, that *"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."*
- 4.13 As stated earlier, the Report of Handling notes that *"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."*
- 4.14 This is not contradicted elsewhere in the Report of Handling, which suggests that it is not the number of additional vehicles on Mill Brae that leads to the Council's concerns.
- Junction with A761 Main Street
- 4.15 DBA's Transportation Statement examines the layout of the junction of Mill Brae and Main Street with respect to the appropriate design standards.
- 4.16 Junction visibility plays are normally specified in the form "x metres by y metres", where "y" is the distance to which visibility should be available in both direction along the main road, and "x" is the distance along the centre line of the side road, from which the points at "y" should be visible.
- 4.17 With regard to the "x-distance" from which this visibility should be available, Scottish Government policy "Designing Streets" states that, with few exceptions, all junction visibility plays in urban areas should be designed with no more than a 2.4 metre x-distance.
- 4.18 The "y-distance" (ie the length along the major road) is dependent on the speed of approaching traffic, and should be sufficient to ensure both that drivers emerging from the accesses are able to safely assess gaps in traffic, and that drivers on the major roads are able to recognise the presence of the accesses, and be able to stop safely if the emerging driver makes an error. This distance is therefore directly related to the design speed of main road traffic, and is known as the "Stopping Sight Distance (SSD)"

- 4.19 The first step in a junction assessment, therefore, is to ascertain the appropriate Design Speed, on which junction visibility standards etc are based. The A761 Main Street is subject to a 30mph speed limit as it passes through the junction. DBA have correctly carried out a speed survey, and conclude that the appropriate design speed for vehicles passing the site access junction is 27.5 mph, 2.5 mph slower than the posted speed limit.
- 4.20 Nevertheless, DBA have based their assessment on the posted speed limit, for which a visibility splay of 2.4 metres by 43 metres would be required. Their Drawing No 19248-SK-01, in Appendix C of their report, shows that this visibility splay can be achieved.
- 4.21 Taking all of that into account, ACTT have visited the junction to measure the available visibility splays on site.

- 4.22 This photograph shows the visibility available looking north along the main road from a point 2.4 metres back along the centre line of Mill Brae.



- 4.23 The ranging rod is on the nearside carriageway edge, 43 metres north of the junction centre line. The yellow arrow points to a height of 1.05 metres, or drivers eye height, to indicate the height at which visibility should be available. It can be seen that the specified point on the nearside kerb is visible from that set-back distance.

- 4.24 This photograph is taken in the reverse direction, from a point on the kerb, 43 metres north of the junction centre line.



- 4.25 This photograph shows the visibility available looking south along the main road from a point 2.4 metres back along the centre line of Mill Brae.



- 4.26 Again, the ranging rod is on the nearside carriageway edge, 43 metres south of the private access. Again, the yellow arrow points to a height corresponding to drivers eye height. It can be seen that the specified point on the nearside kerb is visible from that set-back distance.

- 4.27 This photograph is taken in the reverse direction, 43 metres south of the junction centre line. These photographs show that visibility to drivers eye height is partly obscured by the flower pots fixed to the bollards along the kerb edge. So far as can be ascertained, those flower displays are installed and maintained by the Council.



- 4.28 These photographs confirm that a junction visibility splay complying with current standards, as shown in DBA's drawing, is available in both directions at the Mill Brae junction.

Effect of Car Parking

- 4.29 In their original consultation response dated 20 January 2020 (Document ACTT1), the Roads Departments correctly points out that "*Visibility (at the Mill Brae junction) is lower than the transport statement suggests, due to parked cars*". It is evident from the foregoing photographs that visibility of vehicles approaching from both directions is obstructed by parked vehicles.
- 4.30 Parking at the junction is controlled by single yellow lines, which apply from 8am to 10pm each day. Those parking controls extend for 30 metres to the north of the junction, and for 40 metres to the south. Beyond that, to the south, controls change to double yellow lines (no waiting at any time) for some distance.
- 4.31 All of the vehicles visible in the 4 visibility photographs earlier, are therefore parked illegally.
- 4.32 It was noted that the yellow carriageway markings are faded and broken, and in need of replacement.
- 4.33 Police Scotland ceased to provide traffic warden services throughout the country at short notice, on 3 February 2014. Since then, enforcement of waiting restrictions has been the responsibility of the local council. Renfrewshire Council has "decriminalised" parking under the Road Traffic Act 1991 (although the relevant provisions did not take effect until 1997), so the Council can deploy civilian parking enforcement officers.
- 4.34 While it is recognized that it can be difficult to regularly enforce parking and waiting restrictions outside major urban areas, the fact remains that it is illegal parking that creates the likeliest hazard at this junction, and others throughout the area.
- 4.35 The Council suggest in their original consultation response (Document ACTT1) that, if Back Road was improved, it could provide parking in the adjacent back gardens of Klrkinner Place properties, meaning the sightline onto Mill Brae could be improved.
- 4.36 As discussed earlier, however, the effect of this would be to add traffic on to Back Road (more than the development would) and since the road is acknowledged by the Council as an important route to school, this would further increase the potential for conflict between pedestrians and vehicles.

- 4.37 In any case, it was observed during the site visit and visibility measurement, that there was a regular turnover of vehicles parking on the yellow lines, while drivers visit adjacent shops and other premises. While residents undoubtedly park along Main Road, the Applicant cannot be held responsible for the Council's difficulties in enforcing parking and waiting restrictions, or for enabling a solution, if one is required, at considerable cost and on land outwith their control, and it would be unreasonable to refuse planning consent for this reason.

Church Manse Lane

- 4.38 A short distance to north of Mill Brae, Church Manse Road runs from Main Street to serve two residential properties.
- 4.39 At the junction with Main Street, hatched markings have been installed to move the junction "give way" line out by 1.4 metres.



- 4.40 This assists drivers emerging to see past parked cars (this time, parked legally). This photograph shows the available visibility looking north from a point 2.4 metres back along the centre line of Church Manse Brae.



- 4.41 This photograph shows the availability looking to the south from that same point.



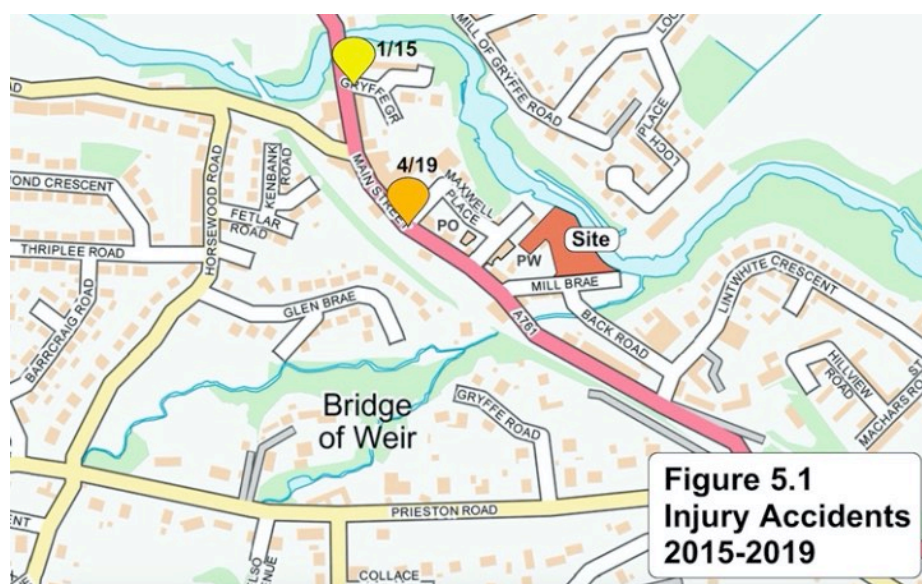
- 4.42 The remaining width of Main Street is 6.1 metres, sufficient to allow two vehicles to pass.
- 4.43 This Report demonstrates that junction visibility at the Mill Brae junction meets required standards, but would be significantly improved if on-street parking could be enforced.
- 4.44 Without prejudice to that position, it is considered that a solution, similar to the layout of the Church Manse Brae junction, could be applied at the Mill Brae junction. This would be of benefit to the residents and visitors to the 3 existing houses on Mill Brae, and to existing users of the car park behind the adjacent restaurant.
- 4.45 The A761 Main Street is 7.8 metres wide, kerb-to-kerb, as it passes the Mill Brae junction. If the “give way” line was moved out by 1.4 metres, as at Church Manse Lane, this would leave a main road width of 6.4 metres, still wider than it is further north.
- 4.46 This would help to physically discourage existing illegal parking, and would further improve the visibility splay to approaching traffic.

5.0 Road Safety

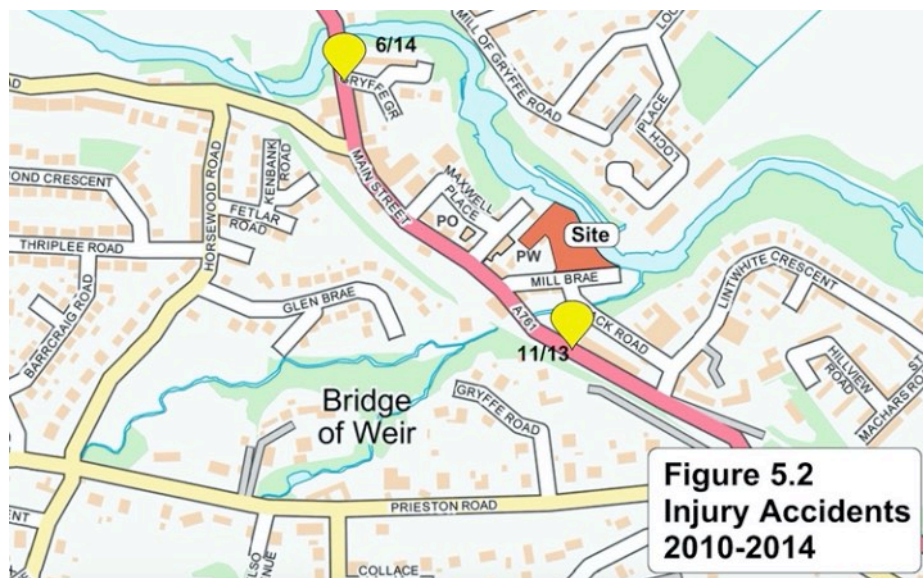
- 5.1 Road accidents usually occur when one or more road users, whether a driver, passenger, pedestrian or cyclist, makes an error in a decision relating to speed, layout, or the position or movement of other road users. These decisions can also be affected by external factors such as fatigue or alcohol. Vehicle failure can also lead to road accidents. Such errors or failures can occur at any point on the road network, although, in general, they tend to be focussed on points where drivers have to make a number of decisions, such as junctions or bends.
- 5.2 For these reasons, road safety requires careful consideration and is not readily quantifiable, in the same way that, for example, junction capacity or design standards are. Road safety depends on many factors, of which road layout and traffic flow are only two.
- 5.3 Accordingly, no guarantee can ever be given that any junction has been designed in a way to prevent the occurrence of any road accident over its design life. While it is regrettable, it is a simple fact of human nature that drivers will make mistakes and that some of these will lead to road accidents.
- 5.4 Best practice, therefore, is to design any particular junction to suitable standards, and ensuring that there are unlikely to be excessive queues which might cause drivers to become impatient and accept gaps which might not otherwise be suitable. Earlier sections have explained that the junction of Mill Road with the A761 Main Street meets current standards with regard to junction visibility.
- 5.5 The accident record on the surrounding road network has also been examined. The police are responsible for the collection of statistical data from recorded injury traffic collisions. Police attending all injury accidents record the relevant information in a standardised form, which has been agreed nationally as covering the factors important to road safety. The collected information includes the exact location of the incident, date and time of day, the number and nature of all casualties, prevailing light and weather conditions (for example dark / raining), road surface conditions (dry/wet), the directions

of vehicles and/or pedestrians involved, and any other possible causation factors such as any vehicle skidding, excess speed, etc.

