

Dundee Council Area

16/12/2021

Reference number GB01T20C61/5



DUNDEE CITY SPACES FOR PEOPLE SURVEY REPORT 2020/21



SYSTRA

DUNDEE COUNCIL AREA

MODE SHARE SURVEYS 2020/2021

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1. INTRODUCTION

1.1 Background

1.1.1 SYSTRA Ltd (SYSTRA) was commissioned by regional transport authority Tactran in June 2020 in response to the *Spaces for People* initiative, to undertake a comprehensive survey programme to capture changes in active travel behaviour and mode share as the people of Angus, Dundee, Perth & Kinross and Stirling change travel behaviours following the Covid-19 outbreak.

1.1.2 The results of the surveys will inform decisions on the benefits of the temporary infrastructure measures being brought forward by the four local authorities Dundee City Council, Perth & Kinross Council, Stirling Council and Angus Council.

1.2 Spaces for People

1.2.1 The *Spaces for People* programme is funded by the Scottish Government and managed by Sustrans Scotland. The aim of the initiative is to enable statutory bodies to implement measures focused on protecting public health by enabling pedestrians and cyclists to social distance safely on public roads physical distancing.

1.2.2 The initiative focuses on essential journeys, which might include:

- Journeys to and from hospitals and health services
- Journeys to shops, pharmacies, schools, and other returning workplaces
- Journeys for recommended exercise, for example neighbourhoods and local parks.

1.2.3 The measures being investigated by the authorities will provide temporary walking and cycling infrastructure that helps to protect public health by enabling safe physical distancing for essential journeys and exercise for everyone, in particular where there are space constraints or user safety concerns. The measures might include, but are not limited to:

- Physical interventions
- Selective road closures using planters or cones
- Reallocating road space for wider footway
- Reallocating road space for cycle tracks
- Reallocating parking and loading
- Reduced speed limits and/or traffic calming measures
- Removal of barriers to open up constrained spaces and remove pinch points.

1.2.4 This Note details the traffic surveys undertaken in four phases between October 2020 and September 2021, and the mode share summary information for each location.

1.3 Spaces for People Schemes

1.3.1 A summary of Spaces for People schemes is shown in Table 1 below, categorised by phase and location.

Table 1. Spaces for People - Scheme Summary

Spaces for People Phase	Area	Scheme Description
SFP1 - Introduction of 20mph zones	Fintry	20 mph zone. Introduced July 2020 - Ongoing
	Douglas	20 mph zone. Introduced July 2020 - Ongoing
	West End (Perth Road)	20 mph zone. Introduced July 2020 - Ongoing
	Central Broughty Ferry	20 mph zone. Introduced July 2020 - Ongoing
SFP2 - Pedestrianisation and Placemaking	Dundee city centre	Pedestrianisation of Union Street and city centre placemaking. July 2020 - Ongoing
SFP3 - Modal Filters	Esplanade, Broughty Ferry	Closure to vehicular traffic, mid June 2020 - late October 2020, January to April 2021
	Douglas Terrace, Broughty Ferry	June 2020 - Ongoing during flood defence construction
SFP4 - District Centres	Eliza Street.	TTRO for prohibition of driving and parking to create a Pedestrianised Zone in this no through road section - implemented May 2021.
	Craigie Street.	TTRO for prohibition of driving and parking to create a Pedestrianised Zone in this no through road section - implemented May 2021.
	Hilltown	Footway widening scheme - implemented July 2021
SFP5 - Pop Up Cycle Lanes	Ninewells Avenue N/B	Segregated semi permanent cycle lane with orca separators. Reducing carriageway width.
	Ninewells Avenue S/B	Widening of existing southbound footway to provide combined cycleway/footway.
	Perth Road (Ninewells Avenue - Harris Academy)	Combination of segregated cycleway and shared use of carriageway for motorised vehicles and cyclists with give and take arrangements in shared use sections
SFP6 - Green Circular	Balgillo Road (deferred)	Various improvement schemes including resurfacing and widening on cycle route mainly remote from live carriageway.
	Drumgeith Park	
	Emmock Road	
	Finlathen Park A	
	Finlathen Park	
	Perth Road	
	Tom Johnston Road (deferred)	
	Whittle Place	
	Camperdown Phase 1	
Camperdown Phase 2		
SFP7 - Connecting Schools and Communities	West Grange Road	New footway link from Lawers Drive to existing cycleway/footway link adjacent to A92 Arbroath Road.
	Gillburn Road (St Pauls PS)	New footway on south side from Derwent Avenue junction to bus stop opposite Ambleside Avenue to tie into the existing footway. Provision of new pedestrianised crossing facilities.
	Longhaugh Road	(Fintry Terrace to Findowrie Street) Widening of existing footway/cycleway to improve connections to the North East Campus which includes Longhaugh Primary and St Francis Primary School.
	St Leonards Road (St Andrews PS)	Reconstruct and widening the existing footway to 3.5m wide within the park opposite the school. Provision for a table top crossing at St Leonards Place to improve connections.

2. DATA COLLATION

2.1 Overview of Traffic Surveys

2.1.1 A programme of traffic surveys for all the locations was undertaken by specialists Nationwide Data Collection (NDC).

2.1.2 The types of surveys undertaken in the Dundee area were:

- Pedestrian Behaviour and volume counts
- Link count and speed surveys
- Classified Turning Counts (including cyclists & pedestrians)
- Mode Share Counts.

2.1.3 The types of surveys undertaken in the Broughty Ferry area were:

- Pedestrian Behaviour and volume counts
- Link count and speed surveys.

2.1.4 Data was recorded over a 16 hour period (06:00-22:00) and analysis undertaken for the following time periods:

- AM Peak Period – 07:00 – 10:00
- Inter Peak Period – 10:00 – 16:00
- PM Peak Period – 16:00 – 19:00.

2.1.5 The surveys were undertaken on the following dates:

- October 2020 – Thursday 22nd to Saturday 24th October 2020
- February 2021 – Thursday 25th to Saturday 27th February 2021
- May 2021 – Thursday 11th to Saturday 13th May 2021
- September 2021 - Thursday 9th to Saturday 11th September 2021

2.2 Pedestrian Behaviour and Volume Counts

Dundee

2.2.1 Seven locations within Dundee were selected in discussion with Tactran for pedestrian volume counts and behaviour surveys. These are detailed below and in Figure 1:

- Pedestrian 1 – Perth Road (adjacent to shops near Step Row north side)
- Pedestrian 2 – Perth Road (adjacent to shops near Step Row south side)
- Pedestrian 3 – Perth Road (adjacent to Art School north side)
- Pedestrian 4 – Perth Road (adjacent to Art School south side)
- Pedestrian 5 – Perth Road (adjacent to Nethergate north side)
- Pedestrian 6 – Perth Road (adjacent to Nethergate south side)
- Pedestrian 7 – Union Street (between Nethergate and Dock Street)

2.2.2 Following discussion with TACTRAN, pedestrian behaviour analysis was only undertaken for the Union Street site in October 2020.

2.2.3 Two-directional classified link counts were carried out within the study section, to include both pedestrians and cyclists. Results were categorised as follows:

- Pedestrians
- Wheeled pedestrians (on scooters etc)
- Pedal Cycles
- Motorcycles
- Cars/Taxis
- LGVs
- OGV1
- OGV2
- Service Buses
- Private Coaches.

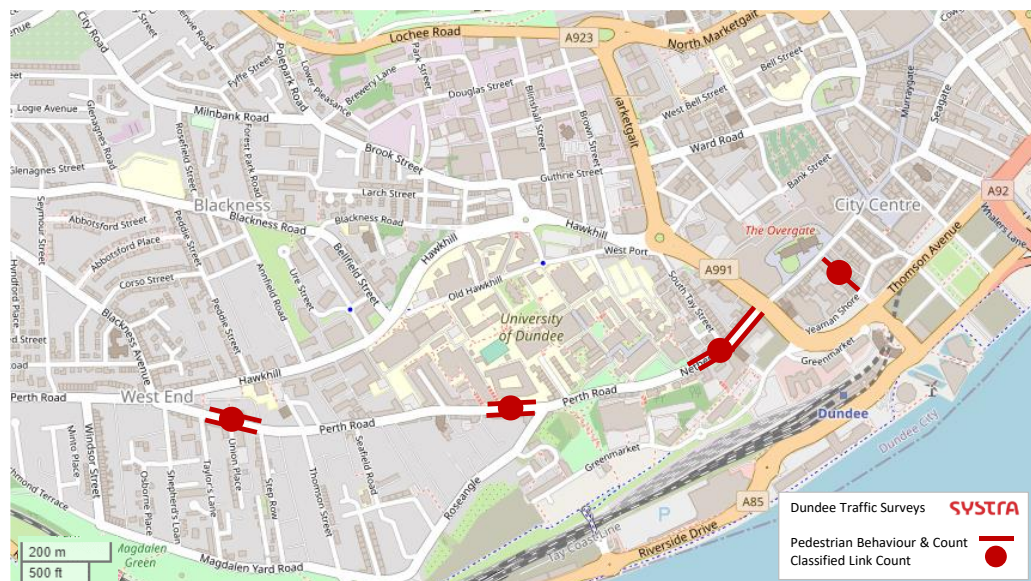


Figure 1. Pedestrian Surveys - Dundee

2.3 Link Count Surveys

Dundee

2.3.1 Four locations within Dundee were selected for link count and speed survey over a seven day period. These are detailed below and in Figure 2:

- Link Count 1 – Perth Road (adjacent to shops near Step Row)
- Link Count 2 – Perth Road (adjacent to Art School)
- Link Count 3 – Perth Road (adjacent to Nethergate)
- Link Count 4 – Union Street (between Nethergate and Dock Street)

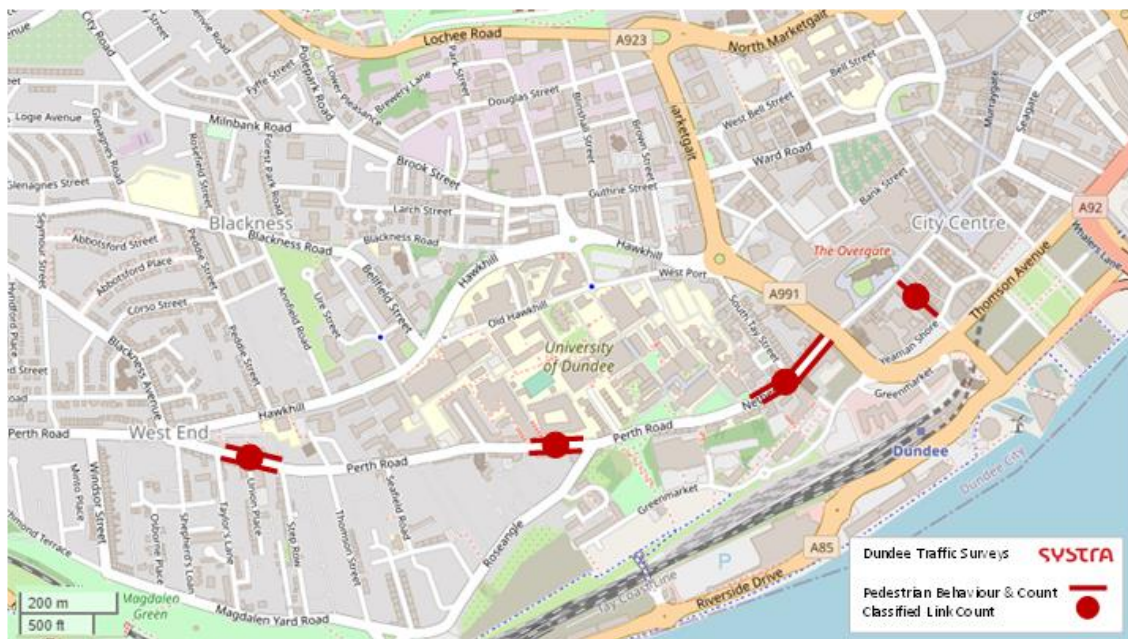


Figure 2. Link Count Surveys - Dundee

Broughty Ferry

2.3.2 One location within Broughty Ferry was selected for a link count and speed survey over a seven day period. This is detailed below and in Figure 3:

- Link 1 - The Esplanade (circa 600m east of junction with Panmure Street)



Figure 3. Link Count Surveys – Broughty Ferry

2.4 Speed Surveys

Dundee

2.4.1 Seven locations within Dundee were selected for link count and speed surveys over a seven day period. These are detailed below and in Figures 4 - 6:

- Speed 1 - Perth Road (adjacent to shops near Step Row)
- Speed 2 - Perth Road (adjacent to Art School)
- Speed 3 - Perth Road (adjacent to Nethergate)
- Speed 4 – Findowrie Street (west of Findchapel Place)
- Speed 5 – Fintry Road (east of Finavon Terrace)
- Speed 7 - Balunie Drive around number 114
- Speed 8 - Ballindean Road (east of Ballindean Place)



