

Transport Model for Scotland 2014 (TMfS14)

Transport Scotland

**TMfS14 National Road Model Development Report
Appendices**



TMFS14 ROAD MODEL DEVELOPMENT APPENDICES

Description: **National Road Model Development Report
Appendices**

Date: **20 December 2016**

Project Manager: **Malcolm Neil**

Project Director: **Boris Johansson**

SIAS Limited
37 Manor Place
Edinburgh EH3 7EB
UK

tel: 0131-225 7900
fax: 0131-225 9229
admin@sias.com
www.sias.com



TMFS14 ROAD MODEL DEVELOPMENT APPENDICES

CONTENTS :

	Page
A NUMBER OF ZONES BY LOCAL AUTHORITY	1
B ATTRIBUTES FOR NODES AND NETWORK	3
C PROPORTIONS FOR ROAD TRIPS TO/FROM WORKPLACE/STUDY	7
C.1 Proportions for Road Trips to workplace/study	7
C.2 Proportions for Road Trips from workplace/study	10
D LINK CLASS COEFFICIENT & EXPONENTIAL TERMS	13
E ROUTE CALIBRATION CHECKS	15
F RSI TRIP LENGTH ANALYSIS	17
G MATRIX ESTIMATION MATRIX COMPARISONS: TOTAL VEHICLES	35
H MATRIX ESTIMATION CHANGES BY GEOGRAPHICAL SECTOR	39
I MATRIX ESTIMATION CHANGE CORRELATION PLOTS	51
I.1 Cell Value Correlation	51
I.2 Trip End Correlation	57
J TRIP LENGTH DISTRIBUTION ANALYSIS	63
K LINK COUNT CALIBRATION ANALYSIS	73
L CALIBRATION FLOW BAND COMPARISON	145
M MODELLED FLOW OBSERVED COUNT CORRELATION GRAPHS	147



N	TOTAL PCU TRAFFIC LEVEL ON SCREENLINES BY GEOGRAPHICAL AREA	149
N.1	Total PCU Traffic Level on Screenlines by Region	149
N.2	Total PCU Traffic Level on Screenlines by Area	150
N.3	Total PCU Traffic Level on Screenlines by Local Authority	152
O	PERTH TO INVERNESS AND INVERNESS TO ABERDEEN CALIBRATION COMPARISONS	155
P	INTER URBAN CALIBRATION COMPARISONS	159
Q	LINK COUNT VALIDATION SITES (TOTAL PCUS)	161
R	VALIDATION FLOW BAND COMPARISON	183
S	PERTH TO INVERNESS AND INVERNESS TO ABERDEEN VALIDATION COMPARISONS	185
T	INTER URBAN VALIDATION COMPARISONS	187
U	GOODS VEHICLE (GV) VALIDATION	189
V	JOURNEY TIME ROUTES	205
W	RSI AND MODELLED LA TO LA MOVEMENTS	217



W	RSI AND MODELLED LA TO LA MOVEMENTS	217
W.1	Site 1: A96 Forres to Elgin, Gateside Farm	217
W.2	Site 2: A941 South of Elgin, near Rothes	223
W.3	Site 3: A96 Elgin to Fochabers	229
W.4	Site 4: A96 Fochabers to Keith	235
W.5	Site 5: A96 Huntly to Keith	241
W.6	Site 6: A96 Huntly to A920, near Skares	247
W.7	Site 7: A96 Kintore to Port Elphinstone	253
W.8	Site 8: A9 Bankfoot	259
W.9	Site 9: A9 Calvine	262
W.10	Site 15: A9 Bankfoot	268
W.11	Site 16: A9 Tay Crossing	271
W.12	Site 17: A9 Tomatin	277
W.13	Site 18: A95 Inverallan Roundabout	283
W.14	Site 20: A95 Inverallan Roundabout	289
W.15	Site 21: A96 Barnchurch Road, Smithton	295
W.16	Site 22: B9006 Culloden Road, Inverness	301
W.17	Site 23: A9 Cromarty Bridge at Arduillie Roundabout	307
W.18	Site 24: A835 Garve	313
W.19	Site 25: A939 Granton on Spey	319
W.20	Site 26: A862 Bunchrew Campsite	325
W.21	Site 27: A96 West side of Nairn	331
W.22	Site 28: A93 South of Blairgowrie	337
W.23	Site 29: A94 North Scone Airport at Rait Junction	343
W.24	Site 30: A82 Lay-by 2.7 miles South Crianlarich	349
W.25	Site 31: A82 South of Corrychurrachan Viewing Point	355
W.26	Site 32: A85 East of Crianlarich	361
W.27	Site 33: A90 North of Forfar at Parkford	367
W.28	Site 34: A90 South of Forfar at Gallowfauld	373
W.29	Site 35: A90 Dundee Kingsway at Gourdie Croft	379
W.30	Site 36: A85 Near Apollo Way	385
W.31	Site 37: A92 East Dock Street	391
W.32	Site 38: A90 Tay Bridge	397





TMFS14 ROAD MODEL DEVELOPMENT APPENDICES

FIGURES :

	Page
Figure A.1 : Local Authority Boundaries	2
Figure I.1 : Matrix Estimation Change Correlation Plots, AM Peak Car Cell Values	51
Figure I.2 : Matrix Estimation Change Correlation Plots, AM Peak LGV Cell Values	51
Figure I.3 : Matrix Estimation Change Correlation Plots, AM Peak HGV Cell Values	52
Figure I.4 : Matrix Estimation Change Correlation Plots, AM Peak Total Cell Values	52
Figure I.5 : Matrix Estimation Change Correlation Plots, Inter Peak Car Cell Values	53
Figure I.6 : Matrix Estimation Change Correlation Plots, Inter Peak LGV Cell Values	53
Figure I.7 : Matrix Estimation Change Correlation Plots, Inter Peak HGV Cell Values	54
Figure I.8 : Matrix Estimation Change Correlation Plots, Inter Peak Total Cell Values	54
Figure I.9 : Matrix Estimation Change Correlation Plots, PM Peak Car Cell Values	55
Figure I.10 : Matrix Estimation Change Correlation Plots, PM Peak LGV Cell Values	55
Figure I.11 : Matrix Estimation Change Correlation Plots, PM Peak HGV Cell Values	56
Figure I.12 : Matrix Estimation Change Correlation Plots, PM Peak Total Cell Values	56
Figure I.13 : Matrix Estimation Change Correlation Plots, AM Peak Car Trip Ends	57
Figure I.14 : Matrix Estimation Change Correlation Plots, AM Peak LGV Trip Ends	57
Figure I.15 : Matrix Estimation Change Correlation Plots, AM Peak HGV Trip Ends	58
Figure I.16 : Matrix Estimation Change Correlation Plots, AM Peak Total Trip Ends	58
Figure I.17 : Matrix Estimation Change Correlation Plots, Inter Peak Car Trip Ends	59
Figure I.18 : Matrix Estimation Change Correlation Plots, Inter Peak LGV Trip Ends	59
Figure I.19 : Matrix Estimation Change Correlation Plots, Inter Peak HGV Trip Ends	60
Figure I.20 : Matrix Estimation Change Correlation Plots, Inter Peak Total Trip Ends	60
Figure I.21 : Matrix Estimation Change Correlation Plots, PM Peak Car Trip Ends	61
Figure I.22 : Matrix Estimation Change Correlation Plots, PM Peak LGV Trip Ends	61
Figure I.23 : Matrix Estimation Change Correlation Plots, PM Peak HGV Trip Ends	62
Figure I.24 : Matrix Estimation Change Correlation Plots, PM Peak Total Trip Ends	62
Figure J.1: AM Peak Trip Length Distribution, Car In Work User Class	63
Figure J.2: AM Peak Trip Length Distribution, Non Work Commute User Class	63
Figure J.3: AM Peak Trip Length Distribution, Non Work Other User Class	64
Figure J.4: AM Peak Trip Length Distribution, LGV User Class	64
Figure J.5: AM Peak Trip Length Distribution, HGV User Class	65
Figure J.6: AM Peak Trip Length Distribution, Total	65



Figure J.7: Inter Peak Trip Length Distribution, Car In Work User Class	66
Figure J.8: Inter Peak Trip Length Distribution, Non Work Commute User Class	66
Figure J.9: Inter Peak Trip Length Distribution, Non Work Other Commute User Class	67
Figure J.10: Inter Peak Trip Length Distribution, LGV User Class	67
Figure J.11: Inter Peak Trip Length Distribution, HGV User Class	68
Figure J.12: Inter Peak Trip Length Distribution, Total User Class	68
Figure J.13: PM Peak Trip Length Distribution, Car In Work User Class	69
Figure J.14: PM Peak Trip Length Distribution, Non Work Commute User Class	69
Figure J.15: PM Peak Trip Length Distribution, Non Work Other Commute User Class	70
Figure J.16: PM Peak Trip Length Distribution, LGV User Class	70
Figure J.17: PM Peak Trip Length Distribution, HGV User Class	71
Figure J.18: PM Peak Trip Length Distribution, Total User Class	71
Figure K.1: Aberdeen Area Screenlines	73
Figure K.2: Inverness Area Screenlines (Highland Pt 1)	77
Figure K.3: Highland Pt 2 Area Screenlines	80
Figure K.4: Tayside Area Screenlines	83
Figure K.5: Edinburgh Screenlines	87
Figure K.6: Forth and Fife Area Screenlines	94
Figure K.7: Glasgow Area Screenlines	101
Figure K.8: Central West Coast Area Screenlines (Glasgow West)	108
Figure K.9: South-East Area Screenlines	111
Figure K.10: South-West Area Screenlines	115
Figure K.11: Link Count Calibration, Individual Counts North-East	125
Figure K.12: Link Count Calibration, Individual Counts North-West	129
Figure K.13: Link Count Calibration, Individual Counts Central Scotland	133
Figure K.14: Link Count Calibration, Individual Counts Central Belt (Lowlands)	137
Figure M.1: AM Peak Calibration Correlation Graphs	147
Figure M.2: Inter Peak Calibration Correlation Graphs	147
Figure M.3: PM Peak Calibration Correlation Graphs	148
Figure Q.1: Link Count Validation, North Scotland	161
Figure Q.2: Link Count Validation Sites, South-East Scotland	165
Figure Q.3: Link Count Validation Sites, South-West Scotland	169
Figure Q.4: Link Count Validation Sites, Central Scotland	176
Figure V.1: Journey Time Routes, Sites 1 – 18	205
Figure V.2: Journey Times Routes, Sites 19 – 36	209
Figure V.3: Journey Times Routes, Sites 37 – 52	213



TMFS14 ROAD MODEL DEVELOPMENT APPENDICES

TABLES :

	Page
Table A.1 : Number of Zones by Local Authority	1
Table B.1: Node Attributes	3
Table B.2: Road Link Attributes	4
Table B.3: Road Link Attributes (Cont.)	5
Table B.4: Ferry Link Attributes	6
Table C.1 : Proportions for Road Trips to workplace/study AM Peak	7
Table C.2 : Proportions for Road Trips to workplace/study Inter Peak	8
Table C.3 : Proportions for Road Trips to workplace/study PM Peak	9
Table C.4 : Proportions for Road Trips to workplace/study AM Peak	10
Table C.5 : Proportions for Road Trips to workplace/study Inter Peak	11
Table C.6 : Proportions for Road Trips to workplace/study PM Peak	12
Table D.1:Link Class Coefficients	13
Table E.1 : Route Calibration Checks	15
Table F.1: AM RSI Trip Length Comparison	17
Table F.2: AM RSI Trip Length Comparison	18
Table F.3: AM RSI Trip Length Comparison	19
Table F.4: AM RSI Trip Length Comparison	20
Table F.5: AM RSI Trip Length Comparison	21
Table F.6: AM RSI Trip Length Comparison	22
Table F.7: IP RSI Trip Length Comparison	23
Table F.8: IP RSI Trip Length Comparison	24
Table F.9: IP RSI Trip Length Comparison	25
Table F.10: IP RSI Trip Length Comparison	26
Table F.11: IP RSI Trip Length Comparison	27
Table F.12: IP RSI Trip Length Comparison	28
Table F.13: PM RSI Trip Length Comparison	29
Table F.14: PM RSI Trip Length Comparison	30
Table F.15: PM RSI Trip Length Comparison	31
Table F.16: PM RSI Trip Length Comparison	32
Table F.17: PM RSI Trip Length Comparison	33
Table F.18: PM RSI Trip Length Comparison	34



Table G.1 : AM Peak Matrix by Sector, Pre-Matrix Estimation (PCUs)	35
Table G.2 : AM Peak Matrix by Sector, Post-Matrix Estimation (PCUs)	35
Table G.3 : AM Peak Matrix by Sector, Difference (PCUs)	35
Table G.4 : IP Peak Matrix by Sector, Pre-Matrix Estimation (PCUs)	36
Table G.5 : IP Peak Matrix by Sector, Post-Matrix Estimation (PCUs)	36
Table G.6 : IP Peak Matrix by Sector, Difference (PCUs)	36
Table G.7 : PM Peak Matrix by Sector, Pre-Matrix Estimation (PCUs)	37
Table G.8 : PM Peak Matrix by Sector, Post-Matrix Estimation (PCUs)	37
Table G.9 : PM Peak Matrix by Sector, Difference (PCUs)	37
Table H.1 : Estimation Changes By Geographical Sector, AM Peak Car	39
Table H.2 : Estimation Changes By Geographical Sector, AM Peak LGV	40
Table H.3 : Estimation Changes By Geographical Sector, AM Peak HGV	41
Table H.4 : Estimation Changes By Geographical Sector, AM Peak Total	42
Table H.5 : Estimation Changes By Geographical Sector, Inter Peak Car	43
Table H.6 : Estimation Changes By Geographical Sector, Inter Peak LGV	44
Table H.7 : Estimation Changes By Geographical Sector, Inter Peak HGV	45
Table H.8 : Estimation Changes By Geographical Sector, Inter Peak Total	46
Table H.9 : Estimation Changes By Geographical Sector, PM Peak Car	47
Table H.10 : Estimation Changes By Geographical Sector, PM Peak LGV	48
Table H.11 : Estimation Changes By Geographical Sector, PM Peak HGV	49
Table H.12 : Estimation Changes By Geographical Sector, PM Peak Total	50
Table K.1: AM Peak Hour Link Count Calibration, Aberdeen Area Screenlines	74
Table K.2: Inter Peak Hour Link Count Calibration, Aberdeen Area Screenlines	75
Table K.3: PM Peak Hour Link Count Calibration, Aberdeen Area Screenlines	76
Table K.4: AM Peak Hour Link Count Calibration, Highland Pt 1 Area Screenlines	78
Table K.5: Inter Peak Hour Link Count Calibration, Highland Pt 1 Area Screenlines	78
Table K.6: PM Peak Hour Link Count Calibration, Highland Pt 1 Area Screenlines	79
Table K.7: AM Peak Hour Link Count Calibration, Highland Pt 2 Area Screenlines	81
Table K.8: Inter Peak Hour Link Count Calibration, Highland Pt 2 Area Screenlines	81
Table K.9: PM Peak Hour Link Count Calibration, Highland Pt 2 Area Screenlines	82
Table K.10: AM Peak Hour Link Count Calibration, Tayside Area Screenlines	84
Table K.11: Inter Peak Hour Link Count Calibration, Tayside Area Screenlines	85
Table K.12: PM Peak Hour Link Count Calibration, Tayside Area Screenlines	86
Table K.13: AM Peak Hour Link Count Calibration, Edinburgh Area Screenlines	88
Table K.14: AM Peak Hour Link Count Calibration, Edinburgh Area Screenlines (Cont.)	89
Table K.15: Inter Peak Hour Link Count Calibration, Edinburgh Area Screenlines	90
Table K.16: Inter Peak Hour Link Count Calibration, Edinburgh Area Screenlines (Cont.)	91
Table K.17: PM Peak Hour Link Count Calibration, Edinburgh Area Screenlines	92



Table K.18: PM Peak Hour Link Count Calibration, Edinburgh Area Screenlines (Cont.)	93
Table K.19: AM Peak Hour Link Count Calibration, Forth and Fife Area Screenlines	95
Table K.20: AM Peak Hour Link Count Calibration, Forth and Fife Area Screenlines (Cont.)	96
Table K.21: Inter Peak Hour Link Count Calibration, Forth and Fife Area Screenlines	97
Table K.22: Inter Peak Hour Link Count Calibration, Forth and Fife Area Screenlines (Cont.)	98
Table K.23: PM Peak Hour Link Count Calibration, Forth and Fife Area Screenlines	99
Table K.24: PM Peak Hour Link Count Calibration, Forth and Fife Area Screenlines (Cont.)	100
Table K.25: AM Peak Hour Link Count Calibration, Glasgow Area Screenlines	102
Table K.26: AM Peak Hour Link Count Calibration, Glasgow Area Screenlines (Cont.)	103
Table K.27: Inter Peak Hour Link Count Calibration, Glasgow Area Screenlines	104
Table K.28: Inter Peak Hour Link Count Calibration, Glasgow Area Screenlines (Cont.)	105
Table K.29: PM Peak Hour Link Count Calibration, Glasgow Area Screenlines	106
Table K.30: PM Peak Hour Link Count Calibration, Glasgow Area Screenlines (Cont.)	107
Table K.31: AM Peak Hour Link Count Calibration, Glasgow West Area Screenlines	109
Table K.32: Inter Peak Hour Link Count Calibration, Glasgow West Area Screenlines	109
Table K.33: PM Peak Hour Link Count Calibration, Glasgow West Area Screenlines	110
Table K.34: AM Peak Hour Link Count Calibration, South-East Area Screenlines	112
Table K.35: Inter Peak Hour Link Count Calibration, South-East Area Screenlines	113
Table K.36: PM Peak Hour Link Count Calibration, South-East Area Screenlines	114
Table K.37: AM Peak Hour Link Count Calibration, South-West Area Screenlines	116
Table K.38: Inter Peak Hour Link Count Calibration, South-West Area Screenlines	117
Table K.39: PM Peak Hour Link Count Calibration, South-West Area Screenlines	118
Table K.40: AM Peak Hour Total PCU Screenline Calibration	119
Table K.41: AM Peak Hour Total PCU Screenline Calibration Cont.	120
Table K.42: IP Peak Hour Total PCU Screenline Calibration	121
Table K.43: IP Peak Hour Total PCU Screenline Calibration Cont.	122
Table K.44: PM Peak Hour Total PCU Screenline Calibration	123
Table K.45: PM Peak Hour Total PCU Screenline Calibration Cont.	124
Table K.46: AM Peak Hour Link Count Calibration, North-East Screenlines	126
Table K.47: Inter Peak Hour Link Count Calibration, North-East Screenlines	127
Table K.48: PM Peak Hour Link Count Calibration, North-East Screenlines	128
Table K.49: AM Peak Hour Link Count Calibration, North-West Screenlines	130
Table K.50: Inter Peak Hour Link Count Calibration, North-West Screenlines	131
Table K.51: PM Peak Hour Link Count Calibration, North-West Screenlines	132
Table K.52: AM Peak Hour Link Count Calibration, Central Scotland Screenlines	134
Table K.53: Inter Peak Hour Link Count Calibration, Central Scotland Screenlines	135
Table K.54: PM Peak Hour Link Count Calibration, Central Scotland Screenlines	136
Table K.55: AM Peak Hour Link Count Calibration, Central Belt Lowlands Screenlines	138



Table K.56: AM Peak Hour Link Count Calibration, Central Belt Lowlands Screenlines (Cont.)	139
Table K.57: Inter Peak Hour Link Count Calibration, Central Belt Lowlands Screenlines	140
Table K.58: Inter Peak Hour Link Count Calibration, Central Belt Lowlands Screenlines (Cont.)	141
Table K.59: PM Peak Hour Link Count Calibration, Central Belt Lowlands Screenlines	142
Table K.60: PM Peak Hour Link Count Calibration, Central Belt Lowlands Screenlines (Cont.)	143
Table L.1 : Calibration Flow Band Comparison, AM Peak	145
Table L.2 : Calibration Flow Band Comparison, Inter Peak	145
Table L.3 : Calibration Flow Band Comparison, PM Peak	145
Table N.1 : AM Peak Total PCU Traffic Level on Screenlines by Region (PCUs)	149
Table N.2 : IP Peak Total PCU Traffic Level on Screenlines by Region (PCUs)	149
Table N.3 : PM Peak Total PCU Traffic Level on Screenlines by Region (PCUs)	149
Table N.4 : Total PCU Traffic Level on Screenlines by Area, AM Peak	150
Table N.5 : Total PCU Traffic Level on Screenlines by Area, Inter Peak	150
Table N.6 : Total PCU Traffic Level on Screenlines by Area, PM Peak	151
Table N.7 : Total PCU Traffic Level on Screenlines by Local Authority, AM Peak	152
Table N.8 : Total PCU Traffic Level on Screenlines by Local Authority, Inter Peak	153
Table N.9 : Total PCU Traffic Level on Screenlines by Local Authority, PM Peak	154
Table O.1 : Perth to Inverness and Inverness to Aberdeen Calibration Comparisons, AM Peak	155
Table O.2 : Perth to Inverness and Inverness to Aberdeen Calibration Comparisons, Inter Peak	156
Table O.3 : Perth to Inverness and Inverness to Aberdeen Calibration Comparisons, PM Peak	157
Table P.1 : Inter Urban Calibration Comparisons, AM Peak	159
Table P.2 : Inter Urban Calibration Comparisons, Inter Peak	159
Table P.3 : Inter Urban Calibration Comparisons, PM Peak	160
Table Q.1::AM Peak Hour Link Count Validation, North Scotland	162
Table Q.2: Inter Peak Hour Link Count Validation, North Scotland	163
Table Q.3: PM Peak Hour Link Count Validation, North Scotland	164
Table Q.4: AM Peak Hour Link Count Validation, South-East Scotland	166
Table Q.5: Inter Peak Hour Link Count Validation, South-East Scotland	167
Table Q.6: PM Peak Hour Link Count Validation, South-East Scotland	168
Table Q.7: AM Peak Hour Link Count Validation, South-West Scotland	170
Table Q.8: AM Peak Hour Link Count Validation, South-West Scotland (Cont.)	171
Table Q.9: Inter Peak Hour Link Count Validation, South-West Scotland	172
Table Q.10: Inter Peak Hour Link Count Validation, South-West Scotland (Cont.)	173
Table Q.11: PM Peak Hour Link Count Validation, South-West Scotland	174



Table Q.12: PM Peak Hour Link Count Validation, South-West Scotland (Cont.)	175
Table Q.13: AM Peak Hour Link Count Validation, Central Scotland	177
Table Q.14: AM Peak Hour Link Count Validation, Central Scotland (Cont.)	178
Table Q.15: Inter Peak Hour Link Count Validation, Central Scotland	179
Table Q.16: Inter Peak Hour Link Count Validation, Central Scotland (Cont.)	180
Table Q.17: PM Peak Hour Link Count Validation, Central Scotland	181
Table Q.18: PM Peak Hour Link Count Validation, Central Scotland (Cont.)	182
Table R.1 : Validation Flow Band Comparison, AM Peak	183
Table R.2 : Validation Flow Band Comparison, Inter Peak	183
Table R.3 : Validation Flow Band Comparison, PM Peak	183
Table S.1 : Perth to Inverness and Inverness to Aberdeen Validation Comparisons, AM Peak	185
Table S.2 : Perth to Inverness and Inverness to Aberdeen Validation Comparisons, Inter Peak	185
Table S.3 : Perth to Inverness and Inverness to Aberdeen Validation Comparisons, PM Peak	186
Table T.1 : Inter Urban Validation Comparisons, AM Peak	187
Table T.2 : Inter Urban Validation Comparisons, Inter Peak	187
Table T.3 : Inter Urban Validation Comparisons, PM Peak	188
Table U.1: AM Peak Hour GV Validation (PCU)	189
Table U.2: AM Peak Hour GV Validation (PCU)	190
Table U.3: AM Peak Hour GV Validation (PCU)	191
Table U.4: AM Peak Hour GV Validation (PCU)	192
Table U.5: AM Peak Hour GV Validation (PCU)	193
Table U.6: Inter Peak Hour GV Validation (PCU)	194
Table U.7: Inter Peak Hour GV Validation (PCU)	195
Table U.8: Inter Peak Hour GV Validation (PCU)	196
Table U.9: Inter Peak Hour GV Validation (PCU)	197
Table U.10: Inter Peak Hour GV Validation (PCU)	198
Table U.11: PM Peak Hour GV Validation (PCU)	199
Table U.12: PM Peak Hour GV Validation (PCU)	200
Table U.13: PM Peak Hour GV Validation (PCU)	201
Table U.14: PM Peak Hour GV Validation (PCU)	202
Table U.15: PM Peak Hour GV Validation (PCU)	203
Table V.1: AM Peak hour Journey Time Validation, Sites 1 – 18	206
Table V.2: Inter Peak hour Journey Time Validation, Sites 1 – 18	207
Table V.3: PM Peak hour Journey Time Validation, Sites 1 – 18	208
Table V.4: AM Peak hour Journey Time Validation, Sites 19 – 36	210
Table V.5: Inter Peak hour Journey Time Validation, Sites 19 – 36	211
Table V.6: PM Peak hour Journey Time Validation, Sites 19 – 36	212
Table V.7: AM Peak hour Journey Time Validation, Sites 37 – 52	214



Table V.8: Inter Peak hour Journey Time Validation, Sites 37 – 52	215
Table V.9: PM Peak hour Journey Time Validation, Sites 37 – 52	216



	Page
Table W.1 : A96 Forres to Elgin, Gateside Farm, AM Peak Eastbound Modelled	217
Table W.2 : A96 Forres to Elgin, Gateside Farm, AM Peak Eastbound Observed	217
Table W.3: A96 Forres to Elgin, Gateside Farm, Inter Peak Eastbound Modelled	218
Table W.4: A96 Forres to Elgin, Gateside Farm, Inter Peak Eastbound Observed	218
Table W.5: A96 Forres to Elgin, Gateside Farm, PM Peak Eastbound Modelled	219
Table W.6: A96 Forres to Elgin, Gateside Farm, PM Peak Eastbound Observed	219
Table W.7: A96 Forres to Elgin, Gateside Farm, AM Peak Westbound Modelled	220
Table W.8: A96 Forres to Elgin, Gateside Farm, AM Peak Westbound Observed	220
Table W.9: A96 Forres to Elgin, Gateside Farm, Inter Peak Westbound Modelled	221
Table W.10: A96 Forres to Elgin, Gateside Farm, Inter Peak Westbound Observed	221
Table W.11: A96 Forres to Elgin, Gateside Farm, PM Peak Westbound Modelled	222
Table W.12: A96 Forres to Elgin, Gateside Farm, PM Peak Westbound Observed	222
Table W.13: A941 South of Elgin, near Rothes, AM Peak Northbound Modelled	223
Table W.14: A941 South of Elgin, near Rothes, AM Peak Northbound Observed	223
Table W.15: A941 South of Elgin, near Rothes, Inter Peak Northbound Modelled	224
Table W.16: A941 South of Elgin, near Rothes, Inter Peak Northbound Observed	224
Table W.17: A941 South of Elgin, near Rothes, PM Peak Northbound Modelled	225
Table W.18: A941 South of Elgin, near Rothes, PM Peak Northbound Observed	225
Table W.19: A941 South of Elgin, near Rothes, AM Peak Southbound Modelled	226
Table W.20: A941 South of Elgin, near Rothes, AM Peak Southbound Observed	226
Table W.21: A941 South of Elgin, near Rothes, Inter Peak Southbound Modelled	227
Table W.22: A941 South of Elgin, near Rothes, Inter Peak Southbound Observed	227
Table W.23: A941 South of Elgin, near Rothes, PM Peak Southbound Modelled	228
Table W.24: A941 South of Elgin, near Rothes, PM Peak Southbound Observed	228
Table W.25: A96 Elgin to Fochabers, AM Peak Westbound Modelled	229
Table W.26: A96 Elgin to Fochabers, AM Peak Westbound Observed	229
Table W.27: A96 Elgin to Fochabers, Inter Peak Westbound Modelled	230
Table W.28: A96 Elgin to Fochabers, Inter Peak Westbound Observed	230
Table W.29: A96 Elgin to Fochabers, PM Peak Westbound Modelled	231
Table W.30: A96 Elgin to Fochabers, PM Peak Westbound Observed	231
Table W.31: A96 Elgin to Fochabers, AM Peak Eastbound Modelled	232
Table W.32: A96 Elgin to Fochabers, AM Peak Eastbound Observed	232
Table W.33: A96 Elgin to Fochabers, Inter Peak Eastbound Modelled	233
Table W.34: A96 Elgin to Fochabers, Inter Peak Eastbound Observed	233
Table W.35: A96 Elgin to Fochabers, PM Peak Eastbound Modelled	234
Table W.36: A96 Elgin to Fochabers, PM Peak Eastbound Observed	234
Table W.37: A96 Fochabers to Keith, AM Peak South-Eastbound Modelled	235
Table W.38: A96 Fochabers to Keith, AM Peak South-Eastbound Observed	235



Table W.39: A96 Fochabers to Keith, Inter Peak South-Eastbound Modelled	236
Table W.40: A96 Fochabers to Keith, Inter Peak South-Eastbound Observed	236
Table W.41: A96 Fochabers to Keith, PM Peak South-Eastbound Modelled	237
Table W.42: A96 Fochabers to Keith, PM Peak South-Eastbound Observed	237
Table W.43: A96 Fochabers to Keith, AM Peak North-Westbound Modelled	238
Table W.44: A96 Fochabers to Keith, AM Peak North-Westbound Observed	238
Table W.45: A96 Fochabers to Keith, Inter Peak North-Westbound Modelled	239
Table W.46: A96 Fochabers to Keith, Inter Peak North-Westbound Observed	239
Table W.47: A96 Fochabers to Keith, PM Peak North-Westbound Modelled	240
Table W.48: A96 Fochabers to Keith, PM Peak North-Westbound Observed	240
Table W.49: A96 Huntly to Keith, AM Peak North-Westbound Modelled	241
Table W.50: A96 Huntly to Keith, AM Peak North-Westbound Observed	241
Table W.51: A96 Huntly to Keith, Inter Peak North-Westbound Modelled	242
Table W.52: A96 Huntly to Keith, Inter Peak North-Westbound Observed	242
Table W.53: A96 Huntly to Keith, PM Peak North-Westbound Modelled	243
Table W.54: A96 Huntly to Keith, PM Peak North-Westbound Observed	243
Table W.55: A96 Huntly to Keith, AM Peak South-Eastbound Modelled	244
Table W.56: A96 Huntly to Keith, AM Peak South-Eastbound Observed	244
Table W.57: A96 Huntly to Keith, Inter Peak South-Eastbound Modelled	245
Table W.58: A96 Huntly to Keith, Inter Peak South-Eastbound Observed	245
Table W.59: A96 Huntly to Keith, PM Peak South-Eastbound Modelled	246
Table W.60: A96 Huntly to Keith, PM Peak South-Eastbound Observed	246
Table W.61: A96 Huntly to A920, near Skares, AM Peak South-Eastbound Modelled	247
Table W.62: A96 Huntly to Keith, AM Peak South-Eastbound Observed	247
Table W.63: A96 Huntly to Keith, Inter Peak South-Eastbound Modelled	248
Table W.64: A96 Huntly to Keith, Inter Peak South-Eastbound Observed	248
Table W.65: A96 Huntly to Keith, PM Peak South-Eastbound Modelled	249
Table W.66: A96 Huntly to Keith, PM Peak South-Eastbound Observed	249
Table W.67: A96 Huntly to Keith, AM Peak North-Westbound Modelled	250
Table W.68: A96 Huntly to Keith, AM Peak North-Westbound Observed	250
Table W.69: A96 Huntly to Keith, Inter Peak North-Westbound Modelled	251
Table W.70: A96 Huntly to Keith, Inter Peak North-Westbound Observed	251
Table W.71: A96 Huntly to Keith, PM Peak North-Westbound Modelled	252
Table W.72: A96 Huntly to Keith, PM Peak North-Westbound Observed	252
Table W.73: A96 Kintore to Port Elphinstone, AM Peak Northbound Modelled	253
Table W.74: A96 Kintore to Port Elphinstone, AM Peak Northbound Observed	253
Table W.75: A96 Kintore to Port Elphinstone, Inter Peak Northbound Modelled	254
Table W.76: A96 Kintore to Port Elphinstone, Inter Peak Northbound Observed	254



Table W.77: A96 Kintore to Port Elphinstone, PM Peak Northbound Modelled	255
Table W.78: A96 Kintore to Port Elphinstone, PM Peak Northbound Observed	255
Table W.79: A96 Kintore to Port Elphinstone, AM Peak Southbound Modelled	256
Table W.80: A96 Kintore to Port Elphinstone, AM Peak Southbound Observed	256
Table W.81: A96 Kintore to Port Elphinstone, Inter Peak Southbound Modelled	257
Table W.82: A96 Kintore to Port Elphinstone, Inter Peak Southbound Observed	257
Table W.83: A96 Kintore to Port Elphinstone, PM Peak Southbound Modelled	258
Table W.84: A96 Kintore to Port Elphinstone, PM Peak Southbound Observed	258
Table W.85: A9 Bankfoot, AM Peak Southbound Modelled	259
Table W.86: A9 Bankfoot, AM Peak Southbound Observed	259
Table W.87: A9 Bankfoot, Inter Peak Southbound Modelled	260
Table W.88: A9 Bankfoot, Inter Peak Southbound Observed	260
Table W.89: A9 Bankfoot, PM Peak Southbound Modelled	261
Table W.90: A9 Bankfoot, PM Peak Southbound Observed	261
Table W.91: A9 Calvine, AM Peak Northbound Modelled	262
Table W.92: A9 Calvine, AM Peak Northbound Observed	262
Table W.93: A9 Calvine, Inter Peak Northbound Modelled	263
Table W.94: A9 Calvine, Inter Peak Northbound Observed	263
Table W.95: A9 Calvine, PM Peak Northbound Modelled	264
Table W.96: A9 Calvine, PM Peak Northbound Observed	264
Table W.97: A9 Calvine, AM Peak Southbound Modelled	265
Table W.98: A9 Calvine, AM Peak Southbound Observed	265
Table W.99: A9 Calvine, Inter Peak Southbound Modelled	266
Table W.100: A9 Calvine, Inter Peak Southbound Observed	266
Table W.101: A9 Calvine, PM Peak Southbound Modelled	267
Table W.102: A9 Calvine, PM Peak Southbound Observed	267
Table W.103: A9 Bankfoot, AM Peak Northbound Modelled	268
Table W.104: A9 Bankfoot, AM Peak Northbound Observed	268
Table W.105: A9 Bankfoot , Inter Peak Northbound Modelled	269
Table W.106: A9 Bankfoot, Inter Peak Northbound Observed	269
Table W.107: A9 Bankfoot, PM Peak Northbound Modelled	270
Table W.108: A9 Bankfoot, PM Peak Northbound Observed	270
Table W.109: A9 Tay Crossing, AM Peak Southbound Modelled	271
Table W.110: A9 Tay Crossing, AM Peak Southbound Observed	271
Table W.111: A9 Tay Crossing, Inter Peak Southbound Modelled	272
Table W.112: A9 Tay Crossing, Inter Peak Southbound Observed	272
Table W.113: A9 Tay Crossing, PM Peak Southbound Modelled	273
Table W.114: A9 Tay Crossing, PM Peak Southbound Observed	273



Table W.115: A9 Tay Crossing, AM Peak Northbound Modelled	274
Table W.116: A9 Tay Crossing, AM Peak Northbound Observed	274
Table W.117: A9 Tay Crossing, Inter Peak Northbound Modelled	275
Table W.118: A9 Tay Crossing, Inter Peak Northbound Observed	275
Table W.119: A9 Tay Crossing, PM Peak Northbound Modelled	276
Table W.120: A9 Tay Crossing, PM Peak Northbound Observed	276
Table W.120: A9 Tomatin, AM Peak Southbound Modelled	277
Table W.121: A9 Tomatin, AM Peak Southbound Observed	277
Table W.122: A9 Tomatin, Inter Peak Southbound Modelled	278
Table W.123: A9 Tomatin, Inter Peak Southbound Observed	278
Table W.124: A9 Tomatin, PM Peak Southbound Modelled	279
Table W.125: A9 Tomatin, PM Peak Southbound Observed	279
Table W.126: A9 Tomatin, AM Peak Northbound Modelled	280
Table W.127: A9 Tomatin, AM Peak Northbound Observed	280
Table W.128: A9 Tomatin, Inter Peak Northbound Modelled	281
Table W.129: A9 Tomatin, Inter Peak Northbound Observed	281
Table W.130: A9 Tomatin, PM Peak Northbound Modelled	282
Table W.131: A9 Tomatin, PM Peak Northbound Observed	282
Table W.132: A95 Inverallan Roundabout, AM Peak North-Eastbound Modelled	283
Table W.133: A95 Inverallan Roundabout, AM Peak North-Eastbound Observed	283
Table W.134: A95 Inverallan Roundabout, Inter Peak North-Eastbound Modelled	284
Table W.135: A95 Inverallan Roundabout, Inter Peak North-Eastbound Observed	284
Table W.136: A95 Inverallan Roundabout, PM Peak North-Eastbound Modelled	285
Table W.137: A95 Inverallan Roundabout, PM Peak North-Eastbound Observed	285
Table W.138: A95 Inverallan Roundabout, AM Peak South-Westbound Modelled	286
Table W.139: A95 Inverallan Roundabout, AM Peak South-Westbound Observed	286
Table W.140: A95 Inverallan Roundabout, Inter Peak South-Westbound Modelled	287
Table W.141: A95 Inverallan Roundabout, Inter Peak South-Westbound Observed	287
Table W.142: A95 Inverallan Roundabout, PM Peak South-Westbound Modelled	288
Table W.143: A95 Inverallan Roundabout, PM Peak South-Westbound Observed	288
Table W.144: A95 Inverallan Roundabout, AM Peak South-Westbound Modelled	289
Table W.145: A95 Inverallan Roundabout, AM Peak South-Westbound Observed	289
Table W.146: A95 Inverallan Roundabout, Inter Peak South-Westbound Modelled	290
Table W.147: A95 Inverallan Roundabout, Inter Peak South-Westbound Observed	290
Table W.148: A95 Inverallan Roundabout, PM Peak South-Westbound Modelled	291
Table W.149: A95 Inverallan Roundabout, PM Peak South-Westbound Observed	291
Table W.150: A95 Inverallan Roundabout, AM Peak North-Eastbound Modelled	292
Table W.151: A95 Inverallan Roundabout, AM Peak North-Eastbound Observed	292



Table W.152: A95 Inverallan Roundabout, Inter Peak North-Eastbound Modelled	293
Table W.153: A95 Inverallan Roundabout, Inter Peak North-Eastbound Observed	293
Table W.154: A95 Inverallan Roundabout, PM Peak North-Eastbound Modelled	294
Table W.155: A95 Inverallan Roundabout, PM Peak North-Eastbound Observed	294
Table W.156: A96 Barnchurch Road, Smithton, AM Peak Westbound Modelled	295
Table W.157: A96 Barnchurch Road, Smithton, AM Peak Westbound Observed	295
Table W.158: A96 Barnchurch Road, Smithton, Inter Peak Westbound Modelled	296
Table W.159: A96 Barnchurch Road, Smithton, Inter Peak Westbound Observed	296
Table W.160: A96 Barnchurch Road, Smithton, PM Peak Westbound Modelled	297
Table W.161: A96 Barnchurch Road, Smithton, PM Peak Westbound Observed	297
Table W.162: A96 Barnchurch Road, Smithton, AM Peak Eastbound Modelled	298
Table W.163: A96 Barnchurch Road, Smithton, AM Peak Eastbound Observed	298
Table W.164: A96 Barnchurch Road, Smithton, Inter Peak Eastbound Modelled	299
Table W.165: A96 Barnchurch Road, Smithton, Inter Peak Eastbound Observed	299
Table W.166: A96 Barnchurch Road, Smithton, PM Peak Eastbound Modelled	300
Table W.167: A96 Barnchurch Road, Smithton, PM Peak Eastbound Observed	300
Table W.168: B9006 Culloden Road, Inverness, AM Peak South-Westbound Modelled	301
Table W.169: B9006 Culloden Road, Inverness, AM Peak South-Westbound Observed	301
Table W.170: B9006 Culloden Road, Inverness, Inter Peak South-Westbound Modelled	302
Table W.171: B9006 Culloden Road, Inverness, Inter Peak South-Westbound Observed	302
Table W.172: B9006 Culloden Road, Inverness, PM Peak South-Westbound Modelled	303
Table W.173: B9006 Culloden Road, Inverness, PM Peak South-Westbound Observed	303
Table W.174: B9006 Culloden Road, Inverness, AM Peak North-Eastbound Modelled	304
Table W.175: B9006 Culloden Road, Inverness, AM Peak North-Eastbound Observed	304
Table W.176: B9006 Culloden Road, Inverness, Inter Peak North-Eastbound Modelled	305
Table W.177: B9006 Culloden Road, Inverness, Inter Peak North-Eastbound Observed	305
Table W.178: B9006 Culloden Road, Inverness, PM Peak North-Eastbound Modelled	306
Table W.179: B9006 Culloden Road, Inverness, PM Peak North-Eastbound Observed	306
Table W.180: A9 Cromarty Bridge at Ardullie Roundabout, AM Peak Southbound Modelled	307
Table W.181: A9 Cromarty Bridge at Ardullie Roundabout, AM Peak Southbound Observed	307
Table W.182: A9 Cromarty Bridge at Ardullie Roundabout, Inter Peak Southbound Modelled	308
Table W.183: A9 Cromarty Bridge at Ardullie Roundabout, Inter Peak Southbound Observed	308
Table W.184: A9 Cromarty Bridge at Ardullie Roundabout, PM Peak Southbound Modelled	309
Table W.185: A9 Cromarty Bridge at Ardullie Roundabout, PM Peak Southbound Observed	309
Table W.186: A9 Cromarty Bridge at Ardullie Roundabout, AM Peak Northbound Modelled	310
Table W.187: A9 Cromarty Bridge at Ardullie Roundabout, AM Peak Northbound Observed	310
Table W.188: A9 Cromarty Bridge at Ardullie Roundabout, Inter Peak Northbound Modelled	311
Table W.189: A9 Cromarty Bridge at Ardullie Roundabout, Inter Peak Northbound Observed	311



Table W.190: A9 Cromarty Bridge at Arduillie Roundabout, PM Peak Northbound Modelled	312
Table W.191: A9 Cromarty Bridge at Arduillie Roundabout, PM Peak Northbound Observed	312
Table W.192: A835 Garve, AM Peak Southbound Modelled	313
Table W.193: A835 Garve, AM Peak Southbound Observed	313
Table W.194: A835 Garve, Inter Peak Southbound Modelled	314
Table W.195: A835 Garve, Inter Peak Southbound Observed	314
Table W.196: A835 Garve, PM Peak Southbound Modelled	315
Table W.197: A835 Garve, PM Peak Southbound Observed	315
Table W.198: A835 Garve, AM Peak Northbound Modelled	316
Table W.199: A835 Garve, AM Peak Northbound Observed	316
Table W.200: A835 Garve, Inter Peak Northbound Modelled	317
Table W.201: A835 Garve, Inter Peak Northbound Observed	317
Table W.202: A835 Garve, PM Peak Northbound Modelled	318
Table W.203: A835 Garve, PM Peak Northbound Observed	318
Table W.204: A939 Granton on Spey, AM Peak Northbound Modelled	319
Table W.205: A939 Granton on Spey, AM Peak Northbound Observed	319
Table W.206: A939 Granton on Spey, Inter Peak Northbound Modelled	320
Table W.207: A939 Granton on Spey, Inter Peak Northbound Observed	320
Table W.208: A939 Granton on Spey, PM Peak Northbound Modelled	321
Table W.209: A939 Granton on Spey, PM Peak Northbound Observed	321
Table W.210: A939 Granton on Spey, AM Peak Southbound Modelled	322
Table W.211: A939 Granton on Spey, AM Peak Southbound Observed	322
Table W.212: A939 Granton on Spey, Inter Peak Southbound Modelled	323
Table W.213: A939 Granton on Spey, Inter Peak Southbound Observed	323
Table W.214: A939 Granton on Spey, PM Peak Southbound Modelled	324
Table W.215: A939 Granton on Spey, PM Peak Southbound Observed	324
Table W.216: A862 Bunchrew Campsite, AM Peak Eastbound Modelled	325
Table W.217: A862 Bunchrew Campsite, AM Peak Eastbound Observed	325
Table W.218: A862 Bunchrew Campsite, Inter Peak Eastbound Modelled	326
Table W.219: A862 Bunchrew Campsite, Inter Peak Eastbound Observed	326
Table W.220: A862 Bunchrew Campsite, PM Peak Eastbound Modelled	327
Table W.221: A862 Bunchrew Campsite, PM Peak Eastbound Observed	327
Table W.222: A862 Bunchrew Campsite, AM Peak Westbound Modelled	328
Table W.223: A862 Bunchrew Campsite, AM Peak Westbound Observed	328
Table W.224: A862 Bunchrew Campsite, Inter Peak Westbound Modelled	329
Table W.225: A862 Bunchrew Campsite, Inter Peak Westbound Observed	329
Table W.226: A862 Bunchrew Campsite, PM Peak Westbound Modelled	330
Table W.227: A862 Bunchrew Campsite, PM Peak Westbound Observed	330



Table W.228: A96 West side of Nairn, AM Peak South-Westbound Modelled	331
Table W.229: A96 West side of Nairn, AM Peak South-Westbound Observed	331
Table W.230: A96 West side of Nairn, Inter Peak South-Westbound Modelled	332
Table W.231: A96 West side of Nairn, Inter Peak South-Westbound Observed	332
Table W.232: A96 West side of Nairn, PM Peak South-Westbound Modelled	333
Table W.233: A96 West side of Nairn, PM Peak South-Westbound Observed	333
Table W.234: A96 West side of Nairn, AM Peak North-Eastbound Modelled	334
Table W.235: A96 West side of Nairn, AM Peak North-Eastbound Observed	334
Table W.236: A96 West side of Nairn, Inter Peak North-Eastbound Modelled	335
Table W.237: A96 West side of Nairn, Inter Peak North-Eastbound Observed	335
Table W.238: A96 West side of Nairn, PM Peak North-Eastbound Modelled	336
Table W.239: A96 West side of Nairn, PM Peak North-Eastbound Observed	336
Table W.240: A93 South of Blairgowrie, AM Peak Southbound Modelled	337
Table W.241: A93 South of Blairgowrie, AM Peak Southbound Observed	337
Table W.242: A93 South of Blairgowrie, Inter Peak Southbound Modelled	338
Table W.243: A93 South of Blairgowrie, Inter Peak Southbound Observed	338
Table W.244: A93 South of Blairgowrie, PM Peak Southbound Modelled	339
Table W.245: A93 South of Blairgowrie, PM Peak Southbound Observed	339
Table W.246: A93 South of Blairgowrie, AM Peak Northbound Modelled	340
Table W.247: A93 South of Blairgowrie, AM Peak Northbound Observed	340
Table W.248: A93 South of Blairgowrie, Inter Peak Northbound Modelled	341
Table W.249: A93 South of Blairgowrie, Inter Peak Northbound Observed	341
Table W.250: A93 South of Blairgowrie, PM Peak Northbound Modelled	342
Table W.251: A93 South of Blairgowrie, PM Peak Northbound Observed	342
Table W.252: A94 North Scone Airport at Rait Junction, AM Peak Southbound Modelled	343
Table W.253: A94 North Scone Airport at Rait Junction, AM Peak Southbound Observed	343
Table W.254: A94 North Scone Airport at Rait Junction, Inter Peak Southbound Modelled	344
Table W.255: A94 North Scone Airport at Rait Junction, Inter Peak Southbound Observed	344
Table W.256: A94 North Scone Airport at Rait Junction, PM Peak Southbound Modelled	345
Table W.257: A94 North Scone Airport at Rait Junction, PM Peak Southbound Observed	345
Table W.258: A94 North Scone Airport at Rait Junction, AM Peak Northbound Modelled	346
Table W.259: A94 North Scone Airport at Rait Junction, AM Peak Northbound Observed	346
Table W.260: A94 North Scone Airport at Rait Junction, Inter Peak Northbound Modelled	347
Table W.261: A94 North Scone Airport at Rait Junction, Inter Peak Northbound Observed	347
Table W.262: A94 North Scone Airport at Rait Junction, PM Peak Northbound Modelled	348
Table W.263: A94 North Scone Airport at Rait Junction, PM Peak Northbound Observed	348
Table W.264: A82 Lay-by 2.7 miles South Crianlarich, AM Peak Northbound Modelled	349
Table W.265: A82 Lay-by 2.7 miles South Crianlarich, AM Peak Northbound Observed	349



Table W.266: A82 Lay-by 2.7 miles South Crianlarich, Inter Peak Northbound Modelled	350
Table W.267: A82 Lay-by 2.7 miles South Crianlarich, Inter Peak Northbound Observed	350
Table W.268: A82 Lay-by 2.7 miles South Crianlarich, PM Peak Northbound Modelled	351
Table W.269: A82 Lay-by 2.7 miles South Crianlarich, PM Peak Northbound Observed	351
Table W.270: A82 Lay-by 2.7 miles South Crianlarich, AM Peak Southbound Modelled	352
Table W.271: A82 Lay-by 2.7 miles South Crianlarich, AM Peak Southbound Observed	352
Table W.272: A82 Lay-by 2.7 miles South Crianlarich, Inter Peak Southbound Modelled	353
Table W.273: A82 Lay-by 2.7 miles South Crianlarich, Inter Peak Southbound Observed	353
Table W.274: A82 Lay-by 2.7 miles South Crianlarich, PM Peak Southbound Modelled	354
Table W.275: A82 Lay-by 2.7 miles South Crianlarich, PM Peak Southbound Observed	354
Table W.276: A82 South of Corrychurrachan Viewing Point, AM Peak Northbound Modelled	355
Table W.276: A82 South of Corrychurrachan Viewing Point, AM Peak Northbound Observed	355
Table W.277: A82 South of Corrychurrachan Viewing Point, Inter Peak Northbound Modelled	356
Table W.278: A82 South of Corrychurrachan Viewing Point, Inter Peak Northbound Observed	356
Table W.279: A82 South of Corrychurrachan Viewing Point, PM Peak Northbound Modelled	357
Table W.280: A82 South of Corrychurrachan Viewing Point, PM Peak Northbound Observed	357
Table W.281: A82 South of Corrychurrachan Viewing Point, AM Peak Southbound Modelled	358
Table W.282: A82 South of Corrychurrachan Viewing Point, AM Peak Southbound Observed	358
Table W.283: A82 South of Corrychurrachan Viewing Point, Inter Peak Southbound Modelled	359
Table W.284: A82 South of Corrychurrachan Viewing Point, Inter Peak Southbound Observed	359
Table W.285: A82 South of Corrychurrachan Viewing Point, PM Peak Southbound Modelled	360
Table W.286: A82 South of Corrychurrachan Viewing Point, PM Peak Southbound Observed	360
Table W.287: A85 East of Crianlarich, AM Peak Westbound Modelled	361
Table W.288: A85 East of Crianlarich, AM Peak Westbound Observed	361
Table W.289: A85 East of Crianlarich, Inter Peak Westbound Modelled	362
Table W.290: A85 East of Crianlarich, Inter Peak Westbound Observed	362
Table W.291: A85 East of Crianlarich, PM Peak Westbound Modelled	363
Table W.292: A85 East of Crianlarich, PM Peak Westbound Observed	363
Table W.293: A85 East of Crianlarich, AM Peak Eastbound Modelled	364
Table W.294: A85 East of Crianlarich, AM Peak Eastbound Observed	364
Table W.295: A85 East of Crianlarich, Inter Peak Eastbound Modelled	365
Table W.296: A85 East of Crianlarich, Inter Peak Eastbound Observed	365
Table W.297: A85 East of Crianlarich, PM Peak Eastbound Modelled	366
Table W.298: A85 East of Crianlarich, PM Peak Eastbound Observed	366
Table W.299: A90 North of Forfar at Parkford, AM Peak Southbound Modelled	367
Table W.300: A90 North of Forfar at Parkford, AM Peak Southbound Observed	367



Table W.301: A90 North of Forfar at Parkford, Inter Peak Southbound Modelled	368
Table W.302: A90 North of Forfar at Parkford, Inter Peak Southbound Observed	368
Table W.303: A90 North of Forfar at Parkford, PM Peak Southbound Modelled	369
Table W.304: A90 North of Forfar at Parkford, PM Peak Southbound Observed	369
Table W.305: A90 North of Forfar at Parkford, AM Peak Northbound Modelled	370
Table W.306: A90 North of Forfar at Parkford, AM Peak Northbound Observed	370
Table W.307: A90 North of Forfar at Parkford, Inter Peak Northbound Modelled	371
Table W.308: A90 North of Forfar at Parkford, Inter Peak Northbound Observed	371
Table W.309: A90 North of Forfar at Parkford, PM Peak Northbound Modelled	372
Table W.310: A90 North of Forfar at Parkford, PM Peak Northbound Observed	372
Table W.311: A90 South of Forfar at Gallowfauld, AM Peak Southbound Modelled	373
Table W.312: A90 South of Forfar at Gallowfauld, AM Peak Southbound Observed	373
Table W.313: A90 South of Forfar at Gallowfauld, Inter Peak Southbound Modelled	374
Table W.314: A90 South of Forfar at Gallowfauld, Inter Peak Southbound Observed	374
Table W.315: A90 South of Forfar at Gallowfauld, PM Peak Southbound Modelled	375
Table W.316: A90 South of Forfar at Gallowfauld, PM Peak Southbound Observed	375
Table W.317: A90 South of Forfar at Gallowfauld, AM Peak Northbound Modelled	376
Table W.318: A90 South of Forfar at Gallowfauld, AM Peak Northbound Observed	376
Table W.319: A90 South of Forfar at Gallowfauld, Inter Peak Northbound Modelled	377
Table W.320: A90 South of Forfar at Gallowfauld, Inter Peak Northbound Observed	377
Table W.321: A90 South of Forfar at Gallowfauld, PM Peak Northbound Modelled	378
Table W.322: A90 South of Forfar at Gallowfauld, PM Peak Northbound Observed	378
Table W.323: A90 Dundee Kingsway at Gourdie Croft, AM Peak Northbound Modelled	379
Table W.324: A90 Dundee Kingsway at Gourdie Croft, AM Peak Northbound Observed	379
Table W.325: A90 Dundee Kingsway at Gourdie Croft, Inter Peak Northbound Modelled	380
Table W.326: A90 Dundee Kingsway at Gourdie Croft, Inter Peak Northbound Observed	380
Table W.327: A90 Dundee Kingsway at Gourdie Croft, PM Peak Northbound Modelled	381
Table W.328: A90 Dundee Kingsway at Gourdie Croft, PM Peak Northbound Observed	381
Table W.329: A90 Dundee Kingsway at Gourdie Croft, AM Peak Southbound Modelled	382
Table W.330: A90 Dundee Kingsway at Gourdie Croft, AM Peak Southbound Observed	382
Table W.331: A90 Dundee Kingsway at Gourdie Croft, Inter Peak Southbound Modelled	383
Table W.332: A90 Dundee Kingsway at Gourdie Croft, Inter Peak Southbound Observed	383
Table W.333: A90 Dundee Kingsway at Gourdie Croft, PM Peak Southbound Modelled	384
Table W.334: A90 Dundee Kingsway at Gourdie Croft, PM Peak Southbound Observed	384
Table W.335: A85 Near Apollo Way, AM Peak Eastbound Modelled	385
Table W.336: A85 Near Apollo Way, AM Peak Eastbound Observed	385
Table W.337: A85 Near Apollo Way, Inter Peak Eastbound Modelled	386
Table W.338: A85 Near Apollo Way, Inter Peak Eastbound Observed	386



Table W.339: A85 Near Apollo Way, PM Peak Eastbound Modelled	387
Table W.340: A85 Near Apollo Way, PM Peak Eastbound Observed	387
Table W.341: A85 Near Apollo Way, AM Peak Westbound Modelled	388
Table W.342: A85 Near Apollo Way, AM Peak Westbound Observed	388
Table W.343: A85 Near Apollo Way, Inter Peak Westbound Modelled	389
Table W.344: A85 Near Apollo Way, Inter Peak Westbound Observed	389
Table W.345: A85 Near Apollo Way, PM Peak Westbound Modelled	390
Table W.346: A85 Near Apollo Way, PM Peak Westbound Observed	390
Table W.347: A92 East Dock Street, AM Peak Eastbound Modelled	391
Table W.348: A92 East Dock Street, AM Peak Eastbound Observed	391
Table W.349: A92 East Dock Street, Inter Peak Eastbound Modelled	392
Table W.350: A92 East Dock Street, Inter Peak Eastbound Observed	392
Table W.351: A92 East Dock Street, PM Peak Eastbound Modelled	393
Table W.352: A92 East Dock Street, PM Peak Eastbound Observed	393
Table W.353: A92 East Dock Street, AM Peak Westbound Modelled	394
Table W.354: A92 East Dock Street, AM Peak Westbound Observed	394
Table W.355: A92 East Dock Street, Inter Peak Westbound Modelled	395
Table W.356: A92 East Dock Street, Inter Peak Westbound Observed	395
Table W.357: A92 East Dock Street, PM Peak Westbound Modelled	396
Table W.358: A92 East Dock Street, PM Peak Westbound Observed	396
Table W.359: A90 Tay Bridge, AM Peak South-Eastbound Modelled	397
Table W.360: A90 Tay Bridge, AM Peak South-Eastbound Observed	397
Table W.361: A90 Tay Bridge, Inter Peak South-Eastbound Modelled	398
Table W.362: A90 Tay Bridge, Inter Peak South-Eastbound Observed	398
Table W.363: A92 A90 Tay Bridge, PM Peak South-Eastbound Modelled	399
Table W.364: A90 Tay Bridge, PM Peak South-Eastbound Observed	399
Table W.365: A90 Tay Bridge, AM Peak North-Westbound Modelled	400
Table W.366: A90 Tay Bridge, AM Peak North-Westbound Observed	400
Table W.367: A90 Tay Bridge, Inter Peak North-Westbound Modelled	401
Table W.368: A90 Tay Bridge, Inter Peak North-Westbound Observed	401
Table W.369: A90 Tay Bridge, PM Peak North-Westbound Modelled	402
Table W.370: A90 Tay Bridge, PM Peak North-Westbound Observed	402



A NUMBER OF ZONES BY LOCAL AUTHORITY*Table A.1 : Number of Zones by Local Authority*

Local Authority	Number of TMfS:14 Zones	Number of Data Zones	Ratio
Dumfries and Galloway	23	201	8.7
Scottish Borders	14	143	10.2
East Lothian	14	132	9.4
Midlothian	11	115	10.5
Edinburgh, City of	59	597	10.1
West Lothian	25	239	9.6
South Lanarkshire	40	431	10.8
East Ayrshire	17	163	9.6
South Ayrshire	15	153	10.2
North Ayrshire	19	186	9.8
East Renfrewshire	13	122	9.4
Glasgow City	78	746	9.6
North Lanarkshire	48	447	9.3
Falkirk	22	214	9.7
East Dunbartonshire	13	130	10.0
Renfrewshire	24	225	9.4
Inverclyde	16	114	7.1
West Dunbartonshire	14	121	8.6
Stirling	15	121	8.1
Clackmannanshire	7	72	10.3
Fife	50	494	9.9
Perth and Kinross	23	186	8.1
Dundee City	19	188	9.9
Angus	15	155	10.3
Aberdeenshire	32	340	10.6
Aberdeen City	28	283	10.1
Moray	21	126	6.0
Argyll and Bute	21	125	6.0
Orkney Islands	1	29	29.0
Shetland Islands	1	30	30.0
Eilean Siar	2	36	18.0
Highland	83	312	3.8
Total	783	6,976	8.9



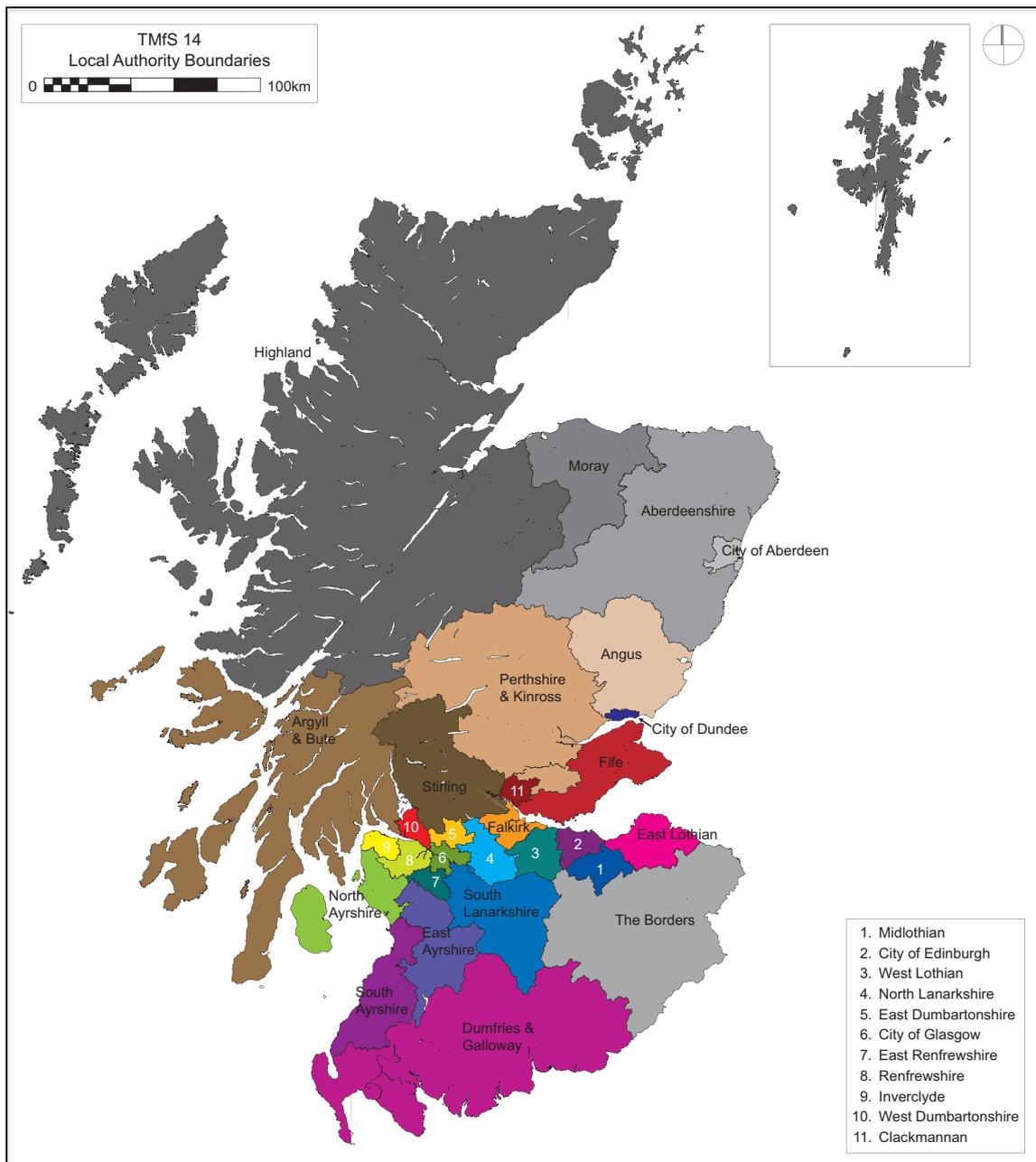


Figure A.1 : Local Authority Boundaries



B ATTRIBUTES FOR NODES AND NETWORK*Table B.1: Node Attributes*

Attribute	Description
NODE	This is the shortened TOID from the ITN MasterMap Data. NODE = TOID – 4,000,000,000,000,000. This allows us to directly refer the network back to the MasterMap.
LA	Local Authority the node is within. This was obtained by undertaking a special query against the LOCAL_AUTHORITY shape file.
X	X Coordinate of the node.
Y	Y Coordinate of the node.
N	TMfS:07 node number.
BRIDGE_	BRIDGE_ otherwise. The process to determine those nodes which are bridges was undertaken manually.
NO_OF_LINK	The number of links that connect into the node. If BRIDGE_ = 1 then the number was reduced by two to remove the links passing under / over the point.
HEIGHT_M_	Height above sea level in metres. This was determined using a spatial join with the HEIGHTPT_POINT shape file.
RUR_RBT	This field is a 1 if the node is part of a rural area roundabout or 0 otherwise.



Table B.2: Road Link Attributes

Attribute	Description
ROADNAME	Name of the road. This information is derived from a cross tabulation of the ITN ROADLINK_LINE with the ROAD_LINE shape files.
LA	Local Authority the link is within (defined as the LA the ANode of the link is within). This was obtained by undertaking a spatial query against the LOCAL_AUTHORITY shape file.
Urban	This flag informs whether the link is in an urban area; a range of 0 to 4 inclusive applies. This was obtained by undertaking a spatial join with the DLUA_REGION shape file. 0 = Rural; 1 = Small town; 2 = Suburban Area; 3 = Non-Central Area; and 4 = Central Area. (Flag 4 was undertaken manually).
Trunk_Road	This field is a 1 if the road link is part of Scotland's trunk road network, 0 otherwise.
Link_Type	The Link Types within the Road Network are: 1) Trunk – Motorway; 2) Trunk – Motorway slips; 3) Trunk A-Roads Non-Built up; 4) Trunk A-Roads Built up; 5) Non Trunk A-Roads Non-Built up; 6) Non Trunk A-Roads Built up; 7) Minor Roads Non-Built up; 8) Minor Roads Built up; 9) Banned HGV; 10) Bus Only; and 22) Zone-Road Connectors. These have been attributed to each link based on DESCRIPT1, the Trunk_Road and Urban flags.
Capacity_L	Capacity per lane.
Number_Lan	Number of lanes on the link. This is defined as the number of effective lanes available to the general traffic.
HGV_Lane	This field is a 1 if the road link is HGV only, 0 otherwise. This information was obtained by cross tabulating the ROADLINK_LINE shape file with the Road Routing Information (RRI) data.
One_Way	This field is a 1 if the road link is one-way, 0 otherwise. This information was obtained by cross tabulating the ROADLINK_LINE shape file with the Road Routing Information (RRI) data.
Distance	Road link length in kilometres.
Speed	Free flow speed in kilometres per hour (km/hr).



Table B.3: Road Link Attributes (Cont.)

Attribute	Description
Cap	Road link capacity.
A	Road link A-node.
B	Road link B-node.
Height_A	Road link A-node height in metres (m).
Height_B	Road link B-node height in metres (m).
Gradient	Calculation of gradient using Height_A and Height_B.
Crow_Fly_D	Crow Fly distance (calculated using X_ANODE, Y_ANODE, X_BNODE, Y_BNODE).
Link_Class	This field can be in the range of 1 to 22 inclusive. The Link Class of a Road link depends on Link Type, Area Type, Bendiness, Hilliness and whether the Road link ends in a junction. The Link_Class attribute determines which Flow / Delay relationship is applied to a Road link.
Cap_ind_v_c	When traffic volume on a Road link is greater than capacity this attribute determines which Flow / Delay relationship is applied. There are four possible values in this field; only 1 and 3 are used: 1) No junction; 2) A-node is junction; 3) B-node is Junction; and 4) A-node and B-nodes are junctions. 1) No junction; 2) A-node is junction; 3) B-node is Junction; and 4) A-node and B-nodes are junctions. Flow / Delay relationships are discussed in detail in Chapter 4 of this report.
App_Rur_RB	This field is a 1 if the Road link is an approach to a rural roundabout, 0 otherwise. The attribute has been used in capacity manipulation for approaches to Rural roundabouts on single and dual carriageways. This is discussed in chapter 2.
Bus_Corrid	This field is a 1 if the Road link is on a bus corridor, 0 otherwise.
AM/IP/PM_Bus_Flow	This field contains time period specific bus preload information. This information is determined from the number of bus vehicles traversing a Road link in the specified time



Table B.4: Ferry Link Attributes

Attribute	Description
ROADNAME	Ferry route name.
LA	Local Authority ferry route is mainly within.
Link_Type	The Link Types within TMfS:07 Ferry Network are as follows: 22) Zone-Ferry Connectors; 28) Ferry Routes – Banned HGV; 29) Ferry-Road Connectors; 30) Ferry Routes – Car and HGV allowed; 31) Ferry Routes – Car and HGV not allowed; and 32) Rail-Ferry Connectors.
Distance	Ferry Route Length in kilometres (km).
Speed	Speed including waiting times.
Cap	Capacity of ferry link per hour.
Link_Class	The link class for ferry routes is zero as they have no flow delay relationship associated with them.
Fare_Light	Ferry fare for Cars / LGVs in pounds (£).
Fare_Heavy	Ferry fare for HGVs in pounds (£).
A	Ferry link A-node.
B	Ferry link B-node.



C PROPORTIONS FOR ROAD TRIPS TO/FROM WORKPLACE/STUDY

C.1 Proportions for Road Trips to workplace/study

Table C.1 : Proportions for Road Trips to workplace/study AM Peak

Dumfries and Galloway	Scottish Borders	East Lothian	Midlothian	Edinburgh, City of	West Lothian	South Lanarkshire	East Ayrshire	South Ayrshire	North Ayrshire	East Renfrewshire	Glasgow City	North Lanarkshire	Falkirk	East Dunbartonshire	Renfrewshire	Inverclyde	West Dunbartonshire	Stirling	Clackmannanshire	Fife	Perth and Kinross	Dundee City	Angus	Aberdeenshire	Aberdeen City	Moray	Argyll and Bute	Orkney Islands	Shetland Islands	Eilean Siar	Highland	
0.62	0.61	0.61	0.61	0.61	0.61	0.61	0.58	0.59	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.55	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	
0.61	0.67	0.67	0.67	0.60	0.62	0.63	0.58	0.59	0.67	0.67	0.50	0.67	0.67	0.63	0.67	0.67	0.66	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.59	0.67	0.53	0.67	0.63	0.58	0.59	0.67	0.67	0.67	0.67	0.67	0.63	0.67	0.67	0.66	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.67	0.54	0.67	0.67	0.63	0.58	0.59	0.67	0.67	0.67	0.67	0.67	0.63	0.67	0.67	0.66	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.46	0.46	0.49	0.67	0.67	0.67	0.67	0.46	0.46	0.46	0.46	0.46	0.67	0.67	0.46	0.67	0.46	0.46	0.67	0.67	0.63	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	
0.61	0.67	0.67	0.49	0.67	0.60	0.67	0.58	0.59	0.67	0.67	0.67	0.67	0.67	0.63	0.67	0.67	0.66	0.67	0.67	0.67	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.62	0.61	0.67	0.67	0.63	0.67	0.59	0.67	0.67	0.67	0.67	0.67	0.40	0.50	0.67	0.40	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.56	0.56	0.56	0.56	0.56	0.56	0.67	0.50	0.46	0.50	0.56	0.33	0.56	0.56	0.56	0.50	0.56	0.56	0.56	0.56	0.56	0.56	0.55	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	
0.67	0.67	0.62	0.61	0.63	0.62	0.40	0.67	0.63	0.67	0.67	0.33	0.67	0.67	0.63	0.67	0.67	0.66	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.62	0.61	0.63	0.62	0.63	0.50	0.40	0.67	0.67	0.63	0.67	0.67	0.63	0.67	0.67	0.66	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.62	0.61	0.63	0.62	0.67	0.33	0.59	0.67	0.67	0.67	0.50	0.67	0.67	0.67	0.53	0.66	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.31	0.31	0.31	0.31	0.31	0.31	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.31	0.67	0.57	0.31	0.25	0.67	0.31	0.50	0.67	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	
0.61	0.67	0.62	0.67	0.50	0.50	0.64	0.58	0.59	0.67	0.67	0.67	0.67	0.67	0.46	0.49	0.67	0.66	0.50	0.67	0.67	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.62	0.61	0.57	0.60	0.56	0.58	0.59	0.67	0.67	0.67	0.67	0.67	0.49	0.67	0.67	0.66	0.67	0.67	0.67	0.67	0.67	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.62	0.61	0.63	0.62	0.67	0.58	0.67	0.40	0.67	0.63	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.62	0.61	0.63	0.62	0.67	0.58	0.67	0.40	0.67	0.63	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.67	0.63	0.67	
0.55	0.55	0.55	0.55	0.67	0.55	0.67	0.55	0.55	0.55	0.67	0.57	0.49	0.55	0.55	0.67	0.67	0.67	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	
0.61	0.67	0.62	0.61	0.63	0.62	0.67	0.58	0.59	0.46	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.62	0.61	0.63	0.62	0.50	0.58	0.59	0.67	0.67	0.67	0.67	0.67	0.65	0.40	0.67	0.67	0.67	0.64	0.67	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.64	0.62	0.61	0.50	0.62	0.67	0.58	0.59	0.64	0.67	0.67	0.33	0.33	0.67	0.67	0.64	0.64	0.67	0.33	0.67	0.67	0.55	0.62	0.63	0.61	0.64	0.67	0.64	0.64	0.63	0.64	
0.61	0.67	0.62	0.61	0.25	0.56	0.63	0.58	0.59	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.66	0.65	0.67	0.50	0.50	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.62	0.50	0.63	0.50	0.63	0.58	0.59	0.64	0.64	0.50	0.64	0.67	0.63	0.64	0.64	0.64	0.67	0.67	0.61	0.67	0.67	0.33	0.63	0.61	0.64	0.64	0.64	0.64	0.63	0.64	
0.61	0.67	0.62	0.61	0.67	0.62	0.63	0.58	0.59	0.67	0.67	0.67	0.67	0.50	0.63	0.40	0.67	0.66	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.63	0.67
0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.67	0.45	0.67	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	
0.61	0.67	0.62	0.61	0.63	0.62	0.63	0.58	0.59	0.67	0.67	0.67	0.67	0.67	0.63	0.67	0.67	0.66	0.67	0.67	0.67	0.67	0.67	0.61	0.67	0.60	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.62	0.61	0.63	0.62	0.63	0.58	0.59	0.67	0.67	0.67	0.67	0.67	0.63	0.67	0.67	0.66	0.67	0.67	0.64	0.67	0.55	0.62	0.62	0.58	0.67	0.67	0.67	0.67	0.63	0.67	
0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.67	0.49	0.49	0.60	0.65	0.49	0.49	0.49	0.49	0.49	0.49	
0.61	0.67	0.62	0.61	0.63	0.62	0.63	0.58	0.59	0.67	0.67	0.67	0.67	0.67	0.63	0.67	0.67	0.66	0.67	0.67	0.64	0.67	0.55	0.62	0.50	0.33	0.63	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.62	0.61	0.63	0.62	0.63	0.58	0.59	0.67	0.67	0.40	0.67	0.67	0.63	0.50	0.67	0.66	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.62	0.61	0.63	0.62	0.63	0.58	0.59	0.67	0.67	0.67	0.67	0.67	0.66	0.67	0.67	0.66	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.67	0.62	0.61	0.63	0.62	0.63	0.58	0.59	0.67	0.67	0.67	0.67	0.67	0.63	0.67	0.67	0.66	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.61	0.65	0.67	0.67	0.67	0.63	0.67	
0.61	0.63	0.62	0.61	0.63	0.62	0.63	0.58	0.59	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.55	0.62	0.63	0.61	0.63	0.63	0.63	0.63	0.63	0.63	
0.61	0.67	0.62	0.61	0.63	0.62	0.63	0.67	0.59	0.67	0.67	0.67	0.67	0.67	0.66	0.67	0.67	0.66	0.67	0.67	0.64	0.67	0.55	0.62	0.63	0.67	0.65	0.67	0.67	0.67	0.63	0.67	



Table C.2 : Proportions for Road Trips to workplace/study Inter Peak

	Dumfries and Galloway	Scottish Borders	East Lothian	Midlothian	Edinburgh, City of	West Lothian	South Lanarkshire	East Ayrshire	South Ayrshire	North Ayrshire	East Renfrewshire	Glasgow City	North Lanarkshire	Falkirk	East Dunbartonshire	Renfrewshire	Inverclyde	West Dunbartonshire	Stirling	Clackmannanshire	Fife	Perth and Kinross	Dundee City	Angus	Aberdeenshire	Aberdeen City	Moray	Argyll and Bute	Orkney Islands	Shetland Islands	Eilean Siar	Highland	
Dumfries and Galloway	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.07	0.08	0.08	0.07	0.06	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.04	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	
Scottish Borders	0.08	0.09	0.10	0.10	0.10	0.09	0.09	0.09	0.09	0.07	0.09	0.10	0.10	0.06	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.04	0.09	0.09	0.09	0.09	0.09	0.08	0.09	0.09	0.09	0.09	
East Lothian	0.08	0.09	0.11	0.10	0.10	0.10	0.10	0.16	0.17	0.14	0.07	0.09	0.09	0.07	0.06	0.17	0.12	0.14	0.14	0.10	0.12	0.11	0.04	0.18	0.15	0.11	0.10	0.18	0.08	0.15	0.12	0.18	0.09
Midlothian	0.08	0.09	0.10	0.17	0.04	0.10	0.11	0.11	0.11	0.07	0.09	0.09	0.07	0.06	0.11	0.11	0.11	0.11	0.10	0.11	0.10	0.04	0.11	0.11	0.11	0.10	0.11	0.08	0.11	0.11	0.11	0.09	
Edinburgh, City of	0.07	0.07	0.49	0.10	0.11	0.09	0.10	0.07	0.07	0.07	0.07	0.07	0.10	0.10	0.07	0.10	0.07	0.07	0.10	0.07	0.10	0.04	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
West Lothian	0.08	0.09	0.10	0.49	0.05	0.17	0.10	0.14	0.14	0.07	0.09	0.10	0.10	0.10	0.14	0.12	0.14	0.14	0.10	0.12	0.10	0.04	0.14	0.14	0.11	0.10	0.14	0.08	0.14	0.12	0.14	0.09	
South Lanarkshire	0.08	0.09	0.12	0.14	0.10	0.10	0.20	0.10	0.14	0.07	0.09	0.07	0.07	0.06	0.59	0.10	0.14	0.59	0.10	0.12	0.11	0.04	0.16	0.15	0.11	0.10	0.16	0.08	0.15	0.12	0.16	0.09	
East Ayrshire	0.08	0.09	0.12	0.14	0.09	0.14	0.10	0.20	0.08	0.10	0.09	0.10	0.07	0.06	0.15	0.25	0.14	0.14	0.10	0.12	0.10	0.04	0.15	0.15	0.11	0.10	0.15	0.08	0.15	0.12	0.15	0.09	
South Ayrshire	0.10	0.09	0.12	0.13	0.09	0.13	0.59	0.13	0.14	0.10	0.09	0.10	0.07	0.06	0.13	0.12	0.13	0.13	0.10	0.12	0.11	0.04	0.13	0.13	0.11	0.10	0.13	0.08	0.13	0.12	0.13	0.09	
North Ayrshire	0.08	0.09	0.11	0.11	0.09	0.11	0.11	0.13	0.40	0.07	0.09	0.10	0.07	0.06	0.11	0.11	0.10	0.11	0.10	0.11	0.11	0.04	0.11	0.11	0.11	0.10	0.11	0.08	0.11	0.11	0.11	0.09	
East Renfrewshire	0.08	0.09	0.12	0.14	0.09	0.14	0.10	0.33	0.14	0.10	0.18	0.05	0.10	0.06	0.10	0.10	0.08	0.14	0.10	0.12	0.11	0.04	0.21	0.15	0.11	0.10	0.20	0.08	0.15	0.12	0.19	0.09	
Glasgow City	0.05	0.05	0.05	0.05	0.05	0.05	0.20	0.10	0.10	0.10	0.10	0.10	0.13	0.05	0.10	0.14	0.05	0.25	0.10	0.05	0.10	0.10	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
North Lanarkshire	0.08	0.09	0.10	0.10	0.25	0.10	0.07	0.10	0.10	0.07	0.10	0.14	0.08	0.10	0.09	0.49	0.10	0.10	0.10	0.10	0.10	0.04	0.10	0.10	0.10	0.10	0.10	0.08	0.10	0.10	0.10	0.09	
Falkirk	0.06	0.10	0.06	0.06	0.10	0.10	0.42	0.06	0.06	0.06	0.06	0.06	0.10	0.06	0.49	0.06	0.06	0.06	0.10	0.06	0.06	0.04	0.10	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06
East Dunbartonshire	0.08	0.09	0.12	0.13	0.09	0.13	0.10	0.13	0.10	0.59	0.10	0.03	0.10	0.10	0.12	0.10	0.13	0.10	0.10	0.12	0.11	0.04	0.13	0.13	0.11	0.10	0.13	0.08	0.13	0.12	0.13	0.09	
Renfrewshire	0.08	0.09	0.12	0.13	0.10	0.13	0.10	0.13	0.13	0.07	0.10	0.19	0.49	0.06	0.13	0.12	0.10	0.10	0.10	0.12	0.11	0.04	0.13	0.13	0.11	0.59	0.13	0.10	0.13	0.12	0.13	0.09	
Inverclyde	0.08	0.09	0.12	0.14	0.09	0.14	0.10	0.16	0.14	0.09	0.09	0.13	0.10	0.10	0.10	0.10	0.16	0.10	0.10	0.12	0.10	0.04	0.16	0.15	0.11	0.10	0.16	0.10	0.15	0.12	0.16	0.09	
West Dunbartonshire	0.08	0.09	0.12	0.14	0.09	0.14	0.10	0.17	0.14	0.07	0.09	0.14	0.10	0.06	0.33	0.10	0.10	0.13	0.10	0.12	0.11	0.04	0.18	0.15	0.11	0.10	0.18	0.20	0.15	0.12	0.18	0.09	
Stirling	0.07	0.07	0.07	0.07	0.10	0.07	0.10	0.07	0.07	0.07	0.10	0.10	0.10	0.17	0.10	0.10	0.07	0.07	0.10	0.33	0.10	0.10	0.07	0.07	0.07	0.10	0.07	0.10	0.07	0.07	0.07	0.07	0.07
Clackmannanshire	0.08	0.09	0.12	0.14	0.25	0.42	0.16	0.17	0.14	0.07	0.09	0.10	0.10	0.08	0.10	0.12	0.14	0.14	0.17	0.10	0.10	0.10	0.21	0.15	0.11	0.10	0.20	0.08	0.15	0.12	0.19	0.09	
Fife	0.08	0.10	0.12	0.10	0.13	0.10	0.13	0.13	0.13	0.07	0.09	0.10	0.07	0.10	0.13	0.12	0.13	0.13	0.10	0.10	0.13	0.10	0.17	0.33	0.11	0.10	0.13	0.08	0.13	0.12	0.13	0.09	
Perth and Kinross	0.05	0.05	0.05	0.05	0.10	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.10	0.05	0.59	0.05	0.05	0.10	0.05	0.10	0.05	0.10	0.10	0.10	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Dundee City	0.08	0.09	0.12	0.14	0.09	0.14	0.16	0.17	0.14	0.07	0.09	0.09	0.07	0.06	0.17	0.12	0.14	0.14	0.10	0.12	0.11	0.10	0.32	0.14	0.11	0.10	0.19	0.08	0.15	0.12	0.19	0.09	
Angus	0.08	0.09	0.12	0.14	0.09	0.14	0.16	0.16	0.14	0.07	0.09	0.09	0.07	0.06	0.16	0.12	0.14	0.14	0.10	0.12	0.10	0.10	0.06	0.14	0.17	0.20	0.16	0.08	0.15	0.12	0.16	0.09	
Aberdeenshire	0.08	0.09	0.11	0.11	0.09	0.11	0.11	0.11	0.11	0.07	0.09	0.09	0.07	0.06	0.11	0.11	0.11	0.11	0.10	0.11	0.11	0.04	0.11	0.11	0.10	0.09	0.10	0.08	0.11	0.11	0.11	0.09	
Aberdeen City	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.07	0.08	0.08	0.07	0.06	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.10	0.08	0.08	0.13	0.09	0.08	0.08	0.08	0.08	0.08	0.08	0.08
Moray	0.08	0.09	0.12	0.14	0.09	0.14	0.16	0.17	0.14	0.07	0.09	0.09	0.07	0.06	0.17	0.12	0.14	0.14	0.10	0.12	0.11	0.10	0.20	0.15	0.10	0.10	0.21	0.08	0.15	0.12	0.19	0.10	
Argyll and Bute	0.08	0.09	0.10	0.10	0.09	0.10	0.10	0.10	0.10	0.07	0.10	0.59	0.07	0.06	0.10	0.25	0.10	0.10	0.10	0.10	0.10	0.04	0.10	0.10	0.10	0.10	0.10	0.08	0.10	0.10	0.10	0.10	0.10
Orkney Islands	0.08	0.09	0.12	0.14	0.09	0.14	0.15	0.15	0.14	0.07	0.09	0.09	0.07	0.06	0.15	0.12	0.14	0.14	0.10	0.12	0.11	0.04	0.15	0.15	0.11	0.10	0.15	0.08	0.15	0.12	0.15	0.09	
Shetland Islands	0.08	0.09	0.12	0.12	0.09	0.12	0.12	0.12	0.12	0.07	0.09	0.09	0.07	0.06	0.12	0.12	0.12	0.12	0.10	0.12	0.11	0.04	0.12	0.12	0.11	0.10	0.12	0.08	0.12	0.12	0.12	0.09	
Eilean Siar	0.08	0.09	0.12	0.14	0.09	0.14	0.16	0.17	0.14	0.07	0.09	0.09	0.07	0.06	0.17	0.12	0.14	0.14	0.10	0.12	0.11	0.04	0.19	0.15	0.11	0.10	0.19	0.08	0.15	0.12	0.19	0.09	
Highland	0.08	0.09	0.09	0.09	0.09	0.09	0.09	0.10	0.09	0.07	0.09	0.09	0.07	0.06	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.04	0.09	0.09	0.09	0.10	0.09	0.08	0.09	0.09	0.09	0.10	



Table C.3 : Proportions for Road Trips to workplace/study PM Peak

	Dumfries and Galloway	Scottish Borders	East Lothian	Midlothian	Edinburgh, City of	West Lothian	South Lanarkshire	East Ayrshire	South Ayrshire	North Ayrshire	East Renfrewshire	Glasgow City	North Lanarkshire	Falkirk	East Dunbartonshire	Renfrewshire	Inverclyde	West Dunbartonshire	Stirling	Clackmannanshire	Fife	Perth and Kinross	Dundee City	Angus	Aberdeenshire	Aberdeen City	Moray	Argyll and Bute	Orkney Islands	Shetland Islands	Eilean Siar	Highland
Dumfries and Galloway	0.05	0.02	0.02	0.05	0.02	0.05	0.01	0.02	0.05	0.05	0.02	0.04	0.03	0.02	0.03	0.03	0.04	0.05	0.04	0.02	0.04	0.04	0.01	0.05	0.03	0.03	0.03	0.02	0.03	0.01	0.04	0.04
Scottish Borders	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
East Lothian	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
Midlothian	0.05	0.02	0.02	0.13	0.04	0.02	0.01	0.02	0.09	0.05	0.02	0.04	0.03	0.02	0.03	0.03	0.04	0.06	0.04	0.02	0.02	0.04	0.01	0.09	0.03	0.03	0.03	0.02	0.03	0.01	0.04	0.04
Edinburgh, City of	0.02	0.02	0.02	0.02	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.13	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.02
West Lothian	0.04	0.02	0.02	0.02	0.02	0.06	0.02	0.02	0.04	0.04	0.02	0.02	0.02	0.02	0.03	0.03	0.04	0.04	0.04	0.02	0.02	0.04	0.01	0.04	0.03	0.03	0.03	0.02	0.03	0.01	0.04	0.04
South Lanarkshire	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.02	0.02	0.01	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.02
East Ayrshire	0.04	0.02	0.02	0.04	0.02	0.04	0.02	0.03	0.08	0.02	0.02	0.02	0.03	0.02	0.03	0.02	0.04	0.04	0.04	0.02	0.02	0.04	0.01	0.04	0.03	0.03	0.03	0.02	0.03	0.01	0.04	0.04
South Ayrshire	0.02	0.02	0.02	0.07	0.02	0.05	0.01	0.02	0.12	0.02	0.02	0.17	0.03	0.02	0.03	0.03	0.04	0.06	0.04	0.02	0.04	0.04	0.01	0.09	0.03	0.03	0.03	0.02	0.03	0.01	0.04	0.04
North Ayrshire	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.02	0.04	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.02
East Renfrewshire	0.04	0.02	0.02	0.04	0.02	0.04	0.02	0.02	0.04	0.02	0.02	0.02	0.02	0.02	0.02	0.39	0.04	0.04	0.02	0.04	0.02	0.04	0.01	0.04	0.03	0.03	0.03	0.02	0.03	0.01	0.04	0.04
Glasgow City	0.01	0.02	0.02	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.04	0.02	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
North Lanarkshire	0.05	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.05	0.05	0.02	0.05	0.05	0.02	0.46	0.02	0.04	0.05	0.02	0.02	0.02	0.04	0.01	0.05	0.03	0.03	0.03	0.02	0.03	0.01	0.04	0.04
Falkirk	0.03	0.02	0.02	0.03	0.02	0.20	0.02	0.02	0.03	0.03	0.02	0.03	0.02	0.02	0.02	0.03	0.03	0.03	0.13	0.02	0.02	0.03	0.02	0.03	0.03	0.03	0.03	0.02	0.03	0.01	0.03	0.03
East Dunbartonshire	0.05	0.02	0.02	0.07	0.02	0.05	0.02	0.02	0.02	0.01	0.02	0.05	0.02	0.02	0.02	0.02	0.04	0.02	0.04	0.02	0.04	0.04	0.01	0.07	0.03	0.03	0.03	0.02	0.03	0.01	0.04	0.04
Renfrewshire	0.04	0.02	0.02	0.04	0.02	0.04	0.02	0.02	0.04	0.04	0.02	0.10	0.02	0.02	0.03	0.03	0.02	0.02	0.04	0.02	0.04	0.04	0.01	0.04	0.03	0.01	0.03	0.02	0.03	0.01	0.04	0.04
Inverclyde	0.04	0.02	0.02	0.04	0.02	0.04	0.02	0.02	0.04	0.46	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.04	0.02	0.02	0.04	0.01	0.04	0.03	0.03	0.03	0.02	0.03	0.01	0.04	0.04
West Dunbartonshire	0.05	0.02	0.02	0.07	0.02	0.05	0.02	0.02	0.08	0.05	0.02	0.02	0.02	0.02	0.20	0.02	0.08	0.02	0.02	0.04	0.02	0.04	0.04	0.01	0.08	0.03	0.03	0.02	0.03	0.01	0.04	0.04
Stirling	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.04	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.02
Clackmannanshire	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.04	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.02
Fife	0.04	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.04	0.04	0.02	0.02	0.03	0.02	0.03	0.03	0.04	0.04	0.02	0.02	0.04	0.02	0.02	0.33	0.03	0.03	0.03	0.02	0.03	0.01	0.04	0.04
Perth and Kinross	0.04	0.02	0.02	0.04	0.02	0.04	0.01	0.02	0.04	0.04	0.02	0.04	0.03	0.02	0.03	0.01	0.04	0.04	0.02	0.02	0.02	0.05	0.02	0.02	0.02	0.03	0.03	0.02	0.03	0.01	0.04	0.04
Dundee City	0.03	0.02	0.02	0.03	0.02	0.03	0.01	0.02	0.03	0.03	0.02	0.03	0.03	0.02	0.03	0.03	0.03	0.03	0.03	0.02	0.03	0.02	0.03	0.14	0.03	0.03	0.03	0.02	0.03	0.01	0.03	0.03
Angus	0.05	0.02	0.02	0.05	0.02	0.05	0.01	0.02	0.05	0.05	0.02	0.04	0.03	0.02	0.03	0.03	0.04	0.05	0.04	0.02	0.02	0.02	0.02	0.07	0.02	0.02	0.03	0.02	0.03	0.01	0.04	0.04
Aberdeenshire	0.03	0.02	0.02	0.03	0.02	0.03	0.01	0.02	0.03	0.03	0.02	0.03	0.03	0.02	0.03	0.03	0.03	0.03	0.03	0.02	0.03	0.03	0.01	0.03	0.04	0.02	0.02	0.02	0.03	0.01	0.03	0.03
Aberdeen City	0.03	0.02	0.02	0.03	0.02	0.03	0.01	0.02	0.03	0.03	0.02	0.03	0.03	0.02	0.03	0.03	0.03	0.03	0.03	0.02	0.03	0.02	0.01	0.03	0.02	0.04	0.03	0.02	0.03	0.01	0.03	0.03
Moray	0.03	0.02	0.02	0.03	0.02	0.03	0.01	0.02	0.03	0.03	0.02	0.03	0.03	0.02	0.03	0.03	0.03	0.03	0.03	0.02	0.03	0.02	0.01	0.03	0.02	0.02	0.03	0.02	0.03	0.01	0.03	0.02
Argyll and Bute	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.02
Orkney Islands	0.03	0.02	0.02	0.03	0.02	0.03	0.01	0.02	0.03	0.03	0.02	0.03	0.03	0.02	0.03	0.03	0.03	0.03	0.03	0.02	0.03	0.03	0.01	0.03	0.03	0.03	0.03	0.02	0.03	0.01	0.03	0.03
Shetland Islands	0.01	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Eilean Siar	0.04	0.02	0.02	0.04	0.02	0.04	0.01	0.02	0.04	0.04	0.02	0.04	0.03	0.02	0.03	0.03	0.04	0.04	0.04	0.02	0.04	0.04	0.01	0.04	0.03	0.03	0.03	0.02	0.03	0.01	0.04	0.04
Highland	0.04	0.02	0.02	0.04	0.02	0.04	0.01	0.02	0.04	0.04	0.02	0.04	0.03	0.02	0.03	0.03	0.04	0.04	0.04	0.02	0.04	0.04	0.01	0.04	0.03	0.02	0.03	0.02	0.03	0.01	0.04	0.04



Table C.5 : Proportions for Road Trips to workplace/study Inter Peak

	Dumfries and Galloway	Scottish borders	East Lothian	Midlothian	Edinburgh, City of	West Lothian	South Lanarkshire	East Ayrshire	South Ayrshire	North Ayrshire	East Renfrewshire	Glasgow City	North Lanarkshire	Falkirk	East Dunbartonshire	Renfrewshire	Inverclyde	West Dunbartonshire	Clackmannanshire	Stirling	Fife	Perth and Kinross	Dundee City	Angus	Aberdeenshire	Aberdeen City	Moray	Argyll and Bute	Orkney Islands	Shetland Islands	Eilean Siar	Highland
Dumfries and Galloway	0.20	0.20	0.20	0.13	0.16	0.20	0.20	0.20	0.15	0.18	0.20	0.20	0.20	0.19	0.19	0.20	0.16	0.20	0.17	0.20	0.18	0.20	0.18	0.20	0.20	0.18	0.20	0.18	0.20	0.20	0.20	
Scottish Borders	0.20	0.21	0.21	0.15	0.16	0.21	0.21	0.21	0.16	0.18	0.21	0.20	0.20	0.15	0.19	0.21	0.16	0.21	0.17	0.21	0.21	0.18	0.21	0.18	0.21	0.21	0.18	0.21	0.18	0.21	0.21	
East Lothian	0.15	0.15	0.21	0.15	0.21	0.15	0.15	0.21	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Midlothian	0.06	0.06	0.21	0.08	0.15	0.15	0.06	0.06	0.06	0.06	0.06	0.06	0.15	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.15	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	
Edinburgh, City of	0.20	0.15	0.16	0.21	0.17	0.21	0.21	0.21	0.16	0.18	0.21	0.20	0.15	0.21	0.19	0.21	0.16	0.21	0.21	0.21	0.14	0.15	0.21	0.18	0.21	0.21	0.18	0.21	0.18	0.21	0.21	
West Lothian	0.19	0.19	0.15	0.15	0.21	0.21	0.15	0.19	0.16	0.18	0.19	0.15	0.15	0.21	0.19	0.19	0.16	0.19	0.17	0.15	0.21	0.18	0.19	0.18	0.19	0.19	0.18	0.19	0.18	0.19	0.19	
South Lanarkshire	0.19	0.19	0.19	0.13	0.16	0.15	0.21	0.19	0.21	0.18	0.21	0.15	0.20	0.15	0.15	0.15	0.15	0.19	0.15	0.19	0.19	0.18	0.19	0.18	0.19	0.19	0.18	0.19	0.18	0.19	0.19	
East Ayrshire	0.20	0.21	0.21	0.13	0.16	0.21	0.21	0.21	0.21	0.21	0.15	0.15	0.20	0.19	0.19	0.21	0.16	0.21	0.21	0.21	0.18	0.21	0.18	0.21	0.18	0.21	0.18	0.21	0.18	0.21	0.21	
South Ayrshire	0.14	0.14	0.14	0.13	0.14	0.14	0.14	0.21	0.15	0.15	0.14	0.15	0.14	0.14	0.15	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	
North Ayrshire	0.10	0.15	0.10	0.10	0.10	0.10	0.10	0.15	0.11	0.13	0.15	0.10	0.10	0.10	0.10	0.10	0.15	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	
East Renfrewshire	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.21	0.21	0.21	0.08	0.15	0.15	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.15	0.08	0.08	0.08	
Glasgow City	0.20	0.15	0.21	0.13	0.21	0.21	0.17	0.14	0.15	0.17	0.16	0.21	0.16	0.19	0.21	0.21	0.15	0.21	0.15	0.21	0.21	0.15	0.21	0.18	0.21	0.21	0.18	0.21	0.18	0.21	0.21	
North Lanarkshire	0.17	0.17	0.17	0.13	0.15	0.15	0.15	0.17	0.16	0.17	0.15	0.21	0.21	0.15	0.15	0.15	0.15	0.17	0.21	0.15	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	
Falkirk	0.14	0.14	0.14	0.13	0.15	0.15	0.14	0.14	0.14	0.14	0.14	0.14	0.15	0.16	0.14	0.14	0.15	0.14	0.15	0.21	0.15	0.15	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	
East Dunbartonshire	0.09	0.09	0.09	0.09	0.09	0.09	0.15	0.09	0.09	0.09	0.21	0.09	0.09	0.21	0.15	0.09	0.15	0.21	0.15	0.15	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	
Renfrewshire	0.20	0.21	0.21	0.13	0.15	0.21	0.21	0.15	0.16	0.18	0.21	0.14	0.15	0.19	0.21	0.21	0.15	0.15	0.15	0.21	0.21	0.15	0.21	0.18	0.21	0.21	0.18	0.21	0.18	0.21	0.21	
Inverclyde	0.19	0.19	0.19	0.13	0.16	0.19	0.19	0.19	0.16	0.21	0.15	0.19	0.19	0.19	0.19	0.15	0.21	0.15	0.17	0.19	0.19	0.18	0.19	0.18	0.19	0.18	0.19	0.18	0.19	0.19	0.19	
West Dunbartonshire	0.13	0.13	0.13	0.13	0.13	0.13	0.15	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.15	0.15	0.13	0.21	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	
Stirling	0.17	0.17	0.17	0.13	0.15	0.17	0.17	0.17	0.16	0.17	0.17	0.15	0.21	0.14	0.17	0.17	0.16	0.15	0.18	0.05	0.15	0.15	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	
Clackmannanshire	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.15	0.21	0.15	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	
Fife	0.20	0.20	0.20	0.15	0.15	0.15	0.20	0.15	0.16	0.18	0.20	0.15	0.15	0.15	0.19	0.20	0.15	0.20	0.15	0.15	0.21	0.17	0.20	0.15	0.20	0.18	0.20	0.18	0.20	0.20	0.20	
Perth and Kinross	0.16	0.16	0.16	0.13	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.15	0.16	0.16	0.16	0.16	0.16	0.16	0.15	0.15	0.15	0.21	0.15	0.15	0.16	0.16	0.16	0.16	0.16	0.16	0.16	
Dundee City	0.20	0.21	0.21	0.13	0.16	0.21	0.21	0.21	0.16	0.18	0.21	0.20	0.20	0.19	0.19	0.21	0.16	0.21	0.17	0.21	0.15	0.15	0.21	0.14	0.21	0.21	0.18	0.21	0.18	0.21	0.21	
Angus	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.15	0.15	0.17	0.09	0.09	0.09	0.09	0.09	0.09	0.09	
Aberdeenshire	0.20	0.21	0.21	0.13	0.16	0.21	0.21	0.21	0.16	0.18	0.21	0.20	0.20	0.19	0.19	0.21	0.16	0.21	0.17	0.21	0.21	0.15	0.21	0.20	0.21	0.15	0.15	0.21	0.18	0.21	0.21	
Aberdeen City	0.20	0.21	0.21	0.13	0.16	0.21	0.21	0.21	0.16	0.18	0.21	0.20	0.20	0.19	0.19	0.21	0.16	0.21	0.17	0.21	0.21	0.18	0.21	0.21	0.19	0.21	0.19	0.21	0.18	0.21	0.21	
Moray	0.18	0.18	0.18	0.13	0.16	0.18	0.18	0.18	0.16	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.16	0.18	0.17	0.18	0.18	0.18	0.18	0.18	0.15	0.18	0.21	0.18	0.18	0.18	0.18	
Argyll and Bute	0.20	0.21	0.21	0.13	0.16	0.21	0.21	0.21	0.16	0.18	0.21	0.20	0.20	0.19	0.19	0.15	0.15	0.15	0.21	0.21	0.21	0.18	0.21	0.18	0.21	0.21	0.18	0.21	0.18	0.21	0.21	
Orkney Islands	0.18	0.18	0.18	0.13	0.16	0.18	0.18	0.18	0.16	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.16	0.18	0.17	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	
Shetland Islands	0.20	0.21	0.21	0.13	0.16	0.21	0.21	0.21	0.16	0.18	0.21	0.20	0.20	0.19	0.19	0.21	0.16	0.21	0.17	0.21	0.21	0.18	0.21	0.18	0.21	0.21	0.18	0.21	0.18	0.21	0.21	
Eilean Siar	0.20	0.21	0.21	0.13	0.16	0.21	0.21	0.21	0.16	0.18	0.21	0.20	0.20	0.19	0.19	0.21	0.16	0.21	0.17	0.21	0.21	0.18	0.21	0.18	0.21	0.21	0.18	0.21	0.18	0.21	0.21	
Highland	0.20	0.21	0.21	0.13	0.16	0.21	0.21	0.21	0.16	0.18	0.21	0.20	0.20	0.19	0.19	0.21	0.16	0.21	0.17	0.21	0.21	0.18	0.21	0.18	0.21	0.21	0.15	0.15	0.18	0.21	0.21	



Table C.6 : Proportions for Road Trips to workplace/study PM Peak

	Dumfries and Galloway	Scottish Borders	East Lothian	Midlothian	Edinburgh, City of	West Lothian	South Lanarkshire	East Ayrshire	South Ayrshire	North Ayrshire	East Renfrewshire	Glasgow City	North Lanarkshire	Falkirk	East Dunbartonshire	Renfrewshire	Inverclyde	West D. Dunbartonshire	Clackmannanshire	Stirling	Fife	Perth and Kinross	Dundee City	Angus	Aberdeenshire	Aberdeen City	Moray	Argyll and Bute	Orkney Islands	Shetland Islands	Eilean Siar	Highland
Dumfries and Galloway	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.56	0.53	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.52	0.57	0.57	0.57	0.57	0.56	0.57	0.57	0.57	0.57	
Scottish Borders	0.57	0.66	0.64	0.66	0.64	0.64	0.64	0.56	0.64	0.63	0.64	0.64	0.64	0.66	0.64	0.61	0.64	0.61	0.64	0.64	0.64	0.52	0.64	0.57	0.60	0.64	0.56	0.64	0.64	0.64	0.60	
East Lothian	0.26	0.26	0.59	0.66	0.53	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	
Midlothian	0.57	0.63	0.66	0.66	0.66	0.66	0.63	0.56	0.63	0.63	0.63	0.63	0.66	0.63	0.63	0.61	0.63	0.61	0.63	0.63	0.66	0.63	0.52	0.63	0.57	0.60	0.63	0.56	0.63	0.63	0.60	
Edinburgh, City of	0.57	0.66	0.66	0.64	0.65	0.63	0.64	0.56	0.66	0.63	0.66	0.66	0.66	0.50	0.66	0.53	0.66	0.61	0.50	0.33	0.66	0.66	0.52	0.64	0.57	0.60	0.64	0.56	0.64	0.66	0.65	0.60
West Lothian	0.57	0.60	0.66	0.66	0.66	0.64	0.50	0.56	0.60	0.60	0.60	0.66	0.66	0.25	0.60	0.60	0.60	0.60	0.60	0.53	0.53	0.60	0.52	0.60	0.57	0.60	0.60	0.56	0.60	0.60	0.60	
South Lanarkshire	0.57	0.57	0.57	0.57	0.57	0.66	0.65	0.56	0.53	0.57	0.60	0.66	0.66	0.50	0.66	0.66	0.66	0.57	0.66	0.57	0.57	0.57	0.52	0.57	0.57	0.57	0.56	0.57	0.57	0.57	0.57	
East Ayrshire	0.48	0.48	0.48	0.48	0.48	0.48	0.53	0.46	0.66	0.50	0.66	0.66	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	
South Ayrshire	0.54	0.54	0.54	0.54	0.54	0.54	0.50	0.64	0.25	0.54	0.66	0.54	0.54	0.66	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.52	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	
North Ayrshire	0.57	0.66	0.66	0.66	0.65	0.66	0.64	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.61	0.50	0.61	0.66	0.66	0.64	0.66	0.52	0.64	0.57	0.60	0.64	0.56	0.64	0.66	0.65	0.60
East Renfrewshire	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.63	0.66	0.53	0.21	0.66	0.66	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	
Glasgow City	0.57	0.53	0.66	0.66	0.53	0.50	0.65	0.66	0.60	0.66	0.66	0.66	0.66	0.66	0.66	0.57	0.66	0.40	0.66	0.50	0.53	0.52	0.64	0.57	0.60	0.64	0.53	0.64	0.66	0.65	0.60	
North Lanarkshire	0.57	0.63	0.63	0.63	0.50	0.66	0.66	0.56	0.63	0.63	0.50	0.66	0.59	0.66	0.66	0.66	0.66	0.61	0.66	0.66	0.63	0.63	0.52	0.63	0.57	0.60	0.63	0.56	0.63	0.63	0.60	
Falkirk	0.57	0.66	0.66	0.66	0.66	0.66	0.64	0.56	0.66	0.63	0.66	0.66	0.66	0.66	0.66	0.61	0.66	0.61	0.66	0.66	0.66	0.66	0.52	0.64	0.57	0.60	0.64	0.56	0.64	0.66	0.65	0.60
East Dunbartonshire	0.33	0.33	0.33	0.33	0.33	0.33	0.66	0.33	0.33	0.33	0.53	0.33	0.33	0.50	0.66	0.33	0.66	0.66	0.66	0.66	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	
Renfrewshire	0.57	0.66	0.66	0.66	0.66	0.66	0.50	0.66	0.66	0.63	0.63	0.66	0.66	0.66	0.66	0.58	0.66	0.66	0.66	0.66	0.64	0.53	0.52	0.64	0.57	0.60	0.64	0.50	0.64	0.66	0.65	0.60
Inverclyde	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.66	0.58	0.66	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	
West Dunbartonshire	0.37	0.37	0.37	0.37	0.37	0.37	0.53	0.37	0.37	0.37	0.37	0.50	0.37	0.37	0.66	0.66	0.37	0.57	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	
Stirling	0.57	0.66	0.66	0.66	0.66	0.66	0.64	0.56	0.66	0.63	0.66	0.66	0.53	0.66	0.66	0.61	0.66	0.66	0.66	0.66	0.66	0.66	0.52	0.64	0.57	0.60	0.64	0.56	0.64	0.66	0.65	0.60
Clackmannanshire	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.66	0.58	0.53	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	
Fife	0.57	0.66	0.66	0.66	0.66	0.66	0.64	0.66	0.66	0.63	0.66	0.66	0.66	0.66	0.66	0.61	0.66	0.61	0.66	0.66	0.63	0.66	0.52	0.66	0.57	0.60	0.64	0.56	0.64	0.66	0.65	0.60
Perth and Kinross	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.66	0.55	0.55	0.55	0.55	0.55	0.55	0.66	0.66	0.66	0.61	0.66	0.53	0.55	0.55	0.55	0.55	0.55	0.55	0.55	
Dundee City	0.57	0.66	0.66	0.66	0.65	0.66	0.64	0.56	0.66	0.63	0.66	0.66	0.66	0.66	0.66	0.61	0.66	0.61	0.66	0.66	0.66	0.66	0.45	0.66	0.57	0.60	0.64	0.56	0.64	0.66	0.65	0.60
Angus	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.66	0.66	0.60	0.38	0.38	0.38	0.38	0.38	0.38	0.38	
Aberdeenshire	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.56	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.66	0.52	0.66	0.56	0.66	0.66	0.56	0.57	0.57	0.57	0.57	
Aberdeen City	0.57	0.66	0.66	0.66	0.65	0.66	0.64	0.56	0.66	0.63	0.66	0.66	0.66	0.66	0.66	0.61	0.66	0.61	0.66	0.66	0.64	0.66	0.52	0.40	0.58	0.58	0.66	0.56	0.64	0.66	0.65	0.60
Moray	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.66	0.47	0.56	0.47	0.47	0.47	0.47	
Argyll and Bute	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.66	0.66	0.66	0.53	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	
Orkney Islands	0.57	0.64	0.64	0.64	0.64	0.64	0.64	0.56	0.64	0.63	0.64	0.64	0.64	0.64	0.64	0.61	0.64	0.61	0.64	0.64	0.64	0.64	0.52	0.64	0.57	0.60	0.64	0.56	0.64	0.64	0.64	0.60
Shetland Islands	0.57	0.66	0.66	0.66	0.65	0.66	0.64	0.56	0.66	0.63	0.66	0.66	0.66	0.66	0.66	0.61	0.66	0.61	0.66	0.66	0.64	0.66	0.52	0.64	0.57	0.60	0.64	0.56	0.64	0.66	0.65	0.60
Eilean Siar	0.57	0.65	0.65	0.65	0.65	0.65	0.64	0.56	0.65	0.63	0.65	0.65	0.65	0.65	0.65	0.61	0.65	0.61	0.65	0.65	0.64	0.65	0.52	0.64	0.57	0.60	0.64	0.56	0.64	0.65	0.65	0.60
Highland	0.57	0.66	0.66	0.66	0.65	0.66	0.64	0.56	0.66	0.63	0.66	0.66	0.66	0.66	0.66	0.61	0.66	0.61	0.66	0.66	0.64	0.66	0.52	0.64	0.57	0.60	0.66	0.66	0.64	0.66	0.65	0.60



D LINK CLASS COEFFICIENT & EXPONENTIAL TERMS*Table D.1: Link Class Coefficients*

Link Class	TCEXP	TCCOEFF	Free Flow Speed (km/hr)
1	1.73	1.13	32
2	1.48	1.1	42
3	1.67	1.04	51
4	2.45	0.76	44
5	3.29	1.16	54
6	1.4	1.2	44
7	3.68	1.19	76.8
8	3.29	1.32	92.8
9	3.29	1.29	80
10	2.16	1.03	61
11	2.16	1.09	66.7
12	2.16	1.13	72.4
13	2.16	1.17	78.2
14	2.16	1.21	83.9
15	2.16	1.24	89.6
16	3.68	1.64	105.6
17	3.68	1.55	107.2
18	3.85	1.42	108.8
19	3.81	1.45	110.4
20	1.73	1	30
21	1.48	0.4	35
22	3.29	1.19	76.8





E ROUTE CALIBRATION CHECKS

Table E.1 : Route Calibration Checks

Origin	Destination	Descriptive Route
Inverness	Aberdeen	The route travels along the A96 Eastbound via Kintore School Road.
Aberdeen	Inverness	The route travels along the A96 Westbound and remains on the A96 round Kintore.
Inverness	Perth	The route travels A9 Southbound via Pitlochrie then A912 into Perth.
Perth	Inverness	The route travels A912 onto A9 Northbound.
Perth	Glasgow	The route travels A9 SouthWestbound via Dunblane and round Stirling. It joins the M9/M80 then A80 through Muirhead and Stepps, before Royston Rd onto the A804 into Glasgow.
Glasgow	Perth	The route travels along the A804 and Royston Rd onto the A80 through Stepps and Muirhead before joining the M80. Continues Northbound along the M9 pass Stirling and through Dunblane up the A9 into Perth.
Perth	Edinburgh	The route travels A912/M90 Southbound over the Forth Road Bridge (A90) onto Queensferry Road into Edinburgh.
Edinburgh	Perth	The route travels along Queensferry road to the A90, over the Forth Road Bridge continuing Northbound on the M90/A912 into Perth.
Perth	Dundee	The route travels A90 Eastbound onto A85 into Dundee.
Dundee	Perth	The route travels A85 Westbound out of Dundee onto the A90 Westbound until reaching Perth.
Aberdeen	Edinburgh	The route travels A90 Southbound via Stonehaven, Laurencekirk, Forfar and Dundee before crossing the Tay bridge. It continues on the A92 Southbound around Glenrothes through Kinglassie and Lochgelly and over the Forth Road Bridge (A90). Enters Edinburgh along Queensferry Road.
Edinburgh	Aberdeen	The route travels along Queensferry road across the Forth Road Bridge (A90). It heads North-eastbound via Lochgelly and Kinglassie onto the A92 north of Glenrothes. It then crosses the Tay Forth traveling north along the A90 via Forfar, Laurencekirk and Stonehaven before entering Aberdeen.
Origin	Destination	Descriptive Route
Edinburgh	Glasgow	The route travels Westbound along Glasgow Rd/A89 via Broxburn and along the B7066 to Harthill. It then joins the M8/A8 Westbound until Bargeddie when it turns onto Edinburgh Road into Glasgow.
Glasgow	Edinburgh	The route travels along Edinburgh Road/A8 onto the B7066 through Salsburgh and then continues Eastbound via Harthill onto the A7066/A89/Glasgow Rd, finally reaching Edinburgh through Corstorphine.
Carlisle	Glasgow	The route travels M6/A74(M) Northbound joining the B7078 just south of Larkhall. It continues to travel north via Hamilton and Cambuslang before joining the A74 into Glasgow.
Glasgow	Carlisle	The route travels along Tolcross Road to the M74/M6 Southbound until reaching Carlisle.
Edinburgh	Newcastle	The route travels along the A7 to Sheriffhall Roundabout where it joins the A6106/A68 Southbound. The route then transfers to the A697 at Carfraemill, continuing south via Coldstream, joining the A1 at Morpeth.
Newcastle	Edinburgh	The route travels along the A697 Northbound via Coldstream. It then joins the A68 at Carfraemill continuing to Sheriffhall Roundabout via A6106 where it joins the A7 into Edinburgh.





