

Transport Model for Scotland 2012 (TMfS12)

Transport Scotland

TMfS12 Road Model Development Report



TMFS12 ROAD MODEL DEVELOPMENT

Description: **National Road Model Development Report**

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1 INTRODUCTION

1.1 Background

Transport Scotland plays a key role in the assessment of proposed changes to land use and transport networks across Scotland. As part of the planning process, Transport Scotland offers the use of its strategic transport and land use appraisal tools to assess the social, economic, operational and environmental impacts of different land use options and transport interventions.

These appraisal tools include National integrated land use and transport models which cover the whole of Scotland. These National models include both the Transport Model for Scotland (TMfS) and the Transport, Economic and Land-use Model of Scotland (TELMoS) which are both developed and maintained under Transport Scotland's Land Use and Transport Integration in Scotland service (LATIS).

For more information regarding the LATIS service and the National Transport and Land Use Models, please visit the LATIS website: www.transportscotland.gov.uk/latis

Transport Scotland requires the development of TMfS12 which is calibrated to transport and land use conditions observed during 2012, with this model being an update of the previous TMfS07. This model is to be used to prepare a single (baseline) Forecast Scenario for the future years; 2017 – 2037 at 5 year intervals. The primary focus of this model is its future application which is in this case the A9 Dualling between Perth and Inverness.

1.2 Introduction

In summer 2012 SIAS Limited (SIAS) was appointed as a nominated consultant within the Multiple Framework Agreement (MFA) for the Transport Planning, Modelling and Audit Services, Lot 1 – Commission for the maintenance and enhancement of TMfS, which encompasses the maintenance and enhancement of the existing LATIS models.

In November 2012 SIAS was appointed to develop TMfS12. The scope of this commission contains the following elements:

- Establishing TMfS12/TELMoS requirements and features
- Data collection and collation/assimilation
- Benchmarking of TMfS07 Do-Minimum forecasts against observations
- Establishing the range of forecast scenarios for TMfS12/TELMoS12
- Updating the road and public transport networks in TMfS
- Re-calibrating roads, public transport and demand models
- Model calibration, validation and robustness testing
- Reviewing the efficiency of the updated model implementation and the ability of the updated model to be readily distributed as a release version
- Investigating and resolving any related deployment issues
- Engagement with Lot 3 Framework Participant and model Auditor
- Release of updated TMfS12
- Creation of updated STEP database
- Preparation of associated updated technical and support documentation



This Report describes the development, calibration and validation of the TMfS12 National Road Model and is one of a series of documents describing the construction, calibration and validation of the TMfS12 models, as follows:

- TMfS12 Benchmarking Report
- TMfS12 National Road Model Development Report
- TMfS12 National Public Transport Model Development Report
- TMfS12 Demand Model Development Report
- TMfS12 Forecasting Report

1.3 Overview

The *TMfS12 Road Model Development Report* forms part of the overall TMfS12 model hierarchy which is shown in Figure 1.1. It is a strategic model which has been prepared with a level of detail commensurate with appraising national policy and strategic land-use and transport interventions and providing a key source of transport supply and demand data.

TMfS12 will also form the starting point for the development of any Sub-Area and Regional models; providing assistance in preparation of model structure, input to base year development and providing a source of forecast year travel demand.

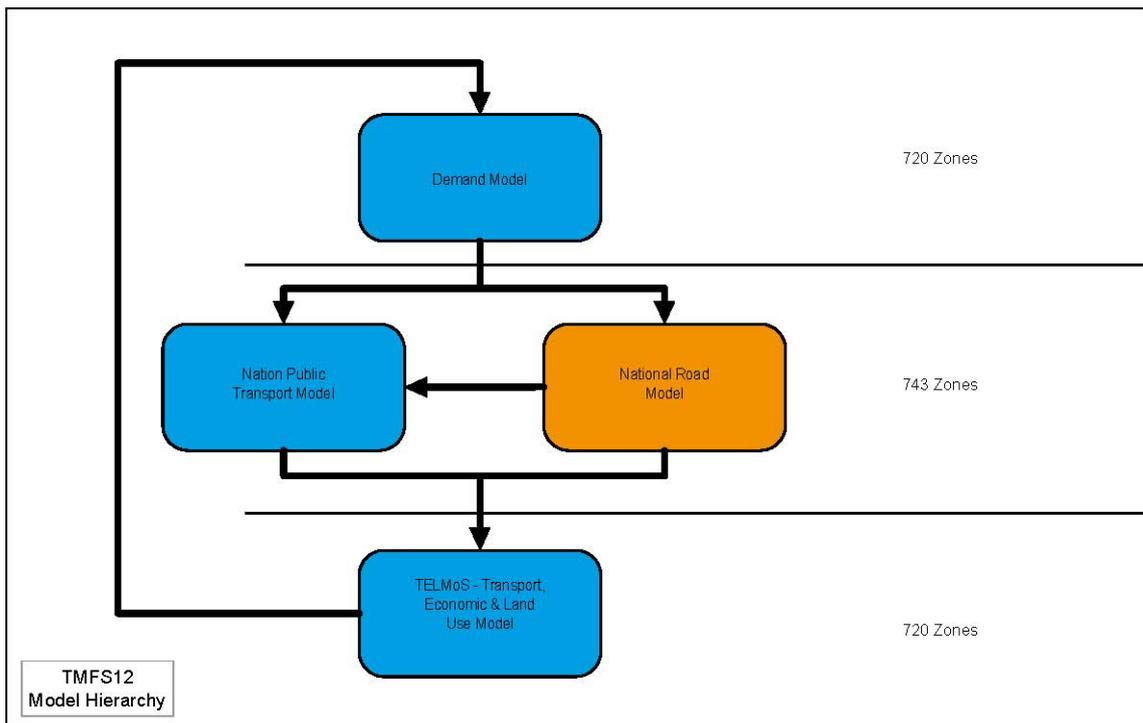


Figure 1.1 : TMfS12 Model Structure – National Road Model Interaction

TMfS12 differs slightly from TMfS07 in that while the demand model remains a 720 zone model the Road and Public Transport models are 734 zones models. The rationale behind this is explained in Section 2 of this Report.

The TMfS12 modelled base year is representative of 2012 transport conditions.



The model covers three time periods within a 'typical' weekday. These are:

- Average AM Peak Hour between 07:00 – 10:00
- Average Inter Peak Hour (1/6 of 10:00 – 16:00)
- Average PM Peak Hour between 16:00 – 19:00

For the peak time periods, the 'average peak hour' represents the 'peak hour' within the 3hr period. This 'peak hour' was calculated using relevant observed traffic count data collected across Scotland, so represents a 'Scottish Average' peak hour within the relevant time period.

The model includes five user classes, as follows:

- Car In-Work
- Car Non-Work Commuters
- Car Non-Work Others
- LGV
- HGV

Bus traffic on the network is modelled using fixed pre-load flows. The bus routes are imported from the National Public Transport Model, and these were updated for the A9 and A96 corridors using current timetables. The rail routes are imported from a services database supplied by ScotRail and again these were updated for the A9 and A96 corridors only.

TMfS12 v1.0 has been developed using the GIS-based software package MapInfo and Citilabs CUBE Voyager software version 6.0.2.

1.4 Structure of this Report

The structure of the remainder of this report is as follows:

- Section 2 details the Road Network Development
- Section 3 summarises the Matrix Development
- Section 4 discusses the Road Assignment Model Development
- Section 5 summarises the Calibration Of The National Road Model
- Section 6 summarises the Validation Of The National Road Model
- Section 7 contains the Conclusions & Recommendations





2 ROAD NETWORK DEVELOPMENT

2.1 Introduction

The TMfS12 Road Network is largely based upon the TMfS07 Road Network. The TMfS07 Road Network was reviewed against the Ordnance Survey (OS) OpenData Meridian GIS Layer, local knowledge, and Google Maps. This platform provides a geographically accurate representation of Scotland's road network which, in turn, allows the Road Model outputs to be used directly for noise and air quality analyses.

TMfS12 includes all Scottish Motorways and A-Roads, a few strategically-important Scottish B-Roads and a 'skeletal' representation of the road network in England and Wales.

The remainder of this chapter covers the following aspects of the model:

- Zone System
- Geographical Coverage
- Node Convention
- Attributes for Road Nodes and Network
- Road Link Types and Capacity
- Capacity on approach to rural roundabouts
- Speeds on urban and rural roundabouts
- Road Link Distance Checks
- Road Network Enhancements compared with TMfS07 Road Model

2.2 Zone System

The TMfS12 national model has the following 734 zones:

- 722 internal zones
- Four airport zones (Aberdeen, Edinburgh, Glasgow and Prestwick)
- Eight external zones covering England and Wales

The main features of the TMfS12 zone system compared to the TMfS07 zone system is as follows:

- Zones have been disaggregated in areas along the A9 and A96 corridors and are generally smaller than in TMfS07
- Zone definition has remained consistent with the Scottish Neighbourhood Statistics zones
- No zone crosses a Local Authority boundary
- Zones contain where possible, one train station per zone - the exceptions to this 'rule' are described in Appendix A of this Report

Discussions with the Transport Scotland, the study team and the LATIS Lot 2 consultant leading on the A9 application concluded in agreement that the following TMfS07 zones should be disaggregated.



Table 2.1 : TMfS12 Zone Disaggregation

| TMfS07 | | TMfS12 Zones | |
|--------|------------------------------|--------------|---------------------------|
| Zone | TMfS07 Zone Description | TMfS12 Zones | TMfS12 Zone Description |
| 526 | ABERFELDY | 526 | ABERFELDY |
| | | 723 | TUMMEL |
| 529 | PITLOCHRY | 529 | PITLOCHRY |
| | | 724 | BALLINLUIG |
| 532 | METHVEN | 532 | LUNCARTY |
| | | 725 | METHVEN |
| 635 | FORRES | 635 | FORRES |
| | | 718 | DAMAWAY |
| 642 | FOCHABERS | 642 | LHANBRYDE AND MOSSTODLOCH |
| | | 719 | FOCHABERS |
| 643 | KEITH | 643 | KEITH |
| | | 720 | AUHLUNKART |
| 674 | LOCH NESS | 674 | DRUMNADROCHIT |
| | | 726 | FORT AUGUSTUS |
| 682 | KINGUSSIE | 682 | NEWTONMORE |
| | | 713 | DALWHINNIE |
| | | 714 | KINGUSSIE |
| 684 | INVERNESS SOUTH | 684 | INVERNESS SOUTH |
| | | 721 | ESSICH |
| 694 | INVERNESS AIRPORT & ARDESIER | 694 | INVERNESS AIRPORT |
| | | 715 | ARDESIER |
| | | 716 | CROY |
| 698 | NAIRN | 698 | NAIRN |
| | | 717 | BLAIRMORE |
| 700 | AVIEMORE | 700 | AVIEMORE |
| | | 722 | KINCRAIG |
| 713 | WALES & WESTERN ENGLAND | 727 | WALES & WESTERN ENGLAND |
| 714 | CUMBRIA | 728 | CUMBRIA |
| 715 | WEST NORTHUMBERLAND | 729 | WEST NORTHUMBERLAND |
| 716 | BERWICK UPON TWEED | 730 | BERWICK UPON TWEED |
| 717 | EAST NORTHUMBERLAND | 731 | EAST NORTHUMBERLAND |
| 718 | NEWCASTLE UPON TYNE | 732 | NEWCASTLE UPON TYNE |
| 719 | COUNTY DURHAM | 733 | COUNTY DURHAM |
| 720 | EASTERN ENGLAND | 734 | EASTERN ENGLAND |

The four main airport zones (Glasgow, Edinburgh, Prestwick and Aberdeen) have been defined separately from their underlying Data Zones. The airport zones are:

- Edinburgh Airport Zone 709
- Prestwick Airport Zone 710
- Glasgow Airport Zone 711
- Aberdeen Airport Zone 712

Appendix A reports the number of zones contained within each Local Authority Area and the ratio of data zones to TMfS12 zones for that Local Authority.



Figure 2.1 shows the TMfS12 zone system.

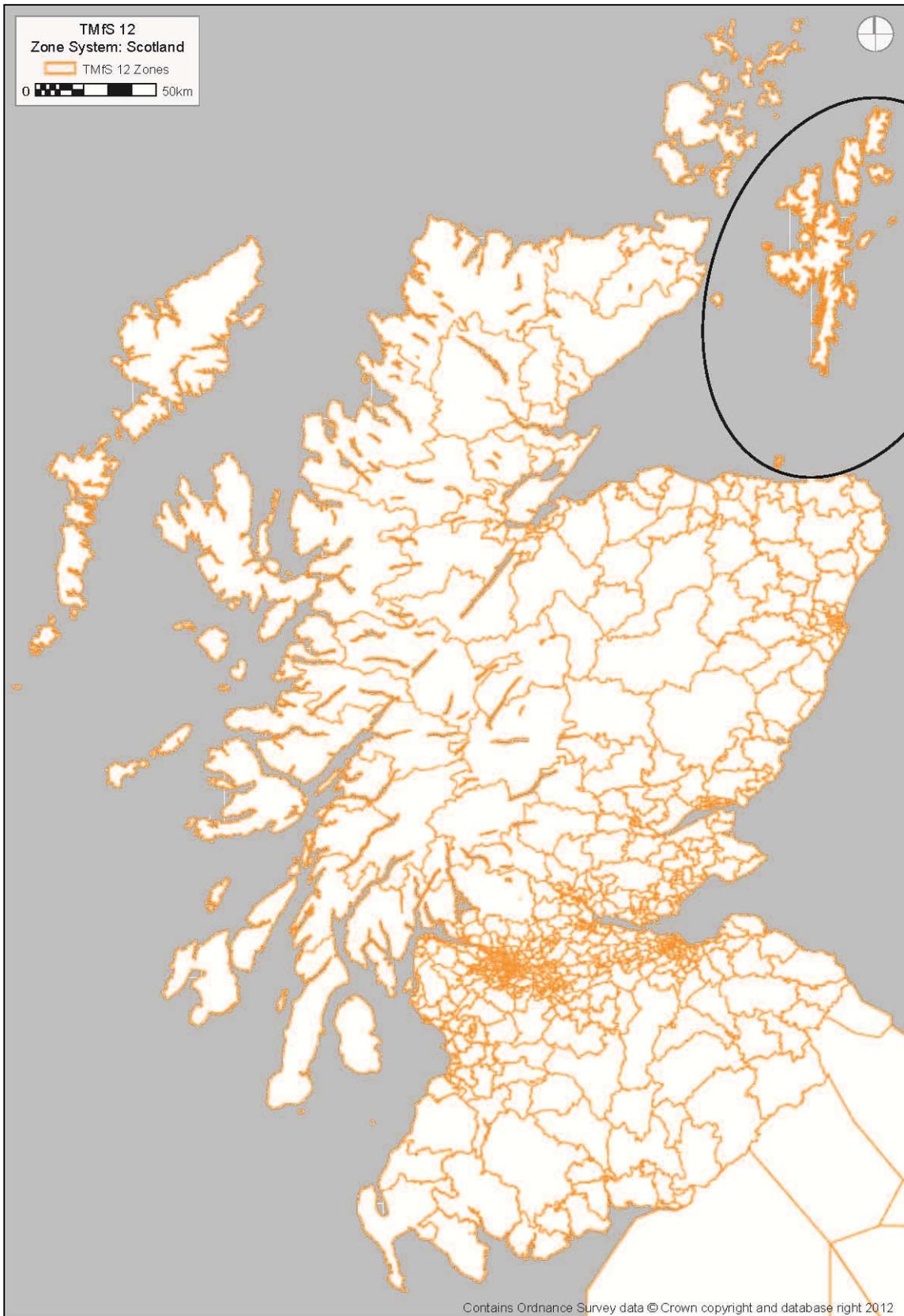


Figure 2.1 : TMfS12 Zone system



Figure 2.2 highlights the A9/A96 corridor zone system more clearly.

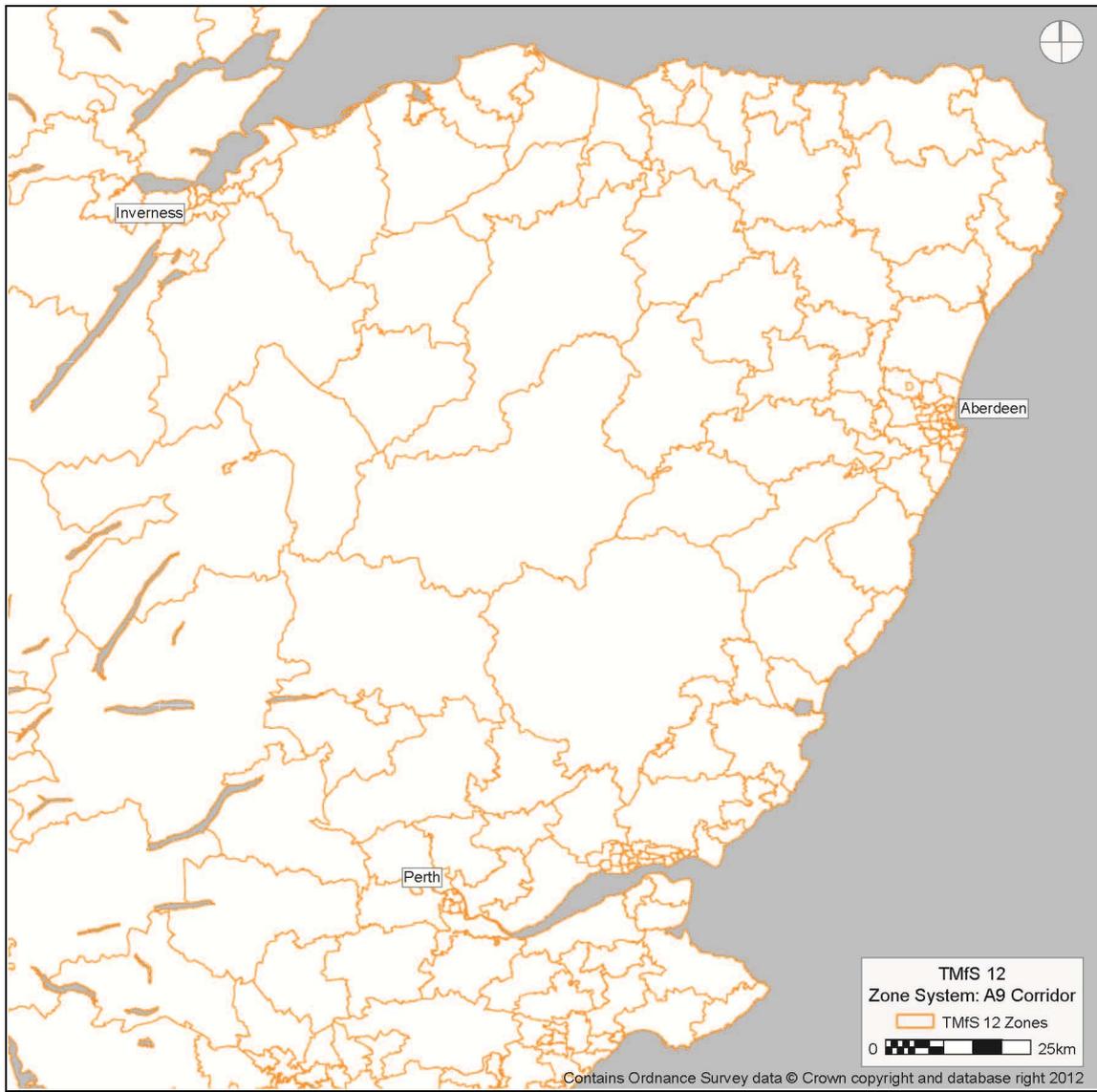


Figure 2.2 : TMfS12 A9/A96 Corridor Zone System



Figure 2.3 highlights the Central Belt zone system more clearly.

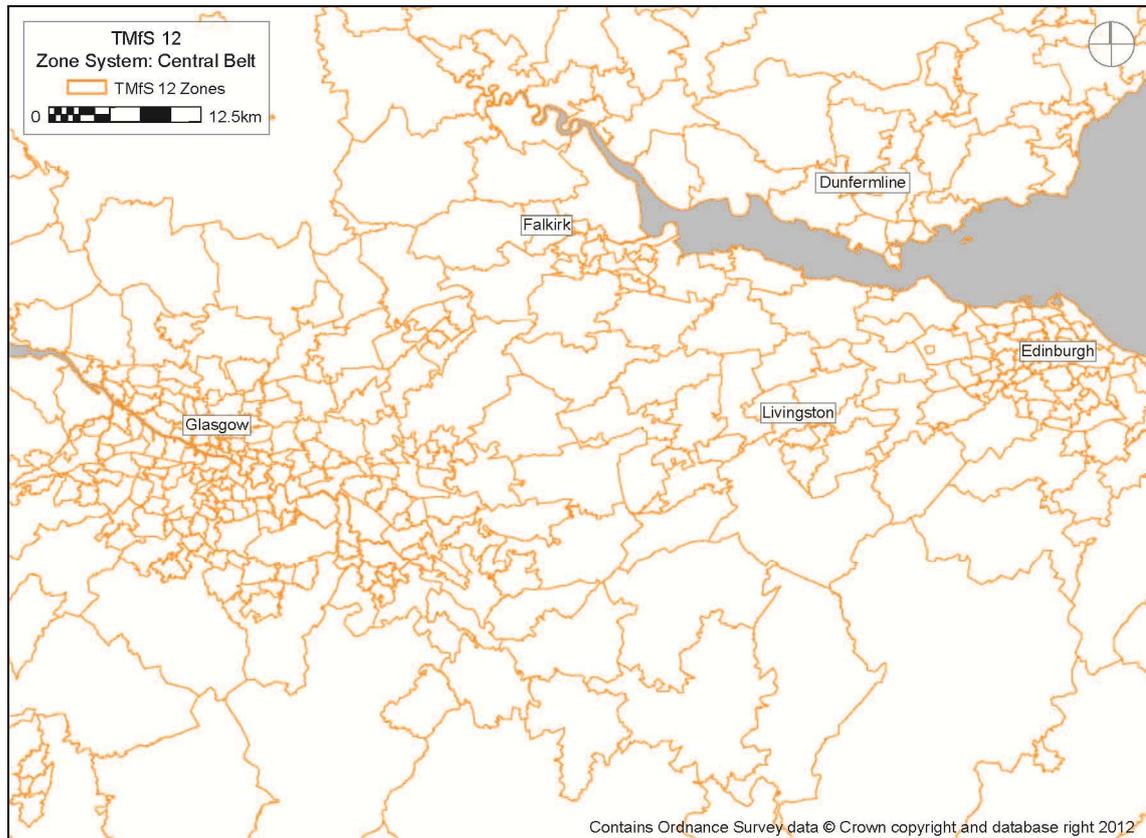


Figure 2.3 : TMfS12 Central Belt Zone System

The TMfS12 zone system is available from Transport Scotland on request.

The zone centroid lengths have been calculated by considering the zone to be a circle and then calculating the average radial distance of the circle if all points within it are evenly distributed. From the zonal area the zone length can thus be calculated using the following formula:

$$\frac{2}{3} \sqrt{\frac{\text{area}}{\pi}}$$

2.3 Geographical Coverage

The TMfS12 Road Model geographical coverage is similar to TMfS07 and is highlighted in Figure 2.4.



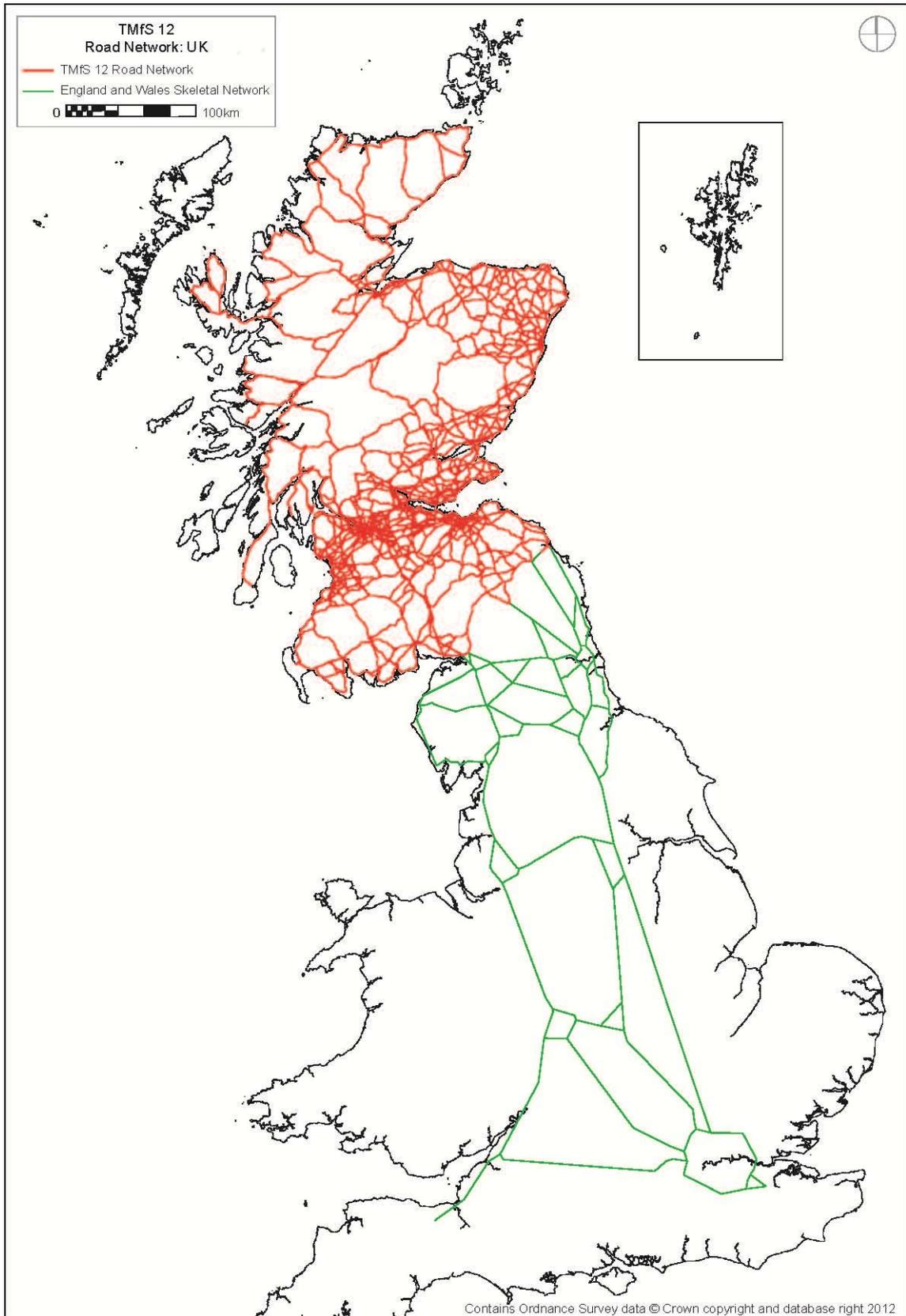


Figure 2.4 : TMfS12 Road Network and Geographical Coverage



Figure 2.5 highlights the TMfS12 Road Model geographical coverage for Scotland.

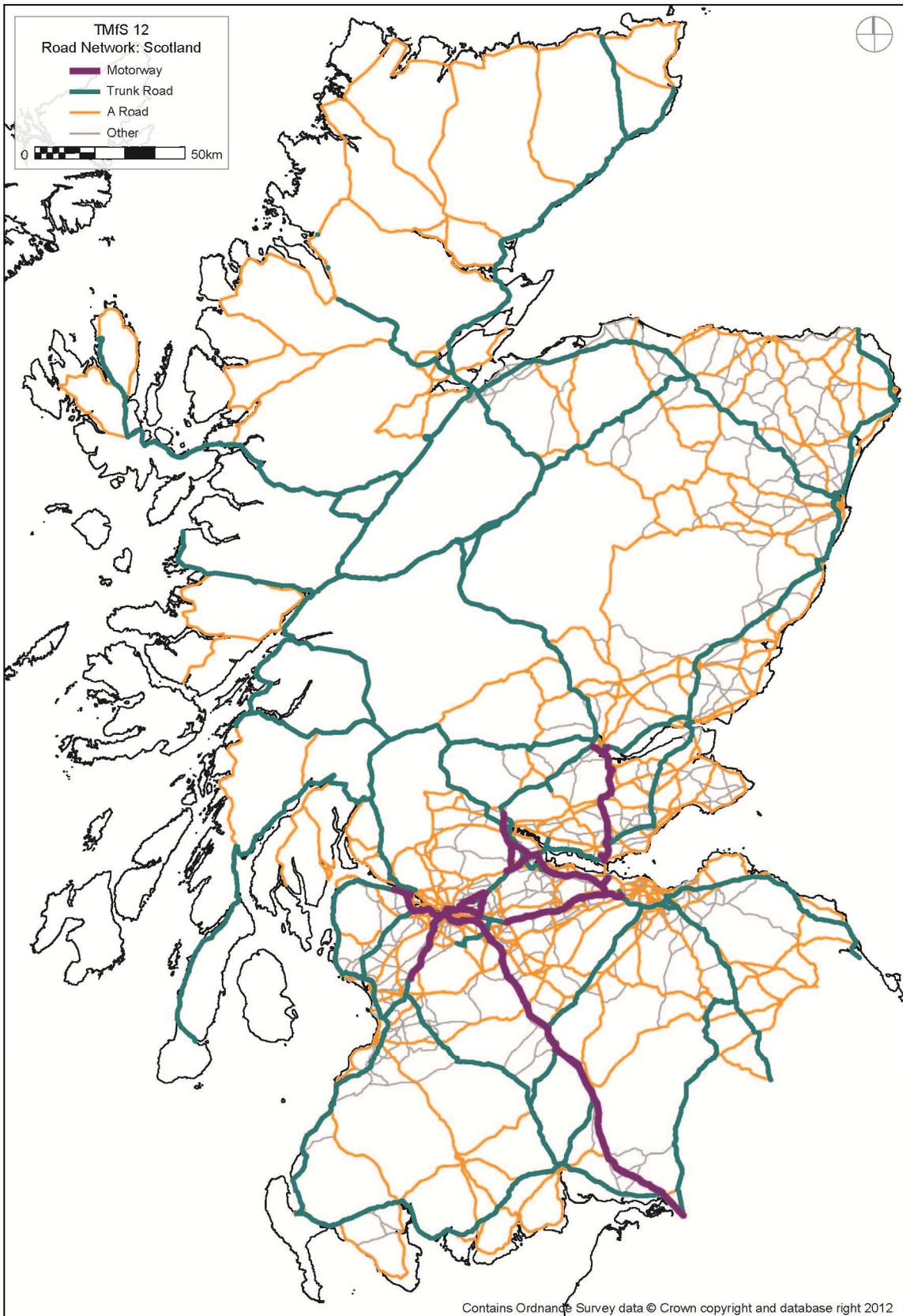


Figure 2.5 : TMfS12 Road Network and Geographical Coverage – Scotland



Figure 2.6 highlights the TMfS12 Road Model geographical coverage for the Central Belt.

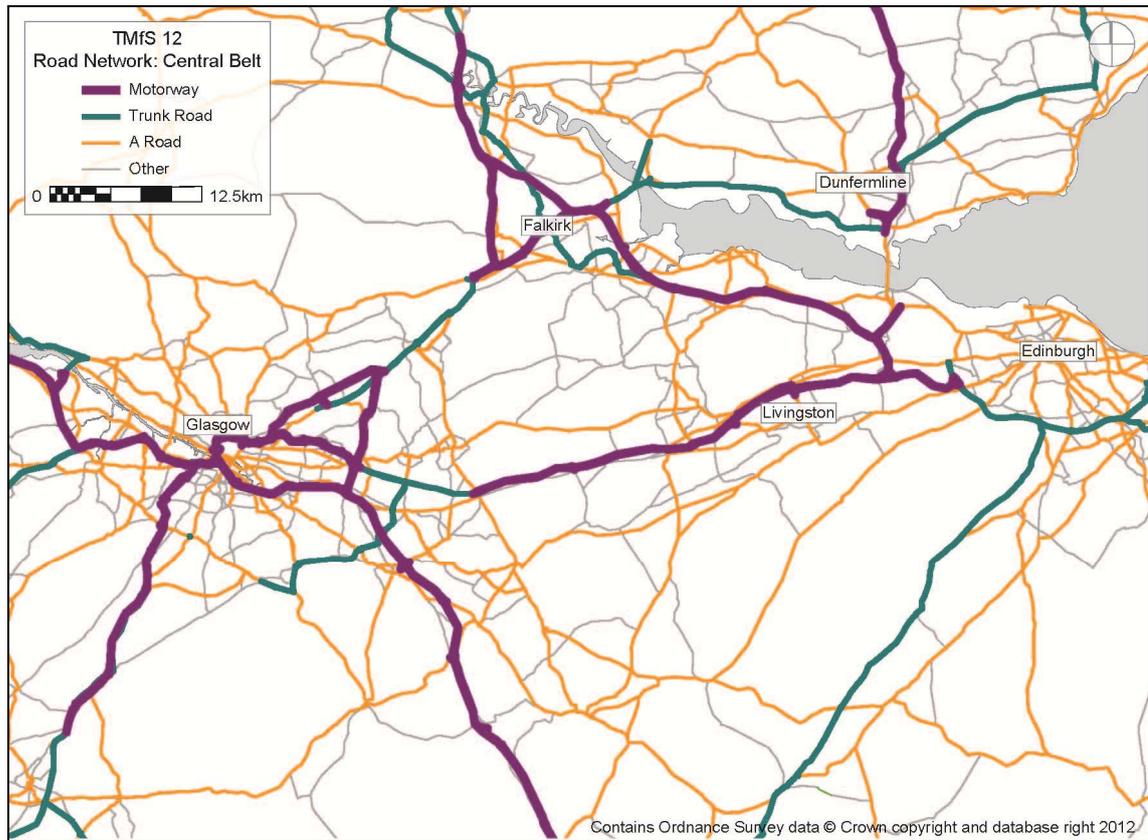


Figure 2.6 : TMfS12 Road Network and Geographical Coverage – Central Belt



Figure 2.7 highlights the TMfS12 Road Model geographical coverage for the A9 and A96 corridors.

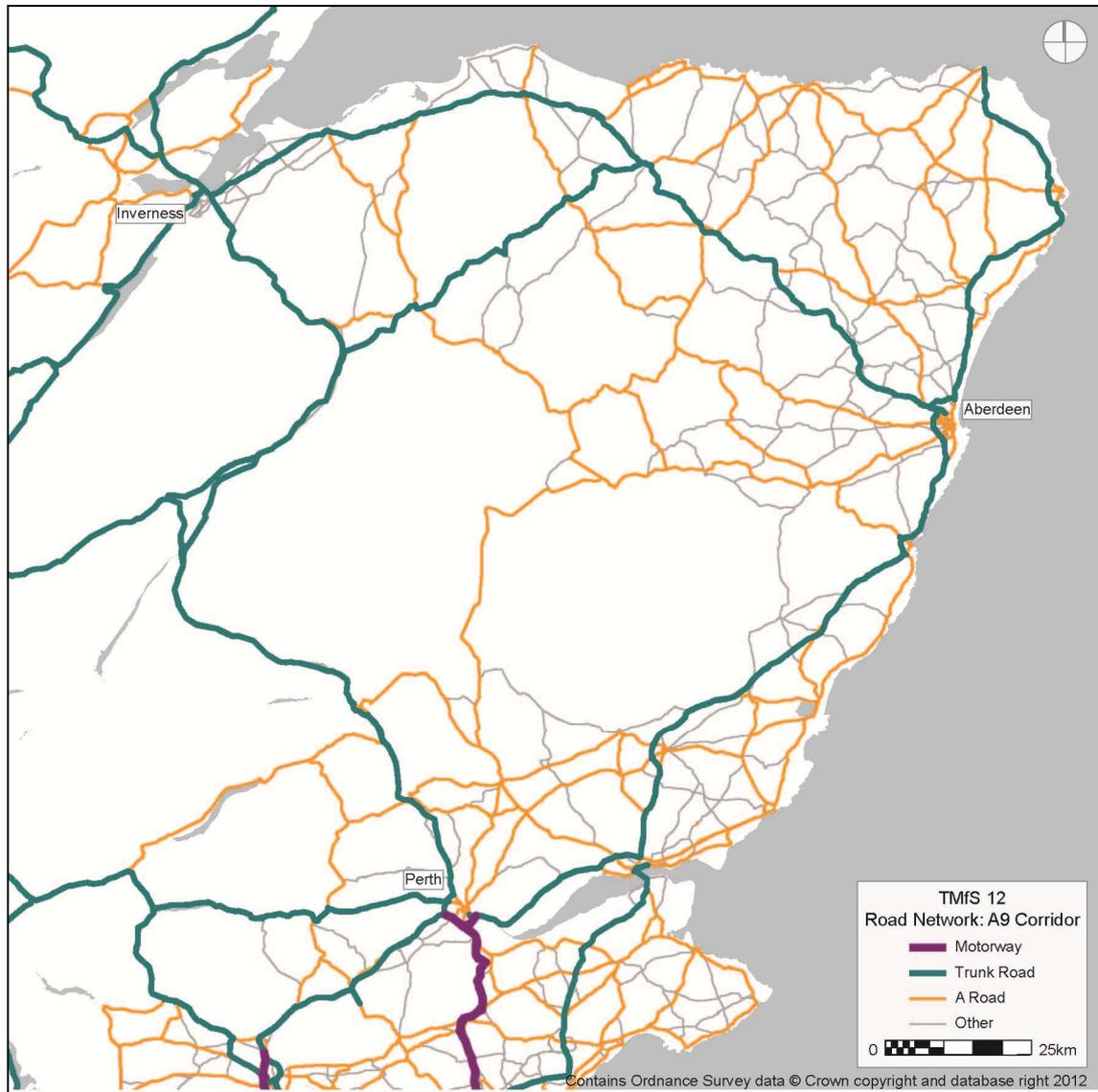


Figure 2.7 : TMfS12 Road Network and Geographical Coverage – A9/A96 Corridors

2.4 Node Convention

The following node convention applies to the Road and Public transport network:

- Zones: 1 – 734
- Road Nodes: 1,000 – 99,999
- Rail Nodes 100,000 – 149,999
- Subway Nodes: 150,000 – 199,999
- Ferry Nodes: 200,000 – 299,999
- Airport Nodes: 300,000 – 399,999



The TMfS12 Road networks are consistent with the TMfS07 Road Network. All Motorways and A-Roads in Scotland have been included, along with some B-Roads in the Central Belt, Scottish Borders and Aberdeenshire. A small number of strategically-important minor roads have also been included.

For England and Wales the TMfS network is consistent with TMfS07.

2.5 Attributes for Road nodes and Network

A number of attributes were allocated to each node and the links making up the road network. Appendix C provides details of these node, road and ferry link attributes.

2.6 Road Link Types and Capacity

The road link-types used in TMfS12 are consistent with TMfS07 and are in line with those stated in the *Scottish Transport Statistics Note 24*. This Link-type numbering system will allow analysis of model outputs to be easily compared with published statistics. Table 2.1 details road link types and the corresponding default link capacity (PCUs per lane) for inter-urban area links used in the Road Model.

Table 2.2 : TMfS:07 Road Link Types & Capacity Per Lane – Inter Urban Links

| Link Type | Description | Capacity Per Lane (PCUs) |
|-----------|--|--------------------------|
| 1 | Trunk – Motorway | 2,400 |
| 2 | Trunk – Motorway slips | 1,800 |
| 3 | Trunk A-Roads Non-built up | 1,800 |
| 5 | Non Trunk A-Roads Non-built up | 1,600 |
| 9 | Banned for Heavy Goods Vehicles (HGV) | Dependent on road type |
| 10 | Bus only | Dependent on road type |
| 22 | Zone-Road Connectors | Unconstrained |
| 22 | Zone-Ferry Connectors | Unconstrained |
| 28 | Ferry Routes – Banned for HGV | Dependent on ferry size |
| 29 | Ferry-Road Connectors | 1,000 |
| 30 | Ferry Routes – Car and HGV allowed | Dependent on ferry size |
| 31 | Ferry Routes – Banned for both Car and HGV | Dependent on ferry size |

Note: Link Type 22 has an unconstrained capacity meaning congested link speed equals free-flow link speed (50 km/hr).

Table 2.2 details corresponding road link-types and link capacity for links in urban and built up areas.

Table 2.3 : TMfS12 Road Link Types & TOTAL Capacity – Urban/Built-up Links

| Link Type | Description | Total Capacity (PCUs) |
|-----------|----------------------------|-----------------------|
| 4 | Trunk A-Roads Built up | 2,500 |
| 6 | Non Trunk A-Roads Built up | 2,000 |
| 7 | Minor Roads – Non built up | 1,000 |
| 8 | Minor Roads – Built up | 1,500 |



Considering Table 2.2 the following points should be noted. Outwith the Glasgow City, Edinburgh City, Dundee City and Aberdeen City local authority areas the following link capacities apply:

- Linktype 4 (Trunk A-Roads Built Up), link capacity is 1,600 PCUs per lane
- Linktype 6 (Non Trunk A-Roads Built Up), link capacity is 1,600 PCUs per lane
- Linktype 7 (Minor Roads – Non built up) and Linktype 8 (Minor Roads – Built up), link capacity is 1,000 PCUs per lane.

Link capacity through small towns (Urban = 1):

- Linktype 4 (Trunk A-Roads Built Up), link capacity is 1,600 PCUs per lane
- Linktype 6 (Non Trunk A-Roads Built Up), link capacity is 1,400 PCUs per lane
- Linktype 8 (Minor Roads – Built up), link capacity is 1,000 PCUs per lane

2.7 Capacity on Approach to Rural Roundabouts

As with TMfS07, there is no explicit junction modelling undertaken in the TMfS12 National Road Model. The congestion effects of traffic flow on a road link and/or junction delay at the end of a road link are included in the link-based flow delay relationships, which are discussed in Section 4. These relationships take as input the volume/capacity ratio for the road link.

For urban areas, standard road link capacities are applied to each link type. This is generally a reasonable approach, as we are not necessarily interested in delays for each road link in the network separately, but more that the journey times over a collection of links are realistic.

For Inter-urban roads with relatively long sections between junctions, flow delay relationships have been applied and are designed to give road link speeds due to traffic interactions on the links themselves. They do not allow for the effects of the junctions at the end of these long stretches of inter-urban route. The default assumption is that these junctions are roundabouts and the capacity of the road links have been adjusted accordingly, by applying the following link capacities to the links which approach these junction nodes:

- Single carriageway: 1,400 PCUs per hour
- Dual carriageway: 2,100 PCUs per hour

Further details of the calculations behind this approach to modelling the impacts of rural roundabout junctions are available in the *TMfS07 National Road Model Development Report (MVA, 2012)*.

2.8 Speeds on Urban and Rural Roundabouts

The Ordnance Survey (OS) MasterMap Integrated Transport Network (ITN) GIS data, the foundation for the Road Model network, contains a full list of locations for Scotland's roundabouts within the attribute 'NATUREOFRO'.

The links which make up the roundabouts have been attributed to the Cube-based networks and are located using the in the 'RDBT' volume field – this field will either be blank or contain the word 'roundabout.'



The default assumptions which have been applied to roundabouts to assist in achieving robust representation of travel times across the network are as follows:

- Urban = 0 (Rural area) = 35km/hr
- Urban = 1 (Small town) = 35km/hr
- Urban = 2 (Sub-urban area) = 35km/hr
- Urban = 3 (Non-central area) = 35km/hr
- Urban = 4 (Central area) = 30km/hr

2.9 TMfS12 Road Network Enhancements

The major infrastructure changes which have been completed since 2007 were identified and agreed with Transport Scotland prior to their inclusion in TMfS12. The additional schemes are:

- M74 Completion
- M80 Upgrade
- A68 Dalkeith Northern Bypass
- M9 Spur
- A82 Strathleven
- Upper Forth Crossing
- Pollock Silverburn
- Glasgow East End Regeneration Route Phase 1 & 2
- M8 Heartlands
- A96 Fochabers Bypass
- A830 Arisaig to Loch nan Uamh
- Airdrie Bathgate Rail Link
- Stirling Alloa Rail Link
- Laurencekirk station

Following a review of the road network there were numerous short links between the one-way links representing dual carriageways which could cause potential routing issues. In addition, a number of overbridges or underbridges that were connected to the mainline links which again has potential routing issues. Over 250 adjustments to the network were made removed as part of this review.

A number of coding issues were identified as part of the TMfS07 audit. These were reviewed and 38 links were amended where the audit confirmed coding errors.

A closer review of the A9 corridor identified that some of the routing through road junctions did not reflect the on-street movements, so banned turns have been introduced to control local routing. 158 banned turns have been added to the road assignment.

Given the likely application of the A9 and A96 scheme assessments, the A9 and A96 routes were reviewed for their accuracy and Parallel routes such as the A95, A86, A82 and A93. As a result, 13 adjustments to the road network were made.



As part of the network review Jacobs Consultancy provided a number of coding enhancements which refined the coding in the vicinity of the A9 and A96. The coding was applied to the TMfS12 Base network.

Transport Scotland reviewed the network and requested that the B9007 between the A938 and the A940 was removed. In addition, Transport Scotland requested that the coding of the A826 between Aberfeldy and the A822 was reviewed to make it less attractive (i.e. so that trips to/from Aberfeldy and further west access/egress the A9 at Luncarty rather than further south).

During the prior matrix build it was observed that the route choice between the Forth Road Bridge and Dundee was not consistent with the information extracted from Roadside Interview Surveys undertaken in Dundee. This route choice was calibrated by adjusting the link types within the road network.





3 MATRIX DEVELOPMENT

3.1 Introduction

This section describes the development of the ‘prior’ matrices which feed into the matrix estimation process.

- Data Sources
- Matrix Enhancements compared with previous TMfS Road Models

The methodology adopted for developing the TMfS12 Road Matrices involved using the TMfS07 prior matrices and updating them with the available observed RSI data. The updated prior matrix along with updated traffic count data was used as an input to the matrix estimation process.

3.2 Data Sources

The only adjustment to those matrices was to incorporate the additional RSI data which was made available by Transport Scotland for the development of TMfS12. The RSI sites that were used are shown in Table 3.1.

Table 3.1 : RSI Sites used in TMfS12

| Site | Road Name | Location | Direction | Date of Survey |
|------|------------------|--------------------------------|------------|-------------------|
| 1 | Barn Church Road | Smithton | Westbound | 16 March 2010 |
| 2 | B9006 | Westhill | Southbound | 25 November 2009 |
| 3 | A9 | North of Cromarty Bridge | Northbound | 11 March 2010 |
| 4 | A835 | Garve | Southbound | 18 March 2010 |
| 5 | A939 | Granton on Spey | Northbound | 17 March 2010 |
| 6 | A862 | Bunchcrew Campsite | Eastbound | 25 November 2009 |
| 7 | A96 | Westerlea Hotel | Southbound | 25 November 2009 |
| 8 | A93 | 1 mile South of Blairgowrie | Southbound | 28 March 2009 |
| 9 | A94 | North of Scone Airport | Southbound | 28 March 2009 |
| 10 | A9 | Bankfoot | Southbound | 04 September 2012 |
| 11 | A9 | Calvine | Northbound | 06 September 2012 |
| 12 | A9 | Tomatin | Southbound | 06 September 2012 |
| 13 | A95 | Inverallan Roundabout | Northbound | 04 September 2012 |
| 14 | A95 | Inverallan Roundabout | Southbound | 04 September 2012 |
| 15 | A95 | Inverallan Roundabout | Southbound | 04 September 2012 |
| 16 | A82 | 2.7 miles South of Crianlarich | Northbound | 25 May 2010 |
| 17 | A82 | Na Birlinn Cemetery | Northbound | 27 May 2010 |
| 18 | A82 | 2 miles East of Crianlarich | Westbound | 20 May 2010 |
| 28 | A90 | North of Forfar | Northbound | 29 March 2007 |
| 29 | A90 | South of Forfar | Northbound | 29 March 2007 |
| 30 | A90 | North of Swallow Roundabout | Northbound | 27 March 2007 |
| 31 | A85 | A85 near Apollo Way | Eastbound | 29 March 2007 |
| 32 | A92 | East Dock Street | Eastbound | 26 April 2007 |
| 33 | A92 | Tay Bridge | Eastbound | 25 April 2007 |



3.3 Zone disaggregation

As discussed earlier in this Report, the road and public transport assignments have a different number of zones compared to the demand model. The demand model has 720 zones and the highway and public transport assignments have been disaggregated to 734 zones.

The disaggregation process has been carried out using the proportion of population levels for each zone. The disaggregation factors and the 720/734 zone equivalence are shown in Table 3.2.

Table 3.2 : TMfS12 Zone Equivalence and Disaggregation Factors

| | TMfS:07 Zone Number | TMfS:12 New Zone Numbers | Disaggregation Factors |
|----------------|------------------------|-----------------------------|---------------------------|
| Internal Zones | 526 | 526 | 0.6471 |
| | 0 | 723 | 0.3529 |
| | 529 | 529 | 0.6433 |
| | 0 | 724 | 0.3567 |
| | 532 | 532 | 0.1203 |
| | 0 | 725 | 0.8797 |
| | 635 | 635 | 0.7414 |
| | 0 | 718 | 0.2586 |
| | 642 | 642 | 0.6836 |
| | 0 | 719 | 0.3164 |
| | 643 | 643 | 0.888 |
| | 0 | 720 | 0.112 |
| | 674 | 674 | 0.6826 |
| | 0 | 726 | 0.3174 |
| | 682 | 682 | 0.3304 |
| | 0 | 713 | 0.1952 |
| | 0 | 714 | 0.4744 |
| | 684 | 684 | 0.9679 |
| | 0 | 721 | 0.0321 |
| | 694 | 694 | 0.3219 |
| 0 | 715 | 0.3692 | |
| 0 | 716 | 0.3089 | |
| 698 | 698 | 0.7386 | |
| 0 | 717 | 0.2614 | |
| 700 | 700 | 0.8641 | |
| 0 | 722 | 0.1359 | |
| External Zones | 713 | 727 | |
| | 714 | 728 | |
| | 715 | 729 | |
| | 716 | 730 | |
| | 717 | 731 | |
| | 718 | 732 | |
| | 719 | 733 | |
| | 720 | 734 | |

3.4 Prior Matrix Development

The only matrix enhancement as part of the development of TMfS12 was 24 RSI sites which were incorporated into the TMfS12 prior matrix.

The prior matrix was created by incorporating the new RSI data into the TMfS07 prior matrix. The RSI data was processed for both directions and collated into the TMfS12 user classes.



Following the processing of the RSI data a combined RSI matrix for all the sites was assigned to the Road Network to understand if the observed travel patterns were being reflected in the highway assignment. During this process there were three main adjustments made to the network and highway matrices.

- The M90 Perth to Dundee and the A92 Glenrothes to Dundee speeds were adjusted to better reflect the routeing to west Dundee from the Fife Bridgehead (Forth Road Bridge/Dunfermline) area. This was shown to fix the routeing without having any significant effect to the overall highway assignment.
- The three sites west of Dundee and the Tay Bridge site resulted in too many trips crossing the Tay Bridge. To alleviate this the Tay Bridge RSI site was taken as the most robust and all traffic to central and east Fife were removed from the three RSI sites west of Dundee.
- Although Site 14 at Inverallan Roundabout north approach (B9012) is not specifically included in the highway network it was felt that the strategic trips which used this road would be of benefit to the prior matrix. As such, the RSI site was left in the prior matrix.

The outcome of this check demonstrated a good correlation between the observed RSI links counts and the assigned RSI flows for the purposes of including in a prior matrix.

The existing trip data in the prior matrix corresponding with the new RSI sites had to be extracted from the TMfS07 prior matrix. To do this the new link locations were defined for each new RSI site, and a select link analysis was undertaken for each site in both directions using the prior matrix assignment. Trips for each RSI site were removed from the TMfS07 prior matrices for each user class and time period.

One issue that was considered for the new RSI data and the select link analysis was each RSI and select link process are independent of each other, so it was possible that trips between specific origins and destinations could travel through more than one site. This was accounted for by averaging the number of trips where this occurred.

This outcome of this process was a TMfS12 prior matrix with updated RSI data.





4 ROAD ASSIGNMENT MODEL DEVELOPMENT

4.1 Introduction

This section describes the development of the Road Assignment model.

The assignment procedure adopted for the TMfS12 Road Model is carried out using the Citilabs CUBE Voyager HIGHWAY module. The procedure is controlled by a ‘Script’ file which sets out the necessary input files, parameters and output files.

The road assignment model is based on a road network implementation which does not include explicit coding of junctions. It includes an implementation of the Time versus Cost methodology, which allows a continuous distribution of the value of time to be used for converting monetary items in the generalised cost formulation into equivalent time units. This is primarily of value for implementations of road user charging and tolling.

For this reason the assignment procedure is a standard implementation of the ‘Method of Successive Averages’ (MSA) – or volume averaging – equilibrium method, as is the case in the previous TMfS05 and TMfS07 Road Models.

The Road Model includes five separate user classes which are assigned to the road network. These are: Car In-Work, Car Non-Work Commute, Car Non-Work Other, Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs).

There are no road tolls in the TMfS12 Base Road Model.

The remainder of this chapter will cover the following topics:

- Assignment procedure
- Flow Delay relationships
- Tolling Model
- Heavy Goods Vehicle Speed cap
- Road Model Output Files
- Assignment Model Enhancements compared with previous TMfS Road Models

4.2 Assignment Procedure

Traffic is assigned to the Road network based on a Generalised Cost Function which takes the following form:

$$GC = a \times \text{distance(km)} + b \times \text{time(min)} + c \times \text{toll(pence)}$$

where a, b and c are the parameters and GC is in generalised time.

Figure 4.1 contains the base year Road Model Generalised Cost Function parameters for each of the five user classes. These parameters have been calculated in accordance with current (October 2012) DfT WebTAG guidance.



Table 4.1 : Base Road Model Generalised Cost Parameters

| User Class | Time | Parameter | |
|----------------------|------|-----------|--------|
| | | Distance | Toll |
| Car In-Work | 1 | 0.2476 | 0.0570 |
| Car Non-Work Commute | 1 | 0.5967 | 0.1602 |
| Car Non-Work Other | 1 | 0.4339 | 0.1602 |
| LGV | 1 | 0.7659 | 0.0255 |
| HGV | 1 | 2.2552 | 0.0255 |

The Road Model convergence is calculated using the Method of Successive Averages (MSA) algorithm which finds an equilibrium solution for the assignment procedure. This procedure is consistent with TMfS07.

The regression parameters used for the Road assignment model are consistent with TMfS07 and are as follows:

- NOITR = 10
- TOLERANCE = 0.0001
- NSUCC = 3

The number of iterations required to reach convergence within the TMfS12 Base Year Road Model were:

- AM Peak Hour (08:00 – 09:00) 45 iterations
- Average Inter Peak Hour (1/6 of 10:00 – 16:00) 18 iterations
- PM Peak Hour (17:00 – 18:00) 58 iterations

4.3 Flow Delay Relationships

The Flow Delay Relationships used in TMfS12 are consistent with TMfS07 and have not been modified as part of the model development.

The relationship between flow and speed is different for different types of road. Each road link has a Link_Class attribute. This attribute determines which flow delay relationship is attached to each road link. Appendix D at the end of this report shows the flow delay coefficient values associated with the different Link Classes.

The following Link Classes are used in Urban Areas (with free flow speed in brackets):

- 1 Urban Central (32 km/hr)
- 2 Urban Non Central – Single (42 km/hr)
- 3 Urban Non Central – Dual (51 km/hr)
- 4 Small Town (44 km/hr)
- 5 Suburban – Single (54 km/hr)
- 6 Suburban – Dual (44 km/hr)
- 7 Urban Motorway (76.8 km/hr)



- 8 Urban Motorway <70mph (92.8 km/hr)
- 20 Roundabout Urban Central (30 km/hr)
- 22 Urban Dual 50mph (76.8 km/hr)

The following Link Classes are used in both Urban and Rural Areas:

- 9 Ramp at Grade Separation (80 km/hr)
- 21 Roundabout Elsewhere (35 km/hr)

Table 4.1 shows Link Classes which are used in Rural Areas with the free flow speed in Brackets. These values are consistent with TMfS07.

Table 4.2 : Rural Area Link Classes (Free flow speed in km/hr)

| Hilliness | Bendiness | Rural Single – B Road | Rural Single – A Road | Rural Dual | Motorway – 2 lanes | Motorway – 3 lanes |
|-----------|-----------|--------------------------|--------------------------|------------|-----------------------|-----------------------|
| H | H | 10 (61) | - | - | - | - |
| M | H | 11 (66.7) | - | - | - | - |
| M | M | 12 (72.4) | - | - | - | - |
| L | H | - | 13 (78.2) | - | - | - |
| L | M | - | 14 (83.9) | 16 (105.6) | - | - |
| L | L | - | 15 (89.6) | 17 (107.2) | 18 (-108.8) | 19 (-110.4) |

4.4 Heavy Goods Vehicles Speed Cap

An enhancement to previous TMfS Road Models is the implementation of Heavy Goods Vehicle (HGVs) free flow speed cap by link type. The speed caps are national HGV speed limits for HGVs > 7.5 Tonnes (see Table 4.2).

This added functionality to the Road Model assignment procedure will ensure HGVs cannot travel faster than they are legally allowed to in free flow conditions. (NB Modelled HGVs will travel at the relevant congested link speeds if these are slower than the HGV speed cap).

Furthermore, the HGV speed cap will allow for improved representation of HGV travel costs in the TELMoS land-use model and in economic scheme appraisals.

Table 4.3 : HGV Free Flow Speed Cap by Link Type

| Link Type | Description | Free Flow Speed (km/hr) |
|-----------|----------------------------|----------------------------|
| 1 | Trunk – Motorway | 96 |
| 2 | Trunk – Motorway slips | 96 |
| 3 | Trunk A-Roads Non-built up | 64 (80 if Dual) |
| 4 | Trunk A-Roads Built up | 48 |
| 5 | Non Trunk A-Roads Nonbuilt | 64 |
| 6 | Non Trunk A-Roads Built up | 48 |
| 7 | Minor Roads – Non built up | 48 |
| 8 | Minor Roads – Built up | 48 |



4.5 Road Model Output Files

The Road Model produces two default output files and three optional output files. The default outputs are:

- **Output Road Model Network File (*.net)**
This binary file contains information such as road link traffic flows, congested road speeds and travel times. This output file is based on the 734 zone assignment.
- **Convergence Report File (*.prn)**
This text file summarises the global road network cost for each iteration and convergence level achieved.

The optional outputs are:

- **Output Path File (*.pth)**
This binary file contains traffic routing information for all non-zero origin destination movements (734 zones) for each iteration.
- **Output Generalised Cost Skims (*.mat)**
This matrix file contains generalised cost information for each of the five user classes and is fed into the demand model. This file is a 720 zone format, i.e. compatible with the demand model. The file is created only when the demand model is NOT on the last loop.
- **Output Time, Distance, Toll and Generalised Cost Skims (*.mat)**
This matrix file contains Time, Distance, Toll and Generalised Cost skims for each of the five user classes and they are combined over ALL iterations. This file is a 720 zone format, i.e. compatible with the demand model.

4.6 Assignment Model Enhancements compared with the TMfS07 Road Model

The TMfS12 Road Assignment model contains enhancements over the TMfS07 Road Assignment model, namely:

- A disaggregated (734) zone system
- The introduction of Banned Turns to controlled routing
- Refined network which also took account of some of TMfS07 audit findings.



5 CALIBRATION OF THE NATIONAL ROAD MODEL

5.1 Introduction

The Road Model calibration process makes use of a number of traffic counts organised into screenlines, proportions of trips by OD crossing the screenlines and initial estimates of the trip matrices ('prior matrices') and travel paths through the transport network. The process brings together this data to estimate the trip matrix which is most consistent with the input data. The 'level of fit' of modelled traffic flows is verified by comparison against observed available observed data.

Each of the screenlines was made up of a 'set' of road links and thus the screenlines represent an aggregate of a number of traffic counts. Only a small number are individual link screenlines.

In total, 35 screenlines were used in the calibration process (in both directions). These included a total of 350 traffic count sites in the AM and PM Peak hours, and 348 for the Average Inter Peak hour (three of the sites in Clackmannanshire did not have inter peak period count information).

All observed and modelled values in the calibration process are in Total Passenger Car Units (PCUs). NB: observed values in the calibration process do not consider motorbikes, taxis or buses. Modelled values, however, contain bus pre-load information and this 'mis-match' will have a minor affect on GEH statistics but will not change the overall conclusions presented in this section.

All analysis has been carried out for the three modelled time periods, i.e.:

- Average AM Peak Hour between 07:00 – 10:00
- Average Inter Peak Hour (1/6 of 10:00 – 16:00)
- Average PM Peak Hour between 16:00 – 19:00

5.2 Calibration and Validation of the National Road Model

The calibration and validation process to demonstrate the 'goodness of fit' of the National Road model against observed data (be that calibration data and/or validation data) makes use of a high volume of observed data from a wide range of data sources. Given the very nature of the model, the data sources available can have significant variation in both quantity and quality and by geographical area. Furthermore, some data is time series (i.e. collected over a long period of time (e.g. Automatic Traffic Count data), some data is collected on a single day (e.g. an RSI) and some data represents data collected within a specific period of time (e.g. 2001 census, May 2007 local traffic counts).

Steps have been taken to try and ensure a degree of consistency of the observed data to a common base year of 2007, however, with such a wide range of data sources being used there are likely to be inconsistencies between the observed datasets used to demonstrate goodness of fit.



Throughout this Report, reference is made to WebTAG Unit 3.19 guidance for goodness of fit in model calibration and validation. It is widely considered that the current *DMRB* guidance is not directly appropriate for a model of the size and strategic nature of the National Road Model. The guidance was written predominantly for smaller road models built for specific scheme appraisal, covering road assignment only and covering a geographical area commensurate with the sphere of influence of the scheme being appraised. Ideally, for the purpose of such a model, observed data would be collected in a time frame close to the base year of the model to ensure consistency. Although the observed data used in the development of the National Road Model does not meet these criteria and the model itself is far larger, more strategic and different in specification to that which formed the basis of the guidance within *DMRB*, it is nonetheless the only official UK guidance that is currently available for road assignment models.

As a consequence, the guidance limits in *DMRB* are considered too stringent for a model such as TMfS, however, the calibration and validation process of TMfS makes efforts to balance a goodness of fit between all observed data sources and the resultant base model assignment.

5.3 Matrix Estimation

As part of the calibration process matrix estimation procedures were undertaken using Citilabs CUBE Voyager ANALYST software.

Matrix estimation is a process which is adopted for base year matrix development only. The procedure seeks to modify the prior trip matrices to better match link count, trip end and travel pattern information.

5.4 Matrix Estimation Data Sources

The matrix estimation process for Road Model base year trip matrix development used a wide variety of data sources to estimate a goodness of fit. These data sources and the confidence levels associated with them are summarised below:

- Calibration Screenline Aggregate Observed Traffic Counts: 100% – 500%
- Trip End Data: 30% internal zones; 20% external zones
- Prior Matrix: 80% travel pattern
- Traveller Paths

A variety of observed traffic count sources made up the calibration screenlines. These are:

- The Scottish Roads Traffic Database (SRTDb)
2007 neutral month, average weekday peak hour data
- Counts conducted during Road Side Interviews (RSI)
The majority were carried out during 2007, though some date back to 2005
- 2007 based traffic counts (used to in the construction of the TMfS07 Model)

Average AM Peak hour, average Inter peak (1/6 of 10:00 – 16:00) and average PM Peak hour traffic count data was used from each of these data sources.

TMfS07 traffic and RSI counts were applied as 2012 counts. Analysis of the historical traffic data confirmed that while there was a mixture of increases and reductions across the network, overall there was no traffic growth between 2007 and 2012.



Trip end data are the total number of trips travelling to and from each zone in the model. For the purpose of Road Model matrix estimation procedures, the trip end data was extracted from the prior trip matrices and given 30% confidence level for the internal zones, i.e. one to 712 inclusive, and 20% for the external zones, i.e. 713 to 720 inclusive.

The prior trip matrix used in the estimation process is as described in the *Demand Model Development Report*. A confidence of 80% in the travel pattern was applied. This high confidence level is appropriate given the quality of the input data used to build the prior matrices.

CUBE ANALYST requires a set of traveller paths from the Road Model, in order to work out which part of the demand matrix to adjust in order to improve the match with a given screenline count. The average AM and average PM Peak hours used a set of Car Non-Work Commute (CNWc) traveller paths, whereas the Average Inter Peak hour used a set of Car Non-Work Other (CNWo) traveller paths. This was appropriate given the nature of the travel purpose in these time periods.

5.5 Matrix Estimation Procedure

A road assignment was carried out using the Base Year Road network and the prior demand matrix to create the path and screenline files. The assignment was carried out using the HIGHWAY module (Section 4 of the *TMfS:07 National Road Model Development Report* discusses the assignment procedure in detail). Thereafter, the estimated matrix from the previous ANALYST run was used to create the next path file.

The trip end data (with its associated confidence level), prior matrix travel pattern confidence and screenline files remained 'fixed' throughout the procedure; the only variables being the estimated matrix and the path file.

The traveller paths used in the estimation process were representative of the best traveller paths available after a run of the Road Model with the previous estimated matrix. ANALYST and the Road Model were run iteratively with successively improving paths being fed into the ANALYST program until a satisfactory estimated matrix was achieved.

Initially, focus was given to the calibration of total screenline flows, and once a reasonable match was produced the confidence levels of specific counts were refined to improve the match.

The above procedure was carried out for all three time periods, i.e. AM Peak, Average Inter Peak and PM Peak hours.

Figure 2.2 illustrates the matrix estimation process and interactions with relevant input data.



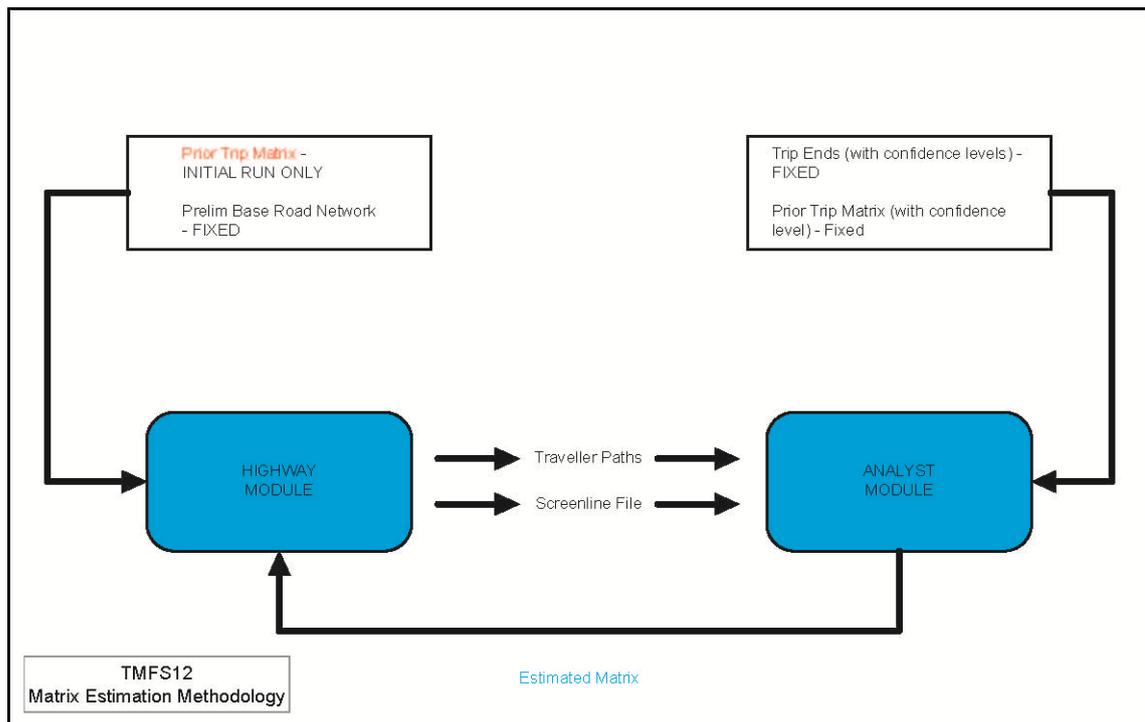


Figure 5.1 : Matrix Estimation Procedure

5.6 Demand Matrix Comparisons

The resultant matrices generated from the matrix estimation procedure are presented in a series of tables in Appendix E. A nine region system was defined for reporting matrix results and this system is illustrated in Figure 5.2.

Some key points of interest from inspection of the sectorised matrices are as follows:

- The change in the overall matrix totals for all three time period specific matrices from the Prior matrices (before matrix estimation) to the Final matrices (after matrix estimation) is relatively small.
- The matrix estimation procedure has provided an overall improvement in the match of modelled total PCU flows to total PCU count at an aggregate level within the vast majority of the 16 sectors.
- For the AM and PM time periods, the largest increase in total PCUs is for movements within Ayrshire, while for inter peak it is Fife. This is in line with matrix estimation targets for the relevant sectors.
- In the AM Peak hour the largest decrease in total PCUs is for movements within the City of Aberdeen; in the Inter Peak hour the largest decrease in total PCUs is for Strathclyde to City of Glasgow movements; the largest decrease in total PCUs in the PM Peak hour sees the reverse of this movement. Once again, this is in line with matrix estimation targets.



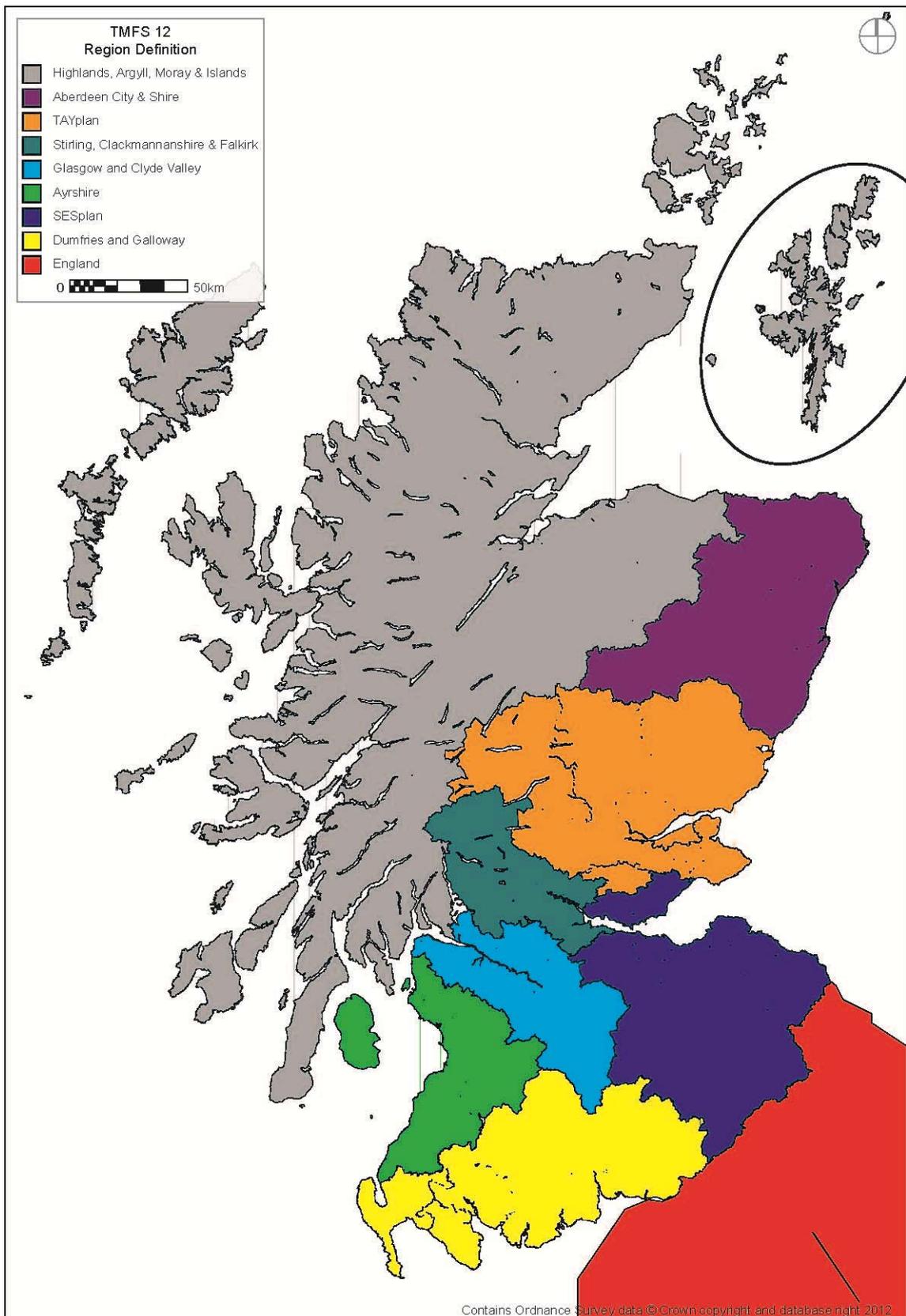


Figure 5.2 : 9 Region Definition Map



Appendix F provides a summary of the comparison of modelled versus observed counts at the end of the matrix estimation process, by geographic area and time period.

Some key points of interest to note are:

- Overall there is a general improvement in all time periods
- The largest positive percentage difference between the observed and modelled totals (i.e. over-estimation in the model) in all time periods is Stirling, Clackmannanshire & Falkirk in the AM peak, and Glasgow in the inter peak and PM peak
- The largest negative percentage difference between the observed and modelled totals is in the TAYplan region in all time periods

5.7 Trip Length Distribution Analysis

Analysis of total PCU Trip Length Distribution before and after matrix estimation for each modelled time period is shown in Appendix G.

There are six graphs for each time period; one which illustrates total PCU trips over a distance of 100km, and five showing total PCU trip length in 20km distance bands up to 100km. The 0 – 100km distance band was chosen since between 80% and 85% of total PCU trips for all time periods lie in this distance band.

For each graph there are two trip length distributions shown. The first is the prior assignment matrix (before matrix estimation) and the second is the final assignment matrix (after matrix estimation).

The key conclusion from the trip length distribution analysis is that the matrix estimation process has not altered trip length distribution significantly in any of the three time periods.

5.8 Matrix Totals

The 2012 Road Base Matrix Totals by User Class are shown in Table 5.1.

Table 5.1 : Road Matrix Totals (PCUs)

| Peak | AM Peak | Inter Peak | PM Peak |
|----------------------|---------|------------|---------|
| Car In-Work | 27,959 | 18,097 | 26,691 |
| Car Non-Work Commute | 222,628 | 47,452 | 196,571 |
| Car Non-Work Other | 116,047 | 202,256 | 242,236 |
| LGV | 40,082 | 37,926 | 33,054 |
| HGV | 51,799 | 51,263 | 39,295 |
| Total | 458,515 | 356,994 | 537,847 |

5.9 GEH Statistic

Focus on either absolute differences or percentage differences alone can be misleading when there is a wide range of observed flows. For example, a difference of 50 PCUs is more significant on a link with an observed flow of 100 PCUs than on one with 1000 PCUs, while a 10% discrepancy on an observed flow of 100 vehicles is less important than a 10% mismatch on an observed flow of 1,000 PCUs.



To avoid this difficulty, a standard summary statistic known as the GEH score is used. This statistic is designed to focus attention on significant absolute differences at low flows and significant percentage differences at high flows.

$$GEH = \sqrt{\frac{(M - C)^2}{(M + C) / 2}}$$

where

GEH is the GEH statistic

M is the Modelled Flow

C is the Observed Count

5.10 **DMRB Total Screenline Calibration Criteria**

As described in the introduction to this section, each of the calibration screenlines was made up of a 'set' of road links and thus the screenlines represent an aggregate of a number of traffic counts (total screenlines).

Total screenline results have been presented in the following section with reference to *DMRB* criteria, providing a guideline to the overall robustness of modelled total screenline flows.

DMRB criteria and guidelines are as follows:

- Total screenline flows (normally > 5 links) to be within 5% for all (or nearly all) screenlines
- GEH Statistic: screenline totals $GEH < 4$ for all (or nearly all) screenlines

Note that the *DMRB* GEH-related criteria relate to vehicle traffic flows, but have been applied here to total PCUs flows. This will have had the impact of making the GEH-related criteria harder to meet than implied by the *DMRB* criteria. The GEH has units of the square root of the traffic demand, so if PCU flows are (1+p) times vehicle flows, then the corresponding GEH statistic will have been increased by a factor of $\sqrt{1+p}$.

Furthermore, the discussion in Paragraph 1.2 of this Report should also be noted when considering *DMRB* guidance in relation to the National Road Model.

5.11 **Strategic Screenline Total PCU Traffic Flows**

This section presents the calibration results for all strategic screenlines.

Table 5.2 provides a summary of the number and proportion of screenlines (both directions) that fall within various % differences compared to the observed count data.



Table 5.2 : Summary of Total Screenline Percentage Comparison

| Bands | AM Total | | IP Total | | PM Total | |
|-----------|-------------|------------|-------------|------------|-------------|------------|
| | Screenlines | % of total | Screenlines | % of total | Screenlines | % of total |
| +/- 5% | 33 | 47% | 42 | 60% | 27 | 39% |
| +/- 10% | 59 | 84% | 59 | 84% | 55 | 79% |
| +/- 15% | 64 | 91% | 62 | 89% | 63 | 90% |
| > +/- 15% | 6 | 9% | 8 | 11% | 7 | 10% |
| Total | 70 | 100% | 70 | 100% | 70 | 100% |

Table 2.4 illustrates that for total screenlines, 47% of modelled traffic flows in the AM Peak, 60% in the Inter Peak and 39% in the PM Peak lie within 5% of the observed traffic count.

This level of total screenline calibration does not meet the *DMRB* guidance which states that, “Total screenline flows to be within 5% for all (or nearly all) screenline”, however, as noted previously, it should be noted that criteria set by the *DMRB* have been viewed in the past as stringent, especially for large strategic style models such as TMfS12.

Using more relaxed criteria, where modelled flows are compared to within +/- 10% of the observed flow, the model produces a more positive comparison, with all time periods recording that over 79% of screenlines fall within this range.

Table 5.3 provides a similar summary of screenlines that fall within the various GEH statistic bands.

Table 5.3 : Summary of Total Screenline GEH Statistic

| GEH Range | AM Total | | IP Total | | PM Total | |
|-----------|-------------|------------|-------------|------------|-------------|------------|
| | Screenlines | % of total | Screenlines | % of total | Screenlines | % of total |
| <4 | 53 | 76% | 58 | 83% | 42 | 60% |
| 4 - 7 | 12 | 17% | 9 | 13% | 22 | 31% |
| >7 | 5 | 7% | 3 | 4% | 6 | 9% |
| Total | 70 | 100% | 70 | 100% | 70 | 100% |

Table 5.3 illustrates that for total screenlines, 76% of modelled traffic flows in the AM Peak, 83% in the Inter Peak and 60% in the PM Peak have a GEH of less than 4 compared to the observed traffic count.

This level of total screenline calibration does not meet the *DMRB* guidance which states “Total GEH Statistic: screenline totals GEH < 4 for all (or nearly all) screenlines”, however, as noted previously, it should be noted that criteria set by the *DMRB* have been viewed in the past as stringent, especially for large strategic style models such as TMfS12.

Using more relaxed criteria, where modelled flows are compared to within a GEH of less than 7 of the observed flow, the model produces a more positive comparison, with all time periods recording that over 90% of screenlines fall within this range

Appendix H contains the detailed breakdown of the screenline comparisons (i.e. final assigned/loaded road network total PCU traffic flows) for the AM Peak, Inter Peak and PM Peak hours respectively.



5.12 **DMRB Individual Link count Calibration/Validation Criteria**

Individual links were used to supplement the calibration processes and *DMRB* criteria were used to indicate the overall robustness of modelled individual link flows. For individual link flows *DMRB* criteria (with acceptable guideline in brackets) are as follows:

Individual Link Flows:

- Individual flows within 15% for flows 700 – 2,700 vph (>85% of cases)
- Individual flows within 100 vph for flows < 700 vph (>85% of cases)
- Individual flows within 400 vph for flows > 2,700 vph (>85% of cases)

GEH Statistic:

- Individual Flows: GEH < 5 (>85% of cases)

5.13 **Individual Calibration Points**

Each screenline is made up of a ‘set’ of road links and thus the screenlines represent an aggregate of a number of traffic counts.

The following section discusses how the modelled flows compare to traffic count data at individual points along the calibration screenlines. These individual link counts are used to assess the level of calibration in more detail, indicating the robustness of local route choice in the Road Model.

Individual network calibration comparisons of modelled total PCU flows and observed total PCU traffic counts for all 354 sites (both directions considered) are contained in Appendix H.

Table 5.4 provides a summary of the level of calibration achieved at individual locations for the AM, Inter and PM Peak time periods.

Table 5.4 : Summary of Individual Link Count GEH Statistic

| GEH Range | AM Peak No. | | IP Peak No. | | PM Peak No. | |
|-----------|-------------|------------|-------------|------------|-------------|------------|
| | of Links | % of total | of Links | % of total | of Links | % of total |
| 0 - 5 | 234 | 66% | 255 | 73% | 219 | 62% |
| 5 - 7 | 56 | 16% | 40 | 11% | 56 | 16% |
| 7 - 10 | 39 | 11% | 24 | 7% | 45 | 13% |
| 10 - 15 | 17 | 5% | 22 | 6% | 28 | 8% |
| 15 + | 8 | 2% | 7 | 2% | 6 | 2% |
| Total | 354 | 100% | 348 | 100% | 354 | 100% |

Table 5.4 indicates that (across all time periods) between 62% and 73% of individual calibration points record a GEH <5. Although this does not reflect specific *DMRB* criteria, i.e. >85% of individual flows to have a GEH<5, if the range of GEH is extended to <7, 82% of locations in the AM Peak time period, 84% within the Inter Peak and 78% within the PM Peak time period fall within this range.

Therefore, and with consideration of the scale and nature of TMfS12, the calibration of individual link flow locations indicates that the Road Model is in fact close to matching the level of calibration set by the *DMRB*, particularly within the AM Peak and Inter Peak time periods.



Table 5.5 – Table 5.7 describe GEH ranges for each time period which individual count locations by road type fall within.

Table 5.5 : AM Peak hour GEH Band by Road Type

| GEH Range | AM Trunk | | AM Non | | AM Minor | |
|-----------|----------|------------|-------------|------------|----------|------------|
| | Roads | % of total | Trunk Roads | % of total | Roads | % of total |
| 0 - 5 | 132 | 75% | 67 | 57% | 35 | 58% |
| 5 - 7 | 27 | 15% | 20 | 17% | 9 | 15% |
| 7 - 10 | 12 | 7% | 20 | 17% | 7 | 12% |
| 10 - 15 | 3 | 2% | 8 | 7% | 6 | 10% |
| 15 + | 2 | 1% | 3 | 3% | 3 | 5% |
| Total | 176 | 100% | 118 | 100% | 60 | 100% |

Table 5.6 : Inter Peak hour GEH Band by Road Type

| GEH Range | IP Trunk | | IP Non Trunk | | IP Minor | |
|-----------|----------|------------|--------------|------------|----------|------------|
| | Roads | % of total | Roads | % of total | Roads | % of total |
| 0 - 5 | 147 | 84% | 76 | 64% | 38 | 63% |
| 5 - 7 | 15 | 9% | 18 | 15% | 7 | 12% |
| 7 - 10 | 7 | 4% | 11 | 9% | 6 | 10% |
| 10 - 15 | 6 | 3% | 9 | 8% | 7 | 12% |
| 15 + | 1 | 1% | 4 | 3% | 2 | 3% |
| Total | 176 | 100% | 118 | 100% | 60 | 100% |

Table 5.7 : PM Peak hour GEH Band by Road Type

| GEH Range | PM Trunk | | PM Non | | PM Minor | |
|-----------|----------|------------|-------------|------------|----------|------------|
| | Roads | % of total | Trunk Roads | % of total | Roads | % of total |
| 0 - 5 | 131 | 74% | 61 | 52% | 27 | 45% |
| 5 - 7 | 23 | 13% | 23 | 19% | 10 | 17% |
| 7 - 10 | 12 | 7% | 18 | 15% | 15 | 25% |
| 10 - 15 | 9 | 5% | 14 | 12% | 5 | 8% |
| 15 + | 1 | 1% | 2 | 2% | 3 | 5% |
| Total | 176 | 100% | 118 | 100% | 60 | 100% |

75% in the AM peak, 84% in the Inter Peak and 74% in the PM peak of individual calibration locations on trunk roads (including motorways) exhibit a GEH<5, over 85% of all peaks exhibit a GEH <7, with 1% of trunk roads in all peaks exhibiting a GEH <15.

