

LT520 Cambushinnie 400 kV Substation Haul Track

Appendix J Transport Statement

SSEN Transmission

Quality information

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1. Introduction

1.1 Background

- 1.1.1 This Transport Statement (TS) has been prepared by AECOM to accompany the Environmental Assessment (EA) Traffic and Transport chapter for the proposed Cambushinnie 400 kV Substation Haul Track.
- 1.1.2 The need for the Proposed Development is explained in the EA. This TS presents data and calculations relied on by the EA traffic and transport chapter.

1.2 Site Locations

- 1.2.1 **Figure 2-1, Appendix A Figures** of the Cambushinnie 400 kV Substation Haul Track EA shows the haul track Proposed Development Site.

1.3 Content of TS

- 1.3.1 This TS contains information collated under the following headings.

- Scoping Correspondence;
- Transport Planning Policy and Guidance;
- Baseline Transport Networks;
- Sensitivity of Receptors;
- Proposed Development Access;
- Proposed Development Traffic;
- Fear and Intimidation;
- Accidents and Road Safety;
- Framework Construction Management Plan; and
- Cumulative Development.

2. Scoping Correspondence

- 2.1.1 AECOM has engaged with relevant roads authorities to scope the traffic and transport assessment for the Proposed Development. Perth and Kinross Council (PKC) are the local road authority, and Transport Scotland (TS) are the strategic road authority. Scoping correspondence is included at **Appendix A Scoping Correspondence** of this report.

3. Transport Planning Policy and Guidance

3.1 Introduction

- 3.1.1 In accordance with the development planning process, the Proposed Development is required to comply with various national, regional and local transport planning policies. This section, therefore, incorporates a brief overview of the relevant policy and strategy documents and highlights how the Proposed Development satisfies these policies. In addition to this, relevant aspects of specific transport guidance are also detailed.

3.2 National Transport Policy, Strategy and Guidance

National Transport Strategy NTS2 (2020)²

- 3.2.1 NTS2 sets out an ambitious and compelling vision for Scotland's transport system for the next 20 years. The vision is to have a sustainable, inclusive, safe, and accessible transport system, helping to deliver a healthier, fairer, and more prosperous Scotland for communities, businesses, and visitors.

- 3.2.2 Four priorities support the vision:

- Reduce inequality;
- Take climate action;
- Help deliver inclusive economic growth; and
- Improve health and wellbeing.

National Planning Framework 4 (2023)³

- 3.2.3 The National Planning Framework 4 (NPF4) was adopted by the Scottish Ministers on 13 February 2023, following approval by the Scottish Parliament in January. This replaces National Planning Framework 3 (NPF3) 2014, Scottish Planning Policy (SPP) 2014 and Regional Plans and is now part of the statutory development plan for Perth and Kinross, along with the Local Development Plan (LDP)⁴.

- 3.2.4 The NPF4 sets out overarching spatial principles to support the planning and delivery of the three key National Planning Policy areas:

- Sustainable Places;
- Liveable Places; and
- Productive Places.

- 3.2.5 Tackling the climate and nature crises, through climate mitigation and adaptation, sits front and centre within the policies of the NPF4. Sustainable transport (Policy 13) plays a vital role in creating sustainable places and responding to the climate emergency.

² Transport Scotland, 2020. *National Transport Strategy 2* [online]. Available from: <https://www.transport.gov.scot/publication/national-transport-strategy-2/> [Accessed February 2025].

³ Scottish Government, 2023. *National Planning Framework 4* [online]. Available from: <https://www.gov.scot/binaries/content/documents/govscot/publications/strategy-plan/2023/02/national-planning-framework-4/documents/national-planning-framework-4-revised-draft/national-planning-framework-4-revised-draft/govscot%3Adocument/national-planning-framework-4.pdf> [Accessed February 2025].

⁴ Perth and Kinross Council, 2019. *Perth and Kinross Local Development Plan 2* [online]. Available from: [LDP_2_2019_Adopted_Interactive.pdf](https://www.perth.gov.uk/media/10000/Perth_and_Kinross_Local_Development_Plan_2.pdf) [Accessed February 2025]

Transport Assessment Guidance (2012)⁵

- 3.2.6 Transport Assessment Guidance (TAG), produced by Transport Scotland in 2012, provides guidance and information as to the content, methodology and approach of Transport Assessments (TAs), Transport Statements and Travel Plans produced in support of development sites. It details the importance of establishing the existing transport infrastructure and travel characteristics, as well as the development proposal itself and the measures which will be included to improve infrastructure and services to encourage sustainable travel to the Proposed Development.

Planning Advice Note (PAN) 75 – Planning for Transport (2005)⁶

- 3.2.7 Planning Advice Note (PAN) 75 – Planning for Transport is a planning circular produced by the Scottish Government which provides good practice on planning and transport. This includes guidance on integrating transport, transport modelling, policy development, development management, planning agreements and environmental assessment.
- 3.2.8 In terms of TAs and Transport Statements, it states in Paragraph 41 that “*all planning applications that involve the generation of person trips should provide information which covers the transport implications of the development.*” It identifies that for smaller developments, “*the information on transport implications will enable local authorities to monitor potential cumulative impact.*”
- 3.2.9 PAN 75 also provides guidance on the preparation of Travel Plans (TP). Paragraph 42 states that they are “*documents that set out a package of positive and complementary measures for the overall delivery of more sustainable travel patterns for a specific development.*” For detailed planning applications, it identifies that the TP produced should “*incorporate a variety of measures and targets to encourage sustainable travel, such as Mode Share Targets, an implementation time scale and an agreed monitoring and review process.*” A Framework Construction Traffic Management Plan (CTMP) has been incorporated within Section 7 of this report.

3.3 Regional Transport, Policy, Strategy and Guidance

- 3.3.1 The Transport (Scotland) Act 2005 placed a statutory duty on the seven Regional Transport Partnerships (RTPs) in Scotland to produce a Regional Transport Strategy (RTS) for their area. The RTS influences all of the future plans and activities of the organisation and informs future national and local transport strategies. Perth and Kinross is within the Tayside and Central Scotland Partnership (Tactran) region.

Draft Tayside and Central Scotland Regional Transport Strategy 2024-2034⁷

- 3.3.2 Tactran have worked on a new Tayside and Central Scotland RTS to address the challenges and opportunities that have arisen since 2015. This is now in the final draft stage which has been submitted to the Minister for Transport for approval.
- 3.3.3 The RTS is a plan for identifying strategic transport priorities for the Angus, Dundee City, Perth and Kinross and Stirling Council areas. The RTS identifies four strategic objectives which mirror those in Scotland’s NTS, which are:
- Take climate action;
 - Improve health and wellbeing;
 - Reduce inequalities; and
 - Help deliver inclusive and sustainable growth.
- 3.3.4 The Proposed Development will seek to manage both the construction and operational phases in the most efficient and safe way possible to ensure that it aligns with the RTS.

⁵ Transport Scotland, 2012. *Transport Assessment Guidance* [online]. Available from: https://www.transport.gov.scot/media/4589/planning_reform_-_dpmtag_-_development_management__dpmtag_ref__17_-_transport_assessment_guidance_final_-_june_2012.pdf [Accessed February 2025]

⁶ Scottish Government, 2005. *Planning Advice Note, PAN 75, Planning for Transport* [online]. Available from: <https://www.gov.scot/binaries/content/documents/govscot/publications/advice-and-guidance/2005/08/planning-advice-note-pan-75-planning-transport/documents/0016795-pdf/0016795-pdf/govscot%3Adocument/0016795.pdf> [Accessed February 2025]

⁷ Tactran, 2023. *Tayside and Central Scotland Regional Transport Strategy 2024-2034, Draft for Consultation* [online]. Available from: [2023-08-03-Draft-RTS-v6.pdf](https://www.tactran.org.uk/2023-08-03-Draft-RTS-v6.pdf) [Accessed February 2025]

Tactran Regional Transport Strategy Refresh (2015-2036)⁸

3.3.5 The Tactran RTS Refresh was approved by the Minister for Transport and Islands in July 2015. The objectives of the RTS are to:

- Economy - Ensure transport helps to deliver regional prosperity;
- Accessibility, Equity and Social Inclusion – To improve accessibility for all, particularly for those suffering from social inclusion;
- Environment – To ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement;
- Health and Wellbeing – To promote the health and wellbeing of communities;
- Safety and Security – To improve the real and perceived safety and security of the transport network; and
- Integration – To improve integration, both within transport and between transport and other policy areas.

3.4 Local Transport Policy, Strategy and Guidance

Perth and Kinross Local Development Plan (2019)⁴

3.4.1 The PKC LDP was adopted by PKC in 2019 and sets out the Council's policies and proposals to guide development across the area up to 2029. The vision for the LDP is that:

"to promote sustainable economic growth and sustainable development by building upon the special qualities of our area that make it an attractive place to live and do business, whilst at the same time recognising the importance of 'placemaking' and protecting our most valuable assets."

3.4.2 Policy 60 entitled 'Transport Standards and Accessibility Requirements' sets out the requirements that new developments should adhere to from a transportation perspective. This states that:

"All development proposals that involve significant travel generation should be well served by, and easily accessible to all modes of transport. In particular the sustainable modes of walking, cycling and public transport should be considered, prior to private car journeys. All development proposals should:

- *Be designed for safety and convenience of all potential users;*
- *Incorporate appropriate mitigation on-site and / or off-site, provided through developer contributions where appropriate, which might include improvements and enhancements to the walking / cycling network and public transport services including railways and level crossings, road improvements and new roads;*
- *Incorporate appropriate levels of parking provisions not exceeding the maximum parking standards laid out in SPP, including maximum on-site parking standards to help encourage and promote a shift to the more sustainable modes of travel of walking, cycling and public transport;*
- *Fit with the strategic aims and objectives of the Regional Transport Strategy and the Tay Cities Deal; and*
- *Support the provision of infrastructure necessary to support positives changes in Low and Ultra Low Emission Vehicle transport technologies, such as charging points for electric vehicles, hydrogen refuelling facilities and car clubs, including for residential development."*

⁸ Tactran, 2015. *Regional Transport Strategy 2015-2036 Refresh* [online]. Available from: RefreshofRegionalTransportStrategyMainIssuesReport-Final.pdf [Accessed February 2025]

4. Baseline Transport Networks

4.1 Introduction

- 4.1.1 This section provides an overview of the characteristics of the Site at present as well as the baseline characteristics of the surrounding transport network.

4.2 Study Area Roads

- 4.2.1 Study area roads will include the A9, A822 and B8033 in the environs of the Proposed Development.
- 4.2.2 The A9 forms part of the trunk road network in Scotland, connecting Stirling, Perth and Inverness. In the vicinity of Braco, the A9 is a national speed limit dual carriageway. South of Braco, at Greenloaning, is where traffic leaves and joins the A9. Northbound traffic exits the A9 at Greenloaning via a slip road which connects to the A822. Southbound traffic exits the A9 at Greenloaning via a right turn offside filter lane which connects at-grade to Millhill Road in Greenloaning near Braco.
- 4.2.3 The A822 routes through Braco north-south between the A9 and Crieff. It is a single carriageway road which is predominantly rural in nature. National speed limits apply to the A822 outside of villages and settlements, a 40mph speed limit applies within Greenloaning, and 30mph within Braco. The B8033 routes north to south parallel to the A822 and A9 between Braco and Dunblane. The route is largely rural in nature and National Speed Limits apply outside of villages and settlements. Within Braco, the B8033 has a 30mph speed limit, with a 20mph limit outside the Primary School when the lights are flashing. The route has some rural property frontages and is also lightly used by recreational cyclists.

4.3 Baseline Traffic Flows

- 4.3.1 Traffic surveys were undertaken on the local road network at locations agreed with PKC during 2024. The traffic surveys consisted of automatic traffic counts (ATC) and junction turning counts (JTC) which took place during the 7-day period between the 16 April 2024 and 22 April 2024. ATCs were undertaken at seven locations, recording data for a seven-day period while JTCs were undertaken at three locations on the 16 April 2024 and were recording data between the hours of 07:00 – 10:00 and 14:00 – 19:00. The traffic surveys were conducted on public roads during normal road traffic conditions and out-with school holidays.
- 4.3.2 The 2024 traffic survey data collected by AECOM is supplemented by traffic data obtained from publicly available Department for Transport (DfT) traffic counts.
- 4.3.3 The locations of the traffic surveys are shown in **Appendix B Survey Locations** within this TS and are summarised as follows:
- A822 – four Automatic Traffic Counter surveys and one junction turning count survey;
 - Feddal Road / B8033 – three Automatic Traffic Counter surveys;
 - Millhill Road – one Automatic Traffic Counter survey and two junction turning count surveys; and
 - A9 (T) – two DfT counters, counter 724 and counter 20730.
- 4.3.4 The full output of the data collected and used on the non-statutory Environmental Appraisal (EA) chapters are presented in **Appendix C Traffic Survey Data**. The results of the ATC surveys and the DfT counter data are summarised in **Table 4-1** below.

Table 4.1 Cambushinnie ATC Data - Annual Average Daily Traffic (AADT)

ATC	Location	Light Vehicles	Heavy Vehicles	Total Vehicles
ATC1	A822 (North of A822 / Feddal Road Junction)	3,846	98	3,944
ATC2	A822 (South of A822 / Feddal Road Junction)	4,111	118	4,229
ATC3	Feddal Road (West of A822 / Feddal Road Junction)	779	17	796
ATC4	A822 (At Haul Track)	4,303	77	4,380
ATC5	A822 (North of A9)	4,192	85	4,277
ATC6	Millhill Road (Between A9 and A822)	522	12	534
ATC7	B8033 (Easter Feddal)	387	15	402
ATC8	B8033 (Craighead)	257	9	266
DfT Counter 724	A9 North of Greenloaning Junction	27,235	2,877	30,112
DfT Counter 20730	A9 South of Greenloaning Junction	23,029	3,362	26,391

Source: ATC and DfT

4.4 Traffic Growth Forecast

4.4.1 To provide an appropriate baseline against which to compare forecast construction traffic flows, it has been necessary to apply a growth factor to the 2024 traffic survey data to forecast baseline flows during peak construction periods for the Proposed Development. Peak construction years are forecast to occur during 2026.

4.4.2 The Trip End Model Presentation Program (TEMPro) version 8.1 has been used to obtain traffic growth factors. The software uses National Trip End Model (NTEM) data to forecast a percentage traffic growth between a baseline and forecast year. Analysis of NTEM data can be made by:

- Geographical area;
- Transport mode;
- Travel time of day;
- Purpose of journey;
- Years of interest; and
- Type of trip.

4.4.3 For the Proposed Development, the following details have been applied to obtain the growth factor:

- Dataset version – 80;
- Dataset scenario – Regional;

- Result type – Trip ends by time period;
- Base year – 2024;
- Future year – 2026;
- Trip Purpose Group – All purposes;
- Time Period – Weekday AM peak period;
- Trip End Type – Origin / Destination;
- Area Description – Central and Tay; and
- Mode – Car Driver.

4.4.4 The resulting output from TEMPro was a growth factor of 1.024 (2024 to 2026) to be applied to 2024 data to forecast baseline traffic for the Proposed Development assessment year.

4.5 Core Paths

4.5.1 Within the Study Area, there is one Core Path which intersects with Study Area roads. BRAC/14 runs along the A822 footway between Greenloaning and Braco. The path is 862 m long and has footways adjacent to the A822. This is shown on **Figure 3a, Appendix A Figures** of the Cambushinnie 400 kV Substation Haul Track EA.

4.6 Accident History

4.6.1 The Crashmap database⁹ has been reviewed to establish recorded accidents on study area roads from the most recent five year period for which data is available. The location and severity of the accidents recorded is shown in **Figure 4-1** below.