F RSI TRIP LENGTH ANALYSIS

Table F.1: AM RSI Trip Length Comparison

Distance (Km)	A96 Forres to Elgin, Gateside Farm		A941 South of Elgin, near Rothes		A96 Elgin to Fochabers		A96 Fochabers to Keith		A96 Huntly to Keith		A96 Huntly to A920, near Skares	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	50%	36%	65%	51%	78%	62%	37%	20%	32%	9%	13%	3%
51-75	20%	27%	12%	7%	6%	9%	8%	8%	17%	5%	27%	30%
76-100	10%	13%	8%	15%	5%	7%	15%	12%	20%	29%	22%	22%
101-150	8%	10%	6%	5%	2%	13%	26%	43%	16%	31%	18%	34%
151-200	5%	10%	1%	5%	6%	7%	12%	14%	9%	17%	11%	10%
201-250	4%	1%	1%	5%	1%	1%	1%	1%	4%	2%	1%	1%
251-300	2%	1%	3%	7%	2%	1%	1%	0%	0%	3%	3%	0%
301-350	0%	1%	0%	4%	0%	0%	0%	1%	1%	1%	0%	1%
351-400	0%	0%	4%	0%	0%	1%	0%	1%	0%	2%	1%	0%
401-450	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
451-500	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
>500	0%	0%	0%	1%	0%	0%	0%	0%	2%	1%	5%	0%



Table F.2: AM RSI Trip Length Comparison

A96 Kintore to Port Elphinstone		Bankfoot		Calvine		Crianlarich		Bankfoot		Tay Crossing		
Distance (Km)	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	64%	60%	43%	21%	1%	0%	2%	5%	23%	18%	10%	16%
51-75	11%	13%	16%	18%	0%	0%	1%	2%	12%	18%	16%	18%
76-100	5%	7%	2%	9%	2%	0%	7%	5%	7%	12%	3%	7%
101-150	5%	10%	13%	12%	4%	5%	11%	10%	7%	9%	15%	10%
151-200	4%	4%	2%	5%	16%	8%	31%	25%	4%	4%	14%	6%
201-250	4%	3%	7%	6%	26%	17%	17%	13%	12%	6%	8%	10%
251-300	3%	2%	10%	13%	32%	35%	9%	11%	20%	16%	18%	14%
301-350	1%	0%	1%	3%	6%	6%	8%	4%	4%	3%	5%	3%
351-400	1%	1%	2%	2%	1%	8%	1%	3%	3%	4%	0%	3%
401-450	0%	0%	0%	3%	8%	7%	7%	5%	3%	3%	2%	4%
451-500	0%	0%	0%	1%	3%	2%	1%	1%	0%	1%	0%	1%
>500	2%	1%	2%	7%	1%	10%	4%	15%	5%	5%	9%	7%



Table F.3: AM RSI Trip Length Comparison

Distance (Km)	Tomatin		Inverallan (Granton on Spey) Roundabout		Inverallan (Granton on Spey) Roundabout		Barnchurch Road, Smithton		Culloden Road, Westhill, Inverness		Lay-by Just North of Cromarty Bridge at Arduillie Roundabout	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	8%	16%	27%	8%	19%	7%	94%	91%	95%	97%	67%	58%
51-75	26%	10%	6%	7%	16%	9%	1%	2%	3%	0%	17%	14%
76-100	5%	5%	11%	14%	2%	17%	0%	0%	0%	0%	4%	4%
101-150	4%	6%	3%	6%	6%	6%	2%	4%	0%	1%	4%	6%
151-200	4%	12%	6%	18%	26%	19%	1%	3%	0%	1%	3%	3%
201-250	19%	19%	6%	16%	8%	15%	0%	0%	0%	0%	1%	6%
251-300	19%	11%	15%	10%	0%	8%	1%	0%	0%	1%	1%	1%
301-350	3%	7%	2%	9%	0%	10%	0%	0%	0%	0%	1%	1%
351-400	0%	5%	0%	6%	0%	1%	0%	0%	0%	0%	1%	3%
401-450	1%	4%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%
451-500	3%	1%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%
>500	9%	5%	23%	5%	21%	7%	1%	0%	0%	0%	1%	1%



Table F.4: AM RSI Trip Length Comparison

Distance (Km)	A835 Garve		A939 Granton On Spey		A862 at Bunchrew Campsite		A96 West Side of Nairn (Outside Westerlea Hotel)		A93, around 1 mile south of Blairgowrie just to the north of Meikleour Forest		A94, north of Scone Airport at the Rait junction	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	39%	13%	63%	11%	93%	94%	62%	36%	71%	42%	67%	48%
51-75	7%	9%	11%	14%	4%	2%	24%	30%	11%	6%	14%	16%
76-100	28%	37%	7%	24%	1%	2%	6%	11%	8%	10%	4%	6%
101-150	14%	19%	1%	0%	1%	1%	4%	9%	7%	7%	7%	9%
151-200	6%	5%	4%	9%	0%	0%	3%	9%	1%	1%	2%	3%
201-250	2%	1%	2%	6%	0%	0%	0%	2%	0%	10%	1%	8%
251-300	1%	2%	10%	24%	1%	0%	0%	1%	0%	16%	1%	5%
301-350	0%	11%	1%	6%	0%	0%	0%	0%	0%	1%	0%	3%
351-400	0%	1%	0%	5%	0%	0%	0%	1%	0%	0%	0%	0%
401-450	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	1%	1%
451-500	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
>500	2%	1%	1%	1%	0%	1%	0%	0%	1%	5%	1%	1%



Table F.5: AM RSI Trip Length Comparison

Distance (Km)	A82 Lay-by 2.7 miles South of Crianlarich		A82 Lay-by, Opposite Na Birlinn Cemetery, Approx 1.2 miles south of Corrychurrachan Viewing Point		A85 W/B - Wide section of road approx 2 miles east of Crianlarich		North of Forfar at Parkford		South of Forfar at Gallowfauld		Dundee Kingsway at Gourdie Croft	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	9%	1%	37%	7%	7%	0%	26%	8%	51%	36%	34%	33%
51-75	3%	1%	7%	11%	4%	8%	8%	7%	7%	9%	7%	8%
76-100	6%	4%	4%	8%	8%	7%	9%	6%	3%	4%	9%	7%
101-150	21%	11%	3%	3%	19%	13%	15%	22%	9%	15%	13%	17%
151-200	37%	19%	13%	14%	35%	35%	12%	18%	6%	12%	10%	7%
201-250	11%	9%	2%	16%	13%	21%	18%	24%	11%	14%	17%	18%
251-300	6%	17%	2%	10%	5%	3%	4%	7%	5%	4%	4%	4%
301-350	4%	6%	3%	6%	0%	3%	1%	3%	3%	2%	2%	1%
351-400	0%	4%	1%	3%	5%	2%	0%	1%	0%	1%	1%	0%
401-450	1%	2%	1%	5%	0%	9%	0%	0%	0%	0%	0%	0%
451-500	0%	2%	0%	2%	0%	0%	0%	0%	2%	0%	0%	0%
>500	1%	24%	27%	14%	4%	0%	6%	5%	2%	3%	3%	5%



Table F.6: AM RSI Trip Length Comparison

Distance (Km)	A85 near Apollo Way		A92 East Dock Street		Tay Bridge	
	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	55%	51%	73%	73%	71%	56%
51-75	15%	15%	17%	16%	22%	19%
76-100	13%	15%	4%	8%	4%	11%
101-150	13%	19%	4%	2%	2%	6%
151-200	1%	0%	1%	1%	0%	5%
201-250	1%	0%	1%	0%	0%	3%
251-300	0%	0%	0%	0%	0%	0%
301-350	0%	0%	0%	0%	0%	0%
351-400	0%	0%	0%	0%	0%	0%
401-450	0%	0%	0%	0%	0%	0%
451-500	0%	0%	0%	0%	0%	0%
>500	1%	1%	0%	0%	0%	1%



Table F.7: IP RSI Trip Length Comparison

Distance (Km)	A96 Forres to Elgin, Gateside Farm		A941 South of Elgin, near Rothes		A96 Elgin to Fochabers		A96 Fochabers to Keith		A96 Huntly to Keith		A96 Huntly to A920, near Skares	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	43%	31%	54%	39%	62%	44%	34%	13%	34%	4%	11%	2%
51-75	19%	14%	15%	7%	6%	7%	8%	8%	8%	5%	17%	23%
76-100	10%	16%	6%	10%	9%	11%	14%	11%	15%	15%	20%	16%
101-150	7%	12%	4%	11%	13%	19%	22%	36%	21%	39%	17%	33%
151-200	11%	16%	5%	6%	5%	12%	15%	22%	9%	22%	16%	19%
201-250	3%	3%	4%	9%	2%	3%	5%	4%	8%	7%	6%	3%
251-300	4%	2%	3%	6%	2%	2%	2%	2%	2%	3%	3%	1%
301-350	1%	3%	3%	9%	1%	1%	1%	2%	3%	3%	3%	1%
351-400	0%	1%	1%	0%	0%	1%	0%	1%	0%	2%	3%	1%
401-450	0%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%
451-500	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%
>500	2%	1%	1%	3%	0%	0%	0%	0%	1%	1%	5%	0%



Table F.8: IP RSI Trip Length Comparison

A96 Kintore to Port Elphinstone		Bankfoot		Calvine		Crianlarich		Bankfoot		Tay Crossing		
Distance (Km)	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
	0-50	64%	57%	25%	8%	1%	0%	4%	2%	22%	18%	9%
51-75	12%	9%	14%	10%	0%	0%	1%	3%	7%	10%	10%	11%
76-100	4%	6%	6%	10%	1%	0%	3%	5%	10%	18%	4%	9%
101-150	10%	13%	7%	11%	5%	4%	13%	11%	11%	10%	11%	8%
151-200	4%	8%	7%	5%	13%	11%	30%	20%	4%	3%	6%	6%
201-250	2%	3%	9%	9%	18%	20%	17%	18%	13%	8%	15%	11%
251-300	2%	2%	15%	21%	32%	25%	8%	10%	16%	12%	18%	20%
301-350	0%	0%	5%	5%	10%	10%	4%	8%	6%	5%	4%	5%
351-400	0%	0%	1%	4%	5%	6%	10%	5%	2%	3%	5%	4%
401-450	0%	0%	2%	4%	5%	5%	1%	5%	2%	2%	7%	4%
451-500	0%	0%	1%	2%	2%	3%	0%	1%	1%	2%	1%	2%
>500	2%	2%	8%	11%	7%	15%	8%	11%	8%	8%	11%	10%



Table F.9: IP RSI Trip Length Comparison

Distance (Km)	Tomatin		Inverallan (Granton on Spey) Roundabout		Inverallan (Granton on Spey) Roundabout		Barnchurch Road, Smithton		Culloden Road, Westhill, Inverness		Lay-by Just North of Cromarty Bridge at Ardullie Roundabout	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	15%	4%	7%	13%	20%	4%	95%	96%	91%	92%	61%	41%
51-75	9%	10%	18%	8%	12%	11%	2%	2%	6%	1%	15%	19%
76-100	6%	8%	4%	3%	10%	10%	0%	0%	0%	0%	6%	6%
101-150	4%	5%	5%	2%	4%	4%	0%	1%	0%	0%	3%	5%
151-200	7%	18%	2%	7%	26%	18%	1%	2%	1%	2%	8%	7%
201-250	9%	17%	10%	13%	8%	14%	0%	0%	0%	2%	3%	5%
251-300	15%	14%	25%	25%	3%	13%	0%	0%	0%	1%	1%	4%
301-350	23%	6%	9%	5%	10%	9%	2%	0%	0%	0%	2%	3%
351-400	3%	5%	3%	7%	1%	8%	0%	0%	0%	0%	1%	4%
401-450	1%	1%	5%	4%	0%	1%	0%	0%	0%	0%	1%	1%
451-500	1%	1%	3%	2%	0%	1%	0%	0%	0%	0%	0%	3%
>500	8%	9%	8%	10%	6%	8%	0%	0%	1%	1%	0%	2%



Table F.10: IP RSI Trip Length Comparison

Distance (Km)	A835 Garve		A939 Granton On Spey		A862 at Bunchrew Campsite		A96 West Side of Nairn (Outside Westerlea Hotel)		A93, around 1 mile south of Blairgowrie just to the north of Meikleour Forest		A94, north of Scone Airport at the Rait junction	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	15%	8%	61%	2%	93%	94%	57%	23%	67%	21%	51%	36%
51-75	6%	5%	15%	15%	3%	1%	16%	24%	6%	3%	14%	15%
76-100	40%	30%	4%	13%	2%	1%	11%	20%	6%	5%	8%	6%
101-150	21%	21%	2%	1%	0%	1%	6%	9%	10%	3%	12%	10%
151-200	6%	6%	4%	18%	1%	3%	5%	15%	2%	3%	6%	7%
201-250	4%	5%	4%	4%	0%	1%	2%	4%	3%	18%	3%	11%
251-300	5%	8%	6%	17%	1%	1%	1%	2%	2%	22%	2%	12%
301-350	2%	6%	2%	11%	0%	0%	0%	2%	0%	9%	0%	0%
351-400	1%	2%	0%	2%	0%	0%	0%	1%	0%	3%	0%	0%
401-450	1%	1%	0%	1%	0%	0%	0%	0%	1%	7%	2%	0%
451-500	0%	3%	1%	1%	0%	0%	0%	0%	0%	1%	0%	1%
>500	1%	4%	2%	14%	0%	0%	1%	0%	3%	4%	2%	1%



Table F.11: IP RSI Trip Length Comparison

A82 Lay-by 2.7 miles South of Crianlarich		A82 Lay-by, Opposite Na Birlinn Cemetery, Approx 1.2 miles south of Corrychurrachan Viewing Point		A85 W/B - Wide section of road approx 2 miles east of Crianlarich		North of Forfar at Parkford		South of Forfar at Gallowfauld		Dundee Kingsway at Gourdie Croft		
Distance (Km)	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
	0-50	10%	1%	49%	6%	12%	0%	15%	5%	29%	17%	28%
51-75	5%	2%	4%	5%	2%	5%	5%	5%	7%	6%	8%	12%
76-100	6%	6%	4%	5%	7%	8%	7%	4%	2%	3%	9%	9%
101-150	17%	11%	3%	4%	13%	16%	20%	26%	16%	23%	15%	13%
151-200	30%	13%	10%	18%	26%	29%	13%	16%	11%	15%	11%	11%
201-250	7%	13%	9%	22%	18%	21%	22%	24%	20%	20%	14%	12%
251-300	6%	14%	7%	13%	3%	5%	9%	9%	5%	6%	7%	6%
301-350	4%	9%	5%	8%	5%	9%	2%	2%	1%	2%	1%	1%
351-400	5%	4%	2%	4%	5%	4%	1%	1%	1%	1%	1%	0%
401-450	3%	6%	1%	5%	2%	3%	1%	1%	1%	1%	2%	2%
451-500	0%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%
>500	7%	18%	5%	8%	6%	0%	5%	7%	7%	6%	4%	5%



Table F.12: IP RSI Trip Length Comparison

Distance (Km)	A85 near Apollo Way		A92 East Dock Street		Tay Bridge	
	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	53%	52%	87%	85%	79%	53%
51-75	13%	11%	5%	7%	11%	14%
76-100	11%	13%	3%	4%	1%	9%
101-150	17%	18%	3%	3%	2%	11%
151-200	3%	5%	1%	1%	3%	6%
201-250	1%	1%	0%	0%	2%	4%
251-300	1%	0%	0%	0%	0%	0%
301-350	1%	0%	0%	0%	0%	0%
351-400	0%	0%	0%	0%	0%	0%
401-450	0%	0%	0%	0%	0%	0%
451-500	0%	0%	0%	0%	0%	0%
>500	1%	0%	0%	0%	1%	1%



Table F.13: PM RSI Trip Length Comparison

Distance (Km)	A96 Forres to Elgin, Gateside Farm		A941 South of Elgin, near Rothes		A96 Elgin to Fochabers		A96 Fochabers to Keith		A96 Huntly to Keith		A96 Huntly to A920, near Skares	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	45%	30%	61%	53%	55%	39%	43%	19%	29%	13%	14%	3%
51-75	23%	22%	14%	8%	15%	8%	7%	6%	11%	4%	22%	24%
76-100	5%	12%	2%	14%	7%	13%	5%	17%	23%	24%	18%	16%
101-150	14%	10%	3%	3%	10%	23%	21%	29%	24%	35%	20%	27%
151-200	3%	16%	2%	7%	5%	13%	11%	20%	6%	15%	21%	20%
201-250	3%	4%	0%	4%	4%	3%	5%	6%	4%	7%	1%	5%
251-300	2%	2%	3%	5%	2%	0%	2%	1%	1%	1%	4%	1%
301-350	3%	2%	6%	4%	1%	1%	3%	1%	2%	1%	0%	1%
351-400	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%
401-450	0%	0%	5%	0%	0%	0%	2%	0%	0%	0%	0%	0%
451-500	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%
>500	1%	1%	4%	1%	2%	0%	0%	2%	0%	0%	0%	2%



Table F.14: PM RSI Trip Length Comparison

A96 Kintore to Port Elphinstone		Bankfoot		Calvine		Crianlarich		Bankfoot		Tay Crossing		
Distance (Km)	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
	0-50	69%	67%	24%	11%	3%	0%	3%	6%	28%	25%	11%
51-75	12%	11%	18%	13%	1%	1%	0%	5%	13%	15%	10%	14%
76-100	3%	5%	4%	10%	1%	0%	0%	6%	5%	14%	4%	9%
101-150	4%	10%	12%	14%	5%	4%	11%	12%	5%	7%	19%	12%
151-200	4%	3%	9%	8%	14%	12%	17%	20%	4%	4%	15%	9%
201-250	3%	1%	8%	7%	22%	17%	22%	18%	12%	5%	8%	8%
251-300	3%	1%	12%	19%	27%	26%	12%	10%	16%	11%	19%	16%
301-350	0%	0%	4%	4%	9%	13%	8%	6%	6%	6%	3%	3%
351-400	0%	0%	2%	3%	2%	8%	3%	4%	4%	4%	2%	2%
401-450	0%	0%	1%	2%	5%	4%	5%	2%	1%	2%	3%	2%
451-500	0%	0%	1%	2%	2%	3%	1%	1%	1%	1%	1%	2%
>500	1%	0%	7%	7%	9%	12%	17%	11%	5%	5%	6%	6%



Table F.15: PM RSI Trip Length Comparison

Distance (Km)	Tomatin		Inverallan (Granton on Spey) Roundabout		Inverallan (Granton on Spey) Roundabout		Barnchurch Road, Smithton		Culloden Road, Westhill, Inverness		Lay-by Just North of Cromarty Bridge at Ardullie Roundabout	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	19%	10%	15%	15%	38%	13%	98%	97%	95%	96%	61%	47%
51-75	7%	5%	25%	8%	18%	9%	2%	1%	4%	1%	17%	13%
76-100	12%	6%	3%	3%	8%	8%	0%	0%	0%	0%	8%	6%
101-150	8%	3%	6%	3%	3%	4%	0%	1%	0%	0%	4%	5%
151-200	10%	24%	6%	15%	11%	18%	0%	0%	0%	0%	5%	7%
201-250	18%	21%	13%	16%	2%	22%	0%	0%	0%	1%	1%	8%
251-300	12%	14%	17%	21%	18%	12%	0%	0%	0%	1%	0%	2%
301-350	1%	9%	3%	6%	2%	10%	0%	0%	0%	0%	1%	2%
351-400	0%	2%	0%	2%	0%	1%	0%	0%	0%	0%	1%	2%
401-450	4%	0%	2%	3%	0%	1%	0%	0%	0%	0%	1%	3%
451-500	0%	1%	3%	1%	0%	1%	0%	0%	0%	0%	1%	1%
>500	8%	4%	7%	6%	2%	2%	0%	0%	0%	0%	0%	3%



Table F.16: PM RSI Trip Length Comparison

Distance (Km)	A835 Garve		A939 Granton On Spey		A862 at Bunchrew Campsite		A96 West Side of Nairn (Outside Westerlea Hotel)		A93, around 1 mile south of Blairgowrie just to the north of Meikleour Forest		A94, north of Scone Airport at the Rait junction	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	23%	8%	57%	5%	85%	90%	54%	15%	62%	34%	52%	29%
51-75	2%	3%	13%	20%	6%	2%	20%	25%	12%	4%	14%	16%
76-100	31%	30%	3%	16%	2%	0%	9%	22%	8%	4%	7%	7%
101-150	18%	21%	6%	3%	1%	0%	5%	10%	8%	6%	13%	27%
151-200	13%	15%	3%	12%	2%	2%	10%	17%	5%	11%	5%	1%
201-250	9%	5%	4%	4%	4%	4%	2%	6%	1%	13%	5%	9%
251-300	1%	7%	6%	20%	1%	0%	1%	4%	1%	20%	1%	9%
301-350	1%	7%	5%	11%	0%	0%	0%	2%	0%	1%	1%	1%
351-400	3%	2%	2%	0%	0%	0%	0%	0%	1%	0%	1%	0%
401-450	0%	1%	0%	1%	0%	0%	0%	0%	1%	1%	1%	0%
451-500	0%	0%	1%	1%	0%	0%	0%	0%	1%	0%	0%	0%
>500	0%	0%	2%	5%	0%	2%	0%	0%	1%	5%	2%	1%



Table F.17: PM RSI Trip Length Comparison

		A82 Lay-by, Opposite Na Birlinn Cemetery, Approx 1.2 miles south of Corrychurrachan Viewing Point		A85 W/B - Wide section of road approx 2 miles east of Criarlarich		North of Forfar at Parkford		South of Forfar at Gallowfauld		Dundee Kingsway at Gourdie Croft		
Distance (Km)	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
	0-50	21%	1%	31%	7%	26%	0%	16%	3%	30%	10%	37%
51-75	6%	3%	20%	26%	1%	10%	6%	5%	6%	9%	10%	12%
76-100	3%	9%	6%	10%	3%	7%	10%	5%	4%	6%	8%	11%
101-150	4%	14%	2%	3%	8%	12%	22%	35%	18%	29%	16%	16%
151-200	25%	15%	10%	10%	23%	30%	11%	12%	9%	12%	7%	7%
201-250	8%	14%	12%	17%	15%	20%	18%	26%	19%	22%	11%	12%
251-300	5%	13%	5%	9%	3%	4%	6%	9%	6%	6%	4%	4%
301-350	3%	7%	4%	7%	7%	8%	3%	1%	1%	1%	2%	2%
351-400	8%	3%	4%	2%	1%	5%	1%	1%	1%	1%	2%	0%
401-450	0%	2%	1%	2%	0%	3%	1%	0%	1%	0%	1%	0%
451-500	2%	1%	0%	0%	3%	0%	0%	0%	1%	0%	0%	0%
>500	13%	18%	5%	6%	10%	1%	6%	3%	5%	3%	4%	3%



Table F.18: PM RSI Trip Length Comparison

Distance (Km)	A85 near Apollo Way		A92 East Dock Street		Tay Bridge	
	Observed	Modelled	Observed	Modelled	Observed	Modelled
0-50	62%	61%	86%	92%	86%	70%
51-75	11%	13%	7%	5%	7%	13%
76-100	8%	9%	3%	3%	2%	5%
101-150	12%	12%	2%	1%	4%	7%
151-200	2%	2%	1%	0%	0%	3%
201-250	2%	1%	0%	0%	0%	1%
251-300	0%	0%	0%	0%	0%	0%
301-350	1%	0%	0%	0%	0%	0%
351-400	0%	0%	0%	0%	0%	0%
401-450	0%	0%	0%	0%	0%	0%
451-500	0%	0%	0%	0%	0%	0%
>500	1%	0%	0%	0%	0%	1%



G MATRIX ESTIMATION MATRIX COMPARISONS: TOTAL VEHICLES

Table G.1 : AM Peak Matrix by Sector, Pre-Matrix Estimation (PCUs)

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling	Highland	England	Total
Glasgow & Clyde Valley	140,650	5,718	496	314	302	4,094	3,295	1,210	511	156,590
SESplan	4,303	109,180	3,364	313	184	222	3,462	288	583	121,898
TAYplan	595	2,337	26,846	883	21	30	683	251	216	31,861
Aberdeen City and Shire	296	231	481	42,696	2	11	91	617	85	44,510
Dumfries and Galloway	255	228	6	5	12,476	424	18	39	416	13,866
Ayrshire	5,663	345	36	23	280	24,272	92	165	132	31,008
Stirling	4,458	3,993	619	84	10	92	22,282	168	92	31,800
Highland	1,236	216	246	832	20	177	114	38,442	240	41,523
England	362	430	155	95	68	183	21	209	7	1,529
Total	157,817	122,678	32,251	45,246	13,362	29,504	30,057	41,389	2,283	474,586

Table G.2 : AM Peak Matrix by Sector, Post-Matrix Estimation (PCUs)

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling	Highland	England	Total
Glasgow & Clyde Valley	140,600	5,811	473	230	315	4,592	3,396	1,102	592	157,110
SESplan	3,911	109,766	3,124	255	211	252	3,153	206	556	121,435
TAYplan	420	2,011	27,550	1,034	18	21	669	163	151	32,037
Aberdeen City and Shire	142	169	494	42,987	1	10	51	589	47	44,489
Dumfries and Galloway	322	254	9	4	12,361	366	25	36	442	13,820
Ayrshire	5,496	343	66	24	286	24,356	149	130	113	30,961
Stirling	3,908	3,861	696	68	14	85	22,587	107	92	31,418
Highland	1,079	164	174	811	12	111	69	38,733	116	41,268
England	491	366	110	76	94	197	38	171	6	1,548
Total	156,368	122,745	32,695	45,489	13,311	29,990	30,139	41,236	2,114	474,086

Table G.3 : AM Peak Matrix by Sector, Difference (PCUs)

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling	Highland	England	Total
Glasgow & Clyde Valley	-50	93	-24	-84	13	498	101	-109	81	520
SESplan	-392	586	-240	-57	28	30	-309	-82	-27	-464
TAYplan	-175	-326	704	152	-3	-9	-14	-88	-65	176
Aberdeen City and Shire	-155	-62	13	290	-1	-1	-39	-28	-39	-21
Dumfries and Galloway	67	26	3	-1	-115	-57	8	-2	26	-46
Ayrshire	-167	-2	30	0	6	84	57	-35	-20	-47
Stirling	-550	-132	77	-16	3	-7	305	-61	0	-382
Highland	-157	-52	-73	-21	-8	-66	-44	291	-124	-255
England	129	-64	-45	-19	26	14	17	-38	-1	18
Total	-1,449	67	444	243	-52	486	82	-152	-169	-500



Table G.4 : IP Peak Matrix by Sector, Pre-Matrix Estimation (PCUs)

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling	Highland	England	Total
Glasgow & Clyde Valley	113,918	3,499	395	228	163	4,248	2,803	817	605	126,676
SESplan	3,257	84,964	1,856	254	146	234	2,795	245	656	94,407
TAYplan	383	1,564	22,096	373	9	39	436	221	119	25,240
Aberdeen City and Shire	225	209	457	29,421	10	23	54	523	119	31,040
Dumfries and Galloway	187	159	14	10	10,114	365	9	38	154	11,050
Ayrshire	3,174	152	35	27	143	19,573	52	56	99	23,312
Stirling	2,952	2,862	442	44	8	107	16,568	109	80	23,171
Highland	854	213	251	509	47	73	101	27,957	209	30,214
England	446	641	145	116	171	169	55	233	0	1,974
Total	125,396	94,263	25,689	30,980	10,810	24,831	22,872	30,200	2,042	367,083

Table G.5 : IP Peak Matrix by Sector, Post-Matrix Estimation (PCUs)

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling	Highland	England	Total
Glasgow & Clyde Valley	111,889	3,129	294	119	192	3,860	2,388	650	632	123,153
SESplan	3,110	85,649	1,700	154	197	138	2,666	171	631	94,417
TAYplan	338	1,623	22,578	352	11	26	504	149	106	25,688
Aberdeen City and Shire	140	181	504	30,057	12	14	34	520	84	31,546
Dumfries and Galloway	210	190	12	4	10,054	263	13	19	162	10,927
Ayrshire	3,181	120	35	14	140	19,739	55	45	68	23,398
Stirling	2,607	2,600	477	21	9	55	17,190	85	87	23,130
Highland	706	228	183	505	28	46	90	28,554	190	30,530
England	502	656	88	58	201	91	67	146	0	1,811
Total	122,683	94,378	25,871	31,285	10,846	24,231	23,007	30,339	1,961	364,600

Table G.6 : IP Peak Matrix by Sector, Difference (PCUs)

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling	Highland	England	Total
Glasgow & Clyde Valley	-2,029	-370	-101	-109	29	-389	-416	-167	28	-3,523
SESplan	-147	686	-156	-100	52	-96	-129	-74	-25	10
TAYplan	-45	59	482	-21	2	-13	68	-72	-13	448
Aberdeen City and Shire	-85	-28	47	637	2	-10	-20	-3	-34	506
Dumfries and Galloway	22	31	-2	-6	-60	-103	4	-18	8	-123
Ayrshire	7	-31	0	-13	-3	166	3	-12	-31	86
Stirling	-344	-262	35	-23	1	-52	622	-24	7	-41
Highland	-148	15	-67	-4	-19	-27	-11	597	-20	316
England	56	15	-56	-57	30	-77	13	-87	0	-163
Total	-2,713	115	182	304	36	-600	135	139	-81	-2,483



Table G.7 : PM Peak Matrix by Sector, Pre-Matrix Estimation (PCUs)

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling	Highland	England	Total
Glasgow & Clyde Valley	171,042	4,936	458	235	241	6,867	4,437	1,381	497	190,095
SESplan	5,931	132,940	2,717	344	168	318	4,340	270	749	147,776
TAYplan	418	3,204	34,880	501	10	39	617	252	165	40,085
Aberdeen City and Shire	253	307	739	51,818	12	18	76	1,029	113	54,366
Dumfries and Galloway	258	121	12	7	15,424	349	9	26	164	16,369
Ayrshire	4,159	153	38	9	309	30,203	59	78	66	35,072
Stirling	4,050	4,085	658	102	10	84	26,202	116	82	35,389
Highland	1,416	305	283	644	39	137	164	47,202	211	50,401
England	594	810	220	125	448	166	90	204	1	2,658
Total	188,121	146,859	40,006	53,784	16,659	38,181	35,994	50,559	2,047	572,210

Table G.8 : PM Peak Matrix by Sector, Post-Matrix Estimation (PCUs)

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling	Highland	England	Total
Glasgow & Clyde Valley	166,405	4,356	387	131	254	6,445	3,734	1,058	630	183,402
SESplan	5,490	133,624	2,382	227	208	250	3,995	152	686	147,014
TAYplan	450	3,142	35,248	462	7	23	803	180	94	40,409
Aberdeen City and Shire	198	334	949	52,192	6	8	71	921	47	54,726
Dumfries and Galloway	241	133	10	2	15,256	300	9	11	192	16,153
Ayrshire	4,427	174	25	5	285	30,522	56	49	60	35,603
Stirling	3,849	3,648	663	48	14	47	26,962	79	83	35,393
Highland	1,297	222	219	637	24	91	143	47,365	164	50,162
England	701	767	124	43	458	117	93	111	1	2,414
Total	183,058	146,399	40,008	53,746	16,512	37,803	35,867	49,926	1,956	565,275

Table G.9 : PM Peak Matrix by Sector, Difference (PCUs)

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling	Highland	England	Total
Glasgow & Clyde Valley	-4,637	-580	-71	-104	13	-422	-703	-323	133	-6,694
SESplan	-441	684	-334	-117	41	-68	-345	-118	-63	-761
TAYplan	33	-62	368	-39	-3	-17	186	-72	-71	324
Aberdeen City and Shire	-55	27	210	374	-6	-10	-5	-108	-66	361
Dumfries and Galloway	-17	12	-2	-5	-168	-49	1	-15	27	-216
Ayrshire	269	21	-13	-4	-23	319	-3	-29	-6	531
Stirling	-201	-437	5	-54	4	-37	760	-38	1	4
Highland	-119	-83	-64	-7	-15	-46	-21	163	-47	-239
England	107	-43	-96	-82	10	-49	3	-93	0	-243
Total	-5,062	-460	3	-38	-146	-378	-127	-633	-92	-6,935





H MATRIX ESTIMATION CHANGES BY GEOGRAPHICAL SECTOR

Table H.1 : Estimation Changes By Geographical Sector, AM Peak Car

AM Sector to Sector Car Matrices showing Absolute Difference and % Change (where absolute difference > 100)										
	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clack- mannan- shire & Falkirk	Highland, Argyll, Moray & Islands	England	
Glasgow & Clyde Valley	-196 (-0.2%)	322 (8.1%)				597 (23.2%)				
SESplan	-328 (-9.9%)	105 (0.1%)					-324 (-11.9%)			
TAYplan		-207 (-11.2%)	323 (1.3%)							
Aberdeen City and Shire										
Dumfries and Galloway					-214 (-2.1%)					
Ayrshire	-317 (-6.2%)					416 (2.1%)				
Stirling, Clackmannan shire & Falkirk	-415 (-11.5%)		114 (24.1%)				520 (3.4%)			
Highland, Argyll, Moray & Islands	-110 (-10.7%)									
England	187 (184.1%)									



Table H.2 : Estimation Changes By Geographical Sector, AM Peak LGV

AM Sector to Sector LGV Matrices showing Absolute Difference and % Change (where absolute difference > 100)										
	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clack- mannan- shire & Falkirk	Highland, Argyll, Moray & Islands	England	
Glasgow & Clyde Valley	398 (3%)					140 (23.3%)	112 (45.7%)			
SESplan		263 (3%)	-146 (-25.5%)							
TAYplan			117 (7.6%)							
Aberdeen City and Shire										
Dumfries and Galloway										
Ayrshire						-165 (-8.1%)				
Stirling, Clackmannan shire & Falkirk										
Highland, Argyll, Moray & Islands										
England										



Table H.3 : Estimation Changes By Geographical Sector, AM Peak HGV

AM Sector to Sector Heavy Matrices showing Absolute Difference and % Change (where absolute difference > 100)									
	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clack- mannan- shire & Falkirk	Highland, Argyll, Moray & Islands	England
Glasgow & Clyde Valley	-251 (-1.7%)	-237 (-20.7%)				-239 (-25.9%)			
SESplan	-126 (-17.9%)	218 (1.4%)	-169 (-28%)						
TAYplan			265 (20.7%)						
Aberdeen City and Shire	-126 (-76.5%)			154 (10.2%)					
Dumfries and Galloway									
Ayrshire						-167 (-7.9%)			
Stirling, Clackmannan shire & Falkirk	-176 (-29.1%)						-121 (-2.2%)		
Highland, Argyll, Moray & Islands								262 (19.7%)	
England		-111 (-50.5%)							



Table H.4 : Estimation Changes By Geographical Sector, AM Peak Total

AM Sector to AM Sector Total Matrices showing Absolute Difference and % Change (where absolute difference > 100)										
	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clack- mannan- shire & Falkirk	Highland, Argyll, Moray & Islands	England	
Glasgow & Clyde Valley						498 (12.2%)	101 (3.1%)	-109 (-9%)		
SESplan	-392 (-9.1%)	586 (0.5%)	-240 (-7.1%)				-309 (-8.9%)			
TAYplan	-175 (-29.4%)	-326 (-14%)	704 (2.6%)	152 (17.2%)						
Aberdeen City and Shire	-155 (-52.2%)			290 (0.7%)						
Dumfries and Galloway					-115 (-0.9%)					
Ayrshire	-167 (-2.9%)									
Stirling, Clackmannan shire & Falkirk	-550 (-12.3%)	-132 (-3.3%)					305 (1.4%)			
Highland, Argyll, Moray & Islands	-157 (-12.7%)							291 (0.8%)	-124 (-51.7%)	
England	129 (35.7%)									



Table H.5 : Estimation Changes By Geographical Sector, Inter Peak Car

**IP Sector to Sector Car Matrices showing Absolute Difference and % Change
(where absolute difference > 100)**

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clack- mannan- shire & Falkirk	Highland, Argyll, Moray & Islands	England
Glasgow & Clyde Valley	-1456 (-1.7%)						-361 (-17.1%)		158 (74%)
SESplan		392 (0.6%)					-109 (-5.2%)		
TAYplan			241 (1.3%)						
Aberdeen City and Shire				543 (2.2%)					
Dumfries and Galloway					-100 (-1.3%)				
Ayrshire						238 (1.5%)			
Stirling, Clackmannan shire & Falkirk	-223 (-10.1%)						678 (6.6%)		
Highland, Argyll, Moray & Islands								558 (2.4%)	
England									



Table H.6 : Estimation Changes By Geographical Sector, Inter Peak LGV

**IP Sector to Sector LGV Matrices showing Absolute Difference and % Change
(where absolute difference > 100)**

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clack- mannan- shire & Falkirk	Highland, Argyll, Moray & Islands	England
Glasgow & Clyde Valley									
SESplan									
TAYplan									
Aberdeen City and Shire									
Dumfries and Galloway									
Ayrshire	106 (49%)								
Stirling, Clackmannan shire & Falkirk									
Highland, Argyll, Moray & Islands									
England									



Table H.7 : Estimation Changes By Geographical Sector, Inter Peak HGV

**IP Sector to Sector Heavy Matrices showing Absolute Difference and % Change
(where absolute difference > 100)**

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clack- mannan- shire & Falkirk	Highland, Argyll, Moray & Islands	England
Glasgow & Clyde Valley	-606 (-4.3%)	-342 (-33.3%)				-203 (-21.8%)	-124 (-24.8%)		-163 (-46.2%)
SESplan	-170 (-20.4%)	200 (1.3%)	-188 (-47.2%)						
TAYplan			189 (12.7%)						
Aberdeen City and Shire									
Dumfries and Galloway									
Ayrshire									
Stirling, Clackmannan shire & Falkirk	-153 (-26.6%)	-193 (-35.2%)							
Highland, Argyll, Moray & Islands									
England									



Table H.8 : Estimation Changes By Geographical Sector, Inter Peak Total

**IP Sector to IP Sector Total Matrices showing Absolute Difference and % Change
(where absolute difference > 100)**

	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clack- mannan- shire & Falkirk	Highland, Argyll, Moray & Islands	England
Glasgow & Clyde Valley	-2029 (-1.8%)	-370 (-10.6%)	-101 (-25.5%)	-109 (-47.8%)		-389 (-9.1%)	-416 (-14.8%)	-167 (-20.5%)	
SESplan	-147 (-4.5%)	686 (0.8%)	-156 (-8.4%)				-129 (-4.6%)		
TAYplan			482 (2.2%)						
Aberdeen City and Shire				637 (2.2%)					
Dumfries and Galloway						-103 (-28.1%)			
Ayrshire						166 (0.8%)			
Stirling, Clackmannan shire & Falkirk	-344 (-11.7%)	-262 (-9.2%)					622 (3.8%)		
Highland, Argyll, Moray & Islands	-148 (-17.4%)							597 (2.1%)	
England									



Table H.9 : Estimation Changes By Geographical Sector, PM Peak Car

PM Sector to Sector Car Matrices showing Absolute Difference and % Change (where absolute difference > 100)									
	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clack- mannan- shire & Falkirk	Highland, Argyll, Moray & Islands	England
Glasgow & Clyde Valley	-4453 (-2.9%)	-220 (-6.1%)				-414 (-6.9%)	-685 (-17.5%)	-244 (-20.7%)	135 (41.8%)
SESplan	-278 (-5.8%)	124 (0.1%)					-366 (-9.5%)		
TAYplan			205 (0.6%)				117 (22.1%)		
Aberdeen City and Shire			124 (22.1%)	378 (0.8%)					
Dumfries and Galloway					-262 (-2%)				
Ayrshire	177 (4.8%)					443 (1.6%)			
Stirling, Clackmannan shire & Falkirk	-144 (-4.1%)	-316 (-8.9%)					954 (5%)		
Highland, Argyll, Moray & Islands								399 (1%)	
England									



Table H.10 : Estimation Changes By Geographical Sector, PM Peak LGV

PM Sector to Sector LGV Matrices showing Absolute Difference and % Change (where absolute difference > 100)										
	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clack- mannan- shire & Falkirk	Highland, Argyll, Moray & Islands	England	
Glasgow & Clyde Valley	248 (2.3%)									
SESplan		217 (3.1%)								
TAYplan										
Aberdeen City and Shire										
Dumfries and Galloway										
Ayrshire										
Stirling, Clackmannan shire & Falkirk										
Highland, Argyll, Moray & Islands								-284 (-9.8%)		
England										



Table H.11 : Estimation Changes By Geographical Sector, PM Peak HGV

PM Sector to Sector Heavy Matrices showing Absolute Difference and % Change (where absolute difference > 100)										
	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clack- mannan- shire & Falkirk	Highland, Argyll, Moray & Islands	England	
Glasgow & Clyde Valley	-432 (-4.7%)	-271 (-30.3%)								
SESplan	-174 (-20.5%)	343 (2.9%)	-193 (-54.1%)	-105 (-83.3%)						
TAYplan			124 (22%)							
Aberdeen City and Shire										
Dumfries and Galloway										
Ayrshire										
Stirling, Clackmannan shire & Falkirk		-102 (-30.2%)					-146 (-2.6%)			
Highland, Argyll, Moray & Islands										
England										



Table H.12 : Estimation Changes By Geographical Sector, PM Peak Total

PM Sector to PM Sector Total Matrices showing Absolute Difference and % Change (where absolute difference > 100)										
	Glasgow & Clyde Valley	SESplan	TAYplan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clack- mannan- shire & Falkirk	Highland, Argyll, Moray & Islands	England	
Glasgow & Clyde Valley	-4637 (-2.7%)	-580 (-11.7%)		-104 (-44.4%)		-422 (-6.1%)	-703 (-15.9%)	-323 (-23.4%)	133 (26.8%)	
SESplan	-441 (-7.4%)	684 (0.5%)	-334 (-12.3%)	-117 (-34.1%)			-345 (-8%)	-118 (-43.6%)		
TAYplan			368 (1.1%)				186 (30.1%)			
Aberdeen City and Shire			210 (28.4%)	374 (0.7%)				-108 (-10.5%)		
Dumfries and Galloway					-168 (-1.1%)					
Ayrshire	269 (6.5%)					319 (1.1%)				
Stirling, Clackmannan shire & Falkirk	-201 (-5%)	-437 (-10.7%)					760 (2.9%)			
Highland, Argyll, Moray & Islands	-119 (-8.4%)							163 (0.3%)		
England	107 (18%)									



I MATRIX ESTIMATION CHANGE CORRELATION PLOTS

I.1 Cell Value Correlation

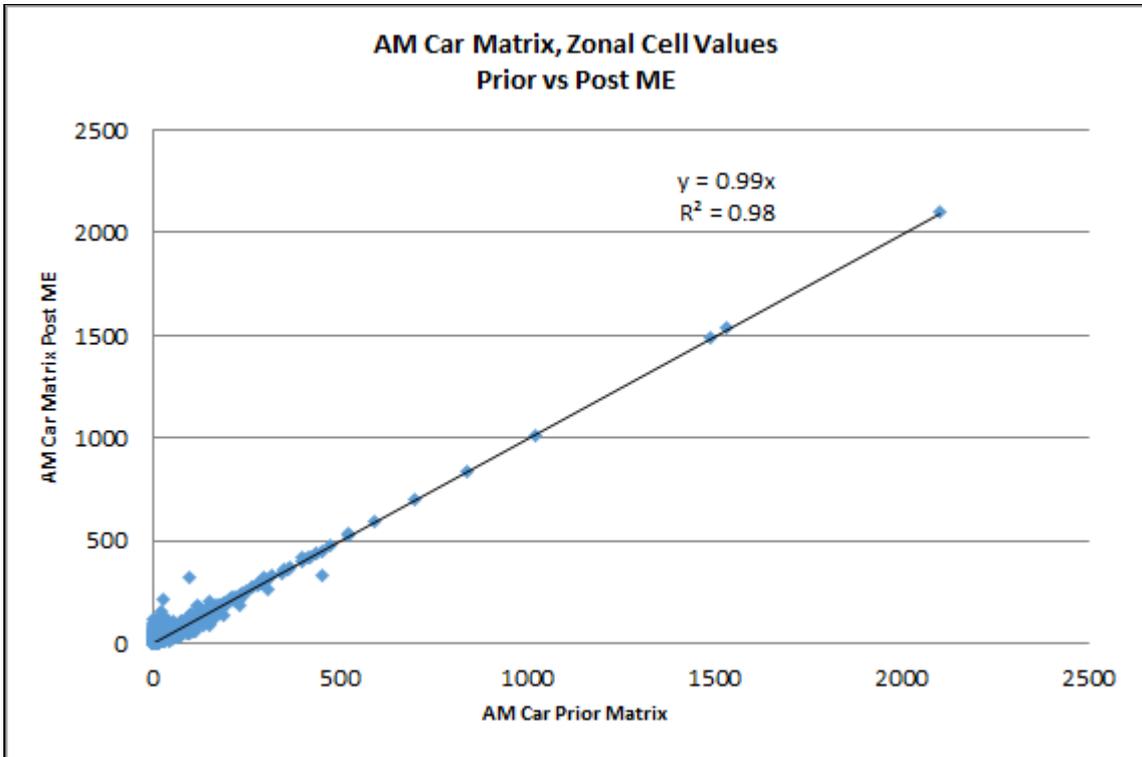


Figure I.1 : Matrix Estimation Change Correlation Plots, AM Peak Car Cell Values

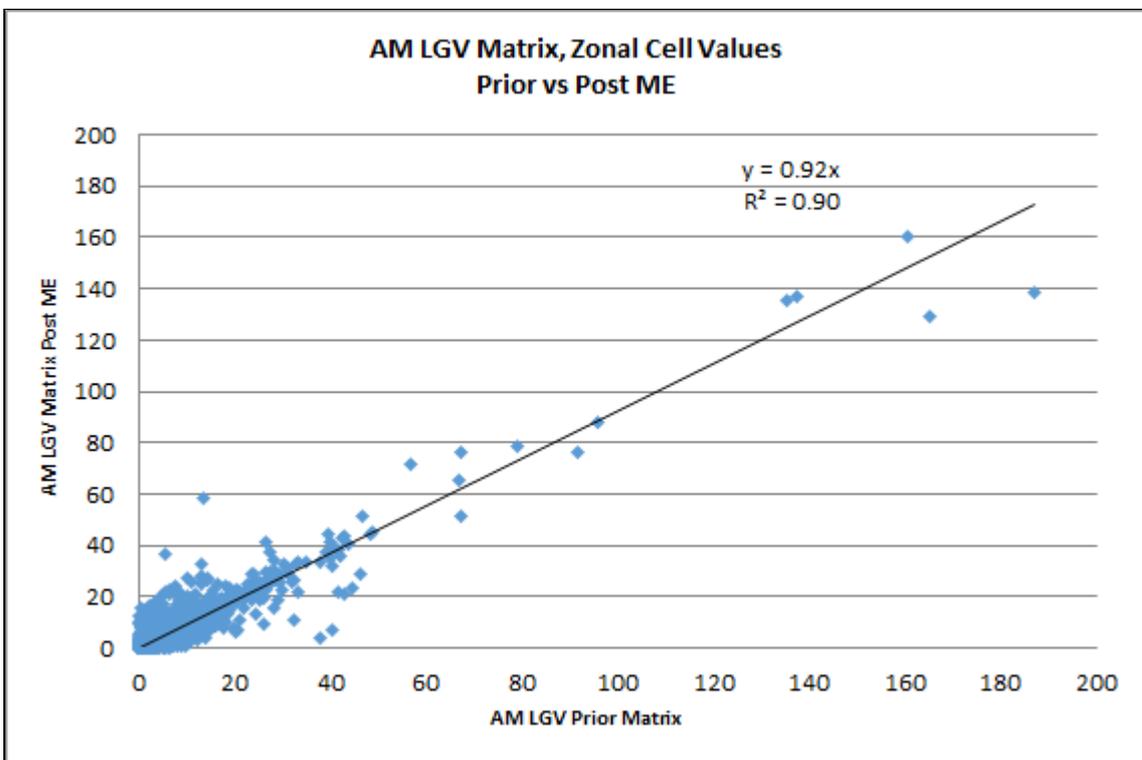


Figure I.2 : Matrix Estimation Change Correlation Plots, AM Peak LGV Cell Values



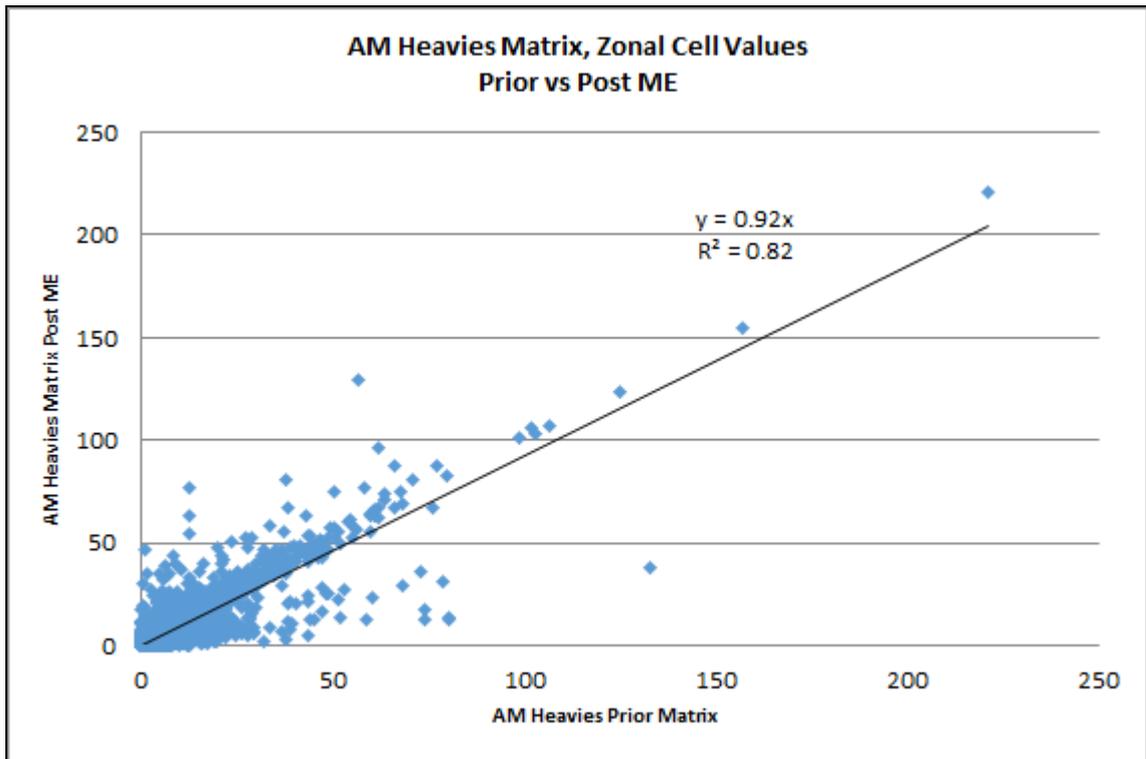


Figure I.3 : Matrix Estimation Change Correlation Plots, AM Peak HGV Cell Values

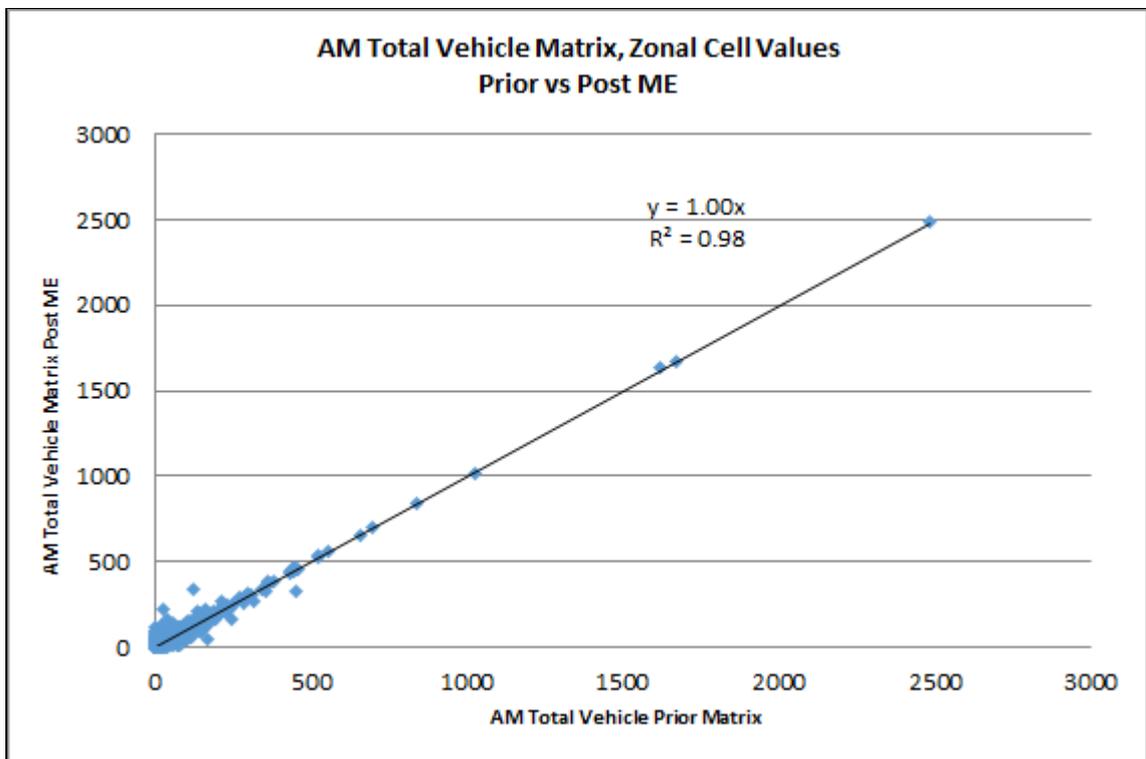


Figure I.4 : Matrix Estimation Change Correlation Plots, AM Peak Total Cell Values



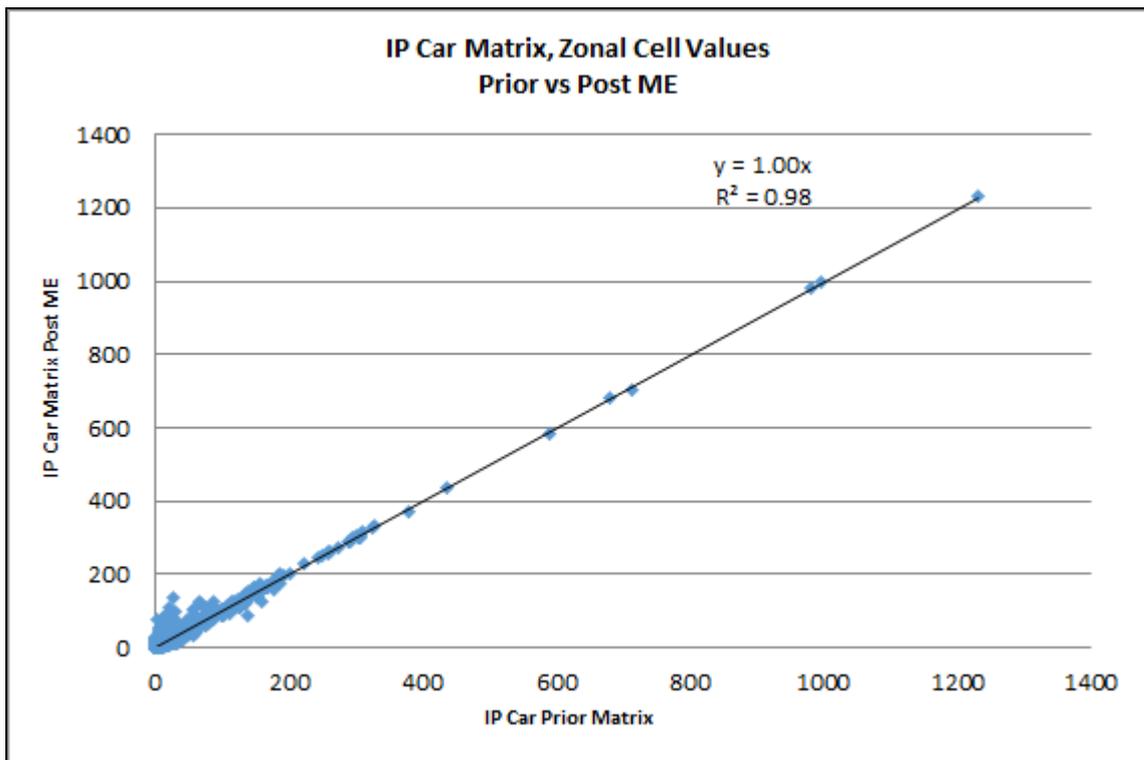


Figure I.5 : Matrix Estimation Change Correlation Plots, Inter Peak Car Cell Values

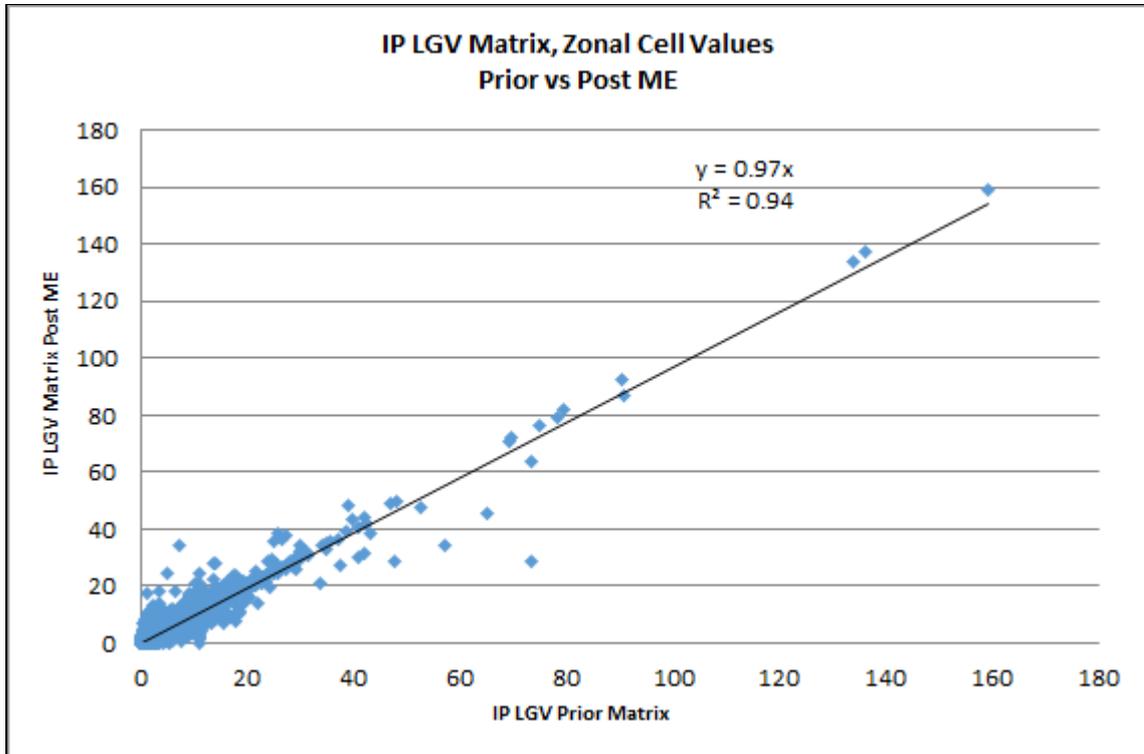


Figure I.6 : Matrix Estimation Change Correlation Plots, Inter Peak LGV Cell Values



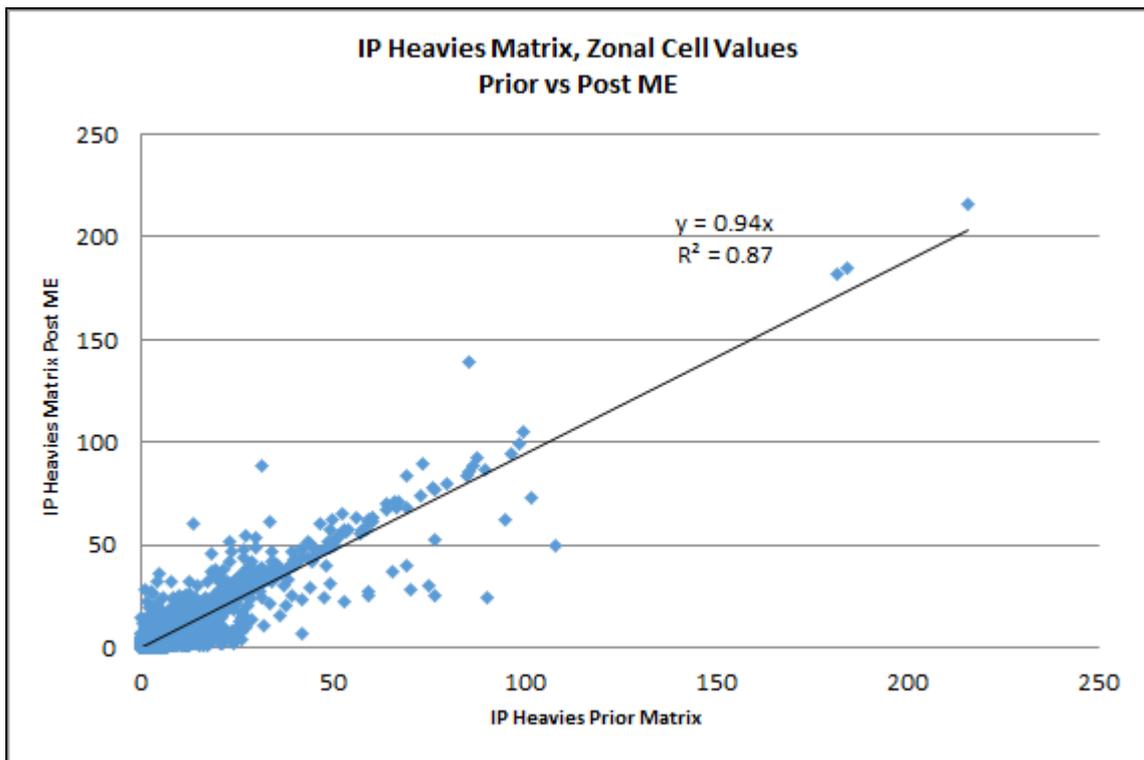


Figure I.7 : Matrix Estimation Change Correlation Plots, Inter Peak HGV Cell Values

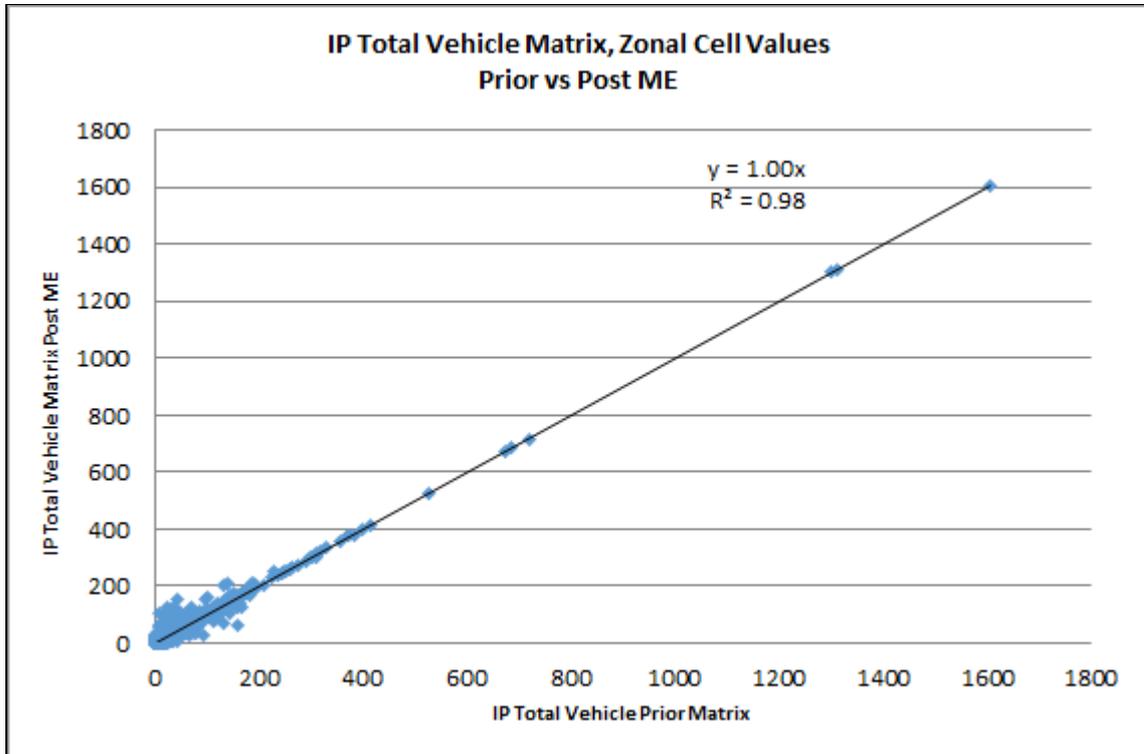


Figure I.8 : Matrix Estimation Change Correlation Plots, Inter Peak Total Cell Values



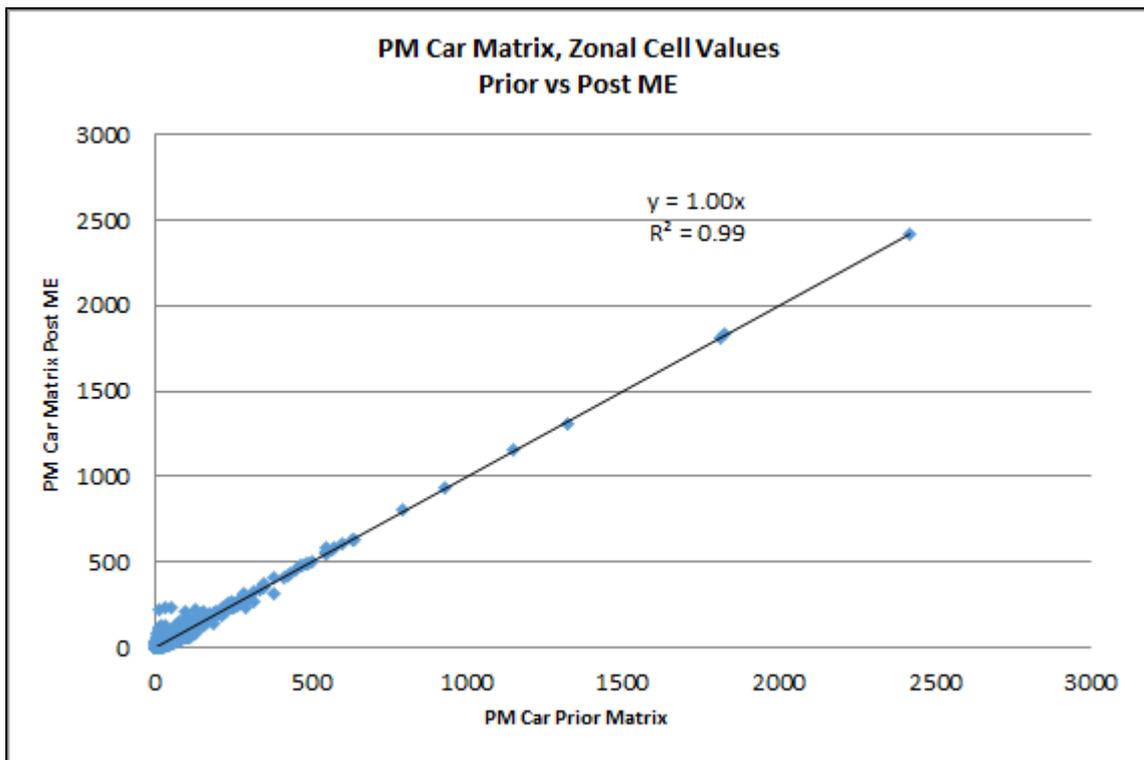


Figure I.9 : Matrix Estimation Change Correlation Plots, PM Peak Car Cell Values

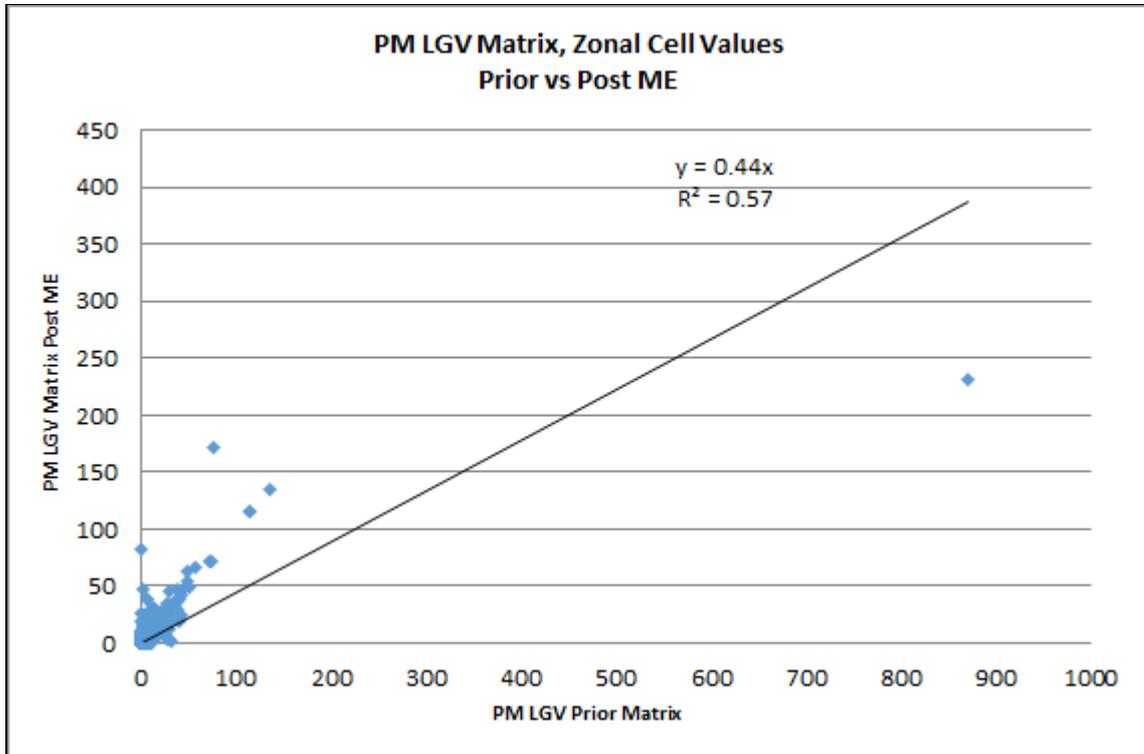


Figure I.10 : Matrix Estimation Change Correlation Plots, PM Peak LGV Cell Values



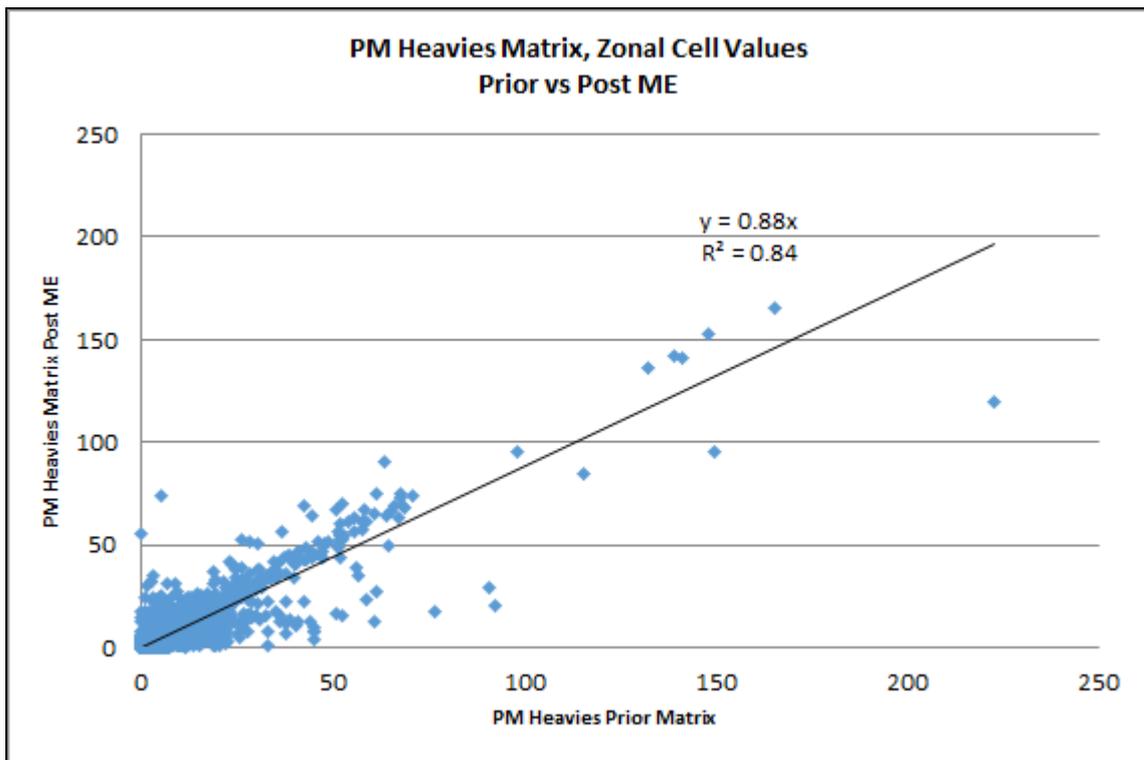


Figure I.11 : Matrix Estimation Change Correlation Plots, PM Peak HGV Cell Values

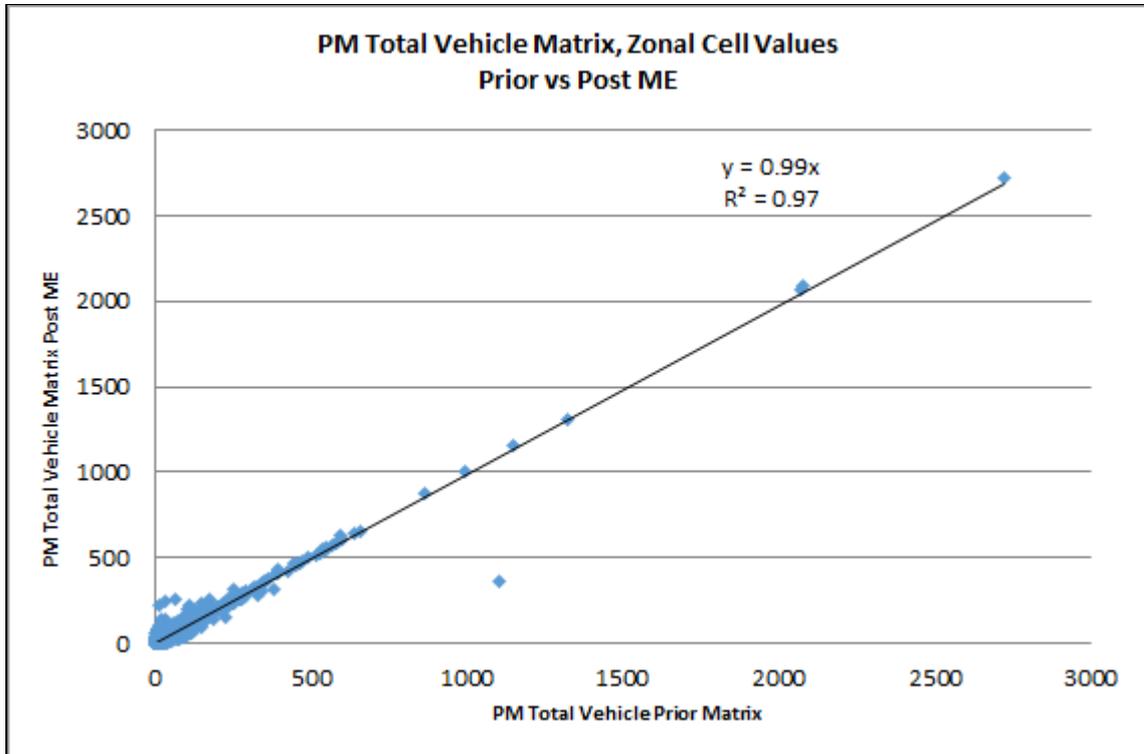


Figure I.12 : Matrix Estimation Change Correlation Plots, PM Peak Total Cell Values



I.2 Trip End Correlation

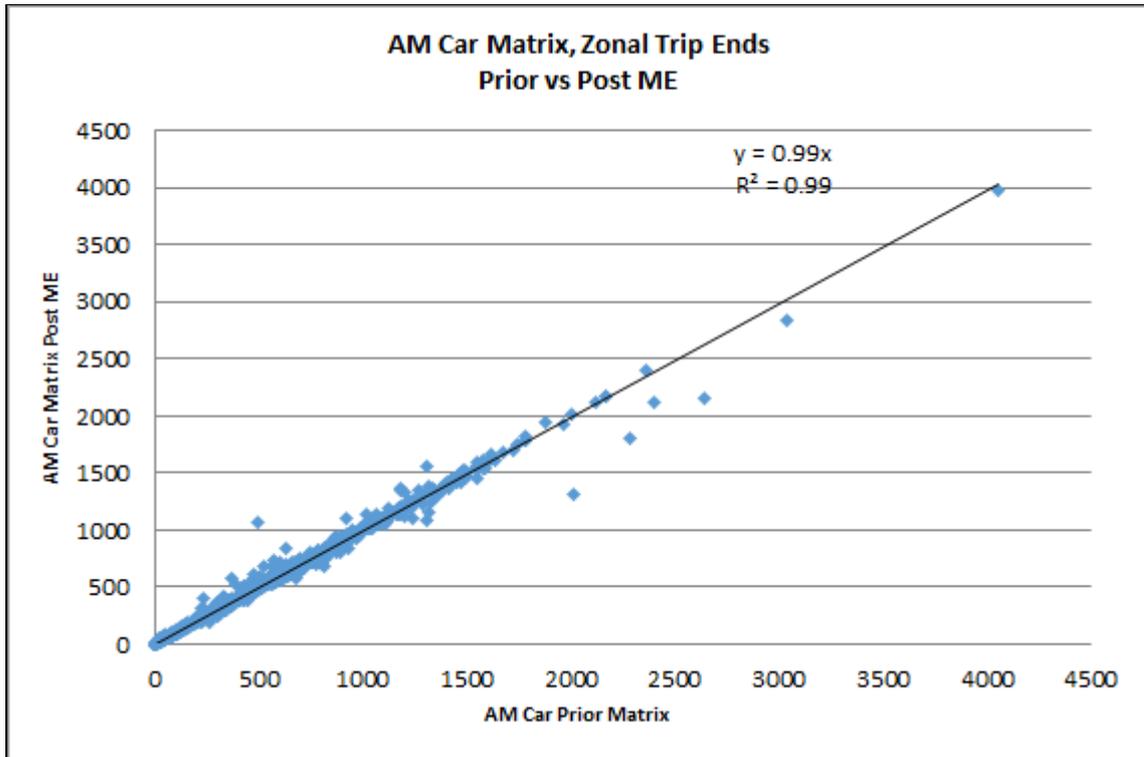


Figure I.13 : Matrix Estimation Change Correlation Plots, AM Peak Car Trip Ends

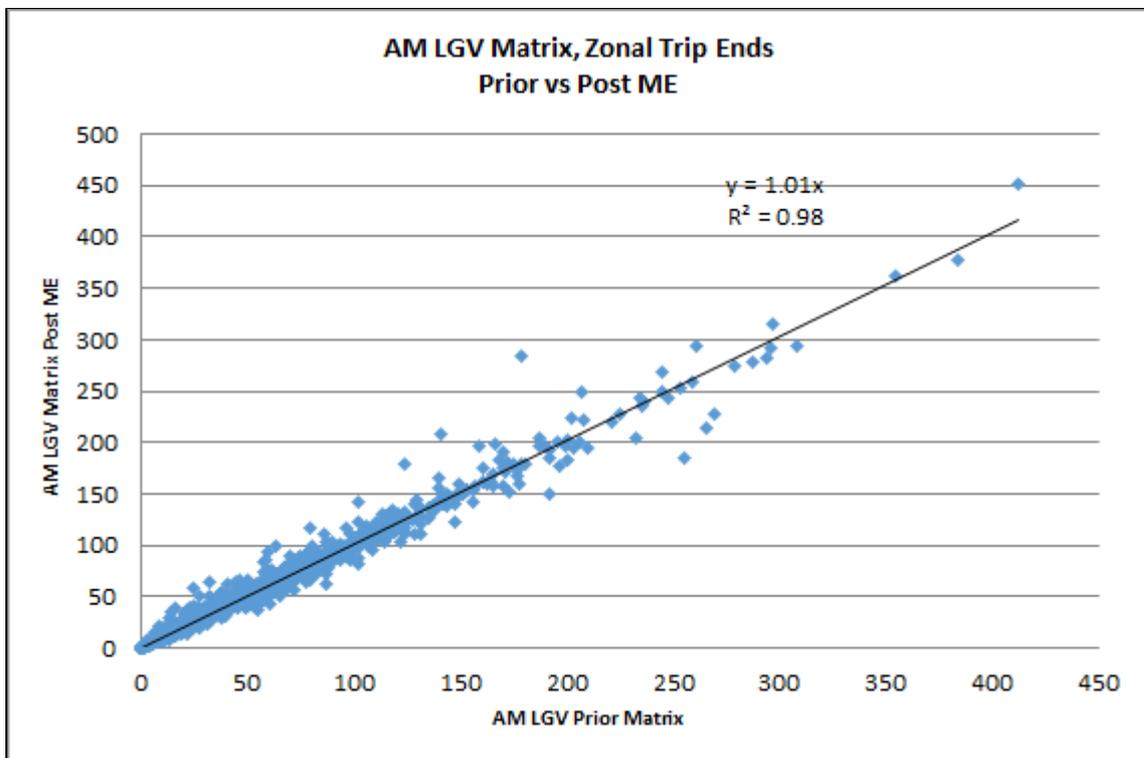


Figure I.14 : Matrix Estimation Change Correlation Plots, AM Peak LGV Trip Ends



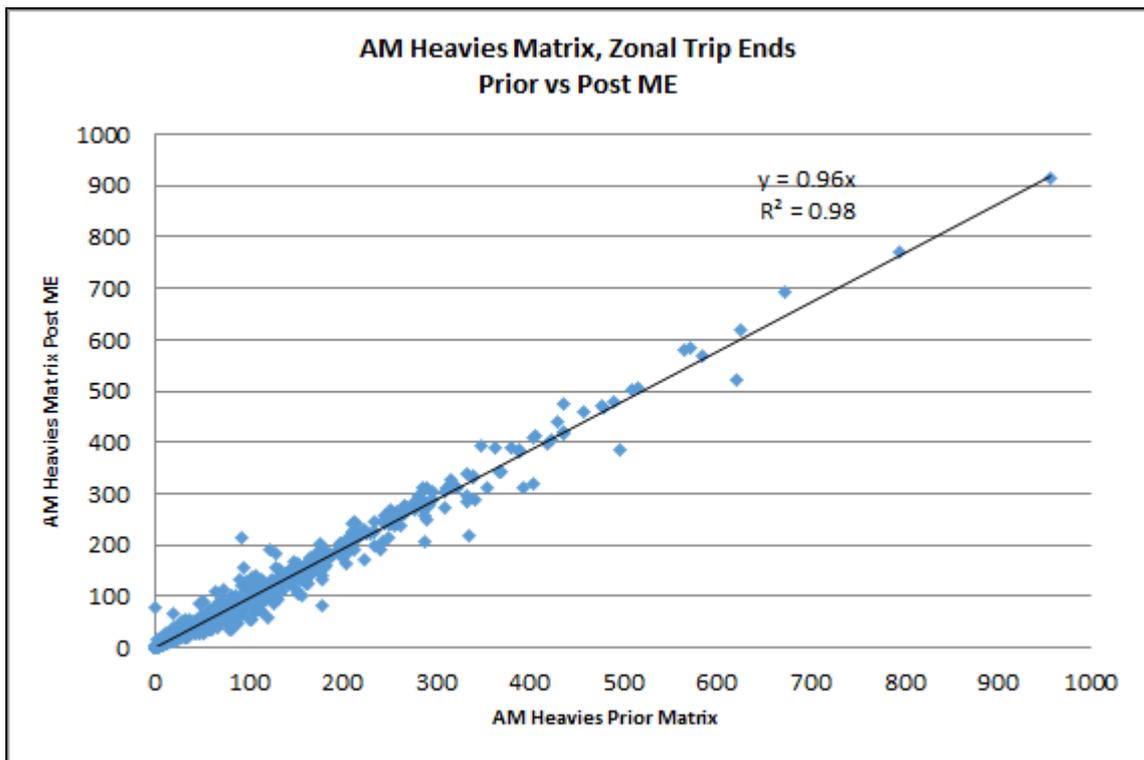


Figure I.15 : Matrix Estimation Change Correlation Plots, AM Peak HGV Trip Ends

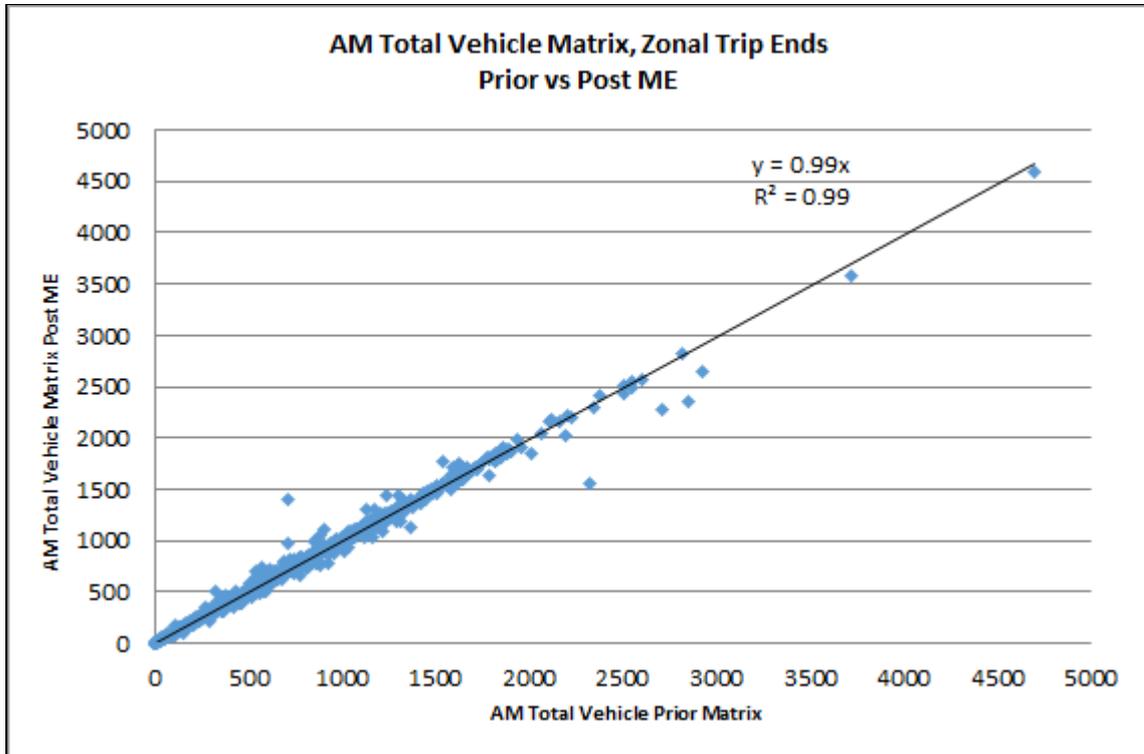


Figure I.16 : Matrix Estimation Change Correlation Plots, AM Peak Total Trip Ends



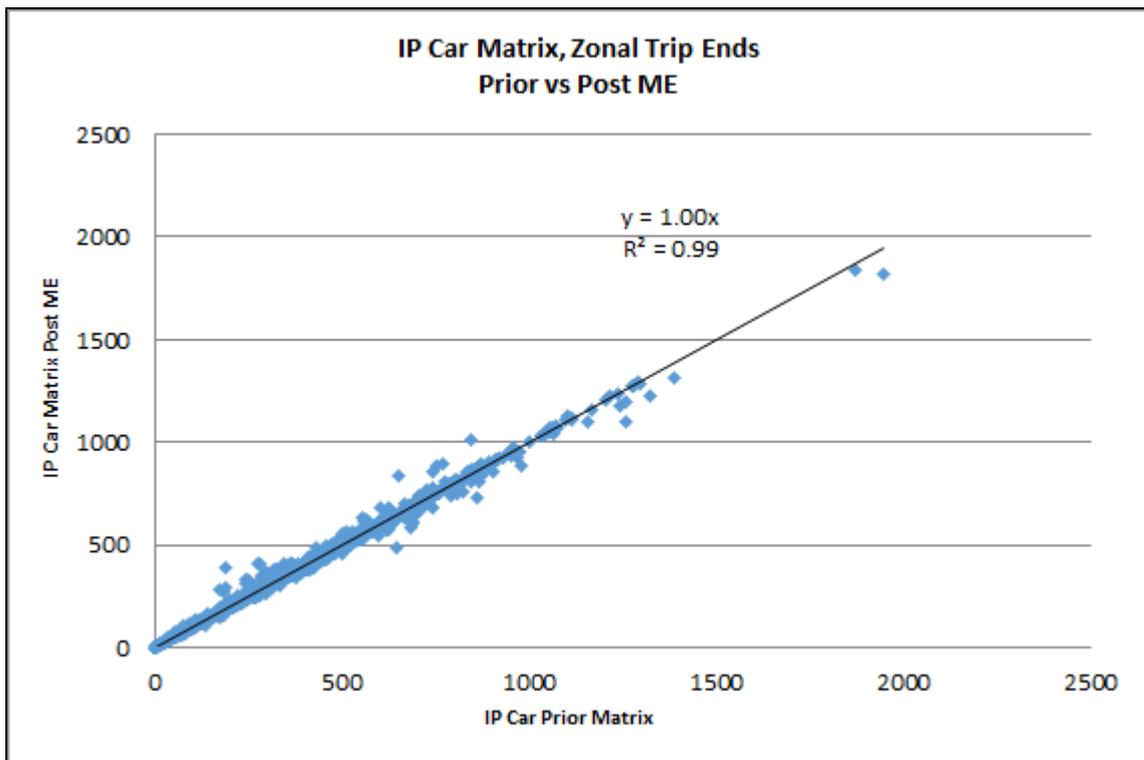


Figure I.17 : Matrix Estimation Change Correlation Plots, Inter Peak Car Trip Ends

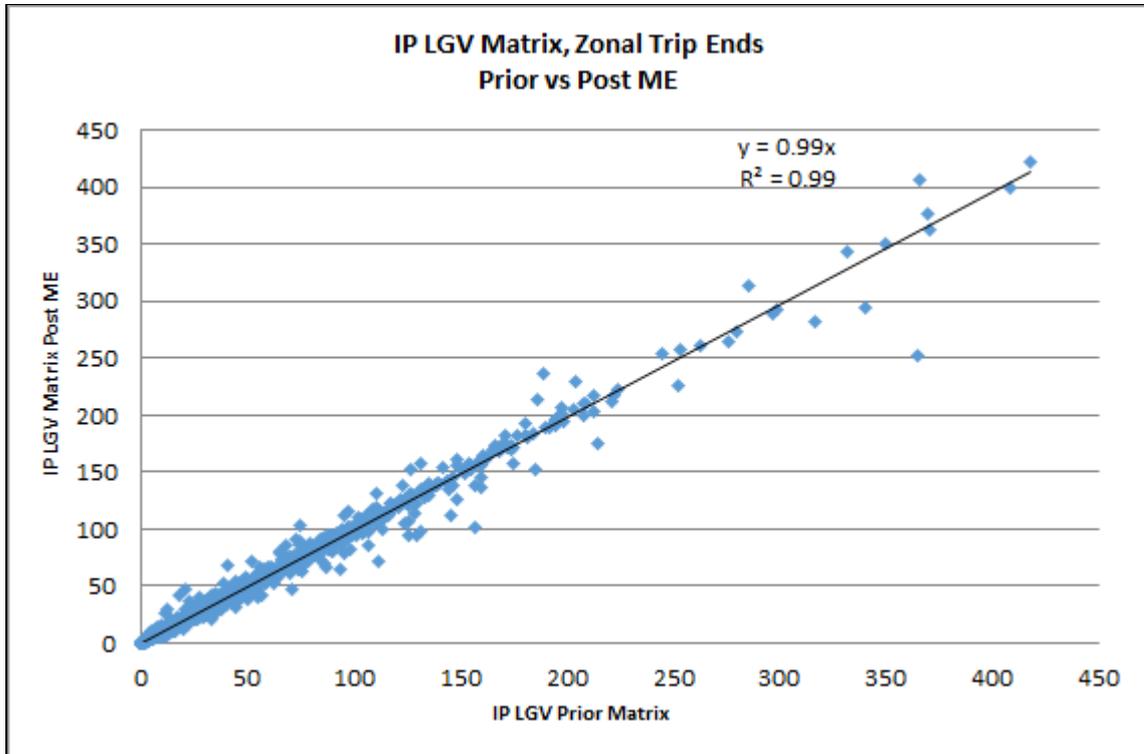


Figure I.18 : Matrix Estimation Change Correlation Plots, Inter Peak LGV Trip Ends



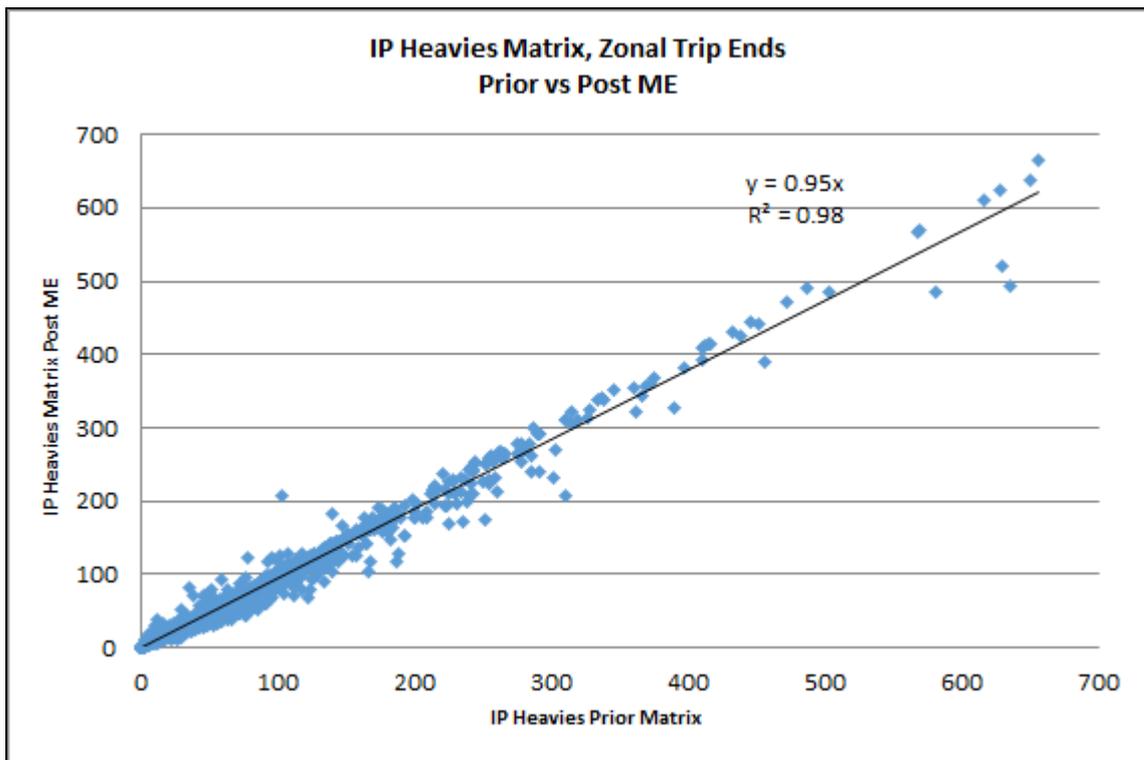


Figure I.19 : Matrix Estimation Change Correlation Plots, Inter Peak HGV Trip Ends

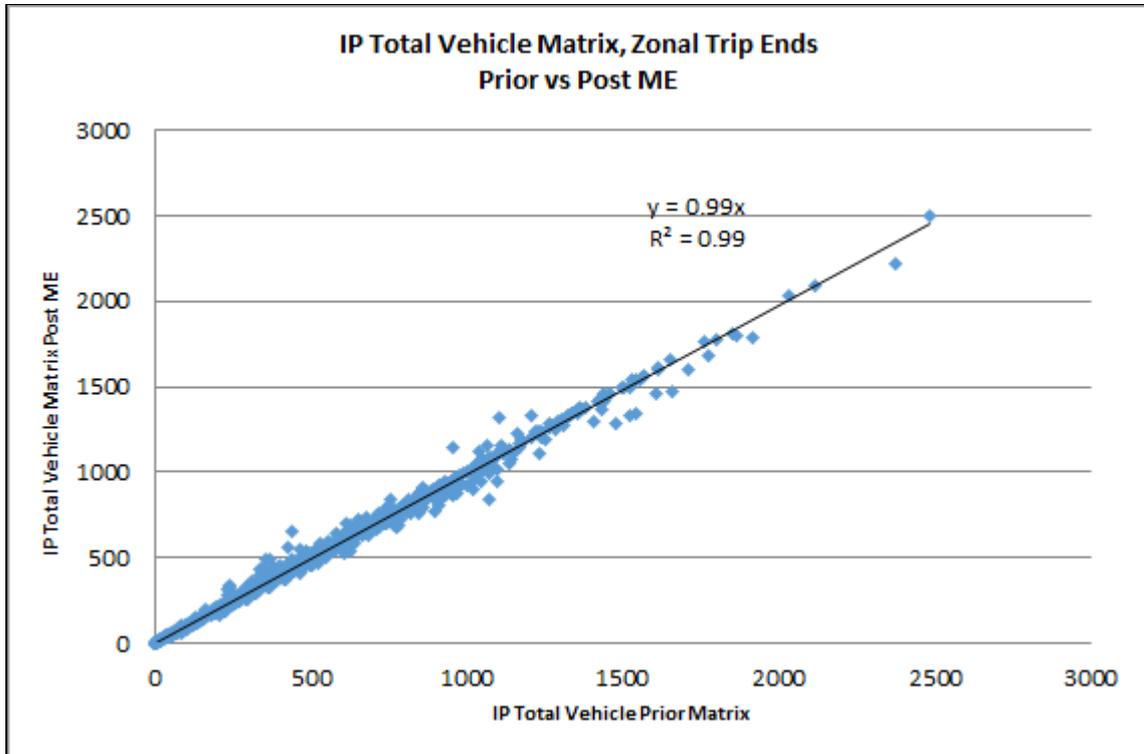


Figure I.20 : Matrix Estimation Change Correlation Plots, Inter Peak Total Trip Ends