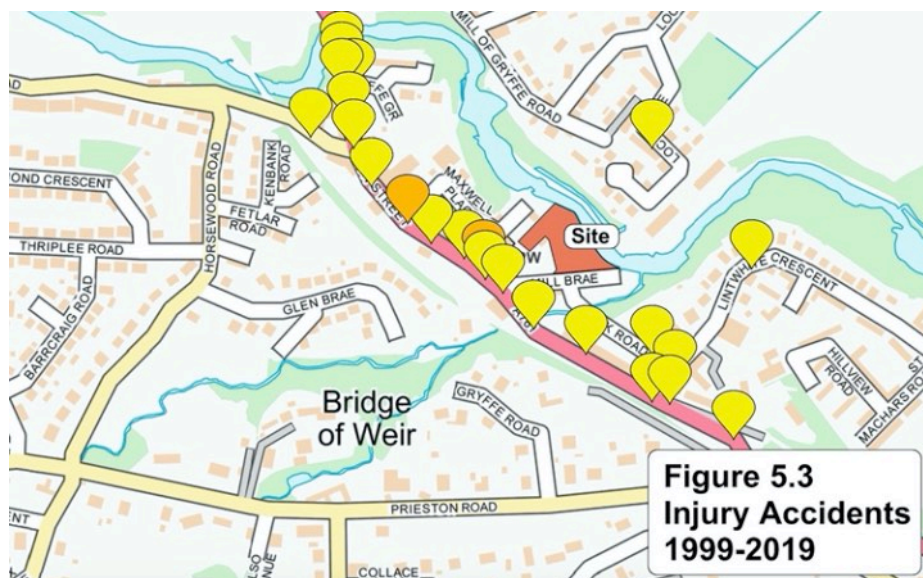
- 5.6 Although accident data is available over a longer period, it is generally accepted that the most recent 3-year or 5-year period is the most appropriate for examination, to determine current accident risk. Older accidents may have had causation factors which have since been addressed, for example by the introduction of new 20mph speed limits, enforcement of existing speed limits, introduction of new pedestrian crossings, or traffic calming or junction improvement schemes.
- 5.7 The injury accident for the five-year period ending December 2019 has been examined, and indicates that there have been two injury accidents within this part of Bridge of Weir during that time. Both of those occurred on the A721 main road. The location of these accidents is shown in Figure 5.1, by the marker tabs.



- 5.8 As shown in Figure 5.1, recorded accidents over the period examined, can be summarised as follows:
- One accident, identified by the yellow tab, recorded as “slight”.
 - One accident, identified by the orange tab, recorded as “serious”.
 - No accidents have been recorded as “fatal”.
- 5.9 However, none of the above noted accidents is within the vicinity of the development site or the proposed site access.
- 5.10 For comparison, the injury accident for the previous five-year period (January 2010 to December 2014) has been examined, and again, the location of these accidents is shown in Figure 5.2, by the marker tabs.



- 5.11 As shown in Figure 5.2, recorded accidents over the period examined, can be summarised as follows:
- Two accidents, identified by the yellow tabs, recorded as “slight”.
 - No accidents have been recorded as “serious” or “fatal” during that period.
- 5.12 Again, none of the above noted accidents is within the vicinity of the development site or the proposed site access.
- 5.13 Finally, the injury accident for the whole 21-year period (January 1999 to December 2019) has been examined, and again, the location of these accidents is shown in Figure 5.3, by the marker tabs.



- 5.14 As shown in Figure 5.3, recorded accidents over the whole 21-year period examined, can be summarised as follows:
- Twenty-one accidents, identified by the yellow tabs, recorded as “slight”.
 - Two accidents, identified by the orange tabs, recorded as “serious”.
 - No accidents have been recorded as “fatal”.
- 5.15 Most of those accidents occurred on the A721, with only 5 on side roads.
- 5.16 One slight injury accident is shown to have occurred near the junction of Mill Brae with the A761, although it is shown half-way between Mill Brae and Church Manse Lane, so could have occurred at either junction. Further investigation of this accident shows that it occurred on Friday 27 September 2007, at around 9.30am, and involved one vehicle on the main road running into the rear of a vehicle waiting to turn right, resulting in the driver of the turning vehicle being slightly injured.
- 5.17 Just to the north of the junction, a collision with a car resulted in a pedestrian being seriously injured on Thursday 6 December 2001 at around 5.30pm, when it was dark and weather conditions were reported as wet.
- 5.18 At approximately the same location, a collision with an “other” vehicle (driven by an 11 to 15 year-old, so probably a bicycle) resulted in another school-age pedestrian being slightly injured on Thursday 9 September 2004 at around 4.30pm, during daylight.
- 5.19 It cannot be denied that, as the number of users of any length of road increases, there is a greater likelihood that one or more of them will make an error which may lead to an accident. It would be unreasonable to assume otherwise. That in itself, however, does not constitute grounds to refuse any application which might lead to increased traffic flows, however marginal – if it did, it would effectively create a presumption against any increase in traffic or pedestrian flows, at any junction, anywhere. The test that must be applied, sensibly, is to ask whether any change in risk to road safety is real and / or significant.
- 5.20 While local and national policy aims to reduce the occurrence of injury accidents all over the road network, the normal 5-year accident record at the A761 / Mill Brae junction, and on Mill Brae itself, leading to and from the application site, is not indicative of a particular road safety difficulty. Even over a period of 21 years, the accident record in this area of Bridge of Weir does not indicate any particular blackspot or difficulty requiring remedial action.
- 5.21 This would suggest that road users are exercising the appropriate care in negotiating the historic road layout, notwithstanding existing difficulties caused by on-street parking, and perhaps supports the argument that drivers are more aware of their surroundings than an approach based on “road standards” would suggest.
- 5.22 In any case, it is unlikely that the proposed development of 4 dwelling houses would exacerbate that situation to an unacceptable degree.

6.0 Conclusions

- 6.1 This Report examines the matters raised by the Council's Reasons for Refusal of an application for planning permission for 4 dwelling houses on the site of a former sawmill at Mill Brae, Bridge of Weir.
- 6.2 First, the Council's Report of Handling suggests their preference for the site to be accessed along Back Road rather than Mill Brae. It is far from clear why the Council hold this preference, since Back Road is narrower and less suitable than Mill Brae is. Most importantly, Back Road has been closed since 2006 because of flood damage to the bridge over the Pow Burn.
- 6.3 The road and bridge are privately maintained by third parties, so the Applicant has no remit to carry out repairs, which in any case, would place an unreasonable cost burden on the proposed development. Similarly, even if these upgradings or repairs could be completed, the applicant has no remit to apply for the road to be adopted for maintenance by the roads authority.
- 6.4 Any conditions requiring the upgrading of Back Road and the bridge would be unreasonable under the terms of Scottish Government Planning Circular 4/1998: The use of conditions in planning permissions.
- 6.5 This Report then examines the suitability of Mill Road, using information from the original Transportation Statement prepared by DBA at the time of the application. This road is an adopted public road, and carries very light traffic, as it serves only 3 residential properties. In the past, it also served the application site in its former use as a sawmill, and the former gasworks on the south side adjacent to the river (which later became a sewage treatment plant).
- 6.6 Both of these uses would have led to movements by vehicles (including larger heavier vehicles) throughout the day, which have now ceased.
- 6.7 DBA's original Transportation Statement indicated that the proposed development could be expected to generate 1 vehicle trip inwards and 2 vehicle trips outwards in the morning peak hour, and 2 vehicle trips inwards and 1 vehicle trip outwards in the evening peak hour. The Statement points out in paragraph 3.5, that *"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."*
- 6.8 DBA's Transportation Statement then examines the layout of the junction of Mill Brae and Main Street with respect to the appropriate design standards, and demonstrates that those can be met. This current Report includes photographs measured on site to confirm that this is the case.
- 6.9 Those photographs also demonstrate, however, that waiting restrictions in the immediate vicinity of the junction are largely ignored, and that the yellow carriageway markings are faded and broken, and in need of replacement. It can be difficult to regularly enforce parking and waiting restrictions outside major urban areas, but it is this illegal parking

that creates the likeliest hazard at this junction, and others throughout the area. As this lies within the powers (and indeed, the duties) of the Council, it would be unreasonable to refuse planning consent for this reason.

- 6.10 If the Council consider that junction visibility needs to be improved, then aside from on-street parking enforcement, the give way line could be moved forward by around 1.4 metres by “hatching-out” the junction, similar to the layout installed at Church Manse Lane, just to the north. This would leave a main road width of 6.4 metres, still wider than it is further north.
- 6.11 This Report then examines the road injury accident record on surrounding streets, and shows that there have been two injury accidents on the A761 in the last 5 years, the period normally used for road safety analysis. There have been two further injury accidents in the previous 5 years. None of these accidents occurred near the Mill Brae junction.
- 6.12 One injury accident may have occurred over the past 21 years at the Mill Brae junction, in 2007. This accident record does not indicate any particular blackspot or difficulty requiring remedial action.
- 6.13 There are no grounds to refuse any application simply because it might lead to increased traffic flows, however marginal – if it did, it would effectively create a presumption against any increase in traffic or pedestrian flows, at any junction, anywhere. The test that must be applied, sensibly, is to ask whether any change in risk to road safety is real and / or significant.
- 6.14 In this case, the addition of traffic to and from 4 additional dwellings is not a significant increased road safety risk.
- 6.15 The Report of Handling, on which the Reason for Refusal is based, contains the following statements:
- *this junction struggles to service the dwellings and businesses already taking access from it;*
 - *Any increase in traffic would be unacceptable;*
 - *the junction of Mill Brae with Main Road cannot accommodate additional traffic;*
 - *Mill Brae as an access to the site is unacceptable.*
- 6.16 There is no stated explanation of these concerns. It is not clear what “struggles to service” or “cannot accommodate additional traffic” means.
- 6.17 It is difficult to reconcile these comments with the outcome of this Report, and DBA’s original Transportation Statement, which examines all of the relevant factors in detail, and demonstrates that:
- *Back Road is unsuitable to serve as an access to the site, and cannot economically be upgraded;*

- *Mill Brae is able to support two way traffic movements or single lane traffic with parking along one side;*
- *The proposed development would not generate high volumes of traffic on Mill Brae or the surrounding road network;*
- *Junction capacity at Mill Brae is not an issue;*
- *Junction visibility meets the prescribed standards;*
- *Visibility of approaching traffic can be restricted by on-street parking near the junction, which can be addressed by enforcement of the existing waiting restrictions;*
- *If necessary, visibility at the Mill Brae junction can be improved by moving the “give way” line forward, similar to the layout at Church Manse Road; and*
- *The record of road injury accidents does not suggest that there is a particular road safety difficulty at any point on the A761, particularly at the Mill Brae junction.*

Jack Arthur

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

From: John Everett [REDACTED]
Sent: 30 January 2020 17:34
To: Clare Murray [REDACTED]
Cc: DC [REDACTED] 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.

This site was previously accessible from Back Road (opposite) over the Pow Burn Bridge

The bridge which is private fell, some time ago, into disrepair and so was closed by the council (owner unknown) after becoming a danger. After strong local protest, as it is a very well used route to school and the village from housing to the east, it was reopened to pedestrians.

Searches have subsequently been done and have established that the bridge like the vacant site opposite is a legacy of the old village gas works and belongs to British Gas who are now responsible for its upkeep. British Gas are likely unaware of this asset or their obligation to inspect it and keep it in a safe condition, especially as it is open to the public. If they were informed of this and failed to improve the condition of the bridge they could be held liable for any damages that may be incurred by any third party.

Back Road is in a run down condition and if improved could provide parking in the adjacent back gardens of Klrkinner Place properties meaning the sightline onto Mill Brae could be improved.

This site has been derelict for more than 20 years and its redevelopment would be easily supported if the bridge were reopened and back roads condition were improved

If the bridge and road were brought up to an agreed standard the council would adopt them.

