



Land North of A708, Moffat

Technical Note

A110548

November 2018

Prepared on behalf of

Hartfell Homes

Document control

Document:	Technical Note
Project:	Moffat
Client:	Hartfell Homes
Job Number:	A110548
File Origin:	J:\2018\A110548 Moffat\Docs\Reports\CE Work\A110548 Land North of A708 - Technical Note - 181129.docx

Revision:	1 st Draft	
Date:	29/11/2018	
Prepared by:	Checked by:	Approved By:
C Ebbrell/P Blair	T Page	P Blair
Description of revision:		
1 st Draft		

Revision:	Issue 2	
Date:	29/11/2018	
Prepared by:	Checked by:	Approved By:
C Ebbrell/P Blair	T Page	P Blair
Description of revision:		
Minor amendments to text		

Revision:	Final	
Date:	10/12/18	
Prepared by:	Checked by:	Approved By:
C Ebbrell/P Blair	T Page	P Blair
Description of revision:		
Final comments incorporated		



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1.0 Introduction

- 1.1.1 WYG have been commissioned by Hartfell Homes to prepare a Technical Note which re-examines the acceptability of a development north of the A708 in Moffat from a roads and transportation perspective.

1.2 Site Information

- 1.2.1 The development site is located on land to the east of the existing settlement boundary in Moffat. The site is bounded to the north by agricultural land, to the south by Selkirk Road (A708), to the west by existing residential dwellings and Moffat Hospital, and to the east by a private access road. The Site Access Plan can be found in **Appendix A** to this report, i.e. Plan 1 from the Denis Wilson Business Group (DWBG) 2009 report.

1.3 Previous Assessment

- 1.3.1 The viability of development of the site has previously been assessed and found to be acceptable in roads and transportation terms by Denis Wilson Business Group (DWBG) in their 2009 "Transportation, Roads and Traffic Options Appraisal for Development" report. The author of that report and this note are one and the same person. No development has since been brought forward at the site. The text, plans and figures of the 2009 DWBG report have been attached at **Appendix A** for ease of cross reference.
- 1.3.2 That 2009 work assessed the impact of delivering 300 dwellings and a 40-bed care home at the site, taking into account the site's accessibility by non-car modes, the development trip generation, and the impact that such a development would have on the local road network.
- 1.3.3 Two new vehicular access points were proposed, one from Selkirk Road (A708), and one from Well Road.
- 1.3.4 The report concluded that:

"The proposed site accesses would operate satisfactorily further to the opening of the development.

The trip generation associated with the proposed residential development would not have a significant detrimental impact on the local road network.

In conclusion it is considered, subject to improvements that the site could be developed to serve a residential development comprising 300 dwellings and a 40 bed care home.”

1.4 Scope of Assessment

1.4.1 Back in 2009, dialogue was undertaken with Dumfries and Galloway Council and the findings of the report were accepted.

1.4.2 This note seeks to demonstrate that the findings of the previous assessment remain valid and that the site can be developed for a quantum of development of up to 300 units and a 40-bed care home with the same or with a reduced level of impact compared to that which was reported in the 2009 DWBG report, and found to be acceptable by Dumfries & Galloway Council at that time.

1.4.3 This Technical Note therefore considers the following aspects:

- Policy Guidance
- Update on Road Traffic Accident data
- Accessibility by Sustainable Modes
- Trip Generation
- Trip Distribution
- Background Traffic Flows
- The Relocation of Moffat Academy



2.0 Policy Guidance

2.1.1 The DWBG report considered the relevant national and local policy base in place at the time, and drew reference to the following documents:

- SSP17 – Planning for Transport
- Dumfries and Galloway Structure Plan
- Annandale and Eskdale Local Plan

2.1.2 Those policy documents state that new developments must seek to facilitate a reduction in the need to travel, and promote travel by sustainable non-car modes of transport, support economic growth and regeneration and enhance the local road network.

2.1.3 The Dumfries & Galloway Local Development Plan was adopted on 29th September 2014, and sets out the vision for development in the region, replacing the Dumfries & Galloway Structure Plan. This document reaffirms many of the aims and objectives of the superseded policy documents considered within the 2009 DWBG report. Policy T2 reiterates that new development must provide safe and suitable access to all users and must prioritise travel by sustainable modes over personal car travel.

2.1.4 Therefore, while the policy documents considered in the 2009 DWBG report have been replaced since that report was written, the overall policy context remains broadly the same.

3.0 Personal Injury Accident Record

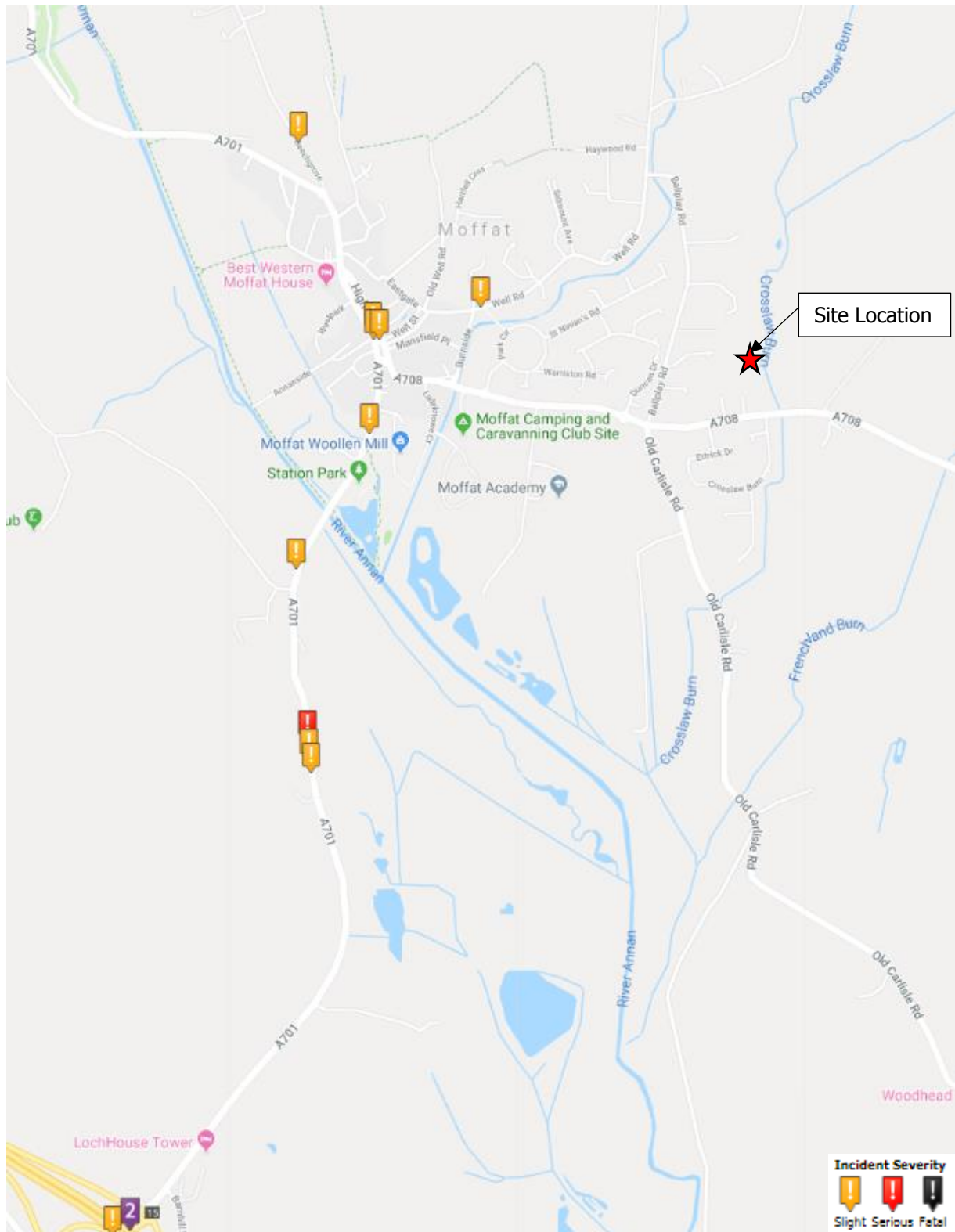
3.1 Previous Assessment

- 3.1.1 In the 2009 DWBG report, the Personal Injury Accident (PIA) record was described in Section 8.2 (See **Appendix A**) across the area shown in Plan 13 of that report. It showed three years of accident data to the end of 2008. There were 22 recorded accidents within the study area, although 18 of those were damage only and did not result in injury.
- 3.1.2 Paragraph 8.2.6 stated *'No accidents occurred on Ballplay Road, Burnside or Well Road. In addition, no serious or slight accidents occurred on The Holm (A708) within the extent of the data provided.'*

3.2 2013-2017 Assessment

- 3.2.1 The study area used in the DWBG report has been revisited and an interrogation of the Crashmap website has been undertaken, to assess the frequency and severity of any PIAs on the local road network over the most recent five-year period (2013-2017). The results can be seen in **Figure 3.1**.
- 3.2.2 The results show that over a 5-year period there have been ten PIAs. Nine of these were classified as 'slight' and one was classified as 'serious'.
- 3.2.3 Within this five-year period, no accidents occurred in the vicinity of the site access or between the site and the town centre. The majority of PIAs occurred along the A701, similar to the trend shown in PIAs in the DWBG report. No accidents were recorded at the A701/A74 (M) slip road roundabout at the south of the study area.
- 3.2.4 No accidents were recorded on Burnside or Ballplay Road. One accident was recorded on Well Road and classified as 'slight'.

Figure 3.1: Locations of PIAs, five-year data to September 2017





3.2.5 A breakdown of the year and severity of the PIAs is provided in **Table 3.1**.

Table 3.1: Accident Data Summary

Severity	2013	2014	2015	2016	2017	Total
Slight	2	3	1	2	1	9
Serious	0	0	0	1	0	1
Fatal	0	0	0	0	0	0
Total	2	3	1	3	1	10

3.2.6 Accidents within this study area are uncommon with an average frequency of two accidents per year. It is considered that the findings do not indicate any significant issues with existing road safety in the vicinity of the site, particularly not in the vicinity of the site frontage.

3.2.7 Revisiting the principle of development now in 2018, it is clear that the most recent five-year accident history is consistent with the previous data from 2006-2008.



4.0 Accessibility by Sustainable Modes

- 4.1.1 The 2009 DWBG report considered the existing opportunities for journeys to be made by sustainable modes of transport, i.e. on foot, by cycle, and by public transport.
- 4.1.2 The 2009 report suggested that the site could be made more accessible by extending the existing footways and street lighting along the A708 and Well Road, therefore connecting the site to the centre of Moffat, and by diverting existing bus services so that they penetrate the site.
- 4.1.3 Since the 2009 report was published, the accessibility of the site on foot and by cycle remains unchanged and there have been no changes to the level of bus service provision during peak times. The findings of the 2009 DWBG report with regards to sustainable accessibility therefore remain valid.



5.0 Trip Generation

5.1.1 The 2009 DWBG report used industry standard trip rates from the TRICS database to estimate the level of traffic which could be generated by the development proposals. As several years have passed since that report was written, the latest available trip rates have been derived again from TRICS in order to compare those with the previously accepted trip rates. That comparison is made in **Table 5.1** below. The 2018 TRICS outputs have been attached at **Appendix B**.

Table 5.1: Comparison of Trip Rates

	2009 DWBG Report						2018 TRICS					
	Residential			Care Home			Residential			Care Home		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0800-0900	0.139	0.45	0.589	0.084	0.059	0.143	0.196	0.377	0.573	0.036	0.029	0.065
1630-1730	0.392	0.232	0.624	0.069	0.104	0.173	0.37	0.267	0.637	0.029	0.145	0.174

5.1.2 **Table 5.1** shows that the total two-way trip rates for both the residential and care home aspects of the development are seven trips fewer in the 2018 data than in the 2009 data in the AM peak hour. In the PM peak hour, the residential trip rates are four trips higher in 2018 than in 2009 and the care home trip rates are nearly identical.

5.1.3 **Table 5.2** presents the comparison between the peak hour trip generation associated with the development calculated using 2009 and 2018 trip rates.

Table 5.2: Trip Generation Comparison (300 Dwellings & 40 Bed Care Home)

	2009 DWBG Report Trip Generation								
	Residential			Care Home			Total		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0800-0900	42	135	177	3	2	6	45	137	182
1630-1730	118	70	187	3	4	7	120	74	194
	2018 TRICS								
	Residential			Care Home			Total		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0800-0900	59	113	172	1	1	3	60	114	175
1630-1730	111	80	191	1	6	7	112	86	198



- 5.1.4 **Table 5.2** shows that the 2018 trip rates result in a total of 7 vehicle movements fewer in the AM peak hour when compared to the 2009 trip rates and 4 more vehicle movements in the PM peak hour.
- 5.1.5 The trip generation assessments undertaken in the 2009 report are therefore arguably robust and are validated by the 2018 data. In reality, there is no material difference and the comparison of trip generation rates from 2009 and 2018 serves to validate the previously accepted data further. An additional 4 vehicles during the PM peak hour (i.e. an additional vehicle every 15 minutes on average) represents an entirely immaterial increase, especially when seen in the context of the low traffic flows recorded on the local road network (see **Section 7**).



6.0 Trip Distribution

- 6.1.1 For robustness, the 2009 report considered two options; the two extremes of trip generation and demonstrated that both could be accommodated. The first considered all development traffic routing via the proposed site access onto Selkirk Road (A708), and the second considered all development traffic routing via the proposed site access onto Well Road.
- 6.1.2 The 2009 work also assumed that the majority of trips would route to and from the west, where Moffat Town Centre and the A74 (M) are located. Therefore, a development traffic distribution of 90% to and from the west and 10% to and from the east was applied.
- 6.1.3 That robust estimate distribution was found to be acceptable by Dumfries and Galloway Council at that time. Since the 2009 work was undertaken, there has been no development in Moffat or the surrounding area which would result in a material change to the origin/destination of development traffic, and therefore the same distribution of trips remains valid today.

7.0 Background Traffic

7.1 2009 Traffic Counts

7.1.1 The junction capacity assessments undertaken within the 2009 DWBG work were informed by traffic surveys undertaken on 26th February 2009, which were then factored up to represent traffic growth to a future design year of 2012. That was done using a National Road Traffic Forecast (NRTF) low growth factor to provide 2012 Base flows. The development flows were then added to the base flows in order to give 2012 assessment flows. The 2009 traffic counts and 2012 base flows were presented as Figures 1 to 4 in the DWBG report.

7.2 2018 Surveys

7.2.1 In order to ascertain how network traffic may have changed over the last 9 years, new traffic surveys were undertaken. Automatic Traffic Counters (ATCs) were installed on The Holm (A708) and on Church Gate (A701) in November 2018. The results of these surveys are attached at **Appendix C**.

7.2.2 In addition, a site visit was undertaken on 5th October in the AM peak hour at which time sample counts were undertaken at Well Road, at the Academy access and at the Ballplay Road junction. Dash-cam video was also recorded during the site visit of general traffic conditions in Moffat on that weekday morning.

7.2.3 The weather conditions on the day of the site visit were rainy. As such, it is likely that traffic would have been moving slower due to the wet road surface and that more vehicles would have been present on the road network (i.e. those who have a choice of car or walk, cycle or use public transport if the conditions were better).

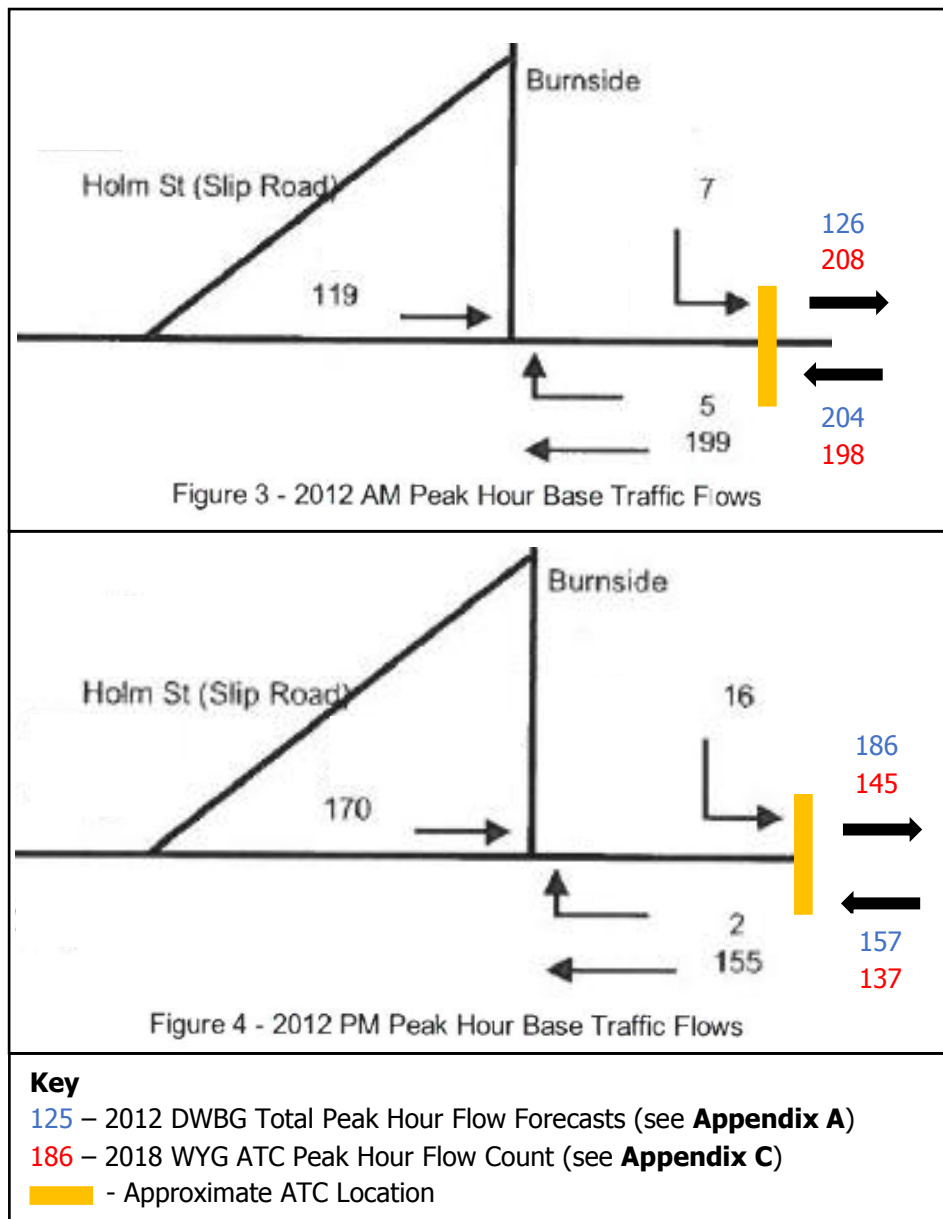
7.2.4 Manual turning counts were undertaken on 11th October 2018 at the Old Carlisle Road/The Holm (A708)/Ballplay Road crossroads between 07:00-10:00 and 15:00-19:00. The data from the counts are presented in **Appendix C**.

7.2.5 The purpose of these surveys was to establish how present-day traffic flows compare to those recorded in 2009, and which were put to the council and found to be acceptable at that time.

7.3 Count Comparisons

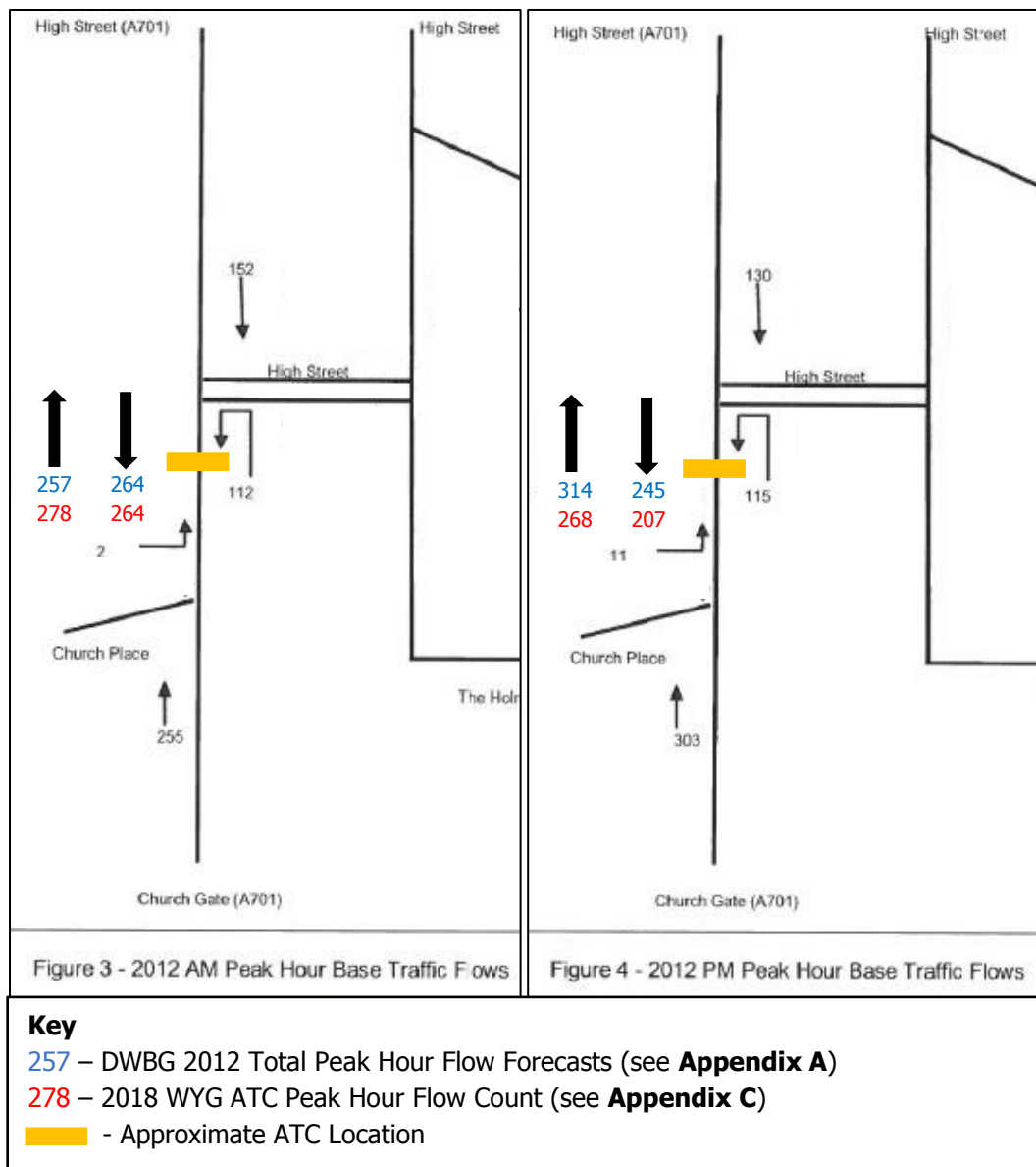
7.3.1 A comparison of peak hour traffic flows on The Holm (A708) and Church Gate (A701) between the 2012 base flows used in the DWBG report and the 2018 surveys are presented in **Figures 7.1** and **7.2** respectively.

Figure 7.1: Extracts from 2009 DWBG Report for comparison of 2012 and WYG Present Day 2018 flows (in red) at The Holm (A708)



7.3.2 It can be seen in **Figure 7.1** that one traffic volume has increased. This is the southeast bound flow on The Holm to the northwest of Jeff Brown Drive in the AM Peak Hour. It is apparent that the increase here is likely to be as a result of the relocating of the Academy and that is addressed more fully in Section 8 of this report. It can be seen that in the PM Peak Hour, when Academy trips are not material, that traffic volumes have actually reduced on The Holm. In any event, even though the AM Peak flow shows an increase, the volume of 208 vehicles per hour is still a very low volume in road capacity terms.

Figure 7.2: Extracts from 2009 DWBG Report for comparison of 2012 and WYG Present Day 2018 flows (in red) at Church Gate (A701)



7.3.3 A comparison of the 2012 flow forecasts from the DWBG report (i.e. Figures 3 and 4 in **Appendix A**) and the WYG 2018 manual turning count flows is shown in **Figure 7.3**.

Figure 7.3: Extracts from 2009 DWBG Report for comparison of 2012 and WYG Present Day 2018 flows at Old Carlisle Road/The Holm (A708)/Ballplay Road crossroads

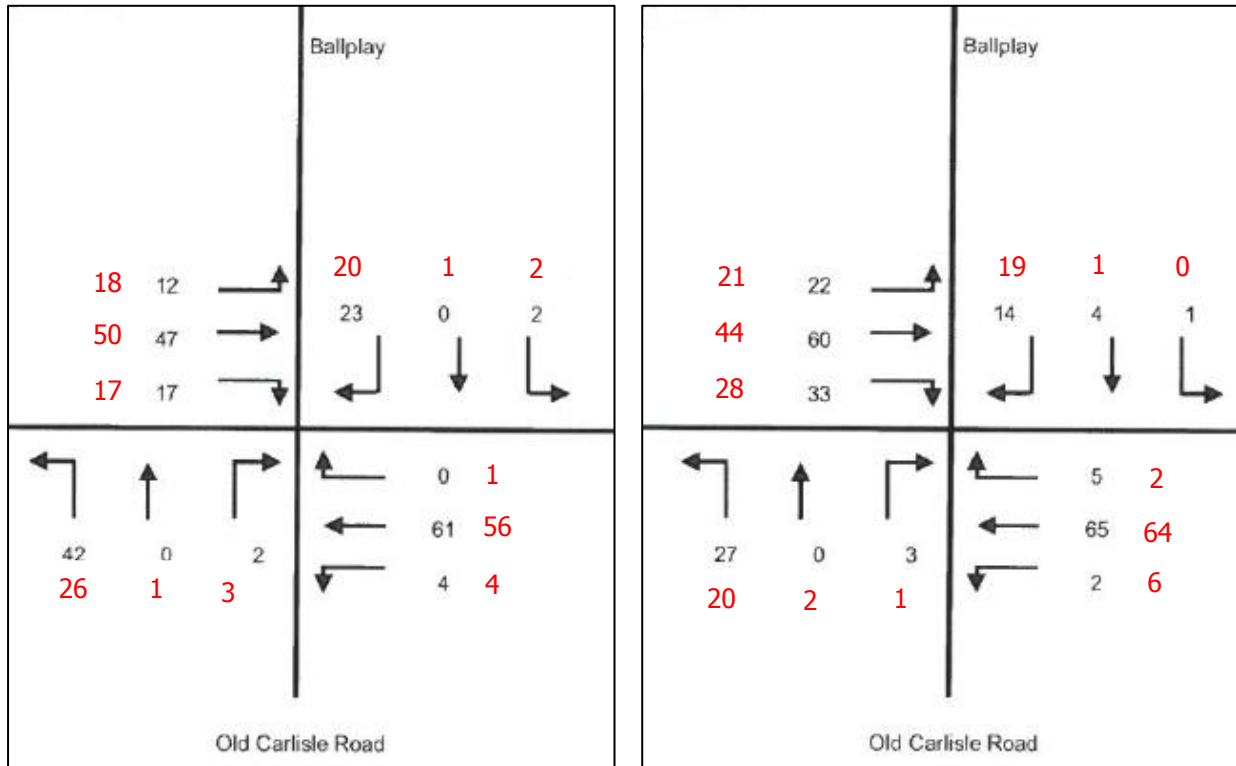


Figure 3 - 2012 AM Peak Hour Base Traffic Flows

Figure 4 - 2012 PM Peak Hour Base Traffic Flows

Key

12 – 2012 DWBG Total Peak Hour Flow Forecasts (See **Appendix A**)

18 – 2018 WYG Junction Count Peak Hour Flows (See **Appendix C**)

7.3.4 **Figures 7.2** and **7.3** show that (with the exception of northbound traffic on High Street increasing by 21 vehicles per hour) overall, the recorded flows in 2018 are lower than those forecast in the 2009 DWBG report.

7.3.5 In 2009, the DWBG report also considered a development access on to Well Road. 2012 Base flows were again forecast on Well Road and are shown on Figures 3 and 4 in **Appendix A**. The traffic volumes were so low as to be immaterial. During the site visit on 5th October, the surveyor drove along Well Road at several times through the AM Peak Hour and undertook a sample count at the junction of Well Road and Ballplay Road from 08:26 to 08:33 which recorded just one vehicle.



- 7.3.6 It is clear that traffic flows in Moffat today are very similar to and actually a little lower than were used in the assessments included in the 2009 DWBG report. Therefore, had those assessments been re-run today, the results would show junctions operating with similar and potentially even more spare capacity than was presented in the DWBG report which was accepted by Dumfries and Galloway Council.

8.0 Relocation of Moffat Academy

- 8.1.1 It would appear that the only material change within the local transport network and local area since the 2009 report has been the relocation of Moffat Academy. Moffat Academy, a school educating children through nursery, primary and secondary stages, is now located south of the A708 approximately 600m to the west of the development site. The school is located on Jeff Brown Drive, which meets The Holm (A708) at a new signalised T-junction.
- 8.1.2 The end of school day does not coincide with the traditional PM peak hour. For that reason, in order to consider any impact that the proposed development might have on the local road network, and particularly on the A708/Jeff Brown Drive junction, a manual turning count survey was undertaken during the AM peak hour on Friday 5th October 2018. It was observed that this signal-controlled junction received minimal traffic until around 08:30 when typical school arrivals began to take place. There was also a crossing patrol person working at the crossing that gave priority to pedestrians.
- 8.1.3 More specifically, the manual count was undertaken over the busiest sample period prior to the school day. The 10-minute count took place between 08:40 and 08:50, i.e. the busiest period within the peak hour when most children are dropped off at school prior to the school day starting at 09:00.
- 8.1.4 Even during the busiest arrival period, the junction was observed to operate well within capacity with only short queues of up to 7 vehicles forming behind vehicles wishing to turn right onto Jeff Brown Drive. The results also show a clear predominance of traffic originating from and departing to the west, i.e. to and from the main town and in the opposite direction to where the proposed development site is located.
- 8.1.5 In terms of assessing the impact of the development in the context of the relocated school, there are two key points to note.
- 8.1.6 Firstly, the proposed development would only add straight on westbound movements on The Holm and left turns onto Jeff Brown Drive in the AM peak hour. These manoeuvres have right of way, and unlike right turns cause next to no delay to other vehicles traveling through the junction. The proposed development would therefore have an immaterial impact on the operation of the junction in the AM peak hour.



- 8.1.7 Secondly, the school day finishes at around 15:30, i.e. a full hour before the commencement of the PM and development peak hour. The PM peak traffic generation periods for the school and the proposed development will therefore not coincide.
- 8.1.8 This section of the report has been written because with all other aspects of the road network and traffic conditions being the same as, or less busy than was forecast in the 2009 assessments, the relocation of the school and its traffic is the only aspect which was not considered in that earlier work.
- 8.1.9 By observing the busiest peak conditions and considering the forecast development traffic it is clear that the development will have an insignificant impact on the operation of the school junction.

9.0 Traffic Impact Assessment

9.1.1 For the 2009 report, DWBG undertook traffic surveys within Moffat in the vicinity of the site. The surveys were carried out on Thursday 26th February 2009 between 07:30-09:30 and 16:00-18:00.

9.1.2 The 2009 DWBG surveys were undertaken for the following junctions:

- Proposed Selkirk Rd (A708) Site Access
- Proposed Well Rd Site Access
- High St West priority junction
- High St East priority junction
- The Holm/Ballplay Rd/Old Carlisle Rd priority junction
- Burnside/The Holm priority junction
- Ballplay Rd/Well Rd priority junction
- Church Gate (A701)/Church Place priority junction.

9.1.3 The surveyed flows were then factored to reflect a possible opening year of 2012.

9.1.4 Each assessed junction was found to be operating well within capacity in the with development scenarios. The junction with the least spare capacity was the High St East Priority junction, however the junction was still well within capacity, operating with 50% spare capacity in the AM peak hour and 38% spare capacity in the PM peak hour.

9.1.5 Considering present day conditions, the data in this report confirms that:

- a) Network traffic volumes have not increased;
- b) Forecast trip generation is no different; and
- c) Trip Distribution and Accessibility are no different.

9.1.6 It is therefore the case that the assessments undertaken in 2009 remain valid.

10.0 Conclusion

- 10.1.1 WYG have been commissioned by Hartfell Homes to prepare a Technical Note which re-examines the acceptability from a road network and transportation perspective, of a development accessed off the A708 in Moffat.
- 10.1.2 The viability of development of the site has previously been assessed in traffic impact and transportation terms by the Denis Wilson Business Group (DWBG) in their 2009 "Transportation, Roads and Traffic Options Appraisal for Development" report, which assessed 300 residential units and a 40 bed care home. The author of this report and that earlier work are one the same person.
- 10.1.3 The DWBG report concluded that the site can be made accessible by sustainable modes, could be safely and suitably accessed by all users and it determined that the traffic related impact of the development would be acceptable. These findings were acknowledged as acceptable by Dumfries and Galloway Council. No development has yet been brought forward.
- 10.1.4 This Technical Note seeks to establish where those findings are still valid. The latest policy base for the area in which the proposed development is located, has been reviewed. Specifically The Dumfries & Galloway Local Development Plan which has been adopted since the 2009 DWBG report was published. Whilst the policy base has changed, the key principles remain the same, and as such the proposed development continues to adhere to local and national policy.
- 10.1.5 An interrogation of the Crashmap website has been undertaken for the most recent five-year period over the area previously assessed in 2009. The results show that accidents occur at an average frequency of two accidents per year. It is considered that the findings do not indicate any significant issues with existing road safety in the vicinity of the site, particularly not in the vicinity of the site frontage. The most recent five-year accident history is consistent with the previous data from 2006-2008.
- 10.1.6 A review of the site's accessibility by sustainable modes has been undertaken and has found that no changes have been made to pedestrian, cycle or public transport facilities and provision and therefore the findings of the 2009 DWBG report remain valid.



- 10.1.7 A comparison and update of the trip rates used in the 2009 DWBG report has been undertaken now using the most recent trip rates available. The difference in trip rates is immaterial, with fewer trips now forecast to be generated in the AM peak when using the 2018 trip rates compared to the previously accepted trip rates, and only an additional 4 trips generated in the PM peak hour.
- 10.1.8 Lower background traffic flows have been recorded in 2018 compared to those which were forecast for year 2012 in the 2009 DWBG report. The 2018 flows are generally lower across the road network, with the exception of small northbound increases (21 vehicles per hour) on Church Gate and eastbound increases (76 vehicles per hour) on The Holm in the AM Peak Hour. As such, the local road network would operate comparably to that which had previously been accepted in 2009.
- 10.1.9 The nearby Moffat Academy has been relocated since the initial report by DWBG in 2009. The Jeff Brown Drive/The Holm (A708) junction was surveyed during the site visit and it was found the junction operated well within capacity during the AM peak hour. It is considered that the development will not have a material impact on the junction's operation.
- 10.1.10 Overall, the 2009 DWBG report continues to provide an appropriate assessment of the traffic related impacts of the proposed development. It remains the case that there are no road impact or transportation grounds on which any application to bring forward a development up to a quantum of 300 residential dwellings and a 40-bed care home should be refused.



Appendices



Appendix A – 2009 Denis Wilson Business Group Report

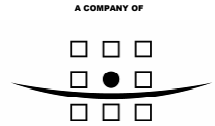
Land North of A708, Moffat
Transportation, Roads and Traffic Options Appraisal for
Development

Rogermoor Farm Limited

March 2009

Draft

9V0270



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Document title Land North of A708, Moffat
Transportation, Roads and Traffic Option
Appraisal for Development
Document short title Land North of A708
Status Draft
Date March 2009
Project name Moffat
Project number 9V0270
Client Roger Moor Farm Limited
Reference 9V0270/R0001A/310051/Glas

Drafted by Kirsty Gibb
Checked by Checked by
Date/initials check Brian Laird. 16.03.2009
Approved by Approved by
Date/initials approval Peter Blair 16.03.2009

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- Plan 8 – 3,000m and 5,000m Cycle Catchment
- Plan 9 – Bus Route Plan
- Plan 10 – Layout of Existing High Street/Church Gate Junction
- Plan 11 – Layout of The Holm/Ballplay Road/Old Carlisle Road Junction
- Plan 12 – Layout of The Holm/Burnside Junction
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APPENDICES

- Appendix A – Email responses from Dumfries & Galloway Council
- Appendix B – Photographs
- Appendix C – 2009 Traffic Survey
- Appendix D – TRICS Output
- Appendix E – PICADY Output for Proposed Selkirk Road Site Access
- Appendix F – PICADY Output for Proposed Well Road Site Access
- Appendix G – PICADY Output for High Street West Priority Junction
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- Appendix I – PICADY Output for The Holm/Old Carlisle Road/Ballplay Road Junction
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- Appendix K – PICADY Output for Well Road/Ballplay Road Priority Junction
- Appendix L - PICADY Output for Church Gate/Church Place/High Street Junction
- Appendix M – Accident Statistics

1 INTRODUCTION

1.1 Background

- 1.1.1 The Denis Wilson Business Group (DWBG) has been instructed by Roger Moor Farm Limited to provide roads and transportation advice to evaluate the potential for a residential and care home development located to the north of the A708 in Moffat, Dumfries & Galloway.
- 1.1.2 For the purposes of identifying the potential for development on the site a quantum of development has been identified as being a likely typical development proposal.
- 1.1.3 The development proposal considered comprises a residential development consisting of 300 dwellings and a 40 bed care home.
- 1.1.4 Although this report is an appraisal of the suitability of the site for such future development (i.e. there is no formal application for development at present) the typical quantum of development described above is here after referred to as the proposed development throughout this report.
- 1.1.5 In order to produce this report, site visits and preliminary discussions with Dumfries and Galloway Council, as Roads Services, have been carried out. In addition, traffic surveys have been commissioned to assess the local road network. Email responses from Dumfries & Galloway Council are included as Appendix A.
- 1.1.6 This report is intended for the Client and development team to provide an informal appraisal of potential transportation and roads issues associated with the potential development of the site.

1.2 Purpose of Report

- 1.2.1 This report has been produced to provide an appraisal of the potential of the site to accommodate a development such as the proposed development from a transportation and road issues perspective.
- 1.2.2 An assessment of the accessibility of the site has been carried out to consider access by sustainable modes of transport, including walking, cycling and public transport.
- 1.2.3 A detailed assessment of the predicted trip generation associated with the proposed development has been carried out. In addition this report provides detailed operational junction capacity assessments of site access options and the existing local road network.

2 SITE LOCATION AND LOCAL ROAD NETWORK

2.1 Location and Existing Use of Site

2.1.1 The site is located to the eastern edge of Moffat. Plan 1 shows the location of the site in a general context and Plan 2 shows the location of the site in relation to the local road network.

2.1.2 As it can be seen from Plan 2, the site is bounded by agricultural land to the north, Selkirk Road (A708) to the south, Moffat Hospital and residential dwellings to the west and an existing access road leading to Frenchland to the east.

2.1.3 The site is currently a greenfield site. Crosslaw Burn runs through entire length of the site at the western end, from the A708 in a north to south direction and Birnock Water runs in a north/south direction at the northwest boundary of the site.

2.2 Existing Local Road Network

2.2.1 The A708 runs along the southern boundary of the site in a west/east direction, commencing from The High Street (A701) in Moffat town centre to the west and terminating in Selkirk approximately 25 miles northeast of the site. To the west and within Moffat the A708 is named The Holm and to the east travelling away from Moffat the road is named Selkirk Road.

2.2.2 The A708 is a two-way single carriageway road, approximately 7 metres wide, along the site frontage. There are footways on both sides of the A708, from the town centre to the eastern edge of Moffat. The footway on the north side of the A708 extends to the Moffat Hospital site access and to the Crosslaw Burn on the southern side. Photographs 1 and 2, included as Appendix B, show the extent of the existing footways.

2.2.3 Within Moffat the A708 is subject to a speed limit of 30mph and has the benefit of street lighting. East of Moffat, the A708 is subject to the National Speed Limit. The point at which the speed limit changes on the A708 from 30mph to the National Speed Limit is approximately 60m east of Frenchland Drive as shown in photographs 3 and 4 in Appendix B. The A708 does not have the benefit of street lighting beyond the National Speed Limit signs.

2.2.4 During site visits it was noted that on-street parking occurred on both sides of the A708, west of the Hospital site access. Whilst this is not in the vicinity of the site frontage it does limit traffic movement to one-way (shuttle working) only.

2.2.5 In addition the A708 forms part of a bus route. The bus route terminates at the eastern edge of Moffat, where the bus reverses into the Frenchlands Drive junction (Photograph 3), from the A708, to turn and head back towards Moffat town centre. No form of traffic management to allow the bus to reverse safely was noted.

2.2.6 At the western end of the A708, the A701 runs in approximately a north/south direction, commencing from Junction 15 of the A74 (M) and running north through Moffat town centre from where it continues north, terminating in Edinburgh.

- 2.2.7 Within the town centre, the High Street (A701) is split into 2 two-way single carriageway roads with public parking located in between. Photograph 5 shows the public parking on the High Street. The two roads are linked by short connecting links at the north, approximately the mid point and south end of the High Street. There is also bus stop, with shelter, present on the middle link as shown in photograph 6.
- 2.2.8 There are footways along the High Street (A701), the road is subject to a speed limit of 30mph and has the benefit of street lighting within the town centre.
- 2.2.9 In addition to the southern site frontage, the site has a second boundary abutting the local road network. Well Road runs in a north/south direction along the northwest boundary site frontage. In this area Birnock Water runs along the east side of Well Road, physically splitting the site from the road.
- 2.2.10 To the north of the site, Well Road continues as a country lane, which eventually terminates. Heading south of the site, Well Road serves residential areas of Moffat continues on southwest as Burnside, which terminates via a simple three arm priority junction onto The Holm (A708).
- 2.2.11 Well Road, through Moffat, is a single carriageway road, subject to a 30mph speed limit and has the benefit of street lighting. There is a footway along the western side of Well Road along the site frontage, with a substandard width of approximately 1.7m, but none on the eastern side along the site frontage as shown in photograph 7.
- 2.2.12 South of the Well Road site frontage, there is a simple priority junction with Ballplay Road. Lateral visibility when emerging from Ballplay Road onto Well Road is substandard with visibility being available for only 14m to the right and 24m to the left (from an x distance of 2.4m back from the give way line). The existing visibility at the Well Road/Ballplay Road junction is shown in photographs 8 and 9.
- 2.2.13 Ballplay Road serves mainly residential dwellings and a tennis court at its northern end. The road is single carriageway and has footways alternating on both sides of the road, but not continuous along both sides as shown in photographs 10, 11 and 12. The width of the footway is substandard at approximately 1.6m. In addition the road is subject to a 30mph speed limit and has the benefit of street lighting.
- 2.2.14 When entering Ballplay Road from Well Road the driver is immediately faced with a narrow bridge over Birnock Water, restricting traffic movement to one-way only as shown in photograph 13. As shown in photograph 13 there are no footways on Ballplay Road over the narrow bridge.
- 2.2.15 Approximately a further 50m east of the narrow bridge Ballplay Road turns south via a sharp bend. The sharp bend restricts forward visibility as shown in photograph 14.
- 2.2.16 At its southern end Ballplay Road terminates onto The Holm (A708) via a 4 arm crossroad priority junction, with Old Carlisle Road. Lateral visibility is substandard on Ballplay Road and Old Carlisle Road at the junction with The Holm to the east due to properties fronting the A708. The existing lateral visibility at Ballplay Road emerging onto The Holm is shown in photographs 15 and 16 and at Old Carlisle Road emerging onto The Holm is shown in photographs 17 and 18.

2.2.17 As mentioned above Burnside continues southwest of Well Road and terminates onto The Holm via a simple priority junction. The lateral visibility to the left emerging from Burnside onto The Holm is restricted by a bridge over Birnock Water. Photographs 19 and 20 show the lateral visibility emerging onto The Holm from Burnside.

2.3 Existing Traffic

2.3.1 In order to determine the existing traffic flows within Moffat and in the vicinity of the site, traffic surveys were carried out on Thursday 26 February 2009 between 0730 and 0930 to cover the morning peak period and between 1600 and 1800 to cover the evening peak period. The traffic surveys were carried out at the following junctions:

- High Street (A701)/The Holm (A708) priority junctions;
- Church Gate (A701)/Church Place priority junction;
- The Holm (A708)/Holm Street priority junction
- The Holm (A708)/Burnside priority junction;
- The Holm (A708)/Ballplay Road/Old Carlisle Road 4 arm priority junction;
- Well Road/Ballplay Road Priority Junction; and
- Well Road/School Lane/Eastgate/Bunside 4 arm priority junction.

2.3.2 The full traffic survey is included as Appendix C. The results of the traffic surveys indicate that traffic flows in Moffat are not significant, which is what was noted during site visits during the evening peak period. The road network morning peak hour period was identified to occur between 0815 and 0915 and the evening peak hour occurred between 1630 and 1730. Figures 1 and 2 show the 2009 surveyed traffic flows during the AM and PM peak hours respectively.

2.3.3 The 2009 surveyed traffic flows have been factored up to reflect an opening year of 2012. A National Road Traffic Forecast (NRTF) low growth factor has been applied to the 2009 traffic survey. Figures 3 and 4 show the 2012 Base Traffic Flows.

3 DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposed development used to assess the potential for development comprises 300 residential dwellings and a 40 bed care home.

3.1.2 At this stage the proposals are preliminary and only very indicative internal layouts are available.

3.1.3 Due to the scale of the potential development it is however considered that the site will need to be accessed from two points, or at least have a secondary means of emergency access. Preliminary discussions with Dumfries & Galloway Council indicate that it would be acceptable to serve the site from a main access point located off the A708 and have an emergency only link from Well Road or Ballplay Road.

3.2 Proposed Main Site Access

3.2.1 The options for the main site access are proposed to be taken from Selkirk Road (A708), to the east of Moffat Hospital. Two site access junction options have been considered, both in the form of a major/minor priority junction. The proposed junction location has been based on the speed limit of the A708 and the distance spacing between existing junctions.

3.2.2 Design Manual for Roads and Bridges (DMRB) states that a right turn ghost island facility should be accommodated within a major/minor priority junction if the two-way traffic flow on the minor road is greater than 300 vehicles on average per day. The trip generation associated with the proposed development will generate over 300 two-way traffic movements per day. Plan 3 shows a proposed ghost island right turn facility major/minor priority junction on Selkirk Road.

3.2.3 Trip distribution is considered later within this report. It is considered that due to the location of the site the majority of the traffic entering and exiting the site would occur from the west. Consequently it is therefore considered only a minimal volume of traffic would be wishing to turn right into the site from Selkirk Road. Dumfries & Galloway Council has also accepted this view during preliminary discussions.

3.2.4 On this basis a right turn ghost island facility is not deemed appropriate for a major/minor priority junction in this location. Dumfries and Galloway Council, during discussions, has preliminary indicated that a right turn ghost island facility would not be required however this issue has not been formally agreed.

3.2.5 Plan 4 shows a proposed simple major/minor priority junction on Selkirk Road.

3.2.6 In addition, as mentioned in Section 3, buses currently reverse from Selkirk Road (A708) into Frenchland Drive to turn and head back towards Moffat town centre.

- 3.2.7 It is intended that, if possible the development of this site may provide some solution to this unacceptable existing situation. It may be for example that buses could enter the site at Selkirk Road and travel through it to emerge onto Well Road or visa versa. Alternatively buses could enter the site at Selkirk Road and depending upon the internal road layout turn around within the site to emerge again onto Selkirk Road in a forward gear.
- 3.2.8 A further potential solution may be available, land take permitting, to introduce some form of bus turn around lay-by close to the proposed access. Plan 4 shows a possible turnaround area within the site for buses, which would be a benefit to the local road network in this area.
- 3.2.9 As mentioned above the location of the junction has been based on the speed limit of the A708 and the distance spacing between existing junctions. There is scope to move the location of the junction as shown on Plans 3 and 4, although a distance of 45m centre line to centre line should be maintained between the Frenchland Drive junction and 70m centre line to centre line should be maintained from the existing access serving Frenchland.
- 3.2.10 In comparison it is considered that the simple priority junction is preferable as less land is required to accommodate the junction.
- 3.2.11 Two main access options have been considered and the final option should include the extension of the existing footway and street lighting on the northern side of the A708 to provide a pedestrian route to the site. The existing 30mph speed limit on the A708 should also be relocated an appropriate distance to the eastern side of the new access.
- 3.2.12 Aside from the above, Dumfries & Galloway Council has suggested a further option. A roundabout access option could be explored to create a Gateway feature entering Moffat from the east. This option has not been considered further at this stage due to the land required to accommodate a roundabout, however, it should be noted that a roundabout option would, if built at an adequate size, provide a turnaround facility for a bus, which would negate the need for a turnaround facility within the site.

3.3 Proposed Secondary Site Access

- 3.3.1 Due to the number of residential dwellings proposed a secondary access is required in the event that the main access is closed, blocking access to the development. The secondary access can be in the form of an emergency access or can be in the form of a normal access route.
- 3.3.2 It is considered that the secondary access would not be used regularly since Well Road and Ballplay Road are narrow residential streets. The most attractive route in and out of the development would be via Selkirk Road (A708) and the main access. On this basis only simple priority junctions have been considered for the secondary access.
- 3.3.3 Two secondary access options have been considered; an access from Ballplay Road and an access from Well Road.

- 3.3.4 Plan 5 shows an access from Ballplay Road. This option would require widening a section of Ballplay Road to 5.5m, the provision of a footway along the north side and widening the existing road bridge, leading to Well Road. In addition this option would have an impact on the existing land currently occupied by the tennis courts, which is understood to be third party land.
- 3.3.5 The tight bend on Ballplay Road limits the location of the junction due to visibility requirements. Alternatively, an access junction could be located at the apex of the bend, which would allow adequate visibility exiting the site both to the right and left. This option has not been considered further at this stage as land currently occupied by the tennis court pavilion and the tennis courts would be required. In addition it would be desirable to provide a footway with street lighting along the north side of Ballplay Road to provide a pedestrian route to the site from Well Road.
- 3.3.6 Plan 6 shows an access from Well Road. This option would require the provision of a new road bridge, accommodating a carriageway of 5.5m and 2m wide footway along the south side. In addition a footway would be required along the east side of Well Road. It is understood that this option would require no third party land.
- 3.3.7 The location of the junction as shown on Plan 6 could be moved if required. In order to maintain an acceptable visibility exiting the site to the right however the location of the junction could not be located further north.
- 3.3.8 In comparison it is considered that an access onto Well Road (Plan 6) would be preferable, as no third party land is required.