Figure 4. Speed Count Surveys - Perth Rd - Dundee

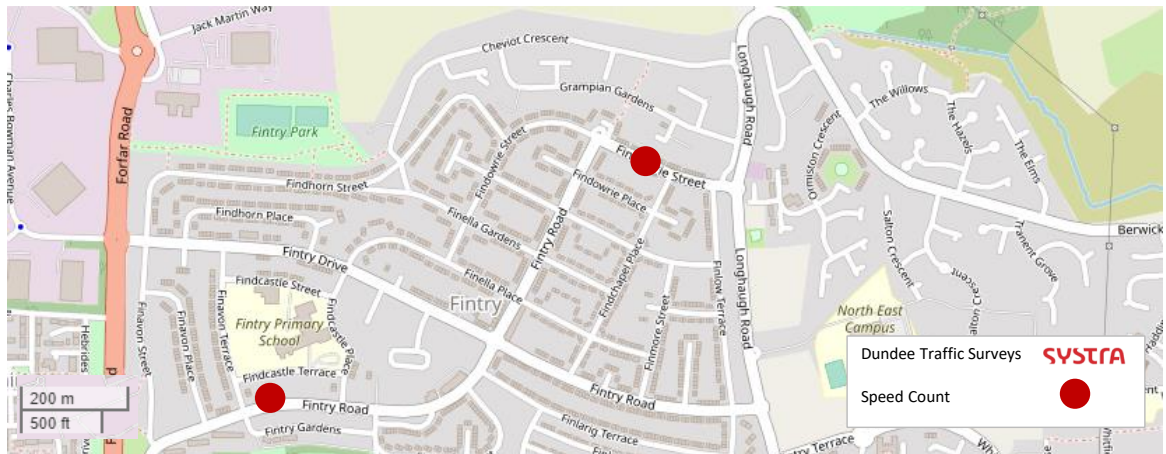


Figure 5. Speed Count Surveys - Fintry - Dundee

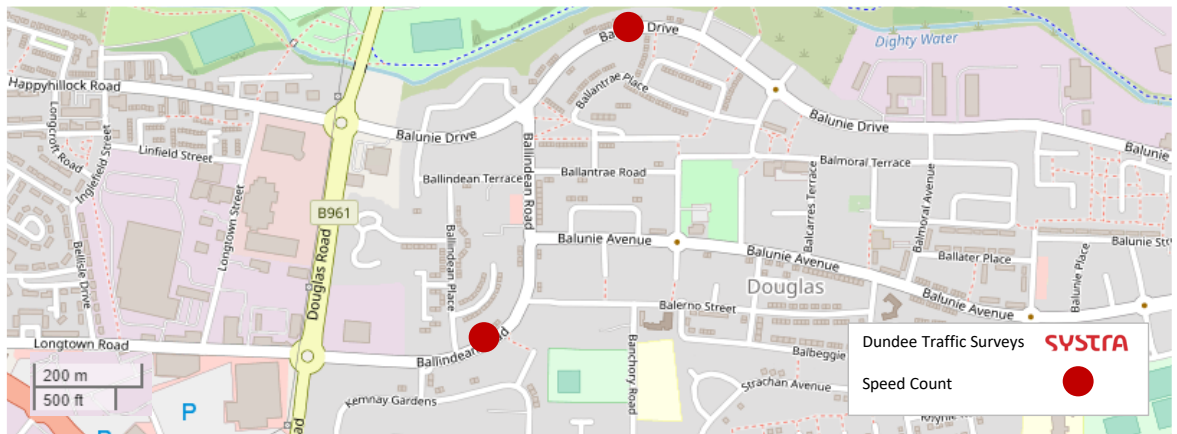


Figure 6. Speed Count Surveys - Douglas - Dundee

Broughty Ferry

2.4.2 Three locations within Broughty Ferry were selected for a link count and speed survey over a seven day period. This is detailed below and in Figure 7:

- Speed 1 - The Esplanade (circa 600m east of junction with Panmure Street)
- Speed 2 - Brook Street (east of Gray Street)
- Speed 3 - King Street (west of Gray Street)



Figure 7. Speed Count Surveys – Broughty Ferry

2.5 Classified Link Counts

Dundee

2.5.1 16 locations within Dundee were selected for classified link counts. These are detailed below in Figure 8 and Figure 9. The mode share cordon counts were undertaken on the Thursday of each survey period between 06:00 and 22:00:

- CC1 - Tay Road Bridge - Entering the city - Including cyclists & pedestrians
- CC2 - Victoria Road - at the back of the Wellgate/bottom of the Hilltown
- OC1 - Broughty Ferry Road at Stannergate Road
- OC2 - Riverside Drive - At the new crossing near Bridgeview Station/playing fields
- OC3 - Dundee Road - Near Monymusk Park
- OC4 - Drumgeith Road - Near the playing fields
- OC5 - Dundee Road - at Kemback Street
- OC6 - Dundee Road - at Albert Street
- OC7 - Albert Street - at Raglan Street and Lyon Street
- OC8 - Pitkerro Road - at Dalkeith Road and Stobsmuir Road
- OC9 - Old Glamis Road - outside the college
- OC10 - Macalpine Road - Near the Kingsway
- OC11 - Coupar Angus Road - West of the north entrance at the cycle crossing
- OC12 - South Road - between Tesco and the bottom of Arran Drive
- OC13 - Lochee Road - near the entrance to Tullidelph Road
- OC14 - Ninewells Avenue - Around Kinloch Park where the shared-use path enters the hospital

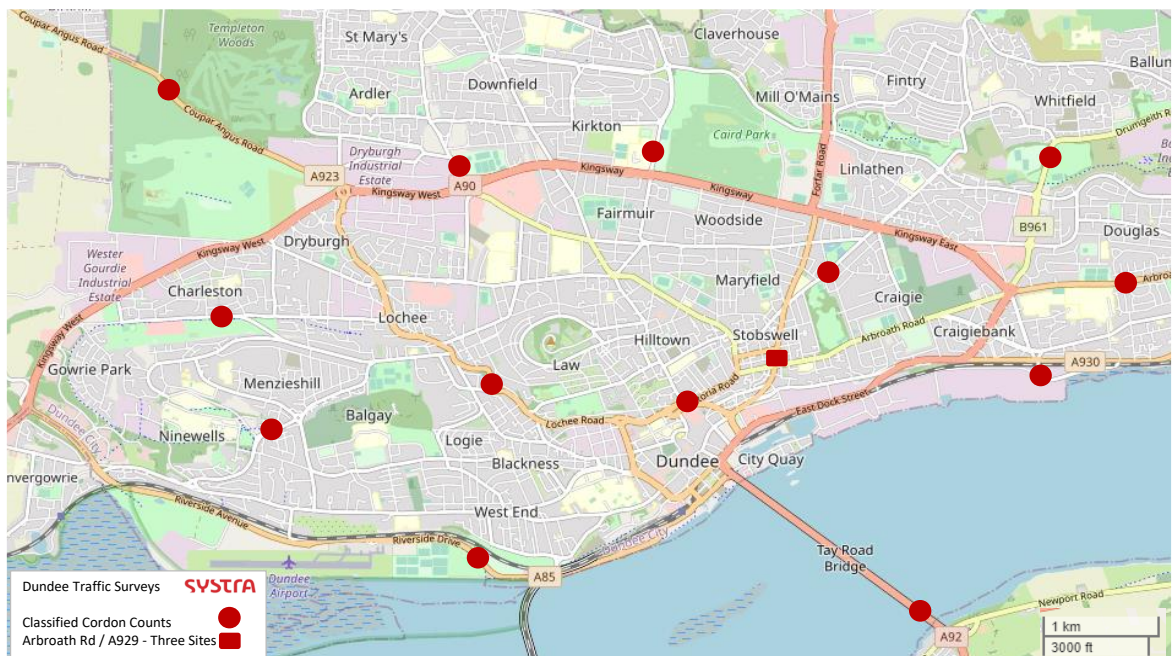


Figure 8. Classified Cordon Count Surveys – Dundee

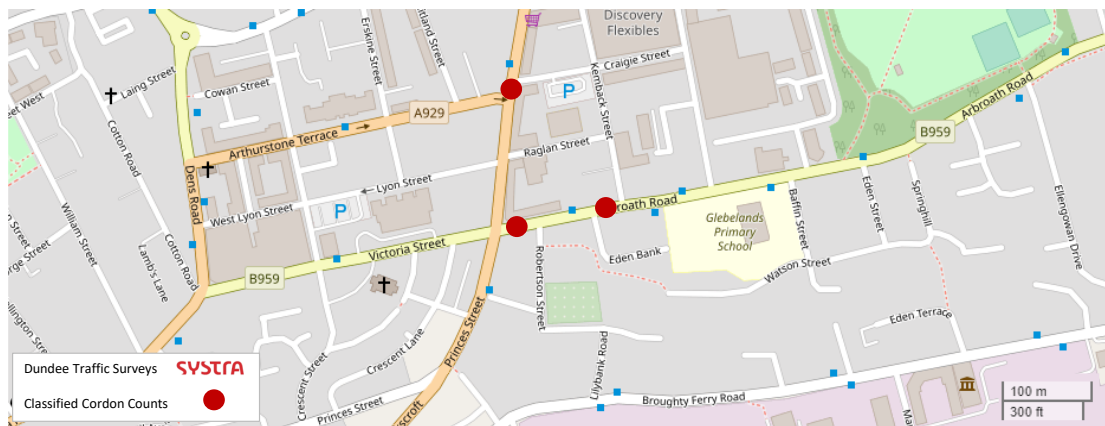


Figure 9. Classified Cordon Count Surveys – Dundee (Sites 5, 6 & 7)

2.5.2 At each site, link count data was collated into the following categories:

- Pedestrians
- Pedal Cycles
- Motorcycles
- Horses
- Cars/Taxis
- LGVs
- OGV1
- OGV2
- Service Buses
- Private Coaches.

2.6 Mode Share Surveys

Bus Occupancy Surveys

2.6.1 Bus occupancy counts were undertaken at all 16 sites shown in Figure 9, over the 16 hour period (06:00-22:00) on Wednesday 5th May 2021. Counts were undertaken in both directions.

Vehicle Occupancy Counts

2.6.2 Vehicle occupancy counts were undertaken at all 16 sites shown in Figure 9, over the 16 hour period (06:00-22:00) on Wednesday 5th May 2021. Counts were undertaken in both directions.

Rail Station Barrier Counts

2.6.3 Barrier counts were conducted at Dundee rail station over the 16 hour period (06:00-22:00) on Wednesday 5th May 2021 with pedestrian movements captured at the entrance/exit to the station.

2.7 Summary

2.7.1 A summary of survey programme undertaken across the Dundee City Council area is given in Table 2 below.

Table 2. Traffic Survey Summary

Survey Requirement		Oct-20	Feb-21	May-21	Sep-21
Dundee	Pedestrian Surveys	✓	✓	✓	✓
	Classified Link Counts	✓	✓	✓	✓
	Speed Surveys	✓	✓	✓	✓
	Cordon Link Counts	✓	✓	✓	✓
	Vehicle Occupancy Surveys			✓	
Broughty Ferry	Classified Link Counts	✓			
	Speed Surveys	✓	✓	✓	✓

3. PEDESTRIAN BEHAVIOUR AND VOLUME REVIEW

3.1 Pedestrian Behaviour Surveys

3.1.1 Summary tables below present the results of the pedestrian behaviour surveys in the Dundee City Council area.

3.1.2 Following discussion with TACTRAN analysis was undertaken for the following sites in October 2020 only:

- Pedestrian 5 – Perth Road (adjacent to Nethergate west side)
- Pedestrian 6 – Perth Road (adjacent to Nethergate east side)
- Pedestrian 7 – Union Street (between Nethergate and Dock Street east side)
- Pedestrian 8 – Union Street (between Nethergate and Dock Street west side)

3.2 Pedestrian Volume Surveys

3.2.1 Seven locations within Dundee were selected in discussion with TACTRAN for pedestrian volume surveys:

- Pedestrian 1 – Perth Road (adjacent to shops near Step Row north side)
- Pedestrian 2 – Perth Road (adjacent to shops near Step Row south side)
- Pedestrian 3 – Perth Road (adjacent to Art School north side)
- Pedestrian 4 – Perth Road (adjacent to Art School south side)
- Pedestrian 5 – Perth Road (adjacent to Nethergate north side)
- Pedestrian 6 – Perth Road (adjacent to Nethergate south side)
- Pedestrian 7 – Union Street (between Nethergate and Dock Street east side)
- Pedestrian 8 – Union Street (between Nethergate and Dock Street west side)

3.2.2 One location within Broughty Ferry was surveyed in October 2020 only:

- The Esplanade (circa 600m east of junction with Panmure Street)

3.3 Results of Pedestrian Behaviour Surveys

Dundee

3.3.1 Table 3 below presents the results of the pedestrian behaviour data on the west side of Perth Road, adjacent to Nethergate in Dundee.