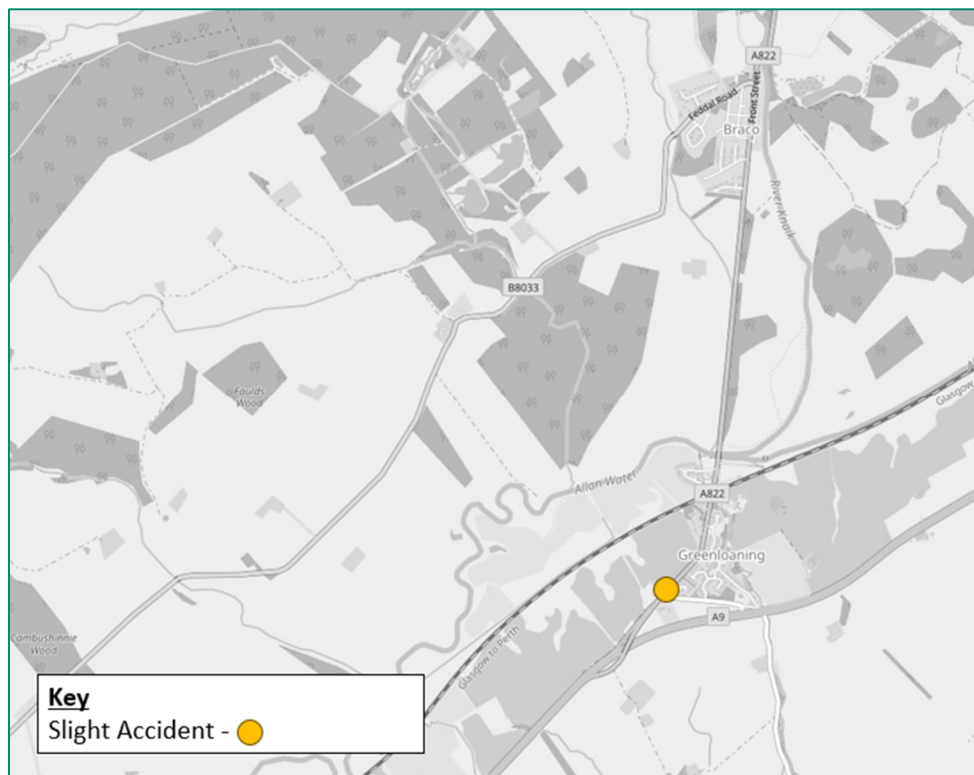


Figure 4-1 Accident History

4.6.2 On Study Area roads in the vicinity of the Site this data shows 0 fatal, 0 serious, and one slight injury accidents were reported. The accident occurred in 2021 at the A822 / Millhill Road junction and involved two vehicles, resulting in one slight injury casualty.

⁹ Crashmap, n.d. *Crashmap* [online]. Available from: www.crashmap.co.uk [Accessed January 2025]

5. Sensitivity of Receptors

5.1 Introduction

5.1.1 This section sets out the approach for determining the sensitivity of receptors on each road link assessed within the EA chapter for the Proposed Development.

5.2 Determining Sensitivity of Receptors

5.2.1 Receptors are locations or land-uses categorised by sensitivity or environmental value. **Table 5.1** describes the receptor sensitivity adopted for the assessment of Proposed Development traffic. It is based on environmental value (sensitivity) descriptions included in Design Manual for Roads and Bridges (DMRB) LA104 Environmental assessment and monitoring, Revision 1.

Table 5.1 Sensitivity of Receptors

Receptor Sensitivity	Description
Very High	The receptor has little or no ability to absorb change without fundamentally altering its present character, is of very high environmental value, or of international importance.
High	The receptor has low ability to absorb change without fundamentally altering its present character, is of high environmental value, or of international importance.
Medium	The receptor has moderate capacity to absorb change without significantly altering its present character, has some environmental value or is of regional importance.
Low	The receptor is tolerant of change without detriment to its character, is low environmental value, or local importance.
Negligible	The receptor is resistant to change and is of little environmental value.

5.2.2 For the purposes of this assessment, the IEMA Guidelines 2023¹⁰ identify receptors which are:

- People at home;
- People at work;
- Sensitive and / or vulnerable groups (including young age; older age; income; health status; social disadvantage; and access and geographic factors);
- Locations with concentrations of vulnerable users (e.g. hospitals, places of worship, schools);
- Retail areas;
- Recreational areas;
- Tourist attractions;
- Collision clusters and routes with road safety concerns; and
- Junctions and highway links at (or over capacity).

5.2.3 Each road link within the Study Area has been assessed against the criteria above, assigning a rating of Negligible, Low, Medium, High or Very High for each road link. The overall sensitivity of receptors of the road link has then been determined by taking the most sensitive rating (e.g. if "People at home" is considered of 'Very High' sensitivity, this rating will be applied).

5.3 Results

5.3.1 The full results of the assessment are shown in **Table 5.2** overleaf.

¹⁰ IEMA, 2023. *Environmental Assessment of Traffic and Movement* [online]. Available from: iema-report-environmental-assessment-of-traffic-and-movement-rev07-july-2023.pdf [Accessed February 2025]

Table 5.2 Sensitivity of Receptors

Link	Between		People at Home	People at Work	Sensitive and/or vulnerable Groups	Locations with concentration s of vulnerable users	Retail Areas	Recreational Areas	Tourist Attractions	Collision Clusters and routes with road safety concerns	Junctions and highway links at (or over) capacity	Overall Rating
A822 North of Braco	A822 / Feddal Road Junction	Rural STOP Junction	Medium	Low	Medium	Medium	Low	Medium	Medium	Negligible	Negligible	Medium
A822 Braco	A822 / Feddal Road Junction	Southern boundary Braco	High	Medium	Medium	High	Medium	Medium	Low	Negligible	Negligible	High
B8033 Braco	A822 / Feddal Road Junction	Western boundary Braco	High	Medium	Medium	High	Medium	Medium	Low	Negligible	Negligible	High
A822 Haul Track	Southern boundary Braco	Allan Water Bridge	Negligible	Negligible	Low	Negligible	Negligible	Low	Low	Negligible	Negligible	Low
A9 Slip Roads (A822)	A9 / A822 Slip	Northern boundary Greenloaning	Low	Low	Low	Low	Low	Low	Low	Negligible	Negligible	Low
Millhill Road	A9 / Millhill Road Junction	A822 / Millhill Road Junction	Medium	Medium	Medium	Medium	Low	Medium	Low	Negligible	Negligible	Medium
B8033 Bridge of Keir	Western boundary Braco	Mid Feddal	Negligible	Negligible	Negligible	Medium	Negligible	Medium	Negligible	Negligible	Negligible	Medium
B8033 Glassick	Mid Feddal	Cambushinnie Farm	Negligible	Negligible	Negligible	Medium	Negligible	Medium	Negligible	Negligible	Negligible	Medium
A9 South (DfT Counter 724)	A9 / Braco Junction	Blackford	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
A9 North (DfT Counter 20730)	A9 / Braco Junction	Balhaldie	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

6. Proposed Development Access

6.1 Site Access for Construction Traffic

- 6.1.1 Site access from the A9 for Haul Track construction traffic is via the A822 and B8033. There will be four access points for Haul Track construction traffic. **Figure 10-4, Appendix A Figures** of the Haul Track EA shows the four access locations.
- 6.1.2 Access point 1 will be on the A822 opposite Braco New Cemetery. The remaining three access points will require construction traffic to route through Braco on the A822 before joining the B8033. Access points 2 and 3 will be on the B8033. Access point 4 will be on a private road in the proximity of Gamekeeper Cottage.

6.2 Car Parking

- 6.2.1 Car parking at each Site of the Proposed Development will be provided within the Site and no staff parking will take place on the public highway.

6.3 Site Access for Operational Traffic

- 6.3.1 The Haul Track once complete and operational will be used to route the proposed Cambushinnie substation and associated development construction traffic to site. When the construction stages of the proposed Cambushinnie substation and associated developments are complete the Haul Track will be closed to all traffic and will not be an available route for any vehicular traffic.

7. Proposed Development Traffic

7.1 Construction Traffic

- 7.1.1 The Proposed Development is forecast to generate construction traffic to build the Haul Track. Balfour Beatty have provided a construction programme and traffic forecast for the Proposed Development. This are included in **Appendix D Construction Traffic Programme**.
- 7.1.2 Haul Track construction programme peak traffic is forecast for week 15 which at the time of writing corresponds to week commencing 27 July 2026. During this week 36 HGV and 32 LGV are forecast to arrive on-site per working day. Haul Track construction traffic is assigned to study area roads in accordance with the construction programme site access strategy. **Figure 10-3, Appendix A Figures** of the Cambushinnie 400 kV Substation Haul Track EA demonstrates to distribution of construction traffic on Study Area roads.

7.2 Construction Traffic on Study Area Roads Increases

- 7.2.1 For environmental assessment of traffic and movement the percentage increase in traffic on study area roads resulting from the Proposed Development is calculated.

Table 7.1 Haul Track Construction Traffic on Study Area Roads

Study Area Road	2026 Baseline (Daily Traffic)		Haul Track Construction (Daily Traffic)		% Increase in Daily Traffic	
	Total Vehicles	HGVs	Total Vehicles	HGVs	Total Vehicles	HGVs
A822 North of Braco	4,074	101	0	0	0%	0%
A822 Braco	4,369	122	120	72	3%	60%
B8033 Braco	822	18	120	72	15%	413%
A822 Haul Track	4,525	80	136	72	3%	91%
A9 Slip Roads (A822)	4,418	88	136	72	3%	83%
Millhill Road	552	12	136	72	25%	585%
B8033 Bridge of Keir	415	15	120	72	29%	468%
B8033 Glassick	275	9	42	24	15%	260%
A9 South (DfT Counter 724)	31,106	2,972	136	72	0%	2%
A9 North (DfT Counter 20730)	27,262	3,473	136	72	1%	2%

Source: AECOM Traffic Surveys and Balfour Beatty Construction Traffic Forecast

8. Fear and Intimidation

8.1 Introduction

8.1.1 This section sets out the process by which the Fear and Intimidation on and by Road Users assessment was undertaken for the EA chapter for the Proposed Development. This assessment has been undertaken in line with guidance set out in IEMA Guidelines 2023¹⁰.

8.2 Methodology

8.2.1 IEMA Guidelines 2023¹⁰ states that fear and intimidation on a given road link is dependent on:

- The total volume of traffic;
- The heavy vehicle composition;
- The speed of vehicles; and
- The proximity of traffic to people.

8.2.2 A weighting system is set out in IEMA Guidelines 2023¹⁰ to allow assessors to determine the likelihood of fear and intimidation given the characteristics set out above. This is achieved by determining a 'degree of hazard' which allows a score to be provided for each highway link within the Study Area and a resulting 'magnitude of impact' to be determined.

8.2.3 A degree of hazard score for each of total volume of traffic, heavy vehicle flow and average vehicle speed is determined using Table 3.1 in the IEMA Guidelines 2023¹⁰, replicated below in **Table 8.1**.

Table 8.1 Fear and Intimidation Degree of Hazard Scoring

Average Traffic Flow over 18-hour day – all vehicles/hour 2-way (a)	Total 18-hour heavy vehicle flow (b)	Average vehicle speed (c)	Degree of hazard score
+1,800	+3,000	>40	30
1,200–1,800	2,000–3,000	30-40	20
600–1,200	1,000-2,000	20-30	10
<600	<1,000	<20	0

Source: Table 3.1 IEMA Guidelines 2023¹⁰

8.2.4 The total degree of hazard score from all three elements (total volume of traffic, heavy vehicle flow and average vehicle speed) is combined to provide a level of fear and intimidation. Table 3.2 in IEMA Guidelines 2023¹⁰ provides the thresholds that should be used to determine this (see **Table 8.2**).

Table 8.2 Levels of Fear and Intimidation

Level of Fear and Intimidation	Total Degree of Hazard Score (a)+(b)+(c)
Extreme	71+
Great	41-70
Moderate	21-40
Small	0-20

Source: Table 3.2 IEMA Guidelines 2023¹⁰

8.2.5 The magnitude of change for fear and intimidation for a proposed development is then approximated with reference to the changes in the level of fear and intimidation from baseline conditions. **Table 8.3** from the IEMA Guidelines 2023¹⁰ is used to determine the magnitude of change from a given change in level of fear and intimidation. This table is replicated below in **Table 8.3**.

Table 8.3 Fear and Intimidation - Magnitude of Change

Magnitude of Change	Change in Fear and Intimidation Level from Baseline Conditions
High	Two step changes in Fear and Intimidation Level
Medium	One step change in Fear and Intimidation Level, but with: >400 veh increase in average 18hr AV two-way all vehicle flow; and/or >500 HV increase in total 18hr HV flow
Low	One step change in Fear and Intimidation Level, but with: <400 veh increase in average 18hr AV two-way all vehicle flow; and/or <500 HV increase in total 18hr HV flow
Negligible	No step change in Fear and Intimidation Level

Source: Table 3.3 IEMA Guidelines 2023¹⁰

8.3 Results

- 8.3.1 The results of the fear and intimidation Magnitude of Change assessment for the Proposed Development and the Cumulative Assessment Development described in **Section 11** of this report are included in **Appendix E Fear and Intimidation**. Fear and Intimidation Magnitude of Change results are summarised in **Table 8.4** below.

Table 8.4 Fear and Intimidation Magnitude of Change Assessment Summary

Road Link	Magnitude of Change	
	Proposed Development	Cumulative Development
A822 North of Braco	Negligible	Negligible
A822 Braco	Negligible	Negligible
B8033 Braco	Negligible	Negligible
A822 Haul Track	Negligible	Negligible
A9 Slip Roads (A822)	Negligible	Negligible
Millhill Road	Negligible	Negligible
B8033 Bridge of Keir	Negligible	Negligible
B8033 Glassick	Negligible	Negligible
A9 South (DfT Counter 724)	Negligible	Negligible
A9 North (DfT Counter 20730)	Negligible	Negligible

9. Accident Forecast Calculations

9.1 Introduction

- 9.1.1 The calculation for forecasting increases in road traffic accidents during the construction of the Proposed Development has been based on 2024 traffic survey data and accident history gathered from Crashmap. 2024 traffic survey data have been used to calculate a 'total annual vehicle kilometres' on Study Area roads. The Crashmap data for each link has then been used to derive a 'vehicle accident rate' for each link for 'slight,' 'serious' and 'fatal' accident severities. This rate is then applied to the increased vehicle kilometres generated during the construction of the Proposed Development to arrive at a forecast for additional vehicle accidents.

9.2 Results

- 9.2.1 Table 9.1 presents the results of the injury accident forecast. This forecast has been used to inform the Road User and Pedestrian Safety assessment in **Chapter 10 Traffic and Transport** (Cambushinnie 400 kV Substation Haul Track EA).

Table 9.1. Injury Accident Forecast

Road	Forecast Annual Injury Accidents by Severity (Proposed Development)												
	Recorded 2018-2022			Link Length (Km)	Annual Flow	Vehicle Kms	Accident Rates Per Veh KM			Proposed Development Additional KMs	Proposed Development (Annual)		
	Slight	Serious	Fatal				Slight	Serious	Fatal		Slight	Serious	Fatal
A822 North of Braco	0	0	0	0.96	1439560	1,381,978	0	0	0	0	0.0	0.0	0.0
A822 Braco	0	0	0	0.58	1543585	895,279	0	0	0	31,680	0.0	0.0	0.0
B8033 Braco	0	0	0	0.46	290540	133,648	0	0	0	31,680	0.0	0.0	0.0
A822 Haul Track	0	0	0	2.12	1598700	3,389,244	0	0	0	35,904	0.0	0.0	0.0
A9 Slip Roads (A822)	1	0	0	0.3	1561105	468,332	0	0	0	35,904	0.0	0.0	0.0
Millhill Road	0	0	0	0.43	194910	83,811	0	0	0	35,904	0.0	0.0	0.0
B8033 Bridge of Keir	0	0	0	1	146730	146,730	0	0	0	31,680	0.0	0.0	0.0
B8033 Glassick	0	0	0	4.42	97090	429,138	0	0	0	11,088	0.0	0.0	0.0
A9 South (DfT Counter 724)	6	5	1	5.58	10990880	61,329,110	0	0	0	35,904	0.0	0.0	0.0
A9 North (DfT Counter 20730)	4	1	0	6.64	9632715	63,961,228	0	0	0	35,904	0.0	0.0	0.0

10. Framework Construction Traffic Management Plan

10.1 Purpose

10.1.1 The purpose of a Framework Construction Traffic Management Plan (CTMP) is to provide a framework from which a detailed CTMP can be developed post-consent. This Framework outlines the measures which could be used during the construction of the Proposed Development to mitigate transport-related impacts. Access to the Proposed Development by construction traffic would be planned, managed and executed by the applicant's appointed contractor to ensure the safe and efficient operation of the public road and transport networks are maintained.

10.2 CTMP Development

10.2.1 Any detailed CTMP would consider feedback from roads authorities and other stakeholders such as community groups. It would be developed from this framework to include appropriate controls to manage construction traffic activities on study area roads. Typically a CTMP will include controls on the following.