It is suggested that the developer should make British Gas aware of their responsibilities and have them reopen the bridge to traffic. The developer should also consider the resurfacing of Back Road (it is already publicly lit) to allow its adoption from privately maintained and give access to the rear of Klrkinner Place houses to improve his sightlines onto Main Road

If this were done I can see no reason why the development should not be supported

Regards
John

Clare Murray

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

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

I agree it would be really good to see the site developed especially as the land available could easily support many more dwellings, even flats, the key though is the bridge not the existing junction which is unsuitable

There is no standard return sheet in the system for Mark to sign so I have just copied him in

Regards

John

From: Clare Murray [REDACTED]
Sent: 07 May 2020 11:52
To: John Everett [REDACTED]
Subject: FW: 19/0814/PP - 4 New Houses 9 Mill Brae, BoW

Hi John

Hope you and the family are well.

The above application has to proceed on the basis of the current proposal. Its considered to be unviable to require works to the bridge etc. Can I have a response in relation to the proposed 4 dwellings and existing junction. You seemed to think , way back, that a limited number of houses may be ok. What do you think. It would be a good site to see developed.

I look forward to hearing from you.

Thanks

From: John Everett [REDACTED]
Sent: 02 March 2020 15:01
To: Mark Higginbotham [REDACTED] Clare Murray
[REDACTED]
Cc: DC [REDACTED]; Gaynor Hamilton [REDACTED]; Ian Carmichael

[REDACTED]
Subject: RE: 19/0814/PP - 4 New Houses 9 Mill Brae, BoW

It's the developers shout mark.

This attractive riverside town centre site has lain empty for a considerable time and can sustain much more than 4 homes when the neighbouring land packages are taken into account removing pressure from greenbelt
Its ridiculous that there is a bridge falling down with trees growing out of it in the middle of a town on a route to school. Each year it gets worse and the councillors continually want the paths made public. If DC isn't to be used as a mechanism for improvement just let me know
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 construction traffic on it

John

From: Mark Higginbotham [REDACTED]
Sent: 02 March 2020 14:42
To: John Everett [REDACTED]; Clare Murray [REDACTED]
Cc: DC [REDACTED]; Gaynor Hamilton <[REDACTED]>; Ian Carmichael [REDACTED].uk>
Subject: RE: 19/0814/PP - 4 New Houses 9 Mill Brae, BoW

John

I recognise your wish to get Back Road adopted but I think the amount of work needed to strengthen the bridge and its retaining wall on the approach to the bridge would probably put a developer off. Especially if only building 4 houses.

Mark Higginbotham

Development Manager

Environment & Infrastructure, Renfrewshire Council, Cotton Street, Paisley, PA1 1BR
Mob 0 [REDACTED]

From: John Everett [REDACTED]
Sent: 02 March 2020 11:58
To: Clare Murray <[REDACTED]>
Cc: DC [REDACTED]; Mark Higginbotham [REDACTED]; Gaynor Hamilton [REDACTED]; Ian Carmichael [REDACTED]
Subject: RE: 19/0814/PP - 4 New Houses 9 Mill Brae, BoW

Hi Clare

I attach information from Legal services about how the applicant can claim or acquire the Woodrow part of Back Road Coloured yellow on the attached plan to unlock the development potential his site to the north of Mill Brae opposite the end of Back Road.

I would suggest though that it would be simpler for them though to use S56 and S16 of the Roads (Scotland) Act 1984 and agree a specification with the Roads Authority under S56 to allow the road to be adopted (including the bridge) and then go through the S16 process to make a private road public as this could likely be achieved in 6 months or so (if no objections are received)

I see From the plan that the north part of Back Road belongs to Scottish Gas. Title makes no difference to the road being made public but I would want them informed of the intention so they would have opportunity to make comment.

The developer may want to contact them in any case as they seem to be responsible for the north part of the bridge but that's their concern

I suggest a meeting with the developer would be the way forward

Note that sine the drawing of the attached plan Garthdee, shaded pink, as changed hands and since 07/06/19 is owned by Aurik Yann Andreu and Ling-yin Ling. I have copied in Ian so he can arrange for the plan to be updated
Regards

John

From: Clare Murray [REDACTED]
Sent: 26 February 2020 16:56
To: John Everett [REDACTED]
Subject: FW: 19/0814/PP - 4 New Houses 9 Mill Brae, BoW

Hi John

Further to your comments on the above application, the applicant has provide the response below. Could we have a quick 5 mins to discuss the way forward (if any).

Thanks

From: Iain Gardner <[REDACTED]>
Sent: 26 February 2020 12:45
To: Clare Murray <[REDACTED]>
Cc: alan todd [REDACTED]
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]

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Appendix 1

RENFREWSHIRE COUNCIL

Application No: 19/0814/PP

COMMUNITIES, HOUSING AND PLANNING SERVICES
RECOMMENDATION ON PLANNING APPLICATION

Regd: 29/11/2019

Applicant

Todd Development
23a Chruch Street
Kilbarchan
PA102JQ

Agent

IKG Architects
21 Church Street
Kilbarchan
PA10 2JQ

Nature of proposals:

Erection of four detached houses (in principle)

Site:

9 Mill Brae, Bridge of Weir, PA11 3LD

Application for:

Planning Permission in Principle

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.

RECOMMENDATION

Refuse

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.



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



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.

Applicant: Todd Development	Ref. No: 19/0814/PP
Site: 9 Mill Brae, Bridge of Weir, PA11 3LD	Officer: Ms C Murray

Documents

Document	Document Attached (Admin) ✓	Document Attached and Signed
Decision Letter	✓	✓
Decision Notice	✓	✓
Appendix 1 – Report of Handling	✓	✓

Plans to be stamped

Drawing Number	Drawing Title	Paper & Anite Set (Officer) ✓	Stamped (Admin) ✓	Stamped on anite (Admin) ✓
	Location Plan	✓		✓
	Site Plan	✓		✓

Officers [REDACTED]

[REDACTED]

Admin Initials: _____ JA _____

RENFREWSHIRE COUNCIL	
Town and Country Planning (Scotland)	
Act 1997	
19/0814/PP	
Application No.	14/05/2020
REFUSED	
on	
Signed by	[REDACTED]
On behalf of Renfrewshire Council	



Renfrewshire House Cotton Street Paisley PA1 1JD Tel: 0300 3000 144 Fax: 0141 618 7935 Email: 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 100290397-001

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

Applicant or Agent Details

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

☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:

Derek Scott Planning

Ref. Number:

You must enter a Building Name or Number, or both: *

First Name: *

Derek

Building Name:

Last Name: *

Scott

Building Number:

21

Telephone Number: *

Address 1
(Street): *

Lansdowne Crescent

Extension Number:

Address 2:

Mobile Number:

Town/City: *

Edinburgh

Fax Number:

Country: *

Scotland

Postcode: *

EH12 5EH

Email Address: *

Is the applicant an individual or an organisation/corporate entity? *

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Mr"/>	You must enter a Building Name or Number, or both: *
Other Title:	<input type="text"/>	Building Name: <input type="text"/>
First Name: *	<input type="text" value="Alan"/>	Building Number: <input type="text" value="23a"/>
Last Name: *	<input type="text" value="Todd"/>	Address 1 (Street): * <input type="text" value="Church Street"/>
Company/Organisation	<input type="text" value="Todd Development"/>	Address 2: <input type="text"/>
Telephone Number: *	<input type="text"/>	Town/City: * <input type="text" value="Kilbarchan"/>
Extension Number:	<input type="text"/>	Country: * <input type="text" value="Scotland"/>
Mobile Number:	<input type="text"/>	Postcode: * <input type="text" value="PA10 2JQ"/>
Fax Number:	<input type="text"/>	
Email Address: *	<input type="text" value="REDACTED"/>	

Site Address Details

Planning Authority:	<input type="text" value="Renfrewshire Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text" value="9 MILL BRAE"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text" value="BRIDGE OF WEIR"/>
Post Code:	<input type="text" value="PA11 3LD"/>

Please identify/describe the location of the site or sites

Northing	<input type="text" value="665615"/>	Easting	<input type="text" value="238851"/>
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Description of Proposal

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

Erection of four detached dwelling houses (in principle)

Type of Application

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

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

What does your review relate to? *

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

Statement of reasons for seeking review

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

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

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

Please refer to attached Review Request Statement

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

☐ Yes ☒ No

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

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

Please refer to attached Review Request Statement

Application Details

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

19/0814/PP

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

29/11/2019

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

14/05/2020

Review Procedure

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

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

☐ Yes ☒ No

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may select more than one option if you wish the review to be a combination of procedures.

Please select a further procedure *

Further written submissions on specific matters

Please explain in detail in your own words why this further procedure is required and the matters set out in your statement of appeal it will deal with? (Max 500 characters)

We reserve the right to respond to any submissions raised by the Planning Department, Consultees or Third Parties in connection with this Review Request.

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

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

☒ Yes ☐ No

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

☐ Yes ☒ No

Checklist – Application for Notice of Review

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

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

☒ Yes ☐ No

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

☒ Yes ☐ No

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

☒ Yes ☐ No ☐ N/A

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

☒ Yes ☐ No

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

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

☒ Yes ☐ No

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

Declare – Notice of Review

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

Declaration Name: Mr Derek Scott

Declaration Date: 11/08/2020

REVIEW REQUEST STATEMENT

19/0814/PP - Erection of Four Detached Dwelling Houses (In Principle)

at

**9 MILL BRAE
BRIDGE OF WEIR
RENFREWSHIRE
PA11 3LD**

Prepared by

**Derek Scott Planning
Planning and Development Consultants**



**Unit 9
Dunfermline Business Centre
Izatt Avenue
Dunfermline
Fife KY11 3BZ
Tel No: 01383 620300
E-Mail: enquiries@derekscottplanning.com**

On behalf of

**Mr. Alan Todd (Todd
Development)**

Executive Summary

19/0814/PP - ERECTION OF FOUR DETACHED DWELLING HOUSES (IN PRINCIPLE) AT 9 MILL BRAE, BRIDGE OF WEIR, RENFREWSHIRE PA11 3LD

- The irregularly shaped application site which measures 4392 sq. metres is located on the northern side of Mill Brae in the centre of Bridge of Weir. Although currently overgrown with young naturally generated saplings/whips the site is brownfield in nature having previously accommodated buildings, understood to have been used as a saw mill but following demolition in the 1990's was used for storage purposes by the Bridge of Weir Leather Company ceasing at some stage in the 2000s. The River Gryffe and a belt of trees protected by a Tree Preservation Order borders the site to the north east although at a significantly lower level such as that it is not at risk from flooding.
- Mill Brae, from which the site is presently accessed, is approximately 4.8 metres in width and runs from the A761 Main Street to the west, downhill to a crossing over the River Gryffe at which point it comes to a '*dead end.*' The road serves three residential properties along its south side. Mill Brae is adopted by Renfrewshire Council for maintenance, as Roads Authority, and it is therefore a "*public road*". The road carries very light traffic, serving only the three residential properties referred to. However in the past, it also served the application site in its former use as a sawmill (and latterly for storage), and the former gasworks on the south side adjacent to the river (which, it is understood, later became a sewage treatment plant).
- On the opposite side of the application site to Mill Brae exists Back Road which runs along the rear of properties fronting on to Main Street. This road is approximately 108 metres long, between Lintwhite Crescent and a vehicle repair garage and over this length, it is approximately 3 metres wide, with verges along both sides. There are no pedestrian footways or street lighting along this length. Back Road is not included on the list of public streets maintained by Renfrewshire Council, and is therefore privately maintained (albeit open as a public right of passage), although judging by its condition it receives very little if any maintenance. Until approximately fifteen years ago, Back Road continued approximately 50 metres further north, through to Mill Brae, crossing a bridge over the Pow Burn. The bridge was structurally damaged by flooding of the river at around that time, and was closed to traffic, although pedestrian access has been maintained.

- The application submitted to the Council and registered under Planning Application Reference Number 19/0814/PP had sought planning permission in principle for a residential development on the site. An Indicative Layout accompanying the application submitted illustrates that the self-seeding ships/saplings would be removed and a total of four detached houses would be erected, accessed via a single point off Mill Brae which corresponded with the existing access arrangements to the site. The belt of trees on the banking next to the River Gryffe which are protected by the TPO would remain and would not be affected by the proposed development.