Table 3. Perth Road adjacent to Nethergate (west side) Pedestrian Behaviour Summary



Site 5 Perth Road (adjacent to Nethergate) Step Out Analysis West Footpath (3 day Thur-Fri-Sat October 2020)

Thursday 22nd Oct 2020	2-Way Ped Count	2-Way Cyclist on Bike	2-Way Cyclist on Foot	No Conflict Required	Pass with space under 2 m (on footpath)	Pass with space over 2 m (on footpath)	Build Out	Step out into live road	Cross
0600-2200	2451	9	1	942	882	14	0	0	2
AM Peak Pd 0700-1000	268	1	0	155	67	6	0	0	1
AM Peak Hr 0800-0900	127	0	0	67	34	5	0	0	1
IP Peak Pd 1000-1600	1403	0	0	470	621	5	0	0	1
IP Peak Hr 1200-1300	306	0	0	84	155	0	0	0	0
PM Peak Pd 1600-1900	590	3	1	202	179	2	0	0	0
PM Peak Hr 1700-1800	194	2	1	76	52	0	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	51%	48%	1%	0%	0%	0%
Friday 23rd Oct 2020	2-Way Ped Count	No Conflict Required	OGV1	No Conflict Required	Pass with space under 2 m (on footpath)	Pass with space over 2 m (on footpath)	Build Out	Step out into live road	Cross
0600-2200	2663	14	7	885	1014	6	0	0	0
AM Peak Pd 0700-1000	267	3	0	157	63	2	0	0	0
AM Peak Hr 0800-0900	123	0	0	67	33	2	0	0	0
IP Peak Pd 1000-1600	1386	0	2	420	590	3	0	0	0
IP Peak Hr 1200-1300	284	0	0	63	139	1	0	0	0
PM Peak Pd 1600-1900	721	6	4	167	332	1	0	0	0
PM Peak Hr 1700-1800	294	1	0	60	152	1	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	46%	53%	0%	0%	0%	0%
Saturday 24th Oct 2020	2-Way Ped Count	No Conflict Required	OGV1	No Conflict Required	Pass with space under 2 m (on footpath)	Pass with space over 2 m (on footpath)	Build Out	Step out into live road	Cross
0600-2200	2161	13	2	842	457	1	0	0	0
AM Peak Pd 0700-1000	100	1	0	89	6	0	0	0	0
AM Peak Hr 0800-0900	32	0	0	28	1	0	0	0	0
IP Peak Pd 1000-1600	1192	6	0	408	312	1	0	0	0
IP Peak Hr 1200-1300	185	0	0	72	55	1	0	0	0
PM Peak Pd 1600-1900	585	2	2	219	111	0	0	0	0
PM Peak Hr 1700-1800	206	1	1	64	46	0	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	65%	35%	0%	0%	0%	0%

3.3.2 Table 3 shows that on the west side of Perth Road, adjacent to the Nethergate, on average 54% of pedestrians across the 3 days did not conflict with oncoming pedestrians, whilst 45% passed on the footpath with a space of 2m or less. The remaining 1% passed with a space over 2m.

3.3.3 Table 4 below presents the results of the pedestrian behaviour data on the east side of Perth Road, adjacent to Nethergate in Dundee

Table 4. Perth Road adjacent to Nethergate (east side) Pedestrian Behaviour Summary



Site 6 Perth Road (adjacent to Nethergate) Step Out Analysis East Footpath (3 day Thur-Fri-Sat October 2020)

Thursday 22nd Oct 2020	2-Way Ped Count	2 -Way Cyclist on Bike	2 -Way Cyclist on Foot	No Conflict Required	Pass with space under 2 m (on footpath)	Pass with space over 2 m (on footpath)	Build Out	Step out into live road	Cross
0600-2200	1686	10	3	861	507	11	0	1	1
AM Peak Pd 0700-1000	114	1	0	97	46	0	0	0	1
AM Peak Hr 0800-0900	46	1	0	45	12	0	0	0	0
IP Peak Pd 1000-1600	868	3	0	436	303	6	0	1	0
IP Peak Hr 1200-1300	168	0	0	75	68	3	0	0	0
PM Peak Pd 1600-1900	489	3	3	203	131	4	0	0	0
PM Peak Hr 1700-1800	164	1	1	66	49	1	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	62%	37%	1%	0%	0%	0%
Friday 23rd Oct 2020	2-Way Ped Count	No Conflict Required	OGV1	No Conflict Required	Pass with space under 2 m (on footpath)	Pass with space over 2 m (on footpath)	Build Out	Step out into live road	Cross
0600-2200	2310	4	2	947	608	6	0	1	0
AM Peak Pd 0700-1000	138	1	0	121	34	1	0	0	0
AM Peak Hr 0800-0900	46	1	0	47	12	0	0	0	0
IP Peak Pd 1000-1600	970	1	1	447	290	4	0	1	0
IP Peak Hr 1200-1300	152	0	1	67	52	1	0	0	0
PM Peak Pd 1600-1900	727	2	1	215	213	0	0	0	0
PM Peak Hr 1700-1800	248	0	0	78	65	0	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	61%	39%	0%	0%	0%	0%
Saturday 24th Oct 2020	2-Way Ped Count	No Conflict Required	OGV1	No Conflict Required	Pass with space under 2 m (on footpath)	Pass with space over 2 m (on footpath)	Build Out	Step out into live road	Cross
0600-2200	2489	12	4	841	723	5	0	0	1
AM Peak Pd 0700-1000	91	1	0	96	9	0	0	0	0
AM Peak Hr 0800-0900	26	0	0	29	2	0	0	0	0
IP Peak Pd 1000-1600	1082	4	1	385	364	4	0	0	1
IP Peak Hr 1200-1300	152	1	0	56	51	1	0	0	0
PM Peak Pd 1600-1900	783	3	2	207	233	0	0	0	0
PM Peak Hr 1700-1800	274	1	2	59	82	0	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	54%	46%	0%	0%	0%	0%

- 3.3.4 Table 4 shows that on the east side of Perth Road, adjacent to the Nethergate, on average 59% of pedestrians across the 3 days did not conflict with oncoming pedestrians, whilst 41% passed on the footpath with a space of 2m or less.
- 3.3.5 Table 5 below presents the results of the pedestrian behaviour data on the east side of Union Street in Dundee, which was pedestrianised at the start of the pandemic.

Table 5. Union Street (east side) Pedestrian Behaviour Summary



Site 7 Union Street Step Out Analysis West Footpath (3 day Thur-Fri-Sat October 2020)

Thursday 22nd Oct 2020	2-Way Ped Count	2-Way Cyclist on Bike	2-Way Cyclist on Foot	No Conflict Required	Pass with space under 2 m (on footpath)	Pass with space over 2 m (on footpath)	Build Out	Step out into live road	Cross
0600-2200	1298	2	1	1080	295	41	0	9	0
AM Peak Pd 0700-1000	104	0	0	112	7	1	0	0	0
AM Peak Hr 0800-0900	41	0	0	54	2	1	0	0	0
IP Peak Pd 1000-1600	797	2	1	589	203	14	0	8	0
IP Peak Hr 1200-1300	151	0	0	108	43	0	0	1	0
PM Peak Pd 1600-1900	278	0	0	296	65	24	0	0	0
PM Peak Hr 1700-1800	123	0	0	132	30	6	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	76%	21%	3%	0%	1%	0%
Friday 23rd Oct 2020	2-Way Ped Count	No Conflict Required	OGV1	No Conflict Required	Pass with space under 2 m (on footpath)	Pass with space over 2 m (on footpath)	Build Out	Step out into live road	Cross
0600-2200	1767	0	1	860	999	80	1	0	1
AM Peak Pd 0700-1000	123	0	0	137	11	0	0	0	0
AM Peak Hr 0800-0900	56	0	0	56	3	0	0	0	0
IP Peak Pd 1000-1600	900	0	0	497	441	31	1	0	1
IP Peak Hr 1200-1300	134	0	0	96	31	3	0	0	0
PM Peak Pd 1600-1900	470	0	0	147	376	38	0	0	0
PM Peak Hr 1700-1800	197	0	0	54	113	8	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	44%	51%	4%	0%	0%	0%
Saturday 24th Oct 2020	2-Way Ped Count	No Conflict Required	OGV1	No Conflict Required	Pass with space under 2 m (on footpath)	Pass with space over 2 m (on footpath)	Build Out	Step out into live road	Cross
0600-2200	1955	3	1	942	1322	106	0	0	0
AM Peak Pd 0700-1000	82	0	0	122	11	1	0	0	0
AM Peak Hr 0800-0900	26	0	0	47	3	1	0	0	0
IP Peak Pd 1000-1600	1135	3	1	523	695	80	0	0	0
IP Peak Hr 1200-1300	180	0	1	112	32	16	0	0	0
PM Peak Pd 1600-1900	481	0	0	202	427	25	0	0	0
PM Peak Hr 1700-1800	173	0	0	79	158	4	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	40%	56%	4%	0%	0%	0%

3.3.6 Table 5 shows that on the east side of Union Street, on average 53% of pedestrians across the 3 days did not conflict with oncoming pedestrians, whilst 43% passed on the footpath with a space of 2m or less. The remaining 4% either passed within a space over 2m or stepped out into the carriageway.

3.3.7 Table 6 below presents the results of the pedestrian behaviour data on the west side of Union Street in Dundee, which was pedestrianised at the start of the pandemic.

Table 6. Union Street (west side) Pedestrian Behaviour Summary



Site 8 Union Street Step Out Analysis West Footpath (3 day Thur-Fri-Sat October 2020)

Thursday 22nd Oct 2020	2-Way Ped Count	2 -Way Cyclist on Bike	2 -Way Cyclist on Foot	No Conflict Required	Pass with space under 2 m (on footpath)	Pass with space over 2 m (on footpath)	Build Out	Step out into live road	Cross
0600-2200	2337	1	3	1088	760	259	0	11	0
AM Peak Pd 0700-1000	196	0	0	134	49	21	0	0	0
AM Peak Hr 0800-0900	78	0	0	54	13	11	0	0	0
IP Peak Pd 1000-1600	1304	1	2	553	520	154	0	9	0
IP Peak Hr 1200-1300	252	0	0	104	76	32	0	1	0
PM Peak Pd 1600-1900	588	0	1	283	165	72	0	2	0
PM Peak Hr 1700-1800	244	0	0	109	71	33	0	2	0
0600-2200 Behaviour Proportion (%)	-	-	-	51%	36%	12%	0%	1%	0%
Friday 23rd Oct 2020	2-Way Ped Count	No Conflict Required	OGV1	No Conflict Required	Pass with space under 2 m (on footpath)	Pass with space over 2 m (on footpath)	Build Out	Step out into live road	Cross
0600-2200	2747	2	1	1179	783	219	4	4	2
AM Peak Pd 0700-1000	171	0	0	175	33	12	0	0	1
AM Peak Hr 0800-0900	63	0	0	76	6	5	0	0	1
IP Peak Pd 1000-1600	1535	0	0	610	494	131	4	1	0
IP Peak Hr 1200-1300	310	0	0	83	119	19	1	0	0
PM Peak Pd 1600-1900	693	2	1	243	221	64	0	0	1
PM Peak Hr 1700-1800	280	0	0	99	65	23	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	54%	36%	10%	0%	0%	0%
Saturday 24th Oct 2020	2-Way Ped Count	No Conflict Required	OGV1	No Conflict Required	Pass with space under 2 m (on footpath)	Pass with space over 2 m (on footpath)	Build Out	Step out into live road	Cross
0600-2200	3397	6	2	939	1423	371	0	10	0
AM Peak Pd 0700-1000	154	1	2	134	40	6	0	0	0
AM Peak Hr 0800-0900	41	0	0	51	7	2	0	0	0
IP Peak Pd 1000-1600	2076	1	0	490	954	202	0	10	0
IP Peak Hr 1200-1300	300	0	0	74	126	34	0	5	0
PM Peak Pd 1600-1900	802	3	0	206	348	110	0	0	0
PM Peak Hr 1700-1800	296	1	0	62	128	48	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	34%	52%	14%	0%	0%	0%

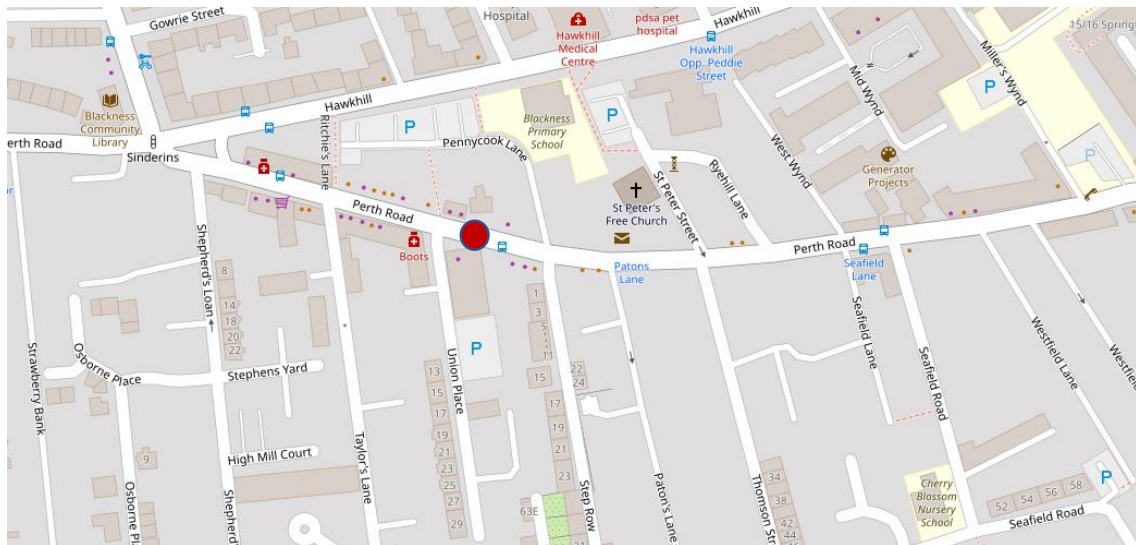
- 3.3.8 Table 6 shows that on the west side of Union Street, on average 46% of pedestrians across the 3 days did not conflict with oncoming pedestrians, whilst 41% passed on the footpath with a space of 2m or less. The remaining 13% either passed within a space over 2m or stepped out into the carriageway.