10.3 Hours of Work

10.3.1 Working hours for construction activities related to the Proposed Development would be agreed with PKC, but are anticipated to be:

- 07:00 to 19:00 Monday to Friday;
- Saturday 08:00 to 13:00;
- No construction should be carried out on Sundays or bank holidays unless in exceptional circumstances; and
- Any work which is required or intended to take place outside of these hours, except for emergency situations, would be subject to prior agreement and/ or reasonable notice to PKC.

10.4 Site Access

10.4.1 Proposed Development site accesses would be secured by gates and during working hours would remain under control of construction personnel who would control construction traffic movements. Traffic entering or exiting the Site would give way to road traffic on the public road network (when required). Once it is built and operational the Haul Track will be used by all HGV construction traffic. No construction vehicles would be required to stop or wait on public roads when accessing Proposed Development sites.

10.4.2 Appropriate temporary traffic management, including warning signage to DfT Traffic Signs Manual Chapter 8, would be established and maintained throughout the duration of construction works and would be situated at agreed locations to warn road users of the presence of construction traffic accesses and vehicles on public roads.

10.5 Construction Traffic Routing

10.5.1 It will be a key responsibility of the Applicant or Principal Contractor to ensure that each sub-contractor is aware of CTMP route restrictions prior to any construction traffic using public roads. Measures to monitor and enforce construction traffic activity in accordance with the CTMP will be identified and put in place.

10.5.2 The site accesses would be staffed and controlled during Site working hours and any vehicles arriving on Site will be directed to on-site locations for loading or unloading.

10.5.3 Contractors would also be required where reasonable to mitigate, where possible, any potential cumulative impacts of their and other construction projects in the area through liaison and consideration of potential conflicts with construction traffic programming.

10.5.4 Likely routes that construction traffic will follow will be:

- A9;
- A822 (including through Braco);
- B8033 (including through Braco); and
- Haul Track.

10.6 Enforcement

10.6.1 All contractors would be required to adhere to the CTMP. Compliance will be monitored by the applicant's Site representative via routine and spot checks to ensure that vehicles follow the measures set out in the CTMP.

10.7 Speed Limit

10.7.1 The CTMP will include a requirement for vehicle speeds. All construction traffic must abide by road speed limits to maintain the safety of other road users and pedestrians. Appropriate site speed limits would be established and enforced throughout the duration of construction works to provide a safe environment for Site workers and any other public traffic such as pedestrians and cyclists exercising public access rights in the environs of Proposed Development sites.

10.7.2 Signage would be in place prior to any works taking place which will advise of any speed limits which are in force and all site workers or haulage sub-contractors would be made aware of the speed requirements as part of their site induction.

11. Cumulative Development

11.1 Introduction

11.1.1 This section sets out the process by which cumulative development traffic was incorporated into the Traffic and Transport assessment in the non-statutory EA chapters.

11.2 Cumulative Effects

11.2.1 The effects of the Proposed Development have been assessed in combination with other projects that have been identified through the cumulative screening process. Two sites have been identified which are both located adjacent to the substation.

11.2.2 **Table 11.1** lists the details of the developments included in the cumulative assessment.

Table 11.1 Cumulative Developments

Reference	Description	Location
21/00756/FLM	Battery Energy Storage Site	Adjacent to substation, to the northeast.
22/02231/FLM	Battery Energy Storage Site	Adjacent to substation, to the northeast.

11.2.3 Construction traffic information has been obtained from the Braco West Energy Storage Project Supporting Statement¹¹. Table 2 of that document shows a peak of eight total daily movements associated with construction, comprising of four HGV movements and four site personnel movements. As there are two sites, but this information is only available for one of the sites, it has been assumed that this will be the case for both sites. Therefore, the total construction traffic used in the cumulative assessment is 16 movements, eight HGV and eight site personnel. The BESS traffic is assumed to travel between the A9 and site via the A822 and B8033 through Braco.

11.3 Assumptions

11.3.1 A key assumption for the cumulative development assessment is that the peak period for forecast construction traffic generation for cumulative developments will coincide with the peak period for construction traffic generation each element of the Proposed Development. In practice, this is highly unlikely to occur, and it would be anticipated that discussions would be undertaken to minimise the cumulative impact of all cumulative development in the area. However, to present a worst-case scenario of potential effects on the Study Area roads, this assumption has been made.

11.3.2 It has also been assumed that construction traffic for cumulative development will appear on the same Study Area roads as the Proposed Development construction traffic.

11.4 Results

11.4.1 **Table 11.2** shows the forecast impact that cumulative development would have on Study Area roads.

Table 11.2 Traffic Impact during the Construction Period of the Cumulative Development (Substation)

Location	2026 Baseline		Cumulative Development		% Increase	
	Total	HGV	Total	HGV	Total	HGV
A822 North of Braco	4,043	100	0	0	0%	0%
A822 Braco	4,335	121	136	80	3%	66%

¹¹ Whirlwind Energy Storage Ltd, 2023. *Braco West Energy Storage Project* [online]. Available from: 22_02231_FLM-AMENDED_SUPPORTING_STATEMENT_DESIGN_AND_ACCESS_STATEMENT-2061861.pdf [Accessed February 2025]

Location	2026 Baseline		Cumulative Development		% Increase	
	Total	HGV	Total	HGV	Total	HGV
B8033 Braco	816	17	136	80	17%	459%
A822 Haul Track	4,490	79	152	80	3%	101%
A9 Slip Roads (A822)	4,384	87	152	80	3%	92%
Millhill Road	547	12	152	80	28%	650%
B8033 Bridge of Keir	412	15	136	80	33%	520%
B8033 Glassick	273	9	58	32	21%	347%
A9 South (DfT Counter 724)	30,865	2,949	152	80	0%	3%
A9 North (DfT Counter 20730)	27,051	3,446	152	80	1%	2%

11.4.2 **Table 11.2** shows that increases of between 1% and 38% are forecast to occur during the most intense periods of construction as a result of cumulative development. In terms of HGVs, increases of between three and 742% are forecast. It is forecast that these effects would last approximately three months before beginning to decrease.

11.4.3 The increases in HGVs on public roads should be caveated as per the assessment in Section 6 regarding low baseline flows. The IEMA Guidelines 2023¹⁰ state that caution should be observed when applying percentage increases to very low baseline flows as significant impacts would be unlikely to occur despite a high percentage change.

12. Summary

- 12.1.1 AECOM has been commissioned by SSEN Transmission, to assist with the development of the Cambushinnie 400 kV substation and associated developments.
- 12.1.2 This technical appendix accompanies the EA chapter for the Cambushinnie 400 kV Substation Haul Track.
- 12.1.3 Site access for Haul Track construction traffic is via the A822 and B8033. Access will be taken from four access points. Access point 1 is located on the A822, access points 2 and 3 are located on the B8033 and access point 4 is on the existing Braco West Substation access road.
- 12.1.4 Relevant National, Regional and Local transport and planning policy documents have been reviewed within this document, highlighting where the Proposed Development adheres to current policy.
- 12.1.5 Baseline conditions on the local transport network have been assessed in terms of the existing infrastructure and the sensitivity of receptors. The baseline has been informed by traffic surveys from which baseline traffic flows were derived.
- 12.1.6 It has been forecast that public roads will experience increases in traffic of between 1% and 29% as a result of Proposed Development traffic.
- 12.1.7 Details of the Fear and Intimidation assessment are included suggesting that public roads within the Study Area would experience negligible effects.
- 12.1.8 A forecast of injury accidents is included in this TS. The analysis suggests that no injury accidents will occur on Study Area roads as a result of Proposed Development traffic.
- 12.1.9 A Framework CTMP is included which covers measures which could potentially be used to manage and mitigate the impacts of construction traffic on public roads. A final CTMP would be the responsibility of the Principal Contractor once appointed. They will also be responsible for ensuring its adherence.
- 12.1.10 A cumulative assessment was undertaken, considering two BESS developments in close proximity of the Proposed Development. The forecasted increase in traffic on public roads during the most intense period of cumulative development construction traffic is between 1% and 33%.

Appendix A Scoping Correspondence

Transport Scotland

Transport Scotland state it understands the proposed development to be a new 400kV substation to be constructed to allow the existing network to connect to the 400kV Beauldy-Denny OHL with the nearest trunk road being the A9(T) which is located approximately 8.5km to the southeast at Greenloaning. TS also confirm it notes that the proposals are at the site selection stage, with various Options being considered with Option 2 being SSEN Transmission's preferred option.

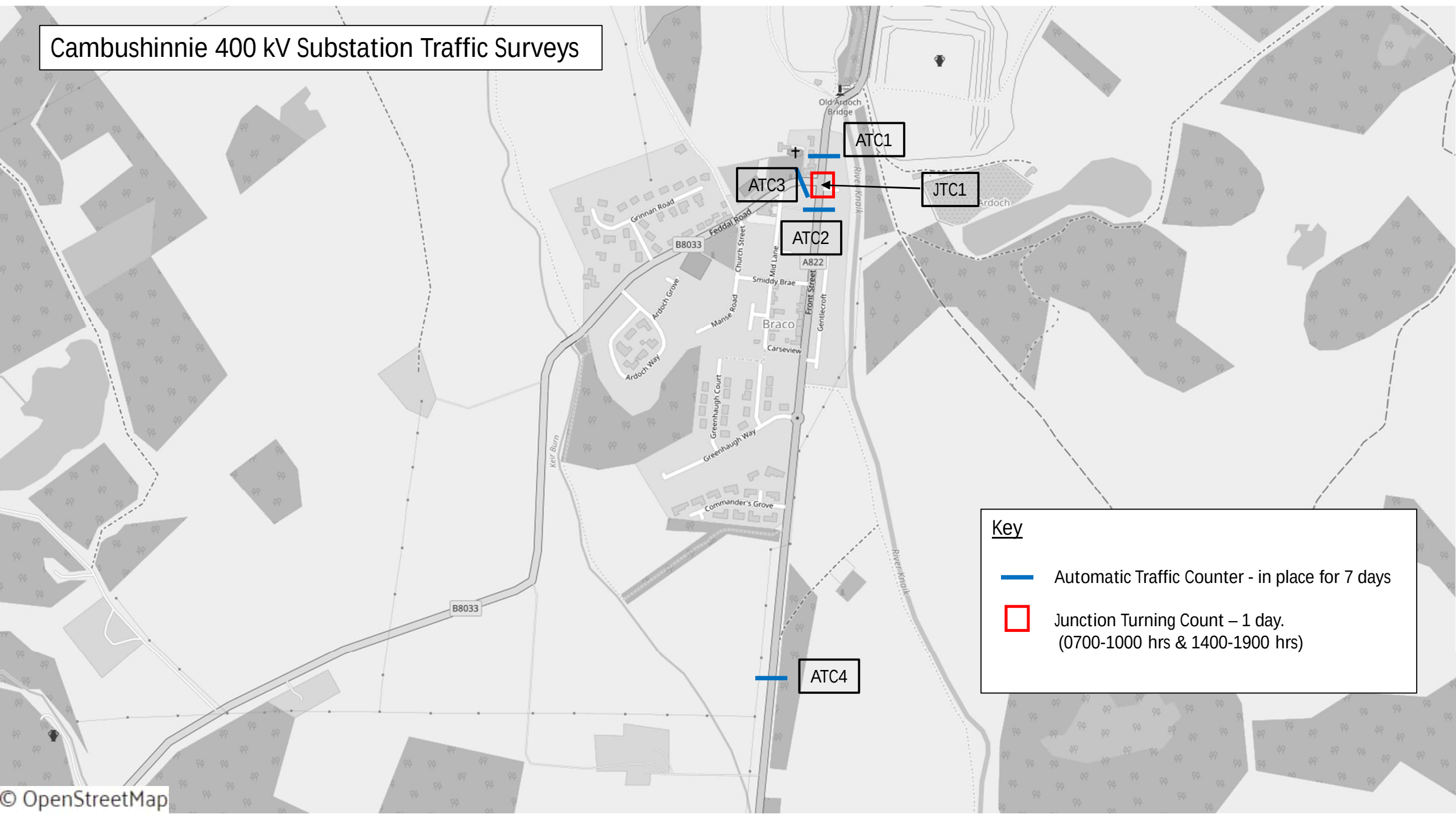
Transport Scotland (TS) state it has no comment to make on the individual site options, however it should be noted that in the event that the construction works associated with the substation results in the need for Abnormal Load Deliveries (ALD), TS will require to be satisfied that the size of loads proposed can negotiate the selected route and that their transportation will not have any detrimental effect on structures within the trunk road route path.

TS state a full Abnormal Loads Assessment report should be provided that identifies key pinch points on the trunk road network. Swept path analysis should be undertaken and details provided with regard to any required changes to street furniture or structures along the route.

In addition, TS state a threshold assessment in accordance with the IEMA Guidelines for the Environmental Assessment of Road Traffic will be required, to determine whether there are likely to be any significant environmental issues associated with increased traffic on the trunk road network, and any requirement for further trunk road assessment. This can be undertaken as part of the planning application process and TS can provide further guidance at the formal scoping stage.

Appendix B Survey Locations

Cambushinnie 400 kV Substation Traffic Surveys



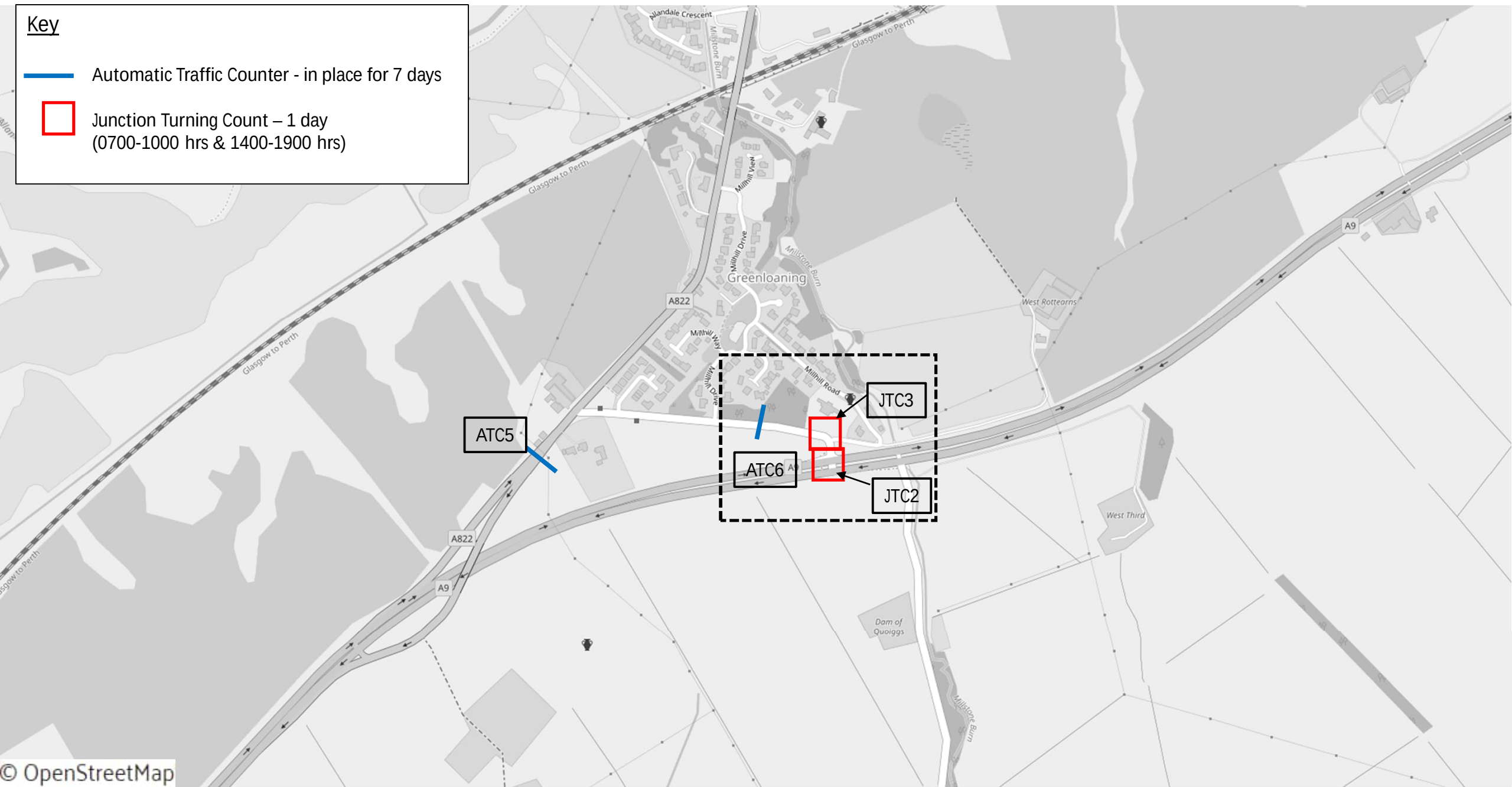
Key

- Automatic Traffic Counter - in place for 7 days
- Junction Turning Count – 1 day.
(0700-1000 hrs & 1400-1900 hrs)