- The Planning Officer refused the application for the following reason:

‘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.’

- The reason for the refusal of the application is contested on the following grounds:
 - (a) The Planning Officer in arriving at the decision has failed to give due cognisance and sufficient weight to the fact that the application site, although vacant at present, has a lawful use for storage purposes. Vehicle generation and activity generally would be sufficiently greater if the site were used for storage purposes again than it would be for the four dwelling houses proposed.
 - (b) Setting the above aside, Mill Brae, at 4.8 metres in width along its entire length, is able to support and has been supporting for many years two way traffic movements or single lane traffic with parking along one side.
 - (c) The development proposed will not generate high volumes of traffic on Mill Road or on the surrounding network. Capacity at the junction of Main Road and Mill Brae is not therefore an issue.
 - (d) Visibility at the junction of Mill Brae and Main Road meets the prescribed standards and only fails to be achieved when vehicles park on Main Road within the visibility splay in contravention of the statutory parking restrictions existing. This could be addressed by the Council through the re-application of the yellow carriageway markings and the subsequent enforcement of the waiting restrictions. The Council’s failure to enforce

statutory restrictions of this nature does not constitute a valid reason nor provides any sort of justification, to refuse our client's application.

- (e) The record of road injury accidents does not suggest that there is a particular road safety difficulty at any point on the A761 (Main Street), particularly at the Mill Brae junction.**
- (f) If deemed appropriate or required, visibility at the Mill Brae/Main Road junction can be improved by moving the "give way" line forward in a similar manner to the layout at Church Manse Road.**

- Other reasons advanced in support of the application/review request include inter-alia, the following:**

- The development is proposed on a brownfield site, the condition and appearance of which detracts from the character and appearance of the area.**
- The scheme proposed will result in a significant improvement to the character and appearance of this part of Bridge of Weir by introducing a new active street frontage into what is otherwise a derelict and unkempt parcel of land.**
- The application site is in a highly sustainable and accessible location given its proximity to the town centre, bus stops and associated cycle and foot path networks.**
- The development of the site will contribute to the supply of land for housing development and to the mix and range of house types available within the area.**
- The development of a dwelling house on the site will bring positive benefits to the economy through the creation of employment opportunities for locally based tradespeople. Such benefits are particularly important at this time given the pressures imposed on those involved in the construction industry as a result of the implications arising from the coronavirus pandemic.**

- In view of the considerations outlined it is respectfully requested that this request to review the Planning Officer's decision be upheld and that planning permission be granted for the proposal as applied for.**

REVIEW REQUEST

**19/0814/PP - ERECTION OF FOUR DETACHED DWELLING HOUSES (IN PRINCIPLE) AT 9
MILL BRAE, BRIDGE OF WEIR, RENFREWSHIRE PA11 3LD**

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4.	Assessment of Development Proposals	Page 12
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6.	Summary & Conclusions	Page 31

LIST OF DOCUMENTS

**19/0814/PP - ERECTION OF FOUR DETACHED DWELLING HOUSES (IN PRINCIPLE) AT 9
MILL BRAE, BRIDGE OF WEIR, RENFREWSHIRE PA11 3LD**

- | | |
|------------------------|---|
| TD Document 1 - | Review Request Forms |
| TD Document 2 – | Planning Application Documents Relating to Planning Application
Reference Number 19/0814/PP

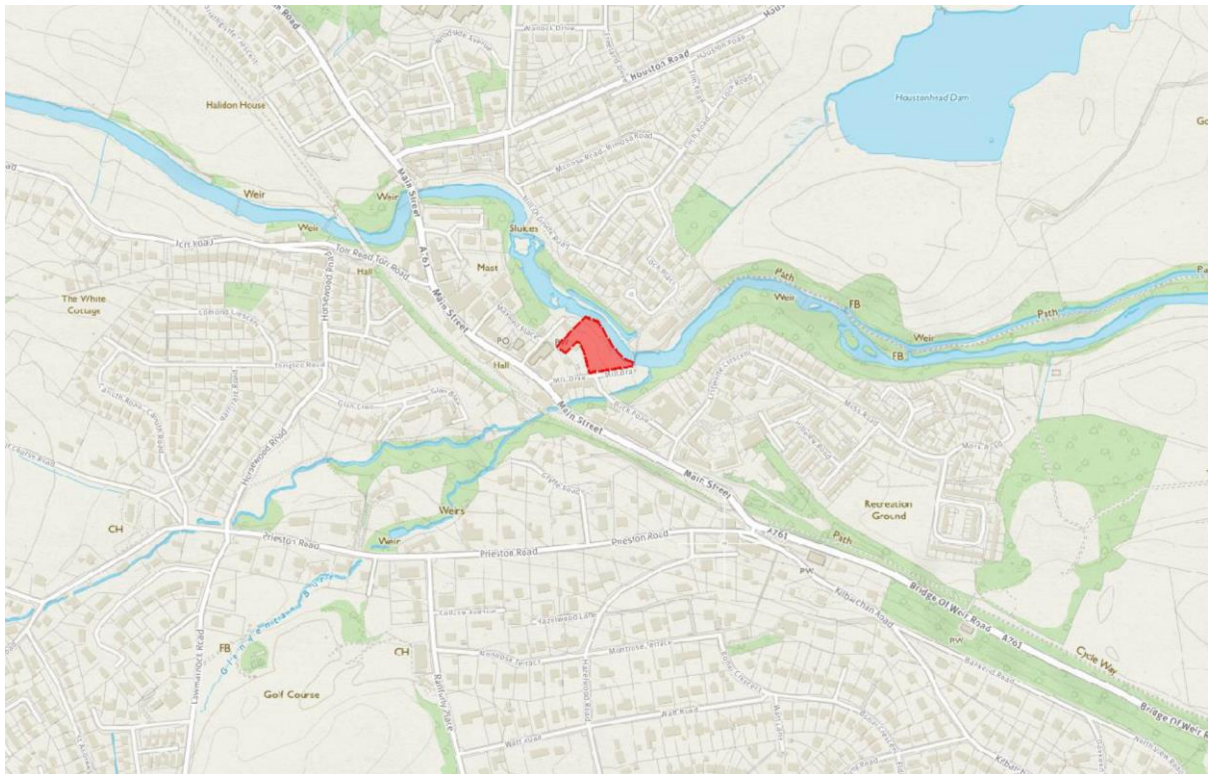
2(a) – Planning Application Forms
2(b) – Location Plan
2(c) – Indicative Site Layout
2(d) – Transport Statement prepared by Dougall Baillie Associates
dated October 2019 |
| TD Document 3 – | Report prepared by Andrew Carrie – Traffic & Transportation Limited
dated August 2020 |
| TD Document 4 – | Report of Handling – 19/0814/PP |
| TD Document 5 – | Decision Notice – 19/0814/PP |

REVIEW REQUEST

19/0814/PP - ERECTION OF FOUR DETACHED DWELLING HOUSES (IN PRINCIPLE) AT 9 MILL BRAE, BRIDGE OF WEIR, RENFREWSHIRE PA11 3LD

1. INTRODUCTION

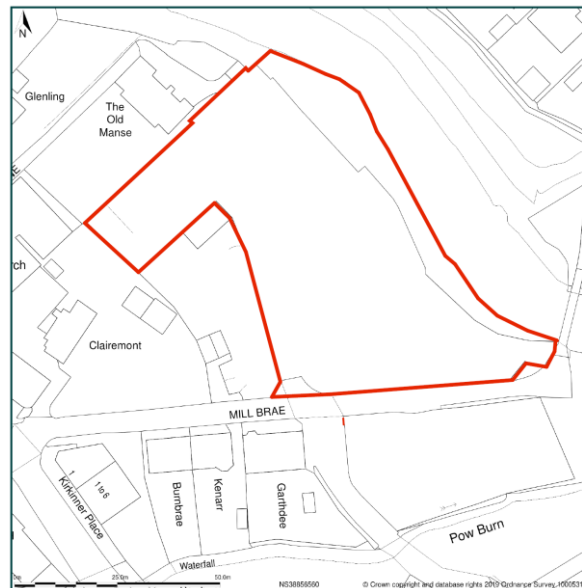
- 1.1 This statement has been prepared by Derek Scott Planning, Chartered Town Planning and Development Consultants (Dunfermline and Edinburgh) in association with IKG Architects on behalf of our client, Mr. Alan Todd of Todd Development. It is in support of a request to review the decision of the Appointed Planning Officer in relation to a planning application (See **TD Document 2**) which had sought planning permission in principle for the erection of four detached dwelling houses on a parcel of land at 9 Mill Brae, Bridge of Weir, Renfrewshire. The application was submitted to the Council on 29th November 2019 and refused on the 14th May 2020 under Planning Application Register Reference Number 19/0814/PP.

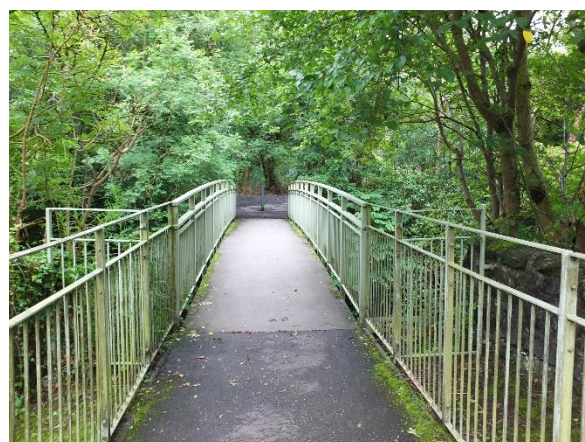


Location Plan

2. Site Location and Description

- 2.1 The irregularly shaped application site which measures 4392 sq. metres is located on the northern side of Mill Brae in the centre of Bridge of Weir. Although currently overgrown with young naturally generated saplings/whips, the site is brownfield in nature having previously accommodated buildings, understood to have been used as a saw mill, and following demolition in the 1990's had been used for storage purposes by the Bridge of Weir Leather Company, ceasing at some stage in the 2000s. The River Gryffe borders the site to the north east although at a significantly lower level such as that it is at no risk whatsoever from flooding.





Photographs of Application Site and pedestrian bridge over River Gryffe

- 2.3 Mill Brae, from which the site is presently accessed runs from the A761 Main Street to the west, downhill to a crossing over the River Gryffe at which point it comes to a ‘*dead end.*’ A pedestrian access/bridge continues east across the river to the relatively new residential area at Loch Place. The junction at Mill Brae with Main Street also serves a car park to the rear of the adjacent restaurant and café (Lochnagar). This access branches off from Mill Brae just to the east of the junction. Mill Brae is approximately 72 metres in length between the Main Street junction and the proposed access to the development. For the first 15 metres or so, the carriageway is approximately 3.7 metres wide, with a footway of 1.1 metres on its north side. Over the remainder of its length, Mill Brae is approximately 4.8 metres wide, with boundary walls along both sides, and no pedestrian footways. The road serves three residential properties

along its south side. Mill Brae is adopted by Renfrewshire Council for maintenance, as Roads Authority, and is therefore a “*public road*”. The road presently carries very light traffic, serving only the three residential properties referred to. However in the past, it also served the application site in its former use as a sawmill (and latterly for storage), and the former gasworks on the south side adjacent to the river (which later became a sewage treatment plant). Both of these uses would have led to movements by vehicles (including larger heavier vehicles) throughout the day, which have now ceased.