3.4 Results of Pedestrian Volume Surveys

Dundee

- 3.4.1 Table 7 below presents the results of the pedestrian volume data on the north side of Perth Road, adjacent to the shops near Step Row in Dundee during each of the four survey periods.

Table 7. Perth Road, Dundee, adjacent to shops near Step Row (north footpath) Pedestrian Volume Summary

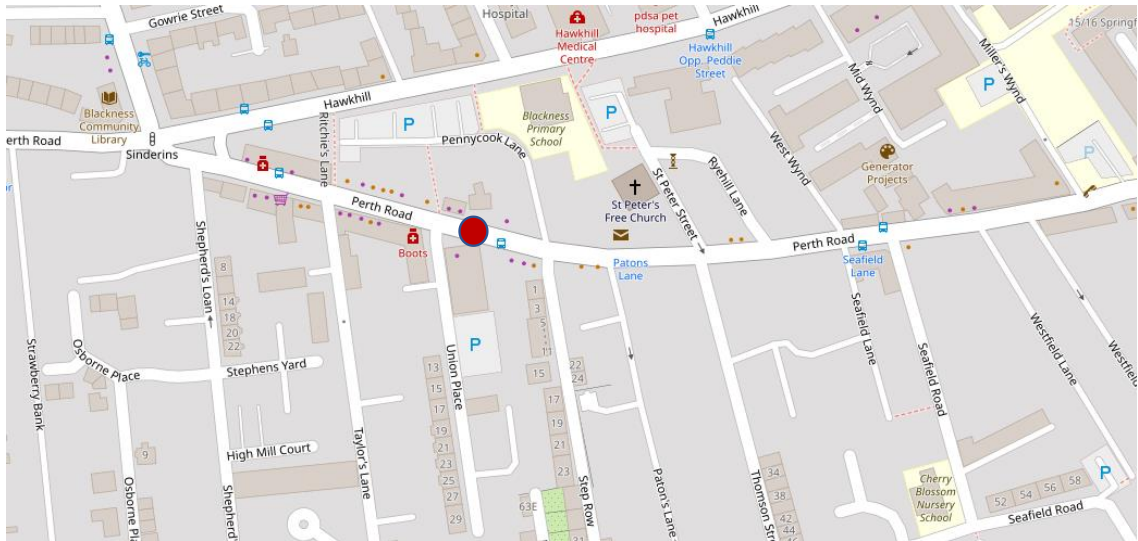


Site 1 Perth Rd (Step Row) North Kerbside (3 day Average Thur - Fri - Sat)

October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	689	43	33	3	3	2	1	0	774
0600 - 2200 Westbound	700	82	24	2	1	5	2	0	815
AM Peak Pd 0700-1000 Eastbound	64	26	9	0	0	0	0	0	100
AM Peak Pd 0700-1000 Westbound	51	3	4	0	0	0	0	0	58
IP Peak Pd 1000-1600 Eastbound	412	16	23	2	1	1	1	0	456
IP Peak Pd 1000-1600 Westbound	364	69	17	2	1	2	0	0	454
PM Peak Pd 1600-1900 Eastbound	147	1	0	0	1	1	1	0	151
PM Peak Pd 1600-1900 Westbound	196	9	3	0	0	2	2	0	211
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	502	63	3	2	5	2	2	0	578
0600 - 2200 Westbound	593	79	3	1	5	2	0	0	683
AM Peak Pd 0700-1000 Eastbound	47	42	1	1	1	0	0	0	93
AM Peak Pd 0700-1000 Westbound	60	3	0	0	1	0	0	0	64
IP Peak Pd 1000-1600 Eastbound	316	18	1	1	2	1	1	0	341
IP Peak Pd 1000-1600 Westbound	346	75	2	0	3	0	0	0	427
PM Peak Pd 1600-1900 Eastbound	95	2	0	0	1	1	0	0	100
PM Peak Pd 1600-1900 Westbound	138	1	1	0	1	1	0	0	141
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	579	50	21	5	2	1	1	0	659
0600 - 2200 Westbound	567	83	26	3	1	1	1	0	684
AM Peak Pd 0700-1000 Eastbound	77	33	5	1	0	0	0	0	116
AM Peak Pd 0700-1000 Westbound	56	4	2	0	0	0	0	0	63
IP Peak Pd 1000-1600 Eastbound	351	15	14	2	2	1	0	0	384
IP Peak Pd 1000-1600 Westbound	332	64	22	1	1	0	1	0	420
PM Peak Pd 1600-1900 Eastbound	85	1	2	1	0	0	0	0	91
PM Peak Pd 1600-1900 Westbound	114	15	3	2	0	0	0	0	135
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	659	47	27	2	4	4	2	0	746
0600 - 2200 Westbound	584	101	19	2	2	2	1	0	711
AM Peak Pd 0700-1000 Eastbound	63	30	11	0	1	0	0	0	106
AM Peak Pd 0700-1000 Westbound	60	4	2	0	0	0	0	0	66
IP Peak Pd 1000-1600 Eastbound	356	14	15	1	2	2	1	0	390
IP Peak Pd 1000-1600 Westbound	278	80	14	1	2	1	1	0	377
PM Peak Pd 1600-1900 Eastbound	131	1	1	0	2	2	0	0	138
PM Peak Pd 1600-1900 Westbound	147	14	3	0	1	0	1	0	166

- 3.4.2 Table 7 shows that the lowest pedestrian flows were observed in February 2021. The highest volume of pedestrians were observed in October 2021 in both eastbound and westbound directions.
- 3.4.3 Table 8 below presents the results of the pedestrian volume data on the south side of Perth Road, adjacent to the shops near Step Row in Dundee during each of the four survey periods.

Table 8. Perth Road, Dundee, adjacent to shops near Step Row (south footpath) Pedestrian Volume Summary

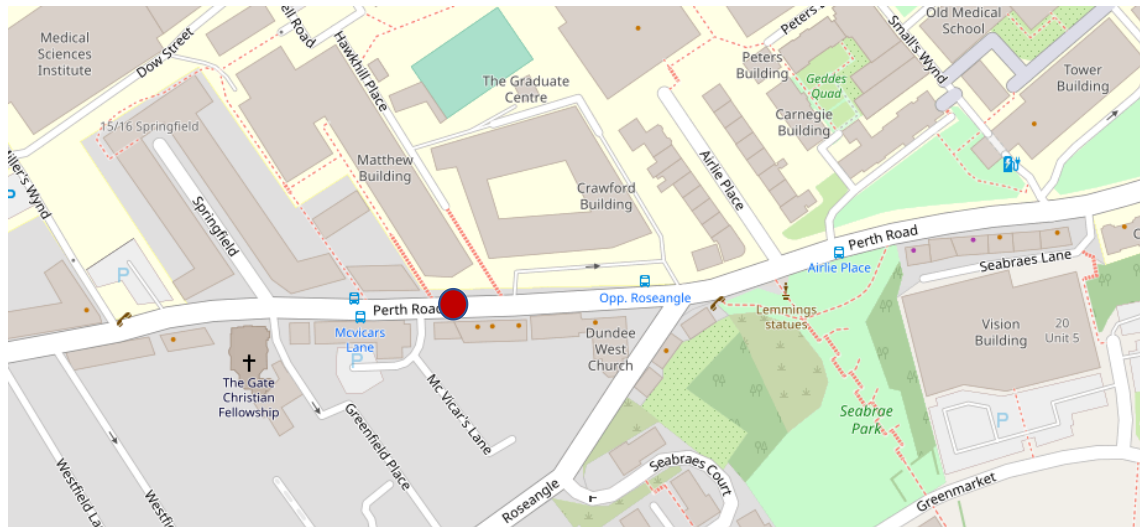


Site 2 Perth Rd (Step Row) South Kerbside (3 day Average Thur - Fri - Sat)

October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1238	47	49	3	3	3	1	0	1345
0600 - 2200 Westbound	1225	37	42	5	2	4	1	0	1315
AM Peak Pd 0700-1000 Eastbound	93	4	3	1	1	1	0	0	102
AM Peak Pd 0700-1000 Westbound	96	4	6	1	0	0	0	0	108
IP Peak Pd 1000-1600 Eastbound	631	36	45	1	1	0	1	0	715
IP Peak Pd 1000-1600 Westbound	564	23	33	2	2	1	1	0	625
PM Peak Pd 1600-1900 Eastbound	312	7	2	1	0	1	1	0	323
PM Peak Pd 1600-1900 Westbound	347	8	2	2	0	1	0	0	361
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1140	37	2	3	5	2	2	0	1192
0600 - 2200 Westbound	1108	38	3	5	3	2	4	0	1164
AM Peak Pd 0700-1000 Eastbound	96	3	0	1	0	0	0	0	100
AM Peak Pd 0700-1000 Westbound	74	3	0	1	0	0	0	0	78
IP Peak Pd 1000-1600 Eastbound	567	30	1	1	3	1	2	0	606
IP Peak Pd 1000-1600 Westbound	548	25	3	4	2	1	3	0	585
PM Peak Pd 1600-1900 Eastbound	313	3	1	1	2	1	0	0	321
PM Peak Pd 1600-1900 Westbound	335	10	1	0	1	0	1	0	348
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1050	41	80	6	4	4	2	0	1187
0600 - 2200 Westbound	971	45	59	6	2	5	2	0	1090
AM Peak Pd 0700-1000 Eastbound	101	8	1	1	0	0	0	0	111
AM Peak Pd 0700-1000 Westbound	92	5	9	1	0	0	0	0	106
IP Peak Pd 1000-1600 Eastbound	525	23	76	4	2	1	0	0	632
IP Peak Pd 1000-1600 Westbound	447	21	47	4	1	1	1	0	521
PM Peak Pd 1600-1900 Eastbound	223	8	2	0	1	1	1	0	236
PM Peak Pd 1600-1900 Westbound	232	15	3	1	1	2	0	0	255
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1201	48	63	3	5	1	0	0	1322
0600 - 2200 Westbound	1091	43	37	3	6	2	1	0	1182
AM Peak Pd 0700-1000 Eastbound	114	7	3	1	1	0	0	0	126
AM Peak Pd 0700-1000 Westbound	101	4	10	0	0	0	0	0	116
IP Peak Pd 1000-1600 Eastbound	579	26	59	2	3	0	0	0	670
IP Peak Pd 1000-1600 Westbound	512	24	25	2	3	0	1	0	567
PM Peak Pd 1600-1900 Eastbound	280	11	1	0	1	0	0	0	294
PM Peak Pd 1600-1900 Westbound	275	8	2	1	1	1	0	0	287

- 3.4.4 Table 8 shows that the lowest flows were observed in May 2021, and the highest flow in both directions was in October 2020.
- 3.4.5 Table 9 below presents the results of the pedestrian volume data on the north side of Perth Road, adjacent to the Art School in Dundee during each of the four survey periods.