Key

 Automatic Traffic Counter - in place for 7 days

 Junction Turning Count – 1 day
(0700-1000 hrs & 1400-1900 hrs)



Key

Automatic Traffic Counter - in place for 7 days



Junction Turning Count – 1 day
(0700-1000 hrs & 1400-1900 hrs)

ATC7

JTC4

ATC8

B8033

A822

A822

A9

Greenloaning

Milnathain Road

Glasgow to Perth

Allan Water

Glasgow to Perth

Allan Water

Allan Water

Gallowston Plantation

Faulds Wood

Feddol Burn

Keir Burn

River Knack

Muckle Burn

Cambushinnie Wood

Appendix C Traffic Survey Data





15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	A822 in the vicinity of no.6	North	30	Tuesday, 16 April 2024	Monday, 22 April 2024	13244	1944	1892	3917	29.6	492	3.7	5	0.0	28.1	31.9
		South	30	Tuesday, 16 April 2024	Monday, 22 April 2024	13955	1999	1994	3611	25.9	373	2.7	4	0.0	27.5	31.3
		North South	30	Tuesday, 16 April 2024	Monday, 22 April 2024	27199	3944	3886	7528	27.7	865	3.2	9	0.0	27.8	31.5

1
A822 in the vicinity of no.6
North South
Tuesday, 16 April 2024

15103 / Braco, Perth & Kinross 1
April 2024 A822 in the vicinity of no.6
Automatic Traffic Count North South
Tuesday, 16 April 2024

h & Kinross April 2024 Traffic Count

[illegible]

[illegible]

15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count

Friday, 19 April 2024

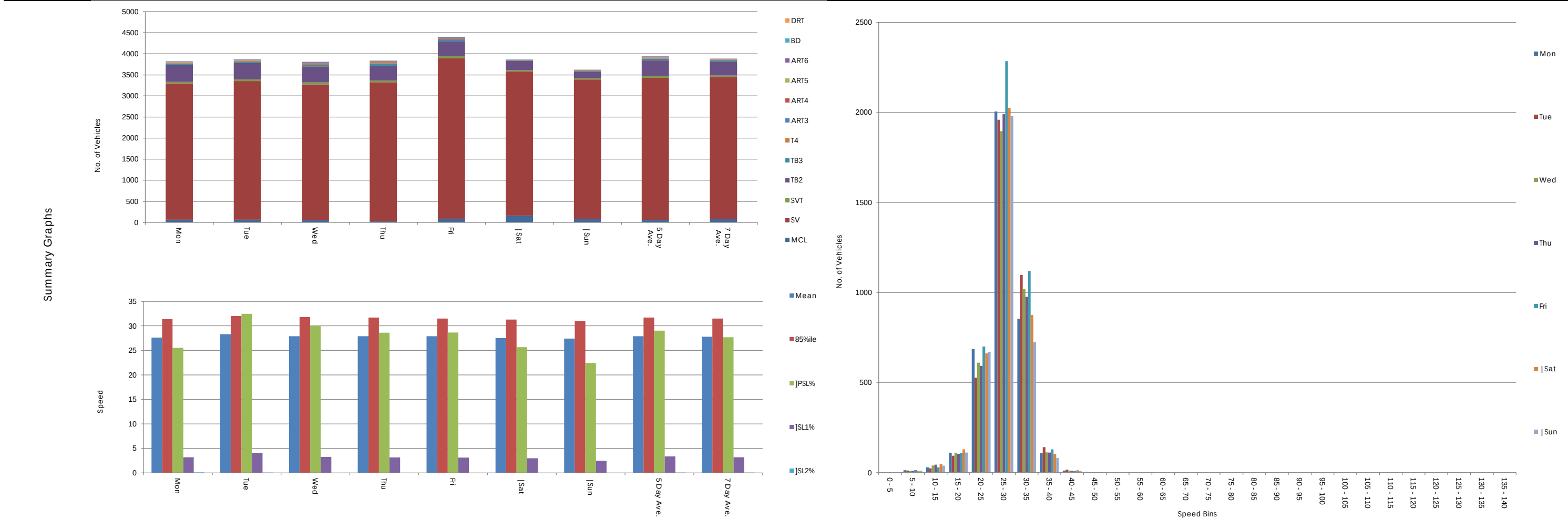
15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count

Saturday, 20 April 2024 89

1
A822 in the vicinity of no.6
North South

15103 / Braco, Perth & Kinross 1
April 2024 A822 in the vicinity of no.6
Automatic Traffic Count North South

15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count

[illegible][illegible]



N

Google Earth

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
2	A822 between Cow Lane & Feddal Road	North	30	Tuesday, 16 April 2024	Monday, 22 April 2024	14588	2177	2084	3190	21.9	431	3.0	15	0.1	27.0	31.0
		South	30	Tuesday, 16 April 2024	Monday, 22 April 2024	14240	2053	2034	3249	22.8	517	3.6	27	0.2	26.9	31.0
		North South	30	Tuesday, 16 April 2024	Monday, 22 April 2024	28828	4229	4118	6439	22.3	948	3.3	42	0.1	26.9	31.0

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5- 10	10- 15	15- 20	20- 25	25- 30	30-35	35- 40	40- 45	45- 50	50- 55	55- 60	60- 65	65- 70	70- 75	75- 80	80- 85	85- 90	90- 95	95- 100	100- 105	105- 110	110- 115	115- 120	120- 125	125- 130	130- 135	135- 140	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.2	-	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	31.3	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	28.6	-	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	0	
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0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	32.7	-	0	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	
0145	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	30.7	-	0	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	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	32	-	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	
0215	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.1	-	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	
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.9	-	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	
0245	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	35.2	-	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.8	-	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	
0315	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19	-	0	0	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	
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0345	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.3	-	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	
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	37.6	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	3	0	0	0	3	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	24.4	-	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	0	0.0	0	0.0	31.8	-	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	3	0	1	0	2	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	31.5	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	7	0	6	0	0	1	0	0	0	0	0	0	0	1	14.3	1	14.3	0	0.0	28.5	-	0	0	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	9	0	5	0	2	0	0	0	0	0	2	0	0	5	55.6	0	0.0	0	0.0	28.7	-	0	0	0	1	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530	8	0	6	1	1	0	0	0	0	0	0	0	0	6	75.0	0	0.0	0	0.0	31.4	-	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



2															15103 / Braco, Perth & Kinross 2															15103 / Braco, Perth & Kinross																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85	Speed Bins (mph)																											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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0045	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	30.4	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0115	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	29	-	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		
0130	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	32.5	-	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	
0145	3	0	2	0	1	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	30.1	-	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.3	-	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	
0215	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	37	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0245	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	31.5	-	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0345	1	0	0	0	1	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	30.3	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0430	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	35.2	-	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	4	0	2	0	2	0	0	0	0	0	0	0	0	2	50.0	1	25.0	0	0.0	28.6	-	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0515	8	0	7	0	1	0	0	0	0	0	0	0	0	5	62.5	1	12.5	0	0.0	29.5	-	0	0	0	0	3	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	7	0	5	0	2	0	0	0	0	0	0	0	0	5	71.4	1	14.3	0	0.0	30.1	-	0	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	12	0	7	0	5	0	0	0	0	0	0	0	0	5	41.7	1	8.3	0	0.0	28.5	34	0	0	0	0	4	3	4																					

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Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140			
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	1	16.7	0	0.0	29.1	-	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	1	25.0	0	0.0	33.7	-	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	0	0.0	0	0.0	29.4	-	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	6	0	4	0	2	0	0	0	0	0	0	0	0	2	33.3	0	0.0	0	0.0	27.8	-	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	31.3	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	3	0	2	0	1	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	33	-	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.2	-	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	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	37.7	-	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	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.1	-	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	
0345	5	0	4	0	1	0	0	0	0	0	0	0	0	4	80.0	0	0.0	0	0.0	30.5	-	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	31.2	-	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	
0415	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.4	-	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	
0430	5	0	2	0	1	1	0	0	1	0	0	0	0	3	60.0	1	20.0	0	0.0	30.1	-	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	7	0	5	0	2	0	0	0	0	0	0	0	0	6	85.7	1	14.3	0	0.0	31.5	-	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	4	0	2	0	2	0	0	0	0	0	0	0	0	2	50.0	1	25.0	0	0.0	31.5	-	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	13	0	11	0	2	0	0	0	0	0	0	0	0	7	53.9	3	23.1	0	0.0	29.5	39.5	0	0	0	0	4	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530	7	0	6	0	1	0	0	0	0	0	0	0	0	3	42.9	2	28.6	0	0.0</																																	

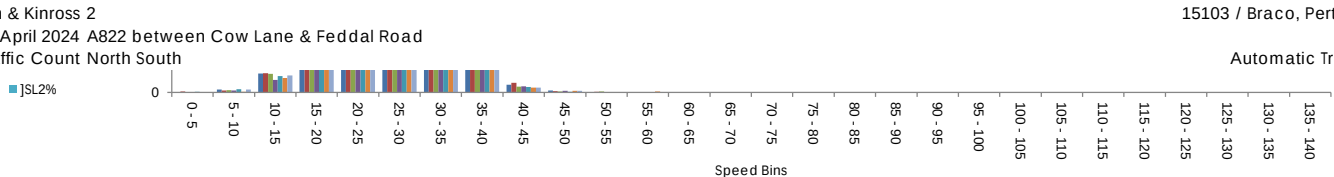
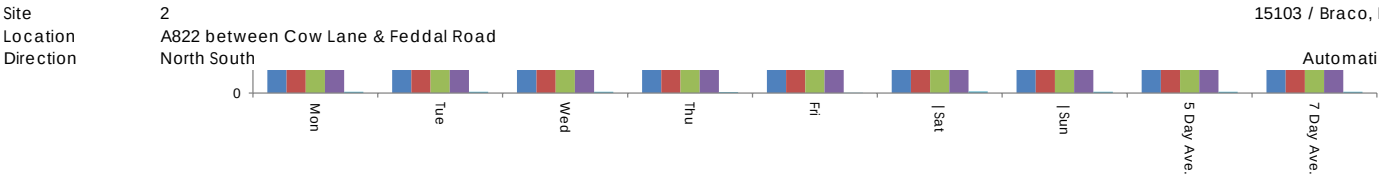
2														15103 / Braco, Perth & Kinross 2														15103 / Braco, Perth & Kinross																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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2														15103 / Braco, Perth & Kinross 2														15103 / Braco, Perth & Kinross																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
A822 between Cow Lane & Feddal Road														April 2024 A822 between Cow Lane & Feddal Road														April 2024																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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Location	Direction	2330	2345	07-19	06-22	06-00	00-00	4	0	4	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

[illegible]





Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
3	Feddal Road west of A822	East	30	Tuesday, 16 April 2024	Monday, 22 April 2024	2651	398	379	0	0.0	0	0.0	0	0.0	17.3	20.7
		West	30	Tuesday, 16 April 2024	Monday, 22 April 2024	2683	399	383	0	0.0	0	0.0	0	0.0	17.1	20.2
		East West	30	Tuesday, 16 April 2024	Monday, 22 April 2024	5334	796	762	0	0.0	0	0.0	0	0.0	17.2	20.5

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85	Speed Bins (mph)																													
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.8	-	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	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16	-	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	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19	-	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	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.5	-	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	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.8	-	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	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.2	-	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	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.5	-	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	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21	-	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	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.9	-	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	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.8	-	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	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0</																						

15103 / Braco, Perth & Kinross 3
April 2024 Feddal Road west of A822
Automatic Traffic Count East West

[illegible]

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85	Speed Bins (mph)																											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16	-	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
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.5	-	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
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	22.9	-	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
0515	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.6	-	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
0530	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.9	-	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
0545	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.9	-	0	0	0	2	0																						

3															15103 / Braco, Perth & Kinross 3															15103 / Braco, Perth & Kinross																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

15103 / Braco, Perth & Kinross 3
April 2024 Feddal Road west of A822
Automatic Traffic Count East West

Automatic Traffic Count East West

[illegible]

3
Feddal Road west of A822
East West
Friday, 19 April 2024

15103 / Braco, Perth & Kinross 3
April 2024 Feddal Road west of A822
Automatic Traffic Count East West

15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count

[illegible]

Site			3			15103 / Braco, Perth & Kinross 3																														15103 / Braco, Perth & Kinross																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Location			Feddal Road west of A822			April 2024 Feddal Road west of A822																														April 2024																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Direction			East West			Automatic Traffic Count East West																														Automatic Traffic Count																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
2330			2	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.3	-	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.7	-	0	0	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	
0015	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.7	-	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	
0030	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.5	-	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
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	14	-	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	
0145	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18	-	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.4	-	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	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0														

15103 / Braco, Perth & Kinross 3
April 2024 Feddal Road west of A822
Automatic Traffic Count East West

[illegible]

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19	-	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	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.6	-	0	0	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	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.8	-	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	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.3	-	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
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-</																												

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Automatic Traffic Count

[illegible]

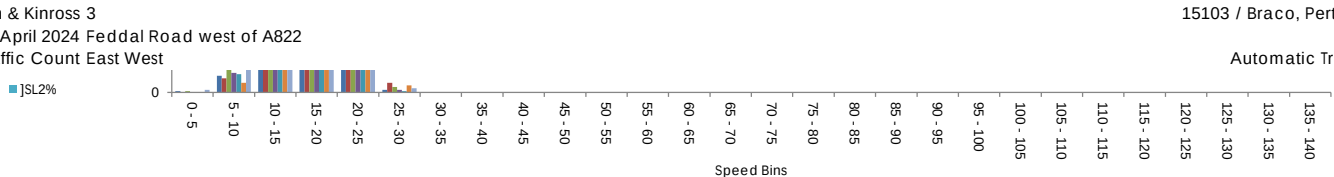
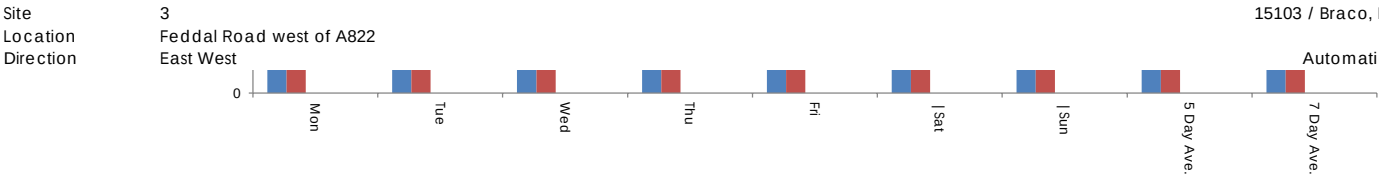
[illegible]