4 TRANSPORT POLICY

4.1 Background

4.1.1 This section highlights the relevant national and local transport planning policies against which potential development would be assessed against.

4.2 SSP17 – Planning for Transport

4.2.1 The Scottish Planning Policy Series 17 (SPP17): Planning for Transport, provides advice on how local planning authorities should integrate transport and land use planning.

4.2.2 The key objectives of SSP17 are to integrate land use, economic development, environmental issues and transport planning at a national and local level through supporting development and redevelopment that achieves desirable outcomes. For this proposal, the key objectives that relate to this development include the following:

- Supports economic growth and regeneration;
- Takes account of identified population and land use changes in improving accessibility to public services,
- Reduces the need to travel;
- Promotes road safety and safety on public transport;
- Facilitates movement by public transport including the provision of interchange facilities between modes;
- Enables people to access local facilities by walking and cycling;
- Provides high quality public transport access, and
- Effective management of motorised travel

4.2.3 With regard to rural areas SSP17, paragraph 11 states:

“The policy aim is to have a prosperous rural community, with a stable or increasing population where rural communities have reasonable access to good quality services. Major facilities will continue to be concentrated in the larger settlements. Most additional housing, employment, retail, leisure and other service should be located where there is access from an existing road or footpath to a rail station or bus route, and there is proximity to local services e.g. schools and shops ideally within walking or cycling distance.”

4.2.4 Paragraph 12 states:

“....Rural development may be permitted on social and economic grounds where regular and frequent public transport cannot be justified and were the impact of vehicle movements on the local road network would not be significant.”

4.2.5 Section 5 of this report assesses the site's accessibility by non-car modes and demonstrates that the site is within walking and cycling distance to Moffat town centre. In addition Sections 3 and 5 considers accessibility to the site by bus and, further to discussions with Dumfries and Galloway Council puts forwards possible solutions to ensure that the site would be accessible by bus.

4.2.6 The SSP17 also provides maximum parking allowances that are applicable for various types of development. However SPP17 does not cover residential or care home uses.

4.3 Dumfries and Galloway Structure Plan

4.3.1 The Dumfries and Galloway Structure Plan is the key regional overarching policy document that this proposal has been aligned to, to ensure concurrence with the desired regional outcomes of Dumfries and Galloway.

4.3.2 Further, the Dumfries and Galloway Structure Plan references the Annandale and Eskdale Local Plan as the paramount document for ensuring that any proposed development enhances the local objectives of the area.

4.4 Annandale and Eskdale Local Plan

4.4.1 The Annandale and Eskdale Local Plan outlines a number of policy objectives that are to be addressed throughout the planning process for a development. The most significant with this site include:

- Town Centre accessibility;
- Traffic Management and road safety;
- Enhancing the local road network;
- Compliance with road design;
- Encouraging the use of Public Transport; and
- Providing access to transport facilities.

4.4.2 To meet these objectives potential proposals have been highlighted in order to enhance the surrounding road environment.

4.4.3 Due to the close proximity to the existing footway provision along the A708 and Well Road, the extension of footways should be provided to encourage modal shift from single occupant vehicles to more sustainable modes. Provision of public transport infrastructure has also been identified.

4.4.4 Improvements to the local environment could be made with respect to enhancing the local road network and increasing Road Safety associated with the provision of the main site access on the A708. Currently part of the southern site frontage along the A708 is subject to the National Speed Limit.

4.4.5 Both options for the proposed main site access include extending the 30mph speed limit east of the proposed site access.

5 ACCESSIBILITY OF THE SITE BY NON CAR MODES

5.1 Background

5.1.1 This section considers the sustainable transport aspects of the potential development proposals, in particular the accessibility of the site by sustainable modes of travel in accordance with SSP17.

5.2 Accessibility on Foot

5.2.1 SSP17 states that walking is 'the most sustainable form of travel, capable of substituting for the car over short distances with very significant health benefits and environmental gains.'

5.2.2 There are existing footways on both sides of The Holm (A708), commencing from Moffat town centre to the west. To the east the footway on the north side of The Holm terminates at the access to the Hospital and on the south side the footway extends to Crosslaw Burn. Within Moffat town centre there are footways along both sides of the High Street.

5.2.3 As mentioned in Section 3 there are footways along Ballplay Road and Well Road at present, partly along both sides but not continuous along the entire length of roads. In addition there are footways along west side of Burnside. The existing footways range from approximately 1.2m to 1.7m, which is below an acceptable minimum footway width of 1.8m.

5.2.4 There is a dropped crossing provided at the western side of the access road serving the Hospital where the existing footway terminates. Dropped crossings are also provided at The Holm (A708)/Burnside junction and The Holm (A708)/Ballplay Road/Old Carlisle Road junction.

5.2.5 As part of the proposals the existing footway on the north side of A708 would be extended to the proposed site access and footways would be provided along both sides of the internal road layout providing a route for pedestrians to and from the site. In addition the provision of a footway along the east side of Well Road, north of Ballplay Road, to the proposed secondary access would be desirable. The provision of street lighting would also be desirable along the A708 to extend to the main site access junction and along the Well Road site frontage.

5.2.6 The Institution of Highways and Transportation (IHT) publication "Providing for Journeys on Foot", suggests walking distance that are deemed acceptable for commuters to walk. The IHT's acceptable walking distances are based on pedestrians without mobility impairment. For planning and evaluation purposes an acceptable walking distance for employment, education and leisure purposes is 1,000m and an acceptable maximum distance is 2,000m.

5.2.7 Plan 7 shows the 1,000m and 2,000m walk catchment areas. Within 1,000m Moffat Hospital and a number of residential properties can be reached. The site is also within 1,000m of a school, located on the south side of The Holm, which is currently being constructed.

- 5.2.8 The 2,000m catchment area extends west to cover Moffat town centre and over the River Annan and east to Moffat Water covering agricultural land, wooded area and a few remains of historic settlement. The 2,000m walk catchment extends north to cover scattered residential dwellings and agricultural land and extends south to cover mostly agricultural land as far as Oakrigg Farm.
- 5.2.9 There is a popular national walk 'The Southern Upland Way' located just outside the 2,000m walk catchment. The Southern Upland Way is the Scottish 'Coast to Coast' trail which originates at Port Patrick on the western coast and travels across the Southern Uplands to Cockburnspath on the eastern coast. The route runs in a northeast/southwest direction and passes through Castle Kennedy, New Luce, Bargrennan, St John's Town of Dalry, Sanquar, Wanlockhead, east of Moffat, Beattock, St Marys Loch, Traquair, Yair, Galashiels, Melrose, Lauder, Longformacus, and Abbey St Bathans.
- 5.2.10 It is considered that with the extension of existing footways and street lighting along the A708 and Well Road the site could be considered to be accessible on foot.

5.3 Accessibility by Cycle

- 5.3.1 SSP17 considers cycling to be an important mode of sustainable travel. 'Capable of being used in conjunction with public transport for medium and longer distances, and capable of substituting for the car over shorter distances.'
- 5.3.2 There are no defined cycle routes within Moffat, however, the traffic flows on the existing road network is relatively light and therefore the roads are generally suitable for cyclists to use. There are "Sheffield" type cycle parking stands located on the High Street.
- 5.3.3 Plan 8 shows the 3,000m and 5,000m cycle catchment areas. Within 3,000m all of Moffat can be easily reached, as can the small rural settlements of Hunterheck, Craigieburn, Langshawbush and Alton.
- 5.3.4 Within 5,000m the small town of Beattock is accessible by cycle however the land surrounding Moffat is mostly agricultural and wooded area, the 5,000m catchment is bounded by the A74 (M) to the west and to the south the 5,000m cycle catchment extends to Bearholm where it is bounded by the River Annan and Breconside Burn.
- 5.3.5 It is considered that the site is accessible by cycle. Although it should be noted that there are no defined on-street cycle routes within Moffat.

5.4 Accessibility by Bus

- 5.4.1 The accessibility of the site by bus has been considered within this section.
- 5.4.2 The Institution of Highways and Transportation (IHT) publication 'Guidelines for Public Transport in Developments' states that 400m is an acceptable distance people are willing to walk to a bus stop. Within 400m there are no marked bus stops however Stagecoach confirmed that the bus services X74 and 380 will stop if hailed and if it is safe to do so anywhere along Ettrick Court, Ballplay Road and Well Road.

5.4.3 Plan 9 shows the local bus services serving Moffat. These services run mostly at peak times Monday to Saturday.

5.4.4 Table 1 shows the accessibility of the site by bus. In summary there are 2 services running within 400m of the centre of the site.

Service Number	Route	Frequency (Daily)		
		Mon – Fri	Sat	Sun
380	Lockerbie to Moffat	5 services	5 services	0 services
X74A	Dumfries and Moffat	3 services	3 services	0 services

Table 1 – Bus Route Summary

5.4.5 Overall in the morning there are 3 buses passing within 400m of the site between 0730 and 1000. During the day Monday to Saturday there are limited services in the afternoon with one bus passing at 1412. During the evening the buses are a little more frequent with a bus passing at 1626, 1715 and 1827. There are no buses passing after 1827.

5.4.6 There are no buses in operation on a Sunday.

5.4.7 Although the site is accessible by bus it could not be considered to be highly accessible by bus. However, the bus journeys at peak times could be considered as a viable option for commuters Dumfries and Lockerbie.

5.4.8 As mentioned previously it is considered that a turnaround facility for buses within the site should be provided to improve the existing situation for bus services terminating at the eastern side of Moffat.

5.4.9 Further to preliminary discussions with Dumfries and Galloway Council it is understood that for previous commercial type development the Council has sought for the developer to fund a bus service for a period of time; normally for one year. However for a proposed residential development, which could encourage bus patronage, it is understood that the Council will not request a new bus service to be funded but rather require the internal layout of the site to be designed to allow buses to travel through the site. The layout could possibly be designed for a bus to travel through the site from the A708 to Well Road or there could be a loop within the site to allow the bus to enter and exit via the A708.

5.4.10 In addition a series of bus stops could be provided within the site. It is understood further to preliminary discussions that the Council would require one or two full bus stops with shelters and raised kerbs, to cater for low floor buses, and a series of simple bus stops.

5.5 Summary

- 5.5.1 In conclusion, the site is located within walking distance of a hospital, a school and Moffat Town Centre. New footways and street lighting extending to the site along the A708 and Well Road would be required as part of the proposals and therefore the proposed development could be made to be accessible on foot. In addition the site is accessible by cycle and has a National Trail running within 3,000m of the site providing a leisure route for cyclists.
- 5.5.2 There are peak hour bus services available serving Moffat, making part of the site accessible by bus as part of a wider journey. However, Dumfries & Galloway Council may seek further public transport measures as there are limited services running throughout the day.

6 TRIP GENERATION, DISTRIBUTION AND TRAFFIC FLOWS

6.1 Introduction

6.1.1 This section assesses the potential trip generation associated with a typical potential development consisting of 300 residential dwellings and a 40 bed care home.

6.2 Proposed Development Trip Generation

6.2.1 In order to calculate the trip generation for the proposed development the Trip Rate Information Computer System (TRICS) database was used to obtain trip rates for residential developments and nursing homes. The TRICS database is a recognised method for calculating trip rates for proposed developments.

6.2.2 To calculate the trips for the proposed development, trip rates based on the road network peak hours, as calculated from the traffic surveys, were used and multiplied by the number of households for the residential development and the number of beds for the care home.

6.2.3 The trip rates for both the residential development and the care home development have been agreed with Dumfries & Galloway Council. The TRICS output is included as Appendix D.

6.2.4 Table 2 provides a summary of the trip generation associated with the proposed 300 residential dwellings. Table 2 shows the trip rates and trip generation during a weekday AM and PM peak hour associated with a residential development consisting 300 dwellings.

Time Period	Arrivals		Departures		Total Trips
	Trip Rate	Trips	Trip Rate	Trips	
0800-0900	0.139	42	0.450	135	177
1630-1730	0.392	118	0.232	70	188

Table 2 – Proposed Residential Trip Generation

6.2.5 Table 2 shows the two way trips during a weekday AM peak Hour is 177 and during a PM peak hour the two-way trips is calculated to be 188.

6.2.6 Table 3 provides a summary of the trip rates and trip generation associated with the proposed 40 bed care home during a weekday AM and PM peak hour.

Time Period	Arrivals		Departures		Total Trips
	Trip Rate	Trips	Trip Rate	Trips	
0800-0900	0.084	3	0.059	2	5
1630-1730	0.069	3	0.104	4	7

Table 3 – Proposed Care Home Trip Generation

6.2.7 Table 3 shows the two way trips during a weekday AM peak Hour is 5 and during a PM peak hour the two-way trips is calculated to be 7.

6.2.8 Table 4 shows the trip generation associated with the total development proposals consisting of 300 residential dwellings and a 40 bed care home during a weekday AM and PM peak hour.

Time Period	Arrivals	Departures	Total Trips
	Trips	Trips	
0800-0900	45	137	182
1630-1730	121	74	195

Table 4– Proposed Total Trip Generation

6.2.9 As it can be seen from Table 4 the total proposed development would generate 182 two-way trips during a weekday AM peak hour and 195 two-way trips during a weekday PM peak hour.

6.3 Trip Distribution

6.3.1 Two options have been assessed in order to provide a robust assessment:

- Option 1 assumes all traffic arrives and departs via the proposed Site Access Junction onto the A708; and
- Option 2 assumes all traffic enters and exits via the proposed Well Road Site Access Junction.

6.3.2 It is considered that the majority of origin/destination trips associated with the development would occur from/to the west. Moffat town centre and Junction 15 of the A74 (M) is located to the west of the site. In addition the A701, which runs through the town centre, leads north towards Edinburgh.

6.3.3 The proposed distribution used for this assessment has therefore assumed that 90% of origin/destinations would be from/to the west and 10% from/to the east.

6.3.4 At the High Street town centre junctions, however, the trip distribution has been applied to the local road network in direct proportion to the traffic movements surveyed during the AM and PM peak hours.

6.3.5 Figures 5 and 6 shows the trip distribution for Option 1 and Figures 7 and 8 shows the trip distribution for Option 2 during a weekday AM and PM peak hour respectively.

6.4 Traffic Flows

6.4.1 The trip generation for Option 1 and 2 have been applied to the network in accordance with the trip distribution shown in Figures 5 to 8.

6.4.2 Figures 9 and 10 shows the trip generation for Option 1 and Figures 11 and 12 shows the trip generation for Option 2 during a weekday AM and PM peak hour respectively.

6.4.3 The 2012 Assessment Traffic Flows have been derived by adding the trip generation associate with the proposed development (Figures 9 to 12) to the 2012 Base Traffic Flows (Figures 3 and 4).

- 6.4.4 Figures 13 and 14 shows the 2012 Assessment Traffic Flows for Option 1 and Figures 15 and 16 shows the 2012 Assessment Traffic Flows for Option 2 during a weekday AM and PM peak hour respectively.

7 TRAFFIC IMPACT

7.1 Background

7.1.1 This section provides an assessment of the operational capacity of the proposed site access junctions and the local road network.

7.1.2 The area of study consists of the two proposed site access junctions and six existing junctions within Moffat. The junctions which have been assessed are :

- Proposed Selkirk Road (A708) Site Access Priority Junction;
- Proposed Well Road Site Access Priority Junction;
- High Street West Priority Junction;
- High Street East Priority Junction;
- The Holm/Ballplay Road/ Old Carlisle Road 4 Arm Priority Junction;
- Burnside/The Holm (A708) Priority Junction;
- Ballplay Road/Well Road Priority Junction; and
- Church Gate (A701)/Church Place Priority Junction.

7.1.3 The existing junctions have been assessed using the 2012 Base Traffic Flows and the 2012 Assessment Traffic Flows. The proposed site access junctions have been tested using the 2012 Assessment Traffic Flows.

7.1.4 All junctions are in the form of major/minor priority junctions and have therefore been tested using the Priority Intersection Capacity and Delay (PICADY) Version 5 computer program. The PICADY computer program is the current recognised industry standard tool for assessing the operational capacity of major/minor priority junctions.

7.1.5 As mentioned previously the proposed Selkirk Road access would be the main site access (Option 1) and the proposed Well Road would be the secondary access (Option 2).

7.2 Proposed Selkirk Road (A708) Site Access Priority Junction

7.2.1 Plan 4 shows the layout of the proposed Selkirk Road (A708) site access priority junction. In this test 100% of the potential development traffic has been routed through this junction. Although this is an unlikely scenario (since some development traffic would use the secondary access) the modelling of 100% traffic loading ensures an overly robust assessment. Table 5 provides a summary of the PICADY results for a typical weekday AM and PM peak hour for the 2012 Assessment Traffic Flows; Figures 13 and 14. The full PICADY output is included as Appendix E.

Time Period	Site Access to Selkirk Road		Selkirk Road Right Turn	
	RFC	Queue	RFC	Queue
AM Peak Hour Assessment	0.290	0.4	0.008	0.0
PM Peak Hour Assessment	0.162	0.2	0.021	0.0

Table 5 - PICADY Summary for Proposed Selkirk Road (A708) Site Access

7.2.2 Table 5 shows that the site access would operate well within its capacity, with a maximum ratio of flow to capacity (RFC) value of 0.290 and with no forecast queue. The maximum RFC occurs during a typical weekday AM peak hour for the 2012 Assessment, on the site access arm.

7.2.3 It has therefore been demonstrated that the proposed Selkirk Road (A708) site access priority junction would work well as all values are lower than the practical RFC value of 0.85.

7.3 Proposed Well Road Site Access Priority Junction

7.3.1 Plan 6 shows the layout of the proposed Well Road site access priority junction. In this test 100% of the potential development traffic has been routed through this junction. Although this is an unlikely scenario (since some development traffic would use the secondary access) the modelling of 100% traffic loading ensures an overly robust assessment. Table 6 provides a summary of the PICADY results for a typical weekday AM and PM peak hour for the 2012 Assessment Traffic Flows; Figures 15 and 16. The full PICADY output is included as Appendix F.

Time Period	Site Access to Well Road		Well Road Right Turn	
	RFC	Queue	RFC	Queue
AM Peak Hour Assessment	0.243	0.3	0.078	0.1
PM Peak Hour Assessment	0.131	0.2	0.210	0.3

Table 6 - PICADY Summary for Proposed Well Road Site Access

7.3.2 Table 6 shows that the site access would operate well within capacity with a maximum RFC value of 0.243 and with no forecast queue. The maximum RFC occurs during a typical weekday AM peak hour for the 2012 Assessment on the site access arm.

7.3.3 It has been demonstrated that the proposed Well Road site access priority junction would work well as all values are lower than the practical RFC value of 0.85.

7.4 High Street West Priority Junction

7.4.1 Plan 10 shows the layout of the existing High Street West priority junction. Table 7 provides a summary of the PICADY results for a typical weekday AM and PM peak hour for the 2012 Base and Assessment Traffic Flows; Figures 3, 4, 13, 14, (Figures 13 and 14 are the same as Figures 15 and 16 for this junction). The full PICADY output is included as Appendix G.

Time Period	Link		High Street Right Turn	
	RFC	Queue	RFC	Queue
AM Peak Hour Base	0.439	0.8	0.351	0.6
PM Peak Hour Base	0.467	0.9	0.396	0.8
AM Peak Hour Assessment	0.579	1.3	0.398	0.7
PM Peak Hour Assessment	0.564	1.3	0.464	1.0

Table 7 - PICADY Summary for High Street West Priority Junction

7.4.2 Table 7 demonstrates that the existing High Street West priority junction operates satisfactorily for the 2012 Base Traffic Flows. The maximum RFC value of 0.467 with a maximum queue of 1 vehicle occurs during the AM Peak Hour on the link between High Street West and East. Table 7 also shows that the High Street West priority junction would operate satisfactorily for the 2012 Assessment Traffic Flows during the AM and PM peak hours. The maximum RFC value of 0.579 with queue of 1 vehicle occurs on the link between High Street West and East during the 2012 AM peak hour Assessment Traffic Flow scenario.

7.5 High Street East Priority Junction

7.5.1 Plan 10 shows the layout of the existing High Street East priority junction. Table 8 provides a summary of the PICADY results for a typical weekday AM and PM peak hour for the 2012 Base and Assessment Traffic Flows; Figures 3, 4, 13, 14, (Figures 13 and 14 are the same as Figures 15 and 16 for this junction). The full PICADY output is included as Appendix H.

Time Period	Link		High Street Right Turn	
	RFC	Queue	RFC	Queue
AM Peak Hour Base	0.418	0.7	0.133	0.2
PM Peak Hour Base	0.447	0.8	0.189	0.2
AM Peak Hour Assessment	0.499	1.0	0.140	0.2
PM Peak Hour Assessment	0.617	1.6	0.200	0.3

Table 8 - PICADY Summary for High Street East Priority Junction

7.5.2 Table 8 demonstrates that the existing High Street East priority junction operates satisfactory, with minimal queuing, for the 2012 Base Traffic Flows. The maximum RFC value of 0.447 with a maximum queue of 1 vehicle occurring during the AM Peak Hour on the link between High Street West and East. Table 8 also shows that the High Street East priority junction would operate satisfactorily for the 2012 Assessment Traffic Flows during the AM and PM peak hours. The maximum RFC value of 0.617 with queue of 2 vehicles occurs on the link between High Street West and East during the 2012 PM peak hour Assessment Traffic Flow scenario.

7.6 The Holm/Ballplay Road/Old Carlisle Road 4 Arm Priority Junction

7.6.1 If 100% of the potential development traffic did use the main access on the A708 then, assuming a split 90% to/from the west and 10% to/from the east would result in 90% of development traffic passing through the next adjacent junction to the west; i.e. The Holm/Ballplay Road/Old Carlisle Road crossroads. An assessment of that junction operation is therefore being carried out and as tabled under the heading of "Assessments Option 1" in the following table.

- 7.6.2 In the scenario where 100% of development traffic used the Well Road access then it is considered that the 90% of trips which wish to travel to and from the west would travel along Well Road existing onto the home at Burnside. The 10% which wishes to travel to and from the east would travel down Ballplay Road to join The Holm at the crossroads with Old Carlisle Road.
- 7.6.3 In that scenario the junction The Holm/Old Carlisle Road/Ballplay Road would experience different traffic flows and turning movements than in the main site access scenario. Consequently, a second series of peak hour assessments have been undertaken and these are set out under the heading of “Assessment Option 2” in the following table.
- 7.6.4 Plan 11 shows the layout of the existing The Holm/Ballplay Road/Old Carlisle Road 4 arm priority junction. Table 9 provides a summary of the PICADY results for a typical weekday AM and PM peak hour for the 2012 Base and Assessment Traffic Flows for both site access options; Figures 3, 4, 13, 14, 15 and 16. The full PICADY output is included as Appendix I.

Time Period	From Old Carlisle Road		The Holm Westbound (A708)		From Ballplay Road		The Holm Eastbound (A708)	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
AM Peak Hour Base	0.084	0.1	0.000	0.0	0.062	0.1	0.032	0.0
PM Peak Hour Base	0.059	0.1	0.010	0.0	0.048	0.1	0.063	0.1
AM Peak Hour Assessment Opt 1	0.089	0.1	0.000	0.0	0.066	0.1	0.034	0.0
PM Assessment Opt 1	0.061	0.1	0.011	0.0	0.053	0.1	0.069	0.1
AM Peak Hour Assessment Opt 2	0.084	0.1	0.008	0.0	0.089	0.1	0.032	0.0
PM Assessment Opt 2	0.059	0.1	0.033	0.0	0.062	0.1	0.063	0.1

Table 9 - PICADY Summary for The Holm/Ballplay Road/Old Carlisle Road Junction

- 7.6.5 Table 9 demonstrates that the existing The Holm/Ballplay Road/Old Carlisle Road 4 arm priority junction operates satisfactory, with minimal queuing, for the 2012 Base Traffic Flows during the AM and PM peak hours. The maximum RFC value of 0.084 with no forecast queue occurs during the 2012 PM peak hour on the Old Carlisle Road arm.
- 7.6.6 Table 9 also demonstrates that under both access scenarios with the addition of the development traffic the junction would still operate satisfactorily, with minimal queuing. A maximum RFC value of 0.089 and no forecast queue occurs during both the AM peak hour assessments.
- 7.7 The Holm (A708)/Burnside Priority Junction**
- 7.7.1 Plan 12 shows the layout of the existing The Holm (A708)/Burnside priority junction. Table 10 provides a summary of the PICADY results for a typical weekday AM and PM peak hour for the 2012 Base and Assessment Traffic Flows for both site access options; Figures 3, 4, 13, 14, 15 and 16. The full PICADY output is included as Appendix J.

Time Period	Burnside to The Holm		The Holm Right Turn	
	RFC	Queue	RFC	Queue
AM Peak Hour Base	0.176	0.2	0.010	0.0
PM Peak Hour Base	0.161	0.2	0.004	0.0
AM Peak Hour Assessment Opt 1	0.187	0.2	0.011	0.0
PM Peak Hour Assessment Opt 1	0.174	0.2	0.005	0.0
AM Peak Hour Assessment Opt 2	0.508	1.0	0.010	0.0
PM Peak Hour Assessment Opt 2	0.350	0.5	0.004	0.0

Table 10 - PICADY Summary for The Holm (A708)/Burnside Priority Junction

7.7.2 Table 10 demonstrates that the existing The Holm (A708)/Burnside priority junction operates satisfactory, with minimal queuing, for the 2012 Base Traffic Flows. The maximum RFC value of 0.176 with no forecast queue forming during the AM peak hour on Burnside.

7.7.3 Table 10 also shows that The Holm (A708)/Burnside priority junction would operate satisfactorily for the Assessment Traffic Flow scenarios. The maximum RFC value of 0.508 with queue of 1 vehicle occurs on the Burnside arm during the 2012 AM peak hour Option Two Assessment scenario.

7.8 Well Road/Ballplay Road Priority Junction

7.8.1 Plan 6 shows the layout of the Well Road/Ballplay Road priority junction. Table 11 provides a summary of the PICADY results during a weekday AM and PM peak hour for the 2012 Base and Assessment Traffic Flows. Only Option 2 scenario has been assessed as no traffic associated with the proposed Selkirk Road site access would use this junction. The full PICADY output is included as Appendix K.

Time Period	Ballplay Road to Well Road		Well Road Right Turn	
	RFC	Queue	RFC	Queue
AM Peak Hour Base	0.006	0.0	0.003	0.0
PM Peak Hour Base	0.022	0.0	0.019	0.0
AM Peak Hour Assessment Opt 2	0.016	0.0	0.003	0.0
PM Peak Hour Assessment Opt 2	0.054	0.1	0.021	0.0

Table 11 - PICADY Summary for Well Road/Ballplay Road Priority Junction

7.8.2 Table 11 demonstrates that the existing Well Road/Ballplay Road junction operates well within capacity, with minimal queuing, for the 2012 Base Traffic Flows during the AM and PM peak hours. The maximum RFC value of 0.022 with no forecast queues forming during the 2012 PM peak hour on Ballplay Road.

7.8.3 Table 11 also demonstrates that with the addition of the development traffic the junction would still operate satisfactorily, with minimal queuing. The maximum RFC value of 0.054 occurs during the PM peak hour with no forecast queue on Ballplay Road.

7.9 Church Gate (A701)/Church Place/High Street (A701) Priority Junction

7.9.1 Plan 10 shows the layout of the existing Church Gate (A701)/Church Place/High Street (A701) priority junction. Table 12 below provides a summary of the PICADY results during the AM and PM peak hours for the 2012 Base and Assessment Traffic Flow scenarios. The full PICADY output is included as Appendix L.

Time Period	Church Place to A701		High Street Right Turn	
	RFC	Queue	RFC	Queue
AM Peak Hour Base	0.016	0.0	0.018	0.0
PM Peak Hour Base	0.038	0.0	0.018	0.0
AM Peak Hour Assessment	0.017	0.0	0.019	0.0
PM Peak Hour Assessment	0.040	0.0	0.019	0.0

Table 12 - PICADY Summary for Church Gate/Church Place/High Street Junction

7.9.2 Table 12 demonstrates that the Church Gate (A701)/Church Place/High Street (A701) priority junction during the AM and PM existing peak hours currently works well within capacity. The maximum RFC value of 0.038, no forecast queue occurs on the Church Place arm during the PM peak hour 2012 Base Traffic Flows.

7.9.3 Table 12 also demonstrates that for the 2012 Assessment Traffic Flows the maximum RFC value 0.040 and no forecast queue forms on the Church Place arm.

7.10 Conclusions

7.10.1 It has been demonstrated that the traffic associated with the potential development of a 300 dwelling residential development and 40 Bed Care Home would easily be accommodated by the existing local road network.

8 ACCIDENT HISTORY

8.1 Introduction

8.1.1 This section provides an analysis of the accident information over a three year period from the 1st January 2006 to 31st of December 2008, which has been obtained from Dumfries and Galloway Constabulary.

8.1.2 Accident statistics were obtained for the A701 from Junction 15 of the A74 (M) to the northern extent of the High Street in Moffat. Data was also obtained for the A708, between the A701 and 200m east of Moffat. The accident statistics were also obtained to cover Ballplay Road, Well Road and Burnside.

8.2 Review of Accident Statistics

8.2.1 The accident statistics are included as Appendix L and Plan 13 shows the approximate locations and severity of accidents that have occurred during the 3 year period.

8.2.2 In total there were 22 accidents within this area. There was one serious injury, three slight injury and 18 accidents without injury.

8.2.3 It is not a legal requirement to report accidents to the police, which do not involve injury. Consequently, when transportation engineers evaluate road safety and accidents, they base their studies upon the recorded accidents which feature fatal, serious and slight injury accidents. To include non injury accidents would introduce a category of partial data for which there is no way of comparing the rate of non injury accidents to any national or regional averages or trends.

8.2.4 The serious injury occurred at the exit to the petrol station. Based on the description provided the accident occurred due to driver pressing the accelerator pedal rather than the brake. It is therefore concluded that this accident was due to driver error and not the road conditions.

8.2.5 With regard to the three slight injury accidents, one occurred at the A74 (M) / A701 roundabout junction when a car overshot the roundabout and landed on its side. The second occurred on the A701 when the driver lost control and hit a wall and the third accident involved a pedestrian, who was walking on the road due to road works on the footway.

8.2.6 No accidents occurred on Ballplay Road, Burnside or Well Road. In addition no serious or slight injury accidents occurred on The Holm (A708) within the extent of the data provided.

8.2.7 The most concentrated area of accidents occurred on the High Street, with 9 accidents occurring between the junction with the A708 and the northern end of the High Street. Only one accident occurred at the High Street (A701)/The Holm (A708) junction, where an HGV hit a parked car when turning right (east) from the High Street.

8.3 Summary

- 8.3.1 No accidents have occurred in the vicinity of the proposed site junctions within the last 3 year recorded accident period.
- 8.3.2 Only one serious accident has occurred during the 3 year period. The description of the accident indicates that it was due to driver fault and not due to the existing road layout.
- 8.3.3 It is therefore considered that the local road network does not have an untypical or poor accident history.
- 8.3.4 Introducing new traffic onto the local road network from the potential development proposals should not therefore be a cause for concern. There are no identified accident black spots and there is no evidence that accidents are typically severe.

9 SUMMARY AND CONCLUSIONS

9.1 Summary

- 9.1.1 The Denis Wilson Business Group has been instructed by Rogermoor Farm Limited to provide roads and transportation advice for evaluating a potential residential and care home development located to the north of the A708 in Moffat, Dumfries & Galloway.
- 9.1.2 In order to produce this report site visits and preliminary discussions with Dumfries and Galloway Council, as Roads Services, have been carried out. In addition traffic surveys have been commissioned to assess the local road network.
- 9.1.3 This report is intended for the Client and development team to provide an informal appraisal of potential transportation and roads issues associated with the proposals.
- 9.1.4 The site is currently a vacant greenfield site. Crosslaw Burn runs through entire length of the site at the western end, from the A708 in a north to south direction and Birnock Water runs in a north/south direction at the northwest boundary of the site.
- 9.1.5 Two access points have been considered to serve the site; the main access from the A708 and a secondary access from Ballplay Road or Well Road.
- 9.1.6 On the basis that a right turn ghost island facility major/minor priority junction is not deemed appropriate for in this location a simple major/minor priority junction on Selkirk Road has been considered preferable, which includes a turnaround facility within the site for buses. In addition the extension of the existing footway and street lighting on the northern side of the A708 to provide a pedestrian access to the site would need to be provided and the existing 30mph speed limit on the A708 would also need to be relocated to the eastern side of the site.
- 9.1.7 Dumfries & Galloway Council has suggested a further option. A roundabout access option could be explored to create a Gateway feature entering Moffat from the east. This option has not been considered further at this stage due to the land required to accommodate a roundabout, however, it should be noted that a roundabout option would also provide a turnaround facility for a bus, which would negate the need for a turnaround facility within the site.
- 9.1.8 Due to the number of residential dwellings proposed a secondary access is required in the event that the main access is closed, blocking access to the development. The secondary access can be in the form of an emergency access or can be in the form of a normal access route.
- 9.1.9 A secondary access from Well Road, (rather than Ballplay Road) is considered preferable as it is understood that no third party land would be required. This option would require the provision of a new road bridge, accommodating a carriageway of 5.5m and 2m wide footway along the south side. In addition a 2m wide footway would be required along the east side of Well Road. It is understood that this option would require no third party land.

- 9.1.10 Whilst it may be feasible to relocate the two identified accesses along their respective site frontages it is considered that the solutions illustrated in this report represent the optimum access location.
- 9.1.11 An assessment of the accessibility of the site by non-car modes has been carried out. It is considered that further to the extension of existing footways and street lighting along the A708 and Well Road the site could be made accessible on foot. It has also been demonstrated that the site is accessible by cycle. Although it should be noted that there is no cycle routes within Moffat and any such features could be most likely be limited only to within the site.
- 9.1.12 In order to make the site more accessible it is likely that the bus service which currently exists should be diverted to penetrate the site. In this way, properties within the site should fall within a 400m walk of the bus route. Due to the scale of the development proposals, Dumfries & Galloway Council is likely to require that existing bus services can penetrate through the site and that bus stops should be provided to encourage residents to travel by bus.
- 9.1.13 The development has been assessed against National and local transport planning policies. It has been demonstrated that the site, located in a rural area, could with improvements satisfy transport planning policy.
- 9.1.14 An assessment of the trip generation associated with the development has been carried out. The trip rates for both the residential development and the care home development have been agreed with Dumfries & Galloway Council.
- 9.1.15 Traffic surveys were commissioned to assess the local road network. The results of the traffic surveys indicate that traffic flows in Moffat are not significant, which is what was noted during site visits during the evening peak period.
- 9.1.16 Junction capacity assessments of the proposed site access junctions and the existing local road network has demonstrated that the trip generation associated with the proposed 40 Bed Care Home and residential development could be easily accommodated by the local road network. There are no Ratio of Flow to Capacity values above the practical limit of 0.85, which indicates that the proposed and existing junctions would not operate over capacity once the proposed development is in operation.
- 9.1.17 No accidents have occurred in the vicinity of the proposed site junctions within the last 3 year recorded accident period. Only one serious accident has occurred during the 3 year period. The description of the accident indicates that it was due to driver fault and not due to the existing road layout. It is therefore considered that the development proposals would not pose an accident risk to the local road network.

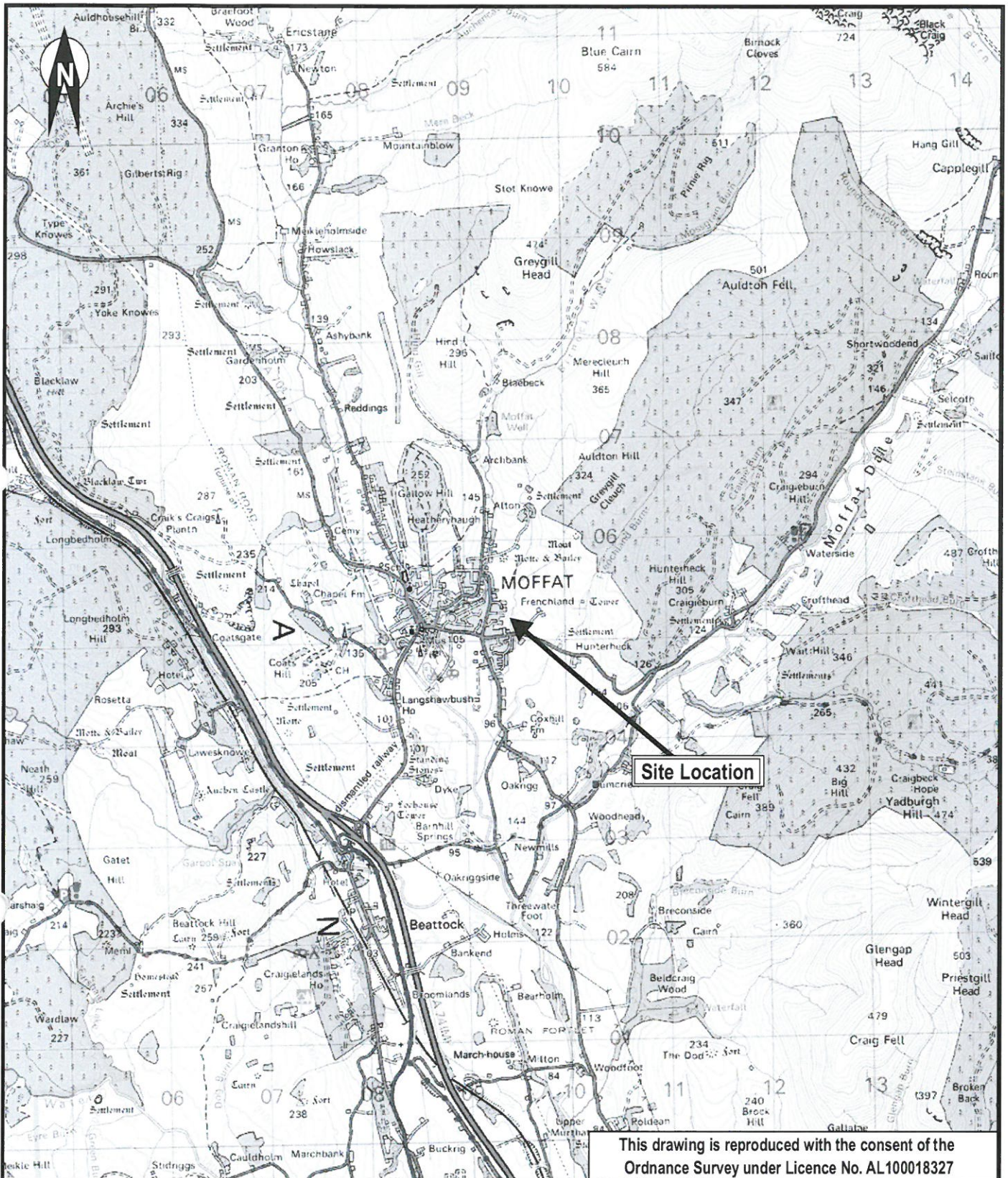
9.2 Conclusion

- 9.2.1 It is considered that further to improvements the site could be made to be accessible by non-car modes. Improvements considered at this stage include new footways, street lighting and bus turnaround facility.

- 9.2.2 The proposed site accesses would operate satisfactorily further to the opening of the development.
- 9.2.3 The trip generation associated with the proposed development would not have a significant detrimental impact on the local road network.
- 9.2.4 In conclusion it is considered, subject to improvements, the site could be developed to serve a residential development comprising 300 dwellings and a 40 bed care home.



Plans



Site Location

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Plan 1: Site Location

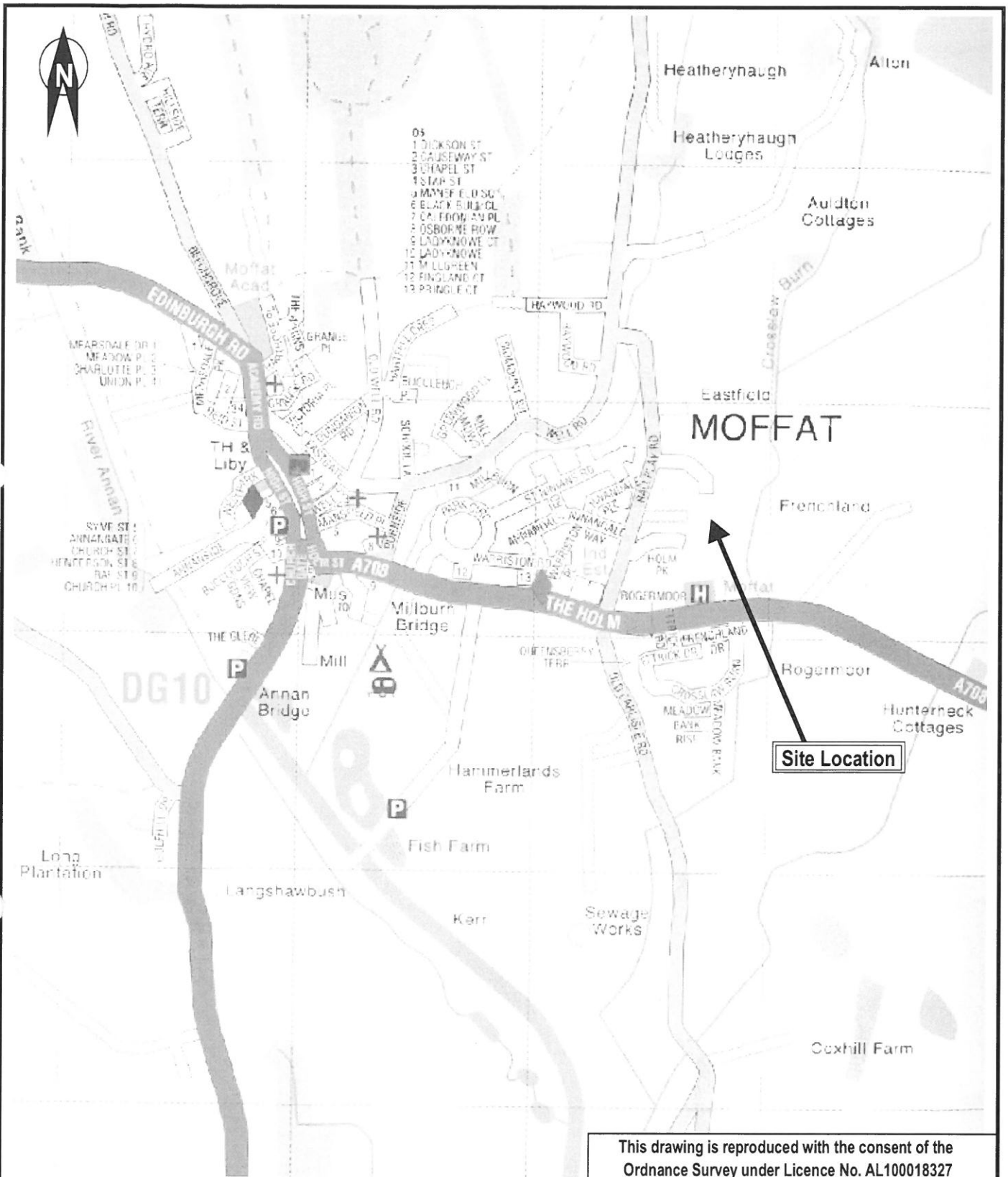


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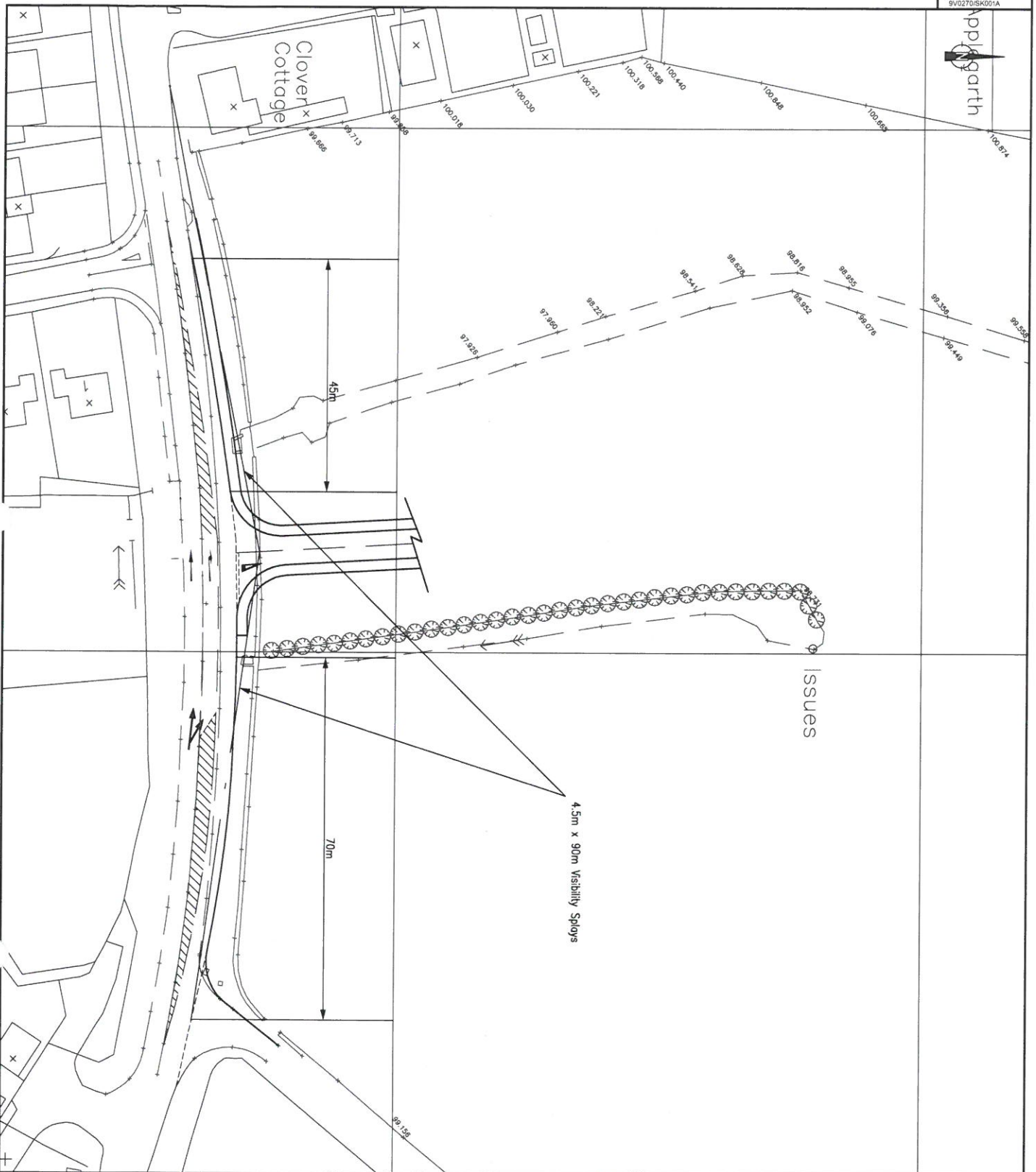
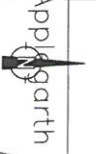


Plan 2: Local Road Network

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Job No: 9V0270 - Moffat



NOTES

Drawing based on JLF Limited Drawing number :
 HFH-006-001 Revision B, titled
 'Site Survey (with 0.5m Contours)'

PLAN 3

Rev	Description	By	Date
A	First Issue	KG	25.02.09
	Amendment	BL	
	Drawn	BL	
	Checked & Appr'd	BL	
	Date		

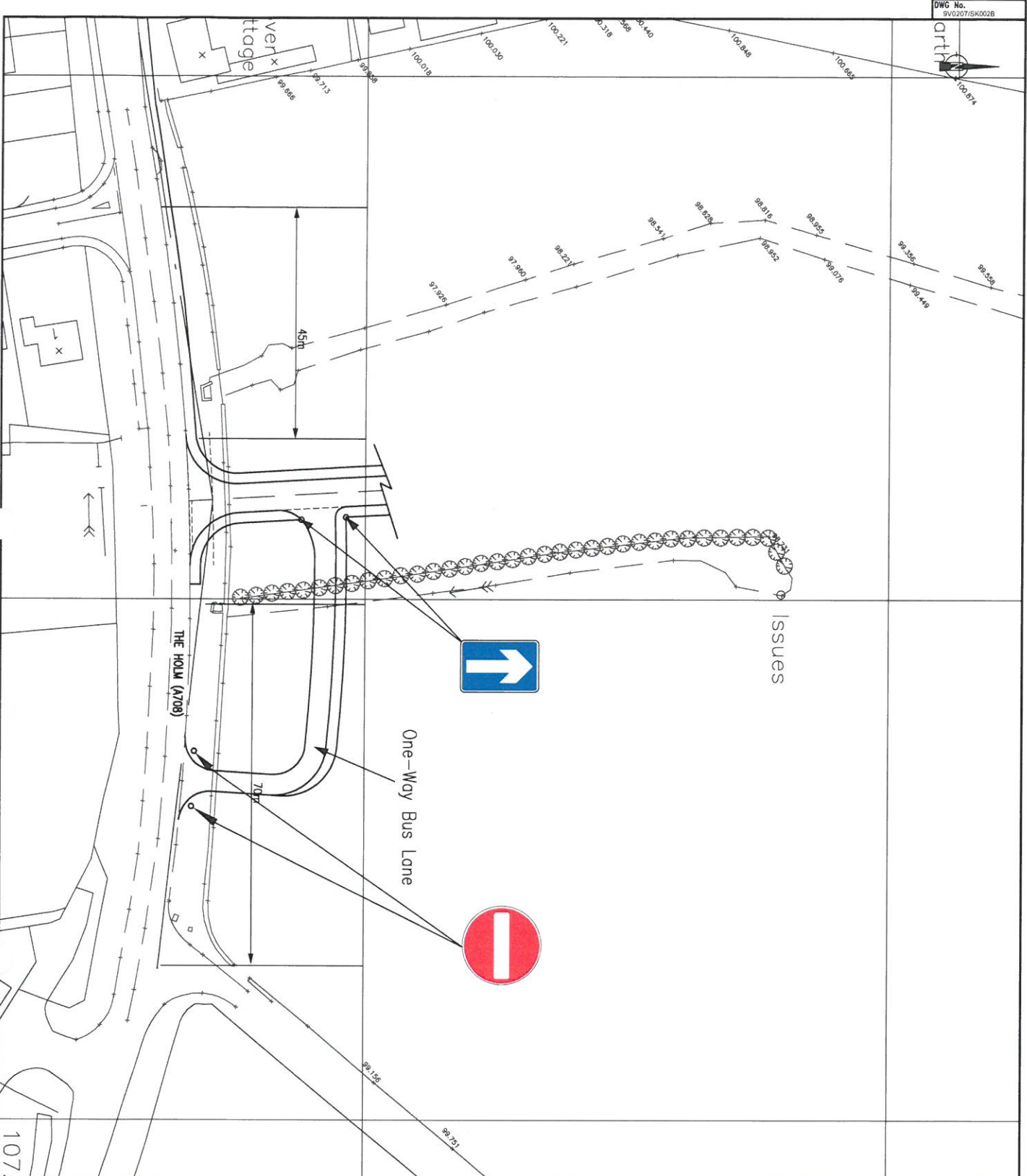
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Rogermoor Farm Limited
The Holm (A708) Moffat

Proposed Site Access
 Ghost Island Right Turn Facility

Drawn	Checked	BL	Approved	BL
KG	BL	BL	BL	
Date	Date	Date	Date	
25.02.09	25.02.09	25.02.09	25.02.09	
Scale	@ A2	Status	For Information	Rev
1:500				A
Dwg No.	9V0270/SK001			



NOTES

Drawing based on JLF Limited Drawing number :
 HFH-006-001 Revision B, titled
 "Site Survey (with 0.5m Contours)."