Table 9. Perth Road, Dundee, adjacent to Art School (north footpath) Pedestrian Volume Summary

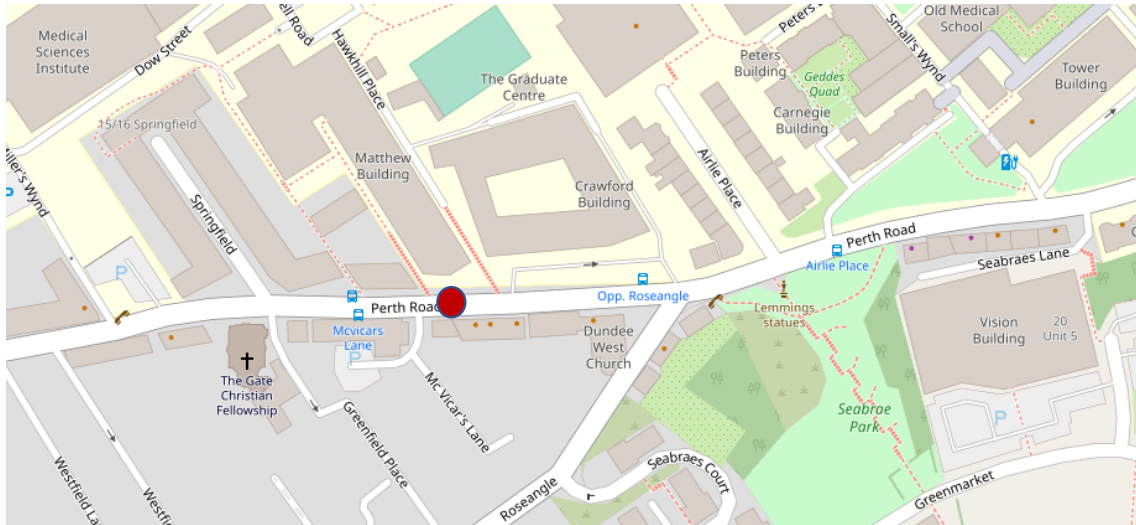


Site 3 Perth Rd (adjacent to Art School) North Kerbside (3 day Average Thur - Fri - Sat)

October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	872	19	8	0	2	3	1	0	905
0600 - 2200 Westbound	811	10	5	0	0	4	1	0	832
AM Peak Pd 0700-1000 Eastbound	88	5	4	0	0	0	0	0	98
AM Peak Pd 0700-1000 Westbound	46	3	1	0	0	1	0	0	51
IP Peak Pd 1000-1600 Eastbound	497	9	3	0	1	1	1	0	511
IP Peak Pd 1000-1600 Westbound	398	4	3	0	0	2	0	0	407
PM Peak Pd 1600-1900 Eastbound	213	5	0	0	1	2	0	0	221
PM Peak Pd 1600-1900 Westbound	242	3	2	0	0	1	1	0	249
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	525	11	5	1	0	6	0	0	548
0600 - 2200 Westbound	521	12	1	3	0	4	0	0	540
AM Peak Pd 0700-1000 Eastbound	64	0	1	0	0	0	0	0	65
AM Peak Pd 0700-1000 Westbound	33	1	0	0	0	0	0	0	34
IP Peak Pd 1000-1600 Eastbound	320	9	3	1	0	5	0	0	339
IP Peak Pd 1000-1600 Westbound	297	6	0	2	0	1	0	0	307
PM Peak Pd 1600-1900 Eastbound	100	1	1	0	0	1	0	0	104
PM Peak Pd 1600-1900 Westbound	135	5	0	1	0	3	0	0	143
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	667	19	10	1	1	4	1	0	702
0600 - 2200 Westbound	564	8	8	1	1	4	2	0	588
AM Peak Pd 0700-1000 Eastbound	93	4	2	0	0	0	0	0	99
AM Peak Pd 0700-1000 Westbound	47	0	0	0	0	1	0	0	49
IP Peak Pd 1000-1600 Eastbound	382	10	6	1	1	2	0	0	401
IP Peak Pd 1000-1600 Westbound	299	5	6	1	1	1	1	0	313
PM Peak Pd 1600-1900 Eastbound	118	4	2	0	0	1	0	0	127
PM Peak Pd 1600-1900 Westbound	123	4	2	0	0	2	0	0	130
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	718	12	11	1	0	3	1	0	746
0600 - 2200 Westbound	605	9	4	0	1	1	1	0	622
AM Peak Pd 0700-1000 Eastbound	81	5	1	0	0	0	0	0	88
AM Peak Pd 0700-1000 Westbound	29	0	0	0	0	0	0	0	29
IP Peak Pd 1000-1600 Eastbound	386	5	5	1	0	2	1	0	398
IP Peak Pd 1000-1600 Westbound	288	3	2	0	1	1	0	0	296
PM Peak Pd 1600-1900 Eastbound	128	3	5	0	0	1	0	0	136
PM Peak Pd 1600-1900 Westbound	177	5	1	0	0	0	1	0	184

- 3.4.6 Table 9 shows that the lowest pedestrian flows were observed in February 2021 when Scotland was living under lockdown conditions. The highest pedestrian flows were observed in October 2020 in both directions.
- 3.4.7 Table 10 below presents the results of the pedestrian volume data on the south side of Perth Road, adjacent to the Art School in Dundee during each of the four survey periods.

Table 10. Perth Road, Dundee, adjacent to Art School (south footpath) Pedestrian Volume Summary

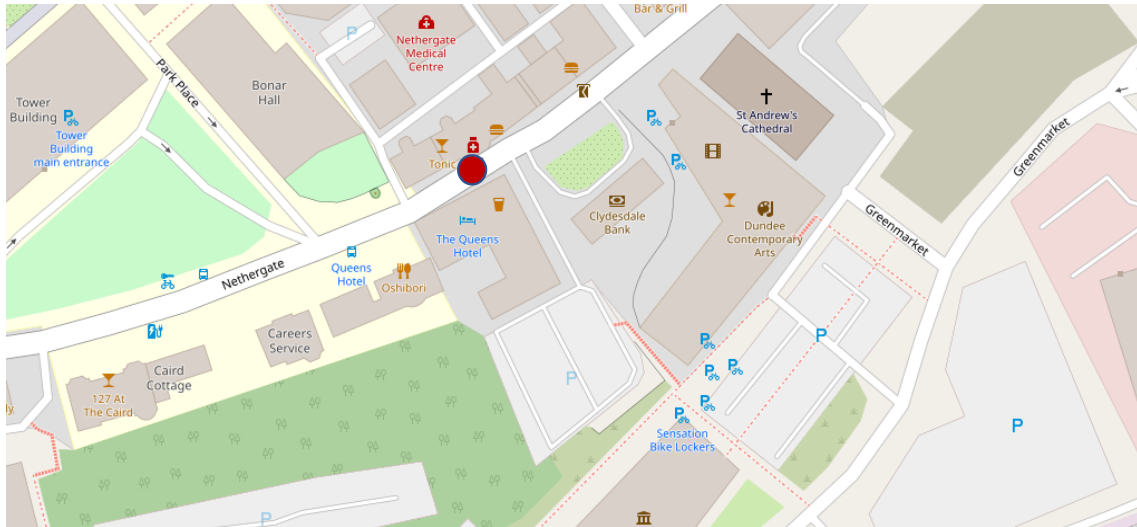


Site 4 Perth Rd (adjacent to Art School) South Kerbside (3 day Average Thur - Fri - Sat)

October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	595	2	2	0	1	2	0	0	603
0600 - 2200 Westbound	560	3	2	1	0	2	1	0	568
AM Peak Pd 0700-1000 Eastbound	47	1	1	0	0	0	0	0	49
AM Peak Pd 0700-1000 Westbound	24	0	1	0	0	0	0	0	24
IP Peak Pd 1000-1600 Eastbound	293	1	1	0	1	0	0	0	297
IP Peak Pd 1000-1600 Westbound	235	2	1	1	0	0	0	0	240
PM Peak Pd 1600-1900 Eastbound	150	1	0	0	0	0	0	0	151
PM Peak Pd 1600-1900 Westbound	188	1	0	0	0	1	1	0	191
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	375	4	2	0	0	1	0	0	382
0600 - 2200 Westbound	410	5	0	0	0	4	1	0	421
AM Peak Pd 0700-1000 Eastbound	34	1	0	0	0	0	0	0	35
AM Peak Pd 0700-1000 Westbound	24	0	0	0	0	0	0	0	24
IP Peak Pd 1000-1600 Eastbound	196	3	2	0	0	0	0	0	201
IP Peak Pd 1000-1600 Westbound	201	5	0	0	0	2	1	0	209
PM Peak Pd 1600-1900 Eastbound	96	1	0	0	0	0	0	0	97
PM Peak Pd 1600-1900 Westbound	146	1	0	0	0	0	0	0	147
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	487	6	8	1	1	1	0	0	503
0600 - 2200 Westbound	430	4	4	2	1	1	1	0	444
AM Peak Pd 0700-1000 Eastbound	47	0	1	0	0	0	0	0	48
AM Peak Pd 0700-1000 Westbound	21	0	0	0	0	0	0	0	21
IP Peak Pd 1000-1600 Eastbound	243	6	3	1	1	0	0	0	253
IP Peak Pd 1000-1600 Westbound	194	3	3	2	1	0	0	0	204
PM Peak Pd 1600-1900 Eastbound	111	1	4	0	0	0	0	0	116
PM Peak Pd 1600-1900 Westbound	97	1	1	0	0	0	1	0	100
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	659	10	18	0	1	1	0	0	690
0600 - 2200 Westbound	561	10	2	0	0	2	1	0	576
AM Peak Pd 0700-1000 Eastbound	50	0	4	0	1	0	0	0	55
AM Peak Pd 0700-1000 Westbound	22	0	0	0	0	0	0	0	22
IP Peak Pd 1000-1600 Eastbound	272	5	13	0	1	0	0	0	291
IP Peak Pd 1000-1600 Westbound	200	5	2	0	0	1	1	0	209
PM Peak Pd 1600-1900 Eastbound	157	4	1	0	0	0	0	0	162
PM Peak Pd 1600-1900 Westbound	166	3	0	0	0	0	0	0	169

- 3.4.8 Table 10 shows that the lowest pedestrian flows were again observed in February 2021. The highest eastbound and westbound flows were observed in September 2021.
- 3.4.9 Table 11 below presents the results of the pedestrian volume data on the north side of Perth Road, adjacent to the Nethergate in Dundee during each of the four survey periods.

Table 11. Perth Road, Dundee, adjacent to Nethergate (north footpath) Pedestrian Volume Summary

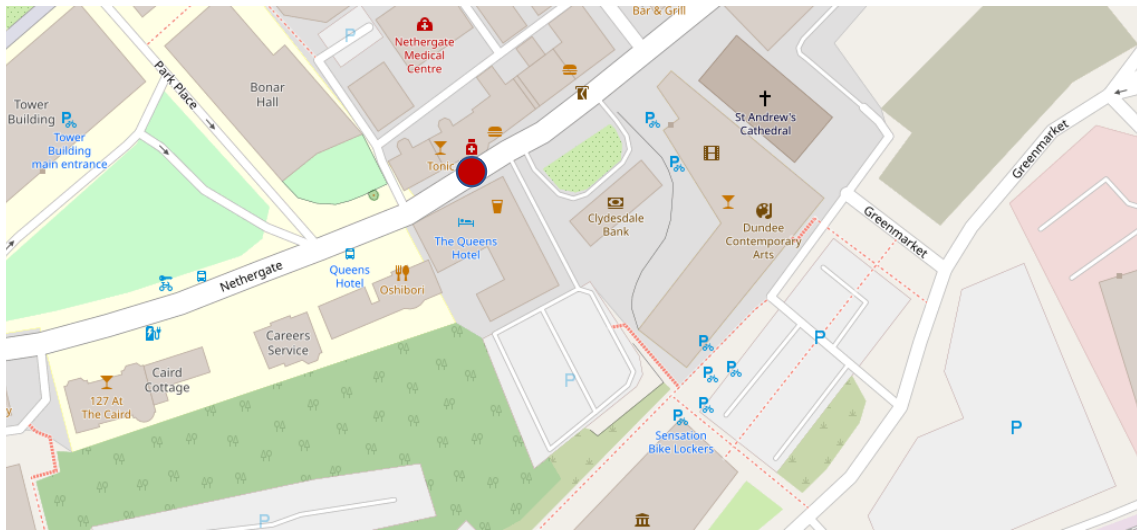


Site 5 Perth Road (Nethergate) North Kerbside (3 day Average Thur - Fri - Sat)

October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1173	20	15	3	1	5	1	0	1218
0600 - 2200 Westbound	1173	25	13	0	1	7	2	0	1222
AM Peak Pd 0700-1000 Eastbound	98	2	4	0	0	0	0	0	104
AM Peak Pd 0700-1000 Westbound	102	2	4	0	1	2	0	0	110
IP Peak Pd 1000-1600 Eastbound	662	17	9	2	0	1	0	0	692
IP Peak Pd 1000-1600 Westbound	610	18	8	0	0	1	0	0	638
PM Peak Pd 1600-1900 Eastbound	297	2	2	1	1	2	0	0	305
PM Peak Pd 1600-1900 Westbound	335	4	1	0	0	1	2	0	343
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	819	9	0	0	1	6	3	0	839
0600 - 2200 Westbound	740	9	0	0	1	6	6	0	763
AM Peak Pd 0700-1000 Eastbound	89	0	0	0	0	0	1	0	90
AM Peak Pd 0700-1000 Westbound	74	1	0	0	0	0	0	0	76
IP Peak Pd 1000-1600 Eastbound	482	6	0	0	1	2	2	0	493
IP Peak Pd 1000-1600 Westbound	456	4	0	0	0	3	5	0	469
PM Peak Pd 1600-1900 Eastbound	188	1	0	0	0	4	1	0	194
PM Peak Pd 1600-1900 Westbound	161	3	0	0	1	1	0	0	165
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1098	10	6	1	3	5	2	0	1125
0600 - 2200 Westbound	1038	6	2	1	4	6	2	0	1058
AM Peak Pd 0700-1000 Eastbound	129	2	3	0	1	0	0	0	134
AM Peak Pd 0700-1000 Westbound	96	0	0	0	0	1	0	0	98
IP Peak Pd 1000-1600 Eastbound	593	7	3	1	2	1	0	0	608
IP Peak Pd 1000-1600 Westbound	548	4	0	1	3	1	0	0	557
PM Peak Pd 1600-1900 Eastbound	213	1	0	0	0	2	1	0	217
PM Peak Pd 1600-1900 Westbound	235	2	1	0	0	2	1	0	242
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1237	23	7	1	2	3	1	0	1275
0600 - 2200 Westbound	1270	18	2	1	1	1	3	0	1296
AM Peak Pd 0700-1000 Eastbound	126	3	2	0	1	0	0	0	131
AM Peak Pd 0700-1000 Westbound	97	0	0	0	0	0	0	0	98
IP Peak Pd 1000-1600 Eastbound	672	15	5	1	1	2	1	0	696
IP Peak Pd 1000-1600 Westbound	649	11	2	1	1	0	1	0	665
PM Peak Pd 1600-1900 Eastbound	234	5	0	0	0	1	0	0	240
PM Peak Pd 1600-1900 Westbound	305	6	0	0	0	0	1	0	313

- 3.4.10 Table 11 shows that the lowest pedestrian volumes were observed in February 2021 when Scotland was under lockdown. The highest pedestrian volumes were observed in September 2021.
- 3.4.11 Table 12 below presents the results of the pedestrian volume data on the south side of Perth Road, adjacent to the Nethergate in Dundee during each of the four survey periods.