57% in the AM peak, 64% in the Inter Peak and 52% in the PM peak of individual calibration locations on non-trunk A roads exhibit a GEH<5. Between 11 and 14% of individual calibration locations on non-trunk A roads exhibit a GEH>10.

58% in the AM peak, 63% in the Inter Peak and 45% in the PM peak of individual calibration locations on minor roads exhibit a GEH<5 however between 63% and 75% have a GEH < 7. 13 – 15% of individual calibration locations on minor roads exhibit a GEH>10.



5.14 Modelled Flow Observed Count Correlation Analysis

Analysis of modelled flows versus observed counts is depicted in Appendix I. Graphs showing a correlation between modelled flow and observed count for each of the three time periods are presented.

Each graph highlights the Best-fitting Linear Regression Line ($Y = \theta X$, where Y is the set of modelled flows and X is the set of observed link-counts) and the corresponding Correlation Coefficient (R^2).

DMRB guidance states: “The correlation coefficient (R) gives some measure of the goodness of model fit and the slope of the best-fit regression line through the origin indicates the extent to which modelled values are over or under estimated.”

The acceptable *DMRB* criterion is as follows (and noting that a value of 1.0 for both parameters represents a perfect fit and the square root of R^2 gives R):

- (R) acceptable values are above 0.95
- (θ) acceptable values are between 0.9 and 1.1

The modelled flow compared to the observed counts show a good correlation with a similar pattern of results achieved in all modelled time periods. There is a good representation of model fit ($R = 0.96$) in all time periods and only a very slight tendency towards under-estimation ($Y = 0.9358X$, $Y = 0.9229X$) in the AM and Inter Peak hours. Conversely, there is a very slight tendency towards over-estimation ($Y = 1.0024X$) in the PM Peak hour.

5.14.1 Road Model Calibration Conclusions

This section outlines the conclusions from the Road Model calibration procedure.

Trip Length Distribution

The matrix estimation procedure highlights that the estimated matrix trip length distribution is similar to the ‘prior’ matrix in all three modelled time periods. The calibration process has not significantly altered the observed distance travelled. This provides confidence in the adopted estimation procedure and in the quality of the input data sources.

Total Screenline Flows

The calibration results indicate that the Road Model has achieved a reasonable level of calibration at the aggregate screenline level across all three time periods. Although the model does not meet the (rather stringent) guidelines set by the *DMRB*, the results do suggest that nearly all screenlines lie within or close to the *DMRB* criteria of a GEH of <4 – with the model indicating that at least 90% of screenlines record a GEH <7 .

Individual Calibration Points

At a more detailed level, the Road Model calibration has demonstrated that around 78% of individual calibration points record a GEH <7 , suggesting a relatively close match to the criteria set by the *DMRB*, particularly within the AM Peak and Inter Peak time periods.

Within the calibration, some outliers have been identified and users should be mindful of these when considering applications of the model.

Traffic Level on Screenlines by Geographical Area



By cross-referencing the calibration analysis by geographical area, the reporting has indicated that the Road Model does not significantly under or over estimate total traffic flows at the aggregate regional level.

Flow/Count Correlation Analysis

There is a good representation of ‘model fit’ within all three time periods. In addition, there is only a slight tendency towards under-estimation of modelled total PCU values in the AM and Inter Peak hours and a slight tendency towards over-estimation of modelled total PCU values in the PM Peak hour. These variations are considered to be within reasonable and acceptable levels for a model of this type.

Overall, the calibration of the Road Model is considered reasonable and appropriate for a model of this scale and nature.



6 VALIDATION OF THE NATIONAL ROAD MODEL

6.1 Introduction

This section analyses the level of validation of the National Road Model. Validation is the process of checking how well the model compares with available data which is independent of the data used in the calibration process. The following aspects are considered:

- *DMRB* Link Count Validation Criteria
- Total Traffic Flow Validation
- Heavy Goods Vehicle Flow Validation
- Traffic Flows on Scotland's Key Road Bridges
- Journey Time Data
- RSI Journey Length Analysis
- RSI Trip Distribution Analysis

6.2 *DMRB* Link Count Validation Criteria

Individual links have been used for validation purposes and *DMRB* criteria were used as a benchmark to indicate the overall robustness of modelled individual link flows. For individual link flows *DMRB* criteria (with acceptable guideline in brackets) are as follows:

Individual Link Flows:

- Individual flows within 15% for flows 700 – 2,700 vph (>85% of cases)
- Individual flows within 100 vph for flows < 700 vph (>85% of cases)
- Individual flows within 400 vph for flows > 2,700 vph (>85% of cases)

GEH Statistic:

- Individual Flows: GEH < 5 (>85% of cases)

6.3 Total PCU Link Count Validation

Using independent traffic count data (that was not used within the model calibration process) the level of Road Model validation was identified. This section describes the validation of the total modelled flow (in total PCUs) using specific/individual points on the road network and summarises the results using the GEH statistic.

Note that observed count data covers the AM and PM Peaks only for the purpose of this version of the Report.

The validation is described for certain road types and by geographical area, including:

- Motorways National
- Trunk Roads South East Scotland
- Trunk Roads South West Scotland
- Trunk Roads North East Scotland
- Trunk Roads North West Scotland



Table 6.1 contains a summary of the validation comparison between modelled and observed counts.

Table 6.1 : Summary of Link Flow Validation

| GEH Range | AM Peak No. | | Inter Peak | | PM Peak No. | |
|-----------|-------------|------------|--------------|------------|-------------|------------|
| | of Links | % of total | No. of Links | % of total | of Links | % of total |
| 0 - 5 | 132 | 53% | 149 | 60% | 137 | 55% |
| 5 - 7 | 38 | 15% | 35 | 14% | 40 | 16% |
| 7 - 10 | 43 | 17% | 41 | 16% | 39 | 16% |
| 10 - 15 | 25 | 10% | 20 | 8% | 25 | 10% |
| 15 + | 12 | 5% | 5 | 2% | 9 | 4% |
| Total | 250 | 100% | 250 | 100% | 250 | 100% |

It can be seen that 53% in the AM Peak, 60% in the Inter Peak and 55% in the PM Peak have a GEH less than 5. While it does not meet the *DMRB* criteria, if the criteria is extended to <10 then 85% of locations meet the criteria in all modelled peak periods.

Appendix J provides validation statistics and descriptions for each of the locations used in the detailed validation process by the geographical areas North, South West and South East Scotland.

6.4 Heavy Goods Vehicle Flow Validation

To determine the level of HGV validation at key strategic network locations, modelled HGV flows were compared against observed SRTDb HGV data on individual Motorway and A- Roads links. A summary of the HGV validation statistics is described in Table 6.2.

Table 6.2 : Summary of HGV Link Flow Validation

| GEH Range | AM No. of | | IP No. of | | PM No. of | |
|-----------|-----------|------------|-----------|------------|-----------|------------|
| | Links | % of total | Links | % of total | Links | % of total |
| 0 - 5 | 42 | 47% | 51 | 57% | 41 | 46% |
| 5 - 7 | 10 | 11% | 11 | 12% | 15 | 17% |
| 7 - 10 | 12 | 13% | 14 | 16% | 14 | 16% |
| 10 - 15 | 8 | 9% | 8 | 9% | 8 | 9% |
| 15 + | 17 | 19% | 5 | 6% | 11 | 12% |
| Total | 89 | 100% | 89 | 100% | 89 | 100% |

Table 6.2 indicates that around 46%-57% of HGV validation links display a GEH of less than 5, with well over 55% of links recording a GEH of less than 7 in all time periods.

The previously noted *DMRB* criteria is not relevant here for the validation of HGVS or other subsets of the total modelled traffic, however, for the purpose of presenting the validation against 'a' criteria, *DMRB* has been used (i.e. modelled values to be within 100vph on links with observed flows <700vph), then 76% of links in the AM Peak, 81% in the Inter Peak and 69% in the PM Peak.

Appendix K provides detailed HGV validation statistics (based on vehicles, rather than PCUs).



6.5 Traffic Flow on Scotland's Key Road Bridges

This section outlines a comparison between observed total PCU traffic counts and modelled total PCU traffic flow crossing the following key road bridges:

- A9 Kessock Bridge
- A92 Tay Bridge
- M90 Friarton Bridge
- A876 Kincardine Bridge
- A90 Forth Road Bridge
- M8 Kingston Bridge
- A898 Erskine Bridge

Table 6.3 to Table 6.5 presents the key road bridge comparison for the AM, Inter Peak and PM peak periods.

Table 6.3 : AM Peak Hour Key Road Bridge Flow Comparison

| Road Bridge | Direction | Total PCU | Total PCU | Diff | % Diff | GEH |
|------------------------------------|-----------|-----------|---------------|------|--------|-----|
| | | Count | Modelled Flow | | | |
| A9 Kessock Bridge | NBD | 1073 | 1026 | -47 | -4% | 1.5 |
| | SBD | 1671 | 1703 | 32 | 2% | 0.8 |
| A92 Tay Bridge | NBD | 1778 | 1824 | 46 | 3% | 1.1 |
| | SBD | 901 | 927 | 26 | 3% | 0.9 |
| M90 Friarton Bridge | NBD | 1842 | 1634 | -208 | -11% | 5.0 |
| | SBD | 1395 | 1171 | -224 | -16% | 6.3 |
| A985 Kincardine Bridge | NBD | 724 | 825 | 101 | 14% | 3.6 |
| | SBD | 1042 | 1051 | 9 | 1% | 0.3 |
| A876 Clackmannanshire Bridge | NBD | 746 | 787 | 41 | 5% | 1.5 |
| | SBD | 654 | 838 | 184 | 28% | 6.7 |
| A90 Forth Road Bridge | NBD | 3324 | 3257 | -67 | -2% | 1.2 |
| | SBD | 3750 | 3552 | -198 | -5% | 3.3 |
| M8 Kingston Bridge (Inferred Flow) | NBD | 7483 | 8170 | 687 | 9% | 7.8 |
| | SBD | 6295 | 5971 | -324 | -5% | 4.1 |
| A898 Erskine Bridge | NBD | 2016 | 1941 | -75 | -4% | 1.7 |
| | SBD | 1887 | 1778 | -109 | -6% | 2.5 |



Table 6.4 : Inter Peak Hour Key Road Bridge Flow Comparison

| Road Bridge | Direction | Total PCU | Total PCU | Diff | % Diff | GEH |
|------------------------------------|-----------|-----------|---------------|------|--------|-----|
| | | Count | Modelled Flow | | | |
| A9 Kessock Bridge | NBD | 1002 | 972 | -30 | -3% | 1.0 |
| | SBD | 1034 | 1082 | 48 | 5% | 1.5 |
| A92 Tay Bridge | NBD | 799 | 869 | 70 | 9% | 2.4 |
| | SBD | 793 | 894 | 101 | 13% | 3.5 |
| M90 Friarton Bridge | NBD | 1033 | 888 | -145 | -14% | 4.7 |
| | SBD | 1214 | 1045 | -169 | -14% | 5.0 |
| A985 Kincardine Bridge | NBD | 511 | 574 | 63 | 12% | 2.7 |
| | SBD | 508 | 583 | 75 | 15% | 3.2 |
| A876 Clackmannanshire Bridge | NBD | 361 | 410 | 49 | 14% | 2.5 |
| | SBD | 367 | 424 | 57 | 16% | 2.9 |
| A90 Forth Road Bridge | NBD | 2203 | 2240 | 37 | 2% | 0.8 |
| | SBD | 2267 | 2238 | -29 | -1% | 0.6 |
| M8 Kingston Bridge (Inferred Flow) | NBD | 4572 | 4863 | 291 | 6% | 4.2 |
| | SBD | 5195 | 5246 | 51 | 1% | 0.7 |
| A898 Erskine Bridge | NBD | 1114 | 1087 | -27 | -2% | 0.8 |
| | SBD | 1160 | 1124 | -36 | -3% | 1.1 |

Table 6.5 : PM Peak Hour Key Road Bridge Flow Comparison

| Road Bridge | Direction | Total PCU | Total PCU | Diff | % Diff | GEH |
|------------------------------------|-----------|-----------|---------------|------|--------|------|
| | | Count | Modelled Flow | | | |
| A9 Kessock Bridge | NBD | 1725 | 1650 | -75 | -4% | 1.8 |
| | SBD | 1190 | 1328 | 138 | 12% | 3.9 |
| A92 Tay Bridge | NBD | 1044 | 1043 | -1 | 0% | 0.0 |
| | SBD | 1496 | 1527 | 31 | 2% | 0.8 |
| M90 Friarton Bridge | NBD | 1404 | 1223 | -181 | -13% | 5.0 |
| | SBD | 1705 | 1565 | -140 | -8% | 3.5 |
| A985 Kincardine Bridge | NBD | 1029 | 1025 | -4 | 0% | 0.1 |
| | SBD | 726 | 803 | 77 | 11% | 2.8 |
| A876 Clackmannanshire Bridge | NBD | 735 | 882 | 147 | 20% | 5.2 |
| | SBD | 735 | 782 | 47 | 6% | 1.7 |
| A90 Forth Road Bridge | NBD | 3835 | 3715 | -120 | -3% | 2.0 |
| | SBD | 3333 | 3226 | -107 | -3% | 1.9 |
| M8 Kingston Bridge (Inferred Flow) | NBD | 5332 | 6348 | 1016 | 19% | 13.3 |
| | SBD | 7394 | 8507 | 1113 | 15% | 12.5 |
| A898 Erskine Bridge | NBD | 1987 | 1929 | -58 | -3% | 1.3 |
| | SBD | 1999 | 1908 | -91 | -5% | 2.1 |

The results demonstrate that overall the validation is very good. The most notable exception is the Kinston Bridge in the PM Peak, where the GEH value is greater than 10.

6.6 Journey Time Validation

To determine the overall robustness of modelled journey times, webTAG Unit 3.19 criteria and guidelines have been used as a benchmark. The journey time validation criterion and guideline states modelled journey times to be within 15% (or one minute, if higher) for greater than 85% of routes.

As part of the validation process, observed and modelled journey times have been compared against twenty-nine routes using INRIX journey time data provided by Transport Scotland.



A summary of the journey time comparisons are presented in Table 6.6.

Table 6.6 : Journey Time Validation Summary

| Time Period | Proportion <15% (or 1min, if higher) of Observed Journey Times |
|-------------|---|
| AM | 79% of all routes |
| IP | 75% of all routes |
| PM | 80% of all routes |

Overall the comparison shows that the journey times are close to meeting the *DMRB* criteria.

Table 6.7 shows the number of modelled journey times which are quicker or slower than the observed journey times. Overall the modelled journey times are faster than observed.

Table 6.7 : Journey Time Additional Analysis

| Time Period | Number of Journey Time Quicker than Observed | | Number of Journey Time Slower than Observed | |
|-------------|---|--|--|------------|
| | | % of Total | | % of Total |
| AM | 83 | 80%  | 21 | 20% |
| IP | 93 | 89%  | 11 | 11% |
| PM | 80 | 77%  | 24 | 23% |

6.7 RSI Trip Distribution Analysis

The trip distribution for the same 24 RSI sites (as described in Table 3.1 was analysed using the nine sector system highlighted in Figure 5.2 (for all three time periods and for the same user classes).

Full details of the results are shown in Appendix M.

Some key points of interest from the analysis are described as follows:

- All the largest observed and modelled sector-to-sector movements match across all three time periods with the exceptions of the A82 Crianlarich, A93 Blagowrie, A94 Scone Airport and A9 Bankfoot
- Of the four outliers, the A94 Scone Airport and A9 Bankfoot can be attributed to zone aggregation issues where zone loading points influence the route trips travel to and from these zones
- There is a reasonable match for all other sector-to-sector movements which make up the remaining distribution proportion (e.g. outwith the largest sector-to-sector movement)
- RSI trip distributions generally fall in line with RSI journey lengths described in Section 6.9

Overall, there is a reasonable match for all sector-to-sector movements across all the RSI sites used in the development of TMfS12.



6.8 RSI Journey Length Analysis

This section outlines a summary of road side interview (RSI) site journey length for all user classes, which have been analysed for the 23 RSI sites used in the development of TMfS12. The analysis has been undertaken for the AM, Inter and PM peak hours.

Car Non-Work Commuter traffic has been analysed in the AM and PM Peak hours; Car Non-Work Other in the Average Inter Peak hour.

Appendix N provides a detailed summary of the proportion of observed and modelled Car Non-Work Commuter/Other trips in each distance band (up to a maximum distance of 500km at 50km increments). A description of the RSI sites is contained in Table 3.1 in this document.

Key points from the analysis are outlined as follows:

- The modelled trip length at the majority of sites show a good match to observed RSI data across all three time periods
- The three A9 sites, Bankfoot, Calvine and Tomatin, show a good comparison between modelled and observed journey length across all three time periods
- As expected, for RSI sites close to urban areas (e.g. Barnchurch Road at Inverness, Westhill), the majority of trips travel within the 0 – 50km distance band
- As expected, for RSI sites in more rural areas, car non-work commuter trips show a greater spread across the distance bands

The journey length comparison at each of the RSI sites exhibits robust car traffic proportions within each of the distance bands.

In addition, reasonable proportions of car travel within the distance bands are evident for traffic travelling through urban and more rural area RSI sites, i.e. those travelling through an urban RSI site are more likely to be travelling a shorter commute distance compared to a more rural location.

Overall, this analysis demonstrates the robustness of the Road Model route choice and pattern within the road travel demand matrix



7 CONCLUSIONS & RECOMMENDATIONS

7.1 Conclusions

The TMfS12 National Road Model has been developed to appraise national transport and planning policy and strategic land-use and transport interventions. It provides a source of current and forecast national/strategic travel demand and associated demographic information.

This Report has presented and discussed the development of the TMfS12 National Road Model and has covered the following topics:

- Network and zone system development
- Road Model travel demand matrix development
- Assignment model development

Validation topics which have been covered include:

- Individual Link Count Validation
- HGV Flow Analysis
- Analysis of traffic flow on Scotland's key road bridges
- Journey Time Validation
- RSI Journey Length and Distribution Analysis

The trip length distribution analysis highlights the matrix estimation procedure has not altered the prior trip matrix trip length distribution significantly.

The Road Model is reasonably calibrated at the aggregate screenline level and, although the model does not meet the (stringent and less appropriate for a model of this nature) guidelines set by the *DMRB*, the results do suggest that nearly all screenlines lie within or close to the *DMRB* criteria of a GEH of less than 4 with the model indicating that at least 85% of screenlines record a GEH of less than 7.

At the more detailed individual calibration level, the model also records a reasonable level of calibration with around 80% of calibration locations across all time periods falling within a GEH of less than 7. Although this statistic does not quite reflect *DMRB* criteria, with consideration of the scale and nature of TMfS:07, this comparison suggests that the Road Model is close to matching the level of calibration set by the *DMRB*.

More detailed analysis has also indicated that it is the main roads in the model that demonstrate the highest level of calibration.

The Road model exhibits a reasonable representation of HGV flows on key motorway and A-Road links, with around 60% of calibration links displaying a GEH of less than 7.

The Road Model exhibits a good representation of traffic flows on Scotland's key road bridges, the vast majority of crossings recording a GEH of less than 5.

The Road Model also performs well on journey time validation, providing robust estimates of journey time for almost all journey time validation routes. The model achieves *DMRB* criteria for around 80% of these routes in the AM and PM peak and 75% in the Inter peak.



7.2 Recommendations

SIAS's view is that the National Road Transport Model has been successfully developed and is fit for its intended purpose, which is to provide road transport costs as part of an integral process in the National Land Use and Transport Modelling Framework for the purpose of appraising of major strategic transport schemes and policy decisions.

It should be noted, however, that due to the size, nature, and data used in the model, there is some local variation in the calibration and validation of the model that is discussed in this Report.

The model can be used to provide robust estimates of road-based costs for use in the mode and destination sub-models and the over-arching TELMoS land-use model.

The model can also provide a good starting source of transport supply and demand data for more-detailed sub-area/regional models, provided that relevant checks on the model's robustness in the relevant specific areas are carried out.

All model applications should be preceded by an appropriate review of the robustness of the model validation in the area/corridor of interest.



A RAIL STATIONS WITH MORE THAN 1 ZONE*Table A.1 : Rail Stations with more than 1 Zone*

| Zone | Station | | | | | | | | |
|-------------|------------------------|-----------------|-------------------|--------------------|------------|-----------|-----------|------------------|--|
| 682 | Kingussie | Newtonmore | Dalwhinnie | | | | | | |
| 572 | Broughty Ferry | Balmossie | | | | | | | |
| 657 | Arrochar | Tarbet | | | | | | | |
| 458 | Crianlarich | Lower Tyndrum | Upper Tyndrum | | | | | | |
| 656 | Dalmally | Loch Awe | Falls of Cruachan | | | | | | |
| 653 | Taynult | Connel Ferry | | | | | | | |
| 672 | Curroul | Tulloch | Roy Bridge | Spean Bridge | | | | | |
| 668 | Banavie | Torpach | Loch Eil OB | Locheilside | Glenfinnan | Lochalort | | | |
| 667 | Beasdale | Arisaig | Morar | Mallaig | | | | | |
| 673 | Garve | Lochluichart | Auchanalt | Achnasheen | | | | | |
| 669 | Achnashellach | Strathcarron | Attadale | Stromeferry | Duncraig | Plockton | Duirinish | Kyle of lochalsh | |
| 677 | Ardgay | Culrain | Invershin | Lairg | | | | | |
| 695 | Golspie | Dunrobin Castle | | | | | | | |
| 701 | Helmsdale | Kildonan | Kinbrace | | | | | | |
| 704 | Forsinard | Altnabreac | Scotsalder | Georgemas Junction | | | | | |
| 7 | Sanquar | Kirconnel | | | | | | | |
| 294 | Possilpark & Parkhouse | Ashfield | | | | | | | |





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

| Local Authority | Number of TMfS:07 Zones | Number of Data Zones | Ratio |
|------------------------|------------------------------------|---------------------------------|--------------|
| Dumfries & Galloway | 21 | 193 | 9.2 |
| The Borders | 14 | 130 | 9.3 |
| East Lothian | 14 | 120 | 8.6 |
| Midlothian | 11 | 112 | 10.2 |
| City of Edinburgh | 60 | 569 | 9.5 |
| West Lothian | 24 | 211 | 8.8 |
| South Lanarkshire | 41 | 414 | 10.1 |
| East Ayrshire | 17 | 154 | 9.1 |
| South Ayrshire | 15 | 147 | 9.8 |
| North Ayrshire | 18 | 179 | 9.9 |
| East Renfrewshire | 13 | 120 | 9.2 |
| City of Glasgow | 78 | 694 | 8.9 |
| North Lanarkshire | 49 | 433 | 8.8 |
| Falkirk | 21 | 197 | 9.4 |
| East Dunbartonshire | 13 | 127 | 9.8 |
| Renfrewshire | 25 | 214 | 8.6 |
| Inverclyde | 15 | 110 | 7.3 |
| West Dunbartonshire | 13 | 103 | 7.9 |
| Stirling | 12 | 110 | 9.2 |
| Clackmannan | 7 | 64 | 9.1 |
| Fife | 49 | 453 | 9.2 |
| Perthshire & Kinross | 20 | 175 | 8.8 |
| City of Dundee | 19 | 179 | 9.4 |
| Angus | 14 | 142 | 10.1 |
| Aberdeenshire | 29 | 285 | 9.8 |
| City of Aberdeen | 26 | 247 | 9.5 |
| Moray | 12 | 116 | 9.7 |
| Argyll & Bute | 16 | 122 | 7.6 |
| Islands | 5 | 93 | 18.6 |
| Highland | 41 | 292 | 7.1 |
| Total | 712 | 6,505 | 9.1 |



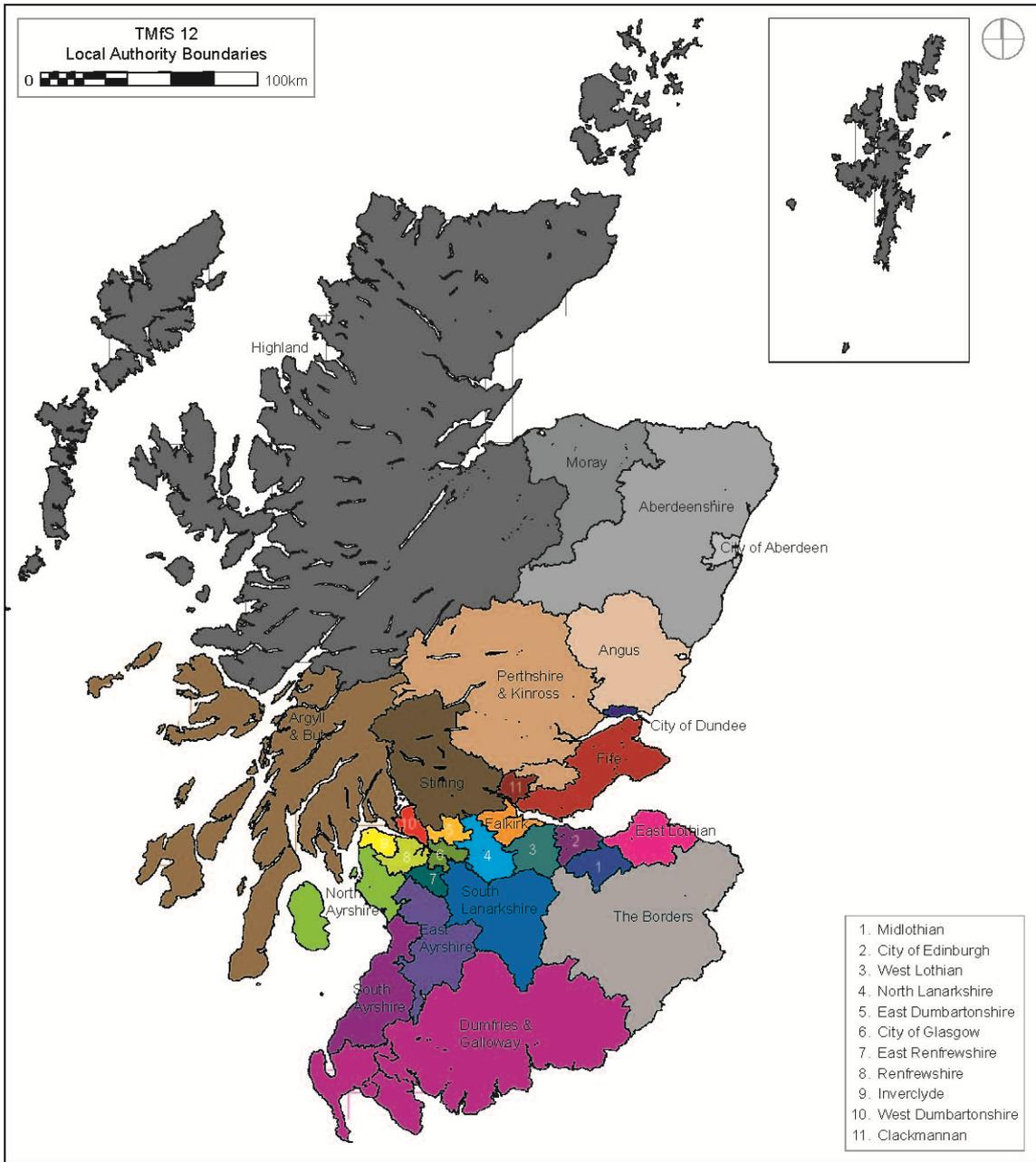


Figure B.1 : TMFS12 Zone Local Authority Boundaries



C ATTRIBUTES FOR NODES AND NETWORK

Table C.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 C.2 : Road Link Attributes

| Attribute | Description |
|------------|--|
| TOID | Topographic Object Identifier. This information is derived from the ITN dataset. This allows us to directly refer the network back to MasterMap. |
| DESCRIPT1 | Type of Road: Motorway, A Road, B Road or Minor Road. This information is derived from the ITN dataset. |
| NATUREOFRO | Nature of the Road: Dual Carriageway, Roundabout, Single Carriageway, Slip Road, Traffic Island Link at Junction or Traffic Island. This information is derived from the ITN dataset. |
| TOID_S | Shortened TOID from the ITN MasterMap Data. TOID_S = TOID – 4,000,000,000,000,000. |
| 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 C.3 : Road Link Attributes (Cont.)

| Attribute | Description |
|-------------------|---|
| Cap | Road link capacity. |
| Rev | Attribute required by Cube Voyager software to inform if the road link is to be considered as one or two-way. |
| Direct_No | TOID of the A-node of the Road link. |
| Direct_1 | TOID of the B-node of the Road link. |
| A_Node | Shortened Version of Direct_No. $A_Node = Direct_No - 4000000000000000$ |
| B_Node | Shortened Version of Direct_No. $B_Node = Direct_1 - 4000000000000000$ |
| 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. |
| X_ANODE | A-node X co-ordinate. |
| Y_ANODE | A-node Y co-ordinate. |
| X_BNODE | B-node X co-ordinate. |
| Y_BNODE | B-node Y co-ordinate. |
| Crow_Fly_D | Crow Fly distance (calculated using X_ANODE, Y_ANODE, X_BNODE, Y_BNODE). |
| Bendiness | This is the Ratio of Crow Fly Distance with actual Distance. $Bendiness =$ |
| Bend | The 'Bendiness' of a link can be: High ($Bendiness < 0.6$); Medium ($0.5 < Bendiness < 0.9$); or Low ($Bendiness > 0.8$). |
| Hill | The 'Hilliness' of a link can be: High ($Gradient \geq 70$); Medium ($40 \leq Gradient < 70$); or Low ($Gradient < 40$). |
| 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. Flow / Delay relationships are discussed in detail in Chapter 4 of this report. |
| 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. |
| Toll_Light | Toll for light vehicles (Cars and LGV's) for crossing the 'tolled' Road link. |
| Toll_Heavy | Toll for heavy vehicles (HGV's) for crossing the 'tolled' Road link. |
| 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 period. |



Table C.4 : Ferry Link Attributes

| Attribute | Description |
|------------|---|
| NATUREOFRO | Nature of the Road: 'Ferry Route' attribute assigned to all links. |
| 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. |
| Rev | Attribute required by Cube Voyager software to inform if the road link is to be considered as one or two-way. |
| 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. |
| X_ANODE | A-node X co-ordinate. |
| Y_ANODE | A-node Y co-ordinate. |
| X_BNODE | B-node X co-ordinate. |
| Y_BNODE | B-Node Y co-ordinate. |



D LINK CLASS COEFFICIENT & EXPONENTIAL TERMS*Table D.1 : Link Class Coefficient & Exponential Terms*

| 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 DEMAND TOTAL MATRIX COMPARISONS

Table E.1 : AM Peak Matrix Pre-Matrix Estimation (PCUs)

| | Glasgow & Clyde Valley | SESplan | TAYplan | Aberdeen City and Shire | Dumfries and Galloway | Ayrshire | Stirling | Highland | England | Total |
|-------------------------|------------------------|---------|---------|-------------------------|-----------------------|----------|----------|----------|---------|---------|
| Glasgow & Clyde Valley | 135,571 | 5,306 | 493 | 238 | 255 | 3,786 | 2,805 | 824 | 267 | 149,546 |
| SESplan | 3,723 | 100,818 | 2,632 | 200 | 178 | 193 | 3,154 | 178 | 288 | 111,362 |
| TAYplan | 458 | 3,014 | 30,205 | 610 | 16 | 30 | 664 | 203 | 168 | 35,368 |
| Aberdeen City and Shire | 155 | 132 | 474 | 39,309 | 3 | 10 | 48 | 542 | 69 | 40,741 |
| Dumfries and Galloway | 215 | 199 | 4 | 2 | 12,089 | 351 | 13 | 7 | 161 | 13,041 |
| Ayrshire | 4,957 | 260 | 34 | 16 | 178 | 24,548 | 64 | 80 | 72 | 30,209 |
| Stirling | 3,953 | 3,744 | 593 | 73 | 8 | 82 | 21,463 | 98 | 45 | 30,058 |
| Highland | 1,224 | 117 | 181 | 763 | 6 | 72 | 79 | 37,109 | 92 | 39,644 |
| England | 430 | 514 | 136 | 119 | 100 | 194 | 28 | 107 | 1 | 1,627 |
| Total | 150,685 | 114,104 | 34,751 | 41,328 | 12,833 | 29,266 | 28,318 | 39,148 | 1,162 | 451,596 |

Table E.2 : AM Peak Matrix Post-Matrix Estimation (PCUs)

| | Glasgow & Clyde Valley | SESplan | TAYplan | Aberdeen City and Shire | Dumfries and Galloway | Ayrshire | Stirling | Highland | England | Total |
|-------------------------|------------------------|---------|---------|-------------------------|-----------------------|----------|----------|----------|---------|---------|
| Glasgow & Clyde Valley | 137,189 | 5,411 | 518 | 243 | 265 | 4,043 | 3,133 | 865 | 474 | 152,142 |
| SESplan | 3,553 | 102,067 | 2,946 | 268 | 186 | 188 | 2,965 | 196 | 357 | 112,725 |
| TAYplan | 388 | 3,138 | 30,594 | 647 | 14 | 37 | 719 | 187 | 220 | 35,944 |
| Aberdeen City and Shire | 130 | 181 | 501 | 39,178 | 2 | 11 | 64 | 548 | 88 | 40,703 |
| Dumfries and Galloway | 194 | 230 | 4 | 1 | 12,146 | 289 | 13 | 9 | 342 | 13,228 |
| Ayrshire | 5,159 | 243 | 48 | 18 | 171 | 26,256 | 95 | 100 | 120 | 32,211 |
| Stirling | 3,273 | 3,746 | 587 | 62 | 7 | 100 | 21,565 | 93 | 61 | 29,495 |
| Highland | 1,189 | 128 | 165 | 744 | 6 | 77 | 81 | 37,474 | 139 | 40,003 |
| England | 585 | 618 | 187 | 142 | 174 | 211 | 37 | 156 | 1 | 2,110 |
| Total | 151,660 | 115,762 | 35,551 | 41,302 | 12,970 | 31,213 | 28,673 | 39,629 | 1,801 | 458,560 |

Table E.3 : AM Peak Matrix Estimation Difference (PCUs)

| | Glasgow & Clyde Valley | SESplan | TAYplan | Aberdeen City and Shire | Dumfries and Galloway | Ayrshire | Stirling | Highland | England | Total |
|-------------------------|------------------------|---------|---------|-------------------------|-----------------------|----------|----------|----------|---------|-------|
| Glasgow & Clyde Valley | 1,618 | 105 | 25 | 4 | 10 | 257 | 328 | 41 | 207 | 2,596 |
| SESplan | -170 | 1,250 | 314 | 68 | 8 | -5 | -189 | 18 | 69 | 1,363 |
| TAYplan | -70 | 124 | 389 | 37 | -2 | 7 | 55 | -16 | 52 | 575 |
| Aberdeen City and Shire | -25 | 49 | 27 | -131 | -1 | 1 | 17 | 6 | 19 | -37 |
| Dumfries and Galloway | -21 | 31 | 0 | -1 | 57 | -62 | 0 | 2 | 181 | 187 |
| Ayrshire | 202 | -17 | 14 | 3 | -8 | 1,709 | 32 | 20 | 47 | 2,001 |
| Stirling | -680 | 2 | -6 | -10 | -1 | 18 | 102 | -5 | 17 | -563 |
| Highland | -35 | 11 | -16 | -19 | 0 | 5 | 1 | 365 | 47 | 359 |
| England | 155 | 104 | 52 | 23 | 74 | 18 | 9 | 49 | 0 | 483 |
| Total | 975 | 1,658 | 800 | -26 | 137 | 1,947 | 355 | 481 | 639 | 6,964 |



Table E.4 : Inter Peak Matrix Pre-Matrix Estimation (PCUs)

| | Glasgow & Clyde Valley | SESplan | TAYplan | Aberdeen City and Shire | Dumfries and Galloway | Ayrshire | Stirling | Highland | England | Total |
|-------------------------|------------------------|---------|---------|-------------------------|-----------------------|----------|----------|----------|---------|---------|
| Glasgow & Clyde Valley | 112,613 | 3,375 | 321 | 157 | 154 | 4,101 | 2,724 | 684 | 593 | 124,722 |
| SESplan | 3,105 | 79,558 | 2,129 | 130 | 141 | 221 | 2,635 | 153 | 633 | 88,705 |
| TAYplan | 411 | 2,095 | 25,338 | 356 | 12 | 41 | 506 | 208 | 134 | 29,101 |
| Aberdeen City and Shire | 207 | 151 | 410 | 28,235 | 10 | 32 | 45 | 610 | 114 | 29,814 |
| Dumfries and Galloway | 178 | 155 | 10 | 8 | 9,977 | 350 | 8 | 27 | 139 | 10,853 |
| Ayrshire | 3,085 | 142 | 29 | 21 | 129 | 19,355 | 51 | 50 | 96 | 22,957 |
| Stirling | 2,851 | 2,748 | 464 | 39 | 7 | 105 | 16,621 | 98 | 78 | 23,011 |
| Highland | 693 | 168 | 221 | 446 | 29 | 51 | 92 | 29,353 | 162 | 31,216 |
| England | 431 | 610 | 106 | 87 | 143 | 165 | 52 | 146 | 0 | 1,738 |
| Total | 123,572 | 89,003 | 29,028 | 29,479 | 10,603 | 24,421 | 22,732 | 31,330 | 1,948 | 362,116 |

Table E.5 : Inter Peak Matrix Post-Matrix Estimation (PCUs)

| | Glasgow & Clyde Valley | SESplan | TAYplan | Aberdeen City and Shire | Dumfries and Galloway | Ayrshire | Stirling | Highland | England | Total |
|-------------------------|------------------------|---------|---------|-------------------------|-----------------------|----------|----------|----------|---------|---------|
| Glasgow & Clyde Valley | 109,177 | 2,891 | 265 | 112 | 133 | 3,349 | 2,343 | 632 | 653 | 119,556 |
| SESplan | 2,788 | 80,103 | 2,215 | 130 | 148 | 118 | 2,336 | 148 | 710 | 88,696 |
| TAYplan | 290 | 2,186 | 25,650 | 335 | 10 | 26 | 487 | 165 | 122 | 29,272 |
| Aberdeen City and Shire | 137 | 154 | 408 | 28,190 | 6 | 17 | 38 | 554 | 90 | 29,594 |
| Dumfries and Galloway | 169 | 178 | 12 | 6 | 9,952 | 285 | 7 | 16 | 232 | 10,855 |
| Ayrshire | 3,002 | 83 | 25 | 17 | 123 | 20,189 | 46 | 42 | 113 | 23,640 |
| Stirling | 2,118 | 2,416 | 459 | 33 | 5 | 59 | 17,086 | 99 | 87 | 22,362 |
| Highland | 636 | 180 | 192 | 445 | 16 | 40 | 97 | 29,513 | 144 | 31,263 |
| England | 395 | 686 | 101 | 72 | 210 | 193 | 53 | 105 | 0 | 1,814 |
| Total | 118,713 | 88,876 | 29,327 | 29,340 | 10,603 | 24,276 | 22,493 | 31,273 | 2,151 | 357,053 |

Table E.6 : Inter Peak Matrix Estimation Difference (PCUs)

| | Glasgow & Clyde Valley | SESplan | TAYplan | Aberdeen City and Shire | Dumfries and Galloway | Ayrshire | Stirling | Highland | England | Total |
|-------------------------|------------------------|---------|---------|-------------------------|-----------------------|----------|----------|----------|---------|--------|
| Glasgow & Clyde Valley | -3,435 | -485 | -56 | -45 | -22 | -752 | -380 | -51 | 60 | -5,166 |
| SESplan | -316 | 545 | 86 | 0 | 7 | -103 | -299 | -5 | 77 | -9 |
| TAYplan | -120 | 91 | 312 | -21 | -1 | -15 | -19 | -43 | -12 | 171 |
| Aberdeen City and Shire | -69 | 3 | -2 | -45 | -4 | -15 | -6 | -56 | -24 | -220 |
| Dumfries and Galloway | -10 | 22 | 2 | -2 | -26 | -65 | -1 | -12 | 93 | 2 |
| Ayrshire | -83 | -59 | -4 | -4 | -6 | 834 | -5 | -8 | 17 | 683 |
| Stirling | -732 | -333 | -5 | -6 | -2 | -46 | 464 | 1 | 10 | -648 |
| Highland | -57 | 12 | -28 | -1 | -13 | -12 | 6 | 159 | -18 | 48 |
| England | -36 | 76 | -5 | -15 | 67 | 28 | 1 | -40 | 0 | 76 |
| Total | -4,859 | -127 | 300 | -140 | 0 | -145 | -239 | -56 | 203 | -5,063 |



Table E.7 : PM Peak Matrix Pre-Matrix Estimation (PCUs)

| | Glasgow & Clyde Valley | SESplan | TAYplan | Aberdeen City and Shire | Dumfries and Galloway | Ayrshire | Stirling | Highland | England | Total |
|-------------------------|------------------------|----------------|---------------|-------------------------|-----------------------|---------------|---------------|---------------|--------------|----------------|
| Glasgow & Clyde Valley | 165,839 | 4,412 | 374 | 151 | 198 | 5,799 | 4,089 | 1,272 | 554 | 182,688 |
| SESplan | 5,078 | 119,180 | 3,390 | 145 | 140 | 237 | 4,114 | 145 | 805 | 133,234 |
| TAYplan | 420 | 3,133 | 38,583 | 535 | 5 | 54 | 596 | 192 | 178 | 43,697 |
| Aberdeen City and Shire | 209 | 207 | 652 | 46,614 | 2 | 16 | 90 | 829 | 128 | 48,747 |
| Dumfries and Galloway | 207 | 111 | 8 | 2 | 14,658 | 247 | 6 | 18 | 185 | 15,444 |
| Ayrshire | 3,790 | 123 | 33 | 9 | 234 | 29,084 | 48 | 57 | 74 | 33,452 |
| Stirling | 3,655 | 3,680 | 633 | 67 | 6 | 60 | 25,710 | 77 | 87 | 33,975 |
| Highland | 1,074 | 215 | 213 | 494 | 21 | 103 | 93 | 46,727 | 179 | 49,120 |
| England | 457 | 599 | 197 | 66 | 233 | 131 | 64 | 164 | 1 | 1,910 |
| Total | 180,729 | 131,660 | 44,084 | 48,084 | 15,498 | 35,731 | 34,810 | 49,480 | 2,191 | 542,266 |

Table E.8 : PM Peak Matrix Post-Matrix Estimation (PCUs)

| | Glasgow & Clyde Valley | SESplan | TAYplan | Aberdeen City and Shire | Dumfries and Galloway | Ayrshire | Stirling | Highland | England | Total |
|-------------------------|------------------------|----------------|---------------|-------------------------|-----------------------|---------------|---------------|---------------|--------------|----------------|
| Glasgow & Clyde Valley | 160,442 | 4,071 | 368 | 123 | 183 | 5,476 | 3,826 | 1,230 | 532 | 176,251 |
| SESplan | 5,058 | 119,680 | 3,524 | 169 | 153 | 233 | 3,857 | 168 | 863 | 133,703 |
| TAYplan | 421 | 3,286 | 38,726 | 509 | 6 | 51 | 617 | 179 | 183 | 43,978 |
| Aberdeen City and Shire | 198 | 241 | 675 | 46,257 | 2 | 13 | 84 | 866 | 117 | 48,454 |
| Dumfries and Galloway | 209 | 116 | 9 | 3 | 14,461 | 221 | 6 | 18 | 229 | 15,270 |
| Ayrshire | 3,978 | 129 | 37 | 9 | 216 | 30,921 | 54 | 54 | 67 | 35,466 |
| Stirling | 3,436 | 3,350 | 681 | 78 | 6 | 56 | 26,022 | 86 | 84 | 33,797 |
| Highland | 1,079 | 224 | 203 | 516 | 19 | 97 | 103 | 46,529 | 160 | 48,931 |
| England | 498 | 656 | 203 | 59 | 283 | 105 | 70 | 175 | 1 | 2,048 |
| Total | 175,319 | 131,751 | 44,426 | 47,724 | 15,329 | 37,173 | 34,638 | 49,304 | 2,236 | 537,899 |

Table E.9 : PM Peak Matrix Estimation Difference (PCUs)

| | Glasgow & Clyde Valley | SESplan | TAYplan | Aberdeen City and Shire | Dumfries and Galloway | Ayrshire | Stirling | Highland | England | Total |
|-------------------------|------------------------|-----------|------------|-------------------------|-----------------------|--------------|-------------|-------------|-----------|---------------|
| Glasgow & Clyde Valley | -5,396 | -342 | -6 | -28 | -15 | -324 | -263 | -42 | -21 | -6,437 |
| SESplan | -20 | 500 | 134 | 24 | 13 | -4 | -257 | 22 | 58 | 470 |
| TAYplan | 1 | 152 | 143 | -26 | 0 | -3 | 21 | -13 | 5 | 281 |
| Aberdeen City and Shire | -11 | 34 | 23 | -357 | 0 | -2 | -5 | 37 | -11 | -292 |
| Dumfries and Galloway | 1 | 4 | 0 | 1 | -197 | -26 | 0 | -1 | 43 | -174 |
| Ayrshire | 189 | 5 | 4 | 0 | -18 | 1,836 | 6 | -2 | -6 | 2,013 |
| Stirling | -219 | -330 | 48 | 11 | 0 | -4 | 311 | 9 | -3 | -178 |
| Highland | 5 | 9 | -10 | 22 | -2 | -6 | 9 | -198 | -19 | -189 |
| England | 41 | 57 | 6 | -7 | 50 | -26 | 6 | 11 | 0 | 139 |
| Total | -5,410 | 91 | 342 | -360 | -169 | 1,442 | -171 | -176 | 45 | -4,367 |





F MODELLED FLOW VS OBSERVED COUNT

Table F.1 : AM Peak Aggregate Modelled Screenline Flow Comparison with Observed Flows (PCUs)

| Area | AM Peak Aggregate | | % Diff | AM Peak Hour Final Aggregate | | Improvement |
|--------------------------------------|-------------------|------------------------------|------------|------------------------------|------------|-------------|
| | Observed Count | AM Peak Prior Aggregate Flow | | Flow | % Diff | |
| Glasgow & Clyde Valley | 137,439 | 128,293 | -7% | 135,407 | -1% | Yes |
| SESplan | 83,381 | 77,492 | -7% | 82,252 | -1% | Yes |
| TAYplan | 22,463 | 19,551 | -13% | 20,989 | -7% | Yes |
| Aberdeen City and Shire | 19,371 | 18,948 | -2% | 19,349 | 0% | Yes |
| Dumfries and Galloway | 9,999 | 8,411 | -16% | 9,770 | -2% | Yes |
| Ayrshire | 22,378 | 18,334 | -18% | 21,748 | -3% | Yes |
| Stirling, Clackmannanshire & Falkirk | 13,702 | 14,055 | 3% | 14,155 | 3% | No |
| Highland, Argyll, Moray & Islands | 23,654 | 22,236 | -6% | 23,073 | -2% | Yes |
| Total | 332,387 | 307,320 | -8% | 326,743 | -2% | Yes |

Table F.2 : Inter Peak Aggregate Modelled Screenline Flow Comparison with Observed Flows (PCUs)

| Area | Inter Peak Aggregate | | % Diff | Inter Peak Hour Final Aggregate | | Improvement |
|--------------------------------------|----------------------|---------------------------------|------------|---------------------------------|-----------|-------------|
| | Observed Count | Inter Peak Prior Aggregate Flow | | Flow | % Diff | |
| Glasgow & Clyde Valley | 91,820 | 114,637 | 25% | 96,212 | 5% | Yes |
| SESplan | 56,121 | 58,126 | 4% | 56,077 | 0% | Yes |
| TAYplan | 17,586 | 17,538 | 0% | 16,317 | -7% | No |
| Aberdeen City and Shire | 12,580 | 13,389 | 6% | 12,826 | 2% | Yes |
| Dumfries and Galloway | 8,450 | 8,356 | -1% | 8,760 | 4% | No |
| Ayrshire | 14,170 | 15,384 | 9% | 14,514 | 2% | Yes |
| Stirling, Clackmannanshire & Falkirk | 7,678 | 8,418 | 10% | 7,816 | 2% | Yes |
| Highland, Argyll, Moray & Islands | 19,417 | 20,084 | 3% | 19,690 | 1% | Yes |
| Total | 227,822 | 255,932 | 12% | 232,212 | 2% | Yes |

Table F.3 : PM Peak Aggregate Modelled Screenline Flow Comparison with Observed Flows (PCUs)

| Area | PM Peak Aggregate | | % Diff | PM Peak Hour Final Aggregate | | Improvement |
|--------------------------------------|-------------------|------------------------------|-----------|------------------------------|-----------|-------------|
| | Observed Count | PM Peak Prior Aggregate Flow | | Flow | % Diff | |
| Glasgow & Clyde Valley | 136,425 | 159,730 | 17% | 144,829 | 6% | Yes |
| SESplan | 85,441 | 85,199 | 0% | 86,297 | 1% | No |
| TAYplan | 22,812 | 21,272 | -7% | 22,028 | -3% | Yes |
| Aberdeen City and Shire | 20,110 | 20,681 | 3% | 20,503 | 2% | Yes |
| Dumfries and Galloway | 10,306 | 10,290 | 0% | 10,054 | -2% | No |
| Ayrshire | 22,923 | 19,533 | -15% | 22,734 | -1% | Yes |
| Stirling, Clackmannanshire & Falkirk | 14,859 | 15,553 | 5% | 14,961 | 1% | Yes |
| Highland, Argyll, Moray & Islands | 25,368 | 26,060 | 3% | 25,768 | 2% | Yes |
| Total | 338,244 | 358,318 | 6% | 347,174 | 3% | Yes |