PLAN 4

Rev	Description	Drawn	Checked	Appr'd	Date
B	Bus Turnaround Amended	KG	BL	BL	16.03.09
A	First Issue	KG	BL	BL	25.02.09
Rev	Amendment				

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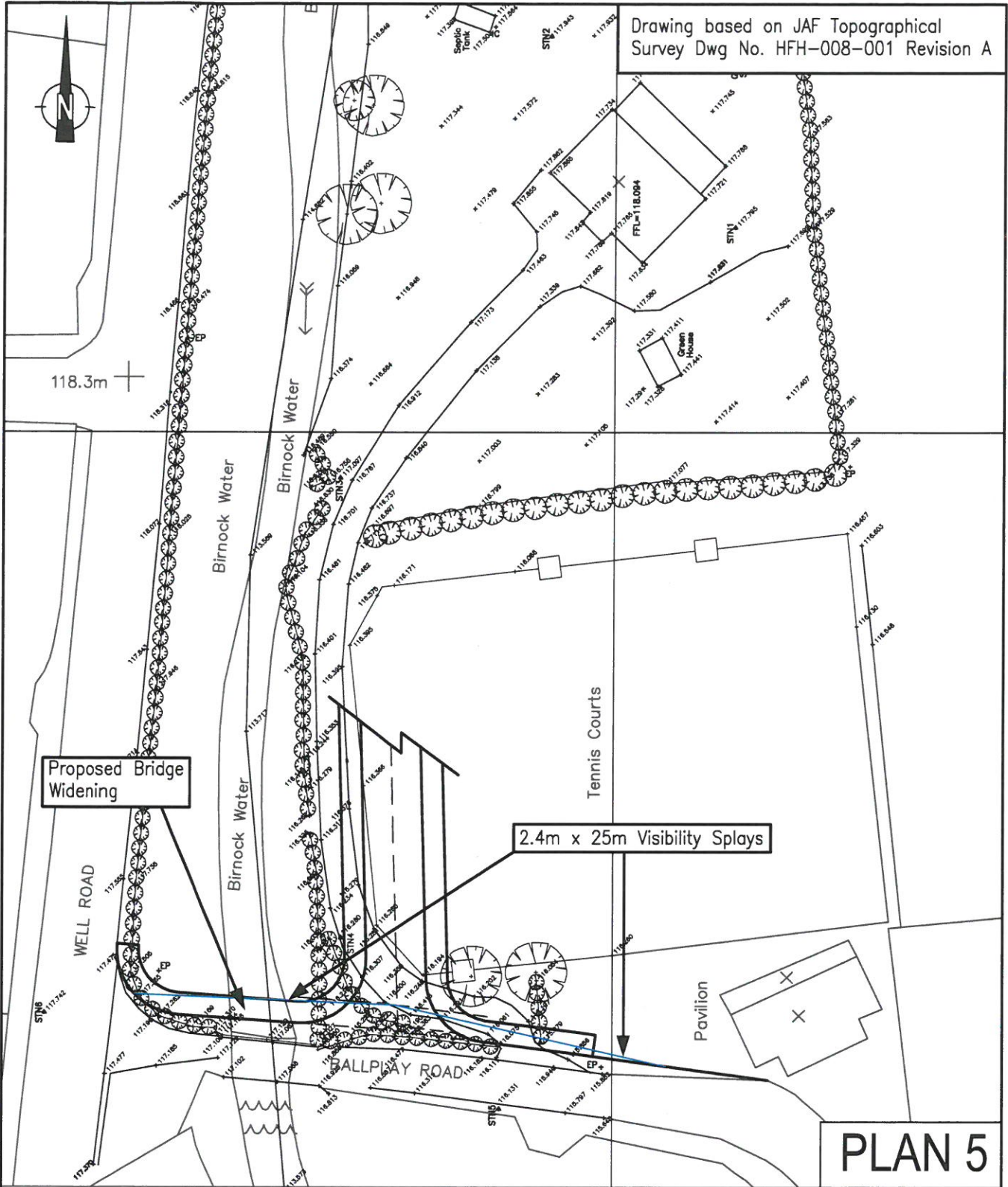
107, The Holm, Moffat, Dumfries and Galloway, Scotland, DG11 2ZG
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Roger Moor Farm Limited
 The Holm (A708), Moffat

Proposed Site Access
 Simple Priority Junction

Drawn	Checked	BL	Approved	BL
KG	BL	BL	BL	
Date	Date	Date	Date	
25.02.09	25.02.09	25.02.09	25.02.09	
Scale 1:500 @ A2 Status For Information				
Proj No. 9V0207/SK002				
Rev				
B				

Drawing based on JAF Topographical Survey Dwg No. HFH-008-001 Revision A



A	First Issue	02.03.09
Rev	Amendments	Date

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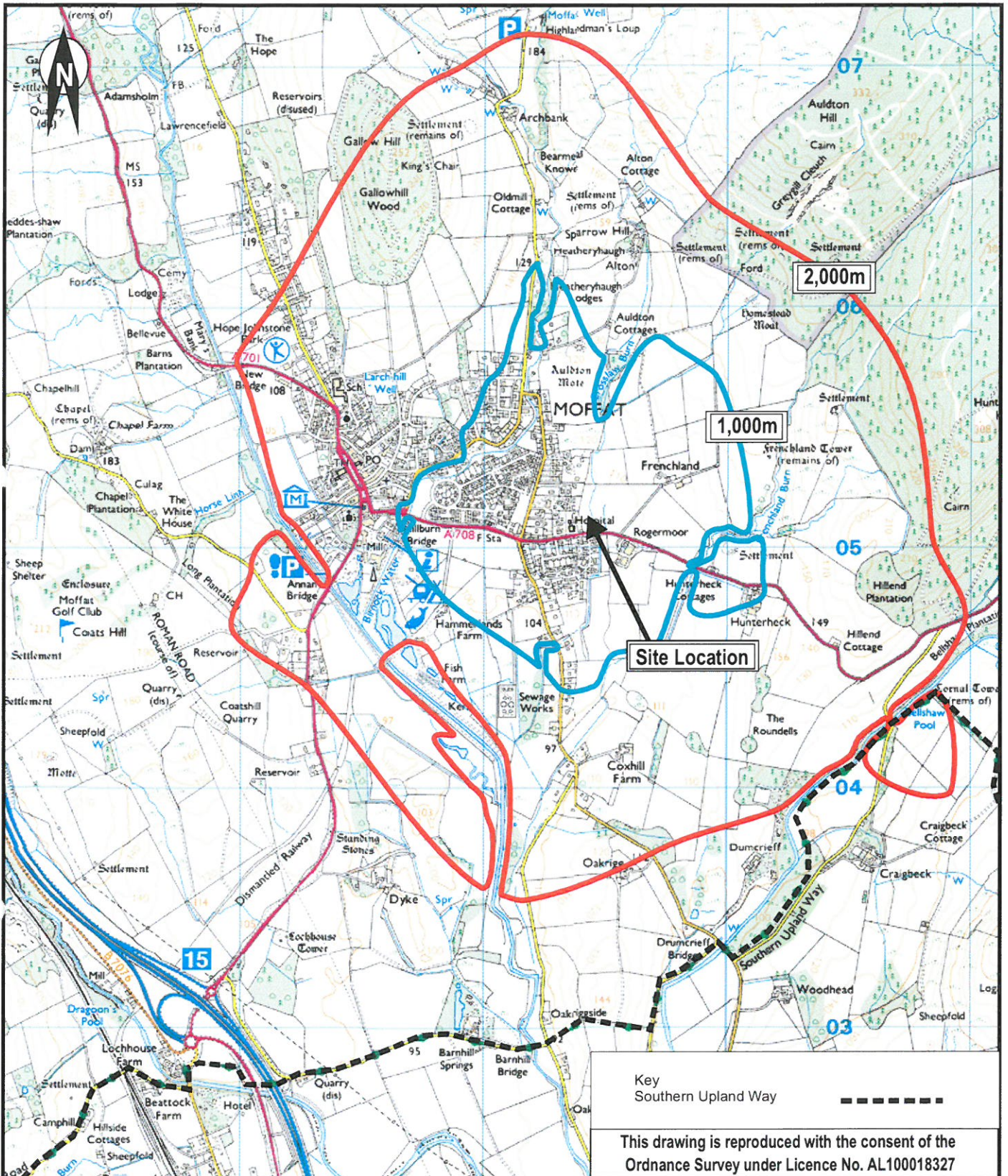
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Rogermoor Farm Limited, The Holm (A708), Moffat
 Secondary Access Option One

Status For Information	Drawn KG	Chk'd BL	App'd BL
Scale 1:500@A4	Dwg No. 9V0270 / SK003	Rev. A	



Plan 7: 1,000m and 2,000m Walk Catchment Plan

Job No: 9V0270 - Moffat



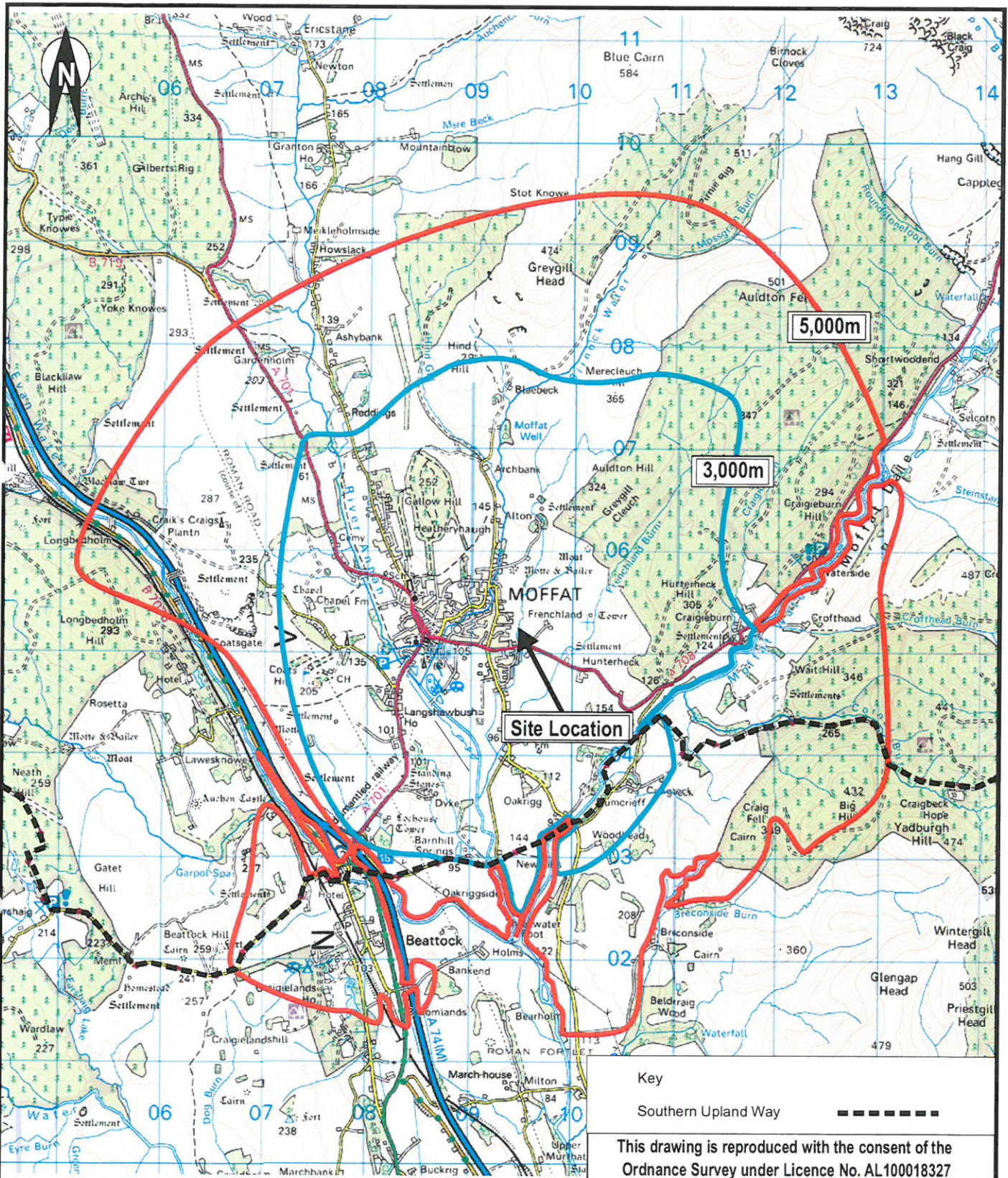
HASKONING UK LTD.
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Key
 Southern Upland Way - - - - -

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Plan 8: 3,000m and 5,000m Cycle Catchment

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Job No: 9V0270 - Moffat

NOTES

PLAN 10

Rev	Amendment	Prep'd	By	BL	BL	12.03.09	Date
A	First Issue						

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Rogermoor Farm Limited
 The Holm (A708), Moffat
 Layout of Existing High Street /
 Church Gate Junction

Drawn	ZU	Checked	BL	Approved	BL
Date	12.03.09	Date	12.03.09	Date	12.03.09
Scale	1:500	@A3	Status	For Information	Rev
Proj No	9V0270 - SK006				
	A				



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NOTES

PLAN 11

Rev	Amendment	Drawn by	BL	BL	Date
A	Final Issue	ZU	BL	BL	12.03.09

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PLANNING
CONSULTANTS

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 Transport Planning and Highway

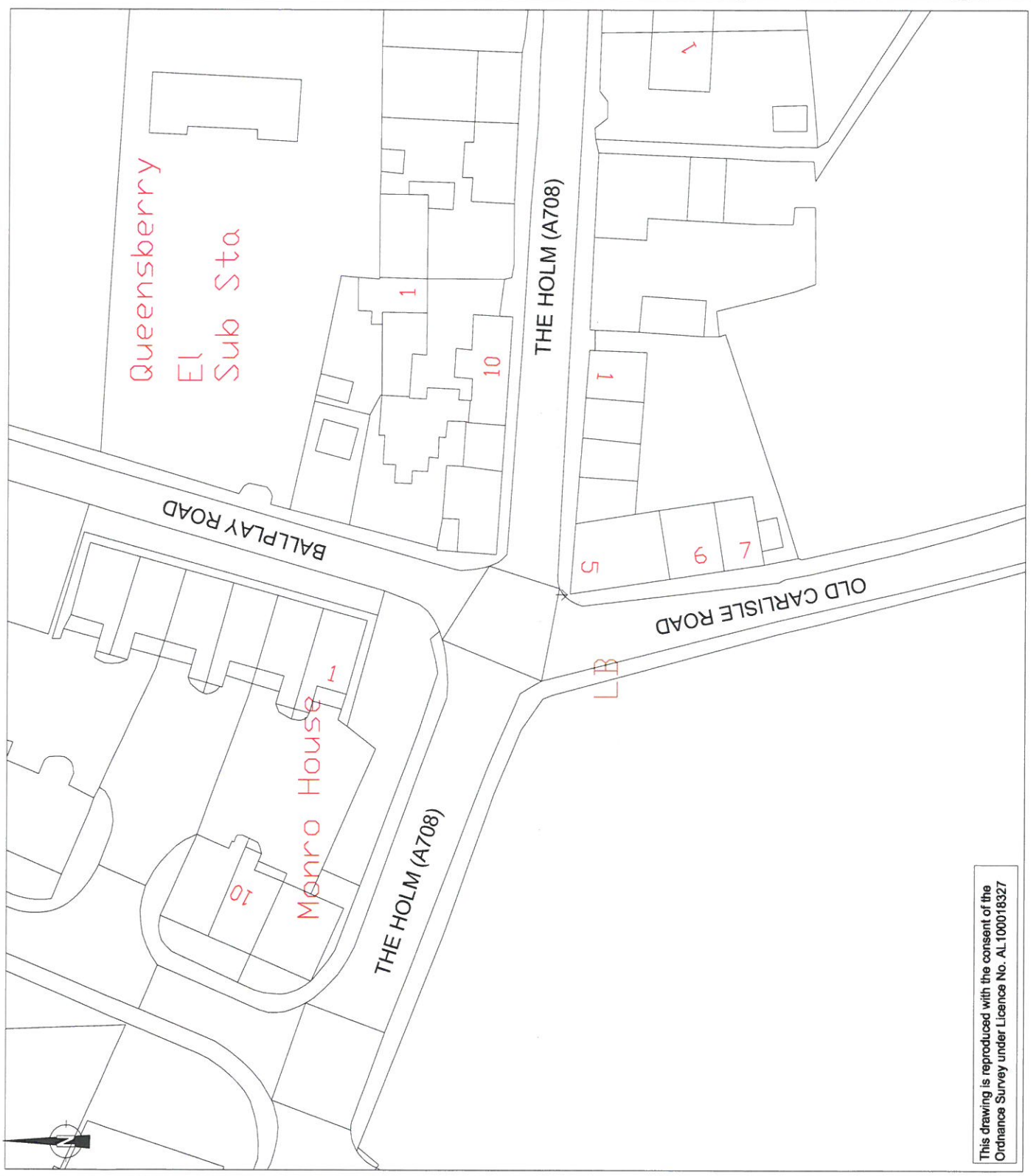
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Roger Moor Farm Limited
 The Holm (A708), Moffat

Layout of The Holm / Bailplay Rd /
 Old Carlisle Rd Junction

Drawn	ZU	Checked	BL	Approved	BL
Date	12.03.09	Date	12.03.09	Date	12.03.09
Scale	1:500	@A3	Status	For Information	Rev
Draw No	9V0270 - SK005				
	A				



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NOTES

PLAN 12

Rev	Amendment	Permitted Use	ZU	BL	BL	Date
A	First Issue					12.03.09

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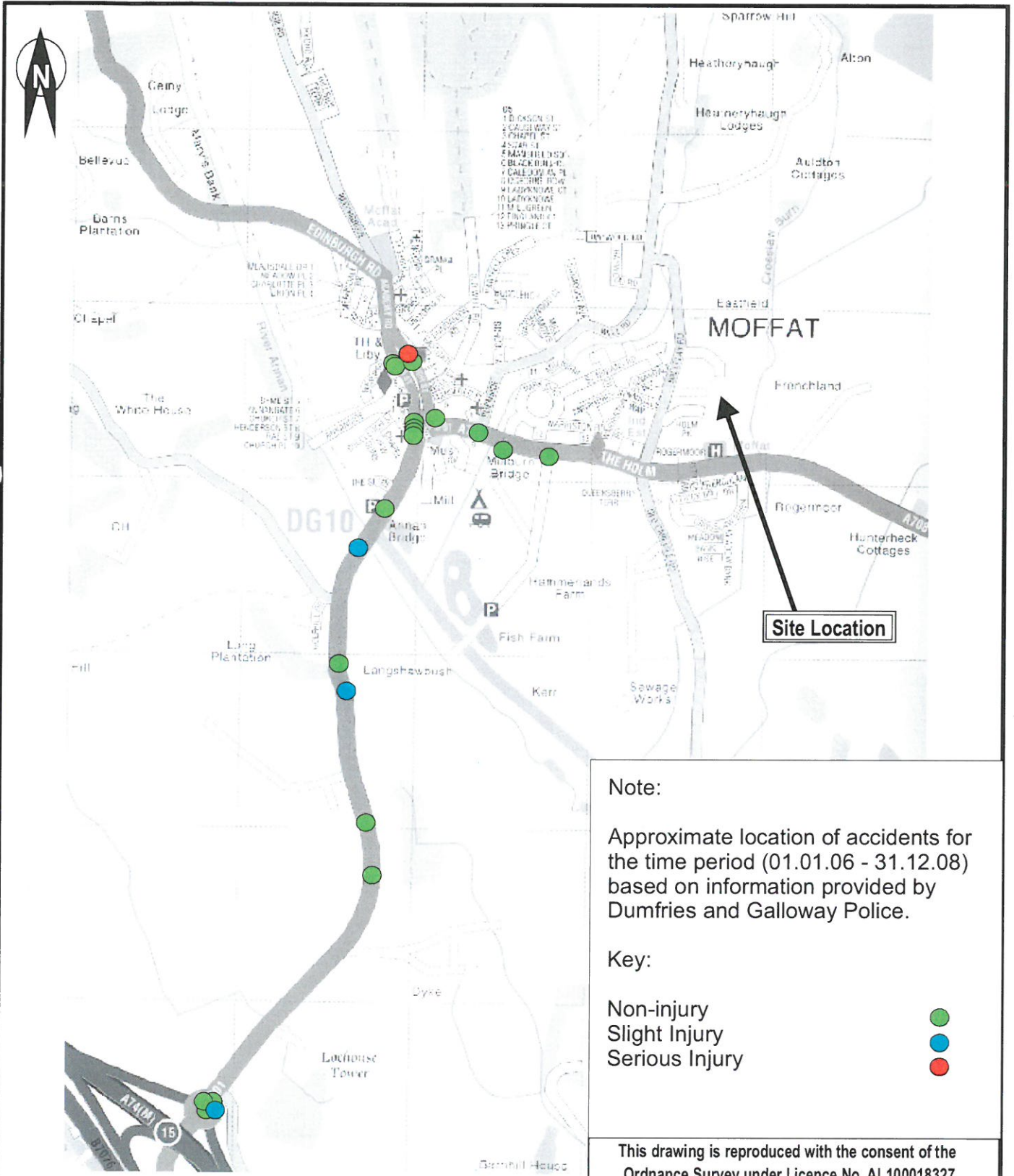
Rogermoor Farm Limited
 The Holm (A708), Moffat

Layout of The Hom / Burnside Junction

Drawn	ZU	Checked	BL	Approved	BL
Date	12.03.09	Date	12.03.09	Date	12.03.09
Scale	1:500	@A3	Status	For Information	Rev
Eng No	9V0270 - SK007				
	A				



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Note:

Approximate location of accidents for the time period (01.01.06 - 31.12.08) based on information provided by Dumfries and Galloway Police.

Key:

- Non-injury ●
- Slight Injury ●
- Serious Injury ●

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Plan 13: Accident Locations

Job No: 9V0270 - Moffat



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Figures

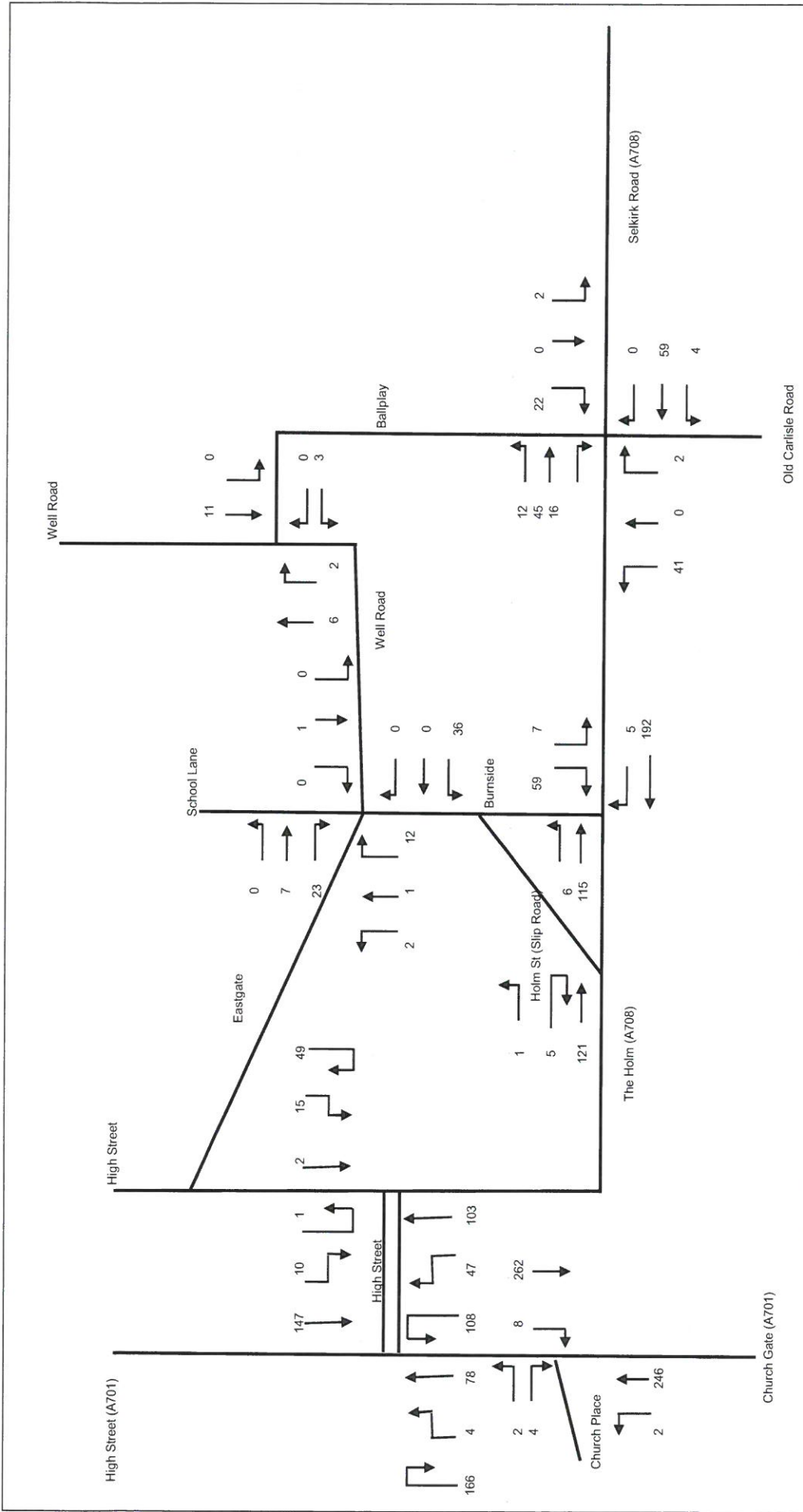


Figure 1 - 2009 AM Peak Hour Traffic Survey

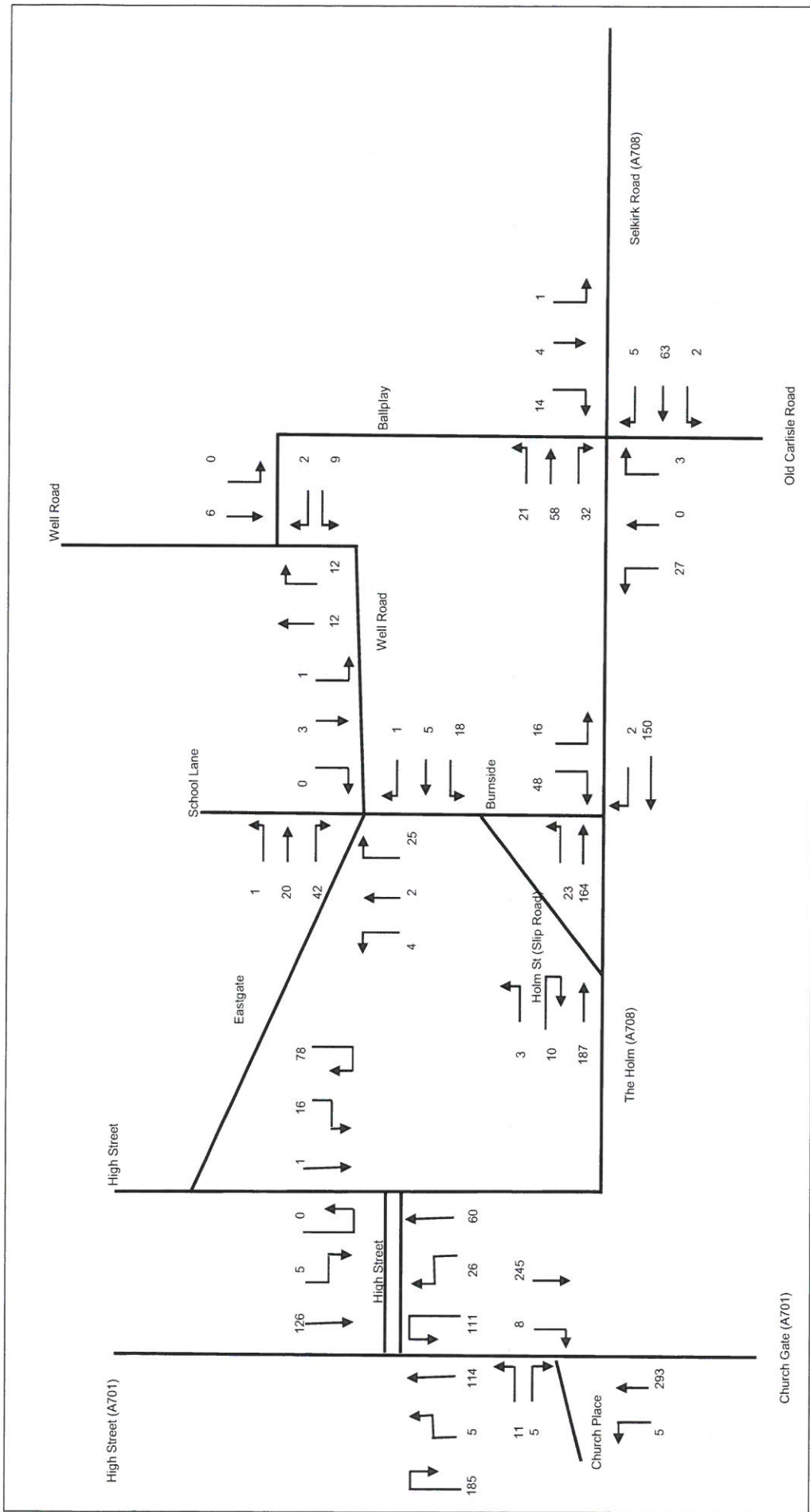


Figure 2 - 2009 PM Peak Hour Traffic Survey

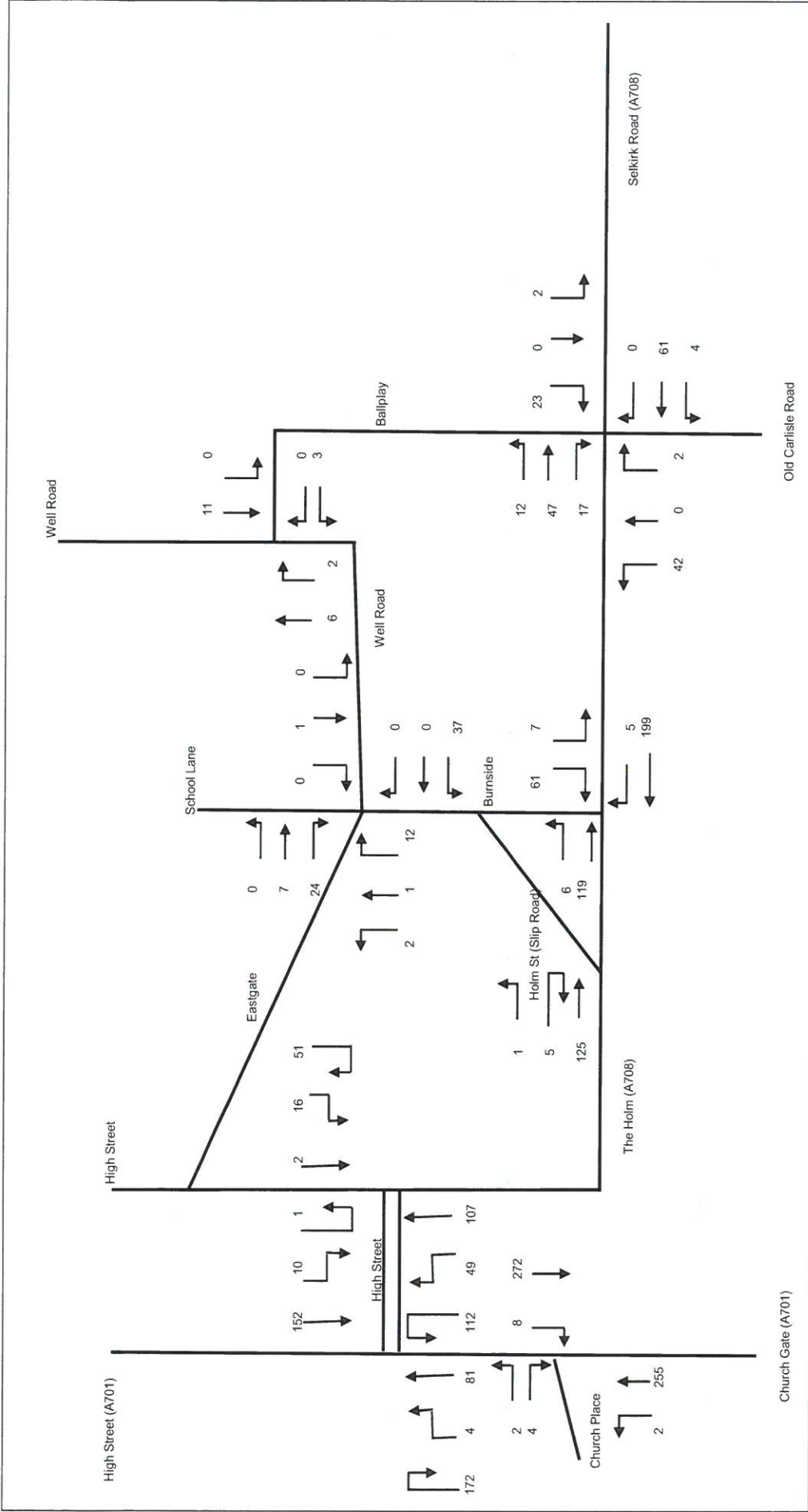


Figure 3 - 2012 AM Peak Hour Base Traffic Flows

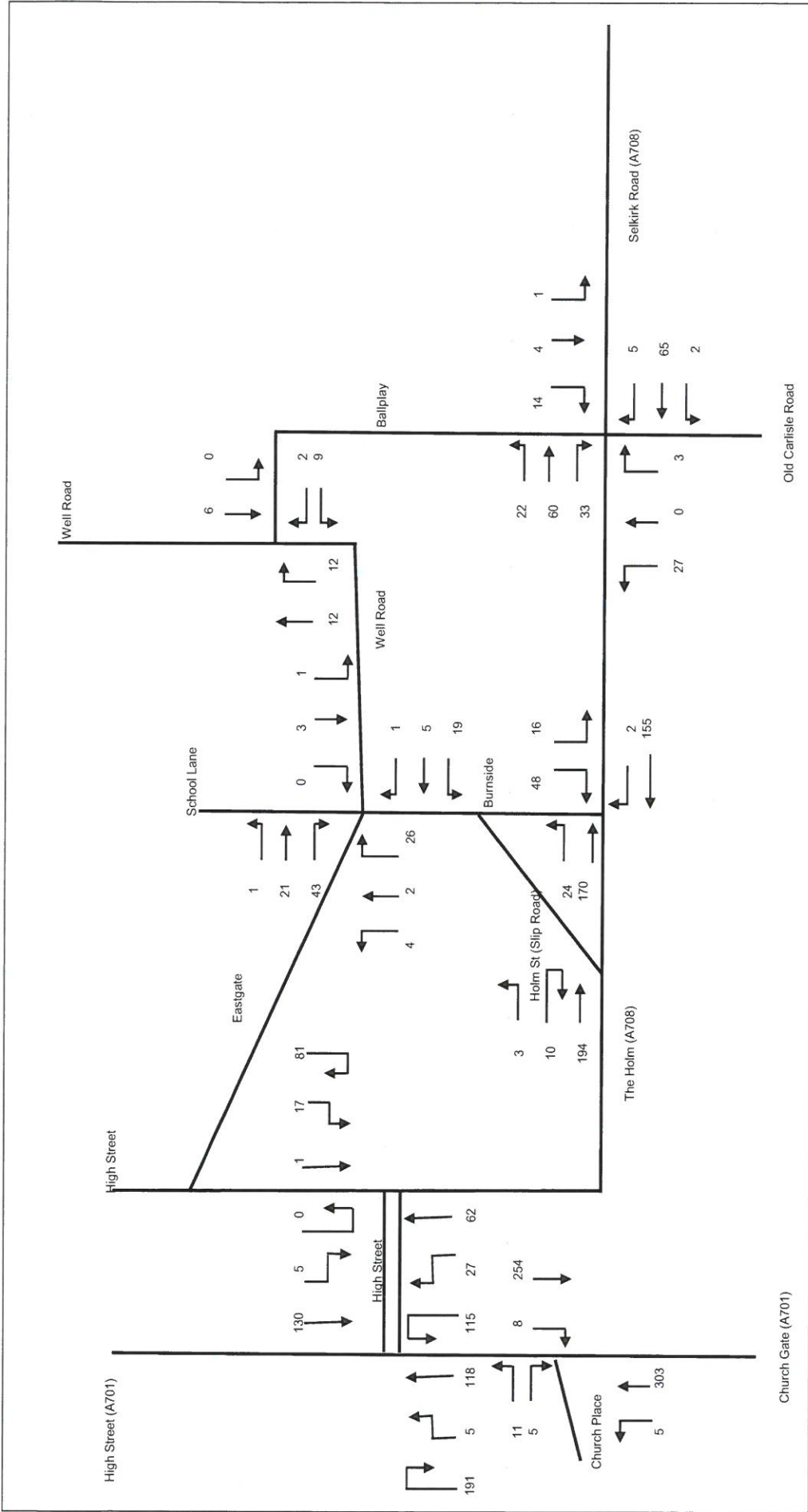


Figure 4 - 2012 PM Peak Hour Base Traffic Flows



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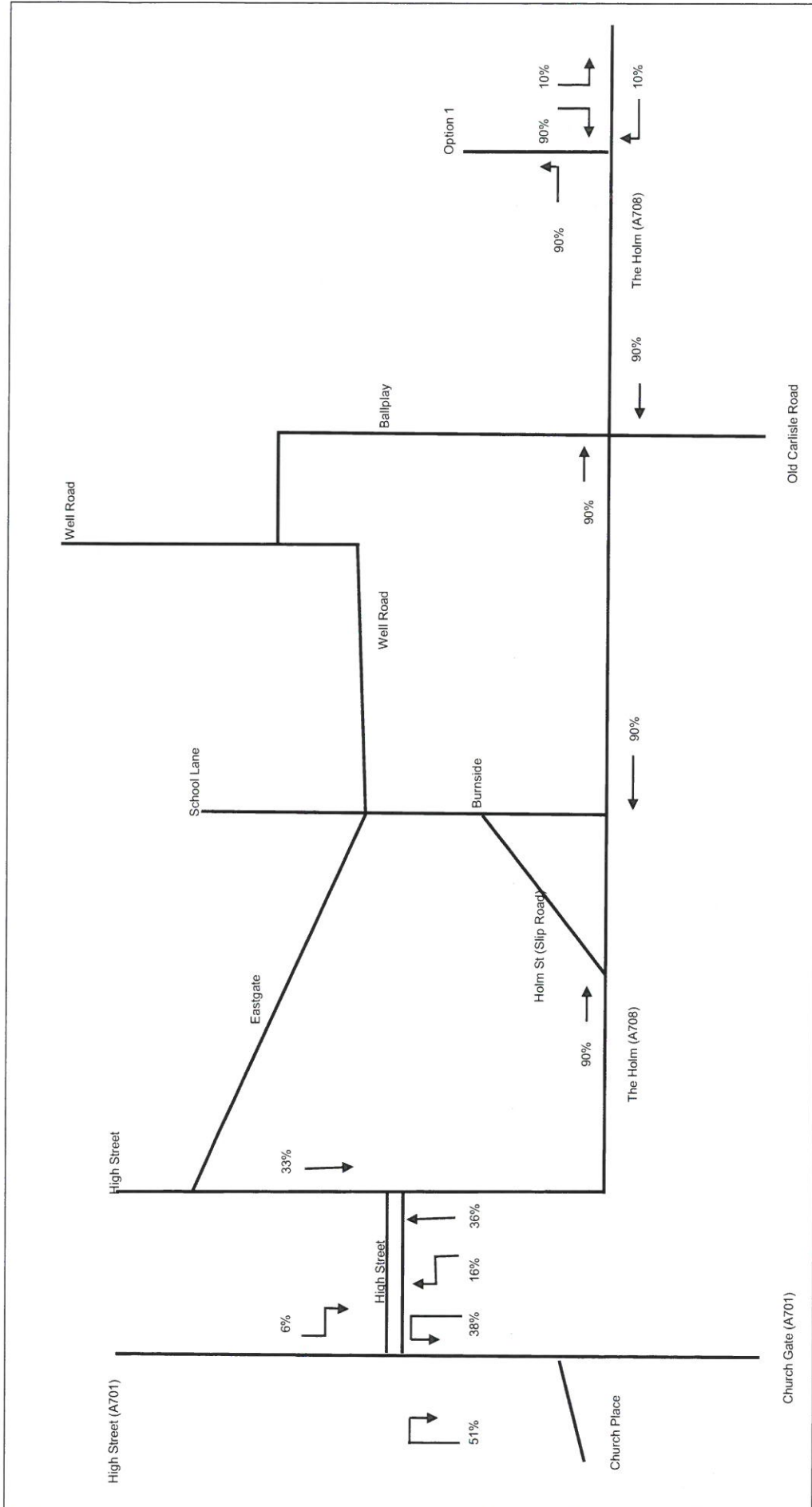


Figure 5 - Trip Distribution (Option 1) - AM Peak Hour

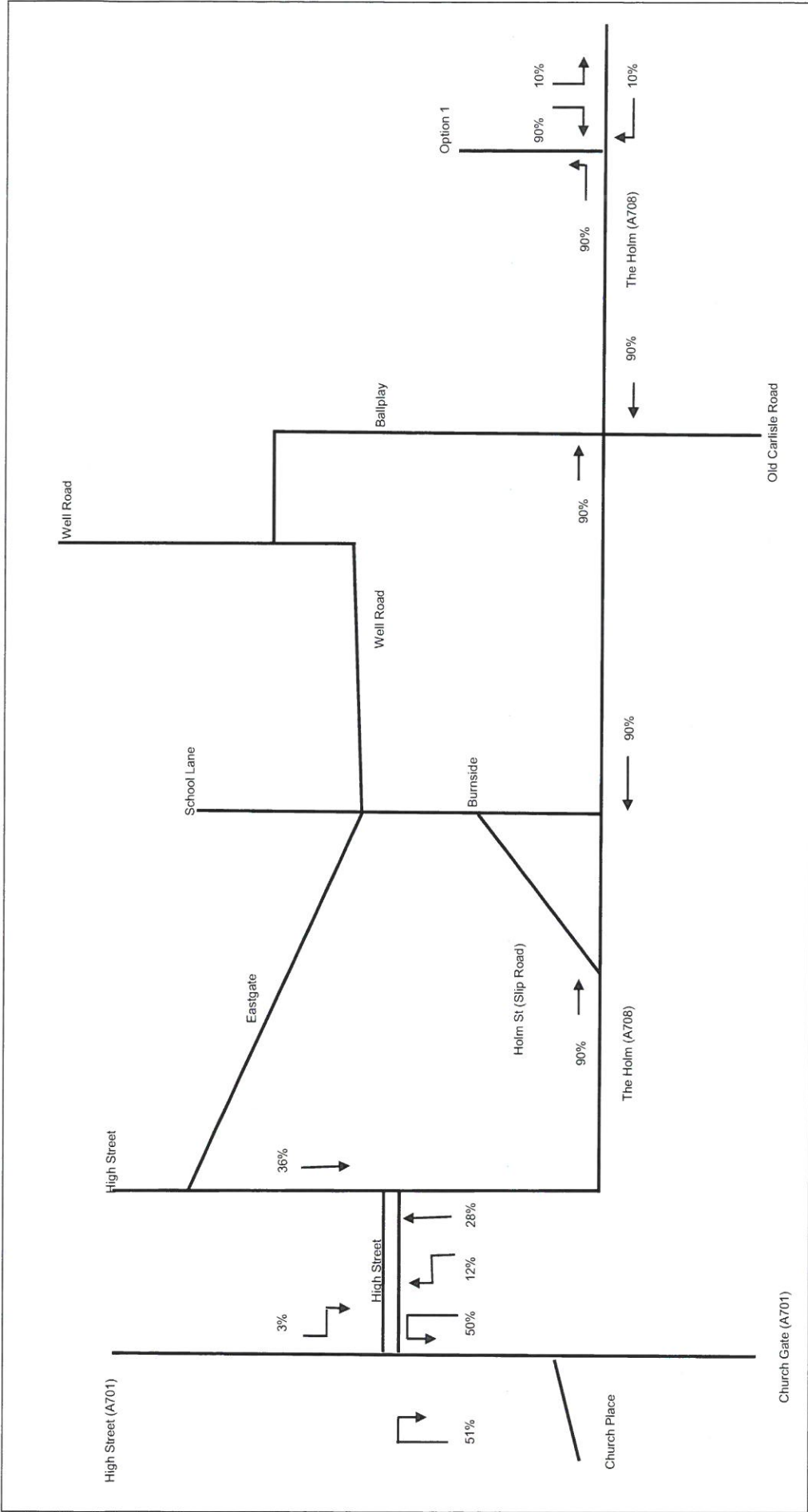


Figure 6 - Trip Distribution (Option 1) - PM Peak Hour



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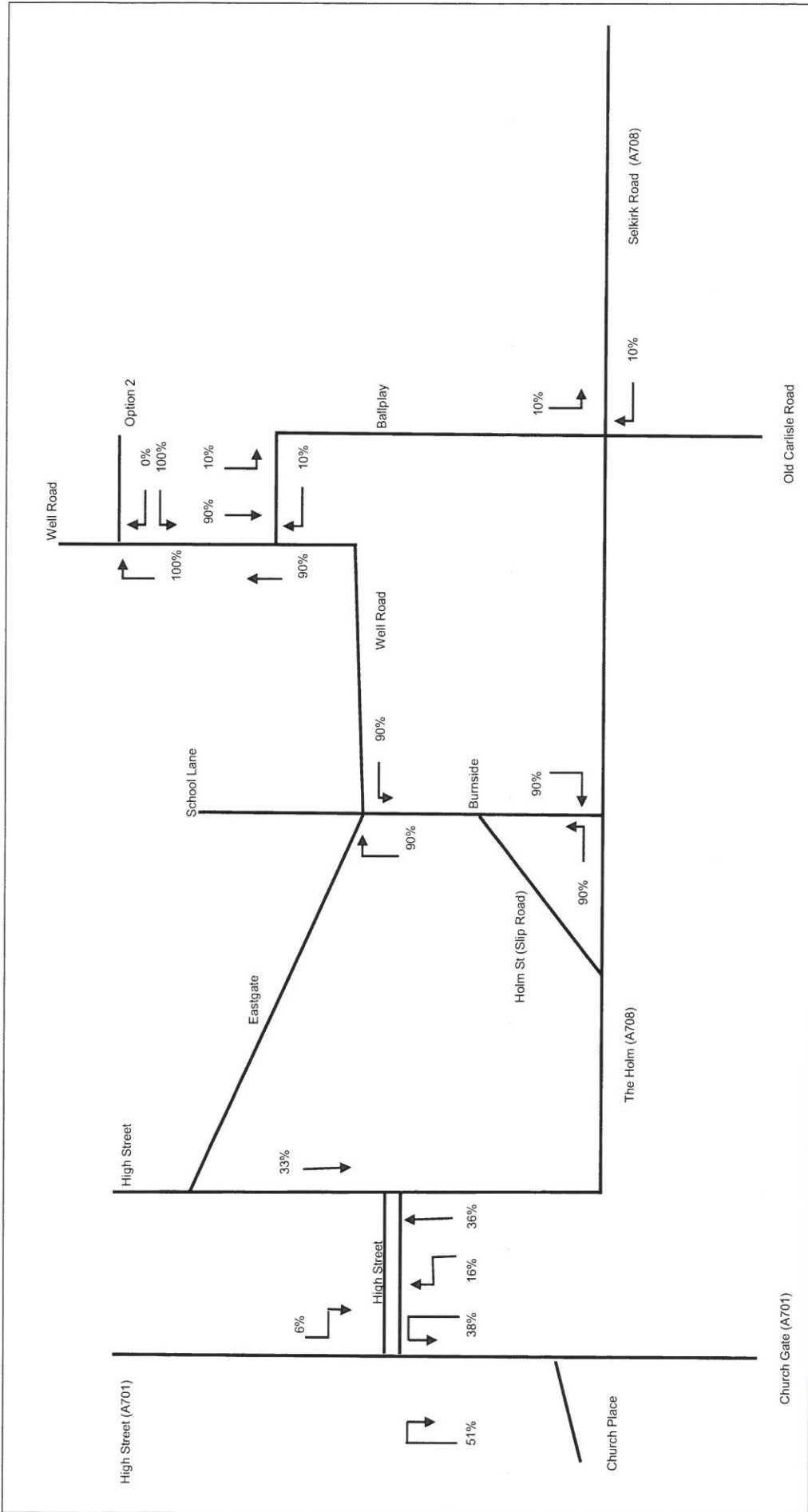