Photographs looking east and west along Mill Brae

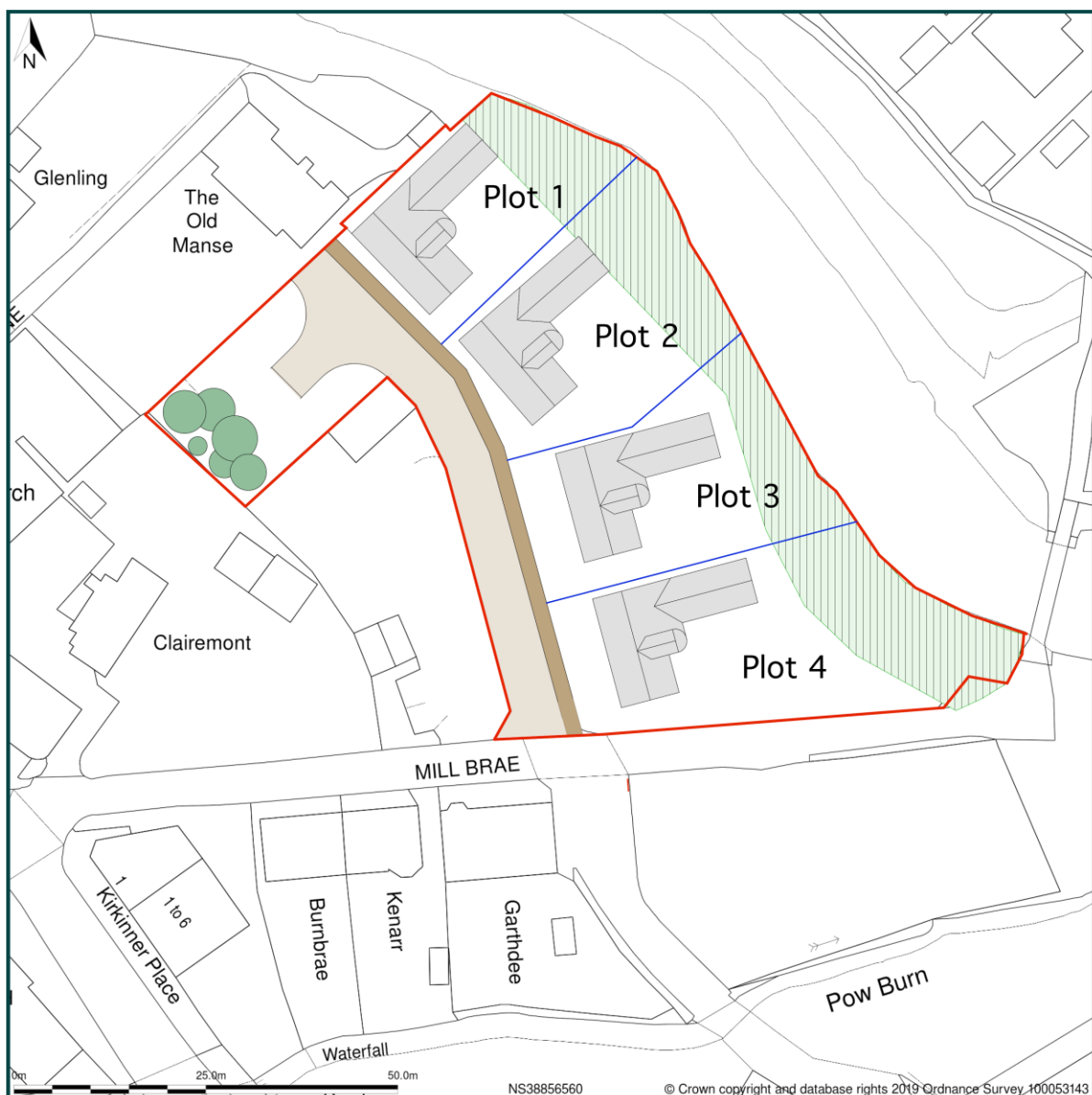
- 2.4 On the opposite side of the application site to Mill Brae exists Back Road, which runs along the rear of properties fronting on to Main Street. Two of those properties have pedestrian accesses to their rear garden from Back Road, but otherwise there is no direct frontage access aside from a vehicle repair garage just to the south of the River Gryffe. This road is approximately 108 metres long, between Lintwhite Crescent and the vehicle repair garage and over this length, it is approximately 3 metres wide, with verges along both sides. There are no pedestrian footways or street lighting along this length. Back Road is not included on the list of public streets maintained by Renfrewshire Council, and is therefore privately maintained (albeit open as a public right of passage), although judging by its condition it receives very little if any maintenance. Until approximately 15 years ago, Back Road continued approximately 50 metres further north, through to Mill Brae, crossing a bridge over the Pow Burn. The bridge was structurally damaged by flooding of the river/burn at around that time, and was closed to traffic, although pedestrian access has been maintained.



Photographs looking north and south along back road

3. Description of Proposed Development

- 3.1 The application (**TD Document 2**) submitted to the Council and registered under Planning Application Reference Number 19/0814/PP had sought planning permission in principle for a residential development on the site. An Indicative Layout (see below) accompanying the application illustrates that the self-seeding ships/saplings would be removed and a total of four detached houses would be erected, accessed via a single point off Mill Brae which corresponds with the existing access arrangements to the site. The belt of trees on the banking next to the River Gryffe which are protected by the TPO would remain and would not be affected in any materially adverse manner. It is important to stress that the layout is indicative in nature and the purposes of this application is simply and solely to obtain planning permission in principle for the erection of a residential development on the site.



Proposed Site Plan

4. Assessment of Development Proposals

- 4.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 (as amended), hereinafter referred to as ‘*The Act*,’ states that:

‘where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the development plan unless material considerations indicate otherwise.’

- 4.2 In the context of the above it is worth making reference to the House of Lord’s Judgement on the case of the City of Edinburgh Council v the Secretary of State for Scotland 1998 SLT120. It sets out the following approach to deciding an application under the Planning Acts:

- identify any provisions of the development plan which are relevant to the decision;
- interpret them carefully, looking at the aims and objectives of the plan as well as detailed wording of policies;
- consider whether or not the proposal accords with the development plan;
- identify and consider relevant material considerations, for and against the proposal; and
- assess whether these considerations warrant a departure from the development plan.

- 4.3 The relevant development plan for the area comprises Clydeplan, the Strategic Development Plan for Glasgow and the Clyde Valley which was approved by Scottish Ministers in July 2017 and the Renfrewshire Local Development Plan which was adopted by Renfrewshire Council in 2014. Other material considerations which should be considered in the determination of the application include Scottish Planning Policy; the Proposed Renfrewshire Local Development Plan 2019 and associated Supplementary Guidance; Renfrewshire’s Places Residential Design Guide; Consultation Responses; and Third Party Representations.



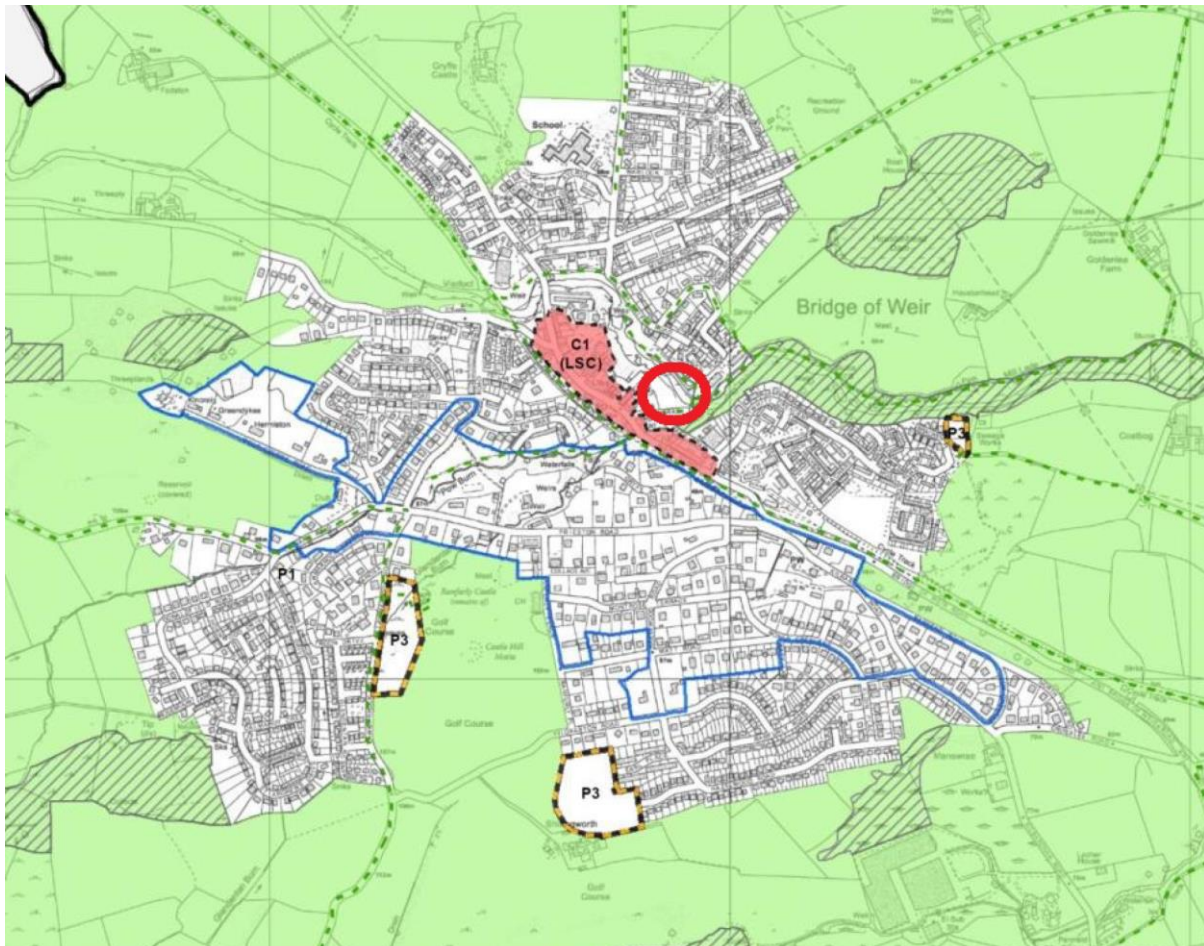
Clydeplan

- 4.4 Clydeplan, the strategic development plan for Glasgow and the Clyde Valley was approved by Scottish Ministers in July 2017. This plan sets out a Spatial Development Strategy in the period upto 2036 which supports a presumption in favour of sustainable development that contributes to economic growth. It acknowledges the city region's legacy of development and infrastructure and recognises that maximising the benefit of those resources is fundamental to ensuring the long term success of the city region. Whilst Clydeplan provides strategic guidance for the preparation of local development plans and for the determination of planning applications it

contains no specific policies or proposals which are considered to be of overriding relevance to either the site or the proposed development.

The Renfrewshire Local Development Plan

- 4.5 The Renfrewshire Local Development Plan (LDP) was adopted by Renfrewshire Council in August 2014. The application site is located within the Bridge of Weir Settlement Envelope in close proximity to the designated Local Service Centre as indicated below. The site is not allocated for any specific purpose in the Plan (i.e. ‘white land’).



Bridge of Weir Settlement Envelope – Renfrewshire Local Development Plan 2014

- 4.6 The LDP aims to secure the principles of the spatial strategy in each new development and requires all development proposals to be considered in relation to the spatial strategy diagrams and the following overarching outcomes. New development will be supported where it incorporates the following criteria (where relevant):

- *The quality of the development contributes positively to the character and appearance of the place, benefiting the amenity of the area and protecting the built heritage, its setting and the natural environment;*
- *The design of new development is demonstrated to benefit the area by following the principles of ‘Designing Places’*

- *Buildings and structures are designed to support the principles of low carbon generating technology to reduce emissions; and*
- *The development does not have an adverse effect on the integrity of any sites protected as a Natura 2000 site.*

Whilst the application proposals have not, at this planning in principle stage, been developed to comply with the terms of the criteria identified above, it is evidently clear that they are all matters that can be addressed at the detailed ‘*Approval of Matters Specified in Conditions*’ stage of the process following the grant of planning permission in principle.