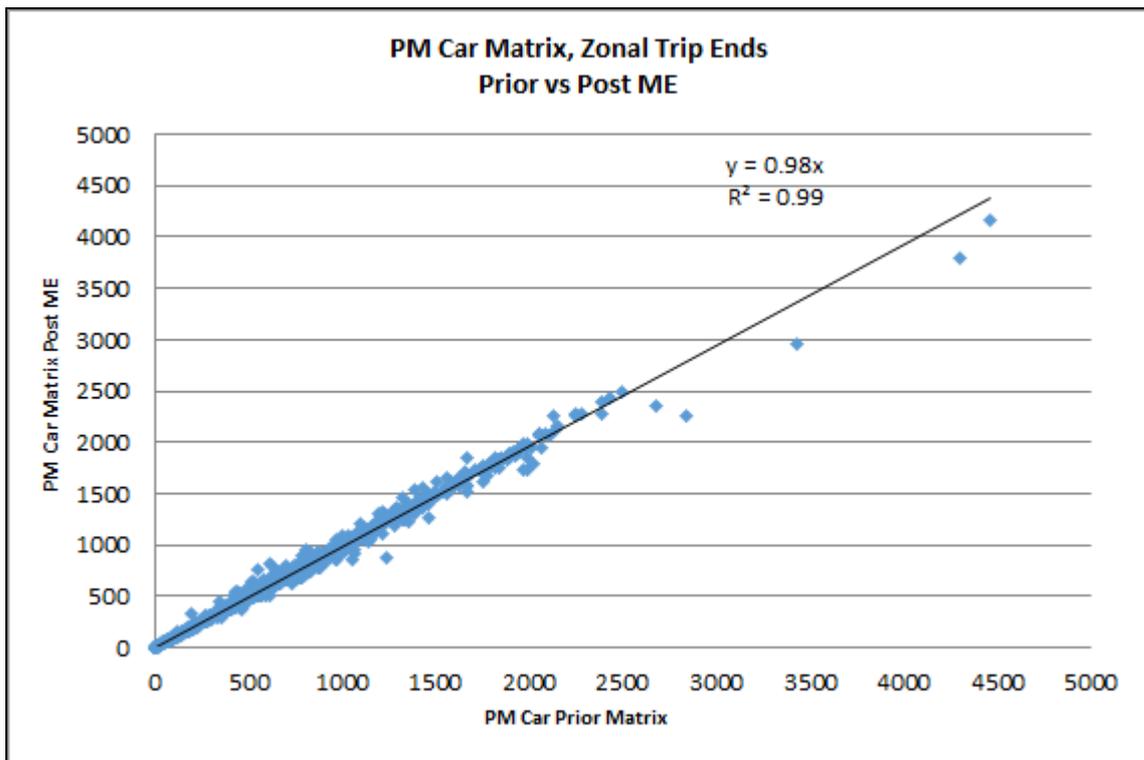


Figure I.21 : Matrix Estimation Change Correlation Plots, PM Peak Car Trip Ends

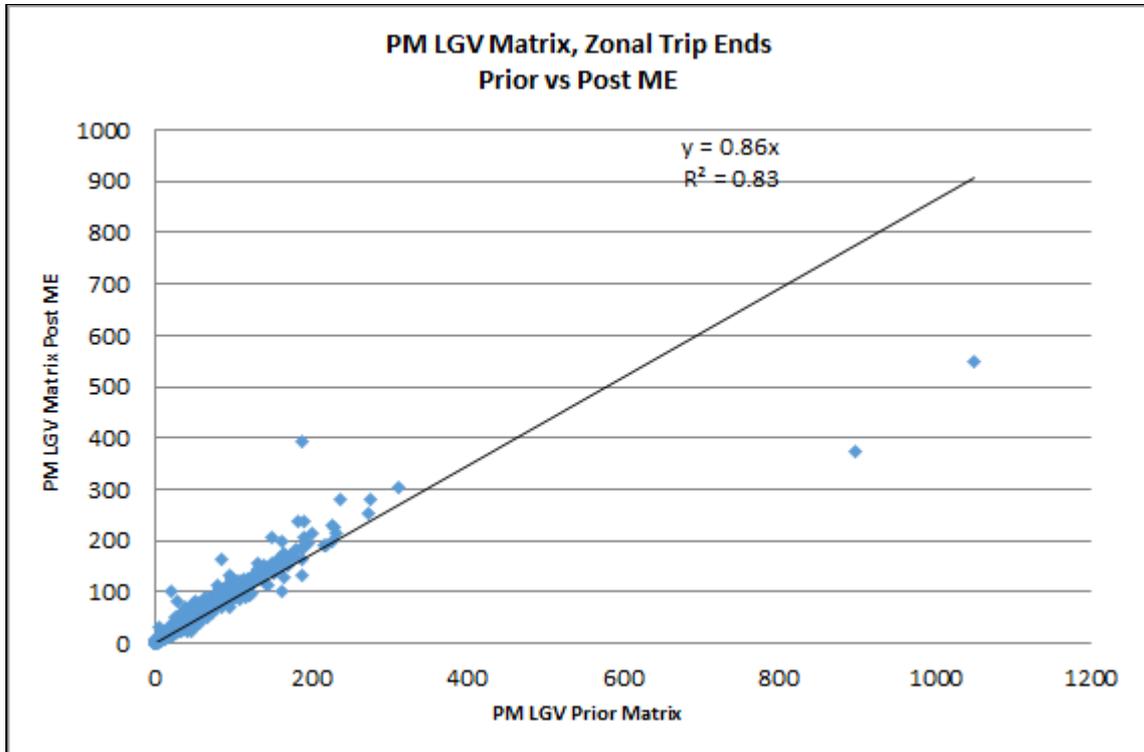


Figure I.22 : Matrix Estimation Change Correlation Plots, PM Peak LGV Trip Ends



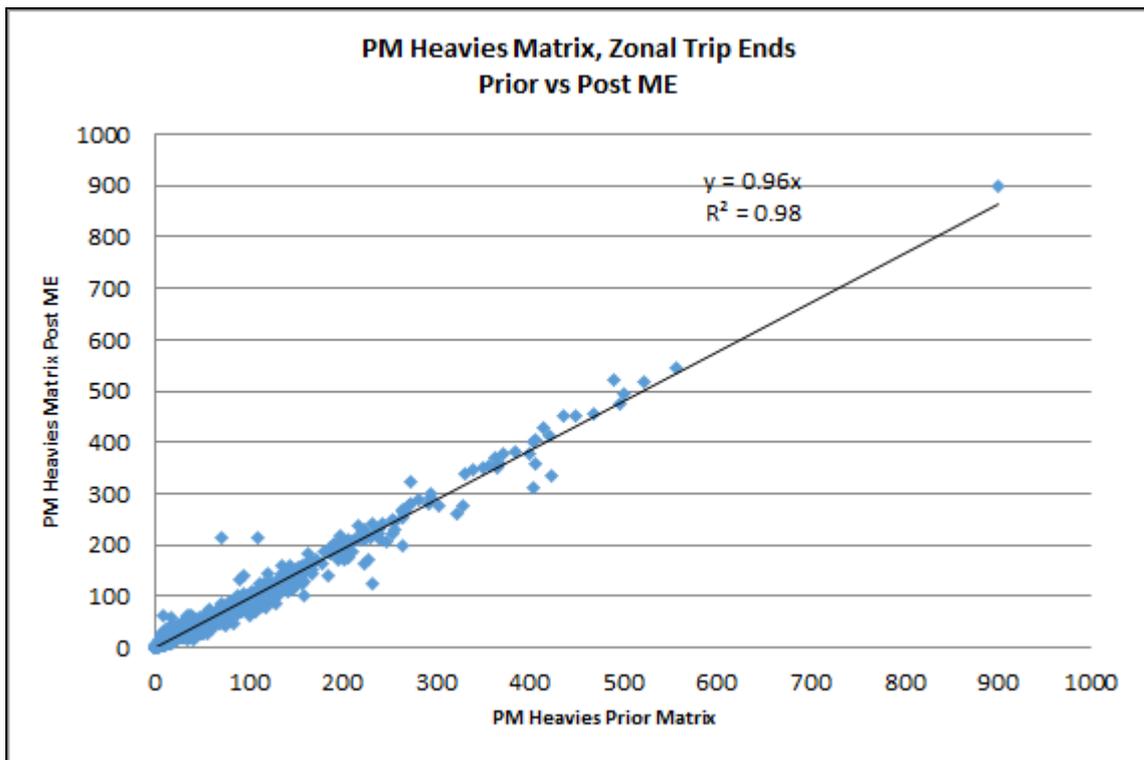


Figure I.23 : Matrix Estimation Change Correlation Plots, PM Peak HGV Trip Ends

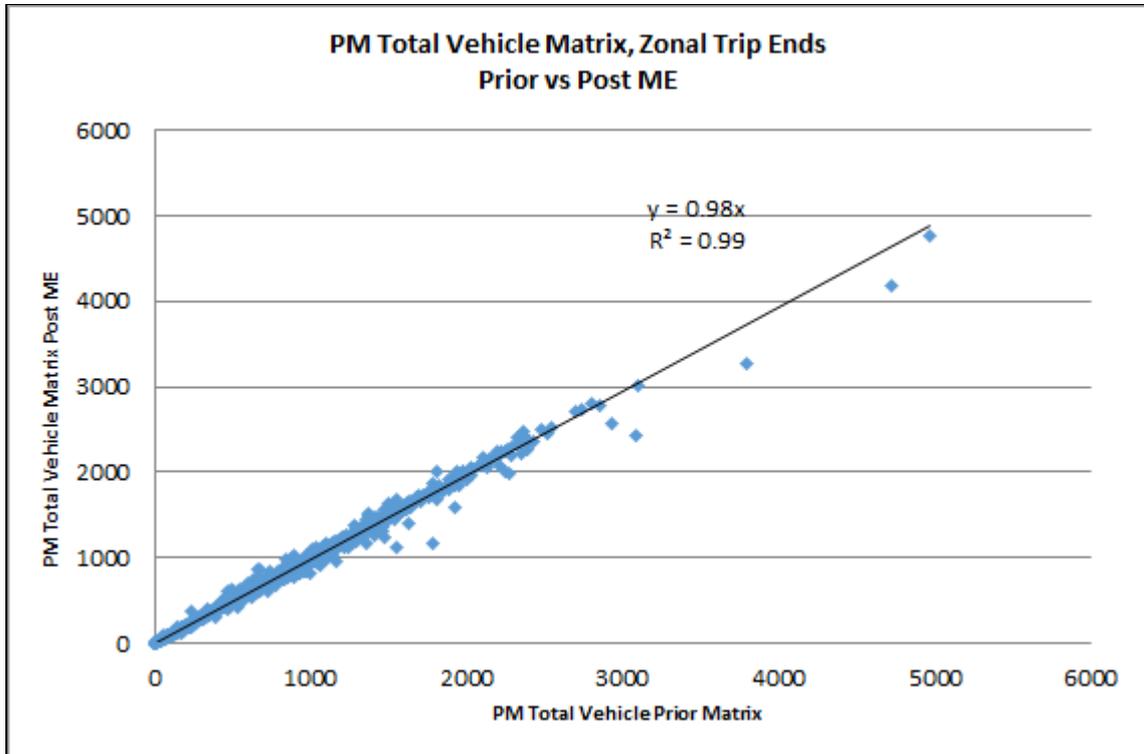


Figure I.24 : Matrix Estimation Change Correlation Plots, PM Peak Total Trip Ends



J TRIP LENGTH DISTRIBUTION ANALYSIS

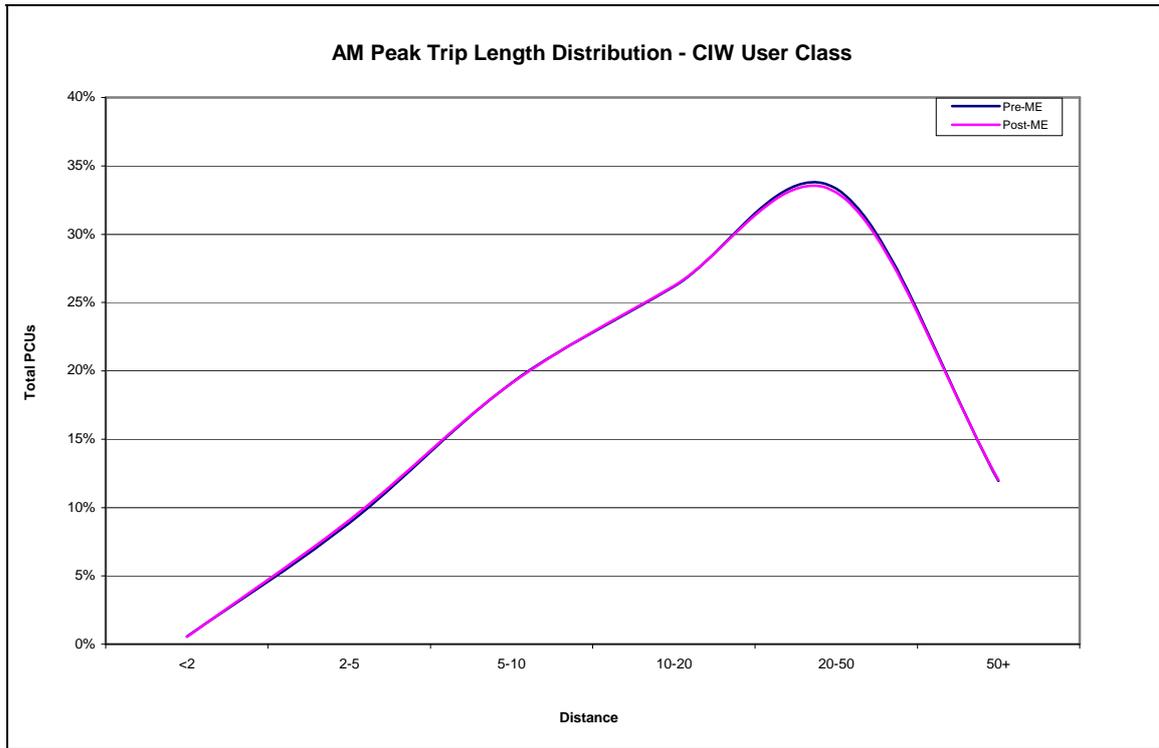


Figure J.1: AM Peak Trip Length Distribution, Car In Work User Class

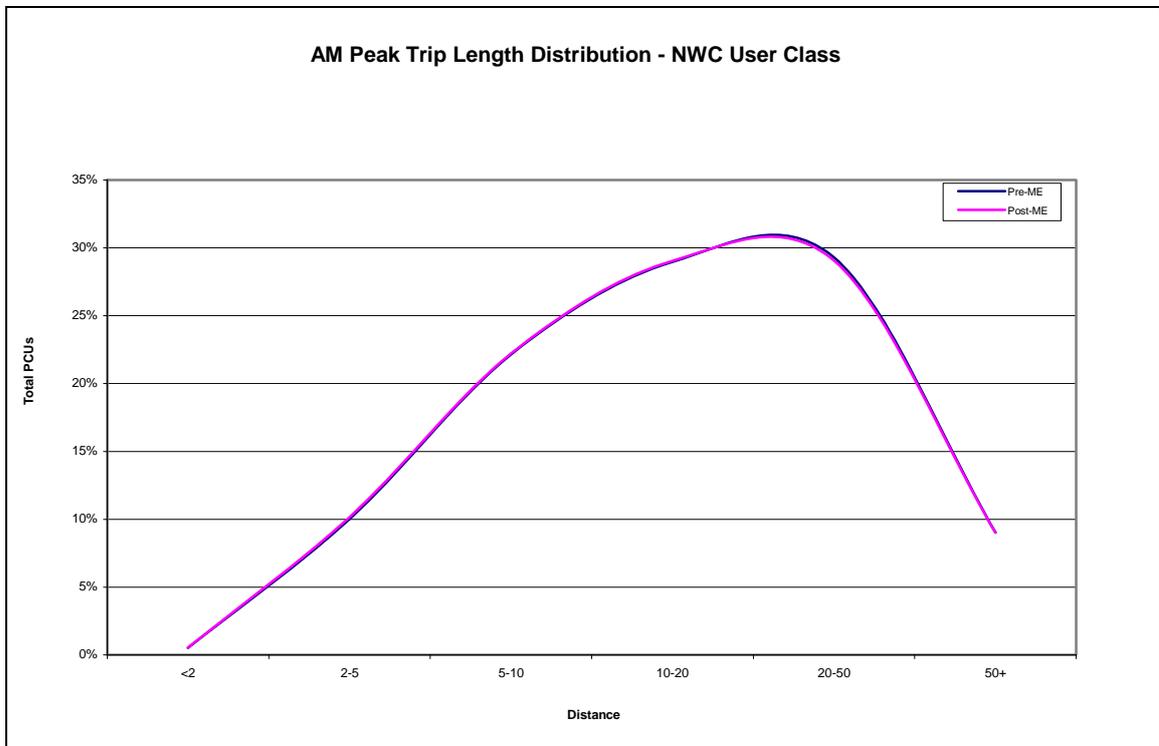


Figure J.2: AM Peak Trip Length Distribution, Non Work Commute User Class



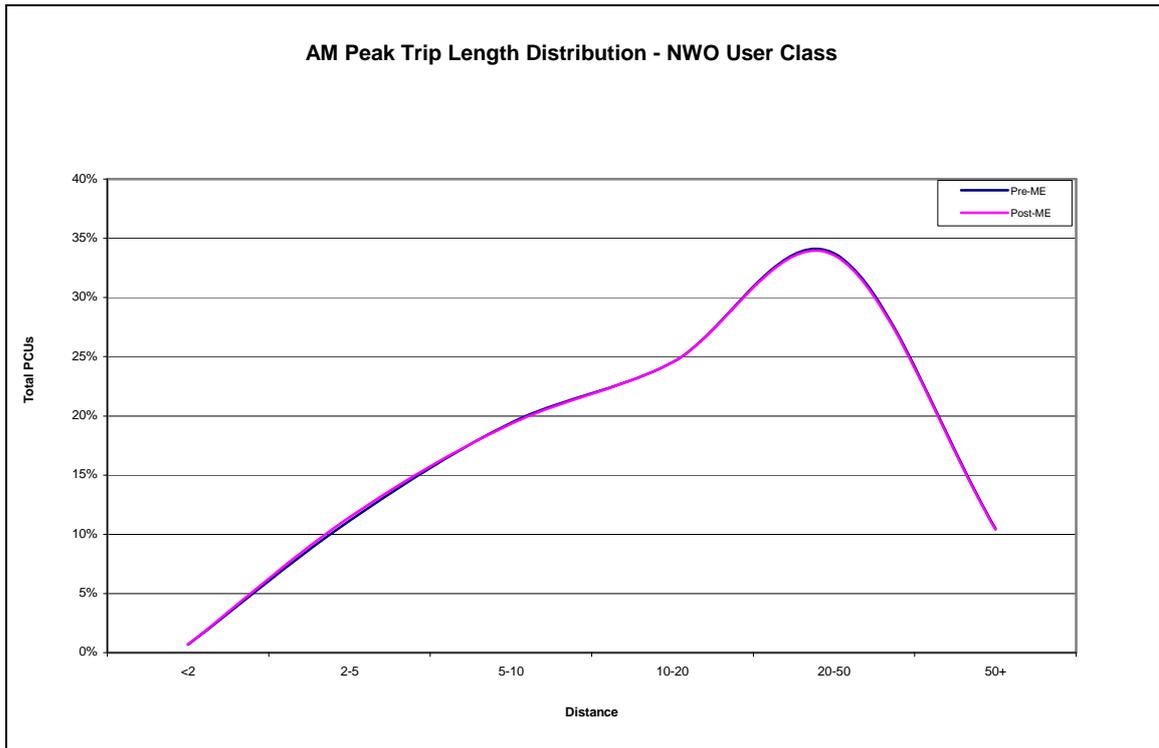


Figure J.3: AM Peak Trip Length Distribution, Non Work Other User Class

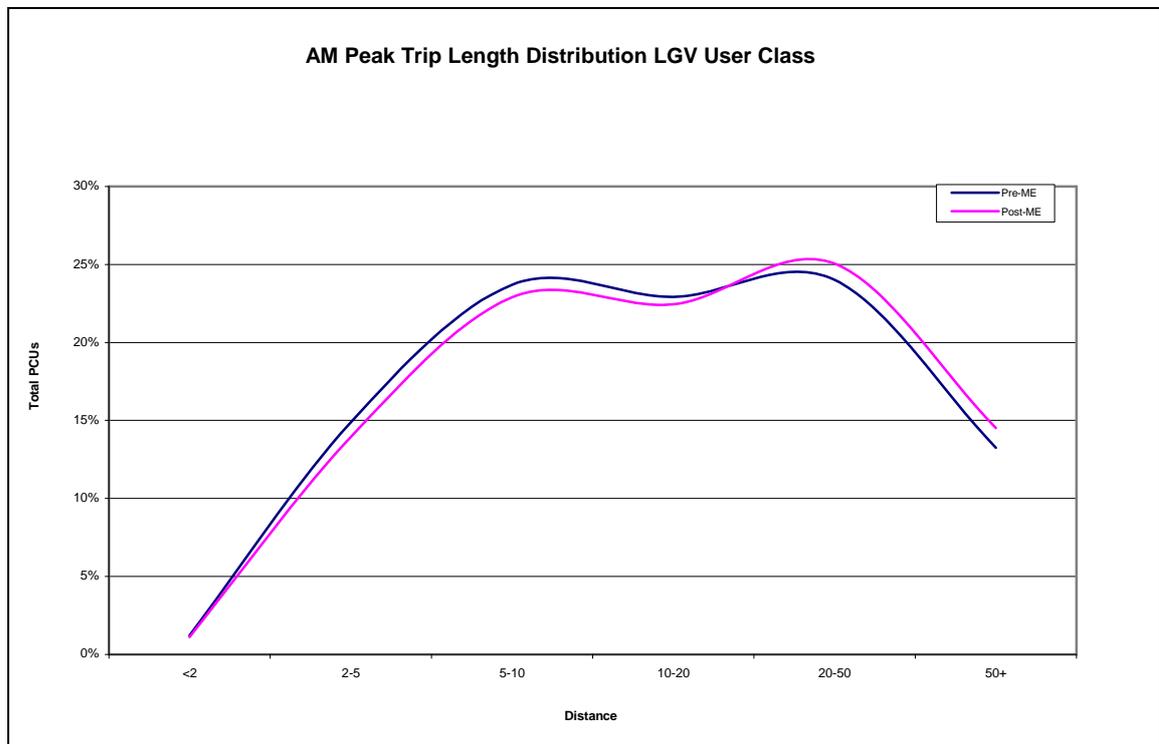


Figure J.4: AM Peak Trip Length Distribution, LGV User Class



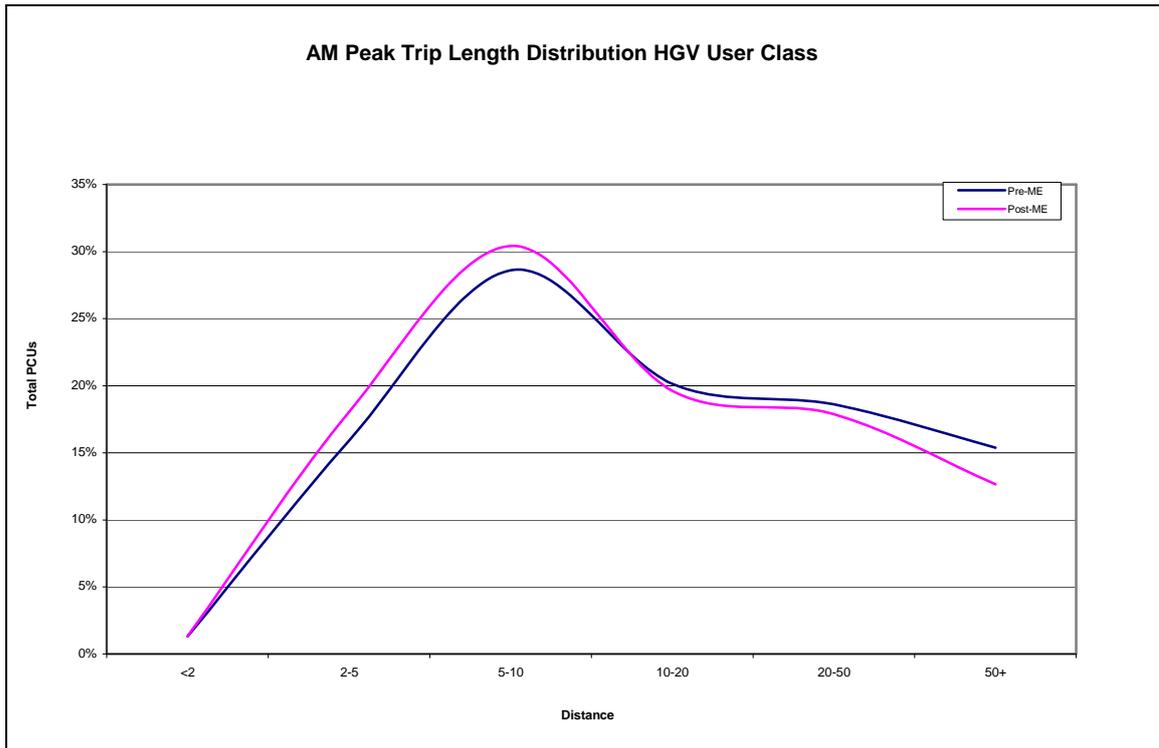


Figure J.5: AM Peak Trip Length Distribution, HGV User Class

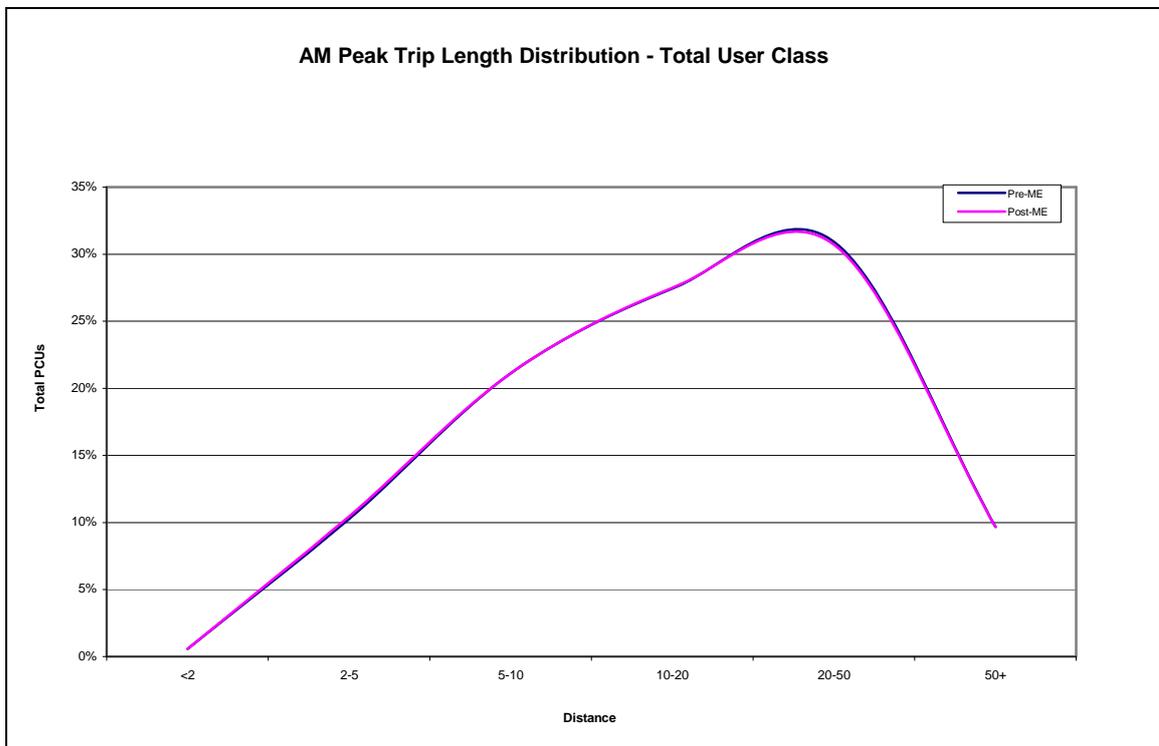


Figure J.6: AM Peak Trip Length Distribution, Total



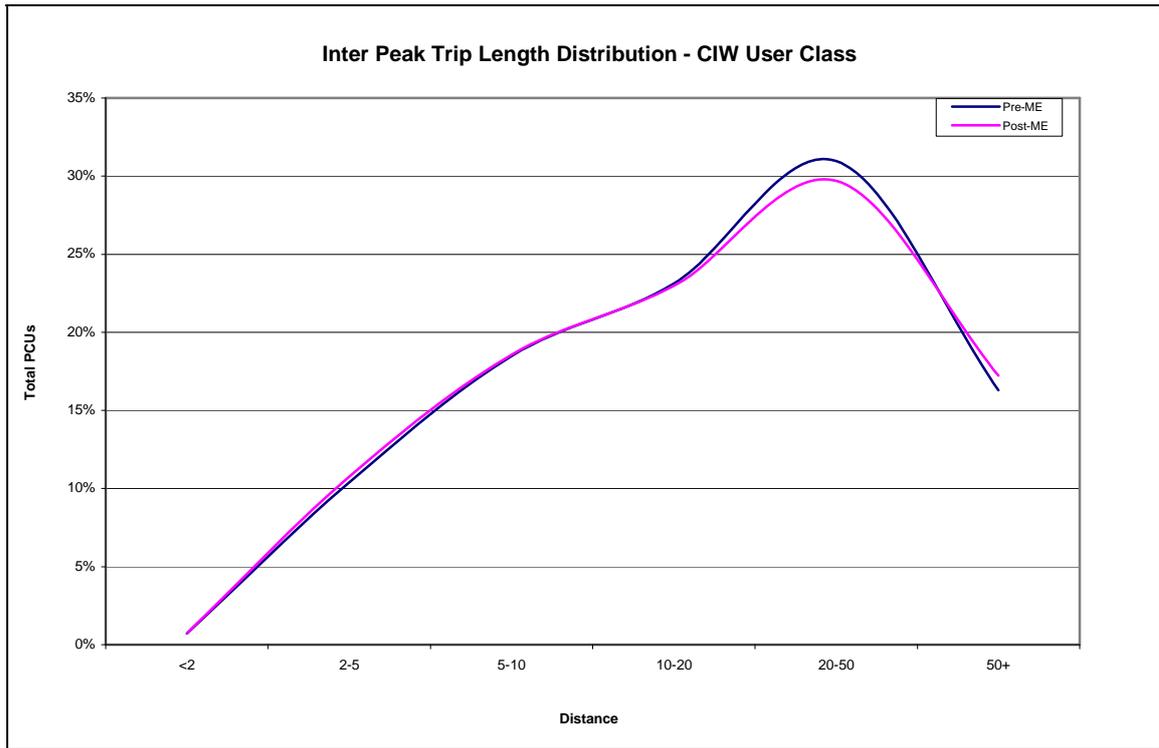


Figure J.7: Inter Peak Trip Length Distribution, Car In Work User Class

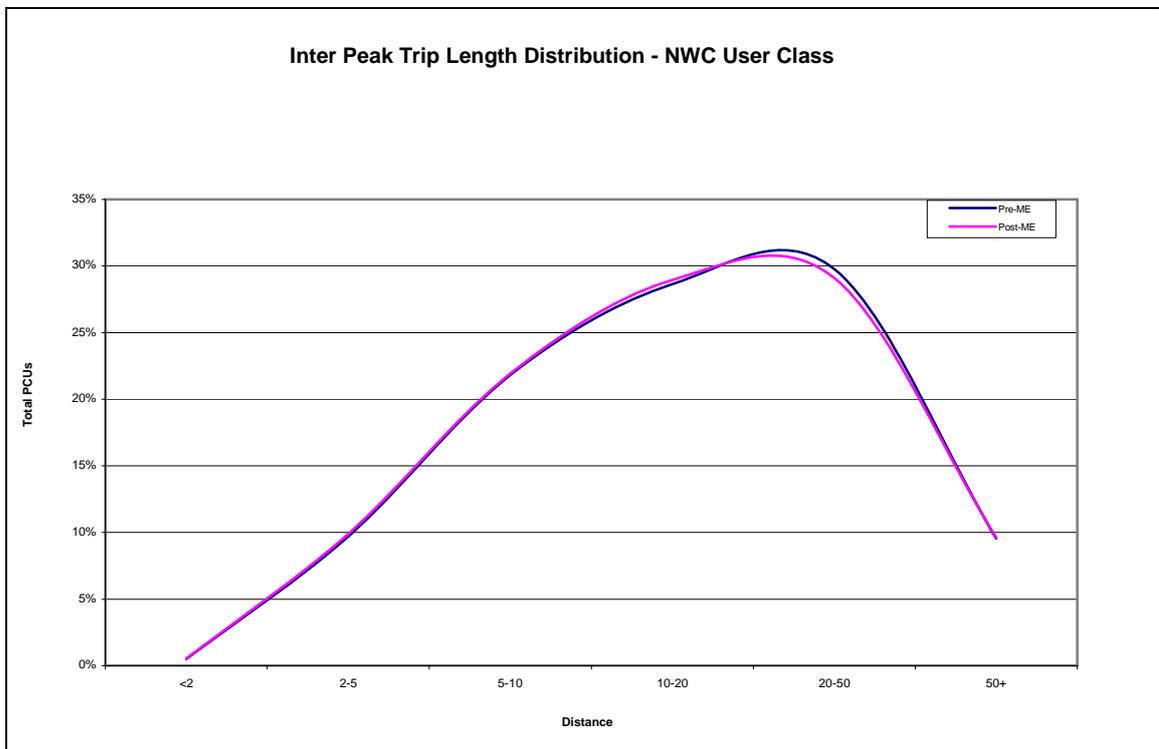


Figure J.8: Inter Peak Trip Length Distribution, Non Work Commute User Class



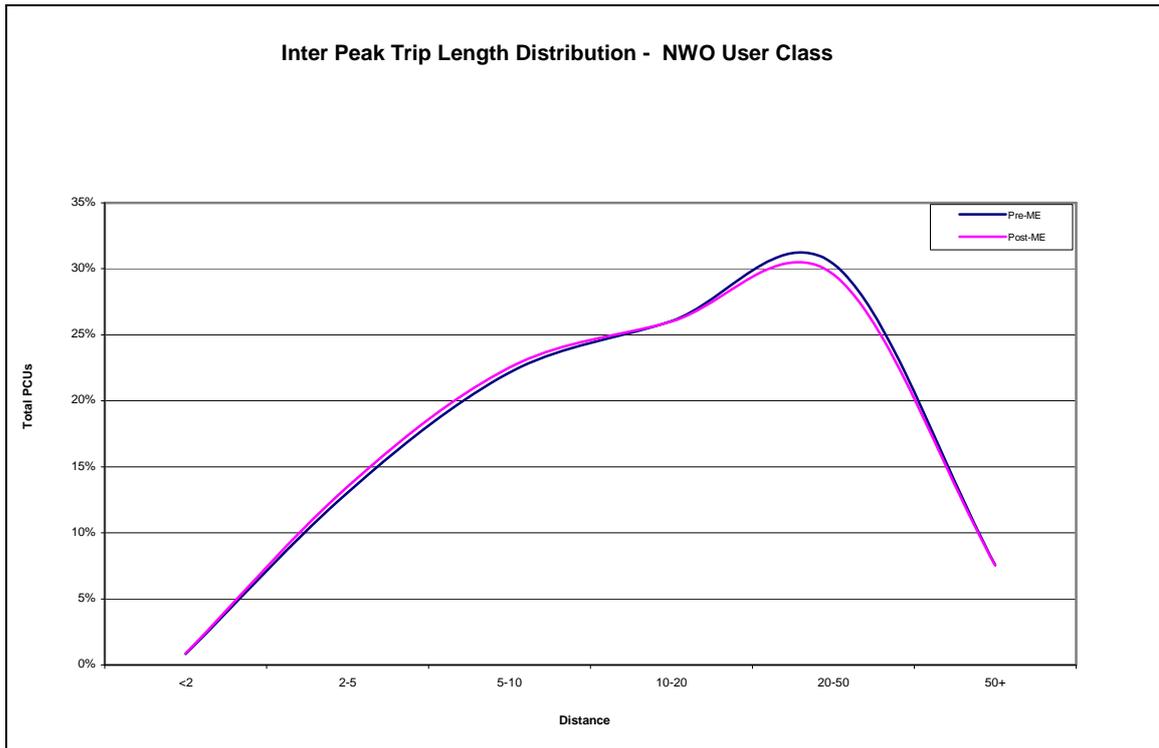


Figure J.9: Inter Peak Trip Length Distribution, Non Work Other Commute User Class

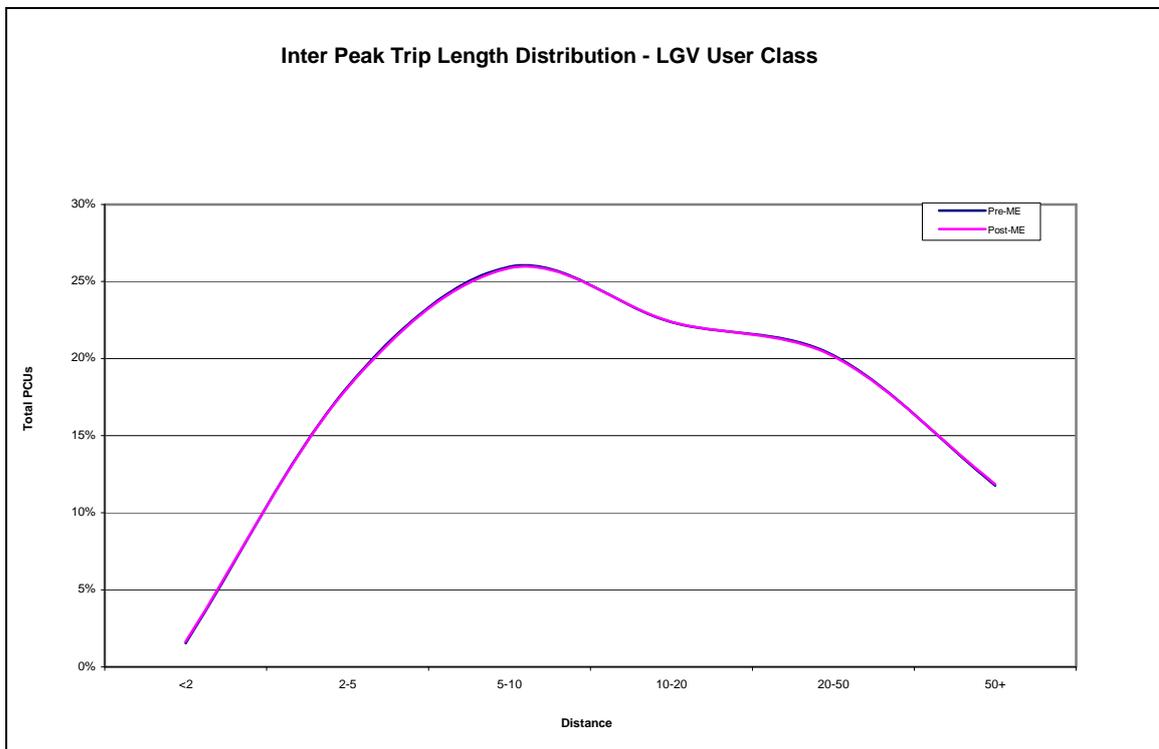


Figure J.10: Inter Peak Trip Length Distribution, LGV User Class



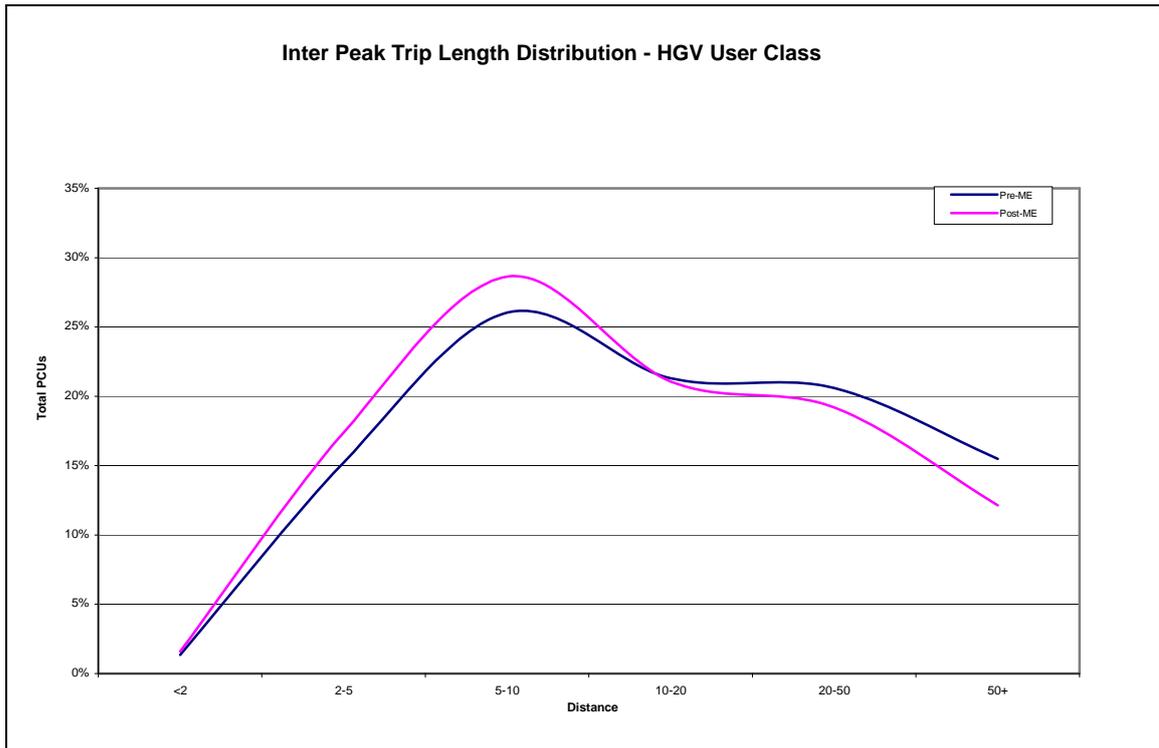


Figure J.11: Inter Peak Trip Length Distribution, HGV User Class

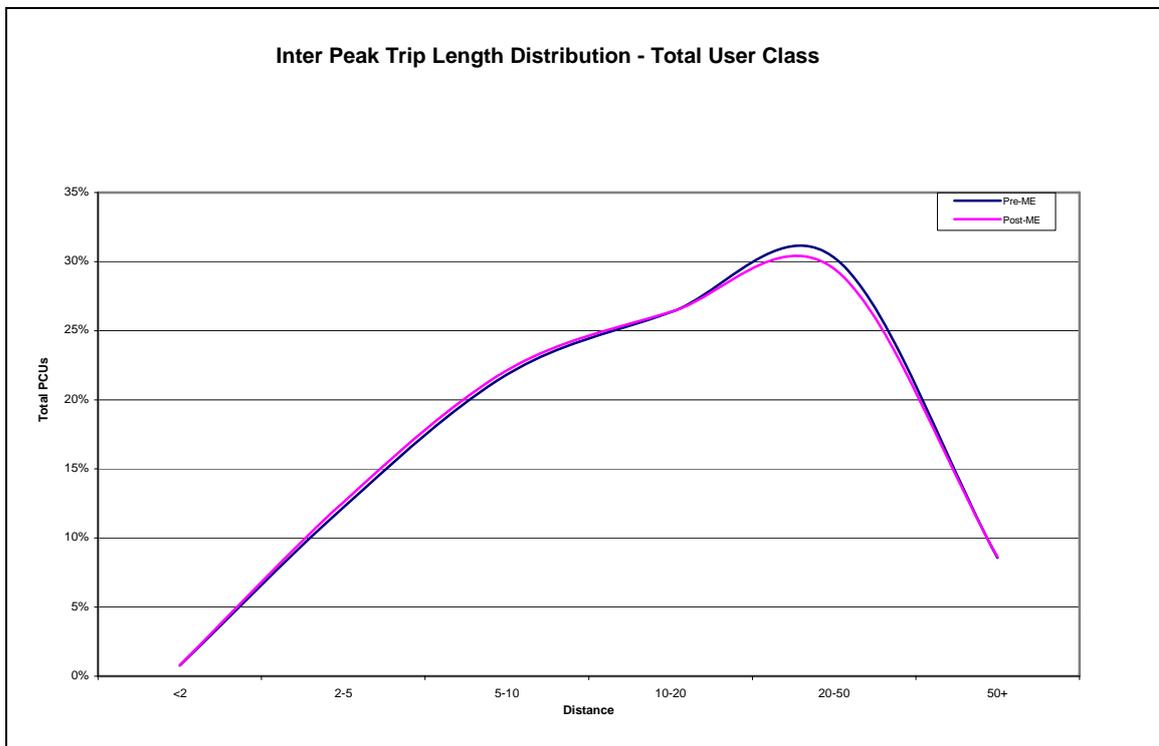


Figure J.12: Inter Peak Trip Length Distribution, Total User Class



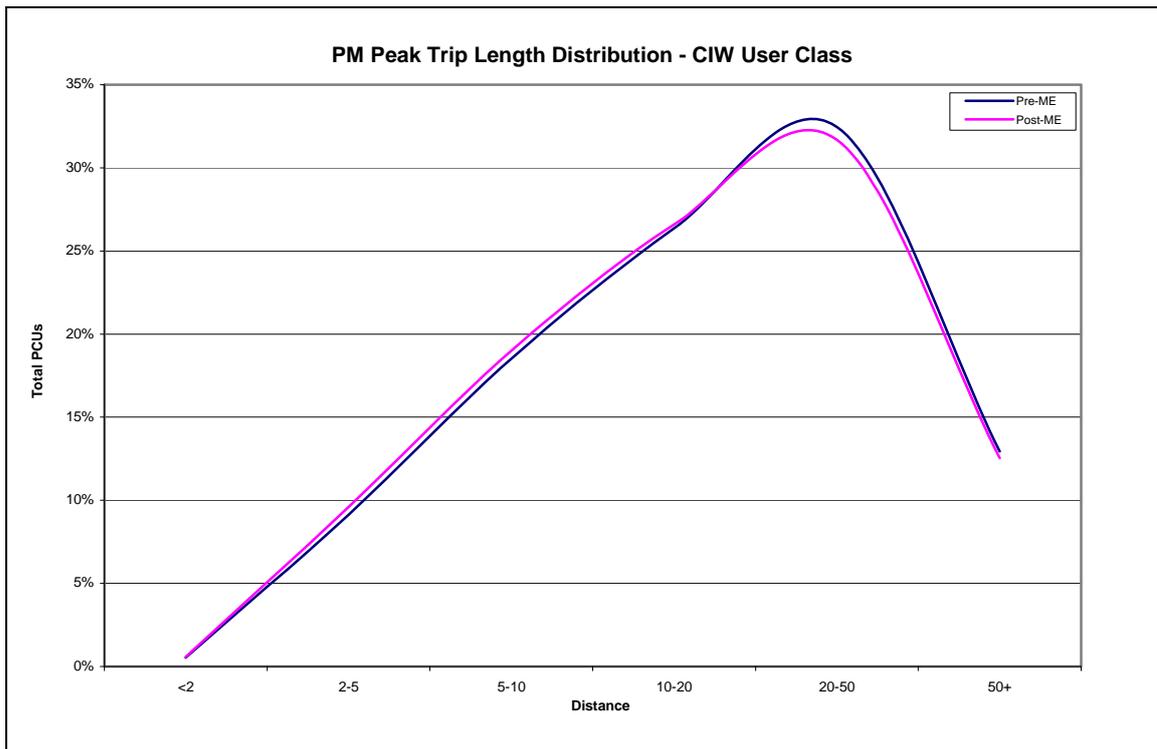


Figure J.13: PM Peak Trip Length Distribution, Car In Work User Class

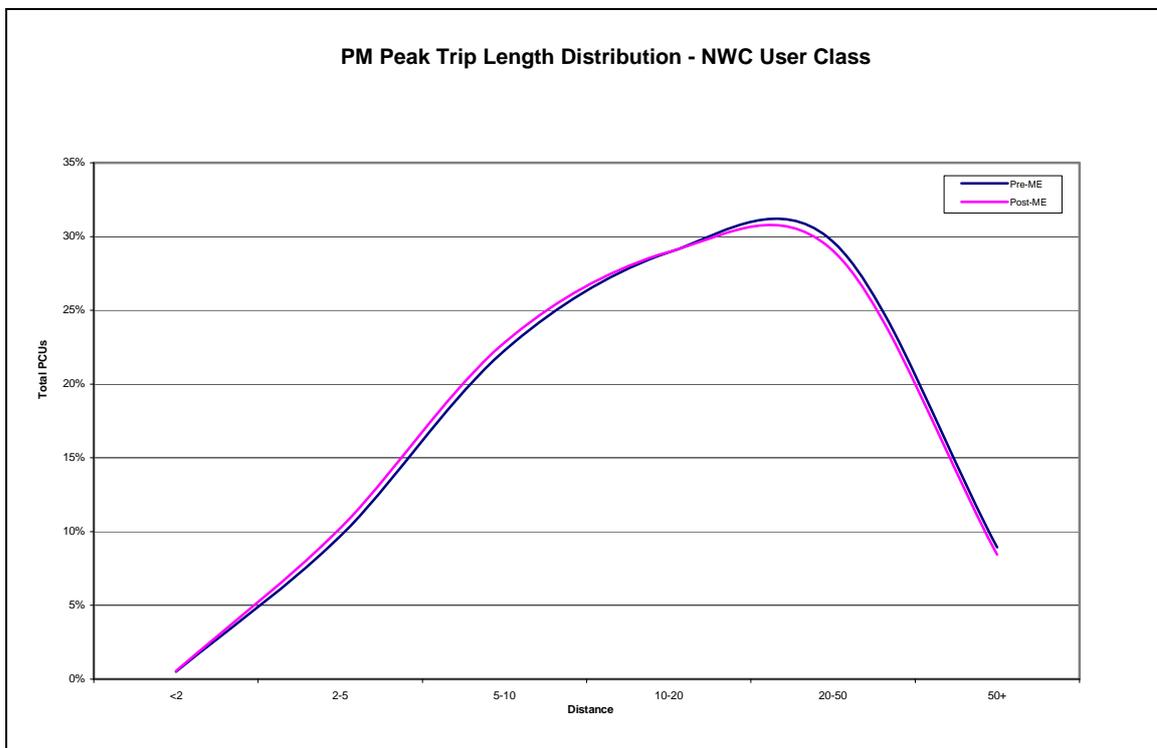


Figure J.14: PM Peak Trip Length Distribution, Non Work Commute User Class



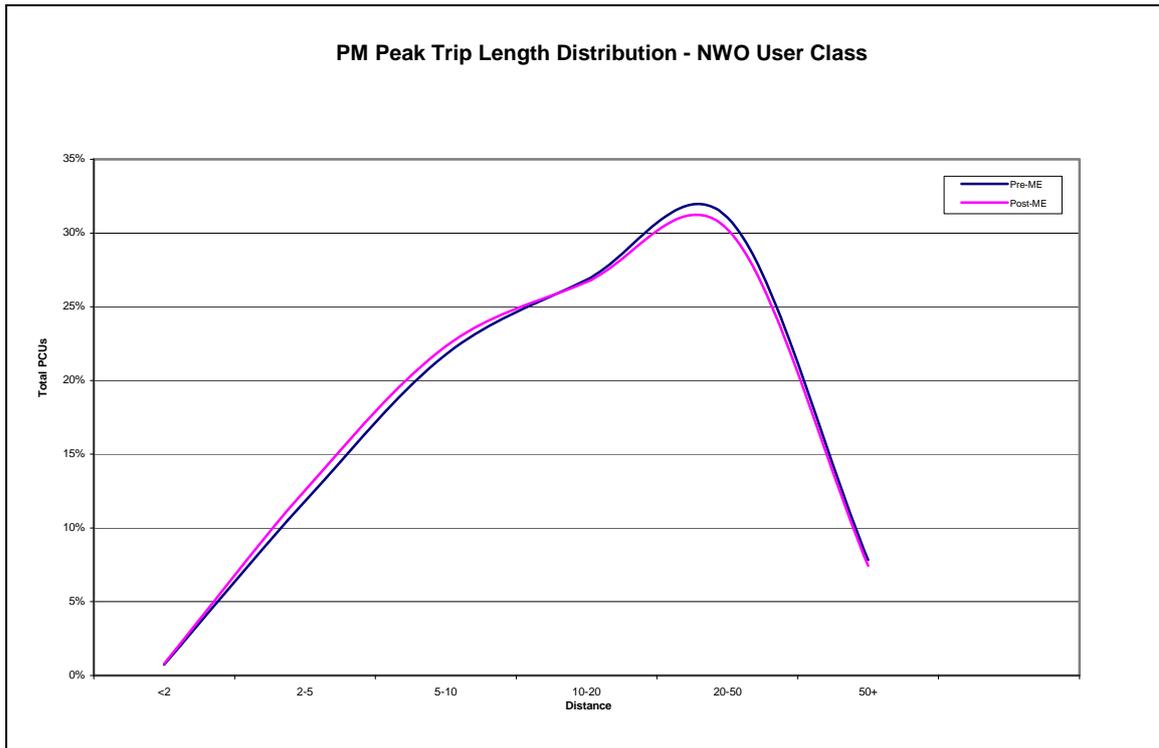


Figure J.15: PM Peak Trip Length Distribution, Non Work Other Commute User Class

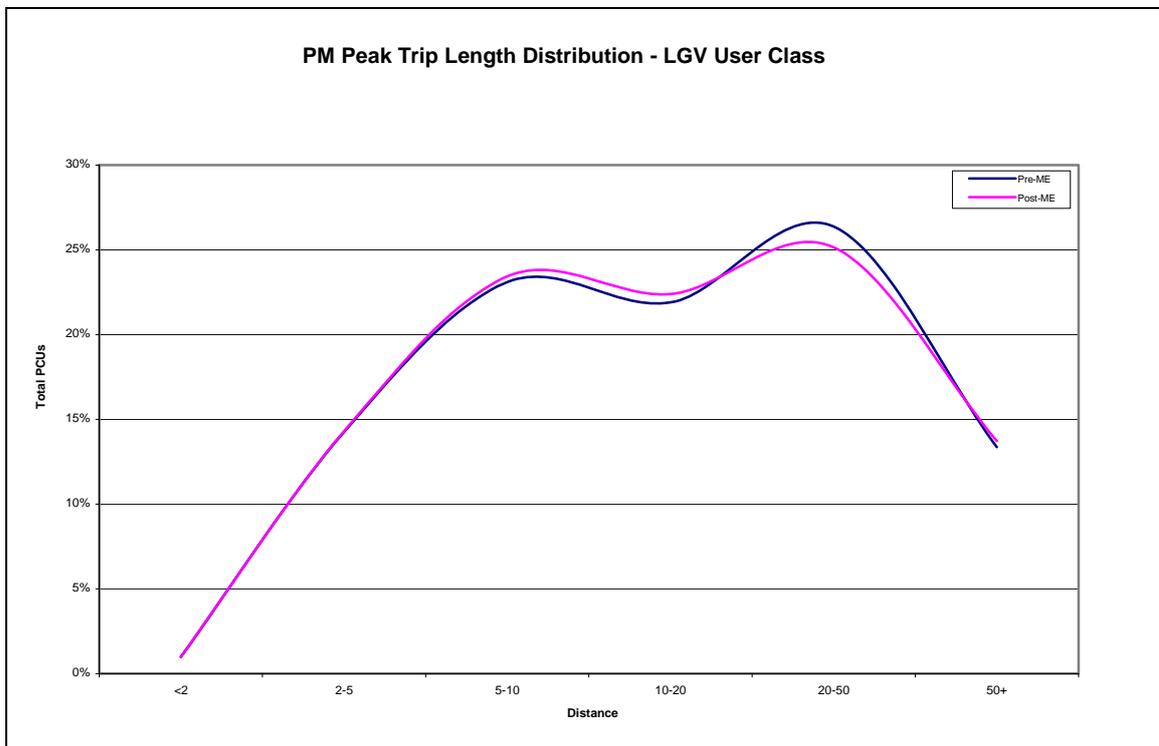


Figure J.16: PM Peak Trip Length Distribution, LGV User Class



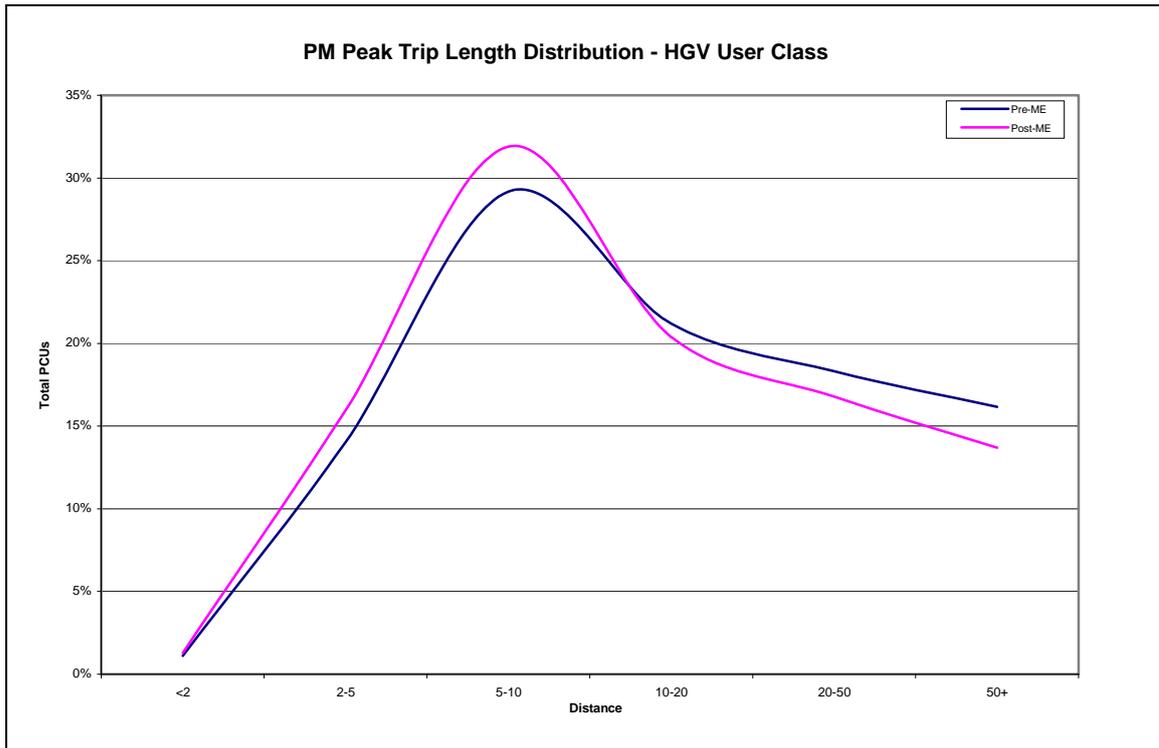


Figure J.17: PM Peak Trip Length Distribution, HGV User Class

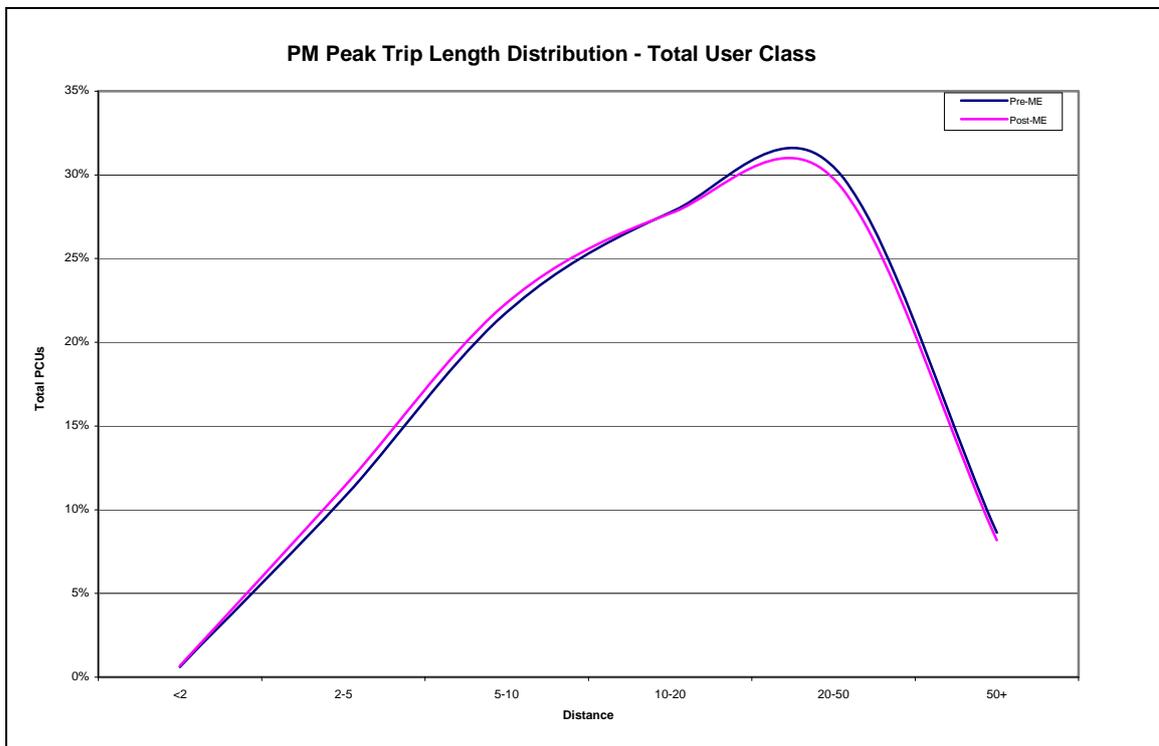


Figure J.18: PM Peak Trip Length Distribution, Total User Class





K LINK COUNT CALIBRATION ANALYSIS

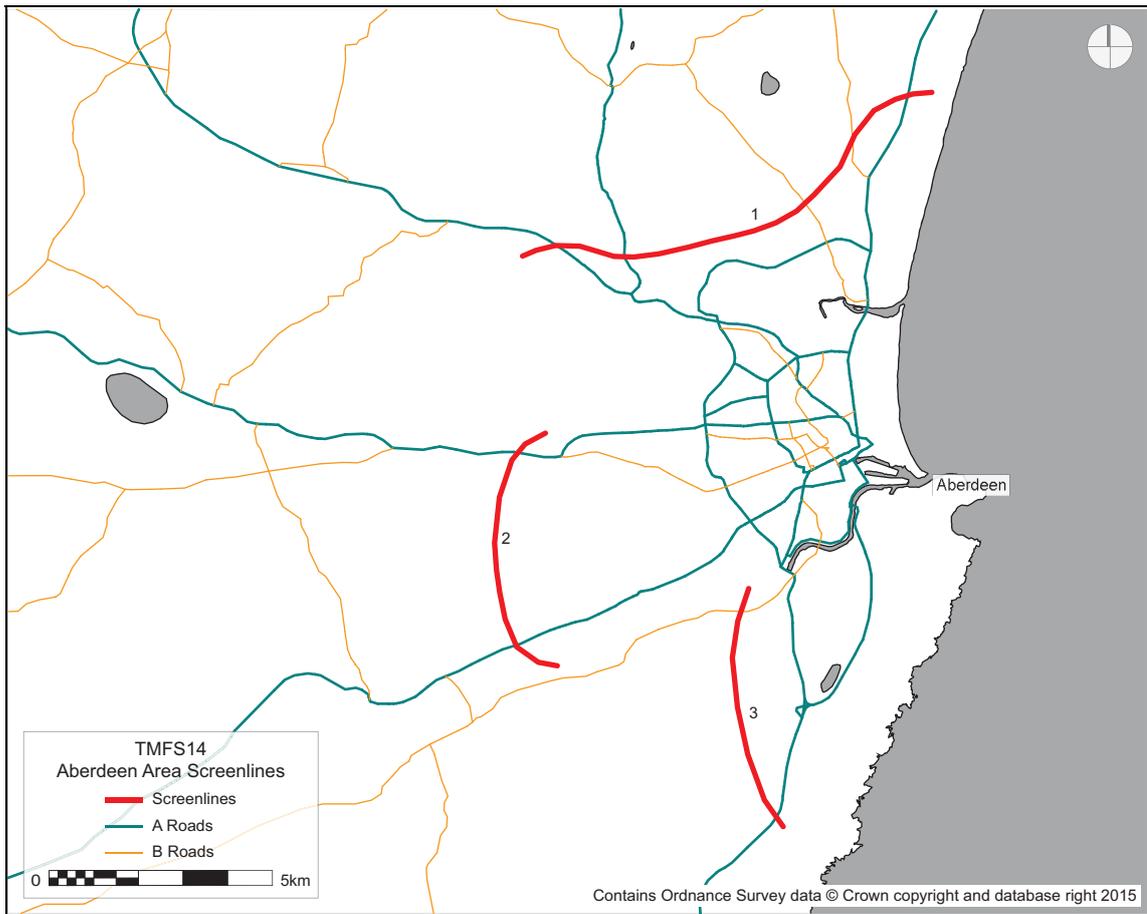


Figure K.1: Aberdeen Area Screenlines



Table K.1: AM Peak Hour Link Count Calibration, Aberdeen Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
1 -Inbound	4. A947 (North of A96) - Aberdeen Area - Southbound	528	709	34%	7.3
1 -Inbound	5. B997 (North of A90) - Aberdeen Area - Southbound	790	572	-28%	8.4
1 -Inbound	6. B999 (North of A90) - Aberdeen Area - Eastbound	540	564	4%	1.0
1 -Inbound	A96 Clinterty (WiM) -East	1,553	1,624	5%	1.8
1 -Inbound	A90 Bridge of Don (WiM) -South	1,458	1,305	-10%	4.1
1 -Inbound - Total		4,869	4,774	-2%	1.4
1 -Outbound	4. A947 (North of A96) - Aberdeen Area - Northbound	542	957	77%	15.2
1 -Outbound	5. B997 (North of A90) - Aberdeen Area - Northbound	479	502	5%	1.0
1 -Outbound	6. B999 (North of A90) - Aberdeen Area - Westbound	233	221	-5%	0.8
1 -Outbound	A96 Clinterty (WiM) -West	622	677	9%	2.2
1 -Outbound	A90 Bridge of Don (WiM) -North	724	605	-16%	4.6
1 -Outbound - Total		2,600	2,962	14%	6.9
2 -Inbound	A93 North Deeside Road Milltimber -East	736	708	-4%	1.0
2 -Inbound	3. A944 (West of Skene Road/Lang Stracht) - Aberdeen Area Eastbound	1,774	1,687	-5%	2.1
2 -Inbound - Total		2,510	2,395	-5%	2.3
2 -Outbound	A93 North Deeside Road Milltimber -West	409	344	-16%	3.3
2 -Outbound	3. A944 (West of Skene Road/Lang Stracht) - Aberdeen Area Westbound	1,322	1,264	-4%	1.6
2 -Outbound - Total		1,731	1,608	-7%	3.0
2 -Inbound	1. B9077 (West of A90) - Aberdeen Area - Eastbound	343	390	14%	2.5
3 -Inbound	A90 Hillside -North	2,742	2,813	3%	1.3
3 -Inbound - Total		3,085	3,203	4%	2.1
2 -Outbound	1. B9077 (West of A90) - Aberdeen Area - Westbound	234	186	-21%	3.3
3 -Outbound	A90 Hillside -South	1,126	1,102	-2%	0.7
3 -Outbound - Total		1,360	1,288	-5%	2.0



Table K.2: Inter Peak Hour Link Count Calibration, Aberdeen Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
1 -Inbound	4. A947 (North of A96) - Aberdeen Area - Southbound	509	642	26%	5.5
1 -Inbound	5. B997 (North of A90) - Aberdeen Area - Southbound	498	415	-17%	3.9
1 -Inbound	6. B999 (North of A90) - Aberdeen Area - Eastbound	199	174	-13%	1.8
1 -Inbound	A96 Clinterty (WiM) -East	682	762	12%	3.0
1 -Inbound	A90 Bridge of Don (WiM) -South	733	655	-11%	3.0
1 -Inbound - Total		2,621	2,648	1%	0.5
1 -Outbound	4. A947 (North of A96) - Aberdeen Area - Northbound	526	607	15%	3.4
1 -Outbound	5. B997 (North of A90) - Aberdeen Area - Northbound	545	450	-17%	4.3
1 -Outbound	6. B999 (North of A90) - Aberdeen Area - Westbound	250	214	-14%	2.4
1 -Outbound	A96 Clinterty (WiM) -West	723	789	9%	2.4
1 -Outbound	A90 Bridge of Don (WiM) -North	794	667	-16%	4.7
1 -Outbound - Total		2,838	2,727	-4%	2.1
2 -Inbound	A93 North Deeside Road Milltimber -East	403	322	-20%	4.3
2 -Inbound	3. A944 (West of Skene Road/Lang Stracht) - Aberdeen Area - Eastbound	983	914	-7%	2.2
2 -Inbound - Total		1,386	1,236	-11%	4.1
2 -Outbound	A93 North Deeside Road Milltimber -West	429	332	-23%	5.0
2 -Outbound	3. A944 (West of Skene Road/Lang Stracht) - Aberdeen Area - Westbound	932	924	-1%	0.3
2 -Outbound - Total		1,361	1,256	-8%	2.9
2 -Inbound	1. B9077 (West of A90) - Aberdeen Area - Eastbound	245	222	-9%	1.5
3 -Inbound	A90 Hillside -North	1,120	1,192	6%	2.1
3 -Inbound - Total		1,365	1,414	4%	1.3
2 -Outbound	1. B9077 (West of A90) - Aberdeen Area - Westbound	242	219	-10%	1.5
3 -Outbound	A90 Hillside -South	1,361	1,447	6%	2.3
3 -Outbound - Total		1,603	1,666	4%	1.6



Table K.3: PM Peak Hour Link Count Calibration, Aberdeen Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
1 -Inbound	4. A947 (North of A96) - Aberdeen Area - Southbound	666	1,040	56%	12.8
1 -Inbound	5. B997 (North of A90) - Aberdeen Area - Southbound	652	618	-5%	1.3
1 -Inbound	6. B999 (North of A90) - Aberdeen Area - Eastbound	209	232	11%	1.5
1 -Inbound	A96 Clinterty (WiM) -East	650	723	11%	2.8
1 -Inbound	A90 Bridge of Don (WiM) -South	792	695	-12%	3.6
1 -Inbound - Total		2,969	3,308	11%	6.1
1 -Outbound	4. A947 (North of A96) - Aberdeen Area - Northbound	560	768	37%	8.1
1 -Outbound	5. B997 (North of A90) - Aberdeen Area - Northbound	880	727	-17%	5.4
1 -Outbound	6. B999 (North of A90) - Aberdeen Area - Westbound	627	581	-7%	1.9
1 -Outbound	A96 Clinterty (WiM) -West	1,558	1,641	5%	2.1
1 -Outbound	A90 Bridge of Don (WiM) -North	1,596	1,395	-13%	5.2
1 -Outbound - Total		5,221	5,112	-2%	1.5
2 -Inbound	A93 North Deeside Road Milltimber -East	506	444	-12%	2.8
2 -Inbound	3. A944 (West of Skene Road/Lang Stracht) - Aberdeen Area - Eastbound	1,824	1,548	-15%	6.7
2 -Inbound - Total		2,330	1,992	-15%	7.3
2 -Outbound	A93 North Deeside Road Milltimber -West	775	709	-9%	2.4
2 -Outbound	3. A944 (West of Skene Road/Lang Stracht) - Aberdeen Area - Westbound	1,598	1,676	5%	1.9
2 -Outbound - Total		2,373	2,385	1%	0.2
2 -Inbound	1. B9077 (West of A90) - Aberdeen Area - Eastbound	400	313	-22%	4.6
3 -Inbound	A90 Hillside -North	1,202	1,240	3%	1.1
3 -Inbound - Total		1,602	1,553	-3%	1.2
2 -Outbound	1. B9077 (West of A90) - Aberdeen Area - Westbound	404	419	4%	0.7
3 -Outbound	A90 Hillside -South	2,820	2,851	1%	0.6
3 -Outbound - Total		3,224	3,270	1%	0.8



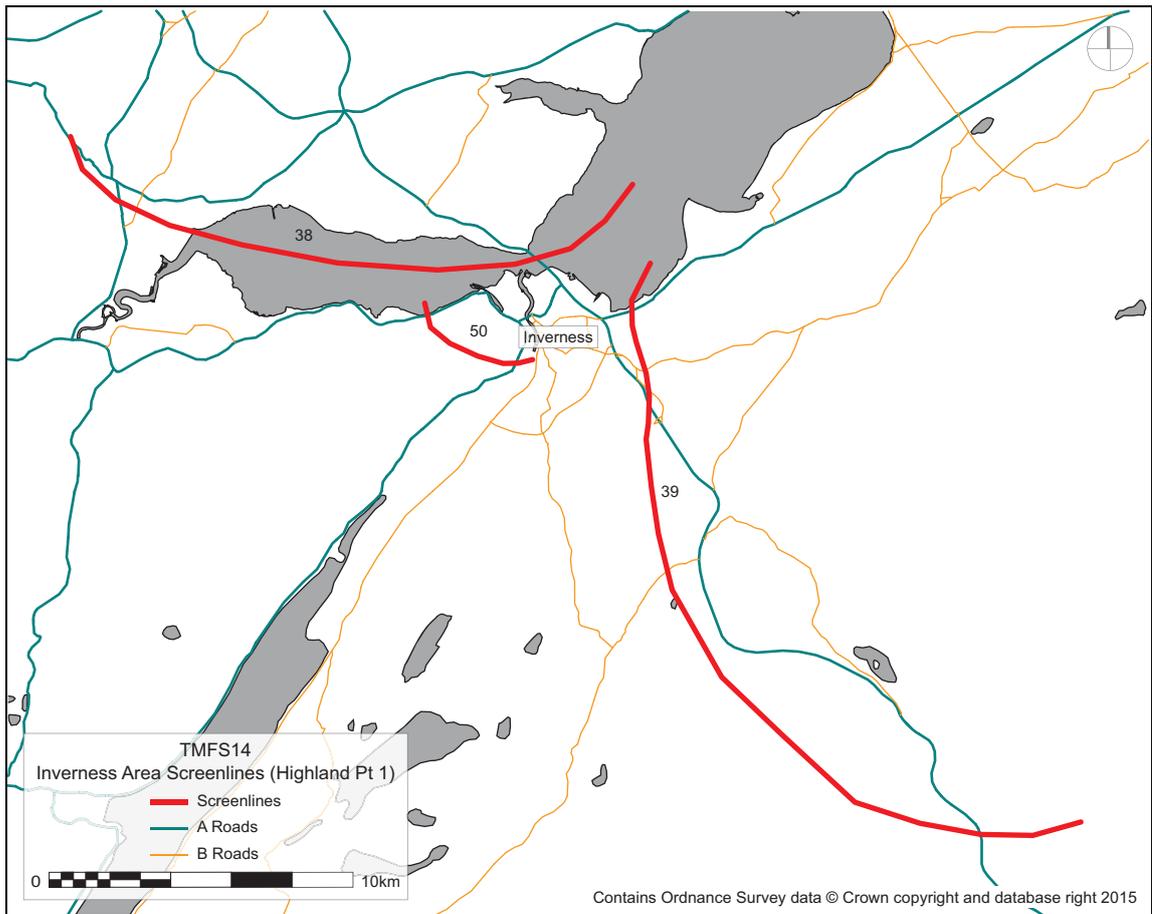


Figure K.2: Inverness Area Screenlines (Highland Pt 1)



Table K.4: AM Peak Hour Link Count Calibration, Highland Pt 1 Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
38 -Inbound	7. A862 (At Muir of Ord) - Inverness Area - Southbound	187	181	-3%	0.4
38 -Inbound	A9 North Kessock -East	1,667	1,793	8%	3.0
38 -Inbound - Total		1,854	1,974	6%	2.7
38 -Outbound	7. A862 (At Muir of Ord) - Inverness Area - Northbound	123	155	26%	2.7
38 -Outbound	A9 North Kessock -West	1,108	1,093	-1%	0.5
38 -Outbound - Total		1,231	1,248	1%	0.5
39 -Inbound	Culloden Road, Westhill, Inverness - South-Westbound	480	523	9%	1.9
39 -Inbound	Tomatin - Reverse Direction	470	484	3%	0.6
39 -Inbound	A96 West Seafield to Smithton Distr. -West	1,491	1,631	9%	3.5
39 -Inbound - Total		2,441	2,638	8%	3.9
39 -Outbound	Tomatin - Southbound	378	406	7%	1.4
39 -Outbound	Culloden Road, Westhill, Inverness - Reverse Direction	235	252	7%	1.1
39 -Outbound	A96 West Seafield to Smithton Distr. -East	844	946	12%	3.4
39 -Outbound - Total		1,457	1,604	10%	3.8
50 -Inbound	A862 at Bunchrew Campsite - Eastbound	370	366	-1%	0.2
50 -Inbound	A82 Glenurquhart Road- Inverness -East	474	494	4%	0.9
50 -Inbound - Total		844	860	2%	0.5
50 -Outbound	A862 at Bunchrew Campsite - Reverse Direction	130	122	-6%	0.7
50 -Outbound	A82 Glenurquhart Road- Inverness -West	390	320	-18%	3.7
50 -Outbound - Total		520	442	-15%	3.6

Table K.5: Inter Peak Hour Link Count Calibration, Highland Pt 1 Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
38 -Inbound	7. A862 (At Muir of Ord) - Inverness Area - Southbound	142	153	8%	0.9
38 -Inbound	A9 North Kessock -East	1,037	1,127	9%	2.7
38 -Inbound - Total		1,179	1,280	9%	2.9
38 -Outbound	7. A862 (At Muir of Ord) - Inverness Area - Northbound	127	130	2%	0.3
38 -Outbound	A9 North Kessock -West	1,015	1,027	1%	0.4
38 -Outbound - Total		1,142	1,157	1%	0.4
39 -Inbound	Culloden Road, Westhill, Inverness - South-Westbound	255	276	8%	1.3
39 -Inbound	Tomatin - Reverse Direction	382	374	-2%	0.4
39 -Inbound	A96 West Seafield to Smithton Distr. -West	879	1,046	19%	5.4
39 -Inbound - Total		1,516	1,696	12%	4.5
39 -Outbound	Tomatin - Southbound	398	421	6%	1.1
39 -Outbound	Culloden Road, Westhill, Inverness - Reverse Direction	287	300	5%	0.8
39 -Outbound	A96 West Seafield to Smithton Distr. -East	877	950	8%	2.4
39 -Outbound - Total		1,562	1,671	7%	2.7
50 -Inbound	A862 at Bunchrew Campsite - Eastbound	157	164	4%	0.6
50 -Inbound	A82 Glenurquhart Road- Inverness -East	418	385	-8%	1.6
50 -Inbound - Total		575	549	-5%	1.1
50 -Outbound	A862 at Bunchrew Campsite - Reverse Direction	159	150	-6%	0.7
50 -Outbound	A82 Glenurquhart Road- Inverness -West	387	329	-15%	3.1
50 -Outbound - Total		546	479	-12%	3.0



Table K.6: PM Peak Hour Link Count Calibration, Highland Pt 1 Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
38 -Inbound	7. A862 (At Muir of Ord) - Inverness Area - Southbound	201	228	13%	1.8
38 -Inbound	A9 North Kessock -East	1,220	1,357	11%	3.8
38 -Inbound - Total		1,421	1,585	12%	4.2
38 -Outbound	7. A862 (At Muir of Ord) - Inverness Area - Northbound	171	179	5%	0.6
38 -Outbound	A9 North Kessock -West	1,715	1,738	1%	0.6
38 -Outbound - Total		1,886	1,917	2%	0.7
39 -Inbound	Culloden Road, Westhill, Inverness - South-Westbound	326	362	11%	1.9
39 -Inbound	Tomatin - Reverse Direction	400	450	13%	2.4
39 -Inbound	A96 West Seafield to Smithton Distr. -West	1,064	1,262	19%	5.8
39 -Inbound - Total		1,790	2,074	16%	6.5
39 -Outbound	Tomatin - Southbound	490	511	4%	0.9
39 -Outbound	Culloden Road, Westhill, Inverness - Reverse Direction	527	581	10%	2.3
39 -Outbound	A96 West Seafield to Smithton Distr. -East	1,433	1,507	5%	1.9
39 -Outbound - Total		2,450	2,599	6%	3.0
50 -Inbound	A862 at Bunchrew Campsite - Eastbound	159	157	-1%	0.2
50 -Inbound	A82 Glenurquhart Road- Inverness -East	466	416	-11%	2.4
50 -Inbound - Total		625	573	-8%	2.1
50 -Outbound	A862 at Bunchrew Campsite - Reverse Direction	309	299	-3%	0.6
50 -Outbound	A82 Glenurquhart Road- Inverness -West	618	564	-9%	2.2
50 -Outbound - Total		927	863	-7%	2.1



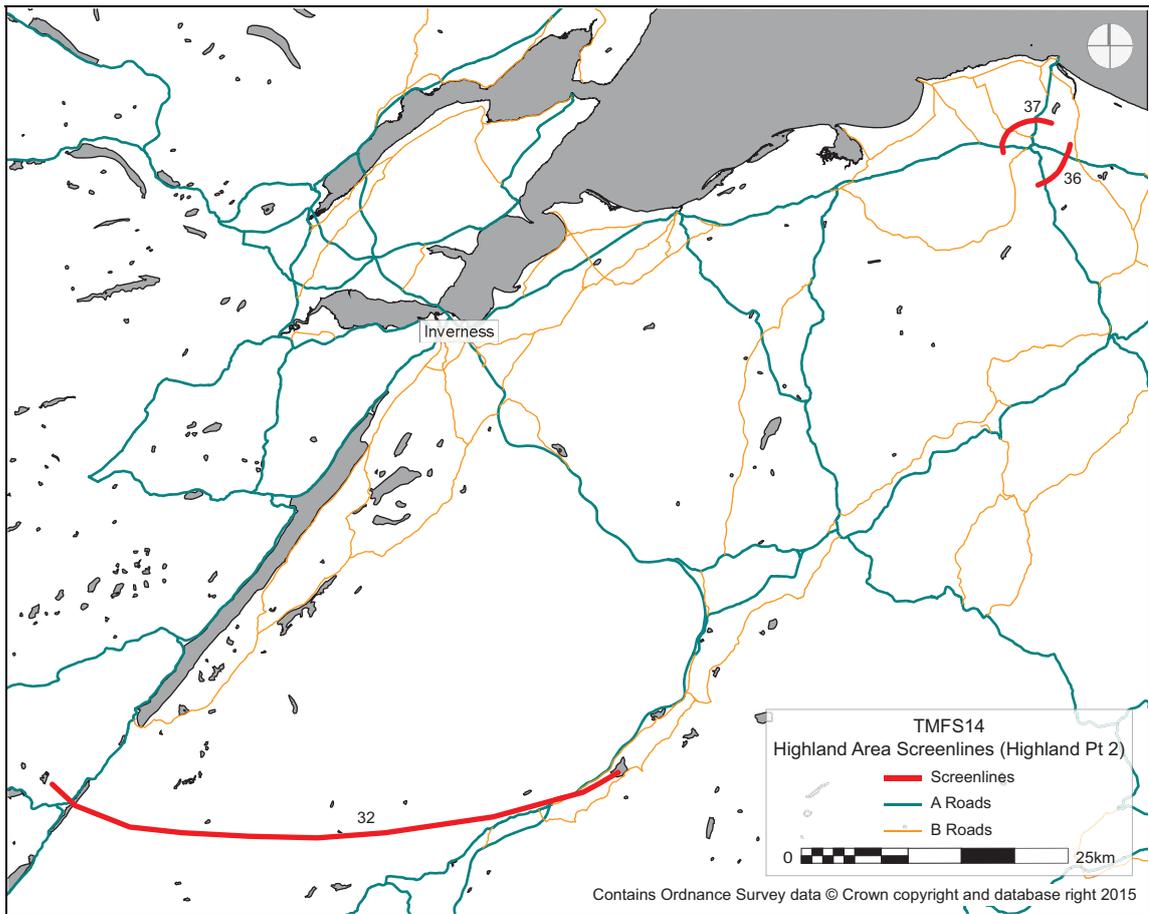


Figure K.3: Highland Pt 2 Area Screenlines



Table K.7: AM Peak Hour Link Count Calibration, Highland Pt 2 Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
32 -Northbound	A82 Invergarry to Fort Augustus -North	110	97	-12%	1.3
32 -Northbound	A9 Kinncraig (2+1 North End) -North	370	394	6%	1.2
32 -Northbound - Total		480	491	2%	0.5
32 -Southbound	A82 Invergarry to Fort Augustus -South	91	98	8%	0.7
32 -Southbound	A9 Kinncraig (2+1 North End) -South	290	276	-5%	0.8
32 -Southbound - Total		381	374	-2%	0.4
36 -Inbound	9. A941 (South of Elgin) - Highland Area - Northbound	319	270	-15%	2.9
36 -Inbound	A96 Elgin to Fochabers - Westbound	862	842	-2%	0.7
36 -Inbound - Total		1,181	1,112	-6%	2.0
36 -Outbound	9. A941 (South of Elgin) - Highland Area - Southbound	255	225	-12%	1.9
36 -Outbound	A96 Elgin to Fochabers - Reverse Direction	635	608	-4%	1.1
36 -Outbound - Total		890	833	-6%	1.9
37 -Inbound	8. A941 (North of Elgin) - Highland Area - Southbound	429	403	-6%	1.3
37 -Inbound	A96 Elgin - West Road -East	835	974	17%	4.6
37 -Inbound - Total		1,264	1,377	9%	3.1
37 -Outbound	8. A941 (North of Elgin) - Highland Area - Northbound	313	244	-22%	4.1
37 -Outbound	A96 Elgin - West Road -West	625	708	13%	3.2
37 -Outbound - Total		938	952	1%	0.5

Table K.8: Inter Peak Hour Link Count Calibration, Highland Pt 2 Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
32 -Northbound	A82 Invergarry to Fort Augustus -North	125	125	0%	0.0
32 -Northbound	A9 Kinncraig (2+1 North End) -North	319	350	10%	1.7
32 -Northbound - Total		444	475	7%	1.4
32 -Southbound	A82 Invergarry to Fort Augustus -South	119	111	-7%	0.7
32 -Southbound	A9 Kinncraig (2+1 North End) -South	392	414	6%	1.1
32 -Southbound - Total		511	525	3%	0.6
36 -Inbound	9. A941 (South of Elgin) - Highland Area - Northbound	216	190	-12%	1.8
36 -Inbound	A96 Elgin to Fochabers - Westbound	593	579	-2%	0.6
36 -Inbound - Total		809	769	-5%	1.4
36 -Outbound	9. A941 (South of Elgin) - Highland Area - Southbound	225	192	-15%	2.3
36 -Outbound	A96 Elgin to Fochabers - Reverse Direction	622	570	-8%	2.1
36 -Outbound - Total		847	762	-10%	3.0
37 -Inbound	8. A941 (North of Elgin) - Highland Area - Southbound	328	332	1%	0.2
37 -Inbound	A96 Elgin - West Road -East	567	651	15%	3.4
37 -Inbound - Total		895	983	10%	2.9
37 -Outbound	8. A941 (North of Elgin) - Highland Area - Northbound	322	254	-21%	4.0
37 -Outbound	A96 Elgin - West Road -West	626	663	6%	1.5
37 -Outbound - Total		948	917	-3%	1.0



Table K.9: PM Peak Hour Link Count Calibration, Highland Pt 2 Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
32 -Northbound	A82 Invergarry to Fort Augustus -North	146	159	9%	1.1
32 -Northbound	A9 Kincaig (2+1 North End) -North	352	356	1%	0.2
32 -Northbound - Total		498	515	3%	0.8
32 -Southbound	A82 Invergarry to Fort Augustus -South	129	127	-2%	0.2
32 -Southbound	A9 Kincaig (2+1 North End) -South	391	428	9%	1.8
32 -Southbound - Total		520	555	7%	1.5
36 -Inbound	9. A941 (South of Elgin) - Highland Area - Northbound	279	243	-13%	2.2
36 -Inbound	A96 Elgin to Fochabers - Westbound	668	649	-3%	0.7
36 -Inbound - Total		947	892	-6%	1.8
36 -Outbound	9. A941 (South of Elgin) - Highland Area - Southbound	288	242	-16%	2.8
36 -Outbound	A96 Elgin to Fochabers - Reverse Direction	838	779	-7%	2.1
36 -Outbound - Total		1,126	1,021	-9%	3.2
37 -Inbound	8. A941 (North of Elgin) - Highland Area - Southbound	393	345	-12%	2.5
37 -Inbound	A96 Elgin - West Road -East	650	837	29%	6.9
37 -Inbound - Total		1,043	1,182	13%	4.2
37 -Outbound	8. A941 (North of Elgin) - Highland Area - Northbound	443	392	-12%	2.5
37 -Outbound	A96 Elgin - West Road -West	957	1,020	7%	2.0
37 -Outbound - Total		1,400	1,412	1%	0.3



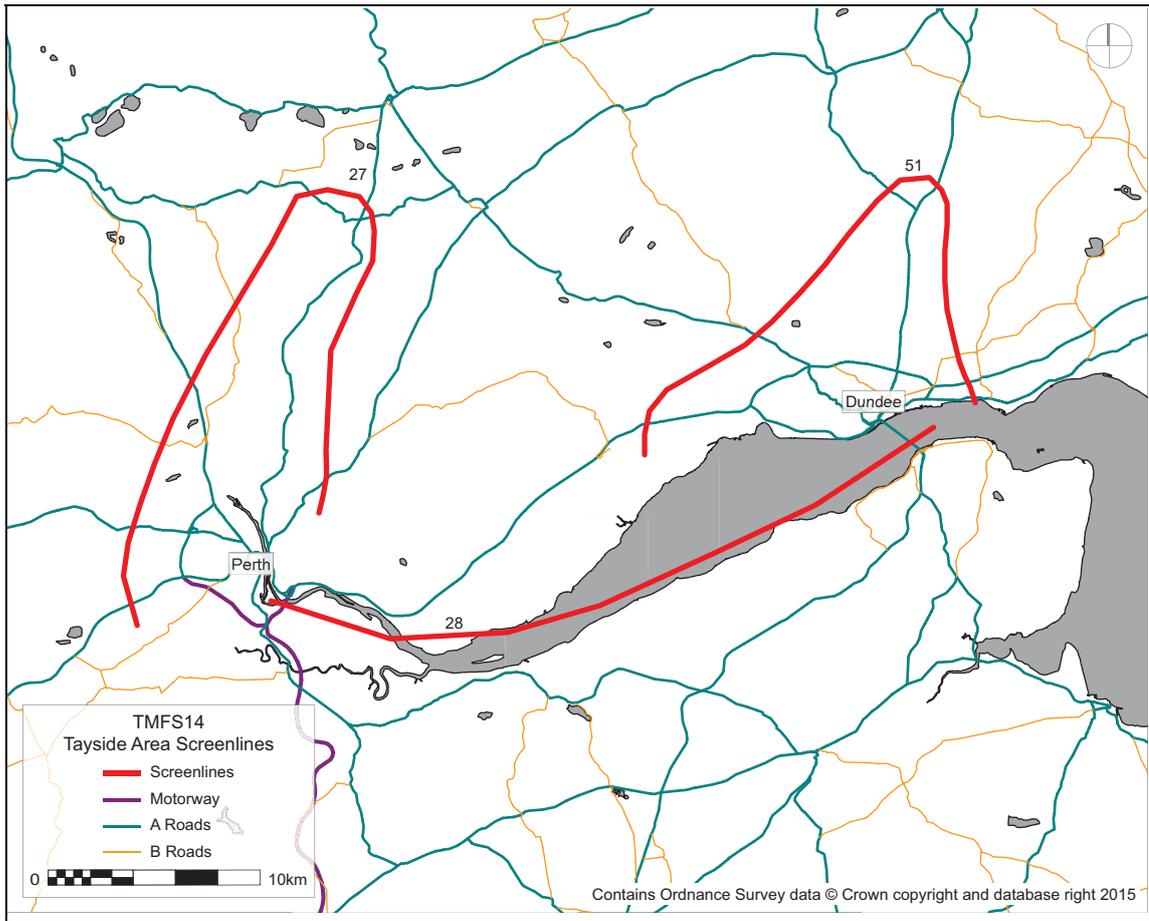


Figure K.4: Tayside Area Screenlines



Table K.10: AM Peak Hour Link Count Calibration, Tayside Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
27 -Inbound	10. A85 (West of A9 Perth) - Tayside Area - Eastbound	586	610	4%	1.0
27 -Inbound	Bankfoot - Southbound	568	492	-13%	3.3
27 -Inbound	A93, around 1 mile south of Blairgowrie just to the north of Meikleour Forest - Southbound	295	265	-10%	1.8
27 -Inbound	A94, north of Scone Airport at the Rait junction - Southbound	209	249	19%	2.6
27 -Inbound	A9 Broxden - SW of M90 -North	1,392	1,509	8%	3.1
27 -Inbound - Total		3,050	3,125	2%	1.3
27 -Outbound	10. A85 (West of A9 Perth) - Tayside Area - Westbound	401	416	4%	0.7
27 -Outbound	Bankfoot - Northbound	734	714	-3%	0.7
27 -Outbound	A93, around 1 mile south of Blairgowrie just to the north of Meikleour Forest - Reverse Direction	195	186	-5%	0.7
27 -Outbound	A94, north of Scone Airport at the Rait junction - Reverse Direction	285	312	9%	1.6
27 -Outbound	A9 Broxden - SW of M90 -South	911	1,025	13%	3.7
27 -Outbound - Total		2,526	2,653	5%	2.5
28 -Northbound	A92 TAY BRIDGE APPROACH -North	1,026	1,140	11%	3.5
28 -Northbound	M90 Friarton Bridge -North	1,895	1,919	1%	0.5
28 -Northbound - Total		2,921	3,059	5%	2.5
28 -Southbound	A92 TAY BRIDGE APPROACH -South	652	695	7%	1.7
28 -Southbound	M90 Friarton Bridge -South	1,403	1,390	-1%	0.3
28 -Southbound - Total		2,055	2,085	1%	0.7
51 -Inbound	86. A823 Couper Angus Road (West of A90) - Dundee Area - Westbound	297	330	11%	1.9
51 -Inbound	87. B961 Drumgeith Road (North of Happyhillock Road) - Dundee Area - Southbound	743	513	-31%	9.2
51 -Inbound	88. B978 Baldovie Road (North of A92) - Dundee Area - Northbound	530	510	-4%	0.9
51 -Inbound	89. A930 Dundee Road (East of A92) - Dundee Area - Westbound	833	915	10%	2.8
51 -Inbound	South of Forfar at Gallowfauld - Southbound	1,354	1,252	-8%	2.8
51 -Inbound	A90 Longforgan (WiM) -East	2,258	2,096	-7%	3.5
51 -Inbound - Total		6,015	5,616	-7%	5.2
51 -Outbound	86. A823 Couper Angus Road (West of A90) - Dundee Area - Eastbound	534	605	13%	3.0
51 -Outbound	87. B961 Drumgeith Road (North of Happyhillock Road) - Dundee Area - Northbound	435	317	-27%	6.1
51 -Outbound	88. B978 Baldovie Road (North of A92) - Dundee Area - Southbound	491	517	5%	1.2
51 -Outbound	89. A930 Dundee Road (East of A92) - Dundee Area - Eastbound	468	479	2%	0.5
51 -Outbound	South of Forfar at Gallowfauld - Reverse Direction	1,250	1,313	5%	1.8
51 -Outbound	A90 Longforgan (WiM) -West	1,529	1,548	1%	0.5
51 -Outbound - Total		4,707	4,779	2%	1.0



Table K.11: Inter Peak Hour Link Count Calibration, Tayside Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
27 -Inbound	10. A85 (West of A9 Perth) - Tayside Area - Eastbound	383	390	2%	0.4
27 -Inbound	Bankfoot - Southbound	598	612	2%	0.6
27 -Inbound	A93, around 1 mile south of Blairgowrie just to the north of Meikleour Forest - Southbound	182	169	-7%	1.0
27 -Inbound	A94, north of Scone Airport at the Rait junction - Southbound	142	154	8%	1.0
27 -Inbound	A9 Broxden - SW of M90 -North	913	977	7%	2.1
27 -Inbound - Total		2,218	2,302	4%	1.8
27 -Outbound	10. A85 (West of A9 Perth) - Tayside Area - Westbound	393	410	4%	0.8
27 -Outbound	Bankfoot - Northbound	656	658	0%	0.1
27 -Outbound	A93, around 1 mile south of Blairgowrie just to the north of Meikleour Forest - Reverse Direction	166	147	-11%	1.5
27 -Outbound	A94, north of Scone Airport at the Rait junction - Reverse Direction	223	220	-1%	0.2
27 -Outbound	A9 Broxden - SW of M90 -South	984	1,069	9%	2.7
27 -Outbound - Total		2,422	2,504	3%	1.7
28 -Northbound	A92 TAY BRIDGE APPROACH -North	613	639	4%	1.0
28 -Northbound	M90 Friarton Bridge -North	1,062	1,150	8%	2.6
28 -Northbound - Total		1,675	1,789	7%	2.7
28 -Southbound	A92 TAY BRIDGE APPROACH -South	571	603	6%	1.3
28 -Southbound	M90 Friarton Bridge -South	1,272	1,290	1%	0.5
28 -Southbound - Total		1,843	1,893	3%	1.2
51 -Inbound	86. A823 Couper Angus Road (West of A90) - Dundee Area - Westbound	328	363	11%	1.9
51 -Inbound	87. B961 Drumgeith Road (North of Happyhillock Road) - Dundee Area - Southbound	440	313	-29%	6.5
51 -Inbound	88. B978 Baldovie Road (North of A92) - Dundee Area - Northbound	396	412	4%	0.8
51 -Inbound	89. A930 Dundee Road (East of A92) - Dundee Area - Westbound	461	582	26%	5.3
51 -Inbound	South of Forfar at Gallowfauld - Southbound	1,007	966	-4%	1.3
51 -Inbound	A90 Longforgan (WiM) -East	1,275	1,290	1%	0.4
51 -Inbound - Total		3,907	3,926	0%	0.3
51 -Outbound	86. A823 Couper Angus Road (West of A90) - Dundee Area - Eastbound	311	343	10%	1.8
51 -Outbound	87. B961 Drumgeith Road (North of Happyhillock Road) - Dundee Area - Northbound	449	322	-28%	6.5
51 -Outbound	88. B978 Baldovie Road (North of A92) - Dundee Area - Southbound	437	428	-2%	0.4
51 -Outbound	89. A930 Dundee Road (East of A92) - Dundee Area - Eastbound	540	557	3%	0.7
51 -Outbound	South of Forfar at Gallowfauld - Reverse Direction	812	765	-6%	1.7
51 -Outbound	A90 Longforgan (WiM) -West	1,484	1,445	-3%	1.0
51 -Outbound - Total		4,033	3,860	-4%	2.8



Table K.12: PM Peak Hour Link Count Calibration, Tayside Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
27 -Inbound	10. A85 (West of A9 Perth) - Tayside Area - Eastbound	458	519	13%	2.8
27 -Inbound	Bankfoot - Southbound	728	670	-8%	2.2
27 -Inbound	A93, around 1 mile south of Blairgowrie just to the north of Meikleour Forest - Southbound	195	173	-11%	1.6
27 -Inbound	A94, north of Scone Airport at the Rait junction - Southbound	205	246	20%	2.7
27 -Inbound	A9 Broxden - SW of M90 -North	1,069	1,164	9%	2.8
27 -Inbound - Total		2,655	2,772	4%	2.2
27 -Outbound	10. A85 (West of A9 Perth) - Tayside Area - Westbound	588	641	9%	2.1
27 -Outbound	Bankfoot - Northbound	704	663	-6%	1.6
27 -Outbound	A93, around 1 mile south of Blairgowrie just to the north of Meikleour Forest - Reverse Direction	312	296	-5%	0.9
27 -Outbound	A94, north of Scone Airport at the Rait junction - Reverse Direction	376	391	4%	0.8
27 -Outbound	A9 Broxden - SW of M90 -South	1,442	1,464	2%	0.6
27 -Outbound - Total		3,422	3,455	1%	0.6
28 -Northbound	A92 TAY BRIDGE APPROACH -North	848	885	4%	1.3
28 -Northbound	M90 Friarton Bridge -North	1,423	1,485	4%	1.6
28 -Northbound - Total		2,271	2,370	4%	2.1
28 -Southbound	A92 TAY BRIDGE APPROACH -South	1,148	1,152	0%	0.1
28 -Southbound	M90 Friarton Bridge -South	1,781	1,851	4%	1.6
28 -Southbound - Total		2,929	3,003	3%	1.4
51 -Inbound	86. A823 Couper Angus Road (West of A90) - Dundee Area - Westbound	579	650	12%	2.9
51 -Inbound	87. B961 Drumgeith Road (North of Happyhillock Road) - Dundee Area - Southbound	564	416	-26%	6.7
51 -Inbound	88. B978 Baldovie Road (North of A92) - Dundee Area - Northbound	487	541	11%	2.4
51 -Inbound	89. A930 Dundee Road (East of A92) - Dundee Area - Westbound	509	804	58%	11.5
51 -Inbound	South of Forfar at Gallowfauld - Southbound	1,224	1,276	4%	1.5
51 -Inbound	A90 Longforgan (WiM) -East	1,621	1,649	2%	0.7
51 -Inbound - Total		4,984	5,336	7%	4.9
51 -Outbound	86. A823 Couper Angus Road (West of A90) - Dundee Area - Eastbound	381	425	12%	2.2
51 -Outbound	87. B961 Drumgeith Road (North of Happyhillock Road) - Dundee Area - Northbound	803	571	-29%	8.9
51 -Outbound	88. B978 Baldovie Road (North of A92) - Dundee Area - Southbound	674	648	-4%	1.0
51 -Outbound	89. A930 Dundee Road (East of A92) - Dundee Area - Eastbound	1,026	1,126	10%	3.0
51 -Outbound	South of Forfar at Gallowfauld - Reverse Direction	1,269	1,164	-8%	3.0
51 -Outbound	A90 Longforgan (WiM) -West	2,027	1,922	-5%	2.4
51 -Outbound - Total		6,180	5,856	-5%	4.2



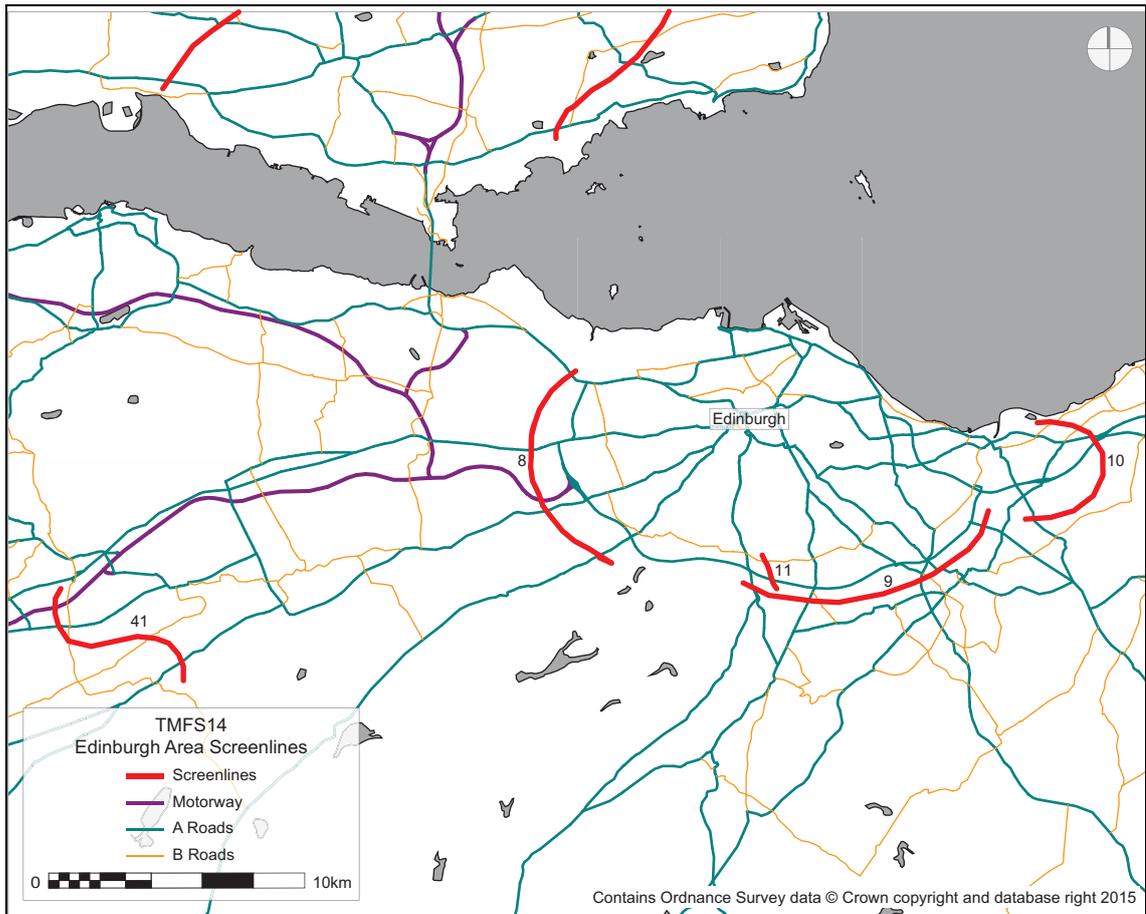


Figure K.5: Edinburgh Screenlines



Table K.13: AM Peak Hour Link Count Calibration, Edinburgh Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
10 -Inbound	16. A6124 (South of A6094) - Edinburgh Area - Northbound	119	132	11%	1.2
10 -Inbound	18. A199 (Between A720 and Wallyford) - Edinburgh Area - Westbound	386	393	2%	0.4
10 -Inbound	19. B1361 (North of A199) - Edinburgh Area - Southbound	513	417	-19%	4.5
10 -Inbound	20. B1348 (North of A199) - Edinburgh Area - Southbound	241	313	30%	4.3
10 -Inbound	A1 Wallyford (Event) -South	1,484	1,431	-4%	1.4
10 -Inbound - Total		2,743	2,686	-2%	1.1
10 -Outbound	16. A6124 (South of A6094) - Edinburgh Area - Southbound	93	107	15%	1.4
10 -Outbound	18. A199 (Between A720 and Wallyford) - Edinburgh Area - Eastbound	284	350	23%	3.7
10 -Outbound	19. B1361 (North of A199) - Edinburgh Area - Northbound	231	188	-19%	3.0
10 -Outbound	20. B1348 (North of A199) - Edinburgh Area - Northbound	133	149	12%	1.3
10 -Outbound	A1 Wallyford (Event) -North	2,104	2,117	1%	0.3
10 -Outbound - Total		2,845	2,911	2%	1.2
11 -Eastbound	A720 922E M 1 mile W Straiton Jct -East	3,418	3,397	-1%	0.4
11 -Eastbound	17. B701 Frogston Road - Edinburgh Area - Eastbound	266	292	10%	1.6
11 -Eastbound - Total		3,684	3,689	0%	0.1
11 -Westbound	A720 922W M 1 mile W Straiton Jct -West	3,168	3,600	14%	7.4
11 -Westbound	17. B701 Frogston Road - Edinburgh Area - Westbound	481	477	-1%	0.2
11 -Westbound - Total		3,649	4,077	12%	6.9
41 -Eastbound	64. A71 (At Polbeth) - Borders Area - Eastbound	685	805	18%	4.4
41 -Eastbound	65. B7015 (North of Polbeth) - Borders Area - Eastbound	428	13	-97%	27.9
41 -Eastbound	66. A705 (At Blackburn) - Borders Area - Eastbound	509	663	30%	6.4
41 -Eastbound	M8 - Between Junction 3A and 4 -East	3,475	3,404	-2%	1.2
41 -Eastbound - Total		5,097	4,885	-4%	3.0
41 -Westbound	64. A71 (At Polbeth) - Borders Area - Westbound	352	557	58%	9.6
41 -Westbound	65. B7015 (North of Polbeth) - Borders Area - Westbound	77	60	-22%	2.1
41 -Westbound	66. A705 (At Blackburn) - Borders Area - Westbound	326	340	4%	0.8
41 -Westbound	M8 - Between Junction 3A and 4 -West	2,286	2,398	5%	2.3
41 -Westbound - Total		3,041	3,355	10%	5.6
8 -Inbound	A71 Riccarton -East	1,132	1,183	5%	1.5
8 -Inbound	M8 1050E M 1/4 Mile East VMS O2 -East	4,098	4,214	3%	1.8
8 -Inbound	A90S West of Barnton -South	2,130	2,514	18%	8.0
8 -Inbound	A8 0.5 Mile West City Bypass -East	2,807	2,848	1%	0.8
8 -Inbound	A70 Juniper Green -East	584	701	20%	4.6
8 -Inbound - Total		10,751	11,460	7%	6.7
8 -Outbound	A71 Riccarton -West	508	593	17%	3.6
8 -Outbound	M8 1050W M 1/4 Mile East VMS O2 -West	2,709	2,742	1%	0.6
8 -Outbound	A90N West of Barnton -North	1,587	1,865	18%	6.7
8 -Outbound	A8 0.5 Mile West City Bypass -West	2,221	2,020	-9%	4.4
8 -Outbound	A70 Juniper Green -West	332	303	-9%	1.6
8 -Outbound - Total		7,357	7,523	2%	1.9



Table K.14: AM Peak Hour Link Count Calibration, Edinburgh Area Screenlines (Cont.)