Figure 7 - Trip Distribution (Option 2) - AM Peak Hour

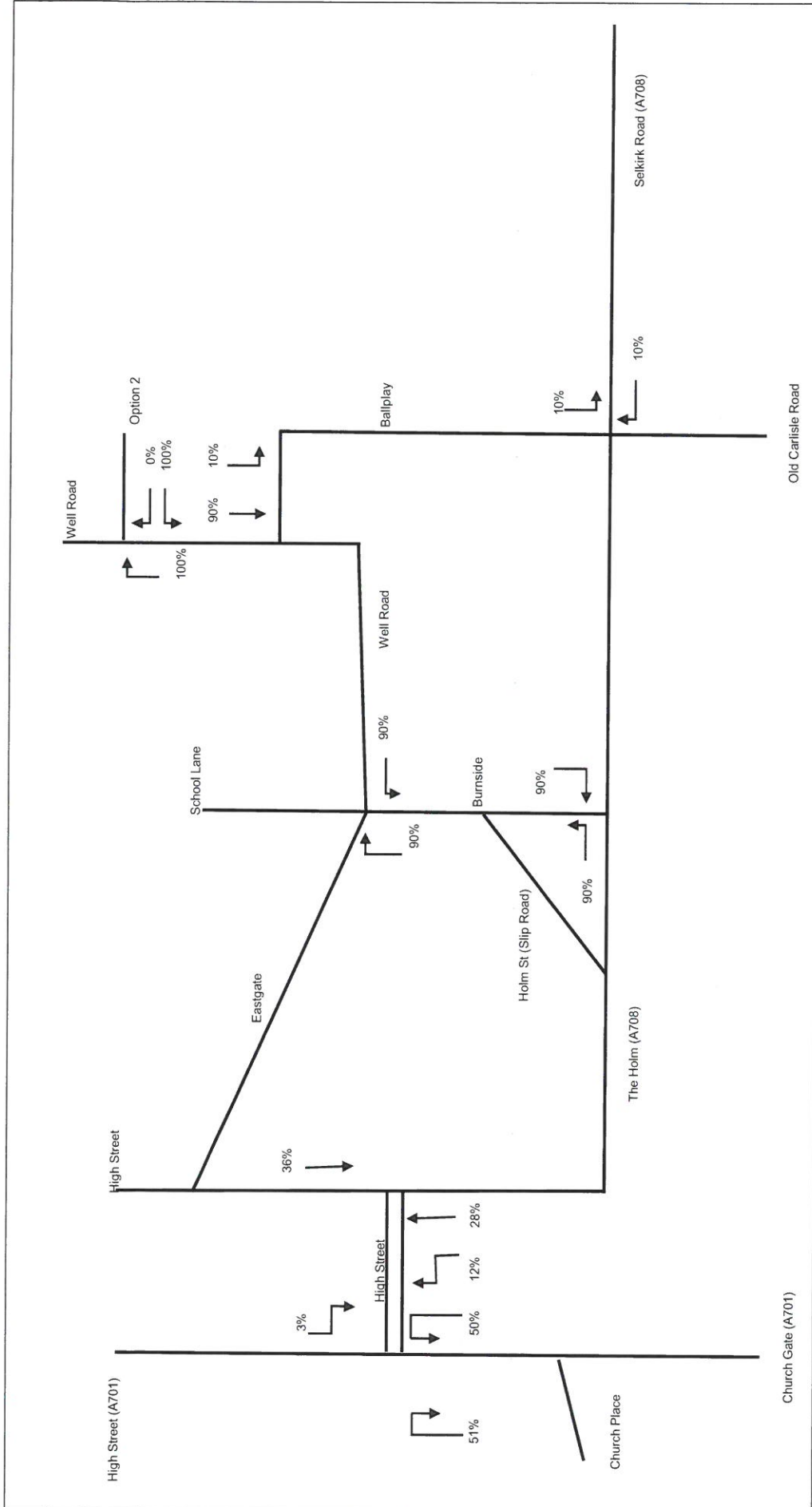


Figure 8 - Trip Distribution (Option 2) - PM Peak Hour



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Note:

	AM Peak Hour	PM Peak Hour	Arrivals	Departures
			45	137
			121	74

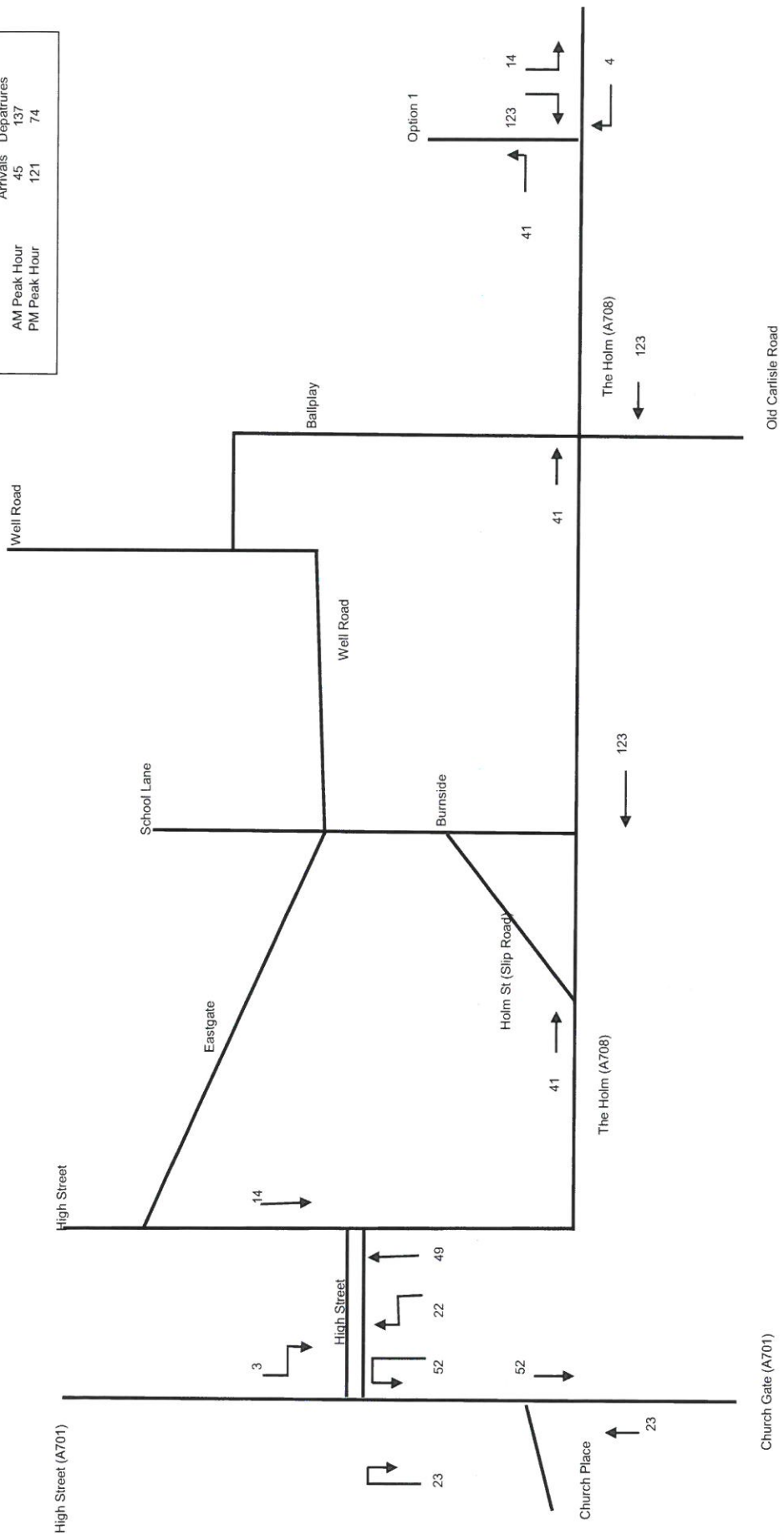


Figure 9 - Trip Generation (Option 1) - AM Peak Hour

Note:

	Arrivals	Departures
AM Peak Hour	45	137
PM Peak Hour	121	74

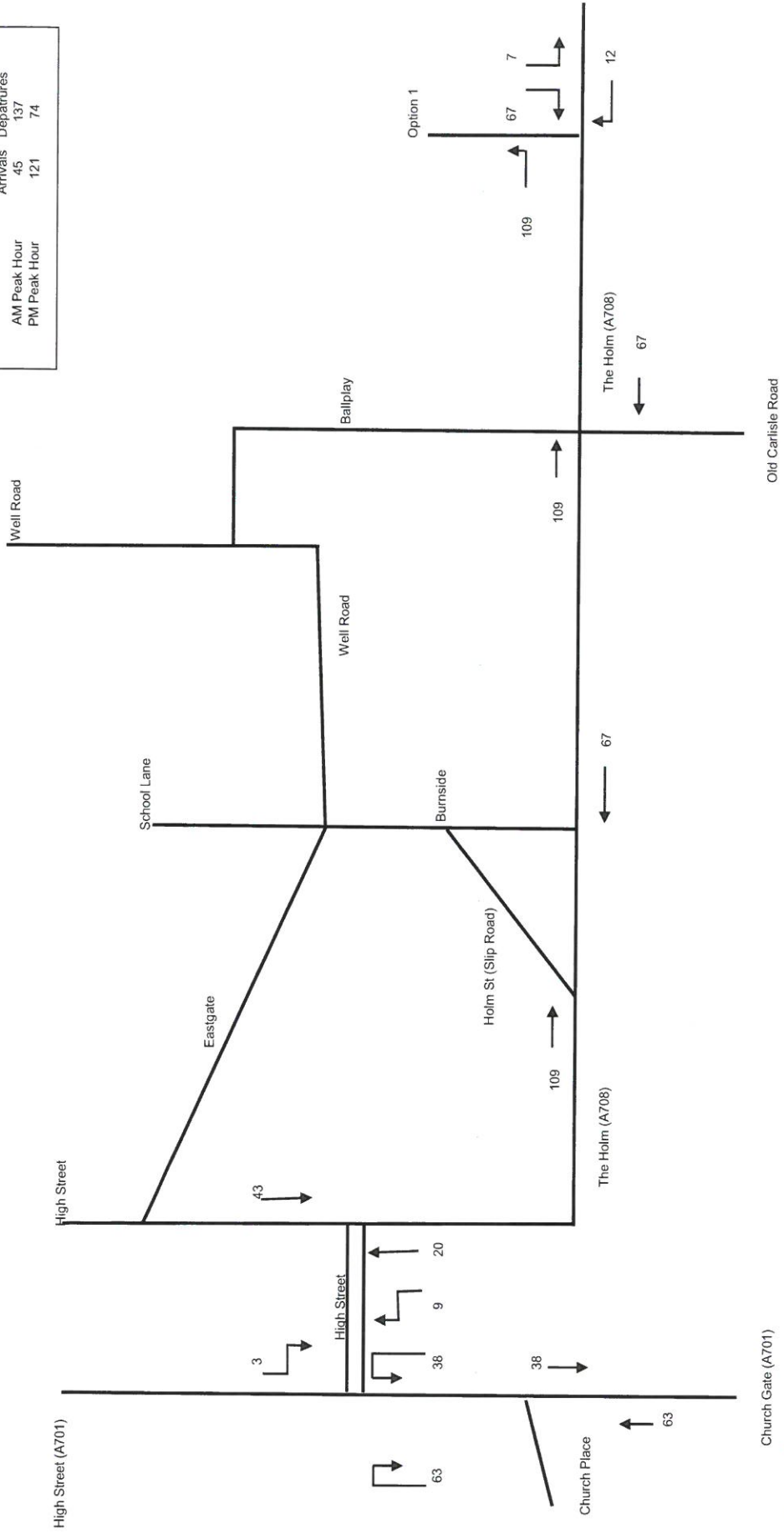


Figure 10 - Trip Generation (Option 1) - PM Peak Hour



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Note:

	AM Peak Hour	PM Peak Hour	Arrivals	Departures
			45	137
			121	74

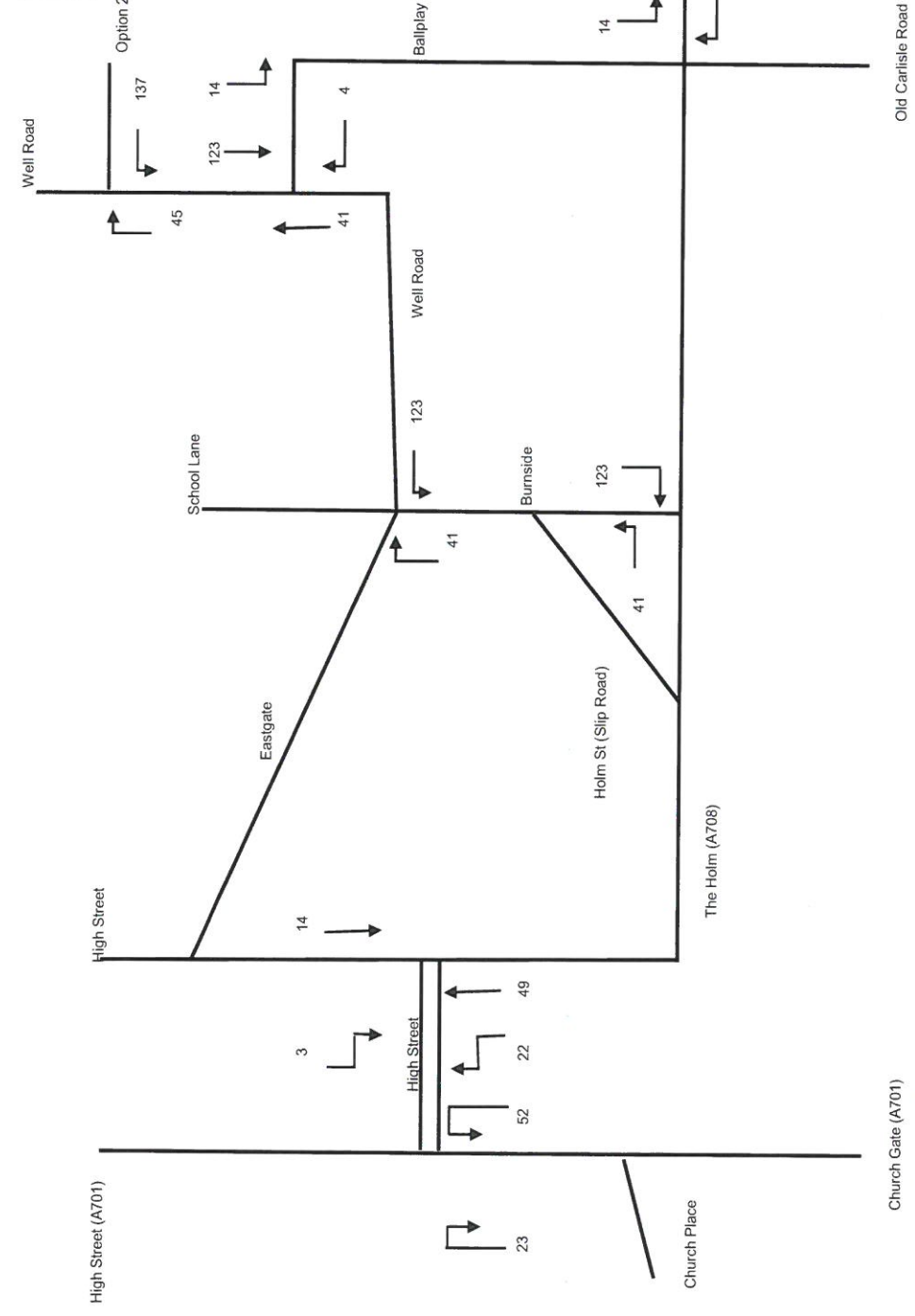


Figure 11 - Trip Generation (Option 2) - AM Peak Hour



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Note:

	Arrivals	Departures
AM Peak Hour	45	137
PM Peak Hour	121	74

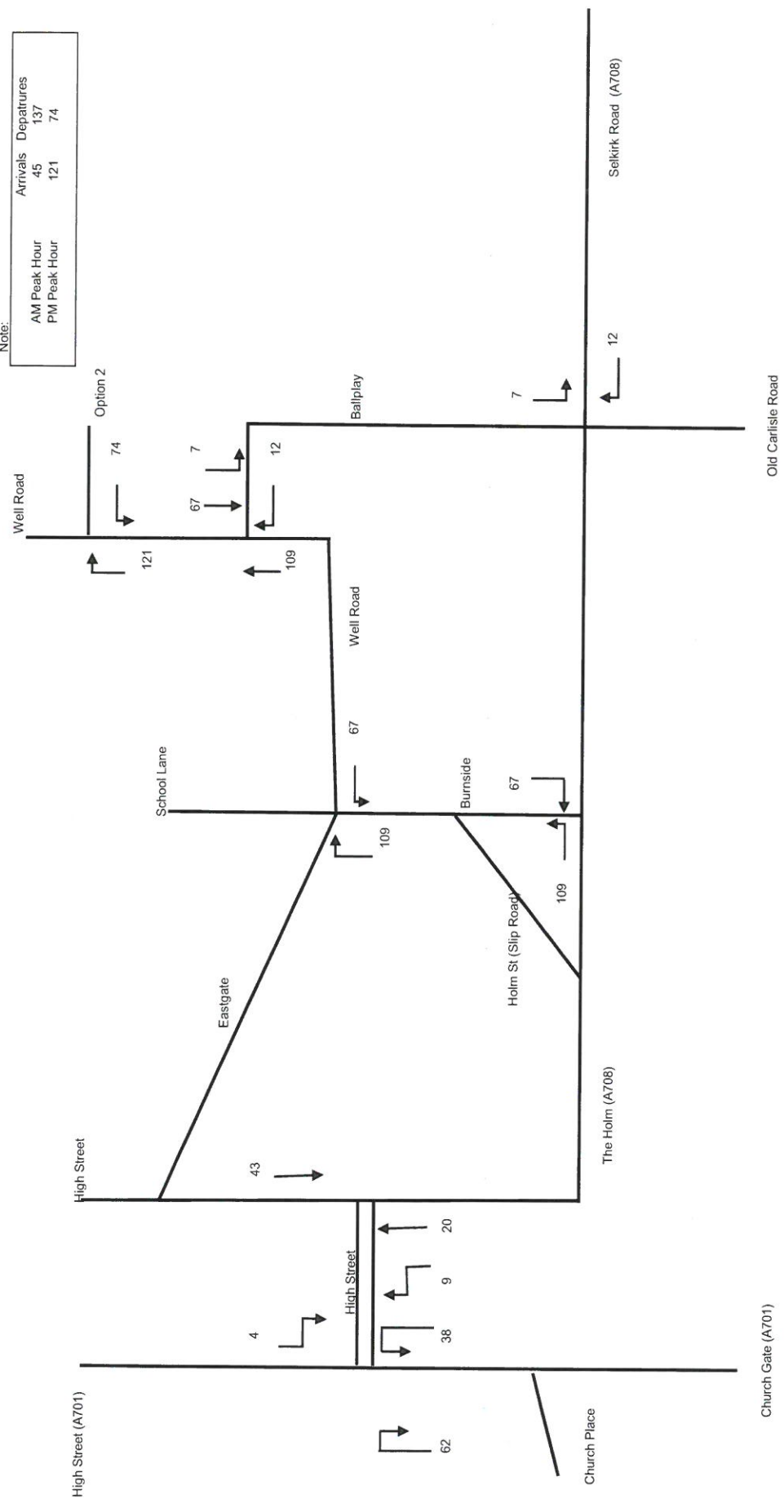


Figure 12 - Trip Generation (Option 2) - PM Peak Hour



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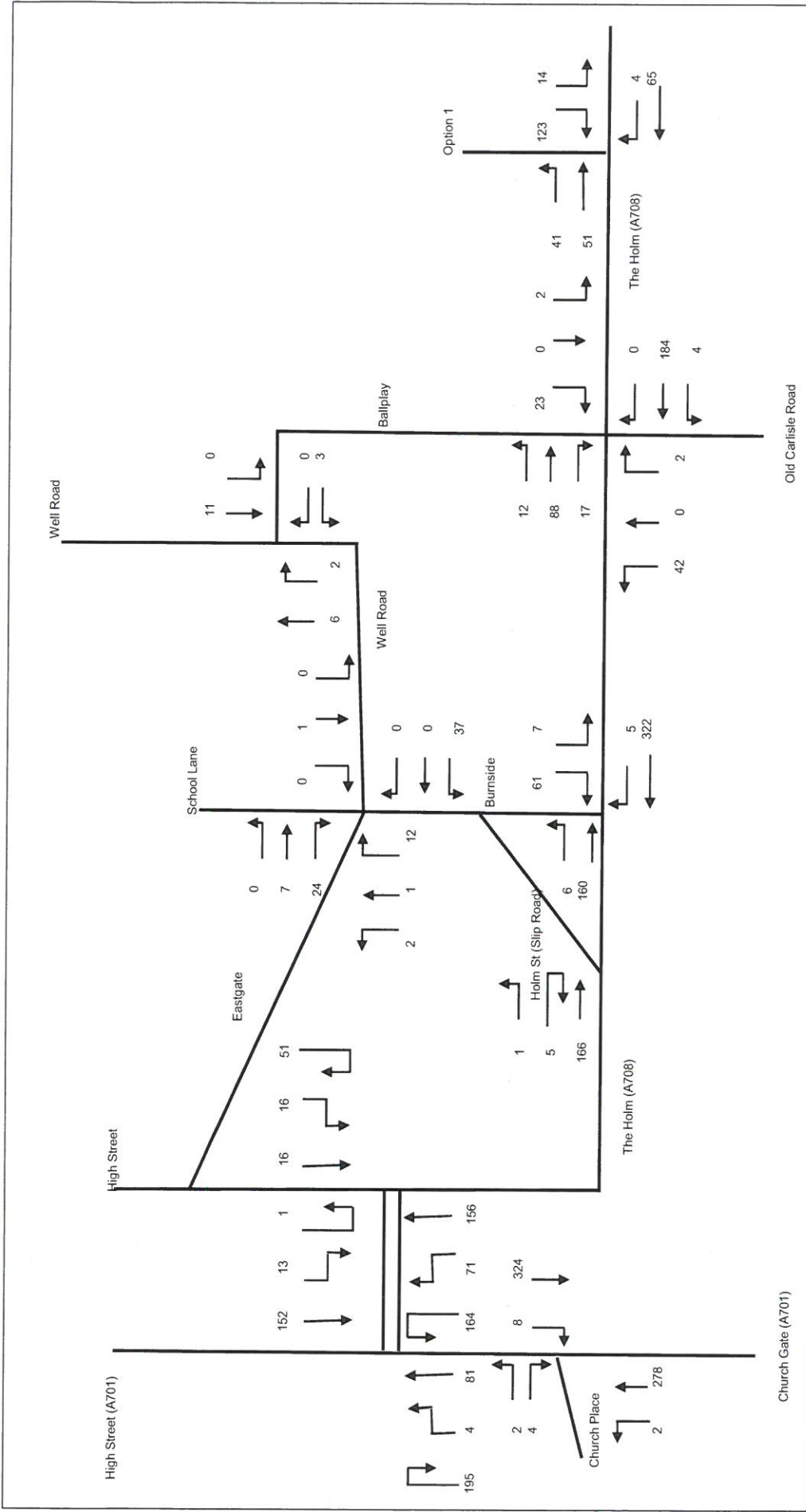


Figure 13 - 2012 AM Peak Hour Assessment Traffic Flows (Option 1)



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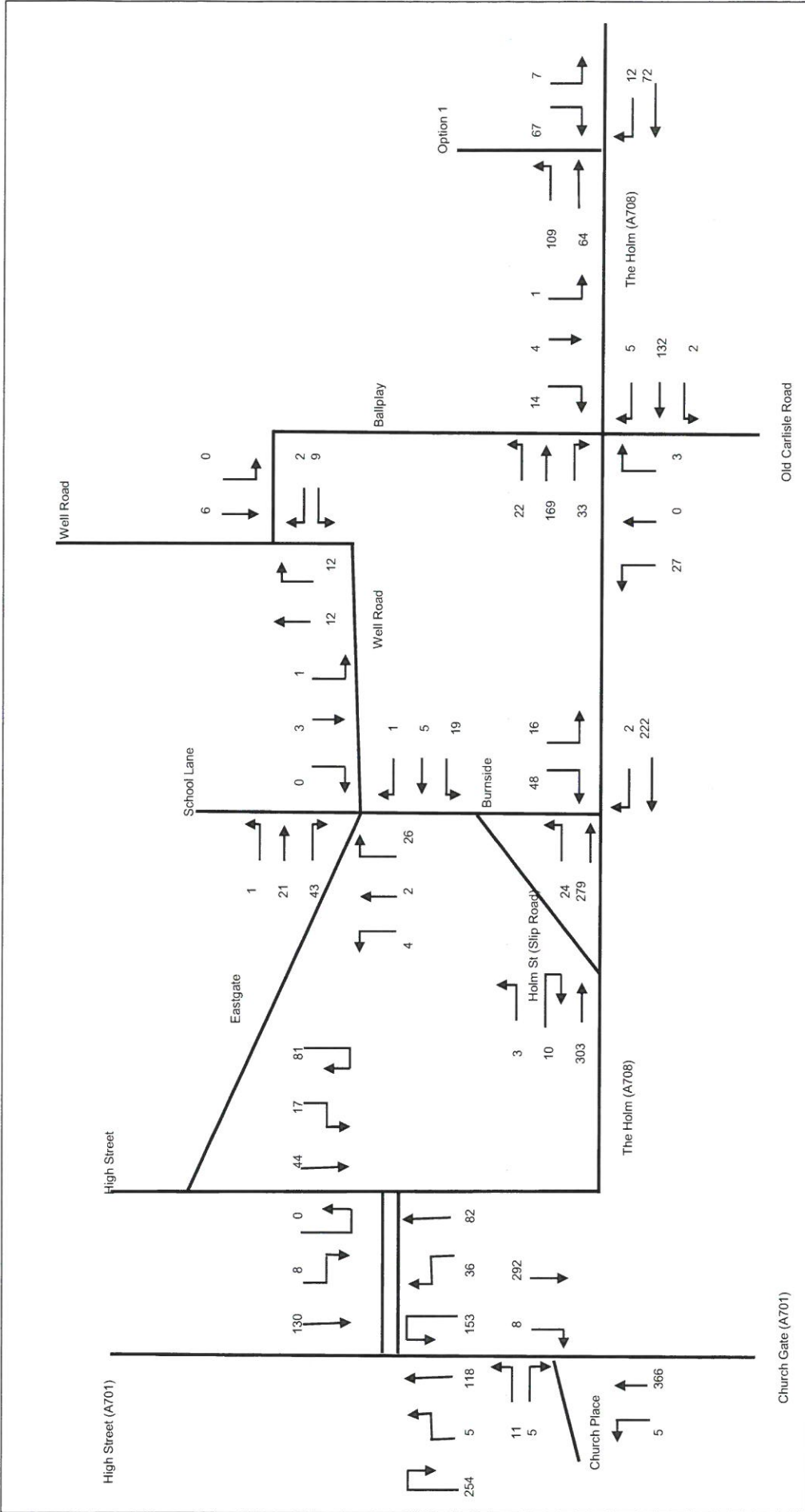


Figure 14 - 2012 PM Peak Hour Assessment Traffic Flows (Option 1)



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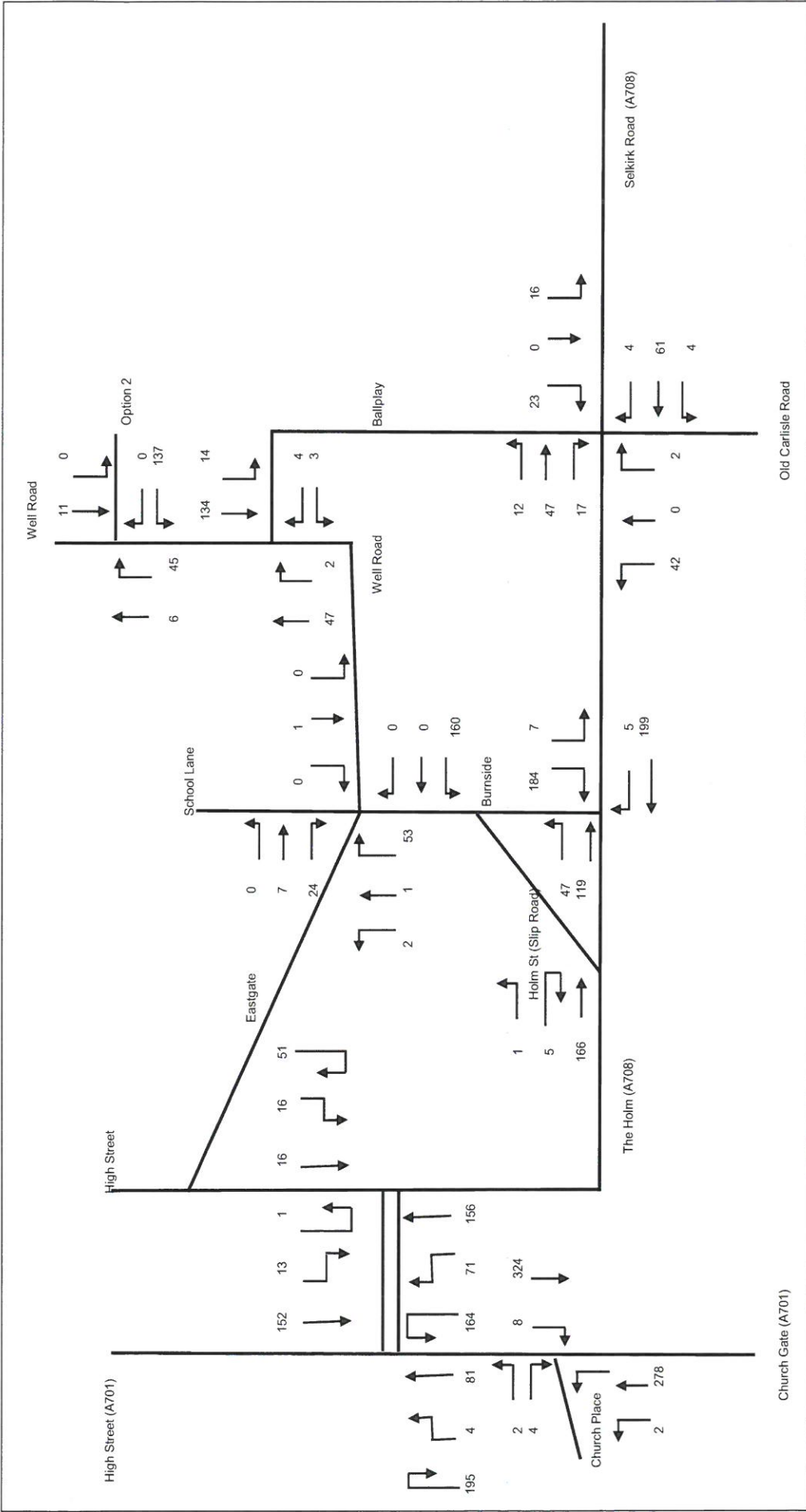


Figure 15 - 2012 AM Peak Hour Assessment Traffic Flows (Option 2)



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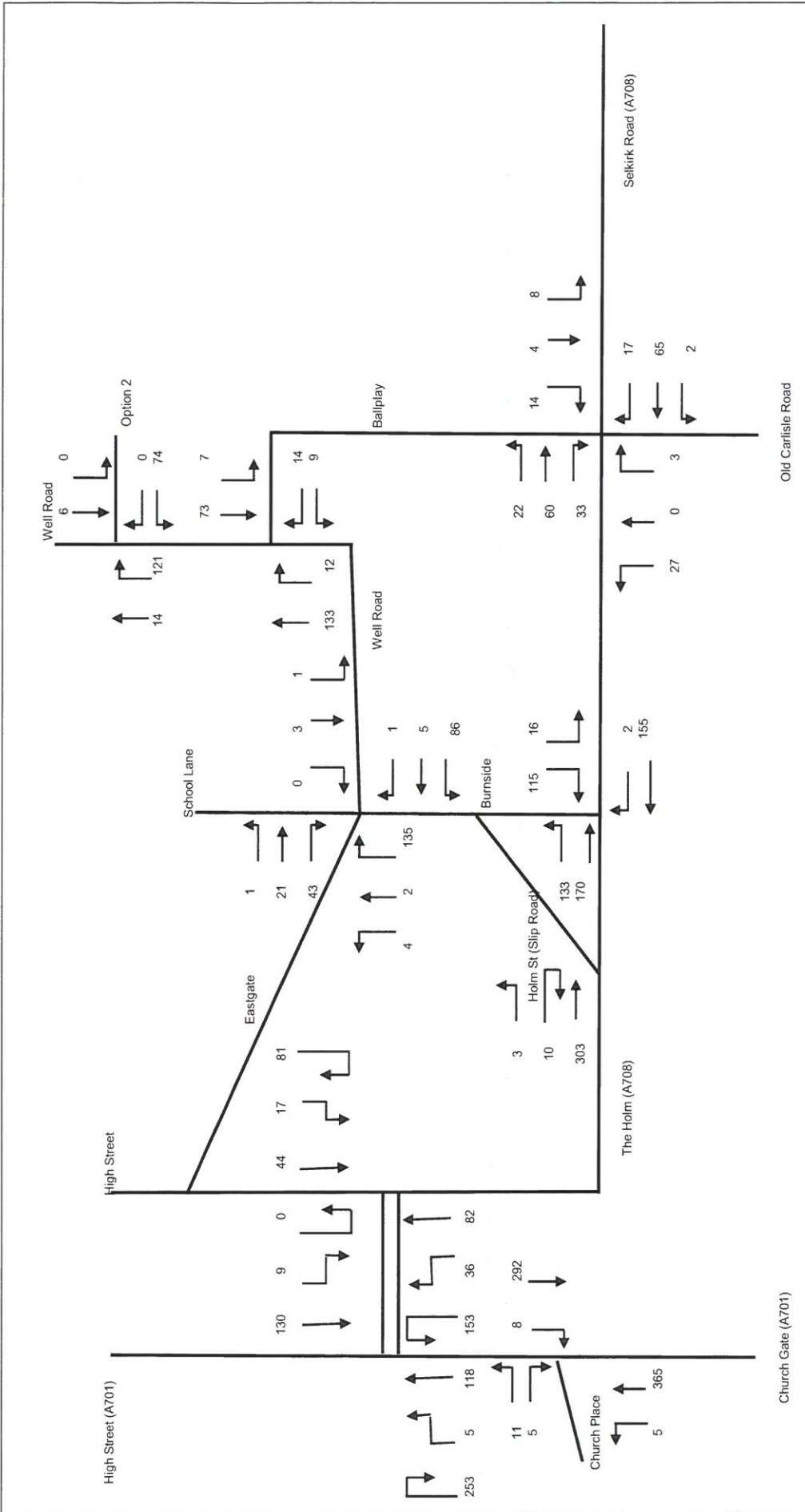


Figure 16 - 2012 PM Peak Hour Assessment Traffic Flows (Option 2)



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 Accident Investigation



Appendix B – 2018 TRICS Outputs

Calculation Reference: AUDIT-705118-181115-1136

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)
 VEHICLES

Selected regions and areas:

10	WALES	
	SW SWANSEA	1 days
11	SCOTLAND	
	SR STIRLING	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 residents
 Actual Range: 60 to 78 (units:)
 Range Selected by User: 32 to 150 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/03/16

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:

Wednesday 2 days

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

Selected survey types:

Manual count 2 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

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	1
No Sub Category	1

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:

C2 2 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	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	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 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	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	SR-05-F-01 PERTH ROAD DUNBLANE	NURSING HOME		STIRLING
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of residents:		60	
	<i>Survey date: WEDNESDAY</i>		<i>18/06/14</i>	<i>Survey Type: MANUAL</i>
2	SW-05-F-01 ST HELENS ROAD SWANSEA	NURSING HOME		SWANSEA
	Edge of Town Centre No Sub Category			
	Total Number of residents:		78	
	<i>Survey date: WEDNESDAY</i>		<i>11/12/13</i>	<i>Survey Type: MANUAL</i>

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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	69	0.138	2	69	0.051	2	69	0.189
08:00 - 09:00	2	69	0.036	2	69	0.029	2	69	0.065
09:00 - 10:00	2	69	0.123	2	69	0.051	2	69	0.174
10:00 - 11:00	2	69	0.065	2	69	0.036	2	69	0.101
11:00 - 12:00	2	69	0.058	2	69	0.029	2	69	0.087
12:00 - 13:00	2	69	0.072	2	69	0.036	2	69	0.108
13:00 - 14:00	2	69	0.138	2	69	0.123	2	69	0.261
14:00 - 15:00	2	69	0.138	2	69	0.174	2	69	0.312
15:00 - 16:00	2	69	0.072	2	69	0.080	2	69	0.152
16:00 - 17:00	2	69	0.029	2	69	0.145	2	69	0.174
17:00 - 18:00	2	69	0.051	2	69	0.109	2	69	0.160
18:00 - 19:00	2	69	0.036	2	69	0.036	2	69	0.072
19:00 - 20:00	2	69	0.043	2	69	0.036	2	69	0.079
20:00 - 21:00	2	69	0.022	2	69	0.036	2	69	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.021			0.971			1.992

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.

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Parameter summary

Trip rate parameter range selected:	60 - 78 (units:)
Survey date date range:	01/01/10 - 19/03/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TAXI S

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	69	0.000	2	69	0.000	2	69	0.000
08:00 - 09:00	2	69	0.000	2	69	0.000	2	69	0.000
09:00 - 10:00	2	69	0.007	2	69	0.007	2	69	0.014
10:00 - 11:00	2	69	0.000	2	69	0.000	2	69	0.000
11:00 - 12:00	2	69	0.000	2	69	0.000	2	69	0.000
12:00 - 13:00	2	69	0.000	2	69	0.000	2	69	0.000
13:00 - 14:00	2	69	0.000	2	69	0.000	2	69	0.000
14:00 - 15:00	2	69	0.007	2	69	0.007	2	69	0.014
15:00 - 16:00	2	69	0.000	2	69	0.000	2	69	0.000
16:00 - 17:00	2	69	0.000	2	69	0.000	2	69	0.000
17:00 - 18:00	2	69	0.007	2	69	0.007	2	69	0.014
18:00 - 19:00	2	69	0.000	2	69	0.000	2	69	0.000
19:00 - 20:00	2	69	0.000	2	69	0.000	2	69	0.000
20:00 - 21:00	2	69	0.000	2	69	0.000	2	69	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.*

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	69	0.007	2	69	0.007	2	69	0.014
08:00 - 09:00	2	69	0.000	2	69	0.000	2	69	0.000
09:00 - 10:00	2	69	0.000	2	69	0.000	2	69	0.000
10:00 - 11:00	2	69	0.000	2	69	0.000	2	69	0.000
11:00 - 12:00	2	69	0.000	2	69	0.000	2	69	0.000
12:00 - 13:00	2	69	0.007	2	69	0.007	2	69	0.014
13:00 - 14:00	2	69	0.000	2	69	0.000	2	69	0.000
14:00 - 15:00	2	69	0.000	2	69	0.000	2	69	0.000
15:00 - 16:00	2	69	0.000	2	69	0.000	2	69	0.000
16:00 - 17:00	2	69	0.000	2	69	0.000	2	69	0.000
17:00 - 18:00	2	69	0.000	2	69	0.000	2	69	0.000
18:00 - 19:00	2	69	0.000	2	69	0.000	2	69	0.000
19:00 - 20:00	2	69	0.000	2	69	0.000	2	69	0.000
20:00 - 21:00	2	69	0.000	2	69	0.000	2	69	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	69	0.014	2	69	0.007	2	69	0.021
08:00 - 09:00	2	69	0.007	2	69	0.000	2	69	0.007
09:00 - 10:00	2	69	0.000	2	69	0.000	2	69	0.000
10:00 - 11:00	2	69	0.000	2	69	0.000	2	69	0.000
11:00 - 12:00	2	69	0.000	2	69	0.000	2	69	0.000
12:00 - 13:00	2	69	0.000	2	69	0.000	2	69	0.000
13:00 - 14:00	2	69	0.007	2	69	0.007	2	69	0.014
14:00 - 15:00	2	69	0.000	2	69	0.000	2	69	0.000
15:00 - 16:00	2	69	0.000	2	69	0.000	2	69	0.000
16:00 - 17:00	2	69	0.000	2	69	0.022	2	69	0.022
17:00 - 18:00	2	69	0.000	2	69	0.000	2	69	0.000
18:00 - 19:00	2	69	0.000	2	69	0.000	2	69	0.000
19:00 - 20:00	2	69	0.000	2	69	0.000	2	69	0.000
20:00 - 21:00	2	69	0.000	2	69	0.000	2	69	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.036			0.064

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

CARS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	69	0.080	2	69	0.014	2	69	0.094
08:00 - 09:00	2	69	0.022	2	69	0.022	2	69	0.044
09:00 - 10:00	2	69	0.058	2	69	0.022	2	69	0.080
10:00 - 11:00	2	69	0.051	2	69	0.014	2	69	0.065
11:00 - 12:00	2	69	0.014	2	69	0.007	2	69	0.021
12:00 - 13:00	2	69	0.029	2	69	0.007	2	69	0.036
13:00 - 14:00	2	69	0.072	2	69	0.072	2	69	0.144
14:00 - 15:00	2	69	0.101	2	69	0.130	2	69	0.231
15:00 - 16:00	2	69	0.051	2	69	0.072	2	69	0.123
16:00 - 17:00	2	69	0.029	2	69	0.080	2	69	0.109
17:00 - 18:00	2	69	0.022	2	69	0.022	2	69	0.044
18:00 - 19:00	2	69	0.022	2	69	0.022	2	69	0.044
19:00 - 20:00	2	69	0.000	2	69	0.000	2	69	0.000
20:00 - 21:00	2	69	0.000	2	69	0.007	2	69	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.551			0.491			1.042

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

LGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	69	0.007	2	69	0.000	2	69	0.007
08:00 - 09:00	2	69	0.000	2	69	0.000	2	69	0.000
09:00 - 10:00	2	69	0.036	2	69	0.014	2	69	0.050
10:00 - 11:00	2	69	0.000	2	69	0.007	2	69	0.007
11:00 - 12:00	2	69	0.036	2	69	0.022	2	69	0.058
12:00 - 13:00	2	69	0.022	2	69	0.007	2	69	0.029
13:00 - 14:00	2	69	0.014	2	69	0.022	2	69	0.036
14:00 - 15:00	2	69	0.007	2	69	0.014	2	69	0.021
15:00 - 16:00	2	69	0.007	2	69	0.000	2	69	0.007
16:00 - 17:00	2	69	0.000	2	69	0.022	2	69	0.022
17:00 - 18:00	2	69	0.007	2	69	0.036	2	69	0.043
18:00 - 19:00	2	69	0.007	2	69	0.007	2	69	0.014
19:00 - 20:00	2	69	0.007	2	69	0.007	2	69	0.014
20:00 - 21:00	2	69	0.000	2	69	0.000	2	69	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.150			0.158			0.308

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.

Calculation Reference: AUDIT-705118-181115-1155

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

11	SCOTLAND	
	AG	ANGUS 1 days
	FA	FALKIRK 2 days
	HI	HIGHLAND 1 days
	PK	PERTH & KINROSS 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 161 (units:)
 Range Selected by User: 5 to 318 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/03/16

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:

Tuesday	1 days
Wednesday	3 days
Thursday	1 days

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

Selected survey types:

Manual count	5 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
------------------------------------	---

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	5
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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	5 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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	2 days
1.1 to 1.5	3 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	5 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	5 days
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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 <i>Survey date: TUESDAY 22/05/12</i>		
2	FA-03-A-01 MANDELA AVENUE FALKIRK	SEMI-DETACHED/TERRACED	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: THURSDAY 30/05/13</i>		
3	FA-03-A-02 ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK	MIXED HOUSES	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 161 <i>Survey date: WEDNESDAY 29/05/13</i>		
4	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI-DETACHED & TERRACED	HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 40 <i>Survey date: WEDNESDAY 23/03/16</i>		
5	PK-03-A-01 TULLYLUMB TERRACE PERTH GORNHILL	DETAC. & BUNGALOWS	PERTH & KINROSS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 <i>Survey date: WEDNESDAY 11/05/11</i>		

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
VEHICLES

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	5	56	0.060	5	56	0.253	5	56	0.313
08:00 - 09:00	5	56	0.196	5	56	0.377	5	56	0.573
09:00 - 10:00	5	56	0.157	5	56	0.199	5	56	0.356
10:00 - 11:00	5	56	0.107	5	56	0.146	5	56	0.253
11:00 - 12:00	5	56	0.110	5	56	0.153	5	56	0.263
12:00 - 13:00	5	56	0.196	5	56	0.149	5	56	0.345
13:00 - 14:00	5	56	0.210	5	56	0.253	5	56	0.463
14:00 - 15:00	5	56	0.167	5	56	0.228	5	56	0.395
15:00 - 16:00	5	56	0.203	5	56	0.128	5	56	0.331
16:00 - 17:00	5	56	0.338	5	56	0.203	5	56	0.541
17:00 - 18:00	5	56	0.370	5	56	0.267	5	56	0.637
18:00 - 19:00	5	56	0.249	5	56	0.174	5	56	0.423
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.363			2.530			4.893

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.

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Parameter summary

Trip rate parameter range selected:	7 - 161 (units:)
Survey date date range:	01/01/10 - 23/03/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

TAXI S

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	5	56	0.000	5	56	0.000	5	56	0.000
08:00 - 09:00	5	56	0.000	5	56	0.004	5	56	0.004
09:00 - 10:00	5	56	0.007	5	56	0.007	5	56	0.014
10:00 - 11:00	5	56	0.004	5	56	0.000	5	56	0.004
11:00 - 12:00	5	56	0.004	5	56	0.004	5	56	0.008
12:00 - 13:00	5	56	0.014	5	56	0.014	5	56	0.028
13:00 - 14:00	5	56	0.011	5	56	0.011	5	56	0.022
14:00 - 15:00	5	56	0.000	5	56	0.000	5	56	0.000
15:00 - 16:00	5	56	0.004	5	56	0.004	5	56	0.008
16:00 - 17:00	5	56	0.014	5	56	0.014	5	56	0.028
17:00 - 18:00	5	56	0.007	5	56	0.004	5	56	0.011
18:00 - 19:00	5	56	0.007	5	56	0.011	5	56	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.073			0.145

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.