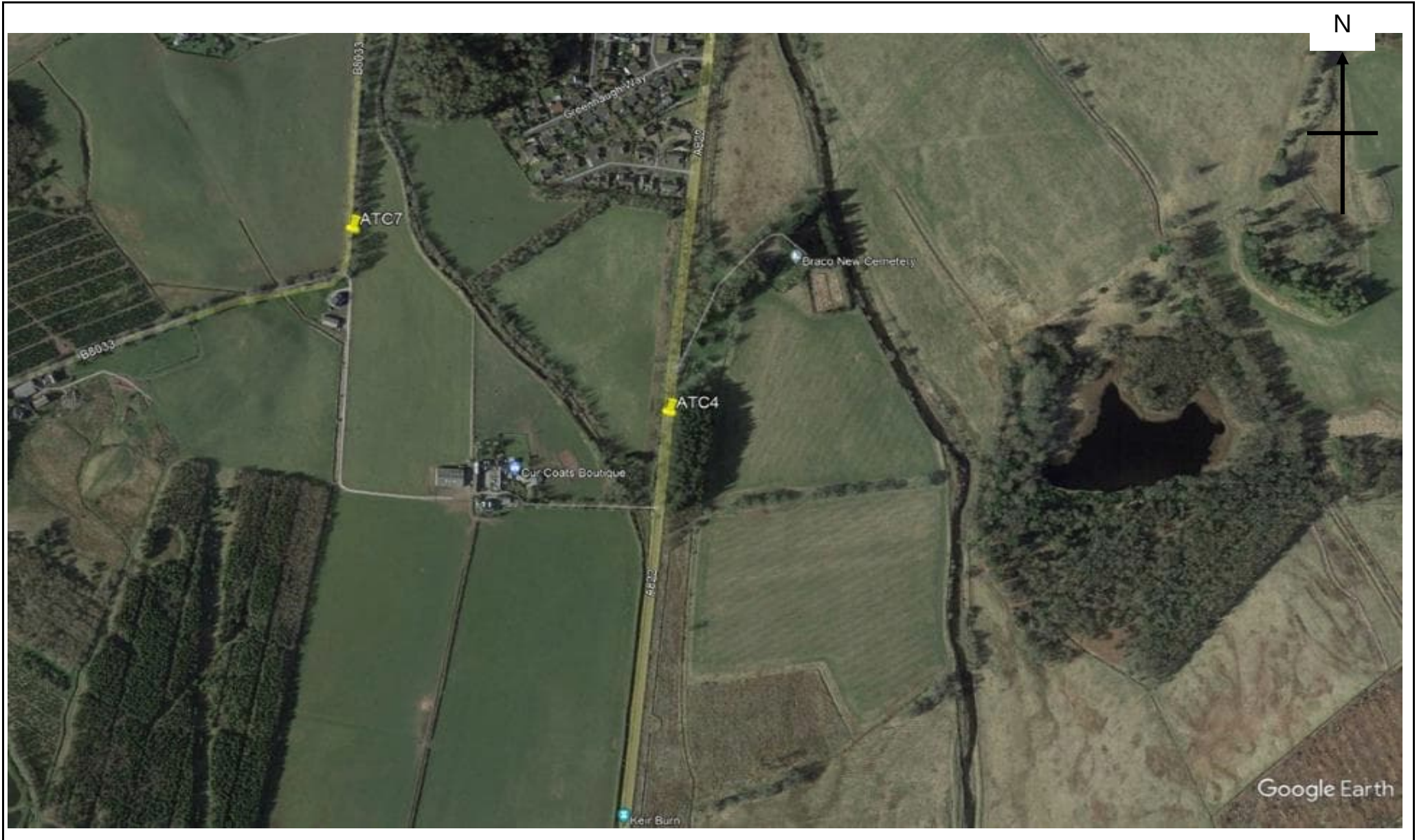
15103 / Braco, Perth & Kinross 3
April 2024 Feddal Road west of A822
Automatic Traffic Count East West

[illegible]

15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count

[illegible]





Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
4	A822 south of Braco New Cemetery	North	60	Tuesday, 16 April 2024	Monday, 22 April 2024	14608	2175	2087	617	4.2	96	0.7	21	0.1	47.4	54.6
		South	60	Tuesday, 16 April 2024	Monday, 22 April 2024	15158	2205	2165	768	5.1	171	1.1	54	0.4	47.0	54.7
		North South	60	Tuesday, 16 April 2024	Monday, 22 April 2024	29766	4380	4252	1385	4.7	267	0.9	75	0.3	47.2	54.6

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	47	-	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	
0015	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	49	-	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	48.6	-	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	47.7	-	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	66.6	-	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0130	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	52.6	-	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	47.3	-	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	55.8	-	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	50.9	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	55.3	-	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	58.3	-	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	56.2	-	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	57.8	-	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	53.8	-	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	52.6	-	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	5	0	4	0	1	0	0	0	0	0	0	0	0	2	40.0	2	40.0	63.5	-	0	0	0	0	0	0	0	0	0	2	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0445	3	0	1	0	2	0	0	0	0	0	0	0	0	1	33.3	0	0.0	55.9	-	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	3	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	49.1	-	0	0	0	0	0	0	0	1	0	2	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	10	0	6	0	2	0	0	0	0	0	2	0	0	3	30.0	0	0.0	50	-	0	0	0	0	0	0	0	1	3	2	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	8	0	4	1	3	0	0	0	0	0	0	0	0	1	12.5	0	0.0	49.3	-	0	0	0	0	0	0	1	1	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	17	0	12	0	4	0	0	0	0	0	1	0	0	5	29.4	0	0.0</																																

4														15103 / Braco, Perth & Kinross 4																								15103 / Braco, Perth & Kinross																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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2330	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0.0	43.7	-	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</

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Location	Direction	2330	2345	07-19	06-22	06-00	00-00	5	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	41.4	-	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
0015	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	68.2	-	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
0030	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.4	-	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.1	-	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0130	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	40.1	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	3	0	2	0	1	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	54.1	-	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	51.4	-	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0345	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.7	-	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55	-	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.7	-	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	4	0	0	0	0	0	0	0	0	1	0	1	20.0	1	20.0	0	0.0	48.7	-	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	8	0	7	0	1	0	0	0	0	0	0	0	0	4	50.0	1	12.5	0	0.0	52.1	-	0	0	0	0	0	1	0	1	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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Location	Direction	2330	2345	07-19	06-22	06-00	00-00	6	0	13	15	37	470	29	12	3	21	15	13	1	0	205	4.8	34	0.8	4	0.1	47.5	54.7	0	0	0	2	8	26	119	469	926	1292	844	409	137	49	15	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5- 10	10- 15	15- 20	20- 25	25- 30	30-35	35- 40	40- 45	45- 50	50- 55	55- 60	60- 65	65- 70	70- 75	75- 80	80- 85	85- 90	90- 95	95- 100	100- 105	105- 110	110- 115	115- 120	120- 125	125- 130	130- 135	135- 140	
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.5	-	0	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	53.1	-	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0045	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.6	-	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	3	0	2	0	1	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	55.4	-	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	39	-	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	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.1	-	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.2	-	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.2	-	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	50.1	-	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	6	0	3	0	2	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	49.6	-	0	0	0	0	0	0	0	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.3	-	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.4	-	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	10	0	7	0	2	0	0	0	0	0	1	0	0	1	10.0	0	0.0	0	0.0	45.2	-	0	0	0	0	0	0	0	4	2	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	9	0	7	0	2	0	0	0	0	0	0	0	0	2	22.2	1	11.1	0	0.0	54.7	-	0	0	0	0	0	0	0	0	0	0	2	5	0	1	1	0	0	0	0	0	0	0	0						

4																15103 / Braco, Perth & Kinross 4																15103 / Braco, Perth & Kinross																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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15103 / Braco, Perth & Kinross 4
April 2024 A822 south of Braco New Cemetery
Automatic Traffic Count North South

15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count

2330	8	0	7	0	0	0	1	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	46.3	-	0	0	0	0	0	0	1	0	2	3	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																										
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.3	-	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	
0030	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	49.9	-	0	0	0	0	0	0	1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	3	0	2	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	44.5	-	0	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	
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	56.7	-	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0115	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	55	-	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45.3	-	0	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	
0145	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	71	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.5	-	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59	-	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	3	0	1	0	2	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	58.8	-	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.5	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	48.4	-	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.7	-	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.2	-	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
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.1	-	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	6	0	1	0	0	0	0	0	0	1	0	1	12.5	0	0.0	0	0.0	49.8	-	0	0	0	0	0	0	1	0	2	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	11	0	10	0	1	0	0	0	0	0	0	0	0	3	27.3	1	9.1	1	9.1	55	66.8	0	0	0	0	0	0	0	0	0	1	4	1	2	2	0	0	1	0	0	0	0	0	0	0	0	0	
0530	9	0	4	0	4	1	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	49.5	-	0	0	0	0	0	0	0	0	0	4	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0545	15	0	12	0	3	0	0	0	0	0	0	0	0	1	6.7	0	0.0	0	0.0	49.6	57.9	0	0	0	0	0	0	0	1	3	5	3	2	1	0	0	0											

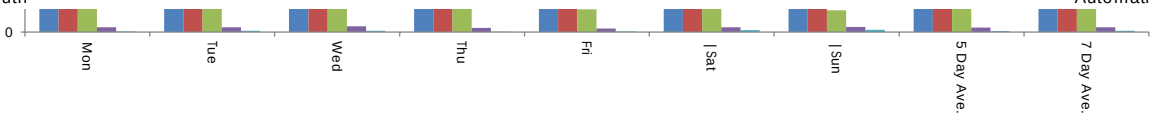
4														15103 / Braco, Perth & Kinross 4																								15103 / Braco, Perth & Kinross																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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4302		Virtual Day (7)												63		74.2		Virtual Day (7)																																			
Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140				
0000	18	0	17	0	1	0	0	0	0	0	0	0	0	1	7.2	0	2.4	0	0.8	48.8	57.8	0	0	0	0	0	0	1	2	4	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0						
0100	8	0	7	0	1	0	0	0	0	0	0	0	0	2	23.7	1	6.8	0	3.4	54	-	0	0	0	0	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0200	5	0	4	0	0	0	0	0	0	0	0	0	0	1	15.2	0	3.0	0	0.0	51.8	-	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	1	13.9	0	8.3	0	2.8	53.8	-	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0400	9	0	6	0	3	0	0	0	0	0	0	0	0	1	12.3	0	4.6	0	3.1	51.3	-	0	0	0	0	0	0	0	0	1	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0500	34	0	24	0	7	0	0	0	0	0	1	0	0	5	16.2	1	2.1	0	0.9	50.9	60.5	0	0	0	0	0	0	0	3	5	8	6	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0					
0600	104	0	77	1	22	1	1	0	0	0	1	0	0	9	8.5	2	1.5	0	0.1	50.9	58.3	0	0	0	0	0	0	0	7	14	25	28	22	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0					
0700	242	1	201	2	32	2	1	0	1	0	1	0	0	12	5.1	2	0.9	0	0.1	48.9	55.6	0	0	0	0	0	0	0	4	17	42	78	59	29	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	299	1	257	3	32	2	1	0	2	1	1	0	0	14	4.8	3	0.9	1	0.2	47.7	54.7	0	0	0	0	0	4	7	27	61	95	63	28	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
0900	280	3	236	2	35	1	1	0	0	1	1	0	0	9	3.1	2	0.6	1	0.3	46.3	53	0	0	0	0	1	2	9	31	80	82	47	18	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1000	292	3	254	4	26	1	1	0	1	1	1	0	0	6	2.2	1	0.3	0	0.0	44.1	52	0	0	0	2	3	6	21	51	77	68	41	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1100	298	4	255	3	31	1	1	0	0	1	1	0	0	6	2.0	1	0.3	0	0.1	44.6	52.3	0	0	1	0	2	7	20	47	76	79	40	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1200	316	4	272	4	30	2	1	0	1	1	1	0	0	6	1.9	1	0.4	0	0.1	45	52.3	0	0	0	1	1	5	19	50	80	84	50	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1300	296	4	254	3	32	1	1	0	1	1	1	0	0	9	2.9	2	0.7	1	0.3	46.2	53	0	0	0	1	1	2	8	41	75	88	52	19	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
1400	324	3	282	4	28	1	1	1	1	1	1	0	0	12	3.8	2	0.6	1	0.3	46.2	53.8	0	0	0	1	1	4	12	40	82	89	57	24	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	330	3	288	3	32	0	1	0	1	0	0	0	0	13	3.8	2	0.6	0	0.1	46.8	54.2	0	0	0	0	1	3	10	41	80	91	61	29	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1600	367	5	320	2	37	0	0	0	1	1	1	0	0	16	4.3	2	0.7	0	0.1	47.5	54.6	0	0	0	0	1	2	7	39	85	108	73	36	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1700	355	3	323	3	24	0	0	0	1	0	1	0	0	19	5.3	4	1.0	1	0.3	48.6	55.4	0	0	0	1	0	1	5	32	70	104	84	40	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1800	264	2	241	2	17	0	0	0	0	0	0	0	0	22	8.2	2	0.9	1	0.2	49.3	56.9	0	0	0	1	0	1	5	18	49	76	59	35	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
1900	151	3	135	1	10	1	0	0	1	0	0	0	0	13	8.6	4	2.7	2	1.1	50.3	57.3	0	0	0	0	0	1	2	9	24	40	39	22	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0				
2000	105	1	95	1	8	0	0	0	0	0	0	0	0	9	8.5	2	2.2	0	0.1	48.7	56.6	0	0	0	0	0	1	2	10	22	27	24	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0					
2100	77	1	70	1	5	0	0	0	0	0	0	0	0	7	8.9	2	2.0	1	0.7	48.8	57	0	0	0	0	0	0	2	8	17	17	16	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
2200	47	0	41	0	4	0	1	0	0	0	0	0	0	3	7.0	1	2.1	0	0.9	48.2	56.2	0	0	0	0	0	0	1	5	11	13	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2300	27	0	25	0	2	0	0	0	0	0	0	0	0	2	8.6	1	4.3	0	1.1	49.8	57.3	0	0	0	0	0	0	1	3	5	4	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07-19	3662	37	3185	35	355	14	8	3	11	7	8	0	0	143	3.9	24	0.7	6	0.2	46.7	54.1	0	0	2	8	11	38	126	433	858	1043	685	314	100	29	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	4100	42	3561	39	401	16	9	3	12	8	10	0	0	181	4.4	33	0.8	9	0.2	47.1	54.5	0	0	3	8	11	40	133	467	935	1152	791	379	123	37	12	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0		
06-00	4173	42	3627	39	407	17	10	3	12	8	10	0	0	187	4.5	35	0.8	10	0.2	47.1	54.5	0	0	3	8	11	40	135	475	951	1169	807	389	126	38	13	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	4252	42	3690	39	420	17	10	3	12	8	11	0	0	198	4.7	38	0.9	11	0.3	47.2	54.6	0	0	3	8	11	40	136	480	963	1188	823	401	133	41	14	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0		

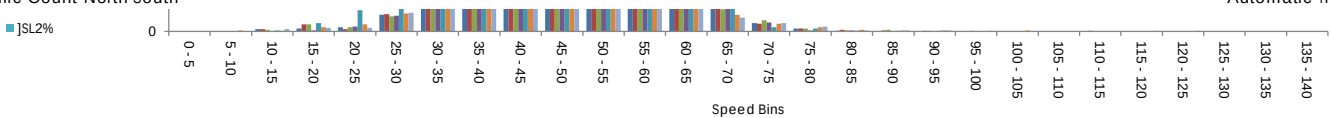
Virtual Week (1)														Virtual Week (1)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Mon	4328	32	3697	40	492	17	8	4	15	8	15	0	0	227	5.2	40	0.9	6	0.1	47.4	54.8	0	0	4	5	7	28	126	437	1018	1229	836	411	154	53	14	5	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

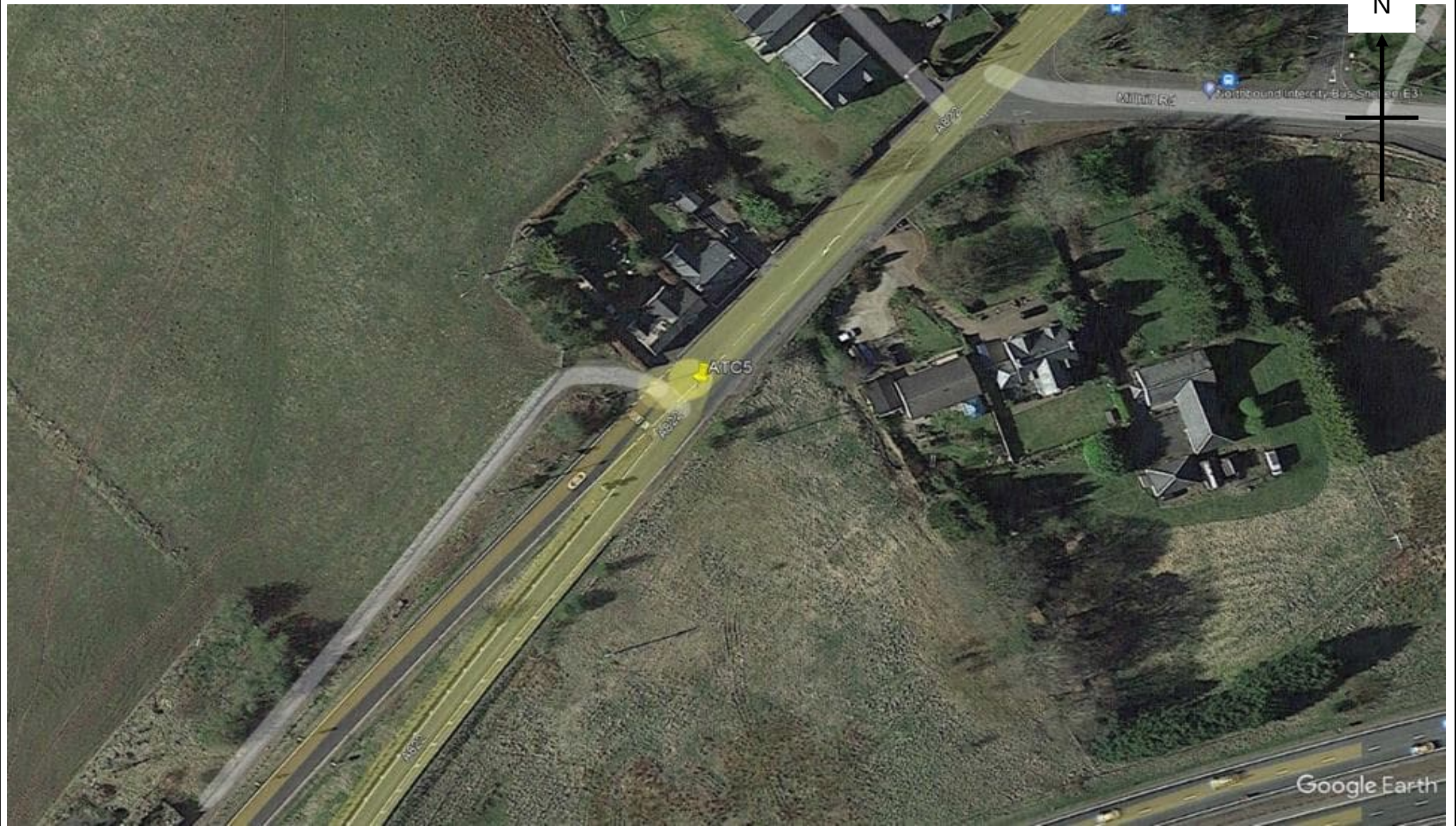
4
A822 south of Braco New Cemetery
North South