G TRIP LENGTH DISTRIBUTION ANALYSIS

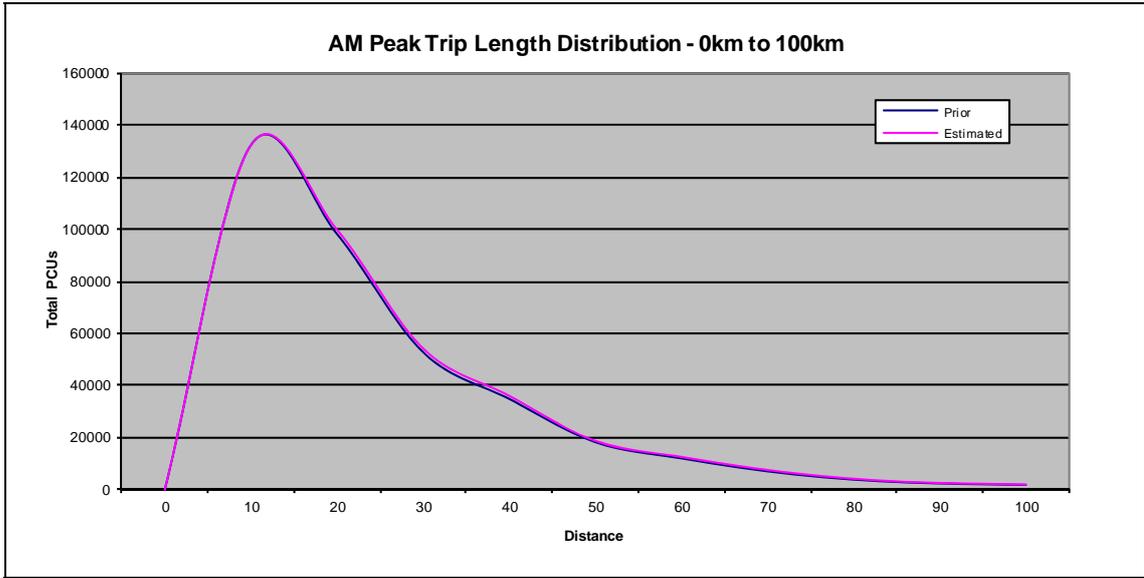


Figure G.1 : AM Peak Trip Length Distribution – 0km to 100km

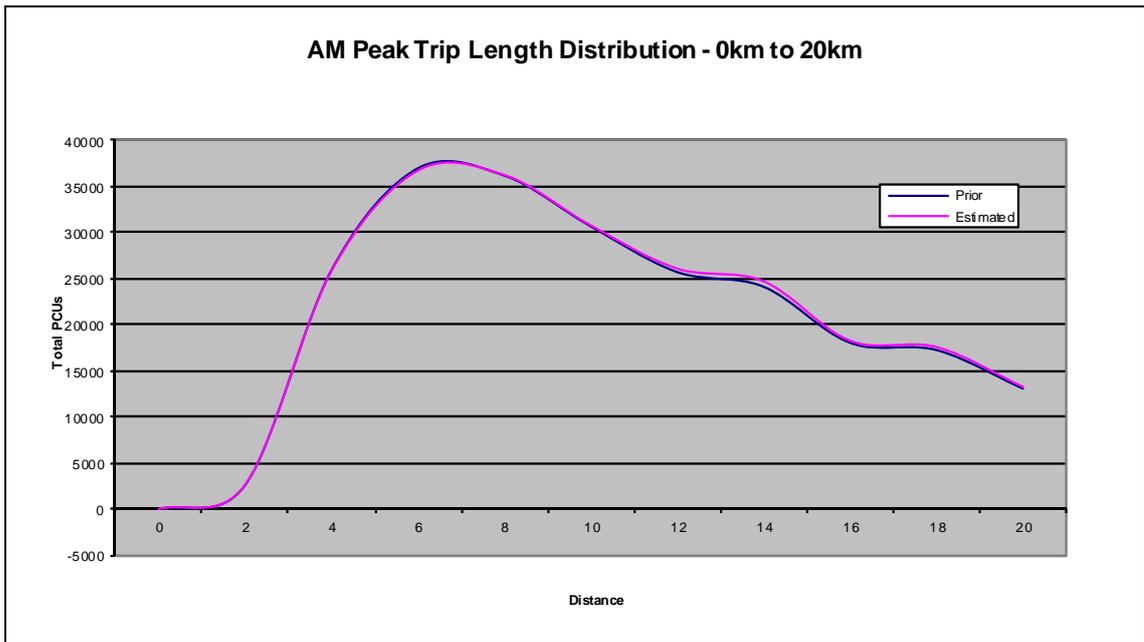


Figure G.2 : AM Peak Trip Length Distribution – 0km to 20km



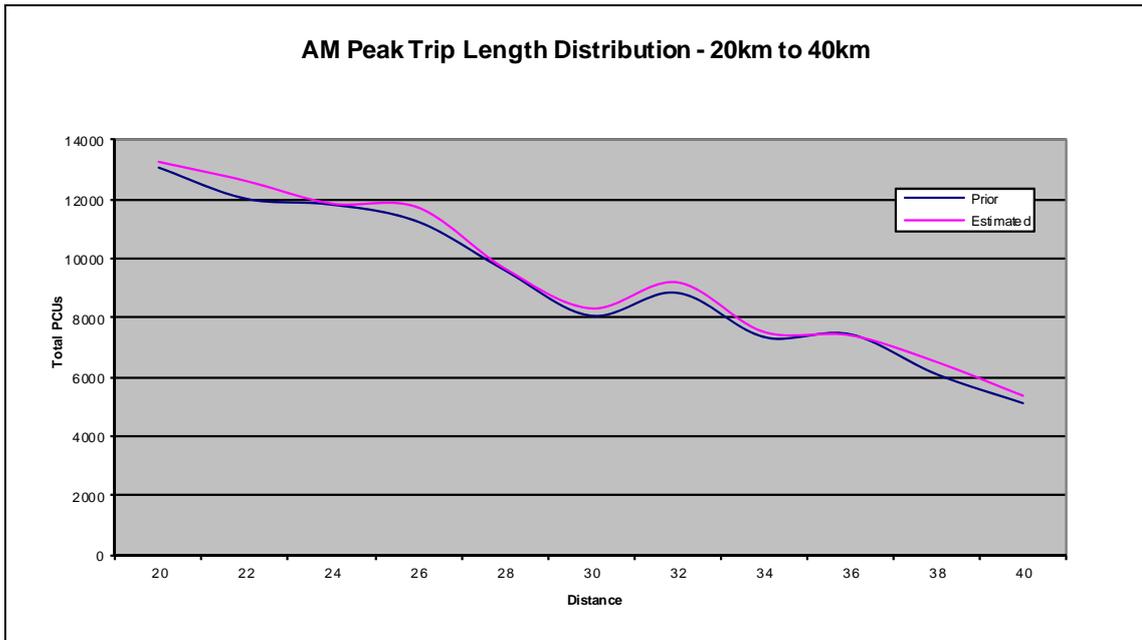


Figure G.3 : AM Peak Trip Length Distribution – 20km to 40km

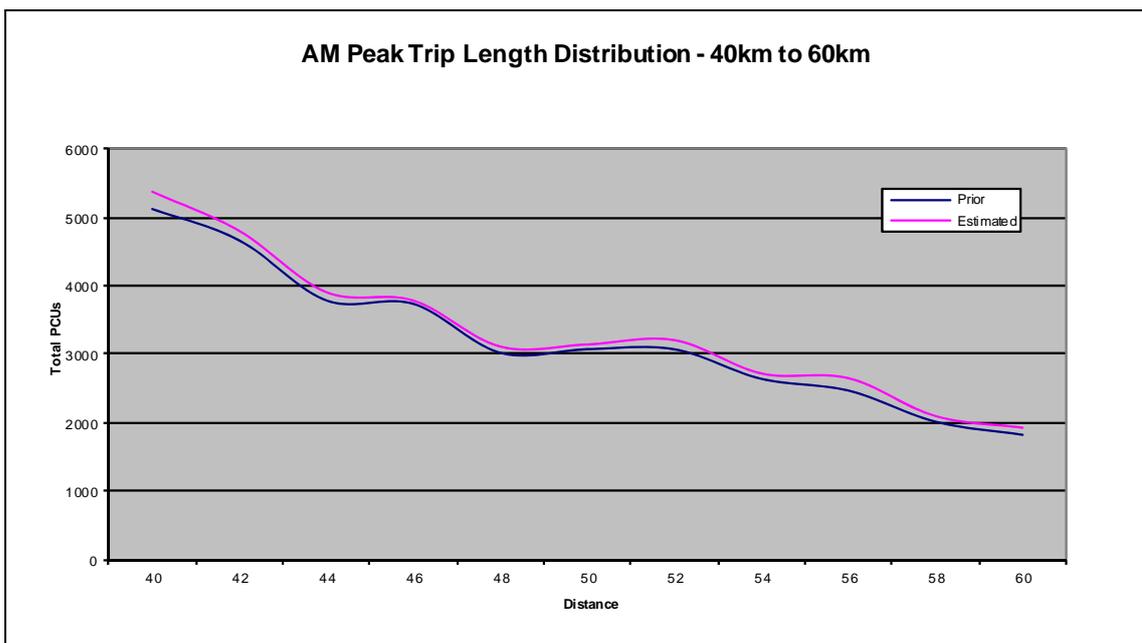


Figure G.4 : AM Peak Trip Length Distribution – 40km to 60km



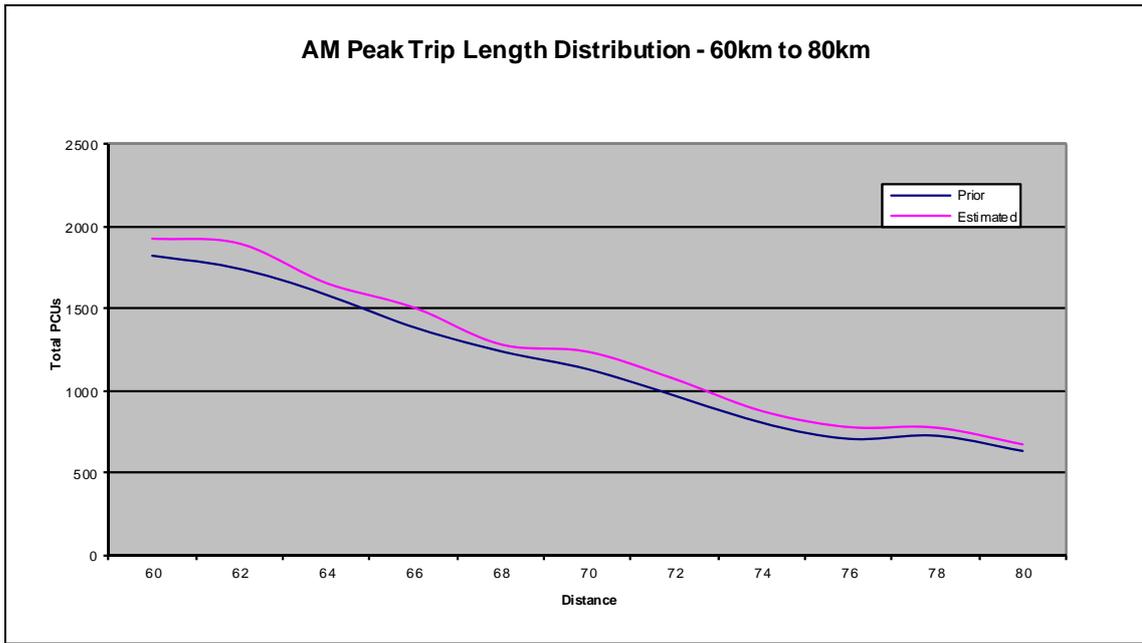


Figure G.5 : AM Peak Trip Length Distribution – 60km to 80km

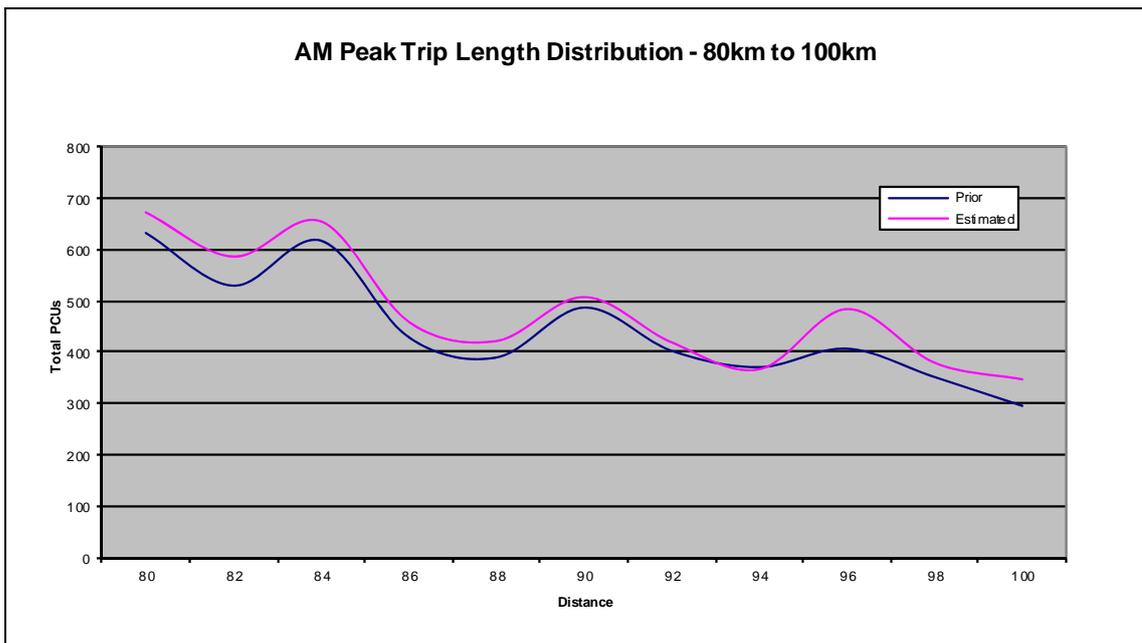


Figure G.6 : AM Peak Trip Length Distribution – 80km to 100km



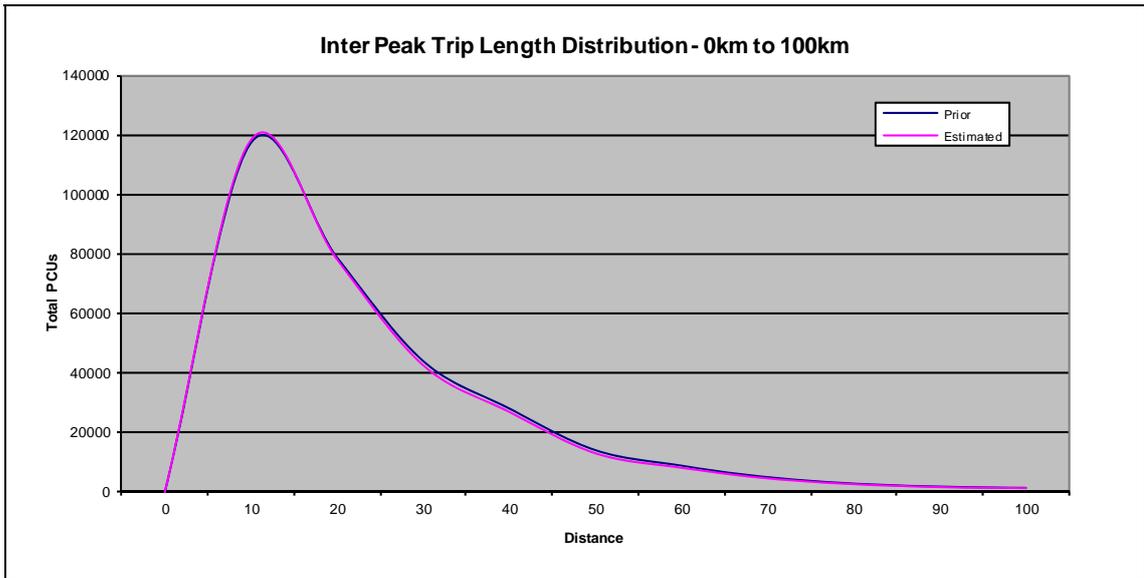


Figure G.7 : Inter Peak Trip Length Distribution – 0km to 100km

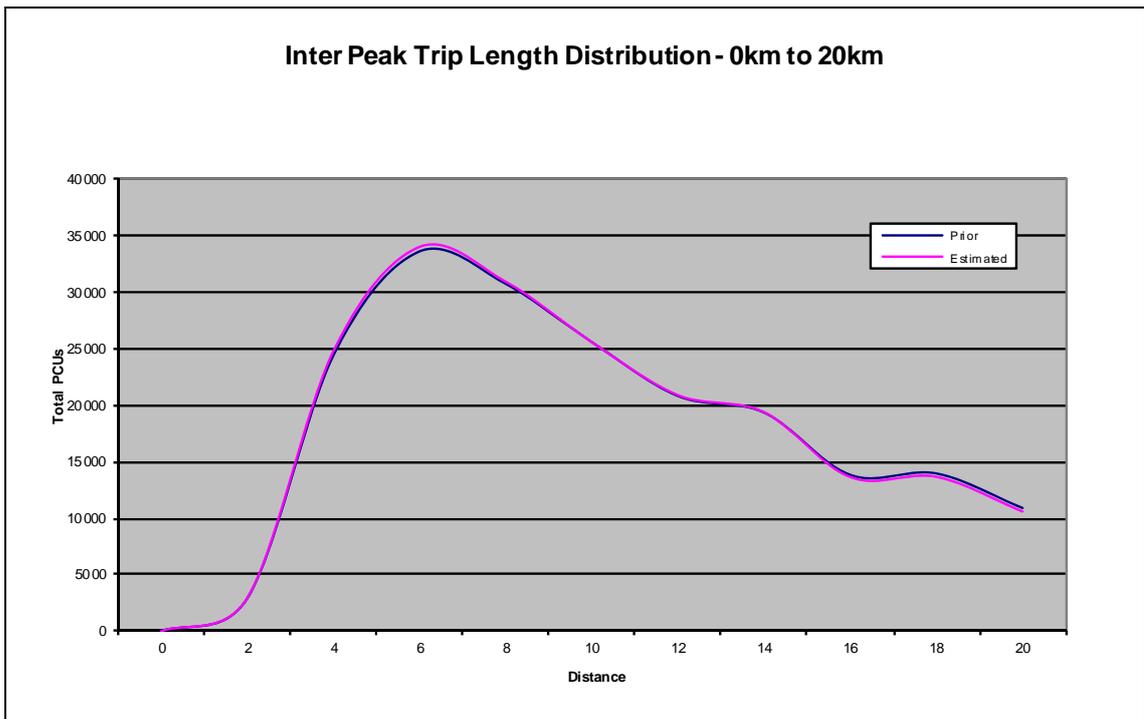


Figure G.8 : Inter Peak Trip Length Distribution – 0km to 20km



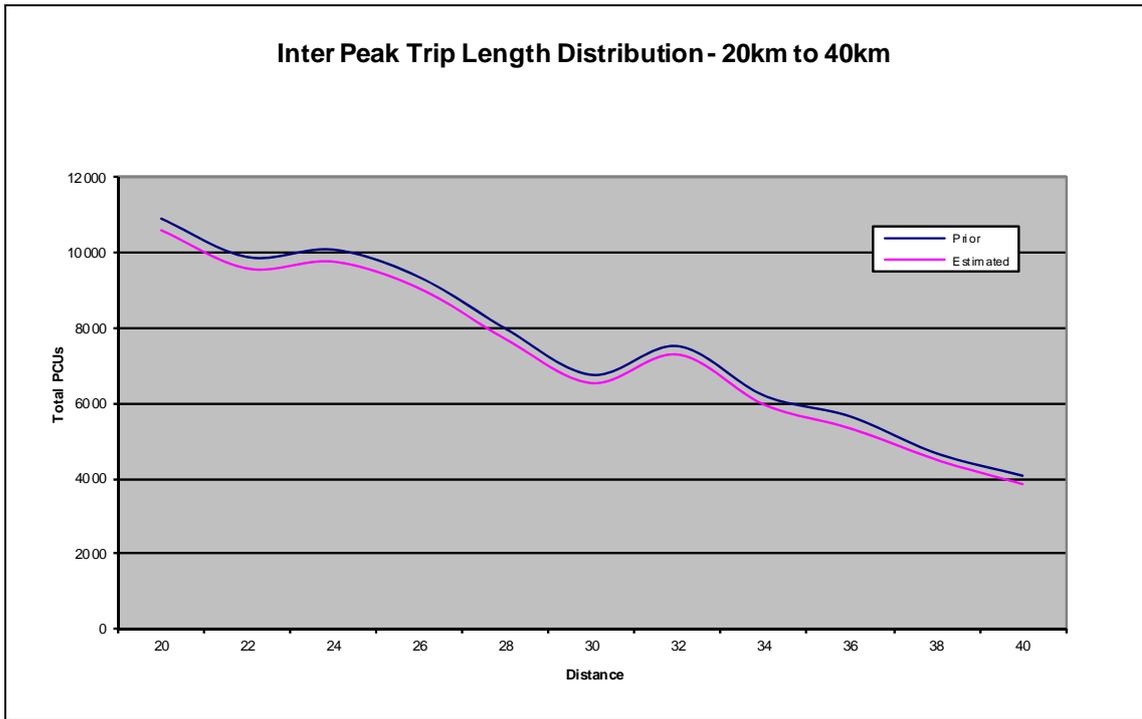


Figure G.9 : Inter Peak Trip Length Distribution – 20km to 40km

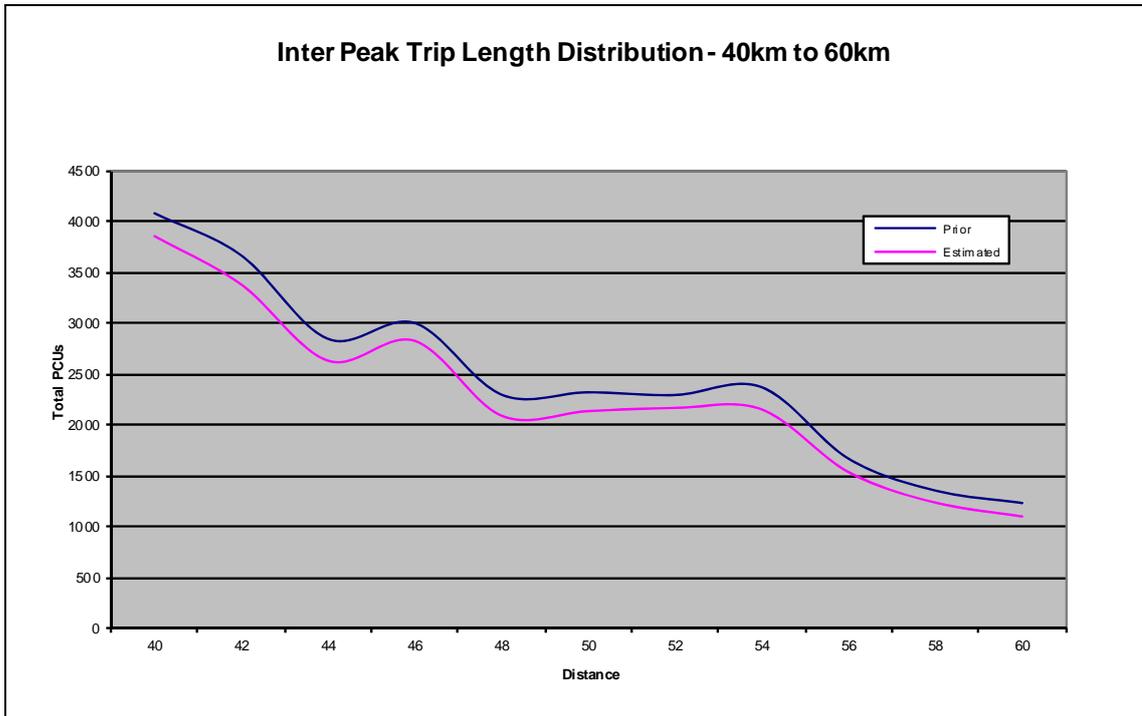


Figure G.10 : Inter Peak Trip Length Distribution – 40km to 60km



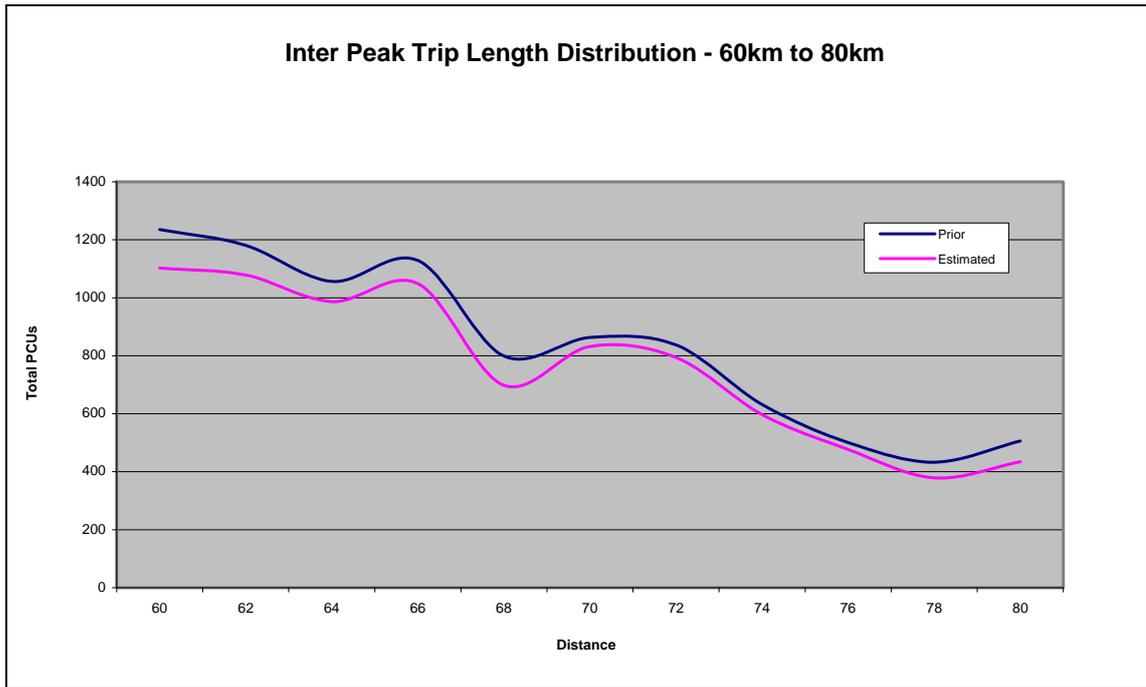


Figure G.11 : Inter Peak Trip Length Distribution – 60km to 80km

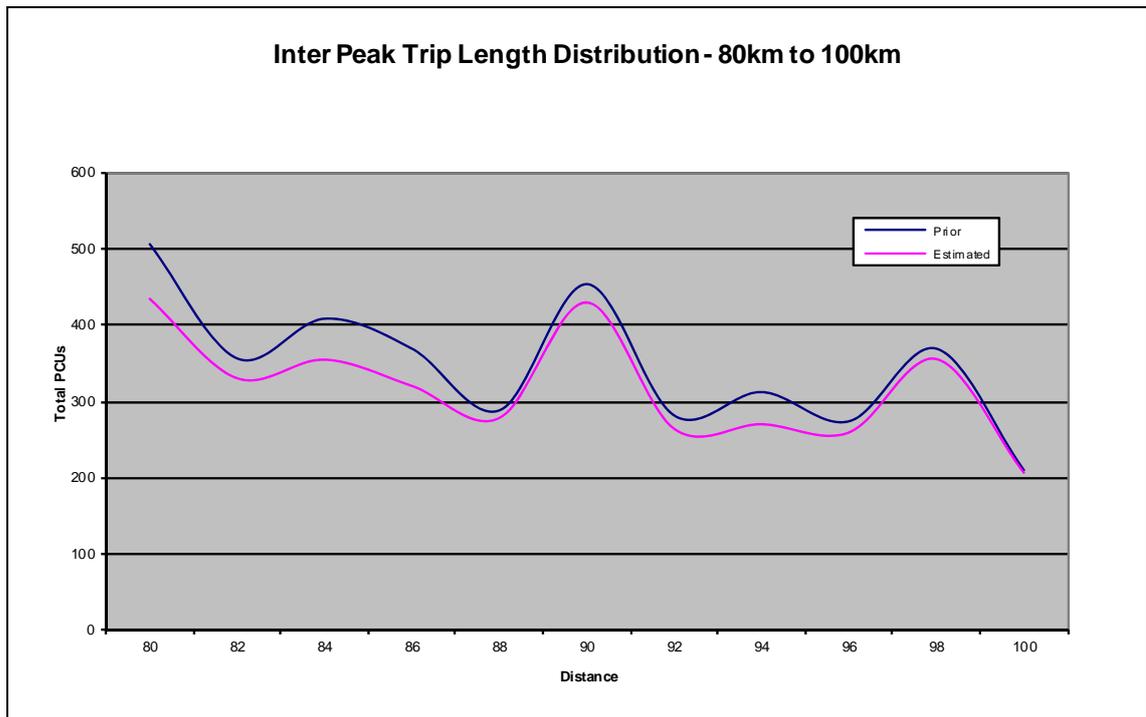


Figure G.12 : Inter Peak Trip Length Distribution – 80km to 100km



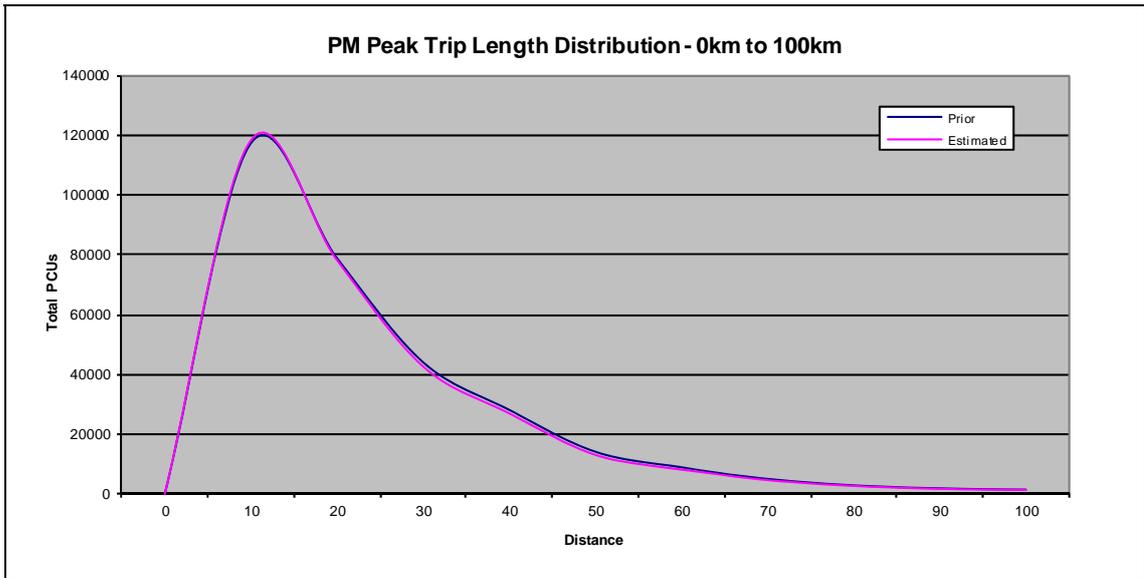


Figure G.13 : PM Peak Trip Length Distribution – 0km to 100km

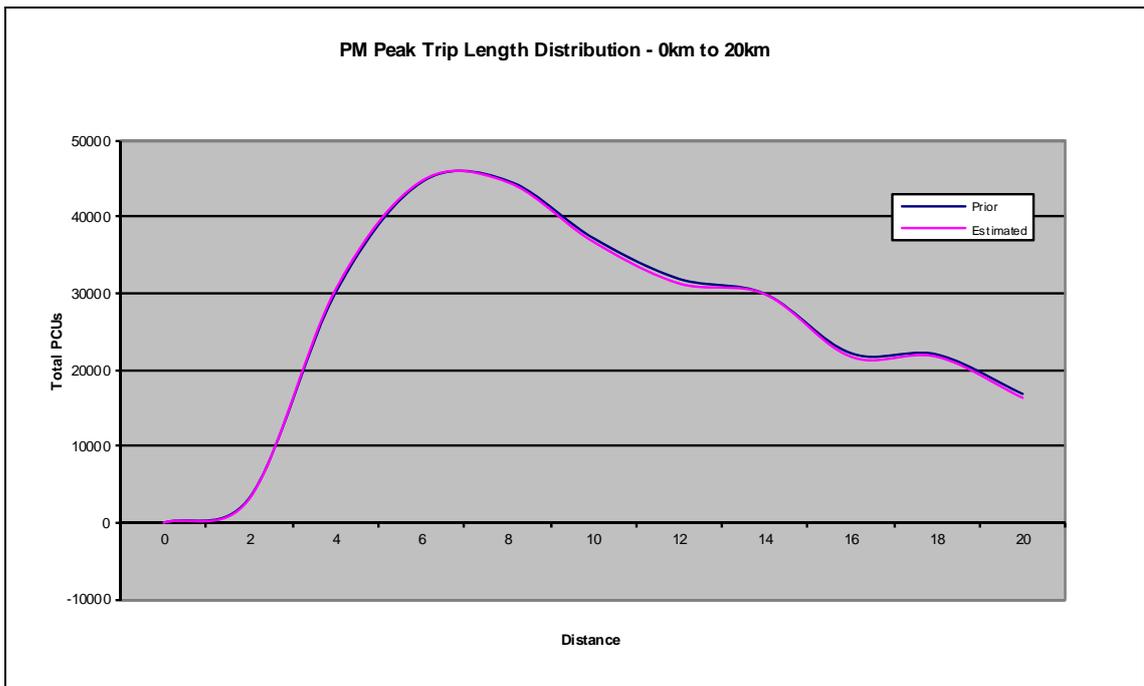


Figure G.14 : PM Peak Trip Length Distribution – 0km to 20km



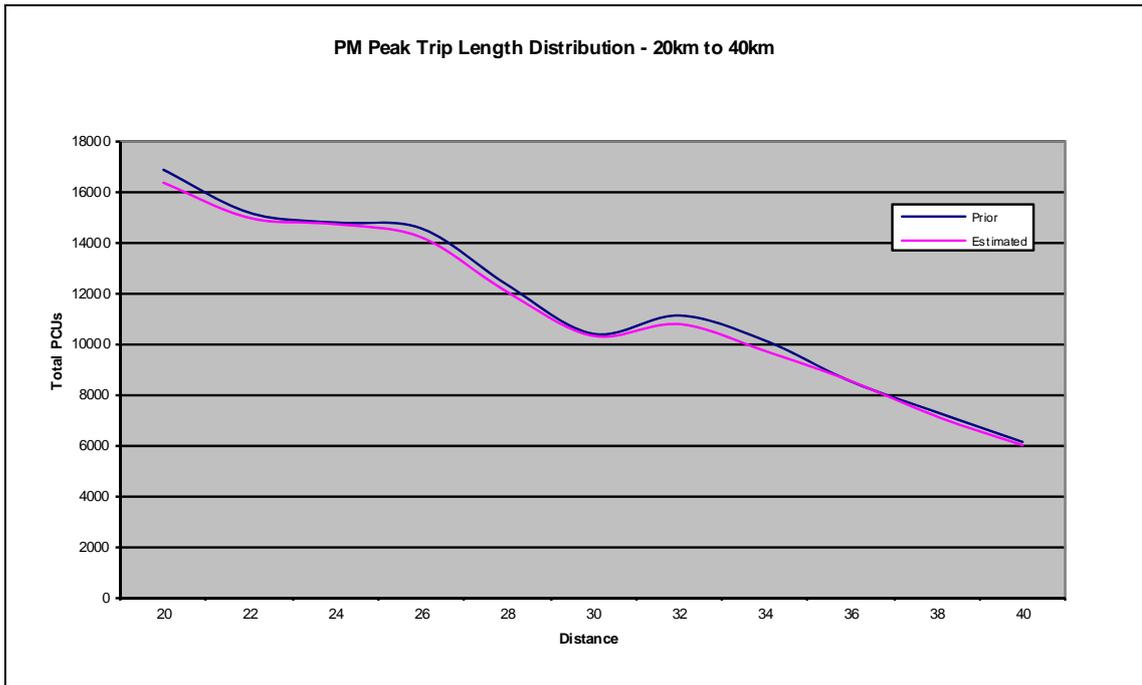


Figure G.15 : PM Peak Trip Length Distribution – 20km to 40km

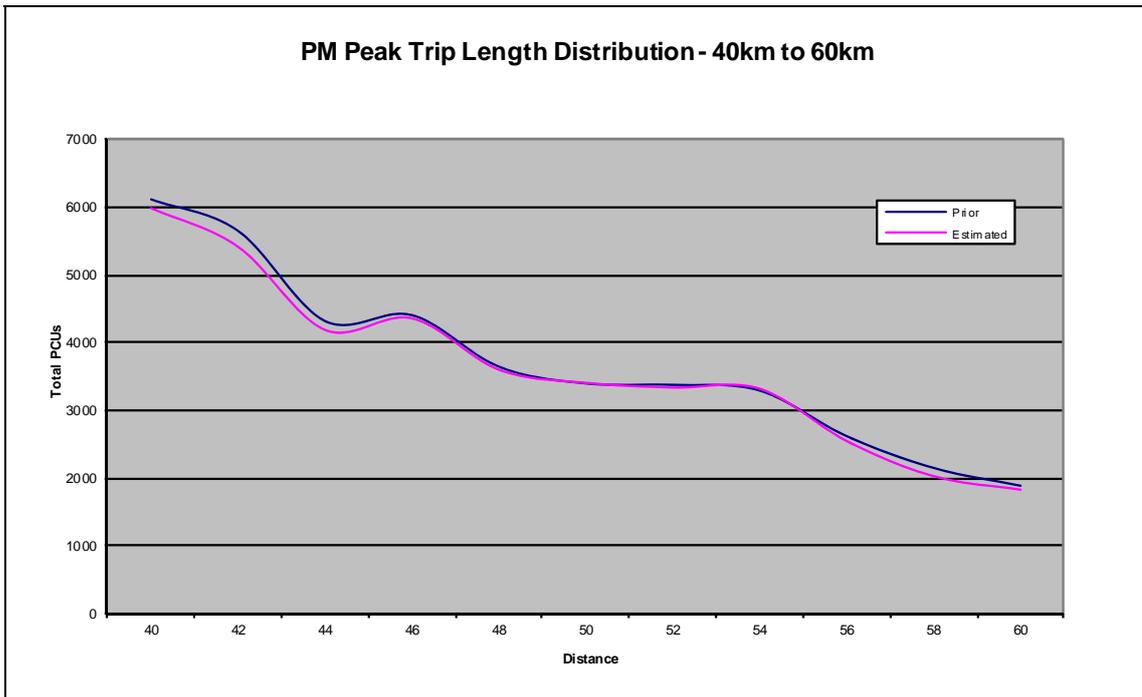


Figure G.16 : PM Peak Trip Length Distribution – 40km to 60km



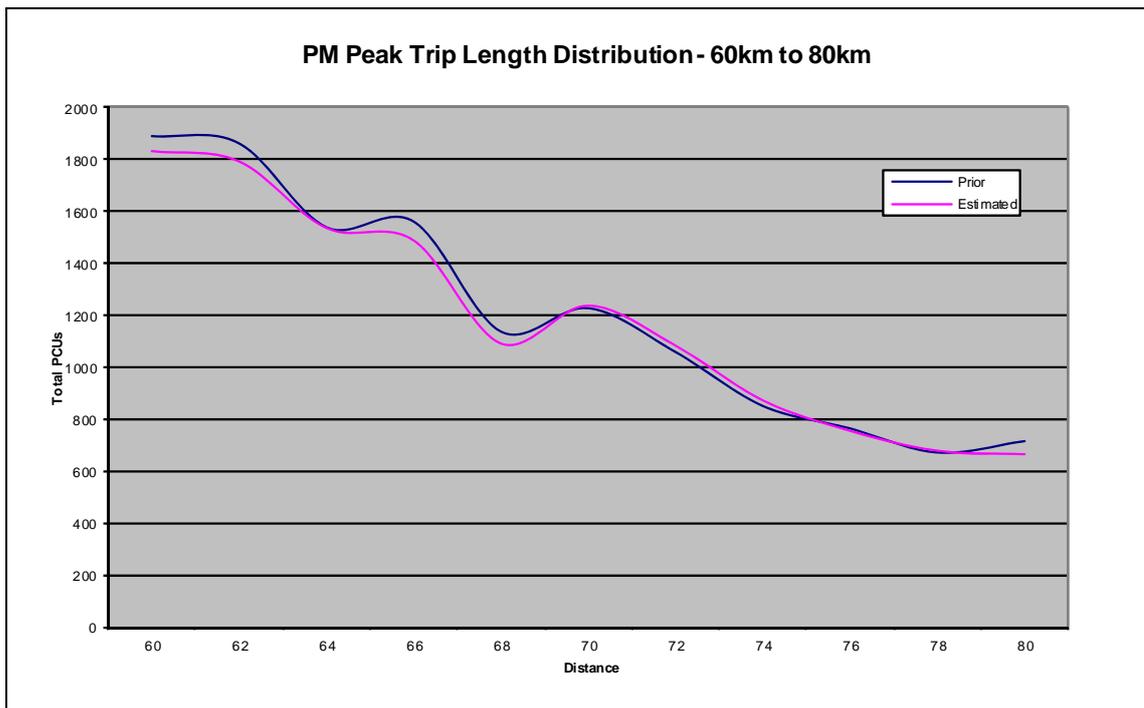


Figure G.17 : PM Peak Trip Length Distribution – 60km to 80km

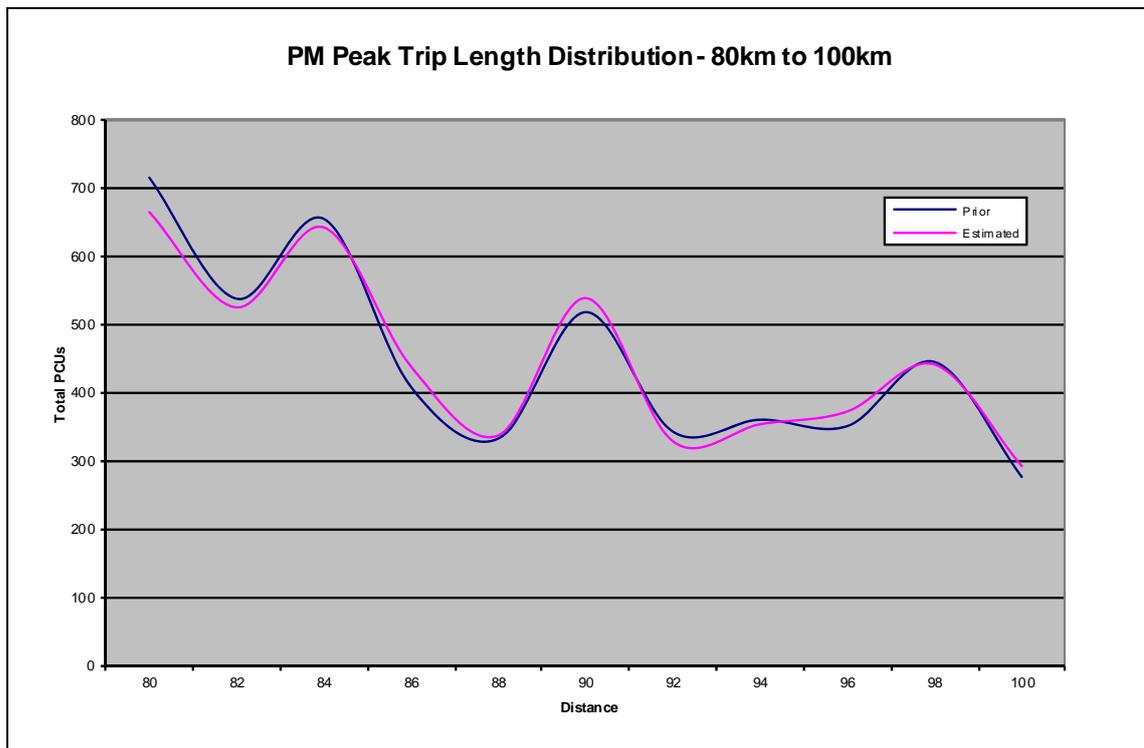


Figure G.18 : PM Peak Trip Length Distribution – 80km to 100km





H LINK COUNT CALIBRATION ANALYSIS

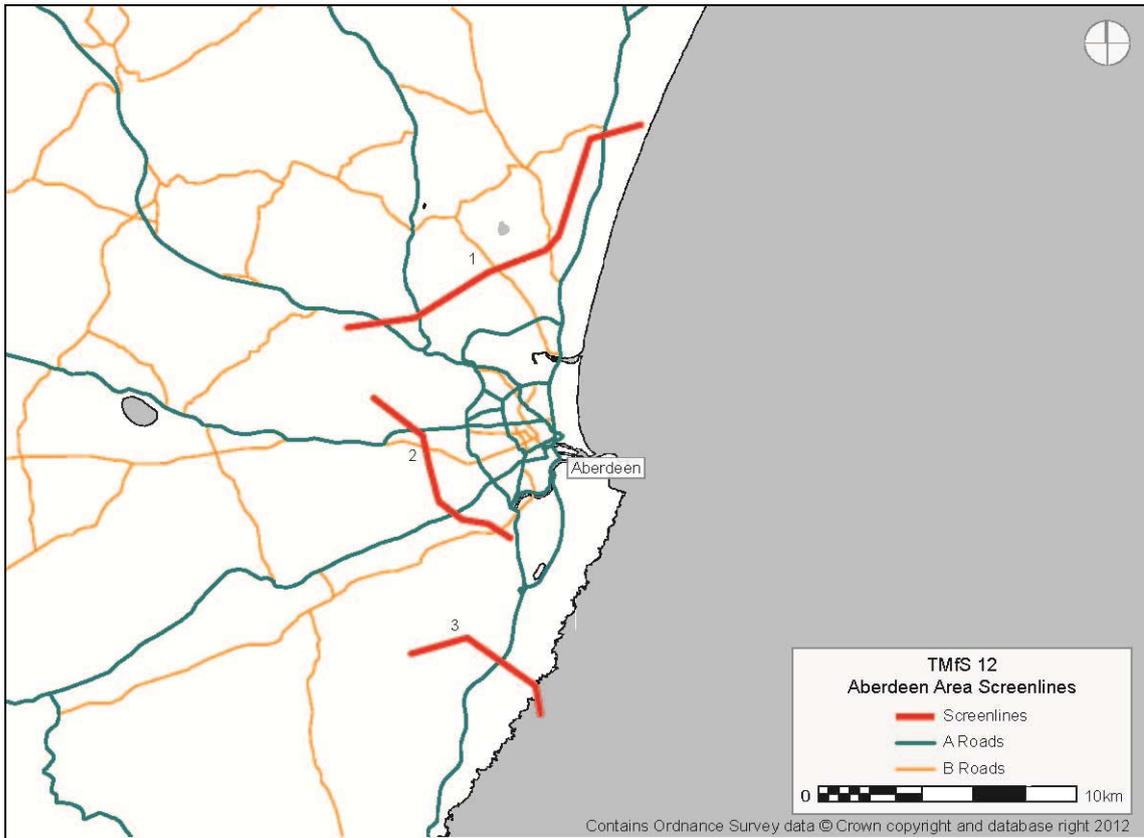


Figure H.1 : Aberdeen Area Screenlines



Table H.1 : AM Peak Hour Link Count Calibration - Aberdeen Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|-----------------------------|-------|-------------|----------------------|-------------|-------------|------------|------------|
| 1 - Inbound | 47582 | 47570 B997 | Aberdeen Area | 177 | 211 | 19% | 2.4 |
| 1 - Inbound | 47576 | 47573 B999 | Aberdeen Area | 491 | 379 | -23% | 5.4 |
| 1 - Inbound | 46365 | 46364 A947 | Aberdeen Area | 514 | 686 | 33% | 7.0 |
| 1 - Inbound | 44156 | 44154 A90 | Aberdeen Area | 1147 | 1134 | -1% | 0.4 |
| 1 - Inbound | 46339 | 46341 A96 | Aberdeen Area | 941 | 1289 | 37% | 10.4 |
| 1 - Inbound - Total | | | Aberdeen Area | 3270 | 3699 | 13% | 7.3 |
| 1 - Outbound | 47570 | 47582 B997 | Aberdeen Area | 192 | 281 | 46% | 5.8 |
| 1 - Outbound | 47573 | 47576 B999 | Aberdeen Area | 82 | 42 | -49% | 5.1 |
| 1 - Outbound | 46364 | 46365 A947 | Aberdeen Area | 600 | 947 | 58% | 12.5 |
| 1 - Outbound | 44153 | 44155 A90 | Aberdeen Area | 1147 | 1054 | -8% | 2.8 |
| 1 - Outbound | 46340 | 46338 A96 | Aberdeen Area | 562 | 573 | 2% | 0.5 |
| 1 - Outbound - Total | | | Aberdeen Area | 2583 | 2897 | 12% | 6.0 |
| 2 - Inbound | 43808 | 43805 B9077 | Aberdeen Area | 345 | 261 | -24% | 4.8 |
| 2 - Inbound | 46458 | 46459 A93 | Aberdeen Area | 624 | 782 | 25% | 6.0 |
| 2 - Inbound | 46304 | 46245 B9119 | Aberdeen Area | 960 | 584 | -39% | 13.5 |
| 2 - Inbound | 46310 | 46251 A944 | Aberdeen Area | 700 | 982 | 40% | 9.7 |
| 2 - Inbound - Total | | | Aberdeen Area | 2629 | 2609 | -1% | 0.4 |
| 2 - Outbound | 43805 | 43808 B9077 | Aberdeen Area | 126 | 98 | -22% | 2.6 |
| 2 - Outbound | 46251 | 46310 A944 | Aberdeen Area | 324 | 494 | 52% | 8.4 |
| 2 - Outbound | 46245 | 46304 B9119 | Aberdeen Area | 822 | 591 | -28% | 8.7 |
| 2 - Outbound | 46459 | 46458 A93 | Aberdeen Area | 322 | 518 | 61% | 9.6 |
| 2 - Outbound - Total | | | Aberdeen Area | 1594 | 1701 | 7% | 2.6 |
| 3 - Inbound | 46029 | 46030 A90 | Aberdeen Area | 2783 | 2574 | -8% | 4.0 |
| 3 - Inbound - Total | | | Aberdeen Area | 2783 | 2574 | -8% | 4.0 |
| 3 - Outbound | 46031 | 46033 A90 | Aberdeen Area | 1192 | 1111 | -7% | 2.4 |
| 3 - Outbound - Total | | | Aberdeen Area | 1192 | 1111 | -7% | 2.4 |



Table H.2 : Inter Peak Hour Link Count Calibration - Aberdeen Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|-----------------------------|-------|-------------|----------------------|-------------|-------------|------------|------------|
| 1 - Inbound | 47582 | 47570 B997 | Aberdeen Area | 156 | 168 | 8% | 0.9 |
| 1 - Inbound | 47576 | 47573 B999 | Aberdeen Area | 143 | 93 | -35% | 4.6 |
| 1 - Inbound | 46365 | 46364 A947 | Aberdeen Area | 526 | 642 | 22% | 4.8 |
| 1 - Inbound | 44156 | 44154 A90 | Aberdeen Area | 538 | 533 | -1% | 0.2 |
| 1 - Inbound | 46339 | 46341 A96 | Aberdeen Area | 633 | 649 | 3% | 0.6 |
| 1 - Inbound - Total | | | Aberdeen Area | 1996 | 2085 | 4% | 2.0 |
| 1 - Outbound | 47570 | 47582 B997 | Aberdeen Area | 156 | 185 | 19% | 2.2 |
| 1 - Outbound | 47573 | 47576 B999 | Aberdeen Area | 171 | 124 | -27% | 3.9 |
| 1 - Outbound | 46364 | 46365 A947 | Aberdeen Area | 550 | 633 | 15% | 3.4 |
| 1 - Outbound | 44153 | 44155 A90 | Aberdeen Area | 538 | 528 | -2% | 0.4 |
| 1 - Outbound | 46340 | 46338 A96 | Aberdeen Area | 656 | 672 | 2% | 0.6 |
| 1 - Outbound - Total | | | Aberdeen Area | 2071 | 2142 | 3% | 1.5 |
| 2 - Inbound | 43808 | 43805 B9077 | Aberdeen Area | 159 | 136 | -14% | 1.9 |
| 2 - Inbound | 46458 | 46459 A93 | Aberdeen Area | 284 | 369 | 30% | 4.7 |
| 2 - Inbound | 46304 | 46245 B9119 | Aberdeen Area | 543 | 353 | -35% | 9.0 |
| 2 - Inbound | 46310 | 46251 A944 | Aberdeen Area | 230 | 349 | 52% | 7.0 |
| 2 - Inbound - Total | | | Aberdeen Area | 1216 | 1207 | -1% | 0.3 |
| 2 - Outbound | 43805 | 43808 B9077 | Aberdeen Area | 182 | 148 | -19% | 2.6 |
| 2 - Outbound | 46251 | 46310 A944 | Aberdeen Area | 295 | 377 | 28% | 4.5 |
| 2 - Outbound | 46245 | 46304 B9119 | Aberdeen Area | 539 | 376 | -30% | 7.6 |
| 2 - Outbound | 46459 | 46458 A93 | Aberdeen Area | 292 | 451 | 54% | 8.2 |
| 2 - Outbound - Total | | | Aberdeen Area | 1308 | 1352 | 3% | 1.2 |
| 3 - Inbound | 46029 | 46030 A90 | Aberdeen Area | 1122 | 1184 | 6% | 1.8 |
| 3 - Inbound - Total | | | Aberdeen Area | 1122 | 1184 | 6% | 1.8 |
| 3 - Outbound | 46031 | 46033 A90 | Aberdeen Area | 1329 | 1350 | 2% | 0.6 |
| 3 - Outbound - Total | | | Aberdeen Area | 1329 | 1350 | 2% | 0.6 |



Table H.3 : PM Peak Hour Link Count Calibration - Aberdeen Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|-----------------------------|-------|-------------|----------------------|-------------|-------------|------------|------------|
| 1 - Inbound | 47582 | 47570 B997 | Aberdeen Area | 225 | 340 | 51% | 6.8 |
| 1 - Inbound | 47576 | 47573 B999 | Aberdeen Area | 189 | 123 | -35% | 5.3 |
| 1 - Inbound | 46365 | 46364 A947 | Aberdeen Area | 879 | 1122 | 28% | 7.7 |
| 1 - Inbound | 44156 | 44154 A90 | Aberdeen Area | 583 | 591 | 1% | 0.3 |
| 1 - Inbound | 46339 | 46341 A96 | Aberdeen Area | 795 | 773 | -3% | 0.8 |
| 1 - Inbound - Total | | | Aberdeen Area | 2671 | 2949 | 10% | 5.2 |
| 1 - Outbound | 47570 | 47582 B997 | Aberdeen Area | 253 | 408 | 61% | 8.5 |
| 1 - Outbound | 47573 | 47576 B999 | Aberdeen Area | 459 | 275 | -40% | 9.6 |
| 1 - Outbound | 46364 | 46365 A947 | Aberdeen Area | 613 | 804 | 31% | 7.2 |
| 1 - Outbound | 44153 | 44155 A90 | Aberdeen Area | 583 | 682 | 17% | 3.9 |
| 1 - Outbound | 46340 | 46338 A96 | Aberdeen Area | 1545 | 1525 | -1% | 0.5 |
| 1 - Outbound - Total | | | Aberdeen Area | 3453 | 3694 | 7% | 4.0 |
| 2 - Inbound | 43808 | 43805 B9077 | Aberdeen Area | 130 | 153 | 18% | 1.9 |
| 2 - Inbound | 46458 | 46459 A93 | Aberdeen Area | 463 | 633 | 37% | 7.3 |
| 2 - Inbound | 46304 | 46245 B9119 | Aberdeen Area | 939 | 613 | -35% | 11.7 |
| 2 - Inbound | 46310 | 46251 A944 | Aberdeen Area | 300 | 540 | 80% | 11.7 |
| 2 - Inbound - Total | | | Aberdeen Area | 1832 | 1939 | 6% | 2.5 |
| 2 - Outbound | 43805 | 43808 B9077 | Aberdeen Area | 409 | 328 | -20% | 4.2 |
| 2 - Outbound | 46251 | 46310 A944 | Aberdeen Area | 628 | 935 | 49% | 11.0 |
| 2 - Outbound | 46245 | 46304 B9119 | Aberdeen Area | 996 | 638 | -36% | 12.5 |
| 2 - Outbound | 46459 | 46458 A93 | Aberdeen Area | 554 | 810 | 46% | 9.8 |
| 2 - Outbound - Total | | | Aberdeen Area | 2587 | 2711 | 5% | 2.4 |
| 3 - Inbound | 46029 | 46030 A90 | Aberdeen Area | 1271 | 1341 | 6% | 1.9 |
| 3 - Inbound - Total | | | Aberdeen Area | 1271 | 1341 | 6% | 1.9 |
| 3 - Outbound | 46031 | 46033 A90 | Aberdeen Area | 2658 | 2585 | -3% | 1.4 |
| 3 - Outbound - Total | | | Aberdeen Area | 2658 | 2585 | -3% | 1.4 |



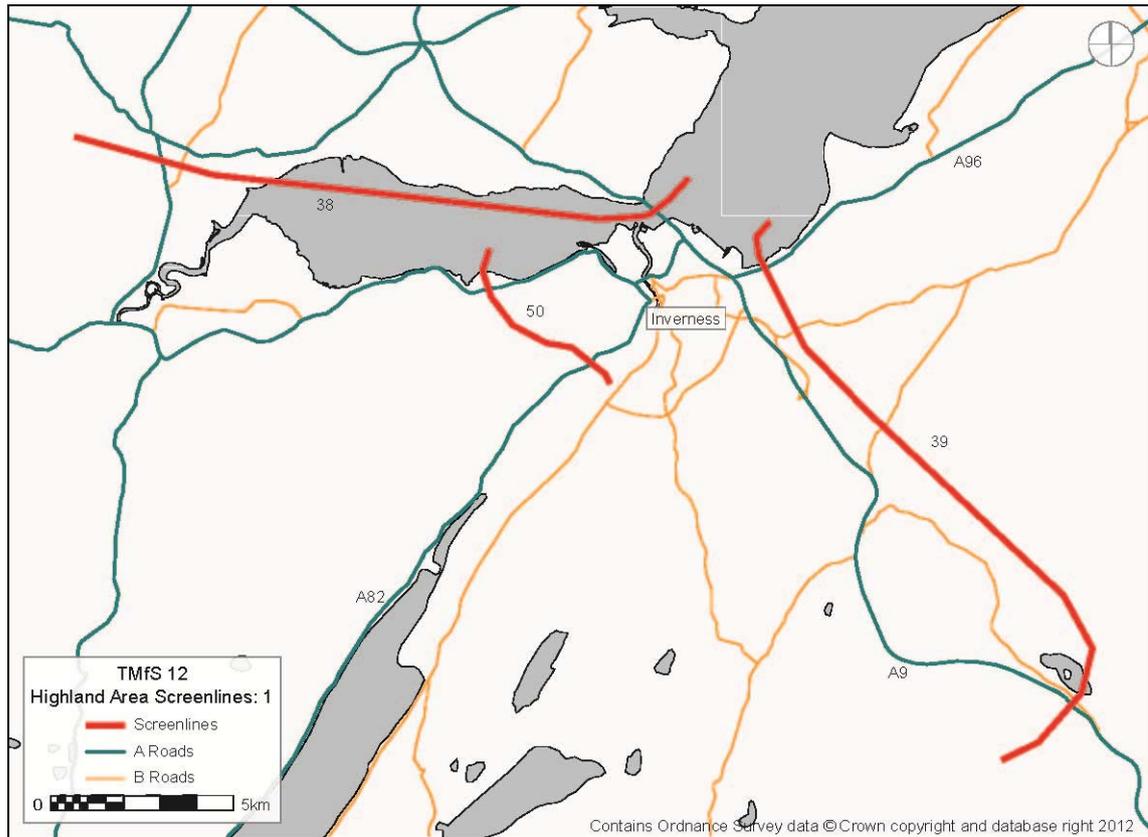


Figure H.2 : Inverness Area Screenlines (Highland1)

Table H.4 : AM Peak Hour Link Count Calibration - Inverness Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|------------------------------|-------|---------------------|-----------------------|-------------|-------------|-------------|------------|
| 38 - Inbound | 52965 | 52964 A862 | Highlands Pt 1 | 239 | 194 | -19% | 3.1 |
| 38 - Inbound | 53718 | 53782 A9 | Highlands Pt 1 | 1671 | 1703 | 2% | 0.8 |
| 38 - Inbound - Total | | | Highlands Pt 1 | 1910 | 1897 | -1% | 0.3 |
| 38 - Outbound | 52964 | 52965 A862 | Highlands Pt 1 | 207 | 193 | -7% | 1.0 |
| 38 - Outbound | 53783 | 53717 A9 | Highlands Pt 1 | 1073 | 1026 | -4% | 1.5 |
| 38 - Outbound - Total | | | Highlands Pt 1 | 1280 | 1219 | -5% | 1.7 |
| 39 - Inbound | 53918 | 53917 CULLODEN ROAD | Highlands Pt 1 | 480 | 482 | 0% | 0.1 |
| 39 - Inbound | 53794 | 53793 A96 | Highlands Pt 1 | 996 | 1144 | 15% | 4.5 |
| 39 - Inbound | 54100 | 54110 A9 | Highlands Pt 1 | 405 | 428 | 6% | 1.1 |
| 39 - Inbound - Total | | | Highlands Pt 1 | 1881 | 2054 | 9% | 3.9 |
| 39 - Outbound | 53917 | 53918 CULLODEN ROAD | Highlands Pt 1 | 235 | 280 | 19% | 2.8 |
| 39 - Outbound | 53791 | 53794 A96 | Highlands Pt 1 | 1116 | 951 | -15% | 5.1 |
| 39 - Outbound | 54110 | 54100 A9 | Highlands Pt 1 | 323 | 305 | -6% | 1.0 |
| 39 - Outbound - Total | | | Highlands Pt 1 | 1674 | 1536 | -8% | 3.4 |
| 50 - Inbound | 53268 | 53286 A862 | Highlands Pt 1 | 370 | 339 | -8% | 1.6 |
| 50 - Inbound | 53250 | 53440 A82 | Highlands Pt 1 | 271 | 343 | 27% | 4.1 |
| 50 - Inbound - Total | | | Highlands Pt 1 | 641 | 682 | 6% | 1.6 |
| 50 - Outbound | 53286 | 53268 A862 | Highlands Pt 1 | 130 | 107 | -18% | 2.1 |
| 50 - Outbound | 53440 | 53250 A82 | Highlands Pt 1 | 237 | 199 | -16% | 2.6 |
| 50 - Outbound - Total | | | Highlands Pt 1 | 367 | 306 | -17% | 3.3 |



Table H.5 : Inter Peak Hour Link Count Calibration - Inverness Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|------------------------------|-------|---------------------|-----------------------|-------------|-------------|------------|------------|
| 38 - Inbound | 52965 | 52964 A862 | Highlands Pt 1 | 174 | 162 | -7% | 0.9 |
| 38 - Inbound | 53718 | 53782 A9 | Highlands Pt 1 | 1034 | 1082 | 5% | 1.5 |
| 38 - Inbound - Total | | | Highlands Pt 1 | 1208 | 1244 | 3% | 1.0 |
| 38 - Outbound | 52964 | 52965 A862 | Highlands Pt 1 | 170 | 151 | -11% | 1.5 |
| 38 - Outbound | 53783 | 53717 A9 | Highlands Pt 1 | 1002 | 972 | -3% | 1.0 |
| 38 - Outbound - Total | | | Highlands Pt 1 | 1172 | 1123 | -4% | 1.4 |
| 39 - Inbound | 53918 | 53917 CULLODEN ROAD | Highlands Pt 1 | 255 | 260 | 2% | 0.3 |
| 39 - Inbound | 53794 | 53793 A96 | Highlands Pt 1 | 901 | 883 | -2% | 0.6 |
| 39 - Inbound | 54100 | 54110 A9 | Highlands Pt 1 | 305 | 379 | 24% | 4.0 |
| 39 - Inbound - Total | | | Highlands Pt 1 | 1461 | 1522 | 4% | 1.6 |
| 39 - Outbound | 53917 | 53918 CULLODEN ROAD | Highlands Pt 1 | 287 | 313 | 9% | 1.5 |
| 39 - Outbound | 53791 | 53794 A96 | Highlands Pt 1 | 891 | 868 | -3% | 0.8 |
| 39 - Outbound | 54110 | 54100 A9 | Highlands Pt 1 | 349 | 423 | 21% | 3.8 |
| 39 - Outbound - Total | | | Highlands Pt 1 | 1527 | 1604 | 5% | 1.9 |
| 50 - Inbound | 53268 | 53286 A862 | Highlands Pt 1 | 157 | 147 | -6% | 0.8 |
| 50 - Inbound | 53250 | 53440 A82 | Highlands Pt 1 | 241 | 233 | -3% | 0.5 |
| 50 - Inbound - Total | | | Highlands Pt 1 | 398 | 380 | -5% | 0.9 |
| 50 - Outbound | 53286 | 53268 A862 | Highlands Pt 1 | 158 | 148 | -6% | 0.8 |
| 50 - Outbound | 53440 | 53250 A82 | Highlands Pt 1 | 226 | 218 | -4% | 0.5 |
| 50 - Outbound - Total | | | Highlands Pt 1 | 384 | 366 | -5% | 0.9 |

Table H.6 : PM Peak Hour Link Count Calibration - Inverness Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|------------------------------|-------|---------------------|-----------------------|-------------|-------------|------------|------------|
| 38 - Inbound | 52965 | 52964 A862 | Highlands Pt 1 | 221 | 254 | 15% | 2.1 |
| 38 - Inbound | 53718 | 53782 A9 | Highlands Pt 1 | 1190 | 1328 | 12% | 3.9 |
| 38 - Inbound - Total | | | Highlands Pt 1 | 1411 | 1582 | 12% | 4.4 |
| 38 - Outbound | 52964 | 52965 A862 | Highlands Pt 1 | 244 | 231 | -5% | 0.8 |
| 38 - Outbound | 53783 | 53717 A9 | Highlands Pt 1 | 1725 | 1650 | -4% | 1.8 |
| 38 - Outbound - Total | | | Highlands Pt 1 | 1969 | 1881 | -4% | 2.0 |
| 39 - Inbound | 53918 | 53917 CULLODEN ROAD | Highlands Pt 1 | 326 | 338 | 4% | 0.7 |
| 39 - Inbound | 53794 | 53793 A96 | Highlands Pt 1 | 1315 | 1140 | -13% | 5.0 |
| 39 - Inbound | 54100 | 54110 A9 | Highlands Pt 1 | 347 | 448 | 29% | 5.1 |
| 39 - Inbound - Total | | | Highlands Pt 1 | 1988 | 1926 | -3% | 1.4 |
| 39 - Outbound | 53917 | 53918 CULLODEN ROAD | Highlands Pt 1 | 527 | 618 | 17% | 3.8 |
| 39 - Outbound | 53791 | 53794 A96 | Highlands Pt 1 | 1234 | 1310 | 6% | 2.1 |
| 39 - Outbound | 54110 | 54100 A9 | Highlands Pt 1 | 404 | 470 | 16% | 3.2 |
| 39 - Outbound - Total | | | Highlands Pt 1 | 2165 | 2398 | 11% | 4.9 |
| 50 - Inbound | 53268 | 53286 A862 | Highlands Pt 1 | 159 | 144 | -9% | 1.2 |
| 50 - Inbound | 53250 | 53440 A82 | Highlands Pt 1 | 265 | 246 | -7% | 1.2 |
| 50 - Inbound - Total | | | Highlands Pt 1 | 424 | 390 | -8% | 1.7 |
| 50 - Outbound | 53286 | 53268 A862 | Highlands Pt 1 | 310 | 287 | -7% | 1.3 |
| 50 - Outbound | 53440 | 53250 A82 | Highlands Pt 1 | 289 | 337 | 17% | 2.7 |
| 50 - Outbound - Total | | | Highlands Pt 1 | 599 | 624 | 4% | 1.0 |



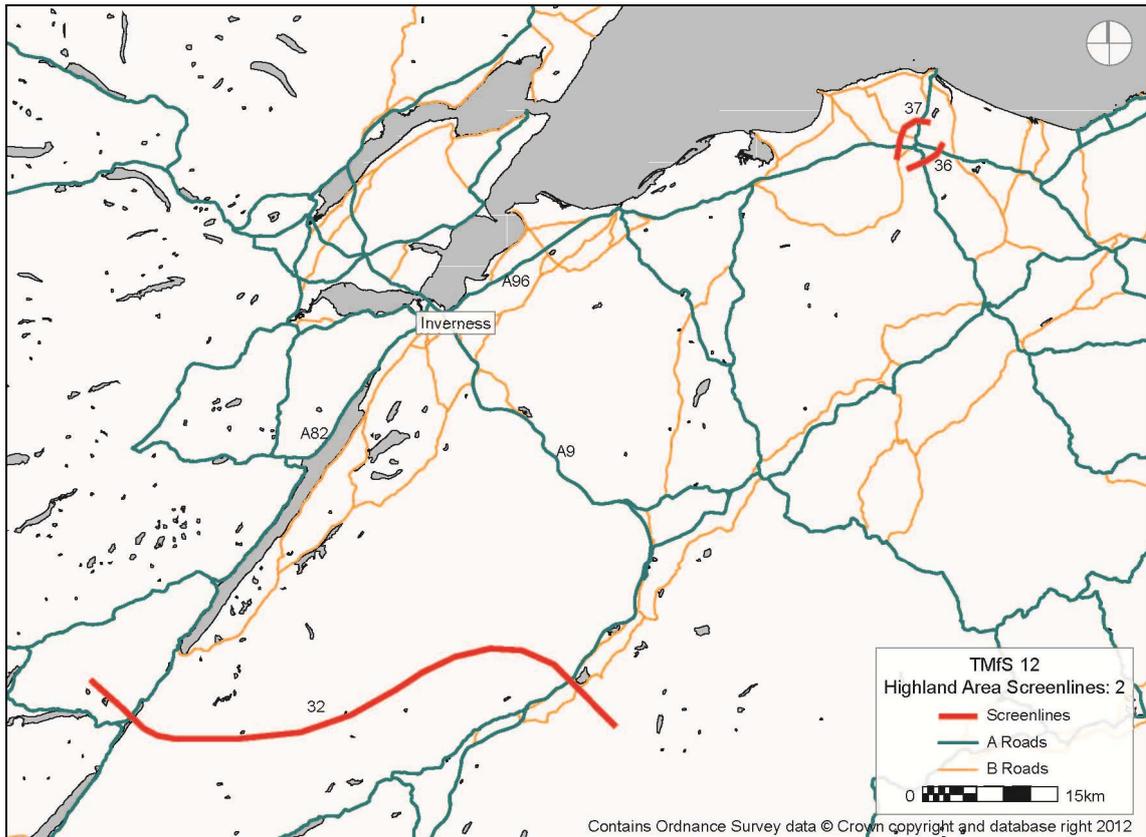


Figure H.3 : Highland Area Screenlines (Highland2)

Table H.7 : AM Peak Hour Link Count Calibration - Highland Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|--------------------------------|-------|------------|-----------------------|-------------|-------------|------------|------------|
| 32 - Northbound | 52556 | 52540 A82 | Highlands Pt 2 | 87 | 92 | 6% | 0.5 |
| 32 - Northbound | 54279 | 54280 A9 | Highlands Pt 2 | 368 | 396 | 8% | 1.4 |
| 32 - Northbound - Total | | | Highlands Pt 2 | 455 | 488 | 7% | 1.5 |
| 32 - Southbound | 52540 | 52556 A82 | Highlands Pt 2 | 97 | 105 | 8% | 0.8 |
| 32 - Southbound | 54280 | 54279 A9 | Highlands Pt 2 | 276 | 305 | 11% | 1.7 |
| 32 - Southbound - Total | | | Highlands Pt 2 | 373 | 410 | 10% | 1.9 |
| 36 - Inbound | 48059 | 48227 A941 | Highlands Pt 2 | 271 | 243 | -10% | 1.7 |
| 36 - Inbound | 48189 | 48243 A96 | Highlands Pt 2 | 851 | 906 | 6% | 1.9 |
| 36 - Inbound - Total | | | Highlands Pt 2 | 1122 | 1149 | 2% | 0.8 |
| 36 - Outbound | 48227 | 48059 A941 | Highlands Pt 2 | 176 | 147 | -16% | 2.3 |
| 36 - Outbound | 48243 | 48189 A96 | Highlands Pt 2 | 570 | 566 | -1% | 0.2 |
| 36 - Outbound - Total | | | Highlands Pt 2 | 746 | 713 | -4% | 1.2 |
| 37 - Inbound | 48249 | 48248 A941 | Highlands Pt 2 | 341 | 317 | -7% | 1.3 |
| 37 - Inbound | 47942 | 47943 A96 | Highlands Pt 2 | 767 | 859 | 12% | 3.2 |
| 37 - Inbound - Total | | | Highlands Pt 2 | 1108 | 1176 | 6% | 2.0 |
| 37 - Outbound | 48248 | 48249 A941 | Highlands Pt 2 | 279 | 199 | -29% | 5.2 |
| 37 - Outbound | 47943 | 47942 A96 | Highlands Pt 2 | 587 | 717 | 22% | 5.1 |
| 37 - Outbound - Total | | | Highlands Pt 2 | 866 | 916 | 6% | 1.7 |



Table H.8 : Inter Peak Hour Link Count Calibration - Highland Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|--------------------------------|-------|------------|-----------------------|------------|------------|-------------|------------|
| 32 - Northbound | 52556 | 52540 A82 | Highlands Pt 2 | 89 | 87 | -2% | 0.2 |
| 32 - Northbound | 54279 | 54280 A9 | Highlands Pt 2 | 286 | 313 | 9% | 1.6 |
| 32 - Northbound - Total | | | Highlands Pt 2 | 375 | 400 | 7% | 1.3 |
| 32 - Southbound | 52540 | 52556 A82 | Highlands Pt 2 | 84 | 90 | 7% | 0.6 |
| 32 - Southbound | 54280 | 54279 A9 | Highlands Pt 2 | 330 | 371 | 12% | 2.2 |
| 32 - Southbound - Total | | | Highlands Pt 2 | 414 | 461 | 11% | 2.2 |
| 36 - Inbound | 48059 | 48227 A941 | Highlands Pt 2 | 146 | 185 | 27% | 3.0 |
| 36 - Inbound | 48189 | 48243 A96 | Highlands Pt 2 | 602 | 677 | 12% | 3.0 |
| 36 - Inbound - Total | | | Highlands Pt 2 | 748 | 862 | 15% | 4.0 |
| 36 - Outbound | 48227 | 48059 A941 | Highlands Pt 2 | 122 | 92 | -25% | 2.9 |
| 36 - Outbound | 48243 | 48189 A96 | Highlands Pt 2 | 597 | 532 | -11% | 2.7 |
| 36 - Outbound - Total | | | Highlands Pt 2 | 719 | 624 | -13% | 3.7 |
| 37 - Inbound | 48249 | 48248 A941 | Highlands Pt 2 | 198 | 259 | 31% | 4.0 |
| 37 - Inbound | 47942 | 47943 A96 | Highlands Pt 2 | 543 | 719 | 32% | 7.0 |
| 37 - Inbound - Total | | | Highlands Pt 2 | 741 | 978 | 32% | 8.1 |
| 37 - Outbound | 48248 | 48249 A941 | Highlands Pt 2 | 207 | 188 | -9% | 1.4 |
| 37 - Outbound | 47943 | 47942 A96 | Highlands Pt 2 | 573 | 636 | 11% | 2.6 |
| 37 - Outbound - Total | | | Highlands Pt 2 | 780 | 824 | 6% | 1.6 |

Table H.9 : PM Peak Hour Link Count Calibration - Highland Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|--------------------------------|-------|------------|-----------------------|-------------|-------------|-------------|------------|
| 32 - Northbound | 52556 | 52540 A82 | Highlands Pt 2 | 98 | 105 | 7% | 0.7 |
| 32 - Northbound | 54279 | 54280 A9 | Highlands Pt 2 | 324 | 408 | 26% | 4.4 |
| 32 - Northbound - Total | | | Highlands Pt 2 | 422 | 513 | 22% | 4.2 |
| 32 - Southbound | 52540 | 52556 A82 | Highlands Pt 2 | 101 | 102 | 1% | 0.1 |
| 32 - Southbound | 54280 | 54279 A9 | Highlands Pt 2 | 341 | 434 | 27% | 4.7 |
| 32 - Southbound - Total | | | Highlands Pt 2 | 442 | 536 | 21% | 4.3 |
| 36 - Inbound | 48059 | 48227 A941 | Highlands Pt 2 | 207 | 188 | -9% | 1.4 |
| 36 - Inbound | 48189 | 48243 A96 | Highlands Pt 2 | 674 | 757 | 12% | 3.1 |
| 36 - Inbound - Total | | | Highlands Pt 2 | 881 | 945 | 7% | 2.1 |
| 36 - Outbound | 48227 | 48059 A941 | Highlands Pt 2 | 282 | 195 | -31% | 5.6 |
| 36 - Outbound | 48243 | 48189 A96 | Highlands Pt 2 | 872 | 792 | -9% | 2.8 |
| 36 - Outbound - Total | | | Highlands Pt 2 | 1154 | 987 | -14% | 5.1 |
| 37 - Inbound | 48249 | 48248 A941 | Highlands Pt 2 | 329 | 305 | -7% | 1.3 |
| 37 - Inbound | 47942 | 47943 A96 | Highlands Pt 2 | 625 | 738 | 18% | 4.3 |
| 37 - Inbound - Total | | | Highlands Pt 2 | 954 | 1043 | 9% | 2.8 |
| 37 - Outbound | 48248 | 48249 A941 | Highlands Pt 2 | 382 | 339 | -11% | 2.3 |
| 37 - Outbound | 47943 | 47942 A96 | Highlands Pt 2 | 834 | 978 | 17% | 4.8 |
| 37 - Outbound - Total | | | Highlands Pt 2 | 1216 | 1317 | 8% | 2.8 |



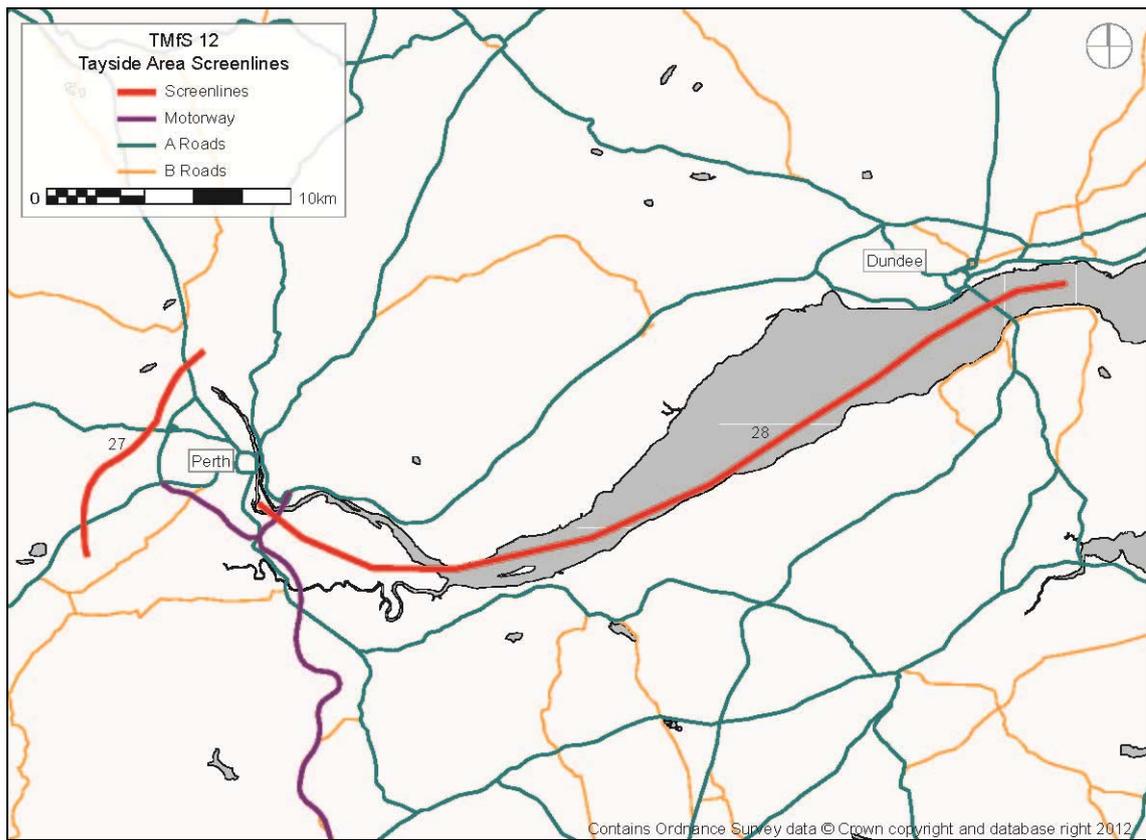


Figure H.4 : Tayside Area Screenlines

Table H.10 : AM Peak Hour Link Count Calibration - Tayside Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|--------------------------------|-------|-----------|---------------------|-------------|-------------|------------|------------|
| 27 - Inbound | 36869 | 36870 A85 | Tayside Area | 417 | 494 | 18% | 3.6 |
| 27 - Inbound | 36653 | 36811 A9 | Tayside Area | 1314 | 1285 | -2% | 0.8 |
| 27 - Inbound | 36957 | 36956 A9 | Tayside Area | 1044 | 944 | -10% | 3.2 |
| 27 - Inbound - Total | | | Tayside Area | 2775 | 2723 | -2% | 1.0 |
| 27 - Outbound | 36870 | 36869 A85 | Tayside Area | 433 | 458 | 6% | 1.2 |
| 27 - Outbound | 36809 | 36822 A9 | Tayside Area | 850 | 977 | 15% | 4.2 |
| 27 - Outbound | 36954 | 36955 A9 | Tayside Area | 882 | 847 | -4% | 1.2 |
| 27 - Outbound - Total | | | Tayside Area | 2165 | 2282 | 5% | 2.5 |
| 28 - Northbound | 33349 | 38768 A92 | Tayside Area | 1778 | 1824 | 3% | 1.1 |
| 28 - Northbound | 37406 | 37322 M90 | Tayside Area | 1842 | 1634 | -11% | 5.0 |
| 28 - Northbound - Total | | | Tayside Area | 7517 | 7564 | 1% | 0.5 |
| 28 - Southbound | 38853 | 33350 A92 | Tayside Area | 901 | 927 | 3% | 0.9 |
| 28 - Southbound | 37324 | 37405 M90 | Tayside Area | 1395 | 1171 | -16% | 6.3 |
| 28 - Southbound - Total | | | Tayside Area | 2296 | 2098 | -9% | 4.2 |



Table H.11 : Inter Peak Hour Link Count Calibration - Tayside Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|--------------------------------|-------|-----------|---------------------|-------------|-------------|------------|------------|
| 27 - Inbound | 36869 | 36870 A85 | Tayside Area | 255 | 333 | 31% | 4.5 |
| 27 - Inbound | 36653 | 36811 A9 | Tayside Area | 851 | 802 | -6% | 1.7 |
| 27 - Inbound | 36957 | 36956 A9 | Tayside Area | 812 | 727 | -10% | 3.1 |
| 27 - Inbound - Total | | | Tayside Area | 1918 | 1862 | -3% | 1.3 |
| 27 - Outbound | 36870 | 36869 A85 | Tayside Area | 249 | 296 | 19% | 2.8 |
| 27 - Outbound | 36809 | 36822 A9 | Tayside Area | 949 | 915 | -4% | 1.1 |
| 27 - Outbound | 36954 | 36955 A9 | Tayside Area | 795 | 728 | -8% | 2.4 |
| 27 - Outbound - Total | | | Tayside Area | 1993 | 1939 | -3% | 1.2 |
| 28 - Northbound | 33349 | 38768 A92 | Tayside Area | 799 | 869 | 9% | 2.4 |
| 28 - Northbound | 37406 | 37322 M90 | Tayside Area | 1033 | 888 | -14% | 4.7 |
| 28 - Northbound - Total | | | Tayside Area | 5569 | 5339 | -4% | 3.1 |
| 28 - Southbound | 38853 | 33350 A92 | Tayside Area | 793 | 894 | 13% | 3.5 |
| 28 - Southbound | 37324 | 37405 M90 | Tayside Area | 1214 | 1045 | -14% | 5.0 |
| 28 - Southbound - Total | | | Tayside Area | 2007 | 1939 | -3% | 1.5 |

Table H.12 : PM Peak Hour Link Count Calibration - Tayside Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|--------------------------------|-------|-----------|---------------------|-------------|-------------|------------|------------|
| 27 - Inbound | 36869 | 36870 A85 | Tayside Area | 251 | 447 | 78% | 10.5 |
| 27 - Inbound | 36653 | 36811 A9 | Tayside Area | 1010 | 1110 | 10% | 3.1 |
| 27 - Inbound | 36957 | 36956 A9 | Tayside Area | 972 | 883 | -9% | 2.9 |
| 27 - Inbound - Total | | | Tayside Area | 2233 | 2440 | 9% | 4.3 |
| 27 - Outbound | 36870 | 36869 A85 | Tayside Area | 232 | 352 | 52% | 7.0 |
| 27 - Outbound | 36809 | 36822 A9 | Tayside Area | 1413 | 1324 | -6% | 2.4 |
| 27 - Outbound | 36954 | 36955 A9 | Tayside Area | 1180 | 1074 | -9% | 3.2 |
| 27 - Outbound - Total | | | Tayside Area | 2825 | 2750 | -3% | 1.4 |
| 28 - Northbound | 33349 | 38768 A92 | Tayside Area | 1044 | 1043 | 0% | 0.0 |
| 28 - Northbound | 37406 | 37322 M90 | Tayside Area | 1404 | 1223 | -13% | 5.0 |
| 28 - Northbound - Total | | | Tayside Area | 7866 | 7414 | -6% | 5.2 |
| 28 - Southbound | 38853 | 33350 A92 | Tayside Area | 1496 | 1527 | 2% | 0.8 |
| 28 - Southbound | 37324 | 37405 M90 | Tayside Area | 1705 | 1565 | -8% | 3.5 |
| 28 - Southbound - Total | | | Tayside Area | 3201 | 3092 | -3% | 1.9 |

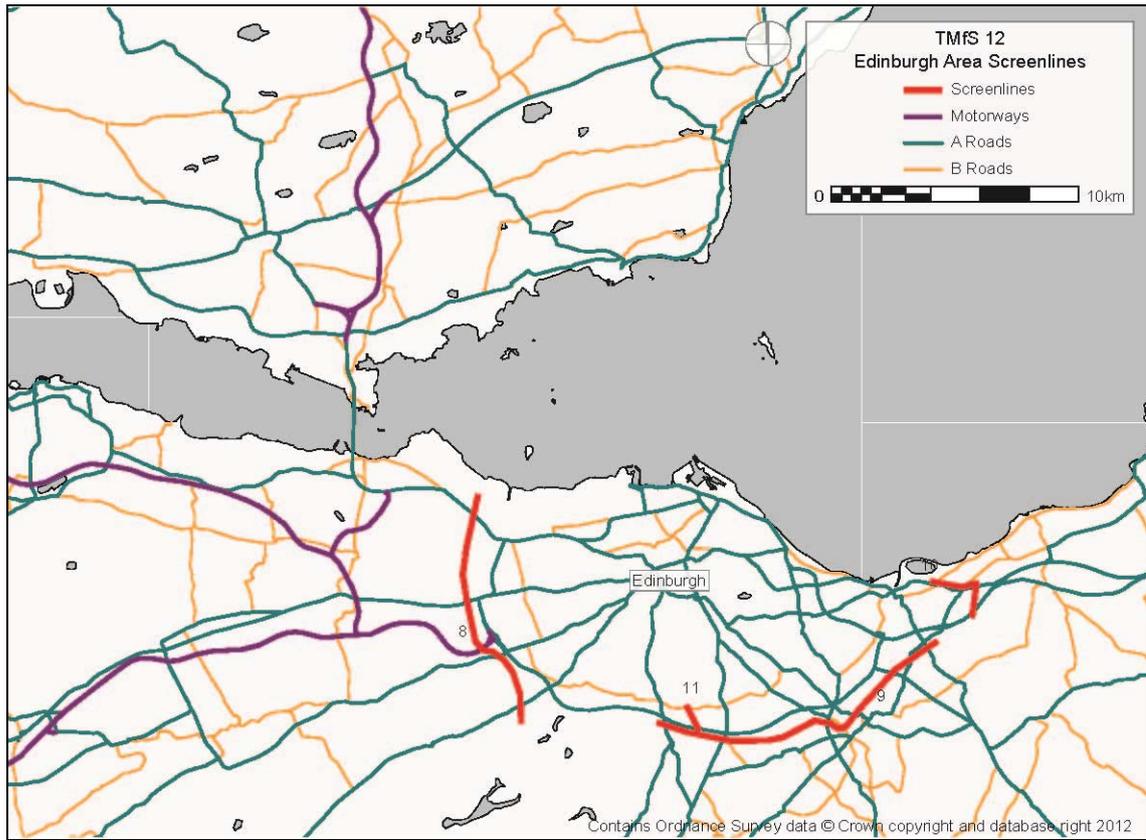


Figure H.5 : Edinburgh Area Screenlines



Table H.13 : AM Peak Hour Link Count Calibration - Edinburgh Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|-------------------------------|-------|---------------------------|-----------------------|--------------|--------------|-------------|------------|
| 8 - Eastbound | 8334 | 8335 A71 | Edinburgh Area | 1798 | 1653 | -8% | 3.5 |
| 8 - Eastbound | 8527 | 8301 A8 | Edinburgh Area | 2799 | 2629 | -6% | 3.3 |
| 8 - Eastbound | 8429 | 8437 M8 | Edinburgh Area | 4089 | 3786 | -7% | 4.8 |
| 8 - Eastbound | 8578 | 8564 A90 | Edinburgh Area | 2186 | 2458 | 12% | 5.6 |
| 8 - Eastbound | 8260 | 8274 A70 | Edinburgh Area | 590 | 722 | 22% | 5.2 |
| 8 - Eastbound - Total | | | Edinburgh Area | 11462 | 11248 | -2% | 2.0 |
| 8 - Westbound | 8335 | 8334 A71 | Edinburgh Area | 1478 | 1327 | -10% | 4.0 |
| 8 - Westbound | 8422 | 8428 M8 | Edinburgh Area | 2764 | 2419 | -12% | 6.8 |
| 8 - Westbound | 8528 | 8367 A8 | Edinburgh Area | 2181 | 2476 | 14% | 6.1 |
| 8 - Westbound | 8581 | 8579 A90 | Edinburgh Area | 1640 | 1988 | 21% | 8.2 |
| 8 - Westbound | 8274 | 8260 A70 | Edinburgh Area | 334 | 348 | 4% | 0.8 |
| 8 - Westbound - Total | | | Edinburgh Area | 8397 | 8558 | 2% | 1.7 |
| 9 - Inbound | 7357 | 9362 LASSWADE ROAD | Edinburgh Area | 798 | 689 | -14% | 4.0 |
| 9 - Inbound | 7750 | 7748 GILMERTON ROAD | Edinburgh Area | 450 | 249 | -45% | 10.8 |
| 9 - Inbound | 6012 | 6029 A6124 | Edinburgh Area | 261 | 213 | -18% | 3.1 |
| 9 - Inbound | 7377 | 7359 A701 | Edinburgh Area | 1153 | 953 | -17% | 6.2 |
| 9 - Inbound | 7688 | 7668 A7 | Edinburgh Area | 873 | 1076 | 23% | 6.5 |
| 9 - Inbound | 7363 | 7364 B702 | Edinburgh Area | 427 | 14 | -97% | 27.8 |
| 9 - Inbound | 8668 | 8659 A702 | Edinburgh Area | 1209 | 1324 | 10% | 3.2 |
| 9 - Inbound | 7784 | 7676 OLD DALKEITH ROAD | Edinburgh Area | 628 | 679 | 8% | 2.0 |
| 9 - Inbound | 67987 | 67975 A68 Dalkeith Bypass | Edinburgh Area | 823 | 945 | 15% | 4.1 |
| 9 - Inbound - Total | | | Edinburgh Area | 6622 | 6142 | -7% | 6.0 |
| 9 - Outbound | 6029 | 6012 A6124 | Edinburgh Area | 101 | 88 | -13% | 1.3 |
| 9 - Outbound | 7748 | 7750 GILMERTON ROAD | Edinburgh Area | 225 | 215 | -4% | 0.7 |
| 9 - Outbound | 9362 | 7357 LASSWADE ROAD | Edinburgh Area | 401 | 364 | -9% | 1.9 |
| 9 - Outbound | 7364 | 7363 B702 | Edinburgh Area | 321 | 14 | -96% | 23.7 |
| 9 - Outbound | 7668 | 7688 A7 | Edinburgh Area | 688 | 609 | -11% | 3.1 |
| 9 - Outbound | 7360 | 7375 A701 | Edinburgh Area | 837 | 853 | 2% | 0.6 |
| 9 - Outbound | 8659 | 8668 A702 | Edinburgh Area | 847 | 826 | -2% | 0.7 |
| 9 - Outbound | 7676 | 7784 OLD DALKEITH ROAD | Edinburgh Area | 479 | 366 | -24% | 5.5 |
| 9 - Outbound | 67975 | 67987 A68 Dalkeith Bypass | Edinburgh Area | 383 | 530 | 38% | 6.9 |
| 9 - Outbound - Total | | | Edinburgh Area | 4282 | 3865 | -10% | 6.5 |
| 10 - Eastbound | 6146 | 6147 B1348 | Edinburgh Area | 120 | 169 | 41% | 4.1 |
| 10 - Eastbound | 6077 | 6076 B1361 | Edinburgh Area | 221 | 160 | -28% | 4.4 |
| 10 - Eastbound | 6035 | 6036 A199 | Edinburgh Area | 261 | 368 | 41% | 6.0 |
| 10 - Eastbound | 6037 | 6038 A1 | Edinburgh Area | 1529 | 1364 | -11% | 4.3 |
| 10 - Eastbound - Total | | | Edinburgh Area | 2131 | 2061 | -3% | 1.5 |
| 10 - Westbound | 6076 | 6077 B1361 | Edinburgh Area | 412 | 319 | -23% | 4.9 |
| 10 - Westbound | 6036 | 6035 A199 | Edinburgh Area | 374 | 360 | -4% | 0.7 |
| 10 - Westbound | 6147 | 6146 B1348 | Edinburgh Area | 105 | 248 | 136% | 10.8 |
| 10 - Westbound | 6034 | 6033 A1 | Edinburgh Area | 2107 | 1917 | -9% | 4.2 |
| 10 - Westbound - Total | | | Edinburgh Area | 2998 | 2844 | -5% | 2.8 |
| 11 - Eastbound | 9274 | 9275 B701 | Edinburgh Area | 252 | 263 | 4% | 0.7 |
| 11 - Eastbound | 9272 | 9271 A720 | Edinburgh Area | 3146 | 3215 | 2% | 1.2 |
| 11 - Eastbound - Total | | | Edinburgh Area | 3398 | 3478 | 2% | 1.4 |
| 11 - Westbound | 9275 | 9274 B701 | Edinburgh Area | 454 | 449 | -1% | 0.2 |
| 11 - Westbound | 9287 | 9270 A720 | Edinburgh Area | 3271 | 3735 | 14% | 7.8 |
| 11 - Westbound - Total | | | Edinburgh Area | 3725 | 4184 | 12% | 7.3 |



Table H.14 : Inter Peak Hour Link Count Calibration - Edinburgh Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|-------------------------------|-------|---------------------------|-----------------------|-------------|-------------|------------|------------|
| 8 - Eastbound | 8334 | 8335 A71 | Edinburgh Area | 1180 | 1270 | 8% | 2.6 |
| 8 - Eastbound | 8527 | 8301 A8 | Edinburgh Area | 1286 | 1270 | -1% | 0.4 |
| 8 - Eastbound | 8429 | 8437 M8 | Edinburgh Area | 2067 | 1682 | -19% | 8.9 |
| 8 - Eastbound | 8578 | 8564 A90 | Edinburgh Area | 971 | 1404 | 45% | 12.6 |
| 8 - Eastbound | 8260 | 8274 A70 | Edinburgh Area | 471 | 351 | -25% | 5.9 |
| 8 - Eastbound - Total | | | Edinburgh Area | 5975 | 5977 | 0% | 0.0 |
| 8 - Westbound | 8335 | 8334 A71 | Edinburgh Area | 1250 | 1356 | 8% | 2.9 |
| 8 - Westbound | 8422 | 8428 M8 | Edinburgh Area | 2167 | 1684 | -22% | 11.0 |
| 8 - Westbound | 8528 | 8367 A8 | Edinburgh Area | 1659 | 1856 | 12% | 4.7 |
| 8 - Westbound | 8581 | 8579 A90 | Edinburgh Area | 1156 | 1547 | 34% | 10.6 |
| 8 - Westbound | 8274 | 8260 A70 | Edinburgh Area | 419 | 313 | -25% | 5.5 |
| 8 - Westbound - Total | | | Edinburgh Area | 6651 | 6756 | 2% | 1.3 |
| 9 - Inbound | 7357 | 9362 LASSWADE ROAD | Edinburgh Area | 302 | 351 | 16% | 2.7 |
| 9 - Inbound | 7750 | 7748 GILMERTON ROAD | Edinburgh Area | 187 | 42 | -78% | 13.6 |
| 9 - Inbound | 6012 | 6029 A6124 | Edinburgh Area | 91 | 71 | -22% | 2.2 |
| 9 - Inbound | 7377 | 7359 A701 | Edinburgh Area | 564 | 688 | 22% | 5.0 |
| 9 - Inbound | 7688 | 7668 A7 | Edinburgh Area | 545 | 632 | 16% | 3.6 |
| 9 - Inbound | 7363 | 7364 B702 | Edinburgh Area | 399 | 13 | -97% | 26.9 |
| 9 - Inbound | 8668 | 8659 A702 | Edinburgh Area | 579 | 649 | 12% | 2.8 |
| 9 - Inbound | 7784 | 7676 OLD DALKEITH ROAD | Edinburgh Area | 364 | 358 | -2% | 0.3 |
| 9 - Inbound | 67987 | 67975 A68 Dalkeith Bypass | Edinburgh Area | 418 | 553 | 32% | 6.1 |
| 9 - Inbound - Total | | | Edinburgh Area | 3449 | 3357 | -3% | 1.6 |
| 9 - Outbound | 6029 | 6012 A6124 | Edinburgh Area | 80 | 59 | -26% | 2.5 |
| 9 - Outbound | 7748 | 7750 GILMERTON ROAD | Edinburgh Area | 200 | 45 | -78% | 14.0 |
| 9 - Outbound | 9362 | 7357 LASSWADE ROAD | Edinburgh Area | 366 | 363 | -1% | 0.2 |
| 9 - Outbound | 7364 | 7363 B702 | Edinburgh Area | 430 | 13 | -97% | 28.0 |
| 9 - Outbound | 7668 | 7688 A7 | Edinburgh Area | 454 | 579 | 28% | 5.5 |
| 9 - Outbound | 7360 | 7375 A701 | Edinburgh Area | 713 | 716 | 0% | 0.1 |
| 9 - Outbound | 8659 | 8668 A702 | Edinburgh Area | 700 | 754 | 8% | 2.0 |
| 9 - Outbound | 7676 | 7784 OLD DALKEITH ROAD | Edinburgh Area | 378 | 331 | -12% | 2.5 |
| 9 - Outbound | 67975 | 67987 A68 Dalkeith Bypass | Edinburgh Area | 379 | 562 | 48% | 8.4 |
| 9 - Outbound - Total | | | Edinburgh Area | 3700 | 3422 | -8% | 4.7 |
| 10 - Eastbound | 6146 | 6147 B1348 | Edinburgh Area | 140 | 235 | 68% | 6.9 |
| 10 - Eastbound | 6077 | 6076 B1361 | Edinburgh Area | 238 | 175 | -26% | 4.4 |
| 10 - Eastbound | 6035 | 6036 A199 | Edinburgh Area | 274 | 330 | 20% | 3.2 |
| 10 - Eastbound | 6037 | 6038 A1 | Edinburgh Area | 1371 | 1181 | -14% | 5.3 |
| 10 - Eastbound - Total | | | Edinburgh Area | 2023 | 1921 | -5% | 2.3 |
| 10 - Westbound | 6076 | 6077 B1361 | Edinburgh Area | 239 | 193 | -19% | 3.1 |
| 10 - Westbound | 6036 | 6035 A199 | Edinburgh Area | 242 | 270 | 12% | 1.8 |
| 10 - Westbound | 6147 | 6146 B1348 | Edinburgh Area | 135 | 210 | 56% | 5.7 |
| 10 - Westbound | 6034 | 6033 A1 | Edinburgh Area | 1251 | 1181 | -6% | 2.0 |
| 10 - Westbound - Total | | | Edinburgh Area | 1867 | 1854 | -1% | 0.3 |
| 11 - Eastbound | 9274 | 9275 B701 | Edinburgh Area | 251 | 182 | -27% | 4.7 |
| 11 - Eastbound | 9272 | 9271 A720 | Edinburgh Area | 2194 | 2261 | 3% | 1.4 |
| 11 - Eastbound - Total | | | Edinburgh Area | 2445 | 2443 | 0% | 0.0 |
| 11 - Westbound | 9275 | 9274 B701 | Edinburgh Area | 257 | 198 | -23% | 3.9 |
| 11 - Westbound | 9287 | 9270 A720 | Edinburgh Area | 2356 | 2374 | 1% | 0.4 |
| 11 - Westbound - Total | | | Edinburgh Area | 2613 | 2572 | -2% | 0.8 |

Table H.15 : PM Peak Hour Link Count Calibration - Edinburgh Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|-------------------------------|-------|---------------------------|-----------------------|--------------|--------------|------------|-------------|
| 8 - Eastbound | 8334 | 8335 A71 | Edinburgh Area | 1626 | 1528 | -6% | 2.5 |
| 8 - Eastbound | 8527 | 8301 A8 | Edinburgh Area | 2187 | 2184 | 0% | 0.1 |
| 8 - Eastbound | 8429 | 8437 M8 | Edinburgh Area | 2358 | 2668 | 13% | 6.2 |
| 8 - Eastbound | 8578 | 8564 A90 | Edinburgh Area | 1705 | 1980 | 16% | 6.4 |
| 8 - Eastbound | 8260 | 8274 A70 | Edinburgh Area | 642 | 582 | -9% | 2.4 |
| 8 - Eastbound - Total | | | Edinburgh Area | 8518 | 8942 | 5% | 4.5 |
| 8 - Westbound | 8335 | 8334 A71 | Edinburgh Area | 1669 | 1578 | -5% | 2.3 |
| 8 - Westbound | 8422 | 8428 M8 | Edinburgh Area | 3730 | 3810 | 2% | 1.3 |
| 8 - Westbound | 8528 | 8367 A8 | Edinburgh Area | 2462 | 2469 | 0% | 0.1 |
| 8 - Westbound | 8581 | 8579 A90 | Edinburgh Area | 2372 | 2649 | 12% | 5.5 |
| 8 - Westbound | 8274 | 8260 A70 | Edinburgh Area | 748 | 807 | 8% | 2.1 |
| 8 - Westbound - Total | | | Edinburgh Area | 10981 | 11313 | 3% | 3.1 |
| 9 - Inbound | 7357 | 9362 LASSWADE ROAD | Edinburgh Area | 445 | 467 | 5% | 1.0 |
| 9 - Inbound | 7750 | 7748 GILMERTON ROAD | Edinburgh Area | 216 | 126 | -42% | 6.9 |
| 9 - Inbound | 6012 | 6029 A6124 | Edinburgh Area | 104 | 108 | 4% | 0.4 |
| 9 - Inbound | 7377 | 7359 A701 | Edinburgh Area | 707 | 817 | 16% | 4.0 |
| 9 - Inbound | 7688 | 7668 A7 | Edinburgh Area | 556 | 652 | 17% | 3.9 |
| 9 - Inbound | 7363 | 7364 B702 | Edinburgh Area | 429 | 17 | -96% | 27.6 |
| 9 - Inbound | 8668 | 8659 A702 | Edinburgh Area | 819 | 900 | 10% | 2.8 |
| 9 - Inbound | 7784 | 7676 OLD DALKEITH ROAD | Edinburgh Area | 506 | 575 | 14% | 3.0 |
| 9 - Inbound | 67987 | 67975 A68 Dalkeith Bypass | Edinburgh Area | 475 | 609 | 28% | 5.8 |
| 9 - Inbound - Total | | | Edinburgh Area | 4257 | 4271 | 0% | 0.2 |
| 9 - Outbound | 6029 | 6012 A6124 | Edinburgh Area | 197 | 179 | -9% | 1.3 |
| 9 - Outbound | 7748 | 7750 GILMERTON ROAD | Edinburgh Area | 372 | 537 | 44% | 7.7 |
| 9 - Outbound | 9362 | 7357 LASSWADE ROAD | Edinburgh Area | 900 | 883 | -2% | 0.6 |
| 9 - Outbound | 7364 | 7363 B702 | Edinburgh Area | 474 | 14 | -97% | 29.4 |
| 9 - Outbound | 7668 | 7688 A7 | Edinburgh Area | 929 | 1093 | 18% | 5.2 |
| 9 - Outbound | 7360 | 7375 A701 | Edinburgh Area | 1143 | 1106 | -3% | 1.1 |
| 9 - Outbound | 8659 | 8668 A702 | Edinburgh Area | 1294 | 1328 | 3% | 0.9 |
| 9 - Outbound | 7676 | 7784 OLD DALKEITH ROAD | Edinburgh Area | 556 | 299 | -46% | 12.4 |
| 9 - Outbound | 67975 | 67987 A68 Dalkeith Bypass | Edinburgh Area | 729 | 938 | 29% | 7.2 |
| 9 - Outbound - Total | | | Edinburgh Area | 6594 | 6377 | -3% | 2.7 |
| 10 - Eastbound | 6146 | 6147 B1348 | Edinburgh Area | 116 | 249 | 115% | 9.8 |
| 10 - Eastbound | 6077 | 6076 B1361 | Edinburgh Area | 465 | 346 | -26% | 5.9 |
| 10 - Eastbound | 6035 | 6036 A199 | Edinburgh Area | 373 | 519 | 39% | 6.9 |
| 10 - Eastbound | 6037 | 6038 A1 | Edinburgh Area | 2590 | 2126 | -18% | 9.6 |
| 10 - Eastbound - Total | | | Edinburgh Area | 3544 | 3240 | -9% | 5.2 |
| 10 - Westbound | 6076 | 6077 B1361 | Edinburgh Area | 302 | 227 | -25% | 4.6 |
| 10 - Westbound | 6036 | 6035 A199 | Edinburgh Area | 156 | 250 | 60% | 6.6 |
| 10 - Westbound | 6147 | 6146 B1348 | Edinburgh Area | 128 | 170 | 33% | 3.4 |
| 10 - Westbound | 6034 | 6033 A1 | Edinburgh Area | 1524 | 1474 | -3% | 1.3 |
| 10 - Westbound - Total | | | Edinburgh Area | 2110 | 2121 | 1% | 0.2 |
| 11 - Eastbound | 9274 | 9275 B701 | Edinburgh Area | 352 | 584 | 66% | 10.7 |
| 11 - Eastbound | 9272 | 9271 A720 | Edinburgh Area | 3424 | 4025 | 18% | 9.8 |
| 11 - Eastbound - Total | | | Edinburgh Area | 3776 | 4609 | 22% | 12.9 |
| 11 - Westbound | 9275 | 9274 B701 | Edinburgh Area | 363 | 360 | -1% | 0.2 |
| 11 - Westbound | 9287 | 9270 A720 | Edinburgh Area | 3139 | 3495 | 11% | 6.2 |
| 11 - Westbound - Total | | | Edinburgh Area | 3502 | 3855 | 10% | 5.8 |



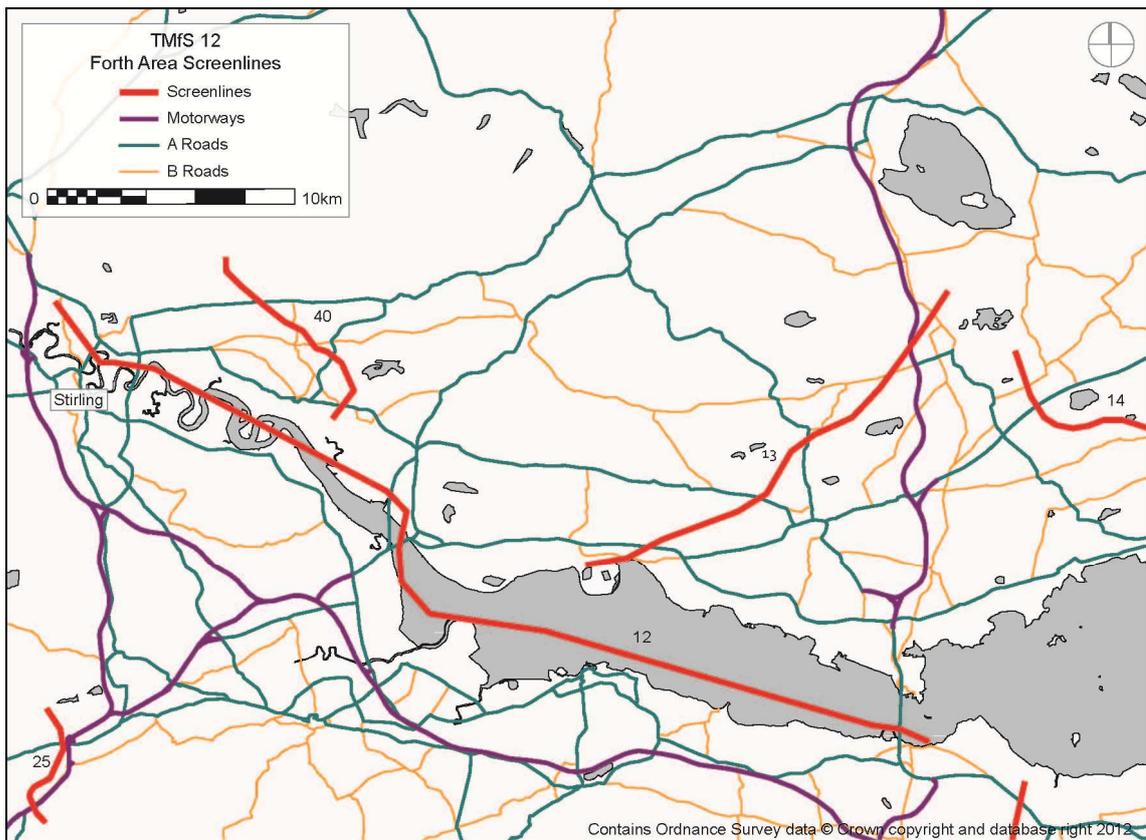


Figure H.6 : Forth Area Screenlines



Table H.16 : AM Peak Hour Link Count Calibration - Forth Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|--------------------------------|-------|-------------------------------|-----------------------|-------------|-------------|------------|------------|
| 12 - Northbound | 31724 | 31725 A9 | Forth Area | 555 | 650 | 17% | 3.9 |
| 12 - Northbound | 31425 | 31426 CORNTON ROAD | Forth Area | 200 | 257 | 29% | 3.8 |
| 12 - Northbound | 31705 | 31753 A91 | Forth Area | 765 | 685 | -10% | 3.0 |
| 12 - Northbound | 8166 | 8167 A90 | Forth Area | 3324 | 3257 | -2% | 1.2 |
| 12 - Northbound | 27021 | 33828 Kincardine Bridge | Forth Area | 746 | 787 | 5% | 1.5 |
| 12 - Northbound | 62004 | 62006 Clackmannanshire Bridge | Forth Area | 724 | 825 | 14% | 3.6 |
| 12 - Northbound - Total | | | Forth Area | 6314 | 6461 | 2% | 1.8 |
| 12 - Southbound | 31725 | 31724 A9 | Forth Area | 675 | 910 | 35% | 8.3 |
| 12 - Southbound | 31426 | 31425 CORNTON ROAD | Forth Area | 236 | 296 | 25% | 3.7 |
| 12 - Southbound | 31753 | 31705 A91 | Forth Area | 1244 | 1034 | -17% | 6.2 |
| 12 - Southbound | 8169 | 8168 A90 | Forth Area | 3750 | 3552 | -5% | 3.3 |
| 12 - Southbound | 33828 | 27021 Kincardine Bridge | Forth Area | 654 | 838 | 28% | 6.7 |
| 12 - Southbound | 62006 | 62004 Clackmannanshire Bridge | Forth Area | 1042 | 1051 | 1% | 0.3 |
| 12 - Southbound - Total | | | Forth Area | 7601 | 7681 | 1% | 0.9 |
| 13 - Northbound | 38450 | 38468 B996 | Forth Area | 130 | 143 | 10% | 1.1 |
| 13 - Northbound | 34192 | 34194 A823 | Forth Area | 155 | 146 | -6% | 0.7 |
| 13 - Northbound | 34035 | 34045 A907 | Forth Area | 281 | 284 | 1% | 0.2 |
| 13 - Northbound | 34679 | 34721 M90 | Forth Area | 1458 | 1276 | -12% | 4.9 |
| 13 - Northbound | 33944 | 33928 A985 | Forth Area | 601 | 752 | 25% | 5.8 |
| 13 - Northbound - Total | | | Forth Area | 2625 | 2601 | -1% | 0.5 |
| 13 - Southbound | 38468 | 38450 B996 | Forth Area | 172 | 165 | -4% | 0.5 |
| 13 - Southbound | 34194 | 34192 A823 | Forth Area | 245 | 270 | 10% | 1.6 |
| 13 - Southbound | 34045 | 34035 A907 | Forth Area | 492 | 449 | -9% | 2.0 |
| 13 - Southbound | 33928 | 33944 A985 | Forth Area | 676 | 772 | 14% | 3.6 |
| 13 - Southbound | 34722 | 34678 M90 | Forth Area | 1281 | 1176 | -8% | 3.0 |
| 13 - Southbound - Total | | | Forth Area | 2866 | 2832 | -1% | 0.6 |
| 14 - Northbound | 34911 | 34912 B981 | Edinburgh Area | 376 | 290 | -23% | 4.7 |
| 14 - Northbound | 35191 | 35202 A921 | Edinburgh Area | 431 | 377 | -13% | 2.7 |
| 14 - Northbound | 35074 | 35076 B925 | Edinburgh Area | 58 | 108 | 86% | 5.5 |
| 14 - Northbound | 35182 | 35223 B9157 | Edinburgh Area | 205 | 163 | -20% | 3.1 |
| 14 - Northbound | 34852 | 34894 A92 | Edinburgh Area | 1941 | 2038 | 5% | 2.2 |
| 14 - Northbound - Total | | | Edinburgh Area | 3011 | 2976 | -1% | 0.6 |
| 14 - Southbound | 34912 | 34911 B981 | Edinburgh Area | 451 | 338 | -25% | 5.7 |
| 14 - Southbound | 35223 | 35182 B9157 | Edinburgh Area | 241 | 156 | -35% | 6.0 |
| 14 - Southbound | 35202 | 35191 A921 | Edinburgh Area | 230 | 223 | -3% | 0.5 |
| 14 - Southbound | 35076 | 35074 B925 | Edinburgh Area | 63 | 153 | 143% | 8.7 |
| 14 - Southbound | 34893 | 34851 A92 | Edinburgh Area | 2197 | 2331 | 6% | 2.8 |
| 14 - Southbound - Total | | | Edinburgh Area | 3182 | 3201 | 1% | 0.3 |
| 25 - Northbound | 25140 | 25141 B816 | Forth Area | 955 | 958 | 0% | 0.1 |
| 25 - Northbound | 25564 | 25568 A803 | Forth Area | 745 | 682 | -8% | 2.4 |
| 25 - Northbound | 25106 | 25107 A80 | Forth Area | 3884 | 3484 | -10% | 6.6 |
| 25 - Northbound - Total | | | Forth Area | 5584 | 5124 | -8% | 6.3 |
| 25 - Southbound | 25568 | 25564 A803 | Forth Area | 365 | 386 | 6% | 1.1 |
| 25 - Southbound | 25143 | 25142 B816 | Forth Area | 587 | 597 | 2% | 0.4 |
| 25 - Southbound | 25139 | 25108 A80 | Forth Area | 2755 | 3145 | 14% | 7.2 |
| 25 - Southbound - Total | | | Forth Area | 3707 | 4128 | 11% | 6.7 |
| 40 - Eastbound | 32108 | 32080 COLLYLAND ROAD | Forth Area | 196 | 153 | -22% | 3.3 |
| 40 - Eastbound | 32095 | 32102 B908 | Forth Area | 120 | 170 | 42% | 4.2 |
| 40 - Eastbound | 32021 | 32022 A91 | Forth Area | 217 | 227 | 5% | 0.7 |
| 40 - Eastbound | 32168 | 32124 A907 | Forth Area | 472 | 632 | 34% | 6.8 |
| 40 - Eastbound | 31920 | 32013 A908 | Forth Area | 258 | 212 | -18% | 3.0 |
| 40 - Eastbound - Total | | | Forth Area | 1263 | 1394 | 10% | 3.6 |
| 40 - Westbound | 32102 | 32095 B908 | Forth Area | 163 | 196 | 20% | 2.5 |
| 40 - Westbound | 32080 | 32108 COLLYLAND ROAD | Forth Area | 265 | 230 | -13% | 2.2 |
| 40 - Westbound | 32124 | 32168 A907 | Forth Area | 709 | 742 | 5% | 1.2 |
| 40 - Westbound | 32022 | 32021 A91 | Forth Area | 411 | 493 | 20% | 3.9 |
| 40 - Westbound | 32013 | 31920 A908 | Forth Area | 301 | 276 | -8% | 1.5 |
| 40 - Westbound - Total | | | Forth Area | 1849 | 1937 | 5% | 2.0 |