4.7 Polices within the LDP against which the planning application must be assessed include:

Policy P1 – Renfrewshire’s Places
 Policy I1 – Connecting Places
 Policy I5 – Flooding and Drainage
 Policy I7 – Low Carbon Developments
 Policy ENV2 – Natural Heritage

4.8 Policy P1 on ‘*Renfrewshire’s Places*’ states the following:

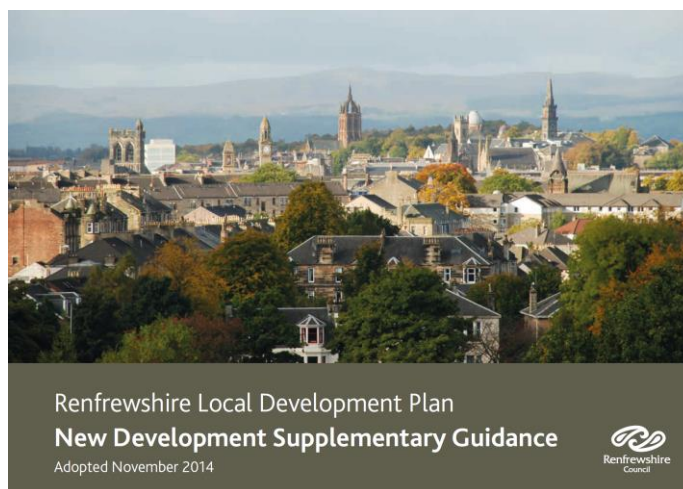
‘Within uncoloured areas on the proposals maps there will be a general presumption in favour of a continuance of the built form. New developments within these areas should be compatible and complementary to existing uses and demonstrate that they would cause no significant harm to these uses as set out by the criteria in the New Development SG.’

4.9 The application site is located within a predominantly residential area and as a consequence of this the development proposed would be entirely compatible with the predominant land use existing. The indicative layout submitted demonstrates that the four houses can be satisfactorily accommodated on the site and provided with satisfactory levels of private garden ground and acceptable plot ratios. The rear garden area would have a depth of 13-15 metres; a separation distance of at least four metres between each of the dwelling houses; and a distance of at least 17 metres from the closest existing house on Mill Brae. The relationship between the dwelling houses proposed and all existing houses referred to would therefore ensure that neither the existing nor proposed houses would be detrimentally affected as a result of privacy loss or loss of sunlight (overshadowing). It is also worth mentioning in the context of Policy P1 that the proposal would involve the redevelopment of a brown field site which detracts from the character of the area and if not used for housing could be re-used for storage purposes without a requirement for planning permission. Such a use, were it to be re-introduced, would have a significantly greater adverse effect on the character and residential amenity of the area than the residential scheme proposed.

4.10 The New Development Supplementary Guidance 2014 outlines eight criteria against which all planning applications must be assessed. Those criteria and our responses to them are outlined below:

‘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.'



Response – As noted previously the indicative layout submitted with the application successfully demonstrates that four houses can be comfortably accommodated on the site without adverse effect on established residential amenity and in a manner that is sympathetic to the spatial density and character of the area.

‘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.’

Response – As noted previously, the predominant land use in the area is residential and as a consequence the dwelling houses proposed are entirely compatible with the established use and will not be adversely affected by those surrounding properties a result of visual amenity, noise, smell, overlooking or air quality objectives. It has been demonstrated elsewhere within this statement and in attached documents that any existing impacts or impacts arising from traffic generation are also acceptable.

‘The density of new housing proposals will require to be in keeping with the density of surrounding residential areas, higher densities may be appropriate in areas which have good access to walking, cycling and public transport.’

Response – The indicative layout submitted successfully demonstrates that the site can be developed for the number of dwelling houses proposed in a manner that respects the density of the surrounding area. Whilst the scheme proposed is not of a high density those dwellings proposed are in a highly sustainable location benefitting from good access to walking, cycling and public transport facilities.

‘It should be demonstrated that adequate provision has been made for all services including water, sewerage, power, communications, education, health and social facilities. Proposals for community, educational and commercial facilities will require to serve the local needs of the area.’

Response – The application site can be adequately accessed and serviced and as such is effective and immediately capable of development. We have not been made aware, through the application process, of any constraints preventing the development of the site for the residential use proposed.

‘Where considered necessary by the Council, areas of public and private open space will be retained where they are of recreational or amenity value.’

Response – The application site is neither an area of public nor private open space but rather a previously developed brownfield site; the condition of which detracts from the overall character and amenity of the area.

‘Existing landscape and ecological features will also be retained where they make a positive contribution to the character of the area and should be supplemented by new integrated landscaping and habitat proposals.’

Response – The only landscape features worthy of retention on the site is the belt of trees defining the boundary of the site with the River Gryffe. Those said trees, as noted previously, are protected by a Tree Preservation Order (TPO) and will be retained as a result of both this and the very worthwhile contribution they make to the visual amenity and natural heritage of the area.

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

Response – The indicative layout submitted with the application identifies the possible introduction of a new street frontage off Mill Brae, which, through its active nature and ease of accessibility to the town centre, would bring hugely positive benefits to an otherwise unattractive brownfield site which detracts quite significantly from the character and appearance of the area.

‘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.’

Response – As noted previously the redevelopment of this unkempt brownfield site for the housing scheme proposed will contribute positively to the character and appearance of the area. Its central location and relationship with the town centre and associated facilities contained therein, including public transport services, will ensure that a significant contribution will be made to tackling climate change and reducing carbon emissions. Other means and measures to reduce carbon emissions and improve energy efficiency levels can be advanced at the detailed stage and secured through the imposition of conditions on any planning permission in principle granted.

4.11 As a consequence of all considerations outlined above we are firmly and unequivocally of the opinion that the application proposals are compliant with the terms of Policy P1 on ‘Renfrewshire’s Places’ and the related Supplementary Guidance on ‘New Development.’

4.12 Policy I1 on ‘Connecting Places’ states the following:

'Increased access and connectivity to walking, cycling and public transport networks is a key consideration for investment locations within Renfrewshire. Getting to and from employment, education, residential, retail and other land uses by a range of modes is an important consideration when developing places and will require to be demonstrated in the submission of proposals. Appropriate provision to connect to active travel and public transport networks, hubs and interchanges as well as allowing for walking, cycling and public transport accessibility requires to be considered from the outset with details outlining how this can be achieved. The Council will support development proposals which give priority to sustainable modes of travel and have no significant impact on the safe and efficient operation of the local or trunk road network.'

- 4.13 As noted previously the application site benefits from its location and ease of access to the town centre and associated public transport services and also from its relationship to the established foot and cycle path networks currently existing in Bridge of Weir. It is, without exaggeration, one of the most sustainably located sites in Bridge of Weir and therefore entirely compliant with the terms of Policy I1 on 'Connecting Places.'

- 4.14 Policy 15 on 'Flooding and Drainage' states the following:

'New development should avoid areas susceptible to flooding and is required to demonstrate promotion of sustainable flood risk management measures by implementing suitable drainage infrastructure. Development must not have an impact on existing drainage infrastructure or increase the risk of flooding. Where any development involves land raising, effective compensation for any loss of local flood storage capacity must be secured. The implementation of new or improved drainage requires to employ Sustainable Urban Drainage Systems (SUDS) measures and flooding and drainage measures should aim to have a positive effect on the water environment as well as the natural heritage interests of the site or land surrounding the site. Any development will require to be assessed against the criteria and guidance set out in the New Development SG and be supported by an assessment of flood risk when deemed necessary by the planning authority.'

- 4.15 The application site is located in an elevated position above the River Gryffe and as such is not at risk from flooding. Detailed considerations relating to surface water and drainage can be advanced at the approval of matters specified in conditions stage following on from the grant of planning permission in principle.

- 4.16 Policy I7 on 'Low Carbon Developments' states the following:

'All new buildings, with exception of those listed below, shall in meeting building regulation energy requirements, install technology that produces low or no amounts of carbon dioxide emissions, to reduce the predicted emissions by at least 15% below 2007 building standards.'

The developments exempt from the above standards are as follows:

- *Buildings exempt from building regulations;*
- *Alterations and extensions to buildings;*

- *Changes of use or conversion of buildings;*
- *An ancillary building that is stand-alone, having an area less than 50 square metres;*
- *Buildings which will not be heated or cooled other than by heating provided solely for the purpose of frost protection;*
- *Buildings which have an intended life of less than two years.*

Delivering the Infrastructure Strategy

The submission of a statement will be required to demonstrate to the satisfaction of the Council that this requirement can be met or setting out the reasons why it is neither practical nor viable to meet the requirement in part or in full.'

4.17 It is not possible to address the requirements of Policy I7 within the scope of an application for planning permission in principle. However, they can all be dealt with and met and the next stage of the process in the event of planning permission in principle being granted.

4.18 Policy Env 2 on 'Natural Heritage' states the following:

'To accord with the Local Development Plan, developments must not have an adverse effect on the integrity of sites protected for their natural conservation interest or which have the potential to protect and enhance designated sites and the wider biodiversity and geodiversity of the area.

Where appropriate, the Council will seek to improve these resources. All proposals will be assessed in terms of the cumulative impact of development based on the precautionary principle considering the effect on the following:

- *Natura 2000 and Ramsar Sites;*
- *Protected Species;*
- *SSSI's;*
- *LNRS, SINC's and wildlife corridors;*
- *Biodiversity;*
- *Trees - Ancient and semi- natural woodland, TPOs and Conservation Areas;*

Developments and change of uses affecting those outlined above will be assessed against criteria set out in the New Development SG.'

4.19 With the exception of the TPO'd trees along the boundary with the River Gryffe there are no other wildlife or heritage designations on the site. As the trees referred to are being retained and not in any way affected as a result of the development proposed it is considered that the terms of Policy Env 2 are entirely complied with.

4.20 Having assessed the proposal against the terms of the development plan and associated supplementary guidance we are of the opinion that the proposal is entirely compliant in all respects.

Other Material Considerations

4.21 In addition to the development plan, due consideration must also be given, as noted previously, to other material considerations when determining a planning application. Such considerations

in this instance include Scottish Planning Policy; the Proposed Renfrewshire Local Development Plan 2019 and associated Supplementary Guidance; Renfrewshire's Places Residential Design Guide, Consultation Responses; and Third Party Representations.

Scottish Planning Policy

- 4.22 The current version of Scottish Planning Policy was published by the Scottish Government in 2014. Its purpose is to set out national planning policies which reflect Scottish Ministers' priorities for the operation of the planning system and for the development and use of land. The SPP aims to promote consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances. It directly relates to *the preparation of development plans; the design of development, from initial concept through to delivery; and the determination of planning applications and appeals.*



- 4.23 The SPP (Paragraph 27) introduces a presumption in favour of development that contributes to sustainable development. The SPP states that *'the planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term. The aim is to achieve the right development in the right place; it is not to allow development at any cost.'* (Paragraph 28)
- 4.24 The SPP (Paragraph 29) states that policies and decisions should be guided by the following principles:
- *giving due weight to net economic benefit;*
 - *responding to economic issues, challenges and opportunities, as outlined in local economic strategies;*
 - *supporting good design and the six qualities of successful places;*
 - *making efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities;*
 - *supporting delivery of accessible housing, business, retailing and leisure development;*
 - *supporting delivery of infrastructure, for example transport, education, energy, digital and water;*

- *supporting climate change mitigation and adaptation including taking account of flood risk;*
- *improving health and well-being by offering opportunities for social interaction and physical activity, including sport and recreation;*
- *having regard to the principles for sustainable land use set out in the Land Use Strategy;*
- *protecting, enhancing and promoting access to cultural heritage, including the historic environment;*
- *protecting, enhancing and promoting access to natural heritage, including green infrastructure, landscape and the wider environment;*
- *reducing waste, facilitating its management and promoting resource recovery; and*
- *avoiding over-development, protecting the amenity of new and existing development and considering the implications of development for water, air and soil quality.*

4.25 Paragraph 32 of the SPP advises that *‘the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Proposals that accord with up-to-date plans should be considered acceptable in principle and consideration should focus on the detailed matters arising. For proposals that do not accord with up-to-date development plans, the primacy of the plan is maintained and this SPP and the presumption in favour of development that contributes to sustainable development will be material considerations.*



4.26 The proposed re-development of this brownfield site in the centre of Bridge of Weir is considered to contribute to sustainable development when assessed against the principles outlined in Paragraph 29 of the SPP for the reasons stated below:

- *giving due weight to net economic benefit;*

The proposed development will generate socio-economic benefits by providing housing choice, stimulating job creation and boosting economic investment – all positive attributes as we face up to the anticipated impacts caused by the coronavirus pandemic.