15103 / Braco, Perth & Kinross 4
April 2024 A822 south of Braco New Cemetery
Automatic Traffic Count North South



15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count



Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
5	A822 on 2-way section north of A9 slip	North	40	Tuesday, 16 April 2024	Monday, 22 April 2024	14303	2134	2043	6810	47.6	2359	16.5	262	1.8	40.5	46.5
		South	40	Tuesday, 16 April 2024	Monday, 22 April 2024	14777	2143	2111	10349	70.0	4013	27.2	343	2.3	42.7	48.5
		North South	40	Tuesday, 16 April 2024	Monday, 22 April 2024	29080	4277	4154	17159	59.0	6372	21.9	605	2.1	41.6	47.7

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DfT	JSL2% 55 DfT	Mean	Vpp 85	Speed Bins (mph)																											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	1	25.0	0	0.0	38.3	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	43.9	-	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	41.2	-	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0.0	45.1	-	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	49	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0130	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	41	-	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0	41	-	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	60	-	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36.4	-	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	
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35.7	-	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	
0245	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	1	33.3	51	-	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	49.4	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23	-	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
0330	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	49.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	2	100.0	0	0.0	49.4	-	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	0	0	1	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	53.6	-	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	5	0	4	0	1	0	0	0	0	0	0	0	0	4	80.0	2	40.0	1	20.0	46.3	-	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	0	0	2	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	45.7	-	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	5	0	1	0	0	0	0	0	0	0	0	4	57.1	3	42.9	1	14.3	43.3	-	0	0	0	0	0	0	2	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	10	0	5	0	2	1	0	0	0	0	0	2	0	6	60.0	5	50.0	1	10.0	44.1	-	0	0	0	0	0	0	1	3	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	6	0	4	1	1	0	0	0	0	0	0	0	0	5	83.3	4	66.7	0	0.0	48.4	-	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	17	0	11	0	5	0																																											

5														15103 / Braco, Perth & Kinross 5																								15103 / Braco, Perth & Kinross																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
A822 on 2-way section north of A9 slip														April 2024 A822 on 2-way section north of A9 slip																								April 2024																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DfT	JSL2% 55 DfT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5- 10	10- 15	15- 20	20- 25	25- 30	30-35	35- 40	40- 45	45- 50	50- 55	55- 60	60- 65	65- 70	70- 75	75- 80	80- 85	85- 90	90- 95	95- 100	100- 105	105- 110	110- 115	115- 120	120- 125	125- 130	130- 135	135- 140			
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	42.3	-	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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0030	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	1	25.0	0	0.0	44.4	-	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0045	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0500	9	0	6	0	2	0	0	0	0	0	0	1	0	7	77.8	6	66.7	2	22.2	49.9	-	0	0	0	0	0	0	0	2	1	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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Location	Direction	2330	2345	07-19	06-22	06-00	00-00	4	1	0	14	3919	3992	4076	0	1	2	50.0	100.0	1	25.0	1	25.0	0	0.0	53.3	-	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DfT	JSL2% 55 DfT	Mean	Vpp 85	Speed Bins (mph)																													
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140		
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	3	42.9	1	14.3	0	0.0	40.1	-	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	2	50.0	0	0.0	46	-	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25.0	1	25.0	1	25.0	40.3	-	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	6	0	4	0	2	0	0	0	0	0	0	0	0	3	50.0	0	0.0	0	0.0	39.3	-	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0.0	42.5	-	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	
0115	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	44.4	-	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100.0	3	100.0	0	0.0	51.5	-	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	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	40.1	-	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	58.3	-	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	1	25.0	0	0.0	39.4	-	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	2	100.0	0	0.0	49.9	-	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	35.3	-	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	37.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	8	0	4	0	3	0	0	0	1	0	0	0	0	4	50.0	1	12.5	0	0.0	41	-	0	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100.0	3	60.0	0	0.0	46.6	-	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	0	0	0	0	0	0	0	1	0	0	1	50.0	1	50.0	1	50.0	47.4	-	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	6	0	4	0	2	0	0	0	0	0	0	0	0	6	100.0	4	66.7	1	16.7	49	-	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	13	0	11	0	2	0	0	0	0	0	0	0	0	8	61.5	6	46.2	1	7.7	44.3	53.1	-	0	0	0	0	0	0	2	3	2																				

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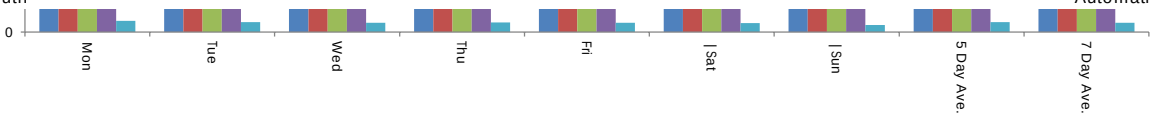
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A822 on 2-way section north of A9 slip														April 2024 A822 on 2-way section north of A9 slip																						April 2024																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Location	Direction	2330	2345	07-19	06-22	06-00	00-00	8	0	7	0	0	0	1	0	0	0	0	0	4	50.0	2	25.0	0	0.0	38.6	-	0	0	0	0	1	0	2	1	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DfT	JSL2% 55 DfT	Mean	Vpp 85	Speed Bins (mph)																																
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140					
0000	19	0	17	0	1	0	0	0	0	0	0	0	0	10	54.2	5	24.4	0	1.5	41.1	47.9	0	0	0	0	0	0	3	5	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	9	0	8	0	1	0	0	0	0	0	0	0	0	6	63.5	3	36.5	1	9.5	43.8	-	0	0	0	0	0	0	1	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	5	0	5	0	1	0	0	0	0	0	0	0	0	3	57.9	2	39.5	1	15.8	44.4	-	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	6	0	4	0	1	0	0	0	0	0	0	0	0	4	69.2	3	51.3	1	20.5	44	-	0	0	0	0	1	0	0	1	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	11	0	7	0	3	0	0	0	0	0	0	0	0	7	67.6	4	33.8	1	5.4	42.9	50.1	0	0	0	0	0	0	0	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	31	0	23	0	6	0	0	0	0	0	0	2	0	23	75.1	15	48.9	4	12.4	45.7	53.8	0	0	0	0	0	0	0	2	6	7	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	104	0	77	1	21	1	1	0	0	0	0	1	0	79	76.7	44	42.2	7	6.9	44.8	51.9	0	0	0	0	0	0	2	5	18	31	26	16	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	231	1	193	3	28	2	1	0	1	0	1	0	0	162	70.3	75	32.5	6	2.5	43.3	49.4	0	0	0	0	0	1	3	12	52	73	59	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	294	1	252	3	30	3	1	1	1	1	1	0	0	180	61.4	67	22.7	5	1.6	41.8	47.9	0	0	0	0	0	5	26	82	100	56	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	273	2	230	2	34	2	1	0	1	0	1	0	0	148	54.1	50	18.2	4	1.4	40.8	46.6	0	0	0	0	2	8	28	87	86	45	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	288	3	249	3	29	2	1	0	1	0	1	0	0	153	53.1	41	14.1	2	0.7	40.5	45.8	0	0	0	0	1	9	31	94	97	44	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	291	3	254	3	28	1	1	0	0	1	1	0	0	151	52.0	48	16.5	3	1.1	40.6	46.5	0	0	0	0	0	1	6	34	97	91	45	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	302	2	261	4	30	2	1	0	1	1	1	0	0	165	54.6	48	16.0	2	0.8	40.6	46.2	0	0	0	0	1	1	7	35	93	101	47	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	289	2	250	3	29	2	1	0	0	1	1	0	0	157	54.4	48	16.7	3	1.1	40.8	46.4	0	0	0	0	1	2	8	27	94	93	47	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	307	2	268	3	27	1	1	1	1	1	1	0	0	171	55.8	57	18.5	4	1.4	41.1	47	0	0	0	0	0	1	7	28	99	100	50	17	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	316	2	276	2	31	1	1	1	1	1	1	0	0	188	59.5	61	19.3	5	1.5	41.5	47.2	0	0	0	0	0	1	5	27	95	111	57	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	355	3	308	2	37	0	0	0	1	1	1	0	0	217	61.1	80	22.6	7	2.0	41.8	47.5	0	0	0	0	2	6	26	104	119	69	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	352	3	322	3	23	0	0	0	1	0	1	0	0	212	60.3	82	23.4	7	1.9	41.8	47.8	0	0	0	0	1	1	7	30	102	112	69	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	258	2	238	2	16	0	0	0	0	1	0	0	0	164	63.5	67	26.1	8	3.0	42.4	48.8	0	0	0	0	0	1	4	20	69	83	53	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	151	3	136	2	9	1	0	0	0	0	0	0	0	96	64.0	41	27.5	6	3.9	42.7	49.7	0	0	0	0	0	2	11	40	45	31	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	106	1	95	1	8	0	0	0	0	0	0	0	0	65	61.1	29	27.5	3	2.7	42.1	48.6	0	0	0	0	0	2	9	28	32	21	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2100	78	0	71	1	6	0	0	0	0	0	0	0	0	44	56.7	20	25.6	4	4.6	41.8	49.1	0	0	0	0	0	3	7	24	21	14	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	49	0	43	0	4	0	0	0	0	0	0	0	0	26	52.5	12	24.3	2	3.2	41.3	48.2	0	0	0	0	0	1	1	6	15	12	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	30	0	27	0	3	0	0	0	0	0	0	0	0	18	58.3	9	28.4	2	7.1	42.3	49.7	0	0	0	0	0	0	1	3	8	7	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	3557	27	3100	34	342	16	8	4	8	8	9	0	0	2070	58.2	724	20.4	56	1.6	41.4	47.3	0	1	0	4	14	73	325	1069	1167	639	208	46	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	3995	31	3479	38	386	18	10	4	9	8	11	0	0	2355	58.9	858	21.5	75	1.9	41.6	47.5	0	1	1	4	15	82	358	1178	1296	730	254	60	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4074	31	3549	38	393	19	11	4	9	8	11	0	0	2398	58.9	879	21.6	79	1.9	41.6	47.6	0	1	1	4	16	85	367	1201	1315	745	259	62	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4154	31	3613	38	406	19	11	4	10	9	12	0	0	2451	59.0	910	21.9	86	2.1	41.6	47.7	0	1	1	5	17	86	373	1219	1334	763	268	66	15	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

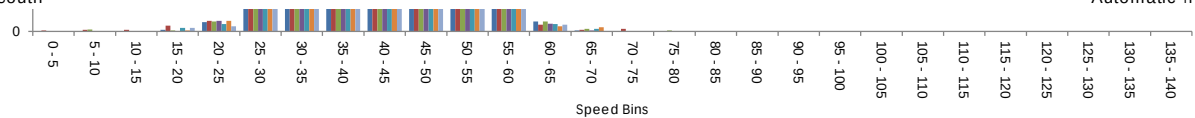
Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DfT	JSL2% 55 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
Mon	4260	21	3625	35	491	25	16	5	14	8	17	2	1	2474	58.1	940	22.1	106	2.5	41.6	47.8	0	0	0	3	18	96	378	1291	1312	786	270	83	19	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Tue	4144	30	3512	36	477	27	16	7	8	13	18	0	0	2489	60.1	967	23.3	91	2.2	41.8	48	2	3	3	11	20	81	347	1188	1313	779	306	70	13	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wed	4076	14	3446	49	474	30	21	7	8	10	17	0	0	2431	59.6	953	23.4	85	2.1	41.7	47.8	0	4	0	2	19	89	380	1151	1285	785	276	58	19	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Thu	4248	11	3610	40	495	28	11	4	16	17	15	0	1	2524	59.4	945	22.3	91	2.1	41.7	47.8	0	0	1	1	20	97	382	1223	1362	799	272	74	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Fri	4657	37	4063	45	448	17	9	2	15	6	14	1	0	2761	59.3	1034	22.2	95	2.0	41.7	47.7	1	1	0	7	14	90	405	1378	1484	878	304	75	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sat	3972	64	3605	33	256	6	0	1	4	2	1	0	0	2273	57.2	817	20.6	78	2.0	41.4	47.5	0	0	0	2	20	78	393	1205	1274	674	247	58	10	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	3723	42	3431	31	199	3	3	2	3	4	5	0	0	2207	59.3	716	19.2	59	1.6	41.5	47.1	0	0	1	7	10	74	326	1098	1306	639	203	45	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	4277	23	3651	41	477	25	15	5	12	11	16	1	0	2536	59.3	968	22.6	94	2.2	41.7	47.8	1	2	1	5	18	91	378	1246	1351	805	286	72	16	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	4154	31	3613	38	406	19	11	4	10	9	12	0	0	2451	59.0	910	21.9	86	2.1	41.6	47.7	0	1	1	5	17	86	373	1219	1334	763	268	66	15	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	29080	219	25292	269	2840	136	76	28	68	60	87	3	2	17159	59.0	6372	21.9	605	2.1	41.6	47.7	3	8	6	33	121	605	2611	8534	9336	5340	1878	463	103	25	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

5
A822 on 2-way section north of A9 slip
North South



15103 / Braco, Perth & Kinross 5
April 2024 A822 on 2-way section north of A9 slip
Automatic Traffic Count North South



15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count



Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
6	Millhill Road east of Millhill Drive	East	40	Tuesday, 16 April 2024	Monday, 22 April 2024	1742	267	249	95	5.5	11	0.6	0	0.0	30.4	36.9
		West	40	Tuesday, 16 April 2024	Monday, 22 April 2024	1765	267	252	88	5.0	8	0.5	2	0.1	30.0	36.0
		East West	40	Tuesday, 16 April 2024	Monday, 22 April 2024	3507	534	501	183	5.2	19	0.5	2	0.1	30.2	36.5

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DfT	JSL2% 55 DfT	Mean	Vpp 85	Speed Bins (mph)																											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.8	-	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
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	41.9	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35.8	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36.6	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	39.2	-	0	0																										

6														15103 / Braco, Perth & Kinross 6																								15103 / Braco, Perth & Kinross																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Millhill Road east of Millhill Drive														April 2024 Millhill Road east of Millhill Drive																								April 2024																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
East West														Automatic Traffic Count East West																								Automatic Traffic Count																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
2330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	22.9	-	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DfT	JSL2% 55 DfT	Mean	Vpp 85	Speed Bins (mph)																											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.1	-	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
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.3	-	0	0	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
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27	-	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0							

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.3	-	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	
0030	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.4	-	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
0045	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.3	-	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	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.8	-	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.4	-	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	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35.4	-	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	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	1	0	1	0	0	0	0	0	0	0	0	0																																						