Table H.17 : Inter Peak Hour Link Count Calibration - Forth Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|--------------------------------|-------|-------------------------------|-----------------------|-------------|-------------|------------|------------|
| 12 - Northbound | 31724 | 31725 A9 | Forth Area | 529 | 577 | 9% | 2.0 |
| 12 - Northbound | 31425 | 31426 CORNTON ROAD | Forth Area | 236 | 217 | -8% | 1.3 |
| 12 - Northbound | 31705 | 31753 A91 | Forth Area | 825 | 661 | -20% | 6.0 |
| 12 - Northbound | 8166 | 8167 A90 | Forth Area | 2203 | 2240 | 2% | 0.8 |
| 12 - Northbound | 27021 | 33828 Kincardine Bridge | Forth Area | 361 | 410 | 14% | 2.5 |
| 12 - Northbound | 62004 | 62006 Clackmannanshire Bridge | Forth Area | 511 | 574 | 12% | 2.7 |
| 12 - Northbound - Total | | | Forth Area | 4665 | 4679 | 0% | 0.2 |
| 12 - Southbound | 31725 | 31724 A9 | Forth Area | 542 | 612 | 13% | 2.9 |
| 12 - Southbound | 31426 | 31425 CORNTON ROAD | Forth Area | 217 | 223 | 3% | 0.4 |
| 12 - Southbound | 31753 | 31705 A91 | Forth Area | 837 | 685 | -18% | 5.5 |
| 12 - Southbound | 8169 | 8168 A90 | Forth Area | 2267 | 2238 | -1% | 0.6 |
| 12 - Southbound | 33828 | 27021 Kincardine Bridge | Forth Area | 367 | 424 | 16% | 2.9 |
| 12 - Southbound | 62006 | 62004 Clackmannanshire Bridge | Forth Area | 508 | 583 | 15% | 3.2 |
| 12 - Southbound - Total | | | Forth Area | 4738 | 4765 | 1% | 0.4 |
| 13 - Northbound | 38450 | 38468 B996 | Forth Area | 121 | 128 | 6% | 0.6 |
| 13 - Northbound | 34192 | 34194 A823 | Forth Area | 141 | 106 | -25% | 3.1 |
| 13 - Northbound | 34035 | 34045 A907 | Forth Area | 249 | 302 | 21% | 3.2 |
| 13 - Northbound | 34679 | 34721 M90 | Forth Area | 910 | 860 | -5% | 1.7 |
| 13 - Northbound | 33944 | 33928 A985 | Forth Area | 308 | 377 | 22% | 3.7 |
| 13 - Northbound - Total | | | Forth Area | 1729 | 1773 | 3% | 1.1 |
| 13 - Southbound | 38468 | 38450 B996 | Forth Area | 119 | 142 | 19% | 2.0 |
| 13 - Southbound | 34194 | 34192 A823 | Forth Area | 144 | 134 | -7% | 0.8 |
| 13 - Southbound | 34045 | 34035 A907 | Forth Area | 263 | 334 | 27% | 4.1 |
| 13 - Southbound | 33928 | 33944 A985 | Forth Area | 323 | 407 | 26% | 4.4 |
| 13 - Southbound | 34722 | 34678 M90 | Forth Area | 1011 | 913 | -10% | 3.2 |
| 13 - Southbound - Total | | | Forth Area | 1860 | 1930 | 4% | 1.6 |
| 14 - Northbound | 34911 | 34912 B981 | Edinburgh Area | 377 | 278 | -26% | 5.5 |
| 14 - Northbound | 35191 | 35202 A921 | Edinburgh Area | 309 | 264 | -15% | 2.7 |
| 14 - Northbound | 35074 | 35076 B925 | Edinburgh Area | 43 | 118 | 174% | 8.4 |
| 14 - Northbound | 35182 | 35223 B9157 | Edinburgh Area | 136 | 100 | -26% | 3.3 |
| 14 - Northbound | 34852 | 34894 A92 | Edinburgh Area | 1501 | 1527 | 2% | 0.7 |
| 14 - Northbound - Total | | | Edinburgh Area | 2366 | 2287 | -3% | 1.6 |
| 14 - Southbound | 34912 | 34911 B981 | Edinburgh Area | 359 | 264 | -26% | 5.4 |
| 14 - Southbound | 35223 | 35182 B9157 | Edinburgh Area | 140 | 104 | -26% | 3.3 |
| 14 - Southbound | 35202 | 35191 A921 | Edinburgh Area | 296 | 249 | -16% | 2.8 |
| 14 - Southbound | 35076 | 35074 B925 | Edinburgh Area | 33 | 117 | 255% | 9.7 |
| 14 - Southbound | 34893 | 34851 A92 | Edinburgh Area | 1481 | 1513 | 2% | 0.8 |
| 14 - Southbound - Total | | | Edinburgh Area | 2309 | 2247 | -3% | 1.3 |
| 25 - Northbound | 25140 | 25141 B816 | Forth Area | 519 | 543 | 5% | 1.0 |
| 25 - Northbound | 25564 | 25568 A803 | Forth Area | 306 | 329 | 8% | 1.3 |
| 25 - Northbound | 25106 | 25107 A80 | Forth Area | 2037 | 2091 | 3% | 1.2 |
| 25 - Northbound - Total | | | Forth Area | 2862 | 2963 | 4% | 1.9 |
| 25 - Southbound | 25568 | 25564 A803 | Forth Area | 285 | 316 | 11% | 1.8 |
| 25 - Southbound | 25143 | 25142 B816 | Forth Area | 613 | 534 | -13% | 3.3 |
| 25 - Southbound | 25139 | 25108 A80 | Forth Area | 1795 | 2037 | 13% | 5.5 |
| 25 - Southbound - Total | | | Forth Area | 2693 | 2887 | 7% | 3.7 |
| 40 - Eastbound | 32108 | 32080 COLLYLAND ROAD | Forth Area | 161 | 127 | -21% | 2.8 |
| 40 - Eastbound | 32095 | 32102 B908 | Forth Area | 128 | 153 | 20% | 2.1 |
| 40 - Eastbound | 32021 | 32022 A91 | Forth Area | 0 | 0 | 0% | 0.0 |
| 40 - Eastbound | 32168 | 32124 A907 | Forth Area | 0 | 0 | 0% | 0.0 |
| 40 - Eastbound | 31920 | 32013 A908 | Forth Area | 0 | 0 | 0% | 0.0 |
| 40 - Eastbound - Total | | | Forth Area | 289 | 280 | -3% | 0.5 |
| 40 - Westbound | 32102 | 32095 B908 | Forth Area | 127 | 159 | 25% | 2.7 |
| 40 - Westbound | 32080 | 32108 COLLYLAND ROAD | Forth Area | 141 | 125 | -11% | 1.4 |
| 40 - Westbound | 32124 | 32168 A907 | Forth Area | 0 | 0 | 0% | 0.0 |
| 40 - Westbound | 32022 | 32021 A91 | Forth Area | 0 | 0 | 0% | 0.0 |
| 40 - Westbound | 32013 | 31920 A908 | Forth Area | 0 | 0 | 0% | 0.0 |
| 40 - Westbound - Total | | | Forth Area | 268 | 284 | 6% | 1.0 |



Table H.18 : PM Peak Hour Link Count Calibration - Forth Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|--------------------------------|-------|-------------------------------|-----------------------|-------------|-------------|------------|------------|
| 12 - Northbound | 31724 | 31725 A9 | Forth Area | 827 | 928 | 12% | 3.4 |
| 12 - Northbound | 31425 | 31426 CORNTON ROAD | Forth Area | 327 | 302 | -8% | 1.4 |
| 12 - Northbound | 31705 | 31753 A91 | Forth Area | 1430 | 1018 | -29% | 11.8 |
| 12 - Northbound | 8166 | 8167 A90 | Forth Area | 3835 | 3715 | -3% | 2.0 |
| 12 - Northbound | 27021 | 33828 Kincardine Bridge | Forth Area | 735 | 882 | 20% | 5.2 |
| 12 - Northbound | 62004 | 62006 Clackmannanshire Bridge | Forth Area | 1029 | 1025 | 0% | 0.1 |
| 12 - Northbound - Total | | | Forth Area | 8183 | 7870 | -4% | 3.5 |
| 12 - Southbound | 31724 | 31724 A9 | Forth Area | 654 | 784 | 20% | 4.8 |
| 12 - Southbound | 31426 | 31425 CORNTON ROAD | Forth Area | 267 | 270 | 1% | 0.2 |
| 12 - Southbound | 31753 | 31705 A91 | Forth Area | 1067 | 810 | -24% | 8.4 |
| 12 - Southbound | 8169 | 8168 A90 | Forth Area | 3333 | 3226 | -3% | 1.9 |
| 12 - Southbound | 33828 | 27021 Kincardine Bridge | Forth Area | 735 | 782 | 6% | 1.7 |
| 12 - Southbound | 62006 | 62004 Clackmannanshire Bridge | Forth Area | 726 | 803 | 11% | 2.8 |
| 12 - Southbound - Total | | | Forth Area | 6782 | 6675 | -2% | 1.3 |
| 13 - Northbound | 38450 | 38468 B996 | Forth Area | 184 | 179 | -3% | 0.4 |
| 13 - Northbound | 34192 | 34194 A823 | Forth Area | 190 | 177 | -7% | 1.0 |
| 13 - Northbound | 34035 | 34045 A907 | Forth Area | 398 | 426 | 7% | 1.4 |
| 13 - Northbound | 34679 | 34721 M90 | Forth Area | 1344 | 1329 | -1% | 0.4 |
| 13 - Northbound | 33944 | 33928 A985 | Forth Area | 639 | 746 | 17% | 4.1 |
| 13 - Northbound - Total | | | Forth Area | 2755 | 2857 | 4% | 1.9 |
| 13 - Southbound | 38468 | 38450 B996 | Forth Area | 159 | 172 | 8% | 1.0 |
| 13 - Southbound | 34194 | 34192 A823 | Forth Area | 172 | 242 | 41% | 4.9 |
| 13 - Southbound | 34045 | 34035 A907 | Forth Area | 340 | 378 | 11% | 2.0 |
| 13 - Southbound | 33928 | 33944 A985 | Forth Area | 614 | 780 | 27% | 6.3 |
| 13 - Southbound | 34722 | 34678 M90 | Forth Area | 1470 | 1416 | -4% | 1.4 |
| 13 - Southbound - Total | | | Forth Area | 2755 | 2988 | 8% | 4.3 |
| 14 - Northbound | 34911 | 34912 B981 | Edinburgh Area | 520 | 334 | -36% | 9.0 |
| 14 - Northbound | 35191 | 35202 A921 | Edinburgh Area | 325 | 282 | -13% | 2.5 |
| 14 - Northbound | 35074 | 35076 B925 | Edinburgh Area | 74 | 160 | 116% | 8.0 |
| 14 - Northbound | 35182 | 35223 B9157 | Edinburgh Area | 192 | 128 | -33% | 5.1 |
| 14 - Northbound | 34852 | 34894 A92 | Edinburgh Area | 2369 | 2385 | 1% | 0.3 |
| 14 - Northbound - Total | | | Edinburgh Area | 3480 | 3289 | -5% | 3.3 |
| 14 - Southbound | 34912 | 34911 B981 | Edinburgh Area | 484 | 349 | -28% | 6.6 |
| 14 - Southbound | 35223 | 35182 B9157 | Edinburgh Area | 211 | 133 | -37% | 5.9 |
| 14 - Southbound | 35202 | 35191 A921 | Edinburgh Area | 559 | 424 | -24% | 6.1 |
| 14 - Southbound | 35076 | 35074 B925 | Edinburgh Area | 79 | 174 | 120% | 8.4 |
| 14 - Southbound | 34893 | 34851 A92 | Edinburgh Area | 2016 | 1997 | -1% | 0.4 |
| 14 - Southbound - Total | | | Edinburgh Area | 3349 | 3077 | -8% | 4.8 |
| 25 - Northbound | 25140 | 25141 B816 | Forth Area | 578 | 719 | 24% | 5.5 |
| 25 - Northbound | 25564 | 25568 A803 | Forth Area | 464 | 427 | -8% | 1.8 |
| 25 - Northbound | 25106 | 25107 A80 | Forth Area | 3256 | 3497 | 7% | 4.1 |
| 25 - Northbound - Total | | | Forth Area | 4298 | 4643 | 8% | 5.2 |
| 25 - Southbound | 25568 | 25564 A803 | Forth Area | 674 | 702 | 4% | 1.1 |
| 25 - Southbound | 25143 | 25142 B816 | Forth Area | 967 | 892 | -8% | 2.5 |
| 25 - Southbound | 25139 | 25108 A80 | Forth Area | 3102 | 3464 | 12% | 6.3 |
| 25 - Southbound - Total | | | Forth Area | 4743 | 5058 | 7% | 4.5 |
| 40 - Eastbound | 32108 | 32080 COLLYLAND ROAD | Forth Area | 312 | 222 | -29% | 5.5 |
| 40 - Eastbound | 32095 | 32102 B908 | Forth Area | 193 | 221 | 15% | 1.9 |
| 40 - Eastbound | 32021 | 32022 A91 | Forth Area | 457 | 557 | 22% | 4.4 |
| 40 - Eastbound | 32168 | 32124 A907 | Forth Area | 741 | 867 | 17% | 4.4 |
| 40 - Eastbound | 31920 | 32013 A908 | Forth Area | 355 | 332 | -6% | 1.2 |
| 40 - Eastbound - Total | | | Forth Area | 2058 | 2199 | 7% | 3.1 |
| 40 - Westbound | 32102 | 32095 B908 | Forth Area | 158 | 209 | 32% | 3.8 |
| 40 - Westbound | 32080 | 32108 COLLYLAND ROAD | Forth Area | 210 | 165 | -21% | 3.3 |
| 40 - Westbound | 32124 | 32168 A907 | Forth Area | 516 | 673 | 30% | 6.4 |
| 40 - Westbound | 32022 | 32021 A91 | Forth Area | 300 | 319 | 6% | 1.1 |
| 40 - Westbound | 32013 | 31920 A908 | Forth Area | 306 | 266 | -13% | 2.4 |
| 40 - Westbound - Total | | | Forth Area | 1490 | 1632 | 10% | 3.6 |



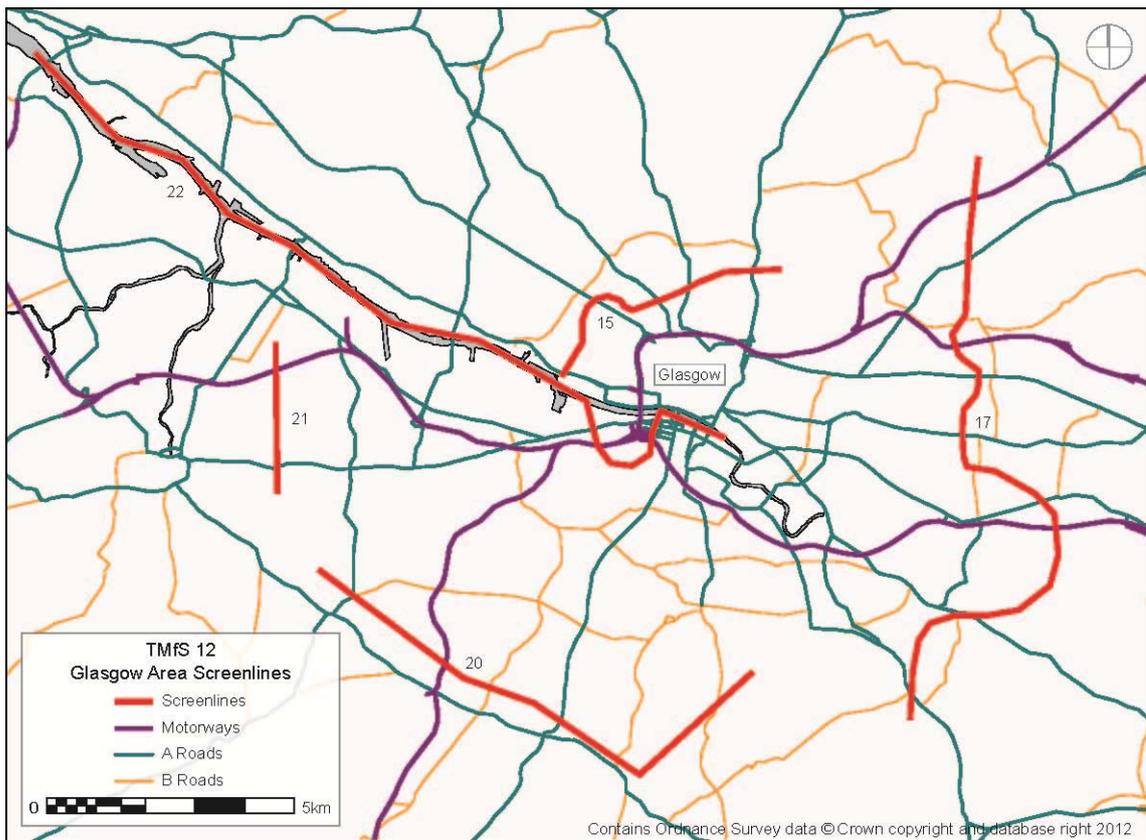


Figure H.7 : Glasgow Area Screenlines



Table H.19 : AM Peak Hour Link Count Calibration - Glasgow Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | Total PCU | Total PCU | % Diff | GEH |
|--------------------------------|-------|------------------------|---------------------|--------------|--------------|------------|-------------|
| 15 - Inbound | 57961 | 57963 Maryhill Road | Glasgow Area | 587 | 971 | 65% | 13.8 |
| 15 - Inbound | 21550 | 21549 A82 | Glasgow Area | 1348 | 1685 | 25% | 8.7 |
| 15 - Inbound | 57138 | 57137 ARGYLE STREET | Glasgow Area | 244 | 511 | 109% | 13.7 |
| 15 - Inbound | 22277 | 22260 A803 | Glasgow Area | 1535 | 1790 | 17% | 6.3 |
| 15 - Inbound | 21717 | 21545 SARACEN STREET | Glasgow Area | 804 | 1026 | 28% | 7.3 |
| 15 - Inbound | 21579 | 21578 A81 | Glasgow Area | 804 | 698 | -13% | 3.9 |
| 15 - Inbound | 21219 | 21300 A814 | Glasgow Area | 3040 | 2338 | -23% | 13.5 |
| 15 - Inbound - Total | | | Glasgow Area | 8362 | 9019 | 8% | 7.0 |
| 15 - Outbound | 57963 | 57961 Maryhill Road | Glasgow Area | 424 | 677 | 60% | 10.8 |
| 15 - Outbound | 22258 | 22261 A803 | Glasgow Area | 896 | 1070 | 19% | 5.5 |
| 15 - Outbound | 21545 | 21717 SARACEN STREET | Glasgow Area | 468 | 503 | 7% | 1.6 |
| 15 - Outbound | 21578 | 21579 A81 | Glasgow Area | 591 | 564 | -5% | 1.1 |
| 15 - Outbound | 57137 | 57138 ARGYLE STREET | Glasgow Area | 648 | 872 | 35% | 8.1 |
| 15 - Outbound | 21549 | 21550 A82 | Glasgow Area | 558 | 904 | 62% | 12.8 |
| 15 - Outbound | 21305 | 21218 A814 | Glasgow Area | 1706 | 2020 | 18% | 7.3 |
| 15 - Outbound - Total | | | Glasgow Area | 5291 | 6610 | 25% | 17.1 |
| 17 - Eastbound | 12424 | 12402 B759 | Glasgow Area | 421 | 503 | 19% | 3.8 |
| 17 - Eastbound | 22200 | 22679 A8 | Glasgow Area | 178 | 285 | 60% | 7.0 |
| 17 - Eastbound | 12133 | 12132 A749 | Glasgow Area | 1155 | 924 | -20% | 7.2 |
| 17 - Eastbound | 12380 | 12403 A724 | Glasgow Area | 436 | 568 | 30% | 5.9 |
| 17 - Eastbound | 22323 | 22771 CUMBERNAULD ROAD | Glasgow Area | 538 | 492 | -9% | 2.0 |
| 17 - Eastbound | 22249 | 22252 M8 | Glasgow Area | 3874 | 3473 | -10% | 6.6 |
| 17 - Eastbound | 22460 | 22507 M74 | Glasgow Area | 3337 | 3712 | 11% | 6.3 |
| 17 - Eastbound | 22422 | 22883 M80 | Glasgow Area | 2226 | 2168 | -3% | 1.2 |
| 17 - Eastbound - Total | | | Glasgow Area | 12165 | 12125 | 0% | 0.4 |
| 17 - Westbound | 12402 | 12424 B759 | Glasgow Area | 560 | 784 | 40% | 8.6 |
| 17 - Westbound | 22771 | 22323 CUMBERNAULD ROAD | Glasgow Area | 311 | 455 | 46% | 7.4 |
| 17 - Westbound | 22680 | 22183 A8 | Glasgow Area | 419 | 338 | -19% | 4.2 |
| 17 - Westbound | 12403 | 12380 A724 | Glasgow Area | 587 | 777 | 32% | 7.3 |
| 17 - Westbound | 12145 | 12144 A749 | Glasgow Area | 1197 | 1025 | -14% | 5.2 |
| 17 - Westbound | 22882 | 22423 M80 | Glasgow Area | 3474 | 3118 | -10% | 6.2 |
| 17 - Westbound | 22251 | 22246 M8 | Glasgow Area | 4778 | 4350 | -9% | 6.3 |
| 17 - Westbound | 22506 | 22459 M74 | Glasgow Area | 4958 | 4972 | 0% | 0.2 |
| 17 - Westbound - Total | | | Glasgow Area | 16284 | 15819 | -3% | 3.7 |
| 20 - Northbound | 19691 | 19689 B767 | Glasgow Area | 715 | 547 | -23% | 6.7 |
| 20 - Northbound | 19452 | 19453 B769 | Glasgow Area | 724 | 576 | -20% | 5.8 |
| 20 - Northbound | 20422 | 20450 CARMUNNOCK ROAD | Glasgow Area | 1053 | 948 | -10% | 3.3 |
| 20 - Northbound | 19579 | 19580 A77 | Glasgow Area | 785 | 904 | 15% | 4.1 |
| 20 - Northbound | 57414 | 57408 PEAT ROAD | Glasgow Area | 470 | 437 | -7% | 1.5 |
| 20 - Northbound | 19788 | 19803 M77 | Glasgow Area | 3789 | 3707 | -2% | 1.3 |
| 20 - Northbound | 19807 | 19808 A736 | Glasgow Area | 976 | 1229 | 26% | 7.6 |
| 20 - Northbound - Total | | | Glasgow Area | 8512 | 8348 | -2% | 1.8 |
| 20 - Southbound | 19689 | 19691 B767 | Glasgow Area | 571 | 502 | -12% | 3.0 |
| 20 - Southbound | 19453 | 19452 B769 | Glasgow Area | 372 | 365 | -2% | 0.4 |
| 20 - Southbound | 19580 | 19579 A77 | Glasgow Area | 457 | 467 | 2% | 0.5 |
| 20 - Southbound | 20446 | 20449 CARMUNNOCK ROAD | Glasgow Area | 498 | 558 | 12% | 2.6 |
| 20 - Southbound | 57409 | 57413 PEAT ROAD | Glasgow Area | 250 | 263 | 5% | 0.8 |
| 20 - Southbound | 19804 | 19785 M77 | Glasgow Area | 2731 | 2283 | -16% | 8.9 |
| 20 - Southbound | 19810 | 19809 A736 | Glasgow Area | 680 | 897 | 32% | 7.7 |
| 20 - Southbound - Total | | | Glasgow Area | 5559 | 5335 | -4% | 3.0 |
| 21 - Eastbound | 28977 | 28979 A761 | Glasgow Area | 382 | 744 | 95% | 15.3 |
| 21 - Eastbound | 28779 | 29037 M8 | Glasgow Area | 6137 | 5602 | -9% | 7.0 |
| 21 - Eastbound - Total | | | Glasgow Area | 6519 | 6346 | -3% | 2.2 |
| 21 - Westbound | 28979 | 28977 A761 | Glasgow Area | 681 | 697 | 2% | 0.6 |
| 21 - Westbound | 29038 | 28788 M8 | Glasgow Area | 4873 | 4584 | -6% | 4.2 |
| 21 - Westbound - Total | | | Glasgow Area | 5554 | 5281 | -5% | 3.7 |
| 22 - Northbound | 20972 | 20976 A8 | Glasgow Area | 854 | 1035 | 21% | 5.9 |
| 22 - Northbound | 20958 | 20959 A77 | Glasgow Area | 1994 | 1007 | -49% | 25.5 |
| 22 - Northbound | 28884 | 29970 A898 | Glasgow Area | 2016 | 1941 | -4% | 1.7 |
| 22 - Northbound | 20281 | 20386 A739 | Glasgow Area | 2985 | 2286 | -23% | 13.6 |
| 22 - Northbound | 21130 | 21126 M8 | Glasgow Area | 5509 | 5744 | 4% | 3.1 |
| 22 - Northbound | 21000 | 57049 M8 | Glasgow Area | 1974 | 2426 | 23% | 9.6 |
| 22 - Northbound - Total | | | Glasgow Area | 15332 | 14439 | -6% | 7.3 |
| 22 - Southbound | 20961 | 20960 A77 | Glasgow Area | 677 | 707 | 4% | 1.1 |
| 22 - Southbound | 20937 | 20936 A8 | Glasgow Area | 869 | 859 | -1% | 0.3 |
| 22 - Southbound | 29971 | 28885 A898 | Glasgow Area | 1887 | 1778 | -6% | 2.5 |
| 22 - Southbound | 20385 | 20346 A739 | Glasgow Area | 1925 | 1937 | 1% | 0.3 |
| 22 - Southbound | 21125 | 21132 M8 | Glasgow Area | 4777 | 4267 | -11% | 7.6 |
| 22 - Southbound | 57050 | 21001 M8 | Glasgow Area | 1518 | 1704 | 12% | 4.6 |
| 22 - Southbound - Total | | | Glasgow Area | 11653 | 11252 | -3% | 3.7 |



Table H.20 : Inter Peak Hour Link Count Calibration - Glasgow Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | Total PCU | Total PCU | % Diff | GEH |
|--------------------------------|-------|------------------------|---------------------|-------------|-------------|------------|-------------|
| 15 - Inbound | 57961 | 57963 Maryhill Road | Glasgow Area | 409 | 647 | 58% | 10.4 |
| 15 - Inbound | 21550 | 21549 A82 | Glasgow Area | 696 | 925 | 33% | 8.0 |
| 15 - Inbound | 57138 | 57137 ARGYLE STREET | Glasgow Area | 284 | 510 | 80% | 11.3 |
| 15 - Inbound | 22277 | 22260 A803 | Glasgow Area | 803 | 1046 | 30% | 8.0 |
| 15 - Inbound | 21717 | 21545 SARACEN STREET | Glasgow Area | 435 | 521 | 20% | 3.9 |
| 15 - Inbound | 21579 | 21578 A81 | Glasgow Area | 549 | 447 | -19% | 4.6 |
| 15 - Inbound | 21219 | 21300 A814 | Glasgow Area | 1638 | 1764 | 8% | 3.1 |
| 15 - Inbound - Total | | | Glasgow Area | 4814 | 5860 | 22% | 14.3 |
| 15 - Outbound | 57963 | 57961 Maryhill Road | Glasgow Area | 402 | 888 | 121% | 19.1 |
| 15 - Outbound | 22258 | 22261 A803 | Glasgow Area | 789 | 1033 | 31% | 8.1 |
| 15 - Outbound | 21545 | 21717 SARACEN STREET | Glasgow Area | 572 | 577 | 1% | 0.2 |
| 15 - Outbound | 21578 | 21579 A81 | Glasgow Area | 560 | 302 | -46% | 12.4 |
| 15 - Outbound | 57137 | 57138 ARGYLE STREET | Glasgow Area | 421 | 549 | 30% | 5.8 |
| 15 - Outbound | 21549 | 21550 A82 | Glasgow Area | 584 | 786 | 35% | 7.7 |
| 15 - Outbound | 21305 | 21218 A814 | Glasgow Area | 1292 | 1515 | 17% | 6.0 |
| 15 - Outbound - Total | | | Glasgow Area | 4620 | 5650 | 22% | 14.4 |
| 17 - Eastbound | 12424 | 12402 B759 | Glasgow Area | 310 | 456 | 47% | 7.5 |
| 17 - Eastbound | 22200 | 22679 A8 | Glasgow Area | 177 | 240 | 36% | 4.4 |
| 17 - Eastbound | 12133 | 12132 A749 | Glasgow Area | 621 | 605 | -3% | 0.6 |
| 17 - Eastbound | 12380 | 12403 A724 | Glasgow Area | 473 | 600 | 27% | 5.5 |
| 17 - Eastbound | 22323 | 22771 CUMBERNAULD ROAD | Glasgow Area | 250 | 291 | 16% | 2.5 |
| 17 - Eastbound | 22249 | 22252 M8 | Glasgow Area | 3276 | 3013 | -8% | 4.7 |
| 17 - Eastbound | 22460 | 22507 M74 | Glasgow Area | 2101 | 2374 | 13% | 5.8 |
| 17 - Eastbound | 22422 | 22883 M80 | Glasgow Area | 1781 | 1894 | 6% | 2.6 |
| 17 - Eastbound - Total | | | Glasgow Area | 8989 | 9473 | 5% | 5.0 |
| 17 - Westbound | 12402 | 12424 B759 | Glasgow Area | 342 | 425 | 24% | 4.2 |
| 17 - Westbound | 22771 | 22323 CUMBERNAULD ROAD | Glasgow Area | 283 | 346 | 22% | 3.6 |
| 17 - Westbound | 22680 | 22183 A8 | Glasgow Area | 175 | 213 | 22% | 2.7 |
| 17 - Westbound | 12403 | 12380 A724 | Glasgow Area | 436 | 584 | 34% | 6.6 |
| 17 - Westbound | 12145 | 12144 A749 | Glasgow Area | 708 | 722 | 2% | 0.5 |
| 17 - Westbound | 22882 | 22423 M80 | Glasgow Area | 1774 | 1802 | 2% | 0.7 |
| 17 - Westbound | 22251 | 22246 M8 | Glasgow Area | 3067 | 2961 | -3% | 1.9 |
| 17 - Westbound | 22506 | 22459 M74 | Glasgow Area | 2132 | 2267 | 6% | 2.9 |
| 17 - Westbound - Total | | | Glasgow Area | 8917 | 9320 | 5% | 4.2 |
| 20 - Northbound | 19691 | 19689 B767 | Glasgow Area | 496 | 430 | -13% | 3.1 |
| 20 - Northbound | 19452 | 19453 B769 | Glasgow Area | 463 | 399 | -14% | 3.1 |
| 20 - Northbound | 20422 | 20450 CARMUNNOCK ROAD | Glasgow Area | 446 | 585 | 31% | 6.1 |
| 20 - Northbound | 19579 | 19580 A77 | Glasgow Area | 601 | 548 | -9% | 2.2 |
| 20 - Northbound | 57414 | 57408 PEAT ROAD | Glasgow Area | 310 | 311 | 0% | 0.1 |
| 20 - Northbound | 19788 | 19803 M77 | Glasgow Area | 2312 | 2162 | -6% | 3.2 |
| 20 - Northbound | 19807 | 19808 A736 | Glasgow Area | 577 | 903 | 56% | 12.0 |
| 20 - Northbound - Total | | | Glasgow Area | 5205 | 5338 | 3% | 1.8 |
| 20 - Southbound | 19689 | 19691 B767 | Glasgow Area | 435 | 344 | -21% | 4.6 |
| 20 - Southbound | 19453 | 19452 B769 | Glasgow Area | 462 | 427 | -8% | 1.7 |
| 20 - Southbound | 19580 | 19579 A77 | Glasgow Area | 573 | 553 | -3% | 0.8 |
| 20 - Southbound | 20446 | 20449 CARMUNNOCK ROAD | Glasgow Area | 429 | 577 | 34% | 6.6 |
| 20 - Southbound | 57409 | 57413 PEAT ROAD | Glasgow Area | 305 | 356 | 17% | 2.8 |
| 20 - Southbound | 19804 | 19785 M77 | Glasgow Area | 2338 | 1991 | -15% | 7.5 |
| 20 - Southbound | 19810 | 19809 A736 | Glasgow Area | 568 | 894 | 57% | 12.1 |
| 20 - Southbound - Total | | | Glasgow Area | 5110 | 5142 | 1% | 0.4 |
| 21 - Eastbound | 28977 | 28979 A761 | Glasgow Area | 374 | 692 | 85% | 13.8 |
| 21 - Eastbound | 28779 | 29037 M8 | Glasgow Area | 3584 | 3409 | -5% | 3.0 |
| 21 - Eastbound - Total | | | Glasgow Area | 3958 | 4101 | 4% | 2.3 |
| 21 - Westbound | 28979 | 28977 A761 | Glasgow Area | 441 | 643 | 46% | 8.7 |
| 21 - Westbound | 29038 | 28788 M8 | Glasgow Area | 3510 | 3593 | 2% | 1.4 |
| 21 - Westbound - Total | | | Glasgow Area | 3951 | 4236 | 7% | 4.5 |
| 22 - Northbound | 20972 | 20976 A8 | Glasgow Area | 468 | 542 | 16% | 3.3 |
| 22 - Northbound | 20958 | 20959 A77 | Glasgow Area | 1155 | 773 | -33% | 12.3 |
| 22 - Northbound | 28884 | 29970 A898 | Glasgow Area | 1114 | 1087 | -2% | 0.8 |
| 22 - Northbound | 20281 | 20386 A739 | Glasgow Area | 1808 | 1649 | -9% | 3.8 |
| 22 - Northbound | 21130 | 21126 M8 | Glasgow Area | 3643 | 3504 | -4% | 2.3 |
| 22 - Northbound | 21000 | 57049 M8 | Glasgow Area | 929 | 1359 | 46% | 12.7 |
| 22 - Northbound - Total | | | Glasgow Area | 9117 | 8914 | -2% | 2.1 |
| 22 - Southbound | 20961 | 20960 A77 | Glasgow Area | 889 | 717 | -19% | 6.1 |
| 22 - Southbound | 20937 | 20936 A8 | Glasgow Area | 602 | 782 | 30% | 6.8 |
| 22 - Southbound | 29971 | 28885 A898 | Glasgow Area | 1160 | 1124 | -3% | 1.1 |
| 22 - Southbound | 20385 | 20346 A739 | Glasgow Area | 1310 | 1310 | 0% | 0.0 |
| 22 - Southbound | 21125 | 21132 M8 | Glasgow Area | 3979 | 3565 | -10% | 6.7 |
| 22 - Southbound | 57050 | 21001 M8 | Glasgow Area | 1216 | 1681 | 38% | 12.2 |
| 22 - Southbound - Total | | | Glasgow Area | 9156 | 9179 | 0% | 0.2 |



Table H.21 : PM Peak Hour Link Count Calibration - Glasgow Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | Total PCU | Total PCU | % Diff | GEH |
|--------------------------------|-------|------------------------|---------------------|--------------|--------------|------------|-------------|
| 15 - Inbound | 57961 | 57963 Maryhill Road | Glasgow Area | 372 | 596 | 60% | 10.2 |
| 15 - Inbound | 21550 | 21549 A82 | Glasgow Area | 837 | 1204 | 44% | 11.5 |
| 15 - Inbound | 57138 | 57137 ARGYLE STREET | Glasgow Area | 664 | 1021 | 54% | 12.3 |
| 15 - Inbound | 22277 | 22260 A803 | Glasgow Area | 873 | 1240 | 42% | 11.3 |
| 15 - Inbound | 21717 | 21545 SARACEN STREET | Glasgow Area | 623 | 714 | 15% | 3.5 |
| 15 - Inbound | 21579 | 21578 A81 | Glasgow Area | 497 | 684 | 38% | 7.7 |
| 15 - Inbound | 21219 | 21300 A814 | Glasgow Area | 2044 | 2162 | 6% | 2.6 |
| 15 - Inbound - Total | | | Glasgow Area | 5910 | 7621 | 29% | 20.8 |
| 15 - Outbound | 57963 | 57961 Maryhill Road | Glasgow Area | 458 | 1099 | 140% | 23.0 |
| 15 - Outbound | 22258 | 22261 A803 | Glasgow Area | 1404 | 1782 | 27% | 9.5 |
| 15 - Outbound | 21545 | 21717 SARACEN STREET | Glasgow Area | 832 | 986 | 19% | 5.1 |
| 15 - Outbound | 21578 | 21579 A81 | Glasgow Area | 904 | 667 | -26% | 8.5 |
| 15 - Outbound | 57137 | 57138 ARGYLE STREET | Glasgow Area | 478 | 688 | 44% | 8.7 |
| 15 - Outbound | 21549 | 21550 A82 | Glasgow Area | 775 | 1366 | 76% | 18.1 |
| 15 - Outbound | 21305 | 21218 A814 | Glasgow Area | 2412 | 2217 | -8% | 4.1 |
| 15 - Outbound - Total | | | Glasgow Area | 7263 | 8805 | 21% | 17.2 |
| 17 - Eastbound | 12424 | 12402 B759 | Glasgow Area | 473 | 715 | 51% | 9.9 |
| 17 - Eastbound | 22200 | 22679 A8 | Glasgow Area | 330 | 235 | -29% | 5.7 |
| 17 - Eastbound | 12133 | 12132 A749 | Glasgow Area | 1453 | 1224 | -16% | 6.3 |
| 17 - Eastbound | 12380 | 12403 A724 | Glasgow Area | 675 | 908 | 35% | 8.3 |
| 17 - Eastbound | 22323 | 22771 CUMBERNAULD ROAD | Glasgow Area | 359 | 449 | 25% | 4.5 |
| 17 - Eastbound | 22249 | 22252 M8 | Glasgow Area | 4718 | 4807 | 2% | 1.3 |
| 17 - Eastbound | 22460 | 22507 M74 | Glasgow Area | 4182 | 4845 | 16% | 9.9 |
| 17 - Eastbound | 22422 | 22883 M80 | Glasgow Area | 3186 | 3193 | 0% | 0.1 |
| 17 - Eastbound - Total | | | Glasgow Area | 15376 | 16376 | 7% | 7.9 |
| 17 - Westbound | 12402 | 12424 B759 | Glasgow Area | 450 | 627 | 39% | 7.6 |
| 17 - Westbound | 22771 | 22323 CUMBERNAULD ROAD | Glasgow Area | 660 | 504 | -24% | 6.5 |
| 17 - Westbound | 22680 | 22183 A8 | Glasgow Area | 219 | 289 | 32% | 4.4 |
| 17 - Westbound | 12403 | 12380 A724 | Glasgow Area | 535 | 728 | 36% | 7.7 |
| 17 - Westbound | 12145 | 12144 A749 | Glasgow Area | 1159 | 1321 | 14% | 4.6 |
| 17 - Westbound | 22882 | 22423 M80 | Glasgow Area | 2258 | 2388 | 6% | 2.7 |
| 17 - Westbound | 22251 | 22246 M8 | Glasgow Area | 3555 | 3599 | 1% | 0.7 |
| 17 - Westbound | 22506 | 22459 M74 | Glasgow Area | 3892 | 4327 | 11% | 6.8 |
| 17 - Westbound - Total | | | Glasgow Area | 12728 | 13783 | 8% | 9.2 |
| 20 - Northbound | 19691 | 19689 B767 | Glasgow Area | 684 | 616 | -10% | 2.7 |
| 20 - Northbound | 19452 | 19453 B769 | Glasgow Area | 502 | 405 | -19% | 4.6 |
| 20 - Northbound | 20422 | 20450 CARMUNNOCK ROAD | Glasgow Area | 683 | 798 | 17% | 4.2 |
| 20 - Northbound | 19579 | 19580 A77 | Glasgow Area | 705 | 609 | -14% | 3.7 |
| 20 - Northbound | 57414 | 57408 PEAT ROAD | Glasgow Area | 367 | 377 | 3% | 0.5 |
| 20 - Northbound | 19788 | 19803 M77 | Glasgow Area | 3002 | 2799 | -7% | 3.8 |
| 20 - Northbound | 19807 | 19808 A736 | Glasgow Area | 824 | 1096 | 33% | 8.8 |
| 20 - Northbound - Total | | | Glasgow Area | 6767 | 6700 | -1% | 0.8 |
| 20 - Southbound | 19689 | 19691 B767 | Glasgow Area | 694 | 607 | -13% | 3.4 |
| 20 - Southbound | 19453 | 19452 B769 | Glasgow Area | 617 | 649 | 5% | 1.3 |
| 20 - Southbound | 19580 | 19579 A77 | Glasgow Area | 777 | 890 | 15% | 3.9 |
| 20 - Southbound | 20446 | 20449 CARMUNNOCK ROAD | Glasgow Area | 845 | 918 | 9% | 2.5 |
| 20 - Southbound | 57409 | 57413 PEAT ROAD | Glasgow Area | 466 | 695 | 49% | 9.5 |
| 20 - Southbound | 19804 | 19785 M77 | Glasgow Area | 4411 | 3978 | -10% | 6.7 |
| 20 - Southbound | 19810 | 19809 A736 | Glasgow Area | 1035 | 1246 | 20% | 6.2 |
| 20 - Southbound - Total | | | Glasgow Area | 8845 | 8983 | 2% | 1.5 |
| 21 - Eastbound | 28977 | 28979 A761 | Glasgow Area | 702 | 981 | 40% | 9.6 |
| 21 - Eastbound | 28779 | 29037 M8 | Glasgow Area | 4876 | 4544 | -7% | 4.8 |
| 21 - Eastbound - Total | | | Glasgow Area | 5578 | 5525 | -1% | 0.7 |
| 21 - Westbound | 28979 | 28977 A761 | Glasgow Area | 614 | 894 | 46% | 10.2 |
| 21 - Westbound | 29038 | 28788 M8 | Glasgow Area | 5845 | 5825 | 0% | 0.3 |
| 21 - Westbound - Total | | | Glasgow Area | 6459 | 6719 | 4% | 3.2 |
| 22 - Northbound | 20972 | 20976 A8 | Glasgow Area | 311 | 424 | 36% | 5.9 |
| 22 - Northbound | 20958 | 20959 A77 | Glasgow Area | 1306 | 840 | -36% | 14.2 |
| 22 - Northbound | 28884 | 29970 A898 | Glasgow Area | 1987 | 1929 | -3% | 1.3 |
| 22 - Northbound | 20281 | 20386 A739 | Glasgow Area | 3065 | 2457 | -20% | 11.6 |
| 22 - Northbound | 21130 | 21126 M8 | Glasgow Area | 3986 | 4312 | 8% | 5.1 |
| 22 - Northbound | 21000 | 57049 M8 | Glasgow Area | 1346 | 2036 | 51% | 16.8 |
| 22 - Northbound - Total | | | Glasgow Area | 12001 | 11998 | 0% | 0.0 |
| 22 - Southbound | 20961 | 20960 A77 | Glasgow Area | 1453 | 1622 | 12% | 4.3 |
| 22 - Southbound | 20937 | 20936 A8 | Glasgow Area | 926 | 1332 | 44% | 12.1 |
| 22 - Southbound | 29971 | 28885 A898 | Glasgow Area | 1999 | 1908 | -5% | 2.1 |
| 22 - Southbound | 20385 | 20346 A739 | Glasgow Area | 2377 | 2053 | -14% | 6.9 |
| 22 - Southbound | 21125 | 21132 M8 | Glasgow Area | 5739 | 6354 | 11% | 7.9 |
| 22 - Southbound | 57050 | 21001 M8 | Glasgow Area | 1655 | 2153 | 30% | 11.4 |
| 22 - Southbound - Total | | | Glasgow Area | 14149 | 15422 | 9% | 10.5 |



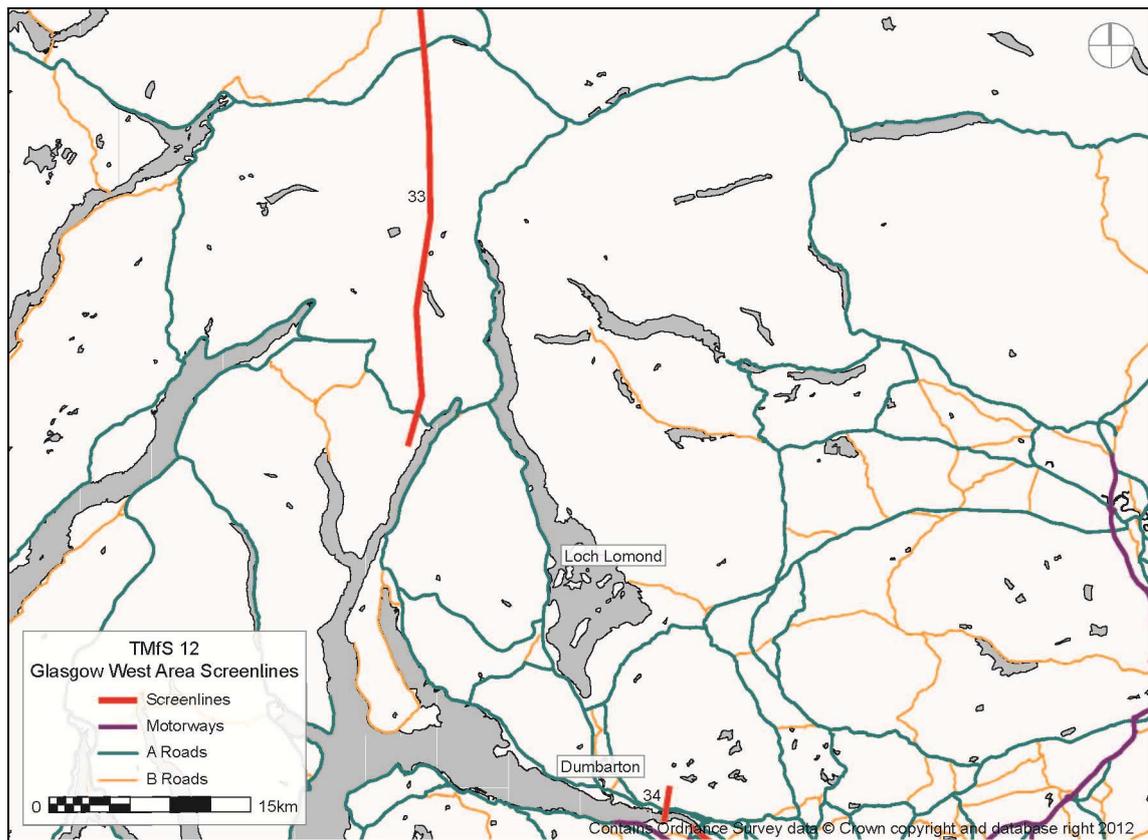


Figure H.8 : Strathclyde Area Screenlines

Table H.22 : AM Peak Hour Link Count Calibration - Strathclyde Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|-------------------------------|-------|-----------|--------------------------|-------------|-------------|-------------|------------|
| 33 - Eastbound | 49583 | 49584 A85 | Glasgow East Area | 57 | 52 | -9% | 0.7 |
| 33 - Eastbound | 49566 | 49563 A83 | Glasgow East Area | 108 | 83 | -23% | 2.6 |
| 33 - Eastbound - Total | | | Glasgow East Area | 165 | 135 | -18% | 2.4 |
| 33 - Westbound | 49584 | 49583 A85 | Glasgow East Area | 85 | 70 | -18% | 1.7 |
| 33 - Westbound | 49563 | 49566 A83 | Glasgow East Area | 148 | 102 | -31% | 4.1 |
| 33 - Westbound - Total | | | Glasgow East Area | 233 | 172 | -26% | 4.3 |
| 34 - Eastbound | 29847 | 29857 A82 | Glasgow East Area | 2138 | 2061 | -4% | 1.7 |
| 34 - Eastbound - Total | | | Glasgow East Area | 2519 | 2335 | -7% | 3.7 |
| 34 - Westbound | 29856 | 29846 A82 | Glasgow East Area | 1846 | 1777 | -4% | 1.6 |
| 34 - Westbound - Total | | | Glasgow East Area | 6503 | 6173 | -5% | 4.1 |



Table H.23 : Inter Peak Hour Link Count Calibration - Strathclyde Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|-------------------------------|-------|-----------|--------------------------|-------------|-------------|-------------|------------|
| 33 - Eastbound | 49583 | 49584 A85 | Glasgow East Area | 85 | 82 | -4% | 0.3 |
| 33 - Eastbound | 49566 | 49563 A83 | Glasgow East Area | 144 | 110 | -24% | 3.0 |
| 33 - Eastbound - Total | | | Glasgow East Area | 229 | 192 | -16% | 2.6 |
| 33 - Westbound | 49584 | 49583 A85 | Glasgow East Area | 86 | 83 | -3% | 0.3 |
| 33 - Westbound | 49563 | 49566 A83 | Glasgow East Area | 127 | 96 | -24% | 2.9 |
| 33 - Westbound - Total | | | Glasgow East Area | 213 | 179 | -16% | 2.4 |
| 34 - Eastbound | 29847 | 29857 A82 | Glasgow East Area | 1343 | 1297 | -3% | 1.3 |
| 34 - Eastbound - Total | | | Glasgow East Area | 1683 | 1572 | -7% | 2.8 |
| 34 - Westbound | 29856 | 29846 A82 | Glasgow East Area | 1572 | 1432 | -9% | 3.6 |
| 34 - Westbound - Total | | | Glasgow East Area | 4598 | 4301 | -6% | 4.5 |

Table H.24 : PM Peak Hour Link Count Calibration - Strathclyde Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|-------------------------------|-------|-----------|--------------------------|-------------|-------------|-------------|------------|
| 33 - Eastbound | 49583 | 49584 A85 | Glasgow East Area | 87 | 68 | -22% | 2.2 |
| 33 - Eastbound | 49566 | 49563 A83 | Glasgow East Area | 150 | 121 | -19% | 2.5 |
| 33 - Eastbound - Total | | | Glasgow East Area | 237 | 189 | -20% | 3.3 |
| 33 - Westbound | 49584 | 49583 A85 | Glasgow East Area | 81 | 55 | -32% | 3.2 |
| 33 - Westbound | 49563 | 49566 A83 | Glasgow East Area | 128 | 105 | -18% | 2.1 |
| 33 - Westbound - Total | | | Glasgow East Area | 209 | 160 | -23% | 3.6 |
| 34 - Eastbound | 29847 | 29857 A82 | Glasgow East Area | 2072 | 1993 | -4% | 1.8 |
| 34 - Eastbound - Total | | | Glasgow East Area | 2409 | 2258 | -6% | 3.1 |
| 34 - Westbound | 29856 | 29846 A82 | Glasgow East Area | 2454 | 2163 | -12% | 6.1 |
| 34 - Westbound - Total | | | Glasgow East Area | 6935 | 6414 | -8% | 6.4 |



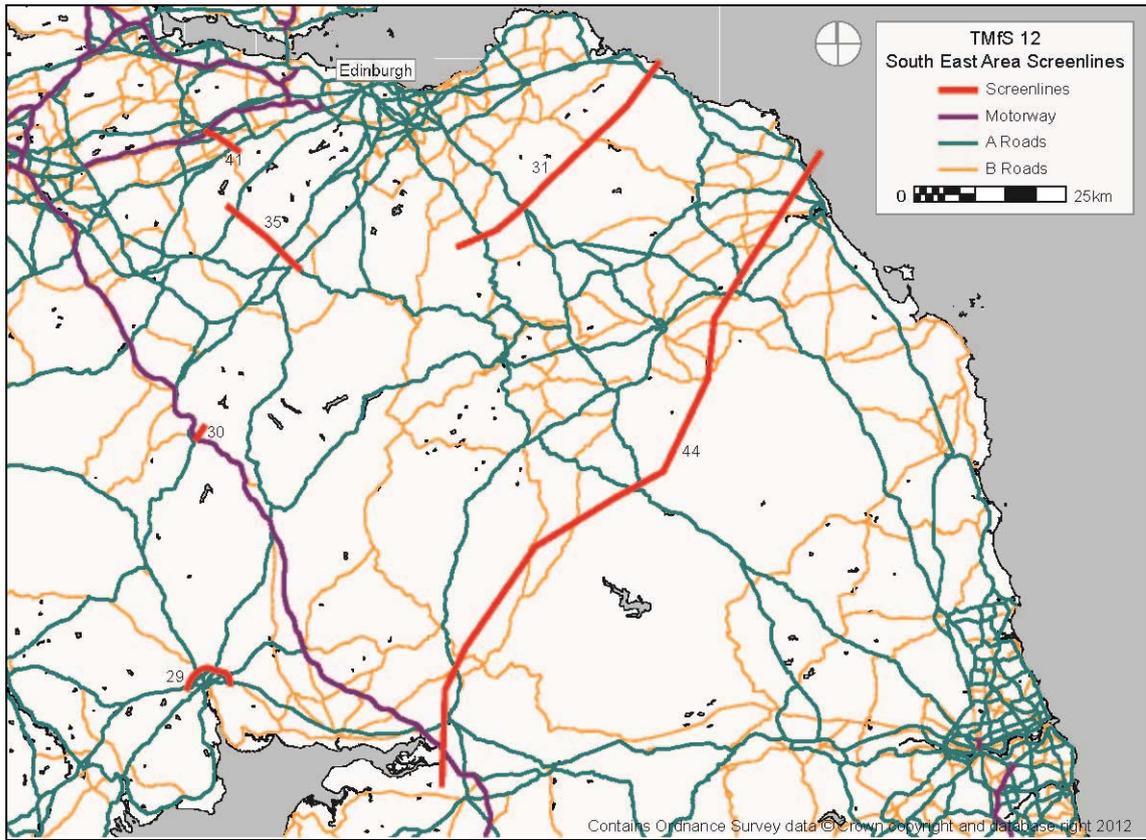


Figure H.9 : Borders Area Screenlines



Table H.25 : AM Peak Hour Link Count Calibration - Borders Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|--------------------------------|-------|--------------|------------------------|-------------|-------------|-------------|------------|
| 29 - Inbound | 3326 | 3136 A709 | South East Area | 523 | 498 | -5% | 1.1 |
| 29 - Inbound | 2817 | 2806 A75 | South East Area | 502 | 515 | 3% | 0.6 |
| 29 - Inbound | 3327 | 3351 A75 | South East Area | 657 | 623 | -5% | 1.3 |
| 29 - Inbound | 3285 | 3242 A701 | South East Area | 1091 | 890 | -18% | 6.4 |
| 29 - Inbound | 3291 | 3232 A76 | South East Area | 659 | 840 | 27% | 6.6 |
| 29 - Inbound - Total | | | South East Area | 3432 | 3366 | -2% | 1.1 |
| 29 - Outbound | 3136 | 3326 A709 | South East Area | 312 | 378 | 21% | 3.6 |
| 29 - Outbound | 2806 | 2817 A75 | South East Area | 401 | 477 | 19% | 3.6 |
| 29 - Outbound | 3242 | 3285 A701 | South East Area | 774 | 647 | -16% | 4.8 |
| 29 - Outbound | 3351 | 3327 A75 | South East Area | 475 | 490 | 3% | 0.7 |
| 29 - Outbound | 3232 | 3291 A76 | South East Area | 490 | 621 | 27% | 5.6 |
| 29 - Outbound - Total | | | South East Area | 2452 | 2613 | 7% | 3.2 |
| 30 - Northbound | 14278 | 14281 A74(M) | South East Area | 1113 | 1193 | 7% | 2.4 |
| 30 - Northbound - Total | | | South East Area | 1113 | 1193 | 7% | 2.4 |
| 30 - Southbound | 14280 | 14277 A74(M) | South East Area | 1056 | 1041 | -1% | 0.5 |
| 30 - Southbound - Total | | | South East Area | 1056 | 1041 | -1% | 0.5 |
| 31 - Northbound | 4564 | 4572 A7 | South East Area | 301 | 382 | 27% | 4.4 |
| 31 - Northbound | 5037 | 5050 A68 | South East Area | 552 | 521 | -6% | 1.3 |
| 31 - Northbound | 7067 | 7066 A1 | South East Area | 458 | 403 | -12% | 2.7 |
| 31 - Northbound - Total | | | South East Area | 1311 | 1306 | 0% | 0.1 |
| 31 - Southbound | 4572 | 4564 A7 | South East Area | 207 | 217 | 5% | 0.7 |
| 31 - Southbound | 5050 | 5037 A68 | South East Area | 327 | 227 | -31% | 6.0 |
| 31 - Southbound | 7063 | 7068 A1 | South East Area | 296 | 252 | -15% | 2.7 |
| 31 - Southbound - Total | | | South East Area | 830 | 696 | -16% | 4.9 |
| 35 - Northbound | 14486 | 14487 A70 | South East Area | 207 | 200 | -3% | 0.5 |
| 35 - Northbound | 4151 | 4152 A701 | South East Area | 140 | 243 | 74% | 7.4 |
| 35 - Northbound | 14526 | 14525 A702 | South East Area | 138 | 157 | 14% | 1.6 |
| 35 - Northbound - Total | | | South East Area | 485 | 600 | 24% | 4.9 |
| 35 - Southbound | 4152 | 4151 A701 | South East Area | 95 | 163 | 72% | 6.0 |
| 35 - Southbound | 14487 | 14486 A70 | South East Area | 68 | 37 | -46% | 4.3 |
| 35 - Southbound | 14525 | 14526 A702 | South East Area | 244 | 224 | -8% | 1.3 |
| 35 - Southbound - Total | | | South East Area | 407 | 424 | 4% | 0.8 |
| 41 - Eastbound | 11060 | 11076 A71 | Edinburgh Area | 504 | 815 | 62% | 12.1 |
| 41 - Eastbound | 11092 | 11096 A705 | Edinburgh Area | 591 | 489 | -17% | 4.4 |
| 41 - Eastbound | 10593 | 11125 M8 | Edinburgh Area | 3527 | 3022 | -14% | 8.8 |
| 41 - Eastbound - Total | | | Edinburgh Area | 4622 | 4326 | -6% | 4.4 |
| 41 - Westbound | 11096 | 11092 A705 | Edinburgh Area | 246 | 177 | -28% | 4.7 |
| 41 - Westbound | 11076 | 11060 A71 | Edinburgh Area | 796 | 622 | -22% | 6.5 |
| 41 - Westbound | 10794 | 10591 M8 | Edinburgh Area | 2203 | 2243 | 2% | 0.8 |
| 41 - Westbound - Total | | | Edinburgh Area | 3245 | 3042 | -6% | 3.6 |
| 44 - Northbound | 5266 | 5265 A6088 | South East Area | 49 | 28 | -43% | 3.4 |
| 44 - Northbound | 3992 | 3988 A7 | South East Area | 163 | 170 | 4% | 0.5 |
| 44 - Northbound | 5266 | 5268 A68 | South East Area | 71 | 68 | -4% | 0.4 |
| 44 - Northbound | 55494 | 55488 M6 | South East Area | 1636 | 1465 | -10% | 4.3 |
| 44 - Northbound | 5679 | 5686 A698 | South East Area | 153 | 167 | 9% | 1.1 |
| 44 - Northbound | 5847 | 5849 A1 | South East Area | 337 | 344 | 2% | 0.4 |
| 44 - Northbound - Total | | | South East Area | 2409 | 2242 | -7% | 3.5 |
| 44 - Southbound | 5265 | 5266 A6088 | South East Area | 51 | 28 | -45% | 3.7 |
| 44 - Southbound | 3988 | 3992 A7 | South East Area | 239 | 154 | -36% | 6.1 |
| 44 - Southbound | 5268 | 5266 A68 | South East Area | 57 | 47 | -18% | 1.4 |
| 44 - Southbound | 55488 | 55494 M6 | South East Area | 1405 | 1312 | -7% | 2.5 |
| 44 - Southbound | 5686 | 5679 A698 | South East Area | 173 | 203 | 17% | 2.2 |
| 44 - Southbound | 5849 | 5847 A1 | South East Area | 361 | 362 | 0% | 0.1 |
| 44 - Southbound - Total | | | South East Area | 2286 | 2106 | -8% | 3.8 |



Table H.26 : Inter Peak Hour Link Count Calibration - Borders Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|--------------------------------|-------|--------------|------------------------|-------------|-------------|-------------|------------|
| 29 - Inbound | 3326 | 3136 A709 | South East Area | 264 | 342 | 30% | 4.5 |
| 29 - Inbound | 2817 | 2806 A75 | South East Area | 397 | 458 | 15% | 3.0 |
| 29 - Inbound | 3327 | 3351 A75 | South East Area | 454 | 561 | 24% | 4.7 |
| 29 - Inbound | 3285 | 3242 A701 | South East Area | 781 | 600 | -23% | 6.9 |
| 29 - Inbound | 3291 | 3232 A76 | South East Area | 484 | 623 | 29% | 5.9 |
| 29 - Inbound - Total | | | South East Area | 2380 | 2584 | 9% | 4.1 |
| 29 - Outbound | 3136 | 3326 A709 | South East Area | 297 | 345 | 16% | 2.7 |
| 29 - Outbound | 2806 | 2817 A75 | South East Area | 378 | 466 | 23% | 4.3 |
| 29 - Outbound | 3242 | 3285 A701 | South East Area | 791 | 596 | -25% | 7.4 |
| 29 - Outbound | 3351 | 3327 A75 | South East Area | 490 | 534 | 9% | 1.9 |
| 29 - Outbound | 3232 | 3291 A76 | South East Area | 461 | 700 | 52% | 9.9 |
| 29 - Outbound - Total | | | South East Area | 2417 | 2641 | 9% | 4.5 |
| 30 - Northbound | 14278 | 14281 A74(M) | South East Area | 881 | 821 | -7% | 2.1 |
| 30 - Northbound - Total | | | South East Area | 881 | 821 | -7% | 2.1 |
| 30 - Southbound | 14280 | 14277 A74(M) | South East Area | 1122 | 1104 | -2% | 0.5 |
| 30 - Southbound - Total | | | South East Area | 1122 | 1104 | -2% | 0.5 |
| 31 - Northbound | 4564 | 4572 A7 | South East Area | 166 | 169 | 2% | 0.2 |
| 31 - Northbound | 5037 | 5050 A68 | South East Area | 312 | 262 | -16% | 3.0 |
| 31 - Northbound | 7067 | 7066 A1 | South East Area | 350 | 310 | -11% | 2.2 |
| 31 - Northbound - Total | | | South East Area | 828 | 741 | -11% | 3.1 |
| 31 - Southbound | 4572 | 4564 A7 | South East Area | 168 | 199 | 18% | 2.3 |
| 31 - Southbound | 5050 | 5037 A68 | South East Area | 297 | 261 | -12% | 2.2 |
| 31 - Southbound | 7063 | 7068 A1 | South East Area | 346 | 312 | -10% | 1.9 |
| 31 - Southbound - Total | | | South East Area | 811 | 772 | -5% | 1.4 |
| 35 - Northbound | 14486 | 14487 A70 | South East Area | 56 | 70 | 25% | 1.8 |
| 35 - Northbound | 4151 | 4152 A701 | South East Area | 72 | 143 | 99% | 6.8 |
| 35 - Northbound | 14526 | 14525 A702 | South East Area | 161 | 134 | -17% | 2.2 |
| 35 - Northbound - Total | | | South East Area | 289 | 347 | 20% | 3.3 |
| 35 - Southbound | 4152 | 4151 A701 | South East Area | 73 | 121 | 66% | 4.9 |
| 35 - Southbound | 14487 | 14486 A70 | South East Area | 61 | 79 | 30% | 2.2 |
| 35 - Southbound | 14525 | 14526 A702 | South East Area | 133 | 115 | -14% | 1.6 |
| 35 - Southbound - Total | | | South East Area | 267 | 315 | 18% | 2.8 |
| 41 - Eastbound | 11060 | 11076 A71 | Edinburgh Area | 384 | 630 | 64% | 10.9 |
| 41 - Eastbound | 11092 | 11096 A705 | Edinburgh Area | 284 | 350 | 23% | 3.7 |
| 41 - Eastbound | 10593 | 11125 M8 | Edinburgh Area | 1749 | 1665 | -5% | 2.0 |
| 41 - Eastbound - Total | | | Edinburgh Area | 2417 | 2645 | 9% | 4.5 |
| 41 - Westbound | 11096 | 11092 A705 | Edinburgh Area | 287 | 210 | -27% | 4.9 |
| 41 - Westbound | 11076 | 11060 A71 | Edinburgh Area | 388 | 438 | 13% | 2.5 |
| 41 - Westbound | 10794 | 10591 M8 | Edinburgh Area | 2013 | 1874 | -7% | 3.2 |
| 41 - Westbound - Total | | | Edinburgh Area | 2688 | 2522 | -6% | 3.3 |
| 44 - Northbound | 5266 | 5265 A6088 | South East Area | 144 | 82 | -43% | 5.8 |
| 44 - Northbound | 3992 | 3988 A7 | South East Area | 148 | 129 | -13% | 1.6 |
| 44 - Northbound | 5266 | 5268 A68 | South East Area | 88 | 108 | 23% | 2.0 |
| 44 - Northbound | 55494 | 55488 M6 | South East Area | 1182 | 1094 | -7% | 2.6 |
| 44 - Northbound | 5679 | 5686 A698 | South East Area | 158 | 229 | 45% | 5.1 |
| 44 - Northbound | 5847 | 5849 A1 | South East Area | 371 | 426 | 15% | 2.8 |
| 44 - Northbound - Total | | | South East Area | 2091 | 2068 | -1% | 0.5 |
| 44 - Southbound | 5265 | 5266 A6088 | South East Area | 116 | 69 | -41% | 4.9 |
| 44 - Southbound | 3988 | 3992 A7 | South East Area | 162 | 174 | 7% | 0.9 |
| 44 - Southbound | 5268 | 5266 A68 | South East Area | 102 | 129 | 26% | 2.5 |
| 44 - Southbound | 55488 | 55494 M6 | South East Area | 1554 | 1381 | -11% | 4.5 |
| 44 - Southbound | 5686 | 5679 A698 | South East Area | 150 | 246 | 64% | 6.8 |
| 44 - Southbound | 5849 | 5847 A1 | South East Area | 395 | 455 | 15% | 2.9 |
| 44 - Southbound - Total | | | South East Area | 2479 | 2454 | -1% | 0.5 |



Table H.27 : PM Peak Hour Link Count Calibration - Borders Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|--------------------------------|-------|--------------|------------------------|-------------|-------------|-------------|------------|
| 29 - Inbound | 3326 | 3136 A709 | South East Area | 280 | 384 | 37% | 5.7 |
| 29 - Inbound | 2817 | 2806 A75 | South East Area | 392 | 494 | 26% | 4.8 |
| 29 - Inbound | 3327 | 3351 A75 | South East Area | 504 | 526 | 4% | 1.0 |
| 29 - Inbound | 3285 | 3242 A701 | South East Area | 964 | 765 | -21% | 6.8 |
| 29 - Inbound | 3291 | 3232 A76 | South East Area | 531 | 663 | 25% | 5.4 |
| 29 - Inbound - Total | | | South East Area | 2671 | 2832 | 6% | 3.1 |
| 29 - Outbound | 3136 | 3326 A709 | South East Area | 415 | 481 | 16% | 3.1 |
| 29 - Outbound | 2806 | 2817 A75 | South East Area | 540 | 612 | 13% | 3.0 |
| 29 - Outbound | 3242 | 3285 A701 | South East Area | 1045 | 865 | -17% | 5.8 |
| 29 - Outbound | 3351 | 3327 A75 | South East Area | 631 | 645 | 2% | 0.6 |
| 29 - Outbound | 3232 | 3291 A76 | South East Area | 629 | 862 | 37% | 8.5 |
| 29 - Outbound - Total | | | South East Area | 3260 | 3465 | 6% | 3.5 |
| 30 - Northbound | 14278 | 14281 A74(M) | South East Area | 1158 | 1142 | -1% | 0.5 |
| 30 - Northbound - Total | | | South East Area | 1158 | 1142 | -1% | 0.5 |
| 30 - Southbound | 14280 | 14277 A74(M) | South East Area | 1100 | 1223 | 11% | 3.6 |
| 30 - Southbound - Total | | | South East Area | 1100 | 1223 | 11% | 3.6 |
| 31 - Northbound | 4564 | 4572 A7 | South East Area | 263 | 231 | -12% | 2.0 |
| 31 - Northbound | 5037 | 5050 A68 | South East Area | 362 | 322 | -11% | 2.2 |
| 31 - Northbound | 7067 | 7066 A1 | South East Area | 358 | 294 | -18% | 3.5 |
| 31 - Northbound - Total | | | South East Area | 983 | 847 | -14% | 4.5 |
| 31 - Southbound | 4572 | 4564 A7 | South East Area | 505 | 452 | -10% | 2.4 |
| 31 - Southbound | 5050 | 5037 A68 | South East Area | 548 | 453 | -17% | 4.2 |
| 31 - Southbound | 7063 | 7068 A1 | South East Area | 463 | 401 | -13% | 3.0 |
| 31 - Southbound - Total | | | South East Area | 1516 | 1306 | -14% | 5.6 |
| 35 - Northbound | 14486 | 14487 A70 | South East Area | 103 | 59 | -43% | 4.9 |
| 35 - Northbound | 4151 | 4152 A701 | South East Area | 106 | 174 | 64% | 5.7 |
| 35 - Northbound | 14526 | 14525 A702 | South East Area | 250 | 218 | -13% | 2.1 |
| 35 - Northbound - Total | | | South East Area | 459 | 451 | -2% | 0.4 |
| 35 - Southbound | 4152 | 4151 A701 | South East Area | 153 | 140 | -8% | 1.1 |
| 35 - Southbound | 14487 | 14486 A70 | South East Area | 216 | 237 | 10% | 1.4 |
| 35 - Southbound | 14525 | 14526 A702 | South East Area | 159 | 159 | 0% | 0.0 |
| 35 - Southbound - Total | | | South East Area | 528 | 536 | 2% | 0.3 |
| 41 - Eastbound | 11060 | 11076 A71 | Edinburgh Area | 890 | 803 | -10% | 3.0 |
| 41 - Eastbound | 11092 | 11096 A705 | Edinburgh Area | 359 | 288 | -20% | 3.9 |
| 41 - Eastbound | 10593 | 11125 M8 | Edinburgh Area | 2039 | 2033 | 0% | 0.1 |
| 41 - Eastbound - Total | | | Edinburgh Area | 3288 | 3124 | -5% | 2.9 |
| 41 - Westbound | 11096 | 11092 A705 | Edinburgh Area | 598 | 409 | -32% | 8.4 |
| 41 - Westbound | 11076 | 11060 A71 | Edinburgh Area | 744 | 852 | 15% | 3.8 |
| 41 - Westbound | 10794 | 10591 M8 | Edinburgh Area | 3547 | 3285 | -7% | 4.5 |
| 41 - Westbound - Total | | | Edinburgh Area | 4889 | 4546 | -7% | 5.0 |
| 44 - Northbound | 5266 | 5265 A6088 | South East Area | 126 | 62 | -51% | 6.6 |
| 44 - Northbound | 3992 | 3988 A7 | South East Area | 234 | 177 | -24% | 4.0 |
| 44 - Northbound | 5266 | 5268 A68 | South East Area | 81 | 91 | 12% | 1.1 |
| 44 - Northbound | 55494 | 55488 M6 | South East Area | 1571 | 1304 | -17% | 7.0 |
| 44 - Northbound | 5679 | 5686 A698 | South East Area | 175 | 314 | 79% | 8.9 |
| 44 - Northbound | 5847 | 5849 A1 | South East Area | 418 | 473 | 13% | 2.6 |
| 44 - Northbound - Total | | | South East Area | 2605 | 2421 | -7% | 3.7 |
| 44 - Southbound | 5265 | 5266 A6088 | South East Area | 108 | 54 | -50% | 6.0 |
| 44 - Southbound | 3988 | 3992 A7 | South East Area | 171 | 208 | 22% | 2.7 |
| 44 - Southbound | 5268 | 5266 A68 | South East Area | 96 | 85 | -11% | 1.2 |
| 44 - Southbound | 55488 | 55494 M6 | South East Area | 1726 | 1364 | -21% | 9.2 |
| 44 - Southbound | 5686 | 5679 A698 | South East Area | 149 | 235 | 58% | 6.2 |
| 44 - Southbound | 5849 | 5847 A1 | South East Area | 399 | 461 | 16% | 3.0 |
| 44 - Southbound - Total | | | South East Area | 2649 | 2407 | -9% | 4.8 |



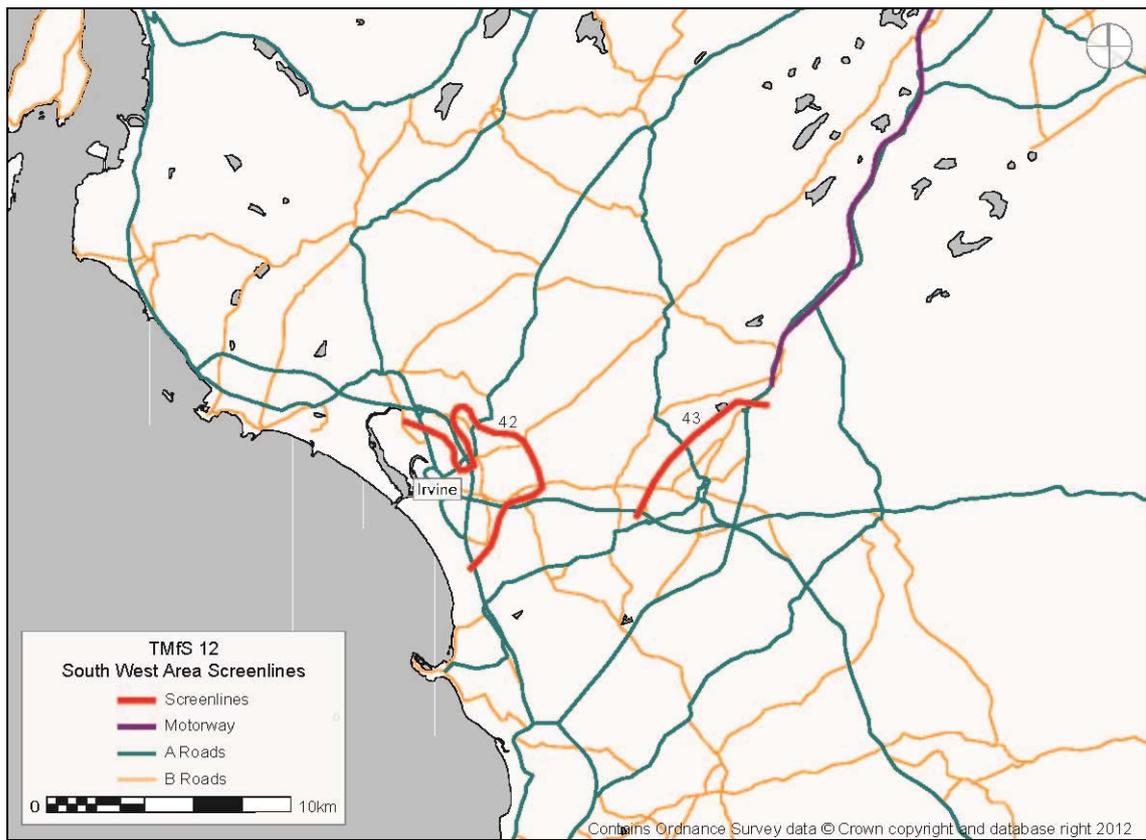


Figure H.10 : South West Area Screenlines



Table H.28 : AM Peak Hour Link Count Calibration - South West Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|------------------------|-------|-------------|-----------------|-----------|----------|--------|------|
| 42 - Inbound | 18538 | 18539 A78 | South West Area | 1188 | 1000 | -16% | 5.7 |
| 42 - Inbound | 19024 | 18532 A71 | South West Area | 1144 | 1408 | 23% | 7.4 |
| 42 - Inbound | 18839 | 18844 B7080 | South West Area | 1329 | 1028 | -23% | 8.8 |
| 42 - Inbound | 18798 | 18771 A736 | South West Area | 258 | 258 | 0% | 0.0 |
| 42 - Inbound | 19046 | 19045 B7081 | South West Area | 246 | 317 | 29% | 4.2 |
| 42 - Inbound | 18445 | 18453 A78 | South West Area | 927 | 1013 | 9% | 2.8 |
| 42 - Inbound | 18799 | 18773 A737 | South West Area | 715 | 643 | -10% | 2.8 |
| 42 - Inbound - Total | | | South West Area | 5807 | 5667 | -2% | 1.8 |
| 42 - Outbound | 18541 | 18540 A78 | South West Area | 1564 | 1427 | -9% | 3.5 |
| 42 - Outbound | 18533 | 19026 A71 | South West Area | 1162 | 1463 | 26% | 8.3 |
| 42 - Outbound | 18773 | 18799 A737 | South West Area | 495 | 443 | -11% | 2.4 |
| 42 - Outbound | 18844 | 18839 B7080 | South West Area | 1131 | 896 | -21% | 7.4 |
| 42 - Outbound | 18771 | 18798 A736 | South West Area | 343 | 231 | -33% | 6.6 |
| 42 - Outbound | 19045 | 19046 B7081 | South West Area | 284 | 288 | 1% | 0.2 |
| 42 - Outbound | 18454 | 18446 A78 | South West Area | 964 | 955 | -1% | 0.3 |
| 42 - Outbound - Total | | | South West Area | 5943 | 5703 | -4% | 3.1 |
| 43 - Eastbound | 14959 | 14960 B7081 | South West Area | 436 | 236 | -46% | 10.9 |
| 43 - Eastbound | 14620 | 14724 A71 | South West Area | 1583 | 1346 | -15% | 6.2 |
| 43 - Eastbound | 15151 | 15119 A735 | South West Area | 396 | 601 | 52% | 9.2 |
| 43 - Eastbound | 15220 | 15598 A77 | South West Area | 2401 | 2446 | 2% | 0.9 |
| 43 - Eastbound - Total | | | South West Area | 4816 | 4629 | -4% | 2.7 |
| 43 - Westbound | 14726 | 14621 A71 | South West Area | 1688 | 1383 | -18% | 7.8 |
| 43 - Westbound | 14960 | 14959 B7081 | South West Area | 545 | 429 | -21% | 5.3 |
| 43 - Westbound | 15119 | 15151 A735 | South West Area | 220 | 347 | 58% | 7.5 |
| 43 - Westbound | 15602 | 15218 A77 | South West Area | 1295 | 1414 | 9% | 3.2 |
| 43 - Westbound - Total | | | South West Area | 3748 | 3573 | -5% | 2.9 |



Table H.29 : Inter Peak Hour Link Count Calibration - South West Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|------------------------|-------|-------------|-----------------|-----------|----------|--------|------|
| 42 - Inbound | 18538 | 18539 A78 | South West Area | 877 | 775 | -12% | 3.5 |
| 42 - Inbound | 19024 | 18532 A71 | South West Area | 798 | 1010 | 27% | 7.1 |
| 42 - Inbound | 18839 | 18844 B7080 | South West Area | 888 | 524 | -41% | 13.7 |
| 42 - Inbound | 18798 | 18771 A736 | South West Area | 152 | 246 | 62% | 6.7 |
| 42 - Inbound | 19046 | 19045 B7081 | South West Area | 241 | 249 | 3% | 0.5 |
| 42 - Inbound | 18445 | 18453 A78 | South West Area | 569 | 902 | 59% | 12.3 |
| 42 - Inbound | 18799 | 18773 A737 | South West Area | 580 | 549 | -5% | 1.3 |
| 42 - Inbound - Total | | | South West Area | 4105 | 4255 | 4% | 2.3 |
| 42 - Outbound | 18541 | 18540 A78 | South West Area | 968 | 810 | -16% | 5.3 |
| 42 - Outbound | 18533 | 19026 A71 | South West Area | 805 | 1031 | 28% | 7.5 |
| 42 - Outbound | 18773 | 18799 A737 | South West Area | 643 | 498 | -23% | 6.1 |
| 42 - Outbound | 18844 | 18839 B7080 | South West Area | 764 | 647 | -15% | 4.4 |
| 42 - Outbound | 18771 | 18798 A736 | South West Area | 136 | 165 | 21% | 2.4 |
| 42 - Outbound | 19045 | 19046 B7081 | South West Area | 208 | 151 | -27% | 4.3 |
| 42 - Outbound | 18454 | 18446 A78 | South West Area | 627 | 677 | 8% | 2.0 |
| 42 - Outbound - Total | | | South West Area | 4151 | 3979 | -4% | 2.7 |
| 43 - Eastbound | 14959 | 14960 B7081 | South West Area | 99 | 123 | 24% | 2.3 |
| 43 - Eastbound | 14620 | 14724 A71 | South West Area | 1205 | 972 | -19% | 7.1 |
| 43 - Eastbound | 15151 | 15119 A735 | South West Area | 34 | 291 | 756% | 20.2 |
| 43 - Eastbound | 15220 | 15598 A77 | South West Area | 1386 | 1398 | 1% | 0.3 |
| 43 - Eastbound - Total | | | South West Area | 2724 | 2784 | 2% | 1.1 |
| 43 - Westbound | 14726 | 14621 A71 | South West Area | 1236 | 984 | -20% | 7.6 |
| 43 - Westbound | 14960 | 14959 B7081 | South West Area | 89 | 180 | 102% | 7.8 |
| 43 - Westbound | 15119 | 15151 A735 | South West Area | 22 | 186 | 745% | 16.1 |
| 43 - Westbound | 15602 | 15218 A77 | South West Area | 864 | 934 | 8% | 2.3 |
| 43 - Westbound - Total | | | South West Area | 2211 | 2284 | 3% | 1.5 |



Table H.30 : PM Peak Hour Link Count Calibration - South West Area Screenlines

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|------------------------|-------|-------------|-----------------|-----------|----------|--------|------|
| 42 - Inbound | 18538 | 18539 A78 | South West Area | 1498 | 1305 | -13% | 5.2 |
| 42 - Inbound | 19024 | 18532 A71 | South West Area | 1091 | 1396 | 28% | 8.6 |
| 42 - Inbound | 18839 | 18844 B7080 | South West Area | 978 | 808 | -17% | 5.7 |
| 42 - Inbound | 18798 | 18771 A736 | South West Area | 384 | 286 | -26% | 5.4 |
| 42 - Inbound | 19046 | 19045 B7081 | South West Area | 363 | 308 | -15% | 3.0 |
| 42 - Inbound | 18445 | 18453 A78 | South West Area | 913 | 1005 | 10% | 3.0 |
| 42 - Inbound | 18799 | 18773 A737 | South West Area | 604 | 530 | -12% | 3.1 |
| 42 - Inbound - Total | | | South West Area | 5831 | 5638 | -3% | 2.5 |
| 42 - Outbound | 18541 | 18540 A78 | South West Area | 1270 | 1097 | -14% | 5.0 |
| 42 - Outbound | 18533 | 19026 A71 | South West Area | 1201 | 1665 | 39% | 12.3 |
| 42 - Outbound | 18773 | 18799 A737 | South West Area | 868 | 653 | -25% | 7.8 |
| 42 - Outbound | 18844 | 18839 B7080 | South West Area | 1077 | 809 | -25% | 8.7 |
| 42 - Outbound | 18771 | 18798 A736 | South West Area | 277 | 239 | -14% | 2.4 |
| 42 - Outbound | 19045 | 19046 B7081 | South West Area | 322 | 254 | -21% | 4.0 |
| 42 - Outbound | 18454 | 18446 A78 | South West Area | 977 | 1074 | 10% | 3.0 |
| 42 - Outbound - Total | | | South West Area | 5992 | 5791 | -3% | 2.6 |
| 43 - Eastbound | 14959 | 14960 B7081 | South West Area | 496 | 316 | -36% | 8.9 |
| 43 - Eastbound | 14620 | 14724 A71 | South West Area | 1903 | 1532 | -19% | 9.0 |
| 43 - Eastbound | 15151 | 15119 A735 | South West Area | 365 | 617 | 69% | 11.4 |
| 43 - Eastbound | 15220 | 15598 A77 | South West Area | 2010 | 1981 | -1% | 0.6 |
| 43 - Eastbound - Total | | | South West Area | 4774 | 4446 | -7% | 4.8 |
| 43 - Westbound | 14726 | 14621 A71 | South West Area | 1711 | 1376 | -20% | 8.5 |
| 43 - Westbound | 14960 | 14959 B7081 | South West Area | 555 | 388 | -30% | 7.7 |
| 43 - Westbound | 15119 | 15151 A735 | South West Area | 411 | 554 | 35% | 6.5 |
| 43 - Westbound | 15602 | 15218 A77 | South West Area | 1433 | 1756 | 23% | 8.1 |
| 43 - Westbound - Total | | | South West Area | 4110 | 4074 | -1% | 0.6 |