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

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	5	56	0.000	5	56	0.000	5	56	0.000
08:00 - 09:00	5	56	0.007	5	56	0.004	5	56	0.011
09:00 - 10:00	5	56	0.000	5	56	0.004	5	56	0.004
10:00 - 11:00	5	56	0.000	5	56	0.000	5	56	0.000
11:00 - 12:00	5	56	0.000	5	56	0.000	5	56	0.000
12:00 - 13:00	5	56	0.000	5	56	0.000	5	56	0.000
13:00 - 14:00	5	56	0.000	5	56	0.000	5	56	0.000
14:00 - 15:00	5	56	0.000	5	56	0.000	5	56	0.000
15:00 - 16:00	5	56	0.000	5	56	0.000	5	56	0.000
16:00 - 17:00	5	56	0.000	5	56	0.000	5	56	0.000
17:00 - 18:00	5	56	0.000	5	56	0.000	5	56	0.000
18:00 - 19:00	5	56	0.004	5	56	0.004	5	56	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.012			0.023

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.*

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

PSVS

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	5	56	0.000	5	56	0.000	5	56	0.000
08:00 - 09:00	5	56	0.004	5	56	0.004	5	56	0.008
09:00 - 10:00	5	56	0.000	5	56	0.000	5	56	0.000
10:00 - 11:00	5	56	0.000	5	56	0.000	5	56	0.000
11:00 - 12:00	5	56	0.000	5	56	0.000	5	56	0.000
12:00 - 13:00	5	56	0.000	5	56	0.000	5	56	0.000
13:00 - 14:00	5	56	0.000	5	56	0.000	5	56	0.000
14:00 - 15:00	5	56	0.004	5	56	0.004	5	56	0.008
15:00 - 16:00	5	56	0.000	5	56	0.000	5	56	0.000
16:00 - 17:00	5	56	0.000	5	56	0.000	5	56	0.000
17:00 - 18:00	5	56	0.000	5	56	0.000	5	56	0.000
18:00 - 19:00	5	56	0.000	5	56	0.000	5	56	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

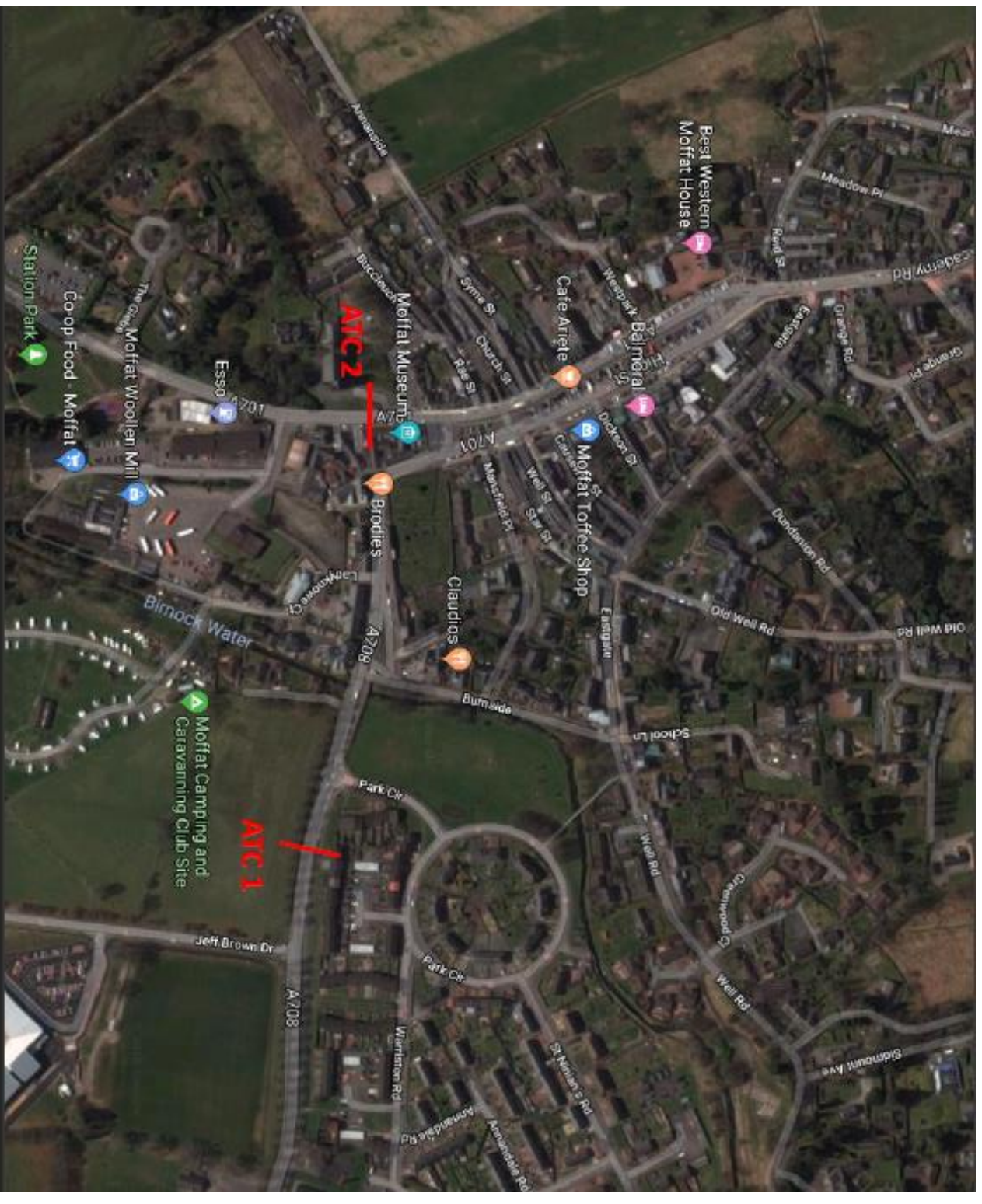
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	56	0.000	5	56	0.004	5	56	0.004
08:00 - 09:00	5	56	0.000	5	56	0.007	5	56	0.007
09:00 - 10:00	5	56	0.000	5	56	0.000	5	56	0.000
10:00 - 11:00	5	56	0.004	5	56	0.004	5	56	0.008
11:00 - 12:00	5	56	0.000	5	56	0.000	5	56	0.000
12:00 - 13:00	5	56	0.000	5	56	0.011	5	56	0.011
13:00 - 14:00	5	56	0.000	5	56	0.004	5	56	0.004
14:00 - 15:00	5	56	0.004	5	56	0.004	5	56	0.008
15:00 - 16:00	5	56	0.007	5	56	0.000	5	56	0.007
16:00 - 17:00	5	56	0.004	5	56	0.000	5	56	0.004
17:00 - 18:00	5	56	0.014	5	56	0.000	5	56	0.014
18:00 - 19:00	5	56	0.011	5	56	0.004	5	56	0.015
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:			0.044			0.038			0.082

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 C – 2018 Traffic Survey Results



Best Western
Moffat House

ATC2

Moffat Museum

Care Artete

Balmoral

Moffat Torffee Shop

Claudios

Brodies

ATC1

Moffat Camping and
Caravaning Club Site

Station Park

Co-op Food - Moffat

Moffat Woolen Mill

Esso

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Thursday 01/11/2018	Vehicle Classes													TOTAL	
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7	21	8	0	0	0	0	0	0	2	0	0	0	0	0	31
8	52	8	0	0	1	0	0	0	1	0	0	0	0	0	62
9	184	17	0	1	3	0	0	0	1	0	0	2	0	0	208
10	65	16	1	0	1	0	0	0	0	0	0	1	0	0	84
11	70	14	0	0	0	0	0	0	1	0	0	1	0	0	86
12	91	13	0	0	2	0	0	0	1	0	0	0	0	0	107
13	82	13	1	0	0	0	0	0	3	0	0	0	0	0	99
14	102	10	0	0	1	0	0	1	3	0	0	1	0	0	118
15	115	10	0	0	2	0	0	0	2	0	0	1	0	0	130
16	118	14	0	0	1	0	0	0	1	0	1	0	0	0	135
17	99	9	0	0	0	0	0	1	0	0	0	1	0	0	110
18	129	15	0	0	0	0	0	0	0	0	1	0	0	0	145
19	109	16	1	0	0	0	0	0	0	0	0	2	0	0	128
20	121	12	0	0	0	0	0	0	0	0	0	0	0	0	133
21	85	3	0	0	0	0	0	0	0	0	1	0	0	0	89
22	27	3	0	0	1	0	0	0	0	0	0	0	0	0	31
23	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4

7-19	1216	155	3	1	11	0	0	2	13	0	2	9	0	0	1412
6-22	1470	181	3	1	12	0	0	2	15	0	3	9	0	0	1696
6-24	1499	183	3	1	12	0	0	2	15	0	3	9	0	0	1727
0-24	1508	185	3	1	12	0	0	2	15	0	3	9	0	0	1738

Channel 2 - Westbound

Thursday 01/11/2018	Vehicle Classes													TOTAL	
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
6	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
8	56	6	0	0	1	0	0	0	1	0	0	1	0	0	65
9	180	16	0	0	0	0	0	0	1	0	1	0	0	0	198
10	93	14	0	0	1	0	0	1	0	0	0	1	0	0	110
11	69	7	0	0	0	0	0	0	0	0	0	0	0	0	76
12	76	9	1	0	0	0	0	0	0	0	2	0	0	0	88
13	83	10	1	0	1	0	0	0	0	0	0	0	0	0	95
14	84	9	0	0	0	0	0	0	0	0	0	0	0	0	93
15	85	5	0	0	1	0	0	0	0	0	0	1	0	0	92
16	178	16	0	0	3	0	0	0	0	0	2	0	0	0	199
17	99	14	0	0	0	0	0	0	0	0	3	0	0	0	116
18	122	14	0	0	0	0	0	0	1	0	0	0	0	0	137
19	89	9	0	0	0	0	0	0	0	0	0	0	0	0	98
20	110	10	0	0	0	0	0	0	0	0	0	0	0	0	120
21	77	6	0	0	0	0	0	0	0	0	0	0	0	0	83
22	33	2	0	0	0	0	0	0	0	0	0	0	0	0	35
23	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
24	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4

7-19	1214	129	2	0	7	0	0	1	3	0	8	3	0	0	1367
6-22	1463	149	2	0	7	0	0	1	3	0	8	3	0	0	1636
6-24	1479	151	2	0	7	0	0	1	3	0	8	3	0	0	1654
0-24	1500	152	2	0	7	0	0	1	3	0	8	3	0	0	1676

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Thursday 01/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	1	0	2	0	0	0	0	0	0	0	3
6	0	0	0	4	1	0	0	0	0	0	0	0	5
7	0	1	4	14	9	3	0	0	0	0	0	0	31
8	0	0	8	24	26	3	1	0	0	0	0	0	62
9	17	63	80	41	6	1	0	0	0	0	0	0	208
10	0	2	30	42	10	0	0	0	0	0	0	0	84
11	1	6	27	34	13	4	1	0	0	0	0	0	86
12	0	3	40	47	17	0	0	0	0	0	0	0	107
13	0	8	32	43	14	2	0	0	0	0	0	0	99
14	0	1	50	44	20	3	0	0	0	0	0	0	118
15	1	4	51	55	19	0	0	0	0	0	0	0	130
16	1	12	53	52	15	2	0	0	0	0	0	0	135
17	1	1	30	50	25	3	0	0	0	0	0	0	110
18	2	7	62	55	17	2	0	0	0	0	0	0	145
19	0	6	31	64	23	1	3	0	0	0	0	0	128
20	1	7	49	64	9	2	1	0	0	0	0	0	133
21	0	3	27	41	13	4	1	0	0	0	0	0	89
22	0	2	2	17	9	0	1	0	0	0	0	0	31
23	0	0	9	12	4	1	0	1	0	0	0	0	27
24	0	0	0	3	0	1	0	0	0	0	0	0	4
7-19	23	113	494	551	205	21	5	0	0	0	0	0	1412
6-22	24	126	576	687	245	30	8	0	0	0	0	0	1696
6-24	24	126	585	702	249	32	8	1	0	0	0	0	1727
0-24	24	126	587	707	253	32	8	1	0	0	0	0	1738

Channel 2 - Westbound

Thursday 01/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	0	1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	2	0	0	0	0	0	0	0	0	2
5	0	1	0	1	2	1	0	0	0	0	0	0	5
6	0	0	1	7	6	0	0	0	0	0	0	0	14
7	0	0	2	11	14	2	1	0	1	0	0	0	31
8	0	0	4	34	23	2	2	0	0	0	0	0	65
9	1	9	70	103	15	0	0	0	0	0	0	0	198
10	0	5	37	50	17	0	1	0	0	0	0	0	110
11	0	0	23	33	13	6	1	0	0	0	0	0	76
12	0	0	25	46	14	3	0	0	0	0	0	0	88
13	0	1	22	51	20	1	0	0	0	0	0	0	95
14	0	2	31	42	17	1	0	0	0	0	0	0	93
15	0	1	23	47	19	1	1	0	0	0	0	0	92
16	0	7	86	78	25	3	0	0	0	0	0	0	199
17	0	2	19	64	26	4	1	0	0	0	0	0	116
18	0	0	27	75	33	2	0	0	0	0	0	0	137
19	0	0	20	55	22	1	0	0	0	0	0	0	98
20	1	3	42	59	13	2	0	0	0	0	0	0	120
21	0	0	29	35	12	7	0	0	0	0	0	0	83
22	0	1	3	14	12	5	0	0	0	0	0	0	35
23	0	0	3	4	6	1	0	0	0	0	0	0	14
24	0	0	0	2	1	1	0	0	0	0	0	0	4
7-19	1	27	387	678	244	24	6	0	0	0	0	0	1367
6-22	2	31	463	797	295	40	7	0	1	0	0	0	1636
6-24	2	31	466	803	302	42	7	0	1	0	0	0	1654
0-24	2	32	467	813	311	43	7	0	1	0	0	0	1676

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Friday 02/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	1	0	2
5	2	2	0	0	0	0	0	0	0	0	0	0	0	4
6	6	0	1	0	0	0	0	0	0	0	0	0	0	7
7	11	9	1	0	0	0	0	0	0	0	0	0	0	21
8	51	6	0	0	0	0	0	1	0	0	0	0	0	58
9	177	15	2	0	3	0	0	0	0	0	0	2	0	199
10	67	17	0	0	0	0	0	0	0	0	0	1	0	85
11	60	15	0	0	0	0	0	0	1	0	0	1	0	77
12	84	11	0	0	0	0	0	0	0	0	0	1	0	96
13	93	20	0	0	2	0	0	0	2	0	0	0	0	117
14	85	12	0	1	1	0	0	0	1	0	1	1	0	102
15	124	13	1	0	0	0	0	1	0	0	0	2	0	141
16	147	14	0	1	1	0	0	0	2	0	0	0	0	165
17	115	9	0	0	2	0	0	2	0	0	0	1	0	129
18	108	12	0	0	0	0	0	0	0	0	0	0	0	120
19	50	14	0	0	0	0	0	0	0	0	0	2	0	66
20	62	6	0	0	0	0	0	0	0	0	0	0	0	68
21	38	2	0	0	0	0	0	0	0	0	0	0	0	40
22	24	1	0	0	0	0	0	0	0	0	0	0	0	25
23	20	0	0	0	0	0	0	0	0	0	0	0	0	20
24	10	0	0	0	0	0	0	0	0	0	0	0	0	10

7-19	1161	158	3	2	9	0	0	4	6	0	1	11	0	1355
6-22	1296	176	4	2	9	0	0	4	6	0	1	11	0	1509
6-24	1326	176	4	2	9	0	0	4	6	0	1	11	0	1539
0-24	1340	179	5	2	9	0	0	4	6	0	1	12	0	1558

Channel 2 - Westbound

Friday 02/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	5	1	0	0	0	0	0	0	0	0	0	0	0	6
6	9	1	0	0	0	0	0	0	1	0	0	0	0	11
7	21	4	0	0	0	0	0	0	0	0	0	0	0	25
8	55	4	0	0	2	0	0	0	0	0	0	0	0	61
9	165	9	1	0	3	0	0	0	0	0	0	1	0	179
10	98	7	1	0	1	0	0	0	0	0	0	0	0	107
11	80	8	0	0	1	0	0	0	0	0	0	0	0	89
12	58	13	1	0	0	0	0	0	0	0	0	0	0	72
13	96	14	0	0	0	0	0	0	0	0	0	0	0	110
14	93	10	0	0	1	0	0	0	1	1	0	0	0	106
15	90	11	0	0	1	0	0	0	0	0	2	2	0	106
16	187	21	0	0	1	0	0	0	0	0	0	2	0	211
17	107	18	0	0	0	0	0	1	0	0	0	0	0	126
18	105	16	0	0	0	0	0	0	0	0	1	0	0	122
19	62	9	0	0	0	0	0	0	0	0	0	0	0	71
20	31	4	0	0	0	0	0	0	0	0	0	0	0	35
21	47	2	0	0	0	0	0	0	0	0	0	0	0	49
22	23	0	0	0	0	0	0	0	0	0	0	0	0	23
23	12	0	0	0	0	0	0	0	0	0	0	0	0	12
24	8	0	0	0	0	0	0	0	0	0	0	0	0	8

7-19	1196	140	3	0	10	0	0	1	1	1	3	5	0	1360
6-22	1318	150	3	0	10	0	0	1	1	1	3	5	0	1492
6-24	1338	150	3	0	10	0	0	1	1	1	3	5	0	1512
0-24	1358	152	3	0	10	0	0	1	2	1	3	5	0	1535

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Friday 02/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	2	1	2	0	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	1	1	0	0	0	0	0	0	0	2
5	0	0	0	2	2	0	0	0	0	0	0	0	4
6	0	0	1	3	3	0	0	0	0	0	0	0	7
7	0	0	2	15	4	0	0	0	0	0	0	0	21
8	0	1	9	28	15	3	2	0	0	0	0	0	58
9	20	65	58	47	9	0	0	0	0	0	0	0	199
10	0	6	22	42	13	2	0	0	0	0	0	0	85
11	0	0	14	41	20	2	0	0	0	0	0	0	77
12	0	3	23	52	17	0	1	0	0	0	0	0	96
13	1	8	39	55	11	2	0	0	1	0	0	0	117
14	2	7	37	43	10	3	0	0	0	0	0	0	102
15	2	15	46	62	14	2	0	0	0	0	0	0	141
16	2	34	69	50	8	2	0	0	0	0	0	0	165
17	0	15	34	49	31	0	0	0	0	0	0	0	129
18	1	7	28	65	15	2	1	1	0	0	0	0	120
19	1	2	9	37	10	5	2	0	0	0	0	0	66
20	0	1	12	47	8	0	0	0	0	0	0	0	68
21	0	0	9	19	10	2	0	0	0	0	0	0	40
22	0	2	3	10	7	2	0	1	0	0	0	0	25
23	0	0	5	7	6	1	1	0	0	0	0	0	20
24	0	0	2	3	4	1	0	0	0	0	0	0	10
7-19	29	163	388	571	173	23	6	1	1	0	0	0	1355
6-22	29	166	414	662	202	27	6	2	1	0	0	0	1509
6-24	29	166	421	672	212	29	7	2	1	0	0	0	1539
0-24	29	166	424	680	220	29	7	2	1	0	0	0	1558

Channel 2 - Westbound

Friday 02/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	0	2	1	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	3	0	0	0	0	0	0	0	0	3
5	0	0	1	0	3	2	0	0	0	0	0	0	6
6	0	0	2	6	2	1	0	0	0	0	0	0	11
7	0	0	5	6	11	2	0	1	0	0	0	0	25
8	0	1	5	27	19	7	2	0	0	0	0	0	61
9	3	6	79	74	16	1	0	0	0	0	0	0	179
10	0	2	22	52	27	4	0	0	0	0	0	0	107
11	0	1	11	41	26	10	0	0	0	0	0	0	89
12	0	0	11	43	15	3	0	0	0	0	0	0	72
13	0	1	19	52	28	8	1	0	1	0	0	0	110
14	0	3	26	50	22	5	0	0	0	0	0	0	106
15	0	0	24	58	21	3	0	0	0	0	0	0	106
16	0	9	84	91	24	3	0	0	0	0	0	0	211
17	0	0	22	70	28	5	1	0	0	0	0	0	126
18	0	2	27	63	26	3	0	1	0	0	0	0	122
19	0	0	5	41	22	2	1	0	0	0	0	0	71
20	0	1	4	23	7	0	0	0	0	0	0	0	35
21	0	0	16	28	5	0	0	0	0	0	0	0	49
22	0	0	6	4	12	1	0	0	0	0	0	0	23
23	0	0	1	2	3	5	1	0	0	0	0	0	12
24	0	0	2	4	1	1	0	0	0	0	0	0	8
7-19	3	25	335	662	274	54	5	1	1	0	0	0	1360
6-22	3	26	366	723	309	57	5	2	1	0	0	0	1492
6-24	3	26	369	729	313	63	6	2	1	0	0	0	1512
0-24	3	26	372	740	319	66	6	2	1	0	0	0	1535

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Saturday 03/11/2018	Vehicle Classes													TOTAL	
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8	22	3	0	0	0	0	0	0	0	0	0	1	0	0	26
9	26	6	0	0	0	0	0	0	1	0	0	0	0	0	33
10	53	10	0	0	0	0	0	0	0	0	0	2	0	0	65
11	65	8	0	0	1	0	0	0	0	0	0	1	0	0	75
12	76	5	0	0	0	0	1	0	0	0	0	0	0	0	82
13	79	6	0	0	0	0	0	0	0	0	0	0	0	0	85
14	76	6	0	0	0	0	0	0	0	0	0	1	0	0	83
15	64	8	0	0	0	0	0	0	0	0	0	1	0	0	73
16	56	7	0	0	1	0	0	0	0	0	0	1	0	0	65
17	80	9	0	0	0	0	0	0	0	0	0	1	0	0	90
18	48	7	0	0	0	0	0	0	0	0	0	1	0	0	56
19	58	9	0	0	0	0	0	0	0	0	0	1	0	0	68
20	32	9	0	0	0	0	0	0	0	0	0	0	0	0	41
21	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
22	29	0	0	0	0	0	0	0	0	0	0	0	0	0	29
23	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
24	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
7-19	703	84	0	0	2	0	1	0	1	0	0	10	0	0	801
6-22	792	94	0	0	2	0	1	0	1	0	0	10	0	0	900
6-24	823	95	0	0	2	0	1	0	1	0	0	10	0	0	932
0-24	838	96	0	0	2	0	1	0	1	0	0	10	0	0	948

Channel 2 - Westbound

Saturday 03/11/2018	Vehicle Classes													TOTAL	
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
9	43	9	0	0	0	0	0	0	0	0	0	0	0	0	52
10	66	9	0	0	0	0	0	0	0	0	0	0	0	0	75
11	86	14	0	0	0	0	0	0	0	0	0	0	0	0	100
12	66	9	0	0	0	0	0	0	0	0	0	0	0	0	75
13	65	7	0	0	0	0	0	0	0	0	0	0	0	0	72
14	64	5	0	0	0	0	0	0	0	0	0	0	0	0	69
15	84	5	0	0	1	0	0	0	0	0	0	0	0	0	90
16	61	4	0	0	1	0	0	0	0	0	0	1	0	0	67
17	78	5	0	0	0	0	0	0	0	0	0	0	0	0	83
18	55	9	0	0	0	0	0	0	0	0	0	0	0	0	64
19	58	6	0	0	0	0	0	0	0	0	0	0	0	0	64
20	30	5	0	0	0	0	0	0	0	0	0	1	0	0	36
21	26	2	0	0	0	0	0	0	1	0	1	0	0	0	30
22	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
23	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
24	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
7-19	746	84	0	0	2	0	0	0	0	0	0	1	0	0	833
6-22	829	92	0	0	2	0	0	0	1	0	1	2	0	0	927
6-24	856	93	0	0	2	0	0	0	1	0	1	2	0	0	955
0-24	874	95	0	0	2	0	0	0	1	0	1	2	0	0	975

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Saturday 03/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	0	4	1	1	1	0	0	0	0	0	7
2	0	0	0	1	1	1	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	1	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	2	1	1	0	0	0	0	0	0	4
7	0	0	3	2	1	0	0	0	0	0	0	0	6
8	0	0	2	16	7	1	0	0	0	0	0	0	26
9	1	0	7	17	6	1	1	0	0	0	0	0	33
10	0	1	16	23	21	4	0	0	0	0	0	0	65
11	0	7	21	25	18	4	0	0	0	0	0	0	75
12	0	1	24	41	15	1	0	0	0	0	0	0	82
13	0	2	18	42	23	0	0	0	0	0	0	0	85
14	0	2	26	34	19	2	0	0	0	0	0	0	83
15	1	6	17	34	14	1	0	0	0	0	0	0	73
16	1	2	16	24	16	5	1	0	0	0	0	0	65
17	0	2	31	43	12	1	1	0	0	0	0	0	90
18	0	2	15	22	15	2	0	0	0	0	0	0	56
19	0	1	17	30	12	6	2	0	0	0	0	0	68
20	0	2	11	15	9	3	1	0	0	0	0	0	41
21	0	1	3	12	5	2	0	0	0	0	0	0	23
22	0	0	6	21	0	2	0	0	0	0	0	0	29
23	0	0	3	8	3	0	0	0	0	0	0	0	14
24	0	0	2	8	4	4	0	0	0	0	0	0	18
7-19	3	26	210	351	178	28	5	0	0	0	0	0	801
6-22	3	29	233	401	193	35	6	0	0	0	0	0	900
6-24	3	29	238	417	200	39	6	0	0	0	0	0	932
0-24	3	29	239	424	204	42	7	0	0	0	0	0	948

Channel 2 - Westbound

Saturday 03/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	0	0	1	1	0	0	0	0	0	0	2
2	0	0	0	1	0	2	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	2	1	0	0	0	0	0	0	0	3
5	0	0	2	0	2	1	0	0	0	0	0	0	5
6	0	0	3	2	1	1	0	0	0	0	0	0	7
7	0	0	1	3	1	0	0	0	0	0	0	0	5
8	0	0	3	9	8	2	0	0	0	0	0	0	22
9	0	1	9	28	12	2	0	0	0	0	0	0	52
10	0	0	12	41	17	5	0	0	0	0	0	0	75
11	0	1	24	44	28	3	0	0	0	0	0	0	100
12	0	1	10	27	33	3	1	0	0	0	0	0	75
13	0	1	9	30	26	5	1	0	0	0	0	0	72
14	0	2	17	31	16	2	0	1	0	0	0	0	69
15	0	0	19	41	26	4	0	0	0	0	0	0	90
16	0	2	19	28	16	2	0	0	0	0	0	0	67
17	0	4	10	39	22	7	1	0	0	0	0	0	83
18	0	4	12	32	13	3	0	0	0	0	0	0	64
19	0	2	8	34	14	5	1	0	0	0	0	0	64
20	0	0	3	17	11	5	0	0	0	0	0	0	36
21	0	1	8	10	8	3	0	0	0	0	0	0	30
22	0	1	4	11	6	1	0	0	0	0	0	0	23
23	0	0	0	5	4	1	0	0	0	0	0	0	10
24	0	0	2	4	8	1	3	0	0	0	0	0	18
7-19	0	18	152	384	231	43	4	1	0	0	0	0	833
6-22	0	20	168	425	257	52	4	1	0	0	0	0	927
6-24	0	20	170	434	269	54	7	1	0	0	0	0	955
0-24	0	20	175	439	274	59	7	1	0	0	0	0	975

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Sunday 04/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	10	0	0	0	0	0	0	0	0	0	0	0	0	10
2	5	1	0	0	0	0	0	0	0	0	0	0	0	6
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	5	1	0	0	0	0	0	0	0	0	0	0	0	6
8	16	5	0	0	0	0	0	0	0	0	0	0	0	21
9	19	5	0	0	0	0	0	0	0	0	0	0	0	24
10	45	4	0	0	0	0	0	0	0	0	0	0	0	49
11	93	4	0	0	0	0	0	0	0	0	0	1	0	98
12	83	4	0	0	0	0	0	1	0	0	0	1	0	89
13	81	10	0	0	0	0	0	0	0	0	0	0	0	91
14	81	7	0	1	0	0	0	0	0	0	0	0	0	89
15	71	3	0	0	0	0	0	0	0	0	0	2	0	76
16	88	13	0	0	3	0	0	0	0	0	0	0	0	104
17	67	8	0	0	1	0	0	0	0	0	0	1	0	77
18	67	8	0	0	0	0	0	0	0	0	0	0	0	75
19	99	14	0	0	0	0	0	0	0	0	0	0	0	113
20	55	5	0	0	0	0	0	0	0	0	0	0	0	60
21	41	4	0	0	0	0	0	0	0	0	0	0	0	45
22	27	0	0	0	0	0	0	0	0	0	0	0	0	27
23	16	2	0	0	0	0	0	0	0	0	0	0	0	18
24	8	2	0	0	0	0	0	0	0	0	0	0	0	10
7-19	810	85	0	1	4	0	0	1	0	0	0	5	0	906
6-22	938	95	0	1	4	0	0	1	0	0	0	5	0	1044
6-24	962	99	0	1	4	0	0	1	0	0	0	5	0	1072
0-24	987	100	0	1	4	0	0	1	0	0	0	5	0	1098

Channel 2 - Westbound

Sunday 04/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2	6	1	0	0	0	0	0	0	0	0	0	0	0	7
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	14	2	0	0	0	0	0	0	0	0	0	0	0	16
9	26	3	0	0	0	0	0	0	0	0	0	0	0	29
10	49	4	1	0	1	0	0	0	0	0	0	0	0	55
11	84	11	0	0	0	0	0	0	0	0	0	1	0	96
12	75	8	0	0	1	0	0	0	0	0	0	0	0	84
13	95	13	0	0	0	0	0	0	0	0	0	0	0	108
14	81	4	0	0	1	0	0	0	0	0	0	0	0	86
15	94	10	0	0	0	0	0	1	0	0	0	1	0	106
16	73	10	0	0	0	0	0	0	0	0	0	1	0	84
17	80	7	0	0	2	0	0	0	0	0	0	0	0	89
18	61	11	0	0	0	0	0	0	0	0	0	0	0	72
19	31	7	0	0	0	0	0	0	0	0	0	0	0	38
20	136	13	0	0	0	0	0	0	0	0	0	0	0	149
21	63	4	0	0	0	0	0	0	0	0	0	0	0	67
22	17	1	0	0	0	0	0	0	0	0	0	0	0	18
23	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	763	90	1	0	5	0	0	1	0	0	0	3	0	863
6-22	982	108	1	0	5	0	0	1	0	0	0	3	0	1100
6-24	993	108	1	0	5	0	0	1	0	0	0	3	0	1111
0-24	1018	109	1	0	5	0	0	1	0	0	0	3	0	1137

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Sunday 04/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	2	1	1	4	2	0	0	0	0	0	10
2	0	0	1	1	4	0	0	0	0	0	0	0	6
3	0	1	0	0	3	1	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	1	1	0	0	0	0	0	0	0	2
6	0	0	1	2	0	0	0	0	0	0	0	0	3
7	0	0	1	3	1	1	0	0	0	0	0	0	6
8	0	0	5	10	6	0	0	0	0	0	0	0	21
9	0	0	9	10	5	0	0	0	0	0	0	0	24
10	0	1	16	23	9	0	0	0	0	0	0	0	49
11	1	11	59	23	4	0	0	0	0	0	0	0	98
12	2	7	31	40	9	0	0	0	0	0	0	0	89
13	0	3	32	38	18	0	0	0	0	0	0	0	91
14	0	8	19	49	11	2	0	0	0	0	0	0	89
15	0	4	23	37	12	0	0	0	0	0	0	0	76
16	0	7	28	52	14	2	1	0	0	0	0	0	104
17	0	0	25	38	12	2	0	0	0	0	0	0	77
18	0	2	22	38	11	2	0	0	0	0	0	0	75
19	1	17	36	43	13	2	1	0	0	0	0	0	113
20	0	5	24	21	9	1	0	0	0	0	0	0	60
21	0	2	12	19	10	2	0	0	0	0	0	0	45
22	0	0	5	15	5	2	0	0	0	0	0	0	27
23	1	1	4	7	5	0	0	0	0	0	0	0	18
24	0	1	2	3	2	0	1	1	0	0	0	0	10
7-19	4	60	305	401	124	10	2	0	0	0	0	0	906
6-22	4	67	347	459	149	16	2	0	0	0	0	0	1044
6-24	5	69	353	469	156	16	3	1	0	0	0	0	1072
0-24	5	70	357	474	165	21	5	1	0	0	0	0	1098

Channel 2 - Westbound

Sunday 04/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	1	2	1	2	2	0	0	0	0	8
2	0	0	4	0	1	1	1	0	0	0	0	0	7
3	0	0	0	1	2	2	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	2	0	1	0	0	0	0	0	4
6	0	0	1	1	0	0	0	0	0	0	0	0	2
7	0	1	0	1	0	1	0	0	0	0	0	0	3
8	0	0	4	5	6	1	0	0	0	0	0	0	16
9	0	0	3	16	10	0	0	0	0	0	0	0	29
10	0	0	11	28	14	2	0	0	0	0	0	0	55
11	0	0	33	46	16	1	0	0	0	0	0	0	96
12	0	2	22	47	11	1	1	0	0	0	0	0	84
13	0	1	27	58	19	3	0	0	0	0	0	0	108
14	1	2	23	34	24	2	0	0	0	0	0	0	86
15	0	0	29	50	25	2	0	0	0	0	0	0	106
16	0	0	16	49	15	4	0	0	0	0	0	0	84
17	1	0	19	42	24	2	1	0	0	0	0	0	89
18	0	0	10	40	19	3	0	0	0	0	0	0	72
19	0	0	9	23	5	1	0	0	0	0	0	0	38
20	0	16	73	47	11	2	0	0	0	0	0	0	149
21	0	0	21	30	13	3	0	0	0	0	0	0	67
22	0	0	3	9	5	0	1	0	0	0	0	0	18
23	0	0	2	3	1	1	0	0	0	0	0	0	7
24	0	0	0	1	3	0	0	0	0	0	0	0	4
7-19	2	5	206	438	188	22	2	0	0	0	0	0	863
6-22	2	22	303	525	217	28	3	0	0	0	0	0	1100
6-24	2	22	305	529	221	29	3	0	0	0	0	0	1111
0-24	2	22	311	532	228	33	7	2	0	0	0	0	1137

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Monday 05/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	1	0	0	0	0	0	0	0	0	3
6	12	1	0	0	0	0	0	0	2	0	1	0	0	16
7	20	8	0	0	0	0	0	0	1	0	0	0	0	29
8	45	13	0	0	0	0	0	1	1	0	1	0	0	60
9	157	16	0	0	1	0	0	0	0	0	0	0	0	174
10	69	12	1	0	1	0	0	0	0	0	0	1	0	84
11	59	9	1	0	2	0	0	0	2	0	1	1	0	75
12	70	11	0	0	1	0	0	0	0	0	0	0	0	82
13	72	18	1	0	1	0	0	0	1	0	0	1	0	94
14	70	11	1	0	1	0	0	0	2	0	0	0	0	85
15	102	12	2	0	0	0	0	0	3	0	0	2	0	121
16	122	19	0	0	1	0	0	1	0	0	0	3	0	146
17	123	10	0	0	1	0	0	0	0	0	0	0	0	134
18	78	12	0	0	0	0	0	0	0	0	0	0	0	90
19	58	8	0	0	0	0	0	0	0	0	0	2	0	68
20	38	5	0	0	1	0	0	0	0	0	0	0	0	44
21	36	2	0	0	1	0	0	0	0	0	0	0	0	39
22	29	4	0	0	0	0	0	0	0	0	0	0	0	33
23	13	1	0	0	0	0	0	0	0	0	0	0	0	14
24	5	0	0	0	0	0	0	0	0	0	0	0	0	5

7-19	1025	151	6	0	9	0	0	1	9	0	2	10	0	1213
6-22	1148	170	6	0	11	0	0	1	10	0	2	10	0	1358
6-24	1166	171	6	0	11	0	0	1	10	0	2	10	0	1377
0-24	1182	174	6	0	12	0	0	1	12	0	3	11	0	1401

Channel 2 - Westbound

Monday 05/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6	10	0	0	0	0	0	0	0	0	0	0	0	0	10
7	32	4	0	0	0	0	0	0	0	0	0	0	0	36
8	55	13	0	0	0	0	0	0	0	0	0	0	0	68
9	163	10	0	0	1	0	0	0	0	0	0	0	0	174
10	92	14	0	0	1	0	0	2	0	0	0	1	0	110
11	54	10	0	0	0	0	0	0	0	0	0	0	0	64
12	67	5	0	0	0	0	0	0	0	0	0	1	0	73
13	71	20	0	0	0	0	0	0	0	0	1	1	0	93
14	88	12	0	0	0	0	0	0	1	0	0	1	0	102
15	71	13	0	0	1	0	0	0	1	0	0	1	0	87
16	152	21	1	1	1	0	0	0	0	0	1	2	0	179
17	116	16	0	0	1	0	0	0	1	0	1	0	0	135
18	78	8	0	0	3	0	0	0	1	0	0	0	0	90
19	59	8	0	0	0	0	0	0	0	0	0	0	0	67
20	47	5	0	0	1	0	0	0	0	0	0	1	0	54
21	26	4	0	0	0	0	0	0	0	0	0	1	0	31
22	16	2	0	0	0	0	0	0	0	0	0	0	0	18
23	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4

7-19	1066	150	1	1	8	0	0	2	4	0	3	7	0	1242
6-22	1187	165	1	1	9	0	0	2	4	0	3	9	0	1381
6-24	1198	165	1	1	9	0	0	2	4	0	3	9	0	1392
0-24	1223	169	1	1	9	0	0	2	4	0	3	10	0	1422

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Monday 05/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	0	1	2	0	0	0	0	0	0	0	3
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	1	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	2	0	0	0	0	0	0	0	3
6	0	0	3	5	6	2	0	0	0	0	0	0	16
7	0	0	5	8	12	3	1	0	0	0	0	0	29
8	0	0	11	27	18	3	1	0	0	0	0	0	60
9	17	39	73	39	6	0	0	0	0	0	0	0	174
10	0	0	26	44	13	1	0	0	0	0	0	0	84
11	0	7	19	32	14	3	0	0	0	0	0	0	75
12	0	7	32	37	5	1	0	0	0	0	0	0	82
13	0	3	28	47	12	4	0	0	0	0	0	0	94
14	0	4	34	35	10	2	0	0	0	0	0	0	85
15	0	3	51	56	11	0	0	0	0	0	0	0	121
16	5	21	58	53	9	0	0	0	0	0	0	0	146
17	1	4	59	52	18	0	0	0	0	0	0	0	134
18	0	4	18	46	21	1	0	0	0	0	0	0	90
19	0	3	8	36	17	4	0	0	0	0	0	0	68
20	0	1	12	22	8	1	0	0	0	0	0	0	44
21	0	0	7	20	11	0	1	0	0	0	0	0	39
22	0	1	7	12	12	1	0	0	0	0	0	0	33
23	0	0	2	8	3	0	1	0	0	0	0	0	14
24	0	0	2	2	1	0	0	0	0	0	0	0	5
7-19	23	95	417	504	154	19	1	0	0	0	0	0	1213
6-22	23	97	448	566	197	24	3	0	0	0	0	0	1358
6-24	23	97	452	576	201	24	4	0	0	0	0	0	1377
0-24	23	97	456	582	212	26	5	0	0	0	0	0	1401

Channel 2 - Westbound

Monday 05/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	1	0	2	1	0	0	0	0	0	0	0	4
2	0	0	0	2	2	0	0	0	0	0	0	0	4
3	0	0	0	0	0	1	0	0	0	0	0	0	1
4	0	0	0	3	0	1	0	0	0	0	0	0	4
5	0	0	2	1	3	1	0	0	0	0	0	0	7
6	0	0	0	7	2	0	1	0	0	0	0	0	10
7	0	0	5	17	9	3	2	0	0	0	0	0	36
8	0	0	11	26	26	4	1	0	0	0	0	0	68
9	0	7	72	71	23	1	0	0	0	0	0	0	174
10	0	0	31	60	15	4	0	0	0	0	0	0	110
11	0	0	8	35	20	1	0	0	0	0	0	0	64
12	0	2	20	38	13	0	0	0	0	0	0	0	73
13	0	1	29	41	20	2	0	0	0	0	0	0	93
14	0	3	26	49	23	1	0	0	0	0	0	0	102
15	0	0	20	45	16	6	0	0	0	0	0	0	87
16	1	4	94	60	19	1	0	0	0	0	0	0	179
17	0	0	34	77	24	0	0	0	0	0	0	0	135
18	0	0	19	50	17	4	0	0	0	0	0	0	90
19	0	0	12	35	16	3	1	0	0	0	0	0	67
20	0	0	15	26	11	2	0	0	0	0	0	0	54
21	0	0	3	18	9	1	0	0	0	0	0	0	31
22	0	0	2	6	8	2	0	0	0	0	0	0	18
23	0	0	0	2	4	1	0	0	0	0	0	0	7
24	0	0	1	1	2	0	0	0	0	0	0	0	4
7-19	1	17	376	587	232	27	2	0	0	0	0	0	1242
6-22	1	17	401	654	269	35	4	0	0	0	0	0	1381
6-24	1	17	402	657	275	36	4	0	0	0	0	0	1392
0-24	1	18	404	672	283	39	5	0	0	0	0	0	1422

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Tuesday 06/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	1	0	0	0	0	0	0	0	0	0	0	0	3
6	8	2	0	0	0	0	0	0	1	0	0	0	0	11
7	11	4	0	0	0	0	0	0	0	0	0	0	0	15
8	52	10	0	0	0	0	0	0	0	0	0	0	0	62
9	166	16	0	0	0	0	0	0	0	0	0	4	0	186
10	59	15	0	0	1	0	0	0	2	0	0	2	0	79
11	57	22	0	0	1	0	0	0	4	0	0	2	0	86
12	99	11	1	0	1	0	0	1	0	0	0	1	0	114
13	76	16	3	0	2	0	0	0	0	0	0	0	0	97
14	83	14	0	0	1	0	0	0	0	0	0	0	0	98
15	115	15	0	0	1	0	0	1	1	0	0	1	0	134
16	128	21	1	0	0	0	0	0	1	0	0	1	0	152
17	90	15	0	0	0	0	0	0	0	0	0	2	0	107
18	99	14	0	0	0	0	0	0	0	0	0	0	0	113
19	81	8	0	0	1	0	0	0	0	0	0	2	0	92
20	60	10	0	0	0	0	0	0	0	0	0	0	0	70
21	39	3	0	0	0	0	0	0	0	0	0	0	0	42
22	31	1	0	0	0	0	0	0	0	0	0	0	0	32
23	13	1	0	0	0	0	0	0	0	0	0	0	0	14
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	1105	177	5	0	8	0	0	2	8	0	0	15	0	1320
6-22	1246	195	5	0	8	0	0	2	8	0	0	15	0	1479
6-24	1262	196	5	0	8	0	0	2	8	0	0	15	0	1496
0-24	1276	199	5	0	8	0	0	2	9	0	0	15	0	1514

Channel 2 - Westbound

Tuesday 06/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	4	2	0	0	0	0	0	0	0	0	0	0	0	6
6	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7	25	3	0	0	0	0	0	0	0	0	0	0	0	28
8	49	10	0	0	0	0	0	0	0	0	0	0	0	59
9	147	10	0	0	1	0	0	0	0	0	0	1	0	159
10	83	13	0	0	0	0	0	0	0	0	0	1	0	97
11	71	18	1	0	1	0	0	0	0	0	0	0	0	91
12	96	11	0	0	0	0	0	0	0	0	0	1	0	108
13	68	10	2	1	1	0	0	1	0	0	0	1	0	84
14	84	10	0	0	0	0	0	0	0	0	0	0	0	94
15	97	12	0	0	0	0	0	0	0	0	1	0	0	110
16	170	18	0	0	1	0	0	0	1	0	0	1	0	191
17	103	19	0	0	1	0	0	0	0	0	0	1	0	124
18	95	14	0	0	0	0	0	0	0	0	0	0	0	109
19	78	9	0	0	1	0	0	0	0	0	0	1	0	89
20	49	7	0	0	0	0	0	0	0	0	0	0	0	56
21	49	8	0	0	0	0	0	0	0	0	0	0	0	57
22	30	3	0	0	0	0	0	0	0	0	0	0	0	33
23	10	0	0	0	0	0	0	0	0	0	0	0	0	10
24	3	1	0	0	0	0	0	0	0	0	0	0	0	4
7-19	1141	154	3	1	6	0	0	1	1	0	1	7	0	1315
6-22	1294	175	3	1	6	0	0	1	1	0	1	7	0	1489
6-24	1307	176	3	1	6	0	0	1	1	0	1	7	0	1503
0-24	1322	179	3	1	6	0	0	1	1	0	1	7	0	1521

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Tuesday 06/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	1	0	0	1	0	0	0	0	0	0	2
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	0	2	1	0	0	0	0	0	0	0	3
6	0	1	0	5	4	1	0	0	0	0	0	0	11
7	0	0	2	7	4	2	0	0	0	0	0	0	15
8	0	0	10	32	16	3	1	0	0	0	0	0	62
9	9	51	71	43	11	1	0	0	0	0	0	0	186
10	0	7	26	33	8	5	0	0	0	0	0	0	79
11	0	3	30	43	8	1	1	0	0	0	0	0	86
12	0	10	47	46	9	2	0	0	0	0	0	0	114
13	1	4	33	36	22	1	0	0	0	0	0	0	97
14	3	5	36	43	10	1	0	0	0	0	0	0	98
15	1	9	47	58	16	3	0	0	0	0	0	0	134
16	2	29	67	41	12	1	0	0	0	0	0	0	152
17	3	9	39	44	12	0	0	0	0	0	0	0	107
18	1	10	48	38	14	2	0	0	0	0	0	0	113
19	0	1	28	44	14	5	0	0	0	0	0	0	92
20	0	0	13	34	22	1	0	0	0	0	0	0	70
21	0	1	12	16	11	2	0	0	0	0	0	0	42
22	0	2	8	14	8	0	0	0	0	0	0	0	32
23	0	2	0	8	4	0	0	0	0	0	0	0	14
24	0	0	0	3	0	0	0	0	0	0	0	0	3
7-19	20	138	482	501	152	25	2	0	0	0	0	0	1320
6-22	20	141	517	572	197	30	2	0	0	0	0	0	1479
6-24	20	143	517	583	201	30	2	0	0	0	0	0	1496
0-24	20	144	519	590	207	32	2	0	0	0	0	0	1514

Channel 2 - Westbound

Tuesday 06/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	2	1	0	1	0	0	0	0	0	0	4
5	0	0	1	2	3	0	0	0	0	0	0	0	6
6	0	0	0	0	5	0	0	0	0	0	0	0	5
7	0	0	6	9	10	2	0	1	0	0	0	0	28
8	0	0	3	29	24	3	0	0	0	0	0	0	59
9	0	7	67	64	18	3	0	0	0	0	0	0	159
10	0	2	30	47	16	2	0	0	0	0	0	0	97
11	0	3	37	36	13	2	0	0	0	0	0	0	91
12	0	1	35	55	16	1	0	0	0	0	0	0	108
13	0	0	18	47	16	3	0	0	0	0	0	0	84
14	1	4	31	46	12	0	0	0	0	0	0	0	94
15	1	1	28	59	17	4	0	0	0	0	0	0	110
16	0	8	81	79	20	3	0	0	0	0	0	0	191
17	0	2	38	56	26	2	0	0	0	0	0	0	124
18	0	2	30	50	27	0	0	0	0	0	0	0	109
19	0	2	24	45	15	3	0	0	0	0	0	0	89
20	0	0	17	28	9	2	0	0	0	0	0	0	56
21	0	2	9	29	15	1	1	0	0	0	0	0	57
22	0	0	7	15	7	2	2	0	0	0	0	0	33
23	0	0	0	4	5	1	0	0	0	0	0	0	10
24	0	0	0	2	1	1	0	0	0	0	0	0	4
7-19	2	32	422	613	220	26	0	0	0	0	0	0	1315
6-22	2	34	461	694	261	33	3	1	0	0	0	0	1489
6-24	2	34	461	700	267	35	3	1	0	0	0	0	1503
0-24	2	34	465	704	276	36	3	1	0	0	0	0	1521

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Wednesday 07/11/2018	Vehicle Classes													TOTAL	
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7	13	9	0	0	0	0	0	0	1	0	0	0	0	0	23
8	44	12	0	0	0	0	0	0	0	0	0	1	0	0	57
9	177	16	2	0	1	0	0	0	0	0	0	1	0	0	197
10	78	12	0	0	0	0	0	0	1	0	0	2	0	0	93
11	51	10	0	0	0	0	0	0	2	0	0	1	0	0	64
12	42	7	1	0	1	0	0	0	2	0	1	2	0	0	56
13	30	5	1	0	1	0	0	0	1	0	0	0	0	0	38
14	87	14	1	0	1	0	0	0	1	0	1	0	0	0	105
15	138	10	1	0	0	0	0	0	0	0	0	3	0	0	152
16	124	7	1	0	1	0	0	0	2	0	0	1	0	0	136
17	102	12	0	0	0	0	0	0	0	0	0	1	0	0	115
18	97	16	1	0	0	0	0	0	0	0	0	0	0	0	114
19	73	10	0	0	1	0	0	0	0	0	0	2	0	0	86
20	68	5	0	0	0	0	0	0	2	0	0	0	0	0	75
21	42	3	0	0	0	0	0	0	0	0	0	0	0	0	45
22	31	0	0	0	0	0	0	0	0	0	0	0	0	0	31
23	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
7-19	1043	131	8	0	6	0	0	0	9	0	2	14	0	0	1213
6-22	1197	148	8	0	6	0	0	0	12	0	2	14	0	0	1387
6-24	1212	149	8	0	6	0	0	0	12	0	2	14	0	0	1403
0-24	1222	150	8	0	6	0	0	0	12	0	2	15	0	0	1415

Channel 2 - Westbound

Wednesday 07/11/2018	Vehicle Classes													TOTAL	
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
7	19	5	0	0	1	0	0	0	0	0	0	0	0	0	25
8	61	9	0	0	0	0	0	0	0	0	0	0	0	0	70
9	171	12	0	0	0	0	0	0	0	0	0	1	0	0	184
10	105	8	0	0	2	0	0	0	1	0	0	0	0	0	116
11	87	12	0	0	0	0	0	0	1	0	1	0	0	0	101
12	38	3	0	0	0	0	0	0	0	0	0	1	0	0	42
13	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
14	94	18	2	0	1	0	0	0	0	0	0	0	0	0	115
15	84	13	0	0	0	0	0	0	0	0	0	0	0	0	97
16	206	14	0	1	0	0	0	0	1	0	0	1	0	0	223
17	104	18	0	0	1	0	0	0	1	0	1	1	0	0	126
18	97	17	0	0	0	0	0	0	0	0	0	0	0	0	114
19	78	9	0	0	0	0	0	0	0	0	0	0	0	0	87
20	47	1	0	0	0	0	0	0	0	0	0	0	0	0	48
21	46	4	0	0	0	0	0	0	0	0	0	0	0	0	50
22	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
23	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7-19	1151	135	2	1	4	0	0	0	4	0	2	4	0	0	1303
6-22	1279	145	2	1	5	0	0	0	4	0	2	4	0	0	1442
6-24	1294	145	2	1	5	0	0	0	4	0	2	4	0	0	1457
0-24	1310	147	2	1	5	0	0	0	4	0	3	4	0	0	1476

Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Wednesday 07/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	1	0	0	0	0	0	0	0	0	2
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	1	1	0	0	0	0	0	0	0	2
6	0	1	0	4	1	0	0	0	0	0	0	0	6
7	0	0	2	14	6	1	0	0	0	0	0	0	23
8	0	2	9	26	16	4	0	0	0	0	0	0	57
9	12	54	74	50	7	0	0	0	0	0	0	0	197
10	0	10	29	42	11	1	0	0	0	0	0	0	93
11	0	8	22	26	7	1	0	0	0	0	0	0	64
12	0	3	17	31	5	0	0	0	0	0	0	0	56
13	0	2	12	16	5	1	2	0	0	0	0	0	38
14	0	3	36	50	14	2	0	0	0	0	0	0	105
15	1	9	43	79	19	1	0	0	0	0	0	0	152
16	0	19	49	49	18	1	0	0	0	0	0	0	136
17	0	6	38	56	14	1	0	0	0	0	0	0	115
18	1	6	34	48	22	3	0	0	0	0	0	0	114
19	1	3	32	37	11	2	0	0	0	0	0	0	86
20	0	5	13	33	22	2	0	0	0	0	0	0	75
21	0	3	7	20	6	7	2	0	0	0	0	0	45
22	0	1	5	10	11	4	0	0	0	0	0	0	31
23	0	0	1	7	2	0	0	0	0	0	0	0	10
24	0	1	1	2	0	0	1	1	0	0	0	0	6
7-19	15	125	395	510	149	17	2	0	0	0	0	0	1213
6-22	15	134	422	587	194	31	4	0	0	0	0	0	1387
6-24	15	135	424	596	196	31	5	1	0	0	0	0	1403
0-24	15	136	425	604	198	31	5	1	0	0	0	0	1415