Table 12. Perth Road, Dundee, adjacent to Nethergate (south footpath) Pedestrian Volume Summary

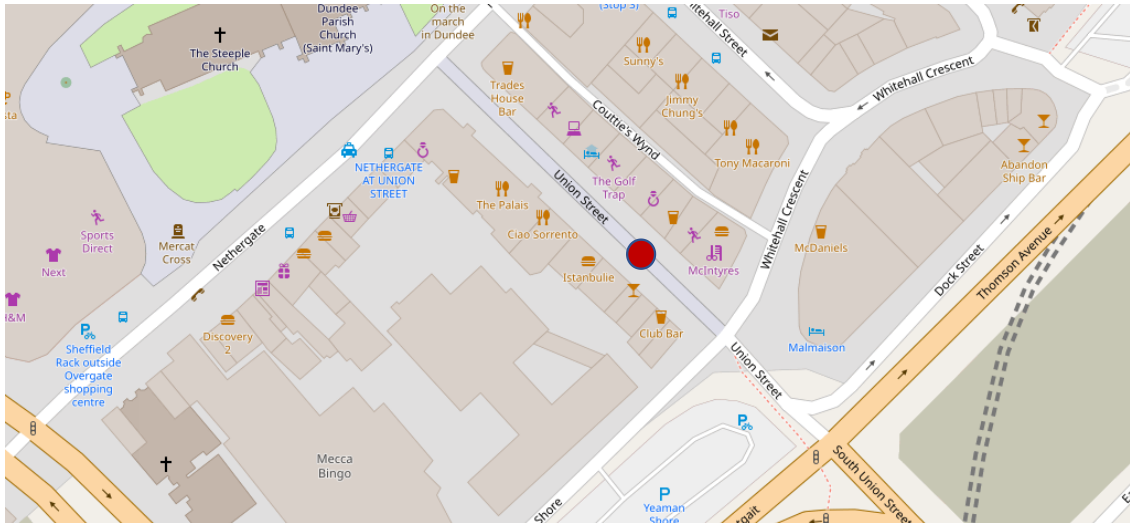


Site 6 Perth Road (Nethergate) South Kerbside (3 day Average Thur - Fri - Sat)

October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1132	20	2	1	0	4	1	0	1160
0600 - 2200 Westbound	991	12	1	2	0	5	2	0	1013
AM Peak Pd 0700-1000 Eastbound	61	0	1	0	0	0	0	0	62
AM Peak Pd 0700-1000 Westbound	51	1	0	0	0	1	0	0	53
IP Peak Pd 1000-1600 Eastbound	519	15	2	0	0	1	0	0	537
IP Peak Pd 1000-1600 Westbound	426	9	1	2	0	2	0	0	439
PM Peak Pd 1600-1900 Eastbound	323	3	0	0	0	2	1	0	328
PM Peak Pd 1600-1900 Westbound	343	2	0	1	0	1	1	0	348
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	487	4	1	1	0	3	3	0	500
0600 - 2200 Westbound	510	1	1	1	2	8	2	0	525
AM Peak Pd 0700-1000 Eastbound	43	0	0	0	0	0	0	0	43
AM Peak Pd 0700-1000 Westbound	36	0	0	0	0	0	1	0	37
IP Peak Pd 1000-1600 Eastbound	242	4	1	1	0	2	2	0	253
IP Peak Pd 1000-1600 Westbound	253	1	1	1	1	4	0	0	261
PM Peak Pd 1600-1900 Eastbound	139	0	0	0	0	0	0	0	140
PM Peak Pd 1600-1900 Westbound	158	0	0	0	1	2	1	0	161
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1137	5	7	1	1	2	1	0	1155
0600 - 2200 Westbound	985	11	2	1	2	3	1	0	1005
AM Peak Pd 0700-1000 Eastbound	67	0	1	0	0	0	0	0	69
AM Peak Pd 0700-1000 Westbound	45	0	0	0	0	1	0	0	46
IP Peak Pd 1000-1600 Eastbound	458	4	4	1	1	1	1	0	470
IP Peak Pd 1000-1600 Westbound	362	7	1	1	2	0	0	0	373
PM Peak Pd 1600-1900 Eastbound	285	1	0	0	0	0	0	0	288
PM Peak Pd 1600-1900 Westbound	297	3	1	0	0	1	1	0	303
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1262	16	10	3	2	1	2	0	1295
0600 - 2200 Westbound	1149	16	7	2	2	4	3	0	1182
AM Peak Pd 0700-1000 Eastbound	93	1	1	0	1	0	0	0	95
AM Peak Pd 0700-1000 Westbound	57	0	0	0	0	1	0	0	59
IP Peak Pd 1000-1600 Eastbound	525	11	8	2	1	1	1	0	549
IP Peak Pd 1000-1600 Westbound	446	9	2	1	2	1	2	0	464
PM Peak Pd 1600-1900 Eastbound	302	4	1	0	0	0	0	0	308
PM Peak Pd 1600-1900 Westbound	329	6	4	0	0	1	1	0	340

- 3.4.12 Table 12 shows that again the lowest pedestrian volumes were observed in February 2021. The highest were once again observed in September 2021 in both directions.
- 3.4.13 Table 13 below presents the results of the pedestrian volume data on the north side of Union Street in Dundee during each of the four survey periods.

Table 13. Union Street (north footpath), Dundee Pedestrian Volume Summary

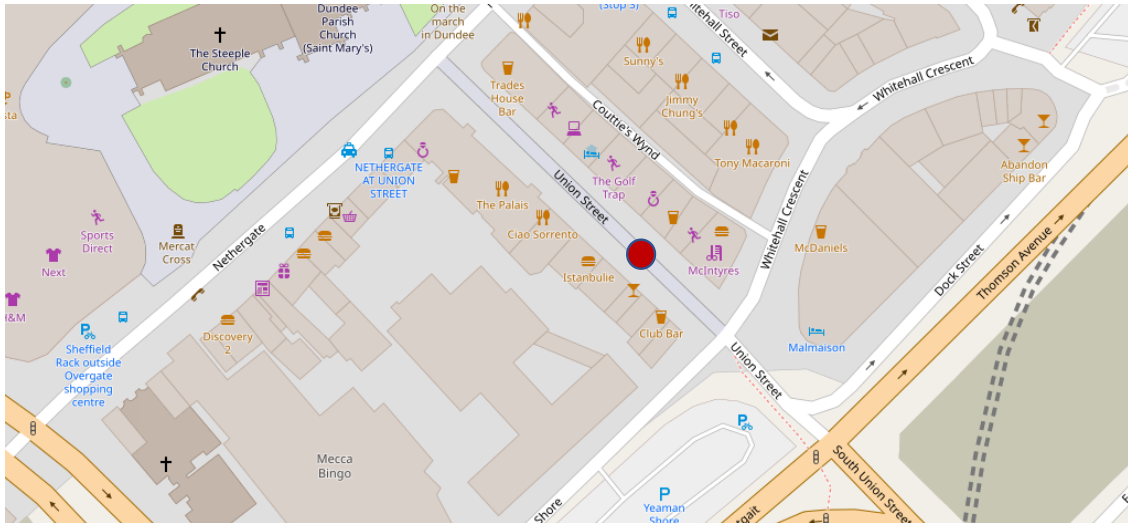


Site7 Union Street North Kerbside (3 day Average Thur - Fri - Sat)

October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1501	127	8	0	0	1	2	0	1639
0600 - 2200 Westbound	1107	74	9	0	1	2	0	0	1193
AM Peak Pd 0700-1000 Eastbound	106	2	1	0	0	0	0	0	109
AM Peak Pd 0700-1000 Westbound	62	2	2	0	0	0	0	0	65
IP Peak Pd 1000-1600 Eastbound	891	104	6	0	0	0	1	0	1002
IP Peak Pd 1000-1600 Westbound	591	40	6	0	1	0	0	0	637
PM Peak Pd 1600-1900 Eastbound	357	17	0	0	0	0	1	0	375
PM Peak Pd 1600-1900 Westbound	337	30	1	0	0	1	0	0	370
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	399	4	3	0	1	2	0	0	409
0600 - 2200 Westbound	405	10	2	0	0	2	0	0	419
AM Peak Pd 0700-1000 Eastbound	29	0	1	0	0	0	0	0	30
AM Peak Pd 0700-1000 Westbound	39	0	0	0	0	0	0	0	39
IP Peak Pd 1000-1600 Eastbound	233	3	1	0	1	1	0	0	239
IP Peak Pd 1000-1600 Westbound	228	7	1	0	0	1	0	0	239
PM Peak Pd 1600-1900 Eastbound	105	1	1	0	0	0	0	0	106
PM Peak Pd 1600-1900 Westbound	103	1	0	0	0	0	0	0	105
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	711	35	4	2	2	3	1	0	759
0600 - 2200 Westbound	860	37	5	4	1	3	1	0	911
AM Peak Pd 0700-1000 Eastbound	79	3	3	0	0	1	0	0	86
AM Peak Pd 0700-1000 Westbound	115	6	2	0	0	2	0	0	124
IP Peak Pd 1000-1600 Eastbound	394	22	2	2	2	2	1	0	424
IP Peak Pd 1000-1600 Westbound	470	26	2	3	1	1	1	0	503
PM Peak Pd 1600-1900 Eastbound	142	6	0	0	0	0	0	0	149
PM Peak Pd 1600-1900 Westbound	142	5	2	0	0	0	0	0	148
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1125	37	4	1	2	0	1	0	1170
0600 - 2200 Westbound	1319	56	2	1	2	2	0	0	1383
AM Peak Pd 0700-1000 Eastbound	87	0	0	0	0	0	0	0	87
AM Peak Pd 0700-1000 Westbound	84	1	1	0	0	0	0	0	86
IP Peak Pd 1000-1600 Eastbound	597	26	3	1	1	0	1	0	629
IP Peak Pd 1000-1600 Westbound	749	47	1	1	2	1	0	0	802
PM Peak Pd 1600-1900 Eastbound	255	9	1	0	0	0	0	0	265
PM Peak Pd 1600-1900 Westbound	277	8	0	0	0	1	0	0	286

- 3.4.14 Table 13 shows that again the lowest pedestrian volumes were recorded in February 2021. The highest eastbound volume was recorded in October 2020 and westbound in September 2021.
- 3.4.15 Table 14 below presents the results of the pedestrian volume data on the south side of Union Street in Dundee during each of the four survey periods.