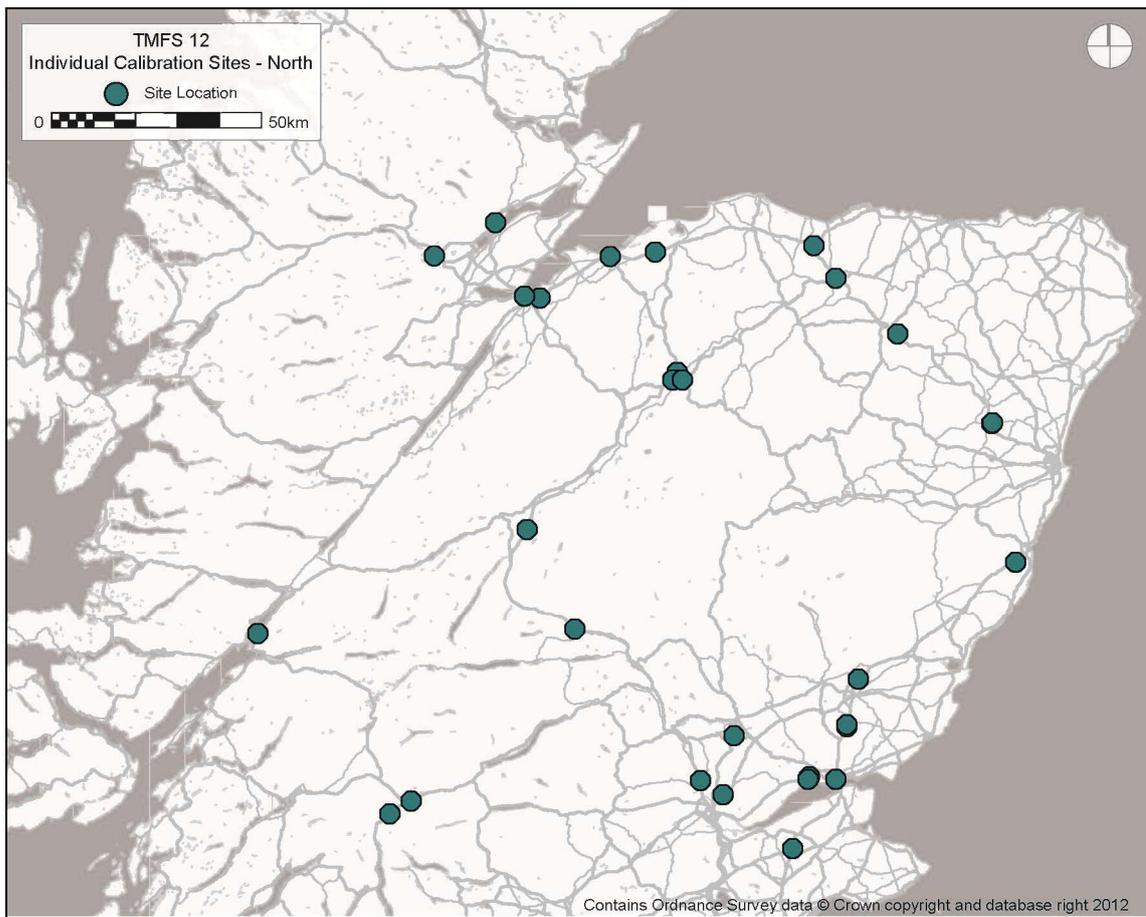


Figure H.11 : Link Count Calibration – Individual Counts North



Table H.31 : AM Peak Hour Link Count Calibration – Individual Counts North

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|------------------|-------|------------------------|------------------|-----------|----------|--------|------|
| Individual | 30230 | 30242 A85 | Individual North | 87 | 76 | -13% | 1.2 |
| Individual | 30209 | 30222 A82 | Individual North | 66 | 134 | 103% | 6.8 |
| Individual | 53333 | 53331 A9 | Individual North | 733 | 672 | -8% | 2.3 |
| Individual | 53331 | 53333 A9 | Individual North | 641 | 618 | -4% | 0.9 |
| Individual | 52830 | 52821 A835 | Individual North | 218 | 199 | -9% | 1.3 |
| Individual | 52821 | 52830 A835 | Individual North | 172 | 147 | -15% | 2.0 |
| Individual | 54729 | 54726 A939 | Individual North | 102 | 156 | 53% | 4.8 |
| Individual | 54726 | 54729 A939 | Individual North | 97 | 141 | 45% | 4.0 |
| Individual | 54443 | 54442 A96 | Individual North | 719 | 664 | -8% | 2.1 |
| Individual | 54442 | 54443 A96 | Individual North | 604 | 649 | 7% | 1.8 |
| Individual | 37935 | 37934 A93 | Individual North | 294 | 298 | 1% | 0.2 |
| Individual | 37934 | 37935 A93 | Individual North | 196 | 211 | 8% | 1.1 |
| Individual | 37578 | 37575 A94 | Individual North | 209 | 192 | -8% | 1.2 |
| Individual | 37575 | 37578 A94 | Individual North | 286 | 263 | -8% | 1.4 |
| Individual | 35886 | 35960 A9 | Individual North | 205 | 267 | 30% | 4.0 |
| Individual | 35960 | 35886 A9 | Individual North | 343 | 348 | 1% | 0.3 |
| Individual | 54691 | 54699 A95 | Individual North | 257 | 296 | 15% | 2.3 |
| Individual | 54699 | 54691 A95 | Individual North | 252 | 285 | 13% | 2.0 |
| Individual | 30222 | 30209 A82 | Individual North | 66 | 107 | 62% | 4.4 |
| Individual | 55061 | 55047 A82 | Individual North | 216 | 184 | -15% | 2.3 |
| Individual | 55047 | 55061 A82 | Individual North | 251 | 215 | -14% | 2.4 |
| Individual | 30242 | 30230 A85 | Individual North | 107 | 106 | -1% | 0.1 |
| Individual | 39945 | 39946 A90 | Individual North | 1146 | 1111 | -3% | 1.0 |
| Individual | 39944 | 39943 A90 | Individual North | 775 | 789 | 2% | 0.5 |
| Individual | 39566 | 39567 A90 | Individual North | 1250 | 1170 | -6% | 2.3 |
| Individual | 39578 | 39564 A90 | Individual North | 1353 | 1090 | -19% | 7.5 |
| Individual | 38495 | 38540 A90 | Individual North | 1436 | 1466 | 2% | 0.8 |
| Individual | 38539 | 38496 A90 | Individual North | 1264 | 1185 | -6% | 2.3 |
| Individual | 38382 | 38497 A85 | Individual North | 792 | 686 | -13% | 3.9 |
| Individual | 38497 | 38382 A85 | Individual North | 1059 | 891 | -16% | 5.4 |
| Individual | 85015 | 85016 Barn Church Road | Individual North | 252 | 247 | -2% | 0.3 |
| Individual | 85016 | 85015 Barn Church Road | Individual North | 584 | 476 | -18% | 4.7 |
| Individual | 38772 | 38771 A92 | Individual North | 1316 | 1234 | -6% | 2.3 |
| Individual | 38771 | 38772 A92 | Individual North | 835 | 772 | -8% | 2.2 |
| Individual | 53748 | 53753 A82 | Individual North | 1263 | 975 | -23% | 8.6 |
| Individual | 53754 | 53749 A82 | Individual North | 2036 | 1736 | -15% | 6.9 |
| Individual | 48755 | 48758 A95 | Individual North | 91 | 58 | -36% | 3.8 |
| Individual | 48758 | 48755 A95 | Individual North | 119 | 68 | -43% | 5.3 |
| Individual | 54776 | 54687 A95 | Individual North | 116 | 114 | -2% | 0.2 |
| Individual | 54687 | 54776 A95 | Individual North | 106 | 124 | 17% | 1.7 |
| Individual | 41483 | 41482 A96 | Individual North | 274 | 317 | 16% | 2.5 |
| Individual | 41482 | 41483 A96 | Individual North | 425 | 508 | 20% | 3.8 |
| Individual | 42766 | 42767 A96 | Individual North | 1598 | 1045 | -35% | 15.2 |
| Individual | 42771 | 42683 A96 | Individual North | 798 | 610 | -24% | 7.1 |
| Individual | 47603 | 47602 A96 | Individual North | 492 | 459 | -7% | 1.5 |
| Individual | 47602 | 47603 A96 | Individual North | 457 | 518 | 13% | 2.8 |
| Individual | 48652 | 48651 A98 | Individual North | 302 | 323 | 7% | 1.2 |
| Individual | 48651 | 48652 A98 | Individual North | 231 | 252 | 9% | 1.4 |
| Individual | 32800 | 32783 A92 | Individual North | 299 | 240 | -20% | 3.6 |
| Individual | 32783 | 32800 A92 | Individual North | 429 | 375 | -13% | 2.7 |
| Individual | 36959 | 36981 A9 | Individual North | 656 | 496 | -24% | 6.7 |
| Individual | 36981 | 36959 A9 | Individual North | 569 | 402 | -29% | 7.6 |
| Individual | 55425 | 55426 A9 | Individual North | 283 | 364 | 29% | 4.5 |
| Individual | 55426 | 55425 A9 | Individual North | 239 | 280 | 17% | 2.5 |
| Individual | 45779 | 45787 A90 | Individual North | 1573 | 1538 | -2% | 0.9 |
| Individual | 45786 | 45778 A90 | Individual North | 652 | 740 | 13% | 3.3 |

Table H.32 : Inter Peak Hour Link Count Calibration – Individual Counts North

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|------------------|-------|------------------------|------------------|-----------|----------|--------|-----|
| Individual | 30230 | 30242 A85 | Individual North | 129 | 111 | -14% | 1.6 |
| Individual | 30209 | 30222 A82 | Individual North | 111 | 139 | 25% | 2.5 |
| Individual | 53333 | 53331 A9 | Individual North | 526 | 470 | -11% | 2.5 |
| Individual | 53331 | 53333 A9 | Individual North | 472 | 508 | 8% | 1.6 |
| Individual | 52830 | 52821 A835 | Individual North | 140 | 154 | 10% | 1.2 |
| Individual | 52821 | 52830 A835 | Individual North | 174 | 163 | -6% | 0.8 |
| Individual | 54729 | 54726 A939 | Individual North | 80 | 141 | 76% | 5.8 |
| Individual | 54726 | 54729 A939 | Individual North | 77 | 124 | 61% | 4.7 |
| Individual | 54443 | 54442 A96 | Individual North | 542 | 566 | 4% | 1.0 |
| Individual | 54442 | 54443 A96 | Individual North | 510 | 546 | 7% | 1.6 |
| Individual | 37935 | 37934 A93 | Individual North | 182 | 199 | 9% | 1.2 |
| Individual | 37934 | 37935 A93 | Individual North | 166 | 180 | 8% | 1.1 |
| Individual | 37578 | 37575 A94 | Individual North | 141 | 144 | 2% | 0.3 |
| Individual | 37575 | 37578 A94 | Individual North | 223 | 198 | -11% | 1.7 |
| Individual | 35886 | 35960 A9 | Individual North | 435 | 399 | -8% | 1.8 |
| Individual | 35960 | 35886 A9 | Individual North | 318 | 321 | 1% | 0.2 |
| Individual | 54691 | 54699 A95 | Individual North | 249 | 287 | 15% | 2.3 |
| Individual | 54699 | 54691 A95 | Individual North | 221 | 276 | 25% | 3.5 |
| Individual | 30222 | 30209 A82 | Individual North | 111 | 135 | 22% | 2.2 |
| Individual | 55061 | 55047 A82 | Individual North | 255 | 226 | -11% | 1.9 |
| Individual | 55047 | 55061 A82 | Individual North | 280 | 245 | -13% | 2.2 |
| Individual | 30242 | 30230 A85 | Individual North | 130 | 115 | -12% | 1.4 |
| Individual | 39945 | 39946 A90 | Individual North | 690 | 633 | -8% | 2.2 |
| Individual | 39944 | 39943 A90 | Individual North | 797 | 757 | -5% | 1.4 |
| Individual | 39566 | 39567 A90 | Individual North | 812 | 730 | -10% | 3.0 |
| Individual | 39578 | 39564 A90 | Individual North | 1007 | 852 | -15% | 5.1 |
| Individual | 38495 | 38540 A90 | Individual North | 986 | 926 | -6% | 1.9 |
| Individual | 38539 | 38496 A90 | Individual North | 1178 | 1109 | -6% | 2.0 |
| Individual | 38382 | 38497 A85 | Individual North | 690 | 592 | -14% | 3.9 |
| Individual | 38497 | 38382 A85 | Individual North | 604 | 569 | -6% | 1.4 |
| Individual | 85015 | 85016 Barn Church Road | Individual North | 351 | 343 | -2% | 0.4 |
| Individual | 85016 | 85015 Barn Church Road | Individual North | 298 | 305 | 2% | 0.4 |
| Individual | 38772 | 38771 A92 | Individual North | 949 | 923 | -3% | 0.8 |
| Individual | 38771 | 38772 A92 | Individual North | 874 | 839 | -4% | 1.2 |
| Individual | 53748 | 53753 A82 | Individual North | 1402 | 1126 | -20% | 7.8 |
| Individual | 53754 | 53749 A82 | Individual North | 1264 | 1213 | -4% | 1.4 |
| Individual | 48755 | 48758 A95 | Individual North | 75 | 86 | 15% | 1.2 |
| Individual | 48758 | 48755 A95 | Individual North | 82 | 65 | -21% | 2.0 |
| Individual | 54776 | 54687 A95 | Individual North | 112 | 95 | -15% | 1.7 |
| Individual | 54687 | 54776 A95 | Individual North | 92 | 101 | 10% | 0.9 |
| Individual | 41483 | 41482 A96 | Individual North | 279 | 382 | 37% | 5.7 |
| Individual | 41482 | 41483 A96 | Individual North | 270 | 332 | 23% | 3.6 |
| Individual | 42766 | 42767 A96 | Individual North | 734 | 569 | -22% | 6.5 |
| Individual | 42771 | 42683 A96 | Individual North | 783 | 622 | -21% | 6.1 |
| Individual | 47603 | 47602 A96 | Individual North | 385 | 374 | -3% | 0.6 |
| Individual | 47602 | 47603 A96 | Individual North | 391 | 347 | -11% | 2.3 |
| Individual | 48652 | 48651 A98 | Individual North | 234 | 277 | 18% | 2.7 |
| Individual | 48651 | 48652 A98 | Individual North | 217 | 227 | 5% | 0.7 |
| Individual | 32800 | 32783 A92 | Individual North | 224 | 251 | 12% | 1.8 |
| Individual | 32783 | 32800 A92 | Individual North | 198 | 217 | 10% | 1.3 |
| Individual | 36959 | 36981 A9 | Individual North | 537 | 441 | -18% | 4.3 |
| Individual | 36981 | 36959 A9 | Individual North | 599 | 501 | -16% | 4.2 |
| Individual | 55425 | 55426 A9 | Individual North | 272 | 301 | 11% | 1.7 |
| Individual | 55426 | 55425 A9 | Individual North | 347 | 365 | 5% | 1.0 |
| Individual | 45779 | 45787 A90 | Individual North | 649 | 734 | 13% | 3.2 |
| Individual | 45786 | 45778 A90 | Individual North | 823 | 867 | 5% | 1.5 |



Table H.33 : PM Peak Hour Link Count Calibration – Individual Counts North

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|------------------|-------|------------------------|------------------|-----------|----------|--------|------|
| Individual | 30230 | 30242 A85 | Individual North | 135 | 124 | -8% | 1.0 |
| Individual | 30209 | 30222 A82 | Individual North | 121 | 165 | 36% | 3.7 |
| Individual | 53333 | 53331 A9 | Individual North | 679 | 504 | -26% | 7.2 |
| Individual | 53331 | 53333 A9 | Individual North | 763 | 764 | 0% | 0.0 |
| Individual | 52830 | 52821 A835 | Individual North | 188 | 193 | 3% | 0.4 |
| Individual | 52821 | 52830 A835 | Individual North | 219 | 184 | -16% | 2.5 |
| Individual | 54729 | 54726 A939 | Individual North | 96 | 125 | 30% | 2.8 |
| Individual | 54726 | 54729 A939 | Individual North | 84 | 149 | 77% | 6.0 |
| Individual | 54443 | 54442 A96 | Individual North | 606 | 661 | 9% | 2.2 |
| Individual | 54442 | 54443 A96 | Individual North | 643 | 690 | 7% | 1.8 |
| Individual | 37935 | 37934 A93 | Individual North | 195 | 179 | -8% | 1.2 |
| Individual | 37934 | 37935 A93 | Individual North | 311 | 308 | -1% | 0.2 |
| Individual | 37578 | 37575 A94 | Individual North | 204 | 220 | 8% | 1.1 |
| Individual | 37575 | 37578 A94 | Individual North | 376 | 340 | -10% | 1.9 |
| Individual | 35886 | 35960 A9 | Individual North | 457 | 420 | -8% | 1.8 |
| Individual | 35960 | 35886 A9 | Individual North | 316 | 365 | 16% | 2.7 |
| Individual | 54691 | 54699 A95 | Individual North | 305 | 344 | 13% | 2.2 |
| Individual | 54699 | 54691 A95 | Individual North | 273 | 319 | 17% | 2.7 |
| Individual | 30222 | 30209 A82 | Individual North | 121 | 202 | 67% | 6.4 |
| Individual | 55061 | 55047 A82 | Individual North | 314 | 287 | -9% | 1.6 |
| Individual | 55047 | 55061 A82 | Individual North | 296 | 268 | -9% | 1.7 |
| Individual | 30242 | 30230 A85 | Individual North | 100 | 98 | -2% | 0.2 |
| Individual | 39945 | 39946 A90 | Individual North | 811 | 810 | 0% | 0.0 |
| Individual | 39944 | 39943 A90 | Individual North | 1021 | 1061 | 4% | 1.2 |
| Individual | 39566 | 39567 A90 | Individual North | 1269 | 1081 | -15% | 5.5 |
| Individual | 39578 | 39564 A90 | Individual North | 1225 | 1162 | -5% | 1.8 |
| Individual | 38495 | 38540 A90 | Individual North | 1217 | 1270 | 4% | 1.5 |
| Individual | 38539 | 38496 A90 | Individual North | 1461 | 1526 | 4% | 1.7 |
| Individual | 38382 | 38497 A85 | Individual North | 856 | 777 | -9% | 2.8 |
| Individual | 38497 | 38382 A85 | Individual North | 718 | 698 | -3% | 0.8 |
| Individual | 85015 | 85016 Barn Church Road | Individual North | 719 | 600 | -17% | 4.6 |
| Individual | 85016 | 85015 Barn Church Road | Individual North | 320 | 345 | 8% | 1.4 |
| Individual | 38772 | 38771 A92 | Individual North | 1089 | 978 | -10% | 3.5 |
| Individual | 38771 | 38772 A92 | Individual North | 1376 | 1412 | 3% | 1.0 |
| Individual | 53748 | 53753 A82 | Individual North | 1932 | 1746 | -10% | 4.3 |
| Individual | 53754 | 53749 A82 | Individual North | 1221 | 1340 | 10% | 3.3 |
| Individual | 48755 | 48758 A95 | Individual North | 124 | 89 | -28% | 3.4 |
| Individual | 48758 | 48755 A95 | Individual North | 99 | 82 | -17% | 1.8 |
| Individual | 54776 | 54687 A95 | Individual North | 123 | 113 | -8% | 0.9 |
| Individual | 54687 | 54776 A95 | Individual North | 117 | 101 | -14% | 1.5 |
| Individual | 41483 | 41482 A96 | Individual North | 523 | 587 | 12% | 2.7 |
| Individual | 41482 | 41483 A96 | Individual North | 303 | 358 | 18% | 3.0 |
| Individual | 42766 | 42767 A96 | Individual North | 823 | 722 | -12% | 3.6 |
| Individual | 42771 | 42683 A96 | Individual North | 1773 | 1270 | -28% | 12.9 |
| Individual | 47603 | 47602 A96 | Individual North | 472 | 510 | 8% | 1.7 |
| Individual | 47602 | 47603 A96 | Individual North | 517 | 444 | -14% | 3.3 |
| Individual | 48652 | 48651 A98 | Individual North | 245 | 314 | 28% | 4.1 |
| Individual | 48651 | 48652 A98 | Individual North | 313 | 316 | 1% | 0.2 |
| Individual | 32800 | 32783 A92 | Individual North | 421 | 410 | -3% | 0.5 |
| Individual | 32783 | 32800 A92 | Individual North | 269 | 281 | 4% | 0.7 |
| Individual | 36959 | 36981 A9 | Individual North | 671 | 519 | -23% | 6.2 |
| Individual | 36981 | 36959 A9 | Individual North | 729 | 573 | -21% | 6.1 |
| Individual | 55425 | 55426 A9 | Individual North | 304 | 376 | 24% | 3.9 |
| Individual | 55426 | 55425 A9 | Individual North | 325 | 413 | 27% | 4.6 |
| Individual | 45779 | 45787 A90 | Individual North | 651 | 834 | 28% | 6.7 |
| Individual | 45786 | 45778 A90 | Individual North | 1565 | 1513 | -3% | 1.3 |



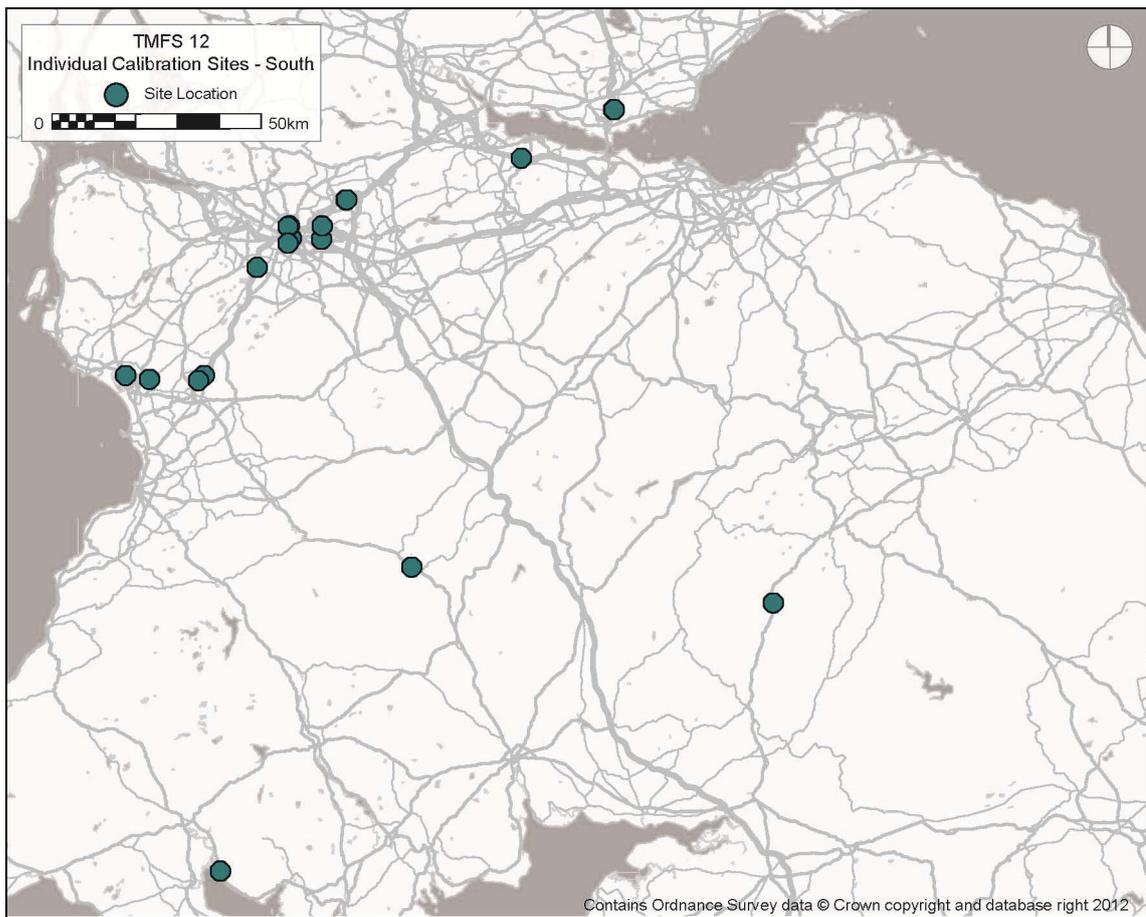


Figure H.12 : Link Count Calibration – Individual Counts South



Table H.34 : AM Peak Hour Link Count Calibration – Individual Counts South

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|------------------|-------|------------------------|------------------|-----------|----------|--------|------|
| Individual | 18799 | 18773 A737 | Individual South | 715 | 643 | -10% | 2.8 |
| Individual | 19075 | 19074 B769 | Individual South | 103 | 314 | 205% | 14.6 |
| Individual | 15218 | 15194 A77 | Individual South | 1295 | 1414 | 9% | 3.2 |
| Individual | 20936 | 20937 A8 | Individual South | 496 | 938 | 89% | 16.5 |
| Individual | 15244 | 15196 B7038 | Individual South | 666 | 448 | -33% | 9.2 |
| Individual | 21991 | 21980 A89 | Individual South | 205 | 458 | 123% | 13.9 |
| Individual | 22241 | 22363 B765 | Individual South | 209 | 32 | -85% | 16.1 |
| Individual | 22363 | 22241 B765 | Individual South | 137 | 118 | -14% | 1.7 |
| Individual | 21498 | 21437 M8 | Individual South | 5931 | 4911 | -17% | 13.9 |
| Individual | 1023 | 1021 A76 | Individual South | 125 | 212 | 70% | 6.7 |
| Individual | 1021 | 1023 A76 | Individual South | 171 | 177 | 4% | 0.5 |
| Individual | 1801 | 1800 A75 | Individual South | 186 | 157 | -16% | 2.2 |
| Individual | 1800 | 1801 A75 | Individual South | 190 | 144 | -24% | 3.6 |
| Individual | 4507 | 4505 A7 | Individual South | 77 | 98 | 27% | 2.2 |
| Individual | 4505 | 4507 A7 | Individual South | 86 | 147 | 71% | 5.7 |
| Individual | 19785 | 19774 M77 | Individual South | 2103 | 1943 | -8% | 3.6 |
| Individual | 21497 | 56359 M8 | Individual South | 6254 | 5786 | -7% | 6.0 |
| Individual | 34559 | 34571 M90 | Individual South | 2706 | 2585 | -4% | 2.4 |
| Individual | 34570 | 34564 M90 | Individual South | 2739 | 2917 | 6% | 3.3 |
| Individual | 10981 | 27058 M9 | Individual South | 1334 | 1307 | -2% | 0.7 |
| Individual | 27062 | 10982 M9 | Individual South | 2379 | 2318 | -3% | 1.3 |
| Individual | 58551 | 58554 M80 | Individual South | 1944 | 1548 | -20% | 9.5 |
| Individual | 58557 | 58552 M80 | Individual South | 2525 | 1756 | -30% | 16.6 |
| Individual | 60016 | 60019 M74 M8 to Jct 1A | Individual South | 4601 | 4944 | 7% | 5.0 |
| Individual | 60018 | 60017 M74 M8 to Jct 1A | Individual South | 2812 | 3525 | 25% | 12.7 |



Table H.35 : Inter Peak Hour Link Count Calibration – Individual Counts South

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|------------------|-------|------------------------|------------------|-----------|----------|--------|------|
| Individual | 18799 | 18773 A737 | Individual South | 580 | 549 | -5% | 1.3 |
| Individual | 19075 | 19074 B769 | Individual South | 63 | 102 | 62% | 4.3 |
| Individual | 15218 | 15194 A77 | Individual South | 864 | 934 | 8% | 2.3 |
| Individual | 20936 | 20937 A8 | Individual South | 300 | 659 | 120% | 16.4 |
| Individual | 15244 | 15196 B7038 | Individual South | 52 | 176 | 238% | 11.6 |
| Individual | 21991 | 21980 A89 | Individual South | 390 | 572 | 47% | 8.3 |
| Individual | 22241 | 22363 B765 | Individual South | 143 | 32 | -78% | 11.9 |
| Individual | 22363 | 22241 B765 | Individual South | 130 | 35 | -73% | 10.5 |
| Individual | 21498 | 21437 M8 | Individual South | 4410 | 4011 | -9% | 6.1 |
| Individual | 1023 | 1021 A76 | Individual South | 115 | 282 | 145% | 11.9 |
| Individual | 1021 | 1023 A76 | Individual South | 131 | 179 | 37% | 3.9 |
| Individual | 1801 | 1800 A75 | Individual South | 191 | 157 | -18% | 2.6 |
| Individual | 1800 | 1801 A75 | Individual South | 170 | 139 | -18% | 2.5 |
| Individual | 4507 | 4505 A7 | Individual South | 74 | 128 | 73% | 5.4 |
| Individual | 4505 | 4507 A7 | Individual South | 67 | 88 | 31% | 2.4 |
| Individual | 19785 | 19774 M77 | Individual South | 1726 | 1580 | -8% | 3.6 |
| Individual | 21497 | 56359 M8 | Individual South | 4146 | 4126 | 0% | 0.3 |
| Individual | 34559 | 34571 M90 | Individual South | 1760 | 1674 | -5% | 2.1 |
| Individual | 34570 | 34564 M90 | Individual South | 1848 | 1687 | -9% | 3.8 |
| Individual | 10981 | 27058 M9 | Individual South | 933 | 1001 | 7% | 2.2 |
| Individual | 27062 | 10982 M9 | Individual South | 911 | 974 | 7% | 2.1 |
| Individual | 58551 | 58554 M80 | Individual South | 1345 | 1254 | -7% | 2.5 |
| Individual | 58557 | 58552 M80 | Individual South | 1366 | 1246 | -9% | 3.3 |
| Individual | 60016 | 60019 M74 M8 to Jct 1A | Individual South | 1864 | 2453 | 32% | 12.7 |
| Individual | 60018 | 60017 M74 M8 to Jct 1A | Individual South | 1870 | 2774 | 48% | 18.8 |



Table H.36 : PM Peak Hour Link Count Calibration – Individual Counts South

| Screenline Group | A | B Road | Screenline Plot | PCU Count | PCU Flow | % Diff | GEH |
|------------------|-------|------------------------|------------------|-----------|----------|--------|------|
| Individual | 18799 | 18773 A737 | Individual South | 604 | 530 | -12% | 3.1 |
| Individual | 19075 | 19074 B769 | Individual South | 124 | 491 | 296% | 20.9 |
| Individual | 15218 | 15194 A77 | Individual South | 1433 | 1756 | 23% | 8.1 |
| Individual | 20936 | 20937 A8 | Individual South | 385 | 691 | 79% | 13.2 |
| Individual | 15244 | 15196 B7038 | Individual South | 659 | 538 | -18% | 4.9 |
| Individual | 21991 | 21980 A89 | Individual South | 463 | 812 | 75% | 13.8 |
| Individual | 22241 | 22363 B765 | Individual South | 180 | 47 | -74% | 12.5 |
| Individual | 22363 | 22241 B765 | Individual South | 240 | 123 | -49% | 8.7 |
| Individual | 21498 | 21437 M8 | Individual South | 5831 | 5644 | -3% | 2.5 |
| Individual | 1023 | 1021 A76 | Individual South | 165 | 207 | 25% | 3.1 |
| Individual | 1021 | 1023 A76 | Individual South | 123 | 157 | 28% | 2.9 |
| Individual | 1801 | 1800 A75 | Individual South | 185 | 162 | -12% | 1.7 |
| Individual | 1800 | 1801 A75 | Individual South | 200 | 178 | -11% | 1.6 |
| Individual | 4507 | 4505 A7 | Individual South | 84 | 159 | 89% | 6.8 |
| Individual | 4505 | 4507 A7 | Individual South | 78 | 88 | 13% | 1.1 |
| Individual | 19785 | 19774 M77 | Individual South | 3343 | 2750 | -18% | 10.7 |
| Individual | 21497 | 56359 M8 | Individual South | 3980 | 4928 | 24% | 14.2 |
| Individual | 34559 | 34571 M90 | Individual South | 3038 | 3223 | 6% | 3.3 |
| Individual | 34570 | 34564 M90 | Individual South | 2608 | 2461 | -6% | 2.9 |
| Individual | 10981 | 27058 M9 | Individual South | 2102 | 2098 | 0% | 0.1 |
| Individual | 27062 | 10982 M9 | Individual South | 1267 | 1374 | 8% | 2.9 |
| Individual | 58551 | 58554 M80 | Individual South | 2303 | 1734 | -25% | 12.7 |
| Individual | 58557 | 58552 M80 | Individual South | 1904 | 1621 | -15% | 6.7 |
| Individual | 60016 | 60019 M74 M8 to Jct 1A | Individual South | 3299 | 3999 | 21% | 11.6 |
| Individual | 60018 | 60017 M74 M8 to Jct 1A | Individual South | 4006 | 4782 | 19% | 11.7 |



I **MODELLED FLOW OBSERVED COUNT CORRELATION GRAPHS**

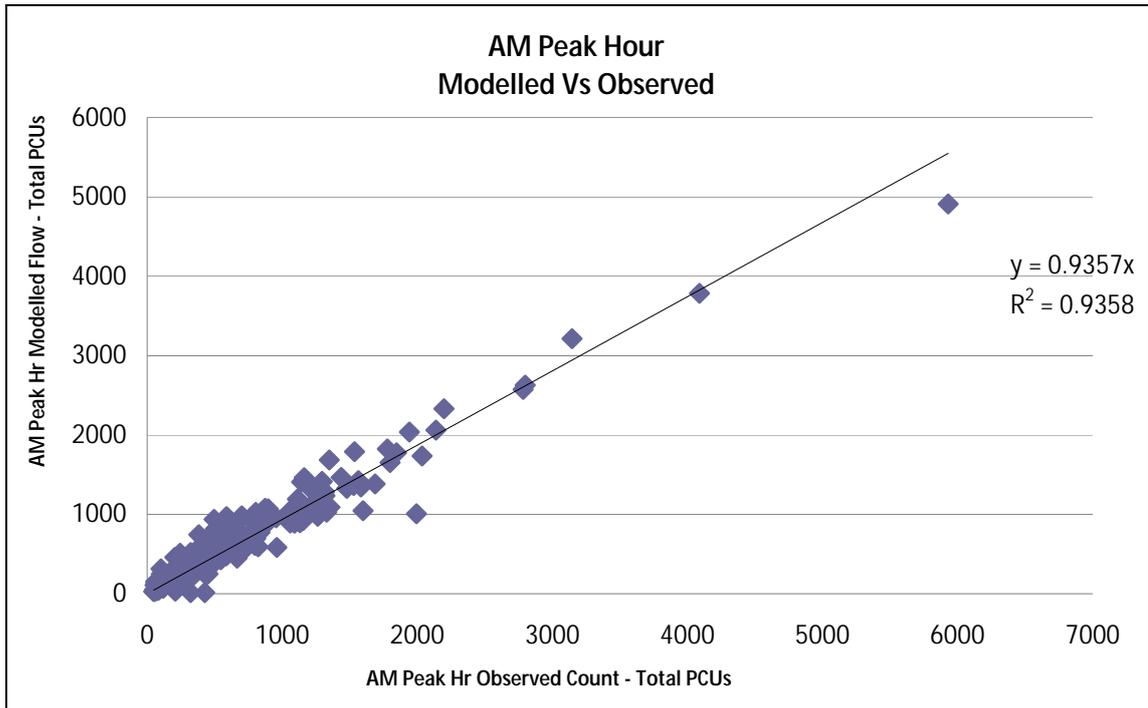


Figure I.1 : AM Peak Hour Calibration Correlation Graphs

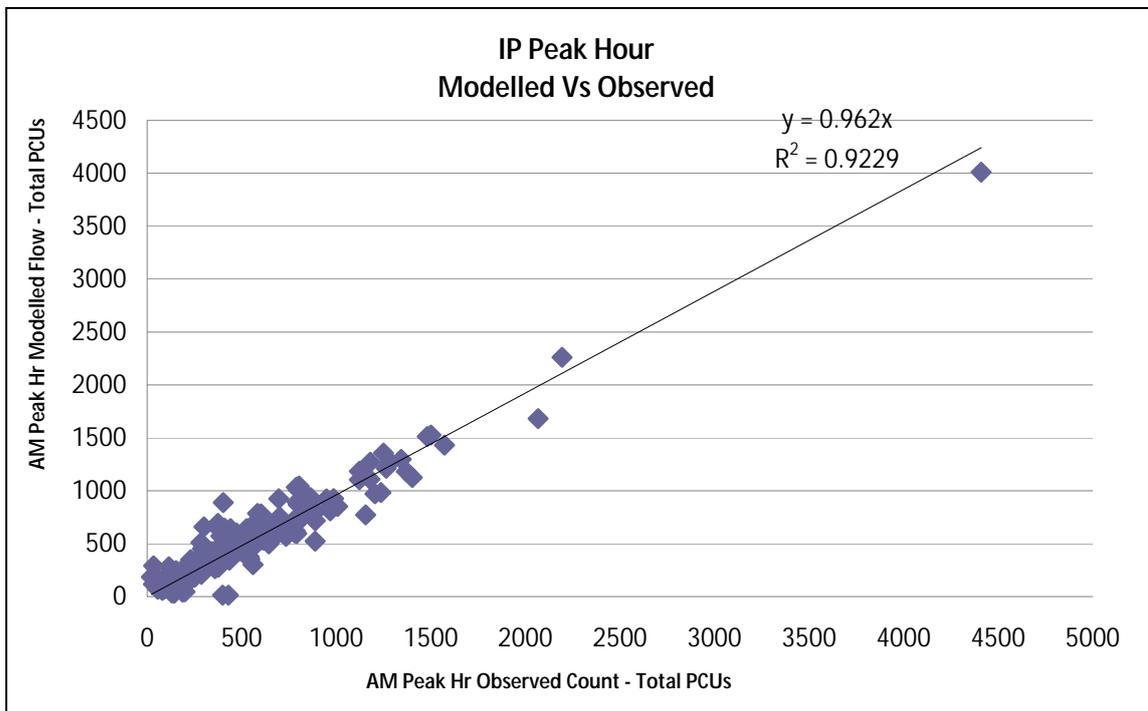


Figure I.2 : Inter Peak Hour Calibration Correlation Graphs



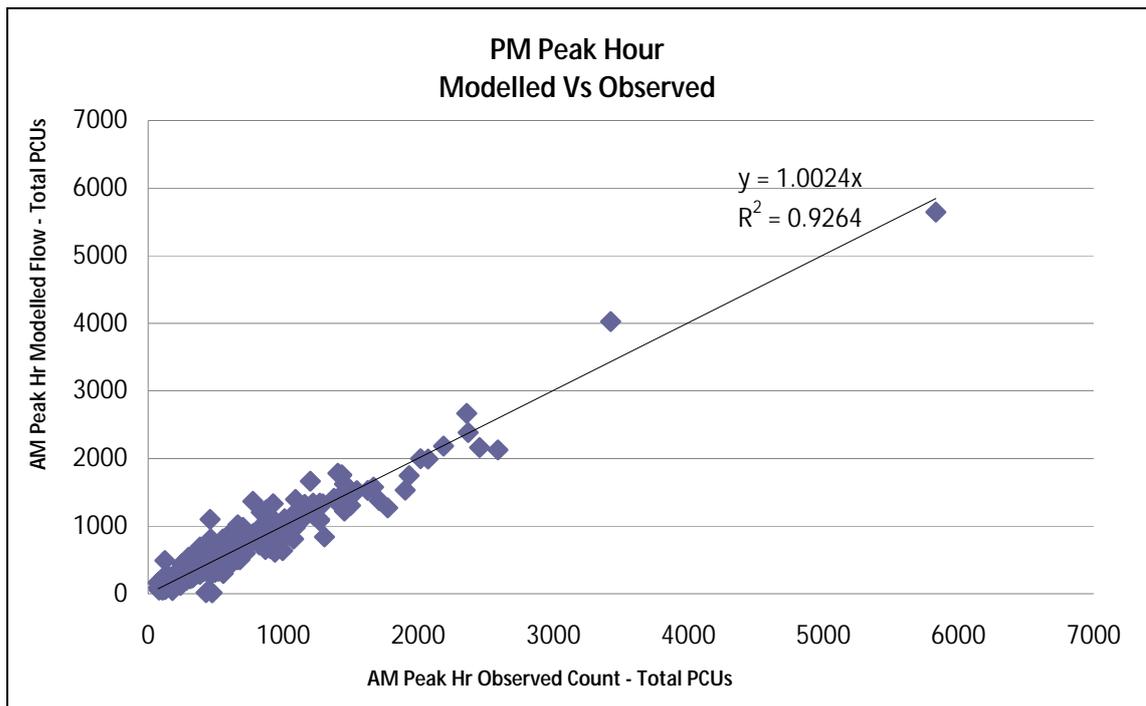


Figure I.3 : PM Peak Hour Calibration Correlation Graphs



J LINK COUNT VALIDATION SITES (TOTAL PCUS)

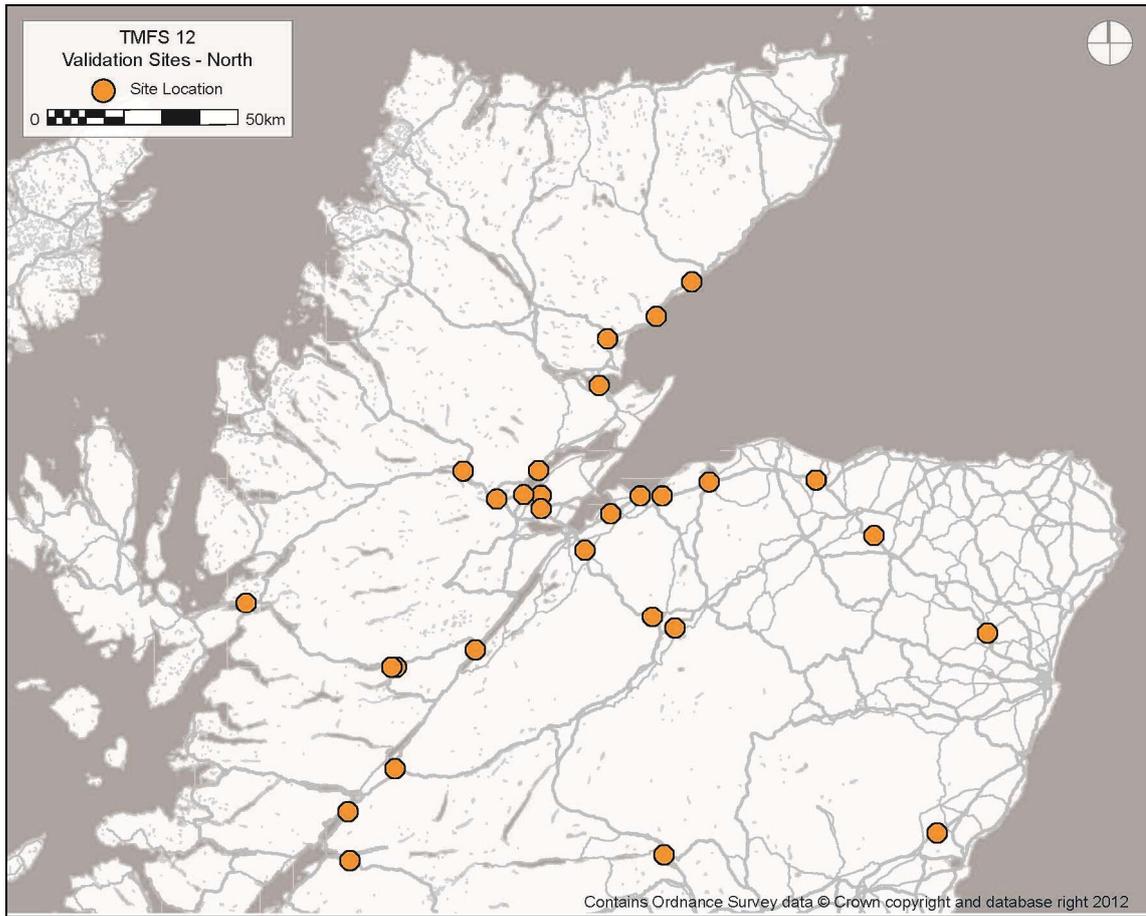


Figure J.1 : Validation Sites – North Scotland



Table J.1 : AM Peak Hour Validation Sites – North Scotland

| ID | Area | | Road | Direction (Bound) | Total PCU Count | Total PCU Flow | Diff | % Diff | GEH |
|-----|-------|-----------------|---|----------------------|--------------------|-------------------|------|--------|------|
| | A | B Definition | | | | | | | |
| 170 | 40724 | 40725 North | A90 N of B966 - at North Water Bridge | North | 1134 | 1181 | 47 | 4% | 1.4 |
| 171 | 40723 | 40722 North | A90 N of B966 - at North Water Bridge | South | 619 | 783 | 164 | 26% | 6.2 |
| 64 | 36376 | 36359 North | A9 N of A924/B8019 | South | 225 | 357 | 132 | 59% | 7.7 |
| 63 | 36359 | 36376 North | A9 N of A924/B8019 | North | 384 | 424 | 40 | 10% | 2.0 |
| 51 | 42719 | 42759 North | A96 Inverurie Bypass (South) | North | 897 | 741 | -156 | -17% | 5.5 |
| 52 | 42731 | 42720 North | A96 Inverurie Bypass (South) | South | 1786 | 1374 | -412 | -23% | 10.4 |
| 54 | 41197 | 41195 North | A96 South of Keith | South | 337 | 425 | 88 | 26% | 4.5 |
| 53 | 41195 | 41197 North | A96 South of Keith | North | 231 | 268 | 37 | 16% | 2.3 |
| 5 | 55124 | 55112 North | A82 Corran Ferry | North | 209 | 215 | 6 | 3% | 0.4 |
| 6 | 55112 | 55124 North | A82 Corran Ferry | South | 163 | 184 | 21 | 13% | 1.6 |
| 27 | 52635 | 52688 North | A82 Fort Augustus to Invermoriston | North | 83 | 249 | 166 | 200% | 12.9 |
| 28 | 52688 | 52635 North | A82 Fort Augustus to Invermoriston | South | 115 | 206 | 91 | 79% | 7.2 |
| 23 | 55099 | 55100 North | A82 Glencoe to Ballachulish Bridge RB (A828) | North | 120 | 120 | 0 | 0% | 0.0 |
| 24 | 55100 | 55099 North | A82 Glencoe to Ballachulish Bridge RB (A828) | South | 124 | 153 | 29 | 23% | 2.5 |
| 25 | 55250 | 55251 North | A82 Spean Bridge to Invergarry | North | 125 | 106 | -19 | -15% | 1.8 |
| 26 | 55251 | 55250 North | A82 Spean Bridge to Invergarry | South | 120 | 129 | 9 | 8% | 0.8 |
| 48 | 52678 | 52671 North | A835 Cortin to Garve (A832) | South | 111 | 147 | 36 | 32% | 3.2 |
| 47 | 52671 | 52678 North | A835 Cortin to Garve (A832) | North | 153 | 199 | 46 | 30% | 3.5 |
| 44 | 53055 | 53160 North | A835 Corntown (B9163) to Maryburgh RB | South | 505 | 652 | 147 | 29% | 6.1 |
| 43 | 53160 | 53055 North | A835 Corntown (B9163) to Maryburgh RB | North | 505 | 454 | -51 | -10% | 2.3 |
| 45 | 52819 | 52808 North | A835 Moy Bridge (A832) to Contin | East | 176 | 145 | -31 | -18% | 2.4 |
| 46 | 52808 | 52819 North | A835 Moy Bridge (A832) to Contin | West | 174 | 199 | 25 | 14% | 1.8 |
| 42 | 53152 | 53150 North | A835 Tore to Leanig (B9169) | West | 574 | 454 | -120 | -21% | 5.3 |
| 41 | 53150 | 53152 North | A835 Tore to Leanig (B9169) | East | 432 | 652 | 220 | 51% | 9.4 |
| 34 | 51937 | 51938 North | A87 - Auchtertyre to Kyle of Lochalsh | West | 127 | 89 | -38 | -30% | 3.7 |
| 33 | 51938 | 51937 North | A87 - Auchtertyre to Kyle of Lochalsh | East | 121 | 92 | -29 | -24% | 2.8 |
| 31 | 52363 | 52462 North | A87 - Bunloyne to Glensheil | East | 51 | 54 | 3 | 6% | 0.4 |
| 32 | 52462 | 52363 North | A87 - Bunloyne to Glensheil | West | 63 | 37 | -26 | -41% | 3.7 |
| 30 | 52461 | 52462 North | A87 - Invergarry to Bunloyne Junction | West | 20 | 14 | -6 | -30% | 1.5 |
| 29 | 52462 | 52461 North | A87 - Invergarry to Bunloyne Junction | East | 23 | 24 | 1 | 4% | 0.2 |
| 16 | 53196 | 53191 North | A9 Arduilie Roundabout to Skiach Junction (B9176) | South | 769 | 672 | -97 | -13% | 3.6 |
| 15 | 53191 | 53196 North | A9 Arduilie Roundabout to Skiach Junction (B9176) | North | 658 | 618 | -40 | -6% | 1.6 |
| 21 | 50921 | 50922 North | A9 Brora to Helmsdale | North | 115 | 113 | -2 | -2% | 0.2 |
| 22 | 50922 | 50921 North | A9 Brora to Helmsdale | South | 95 | 109 | 14 | 15% | 1.4 |
| 11 | 53881 | 53883 North | A9 Daviot (B851) to Inshes (B9006) | North | 626 | 413 | -213 | -34% | 9.3 |
| 12 | 53882 | 53879 North | A9 Daviot (B851) to Inshes (B9006) | South | 418 | 290 | -128 | -31% | 6.8 |
| 17 | 54234 | 54048 North | A9 Dornoch Bridge | North | 247 | 166 | -81 | -33% | 5.6 |
| 18 | 54048 | 54234 North | A9 Dornoch Bridge | South | 263 | 162 | -101 | -38% | 6.9 |
| 20 | 50868 | 50822 North | A9 Golspie to Brora | South | 194 | 151 | -43 | -22% | 3.3 |
| 19 | 50822 | 50868 North | A9 Golspie to Brora | North | 171 | 136 | -35 | -20% | 2.8 |
| 10 | 54393 | 54392 North | A9 Granish (A95) to Blackmount (A938) | South | 254 | 219 | -35 | -14% | 2.3 |
| 9 | 54392 | 54393 North | A9 Granish (A95) to Blackmount (A938) | North | 284 | 281 | -3 | -1% | 0.2 |
| 13 | 53166 | 53167 North | A9 North of Tore Roundabout | North | 445 | 424 | -21 | -5% | 1.0 |
| 14 | 53167 | 53166 North | A9 North of Tore Roundabout | South | 615 | 410 | -205 | -33% | 9.1 |
| 49 | 54270 | 54269 North | A9 Poles to The Mound (B9174 to A839) | North | 189 | 160 | -29 | -15% | 2.2 |
| 50 | 54271 | 54269 North | A9 Poles to The Mound (B9174 to A839) | South | 206 | 179 | -27 | -13% | 1.9 |
| 2 | 54606 | 54521 North | A95 Boat of Garten (WiM) | South | 169 | 201 | 32 | 19% | 2.4 |
| 1 | 54521 | 54606 North | A95 Boat of Garten (WiM) | North | 154 | 204 | 50 | 32% | 3.7 |
| 36 | 54593 | 54602 North | A96 Aulderm Bypass | West | 443 | 424 | -19 | -4% | 0.9 |
| 35 | 54602 | 54593 North | A96 Aulderm Bypass | East | 365 | 518 | 153 | 42% | 7.3 |
| 38 | 54432 | 54431 North | A96 DELNIES JCT - NAIRN | West | 700 | 664 | -36 | -5% | 1.4 |
| 37 | 54431 | 54432 North | A96 DELNIES JCT - NAIRN | East | 429 | 649 | 220 | 51% | 9.5 |
| 40 | 54147 | 54146 North | A96 NTON OF PETTY - GOLLANFIELD | West | 641 | 689 | 48 | 7% | 1.9 |
| 39 | 54146 | 54147 North | A96 NTON OF PETTY - GOLLANFIELD | East | 387 | 663 | 276 | 71% | 12.0 |
| 58 | 47756 | 47737 North | A96 Forres | West | 473 | 634 | 161 | 34% | 6.8 |
| 57 | 47737 | 47756 North | A96 Forres | East | 577 | 1006 | 429 | 74% | 15.2 |
| 56 | 48546 | 48564 North | A96 Mosstodloch | West | 91 | 11 | -80 | -88% | 11.2 |
| 55 | 48564 | 48546 North | A96 Mosstodloch | East | 68 | 9 | -59 | -87% | 9.5 |



Table J.2 : Inter Peak Hour Validation Sites – North Scotland

| ID | A | B Area Definition | Road | Direction (Bound) | Total | Total | Diff | % Diff | GEH |
|-----|-------|-------------------|---|-------------------|-----------|----------|------|--------|------|
| | | | | | PCU Count | PCU Flow | | | |
| 170 | 40724 | 40725 North | A90 N of B966 - at North Water Bridge | North | 558 | 626 | 68 | 12% | 2.8 |
| 171 | 40723 | 40722 North | A90 N of B966 - at North Water Bridge | South | 729 | 760 | 31 | 4% | 1.1 |
| 63 | 36376 | 36359 North | A9 N of A924/B8019 | North | 297 | 420 | 123 | 41% | 6.5 |
| 64 | 36359 | 36376 North | A9 N of A924/B8019 | South | 352 | 487 | 135 | 38% | 6.6 |
| 51 | 42719 | 42759 North | A96 Inverurie Bypass (South) | North | 936 | 745 | -191 | -20% | 6.6 |
| 52 | 42731 | 42720 North | A96 Inverurie Bypass (South) | South | 890 | 688 | -202 | -23% | 7.2 |
| 53 | 41197 | 41195 North | A96 South of Keith | North | 242 | 322 | 80 | 33% | 4.8 |
| 54 | 41195 | 41197 North | A96 South of Keith | South | 229 | 261 | 32 | 14% | 2.0 |
| 5 | 55124 | 55112 North | A82 Corran Ferry | North | 186 | 245 | 59 | 32% | 4.0 |
| 6 | 55112 | 55124 North | A82 Corran Ferry | South | 182 | 226 | 44 | 24% | 3.1 |
| 27 | 52635 | 52688 North | A82 Fort Augustus to Invermoriston | North | 82 | 167 | 85 | 104% | 7.6 |
| 28 | 52688 | 52635 North | A82 Fort Augustus to Invermoriston | South | 77 | 168 | 91 | 118% | 8.2 |
| 23 | 55099 | 55100 North | A82 Glencoe to Ballachulish Bridge RB (A828) | North | 146 | 170 | 24 | 16% | 1.9 |
| 24 | 55100 | 55099 North | A82 Glencoe to Ballachulish Bridge RB (A828) | South | 157 | 177 | 20 | 13% | 1.5 |
| 25 | 55250 | 55251 North | A82 Spean Bridge to Invergarry | North | 162 | 140 | -22 | -14% | 1.8 |
| 26 | 55251 | 55250 North | A82 Spean Bridge to Invergarry | South | 168 | 146 | -22 | -13% | 1.8 |
| 47 | 52678 | 52671 North | A835 Contin to Garve (A832) | North | 116 | 154 | 38 | 33% | 3.3 |
| 48 | 52671 | 52678 North | A835 Contin to Garve (A832) | South | 132 | 163 | 31 | 23% | 2.6 |
| 43 | 53055 | 53160 North | A835 Corntown (B9163) to Maryburgh RB | North | 373 | 346 | -27 | -7% | 1.4 |
| 44 | 53160 | 53055 North | A835 Corntown (B9163) to Maryburgh RB | South | 405 | 416 | 11 | 3% | 0.5 |
| 45 | 52819 | 52808 North | A835 Moy Bridge (A832) to Contin | East | 163 | 162 | -1 | -1% | 0.1 |
| 46 | 52808 | 52819 North | A835 Moy Bridge (A832) to Contin | West | 133 | 153 | 20 | 15% | 1.7 |
| 41 | 53152 | 53150 North | A835 Tore to Leanig (B9169) | East | 334 | 416 | 82 | 25% | 4.2 |
| 42 | 53150 | 53152 North | A835 Tore to Leanig (B9169) | West | 366 | 346 | -20 | -5% | 1.1 |
| 33 | 51937 | 51938 North | A87 - Auchtertyre to Kyle of Lochalsh | East | 144 | 133 | -11 | -8% | 0.9 |
| 34 | 51938 | 51937 North | A87 - Auchtertyre to Kyle of Lochalsh | West | 119 | 120 | 1 | 1% | 0.1 |
| 31 | 52363 | 52462 North | A87 - Bunloyne to Glensheil | East | 78 | 81 | 3 | 4% | 0.3 |
| 32 | 52462 | 52363 North | A87 - Bunloyne to Glensheil | West | 61 | 69 | 8 | 13% | 1.0 |
| 29 | 52461 | 52462 North | A87 - Invergarry to Bunloyne Junction | East | 28 | 57 | 29 | 104% | 4.4 |
| 30 | 52462 | 52461 North | A87 - Invergarry to Bunloyne Junction | West | 34 | 53 | 19 | 56% | 2.9 |
| 15 | 53196 | 53191 North | A9 Arduilie Roundabout to Skiach Junction (B9176) | North | 509 | 508 | -1 | 0% | 0.0 |
| 16 | 53191 | 53196 North | A9 Arduilie Roundabout to Skiach Junction (B9176) | South | 552 | 470 | -82 | -15% | 3.6 |
| 21 | 50921 | 50922 North | A9 Brora to Helmsdale | North | 103 | 124 | 21 | 20% | 2.0 |
| 22 | 50922 | 50921 North | A9 Brora to Helmsdale | South | 90 | 125 | 35 | 39% | 3.4 |
| 11 | 53881 | 53883 North | A9 Daviot (B851) to Inshes (B9006) | North | 431 | 353 | -78 | -18% | 3.9 |
| 12 | 53882 | 53879 North | A9 Daviot (B851) to Inshes (B9006) | South | 437 | 396 | -41 | -9% | 2.0 |
| 17 | 54234 | 54048 North | A9 Dornoch Bridge | North | 221 | 145 | -76 | -34% | 5.6 |
| 18 | 54048 | 54234 North | A9 Dornoch Bridge | South | 242 | 140 | -102 | -42% | 7.4 |
| 19 | 50868 | 50822 North | A9 Golspie to Brora | North | 159 | 165 | 6 | 4% | 0.5 |
| 20 | 50822 | 50868 North | A9 Golspie to Brora | South | 172 | 163 | -9 | -5% | 0.7 |
| 9 | 54393 | 54392 North | A9 Granish (A95) to Blackmount (A938) | North | 260 | 245 | -15 | -6% | 0.9 |
| 10 | 54392 | 54393 North | A9 Granish (A95) to Blackmount (A938) | South | 290 | 289 | -1 | 0% | 0.1 |
| 13 | 53166 | 53167 North | A9 North of Tore Roundabout | North | 371 | 377 | 6 | 2% | 0.3 |
| 14 | 53167 | 53166 North | A9 North of Tore Roundabout | South | 407 | 301 | -106 | -26% | 5.6 |
| 49 | 54270 | 54269 North | A9 Poles to The Mound (B9174 to A839) | North | 154 | 180 | 26 | 17% | 2.0 |
| 50 | 54271 | 54269 North | A9 Poles to The Mound (B9174 to A839) | South | 182 | 177 | -5 | -3% | 0.4 |
| 1 | 54606 | 54521 North | A95 Boat of Garten (WIM) | North | 142 | 171 | 29 | 20% | 2.3 |
| 2 | 54521 | 54606 North | A95 Boat of Garten (WIM) | South | 176 | 183 | 7 | 4% | 0.5 |
| 35 | 54593 | 54602 North | A96 Auldern Bypass | East | 334 | 347 | 13 | 4% | 0.7 |
| 36 | 54602 | 54593 North | A96 Auldern Bypass | West | 344 | 348 | 4 | 1% | 0.2 |
| 37 | 54432 | 54431 North | A96 DELNIES JCT - NAIRN | East | 427 | 546 | 119 | 28% | 5.4 |
| 38 | 54431 | 54432 North | A96 DELNIES JCT - NAIRN | West | 435 | 566 | 131 | 30% | 5.9 |
| 39 | 54147 | 54146 North | A96 NTON OF PETTY - GOLLANFIELD | East | 390 | 546 | 156 | 40% | 7.2 |
| 40 | 54146 | 54147 North | A96 NTON OF PETTY - GOLLANFIELD | West | 403 | 566 | 163 | 40% | 7.4 |
| 57 | 47756 | 47737 North | A96 Forres | East | 402 | 665 | 263 | 65% | 11.4 |
| 58 | 47737 | 47756 North | A96 Forres | West | 402 | 651 | 249 | 62% | 10.9 |
| 55 | 48546 | 48564 North | A96 Mosstodloch | East | 60 | 6 | -54 | -90% | 9.4 |
| 56 | 48564 | 48546 North | A96 Mosstodloch | West | 53 | 9 | -44 | -83% | 7.9 |



Table J.3 : PM Peak Hour Validation Sites – North Scotland

| ID | Area | | | Direction (Bound) | Total | Total | Diff | % Diff | GEH | |
|-----|-------|--------------|-------|---|--------------|-------------|------|--------|------|------|
| | A | B Definition | Road | | PCU Count | PCU Flow | | | | |
| 170 | 40724 | 40725 | North | A90 N of B966 - at North Water Bridge | North | 603 | 805 | 202 | 33% | 7.6 |
| 171 | 40723 | 40722 | North | A90 N of B966 - at North Water Bridge | South | 1140 | 1144 | 4 | 0% | 0.1 |
| 63 | 36376 | 36359 | North | A9 N of A924/B8019 | North | 277 | 516 | 239 | 86% | 12.0 |
| 64 | 36359 | 36376 | North | A9 N of A924/B8019 | South | 425 | 572 | 147 | 35% | 6.6 |
| 51 | 42719 | 42759 | North | A96 Inverurie Bypass (South) | North | 2016 | 1530 | -486 | -24% | 11.5 |
| 52 | 42731 | 42720 | North | A96 Inverurie Bypass (South) | South | 962 | 900 | -62 | -6% | 2.0 |
| 53 | 41197 | 41195 | North | A96 South of Keith | North | 404 | 465 | 61 | 15% | 2.9 |
| 54 | 41195 | 41197 | North | A96 South of Keith | South | 259 | 274 | 15 | 6% | 0.9 |
| 5 | 55124 | 55112 | North | A82 Corran Ferry | North | 175 | 268 | 93 | 53% | 6.2 |
| 6 | 55112 | 55124 | North | A82 Corran Ferry | South | 224 | 287 | 63 | 28% | 3.9 |
| 27 | 52635 | 52688 | North | A82 Fort Augustus to Invermoriston | North | 106 | 226 | 120 | 113% | 9.3 |
| 28 | 52688 | 52635 | North | A82 Fort Augustus to Invermoriston | South | 95 | 267 | 172 | 181% | 12.8 |
| 23 | 55099 | 55100 | North | A82 Glencoe to Ballachulish Bridge RB (A828) | North | 138 | 229 | 91 | 66% | 6.7 |
| 24 | 55100 | 55099 | North | A82 Glencoe to Ballachulish Bridge RB (A828) | South | 156 | 189 | 33 | 21% | 2.5 |
| 25 | 55250 | 55251 | North | A82 Spean Bridge to Invergarry | North | 150 | 141 | -9 | -6% | 0.7 |
| 26 | 55251 | 55250 | North | A82 Spean Bridge to Invergarry | South | 187 | 142 | -45 | -24% | 3.5 |
| 47 | 52678 | 52671 | North | A835 Contin to Garve (A832) | North | 135 | 193 | 58 | 43% | 4.5 |
| 48 | 52671 | 52678 | North | A835 Contin to Garve (A832) | South | 150 | 184 | 34 | 23% | 2.6 |
| 43 | 53055 | 53160 | North | A835 Comtown (B9163) to Maryburgh RB | North | 527 | 554 | 27 | 5% | 1.2 |
| 44 | 53160 | 53055 | North | A835 Comtown (B9163) to Maryburgh RB | South | 518 | 354 | -164 | -32% | 7.9 |
| 45 | 52819 | 52808 | North | A835 Moy Bridge (A832) to Contin | East | 189 | 184 | -5 | -3% | 0.4 |
| 46 | 52808 | 52819 | North | A835 Moy Bridge (A832) to Contin | West | 186 | 191 | 5 | 3% | 0.4 |
| 41 | 53152 | 53150 | North | A835 Tore to Leanig (B9169) | East | 561 | 354 | -207 | -37% | 9.7 |
| 42 | 53150 | 53152 | North | A835 Tore to Leanig (B9169) | West | 456 | 554 | 98 | 21% | 4.4 |
| 33 | 51937 | 51938 | North | A87 - Auchtertyre to Kyle of Lochalsh | East | 149 | 148 | -1 | -1% | 0.1 |
| 34 | 51938 | 51937 | North | A87 - Auchtertyre to Kyle of Lochalsh | West | 129 | 120 | -9 | -7% | 0.8 |
| 31 | 52363 | 52462 | North | A87 - Bunloyne to Glensheil | East | 72 | 66 | -6 | -8% | 0.7 |
| 32 | 52462 | 52363 | North | A87 - Bunloyne to Glensheil | West | 66 | 62 | -4 | -6% | 0.5 |
| 29 | 52461 | 52462 | North | A87 - Invergarry to Bunloyne Junction | East | 27 | 39 | 12 | 44% | 2.1 |
| 30 | 52462 | 52461 | North | A87 - Invergarry to Bunloyne Junction | West | 30 | 37 | 7 | 23% | 1.2 |
| 15 | 53196 | 53191 | North | A9 Ardullie Roundabout to Skiach Junction (B9176) | North | 789 | 764 | -25 | -3% | 0.9 |
| 16 | 53191 | 53196 | North | A9 Ardullie Roundabout to Skiach Junction (B9176) | South | 708 | 504 | -204 | -29% | 8.3 |
| 21 | 50921 | 50922 | North | A9 Brora to Helmsdale | North | 89 | 152 | 63 | 71% | 5.7 |
| 22 | 50922 | 50921 | North | A9 Brora to Helmsdale | South | 114 | 156 | 42 | 37% | 3.6 |
| 11 | 53881 | 53883 | North | A9 Daviot (B851) to Inshes (B9006) | North | 468 | 420 | -48 | -10% | 2.3 |
| 12 | 53882 | 53879 | North | A9 Daviot (B851) to Inshes (B9006) | South | 493 | 443 | -50 | -10% | 2.3 |
| 17 | 54234 | 54048 | North | A9 Dornoch Bridge | North | 291 | 218 | -73 | -25% | 4.6 |
| 18 | 54048 | 54234 | North | A9 Dornoch Bridge | South | 263 | 177 | -86 | -33% | 5.8 |
| 19 | 50868 | 50822 | North | A9 Golspie to Brora | North | 204 | 213 | 9 | 4% | 0.6 |
| 20 | 50822 | 50868 | North | A9 Golspie to Brora | South | 162 | 197 | 35 | 22% | 2.6 |
| 9 | 54393 | 54392 | North | A9 Granish (A95) to Blackmount (A938) | North | 300 | 277 | -23 | -8% | 1.4 |
| 10 | 54392 | 54393 | North | A9 Granish (A95) to Blackmount (A938) | South | 310 | 312 | 2 | 1% | 0.1 |
| 13 | 53166 | 53167 | North | A9 North of Tore Roundabout | North | 574 | 503 | -71 | -12% | 3.1 |
| 14 | 53167 | 53166 | North | A9 North of Tore Roundabout | South | 472 | 238 | -234 | -50% | 12.4 |
| 49 | 54270 | 54269 | North | A9 Poles to The Mound (B9174 to A839) | North | 203 | 260 | 57 | 28% | 3.7 |
| 50 | 54271 | 54269 | North | A9 Poles to The Mound (B9174 to A839) | South | 198 | 223 | 25 | 13% | 1.7 |
| 1 | 54606 | 54521 | North | A95 Boat of Garten (WIM) | North | 174 | 206 | 32 | 18% | 2.3 |
| 2 | 54521 | 54606 | North | A95 Boat of Garten (WIM) | South | 178 | 190 | 12 | 7% | 0.9 |
| 35 | 54593 | 54602 | North | A96 Aulderm Bypass | East | 433 | 444 | 11 | 3% | 0.5 |
| 36 | 54602 | 54593 | North | A96 Aulderm Bypass | West | 418 | 471 | 53 | 13% | 2.5 |
| 37 | 54432 | 54431 | North | A96 DELNIES JCT - NAIRN | East | 683 | 690 | 7 | 1% | 0.3 |
| 38 | 54431 | 54432 | North | A96 DELNIES JCT - NAIRN | West | 482 | 661 | 179 | 37% | 7.5 |
| 39 | 54147 | 54146 | North | A96 NTON OF PETTY - GOLLANFIELD | East | 627 | 766 | 139 | 22% | 5.3 |
| 40 | 54146 | 54147 | North | A96 NTON OF PETTY - GOLLANFIELD | West | 446 | 756 | 310 | 70% | 12.6 |
| 57 | 47756 | 47737 | North | A96 Forres | East | 498 | 720 | 222 | 45% | 9.0 |
| 58 | 47737 | 47756 | North | A96 Forres | West | 563 | 1025 | 462 | 82% | 16.4 |
| 55 | 48546 | 48564 | North | A96 Mosstodloch | East | 94 | 8 | -86 | -91% | 12.0 |
| 56 | 48564 | 48546 | North | A96 Mosstodloch | West | 60 | 6 | -54 | -90% | 9.4 |



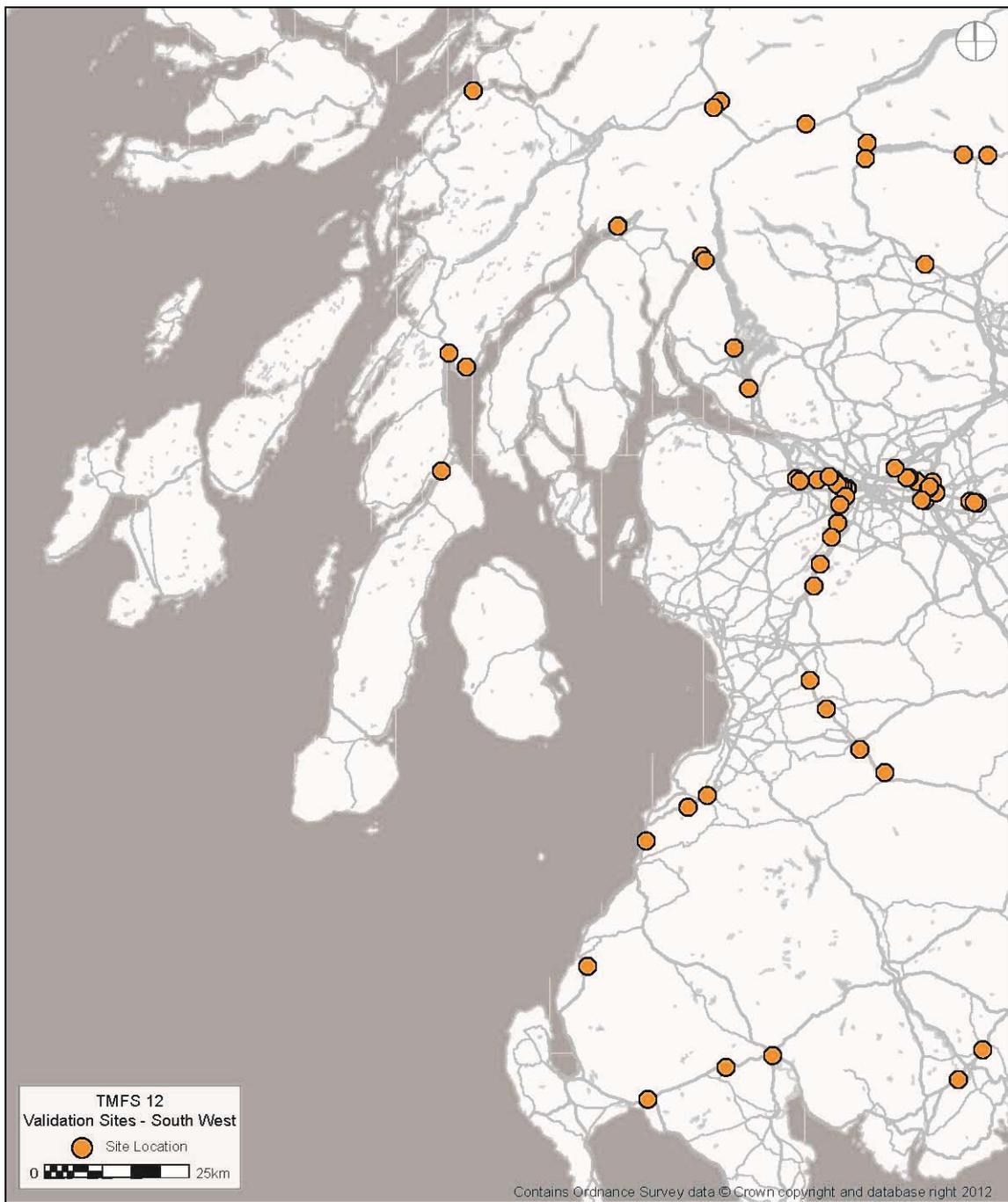


Figure J.2 : Validation Sites- South West Scotland



Table J.4 : AM Peak Hour Validation Sites – South West Scotland

| ID | A | B Area Definition | Road | Direction (Bound) | Total PCU Count | Total PCU Flow | Diff | % Diff | GEH | |
|-----|-------|-------------------|------------|---|-----------------|----------------|------|--------|------|------|
| 95 | 49874 | 49875 | South West | A 83-128M E OF ROUNDABOUT | East | 361 | 223 | -138 | -38% | 8.1 |
| 96 | 49875 | 49874 | South West | A 83-128M E OF ROUNDABOUT | West | 200 | 179 | -21 | -11% | 1.5 |
| 103 | 49597 | 49599 | South West | A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O | East | 147 | 79 | -68 | -46% | 6.4 |
| 104 | 49599 | 49597 | South West | A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O | West | 184 | 107 | -77 | -42% | 6.4 |
| 93 | 49865 | 49866 | South West | A 83-CASTLETON | East | 97 | 67 | -30 | -31% | 3.3 |
| 94 | 49866 | 49865 | South West | A 83-CASTLETON | West | 143 | 70 | -73 | -51% | 7.1 |
| 101 | 49582 | 49578 | South West | A 83-DIV.BOUNDARY-900M N OF A82 | East | 133 | 83 | -50 | -38% | 4.8 |
| 102 | 49578 | 49582 | South West | A 83-DIV.BOUNDARY-900M N OF A82 | West | 180 | 102 | -78 | -43% | 6.6 |
| 91 | 49483 | 49519 | South West | A 83-DRISHAIG-9KM N OF A819 | North | 122 | 104 | -18 | -15% | 1.7 |
| 92 | 49519 | 49483 | South West | A 83-DRISHAIG-9KM N OF A819 | South | 108 | 109 | 1 | 1% | 0.1 |
| 85 | 49636 | 30218 | South West | A 85-CLIFTON-700M W OF A82 | East | 58 | 52 | -6 | -10% | 0.8 |
| 86 | 30218 | 49636 | South West | A 85-CLIFTON-700M W OF A82 | West | 81 | 70 | -11 | -14% | 1.3 |
| 89 | 49242 | 49243 | South West | A 85-DUNBEG-2.5KM W OF A828 | East | 226 | 178 | -48 | -21% | 3.4 |
| 90 | 49243 | 49242 | South West | A 85-DUNBEG-2.5KM W OF A828 | West | 357 | 261 | -96 | -27% | 5.5 |
| 97 | 50383 | 50387 | South West | A82 ARNBURN FARM LOCH LOMOND | North | 327 | 209 | -118 | -36% | 7.2 |
| 98 | 50387 | 50383 | South West | A82 ARNBURN FARM LOCH LOMOND | South | 198 | 188 | -10 | -5% | 0.7 |
| 7 | 30220 | 49635 | South West | A82 Glencoe East | North | 80 | 153 | 73 | 91% | 6.8 |
| 8 | 49635 | 30220 | South West | A82 Glencoe East | South | 52 | 120 | 68 | 131% | 7.3 |
| 87 | 49769 | 49771 | South West | A83 200m S of West Tarbert | North | 98 | 43 | -55 | -56% | 6.6 |
| 88 | 49771 | 49769 | South West | A83 200m S of West Tarbert | South | 89 | 19 | -70 | -79% | 9.5 |
| 208 | 22758 | 22649 | South West | M73 1370S M 1 mile N J2 S b'nd | South | 2848 | 1967 | -881 | -31% | 18.0 |
| 239 | 22623 | 22656 | South West | M73 J2 on ramp | North | 587 | 294 | -293 | -50% | 14.0 |
| 211 | 22487 | 22804 | South West | M74 1935S M 1/2 mile N J4 Maryville | South | 3076 | 2989 | -87 | -3% | 1.6 |
| 200 | 20547 | 19912 | South West | M77 250S M At 07060 | South | 3189 | 2836 | -353 | -11% | 6.4 |
| 201 | 19905 | 19910 | South West | M77 431N M At J2 Barrhead Rd N b'nd | North | 3167 | 2790 | -377 | -12% | 6.9 |
| 202 | 19432 | 19782 | South West | M77 790N M At 07870 | North | 3299 | 3533 | 234 | 7% | 4.0 |
| 203 | 19783 | 19433 | South West | M77 790S M 1/2 mile S J3 Nitshill Rd | South | 2430 | 2094 | -336 | -14% | 7.1 |
| 182 | 22590 | 22643 | South West | M8 6139E M at J8 W b'nd | East | 1993 | 1392 | -601 | -30% | 14.6 |
| 183 | 22734 | 22731 | South West | M8 6388E M G04150 1/4 mile E of J10 Bbeith Rd | East | 3655 | 2612 | -1043 | -29% | 18.6 |
| 184 | 22730 | 22733 | South West | M8 6388W M At 04850 | West | 4778 | 3389 | -1389 | -29% | 21.7 |
| 185 | 22745 | 22723 | South West | M8 6542W M 1/4 mile E J11 W b'nd | West | 4619 | 3763 | -856 | -19% | 13.2 |
| 186 | 22700 | 22744 | South West | M8 6581E M G04120 E of J11 Stepps Rd | East | 3645 | 3054 | -591 | -16% | 10.2 |
| 187 | 20645 | 20085 | South West | M8 7847W M E of J24 Helen St | West | 4200 | 4114 | -86 | -2% | 1.3 |
| 188 | 20069 | 20643 | South West | M8 7865E M At J24 | East | 4689 | 4101 | -588 | -13% | 8.9 |
| 189 | 20092 | 20091 | South West | M8 7938W M 1/2 mile W J24 Helen St | West | 5780 | 4761 | -1019 | -18% | 14.0 |
| 190 | 20097 | 20094 | South West | M8 7987E M 1/4 mile E J25 Cardonald | East | 5438 | 5052 | -386 | -7% | 5.3 |
| 191 | 20091 | 19994 | South West | M8 7987WO R 1/4 mile E J25 Cardonald | West | 943 | 685 | -258 | -27% | 9.0 |
| 192 | 20186 | 20021 | South West | M8 8048E M 01930 J25 Cardonald | East | 5181 | 4562 | -619 | -12% | 8.9 |
| 193 | 20186 | 20022 | South West | M8 8048EO R 01930 J25 Cardonald | East | 1165 | 1190 | 25 | 2% | 0.7 |
| 194 | 20061 | 20159 | South West | M8 8048W M West of J25 Cardonald | West | 4854 | 4076 | -778 | -16% | 11.6 |
| 195 | 20020 | 20159 | South West | M8 8048WI R West of J25 Cardonald | West | 914 | 1027 | 113 | 12% | 3.6 |
| 196 | 20145 | 20156 | South West | M8 8143W M 1/4 mile W J25a Braehead | West | 5779 | 5104 | -675 | -12% | 9.2 |
| 236 | 22633 | 22582 | South West | M8 J8 - Main cway through Baillieston Int | West | 2136 | 1423 | -713 | -33% | 16.9 |
| 206 | 22364 | 22417 | South West | M80 0208N M 1/2 mile W J2 Robroyston | North | 2226 | 2276 | 50 | 2% | 1.1 |
| 207 | 22416 | 22350 | South West | M80 0209S M At 05970 | South | 3678 | 3388 | -290 | -8% | 4.9 |
| 204 | 19337 | 19322 | South West | M77 1070N M 1/2 mile N J5 Ayr Road | North | 2508 | 2895 | 387 | 15% | 7.4 |
| 205 | 19323 | 19341 | South West | M77 1070S M 1/2 mile N J5 Ayr Road | South | 2127 | 1848 | -279 | -13% | 6.3 |
| 231 | 15712 | 19274 | South West | M77 1618N Between Maidenhill junction and Kingswell jun | North | 2694 | 2673 | -21 | -1% | 0.4 |
| 209 | 22811 | 22783 | South West | M73 1020N I J1 Link from S b'nd M74 | North | 2120 | 2075 | -45 | -2% | 1.0 |
| 210 | 56608 | 22790 | South West | M73 1020N L J1 Link from N b'nd M74 | North | 2478 | 1563 | -915 | -37% | 20.4 |
| 224 | 24422 | 24516 | South West | MON A8 5245E M E of ChapelHall Junction | East | 3462 | 2442 | -1020 | -29% | 18.8 |
| 225 | 24515 | 24421 | South West | MON A8 5245W M At ChapelHall Junction | West | 2950 | 2466 | -484 | -16% | 9.3 |
| 226 | 24435 | 24418 | South West | MON A8 5294W M W of ChapelHall Junction | West | 2894 | 2461 | -433 | -15% | 8.4 |
| 227 | 24468 | 24418 | South West | MON A8 5294WI R ChapelHall Junction On Slip | West | 746 | 683 | -63 | -8% | 2.4 |
| 228 | 24426 | 24433 | South West | MON A8 5395E M E of EuroCentral Junction | East | 3533 | 2932 | -601 | -17% | 10.6 |
| 229 | 22855 | 23356 | South West | MON A8 5995E M E of Cutty Sark Bridge | East | 3528 | 2684 | -844 | -24% | 15.1 |
| 230 | 23344 | 22859 | South West | MON A8 5995W M W of Bargeddie Junction | West | 3760 | 2877 | -883 | -23% | 15.3 |
| 197 | 28779 | 29037 | South West | M8 8464E M 1/2 mile E J27 E b'nd | East | 5913 | 5602 | -311 | -5% | 4.1 |
| 198 | 29038 | 28788 | South West | M8 8464W M 1/2 mile E J27 W b'nd | West | 4800 | 4584 | -216 | -5% | 3.2 |
| 199 | 28828 | 28702 | South West | M8 8848E M 1/2 mile W J29 E b'nd | East | 2754 | 3286 | 532 | 19% | 9.7 |
| 237 | 29025 | 29023 | South West | M8 J26 between ramps | West | 4255 | 4094 | -161 | -4% | 2.5 |
| 238 | 28692 | 28691 | South West | M8 J29 before on ramp | West | 1736 | 1133 | -603 | -35% | 15.9 |
| 240 | 12749 | 22480 | South West | M74 J4 to J3 main cway | North | 4300 | 3806 | -494 | -11% | 7.8 |
| 99 | 29721 | 29800 | South West | A 82-20M N OF A811 TULLICHEWAN R BOUT | North | 691 | 676 | -15 | -2% | 0.6 |
| 100 | 29800 | 29721 | South West | A 82-20M N OF A811 TULLICHEWAN R BOUT | South | 984 | 660 | -324 | -33% | 11.3 |
| 61 | 35855 | 35856 | South West | A85 W of Crieff | North | 138 | 21 | -117 | -85% | 13.1 |
| 62 | 35856 | 35855 | South West | A85 W of Crieff | South | 125 | 32 | -93 | -74% | 10.5 |
| 3 | 35802 | 35869 | South West | A85 West of Comrie | East | 55 | 21 | -34 | -62% | 5.5 |
| 4 | 35869 | 35802 | South West | A85 West of Comrie | West | 85 | 36 | -49 | -58% | 6.3 |
| 165 | 1525 | 1523 | South West | A75 at Glasnick Smithy Croft- northeast of B735 | West | 197 | 139 | -58 | -29% | 4.5 |
| 164 | 1523 | 1525 | South West | A75 at Glasnick Smithy Croft- northeast of B735 | East | 173 | 160 | -13 | -8% | 1.0 |
| 152 | 1441 | 1443 | South West | A75 Glenluce Bypass | East | 170 | 235 | 65 | 38% | 4.6 |
| 153 | 1443 | 1441 | South West | A75 Glenluce Bypass | West | 217 | 217 | 0 | 0% | 0.0 |
| 121 | 1730 | 1731 | South West | A75 Newton Stewart Bypass- northeast of A714 | North | 197 | 305 | 108 | 55% | 6.8 |
| 122 | 1731 | 1730 | South West | A75 Newton Stewart Bypass- northeast of A714 | South | 204 | 273 | 69 | 34% | 4.5 |