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
9 -Inbound	12. A701 (South of A720 At Straiton) - Edinburgh Area - Northbound	943	1,028	9%	2.7
9 -Inbound	13. B702 (South of A720 At Straiton) - Edinburgh Area - Northbound	448	14	-97%	28.6
9 -Inbound	14. A7 (South of Gilmerton Road) - Edinburgh Area - Northbound	976	1,119	15%	4.4
9 -Inbound	15. Gilmerton Road (South of A7) - Edinburgh Area - Westbound	505	340	-33%	8.0
9 -Inbound	A68 Westbound	884	950	7%	2.2
9 -Inbound	A6106 Old Dalkeith Road (SE Arm), heading North Westbound)	615	708	15%	3.6
9 -Inbound	A702 S of City Bypass -North	1,212	1,288	6%	2.1
9 -Inbound - Total		5,583	5,447	-2%	1.8
9 -Outbound	12. A701 (South of A720 At Straiton) - Edinburgh Area - Southbound	821	889	8%	2.3
9 -Outbound	13. B702 (South of A720 At Straiton) - Edinburgh Area - Southbound	306	14	-95%	23.1
9 -Outbound	14. A7 (South of Gilmerton Road) - Edinburgh Area - Southbound	715	683	-4%	1.2
9 -Outbound	15. Gilmerton Road (South of A7) - Edinburgh Area - Eastbound	284	331	17%	2.7
9 -Outbound	A68 Eastbound	442	540	22%	4.4
9 -Outbound	A6106 Old Dalkeith Road (SE Arm), heading South Eastbound	415	357	-14%	3.0
9 -Outbound	A702 S of City Bypass -South	849	794	-6%	1.9
9 -Outbound - Total		3,832	3,608	-6%	3.7



Table K.15: Inter Peak Hour Link Count Calibration, Edinburgh Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
10 -Inbound	16. A6124 (South of A6094) - Edinburgh Area - Northbound	62	65	5%	0.4
10 -Inbound	18. A199 (Between A720 and Wallyford) - Edinburgh Area - Westbound	237	275	16%	2.4
10 -Inbound	19. B1361 (North of A199) - Edinburgh Area - Southbound	274	227	-17%	3.0
10 -Inbound	20. B1348 (North of A199) - Edinburgh Area - Southbound	191	206	8%	1.1
10 -Inbound	A1 Wallyford (Event) -South	1,384	1,426	3%	1.1
10 -Inbound - Total		2,148	2,199	2%	1.1
10 -Outbound	16. A6124 (South of A6094) - Edinburgh Area - Southbound	68	61	-10%	0.9
10 -Outbound	18. A199 (Between A720 and Wallyford) - Edinburgh Area - Eastbound	271	319	18%	2.8
10 -Outbound	19. B1361 (North of A199) - Edinburgh Area - Northbound	286	238	-17%	3.0
10 -Outbound	20. B1348 (North of A199) - Edinburgh Area - Northbound	202	196	-3%	0.4
10 -Outbound	A1 Wallyford (Event) -North	1,259	1,318	5%	1.6
10 -Outbound - Total		2,086	2,132	2%	1.0
11 -Eastbound	A720 922E M 1 mile W Straiton Jct -East	2,474	2,621	6%	2.9
11 -Eastbound	17. B701 Frogston Road - Edinburgh Area - Eastbound	280	244	-13%	2.2
11 -Eastbound - Total		2,754	2,865	4%	2.1
11 -Westbound	A720 922W M 1 mile W Straiton Jct -West	2,484	2,599	5%	2.3
11 -Westbound	17. B701 Frogston Road - Edinburgh Area - Westbound	282	236	-16%	2.9
11 -Westbound - Total		2,766	2,835	2%	1.3
41 -Eastbound	64. A71 (At Polbeth) - Borders Area - Eastbound	388	558	44%	7.8
41 -Eastbound	65. B7015 (North of Polbeth) - Borders Area - Eastbound	121	0	-100%	15.6
41 -Eastbound	66. A705 (At Blackburn) - Borders Area - Eastbound	310	363	17%	2.9
41 -Eastbound	M8 - Between Junction 3A and 4 -East	1,888	2,010	6%	2.8
41 -Eastbound - Total		2,707	2,931	8%	4.2
41 -Westbound	64. A71 (At Polbeth) - Borders Area - Westbound	393	431	10%	1.9
41 -Westbound	65. B7015 (North of Polbeth) - Borders Area - Westbound	127	0	-100%	15.9
41 -Westbound	66. A705 (At Blackburn) - Borders Area - Westbound	330	331	0%	0.1
41 -Westbound	M8 - Between Junction 3A and 4 -West	2,150	2,169	1%	0.4
41 -Westbound - Total		3,000	2,931	-2%	1.3
8 -Inbound	A71 Riccarton -East	464	558	20%	4.2
8 -Inbound	M8 1050E M 1/4 Mile East VMS O2 -East	2,159	2,127	-1%	0.7
8 -Inbound	A90S West of Barnton -South	966	1,220	26%	7.7
8 -Inbound	A8 0.5 Mile West City Bypass -East	1,277	1,261	-1%	0.4
8 -Inbound	A70 Juniper Green -East	468	387	-17%	3.9
8 -Inbound - Total		5,334	5,553	4%	3.0
8 -Outbound	A71 Riccarton -West	455	587	29%	5.8
8 -Outbound	M8 1050W M 1/4 Mile East VMS O2 -West	2,223	2,142	-4%	1.7
8 -Outbound	A90N West of Barnton -North	1,115	1,403	26%	8.1
8 -Outbound	A8 0.5 Mile West City Bypass -West	1,664	1,671	0%	0.2
8 -Outbound	A70 Juniper Green -West	416	329	-21%	4.5
8 -Outbound - Total		5,873	6,132	4%	3.3



Table K.16: Inter Peak Hour Link Count Calibration, Edinburgh Area Screenlines (Cont.)

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
9 -Inbound	12. A701 (South of A720 At Straiton) - Edinburgh Area - Northbound	948	908	-4%	1.3
9 -Inbound	13. B702 (South of A720 At Straiton) - Edinburgh Area - Northbound	412	13	-97%	27.4
9 -Inbound	14. A7 (South of Gilmerton Road) - Edinburgh Area - Northbound	665	693	4%	1.1
9 -Inbound	15. Gilmerton Road (South of A7) - Edinburgh Area - Westbound	216	45	-79%	15.0
9 -Inbound	A68 Westbound	436	449	3%	0.6
9 -Inbound	A6106 Old Dalkeith Road (SE Arm), heading North Westbound)	340	381	12%	2.2
9 -Inbound	A702 S of City Bypass -North	579	609	5%	1.2
9 -Inbound - Total		3,596	3,098	-14%	8.6
9 -Outbound	12. A701 (South of A720 At Straiton) - Edinburgh Area - Southbound	889	872	-2%	0.6
9 -Outbound	13. B702 (South of A720 At Straiton) - Edinburgh Area - Southbound	427	13	-97%	27.9
9 -Outbound	14. A7 (South of Gilmerton Road) - Edinburgh Area - Southbound	664	677	2%	0.5
9 -Outbound	15. Gilmerton Road (South of A7) - Edinburgh Area - Eastbound	225	47	-79%	15.3
9 -Outbound	A68 Eastbound	419	488	16%	3.2
9 -Outbound	A6106 Old Dalkeith Road (SE Arm), heading South Eastbound	361	357	-1%	0.2
9 -Outbound	A702 S of City Bypass -South	700	730	4%	1.1
9 -Outbound - Total		3,685	3,184	-14%	8.5



Table K.17: PM Peak Hour Link Count Calibration, Edinburgh Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
10 -Inbound	16. A6124 (South of A6094) - Edinburgh Area - Northbound	90	209	132%	9.7
10 -Inbound	18. A199 (Between A720 and Wallyford) - Edinburgh Area - Westbound	291	342	18%	2.9
10 -Inbound	19. B1361 (North of A199) - Edinburgh Area - Southbound	328	259	-21%	4.0
10 -Inbound	20. B1348 (North of A199) - Edinburgh Area - Southbound	201	210	4%	0.6
10 -Inbound	A1 Wallyford (Event) -South	2,545	2,589	2%	0.9
10 -Inbound - Total		3,455	3,609	4%	2.6
10 -Outbound	16. A6124 (South of A6094) - Edinburgh Area - Southbound	126	185	47%	4.7
10 -Outbound	18. A199 (Between A720 and Wallyford) - Edinburgh Area - Eastbound	404	389	-4%	0.8
10 -Outbound	19. B1361 (North of A199) - Edinburgh Area - Northbound	565	465	-18%	4.4
10 -Outbound	20. B1348 (North of A199) - Edinburgh Area - Northbound	285	446	56%	8.4
10 -Outbound	A1 Wallyford (Event) -North	1,521	1,550	2%	0.7
10 -Outbound - Total		2,901	3,035	5%	2.5
11 -Eastbound	A720 922E M 1 mile W Straiton Jct -East	3,612	4,010	11%	6.4
11 -Eastbound	17. B701 Frogston Road - Edinburgh Area - Eastbound	369	584	58%	9.8
11 -Eastbound - Total		3,981	4,594	15%	9.4
11 -Westbound	A720 922W M 1 mile W Straiton Jct -West	3,126	3,594	15%	8.1
11 -Westbound	17. B701 Frogston Road - Edinburgh Area - Westbound	392	417	6%	1.2
11 -Westbound - Total		3,518	4,011	14%	8.0
41 -Eastbound	64. A71 (At Polbeth) - Borders Area - Eastbound	453	672	48%	9.2
41 -Eastbound	65. B7015 (North of Polbeth) - Borders Area - Eastbound	132	121	-8%	1.0
41 -Eastbound	66. A705 (At Blackburn) - Borders Area - Eastbound	394	427	8%	1.6
41 -Eastbound	M8 - Between Junction 3A and 4 -East	2,139	2,197	3%	1.2
41 -Eastbound - Total		3,118	3,417	10%	5.2
41 -Westbound	64. A71 (At Polbeth) - Borders Area - Westbound	708	786	11%	2.9
41 -Westbound	65. B7015 (North of Polbeth) - Borders Area - Westbound	351	170	-52%	11.2
41 -Westbound	66. A705 (At Blackburn) - Borders Area - Westbound	553	629	14%	3.1
41 -Westbound	M8 - Between Junction 3A and 4 -West	3,692	3,567	-3%	2.1
41 -Westbound - Total		5,304	5,152	-3%	2.1
8 -Inbound	A71 Riccarton -East	788	831	5%	1.5
8 -Inbound	M8 1050E M 1/4 Mile East VMS O2 -East	2,453	2,831	15%	7.4
8 -Inbound	A90S West of Barnton -South	1,729	1,932	12%	4.7
8 -Inbound	A8 0.5 Mile West City Bypass -East	1,978	1,836	-7%	3.3
8 -Inbound	A70 Juniper Green -East	637	619	-3%	0.7
8 -Inbound - Total		7,585	8,049	6%	5.2
8 -Outbound	A71 Riccarton -West	1,086	1,042	-4%	1.3
8 -Outbound	M8 1050W M 1/4 Mile East VMS O2 -West	3,615	4,060	12%	7.2
8 -Outbound	A90N West of Barnton -North	2,285	2,628	15%	6.9
8 -Outbound	A8 0.5 Mile West City Bypass -West	2,546	2,581	1%	0.7
8 -Outbound	A70 Juniper Green -West	743	824	11%	2.9
8 -Outbound - Total		10,275	11,135	8%	8.3



Table K.18: PM Peak Hour Link Count Calibration, Edinburgh Area Screenlines (Cont.)

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
9 -Inbound	12. A701 (South of A720 At Straiton) - Edinburgh Area - Northbound	1,110	1,169	5%	1.7
9 -Inbound	13. B702 (South of A720 At Straiton) - Edinburgh Area - Northbound	449	17	-96%	28.3
9 -Inbound	14. A7 (South of Gilmerton Road) - Edinburgh Area - Northbound	784	746	-5%	1.4
9 -Inbound	15. Gilmerton Road (South of A7) - Edinburgh Area - Westbound	272	210	-23%	4.0
9 -Inbound	A68 Westbound	524	594	13%	3.0
9 -Inbound	A6106 Old Dalkeith Road (SE Arm), heading North Westbound)	494	552	12%	2.5
9 -Inbound	A702 S of City Bypass -North	821	826	1%	0.2
9 -Inbound - Total		4,454	4,114	-8%	5.2
9 -Outbound	12. A701 (South of A720 At Straiton) - Edinburgh Area - Southbound	976	1,139	17%	5.0
9 -Outbound	13. B702 (South of A720 At Straiton) - Edinburgh Area - Southbound	497	14	-97%	30.2
9 -Outbound	14. A7 (South of Gilmerton Road) - Edinburgh Area - Southbound	1,061	1,143	8%	2.5
9 -Outbound	15. Gilmerton Road (South of A7) - Edinburgh Area - Eastbound	473	625	32%	6.5
9 -Outbound	A68 Eastbound	764	843	10%	2.8
9 -Outbound	A6106 Old Dalkeith Road (SE Arm), heading South Eastbound	552	407	-26%	6.6
9 -Outbound	A702 S of City Bypass -South	1,298	1,323	2%	0.7
9 -Outbound - Total		5,621	5,494	-2%	1.7



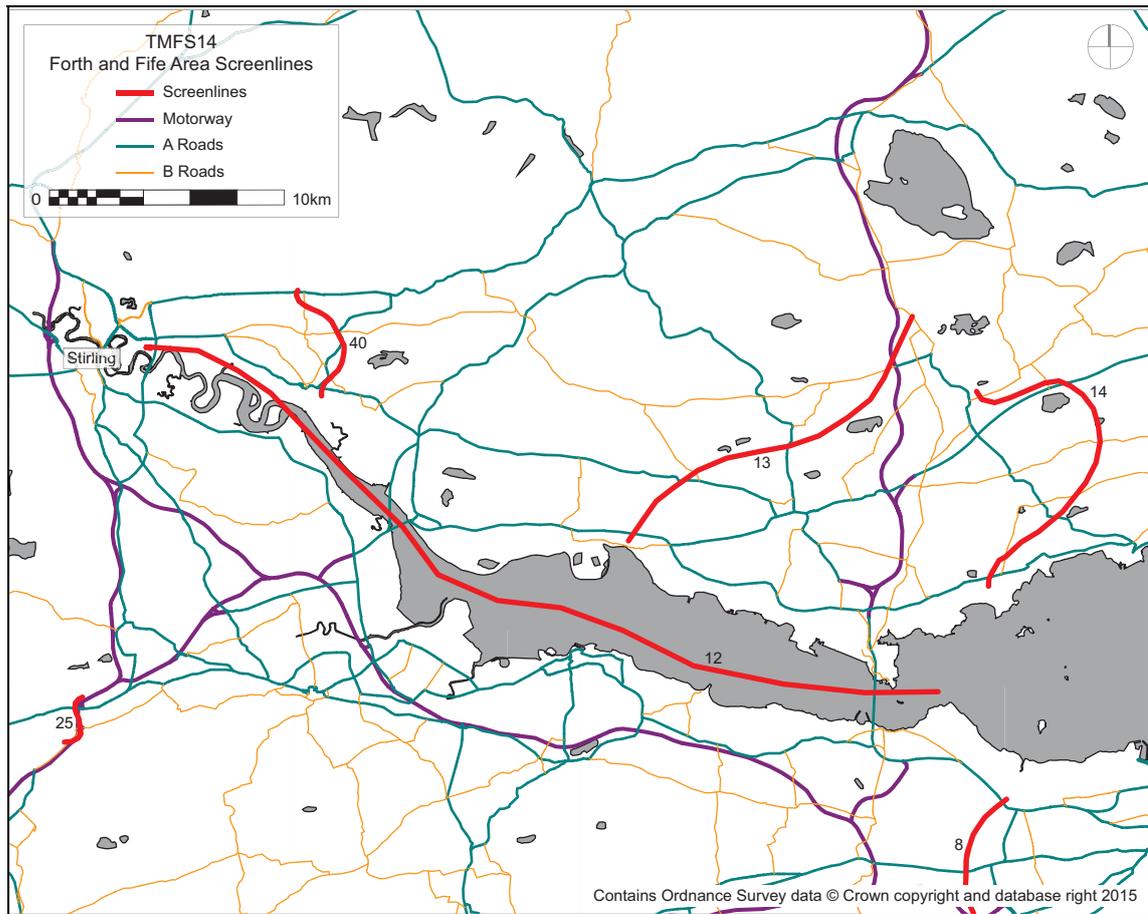


Figure K.6: Forth and Fife Area Screenlines



Table K.19: AM Peak Hour Link Count Calibration, Forth and Fife Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
12 -Northbound	A90 Forth Bridge (WiM) -North	3,574	3,484	-3%	1.5
12 -Northbound	A91 Stirling Bypass (South of A907) -North	829	734	-11%	3.4
12 -Northbound	A876 Old Kincardine Bridge -East	739	762	3%	0.8
12 -Northbound	A876 Clackmannanshire Bridge Approach -North	829	955	15%	4.2
12 -Northbound - Total		5,971	5,935	-1%	0.5
12 -Southbound	A90 Forth Bridge (WiM) -South	3,864	3,870	0%	0.1
12 -Southbound	A876 Clackmannanshire Bridge South End -South	1,080	955	-12%	3.9
12 -Southbound	A91 Stirling Bypass (South of A907) -South	1,105	1,053	-5%	1.6
12 -Southbound	A876 Old Kincardine Bridge -West	712	760	7%	1.8
12 -Southbound - Total		6,761	6,638	-2%	1.5
13 -Northbound	30. A907 (West of Dunfermline) - Forth Area - Westbound	241	253	5%	0.8
13 -Northbound	31. A823 (North of Dunfermline) - Forth Area - Northbound	94	141	50%	4.3
13 -Northbound	32. B996 (North of B917) - Forth Area - Northbound	177	170	-4%	0.5
13 -Northbound	M90 Kelty (Core 711)(WiM) -North	1,596	1,449	-9%	3.8
13 -Northbound	A985 Torryburn Bypass (Standing Stane Road) -West	620	670	8%	2.0
13 -Northbound - Total		2,728	2,683	-2%	0.9
13 -Southbound	30. A907 (West of Dunfermline) - Forth Area - Eastbound	386	408	6%	1.1
13 -Southbound	31. A823 (North of Dunfermline) - Forth Area - Southbound	94	165	76%	6.2
13 -Southbound	32. B996 (North of B917) - Forth Area - Southbound	120	143	19%	2.0
13 -Southbound	M90 Kelty (Core 711)(WiM) -South	1,341	1,316	-2%	0.7
13 -Southbound	A985 Torryburn Bypass (Standing Stane Road) -East	673	761	13%	3.3
13 -Southbound - Total		2,614	2,793	7%	3.4
25 -Northbound	M80 E of J6a Castlecary -North	4,036	4,062	1%	0.4
25 -Northbound	21. B816 (West of M80) - Forth Area - Northbound	370	373	1%	0.2
25 -Northbound	22. A803 (West of M80) - Forth Area - Eastbound	541	589	9%	2.0
25 -Northbound - Total		4,947	5,024	2%	1.1
25 -Southbound	M80 E of J6a Castlecary -South	3,406	3,730	10%	5.4
25 -Southbound	21. B816 (West of M80) - Forth Area - Southbound	326	306	-6%	1.1
25 -Southbound	22. A803 (West of M80) - Forth Area - Westbound	278	328	18%	2.9
25 -Southbound - Total		4,010	4,364	9%	5.5
40 -Eastbound	25. A907 Clackmannan Road - Forth Area - Eastbound	543	544	0%	0.0
40 -Eastbound	26. A908 (south of Collyland Road) - Forth Area - Northbound	397	337	-15%	3.1
40 -Eastbound	27. B9140 Collyland Road (West of A908) - Forth Area - Eastbound	257	229	-11%	1.8
40 -Eastbound	28. B908 (South of A91) - Forth Area - Northbound	87	142	63%	5.1
40 -Eastbound	29. A91 (West of B908) - Forth Area - Eastbound	298	324	9%	1.5
40 -Eastbound - Total		1,582	1,576	0%	0.2
40 -Westbound	25. A907 Clackmannan Road - Forth Area - Westbound	685	685	0%	0.0
40 -Westbound	26. A908 (south of Collyland Road) - Forth Area - Southbound	469	410	-13%	2.8
40 -Westbound	27. B9140 Collyland Road (West of A908) - Forth Area - Westbound	337	305	-9%	1.8
40 -Westbound	28. B908 (South of A91) - Forth Area - Southbound	173	198	14%	1.8
40 -Westbound	29. A91 (West of B908) - Forth Area - Westbound	428	416	-3%	0.6
40 -Westbound - Total		2,092	2,014	-4%	1.7



Table K.20: AM Peak Hour Link Count Calibration, Forth and Fife Area Screenlines (Cont)

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
14 -Eastbound	33. B981 (East of Cowdenbeath) - Forth Area - Eastbound	305	278	-9%	1.6
14 -Eastbound	35. B925 Auchtertool - Forth Area - Eastbound	67	130	94%	6.3
14 -Eastbound	36. B9157 (West of A921) - Forth Area - Northbound	203	197	-3%	0.4
14 -Eastbound	37. A921 (South of B9157) - Forth Area - Eastbound	372	370	-1%	0.1
14 -Eastbound	A92 EFRR Phase 3 (Lochgelly to Chapel) -East	2,284	2,135	-7%	3.2
14 -Eastbound - Total		3,231	3,110	-4%	2.1
14 -Westbound	33. B981 (East of Cowdenbeath) - Forth Area - Westbound	393	340	-13%	2.8
14 -Westbound	35. B925 Auchtertool - Forth Area - Westbound	64	128	100%	6.5
14 -Westbound	36. B9157 (West of A921) - Forth Area - Southbound	253	229	-9%	1.5
14 -Westbound	37. A921 (South of B9157) - Forth Area - Westbound	557	566	2%	0.4
14 -Westbound	A92 EFRR Phase 3 (Lochgelly to Chapel) -West	2,200	2,091	-5%	2.4
14 -Westbound - Total		3,467	3,354	-3%	1.9



Table K.21: Inter Peak Hour Link Count Calibration, Forth and Fife Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
12 -Northbound	A90 Forth Bridge (WiM) -North	2,314	2,297	-1%	0.4
12 -Northbound	A91 Stirling Bypass (South of A907) -North	816	711	-13%	3.8
12 -Northbound	A876 Old Kincardine Bridge -East	389	427	10%	1.9
12 -Northbound	A876 Clackmannanshire Bridge Approach -North	548	577	5%	1.2
12 -Northbound - Total		4,067	4,012	-1%	0.9
12 -Southbound	A90 Forth Bridge (WiM) -South	2,463	2,419	-2%	0.9
12 -Southbound	A876 Clackmannanshire Bridge South End -South	553	577	4%	1.0
12 -Southbound	A91 Stirling Bypass (South of A907) -South	778	708	-9%	2.6
12 -Southbound	A876 Old Kincardine Bridge -West	394	427	8%	1.6
12 -Southbound - Total		4,188	4,131	-1%	0.9
	30. A907 (West of Dunfermline) - Forth Area - Westbound				
13 -Northbound		223	268	20%	2.9
	31. A823 (North of Dunfermline) - Forth Area - Northbound				
13 -Northbound		81	85	5%	0.4
13 -Northbound	32. B996 (North of B917) - Forth Area - Northbound	100	115	15%	1.4
13 -Northbound	M90 Kelty (Core 711)(WiM) -North	1,004	1,018	1%	0.4
13 -Northbound	A985 Torryburn Bypass (Standing Stane Road) -West	313	390	25%	4.1
13 -Northbound - Total		1,721	1,876	9%	3.7
	30. A907 (West of Dunfermline) - Forth Area - Eastbound				
13 -Southbound		223	266	19%	2.7
	31. A823 (North of Dunfermline) - Forth Area - Southbound				
13 -Southbound		80	102	28%	2.3
13 -Southbound	32. B996 (North of B917) - Forth Area - Southbound	105	111	6%	0.6
13 -Southbound	M90 Kelty (Core 711)(WiM) -South	1,138	1,097	-4%	1.2
13 -Southbound	A985 Torryburn Bypass (Standing Stane Road) -East	326	393	21%	3.5
13 -Southbound - Total		1,872	1,969	5%	2.2
25 -Northbound	M80 E of J6a Castlecary -North	2,331	2,542	9%	4.3
25 -Northbound	21. B816 (West of M80) - Forth Area - Northbound	168	187	11%	1.4
25 -Northbound	22. A803 (West of M80) - Forth Area - Eastbound	225	232	3%	0.5
25 -Northbound - Total		393	419	7%	1.3
25 -Southbound	M80 E of J6a Castlecary -South	2,660	2,705	2%	0.9
25 -Southbound	21. B816 (West of M80) - Forth Area - Southbound	155	162	5%	0.6
25 -Southbound	22. A803 (West of M80) - Forth Area - Westbound	221	243	10%	1.4
25 -Southbound - Total		3,036	3,110	2%	1.3
40 -Eastbound	25. A907 Clackmannan Road - Forth Area - Eastbound	609	574	-6%	1.4
	26. A908 (south of Collyland Road) - Forth Area - Northbound				
40 -Eastbound		401	320	-20%	4.3
	27. B9140 Collyland Road (West of A908) - Forth Area - Eastbound				
40 -Eastbound		226	199	-12%	1.9
40 -Eastbound	28. B908 (South of A91) - Forth Area - Northbound	110	134	22%	2.2
40 -Eastbound	29. A91 (West of B908) - Forth Area - Eastbound	277	275	-1%	0.1
40 -Eastbound - Total		1,623	1,502	-7%	3.1
40 -Westbound	25. A907 Clackmannan Road - Forth Area - Westbound	605	542	-10%	2.6
	26. A908 (south of Collyland Road) - Forth Area - Southbound				
40 -Westbound		406	330	-19%	4.0
	27. B9140 Collyland Road (West of A908) - Forth Area - Westbound				
40 -Westbound		209	195	-7%	1.0
40 -Westbound	28. B908 (South of A91) - Forth Area - Southbound	114	136	19%	2.0
40 -Westbound	29. A91 (West of B908) - Forth Area - Westbound	315	296	-6%	1.1
40 -Westbound - Total		1,649	1,499	-9%	3.8



Table K.22: Inter Peak Hour Link Count Calibration, Forth and Fife Area Screenlines (Cont.)

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
	33. B981 (East of Cowdenbeath) - Forth Area - Eastbound				
14 -Eastbound		306	268	-12%	2.2
14 -Eastbound	35. B925 Auchtertool - Forth Area - Eastbound	63	114	81%	5.4
14 -Eastbound	36. B9157 (West of A921) - Forth Area - Northbound	133	126	-5%	0.6
14 -Eastbound	37. A921 (South of B9157) - Forth Area - Eastbound	325	332	2%	0.4
14 -Eastbound	A92 EFRR Phase 3 (Lochgelly to Chapel) -East	1,437	1,368	-5%	1.8
14 -Eastbound - Total		2,264	2,208	-2%	1.2
	33. B981 (East of Cowdenbeath) - Forth Area - Westbound				
14 -Westbound		314	269	-14%	2.6
14 -Westbound	35. B925 Auchtertool - Forth Area - Westbound	49	102	108%	6.1
14 -Westbound	36. B9157 (West of A921) - Forth Area - Southbound	140	134	-4%	0.5
14 -Westbound	37. A921 (South of B9157) - Forth Area - Westbound	344	335	-3%	0.5
14 -Westbound	A92 EFRR Phase 3 (Lochgelly to Chapel) -West	1,486	1,463	-2%	0.6
14 -Westbound - Total		2,333	2,303	-1%	0.6



Table K.23: PM Peak Hour Link Count Calibration, Forth and Fife Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
12 -Northbound	A90 Forth Bridge (WiM) -North	3,888	3,873	0%	0.2
12 -Northbound	A91 Stirling Bypass (South of A907) -North	1,407	1,195	-15%	5.9
12 -Northbound	A876 Old Kincardine Bridge -East	806	853	6%	1.6
12 -Northbound	A876 Clackmannanshire Bridge Approach -North	1,101	1,015	-8%	2.6
12 -Northbound - Total		7,202	6,936	-4%	3.2
12 -Southbound	A90 Forth Bridge (WiM) -South	3,620	3,481	-4%	2.3
12 -Southbound	A876 Clackmannanshire Bridge South End -South	846	1,015	20%	5.5
12 -Southbound	A91 Stirling Bypass (South of A907) -South	1,008	879	-13%	4.2
12 -Southbound	A876 Old Kincardine Bridge -West	820	839	2%	0.7
12 -Southbound - Total		6,294	6,214	-1%	1.0
	30. A907 (West of Dunfermline) - Forth Area - Westbound				
13 -Northbound		400	431	8%	1.5
	31. A823 (North of Dunfermline) - Forth Area - Northbound				
13 -Northbound		82	113	38%	3.1
13 -Northbound	32. B996 (North of B917) - Forth Area - Northbound	145	158	9%	1.1
13 -Northbound	M90 Kelty (Core 711)(WiM) -North	1,449	1,463	1%	0.4
13 -Northbound	A985 Torryburn Bypass (Standing Stane Road) -West	714	811	14%	3.5
13 -Northbound - Total		2,790	2,976	7%	3.5
	30. A907 (West of Dunfermline) - Forth Area - Eastbound				
13 -Southbound		300	320	7%	1.1
	31. A823 (North of Dunfermline) - Forth Area - Southbound				
13 -Southbound		101	216	114%	9.1
13 -Southbound	32. B996 (North of B917) - Forth Area - Southbound	192	203	6%	0.8
13 -Southbound	M90 Kelty (Core 711)(WiM) -South	1,642	1,524	-7%	3.0
13 -Southbound	A985 Torryburn Bypass (Standing Stane Road) -East	661	730	10%	2.6
13 -Southbound - Total		2,896	2,993	3%	1.8
25 -Northbound	M80 E of J6a Castlecary -North	3,406	3,718	9%	5.2
25 -Northbound	21. B816 (West of M80) - Forth Area - Northbound	345	378	10%	1.7
25 -Northbound	22. A803 (West of M80) - Forth Area - Eastbound	308	353	15%	2.5
25 -Northbound - Total		4,059	4,449	10%	6.0
25 -Southbound	M80 E of J6a Castlecary -South	3,895	3,931	1%	0.6
25 -Southbound	21. B816 (West of M80) - Forth Area - Southbound	323	305	-6%	1.0
25 -Southbound	22. A803 (West of M80) - Forth Area - Westbound	518	581	12%	2.7
25 -Southbound - Total		4,736	4,817	2%	1.2
40 -Eastbound	25. A907 Clackmannan Road - Forth Area - Eastbound	673	669	-1%	0.2
	26. A908 (south of Collyland Road) - Forth Area - Northbound				
40 -Eastbound		560	476	-15%	3.7
	27. B9140 Collyland Road (West of A908) - Forth Area -				
40 -Eastbound	Eastbound	373	325	-13%	2.6
40 -Eastbound	28. B908 (South of A91) - Forth Area - Northbound	179	209	17%	2.2
40 -Eastbound	29. A91 (West of B908) - Forth Area - Eastbound	448	445	-1%	0.1
40 -Eastbound - Total		2,233	2,124	-5%	2.3
40 -Westbound	25. A907 Clackmannan Road - Forth Area - Westbound	723	683	-6%	1.5
	26. A908 (south of Collyland Road) - Forth Area - Southbound				
40 -Westbound		517	423	-18%	4.3
	27. B9140 Collyland Road (West of A908) - Forth Area -				
40 -Westbound	Westbound	305	258	-15%	2.8
40 -Westbound	28. B908 (South of A91) - Forth Area - Southbound	128	173	35%	3.7
40 -Westbound	29. A91 (West of B908) - Forth Area - Westbound	393	416	6%	1.1
40 -Westbound - Total		2,066	1,953	-5%	2.5



Table K.24: PM Peak Hour Link Count Calibration, Forth and Fife Area Screenlines (Cont.)

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
	33. B981 (East of Cowdenbeath) - Forth Area - Eastbound				
14 -Eastbound		455	382	-16%	3.6
14 -Eastbound	35. B925 Auchtertool - Forth Area - Eastbound	71	127	79%	5.6
14 -Eastbound	36. B9157 (West of A921) - Forth Area - Northbound	271	248	-8%	1.4
14 -Eastbound	37. A921 (South of B9157) - Forth Area - Eastbound	612	613	0%	0.0
14 -Eastbound	A92 EFRR Phase 3 (Lochgelly to Chapel) -East	2,322	2,144	-8%	3.8
14 -Eastbound - Total		3,731	3,514	-6%	3.6
	33. B981 (East of Cowdenbeath) - Forth Area - Westbound				
14 -Westbound		407	349	-14%	3.0
14 -Westbound	35. B925 Auchtertool - Forth Area - Westbound	76	144	89%	6.5
14 -Westbound	36. B9157 (West of A921) - Forth Area - Southbound	197	186	-6%	0.8
14 -Westbound	37. A921 (South of B9157) - Forth Area - Westbound	419	415	-1%	0.2
14 -Westbound	A92 EFRR Phase 3 (Lochgelly to Chapel) -West	2,241	2,089	-7%	3.3
14 -Westbound - Total		3,340	3,183	-5%	2.7



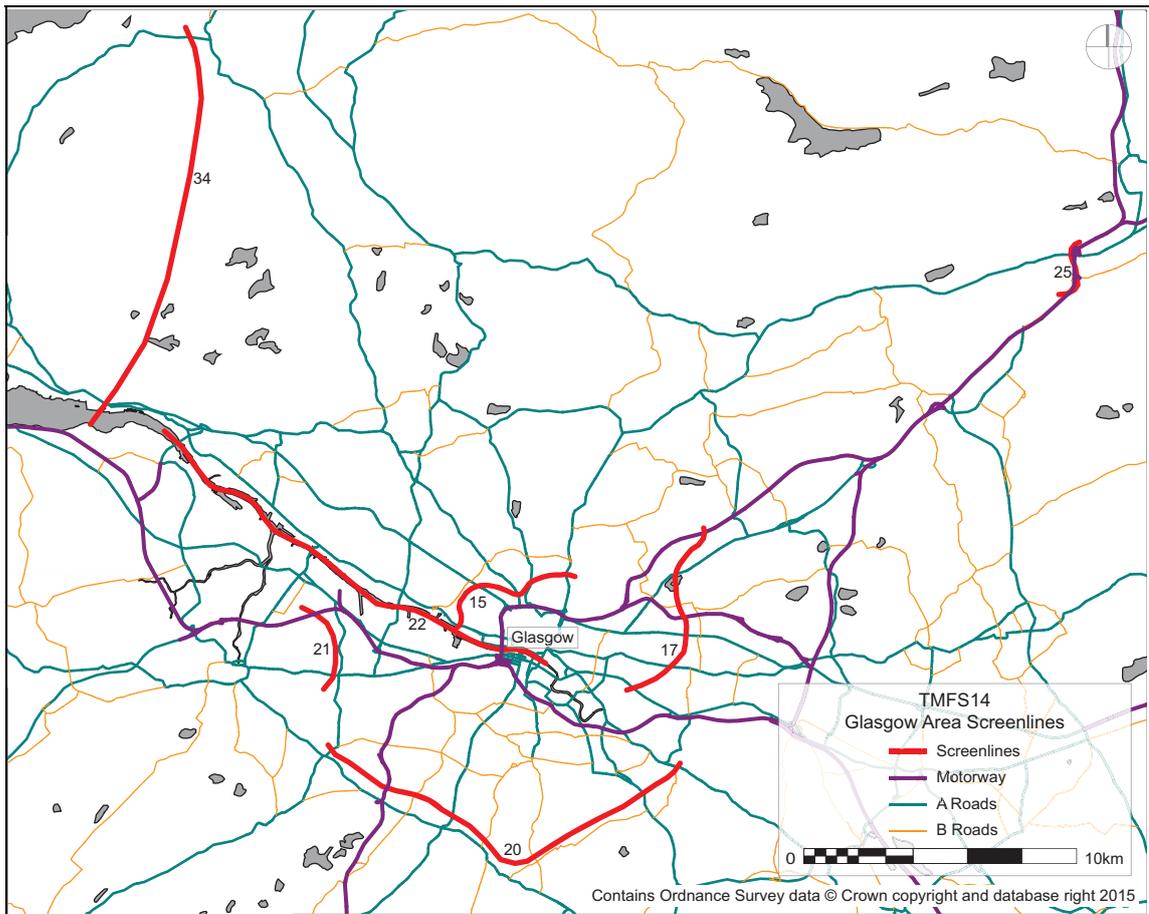


Figure K.7: Glasgow Area Screenlines



Table K.25: AM Peak Hour Link Count Calibration, Glasgow Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
15 -Inbound	49. Argyle Street (East of Byres Road) - Glasgow Area - Southbound	523	1,195	128%	22.9
15 -Inbound	50. A82 Great Western Road (East of Byres Road) - Glasgow Area - Eastbound	730	1,543	111%	24.1
15 -Inbound	52. A81 Garscube Road - Glasgow Area - Southbound	869	739	-15%	4.6
15 -Inbound	53. A879 Saracen Street - Glasgow Area - Southbound	691	936	35%	8.6
15 -Inbound	54. A803 Springburn Road (South of Hawthorn Street) - Glasgow Area (SOUTHBOUND) - Southbound	1,224	1,384	13%	4.4
15 -Inbound	A814 5150E M At 12950 -East	3,127	2,359	-25%	14.7
15 -Inbound - Total		7,164	8,156	14%	11.3
15 -Outbound	49. Argyle Street (East of Byres Road) - Glasgow Area - Northbound	695	638	-8%	2.2
15 -Outbound	50. A82 Great Western Road (East of Byres Road) - Glasgow Area - Westbound	660	785	19%	4.7
15 -Outbound	52. A81 Garscube Road - Glasgow Area - Northbound	410	392	-4%	0.9
15 -Outbound	53. A879 Saracen Street - Glasgow Area - Northbound	475	500	5%	1.1
15 -Outbound	54. A803 Springburn Road (South of Hawthorn Street) - Glasgow Area (NORTHBOUND) - Northbound	632	868	37%	8.6
15 -Outbound	A814 5150W M At SECC Junction -West	1,824	1,985	9%	3.7
15 -Outbound - Total		4,696	5,168	10%	6.7
17 -Inbound	55. A80 Cumbernauld Road - Glasgow Area - Westbound	705	578	-18%	5.0
17 -Inbound	56. B765 Gartloch Road - Glasgow Area - Westbound	143	130	-9%	1.1
17 -Inbound	57. A8 Edinburgh Road (West of Stepps Road) - Glasgow Area - Westbound	359	313	-13%	2.5
17 -Inbound	58. A89 Shettleston Road - Glasgow Area - Westbound	218	506	132%	15.1
17 -Inbound	59. A74 London Road - Glasgow Area - Northbound	818	765	-6%	1.9
17 -Inbound	M80 Between Jct 2 and 3 -West	3,179	3,198	1%	0.3
17 -Inbound	M8 6675W M At 04900 -West	4,630	4,486	-3%	2.1
17 -Inbound - Total		10,052	9,976	-1%	0.8
17 -Outbound	55. A80 Cumbernauld Road - Glasgow Area - Eastbound	307	352	15%	2.5
17 -Outbound	56. B765 Gartloch Road - Glasgow Area - Eastbound	224	32	-86%	17.0
17 -Outbound	57. A8 Edinburgh Road (West of Stepps Road) - Glasgow Area - Eastbound	274	249	-9%	1.5
17 -Outbound	58. A89 Shettleston Road - Glasgow Area - Eastbound	348	447	28%	5.0
17 -Outbound	59. A74 London Road - Glasgow Area - Southbound	386	386	0%	0.0
17 -Outbound	M80 Between Jct 2 and 3 -East	2,368	2,485	5%	2.4
17 -Outbound	M8 6675E M 1/4 mile W J11 Stepps Rd -East	3,735	3,572	-4%	2.7
17 -Outbound - Total		7,642	7,523	-2%	1.4
20 -Inbound	44. Peat Road (Noth of A726) - Glasgow Area (EASTBOUND) - Eastbound	458	445	-3%	0.6
20 -Inbound	45. B769 (North of A726) - Glasgow Area - Eastbound	899	875	-3%	0.8
20 -Inbound	46. A77 (North of A726) - Glasgow Area - Northbound	836	840	0%	0.1
20 -Inbound	47. B767 (North of A726) - Glasgow Area - Northbound	741	635	-14%	4.0
20 -Inbound	48. B766 Carmunnock Road (North of B759) - Glasgow Area - Westbound	449	531	18%	3.7
20 -Inbound	60. A724 (East of B759) - Glasgow Area - Westbound	648	893	38%	8.8
20 -Inbound	A736 Hurlet (Core 883) -East	1,077	1,240	15%	4.8
20 -Inbound - Total		5,108	5,459	7%	4.8
20 -Outbound	44. Peat Road (Noth of A726) - Glasgow Area (WESTBOUND) - Westbound	240	294	23%	3.3
20 -Outbound	45. B769 (North of A726) - Glasgow Area - Westbound	372	472	27%	4.9
20 -Outbound	46. A77 (North of A726) - Glasgow Area - Southbound	481	518	8%	1.7
20 -Outbound	47. B767 (North of A726) - Glasgow Area - Southbound	576	532	-8%	1.9
20 -Outbound	48. B766 Carmunnock Road (North of B759) - Glasgow Area - Eastbound	1,011	978	-3%	1.0
20 -Outbound	60. A724 (East of B759) - Glasgow Area - Eastbound	575	774	35%	7.7
20 -Outbound	A736 Hurlet (Core 883) -West	664	791	19%	4.7
20 -Outbound - Total		3,919	4,359	11%	6.8



Table K.26: AM Peak Hour Link Count Calibration, Glasgow Area Screenlines (Cont.)

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
21 -Eastbound	43. A761 (West of A736) - Glasgow Area - Eastbound	503	711	41%	8.4
21 -Eastbound	M8 8308E M 1/2 mile W J26 E b'nd -East	6,239	6,079	-3%	2.0
21 -Eastbound - Total		6,742	6,790	1%	0.6
21 -Westbound	43. A761 (West of A736) - Glasgow Area - Westbound	319	464	45%	7.3
21 -Westbound	M8 8362W M 1 mile W J26 W b'nd -West	5,075	5,125	1%	0.7
21 -Westbound - Total		5,394	5,589	4%	2.6
22 -Northbound	38. Crown Street Bridge - Northbound	476	748	57%	11.0
22 -Northbound	39. Gorbals St Bridge - Northbound	494	634	28%	5.9
22 -Northbound	41. A77 King George V Bridge - Northbound	1,623	1,034	-36%	16.2
22 -Northbound	42. The Clyde Arc Bridge - Northbound	362	648	79%	12.7
22 -Northbound	M898 Erskine Bridge (WiM) -North	1,911	1,892	-1%	0.4
22 -Northbound	A739 5108N M At Galbraith Rd Junct -North	2,536	2,466	-3%	1.4
22 -Northbound - Total		7,402	7,422	0%	0.2
22 -Southbound	38. Crown Street Bridge - Southbound	0	0	0%	0.0
22 -Southbound	39. Gorbals St Bridge - Southbound	135	267	98%	9.3
22 -Southbound	40. A77 Glasgow Bridge - Southbound	647	808	25%	6.0
22 -Southbound	42. The Clyde Arc Bridge - Southbound	339	350	3%	0.6
22 -Southbound	M898 Erskine Bridge (WiM) -South	1,866	1,927	3%	1.4
22 -Southbound	A739 5108S M 1/4 mile S Clyde Tunnel -South	2,043	2,034	0%	0.2
22 -Southbound - Total		5,030	5,386	7%	4.9



Table K.27: Inter Peak Hour Link Count Calibration, Glasgow Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
15 -Inbound	49. Argyle Street (East of Byres Road) - Glasgow Area - Southbound	496	640	29%	6.0
15 -Inbound	50. A82 Great Western Road (East of Byres Road) - Glasgow Area - Eastbound	565	885	57%	11.9
15 -Inbound	52. A81 Garscube Road - Glasgow Area - Southbound	618	472	-24%	6.3
15 -Inbound	53. A879 Saracen Street - Glasgow Area - Southbound	495	578	17%	3.6
15 -Inbound	54. A803 Springburn Road (South of Hawthorn Street) - Glasgow Area (SOUTHBOUND) - Southbound	740	895	21%	5.4
15 -Inbound	A814 5150E M At 12950 -East	1,661	1,766	6%	2.5
15 -Inbound - Total		4,575	5,236	14%	9.4
15 -Outbound	49. Argyle Street (East of Byres Road) - Glasgow Area - Northbound	568	697	23%	5.1
15 -Outbound	50. A82 Great Western Road (East of Byres Road) - Glasgow Area - Westbound	604	763	26%	6.1
15 -Outbound	52. A81 Garscube Road - Glasgow Area - Northbound	368	266	-28%	5.7
15 -Outbound	53. A879 Saracen Street - Glasgow Area - Northbound	426	544	28%	5.4
15 -Outbound	54. A803 Springburn Road (South of Hawthorn Street) - Glasgow Area (NORTHBOUND) - Northbound	641	880	37%	8.7
15 -Outbound	A814 5150W M At SECC Junction -West	1,342	1,494	11%	4.0
15 -Outbound - Total		3,949	4,644	18%	10.6
17 -Inbound	55. A80 Cumbernauld Road - Glasgow Area - Westbound	342	342	0%	0.0
17 -Inbound	56. B765 Gartloch Road - Glasgow Area - Westbound	155	44	-72%	11.1
17 -Inbound	57. A8 Edinburgh Road (West of Stepps Road) - Glasgow Area - Westbound	244	216	-11%	1.8
17 -Inbound	58. A89 Shettleston Road - Glasgow Area - Westbound	308	452	47%	7.4
17 -Inbound	59. A74 London Road - Glasgow Area - Northbound	417	393	-6%	1.2
17 -Inbound	M80 Between Jct 2 and 3 -West	1,908	1,945	2%	0.8
17 -Inbound	M8 6675W M At 04900 -West	3,039	3,007	-1%	0.6
17 -Inbound - Total		6,413	6,399	0%	0.2
17 -Outbound	55. A80 Cumbernauld Road - Glasgow Area - Eastbound	334	331	-1%	0.2
17 -Outbound	56. B765 Gartloch Road - Glasgow Area - Eastbound	130	32	-75%	10.9
17 -Outbound	57. A8 Edinburgh Road (West of Stepps Road) - Glasgow Area - Eastbound	325	261	-20%	3.7
17 -Outbound	58. A89 Shettleston Road - Glasgow Area - Eastbound	293	417	42%	6.6
17 -Outbound	59. A74 London Road - Glasgow Area - Southbound	457	423	-7%	1.6
17 -Outbound	M80 Between Jct 2 and 3 -East	1,836	2,048	12%	4.8
17 -Outbound	M8 6675E M 1/4 mile W J11 Stepps Rd -East	3,251	3,309	2%	1.0
17 -Outbound - Total		6,626	6,821	3%	2.4
20 -Inbound	44. Peat Road (Noth of A726) - Glasgow Area (EASTBOUND) - Eastbound	273	274	0%	0.1
20 -Inbound	45. B769 (North of A726) - Glasgow Area - Eastbound	501	529	6%	1.2
20 -Inbound	46. A77 (North of A726) - Glasgow Area - Northbound	585	560	-4%	1.0
20 -Inbound	47. B767 (North of A726) - Glasgow Area - Northbound	506	457	-10%	2.2
20 -Inbound	48. B766 Carmunnock Road (North of B759) - Glasgow Area - Westbound	311	431	39%	6.2
20 -Inbound	60. A724 (East of B759) - Glasgow Area - Westbound	488	585	20%	4.2
20 -Inbound	A736 Hurllet (Core 883) -East	607	772	27%	6.3
20 -Inbound - Total		3,271	3,608	10%	5.7
20 -Outbound	44. Peat Road (Noth of A726) - Glasgow Area (WESTBOUND) - Westbound	281	317	13%	2.1
20 -Outbound	45. B769 (North of A726) - Glasgow Area - Westbound	418	499	19%	3.8
20 -Outbound	46. A77 (North of A726) - Glasgow Area - Southbound	563	561	0%	0.1
20 -Outbound	47. B767 (North of A726) - Glasgow Area - Southbound	507	438	-14%	3.2
20 -Outbound	48. B766 Carmunnock Road (North of B759) - Glasgow Area - Eastbound	325	456	40%	6.6
20 -Outbound	60. A724 (East of B759) - Glasgow Area - Eastbound	437	541	24%	4.7
20 -Outbound	A736 Hurllet (Core 883) -West	564	734	30%	6.7
20 -Outbound - Total		3,095	3,546	15%	7.8



Table K.28: Inter Peak Hour Link Count Calibration, Glasgow Area Screenlines (Cont.)

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
21 -Eastbound	43. A761 (West of A736) - Glasgow Area - Eastbound	335	488	46%	7.5
21 -Eastbound	M8 8308E M 1/2 mile W J26 E b'nd -East	3,842	3,944	3%	1.6
21 -Eastbound - Total		4,177	4,432	6%	3.9
21 -Westbound	43. A761 (West of A736) - Glasgow Area - Westbound	308	420	36%	5.9
21 -Westbound	M8 8362W M 1 mile W J26 W b'nd -West	3,621	4,103	13%	7.8
21 -Westbound - Total		3,929	4,523	15%	9.1
22 -Northbound	38. Crown Street Bridge - Northbound	301	433	44%	6.9
22 -Northbound	39. Gorbals St Bridge - Northbound	331	422	27%	4.7
22 -Northbound	41. A77 King George V Bridge - Northbound	935	724	-23%	7.3
22 -Northbound	42. The Clyde Arc Bridge - Northbound	267	315	18%	2.8
22 -Northbound	M898 Erskine Bridge (WiM) -North	1,176	1,257	7%	2.3
22 -Northbound	A739 5108N M At Galbraith Rd Junct -North	1,438	1,443	0%	0.1
22 -Northbound - Total		4,448	4,594	3%	2.2
22 -Southbound	38. Crown Street Bridge - Southbound	0	0	0%	0.0
22 -Southbound	39. Gorbals St Bridge - Southbound	133	269	102%	9.6
22 -Southbound	40. A77 Glasgow Bridge - Southbound	702	853	22%	5.4
22 -Southbound	42. The Clyde Arc Bridge - Southbound	224	226	1%	0.1
22 -Southbound	M898 Erskine Bridge (WiM) -South	1,261	1,305	3%	1.2
22 -Southbound	A739 5108S M 1/4 mile S Clyde Tunnel -South	1,296	1,321	2%	0.7
22 -Southbound - Total		3,616	3,974	10%	5.8



Table K.29: PM Peak Hour Link Count Calibration, Glasgow Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
15 -Inbound	49. Argyle Street (East of Byres Road) - Glasgow Area - Southbound	708	782	10%	2.7
15 -Inbound	50. A82 Great Western Road (East of Byres Road) - Glasgow Area - Eastbound	625	1,188	90%	18.7
15 -Inbound	52. A81 Garscube Road - Glasgow Area - Southbound	707	673	-5%	1.3
15 -Inbound	53. A879 Saracen Street - Glasgow Area - Southbound	586	675	15%	3.5
15 -Inbound	54. A803 Springburn Road (South of Hawthorn Street) - Glasgow Area (SOUTHBOUND) - Southbound	894	1,103	23%	6.6
15 -Inbound	A814 5150E M At 12950 -East	2,079	2,165	4%	1.9
15 -Inbound - Total		5,599	6,586	18%	12.6
15 -Outbound	49. Argyle Street (East of Byres Road) - Glasgow Area - Northbound	769	1,522	98%	22.2
15 -Outbound	50. A82 Great Western Road (East of Byres Road) - Glasgow Area - Westbound	745	1,326	78%	18.1
15 -Outbound	52. A81 Garscube Road - Glasgow Area - Northbound	592	551	-7%	1.7
15 -Outbound	53. A879 Saracen Street - Glasgow Area - Northbound	630	954	51%	11.5
15 -Outbound	54. A803 Springburn Road (South of Hawthorn Street) - Glasgow Area (NORTHBOUND) - Northbound	1,023	1,513	48%	13.8
15 -Outbound	A814 5150W M At SECC Junction -West	2,553	2,314	-9%	4.8
15 -Outbound - Total		6,312	8,180	30%	21.9
17 -Inbound	55. A80 Cumbernauld Road - Glasgow Area - Westbound	500	400	-20%	4.7
17 -Inbound	56. B765 Gartloch Road - Glasgow Area - Westbound	238	97	-59%	10.9
17 -Inbound	57. A8 Edinburgh Road (West of Stepps Road) - Glasgow Area - Westbound	310	256	-17%	3.2
17 -Inbound	58. A89 Shettleston Road - Glasgow Area - Westbound	375	496	32%	5.8
17 -Inbound	59. A74 London Road - Glasgow Area - Northbound	449	475	6%	1.2
17 -Inbound	M80 Between Jct 2 and 3 -West	2,513	2,367	-6%	3.0
17 -Inbound	M8 6675W M At 04900 -West	3,477	3,540	2%	1.1
17 -Inbound - Total		7,862	7,631	-3%	2.6
17 -Outbound	55. A80 Cumbernauld Road - Glasgow Area - Eastbound	604	541	-10%	2.6
17 -Outbound	56. B765 Gartloch Road - Glasgow Area - Eastbound	156	37	-76%	12.1
17 -Outbound	57. A8 Edinburgh Road (West of Stepps Road) - Glasgow Area - Eastbound	491	359	-27%	6.4
17 -Outbound	58. A89 Shettleston Road - Glasgow Area - Eastbound	305	624	105%	14.8
17 -Outbound	59. A74 London Road - Glasgow Area - Southbound	741	733	-1%	0.3
17 -Outbound	M80 Between Jct 2 and 3 -East	3,284	3,440	5%	2.7
17 -Outbound	M8 6675E M 1/4 mile W J11 Stepps Rd -East	4,755	5,050	6%	4.2
17 -Outbound - Total		10,336	10,784	4%	4.4
20 -Inbound	44. Peat Road (Noth of A726) - Glasgow Area (EASTBOUND) - Eastbound	352	369	5%	0.9
20 -Inbound	45. B769 (North of A726) - Glasgow Area - Eastbound	609	586	-4%	0.9
20 -Inbound	46. A77 (North of A726) - Glasgow Area - Northbound	693	667	-4%	1.0
20 -Inbound	47. B767 (North of A726) - Glasgow Area - Northbound	689	667	-3%	0.8
20 -Inbound	48. B766 Carmunnock Road (North of B759) - Glasgow Area - Westbound	737	819	11%	2.9
20 -Inbound	60. A724 (East of B759) - Glasgow Area - Westbound	673	850	26%	6.4
20 -Inbound	A736 Hurlet (Core 883) -East	890	1,002	13%	3.6
20 -Inbound - Total		4,643	4,960	7%	4.6
20 -Outbound	44. Peat Road (Noth of A726) - Glasgow Area (WESTBOUND) - Westbound	433	677	56%	10.4
20 -Outbound	45. B769 (North of A726) - Glasgow Area - Westbound	597	820	37%	8.4
20 -Outbound	46. A77 (North of A726) - Glasgow Area - Southbound	830	877	6%	1.6
20 -Outbound	47. B767 (North of A726) - Glasgow Area - Southbound	724	684	-6%	1.5
20 -Outbound	48. B766 Carmunnock Road (North of B759) - Glasgow Area - Eastbound	577	718	24%	5.5
20 -Outbound	60. A724 (East of B759) - Glasgow Area - Eastbound	694	930	34%	8.3
20 -Outbound	A736 Hurlet (Core 883) -West	1,063	1,308	23%	7.1
20 -Outbound - Total		4,918	6,014	22%	14.8



Table K.30: PM Peak Hour Link Count Calibration, Glasgow Area Screenlines (Cont.)

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
21 -Eastbound	43. A761 (West of A736) - Glasgow Area - Eastbound	467	702	50%	9.7
21 -Eastbound	M8 8308E M 1/2 mile W J26 E b'nd -East	4,956	5,075	2%	1.7
21 -Eastbound - Total		5,423	5,777	7%	4.7
21 -Westbound	43. A761 (West of A736) - Glasgow Area - Westbound	514	721	40%	8.3
21 -Westbound	M8 8362W M 1 mile W J26 W b'nd -West	6,014	6,290	5%	3.5
21 -Westbound - Total		6,528	7,011	7%	5.9
22 -Northbound	38. Crown Street Bridge - Northbound	423	443	5%	1.0
22 -Northbound	39. Gorbals St Bridge - Northbound	386	539	40%	7.1
22 -Northbound	41. A77 King George V Bridge - Northbound	1,131	700	-38%	14.2
22 -Northbound	42. The Clyde Arc Bridge - Northbound	429	431	0%	0.1
22 -Northbound	M898 Erskine Bridge (WiM) -North	1,837	1,944	6%	2.5
22 -Northbound	A739 5108N M At Galbraith Rd Junct -North	2,361	2,387	1%	0.5
22 -Northbound - Total		6,567	6,444	-2%	1.5
22 -Southbound	38. Crown Street Bridge - Southbound	0	0	0%	0.0
22 -Southbound	39. Gorbals St Bridge - Southbound	160	610	281%	22.9
22 -Southbound	40. A77 Glasgow Bridge - Southbound	1,220	1,242	2%	0.6
22 -Southbound	42. The Clyde Arc Bridge - Southbound	275	463	68%	9.8
22 -Southbound	M898 Erskine Bridge (WiM) -South	1,929	1,983	3%	1.2
22 -Southbound	A739 5108S M 1/4 mile S Clyde Tunnel -South	2,412	2,474	3%	1.3
22 -Southbound - Total		5,996	6,772	13%	9.7



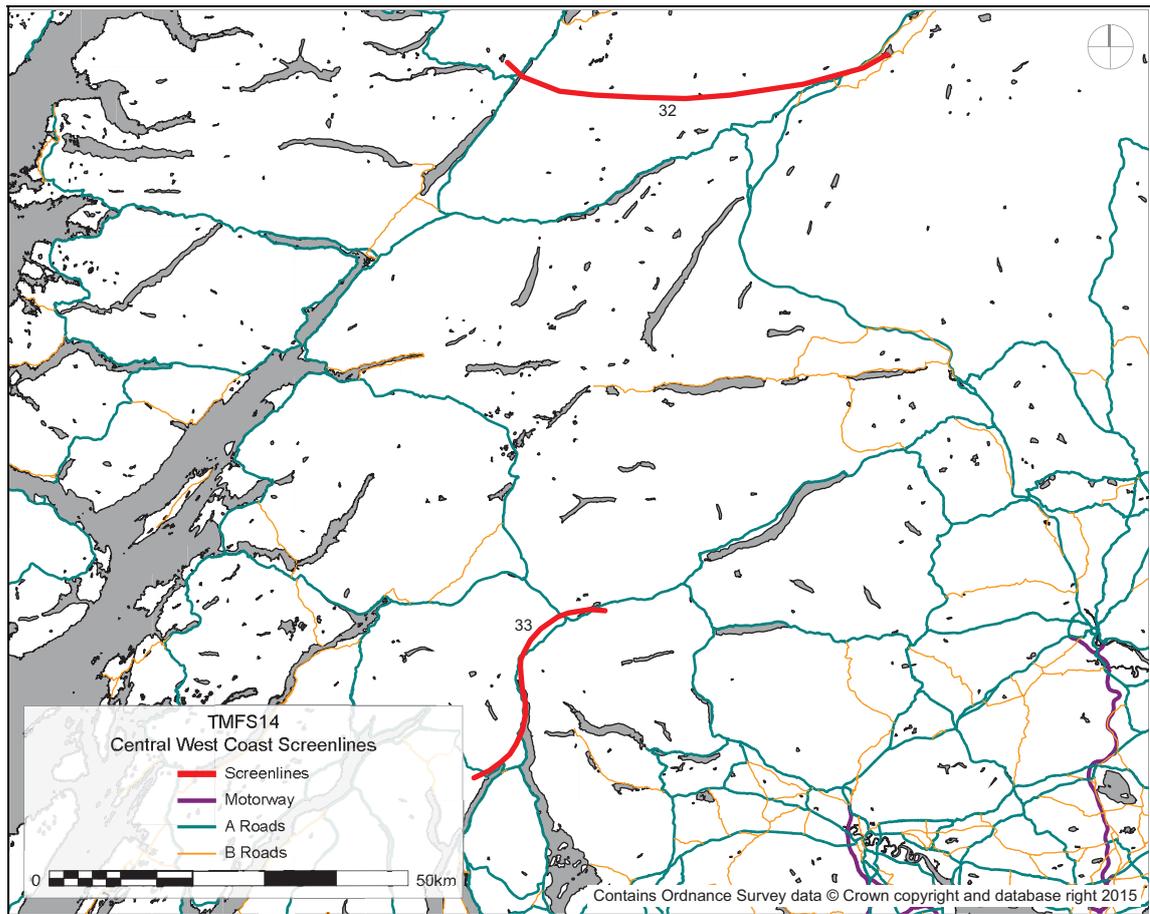


Figure K.8: Central West Coast Area Screenlines (Glasgow West)



Table K.31: AM Peak Hour Link Count Calibration, Glasgow West Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
33 -Eastbound	A82 Lay-by 2.7 miles South of Crianlarich - Northbound	100	152	52%	4.6
33 -Eastbound	Crianlarich - Reverse Direction	106	183	73%	6.4
33 -Eastbound	A85 W/B - Wide section of road approx 2 miles east of Crianlarich - Reverse Direction	90	78	-13%	1.3
33 -Eastbound	A83 West of Arrochar -East	103	147	43%	3.9
33 -Eastbound - Total		399	560	40%	7.4
33 -Westbound	Crianlarich - Northbound	210	250	19%	2.6
33 -Westbound	A85 W/B - Wide section of road approx 2 miles east of Crianlarich - Westbound	109	106	-3%	0.3
33 -Westbound	A82 Lay-by 2.7 miles South of Crianlarich - Reverse Direction	67	117	75%	5.2
33 -Westbound	A83 West of Arrochar -West	150	142	-5%	0.7
33 -Westbound - Total		536	615	15%	3.3
34 -Eastbound	63. A811 Stirling Road (West of Drymen) - Strathclyde Area - Eastbound	201	198	-1%	0.2
34 -Eastbound	A82 Dumbarton (Milton) -South	2,267	2,352	4%	1.8
34 -Eastbound - Total		2,468	2,550	3%	1.6
34 -Westbound	63. A811 Stirling Road (West of Drymen) - Strathclyde Area - Westbound	228	225	-1%	0.2
34 -Westbound	A82 Dumbarton (Milton) -North	1,955	1,938	-1%	0.4
34 -Westbound - Total		2,183	2,163	-1%	0.4

Table K.32: Inter Peak Hour Link Count Calibration, Glasgow West Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
33 -Eastbound	A82 Lay-by 2.7 miles South of Crianlarich - Northbound	129	160	24%	2.6
33 -Eastbound	Crianlarich - Reverse Direction	230	258	12%	1.8
33 -Eastbound	A85 W/B - Wide section of road approx 2 miles east of Crianlarich - Reverse Direction	130	121	-7%	0.8
33 -Eastbound	A83 West of Arrochar -East	138	135	-2%	0.3
33 -Eastbound - Total		627	674	7%	1.8
33 -Westbound	Crianlarich - Northbound	242	271	12%	1.8
33 -Westbound	A85 W/B - Wide section of road approx 2 miles east of Crianlarich - Westbound	133	128	-4%	0.4
33 -Westbound	A82 Lay-by 2.7 miles South of Crianlarich - Reverse Direction	114	156	37%	3.6
33 -Westbound	A83 West of Arrochar -West	113	106	-6%	0.7
33 -Westbound - Total		602	661	10%	2.3
34 -Eastbound	63. A811 Stirling Road (West of Drymen) - Strathclyde Area - Eastbound	164	145	-12%	1.5
34 -Eastbound	A82 Dumbarton (Milton) -South	1,469	1,490	1%	0.5
34 -Eastbound - Total		1,633	1,635	0%	0.0
34 -Westbound	63. A811 Stirling Road (West of Drymen) - Strathclyde Area - Westbound	157	142	-10%	1.2
34 -Westbound	A82 Dumbarton (Milton) -North	1,388	1,419	2%	0.8
34 -Westbound - Total		1,545	1,561	1%	0.4



Table K.33: PM Peak Hour Link Count Calibration, Glasgow West Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
33 -Eastbound	A82 Lay-by 2.7 miles South of Crianlarich - Northbound	98	130	33%	3.0
33 -Eastbound	Crianlarich - Reverse Direction	251	289	15%	2.3
33 -Eastbound	A85 W/B - Wide section of road approx 2 miles east of Crianlarich - Reverse Direction	138	129	-7%	0.8
33 -Eastbound	A83 West of Arrochar -East	133	133	0%	0.0
33 -Eastbound - Total		620	681	10%	2.4
33 -Westbound	Crianlarich - Northbound	172	220	28%	3.4
33 -Westbound	A85 W/B - Wide section of road approx 2 miles east of Crianlarich - Westbound	101	97	-4%	0.4
33 -Westbound	A82 Lay-by 2.7 miles South of Crianlarich - Reverse Direction	123	160	30%	3.1
33 -Westbound	A83 West of Arrochar -West	113	149	32%	3.1
33 -Westbound - Total		509	626	23%	4.9
34 -Eastbound	63. A811 Stirling Road (West of Drymen) - Strathclyde Area - Eastbound	237	237	0%	0.0
34 -Eastbound	A82 Dumbarton (Milton) -South	2,099	2,165	3%	1.4
34 -Eastbound - Total		2,336	2,402	3%	1.4
34 -Westbound	63. A811 Stirling Road (West of Drymen) - Strathclyde Area - Westbound	233	248	6%	1.0
34 -Westbound	A82 Dumbarton (Milton) -North	2,255	2,349	4%	2.0
34 -Westbound - Total		2,488	2,597	4%	2.2



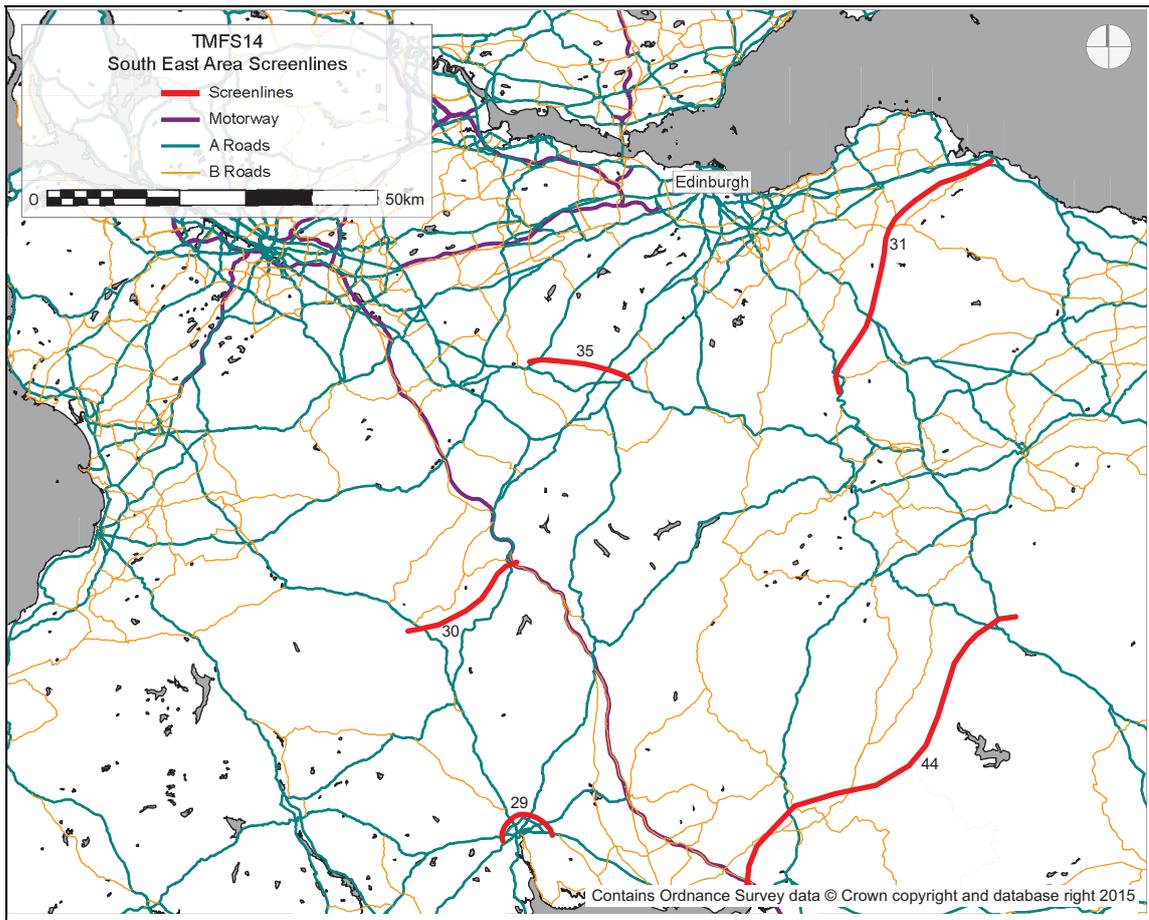


Figure K.9: South-East Area Screenlines



Table K.34: AM Peak Hour Link Count Calibration, South-East Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
29 -Inbound	67. A709 (East of A75) - Borders Area - Westbound	501	531	6%	1.3
29 -Inbound	A75 Collin Diversion- west of B724 -West	594	594	0%	0.0
29 -Inbound	A701 Northeast of A75 -South	1,137	1,017	-11%	3.7
29 -Inbound	A75 SW of A780 (west)-between A780 (w) and U225N -East	560	597	7%	1.5
29 -Inbound	A76 Dumfries Glasgow Road -South	652	856	31%	7.4
29 -Inbound - Total		3,444	3,595	4%	2.5
29 -Outbound	67. A709 (East of A75) - Borders Area - Eastbound	363	393	8%	1.5
29 -Outbound	A75 Collin Diversion- west of B724 -East	548	548	0%	0.0
29 -Outbound	A701 Northeast of A75 -North	824	727	-12%	3.5
29 -Outbound	A75 SW of A780 (west)-between A780 (w) and U225N -West	554	558	1%	0.2
29 -Outbound	A76 Dumfries Glasgow Road -North	481	562	17%	3.5
29 -Outbound - Total		2,770	2,788	1%	0.3
30 -Northbound	A76 Southeast of Ryehill Farm- northwest of B797 -North	102	128	25%	2.4
30 -Northbound	M6 DBFO S of J14 - 660 NB -North	1,190	1,177	-1%	0.4
30 -Northbound - Total		1,292	1,305	1%	0.4
30 -Southbound	A76 Southeast of Ryehill Farm- northwest of B797 -South	167	168	1%	0.1
30 -Southbound	M6 DBFO S of J14 - 660 SB -South	1,145	1,190	4%	1.3
30 -Southbound - Total		1,312	1,358	4%	1.3
31 -Eastbound	71. B6355 (At Gifford) - Borders Area - Eastbound	28	58	107%	4.6
31 -Eastbound	72. A7 (North of Stow) - Borders Area - Eastbound	210	219	4%	0.6
31 -Eastbound	A68 - North of Oxton -South	610	478	-22%	5.7
31 -Eastbound	A1 East of Spott Rdbt -South	403	336	-17%	3.5
31 -Eastbound - Total		1,251	1,091	-13%	4.7
31 -Westbound	71. B6355 (At Gifford) - Borders Area - Westbound	40	117	193%	8.7
31 -Westbound	72. A7 (North of Stow) - Borders Area - Westbound	234	284	21%	3.1
31 -Westbound	A68 - North of Oxton -North	361	440	22%	3.9
31 -Westbound	A1 East of Spott Rdbt -North	461	378	-18%	4.1
31 -Westbound - Total		1,096	1,219	11%	3.6
44 -Northbound	68. A6088 (West of Carter Bar) - Borders Area - Westbound	11	8	-27%	1.0
44 -Northbound	M6 DBFO Within Gretna Junction - 660(Verify) NB -North	1,110	937	-16%	5.4
44 -Northbound	A68 - Huntford -North	57	83	46%	3.1
44 -Northbound	A1 Burnmouth -North	344	320	-7%	1.3
44 -Northbound	A7 Langholm -North	172	130	-24%	3.4
44 -Northbound - Total		1,694	1,478	-13%	5.4
44 -Southbound	68. A6088 (West of Carter Bar) - Borders Area - Eastbound	14	13	-7%	0.3
44 -Southbound	M6 DBFO Within Gretna Junction - 660(Verify) SB -South	993	968	-3%	0.8
44 -Southbound	A68 - Huntford -South	67	124	85%	5.8
44 -Southbound	A1 Burnmouth -South	353	380	8%	1.4
44 -Southbound	A7 Langholm -South	168	149	-11%	1.5
44 -Southbound - Total		1,595	1,634	2%	1.0
35 -Northbound	69. A70 (North of Carnwath) - Borders Area - Northbound	167	222	33%	3.9
35 -Northbound	A702 Dolphinton -North	267	271	1%	0.2
35 -Northbound	70. A701 (North of A72) - Borders Area - Northbound	110	129	17%	1.7
35 -Northbound - Total		544	622	14%	3.2
35 -Southbound	69. A70 (North of Carnwath) - Borders Area - Southbound	60	84	40%	2.8
35 -Southbound	A702 Dolphinton -South	151	164	9%	1.0
35 -Southbound	70. A701 (North of A72) - Borders Area - Southbound	82	85	4%	0.3
35 -Southbound - Total		293	333	14%	2.3



Table K.35: Inter Peak Hour Link Count Calibration, South-East Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
29 -Inbound	67. A709 (East of A75) - Borders Area - Westbound	162	226	40%	4.6
29 -Inbound	A75 Collin Diversion- west of B724 -West	502	503	0%	0.0
29 -Inbound	A701 Northeast of A75 -South	840	710	-15%	4.7
	A75 SW of A780 (west)-between A780 (w) and U225N -East				
29 -Inbound		482	492	2%	0.5
29 -Inbound	A76 Dumfries Glasgow Road -South	469	550	17%	3.6
29 -Inbound - Total		2,455	2,481	1%	0.5
29 -Outbound	67. A709 (East of A75) - Borders Area - Eastbound	205	243	19%	2.5
29 -Outbound	A75 Collin Diversion- west of B724 -East	461	486	5%	1.1
29 -Outbound	A701 Northeast of A75 -North	842	705	-16%	4.9
	A75 SW of A780 (west)-between A780 (w) and U225N -West				
29 -Outbound		466	505	8%	1.8
29 -Outbound	A76 Dumfries Glasgow Road -North	456	564	24%	4.8
29 -Outbound - Total		2,430	2,503	3%	1.5
	A76 Southeast of Ryehill Farm- northwest of B797 -North				
30 -Northbound		114	156	37%	3.6
30 -Northbound	M6 DBFO S of J14 - 660 NB -North	1,027	1,024	0%	0.1
30 -Northbound - Total		1,141	1,180	3%	1.1
	A76 Southeast of Ryehill Farm- northwest of B797 -South				
30 -Southbound		127	128	1%	0.1
30 -Southbound	M6 DBFO S of J14 - 660 SB -South	1,274	1,245	-2%	0.8
30 -Southbound - Total		1,401	1,373	-2%	0.8
31 -Eastbound	71. B6355 (At Gifford) - Borders Area - Eastbound	27	68	152%	5.9
31 -Eastbound	72. A7 (North of Stow) - Borders Area - Eastbound	144	146	1%	0.2
31 -Eastbound	A68 - North of Oxtou -South	348	306	-12%	2.3
31 -Eastbound	A1 East of Spott Rdbt -South	369	333	-10%	1.9
31 -Eastbound - Total		888	853	-4%	1.2
31 -Westbound	71. B6355 (At Gifford) - Borders Area - Westbound	27	65	141%	5.6
31 -Westbound	72. A7 (North of Stow) - Borders Area - Westbound	145	148	2%	0.2
31 -Westbound	A68 - North of Oxtou -North	342	296	-13%	2.6
31 -Westbound	A1 East of Spott Rdbt -North	415	367	-12%	2.4
31 -Westbound - Total		929	876	-6%	1.8
	68. A6088 (West of Carter Bar) - Borders Area - Westbound				
44 -Northbound		12	11	-8%	0.3
	M6 DBFO Within Gretna Junction - 660(Verify) NB -North				
44 -Northbound		976	901	-8%	2.4
44 -Northbound	A68 - Huntford -North	88	127	44%	3.8
44 -Northbound	A1 Burnmouth -North	380	457	20%	3.8
44 -Northbound	A7 Langholm -North	141	121	-14%	1.7
44 -Northbound - Total		1,597	1,617	1%	0.5
	68. A6088 (West of Carter Bar) - Borders Area - Eastbound				
44 -Southbound		13	14	8%	0.3
	M6 DBFO Within Gretna Junction - 660(Verify) SB -South				
44 -Southbound		1,159	1,061	-8%	2.9
44 -Southbound	A68 - Huntford -South	78	130	67%	5.1
44 -Southbound	A1 Burnmouth -South	407	465	14%	2.8
44 -Southbound	A7 Langholm -South	126	112	-11%	1.3
44 -Southbound - Total		1,783	1,782	0%	0.0
	69. A70 (North of Carnwath) - Borders Area - Northbound				
35 -Northbound		67	74	10%	0.8
35 -Northbound	A702 Dolphinton -North	157	160	2%	0.2
35 -Northbound	70. A701 (North of A72) - Borders Area - Northbound	65	85	31%	2.3
35 -Northbound - Total		289	319	10%	1.7
	69. A70 (North of Carnwath) - Borders Area - Southbound				
35 -Southbound		64	77	20%	1.5
35 -Southbound	A702 Dolphinton -South	185	182	-2%	0.2
35 -Southbound	70. A701 (North of A72) - Borders Area - Southbound	72	89	24%	1.9
35 -Southbound - Total		321	348	8%	1.5



Table K.36: PM Peak Hour Link Count Calibration, South-East Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
29 -Inbound	67. A709 (East of A75) - Borders Area - Westbound	373	408	9%	1.8
29 -Inbound	A75 Collin Diversion- west of B724 -West	573	600	5%	1.1
29 -Inbound	A701 Northeast of A75 -South	1,033	889	-14%	4.6
	A75 SW of A780 (west)-between A780 (w) and U225N -East				
29 -Inbound		607	602	-1%	0.2
29 -Inbound	A76 Dumfries Glasgow Road -South	533	627	18%	3.9
29 -Inbound - Total		3,119	3,126	0%	0.1
29 -Outbound	67. A709 (East of A75) - Borders Area - Eastbound	494	546	11%	2.3
29 -Outbound	A75 Collin Diversion- west of B724 -East	609	647	6%	1.5
29 -Outbound	A701 Northeast of A75 -North	1,079	990	-8%	2.8
	A75 SW of A780 (west)-between A780 (w) and U225N -West				
29 -Outbound		613	679	11%	2.6
29 -Outbound	A76 Dumfries Glasgow Road -North	629	859	37%	8.4
29 -Outbound - Total		3,424	3,721	9%	5.0
	A76 Southeast of Ryehill Farm- northwest of B797 -North				
30 -Northbound		196	202	3%	0.4
30 -Northbound	M6 DBFO S of J14 - 660 NB -North	1,288	1,345	4%	1.6
30 -Northbound - Total		1,484	1,547	4%	1.6
	A76 Southeast of Ryehill Farm- northwest of B797 -South				
30 -Southbound		143	145	1%	0.2
30 -Southbound	M6 DBFO S of J14 - 660 SB -South	1,198	1,281	7%	2.4
30 -Southbound - Total		1,341	1,426	6%	2.3
31 -Eastbound	71. B6355 (At Gifford) - Borders Area - Eastbound	39	130	233%	9.9
31 -Eastbound	72. A7 (North of Stow) - Borders Area - Eastbound	257	282	10%	1.5
31 -Eastbound	A68 - North of Oxton -South	398	429	8%	1.5
31 -Eastbound	A1 East of Spott Rdbt -South	419	377	-10%	2.1
31 -Eastbound - Total		1,113	1,218	9%	3.1
31 -Westbound	71. B6355 (At Gifford) - Borders Area - Westbound	30	88	193%	7.6
31 -Westbound	72. A7 (North of Stow) - Borders Area - Westbound	180	188	4%	0.6
31 -Westbound	A68 - North of Oxton -North	616	513	-17%	4.3
31 -Westbound	A1 East of Spott Rdbt -North	517	437	-15%	3.7
31 -Westbound - Total		1,343	1,226	-9%	3.3
	68. A6088 (West of Carter Bar) - Borders Area - Westbound				
44 -Northbound		15	16	7%	0.3
	M6 DBFO Within Gretna Junction - 660(Verify) NB -North				
44 -Northbound		1,216	1,184	-3%	0.9
44 -Northbound	A68 - Huntford -North	81	140	73%	5.6
44 -Northbound	A1 Burnmouth -North	411	506	23%	4.4
44 -Northbound	A7 Langholm -North	173	166	-4%	0.5
44 -Northbound - Total		1,896	2,012	6%	2.6
	68. A6088 (West of Carter Bar) - Borders Area - Eastbound				
44 -Southbound		12	10	-17%	0.6
	M6 DBFO Within Gretna Junction - 660(Verify) SB -South				
44 -Southbound		1,193	1,043	-13%	4.5
44 -Southbound	A68 - Huntford -South	71	95	34%	2.6
44 -Southbound	A1 Burnmouth -South	414	429	4%	0.7
44 -Southbound	A7 Langholm -South	177	154	-13%	1.8
44 -Southbound - Total		1,867	1,731	-7%	3.2
	69. A70 (North of Carnwath) - Borders Area - Northbound				
35 -Northbound		69	87	26%	2.0
35 -Northbound	A702 Dolphinton -North	173	186	8%	1.0
35 -Northbound	70. A701 (North of A72) - Borders Area - Northbound	78	81	4%	0.3
35 -Northbound - Total		320	354	11%	1.9
	69. A70 (North of Carnwath) - Borders Area - Southbound				
35 -Southbound		150	183	22%	2.6
35 -Southbound	A702 Dolphinton -South	272	255	-6%	1.0
35 -Southbound	70. A701 (North of A72) - Borders Area - Southbound	123	106	-14%	1.6
35 -Southbound - Total		545	544	0%	0.0



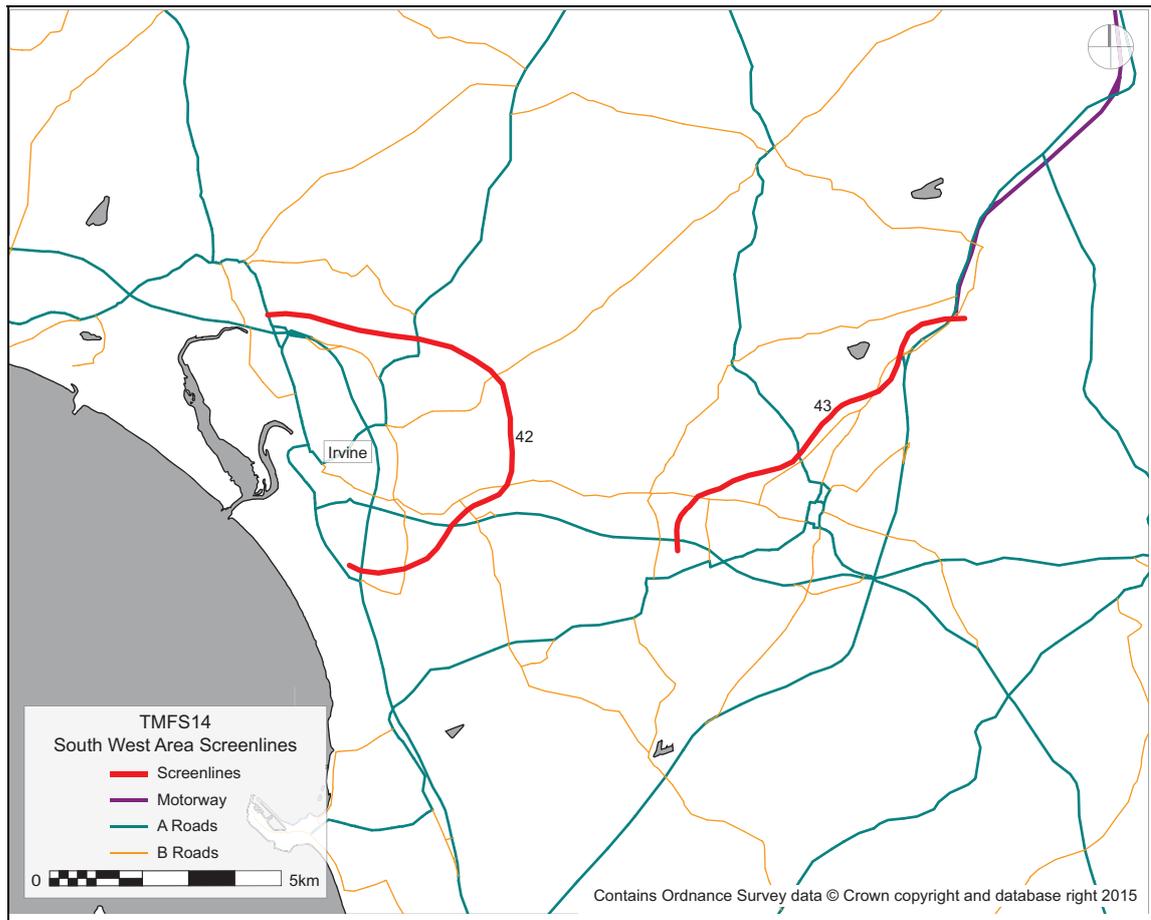


Figure K.10: South-West Area Screenlines



Table K.37: AM Peak Hour Link Count Calibration, South-West Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
42 -Inbound	80. A736 Lochlibo Road (North of Cairnmount Road) - South West Area - Southbound	235	271	15%	2.3
42 -Inbound	81. B769 (East of Perceton) - South West Area - Westbound	185	187	1%	0.1
42 -Inbound	82. B7081 (East of Dreghorn) - South West Area - Westbound	242	229	-5%	0.8
42 -Inbound	83. B730 Dundonald Road (North of A71) - South West Area - Northbound	88	84	-5%	0.4
42 -Inbound	84. A71 (West of B730) - South West Area - Westbound	1,249	1,285	3%	1.0
42 -Inbound	79. A737 Irvine Road (North of A78) - Southbound	577	617	7%	1.6
42 -Inbound	A78 Irvine- Newhouse Interchange northbound - MAIN -North	774	839	8%	2.3
42 -Inbound - Total		3,350	3,512	5%	2.8
42 -Outbound	80. A736 Lochlibo Road (North of Cairnmount Road) - South West Area - Northbound	289	273	-6%	1.0
42 -Outbound	81. B769 (East of Perceton) - South West Area - Eastbound	175	241	38%	4.6
42 -Outbound	82. B7081 (East of Dreghorn) - South West Area - Eastbound	276	234	-15%	2.6
42 -Outbound	83. B730 Dundonald Road (North of A71) - South West Area - Southbound	146	13	-91%	14.9
42 -Outbound	84. A71 (West of B730) - South West Area - Eastbound	1,081	1,254	16%	5.1
42 -Outbound	79. A737 Irvine Road (North of A78) - Northbound	549	541	-1%	0.3
42 -Outbound	A78 Irvine- Newhouse Interchange southbound - MAIN - South	889	851	-4%	1.3
42 -Outbound - Total		3,405	3,407	0%	0.0
43 -Eastbound	73. A71 (West of B7064) - South West Area (EASTBOUND ONLY) - Eastbound	1,131	1,110	-2%	0.6
43 -Eastbound	74. B7081 (North of B7064) - South West Area - Eastbound	394	313	-21%	4.3
43 -Eastbound	75. A735 (North of B7064) - South West Area - Southbound	543	556	2%	0.6
43 -Eastbound	76. B7038 (North of B7064) - South West Area - Northbound	606	531	-12%	3.1
43 -Eastbound	664N J8 Fenwick South -North	2,295	2,647	15%	7.1
43 -Eastbound - Total		4,969	5,157	4%	2.6
43 -Westbound	73. A71 (West of B7064) - South West Area (WESTBOUND ONLY) - Westbound	1,228	1,269	3%	1.2
43 -Westbound	74. B7081 (North of B7064) - South West Area - Westbound	821	352	-57%	19.4
43 -Westbound	75. A735 (North of B7064) - South West Area - Northbound	299	474	59%	8.9
43 -Westbound	76. B7038 (North of B7064) - South West Area - Southbound	570	469	-18%	4.4
43 -Westbound	664S J8 Fenwick South -South	1,950	1,939	-1%	0.2
43 -Westbound - Total		4,868	4,503	-7%	5.3



Table K.38: Inter Peak Hour Link Count Calibration, South-West Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
42 -Inbound	80. A736 Lochlibo Road (North of Cairnmount Road) - South West Area - Southbound	135	189	40%	4.2
42 -Inbound	81. B769 (East of Perceton) - South West Area - Westbound	100	131	31%	2.9
42 -Inbound	82. B7081 (East of Dreghorn) - South West Area - Westbound	209	207	-1%	0.1
42 -Inbound	83. B730 Dundonald Road (North of A71) - South West Area - Northbound	101	57	-44%	5.0
42 -Inbound	84. A71 (West of B730) - South West Area - Westbound	768	917	19%	5.1
42 -Inbound	79. A737 Irvine Road (North of A78) - Southbound	428	458	7%	1.4
42 -Inbound	A78 Irvine- Newhouse Interchange northbound - MAIN -North	485	632	30%	6.2
42 -Inbound - Total		2,226	2,591	16%	7.4
42 -Outbound	80. A736 Lochlibo Road (North of Cairnmount Road) - South West Area - Northbound	132	148	12%	1.4
42 -Outbound	81. B769 (East of Perceton) - South West Area - Eastbound	99	104	5%	0.5
42 -Outbound	82. B7081 (East of Dreghorn) - South West Area - Eastbound	199	144	-28%	4.2
42 -Outbound	83. B730 Dundonald Road (North of A71) - South West Area - Southbound	86	7	-92%	11.6
42 -Outbound	84. A71 (West of B730) - South West Area - Eastbound	850	901	6%	1.7
42 -Outbound	79. A737 Irvine Road (North of A78) - Northbound	489	457	-7%	1.5
42 -Outbound	A78 Irvine- Newhouse Interchange southbound - MAIN - South	484	545	13%	2.7
42 -Outbound - Total		2,339	2,306	-1%	0.7
43 -Eastbound	73. A71 (West of B7064) - South West Area (EASTBOUND ONLY) - Eastbound	802	795	-1%	0.2
43 -Eastbound	74. B7081 (North of B7064) - South West Area - Eastbound	453	313	-31%	7.2
43 -Eastbound	75. A735 (North of B7064) - South West Area - Southbound	387	377	-3%	0.5
43 -Eastbound	76. B7038 (North of B7064) - South West Area - Northbound	385	339	-12%	2.4
43 -Eastbound	664N J8 Fenwick South -North	1,434	1,576	10%	3.7
43 -Eastbound - Total		3,461	3,400	-2%	1.0
43 -Westbound	73. A71 (West of B7064) - South West Area (WESTBOUND ONLY) - Westbound	755	901	19%	5.1
43 -Westbound	74. B7081 (North of B7064) - South West Area - Westbound	471	220	-53%	13.5
43 -Westbound	75. A735 (North of B7064) - South West Area - Northbound	356	230	-35%	7.4
43 -Westbound	76. B7038 (North of B7064) - South West Area - Southbound	393	349	-11%	2.3
43 -Westbound	664S J8 Fenwick South -South	1,172	1,215	4%	1.2
43 -Westbound - Total		3,147	2,915	-7%	4.2



Table K.39: PM Peak Hour Link Count Calibration, South-West Area Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff
42 -Inbound	80. A736 Lochlibo Road (North of Cairnmount Road) - South West Area - Southbound	326	433	33%
42 -Inbound	81. B769 (East of Perceton) - South West Area - Westbound	240	294	23%
42 -Inbound	82. B7081 (East of Dreghorn) - South West Area - Westbound	330	286	-13%
42 -Inbound	83. B730 Dundonald Road (North of A71) - South West Area - Northbound	178	136	-24%
42 -Inbound	84. A71 (West of B730) - South West Area - Westbound	1,082	1,167	8%
42 -Inbound	79. A737 Irvine Road (North of A78) - Southbound	530	563	6%
42 -Inbound	A78 Irvine- Newhouse Interchange northbound - MAIN -North	821	873	6%
42 -Inbound - Total		3,507	3,752	7%
42 -Outbound	80. A736 Lochlibo Road (North of Cairnmount Road) - South West Area - Northbound	234	262	12%
42 -Outbound	81. B769 (East of Perceton) - South West Area - Eastbound	206	196	-5%
42 -Outbound	82. B7081 (East of Dreghorn) - South West Area - Eastbound	281	219	-22%
42 -Outbound	83. B730 Dundonald Road (North of A71) - South West Area - Southbound	98	45	-54%
42 -Outbound	84. A71 (West of B730) - South West Area - Eastbound	1,254	1,371	9%
42 -Outbound	79. A737 Irvine Road (North of A78) - Northbound	707	659	-7%
42 -Outbound	A78 Irvine- Newhouse Interchange southbound - MAIN - South	759	816	8%
42 -Outbound - Total		3,539	3,568	1%
43 -Eastbound	73. A71 (West of B7064) - South West Area (EASTBOUND ONLY) - Eastbound	1,201	1,197	0%
43 -Eastbound	74. B7081 (North of B7064) - South West Area - Eastbound	728	365	-50%
43 -Eastbound	75. A735 (North of B7064) - South West Area - Southbound	461	608	32%
43 -Eastbound	76. B7038 (North of B7064) - South West Area - Northbound	618	499	-19%
43 -Eastbound	664N J8 Fenwick South -North	2,077	2,401	16%
43 -Eastbound - Total		5,085	5,070	0%
43 -Westbound	73. A71 (West of B7064) - South West Area (WESTBOUND ONLY) - Westbound	1,149	1,158	1%
43 -Westbound	74. B7081 (North of B7064) - South West Area - Westbound	515	364	-29%
43 -Westbound	75. A735 (North of B7064) - South West Area - Northbound	544	502	-8%
43 -Westbound	76. B7038 (North of B7064) - South West Area - Southbound	790	681	-14%
43 -Westbound	664S J8 Fenwick South -South	2,018	2,087	3%
43 -Westbound - Total		5,016	4,792	-4%



Table K.40: AM Peak Hour Total PCU Screenline Calibration

Screenline Number / Direction	Screenline Area	Total PCU Count	Total PCU Flow	% Diff	GEH	Within +/- 5%
1 -Inbound	Aberdeen Area	4869	4774	-2%	1.4	yes
1 -Outbound	Aberdeen Area	2600	2962	14%	6.9	no
2 -Inbound	Aberdeen Area	2510	2395	-5%	2.3	yes
2 -Outbound	Aberdeen Area	1731	1608	-7%	3.0	no
3 -Inbound	Aberdeen Area	3085	3203	4%	2.1	yes
3 -Outbound	Aberdeen Area	1360	1288	-5%	2.0	no
10 -Inbound	Edinburgh Area	2743	2686	-2%	1.1	yes
10 -Outbound	Edinburgh Area	2845	2911	2%	1.2	yes
41 -Eastbound	Edinburgh Area	5097	4885	-4%	3.0	yes
41 -Westbound	Edinburgh Area	3041	3355	10%	5.6	no
8 -Inbound	Edinburgh Area	10751	11460	7%	6.7	no
8 -Outbound	Edinburgh Area	7357	7523	2%	1.9	yes
9 -Inbound	Edinburgh Area	5583	5447	-2%	1.8	yes
9 -Outbound	Edinburgh Area	3832	3608	-6%	3.7	no
11 -Eastbound	Edinburgh Area	3418	3397	-1%	0.4	yes
11 -Westbound	Edinburgh Area	3168	3600	14%	7.4	no
12 -Northbound	Forth Area	5971	5935	-1%	0.5	yes
12 -Southbound	Forth Area	6761	6638	-2%	1.5	yes
13 -Northbound	Forth Area	2728	2683	-2%	0.9	yes
13 -Southbound	Forth Area	2614	2793	7%	3.4	no
25 -Northbound	Forth Area	4036	4062	1%	0.4	yes
25 -Southbound	Forth Area	3406	3730	10%	5.4	no
40 -Eastbound	Forth Area	1582	1576	0%	0.2	yes
40 -Westbound	Forth Area	2092	2014	-4%	1.7	yes
14 -Eastbound	Forth/Fife Area	3231	3110	-4%	2.1	yes
14 -Westbound	Forth/Fife Area	3467	3354	-3%	1.9	yes
15 -Inbound	Glasgow Area	7164	8156	14%	11.3	no
15 -Outbound	Glasgow Area	4696	5168	10%	6.7	no
17 -Inbound	Glasgow Area	10052	9976	-1%	0.8	yes
17 -Outbound	Glasgow Area	7642	7523	-2%	1.4	yes
20 -Inbound	Glasgow Area	5108	5459	7%	4.8	no
20 -Outbound	Glasgow Area	3919	4359	11%	6.8	no
21 -Eastbound	Glasgow Area	6742	6790	1%	0.6	yes
21 -Westbound	Glasgow Area	5394	5589	4%	2.6	yes
22 -Northbound	Glasgow Area	7402	7422	0%	0.2	yes
22 -Southbound	Glasgow Area	5030	5386	7%	4.9	no
33 -Eastbound	Glasgow West Area	399	560	40%	7.4	no
33 -Westbound	Glasgow West Area	536	615	15%	3.3	no
34 -Eastbound	Glasgow West Area	2468	2550	3%	1.6	yes
34 -Westbound	Glasgow West Area	2183	2163	-1%	0.4	yes
38 -Inbound	Highlands Pt 1	1854	1974	6%	2.7	no
38 -Outbound	Highlands Pt 1	1231	1248	1%	0.5	yes
39 -Inbound	Highlands Pt 1	2441	2638	8%	3.9	no
39 -Outbound	Highlands Pt 1	1457	1604	10%	3.8	no
50 -Inbound	Highlands Pt 1	844	860	2%	0.5	yes
50 -Outbound	Highlands Pt 1	520	442	-15%	3.6	no



Table K.41: AM Peak Hour Total PCU Screenline Calibration Cont.

Screenline Number / Direction	Screenline Area	Total PCU Count	Total PCU Flow	% Diff	GEH	Within +/- 5%
32 -Northbound	Highlands Pt 2	480	491	2%	0.5	yes
32 -Southbound	Highlands Pt 2	381	374	-2%	0.4	yes
36 -Inbound	Highlands Pt 2	1181	1112	-6%	2.0	no
36 -Outbound	Highlands Pt 2	890	833	-6%	1.9	no
37 -Inbound	Highlands Pt 2	1264	1377	9%	3.1	no
37 -Outbound	Highlands Pt 2	938	952	1%	0.5	yes
29 -Inbound	South East Area	3444	3595	4%	2.5	yes
29 -Outbound	South East Area	2770	2788	1%	0.3	yes
30 -Northbound	South East Area	1292	1305	1%	0.4	yes
30 -Southbound	South East Area	1312	1358	4%	1.3	yes
31 -Eastbound	South East Area	1251	1091	-13%	4.7	no
31 -Westbound	South East Area	1096	1219	11%	3.6	no
44 -Northbound	South East Area	1694	1478	-13%	5.4	no
44 -Southbound	South East Area	1595	1634	2%	1.0	yes
42 -Inbound	South West Area	3350	3512	5%	2.8	yes
42 -Outbound	South West Area	3405	3407	0%	0.0	yes
43 -Eastbound	South West Area	4969	5157	4%	2.6	yes
43 -Westbound	South West Area	4868	4503	-7%	5.3	no
35 -Northbound	South East Area	544	622	14%	3.2	no
35 -Southbound	South East Area	293	333	14%	2.3	no
27 -Inbound	Tayside Area	3050	3125	2%	1.3	yes
27 -Outbound	Tayside Area	2526	2653	5%	2.5	yes
28 -Northbound	Tayside Area	2921	3059	5%	2.5	yes
28 -Southbound	Tayside Area	2055	2085	1%	0.7	yes
51 -Inbound	Tayside Area	6015	5616	-7%	5.2	no
51 -Outbound	Tayside Area	4707	4779	2%	1.0	yes



Table K.42: IP Peak Hour Total PCU Screenline Calibration

Screenline Number / Direction	Screenline Area	Total PCU Count	Total PCU Flow	% Diff	GEH	Within +/-5%
1 -Inbound	Aberdeen Area	2621	2648	1%	0.5	yes
1 -Outbound	Aberdeen Area	2838	2727	-4%	2.1	yes
2 -Inbound	Aberdeen Area	1386	1236	-11%	4.1	no
2 -Outbound	Aberdeen Area	1361	1256	-8%	2.9	no
3 -Inbound	Aberdeen Area	1365	1414	4%	1.3	yes
3 -Outbound	Aberdeen Area	1603	1666	4%	1.6	yes
10 -Inbound	Edinburgh Area	2148	2199	2%	1.1	yes
10 -Outbound	Edinburgh Area	2086	2132	2%	1.0	yes
41 -Eastbound	Edinburgh Area	2707	2931	8%	4.2	no
41 -Westbound	Edinburgh Area	3000	2931	-2%	1.3	yes
8 -Inbound	Edinburgh Area	5334	5553	4%	3.0	yes
8 -Outbound	Edinburgh Area	5873	6132	4%	3.3	yes
9 -Inbound	Edinburgh Area	3596	3098	-14%	8.6	no
9 -Outbound	Edinburgh Area	3685	3184	-14%	8.5	no
11 -Eastbound	Edinburgh Area	2474	2621	6%	2.9	no
11 -Westbound	Edinburgh Area	2484	2599	5%	2.3	yes
12 -Northbound	Forth Area	4067	4012	-1%	0.9	yes
12 -Southbound	Forth Area	4188	4131	-1%	0.9	yes
13 -Northbound	Forth Area	1721	1876	9%	3.7	no
13 -Southbound	Forth Area	1872	1969	5%	2.2	no
25 -Northbound	Forth Area	2331	2542	9%	4.3	no
25 -Southbound	Forth Area	2660	2705	2%	0.9	yes
40 -Eastbound	Forth Area	1623	1502	-7%	3.1	no
40 -Westbound	Forth Area	1649	1499	-9%	3.8	no
14 -Eastbound	Forth/Fife Area	2264	2208	-2%	1.2	yes
14 -Westbound	Forth/Fife Area	2333	2303	-1%	0.6	yes
15 -Inbound	Glasgow Area	4575	5236	14%	9.4	no
15 -Outbound	Glasgow Area	3949	4644	18%	10.6	no
17 -Inbound	Glasgow Area	6413	6399	0%	0.2	yes
17 -Outbound	Glasgow Area	6626	6821	3%	2.4	yes
20 -Inbound	Glasgow Area	3271	3608	10%	5.7	no
20 -Outbound	Glasgow Area	3095	3546	15%	7.8	no
21 -Eastbound	Glasgow Area	4177	4432	6%	3.9	no
21 -Westbound	Glasgow Area	3929	4523	15%	9.1	no
22 -Northbound	Glasgow Area	4448	4594	3%	2.2	yes
22 -Southbound	Glasgow Area	3616	3974	10%	5.8	no
33 -Eastbound	Glasgow West Area	627	674	7%	1.8	no
33 -Westbound	Glasgow West Area	602	661	10%	2.3	no
34 -Eastbound	Glasgow West Area	1633	1635	0%	0.0	yes
34 -Westbound	Glasgow West Area	1545	1561	1%	0.4	yes
38 -Inbound	Highlands Pt 1	1179	1280	9%	2.9	no
38 -Outbound	Highlands Pt 1	1142	1157	1%	0.4	yes
39 -Inbound	Highlands Pt 1	1516	1696	12%	4.5	no
39 -Outbound	Highlands Pt 1	1562	1671	7%	2.7	no
50 -Inbound	Highlands Pt 1	575	549	-5%	1.1	yes
50 -Outbound	Highlands Pt 1	546	479	-12%	3.0	no



Table K.43: IP Peak Hour Total PCU Screenline Calibration Cont.

Screenline Number / Direction	Screenline Area	Total PCU Count	Total PCU Flow	% Diff	GEH	Within +/-5%
32 -Northbound	Highlands Pt 2	444	475	7%	1.4	no
32 -Southbound	Highlands Pt 2	511	525	3%	0.6	yes
36 -Inbound	Highlands Pt 2	809	769	-5%	1.4	yes
36 -Outbound	Highlands Pt 2	847	762	-10%	3.0	no
37 -Inbound	Highlands Pt 2	895	983	10%	2.9	no
37 -Outbound	Highlands Pt 2	948	917	-3%	1.0	yes
29 -Inbound	South East Area	2455	2481	1%	0.5	yes
29 -Outbound	South East Area	2430	2503	3%	1.5	yes
30 -Northbound	South East Area	1141	1180	3%	1.1	yes
30 -Southbound	South East Area	1401	1373	-2%	0.8	yes
31 -Eastbound	South East Area	888	853	-4%	1.2	yes
31 -Westbound	South East Area	929	876	-6%	1.8	no
44 -Northbound	South East Area	1597	1617	1%	0.5	yes
44 -Southbound	South East Area	1783	1782	0%	0.0	yes
42 -Inbound	South West Area	2226	2591	16%	7.4	no
42 -Outbound	South West Area	2339	2306	-1%	0.7	yes
43 -Eastbound	South West Area	3461	3400	-2%	1.0	yes
43 -Westbound	South West Area	3147	2915	-7%	4.2	no
35 -Northbound	South East Area	289	319	10%	1.7	no
35 -Southbound	South East Area	321	348	8%	1.5	no
27 -Inbound	Tayside Area	2218	2302	4%	1.8	yes
27 -Outbound	Tayside Area	2422	2504	3%	1.7	yes
28 -Northbound	Tayside Area	1675	1789	7%	2.7	no
28 -Southbound	Tayside Area	1843	1893	3%	1.2	yes
51 -Inbound	Tayside Area	3907	3926	0%	0.3	yes
51 -Outbound	Tayside Area	4033	3860	-4%	2.8	yes



Table K.44: PM Peak Hour Total PCU Screenline Calibration

Screenline Number / Direction	Screenline Area	Total PCU Count	Total PCU Flow	% Diff	GEH	Within +/-5%
1 -Inbound	Aberdeen Area	2969	3308	11%	6.1	no
1 -Outbound	Aberdeen Area	5221	5112	-2%	1.5	yes
2 -Inbound	Aberdeen Area	2330	1992	-15%	7.3	no
2 -Outbound	Aberdeen Area	2373	2385	1%	0.2	yes
3 -Inbound	Aberdeen Area	1602	1553	-3%	1.2	yes
3 -Outbound	Aberdeen Area	3224	3270	1%	0.8	yes
10 -Inbound	Edinburgh Area	3455	3609	4%	2.6	yes
10 -Outbound	Edinburgh Area	2901	3035	5%	2.5	yes
41 -Eastbound	Edinburgh Area	3118	3417	10%	5.2	no
41 -Westbound	Edinburgh Area	5304	5152	-3%	2.1	yes
8 -Inbound	Edinburgh Area	7585	8049	6%	5.2	no
8 -Outbound	Edinburgh Area	10275	11135	8%	8.3	no
9 -Inbound	Edinburgh Area	4454	4114	-8%	5.2	no
9 -Outbound	Edinburgh Area	5621	5494	-2%	1.7	yes
11 -Eastbound	Edinburgh Area	3612	4010	11%	6.4	no
11 -Westbound	Edinburgh Area	3126	3594	15%	8.1	no
12 -Northbound	Forth Area	7202	6936	-4%	3.2	yes
12 -Southbound	Forth Area	6294	6214	-1%	1.0	yes
13 -Northbound	Forth Area	2790	2976	7%	3.5	no
13 -Southbound	Forth Area	2896	2993	3%	1.8	yes
25 -Northbound	Forth Area	3406	3718	9%	5.2	no
25 -Southbound	Forth Area	3895	3931	1%	0.6	yes
40 -Eastbound	Forth Area	2233	2124	-5%	2.3	yes
40 -Westbound	Forth Area	2066	1953	-5%	2.5	no
14 -Eastbound	Forth/Fife Area	3731	3514	-6%	3.6	no
14 -Westbound	Forth/Fife Area	3340	3183	-5%	2.7	yes
15 -Inbound	Glasgow Area	5599	6586	18%	12.6	no
15 -Outbound	Glasgow Area	6312	8180	30%	21.9	no
17 -Inbound	Glasgow Area	7862	7631	-3%	2.6	yes
17 -Outbound	Glasgow Area	10336	10784	4%	4.4	yes
20 -Inbound	Glasgow Area	4643	4960	7%	4.6	no
20 -Outbound	Glasgow Area	4918	6014	22%	14.8	no
21 -Eastbound	Glasgow Area	5423	5777	7%	4.7	no
21 -Westbound	Glasgow Area	6528	7011	7%	5.9	no
22 -Northbound	Glasgow Area	6567	6444	-2%	1.5	yes
22 -Southbound	Glasgow Area	5996	6772	13%	9.7	no
33 -Eastbound	Glasgow West Area	620	681	10%	2.4	no
33 -Westbound	Glasgow West Area	509	626	23%	4.9	no
34 -Eastbound	Glasgow West Area	2336	2402	3%	1.4	yes
34 -Westbound	Glasgow West Area	2488	2597	4%	2.2	yes
38 -Inbound	Highlands Pt 1	1421	1585	12%	4.2	no
38 -Outbound	Highlands Pt 1	1886	1917	2%	0.7	yes
39 -Inbound	Highlands Pt 1	1790	2074	16%	6.5	no
39 -Outbound	Highlands Pt 1	2450	2599	6%	3.0	no
50 -Inbound	Highlands Pt 1	625	573	-8%	2.1	no
50 -Outbound	Highlands Pt 1	927	863	-7%	2.1	no



Table K.45: PM Peak Hour Total PCU Screenline Calibration Cont.