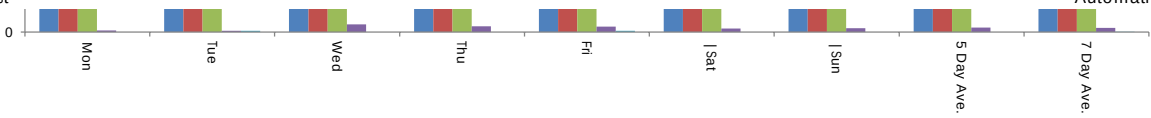
[illegible]

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DfT	JSL2% 55 DfT	Mean	Vpp 85	Speed Bins (mph)																											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.8	-	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24	-	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
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	0	1	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	40.2	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	37.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0								

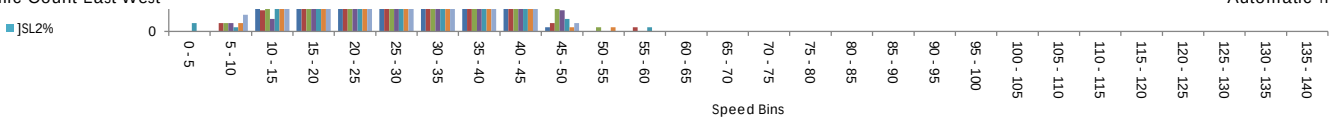
[illegible]

Site
Location
Direction

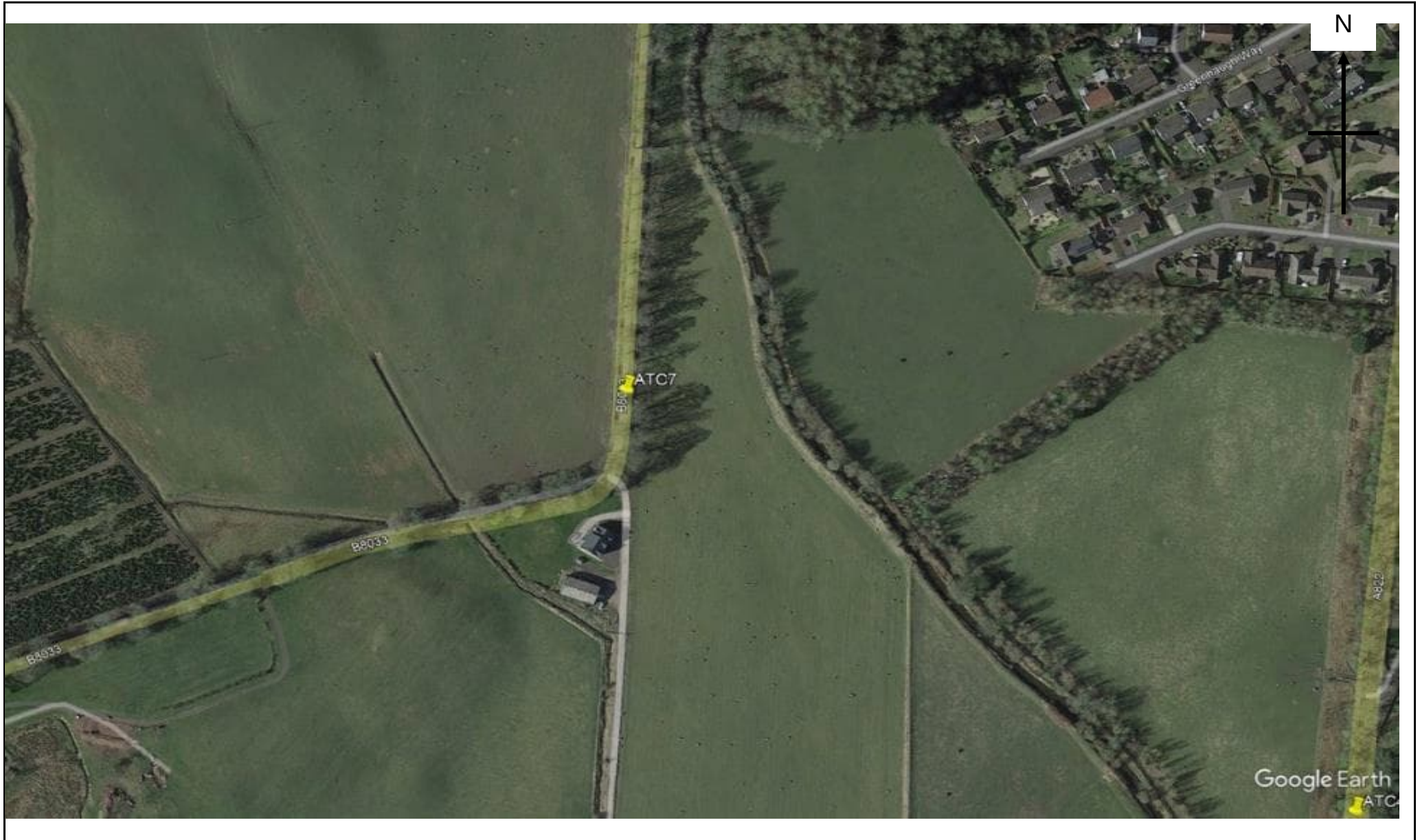
6
Millhill Road east of Millhill Drive
East West



15103 / Braco, Perth & Kinross 6
April 2024 Millhill Road east of Millhill Drive
Automatic Traffic Count East West



15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count



Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
7	B8033 south of Silverton Farm House	North	60	Tuesday, 16 April 2024	Monday, 22 April 2024	1415	209	202	0	0.0	0	0.0	0	0.0	25.5	30.6
		South	60	Tuesday, 16 April 2024	Monday, 22 April 2024	1329	192	190	0	0.0	0	0.0	0	0.0	27.2	32.5
		North South	60	Tuesday, 16 April 2024	Monday, 22 April 2024	2744	402	392	0	0.0	0	0.0	0	0.0	26.3	31.7

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.2	-	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	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.5	-	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	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.3	-	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
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.4	-	0	0	0	0	0	1	0	0																				



15103 / Braco, Perth & Kinross 7
April 2024 B8033 south of Silverton Farm House
Automatic Traffic Count North South

15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count

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2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

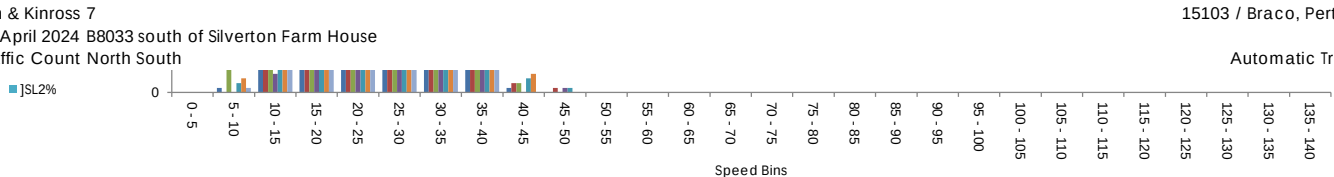
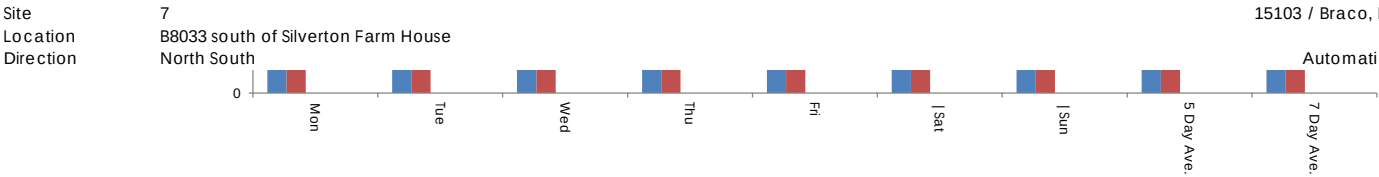
[illegible]

7		15103 / Braco, Perth & Kinross 7																				15103 / Braco, Perth & Kinross																																							
Location		B8033 south of Silverton Farm House																				April 2024 B8033 south of Silverton Farm House																				April 2024																			
Direction		North South																				Automatic Traffic Count North South																				Automatic Traffic Count																			
2330	1	0	0	0	0	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
07-19	309	49	238	8	7	0	5	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	25	30.8	0	1	17	44	76	109	55	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
06-22	342	50	265	11	9	0	5	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	25.2	31	0	1	18	46	84	122	62	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
06-00	346	50	267	11	9	0	7	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	25.2	31	0	1	18	46	86	123	62	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
00-00	347	50	268	11	9	0	7	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	25.2	31	0	1	18	46	86	123	63	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		

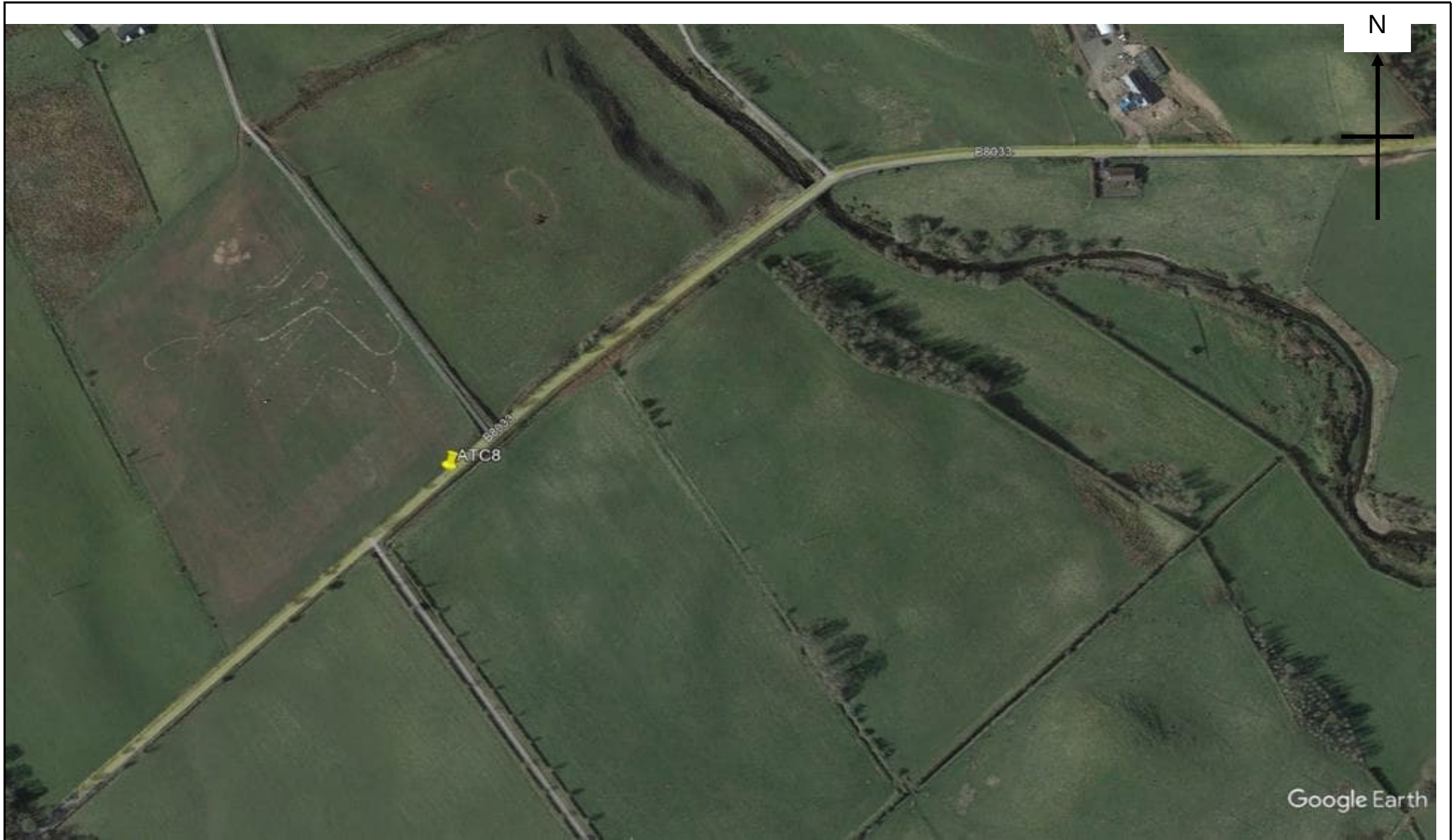
Monday, 22 April 2024

399.4		Virtual Day (7)												10		15.6		Virtual Day (7)																																			
Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.2	-	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			
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.4	-	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			
0600	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30	-	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	20	1	16	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.2	32.7	0	0	1	1	4	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	27	1	20	1	4	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.8	32.6	0	0	0	2	4	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	21	2	15	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.8	31	0	0	0	3	6	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	26	5	18	1	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25	31.4	0	0	2	4	5	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	28	6	18	0	2	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.5	31.3	0	0	2	4	7	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	37	6	27	0	2	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.7	31.4	0	0	1	6	8	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	33	5	24	1	2	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.7	31.2	0	0	1	3	9	11	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	35	4	26	1	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.7	30.2	0	0	1	4	9	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	31	3	25	1	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.9	31.1	0	0	0	4	7	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	33	4	24	0	4	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.6	31.3	0	0	1	3	8	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	32	3	25	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.9	32	0	0	1	3	7	12	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	26	4	20	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.5	32.9	0	0	1	1	5	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	18	2	14	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.8	31.9	0	0	0	2	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	7	1	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.1	-	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.4	-	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.4	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.5	-	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		
07-19	348	45	257	6	29	4	4	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	26.1	31.5	0	2	11	38	80	133	71	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	384	48	285	7	31	5	4	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	26.3	31.6	0	2	11	40	87	147	80	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	390	48	289	7	32	6	5	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	26.3	31.7	0	2	11	40	88	150	81	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	392	48	291	7	32	6	5	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	26.3	31.7	0	2	11	40	89	151	82	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
Mon	422	44	314	6	48	5	2	0	1	2	0	0	0	0	0.0	0	0.0	0	0.0	26.6	31.7	0	1	9	46	87	165	96	17	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count



Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
8	B8033 approx 300 west of Muckle Burn	North	60	Thursday, 18 April 2024	Wednesday, 24 April 2024	959	139	137	4	0.4	0	0.0	0	0.0	38.5	45.7
		South	60	Thursday, 18 April 2024	Wednesday, 24 April 2024	904	127	129	3	0.3	1	0.1	1	0.1	36.7	43.9
		North South	60	Thursday, 18 April 2024	Wednesday, 24 April 2024	1863	266	266	7	0.4	1	0.1	1	0.1	37.6	44.8

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Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.8	-	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0</																									

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Site	8																			15103 / Braco, Perth & Kinross 8																			15103 / Braco, Perth & Kinross																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Location	B8033 approx 300 west of Muckle Burn																			April 2024 B8033 approx 300 west of Muckle Burn																			April 2024																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Direction	North South																			Automatic Traffic Count North South																			Automatic Traffic Count																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
2330	1	0	0	0	0	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.8	-	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Location
Direction

April 2024 B8033 approx 300 west of Muckle Burn
Traffic Count North South

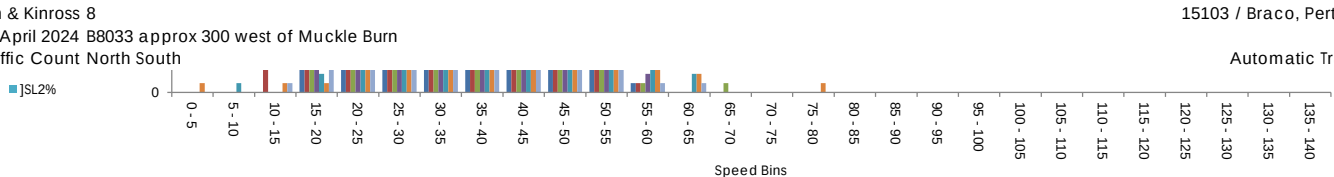
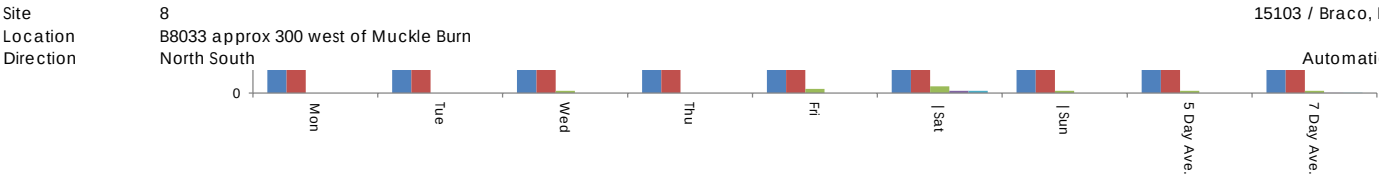
April 2024
Automatic Traffic Count