Table J.5 : Inter Peak Hour Validation Sites – South West Scotland

| ID | A | B Area Definition | Road | Direction (Bound) | Total PCU Count | Total PCU Flow | Diff | % Diff | GEH |
|-----|-------|-------------------|---|-------------------|-----------------|----------------|------|--------|------|
| 95 | 49874 | 49875 South West | A 83-128M E OF ROUNDABOUT | East | 231 | 227 | -4 | -2% | 0.3 |
| 96 | 49875 | 49874 South West | A 83-128M E OF ROUNDABOUT | West | 223 | 218 | -5 | -2% | 0.3 |
| 103 | 49597 | 49599 South West | A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O | East | 174 | 112 | -62 | -36% | 5.2 |
| 104 | 49599 | 49597 South West | A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O | West | 154 | 97 | -57 | -37% | 5.1 |
| 93 | 49865 | 49866 South West | A 83-CASTLETON | East | 98 | 46 | -52 | -53% | 6.1 |
| 94 | 49866 | 49865 South West | A 83-CASTLETON | West | 101 | 31 | -70 | -69% | 8.6 |
| 101 | 49582 | 49578 South West | A 83-DIV.BOUNDARY-900M N OF A82 | East | 180 | 110 | -70 | -39% | 5.8 |
| 102 | 49578 | 49582 South West | A 83-DIV.BOUNDARY-900M N OF A82 | West | 158 | 96 | -62 | -39% | 5.5 |
| 91 | 49483 | 49519 South West | A 83-DRISHAIG-9KM N OF A819 | North | 111 | 108 | -3 | -3% | 0.3 |
| 92 | 49519 | 49483 South West | A 83-DRISHAIG-9KM N OF A819 | South | 121 | 91 | -30 | -25% | 2.9 |
| 85 | 49636 | 30218 South West | A 85-CLIFTON-700M W OF A82 | East | 86 | 82 | -4 | -5% | 0.4 |
| 86 | 30218 | 49636 South West | A 85-CLIFTON-700M W OF A82 | West | 78 | 83 | 5 | 6% | 0.6 |
| 89 | 49242 | 49243 South West | A 85-DUNBEG-2.5KM W OF A828 | East | 264 | 218 | -46 | -17% | 3.0 |
| 90 | 49243 | 49242 South West | A 85-DUNBEG-2.5KM W OF A828 | West | 271 | 215 | -56 | -21% | 3.6 |
| 97 | 50383 | 50387 South West | A82 ARNBURN FARM LOCH LOMOND | North | 277 | 165 | -112 | -40% | 7.5 |
| 98 | 50387 | 50383 South West | A82 ARNBURN FARM LOCH LOMOND | South | 303 | 177 | -126 | -42% | 8.1 |
| 7 | 30220 | 49635 South West | A82 Glencoe East | North | 91 | 177 | 86 | 95% | 7.4 |
| 8 | 49635 | 30220 South West | A82 Glencoe East | South | 98 | 170 | 72 | 73% | 6.2 |
| 87 | 49769 | 49771 South West | A83 200m S of West Tarbert | North | 95 | 33 | -62 | -65% | 7.8 |
| 88 | 49771 | 49769 South West | A83 200m S of West Tarbert | South | 74 | 24 | -50 | -68% | 7.1 |
| 208 | 22758 | 22649 South West | M73 1370S M 1 mile N J2 S b'nd | South | 1469 | 1371 | -98 | -7% | 2.6 |
| 239 | 22623 | 22656 South West | M73 J2 on ramp | North | 358 | 399 | 41 | 11% | 2.1 |
| 211 | 22487 | 22804 South West | M74 1935S M 1/2 mile N J4 Maryville | South | 1938 | 2008 | 70 | 4% | 1.6 |
| 200 | 20547 | 19912 South West | M77 250S M At 07060 | South | 2714 | 2586 | -128 | -5% | 2.5 |
| 201 | 19905 | 19910 South West | M77 431N M At J2 Barrhead Rd N b'nd | North | 1867 | 1938 | 71 | 4% | 1.6 |
| 202 | 19432 | 19782 South West | M77 790N M At 07870 | North | 1932 | 1981 | 49 | 3% | 1.1 |
| 203 | 19783 | 19433 South West | M77 790S M 1/2 mile S J3 Nitshill Rd | South | 1945 | 1696 | -249 | -13% | 5.8 |
| 182 | 22590 | 22643 South West | M8 6139E M at J8 W b'nd | East | 1624 | 1122 | -502 | -31% | 13.5 |
| 183 | 22734 | 22731 South West | M8 6388E M G04150 1/4 mile E of J10 Bbeith Rd | East | 3192 | 2292 | -900 | -28% | 17.2 |
| 184 | 22730 | 22733 South West | M8 6388W M At 04850 | West | 3017 | 2310 | -707 | -23% | 13.7 |
| 185 | 22745 | 22723 South West | M8 6542W M 1/4 mile E J11 W b'nd | West | 2901 | 2543 | -358 | -12% | 6.9 |
| 186 | 22700 | 22744 South West | M8 6581E M G04120 E of J11 Stepps Rd | East | 3115 | 2594 | -521 | -17% | 9.8 |
| 187 | 20645 | 20085 South West | M8 7847W M E of J24 Helen St | West | 3006 | 3053 | 47 | 2% | 0.9 |
| 188 | 20069 | 20643 South West | M8 7865E M At J24 | East | 3052 | 2714 | -338 | -11% | 6.3 |
| 189 | 20092 | 20091 South West | M8 7938W M 1/2 mile W J24 Helen St | West | 4036 | 3420 | -616 | -15% | 10.1 |
| 190 | 20097 | 20094 South West | M8 7987E M 1/4 mile E J25 Cardonald | East | 3509 | 3256 | -253 | -7% | 4.4 |
| 191 | 20091 | 19994 South West | M8 7987W O R 1/4 mile E J25 Cardonald | West | 590 | 353 | -237 | -40% | 10.9 |
| 192 | 20186 | 20021 South West | M8 8048E M 01930 J25 Cardonald | East | 3374 | 2909 | -465 | -14% | 8.3 |
| 193 | 20186 | 20022 South West | M8 8048EO R 01930 J25 Cardonald | East | 631 | 728 | 97 | 15% | 3.7 |
| 194 | 20061 | 20159 South West | M8 8048W M West of J25 Cardonald | West | 3403 | 3068 | -335 | -10% | 5.9 |
| 195 | 20020 | 20159 South West | M8 8048W I R West of J25 Cardonald | West | 626 | 737 | 111 | 18% | 4.3 |
| 196 | 20145 | 20156 South West | M8 8143W M 1/4 mile W J25a Braehead | West | 4047 | 3805 | -242 | -6% | 3.9 |
| 236 | 22633 | 22582 South West | M8 J8 - Main cway through Baillieston Int | West | 1517 | 1060 | -457 | -30% | 12.7 |
| 206 | 22364 | 22417 South West | M80 0208N M 1/2 mile W J2 Broboyston | North | 1839 | 2123 | 284 | 15% | 6.4 |
| 207 | 22416 | 22350 South West | M80 0209S M At 05970 | South | 1886 | 2007 | 121 | 6% | 2.7 |
| 204 | 19337 | 19322 South West | M77 1070N M 1/2 mile N J5 Ayr Road | North | 1503 | 1654 | 151 | 10% | 3.8 |
| 205 | 19323 | 19341 South West | M77 1070S M 1/2 mile N J5 Ayr Road | South | 1504 | 1408 | -96 | -6% | 2.5 |
| 231 | 15712 | 19274 South West | M77 1618N Between Maidenhill junction and Kingswell jun | North | 1425 | 1535 | 110 | 8% | 2.9 |
| 209 | 22811 | 22783 South West | M73 1020N I J1 Link from S b'nd M74 | North | 1037 | 1150 | 113 | 11% | 3.4 |
| 210 | 56608 | 22790 South West | M73 1020N L J1 Link from N b'nd M74 | North | 1403 | 1115 | -288 | -21% | 8.1 |
| 224 | 24422 | 24516 South West | MON A8 5245E M E of ChapelHall Junction | East | 2138 | 1578 | -560 | -26% | 13.0 |
| 225 | 24515 | 24421 South West | MON A8 5245W M At ChapelHall Junction | West | 2205 | 1727 | -478 | -22% | 10.8 |
| 226 | 24435 | 24418 South West | MON A8 5294W M W of ChapelHall Junction | West | 2154 | 1727 | -427 | -20% | 9.7 |
| 227 | 24468 | 24418 South West | MON A8 5294W I R ChapelHall Junction On Slip | West | 419 | 172 | -247 | -59% | 7.7 |
| 228 | 24426 | 24433 South West | MON A8 5395E M E of EuroCentral Junction | East | 2413 | 2180 | -233 | -10% | 4.9 |
| 229 | 22855 | 23356 South West | MON A8 5995E M E of Cutty Sark Bridge | East | 2477 | 2168 | -309 | -12% | 6.4 |
| 230 | 23344 | 22859 South West | MON A8 5995W M W of Bargeddie Junction | West | 2421 | 2261 | -160 | -7% | 3.3 |
| 197 | 28779 | 29037 South West | M8 8464E M 1/2 mile E J27 E b'nd | East | 3465 | 3409 | -56 | -2% | 1.0 |
| 198 | 29038 | 28788 South West | M8 8464W M 1/2 mile E J27 W b'nd | West | 3448 | 3593 | 145 | 4% | 2.4 |
| 199 | 28828 | 28702 South West | M8 8848E M 1/2 mile W J29 E b'nd | East | 1652 | 2165 | 513 | 31% | 11.7 |
| 237 | 29025 | 29023 South West | M8 J26 between ramps | West | 2715 | 3144 | 429 | 16% | 7.9 |
| 238 | 28692 | 28691 South West | M8 J29 before on ramp | West | 1088 | 1018 | -70 | -6% | 2.2 |
| 240 | 12749 | 22480 South West | M74 J4 to J3 main cway | North | 1905 | 1871 | -34 | -2% | 0.8 |
| 99 | 29721 | 29800 South West | A 82-20M N OF A811 TULLICHEWAN R'BOUT | North | 691 | 386 | -305 | -44% | 13.1 |
| 100 | 29800 | 29721 South West | A 82-20M N OF A811 TULLICHEWAN R'BOUT | South | 603 | 410 | -193 | -32% | 8.6 |
| 61 | 35855 | 35856 South West | A85 W of Crieff | North | 136 | 31 | -105 | -77% | 11.5 |
| 62 | 35856 | 35855 South West | A85 W of Crieff | South | 130 | 28 | -102 | -78% | 11.5 |
| 3 | 35802 | 35869 South West | A85 West of Comrie | East | 82 | 29 | -53 | -65% | 7.1 |
| 4 | 35869 | 35802 South West | A85 West of Comrie | West | 85 | 28 | -57 | -67% | 7.6 |
| 164 | 1525 | 1523 South West | A75 at Glasnick Smithy Croft- northeast of B735 | East | 176 | 165 | -11 | -6% | 0.8 |
| 165 | 1523 | 1525 South West | A75 at Glasnick Smithy Croft- northeast of B735 | West | 173 | 140 | -33 | -19% | 2.6 |
| 152 | 1441 | 1443 South West | A75 Glenluce Bypass | East | 190 | 292 | 102 | 54% | 6.6 |
| 153 | 1443 | 1441 South West | A75 Glenluce Bypass | West | 188 | 271 | 83 | 44% | 5.5 |
| 121 | 1730 | 1731 South West | A75 Newton Stewart Bypass- northeast of A714 | North | 217 | 324 | 107 | 49% | 6.5 |
| 122 | 1731 | 1730 South West | A75 Newton Stewart Bypass- northeast of A714 | South | 190 | 315 | 125 | 66% | 7.9 |



Table J.6 : PM Peak Hour Validation Sites – South West Scotland

| ID | A | Area B Definition | Road | Direction (Bound) | Total PCU Count | Total PCU Flow | Diff | % Diff | GEH | |
|-----|-------|----------------------|------|---|-----------------------|----------------------|------|--------|------|------|
| 95 | 49874 | 49875 | West | A 83-128M E OF ROUNDABOUT | East | 236 | 302 | 66 | 28% | 4.0 |
| 96 | 49875 | 49874 | West | A 83-128M E OF ROUNDABOUT | West | 369 | 354 | -15 | -4% | 0.8 |
| 103 | 49597 | 49599 | West | A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O | East | 181 | 126 | -55 | -30% | 4.4 |
| 104 | 49599 | 49597 | West | A 83-ARROCHAR- OUTDOOR CENTRE-200M NE O | West | 172 | 107 | -65 | -38% | 5.5 |
| 93 | 49865 | 49866 | West | A 83-CASTLETON | East | 118 | 48 | -70 | -59% | 7.7 |
| 94 | 49866 | 49865 | West | A 83-CASTLETON | West | 116 | 70 | -46 | -40% | 4.8 |
| 101 | 49582 | 49578 | West | A 83-DIV.BOUNDARY-900M N OF A82 | East | 189 | 121 | -68 | -36% | 5.5 |
| 102 | 49578 | 49582 | West | A 83-DIV.BOUNDARY-900M N OF A82 | West | 169 | 105 | -64 | -38% | 5.5 |
| 91 | 49483 | 49519 | West | A 83-DRISHAIG-9KM N OF A819 | North | 117 | 122 | 5 | 4% | 0.5 |
| 92 | 49519 | 49483 | West | A 83-DRISHAIG-9KM N OF A819 | South | 121 | 143 | 22 | 18% | 1.9 |
| 85 | 49636 | 30218 | West | A 85-CLIFTON-700M W OF A82 | East | 91 | 68 | -23 | -25% | 2.6 |
| 86 | 30218 | 49636 | West | A 85-CLIFTON-700M W OF A82 | West | 72 | 55 | -17 | -24% | 2.1 |
| 89 | 49242 | 49243 | West | A 85-DUNBEG-2.5KM W OF A828 | East | 385 | 351 | -34 | -9% | 1.8 |
| 90 | 49243 | 49242 | West | A 85-DUNBEG-2.5KM W OF A828 | West | 272 | 270 | -2 | -1% | 0.1 |
| 97 | 50383 | 50387 | West | A82 ARNBURN FARM LOCH LOMOND | North | 253 | 224 | -29 | -11% | 1.9 |
| 98 | 50387 | 50383 | West | A82 ARNBURN FARM LOCH LOMOND | South | 356 | 254 | -102 | -29% | 5.8 |
| 7 | 30220 | 49635 | West | A82 Glencoe East | North | 75 | 189 | 114 | 152% | 9.9 |
| 8 | 49635 | 30220 | West | A82 Glencoe East | South | 103 | 229 | 126 | 122% | 9.8 |
| 87 | 49769 | 49771 | West | A83 200m S of West Tarbert | North | 109 | 34 | -75 | -69% | 8.9 |
| 88 | 49771 | 49769 | West | A83 200m S of West Tarbert | South | 96 | 40 | -56 | -58% | 6.8 |
| 208 | 22758 | 22649 | West | M73 1370S M 1 mile N J2 S b'nd | South | 2628 | 2169 | -459 | -17% | 9.4 |
| 239 | 22623 | 22656 | West | M73 J2 on ramp | North | 619 | 277 | -342 | -55% | 16.2 |
| 211 | 22487 | 22804 | West | M74 1935S M 1/2 mile N J4 Maryville | South | 3739 | 3982 | 243 | 6% | 3.9 |
| 200 | 20547 | 19912 | West | M77 250S M At 07060 | South | 4617 | 4579 | -38 | -1% | 0.6 |
| 201 | 19905 | 19910 | West | M77 431N M At J2 Barrhead Rd N b'nd | North | 2355 | 2424 | 69 | 3% | 1.4 |
| 202 | 19432 | 19782 | West | M77 790N M At 07870 | North | 2601 | 2752 | 151 | 6% | 2.9 |
| 203 | 19783 | 19433 | West | M77 790S M 1/2 mile S J3 Nitshill Rd | South | 3769 | 3662 | -107 | -3% | 1.8 |
| 182 | 22590 | 22643 | West | M8 6139E M at J8 W b'nd | East | 2217 | 1675 | -542 | -24% | 12.3 |
| 183 | 22734 | 22731 | West | M8 6388E M G04150 1/4 mile E of J10 Bbeith Rd | East | 4800 | 3696 | -1104 | -23% | 16.9 |
| 184 | 22730 | 22733 | West | M8 6388W M At 04850 | West | 3714 | 2832 | -882 | -24% | 15.4 |
| 185 | 22745 | 22723 | West | M8 6542W M 1/4 mile E J11 W b'nd | West | 3489 | 3100 | -389 | -11% | 6.8 |
| 186 | 22700 | 22744 | West | M8 6581E M G04120 E of J11 Stepps Rd | East | 4530 | 4150 | -380 | -8% | 5.8 |
| 187 | 20645 | 20085 | West | M8 7847W M E of J24 Helen St | West | 3998 | 4426 | 428 | 11% | 6.6 |
| 188 | 20069 | 20643 | West | M8 7865E M At J24 | East | 4215 | 3882 | -333 | -8% | 5.2 |
| 189 | 20092 | 20091 | West | M8 7938W M 1/2 mile W J24 Helen St | West | 6077 | 5464 | -613 | -10% | 8.1 |
| 190 | 20097 | 20094 | West | M8 7987E M 1/4 mile E J25 Cardonald | East | 4863 | 4754 | -109 | -2% | 1.6 |
| 191 | 20091 | 19994 | West | M8 7987W R 1/4 mile E J25 Cardonald | West | 868 | 623 | -245 | -28% | 9.0 |
| 192 | 20186 | 20021 | West | M8 8048E M 01930 J25 Cardonald | East | 4558 | 4104 | -454 | -10% | 6.9 |
| 193 | 20186 | 20022 | West | M8 8048EO R 01930 J25 Cardonald | East | 979 | 933 | -46 | -5% | 1.5 |
| 194 | 20061 | 20159 | West | M8 8048W M West of J25 Cardonald | West | 5142 | 4841 | -301 | -6% | 4.3 |
| 195 | 20020 | 20159 | West | M8 8048WI R West of J25 Cardonald | West | 1124 | 1069 | -55 | -5% | 1.7 |
| 196 | 20145 | 20156 | West | M8 8143W M 1/4 mile W J25a Braehead | West | 6266 | 5911 | -355 | -6% | 4.5 |
| 236 | 22633 | 22582 | West | M8 J8 - Main cway through Baillieston Int | West | 1862 | 1253 | -609 | -33% | 15.4 |
| 206 | 22364 | 22417 | West | M80 0208N M 1/2 mile W J2 Robroyston | North | 3423 | 3531 | 108 | 3% | 1.8 |
| 207 | 22416 | 22350 | West | M80 0209S M At 05970 | South | 2384 | 2551 | 167 | 7% | 3.4 |
| 204 | 19337 | 19322 | West | M77 1070N M 1/2 mile N J5 Ayr Road | North | 2137 | 2317 | 180 | 8% | 3.8 |
| 205 | 19323 | 19341 | West | M77 1070S M 1/2 mile N J5 Ayr Road | South | 2862 | 2965 | 103 | 4% | 1.9 |
| 231 | 15712 | 19274 | West | M77 1618N Between Maidenhill junction and Kingswell jun | North | 2058 | 2042 | -16 | -1% | 0.4 |
| 209 | 22811 | 22783 | West | M73 1020N I J1 Link from S b'nd M74 | North | 2113 | 2256 | 143 | 7% | 3.1 |
| 210 | 56608 | 22790 | West | M73 1020N L J1 Link from N b'nd M74 | North | 1814 | 1505 | -309 | -17% | 7.6 |
| 224 | 24422 | 24516 | West | MON A8 5245E M E of ChapelHall Junction | East | 2997 | 2285 | -712 | -24% | 13.9 |
| 225 | 24515 | 24421 | West | MON A8 5245W M At ChapelHall Junction | West | 3235 | 2520 | -715 | -22% | 13.3 |
| 226 | 24435 | 24418 | West | MON A8 5294W M W of ChapelHall Junction | West | 3117 | 2514 | -603 | -19% | 11.4 |
| 227 | 24468 | 24418 | West | MON A8 5294WI R ChapelHall Junction On Slip | West | 512 | 707 | 195 | 38% | 7.9 |
| 228 | 24426 | 24433 | West | MON A8 5395E M E of EuroCentral Junction | East | 3309 | 3103 | -206 | -6% | 3.6 |
| 229 | 22855 | 23356 | West | MON A8 5995E M E of Cutty Sark Bridge | East | 3567 | 2851 | -716 | -20% | 12.6 |
| 230 | 23344 | 22859 | West | MON A8 5995W M W of Bargeddie Junction | West | 3620 | 2787 | -833 | -23% | 14.7 |
| 197 | 28779 | 29037 | West | M8 8464E M 1/2 mile E J27 E b'nd | East | 4651 | 4544 | -107 | -2% | 1.6 |
| 198 | 29038 | 28788 | West | M8 8464W M 1/2 mile E J27 W b'nd | West | 5737 | 5825 | 88 | 2% | 1.2 |
| 199 | 28828 | 28702 | West | M8 8848E M 1/2 mile W J29 E b'nd | East | 2627 | 2952 | 325 | 12% | 6.2 |
| 237 | 29025 | 29023 | West | M8 J26 between ramps | West | 4615 | 4913 | 298 | 6% | 4.3 |
| 238 | 28692 | 28691 | West | M8 J29 before on ramp | West | 1932 | 1826 | -106 | -5% | 2.4 |
| 240 | 12749 | 22480 | West | M74 J4 to J3 main cway | North | 3432 | 3493 | 61 | 2% | 1.0 |
| 99 | 29721 | 29800 | West | A 82-20M N OF A811 TULLICHEWAN R'BOUT | North | 1046 | 682 | -364 | -35% | 12.4 |
| 100 | 29800 | 29721 | West | A 82-20M N OF A811 TULLICHEWAN R'BOUT | South | 809 | 770 | -39 | -5% | 1.4 |
| 61 | 35855 | 35856 | West | A85 W of Crieff | North | 140 | 41 | -99 | -71% | 10.4 |
| 62 | 35856 | 35855 | West | A85 W of Crieff | South | 148 | 25 | -123 | -83% | 13.2 |
| 3 | 35802 | 35869 | West | A85 West of Comrie | East | 95 | 44 | -51 | -54% | 6.1 |
| 4 | 35869 | 35802 | West | A85 West of Comrie | West | 83 | 26 | -57 | -69% | 7.7 |
| 164 | 1525 | 1523 | West | A75 at Glasnick Smithy Croft- northeast of B735 | East | 195 | 163 | -32 | -16% | 2.4 |
| 165 | 1523 | 1525 | West | A75 at Glasnick Smithy Croft- northeast of B735 | West | 182 | 193 | 11 | 6% | 0.8 |
| 152 | 1441 | 1443 | West | A75 Glenluce Bypass | East | 204 | 322 | 118 | 58% | 7.3 |
| 153 | 1443 | 1441 | West | A75 Glenluce Bypass | West | 172 | 342 | 170 | 99% | 10.6 |
| 121 | 1730 | 1731 | West | A75 Newton Stewart Bypass- northeast of A714 | North | 197 | 327 | 130 | 66% | 8.0 |
| 122 | 1731 | 1730 | West | A75 Newton Stewart Bypass- northeast of A714 | South | 208 | 405 | 197 | 95% | 11.3 |



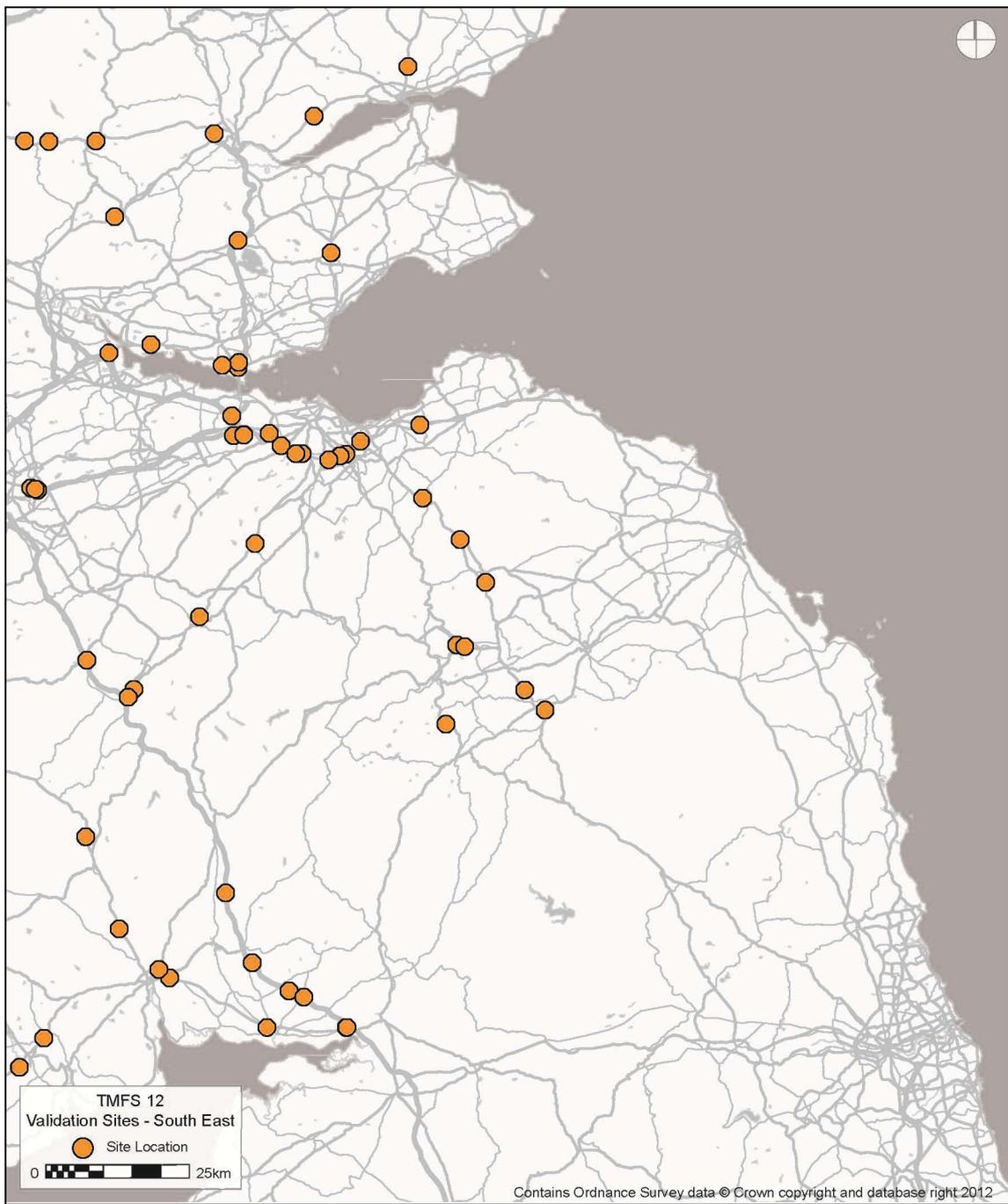


Figure J.3 : Validation Sites- South East Scotland



Table J.7 : AM Peak Hour Validation Sites – South East Scotland

| ID | A | B | Area Definition | Road | Direction (Bound) | Total PCU Count | Total PCU Flow | Diff | % Diff | GEH |
|-----|-------|-------|-----------------|--|-------------------|-----------------|----------------|------|--------|------|
| 105 | 14105 | 14106 | South East | A 702-Wandel- 1km NE of A73 | North | 167 | 175 | 8 | 5% | 0.6 |
| 106 | 14106 | 14105 | South East | A 702-Wandel- 1km NE of A73 | South | 134 | 77 | -57 | -43% | 5.5 |
| 249 | 14100 | 14110 | South East | A73 South of A702 | North | 252 | 287 | 35 | 14% | 2.1 |
| 250 | 14110 | 14100 | South East | A73 South of A702 | South | 209 | 116 | -93 | -44% | 7.3 |
| 131 | 13870 | 13836 | South East | M6 DBFO J12 to J13 - 660 SB | South | 1039 | 1171 | 132 | 13% | 4.0 |
| 218 | 8721 | 8723 | South East | A720 1202E M 1/4 mile E Dregghorn | East | 3417 | 3743 | 326 | 10% | 5.4 |
| 219 | 8722 | 8720 | South East | A720 1202W M 1/4 mile E Dregghorn | West | 3604 | 4325 | 721 | 20% | 11.5 |
| 220 | 8587 | 8588 | South East | A720 1310E M 1/2 mile W Dregghorn | East | 3608 | 3844 | 236 | 7% | 3.9 |
| 221 | 8653 | 8586 | South East | A720 1310W M 1/2 mile W Dregghorn | West | 4249 | 4582 | 333 | 8% | 5.0 |
| 222 | 8279 | 8592 | South East | A720 1624E M 1/2 mile N Baberton Jct | East | 3297 | 3413 | 116 | 4% | 2.0 |
| 223 | 8303 | 8302 | South East | A720 1928E M 1 mile N Calder Junct | East | 1150 | 993 | -157 | -14% | 4.8 |
| 214 | 10002 | 10010 | South East | A720 425W M 1/4 mile E Gilmerton Jct | West | 1929 | 2409 | 480 | 25% | 10.3 |
| 215 | 9371 | 7670 | South East | A720 528E M 1/4 mile W Gilmerton | East | 2595 | 2387 | -208 | -8% | 4.2 |
| 217 | 9283 | 9361 | South East | A720 726E M 1/2 mile E Straiton Jct | East | 2935 | 2919 | -16 | -1% | 0.3 |
| 244 | 8073 | 8088 | South East | M8 Claylands - between Edinburgh slips | East | 4006 | 3786 | -220 | -5% | 3.5 |
| 245 | 8070 | 56657 | South East | M8 Claylands - between Edinburgh slips | West | 1328 | 1244 | -84 | -6% | 2.3 |
| 243 | 11638 | 8066 | South East | M8 Claylands - between Glasgow slips | East | 3949 | 3291 | -658 | -17% | 10.9 |
| 241 | 8129 | 8122 | South East | M9 North of J1 | North | 960 | 781 | -179 | -19% | 6.1 |
| 242 | 8123 | 8128 | South East | M9 North of J1 | South | 2277 | 1889 | -388 | -17% | 8.5 |
| 180 | 6354 | 6360 | South East | A1 Macmerry (Event) | North | 1351 | 917 | -434 | -32% | 12.9 |
| 181 | 6361 | 6355 | South East | A1 Macmerry (Event) | South | 1087 | 852 | -235 | -22% | 7.5 |
| 235 | 34245 | 34362 | South East | A90 2079S M N of Gantry 2 | South | 2983 | 2896 | -87 | -3% | 1.6 |
| 176 | 32510 | 32519 | South East | A92 South of B969 (Balfarg Jct) | North | 840 | 1199 | 359 | 43% | 11.2 |
| 177 | 32552 | 32510 | South East | A92 South of B969 (Balfarg Jct) | South | 976 | 1128 | 152 | 16% | 4.7 |
| 140 | 33890 | 33892 | South East | A985 East of Longannet Access | East | 639 | 698 | 59 | 9% | 2.3 |
| 141 | 33892 | 33890 | South East | A985 East of Longannet Access | West | 648 | 809 | 161 | 25% | 6.0 |
| 247 | 34271 | 34027 | South East | A985 Rosyth | West | 486 | 409 | -77 | -16% | 3.6 |
| 246 | 34027 | 34271 | South East | A985 Rosyth | East | 659 | 475 | -184 | -28% | 7.7 |
| 248 | 34376 | 34375 | South East | M90 South of J2 | South | 2672 | 3616 | 944 | 35% | 16.8 |
| 148 | 8003 | 7994 | South East | A68 East of Fala Tunnel | North | 525 | 507 | -18 | -3% | 0.8 |
| 149 | 7993 | 7994 | South East | A68 East of Fala Tunnel | South | 314 | 215 | -99 | -32% | 6.1 |
| 213 | 10001 | 7657 | South East | A720 425E M 1/4 mile E Gilmerton Jct | East | 2119 | 2214 | 95 | 4% | 2.0 |
| 216 | 7669 | 9368 | South East | A720 528W M 1/4 mile W Gilmerton | West | 2584 | 2680 | 96 | 4% | 1.9 |
| 212 | 7783 | 67971 | South East | A720 54E M 1/4 mile W Old Craighall | East | 2067 | 1731 | -336 | -16% | 7.7 |
| 145 | 4963 | 4948 | South East | A6091 Tweedbank | West | 521 | 480 | -41 | -8% | 1.8 |
| 144 | 4948 | 4963 | South East | A6091 Tweedbank | East | 648 | 530 | -118 | -18% | 4.9 |
| 77 | 5217 | 5216 | South East | A68 Harrietsfield N of B6400 | North | 403 | 248 | -155 | -38% | 8.6 |
| 78 | 5216 | 5217 | South East | A68 Harrietsfield N of B6400 | South | 242 | 143 | -99 | -41% | 7.1 |
| 75 | 5319 | 5309 | South East | A68 North of Jedburgh | North | 363 | 414 | 51 | 14% | 2.6 |
| 76 | 5309 | 5319 | South East | A68 North of Jedburgh | South | 297 | 267 | -30 | -10% | 1.8 |
| 82 | 5042 | 5030 | South East | A68 South of A697 Carfraemill | South | 245 | 126 | -119 | -49% | 8.7 |
| 81 | 5030 | 5042 | South East | A68 South of A697 Carfraemill | North | 377 | 351 | -26 | -7% | 1.4 |
| 79 | 5169 | 5174 | South East | A68 South of St Leonards | North | 301 | 254 | -47 | -16% | 2.8 |
| 80 | 5174 | 5169 | South East | A68 South of St Leonards | South | 290 | 150 | -140 | -48% | 9.4 |
| 146 | 4950 | 4951 | South East | A7 Netherbarns | North | 567 | 473 | -94 | -17% | 4.1 |
| 147 | 4951 | 4950 | South East | A7 Netherbarns | South | 371 | 349 | -22 | -6% | 1.2 |
| 142 | 4630 | 4620 | South East | A7 South of Synton Junction | North | 380 | 567 | 187 | 49% | 8.6 |
| 143 | 4620 | 4630 | South East | A7 South of Synton Junction | South | 232 | 354 | 122 | 53% | 7.1 |
| 83 | 4265 | 4240 | South East | A702 West Linton North | North | 411 | 576 | 165 | 40% | 7.4 |
| 84 | 4240 | 4265 | South East | A702 West Linton North | South | 194 | 266 | 72 | 37% | 4.7 |
| 172 | 39537 | 39535 | South East | A90 Powrie - N of Duntrune Road (Dundee) | North | 1298 | 1293 | -5 | 0% | 0.1 |
| 173 | 39536 | 39137 | South East | A90 Powrie - N of Duntrune Road (Dundee) | South | 1198 | 1350 | 152 | 13% | 4.3 |
| 60 | 36077 | 36076 | South East | A85 E of Crieff | South | 227 | 230 | 3 | 1% | 0.2 |
| 59 | 36076 | 36077 | South East | A85 E of Crieff | North | 293 | 263 | -30 | -10% | 1.8 |
| 166 | 36867 | 36871 | South East | A9 - Perth Western By-pass (South) | North | 1470 | 1185 | -285 | -19% | 7.8 |
| 167 | 36872 | 36868 | South East | A9 - Perth Western By-pass (South) | South | 968 | 1025 | 57 | 6% | 1.8 |
| 66 | 36154 | 35978 | South East | A9 Blackford Bypass | South | 931 | 930 | -1 | 0% | 0.0 |
| 65 | 35980 | 36153 | South East | A9 Blackford Bypass | North | 1360 | 1177 | -183 | -13% | 5.1 |
| 174 | 38252 | 38251 | South East | A90 INCHMARTINE - SW OF B953 | East | 1914 | 1781 | -133 | -7% | 3.1 |
| 175 | 38279 | 38258 | South East | A90 INCHMARTINE - SW OF B953 | West | 1475 | 1295 | -180 | -12% | 4.8 |
| 179 | 37207 | 37206 | South East | M90 Between Jcts 7 and 8 | South | 1203 | 1319 | 116 | 10% | 3.3 |
| 178 | 37208 | 37205 | South East | M90 Between Jcts 7 and 8 | North | 1682 | 1743 | 61 | 4% | 1.5 |
| 125 | 3241 | 3118 | South East | A75 Dumfries Bypass- northwest of A709 | East | 604 | 759 | 155 | 26% | 5.9 |
| 126 | 3118 | 3241 | South East | A75 Dumfries Bypass- northwest of A709 | West | 596 | 677 | 81 | 14% | 3.2 |
| 123 | 3135 | 3305 | South East | A75 Dumfries Bypass- northwest of A780 (east) | East | 426 | 587 | 161 | 38% | 7.2 |
| 124 | 3305 | 3135 | South East | A75 Dumfries Bypass- northwest of A780 (east) | West | 437 | 651 | 214 | 49% | 9.2 |
| 160 | 3936 | 3937 | South East | A75 Northeast of B721 (east)- Gretna | East | 435 | 449 | 14 | 3% | 0.7 |
| 161 | 3935 | 3954 | South East | A75 Northeast of B721 (east)- Gretna | West | 399 | 433 | 34 | 9% | 1.7 |
| 127 | 3613 | 3612 | South East | A75 Northwest of Annan- northwest of B721 (west) | North | 442 | 623 | 181 | 41% | 7.8 |
| 128 | 3612 | 3613 | South East | A75 Northwest of Annan- northwest of B721 (west) | South | 484 | 490 | 6 | 1% | 0.3 |
| 117 | 1082 | 1076 | South East | A76 Between Carronbridge and Enterkinfoot | North | 124 | 211 | 87 | 70% | 6.7 |
| 118 | 1076 | 1082 | South East | A76 Between Carronbridge and Enterkinfoot | South | 166 | 175 | 9 | 5% | 0.7 |
| 129 | 2841 | 2856 | South East | A76 South of Auldgirth | North | 224 | 311 | 87 | 39% | 5.3 |
| 130 | 2856 | 2841 | South East | A76 South of Auldgirth | South | 360 | 347 | -13 | -4% | 0.7 |
| 138 | 3847 | 3834 | South East | M6 DBFO B722 E'field to B6357 Kirk Flem - 660 NB | North | 1108 | 1311 | 203 | 18% | 5.8 |



Table J.8 : Inter Peak Hour Validation Sites – South East Scotland

| ID | A | B Area Definition | Road | Direction (Bound) | Total PCU Count | Total PCU Flow | Diff | % Diff | GEH |
|-----|-------|-------------------|--|-------------------|-----------------|----------------|------|--------|------|
| 105 | 14105 | 14106 South East | A 702-Wandel- 1km NE of A73 | North | 128 | 125 | -3 | -2% | 0.3 |
| 106 | 14106 | 14105 South East | A 702-Wandel- 1km NE of A73 | South | 149 | 130 | -19 | -13% | 1.6 |
| 249 | 14100 | 14110 South East | A73 South of A702 | North | 188 | 158 | -30 | -16% | 2.3 |
| 250 | 14110 | 14100 South East | A73 South of A702 | South | 205 | 150 | -55 | -27% | 4.1 |
| 131 | 13870 | 13836 South East | M6 DBFO J12 to J13 - 660 SB | South | 1031 | 1152 | 121 | 12% | 3.7 |
| 218 | 8721 | 8723 South East | A720 1202E M 1/4 mile E Dreghorn | East | 2412 | 2908 | 496 | 21% | 9.6 |
| 219 | 8722 | 8720 South East | A720 1202W M 1/4 mile E Dreghorn | West | 2227 | 2793 | 566 | 25% | 11.3 |
| 220 | 8587 | 8588 South East | A720 1310E M 1/2 mile W Dreghorn | East | 2523 | 2943 | 420 | 17% | 8.0 |
| 221 | 8653 | 8586 South East | A720 1310W M 1/2 mile W Dreghorn | West | 2459 | 2846 | 387 | 16% | 7.5 |
| 222 | 8279 | 8592 South East | A720 1624E M 1/2 mile N Baberton Jct | East | 2366 | 2356 | -10 | 0% | 0.2 |
| 223 | 8303 | 8302 South East | A720 1928E M 1 mile N Calder Junct | East | 1197 | 657 | -540 | -45% | 17.7 |
| 214 | 10002 | 10010 South East | A720 425W M 1/4 mile E Gilmerton Jct | West | 1541 | 1649 | 108 | 7% | 2.7 |
| 215 | 9371 | 7670 South East | A720 528E M 1/4 mile W Gilmerton | East | 1924 | 1596 | -328 | -17% | 7.8 |
| 217 | 9283 | 9361 South East | A720 726E M 1/2 mile E Straiton Jct | East | 2128 | 2111 | -17 | -1% | 0.4 |
| 244 | 8073 | 8088 South East | M8 Claylands - between Edinburgh slips | East | 2056 | 1682 | -374 | -18% | 8.7 |
| 245 | 8070 | 56657 South East | M8 Claylands - between Edinburgh slips | West | 961 | 710 | -251 | -26% | 8.7 |
| 243 | 11638 | 8066 South East | M8 Claylands - between Glasgow slips | East | 1918 | 1680 | -238 | -12% | 5.6 |
| 241 | 8129 | 8122 South East | M9 North of J1 | North | 805 | 632 | -173 | -21% | 6.5 |
| 242 | 8123 | 8128 South East | M9 North of J1 | South | 769 | 671 | -98 | -13% | 3.7 |
| 180 | 6354 | 6360 South East | A1 Macmerry (Event) | North | 833 | 657 | -176 | -21% | 6.4 |
| 181 | 6361 | 6355 South East | A1 Macmerry (Event) | South | 843 | 674 | -169 | -20% | 6.1 |
| 235 | 34245 | 34362 South East | A90 2079S M N of Gantry 2 | South | 1998 | 2127 | 129 | 6% | 2.8 |
| 176 | 32510 | 32519 South East | A92 South of B969 (Balfarg Jct) | North | 662 | 875 | 213 | 32% | 7.7 |
| 177 | 32552 | 32510 South East | A92 South of B969 (Balfarg Jct) | South | 656 | 927 | 271 | 41% | 9.6 |
| 140 | 33890 | 33892 South East | A985 East of Longannet Access | East | 326 | 458 | 132 | 40% | 6.7 |
| 141 | 33892 | 33890 South East | A985 East of Longannet Access | West | 316 | 445 | 129 | 41% | 6.6 |
| 246 | 34271 | 34027 South East | A985 Rosyth | East | 370 | 159 | -211 | -57% | 13.0 |
| 247 | 34027 | 34271 South East | A985 Rosyth | West | 357 | 166 | -191 | -54% | 11.8 |
| 248 | 34376 | 34375 South East | M90 South of J2 | South | 1868 | 2191 | 323 | 17% | 7.2 |
| 148 | 8003 | 7994 South East | A68 East of Fala Tunnel | North | 293 | 248 | -45 | -15% | 2.7 |
| 149 | 7993 | 7994 South East | A68 East of Fala Tunnel | South | 286 | 250 | -36 | -13% | 2.2 |
| 213 | 10001 | 7657 South East | A720 425E M 1/4 mile E Gilmerton Jct | East | 1551 | 1492 | -59 | -4% | 1.5 |
| 216 | 7669 | 9368 South East | A720 528W M 1/4 mile W Gilmerton | West | 1895 | 1781 | -114 | -6% | 2.7 |
| 212 | 7783 | 67971 South East | A720 54E M 1/4 mile W Old Craighall | East | 1426 | 1324 | -102 | -7% | 2.8 |
| 144 | 4963 | 4948 South East | A6091 Tweedbank | East | 490 | 388 | -102 | -21% | 4.9 |
| 145 | 4948 | 4963 South East | A6091 Tweedbank | West | 525 | 424 | -101 | -19% | 4.6 |
| 77 | 5217 | 5216 South East | A68 Harrietsfield N of B6400 | North | 264 | 202 | -62 | -23% | 4.1 |
| 78 | 5216 | 5217 South East | A68 Harrietsfield N of B6400 | South | 275 | 219 | -56 | -20% | 3.6 |
| 75 | 5319 | 5309 South East | A68 North of Jedburgh | North | 303 | 354 | 51 | 17% | 2.8 |
| 76 | 5309 | 5319 South East | A68 North of Jedburgh | South | 309 | 370 | 61 | 20% | 3.3 |
| 81 | 5042 | 5030 South East | A68 South of A697 Carfraemill | North | 217 | 144 | -73 | -34% | 5.4 |
| 82 | 5030 | 5042 South East | A68 South of A697 Carfraemill | South | 212 | 148 | -64 | -30% | 4.8 |
| 79 | 5169 | 5174 South East | A68 South of St Leonards | North | 209 | 149 | -60 | -29% | 4.5 |
| 80 | 5174 | 5169 South East | A68 South of St Leonards | South | 221 | 154 | -67 | -30% | 4.9 |
| 146 | 4950 | 4951 South East | A7 Netherbarns | North | 379 | 481 | 102 | 27% | 4.9 |
| 147 | 4951 | 4950 South East | A7 Netherbarns | South | 358 | 463 | 105 | 29% | 5.2 |
| 142 | 4630 | 4620 South East | A7 South of Synton Junction | North | 227 | 498 | 271 | 119% | 14.2 |
| 143 | 4620 | 4630 South East | A7 South of Synton Junction | South | 225 | 537 | 312 | 139% | 16.0 |
| 83 | 4265 | 4240 South East | A702 West Linton North | North | 203 | 240 | 37 | 18% | 2.5 |
| 84 | 4240 | 4265 South East | A702 West Linton North | South | 222 | 275 | 53 | 24% | 3.4 |
| 172 | 39537 | 39535 South East | A90 Powrie - N of Duntrune Road (Dundee) | North | 807 | 884 | 77 | 10% | 2.6 |
| 173 | 39536 | 39137 South East | A90 Powrie - N of Duntrune Road (Dundee) | South | 971 | 1008 | 37 | 4% | 1.2 |
| 59 | 36077 | 36076 South East | A85 E of Crieff | North | 219 | 195 | -24 | -11% | 1.7 |
| 60 | 36076 | 36077 South East | A85 E of Crieff | South | 213 | 182 | -31 | -15% | 2.2 |
| 166 | 36867 | 36871 South East | A9 - Perth Western By-pass (South) | North | 854 | 868 | 14 | 2% | 0.5 |
| 167 | 36872 | 36868 South East | A9 - Perth Western By-pass (South) | South | 951 | 862 | -89 | -9% | 3.0 |
| 65 | 36154 | 35978 South East | A9 Blackford Bypass | North | 764 | 743 | -21 | -3% | 0.8 |
| 66 | 35980 | 36153 South East | A9 Blackford Bypass | South | 949 | 829 | -120 | -13% | 4.0 |
| 174 | 38252 | 38251 South East | A90 INCHMARTINE - SW OF B953 | East | 1056 | 1003 | -53 | -5% | 1.7 |
| 175 | 38279 | 38258 South East | A90 INCHMARTINE - SW OF B953 | West | 1224 | 1208 | -16 | -1% | 0.5 |
| 178 | 37207 | 37206 South East | M90 Between Jcts 7 and 8 | North | 959 | 1108 | 149 | 16% | 4.6 |
| 179 | 37208 | 37205 South East | M90 Between Jcts 7 and 8 | South | 1065 | 1127 | 62 | 6% | 1.9 |
| 125 | 3241 | 3118 South East | A75 Dumfries Bypass- northwest of A709 | East | 589 | 547 | -42 | -7% | 1.8 |
| 126 | 3118 | 3241 South East | A75 Dumfries Bypass- northwest of A709 | West | 581 | 696 | 115 | 20% | 4.6 |
| 123 | 3135 | 3305 South East | A75 Dumfries Bypass- northwest of A780 (east) | East | 386 | 544 | 158 | 41% | 7.3 |
| 124 | 3305 | 3135 South East | A75 Dumfries Bypass- northwest of A780 (east) | West | 365 | 593 | 228 | 62% | 10.4 |
| 160 | 3936 | 3937 South East | A75 Northeast of B721 (east)- Greta | East | 323 | 370 | 47 | 15% | 2.5 |
| 161 | 3935 | 3954 South East | A75 Northeast of B721 (east)- Greta | West | 310 | 392 | 82 | 26% | 4.4 |
| 127 | 3613 | 3612 South East | A75 Northwest of Annan- northwest of B721 (west) | North | 393 | 561 | 168 | 43% | 7.7 |
| 128 | 3612 | 3613 South East | A75 Northwest of Annan- northwest of B721 (west) | South | 359 | 534 | 175 | 49% | 8.3 |
| 117 | 1082 | 1076 South East | A76 Between Carronbridge and Enterkinfoot | North | 111 | 281 | 170 | 153% | 12.1 |
| 118 | 1076 | 1082 South East | A76 Between Carronbridge and Enterkinfoot | South | 123 | 178 | 55 | 45% | 4.5 |
| 129 | 2841 | 2856 South East | A76 South of Auldgirth | North | 218 | 337 | 119 | 55% | 7.1 |
| 130 | 2856 | 2841 South East | A76 South of Auldgirth | South | 225 | 232 | 7 | 3% | 0.5 |
| 138 | 3847 | 3834 South East | M6 DBFO B722 E field to B6357 Kirk Flem - 660 NB | North | 977 | 860 | -117 | -12% | 3.9 |



Table J.9 : PM Peak Hour Validation Sites – South East Scotland

| ID | Area | | Direction (Bound) | Total | Total | Diff | % Diff | GEH |
|-----|-------|--|----------------------|--------------|-------------|-------|--------|------|
| | A | B Definition Road | | PCU Count | PCU Flow | | | |
| 105 | 14105 | 14106 South East A 702-Wandel- 1km NE of A73 | North | 156 | 143 | -13 | -8% | 1.1 |
| 106 | 14106 | 14105 South East A 702-Wandel- 1km NE of A73 | South | 178 | 264 | 86 | 48% | 5.8 |
| 249 | 14100 | 14110 South East A73 South of A702 | North | 243 | 165 | -78 | -32% | 5.5 |
| 250 | 14110 | 14100 South East A73 South of A702 | South | 253 | 274 | 21 | 8% | 1.3 |
| 131 | 13870 | 13836 South East M6 DBFO J12 to J13 - 660 SB | South | 1036 | 1277 | 241 | 23% | 7.1 |
| 218 | 8721 | 8723 South East A720 1202E M 1/4 mile E Dreghorn | East | 3929 | 4660 | 731 | 19% | 11.2 |
| 219 | 8722 | 8720 South East A720 1202W M 1/4 mile E Dreghorn | West | 2973 | 4004 | 1031 | 35% | 17.5 |
| 220 | 8587 | 8588 South East A720 1310E M 1/2 mile W Dreghorn | East | 4206 | 5071 | 865 | 21% | 12.7 |
| 221 | 8653 | 8586 South East A720 1310W M 1/2 mile W Dreghorn | West | 3314 | 4041 | 727 | 22% | 12.0 |
| 222 | 8279 | 8592 South East A720 1624E M 1/2 mile N Baberton Jct | East | 3705 | 4156 | 451 | 12% | 7.2 |
| 223 | 8303 | 8302 South East A720 1928E M 1 mile N Calder Jundt | East | 2143 | 997 | -1146 | -53% | 28.9 |
| 214 | 10002 | 10010 South East A720 425W M 1/4 mile E Gilmerton Jct | West | 1860 | 2478 | 618 | 33% | 13.3 |
| 215 | 9371 | 7670 South East A720 528E M 1/4 mile W Gilmerton | East | 2978 | 2931 | -47 | -2% | 0.9 |
| 217 | 9283 | 9361 South East A720 726E M 1/2 mile E Straiton Jct | East | 3458 | 3577 | 119 | 3% | 2.0 |
| 244 | 8073 | 8088 South East M8 Claylands - between Edinburgh slips | East | 2397 | 2668 | 271 | 11% | 5.4 |
| 245 | 8070 | 56657 South East M8 Claylands - between Edinburgh slips | West | 1793 | 2072 | 279 | 16% | 6.3 |
| 243 | 11638 | 8066 South East M8 Claylands - between Glasgow slips | East | 2433 | 2188 | -245 | -10% | 5.1 |
| 241 | 8129 | 8122 South East M9 North of J1 | North | 1936 | 1487 | -449 | -23% | 10.9 |
| 242 | 8123 | 8128 South East M9 North of J1 | South | 1020 | 961 | -59 | -6% | 1.9 |
| 180 | 6354 | 6360 South East A1 Macmerry (Event) | North | 1052 | 822 | -230 | -22% | 7.5 |
| 181 | 6361 | 6355 South East A1 Macmerry (Event) | South | 1309 | 1017 | -292 | -22% | 8.6 |
| 235 | 34245 | 34362 South East A90 2079S M N of Gantry 2 | South | 2843 | 2700 | -143 | -5% | 2.7 |
| 176 | 32510 | 32519 South East A92 South of B969 (Balfarg Jct) | North | 974 | 1165 | 191 | 20% | 5.8 |
| 177 | 32552 | 32510 South East A92 South of B969 (Balfarg Jct) | South | 897 | 1203 | 306 | 34% | 9.4 |
| 140 | 33890 | 33892 South East A985 East of Longannet Access | East | 658 | 852 | 194 | 29% | 7.1 |
| 141 | 33892 | 33890 South East A985 East of Longannet Access | West | 624 | 705 | 81 | 13% | 3.1 |
| 246 | 34271 | 34027 South East A985 Rosyth | East | 553 | 414 | -139 | -25% | 6.3 |
| 247 | 34027 | 34271 South East A985 Rosyth | West | 648 | 401 | -247 | -38% | 10.8 |
| 248 | 34376 | 34375 South East M90 South of J2 | South | 2790 | 3197 | 407 | 15% | 7.4 |
| 148 | 8003 | 7994 South East A68 East of Fala Tunnel | North | 343 | 308 | -35 | -10% | 1.9 |
| 149 | 7993 | 7994 South East A68 East of Fala Tunnel | South | 503 | 431 | -72 | -14% | 3.3 |
| 213 | 10001 | 7657 South East A720 425E M 1/4 mile E Gilmerton Jct | East | 2340 | 2305 | -35 | -1% | 0.7 |
| 216 | 7669 | 9368 South East A720 528W M 1/4 mile W Gilmerton | West | 2348 | 2650 | 302 | 13% | 6.0 |
| 212 | 7783 | 67971 South East A720 54E M 1/4 mile W Old Craighall | East | 2110 | 2172 | 62 | 3% | 1.3 |
| 144 | 4963 | 4948 South East A6091 Tweedbank | East | 574 | 623 | 49 | 9% | 2.0 |
| 145 | 4948 | 4963 South East A6091 Tweedbank | West | 697 | 684 | -13 | -2% | 0.5 |
| 77 | 5217 | 5216 South East A68 Harrietsfield N of B6400 | North | 274 | 222 | -52 | -19% | 3.3 |
| 78 | 5216 | 5217 South East A68 Harrietsfield N of B6400 | South | 401 | 298 | -103 | -26% | 5.5 |
| 75 | 5319 | 5309 South East A68 North of Jedburgh | North | 323 | 436 | 113 | 35% | 5.8 |
| 76 | 5309 | 5319 South East A68 North of Jedburgh | South | 401 | 501 | 100 | 25% | 4.7 |
| 81 | 5042 | 5030 South East A68 South of A697 Carfraemill | North | 264 | 160 | -104 | -39% | 7.1 |
| 82 | 5030 | 5042 South East A68 South of A697 Carfraemill | South | 371 | 259 | -112 | -30% | 6.3 |
| 79 | 5169 | 5174 South East A68 South of St Leonards | North | 291 | 178 | -113 | -39% | 7.4 |
| 80 | 5174 | 5169 South East A68 South of St Leonards | South | 332 | 219 | -113 | -34% | 6.8 |
| 146 | 4950 | 4951 South East A7 Netherbarns | North | 433 | 587 | 154 | 36% | 6.8 |
| 147 | 4951 | 4950 South East A7 Netherbarns | South | 531 | 680 | 149 | 28% | 6.1 |
| 142 | 4630 | 4620 South East A7 South of Synton Junction | North | 243 | 771 | 528 | 217% | 23.4 |
| 143 | 4620 | 4630 South East A7 South of Synton Junction | South | 374 | 856 | 482 | 129% | 19.4 |
| 83 | 4265 | 4240 South East A702 West Linton North | North | 235 | 306 | 71 | 30% | 4.3 |
| 84 | 4240 | 4265 South East A702 West Linton North | South | 400 | 453 | 53 | 13% | 2.6 |
| 172 | 39537 | 39535 South East A90 Powrie - N of Duntrune Road (Dundee) | North | 1187 | 1340 | 153 | 13% | 4.3 |
| 173 | 39536 | 39137 South East A90 Powrie - N of Duntrune Road (Dundee) | South | 1276 | 1318 | 42 | 3% | 1.2 |
| 59 | 36077 | 36076 South East A85 E of Crieff | North | 225 | 224 | -1 | 0% | 0.1 |
| 60 | 36076 | 36077 South East A85 E of Crieff | South | 296 | 223 | -73 | -25% | 4.5 |
| 166 | 36867 | 36871 South East A9 - Perth Western By-pass (South) | North | 1044 | 1142 | 98 | 9% | 3.0 |
| 167 | 36872 | 36868 South East A9 - Perth Western By-pass (South) | South | 1439 | 1202 | -237 | -16% | 6.5 |
| 65 | 36154 | 35978 South East A9 Blackford Bypass | North | 954 | 1081 | 127 | 13% | 4.0 |
| 66 | 35980 | 36153 South East A9 Blackford Bypass | South | 1362 | 1202 | -160 | -12% | 4.5 |
| 174 | 38252 | 38251 South East A90 INCHMARTINE - SW OF B953 | East | 1456 | 1324 | -132 | -9% | 3.5 |
| 175 | 38279 | 38258 South East A90 INCHMARTINE - SW OF B953 | West | 1728 | 1656 | -72 | -4% | 1.8 |
| 178 | 37207 | 37206 South East M90 Between Jcts 7 and 8 | North | 1279 | 1415 | 136 | 11% | 3.7 |
| 179 | 37208 | 37205 South East M90 Between Jcts 7 and 8 | South | 1656 | 1459 | -197 | -12% | 5.0 |
| 125 | 3241 | 3118 South East A75 Dumfries Bypass- northwest of A709 | East | 637 | 621 | -16 | -3% | 0.6 |
| 126 | 3118 | 3241 South East A75 Dumfries Bypass- northwest of A709 | West | 723 | 891 | 168 | 23% | 5.9 |
| 123 | 3135 | 3305 South East A75 Dumfries Bypass- northwest of A780 (east) | East | 434 | 663 | 229 | 53% | 9.8 |
| 124 | 3305 | 3135 South East A75 Dumfries Bypass- northwest of A780 (east) | West | 457 | 647 | 190 | 42% | 8.1 |
| 160 | 3936 | 3937 South East A75 Northeast of B721 (east)- Greta | East | 389 | 352 | -37 | -10% | 1.9 |
| 161 | 3935 | 3954 South East A75 Northeast of B721 (east)- Greta | West | 450 | 347 | -103 | -23% | 5.2 |
| 127 | 3613 | 3612 South East A75 Northwest of Annan- northwest of B721 (west) | North | 491 | 526 | 35 | 7% | 1.6 |
| 128 | 3612 | 3613 South East A75 Northwest of Annan- northwest of B721 (west) | South | 420 | 645 | 225 | 54% | 9.8 |
| 117 | 1082 | 1076 South East A76 Between Carronbridge and Enterkinfoot | North | 158 | 203 | 45 | 28% | 3.3 |
| 118 | 1076 | 1082 South East A76 Between Carronbridge and Enterkinfoot | South | 119 | 156 | 37 | 31% | 3.2 |
| 129 | 2841 | 2856 South East A76 South of Auldgirth | North | 344 | 317 | -27 | -8% | 1.5 |
| 130 | 2856 | 2841 South East A76 South of Auldgirth | South | 228 | 221 | -7 | -3% | 0.5 |
| 138 | 3847 | 3834 South East M6 DBFO B722 E'field to B6357 Kirk Flem - 660 NB | North | 1223 | 1132 | -91 | -7% | 2.7 |



K HGV VALIDATION

Table K.1 : AM Peak Hour HGV Validation (Vehicles or PCU?)

| ID | A | B LA Definition | Road | Direction (Bound) | HGV | HGV | Diff | % Diff | GEH |
|-----|-------|----------------------------|---|-------------------|--------------|--------------|------|--------|------|
| | | | | | Observed PCU | Assigned PCU | | | |
| 173 | 39536 | 39137 Angus | A90 Powrie - N of Duntrune Road (Dundee) | South | 124 | 98 | -26 | -21% | 2.5 |
| 172 | 39537 | 39535 Angus | A90 Powrie - N of Duntrune Road (Dundee) | North | 215 | 128 | -87 | -40% | 6.6 |
| 244 | 8073 | 8088 City of Edinburgh | M8 Claylands - between Edinburgh slips | East | 267 | 280 | 13 | 5% | 0.8 |
| 241 | 8129 | 8122 City of Edinburgh | M9 North of J1 | North | 101 | 129 | 28 | 28% | 2.6 |
| 243 | 11638 | 8066 City of Edinburgh | M8 Claylands - between Glasgow slips | East | 380 | 451 | 71 | 19% | 3.5 |
| 214 | 10002 | 10010 City of Edinburgh | A720 425W M 1/4 mile E Gilmerton Jct | West | 199 | 307 | 108 | 54% | 6.8 |
| 242 | 8123 | 8128 City of Edinburgh | M9 North of J1 | South | 112 | 222 | 110 | 98% | 8.5 |
| 245 | 8070 | 56657 City of Edinburgh | M8 Claylands - between Edinburgh slips | West | 157 | 36 | -121 | -77% | 12.3 |
| 215 | 9371 | 7670 City of Edinburgh | A720 528E M 1/4 mile W Gilmerton | East | 247 | 520 | 273 | 111% | 13.9 |
| 217 | 9283 | 9361 City of Edinburgh | A720 726E M 1/2 mile E Straiton Jct | East | 245 | 539 | 294 | 120% | 14.8 |
| 219 | 8722 | 8720 City of Edinburgh | A720 1202W M 1/4 mile E Dregghorn | West | 284 | 617 | 333 | 117% | 15.7 |
| 221 | 8653 | 8586 City of Edinburgh | A720 1310W M 1/2 mile W Dregghorn | West | 253 | 643 | 390 | 154% | 18.4 |
| 218 | 8721 | 8723 City of Edinburgh | A720 1202E M 1/4 mile E Dregghorn | East | 318 | 757 | 439 | 138% | 18.9 |
| 222 | 8279 | 8592 City of Edinburgh | A720 1624E M 1/2 mile N Baberton Jct | East | 269 | 705 | 436 | 162% | 19.8 |
| 223 | 8303 | 8302 City of Edinburgh | A720 1928E M 1 mile N Calder Jct | East | 44 | 372 | 328 | 745% | 22.7 |
| 220 | 8587 | 8588 City of Edinburgh | A720 1310E M 1/2 mile W Dregghorn | East | 160 | 755 | 595 | 372% | 27.8 |
| 236 | 22633 | 22582 City of Glasgow | M8 J8 - Main cway through Baillieston Int | West | 164 | 166 | 2 | 1% | 0.2 |
| 183 | 22734 | 22731 City of Glasgow | M8 6388E M G04150 1/4 mile E of J10 Bbeith Rd | East | 327 | 321 | -6 | -2% | 0.3 |
| 203 | 19783 | 19433 City of Glasgow | M77 790S M 1/2 mile S J3 Nitshill Rd | South | 225 | 218 | -7 | -3% | 0.5 |
| 239 | 22623 | 22656 City of Glasgow | M73 J2 on ramp | North | 88 | 93 | 5 | 6% | 0.5 |
| 200 | 20547 | 19912 City of Glasgow | M77 250S M At 07060 | South | 265 | 255 | -10 | -4% | 0.6 |
| 188 | 20069 | 20643 City of Glasgow | M8 7865E M At J24 | East | 280 | 312 | 32 | 11% | 1.9 |
| 184 | 22730 | 22733 City of Glasgow | M8 6388W M At 04850 | West | 338 | 384 | 46 | 14% | 2.4 |
| 211 | 22487 | 22804 City of Glasgow | M74 1935S M 1/2 mile N J4 Maryville | South | 305 | 259 | -46 | -15% | 2.7 |
| 207 | 22416 | 22350 City of Glasgow | M80 0209S M At 05970 | South | 203 | 246 | 43 | 21% | 2.9 |
| 206 | 22364 | 22417 City of Glasgow | M80 0208N M 1/2 mile W J2 Brobroyston | North | 167 | 211 | 44 | 26% | 3.2 |
| 192 | 20186 | 20021 City of Glasgow | M8 8048E M 01930 J25 Cardonald | East | 354 | 294 | -60 | -17% | 3.3 |
| 190 | 20097 | 20094 City of Glasgow | M8 7987E M 1/4 mile E J25 Cardonald | East | 311 | 392 | 81 | 26% | 4.3 |
| 187 | 20645 | 20085 City of Glasgow | M8 7847W M E of J24 Helen St | West | 384 | 480 | 96 | 25% | 4.6 |
| 182 | 22590 | 22643 City of Glasgow | M8 6139E M At J8 W b'nd | East | 185 | 274 | 89 | 48% | 5.9 |
| 189 | 20092 | 20091 City of Glasgow | M8 7938W M 1/2 mile W J24 Helen St | West | 433 | 570 | 137 | 32% | 6.1 |
| 202 | 19432 | 19782 City of Glasgow | M77 790N M At 07870 | North | 212 | 118 | -94 | -44% | 7.3 |
| 191 | 20091 | 19994 City of Glasgow | M8 7987WO R 1/4 mile E J25 Cardonald | West | 51 | 8 | -43 | -84% | 7.9 |
| 194 | 20061 | 20159 City of Glasgow | M8 8048W M West of J25 Cardonald | West | 388 | 563 | 175 | 45% | 8.0 |
| 186 | 22700 | 22744 City of Glasgow | M8 6581E M G04120 E of J11 Stepps Rd | East | 234 | 400 | 166 | 71% | 9.3 |
| 185 | 22745 | 22723 City of Glasgow | M8 6542W M 1/4 mile E J11 W b'nd | West | 279 | 462 | 183 | 66% | 9.5 |
| 201 | 19905 | 19910 City of Glasgow | M77 431N M At J2 Barrhead Rd N b'nd | North | 213 | 76 | -137 | -64% | 11.4 |
| 193 | 20186 | 20022 City of Glasgow | M8 8048EO R 01930 J25 Cardonald | East | 22 | 127 | 105 | 477% | 12.2 |
| 196 | 20145 | 20156 City of Glasgow | M8 8143W M 1/4 mile W J25a Braehead | West | 450 | 847 | 397 | 88% | 15.6 |
| 195 | 20020 | 20159 City of Glasgow | M8 8048WI R West of J25 Cardonald | West | 22 | 284 | 262 | 1191% | 21.2 |
| 208 | 22758 | 22649 City of Glasgow | M73 1370S M 1 mile N J2 S b'nd | South | 489 | 119 | -370 | -76% | 21.2 |
| 234 | 15710 | 15705 East Ayrshire | M77 2014S Kingswell junction | South | 206 | 204 | -2 | -1% | 0.1 |
| 232 | 19275 | 15711 East Ayrshire | M77 1618S Between Maidenhill junction and Kingswell jun | South | 187 | 234 | 47 | 25% | 3.2 |
| 233 | 15708 | 15706 East Ayrshire | M77 2014N Kingswell junction | North | 180 | 2 | -178 | -99% | 18.7 |
| 180 | 6354 | 6360 East Lothian | A1 Macmerry (Event) | North | 115 | 175 | 60 | 52% | 5.0 |
| 181 | 6361 | 6355 East Lothian | A1 Macmerry (Event) | South | 89 | 246 | 157 | 176% | 12.1 |
| 205 | 19323 | 19341 East Renfrewshire | M77 1070S M 1/2 mile N J5 Ayr Road | South | 221 | 207 | -14 | -6% | 1.0 |
| 204 | 19337 | 19322 East Renfrewshire | M77 1070N M 1/2 mile N J5 Ayr Road | North | 186 | 103 | -83 | -45% | 6.9 |
| 231 | 15712 | 19274 East Renfrewshire | M77 1618N Between Maidenhill junction and Kingswell jun | North | 196 | 106 | -90 | -46% | 7.3 |
| 2 | 54606 | 54521 Eilean Siar/Highland | A95 Boat of Garten (WiM) | South | 41 | 40 | -1 | -2% | 0.2 |
| 1 | 54521 | 54606 Eilean Siar/Highland | A95 Boat of Garten (WiM) | North | 54 | 51 | -3 | -6% | 0.4 |
| 40 | 54147 | 54146 Eilean Siar/Highland | A96 NTON OF PETTY - GOLLANFIELD | West | 45 | 3 | -42 | -93% | 8.6 |
| 39 | 54146 | 54147 Eilean Siar/Highland | A96 NTON OF PETTY - GOLLANFIELD | East | 48 | 3 | -45 | -94% | 8.9 |
| 169 | 62001 | 26419 Falkirk | M876 - Between M9 Junction 7 and A905 Junction | South | 107 | 151 | 44 | 41% | 3.9 |
| 168 | 26438 | 62000 Falkirk | M876 - Between M9 Junction 7 and A905 Junction | North | 117 | 194 | 77 | 66% | 6.2 |
| 235 | 34245 | 34362 Fife | A90 2079S M N of Gantry 2 | South | 231 | 289 | 58 | 25% | 3.6 |
| 248 | 34376 | 34375 Fife | M90 South of J2 | South | 232 | 323 | 91 | 39% | 5.5 |
| 247 | 34271 | 34027 Fife | A985 Rosyth | West | 55 | 12 | -43 | -78% | 7.4 |
| 246 | 34027 | 34271 Fife | A985 Rosyth | East | 69 | 5 | -64 | -93% | 10.5 |
| 177 | 32552 | 32510 Fife | A92 South of B969 (Balfarg Jct) | South | 62 | 260 | 198 | 319% | 15.6 |
| 176 | 32510 | 32519 Fife | A92 South of B969 (Balfarg Jct) | North | 66 | 368 | 302 | 458% | 20.5 |
| 216 | 7669 | 9368 Midlothian | A720 528W M 1/4 mile W Gilmerton | West | 227 | 321 | 94 | 41% | 5.7 |
| 213 | 10001 | 7657 Midlothian | A720 425E M 1/4 mile E Gilmerton Jct | East | 200 | 512 | 312 | 156% | 16.5 |
| 212 | 7783 | 67971 Midlothian | A720 54E M 1/4 mile W Old Craighall | East | 169 | 469 | 300 | 178% | 16.8 |
| 209 | 22811 | 22783 North Lanarkshire | M73 1020N I J1 Link from S b'nd M74 | North | 180 | 169 | -11 | -6% | 0.8 |
| 228 | 24426 | 24433 North Lanarkshire | MON A8 5395E M E of EuroCentral Junction | East | 484 | 459 | -25 | -5% | 1.2 |
| 230 | 23344 | 22859 North Lanarkshire | MON A8 5995W M W of Bargeddie Junction | West | 427 | 381 | -46 | -11% | 2.3 |
| 229 | 22855 | 23356 North Lanarkshire | MON A8 5995E M E of Cutty Sark Bridge | East | 366 | 417 | 51 | 14% | 2.6 |
| 224 | 24422 | 24516 North Lanarkshire | MON A8 5245E M E of ChapelHall Junction | East | 470 | 415 | -55 | -12% | 2.6 |
| 226 | 24435 | 24418 North Lanarkshire | MON A8 5294W M W of ChapelHall Junction | West | 361 | 432 | 71 | 20% | 3.6 |
| 225 | 24515 | 24421 North Lanarkshire | MON A8 5245W M At ChapelHall Junction | West | 354 | 433 | 79 | 22% | 4.0 |
| 227 | 24468 | 24418 North Lanarkshire | MON A8 5294WI R ChapelHall Junction On Slip | West | 47 | 101 | 54 | 115% | 6.3 |
| 210 | 56608 | 22790 North Lanarkshire | M73 1020N L J1 Link from N b'nd M74 | North | 402 | 137 | -265 | -66% | 16.1 |
| 175 | 38279 | 38258 Perthshire & Kinross | A90 INCHMARTINE - SW OF B953 | West | 163 | 150 | -13 | -8% | 1.0 |
| 179 | 37207 | 37206 Perthshire & Kinross | M90 Between Jct 7 and 8 | South | 120 | 137 | 17 | 14% | 1.5 |



Table K.2 : Inter Peak Hour HGV Validation (Vehicles or PCU?)

| ID | A | B LA Definition | Road | Direction (Bound) | HGV Observed PCU | HGV Assigned PCU | Diff | % Diff | GEH |
|-----|-------|----------------------------|---|-------------------|------------------|------------------|------|--------|------|
| 173 | 39536 | 39137 Angus | A90 Powrie - N of Duntrune Road (Dundee) | South | 186 | 122 | -64 | -34% | 5.2 |
| 172 | 39537 | 39535 Angus | A90 Powrie - N of Duntrune Road (Dundee) | North | 142 | 115 | -27 | -19% | 2.4 |
| 244 | 8073 | 8088 City of Edinburgh | M8 Claylands - between Edinburgh slips | East | 250 | 258 | 8 | 3% | 0.5 |
| 241 | 8129 | 8122 City of Edinburgh | M9 North of J1 | North | 97 | 129 | 32 | 33% | 3.0 |
| 243 | 11638 | 8066 City of Edinburgh | M8 Claylands - between Glasgow slips | East | 292 | 255 | -37 | -13% | 2.2 |
| 214 | 10002 | 10010 City of Edinburgh | A720 425W M 1/4 mile E Gilmerton Jct | West | 187 | 351 | 164 | 88% | 10.0 |
| 242 | 8123 | 8128 City of Edinburgh | M9 North of J1 | South | 94 | 111 | 17 | 18% | 1.7 |
| 245 | 8070 | 56657 City of Edinburgh | M8 Claylands - between Edinburgh slips | West | 132 | 0 | -132 | -100% | 16.2 |
| 215 | 9371 | 7670 City of Edinburgh | A720 528E M 1/4 mile W Gilmerton | East | 232 | 294 | 62 | 27% | 3.8 |
| 217 | 9283 | 9361 City of Edinburgh | A720 726E M 1/2 mile E Straiton Jct | East | 231 | 335 | 104 | 45% | 6.2 |
| 219 | 8722 | 8720 City of Edinburgh | A720 1202W M 1/4 mile E Dreghorn | West | 245 | 443 | 198 | 81% | 10.7 |
| 221 | 8653 | 8586 City of Edinburgh | A720 1310W M 1/2 mile W Dreghorn | West | 217 | 446 | 229 | 106% | 12.6 |
| 218 | 8721 | 8723 City of Edinburgh | A720 1202E M 1/4 mile E Dreghorn | East | 277 | 472 | 195 | 70% | 10.1 |
| 222 | 8279 | 8592 City of Edinburgh | A720 1624E M 1/2 mile N Baberton Jct | East | 252 | 403 | 151 | 60% | 8.3 |
| 223 | 8303 | 8302 City of Edinburgh | A720 1928E M 1 mile N Calder Junct | East | 41 | 158 | 117 | 285% | 11.7 |
| 220 | 8587 | 8588 City of Edinburgh | A720 1310E M 1/2 mile W Dreghorn | East | 141 | 472 | 331 | 235% | 18.9 |
| 236 | 22633 | 22582 City of Glasgow | M8 J8 - Main cway through Baillieston Int | West | 155 | 143 | -12 | -8% | 1.0 |
| 183 | 22734 | 22731 City of Glasgow | M8 6388E M G04150 1/4 mile E of J10 Bbeith Rd | East | 338 | 342 | 4 | 1% | 0.2 |
| 203 | 19783 | 19433 City of Glasgow | M77 790S M 1/2 mile S J3 Nitshill Rd | South | 176 | 180 | 4 | 2% | 0.3 |
| 239 | 22623 | 22656 City of Glasgow | M73 J2 on ramp | North | 72 | 71 | -1 | -1% | 0.1 |
| 200 | 20547 | 19912 City of Glasgow | M77 250S M At 07060 | South | 210 | 280 | 70 | 33% | 4.5 |
| 188 | 20069 | 20643 City of Glasgow | M8 7865E M At J24 | East | 291 | 382 | 91 | 31% | 5.0 |
| 184 | 22730 | 22733 City of Glasgow | M8 6388W M At 04850 | West | 277 | 268 | -9 | -3% | 0.5 |
| 211 | 22487 | 22804 City of Glasgow | M74 1935S M 1/2 mile N J4 Maryville | South | 289 | 368 | 79 | 27% | 4.4 |
| 207 | 22416 | 22350 City of Glasgow | M80 0209S M At 05970 | South | 191 | 219 | 28 | 15% | 2.0 |
| 206 | 22364 | 22417 City of Glasgow | M80 0208N M 1/2 mile W J2 Robroyston | North | 186 | 213 | 27 | 15% | 1.9 |
| 192 | 20186 | 20021 City of Glasgow | M8 8048E M 01930 J25 Cardonald | East | 365 | 449 | 84 | 23% | 4.2 |
| 190 | 20097 | 20094 City of Glasgow | M8 7987E M 1/4 mile E J25 Cardonald | East | 322 | 505 | 183 | 57% | 9.0 |
| 187 | 20645 | 20085 City of Glasgow | M8 7847W M E of J24 Helen St | West | 308 | 326 | 18 | 6% | 1.0 |
| 182 | 22590 | 22643 City of Glasgow | M8 6139E M at J8 W b'nd | East | 193 | 210 | 17 | 9% | 1.2 |
| 189 | 20092 | 20091 City of Glasgow | M8 7938W M 1/2 mile W J24 Helen St | West | 349 | 360 | 11 | 3% | 0.6 |
| 202 | 19432 | 19782 City of Glasgow | M77 790N M At 07870 | North | 194 | 220 | 26 | 13% | 1.8 |
| 191 | 20091 | 19994 City of Glasgow | M8 7987WO R 1/4 mile E J25 Cardonald | West | 49 | 7 | -42 | -86% | 7.9 |
| 194 | 20061 | 20159 City of Glasgow | M8 8048W M West of J25 Cardonald | West | 302 | 352 | 50 | 17% | 2.8 |
| 186 | 22700 | 22744 City of Glasgow | M8 6581E M G04120 E of J11 Stepps Rd | East | 265 | 337 | 72 | 27% | 4.2 |
| 185 | 22745 | 22723 City of Glasgow | M8 6542W M 1/4 mile E J11 W b'nd | West | 232 | 306 | 74 | 32% | 4.5 |
| 201 | 19905 | 19910 City of Glasgow | M77 431N M At J2 Barrhead Rd N b'nd | North | 198 | 175 | -23 | -12% | 1.7 |
| 193 | 20186 | 20022 City of Glasgow | M8 8048EO R 01930 J25 Cardonald | East | 16 | 172 | 156 | 975% | 16.1 |
| 196 | 20145 | 20156 City of Glasgow | M8 8143W M 1/4 mile W J25a Braehead | West | 343 | 511 | 168 | 49% | 8.1 |
| 195 | 20020 | 20159 City of Glasgow | M8 8048WI R West of J25 Cardonald | West | 13 | 159 | 146 | 1123% | 15.7 |
| 208 | 22758 | 22649 City of Glasgow | M73 1370S M 1 mile N J2 S b'nd | South | 402 | 191 | -211 | -52% | 12.3 |
| 234 | 15710 | 15705 East Ayrshire | M77 2014S Kingswell junction | South | 173 | 156 | -17 | -10% | 1.3 |
| 232 | 19275 | 15711 East Ayrshire | M77 1618S Between Maidenhill junction and Kingswell jun | South | 161 | 183 | 22 | 14% | 1.7 |
| 233 | 15708 | 15706 East Ayrshire | M77 2014N Kingswell junction | North | 152 | 7 | -145 | -95% | 16.3 |
| 180 | 6354 | 6360 East Lothian | A1 Macmerry (Event) | North | 94 | 178 | 84 | 89% | 7.2 |
| 181 | 6361 | 6355 East Lothian | A1 Macmerry (Event) | South | 114 | 165 | 51 | 45% | 4.3 |
| 205 | 19323 | 19341 East Renfrewshire | M77 1070S M 1/2 mile N J5 Ayr Road | South | 177 | 167 | -10 | -6% | 0.8 |
| 204 | 19337 | 19322 East Renfrewshire | M77 1070N M 1/2 mile N J5 Ayr Road | North | 174 | 175 | 1 | 1% | 0.1 |
| 231 | 15712 | 19274 East Renfrewshire | M77 1618N Between Maidenhill junction and Kingswell jun | North | 174 | 192 | 18 | 10% | 1.3 |
| 1 | 54521 | 54606 Eilean Siar/Highland | A95 Boat of Garten (WIM) | North | 34 | 22 | -12 | -35% | 2.3 |
| 2 | 54606 | 54521 Eilean Siar/Highland | A95 Boat of Garten (WIM) | South | 53 | 15 | -38 | -72% | 6.5 |
| 39 | 54146 | 54147 Eilean Siar/Highland | A96 NTON OF PETTY - GOLLANFIELD | East | 43 | 6 | -37 | -86% | 7.5 |
| 40 | 54147 | 54146 Eilean Siar/Highland | A96 NTON OF PETTY - GOLLANFIELD | West | 45 | 6 | -39 | -87% | 7.7 |
| 168 | 26438 | 62000 Falkirk | M876 - Between M9 Junction 7 and A905 Junction | North | 97 | 75 | -22 | -23% | 2.4 |
| 169 | 62001 | 26419 Falkirk | M876 - Between M9 Junction 7 and A905 Junction | South | 99 | 115 | 16 | 16% | 1.5 |
| 235 | 34245 | 34362 Fife | A90 2079S M N of Gantry 2 | South | 294 | 283 | -11 | -4% | 0.6 |
| 248 | 34376 | 34375 Fife | M90 South of J2 | South | 288 | 315 | 27 | 9% | 1.6 |
| 246 | 34027 | 34271 Fife | A985 Rosyth | East | 46 | 6 | -40 | -87% | 7.8 |
| 247 | 34271 | 34027 Fife | A985 Rosyth | West | 45 | 12 | -33 | -73% | 6.2 |
| 177 | 32552 | 32510 Fife | A92 South of B969 (Balfarg Jct) | South | 60 | 208 | 148 | 247% | 12.8 |
| 176 | 32510 | 32519 Fife | A92 South of B969 (Balfarg Jct) | North | 52 | 178 | 126 | 242% | 11.7 |
| 216 | 7669 | 9368 Midlothian | A720 528W M 1/4 mile W Gilmerton | West | 205 | 358 | 153 | 75% | 9.1 |
| 213 | 10001 | 7657 Midlothian | A720 425E M 1/4 mile E Gilmerton Jct | East | 196 | 287 | 91 | 46% | 5.9 |
| 212 | 7783 | 67971 Midlothian | A720 54E M 1/4 mile W Old Craighall | East | 168 | 265 | 97 | 58% | 6.6 |
| 209 | 22811 | 22783 North Lanarkshire | M73 1020N I J1 Link from S b'nd M74 | North | 131 | 143 | 12 | 9% | 1.0 |
| 228 | 24426 | 24433 North Lanarkshire | MON A8 5395E M E of EuroCentral Junction | East | 385 | 412 | 27 | 7% | 1.4 |
| 230 | 23344 | 22859 North Lanarkshire | MON A8 5995W M W of Bargeddie Junction | West | 345 | 359 | 14 | 4% | 0.7 |
| 229 | 22855 | 23356 North Lanarkshire | MON A8 5995E M E of Cutty Sark Bridge | East | 345 | 391 | 46 | 13% | 2.4 |
| 224 | 24422 | 24516 North Lanarkshire | MON A8 5245E M E of ChapelHall Junction | East | 372 | 342 | -30 | -8% | 1.6 |
| 226 | 24435 | 24418 North Lanarkshire | MON A8 5294W M W of ChapelHall Junction | West | 379 | 443 | 64 | 17% | 3.2 |
| 225 | 24515 | 24421 North Lanarkshire | MON A8 5245W M At ChapelHall Junction | West | 384 | 443 | 59 | 15% | 2.9 |
| 227 | 24468 | 24418 North Lanarkshire | MON A8 5294W R ChapelHall Junction On Slip | West | 41 | 70 | 29 | 71% | 3.9 |
| 210 | 56608 | 22790 North Lanarkshire | M73 1020N L J1 Link from N b'nd M74 | North | 231 | 119 | -112 | -48% | 8.5 |
| 175 | 38279 | 38258 Perthshire & Kinross | A90 INCHMARTINE - SW OF B953 | West | 216 | 144 | -72 | -33% | 5.4 |
| 178 | 37208 | 37205 Perthshire & Kinross | M90 Between Jct 7 and 8 | North | 130 | 223 | 93 | 72% | 7.0 |