Channel 2 - Westbound

Wednesday 07/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	1	1	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	2	0	0	0	0	0	0	0	3
5	0	0	1	1	2	1	0	0	0	0	0	0	5
6	0	0	0	7	1	0	0	0	0	0	0	0	8
7	0	0	3	12	6	4	0	0	0	0	0	0	25
8	0	0	6	33	24	7	0	0	0	0	0	0	70
9	0	12	73	80	17	2	0	0	0	0	0	0	184
10	0	2	32	59	19	4	0	0	0	0	0	0	116
11	0	0	23	59	15	4	0	0	0	0	0	0	101
12	0	0	14	24	3	1	0	0	0	0	0	0	42
13	0	0	6	8	12	2	0	0	0	0	0	0	28
14	0	7	26	57	20	5	0	0	0	0	0	0	115
15	0	1	15	55	22	4	0	0	0	0	0	0	97
16	1	16	94	93	17	2	0	0	0	0	0	0	223
17	0	0	19	73	32	2	0	0	0	0	0	0	126
18	0	1	30	57	21	5	0	0	0	0	0	0	114
19	1	0	19	47	14	5	1	0	0	0	0	0	87
20	0	0	6	32	9	1	0	0	0	0	0	0	48
21	0	0	8	24	15	3	0	0	0	0	0	0	50
22	0	0	4	2	7	3	0	0	0	0	0	0	16
23	0	0	0	6	3	1	0	0	0	0	0	0	10
24	0	0	0	3	1	1	0	0	0	0	0	0	5
7-19	2	39	357	645	216	43	1	0	0	0	0	0	1303
6-22	2	39	378	715	253	54	1	0	0	0	0	0	1442
6-24	2	39	378	724	257	56	1	0	0	0	0	0	1457
0-24	2	39	380	735	262	57	1	0	0	0	0	0	1476

Moffat 1, A708 The Holm

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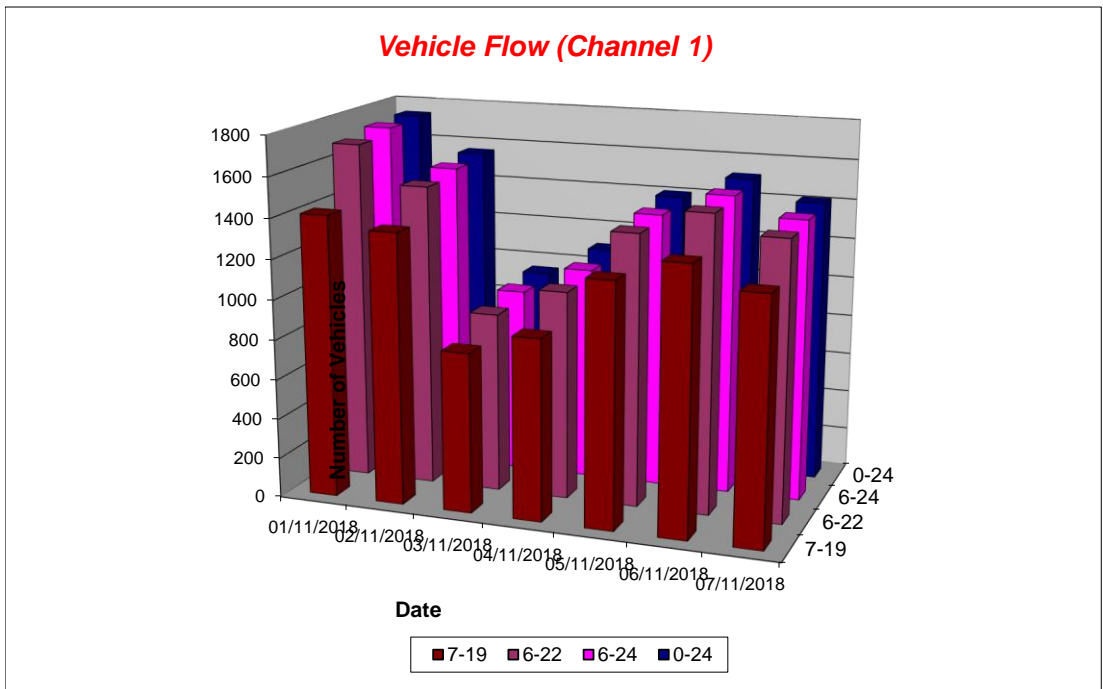


Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday	07/11/2018 Wednesday	5 Day Ave	7 Day Ave
1	1	5	7	10	3	2	1	2	4
2	0	0	3	6	1	1	0	0	2
3	1	1	0	5	1	0	2	1	1
4	1	2	2	0	0	1	1	1	1
5	3	4	0	2	3	3	2	3	2
6	5	7	4	3	16	11	6	9	7
7	31	21	6	6	29	15	23	24	19
8	62	58	26	21	60	62	57	60	49
9	208	199	33	24	174	186	197	193	146
10	84	85	65	49	84	79	93	85	77
11	86	77	75	98	75	86	64	78	80
12	107	96	82	89	82	114	56	91	89
13	99	117	85	91	94	97	38	89	89
14	118	102	83	89	85	98	105	102	97
15	130	141	73	76	121	134	152	136	118
16	135	165	65	104	146	152	136	147	129
17	110	129	90	77	134	107	115	119	109
18	145	120	56	75	90	113	114	116	102
19	128	66	68	113	68	92	86	88	89
20	133	68	41	60	44	70	75	78	70
21	89	40	23	45	39	42	45	51	46
22	31	25	29	27	33	32	31	30	30
23	27	20	14	18	14	14	10	17	17
24	4	10	18	10	5	3	6	6	8
7-19	1412	1355	801	906	1213	1320	1213	1303	1174
6-22	1696	1509	900	1044	1358	1479	1387	1486	1339
6-24	1727	1539	932	1072	1377	1496	1403	1508	1364
0-24	1738	1558	948	1098	1401	1514	1415	1525	1382



Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday	07/11/2018 Wednesday
1	23.0	23.0	27.3	29.5	26.3	25.5	23.0
2	-	-	28.0	25.5	28.0	18.0	-
3	18.0	23.0	-	26.0	38.0	-	20.5
4	28.0	25.5	23.0	-	-	28.0	23.0
5	24.7	25.5	-	25.5	24.7	24.7	25.5
6	24.0	24.4	26.8	21.3	25.2	24.8	22.2
7	24.5	23.5	21.3	24.7	25.8	25.0	24.3
8	25.2	24.4	24.3	23.2	24.3	24.2	24.0
9	16.8	16.7	23.1	22.2	17.1	17.8	17.5
10	21.6	22.0	23.8	22.1	22.3	21.6	21.1
11	21.9	23.6	22.4	18.9	22.1	21.7	20.7
12	21.6	22.5	22.5	20.6	20.6	20.6	21.4
13	21.5	21.4	23.1	21.9	22.3	21.9	22.6
14	21.9	20.9	22.6	21.9	21.4	20.7	21.9
15	21.3	20.7	21.9	21.8	21.1	21.3	21.6
16	20.7	19.0	23.4	22.0	19.3	19.1	20.5
17	22.8	21.7	22.0	22.4	21.0	20.4	21.5
18	20.9	22.2	23.0	22.3	22.8	20.6	22.1
19	22.6	23.7	23.8	20.6	23.8	22.7	21.5
20	21.1	22.6	23.4	21.1	22.5	23.8	23.2
21	22.5	23.6	23.9	22.8	23.9	23.1	24.4
22	24.0	24.6	22.7	23.7	23.8	22.4	24.9
23	23.2	24.5	23.0	21.7	24.4	23.0	23.5
24	25.5	25.0	25.8	25.5	22.0	23.0	26.3

10-12	21.8	23.0	22.4	19.7	21.3	21.1	21.0
14-16	21.0	19.8	22.6	21.9	20.1	20.1	21.1
0-24	21.3	21.2	23.0	21.7	21.4	21.0	21.3

7 Day Ave	21.6
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85th Percentile

Hr Ending	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday	07/11/2018 Wednesday
1	23.7	28.6	33.3	38.6	28.5	33.1	23.7
2	-	-	33.9	28.4	28.3	18.2	-
3	18.5	23.6	-	33.1	38.6	-	23.3
4	28.6	28.3	29.0	-	-	28.7	23.1
5	28.3	28.3	-	28.6	28.5	28.5	28.0
6	28.3	28.8	33.4	23.7	28.2	28.4	28.3
7	28.8	28.8	28.3	33.9	28.9	28.1	28.8
8	28.0	28.6	28.2	28.8	28.7	28.7	28.3
9	23.8	24.0	28.2	28.0	23.5	23.9	23.2
10	23.8	28.9	28.6	28.5	28.4	28.5	23.5
11	28.7	28.2	28.4	23.9	28.1	23.1	23.3
12	28.0	28.7	28.4	23.4	23.8	23.8	23.3
13	28.4	24.0	28.7	28.7	28.5	28.4	28.0
14	28.9	23.2	28.3	28.5	23.8	23.5	28.5
15	28.8	23.5	28.6	28.5	23.6	28.5	28.2
16	23.4	23.1	28.2	28.5	23.8	23.2	23.9
17	29.0	29.0	28.2	28.4	28.0	23.3	23.6
18	28.9	28.7	28.6	28.4	28.2	28.1	28.8
19	28.1	28.0	28.1	28.3	28.1	28.6	28.9
20	23.9	23.6	28.5	28.1	28.1	28.2	28.3
21	28.4	28.1	28.9	28.2	28.3	28.9	33.5
22	28.5	28.1	23.3	29.0	28.1	28.1	28.1
23	28.8	28.8	28.8	28.1	28.0	28.4	28.6
24	33.1	28.3	33.4	38.4	28.5	23.3	43.4

10-12	28.6	28.0	28.3	23.4	28.7	23.9	24.0
14-16	23.5	23.3	28.9	28.5	23.5	23.8	28.1
0-24	28.3	28.4	28.6	28.2	28.8	28.3	28.9

7 Day Ave	28.5
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Moffat 1, A708 The Holm

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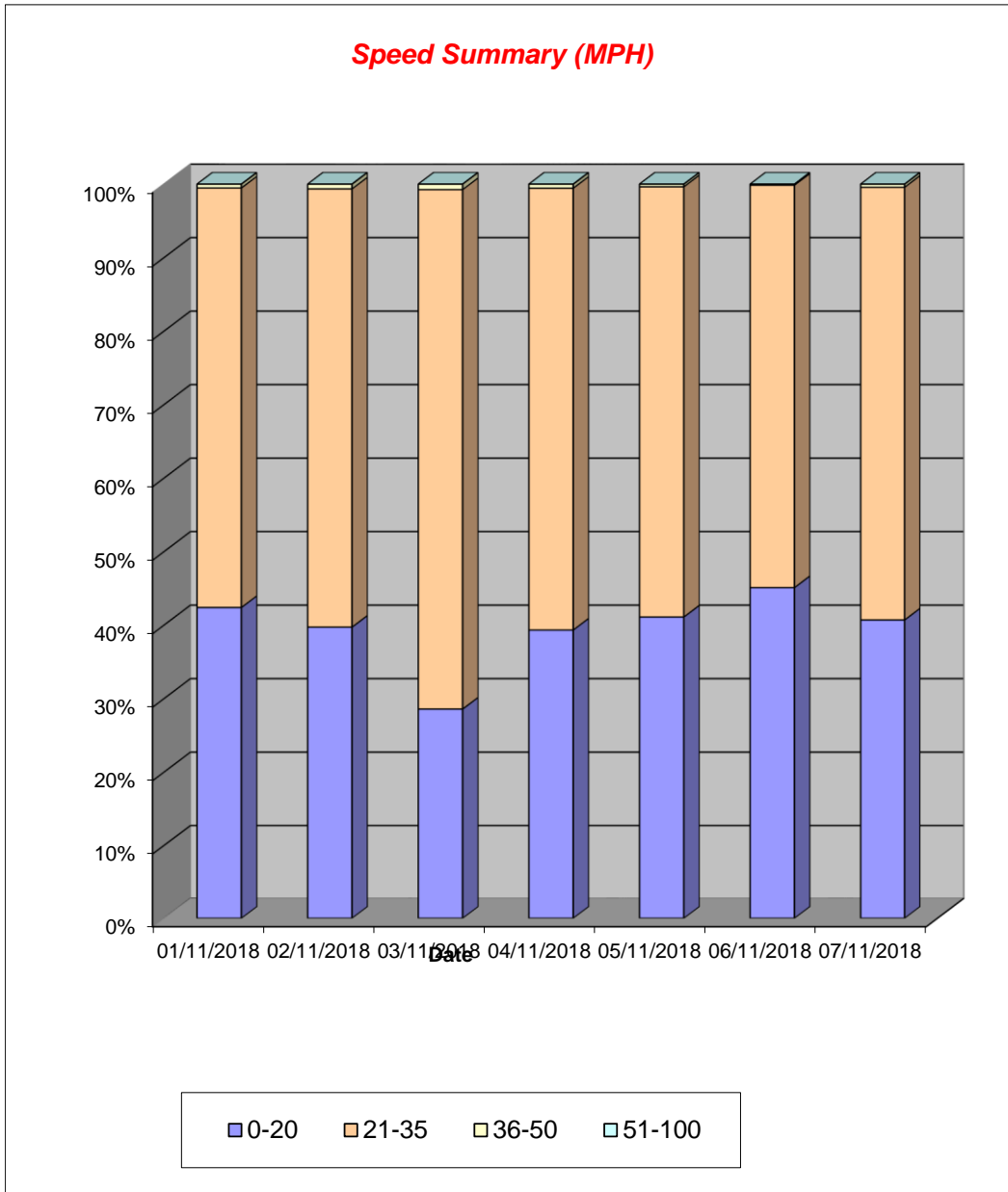


Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday	07/11/2018 Wednesday
0-20	737	619	271	432	576	683	576
21-35	992	929	670	660	820	829	833
36-50	9	10	7	6	5	2	6
51-100	0	0	0	0	0	0	0
TOTAL	1738	1558	948	1098	1401	1514	1415



Moffat 1, A708 The Holm

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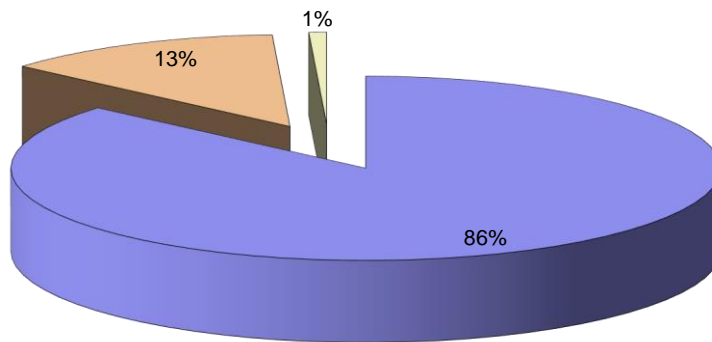
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
01/11/2018				
7-19	1216	178	18	1412
6-22	1470	205	21	1696
6-24	1499	207	21	1727
0-24	1508	209	21	1738
02/11/2018				
7-19	1161	181	13	1355
6-22	1296	200	13	1509
6-24	1326	200	13	1539
0-24	1340	205	13	1558
03/11/2018				
7-19	703	97	1	801
6-22	792	107	1	900
6-24	823	108	1	932
0-24	838	109	1	948
04/11/2018				
7-19	810	94	2	906
6-22	938	104	2	1044
6-24	962	108	2	1072
0-24	987	109	2	1098
05/11/2018				
7-19	1025	176	12	1213
6-22	1148	197	13	1358
6-24	1166	198	13	1377
0-24	1182	203	16	1401
06/11/2018				
7-19	1105	205	10	1320
6-22	1246	223	10	1479
6-24	1262	224	10	1496
0-24	1276	227	11	1514
07/11/2018				
7-19	1043	159	11	1213
6-22	1197	176	14	1387
6-24	1212	177	14	1403
0-24	1222	179	14	1415
Average				
7-19	1009	156	10	1174
6-22	1155	173	11	1339
6-24	1179	175	11	1364
0-24	1193	177	11	1382

Total Vehicle Class Distribution



Moffat 1, A708 The Holm

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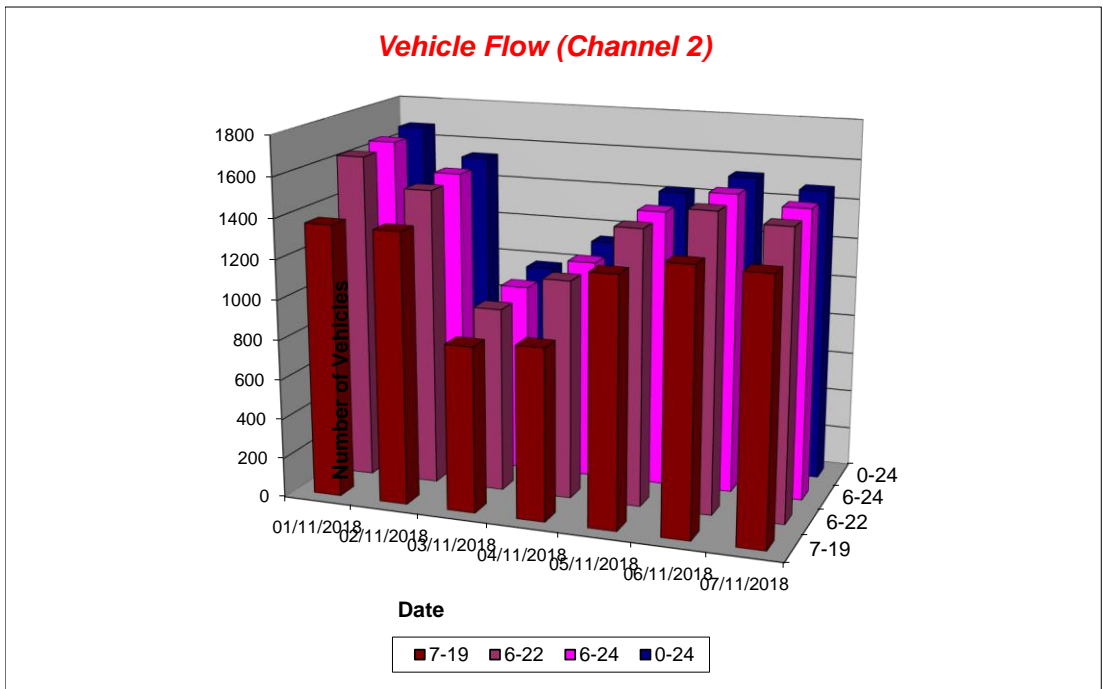


Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday	07/11/2018 Wednesday	5 Day Ave	7 Day Ave
1	1	3	2	8	4	1	1	2	3
2	0	0	3	7	4	1	2	1	2
3	0	0	0	5	1	1	0	0	1
4	2	3	3	0	4	4	3	3	3
5	5	6	5	4	7	6	5	6	5
6	14	11	7	2	10	5	8	10	8
7	31	25	5	3	36	28	25	29	22
8	65	61	22	16	68	59	70	65	52
9	198	179	52	29	174	159	184	179	139
10	110	107	75	55	110	97	116	108	96
11	76	89	100	96	64	91	101	84	88
12	88	72	75	84	73	108	42	77	77
13	95	110	72	108	93	84	28	82	84
14	93	106	69	86	102	94	115	102	95
15	92	106	90	106	87	110	97	98	98
16	199	211	67	84	179	191	223	201	165
17	116	126	83	89	135	124	126	125	114
18	137	122	64	72	90	109	114	114	101
19	98	71	64	38	67	89	87	82	73
20	120	35	36	149	54	56	48	63	71
21	83	49	30	67	31	57	50	54	52
22	35	23	23	18	18	33	16	25	24
23	14	12	10	7	7	10	10	11	10
24	4	8	18	4	4	4	5	5	7
7-19	1367	1360	833	863	1242	1315	1303	1317	1183
6-22	1636	1492	927	1100	1381	1489	1442	1488	1352
6-24	1654	1512	955	1111	1392	1503	1457	1504	1369
0-24	1676	1535	975	1137	1422	1521	1476	1526	1392



Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday	07/11/2018 Wednesday
1	28.0	24.7	30.5	34.2	21.8	23.0	23.0
2	-	-	29.7	24.4	25.5	18.0	20.5
3	-	-	-	29.0	33.0	28.0	-
4	23.0	23.0	24.7	-	25.5	23.0	26.3
5	25.0	28.0	25.0	28.0	25.1	24.7	26.0
6	24.8	23.9	23.0	20.5	25.5	28.0	23.6
7	26.9	25.8	23.0	23.0	25.2	25.1	25.2
8	25.2	25.6	25.0	24.2	24.9	25.3	25.3
9	21.1	20.7	23.5	24.2	21.2	21.2	20.9
10	21.8	23.4	24.0	23.6	22.6	22.3	22.6
11	23.3	24.9	23.4	22.2	24.1	21.6	23.0
12	22.7	23.7	25.0	22.4	22.2	22.1	21.9
13	22.9	24.4	24.9	22.8	22.6	23.2	24.8
14	22.1	23.0	23.2	22.8	22.7	21.4	22.6
15	22.9	23.1	23.8	23.0	23.5	22.6	23.7
16	21.3	21.3	22.8	23.4	20.6	21.1	20.6
17	23.6	23.8	24.3	23.5	22.6	22.5	23.7
18	23.4	23.2	22.9	24.0	23.3	22.7	23.0
19	23.2	24.7	24.2	22.7	24.0	22.6	23.3
20	21.6	23.1	25.5	20.0	23.0	22.6	23.5
21	22.8	21.9	23.7	22.9	24.3	23.6	24.3
22	25.4	24.7	23.4	24.4	25.8	24.5	25.8
23	24.8	29.2	26.0	23.7	27.3	26.5	25.5
24	26.8	23.6	27.7	26.8	24.2	26.8	26.0

10-12	23.0	24.3	24.1	22.3	23.1	21.9	22.7
14-16	21.8	21.9	23.4	23.2	21.6	21.7	21.5
0-24	22.7	23.2	24.0	22.8	22.8	22.4	22.7

7 Day Ave	22.9
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85th Percentile

Hr Ending	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday	07/11/2018 Wednesday
1	28.6	28.8	33.8	43.4	28.3	23.9	23.4
2	-	-	33.2	33.4	28.5	18.4	23.4
3	-	-	-	33.3	33.1	28.1	-
4	23.3	23.5	29.0	-	33.5	34.0	28.9
5	33.1	33.4	33.1	39.0	34.0	28.8	33.6
6	28.5	28.5	33.1	23.8	28.6	28.7	23.9
7	28.2	28.2	28.8	33.7	28.9	28.4	33.5
8	29.0	33.6	28.4	28.4	28.7	28.0	28.3
9	23.1	23.5	28.5	28.7	23.4	23.2	23.9
10	28.0	28.7	28.1	28.3	28.7	28.2	28.3
11	28.3	28.9	28.1	28.4	28.1	28.5	28.3
12	28.5	28.4	28.2	28.4	28.8	28.4	23.2
13	28.9	28.3	28.0	28.9	28.7	28.1	28.3
14	28.5	28.3	28.7	28.1	28.5	23.3	28.0
15	28.4	28.2	28.5	28.6	28.2	28.6	28.7
16	23.8	23.5	28.6	28.3	23.2	23.8	23.8
17	28.8	28.2	28.2	28.1	28.3	28.5	28.3
18	28.7	28.6	28.5	28.2	28.8	28.2	28.7
19	28.7	28.4	28.7	28.1	28.1	28.9	28.4
20	24.0	28.9	28.8	23.4	28.5	28.4	28.8
21	28.3	23.5	28.4	29.0	28.8	28.3	28.7
22	33.5	28.2	28.9	28.5	28.8	28.8	33.4
23	28.4	33.7	28.7	33.5	28.3	28.2	28.1
24	33.7	28.7	38.1	29.0	29.0	33.4	33.4

10-12	28.2	28.6	28.6	28.2	28.8	28.2	28.3
14-16	28.4	28.8	28.7	28.4	28.7	28.9	23.7
0-24	28.5	28.2	28.0	28.4	28.9	28.6	28.3

7 Day Ave	28.4
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Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.

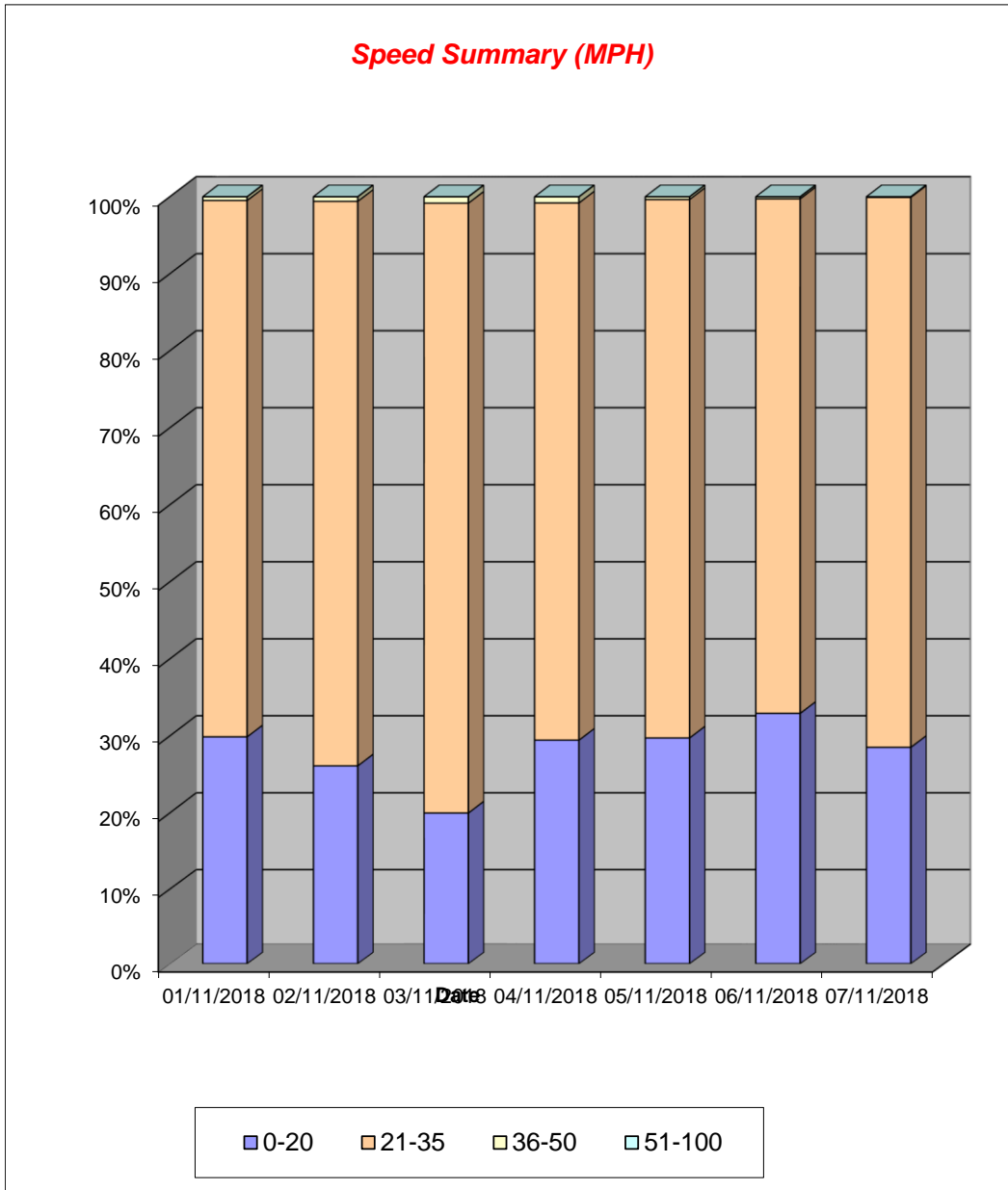


Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday	07/11/2018 Wednesday
0-20	501	401	195	335	423	501	421
21-35	1167	1125	772	793	994	1016	1054
36-50	8	9	8	9	5	4	1
51-100	0	0	0	0	0	0	0
TOTAL	1676	1535	975	1137	1422	1521	1476



Moffat 1, A708 The Holm

Produced by Streetwise Services Ltd.



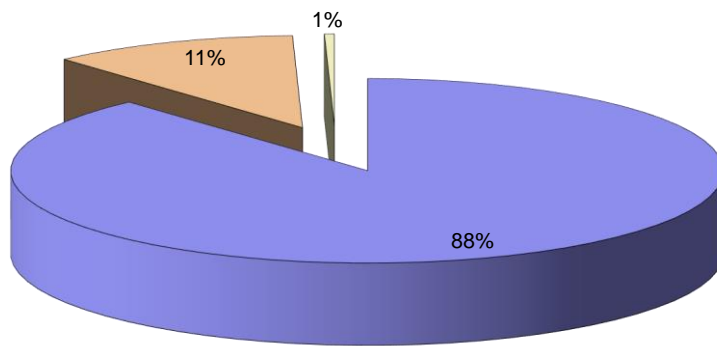
Channel 2 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
01/11/2018				
7-19	1214	141	12	1367
6-22	1463	161	12	1636
6-24	1479	163	12	1654
0-24	1500	164	12	1676
02/11/2018				
7-19	1196	158	6	1360
6-22	1318	168	6	1492
6-24	1338	168	6	1512
0-24	1358	170	7	1535
03/11/2018				
7-19	746	87	0	833
6-22	829	96	2	927
6-24	856	97	2	955
0-24	874	99	2	975
04/11/2018				
7-19	763	99	1	863
6-22	982	117	1	1100
6-24	993	117	1	1111
0-24	1018	118	1	1137
05/11/2018				
7-19	1066	166	10	1242
6-22	1187	184	10	1381
6-24	1198	184	10	1392
0-24	1223	189	10	1422
06/11/2018				
7-19	1141	170	4	1315
6-22	1294	191	4	1489
6-24	1307	192	4	1503
0-24	1322	195	4	1521
07/11/2018				
7-19	1151	145	7	1303
6-22	1279	156	7	1442
6-24	1294	156	7	1457
0-24	1310	158	8	1476
Average				
7-19	1040	138	6	1183
6-22	1193	153	6	1352
6-24	1209	154	6	1369
0-24	1229	156	6	1392

Total Vehicle Class Distribution



Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Saturday 10/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	16	0	1	0	0	0	0	0	0	0	0	0	0	17
2	13	1	0	0	0	0	0	0	0	0	0	0	0	14
3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	2	2	0	0	0	0	0	0	0	0	2	0	0	6
6	6	4	0	0	0	0	0	0	0	0	0	1	0	11
7	25	4	0	0	0	0	0	0	0	0	0	1	0	30
8	55	11	1	0	0	0	0	0	1	0	0	2	0	70
9	98	23	0	0	0	0	0	0	0	0	0	2	0	123
10	147	22	0	0	1	0	0	0	0	0	0	2	0	172
11	208	17	0	0	1	0	0	0	0	0	0	0	0	226
12	225	14	0	0	1	0	0	0	0	0	0	0	0	240
13	250	24	3	0	0	0	1	0	1	0	0	1	0	280
14	207	15	0	0	1	0	0	0	0	0	0	0	0	223
15	231	17	0	0	0	0	0	0	0	0	0	1	0	249
16	202	14	0	0	0	0	0	0	0	0	0	0	0	216
17	159	11	0	1	0	0	0	0	0	0	0	0	0	171
18	142	11	1	0	0	0	0	0	0	0	0	1	0	155
19	131	3	2	0	0	0	0	0	0	0	0	0	0	136
20	85	7	0	0	0	0	0	0	0	0	0	1	0	93
21	55	2	0	0	0	0	0	0	0	0	0	0	0	57
22	51	1	0	0	0	0	0	0	0	0	0	0	0	52
23	41	0	0	0	0	0	0	0	0	0	0	0	0	41
24	19	1	0	0	0	0	0	0	0	0	0	0	0	20
7-19	2055	182	7	1	4	0	1	0	2	0	0	9	0	2261
6-22	2271	196	7	1	4	0	1	0	2	0	0	11	0	2493
6-24	2331	197	7	1	4	0	1	0	2	0	0	11	0	2554
0-24	2376	204	8	1	4	0	1	0	2	0	2	12	0	2610

Channel 2 - Southbound

Saturday 10/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	18	0	1	0	0	0	0	0	0	0	0	0	0	19
2	12	0	0	0	0	0	0	0	0	0	0	0	0	12
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	2	2	0	0	0	0	0	0	0	0	0	0	0	4
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	19	5	0	0	0	0	0	0	0	0	1	0	0	25
7	29	1	1	0	1	0	0	0	0	0	0	0	0	32
8	66	2	1	0	1	0	0	0	0	0	0	3	0	73
9	128	10	1	0	0	0	0	0	0	0	0	1	0	140
10	170	13	0	0	0	0	0	0	0	0	0	1	0	184
11	253	14	0	0	0	0	0	0	1	0	0	1	0	269
12	262	11	2	0	2	0	0	0	0	0	0	2	0	279
13	221	16	0	1	0	0	0	0	0	0	0	1	0	239
14	210	13	0	0	0	0	0	0	0	0	0	1	0	224
15	196	11	0	0	0	0	0	1	0	0	0	1	0	209
16	211	14	2	0	1	0	0	0	0	0	0	1	0	229
17	176	5	1	0	0	0	0	0	0	0	0	0	0	182
18	129	8	2	0	0	0	0	0	0	0	0	0	0	139
19	128	5	0	0	0	0	0	0	0	0	0	2	0	135
20	88	5	0	0	0	0	0	0	1	0	0	2	0	96
21	50	3	1	0	0	0	0	0	0	0	0	0	0	54
22	55	1	1	0	0	0	0	0	0	0	0	0	0	57
23	32	1	0	0	0	0	0	0	0	0	0	0	0	33
24	14	0	0	0	0	0	0	0	0	0	0	0	0	14
7-19	2150	122	9	1	4	0	0	1	1	0	0	14	0	2302
6-22	2372	132	12	1	5	0	0	1	2	0	0	16	0	2541
6-24	2418	133	12	1	5	0	0	1	2	0	0	16	0	2588
0-24	2474	140	13	1	5	0	0	1	2	0	1	16	0	2653

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Saturday 10/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	1	1	4	5	4	2	0	0	0	0	0	17
2	0	0	0	5	5	4	0	0	0	0	0	0	14
3	1	0	0	0	3	0	0	0	0	0	0	0	4
4	0	0	0	2	1	0	1	0	0	0	0	0	4
5	0	0	0	2	1	2	1	0	0	0	0	0	6
6	0	0	1	4	4	2	0	0	0	0	0	0	11
7	0	0	7	13	10	0	0	0	0	0	0	0	30
8	0	2	8	40	18	2	0	0	0	0	0	0	70
9	0	1	36	71	15	0	0	0	0	0	0	0	123
10	0	11	49	90	22	0	0	0	0	0	0	0	172
11	2	22	91	96	15	0	0	0	0	0	0	0	226
12	1	34	104	94	7	0	0	0	0	0	0	0	240
13	2	28	123	120	5	2	0	0	0	0	0	0	280
14	0	16	108	89	10	0	0	0	0	0	0	0	223
15	10	36	111	77	15	0	0	0	0	0	0	0	249
16	1	15	86	106	8	0	0	0	0	0	0	0	216
17	0	9	65	84	13	0	0	0	0	0	0	0	171
18	2	4	56	77	16	0	0	0	0	0	0	0	155
19	0	6	36	78	14	2	0	0	0	0	0	0	136
20	0	3	23	47	17	2	1	0	0	0	0	0	93
21	1	1	12	24	18	1	0	0	0	0	0	0	57
22	0	0	7	25	17	3	0	0	0	0	0	0	52
23	0	0	8	19	14	0	0	0	0	0	0	0	41
24	0	0	1	12	5	1	1	0	0	0	0	0	20
7-19	18	184	873	1022	158	6	0	0	0	0	0	0	2261
6-22	19	188	922	1131	220	12	1	0	0	0	0	0	2493
6-24	19	188	931	1162	239	13	2	0	0	0	0	0	2554
0-24	20	189	933	1179	258	25	6	0	0	0	0	0	2610

Channel 2 - Southbound

Saturday 10/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	2	6	10	1	0	0	0	0	0	0	19
2	0	0	0	5	7	0	0	0	0	0	0	0	12
3	0	0	0	2	0	0	0	0	0	0	0	0	2
4	0	0	0	0	3	0	1	0	0	0	0	0	4
5	0	0	1	0	1	1	0	0	0	0	0	0	3
6	0	0	5	13	7	0	0	0	0	0	0	0	25
7	0	1	7	15	8	1	0	0	0	0	0	0	32
8	1	4	19	39	8	1	1	0	0	0	0	0	73
9	1	10	53	47	26	3	0	0	0	0	0	0	140
10	1	16	63	77	25	2	0	0	0	0	0	0	184
11	2	30	127	90	19	1	0	0	0	0	0	0	269
12	2	37	136	91	12	0	1	0	0	0	0	0	279
13	2	45	102	79	10	1	0	0	0	0	0	0	239
14	5	43	86	76	12	2	0	0	0	0	0	0	224
15	3	40	92	61	10	1	1	1	0	0	0	0	209
16	0	37	75	97	19	1	0	0	0	0	0	0	229
17	1	6	69	81	23	2	0	0	0	0	0	0	182
18	0	6	36	80	12	5	0	0	0	0	0	0	139
19	1	10	36	62	23	2	1	0	0	0	0	0	135
20	0	4	18	47	24	3	0	0	0	0	0	0	96
21	0	2	14	27	6	5	0	0	0	0	0	0	54
22	0	3	16	23	11	4	0	0	0	0	0	0	57
23	0	2	5	17	5	3	1	0	0	0	0	0	33
24	0	0	5	4	4	1	0	0	0	0	0	0	14
7-19	19	284	894	880	199	21	4	1	0	0	0	0	2302
6-22	19	294	949	992	248	34	4	1	0	0	0	0	2541
6-24	19	296	959	1013	257	38	5	1	0	0	0	0	2588
0-24	19	296	967	1039	285	40	6	1	0	0	0	0	2653

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Sunday 11/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	12	7	1	0	0	0	0	0	0	0	0	0	0	20
2	10	2	0	0	0	0	0	0	0	0	0	0	0	12
3	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	3	0	0	0	0	0	0	0	1	0	0	0	0	4
6	6	1	0	0	0	0	0	0	0	0	0	0	0	7
7	15	1	0	0	0	0	0	0	0	0	0	0	0	16
8	28	7	0	0	0	0	0	0	0	0	0	0	0	35
9	60	9	0	0	1	0	0	0	0	0	0	0	0	70
10	92	13	0	0	0	0	0	0	0	0	0	0	0	105
11	114	14	0	0	0	0	0	0	0	0	0	0	0	128
12	134	7	0	0	2	0	0	0	0	0	0	2	0	145
13	202	18	0	1	0	0	1	0	0	0	0	2	0	224
14	202	10	1	0	1	0	0	0	1	0	0	1	0	216
15	210	12	1	0	0	0	0	0	1	0	0	2	0	226
16	193	6	1	0	0	0	0	0	0	0	0	1	0	201
17	228	11	0	0	0	0	0	0	0	0	0	1	0	240
18	170	14	1	0	1	0	0	0	0	0	0	2	0	188
19	122	11	0	0	0	0	0	0	0	0	0	2	0	135
20	64	4	0	0	0	0	0	0	0	0	0	0	0	68
21	76	5	0	0	0	0	0	0	0	0	0	0	0	81
22	41	5	0	0	0	0	0	0	0	0	0	0	0	46
23	26	0	0	0	0	0	0	0	0	0	0	0	0	26
24	14	1	1	0	0	0	0	0	0	0	0	0	0	16
7-19	1755	132	4	1	5	0	1	0	2	0	0	13	0	1913
6-22	1951	147	4	1	5	0	1	0	2	0	0	13	0	2124
6-24	1991	148	5	1	5	0	1	0	2	0	0	13	0	2166
0-24	2033	159	6	1	5	0	1	0	3	0	0	13	0	2221

Channel 2 - Southbound

Sunday 11/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	13	2	1	0	0	0	0	0	0	0	0	0	0	16
2	17	0	0	0	0	0	0	0	0	0	0	0	0	17
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	5	1	0	0	0	0	0	0	0	0	0	0	0	6
5	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6	11	1	0	0	0	0	0	0	0	0	0	0	0	12
7	19	0	0	0	0	0	0	0	1	0	0	0	0	20
8	35	3	1	0	0	0	0	0	0	0	0	0	0	39
9	66	9	0	0	0	0	0	0	0	0	0	1	0	76
10	166	15	0	0	1	0	0	1	0	0	0	0	0	183
11	150	5	2	0	1	0	0	0	0	0	0	1	0	159
12	240	12	0	0	2	0	0	0	0	0	0	2	0	256
13	254	11	2	0	0	0	0	0	1	0	0	0	0	268
14	247	8	2	0	0	0	0	0	0	0	0	1	0	258
15	261	12	0	0	1	0	0	0	0	0	0	0	0	274
16	275	11	0	0	0	0	0	0	0	0	0	1	0	287
17	236	10	0	0	0	0	0	0	0	0	0	0	0	246
18	128	12	0	0	0	0	0	0	0	0	0	0	0	140
19	116	8	1	0	0	0	0	0	0	0	0	2	0	127
20	83	5	1	0	0	0	0	0	0	0	0	0	0	89
21	69	5	1	0	0	0	0	0	1	0	0	0	0	76
22	41	0	1	0	0	0	0	0	0	0	0	0	0	42
23	16	0	1	0	0	0	0	0	0	0	0	0	0	17
24	10	1	0	0	0	0	0	0	0	0	0	0	0	11
7-19	2174	116	8	0	5	0	0	1	1	0	0	8	0	2313
6-22	2386	126	11	0	5	0	0	1	3	0	0	8	0	2540
6-24	2412	127	12	0	5	0	0	1	3	0	0	8	0	2568
0-24	2465	131	13	0	5	0	0	1	3	0	0	8	0	2626

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Sunday 11/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	1	6	6	6	1	0	0	0	0	0	0	20
2	0	0	2	3	2	5	0	0	0	0	0	0	12
3	0	0	0	2	5	2	0	0	0	0	0	0	9
4	0	0	0	2	1	0	0	0	0	0	0	0	3
5	0	1	1	0	1	1	0	0	0	0	0	0	4
6	0	1	0	4	1	0	0	1	0	0	0	0	7
7	0	0	2	9	3	2	0	0	0	0	0	0	16
8	0	0	4	19	10	2	0	0	0	0	0	0	35
9	0	1	14	40	14	1	0	0	0	0	0	0	70
10	0	6	26	57	15	1	0	0	0	0	0	0	105
11	1	17	42	61	6	0	1	0	0	0	0	0	128
12	21	24	48	46	5	1	0	0	0	0	0	0	145
13	3	23	99	87	12	0	0	0	0	0	0	0	224
14	0	4	71	112	27	2	0	0	0	0	0	0	216
15	0	6	71	120	28	1	0	0	0	0	0	0	226
16	0	8	76	96	18	3	0	0	0	0	0	0	201
17	0	10	86	120	23	1	0	0	0	0	0	0	240
18	0	6	56	92	31	3	0	0	0	0	0	0	188
19	0	1	30	82	22	0	0	0	0	0	0	0	135
20	0	0	11	32	24	1	0	0	0	0	0	0	68
21	0	0	10	41	23	6	1	0	0	0	0	0	81
22	0	1	7	22	13	2	0	1	0	0	0	0	46
23	0	3	1	12	10	0	0	0	0	0	0	0	26
24	0	1	0	6	6	2	1	0	0	0	0	0	16
7-19	25	106	623	932	211	15	1	0	0	0	0	0	1913
6-22	25	107	653	1036	274	26	2	1	0	0	0	0	2124
6-24	25	111	654	1054	290	28	3	1	0	0	0	0	2166
0-24	25	114	663	1071	306	37	3	2	0	0	0	0	2221

Channel 2 - Southbound

Sunday 11/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	3	8	4	1	0	0	0	0	0	0	16
2	0	0	1	9	4	2	1	0	0	0	0	0	17
3	0	0	1	1	1	0	0	0	0	0	0	0	3
4	0	0	0	2	3	1	0	0	0	0	0	0	6
5	0	1	1	1	1	0	0	0	0	0	0	0	4
6	0	1	5	5	1	0	0	0	0	0	0	0	12
7	0	0	4	9	5	2	0	0	0	0	0	0	20
8	0	0	12	17	6	3	1	0	0	0	0	0	39
9	0	2	28	25	20	0	1	0	0	0	0	0	76
10	1	15	48	87	30	2	0	0	0	0	0	0	183
11	2	22	62	63	9	1	0	0	0	0	0	0	159
12	15	39	107	75	20	0	0	0	0	0	0	0	256
13	5	44	82	102	30	4	0	1	0	0	0	0	268
14	1	23	77	109	46	1	0	1	0	0	0	0	258
15	1	37	105	96	34	1	0	0	0	0	0	0	274
16	1	33	97	115	39	1	1	0	0	0	0	0	287
17	1	25	76	112	31	1	0	0	0	0	0	0	246
18	1	13	46	61	14	5	0	0	0	0	0	0	140
19	0	6	44	45	28	2	2	0	0	0	0	0	127
20	0	3	22	44	18	2	0	0	0	0	0	0	89
21	1	3	16	39	10	6	1	0	0	0	0	0	76
22	0	2	7	23	6	3	1	0	0	0	0	0	42
23	0	1	3	11	2	0	0	0	0	0	0	0	17
24	0	3	0	3	1	4	0	0	0	0	0	0	11
7-19	28	259	784	907	307	21	5	2	0	0	0	0	2313
6-22	29	267	833	1022	346	34	7	2	0	0	0	0	2540
6-24	29	271	836	1036	349	38	7	2	0	0	0	0	2568
0-24	29	273	847	1062	363	42	8	2	0	0	0	0	2626

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Monday 12/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	1	0	0	1	0	0	0	0	0	0	0	0	3
4	3	0	1	0	0	0	0	0	0	0	0	0	0	4
5	7	4	0	0	0	0	0	0	2	0	0	0	0	13
6	18	3	1	0	1	0	0	0	4	0	0	0	0	27
7	53	14	1	0	0	0	0	0	1	0	0	2	0	71
8	82	35	1	0	1	0	0	0	2	0	0	1	0	122
9	212	42	1	1	2	0	0	0	0	0	0	1	0	259
10	143	35	6	0	2	0	0	0	0	0	0	1	0	187
11	172	20	1	0	2	0	0	0	1	0	2	2	0	200
12	191	23	2	0	1	0	0	0	1	0	0	1	0	219
13	191	23	1	0	2	0	1	0	0	0	0	1	0	219
14	212	25	2	0	1	0	0	0	1	0	0	1	0	242
15	185	26	1	0	1	0	0	1	1	0	0	2	0	217
16	246	24	2	1	1	0	1	0	2	0	0	0	0	277
17	219	28	1	0	1	0	0	0	0	0	0	0	0	249
18	179	27	2	0	1	0	0	0	0	0	0	0	0	209
19	150	12	1	1	0	0	0	0	0	0	0	2	0	166
20	96	15	1	0	0	0	0	1	0	0	0	1	0	114
21	58	5	0	0	0	0	0	0	0	0	0	0	0	63
22	59	4	1	0	0	0	0	0	0	0	0	1	0	65
23	25	2	0	0	0	0	0	0	0	0	0	0	0	27
24	12	1	0	0	0	0	0	0	0	0	0	0	0	13

7-19	2182	320	21	3	15	0	2	1	8	0	2	12	0	2566
6-22	2448	358	24	3	15	0	2	2	9	0	2	16	0	2879
6-24	2485	361	24	3	15	0	2	2	9	0	2	16	0	2919
0-24	2520	370	26	3	17	0	2	2	15	0	2	16	0	2973

Channel 2 - Southbound

Monday 12/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	0	1	0	0	0	0	0	1	0	0	0	0	8
2	1	0	0	0	0	0	0	0	1	0	0	0	0	2
3	2	0	0	0	0	0	0	0	0	0	0	1	0	3
4	10	0	0	0	0	0	0	0	0	0	0	0	0	10
5	10	3	0	0	0	0	0	0	0	0	0	1	0	14
6	30	5	1	0	0	0	0	0	0	0	0	0	0	36
7	71	9	1	0	0	0	0	0	0	0	0	0	0	81
8	156	10	3	0	0	0	0	0	0	0	1	1	0	171
9	233	21	2	0	1	0	0	0	0	0	0	1	0	258
10	211	22	0	0	1	0	0	0	0	0	1	1	0	236
11	203	19	1	0	0	0	0	0	0	0	0	1	0	224
12	218	19	0	0	1	0	0	0	0	0	0	0	0	238
13	174	20	0	0	0	0	0	0	0	0	2	0	0	196
14	229	22	3	0	1	0	0	0	0	0	1	1	0	257
15	191	19	0	0	0	0	0	0	0	0	0	1	0	211
16	221	18	0	1	0	0	0	0	0	0	0	0	0	240
17	232	17	0	0	0	0	0	0	0	0	1	1	0	251
18	188	16	2	0	0	0	0	0	0	0	0	1	0	207
19	100	9	4	0	0	0	0	0	0	0	0	0	0	113
20	90	7	0	0	0	0	0	0	0	0	0	1	0	98
21	49	6	0	0	0	0	0	0	0	0	0	0	0	55
22	57	3	1	0	0	0	0	0	0	0	0	0	0	61
23	19	1	0	0	0	0	0	0	0	0	0	1	0	21
24	10	1	0	0	0	0	0	0	1	0	0	0	0	12

7-19	2356	212	15	1	4	0	0	0	0	0	6	8	0	2602
6-22	2623	237	17	1	4	0	0	0	0	0	6	9	0	2897
6-24	2652	239	17	1	4	0	0	0	1	0	6	10	0	2930
0-24	2711	247	19	1	4	0	0	0	3	0	6	12	0	3003

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Monday 12/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	0	1	3	2	0	0	0	0	0	0	6
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	1	0	1	1	0	0	0	0	0	0	3
4	0	0	1	1	2	0	0	0	0	0	0	0	4
5	0	0	1	2	6	2	1	1	0	0	0	0	13
6	0	0	1	7	17	2	0	0	0	0	0	0	27
7	0	1	10	37	18	4	1	0	0	0	0	0	71
8	0	0	23	71	25	3	0	0	0	0	0	0	122
9	2	24	103	119	9	2	0	0	0	0	0	0	259
10	2	6	67	89	23	0	0	0	0	0	0	0	187
11	1	12	88	85	14	0	0	0	0	0	0	0	200
12	4	41	98	64	11	1	0	0	0	0	0	0	219
13	1	27	122	64	5	0	0	0	0	0	0	0	219
14	1	14	104	114	8	1	0	0	0	0	0	0	242
15	2	23	98	84	9	0	0	0	0	1	0	0	217
16	0	14	90	151	21	1	0	0	0	0	0	0	277
17	1	15	98	125	10	0	0	0	0	0	0	0	249
18	0	6	55	123	22	3	0	0	0	0	0	0	209
19	3	8	37	97	21	0	0	0	0	0	0	0	166
20	0	0	18	65	30	1	0	0	0	0	0	0	114
21	0	1	10	31	15	6	0	0	0	0	0	0	63
22	0	2	12	35	13	2	0	1	0	0	0	0	65
23	0	1	4	13	6	3	0	0	0	0	0	0	27
24	0	1	0	7	3	2	0	0	0	0	0	0	13
7-19	17	190	983	1186	178	11	0	0	0	1	0	0	2566
6-22	17	194	1033	1354	254	24	1	1	0	1	0	0	2879
6-24	17	196	1037	1374	263	29	1	1	0	1	0	0	2919
0-24	17	196	1041	1385	293	36	2	2	0	1	0	0	2973