[illegible]

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	38.1	-	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	
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	-	-	0	0	0	0	0</																						

264.4		Virtual Day (7)												10		8.6		Virtual Day (7)																																				
Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																																
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.6	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0500	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	37.6	-	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				
0600	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.7	-	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0700	8	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	38.4	-	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	19	1	16	0	2	0	0	0	0	0	0	0	0	0	0.8	0	0.0	0	0.0	38	46.5	0	0	0	1	1	1	3	4	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0900	16	0	13	0	2	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35.9	43.8	0	0	0	0	1	3	3	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1000	18	0	16	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36.8	44.1	0	0	0	0	1	2	5	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1100	22	2	17	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	38.2	47	0	0	0	0	0	2	5	6	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1200	21	0	18	1	2	0	0	0	0	0	0	0	0	0	0.7	0	0.0	0	0.0	36.7	42.5	0	0	0	0	1	2	7	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1300	17	1	14	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	38.2	45.9	0	0	0	0	0	1	4	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1400	25	1	23	0	1	0	0	0	0	0	0	0	0	0	1.1	0	0.6	0	0.6	35.8	43.4	0	0	0	1	1	3	8	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	24	1	22	0	1	0	0	0	0	0	0	0	0	0	1.2	0	0.0	0	0.0	36.7	43.5	0	0	0	1	1	3	4	8	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1600	21	2	17	0	1	0	0	0	0	0	1	0	0	0	0.7	0	0.0	0	0.0	38.9	46.7	0	0	0	0	1	2	3	5	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1700	24	1	20	1	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	38.7	45.7	0	0	0	0	1	1	3	8	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	17	1	14	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	38.6	44.1	0	0	0	0	0	1	4	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	10	0	8	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	37.6	45.6	0	0	0	0	0	1	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36.1	-	0	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36.5	-	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	3	0	2	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	40.3	-	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.4	-	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			
07-19	233	11	194	4	19	2	1	0	0	1	1	0	0	1	0.4	0	0.1	0	0.1	37.5	44.6	0	0	0	3	9	21	49	65	54	21	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	260	12	215	5	22	3	1	0	0	1	1	0	0	1	0.4	0	0.1	0	0.1	37.6	44.7	0	0	1	3	10	24	52	71	61	24	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	265	12	218	5	22	4	1	0	0	1	1	0	0	1	0.4	0	0.1	0	0.1	37.6	44.8	0	0	1	3	10	25	53	72	62	25	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	266	12	219	5	23	4	1	0	0	1	1	0	0	1	0.4	0	0.1	0	0.1	37.6	44.8	0	0	1	3	10	25	54	72	63	25	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Virtual Week (1)														Virtual Week (1)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DfT	JSL2% 75 DfT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mon	248	6	195	3	38	5	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	37.4	44.2	0	0	0	5	6	25	53	61	71	21	5	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



15103 / Braco, Perth & Kinross
April 2024
Automatic Traffic Count

Appendix D Construction Traffic Programme

[illegible]

BB supplied Haul Road Traffic

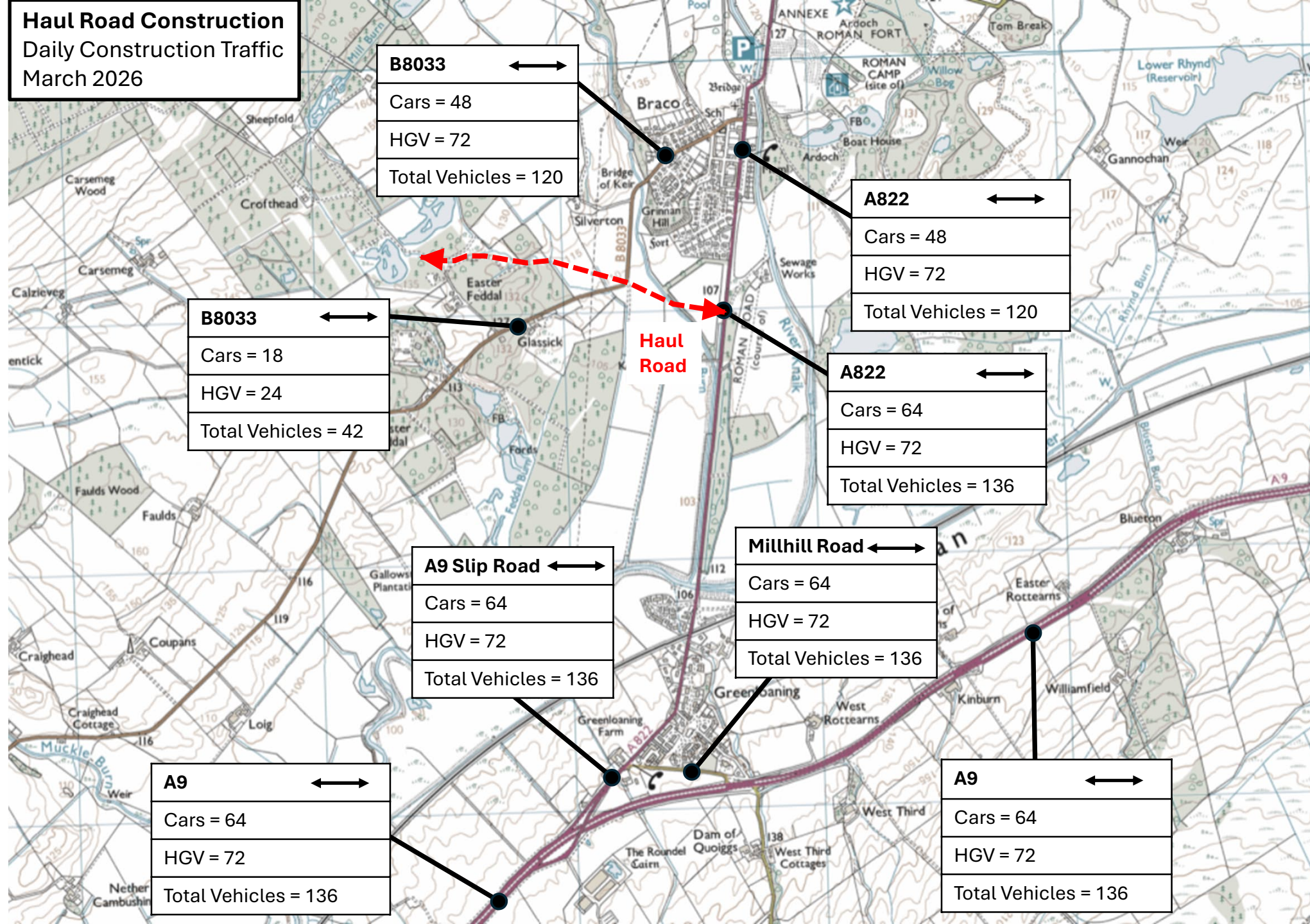
Note School holidays 3-17 april 26 3 July 18 Aug

w/c	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Total for Whole Program of Works inc Sub Station and Haul Road																								
Total Stone Deliveries	18.0	90.0	192.0	191.0	194.0	189.0	182.0	201.0	226.0	229.0	232.0	236.0	161.0	134.0	166.0	177.0	147.0	111.0	81.0	81.0	110.0	136.0	135.0	108.0
Avg p/d Deliveries	3.6	18.0	38.4	38.2	38.8	37.8	36.4	40.2	45.2	45.8	46.4	47.2	32.2	26.8	33.2	35.4	29.4	22.2	16.2	16.2	22.0	27.2	27.0	21.6
Total Tonnage Per Week	315.3	1092.6	1101.2	1075.9	1938.8	1838.0	1711.9	2062.2	2480.5	2480.5	2581.3	2581.3	2042.2	1831.8	2390.7	2565.8	2036.8	1407.8	891.4	891.4	1391.2	1838.2	1838.2	1363.6
Avg p/d Tonnage	63.1	218.5	220.2	215.2	387.8	367.6	342.4	412.4	496.1	496.1	516.3	516.3	408.4	366.4	478.1	513.2	407.4	281.6	178.3	178.3	278.2	367.6	367.6	272.7
Total Other HGV Deliveries inc muck off site	10.0	45.0	62.0	66.0	79.0	84.0	107.0	90.0	90.0	90.0	90.0	80.0	80.0	90.0	90.0	68.0	76.0	88.0	67.0	73.0	50.0	47.0	37.0	37.0
Avg p/d Other HGV deliveries	2	9	12	13	16	17	21	18	18	18	18	16	16	18	18	14	15	18	13	15	10	9	7	7
Total Other Light Vehicles	60.0	80.0	100.0	90.0	90.0	140.0	160.0	190.0	150.0	110.0	140.0	140.0	140.0	180.0	180.0	165.0	165.0	195.0	195.0	195.0	165.0	120.0	105.0	105.0
Avg p/d Light Vehicles	12	16	20	18	18	28	32	38	30	22	28	28	28	36	36	33	33	39	39	39	33	24	21	21
HGV to project	28	135	254	257	273	273	289	291	316	319	322	316	241	224	256	245	223	199	148	154	160	183	172	145
LGV to project	60	80	100	90	90	140	160	190	150	110	140	140	140	180	180	165	165	195	195	195	165	120	105	105
HGV to project p/d	6	27	51	51	55	55	58	58	63	64	64	63	48	45	51	49	45	40	30	31	32	37	34	29
LGV to project p/d	12	16	20	18	18	28	32	38	30	22	28	28	28	36	36	33	33	39	39	39	33	24	21	21
HGV Through Village	0	100	117	121	134	139	162	181	216	219	222	210	209	215	256	245	223	199	148	154	141	137	126	126
LGV Through Village	20	40	40	40	40	90	110	110	110	70	100	100	100	140	140	165	165	195	195	195	165	120	105	105
HGV Through Village p/d	0	20	23	24	27	28	32	36	43	44	44	42	42	43	51	49	45	40	30	31	28	27	25	25
LGV Through Village p/d	4	8	8	8	8	18	22	22	22	14	20	20	20	28	28	33	33	39	39	39	33	24	21	21
Total HGV Past Glassick	10	85	85	85	85	95	95	95	85	75	75	75	75	85	85	102	112	112	119	119	92	75	75	75
Total LGV Past Glassick	20	40	40	40	40	50	50	50	50	50	50	50	50	50	50	75	75	75	75	75	75	75	75	75
Avg HGV Past Glassick p/d	2	17	17	17	17	19	19	19	17	15	15	15	15	17	17	20	22	22	24	24	18	15	15	15
Avg LGV Past Glassick p/d	4	8	8	8	8	10	10	10	10	10	10	10	10	10	10	15	15	15	15	15	15	15	15	15
Total for Haul Road Program Of Works.																								
Total Stone Deliveries	18.0	25.0	127.0	126.0	129.0	124.0	117.0	136.0	161.0	164.0	167.0	171.0	96.0	69.0	101.0	112.0	82.0	46.0	16.0	16.0	45.0	71.0	70.0	43.0
Avg p/d Deliveries	3.6	5.0	25.4	25.2	25.8	24.8	23.4	27.2	32.2	32.8	33.4	34.2	19.2	13.8	20.2	22.4	16.4	9.2	3.2	3.2	9.0	14.2	14.0	8.6
Total Tonnage Per Week	315.3	428.6	466.3	441.0	1303.9	1203.1	1076.9	1427.3	1845.5	1845.5	1946.3	1946.3	1407.3	1196.9	1755.8	1930.9	1401.9	772.9	256.5	256.5	756.3	1203.3	1203.3	728.7
Avg p/d Tonnage	63.1	85.7	93.3	88.2	260.8	240.6	215.4	285.5	369.1	369.1	389.3	389.3	281.5	239.4	351.2	386.2	280.4	154.6	51.3	51.3	151.3	240.7	240.7	145.7
Total Other HGV Deliveries inc muck off site	10.0	10.0	25.0	30.0	40.0	50.0	80.0	80.0	80.0	80.0	80.0	70.0	70.0	80.0	80.0	58.0	66.0	78.0	57.0	63.0	40.0	37.0	27.0	27.0
Avg p/d Other HGV deliveries	2	2	5	6	8	10	16	16	16	16	16	14	14	16	16	12	13	16	11	13	8	7	5	5
Total Other Light Vehicles	60.0	60.0	80.0	70.0	70.0	120.0	140.0	170.0	130.0	90.0	120.0	120.0	120.0	160.0	160.0	145.0	145.0	175.0	175.0	175.0	145.0	100.0	85.0	85.0
Avg p/d Light Vehicles	12	12	16	14	14	24	28	34	26	18	24	24	24	32	32	29	29	35	35	35	29	20	17	17
HGV to project Haul Road Only	28	35	152	156	169	174	197	216	241	244	247	241	166	149	181	170	148	124	73	79	85	108	97	70
LGV to project Haul Road Only	60	60	80	70	70	120	140	170	130	90	120	120	120	160	160	145	145	175	175	175	145	100	85	85
HGV to project p/d Haul Road Only	6	7	30	31	34	35	39	43	48	49	49	48	33	30	36	34	30	25	15	16	17	22	19	14
LGV to project p/d Haul Road Only	12	12	16	14	14	24	28	34	26	18	24	24	24	32	32	29	29	35	35	35	29	20	17	17
HGV Through Village Haul Road Only	0	0	15	20	30	40	70	106	141	144	147	135	134	140	181	170	148	124	73	79	66	62	51	51
LGV Through Village Haul Road Only	20	20	20	20	20	70	90	90	90	50	80	80	80	120	120	145	145	175	175	175	145	100	85	85
HGV Through Village Haul Road Only	0	0	3	4	6	8	14	21	28	29	29	27	27	28	36	34	30	25	15	16	13	12	10	10
LGV Through Village Haul Road Only	4	4	4	4	4	14	18	18	18	10	16	16	16	24	24	29	29	35	35	35	29	20	17	17

Haul Road Construction

Daily Construction Traffic

March 2026



Appendix E Fear and Intimidation

Baseline Fear and Intimidation Level

Road Link	18 Hour Flow	Average traffic flow over 18 hour day	Total 18-hour heavy vehicle flow	Average Vehicle Speed	Degree of Hazard Score A	Degree of Hazard Score B	Degree of Hazard Score C	Degree of Hazard Score Total	Level of Fear and Intimidation	Magnitude of Change
A822 North of A822 / Feddal Road Junction	3,872	215	95	28	0	0	10	10	Small	
A822 South of A822 / Feddal Road Junction	4,151	231	103	27	0	0	10	10	Small	
B8033 Feddal Road (Braco Village)	788	44	16	17	0	0	0	0	Small	
A822 (At Haul Road)	4,302	239	74	47	0	0	30	30	Moderate	
A822 (North of A9)	4,197	233	81	42	0	0	30	30	Moderate	
Milhill Road (Between A9 and A822)	267	15	13	30	0	0	20	20	Small	
B8033 (East Feddal - Braco)	399	22	16	26	0	0	10	10	Small	
B8033 (Craighead)	264	15	9	38	0	0	20	20	Small	
A9 S DFT Counter 724	30,112	1,673	2,877	70	20	20	30	70	Great	
A9 N DFT Counter 20730	26,391	1,466	3,362	70	20	30	30	80	Extreme	

Haul Road

Road Link	18 Hour Flow	Average traffic flow over 18 hour day	Total 18-hour heavy vehicle flow	Average Vehicle Speed	Degree of Hazard Score A	Degree of Hazard Score B	Degree of Hazard Score C	Degree of Hazard Score Total	Level of Fear and Intimidation	Magnitude of Change
A822 North of A822 / Feddal Road Junction	3,872	215	95	28	0	0	10	10	Small	Negligible
A822 South of A822 / Feddal Road Junction	4,271	237	175	27	0	0	10	10	Small	Negligible
Feddal Road West of A822 / Feddal Road Junction	908	50	88	17	0	0	0	0	Small	Negligible
A822 North of A822 / Braco Cemetery Junction	4,438	247	146	47	0	0	30	30	Moderate	Negligible
A822 A9 Slips	4,333	241	153	42	0	0	30	30	Moderate	Negligible
Milhill Road West of A9 / Milhill Road Junction	403	22	85	30	0	0	20	20	Small	Negligible
B8033 Easter Feddal	519	29	88	26	0	0	10	10	Small	Negligible
B8033 Knowfauld	306	17	33	38	0	0	20	20	Small	Negligible
A9 S DFT Counter 724	30,248	1,680	2,949	70	20	20	30	70	Great	Negligible
A9 N DFT Counter 20730	26,527	1,474	3,434	70	20	30	30	80	Extreme	Negligible