- *supporting good design and the six qualities of successful places;*

The design proposals for the residential scheme proposed, whilst outline in nature, are of a high quality and support the six qualities of successful places. The proposals are distinctive, safe and pleasant, welcoming, adaptable, resource efficient and easy to move around.



- *making efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities;*

The development is proposed on a previously developed brownfield site within an established residential area. The development of sites of this nature and these characteristics is preferable to the development of green field sites and should be supported.

- *supporting delivery of accessible housing, business, retailing and leisure development;*

The development proposed will facilitate the development of four new dwelling houses. The site is in an inherently accessible location in close proximity to the town centre and benefitting from existing facilities and services within it and in close proximity to it including access to public transport, footpaths and cycle ways.

- *supporting delivery of infrastructure, for example transport, education, energy, digital and water;*

It is intended that the dwellings proposed will maximise the use of innovative design technology to ensure that they are inherently sustainable and energy efficient. The site enjoys good access to public transport services with bus routes and stops in close proximity.

- *supporting climate change mitigation and adaptation including taking account of flood risk;*

The proposed development will introduce a range of measures which will support climate change mitigation. This will be achieved through enhanced levels of insulation and efficient heating systems/low carbon energy sources which can be secured by condition on any planning permission in principle granted. The location of the houses proposed and their relationship to the town centre will contribute to sustainable transport movements all of which supports climate change mitigation. The site is not at risk from flooding.

- *improving health and well-being by offering opportunities for social interaction and physical activity, including sport and recreation;*

The site enjoys good access to the existing public path network and therefore ease of access to sport and recreational facilities.

- *having regard to the principles for sustainable land use set out in the Land Use Strategy;*

The application proposals have been developed in due cognisance of the principles of sustainable land use with particular reference to the following:

- the proposal will deliver a number of benefits including the development of a bespoke family homes.
 - The land on which the development is being proposed is brownfield in nature. It is not presently used for any particular purpose and has an adverse effect on the character and appearance of its immediate area. Its proposed use for the development of four new houses is not significant.
 - The proposals for the site, have evolved through a thorough understanding and appreciation of the area's eco-system.
 - The development proposal will appear as an integral part of the existing settlement.
- *protecting, enhancing and promoting access to cultural heritage, including the historic environment;*

The development of the site will not result in an adverse effect on the area's cultural heritage.

- *protecting, enhancing and promoting access to natural heritage, including green infrastructure, landscape and the wider environment;*

The retention of existing landscape features and the provision of further planting and landscaping will ensure that the character and appearance of the area is improved and its biodiversity credentials enhanced.

- *reducing waste, facilitating its management and promoting resource recovery;*

Recycling and refuse facilities will be incorporated into the design at the detailed stage. Collection of waste will be undertaken in line with local authority procedures. Every effort will be made to ensure that waste is minimised on site and recycled in accordance with sound principles of sustainability where possible.

- *avoiding over-development, protecting the amenity of new and existing development and considering the implications of development for water, air and soil quality.*

The site will be developed at an appropriate density befitting of the locality and the landscape context within which it is proposed. The amenity of existing development bordering the site

will be protected in accordance with Council standards with particular reference to issues such as privacy, overlooking, loss of light, overshadowing etc.

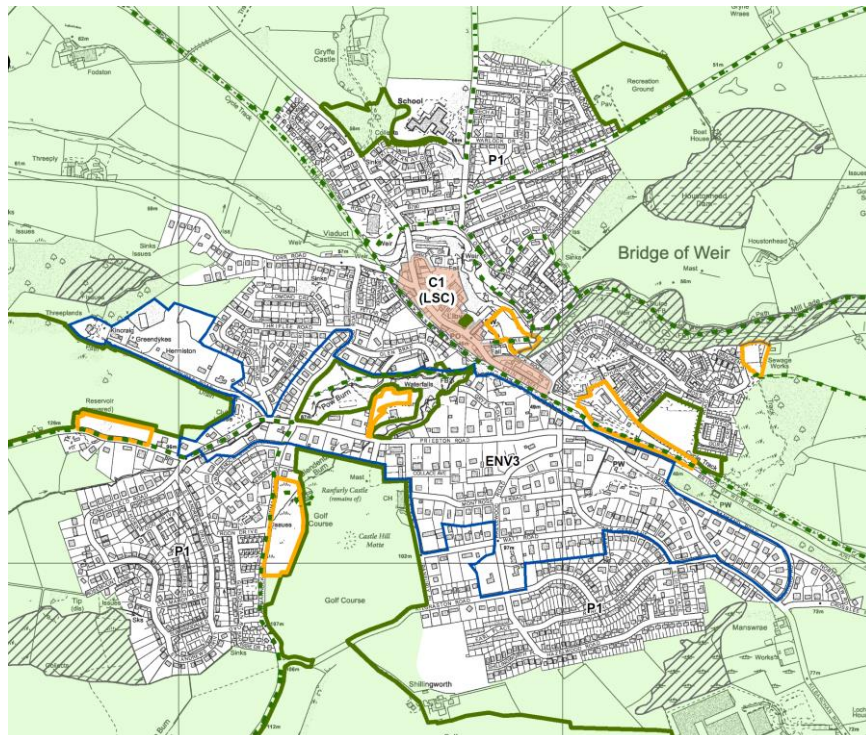
- 4.27 In view of the above, the application proposals represent a sustainable form of development; a consideration to which significant weight should be given to in the determination of this review request.

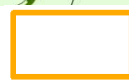
Proposed Renfrewshire Local Development Plan 2019 and New Development Supplementary Guidance 2019

- 4.28 The Proposed Renfrewshire Local Development Plan 2019 and New Development Supplementary Guidance 2019 was submitted to the Scottish Ministers on 31st January 2020 with the examination into objections commencing on 12th May 2020.



- 4.29 The application site is similarly zoned in the Proposed Plan as it is in the existing extant plan. Whilst it is not allocated for any specific purpose (i.e. white land) in the proposed plan it is, along with land on the opposite side of the Brae identified as a Housing Land Supply Site.



 P2 - Housing Land Supply Sites

- 4.30 The policies in the emerging plan and the New Development Guidance forming part of the plan essentially replicate the policies contained in the extant local development plan as addressed in Paragraphs 4.5 to 4.20 previously. As a consequence of this and the desire to avoid as much repetition as possible we are not responding to the individual policies in the emerging plan but would nonetheless stress that the proposal is entirely compliant with all policies contained therein. For reference, the policies contained within the proposed plan which are of relevance to the application proposed, include the following:

Policy P1 – Renfrewshire’s Places

Policy P2 – Housing Land Supply

Policy P3 – Housing Mix and Affordable Housing

Policy P6 – Open Space

Policy Env2 – Natural Heritage

Policy I1 – Connecting Places

Policy I3 – Flood & Drainage

Policy I4 – Renewable & Low Carbon Energy Developments

Renfrewshire’s Places – Residential Design Guide

- 4.31 The Council published its Residential Design Guide in March 2015. It sets out the objectives of sustainable place making, design considerations and the process through which high quality designs can be achieved using local examples to illustrate some successful approaches to sustainable place making using an understanding of the Renfrewshire context. The purpose of the guidance document is to encourage best practice and high quality design by showing factors which should be considered through the design process and appropriate ways of responding to these considerations.



- 4.32 As the current application is for planning permission in principle only it is not possible to respond to the detail of the guidance contained within the document other than to pass remark

on the fact that the indicative layout submitted in support of the application demonstrates that the site is capable of being developed for the four dwelling houses proposed through the introduction of a new street frontage; the iteration of which has the potential to bring significant visual improvements to the appearance of the site and as a consequence the appearance of the surrounding area. The detail of those improvements will be advanced via an application for approval of matters specified in conditions in the event of planning permission in principle being granted for the proposal.

Consultation Responses

- 4.33 According to the Report of Handling on the application consultations have been undertaken with the Council's Environment and Infrastructure Services (Roads); Environment and Infrastructure Services (Design Services) and Environmental Protection (Environmental Health) Departments; the Bridge of Weir Community Council and Scottish Water. Summaries of those consultation comments and our responses to them are outlined below:

Renfrewshire Council's Environment and Infrastructure Services (Roads)

- 4.34 The Council's Roads Department has provided two responses to the application raising the following points:

- The applicant should investigate the possibility of upgrading Back Road (including the bridge over the Pow Burn as an alternative means of accessing the site to Mill Brae;
- The junction of Mill Street and Main Street is unsuitable to accommodate any more traffic; and
- Mill Brae would struggle during the development process to cope with construction traffic.

Response – We attach as **TD Document 3** a report prepared by Andrew Carrie, Traffic and Transportation Limited which responds directly to the comments of the Roads Department. It makes the following key points:

- (a) Back Road is narrower and less suitable than Mill Brae is. Most importantly, Back Road has been closed since 2006 because of flood damage to the bridge over the Pow Burn. The road and bridge are privately maintained by third parties, so the applicant (our client) has no remit to carry out repairs, which in any case, would place an unreasonable cost burden on the proposed development and rendering it entirely unviable. Any conditions imposed suspensively or otherwise requiring the upgrading of Back Road and the associated bridge would contravene Scottish Government Planning Circular 4/1998 on '*The use of conditions in planning permissions.*'
- (b) Mill Brae, unlike Back Road, is an adopted public road. It currently carries very light traffic, as it serves only three residential properties. However in the past, it also served the application site in its former use as a sawmill (latterly used for storage), and the former gasworks on the south side adjacent to the river (which later became a sewage treatment plant). Both of these uses would have led to movements by vehicles (including larger heavier vehicles) throughout the day. Although now ceased, such uses could recommence

at any time without the need for planning permission and lead to significantly greater impacts on Mill Brae than the four dwellings proposed.

- (c) The original Transport Statement submitted in support of the application which had been prepared by another firm of Transport Consultants concluded, quite correctly that Mill Brae was *‘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.’*
- (d) The required splays at the junction of Mill Brae and Main Street comply with the appropriate design standards. However it is acknowledged that waiting restrictions in the immediate vicinity of the junction are largely ignored, and that the yellow carriageway markings are faded and broken, and in need of replacement. It can be difficult to regularly enforce parking and waiting restrictions outside major urban areas, but it is this illegal parking that creates the likeliest hazard at this junction, and others throughout the area. As this lies within the powers (and indeed, the duties) of the Council, it would be unreasonable to refuse planning consent for on this basis. It is more than significant to note that the Council’s Roads Department in arriving at its conclusion make no reference to this consideration.
- (e) Should the Road’s Department consider that junction visibility needs to be improved, then aside from on street parking enforcement, the give way line could be moved forward by around 1.4 metres by “hatching-out” the junction, in a manner similar to the layout installed at the Church Manse Lane/Main Road junction, just to the north. This would leave a main road width of 6.4 metres, still wider than it is further north.
- (f) There have only been two injury accidents on the A761 in the last 5 years, the period normally used for road safety analysis. There have been two further injury accidents in the previous 5 years. None of these accidents occurred near the Mill Brae junction. One injury accident may have occurred over the past 21 years at the Mill Brae junction, in 2007. This accident record does not indicate any particular blackspot or difficulty requiring remedial action.
- (g) There are no grounds to refuse any application simply because it might lead to increased traffic flows, however marginal – if it did, it would effectively create a presumption against any increase in traffic or pedestrian flows, at any junction, anywhere. The test that must be applied, sensibly, is to ask whether any change in risk to road safety is real and / or significant. In this case, the addition of traffic to and from 4 additional dwellings is not a significant increased road safety risk.