Screenline Number / Direction	Screenline Area	Total PCU Count	Total PCU Flow	% Diff	GEH	Within +/-5%
32 -Northbound	Highlands Pt 2	498	515	3%	0.8	yes
32 -Southbound	Highlands Pt 2	520	555	7%	1.5	no
36 -Inbound	Highlands Pt 2	947	892	-6%	1.8	no
36 -Outbound	Highlands Pt 2	1126	1021	-9%	3.2	no
37 -Inbound	Highlands Pt 2	1043	1182	13%	4.2	no
37 -Outbound	Highlands Pt 2	1400	1412	1%	0.3	yes
29 -Inbound	South East Area	3119	3126	0%	0.1	yes
29 -Outbound	South East Area	3424	3721	9%	5.0	no
30 -Northbound	South East Area	1484	1547	4%	1.6	yes
30 -Southbound	South East Area	1341	1426	6%	2.3	no
31 -Eastbound	South East Area	1113	1218	9%	3.1	no
31 -Westbound	South East Area	1343	1226	-9%	3.3	no
44 -Northbound	South East Area	1896	2012	6%	2.6	no
44 -Southbound	South East Area	1867	1731	-7%	3.2	no
42 -Inbound	South West Area	3507	3752	7%	4.1	no
42 -Outbound	South West Area	3539	3568	1%	0.5	yes
43 -Eastbound	South West Area	5085	5070	0%	0.2	yes
43 -Westbound	South West Area	5016	4792	-4%	3.2	yes
35 -Northbound	South East Area	320	354	11%	1.9	no
35 -Southbound	South East Area	545	544	0%	0.0	yes
27 -Inbound	Tayside Area	2655	2772	4%	2.2	yes
27 -Outbound	Tayside Area	3422	3455	1%	0.6	yes
28 -Northbound	Tayside Area	2271	2370	4%	2.1	yes
28 -Southbound	Tayside Area	2929	3003	3%	1.4	yes
51 -Inbound	Tayside Area	4984	5336	7%	4.9	no
51 -Outbound	Tayside Area	6180	5856	-5%	4.2	no



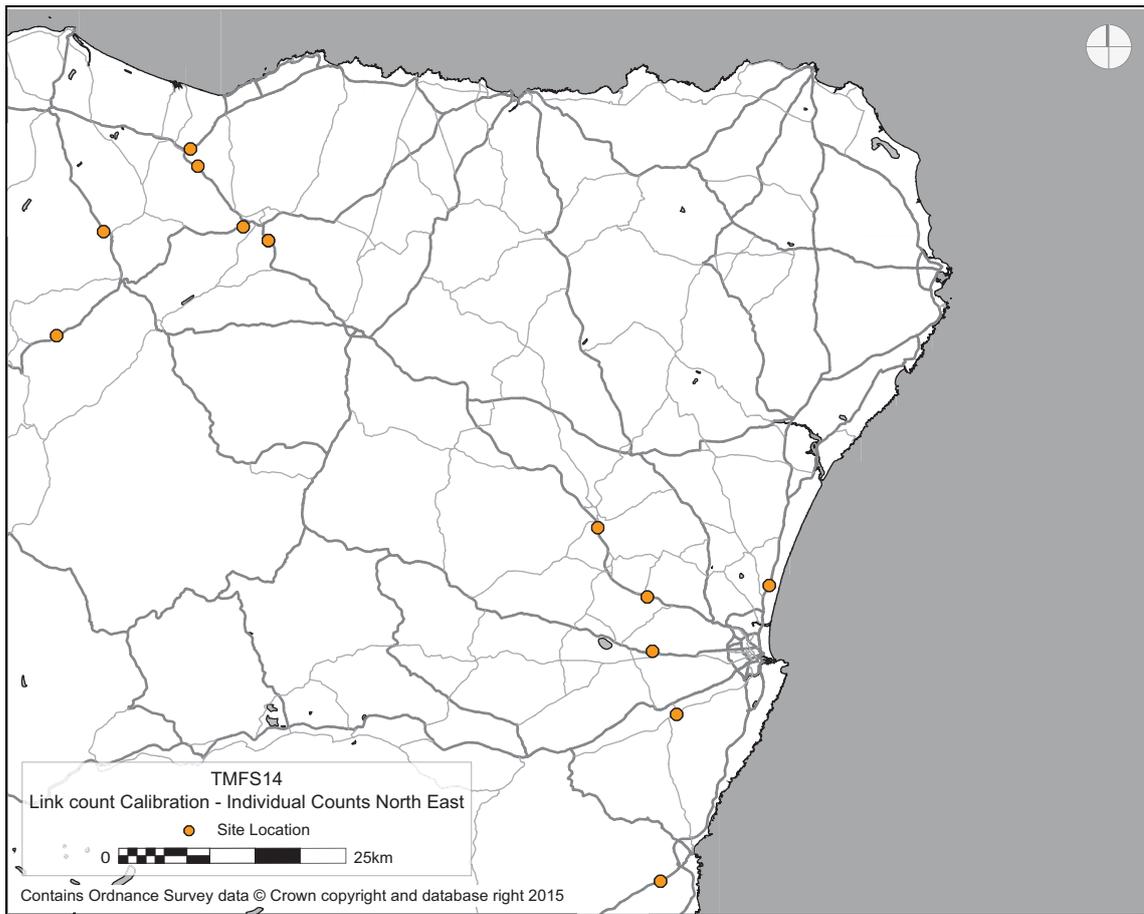


Figure K.11: Link Count Calibration, Individual Counts North-East



Table K.46: AM Peak Hour Link Count Calibration, North-East Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	A90 Bridge of Don (WiM) -North	724	605	-16%	4.6
Individual	A90 Bridge of Don (WiM) -South	1,458	1,305	-10%	4.1
Individual	A96 Clinterty (WiM) -West	622	677	9%	2.2
Individual	A96 Kintore to Port Elphinstone - Northbound	927	949	2%	0.7
Individual	A96 Kintore to Port Elphinstone - Reverse Direction	1,771	1,916	8%	3.4
Individual	A90 2.5km. S.of Glasslaw interchange (A92) -North	1,756	1,811	3%	1.3
Individual	A90 2.5km. S.of Glasslaw interchange (A92) -South	679	753	11%	2.8
Individual	A944 Arnhall Moss Westhill -East	604	697	15%	3.6
Individual	A944 Arnhall Moss Westhill -West	869	774	-11%	3.3
Individual	B9077 Millbank -East	687	586	-15%	4.0
Individual	B9077 Millbank -West	282	288	2%	0.4
Individual	A96 Clinterty (WiM) -East	1,553	1,624	5%	1.8
Individual	A95 DOWANS BRAE -East	119	186	56%	5.4
Individual	A95 DOWANS BRAE -West	113	158	40%	3.9
Individual	A941 South of Elgin, near Rothes - Northbound	272	270	-1%	0.1
Individual	A96 Fochabers to Keith - South-Eastbound	294	309	5%	0.9
Individual	A96 Huntly to Keith - North-Westbound	229	270	18%	2.6
Individual	A96 Huntly to A920, near Skares - South-Eastbound	455	421	-7%	1.6
Individual	A941 South of Elgin, near Rothes - Reverse Direction	239	225	-6%	0.9
Individual	A96 Fochabers to Keith - Reverse Direction	294	291	-1%	0.2
Individual	A96 Huntly to Keith - Reverse Direction	395	421	7%	1.3
Individual	A96 Huntly to A920, near Skares - Reverse Direction	295	270	-8%	1.5
Individual	A95 West of Keith -East	67	79	18%	1.4
Individual	A95 West of Keith -West	71	82	15%	1.3
Individual	A98 Fochabers -East	249	263	6%	0.9
Individual	A98 Fochabers -West	333	354	6%	1.1



Table K.47: Inter Peak Hour Link Count Calibration, North-East Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	A90 Bridge of Don (WiM) -North	794	667	-16%	4.6
Individual	A90 Bridge of Don (WiM) -South	733	655	-10%	4.1
Individual	A96 Clinterty (WiM) -West	723	789	9%	2.2
Individual	A96 Kintore to Port Elphinstone - Northbound	919	910	2%	0.7
Individual	A96 Kintore to Port Elphinstone - Reverse Direction	920	953	8%	3.4
Individual	A90 2.5km. S.of Glasslaw interchange (A92) -North	695	770	3%	1.3
Individual	A90 2.5km. S.of Glasslaw interchange (A92) -South	932	985	11%	2.8
Individual	A944 Arnhall Moss Westhill -East	458	375	15%	3.6
Individual	A944 Arnhall Moss Westhill -West	465	365	-11%	3.3
Individual	B9077 Millbank -East	227	217	-15%	4.0
Individual	B9077 Millbank -West	252	235	2%	0.4
Individual	A96 Clinterty (WiM) -East	682	762	5%	1.8
Individual	A95 DOWANS BRAE -East	105	152	56%	5.4
Individual	A95 DOWANS BRAE -West	119	169	40%	3.9
Individual	A941 South of Elgin, near Rothes - Northbound	185	190	-1%	0.1
Individual	A96 Fochabers to Keith - South-Eastbound	227	250	5%	0.9
Individual	A96 Huntly to Keith - North-Westbound	260	290	18%	2.6
Individual	A96 Huntly to A920, near Skares - South-Eastbound	266	267	-7%	1.6
Individual	A941 South of Elgin, near Rothes - Reverse Direction	186	192	-6%	0.9
Individual	A96 Fochabers to Keith - Reverse Direction	238	272	-1%	0.2
Individual	A96 Huntly to Keith - Reverse Direction	238	267	7%	1.3
Individual	A96 Huntly to A920, near Skares - Reverse Direction	283	290	-8%	1.5
Individual	A95 West of Keith -East	51	61	18%	1.4
Individual	A95 West of Keith -West	56	62	15%	1.3
Individual	A98 Fochabers -East	248	271	6%	0.9
Individual	A98 Fochabers -West	261	277	6%	1.1



Table K.48: PM Peak Hour Link Count Calibration, North-East Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	A90 Bridge of Don (WiM) -North	1,596	1,395	-16%	4.6
Individual	A90 Bridge of Don (WiM) -South	792	695	-10%	4.1
Individual	A96 Clinterty (WiM) -West	1,558	1,641	9%	2.2
Individual	A96 Kintore to Port Elphinstone - Northbound	1,819	1,988	2%	0.7
Individual	A96 Kintore to Port Elphinstone - Reverse Direction	1,032	1,084	8%	3.4
Individual	A90 2.5km. S.of Glasslaw interchange (A92) -North	658	767	3%	1.3
Individual	A90 2.5km. S.of Glasslaw interchange (A92) -South	1,886	1,800	11%	2.8
Individual	A944 Arnhall Moss Westhill -East	835	805	15%	3.6
Individual	A944 Arnhall Moss Westhill -West	623	663	-11%	3.3
Individual	B9077 Millbank -East	317	350	-15%	4.0
Individual	B9077 Millbank -West	644	580	2%	0.4
Individual	A96 Clinterty (WiM) -East	650	723	5%	1.8
Individual	A95 DOWANS BRAE -East	116	171	56%	5.4
Individual	A95 DOWANS BRAE -West	121	182	40%	3.9
Individual	A941 South of Elgin, near Rothes - Northbound	247	243	-1%	0.1
Individual	A96 Fochabers to Keith - South-Eastbound	288	309	5%	0.9
Individual	A96 Huntly to Keith - North-Westbound	466	448	18%	2.6
Individual	A96 Huntly to A920, near Skares - South-Eastbound	259	269	-7%	1.6
Individual	A941 South of Elgin, near Rothes - Reverse Direction	260	242	-6%	0.9
Individual	A96 Fochabers to Keith - Reverse Direction	351	355	-1%	0.2
Individual	A96 Huntly to Keith - Reverse Direction	257	269	7%	1.3
Individual	A96 Huntly to A920, near Skares - Reverse Direction	453	448	-8%	1.5
Individual	A95 West of Keith -East	76	89	18%	1.4
Individual	A95 West of Keith -West	60	84	15%	1.3
Individual	A98 Fochabers -East	349	394	6%	0.9
Individual	A98 Fochabers -West	260	307	6%	1.1



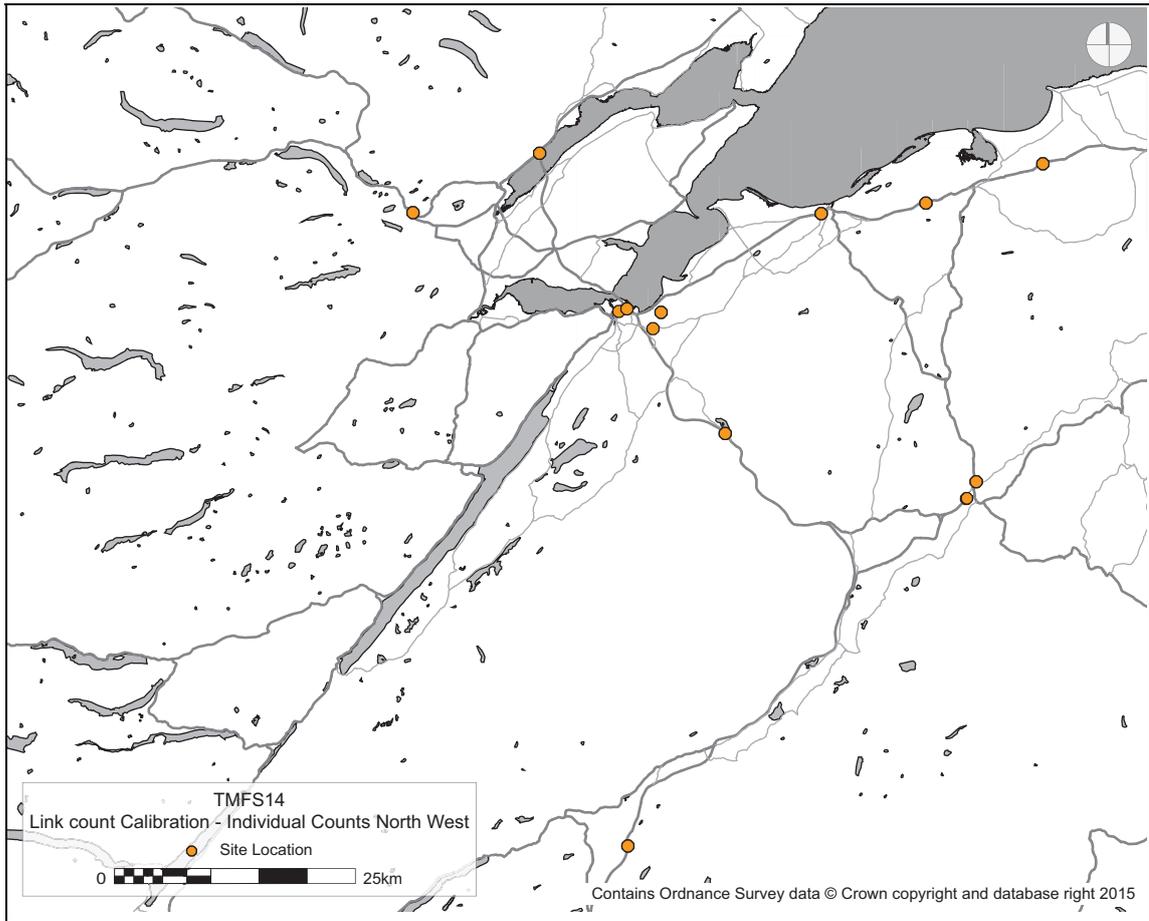


Figure K.12: Link Count Calibration, Individual Counts North-West



Table K.49: AM Peak Hour Link Count Calibration, North-West Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	Inverallan (Granton on Spey) Roundabout - North-Eastbound	301	304	1%	0.2
Individual	Inverallan (Granton on Spey) Roundabout - South-Westbound	136	185	36%	3.9
Individual	Barnchurch Road, Smithton - Westbound	584	585	0%	0.0
Individual	Lay-by Just North of Cromarty Bridge at Arduillie Roundabout - Southbound	733	748	2%	0.6
Individual	A835 Garve - Southbound	172	167	-3%	0.4
Individual	A939 Granton On Spey - Northbound	97	99	2%	0.2
Individual	A96 West Side of Nairn (Outside Westerlea Hotel) - South-Westbound	719	662	-8%	2.2
Individual	Barnchurch Road, Smithton - Reverse Direction	252	253	0%	0.1
Individual	Culloden Road, Westhill, Inverness - Reverse Direction	235	252	7%	1.1
Individual	Lay-by Just North of Cromarty Bridge at Arduillie Roundabout - Reverse Direction	641	692	8%	2.0
Individual	A835 Garve - Reverse Direction	218	219	0%	0.1
Individual	A939 Granton On Spey - Reverse Direction	102	95	-7%	0.7
Individual	A96 West Side of Nairn (Outside Westerlea Hotel) - Reverse Direction	604	592	-2%	0.5
Individual	A9 Dalwhinnie (A889) to Ralia (B9150) -North	285	343	20%	3.3
Individual	A9 Dalwhinnie (A889) to Ralia (B9150) -South	224	245	9%	1.4
Individual	A82 Rose Street RB to College RB- Inverness -North	1,221	1,343	10%	3.4
Individual	A82 Rose Street RB to College RB- Inverness -South	1,284	1,001	-22%	8.4
Individual	A9 Raigmore Interchange (A96) to Longman RB (A82) -North	1,520	1,541	1%	0.5
Individual	A9 Raigmore Interchange (A96) to Longman RB (A82) -South	1,696	1,288	-24%	10.6
Individual	A9 Moy 2+1 South -North	415	484	17%	3.3
Individual	A9 Moy 2+1 South -South	341	406	19%	3.4
Individual	A96 Forres to Elgin, Gateside Farm - Eastbound	648	631	-3%	0.7
Individual	A96 Forres to Elgin, Gateside Farm - Reverse Direction	490	492	0%	0.1
Individual	A96 Forres (aka Brodie)(Core 744) -East	479	498	4%	0.9
Individual	A96 Forres (aka Brodie)(Core 744) -West	509	562	10%	2.3



Table K.50: Inter Peak Hour Link Count Calibration, North-West Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	Inverallan (Granton on Spey) Roundabout - North-Eastbound	229	206	1%	0.2
Individual	Inverallan (Granton on Spey) Roundabout - South-Westbound	159	184	36%	3.9
Individual	Barnchurch Road, Smithton - Westbound	298	299	0%	0.0
Individual	Lay-by Just North of Cromarty Bridge at Arduilie Roundabout - Southbound	526	561	2%	0.6
Individual	A835 Garve - Southbound	174	164	-3%	0.4
Individual	A939 Granton On Spey - Northbound	77	86	2%	0.2
Individual	A96 West Side of Nairn (Outside Westerlea Hotel) - South-Westbound	542	499	-8%	2.2
Individual	Barnchurch Road, Smithton - Reverse Direction	351	356	0%	0.1
Individual	Culloden Road, Westhill, Inverness - Reverse Direction	287	300	7%	1.1
Individual	Lay-by Just North of Cromarty Bridge at Arduilie Roundabout - Reverse Direction	472	538	8%	2.0
Individual	A835 Garve - Reverse Direction	140	148	0%	0.1
Individual	A939 Granton On Spey - Reverse Direction	80	87	-7%	0.7
Individual	A96 West Side of Nairn (Outside Westerlea Hotel) - Reverse Direction	510	499	-2%	0.5
Individual	A9 Dalwhinnie (A889) to Ralia (B9150) -North	241	308	20%	3.3
Individual	A9 Dalwhinnie (A889) to Ralia (B9150) -South	328	394	9%	1.4
Individual	A82 Rose Street RB to College RB- Inverness -North	1,110	900	10%	3.4
Individual	A82 Rose Street RB to College RB- Inverness -South	1,144	1,037	-22%	8.4
Individual	A9 Raigmore Interchange (A96) to Longman RB (A82) -North	1,421	1,123	1%	0.5
Individual	A9 Raigmore Interchange (A96) to Longman RB (A82) -South	1,308	1,070	-24%	10.6
Individual	A9 Moy 2+1 South -North	330	374	17%	3.3
Individual	A9 Moy 2+1 South -South	380	421	19%	3.4
Individual	A96 Forres to Elgin, Gateside Farm - Eastbound	394	436	-3%	0.7
Individual	A96 Forres to Elgin, Gateside Farm - Reverse Direction	429	466	0%	0.1
Individual	A96 Forres (aka Brodie)(Core 744) -East	387	379	4%	0.9
Individual	A96 Forres (aka Brodie)(Core 744) -West	392	456	10%	2.3



Table K.51: PM Peak Hour Link Count Calibration, North-West Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	Inverallan (Granton on Spey) Roundabout - North-Eastbound	294	276	1%	0.2
Individual	Inverallan (Granton on Spey) Roundabout - South-Westbound	175	264	36%	3.9
Individual	Barnchurch Road, Smithton - Westbound	319	353	0%	0.0
Individual	Lay-by Just North of Cromarty Bridge at Arduillie Roundabout - Southbound	678	657	2%	0.6
Individual	A835 Garve - Southbound	219	201	-3%	0.4
Individual	A939 Granton On Spey - Northbound	83	91	2%	0.2
Individual	A96 West Side of Nairn (Outside Westerlea Hotel) - South-Westbound	606	545	-8%	2.2
Individual	Barnchurch Road, Smithton - Reverse Direction	719	664	0%	0.1
Individual	Culloden Road, Westhill, Inverness - Reverse Direction	527	581	7%	1.1
Individual	Lay-by Just North of Cromarty Bridge at Arduillie Roundabout - Reverse Direction	764	880	8%	2.0
Individual	A835 Garve - Reverse Direction	188	206	0%	0.1
Individual	A939 Granton On Spey - Reverse Direction	96	93	-7%	0.7
Individual	A96 West Side of Nairn (Outside Westerlea Hotel) - Reverse Direction	643	659	-2%	0.5
Individual	A9 Dalwhinnie (A889) to Ralia (B9150) -North	265	296	20%	3.3
Individual	A9 Dalwhinnie (A889) to Ralia (B9150) -South	311	393	9%	1.4
Individual	A82 Rose Street RB to College RB- Inverness -North	1,093	921	10%	3.4
Individual	A82 Rose Street RB to College RB- Inverness -South	1,257	1,300	-22%	8.4
Individual	A9 Raigmore Interchange (A96) to Longman RB (A82) -North	2,038	1,466	1%	0.5
Individual	A9 Raigmore Interchange (A96) to Longman RB (A82) -South	1,635	1,519	-24%	10.6
Individual	A9 Moy 2+1 South -North	361	450	17%	3.3
Individual	A9 Moy 2+1 South -South	445	511	19%	3.4
Individual	A96 Forres to Elgin, Gateside Farm - Eastbound	501	518	-3%	0.7
Individual	A96 Forres to Elgin, Gateside Farm - Reverse Direction	599	622	0%	0.1
Individual	A96 Forres (aka Brodie)(Core 744) -East	527	511	4%	0.9
Individual	A96 Forres (aka Brodie)(Core 744) -West	509	554	10%	2.3



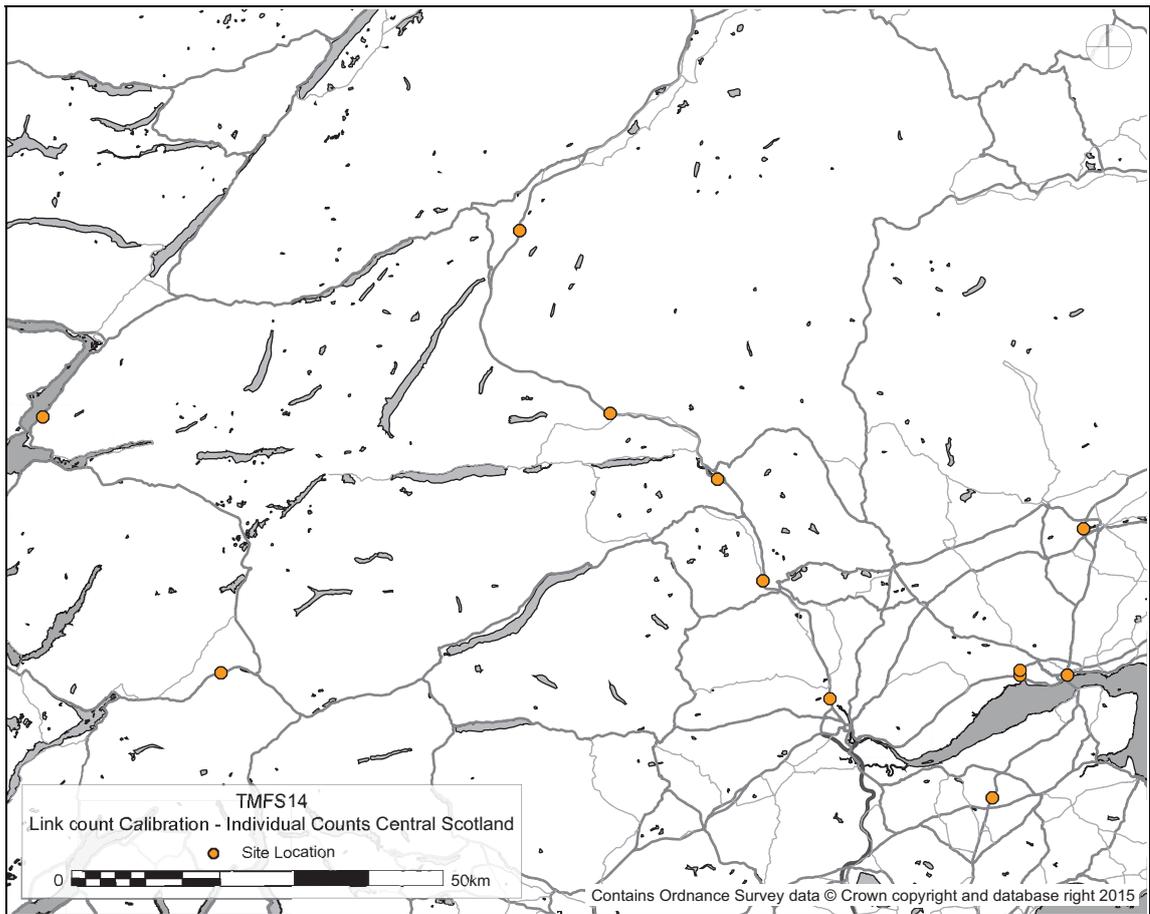


Figure K.13: Link Count Calibration, Individual Counts Central Scotland



Table K.52: AM Peak Hour Link Count Calibration, Central Scotland Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	A90 Forfar (WiM) -North	1,379	1,234	-11%	4.0
Individual	A90 Forfar (WiM) -South	762	819	7%	2.0
Individual	A90 Kingsway West - W of Myrekirk Road -North	1,584	1,643	4%	1.5
Individual	A85 near Apollo Way - Eastbound	1,059	1,084	2%	0.8
Individual	A92 East Dock Street - Eastbound	835	765	-8%	2.5
Individual	A90 Kingsway West - W of Myrekirk Road -South	1,277	1,349	6%	2.0
Individual	A92 East Dock Street - Reverse Direction	1,316	1,349	3%	0.9
Individual	A82 Lay-by, Opposite Na Birlinn Cemetery, Approx 1.2 miles south of Corrychurrachan Viewing Point - Northbound	258	244	-5%	0.9
Individual	A82 Lay-by, Opposite Na Birlinn Cemetery, Approx 1.2 miles south of Corrychurrachan Viewing Point - Reverse Direction	227	215	-5%	0.8
Individual	A85 5.5km W of Tyndrum -East	66	66	0%	0.0
Individual	A85 5.5km W of Tyndrum -West	85	88	4%	0.3
Individual	A92 South of Letham -North	442	513	16%	3.2
Individual	A92 South of Letham -South	301	332	10%	1.7
Individual	Calvine - Northbound	339	336	-1%	0.2
Individual	Tay Crossing - Southbound	428	465	9%	1.8
Individual	Calvine - Reverse Direction	205	239	17%	2.3
Individual	Tay Crossing - Reverse Direction	633	706	12%	2.8
Individual	A85 near Apollo Way - Reverse Direction	792	829	5%	1.3
Individual	A9 Pitlochry Bypass - S of A924 -North	389	506	30%	5.5
Individual	A9 Pitlochry Bypass - S of A924 -South	218	311	43%	5.7
Individual	A9 N of Inveralmond -North	902	1,040	15%	4.4
Individual	A9 N of Inveralmond -South	1,000	1,121	12%	3.7



Table K.53: Inter Peak Hour Link Count Calibration, Central Scotland Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	A90 Forfar (WiM) -North	720	663	-11%	4.0
Individual	A90 Forfar (WiM) -South	882	858	7%	2.0
Individual	A90 Kingsway West - W of Myrekirk Road -North	1,020	1,107	4%	1.5
Individual	A85 near Apollo Way - Eastbound	604	658	2%	0.8
Individual	A92 East Dock Street - Eastbound	873	869	-8%	2.5
Individual	A90 Kingsway West - W of Myrekirk Road -South	1,139	1,185	6%	2.0
Individual	A92 East Dock Street - Reverse Direction	949	890	3%	0.9
Individual	A82 Lay-by, Opposite Na Birlinn Cemetery, Approx 1.2 miles south of Corrychurrachan Viewing Point - Northbound	293	278	-5%	0.9
Individual	A82 Lay-by, Opposite Na Birlinn Cemetery, Approx 1.2 miles south of Corrychurrachan Viewing Point - Reverse Direction	264	235	-5%	0.8
Individual	A85 5.5km W of Tyndrum -East	102	98	0%	0.0
Individual	A85 5.5km W of Tyndrum -West	99	95	4%	0.3
Individual	A92 South of Letham -North	202	241	16%	3.2
Individual	A92 South of Letham -South	234	282	10%	1.7
Individual	Calvine - Northbound	318	325	-1%	0.2
Individual	Tay Crossing - Southbound	674	655	9%	1.8
Individual	Calvine - Reverse Direction	435	416	17%	2.3
Individual	Tay Crossing - Reverse Direction	539	668	12%	2.8
Individual	A85 near Apollo Way - Reverse Direction	690	734	5%	1.3
Individual	A9 Pitlochry Bypass - S of A924 -North	317	430	30%	5.5
Individual	A9 Pitlochry Bypass - S of A924 -South	386	512	43%	5.7
Individual	A9 N of Inveralmond -North	926	974	15%	4.4
Individual	A9 N of Inveralmond -South	891	887	12%	3.7



Table K.54: PM Peak Hour Link Count Calibration, Central Scotland Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	A90 Forfar (WiM) -North	849	861	-11%	4.0
Individual	A90 Forfar (WiM) -South	1,248	1,164	7%	2.0
Individual	A90 Kingsway West - W of Myrekirk Road -North	1,420	1,474	4%	1.5
Individual	A85 near Apollo Way - Eastbound	719	792	2%	0.8
Individual	A92 East Dock Street - Eastbound	1,377	1,505	-8%	2.5
Individual	A90 Kingsway West - W of Myrekirk Road -South	1,464	1,622	6%	2.0
Individual	A92 East Dock Street - Reverse Direction	1,089	1,067	3%	0.9
Individual	A82 Lay-by, Opposite Na Birlinn Cemetery, Approx 1.2 miles south of Corrychurrachan Viewing Point - Northbound	309	299	-5%	0.9
Individual	A82 Lay-by, Opposite Na Birlinn Cemetery, Approx 1.2 miles south of Corrychurrachan Viewing Point - Reverse Direction	325	303	-5%	0.8
Individual	A85 5.5km W of Tyndrum -East	99	98	0%	0.0
Individual	A85 5.5km W of Tyndrum -West	88	79	4%	0.3
Individual	A92 South of Letham -North	283	340	16%	3.2
Individual	A92 South of Letham -South	448	461	10%	1.7
Individual	Calvine - Northbound	316	294	-1%	0.2
Individual	Tay Crossing - Southbound	784	807	9%	1.8
Individual	Calvine - Reverse Direction	457	428	17%	2.3
Individual	Tay Crossing - Reverse Direction	548	665	12%	2.8
Individual	A85 near Apollo Way - Reverse Direction	856	918	5%	1.3
Individual	A9 Pitlochry Bypass - S of A924 -North	287	423	30%	5.5
Individual	A9 Pitlochry Bypass - S of A924 -South	446	595	43%	5.7
Individual	A9 N of Inveralmond -North	988	1,193	15%	4.4
Individual	A9 N of Inveralmond -South	857	982	12%	3.7



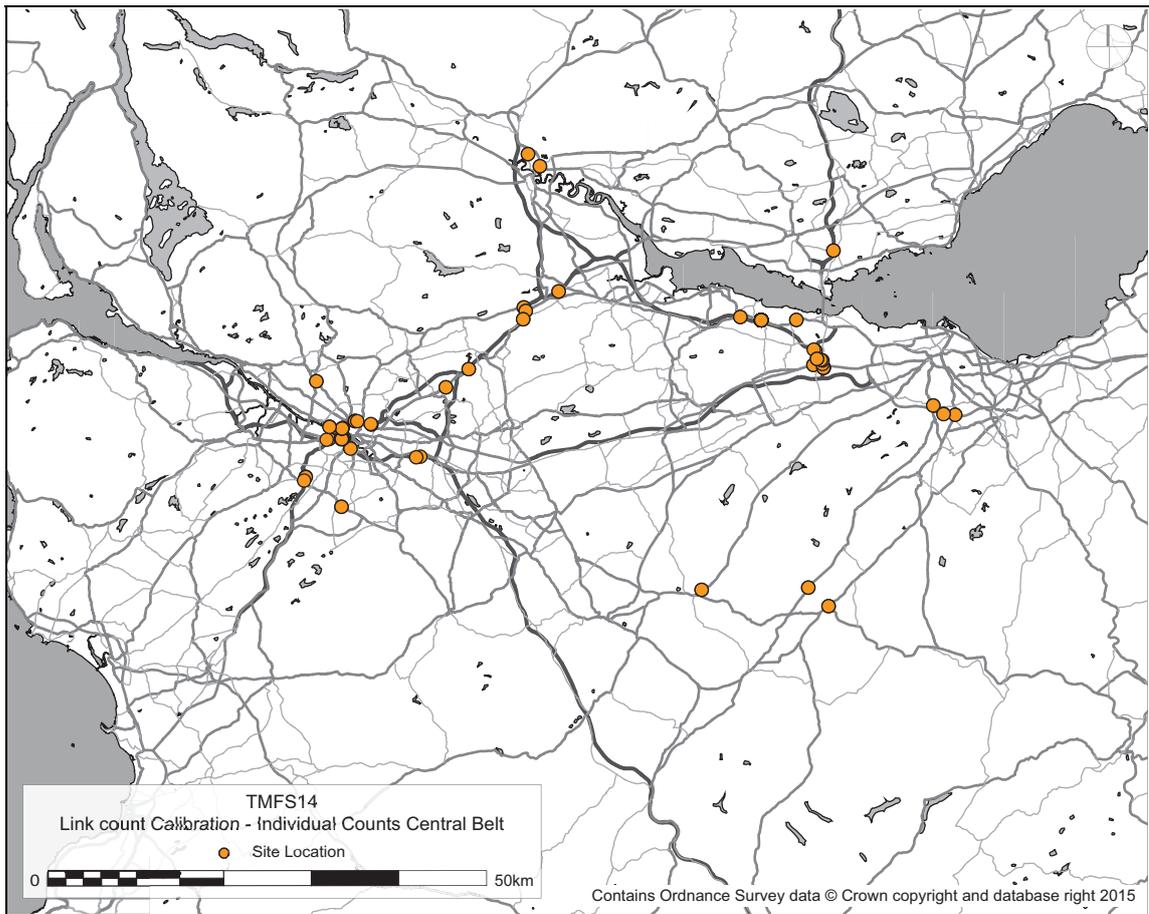


Figure K.14: Link Count Calibration, Individual Counts Central Belt (Lowlands)



Table K.55: AM Peak Hour Link Count Calibration, Central Belt Lowlands Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	51. Maryhill Road (South of A81) - Glasgow Area - Eastbound	741	938	27%	6.8
Individual	51. Maryhill Road (South of A81) - Glasgow Area - Westbound	531	489	-8%	1.9
Individual	A726 Busby -North	979	807	-18%	5.8
Individual	A726 Busby -South	827	850	3%	0.8
Individual	17. B701 Frogston Road - Edinburgh Area - Eastbound	266	292	10%	1.6
Individual	17. B701 Frogston Road - Edinburgh Area - Westbound	481	477	-1%	0.2
Individual	Southbound A701 Burdiehouse Road	568	600	6%	1.3
Individual	Northbound A701 Burdiehouse Road	986	694	-30%	10.1
Individual	A89 Between Broxburn and Newbridge -East	1,076	1,060	-1%	0.5
Individual	A89 Between Broxburn and Newbridge -West	578	641	11%	2.6
Individual	M9 - South of A8 Junction Newbridge - SB Main Cway -South	2,477	2,353	-5%	2.5
Individual	M9 - South of A8 Junction Newbridge - NB Main Cway -North	1,806	1,533	-15%	6.7
Individual	M9 - South of A8 Junction Newbridge - SB On-Slip -South	784	952	21%	5.7
Individual	M9 - South of A8 Junction Newbridge - NB Off-Slip -North	1,160	1,245	7%	2.5
Individual	M9 227W1 J1 Newbridge On Slip -West	789	792	0%	0.1
Individual	M9 256EO Newbridge E Off Slip -East	1,722	1,633	-5%	2.2
Individual	M9 263W 0.25 miles W of J1 Newbridge -West	2,511	2,325	-7%	3.8
Individual	M9 263E 0.25 miles W of J1 Newbridge -East	2,303	2,353	2%	1.0
Individual	M9 387E At J1a -East	2,023	1,939	-4%	1.9
Individual	M9 408E At J1a -East	2,172	2,047	-6%	2.7
Individual	B800 Kirkliston - New Liston Road -West	406	518	28%	5.2
Individual	B800 Kirkliston - New Liston Road -East	274	405	48%	7.1
Individual	A720 922E M 1 mile W Straiton Jct -East	3,418	3,397	-1%	0.4
Individual	A720 922W M 1 mile W Straiton Jct -West	3,168	3,600	14%	7.4
Individual	22. A803 (West of M80) - Forth Area - Eastbound	541	589	9%	2.0
Individual	22. A803 (West of M80) - Forth Area - Westbound	278	328	18%	2.9
Individual	M80 E of J6a Castlecary -North	4,036	4,062	1%	0.4
Individual	M80 E of J6a Castlecary -South	3,406	3,730	10%	5.4
Individual	M876 Bonnybridge -West	2,030	2,072	2%	0.9
Individual	M876 Bonnybridge -East	2,488	2,484	0%	0.1
Individual	M90 1598N 1 Mile N Of J2 Masterton -North	2,478	2,623	6%	2.9
Individual	M90 1598S 1 Mile N Of J2 Masterton -South	2,491	2,757	11%	5.2
Individual	M8 West Street off ramp -West	1,593	1,589	0%	0.1
Individual	M74 W of J1a Polmadie NB -North	4,811	4,968	3%	2.2
Individual	M74 W of J1a Polmadie SB -South	3,658	3,781	3%	2.0
Individual	M8 7689W E of J22 Plantation -West	2,853	2,702	-5%	2.9
Individual	M8 7746E M At J22 -East	2,854	3,032	6%	3.3
Individual	M77 595N M 1/2 mile N J3 Nitshill Rd -North	3,616	4,007	11%	6.3
Individual	M77 603S M 1/4 mile N J3 Nitshill Rd -South	2,782	2,735	-2%	0.9
Individual	M74 1828S M 1 mile W J3 S b'nd -South	3,950	4,025	2%	1.2
Individual	M74 1779N M 1 1/4 miles E J2 N b'nd -North	5,442	5,244	-4%	2.7
Individual	M74 838SI I On slip at J1 Kingston -South	698	766	10%	2.5
Individual	M77 J3 between ramps -South	2,102	2,279	8%	3.8
Individual	M8 7458E M At J19 East Bound -East	4,079	4,065	0%	0.2
Individual	M8 J21 main cway before all ramps -West	4,804	4,759	-1%	0.7
Individual	M74 838SI I On slip at J1 Kingston -South	698	766	10%	2.5
Individual	M74 838S M J1 Kingston -South	3,002	3,015	0%	0.2
Individual	M74 838NO O Off Slip J1 Kingston -North	1,520	1,562	3%	1.1
Individual	M74 838N M J1 Kingston -North	3,953	3,406	-14%	9.0
Individual	M8 J19 off ramp to North Street -East	1,143	1,404	23%	7.3



Table K.56: AM Peak Hour Link Count Calibration, Central Belt Lowlands Screenlines (Cont.)

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	M8 J19 Bothwell Street off ramp -North	1,875	1,907	2%	0.7
Individual	M8 7458E M At J19 East Bound -East	4,079	4,065	0%	0.2
Individual	A814 5150E M At 12950 -East	3,127	2,359	-25%	14.7
Individual	A814 5150W M At SECC Junction -West	1,824	1,985	9%	3.7
Individual	M8 J16 off ramp -West	1,089	1,235	13%	4.3
Individual	M8 J16 main cway after off ramp -West	3,900	5,079	30%	17.6
Individual	M8 7199E M 1/4 mile W J15 E b'nd -East	6,437	5,771	-10%	8.5
Individual	M8 7235E On ramp site at nose -East	752	862	15%	3.9
Individual	M8 7030W I J14 On Slip W b'nd -West	698	609	-13%	3.5
Individual	M8 J14 off ramp -East	543	548	1%	0.2
Individual	21. B816 (West of M80) - Forth Area - Northbound	370	373	1%	0.2
Individual	21. B816 (West of M80) - Forth Area - Southbound	326	306	-6%	1.1
Individual	A80 MOODIESBURN -North	282	314	11%	1.9
Individual	A80 MOODIESBURN -South	447	392	-12%	2.7
Individual	M80 W of J5 Auchenkilns -North	3,884	4,251	9%	5.8
Individual	M80 W of J5 Auchenkilns -South	4,155	4,465	7%	4.7
Individual	70. A701 (North of A72) - Borders Area - Northbound	110	129	17%	1.7
Individual	70. A701 (North of A72) - Borders Area - Southbound	82	85	4%	0.3
Individual	69. A70 (North of Carnwath) - Borders Area - Northbound	167	222	33%	3.9
Individual	69. A70 (North of Carnwath) - Borders Area - Southbound	60	84	40%	2.8
Individual	A702 Dolphinton -North	267	271	1%	0.2
Individual	A702 Dolphinton -South	151	164	9%	1.0
Individual	23. B823 Cornton Road (South of A9) - Forth Area - Northbound	227	227	0%	0.0
Individual	23. B823 Cornton Road (South of A9) - Forth Area - Southbound	173	212	23%	2.8
Individual	24. A9 (South of A907) - Forth Area - Northbound	473	448	-5%	1.2
Individual	24. A9 (South of A907) - Forth Area - Southbound	542	728	34%	7.4
Individual	M9 - East of Junction 3 -East	2,509	2,999	20%	9.3
Individual	M9 - East of Junction 3 -West	1,243	1,660	34%	10.9
Individual	A904 East of Newton -East	698	820	17%	4.4
Individual	A904 East of Newton -West	505	526	4%	0.9
Individual	A904 East of Old Philipstoun (M9 Jct 2) -East	252	213	-15%	2.6
Individual	A904 East of Old Philipstoun (M9 Jct 2) -West	125	114	-9%	1.0



Table K.57: Inter Peak Hour Link Count Calibration, Central Belt Lowlands Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	51. Maryhill Road (South of A81) - Glasgow Area - Eastbound	466	497	27%	6.8
Individual	51. Maryhill Road (South of A81) - Glasgow Area - Westbound	501	517	-8%	1.9
Individual	A726 Busby -North	579	563	-18%	5.8
Individual	A726 Busby -South	580	579	3%	0.8
Individual	17. B701 Frogston Road - Edinburgh Area - Eastbound	280	244	10%	1.6
Individual	17. B701 Frogston Road - Edinburgh Area - Westbound	282	236	-1%	0.2
Individual	Southbound A701 Burdiehouse Road	634	474	6%	1.3
Individual	Northbound A701 Burdiehouse Road	657	528	-30%	10.1
Individual	A89 Between Broxburn and Newbridge -East	552	533	-1%	0.5
Individual	A89 Between Broxburn and Newbridge -West	539	613	11%	2.6
Individual	M9 - South of A8 Junction Newbridge - SB Main Cway -South	1,420	1,283	-5%	2.5
Individual	M9 - South of A8 Junction Newbridge - NB Main Cway -North	1,320	1,068	-15%	6.7
Individual	M9 - South of A8 Junction Newbridge - SB On-Slip -South	710	763	21%	5.7
Individual	M9 - South of A8 Junction Newbridge - NB Off-Slip -North	562	653	7%	2.5
Individual	M9 227WI J1 Newbridge On Slip -West	711	723	0%	0.1
Individual	M9 256EO Newbridge E Off Slip -East	724	671	-5%	2.2
Individual	M9 263W 0.25 miles W of J1 Newbridge -West	1,926	1,791	-7%	3.8
Individual	M9 263E 0.25 miles W of J1 Newbridge -East	1,340	1,283	2%	1.0
Individual	M9 387E At J1a -East	758	1,081	-4%	1.9
Individual	M9 408E At J1a -East	794	873	-6%	2.7
Individual	B800 Kirkliston - New Liston Road -West	239	290	28%	5.2
Individual	B800 Kirkliston - New Liston Road -East	257	352	48%	7.1
Individual	A720 922E M 1 mile W Straiton Jct -East	2,474	2,621	-1%	0.4
Individual	A720 922W M 1 mile W Straiton Jct -West	2,484	2,599	14%	7.4
Individual	22. A803 (West of M80) - Forth Area - Eastbound	225	232	9%	2.0
Individual	22. A803 (West of M80) - Forth Area - Westbound	221	243	18%	2.9
Individual	M80 E of J6a Castlecary -North	2,331	2,542	1%	0.4
Individual	M80 E of J6a Castlecary -South	2,660	2,705	10%	5.4
Individual	M876 Bonnybridge -West	1,237	1,368	2%	0.9
Individual	M876 Bonnybridge -East	1,168	1,246	0%	0.1
Individual	M90 1598N 1 Mile N Of J2 Masterton -North	1,976	1,860	6%	2.9
Individual	M90 1598S 1 Mile N Of J2 Masterton -South	2,097	1,910	11%	5.2
Individual	M8 West Street off ramp -West	1,262	1,425	0%	0.1
Individual	M74 W of J1a Polmadie NB -North	2,263	2,688	3%	2.2
Individual	M74 W of J1a Polmadie SB -South	2,414	2,702	3%	2.0
Individual	M8 7689W E of J22 Plantation -West	2,234	2,189	-5%	2.9
Individual	M8 7746E M At J22 -East	2,165	2,181	6%	3.3
Individual	M77 595N M 1/2 mile N J3 Nitshill Rd -North	2,471	2,453	11%	6.3
Individual	M77 603S M 1/4 mile N J3 Nitshill Rd -South	2,481	2,486	-2%	0.9
Individual	M74 1828S M 1 mile W J3 S b'nd -South	2,527	2,818	2%	1.2
Individual	M74 1779N M 1 1/4 miles E J2 N b'nd -North	2,421	2,756	-4%	2.7
Individual	M74 838SI I On slip at J1 Kingston -South	598	734	10%	2.5
Individual	M77 J3 between ramps -South	1,801	1,942	8%	3.8
Individual	M8 7458E M At J19 East Bound -East	2,870	2,887	0%	0.2
Individual	M8 J21 main cway before all ramps -West	4,007	4,103	-1%	0.7
Individual	M74 838SI I On slip at J1 Kingston -South	598	734	10%	2.5
Individual	M74 838S M J1 Kingston -South	1,902	1,968	0%	0.2
Individual	M74 838NO O Off Slip J1 Kingston -North	564	764	3%	1.1
Individual	M74 838N M J1 Kingston -North	1,899	1,924	-14%	9.0
Individual	M8 J19 off ramp to North Street -East	606	886	23%	7.3



Table K.58: Inter Peak Hour Link Count Calibration, Central Belt Lowlands Screenlines (Cont.)

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GE
Individual	M8 J19 Bothwell Street off ramp -North	977	1,095	2%	0
Individual	M8 7458E M At J19 East Bound -East	2,870	2,887	0%	0
Individual	A814 5150E M At 12950 -East	1,661	1,766	-25%	14
Individual	A814 5150W M At SECC Junction -West	1,342	1,494	9%	3
Individual	M8 J16 off ramp -West	654	570	13%	4
Individual	M8 J16 main cway after off ramp -West	3,009	3,862	30%	17
Individual	M8 7199E M 1/4 mile W J15 E b'nd -East	5,108	4,941	-10%	8
Individual	M8 7235E On ramp site at nose -East	774	717	15%	3
Individual	M8 7030W I J14 On Slip W b'nd -West	486	514	-13%	3
Individual	M8 J14 off ramp -East	442	468	1%	0
Individual	21. B816 (West of M80) - Forth Area - Northbound	168	187	1%	0
Individual	21. B816 (West of M80) - Forth Area - Southbound	155	162	-6%	1
Individual	A80 MOODIESBURN -North	263	272	11%	1
Individual	A80 MOODIESBURN -South	242	249	-12%	2
Individual	M80 W of J5 Auchenkilns -North	2,845	3,069	9%	5
Individual	M80 W of J5 Auchenkilns -South	2,995	3,183	7%	4
Individual	70. A701 (North of A72) - Borders Area - Northbound	65	85	17%	1
Individual	70. A701 (North of A72) - Borders Area - Southbound	72	89	4%	0
Individual	69. A70 (North of Carnwath) - Borders Area - Northbound	67	74	33%	3
Individual	69. A70 (North of Carnwath) - Borders Area - Southbound	64	77	40%	2
Individual	A702 Dolphinton -North	157	160	1%	0
Individual	A702 Dolphinton -South	185	182	9%	1
Individual	23. B823 Cornton Road (South of A9) - Forth Area - Northbound	187	177	0%	0
Individual	23. B823 Cornton Road (South of A9) - Forth Area - Southbound	179	178	23%	2
Individual	24. A9 (South of A907) - Forth Area - Northbound	433	472	-5%	1
Individual	24. A9 (South of A907) - Forth Area - Southbound	463	480	34%	7
Individual	M9 - East of Junction 3 -East	1,236	1,414	20%	9
Individual	M9 - East of Junction 3 -West	1,138	1,473	34%	10
Individual	A904 East of Newton -East	292	344	17%	4
Individual	A904 East of Newton -West	341	385	4%	0
Individual	A904 East of Old Philipstoun (M9 Jct 2) -East	125	100	-15%	2
Individual	A904 East of Old Philipstoun (M9 Jct 2) -West	134	122	-9%	1



Table K.59: PM Peak Hour Link Count Calibration, Central Belt Lowlands Screenlines

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	51. Maryhill Road (South of A81) - Glasgow Area - Eastbound	621	630	27%	6.8
Individual	51. Maryhill Road (South of A81) - Glasgow Area - Westbound	931	1,132	-8%	1.9
Individual	A726 Busby -North	905	898	-18%	5.8
Individual	A726 Busby -South	1,046	959	3%	0.8
Individual	17. B701 Frogston Road - Edinburgh Area - Eastbound	369	584	10%	1.6
Individual	17. B701 Frogston Road - Edinburgh Area - Westbound	392	417	-1%	0.2
Individual	Southbound A701 Burdiehouse Road	927	894	6%	1.3
Individual	Northbound A701 Burdiehouse Road	745	720	-30%	10.1
Individual	A89 Between Broxburn and Newbridge -East	699	777	-1%	0.5
Individual	A89 Between Broxburn and Newbridge -West	970	985	11%	2.6
Individual	M9 - South of A8 Junction Newbridge - SB Main Cway -South	1,769	1,608	-5%	2.5
Individual	M9 - South of A8 Junction Newbridge - NB Main Cway -North	2,261	2,182	-15%	6.7
Individual	M9 - South of A8 Junction Newbridge - SB On-Slip -South	1,014	1,333	21%	5.7
Individual	M9 - South of A8 Junction Newbridge - NB Off-Slip -North	800	768	7%	2.5
Individual	M9 227W1 J1 Newbridge On Slip -West	1,464	1,208	0%	0.1
Individual	M9 256EO Newbridge E Off Slip -East	957	857	-5%	2.2
Individual	M9 263W 0.25 miles W of J1 Newbridge -West	3,413	3,390	-7%	3.8
Individual	M9 263E 0.25 miles W of J1 Newbridge -East	1,657	1,608	2%	1.0
Individual	M9 387E At J1a -East	959	1,423	-4%	1.9
Individual	M9 408E At J1a -East	1,009	1,042	-6%	2.7
Individual	B800 Kirkliston - New Liston Road -West	380	459	28%	5.2
Individual	B800 Kirkliston - New Liston Road -East	482	579	48%	7.1
Individual	A720 922E M 1 mile W Straiton Jct -East	3,612	4,010	-1%	0.4
Individual	A720 922W M 1 mile W Straiton Jct -West	3,126	3,594	14%	7.4
Individual	22. A803 (West of M80) - Forth Area - Eastbound	308	353	9%	2.0
Individual	22. A803 (West of M80) - Forth Area - Westbound	518	581	18%	2.9
Individual	M80 E of J6a Castlecary -North	3,406	3,718	1%	0.4
Individual	M80 E of J6a Castlecary -South	3,895	3,931	10%	5.4
Individual	M876 Bonnybridge -West	2,393	2,391	2%	0.9
Individual	M876 Bonnybridge -East	1,982	2,016	0%	0.1
Individual	M90 1598N 1 Mile N Of J2 Masterton -North	2,674	3,001	6%	2.9
Individual	M90 1598S 1 Mile N Of J2 Masterton -South	2,145	2,451	11%	5.2
Individual	M8 West Street off ramp -West	1,731	2,087	0%	0.1
Individual	M74 W of J1a Polmadie NB -North	3,731	4,131	3%	2.2
Individual	M74 W of J1a Polmadie SB -South	4,989	5,097	3%	2.0
Individual	M8 7689W E of J22 Plantation -West	2,685	2,803	-5%	2.9
Individual	M8 7746E M At J22 -East	2,391	2,532	6%	3.3
Individual	M77 595N M 1/2 mile N J3 Nitshill Rd -North	3,136	3,218	11%	6.3
Individual	M77 603S M 1/4 mile N J3 Nitshill Rd -South	4,412	4,355	-2%	0.9
Individual	M74 1828S M 1 mile W J3 S b'nd -South	4,897	5,176	2%	1.2
Individual	M74 1779N M 11/4 miles E J2 N b'nd -North	4,427	4,520	-4%	2.7
Individual	M74 838SI I On slip at J1 Kingston -South	1,378	1,558	10%	2.5
Individual	M77 J3 between ramps -South	3,398	2,881	8%	3.8
Individual	M8 7458E M At J19 East Bound -East	3,165	3,296	0%	0.2
Individual	M8 J21 main cway before all ramps -West	5,582	5,821	-1%	0.7
Individual	M74 838SI I On slip at J1 Kingston -South	1,378	1,558	10%	2.5
Individual	M74 838S M J1 Kingston -South	3,685	3,539	0%	0.2
Individual	M74 838NO O Off Slip J1 Kingston -North	1,030	1,068	3%	1.1
Individual	M74 838N M J1 Kingston -North	3,180	3,062	-14%	9.0
Individual	M8 J19 off ramp to North Street -East	616	1,110	23%	7.3



Table K.60: PM Peak Hour Link Count Calibration, Central Belt Lowlands Screenlines (Cont.)

Screenline Group	Road	Total PCU Count	Total PCU Flow	% Diff	GEH
Individual	M8 J19 Bothwell Street off ramp -North	1,231	1,160	2%	0.7
Individual	M8 7458E M At J19 East Bound -East	3,165	3,296	0%	0.2
Individual	A814 5150E M At 12950 -East	2,079	2,165	-25%	14.7
Individual	A814 5150W M At SECC Junction -West	2,553	2,314	9%	3.7
Individual	M8 J16 off ramp -West	774	878	13%	4.3
Individual	M8 J16 main cway after off ramp -West	2,244	3,546	30%	17.6
Individual	M8 7199E M 1/4 mile W J15 E b'nd -East	6,576	6,943	-10%	8.5
Individual	M8 7235E On ramp site at nose -East	991	1,514	15%	3.9
Individual	M8 7030W I J14 On Slip W b'nd -West	432	555	-13%	3.5
Individual	M8 J14 off ramp -East	390	623	1%	0.2
Individual	21. B816 (West of M80) - Forth Area - Northbound	345	378	1%	0.2
Individual	21. B816 (West of M80) - Forth Area - Southbound	323	305	-6%	1.1
Individual	A80 MOODIESBURN -North	437	388	11%	1.9
Individual	A80 MOODIESBURN -South	348	339	-12%	2.7
Individual	M80 W of J5 Auchenkilns -North	4,059	4,614	9%	5.8
Individual	M80 W of J5 Auchenkilns -South	4,087	4,408	7%	4.7
Individual	70. A701 (North of A72) - Borders Area - Northbound	78	81	17%	1.7
Individual	70. A701 (North of A72) - Borders Area - Southbound	123	106	4%	0.3
Individual	69. A70 (North of Carnwath) - Borders Area - Northbound	69	87	33%	3.9
Individual	69. A70 (North of Carnwath) - Borders Area - Southbound	150	183	40%	2.8
Individual	A702 Dolphinton -North	173	186	1%	0.2
Individual	A702 Dolphinton -South	272	255	9%	1.0
Individual	23. B823 Cornton Road (South of A9) - Forth Area - Northbound	252	277	0%	0.0
Individual	23. B823 Cornton Road (South of A9) - Forth Area - Southbound	254	244	23%	2.8
Individual	24. A9 (South of A907) - Forth Area - Northbound	646	816	-5%	1.2
Individual	24. A9 (South of A907) - Forth Area - Southbound	714	729	34%	7.4
Individual	M9 - East of Junction 3 -East	1,500	1,788	20%	9.3
Individual	M9 - East of Junction 3 -West	2,400	2,749	34%	10.9
Individual	A904 East of Newton -East	609	607	17%	4.4
Individual	A904 East of Newton -West	721	823	4%	0.9
Individual	A904 East of Old Philipstoun (M9 Jct 2) -East	188	155	-15%	2.6
Individual	A904 East of Old Philipstoun (M9 Jct 2) -West	252	199	-9%	1.0





L CALIBRATION FLOW BAND COMPARISON*Table L.1 : Calibration Flow Band Comparison, AM Peak*

Flow Band Criteria	total	pass	fail	%pass
15% 700-2700	137	122	15	89.1%
within 100 veh <700	262	233	29	88.9%
within 400 Veh >2700	35	33	2	94.3%

Table L.2 : Calibration Flow Band Comparison, Inter Peak

Flow Band Criteria	total	pass	fail	%pass
15% 700-2700	116	106	10	91.4%
within 100 veh <700	307	276	31	89.9%
within 400 Veh >2700	11	9	2	81.8%

Table L.3 : Calibration Flow Band Comparison, PM Peak

Flow Band Criteria	total	pass	fail	%pass
15% 700-2700	159	138	21	86.8%
within 100 veh <700	245	210	35	85.7%
within 400 Veh >2700	30	26	4	86.7%





M MODELLED FLOW OBSERVED COUNT CORRELATION GRAPHS

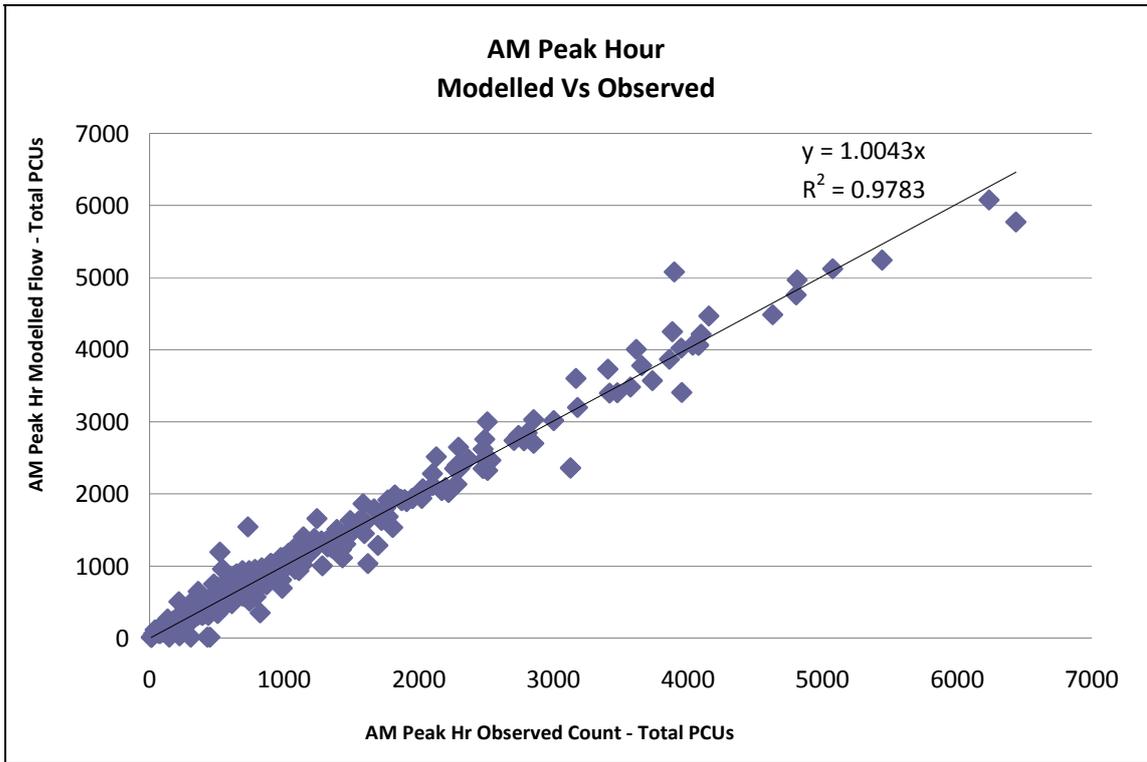


Figure M.1: AM Peak Calibration Correlation Graphs

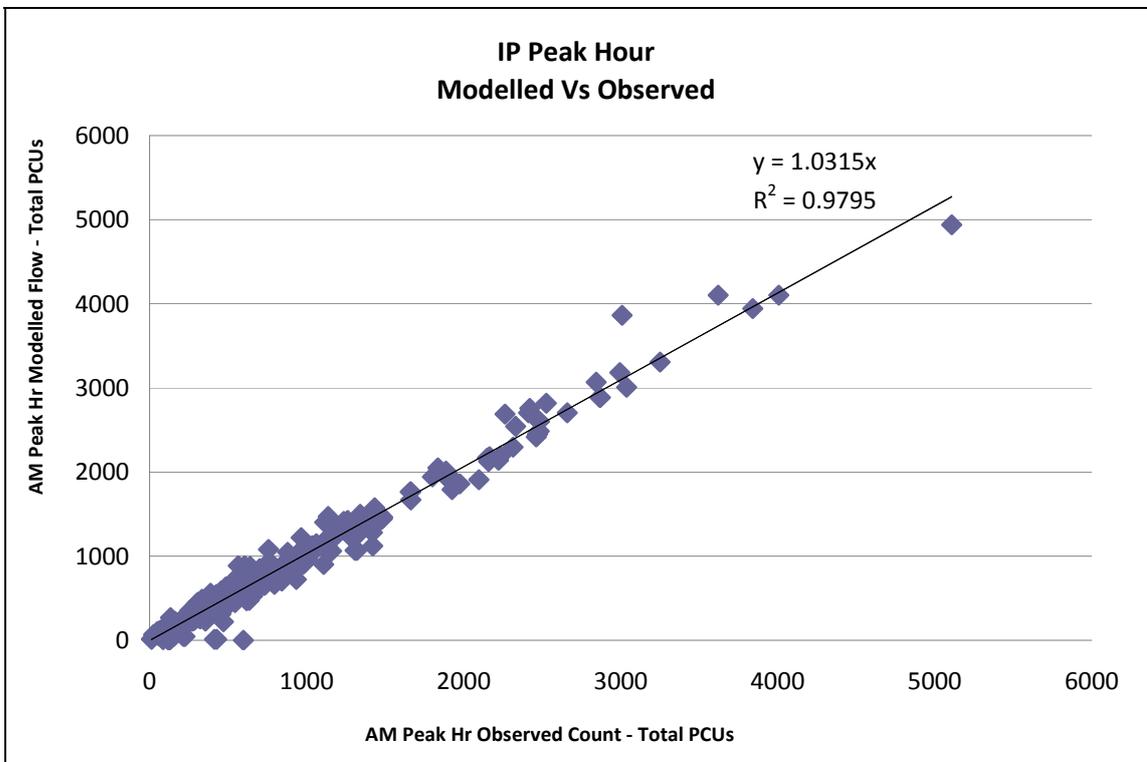


Figure M.2: Inter Peak Calibration Correlation Graphs



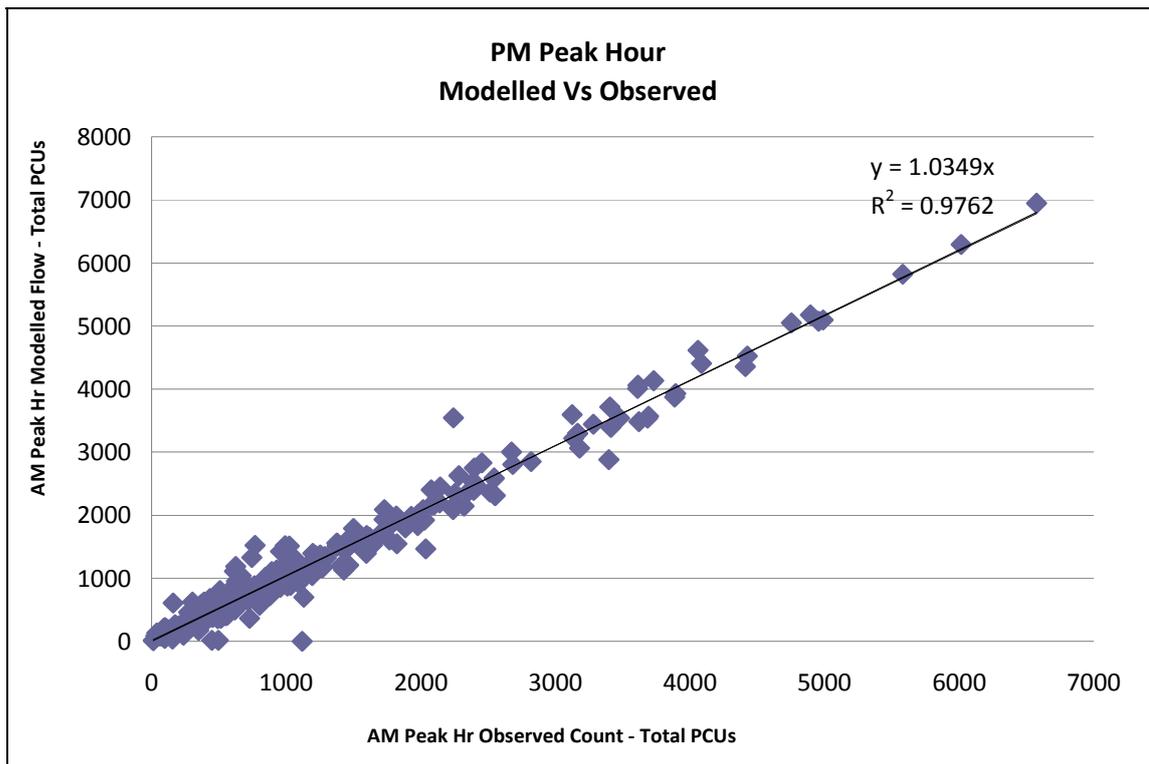


Figure M.3: PM Peak Calibration Correlation Graphs



N TOTAL PCU TRAFFIC LEVEL ON SCREENLINES BY GEOGRAPHICAL AREA

N.1 Total PCU Traffic Level on Screenlines by Region

Table N.1 : AM Peak Total PCU Traffic Level on Screenlines by Region (PCUs)

Area	AM Peak			AM Peak Hour		Improvement
	Aggregate Observed Count	AM Peak Prior Aggregate Flow	% Diff	Final Aggregate Flow	% Diff	
Glasgow & Clyde Valley	167,507	179,073	7%	170,935	2%	Yes
SESplan	106,569	114,567	8%	108,678	2%	Yes
TAYplan	28,089	32,363	15%	28,803	3%	Yes
Aberdeen City and Shire	41,961	41,720	-1%	42,197	1%	Yes
Dumfries and Galloway	9,252	9,743	5%	9,158	-1%	Yes
Ayrshire	16,592	15,632	-6%	16,579	0%	Yes
Stirling, Clackmannanshire & Falkirk	19,887	23,017	16%	20,648	4%	Yes
Highland, Argyll, Moray & Islands	21,877	24,338	11%	22,037	1%	Yes
Total	411,734	440,453	7%	419,035	2%	Yes

Table N.2 : IP Peak Total PCU Traffic Level on Screenlines by Region (PCUs)

Area	Inter Peak			Inter Peak Hour		Improvement
	Aggregate Observed Count	Inter Peak Prior Aggregate Flow	% Diff	Final Aggregate Flow	% Diff	
Glasgow & Clyde Valley	96,995	123,829	28%	102,788	6%	Yes
SESplan	54,690	59,054	8%	54,721	0%	Yes
TAYplan	20,441	22,032	8%	20,919	2%	Yes
Aberdeen City and Shire	26,699	27,019	1%	26,779	0%	Yes
Dumfries and Galloway	7,877	8,273	5%	7,794	-1%	Yes
Ayrshire	11,173	12,449	11%	11,212	0%	Yes
Stirling, Clackmannanshire & Falkirk	13,487	17,073	27%	14,024	4%	Yes
Highland, Argyll, Moray & Islands	18,591	18,147	-2%	18,333	-1%	Yes
Total	249,953	287,876	15%	256,570	3%	Yes

Table N.3 : PM Peak Total PCU Traffic Level on Screenlines by Region (PCUs)

Area	PM Peak			PM Peak Hour		Improvement
	Aggregate Observed Count	PM Peak Prior Aggregate Flow	% Diff	Final Aggregate Flow	% Diff	
Glasgow & Clyde Valley	169,182	217,233	28%	179,780	6%	Yes
SESplan	107,671	122,348	14%	111,735	4%	Yes
TAYplan	29,752	34,138	15%	31,283	5%	Yes
Aberdeen City and Shire	44,175	44,142	0%	44,374	0%	No
Dumfries and Galloway	10,073	11,218	11%	10,141	1%	Yes
Ayrshire	17,147	16,791	-2%	17,182	0%	Yes
Stirling, Clackmannanshire & Falkirk	20,889	24,876	19%	21,523	3%	Yes
Highland, Argyll, Moray & Islands	23,900	25,425	6%	24,068	1%	Yes
Total	422,789	496,171	17%	440,086	4%	Yes



N.2 Total PCU Traffic Level on Screenlines by Area

Table N.4 : Total PCU Traffic Level on Screenlines by Area, AM Peak

Area	AM Peak Hour Total PCU Count	AM Peak Hour Total PCU Flow	% Diff
Argyll & Bute	404	443	10%
Ayrshire	16,592	16,579	1%
Central	19,887	20,648	9%
Aberdeen (City)	10,734	10,691	0%
Dundee	10,402	10,376	0%
Edinburgh	56,575	57,275	1%
Glasgow	118,230	120,593	2%
Dumfries & Galloway	9,252	9,158	-1%
Fife	20,022	20,617	3%
Highland	21,473	21,594	1%
Lothians	27,344	28,031	2%
North East	31,227	31,506	1%
Perthshire and Kinross	17,687	18,427	4%
Strathclyde	49,277	50,342	21%
Borders	2,628	2,755	5%
Total	411,734	419,035	2%

Table N.5 : Total PCU Traffic Level on Screenlines by Area, Inter Peak

Area	IP Peak Hour Total PCU Count	IP Peak Hour Total PCU Flow	% Diff
Argyll & Bute	452	434	-4%
Ayrshire	11,173	11,212	3%
Central	13,487	14,024	5%
Aberdeen (City)	5,761	5,435	-6%
Dundee	7,947	8,029	1%
Edinburgh	19,116	19,222	1%
Glasgow	69,475	74,441	7%
Dumfries & Galloway	7,877	7,794	-1%
Fife	14,172	14,207	0%
Highland	18,139	17,899	-1%
Lothians	19,155	18,856	-9%
North East	20,938	21,344	2%
Perthshire and Kinross	12,494	12,890	3%
Strathclyde	27,520	28,347	13%
Borders	2,247	2,436	8%
Total	249,953	256,570	3%



Table N.6 : Total PCU Traffic Level on Screenlines by Area, PM Peak

Area	PM Peak Hour Total PCU Count	PM Peak Hour Total PCU Flow	% Diff
Argyll & Bute	433	459	6%
Ayrshire	17,147	17,182	2%
Central	20,889	21,523	4%
Aberdeen (City)	13,047	12,806	-2%
Dundee	11,092	11,641	5%
Edinburgh	54,492	57,125	5%
Glasgow	118,791	127,225	7%
Dumfries & Galloway	10,073	10,141	1%
Fife	20,931	21,592	3%
Highland	23,467	23,609	1%
Lothians	29,409	30,025	3%
North East	31,128	31,568	2%
Perthshire and Kinross	18,660	19,642	5%
Strathclyde	50,391	52,555	32%
Borders	2,839	2,993	5%
Total	422,789	440,086	4%



N.3 Total PCU Traffic Level on Screenlines by Local Authority

Table N.7 : Total PCU Traffic Level on Screenlines by Local Authority, AM Peak

Area	AM Peak Hour Total PCU Count	AM Peak Hour Total PCU Flow	% Diff
Aberdeen City	10,734	10,691	0%
Aberdeenshire	16,658	16,832	1%
Angus	4,745	4,618	-3%
Argyll and Bute	404	443	10%
Clackmannanshire	3,674	3,590	-2%
Dumfries and Galloway	9,252	9,158	-1%
Dundee City	10,402	10,376	0%
East Ayrshire	9,837	9,660	-2%
East Dunbartonshire	1,272	1,427	12%
East Lothian	7,404	7,436	0%
East Renfrewshire	5,711	5,529	-3%
Edinburgh, City of	56,575	57,275	1%
Falkirk	15,427	15,937	3%
Fife	20,022	20,617	3%
Glasgow City	118,230	120,593	2%
Highland	21,473	21,594	1%
Midlothian	6,470	6,023	-7%
Moray	9,824	10,056	2%
North Ayrshire	6,755	6,919	2%
North Lanarkshire	12,643	13,299	5%
Perth and Kinross	17,687	18,427	4%
Renfrewshire	13,225	13,096	-1%
Scottish Borders	2,628	2,755	5%
South Lanarkshire	6,664	7,184	8%
Stirling	4,460	4,711	6%
West Dunbartonshire	6,088	6,217	2%
West Lothian	13,470	14,572	8%
Total	411,734	419,035	2%



Table N.8 : Total PCU Traffic Level on Screenlines by Local Authority, Inter Peak

Area	IP Peak Hour Total PCU Count	IP Peak Hour Total PCU Flow	% Diff
Aberdeen City	5,761	5,435	-6%
Aberdeenshire	9,693	9,914	2%
Angus	3,421	3,252	-5%
Argyll and Bute	452	434	-4%
Clackmannanshire	3,272	3,001	-8%
Dumfries and Galloway	7,877	7,794	-1%
Dundee City	7,947	8,029	1%
East Ayrshire	6,608	6,315	-4%
East Dunbartonshire	967	1,014	5%
East Lothian	5,508	5,613	2%
East Renfrewshire	3,080	3,044	-1%
Edinburgh, City of	19,116	19,222	1%
Falkirk	9,332	9,917	6%
Fife	14,172	14,207	0%
Glasgow City	69,475	74,441	7%
Highland	18,139	17,899	-1%
Midlothian	5,566	4,494	-19%
Moray	7,824	8,178	5%
North Ayrshire	4,565	4,897	7%
North Lanarkshire	2,231	2,294	3%
Perth and Kinross	12,494	12,890	3%
Renfrewshire	8,639	9,304	8%
Scottish Borders	2,247	2,436	8%
South Lanarkshire	5,213	5,476	5%
Stirling	4,155	4,107	-1%
West Dunbartonshire	4,118	4,214	2%
West Lothian	8,081	8,749	8%
Total	249,953	256,570	3%



Table N.9 : Total PCU Traffic Level on Screenlines by Local Authority, PM Peak

Area	PM Peak Hour Total PCU Count	PM Peak Hour Total PCU Flow	% Diff
Aberdeen City	13,047	12,806	-2%
Aberdeenshire	16,323	16,581	2%
Angus	4,590	4,465	-3%
Argyll and Bute	433	459	6%
Clackmannanshire	4,299	4,077	-5%
Dumfries and Galloway	10,073	10,141	1%
Dundee City	11,092	11,641	5%
East Ayrshire	10,101	9,862	-2%
East Dunbartonshire	1,552	1,762	14%
East Lothian	7,885	8,270	5%
East Renfrewshire	6,093	6,158	1%
Edinburgh, City of	54,492	57,125	5%
Falkirk	15,255	15,873	4%
Fife	20,931	21,592	3%
Glasgow City	118,791	127,225	7%
Highland	23,467	23,609	1%
Midlothian	7,432	6,865	-8%
Moray	10,215	10,522	3%
North Ayrshire	7,046	7,320	4%
North Lanarkshire	12,112	12,799	6%
Perth and Kinross	18,660	19,642	5%
Renfrewshire	12,807	13,309	4%
Scottish Borders	2,839	2,993	5%
South Lanarkshire	7,245	7,953	10%
Stirling	5,634	5,650	0%
West Dunbartonshire	6,283	6,497	3%
West Lothian	14,092	14,890	6%
Total	422,789	440,086	4%



O PERTH TO INVERNESS AND INVERNESS TO ABERDEEN CALIBRATION COMPARISONS

Table O.1 : Perth to Inverness and Inverness to Aberdeen Calibration Comparisons, AM Peak

LA Definition	Road	All Vehicle	All Vehicle	Diff	% Diff	GEH
		Observed	Modelled			
		PCU	PCU			
Moray	A96 Forres to Elgin, Gateside Farm - Eastbound	648	631	-17	-3%	0.67
Moray	A96 Elgin to Fochabers - Westbound	862	842	-20	-2%	0.69
Moray	A96 Fochabers to Keith - South-Eastbound	294	309	15	5%	0.86
Moray	A96 Huntly to Keith - North-Westbound	229	270	41	18%	2.60
Moray	A96 Huntly to A920, near Skares - South-Eastbound	455	421	-34	-7%	1.62
Aberdeenshire	A96 Kintore to Port Elphinstone - Northbound	927	949	22	2%	0.72
Perth and Kinross	Bankfoot - Southbound	568	492	-76	-13%	3.30
Perth and Kinross	Calvine - Northbound	339	336	-3	-1%	0.16
Perth and Kinross	Bankfoot - Northbound	734	714	-20	-3%	0.74
Perth and Kinross	Tay Crossing - Southbound	428	465	37	9%	1.75
Highland	Tomatin - Southbound	378	406	28	7%	1.41
Highland	Barnchurch Road, Smithton - Westbound	584	585	1	0%	0.04
Highland	Culloden Road, Westhill, Inverness - South-Westbound	480	523	43	9%	1.92
Highland	A96 West Side of Nairn (Outside Westerlea Hotel) - South-Westbound	719	662	-57	-8%	2.17
Moray	A96 Forres to Elgin, Gateside Farm - Reverse Direction	490	492	2	0%	0.09
Moray	A96 Elgin to Fochabers - Reverse Direction	635	608	-27	-4%	1.08
Moray	A96 Fochabers to Keith - Reverse Direction	294	291	-3	-1%	0.18
Moray	A96 Huntly to Keith - Reverse Direction	395	421	26	7%	1.29
Moray	A96 Huntly to A920, near Skares - Reverse Direction	295	270	-25	-8%	1.49
Aberdeenshire	A96 Kintore to Port Elphinstone - Reverse Direction	1,771	1,916	145	8%	3.38
Perth and Kinross	Calvine - Reverse Direction	205	239	34	17%	2.28
Perth and Kinross	Tay Crossing - Reverse Direction	633	706	73	12%	2.82
Highland	Tomatin - Reverse Direction	470	484	14	3%	0.64
Highland	Barnchurch Road, Smithton - Reverse Direction	252	253	1	0%	0.06
Highland	Culloden Road, Westhill, Inverness - Reverse Direction	235	252	17	7%	1.09
Highland	Culloden Road, Westhill, Inverness - Reverse Direction	235	252	17	7%	1.09
Highland	A96 West Side of Nairn (Outside Westerlea Hotel) - Reverse Direction	604	592	-12	-2%	0.49
Moray	A96 Forres (aka Brodie)(Core 744) -East	479	498	19	4%	0.86
Moray	A96 Forres (aka Brodie)(Core 744) -West	509	562	53	10%	2.29
Moray	A96 Elgin - West Road -East	835	974	139	17%	4.62
Moray	A96 Elgin - West Road -West	625	708	83	13%	3.21
Highland	A9 Dalwhinnie (A889) to Ralia (B9150) -North	285	343	58	20%	3.27
Highland	A9 Dalwhinnie (A889) to Ralia (B9150) -South	224	245	21	9%	1.37
Highland	A96 West Seafield to Smithton Distr. -East	844	946	102	12%	3.41
Highland	A96 West Seafield to Smithton Distr. -West	1,491	1,631	140	9%	3.54
Highland	A9 Raigmore Interchange (A96) to Longman RB (A82) -North	1,520	1,541	21	1%	0.54
Highland	A9 Raigmore Interchange (A96) to Longman RB (A82) -South	1,696	1,288	-408	-24%	10.56
Aberdeenshire	A96 Broomhill Rbt to B977 -North	575	497	-78	-14%	3.37
Aberdeenshire	A96 Broomhill Rbt to B977 -South	1,434	1,112	-322	-22%	9.02
Highland	A9 Kincaig (2+1 North End) -North	370	394	24	6%	1.23
Highland	A9 Kincaig (2+1 North End) -South	290	276	-14	-5%	0.83
Highland	A9 Moy 2+1 South -North	415	484	69	17%	3.25
Highland	A9 Moy 2+1 South -South	341	406	65	19%	3.36
Perth and Kinross	A9 Broxden - SW of M90 -North	1,392	1,509	117	8%	3.07
Perth and Kinross	A9 Broxden - SW of M90 -South	911	1,025	114	13%	3.66
Moray	A98 Fochabers -East	249	263	14	6%	0.88
Moray	A98 Fochabers -West	333	354	21	6%	1.13
Aberdeenshire	A96 Clinterty (WIM) -East	1,553	1,624	71	5%	1.78
Aberdeen City	A96 Clinterty (WIM) -West	622	677	55	9%	2.16
Perth and Kinross	A9 Pitlochry Bypass - S of A924 -North	389	506	117	30%	5.53
Perth and Kinross	A9 Pitlochry Bypass - S of A924 -South	218	311	93	43%	5.72
Perth and Kinross	A9 N of Inveralmond -North	902	1,040	138	15%	4.43
Perth and Kinross	A9 N of Inveralmond -South	1,000	1,121	121	12%	3.72



Table O.2 : Perth to Inverness and Inverness to Aberdeen Calibration Comparisons, Inter Peak

LA Definition	Road	All Vehicle	All Vehicle	Diff	% Diff	GEH
		Observed	Modelled			
		PCU	PCU			
Moray	A96 Forres to Elgin, Gateside Farm - Eastbound	394	436	42	11%	2.06
Moray	A96 Elgin to Fochabers - Westbound	593	579	-14	-2%	0.58
Moray	A96 Fochabers to Keith - South-Eastbound	227	250	23	10%	1.49
Moray	A96 Huntly to Keith - North-Westbound	260	290	30	12%	1.81
Moray	A96 Huntly to A920, near Skares - South-Eastbound	266	267	1	0%	0.06
Aberdeenshire	A96 Kintore to Port Elphinstone - Northbound	919	910	-9	-1%	0.30
Perth and Kinross	Bankfoot - Southbound	598	612	14	2%	0.57
Perth and Kinross	Calvine - Northbound	318	325	7	2%	0.39
Perth and Kinross	Bankfoot - Northbound	656	658	2	0%	0.08
Perth and Kinross	Tay Crossing - Southbound	674	655	-19	-3%	0.74
Highland	Tomatin - Southbound	398	421	23	6%	1.14
Highland	Barnchurch Road, Smithton - Westbound	298	299	1	0%	0.06
Highland	Culloden Road, Westhill, Inverness - South-Westbound	255	276	21	8%	1.29
Highland	A96 West Side of Nairn (Outside Westerlea Hotel) - South-Westbound	542	499	-43	-8%	1.88
Moray	A96 Forres to Elgin, Gateside Farm - Reverse Direction	429	466	37	9%	1.75
Moray	A96 Elgin to Fochabers - Reverse Direction	622	570	-52	-8%	2.13
Moray	A96 Fochabers to Keith - Reverse Direction	238	272	34	14%	2.13
Moray	A96 Huntly to Keith - Reverse Direction	238	267	29	12%	1.83
Moray	A96 Huntly to A920, near Skares - Reverse Direction	283	290	7	2%	0.41
Aberdeenshire	A96 Kintore to Port Elphinstone - Reverse Direction	920	953	33	4%	1.08
Perth and Kinross	Calvine - Reverse Direction	435	416	-19	-4%	0.92
Perth and Kinross	Tay Crossing - Reverse Direction	539	668	129	24%	5.25
Highland	Tomatin - Reverse Direction	382	374	-8	-2%	0.41
Highland	Barnchurch Road, Smithton - Reverse Direction	351	356	5	1%	0.27
Highland	Culloden Road, Westhill, Inverness - Reverse Direction	287	300	13	5%	0.76
Highland	Culloden Road, Westhill, Inverness - Reverse Direction	287	300	13	5%	0.76
Highland	A96 West Side of Nairn (Outside Westerlea Hotel) - Reverse Direction	510	499	-11	-2%	0.49
Moray	A96 Forres (aka Brodie)(Core 744) -East	387	379	-8	-2%	0.41
Moray	A96 Forres (aka Brodie)(Core 744) -West	392	456	64	16%	3.11
Moray	A96 Elgin - West Road -East	567	651	84	15%	3.40
Moray	A96 Elgin - West Road -West	626	663	37	6%	1.46
Highland	A9 Dalwhinnie (A889) to Ralia (B9150) -North	241	308	67	28%	4.04
Highland	A9 Dalwhinnie (A889) to Ralia (B9150) -South	328	394	66	20%	3.47
Highland	A96 West Seafield to Smithton Distr. -East	877	950	73	8%	2.42
Highland	A96 West Seafield to Smithton Distr. -West	879	1,046	167	19%	5.38
Highland	A9 Raigmore Interchange (A96) to Longman RB (A82) -North	1,421	1,123	-298	-21%	8.36
Highland	A9 Raigmore Interchange (A96) to Longman RB (A82) -South	1,308	1,070	-238	-18%	6.90
Aberdeenshire	A96 Broomhill Rbt to B977 -North	634	578	-56	-9%	2.27
Aberdeenshire	A96 Broomhill Rbt to B977 -South	604	565	-39	-6%	1.61
Highland	A9 Kincaig (2+1 North End) -North	319	350	31	10%	1.69
Highland	A9 Kincaig (2+1 North End) -South	392	414	22	6%	1.10
Highland	A9 Moy 2+1 South -North	330	374	44	13%	2.35
Highland	A9 Moy 2+1 South -South	380	421	41	11%	2.05
Perth and Kinross	A9 Broxden - SW of M90 -North	913	977	64	7%	2.08
Perth and Kinross	A9 Broxden - SW of M90 -South	984	1,069	85	9%	2.65
Moray	A98 Fochabers -East	248	271	23	9%	1.43
Moray	A98 Fochabers -West	261	277	16	6%	0.98
Aberdeenshire	A96 Clinterty (WIM) -East	682	762	80	12%	2.98
Aberdeen City	A96 Clinterty (WIM) -West	723	789	66	9%	2.40
Perth and Kinross	A9 Pitlochry Bypass - S of A924 -North	317	430	113	36%	5.85
Perth and Kinross	A9 Pitlochry Bypass - S of A924 -South	386	512	126	33%	5.95
Perth and Kinross	A9 N of Inveralmond -North	926	974	48	5%	1.56
Perth and Kinross	A9 N of Inveralmond -South	891	887	-4	0%	0.13



Table O.3 : Perth to Inverness and Inverness to Aberdeen Calibration Comparisons, PM Peak

LA Definition	Road	All Vehicle	All Vehicle	Diff	% Diff	GEH
		Observed	Modelled			
		PCU	PCU			
Moray	A96 Forres to Elgin, Gateside Farm - Eastbound	501	518	17	3%	0.75
Moray	A96 Elgin to Fochabers - Westbound	668	649	-19	-3%	0.74
Moray	A96 Fochabers to Keith - South-Eastbound	288	309	21	7%	1.22
Moray	A96 Huntly to Keith - North-Westbound	466	448	-18	-4%	0.84
Moray	A96 Huntly to A920, near Skares - South-Eastbound	259	269	10	4%	0.62
Aberdeenshire	A96 Kintore to Port Elphinstone - Northbound	1,819	1,988	169	9%	3.87
Perth and Kinross	Bankfoot - Southbound	728	670	-58	-8%	2.19
Perth and Kinross	Calvine - Northbound	316	294	-22	-7%	1.26
Perth and Kinross	Bankfoot - Northbound	704	663	-41	-6%	1.57
Perth and Kinross	Tay Crossing - Southbound	784	807	23	3%	0.82
Highland	Tomatin - Southbound	490	511	21	4%	0.94
Highland	Barnchurch Road, Smithton - Westbound	319	353	34	11%	1.85
Highland	Culloden Road, Westhill, Inverness - South-Westbound	326	362	36	11%	1.94
Highland	A96 West Side of Nairn (Outside Westerlea Hotel) - South-Westbound	606	545	-61	-10%	2.54
Moray	A96 Forres to Elgin, Gateside Farm - Reverse Direction	599	622	23	4%	0.93
Moray	A96 Elgin to Fochabers - Reverse Direction	838	779	-59	-7%	2.07
Moray	A96 Fochabers to Keith - Reverse Direction	351	355	4	1%	0.21
Moray	A96 Huntly to Keith - Reverse Direction	257	269	12	5%	0.74
Moray	A96 Huntly to A920, near Skares - Reverse Direction	453	448	-5	-1%	0.24
Aberdeenshire	A96 Kintore to Port Elphinstone - Reverse Direction	1,032	1,084	52	5%	1.60
Perth and Kinross	Calvine - Reverse Direction	457	428	-29	-6%	1.38
Perth and Kinross	Tay Crossing - Reverse Direction	548	665	117	21%	4.75
Highland	Tomatin - Reverse Direction	400	450	50	13%	2.43
Highland	Barnchurch Road, Smithton - Reverse Direction	719	664	-55	-8%	2.09
Highland	Culloden Road, Westhill, Inverness - Reverse Direction	527	581	54	10%	2.29
Highland	Culloden Road, Westhill, Inverness - Reverse Direction	527	581	54	10%	2.29
Highland	A96 West Side of Nairn (Outside Westerlea Hotel) - Reverse Direction	643	659	16	2%	0.63
Moray	A96 Forres (aka Brodie)(Core 744) -East	527	511	-16	-3%	0.70
Moray	A96 Forres (aka Brodie)(Core 744) -West	509	554	45	9%	1.95
Moray	A96 Elgin - West Road -East	650	837	187	29%	6.86
Moray	A96 Elgin - West Road -West	957	1,020	63	7%	2.00
Highland	A9 Dalwhinnie (A889) to Ralia (B9150) -North	265	296	31	12%	1.85
Highland	A9 Dalwhinnie (A889) to Ralia (B9150) -South	311	393	82	26%	4.37
Highland	A96 West Seafield to Smithton Distr. -East	1,433	1,507	74	5%	1.93
Highland	A96 West Seafield to Smithton Distr. -West	1,064	1,262	198	19%	5.81
Highland	A9 Raigmore Interchange (A96) to Longman RB (A82) -North	2,038	1,466	-572	-28%	13.67
Highland	A9 Raigmore Interchange (A96) to Longman RB (A82) -South	1,635	1,519	-116	-7%	2.92
Aberdeenshire	A96 Broomhill Rbt to B977 -North	1,428	1,131	-297	-21%	8.30
Aberdeenshire	A96 Broomhill Rbt to B977 -South	607	509	-98	-16%	4.15
Highland	A9 Kincaig (2+1 North End) -North	352	356	4	1%	0.21
Highland	A9 Kincaig (2+1 North End) -South	391	428	37	9%	1.83
Highland	A9 Moy 2+1 South -North	361	450	89	25%	4.42
Highland	A9 Moy 2+1 South -South	445	511	66	15%	3.02
Perth and Kinross	A9 Broxden - SW of M90 -North	1,069	1,164	95	9%	2.84
Perth and Kinross	A9 Broxden - SW of M90 -South	1,442	1,464	22	2%	0.58
Moray	A98 Fochabers -East	349	394	45	13%	2.33
Moray	A98 Fochabers -West	260	307	47	18%	2.79
Aberdeenshire	A96 Clinterty (WIM) -East	650	723	73	11%	2.79
Aberdeen City	A96 Clinterty (WIM) -West	1,558	1,641	83	5%	2.08
Perth and Kinross	A9 Pitlochry Bypass - S of A924 -North	287	423	136	47%	7.22
Perth and Kinross	A9 Pitlochry Bypass - S of A924 -South	446	595	149	33%	6.53
Perth and Kinross	A9 N of Inveralmond -North	988	1,193	205	21%	6.21
Perth and Kinross	A9 N of Inveralmond -South	857	982	125	15%	4.12





P INTER URBAN CALIBRATION COMPARISONS

Table P.1 : Inter Urban Calibration Comparisons, AM Peak

Inter Urban	Road	All Vehicle	All Vehicle	Diff	% Diff	GEH
		Observed	Modelled			
		PCU	PCU			
Glasgow-Edinburgh	M80 W of J5 Auchenkilns -North	3,884	4,251	367	9%	5.75
Glasgow-Edinburgh	M80 W of J5 Auchenkilns -South	4,155	4,465	310	7%	4.72
Glasgow-Edinburgh	M8 - Between Junction 3A and 4 -East	3,475	3,404	-71	-2%	1.21
Glasgow-Edinburgh	M8 - Between Junction 3A and 4 -West	2,286	2,398	112	5%	2.31
Edinburgh-Stirling	M9 - East of Junction 3 -East	2,509	2,999	490	20%	9.34
Edinburgh-Stirling	M9 - East of Junction 3 -West	1,243	1,660	417	34%	10.95
Edinburgh-Perth	M90 Kelty (Core 711)(WIM) -North	1,596	1,449	-147	-9%	3.77
Edinburgh-Perth	M90 Kelty (Core 711)(WIM) -South	1,341	1,316	-25	-2%	0.69
Perth-Dundee	A90 Longforgan (WIM) -East	2,258	2,096	-162	-7%	3.47
Perth-Dundee	A90 Longforgan (WIM) -West	1,529	1,548	19	1%	0.48
Dundee-Aberdeen	A90 Hillside -North	2,742	2,813	71	3%	1.35
Dundee-Aberdeen	A90 Hillside -South	1,126	1,102	-24	-2%	0.72
Perth-Inverness	A9 Kincaig (2+1 North End) -North	370	394	24	6%	1.23
Perth-Inverness	A9 Kincaig (2+1 North End) -South	290	276	-14	-5%	0.83
Inverness-Aberdeen	A96 Forres to Elgin, Gateside Farm - Eastbound	648	631	-17	-3%	0.67
Inverness-Aberdeen	A96 Forres to Elgin, Gateside Farm - Reverse Direction	490	492	2	0%	0.09

Table P.2 : Inter Urban Calibration Comparisons, Inter Peak

LA Definition	Road	All Vehicle	All Vehicle	Diff	% Diff	GEH
		Observed	Modelled			
		PCU	PCU			
Glasgow-Edinburgh	M80 W of J5 Auchenkilns -North	2,845	3,069	224	8%	4.12
Glasgow-Edinburgh	M80 W of J5 Auchenkilns -South	2,995	3,183	188	6%	3.38
Glasgow-Edinburgh	M8 - Between Junction 3A and 4 -East	1,888	2,010	122	6%	2.76
Glasgow-Edinburgh	M8 - Between Junction 3A and 4 -West	2,150	2,169	19	1%	0.41
Edinburgh-Stirling	M9 - East of Junction 3 -East	1,236	1,414	178	14%	4.89
Edinburgh-Stirling	M9 - East of Junction 3 -West	1,138	1,473	335	29%	9.27
Edinburgh-Perth	M90 Kelty (Core 711)(WIM) -North	1,004	1,018	14	1%	0.44
Edinburgh-Perth	M90 Kelty (Core 711)(WIM) -South	1,138	1,097	-41	-4%	1.23
Perth-Dundee	A90 Longforgan (WIM) -East	1,275	1,290	15	1%	0.42
Perth-Dundee	A90 Longforgan (WIM) -West	1,484	1,445	-39	-3%	1.02
Dundee-Aberdeen	A90 Hillside -North	1,120	1,192	72	6%	2.12
Dundee-Aberdeen	A90 Hillside -South	1,361	1,447	86	6%	2.30
Perth-Inverness	A9 Kincaig (2+1 North End) -North	319	350	31	10%	1.69
Perth-Inverness	A9 Kincaig (2+1 North End) -South	392	414	22	6%	1.10
Inverness-Aberdeen	A96 Forres to Elgin, Gateside Farm - Eastbound	394	436	42	11%	2.06
Inverness-Aberdeen	A96 Forres to Elgin, Gateside Farm - Reverse Direction	429	466	37	9%	1.75



Table P.3 : Inter Urban Calibration Comparisons, PM Peak

LA Definition	Road	All Vehicle	All Vehicle	Diff	% Diff	GEH
		Observed PCU	Modelled PCU			
Glasgow-Edinburgh	M80 W of J5 Auchenkilns -North	4,059	4,614	555	14%	8.43
Glasgow-Edinburgh	M80 W of J5 Auchenkilns -South	4,087	4,408	321	8%	4.93
Glasgow-Edinburgh	M8 - Between Junction 3A and 4 -East	2,139	2,197	58	3%	1.25
Glasgow-Edinburgh	M8 - Between Junction 3A and 4 -West	3,692	3,567	-125	-3%	2.07
Edinburgh-Stirling	M9 - East of Junction 3 -East	1,500	1,788	288	19%	7.10
Edinburgh-Stirling	M9 - East of Junction 3 -West	2,400	2,749	349	15%	6.88
Edinburgh-Perth	M90 Kelty (Core 711)(WiM) -North	1,449	1,463	14	1%	0.37
Edinburgh-Perth	M90 Kelty (Core 711)(WiM) -South	1,642	1,524	-118	-7%	2.97
Perth-Dundee	A90 Longforgan (WiM) -East	1,621	1,649	28	2%	0.69
Perth-Dundee	A90 Longforgan (WiM) -West	2,027	1,922	-105	-5%	2.36
Dundee-Aberdeen	A90 Hillside -North	1,202	1,240	38	3%	1.09
Dundee-Aberdeen	A90 Hillside -South	2,820	2,851	31	1%	0.58
Perth-Inverness	A9 Kincaig (2+1 North End) -North	352	356	4	1%	0.21
Perth-Inverness	A9 Kincaig (2+1 North End) -South	391	428	37	9%	1.83
Inverness-Aberdeen	A96 Forres to Elgin, Gateside Farm - Eastbound	501	518	17	3%	0.75
Inverness-Aberdeen	A96 Forres to Elgin, Gateside Farm - Reverse Direction	599	622	23	4%	0.93



Q LINK COUNT VALIDATION SITES (TOTAL PCUS)

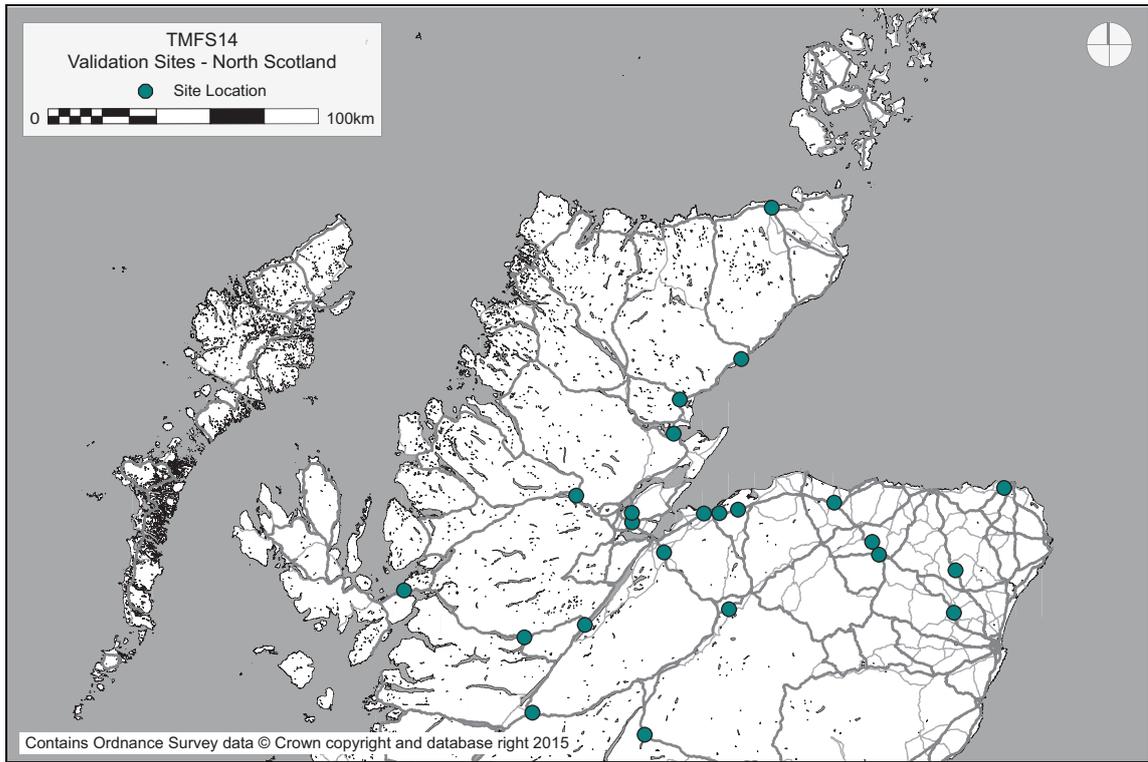


Figure Q.1: Link Count Validation, North Scotland



Table Q.1::AM Peak Hour Link Count Validation, North Scotland

Area	Definition	Road	Total	Total	Diff	% Diff	GEH
			PCU Count	PCU Flow			
North	A920 Huntly (Core 899) -East		97	109	12	13%	1.2
North	A920 Huntly (Core 899) -West		79	87	8	10%	0.9
North	A947 Fyvie -North		149	181	32	21%	2.5
North	A947 Fyvie -South		360	422	62	17%	3.1
North	A96 Inverurie Bypass (South) -North		937	949	12	1%	0.4
North	A96 Inverurie Bypass (South) -South		1,831	1,916	85	5%	2.0
North	A96 South of Keith -North		230	270	40	17%	2.5
North	A96 South of Keith -South		395	421	26	7%	1.3
North	A98 Percyhorner -East		184	78	-106	-58%	9.3
North	A98 Percyhorner -West		88	64	-24	-27%	2.8
North	A82 Fort Augustus to Invermoriston -North		78	252	174	224%	13.6
North	A82 Fort Augustus to Invermoriston -South		99	194	95	95%	7.8
North	A835 Contin to Garve (A832) -North		153	228	75	49%	5.4
North	A835 Contin to Garve (A832) -South		104	182	78	76%	6.6
North	A835 Tore to Leanig (B9169) -East		465	663	198	43%	8.3
North	A835 Tore to Leanig (B9169) -West		469	499	30	6%	1.4
North	A86 Spean Bridge to Roy Bridge -East		90	67	-23	-26%	2.6
North	A86 Spean Bridge to Roy Bridge -West		55	92	37	66%	4.3
North	A87 - Bunloyne to Glensheil -East		48	77	29	61%	3.7
North	A87 - Bunloyne to Glensheil -West		43	109	66	155%	7.6
North	A87 Kyle of Lochalsh to Skye Bridge Toll Booths -East		167	137	-30	-18%	2.5
North	A87 Kyle of Lochalsh to Skye Bridge Toll Booths -West		141	133	-8	-6%	0.7
North	A9 A836 Junction to Scrabster Harbour -North		109	92	-17	-16%	1.7
North	A9 A836 Junction to Scrabster Harbour -South		131	92	-39	-30%	3.7
North	A9 Brora to Helmsdale -North		111	133	22	20%	2.0
North	A9 Brora to Helmsdale -South		97	129	32	34%	3.1
North	A9 Daviot (B851) to Inshes (B9006) -North		603	484	-119	-20%	5.1
North	A9 Daviot (B851) to Inshes (B9006) -South		418	388	-30	-7%	1.5
North	A9 Dornoch Bridge -North		269	214	-55	-20%	3.5
North	A9 Dornoch Bridge -South		241	194	-47	-19%	3.2
North	A9 North of Tore Roundabout -North		456	490	34	7%	1.5
North	A9 North of Tore Roundabout -South		540	426	-114	-21%	5.2
North	A9 Poles to The Mound (B9174 to A839) -North		181	207	26	15%	1.9
North	A9 Poles to The Mound (B9174 to A839) -South		193	202	9	4%	0.6
North	A95 Boat of Garten (WiM) -North		161	134	-27	-17%	2.2
North	A95 Boat of Garten (WiM) -South		183	91	-92	-50%	7.8
North	A96 Aulderm Bypass -East		401	498	97	24%	4.6
North	A96 Aulderm Bypass -West		482	529	47	10%	2.1
North	A96 DELNIES JCT - NAIRN -East		473	592	119	25%	5.2
North	A96 DELNIES JCT - NAIRN -West		731	662	-69	-9%	2.6
North	A96 Brodie (WiM) -East		496	498	2	0%	0.1
North	A96 Brodie (WiM) -West		524	562	38	7%	1.6
North	A96 Mosstodloch Bypass Middle -East		669	549	-120	-18%	4.9
North	A96 Mosstodloch Bypass Middle -West		798	631	-167	-21%	6.2
North	A9 Dalnaspidal -North		345	336	-9	-3%	0.5
North	A9 Dalnaspidal -South		257	239	-18	-7%	1.2