Channel 2 - Southbound

Monday 12/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	1	4	3	0	0	0	0	0	0	0	8
2	0	0	0	1	1	0	0	0	0	0	0	0	2
3	0	0	0	0	3	0	0	0	0	0	0	0	3
4	0	0	0	5	3	2	0	0	0	0	0	0	10
5	0	0	3	8	3	0	0	0	0	0	0	0	14
6	0	0	5	22	9	0	0	0	0	0	0	0	36
7	0	5	12	37	24	3	0	0	0	0	0	0	81
8	0	3	33	100	30	4	1	0	0	0	0	0	171
9	2	35	100	103	17	0	1	0	0	0	0	0	258
10	3	27	90	85	29	2	0	0	0	0	0	0	236
11	3	44	78	77	21	1	0	0	0	0	0	0	224
12	1	30	115	77	14	1	0	0	0	0	0	0	238
13	1	29	89	63	14	0	0	0	0	0	0	0	196
14	1	35	93	100	25	3	0	0	0	0	0	0	257
15	2	33	88	61	23	2	0	0	0	2	0	0	211
16	0	25	98	99	18	0	0	0	0	0	0	0	240
17	0	28	103	85	32	3	0	0	0	0	0	0	251
18	0	23	76	79	25	4	0	0	0	0	0	0	207
19	0	8	26	54	17	8	0	0	0	0	0	0	113
20	0	8	37	35	17	1	0	0	0	0	0	0	98
21	0	4	10	26	12	1	2	0	0	0	0	0	55
22	0	1	26	24	4	5	1	0	0	0	0	0	61
23	0	0	4	10	5	1	1	0	0	0	0	0	21
24	0	0	1	6	3	2	0	0	0	0	0	0	12
7-19	13	320	989	983	265	28	2	0	0	2	0	0	2602
6-22	13	338	1074	1105	322	38	5	0	0	2	0	0	2897
6-24	13	338	1079	1121	330	41	6	0	0	2	0	0	2930
0-24	13	338	1088	1161	352	43	6	0	0	2	0	0	3003

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Tuesday 13/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	2	0	0	0	0	0	0	0	0	0	0	0	6
2	1	0	0	0	1	0	0	0	0	0	0	0	0	2
3	4	0	0	0	1	0	0	0	0	0	0	0	0	5
4	3	1	1	0	0	0	0	0	0	0	0	0	0	5
5	5	4	0	0	0	0	0	0	2	0	1	0	0	12
6	22	7	0	0	0	0	0	0	1	0	0	1	0	31
7	54	14	0	0	0	0	0	1	2	0	0	2	0	73
8	97	30	2	0	4	0	0	0	3	0	1	3	0	140
9	196	35	1	0	1	0	0	0	2	0	2	1	0	238
10	166	39	3	0	1	0	0	0	0	0	0	1	0	210
11	158	24	3	1	1	0	0	0	0	0	0	0	0	187
12	182	22	4	1	0	0	0	1	0	0	0	2	0	212
13	180	23	3	0	2	0	1	0	0	0	0	1	0	210
14	192	22	1	0	1	0	0	0	1	0	0	1	0	218
15	215	21	0	0	1	0	0	0	1	0	0	1	0	239
16	229	29	0	0	0	0	0	0	0	0	0	1	0	259
17	223	24	2	0	1	0	0	0	1	0	0	2	0	253
18	231	26	1	1	1	0	0	0	1	0	0	2	0	263
19	186	14	1	0	1	0	0	0	0	0	0	2	0	204
20	102	11	2	0	0	0	0	0	0	0	0	0	0	115
21	74	7	0	0	1	0	0	0	0	0	0	0	0	82
22	57	1	0	0	0	0	0	0	0	0	0	1	0	59
23	30	2	0	0	0	0	0	0	0	0	0	0	0	32
24	21	2	0	0	0	0	0	0	0	0	0	0	0	23

7-19	2255	309	21	3	14	0	1	1	9	0	3	17	0	2633
6-22	2542	342	23	3	15	0	1	2	11	0	3	20	0	2962
6-24	2593	346	23	3	15	0	1	2	11	0	3	20	0	3017
0-24	2632	360	24	3	17	0	1	2	14	0	4	21	0	3078

Channel 2 - Southbound

Tuesday 13/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	1	0	0	0	0	0	0	0	0	0	0	3
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	5	0	0	0	0	0	0	0	0	0	2	0	0	7
5	9	2	1	0	0	0	0	0	0	0	0	0	0	12
6	24	7	0	0	0	0	0	0	0	0	1	1	0	33
7	78	13	1	0	0	0	0	0	0	0	0	1	0	93
8	149	18	2	0	1	0	0	0	0	0	2	1	0	173
9	219	17	0	0	1	0	0	0	0	0	0	0	0	237
10	212	20	0	0	1	0	0	0	0	0	1	1	0	235
11	172	12	2	0	0	0	1	0	0	0	0	0	0	187
12	185	15	0	0	0	0	1	0	0	0	1	3	0	205
13	184	24	1	1	1	0	0	0	1	0	0	1	0	213
14	195	19	2	0	1	0	0	0	0	0	1	0	0	218
15	189	13	2	0	0	0	0	0	0	0	0	2	0	206
16	251	24	1	0	0	0	0	0	0	0	2	1	0	279
17	217	25	2	0	2	0	0	0	1	0	1	1	0	249
18	184	10	2	0	0	0	0	0	1	0	0	0	0	197
19	140	12	0	0	1	0	0	0	0	0	0	2	0	155
20	111	5	0	0	0	0	0	0	0	0	1	1	0	118
21	69	6	0	0	0	0	0	0	0	0	2	0	0	77
22	56	4	0	0	0	0	0	0	0	0	0	0	0	60
23	26	1	0	0	0	0	0	0	0	0	0	0	0	27
24	10	2	0	0	0	0	0	0	0	0	0	0	0	12

7-19	2297	209	14	1	8	0	2	0	3	0	8	12	0	2554
6-22	2611	237	15	1	8	0	2	0	3	0	11	14	0	2902
6-24	2647	240	15	1	8	0	2	0	3	0	11	14	0	2941
0-24	2690	250	17	1	8	0	2	0	3	0	14	15	0	3000

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Tuesday 13/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	0	5	1	0	0	0	0	0	0	0	6
2	0	0	0	1	1	0	0	0	0	0	0	0	2
3	0	0	0	2	2	1	0	0	0	0	0	0	5
4	0	0	1	0	1	2	1	0	0	0	0	0	5
5	0	0	0	4	6	1	1	0	0	0	0	0	12
6	0	1	3	10	11	5	1	0	0	0	0	0	31
7	0	0	8	32	27	6	0	0	0	0	0	0	73
8	0	2	23	72	41	2	0	0	0	0	0	0	140
9	1	17	88	112	20	0	0	0	0	0	0	0	238
10	0	13	77	109	10	1	0	0	0	0	0	0	210
11	5	13	65	93	10	1	0	0	0	0	0	0	187
12	2	26	100	75	9	0	0	0	0	0	0	0	212
13	1	27	100	71	11	0	0	0	0	0	0	0	210
14	1	21	89	93	13	1	0	0	0	0	0	0	218
15	2	23	75	126	13	0	0	0	0	0	0	0	239
16	5	26	112	105	11	0	0	0	0	0	0	0	259
17	4	23	101	113	11	0	1	0	0	0	0	0	253
18	1	10	97	131	23	1	0	0	0	0	0	0	263
19	1	7	71	103	22	0	0	0	0	0	0	0	204
20	2	6	24	62	16	5	0	0	0	0	0	0	115
21	0	2	10	40	27	3	0	0	0	0	0	0	82
22	0	2	12	29	15	1	0	0	0	0	0	0	59
23	0	0	4	17	9	1	1	0	0	0	0	0	32
24	0	0	0	10	8	3	2	0	0	0	0	0	23
7-19	23	208	998	1203	194	6	1	0	0	0	0	0	2633
6-22	25	218	1052	1366	279	21	1	0	0	0	0	0	2962
6-24	25	218	1056	1393	296	25	4	0	0	0	0	0	3017
0-24	25	219	1060	1415	318	34	7	0	0	0	0	0	3078

Channel 2 - Southbound

Tuesday 13/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	0	3	0	0	0	0	0	0	0	0	3
2	0	0	0	1	0	1	0	0	0	0	0	0	2
3	0	0	1	1	0	0	0	0	0	0	0	0	2
4	0	0	0	3	4	0	0	0	0	0	0	0	7
5	0	0	1	6	4	0	1	0	0	0	0	0	12
6	0	2	6	13	10	1	1	0	0	0	0	0	33
7	0	6	13	45	23	5	1	0	0	0	0	0	93
8	0	9	48	85	26	5	0	0	0	0	0	0	173
9	0	23	83	103	25	3	0	0	0	0	0	0	237
10	1	25	100	84	23	2	0	0	0	0	0	0	235
11	5	27	78	69	7	1	0	0	0	0	0	0	187
12	1	29	105	59	11	0	0	0	0	0	0	0	205
13	2	36	103	61	10	1	0	0	0	0	0	0	213
14	2	37	86	76	16	1	0	0	0	0	0	0	218
15	4	23	74	88	16	1	0	0	0	0	0	0	206
16	1	30	130	100	14	4	0	0	0	0	0	0	279
17	3	43	94	92	14	1	2	0	0	0	0	0	249
18	4	25	64	83	19	2	0	0	0	0	0	0	197
19	2	6	64	66	14	3	0	0	0	0	0	0	155
20	1	7	31	58	16	5	0	0	0	0	0	0	118
21	1	4	20	32	18	2	0	0	0	0	0	0	77
22	0	2	19	21	13	5	0	0	0	0	0	0	60
23	0	1	5	13	6	1	1	0	0	0	0	0	27
24	0	0	3	4	3	2	0	0	0	0	0	0	12
7-19	25	313	1029	966	195	24	2	0	0	0	0	0	2554
6-22	27	332	1112	1122	265	41	3	0	0	0	0	0	2902
6-24	27	333	1120	1139	274	44	4	0	0	0	0	0	2941
0-24	27	335	1128	1166	292	46	6	0	0	0	0	0	3000

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Wednesday 14/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	2	1	0	0	0	0	0	0	0	0	0	0	8
2	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3	2	0	0	0	1	0	0	0	0	0	0	0	0	3
4	2	1	1	0	0	0	0	0	0	0	0	1	0	5
5	12	3	0	0	0	0	0	0	0	0	0	1	0	16
6	16	5	0	0	1	0	0	0	2	0	1	0	0	25
7	32	9	1	0	2	0	0	1	0	0	0	1	0	46
8	81	20	1	0	2	0	0	1	1	0	0	1	0	107
9	202	37	1	0	2	0	0	0	1	0	0	1	0	244
10	141	38	3	0	3	0	0	0	2	0	0	3	0	190
11	148	23	0	0	1	0	0	0	0	0	0	5	0	177
12	152	32	1	1	1	0	0	0	2	0	0	3	0	192
13	156	29	0	0	1	0	0	0	0	0	0	2	0	188
14	177	24	0	0	2	0	0	0	1	0	1	2	0	207
15	196	33	0	1	2	0	0	1	2	0	0	3	0	238
16	241	27	0	0	0	0	0	0	0	0	0	1	0	269
17	229	32	2	0	0	0	0	0	1	0	0	1	0	265
18	189	27	1	0	1	0	0	0	0	0	0	1	0	219
19	173	20	1	0	1	0	0	0	0	0	0	2	0	197
20	84	9	0	0	1	0	0	0	0	0	1	1	0	96
21	55	3	0	0	1	0	0	0	0	0	0	0	0	59
22	45	6	0	0	0	0	0	0	0	0	0	0	0	51
23	37	1	0	0	0	0	0	0	0	0	0	0	0	38
24	6	1	0	0	0	0	0	0	0	0	0	0	0	7

7-19	2085	342	10	2	16	0	0	2	10	0	1	25	0	2493
6-22	2301	369	11	2	20	0	0	3	10	0	2	27	0	2745
6-24	2344	371	11	2	20	0	0	3	10	0	2	27	0	2790
0-24	2381	382	13	2	22	0	0	3	12	0	4	29	0	2848

Channel 2 - Southbound

Wednesday 14/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	0	1	0	0	0	0	0	1	0	0	0	0	9
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	5	0	0	0	0	0	0	0	0	0	0	1	0	6
5	12	4	0	0	0	0	0	0	0	0	0	0	0	16
6	26	6	0	0	1	0	0	0	0	0	0	0	0	33
7	65	11	0	0	0	0	0	0	0	0	0	2	0	78
8	160	11	0	0	0	0	0	0	0	0	0	1	0	172
9	218	23	0	0	1	0	0	0	0	0	0	1	0	243
10	167	24	1	0	0	0	0	0	0	0	2	1	0	195
11	158	28	2	0	2	0	0	0	0	0	1	0	0	191
12	180	18	0	0	1	0	0	0	0	0	0	1	0	200
13	175	28	0	0	0	0	0	0	1	0	0	6	0	210
14	183	22	2	1	0	0	0	0	1	0	1	2	0	212
15	168	30	0	0	0	0	0	0	2	0	0	1	0	201
16	248	18	1	0	0	0	0	0	0	0	2	1	0	270
17	233	28	0	1	1	0	0	0	0	0	0	1	0	264
18	169	22	1	0	1	0	0	0	0	0	1	0	0	194
19	111	8	2	0	0	0	0	0	0	0	0	2	0	123
20	90	5	1	0	0	0	0	0	0	0	0	1	0	97
21	62	6	0	0	0	0	0	0	1	0	0	0	0	69
22	43	6	1	0	0	0	0	0	0	0	1	0	0	51
23	26	2	0	0	0	0	0	0	0	0	0	0	0	28
24	4	0	1	0	0	0	0	0	1	0	0	1	0	7

7-19	2170	260	9	2	6	0	0	0	4	0	7	17	0	2475
6-22	2430	288	11	2	6	0	0	0	5	0	8	20	0	2770
6-24	2460	290	12	2	6	0	0	0	6	0	8	21	0	2805
0-24	2511	300	13	2	7	0	0	0	7	0	8	22	0	2870

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Wednesday 14/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	0	4	4	0	0	0	0	0	0	0	8
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	3	0	0	0	0	0	0	0	3
4	0	0	0	0	2	3	0	0	0	0	0	0	5
5	0	0	0	1	10	4	1	0	0	0	0	0	16
6	0	0	2	8	13	2	0	0	0	0	0	0	25
7	0	0	7	20	14	4	1	0	0	0	0	0	46
8	0	0	11	53	38	5	0	0	0	0	0	0	107
9	1	10	62	139	31	1	0	0	0	0	0	0	244
10	0	5	46	118	21	0	0	0	0	0	0	0	190
11	1	14	68	86	8	0	0	0	0	0	0	0	177
12	2	16	107	62	5	0	0	0	0	0	0	0	192
13	4	14	66	90	12	2	0	0	0	0	0	0	188
14	0	10	58	113	24	2	0	0	0	0	0	0	207
15	0	12	104	116	6	0	0	0	0	0	0	0	238
16	1	32	119	104	13	0	0	0	0	0	0	0	269
17	1	15	112	119	18	0	0	0	0	0	0	0	265
18	0	9	47	127	34	2	0	0	0	0	0	0	219
19	1	6	41	116	33	0	0	0	0	0	0	0	197
20	0	2	22	49	23	0	0	0	0	0	0	0	96
21	0	1	6	37	12	3	0	0	0	0	0	0	59
22	0	0	8	30	12	1	0	0	0	0	0	0	51
23	0	1	7	21	8	0	1	0	0	0	0	0	38
24	0	0	0	3	4	0	0	0	0	0	0	0	7
7-19	11	143	841	1243	243	12	0	0	0	0	0	0	2493
6-22	11	146	884	1379	304	20	1	0	0	0	0	0	2745
6-24	11	147	891	1403	316	20	2	0	0	0	0	0	2790
0-24	11	147	893	1416	349	29	3	0	0	0	0	0	2848

Channel 2 - Southbound

Wednesday 14/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	1	3	5	0	0	0	0	0	0	0	9
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	1	4	1	0	0	0	0	0	0	0	6
5	0	0	1	13	2	0	0	0	0	0	0	0	16
6	0	0	4	16	9	3	1	0	0	0	0	0	33
7	0	0	13	42	19	3	1	0	0	0	0	0	78
8	1	6	35	82	41	6	1	0	0	0	0	0	172
9	0	23	100	84	33	3	0	0	0	0	0	0	243
10	1	14	62	92	23	3	0	0	0	0	0	0	195
11	0	15	80	79	17	0	0	0	0	0	0	0	191
12	1	24	91	70	14	0	0	0	0	0	0	0	200
13	0	20	65	103	20	2	0	0	0	0	0	0	210
14	1	21	91	81	16	2	0	0	0	0	0	0	212
15	2	28	79	75	15	2	0	0	0	0	0	0	201
16	2	35	100	100	31	2	0	0	0	0	0	0	270
17	1	37	123	82	18	3	0	0	0	0	0	0	264
18	0	19	60	81	31	3	0	0	0	0	0	0	194
19	2	8	34	53	24	2	0	0	0	0	0	0	123
20	0	6	21	44	24	2	0	0	0	0	0	0	97
21	1	3	11	34	16	3	1	0	0	0	0	0	69
22	1	2	14	23	6	5	0	0	0	0	0	0	51
23	0	0	7	11	5	5	0	0	0	0	0	0	28
24	0	1	1	1	4	0	0	0	0	0	0	0	7
7-19	11	250	920	982	283	28	1	0	0	0	0	0	2475
6-22	13	261	979	1125	348	41	3	0	0	0	0	0	2770
6-24	13	262	987	1137	357	46	3	0	0	0	0	0	2805
0-24	13	262	994	1173	375	49	4	0	0	0	0	0	2870

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Thursday 15/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	2	1	0	0	0	0	0	0	0	0	0	0	10
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4	4	1	0	0	0	0	0	0	0	0	0	0	0	5
5	6	6	0	0	0	0	0	0	1	0	0	0	0	13
6	16	2	0	0	1	0	0	0	0	0	0	0	0	19
7	53	12	1	0	0	0	0	0	0	0	0	0	0	66
8	94	21	3	0	2	0	0	0	1	0	0	0	0	121
9	223	45	1	1	4	0	0	0	0	0	1	3	0	278
10	134	28	1	0	2	0	0	0	0	0	1	2	0	168
11	179	22	3	0	2	0	0	0	1	0	0	1	0	208
12	181	31	1	1	2	0	0	0	1	0	0	3	0	220
13	188	32	1	0	1	0	0	0	1	0	1	2	0	226
14	193	25	2	0	1	0	0	0	2	0	0	3	0	226
15	212	33	1	0	2	0	0	0	0	0	0	2	0	250
16	246	27	1	0	1	0	0	0	1	0	0	2	0	278
17	206	24	3	0	0	0	0	0	0	0	0	0	0	233
18	240	25	2	0	0	0	0	0	0	0	0	1	0	268
19	173	21	1	0	0	0	0	0	0	0	0	2	0	197
20	101	17	2	0	0	0	0	0	0	0	0	0	0	120
21	67	10	0	0	0	0	0	1	0	0	0	0	0	78
22	60	3	1	0	0	0	0	0	0	0	0	0	0	64
23	36	4	0	0	0	0	0	0	0	0	0	0	0	40
24	18	2	0	0	0	0	0	0	0	0	0	0	0	20
7-19	2269	334	20	2	17	0	0	0	7	0	3	21	0	2673
6-22	2550	376	24	2	17	0	0	1	7	0	3	21	0	3001
6-24	2604	382	24	2	17	0	0	1	7	0	3	21	0	3061
0-24	2644	393	25	2	18	0	0	1	8	0	3	21	0	3115

Channel 2 - Southbound

Thursday 15/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	2	1	0	0	0	0	0	0	0	0	0	0	9
2	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	6	0	0	0	0	0	0	0	0	0	0	0	0	6
5	5	2	0	0	0	0	0	0	0	0	0	0	0	7
6	29	5	0	0	1	0	0	0	0	0	0	0	0	35
7	70	16	0	0	0	0	0	0	0	0	2	0	0	88
8	163	17	2	0	1	0	0	0	0	0	1	1	0	185
9	244	18	1	0	0	0	0	0	1	0	0	0	0	264
10	174	20	1	1	1	0	0	0	0	0	0	1	0	198
11	206	25	0	0	0	0	1	0	0	0	0	0	0	232
12	190	20	4	0	0	0	0	0	0	0	1	2	0	217
13	170	18	2	0	1	0	0	0	0	0	1	1	0	193
14	225	24	2	0	0	0	0	0	0	0	3	1	0	255
15	226	23	2	0	0	0	0	1	1	0	1	2	0	256
16	245	17	1	0	0	0	0	0	1	0	1	3	0	268
17	240	29	1	0	0	0	0	0	1	0	2	0	0	273
18	187	19	0	0	0	0	0	1	0	0	0	0	0	207
19	118	12	0	0	1	0	0	0	0	0	0	3	0	134
20	102	11	1	0	0	0	0	0	0	0	0	1	0	115
21	60	4	0	0	0	0	0	0	0	0	0	0	0	64
22	47	2	2	0	1	0	0	0	1	0	0	0	0	53
23	25	5	0	0	0	0	0	0	1	0	0	0	0	31
24	17	3	0	0	0	0	0	0	0	0	0	0	0	20
7-19	2388	242	16	1	4	0	1	2	4	0	10	14	0	2682
6-22	2667	275	19	1	5	0	1	2	5	0	12	15	0	3002
6-24	2709	283	19	1	5	0	1	2	6	0	12	15	0	3053
0-24	2759	294	20	1	6	0	1	2	6	0	12	15	0	3116

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Thursday 15/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	1	5	3	1	0	0	0	0	0	0	10
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	1	0	3	1	1	0	0	0	0	0	0	6
4	0	0	0	1	1	2	1	0	0	0	0	0	5
5	0	1	0	7	1	3	1	0	0	0	0	0	13
6	0	0	0	4	12	2	0	1	0	0	0	0	19
7	0	0	11	29	22	4	0	0	0	0	0	0	66
8	4	4	27	58	23	3	0	1	1	0	0	0	121
9	8	22	100	132	15	1	0	0	0	0	0	0	278
10	0	6	80	70	12	0	0	0	0	0	0	0	168
11	0	18	99	82	9	0	0	0	0	0	0	0	208
12	2	13	80	113	12	0	0	0	0	0	0	0	220
13	1	27	100	80	18	0	0	0	0	0	0	0	226
14	5	27	113	71	8	1	1	0	0	0	0	0	226
15	1	20	133	90	6	0	0	0	0	0	0	0	250
16	3	32	121	112	9	1	0	0	0	0	0	0	278
17	5	31	79	110	8	0	0	0	0	0	0	0	233
18	5	24	123	99	17	0	0	0	0	0	0	0	268
19	3	10	63	103	18	0	0	0	0	0	0	0	197
20	0	4	25	70	19	2	0	0	0	0	0	0	120
21	0	3	12	53	9	1	0	0	0	0	0	0	78
22	0	1	8	44	8	2	0	1	0	0	0	0	64
23	0	0	4	21	12	3	0	0	0	0	0	0	40
24	0	0	2	9	7	2	0	0	0	0	0	0	20
7-19	37	234	1118	1120	155	6	1	1	1	0	0	0	2673
6-22	37	242	1174	1316	213	15	1	2	1	0	0	0	3001
6-24	37	242	1180	1346	232	20	1	2	1	0	0	0	3061
0-24	37	244	1181	1367	250	29	3	3	1	0	0	0	3115

Channel 2 - Southbound

Thursday 15/11/2018	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	1	3	4	1	0	0	0	0	0	0	9
2	0	0	2	0	1	0	0	0	0	0	0	0	3
3	0	0	1	1	1	0	0	0	0	0	0	0	3
4	0	0	0	3	3	0	0	0	0	0	0	0	6
5	0	0	0	5	1	0	1	0	0	0	0	0	7
6	0	0	5	20	8	2	0	0	0	0	0	0	35
7	0	1	20	44	17	5	1	0	0	0	0	0	88
8	1	16	45	85	30	7	0	0	1	0	0	0	185
9	8	39	103	95	15	3	1	0	0	0	0	0	264
10	3	20	78	76	16	5	0	0	0	0	0	0	198
11	2	34	107	79	10	0	0	0	0	0	0	0	232
12	3	31	98	74	11	0	0	0	0	0	0	0	217
13	3	26	92	53	18	1	0	0	0	0	0	0	193
14	5	46	104	84	14	1	0	1	0	0	0	0	255
15	3	43	112	83	14	1	0	0	0	0	0	0	256
16	3	29	128	94	14	0	0	0	0	0	0	0	268
17	1	36	91	119	23	3	0	0	0	0	0	0	273
18	2	32	94	65	13	1	0	0	0	0	0	0	207
19	0	11	61	46	13	3	0	0	0	0	0	0	134
20	0	6	42	41	21	5	0	0	0	0	0	0	115
21	0	1	13	38	10	2	0	0	0	0	0	0	64
22	0	0	17	25	8	3	0	0	0	0	0	0	53
23	0	1	2	14	9	3	1	1	0	0	0	0	31
24	0	1	3	12	3	1	0	0	0	0	0	0	20
7-19	34	363	1113	953	191	25	1	1	1	0	0	0	2682
6-22	34	371	1205	1101	247	40	2	1	1	0	0	0	3002
6-24	34	373	1210	1127	259	44	3	2	1	0	0	0	3053
0-24	34	373	1219	1159	277	47	4	2	1	0	0	0	3116

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Friday 16/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	5	1	0	0	0	0	0	0	0	0	0	0	0	6
5	4	4	0	0	0	0	0	0	0	0	0	0	0	8
6	11	2	0	0	0	0	0	0	0	0	0	0	0	13
7	36	6	2	0	1	0	0	0	0	0	0	2	0	47
8	92	31	0	0	1	0	0	0	0	0	1	2	0	127
9	196	44	0	0	1	0	0	0	4	0	0	2	0	247
10	163	35	1	0	2	0	0	0	0	0	0	3	0	204
11	153	24	2	0	0	0	0	0	1	0	0	3	0	183
12	186	25	1	0	1	0	0	0	0	0	0	3	0	216
13	233	34	3	0	2	0	0	0	0	0	0	3	0	275
14	246	21	0	0	1	0	0	0	0	0	1	2	0	271
15	248	27	0	0	1	0	1	1	0	0	0	1	0	279
16	263	45	1	0	1	0	0	0	0	0	0	1	0	311
17	272	36	0	0	0	0	0	0	0	0	0	2	0	310
18	260	19	0	0	0	0	0	1	0	0	0	1	0	281
19	221	20	1	0	0	0	0	0	0	0	0	2	0	244
20	145	11	1	0	0	0	0	0	0	0	0	0	0	157
21	84	6	0	0	0	0	0	0	0	0	0	0	0	90
22	64	2	3	0	1	0	0	0	0	0	0	0	0	70
23	54	3	0	0	0	0	0	0	0	0	0	0	0	57
24	36	0	0	0	0	0	0	0	0	0	0	0	0	36

7-19	2533	361	9	0	10	0	1	2	5	0	2	25	0	2948
6-22	2862	386	15	0	12	0	1	2	5	0	2	27	0	3312
6-24	2952	389	15	0	12	0	1	2	5	0	2	27	0	3405
0-24	2986	398	15	0	12	0	1	2	5	0	2	27	0	3448

Channel 2 - Southbound

Friday 16/11/2018	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	10	0	1	0	0	0	0	0	0	0	0	0	0	11
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	8	1	0	0	0	0	0	0	0	0	0	1	0	10
5	5	2	0	0	0	0	0	0	0	0	1	0	0	8
6	19	2	0	0	0	0	0	0	0	0	1	1	0	23
7	50	11	0	0	0	0	0	0	0	0	0	2	0	63
8	142	18	0	0	0	0	0	0	0	0	1	1	0	162
9	217	27	2	0	0	0	0	0	0	0	0	1	0	247
10	197	17	0	0	0	0	1	0	0	0	1	1	0	217
11	183	28	4	0	2	0	0	0	1	0	0	1	0	219
12	231	28	0	0	0	0	0	0	1	0	1	3	0	264
13	212	21	0	0	0	0	0	0	0	0	0	1	0	234
14	222	34	2	0	1	0	0	1	0	0	0	1	0	261
15	233	28	3	0	1	0	0	0	0	0	1	0	0	266
16	301	17	1	0	2	0	0	0	0	0	0	0	0	321
17	253	24	1	0	2	0	0	0	0	0	0	1	0	281
18	235	19	0	0	0	0	0	0	0	0	0	0	0	254
19	177	8	2	0	0	0	0	0	0	0	0	1	0	188
20	95	12	1	0	0	0	0	0	0	0	0	1	0	109
21	78	5	0	0	0	0	0	0	0	0	0	0	0	83
22	51	3	1	0	0	0	0	0	0	0	0	0	0	55
23	44	3	0	0	0	0	0	0	0	0	0	1	0	48
24	25	0	0	0	0	0	0	0	0	0	0	0	0	25

7-19	2603	269	15	0	8	0	1	1	2	0	4	11	0	2914
6-22	2877	300	17	0	8	0	1	1	2	0	4	14	0	3224
6-24	2946	303	17	0	8	0	1	1	2	0	4	15	0	3297
0-24	2992	308	18	0	8	0	1	1	2	0	6	17	0	3353

Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Friday 16/11/2018		Vehicle Speeds (MPH)											
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	2	4	2	0	0	0	0	0	0	0	8
2	0	0	0	1	2	0	0	0	0	0	0	0	3
3	0	0	0	0	4	1	0	0	0	0	0	0	5
4	0	0	0	0	3	3	0	0	0	0	0	0	6
5	0	0	0	2	5	0	1	0	0	0	0	0	8
6	0	0	0	5	5	1	2	0	0	0	0	0	13
7	1	0	5	25	14	1	1	0	0	0	0	0	47
8	1	1	24	65	34	2	0	0	0	0	0	0	127
9	1	20	83	124	19	0	0	0	0	0	0	0	247
10	0	32	98	62	12	0	0	0	0	0	0	0	204
11	2	17	80	74	10	0	0	0	0	0	0	0	183
12	3	33	121	55	3	1	0	0	0	0	0	0	216
13	4	47	131	89	4	0	0	0	0	0	0	0	275
14	15	45	107	89	14	1	0	0	0	0	0	0	271
15	7	28	121	114	7	2	0	0	0	0	0	0	279
16	17	43	155	84	12	0	0	0	0	0	0	0	311
17	2	49	174	79	5	1	0	0	0	0	0	0	310
18	2	29	132	111	6	1	0	0	0	0	0	0	281
19	3	15	87	115	24	0	0	0	0	0	0	0	244
20	0	6	46	87	17	1	0	0	0	0	0	0	157
21	0	1	23	54	12	0	0	0	0	0	0	0	90
22	0	1	10	34	25	0	0	0	0	0	0	0	70
23	1	1	18	23	13	1	0	0	0	0	0	0	57
24	0	1	1	18	12	4	0	0	0	0	0	0	36
7-19	57	359	1313	1061	150	8	0	0	0	0	0	0	2948
6-22	58	367	1397	1261	218	10	1	0	0	0	0	0	3312
6-24	59	369	1416	1302	243	15	1	0	0	0	0	0	3405
0-24	59	369	1418	1314	264	20	4	0	0	0	0	0	3448

Channel 2 - Southbound

Friday 16/11/2018		Vehicle Speeds (MPH)											
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	3	4	3	1	0	0	0	0	0	0	11
2	0	0	0	1	0	0	1	0	0	0	0	0	2
3	0	0	0	2	0	0	0	0	0	0	0	0	2
4	0	0	1	6	3	0	0	0	0	0	0	0	10
5	0	0	0	4	2	2	0	0	0	0	0	0	8
6	0	0	5	9	9	0	0	0	0	0	0	0	23
7	0	1	11	27	18	6	0	0	0	0	0	0	63
8	4	6	37	86	23	6	0	0	0	0	0	0	162
9	2	31	100	90	21	3	0	0	0	0	0	0	247
10	2	27	97	81	10	0	0	0	0	0	0	0	217
11	3	22	87	82	24	1	0	0	0	0	0	0	219
12	16	58	121	60	8	1	0	0	0	0	0	0	264
13	10	56	93	68	7	0	0	0	0	0	0	0	234
14	4	61	117	62	15	2	0	0	0	0	0	0	261
15	6	52	113	77	16	2	0	0	0	0	0	0	266
16	2	59	128	103	28	1	0	0	0	0	0	0	321
17	3	42	118	97	21	0	0	0	0	0	0	0	281
18	3	38	115	74	21	2	0	1	0	0	0	0	254
19	2	11	59	89	21	5	1	0	0	0	0	0	188
20	0	10	41	43	10	5	0	0	0	0	0	0	109
21	0	8	32	25	13	4	0	1	0	0	0	0	83
22	0	2	18	23	10	2	0	0	0	0	0	0	55
23	0	2	9	19	15	3	0	0	0	0	0	0	48
24	0	0	4	14	6	1	0	0	0	0	0	0	25
7-19	57	463	1185	969	215	23	1	1	0	0	0	0	2914
6-22	57	484	1287	1087	266	40	1	2	0	0	0	0	3224
6-24	57	486	1300	1120	287	44	1	2	0	0	0	0	3297
0-24	57	486	1309	1146	304	47	2	2	0	0	0	0	3353

Moffat 2, A701 Church Gate

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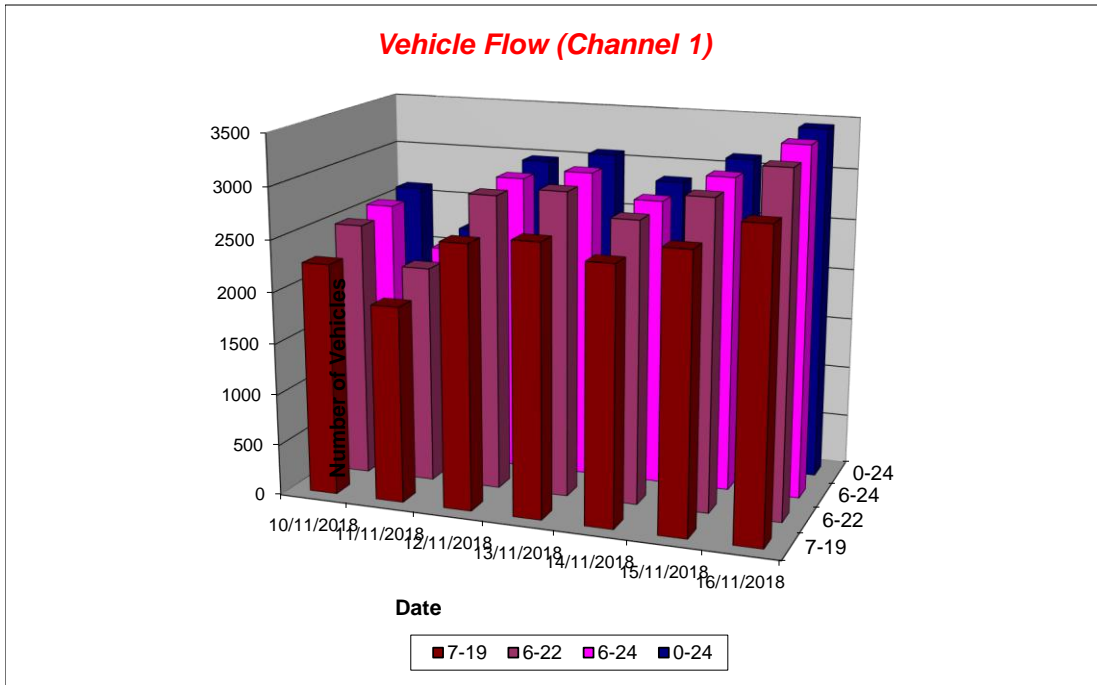


Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	10/11/2018 Saturday	11/11/2018 Sunday	12/11/2018 Monday	13/11/2018 Tuesday	14/11/2018 Wednesday	15/11/2018 Thursday	16/11/2018 Friday	5 Day Ave	7 Day Ave
1	17	20	6	6	8	10	8	8	11
2	14	12	1	2	1	1	3	2	5
3	4	9	3	5	3	6	5	4	5
4	4	3	4	5	5	5	6	5	5
5	6	4	13	12	16	13	8	12	10
6	11	7	27	31	25	19	13	23	19
7	30	16	71	73	46	66	47	61	50
8	70	35	122	140	107	121	127	123	103
9	123	70	259	238	244	278	247	253	208
10	172	105	187	210	190	168	204	192	177
11	226	128	200	187	177	208	183	191	187
12	240	145	219	212	192	220	216	212	206
13	280	224	219	210	188	226	275	224	232
14	223	216	242	218	207	226	271	233	229
15	249	226	217	239	238	250	279	245	243
16	216	201	277	259	269	278	311	279	259
17	171	240	249	253	265	233	310	262	246
18	155	188	209	263	219	268	281	248	226
19	136	135	166	204	197	197	244	202	183
20	93	68	114	115	96	120	157	120	109
21	57	81	63	82	59	78	90	74	73
22	52	46	65	59	51	64	70	62	58
23	41	26	27	32	38	40	57	39	37
24	20	16	13	23	7	20	36	20	19
7-19	2261	1913	2566	2633	2493	2673	2948	2663	2498
6-22	2493	2124	2879	2962	2745	3001	3312	2980	2788
6-24	2554	2166	2919	3017	2790	3061	3405	3038	2845
0-24	2610	2221	2973	3078	2848	3115	3448	3092	2899



Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	10/11/2018 Saturday	11/11/2018 Sunday	12/11/2018 Monday	13/11/2018 Tuesday	14/11/2018 Wednesday	15/11/2018 Thursday	16/11/2018 Friday
1	27.7	23.0	28.8	23.8	25.5	25.0	23.0
2	27.6	27.2	28.0	25.5	28.0	23.0	26.3
3	22.2	28.0	26.3	27.0	28.0	23.8	29.0
4	28.0	24.7	24.2	30.0	31.0	31.0	30.5
5	29.7	23.0	29.2	27.6	29.6	26.1	28.0
6	26.2	25.1	26.7	26.1	26.0	28.3	28.0
7	23.5	24.6	24.2	25.1	25.0	24.4	24.1
8	23.7	24.4	23.3	23.6	24.7	22.5	23.3
9	22.1	23.0	20.2	20.8	21.9	20.2	20.8
10	21.6	22.0	21.3	20.8	22.1	20.6	19.3
11	20.2	20.2	20.5	20.4	20.4	20.0	20.0
12	19.5	17.3	18.9	19.5	19.3	20.7	18.5
13	19.8	19.8	19.0	19.5	20.5	19.9	18.7
14	20.1	21.9	20.4	20.3	21.8	19.2	18.7
15	18.9	21.8	19.9	20.6	20.4	19.6	19.6
16	20.4	21.3	21.3	19.7	19.8	19.7	18.3
17	21.0	21.3	20.6	20.1	20.6	19.8	18.6
18	21.2	22.2	22.1	21.2	22.4	19.8	19.6
19	21.9	22.6	21.7	21.4	22.4	21.1	20.9
20	22.7	24.1	23.6	22.3	22.8	22.6	21.8
21	23.2	24.7	24.2	24.2	23.8	22.6	22.3
22	24.5	24.3	23.4	23.1	23.6	23.5	23.9
23	23.7	23.6	24.1	24.6	23.3	24.8	22.2
24	25.2	26.4	24.9	27.3	25.9	25.2	25.4

10-12	19.8	18.7	19.6	19.9	19.8	20.3	19.2
14-16	19.6	21.6	20.7	20.1	20.1	19.6	18.9
0-24	21.0	21.7	21.1	21.1	21.6	20.6	20.0

7 Day Ave	21.0
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85th Percentile

Hr Ending	10/11/2018 Saturday	11/11/2018 Sunday	12/11/2018 Monday	13/11/2018 Tuesday	14/11/2018 Wednesday	15/11/2018 Thursday	16/11/2018 Friday
1	33.7	28.6	34.0	28.7	28.9	28.7	28.2
2	33.5	33.3	28.4	28.9	28.7	23.9	28.5
3	28.6	33.3	33.3	33.8	28.5	33.5	33.3
4	38.3	28.8	28.2	38.0	33.4	38.1	33.3
5	38.3	33.8	38.2	33.5	33.1	33.8	28.0
6	33.8	28.6	28.6	33.9	28.8	33.4	38.5
7	28.0	29.0	28.4	28.4	28.5	28.5	28.2
8	28.8	28.9	28.4	28.7	28.8	28.5	28.9
9	23.8	28.2	23.7	23.5	23.6	23.2	23.6
10	23.7	28.7	23.3	23.5	23.8	23.3	23.8
11	23.0	24.0	23.6	23.5	23.0	23.1	23.9
12	23.4	23.2	23.2	23.4	23.2	23.6	23.3
13	23.9	23.5	23.2	23.4	23.1	23.2	23.5
14	23.8	28.1	23.6	23.3	23.1	23.9	23.1
15	23.4	24.0	23.1	23.1	23.3	23.1	23.6
16	24.0	23.7	23.5	23.2	23.1	23.4	23.4
17	23.9	23.0	23.9	24.0	23.0	23.3	24.0
18	23.1	28.6	23.3	23.1	28.5	23.9	23.1
19	23.9	28.1	23.8	23.4	28.7	23.8	23.9
20	28.4	28.1	28.4	28.4	28.5	28.3	23.6
21	28.5	28.8	28.3	28.5	28.8	23.7	23.3
22	28.8	28.3	28.9	28.2	28.1	28.3	28.1
23	28.1	28.0	28.6	28.5	28.2	28.1	28.5
24	28.6	33.3	33.6	33.3	28.7	28.0	28.2

10-12	23.5	23.4	23.4	23.6	23.5	23.3	24.0
14-16	23.3	23.3	23.1	23.5	23.4	23.8	23.1
0-24	23.6	28.9	23.6	23.2	23.1	23.3	23.0

7 Day Ave	24.1
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Moffat 2, A701 Church Gate

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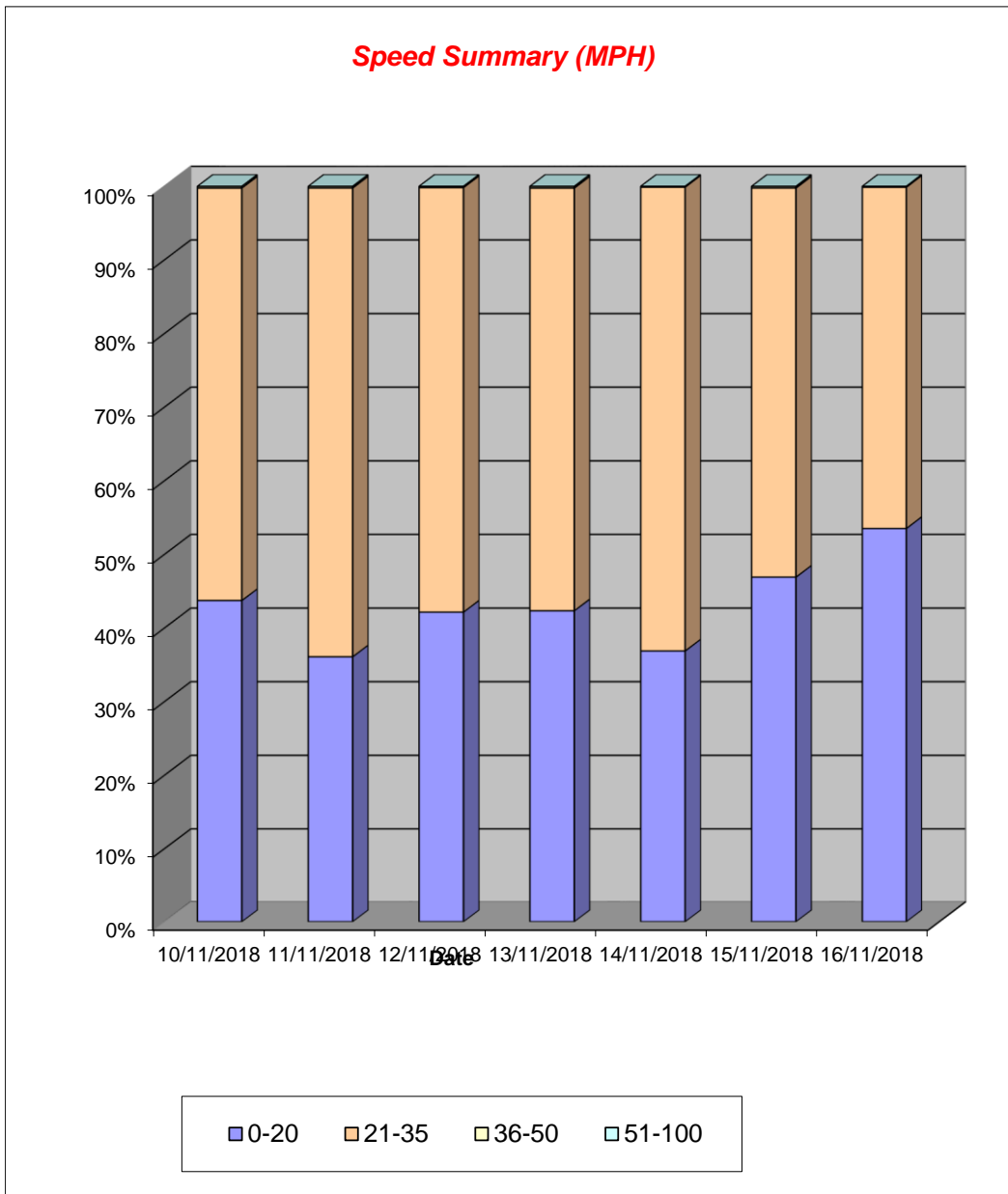


Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	10/11/2018 Saturday	11/11/2018 Sunday	12/11/2018 Monday	13/11/2018 Tuesday	14/11/2018 Wednesday	15/11/2018 Thursday	16/11/2018 Friday
0-20	1142	802	1254	1304	1051	1462	1846
21-35	1462	1414	1714	1767	1794	1646	1598
36-50	6	5	4	7	3	7	4
51-100	0	0	1	0	0	0	0
TOTAL	2610	2221	2973	3078	2848	3115	3448



Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



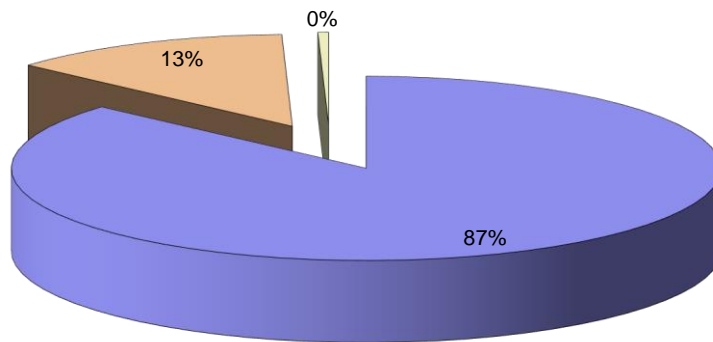
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
10/11/2018				
7-19	2055	203	3	2261
6-22	2271	219	3	2493
6-24	2331	220	3	2554
0-24	2376	229	5	2610
11/11/2018				
7-19	1755	155	3	1913
6-22	1951	170	3	2124
6-24	1991	172	3	2166
0-24	2033	184	4	2221
12/11/2018				
7-19	2182	370	14	2566
6-22	2448	415	16	2879
6-24	2485	418	16	2919
0-24	2520	431	22	2973
13/11/2018				
7-19	2255	362	16	2633
6-22	2542	401	19	2962
6-24	2593	405	19	3017
0-24	2632	423	23	3078
14/11/2018				
7-19	2085	393	15	2493
6-22	2301	427	17	2745
6-24	2344	429	17	2790
0-24	2381	446	21	2848
15/11/2018				
7-19	2269	392	12	2673
6-22	2550	438	13	3001
6-24	2604	444	13	3061
0-24	2644	457	14	3115
16/11/2018				
7-19	2533	406	9	2948
6-22	2862	441	9	3312
6-24	2952	444	9	3405
0-24	2986	453	9	3448
Average				
7-19	2162	326	10	2498
6-22	2418	359	11	2788
6-24	2471	362	11	2845
0-24	2510	375	14	2899

Total Vehicle Class Distribution



Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.