Whilst it is acknowledged that there would be some disruption on Mill Brae from construction traffic its short term nature would pail into insignificance compared to the improvements that the redevelopment of the site would bring to the character and visual appearance of the area were it to be developed for residential purposes. The adverse effects arising from the use of the site for storage purposes, were it to be re-established, could be substantially greater than the short-term duration of the effects arising from construction traffic.

Renfrewshire Council's Environment and Infrastructure Services (Design Services)

- 4.35 The Design Services Section raised no objections to the application.

Renfrewshire Council's Environmental Protection (Environmental Health)

- 4.36 The Council's Environmental Health Department has raised no objections to the application but have recommended the imposition of a condition, in the event of planning permission being granted, which requires the submission of a site investigation and remediation strategy to address potential contamination on the site. Our clients have no difficulty whatsoever with a condition of this nature.

Bridge of Weir Community Council

- 4.37 The Bridge of Weir Community Council has objected to the application. The specific grounds of objection and our responses to them are outlined below. However, prior to responding, one must question whether the views of the Community Council on this application are actually representative of the views of the community it claims to represent. As noted in the Report of Handling on the application and below, there has not been a single letter of representation objecting to the proposed redevelopment of this site. The Community Council's comments are not reflective of that position.

(a) 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.

Response – Mill Brae is, as noted previously, a publicly adopted road with a width of approximately 4.8 metres and therefore amply wide for two vehicles to pass each other. It is lightly trafficked serving only three houses and would remain lightly trafficked serving an additional four houses. However it might not remain lightly trafficked if the site were re-used as a storage yard in association with, for example, a builder's yard which would see many more vehicle movements than those associated with four additional houses. That consideration has been completely overlooked by both the Community Council and the Council's Roads and Planning Departments in the determination of this application. As far as the Community Council's requests for a foot path with a handrail and associated lighting are concerned, such improvements, whilst they might benefit the area, are not necessary or justified in association with the small scale housing development proposed by our client.

(b) 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.

Response – The road as noted above, is 4.8 metres wide and provides sufficient room for vehicles to pass each other as the photographs submitted by the Community demonstrate. Once again if the site returned to its lawful use as a storage facility, a significantly greater number of larger vehicles could end up using it. Viewed in that light, the erection of four additional houses should be openly welcomed by the community council rather than being opposed.

(c) Road surface is generally poor and will need upgraded to increase its lifespan, especially after construction traffic usage.

Response – Mill Road is a public road adopted by the Council who should be maintaining it in a safe and roadworthy condition. The condition of a road, due to the failure of the roads authority to maintain it, does not provide sufficient grounds to refuse a planning application.

(d) The riverbank will need strengthened (at potentially great expense) to safeguard the site from the river Gryffe. The flow of the river will be causing damage to the riverbank at the north of the proposed development site.

Response – The river bank does not need strengthened. All existing trees along the river bank, which are protected by a Tree Preservation Order, are being retained and as a consequence no development works are being proposed in this area.

(e) 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.

Response – We do not dispute the Community Council's claims that the bridge referred to would benefit from strengthening. However, Mill Brae, as we have conclusively demonstrated, provides an adequate means by which to access the proposed development and as a consequence such works are not required in association with this application. In any event, Back Road is considerably narrower than Mill Brae and is of a greater length. In the circumstances described the suggestion that it be used to access the site as an alternative to Mill Brae is utterly bizarre and lacks any credibility whatsoever.

Scottish Water

- 4.38 Scottish Water has no objections in principle to the application. It has confirmed that there is sufficient capacity at Blairlinnans Water Treatment Works insofar as water supply is concerned. As far as foul drainage considerations are concerned it has confirmed that it is serviced by the Erskine Waste Water Treatment Plant. Whilst they are not in a position to confirm that capacity exists in the Treatment Plant this is a matter that can and would normally be addressed post planning permission in principle.

Third Party Objections

- 4.39 As noted in Paragraph 4.37 above there have been no objections to the application by third parties thus indicating that the views expressed by the Community Council are not necessarily representative of the Community it claims to represent.
- 4.40 Having considered the planning application against the terms of the development plan and all other material considerations, including those objections made by the Community Council, we are firmly of the view that the application is entirely compliant and should not have been refused by the Planning Officer.

5. Response to Reasons for Refusal

- 5.1 The planning application was refused (**TD Document 5**) for one single reason. That reason and our responses to it are outlined below:

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.

- 5.2 The attached statement prepared by Andrew Carrie Traffic and Transportation Limited (**See TD Document 3**) responds fully and in detail to the above reason for the refusal of the application and should be read as in integral part of our request to review the Planning Officer's decision. The fact that the four dwelling houses proposed would result in additional traffic movements onto both Mill Brae and Main Street is not disputed when the comparison is made with the situation pertaining at present. However if the site was in use as a storage area as per its lawful use or if that use was re-established, which it could be without the requirement for planning permission, the four dwelling houses proposed would result in a reduction in the number of traffic movements occurring on Mill Brae and at its junction with Main Street. This is a key consideration in support of the application that, for some reason, has been over looked by both Roads and Planning Officials in the Council.

- 5.3 Even setting the above aside we strongly dispute the assertions made within the reason for refusal that the development proposed could reduce road safety on both Mill Brae and Main Road citing the following considerations in support of our position:

- (a) Mill Brae at 4.8 metres in width along its entire length is able to support and has been supporting for years two way traffic movements or single lane traffic with parking along one side;
- (b) The development proposed will not generate high volumes of traffic on Mill Road or on the surrounding road network in isolation or when compared with the vehicle movements that could arise if the site was used for storage purposes;
- (c) Capacity at the junction of Main Road and Mill Brae is not an issue;
- (d) Visibility at the junction of Mill Brae and Main Road meets the prescribed standards and only fails to be achieved when vehicles park on Main Road within the visibility splay in contravention of the statutory parking restrictions existing. This could be addressed by the Council through the re-application of the yellow carriageway markings and the subsequent enforcement of the waiting restrictions. The Council's failure to enforce statutory restrictions of this nature does not constitute a valid reason to refuse our client's application.

- (e) If deemed appropriate or required, visibility at the Mill Brae/Main Road junction can be improved by moving the “give way” line forward in a similar manner to the layout at Church Manse Road; and
- (f) The record of road injury accidents does not suggest that there is a particular road safety difficulty at any point on the A761, particularly at the Mill Brae junction.

5.4 In light of the considerations outlined above we dispute the Planning Officer’s conclusions that the application is 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. Whilst the policies and associated guidance referred to might well seek to ensure that development proposals are compatible and complementary to existing uses and should cause no significant harm, neither the Report of Handling nor the consultation response from the roads department demonstrates that any, never mind significant harm, would arise as a result of the proposals. In this particular situation significantly more harm would be caused if the application was refused and the land reverted to its lawful use as a storage area which would be both incompatible with the predominant residential use prevalent in the area and would lead to a significantly greater number of vehicle movements. It is, as a consequence, respectfully requested that the reason for the refusal of the application be reviewed by the Council’s Local Review Body and planning permission granted for the proposal.

6. Summary and Conclusions

6.1 Having considered the proposed development against the terms of both the development plan and other material considerations as required under the terms of the Town and Country Planning (Scotland) Act 1997 (as amended) we have demonstrated and are very firmly of the opinion that the application/review request should be upheld and planning permission granted for the proposal. Our position on this appeal can be summarised as follows:

- The irregularly shaped application site which measures 4392 sq. metres is located on the northern side of Mill Brae in the centre of Bridge of Weir. Although currently overgrown with young naturally generated saplings/whips the site is brownfield in nature having previously accommodated buildings, understood to have been used as a saw mill but following demolition in the 1990's was used for storage purposes by the Bridge of Weir Leather Company ceasing at some stage in the 2000s. The River Gryffe and a belt of trees protected by a Tree Preservation Order borders the site to the north east although at a significantly lower level such as that it is not at risk from flooding.
- Mill Brae, from which the site is presently accessed, is approximately 4.8 metres in width and runs from the A761 Main Street to the west, downhill to a crossing over the River Gryffe at which point it comes to a '*dead end.*' The road serves three residential properties along its south side. Mill Brae is adopted by Renfrewshire Council for maintenance, as Roads Authority, and it is therefore a "*public road*". The road carries very light traffic, serving only the three residential properties referred to. However, in the past, it also served the application site in its former use as a sawmill (and latterly for storage), and the former gasworks on the south side adjacent to the river (which, it is understood, later became a sewage treatment plant).
- On the opposite side of the application site to Mill Brae exists Back Road which runs along the rear of properties fronting on to Main Street. This road is approximately 108 metres long, between Lintwhite Crescent and a vehicle repair garage and over this length, it is approximately 3 metres wide, with verges along both sides. There are no pedestrian footways or street lighting along this length. Back Road is not included on the list of public streets maintained by Renfrewshire Council, and is therefore privately maintained (albeit open as a public right of passage), although judging by its condition it receives very little if any maintenance. Until approximately fifteen years ago, Back Road continued approximately 50 metres further north, through to Mill Brae, crossing a bridge over the Pow Burn. The bridge was structurally damaged by flooding of the river at around that time, and was closed to traffic, although pedestrian access has been maintained.
- The application submitted to the Council and registered under Planning Application Reference Number 19/0814/PP had sought planning permission in principle for a residential development on the site. An Indicative Layout accompanying the application submitted illustrates that the self-seeding whips/saplings would be removed and a total of four detached houses would be erected, accessed via a single point off Mill Brae which corresponded with the existing access arrangements to the

site. The belt of trees on the banking next to the River Gryffe which are protected by the TPO would remain and would not be affected by the proposed development.

- The Planning Officer refused the application for the following reason:

‘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.’

- The reason for the refusal of the application is contested on the following grounds:
 - (a) The Planning Officer in arriving at the decision has failed to give due cognisance and sufficient weight to the fact that the application site, although vacant at present, has a lawful use for storage purposes. Vehicle generation and activity generally would be sufficiently greater if the site were used for storage purposes again than it would be for the four dwelling houses proposed.
 - (b) Setting the above aside, Mill Brae, at 4.8 metres in width along its entire length, is able to support and has been supporting for many years two way traffic movements or single lane traffic with parking along one side.
 - (c) The development proposed will not generate high volumes of traffic on Mill Road or on the surrounding network. Capacity at the junction of Main Road and Mill Brae is not therefore an issue.
 - (d) Visibility at the junction of Mill Brae and Main Road meets the prescribed standards and only fails to be achieved when vehicles park on Main Road within the visibility splay in contravention of the statutory parking restrictions existing. This could be addressed by the Council through the re-application of the yellow carriageway markings and the subsequent enforcement of the waiting restrictions. The Council’s failure to enforce statutory restrictions of this nature does not constitute a valid reason nor provides any sort of justification to refuse our client’s application.
 - (e) The record of road injury accidents does not suggest that there is a particular road safety difficulty at any point on the A761 (Main Street), particularly at the Mill Brae junction.
 - (f) If deemed appropriate or required, visibility at the Mill Brae/Main Road junction can be improved by moving the “give way” line forward in a similar manner to the layout at Church Manse Road.

- Other reasons advanced in support of the application include the following:
 - The development is proposed on a brownfield site, the condition and appearance of which detracts from the character and appearance of the area.
 - The scheme proposed will result in a significant improvement to the character and appearance of this part of Bridge of Weir by introducing a new active street frontage into what is otherwise a derelict and unkempt parcel of land.
 - The application site is in a highly sustainable and accessible location given its proximity to the town centre, bus stops and associated cycle and foot path networks.
 - The development of the site will contribute to the supply of land for housing development and to the mix and range of house types available within the area.
 - The development of a dwelling house on the site will bring positive benefits to the economy through the creation of employment opportunities for locally based tradespeople. Such benefits are particularly important at this time given the pressures imposed on those involved in the construction industry as a result of the implications arising from the coronavirus pandemic.

6.2 In view of the considerations outlined it is suggested that this request to review the Planning Officer's decision be upheld and planning permission granted for the proposal as applied for. We reserve the right to respond to any submissions on the review request from either the Appointed Officer, Consultees or Third Parties.

Signed



Derek Scott

Date 11th August 2020