Table Q.2: Inter Peak Hour Link Count Validation, North Scotland

Area	Definition	Road	Total	Total	Diff	% Diff	GEH
			PCU Count	PCU Flow			
North	A920 Huntly (Core 899) -East		74	60	-14	-19%	1.7
North	A920 Huntly (Core 899) -West		76	55	-21	-27%	2.6
North	A947 Fyvie -North		168	211	43	25%	3.1
North	A947 Fyvie -South		177	170	-7	-4%	0.5
North	A96 Inverurie Bypass (South) -North		1,034	910	-124	-12%	4.0
North	A96 Inverurie Bypass (South) -South		920	953	33	4%	1.1
North	A96 South of Keith -North		259	290	31	12%	1.9
North	A96 South of Keith -South		238	267	29	12%	1.8
North	A98 Percyhorner -East		108	53	-55	-51%	6.2
North	A98 Percyhorner -West		118	55	-63	-53%	6.8
North	A82 Fort Augustus to Invermoriston -North		77	199	122	158%	10.4
North	A82 Fort Augustus to Invermoriston -South		72	169	97	136%	8.9
North	A835 Contin to Garve (A832) -North		94	154	60	64%	5.4
North	A835 Contin to Garve (A832) -South		120	170	50	41%	4.1
North	A835 Tore to Leanig (B9169) -East		337	429	92	27%	4.7
North	A835 Tore to Leanig (B9169) -West		361	361	0	0%	0.0
North	A86 Spean Bridge to Roy Bridge -East		75	122	47	62%	4.7
North	A86 Spean Bridge to Roy Bridge -West		81	95	14	18%	1.5
North	A87 - Bunloyne to Glensheil -East		47	81	34	73%	4.3
North	A87 - Bunloyne to Glensheil -West		57	95	38	67%	4.4
North	A87 Kyle of Lochalsh to Skye Bridge Toll Booths -East		195	99	-96	-49%	7.9
North	A87 Kyle of Lochalsh to Skye Bridge Toll Booths -West		189	120	-69	-37%	5.6
North	A9 A836 Junction to Scrabster Harbour -North		114	52	-62	-54%	6.8
North	A9 A836 Junction to Scrabster Harbour -South		112	52	-60	-54%	6.7
North	A9 Brora to Helmsdale -North		109	131	22	20%	2.0
North	A9 Brora to Helmsdale -South		95	130	35	37%	3.3
North	A9 Daviot (B851) to Inshes (B9006) -North		438	373	-65	-15%	3.2
North	A9 Daviot (B851) to Inshes (B9006) -South		439	404	-35	-8%	1.7
North	A9 Dornoch Bridge -North		258	149	-109	-42%	7.6
North	A9 Dornoch Bridge -South		221	144	-77	-35%	5.7
North	A9 North of Tore Roundabout -North		343	415	72	21%	3.7
North	A9 North of Tore Roundabout -South		380	400	20	5%	1.0
North	A9 Poles to The Mound (B9174 to A839) -North		139	178	39	28%	3.1
North	A9 Poles to The Mound (B9174 to A839) -South		170	179	9	5%	0.6
North	A95 Boat of Garten (WiM) -North		163	121	-42	-26%	3.5
North	A95 Boat of Garten (WiM) -South		202	109	-93	-46%	7.5
North	A96 Aulderm Bypass -East		339	379	40	12%	2.1
North	A96 Aulderm Bypass -West		353	435	82	23%	4.2
North	A96 DELNIES JCT - NAIRN -East		432	499	67	16%	3.1
North	A96 DELNIES JCT - NAIRN -West		453	499	46	10%	2.1
North	A96 Brodie (WiM) -East		399	379	-20	-5%	1.0
North	A96 Brodie (WiM) -West		401	456	55	14%	2.7
North	A96 Mosstodloch Bypass Middle -East		598	482	-116	-19%	5.0
North	A96 Mosstodloch Bypass Middle -West		615	504	-111	-18%	4.7
Central	A9 Dalnaspidal -North		319	325	6	2%	0.3
Central	A9 Dalnaspidal -South		424	416	-8	-2%	0.4



Table Q.3: PM Peak Hour Link Count Validation, North Scotland

Area		Total PCU	Total PCU			
Definition	Road	Count	Flow	Diff	% Diff	GEH
North	A920 Huntly (Core 899) -East	94	94	0	0%	0.0
North	A920 Huntly (Core 899) -West	104	114	10	10%	1.0
North	A947 Fyvie -North	408	364	-44	-11%	2.2
North	A947 Fyvie -South	174	219	45	26%	3.2
North	A96 Inverurie Bypass (South) -North	1,919	1,988	69	4%	1.6
North	A96 Inverurie Bypass (South) -South	963	1,084	121	13%	3.8
North	A96 South of Keith -North	466	448	-18	-4%	0.8
North	A96 South of Keith -South	258	269	11	4%	0.7
North	A98 Percyhorner -East	123	86	-37	-30%	3.6
North	A98 Percyhorner -West	167	104	-63	-38%	5.4
North	A82 Fort Augustus to Invermoriston -North	93	268	175	188%	13.0
North	A82 Fort Augustus to Invermoriston -South	92	271	179	195%	13.3
North	A835 Contin to Garve (A832) -North	112	213	101	90%	7.9
North	A835 Contin to Garve (A832) -South	131	219	88	67%	6.6
North	A835 Tore to Leanig (B9169) -East	523	546	23	4%	1.0
North	A835 Tore to Leanig (B9169) -West	466	587	121	26%	5.3
North	A86 Spean Bridge to Roy Bridge -East	72	158	86	118%	8.0
North	A86 Spean Bridge to Roy Bridge -West	99	111	12	12%	1.2
North	A87 - Bunloyne to Glensheil -East	54	125	71	133%	7.6
North	A87 - Bunloyne to Glensheil -West	45	143	98	218%	10.1
North	A87 Kyle of Lochalsh to Skye Bridge Toll Booths -East	206	187	-19	-9%	1.4
North	A87 Kyle of Lochalsh to Skye Bridge Toll Booths -West	211	145	-66	-31%	4.9
North	A9 A836 Junction to Scrabster Harbour -North	158	115	-43	-27%	3.7
North	A9 A836 Junction to Scrabster Harbour -South	140	115	-25	-18%	2.2
North	A9 Brora to Helmsdale -North	103	145	42	41%	3.8
North	A9 Brora to Helmsdale -South	129	177	48	38%	3.9
North	A9 Daviot (B851) to Inshes (B9006) -North	485	449	-36	-7%	1.7
North	A9 Daviot (B851) to Inshes (B9006) -South	511	501	-10	-2%	0.4
North	A9 Dornoch Bridge -North	273	250	-23	-9%	1.4
North	A9 Dornoch Bridge -South	298	221	-77	-26%	4.8
North	A9 North of Tore Roundabout -North	549	600	51	9%	2.1
North	A9 North of Tore Roundabout -South	497	404	-93	-19%	4.4
North	A9 Poles to The Mound (B9174 to A839) -North	190	259	69	36%	4.6
North	A9 Poles to The Mound (B9174 to A839) -South	190	253	63	33%	4.2
North	A95 Boat of Garten (WiM) -North	197	118	-79	-40%	6.3
North	A95 Boat of Garten (WiM) -South	194	99	-95	-49%	7.9
North	A96 Auldern Bypass -East	444	511	67	15%	3.0
North	A96 Auldern Bypass -West	446	534	88	20%	4.0
North	A96 DELNIES JCT - NAIRN -East	673	659	-14	-2%	0.5
North	A96 DELNIES JCT - NAIRN -West	525	545	20	4%	0.8
North	A96 Brodie (WiM) -East	539	511	-28	-5%	1.2
North	A96 Brodie (WiM) -West	520	554	34	7%	1.5
North	A96 Mosstodloch Bypass Middle -East	821	660	-161	-20%	5.9
North	A96 Mosstodloch Bypass Middle -West	717	623	-94	-13%	3.6
Central	A9 Dalnaspidal -North	325	294	-31	-10%	1.8
Central	A9 Dalnaspidal -South	431	428	-3	-1%	0.1



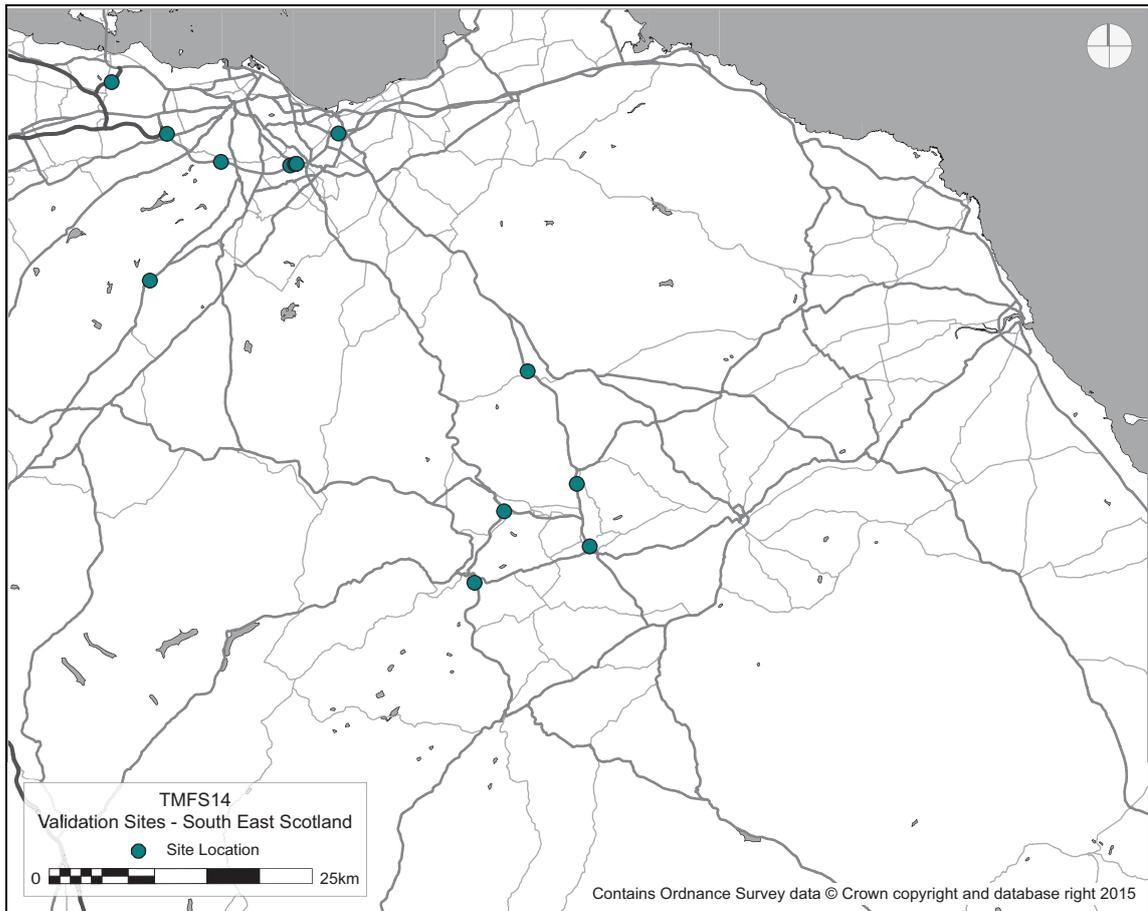


Figure Q.2: Link Count Validation Sites, South-East Scotland



Table Q.4: AM Peak Hour Link Count Validation, South-East Scotland

Area		Total	Total			
Definition	Road	PCU	PCU			
		Count	Flow	Diff	% Diff	GEH
South East	A1 River Esk -North	3,100	2,477	-623	-20%	11.8
South East	A1 River Esk -South	1,619	1,509	-110	-7%	2.8
South East	A720 1202E M 1/4 mile E Dreghorn -East	3,515	3,991	476	14%	7.8
South East	A720 1202W M 1/4 mile E Dreghorn -West	3,526	4,280	754	21%	12.1
South East	A720 1828E M 1/4 mile N Calder Junct -East	703	770	67	9%	2.5
South East	A720 1828W M 1/4 mile N Calder Junct -West	1,047	710	-337	-32%	11.4
South East	A720 528E M 1/4 mile W Gilmerton -East	2,626	2,473	-153	-6%	3.0
South East	A720 528W M 1/4 mile W Gilmerton -West	2,222	2,543	321	14%	6.6
South East	A720 Dreghorn East (WiM) -East	4,073	4,036	-37	-1%	0.6
South East	A720 Westbound On-slip	514	314	-200	-39%	9.8
South East	M90 260S 1 mile N Of J1a -South	2,094	1,943	-151	-7%	3.4
South East	M90 263N 1 mile S Of Scotstoun -North	1,885	1,332	-553	-29%	13.8
South East	Northbound A772 Gilmerton Road	612	628	16	3%	0.6
South East	A702 Between A766 and Carlops -South	188	210	22	12%	1.6
South East	Eastbound A772 Gilmerton Road	581	678	97	17%	3.9
South East	Westbound A772 Gilmerton Road	1,036	942	-94	-9%	3.0
South East	A68 Lauder North -North	466	281	-185	-40%	9.6
South East	A68 Lauder North -South	335	266	-69	-21%	4.0
South East	A68 Sorrowlessfield -North	477	265	-212	-44%	11.0
South East	A68 Sorrowlessfield -South	570	395	-175	-31%	7.9
South East	A68 Sth of Newton St Boswells -North	734	549	-185	-25%	7.3
South East	A68 Sth of Newton St Boswells -South	433	389	-44	-10%	2.2
South East	A7 - South of Selkirk -North	408	576	168	41%	7.6
South East	A7 - South of Selkirk -South	252	367	115	46%	6.5
South East	A7 Netherbarns -North	540	619	79	15%	3.3
South East	A7 Netherbarns -South	353	415	62	18%	3.2
South East	A702 Between A766 and Carlops -North	434	497	63	15%	2.9
South East	M8 1.5 km west of Jct 2 EB -East	3,850	3,538	-312	-8%	5.1
South East	M8 2.5 km west of Jct 2 EB -East	3,850	3,538	-312	-8%	5.1



Table Q.5: Inter Peak Hour Link Count Validation, South-East Scotland

Area		Total PCU	Total PCU			
Definition	Road	Count	Flow	Diff	% Diff	GEH
South East	A1 River Esk -North	1,632	1,510	-122	-7%	3.1
South East	A1 River Esk -South	1,644	1,631	-13	-1%	0.3
South East	A720 1202E M 1/4 mile E Dreghorn -East	2,392	3,205	813	34%	15.4
South East	A720 1202W M 1/4 mile E Dreghorn -West	2,337	2,946	609	26%	11.8
South East	A720 1828E M 1/4 mile N Calder Junct -East	638	544	-94	-15%	3.9
South East	A720 1828W M 1/4 mile N Calder Junct -West	572	747	175	31%	6.8
South East	A720 528E M 1/4 mile W Gilmerton -East	1,914	1,909	-5	0%	0.1
South East	A720 528W M 1/4 mile W Gilmerton -West	1,901	1,945	44	2%	1.0
South East	A720 Dreghorn East (WiM) -East	2,922	3,177	255	9%	4.6
South East	A720 Westbound On-slip	346	166	-180	-52%	11.3
South East	M90 260S 1 mile N Of J1a -South	1,467	1,081	-386	-26%	10.8
South East	M90 263N 1 mile S Of Scotstoun -North	1,315	782	-533	-41%	16.5
South East	Northbound A772 Gilmerton Road	232	210	-22	-10%	1.5
South East	A702 Between A766 and Carlops -South	233	247	14	6%	0.9
South East	Eastbound A772 Gilmerton Road	506	357	-149	-29%	7.2
South East	Westbound A772 Gilmerton Road	496	376	-120	-24%	5.8
South East	A68 Lauder North -North	281	172	-109	-39%	7.2
South East	A68 Lauder North -South	278	166	-112	-40%	7.5
South East	A68 Sorrowlessfield -North	383	213	-170	-44%	9.9
South East	A68 Sorrowlessfield -South	385	207	-178	-46%	10.3
South East	A68 Sth of Newton St Boswells -North	486	391	-95	-19%	4.5
South East	A68 Sth of Newton St Boswells -South	496	392	-104	-21%	4.9
South East	A7 - South of Selkirk -North	242	488	246	101%	12.9
South East	A7 - South of Selkirk -South	239	502	263	110%	13.7
South East	A7 Netherbarns -North	366	497	131	36%	6.3
South East	A7 Netherbarns -South	342	516	174	51%	8.4
South East	A702 Between A766 and Carlops -North	212	206	-6	-3%	0.4
South East	M8 1.5 km west of Jct 2 EB -East	1,973	2,011	38	2%	0.9
South East	M8 2.5 km west of Jct 2 EB -East	1,949	2,011	62	3%	1.4



Table Q.6: PM Peak Hour Link Count Validation, South-East Scotland

Area		Total PCU	Total PCU			
Definition	Road	Count	Flow	Diff	% Diff	GEH
South East	A1 River Esk -North	1,935	1,767	-168	-9%	3.9
South East	A1 River Esk -South	3,172	2,918	-254	-8%	4.6
South East	A720 1202E M 1/4 mile E Dreghorn -East	3,795	4,743	948	25%	14.5
South East	A720 1202W M 1/4 mile E Dreghorn -West	3,071	4,081	1,010	33%	16.9
South East	A720 1828E M 1/4 mile N Calder Junct -East	806	1,036	230	29%	7.6
South East	A720 1828W M 1/4 mile N Calder Junct -West	545	656	111	20%	4.5
South East	A720 528E M 1/4 mile W Gilmerton -East	2,842	3,013	171	6%	3.2
South East	A720 528W M 1/4 mile W Gilmerton -West	2,202	2,572	370	17%	7.6
South East	A720 Dreghorn East (WiM) -East	4,297	5,242	945	22%	13.7
South East	A720 Westbound On-slip	486	159	-327	-67%	18.2
South East	M90 260S 1 mile N Of J1a -South	1,855	1,429	-426	-23%	10.5
South East	M90 263N 1 mile S Of Scotstoun -North	1,897	1,692	-205	-11%	4.8
South East	Northbound A772 Gilmerton Road	277	507	230	83%	11.6
South East	A702 Between A766 and Carlops -South	411	460	49	12%	2.4
South East	Eastbound A772 Gilmerton Road	999	1,302	303	30%	8.9
South East	Westbound A772 Gilmerton Road	669	667	-2	0%	0.1
South East	A68 Lauder North -North	338	327	-11	-3%	0.6
South East	A68 Lauder North -South	482	248	-234	-49%	12.3
South East	A68 Sorrowlessfield -North	560	442	-118	-21%	5.3
South East	A68 Sorrowlessfield -South	512	245	-267	-52%	13.7
South East	A68 Sth of Newton St Boswells -North	472	502	30	6%	1.4
South East	A68 Sth of Newton St Boswells -South	734	586	-148	-20%	5.8
South East	A7 - South of Selkirk -North	264	761	497	188%	21.9
South East	A7 - South of Selkirk -South	403	837	434	108%	17.4
South East	A7 Netherbarns -North	429	658	229	53%	9.8
South East	A7 Netherbarns -South	517	788	271	52%	10.6
South East	A702 Between A766 and Carlops -North	219	235	16	7%	1.1
South East	M8 1.5 km west of Jct 2 EB -East	2,439	2,252	-187	-8%	3.9
South East	M8 2.5 km west of Jct 2 EB -East	2,440	2,252	-188	-8%	3.9



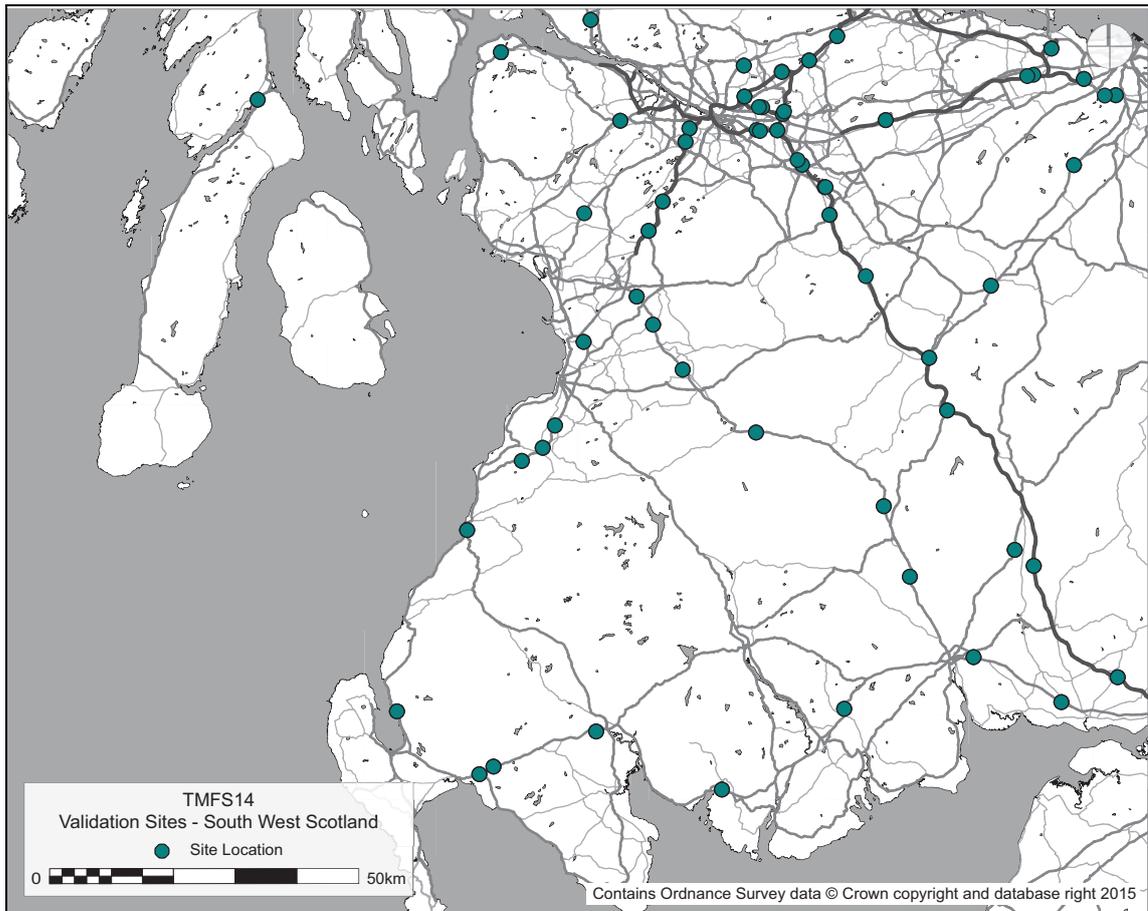


Figure Q.3: Link Count Validation Sites, South-West Scotland



Table Q.7: AM Peak Hour Link Count Validation, South-West Scotland

Area		Total PCU	Total PCU			
Definition	Road	Count	Flow	Diff	% Diff	GEH
South West	A701 St Anns -North	193	203	10	5%	0.7
South West	A701 St Anns -South	276	328	52	19%	3.0
South West	A75 at Dervaird- NE of Glenluce -East	145	233	88	60%	6.4
South West	A75 at Dervaird- NE of Glenluce -West	180	260	80	45%	5.4
South West	A75 Castle Douglas (WiM) -East	454	237	-217	-48%	11.7
South West	A75 Castle Douglas (WiM) -West	453	188	-265	-59%	14.8
South West	A75 Dumfries Bypass- northwest of A780 (east) -East	439	646	207	47%	8.9
South West	A75 Dumfries Bypass- northwest of A780 (east) -West	410	548	138	34%	6.3
South West	A75 Gatehouse of Fleet Bypass-between C9S and B796 -North	183	137	-46	-25%	3.6
South West	A75 Gatehouse of Fleet Bypass-between C9S and B796 -South	205	158	-47	-23%	3.5
South West	A75 Glenluce Bypass -East	173	233	60	34%	4.2
South West	A75 Glenluce Bypass -West	213	260	47	22%	3.0
South West	A75 Kinmount East Lodge -East	446	548	102	23%	4.6
South West	A75 Kinmount East Lodge -West	519	594	75	14%	3.2
South West	A75 Knockbrex by Newton Stewart -East	181	158	-23	-13%	1.8
South West	A75 Knockbrex by Newton Stewart -West	202	159	-43	-21%	3.2
South West	A76 Between Carronbridge and Enterkinfoot -North	109	126	17	15%	1.5
South West	A76 Between Carronbridge and Enterkinfoot -South	160	166	6	4%	0.5
South West	A76 Northwest of Auldgirth -North	248	264	16	6%	1.0
South West	A76 Northwest of Auldgirth -South	350	382	32	9%	1.7
South West	A77 Cairnryan -North	150	162	12	8%	0.9
South West	A77 Cairnryan -South	131	131	0	0%	0.0
South West	M6 DBFO B722 E'field to B6357 Kirk Flem - 660 NB -North	1,180	1,005	-175	-15%	5.3
South West	M6 DBFO B722 E'field to B6357 Kirk Flem - 660 SB -South	1,062	1,046	-16	-2%	0.5
South West	M6 DBFO N of J17 - 660 NB -North	1,073	1,070	-3	0%	0.1
South West	M6 DBFO N of J17 - 660 SB -South	1,008	1,031	23	2%	0.7
South West	A76 Bowhouse Roundabout - NEW SITE -North	634	728	94	15%	3.6
South West	A76 Bowhouse Roundabout - NEW SITE -South	454	616	162	36%	7.0
South West	A76 Crosshands- 40m SE of B744- between B743 and B744 -North	474	724	250	53%	10.2
South West	A76 Crosshands- 40m SE of B744- between B743 and B744 -South	711	478	-233	-33%	9.5
South West	A76 Little Heateth-1.5Km SE of B713-betw B7083 (N)&B713 -North	550	577	27	5%	1.1
South West	A76 Little Heateth-1.5Km SE of B713-betw B7083 (N)&B713 -South	473	420	-53	-11%	2.5
South West	A76 Polshill Bridge- 4Km east of B741 -North	105	179	74	70%	6.2
South West	A76 Polshill Bridge- 4Km east of B741 -South	122	171	49	40%	4.0
South West	A77 Raithburn (North of A719) -North	376	406	30	8%	1.5
South West	A77 Raithburn (North of A719) -South	144	423	279	194%	16.6
South West	S70027003A 803-GLASGOW BR.1KM E OF A807 -East	666	710	44	7%	1.7
South West	S70027003A 803-GLASGOW BR.1KM E OF A807 -West	786	719	-67	-8%	2.4
South West	M77 1618N Between Maidenhill junction and Kingswell jun -North	2,552	2,805	253	10%	4.9
South West	M77 1618S Between Maidenhill junction and Kingswell jun -South	2,145	2,623	478	22%	9.8
South West	M73 1323S M 1/2 mile N J2 S b'nd -South	2,945	2,011	-934	-32%	18.8
South West	M73 1370S M 1 mile N J2 S b'nd -South	2,942	2,011	-931	-32%	18.7
South West	M74 1676S M 1/2 mile E J2 S b'nd -South	3,801	4,025	224	6%	3.6
South West	M74 1729N M At 14940 -North	5,537	5,244	-293	-5%	4.0
South West	M77 293N M 1/2 mile S J1 Dumbreck -North	4,334	4,571	237	5%	3.5
South West	M77 293S M 1 mile S J1 Dumbreck -South	3,331	3,274	-57	-2%	1.0
South West	M77 553N M At 07900 -North	3,435	4,007	572	17%	9.4
South West	M77 553S M At 07100 -South	2,784	2,735	-49	-2%	0.9



Table Q.8: AM Peak Hour Link Count Validation, South-West Scotland (Cont.)

Area		Total	Total			
Definition	Road	PCU	PCU	Diff	% Diff	GEH
		Count	Flow			
South West	M8 6492W M 1/2 mile E J11 W b'nd -West	4,586	3,877	-709	-15%	10.9
South West	M8 6542W M 1/4 mile E J11 W b'nd -West	4,536	3,877	-659	-15%	10.2
South West	M80 0208N M 1/2 mile W J2 Robroyston -North	2,472	2,557	85	3%	1.7
South West	M80 0209S M At 05970 -South	3,648	3,417	-231	-6%	3.9
South West	A78 Greenock; Inverkip Road -North	874	795	-79	-9%	2.7
South West	A78 Greenock; Inverkip Road -South	448	262	-186	-41%	9.9
South West	A736 South of Burnhouse -South	269	421	152	56%	8.2
South West	M73 J1 Eastbound ramp -South	2,009	1,656	-353	-18%	8.3
South West	M73 J1 Glasgow bound ramp -South	2,386	1,941	-445	-19%	9.6
South West	M74 Raith (J5) to Motherwell (J6) (SB) -South	3,156	3,680	524	17%	9.0
South West	M8 West of J5 -East	3,308	3,392	84	3%	1.5
South West	M8 West of J5 -West	2,561	3,124	563	22%	10.6
South West	M80 1473N M J5 Auchenkilns -North	3,087	3,116	29	1%	0.5
South West	M80 1473S M J5 Auchenkilns -South	3,690	3,564	-126	-3%	2.1
South West	M80 W of J4 Mollinsburn -North	1,826	2,125	299	16%	6.7
South West	M80 W of J4 Mollinsburn -South	2,357	2,288	-69	-3%	1.4
South West	M80 W of J6a Castlecary -North	3,535	3,867	332	9%	5.5
South West	A737 between A761 and B789- Johnstone Bypass -North	2,667	3,018	351	13%	6.6
South West	A737 between A761 and B789- Johnstone Bypass -South	1,331	2,001	670	50%	16.4
South West	A77 Adamton House- between A719 and A78 -North	1,484	1,779	295	20%	7.3
South West	A77 Adamton House- between A719 and A78 -South	1,595	1,557	-38	-2%	1.0
South West	A77 Crossraguel Abbey- southwest of Maybole -North	247	585	338	137%	16.6
South West	A77 Crossraguel Abbey- southwest of Maybole -South	319	437	118	37%	6.1
South West	A77 Glendoune St - Girvan -North	47	204	157	337%	14.0
South West	A77 Glendoune St - Girvan -South	190	176	-14	-7%	1.0
South West	A77 Maybole- Cassillis Road- 100m S of Kirkland Street -North	434	763	329	76%	13.4
South West	A77 Maybole- Cassillis Road- 100m S of Kirkland Street -South	382	472	90	24%	4.4
South West	A77 Minishant- 3.2 Km S of B7034- between B7045 & B7034 -North	503	693	190	38%	7.7
South West	A77 Minishant- 3.2 Km S of B7034- between B7045 & B7034 -South	641	402	-239	-37%	10.5
South West	A702 Abington -North	251	317	66	26%	3.9
South West	A702 Abington -South	208	188	-20	-10%	1.4
South West	A702 South of Biggar (N of A72) -North	365	352	-13	-4%	0.7
South West	A702 South of Biggar (N of A72) -South	274	298	24	9%	1.4
South West	M6 DBFO S of J14 - ATCS NB -North	1,527	1,177	-350	-23%	9.5
South West	M6 DBFO S of J14 - ATCS SB -South	1,296	1,190	-106	-8%	3.0
South West	M74 Between Jct 10 and Jct 11 -North	1,467	1,654	187	13%	4.7
South West	M74 Hamilton Services to Raith (J5) (NB) -North	4,913	5,460	547	11%	7.6
South West	M74 Jct 7 SB Main Cway -South	1,517	1,171	-346	-23%	9.4
South West	M74 Jct 7 SB Off-Slip -South	670	731	61	9%	2.3
South West	M74 Jct 8 NB Main Cway -North	1,617	1,367	-250	-15%	6.5
South West	M74 Jct 8 NB On-Slip -North	715	862	147	21%	5.2
South West	A82 - South of Balloch Roundabout with A811 -North	899	593	-306	-34%	11.2
South West	A82 - South of Balloch Roundabout with A811 -South	854	650	-204	-24%	7.4
South West	A83 200m S of West Tarbert -North	95	53	-42	-44%	4.8
South West	A83 200m S of West Tarbert -South	84	44	-40	-48%	5.0
South West	M80 W of J6a Castlecary -South	3,287	3,747	460	14%	7.8



Table Q.9: Inter Peak Hour Link Count Validation, South-West Scotland

Area		Total PCU	Total PCU			
Definition	Road	Count	Flow	Diff	% Diff	GEH
South West	A701 St Anns -North	179	183	4	2%	0.3
South West	A701 St Anns -South	168	191	23	14%	1.8
South West	A75 at Dervaird- NE of Glenluce -East	152	281	129	85%	8.8
South West	A75 at Dervaird- NE of Glenluce -West	151	303	152	100%	10.1
South West	A75 Castle Douglas (WiM) -East	358	197	-161	-45%	9.7
South West	A75 Castle Douglas (WiM) -West	329	196	-133	-41%	8.2
South West	A75 Dumfries Bypass- northwest of A780 (east) -East	397	433	36	9%	1.8
South West	A75 Dumfries Bypass- northwest of A780 (east) -West	381	443	62	16%	3.1
South West	A75 Gatehouse of Fleet Bypass-between C9S and B796 -North	175	151	-24	-14%	1.9
South West	A75 Gatehouse of Fleet Bypass-between C9S and B796 -South	208	180	-28	-13%	2.0
South West	A75 Glenluce Bypass -East	203	302	99	49%	6.2
South West	A75 Glenluce Bypass -West	206	304	98	48%	6.1
South West	A75 Kinmount East Lodge -East	399	486	87	22%	4.2
South West	A75 Kinmount East Lodge -West	399	503	104	26%	4.9
South West	A75 Knockbrex by Newton Stewart -East	176	171	-5	-3%	0.4
South West	A75 Knockbrex by Newton Stewart -West	186	174	-12	-6%	0.9
South West	A76 Between Carronbridge and Enterkinfoot -North	110	155	45	41%	3.9
South West	A76 Between Carronbridge and Enterkinfoot -South	123	126	3	2%	0.2
South West	A76 Northwest of Auldgirth -North	216	213	-3	-1%	0.2
South West	A76 Northwest of Auldgirth -South	229	182	-47	-20%	3.2
South West	A77 Cairnryan -North	154	98	-56	-36%	5.0
South West	A77 Cairnryan -South	146	70	-76	-52%	7.3
South West	M6 DBFO B722 E'field to B6357 Kirk Flem - 660 NB -North	1,062	951	-111	-10%	3.5
South West	M6 DBFO B722 E'field to B6357 Kirk Flem - 660 SB -South	1,255	1,166	-89	-7%	2.6
South West	M6 DBFO N of J17 - 660 NB -North	935	987	52	6%	1.7
South West	M6 DBFO N of J17 - 660 SB -South	1,267	1,201	-66	-5%	1.9
South West	A76 Bowhouse Roundabout - NEW SITE -North	393	369	-24	-6%	1.2
South West	A76 Bowhouse Roundabout - NEW SITE -South	374	422	48	13%	2.4
South West	A76 Crosshands- 40m SE of B744- between B743 and B744 -North	387	365	-22	-6%	1.2
South West	A76 Crosshands- 40m SE of B744- between B743 and B744 -South	403	394	-9	-2%	0.5
South West	A76 Little Heateth-1.5Km SE of B713-betw B7083 (N)&B713 -North	375	370	-5	-1%	0.2
South West	A76 Little Heateth-1.5Km SE of B713-betw B7083 (N)&B713 -South	360	307	-53	-15%	2.9
South West	A76 Polshill Bridge- 4Km east of B741 -North	100	125	25	25%	2.4
South West	A76 Polshill Bridge- 4Km east of B741 -South	105	184	79	76%	6.6
South West	A77 Raithburn (North of A719) -North	121	269	148	123%	10.6
South West	A77 Raithburn (North of A719) -South	150	415	265	177%	15.8
South West	S70027003A 803-GLASGOW BR.1KM E OF A807 -East	552	433	-119	-22%	5.4
South West	S70027003A 803-GLASGOW BR.1KM E OF A807 -West	564	438	-126	-22%	5.6
South West	M77 1618N Between Maidenhill junction and Kingswell jun -North	1,408	1,758	350	25%	8.8
South West	M77 1618S Between Maidenhill junction and Kingswell jun -South	1,340	1,817	477	36%	12.0
South West	M73 1323S M 1/2 mile N J2 S b'nd -South	1,641	1,645	4	0%	0.1
South West	M73 1370S M 1 mile N J2 S b'nd -South	1,635	1,645	10	1%	0.2
South West	M74 1676S M 1/2 mile E J2 S b'nd -South	2,431	2,818	387	16%	7.5
South West	M74 1729N M At 14940 -North	2,481	2,756	275	11%	5.4
South West	M77 293N M 1/2 mile S J1 Dumbreck -North	2,811	2,793	-18	-1%	0.3
South West	M77 293S M 1 mile S J1 Dumbreck -South	2,901	2,953	52	2%	1.0
South West	M77 553N M At 07900 -North	2,443	2,453	10	0%	0.2
South West	M77 553S M At 07100 -South	2,482	2,486	4	0%	0.1



Table Q.10: Inter Peak Hour Link Count Validation, South-West Scotland (Cont.)

Area		Total PCU	Total PCU			
Definition	Road	Count	Flow	Diff	% Diff	GEH
South West	M8 6492W M 1/2 mile E J11 W b'nd -West	2,911	2,587	-324	-11%	6.2
South West	M8 6542W M 1/4 mile E J11 W b'nd -West	2,874	2,587	-287	-10%	5.5
South West	M80 0208N M 1/2 mile W J2 Robroyston -North	2,015	2,298	283	14%	6.1
South West	M80 0209S M At 05970 -South	2,045	2,086	41	2%	0.9
South West	A78 Greenock; Inverkip Road -North	520	465	-55	-10%	2.5
South West	A78 Greenock; Inverkip Road -South	481	510	29	6%	1.3
South West	A736 South of Burnhouse -South	159	488	329	206%	18.3
South West	M73 J1 Eastbound ramp -South	1,556	1,480	-76	-5%	2.0
South West	M73 J1 Glasgow bound ramp -South	1,201	1,316	115	10%	3.2
South West	M74 Raith (J5) to Motherwell (J6) (SB) -South	2,942	3,530	588	20%	10.3
South West	M8 West of J5 -East	1,904	2,285	381	20%	8.3
South West	M8 West of J5 -West	2,086	2,262	176	8%	3.8
South West	M80 1473N M J5 Auchenkilns -North	2,024	2,078	54	3%	1.2
South West	M80 1473S M J5 Auchenkilns -South	2,343	2,490	147	6%	3.0
South West	M80 W of J4 Mollinsburn -North	1,552	1,513	-39	-3%	1.0
South West	M80 W of J4 Mollinsburn -South	1,539	1,457	-82	-5%	2.1
South West	M80 W of J6a Castlecary -North	2,280	2,389	109	5%	2.3
South West	A737 between A761 and B789- Johnstone Bypass -North	1,303	1,680	377	29%	9.7
South West	A737 between A761 and B789- Johnstone Bypass -South	1,356	1,850	494	36%	12.4
South West	A77 Adamton House- between A719 and A78 -North	1,131	1,216	85	8%	2.5
South West	A77 Adamton House- between A719 and A78 -South	1,060	1,048	-12	-1%	0.4
South West	A77 Crossraguel Abbey- southwest of Maybole -North	253	475	222	88%	11.7
South West	A77 Crossraguel Abbey- southwest of Maybole -South	254	388	134	53%	7.5
South West	A77 Glendoune St - Girvan -North	45	207	162	365%	14.5
South West	A77 Glendoune St - Girvan -South	200	132	-68	-34%	5.3
South West	A77 Maybole- Cassillis Road- 100m S of Kirkland Street -North	368	560	192	52%	8.9
South West	A77 Maybole- Cassillis Road- 100m S of Kirkland Street -South	343	481	138	40%	6.8
South West	A77 Minishant- 3.2 Km S of B7034- between B7045 & B7034 -North	441	475	34	8%	1.6
South West	A77 Minishant- 3.2 Km S of B7034- between B7045 & B7034 -South	484	393	-91	-19%	4.3
South West	A702 Abington -North	184	179	-5	-3%	0.3
South West	A702 Abington -South	209	184	-25	-12%	1.8
South West	A702 South of Biggar (N of A72) -North	267	205	-62	-23%	4.1
South West	A702 South of Biggar (N of A72) -South	292	243	-49	-17%	3.0
South West	M6 DBFO S of J14 - ATCS NB -North	1,259	1,024	-235	-19%	7.0
South West	M6 DBFO S of J14 - ATCS SB -South	1,563	1,245	-318	-20%	8.5
South West	M74 Between Jct 10 and Jct 11 -North	1,156	1,226	70	6%	2.0
South West	M74 Hamilton Services to Raith (J5) (NB) -North	2,699	2,976	277	10%	5.2
South West	M74 Jct 7 SB Main Cway -South	1,651	1,463	-188	-11%	4.8
South West	M74 Jct 7 SB Off-Slip -South	653	693	40	6%	1.6
South West	M74 Jct 8 NB Main Cway -North	1,119	1,015	-104	-9%	3.2
South West	M74 Jct 8 NB On-Slip -North	295	278	-17	-6%	1.0
South West	A82 - South of Balloch Roundabout with A811 -North	691	305	-386	-56%	17.3
South West	A82 - South of Balloch Roundabout with A811 -South	722	465	-257	-36%	10.5
Central	A83 200m S of West Tarbert -North	86	40	-46	-53%	5.8
Central	A83 200m S of West Tarbert -South	74	28	-46	-62%	6.4
Central	M80 W of J6a Castlecary -South	2,585	2,733	148	6%	2.9



Table Q.11: PM Peak Hour Link Count Validation, South-West Scotland

Area		Total PCU	Total PCU			
Definition	Road	Count	Flow	Diff	% Diff	GEH
South West	A701 St Anns -North	226	231	5	2%	0.3
South West	A701 St Anns -South	197	219	22	11%	1.5
South West	A75 at Dervaird- NE of Glenluce -East	177	320	143	81%	9.1
South West	A75 at Dervaird- NE of Glenluce -West	157	390	233	149%	14.1
South West	A75 Castle Douglas (WiM) -East	381	259	-122	-32%	6.8
South West	A75 Castle Douglas (WiM) -West	439	276	-163	-37%	8.6
South West	A75 Dumfries Bypass- northwest of A780 (east) -East	466	655	189	41%	8.0
South West	A75 Dumfries Bypass- northwest of A780 (east) -West	522	705	183	35%	7.4
South West	A75 Gatehouse of Fleet Bypass-between C9S and B796 -North	228	198	-30	-13%	2.1
South West	A75 Gatehouse of Fleet Bypass-between C9S and B796 -South	208	202	-6	-3%	0.4
South West	A75 Glenluce Bypass -East	219	385	166	76%	9.6
South West	A75 Glenluce Bypass -West	195	390	195	100%	11.4
South West	A75 Kinmount East Lodge -East	500	647	147	29%	6.1
South West	A75 Kinmount East Lodge -West	450	600	150	33%	6.5
South West	A75 Knockbex by Newton Stewart -East	201	211	10	5%	0.7
South West	A75 Knockbex by Newton Stewart -West	205	242	37	18%	2.5
South West	A76 Between Carronbridge and Enterkinfoot -North	190	198	8	4%	0.6
South West	A76 Between Carronbridge and Enterkinfoot -South	140	144	4	3%	0.3
South West	A76 Northwest of Auldgirth -North	332	331	-1	0%	0.1
South West	A76 Northwest of Auldgirth -South	267	221	-46	-17%	2.9
South West	A77 Cairnryan -North	162	128	-34	-21%	2.8
South West	A77 Cairnryan -South	179	160	-19	-11%	1.5
South West	M6 DBFO B722 E'field to B6357 Kirk Flem - 660 NB -North	1,290	1,248	-42	-3%	1.2
South West	M6 DBFO B722 E'field to B6357 Kirk Flem - 660 SB -South	1,268	1,204	-64	-5%	1.8
South West	M6 DBFO N of J17 - 660 NB -North	1,166	1,271	105	9%	3.0
South West	M6 DBFO N of J17 - 660 SB -South	1,191	1,224	33	3%	0.9
South West	A76 Bowhouse Roundabout - NEW SITE -North	491	514	23	5%	1.0
South West	A76 Bowhouse Roundabout - NEW SITE -South	644	735	91	14%	3.4
South West	A76 Crosshands- 40m SE of B744- between B743 and B744 -North	702	476	-226	-32%	9.3
South West	A76 Crosshands- 40m SE of B744- between B743 and B744 -South	487	721	234	48%	9.5
South West	A76 Little Heateth-1.5Km SE of B713-betw B7083 (N)&B713 -North	475	461	-14	-3%	0.6
South West	A76 Little Heateth-1.5Km SE of B713-betw B7083 (N)&B713 -South	582	536	-46	-8%	2.0
South West	A76 Polshill Bridge- 4Km east of B741 -North	134	166	32	24%	2.6
South West	A76 Polshill Bridge- 4Km east of B741 -South	128	195	67	53%	5.3
South West	A77 Raithburn (North of A719) -North	164	320	156	95%	10.0
South West	A77 Raithburn (North of A719) -South	421	652	231	55%	10.0
South West	S70027003A 803-GLASGOW BR.1KM E OF A807 -East	766	899	133	17%	4.6
South West	S70027003A 803-GLASGOW BR.1KM E OF A807 -West	766	737	-29	-4%	1.1
South West	M77 1618N Between Maidenhill junction and Kingswell jun -North	1,999	2,413	414	21%	8.8
South West	M77 1618S Between Maidenhill junction and Kingswell jun -South	2,654	3,161	507	19%	9.4
South West	M73 1323S M 1/2 mile N J2 S b'nd -South	2,977	2,180	-797	-27%	15.7
South West	M73 1370S M 1 mile N J2 S b'nd -South	2,976	2,180	-796	-27%	15.7
South West	M74 1676S M 1/2 mile E J2 S b'nd -South	4,727	5,176	449	9%	6.4
South West	M74 1729N M At 14940 -North	4,508	4,520	12	0%	0.2
South West	M77 293N M 1/2 mile S J1 Dumbreck -North	3,566	3,434	-132	-4%	2.2
South West	M77 293S M 1 mile S J1 Dumbreck -South	4,633	4,833	200	4%	2.9
South West	M77 553N M At 07900 -North	3,122	3,218	96	3%	1.7
South West	M77 553S M At 07100 -South	4,392	4,355	-37	-1%	0.6



Table Q.12: PM Peak Hour Link Count Validation, South-West Scotland (Cont.)

Area		Total	Total			
Definition	Road	PCU	PCU			
		Count	Flow	Diff	% Diff	GEH
South West	M8 6492W M 1/2 mile E J11 W b'nd -West	3,455	3,058	-397	-11%	7.0
South West	M8 6542W M 1/4 mile E J11 W b'nd -West	3,419	3,058	-361	-11%	6.3
South West	M80 0208N M 1/2 mile W J2 Robroyston -North	3,715	3,733	18	0%	0.3
South West	M80 0209S M At 05970 -South	2,701	2,362	-339	-13%	6.7
South West	A78 Greenock; Inverkip Road -North	637	434	-203	-32%	8.8
South West	A78 Greenock; Inverkip Road -South	981	836	-145	-15%	4.8
South West	A736 South of Burnhouse -South	391	546	155	40%	7.2
South West	M73 J1 Eastbound ramp -South	2,448	2,171	-277	-11%	5.8
South West	M73 J1 Glasgow bound ramp -South	2,733	2,197	-536	-20%	10.8
South West	M74 Raith (J5) to Motherwell (J6) (SB) -South	4,764	5,682	918	19%	12.7
South West	M8 West of J5 -East	2,414	3,052	638	26%	12.2
South West	M8 West of J5 -West	3,276	3,321	45	1%	0.8
South West	M80 1473N M J5 Auchenkilns -North	3,213	2,957	-256	-8%	4.6
South West	M80 1473S M J5 Auchenkilns -South	3,757	3,368	-389	-10%	6.5
South West	M80 W of J4 Mollinsburn -North	2,205	2,465	260	12%	5.4
South West	M80 W of J4 Mollinsburn -South	2,012	1,981	-31	-2%	0.7
South West	M80 W of J6a Castlecary -North	3,006	3,487	481	16%	8.4
South West	A737 between A761 and B789- Johnstone Bypass -North	1,556	2,021	465	30%	11.0
South West	A737 between A761 and B789- Johnstone Bypass -South	2,842	2,962	120	4%	2.2
South West	A77 Adamton House- between A719 and A78 -North	1,453	1,789	336	23%	8.4
South West	A77 Adamton House- between A719 and A78 -South	1,548	1,698	150	10%	3.7
South West	A77 Crossraguel Abbey- southwest of Maybole -North	311	520	209	67%	10.3
South West	A77 Crossraguel Abbey- southwest of Maybole -South	309	561	252	81%	12.1
South West	A77 Glendoune St - Girvan -North	49	168	119	241%	11.4
South West	A77 Glendoune St - Girvan -South	242	194	-48	-20%	3.2
South West	A77 Maybole- Cassillis Road- 100m S of Kirkland Street -North	473	618	145	31%	6.2
South West	A77 Maybole- Cassillis Road- 100m S of Kirkland Street -South	516	726	210	41%	8.4
South West	A77 Minishant- 3.2 Km S of B7034- between B7045 & B7034 -North	642	505	-137	-21%	5.7
South West	A77 Minishant- 3.2 Km S of B7034- between B7045 & B7034 -South	515	620	105	20%	4.4
South West	A702 Abington -North	237	231	-6	-3%	0.4
South West	A702 Abington -South	266	275	9	3%	0.6
South West	A702 South of Biggar (N of A72) -North	318	291	-27	-9%	1.6
South West	A702 South of Biggar (N of A72) -South	359	343	-16	-4%	0.8
South West	M6 DBFO S of J14 - ATCS NB -North	1,522	1,345	-177	-12%	4.7
South West	M6 DBFO S of J14 - ATCS SB -South	1,458	1,281	-177	-12%	4.8
South West	M74 Between Jct 10 and Jct 11 -North	1,421	1,488	67	5%	1.7
South West	M74 Hamilton Services to Raith (J5) (NB) -North	3,584	3,903	319	9%	5.2
South West	M74 Jct 7 SB Main Cway -South	2,339	2,117	-222	-9%	4.7
South West	M74 Jct 7 SB Off-Slip -South	1,102	1,405	303	28%	8.6
South West	M74 Jct 8 NB Main Cway -North	1,353	1,128	-225	-17%	6.4
South West	M74 Jct 8 NB On-Slip -North	340	264	-76	-22%	4.4
South West	A82 - South of Balloch Roundabout with A811 -North	932	499	-433	-46%	16.2
South West	A82 - South of Balloch Roundabout with A811 -South	1,012	714	-298	-29%	10.2
Central	A83 200m S of West Tarbert -North	100	57	-43	-43%	4.8
Central	A83 200m S of West Tarbert -South	99	49	-50	-50%	5.8
Central	M80 W of J6a Castlecary -South	3,776	3,927	151	4%	2.4



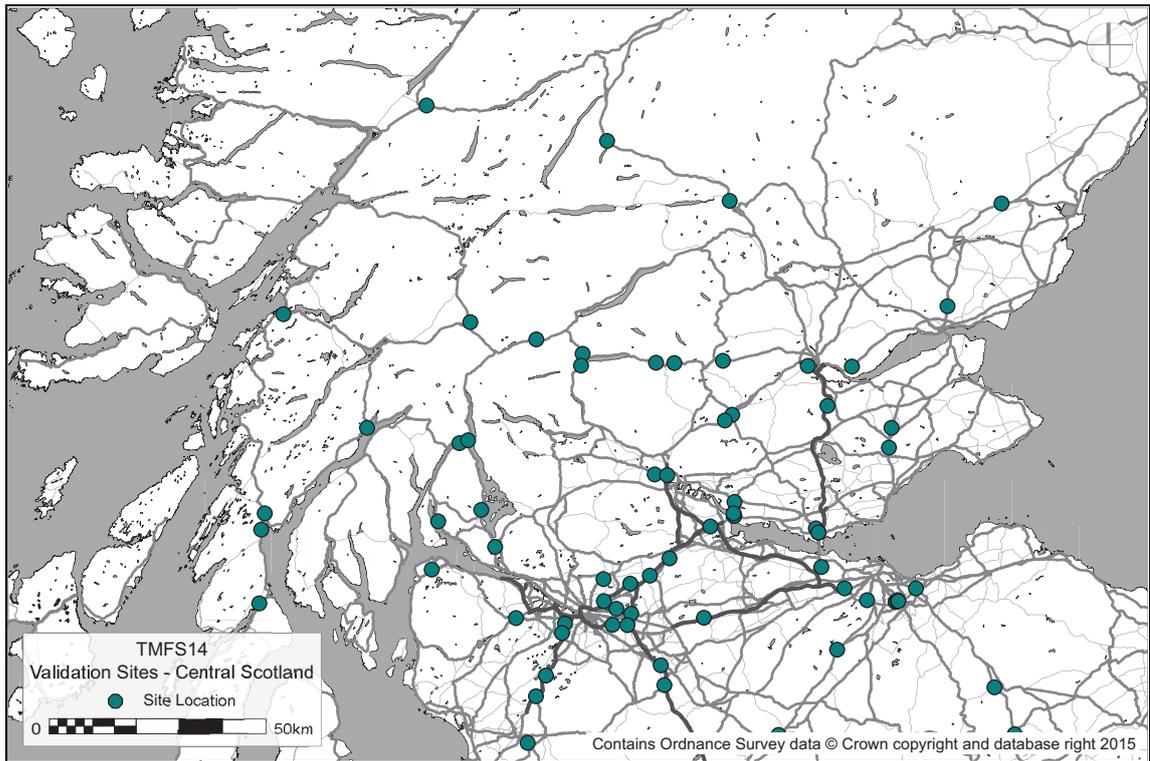


Figure Q.4: Link Count Validation Sites, Central Scotland



Table Q.13: AM Peak Hour Link Count Validation, Central Scotland

Area		Total PCU	Total PCU			
Definition	Road	Count	Flow	Diff	% Diff	GEH
Central	A90 Powrie - N of Duntrune Road (Dundee) -North	1,410	1,447	37	3%	1.0
Central	A90 Powrie - N of Duntrune Road (Dundee) -South	1,173	1,528	355	30%	9.7
Central	A90 St Anns - S of A935 (Little Chef) -North	1,406	1,401	-5	0%	0.1
Central	A90 St Anns - S of A935 (Little Chef) -South	741	894	153	21%	5.4
Central	A 83-128M E OF ROUNDABOUT -East	195	277	82	42%	5.4
Central	A 83-128M E OF ROUNDABOUT -West	340	219	-121	-36%	7.2
Central	A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O -East	108	154	46	43%	4.0
Central	A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O -West	138	201	63	46%	4.8
Central	A 83-S OF HOTEL-1.6KM S OF A819 -North	104	124	20	19%	1.8
Central	A 83-S OF HOTEL-1.6KM S OF A819 -South	114	133	19	17%	1.7
Central	A 85-DUNBEG-2.5KM W OF A828 -East	311	248	-63	-20%	3.8
Central	A 85-DUNBEG-2.5KM W OF A828 -West	283	391	108	38%	5.9
Central	A 82 North of Tarbet -North	132	164	32	25%	2.7
Central	A 82 North of Tarbet -South	59	125	66	111%	6.8
Central	A814 Ardgare -North	528	387	-141	-27%	6.6
Central	A814 Ardgare -South	243	163	-80	-33%	5.6
Central	A82 ARNBURN FARM LOCH LOMOND -North	330	330	0	0%	0.0
Central	A82 ARNBURN FARM LOCH LOMOND -South	166	244	78	47%	5.5
Central	A82 Glencoe East -South	48	101	53	112%	6.2
Central	A83 Ardrishaig -North	135	262	127	94%	9.0
Central	A83 Ardrishaig -South	112	178	66	59%	5.5
Central	M9 Jct 7 to 8 (WB) -West	3,289	2,573	-716	-22%	13.2
Central	M9 Jct 8 to 7 (EB) -East	3,599	3,154	-445	-12%	7.7
Central	A823(M) North of Rosyth -West	1,153	945	-208	-18%	6.4
Central	A823M 126E 0.5 Miles W Of J2 Masterton -East	884	1,067	183	21%	5.9
Central	A876 Kincardine to B9037 -East	156	181	25	16%	1.9
Central	A876 Kincardine to B9037 -West	154	136	-18	-12%	1.5
Central	A92 Ladybank (WiM) -North	614	533	-81	-13%	3.4
Central	A92 Ladybank (WiM) -South	337	355	18	5%	1.0
Central	A92 South of B969 (Balfarg Jct) -North	841	1,218	377	45%	11.7
Central	A92 South of B969 (Balfarg Jct) -South	986	1,095	109	11%	3.4
Central	A977 Kincardine -North	211	80	-131	-62%	10.9
Central	A977 Kincardine -South	175	92	-83	-47%	7.2
Central	A977 North of A876 -North	981	1,035	54	5%	1.7
Central	A977 North of A876 -South	1,246	1,152	-94	-8%	2.7
Central	M90 1318N N Of J1 Admiralty -North	2,287	2,865	578	25%	11.4
Central	M90 1318NI J1 Admiralty On Slip -North	515	499	-16	-3%	0.7
Central	M90 1318S N Of J1 Admiralty -South	2,145	2,989	844	39%	16.7
Central	M90 1331SO J1 Admiralty Off Slip -South	535	632	97	18%	4.0
Central	A85 Gilmerton -East	244	279	35	14%	2.2
Central	A85 Gilmerton -West	187	208	21	11%	1.5
Central	A85 W of Crieff -North	137	19	-118	-86%	13.3
Central	A85 W of Crieff -South	129	29	-100	-77%	11.2
Central	A85 West of Comrie -East	58	19	-39	-67%	6.2
Central	A85 West of Comrie -West	85	31	-54	-64%	7.1



Table Q.14: AM Peak Hour Link Count Validation, Central Scotland (Cont.)

Area		Total	Total			
Definition	Road	PCU	PCU			
		Count	Flow	Diff	% Diff	GEH
Central	A9 - Southwest of Auchterarder -North	1,449	1,369	-80	-6%	2.1
Central	A9 - Southwest of Auchterarder -South	896	1,005	109	12%	3.6
Central	A9 Blackford Bypass -North	1,507	1,296	-211	-14%	5.6
Central	A9 Blackford Bypass -South	985	969	-16	-2%	0.5
Central	A9 N of A924/B8019 -North	399	335	-64	-16%	3.3
Central	A9 N of A924/B8019 -South	239	234	-5	-2%	0.4
Central	A90 Kinfauns - NE of B958/Glencarse -East	2,014	2,096	82	4%	1.8
Central	A90 Kinfauns - NE of B958/Glencarse -West	1,581	1,549	-32	-2%	0.8
Central	M90 - Southern Arm 1 Mile from Junction with A9 -North	1,565	1,472	-93	-6%	2.4
Central	M90 - Southern Arm 1 Mile from Junction with A9 -South	1,342	1,363	21	2%	0.6
Central	M90 S of A912 - at Glenfarg (N of Junc 8) -North	1,678	1,723	45	3%	1.1
Central	M90 S of A912 - at Glenfarg (N of Junc 8) -South	997	1,110	113	11%	3.5
Central	A82 Glencoe East -North	74	146	72	97%	6.9
Central	A84 at Ochertyre Road [16210 A84T 08] -North	354	220	-134	-38%	7.9
Central	A84 at Ochertyre Road [16210 A84T 08] -South	420	291	-129	-31%	6.8
Central	A84(T) Leitters Farm [16225 A84T 76] -North	122	75	-47	-39%	4.7
Central	A84(T) Leitters Farm [16225 A84T 76] -South	96	47	-49	-51%	5.8
Central	A85(T) Glendochart [16302 A85T 29] -East	52	78	26	51%	3.3
Central	A85(T) Glendochart [16302 A85T 29] -West	93	106	13	14%	1.3
Central	A85(T) Glenogle Farm [16301 A85T 07] -North	110	104	-6	-5%	0.6
Central	A85(T) Glenogle Farm [16301 A85T 07] -South	77	64	-13	-17%	1.5
Central	M9 South of Keir Roundabout -North	1,721	1,460	-261	-15%	6.5
Central	M9 South of Keir Roundabout -South	1,481	1,643	162	11%	4.1



Table Q.15: Inter Peak Hour Link Count Validation, Central Scotland

Area		Total PCU	Total PCU			
Definition	Road	Count	Flow	Diff	% Diff	GEH
Central	A90 Powrie - N of Duntrune Road (Dundee) -North	853	906	53	6%	1.8
Central	A90 Powrie - N of Duntrune Road (Dundee) -South	1,038	1,115	77	7%	2.3
Central	A90 St Anns - S of A935 (Little Chef) -North	720	772	52	7%	1.9
Central	A90 St Anns - S of A935 (Little Chef) -South	969	991	22	2%	0.7
Central	A 83-128M E OF ROUNDABOUT -East	221	241	20	9%	1.3
Central	A 83-128M E OF ROUNDABOUT -West	244	228	-16	-6%	1.0
Central	A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O -East	156	104	-52	-33%	4.5
Central	A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O -West	139	70	-69	-49%	6.7
Central	A 83-S OF HOTEL-1.6KM S OF A819 -North	110	71	-39	-36%	4.1
Central	A 83-S OF HOTEL-1.6KM S OF A819 -South	93	39	-54	-58%	6.6
Central	A 85-DUNBEG-2.5KM W OF A828 -East	273	252	-21	-8%	1.3
Central	A 85-DUNBEG-2.5KM W OF A828 -West	293	246	-47	-16%	2.8
Central	A 82 North of Tarbet -North	118	166	48	41%	4.0
Central	A 82 North of Tarbet -South	133	162	29	22%	2.4
Central	A814 Ardgare -North	169	158	-11	-7%	0.9
Central	A814 Ardgare -South	229	169	-60	-26%	4.3
Central	A82 ARNBURN FARM LOCH LOMOND -North	332	194	-138	-42%	8.5
Central	A82 ARNBURN FARM LOCH LOMOND -South	301	223	-78	-26%	4.8
Central	A82 Glencoe East -South	100	156	56	56%	5.0
Central	A83 Ardrishaig -North	101	200	99	97%	8.0
Central	A83 Ardrishaig -South	92	192	100	108%	8.4
Central	M9 Jct 7 to 8 (WB) -West	1,847	1,617	-230	-12%	5.5
Central	M9 Jct 8 to 7 (EB) -East	1,836	1,550	-286	-16%	7.0
Central	A823(M) North of Rosyth -West	582	591	9	2%	0.4
Central	A823M 126E 0.5 Miles W Of J2 Masterton -East	555	641	86	15%	3.5
Central	A876 Kincardine to B9037 -East	120	86	-34	-29%	3.4
Central	A876 Kincardine to B9037 -West	115	92	-23	-20%	2.2
Central	A92 Ladybank (WiM) -North	250	305	55	22%	3.3
Central	A92 Ladybank (WiM) -South	281	336	55	19%	3.1
Central	A92 South of B969 (Balfarg Jct) -North	681	877	196	29%	7.0
Central	A92 South of B969 (Balfarg Jct) -South	676	906	230	34%	8.2
Central	A977 Kincardine -North	140	129	-11	-8%	1.0
Central	A977 Kincardine -South	173	110	-63	-36%	5.3
Central	A977 North of A876 -North	685	705	20	3%	0.8
Central	A977 North of A876 -South	690	866	176	25%	6.3
Central	M90 1318N N Of J1 Admiralty -North	1,627	1,970	343	21%	8.1
Central	M90 1318NI J1 Admiralty On Slip -North	369	417	48	13%	2.4
Central	M90 1318S N Of J1 Admiralty -South	1,691	2,056	365	22%	8.4
Central	M90 1331SO J1 Admiralty Off Slip -South	345	432	87	25%	4.4
Central	A85 Gilmerton -East	170	219	49	29%	3.5
Central	A85 Gilmerton -West	161	235	74	46%	5.3
Central	A85 W of Crieff -North	133	44	-89	-67%	9.5
Central	A85 W of Crieff -South	119	45	-74	-62%	8.2
Central	A85 West of Comrie -East	78	42	-36	-46%	4.6
Central	A85 West of Comrie -West	85	45	-40	-47%	5.0



Table Q.16: Inter Peak Hour Link Count Validation, Central Scotland (Cont.)

Area		Total PCU	Total PCU			
Definition	Road	Count	Flow	Diff	% Diff	GEH
Central	A9 - Southwest of Auchterarder -North	829	909	80	10%	2.7
Central	A9 - Southwest of Auchterarder -South	948	1,005	57	6%	1.8
Central	A9 Blackford Bypass -North	834	891	57	7%	2.0
Central	A9 Blackford Bypass -South	1,018	987	-31	-3%	1.0
Central	A9 N of A924/B8019 -North	363	322	-41	-11%	2.2
Central	A9 N of A924/B8019 -South	445	410	-35	-8%	1.7
Central	A90 Kinfauns - NE of B958/Glencarse -East	1,157	1,290	133	12%	3.8
Central	A90 Kinfauns - NE of B958/Glencarse -West	1,353	1,444	91	7%	2.4
Central	M90 - Southern Arm 1 Mile from Junction with A9 -North	1,035	1,113	78	8%	2.4
Central	M90 - Southern Arm 1 Mile from Junction with A9 -South	976	1,065	89	9%	2.8
Central	M90 S of A912 - at Glenfarg (N of Junc 8) -North	905	1,150	245	27%	7.6
Central	M90 S of A912 - at Glenfarg (N of Junc 8) -South	996	1,205	209	21%	6.3
Central	A82 Glencoe East -North	93	178	85	91%	7.3
Central	A84 at Ochertyre Road [16210 A84T 08] -North	302	194	-108	-36%	6.8
Central	A84 at Ochertyre Road [16210 A84T 08] -South	311	184	-127	-41%	8.1
Central	A84(T) Leitters Farm [16225 A84T 76] -North	139	82	-57	-41%	5.4
Central	A84(T) Leitters Farm [16225 A84T 76] -South	151	75	-76	-50%	7.2
Central	A85(T) Glendochart [16302 A85T 29] -East	102	121	19	18%	1.8
Central	A85(T) Glendochart [16302 A85T 29] -West	91	128	37	41%	3.5
Central	A85(T) Glenogle Farm [16301 A85T 07] -North	107	124	17	16%	1.6
Central	A85(T) Glenogle Farm [16301 A85T 07] -South	124	116	-8	-6%	0.7
Central	M9 South of Keir Roundabout -North	1,142	1,064	-78	-7%	2.3
Central	M9 South of Keir Roundabout -South	1,345	1,219	-126	-9%	3.5



Table Q.17: PM Peak Hour Link Count Validation, Central Scotland

Area		Total PCU	Total PCU			
Definition	Road	Count	Flow	Diff	% Diff	GEH
Central	A90 Powrie - N of Duntrune Road (Dundee) -North	1,162	1,433	271	23%	7.5
Central	A90 Powrie - N of Duntrune Road (Dundee) -South	1,415	1,439	24	2%	0.6
Central	A90 St Anns - S of A935 (Little Chef) -North	746	969	223	30%	7.6
Central	A90 St Anns - S of A935 (Little Chef) -South	1,455	1,386	-69	-5%	1.8
Central	A 83-128M E OF ROUNDABOUT -East	368	320	-48	-13%	2.6
Central	A 83-128M E OF ROUNDABOUT -West	254	398	144	57%	8.0
Central	A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O -East	183	182	-1	0%	0.0
Central	A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O -West	175	133	-42	-24%	3.4
Central	A 83-S OF HOTEL-1.6KM S OF A819 -North	121	86	-35	-29%	3.4
Central	A 83-S OF HOTEL-1.6KM S OF A819 -South	116	109	-7	-6%	0.7
Central	A 85-DUNBEG-2.5KM W OF A828 -East	342	460	118	34%	5.9
Central	A 85-DUNBEG-2.5KM W OF A828 -West	370	318	-52	-14%	2.8
Central	A 82 North of Tarbet -North	86	140	54	63%	5.1
Central	A 82 North of Tarbet -South	175	175	0	0%	0.0
Central	A814 Ardgare -North	261	226	-35	-13%	2.2
Central	A814 Ardgare -South	505	471	-34	-7%	1.5
Central	A82 ARNBURN FARM LOCH LOMOND -North	317	207	-110	-35%	6.8
Central	A82 ARNBURN FARM LOCH LOMOND -South	416	292	-124	-30%	6.6
Central	A82 Glencoe East -South	111	177	66	59%	5.5
Central	A83 Ardrishaig -North	115	267	152	133%	11.0
Central	A83 Ardrishaig -South	136	331	195	143%	12.7
Central	M9 Jct 7 to 8 (WB) -West	3,545	3,355	-190	-5%	3.2
Central	M9 Jct 8 to 7 (EB) -East	3,258	2,571	-687	-21%	12.7
Central	A823(M) North of Rosyth -West	1,040	973	-67	-6%	2.1
Central	A823M 126E 0.5 Miles W Of J2 Masterton -East	1,068	1,148	80	7%	2.4
Central	A876 Kincardine to B9037 -East	214	160	-54	-25%	3.9
Central	A876 Kincardine to B9037 -West	161	201	40	25%	3.0
Central	A92 Ladybank (WiM) -North	329	381	52	16%	2.8
Central	A92 Ladybank (WiM) -South	567	534	-33	-6%	1.4
Central	A92 South of B969 (Balfarg Jct) -North	1,021	1,166	145	14%	4.4
Central	A92 South of B969 (Balfarg Jct) -South	910	1,310	400	44%	12.0
Central	A977 Kincardine -North	189	114	-75	-40%	6.1
Central	A977 Kincardine -South	254	79	-175	-69%	13.5
Central	A977 North of A876 -North	1,337	1,129	-208	-16%	5.9
Central	A977 North of A876 -South	1,015	961	-54	-5%	1.7
Central	M90 1318N N Of J1 Admiralty -North	2,526	2,982	456	18%	8.7
Central	M90 1318NI J1 Admiralty On Slip -North	521	759	238	46%	9.4
Central	M90 1318S N Of J1 Admiralty -South	2,120	2,827	707	33%	14.2
Central	M90 1331SO J1 Admiralty Off Slip -South	499	539	40	8%	1.8
Central	A85 Gilmerton -East	183	241	58	32%	4.0
Central	A85 Gilmerton -West	241	332	91	38%	5.4
Central	A85 W of Crieff -North	140	43	-97	-69%	10.2
Central	A85 W of Crieff -South	141	30	-111	-79%	12.0
Central	A85 West of Comrie -East	87	43	-44	-50%	5.4
Central	A85 West of Comrie -West	83	29	-54	-65%	7.2



Table Q.18: PM Peak Hour Link Count Validation, Central Scotland (Cont.)

Area		Total	Total			
Definition	Road	PCU	PCU			
		Count	Flow	Diff	% Diff	GEH
Central	A9 - Southwest of Auchterarder -North	1,066	1,090	24	2%	0.7
Central	A9 - Southwest of Auchterarder -South	1,374	1,312	-62	-5%	1.7
Central	A9 Blackford Bypass -North	1,054	1,069	15	1%	0.5
Central	A9 Blackford Bypass -South	1,529	1,265	-264	-17%	7.1
Central	A9 N of A924/B8019 -North	327	293	-34	-11%	2.0
Central	A9 N of A924/B8019 -South	512	423	-89	-17%	4.1
Central	A90 Kinfauns - NE of B958/Glencarse -East	1,543	1,649	106	7%	2.7
Central	A90 Kinfauns - NE of B958/Glencarse -West	1,894	1,921	27	1%	0.6
Central	M90 - Southern Arm 1 Mile from Junction with A9 -North	1,307	1,398	91	7%	2.5
Central	M90 - Southern Arm 1 Mile from Junction with A9 -South	1,534	1,537	3	0%	0.1
Central	M90 S of A912 - at Glenfarg (N of Junc 8) -North	1,140	1,274	134	12%	3.9
Central	M90 S of A912 - at Glenfarg (N of Junc 8) -South	1,581	1,633	52	3%	1.3
Central	A82 Glencoe East -North	80	118	38	47%	3.8
Central	A84 at Ochertyre Road [16210 A84T 08] -North	470	360	-110	-23%	5.4
Central	A84 at Ochertyre Road [16210 A84T 08] -South	335	278	-57	-17%	3.2
Central	A84(T) Leitters Farm [16225 A84T 76] -North	130	66	-64	-49%	6.5
Central	A84(T) Leitters Farm [16225 A84T 76] -South	163	79	-84	-52%	7.7
Central	A85(T) Glendochart [16302 A85T 29] -East	115	129	14	12%	1.2
Central	A85(T) Glendochart [16302 A85T 29] -West	76	97	21	28%	2.3
Central	A85(T) Glenogle Farm [16301 A85T 07] -North	103	93	-10	-10%	1.1
Central	A85(T) Glenogle Farm [16301 A85T 07] -South	145	120	-25	-17%	2.1
Central	M9 South of Keir Roundabout -North	1,599	1,585	-14	-1%	0.4
Central	M9 South of Keir Roundabout -South	1,837	1,462	-375	-20%	9.2



R VALIDATION FLOW BAND COMPARISON*Table R.1 : Validation Flow Band Comparison, AM Peak*

Flow Band Criteria	total	pass	fail	%pass
15% 700-2700	64	52	12	81.3%
within 100 veh <700	147	128	19	87.1%
within 400 Veh >2700	26	20	6	76.9%

Table R.2 : Validation Flow Band Comparison, Inter Peak

Flow Band Criteria	total	pass	fail	%pass
15% 700-2700	67	55	12	82.1%
within 100 veh <700	164	164	0	100.0%
within 400 Veh >2700	6	5	1	83.3%

Table R.3 : Validation Flow Band Comparison, PM Peak

Flow Band Criteria	total	pass	fail	%pass
15% 700-2700	62	47	15	75.8%
within 100 veh <700	147	114	33	77.6%
within 400 Veh >2700	28	22	6	78.6%





S PERTH TO INVERNESS AND INVERNESS TO ABERDEEN VALIDATION COMPARISONS

Table S.1 : Perth to Inverness and Inverness to Aberdeen Validation Comparisons, AM Peak

LA Definition	Road	All Vehicle	All Vehicle	Diff	% Diff	GEH
		Observed	Modelled			
		PCU	PCU			
Aberdeenshire	A96 Inverurie Bypass (South) -North	937	949	12	1%	0.39
Aberdeenshire	A96 Inverurie Bypass (South) -South	1,831	1,916	85	5%	1.97
Aberdeenshire	A96 South of Keith -North	230	270	40	17%	2.54
Aberdeenshire	A96 South of Keith -South	395	421	26	7%	1.28
Highland	A9 Daviot (B851) to Inshes (B9006) -North	603	484	-119	-20%	5.12
Highland	A9 Daviot (B851) to Inshes (B9006) -South	418	388	-30	-7%	1.49
Highland	A96 Aulderm Bypass -East	401	498	97	24%	4.55
Highland	A96 Aulderm Bypass -West	482	529	47	10%	2.09
Highland	A96 DELNIES JCT - NAIRN -East	473	592	119	25%	5.16
Highland	A96 DELNIES JCT - NAIRN -West	731	662	-69	-9%	2.61
Moray	A96 Brodie (WiM) -East	496	498	2	0%	0.10
Moray	A96 Brodie (WiM) -West	524	562	38	7%	1.65
Moray	A96 Mosstodloch Bypass Middle -East	669	549	-120	-18%	4.86
Moray	A96 Mosstodloch Bypass Middle -West	798	631	-167	-21%	6.25
Perth and Kinross	A9 Dalnaspidal -North	345	336	-9	-3%	0.49
Perth and Kinross	A9 Dalnaspidal -South	257	239	-18	-7%	1.17
Perth and Kinross	A9 N of A924/B8019 -North	399	335	-64	-16%	3.35
Perth and Kinross	A9 N of A924/B8019 -South	239	234	-5	-2%	0.35

Table S.2 : Perth to Inverness and Inverness to Aberdeen Validation Comparisons, Inter Peak

LA Definition	Road	All Vehicle	All Vehicle	Diff	% Diff	GEH
		Observed	Modelled			
		PCU	PCU			
Aberdeenshire	A96 Inverurie Bypass (South) -North	1,034	910	-124	-12%	3.98
Aberdeenshire	A96 Inverurie Bypass (South) -South	920	953	33	4%	1.06
Aberdeenshire	A96 South of Keith -North	259	290	31	12%	1.85
Aberdeenshire	A96 South of Keith -South	238	267	29	12%	1.84
Highland	A9 Daviot (B851) to Inshes (B9006) -North	438	373	-65	-15%	3.21
Highland	A9 Daviot (B851) to Inshes (B9006) -South	439	404	-35	-8%	1.69
Highland	A96 Aulderm Bypass -East	339	379	40	12%	2.13
Highland	A96 Aulderm Bypass -West	353	435	82	23%	4.15
Highland	A96 DELNIES JCT - NAIRN -East	432	499	67	16%	3.12
Highland	A96 DELNIES JCT - NAIRN -West	453	499	46	10%	2.11
Moray	A96 Brodie (WiM) -East	399	379	-20	-5%	0.99
Moray	A96 Brodie (WiM) -West	401	456	55	14%	2.67
Moray	A96 Mosstodloch Bypass Middle -East	598	482	-116	-19%	4.97
Moray	A96 Mosstodloch Bypass Middle -West	615	504	-111	-18%	4.71
Perth and Kinross	A9 Dalnaspidal -North	319	325	6	2%	0.32
Perth and Kinross	A9 Dalnaspidal -South	424	416	-8	-2%	0.39
Perth and Kinross	A9 N of A924/B8019 -North	363	322	-41	-11%	2.23
Perth and Kinross	A9 N of A924/B8019 -South	445	410	-35	-8%	1.67



Table S.3 : Perth to Inverness and Inverness to Aberdeen Validation Comparisons, PM Peak

LA Definition	Road	All Vehicle	All Vehicle	Diff	% Diff	GEH
		Observed PCU	Modelled PCU			
Aberdeenshire	A96 Inverurie Bypass (South) -North	1,919	1,988	69	4%	1.57
Aberdeenshire	A96 Inverurie Bypass (South) -South	963	1,084	121	13%	3.80
Aberdeenshire	A96 South of Keith -North	466	448	-18	-4%	0.85
Aberdeenshire	A96 South of Keith -South	258	269	11	4%	0.69
Highland	A9 Daviot (B851) to Inshes (B9006) -North	485	449	-36	-7%	1.65
Highland	A9 Daviot (B851) to Inshes (B9006) -South	511	501	-10	-2%	0.42
Highland	A96 Aulderm Bypass -East	444	511	67	15%	3.04
Highland	A96 Aulderm Bypass -West	446	534	88	20%	3.97
Highland	A96 DELNIES JCT - NAIRN -East	673	659	-14	-2%	0.55
Highland	A96 DELNIES JCT - NAIRN -West	525	545	20	4%	0.85
Moray	A96 Brodie (WIM) -East	539	511	-28	-5%	1.22
Moray	A96 Brodie (WIM) -West	520	554	34	7%	1.47
Moray	A96 Mosstodloch Bypass Middle -East	821	660	-161	-20%	5.91
Moray	A96 Mosstodloch Bypass Middle -West	717	623	-94	-13%	3.64
Perth and Kinross	A9 Dalnaspidal -North	325	294	-31	-10%	1.76
Perth and Kinross	A9 Dalnaspidal -South	431	428	-3	-1%	0.13
Perth and Kinross	A9 N of A924/B8019 -North	327	293	-34	-11%	1.96
Perth and Kinross	A9 N of A924/B8019 -South	512	423	-89	-17%	4.13



T INTER URBAN VALIDATION COMPARISONS

Table T.1 : Inter Urban Validation Comparisons, AM Peak

Inter Urban	Road	All Vehicle	All Vehicle	Diff	% Diff	GEH
		Observed PCU	Modelled PCU			
Glasgow-Edinburgh	M8 West of J5 -East	3,308	3,392	84	3%	1.46
Glasgow-Edinburgh	M8 West of J5 -West	2,561	3,124	563	22%	10.56
Glasgow-Edinburgh	M80 1473N M J5 Auchenkilns -North	3,087	3,116	29	1%	0.53
Glasgow-Edinburgh	M80 1473S M J5 Auchenkilns -South	3,690	3,564	-126	-3%	2.09
Edinburgh-Stirling	M9 Jct 7 to 8 (WB) -West	3,289	2,573	-716	-22%	13.23
Edinburgh-Stirling	M9 Jct 8 to 7 (EB) -East	3,599	3,154	-445	-12%	7.66
Edinburgh-Perth	M90 S of A912 - at Glenfarg (N of Junc 8) -North	1,678	1,723	45	3%	1.10
Edinburgh-Perth	M90 S of A912 - at Glenfarg (N of Junc 8) -South	997	1,110	113	11%	3.48
Stirling-Perth	M9 South of Keir Roundabout -North	1,721	1,460	-261	-15%	6.54
Stirling-Perth	M9 South of Keir Roundabout -South	1,481	1,643	162	11%	4.09
Perth-Dundee	A90 Kinfauns - NE of B958/Glencarse -East	2,014	2,096	82	4%	1.81
Perth-Dundee	A90 Kinfauns - NE of B958/Glencarse -West	1,581	1,549	-32	-2%	0.81
Dundee-Aberdeen	A90 St Anns - S of A935 (Little Chef) -North	1,406	1,401	-5	0%	0.14
Dundee-Aberdeen	A90 St Anns - S of A935 (Little Chef) -South	741	894	153	21%	5.37
Perth-Inverness	A9 Dalnaspidal -North	345	336	-9	-3%	0.49
Perth-Inverness	A9 Dalnaspidal -South	257	239	-18	-7%	1.17
Inverness-Aberdeen	A96 South of Keith -North	230	270	40	17%	2.54
Inverness-Aberdeen	A96 South of Keith -South	395	421	26	7%	1.28

Table T.2 : Inter Urban Validation Comparisons, Inter Peak

LA Definition	Road	All Vehicle	All Vehicle	Diff	% Diff	GEH
		Observed PCU	Modelled PCU			
Glasgow-Edinburgh	M8 West of J5 -East	1,904	2,285	381	20%	8.34
Glasgow-Edinburgh	M8 West of J5 -West	2,086	2,262	176	8%	3.77
Glasgow-Edinburgh	M80 1473N M J5 Auchenkilns -North	2,024	2,078	54	3%	1.20
Glasgow-Edinburgh	M80 1473S M J5 Auchenkilns -South	2,343	2,490	147	6%	2.99
Edinburgh-Stirling	M9 Jct 7 to 8 (WB) -West	1,847	1,617	-230	-12%	5.52
Edinburgh-Stirling	M9 Jct 8 to 7 (EB) -East	1,836	1,550	-286	-16%	6.96
Edinburgh-Perth	M90 S of A912 - at Glenfarg (N of Junc 8) -North	905	1,150	245	27%	7.65
Edinburgh-Perth	M90 S of A912 - at Glenfarg (N of Junc 8) -South	996	1,205	209	21%	6.30
Stirling-Perth	M9 South of Keir Roundabout -North	1,142	1,064	-78	-7%	2.34
Stirling-Perth	M9 South of Keir Roundabout -South	1,345	1,219	-126	-9%	3.51
Perth-Dundee	A90 Kinfauns - NE of B958/Glencarse -East	1,157	1,290	133	12%	3.81
Perth-Dundee	A90 Kinfauns - NE of B958/Glencarse -West	1,353	1,444	91	7%	2.44
Dundee-Aberdeen	A90 St Anns - S of A935 (Little Chef) -North	720	772	52	7%	1.92
Dundee-Aberdeen	A90 St Anns - S of A935 (Little Chef) -South	969	991	22	2%	0.72
Perth-Inverness	A9 Dalnaspidal -North	319	325	6	2%	0.32
Perth-Inverness	A9 Dalnaspidal -South	424	416	-8	-2%	0.39
Inverness-Aberdeen	A96 South of Keith -North	259	290	31	12%	1.85
Inverness-Aberdeen	A96 South of Keith -South	238	267	29	12%	1.84



Table T.3 : Inter Urban Validation Comparisons, PM Peak

LA Definition	Road	All Vehicle	All Vehicle	Diff	% Diff	GEH
		Observed PCU	Modelled PCU			
Glasgow-Edinburgh	M8 West of J5 -East	2,414	3,052	638	26%	12.21
Glasgow-Edinburgh	M8 West of J5 -West	3,276	3,321	45	1%	0.78
Glasgow-Edinburgh	M80 1473N M J5 Auchenkilns -North	3,213	2,957	-256	-8%	4.60
Glasgow-Edinburgh	M80 1473S M J5 Auchenkilns -South	3,757	3,368	-389	-10%	6.53
Edinburgh-Stirling	M9 Jct 7 to 8 (WB) -West	3,545	3,355	-190	-5%	3.24
Edinburgh-Stirling	M9 Jct 8 to 7 (EB) -East	3,258	2,571	-687	-21%	12.72
Edinburgh-Perth	M90 S of A912 - at Glenfarg (N of Junc 8) -North	1,140	1,274	134	12%	3.87
Edinburgh-Perth	M90 S of A912 - at Glenfarg (N of Junc 8) -South	1,581	1,633	52	3%	1.29
Stirling-Perth	M9 South of Keir Roundabout -North	1,599	1,585	-14	-1%	0.35
Stirling-Perth	M9 South of Keir Roundabout -South	1,837	1,462	-375	-20%	9.24
Perth-Dundee	A90 Kinfauns - NE of B958/Glencarse -East	1,543	1,649	106	7%	2.66
Perth-Dundee	A90 Kinfauns - NE of B958/Glencarse -West	1,894	1,921	27	1%	0.62
Dundee-Aberdeen	A90 St Anns - S of A935 (Little Chef) -North	746	969	223	30%	7.62
Dundee-Aberdeen	A90 St Anns - S of A935 (Little Chef) -South	1,455	1,386	-69	-5%	1.84
Perth-Inverness	A9 Dalnaspidal -North	325	294	-31	-10%	1.76
Perth-Inverness	A9 Dalnaspidal -South	431	428	-3	-1%	0.13
Inverness-Aberdeen	A96 South of Keith -North	466	448	-18	-4%	0.85
Inverness-Aberdeen	A96 South of Keith -South	258	269	11	4%	0.69



U GOODS VEHICLE (GV) VALIDATION

Table U.1: AM Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV		% Diff	GEH
		Observed PCU	Assigned PCU	Diff		
Aberdeenshire	A920 Huntly (Core 899) -East	30	22	-8	-27%	1.61
Aberdeenshire	A920 Huntly (Core 899) -West	40	24	-17	-41%	2.93
Aberdeenshire	A947 Fyvie -North	46	49	3	6%	0.41
Aberdeenshire	A947 Fyvie -South	58	58	1	1%	0.08
Aberdeenshire	A96 Inverurie Bypass (South) -North	173	276	103	60%	6.88
Aberdeenshire	A96 Inverurie Bypass (South) -South	338	382	44	13%	2.30
Aberdeenshire	A96 South of Keith -North	42	89	46	109%	5.72
Aberdeenshire	A96 South of Keith -South	73	112	39	54%	4.09
Aberdeenshire	A98 Percyhorner -East	15	4	-12	-75%	3.73
Aberdeenshire	A98 Percyhorner -West	17	5	-11	-69%	3.47
Angus	A90 Powrie - N of Duntrune Road (Dundee) -North	476	560	84	18%	3.70
Angus	A90 Powrie - N of Duntrune Road (Dundee) -South	267	420	153	57%	8.27
Angus	A90 St Anns - S of A935 (Little Chef) -North	468	525	57	12%	2.58
Angus	A90 St Anns - S of A935 (Little Chef) -South	246	278	31	13%	1.93
Argyll and Bute	A 83-128M E OF ROUNDABOUT -East	48	45	-3	-5%	0.38
Argyll and Bute	A 83-128M E OF ROUNDABOUT -West	84	21	-63	-75%	8.69
Argyll and Bute	A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O -East	27	69	43	160%	6.15
Argyll and Bute	A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O -West	34	44	10	29%	1.59
Argyll and Bute	A 83-S OF HOTEL-1.6KM S OF A819 -North	26	54	28	110%	4.47
Argyll and Bute	A 83-S OF HOTEL-1.6KM S OF A819 -South	28	35	7	26%	1.30
Argyll and Bute	A 85-DUNBEG-2.5KM W OF A828 -East	77	25	-51	-67%	7.21
Argyll and Bute	A 85-DUNBEG-2.5KM W OF A828 -West	70	36	-34	-48%	4.62
Argyll and Bute	A 82 North of Tarbet -North	32	61	29	89%	4.20
Argyll and Bute	A 82 North of Tarbet -South	15	59	44	301%	7.27
Argyll and Bute	A814 Ardgare -North	22	7	-15	-66%	3.82
Argyll and Bute	A814 Ardgare -South	12	6	-7	-52%	2.14
Argyll and Bute	A82 ARNBURN FARM LOCH LOMOND -North	81	98	17	20%	1.76
Argyll and Bute	A82 ARNBURN FARM LOCH LOMOND -South	41	121	80	195%	8.88
Argyll and Bute	A82 Glencoe East -South	12	58	47	397%	7.87
Argyll and Bute	A83 200m S of West Tarbert -North	23	1	-23	-97%	6.57
Argyll and Bute	A83 200m S of West Tarbert -South	21	16	-5	-23%	1.09
Argyll and Bute	A83 Ardrishaig -North	29	45	16	54%	2.59
Argyll and Bute	A83 Ardrishaig -South	42	26	-16	-39%	2.82
Dumfries and Galloway	A701 St Anns -North	58	59	1	2%	0.15
Dumfries and Galloway	A701 St Anns -South	79	152	73	93%	6.82
Dumfries and Galloway	A75 at Dervaird- NE of Glenluce -East	58	52	-7	-12%	0.93
Dumfries and Galloway	A75 at Dervaird- NE of Glenluce -West	72	49	-24	-33%	3.07
Dumfries and Galloway	A75 Castle Douglas (WiM) -East	171	48	-123	-72%	11.70
Dumfries and Galloway	A75 Castle Douglas (WiM) -West	231	5	-226	-98%	20.74
Dumfries and Galloway	A75 Dumfries Bypass- northwest of A780 (east) -East	177	156	-21	-12%	1.64
Dumfries and Galloway	A75 Dumfries Bypass- northwest of A780 (east) -West	165	149	-17	-10%	1.33
Dumfries and Galloway	A75 Gatehouse of Fleet Bypass-between C9S and B796 -North	74	43	-30	-41%	3.95
Dumfries and Galloway	A75 Gatehouse of Fleet Bypass-between C9S and B796 -South	83	54	-28	-34%	3.42
Dumfries and Galloway	A75 Glenluce Bypass -East	70	52	-18	-26%	2.32
Dumfries and Galloway	A75 Glenluce Bypass -West	86	49	-37	-43%	4.55
Dumfries and Galloway	A75 Kinmount East Lodge -East	180	207	27	15%	1.98
Dumfries and Galloway	A75 Kinmount East Lodge -West	209	236	27	13%	1.78
Dumfries and Galloway	A75 Knockbrex by Newton Stewart -East	103	52	-52	-50%	5.87



Table U.2: AM Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Dumfries and Galloway	A75 Knockbex by Newton Stewart -West	119	49	-71	-59%	7.71
Dumfries and Galloway	A76 Between Carronbridge and Enterkinfoot -North	44	57	12	28%	1.75
Dumfries and Galloway	A76 Between Carronbridge and Enterkinfoot -South	64	50	-14	-22%	1.88
Dumfries and Galloway	A76 Northwest of Auldgirith -North	100	105	5	5%	0.51
Dumfries and Galloway	A76 Northwest of Auldgirith -South	141	131	-10	-7%	0.86
Dumfries and Galloway	A77 Cairnryan -North	57	58	1	2%	0.12
Dumfries and Galloway	A77 Cairnryan -South	48	23	-25	-53%	4.26
Dumfries and Galloway	M6 DBFO B722 E'field to B6357 Kirk Flem - 660 NB -North	475	400	-76	-16%	3.61
Dumfries and Galloway	M6 DBFO B722 E'field to B6357 Kirk Flem - 660 SB -South	428	304	-124	-29%	6.46
Dumfries and Galloway	M6 DBFO N of J17 - 660 NB -North	432	421	-11	-3%	0.54
Dumfries and Galloway	M6 DBFO N of J17 - 660 SB -South	406	286	-120	-30%	6.44
East Ayrshire	A76 Bowhouse Roundabout - NEW SITE -North	127	201	75	59%	5.83
East Ayrshire	A76 Bowhouse Roundabout - NEW SITE -South	91	188	98	108%	8.27
East Ayrshire	A76 Crosshands- 40m SE of B744- between B743 and B744 -North	95	202	107	113%	8.79
East Ayrshire	A76 Crosshands- 40m SE of B744- between B743 and B744 -South	142	153	11	8%	0.93
East Ayrshire	A76 Little Heateth-1.5Km SE of B713-betw B7083 (N)&B713 -North	110	156	46	42%	3.97
East Ayrshire	A76 Little Heateth-1.5Km SE of B713-betw B7083 (N)&B713 -South	95	87	-7	-8%	0.75
East Ayrshire	A76 Polshill Bridge- 4Km east of B741 -North	21	48	27	126%	4.54
East Ayrshire	A76 Polshill Bridge- 4Km east of B741 -South	24	63	39	159%	5.86
East Ayrshire	A77 Raithburn (North of A719) -North	45	67	23	51%	3.05
East Ayrshire	A77 Raithburn (North of A719) -South	26	133	107	418%	12.03
East Dunbartonshire	S70027003A 803-GLASGOW BR.1KM E OF A807 -East	124	109	-14	-12%	1.33
East Dunbartonshire	S70027003A 803-GLASGOW BR.1KM E OF A807 -West	146	143	-2	-2%	0.20
East Lothian	A1 River Esk -North	226	316	90	40%	5.45
East Lothian	A1 River Esk -South	203	311	108	53%	6.73
East Renfrewshire	M77 1618N Between Maidenhill junction and Kingswell jun -North	391	482	91	23%	4.36
East Renfrewshire	M77 1618S Between Maidenhill junction and Kingswell jun -South	420	656	236	56%	10.19
Edinburgh, City of	A720 1202E M 1/4 mile E Dreghorn -East	1164	1172	9	1%	0.25
Edinburgh, City of	A720 1202W M 1/4 mile E Dreghorn -West	679	654	-25	-4%	0.97
Edinburgh, City of	A720 1828E M 1/4 mile N Calder Junct -East	177	259	82	46%	5.54
Edinburgh, City of	A720 1828W M 1/4 mile N Calder Junct -West	141	158	17	12%	1.42
Edinburgh, City of	A720 528E M 1/4 mile W Gilmerton -East	661	734	72	11%	2.74
Edinburgh, City of	A720 528W M 1/4 mile W Gilmerton -West	428	436	8	2%	0.38
Edinburgh, City of	A720 Dreghorn East (WiM) -East	1238	1158	-80	-6%	2.31
Edinburgh, City of	A720 Westbound On-slip	128	25	-103	-81%	11.79
Edinburgh, City of	M90 260S 1 mile N Of J1a -South	575	418	-158	-27%	7.07
Edinburgh, City of	M90 263N 1 mile S Of Scotstoun -North	698	214	-484	-69%	22.67
Edinburgh, City of	Northbound A772 Gilmerton Road	119	77	-42	-35%	4.23
Falkirk	M80 W of J6a Castlecary -South	883	872	-11	-1%	0.36
Falkirk	M9 Jct 7 to 8 (WB) -West	475	505	30	6%	1.36
Falkirk	M9 Jct 8 to 7 (EB) -East	537	644	106	20%	4.38
Fife	A823(M) North of Rosyth -West	262	240	-22	-8%	1.41
Fife	A823M 126E 0.5 Miles W Of J2 Masterton -East	142	218	77	54%	5.71
Fife	A876 Kincardine to B9037 -East	36	11	-24	-68%	4.96
Fife	A876 Kincardine to B9037 -West	35	15	-20	-58%	4.06
Fife	A92 Ladybank (WiM) -North	184	115	-69	-38%	5.67
Fife	A92 Ladybank (WiM) -South	117	85	-33	-28%	3.25



Table U.3: AM Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Fife	A92 South of B969 (Balfarg Jct) -North	243	303	60	25%	3.65
Fife	A92 South of B969 (Balfarg Jct) -South	188	249	61	32%	4.12
Fife	A977 Kincardine -North	28	35	7	23%	1.17
Fife	A977 Kincardine -South	28	28	0	-1%	0.03
Fife	A977 North of A876 -North	288	177	-111	-38%	7.26
Fife	A977 North of A876 -South	219	251	32	15%	2.08
Fife	M90 1318N N Of J1 Admiralty -North	524	900	375	72%	14.06
Fife	M90 1318NI J1 Admiralty On Slip -North	159	74	-85	-53%	7.87
Fife	M90 1318S N Of J1 Admiralty -South	666	647	-19	-3%	0.74
Fife	M90 1331SO J1 Admiralty Off Slip -South	121	111	-10	-8%	0.95
Glasgow City	M73 1323S M 1/2 mile N J2 S b'nd -South	676	363	-313	-46%	13.75
Glasgow City	M73 1370S M 1 mile N J2 S b'nd -South	696	363	-333	-48%	14.49
Glasgow City	M74 1676S M 1/2 mile E J2 S b'nd -South	719	854	135	19%	4.82
Glasgow City	M74 1729N M At 14940 -North	1263	890	-373	-30%	11.37
Glasgow City	M77 293N M 1/2 mile S J1 Dumbreck -North	776	909	134	17%	4.60
Glasgow City	M77 293S M 1 mile S J1 Dumbreck -South	725	797	72	10%	2.62
Glasgow City	M77 553N M At 07900 -North	449	772	323	72%	13.07
Glasgow City	M77 553S M At 07100 -South	705	647	-58	-8%	2.23
Glasgow City	M8 6492W M 1/2 mile E J11 W b'nd -West	853	741	-112	-13%	3.96
Glasgow City	M8 6542W M 1/4 mile E J11 W b'nd -West	628	741	113	18%	4.32
Glasgow City	M80 0208N M 1/2 mile W J2 Robroyston -North	344	569	225	65%	10.54
Glasgow City	M80 0209S M At 05970 -South	454	329	-126	-28%	6.35
Highland	A82 Fort Augustus to Invermoriston -North	31	78	47	155%	6.44
Highland	A82 Fort Augustus to Invermoriston -South	39	57	18	46%	2.57
Highland	A835 Contin to Garve (A832) -North	60	132	72	120%	7.37
Highland	A835 Contin to Garve (A832) -South	41	74	34	83%	4.43
Highland	A835 Tore to Leanig (B9169) -East	183	293	111	61%	7.17
Highland	A835 Tore to Leanig (B9169) -West	184	115	-68	-37%	5.60
Highland	A86 Spean Bridge to Roy Bridge -East	17	9	-8	-49%	2.34
Highland	A86 Spean Bridge to Roy Bridge -West	16	6	-10	-64%	3.14
Highland	A87 - Bunloyne to Glensheil -East	19	11	-8	-43%	2.11
Highland	A87 - Bunloyne to Glensheil -West	17	25	8	47%	1.75
Highland	A87 Kyle of Lochalsh to Skye Bridge Toll Booths -East	66	24	-41	-63%	6.17
Highland	A87 Kyle of Lochalsh to Skye Bridge Toll Booths -West	55	32	-23	-42%	3.47
Highland	A9 A836 Junction to Scrabster Harbour -North	43	0	-43	-100%	9.22
Highland	A9 A836 Junction to Scrabster Harbour -South	51	0	-51	-100%	10.07
Highland	A9 Brora to Helmsdale -North	43	35	-9	-20%	1.41
Highland	A9 Brora to Helmsdale -South	38	31	-7	-19%	1.20
Highland	A9 Daviot (B851) to Inshes (B9006) -North	237	191	-46	-20%	3.17
Highland	A9 Daviot (B851) to Inshes (B9006) -South	164	162	-2	-1%	0.15
Highland	A9 Dornoch Bridge -North	106	45	-60	-57%	6.96
Highland	A9 Dornoch Bridge -South	94	42	-52	-55%	6.31
Highland	A9 North of Tore Roundabout -North	179	226	47	26%	3.30
Highland	A9 North of Tore Roundabout -South	212	126	-86	-40%	6.60
Highland	A9 Poles to The Mound (B9174 to A839) -North	71	45	-26	-37%	3.40



Table U.4: AM Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Highland	A9 Poles to The Mound (B9174 to A839) -South	76	42	-34	-45%	4.49
Highland	A95 Boat of Garten (WiM) -North	84	54	-31	-36%	3.68
Highland	A95 Boat of Garten (WiM) -South	71	29	-42	-60%	5.98
Highland	A96 Auldern Bypass -East	158	180	22	14%	1.69
Highland	A96 Auldern Bypass -West	189	154	-35	-19%	2.71
Highland	A96 DELNIES JCT - NAIRN -East	186	212	26	14%	1.86
Highland	A96 DELNIES JCT - NAIRN -West	287	180	-107	-37%	6.98
Inverclyde	A78 Greenock; Inverkip Road -North	92	27	-65	-71%	8.44
Inverclyde	A78 Greenock; Inverkip Road -South	98	48	-50	-51%	5.81
Midlothian	A702 Between A766 and Carlops -South	58	63	5	9%	0.65
Midlothian	Eastbound A772 Gilmerton Road	178	81	-97	-55%	8.56
Midlothian	Westbound A772 Gilmerton Road	215	102	-113	-53%	8.98
Moray	A96 Brodie (WiM) -East	208	180	-28	-14%	2.04
Moray	A96 Brodie (WiM) -West	185	168	-17	-9%	1.31
Moray	A96 Mosstodloch Bypass Middle -East	163	159	-3	-2%	0.27
Moray	A96 Mosstodloch Bypass Middle -West	194	151	-43	-22%	3.26
North Ayrshire	A736 South of Burnhouse -South	47	172	126	270%	12.02
North Lanarkshire	M73 J1 Eastbound ramp -South	391	211	-180	-46%	10.37
North Lanarkshire	M73 J1 Glasgow bound ramp -South	584	322	-262	-45%	12.30
North Lanarkshire	M74 Raith (J5) to Motherwell (J6) (SB) -South	639	683	44	7%	1.72
North Lanarkshire	M8 West of J5 -East	681	946	265	39%	9.28
North Lanarkshire	M8 West of J5 -West	474	837	363	77%	14.18
North Lanarkshire	M80 1473N M J5 Auchenkilns -North	1085	958	-127	-12%	3.99
North Lanarkshire	M80 1473S M J5 Auchenkilns -South	1075	761	-313	-29%	10.35
North Lanarkshire	M80 W of J4 Mollinsburn -North	523	529	6	1%	0.26
North Lanarkshire	M80 W of J4 Mollinsburn -South	493	354	-139	-28%	6.78
North Lanarkshire	M80 W of J6a Castlecary -North	1363	1149	-215	-16%	6.06
Perth and Kinross	A85 Gilmerton -East	21	25	4	19%	0.83
Perth and Kinross	A85 Gilmerton -West	23	44	22	95%	3.72
Perth and Kinross	A85 W of Crieff -North	39	6	-34	-86%	7.15
Perth and Kinross	A85 W of Crieff -South	37	9	-28	-75%	5.83
Perth and Kinross	A85 West of Comrie -East	17	6	-11	-66%	3.31
Perth and Kinross	A85 West of Comrie -West	25	9	-15	-63%	3.76
Perth and Kinross	A9 - Southwest of Auchterarder -North	326	464	138	43%	6.97
Perth and Kinross	A9 - Southwest of Auchterarder -South	187	267	80	43%	5.31
Perth and Kinross	A9 Blackford Bypass -North	435	458	23	5%	1.07
Perth and Kinross	A9 Blackford Bypass -South	284	258	-27	-9%	1.62
Perth and Kinross	A9 Dalnaspidal -North	175	160	-15	-9%	1.16
Perth and Kinross	A9 Dalnaspidal -South	114	99	-15	-13%	1.42
Perth and Kinross	A9 N of A924/B8019 -North	115	160	45	39%	3.84
Perth and Kinross	A9 N of A924/B8019 -South	69	99	30	43%	3.27
Perth and Kinross	A90 Kinfauns - NE of B958/Glencarse -East	581	656	75	13%	3.02
Perth and Kinross	A90 Kinfauns - NE of B958/Glencarse -West	456	416	-40	-9%	1.92
Perth and Kinross	M90 - Southern Arm 1 Mile from Junction with A9 -North	339	339	0	0%	0.01
Perth and Kinross	M90 - Southern Arm 1 Mile from Junction with A9 -South	416	361	-55	-13%	2.80
Perth and Kinross	M90 S of A912 - at Glenfarg (N of Junc 8) -North	484	522	37	8%	1.66
Perth and Kinross	M90 S of A912 - at Glenfarg (N of Junc 8) -South	288	270	-17	-6%	1.04
Renfrewshire	A737 between A761 and B789- Johnstone Bypass -North	371	257	-113	-31%	6.40



Table U.5: AM Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Renfrewshire	A737 between A761 and B789- Johnstone Bypass -South	371	715	344	93%	14.75
Scottish Borders	A68 Lauder North -North	159	82	-77	-49%	7.03
Scottish Borders	A68 Lauder North -South	114	53	-62	-54%	6.76
Scottish Borders	A68 Sorrowlessfield -North	163	89	-74	-46%	6.62
Scottish Borders	A68 Sorrowlessfield -South	194	86	-108	-56%	9.13
Scottish Borders	A68 Sth of Newton St Boswells -North	250	112	-138	-55%	10.25
Scottish Borders	A68 Sth of Newton St Boswells -South	148	90	-58	-39%	5.35
Scottish Borders	A7 - South of Selkirk -North	139	77	-62	-44%	5.94
Scottish Borders	A7 - South of Selkirk -South	86	56	-30	-35%	3.52
Scottish Borders	A7 Netherbarns -North	184	39	-145	-79%	13.73
Scottish Borders	A7 Netherbarns -South	120	47	-73	-61%	8.02
Scottish Borders	A702 Between A766 and Carlops -North	99	157	58	58%	5.12
South Ayrshire	A77 Adamton House- between A719 and A78 -North	149	331	181	121%	11.70
South Ayrshire	A77 Adamton House- between A719 and A78 -South	176	363	187	106%	11.39
South Ayrshire	A77 Crossraguel Abbey- southwest of Maybole -North	49	153	104	215%	10.40
South Ayrshire	A77 Crossraguel Abbey- southwest of Maybole -South	63	146	83	133%	8.16
South Ayrshire	A77 Glendoune St - Girvan -North	9	89	80	866%	11.38
South Ayrshire	A77 Glendoune St - Girvan -South	37	78	40	107%	5.29
South Ayrshire	A77 Maybole- Cassillis Road- 100m S of Kirkland Street -North	109	160	51	47%	4.40
South Ayrshire	A77 Maybole- Cassillis Road- 100m S of Kirkland Street -South	120	150	31	26%	2.66
South Ayrshire	A77 Minishant- 3.2 Km S of B7034- between B7045 & B7034 -North	99	147	48	48%	4.32
South Ayrshire	A77 Minishant- 3.2 Km S of B7034- between B7045 & B7034 -South	126	132	5	4%	0.47
South Lanarkshire	A702 Abington -North	82	132	50	62%	4.86
South Lanarkshire	A702 Abington -South	48	69	21	45%	2.81
South Lanarkshire	A702 South of Biggar (N of A72) -North	123	146	23	18%	1.95
South Lanarkshire	A702 South of Biggar (N of A72) -South	80	123	44	55%	4.33
South Lanarkshire	M6 DBFO S of J14 - ATCS NB -North	966	412	-554	-57%	21.12
South Lanarkshire	M6 DBFO S of J14 - ATCS SB -South	553	402	-151	-27%	6.91
South Lanarkshire	M74 Between Jct 10 and Jct 11 -North	1086	429	-657	-60%	23.85
South Lanarkshire	M74 Hamilton Services to Raith (J5) (NB) -North	1149	973	-176	-15%	5.41
South Lanarkshire	M74 Jct 7 SB Main Cway -South	560	395	-164	-29%	7.52
South Lanarkshire	M74 Jct 7 SB Off-Slip -South	89	82	-7	-8%	0.77
South Lanarkshire	M74 Jct 8 NB Main Cway -North	846	367	-480	-57%	19.47
South Lanarkshire	M74 Jct 8 NB On-Slip -North	125	87	-37	-30%	3.61
Stirling	A82 Glencoe East -North	13	62	49	387%	8.04
Stirling	A84 at Ochertyre Road [16210 A84T 08] -North	61	56	-4	-7%	0.57
Stirling	A84 at Ochertyre Road [16210 A84T 08] -South	72	18	-53	-74%	7.97
Stirling	A84(T) Leitters Farm [16225 A84T 76] -North	21	31	11	50%	2.06
Stirling	A84(T) Leitters Farm [16225 A84T 76] -South	16	16	0	-1%	0.04
Stirling	A85(T) Glendochart [16302 A85T 29] -East	9	28	19	211%	4.38
Stirling	A85(T) Glendochart [16302 A85T 29] -West	16	44	28	176%	5.11
Stirling	A85(T) Glenogle Farm [16301 A85T 07] -North	19	40	22	116%	3.99
Stirling	A85(T) Glenogle Farm [16301 A85T 07] -South	13	22	9	66%	2.07
Stirling	M9 South of Keir Roundabout -North	471	605	134	29%	5.79
Stirling	M9 South of Keir Roundabout -South	245	444	199	81%	10.72
West Dunbartonshire	A82 - South of Balloch Roundabout with A811 -North	141	121	-20	-14%	1.71
West Dunbartonshire	A82 - South of Balloch Roundabout with A811 -South	134	152	19	14%	1.57
West Lothian	M8 1.5 km west of Jct 2 EB -East	851	838	-13	-2%	0.45
West Lothian	M8 2.5 km west of Jct 2 EB -East	824	838	13	2%	0.46