Table 14. Union Street (south footpath), Dundee Pedestrian Volume Summary



Site8 Union Street South Kerbside (3 day Average Thur - Fri - Sat)

October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	718	41	3	0	0	1	1	0	764
0600 - 2200 Westbound	872	36	2	1	0	1	0	0	912
AM Peak Pd 0700-1000 Eastbound	54	2	0	0	0	0	0	0	56
AM Peak Pd 0700-1000 Westbound	47	0	0	0	0	0	0	0	47
IP Peak Pd 1000-1600 Eastbound	416	33	1	0	0	1	1	0	452
IP Peak Pd 1000-1600 Westbound	465	25	2	1	0	1	0	0	494
PM Peak Pd 1600-1900 Eastbound	167	5	0	0	0	0	0	0	171
PM Peak Pd 1600-1900 Westbound	243	11	0	0	0	0	0	0	254
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	563	9	1	0	1	4	0	0	577
0600 - 2200 Westbound	665	12	1	2	1	3	1	0	685
AM Peak Pd 0700-1000 Eastbound	52	0	0	0	0	0	0	0	53
AM Peak Pd 0700-1000 Westbound	66	2	0	0	0	0	0	0	68
IP Peak Pd 1000-1600 Eastbound	296	8	1	0	1	1	0	0	306
IP Peak Pd 1000-1600 Westbound	331	7	1	2	1	2	1	0	344
PM Peak Pd 1600-1900 Eastbound	171	1	0	0	0	1	0	0	173
PM Peak Pd 1600-1900 Westbound	202	3	0	0	0	1	0	0	207
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1001	37	6	2	1	0	0	0	1047
0600 - 2200 Westbound	1150	61	7	4	1	0	1	0	1223
AM Peak Pd 0700-1000 Eastbound	52	2	0	1	0	0	0	0	55
AM Peak Pd 0700-1000 Westbound	81	4	1	1	0	0	0	0	87
IP Peak Pd 1000-1600 Eastbound	491	25	5	1	1	0	0	0	523
IP Peak Pd 1000-1600 Westbound	631	44	5	3	1	0	1	0	684
PM Peak Pd 1600-1900 Eastbound	271	7	0	0	1	0	0	0	280
PM Peak Pd 1600-1900 Westbound	269	11	1	0	0	0	0	0	281
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1633	74	7	2	1	2	1	0	1720
0600 - 2200 Westbound	2006	58	12	2	2	1	1	0	2080
AM Peak Pd 0700-1000 Eastbound	119	5	1	0	0	0	0	0	125
AM Peak Pd 0700-1000 Westbound	144	9	2	0	0	0	0	0	156
IP Peak Pd 1000-1600 Eastbound	874	46	5	2	1	1	1	0	930
IP Peak Pd 1000-1600 Westbound	1041	34	4	2	1	0	1	0	1084
PM Peak Pd 1600-1900 Eastbound	372	19	1	0	0	0	0	0	393
PM Peak Pd 1600-1900 Westbound	468	8	3	0	0	0	0	0	480

3.4.16 Table 14 shows that the lowest volumes were again recorded in February 2021. The highest volumes in either direction were recorded in September 2021.

4. VEHICLE LINK COUNT & SPEED REVIEW

4.1 Overview

4.1.1 Summary tables below present the results of the link count and speed surveys in the Dundee Council area (seven sites located in Dundee and three sites located in Broughty Ferry).

4.1.2 For each survey, the summary information is as follows:

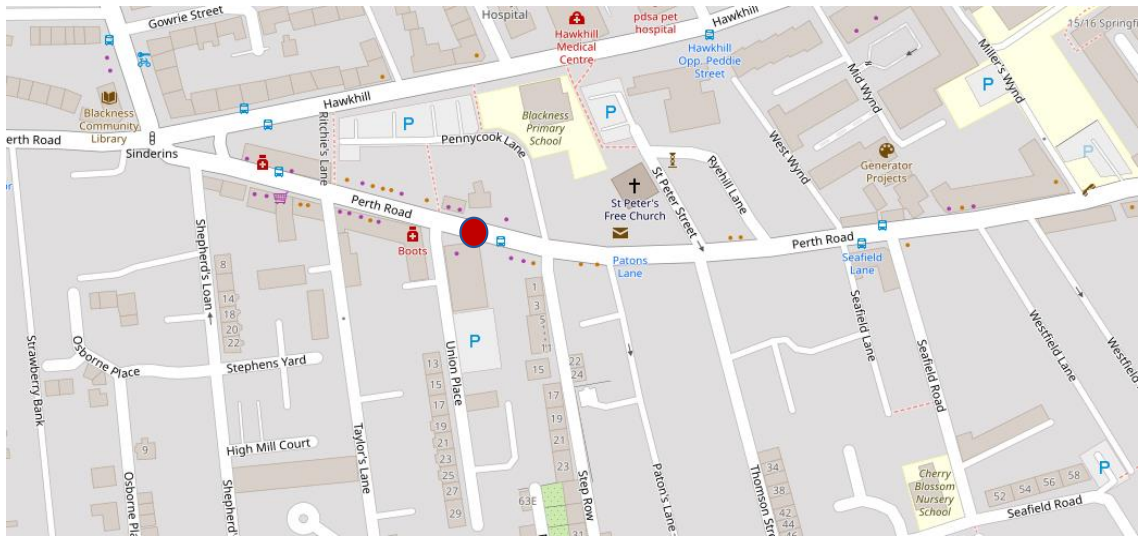
- Site Number
- Site Location
- Total Flow – Directional daily flow
- Mean Speed (mph) – Mean or average speed of all vehicles in either direction
- 85%ile Speed (mph) – Speed at, or below, which 85% of vehicles were travelling. The remaining 15% were recorded travelling at a higher speed
- Number of vehicles travelling at a speed greater than the 20mph limit
- Proportion of vehicles travelling at a speed greater than the 20mph limit
- Number of vehicles travelling at a speed greater than 35mph
- Proportion of vehicles travelling at a speed greater than 35mph.

4.2 Results of Link Counts and Speed Surveys

Dundee

- 4.2.1 Table 15 below presents a comparison of the results of the link flow and speed data on the Perth Road (Step Row) in Dundee.

Table 15. Perth Road (Step Row) (Eastbound)



Site 1 Perth Rd (Step Row) Eastbound									
October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2573	2757	2681	2851	3127	2553	2000	2798	2649
Mean Speed (mph)	18.0	17.6	17.4	17.4	16.2	17.3	19.1	17.3	17.6
85%ile Speed (mph)	22.5	22.2	21.5	21.8	20.5	22.0	23.4	21.7	22.0
No. Vehicles > 20 MPH Limit	732	704	606	693	534	622	866	654	680
% Vehicles > 20 MPH Limit	28.4%	25.5%	22.6%	24.3%	17.1%	24.4%	43.3%	23.6%	26.5%
No. Vehicles > 35 MPH	11	7	7	8	5	6	6	8	7
% Vehicles > 35 MPH	0.4%	0.3%	0.3%	0.3%	0.2%	0.2%	0.3%	0.3%	0.3%
February 2021	Monday 22 Feb 21	Tuesday 23 Feb 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 19 Feb 21	Saturday 20 Feb 21	Sunday 21 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2268	2325	2414	2524	2782	2397	1667	2463	2340
Mean Speed (mph)	18.5	18.5	18.5	18.2	17.5	17.8	19.7	18.2	18.4
85%ile Speed (mph)	23.1	22.9	23.0	22.9	21.9	22.3	24.4	22.8	22.9
No. Vehicles > 20 MPH Limit	784	793	856	820	710	662	756	793	769
% Vehicles > 20 MPH Limit	34.6%	34.1%	35.5%	32.5%	25.5%	27.6%	45.4%	32.4%	33.6%
No. Vehicles > 35 MPH	2	6	5	2	7	5	8	4	5
% Vehicles > 35 MPH	0.1%	0.3%	0.2%	0.1%	0.3%	0.2%	0.5%	0.2%	0.2%
May 2021	Monday 03 May 21	Tuesday 04 May 21	Wednesday 05 May 21	Thursday 06 May 21	Friday 30 Apr 21	Saturday 01 May 21	Sunday 02 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2829	3382	3524	0	3816	3463	2439	3388	3242
Mean Speed (mph)	16.7	17.5	17.9	-	17.2	16.5	17.6	17.3	17.2
85%ile Speed (mph)	20.6	21.7	22.3	-	21.9	20.9	21.8	21.6	21.5
No. Vehicles > 20 MPH Limit	516	806	1016	0	900	667	613	810	753
% Vehicles > 20 MPH Limit	18.2%	23.8%	28.8%	-	23.6%	19.3%	25.1%	23.9%	23.2%
No. Vehicles > 35 MPH	12	17	13	0	30	23	12	18	18
% Vehicles > 35 MPH	0.4%	0.5%	0.4%	-	0.8%	0.7%	0.5%	0.5%	0.6%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	3237	3441	3406	3590	3926	3418	2563	3520	3369
Mean Speed (mph)	18.1	17.4	17.3	16.9	15.9	17.0	18.9	17.1	17.4
85%ile Speed (mph)	22.3	21.5	21.6	21.0	20.3	21.3	23.2	21.3	21.6
No. Vehicles > 20 MPH Limit	920	822	846	748	638	759	896	795	804
% Vehicles > 20 MPH Limit	28.4%	23.9%	24.8%	20.8%	16.3%	22.2%	35.0%	22.6%	23.9%
No. Vehicles > 35 MPH	20	8	15	19	20	12	22	16	17
% Vehicles > 35 MPH	0.6%	0.2%	0.4%	0.5%	0.5%	0.4%	0.9%	0.5%	0.5%

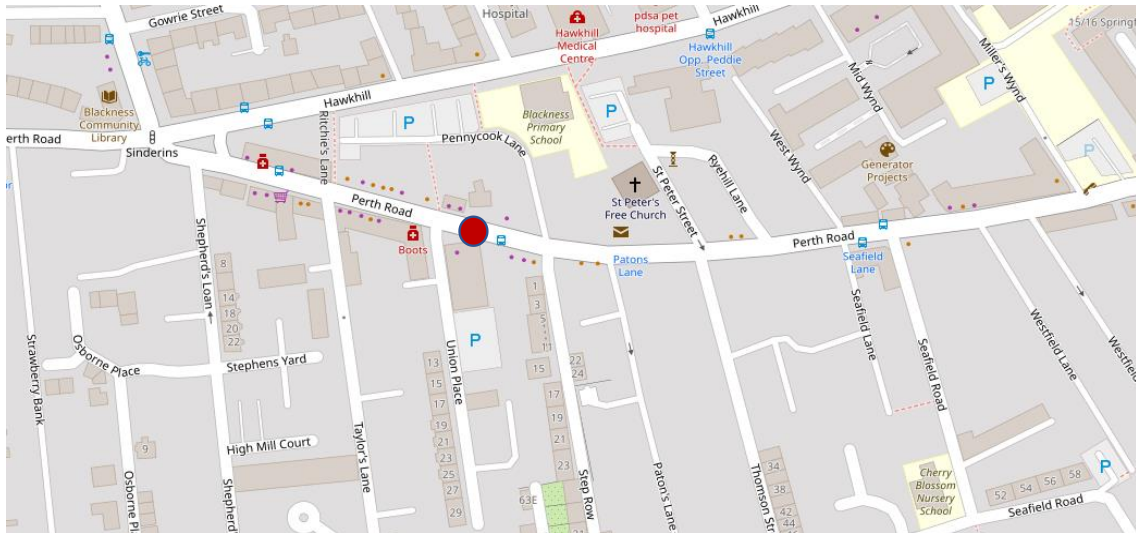
Counter Damaged on Thursday 6th May 2021

4.2.2 Table 15 indicates that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. Conversely, the 5-day mean speed was highest at 18.2 mph. The highest flows were observed in September 2021, when the mean speed was lowest at 17.1mph.

4.2.3 The proportion of vehicles exceeding 20mph was slightly higher in May 2021 compared with October 2020, but was lowest in September 2021.

4.2.4 Table 16 presents the results for Perth Road (Step Row) Westbound in Dundee.

Table 16. Perth Road (Step Row) (Westbound)