Table K.3 : PM Peak Hour HGV Validation (Vehicles or PCU?)

| ID | A | B LA Definition | Road | Direction (Bound) | HGV | HGV | Diff | % Diff | GEH |
|-----|-------|----------------------------|---|-------------------|--------------|--------------|------|--------|------|
| | | | | | Observed PCU | Assigned PCU | | | |
| 173 | 39536 | 39137 Angus | A90 Powrie - N of Duntrune Road (Dundee) | South | 154 | 108 | -46 | -30% | 4.0 |
| 172 | 39537 | 39535 Angus | A90 Powrie - N of Duntrune Road (Dundee) | North | 114 | 102 | -12 | -11% | 1.2 |
| 244 | 8073 | 8088 City of Edinburgh | M8 Claylands - between Edinburgh slips | East | 153 | 288 | 135 | 88% | 9.1 |
| 241 | 8129 | 8122 City of Edinburgh | M9 North of J1 | North | 68 | 142 | 74 | 109% | 7.2 |
| 243 | 11638 | 8066 City of Edinburgh | M8 Claylands - between Glasgow slips | East | 164 | 287 | 123 | 75% | 8.2 |
| 214 | 10002 | 10010 City of Edinburgh | A720 425W M 1/4 mile E Gilmerton Jct | West | 132 | 488 | 356 | 270% | 20.2 |
| 242 | 8123 | 8128 City of Edinburgh | M9 North of J1 | South | 67 | 92 | 25 | 37% | 2.8 |
| 245 | 8070 | 56657 City of Edinburgh | M8 Claylands - between Edinburgh slips | West | 90 | 118 | 28 | 31% | 2.7 |
| 215 | 9371 | 7670 City of Edinburgh | A720 528E M 1/4 mile W Gilmerton | East | 164 | 315 | 151 | 92% | 9.8 |
| 217 | 9283 | 9361 City of Edinburgh | A720 726E M 1/2 mile E Straiton Jct | East | 163 | 360 | 197 | 121% | 12.2 |
| 219 | 8722 | 8720 City of Edinburgh | A720 1202W M 1/4 mile E Dreghorn | West | 164 | 626 | 462 | 282% | 23.2 |
| 221 | 8653 | 8586 City of Edinburgh | A720 1310W M 1/2 mile W Dreghorn | West | 150 | 613 | 463 | 309% | 23.7 |
| 218 | 8721 | 8723 City of Edinburgh | A720 1202E M 1/4 mile E Dreghorn | East | 189 | 635 | 446 | 236% | 22.0 |
| 222 | 8279 | 8592 City of Edinburgh | A720 1624E M 1/2 mile N Baberton Jct | East | 183 | 513 | 330 | 180% | 17.7 |
| 223 | 8303 | 8302 City of Edinburgh | A720 1928E M 1 mile N Calder Junct | East | 33 | 221 | 188 | 570% | 16.7 |
| 220 | 8587 | 8588 City of Edinburgh | A720 1310E M 1/2 mile W Dreghorn | East | 117 | 676 | 559 | 478% | 28.1 |
| 236 | 22633 | 22582 City of Glasgow | M8 J8 - Main cway through Baillieston Int | West | 76 | 92 | 16 | 21% | 1.7 |
| 183 | 22734 | 22731 City of Glasgow | M8 6388E M G04150 1/4 mile E of J10 Bbeith Rd | East | 209 | 207 | -2 | -1% | 0.1 |
| 203 | 19783 | 19433 City of Glasgow | M77 790S M 1/2 mile S J3 Nitshill Rd | South | 133 | 109 | -24 | -18% | 2.2 |
| 239 | 22623 | 22656 City of Glasgow | M73 J2 on ramp | North | 44 | 12 | -32 | -73% | 6.0 |
| 200 | 20547 | 19912 City of Glasgow | M77 250S M At 07060 | South | 145 | 187 | 42 | 29% | 3.3 |
| 188 | 20069 | 20643 City of Glasgow | M8 7865E M At J24 | East | 195 | 148 | -47 | -24% | 3.6 |
| 184 | 22730 | 22733 City of Glasgow | M8 6388W M At 04850 | West | 154 | 118 | -36 | -23% | 3.1 |
| 211 | 22487 | 22804 City of Glasgow | M74 1935S M 1/2 mile N J4 Maryville | South | 241 | 366 | 125 | 52% | 7.2 |
| 207 | 22416 | 22350 City of Glasgow | M80 0209S M At 05970 | South | 138 | 129 | -9 | -7% | 0.8 |
| 206 | 22364 | 22417 City of Glasgow | M80 0208N M 1/2 mile W J2 Robroyston | North | 154 | 116 | -38 | -25% | 3.3 |
| 192 | 20186 | 20021 City of Glasgow | M8 8048E M 01930 J25 Cardonald | East | 228 | 159 | -69 | -30% | 5.0 |
| 190 | 20097 | 20094 City of Glasgow | M8 7987E M 1/4 mile E J25 Cardonald | East | 208 | 183 | -25 | -12% | 1.8 |
| 187 | 20645 | 20085 City of Glasgow | M8 7847W M E of J24 Helen St | West | 205 | 258 | 53 | 26% | 3.5 |
| 182 | 22590 | 22643 City of Glasgow | M8 6139E M at J8 W b'nd | East | 110 | 157 | 47 | 43% | 4.1 |
| 189 | 20092 | 20091 City of Glasgow | M8 7938W M 1/2 mile W J24 Helen St | West | 231 | 270 | 39 | 17% | 2.5 |
| 202 | 19432 | 19782 City of Glasgow | M77 790N M At 07870 | North | 136 | 108 | -28 | -21% | 2.5 |
| 191 | 20091 | 19994 City of Glasgow | M8 7987WO R 1/4 mile E J25 Cardonald | West | 23 | 2 | -21 | -91% | 5.9 |
| 194 | 20061 | 20159 City of Glasgow | M8 8048W M West of J25 Cardonald | West | 202 | 268 | 66 | 33% | 4.3 |
| 186 | 22700 | 22744 City of Glasgow | M8 6581E M G04120 E of J11 Stepps Rd | East | 171 | 212 | 41 | 24% | 3.0 |
| 185 | 22745 | 22723 City of Glasgow | M8 6542W M 1/4 mile E J11 W b'nd | West | 133 | 115 | -18 | -14% | 1.6 |
| 201 | 19905 | 19910 City of Glasgow | M77 431N M At J2 Barrhead Rd N b'nd | North | 138 | 59 | -79 | -57% | 8.0 |
| 193 | 20186 | 20022 City of Glasgow | M8 8048EO R 01930 J25 Cardonald | East | 18 | 162 | 144 | 800% | 15.2 |
| 196 | 20145 | 20156 City of Glasgow | M8 8143W M 1/4 mile W J25a Braehead | West | 237 | 308 | 71 | 30% | 4.3 |
| 195 | 20020 | 20159 City of Glasgow | M8 8048WI R West of J25 Cardonald | West | 8 | 40 | 32 | 400% | 6.5 |
| 208 | 22758 | 22649 City of Glasgow | M73 1370S M 1 mile N J2 S b'nd | South | 416 | 152 | -264 | -63% | 15.7 |
| 234 | 15710 | 15705 East Ayrshire | M77 2014S Kingswell junction | South | 143 | 104 | -39 | -27% | 3.5 |
| 232 | 19275 | 15711 East Ayrshire | M77 1618S Between Maidenhill junction and Kingswell jun | South | 136 | 111 | -25 | -18% | 2.2 |
| 233 | 15708 | 15706 East Ayrshire | M77 2014N Kingswell junction | North | 113 | 1 | -112 | -99% | 14.8 |
| 180 | 6354 | 6360 East Lothian | A1 Macmerry (Event) | North | 73 | 171 | 98 | 134% | 8.9 |
| 181 | 6361 | 6355 East Lothian | A1 Macmerry (Event) | South | 94 | 122 | 28 | 30% | 2.7 |
| 205 | 19323 | 19341 East Renfrewshire | M77 1070S M 1/2 mile N J5 Ayr Road | South | 129 | 107 | -22 | -17% | 2.0 |
| 204 | 19337 | 19322 East Renfrewshire | M77 1070N M 1/2 mile N J5 Ayr Road | North | 124 | 90 | -34 | -27% | 3.3 |
| 231 | 15712 | 19274 East Renfrewshire | M77 1618N Between Maidenhill junction and Kingswell jun | North | 121 | 90 | -31 | -26% | 3.0 |
| 1 | 54521 | 54606 Eilean Siar/Highland | A95 Boat of Garten (WIM) | North | 24 | 15 | -9 | -38% | 2.0 |
| 2 | 54606 | 54521 Eilean Siar/Highland | A95 Boat of Garten (WIM) | South | 44 | 15 | -29 | -66% | 5.3 |
| 39 | 54146 | 54147 Eilean Siar/Highland | A96 NTON OF PETTY - GOLLANFIELD | East | 32 | 9 | -23 | -72% | 5.1 |
| 40 | 54147 | 54146 Eilean Siar/Highland | A96 NTON OF PETTY - GOLLANFIELD | West | 40 | 11 | -29 | -73% | 5.7 |
| 168 | 26438 | 62000 Falkirk | M876 - Between M9 Junction 7 and A905 Junction | North | 74 | 54 | -20 | -27% | 2.5 |
| 169 | 62001 | 26419 Falkirk | M876 - Between M9 Junction 7 and A905 Junction | South | 84 | 84 | 0 | 0% | 0.0 |
| 235 | 34245 | 34362 Fife | A90 2079S M N of Gantry 2 | South | 221 | 473 | 252 | 114% | 13.5 |
| 248 | 34376 | 34375 Fife | M90 South of J2 | South | 218 | 485 | 267 | 122% | 14.2 |
| 246 | 34027 | 34271 Fife | A985 Rosyth | East | 43 | 8 | -35 | -81% | 6.9 |
| 247 | 34271 | 34027 Fife | A985 Rosyth | West | 37 | 5 | -32 | -86% | 7.0 |
| 177 | 32552 | 32510 Fife | A92 South of B969 (Balfarg Jct) | South | 45 | 219 | 174 | 387% | 15.1 |
| 176 | 32510 | 32519 Fife | A92 South of B969 (Balfarg Jct) | North | 32 | 133 | 101 | 316% | 11.1 |
| 216 | 7669 | 9368 Midlothian | A720 528W M 1/4 mile W Gilmerton | West | 152 | 493 | 341 | 224% | 19.0 |
| 213 | 10001 | 7657 Midlothian | A720 425E M 1/4 mile E Gilmerton Jct | East | 136 | 310 | 174 | 128% | 11.7 |
| 212 | 7783 | 67971 Midlothian | A720 54E M 1/4 mile W Old Craighall | East | 121 | 257 | 136 | 112% | 9.9 |
| 209 | 22811 | 22783 North Lanarkshire | M73 1020N I J1 Link from S b'nd M74 | North | 90 | 131 | 41 | 46% | 3.9 |
| 228 | 24426 | 24433 North Lanarkshire | MON A8 5395E M E of EuroCentral Junction | East | 244 | 399 | 155 | 64% | 8.6 |
| 230 | 23344 | 22859 North Lanarkshire | MON A8 5995W M W of Bargeddie Junction | West | 216 | 182 | -34 | -16% | 2.4 |
| 229 | 22855 | 23356 North Lanarkshire | MON A8 5995E M E of Cutty Sark Bridge | East | 224 | 340 | 116 | 52% | 6.9 |
| 224 | 24422 | 24516 North Lanarkshire | MON A8 5245E M E of ChapelHall Junction | East | 237 | 325 | 88 | 37% | 5.2 |
| 226 | 24435 | 24418 North Lanarkshire | MON A8 5294W M W of ChapelHall Junction | West | 280 | 366 | 86 | 31% | 4.8 |
| 225 | 24515 | 24421 North Lanarkshire | MON A8 5245W M At ChapelHall Junction | West | 280 | 367 | 87 | 31% | 4.8 |
| 227 | 24468 | 24418 North Lanarkshire | MON A8 5294WI R ChapelHall Junction On Slip | West | 36 | 34 | -2 | -6% | 0.3 |
| 210 | 56608 | 22790 North Lanarkshire | M73 1020N L J1 Link from N b'nd M74 | North | 202 | 58 | -144 | -71% | 12.6 |
| 175 | 38279 | 38258 Perthshire & Kinross | A90 INCHMARTINE - SW OF B953 | West | 178 | 98 | -80 | -45% | 6.8 |
| 178 | 37208 | 37205 Perthshire & Kinross | M90 Between Jct 7 and 8 | North | 100 | 140 | 40 | 40% | 3.7 |





L JOURNEY TIME ROUTES

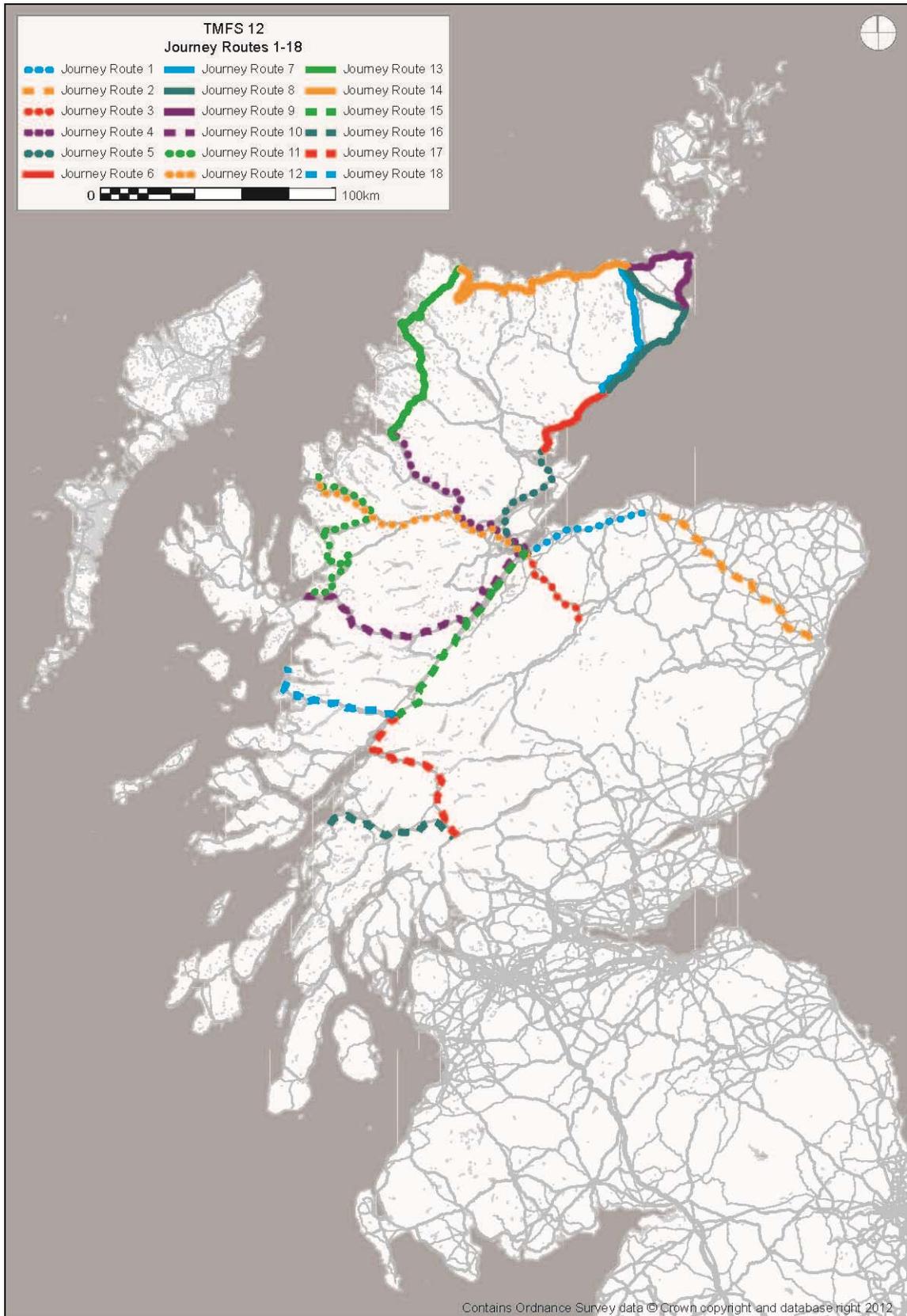


Figure L.1 : Journey Time Routes - Sites 1-18



Table L.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) | within DMRB? |
|--------------|--------------------------------|-----------|----------------------------------|----------------------------------|-----------------------|--------------|
| 1 | Inverness to Elgin | E | 00:51:16 | 00:51:25 | 00:00:09 | Yes |
| | | W | 00:51:46 | 00:50:09 | -00:01:38 | Yes |
| 2 | Elgin to Aberdeen | E | 01:29:35 | 01:19:37 | -00:09:58 | Yes |
| | | W | 01:27:50 | 01:18:13 | -00:09:37 | Yes |
| 3 | Inverness to Aviemore | S | 00:29:47 | 00:27:34 | -00:02:13 | Yes |
| | | N | 00:28:51 | 00:27:44 | -00:01:07 | Yes |
| 4 | Ullapool to Inverness | S | 01:10:07 | 01:05:24 | -00:04:43 | Yes |
| | | N | 01:07:58 | 01:04:14 | -00:03:45 | Yes |
| 5 | Inverness to Dornoch | N | 00:47:17 | 00:46:37 | -00:00:40 | Yes |
| | | S | 00:49:26 | 00:47:44 | -00:01:42 | Yes |
| 6 | Dornoch to Helmsdale | N | 00:37:06 | 00:35:12 | -00:01:54 | Yes |
| | | S | 00:36:41 | 00:35:13 | -00:01:28 | Yes |
| 7 | Helmsdale to Thurso | N | 00:51:15 | 00:51:33 | 00:00:18 | Yes |
| | | S | 00:52:50 | 00:51:29 | -00:01:20 | Yes |
| 8 | Thurso to Latheron | S | 00:46:10 | 00:48:00 | 00:01:49 | Yes |
| | | N | 00:46:15 | 00:48:03 | 00:01:48 | Yes |
| 9 | Invergarry to Kyle of Lochalsh | E | 01:05:58 | 00:58:22 | -00:07:35 | Yes |
| | | W | 01:05:04 | 00:58:25 | -00:06:39 | Yes |
| 10 | Inverness to Fort William | N | 01:30:59 | 01:19:44 | -00:11:15 | Yes |
| | | S | 01:31:25 | 01:19:40 | -00:11:45 | Yes |
| 11 | Crianlarich to Oban | W | 00:55:36 | 00:47:33 | -00:08:03 | Yes |
| | | E | 00:57:00 | 00:47:55 | -00:09:05 | No |
| 12 | Crianlarich to Fort William | N | 01:09:51 | 01:05:14 | -00:04:37 | Yes |
| | | S | 01:09:56 | 01:05:29 | -00:04:27 | Yes |
| 13 | Fort William to Mallaig | W | 01:12:45 | 00:59:42 | -00:13:03 | No |
| | | E | 01:13:02 | 00:59:42 | -00:13:20 | No |
| 14 | Dunkeld to Aviemore | N | 01:15:34 | 01:15:26 | -00:00:08 | Yes |
| | | S | 01:15:40 | 01:14:07 | -00:01:33 | Yes |
| 15 | Tarbet to Cambletown | S | 02:13:10 | 01:55:21 | -00:17:49 | Yes |
| | | N | 02:12:46 | 01:55:28 | -00:17:18 | Yes |
| 16 | Aviemore to Keith | N | 01:04:42 | 00:59:48 | -00:04:54 | Yes |
| | | S | 01:05:04 | 00:59:34 | -00:05:30 | Yes |
| 17 | Perth to Dunkeld | N | 00:16:44 | 00:16:55 | 00:00:11 | Yes |
| | | S | 00:17:09 | 00:16:57 | -00:00:12 | Yes |
| 18 | Alexandria to Crianlarich | N | 00:47:38 | 00:42:14 | -00:05:23 | Yes |
| | | S | 00:48:09 | 00:42:06 | -00:06:03 | Yes |



Table L.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) | within DMRB? |
|--------------|--------------------------------|-----------|----------------------------------|----------------------------------|-----------------------|--------------|
| 1 | Inverness to Elgin | E | 00:51:30 | 00:49:04 | -00:02:26 | Yes |
| | | W | 00:51:58 | 00:49:02 | -00:02:57 | Yes |
| 2 | Elgin to Aberdeen | E | 01:29:23 | 01:16:31 | -00:12:52 | Yes |
| | | W | 01:28:36 | 01:17:29 | -00:11:07 | Yes |
| 3 | Inverness to Aviemore | S | 00:29:51 | 00:27:55 | -00:01:56 | Yes |
| | | N | 00:29:23 | 00:27:35 | -00:01:48 | Yes |
| 4 | Ullapool to Inverness | S | 01:07:13 | 01:04:13 | -00:02:60 | Yes |
| | | N | 01:06:54 | 01:03:53 | -00:03:01 | Yes |
| 5 | Inverness to Dornoch | N | 00:47:41 | 00:46:05 | -00:01:36 | Yes |
| | | S | 00:48:02 | 00:45:52 | -00:02:10 | Yes |
| 6 | Dornoch to Helmsdale | N | 00:38:22 | 00:35:14 | -00:03:08 | Yes |
| | | S | 00:37:56 | 00:35:14 | -00:02:42 | Yes |
| 7 | Helmsdale to Thurso | N | 00:51:17 | 00:51:31 | 00:00:14 | Yes |
| | | S | 00:52:51 | 00:51:32 | -00:01:19 | Yes |
| 8 | Thurso to Latheron | S | 00:46:18 | 00:48:01 | 00:01:43 | Yes |
| | | N | 00:46:22 | 00:48:00 | 00:01:38 | Yes |
| 9 | Invergarry to Kyle of Lochalsh | E | 01:08:52 | 00:58:25 | -00:10:27 | No |
| | | W | 01:08:03 | 00:58:28 | -00:09:35 | Yes |
| 10 | Inverness to Fort William | N | 01:35:39 | 01:18:49 | -00:16:51 | No |
| | | S | 01:35:53 | 01:19:12 | -00:16:42 | No |
| 11 | Crianlarich to Oban | W | 00:57:15 | 00:47:33 | -00:09:43 | No |
| | | E | 00:58:43 | 00:48:00 | -00:10:43 | No |
| 12 | Crianlarich to Fort William | N | 01:12:58 | 01:05:25 | -00:07:34 | Yes |
| | | S | 01:13:05 | 01:05:45 | -00:07:20 | Yes |
| 13 | Fort William to Mallaig | W | 01:16:53 | 00:59:42 | -00:17:11 | No |
| | | E | 01:16:52 | 00:59:42 | -00:17:11 | No |
| 14 | Dunkeld to Aviemore | N | 01:18:13 | 01:14:51 | -00:03:22 | Yes |
| | | S | 01:18:37 | 01:15:34 | -00:03:03 | Yes |
| 15 | Tarbet to Cambletown | S | 02:17:20 | 01:55:21 | -00:21:59 | No |
| | | N | 02:17:06 | 01:55:27 | -00:21:39 | No |
| 16 | Aviemore to Keith | N | 01:05:35 | 00:59:34 | -00:06:01 | Yes |
| | | S | 01:06:01 | 00:59:31 | -00:06:30 | Yes |
| 17 | Perth to Dunkeld | N | 00:17:02 | 00:16:45 | -00:00:18 | Yes |
| | | S | 00:17:18 | 00:17:06 | -00:00:13 | Yes |
| 18 | Alexandria to Crianlarich | N | 00:50:01 | 00:41:44 | -00:08:17 | No |
| | | S | 00:50:46 | 00:41:46 | -00:09:00 | No |



Table L.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) | within DMRB? |
|--------------|--------------------------------|-----------|----------------------------------|----------------------------------|-----------------------|--------------|
| 1 | Inverness to Elgin | E | 00:51:26 | 00:50:54 | -00:00:32 | Yes |
| | | W | 00:51:50 | 00:52:27 | 00:00:37 | Yes |
| 2 | Elgin to Aberdeen | E | 01:26:41 | 01:18:02 | -00:08:39 | Yes |
| | | W | 01:26:50 | 01:21:27 | -00:05:24 | Yes |
| 3 | Inverness to Aviemore | S | 00:29:00 | 00:28:05 | -00:00:55 | Yes |
| | | N | 00:28:39 | 00:27:46 | -00:00:52 | Yes |
| 4 | Ullapool to Inverness | S | 01:06:28 | 01:04:27 | -00:02:01 | Yes |
| | | N | 01:06:49 | 01:05:24 | -00:01:25 | Yes |
| 5 | Inverness to Dornoch | N | 00:47:30 | 00:49:14 | 00:01:44 | Yes |
| | | S | 00:47:17 | 00:46:40 | -00:00:37 | Yes |
| 6 | Dornoch to Helmsdale | N | 00:37:07 | 00:35:24 | -00:01:43 | Yes |
| | | S | 00:36:49 | 00:35:20 | -00:01:29 | Yes |
| 7 | Helmsdale to Thurso | N | 00:50:23 | 00:51:34 | 00:01:10 | Yes |
| | | S | 00:51:51 | 00:51:41 | -00:00:10 | Yes |
| 8 | Thurso to Latheron | S | 00:46:28 | 00:48:10 | 00:01:42 | Yes |
| | | N | 00:46:24 | 00:48:03 | 00:01:39 | Yes |
| 9 | Invergarry to Kyle of Lochalsh | E | 01:06:31 | 00:58:24 | -00:08:06 | Yes |
| | | W | 01:05:36 | 00:58:27 | -00:07:09 | Yes |
| 10 | Inverness to Fort William | N | 01:34:05 | 01:19:31 | -00:14:34 | No |
| | | S | 01:34:44 | 01:20:17 | -00:14:27 | No |
| 11 | Crianlarich to Oban | W | 00:56:22 | 00:47:34 | -00:08:48 | No |
| | | E | 00:57:42 | 00:48:11 | -00:09:31 | No |
| 12 | Crianlarich to Fort William | N | 01:11:12 | 01:05:34 | -00:05:37 | Yes |
| | | S | 01:11:22 | 01:06:14 | -00:05:07 | Yes |
| 13 | Fort William to Mallaig | W | 01:14:18 | 00:59:43 | -00:14:35 | No |
| | | E | 01:14:47 | 00:59:43 | -00:15:04 | No |
| 14 | Dunkeld to Aviemore | N | 01:16:18 | 01:15:54 | -00:00:24 | Yes |
| | | S | 01:16:32 | 01:16:43 | 00:00:11 | Yes |
| 15 | Tarbet to Cambletown | S | 02:12:06 | 01:55:38 | -00:16:28 | Yes |
| | | N | 02:11:46 | 01:55:34 | -00:16:12 | Yes |
| 16 | Aviemore to Keith | N | 01:04:07 | 00:59:44 | -00:04:23 | Yes |
| | | S | 01:04:34 | 00:59:50 | -00:04:44 | Yes |
| 17 | Perth to Dunkeld | N | 00:16:54 | 00:17:03 | 00:00:10 | Yes |
| | | S | 00:17:07 | 00:17:22 | 00:00:15 | Yes |
| 18 | Alexandria to Crianlarich | N | 00:48:24 | 00:42:15 | -00:06:09 | Yes |
| | | S | 00:49:05 | 00:42:38 | -00:06:27 | Yes |



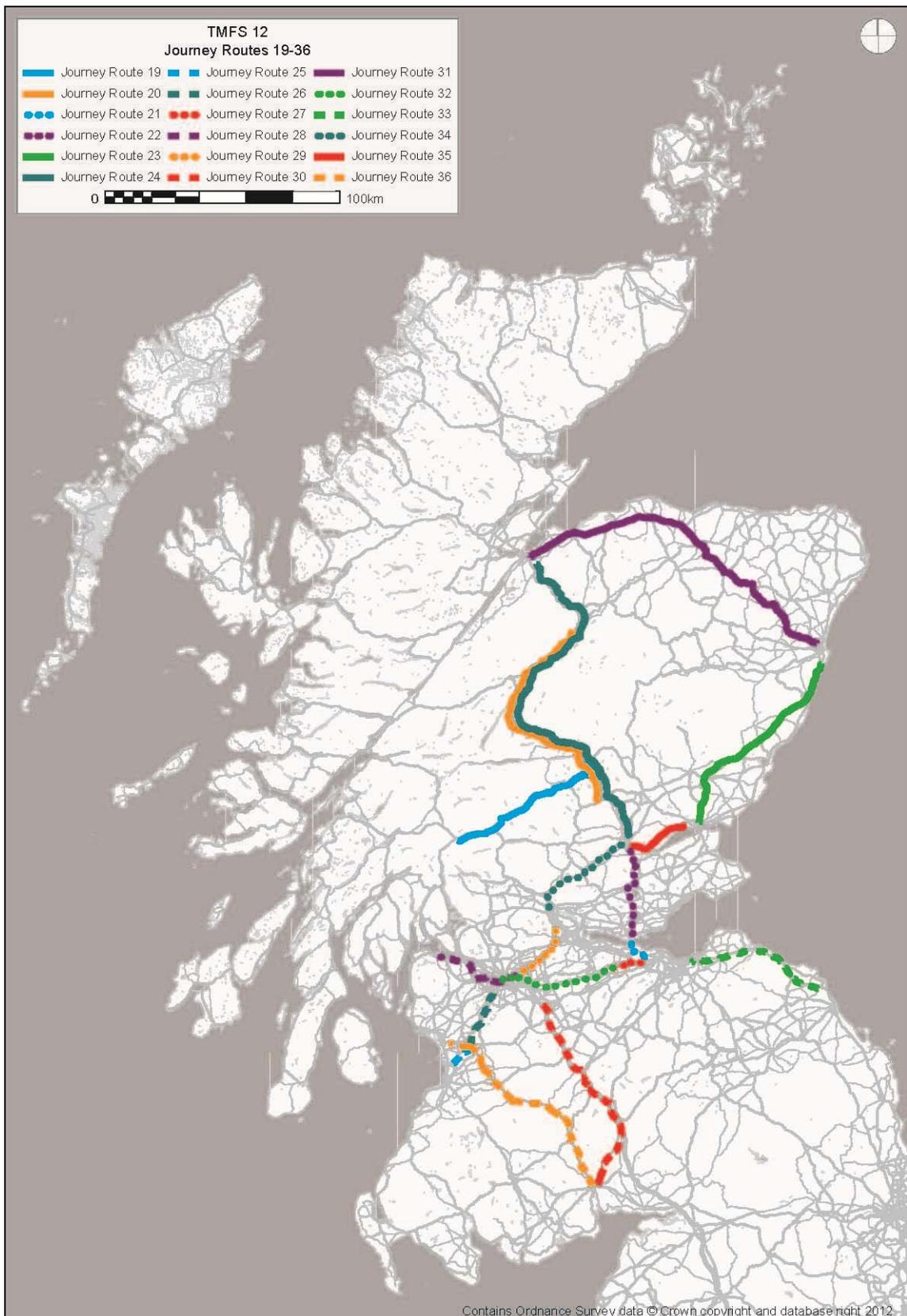


Figure L.2 : Journey Time Routes - Sites 19-36



Table L.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) | within DMRB? |
|--------------|--------------------------------|-----------|----------------------------------|----------------------------------|-----------------------|--------------|
| 19 | Invermoirston to A887 Junction | W | 00:17:08 | 00:16:20 | -00:00:48 | Yes |
| | | E | 00:17:20 | 00:16:20 | -00:00:60 | Yes |
| 20 | Oban to Ballaculish | N | 00:44:12 | 00:36:05 | -00:08:07 | No |
| | | S | 00:43:51 | 00:36:14 | -00:07:37 | No |
| 21 | Edinburgh to Dunfermline | N | 00:10:44 | 00:16:39 | 00:05:55 | No |
| | | S | 00:14:41 | 00:22:57 | 00:08:16 | No |
| 22 | Perth to Dunfermline | S | 00:25:39 | 00:24:38 | -00:01:01 | Yes |
| | | N | 00:26:40 | 00:24:54 | -00:01:45 | Yes |
| 23 | Aberdeen to Dundee | S | 01:01:01 | 00:56:02 | -00:04:59 | Yes |
| | | N | 01:00:14 | 01:00:47 | 00:00:33 | Yes |
| 24 | Perth to Inverness | N | 01:55:40 | 01:55:00 | -00:00:40 | Yes |
| | | S | 01:56:38 | 01:53:45 | -00:02:52 | Yes |
| 25 | Kilmarnock to Ayr | S | 00:07:42 | 00:06:24 | -00:01:18 | No |
| | | N | 00:07:38 | 00:06:27 | -00:01:11 | No |
| 26 | Glasgow to Kilmarnock | S | 00:15:40 | 00:14:35 | -00:01:05 | Yes |
| | | N | 00:16:57 | 00:16:39 | -00:00:18 | Yes |
| 27 | Livingston to Edinburgh | E | 00:13:20 | 00:14:11 | 00:00:51 | Yes |
| | | W | 00:10:50 | 00:11:03 | 00:00:14 | Yes |
| 28 | Greenock to Glasgow | E | 00:36:49 | 00:39:07 | 00:02:18 | No |
| | | W | 00:35:32 | 00:40:33 | 00:05:01 | No |
| 29 | Stirling to Glasgow | S | 00:26:42 | 00:20:24 | -00:06:18 | Yes |
| | | N | 00:25:11 | 00:21:24 | -00:03:47 | Yes |
| 30 | Dumfries to Hamilton | N | 01:05:53 | 01:00:07 | -00:05:46 | Yes |
| | | S | 01:05:35 | 01:00:00 | -00:05:35 | Yes |
| 31 | Inverness to Aberdeen | E | 02:30:34 | 02:16:06 | -00:14:28 | Yes |
| | | W | 02:24:24 | 02:11:27 | -00:12:57 | Yes |
| 32 | Glasgow to Edinburgh | E | 00:53:57 | 00:55:01 | 00:01:05 | Yes |
| | | W | 00:54:55 | 00:52:13 | -00:02:42 | Yes |
| 33 | Ayton to Edinburgh | W | 00:41:37 | 00:38:39 | -00:02:58 | Yes |
| | | E | 00:45:24 | 00:41:36 | -00:03:48 | Yes |
| 34 | Perth to Stirling | S | 00:32:42 | 00:30:56 | -00:01:46 | Yes |
| | | N | 00:34:42 | 00:31:47 | -00:02:55 | Yes |
| 35 | Dunfermline to Dundee | N | 00:42:52 | 00:40:44 | -00:02:08 | Yes |
| | | S | 00:41:23 | 00:39:41 | -00:01:42 | No |
| 36 | Dumfries to Irvine | N | 01:27:39 | 01:18:30 | -00:09:09 | Yes |
| | | S | 01:33:21 | 01:18:59 | -00:14:22 | Yes |



Table L.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) | within DMRB? |
|--------------|--------------------------------|-----------|----------------------------------|----------------------------------|-----------------------|--------------|
| 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 | 00:36:07 | -00:08:42 | No |
| | | S | 00:44:29 | 00:36:11 | -00:08:18 | No |
| 21 | Edinburgh to Dunfermline | N | 00:10:24 | 00:11:41 | 00:01:18 | Yes |
| | | S | 00:10:49 | 00:11:34 | 00:00:44 | Yes |
| 22 | Perth to Dunfermline | S | 00:25:58 | 00:24:16 | -00:01:42 | Yes |
| | | N | 00:26:02 | 00:24:27 | -00:01:35 | Yes |
| 23 | Aberdeen to Dundee | S | 01:00:24 | 00:55:56 | -00:04:28 | Yes |
| | | N | 01:00:37 | 00:55:41 | -00:04:56 | Yes |
| 24 | Perth to Inverness | N | 01:59:03 | 01:54:06 | -00:04:57 | Yes |
| | | S | 01:59:51 | 01:55:46 | -00:04:05 | Yes |
| 25 | Kilmarnock to Ayr | S | 00:07:43 | 00:06:13 | -00:01:30 | No |
| | | N | 00:07:47 | 00:06:13 | -00:01:34 | No |
| 26 | Glasgow to Kilmarnock | S | 00:15:30 | 00:14:11 | -00:01:19 | Yes |
| | | N | 00:15:44 | 00:14:21 | -00:01:23 | Yes |
| 27 | Livingston to Edinburgh | E | 00:11:00 | 00:10:04 | -00:00:56 | Yes |
| | | W | 00:10:50 | 00:10:09 | -00:00:40 | Yes |
| 28 | Greenock to Glasgow | E | 00:31:52 | 00:35:33 | 00:03:41 | No |
| | | W | 00:32:16 | 00:33:56 | 00:01:41 | No |
| 29 | Stirling to Glasgow | S | 00:23:22 | 00:18:16 | -00:05:06 | Yes |
| | | N | 00:22:58 | 00:18:27 | -00:04:31 | Yes |
| 30 | Dumfries to Hamilton | N | 01:05:12 | 00:59:20 | -00:05:52 | Yes |
| | | S | 01:04:43 | 00:59:31 | -00:05:12 | Yes |
| 31 | Inverness to Aberdeen | E | 02:29:26 | 02:10:07 | -00:19:19 | Yes |
| | | W | 02:24:51 | 02:09:12 | -00:15:39 | Yes |
| 32 | Glasgow to Edinburgh | E | 00:45:01 | 00:43:13 | -00:01:48 | Yes |
| | | W | 00:45:53 | 00:43:51 | -00:02:02 | Yes |
| 33 | Ayton to Edinburgh | W | 00:42:32 | 00:38:17 | -00:04:15 | Yes |
| | | E | 00:45:50 | 00:41:43 | -00:04:07 | Yes |
| 34 | Perth to Stirling | S | 00:33:20 | 00:30:30 | -00:02:50 | Yes |
| | | N | 00:33:48 | 00:30:51 | -00:02:57 | Yes |
| 35 | Dunfermline to Dundee | N | 00:41:46 | 00:38:53 | -00:02:53 | Yes |
| | | S | 00:42:23 | 00:39:24 | -00:02:58 | No |
| 36 | Dumfries to Irvine | N | 01:27:39 | 01:17:57 | -00:09:42 | Yes |
| | | S | 01:33:49 | 01:18:03 | -00:15:46 | Yes |



Table L.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) | within DMRB? |
|--------------|--------------------------------|-----------|----------------------------------|----------------------------------|-----------------------|--------------|
| 19 | Invermoirston to A887 Junction | W | 00:16:32 | 00:16:20 | -00:00:12 | Yes |
| | | E | 00:16:45 | 00:16:20 | -00:00:26 | Yes |
| 20 | Oban to Ballaculish | N | 00:44:04 | 00:36:16 | -00:07:49 | No |
| | | S | 00:43:53 | 00:36:14 | -00:07:38 | No |
| 21 | Edinburgh to Dunfermline | N | 00:13:31 | 00:27:35 | 00:14:05 | No |
| | | S | 00:11:08 | 00:15:57 | 00:04:49 | No |
| 22 | Perth to Dunfermline | S | 00:26:20 | 00:24:34 | -00:01:46 | Yes |
| | | N | 00:25:04 | 00:25:03 | -00:00:01 | Yes |
| 23 | Aberdeen to Dundee | S | 00:58:49 | 01:00:33 | 00:01:44 | Yes |
| | | N | 00:58:49 | 00:56:24 | -00:02:25 | Yes |
| 24 | Perth to Inverness | N | 01:56:08 | 01:55:36 | -00:00:32 | Yes |
| | | S | 01:56:42 | 01:57:21 | 00:00:39 | Yes |
| 25 | Kilmarnock to Ayr | S | 00:07:35 | 00:06:28 | -00:01:07 | Yes |
| | | N | 00:07:35 | 00:06:26 | -00:01:09 | No |
| 26 | Glasgow to Kilmarnock | S | 00:15:38 | 00:16:04 | 00:00:26 | Yes |
| | | N | 00:15:24 | 00:15:07 | -00:00:17 | Yes |
| 27 | Livingston to Edinburgh | E | 00:11:55 | 00:11:44 | -00:00:11 | Yes |
| | | W | 00:14:55 | 00:13:46 | -00:01:09 | Yes |
| 28 | Greenock to Glasgow | E | 00:39:36 | 00:42:41 | 00:03:05 | No |
| | | W | 00:38:30 | 00:38:14 | -00:00:16 | Yes |
| 29 | Stirling to Glasgow | S | 00:26:51 | 00:20:58 | -00:05:53 | Yes |
| | | N | 00:23:28 | 00:21:27 | -00:02:01 | Yes |
| 30 | Dumfries to Hamilton | N | 01:04:19 | 00:59:48 | -00:04:32 | Yes |
| | | S | 01:03:58 | 01:00:09 | -00:03:50 | Yes |
| 31 | Inverness to Aberdeen | E | 02:28:54 | 02:13:55 | -00:14:60 | Yes |
| | | W | 02:22:27 | 02:17:17 | -00:05:10 | Yes |
| 32 | Glasgow to Edinburgh | E | 00:50:31 | 00:52:15 | 00:01:44 | Yes |
| | | W | 01:00:34 | 00:56:11 | -00:04:23 | Yes |
| 33 | Ayton to Edinburgh | W | 00:40:29 | 00:38:16 | -00:02:13 | Yes |
| | | E | 00:44:22 | 00:42:13 | -00:02:10 | Yes |
| 34 | Perth to Stirling | S | 00:32:32 | 00:31:12 | -00:01:20 | Yes |
| | | N | 00:32:52 | 00:31:55 | -00:00:57 | Yes |
| 35 | Dunfermline to Dundee | N | 00:40:12 | 00:39:26 | -00:00:46 | Yes |
| | | S | 00:42:43 | 00:40:37 | -00:02:06 | Yes |
| 36 | Dumfries to Irvine | N | 01:26:30 | 01:17:19 | -00:09:11 | Yes |
| | | S | 01:33:41 | 01:19:39 | -00:14:03 | Yes |



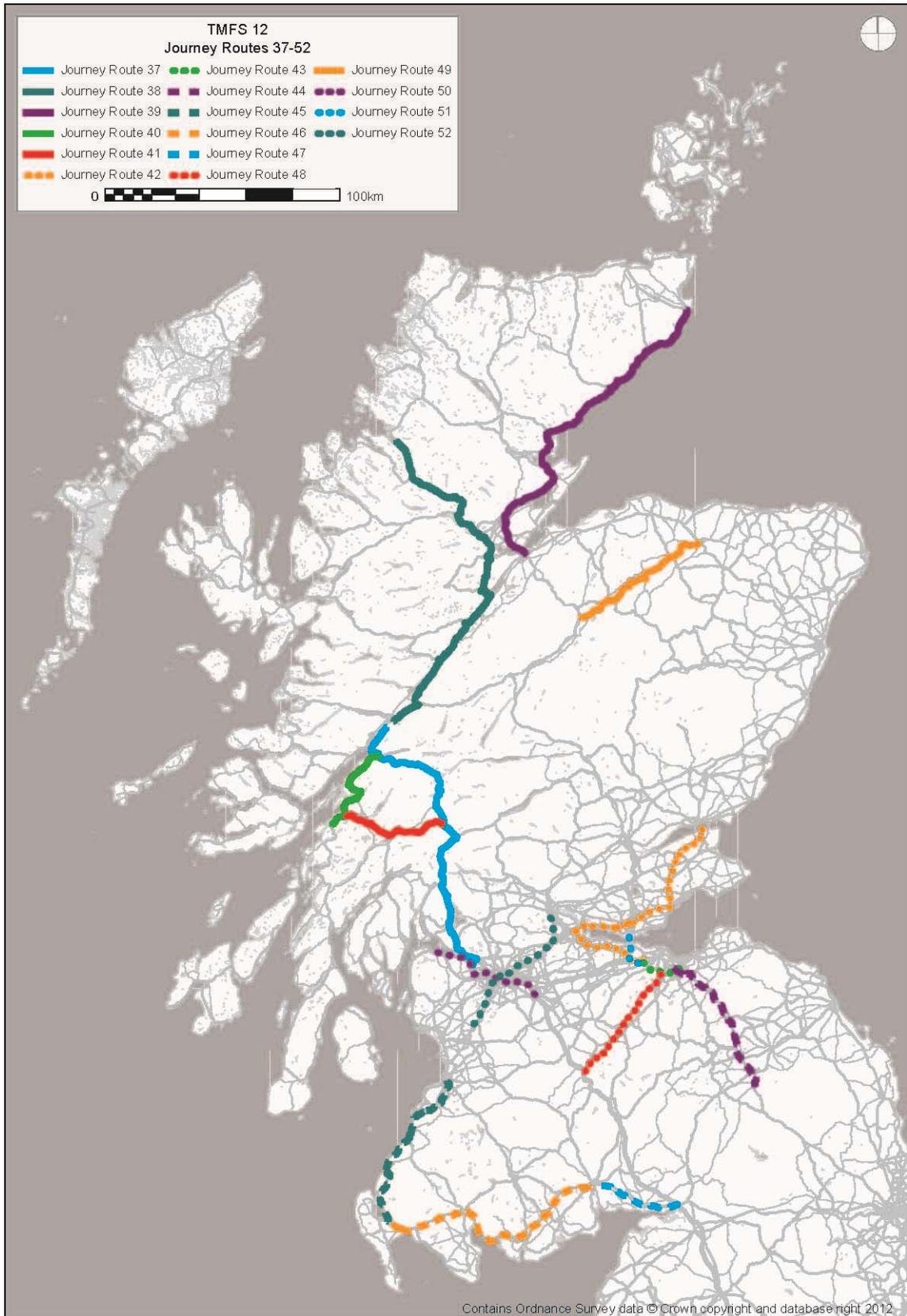


Figure L.3 : Journey Time Routes - Sites 37-52



Table L.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) | within DMRB? |
|--------------|---------------------------------|-----------|----------------------------------|----------------------------------|-----------------------|--------------|
| 37 | Erskine to Fort William | N | 02:00:28 | 01:49:01 | -00:11:27 | Yes |
| | | S | 02:00:08 | 01:49:40 | -00:10:28 | Yes |
| 38 | Fort William to Ullapool | N | 02:31:55 | 02:15:30 | -00:16:24 | Yes |
| | | S | 02:32:13 | 02:15:17 | -00:16:56 | Yes |
| 39 | Inverness to Wick | N | 02:10:35 | 02:10:08 | -00:00:28 | No |
| | | S | 02:14:15 | 02:11:43 | -00:02:32 | No |
| 40 | Oban to Fort William | N | 01:07:11 | 00:56:24 | -00:10:47 | Yes |
| | | S | 01:06:47 | 00:56:23 | -00:10:24 | Yes |
| 41 | Oban to Erskine | S | 01:57:27 | 01:43:37 | -00:13:50 | Yes |
| | | N | 01:57:16 | 01:42:17 | -00:14:59 | Yes |
| 42 | Dundee to Edinburgh | S | 01:40:52 | 01:43:22 | 00:02:31 | No |
| | | N | 01:36:54 | 01:39:31 | 00:02:38 | No |
| 43 | Edinburgh Bypass | E | 00:19:58 | 00:31:06 | 00:11:08 | No |
| | | W | 00:15:53 | 00:20:58 | 00:05:04 | Yes |
| 44 | Edinburgh to Jedburgh | S | 01:03:49 | 00:53:39 | -00:10:10 | No |
| | | N | 01:04:44 | 00:57:17 | -00:07:27 | No |
| 45 | Ayr to Stranraer | S | 01:12:59 | 01:01:18 | -00:11:41 | Yes |
| | | N | 01:13:55 | 01:02:22 | -00:11:34 | Yes |
| 46 | Dumfries to Stranraer | W | 01:25:45 | 01:21:31 | -00:04:15 | Yes |
| | | E | 01:25:12 | 01:21:45 | -00:03:28 | Yes |
| 47 | Dumfries to Gretna | W | 00:27:46 | 00:26:30 | -00:01:16 | Yes |
| | | E | 00:28:06 | 00:25:59 | -00:02:07 | Yes |
| 48 | Abington to Edinburgh | N | 00:48:43 | 00:43:40 | -00:05:03 | Yes |
| | | S | 00:49:02 | 00:42:16 | -00:06:47 | Yes |
| 49 | Kinveachy to Keith | N | 00:58:55 | 00:54:46 | -00:04:09 | Yes |
| | | S | 00:58:29 | 00:54:16 | -00:04:13 | No |
| 50 | Port Glasgow to Hamilton | E | 00:39:42 | 00:44:47 | 00:05:06 | No |
| | | W | 00:38:10 | 00:44:25 | 00:06:15 | No |
| 51 | Hermiston Gait to Inverkeithing | N | 00:14:05 | 00:18:00 | 00:03:55 | Yes |
| | | S | 00:17:01 | 00:24:28 | 00:07:27 | Yes |
| 52 | Kilmarnock to Stirling | N | 00:57:51 | 00:52:55 | -00:04:56 | #REF! |
| | | S | 00:57:39 | 00:52:24 | -00:05:15 | #REF! |



Table L.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) | within DMRB? |
|--------------|---------------------------------|-----------|----------------------------------|----------------------------------|-----------------------|--------------|
| 37 | Erskine to Fort William | N | 02:05:58 | 01:48:28 | -00:17:30 | Yes |
| | | S | 02:05:30 | 01:48:32 | -00:16:58 | Yes |
| 38 | Fort William to Ullapool | N | 02:34:07 | 02:15:12 | -00:18:55 | Yes |
| | | S | 02:34:15 | 02:15:10 | -00:19:05 | Yes |
| 39 | Inverness to Wick | N | 02:12:57 | 02:09:42 | -00:03:15 | No |
| | | S | 02:14:19 | 02:09:40 | -00:04:38 | No |
| 40 | Oban to Fort William | N | 01:08:44 | 00:56:29 | -00:12:15 | No |
| | | S | 01:08:40 | 00:56:24 | -00:12:16 | No |
| 41 | Oban to Erskine | S | 02:02:09 | 01:40:45 | -00:21:25 | Yes |
| | | N | 02:02:17 | 01:40:37 | -00:21:40 | Yes |
| 42 | Dundee to Edinburgh | S | 01:38:00 | 01:31:31 | -00:06:29 | Yes |
| | | N | 01:36:05 | 01:31:26 | -00:04:40 | Yes |
| 43 | Edinburgh Bypass | E | 00:14:49 | 00:14:53 | 00:00:04 | No |
| | | W | 00:15:15 | 00:15:30 | 00:00:15 | No |
| 44 | Edinburgh to Jedburgh | S | 01:04:00 | 00:53:55 | -00:10:05 | No |
| | | N | 01:05:02 | 00:53:53 | -00:11:09 | No |
| 45 | Ayr to Stranraer | S | 01:13:41 | 01:01:07 | -00:12:33 | Yes |
| | | N | 01:14:28 | 01:01:11 | -00:13:17 | Yes |
| 46 | Dumfries to Stranraer | W | 01:27:31 | 01:21:17 | -00:06:14 | Yes |
| | | E | 01:26:56 | 01:21:44 | -00:05:11 | Yes |
| 47 | Dumfries to Gretna | W | 00:28:08 | 00:26:09 | -00:01:59 | Yes |
| | | E | 00:28:26 | 00:26:08 | -00:02:18 | Yes |
| 48 | Abington to Edinburgh | N | 00:49:01 | 00:42:12 | -00:06:49 | Yes |
| | | S | 00:49:17 | 00:42:18 | -00:06:60 | Yes |
| 49 | Kinveachy to Keith | N | 00:59:42 | 00:54:35 | -00:05:08 | Yes |
| | | S | 00:59:18 | 00:54:12 | -00:05:06 | Yes |
| 50 | Port Glasgow to Hamilton | E | 00:37:46 | 00:38:29 | 00:00:43 | Yes |
| | | W | 00:37:58 | 00:40:02 | 00:02:04 | Yes |
| 51 | Hermiston Gait to Inverkeithing | N | 00:13:58 | 00:13:54 | -00:00:04 | Yes |
| | | S | 00:13:28 | 00:13:21 | -00:00:07 | Yes |
| 52 | Kilmarnock to Stirling | N | 00:51:17 | 00:45:09 | -00:06:08 | #REF! |
| | | S | 00:52:28 | 00:47:16 | -00:05:12 | #REF! |



Table L.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) | within DMRB? |
|--------------|---------------------------------|-----------|----------------------------------|----------------------------------|-----------------------|--------------|
| 37 | Erskine to Fort William | N | 02:02:09 | 01:50:54 | -00:11:15 | Yes |
| | | S | 02:02:12 | 01:50:29 | -00:11:43 | Yes |
| 38 | Fort William to Ullapool | N | 02:32:04 | 02:15:45 | -00:16:20 | Yes |
| | | S | 02:32:27 | 02:15:46 | -00:16:42 | Yes |
| 39 | Inverness to Wick | N | 02:10:22 | 02:13:23 | 00:03:01 | No |
| | | S | 02:11:14 | 02:10:48 | -00:00:25 | No |
| 40 | Oban to Fort William | N | 01:07:36 | 00:56:43 | -00:10:52 | Yes |
| | | S | 01:07:37 | 00:56:37 | -00:10:60 | Yes |
| 41 | Oban to Erskine | S | 01:59:24 | 01:44:00 | -00:15:24 | Yes |
| | | N | 01:58:59 | 01:44:47 | -00:14:12 | Yes |
| 42 | Dundee to Edinburgh | S | 01:37:56 | 01:42:24 | 00:04:28 | No |
| | | N | 01:38:30 | 01:43:43 | 00:05:13 | No |
| 43 | Edinburgh Bypass | E | 00:15:50 | 00:22:14 | 00:06:24 | Yes |
| | | W | 00:19:12 | 00:41:16 | 00:22:04 | Yes |
| 44 | Edinburgh to Jedburgh | S | 01:02:48 | 00:56:55 | -00:05:53 | Yes |
| | | N | 01:03:50 | 00:54:58 | -00:08:52 | No |
| 45 | Ayr to Stranraer | S | 01:12:25 | 01:02:35 | -00:09:50 | Yes |
| | | N | 01:13:09 | 01:01:33 | -00:11:36 | Yes |
| 46 | Dumfries to Stranraer | W | 01:25:35 | 01:22:18 | -00:03:17 | Yes |
| | | E | 01:24:48 | 01:22:20 | -00:02:29 | Yes |
| 47 | Dumfries to Gretna | W | 00:27:14 | 00:25:58 | -00:01:16 | Yes |
| | | E | 00:27:33 | 00:26:48 | -00:00:45 | Yes |
| 48 | Abington to Edinburgh | N | 00:47:59 | 00:42:23 | -00:05:36 | Yes |
| | | S | 00:48:20 | 00:43:12 | -00:05:08 | Yes |
| 49 | Kinveachy to Keith | N | 00:58:23 | 00:54:42 | -00:03:41 | No |
| | | S | 00:57:59 | 00:54:26 | -00:03:33 | No |
| 50 | Port Glasgow to Hamilton | E | 00:37:47 | 00:43:50 | 00:06:03 | No |
| | | W | 00:38:00 | 00:47:16 | 00:09:16 | No |
| 51 | Hermiston Gait to Inverkeithing | N | 00:18:19 | 00:28:54 | 00:10:35 | Yes |
| | | S | 00:14:22 | 00:17:07 | 00:02:45 | Yes |
| 52 | Kilmarnock to Stirling | N | 00:54:37 | 00:52:01 | -00:02:36 | #REF! |
| | | S | 01:01:25 | 00:58:14 | -00:03:11 | #REF! |



M RSI AND MODELLED LA TO LA MOVEMENTS**M.1 Site 1***Table M.1 : Barnchurch Road, Inverness – AM Peak Eastbound Observed*

| Observed PCUs | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | 1% | | 1% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 99% | | 99% |
| England | | | | | | | | 1% | | 1% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.2 : Barnchurch Road, Inverness – AM Peak Eastbound Modelled

| Observed PCUs | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 100% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.3 : Barnchurch Road, Inverness – Inter Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfires & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfires & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 2% | | | | | | | 98% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 98% | 0% | 100% |

Table M.4 : Barnchurch Road, Inverness – Inter Peak Eastbound Modelled

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



Table M.5 : Barnchurch Road, Inverness – PM Peak Eastbound Observed

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

Table M.6 : Barnchurch Road, Inverness – PM Peak Eastbound Modelled

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



Table M.7 : Barnchurch Road, Inverness – AM Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | 3% | | | | | | 96% | 1% | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 96% | 1% | 100% |

Table M.8 : Barnchurch Road, Inverness – AM Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 100% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.9 : Barnchurch Road, Inverness – Inter Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 2% | | 2% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 98% | | 98% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.10 : Barnchurch Road, Inverness – Inter Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 100% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.11 : Barnchurch Road, Inverness – PM Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 100% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.12 : Barnchurch Road, Inverness – PM Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 100% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



M.2 Site 2

Table M.13 : B9006 Culloden Road, Inverness – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & 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 M.14 : B9006 Culloden Road, Inverness – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | 1% | | | | | | 99% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 99% | 0% | 100% |



Table M.15 : B9006 Culloden Road, Inverness – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 99% | 1% | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 99% | 1% | 100% |

Table M.16 : B9006 Culloden Road, Inverness – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 1% | 3% | 2% | | | | 1% | 90% | 3% | 100% |
| England | | | | | | | | | | 0% |
| Total | 1% | 3% | 2% | 0% | 0% | 0% | 1% | 90% | 3% | 100% |



Table M.17 : B9006 Culloden Road, Inverness – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 100% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.18 : B9006 Culloden Road, Inverness – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | 3% | | | | | | 97% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 97% | 0% | 100% |



Table M.19 : B9006 Culloden Road, Inverness – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | 1% | | | | | | 99% | | 99% |
| England | | | | | | | | 1% | | 1% |
| Total | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 99% | 0% | 100% |

Table M.20 : B9006 Culloden Road, Inverness – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 1% | | 1% |
| SESplan | | | | | | | | 1% | | 1% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 97% | | 97% |
| England | | | | | | | | 1% | | 1% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.21 : B9006 Culloden Road, Inverness – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 99% | | 99% |
| England | | | | | | | | 1% | | 1% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.22 : B9006 Culloden Road, Inverness – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 1% | | 1% |
| SESplan | | | | | | | | 2% | | 2% |
| TAYplan | | | | | | | | 2% | | 2% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 1% | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | 93% | | 93% |
| England | | | | | | | | 2% | | 2% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.23 : B9006 Culloden Road, Inverness – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 100% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.24 : B9006 Culloden Road, Inverness – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | 1% | | 1% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 99% | | 99% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



M.3 Site 3

Table M.25 : A9 Cromarty Bridge – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | 1% | | | | | | 99% | 1% | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 99% | 1% | 100% |

Table M.26 : A9 Cromarty Bridge – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | 1% | 2% | 1% | 3% | | | 1% | 92% | 1% |
| England | | | | | | | | | | 0% |
| Total | 1% | 2% | 1% | 3% | 0% | 0% | 1% | 92% | 1% | 100% |



Table M.27 : A9 Cromarty Bridge – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 1% | 1% | 1% | 2% | | | | 94% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 1% | 1% | 1% | 2% | 0% | 0% | 0% | 94% | 0% | 100% |

Table M.28 : A9 Cromarty Bridge – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 3% | 4% | 4% | 3% | | | 1% | 84% | 2% | 100% |
| England | | | | | | | | | | 0% |
| Total | 3% | 4% | 4% | 3% | 0% | 0% | 1% | 84% | 2% | 100% |



Table M.29 : A9 Cromarty Bridge – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 2% | 1% | | | | | 1% | 97% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 2% | 1% | 0% | 0% | 0% | 0% | 1% | 97% | 0% | 100% |

Table M.30 : A9 Cromarty Bridge – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-----------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 2% | 2% | 2% | | | | 1% | 2% | 89% | 3% |
| England | | | | | | | | | | 0% |
| Total | 2% | 2% | 2% | 0% | 0% | 0% | 1% | 2% | 89% | 3% |



Table M.31 : A9 Cromarty Bridge – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 1% | | 1% |
| SESplan | | | | | | | | 1% | | 1% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | 1% | | 1% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 1% | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | 95% | | 95% |
| England | | | | | | | | 1% | | 1% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.32 : A9 Cromarty Bridge – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 2% | | 2% |
| SESplan | | | | | | | | 4% | | 4% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 1% | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | 91% | | 91% |
| England | | | | | | | | 2% | | 2% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.33 : A9 Cromarty Bridge – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 1% | | 1% |
| SESplan | | | | | | | | 2% | | 2% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | 2% | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 1% | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | 93% | | 93% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.34 : A9 Cromarty Bridge – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 3% | | 3% |
| SESplan | | | | | | | | 3% | | 3% |
| TAYplan | | | | | | | | 5% | | 5% |
| Aberdeen City & Shire | | | | | | | | 3% | | 3% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 1% | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | 85% | | 85% |
| England | | | | | | | | 2% | | 2% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.35 : A9 Cromarty Bridge – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 2% | | 2% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 1% | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | 98% | | 98% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.36 : A9 Cromarty Bridge – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 1% | | 1% |
| SESplan | | | | | | | | 2% | | 2% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | 3% | | 3% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 1% | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | 89% | | 89% |
| England | | | | | | | | 2% | | 2% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



M.4 Site 4

Table M.37 : A835 Garve – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 1% | | 1% | 2% | | | | 94% | 2% | 100% |
| England | | | | | | | | | | 0% |
| Total | 1% | 0% | 1% | 2% | 0% | 0% | 0% | 94% | 2% | 100% |

Table M.38 : A835 Garve – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | 1% | 4% | | 1% | | 92% | 3% | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 1% | 4% | 0% | 1% | 0% | 92% | 3% | 100% |



Table M.39 : A835 Garve – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 1% | 2% | 2% | 2% | | | 1% | 91% | 1% | 100% |
| England | | | | | | | | | | 0% |
| Total | 1% | 2% | 2% | 2% | 0% | 0% | 1% | 91% | 1% | 100% |

Table M.40 : A835 Garve – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 4% | 2% | 2% | 1% | | | | 90% | 1% | 100% |
| England | | | | | | | | | | 0% |
| Total | 4% | 2% | 2% | 1% | 0% | 0% | 0% | 90% | 1% | 100% |



Table M.41 : A835 Garve – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 1% | | 1% | 1% | | | 2% | 1% | 96% | 100% |
| England | | | | | | | | | | 0% |
| Total | 1% | 0% | 1% | 1% | 0% | 2% | 1% | 96% | 0% | 100% |

Table M.42 : A835 Garve – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 1% | 3% | 1% | | | | 1% | 92% | 3% | 100% |
| England | | | | | | | | | | 0% |
| Total | 1% | 3% | 1% | 0% | 0% | 1% | 0% | 92% | 3% | 100% |



Table M.43 : A835 Garve – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 1% | | 1% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | 5% | | 5% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 92% | | 92% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.44 : A835 Garve – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | 3% | | 3% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 94% | | 94% |
| England | | | | | | | | 2% | | 2% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.45 : A835 Garve – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | 1% | | 1% |
| SESplan | | | | | | | | 2% | | 2% |
| TAYplan | | | | | | | | 2% | | 2% |
| Aberdeen City & Shire | | | | | | | | 2% | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 1% | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | 91% | | 91% |
| England | | | | | | | | 1% | | 1% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.46 : A835 Garve – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | 3% | | 3% |
| SESplan | | | | | | | | 2% | | 2% |
| TAYplan | | | | | | | | 2% | | 2% |
| Aberdeen City & Shire | | | | | | | | 3% | | 3% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 88% | | 88% |
| England | | | | | | | | 1% | | 1% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.47 : A835 Garve – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 1% | | 1% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | 1% | | 1% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 1% | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | 97% | | 97% |
| England | | | | | | | | 1% | | 1% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.48 : A835 Garve – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 2% | | 2% |
| SESplan | | | | | | | | 1% | | 1% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | 6% | | 6% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 87% | | 87% |
| England | | | | | | | | 4% | | 4% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



M.5 Site 5

Table M.49 : A939 Granton on Spey – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 5% | | 5% |
| SESplan | | | | | | | | 2% | | 2% |
| TAYplan | | | | | | | | 3% | | 3% |
| Aberdeen City & Shire | | | | | | | | 2% | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 2% | | 2% |
| Highland, Argyll, Moray & Islands | | | | | | | | 84% | | 84% |
| England | | | | | | | | 1% | | 1% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.50 : A939 Granton on Spey – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 16% | | 16% |
| SESplan | | | | | | | | 6% | | 6% |
| TAYplan | | | | | | | | 7% | | 7% |
| Aberdeen City & Shire | | | | | | | | 2% | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 5% | | 5% |
| Highland, Argyll, Moray & Islands | | | | | | | | 60% | | 60% |
| England | | | | | | | | 4% | | 4% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.51 : A939 Granton on Spey – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 3% | | 3% |
| SESplan | | | | | | | | 3% | | 3% |
| TAYplan | | | | | | | | 5% | | 5% |
| Aberdeen City & Shire | | | | | | | | 2% | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 2% | | 2% |
| Highland, Argyll, Moray & Islands | | | | | | | | 82% | | 82% |
| England | | | | | | | | 3% | | 3% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.52 : A939 Granton on Spey – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 8% | | 8% |
| SESplan | | | | | | | | 7% | | 7% |
| TAYplan | | | | | | | | 12% | | 12% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 2% | | 2% |
| Stirling, Clacks & Falkirk | | | | | | | | 4% | | 4% |
| Highland, Argyll, Moray & Islands | | | | | | | | 58% | | 58% |
| England | | | | | | | | 8% | | 8% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.53 : A939 Granton on Spey – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 4% | | 4% |
| SESplan | | | | | | | | 7% | | 7% |
| TAYplan | | | | | | | | 4% | | 4% |
| Aberdeen City & Shire | | | | | | | | 2% | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 1% | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | 78% | | 78% |
| England | | | | | | | | 3% | | 3% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.54 : A939 Granton on Spey – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 11% | | 11% |
| SESplan | | | | | | | | 11% | | 11% |
| TAYplan | | | | | | | | 14% | | 14% |
| Aberdeen City & Shire | | | | | | | | 1% | | 1% |
| Dumfries & Galloway | | | | | | | | 1% | | 1% |
| Ayrshire | | | | | | | | 7% | | 7% |
| Stirling, Clacks & Falkirk | | | | | | | | 4% | | 4% |
| Highland, Argyll, Moray & Islands | | | | | | | | 37% | | 37% |
| England | | | | | | | | 14% | | 14% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.55 : A939 Granton on Spey – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 7% | 3% | 4% | 3% | | | 2% | 78% | 2% | 100% |
| England | | | | | | | | | | 0% |
| Total | 7% | 3% | 4% | 3% | 0% | 0% | 2% | 78% | 2% | 100% |

Table M.56 : A939 Granton on Spey – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 13% | 4% | 15% | 2% | | | 7% | 55% | 5% | 100% |
| England | | | | | | | | | | 0% |
| Total | 13% | 4% | 15% | 2% | 0% | 0% | 7% | 55% | 5% | 100% |



Table M.57 : A939 Granton on Spey – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 1% | 1% | 2% | 1% | | | 1% | 92% | 1% | 99% |
| England | | | | | | | | | | 0% |
| Total | 1% | 1% | 2% | 1% | 0% | 0% | 1% | 93% | 1% | 100% |

Table M.58 : A939 Granton on Spey – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 9% | 8% | 14% | 1% | | 2% | 5% | 53% | 10% | 100% |
| England | | | | | | | | | | 0% |
| Total | 9% | 8% | 14% | 1% | 0% | 2% | 5% | 53% | 10% | 100% |



Table M.59 : A939 Granton on Spey – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 3% | 8% | 4% | | | 1% | | 82% | 2% | 100% |
| England | | | | | | | | | | 0% |
| Total | 3% | 8% | 4% | 0% | 0% | 1% | 0% | 82% | 2% | 100% |

Table M.60 : A939 Granton on Spey – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 10% | 17% | 11% | | | 2% | 3% | 51% | 6% | 100% |
| England | | | | | | | | | | 0% |
| Total | 10% | 17% | 11% | 0% | 0% | 2% | 3% | 51% | 6% | 100% |



M.6 Site 6

Table M.61 : Barnchurch Road, Inverness – AM Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | 1% | | | | | | 1% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 99% | | 99% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 99% | 0% | 100% |

Table M.62 : Barnchurch Road, Inverness – AM Peak Eastbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | 1% | | | | | | 99% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 99% | 0% | 100% |



Table M.63 : Barnchurch Road, Inverness – Inter Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | 1% | 1% | | | | | 99% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 99% | 0% | 100% |

Table M.64 : Barnchurch Road, Inverness – Inter Peak Eastbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | 1% | | | | | 98% | 0% | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 98% | 0% | 100% |



Table M.65 : Barnchurch Road, Inverness – PM Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 1% | | 3% | | | | | 95% | | 99% |
| England | | | | | | | | 1% | | 1% |
| Total | 1% | 0% | 3% | 0% | 0% | 0% | 0% | 97% | 0% | 100% |

Table M.66 : Barnchurch Road, Inverness – PM Peak Eastbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | 7% | 2% | | | | 92% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 7% | 2% | 0% | 0% | 0% | 92% | 0% | 100% |



Table M.67 : Barnchurch Road, Inverness – AM Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | 2% | | | | | | | | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 98% | | 98% |
| England | | | | | | | | | | 0% |
| Total | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 98% | 0% | 100% |

Table M.68 : Barnchurch Road, Inverness – AM Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | 2% | | 2% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 98% | | 98% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.69 : Barnchurch Road, Inverness – Inter Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | 1% | | 1% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 99% | | 99% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.70 : Barnchurch Road, Inverness – Inter Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 99% | | 99% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.71 : Barnchurch Road, Inverness – PM Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | 1% | | 1% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 98% | | 98% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.72 : Barnchurch Road, Inverness – PM Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 2% | | 2% |
| Aberdeen City & Shire | | | | | | | | 1% | | 1% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 97% | | 97% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



M.7 Site 7

Table M.73 : A96 West of Nairn – AM Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | 3% | | 3% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 97% | | 97% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.74 : A96 West of Nairn – AM Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | 4% | | 4% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 96% | | 96% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.75 : A96 West of Nairn – Inter Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | 9% | | 9% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 90% | | 90% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.76 : A96 West of Nairn – Inter Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | 8% | | 8% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | 0% | | | | | | 92% | | 92% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.77 : A96 West of Nairn – PM Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | 9% | | 9% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 90% | 0% | 91% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.78 : A96 West of Nairn – PM Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | 12% | | 12% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 88% | | 88% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.79 : A96 West of Nairn – AM Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | 6% | | | | 94% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 6% | 0% | 0% | 0% | 94% | 0% | 100% |

Table M.80 : A96 West of Nairn – AM Peak Eastbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | 15% | | | | 85% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 15% | 0% | 0% | 0% | 85% | 0% | 100% |



Table M.81 : A96 West of Nairn – Inter Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 1% | | 1% |
| SESplan | | | | | | | | 1% | | 1% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | 1% | 9% | | | | 89% | | 99% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 1% | 9% | 0% | 0% | 0% | 90% | 0% | 100% |

Table M.82 : A96 West of Nairn – Inter Peak Eastbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | 10% | | | | 90% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 10% | 0% | 0% | 0% | 90% | 0% | 100% |



Table M.83 : A96 West of Nairn – PM Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | 5% | | | | 95% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 5% | 0% | 0% | 0% | 95% | 0% | 100% |

Table M.84 : A96 West of Nairn – PM Peak Eastbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | 0% | 7% | | | 93% | | 100% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 0% | 7% | 0% | 0% | 0% | 93% | 0% | 100% |



M.8 Site 8

Table M.85 : A93 Blairgowrie – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 3% | 6% | 85% | | | | 3% | | 1% | 98% |
| Aberdeen City & Shire | | | 1% | | | | | | 1% | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 3% | 6% | 86% | 0% | 0% | 0% | 3% | 0% | 2% | 100% |

Table M.86 : A93 Blairgowrie – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 3% | 10% | 46% | | | | 5% | | 2% | 65% |
| Aberdeen City & Shire | 1% | 1% | 1% | | | | | | 11% | 14% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 2% | 10% | 6% | | | | | | 3% | 21% |
| England | | | | | | | | | | 0% |
| Total | 6% | 21% | 53% | 0% | 0% | 0% | 5% | 0% | 16% | 100% |



Table M.87 : A93 Blairgowrie – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 3% | 8% | 76% | | | | 3% | | 2% | 92% |
| Aberdeen City & Shire | 1% | 1% | 3% | | | | 1% | | 1% | 6% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | 1% | | 2% |
| England | | | | | | | | | | 0% |
| Total | 4% | 10% | 78% | 0% | 0% | 0% | 4% | 0% | 4% | 100% |

Table M.88 : A93 Blairgowrie – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 3% | 8% | 32% | | | | 3% | | 2% | 48% |
| Aberdeen City & Shire | 1% | 3% | 2% | | | | 1% | 1% | 1% | 10% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 9% | 18% | 1% | | 0% | 2% | 4% | | 8% | 42% |
| England | | | | | | | | | | 0% |
| Total | 13% | 29% | 35% | 0% | 0% | 3% | 8% | 0% | 11% | 100% |



Table M.89 : A93 Blairgowrie –PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 3% | 9% | 75% | | | | 2% | | 1% | 90% |
| Aberdeen City & Shire | 1% | 2% | 3% | | | | | | 1% | 7% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | 2% | 1% | | | | | | | 3% |
| England | | | | | | | | | | 0% |
| Total | 4% | 13% | 79% | 0% | 0% | 0% | 2% | 0% | 2% | 100% |

Table M.90 : A93 Blairgowrie – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 3% | 8% | 29% | | | | 2% | 1% | | 43% |
| Aberdeen City & Shire | | 3% | 2% | | | | 3% | | 5% | 14% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 13% | 17% | 9% | | | | 1% | 4% | 1% | 44% |
| England | | | | | | | | | | 0% |
| Total | 16% | 28% | 40% | 0% | 0% | 1% | 9% | 1% | 5% | 100% |



Table M.91 : A93 Blairgowrie – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 5% | 1% | | | | | | 6% |
| SESplan | | | 8% | 1% | | | | | | 9% |
| TAYplan | | | 76% | 2% | | | | | | 78% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | 4% | | | | | | | 4% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 1% | 2% | | | | | | 3% |
| Total | 0% | 0% | 94% | 6% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.92 : A93 Blairgowrie – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 4% | | | | | 2% | | 6% |
| SESplan | | | 15% | 1% | | | | 20% | | 36% |
| TAYplan | | | 37% | 1% | | | | 8% | | 46% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | 3% | 2% | | | | | | 6% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 3% | 0% | | | | 3% | | 6% |
| Total | 0% | 0% | 62% | 5% | 0% | 0% | 0% | 33% | 0% | 100% |



Table M.93 : A93 Blairgowrie – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 3% | 1% | | | | | | 4% |
| SESplan | | | 8% | 1% | | | | 1% | | 10% |
| TAYplan | | | 77% | 2% | | | | | | 79% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 3% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 2% | 1% | | | | | | 4% |
| Total | 0% | 0% | 93% | 6% | 0% | 0% | 0% | 1% | 0% | 100% |

Table M.94 : A93 Blairgowrie – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 4% | | | | | 4% | | 8% |
| SESplan | | | 11% | 2% | | | | 16% | | 30% |
| TAYplan | | | 39% | 2% | | | | 3% | | 44% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | 3% | 1% | | | 5% | | 9% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 3% | 1% | | | | 5% | | 9% |
| Total | 0% | 0% | 59% | 6% | 0% | 0% | 0% | 35% | 0% | 100% |



Table M.95 : A93 Blairgowrie – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 3% | 1% | | | | | | 3% |
| SESplan | | | 7% | 1% | | | | 1% | | 10% |
| TAYplan | | | 82% | 2% | | | | 1% | | 85% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | 1% | | | | | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 1% | | | | | | | 1% |
| Total | 0% | 0% | 94% | 4% | 0% | 0% | 0% | 2% | 0% | 100% |

Table M.96 : A93 Blairgowrie – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 2% | | 2% |
| SESplan | | | 14% | 3% | | | | 8% | | 26% |
| TAYplan | | | 55% | 3% | | | | 3% | | 61% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | 1% | 1% | | | 1% | | 4% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 0% | 1% | | | | 5% | | 7% |
| Total | 0% | 0% | 70% | 9% | 0% | 0% | 0% | 20% | 0% | 100% |



M.9 Site 9

Table M.97 : A94 Scone Airport – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 3% | 6% | 84% | | | | 1% | | 2% | 96% |
| Aberdeen City & Shire | | 1% | 2% | | | | | | 1% | 4% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 3% | 7% | 86% | 0% | 0% | 0% | 1% | 0% | 3% | 100% |

Table M.98 : A94 Scone Airport – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 3% | 12% | 50% | | | | 3% | | 4% | 72% |
| Aberdeen City & Shire | 11% | | 15% | | | | 1% | | | 28% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 15% | 12% | 65% | 0% | 0% | 0% | 4% | 0% | 4% | 100% |



Table M.99 : A94 Score Airport – Inter Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 5% | 8% | 74% | | | | 3% | | 3% | 93% |
| Aberdeen City & Shire | | 1% | 6% | | | | | | 1% | 7% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 5% | 9% | 79% | 0% | 0% | 0% | 3% | 0% | 4% | 100% |

Table M.100 : A94 Score Airport – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 9% | 3% | 40% | | | 1% | 1% | 6% | 3% | 63% |
| Aberdeen City & Shire | 22% | | 11% | | | 1% | 3% | | | 37% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 31% | 3% | 50% | 0% | 2% | 4% | 6% | 0% | 3% | 100% |



Table M.101 : A94 Score Airport – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 5% | 5% | 77% | | | | 3% | | 3% | 92% |
| Aberdeen City & Shire | | 1% | 6% | | | 1% | | | | 8% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 5% | 6% | 83% | 0% | 0% | 1% | 3% | 0% | 3% | 100% |

Table M.102 : A94 Score Airport – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 12% | 6% | 35% | | | | 3% | 1% | 3% | 59% |
| Aberdeen City & Shire | 15% | | 22% | | | | 0% | 3% | 0% | 41% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 27% | 6% | 57% | 0% | 0% | 3% | 3% | 0% | 4% | 100% |



Table M.103 : A94 Score Airport – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 4% | 1% | | | | | | 5% |
| SESplan | | | 8% | | | | | | | 8% |
| TAYplan | | | 77% | 6% | | | | | | 82% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | 1% | | | | | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 4% | 1% | | | | | | 4% |
| Total | 0% | 0% | 93% | 7% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.104 : A94 Score Airport – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 7% | 21% | | | | | | 28% |
| SESplan | | | 9% | | | | | | | 9% |
| TAYplan | | | 37% | 14% | | | | | | 50% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | 1% | 1% | | | | | 3% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 10% | | | | | | | 10% |
| Total | 0% | 0% | 64% | 36% | 0% | 0% | 0% | 0% | 0% | 100% |



Table M.105 : A94 Score Airport – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 5% | 2% | | | | | | 7% |
| SESplan | | | 8% | 1% | | | | | | 8% |
| TAYplan | | | 71% | 6% | | | | | | 77% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | 3% | 1% | | | | | | 4% |
| Highland, Argyll, Moray & Islands | | | 1% | | | | | | | 1% |
| England | | | 3% | 1% | | | | | | 3% |
| Total | 0% | 0% | 89% | 11% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.106 : A94 Score Airport – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 10% | 11% | | | | | | 21% |
| SESplan | | | 4% | | | | | | | 4% |
| TAYplan | | | 56% | 6% | | | | | | 63% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | 2% | 1% | | | | | | 2% |
| Ayrshire | | | | 2% | | | | | | 2% |
| Stirling, Clacks & Falkirk | | | 5% | | | | | | | 5% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 3% | | | | | | | 3% |
| Total | 0% | 0% | 80% | 20% | 0% | 0% | 0% | 0% | 0% | 100% |



Table M.107 : A94 Scone Airport – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | 3% | 1% | | | | | 4% |
| SESplan | | | | 5% | 1% | | | | | 6% |
| TAYplan | | | | 81% | 3% | | | | | 84% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | 2% | 1% | | | | | 3% |
| Highland, Argyll, Moray & Islands | | | | 1% | | | | | | 1% |
| England | | | | 2% | 1% | | | | | 3% |
| Total | 0% | 0% | 94% | 6% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.108 : A94 Scone Airport – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | 6% | 5% | | | | | 11% |
| SESplan | | | | 9% | | | | | | 9% |
| TAYplan | | | | 56% | 14% | | | | | 70% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | 0% | | | | | | 0% |
| Ayrshire | | | | 1% | | | | | | 1% |
| Stirling, Clacks & Falkirk | | | | 2% | 1% | | | | | 4% |
| Highland, Argyll, Moray & Islands | | | | 1% | | | | | | 1% |
| England | | | | 4% | | | | | | 4% |
| Total | 0% | 0% | 80% | 20% | 0% | 0% | 0% | 0% | 0% | 100% |



M.10 Site 10*Table M.109 : A9 Bankfoot – AM Peak Northbound Observed*

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 4% | | | | | 9% | | 12% |
| SESplan | | | 10% | 1% | | | | 9% | | 20% |
| TAYplan | | | 50% | | | | | 8% | | 58% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | 4% | | | | | 2% | | 6% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 1% | 1% | | | | 2% | | 4% |
| Total | 0% | 0% | 70% | 2% | 0% | 0% | 0% | 29% | 0% | 100% |

Table M.110 : A9 Bankfoot – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 2% | | | | | 13% | | 15% |
| SESplan | | | 11% | | | | | 19% | | 30% |
| TAYplan | | | 22% | | | | | 13% | | 35% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | 2% | | | | | 6% | | 8% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 1% | | | | | 11% | | 12% |
| Total | 0% | 0% | 37% | 0% | 0% | 0% | 0% | 63% | 0% | 100% |



Table M.111 : A9 Bankfoot – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 2% | | | | | 12% | | 14% |
| SESplan | | | 7% | 1% | | | | 7% | | 14% |
| TAYplan | | | 41% | 1% | | | | 7% | | 50% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | 1% | | | | | 2% | | 2% |
| Stirling, Clacks & Falkirk | | | 3% | 1% | | | | 4% | | 8% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 2% | 1% | | | | 8% | | 11% |
| Total | 0% | 0% | 56% | 4% | 0% | 0% | 0% | 40% | 0% | 100% |

Table M.112 : A9 Bankfoot – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | | | | | 12% | | 13% |
| SESplan | | | 7% | | | | | 19% | | 26% |
| TAYplan | | | 25% | | | | | 13% | | 38% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 1% | | 1% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | 2% | | | | | 5% | | 7% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 2% | | | | | 12% | | 13% |
| Total | 0% | 0% | 37% | 0% | 0% | 0% | 0% | 63% | 0% | 100% |



Table M.113 : A9 Bankfoot – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 4% | | | | | 8% | | 11% |
| SESplan | | | 4% | | | | | 7% | | 11% |
| TAYplan | | | 62% | | | | | 6% | | 68% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | 2% | | | | 3% | | 5% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | 2% | | | | 3% | | 4% |
| Total | 0% | 0% | 74% | 0% | 0% | 0% | 0% | 26% | 0% | 100% |

Table M.114 : A9 Bankfoot – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | | | | | 12% | | 13% |
| SESplan | | | 6% | | | | | 18% | | 23% |
| TAYplan | | | 29% | | | | | 10% | | 39% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 1% | | 1% |
| Ayrshire | | | | | | | | 2% | | 2% |
| Stirling, Clacks & Falkirk | | | | 2% | | | | 6% | | 8% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | 13% | | 13% |
| Total | 0% | 0% | 38% | 0% | 0% | 0% | 0% | 62% | 0% | 100% |



Table M.115 : A9 Bankfoot – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 6% | 7% | 60% | | 1% | | 4% | | 1% | 78% |
| Aberdeen City & Shire | | | | | | | | | 1% | 1% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 6% | 6% | 5% | | 1% | | 2% | | 1% | 21% |
| England | | | | | | | | | | 0% |
| Total | 12% | 14% | 65% | 0% | 1% | 0% | 6% | 0% | 2% | 100% |

Table M.116 : A9 Bankfoot – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 8% | 27% | | | | 3% | | | 40% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 11% | 14% | 16% | | | | 8% | | 12% | 60% |
| England | | | | | | | | | | 0% |
| Total | 12% | 21% | 43% | 0% | 0% | 0% | 12% | 0% | 12% | 100% |



Table M.117 : A9 Bankfoot – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 2% | 7% | 41% | | | 1% | 3% | | 2% | 56% |
| Aberdeen City & Shire | | 1% | 1% | | | | 1% | | 1% | 4% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 12% | 7% | 7% | | | 2% | 4% | | 8% | 40% |
| England | | | | | | | | | | 0% |
| Total | 14% | 14% | 50% | 0% | 0% | 2% | 8% | 0% | 11% | 100% |