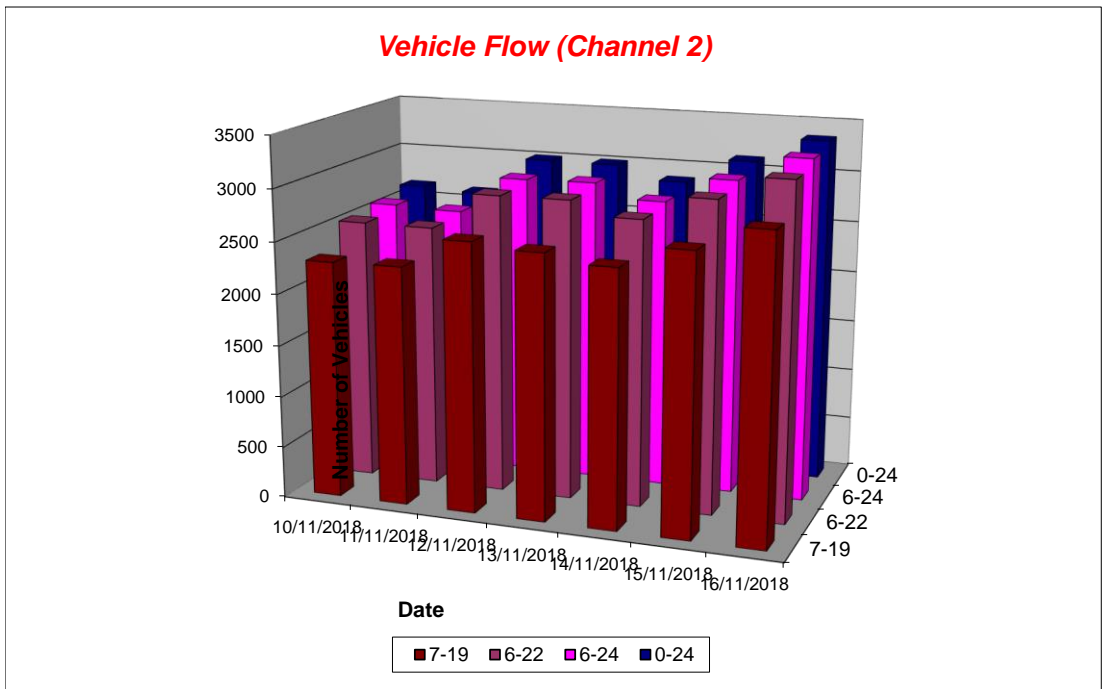


Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	10/11/2018 Saturday	11/11/2018 Sunday	12/11/2018 Monday	13/11/2018 Tuesday	14/11/2018 Wednesday	15/11/2018 Thursday	16/11/2018 Friday	5 Day Ave	7 Day Ave
1	19	16	8	3	9	9	11	8	11
2	12	17	2	2	0	3	2	2	5
3	2	3	3	2	1	3	2	2	2
4	4	6	10	7	6	6	10	8	7
5	3	4	14	12	16	7	8	11	9
6	25	12	36	33	33	35	23	32	28
7	32	20	81	93	78	88	63	81	65
8	73	39	171	173	172	185	162	173	139
9	140	76	258	237	243	264	247	250	209
10	184	183	236	235	195	198	217	216	207
11	269	159	224	187	191	232	219	211	212
12	279	256	238	205	200	217	264	225	237
13	239	268	196	213	210	193	234	209	222
14	224	258	257	218	212	255	261	241	241
15	209	274	211	206	201	256	266	228	232
16	229	287	240	279	270	268	321	276	271
17	182	246	251	249	264	273	281	264	249
18	139	140	207	197	194	207	254	212	191
19	135	127	113	155	123	134	188	143	139
20	96	89	98	118	97	115	109	107	103
21	54	76	55	77	69	64	83	70	68
22	57	42	61	60	51	53	55	56	54
23	33	17	21	27	28	31	48	31	29
24	14	11	12	12	7	20	25	15	14
7-19	2302	2313	2602	2554	2475	2682	2914	2645	2549
6-22	2541	2540	2897	2902	2770	3002	3224	2959	2839
6-24	2588	2568	2930	2941	2805	3053	3297	3005	2883
0-24	2653	2626	3003	3000	2870	3116	3353	3068	2946



Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	10/11/2018 Saturday	11/11/2018 Sunday	12/11/2018 Monday	13/11/2018 Tuesday	14/11/2018 Wednesday	15/11/2018 Thursday	16/11/2018 Friday
1	25.6	23.9	24.2	23.0	25.2	25.8	23.9
2	25.9	25.9	25.5	28.0	-	21.3	30.5
3	23.0	23.0	28.0	20.5	28.0	23.0	23.0
4	30.5	27.2	26.5	25.9	23.0	25.5	24.0
5	26.3	20.5	23.0	25.5	23.3	25.9	26.8
6	23.4	20.5	23.6	23.8	25.1	24.0	23.9
7	23.2	24.2	23.5	23.6	24.0	23.5	24.3
8	21.8	23.4	23.1	22.1	23.2	22.1	22.1
9	21.4	22.4	20.0	20.9	20.8	19.5	20.1
10	21.1	21.7	20.4	20.3	21.3	20.4	19.6
11	19.8	19.8	19.6	19.2	20.6	19.3	20.4
12	19.4	18.7	19.6	19.2	19.8	19.3	17.6
13	19.1	20.3	19.5	19.0	21.1	19.5	18.0
14	19.1	21.6	20.4	19.6	20.2	19.2	18.5
15	19.1	20.3	20.1	20.2	19.9	19.2	18.9
16	20.2	20.9	20.3	19.9	20.4	19.6	19.5
17	21.4	21.0	20.6	19.6	19.7	20.5	19.6
18	22.1	21.2	20.9	20.3	21.4	19.4	19.6
19	21.9	22.3	22.6	21.0	21.8	20.6	21.6
20	23.2	22.7	21.3	22.0	22.7	22.0	21.1
21	22.8	23.0	23.2	22.4	23.3	22.9	21.6
22	22.7	23.5	22.1	23.0	22.5	22.7	22.3
23	23.8	22.1	24.4	23.7	24.4	25.9	23.8
24	23.4	24.4	25.5	24.7	23.7	23.0	23.8

10-12	19.6	19.1	19.6	19.2	20.2	19.3	18.9
14-16	19.7	20.6	20.2	20.0	20.2	19.4	19.2
0-24	20.7	21.1	20.8	20.5	21.1	20.3	19.9

7 Day Ave	20.6
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85th Percentile

Hr Ending	10/11/2018 Saturday	11/11/2018 Sunday	12/11/2018 Monday	13/11/2018 Tuesday	14/11/2018 Wednesday	15/11/2018 Thursday	16/11/2018 Friday
1	28.3	28.3	28.7	23.6	28.2	28.3	28.7
2	28.5	33.3	28.5	33.3	-	28.6	38.8
3	23.9	28.2	28.6	23.1	28.2	28.8	23.3
4	38.5	33.5	33.2	28.2	28.3	28.5	28.7
5	33.4	28.2	28.5	28.1	23.8	28.2	33.4
6	28.8	23.6	28.7	28.4	28.1	28.9	28.8
7	28.8	28.4	28.8	29.0	28.5	28.4	28.7
8	23.7	28.9	28.4	28.5	28.8	28.3	28.4
9	28.7	28.5	23.9	23.5	28.8	23.8	23.1
10	29.0	28.2	23.7	24.0	23.3	23.2	23.4
11	23.3	23.7	23.1	23.2	24.0	23.4	23.3
12	23.5	23.7	23.6	23.4	23.8	23.2	23.7
13	23.4	23.6	23.7	23.4	23.7	23.9	23.3
14	23.7	28.8	23.0	23.3	23.9	23.6	23.8
15	23.2	23.2	28.4	23.5	23.9	23.4	23.2
16	23.4	28.8	23.4	23.1	23.4	23.4	23.6
17	28.5	23.2	23.3	23.5	23.1	23.9	24.0
18	23.8	29.0	24.0	24.0	29.0	23.6	23.2
19	28.5	28.1	28.8	23.6	28.8	23.9	28.9
20	28.4	28.1	28.7	28.9	28.7	28.5	23.1
21	28.5	28.8	28.4	28.7	28.4	28.3	29.0
22	28.2	28.4	28.7	28.4	28.0	28.9	28.6
23	28.6	23.5	28.3	28.7	33.2	33.3	28.6
24	28.5	33.1	33.4	33.1	28.2	28.3	28.9

10-12	23.7	23.1	23.4	23.8	23.5	23.2	23.6
14-16	23.9	23.2	23.9	23.7	23.4	23.3	23.2
0-24	23.4	28.0	23.1	23.5	28.1	23.0	23.9

7 Day Ave	24.7
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Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.

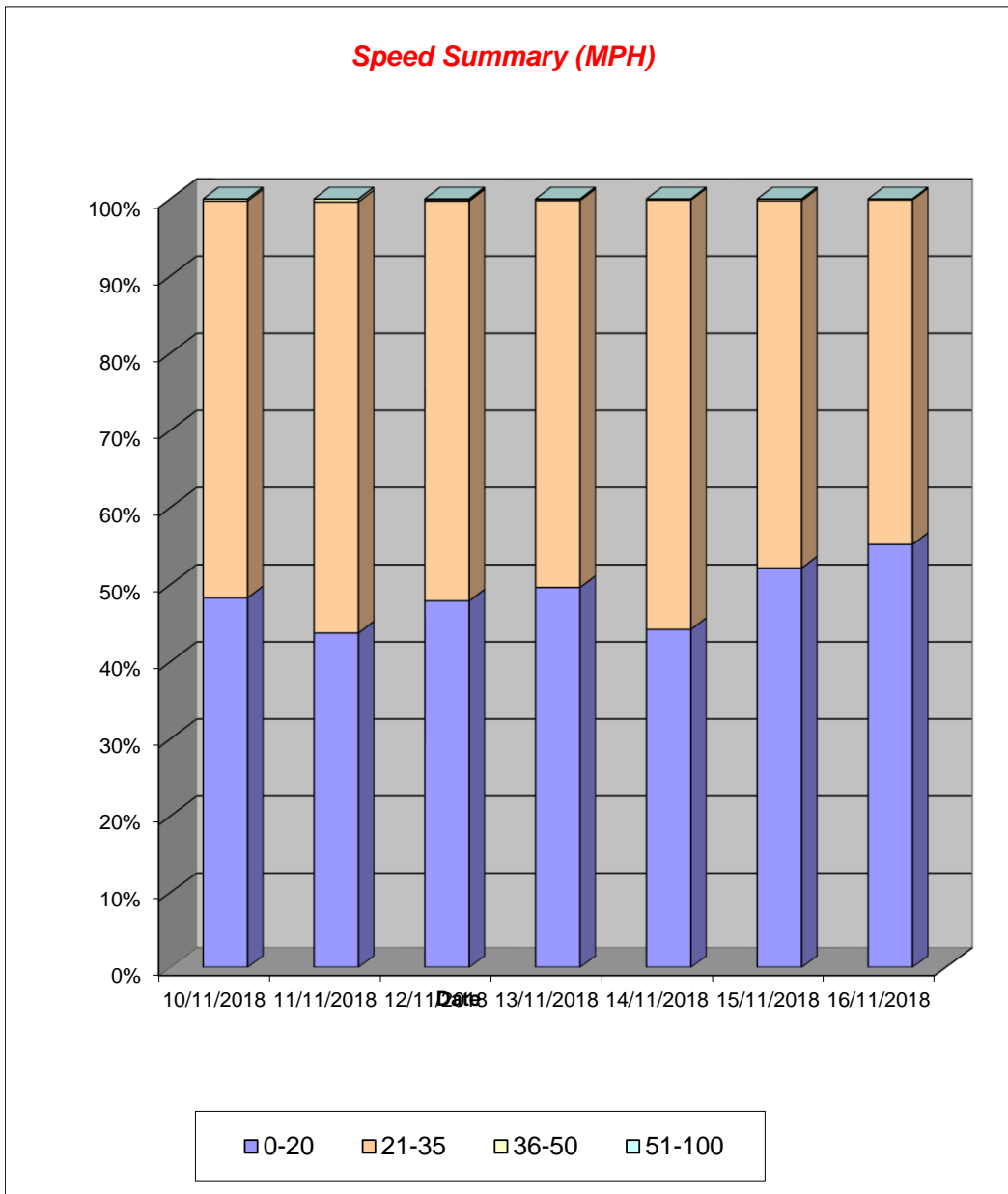


Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	10/11/2018 Saturday	11/11/2018 Sunday	12/11/2018 Monday	13/11/2018 Tuesday	14/11/2018 Wednesday	15/11/2018 Thursday	16/11/2018 Friday
0-20	1282	1149	1439	1490	1269	1626	1852
21-35	1364	1467	1556	1504	1597	1483	1497
36-50	7	10	6	6	4	7	4
51-100	0	0	2	0	0	0	0
TOTAL	2653	2626	3003	3000	2870	3116	3353



Moffat 2, A701 Church Gate

Produced by Streetwise Services Ltd.



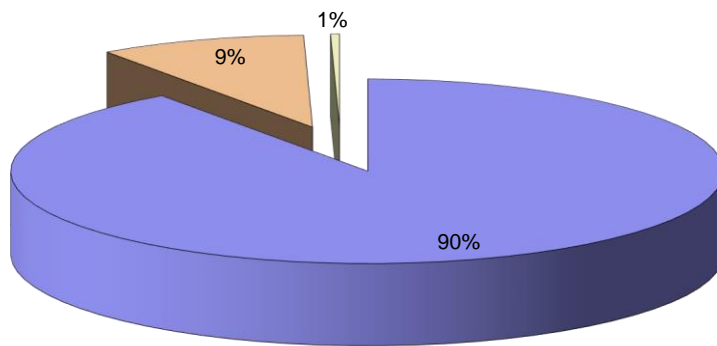
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
10/11/2018				
7-19	2150	149	3	2302
6-22	2372	165	4	2541
6-24	2418	166	4	2588
0-24	2474	174	5	2653
11/11/2018				
7-19	2174	137	2	2313
6-22	2386	150	4	2540
6-24	2412	152	4	2568
0-24	2465	157	4	2626
12/11/2018				
7-19	2356	239	7	2602
6-22	2623	267	7	2897
6-24	2652	270	8	2930
0-24	2711	282	10	3003
13/11/2018				
7-19	2297	245	12	2554
6-22	2611	276	15	2902
6-24	2647	279	15	2941
0-24	2690	292	18	3000
14/11/2018				
7-19	2170	292	13	2475
6-22	2430	325	15	2770
6-24	2460	329	16	2805
0-24	2511	342	17	2870
15/11/2018				
7-19	2388	277	17	2682
6-22	2667	315	20	3002
6-24	2709	323	21	3053
0-24	2759	336	21	3116
16/11/2018				
7-19	2603	304	7	2914
6-22	2877	340	7	3224
6-24	2946	344	7	3297
0-24	2992	352	9	3353
Average				
7-19	2305	235	9	2549
6-22	2567	263	10	2839
6-24	2606	266	11	2883
0-24	2657	276	12	2946

Total Vehicle Class Distribution





Moffat - Manual Traffic Survey: Thursday, 11 October 2018

Produced by Streetwise Services Ltd.

Junction: A - Ballplay Road / B - (East) A708 The Holm / C - Old Carlisle Road / D - (West) A708 The Holm

Approach: A - Ballplay Road

A to B									
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	2	0	0	0	0	2.0	2
Hourly Total	0	0	2	0	0	0	0	2	2
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	1	0	0	0	0	1.0	1
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	1	0	0	0	0	1	1
Session Total	0	0	3	0	0	0	0	3	3
15:00 - 15:15	0	0	3	0	0	0	0	3.0	3
15:15 - 15:30	0	0	2	0	0	0	0	2.0	2
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	2	0	0	0	0	2.0	2
Hourly Total	0	0	7	0	0	0	0	7	7
16:00 - 16:15	0	0	1	0	0	0	0	1.0	1
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	1	0	0	0	0	1	1
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	1	0	0	0	0	1.0	1
Hourly Total	0	0	1	0	0	0	0	1	1
Session Total	0	0	9	0	0	0	0	9	9

A to C

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	0	1	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	0.2	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
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
0	0	0	0	1	0	0	1.5	1
0	0	0	1	0	0	0	1.0	1
0	0	0	1	1	0	0	3	2

1	0	0	2	1	0	0	4	4
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0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	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	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1	1

0	0	2	1	0	0	0	3	3
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A to D								
P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	3	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
1	0	2	1	0	0	0	3.2	4
1	0	6	1	0	0	0	7	8
0	0	4	0	0	0	0	4.0	4
0	0	1	1	0	0	0	2.0	2
0	0	6	0	0	0	0	6.0	6
1	0	10	0	0	0	0	10.2	11
1	0	21	1	0	0	0	22	23
0	0	2	0	0	0	0	2.0	2
0	0	3	1	0	0	0	4.0	4
0	0	4	0	0	0	0	4.0	4
0	0	0	0	0	0	0	0.0	0
0	0	9	1	0	0	0	10	10
2	0	36	3	0	0	0	39	41
1	0	3	0	0	0	0	3.2	4
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	2	0	0	0	0	2.0	2
1	0	6	0	0	0	0	6	7
0	0	0	0	0	0	0	0.0	0
0	0	2	0	0	0	0	2.0	2
0	0	3	2	2	0	0	8.0	7
0	0	4	0	0	0	0	4.0	4
0	0	9	2	2	0	0	14	13
0	0	4	1	0	0	0	5.0	5
0	0	2	0	0	0	0	2.0	2
1	0	4	0	0	0	0	4.2	5
0	0	1	0	0	0	0	1.0	1
1	0	11	1	0	0	0	12	13
0	0	5	0	0	0	0	5.0	5
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	3	0	0	0	0	3.0	3
0	0	9	0	0	0	0	9	9
2	0	35	3	2	0	0	41	42

From A									
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	3	1	0	0	0	4.0	4
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	1	0	0	0	0	1.0	1
07:45 - 08:00	1	0	2	1	0	0	0	3.2	4
Hourly Total	1	0	6	2	0	0	0	8	9
08:00 - 08:15	0	0	4	0	0	0	0	4.0	4
08:15 - 08:30	1	0	1	1	0	0	0	2.2	3
08:30 - 08:45	0	0	6	1	0	0	0	7.0	7
08:45 - 09:00	1	0	12	0	0	0	0	12.2	13
Hourly Total	2	0	23	2	0	0	0	25	27
09:00 - 09:15	0	0	2	0	0	0	0	2.0	2
09:15 - 09:30	0	0	3	1	0	0	0	4.0	4
09:30 - 09:45	0	0	5	0	1	0	0	6.5	6
09:45 - 10:00	0	0	0	1	0	0	0	1.0	1
Hourly Total	0	0	10	2	1	0	0	14	13
Session Total	3	0	39	6	1	0	0	47	49
15:00 - 15:15	1	0	6	0	0	0	0	6.2	7
15:15 - 15:30	0	0	3	0	0	0	0	3.0	3
15:30 - 15:45	0	0	1	0	0	0	0	1.0	1
15:45 - 16:00	0	0	4	0	0	0	0	4.0	4
Hourly Total	1	0	14	0	0	0	0	14	15
16:00 - 16:15	0	0	1	0	0	0	0	1.0	1
16:15 - 16:30	0	0	2	0	0	0	0	2.0	2
16:30 - 16:45	0	0	3	2	2	0	0	8.0	7
16:45 - 17:00	0	0	4	0	0	0	0	4.0	4
Hourly Total	0	0	10	2	2	0	0	15	14
17:00 - 17:15	0	0	4	1	0	0	0	5.0	5
17:15 - 17:30	0	0	2	1	0	0	0	3.0	3
17:30 - 17:45	1	0	4	0	0	0	0	4.2	5
17:45 - 18:00	0	0	1	0	0	0	0	1.0	1
Hourly Total	1	0	11	2	0	0	0	13	14
18:00 - 18:15	0	0	5	0	0	0	0	5.0	5
18:15 - 18:30	0	0	1	0	0	0	0	1.0	1
18:30 - 18:45	0	0	1	0	0	0	0	1.0	1
18:45 - 19:00	0	0	4	0	0	0	0	4.0	4
Hourly Total	0	0	11	0	0	0	0	11	11
Session Total	2	0	46	4	2	0	0	53	54

To A								
P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	1.0	1
1	0	1	1	0	0	1	4.2	4
0	0	2	1	0	0	0	3.0	3
1	0	3	3	0	0	1	8	8
0	0	0	1	0	0	0	1.0	1
0	0	1	0	0	0	0	1.0	1
0	0	2	2	0	0	0	4.0	4
1	0	7	0	2	0	0	10.2	10
1	0	10	3	2	0	0	16	16
0	0	5	1	0	0	0	6.0	6
0	0	1	0	0	0	0	1.0	1
0	0	0	1	0	0	2	5.0	3
0	0	2	0	0	0	0	2.0	2
0	0	8	2	0	0	2	14	12
2	0	21	8	2	0	3	38	36
0	0	4	0	0	0	0	4.0	4
0	0	4	0	0	0	0	4.0	4
1	0	5	1	0	0	0	6.2	7
0	0	4	1	0	0	0	5.0	5
1	0	17	2	0	0	0	19	20
0	0	4	0	0	0	0	4.0	4
0	0	5	1	0	0	1	8.0	7
0	0	1	0	0	0	0	1.0	1
1	0	8	2	0	0	0	10.2	11
1	0	18	3	0	0	1	23	23
0	0	6	1	0	0	0	7.0	7
0	0	7	0	0	0	0	7.0	7
0	0	2	1	0	0	0	3.0	3
0	0	3	0	0	0	0	3.0	3
0	0	18	2	0	0	0	20	20
0	0	2	0	0	0	0	2.0	2
0	0	3	0	0	0	1	5.0	4
0	0	3	0	0	0	0	3.0	3
0	0	3	0	0	0	0	3.0	3
0	0	11	0	0	0	1	13	12
2	0	64	7	0	0	2	75	75



Moffat - Manual Traffic Survey: Thursday, 11 October 2018

Produced by Streetwise Services Ltd.

Junction: A - Ballplay Road / B - (East) A708 The Holm / C - Old Carlisle Road / D - (West) A708 The Holm

Approach: B - (East) A708 The Holm

TIME	B to C								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1.0	1
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	1	0	0	0	0	1	1
08:00 - 08:15	0	0	0	1	0	0	0	1.0	1
08:15 - 08:30	0	0	1	0	0	0	0	1.0	1
08:30 - 08:45	0	0	0	1	1	0	0	2.5	2
08:45 - 09:00	0	0	1	0	0	0	0	1.0	1
Hourly Total	0	0	2	2	1	0	0	6	5
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	1	0	0	0	0	1.0	1
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	1	0	0	0	0	1.0	1
Hourly Total	0	0	2	0	0	0	0	2	2
Session Total	0	0	5	2	1	0	0	9	8
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	1	0	1	0	0	2.5	2
Hourly Total	0	0	1	0	1	0	0	3	2
16:00 - 16:15	0	0	0	1	0	0	0	1.0	1
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	1	0	0	0	0	1.0	1
16:45 - 17:00	0	0	2	1	0	0	0	3.0	3
Hourly Total	0	0	3	2	0	0	0	5	5
17:00 - 17:15	0	0	2	0	0	0	0	2.0	2
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	2	0	0	0	0	2	2
18:00 - 18:15	0	0	0	1	0	0	0	1.0	1
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	1	0	0	0	1	1
Session Total	0	0	6	3	1	0	0	11	10

B to D								
P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	3	2	0	0	0	5.0	5
0	0	5	1	0	0	0	6.0	6
0	0	6	0	0	1	0	8.3	7
0	0	7	0	0	1	0	9.3	8
0	0	21	3	0	2	0	29	26
0	0	3	1	1	0	0	5.5	5
0	0	8	1	0	1	0	11.3	10
0	0	11	2	0	0	0	13.0	13
1	0	13	2	1	0	0	16.7	17
1	0	35	6	2	1	0	46	45
1	0	9	2	1	1	0	15.0	14
0	0	4	2	0	0	0	6.0	6
0	0	6	3	0	2	0	13.6	11
0	0	13	3	0	0	0	16.0	16
1	0	32	10	1	3	0	51	47
2	0	88	19	3	6	0	126	118
0	0	14	3	0	0	0	17.0	17
0	0	10	1	0	0	0	11.0	11
0	0	7	3	0	0	0	10.0	10
0	0	7	4	0	0	0	11.0	11
0	0	38	11	0	0	0	49	49
0	0	14	3	1	0	0	18.5	18
0	0	6	1	1	2	0	13.1	10
0	0	11	3	1	1	0	17.8	16
1	0	16	2	0	1	0	20.5	20
1	0	47	9	3	4	0	70	64
0	0	10	1	0	1	0	13.3	12
0	0	8	0	0	2	0	12.6	10
0	0	8	2	0	2	0	14.6	12
1	0	12	1	0	0	0	13.2	14
1	0	38	4	0	5	0	54	48
0	0	5	1	0	0	1	8.0	7
0	0	8	0	0	0	0	8.0	8
0	0	7	0	0	1	0	9.3	8
0	0	8	2	0	0	0	10.0	10
0	0	28	3	0	1	1	35	33
2	0	151	27	3	10	1	208	194

B to A								
P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	1	3.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	2	4.0	2
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	2	5	3
0	0	2	0	0	0	3	8	5
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	1	0	0	0	0	1.0	1
0	0	1	0	0	0	0	1.0	1
0	0	3	0	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	1	2.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	1	2	1
0	0	2	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	3	0	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	1	3.0	2
0	0	1	0	0	0	0	1.0	1
0	0	1	0	0	0	0	1.0	1
0	0	3	0	0	0	1	5	4
0	0	9	0	0	0	2	13	11

From B									
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	4	2	0	0	0	6.0	6
07:15 - 07:30	0	0	5	1	0	0	0	6.0	6
07:30 - 07:45	0	0	7	0	0	1	1	11.3	9
07:45 - 08:00	0	0	7	0	0	1	0	9.3	8
Hourly Total	0	0	23	3	0	2	1	33	29
08:00 - 08:15	0	0	3	2	1	0	0	6.5	6
08:15 - 08:30	0	0	9	1	0	1	0	12.3	11
08:30 - 08:45	0	0	11	3	1	0	0	15.5	15
08:45 - 09:00	1	0	14	2	1	0	0	17.7	18
Hourly Total	1	0	37	8	3	1	0	52	50
09:00 - 09:15	1	0	10	2	1	1	0	16.0	15
09:15 - 09:30	0	0	5	2	0	0	0	7.0	7
09:30 - 09:45	0	0	6	3	0	2	2	17.6	13
09:45 - 10:00	0	0	14	3	0	0	0	17.0	17
Hourly Total	1	0	35	10	1	3	2	58	52
Session Total	2	0	95	21	4	6	3	143	131
15:00 - 15:15	0	0	14	3	0	0	0	17.0	17
15:15 - 15:30	0	0	11	1	0	0	0	12.0	12
15:30 - 15:45	0	0	8	3	0	0	0	11.0	11
15:45 - 16:00	0	0	9	4	1	0	0	14.5	14
Hourly Total	0	0	42	11	1	0	0	55	54
16:00 - 16:15	0	0	14	4	1	0	0	19.5	19
16:15 - 16:30	0	0	6	1	1	2	1	15.1	11
16:30 - 16:45	0	0	12	3	1	1	0	18.8	17
16:45 - 17:00	1	0	18	3	0	1	0	23.5	23
Hourly Total	1	0	50	11	3	4	1	77	70
17:00 - 17:15	0	0	14	1	0	1	0	17.3	16
17:15 - 17:30	0	0	8	0	0	2	0	12.6	10
17:30 - 17:45	0	0	8	2	0	2	0	14.6	12
17:45 - 18:00	1	0	13	1	0	0	0	14.2	15
Hourly Total	1	0	43	4	0	5	0	59	53
18:00 - 18:15	0	0	5	2	0	0	1	9.0	8
18:15 - 18:30	0	0	9	0	0	0	1	11.0	10
18:30 - 18:45	0	0	8	0	0	1	0	10.3	9
18:45 - 19:00	0	0	9	2	0	0	0	11.0	11
Hourly Total	0	0	31	4	0	1	2	41	38
Session Total	2	0	166	30	4	10	3	232	215

To B								
P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	7	1	0	0	0	8.0	8
0	0	5	1	0	0	1	8.0	7
0	0	2	0	1	0	0	3.5	3
0	0	8	2	2	3	0	19.9	15
0	0	7	5	1	1	0	15.8	14
0	0	6	5	0	1	0	13.3	12
1	0	5	0	0	0	0	5.2	6
0	0	12	7	0	0	0	19.0	19
1	0	30	17	1	2	0	54	51
0	0	12	6	0	0	0	18.0	18
0	0	9	2	0	0	0	11.0	11
0	0	9	2	0	0	2	15.0	13
0	0	6	0	0	0	0	6.0	6
0	0	36	10	0	0	2	50	48
1	0	88	31	4	5	3	144	132
0	0	15	1	0	0	0	16.0	16
0	0	16	3	0	0	0	19.0	19
0	0	8	1	0	1	0	11.3	10
0	0	17	4	1	0	0	22.5	22
0	0	56	9	1	1	0	69	67
0	0	9	1	0	1	0	12.3	11
0	0	15	1	0	0	1	18.0	17
1	0	8	1	0	0	0	9.2	10
0	0	15	2	0	0	0	17.0	17
1	0	47	5	0	1	1	56	55
1	0	8	1	0	1	0	11.5	11
1	0	8	0	0	0	0	8.2	9
0	0	9	0	0	0	0	9.0	9
0	0	16	0	2	1	0	21.3	19
2	0	41	1	2	2	0	50	48
0	0	6	4	0	1	1	14.3	12
0	0	11	2	0	0	1	15.0	14
0	0	6	2	0	0	0	8.0	8
0	0	7	1	0	0	0	8.0	8
0	0	30	9	0	1	2	45	42
3	0	174	24	3	5	3	220	212



Moffat - Manual Traffic Survey: Thursday, 11 October 2018

Produced by Streetwise Services Ltd.

Junction: A - Ballplay Road / B - (East) A708 The Holm / C - Old Carlisle Road / D - (West) A708 The Holm

Approach: C - Old Carlisle Road

TIME	C to D								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	4	0	0	0	0	4.0	4
07:15 - 07:30	0	0	0	2	0	0	0	2.0	2
07:30 - 07:45	0	0	4	1	0	0	0	5.0	5
07:45 - 08:00	0	0	3	0	0	0	0	3.0	3
Hourly Total	0	0	11	3	0	0	0	14	14
08:00 - 08:15	0	0	3	1	0	0	0	4.0	4
08:15 - 08:30	0	0	8	0	1	0	0	9.5	9
08:30 - 08:45	0	0	9	1	0	0	0	10.0	10
08:45 - 09:00	0	0	4	1	0	0	0	5.0	5
Hourly Total	0	0	24	3	1	0	0	29	28
09:00 - 09:15	0	0	1	1	0	0	0	2.0	2
09:15 - 09:30	0	0	4	1	0	0	0	5.0	5
09:30 - 09:45	0	0	5	1	0	0	0	6.0	6
09:45 - 10:00	0	0	7	0	1	0	0	8.5	8
Hourly Total	0	0	17	3	1	0	0	22	21
Session Total	0	0	52	9	2	0	0	65	63
15:00 - 15:15	0	0	5	0	0	0	0	5.0	5
15:15 - 15:30	0	0	5	1	0	0	0	6.0	6
15:30 - 15:45	0	0	3	1	0	0	0	4.0	4
15:45 - 16:00	0	0	6	0	0	0	0	6.0	6
Hourly Total	0	0	19	2	0	0	0	21	21
16:00 - 16:15	0	0	2	0	1	0	0	3.5	3
16:15 - 16:30	0	0	2	0	0	0	0	2.0	2
16:30 - 16:45	0	0	2	0	0	0	0	2.0	2
16:45 - 17:00	0	0	8	3	0	0	0	11.0	11
Hourly Total	0	0	14	3	1	0	0	19	18
17:00 - 17:15	0	0	4	0	0	0	0	4.0	4
17:15 - 17:30	0	0	0	3	0	0	0	3.0	3
17:30 - 17:45	0	0	4	1	0	0	0	5.0	5
17:45 - 18:00	0	0	4	0	0	0	0	4.0	4
Hourly Total	0	0	12	4	0	0	0	16	16
18:00 - 18:15	0	0	2	1	0	0	0	3.0	3
18:15 - 18:30	0	0	3	2	1	0	0	6.5	6
18:30 - 18:45	0	0	4	0	0	0	0	4.0	4
18:45 - 19:00	0	0	3	0	0	0	0	3.0	3
Hourly Total	0	0	12	3	1	0	0	17	16
Session Total	0	0	57	12	2	0	0	73	71

C to A								
P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	1.0	1
0	0	0	1	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	1	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	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	1.0	1
0	0	0	1	0	0	0	1.0	1
0	0	1	2	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	2	3	0	0	0	5	5

C to B								
P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	0	1	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	2	0	0	0	0	2.0	2
0	0	3	1	0	0	0	4.0	4
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	1	0	0	0	0	1.0	1
0	0	5	1	0	0	0	6.0	6
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	1	0	1	0	0	2.5	2
0	0	1	1	1	0	0	4.0	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	3	0	0	0	0	3.0	3
0	0	4	0	0	0	0	4.0	4
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	6	1	1	0	0	9.0	8

From C									
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	4	0	0	0	0	4.0	4
07:15 - 07:30	0	0	0	2	0	0	0	2.0	2
07:30 - 07:45	0	0	5	1	0	0	0	6.0	6
07:45 - 08:00	0	0	3	1	0	0	0	4.0	4
Hourly Total	0	0	12	4	0	0	0	16	16
08:00 - 08:15	0	0	3	2	0	0	0	5.0	5
08:15 - 08:30	0	0	8	0	1	0	0	9.5	9
08:30 - 08:45	0	0	11	1	0	0	0	12.0	12
08:45 - 09:00	0	0	6	1	0	0	0	7.0	7
Hourly Total	0	0	28	4	1	0	0	34	33
09:00 - 09:15	0	0	1	1	0	0	0	2.0	2
09:15 - 09:30	0	0	4	1	0	0	0	5.0	5
09:30 - 09:45	0	0	5	1	0	0	0	6.0	6
09:45 - 10:00	0	0	8	0	1	0	0	9.5	9
Hourly Total	0	0	18	3	1	0	0	23	22
Session Total	0	0	58	11	2	0	0	73	71
15:00 - 15:15	0	0	5	0	0	0	0	5.0	5
15:15 - 15:30	0	0	6	2	0	0	0	8.0	8
15:30 - 15:45	0	0	3	1	0	0	0	4.0	4
15:45 - 16:00	0	0	7	0	1	0	0	8.5	8
Hourly Total	0	0	21	3	1	0	0	26	25
16:00 - 16:15	0	0	2	0	1	0	0	3.5	3
16:15 - 16:30	0	0	2	1	0	0	0	3.0	3
16:30 - 16:45	0	0	3	0	0	0	0	3.0	3
16:45 - 17:00	0	0	8	4	0	0	0	12.0	12
Hourly Total	0	0	15	5	1	0	0	22	21
17:00 - 17:15	0	0	5	0	0	0	0	5.0	5
17:15 - 17:30	0	0	0	3	0	0	0	3.0	3
17:30 - 17:45	0	0	4	2	0	0	0	6.0	6
17:45 - 18:00	0	0	7	0	0	0	0	7.0	7
Hourly Total	0	0	16	5	0	0	0	21	21
18:00 - 18:15	0	0	2	1	0	0	0	3.0	3
18:15 - 18:30	0	0	4	2	1	0	0	7.5	7
18:30 - 18:45	0	0	4	0	0	0	0	4.0	4
18:45 - 19:00	0	0	3	0	0	0	0	3.0	3
Hourly Total	0	0	13	3	1	0	0	18	17
Session Total	0	0	65	16	3	0	0	87	84

To C								
P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	1	1	0	0	0	2.0	2
0	0	1	0	0	0	0	1.0	1
0	0	1	1	0	0	0	2.0	2
0	0	1	2	0	0	0	3.0	3
0	0	4	4	0	0	0	8	8
0	0	2	3	0	1	0	7.3	6
1	0	4	1	0	0	0	5.2	6
0	0	4	2	1	0	0	7.5	7
0	0	5	0	0	0	0	5.0	5
1	0	15	6	1	1	0	25	24
0	0	3	1	0	0	0	4.0	4
0	0	4	2	0	0	0	6.0	6
0	0	4	0	1	0	0	5.5	5
0	0	2	3	1	0	0	6.5	6
0	0	13	6	2	0	0	22	21
1	0	32	16	3	1	0	55	53
0	0	2	1	0	0	0	3.0	3
0	0	5	0	0	0	0	5.0	5
0	0	6	2	0	0	0	8.0	8
0	0	5	0	1	0	0	6.5	6
0	0	18	3	1	0	0	23	22
0	0	2	2	1	0	0	5.5	5
0	0	5	0	0	0	0	5.0	5
0	0	4	3	0	0	0	7.0	7
0	0	8	2	0	0	0	10.0	10
0	0	19	7	1	0	0	28	27
0	0	12	2	0	0	0	14.0	14
0	0	2	2	0	0	0	4.0	4
0	0	5	0	0	0	0	5.0	5
0	0	2	0	0	0	0	2.0	2
0	0	21	4	0	0	0	25	25
0	0	6	1	1	0	0	8.5	8
0	0	2	1	0	0	0	3.0	3
0	0	3	0	1	0	0	4.5	4
0	0	9	1	1	0	0	11.5	11
0	0	20	3	3	0	0	28	26
0	0	78	17	5	0	0	104	100



Moffat - Manual Traffic Survey: Thursday, 11 October 2018

Produced by Streetwise Services Ltd.

Junction: A - Ballplay Road / B - (East) A708 The Holm / C - Old Carlisle Road / D - (West) A708 The Holm

Approach: D - (West) A708 The Holm

TIME	D to A								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	1	0	0	0	1.0	1
07:30 - 07:45	1	0	0	1	0	0	0	1.2	2
07:45 - 08:00	0	0	2	0	0	0	0	2.0	2
Hourly Total	1	0	2	2	0	0	0	4	5
08:00 - 08:15	0	0	0	1	0	0	0	1.0	1
08:15 - 08:30	0	0	1	0	0	0	0	1.0	1
08:30 - 08:45	0	0	1	1	0	0	0	2.0	2
08:45 - 09:00	1	0	7	0	2	0	0	10.2	10
Hourly Total	1	0	9	2	2	0	0	14	14
09:00 - 09:15	0	0	4	1	0	0	0	5.0	5
09:15 - 09:30	0	0	1	0	0	0	0	1.0	1
09:30 - 09:45	0	0	0	1	0	0	0	1.0	1
09:45 - 10:00	0	0	2	0	0	0	0	2.0	2
Hourly Total	0	0	7	2	0	0	0	9	9
Session Total	2	0	18	6	2	0	0	27	28
15:00 - 15:15	0	0	4	0	0	0	0	4.0	4
15:15 - 15:30	0	0	2	0	0	0	0	2.0	2
15:30 - 15:45	1	0	4	1	0	0	0	5.2	6
15:45 - 16:00	0	0	3	1	0	0	0	4.0	4
Hourly Total	1	0	13	2	0	0	0	15	16
16:00 - 16:15	0	0	4	0	0	0	0	4.0	4
16:15 - 16:30	0	0	5	0	0	0	0	5.0	5
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	1	0	8	1	0	0	0	9.2	10
Hourly Total	1	0	17	1	0	0	0	18	19
17:00 - 17:15	0	0	4	1	0	0	0	5.0	5
17:15 - 17:30	0	0	7	0	0	0	0	7.0	7
17:30 - 17:45	0	0	2	0	0	0	0	2.0	2
17:45 - 18:00	0	0	2	0	0	0	0	2.0	2
Hourly Total	0	0	15	1	0	0	0	16	16
18:00 - 18:15	0	0	2	0	0	0	0	2.0	2
18:15 - 18:30	0	0	2	0	0	0	0	2.0	2
18:30 - 18:45	0	0	2	0	0	0	0	2.0	2
18:45 - 19:00	0	0	2	0	0	0	0	2.0	2
Hourly Total	0	0	8	0	0	0	0	8	8
Session Total	2	0	53	4	0	0	0	57	59

D to B								
P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	7	1	0	0	0	8.0	8
0	0	5	1	0	0	1	8.0	7
0	0	1	0	1	0	0	2.5	2
0	0	8	2	2	3	0	19.9	15
0	0	7	4	1	1	0	14.8	13
0	0	6	5	0	1	0	13.3	12
1	0	4	0	0	0	0	4.2	5
0	0	8	7	0	0	0	15.0	15
1	0	25	16	1	2	0	48	45
0	0	12	6	0	0	0	18.0	18
0	0	9	2	0	0	0	11.0	11
0	0	8	2	0	0	2	14.0	12
0	0	5	0	0	0	0	5.0	5
0	0	34	10	0	0	2	48	46
1	0	80	30	4	5	3	135	123
0	0	12	1	0	0	0	13.0	13
0	0	14	2	0	0	0	16.0	16
0	0	8	1	0	1	0	11.3	10
0	0	14	4	0	0	0	18.0	18
0	0	8	1	0	1	0	11.3	10
0	0	15	1	0	0	1	18.0	17
1	0	8	1	0	0	0	9.2	10
0	0	15	2	0	0	0	17.0	17
1	0	46	5	0	1	1	55	54
1	0	7	1	0	1	0	10.5	10
1	0	8	0	0	0	0	8.2	9
0	0	9	0	0	0	0	9.0	9
0	0	13	0	2	1	0	18.3	16
2	0	37	1	2	2	0	46	44
0	0	6	4	0	1	1	14.3	12
0	0	10	2	0	0	1	14.0	13
0	0	6	2	0	0	0	8.0	8
0	0	6	1	0	0	0	7.0	7
0	0	28	9	0	1	2	43	40
3	0	159	23	2	5	3	202	195

D to C								
P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.0	1
0	0	1	1	0	0	0	2.0	2
0	0	1	2	0	0	0	3.0	3
0	0	3	3	0	0	0	6	6
0	0	2	2	0	1	0	6.3	5
0	0	3	1	0	0	0	4.0	4
0	0	4	1	0	0	0	5.0	5
0	0	4	0	0	0	0	4.0	4
0	0	13	4	0	1	0	19	18
0	0	3	1	0	0	0	4.0	4
0	0	3	2	0	0	0	5.0	5
0	0	4	0	0	0	0	4.0	4
0	0	1	2	1	0	0	4.5	4
0	0	11	5	1	0	0	18	17
0	0	27	12	1	1	0	43	41
0	0	2	1	0	0	0	3.0	3
0	0	4	0	0	0	0	4.0	4
0	0	6	2	0	0	0	8.0	8
0	0	4	0	0	0	0	4.0	4
0	0	16	3	0	0	0	19	19
0	0	2	1	1	0	0	4.5	4
0	0	5	0	0	0	0	5.0	5
0	0	3	3	0	0	0	6.0	6
0	0	6	1	0	0	0	7.0	7
0	0	16	5	1	0	0	23	22
0	0	10	2	0	0	0	12.0	12
0	0	2	1	0	0	0	3.0	3
0	0	5	0	0	0	0	5.0	5
0	0	2	0	0	0	0	2.0	2
0	0	19	3	0	0	0	22	22
0	0	6	0	1	0	0	7.5	7
0	0	1	1	0	0	0	2.0	2
0	0	3	0	1	0	0	4.5	4
0	0	9	1	1	0	0	11.5	11
0	0	19	2	3	0	0	26	24
0	0	70	13	4	0	0	90	87

From D									
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	7	1	0	0	0	8.0	8
07:15 - 07:30	0	0	6	2	0	0	1	10.0	9
07:30 - 07:45	1	0	2	2	1	0	0	5.7	6
07:45 - 08:00	0	0	11	4	2	3	0	24.9	20
Hourly Total	1	0	26	9	3	3	1	49	43
08:00 - 08:15	0	0	9	7	1	2	0	22.1	19
08:15 - 08:30	0	0	10	6	0	1	0	18.3	17
08:30 - 08:45	1	0	9	2	0	0	0	11.2	12
08:45 - 09:00	1	0	19	7	2	0	0	29.2	29
Hourly Total	2	0	47	22	3	3	0	81	77
09:00 - 09:15	0	0	19	8	0	0	0	27.0	27
09:15 - 09:30	0	0	13	4	0	0	0	17.0	17
09:30 - 09:45	0	0	12	3	0	0	2	19.0	17
09:45 - 10:00	0	0	8	2	1	0	0	11.5	11
Hourly Total	0	0	52	17	1	0	2	75	72
Session Total	3	0	125	48	7	6	3	205	192
15:00 - 15:15	0	0	18	2	0	0	0	20.0	20
15:15 - 15:30	0	0	20	2	0	0	0	22.0	22
15:30 - 15:45	1	0	18	4	0	1	0	24.5	24
15:45 - 16:00	0	0	21	5	0	0	0	26.0	26
Hourly Total	1	0	77	13	0	1	0	92	92
16:00 - 16:15	0	0	14	2	1	1	0	19.8	18
16:15 - 16:30	0	0	25	1	0	0	1	28.0	27
16:30 - 16:45	1	0	11	4	0	0	0	15.2	16
16:45 - 17:00	1	0	29	4	0	0	0	33.2	34
Hourly Total	2	0	79	11	1	1	1	96	95
17:00 - 17:15	1	0	21	4	0	1	0	27.5	27
17:15 - 17:30	1	0	17	1	0	0	0	18.2	19
17:30 - 17:45	0	0	17	0	0	0	0	17.0	17
17:45 - 18:00	0	0	17	0	2	1	0	22.3	20
Hourly Total	2	0	72	5	2	2	0	85	83
18:00 - 18:15	0	0	14	4	1	1	1	23.8	21
18:15 - 18:30	0	0	13	3	0	0	1	18.0	17
18:30 - 18:45	0	0	11	2	1	0	0	14.5	14
18:45 - 19:00	0	0	17	2	1	0	0	20.5	20
Hourly Total	0	0	55	11	3	1	2	77	72
Session Total	5	0	283	40	6	5	3	350	342

To D								
P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	10	2	0	0	0	12.0	12
0	0	5	3	0	0	0	8.0	8
0	0	11	1	0	1	0	14.3	13
1	0	12	1	0	1	0	15.5	15
1	0	38	7	0	2	0	50	48
0	0	10	2	1	0	0	13.5	13
0	0	17	2	1	1	0	22.8	21
0	0	26	3	0	0	0	29.0	29
2	0	27	3	1	0	0	31.9	33
2	0	80	10	3	1	0	97	96
1	0	12	3	1	1	0	19.0	18
0	0	11	4	0	0	0	15.0	15
0	0	15	4	0	2	0	23.6	21
0	0	20	3	1	0	0	24.5	24
1	0	58	14	2	3	0	82	78
4	0	176	31	5	6	0	229	222
1	0	22	3	0	0	0	25.2	26
0	0	15	2	0	0	0	17.0	17
0	0	11	4	0	0	0	15.0	15
0	0	15	4	0	0	0	19.0	19
1	0	63	13	0	0	0	76	77
0	0	16	3	2	0	0	22.0	21
0	0	10	1	1	2	0	17.1	14
0	0	16	5	3	1	0	27.8	25
1	0	28	5	0	1	0	35.5	35
1	0	70	14	6	4	0	102	95
0	0	18	2	0	1	0	22.3	21
0	0	10	3	0	2	0	17.6	15
1	0	17	3	0	2	0	24.8	23
1	0	17	1	0	0	0	18.2	19
2	0	62	9	0	5	0	83	78
0	0	12	2	0	0	1	16.0	15
0	0	11	2	1	0	0	14.5	14
0	0	12	0	0	1	0	14.3	13
0	0	14	2	0	0	0	16.0	16
0	0	49	6	1	1	1	61	58
4	0	244	42	7	10	1	322	308



Moffat: Queue Length Survey - Thursday, 11 October 2018

Produced by Streetwise Services Ltd.

Junction: A - Ballplay Road / B - (East) A708 The Holm / C - Old Carlisle Road / D - (West) A708 The Holm

Survey Period	A - Ballplay Road	(East) A708 The Holm	C - Old Carlisle Road	(West) A708 The Holm
	Lane 1	Lane 1	Lane 1	Lane 1
	Max	Max	Max	Max
07:00 - 07:05	1	0	0	0
07:05 - 07:10	1	0	0	0
07:10 - 07:15	1	0	0	1
07:15 - 07:20	0	0	0	0
07:20 - 07:25	0	0	0	0
07:25 - 07:30	0	0	0	0
07:30 - 07:35	0	0	0	0
07:35 - 07:40	0	0	0	0
07:40 - 07:45	1	0	0	0
07:45 - 07:50	1	0	0	0
07:50 - 07:55	1	0	0	0
07:55 - 08:00	1	0	1	1
08:00 - 08:05	1	0	1	1
08:05 - 08:10	1	0	0	0
08:10 - 08:15	1	0	0	0
08:15 - 08:20	1	0	0	0
08:20 - 08:25	1	0	1	0
08:25 - 08:30	0	0	1	0
08:30 - 08:35	1	0	0	0
08:35 - 08:40	1	0	1	1
08:40 - 08:45	1	0	1	0
08:45 - 08:50	1	0	1	1
08:50 - 08:55	1	0	1	1
08:55 - 09:00	1	0	1	0
09:00 - 09:05	1	0	0	2
09:05 - 09:10	0	0	1	0
09:10 - 09:15	0	0	0	0
09:15 - 09:20	1	0	0	0
09:20 - 09:25	1	0	1	1
09:25 - 09:30	0	0	0	0
09:30 - 09:35	1	0	0	1
09:35 - 09:40	0	0	0	0
09:40 - 09:45	1	0	1	0
09:45 - 09:50	0	0	1	0
09:50 - 09:55	0	0	0	1
09:55 - 10:00	1	0	1	0

15:00 - 15:05	1	0	0	0
15:05 - 15:10	0	0	0	0
15:10 - 15:15	1	0	0	1
15:15 - 15:20	0	0	1	0
15:20 - 15:25	0	0	1	0
15:25 - 15:30	2	0	1	1
15:30 - 15:35	1	0	0	0
15:35 - 15:40	0	0	1	0
15:40 - 15:45	0	0	0	0
15:45 - 15:50	0	0	1	0
15:50 - 15:55	1	0	0	0
15:55 - 16:00	1	0	1	1
16:00 - 16:05	0	0	1	0
16:05 - 16:10	1	0	0	0
16:10 - 16:15	0	0	2	0
16:15 - 16:20	0	0	0	2
16:20 - 16:25	1	0	0	0
16:25 - 16:30	0	0	1	0
16:30 - 16:35	1	0	1	0
16:35 - 16:40	1	0	1	0
16:40 - 16:45	1	0	0	0
16:45 - 16:50	0	0	0	1
16:50 - 16:55	1	0	0	0
16:55 - 17:00	1	0	1	0
17:00 - 17:05	1	0	0	0
17:05 - 17:10	1	0	0	0
17:10 - 17:15	1	0	1	0
17:15 - 17:20	0	0	0	0
17:20 - 17:25	1	0	1	0
17:25 - 17:30	1	0	0	0
17:30 - 17:35	2	0	1	0
17:35 - 17:40	1	0	0	0
17:40 - 17:45	0	0	0	0
17:45 - 17:50	0	0	0	2
17:50 - 17:55	0	0	1	0
17:55 - 18:00	0	0	1	1
18:00 - 18:05	1	0	0	0
18:05 - 18:10	0	0	0	2
18:10 - 18:15	1	0	0	0
18:15 - 18:20	1	0	0	0
18:20 - 18:25	0	0	0	0
18:25 - 18:30	0	0	0	0
18:30 - 18:35	1	0	0	0
18:35 - 18:40	0	0	0	1
18:40 - 18:45	0	0	0	0
18:45 - 18:50	1	0	1	1
18:50 - 18:55	1	0	0	0
18:55 - 19:00	0	0	0	0