Table U.6: Inter Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV		% Diff	GEH
		Observed PCU	Assigned PCU	Diff		
Aberdeenshire	A920 Huntly (Core 899) -East	31	5	-26	-84%	6.11
Aberdeenshire	A920 Huntly (Core 899) -West	35	5	-30	-87%	6.80
Aberdeenshire	A947 Fyvie -North	42	36	-6	-14%	0.92
Aberdeenshire	A947 Fyvie -South	48	34	-13	-28%	2.09
Aberdeenshire	A96 Inverurie Bypass (South) -North	233	233	0	0%	0.03
Aberdeenshire	A96 Inverurie Bypass (South) -South	208	228	20	10%	1.38
Aberdeenshire	A96 South of Keith -North	59	91	33	56%	3.80
Aberdeenshire	A96 South of Keith -South	54	81	27	51%	3.33
Aberdeenshire	A98 Percyhorner -East	12	0	-12	-99%	4.78
Aberdeenshire	A98 Percyhorner -West	13	0	-13	-100%	5.10
Angus	A90 Powrie - N of Duntrune Road (Dundee) -North	273	307	34	12%	2.00
Angus	A90 Powrie - N of Duntrune Road (Dundee) -South	388	393	5	1%	0.25
Angus	A90 St Anns - S of A935 (Little Chef) -North	280	267	-14	-5%	0.83
Angus	A90 St Anns - S of A935 (Little Chef) -South	377	368	-9	-2%	0.48
Argyll and Bute	A 83-128M E OF ROUNDABOUT -East	47	8	-39	-84%	7.51
Argyll and Bute	A 83-128M E OF ROUNDABOUT -West	52	5	-47	-90%	8.73
Argyll and Bute	A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O -East	33	30	-4	-11%	0.65
Argyll and Bute	A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O -West	30	18	-12	-40%	2.41
Argyll and Bute	A 83-S OF HOTEL-1.6KM S OF A819 -North	24	23	-1	-4%	0.18
Argyll and Bute	A 83-S OF HOTEL-1.6KM S OF A819 -South	20	6	-13	-68%	3.72
Argyll and Bute	A 85-DUNBEG-2.5KM W OF A828 -East	58	30	-28	-49%	4.27
Argyll and Bute	A 85-DUNBEG-2.5KM W OF A828 -West	62	26	-36	-58%	5.47
Argyll and Bute	A 82 North of Tarbet -North	25	45	20	80%	3.37
Argyll and Bute	A 82 North of Tarbet -South	28	55	27	94%	4.12
Argyll and Bute	A814 Ardgare -North	13	1	-12	-91%	4.49
Argyll and Bute	A814 Ardgare -South	14	1	-13	-90%	4.54
Argyll and Bute	A82 ARNBURN FARM LOCH LOMOND -North	71	51	-20	-28%	2.55
Argyll and Bute	A82 ARNBURN FARM LOCH LOMOND -South	64	72	8	13%	1.01
Argyll and Bute	A82 Glencoe East -South	21	52	30	143%	5.04
Argyll and Bute	A83 200m S of West Tarbert -North	18	5	-14	-75%	4.06
Argyll and Bute	A83 200m S of West Tarbert -South	16	0	-15	-97%	5.37
Argyll and Bute	A83 Ardrishaig -North	29	9	-19	-67%	4.38
Argyll and Bute	A83 Ardrishaig -South	24	4	-20	-82%	5.23
Dumfries and Galloway	A701 St Anns -North	51	55	4	9%	0.61
Dumfries and Galloway	A701 St Anns -South	50	58	8	15%	1.04
Dumfries and Galloway	A75 at Dervaird- NE of Glenluce -East	58	92	33	57%	3.84
Dumfries and Galloway	A75 at Dervaird- NE of Glenluce -West	58	99	41	70%	4.61
Dumfries and Galloway	A75 Castle Douglas (WiM) -East	150	15	-135	-90%	14.89
Dumfries and Galloway	A75 Castle Douglas (WiM) -West	138	19	-118	-86%	13.39
Dumfries and Galloway	A75 Dumfries Bypass- northwest of A780 (east) -East	153	120	-33	-22%	2.83
Dumfries and Galloway	A75 Dumfries Bypass- northwest of A780 (east) -West	147	124	-22	-15%	1.93
Dumfries and Galloway	A75 Gatehouse of Fleet Bypass-between C9S and B796 -North	67	45	-23	-33%	3.01
Dumfries and Galloway	A75 Gatehouse of Fleet Bypass-between C9S and B796 -South	80	69	-11	-13%	1.22
Dumfries and Galloway	A75 Glenluce Bypass -East	78	92	14	18%	1.51
Dumfries and Galloway	A75 Glenluce Bypass -West	79	100	21	26%	2.17
Dumfries and Galloway	A75 Kinmount East Lodge -East	153	190	37	24%	2.83
Dumfries and Galloway	A75 Kinmount East Lodge -West	153	202	48	32%	3.64
Dumfries and Galloway	A75 Knockbrex by Newton Stewart -East	106	92	-14	-14%	1.46



Table U.7: Inter Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Dumfries and Galloway	A75 Knockbex by Newton Stewart -West	107	98	-10	-9%	0.94
Dumfries and Galloway	A76 Between Carronbridge and Enterkinfoot -North	42	80	38	89%	4.82
Dumfries and Galloway	A76 Between Carronbridge and Enterkinfoot -South	47	43	-5	-10%	0.70
Dumfries and Galloway	A76 Northwest of Auldgirith -North	83	102	18	22%	1.91
Dumfries and Galloway	A76 Northwest of Auldgirith -South	88	73	-15	-17%	1.69
Dumfries and Galloway	A77 Cairnryan -North	53	69	16	31%	2.07
Dumfries and Galloway	A77 Cairnryan -South	49	42	-7	-14%	1.04
Dumfries and Galloway	M6 DBFO B722 E'field to B6357 Kirk Flem - 660 NB -North	409	343	-65	-16%	3.36
Dumfries and Galloway	M6 DBFO B722 E'field to B6357 Kirk Flem - 660 SB -South	483	439	-44	-9%	2.04
Dumfries and Galloway	M6 DBFO N of J17 - 660 NB -North	360	353	-7	-2%	0.38
Dumfries and Galloway	M6 DBFO N of J17 - 660 SB -South	488	447	-41	-8%	1.89
East Ayrshire	A76 Bowhouse Roundabout - NEW SITE -North	96	122	27	28%	2.55
East Ayrshire	A76 Bowhouse Roundabout - NEW SITE -South	91	138	47	51%	4.37
East Ayrshire	A76 Crosshands- 40m SE of B744- between B743 and B744 -North	94	118	24	25%	2.30
East Ayrshire	A76 Crosshands- 40m SE of B744- between B743 and B744 -South	98	107	9	10%	0.93
East Ayrshire	A76 Little Heateth-1.5Km SE of B713-betw B7083 (N)&B713 -North	91	148	57	63%	5.25
East Ayrshire	A76 Little Heateth-1.5Km SE of B713-betw B7083 (N)&B713 -South	88	66	-21	-24%	2.44
East Ayrshire	A76 Polshill Bridge- 4Km east of B741 -North	24	50	26	107%	4.25
East Ayrshire	A76 Polshill Bridge- 4Km east of B741 -South	25	114	89	350%	10.64
East Ayrshire	A77 Raithburn (North of A719) -North	21	63	42	194%	6.40
East Ayrshire	A77 Raithburn (North of A719) -South	28	112	83	294%	9.97
East Dunbartonshire	S70027003A 803-GLASGOW BR.1KM E OF A807 -East	119	173	53	45%	4.43
East Dunbartonshire	S70027003A 803-GLASGOW BR.1KM E OF A807 -West	122	174	53	43%	4.33
East Lothian	A1 River Esk -North	197	267	70	36%	4.60
East Lothian	A1 River Esk -South	193	279	86	45%	5.62
East Renfrewshire	M77 1618N Between Maidenhill junction and Kingswell jun -North	352	417	65	19%	3.34
East Renfrewshire	M77 1618S Between Maidenhill junction and Kingswell jun -South	299	421	122	41%	6.42
Edinburgh, City of	A720 1202E M 1/4 mile E Dreghorn -East	779	937	158	20%	5.39
Edinburgh, City of	A720 1202W M 1/4 mile E Dreghorn -West	657	749	92	14%	3.48
Edinburgh, City of	A720 1828E M 1/4 mile N Calder Junct -East	125	191	66	53%	5.26
Edinburgh, City of	A720 1828W M 1/4 mile N Calder Junct -West	110	193	83	75%	6.72
Edinburgh, City of	A720 528E M 1/4 mile W Gilmerton -East	482	571	89	18%	3.86
Edinburgh, City of	A720 528W M 1/4 mile W Gilmerton -West	464	517	53	11%	2.39
Edinburgh, City of	A720 Dreghorn East (WiM) -East	866	910	45	5%	1.50
Edinburgh, City of	A720 Westbound On-slip	111	33	-77	-70%	9.14
Edinburgh, City of	M90 260S 1 mile N Of J1a -South	581	361	-220	-38%	10.15
Edinburgh, City of	M90 263N 1 mile S Of Scotstoun -North	474	132	-342	-72%	19.62
Edinburgh, City of	Northbound A772 Gilmerton Road	57	28	-29	-51%	4.51
Falkirk	M80 W of J6a Castlecary -South	903	795	-107	-12%	3.68
Falkirk	M9 Jct 7 to 8 (WB) -West	414	397	-17	-4%	0.84
Falkirk	M9 Jct 8 to 7 (EB) -East	439	398	-41	-9%	2.02
Fife	A823(M) North of Rosyth -West	153	209	56	37%	4.17
Fife	A823M 126E 0.5 Miles W Of J2 Masterton -East	108	210	102	94%	8.09
Fife	A876 Kincardine to B9037 -East	32	10	-21	-67%	4.62
Fife	A876 Kincardine to B9037 -West	30	14	-17	-55%	3.56
Fife	A92 Ladybank (WiM) -North	96	79	-18	-18%	1.87
Fife	A92 Ladybank (WiM) -South	120	85	-34	-29%	3.39



Table U.8: Inter Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Fife	A92 South of B969 (Balfarg Jct) -North	167	212	45	27%	3.27
Fife	A92 South of B969 (Balfarg Jct) -South	175	228	54	31%	3.78
Fife	A977 Kincardine -North	23	41	18	77%	3.14
Fife	A977 Kincardine -South	24	42	19	78%	3.22
Fife	A977 North of A876 -North	207	149	-58	-28%	4.37
Fife	A977 North of A876 -South	188	268	80	43%	5.31
Fife	M90 1318N N Of J1 Admiralty -North	325	634	309	95%	14.10
Fife	M90 1318NI J1 Admiralty On Slip -North	120	78	-42	-35%	4.25
Fife	M90 1318S N Of J1 Admiralty -South	597	649	52	9%	2.09
Fife	M90 1331SO J1 Admiralty Off Slip -South	77	92	15	20%	1.63
Glasgow City	M73 1323S M 1/2 mile N J2 S b'nd -South	608	417	-191	-31%	8.46
Glasgow City	M73 1370S M 1 mile N J2 S b'nd -South	627	417	-211	-34%	9.22
Glasgow City	M74 1676S M 1/2 mile E J2 S b'nd -South	633	745	112	18%	4.28
Glasgow City	M74 1729N M At 14940 -North	730	652	-78	-11%	2.98
Glasgow City	M77 293N M 1/2 mile S J1 Dumbreck -North	723	750	27	4%	0.99
Glasgow City	M77 293S M 1 mile S J1 Dumbreck -South	552	697	145	26%	5.81
Glasgow City	M77 553N M At 07900 -North	486	686	201	41%	8.29
Glasgow City	M77 553S M At 07100 -South	524	542	18	3%	0.77
Glasgow City	M8 6492W M 1/2 mile E J11 W b'nd -West	633	648	14	2%	0.56
Glasgow City	M8 6542W M 1/4 mile E J11 W b'nd -West	487	648	161	33%	6.75
Glasgow City	M80 0208N M 1/2 mile W J2 Robroyston -North	320	502	183	57%	9.01
Glasgow City	M80 0209S M At 05970 -South	386	342	-45	-12%	2.35
Highland	A82 Fort Augustus to Invermoriston -North	26	63	37	141%	5.51
Highland	A82 Fort Augustus to Invermoriston -South	24	38	14	57%	2.46
Highland	A835 Contin to Garve (A832) -North	32	65	33	105%	4.78
Highland	A835 Contin to Garve (A832) -South	40	64	23	58%	3.23
Highland	A835 Tore to Leanig (B9169) -East	113	124	11	10%	1.00
Highland	A835 Tore to Leanig (B9169) -West	121	65	-57	-47%	5.89
Highland	A86 Spean Bridge to Roy Bridge -East	16	31	15	98%	3.17
Highland	A86 Spean Bridge to Roy Bridge -West	20	17	-3	-13%	0.62
Highland	A87 - Bunloyne to Glensheil -East	16	10	-6	-39%	1.73
Highland	A87 - Bunloyne to Glensheil -West	19	20	1	6%	0.27
Highland	A87 Kyle of Lochalsh to Skye Bridge Toll Booths -East	66	9	-57	-87%	9.31
Highland	A87 Kyle of Lochalsh to Skye Bridge Toll Booths -West	64	32	-32	-50%	4.63
Highland	A9 A836 Junction to Scrabster Harbour -North	38	0	-38	-100%	8.75
Highland	A9 A836 Junction to Scrabster Harbour -South	38	0	-38	-100%	8.69
Highland	A9 Brora to Helmsdale -North	37	37	1	2%	0.13
Highland	A9 Brora to Helmsdale -South	32	30	-2	-6%	0.33
Highland	A9 Daviot (B851) to Inshes (B9006) -North	147	134	-13	-9%	1.06
Highland	A9 Daviot (B851) to Inshes (B9006) -South	147	141	-6	-4%	0.53
Highland	A9 Dornoch Bridge -North	86	47	-39	-45%	4.80
Highland	A9 Dornoch Bridge -South	74	33	-41	-55%	5.61
Highland	A9 North of Tore Roundabout -North	115	165	50	43%	4.19
Highland	A9 North of Tore Roundabout -South	128	111	-16	-13%	1.47
Highland	A9 Poles to The Mound (B9174 to A839) -North	47	43	-4	-9%	0.61



Table U.9: Inter Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Highland	A9 Poles to The Mound (B9174 to A839) -South	57	32	-25	-44%	3.77
Highland	A95 Boat of Garten (WiM) -North	60	37	-23	-38%	3.28
Highland	A95 Boat of Garten (WiM) -South	83	33	-50	-61%	6.61
Highland	A96 Aulder Bypass -East	114	118	4	4%	0.41
Highland	A96 Aulder Bypass -West	118	149	31	26%	2.66
Highland	A96 DELNIES JCT - NAIRN -East	145	140	-5	-4%	0.43
Highland	A96 DELNIES JCT - NAIRN -West	152	157	4	3%	0.36
Inverclyde	A78 Greenock; Inverkip Road -North	81	131	50	61%	4.84
Inverclyde	A78 Greenock; Inverkip Road -South	74	160	86	117%	7.96
Midlothian	A702 Between A766 and Carlops -South	65	69	4	6%	0.47
Midlothian	Eastbound A772 Gilmerton Road	129	56	-72	-56%	7.52
Midlothian	Westbound A772 Gilmerton Road	141	61	-80	-57%	7.94
Moray	A96 Brodie (WiM) -East	146	118	-28	-19%	2.46
Moray	A96 Brodie (WiM) -West	156	153	-3	-2%	0.25
Moray	A96 Mosstodloch Bypass Middle -East	133	127	-6	-4%	0.51
Moray	A96 Mosstodloch Bypass Middle -West	137	136	-1	0%	0.04
North Ayrshire	A736 South of Burnhouse -South	38	314	277	733%	20.85
North Lanarkshire	M73 J1 Eastbound ramp -South	420	278	-143	-34%	7.64
North Lanarkshire	M73 J1 Glasgow bound ramp -South	387	315	-73	-19%	3.89
North Lanarkshire	M74 Raith (J5) to Motherwell (J6) (SB) -South	745	822	77	10%	2.74
North Lanarkshire	M8 West of J5 -East	490	757	266	54%	10.67
North Lanarkshire	M8 West of J5 -West	543	732	189	35%	7.50
North Lanarkshire	M80 1473N M J5 Auchenkilns -North	745	651	-94	-13%	3.56
North Lanarkshire	M80 1473S M J5 Auchenkilns -South	943	703	-240	-25%	8.37
North Lanarkshire	M80 W of J4 Mollinsburn -North	463	447	-16	-3%	0.74
North Lanarkshire	M80 W of J4 Mollinsburn -South	402	335	-67	-17%	3.48
North Lanarkshire	M80 W of J6a Castlecary -North	927	767	-159	-17%	5.48
Perth and Kinross	A85 Gilmerton -East	17	33	15	87%	3.03
Perth and Kinross	A85 Gilmerton -West	17	39	22	131%	4.16
Perth and Kinross	A85 W of Crieff -North	38	19	-19	-50%	3.62
Perth and Kinross	A85 W of Crieff -South	34	21	-13	-39%	2.56
Perth and Kinross	A85 West of Comrie -East	23	19	-3	-15%	0.75
Perth and Kinross	A85 West of Comrie -West	25	21	-4	-15%	0.76
Perth and Kinross	A9 - Southwest of Auchterarder -North	195	283	88	45%	5.73
Perth and Kinross	A9 - Southwest of Auchterarder -South	259	328	69	26%	4.00
Perth and Kinross	A9 Blackford Bypass -North	242	285	44	18%	2.68
Perth and Kinross	A9 Blackford Bypass -South	295	332	37	12%	2.07
Perth and Kinross	A9 Dalnaspidal -North	105	104	-1	-1%	0.12
Perth and Kinross	A9 Dalnaspidal -South	165	155	-10	-6%	0.81
Perth and Kinross	A9 N of A924/B8019 -North	105	104	-1	-1%	0.15
Perth and Kinross	A9 N of A924/B8019 -South	129	155	26	20%	2.18
Perth and Kinross	A90 Kinfauns - NE of B958/Glencarse -East	335	436	100	30%	5.12
Perth and Kinross	A90 Kinfauns - NE of B958/Glencarse -West	392	505	113	29%	5.35
Perth and Kinross	M90 - Southern Arm 1 Mile from Junction with A9 -North	329	284	-46	-14%	2.62
Perth and Kinross	M90 - Southern Arm 1 Mile from Junction with A9 -South	294	258	-36	-12%	2.18
Perth and Kinross	M90 S of A912 - at Glenfarg (N of Junc 8) -North	262	349	87	33%	4.97
Perth and Kinross	M90 S of A912 - at Glenfarg (N of Junc 8) -South	289	394	105	37%	5.71
Renfrewshire	A737 between A761 and B789- Johnstone Bypass -North	277	205	-72	-26%	4.64



Table U.10: Inter Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Renfrewshire	A737 between A761 and B789- Johnstone Bypass -South	271	445	174	64%	9.18
Scottish Borders	A68 Lauder North -North	93	52	-41	-44%	4.81
Scottish Borders	A68 Lauder North -South	92	46	-46	-50%	5.55
Scottish Borders	A68 Sorrowlessfield -North	127	73	-54	-43%	5.41
Scottish Borders	A68 Sorrowlessfield -South	128	77	-51	-40%	5.00
Scottish Borders	A68 Sth of Newton St Boswells -North	161	123	-38	-24%	3.18
Scottish Borders	A68 Sth of Newton St Boswells -South	164	114	-51	-31%	4.30
Scottish Borders	A7 - South of Selkirk -North	80	70	-10	-13%	1.16
Scottish Borders	A7 - South of Selkirk -South	79	81	2	3%	0.24
Scottish Borders	A7 Netherbarns -North	121	43	-78	-64%	8.57
Scottish Borders	A7 Netherbarns -South	114	44	-69	-61%	7.81
Scottish Borders	A702 Between A766 and Carlops -North	53	63	10	20%	1.36
South Ayrshire	A77 Adamton House- between A719 and A78 -North	151	399	248	164%	14.96
South Ayrshire	A77 Adamton House- between A719 and A78 -South	136	235	99	73%	7.29
South Ayrshire	A77 Crossraguel Abbey- southwest of Maybole -North	52	214	162	311%	14.04
South Ayrshire	A77 Crossraguel Abbey- southwest of Maybole -South	52	128	76	145%	7.98
South Ayrshire	A77 Glendoune St - Girvan -North	9	144	135	1474%	15.42
South Ayrshire	A77 Glendoune St - Girvan -South	41	65	23	57%	3.22
South Ayrshire	A77 Maybole- Cassillis Road- 100m S of Kirkland Street -North	102	250	148	146%	11.20
South Ayrshire	A77 Maybole- Cassillis Road- 100m S of Kirkland Street -South	101	159	59	58%	5.13
South Ayrshire	A77 Minishant- 3.2 Km S of B7034- between B7045 & B7034 -North	91	239	148	163%	11.53
South Ayrshire	A77 Minishant- 3.2 Km S of B7034- between B7045 & B7034 -South	100	147	47	48%	4.27
South Lanarkshire	A702 Abington -North	40	54	14	34%	2.01
South Lanarkshire	A702 Abington -South	54	54	0	0%	0.03
South Lanarkshire	A702 South of Biggar (N of A72) -North	68	59	-10	-14%	1.21
South Lanarkshire	A702 South of Biggar (N of A72) -South	82	90	7	9%	0.81
South Lanarkshire	M6 DBFO S of J14 - ATCS NB -North	554	359	-195	-35%	9.13
South Lanarkshire	M6 DBFO S of J14 - ATCS SB -South	699	446	-253	-36%	10.57
South Lanarkshire	M74 Between Jct 10 and Jct 11 -North	833	436	-397	-48%	15.77
South Lanarkshire	M74 Hamilton Services to Raith (J5) (NB) -North	724	732	8	1%	0.31
South Lanarkshire	M74 Jct 7 SB Main Cway -South	656	518	-138	-21%	5.69
South Lanarkshire	M74 Jct 7 SB Off-Slip -South	72	108	36	49%	3.75
South Lanarkshire	M74 Jct 8 NB Main Cway -North	502	372	-130	-26%	6.24
South Lanarkshire	M74 Jct 8 NB On-Slip -North	80	73	-7	-9%	0.81
Stirling	A82 Glencoe East -North	19	45	26	140%	4.64
Stirling	A84 at Ochertyre Road [16210 A84T 08] -North	61	26	-34	-57%	5.23
Stirling	A84 at Ochertyre Road [16210 A84T 08] -South	62	19	-43	-69%	6.72
Stirling	A84(T) Leitters Farm [16225 A84T 76] -North	28	13	-15	-55%	3.40
Stirling	A84(T) Leitters Farm [16225 A84T 76] -South	30	13	-17	-56%	3.66
Stirling	A85(T) Glendochart [16302 A85T 29] -East	21	34	13	63%	2.50
Stirling	A85(T) Glendochart [16302 A85T 29] -West	18	34	15	84%	3.01
Stirling	A85(T) Glenogle Farm [16301 A85T 07] -North	21	34	12	57%	2.32
Stirling	A85(T) Glenogle Farm [16301 A85T 07] -South	25	32	8	31%	1.42
Stirling	M9 South of Keir Roundabout -North	266	326	60	23%	3.49
Stirling	M9 South of Keir Roundabout -South	340	417	77	23%	3.97
West Dunbartonshire	A82 - South of Balloch Roundabout with A811 -North	142	52	-90	-63%	9.13
West Dunbartonshire	A82 - South of Balloch Roundabout with A811 -South	148	86	-62	-42%	5.71
West Lothian	M8 1.5 km west of Jct 2 EB -East	510	530	20	4%	0.86
West Lothian	M8 2.5 km west of Jct 2 EB -East	492	530	38	8%	1.68



Table U.11: PM Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Aberdeenshire	A920 Huntly (Core 899) -East	37	7	-30	-80%	6.31
Aberdeenshire	A920 Huntly (Core 899) -West	34	7	-27	-80%	6.04
Aberdeenshire	A947 Fyvie -North	46	26	-19	-42%	3.21
Aberdeenshire	A947 Fyvie -South	37	37	-1	-2%	0.11
Aberdeenshire	A96 Inverurie Bypass (South) -North	235	336	101	43%	5.99
Aberdeenshire	A96 Inverurie Bypass (South) -South	118	203	86	73%	6.77
Aberdeenshire	A96 South of Keith -North	57	91	34	60%	3.96
Aberdeenshire	A96 South of Keith -South	32	56	25	78%	3.71
Aberdeenshire	A98 Percyhorner -East	11	3	-8	-70%	2.83
Aberdeenshire	A98 Percyhorner -West	9	6	-3	-30%	0.96
Angus	A90 Powrie - N of Duntrune Road (Dundee) -North	212	286	74	35%	4.67
Angus	A90 Powrie - N of Duntrune Road (Dundee) -South	363	360	-2	-1%	0.13
Angus	A90 St Anns - S of A935 (Little Chef) -North	195	242	47	24%	3.21
Angus	A90 St Anns - S of A935 (Little Chef) -South	380	374	-6	-2%	0.30
Argyll and Bute	A 83-128M E OF ROUNDABOUT -East	64	6	-57	-90%	9.69
Argyll and Bute	A 83-128M E OF ROUNDABOUT -West	44	35	-9	-19%	1.35
Argyll and Bute	A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O -East	32	32	0	0%	0.01
Argyll and Bute	A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O -West	30	48	18	59%	2.84
Argyll and Bute	A 83-S OF HOTEL-1.6KM S OF A819 -North	21	7	-14	-68%	3.84
Argyll and Bute	A 83-S OF HOTEL-1.6KM S OF A819 -South	20	37	17	86%	3.24
Argyll and Bute	A 85-DUNBEG-2.5KM W OF A828 -East	59	35	-24	-41%	3.52
Argyll and Bute	A 85-DUNBEG-2.5KM W OF A828 -West	64	17	-47	-73%	7.37
Argyll and Bute	A 82 North of Tarbet -North	15	29	14	93%	2.96
Argyll and Bute	A 82 North of Tarbet -South	30	42	12	40%	1.99
Argyll and Bute	A814 Ardgare -North	7	0	-6	-99%	3.57
Argyll and Bute	A814 Ardgare -South	13	1	-12	-89%	4.32
Argyll and Bute	A82 ARNBURN FARM LOCH LOMOND -North	55	57	2	4%	0.33
Argyll and Bute	A82 ARNBURN FARM LOCH LOMOND -South	72	54	-18	-24%	2.20
Argyll and Bute	A82 Glencoe East -South	19	45	25	132%	4.50
Argyll and Bute	A83 200m S of West Tarbert -North	17	13	-4	-25%	1.11
Argyll and Bute	A83 200m S of West Tarbert -South	17	0	-17	-100%	5.84
Argyll and Bute	A83 Ardrishaig -North	30	14	-16	-54%	3.46
Argyll and Bute	A83 Ardrishaig -South	23	35	12	53%	2.26
Dumfries and Galloway	A701 St Anns -North	38	55	17	45%	2.52
Dumfries and Galloway	A701 St Anns -South	46	55	8	17%	1.13
Dumfries and Galloway	A75 at Dervaird- NE of Glenluce -East	56	78	22	40%	2.75
Dumfries and Galloway	A75 at Dervaird- NE of Glenluce -West	49	117	67	137%	7.40
Dumfries and Galloway	A75 Castle Douglas (WiM) -East	140	8	-132	-94%	15.35
Dumfries and Galloway	A75 Castle Douglas (WiM) -West	132	23	-110	-83%	12.46
Dumfries and Galloway	A75 Dumfries Bypass- northwest of A780 (east) -East	147	155	8	6%	0.66
Dumfries and Galloway	A75 Dumfries Bypass- northwest of A780 (east) -West	164	162	-2	-1%	0.19
Dumfries and Galloway	A75 Gatehouse of Fleet Bypass-between C9S and B796 -North	72	45	-27	-38%	3.57
Dumfries and Galloway	A75 Gatehouse of Fleet Bypass-between C9S and B796 -South	65	54	-12	-18%	1.55
Dumfries and Galloway	A75 Glenluce Bypass -East	69	78	9	14%	1.10
Dumfries and Galloway	A75 Glenluce Bypass -West	61	117	56	91%	5.88
Dumfries and Galloway	A75 Kinmount East Lodge -East	158	201	43	27%	3.23
Dumfries and Galloway	A75 Kinmount East Lodge -West	142	173	31	22%	2.45
Dumfries and Galloway	A75 Knockbren by Newton Stewart -East	115	78	-37	-32%	3.78



Table U.12: PM Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Dumfries and Galloway	A75 Knockbrex by Newton Stewart -West	111	117	6	5%	0.56
Dumfries and Galloway	A76 Between Carronbridge and Enterkinfoot -North	60	53	-6	-11%	0.84
Dumfries and Galloway	A76 Between Carronbridge and Enterkinfoot -South	44	36	-8	-19%	1.30
Dumfries and Galloway	A76 Northwest of Auldgirth -North	105	91	-13	-13%	1.35
Dumfries and Galloway	A76 Northwest of Auldgirth -South	84	63	-22	-26%	2.52
Dumfries and Galloway	A77 Cairnryan -North	52	21	-31	-59%	5.13
Dumfries and Galloway	A77 Cairnryan -South	58	29	-29	-50%	4.39
Dumfries and Galloway	M6 DBFO B722 E'field to B6357 Kirk Flem - 660 NB -North	407	308	-99	-24%	5.23
Dumfries and Galloway	M6 DBFO B722 E'field to B6357 Kirk Flem - 660 SB -South	400	329	-70	-18%	3.69
Dumfries and Galloway	M6 DBFO N of J17 - 660 NB -North	368	328	-40	-11%	2.15
Dumfries and Galloway	M6 DBFO N of J17 - 660 SB -South	375	329	-46	-12%	2.45
East Ayrshire	A76 Bowhouse Roundabout - NEW SITE -North	66	92	25	38%	2.85
East Ayrshire	A76 Bowhouse Roundabout - NEW SITE -South	87	100	13	15%	1.34
East Ayrshire	A76 Crosshands- 40m SE of B744- between B743 and B744 -North	95	86	-9	-9%	0.90
East Ayrshire	A76 Crosshands- 40m SE of B744- between B743 and B744 -South	66	94	29	43%	3.19
East Ayrshire	A76 Little Heateth-1.5Km SE of B713-betw B7083 (N)&B713 -North	64	66	2	3%	0.23
East Ayrshire	A76 Little Heateth-1.5Km SE of B713-betw B7083 (N)&B713 -South	79	44	-35	-44%	4.47
East Ayrshire	A76 Polshill Bridge- 4Km east of B741 -North	18	39	21	117%	3.94
East Ayrshire	A76 Polshill Bridge- 4Km east of B741 -South	17	56	39	223%	6.38
East Ayrshire	A77 Raithburn (North of A719) -North	18	41	24	132%	4.33
East Ayrshire	A77 Raithburn (North of A719) -South	45	67	22	48%	2.93
East Dunbartonshire	S70027003A 803-GLASGOW BR.1KM E OF A807 -East	95	134	39	41%	3.62
East Dunbartonshire	S70027003A 803-GLASGOW BR.1KM E OF A807 -West	95	82	-13	-14%	1.43
East Lothian	A1 River Esk -North	145	237	92	63%	6.66
East Lothian	A1 River Esk -South	143	216	72	50%	5.40
East Renfrewshire	M77 1618N Between Maidenhill junction and Kingswell jun -North	263	360	97	37%	5.51
East Renfrewshire	M77 1618S Between Maidenhill junction and Kingswell jun -South	252	402	150	60%	8.30
Edinburgh, City of	A720 1202E M 1/4 mile E Dreghorn -East	691	668	-23	-3%	0.89
Edinburgh, City of	A720 1202W M 1/4 mile E Dreghorn -West	570	631	61	11%	2.48
Edinburgh, City of	A720 1828E M 1/4 mile N Calder Junct -East	136	130	-6	-4%	0.52
Edinburgh, City of	A720 1828W M 1/4 mile N Calder Junct -West	86	142	57	66%	5.30
Edinburgh, City of	A720 528E M 1/4 mile W Gilmerton -East	347	489	142	41%	6.97
Edinburgh, City of	A720 528W M 1/4 mile W Gilmerton -West	338	496	158	47%	7.74
Edinburgh, City of	A720 Dreghorn East (WiM) -East	619	685	66	11%	2.59
Edinburgh, City of	A720 Westbound On-slip	102	15	-87	-85%	11.41
Edinburgh, City of	M90 260S 1 mile N Of J1a -South	545	303	-242	-44%	11.77
Edinburgh, City of	M90 263N 1 mile S Of Scotstoun -North	417	136	-280	-67%	16.86
Edinburgh, City of	Northbound A772 Gilmerton Road	46	35	-11	-23%	1.70
Falkirk	M80 W of J6a Castlecary -South	849	737	-112	-13%	3.97
Falkirk	M9 Jct 7 to 8 (WB) -West	344	430	86	25%	4.39
Falkirk	M9 Jct 8 to 7 (EB) -East	339	343	3	1%	0.17
Fife	A823(M) North of Rosyth -West	173	75	-98	-57%	8.77
Fife	A823M 126E 0.5 Miles W Of J2 Masterton -East	100	134	34	34%	3.17
Fife	A876 Kincardine to B9037 -East	36	9	-27	-76%	5.71
Fife	A876 Kincardine to B9037 -West	27	20	-7	-26%	1.44
Fife	A92 Ladybank (WiM) -North	76	72	-4	-5%	0.46
Fife	A92 Ladybank (WiM) -South	143	69	-74	-51%	7.14



Table U.13: PM Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Fife	A92 South of B969 (Balfarg Jct) -North	132	157	25	19%	2.09
Fife	A92 South of B969 (Balfarg Jct) -South	156	242	86	55%	6.09
Fife	A977 Kincardine -North	19	33	13	69%	2.63
Fife	A977 Kincardine -South	17	22	5	28%	1.11
Fife	A977 North of A876 -North	213	120	-93	-44%	7.19
Fife	A977 North of A876 -South	165	209	44	27%	3.22
Fife	M90 1318N N Of J1 Admiralty -North	261	525	264	101%	13.30
Fife	M90 1318NI J1 Admiralty On Slip -North	120	69	-51	-42%	5.22
Fife	M90 1318S N Of J1 Admiralty -South	587	587	0	0%	0.00
Fife	M90 1331SO J1 Admiralty Off Slip -South	63	45	-18	-29%	2.48
Glasgow City	M73 1323S M 1/2 mile N J2 S b'nd -South	617	377	-240	-39%	10.78
Glasgow City	M73 1370S M 1 mile N J2 S b'nd -South	642	377	-265	-41%	11.75
Glasgow City	M74 1676S M 1/2 mile E J2 S b'nd -South	598	738	139	23%	5.40
Glasgow City	M74 1729N M At 14940 -North	682	547	-134	-20%	5.42
Glasgow City	M77 293N M 1/2 mile S J1 Dumbreck -North	597	608	10	2%	0.42
Glasgow City	M77 293S M 1 mile S J1 Dumbreck -South	378	626	248	66%	11.09
Glasgow City	M77 553N M At 07900 -North	377	602	224	60%	10.15
Glasgow City	M77 553S M At 07100 -South	415	469	54	13%	2.56
Glasgow City	M8 6492W M 1/2 mile E J11 W b'nd -West	379	371	-8	-2%	0.41
Glasgow City	M8 6542W M 1/4 mile E J11 W b'nd -West	269	371	102	38%	5.73
Glasgow City	M80 0208N M 1/2 mile W J2 Robroyston -North	224	374	150	67%	8.66
Glasgow City	M80 0209S M At 05970 -South	292	222	-69	-24%	4.32
Highland	A82 Fort Augustus to Invermoriston -North	27	74	48	178%	6.69
Highland	A82 Fort Augustus to Invermoriston -South	26	57	31	117%	4.76
Highland	A835 Contin to Garve (A832) -North	32	79	47	147%	6.34
Highland	A835 Contin to Garve (A832) -South	38	98	60	159%	7.29
Highland	A835 Tore to Leanig (B9169) -East	150	51	-99	-66%	9.87
Highland	A835 Tore to Leanig (B9169) -West	133	85	-48	-36%	4.63
Highland	A86 Spean Bridge to Roy Bridge -East	13	18	5	33%	1.14
Highland	A86 Spean Bridge to Roy Bridge -West	16	20	5	31%	1.15
Highland	A87 - Bunloyne to Glensheil -East	15	24	9	57%	1.96
Highland	A87 - Bunloyne to Glensheil -West	13	66	53	415%	8.49
Highland	A87 Kyle of Lochalsh to Skye Bridge Toll Booths -East	59	50	-9	-16%	1.26
Highland	A87 Kyle of Lochalsh to Skye Bridge Toll Booths -West	60	30	-31	-51%	4.54
Highland	A9 A836 Junction to Scrabster Harbour -North	45	0	-45	-100%	9.52
Highland	A9 A836 Junction to Scrabster Harbour -South	40	0	-40	-100%	8.95
Highland	A9 Brora to Helmsdale -North	29	33	3	11%	0.59
Highland	A9 Brora to Helmsdale -South	37	34	-3	-9%	0.54
Highland	A9 Daviot (B851) to Inshes (B9006) -North	139	144	5	4%	0.45
Highland	A9 Daviot (B851) to Inshes (B9006) -South	146	142	-4	-3%	0.35
Highland	A9 Dornoch Bridge -North	78	92	14	18%	1.53
Highland	A9 Dornoch Bridge -South	85	42	-44	-51%	5.46
Highland	A9 North of Tore Roundabout -North	157	232	75	47%	5.34
Highland	A9 North of Tore Roundabout -South	142	96	-47	-33%	4.29
Highland	A9 Poles to The Mound (B9174 to A839) -North	55	62	8	14%	1.02



Table U.14: PM Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Highland	A9 Poles to The Mound (B9174 to A839) -South	55	36	-18	-34%	2.74
Highland	A95 Boat of Garten (WiM) -North	57	16	-40	-71%	6.63
Highland	A95 Boat of Garten (WiM) -South	70	25	-45	-65%	6.54
Highland	A96 Auldern Bypass -East	127	102	-25	-20%	2.37
Highland	A96 Auldern Bypass -West	128	152	25	19%	2.08
Highland	A96 DELNIES JCT - NAIRN -East	193	118	-74	-39%	5.97
Highland	A96 DELNIES JCT - NAIRN -West	150	155	5	3%	0.38
Inverclyde	A78 Greenock; Inverkip Road -North	62	71	9	14%	1.05
Inverclyde	A78 Greenock; Inverkip Road -South	73	24	-48	-66%	6.91
Midlothian	A702 Between A766 and Carlops -South	68	83	15	21%	1.68
Midlothian	Eastbound A772 Gilmerton Road	172	104	-68	-40%	5.81
Midlothian	Westbound A772 Gilmerton Road	135	50	-85	-63%	8.81
Moray	A96 Brodie (WiM) -East	142	102	-40	-28%	3.61
Moray	A96 Brodie (WiM) -West	170	153	-17	-10%	1.34
Moray	A96 Mosstodloch Bypass Middle -East	136	132	-4	-3%	0.36
Moray	A96 Mosstodloch Bypass Middle -West	119	145	26	22%	2.27
North Ayrshire	A736 South of Burnhouse -South	37	111	74	202%	8.62
North Lanarkshire	M73 J1 Eastbound ramp -South	380	198	-183	-48%	10.75
North Lanarkshire	M73 J1 Glasgow bound ramp -South	388	272	-116	-30%	6.38
North Lanarkshire	M74 Raith (J5) to Motherwell (J6) (SB) -South	752	699	-53	-7%	1.95
North Lanarkshire	M8 West of J5 -East	306	582	276	90%	13.11
North Lanarkshire	M8 West of J5 -West	389	582	193	50%	8.75
North Lanarkshire	M80 1473N M J5 Auchenkilns -North	696	593	-104	-15%	4.09
North Lanarkshire	M80 1473S M J5 Auchenkilns -South	994	597	-397	-40%	14.09
North Lanarkshire	M80 W of J4 Mollinsburn -North	417	375	-42	-10%	2.12
North Lanarkshire	M80 W of J4 Mollinsburn -South	324	252	-72	-22%	4.24
North Lanarkshire	M80 W of J6a Castlecary -North	877	700	-177	-20%	6.30
Perth and Kinross	A85 Gilmerton -East	15	17	2	13%	0.50
Perth and Kinross	A85 Gilmerton -West	11	23	12	109%	2.92
Perth and Kinross	A85 W of Crieff -North	32	9	-23	-72%	5.09
Perth and Kinross	A85 W of Crieff -South	32	7	-25	-79%	5.76
Perth and Kinross	A85 West of Comrie -East	20	9	-11	-55%	2.87
Perth and Kinross	A85 West of Comrie -West	19	7	-12	-65%	3.42
Perth and Kinross	A9 - Southwest of Auchterarder -North	194	237	43	22%	2.95
Perth and Kinross	A9 - Southwest of Auchterarder -South	267	295	28	11%	1.68
Perth and Kinross	A9 Blackford Bypass -North	238	238	0	0%	0.02
Perth and Kinross	A9 Blackford Bypass -South	345	291	-54	-16%	3.02
Perth and Kinross	A9 Dalnaspidal -North	98	92	-6	-6%	0.64
Perth and Kinross	A9 Dalnaspidal -South	164	148	-16	-10%	1.29
Perth and Kinross	A9 N of A924/B8019 -North	74	91	17	23%	1.91
Perth and Kinross	A9 N of A924/B8019 -South	115	146	31	27%	2.68
Perth and Kinross	A90 Kinfauns - NE of B958/Glencarse -East	348	336	-12	-3%	0.64
Perth and Kinross	A90 Kinfauns - NE of B958/Glencarse -West	427	414	-13	-3%	0.64
Perth and Kinross	M90 - Southern Arm 1 Mile from Junction with A9 -North	309	228	-81	-26%	4.93
Perth and Kinross	M90 - Southern Arm 1 Mile from Junction with A9 -South	284	214	-71	-25%	4.49
Perth and Kinross	M90 S of A912 - at Glenfarg (N of Junc 8) -North	257	228	-29	-11%	1.86
Perth and Kinross	M90 S of A912 - at Glenfarg (N of Junc 8) -South	356	315	-41	-12%	2.24
Renfrewshire	A737 between A761 and B789- Johnstone Bypass -North	232	199	-33	-14%	2.26



Table U.15: PM Peak Hour GV Validation (PCU)

LA Definition	Road	GV	GV	Diff	% Diff	GEH
		Observed PCU	Assigned PCU			
Renfrewshire	A737 between A761 and B789- Johnstone Bypass -South	278	324	47	17%	2.68
Scottish Borders	A68 Lauder North -North	87	65	-21	-25%	2.46
Scottish Borders	A68 Lauder North -South	124	41	-83	-67%	9.19
Scottish Borders	A68 Sorrowlessfield -North	144	97	-47	-32%	4.24
Scottish Borders	A68 Sorrowlessfield -South	131	44	-87	-66%	9.29
Scottish Borders	A68 Sth of Newton St Boswells -North	121	132	11	9%	0.97
Scottish Borders	A68 Sth of Newton St Boswells -South	188	76	-113	-60%	9.81
Scottish Borders	A7 - South of Selkirk -North	68	227	160	235%	13.13
Scottish Borders	A7 - South of Selkirk -South	103	165	62	60%	5.31
Scottish Borders	A7 Netherbarns -North	110	64	-46	-42%	4.95
Scottish Borders	A7 Netherbarns -South	133	43	-89	-67%	9.52
Scottish Borders	A702 Between A766 and Carlops -North	36	53	17	46%	2.49
South Ayrshire	A77 Adamton House- between A719 and A78 -North	110	282	172	157%	12.31
South Ayrshire	A77 Adamton House- between A719 and A78 -South	104	158	54	52%	4.73
South Ayrshire	A77 Crossraguel Abbey- southwest of Maybole -North	45	113	68	154%	7.71
South Ayrshire	A77 Crossraguel Abbey- southwest of Maybole -South	44	77	32	73%	4.16
South Ayrshire	A77 Glendoune St - Girvan -North	7	53	46	646%	8.34
South Ayrshire	A77 Glendoune St - Girvan -South	35	39	4	12%	0.67
South Ayrshire	A77 Maybole- Cassillis Road- 100m S of Kirkland Street -North	106	133	27	25%	2.47
South Ayrshire	A77 Maybole- Cassillis Road- 100m S of Kirkland Street -South	98	99	1	1%	0.11
South Ayrshire	A77 Minishant- 3.2 Km S of B7034- between B7045 & B7034 -North	92	122	30	33%	2.93
South Ayrshire	A77 Minishant- 3.2 Km S of B7034- between B7045 & B7034 -South	74	98	24	32%	2.57
South Lanarkshire	A702 Abington -North	34	41	7	19%	1.07
South Lanarkshire	A702 Abington -South	68	61	-7	-10%	0.87
South Lanarkshire	A702 South of Biggar (N of A72) -North	45	65	20	45%	2.71
South Lanarkshire	A702 South of Biggar (N of A72) -South	73	80	7	10%	0.80
South Lanarkshire	M6 DBFO S of J14 - ATCS NB -North	552	373	-178	-32%	8.29
South Lanarkshire	M6 DBFO S of J14 - ATCS SB -South	705	337	-368	-52%	16.10
South Lanarkshire	M74 Between Jct 10 and Jct 11 -North	949	387	-563	-59%	21.78
South Lanarkshire	M74 Hamilton Services to Raith (J5) (NB) -North	611	636	26	4%	1.04
South Lanarkshire	M74 Jct 7 SB Main Cway -South	673	303	-371	-55%	16.78
South Lanarkshire	M74 Jct 7 SB Off-Slip -South	65	228	162	248%	13.40
South Lanarkshire	M74 Jct 8 NB Main Cway -North	457	299	-158	-35%	8.14
South Lanarkshire	M74 Jct 8 NB On-Slip -North	54	32	-22	-40%	3.31
Stirling	A82 Glencoe East -North	11	25	14	133%	3.35
Stirling	A84 at Ochertyre Road [16210 A84T 08] -North	62	30	-32	-52%	4.70
Stirling	A84 at Ochertyre Road [16210 A84T 08] -South	44	47	3	6%	0.39
Stirling	A84(T) Leitters Farm [16225 A84T 76] -North	17	17	0	0%	0.01
Stirling	A84(T) Leitters Farm [16225 A84T 76] -South	21	19	-2	-11%	0.52
Stirling	A85(T) Glendochart [16302 A85T 29] -East	15	30	15	99%	3.16
Stirling	A85(T) Glendochart [16302 A85T 29] -West	10	24	15	147%	3.51
Stirling	A85(T) Glenogle Farm [16301 A85T 07] -North	14	24	10	74%	2.33
Stirling	A85(T) Glenogle Farm [16301 A85T 07] -South	19	28	9	47%	1.84
Stirling	M9 South of Keir Roundabout -North	218	289	71	33%	4.47
Stirling	M9 South of Keir Roundabout -South	373	392	19	5%	0.95
West Dunbartonshire	A82 - South of Balloch Roundabout with A811 -North	94	81	-14	-15%	1.48
West Dunbartonshire	A82 - South of Balloch Roundabout with A811 -South	103	80	-23	-22%	2.41
West Lothian	M8 1.5 km west of Jct 2 EB -East	320	336	16	5%	0.87
West Lothian	M8 2.5 km west of Jct 2 EB -East	309	336	27	9%	1.53





V JOURNEY TIME ROUTES

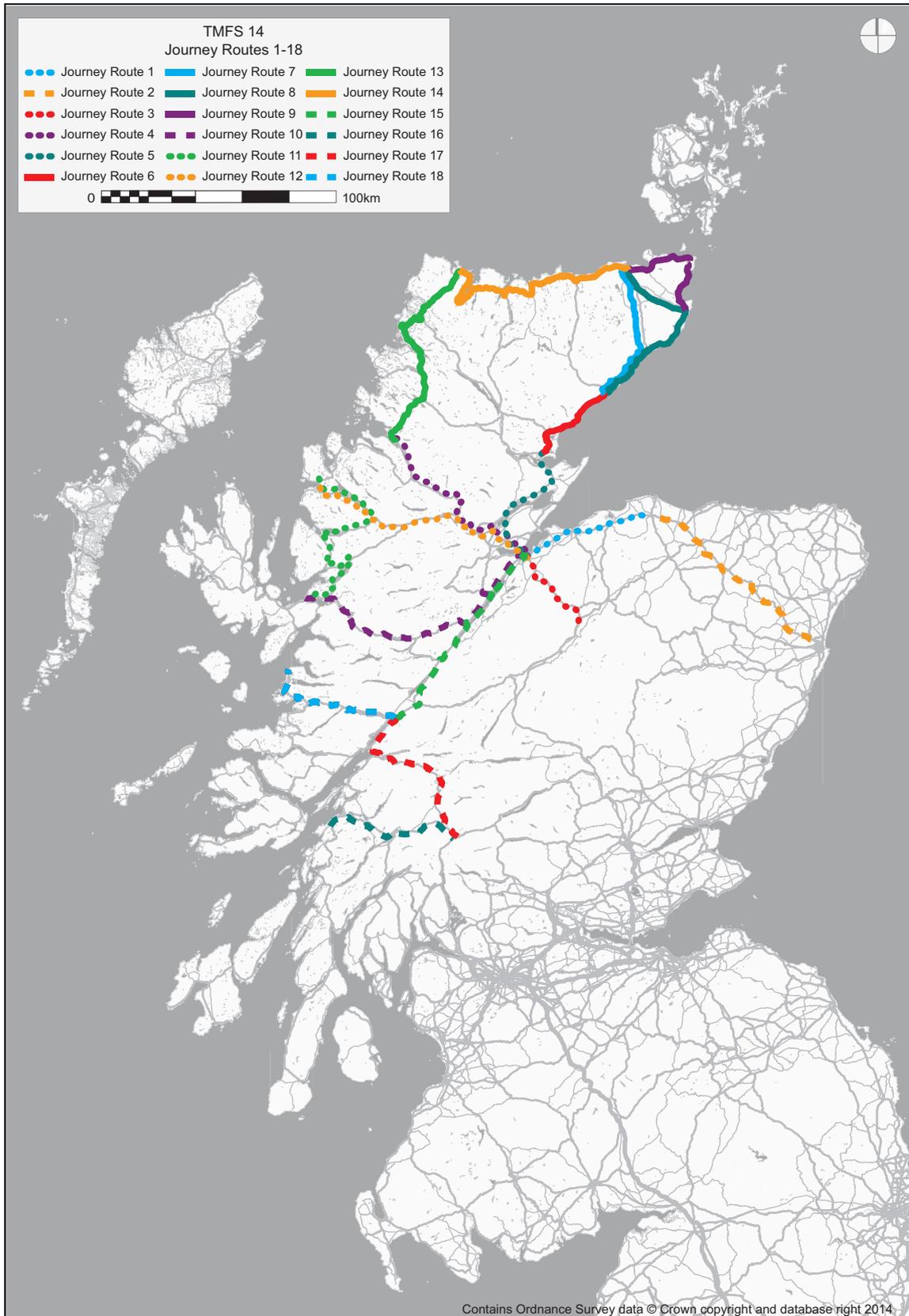


Figure V.1: Journey Time Routes, Sites 1 – 18



Table V.1: AM Peak hour Journey Time Validation, Sites 1 – 18

Route Number	Description	Direction	Observed Journey Time (hh:mm:ss)	Modelled Journey Time (hh:mm:ss)	Difference (hh:mm:ss)	Meets WebTag Criteria?
1	Inverness to Elgin	E	00:51:16	00:51:14	-00:00:02	Yes
		W	00:51:46	00:52:41	00:00:55	Yes
2	Elgin to Aberdeen	E	01:29:35	01:21:05	-00:08:31	Yes
		W	01:27:50	01:16:51	-00:10:59	Yes
3	Inverness to Aviemore	S	00:29:47	00:27:48	-00:01:59	Yes
		N	00:28:51	00:27:53	-00:00:58	Yes
4	Ullapool to Inverness	S	01:10:07	01:05:41	-00:04:26	Yes
		N	01:07:58	01:04:35	-00:03:23	Yes
5	Inverness to Dornoch	N	00:47:17	00:47:36	00:00:19	Yes
		S	00:49:26	00:48:44	-00:00:42	Yes
6	Dornoch to Helmsdale	N	00:37:06	00:35:18	-00:01:48	Yes
		S	00:36:41	00:35:18	-00:01:23	Yes
7	Helmsdale to Thurso	N	00:51:15	00:51:42	00:00:27	Yes
		S	00:52:50	00:51:31	-00:01:19	Yes
8	Thurso to Latheron	S	00:46:10	00:48:03	00:01:53	Yes
		N	00:46:15	00:48:09	00:01:53	Yes
9	Invergarry to Kyle of Lochalsh	E	01:05:58	00:58:29	-00:07:29	Yes
		W	01:05:04	00:58:36	-00:06:28	Yes
10	Inverness to Fort William	N	01:30:59	01:20:47	-00:10:12	Yes
		S	01:31:25	01:20:38	-00:10:47	Yes
11	Crianlarich to Oban	W	00:55:36	00:47:48	-00:07:47	Yes
		E	00:57:00	00:48:00	-00:08:59	No
12	Crianlarich to Fort William	N	01:09:51	01:05:19	-00:04:31	Yes
		S	01:09:56	01:05:30	-00:04:25	Yes
13	Fort William to Mallaig	W	01:12:45	00:59:44	-00:13:01	No
		E	01:13:02	00:59:43	-00:13:18	No
14	Dunkeld to Aviemore	N	01:15:34	01:15:46	00:00:12	Yes
		S	01:15:40	01:13:58	-00:01:41	Yes
15	Tarbet to Cambletown	S	02:13:10	01:55:37	-00:17:33	Yes
		N	02:12:46	01:55:47	-00:16:59	Yes
16	Aviemore to Keith	N	01:04:42	00:59:31	-00:05:11	Yes
		S	01:05:04	00:59:17	-00:05:47	Yes
17	Perth to Dunkeld	N	00:16:44	00:17:46	00:01:03	Yes
		S	00:17:09	00:17:18	00:00:09	Yes
18	Alexandria to Crianlarich	N	00:47:38	00:43:09	-00:04:29	Yes
		S	00:48:09	00:42:14	-00:05:55	Yes



Table V.2: Inter Peak hour Journey Time Validation, Sites 1 – 18

Route Number	Description	Direction	Observed Journey Time (hh:mm:ss)	Modelled Journey Time (hh:mm:ss)	Difference (hh:mm:ss)	Meets WebTag Criteria?
1	Inverness to Elgin	E	00:51:30	00:48:45	-00:02:46	Yes
		W	00:51:58	00:49:59	-00:01:60	Yes
2	Elgin to Aberdeen	E	01:29:23	01:15:59	-00:13:25	No
		W	01:28:36	01:15:59	-00:12:37	Yes
3	Inverness to Aviemore	S	00:29:51	00:27:56	-00:01:55	Yes
		N	00:29:23	00:27:35	-00:01:48	Yes
4	Ullapool to Inverness	S	01:07:13	01:04:18	-00:02:55	Yes
		N	01:06:54	01:03:56	-00:02:58	Yes
5	Inverness to Dornoch	N	00:47:41	00:46:26	-00:01:15	Yes
		S	00:48:02	00:46:39	-00:01:23	Yes
6	Dornoch to Helmsdale	N	00:38:22	00:35:15	-00:03:08	Yes
		S	00:37:56	00:35:15	-00:02:41	Yes
7	Helmsdale to Thurso	N	00:51:17	00:51:32	00:00:15	Yes
		S	00:52:51	00:51:33	-00:01:18	Yes
8	Thurso to Latheron	S	00:46:18	00:48:02	00:01:44	Yes
		N	00:46:22	00:48:00	00:01:38	Yes
9	Invergarry to Kyle of Lochalsh	E	01:08:52	00:58:27	-00:10:25	No
		W	01:08:03	00:58:33	-00:09:29	Yes
10	Inverness to Fort William	N	01:35:39	01:19:38	-00:16:01	No
		S	01:35:53	01:19:48	-00:16:06	No
11	Crianlarich to Oban	W	00:57:15	00:47:37	-00:09:38	No
		E	00:58:43	00:48:05	-00:10:38	No
12	Crianlarich to Fort William	N	01:12:58	01:05:31	-00:07:27	Yes
		S	01:13:05	01:05:45	-00:07:21	Yes
13	Fort William to Mallaig	W	01:16:53	00:59:43	-00:17:10	No
		E	01:16:52	00:59:43	-00:17:09	No
14	Dunkeld to Aviemore	N	01:18:13	01:15:19	-00:02:54	Yes
		S	01:18:37	01:16:13	-00:02:24	Yes
15	Tarbet to Cambeltown	S	02:17:20	01:55:24	-00:21:56	No
		N	02:17:06	01:55:32	-00:21:34	No
16	Aviemore to Keith	N	01:05:35	00:59:22	-00:06:13	Yes
		S	01:06:01	00:59:18	-00:06:43	Yes
17	Perth to Dunkeld	N	00:17:02	00:17:32	00:00:29	Yes
		S	00:17:18	00:17:30	00:00:12	Yes
18	Alexandria to Crianlarich	N	00:50:01	00:41:50	-00:08:11	No
		S	00:50:46	00:41:58	-00:08:48	No



Table V.3: PM Peak hour Journey Time Validation, Sites 1 – 18

Route Number	Description	Direction	Observed Journey Time (hh:mm:ss)	Modelled Journey Time (hh:mm:ss)	Difference (hh:mm:ss)	Meets WebTag Criteria?
1	Inverness to Elgin	E	00:51:26	00:52:07	00:00:41	Yes
		W	00:51:50	00:52:41	00:00:52	Yes
2	Elgin to Aberdeen	E	01:26:41	01:17:09	-00:09:32	Yes
		W	01:26:50	01:21:29	-00:05:21	Yes
3	Inverness to Aviemore	S	00:29:00	00:28:13	-00:00:47	Yes
		N	00:28:39	00:27:46	-00:00:53	Yes
4	Ullapool to Inverness	S	01:06:28	01:04:56	-00:01:32	Yes
		N	01:06:49	01:05:58	-00:00:51	Yes
5	Inverness to Dornoch	N	00:47:30	00:51:21	00:03:51	Yes
		S	00:47:17	00:48:01	00:00:44	Yes
6	Dornoch to Helmsdale	N	00:37:07	00:35:26	-00:01:41	Yes
		S	00:36:49	00:35:27	-00:01:22	Yes
7	Helmsdale to Thurso	N	00:50:23	00:51:34	00:01:10	Yes
		S	00:51:51	00:51:52	00:00:01	Yes
8	Thurso to Latheron	S	00:46:28	00:48:17	00:01:49	Yes
		N	00:46:24	00:48:05	00:01:41	Yes
9	Invergarry to Kyle of Lochalsh	E	01:06:31	00:58:40	-00:07:50	Yes
		W	01:05:36	00:58:41	-00:06:55	Yes
10	Inverness to Fort William	N	01:34:05	01:20:54	-00:13:10	Yes
		S	01:34:44	01:22:16	-00:12:27	Yes
11	Crianlarich to Oban	W	00:56:22	00:47:38	-00:08:44	No
		E	00:57:42	00:48:24	-00:09:18	No
12	Crianlarich to Fort William	N	01:11:12	01:05:24	-00:05:48	Yes
		S	01:11:22	01:06:03	-00:05:19	Yes
13	Fort William to Mallaig	W	01:14:18	00:59:46	-00:14:32	No
		E	01:14:47	00:59:47	-00:14:59	No
14	Dunkeld to Aviemore	N	01:16:18	01:15:09	-00:01:09	Yes
		S	01:16:32	01:17:01	00:00:29	Yes
15	Tarbet to Cambeltown	S	02:12:06	01:55:55	-00:16:11	Yes
		N	02:11:46	01:55:44	-00:16:02	Yes
16	Aviemore to Keith	N	01:04:07	00:59:29	-00:04:38	Yes
		S	01:04:34	00:59:26	-00:05:08	Yes
17	Perth to Dunkeld	N	00:16:54	00:17:40	00:00:46	Yes
		S	00:17:07	00:17:47	00:00:40	Yes
18	Alexandria to Crianlarich	N	00:48:24	00:42:04	-00:06:20	Yes
		S	00:49:05	00:43:08	-00:05:58	Yes



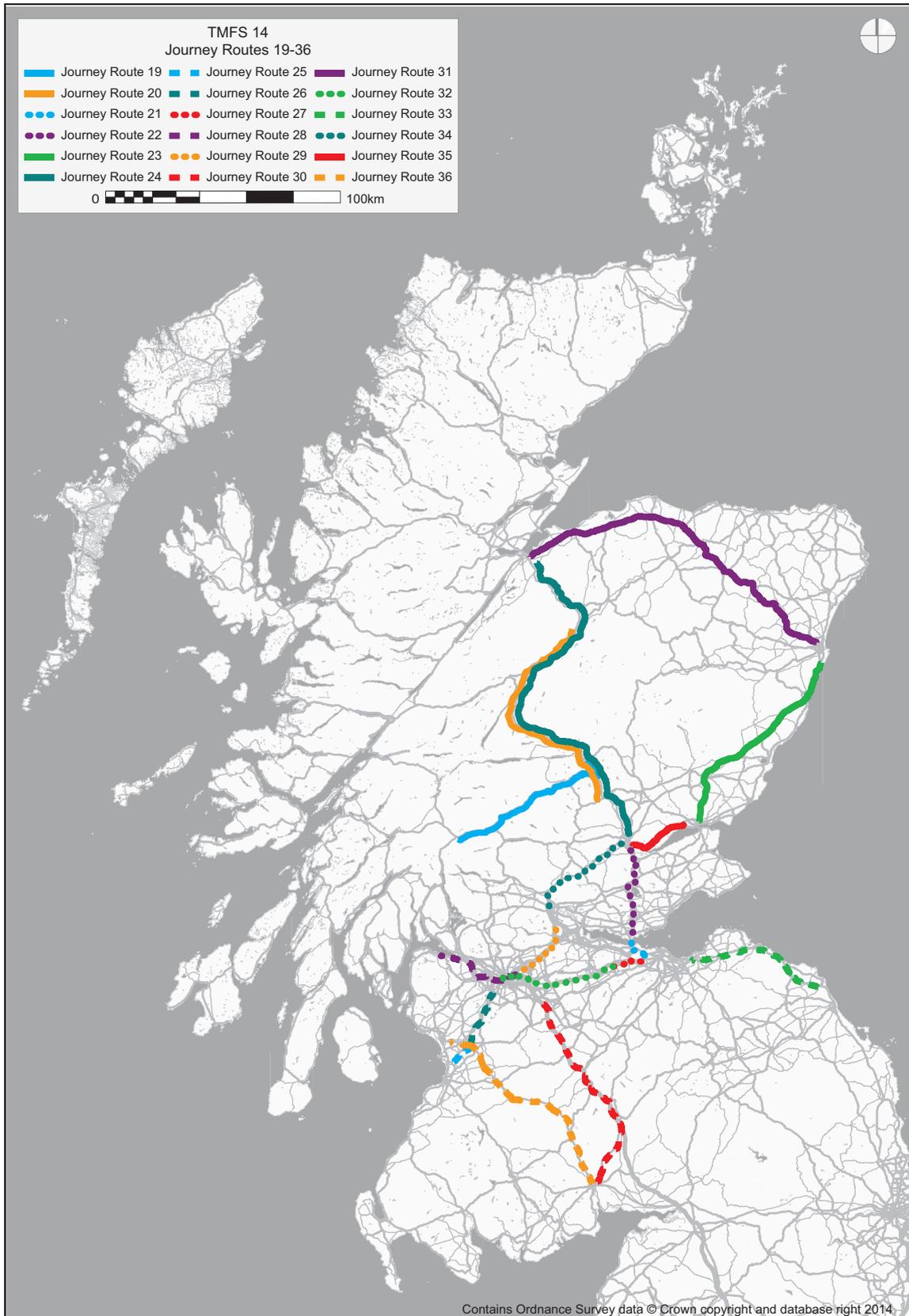


Figure V.2: Journey Times Routes, Sites 19 – 36



Table V.4: AM Peak hour Journey Time Validation, Sites 19 – 36

Route Number	Description	Direction	Observed Journey Time (hh:mm:ss)	Modelled Journey Time (hh:mm:ss)	Difference (hh:mm:ss)	Meets WebTag Criteria?
19	Invermoirston to A887 Junction	W	00:17:08	00:16:20	-00:00:47	Yes
		E	00:17:20	00:16:20	-00:01:00	Yes
20	Oban to Ballaculish	N	00:44:12	00:36:10	-00:08:03	No
		S	00:43:51	00:36:24	-00:07:27	No
21	Edinburgh to Dunfermline	N	00:10:44	00:13:49	00:03:05	No
		S	00:14:41	00:16:31	00:01:51	Yes
22	Perth to Dunfermline	S	00:25:39	00:24:37	-00:01:02	Yes
		N	00:26:40	00:25:12	-00:01:28	Yes
23	Aberdeen to Dundee	S	01:01:01	00:56:08	-00:04:54	Yes
		N	01:00:14	01:03:25	00:03:11	Yes
24	Perth to Inverness	N	01:55:40	01:56:18	00:00:39	Yes
		S	01:56:38	01:54:06	-00:02:31	Yes
25	Kilmarnock to Ayr	S	00:07:42	00:06:33	-00:01:09	Yes
		N	00:07:38	00:06:30	-00:01:08	Yes
26	Glasgow to kilmarnock	S	00:15:40	00:15:45	00:00:05	Yes
		N	00:16:57	00:17:12	00:00:15	Yes
27	Livingston to Edinburgh	E	00:13:20	00:15:14	00:01:54	Yes
		W	00:10:50	00:11:00	00:00:10	Yes
28	Greenock to Glasgow	E	00:36:49	00:37:26	00:00:37	Yes
		W	00:35:32	00:39:51	00:04:18	Yes
29	Stirling to Glasgow	S	00:26:42	00:22:47	-00:03:56	Yes
		N	00:25:11	00:22:04	-00:03:07	Yes
30	Dumfries to Hamilton	N	01:05:53	01:00:44	-00:05:09	Yes
		S	01:05:35	01:00:24	-00:05:11	Yes
31	Inverness to Aberdeen	E	02:30:34	02:19:33	-00:11:01	Yes
		W	02:24:24	02:12:35	-00:11:49	Yes
32	Glasgow to Edinburgh	E	00:53:57	00:58:39	00:04:42	Yes
		W	00:54:55	00:54:02	-00:00:53	Yes
33	Ayton to Edinburgh	W	00:41:37	00:38:54	-00:02:43	Yes
		E	00:45:24	00:41:55	-00:03:29	Yes
34	Perth to Stirling	S	00:32:42	00:31:19	-00:01:23	Yes
		N	00:34:42	00:32:24	-00:02:18	Yes
35	Dunfermline to Dundee	N	00:42:52	00:42:30	-00:00:22	Yes
		S	00:41:23	00:40:19	-00:01:04	Yes
36	Dumfries to Irvine	N	01:27:39	01:17:54	-00:09:45	Yes
		S	01:33:21	01:19:20	-00:14:01	No



Table V.5: Inter Peak hour Journey Time Validation, Sites 19 – 36

Route Number	Description	Direction	Observed Journey Time (hh:mm:ss)	Modelled Journey Time (hh:mm:ss)	Difference (hh:mm:ss)	Meets WebTag Criteria?
19	Invermoirston to A887 Junction	W	00:17:06	00:16:20	-00:00:46	Yes
		E	00:17:18	00:16:20	-00:00:58	Yes
20	Oban to Ballaculish	N	00:44:49	00:36:10	-00:08:39	No
		S	00:44:29	00:36:13	-00:08:16	No
21	Edinburgh to Dunfermline	N	00:10:24	00:10:47	00:00:23	Yes
		S	00:10:49	00:10:50	00:00:01	Yes
22	Perth to Dunfermline	S	00:25:58	00:24:22	-00:01:36	Yes
		N	00:26:02	00:24:32	-00:01:31	Yes
23	Aberdeen to Dundee	S	01:00:24	00:56:05	-00:04:19	Yes
		N	01:00:37	00:55:36	-00:05:00	Yes
24	Perth to Inverness	N	01:59:03	01:55:18	-00:03:45	Yes
		S	01:59:51	01:56:51	-00:03:01	Yes
25	Kilmarnock to Ayr	S	00:07:43	00:06:17	-00:01:26	No
		N	00:07:47	00:06:13	-00:01:33	No
26	Glasgow to kilmarnock	S	00:15:30	00:14:28	-00:01:02	Yes
		N	00:15:44	00:14:31	-00:01:13	Yes
27	Livingston to Edinburgh	E	00:11:00	00:10:29	-00:00:31	Yes
		W	00:10:50	00:10:32	-00:00:18	Yes
28	Greenock to Glasgow	E	00:31:52	00:34:19	00:02:27	Yes
		W	00:32:16	00:32:52	00:00:36	Yes
29	Stirling to Glasgow	S	00:23:22	00:19:53	-00:03:29	Yes
		N	00:22:58	00:18:40	-00:04:18	No
30	Dumfries to Hamilton	N	01:05:12	00:59:35	-00:05:37	Yes
		S	01:04:43	00:59:50	-00:04:53	Yes
31	Inverness to Aberdeen	E	02:29:26	02:09:27	-00:19:59	Yes
		W	02:24:51	02:08:42	-00:16:09	Yes
32	Glasgow to Edinburgh	E	00:45:01	00:45:03	00:00:02	Yes
		W	00:45:53	00:45:17	-00:00:37	Yes
33	Ayton to Edinburgh	W	00:42:32	00:38:35	-00:03:57	Yes
		E	00:45:50	00:41:54	-00:03:56	Yes
34	Perth to Stirling	S	00:33:20	00:30:51	-00:02:28	Yes
		N	00:33:48	00:31:06	-00:02:43	Yes
35	Dunfermline to Dundee	N	00:41:46	00:39:16	-00:02:29	Yes
		S	00:42:23	00:39:55	-00:02:28	Yes
36	Dumfries to Irvine	N	01:27:39	01:16:25	-00:11:14	Yes
		S	01:33:49	01:17:45	-00:16:04	No



Table V.6: PM Peak hour Journey Time Validation, Sites 19 – 36

Route Number	Description	Direction	Observed Journey Time (hh:mm:ss)	Modelled Journey Time (hh:mm:ss)	Difference (hh:mm:ss)	Meets WebTag Criteria?
19	Invermoirston to A887 Junction	W	00:16:32	00:16:22	-00:00:10	Yes
		E	00:16:45	00:16:20	-00:00:25	Yes
20	Oban to Ballaculish	N	00:44:04	00:36:31	-00:07:34	No
		S	00:43:53	00:36:20	-00:07:32	No
21	Edinburgh to Dunfermline	N	00:13:31	00:16:52	00:03:22	No
		S	00:11:08	00:13:53	00:02:45	No
22	Perth to Dunfermline	S	00:26:20	00:24:50	-00:01:30	Yes
		N	00:25:04	00:25:01	-00:00:04	Yes
23	Aberdeen to Dundee	S	00:58:49	01:03:06	00:04:17	Yes
		N	00:58:49	00:56:18	-00:02:31	Yes
24	Perth to Inverness	N	01:56:08	01:55:23	-00:00:45	Yes
		S	01:56:42	01:58:12	00:01:30	Yes
25	Kilmarnock to Ayr	S	00:07:35	00:06:50	-00:00:44	Yes
		N	00:07:35	00:06:31	-00:01:04	Yes
26	Glasgow to kilmarnock	S	00:15:38	00:18:02	00:02:24	No
		N	00:15:24	00:15:48	00:00:24	Yes
27	Livingston to Edinburgh	E	00:11:55	00:12:11	00:00:16	Yes
		W	00:14:55	00:14:39	-00:00:15	Yes
28	Greenock to Glasgow	E	00:39:36	00:39:52	00:00:15	Yes
		W	00:38:30	00:36:54	-00:01:36	Yes
29	Stirling to Glasgow	S	00:26:51	00:23:10	-00:03:41	Yes
		N	00:23:28	00:21:16	-00:02:12	Yes
30	Dumfries to Hamilton	N	01:04:19	01:00:09	-00:04:11	Yes
		S	01:03:58	01:00:58	-00:03:00	Yes
31	Inverness to Aberdeen	E	02:28:54	02:15:02	-00:13:52	Yes
		W	02:22:27	02:17:44	-00:04:43	Yes
32	Glasgow to Edinburgh	E	00:50:31	00:55:27	00:04:56	Yes
		W	01:00:34	00:57:31	-00:03:03	Yes
33	Ayton to Edinburgh	W	00:40:29	00:38:53	-00:01:36	Yes
		E	00:44:22	00:42:34	-00:01:48	Yes
34	Perth to Stirling	S	00:32:32	00:31:43	-00:00:49	Yes
		N	00:32:52	00:32:16	-00:00:36	Yes
35	Dunfermline to Dundee	N	00:40:12	00:40:21	00:00:09	Yes
		S	00:42:43	00:41:52	-00:00:51	Yes
36	Dumfries to Irvine	N	01:26:30	01:17:15	-00:09:15	Yes
		S	01:33:41	01:19:42	-00:13:59	Yes



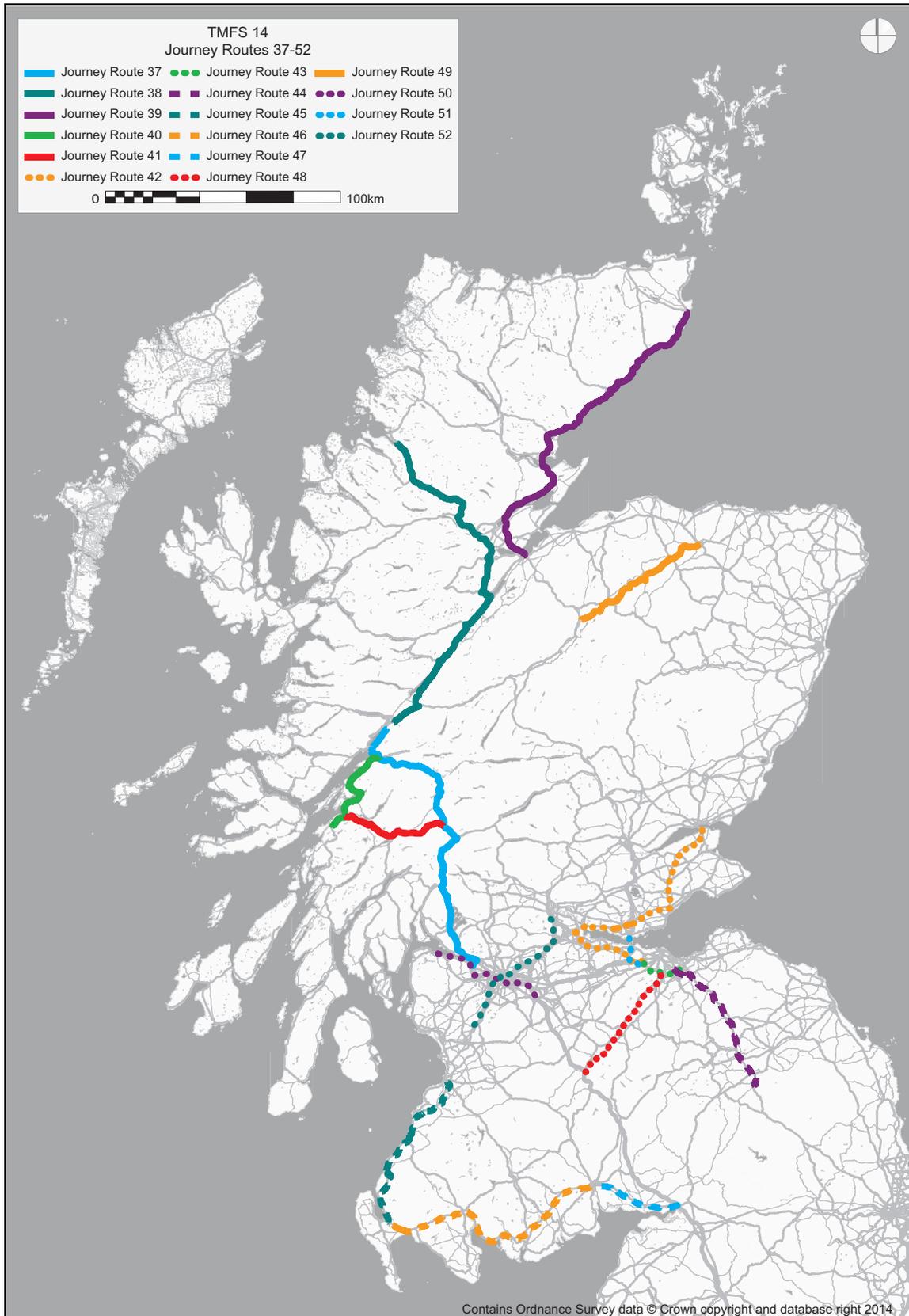


Figure V.3: Journey Times Routes, Sites 37 – 52



Table V.7: AM Peak hour Journey Time Validation, Sites 37 – 52

Route Number	Description	Direction	Observed Journey Time (hh:mm:ss)	Modelled Journey Time (hh:mm:ss)	Difference (hh:mm:ss)	Meets WebTag Criteria?
37	Erskine to Fort William	N	02:00:28	01:50:10	-00:10:18	Yes
		S	02:00:08	01:49:45	-00:10:24	Yes
38	Fort William to Ullapool	N	02:31:55	02:15:43	-00:16:11	Yes
		S	02:32:13	02:15:29	-00:16:44	Yes
39	Inverness to Wick	N	02:10:35	02:11:12	00:00:36	Yes
		S	02:14:15	02:12:58	-00:01:16	Yes
40	Oban to Fort William	N	01:07:11	00:56:32	-00:10:39	No
		S	01:06:47	00:56:36	-00:10:10	No
41	Oban to Erskine	S	01:57:27	01:43:57	-00:13:30	Yes
		N	01:57:16	01:43:54	-00:13:22	Yes
42	Dundee to Edinburgh	S	01:40:52	01:44:59	00:04:07	Yes
		N	01:36:54	01:41:34	00:04:40	Yes
43	Edinburgh Bypass	E	00:19:58	00:24:33	00:04:35	No
		W	00:15:53	00:22:12	00:06:19	No
44	Edinburgh to Jedburgh	S	01:03:49	00:55:17	-00:08:32	Yes
		N	01:04:44	00:57:03	-00:07:42	Yes
45	Ayr to Stranraer	S	01:12:59	01:01:51	-00:11:08	No
		N	01:13:55	01:03:02	-00:10:53	Yes
46	Dumfries to Stranraer	W	01:25:45	01:22:01	-00:03:45	Yes
		E	01:25:12	01:22:02	-00:03:10	Yes
47	Dumfries to Gretna	W	00:27:46	00:26:32	-00:01:15	Yes
		E	00:28:06	00:26:26	-00:01:40	Yes
48	Abington to Edinburgh	N	00:48:43	00:43:28	-00:05:15	Yes
		S	00:49:02	00:42:15	-00:06:47	Yes
49	Kinveachy to Keith	N	00:58:55	00:54:30	-00:04:24	Yes
		S	00:58:29	00:54:01	-00:04:28	Yes
50	Port Glasgow to Hamilton	E	00:39:42	00:44:25	00:04:43	Yes
		W	00:38:10	00:44:16	00:06:06	No
51	Hermiston Gait to Inverkeithing	N	00:14:05	00:16:13	00:02:08	No
		S	00:17:01	00:19:04	00:02:03	Yes
52	Kilmarnock to Stirling	N	00:57:51	00:52:14	-00:05:37	Yes
		S	00:57:39	00:51:49	-00:05:51	Yes



Table V.8: Inter Peak hour Journey Time Validation, Sites 37 – 52

Route Number	Description	Direction	Observed Journey Time (hh:mm:ss)	Modelled Journey Time (hh:mm:ss)	Difference (hh:mm:ss)	Meets WebTag Criteria?
37	Erskine to Fort William	N	02:05:58	01:48:38	-00:17:20	Yes
		S	02:05:30	01:48:45	-00:16:45	Yes
38	Fort William to Ullapool	N	02:34:07	02:15:26	-00:18:41	Yes
		S	02:34:15	02:15:18	-00:18:57	Yes
39	Inverness to Wick	N	02:12:57	02:10:03	-00:02:54	Yes
		S	02:14:19	02:10:30	-00:03:49	Yes
40	Oban to Fort William	N	01:08:44	00:56:37	-00:12:07	No
		S	01:08:40	00:56:28	-00:12:12	No
41	Oban to Erskine	S	02:02:09	01:41:17	-00:20:52	No
		N	02:02:17	01:40:51	-00:21:26	No
42	Dundee to Edinburgh	S	01:38:00	01:31:49	-00:06:10	Yes
		N	01:36:05	01:31:49	-00:04:17	Yes
43	Edinburgh Bypass	E	00:14:49	00:15:10	00:00:20	Yes
		W	00:15:15	00:16:21	00:01:06	Yes
44	Edinburgh to Jedburgh	S	01:04:00	00:54:24	-00:09:37	No
		N	01:05:02	00:54:12	-00:10:50	No
45	Ayr to Stranraer	S	01:13:41	01:01:23	-00:12:17	No
		N	01:14:28	01:01:31	-00:12:57	No
46	Dumfries to Stranraer	W	01:27:31	01:21:33	-00:05:59	Yes
		E	01:26:56	01:21:59	-00:04:57	Yes
47	Dumfries to Gretna	W	00:28:08	00:25:58	-00:02:10	Yes
		E	00:28:26	00:25:49	-00:02:37	Yes
48	Abington to Edinburgh	N	00:49:01	00:42:11	-00:06:50	Yes
		S	00:49:17	00:42:19	-00:06:58	Yes
49	Kinveachy to Keith	N	00:59:42	00:54:23	-00:05:19	Yes
		S	00:59:18	00:54:01	-00:05:17	Yes
50	Port Glasgow to Hamilton	E	00:37:46	00:37:48	00:00:02	Yes
		W	00:37:58	00:39:09	00:01:11	Yes
51	Hermiston Gait to Inverkeithing	N	00:13:58	00:13:48	-00:00:10	Yes
		S	00:13:28	00:12:45	-00:00:43	Yes
52	Kilmarnock to Stirling	N	00:51:17	00:42:55	-00:08:22	No
		S	00:52:28	00:45:39	-00:06:49	Yes



Table V.9: PM Peak hour Journey Time Validation, Sites 37 – 52

Route Number	Description	Direction	Observed Journey Time (hh:mm:ss)	Modelled Journey Time (hh:mm:ss)	Difference (hh:mm:ss)	Meets WebTag Criteria?
37	Erskine to Fort William	N	02:02:09	01:49:40	-00:12:29	Yes
		S	02:02:12	01:50:47	-00:11:25	Yes
38	Fort William to Ullapool	N	02:32:04	02:16:14	-00:15:50	Yes
		S	02:32:27	02:16:18	-00:16:09	Yes
39	Inverness to Wick	N	02:10:22	02:15:27	00:05:05	Yes
		S	02:11:14	02:12:21	00:01:08	Yes
40	Oban to Fort William	N	01:07:36	00:57:02	-00:10:33	No
		S	01:07:37	00:56:45	-00:10:53	No
41	Oban to Erskine	S	01:59:24	01:44:49	-00:14:35	Yes
		N	01:58:59	01:43:42	-00:15:17	Yes
42	Dundee to Edinburgh	S	01:37:56	01:44:18	00:06:22	Yes
		N	01:38:30	01:47:12	00:08:42	Yes
43	Edinburgh Bypass	E	00:15:50	00:22:21	00:06:31	No
		W	00:19:12	00:35:04	00:15:52	No
44	Edinburgh to Jedburgh	S	01:02:48	00:58:04	-00:04:44	Yes
		N	01:03:50	00:56:39	-00:07:11	Yes
45	Ayr to Stranraer	S	01:12:25	01:03:14	-00:09:11	Yes
		N	01:13:09	01:02:09	-00:10:60	No
46	Dumfries to Stranraer	W	01:25:35	01:22:53	-00:02:42	Yes
		E	01:24:48	01:23:13	-00:01:35	Yes
47	Dumfries to Gretna	W	00:27:14	00:26:48	-00:00:26	Yes
		E	00:27:33	00:26:53	-00:00:40	Yes
48	Abington to Edinburgh	N	00:47:59	00:42:20	-00:05:39	Yes
		S	00:48:20	00:43:17	-00:05:03	Yes
49	Kinveachy to Keith	N	00:58:23	00:54:28	-00:03:56	Yes
		S	00:57:59	00:54:05	-00:03:54	Yes
50	Port Glasgow to Hamilton	E	00:37:47	00:44:20	00:06:33	No
		W	00:38:00	00:45:45	00:07:45	No
51	Hermiston Gait to Inverkeithing	N	00:18:19	00:19:28	00:01:09	Yes
		S	00:14:22	00:15:07	00:00:45	Yes
52	Kilmarnock to Stirling	N	00:54:37	00:50:06	-00:04:30	Yes
		S	01:01:25	00:57:34	-00:03:50	Yes



W RSI AND MODELLED LA TO LA MOVEMENTS**W.1 Site 1: A96 Forres to Elgin, Gateside Farm***Table W.1 : A96 Forres to Elgin, Gateside Farm, AM Peak Eastbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.0%		1.0%
SES plan										0.0%
TAY plan								0.2%		0.2%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.2%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands				19.7%				78.8%		98.5%
England										0.0%
Total	0.0%	0.0%	0.0%	19.7%	0.0%	0.0%	0.0%	80.3%	0.0%	100.0%

Table W.2 : A96 Forres to Elgin, Gateside Farm, AM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan								0.4%		0%
TAY plan								0.9%		1%
Aberdeen City and Shire										0%
Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk				0.9%				0.4%		1%
Highland, Argyll, Moray & Islands	2.2%		0.4%	12.9%				80.9%	0.4%	97%
England				0.4%						0%
Total	2%	0%	0%	14%	0%	0%	0%	83%	0%	100%



Table W.3: A96 Forres to Elgin, Gateside Farm, Inter Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.2%		1%
SES plan										0%
TAY plan								1.2%		1%
Aberdeen City and Shire										0%
Galloway										0%
Ayrshire								0.3%		0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands				28.1%				67.4%		96%
England								1.5%		2%
Total	0%	0%	0%	28%	0%	0%	0%	72%	0%	100%

Table W.4: A96 Forres to Elgin, Gateside Farm, Inter Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				0.3%				0.6%		1%
SES plan				0.5%				1.4%		2%
TAY plan				0.3%				0.4%		1%
Aberdeen City and Shire								0.3%		0%
Galloway										0%
Ayrshire								0.3%		0%
Stirling, Clacks & Falkirk								0.4%		0%
Highland, Argyll, Moray & Islands	0.5%		0.6%	16.3%				75.2%	1.9%	95%
England								1.2%		1%
Total	1%	0%	1%	17%	0%	0%	0%	80%	2%	100%



Table W.5: A96 Forres to Elgin, Gateside Farm, PM Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.9%		1%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								0.2%		0%
Highland, Argyll, Moray & Islands				26.9%				71.1%		98%
England								0.3%		0%
Total	0%	0%	0%	27%	0%	0%	0%	73%	0%	100%

Table W.6: A96 Forres to Elgin, Gateside Farm, PM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.3%		1%
SES plan								0.6%		1%
TAY plan								0.6%		1%
Aberdeen City and Shire										0%
Galloway										0%
Ayrshire								0.6%		1%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands				18.5%	0.6%			76.3%	1.3%	97%
England										0%
Total	0%	0%	0%	19%	1%	0%	0%	80%	1%	100%



Table W.7: A96 Forres to Elgin, Gateside Farm, AM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire								22.2%		22.2%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	0.3%	0.4%			0.2%			75.4%	1.3%	77.7%
England										0.0%
Total	0.3%	0.4%	0.2%	0.0%	0.2%	0.0%	0.0%	97.6%	1.3%	100.0%

Table W.8: A96 Forres to Elgin, Gateside Farm, AM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.1%		1%
SES plan										0%
TAY plan								1.2%		1%
Aberdeen City and Shire							1.1%	12.6%	0.5%	14%
Galloway								0.6%		1%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		1.1%	1.1%					80.9%		83%
England										0%
Total	0%	1%	1%	0%	0%	0%	1%	96%	1%	100%



Table W.9: A96 Forres to Elgin, Gateside Farm, Inter Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								31.6%		32%
Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.1%		2.1%		0.2%	0.5%	0.2%	63.3%	0.9%	68%
England										0%
Total	1%	0%	2%	0%	0%	0%	0%	95%	1%	100%

Table W.10: A96 Forres to Elgin, Gateside Farm, Inter Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.5%		1%
SES plan										0%
TAY plan								0.4%		0%
Aberdeen City and Shire	0.3%	0.5%	0.3%					15.9%		17%
Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.4%	1.1%	0.4%	0.3%		0.3%	0.4%	76.3%	1.2%	80%
England								1.9%		2%
Total	1%	2%	1%	0%	0%	0%	0%	95%	1%	100%



Table W.11: A96 Forres to Elgin, Gateside Farm, PM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								27.7%		28%
Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.4%						0.4%	70.8%	0.4%	72%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	99%	0%	100%

Table W.12: A96 Forres to Elgin, Gateside Farm, PM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.4%		1%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								20.3%		20%
Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.9%	0.5%	0.5%			0.5%	0.5%	74.7%		77%
England								0.9%		1%
Total	1%	0%	0%	0%	0%	0%	0%	97%	0%	100%



W.2 Site 2: A941 South of Elgin, near Rothes*Table W.13: A941 South of Elgin, near Rothes, AM Peak Northbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								3.3%		3.3%
SES plan								8.9%		8.9%
TAY plan								6.3%		6.3%
Aberdeen City and Shire								17.2%		17.2%
Dumfires and Galloway								0.3%		0.3%
Ayrshire								0.6%		0.6%
Stirling, Clacks & Falkirk								0.7%		0.7%
Highland, Argyll, Moray & Islands								61.3%		61.3%
England								1.3%		1.3%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W.14: A941 South of Elgin, near Rothes, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								2.0%		2%
SES plan										0%
TAY plan								1.2%		1%
Aberdeen City and Shire								8.4%		8%
Dumfires and Galloway								2.2%		2%
Ayrshire								1.5%		1%
Stirling, Clacks & Falkirk								1.5%		1%
Highland, Argyll, Moray & Islands								81.3%		81%
England								2.0%		2%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.15: A941 South of Elgin, near Rothes, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								7.1%		7%
SES plan								10.4%		10%
TAY plan								8.1%		8%
Aberdeen City and Shire								17.6%		18%
Dumfires and Galloway								0.6%		1%
Ayrshire								3.0%		3%
Stirling, Clacks & Falkirk								0.9%		1%
Highland, Argyll, Moray & Islands								48.3%		48%
England								4.0%		4%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.16: A941 South of Elgin, near Rothes, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								4.7%		5%
SES plan								4.0%		4%
TAY plan								3.8%		4%
Aberdeen City and Shire								5.2%		5%
Dumfires and Galloway								2.8%		3%
Ayrshire								0.9%		1%
Stirling, Clacks & Falkirk								0.3%		0%
Highland, Argyll, Moray & Islands				0.3%				75.5%		76%
England								2.5%		2%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.17: A941 South of Elgin, near Rothes, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								2.1%		2%
SES plan								3.7%		4%
TAY plan								10.8%		11%
Aberdeen City and Shire								16.6%		17%
Dumfires and Galloway								0.3%		0%
Ayrshire										0%
Stirling, Clacks & Falkirk								2.0%		2%
Highland, Argyll, Moray & Islands								63.3%		63%
England								1.3%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.18: A941 South of Elgin, near Rothes, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.7%		1%
SES plan								5.4%	0.7%	6%
TAY plan										0%
Aberdeen City and Shire								5.9%		6%
Dumfires and Galloway								4.2%		4%
Ayrshire								0.7%		1%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								76.2%	1.3%	78%
England								4.9%		5%
Total	0%	0%	0%	0%	0%	0%	0%	98%	2%	100%



Table W.19: A941 South of Elgin, near Rothes, AM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	1.3%	5.4%	10.6%	13.0%	0.6%			68.7%	0.4%	100.0%
England										0.0%
Total	1.3%	5.4%	10.6%	13.0%	0.6%	0.0%	0.0%	68.7%	0.4%	100.0%

Table W.20: A941 South of Elgin, near Rothes, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	3.7%	1.8%	1.0%	10.7%	3.8%	2.7%	2.1%	69.3%	4.3%	99%
England		0.6%								1%
Total	4%	2%	1%	11%	4%	3%	2%	69%	4%	100%



Table W.21: A941 South of Elgin, near Rothes, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	4.1%	16.6%	9.2%	17.4%	1.2%	0.5%	1.6%	44.4%	4.9%	100%
England										0%
Total	4%	17%	9%	17%	1%	1%	2%	44%	5%	100%

Table W.22: A941 South of Elgin, near Rothes, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								0.3%		0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	4.7%	4.0%	3.8%	5.0%	2.8%	0.9%	0.3%	75.7%	2.5%	100%
England										0%
Total	5%	4%	4%	5%	3%	1%	0%	76%	2%	100%



Table W.23: A941 South of Elgin, near Rothes, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								4.6%		5%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.4%	4.1%	2.8%	10.1%	0.4%		3.6%	72.4%	0.8%	95%
England										0%
Total	1%	4%	3%	10%	0%	0%	4%	77%	1%	100%

Table W.24: A941 South of Elgin, near Rothes, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		3.2%	0.6%	6.8%	2.9%			81.8%	3.5%	99%
England								1.3%		1%
Total	0%	3%	1%	7%	3%	0%	0%	83%	4%	100%



W.3 Site 3: A96 Elgin to Fochabers

Table W.25: A96 Elgin to Fochabers, AM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire								28.5%		28.5%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands								71.5%		71.5%
England										0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W.26: A96 Elgin to Fochabers, AM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan								1.8%		2%
TAY plan										0%
Aberdeen City and Shire								17.5%		18%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								80.0%		80%
England									0.7%	1%
Total	0%	0%	0%	0%	0%	0%	0%	99%	1%	100%



Table W.27: A96 Elgin to Fochabers, Inter Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan								0.6%		1%
TAY plan										0%
Aberdeen City and Shire								44.1%		44%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								55.4%		55%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.28: A96 Elgin to Fochabers, Inter Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.3%		1%
SES plan								1.9%		2%
TAY plan								1.2%		1%
Aberdeen City and Shire								28.2%		28%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								0.6%		1%
Highland, Argyll, Moray & Islands								66.7%		67%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.29: A96 Elgin to Fochabers, PM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								47.9%		48%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								52.0%		52%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.30: A96 Elgin to Fochabers, PM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.5%		1%
SES plan								1.1%		1%
TAY plan								0.5%		1%
Aberdeen City and Shire		0.5%						26.2%		27%
Dumfires and Galloway								0.5%		1%
Ayrshire										0%
Stirling, Clacks & Falkirk								0.5%		1%
Highland, Argyll, Moray & Islands						0.5%		67.9%	0.5%	69%
England		0.6%						0.5%		1%
Total	0%	1%	0%	0%	0%	1%	0%	98%	1%	100%



Table W.31: A96 Elgin to Fochabers, AM Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands				44.1%				55.9%		100.0%
England										0.0%
Total	0.0%	0.0%	0.0%	44.1%	0.0%	0.0%	0.0%	55.9%	0.0%	100.0%

Table W.32: A96 Elgin to Fochabers, AM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		2.9%	0.6%	22.9%				72.4%		99%
England								0.6%	0.6%	1%
Total	0%	3%	1%	23%	0%	0%	0%	73%	1%	100%



Table W.33: A96 Elgin to Fochabers, Inter Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands				40.5%				59.4%		100%
England										0%
Total	0%	0%	0%	41%	0%	0%	0%	59%	0%	100%

Table W.34: A96 Elgin to Fochabers, Inter Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.0%	1.6%	1.3%	28.0%			0.6%	67.5%		100%
England										0%
Total	1%	2%	1%	28%	0%	0%	1%	67%	0%	100%



Table W.35: A96 Elgin to Fochabers, PM Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands				33.8%				66.2%		100%
England										0%
Total	0%	0%	0%	34%	0%	0%	0%	66%	0%	100%

Table W.36: A96 Elgin to Fochabers, PM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan				0.5%					0.5%	1%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire								0.5%		0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.0%	1.5%		21.8%	0.5%		0.5%	72.8%	0.5%	99%
England										0%
Total	1%	1%	0%	22%	0%	0%	0%	73%	1%	100%



W.4 Site 4: A96 Fochabers to Keith*Table W.37: A96 Fochabers to Keith, AM Peak South-Eastbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands				78.3%				21.5%		100.0%
England										0.0%
Total	0.0%	0.1%	0.2%	78.3%	0.0%	0.0%	0.0%	21.5%	0.0%	100.0%

Table W.38: A96 Fochabers to Keith, AM Peak South-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.5%	2.0%	59.5%				37.9%		100%
England										0%
Total	0%	1%	2%	60%	0%	0%	0%	38%	0%	100%



Table W.39: A96 Fochabers to Keith, Inter Peak South-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.5%	0.2%	81.7%				17.5%		100%
England										0%
Total	0%	0%	0%	82%	0%	0%	0%	18%	0%	100%

Table W.40: A96 Fochabers to Keith, Inter Peak South-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan				0.5%						0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.8%	0.8%	4.1%	62.4%				31.4%		100%
England										0%
Total	1%	1%	4%	63%	0%	0%	0%	31%	0%	100%



Table W.41: A96 Fochabers to Keith, PM Peak South-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.7%	0.4%	70.9%				28.0%		100%
England										0%
Total	0%	1%	0%	71%	0%	0%	0%	28%	0%	100%

Table W.42: A96 Fochabers to Keith, PM Peak South-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan				0.5%						0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk					0.5%			0.5%		1%
Highland, Argyll, Moray & Islands	1.3%	1.8%	2.9%	48.9%				42.5%		97%
England								1.3%		1%
Total	1%	2%	3%	50%	0%	0%	0%	44%	0%	100%



Table W.43: A96 Fochabers to Keith, AM Peak North-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.1%
TAY plan								0.6%		0.6%
Aberdeen City and Shire								68.9%		68.9%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands								30.4%		30.4%
England										0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W.44: A96 Fochabers to Keith, AM Peak North-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan								1.0%		1%
TAY plan								2.0%		2%
Aberdeen City and Shire								57.6%		58%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands							0.5%	38.9%		39%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.45: A96 Fochabers to Keith, Inter Peak North-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan								1.7%		2%
TAY plan								0.2%		0%
Aberdeen City and Shire								82.7%		83%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								15.4%		15%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.46: A96 Fochabers to Keith, Inter Peak North-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.8%		1%
SES plan								0.8%		1%
TAY plan								4.2%		4%
Aberdeen City and Shire								61.4%		62%
Dumfires and Galloway			0.5%							0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								32.3%		32%
England										0%
Total	0%	0%	1%	0%	0%	0%	0%	99%	0%	100%



Table W.47: A96 Fochabers to Keith, PM Peak North-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan								0.6%		1%
TAY plan								0.3%		0%
Aberdeen City and Shire								77.9%		78%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								21.2%		21%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.48: A96 Fochabers to Keith, PM Peak North-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.7%		2%
SES plan								1.7%		2%
TAY plan								2.6%		3%
Aberdeen City and Shire		0.4%					0.4%	51.5%		52%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								39.9%	1.7%	42%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	97%	2%	100%



W.5 Site 5: A96 Huntly to Keith*Table W.49: A96 Huntly to Keith, AM Peak North-Westbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.3%		0.3%
SES plan								2.8%		2.8%
TAY plan								2.9%		2.9%
Aberdeen City and Shire								92.0%		92.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk								0.7%		0.7%
Highland, Argyll, Moray & Islands								0.9%		0.9%
England								0.5%		0.5%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W.50: A96 Huntly to Keith, AM Peak North-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan								0.8%		1%
TAY plan								2.6%		3%
Aberdeen City and Shire								90.3%	1.6%	92%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								0.8%		1%
Highland, Argyll, Moray & Islands								3.5%		4%
England								0.4%		0%
Total	0%	0%	0%	0%	0%	0%	0%	98%	2%	100%



Table W.51: A96 Huntly to Keith, Inter Peak North-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.5%		1%
SES plan								2.7%		3%
TAY plan								0.6%		1%
Aberdeen City and Shire								93.8%		94%
Dumfires and Galloway										0%
Ayrshire								0.5%		1%
Stirling, Clacks & Falkirk								0.7%		1%
Highland, Argyll, Moray & Islands								0.6%		1%
England								0.6%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.52: A96 Huntly to Keith, Inter Peak North-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								2.1%		2%
SES plan								2.0%		2%
TAY plan								4.5%		4%
Aberdeen City and Shire								79.3%	0.3%	80%
Dumfires and Galloway										0%
Ayrshire								0.8%		1%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								10.4%		10%
England								0.7%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.53: A96 Huntly to Keith, PM Peak North-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.3%		0%
SES plan								2.5%		2%
TAY plan								1.4%		1%
Aberdeen City and Shire								95.2%		95%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								0.6%		1%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.54: A96 Huntly to Keith, PM Peak North-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.4%		0%
SES plan								0.9%		1%
TAY plan								2.0%		2%
Aberdeen City and Shire								91.5%		91%
Dumfires and Galloway										0%
Ayrshire								0.7%		1%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								4.0%		4%
England								0.4%		0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.55: A96 Huntly to Keith, AM Peak South-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	0.8%	1.9%	0.5%	95.8%			0.3%		0.7%	100.0%
England										0.0%
Total	0.8%	1.9%	0.5%	95.8%	0.0%	0.0%	0.3%	0.1%	0.7%	100.0%

Table W.56: A96 Huntly to Keith, AM Peak South-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands			1.8%	94.4%			0.8%	1.9%	0.4%	99%
England				0.8%						1%
Total	0%	0%	2%	95%	0%	0%	1%	2%	0%	100%



Table W.57: A96 Huntly to Keith, Inter Peak South-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.9%	2.3%	0.8%	89.8%		0.6%	2.9%	0.4%	2.2%	100%
England										0%
Total	1%	2%	1%	90%	0%	1%	3%	0%	2%	100%

Table W.58: A96 Huntly to Keith, Inter Peak South-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.7%	1.6%	4.6%	79.9%		0.3%		10.8%	0.7%	100%
England				0.3%						0%
Total	2%	2%	5%	80%	0%	0%	0%	11%	1%	100%



Table W.59: A96 Huntly to Keith, PM Peak South-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.1%	4.1%	1.1%	90.9%			0.5%	1.8%	0.4%	100%
England										0%
Total	1%	4%	1%	91%	0%	0%	1%	2%	0%	100%

Table W.60: A96 Huntly to Keith, PM Peak South-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.1%	2.2%	2.0%	87.4%		1.4%		4.8%	0.4%	99%
England				0.7%						1%
Total	1%	2%	2%	88%	0%	1%	0%	5%	0%	100%



W.6 Site 6: A96 Huntly to A920, near Skares*Table W.61: A96 Huntly to A920, near Skares, AM Peak South-Eastbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire					27.2%					27.3%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands					72.6%					72.7%
England										0.0%
Total	0.0%	0.1%	0.0%	99.8%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Table W.62: A96 Huntly to Keith, AM Peak South-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire	0.6%	0.6%		35.3%				0.6%		37%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.6%		2.8%	55.8%			0.5%		3.3%	63%
England										0%
Total	1%	1%	3%	91%	0%	0%	0%	0%	4%	100%



Table W.63: A96 Huntly to Keith, Inter Peak South-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire			1.1%	20.5%						22%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.4%	0.5%	77.0%				0.4%		78%
England										0%
Total	0%	0%	2%	98%	0%	0%	0%	0%	0%	100%

Table W.64: A96 Huntly to Keith, Inter Peak South-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire	0.7%	1.1%	0.4%	25.0%	0.4%	1.1%			0.4%	29%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.4%	2.8%	5.4%	55.8%		0.4%	0.4%	0.4%	4.3%	71%
England				0.4%						0%
Total	2%	4%	6%	81%	0%	1%	0%	0%	5%	100%



Table W.65: A96 Huntly to Keith, PM Peak South-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire			0.5%	23.6%						24%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands				74.2%				1.5%		76%
England										0%
Total	0%	0%	1%	98%	0%	0%	0%	2%	0%	100%

Table W.66: A96 Huntly to Keith, PM Peak South-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire	1.1%			26.6%						28%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.4%	1.4%	3.7%	65.8%						72%
England										0%
Total	2%	1%	4%	92%	0%	0%	0%	0%	0%	100%



Table W.67: A96 Huntly to Keith, AM Peak North-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.1%
TAY plan										0.1%
Aberdeen City and Shire				28.9%				70.1%		99.1%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands								0.7%		0.7%
England										0.0%
Total	0.0%	0.0%	0.0%	29.0%	0.0%	0.0%	0.0%	71.0%	0.0%	100.0%

Table W.68: A96 Huntly to Keith, AM Peak North-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.0%		1%
SES plan								1.0%		1%
TAY plan								5.1%		5%
Aberdeen City and Shire				36.7%				51.6%		88%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								0.5%		1%
Highland, Argyll, Moray & Islands										0%
England				1.0%				3.0%		4%
Total	0%	0%	0%	38%	0%	0%	0%	62%	0%	100%



Table W.69: A96 Huntly to Keith, Inter Peak North-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan				2.4%				1.3%		4%
TAY plan				0.8%				0.4%		1%
Aberdeen City and Shire				18.1%				76.5%		95%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								0.5%		0%
England										0%
Total	0%	0%	0%	21%	0%	0%	0%	79%	0%	100%

Table W.70: A96 Huntly to Keith, Inter Peak North-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				0.7%				1.4%		2%
SES plan				1.1%				2.8%		4%
TAY plan				0.4%				5.2%		6%
Aberdeen City and Shire				25.3%				55.7%	0.4%	81%
Dumfires and Galloway				0.4%						0%
Ayrshire				1.1%				0.4%		1%
Stirling, Clacks & Falkirk								0.4%		0%
Highland, Argyll, Moray & Islands								0.4%		0%
England				0.4%				4.2%		5%
Total	0%	0%	0%	29%	0%	0%	0%	70%	0%	100%



Table W.71: A96 Huntly to Keith, PM Peak North-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire					26.9%			72.9%		100%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	0%	0%	0%	27%	0%	0%	0%	73%	0%	100%

Table W.72: A96 Huntly to Keith, PM Peak North-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				2.1%				0.7%		3%
SES plan				0.7%						1%
TAY plan								2.5%		3%
Aberdeen City and Shire					28.3%			64.4%		93%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England								1.3%		1%
Total	0%	0%	0%	31%	0%	0%	0%	69%	0%	100%



W.7 Site 7: A96 Kintore to Port Elphinstone*Table W.73: A96 Kintore to Port Elphinstone, AM Peak Northbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				2.7%						2.7%
SES plan				1.0%						1.0%
TAY plan				3.9%						3.9%
Aberdeen City and Shire				73.3%				17.3%		90.6%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk				0.8%						0.8%
Highland, Argyll, Moray & Islands								0.2%		0.2%
England				0.7%						0.7%
Total	0.0%	0.0%	0.0%	82.4%	0.0%	0.0%	0.0%	17.6%	0.0%	100.0%

Table W.74: A96 Kintore to Port Elphinstone, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				3.6%						4%
SES plan				0.4%						0%
TAY plan				4.9%				1.6%		6%
Aberdeen City and Shire				76.5%				9.3%		86%
Dumfires and Galloway				0.4%						0%
Ayrshire										0%
Stirling, Clacks & Falkirk				1.6%						2%
Highland, Argyll, Moray & Islands										0%
England				1.4%				0.4%		2%
Total	0%	0%	0%	89%	0%	0%	0%	11%	0%	100%



Table W.75: A96 Kintore to Port Elphinstone, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				1.7%						2%
SES plan				2.6%				0.5%		3%
TAY plan				2.1%						2%
Aberdeen City and Shire				65.7%				25.2%		91%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk				0.3%						0%
Highland, Argyll, Moray & Islands										0%
England				1.4%						1%
Total	0%	0%	0%	74%	0%	0%	0%	26%	0%	100%

Table W.76: A96 Kintore to Port Elphinstone, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				2.0%				0.4%		2%
SES plan				1.4%				0.3%		2%
TAY plan				2.9%				0.8%		4%
Aberdeen City and Shire				75.3%				14.0%	0.3%	90%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk				0.3%						0%
Highland, Argyll, Moray & Islands										0%
England				1.8%				0.6%		2%
Total	0%	0%	0%	84%	0%	0%	0%	16%	0%	100%



Table W.77: A96 Kintore to Port Elphinstone, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				1.3%						1%
SES plan				0.3%						0%
TAY plan				3.4%						3%
Aberdeen City and Shire				77.8%				16.2%		94%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk				0.6%						1%
Highland, Argyll, Moray & Islands										0%
England				0.3%						0%
Total	0%	0%	0%	84%	0%	0%	0%	16%	0%	100%

Table W.78: A96 Kintore to Port Elphinstone, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				1.9%						2%
SES plan				0.9%				0.4%		1%
TAY plan				2.6%				0.9%		4%
Aberdeen City and Shire				81.7%				9.4%		91%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk				1.2%						1%
Highland, Argyll, Moray & Islands										0%
England				0.9%						1%
Total	0%	0%	0%	89%	0%	0%	0%	11%	0%	100%



Table W.79: A96 Kintore to Port Elphinstone, AM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire	0.9%	0.5%	2.4%	78.4%			0.5%		0.3%	82.9%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands				17.1%						17.1%
England										0.0%
Total	0.9%	0.5%	2.4%	95.4%	0.0%	0.0%	0.5%	0.0%	0.3%	100.0%

Table W.80: A96 Kintore to Port Elphinstone, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire	1.8%	0.5%	2.8%	81.4%			1.2%		1.1%	89%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.5%	1.0%	8.9%					1.0%	11%
England										0%
Total	2%	1%	4%	90%	0%	0%	1%	0%	2%	100%



Table W.81: A96 Kintore to Port Elphinstone, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire	2.0%	1.2%	1.7%	70.3%			0.4%		2.0%	78%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands				21.8%						22%
England										0%
Total	2%	1%	2%	92%	0%	0%	0%	0%	2%	100%

Table W.82: A96 Kintore to Port Elphinstone, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire	1.8%	1.2%	2.3%	76.8%			0.3%		1.8%	84%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.4%	0.3%	0.8%	14.1%					0.3%	16%
England										0%
Total	2%	1%	3%	91%	0%	0%	0%	0%	2%	100%



Table W.83: A96 Kintore to Port Elphinstone, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire	3.2%	1.4%	6.2%	73.2%			0.8%		0.4%	85%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands				14.1%				0.4%		15%
England										0%
Total	3%	1%	6%	87%	0%	0%	1%	0%	0%	100%

Table W.84: A96 Kintore to Port Elphinstone, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire	3.5%	1.0%	2.9%	79.9%	0.5%		0.9%		1.3%	90%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands			1.1%	8.4%						10%
England				0.5%						0%
Total	4%	1%	4%	89%	0%	0%	1%	0%	1%	100%



W.8 Site 8: A9 Bankfoot

Table W.85: A9 Bankfoot, AM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan	2.6%	8.9%	42.8%				5.2%		2.0%	61.6%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	7.7%	10.7%	6.7%		0.4%	0.9%	4.3%		7.7%	38.4%
England										0.0%
Total	10.3%	19.6%	49.4%	0.0%	0.6%	0.9%	9.5%	0.0%	9.7%	100.0%

Table W.86: A9 Bankfoot, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	4.7%	6.1%	57.5%		0.4%		5.7%		1.9%	76%
Aberdeen City and Shire									1.5%	2%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	5.8%	7.1%	5.4%		0.4%		2.8%		0.4%	22%
England										0%
Total	11%	13%	63%	0%	1%	0%	9%	0%	4%	100%



Table W.87: A9 Bankfoot, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	4.4%	8.6%	24.1%				3.1%		2.9%	43%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	11.8%	21.1%	5.0%		1.7%	1.3%	3.7%		12.0%	57%
England										0%
Total	16%	30%	29%	0%	2%	1%	7%	0%	15%	100%

Table W.88: A9 Bankfoot, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	2.1%	7.2%	37.8%				0.5%	4.1%	0.9%	55%
Aberdeen City and Shire		0.5%	1.3%				0.5%		0.8%	3%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	13.1%	6.1%	7.2%		0.3%	1.6%	4.9%		9.0%	42%
England										0%
Total	15%	14%	46%	0%	0%	2%	10%	1%	12%	100%



Table W.89: A9 Bankfoot, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	4.0%	11.0%	31.1%		0.2%		0.8%			47%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	14.0%	16.8%	7.9%		0.8%	0.7%	5.3%		7.1%	53%
England										0%
Total	18%	28%	39%	0%	1%	1%	6%	0%	7%	100%

Table W.90: A9 Bankfoot, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	1.7%	7.3%	45.0%				1.7%			56%
Aberdeen City and Shire	0.7%	0.7%								1%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	12.7%	12.3%	8.6%				2.7%		6.7%	43%
England										0%
Total	15%	20%	54%	0%	0%	0%	4%	0%	7%	100%



W.9 Site 9: A9 Calvine*Table W.91: A9 Calvine, AM Peak Northbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								20.7%		20.7%
SES plan								28.2%		28.2%
TAY plan								23.3%		23.3%
Aberdeen City and Shire										0.1%
Dumfires and Galloway								1.9%		1.9%
Ayrshire								2.5%		2.5%
Stirling, Clacks & Falkirk								7.6%		7.6%
Highland, Argyll, Moray & Islands								1.0%		1.0%
England								14.6%		14.6%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W.92: A9 Calvine, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								31.3%		31%
SES plan								24.5%		24%
TAY plan			0.5%					24.2%		25%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire								1.5%		1%
Stirling, Clacks & Falkirk								9.8%		10%
Highland, Argyll, Moray & Islands										0%
England								8.2%		8%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.93: A9 Calvine, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								18.9%		19%
SES plan								27.7%		28%
TAY plan								23.8%		24%
Aberdeen City and Shire										0%
Dumfires and Galloway								1.9%		2%
Ayrshire								1.6%		2%
Stirling, Clacks & Falkirk								9.2%		9%
Highland, Argyll, Moray & Islands										0%
England								16.7%		17%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.94: A9 Calvine, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				0.6%				20.6%		21%
SES plan				0.6%				26.2%		27%
TAY plan			0.3%	1.2%				26.3%		28%
Aberdeen City and Shire								0.3%		0%
Dumfires and Galloway								1.9%		2%
Ayrshire				0.3%				2.8%		3%
Stirling, Clacks & Falkirk								6.7%		7%
Highland, Argyll, Moray & Islands				0.3%				0.6%		1%
England								11.3%		11%
Total	0%	0%	0%	3%	0%	0%	0%	97%	0%	100%



Table W.95: A9 Calvine, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								22.4%		22%
SES plan								23.1%		23%
TAY plan								27.9%		28%
Aberdeen City and Shire								0.2%		0%
Dumfires and Galloway								0.9%		1%
Ayrshire								2.8%		3%
Stirling, Clacks & Falkirk								6.4%		6%
Highland, Argyll, Moray & Islands								0.8%		1%
England								15.4%		15%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.96: A9 Calvine, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								18.2%		18%
SES plan				0.7%				22.2%		23%
TAY plan			2.0%					21.1%		23%
Aberdeen City and Shire										0%
Dumfires and Galloway								2.0%		2%
Ayrshire								0.7%		1%
Stirling, Clacks & Falkirk								19.0%		19%
Highland, Argyll, Moray & Islands								0.7%		1%
England								13.4%		13%
Total	0%	0%	2%	1%	0%	0%	0%	97%	0%	100%



Table W.97: A9 Calvine, AM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	15.9%	22.3%	33.6%		0.9%	1.8%	9.0%	0.4%	16.0%	100.0%
England										0.0%
Total	15.9%	22.3%	33.6%	0.1%	0.9%	1.8%	9.0%	0.4%	16.0%	100.0%

Table W.98: A9 Calvine, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan			2.0%							2%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	28.8%	23.7%	28.9%				8.3%		8.3%	98%
England										0%
Total	29%	24%	31%	0%	0%	0%	8%	0%	8%	100%



Table W.99: A9 Calvine, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	17.3%	31.2%	23.7%		2.5%	1.9%	5.7%		17.6%	100%
England										0%
Total	17%	31%	24%	0%	3%	2%	6%	0%	18%	100%

Table W.100: A9 Calvine, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan			0.3%							0%
Aberdeen City and Shire	0.7%	0.6%	1.1%				0.3%	0.3%		3%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	21.4%	25.5%	25.3%	0.3%	2.0%	2.9%	7.7%	0.6%	11.3%	97%
England										0%
Total	22%	26%	27%	0%	2%	3%	8%	1%	11%	100%



Table W.101: A9 Calvine, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	21.9%	26.5%	29.1%	0.2%	1.3%	1.1%	8.4%	0.3%	11.1%	100%
England										0%
Total	22%	27%	29%	0%	1%	1%	8%	0%	11%	100%

Table W.102: A9 Calvine, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan			0.9%							1%
Aberdeen City and Shire		0.5%								0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	16.6%	18.2%	22.0%		1.4%	1.9%	23.7%	0.5%	14.3%	99%
England										0%
Total	17%	19%	23%	0%	1%	2%	24%	0%	14%	100%



W.10 Site 15: A9 Bankfoot*Table W.103: A9 Bankfoot, AM Peak Northbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.6%					9.7%		11.3%
SES plan			13.6%					13.2%		26.8%
TAY plan			38.3%					6.2%		44.5%
Aberdeen City and Shire										0.0%
Dumfires and Galloway								0.9%		1.0%
Ayrshire			1.3%					1.2%		2.5%
Stirling, Clacks & Falkirk			2.3%					3.5%		5.8%
Highland, Argyll, Moray & Islands										0.0%
England			1.3%					6.8%		8.1%
Total	0.0%	0.0%	58.4%	0.0%	0.0%	0.0%	0.0%	41.6%	0.0%	100.0%

Table W.104: A9 Bankfoot, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.1%	1.2%				18.2%		21%
SES plan			8.9%	0.5%				9.3%		19%
TAY plan			33.7%					11.2%		45%
Aberdeen City and Shire										0%
Dumfires and Galloway								0.5%		1%
Ayrshire										0%
Stirling, Clacks & Falkirk			1.6%					3.3%		5%
Highland, Argyll, Moray & Islands								1.1%		1%
England			2.2%					7.2%		9%
Total	0%	0%	47%	2%	0%	0%	0%	51%	0%	100%



Table W.105: A9 Bankfoot , Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			3.0%					9.3%		12%
SES plan			10.7%					13.5%		24%
TAY plan			38.6%					5.1%		44%
Aberdeen City and Shire										0%
Dumfires and Galloway								0.9%		1%
Ayrshire			0.2%					0.8%		1%
Stirling, Clacks & Falkirk			3.5%					4.3%		8%
Highland, Argyll, Moray & Islands										0%
England			1.7%					8.3%		10%
Total	0%	0%	58%	0%	0%	0%	0%	42%	0%	100%

Table W.106: A9 Bankfoot, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			3.1%					10.9%		14%
SES plan			9.0%					15.5%		24%
TAY plan			31.2%					9.2%		40%
Aberdeen City and Shire										0%
Dumfires and Galloway								0.5%		0%
Ayrshire			0.4%					0.4%		1%
Stirling, Clacks & Falkirk			4.0%					5.8%		10%
Highland, Argyll, Moray & Islands										0%
England			0.9%					9.2%		10%
Total	0%	0%	49%	0%	0%	0%	0%	51%	0%	100%



Table W.107: A9 Bankfoot, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			2.3%					9.8%		12%
SES plan			7.2%					10.0%		17%
TAY plan			49.1%					5.5%		55%
Aberdeen City and Shire										0%
Dumfires and Galloway								0.4%		0%
Ayrshire								1.3%		1%
Stirling, Clacks & Falkirk			2.3%					2.8%		5%
Highland, Argyll, Moray & Islands										0%
England			2.3%					6.8%		9%
Total	0%	0%	63%	0%	0%	0%	0%	37%	0%	100%

Table W.108: A9 Bankfoot, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			0.6%					14.3%		15%
SES plan			7.5%	0.6%				11.9%		20%
TAY plan			38.7%					8.2%		47%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire			0.6%							1%
Stirling, Clacks & Falkirk			1.9%					1.9%		4%
Highland, Argyll, Moray & Islands			1.2%					1.9%		3%
England			3.6%					7.2%		11%
Total	0%	0%	54%	1%	0%	0%	0%	45%	0%	100%



W.11 Site 16: A9 Tay Crossing*Table W.109: A9 Tay Crossing, AM Peak Southbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	2.3%	5.5%	38.7%	0.5%			2.7%		2.0%	52%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	8.1%	11.4%	14.5%		0.5%	0.9%	4.5%		8.2%	48%
England										0%
Total	10%	17%	53%	1%	1%	1%	7%	0%	10%	100%

Table W.110: A9 Tay Crossing, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	4.4%	11.3%	27.1%	2.9%	0.7%			0.7%	0.7%	48%
Aberdeen City and Shire			0.7%							1%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	12.4%	13.1%	13.8%				2.2%		9.6%	51%
England										0%
Total	17%	24%	42%	3%	1%	0%	2%	1%	10%	100%



Table W.111: A9 Tay Crossing, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	3.9%	4.3%	28.3%	0.3%			2.2%		2.2%	41%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	11.0%	19.8%	10.3%		1.6%	1.2%	3.5%		11.2%	59%
England										0%
Total	15%	24%	39%	0%	2%	1%	6%	0%	13%	100%

Table W.112: A9 Tay Crossing, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	5.5%	5.6%	21.1%				0.3%	1.9%	2.8%	37%
Aberdeen City and Shire			0.3%		0.3%					1%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	14.6%	13.0%	10.4%		1.5%	3.1%	5.7%		13.9%	62%
England										0%
Total	20%	19%	31%	0%	2%	3%	8%	0%	17%	100%



Table W.113: A9 Tay Crossing, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	3.3%	6.8%	38.5%				0.7%			50%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	11.6%	14.0%	12.8%		0.7%	0.6%	4.4%		5.9%	50%
England										0%
Total	15%	21%	51%	0%	1%	1%	5%	0%	6%	100%

Table W.114: A9 Tay Crossing, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	7.9%	10.7%	21.9%	2.6%	0.7%		1.4%			45%
Aberdeen City and Shire			0.7%							1%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	11.9%	20.9%	11.8%		0.7%		2.8%		6.1%	54%
England										0%
Total	20%	32%	34%	3%	1%	0%	4%	0%	6%	100%



Table W.115: A9 Tay Crossing, AM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.3%					9.8%		11%
SES plan			7.3%					13.4%		21%
TAY plan			41.5%					9.6%		51%
Aberdeen City and Shire				0.6%						1%
Dumfires and Galloway								0.9%		1%
Ayrshire			1.2%					1.2%		2%
Stirling, Clacks & Falkirk			1.3%					3.6%		5%
Highland, Argyll, Moray & Islands										0%
England			1.2%					6.9%		8%
Total	0%	0%	55%	0%	0%	0%	0%	45%	0%	100%

Table W.116: A9 Tay Crossing, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			4.3%					16.4%		21%
SES plan			13.4%					11.9%		25%
TAY plan			22.5%	0.6%				13.2%		36%
Aberdeen City and Shire			3.1%							3%
Dumfires and Galloway			0.6%					0.6%		1%
Ayrshire										0%
Stirling, Clacks & Falkirk			0.6%					1.8%		2%
Highland, Argyll, Moray & Islands							0.6%			1%
England			0.6%					9.8%		10%
Total	0%	0%	45%	1%	0%	1%	0%	54%	0%	#DIV/0!