Table M.118 : A9 Bankfoot – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 5% | 22% | | | | 2% | | 1% | 32% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 12% | 22% | 13% | | 1% | 1% | 5% | | 13% | 68% |
| England | | | | | | | | | | 0% |
| Total | 13% | 27% | 36% | 0% | 1% | 1% | 8% | 0% | 14% | 100% |



Table M.119 : A9 Bankfoot – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 2% | 6% | 46% | | | | 2% | | | 55% |
| Aberdeen City & Shire | 1% | 1% | | | | | | | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 13% | 11% | 9% | | | | 3% | | 6% | 43% |
| England | | | | | | | | | | 0% |
| Total | 16% | 18% | 55% | 0% | 0% | 0% | 5% | 0% | 6% | 100% |

Table M.120 : A9 Bankfoot – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 8% | 28% | | | | 1% | | | 37% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 12% | 23% | 11% | | 1% | 2% | 7% | | 8% | 63% |
| England | | | | | | | | | | 0% |
| Total | 13% | 30% | 39% | 0% | 1% | 2% | 8% | 0% | 8% | 100% |



M.11 Site 11

Table M.121 : A9 Calvine – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | 2% | | | | | | | 2% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 23% | 22% | 38% | | | | 11% | | 5% | 98% |
| England | | | | | | | | | | 0% |
| Total | 23% | 22% | 39% | 0% | 0% | 0% | 11% | 0% | 5% | 100% |

Table M.122 : A9 Calvine – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 16% | 20% | 33% | | 1% | | 13% | | 18% | 100% |
| England | | | | | | | | | | 0% |
| Total | 16% | 20% | 33% | 0% | 1% | 0% | 13% | 0% | 18% | 100% |



Table M.123 : A9 Calvine – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | 1% | 2% | | | | | | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 19% | 25% | 30% | | 2% | 3% | 5% | 1% | 13% | 98% |
| England | | | | | | | | | | 0% |
| Total | 19% | 26% | 32% | 0% | 2% | 3% | 5% | 1% | 13% | 100% |

Table M.124 : A9 Calvine – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 16% | 28% | 31% | | 1% | 1% | 7% | | 16% | 100% |
| England | | | | | | | | | | 0% |
| Total | 16% | 28% | 31% | 0% | 1% | 1% | 7% | 0% | 16% | 100% |



Table M.125 : A9 Calvine – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | 1% | | | | | | | 1% |
| Aberdeen City & Shire | | 1% | | | | | | | | 1% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 19% | 18% | 24% | | 2% | 2% | 19% | 1% | 15% | 99% |
| England | | | | | | | | | | 0% |
| Total | 19% | 19% | 25% | 0% | 2% | 2% | 19% | 1% | 15% | 100% |

Table M.126 : A9 Calvine – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 17% | 31% | 28% | | 1% | 2% | 9% | | 11% | 100% |
| England | | | | | | | | | | 0% |
| Total | 17% | 31% | 28% | 0% | 1% | 2% | 9% | 0% | 11% | 100% |



Table M.127 : A9 Calvine – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 27% | | 27% |
| SESplan | | | | | | | | 23% | | 23% |
| TAYplan | | | | | | | | 28% | | 28% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 2% | | 2% |
| Stirling, Clacks & Falkirk | | | | | | | | 13% | | 13% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | 6% | | 6% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.128 : A9 Calvine – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 18% | | 18% |
| SESplan | | | | | | | | 27% | | 27% |
| TAYplan | | | | | | | | 29% | | 29% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 9% | | 9% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | 15% | | 15% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.129 : A9 Calvine – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 18% | | 18% |
| SESplan | | | | 1% | | | | 26% | | 26% |
| TAYplan | | | | 2% | | | | 32% | | 33% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 2% | | 2% |
| Ayrshire | | | | | | | | 3% | | 3% |
| Stirling, Clacks & Falkirk | | | | | | | | 5% | | 5% |
| Highland, Argyll, Moray & Islands | | | | | | | | 1% | | 1% |
| England | | | | | | | | 12% | | 12% |
| Total | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 98% | 0% | 100% |

Table M.130 : A9 Calvine – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 17% | | 17% |
| SESplan | | | | | | | | 26% | | 26% |
| TAYplan | | | | | | | | 30% | | 30% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 2% | | 2% |
| Ayrshire | | | | | | | | 2% | | 2% |
| Stirling, Clacks & Falkirk | | | | | | | | 7% | | 7% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | 16% | | 16% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.131 : A9 Calvine – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 19% | | 19% |
| SESplan | | | | 1% | | | | 21% | | 22% |
| TAYplan | | | 2% | | | | | 23% | | 25% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 3% | | 3% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 15% | | 15% |
| Highland, Argyll, Moray & Islands | | | | | | | | 1% | | 1% |
| England | | | | | | | | 14% | | 14% |
| Total | 0% | 0% | 2% | 1% | 0% | 0% | 0% | 97% | 0% | 100% |

Table M.132 : A9 Calvine – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 17% | | 17% |
| SESplan | | | | | | | | 25% | | 25% |
| TAYplan | | | | | | | | 26% | | 26% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 2% | | 2% |
| Ayrshire | | | | | | | | 3% | | 3% |
| Stirling, Clacks & Falkirk | | | | | | | | 8% | | 8% |
| Highland, Argyll, Moray & Islands | | | | | | | | 1% | | 1% |
| England | | | | | | | | 19% | | 19% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



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Table M.133 : A9 Tomatin – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 7% | 13% | 15% | 3% | 1% | 1% | 3% | 45% | 14% | 100% |
| England | | | | | | | | | | 0% |
| Total | 7% | 13% | 15% | 3% | 1% | 1% | 3% | 45% | 14% | 100% |

Table M.134 : A9 Tomatin – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 5% | 14% | 13% | 3% | | | 6% | 47% | 11% | 100% |
| England | | | | | | | | | | 0% |
| Total | 5% | 14% | 13% | 3% | 0% | 0% | 6% | 47% | 11% | 100% |



Table M.135 : A9 Tomatin – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 17% | 13% | 16% | 3% | 2% | 1% | 5% | 31% | 12% | 100% |
| England | | | | | | | | | | 0% |
| Total | 17% | 13% | 16% | 3% | 2% | 1% | 5% | 31% | 12% | 100% |

Table M.136 : A9 Tomatin – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 8% | 15% | 15% | 7% | 1% | | 3% | 39% | 10% | 100% |
| England | | | | | | | | | | 0% |
| Total | 8% | 15% | 15% | 7% | 1% | 0% | 3% | 39% | 10% | 100% |



Table M.137 : A9 Tomatin – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 16% | 14% | 10% | 1% | 1% | 1% | 5% | 43% | 4% | 94% |
| England | | | | | | | | 6% | 0% | 6% |
| Total | 16% | 14% | 10% | 1% | 1% | 1% | 5% | 49% | 4% | 100% |

Table M.138 : A9 Tomatin – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 8% | 16% | 14% | 12% | 1% | 1% | 4% | 39% | 5% | 100% |
| England | | | | | | | | | | 0% |
| Total | 8% | 16% | 14% | 12% | 1% | 1% | 4% | 39% | 5% | 100% |



Table M.139 : A9 Tomatin – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 8% | | 8% |
| SESplan | | | | | | | | 18% | | 18% |
| TAYplan | | | | | | | | 10% | | 10% |
| Aberdeen City & Shire | | | | | | | | 2% | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 2% | | 2% |
| Highland, Argyll, Moray & Islands | | | | | | | | 41% | | 41% |
| England | | | | | | | | 18% | | 18% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.140 : A9 Tomatin – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 6% | | 6% |
| SESplan | | | | | | | | 19% | | 19% |
| TAYplan | | | | | | | | 12% | | 12% |
| Aberdeen City & Shire | | | | | | | | 6% | | 6% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 4% | | 4% |
| Highland, Argyll, Moray & Islands | | | | | | | | 44% | | 44% |
| England | | | | | | | | 9% | | 9% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.141 : A9 Tomatin – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | 17% | | 17% |
| SESplan | | | | | | | | 13% | | 13% |
| TAYplan | | | | | | | | 16% | | 16% |
| Aberdeen City & Shire | | | | | | | | 3% | | 3% |
| Dumfries & Galloway | | | | | | | | 2% | | 2% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 5% | | 5% |
| Highland, Argyll, Moray & Islands | | | | | | | | 31% | | 31% |
| England | | | | | | | | 12% | | 12% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.142 : A9 Tomatin – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | 8% | | 8% |
| SESplan | | | | | | | | 13% | | 13% |
| TAYplan | | | | | | | | 15% | | 15% |
| Aberdeen City & Shire | | | | | | | | 9% | | 9% |
| Dumfries & Galloway | | | | | | | | 1% | | 1% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 3% | | 3% |
| Highland, Argyll, Moray & Islands | | | | | | | | 41% | | 41% |
| England | | | | | | | | 10% | | 10% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.143 : A9 Tomatin – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 11% | | 11% |
| SESplan | | | | | | | | 9% | | 9% |
| TAYplan | | | | | | | | 16% | | 16% |
| Aberdeen City & Shire | | | | | | | | 3% | | 3% |
| Dumfries & Galloway | | | | | | | | 1% | | 1% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 4% | | 4% |
| Highland, Argyll, Moray & Islands | | | | | | | | 50% | | 50% |
| England | | | | | | | | 6% | | 6% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |

Table M.144 : A9 Tomatin – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 7% | | 7% |
| SESplan | | | | | | | | 12% | | 12% |
| TAYplan | | | | | | | | 14% | | 14% |
| Aberdeen City & Shire | | | | | | | | 19% | | 19% |
| Dumfries & Galloway | | | | | | | | 1% | | 1% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 4% | | 4% |
| Highland, Argyll, Moray & Islands | | | | | | | | 37% | | 37% |
| England | | | | | | | | 6% | | 6% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



M.13 Site 13*Table M.145 : A95 Inverallan NE – AM Peak Southbound Observed*

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | 4% | 7% | 11% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 4% | 1% | 9% | | | | 4% | 69% | 2% | 89% |
| England | | | | | | | | | | 0% |
| Total | 4% | 1% | 9% | 0% | 0% | 0% | 4% | 73% | 9% | 100% |

Table M.146 : A95 Inverallan NE – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | 2% | 2% |
| Aberdeen City & Shire | | | | | | | | 10% | | 10% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 8% | 3% | 7% | | | | 4% | 61% | 4% | 88% |
| England | | | | | | | | | | 0% |
| Total | 8% | 3% | 7% | 0% | 0% | 0% | 4% | 74% | 4% | 100% |



Table M.147 : A95 Inverallan NE – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | 1% | 1% | 1% | | | 10% | 1% | 14% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 4% | 1% | 7% | | 1% | 1% | 4% | 64% | 4% | 86% |
| England | | | | | | | | | | 0% |
| Total | 4% | 1% | 9% | 1% | 3% | 1% | 4% | 73% | 6% | 100% |

Table M.148 : A95 Inverallan NE – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 4% | | 4% |
| Aberdeen City & Shire | | | | | | | | 21% | | 21% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 6% | 5% | 9% | | 1% | 1% | 4% | 45% | 5% | 75% |
| England | | | | | | | | | | 0% |
| Total | 6% | 5% | 9% | 0% | 1% | 1% | 4% | 70% | 5% | 100% |



Table M.149 : A95 Inverallan NE – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | 13% | 1% | 14% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 9% | 3% | 3% | | | 4% | 2% | 59% | 6% | 86% |
| England | | | | | | | | | | 0% |
| Total | 9% | 3% | 3% | 0% | 0% | 4% | 2% | 72% | 7% | 100% |

Table M.150 : A95 Inverallan NE – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | 30% | | 30% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 5% | 8% | 4% | | | 2% | 1% | 43% | 6% | 68% |
| England | | | | | | | | | | 0% |
| Total | 5% | 8% | 4% | 0% | 0% | 2% | 1% | 75% | 6% | 100% |



Table M.151 : A95 Inverallan NE – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 2% | | 2% |
| SESplan | | | | | | | | 4% | | 4% |
| TAYplan | | | | | | | | 10% | | 10% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 2% | | 2% |
| Highland, Argyll, Moray & Islands | | | | 6% | | | | 68% | | 74% |
| England | | | | 6% | | | | 1% | | 7% |
| Total | 0% | 0% | 0% | 12% | 0% | 0% | 0% | 88% | 0% | 100% |

Table M.152 : A95 Inverallan NE – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 9% | | 9% |
| SESplan | | | | | | | | 5% | | 5% |
| TAYplan | | | | | | | | 7% | | 7% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 3% | | 3% |
| Highland, Argyll, Moray & Islands | | | | 7% | | | | 64% | | 70% |
| England | | | | | | | | 5% | | 5% |
| Total | 0% | 0% | 0% | 7% | 0% | 0% | 0% | 93% | 0% | 100% |



Table M.153 : A95 Inverallan NE – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 4% | | 4% |
| SESplan | | | | | | | | 1% | | 1% |
| TAYplan | | | | 1% | | | | 8% | | 9% |
| Aberdeen City & Shire | | | | 1% | | | | | | 1% |
| Dumfries & Galloway | | | | 1% | | | | 1% | | 3% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 4% | | 4% |
| Highland, Argyll, Moray & Islands | | | | 10% | | | | 63% | | 72% |
| England | | | | 1% | | | | 4% | | 6% |
| Total | 0% | 0% | 0% | 14% | 0% | 0% | 0% | 86% | 0% | 100% |

Table M.154 : A95 Inverallan NE – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 6% | | 6% |
| SESplan | | | | | | | | 4% | | 4% |
| TAYplan | | | | | | | | 7% | | 7% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 1% | | 1% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 3% | | 3% |
| Highland, Argyll, Moray & Islands | | | 4% | 20% | | | | 50% | | 74% |
| England | | | | | | | | 4% | | 4% |
| Total | 0% | 0% | 4% | 20% | 0% | 0% | 0% | 76% | 0% | 100% |



Table M.155 : A95 Inverallan NE – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 10% | | 10% |
| SESplan | | | | | | | | 1% | | 1% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 5% | | 5% |
| Stirling, Clacks & Falkirk | | | | | | | | 2% | | 2% |
| Highland, Argyll, Moray & Islands | | | | 18% | | | | 54% | | 72% |
| England | | | | 1% | | | | 8% | | 9% |
| Total | 0% | 0% | 0% | 19% | 0% | 0% | 0% | 81% | 0% | 100% |

Table M.156 : A95 Inverallan NE – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 7% | | 7% |
| SESplan | | | | | | | | 6% | | 6% |
| TAYplan | | | | | | | | 3% | | 3% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 3% | | 3% |
| Stirling, Clacks & Falkirk | | | | | | | | 2% | | 2% |
| Highland, Argyll, Moray & Islands | | | | 1% | 21% | | | 46% | | 68% |
| England | | | | | | | | 11% | | 11% |
| Total | 0% | 0% | 1% | 21% | 0% | 0% | 0% | 78% | 0% | 100% |



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Table M.157 : A95 Inverallan SW – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 3% | | | | | 5% | | 8% |
| SESplan | | | | | | | | 10% | | 10% |
| TAYplan | | | | | | | | 3% | | 3% |
| Aberdeen City & Shire | | | | | | | | 4% | | 4% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | 8% | | | | 62% | | 70% |
| England | | | | | | | | 5% | | 5% |
| Total | 0% | 0% | 3% | 8% | 0% | 0% | 0% | 89% | 0% | 100% |

Table M.158 : A95 Inverallan SW – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 9% | | 9% |
| SESplan | | | | | | | | 5% | | 5% |
| TAYplan | | | | | | | | 7% | | 7% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 3% | | 3% |
| Highland, Argyll, Moray & Islands | | | | 7% | | | | 64% | | 70% |
| England | | | | | | | | 5% | | 5% |
| Total | 0% | 0% | 0% | 7% | 0% | 0% | 0% | 93% | 0% | 100% |



Table M.159 : A95 Inverallan SW – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | 1% | | | | 9% | | 11% |
| SESplan | | | | 1% | | | | 8% | | 9% |
| TAYplan | | | | | | | | 10% | | 10% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 4% | | 4% |
| Stirling, Clacks & Falkirk | | | | | | | | 4% | | 4% |
| Highland, Argyll, Moray & Islands | | | | 17% | | | | 35% | | 52% |
| England | | | | 3% | | | | 8% | | 10% |
| Total | 0% | 0% | 0% | 23% | 0% | 0% | 0% | 77% | 0% | 100% |

Table M.160 : A95 Inverallan SW – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 6% | | 6% |
| SESplan | | | | | | | | 4% | | 4% |
| TAYplan | | | | | | | | 7% | | 7% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 1% | | 1% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 3% | | 3% |
| Highland, Argyll, Moray & Islands | | | 4% | 20% | | | | 50% | | 74% |
| England | | | | | | | | 4% | | 4% |
| Total | 0% | 0% | 4% | 20% | 0% | 0% | 0% | 76% | 0% | 100% |



Table M.161 : A95 Inverallan SW – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | 2% | | 2% |
| SESplan | | | | | | | | 6% | | 6% |
| TAYplan | | | | 2% | | | | 6% | | 8% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | 2% | | | | | 75% | | 77% |
| England | | | | | | | | 6% | | 6% |
| Total | 0% | 0% | 2% | 2% | 0% | 0% | 0% | 96% | 0% | 100% |

Table M.162 : A95 Inverallan SW – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | 7% | | 7% |
| SESplan | | | | | | | | 6% | | 6% |
| TAYplan | | | | | | | | 3% | | 3% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 3% | | 3% |
| Stirling, Clacks & Falkirk | | | | | | | | 2% | | 2% |
| Highland, Argyll, Moray & Islands | | | 1% | 21% | | | | 46% | | 68% |
| England | | | | | | | | 11% | | 11% |
| Total | 0% | 0% | 1% | 21% | 0% | 0% | 0% | 78% | 0% | 100% |



Table M.163 : A95 Inverallan SW – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 2% | | | | | | | 1% | | 4% |
| Aberdeen City & Shire | | | | | | | | 3% | | 3% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 4% | 8% | 6% | 3% | | | | 62% | 10% | 94% |
| England | | | | | | | | | | 0% |
| Total | 6% | 8% | 6% | 3% | 0% | 0% | 0% | 67% | 10% | 100% |

Table M.164 : A95 Inverallan SW – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 2% | | 2% |
| Aberdeen City & Shire | | | | | | | | 10% | | 10% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 8% | 3% | 7% | | | | 0% | 4% | 61% | 4% |
| England | | | | | | | | | | 0% |
| Total | 8% | 3% | 7% | 0% | 0% | 0% | 4% | 73% | 4% | 100% |



Table M.165 : A95 Inverallan SW – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | 1% | 1% | | | | | | 17% | 3% | 23% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 10% | 8% | 10% | | | 4% | 4% | 34% | 8% | 77% |
| England | | | | | | | | | | 0% |
| Total | 11% | 9% | 10% | 0% | 0% | 4% | 4% | 52% | 10% | 100% |

Table M.166 : A95 Inverallan SW – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 4% | | 4% |
| Aberdeen City & Shire | | | | | | | | 21% | | 21% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 6% | 5% | 9% | | 1% | 1% | 4% | 45% | 5% | 75% |
| England | | | | | | | | | | 0% |
| Total | 6% | 5% | 9% | 0% | 1% | 1% | 4% | 70% | 5% | 100% |



Table M.167 : A95 Inverallan SW – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | 3% | | | | 8% | | 11% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 3% | 8% | 5% | | | | | 7.3% | | 89% |
| England | | | | | | | | | | 0% |
| Total | 3% | 8% | 8% | 0% | 0% | 0% | 0% | 81% | 0% | 100% |

Table M.168 : A95 Inverallan SW – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | 30% | | 30% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 5% | 8% | 4% | | | 2% | 1% | 43% | 6% | 68% |
| England | | | | | | | | | | 0% |
| Total | 5% | 8% | 4% | 0% | 0% | 2% | 1% | 75% | 6% | 100% |



M.15 Site 16*Table M.169 : A82 Crainlarich – AM Peak Southbound Observed*

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|------------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 2% | | | | | | 3% | 1% | | 7% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | 15% | | | | | | | 4% | | 19% |
| Highland, Argyll, Moray & Islands | 43% | 1% | | | | 15% | 1% | 9% | 4% | 74% |
| England | | | | | | | | | | 0% |
| Total | 60% | 1% | 0% | 0% | 0% | 18% | 1% | 15% | 4% | 100% |

Table M.170 : A82 Crainlarich – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | | | | | | | 1% | | 2% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | 2% | | | | | | 1% | 1% | | 3% |
| Highland, Argyll, Moray & Islands | 40% | | | | 1% | 5% | 2% | 5% | 42% | 95% |
| England | | | | | | | | | | 0% |
| Total | 43% | 0% | 0% | 0% | 1% | 5% | 2% | 7% | 42% | 100% |



Table M.171 : A82 Crainlarich – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | 1% | 1% | | | | | | 17% | 3% | 23% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 10% | 8% | 10% | | | 4% | 4% | 34% | 8% | 77% |
| England | | | | | | | | | | 0% |
| Total | 11% | 9% | 10% | 0% | 0% | 4% | 4% | 52% | 10% | 100% |

Table M.172 : A82 Crainlarich – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | 2% | | | | | | | 1% | | 3% |
| Highland, Argyll, Moray & Islands | 59% | | | | 3% | 7% | 2% | 8% | 18% | 97% |
| England | | | | | | | | | | 0% |
| Total | 61% | 0% | 0% | 0% | 3% | 7% | 2% | 9% | 18% | 100% |



Table M.173 : A82 Crainlarich – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|------------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 2% | | | | | 3% | | 1% | | 7% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | 15% | | | | | | | 4% | | 19% |
| Highland, Argyll, Moray & Islands | 43% | 1% | | | | 15% | 1% | 9% | 4% | 74% |
| England | | | | | | | | | | 0% |
| Total | 60% | 1% | 0% | 0% | 0% | 18% | 1% | 15% | 4% | 100% |

Table M.174 : A82 Crainlarich – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | 1% | | | | | | | 1% | | 2% |
| Highland, Argyll, Moray & Islands | 52% | | | | 3% | 7% | 2% | 4% | 29% | 97% |
| England | | | | | | | | | | 0% |
| Total | 53% | 0% | 0% | 0% | 3% | 7% | 2% | 6% | 29% | 100% |



Table M.175 : A82 Crainlarich – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 2% | | | | 12% | 50% | | 63% |
| SESplan | | | | | | | | 1% | | 1% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | 2% | | | | | 14% | | 16% |
| Stirling, Clacks & Falkirk | | | | | | | 1% | 1% | | 2% |
| Highland, Argyll, Moray & Islands | | | 1% | | | | 3% | 9% | | 14% |
| England | | | | | | | | 3% | | 3% |
| Total | 0% | 0% | 5% | 0% | 0% | 0% | 16% | 79% | 0% | 100% |

Table M.176 : A82 Crainlarich – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 2% | | | | 2% | 49% | | 53% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 2% | | 2% |
| Ayrshire | | | | | | | 1% | 7% | | 7% |
| Stirling, Clacks & Falkirk | | | | | | | | 2% | | 2% |
| Highland, Argyll, Moray & Islands | | | | | | | 1% | 5% | | 5% |
| England | | | | | | | | 30% | | 30% |
| Total | 0% | 0% | 2% | 0% | 0% | 0% | 3% | 95% | 0% | 100% |



Table M.177 : A82 Crainlarich – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | 2% | 1% | 2% | | | | 7% | 39% | 0% | 50% |
| SESplan | 0% | 0% | 0% | | | | 0% | 1% | 0% | 1% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | 0% | 0% | 0% | | | | 0% | 2% | 0% | 2% |
| Ayrshire | 0% | 0% | 1% | | | | 2% | 10% | 0% | 12% |
| Stirling, Clacks & Falkirk | 1% | 0% | 1% | | | | 6% | 3% | 1% | 11% |
| Highland, Argyll, Moray & Islands | 0% | 1% | 1% | | | | 2% | 8% | 0% | 11% |
| England | 0% | 0% | 1% | | | | 0% | 11% | 0% | 12% |
| Total | 3% | 1% | 4% | 0% | 0% | 0% | 16% | 75% | 1% | 100% |

Table M.178 : A82 Crainlarich – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 2% | 57% | 60% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 4% | | 4% |
| Ayrshire | | | | | | | 1% | 9% | | 10% |
| Stirling, Clacks & Falkirk | | | | | | | 1% | 2% | | 3% |
| Highland, Argyll, Moray & Islands | | | | | | | 1% | 8% | | 10% |
| England | | | | | | | | 15% | | 15% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 5% | 95% | 0% | 100% |



Table M.179 : A82 Crainlarich – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | 2% | | 0% | 0% | | | 11% | 21% | | 33% |
| SESplan | 0% | | 0% | 0% | | | 0% | 2% | | 2% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | 0% | | 0% | 0% | | | 0% | 2% | | 2% |
| Ayrshire | 0% | | 0% | 0% | | | 0% | 9% | | 9% |
| Stirling, Clacks & Falkirk | 0% | | 0% | 0% | | | 14% | 0% | | 14% |
| Highland, Argyll, Moray & Islands | 0% | | 4% | 2% | | | 7% | 5% | | 18% |
| England | 0% | | 2% | 0% | | | 2% | 19% | | 23% |
| Total | 2% | 0% | 5% | 2% | 0% | 0% | 34% | 57% | 0% | 100% |

Table M.180 : A82 Crainlarich – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | 1% | 42% | | 43% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 5% | | 5% |
| Ayrshire | | | | | | | | 7% | | 7% |
| Stirling, Clacks & Falkirk | | | | | | | | 2% | | 2% |
| Highland, Argyll, Moray & Islands | | | 3% | 1% | | | 1% | 5% | | 11% |
| England | | | | | | | | 32% | | 32% |
| Total | 0% | 0% | 3% | 1% | 0% | 0% | 3% | 93% | 0% | 100% |



M.16 Site 17

Table M.181 : A82 Na Birlinn Cemetery – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | 1% | | 1% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 11% | | 1% | | | | 1% | 61% | 23% | 97% |
| England | | | | | | | | 1% | | 1% |
| Total | 11% | 0% | 1% | 0% | 0% | 0% | 1% | 63% | 23% | 100% |

Table M.182 : A82 Na Birlinn Cemetery – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 21% | 3% | 1% | | 1% | 3% | 8% | 38% | 25% | 100% |
| England | | | | | | | | | | 0% |
| Total | 21% | 3% | 1% | 0% | 1% | 3% | 8% | 38% | 25% | 100% |



Table M.183 : A82 Na Birlinn Cemetery – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | 1% | | 1% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 11% | 3% | 1% | | 2% | 3% | 4% | 68% | 7% | 99% |
| England | | | | | | | | | | 0% |
| Total | 11% | 3% | 1% | 0% | 2% | 3% | 4% | 69% | 7% | 100% |

Table M.184 : A82 Na Birlinn Cemetery – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 34% | 6% | | | 2% | 4% | 11% | 33% | 10% | 100% |
| England | | | | | | | | | | 0% |
| Total | 34% | 6% | 0% | 0% | 2% | 4% | 11% | 33% | 10% | 100% |



Table M.185 : A82 Na Birlinn Cemetery – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | 1% | | | | | | | | | 1% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | 1% | | 1% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | 1% | | | | | | | | | 1% |
| Highland, Argyll, Moray & Islands | 12% | 4% | 2% | | 3% | 2% | 2% | 62% | 9% | 97% |
| England | | | | | | | | | | 0% |
| Total | 14% | 4% | 2% | 0% | 3% | 2% | 2% | 64% | 9% | 100% |

Table M.186 : A82 Na Birlinn Cemetery – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | 1% | | 1% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | 37% | 7% | 5% | | 2% | 5% | 5% | 23% | 16% | 99% |
| England | | | | | | | | | | 0% |
| Total | 37% | 7% | 5% | 0% | 2% | 5% | 5% | 23% | 16% | 100% |



Table M.187 : A82 Na Birlinn Cemetery – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 12% | | 12% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | 3% | | 3% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 1% | | 1% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | 2% | | 2% |
| Highland, Argyll, Moray & Islands | | 1% | | 1% | | | | 62% | 1% | 65% |
| England | | | | | | | | 18% | | 18% |
| Total | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 97% | 1% | 100% |

Table M.188 : A82 Na Birlinn Cemetery – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 29% | | 29% |
| SESplan | | | | | | | | 4% | | 4% |
| TAYplan | | | | | | | | 3% | | 3% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 1% | | 1% |
| Ayrshire | | | | | | | | 4% | | 4% |
| Stirling, Clacks & Falkirk | | | | | | | | 8% | | 8% |
| Highland, Argyll, Moray & Islands | | | | 2% | | | | 29% | | 31% |
| England | | | | | | | | 19% | | 19% |
| Total | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 98% | 0% | 100% |



Table M.189 : A82 Na Birlinn Cemetery – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 11% | | 11% |
| SESplan | | | | | | | | 3% | | 3% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 2% | | 2% |
| Ayrshire | | | | | | | | 3% | | 3% |
| Stirling, Clacks & Falkirk | | | | | | | | 4% | | 4% |
| Highland, Argyll, Moray & Islands | | | | 1% | | | | 68% | | 69% |
| England | | | | | | | | 7% | | 7% |
| Total | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 99% | 0% | 100% |

Table M.190 : A82 Na Birlinn Cemetery – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 32% | | 32% |
| SESplan | | | | | | | | 7% | | 7% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 2% | | 2% |
| Ayrshire | | | | | | | | 5% | | 5% |
| Stirling, Clacks & Falkirk | | | | | | | | 11% | | 11% |
| Highland, Argyll, Moray & Islands | | | | | | | | 36% | | 36% |
| England | | | | | | | | 8% | | 8% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



Table M.191 : A82 Na Birlinn Cemetery – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | 1% | | | | | | 1% | 13% | | 15% |
| SESplan | | | | | | | | 5% | | 5% |
| TAYplan | | | | | | | | 1% | | 1% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 3% | | 3% |
| Ayrshire | | | | | | | | 3% | | 3% |
| Stirling, Clacks & Falkirk | | | | | | | | 2% | | 2% |
| Highland, Argyll, Moray & Islands | | | 1% | | | | | 63% | | 64% |
| England | | | | | | | | 9% | | 9% |
| Total | 1% | 0% | 1% | 0% | 0% | 0% | 1% | 97% | 0% | 100% |

Table M.192 : A82 Na Birlinn Cemetery – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 28% | | 28% |
| SESplan | | | | | | | | 8% | | 8% |
| TAYplan | | | | | | | | 3% | | 3% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | 3% | | 3% |
| Ayrshire | | | | | | | | 4% | | 4% |
| Stirling, Clacks & Falkirk | | | | | | | | 4% | | 4% |
| Highland, Argyll, Moray & Islands | | | | | | | | 33% | | 33% |
| England | | | | | | | | 17% | | 17% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% |



M.17 Site 18*Table M.193 : A82 of East Crainlarich – AM Peak Westbound Observed*

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 5% | | | | | | 2% | 7% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | 2% | | | 2% |
| Stirling, Clacks & Falkirk | | | 1% | | | | 9% | | | 10% |
| Highland, Argyll, Moray & Islands | 3% | 15% | 29% | 2% | 2% | 2% | 24% | | 4% | 81% |
| England | | | | | | | | | | 0% |
| Total | 3% | 15% | 35% | 2% | 2% | 2% | 35% | 0% | 6% | 100% |

Table M.194 : A82 of East Crainlarich – AM Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 3% | | | | | | | 3% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | 3% | 2% | | | 5% | | | 9% |
| Highland, Argyll, Moray & Islands | 1% | 21% | 28% | 4% | | | 29% | 1% | 5% | 88% |
| England | | | | | | | | | | 0% |
| Total | 1% | 21% | 34% | 5% | 0% | 0% | 33% | 1% | 5% | 100% |



Table M.195 : A82 of East Crainlarich – Inter Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | 2% | | 2% | | | | | 1% | | 5% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | 1% | 1% | | | | 15% | | 1% | 19% |
| Highland, Argyll, Moray & Islands | 7% | 18% | 18% | 1% | 1% | | 20% | 1% | 10% | 77% |
| England | | | | | | | | | | 0% |
| Total | 9% | 20% | 21% | 1% | 1% | 0% | 35% | 2% | 11% | 100% |

Table M.196 : A82 of East Crainlarich – Inter Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | 1% | 4% | | | | 4% | 1% | | 10% |
| Highland, Argyll, Moray & Islands | 6% | 24% | 24% | 2% | | | 30% | 1% | 2% | 90% |
| England | | | | | | | | | | 0% |
| Total | 6% | 26% | 28% | 2% | 0% | 0% | 34% | 2% | 2% | 100% |



Table M.197 : A82 of East Crainlarich – PM Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | 1% | 1% | | | | | | | | 2% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | 1% | 4% | | | | 21% | | | 27% |
| Highland, Argyll, Moray & Islands | 7% | 13% | 12% | 3% | | 1% | 15% | 4% | 15% | 69% |
| England | | | | | | | | | 1% | 1% |
| Total | 8% | 15% | 16% | 3% | 0% | 1% | 36% | 5% | 16% | 100% |

Table M.198 : A82 of East Crainlarich – PM Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 1% | | 1% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | | | | | | | | 0% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | 1% | 4% | | | | 5% | | | 10% |
| Highland, Argyll, Moray & Islands | 10% | 29% | 24% | 5% | | | 18% | 2% | 1% | 89% |
| England | | | | | | | | | | 0% |
| Total | 10% | 30% | 28% | 5% | 0% | 0% | 23% | 2% | 1% | 100% |



Table M.199 : A82 of East Crainlarich – AM Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | 1% | 7% | | 8% |
| SESplan | 1% | | | | | | | 19% | | 20% |
| TAYplan | 3% | | | | | | 4% | 20% | | 26% |
| Aberdeen City & Shire | | | | | | | | 1% | | 1% |
| Dumfries & Galloway | | | | | | | | 1% | | 1% |
| Ayrshire | | | | | | | | 2% | | 2% |
| Stirling, Clacks & Falkirk | 1% | | | | | 1% | 13% | 23% | | 37% |
| Highland, Argyll, Moray & Islands | | | | | | | | 1% | | 1% |
| England | 1% | | | | | | | 3% | 1% | 5% |
| Total | 5% | 0% | 0% | 0% | 0% | 1% | 17% | 75% | 1% | 100% |

Table M.200 : A82 of East Crainlarich – AM Peak Eastbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 10% | | 10% |
| SESplan | | | | | | | | 22% | | 22% |
| TAYplan | 1% | | | | | | 3% | 25% | | 29% |
| Aberdeen City & Shire | | | | | | | 1% | 5% | | 5% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | 5% | 25% | | 30% |
| Highland, Argyll, Moray & Islands | | | | | | | | 1% | | 1% |
| England | | | | | | | | 2% | | 2% |
| Total | 1% | 0% | 0% | 0% | 0% | 0% | 9% | 90% | 0% | 100% |



Table M.201 : A82 of East Crainlarich – Inter Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|--|------------------------------|-----------|-----------|--------------------------|------------------------|-----------|----------------------------------|--|-----------|-------------|
| Glasgow & Clyde Valley | 3% | | | | | | | 9% | | 11% |
| SESplan | | | | | | | | 22% | | 22% |
| TAYplan | 2% | | | | | | | 22% | | 24% |
| Aberdeen City & Shire | | | | | | | | 1% | | 1% |
| Dumfries & Galloway | | | | | | | | 1% | | 1% |
| Ayrshire | 1% | | | | | | | 1% | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | 24% | | 24% |
| Highland, Argyll, Moray & Islands | | | | | | | | 1% | | 2% |
| England | | | | | | | | 12% | | 12% |
| Total | 6% | 0% | 0% | 0% | 0% | 0% | 0% | 94% | 0% | 100% |

Table M.202 : A82 of East Crainlarich – Inter Peak Eastbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|---|---------------------------|-----------|-----------|--------------------------|------------------------|-----------|----------------------------------|---|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 8% | | 8% |
| SESplan | | | | | | | 1% | 26% | | 27% |
| TAYplan | | | | | | | 4% | 21% | | 24% |
| Aberdeen City & Shire | | | | | | | | 2% | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | 4% | 31% | | 34% |
| Highland, Argyll, Moray & Islands | | | | | | | 1% | 1% | | 1% |
| England | | | | | | | | 3% | | 3% |
| Total | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 90% | 0% | 100% |



Table M.203 : A82 of East Crainlarich – PM Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | 2% | | | | | | | 5% | | 7% |
| SESplan | | | | | | | 2% | 9% | | 10% |
| TAYplan | | | | | | | 3% | 14% | | 17% |
| Aberdeen City & Shire | | | | | | | | 7% | | 7% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | 20% | 12% | | 32% |
| Highland, Argyll, Moray & Islands | | | | | | 2% | | 5% | | 6% |
| England | | | | | | | | 20% | | 20% |
| Total | 2% | 0% | 0% | 0% | 0% | 2% | 25% | 71% | 0% | 100% |

Table M.204 : A82 of East Crainlarich – PM Peak Eastbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | 11% | | 11% |
| SESplan | | | | | | | 2% | 31% | | 33% |
| TAYplan | | | | | | | 2% | 21% | | 23% |
| Aberdeen City & Shire | | | | | | | | 7% | | 7% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | 2% | 15% | | 17% |
| Highland, Argyll, Moray & Islands | 2% | | | | | | | 2% | | 4% |
| England | | | | | | | | 5% | | 5% |
| Total | 2% | 0% | 0% | 0% | 0% | 0% | 5% | 92% | 0% | 100% |



M.18 Site 28*Table M.205 : A90 North of Forfar – AM Peak Northbound Observed*

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | 10% | | | | | | 11% |
| SESplan | | | 2% | 12% | | | | | | 14% |
| TAYplan | | | 34% | 29% | | | | | | 64% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | 1% | | | | | | 1% |
| Stirling, Clacks & Falkirk | | | | 4% | | | | | | 4% |
| Highland, Argyll, Moray & Islands | | | | 1% | | | | | | 1% |
| England | | | 1% | 4% | | | | | | 6% |
| Total | 0% | 0% | 38% | 62% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.206 : A90 North of Forfar – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-----------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | 22% | | | | | | 22% |
| SESplan | | | 1% | 23% | | | | | | 24% |
| TAYplan | | | 8% | 27% | | | | 1% | | 35% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | 2% | | | | | | 2% |
| Stirling, Clacks & Falkirk | | | | 5% | | | | | | 5% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | 11% | | | | | | 11% |
| Total | 0% | 0% | 9% | 91% | 0% | 0% | 0% | 1% | 0% | 100% |



Table M.207 : A90 North of Forfar – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | 17% | | | | | | 18% |
| SESplan | | | 3% | 15% | | | | | | 18% |
| TAYplan | | | 22% | 27% | | | | | | 49% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | 1% | | | | | | 1% |
| Stirling, Clacks & Falkirk | | | 1% | 6% | | | | | | 7% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | 6% | | | | | | 6% |
| Total | 0% | 0% | 26% | 74% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.208 : A90 North of Forfar – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | 17% | | | | | | 18% |
| SESplan | | | 2% | 20% | | | | | | 22% |
| TAYplan | | | 7% | 32% | | | | 1% | | 40% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | 1% | | | | | | 1% |
| Ayrshire | | | | 3% | | | | | | 3% |
| Stirling, Clacks & Falkirk | | | 1% | 5% | | | | | | 6% |
| Highland, Argyll, Moray & Islands | | | | 1% | | | | | | 1% |
| England | | | | 10% | | | | | | 10% |
| Total | 0% | 0% | 10% | 89% | 0% | 0% | 0% | 1% | 0% | 100% |



Table M.209 : A90 North of Forfar – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | 13% | | | | | | 13% |
| SESplan | | | 3% | 14% | | | | | | 17% |
| TAYplan | | | 21% | 37% | | | | | | 57% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | 1% | | | | | | 1% |
| Stirling, Clacks & Falkirk | | | 1% | 5% | | | | | | 5% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | 7% | | | | | | 7% |
| Total | 0% | 0% | 24% | 76% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.210 : A90 North of Forfar – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | 15% | | | | | | 16% |
| SESplan | | | 1% | 20% | | | | | | 20% |
| TAYplan | | | 11% | 34% | | | | 1% | | 46% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | 1% | | | | | | 1% |
| Stirling, Clacks & Falkirk | | | | 9% | | | | | | 9% |
| Highland, Argyll, Moray & Islands | | | | 1% | | | | | | 1% |
| England | | | | 6% | | | | | | 6% |
| Total | 0% | 0% | 13% | 86% | 0% | 0% | 0% | 1% | 0% | 100% |



Table M.211 : A90 North of Forfar – AM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 2% | 23% | | | | 1% | | 1% | 28% |
| Aberdeen City & Shire | 13% | 13% | 35% | | | 1% | 4% | | 7% | 72% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 14% | 15% | 58% | 0% | 0% | 1% | 5% | 0% | 8% | 100% |

Table M.212 : A90 North of Forfar – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 1% | 12% | | | | | | | 15% |
| Aberdeen City & Shire | 16% | 21% | 29% | | | 1% | 8% | 1% | 7% | 84% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | 1% | | | | | | | 1% |
| England | | | | | | | | | | 0% |
| Total | 17% | 23% | 42% | 0% | 0% | 1% | 8% | 1% | 7% | 100% |



Table M.213 : A90 North of Forfar – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 3% | 22% | | | | 1% | | | 27% |
| Aberdeen City & Shire | 17% | 16% | 27% | | | 1% | 6% | | 6% | 73% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 18% | 18% | 49% | 0% | 0% | 1% | 7% | 0% | 6% | 100% |

Table M.214 : A90 North of Forfar – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 2% | 8% | | | | 1% | | | 11% |
| Aberdeen City & Shire | 18% | 20% | 32% | | 1% | 2% | 5% | 1% | 11% | 88% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | 1% | | | | | | | 1% |
| England | | | | | | | | | | 0% |
| Total | 19% | 21% | 40% | 0% | 1% | 2% | 6% | 1% | 11% | 100% |



Table M.215 : A90 North of Forfar – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | 3% | 30% | | | | | | 33% |
| Aberdeen City & Shire | 12% | 13% | 32% | | | | 1% | 4% | 5% | 67% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 12% | 16% | 62% | 0% | 0% | 1% | 4% | 0% | 5% | 100% |

Table M.216 : A90 North of Forfar – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 1% | 7% | | | | | | | 8% |
| Aberdeen City & Shire | 19% | 22% | 30% | | | 1% | 7% | 1% | 10% | 91% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | 1% | | | | | | | 1% |
| England | | | | | | | | | | 0% |
| Total | 20% | 23% | 38% | 0% | 0% | 1% | 7% | 1% | 10% | 100% |



M.19 Site 29*Table M.217 : A90 South of Forfar – AM Peak Southbound Observed*

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 2% | 3% | 61% | | | | | | 2% | 67% |
| Aberdeen City & Shire | 8% | 7% | 13% | | | 1% | 2% | | 2% | 33% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 10% | 10% | 74% | 0% | 0% | 1% | 2% | 0% | 4% | 100% |

Table M.218 : A90 South of Forfar – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 4% | 39% | | | | 1% | | 1% | 45% |
| Aberdeen City & Shire | 10% | 16% | 16% | | | 1% | 6% | 1% | 5% | 55% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 11% | 20% | 55% | 0% | 0% | 1% | 6% | 1% | 6% | 100% |



Table M.219 : A90 South of Forfar – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 4% | 39% | | | | | | 1% | 45% |
| Aberdeen City & Shire | 14% | 11% | 18% | | | 1% | 4% | | 7% | 55% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 15% | 15% | 57% | 0% | 0% | 1% | 4% | 0% | 9% | 100% |

Table M.220 : A90 South of Forfar – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 3% | 23% | | | | 1% | | | 29% |
| Aberdeen City & Shire | 12% | 18% | 24% | | | 1% | 4% | 1% | 10% | 71% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 14% | 22% | 47% | 0% | 0% | 1% | 5% | 1% | 10% | 100% |



Table M.221 : A90 South of Forfar – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 3% | 39% | | | | | | 1% | 44% |
| Aberdeen City & Shire | 14% | 15% | 18% | | | | 3% | | 5% | 56% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 15% | 18% | 58% | 0% | 0% | 0% | 3% | 0% | 6% | 100% |

Table M.222 : A90 South of Forfar – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|------------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 2% | 3% | 20% | | | | 1% | | 1% | 27% |
| Aberdeen City & Shire | 15% | 20% | 20% | | | 1% | 6% | 1% | 9% | 72% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | 1% | | | | | | | 1% |
| England | | | | | | | | | | 0% |
| Total | 16% | 23% | 41% | 0% | 0% | 1% | 7% | 1% | 11% | 100% |



Table M.223 : A90 South of Forfar – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 2% | 11% | | | | | | 13% |
| SESplan | | | 3% | 13% | | | | 1% | | 17% |
| TAYplan | | | 45% | 16% | | | | | | 61% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | 0% | | | | | 0% |
| Ayrshire | | | | | | 1% | | | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | 2% | | | 2% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 2% | 4% | | | | | | 7% |
| Total | 0% | 0% | 51% | 48% | 0% | 0% | 0% | 1% | 0% | 100% |

Table M.224 : A90 South of Forfar – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | 16% | | | | | | 17% |
| SESplan | | | 3% | 22% | | | | | | 25% |
| TAYplan | | | 20% | 18% | | | | 1% | | 38% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | 2% | | | | 2% |
| Stirling, Clacks & Falkirk | | | | 1% | 5% | | | | | 5% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 1% | 11% | | | | | | 12% |
| Total | 0% | 0% | 26% | 73% | 0% | 0% | 0% | 1% | 0% | 100% |



Table M.225 : A90 South of Forfar – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | 14% | | | | | | 15% |
| SESplan | | | 4% | 11% | | | | | | 15% |
| TAYplan | | | 38% | 17% | | | | | | 56% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | 1% | | | | | 1% |
| Ayrshire | | | | | 1% | | | | | 1% |
| Stirling, Clacks & Falkirk | | | 1% | 4% | | | | | | 4% |
| Highland, Argyll, Moray & Islands | | | | | 1% | | | | | 1% |
| England | | | 1% | 7% | | | | | | 8% |
| Total | 0% | 0% | 45% | 55% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.226 : A90 South of Forfar – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | 2% | 12% | | | | | 14% |
| SESplan | | | | 4% | 18% | | | | | 22% |
| TAYplan | | | | 23% | 24% | | | | | 47% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | 2% | | | | 2% |
| Stirling, Clacks & Falkirk | | | | 1% | 4% | | | | | 5% |
| Highland, Argyll, Moray & Islands | | | | | 1% | | | | | 1% |
| England | | | | 1% | 9% | | | | | 10% |
| Total | 0% | 0% | 30% | 70% | 0% | 0% | 0% | 0% | 0% | 100% |



Table M.227 : A90 South of Forfar – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | 11% | | | | | | 12% |
| SESplan | | | 2% | 9% | | | | | | 12% |
| TAYplan | | | 54% | 15% | | | | | | 69% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | 3% | | | 3% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 1% | 3% | | | | | | 4% |
| Total | 0% | 0% | 59% | 41% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.228 : A90 South of Forfar – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 2% | 10% | | | | | | 12% |
| SESplan | | | 4% | 15% | | | | | | 19% |
| TAYplan | | | 36% | 18% | | | | 1% | | 55% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | 1% | | | | | 1% |
| Stirling, Clacks & Falkirk | | | 1% | 7% | | | | | | 8% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 1% | 5% | | | | | | 6% |
| Total | 0% | 0% | 44% | 55% | 0% | 0% | 0% | 1% | 0% | 100% |



M.20 Site 30*Table M.229 : A90 North of Landmark Roundabout – AM Peak Southbound Observed*

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 10% | 13% | 46% | | | | 3% | | 2% | 74% |
| Aberdeen City & Shire | 11% | 6% | 3% | | | 1% | 3% | | 2% | 26% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 21% | 19% | 49% | 0% | 0% | 1% | 6% | 0% | 5% | 100% |

Table M.230 : A90 North of Landmark Roundabout – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 6% | 7% | 45% | | | | 3% | | 1% | 62% |
| Aberdeen City & Shire | 9% | 12% | 5% | | | 1% | 5% | 1% | 4% | 38% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 15% | 19% | 51% | 0% | 0% | 1% | 8% | 1% | 5% | 100% |



Table M.231 : A90 North of Landmark Roundabout – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 10% | 13% | 38% | | 1% | 1% | 4% | 1% | 4% | 71% |
| Aberdeen City & Shire | 10% | 7% | 5% | | | 1% | 1% | | 5% | 29% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 20% | 19% | 43% | 0% | 1% | 2% | 5% | 1% | 9% | 100% |

Table M.232 : A90 North of Landmark Roundabout – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total | |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|-----|
| Glasgow & Clyde Valley | | | | | | | | | | 0% | |
| SESplan | | | | | | | | | | 0% | |
| TAYplan | 7% | 5% | 42% | | | | 1% | 4% | 1% | 2% | 63% |
| Aberdeen City & Shire | 9% | 11% | 6% | | | | 1% | 3% | 1% | 6% | 37% |
| Dumfries & Galloway | | | | | | | | | | 0% | |
| Ayrshire | | | | | | | | | | 0% | |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% | |
| Highland, Argyll, Moray & Islands | | | | 1% | | | | | | 1% | |
| England | | | | | | | | | | 0% | |
| Total | 16% | 16% | 49% | 0% | 0% | 2% | 7% | 1% | 8% | 100% | |



Table M.233 : A90 North of Landmark Roundabout – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 7% | 11% | 45% | | | | 1% | 4% | 1% | 2% |
| Aberdeen City & Shire | 8% | 8% | 3% | | | | 1% | 3% | | 5% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 15% | 19% | 48% | 0% | 0% | 2% | 7% | 1% | 7% | 100% |

Table M.234 : A90 North of Landmark Roundabout – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 8% | 3% | 41% | | | | 1% | 4% | 3% | 59% |
| Aberdeen City & Shire | 11% | 13% | 4% | | | | 1% | 5% | 6% | 40% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | 1% | | | | | | 1% |
| England | | | | | | | | | | 0% |
| Total | 19% | 17% | 45% | 0% | 0% | 2% | 9% | 0% | 9% | 100% |



Table M.235 : A90 North of Landmark Roundabout – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 9% | 13% | | | | | | 22% |
| SESplan | | | 12% | 8% | | | | | | 19% |
| TAYplan | | | 40% | 4% | | | | | | 44% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | 1% | | | | | 1% |
| Stirling, Clacks & Falkirk | | | 4% | 4% | | | | | | 8% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 3% | 3% | | | | | | 6% |
| Total | 0% | 0% | 67% | 33% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.236 : A90 North of Landmark Roundabout – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 7% | 13% | | | | | | 20% |
| SESplan | | | 4% | 14% | | | | | | 18% |
| TAYplan | | | 39% | 5% | | | | | | 44% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | 1% | 1% | | | | | | 2% |
| Stirling, Clacks & Falkirk | | | 3% | 4% | | | | | | 7% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 2% | 8% | | | | | | 10% |
| Total | 0% | 0% | 55% | 45% | 0% | 0% | 0% | 0% | 0% | 100% |



Table M.237 : A90 North of Landmark Roundabout – IP Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 10% | 10% | | | | | | 20% |
| SESplan | | | 13% | 7% | | | | | | 19% |
| TAYplan | | | 39% | 5% | | | | | | 44% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | 1% | | | | | | | 1% |
| Ayrshire | | | 1% | 1% | | | | | | 2% |
| Stirling, Clacks & Falkirk | | | 4% | 1% | | | | | | 5% |
| Highland, Argyll, Moray & Islands | | | 1% | | | | | | | 1% |
| England | | | 4% | 5% | | | | | | 8% |
| Total | 0% | 0% | 71% | 29% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.238 : A90 North of Landmark Roundabout – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 8% | 10% | | | | | | 18% |
| SESplan | | | 5% | 11% | | | | | | 16% |
| TAYplan | | | 40% | 6% | | | | | | 46% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | 1% | 1% | | | | | | 3% |
| Stirling, Clacks & Falkirk | | | 4% | 3% | | | | | | 8% |
| Highland, Argyll, Moray & Islands | | | 1% | 1% | | | | | | 2% |
| England | | | 2% | 6% | | | | | | 8% |
| Total | 0% | 0% | 62% | 38% | 0% | 0% | 0% | 0% | 0% | 100% |



Table M.239 : A90 North of Landmark Roundabout – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 9% | 7% | | | | | | 15% |
| SESplan | | | 12% | 7% | | | | | | 19% |
| TAYplan | | | 50% | 2% | | | | | | 52% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | 1% | | | | | | | 1% |
| Stirling, Clacks & Falkirk | | | 4% | 2% | | | | | | 6% |
| Highland, Argyll, Moray & Islands | | | 1% | | | | | | | 1% |
| England | | | 2% | 4% | | | | | | 6% |
| Total | 0% | 0% | 78% | 22% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.240 : A90 North of Landmark Roundabout – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 7% | 9% | | | | | | 16% |
| SESplan | | | 6% | 11% | | | | | | 17% |
| TAYplan | | | 45% | 4% | | | | 1% | | 50% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | 1% | 1% | | | | | | 2% |
| Stirling, Clacks & Falkirk | | | 4% | 6% | | | | | | 10% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 3% | 3% | | | | | | 6% |
| Total | 0% | 0% | 65% | 34% | 0% | 0% | 0% | 1% | 0% | 100% |



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Table M.241 : A85 East of Landmark Roundabout – AM Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | 2% | | | | | | | 2% |
| TAYplan | 11% | 11% | 69% | | | 1% | 3% | 1% | 1% | 98% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 11% | 11% | 71% | 0% | 0% | 1% | 3% | 1% | 1% | 100% |

Table M.242 : A85 East of Landmark Roundabout – AM Peak Eastbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 9% | 7% | 73% | 4% | | | 6% | | | 100% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 9% | 7% | 73% | 4% | 0% | 0% | 6% | 0% | 0% | 100% |



Table M.243 : A85 East of Landmark Roundabout – Inter Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | 1% | | | | | | | 1% |
| TAYplan | 12% | 13% | 63% | 2% | | 1% | 5% | 1% | 2% | 99% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 12% | 13% | 64% | 2% | 0% | 1% | 5% | 1% | 2% | 100% |

Table M.244 : A85 East of Landmark Roundabout – Inter Peak Eastbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 11% | 10% | 68% | 2% | 0% | 1% | 5% | 2% | 1% | 100% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 11% | 10% | 68% | 2% | 0% | 1% | 5% | 2% | 1% | 100% |



Table M.245 : A85 East of Landmark Roundabout – PM Peak Eastbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | 2% | | | | | | | 2% |
| TAYplan | 8% | 11% | 71% | 1% | | | 5% | 1% | 2% | 98% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 8% | 11% | 72% | 1% | 0% | 0% | 5% | 1% | 2% | 100% |

Table M.246 : A85 East of Landmark Roundabout – PM Peak Eastbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 8% | 13% | 67% | 4% | | | 5% | 2% | 2% | 100% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 8% | 13% | 67% | 4% | 0% | 0% | 5% | 2% | 2% | 100% |



Table M.247 : A85 East of Landmark Roundabout – AM Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 9% | | | | | | | 9% |
| SESplan | | | 14% | | | | | | | 14% |
| TAYplan | | 1% | 68% | | | | | | | 69% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | 1% | | | | | | | 1% |
| Stirling, Clacks & Falkirk | | | 5% | | | | | | | 5% |
| Highland, Argyll, Moray & Islands | | | 1% | | | | | | | 1% |
| England | | | 2% | | | | | 0% | | 2% |
| Total | 0% | 1% | 99% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.248 : A85 East of Landmark Roundabout – AM Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 12% | | | | | | | 12% |
| SESplan | | | 15% | | | | | | | 15% |
| TAYplan | | | 63% | | | | | | | 63% |
| Aberdeen City & Shire | | | 3% | | | | | | | 3% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | 6% | | | | | | | 6% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 1% | | | | | | | 1% |
| Total | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |



Table M.249 : A85 East of Landmark Roundabout – Inter Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 11% | | | | | | | 11% |
| SESplan | | | 13% | | | | | | | 13% |
| TAYplan | | 1% | 64% | | | | | | | 65% |
| Aberdeen City & Shire | | | 2% | | | | | | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | 1% | | | | | | | 1% |
| Stirling, Clacks & Falkirk | | | 5% | | | | | | | 5% |
| Highland, Argyll, Moray & Islands | | | 1% | | | | | | | 1% |
| England | | | 2% | | | | | | | 2% |
| Total | 0% | 1% | 99% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.250 : A85 East of Landmark Roundabout – Inter Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 9% | | | | | | | 9% |
| SESplan | | | 8% | | | | | | | 8% |
| TAYplan | | | 72% | | | | | | | 72% |
| Aberdeen City & Shire | | | 4% | | | | | | | 4% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | 1% | | | | | | | 1% |
| Stirling, Clacks & Falkirk | | | 4% | | | | | | | 4% |
| Highland, Argyll, Moray & Islands | | | 2% | | | | | | | 2% |
| England | | | 1% | | | | | | | 1% |
| Total | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |



Table M.251 : A85 East of Landmark Roundabout – PM Peak Westbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|------------|
| Glasgow & Clyde Valley | | | 9% | | | | | | | 9% |
| SESplan | | | 8% | | | | | | | 8% |
| TAYplan | | 3% | 71% | | | | | | | 74% |
| Aberdeen City & Shire | | | 1% | | | | | | | 1% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | 3% | | | | | | 3% |
| Highland, Argyll, Moray & Islands | | | | 2% | | | | | | 2% |
| England | | | | 2% | | | | | | 2% |
| Total | 0% | 3% | 96% | 0% | 0% | 0% | 0% | 0% | 0% | 99% |

Table M.252 : A85 East of Landmark Roundabout – PM Peak Westbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 6% | | | | | | | 6% |
| SESplan | | | 7% | | | | | | | 7% |
| TAYplan | | | 75% | | | | | | | 75% |
| Aberdeen City & Shire | | | 4% | | | | | | | 4% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | 1% | | | | | | | 1% |
| Stirling, Clacks & Falkirk | | | 4% | | | | | | | 4% |
| Highland, Argyll, Moray & Islands | | | 2% | | | | | | | 2% |
| England | | | 1% | | | | | | | 1% |
| Total | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |



M.22 Site 32*Table M.253 : A90 South of Forfar – AM Peak Southbound Observed*

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 10% | 86% | | | | | | | 97% |
| Aberdeen City & Shire | | 1% | 2% | | | | | | | 3% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 1% | 12% | 88% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.254 : A90 South of Forfar – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 10% | 84% | | | | 1% | | 4% | 99% |
| Aberdeen City & Shire | | 1% | | | | | | | | 1% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 1% | 10% | 84% | 0% | 0% | 0% | 1% | 0% | 4% | 100% |



Table M.255 : A90 South of Forfar – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 4% | 8% | 83% | | | 1% | 2% | | 1% | 98% |
| Aberdeen City & Shire | | 1% | 2% | | | | | | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 4% | 8% | 85% | 0% | 0% | 1% | 2% | 0% | 1% | 100% |

Table M.256 : A90 South of Forfar – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 3% | 10% | 84% | | | | 1% | | 2% | 100% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 3% | 10% | 84% | 0% | 0% | 0% | 1% | 0% | 2% | 100% |



Table M.257 : A90 South of Forfar – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 1% | 10% | 83% | | | 1% | | | 1% | 97% |
| Aberdeen City & Shire | | | 3% | | | | | | | 3% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 1% | 10% | 86% | 0% | 0% | 1% | 0% | 0% | 1% | 100% |

Table M.258 : A90 South of Forfar – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 4% | 14% | 79% | | | | 1% | | 2% | 100% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 4% | 14% | 79% | 0% | 0% | 1% | 0% | 0% | 2% | 100% |



Table M.259 : A90 South of Forfar – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | | | | | | | 1% |
| SESplan | | | 20% | 2% | | | | | | 21% |
| TAYplan | | | 75% | 2% | | | | | | 77% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 96% | 4% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.260 : A90 South of Forfar – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 6% | | | | | | | 6% |
| SESplan | | | 18% | 1% | | | | | | 20% |
| TAYplan | | | 71% | | | | | | | 71% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | 1% | | | | | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 2% | | | | | | | 2% |
| Total | 0% | 0% | 99% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |



Table M.261 : A90 South of Forfar – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | | | | | | | 1% |
| SESplan | | | 7% | 1% | | | | | | 7% |
| TAYplan | | | 89% | 2% | | | | | | 91% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 1% | | | | | | | 1% |
| Total | 0% | 0% | 97% | 3% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.262 : A90 South of Forfar – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | | | | | | | 1% |
| SESplan | | | 10% | | | | | | | 10% |
| TAYplan | | | 87% | | | | | | | 87% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 2% | | | | | | | 2% |
| Total | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |



Table M.263 : A90 South of Forfar – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | | | | | | | 1% |
| SESplan | | | 6% | | | | | | | 6% |
| TAYplan | | | 89% | 3% | | | | 0% | | 92% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | 1% | | | | | | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 1% | | | | | | | 1% |
| Total | 0% | 0% | 97% | 3% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.264 : A90 South of Forfar – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|-------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | | | | | | | 1% |
| SESplan | | | 9% | | | | | | | 9% |
| TAYplan | | | 88% | | | | | | | 88% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | 1% | | | | | | | 1% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 2% | | | | | | | 2% |
| Total | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |



M.23 Site 33*Table M.265 : A92 Tay Bridge – AM Peak Southbound Observed*

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | 26% | 72% | | | | | | 98% |
| Aberdeen City & Shire | | 1% | | 2% | | | | | | 2% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 0% | 27% | 73% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.266 : A92 Tay Bridge – AM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|----------|----------|-----------------------|---------------------|----------|----------------------------|-----------------------------------|---------|-------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 2% | 27% | 54% | | | | 1% | | 8% | 92% |
| Aberdeen City & Shire | | 4% | 2% | | | | | | 1% | 7% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | 1% | | | | | | 1% |
| England | | | | | | | | | | 0% |
| Total | 2% | 32% | 57% | 0% | 0% | 0% | 1% | 0% | 8% | 100% |



Table M.267 : A92 Tay Bridge – Inter Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | 17% | 77% | | | | | 1% | 95% |
| Aberdeen City & Shire | | 2% | 3% | | | | | | | 5% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 0% | 19% | 80% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.268 : A92 Tay Bridge – Inter Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 5% | 24% | 53% | | | | 3% | | 5% | 90% |
| Aberdeen City & Shire | | 4% | 3% | | | | | | 2% | 9% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | 1% | | | | | | 1% |
| England | | | | | | | | | | 0% |
| Total | 5% | 28% | 57% | 0% | 0% | 0% | 3% | 0% | 7% | 100% |



Table M.269 : A92 Tay Bridge – PM Peak Southbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | | | 19% | 78% | | | | | | 97% |
| Aberdeen City & Shire | | 1% | | 3% | | | | | | 3% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 0% | 20% | 80% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.270 : A92 Tay Bridge – PM Peak Southbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|------------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | | | | | | | | 0% |
| TAYplan | 3% | 24% | 61% | | | | 1% | 1% | 2% | 93% |
| Aberdeen City & Shire | | 3% | 3% | | | | | | 1% | 7% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 3% | 27% | 65% | 0% | 0% | 1% | 1% | 0% | 4% | 100% |



Table M.271 : A92 Tay Bridge – AM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | 22% | 1% | | | | | | 23% |
| TAYplan | | | 76% | 1% | | | | | | 77% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & 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 M.272 : A92 Tay Bridge – AM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 3% | | | | | | | 3% |
| SESplan | | | 25% | 4% | | | | | | 29% |
| TAYplan | | | 61% | 1% | | | | | | 62% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | 1% | | | | | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 4% | 1% | | | | | | 5% |
| Total | 0% | 0% | 94% | 6% | 0% | 0% | 0% | 0% | 0% | 100% |



Table M.273 : A92 Tay Bridge – Inter Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | 17% | 2% | | | | | | 19% |
| TAYplan | | | 76% | 3% | | | | | | 80% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 1% | | | | | | | 1% |
| Total | 0% | 0% | 95% | 5% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.274 : A92 Tay Bridge – Inter Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 3% | | | | | | | 3% |
| SESplan | | | 23% | 4% | | | | | | 27% |
| TAYplan | | | 59% | 3% | | | | 1% | | 62% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | 2% | | | | | | | 2% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 4% | 2% | | | | | | 5% |
| Total | 0% | 0% | 91% | 9% | 0% | 0% | 0% | 1% | 0% | 100% |



Table M.275 : A92 Tay Bridge – PM Peak Northbound Observed

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | | | | | | | | 0% |
| SESplan | | | 20% | | | | | | | 20% |
| TAYplan | | | 75% | 4% | | | | | | 80% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | | | | | | | 0% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | | | | | | | | 0% |
| Total | 0% | 0% | 96% | 4% | 0% | 0% | 0% | 0% | 0% | 100% |

Table M.276 : A92 Tay Bridge – PM Peak Northbound Modelled

| Observed PCU's | Glasgow & Clyde Valley | SES plan | TAY plan | Aberdeen City & Shire | Dumfries & Galloway | Ayrshire | Stirling, Clacks & Falkirk | Highland, Argyll, Moray & Islands | England | Total |
|-----------------------------------|------------------------|-----------|------------|-----------------------|---------------------|-----------|----------------------------|-----------------------------------|-----------|-------------|
| Glasgow & Clyde Valley | | | 1% | | | | | | | 1% |
| SESplan | | | 25% | 2% | | | | | | 27% |
| TAYplan | | | 62% | 5% | | | | | | 67% |
| Aberdeen City & Shire | | | | | | | | | | 0% |
| Dumfries & Galloway | | | | | | | | | | 0% |
| Ayrshire | | | | | | | | | | 0% |
| Stirling, Clacks & Falkirk | | | | 1% | | | | | | 1% |
| Highland, Argyll, Moray & Islands | | | | | | | | | | 0% |
| England | | | 3% | 1% | | | | | | 4% |
| Total | 0% | 0% | 92% | 8% | 0% | 0% | 0% | 0% | 0% | 100% |



N RSI JOURNEY LENGTH ANALYSIS

Table N.1 : RSI Comparison AM-Peak Period

| | Barnchurch Road | | Westhill | | Cromarty Bridge | | A835 Garve | | Granton on Spey | | A835 Bunchrew | | Nairn | | A93 Blairgowrie | |
|---------------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|
| Distance (km) | Non-Work Commuter | |
| | Observed | Modelled |
| 0-50 | 93% | 91% | 90% | 95% | 70% | 53% | 14% | 0% | 31% | 35% | 91% | 90% | 55% | 54% | 72% | 39% |
| 51-75 | 2% | 3% | 4% | 3% | 16% | 18% | 16% | 21% | 11% | 13% | 4% | 4% | 22% | 25% | 11% | 8% |
| 76-100 | 0% | 0% | 0% | 0% | 3% | 7% | 28% | 41% | 5% | 11% | 1% | 4% | 6% | 8% | 7% | 10% |
| 101-150 | 2% | 4% | 0% | 0% | 4% | 7% | 18% | 22% | 2% | 3% | 1% | 1% | 4% | 4% | 7% | 8% |
| 151-200 | 1% | 2% | 0% | 0% | 2% | 4% | 8% | 7% | 3% | 6% | 0% | 0% | 3% | 6% | 1% | 1% |
| 201-250 | 0% | 0% | 0% | 1% | 1% | 1% | 2% | 1% | 2% | 2% | 1% | 0% | 0% | 1% | 0% | 9% |
| 251-300 | 1% | 0% | 0% | 1% | 0% | 1% | 2% | 1% | 7% | 23% | 0% | 1% | 0% | 0% | 0% | 9% |
| 301-350 | 0% | 0% | 0% | 0% | 1% | 2% | 0% | 3% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% |
| 351-400 | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% |
| 401-500 | 0% | 0% | 0% | 0% | 2% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 1% |
| >500 | 1% | 0% | 0% | 0% | 0% | 2% | 2% | 3% | 1% | 3% | 0% | 0% | 0% | 1% | 1% | 13% |

Table N.2 : RSI Comparison AM-Peak Period

| | A94 Scone Jun. | | Bankfoot | | Calvine | | Tomatin | | A95 N.E. Inveralan Rbt | | A95 S.W. Inveralan Rbt | | A85 Crianlarich | | A82 Lay-by | |
|---------------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|------------------------|----------|------------------------|----------|-------------------|----------|-------------------|----------|
| Distance (km) | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | |
| | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled |
| 0-50 | 66% | 32% | 41% | 15% | 0% | 0% | 5% | 14% | 9% | 20% | 20% | 21% | 5% | 0% | 8% | 5% |
| 51-75 | 13% | 16% | 19% | 13% | 0% | 0% | 21% | 23% | 26% | 24% | 13% | 15% | 7% | 0% | 7% | 9% |
| 76-100 | 4% | 5% | 4% | 5% | 3% | 0% | 13% | 6% | 10% | 15% | 9% | 12% | 7% | 1% | 5% | 7% |
| 101-150 | 7% | 26% | 12% | 8% | 5% | 6% | 4% | 4% | 3% | 6% | 14% | 2% | 21% | 9% | 4% | 5% |
| 151-200 | 2% | 4% | 3% | 12% | 16% | 13% | 12% | 8% | 17% | 10% | 11% | 22% | 33% | 24% | 13% | 22% |
| 201-250 | 1% | 11% | 6% | 8% | 27% | 19% | 10% | 10% | 7% | 5% | 6% | 6% | 11% | 5% | 3% | 10% |
| 251-300 | 1% | 2% | 10% | 20% | 30% | 32% | 16% | 16% | 7% | 13% | 9% | 16% | 8% | 11% | 2% | 9% |
| 301-350 | 1% | 2% | 1% | 4% | 8% | 7% | 4% | 2% | 1% | 4% | 1% | 3% | 3% | 8% | 4% | 8% |
| 351-400 | 0% | 0% | 1% | 1% | 1% | 2% | 0% | 1% | 0% | 0% | 1% | 0% | 1% | 7% | 0% | 4% |
| 401-500 | 0% | 0% | 0% | 5% | 9% | 7% | 3% | 7% | 0% | 1% | 1% | 1% | 0% | 6% | 1% | 4% |
| >500 | 2% | 2% | 2% | 10% | 2% | 13% | 12% | 10% | 7% | 4% | 7% | 2% | 3% | 30% | 18% | 18% |

Table N.3 : RSI Comparison AM-Peak Period

| Distance (km) | A85 W/B Crianlarich | | A90 North of Forfar | | A90 South of Forfar | | A90 Swallow Rbt. | | A85 Swallow | | A92 | | Tay Bridge | |
|---------------|---------------------|----------|---------------------|----------|---------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|
| | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | |
| | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled |
| 0-50 | 0% | 0% | 29% | 4% | 55% | 13% | 34% | 28% | 56% | 52% | 75% | 66% | 75% | 55% |
| 51-75 | 6% | 4% | 9% | 4% | 7% | 7% | 8% | 8% | 15% | 11% | 15% | 12% | 20% | 16% |
| 76-100 | 10% | 5% | 8% | 5% | 3% | 4% | 8% | 6% | 12% | 16% | 3% | 9% | 3% | 10% |
| 101-150 | 20% | 19% | 16% | 20% | 9% | 15% | 13% | 12% | 12% | 19% | 5% | 9% | 2% | 7% |
| 151-200 | 34% | 42% | 11% | 11% | 6% | 10% | 9% | 8% | 1% | 0% | 1% | 2% | 0% | 2% |
| 201-250 | 11% | 14% | 16% | 33% | 10% | 28% | 17% | 20% | 1% | 0% | 1% | 0% | 0% | 3% |
| 251-300 | 5% | 9% | 4% | 8% | 4% | 6% | 4% | 5% | 0% | 0% | 0% | 0% | 0% | 1% |
| 301-350 | 3% | 4% | 1% | 3% | 2% | 3% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% |
| 351-400 | 1% | 2% | 0% | 1% | 0% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% |
| 401-500 | 1% | 2% | 0% | 1% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% |
| >500 | 3% | 0% | 6% | 10% | 3% | 10% | 4% | 8% | 1% | 1% | 0% | 2% | 0% | 7% |

Table N.4 : RSI Comparison Inter peak Period

| Distance (km) | Barnchurch Road | | Westhill | | Cromarty Bridge | | A835 Garve | | Granton on Spey | | A835 Bunchrew | | Nairn | | A93 Blairgowrie | |
|---------------|-----------------|----------|----------------|----------|-----------------|----------|----------------|----------|-----------------|----------|----------------|----------|----------------|----------|-----------------|----------|
| | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | |
| | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled |
| 0-50 | 93% | 94% | 82% | 85% | 74% | 49% | 3% | 0% | 23% | 19% | 89% | 92% | 23% | 48% | 68% | 31% |
| 51-75 | 3% | 3% | 6% | 4% | 9% | 13% | 13% | 14% | 14% | 25% | 5% | 4% | 24% | 22% | 6% | 4% |
| 76-100 | 0% | 0% | 0% | 1% | 4% | 8% | 31% | 35% | 4% | 12% | 1% | 2% | 22% | 15% | 7% | 6% |
| 101-150 | 0% | 1% | 0% | 0% | 3% | 5% | 28% | 26% | 2% | 1% | 0% | 1% | 9% | 4% | 8% | 6% |
| 151-200 | 1% | 1% | 1% | 1% | 4% | 7% | 7% | 6% | 4% | 6% | 1% | 0% | 12% | 5% | 2% | 3% |
| 201-250 | 1% | 0% | 0% | 3% | 1% | 5% | 4% | 3% | 4% | 10% | 0% | 1% | 3% | 3% | 2% | 10% |
| 251-300 | 0% | 0% | 0% | 3% | 2% | 4% | 5% | 7% | 6% | 15% | 1% | 0% | 5% | 1% | 2% | 16% |
| 301-350 | 2% | 0% | 0% | 0% | 1% | 3% | 2% | 4% | 1% | 3% | 0% | 0% | 1% | 0% | 0% | 13% |
| 351-400 | 0% | 0% | 0% | 0% | 0% | 1% | 1% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% |
| 401-500 | 0% | 0% | 0% | 0% | 0% | 3% | 1% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 4% |
| >500 | 0% | 0% | 1% | 3% | 0% | 2% | 1% | 1% | 2% | 7% | 0% | 0% | 0% | 0% | 4% | 7% |

Table N.5 : RSI Comparison Inter peak Period

| Distance (km) | A94 Scone Jun. | | Bankfoot | | Calvine | | Tomatin | | A95 N.E. Inveralan Rbt | | A95 S.W. Inveralan Rbt | | A85 Crianlarich | | A82 Lay-by | |
|---------------|----------------|----------|----------------|----------|----------------|----------|----------------|----------|------------------------|----------|------------------------|----------|-----------------|----------|----------------|----------|
| | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | |
| | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled |
| 0-50 | 50% | 27% | 26% | 11% | 0% | 0% | 3% | 11% | 24% | 9% | 12% | 9% | 3% | 1% | 15% | 9% |
| 51-75 | 13% | 10% | 15% | 11% | 0% | 0% | 18% | 19% | 20% | 20% | 13% | 11% | 6% | 1% | 4% | 5% |
| 76-100 | 7% | 9% | 6% | 5% | 2% | 1% | 5% | 6% | 13% | 18% | 6% | 9% | 7% | 2% | 6% | 7% |
| 101-150 | 11% | 16% | 6% | 5% | 6% | 3% | 4% | 3% | 10% | 6% | 9% | 3% | 19% | 11% | 3% | 3% |
| 151-200 | 5% | 8% | 7% | 9% | 14% | 13% | 8% | 9% | 8% | 16% | 17% | 24% | 27% | 16% | 10% | 20% |
| 201-250 | 2% | 17% | 10% | 13% | 20% | 20% | 10% | 13% | 8% | 12% | 11% | 18% | 8% | 14% | 8% | 20% |
| 251-300 | 2% | 9% | 14% | 20% | 29% | 26% | 20% | 18% | 3% | 9% | 7% | 14% | 6% | 22% | 9% | 18% |
| 301-350 | 0% | 0% | 4% | 6% | 9% | 9% | 7% | 4% | 3% | 4% | 12% | 2% | 6% | 12% | 3% | 8% |
| 351-400 | 0% | 1% | 1% | 4% | 6% | 6% | 5% | 3% | 1% | 1% | 1% | 0% | 3% | 4% | 1% | 3% |
| 401-500 | 0% | 0% | 2% | 6% | 6% | 9% | 8% | 5% | 3% | 1% | 2% | 0% | 1% | 4% | 0% | 3% |
| >500 | 3% | 2% | 9% | 11% | 8% | 13% | 10% | 9% | 5% | 4% | 7% | 8% | 10% | 12% | 7% | 6% |

Table N.6 : RSI Comparison Inter peak Period

| Distance (km) | A85 W/B Crianlarich | | A90 North of Forfar | | A90 South of Forfar | | A90 Swallow Rbt. | | A85 Swallow | | A92 | | Tay Bridge | |
|---------------|---------------------|----------|---------------------|----------|---------------------|----------|------------------|----------|----------------|----------|----------------|----------|----------------|----------|
| | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | | Non-Work Other | |
| | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled |
| 0-50 | 2% | 0% | 17% | 5% | 33% | 15% | 30% | 29% | 54% | 64% | 86% | 85% | 82% | 53% |
| 51-75 | 1% | 1% | 5% | 4% | 6% | 7% | 9% | 8% | 12% | 8% | 6% | 4% | 10% | 10% |
| 76-100 | 8% | 4% | 7% | 4% | 3% | 3% | 9% | 6% | 11% | 11% | 2% | 3% | 1% | 7% |
| 101-150 | 15% | 20% | 19% | 21% | 14% | 18% | 13% | 14% | 16% | 13% | 3% | 4% | 2% | 12% |
| 151-200 | 29% | 41% | 13% | 17% | 10% | 15% | 11% | 12% | 3% | 2% | 1% | 2% | 2% | 8% |
| 201-250 | 11% | 21% | 22% | 29% | 19% | 23% | 13% | 16% | 1% | 2% | 0% | 0% | 2% | 3% |
| 251-300 | 3% | 6% | 7% | 9% | 5% | 7% | 6% | 6% | 1% | 0% | 0% | 0% | 0% | 2% |
| 301-350 | 5% | 5% | 2% | 2% | 1% | 2% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% |
| 351-400 | 3% | 1% | 1% | 2% | 1% | 2% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 1% |
| 401-500 | 3% | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% |
| >500 | 7% | 0% | 5% | 7% | 7% | 7% | 6% | 5% | 1% | 1% | 1% | 1% | 1% | 4% |

Table N.7 : RSI Comparison PM-Peak Period

| Distance (km) | Barnchurch Road | | Westhill | | Cromarty Bridge | | A835 Garve | | Granton on Spey | | A835 Bunchrew | | Nairn | | A93 Blairgowrie | |
|---------------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|
| | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | |
| | Observed | Modelled |
| 0-50 | 98% | 92% | 88% | 92% | 72% | 57% | 8% | 0% | 21% | 7% | 82% | 86% | 38% | 42% | 60% | 25% |
| 51-75 | 2% | 5% | 5% | 4% | 15% | 14% | 9% | 10% | 12% | 17% | 8% | 6% | 21% | 26% | 13% | 5% |
| 76-100 | 0% | 1% | 0% | 0% | 6% | 6% | 30% | 35% | 4% | 10% | 2% | 0% | 8% | 10% | 7% | 4% |
| 101-150 | 0% | 1% | 0% | 0% | 4% | 4% | 23% | 23% | 5% | 3% | 0% | 0% | 4% | 5% | 7% | 8% |
| 151-200 | 0% | 0% | 0% | 0% | 2% | 6% | 12% | 18% | 3% | 5% | 2% | 2% | 8% | 10% | 4% | 11% |
| 201-250 | 0% | 1% | 0% | 2% | 0% | 3% | 7% | 5% | 4% | 13% | 3% | 7% | 2% | 2% | 1% | 14% |
| 251-300 | 0% | 0% | 0% | 2% | 0% | 3% | 1% | 1% | 7% | 20% | 1% | 0% | 1% | 2% | 1% | 20% |
| 301-350 | 0% | 0% | 0% | 0% | 1% | 3% | 1% | 1% | 3% | 9% | 0% | 0% | 0% | 2% | 0% | 7% |
| 351-400 | 0% | 0% | 0% | 0% | 0% | 1% | 2% | 4% | 2% | 3% | 0% | 0% | 0% | 0% | 1% | 0% |
| 401-500 | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 1% | 0% |
| >500 | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 3% | 2% | 13% | 1% | 0% | 0% | 0% | 2% | 5% |

Table N.8 : RSI Comparison PM-Peak Period

| Distance (km) | A94 Scone Jun. | | Bankfoot | | Calvine | | Tomatin | | A95 N.E. Inveralan Rbt | | A95 S.W. Inveralan Rbt | | A85 Crianlarich | | A82 Lay-by | |
|---------------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|------------------------|----------|------------------------|----------|-------------------|----------|-------------------|----------|
| | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | |
| | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled |
| 0-50 | 51% | 14% | 22% | 12% | 1% | 0% | 8% | 16% | 20% | 14% | 49% | 9% | 7% | 1% | 4% | 1% |
| 51-75 | 14% | 20% | 16% | 12% | 2% | 0% | 22% | 18% | 32% | 14% | 19% | 15% | 9% | 1% | 12% | 6% |
| 76-100 | 6% | 6% | 5% | 3% | 1% | 1% | 5% | 3% | 3% | 9% | 5% | 8% | 7% | 0% | 6% | 8% |
| 101-150 | 12% | 34% | 12% | 12% | 4% | 3% | 3% | 3% | 5% | 7% | 3% | 10% | 3% | 3% | 2% | 3% |
| 151-200 | 4% | 4% | 9% | 9% | 14% | 15% | 1% | 15% | 12% | 18% | 8% | 31% | 21% | 18% | 8% | 15% |
| 201-250 | 4% | 13% | 9% | 12% | 21% | 18% | 14% | 12% | 4% | 8% | 8% | 10% | 9% | 14% | 14% | 25% |
| 251-300 | 1% | 5% | 10% | 17% | 28% | 26% | 23% | 16% | 11% | 12% | 3% | 2% | 5% | 13% | 7% | 13% |
| 301-350 | 1% | 1% | 4% | 7% | 9% | 11% | 5% | 6% | 3% | 6% | 3% | 10% | 3% | 9% | 3% | 7% |
| 351-400 | 0% | 0% | 3% | 6% | 3% | 5% | 6% | 3% | 4% | 3% | 0% | 3% | 2% | 7% | 1% | 5% |
| 401-500 | 0% | 0% | 2% | 4% | 7% | 6% | 4% | 4% | 0% | 1% | 0% | 1% | 0% | 3% | 1% | 2% |
| >500 | 2% | 4% | 6% | 6% | 10% | 16% | 9% | 5% | 8% | 9% | 0% | 1% | 23% | 31% | 8% | 14% |

Table N.9 : RSI Comparison PM-Peak Period

| | A85 W/B Crianlarich | | A90 North of Forfar | | A90 South of Forfar | | A90 Swallow Rbt. | | A85 Swallow | | A92 | | Tay Bridge | |
|---------------|---------------------|----------|---------------------|----------|---------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|-------------------|----------|
| Distance (km) | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | | Non-Work Commuter | |
| | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled | Observed | Modelled |
| 0-50 | 2% | 0% | 17% | 7% | 32% | 29% | 39% | 33% | 64% | 65% | 86% | 84% | 87% | 68% |
| 51-75 | 2% | 2% | 7% | 7% | 6% | 8% | 10% | 10% | 10% | 9% | 5% | 6% | 7% | 8% |
| 76-100 | 2% | 2% | 10% | 5% | 4% | 4% | 9% | 6% | 9% | 10% | 3% | 4% | 1% | 8% |
| 101-150 | 10% | 12% | 24% | 23% | 17% | 17% | 15% | 12% | 11% | 10% | 2% | 3% | 3% | 8% |
| 151-200 | 24% | 32% | 11% | 14% | 9% | 11% | 6% | 10% | 2% | 3% | 1% | 1% | 0% | 2% |
| 201-250 | 5% | 27% | 18% | 28% | 18% | 20% | 11% | 17% | 2% | 2% | 0% | 0% | 0% | 2% |
| 251-300 | 2% | 9% | 5% | 7% | 6% | 5% | 3% | 4% | 0% | 0% | 0% | 0% | 0% | 0% |
| 301-350 | 7% | 8% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 0% |
| 351-400 | 3% | 6% | 2% | 1% | 1% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 1% |
| 401-500 | 2% | 3% | 1% | 1% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| >500 | 16% | 0% | 4% | 5% | 5% | 4% | 4% | 5% | 1% | 1% | 1% | 2% | 0% | 2% |