Table W.117: A9 Tay Crossing, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			2.0%					9.2%		11%
SES plan			6.7%					13.5%		20%
TAY plan			41.6%					8.5%		50%
Aberdeen City and Shire				0.3%						0%
Dumfires and Galloway								0.9%		1%
Ayrshire			0.2%					0.8%		1%
Stirling, Clacks & Falkirk				2.3%				4.3%		7%
Highland, Argyll, Moray & Islands										0%
England			1.5%					8.1%		10%
Total	0%	0%	55%	0%	0%	0%	0%	45%	0%	100%

Table W.118: A9 Tay Crossing, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			5.1%					13.5%		19%
SES plan			6.2%	0.4%				14.0%		21%
TAY plan			21.7%					10.1%		32%
Aberdeen City and Shire										0%
Dumfires and Galloway					0.4%			1.4%		2%
Ayrshire			0.4%					2.9%		3%
Stirling, Clacks & Falkirk				1.8%				5.2%		7%
Highland, Argyll, Moray & Islands										0%
England			2.9%					13.9%		17%
Total	0%	0%	38%	1%	0%	0%	0%	61%	0%	100%



Table W.119: A9 Tay Crossing, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.9%					9.8%		12%
SES plan			4.7%					10.1%		15%
TAY plan			48.1%					10.3%		58%
Aberdeen City and Shire				0.4%						0%
Dumfires and Galloway								0.4%		0%
Ayrshire								1.3%		1%
Stirling, Clacks & Falkirk			1.4%					2.8%		4%
Highland, Argyll, Moray & Islands										0%
England			1.8%					6.8%		9%
Total	0%	0%	58%	0%	0%	0%	0%	42%	0%	100%

Table W.120: A9 Tay Crossing, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			5.4%					8.2%		14%
SES plan			13.2%					21.2%		34%
TAY plan			28.0%	0.8%				10.5%		39%
Aberdeen City and Shire				2.1%						2%
Dumfires and Galloway				0.8%						1%
Ayrshire										0%
Stirling, Clacks & Falkirk			1.7%					3.4%		5%
Highland, Argyll, Moray & Islands										0%
England								4.6%		5%
Total	0%	0%	51%	1%	0%	0%	0%	48%	0%	100%



W.12 Site 17: A9 Tomatin*Table W.120: A9 Tomatin, AM Peak Southbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	6.3%	9.2%	16.7%	23.4%	0.2%	0.5%	3.1%	34.6%	6.0%	100.0%
England										0.0%
Total	6.3%	9.2%	16.7%	23.4%	0.2%	0.5%	3.1%	34.6%	6.0%	100.0%

Table W.121: A9 Tomatin, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	17.2%	11.7%	13.0%	2.2%			4.8%	41.3%	9.8%	100%
England										0%
Total	17%	12%	13%	2%	0%	0%	5%	41%	10%	100%



Table W.122: A9 Tomatin, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	11.8%	20.5%	13.8%	8.6%	2.0%	1.2%	3.2%	27.5%	11.5%	100%
England										0%
Total	12%	21%	14%	9%	2%	1%	3%	27%	11%	100%

Table W.123: A9 Tomatin, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	20.5%	18.9%	9.8%	0.4%	1.4%	2.5%	3.6%	33.5%	9.4%	100%
England										0%
Total	20%	19%	10%	0%	1%	3%	4%	33%	9%	100%



Table W.124: A9 Tomatin, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	12.1%	12.8%	15.1%	19.2%	0.4%	0.5%	4.3%	29.3%	6.3%	100%
England										0%
Total	12%	13%	15%	19%	0%	1%	4%	29%	6%	100%

Table W.125: A9 Tomatin, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	8.8%	16.5%	11.3%				6.1%	50.6%	6.7%	100%
England										0%
Total	9%	17%	11%	0%	0%	0%	6%	51%	7%	100%



Table W.126: A9 Tomatin, AM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								10.2%		10.2%
SES plan								14.7%		14.7%
TAY plan								10.8%		10.8%
Aberdeen City and Shire								12.0%		12.0%
Dumfires and Galloway								1.0%		1.0%
Ayrshire								0.8%		0.8%
Stirling, Clacks & Falkirk								2.1%		2.1%
Highland, Argyll, Moray & Islands								41.3%		41.3%
England								7.1%		7.1%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W.127: A9 Tomatin, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								16.3%		16%
SES plan								13.8%		14%
TAY plan								8.2%		8%
Aberdeen City and Shire								1.8%		2%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								4.6%		5%
Highland, Argyll, Moray & Islands								45.2%		45%
England								10.1%		10%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.128: A9 Tomatin, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								10.5%		10%
SES plan								14.8%		15%
TAY plan								15.8%		16%
Aberdeen City and Shire								8.4%		8%
Dumfires and Galloway								1.1%		1%
Ayrshire								0.6%		1%
Stirling, Clacks & Falkirk								4.2%		4%
Highland, Argyll, Moray & Islands								36.0%		36%
England								8.6%		9%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.129: A9 Tomatin, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								18.6%		19%
SES plan								19.6%		20%
TAY plan								10.2%		10%
Aberdeen City and Shire								0.4%		0%
Dumfires and Galloway								1.4%		1%
Ayrshire								2.6%		3%
Stirling, Clacks & Falkirk								3.6%		4%
Highland, Argyll, Moray & Islands								35.0%		35%
England								8.5%		9%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.130: A9 Tomatin, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								10.0%		10%
SES plan								8.6%		9%
TAY plan								15.8%		16%
Aberdeen City and Shire								24.9%		25%
Dumfires and Galloway										0%
Ayrshire								1.2%		1%
Stirling, Clacks & Falkirk								3.0%		3%
Highland, Argyll, Moray & Islands								28.6%		29%
England								7.9%		8%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.131: A9 Tomatin, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								9.7%		10%
SES plan								15.2%		15%
TAY plan								16.8%		17%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								5.5%		6%
Highland, Argyll, Moray & Islands								44.5%		45%
England								8.2%		8%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



W.13 Site 18: A95 Inverallan Roundabout*Table W.132: A95 Inverallan Roundabout, AM Peak North-Eastbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								4.3%		4.3%
SES plan								3.9%		3.9%
TAY plan								2.6%		2.6%
Aberdeen City and Shire										0.0%
Dumfires and Galloway								0.4%		0.4%
Ayrshire								1.5%		1.5%
Stirling, Clacks & Falkirk								4.5%		4.5%
Highland, Argyll, Moray & Islands			7.4%	37.8%				33.0%		78.2%
England								4.6%		4.6%
Total	0.0%	0.0%	7.4%	37.8%	0.0%	0.0%	0.0%	54.8%	0.0%	100.0%

Table W.133: A95 Inverallan Roundabout, AM Peak North-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								3.4%		3%
SES plan								2.3%		2%
TAY plan								4.3%		4%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire								2.3%		2%
Stirling, Clacks & Falkirk								15.2%		15%
Highland, Argyll, Moray & Islands				7.7%				50.8%		58%
England								14.1%		14%
Total	0%	0%	0%	8%	0%	0%	0%	92%	0%	100%



Table W.134: A95 Inverallan Roundabout, Inter Peak North-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								8.4%		8%
SES plan								6.1%		6%
TAY plan								7.7%		8%
Aberdeen City and Shire										0%
Dumfires and Galloway								1.0%		1%
Ayrshire								0.9%		1%
Stirling, Clacks & Falkirk								2.8%		3%
Highland, Argyll, Moray & Islands			7.4%	24.9%				32.4%		65%
England								8.4%		8%
Total	0%	0%	7%	25%	0%	0%	0%	68%	0%	100%

Table W.135: A95 Inverallan Roundabout, Inter Peak North-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								8.9%		9%
SES plan								7.5%		8%
TAY plan								21.9%		22%
Aberdeen City and Shire										0%
Dumfires and Galloway								0.7%		1%
Ayrshire								0.7%		1%
Stirling, Clacks & Falkirk								2.0%		2%
Highland, Argyll, Moray & Islands				4.8%				46.5%		51%
England								6.9%		7%
Total	0%	0%	0%	5%	0%	0%	0%	95%	0%	100%



Table W.136: A95 Inverallan Roundabout, PM Peak North-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								5.9%		6%
SES plan								4.0%		4%
TAY plan								1.4%		1%
Aberdeen City and Shire										0%
Dumfires and Galloway								0.8%		1%
Ayrshire								1.0%		1%
Stirling, Clacks & Falkirk								1.6%		2%
Highland, Argyll, Moray & Islands			4.8%	40.0%				38.1%		83%
England								2.2%		2%
Total	0%	0%	5%	40%	0%	0%	0%	55%	0%	100%

Table W.137: A95 Inverallan Roundabout, PM Peak North-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								3.2%		3%
SES plan								4.7%		5%
TAY plan								1.6%		2%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								11.3%		11%
Highland, Argyll, Moray & Islands				9.5%				68.2%		78%
England								1.6%		2%
Total	0%	0%	0%	9%	0%	0%	0%	91%	0%	100%



Table W.138: A95 Inverallan Roundabout, AM Peak South-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan								4.5%		4.5%
Aberdeen City and Shire								36.0%		36.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	3.4%	3.8%	2.5%		0.7%	1.1%	3.3%	37.8%	6.9%	59.4%
England										0.0%
Total	3.4%	3.8%	2.5%	0.0%	0.7%	1.1%	3.3%	78.4%	6.9%	100.0%

Table W.139: A95 Inverallan Roundabout, AM Peak South-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								8.1%		8%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.9%		4.3%				10.2%	65.3%	10.2%	92%
England										0%
Total	2%	0%	4%	0%	0%	0%	10%	73%	10%	100%



Table W.140: A95 Inverallan Roundabout, Inter Peak South-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan								8.4%		8%
Aberdeen City and Shire								20.4%		20%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	9.0%	8.3%	12.8%		1.0%	1.5%	1.7%	26.1%	10.8%	71%
England										0%
Total	9%	8%	13%	0%	1%	2%	2%	55%	11%	100%

Table W.141: A95 Inverallan Roundabout, Inter Peak South-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								4.9%		5%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	7.7%	7.8%	27.0%		0.7%	0.7%	1.4%	43.5%	6.3%	95%
England										0%
Total	8%	8%	27%	0%	1%	1%	1%	48%	6%	100%



Table W.142: A95 Inverallan Roundabout, PM Peak South-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan								6.4%		6%
Aberdeen City and Shire								46.1%		46%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	4.9%	6.6%	1.6%		1.2%	0.8%	3.2%	25.0%	4.3%	48%
England										0%
Total	5%	7%	2%	0%	1%	1%	3%	77%	4%	100%

Table W.143: A95 Inverallan Roundabout, PM Peak South-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								6.9%		7%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	4.6%	5.7%	1.1%			2.3%	15.9%	62.3%	1.1%	93%
England										0%
Total	5%	6%	1%	0%	0%	2%	16%	69%	1%	100%



W.14 Site 20: A95 Inverallan Roundabout*Table W.144: A95 Inverallan Roundabout, AM Peak South-Westbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan								4.5%		4.5%
Aberdeen City and Shire								36.0%		36.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	3.4%	3.8%	2.5%		0.7%	1.1%	3.3%	37.8%	6.9%	59.4%
England										0.0%
Total	3.4%	3.8%	2.5%	0.0%	0.7%	1.1%	3.3%	78.4%	6.9%	100.0%

Table W.145: A95 Inverallan Roundabout, AM Peak South-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								15.9%		16%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.6%	1.9%	9.4%					48.3%	23.0%	84%
England										0%
Total	2%	2%	9%	0%	0%	0%	0%	64%	23%	100%



Table W.146: A95 Inverallan Roundabout, Inter Peak South-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan								8.4%		8%
Aberdeen City and Shire								20.4%		20%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	9.0%	8.3%	12.8%		1.0%	1.5%	1.7%	26.1%	10.8%	71%
England										0%
Total	9%	8%	13%	0%	1%	2%	2%	55%	11%	100%

Table W.147: A95 Inverallan Roundabout, Inter Peak South-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								13.8%		14%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	15.8%	12.8%	1.4%		0.7%	10.5%	3.6%	29.1%	12.3%	86%
England										0%
Total	16%	13%	1%	0%	1%	11%	4%	43%	12%	100%



Table W.148: A95 Inverallan Roundabout, PM Peak South-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan								6.4%		6%
Aberdeen City and Shire								46.1%		46%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	4.9%	6.6%	1.6%		1.2%	0.8%	3.2%	25.0%	4.3%	48%
England										0%
Total	5%	7%	2%	0%	1%	1%	3%	77%	4%	100%

Table W.149: A95 Inverallan Roundabout, PM Peak South-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire	1.4%						7.0%	17.7%		26%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	5.4%	13.6%	6.8%		1.4%	1.4%		35.6%	9.7%	74%
England										0%
Total	7%	14%	7%	0%	1%	1%	7%	53%	10%	100%



Table W.150: A95 Inverallan Roundabout, AM Peak North-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								4.3%		4.3%
SES plan								3.9%		3.9%
TAY plan								2.6%		2.6%
Aberdeen City and Shire										0.0%
Dumfires and Galloway								0.4%		0.4%
Ayrshire								1.5%		1.5%
Stirling, Clacks & Falkirk								4.5%		4.5%
Highland, Argyll, Moray & Islands			7.4%	37.8%				33.0%		78.2%
England								4.6%		4.6%
Total	0.0%	0.0%	7.4%	37.8%	0.0%	0.0%	0.0%	54.8%	0.0%	100.0%

Table W.151: A95 Inverallan Roundabout, AM Peak North-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				1.0%				3.0%		4%
SES plan								5.6%		6%
TAY plan								4.0%		4%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire								1.0%		1%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands				12.6%				41.2%		54%
England								31.6%		32%
Total	0%	0%	0%	14%	0%	0%	0%	86%	0%	100%



Table W.152: A95 Inverallan Roundabout, Inter Peak North-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								8.4%		8%
SES plan								6.1%		6%
TAY plan								7.7%		8%
Aberdeen City and Shire										0%
Dumfires and Galloway								1.0%		1%
Ayrshire								0.9%		1%
Stirling, Clacks & Falkirk								2.8%		3%
Highland, Argyll, Moray & Islands			7.4%	24.9%				32.4%		65%
England								8.4%		8%
Total	0%	0%	7%	25%	0%	0%	0%	68%	0%	100%

Table W.153: A95 Inverallan Roundabout, Inter Peak North-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								14.5%		14%
SES plan								12.1%		12%
TAY plan								1.5%		1%
Aberdeen City and Shire										0%
Dumfires and Galloway								0.7%		1%
Ayrshire								12.6%		13%
Stirling, Clacks & Falkirk								3.1%		3%
Highland, Argyll, Moray & Islands				14.9%				30.7%		46%
England								10.0%		10%
Total	0%	0%	0%	15%	0%	0%	0%	85%	0%	100%



Table W.154: A95 Inverallan Roundabout, PM Peak North-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								5.9%		6%
SES plan								4.0%		4%
TAY plan								1.4%		1%
Aberdeen City and Shire										0%
Dumfires and Galloway								0.8%		1%
Ayrshire								1.0%		1%
Stirling, Clacks & Falkirk								1.6%		2%
Highland, Argyll, Moray & Islands			4.8%	40.0%				38.1%		83%
England								2.2%		2%
Total	0%	0%	5%	40%	0%	0%	0%	55%	0%	100%

Table W.155: A95 Inverallan Roundabout, PM Peak North-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								4.2%		4%
SES plan								10.4%		10%
TAY plan								6.2%		6%
Aberdeen City and Shire										0%
Dumfires and Galloway								2.1%		2%
Ayrshire										0%
Stirling, Clacks & Falkirk							5.3%			5%
Highland, Argyll, Moray & Islands					23.2%			39.1%		62%
England								9.5%		10%
Total	0%	0%	0%	29%	0%	0%	0%	71%	0%	100%



W.15 Site 21: A96 Barnchurch Road, Smithton*Table W.156: A96 Barnchurch Road, Smithton, AM Peak Westbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	0.3%							99.7%		100.0%
England										0.0%
Total	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	99.7%	0.0%	100.0%

Table W.157: A96 Barnchurch Road, Smithton, AM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan								0.7%		1%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								98.7%		99%
England								0.7%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.158: A96 Barnchurch Road, Smithton, Inter Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								99.9%		100%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.159: A96 Barnchurch Road, Smithton, Inter Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan								0.3%		0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	2.2%	0.3%	0.3%					97.0%		100%
England										0%
Total	2%	0%	0%	0%	0%	0%	0%	97%	0%	100%



Table W.160: A96 Barnchurch Road, Smithton, PM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								100.0%		100%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.161: A96 Barnchurch Road, Smithton, PM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								100.0%		100%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.162: A96 Barnchurch Road, Smithton, AM Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.1%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.1%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands								99.9%		99.9%
England										0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W.163: A96 Barnchurch Road, Smithton, AM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		1.0%						97.9%	1.0%	100%
England										0%
Total	0%	1%	0%	0%	0%	0%	0%	98%	1%	100%



Table W.164: A96 Barnchurch Road, Smithton, Inter Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								100.0%		100%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.165: A96 Barnchurch Road, Smithton, Inter Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								2.1%		2%
SES plan								0.3%		0%
TAY plan								0.3%		0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands			0.3%					97.1%		97%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.166: A96 Barnchurch Road, Smithton, PM Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								100.0%		100%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.167: A96 Barnchurch Road, Smithton, PM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								100.0%		100%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



W.16 Site 22: B9006 Culloden Road, Inverness*Table W.168: B9006 Culloden Road, Inverness, AM Peak South-Westbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	0.2%	0.7%	0.5%	1.1%				97.2%		100.0%
England										0.0%
Total	0.2%	0.7%	0.5%	1.1%	0.2%	0.0%	0.0%	97.2%	0.2%	100.0%

Table W.169: B9006 Culloden Road, Inverness, AM Peak South-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands			0.2%					99.6%	0.2%	100%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.170: B9006 Culloden Road, Inverness, Inter Peak South-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.7%	1.7%	1.2%	0.5%			0.8%	93.5%	1.4%	100%
England										0%
Total	1%	2%	1%	1%	0%	0%	1%	94%	1%	100%

Table W.171: B9006 Culloden Road, Inverness, Inter Peak South-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								0.2%		0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.2%	0.4%	0.2%					98.0%	0.7%	100%
England								0.2%		0%
Total	0%	0%	0%	0%	0%	0%	0%	98%	1%	100%



Table W.172: B9006 Culloden Road, Inverness, PM Peak South-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		1.4%	0.4%					97.5%	0.4%	100%
England										0%
Total	0%	1%	0%	0%	0%	0%	0%	97%	0%	100%

Table W.173: B9006 Culloden Road, Inverness, PM Peak South-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								100.0%		100%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.174: B9006 Culloden Road, Inverness, AM Peak North-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.2%		0.2%
SES plan								1.4%		1.4%
TAY plan								0.4%		0.4%
Aberdeen City and Shire								0.5%		0.5%
Dumfires and Galloway										0.0%
Ayrshire										0.1%
Stirling, Clacks & Falkirk								0.2%		0.2%
Highland, Argyll, Moray & Islands								96.4%		96.4%
England								0.8%		0.8%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W.175: B9006 Culloden Road, Inverness, AM Peak North-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								99.5%		99%
England								0.5%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.176: B9006 Culloden Road, Inverness, Inter Peak North-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.5%		0%
SES plan								1.0%		1%
TAY plan								1.1%		1%
Aberdeen City and Shire								0.6%		1%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								94.7%		95%
England								1.9%		2%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.177: B9006 Culloden Road, Inverness, Inter Peak North-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.2%		0%
SES plan								0.4%		0%
TAY plan								0.2%		0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands				0.2%				98.1%	0.2%	98%
England								0.6%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W. 178: B9006 Culloden Road, Inverness, PM Peak North-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan								0.5%		0%
TAY plan								0.8%		1%
Aberdeen City and Shire								0.5%		0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								98.0%		98%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W. 179: B9006 Culloden Road, Inverness, PM Peak North-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								99.8%		100%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



W.17 Site 23: A9 Cromarty Bridge at Arduillie Roundabout*Table W.180: A9 Cromarty Bridge at Arduillie Roundabout, AM Peak Southbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	0.4%	1.6%	3.9%	4.2%			0.4%	88.6%	0.8%	100.0%
England										0.0%
Total	0.4%	1.6%	3.9%	4.2%	0.0%	0.1%	0.4%	88.6%	0.8%	100.0%

Table W.181: A9 Cromarty Bridge at Arduillie Roundabout, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.5%	1.2%	0.5%	0.5%			1.2%	94.3%	0.7%	100%
England										0%
Total	1%	1%	1%	1%	0%	0%	1%	94%	1%	100%



Table W.182: A9 Cromarty Bridge at Arduillie Roundabout, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	2.9%	3.7%	3.6%	7.2%		0.2%	0.8%	79.1%	2.4%	100%
England										0%
Total	3%	4%	4%	7%	0%	0%	1%	79%	2%	100%

Table W.183: A9 Cromarty Bridge at Arduillie Roundabout, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	2.2%	2.3%	1.0%	2.3%		0.4%	0.7%	91.1%		100%
England										0%
Total	2%	2%	1%	2%	0%	0%	1%	91%	0%	100%



Table W.184: A9 Cromarty Bridge at Arduillie Roundabout, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	2.3%	1.3%	3.2%	5.9%			1.6%	83.2%	2.4%	100%
England										0%
Total	2%	1%	3%	6%	0%	0%	2%	83%	2%	100%

Table W.185: A9 Cromarty Bridge at Arduillie Roundabout, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	2.6%	0.9%		0.4%			0.8%	95.0%	0.4%	100%
England										0%
Total	3%	1%	0%	0%	0%	0%	1%	95%	0%	100%



Table W.186: A9 Cromarty Bridge at Arduillie Roundabout, AM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.8%		0.8%
SES plan								3.8%		3.8%
TAY plan								2.3%		2.3%
Aberdeen City and Shire								2.8%		2.8%
Dumfires and Galloway								0.2%		0.2%
Ayrshire										0.1%
Stirling, Clacks & Falkirk								0.5%		0.5%
Highland, Argyll, Moray & Islands								88.5%		88.5%
England								0.9%		0.9%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W.187: A9 Cromarty Bridge at Arduillie Roundabout, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.9%		2%
SES plan								1.5%		2%
TAY plan								0.5%		1%
Aberdeen City and Shire								0.5%		1%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								1.5%		2%
Highland, Argyll, Moray & Islands								93.0%		93%
England								1.0%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.188: A9 Cromarty Bridge at Arduillie Roundabout, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								3.7%		4%
SES plan								2.5%		3%
TAY plan								5.3%		5%
Aberdeen City and Shire								6.4%		6%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								1.1%		1%
Highland, Argyll, Moray & Islands								78.8%		79%
England								2.1%		2%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.189: A9 Cromarty Bridge at Arduillie Roundabout, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								2.2%		2%
SES plan								2.3%		2%
TAY plan								1.0%		1%
Aberdeen City and Shire								2.3%		2%
Dumfires and Galloway										0%
Ayrshire								0.4%		0%
Stirling, Clacks & Falkirk								0.7%		1%
Highland, Argyll, Moray & Islands								91.2%		91%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.190: A9 Cromarty Bridge at Arduillie Roundabout, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.0%		1%
SES plan								1.1%		1%
TAY plan								2.6%		3%
Aberdeen City and Shire								6.1%		6%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								1.0%		1%
Highland, Argyll, Moray & Islands								87.6%		88%
England								0.6%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.191: A9 Cromarty Bridge at Arduillie Roundabout, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.9%		2%
SES plan								0.6%		1%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								0.8%		1%
Highland, Argyll, Moray & Islands								96.3%		96%
England								0.4%		0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



W.18 Site 24: A835 Garve*Table W.192: A835 Garve, AM Peak Southbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	0.4%	0.6%	0.5%	13.5%		0.7%		83.3%	0.9%	100.0%
England										0.0%
Total	0.4%	0.6%	0.5%	13.5%	0.0%	0.7%	0.1%	83.3%	0.9%	100.0%

Table W.193: A835 Garve, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.9%		0.5%	1.9%				94.8%	1.9%	100%
England										0%
Total	1%	0%	0%	2%	0%	0%	0%	95%	2%	100%



Table W.194: A835 Garve, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	2.1%	4.2%	1.6%	6.3%	0.2%	0.7%	0.6%	80.1%	4.1%	100%
England										0%
Total	2%	4%	2%	6%	0%	1%	1%	80%	4%	100%

Table W.195: A835 Garve, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.8%	2.0%	1.3%	2.2%		0.3%	0.5%	92.1%	0.8%	100%
England										0%
Total	1%	2%	1%	2%	0%	0%	1%	92%	1%	100%



Table W.196: A835 Garve, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.9%	1.4%	0.3%	13.6%		1.3%		82.0%	0.4%	100%
England										0%
Total	1%	1%	0%	14%	0%	1%	0%	82%	0%	100%

Table W.197: A835 Garve, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.6%		0.6%	0.6%		1.5%	0.6%	96.3%		100%
England										0%
Total	1%	0%	1%	1%	0%	1%	1%	96%	0%	100%



Table W. 198: A835 Garve, AM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.4%		0.4%
SES plan								0.4%		0.4%
TAY plan										0.2%
Aberdeen City and Shire								10.0%		10.0%
Dumfires and Galloway										0.0%
Ayrshire								0.4%		0.4%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands								87.9%		87.9%
England								0.7%		0.7%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W. 199: A835 Garve, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.8%		1%
SES plan										0%
TAY plan								0.8%		1%
Aberdeen City and Shire								3.9%		4%
Dumfires and Galloway										0%
Ayrshire								0.4%		0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								92.9%		93%
England								1.2%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.200: A835 Garve, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.3%		1%
SES plan								1.8%		2%
TAY plan								2.1%		2%
Aberdeen City and Shire								8.3%		8%
Dumfires and Galloway										0%
Ayrshire								0.3%		0%
Stirling, Clacks & Falkirk								0.5%		1%
Highland, Argyll, Moray & Islands								83.5%		84%
England								2.1%		2%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.201: A835 Garve, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.8%		1%
SES plan								1.9%		2%
TAY plan								1.4%		1%
Aberdeen City and Shire								2.2%		2%
Dumfires and Galloway										0%
Ayrshire								0.3%		0%
Stirling, Clacks & Falkirk								0.6%		1%
Highland, Argyll, Moray & Islands								91.9%		92%
England								0.8%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.202: A835 Garve, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.7%		1%
SES plan								0.5%		0%
TAY plan								0.5%		1%
Aberdeen City and Shire								17.4%		17%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								80.3%		80%
England								0.4%		0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.203: A835 Garve, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.6%		1%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								1.1%		1%
Dumfires and Galloway										0%
Ayrshire								0.3%		0%
Stirling, Clacks & Falkirk								0.6%		1%
Highland, Argyll, Moray & Islands								96.8%		97%
England								0.6%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



W.19 Site 25: A939 Granton on Spey

Table W.204: A939 Granton on Spey, AM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								10.7%		10.7%
SES plan								12.1%		12.1%
TAY plan								11.2%		11.2%
Aberdeen City and Shire								0.8%		0.8%
Dumfires and Galloway								1.3%		1.3%
Ayrshire								4.0%		4.0%
Stirling, Clacks & Falkirk								7.0%		7.0%
Highland, Argyll, Moray & Islands								50.0%		50.0%
England								3.0%		3.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W.205: A939 Granton on Spey, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								7.2%		7%
SES plan								2.7%		3%
TAY plan								3.9%		4%
Aberdeen City and Shire								2.2%		2%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk								2.8%		3%
Highland, Argyll, Moray & Islands								80.2%		80%
England								1.1%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.206: A939 Granton on Spey, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								13.3%		13%
SES plan								10.8%		11%
TAY plan								19.3%		19%
Aberdeen City and Shire								0.7%		1%
Dumfires and Galloway								2.4%		2%
Ayrshire								1.5%		2%
Stirling, Clacks & Falkirk								5.0%		5%
Highland, Argyll, Moray & Islands								31.2%		31%
England								15.9%		16%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.207: A939 Granton on Spey, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								3.2%		3%
SES plan								3.5%		3%
TAY plan								5.6%		6%
Aberdeen City and Shire								1.6%		2%
Dumfires and Galloway										0%
Ayrshire								0.5%		1%
Stirling, Clacks & Falkirk								1.7%		2%
Highland, Argyll, Moray & Islands			0.3%					80.0%	0.3%	81%
England								3.3%		3%
Total	0%	0%	0%	0%	0%	0%	0%	99%	0%	100%



Table W.208: A939 Granton on Spey, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								13.8%		14%
SES plan								11.5%		11%
TAY plan								13.8%		14%
Aberdeen City and Shire								0.3%		0%
Dumfires and Galloway								1.7%		2%
Ayrshire								2.4%		2%
Stirling, Clacks & Falkirk								4.1%		4%
Highland, Argyll, Moray & Islands								47.0%		47%
England								5.4%		5%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.209: A939 Granton on Spey, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								4.3%		4%
SES plan								8.4%		8%
TAY plan								4.3%		4%
Aberdeen City and Shire								1.6%		2%
Dumfires and Galloway										0%
Ayrshire								1.1%		1%
Stirling, Clacks & Falkirk								0.5%		1%
Highland, Argyll, Moray & Islands								77.2%		77%
England								2.7%		3%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.210: A939 Granton on Spey, AM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	5.8%	7.6%	17.9%	0.8%	1.1%	2.0%	5.2%	50.8%	8.7%	100.0%
England										0.0%
Total	5.8%	7.6%	17.9%	0.8%	1.1%	2.0%	5.2%	50.8%	8.7%	100.0%

Table W.211: A939 Granton on Spey, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	9.2%	3.1%	4.0%	3.1%			3.4%	75.4%	1.9%	100%
England										0%
Total	9%	3%	4%	3%	0%	0%	3%	75%	2%	100%



Table W.212: A939 Granton on Spey, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	14.9%	10.9%	28.8%	0.7%	2.1%	1.9%	1.4%	24.0%	15.4%	100%
England										0%
Total	15%	11%	29%	1%	2%	2%	1%	24%	15%	100%

Table W.213: A939 Granton on Spey, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan								0.3%		0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	3.3%	3.5%	5.9%	1.7%		0.6%	1.9%	79.1%	3.6%	99%
England								0.3%		0%
Total	3%	4%	6%	2%	0%	1%	2%	80%	4%	100%



Table W.214: A939 Granton on Spey, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	9.0%	17.4%	14.5%	0.7%	2.3%	1.5%	7.7%	36.5%	10.5%	100%
England										0%
Total	9%	17%	15%	1%	2%	1%	8%	36%	10%	100%

Table W.215: A939 Granton on Spey, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	2.4%	10.2%	3.8%	0.5%		0.9%		80.4%	1.8%	100%
England										0%
Total	2%	10%	4%	0%	0%	1%	0%	80%	2%	100%



W.20 Site 26: A862 Bunchrew Campsite*Table W.216: A862 Bunchrew Campsite, AM Peak Eastbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands			0.3%					98.6%	0.9%	100.0%
England										0.0%
Total	0.0%	0.1%	0.3%	0.1%	0.0%	0.0%	0.1%	98.6%	0.9%	100.0%

Table W.217: A862 Bunchrew Campsite, AM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				0.8%						1%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								99.2%		99%
England										0%
Total	0%	0%	0%	1%	0%	0%	0%	99%	0%	100%



Table W.218: A862 Bunchrew Campsite, Inter Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands			0.8%	2.7%			0.4%	95.9%		100%
England										0%
Total	0%	0%	1%	3%	0%	0%	0%	96%	0%	100%

Table W.219: A862 Bunchrew Campsite, Inter Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.0%	0.5%	0.5%					98.0%		100%
England										0%
Total	1%	1%	1%	0%	0%	0%	0%	98%	0%	100%



Table W.220: A862 Bunchrew Campsite, PM Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands			3.9%	1.9%				92.4%	1.6%	100%
England										0%
Total	0%	0%	4%	2%	0%	0%	0%	92%	2%	100%

Table W.221: A862 Bunchrew Campsite, PM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.6%		3.6%	1.2%				94.6%		100%
England										0%
Total	1%	0%	4%	1%	0%	0%	0%	95%	0%	100%



Table W.222: A862 Bunchrew Campsite, AM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.9%		0.9%
SES plan										0.1%
TAY plan								0.5%		0.5%
Aberdeen City and Shire										0.1%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.1%
Highland, Argyll, Moray & Islands								97.1%		97.1%
England								1.2%		1.2%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W.223: A862 Bunchrew Campsite, AM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.5%		1%
SES plan										0%
TAY plan								0.5%		1%
Aberdeen City and Shire	1.5%									1%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								97.5%		97%
England										0%
Total	1%	0%	0%	0%	0%	0%	0%	99%	0%	100%



Table W.224: A862 Bunchrew Campsite, Inter Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan								0.4%		0%
Aberdeen City and Shire								1.6%		2%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								97.6%		98%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.225: A862 Bunchrew Campsite, Inter Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.9%		1%
SES plan								0.6%		1%
TAY plan								0.6%		1%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								98.0%		98%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.226: A862 Bunchrew Campsite, PM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.5%		1%
SES plan										0%
TAY plan								0.7%		1%
Aberdeen City and Shire								0.8%		1%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								96.8%		97%
England								1.1%		1%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.227: A862 Bunchrew Campsite, PM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan								1.2%		1%
Aberdeen City and Shire								0.6%		1%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								98.2%		98%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



W.21 Site 27: A96 West side of Nairn*Table W.228: A96 West side of Nairn, AM Peak South-Westbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire								12.6%		12.6%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands								87.4%		87.4%
England										0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Table W.229: A96 West side of Nairn, AM Peak South-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								4.6%		5%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.2%	0.2%						95.0%		95%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.230: A96 West side of Nairn, Inter Peak South-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								23.8%		24%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands						0.2%		75.9%		76%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.231: A96 West side of Nairn, Inter Peak South-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan								1.2%		1%
Aberdeen City and Shire								10.6%		11%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.6%	0.6%						86.2%	0.3%	88%
England								0.5%		0%
Total	1%	1%	0%	0%	0%	0%	0%	98%	0%	100%



Table W.232: A96 West side of Nairn, PM Peak South-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan								0.2%		0%
Aberdeen City and Shire								26.4%		26%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								73.4%		73%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%

Table W.233: A96 West side of Nairn, PM Peak South-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan								0.4%		0%
TAY plan								0.4%		0%
Aberdeen City and Shire								11.6%		12%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								87.1%	0.4%	88%
England										0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%



Table W.234: A96 West side of Nairn, AM Peak North-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands			0.3%	14.9%				84.8%		100.0%
England										0.0%
Total	0.0%	0.0%	0.3%	14.9%	0.0%	0.0%	0.0%	84.8%	0.0%	100.0%

Table W.235: A96 West side of Nairn, AM Peak North-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.4%		0%
SES plan								0.4%		0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands				7.3%				91.6%		99%
England								0.4%		0%
Total	0%	0%	0%	7%	0%	0%	0%	93%	0%	100%



Table W.236: A96 West side of Nairn, Inter Peak North-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								1.7%		2%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands				19.9%				78.1%		98%
England										0%
Total	0%	0%	0%	20%	0%	0%	0%	80%	0%	100%

Table W.237: A96 West side of Nairn, Inter Peak North-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								0.6%		1%
SES plan								0.6%		1%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands			1.2%	10.6%				86.3%	0.4%	98%
England								0.3%		0%
Total	0%	0%	1%	11%	0%	0%	0%	88%	0%	100%



Table W.238: A96 West side of Nairn, PM Peak North-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands				18.7%				81.2%		100%
England										0%
Total	0%	0%	0%	19%	0%	0%	0%	81%	0%	100%

Table W.239: A96 West side of Nairn, PM Peak North-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.3%		7.0%				92.7%		100%
England										0%
Total	0%	0%	0%	7%	0%	0%	0%	93%	0%	100%



W.22 Site 28: A93 South of Blairgowrie*Table W.240: A93 South of Blairgowrie, AM Peak Southbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan	4.0%	10.5%	47.1%				3.5%		1.6%	66.9%
Aberdeen City and Shire	2.2%	1.7%	0.6%						0.8%	5.4%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	2.4%	18.3%	1.5%		0.7%		0.8%		3.7%	27.6%
England										0.0%
Total	8.6%	30.5%	49.3%	0.0%	0.9%	0.3%	4.4%	0.1%	6.0%	100.0%

Table W.241: A93 South of Blairgowrie, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	3.5%	7.1%	82.3%				3.0%		1.1%	97%
Aberdeen City and Shire	0.4%	0.6%	1.0%						0.6%	3%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands			0.4%							0%
England										0%
Total	4%	8%	84%	0%	0%	0%	3%	0%	2%	100%



Table W.242: A93 South of Blairgowrie, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	0.9%	7.5%	21.4%				1.7%		1.1%	33%
Aberdeen City and Shire	0.3%	6.3%	1.1%				0.3%		3.3%	11%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	7.6%	25.9%	1.0%		1.4%	2.1%	8.1%		9.8%	56%
England										0%
Total	9%	40%	24%	0%	2%	2%	10%	0%	14%	100%

Table W.243: A93 South of Blairgowrie, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	3.8%	7.9%	71.9%				0.2%	3.1%	0.2%	89%
Aberdeen City and Shire	1.1%	0.8%	3.2%				0.2%	0.8%	1.5%	8%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		1.4%	0.2%						0.8%	3%
England										0%
Total	5%	10%	75%	0%	0%	1%	4%	0%	5%	100%



Table W.244: A93 South of Blairgowrie, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	1.1%	9.7%	36.2%				1.1%		0.3%	48%
Aberdeen City and Shire	2.8%	4.1%	1.0%				2.0%		2.1%	12%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	1.8%	19.4%	7.0%		0.7%		7.4%		3.4%	40%
England										0%
Total	6%	33%	44%	0%	1%	0%	10%	0%	6%	100%

Table W.245: A93 South of Blairgowrie, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	2.8%	9.6%	71.7%		0.3%		2.2%		2.0%	89%
Aberdeen City and Shire	0.8%	2.2%	4.8%				0.3%		0.8%	9%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		2.0%	0.5%							3%
England										0%
Total	4%	14%	77%	0%	0%	0%	3%	0%	3%	100%



Table W.246: A93 South of Blairgowrie, AM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			0.5%	2.7%				1.9%		5.1%
SES plan			21.5%	2.1%				18.3%		41.8%
TAY plan			36.3%	0.5%				5.5%		42.4%
Aberdeen City and Shire										0.0%
Dumfires and Galloway								0.5%		0.5%
Ayrshire										0.0%
Stirling, Clacks & Falkirk			0.9%							1.1%
Highland, Argyll, Moray & Islands										0.0%
England			1.1%	0.7%				7.4%		9.2%
Total	0.0%	0.0%	60.4%	6.0%	0.0%	0.0%	0.0%	33.7%	0.0%	100.0%

Table W.247: A93 South of Blairgowrie, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			5.1%	0.6%						6%
SES plan			8.4%	0.9%						9%
TAY plan			74.4%	2.3%				0.3%		77%
Aberdeen City and Shire										0%
Dumfires and Galloway			0.3%							0%
Ayrshire										0%
Stirling, Clacks & Falkirk			4.3%							4%
Highland, Argyll, Moray & Islands										0%
England			1.6%	1.6%						3%
Total	0%	0%	94%	5%	0%	0%	0%	0%	0%	100%



Table W.248: A93 South of Blairgowrie, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			0.7%					6.2%		7%
SES plan			13.9%	6.6%				16.1%		37%
TAY plan			37.3%	1.2%				1.0%		39%
Aberdeen City and Shire										0%
Dumfires and Galloway								0.5%		1%
Ayrshire										0%
Stirling, Clacks & Falkirk			1.9%					2.2%		4%
Highland, Argyll, Moray & Islands										0%
England			1.5%	2.0%				8.6%		12%
Total	0%	0%	55%	10%	0%	0%	0%	35%	0%	100%

Table W.249: A93 South of Blairgowrie, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			3.6%	1.1%						5%
SES plan			8.0%	0.9%				1.3%		10%
TAY plan			72.3%	3.0%				0.3%		75%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire			0.3%	0.3%						1%
Stirling, Clacks & Falkirk			3.2%	0.7%						4%
Highland, Argyll, Moray & Islands			0.3%							0%
England			2.3%	1.5%				0.7%		4%
Total	0%	0%	90%	7%	0%	0%	0%	3%	0%	100%



Table W.250: A93 South of Blairgowrie, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				3.6%				1.3%		5%
SES plan			10.9%	3.5%				12.6%		27%
TAY plan			56.4%	1.2%				4.1%		62%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk			1.2%	0.4%				1.3%		3%
Highland, Argyll, Moray & Islands										0%
England			0.2%	1.4%				1.7%		3%
Total	0%	0%	69%	10%	0%	0%	0%	21%	0%	100%

Table W.251: A93 South of Blairgowrie, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			2.5%	0.6%						3%
SES plan			8.0%	1.3%				1.0%		10%
TAY plan			79.1%	3.2%				0.6%		83%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk			1.9%							2%
Highland, Argyll, Moray & Islands										0%
England			1.5%							2%
Total	0%	0%	93%	5%	0%	0%	0%	2%	0%	100%



W.23 Site 29: A94 North Scone Airport at Rait Junction*Table W.252: A94 North Scone Airport at Rait Junction, AM Peak Southbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan	2.8%	9.5%	64.1%				2.4%		3.7%	82.8%
Aberdeen City and Shire	13.4%		3.2%				0.5%			17.2%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands										0.0%
England										0.0%
Total	16.2%	9.5%	67.3%	0.0%	0.1%	0.1%	2.9%	0.2%	3.7%	100.0%

Table W.253: A94 North Scone Airport at Rait Junction, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	2.9%	8.0%	80.0%		0.2%		1.2%	0.2%	3.0%	96%
Aberdeen City and Shire	0.6%	0.5%	2.3%				0.2%		0.8%	4%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	4%	8%	82%	0%	0%	0%	1%	0%	4%	100%



Table W.254: A94 North Scone Airport at Rait Junction, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	4.6%	6.4%	50.4%		0.4%	0.5%	4.1%		2.9%	69%
Aberdeen City and Shire	21.6%		7.0%			0.7%	0.8%	0.2%		31%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	26%	6%	57%	0%	1%	1%	5%	0%	3%	100%

Table W.255: A94 North Scone Airport at Rait Junction, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	5.4%	9.2%	64.3%		0.5%		2.8%	0.7%	3.8%	87%
Aberdeen City and Shire	3.3%	0.6%	5.9%				2.0%		0.7%	13%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										1%
England										0%
Total	9%	10%	70%	0%	1%	0%	5%	1%	4%	100%



Table W.256: A94 North Scone Airport at Rait Junction, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	6.7%	6.5%	46.5%				0.4%	1.7%	1.5%	64%
Aberdeen City and Shire	16.5%		19.2%		0.3%	0.4%				36%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	23%	6%	66%	0%	0%	1%	2%	0%	1%	100%

Table W.257: A94 North Scone Airport at Rait Junction, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	4.9%	5.1%	69.7%				0.3%	2.8%	0.7%	87%
Aberdeen City and Shire	1.8%	1.5%	5.4%				1.1%	2.7%	0.3%	13%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands			0.3%							0%
England										0%
Total	7%	7%	75%	0%	0%	1%	6%	1%	4%	100%



Table W.258: A94 North Scone Airport at Rait Junction, AM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			4.3%	16.2%						20.6%
SES plan			11.0%							11.0%
TAY plan			39.6%	19.7%						59.3%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire					2.4%					2.5%
Stirling, Clacks & Falkirk			1.2%	1.2%						2.4%
Highland, Argyll, Moray & Islands										0.1%
England			4.2%							4.2%
Total	0.0%	0.0%	60.4%	39.6%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Table W.259: A94 North Scone Airport at Rait Junction, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			4.3%	1.4%						6%
SES plan			11.2%							11%
TAY plan			70.8%	5.2%						76%
Aberdeen City and Shire										0%
Dumfires and Galloway			0.4%							0%
Ayrshire					0.4%					0%
Stirling, Clacks & Falkirk			0.8%	0.4%						1%
Highland, Argyll, Moray & Islands										0%
England			4.6%	0.4%						5%
Total	0%	0%	92%	8%	0%	0%	0%	0%	0%	100%



Table W.260: A94 North Scone Airport at Rait Junction, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			4.1%	13.3%						17%
SES plan			6.7%							7%
TAY plan			59.9%	7.4%						67%
Aberdeen City and Shire										0%
Dumfires and Galloway			0.4%	0.7%						1%
Ayrshire				1.6%						2%
Stirling, Clacks & Falkirk			3.7%	0.4%						4%
Highland, Argyll, Moray & Islands				0.3%						0%
England			1.3%							1%
Total	0%	0%	76%	24%	0%	0%	0%	0%	0%	100%

Table W.261: A94 North Scone Airport at Rait Junction, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			5.2%	3.1%						8%
SES plan			9.0%	0.6%						10%
TAY plan			65.1%	6.0%						71%
Aberdeen City and Shire										0%
Dumfires and Galloway			0.5%							1%
Ayrshire										0%
Stirling, Clacks & Falkirk			2.7%	1.9%						5%
Highland, Argyll, Moray & Islands			0.7%							1%
England			3.7%	0.7%						4%
Total	0%	0%	87%	12%	0%	0%	0%	1%	0%	100%



Table W.262: A94 North Scone Airport at Rait Junction, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			4.1%	8.0%						12%
SES plan			7.0%							7%
TAY plan			69.3%	7.2%						77%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire			1.1%							1%
Stirling, Clacks & Falkirk			1.4%							1%
Highland, Argyll, Moray & Islands			0.3%							0%
England			1.1%							1%
Total	0%	0%	84%	15%	0%	0%	0%	0%	0%	100%

Table W.263: A94 North Scone Airport at Rait Junction, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			3.5%	0.9%						4%
SES plan			4.7%	1.1%						6%
TAY plan			78.2%	2.8%				0.2%		81%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire			0.2%	0.4%						1%
Stirling, Clacks & Falkirk			2.5%	1.7%						4%
Highland, Argyll, Moray & Islands			0.7%							1%
England			2.2%	0.7%						3%
Total	0%	0%	92%	8%	0%	0%	0%	0%	0%	100%



W.24 Site 30: A82 Lay-by 2.7 miles South Crianlarich*Table W.264: A82 Lay-by 2.7 miles South Crianlarich, AM Peak Northbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	1.4%		0.6%				1.7%	29.6%		33.4%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway								6.9%		7.1%
Ayrshire							0.7%	14.6%		15.6%
Stirling, Clacks & Falkirk	0.5%						0.4%	1.0%		1.8%
Highland, Argyll, Moray & Islands	0.2%		0.7%	0.6%			0.7%	15.0%		17.3%
England								24.8%		24.8%
Total	2.4%	0.0%	1.5%	0.6%	0.0%	0.0%	3.6%	91.8%	0.0%	100.0%

Table W.265: A82 Lay-by 2.7 miles South Crianlarich, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	0.9%		2.4%				11.1%	45.4%		60%
SES plan								1.9%		2%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire			1.8%					17.5%		19%
Stirling, Clacks & Falkirk	0.9%							0.9%		2%
Highland, Argyll, Moray & Islands	0.9%		0.9%				1.8%	9.7%		13%
England								3.7%		4%
Total	3%	0%	5%	0%	0%	0%	13%	79%	0%	100%



Table W.266: A82 Lay-by 2.7 miles South Crianlarich, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	2.2%						1.9%	43.2%		47%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway								4.9%		5%
Ayrshire								4.8%		5%
Stirling, Clacks & Falkirk	1.9%						1.3%	2.1%		5%
Highland, Argyll, Moray & Islands			0.7%	0.5%			0.7%	13.4%		16%
England							0.4%	21.5%		22%
Total	4%	0%	1%	1%	0%	0%	5%	90%	0%	100%

Table W.267: A82 Lay-by 2.7 miles South Crianlarich, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	2.3%	0.5%	1.8%				5.9%	39.3%		50%
SES plan							0.4%	0.4%		1%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway								2.2%		2%
Ayrshire	0.4%		0.4%				0.9%	13.1%		15%
Stirling, Clacks & Falkirk	0.9%		0.4%				3.8%	3.1%	0.4%	9%
Highland, Argyll, Moray & Islands		0.9%	0.4%				2.3%	7.5%		11%
England			0.9%					11.7%		13%
Total	4%	1%	4%	0%	0%	0%	13%	77%	0%	100%



Table W.268: A82 Lay-by 2.7 miles South Crianlarich, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	4.0%						3.2%	31.4%		39%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway								2.8%		3%
Ayrshire								6.2%		6%
Stirling, Clacks & Falkirk	2.1%						1.5%	0.9%		5%
Highland, Argyll, Moray & Islands	0.3%		2.5%	0.5%			0.6%	25.0%		29%
England								18.6%		19%
Total	7%	0%	2%	0%	0%	0%	5%	85%	0%	100%

Table W.269: A82 Lay-by 2.7 miles South Crianlarich, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	1.1%		1.1%				8.3%	26.2%		37%
SES plan							1.1%	1.9%		3%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway								1.1%		1%
Ayrshire								13.1%		13%
Stirling, Clacks & Falkirk							9.0%			9%
Highland, Argyll, Moray & Islands	1.1%		2.6%	1.1%			3.8%	4.1%		13%
England			1.1%				1.1%	22.1%		24%
Total	2%	0%	5%	1%	0%	0%	23%	68%	0%	100%



Table W.270: A82 Lay-by 2.7 miles South Crianlarich, AM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	4.6%						1.3%	0.3%		6.4%
SES plan										0.1%
TAY plan	0.3%							0.9%		1.3%
Aberdeen City and Shire								1.2%		1.2%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk	4.1%					0.8%	1.0%	0.3%		6.4%
Highland, Argyll, Moray & Islands	26.1%				1.5%	26.4%	0.6%	7.9%	22.0%	84.6%
England										0.0%
Total	35.1%	0.0%	0.0%	0.0%	1.5%	27.3%	2.9%	10.8%	22.4%	100.0%

Table W.271: A82 Lay-by 2.7 miles South Crianlarich, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	1.0%						1.0%	1.0%		3%
SES plan										0%
TAY plan	2.7%					2.0%		1.0%		6%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk	12.3%							2.3%		15%
Highland, Argyll, Moray & Islands	39.2%	2.2%			1.0%	17.2%	1.0%	8.9%	7.2%	77%
England										0%
Total	55%	2%	0%	0%	1%	19%	2%	13%	7%	100%



Table W.272: A82 Lay-by 2.7 miles South Crianlarich, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	2.2%						1.7%			4%
SES plan										0%
TAY plan								2.6%		3%
Aberdeen City and Shire								1.0%		1%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk	1.7%						1.3%	0.5%	0.5%	4%
Highland, Argyll, Moray & Islands	43.6%				5.7%	6.6%	1.4%	9.5%	21.3%	88%
England										0%
Total	48%	0%	0%	0%	6%	7%	4%	14%	22%	100%

Table W.273: A82 Lay-by 2.7 miles South Crianlarich, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	2.1%						0.4%	0.8%		3%
SES plan	0.4%							0.8%		1%
TAY plan	1.7%						0.4%	0.4%	0.4%	4%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk	5.6%	0.4%					0.9%	3.5%	2.2%	13%
Highland, Argyll, Moray & Islands	39.1%	0.4%			2.1%	15.2%	3.0%	7.2%	11.4%	79%
England								0.4%		0%
Total	49%	1%	0%	0%	2%	17%	8%	11%	12%	100%



Table W.274: A82 Lay-by 2.7 miles South Crianlarich, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	2.1%						1.2%	0.3%		4%
SES plan										0%
TAY plan								3.1%		3%
Aberdeen City and Shire								0.4%		0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk	2.0%						0.9%	0.9%		4%
Highland, Argyll, Moray & Islands	37.4%				4.1%	6.7%	1.4%	12.6%	26.3%	88%
England										0%
Total	41%	0%	0%	0%	4%	7%	4%	17%	26%	100%

Table W.275: A82 Lay-by 2.7 miles South Crianlarich, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	0.8%							0.8%		2%
SES plan										0%
TAY plan	0.8%							3.1%	0.8%	5%
Aberdeen City and Shire								0.8%		1%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk	7.3%	0.8%					6.7%	3.9%	0.8%	20%
Highland, Argyll, Moray & Islands	31.7%	2.4%				18.3%		5.7%	15.0%	73%
England										0%
Total	41%	3%	0%	0%	0%	18%	7%	14%	17%	100%



W.25 Site 31: A82 South of Corrychurrachan Viewing Point*Table W.276: A82 South of Corrychurrachan Viewing Point, AM Peak Northbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								14.1%		14.1%
SES plan								2.1%		2.1%
TAY plan								1.3%		1.3%
Aberdeen City and Shire										0.0%
Dumfires and Galloway								2.5%		2.5%
Ayrshire								6.5%		6.5%
Stirling, Clacks & Falkirk								6.4%		6.4%
Highland, Argyll, Moray & Islands				0.6%				48.1%		48.8%
England								18.3%		18.3%
Total	0.0%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	99.3%	0.0%	100.0%

Table W.276: A82 South of Corrychurrachan Viewing Point, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								10.6%		11%
SES plan										0%
TAY plan								2.5%		2%
Aberdeen City and Shire										0%
Dumfires and Galloway								0.8%		1%
Ayrshire										0%
Stirling, Clacks & Falkirk								2.5%		2%
Highland, Argyll, Moray & Islands		0.8%		0.8%				53.6%	0.8%	56%
England								27.6%		28%
Total	0%	1%	0%	1%	0%	0%	0%	98%	1%	100%



Table W.277: A82 South of Corrychurrachan Viewing Point, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								24.2%		24%
SES plan								5.0%		5%
TAY plan								0.5%		1%
Aberdeen City and Shire										0%
Dumfires and Galloway								2.1%		2%
Ayrshire								3.1%		3%
Stirling, Clacks & Falkirk								7.1%		7%
Highland, Argyll, Moray & Islands			0.4%	1.4%				44.7%		46%
England								11.5%		11%
Total	0%	0%	0%	1%	0%	0%	0%	98%	0%	100%

Table W.278: A82 South of Corrychurrachan Viewing Point, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								13.4%		13%
SES plan								4.6%		5%
TAY plan								0.7%		1%
Aberdeen City and Shire										0%
Dumfires and Galloway								2.0%		2%
Ayrshire								3.0%	0.3%	3%
Stirling, Clacks & Falkirk			0.3%					3.3%		4%
Highland, Argyll, Moray & Islands			0.3%	0.7%	0.3%		0.3%	65.1%		67%
England								5.8%		6%
Total	0%	0%	1%	1%	0%	0%	0%	98%	0%	100%



Table W.279: A82 South of Corrychurrachan Viewing Point, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								9.9%		10%
SES plan								3.4%		3%
TAY plan								1.5%		1%
Aberdeen City and Shire										0%
Dumfires and Galloway								0.9%		1%
Ayrshire								3.4%		3%
Stirling, Clacks & Falkirk								4.2%		4%
Highland, Argyll, Moray & Islands				0.5%				69.5%		70%
England								6.7%		7%
Total	0%	0%	0%	0%	0%	0%	0%	99%	0%	100%

Table W.280: A82 South of Corrychurrachan Viewing Point, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	0.7%						0.7%	14.7%		16%
SES plan							0.7%	7.4%		8%
TAY plan								0.7%		1%
Aberdeen City and Shire										0%
Dumfires and Galloway								2.0%		2%
Ayrshire								2.0%		2%
Stirling, Clacks & Falkirk								2.9%		3%
Highland, Argyll, Moray & Islands			0.7%					60.3%		61%
England								7.4%		7%
Total	1%	0%	1%	0%	0%	0%	1%	97%	0%	100%



Table W.281: A82 South of Corrychurrachan Viewing Point, AM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire								0.4%		0.4%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands	11.2%	1.5%	0.6%		0.6%	9.2%	4.4%	59.2%	12.7%	99.6%
England										0.0%
Total	11.2%	1.5%	0.6%	0.0%	0.6%	9.2%	4.4%	59.7%	12.7%	100.0%

Table W.282: A82 South of Corrychurrachan Viewing Point, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan								1.0%		1%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	10.5%		1.0%				1.9%	49.1%	35.6%	98%
England								1.0%		1%
Total	11%	0%	1%	0%	0%	0%	2%	51%	36%	100%



Table W.283: A82 South of Corrychurrachan Viewing Point, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan								0.7%		1%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	23.8%	5.8%	0.7%		2.5%	4.4%	8.2%	42.0%	11.7%	99%
England										0%
Total	24%	6%	1%	0%	3%	4%	8%	43%	12%	100%

Table W.284: A82 South of Corrychurrachan Viewing Point, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan							0.3%	0.3%		1%
Aberdeen City and Shire								0.7%		1%
Dumfires and Galloway								0.3%		0%
Ayrshire										0%
Stirling, Clacks & Falkirk								0.3%		0%
Highland, Argyll, Moray & Islands	13.7%	4.7%	0.7%		2.0%	3.0%	3.3%	64.2%	6.1%	98%
England							0.3%			0%
Total	14%	5%	1%	0%	2%	3%	4%	66%	6%	100%



Table W.285: A82 South of Corrychurrachan Viewing Point, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire								0.3%		0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	18.8%	4.4%	3.3%		1.9%	3.8%	8.6%	47.3%	11.6%	100%
England										0%
Total	19%	4%	3%	0%	2%	4%	9%	48%	12%	100%

Table W.286: A82 South of Corrychurrachan Viewing Point, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	0.6%									1%
SES plan										0%
TAY plan								0.6%		1%
Aberdeen City and Shire								0.6%		1%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk	0.6%	0.6%								1%
Highland, Argyll, Moray & Islands	13.9%	6.4%	1.7%		2.3%	1.7%	2.9%	60.7%	7.5%	97%
England										0%
Total	15%	7%	2%	0%	2%	2%	3%	62%	8%	100%



W.26 Site 32: A85 East of Crianlarich

Table W.287: A85 East of Crianlarich, AM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley							0.5%	6.1%		6.7%
SES plan	0.5%							25.9%		26.4%
TAY plan	3.4%						4.6%	17.4%		25.4%
Aberdeen City and Shire							0.4%	2.1%		2.5%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk	4.4%						4.2%	20.5%		29.2%
Highland, Argyll, Moray & Islands								0.9%		0.9%
England								8.9%		8.9%
Total	8.4%	0.0%	0.0%	0.0%	0.0%	0.1%	9.6%	81.9%	0.0%	100.0%

Table W.288: A85 East of Crianlarich, AM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley							1.4%	8.5%		10%
SES plan	0.7%							22.1%		23%
TAY plan	2.1%						3.5%	17.7%		23%
Aberdeen City and Shire								1.4%		1%
Dumfires and Galloway								0.7%		1%
Ayrshire								1.5%		1%
Stirling, Clacks & Falkirk	3.5%					1.5%	8.7%	20.7%		34%
Highland, Argyll, Moray & Islands								1.4%		1%
England	0.7%							2.9%	0.7%	4%
Total	7%	0%	0%	0%	0%	1%	14%	77%	1%	100%



Table W.289: A85 East of Crianlarich, Inter Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley								5.1%		5%
SES plan	0.3%						1.5%	29.1%		31%
TAY plan	1.3%						6.1%	18.4%		26%
Aberdeen City and Shire								3.8%		4%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk	6.4%						3.5%	16.3%		26%
Highland, Argyll, Moray & Islands							0.3%			0%
England								7.6%		8%
Total	8%	0%	0%	0%	0%	0%	11%	80%	0%	100%

Table W.290: A85 East of Crianlarich, Inter Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	1.9%							7.8%		10%
SES plan							1.3%	24.2%		26%
TAY plan	1.6%		0.3%				0.7%	14.0%		17%
Aberdeen City and Shire								2.5%	0.6%	3%
Dumfires and Galloway								0.7%		1%
Ayrshire	0.3%							0.3%		1%
Stirling, Clacks & Falkirk	0.3%	0.7%					12.1%	17.0%		30%
Highland, Argyll, Moray & Islands	1.0%							2.2%		3%
England							0.6%	9.9%		10%
Total	5%	1%	0%	0%	0%	0%	15%	79%	1%	100%



Table W.291: A85 East of Crianlarich, PM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	0.5%							6.7%		7%
SES plan	2.1%						0.9%	19.4%		22%
TAY plan	4.1%					0.4%	1.2%	16.9%		23%
Aberdeen City and Shire								5.2%		5%
Dumfries and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk							1.2%	20.5%		34%
Highland, Argyll, Moray & Islands	12.7%							1.3%		2%
England	0.3%							6.4%		6%
Total	20%	0%	0%	0%	0%	0%	3%	76%	0%	100%

Table W.292: A85 East of Crianlarich, PM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	2.7%							4.1%		7%
SES plan							1.4%	16.0%		17%
TAY plan	1.4%						1.4%	12.4%		15%
Aberdeen City and Shire								5.5%		5%
Dumfries and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk	2.7%						10.5%	14.4%		28%
Highland, Argyll, Moray & Islands	1.4%					1.4%		8.9%		12%
England								16.0%		16%
Total	8%	0%	0%	0%	0%	1%	13%	77%	0%	100%



Table W.293: A85 East of Crianlarich, AM Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	0.6%	1.7%	6.1%				10.8%			19.4%
SES plan										0.0%
TAY plan										0.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire			0.5%							0.5%
Stirling, Clacks & Falkirk			3.4%	1.4%			4.3%			9.3%
Highland, Argyll, Moray & Islands	3.7%	20.0%	18.6%	3.1%			16.0%	4.4%	5.1%	70.8%
England										0.0%
Total	4.4%	21.7%	28.5%	4.6%	0.0%	0.0%	31.2%	4.4%	5.1%	100.0%

Table W.294: A85 East of Crianlarich, AM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			3.6%				4.1%		1.4%	9%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire							2.8%			3%
Stirling, Clacks & Falkirk	0.9%		1.7%				5.8%			8%
Highland, Argyll, Moray & Islands	4.4%	20.6%	23.3%	2.3%	1.4%	1.4%	21.6%	0.9%	3.8%	80%
England										0%
Total	5%	21%	29%	2%	1%	1%	34%	1%	5%	100%



Table W.295: A85 East of Crianlarich, Inter Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley		0.3%	1.1%				6.8%			8%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk		1.6%	6.3%				4.1%	0.5%		13%
Highland, Argyll, Moray & Islands	5.4%	26.9%	20.4%	3.3%			17.6%	0.2%	5.1%	79%
England										0%
Total	6%	29%	28%	3%	0%	0%	29%	1%	5%	100%

Table W.296: A85 East of Crianlarich, Inter Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	1.9%		1.6%				0.3%	0.3%	1.0%	5%
SES plan							0.7%			1%
TAY plan			0.3%							0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk		1.3%	0.7%				12.2%		0.6%	15%
Highland, Argyll, Moray & Islands	7.8%	24.2%	13.9%	2.5%	0.7%	0.3%	16.9%	2.2%	9.9%	78%
England				0.6%						1%
Total	10%	26%	16%	3%	1%	1%	30%	3%	10%	100%



Table W.297: A85 East of Crianlarich, PM Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley		1.4%	3.2%				6.1%	0.3%		11%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk		0.7%	2.5%				2.1%			5%
Highland, Argyll, Moray & Islands	6.4%	19.6%	24.4%	3.6%			23.2%	1.7%	4.7%	84%
England										0%
Total	7%	22%	30%	4%	0%	0%	31%	2%	5%	100%

Table W.298: A85 East of Crianlarich, PM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley	1.7%	0.9%	0.9%				0.9%	0.9%		5%
SES plan										0%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire								0.9%		1%
Stirling, Clacks & Falkirk		0.9%	2.6%				14.1%			18%
Highland, Argyll, Moray & Islands	6.1%	17.5%	11.3%	2.6%		0.9%	17.6%	8.1%	11.5%	76%
England									0.9%	1%
Total	8%	19%	15%	3%	0%	1%	33%	10%	12%	100%



W.27 Site 33: A90 North of Forfar at Parkford*Table W.299: A90 North of Forfar at Parkford, AM Peak Southbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan	1.0%	2.8%	12.4%						0.6%	16.8%
Aberdeen City and Shire	16.8%	20.4%	28.7%			1.2%	6.4%	0.3%	5.5%	79.4%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands		0.9%	2.8%							3.8%
England										0.0%
Total	17.8%	24.1%	43.9%	0.0%	0.1%	1.2%	6.4%	0.3%	6.2%	100.0%

Table W.300: A90 North of Forfar at Parkford, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	0.9%	3.0%	29.1%				0.7%	0.2%	1.4%	35%
Aberdeen City and Shire	11.4%	13.9%	26.9%		0.3%	1.2%	4.7%	0.6%	4.7%	64%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.3%	0.3%	0.3%							1%
England										0%
Total	13%	17%	56%	0%	0%	1%	5%	1%	6%	100%



Table W.301: A90 North of Forfar at Parkford, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	0.9%	2.4%	7.4%				0.5%			11%
Aberdeen City and Shire	16.1%	19.8%	33.8%		0.9%	1.4%	3.8%	1.0%	9.1%	86%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		1.1%	1.5%							3%
England										0%
Total	17%	23%	43%	0%	1%	1%	4%	1%	9%	100%

Table W.302: A90 North of Forfar at Parkford, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	1.4%	3.6%	17.9%				0.7%			24%
Aberdeen City and Shire	17.1%	17.0%	25.5%			1.1%	6.7%	0.3%	6.9%	75%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.4%								0.5%	1%
England										0%
Total	19%	21%	43%	0%	0%	1%	8%	0%	8%	100%



Table W.303: A90 North of Forfar at Parkford, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	0.3%	2.1%	5.0%							8%
Aberdeen City and Shire	16.8%	28.5%	35.3%			0.7%	5.8%	0.5%	3.6%	91%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.7%	0.6%							1%
England										0%
Total	17%	31%	41%	0%	0%	1%	6%	1%	4%	100%

Table W.304: A90 North of Forfar at Parkford, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	0.3%	3.1%	18.4%				0.5%			22%
Aberdeen City and Shire	14.6%	15.5%	34.1%			1.2%	4.0%		7.7%	77%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.3%		0.3%							1%
England										0%
Total	15%	19%	53%	0%	0%	1%	5%	0%	8%	100%



Table W.305: A90 North of Forfar at Parkford, AM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			0.6%	18.1%						18.8%
SES plan			1.9%	19.9%				0.4%		22.2%
TAY plan			10.1%	34.1%				1.2%		45.4%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.1%
Ayrshire					1.9%					1.9%
Stirling, Clacks & Falkirk					5.4%					5.4%
Highland, Argyll, Moray & Islands					0.2%					0.4%
England					5.8%					6.0%
Total	0.0%	0.0%	12.8%	85.4%	0.0%	0.0%	0.0%	1.7%	0.0%	100.0%

Table W.306: A90 North of Forfar at Parkford, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.2%	13.7%				0.3%		15%
SES plan			2.9%	14.8%				0.3%		18%
TAY plan			19.3%	31.0%				0.3%		51%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire					1.1%					1%
Stirling, Clacks & Falkirk			1.1%	5.2%						6%
Highland, Argyll, Moray & Islands			0.4%							0%
England			1.6%	6.8%						8%
Total	0%	0%	26%	73%	0%	0%	0%	1%	0%	100%



Table W.307: A90 North of Forfar at Parkford, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.6%	18.1%						20%
SES plan			2.2%	22.2%				1.9%		26%
TAY plan			4.9%	30.8%				1.8%		38%
Aberdeen City and Shire										0%
Dumfries and Galloway					0.6%					1%
Ayrshire					1.9%					2%
Stirling, Clacks & Falkirk			0.6%	3.1%						4%
Highland, Argyll, Moray & Islands					1.3%					1%
England					8.5%					9%
Total	0%	0%	10%	87%	0%	0%	0%	4%	0%	100%

Table W.308: A90 North of Forfar at Parkford, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfries and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.3%	17.0%				0.4%		19%
SES plan			3.6%	17.1%						21%
TAY plan			18.4%	25.2%						44%
Aberdeen City and Shire										0%
Dumfries and Galloway										0%
Ayrshire					1.2%					1%
Stirling, Clacks & Falkirk			0.7%	6.6%						7%
Highland, Argyll, Moray & Islands					0.3%					0%
England					6.8%			0.4%		7%
Total	0%	0%	25%	74%	0%	0%	0%	1%	0%	100%



Table W.309: A90 North of Forfar at Parkford, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.0%	14.6%						16%
SES plan			3.2%	26.7%				1.1%		31%
TAY plan			7.7%	30.9%				2.3%		41%
Aberdeen City and Shire										0%
Dumfires and Galloway					0.3%					0%
Ayrshire					0.5%					1%
Stirling, Clacks & Falkirk					5.8%					6%
Highland, Argyll, Moray & Islands			0.4%	0.7%						1%
England				4.7%						5%
Total	0%	0%	12%	84%	0%	0%	0%	3%	0%	100%

Table W.310: A90 North of Forfar at Parkford, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley				13.3%				0.3%		14%
SES plan			3.2%	14.7%						18%
TAY plan			26.2%	29.8%				0.3%		56%
Aberdeen City and Shire										0%
Dumfires and Galloway					0.3%					0%
Ayrshire					1.3%					1%
Stirling, Clacks & Falkirk			0.3%	3.9%						4%
Highland, Argyll, Moray & Islands				0.3%						0%
England			0.3%	5.9%						6%
Total	0%	0%	30%	69%	0%	0%	0%	1%	0%	100%



W.28 Site 34: A90 South of Forfar at Gallowfauld*Table W.311: A90 South of Forfar at Gallowfauld, AM Peak Southbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan	0.9%	6.2%	42.0%				0.5%		0.9%	50.5%
Aberdeen City and Shire	8.2%	13.2%	17.0%			0.8%	4.0%		3.6%	47.1%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands		0.6%	1.7%							2.4%
England										0.0%
Total	9.1%	20.0%	60.7%	0.0%	0.1%	0.8%	4.5%	0.2%	4.6%	100.0%

Table W.312: A90 South of Forfar at Gallowfauld, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	2.4%	3.4%	55.0%						2.7%	64%
Aberdeen City and Shire	9.7%	8.5%	12.7%			0.5%	1.7%		2.0%	35%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.3%	0.3%							1%
England										0%
Total	12%	12%	68%	0%	0%	0%	2%	0%	5%	100%



Table W.313: A90 South of Forfar at Gallowfauld, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	1.5%	5.5%	19.4%		0.4%		0.6%		0.3%	28%
Aberdeen City and Shire	11.0%	17.7%	26.8%		0.8%	1.1%	3.3%	0.8%	8.1%	70%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		1.0%	1.2%							2%
England										0%
Total	13%	24%	47%	0%	1%	1%	4%	1%	8%	100%

Table W.314: A90 South of Forfar at Gallowfauld, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	1.2%	5.0%	33.4%				0.3%	0.5%	1.7%	42%
Aberdeen City and Shire	15.0%	12.2%	15.9%		0.7%	1.0%	4.0%	0.5%	6.8%	56%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.5%	0.3%	0.5%						0.4%	2%
England										0%
Total	17%	17%	50%	0%	1%	1%	5%	0%	9%	100%



Table W.315: A90 South of Forfar at Gallowfauld, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	1.8%	5.8%	17.8%				0.6%		0.3%	26%
Aberdeen City and Shire	12.1%	26.0%	25.1%			0.6%	5.3%	0.4%	3.2%	73%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.6%	0.4%							1%
England										0%
Total	14%	32%	43%	0%	0%	1%	6%	0%	4%	100%

Table W.316: A90 South of Forfar at Gallowfauld, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	1.0%	4.8%	33.1%						1.7%	41%
Aberdeen City and Shire	15.1%	16.1%	16.6%		0.7%	0.4%	3.4%		6.1%	58%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.4%	0.3%							1%
England										0%
Total	16%	21%	50%	0%	1%	1%	3%	0%	8%	100%



Table W.317: A90 South of Forfar at Gallowfauld, AM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			0.8%	13.3%						14.2%
SES plan			4.5%	18.9%				0.3%		23.7%
TAY plan			24.1%	24.3%				1.0%		49.3%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.1%
Ayrshire					1.2%					1.3%
Stirling, Clacks & Falkirk			0.6%	4.8%						5.4%
Highland, Argyll, Moray & Islands										0.1%
England			0.5%	5.5%						6.0%
Total	0.0%	0.0%	30.5%	68.0%	0.0%	0.0%	0.0%	1.5%	0.0%	100.0%

Table W.318: A90 South of Forfar at Gallowfauld, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			2.1%	12.9%						15%
SES plan			4.4%	14.1%				0.7%		19%
TAY plan			39.7%	15.7%						55%
Aberdeen City and Shire										0%
Dumfires and Galloway					0.2%					0%
Ayrshire					0.7%					1%
Stirling, Clacks & Falkirk			0.2%	1.4%						2%
Highland, Argyll, Moray & Islands										0%
England			3.7%	3.4%						7%
Total	0%	0%	50%	49%	0%	0%	0%	1%	0%	100%



Table W.319: A90 South of Forfar at Gallowfauld, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			2.2%	11.7%						14%
SES plan			5.8%	19.0%				1.6%		26%
TAY plan			22.2%	21.7%				1.4%		45%
Aberdeen City and Shire										0%
Dumfires and Galloway			0.4%	0.3%						1%
Ayrshire			0.2%	1.2%						1%
Stirling, Clacks & Falkirk			0.6%	2.6%						3%
Highland, Argyll, Moray & Islands			0.3%	1.0%						1%
England			0.3%	7.3%						8%
Total	0%	0%	32%	65%	0%	0%	0%	3%	0%	100%

Table W.320: A90 South of Forfar at Gallowfauld, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.1%	14.9%				0.5%		17%
SES plan			5.0%	12.2%				0.3%		18%
TAY plan			33.5%	15.8%				0.5%		50%
Aberdeen City and Shire										0%
Dumfires and Galloway					0.7%					1%
Ayrshire			0.3%	1.0%						1%
Stirling, Clacks & Falkirk			0.5%	4.0%						5%
Highland, Argyll, Moray & Islands				0.5%						0%
England			1.7%	6.8%				0.4%		9%
Total	0%	0%	42%	56%	0%	0%	0%	2%	0%	100%



Table W.321: A90 South of Forfar at Gallowfauld, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.9%	7.7%						10%
SES plan			8.2%	18.9%				0.8%		28%
TAY plan			34.2%	17.3%				1.6%		53%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire				0.4%						0%
Stirling, Clacks & Falkirk			0.7%	4.1%						5%
Highland, Argyll, Moray & Islands				0.4%						0%
England			0.6%	3.3%						4%
Total	0%	0%	46%	52%	0%	0%	0%	2%	0%	100%

Table W.322: A90 South of Forfar at Gallowfauld, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.6%	11.9%				0.3%		14%
SES plan			3.5%	10.4%						14%
TAY plan			48.6%	13.8%				0.5%		63%
Aberdeen City and Shire										0%
Dumfires and Galloway				0.6%						1%
Ayrshire										0%
Stirling, Clacks & Falkirk				3.3%						3%
Highland, Argyll, Moray & Islands										0%
England			1.2%	4.0%						5%
Total	0%	0%	55%	44%	0%	0%	0%	1%	0%	100%



W.29 Site 35: A90 Dundee Kingsway at Gourdie Croft*Table W.323: A90 Dundee Kingsway at Gourdie Croft, AM Peak Northbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			6.0%	10.7%						16.8%
SES plan			5.5%	10.2%						15.7%
TAY plan			44.1%	9.0%						53.2%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.1%
Ayrshire			0.3%	1.0%						1.3%
Stirling, Clacks & Falkirk			3.6%	3.8%						7.4%
Highland, Argyll, Moray & Islands										0.1%
England			1.0%	4.3%						5.3%
Total	0.0%	0.0%	60.6%	39.2%	0.0%	0.0%	0.0%	0.2%	0.0%	100.0%

Table W.324: A90 Dundee Kingsway at Gourdie Croft, AM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			9.2%	13.5%						23%
SES plan			15.5%	8.1%						24%
TAY plan			34.7%	3.6%						38%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire				0.9%						1%
Stirling, Clacks & Falkirk			3.9%	4.2%						8%
Highland, Argyll, Moray & Islands			0.2%							0%
England			3.2%	3.0%						6%
Total	0%	0%	67%	33%	0%	0%	0%	0%	0%	100%



Table W.325: A90 Dundee Kingsway at Gourdie Croft, Inter Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			8.6%	8.1%						17%
SES plan			9.8%	7.1%						17%
TAY plan			40.3%	5.0%				0.3%		46%
Aberdeen City and Shire										0%
Dumfires and Galloway			0.8%	0.2%						1%
Ayrshire			0.9%	0.8%						2%
Stirling, Clacks & Falkirk			6.1%	1.7%						8%
Highland, Argyll, Moray & Islands			1.2%	0.7%						2%
England			3.6%	4.7%						8%
Total	0%	0%	71%	28%	0%	0%	0%	0%	0%	100%

Table W.326: A90 Dundee Kingsway at Gourdie Croft, Inter Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			10.7%	10.3%						21%
SES plan			14.1%	6.4%						20%
TAY plan			33.3%	4.9%				0.3%		38%
Aberdeen City and Shire										0%
Dumfires and Galloway			0.6%	0.5%						1%
Ayrshire			1.1%	1.5%						3%
Stirling, Clacks & Falkirk			3.9%	1.4%						5%
Highland, Argyll, Moray & Islands			0.9%	0.2%						1%
England			4.3%	5.2%				0.2%		10%
Total	0%	0%	69%	30%	0%	0%	0%	1%	0%	100%



Table W.327: A90 Dundee Kingsway at Gourdie Croft, PM Peak Northbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			8.9%	6.1%						15%
SES plan			9.0%	8.4%						17%
TAY plan			48.8%	3.7%				0.2%		53%
Aberdeen City and Shire										0%
Dumfires and Galloway			0.3%							0%
Ayrshire			0.6%	0.3%						1%
Stirling, Clacks & Falkirk			4.6%	3.0%						8%
Highland, Argyll, Moray & Islands				0.3%						0%
England			3.2%	2.4%						6%
Total	0%	0%	76%	24%	0%	0%	0%	0%	0%	100%

Table W.328: A90 Dundee Kingsway at Gourdie Croft, PM Peak Northbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			8.6%	7.3%				0.7%		17%
SES plan			13.7%	7.1%						21%
TAY plan			42.6%	1.9%						44%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire			1.7%	0.4%						2%
Stirling, Clacks & Falkirk			3.7%	3.2%						7%
Highland, Argyll, Moray & Islands			0.6%							1%
England			2.6%	5.3%						8%
Total	0%	0%	74%	25%	0%	0%	0%	1%	0%	100%



Table W.329: A90 Dundee Kingsway at Gourdie Croft, AM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan	6.6%	9.3%	49.6%			0.3%	2.6%		1.5%	70.2%
Aberdeen City and Shire	7.6%	6.8%	7.3%			0.7%	3.6%		3.2%	29.6%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands										0.2%
England										0.0%
Total	14.2%	16.1%	57.1%	0.0%	0.2%	1.1%	6.2%	0.3%	4.7%	100.0%

Table W.330: A90 Dundee Kingsway at Gourdie Croft, AM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	12.0%	13.7%	38.3%		0.2%		3.6%	0.2%	3.1%	71%
Aberdeen City and Shire	12.5%	7.3%	2.5%			0.4%	3.6%		2.2%	28%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.2%	0.2%								0%
England										0%
Total	25%	21%	41%	0%	0%	0%	7%	0%	5%	100%



Table W.331: A90 Dundee Kingsway at Gourdie Croft, Inter Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	8.1%	8.0%	35.8%		0.5%	0.9%	7.4%	0.9%	2.4%	64%
Aberdeen City and Shire	8.7%	9.4%	6.6%		0.7%	1.0%	2.5%	0.7%	6.4%	36%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	17%	17%	43%	0%	1%	2%	10%	2%	9%	100%

Table W.332: A90 Dundee Kingsway at Gourdie Croft, Inter Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	10.5%	14.0%	34.1%		0.6%	1.1%	3.8%	0.9%	4.1%	69%
Aberdeen City and Shire	10.2%	6.4%	4.9%		0.5%	1.5%	1.4%	0.2%	5.1%	30%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands			0.3%						0.2%	1%
England										0%
Total	21%	20%	39%	0%	1%	3%	5%	1%	9%	100%



Table W.333: A90 Dundee Kingsway at Gourdie Croft, PM Peak Southbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	7.5%	5.7%	43.4%			0.5%	7.8%		1.3%	66%
Aberdeen City and Shire	9.4%	12.7%	4.2%			0.5%	3.8%	0.3%	2.3%	33%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands			0.6%							1%
England										0%
Total	17%	18%	48%	0%	0%	1%	12%	0%	4%	100%

Table W.334: A90 Dundee Kingsway at Gourdie Croft, PM Peak Southbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	7.0%	15.2%	38.7%			1.6%	4.1%	0.6%	2.6%	70%
Aberdeen City and Shire	8.3%	8.3%	2.8%			0.8%	3.8%		5.5%	30%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands	0.4%									0%
England										0%
Total	16%	23%	41%	0%	0%	2%	8%	1%	8%	100%



W.30 Site 36: A85 Near Apollo Way*Table W.335: A85 Near Apollo Way, AM Peak Eastbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			13.9%							13.9%
SES plan			15.0%							15.0%
TAY plan		1.5%	60.7%							62.1%
Aberdeen City and Shire				2.1%						2.1%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk			5.8%							5.8%
Highland, Argyll, Moray & Islands										0.2%
England			0.9%							0.9%
Total	0.0%	1.5%	98.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Table W.336: A85 Near Apollo Way, AM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley		0.7%	9.6%							10%
SES plan			13.8%							14%
TAY plan		5.4%	60.9%							66%
Aberdeen City and Shire				0.4%						0%
Dumfires and Galloway										0%
Ayrshire			0.4%							1%
Stirling, Clacks & Falkirk			5.2%							5%
Highland, Argyll, Moray & Islands			0.8%							1%
England			2.0%							2%
Total	0%	7%	93%	0%	0%	0%	0%	0%	0%	100%



Table W.337: A85 Near Apollo Way, Inter Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			13.3%							13%
SES plan			11.5%							11%
TAY plan		1.8%	57.8%							60%
Aberdeen City and Shire			4.6%							5%
Dumfires and Galloway										0%
Ayrshire			3.4%							3%
Stirling, Clacks & Falkirk			5.3%							5%
Highland, Argyll, Moray & Islands		0.6%	0.9%							1%
England			0.7%							1%
Total	0%	2%	98%	0%	0%	0%	0%	0%	0%	100%

Table W.338: A85 Near Apollo Way, Inter Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			12.1%							12%
SES plan		0.2%	12.6%							13%
TAY plan		5.9%	56.7%							63%
Aberdeen City and Shire			2.1%							2%
Dumfires and Galloway			0.2%							0%
Ayrshire			1.0%							1%
Stirling, Clacks & Falkirk		0.3%	5.5%							6%
Highland, Argyll, Moray & Islands		0.3%	0.8%							1%
England			2.1%							2%
Total	0%	7%	93%	0%	0%	0%	0%	0%	0%	100%



Table W.339: A85 Near Apollo Way, PM Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			8.8%							9%
SES plan			7.5%							7%
TAY plan		5.4%	68.9%							74%
Aberdeen City and Shire			3.4%							3%
Dumfires and Galloway			0.4%							0%
Ayrshire			0.2%							0%
Stirling, Clacks & Falkirk			3.1%							3%
Highland, Argyll, Moray & Islands			1.2%							1%
England			1.0%							1%
Total	0%	6%	94%	0%	0%	0%	0%	0%	0%	100%

Table W.340: A85 Near Apollo Way, PM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley		1.0%	8.0%							9%
SES plan		0.4%	7.6%							8%
TAY plan		15.1%	57.6%							73%
Aberdeen City and Shire		0.2%	0.8%							1%
Dumfires and Galloway			0.4%							0%
Ayrshire		0.2%	0.2%							0%
Stirling, Clacks & Falkirk		0.4%	2.7%							3%
Highland, Argyll, Moray & Islands			3.0%							3%
England		0.6%	1.7%							2%
Total	0%	18%	82%	0%	0%	0%	0%	0%	0%	100%



Table W.341: A85 Near Apollo Way, AM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan			5.6%							5.6%
TAY plan	10.4%	7.0%	67.9%	3.5%			5.1%		0.2%	94.4%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands										0.0%
England										0.0%
Total	10.4%	7.0%	73.5%	3.5%	0.0%	0.0%	5.1%	0.3%	0.2%	100.0%

Table W.342: A85 Near Apollo Way, AM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan	1.1%	0.6%	12.1%				0.3%	0.6%		15%
TAY plan	11.4%	10.7%	55.9%	0.3%			0.5%	3.2%	1.4%	85%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	12%	11%	68%	0%	0%	1%	4%	2%	2%	100%



Table W.343: A85 Near Apollo Way, Inter Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan			1.7%				0.3%	0.5%		3%
TAY plan	12.5%	15.4%	58.5%	3.1%		1.0%	5.5%	1.0%	0.5%	97%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	12%	15%	60%	3%	0%	1%	6%	2%	1%	100%

Table W.344: A85 Near Apollo Way, Inter Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan		0.2%	5.9%				0.3%	0.3%		7%
TAY plan	12.5%	12.5%	55.9%	2.1%	0.2%	1.0%	5.7%	0.8%	2.1%	93%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	12%	13%	62%	2%	0%	1%	6%	1%	2%	100%



Table W.345: A85 Near Apollo Way, PM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan			1.6%							2%
TAY plan	10.0%	18.3%	60.9%	2.1%	0.3%		5.0%	0.7%	1.1%	98%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	10%	18%	62%	2%	0%	0%	5%	1%	1%	100%

Table W.346: A85 Near Apollo Way, PM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan	0.8%		8.9%						0.5%	11%
TAY plan	6.9%	11.2%	61.9%	0.6%	0.3%		4.5%	2.0%	1.8%	89%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	8%	11%	71%	1%	0%	0%	4%	2%	2%	100%



W.31 Site 37: A92 East Dock Street*Table W.347: A92 East Dock Street, AM Peak Eastbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			0.6%							0.6%
SES plan			54.4%	0.9%						55.3%
TAY plan			42.6%							42.6%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk			1.5%							1.5%
Highland, Argyll, Moray & Islands										0.0%
England										0.1%
Total	0.0%	0.0%	99.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Table W.348: A92 East Dock Street, AM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.4%	0.2%						2%
SES plan			51.6%	3.4%				0.2%		55%
TAY plan			42.3%	0.2%						43%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk			0.4%							0%
Highland, Argyll, Moray & Islands										0%
England			0.2%							0%
Total	0%	0%	96%	4%	0%	0%	0%	0%	0%	100%



Table W.349: A92 East Dock Street, Inter Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			0.3%							0%
SES plan			23.9%							24%
TAY plan			74.8%							75%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk			0.3%							0%
Highland, Argyll, Moray & Islands										0%
England			0.6%							1%
Total	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%

Table W.350: A92 East Dock Street, Inter Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			0.7%							1%
SES plan			16.6%	1.5%						18%
TAY plan			78.4%	1.3%						80%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire			0.4%							0%
Stirling, Clacks & Falkirk			0.4%							0%
Highland, Argyll, Moray & Islands										0%
England			0.8%							1%
Total	0%	0%	97%	3%	0%	0%	0%	0%	0%	100%



Table W.351: A92 East Dock Street, PM Peak Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan			24.0%							24%
TAY plan			75.3%							75%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk			0.3%							0%
Highland, Argyll, Moray & Islands										0%
England			0.2%							0%
Total	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%

Table W.352: A92 East Dock Street, PM Peak Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			0.6%							1%
SES plan			19.7%	1.5%						21%
TAY plan			74.7%	1.2%						76%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire			0.6%							1%
Stirling, Clacks & Falkirk			0.4%							0%
Highland, Argyll, Moray & Islands										0%
England			1.2%							1%
Total	0%	0%	97%	3%	0%	0%	0%	0%	0%	100%



Table W.353: A92 East Dock Street, AM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan	0.7%	19.6%	78.8%				0.8%			100.0%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands										0.0%
England										0.0%
Total	0.7%	19.6%	78.8%	0.0%	0.0%	0.0%	0.8%	0.0%	0.1%	100.0%

Table W.354: A92 East Dock Street, AM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	0.6%	26.6%	68.1%				0.5%		0.2%	96%
Aberdeen City and Shire	0.2%	2.3%	0.9%							3%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands								0.5%		0%
England										0%
Total	1%	29%	69%	0%	0%	0%	0%	0%	0%	100%



Table W.355: A92 East Dock Street, Inter Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	0.8%	22.7%	75.3%				0.4%		0.5%	100%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	1%	23%	75%	0%	0%	0%	0%	0%	1%	100%

Table W.356: A92 East Dock Street, Inter Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	0.7%	17.0%	77.8%				0.4%	0.4%	1.0%	97%
Aberdeen City and Shire										3%
Dumfires and Galloway			1.5%	1.3%						0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	1%	18%	79%	0%	0%	0%	0%	0%	1%	100%



Table W.357: A92 East Dock Street, PM Peak Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	1.1%	41.0%	56.0%				0.5%	0.3%	1.0%	100%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	1%	41%	56%	0%	0%	0%	1%	0%	1%	100%

Table W.358: A92 East Dock Street, PM Peak Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	1.1%	37.4%	55.8%				0.8%	0.4%	1.3%	97%
Aberdeen City and Shire										3%
Dumfires and Galloway			2.6%	0.6%						0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	1%	40%	56%	0%	0%	1%	0%	0%	1%	100%



W.32 Site 38: A90 Tay Bridge*Table W.359: A90 Tay Bridge, AM Peak South-Eastbound Modelled*

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0.0%
SES plan										0.0%
TAY plan	1.5%	84.2%					1.4%		1.1%	88.3%
Aberdeen City and Shire	0.3%	9.6%					0.3%		0.3%	10.6%
Dumfires and Galloway										0.0%
Ayrshire										0.0%
Stirling, Clacks & Falkirk										0.0%
Highland, Argyll, Moray & Islands		1.1%								1.1%
England										0.0%
Total	1.7%	95.0%	0.1%	0.0%	0.0%	0.0%	1.8%	0.0%	1.4%	100.0%

Table W.360: A90 Tay Bridge, AM Peak South-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan		96.3%								96%
Aberdeen City and Shire		3.7%								4%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%



Table W.361: A90 Tay Bridge, Inter Peak South-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	2.5%	81.4%	0.5%		0.4%		1.4%		1.3%	88%
Aberdeen City and Shire	0.6%	8.6%					0.4%		0.6%	10%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		1.8%								2%
England										0%
Total	3%	92%	1%	0%	0%	0%	2%	0%	2%	100%

Table W.362: A90 Tay Bridge, Inter Peak South-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan		91.5%							1.5%	93%
Aberdeen City and Shire		6.5%								7%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.3%								0%
England										0%
Total	0%	98%	0%	0%	0%	0%	0%	0%	2%	100%



Table W.363: A92 A90 Tay Bridge, PM Peak South-Eastbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan	1.1%	85.6%	1.0%				1.2%		1.1%	90%
Aberdeen City and Shire	0.2%	8.3%					0.4%		0.3%	9%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.6%								1%
England										0%
Total	1%	95%	1%	0%	0%	0%	2%	0%	1%	100%

Table W.364: A90 Tay Bridge, PM Peak South-Eastbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan										0%
TAY plan		94.4%	0.5%							95%
Aberdeen City and Shire		4.7%								5%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands		0.2%								0%
England										0%
Total	0%	99%	1%	0%	0%	0%	0%	0%	0%	100%



Table W.365: A90 Tay Bridge, AM Peak North-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.1%							1.1%
SES plan			88.7%	5.7%				0.4%		94.8%
TAY plan			0.7%							0.7%
Aberdeen City and Shire										0.0%
Dumfires and Galloway										0.1%
Ayrshire			0.3%							0.3%
Stirling, Clacks & Falkirk			1.9%							2.0%
Highland, Argyll, Moray & Islands										0.0%
England			0.9%							1.0%
Total	0.0%	0.0%	93.7%	6.0%	0.0%	0.0%	0.0%	0.4%	0.0%	100.0%

Table W.366: A90 Tay Bridge, AM Peak North-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan			97.3%	2.4%						100%
TAY plan			0.3%							0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	0%	0%	98%	2%	0%	0%	0%	0%	0%	100%



Table W.367: A90 Tay Bridge, Inter Peak North-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley			1.5%							2%
SES plan			83.0%	9.3%			0.3%	2.2%		95%
TAY plan			0.4%							1%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk			0.7%							1%
Highland, Argyll, Moray & Islands										0%
England			1.3%	0.6%						2%
Total	0%	0%	87%	10%	0%	0%	0%	2%	0%	100%

Table W.368: A90 Tay Bridge, Inter Peak North-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan			90.6%	7.2%				0.3%		98%
TAY plan										0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England			1.8%							2%
Total	0%	0%	93%	7%	0%	0%	0%	0%	0%	100%



Table W.369: A90 Tay Bridge, PM Peak North-Westbound Modelled

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan			86.7%	9.5%				1.0%		97%
TAY plan			0.5%							1%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk			0.7%	0.3%						1%
Highland, Argyll, Moray & Islands										0%
England			0.6%	0.3%						1%
Total	0%	0%	89%	10%	0%	0%	0%	1%	0%	100%

Table W.370: A90 Tay Bridge, PM Peak North-Westbound Observed

Observed PCU's	Glasgow & Clyde Valley	SES plan	TAY plan	Aberdeen City and Shire	Dumfires and Galloway	Ayrshire	Stirling, Clacks & Falkirk	Highland, Argyll, Moray & Islands	England	Total
Glasgow & Clyde Valley										0%
SES plan			92.4%	6.9%				0.3%		100%
TAY plan			0.4%							0%
Aberdeen City and Shire										0%
Dumfires and Galloway										0%
Ayrshire										0%
Stirling, Clacks & Falkirk										0%
Highland, Argyll, Moray & Islands										0%
England										0%
Total	0%	0%	93%	7%	0%	0%	0%	0%	0%	100%