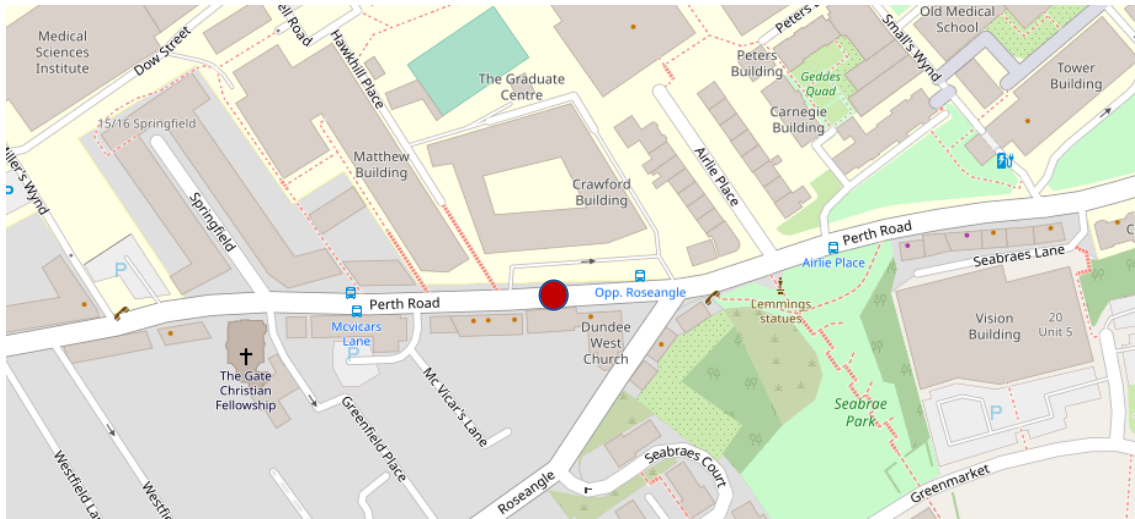
Site 1 Perth Rd (Step Row) Westbound

October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2372	2479	2483	2667	2870	2427	1854	2574	2450
Mean Speed (mph)	18.2	17.9	17.4	17.7	16.4	17.5	19.3	17.5	17.8
85%ile Speed (mph)	23.4	23.2	22.2	22.6	21.3	22.4	23.9	22.5	22.7
No. Vehicles > 20 MPH Limit	820	801	691	757	631	694	776	740	739
% Vehicles > 20 MPH Limit	34.6%	32.3%	27.8%	28.4%	22.0%	28.6%	41.9%	29.0%	30.8%
No. Vehicles > 35 MPH	12	6	11	18	17	8	19	13	13
% Vehicles > 35 MPH	0.5%	0.2%	0.4%	0.7%	0.6%	0.3%	1.0%	0.5%	0.5%
February 2021	Monday 22 Feb 21	Tuesday 23 Feb 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 19 Feb 21	Saturday 20 Feb 21	Sunday 21 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2160	2158	2268	2299	2352	2072	1551	2247	2123
Mean Speed (mph)	18.5	19.3	19.2	18.5	17.6	17.9	20.0	18.6	18.7
85%ile Speed (mph)	23.2	24.1	24.3	23.5	22.7	23.2	25.1	23.6	23.7
No. Vehicles > 20 MPH Limit	794	894	930	842	689	627	737	830	788
% Vehicles > 20 MPH Limit	36.8%	41.4%	41.0%	36.6%	29.3%	30.3%	47.5%	37.0%	37.6%
No. Vehicles > 35 MPH	16	25	27	14	11	9	16	19	17
% Vehicles > 35 MPH	0.7%	1.2%	1.2%	0.6%	0.5%	0.4%	1.0%	0.8%	0.8%
May 2021	Monday 03 May 21	Tuesday 04 May 21	Wednesday 05 May 21	Thursday 06 May 21	Friday 30 Apr 21	Saturday 01 May 21	Sunday 02 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2548	3015	3078	0	3410	3198	2306	2410	2508
Mean Speed (mph)	16.4	16.9	17.3	-	16.3	16.0	17.5	16.7	16.7
85%ile Speed (mph)	20.8	21.9	22.5	-	21.6	20.7	21.9	21.7	21.6
No. Vehicles > 20 MPH Limit	485	755	850	0	786	576	597	575	578
% Vehicles > 20 MPH Limit	19.0%	25.0%	27.6%	-	23.0%	18.0%	25.9%	23.9%	23.1%
No. Vehicles > 35 MPH	1	5	7	0	10	9	7	5	6
% Vehicles > 35 MPH	0.0%	0.2%	0.2%	-	0.3%	0.3%	0.3%	0.2%	0.2%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2854	3081	3011	3251	3673	3230	2256	3174	3051
Mean Speed (mph)	17.6	17.0	16.9	16.7	15.6	17.0	19.1	16.8	17.1
85%ile Speed (mph)	22.7	21.9	21.8	21.9	20.5	22.0	24.4	21.8	22.2
No. Vehicles > 20 MPH Limit	876	795	725	788	654	866	952	768	808
% Vehicles > 20 MPH Limit	30.7%	25.8%	24.1%	24.2%	17.8%	26.8%	42.2%	24.2%	26.5%
No. Vehicles > 35 MPH	10	12	8	3	13	11	16	9	10
% Vehicles > 35 MPH	0.4%	0.4%	0.3%	0.1%	0.4%	0.3%	0.7%	0.3%	0.3%

- 4.2.5 Table 16 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. Again, the 5-day mean speed was highest at 18.6 mph. Flows were around 30% higher in September 2021, when compared against May 2021, when the 5 day mean speed was 16.8 mph.
- 4.2.6 The proportion of vehicles exceeding 20mph was lower in May 2021 compared with October 2020. The proportion of vehicles exceeding the 20mph speed limit in February 2021 was higher still. There was a slight increase in vehicles exceeding 20mph in September 2021 when compared against May 2021.

4.2.7 Table 17 presents the results for Perth Road (Art School) Eastbound in Dundee.

Table 17. Perth Road (Art School) (Eastbound)



Site 2 Perth Rd (Art School) Eastbound									
October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1639	1810	1749	1824	1971	1775	1330	1799	1728
Mean Speed (mph)	24.0	24.0	24.1	24.1	24.0	24.5	25.1	24.0	24.3
85%ile Speed (mph)	28.8	28.7	29.1	28.7	28.9	29.4	30.3	28.8	29.1
No. Vehicles > 20 MPH Limit	1314	1474	1410	1479	1577	1444	1116	1451	1402
% Vehicles > 20 MPH Limit	80.2%	81.4%	80.6%	81.1%	80.0%	81.4%	83.9%	80.7%	81.2%
No. Vehicles > 35 MPH	48	31	37	29	46	47	54	38	42
% Vehicles > 35 MPH	2.9%	1.7%	2.1%	1.6%	2.3%	2.6%	4.1%	2.1%	2.4%
February 2021	Monday 22 Feb 21	Tuesday 23 Feb 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 19 Feb 21	Saturday 20 Feb 21	Sunday 21 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1399	1307	1459	1504	1676	1352	1020	1469	1388
Mean Speed (mph)	24.7	24.4	24.4	25.0	24.7	24.6	25.5	24.6	24.8
85%ile Speed (mph)	29.6	29.5	29.2	29.9	29.5	29.6	31.3	29.5	29.8
No. Vehicles > 20 MPH Limit	1154	1056	1187	1260	1392	1119	869	1210	1148
% Vehicles > 20 MPH Limit	82.5%	80.8%	81.4%	83.8%	83.1%	82.8%	85.2%	82.3%	82.8%
No. Vehicles > 35 MPH	44	43	23	45	49	35	44	41	40
% Vehicles > 35 MPH	3.1%	3.3%	1.6%	3.0%	2.9%	2.6%	4.3%	2.8%	2.9%
May 2021	Monday 03 May 21	Tuesday 04 May 21	Wednesday 05 May 21	Thursday 06 May 21	Friday 07 May 21	Saturday 08 May 21	Sunday 09 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1623	1962	1981	2082	2321	1949	1437	1994	1908
Mean Speed (mph)	24.4	24.6	24.4	24.4	25.0	25.6	25.6	24.6	24.9
85%ile Speed (mph)	29.4	29.3	29.2	29.3	29.8	30.4	30.1	29.4	29.6
No. Vehicles > 20 MPH Limit	1332	1638	1678	1752	2015	1734	1288	1683	1634
% Vehicles > 20 MPH Limit	82.1%	83.5%	84.7%	84.1%	86.8%	89.0%	89.6%	84.4%	85.6%
No. Vehicles > 35 MPH	44	53	41	47	76	52	43	52	51
% Vehicles > 35 MPH	2.7%	2.7%	2.1%	2.3%	3.3%	2.7%	3.0%	2.6%	2.7%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1868	2040	2042	2189	2366	2079	0	2101	2097
Mean Speed (mph)	24.4	23.9	23.9	23.7	23.3	24.5	-	23.8	24.0
85%ile Speed (mph)	29.2	28.8	28.9	28.5	28.2	29.4	-	28.7	28.8
No. Vehicles > 20 MPH Limit	1571	1614	1652	1742	1834	1741	0	1683	1692
% Vehicles > 20 MPH Limit	84.1%	79.1%	80.9%	79.6%	77.5%	83.7%	-	80.1%	80.7%
No. Vehicles > 35 MPH	34	33	32	40	40	42	0	36	37
% Vehicles > 35 MPH	1.8%	1.6%	1.6%	1.8%	1.7%	2.0%	-	1.7%	1.8%

No data available for Sunday 12 September 2021

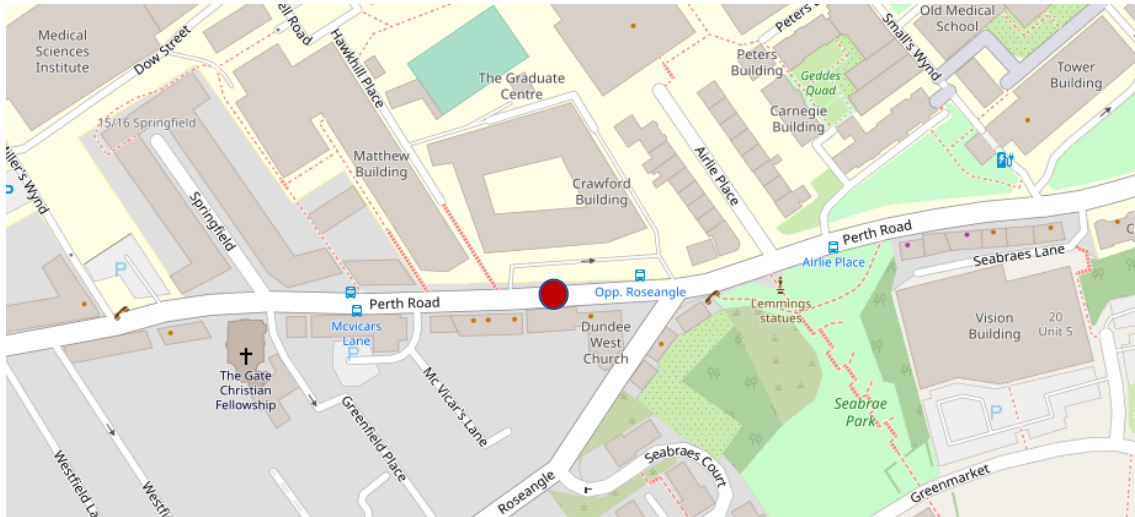
4.2.8 Table 17 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown, the mean speed being 24.6 mph in both February and

May 2021. The highest flow was observed in September 2021, when the mean speed was lowest at 23.8 mph.

- 4.2.9 The proportion of vehicles exceeding 20mph was slightly higher in May 2021 compared with October 2020 and September 2021.

4.2.10 Table 18 presents the results for Perth Road (Art School) Westbound in Dundee.

Table 18. Perth Road (Art School) (Westbound)



Site 2 Perth Rd (Art School) Westbound									
October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1894	2110	2079	2111	2316	1988	1497	2102	1999
Mean Speed (mph)	24.7	24.3	24.3	24.6	24.2	24.9	25.3	24.4	24.6
85%ile Speed (mph)	30.0	30.0	29.7	29.5	29.8	30.0	30.5	29.8	29.9
No. Vehicles > 20 MPH Limit	1577	1701	1694	1768	1868	1671	1266	1722	1649
% Vehicles > 20 MPH Limit	83.3%	80.6%	81.5%	83.8%	80.7%	84.1%	84.6%	82.0%	82.6%
No. Vehicles > 35 MPH	55	57	46	63	54	57	69	55	57
% Vehicles > 35 MPH	2.9%	2.7%	2.2%	3.0%	2.3%	2.9%	4.6%	2.6%	2.9%
February 2021	Monday 22 Feb 21	Tuesday 23 Feb 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 19 Feb 21	Saturday 20 Feb 21	Sunday 21 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1607	1505	1621	1682	1729	1436	1203	1629	1540
Mean Speed (mph)	25.5	24.8	24.8	25.1	24.9	25.6	26.3	25.0	25.3
85%ile Speed (mph)	30.9	30.0	30.3	30.8	30.6	31.0	31.7	30.5	30.8
No. Vehicles > 20 MPH Limit	1383	1271	1351	1420	1435	1218	1063	1372	1306
% Vehicles > 20 MPH Limit	86.1%	84.5%	83.3%	84.4%	83.0%	84.8%	88.4%	84.3%	84.9%
No. Vehicles > 35 MPH	65	46	41	50	55	70	75	51	57
% Vehicles > 35 MPH	4.0%	3.1%	2.5%	3.0%	3.2%	4.9%	6.2%	3.2%	3.7%
May 2021	Monday 03 May 21	Tuesday 04 May 21	Wednesday 05 May 21	Thursday 06 May 21	Friday 07 May 21	Saturday 08 May 21	Sunday 09 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2097	2285	2375	2440	2728	2251	1709	2385	2269
Mean Speed (mph)	25.1	25.4	25.0	24.8	25.3	26.1	25.8	25.1	25.4
85%ile Speed (mph)	30.4	30.4	30.0	29.8	30.2	31.1	30.6	30.2	30.4
No. Vehicles > 20 MPH Limit	1759	1989	2033	2058	2368	2035	1539	2041	1969
% Vehicles > 20 MPH Limit	83.9%	87.0%	85.6%	84.3%	86.8%	90.4%	90.1%	85.6%	86.8%
No. Vehicles > 35 MPH	70	62	67	65	70	89	73	67	71
% Vehicles > 35 MPH	3.3%	2.7%	2.8%	2.7%	2.6%	4.0%	4.3%	2.8%	3.1%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2172	2405	2410	2469	2754	2475	0	2442	2448
Mean Speed (mph)	24.8	24.3	24.5	24.5	23.8	25.0	-	24.4	24.5
85%ile Speed (mph)	30.1	29.5	29.7	29.3	28.7	30.0	-	29.5	29.6
No. Vehicles > 20 MPH Limit	1835	1960	2004	2084	2186	2122	0	2014	2032
% Vehicles > 20 MPH Limit	84.5%	81.5%	83.2%	84.4%	79.4%	85.7%	-	82.5%	83.0%
No. Vehicles > 35 MPH	57	73	55	42	51	75	0	56	59
% Vehicles > 35 MPH	2.6%	3.0%	2.3%	1.7%	1.9%	3.0%	-	2.3%	2.4%

No data available for Sunday 12 September 2021

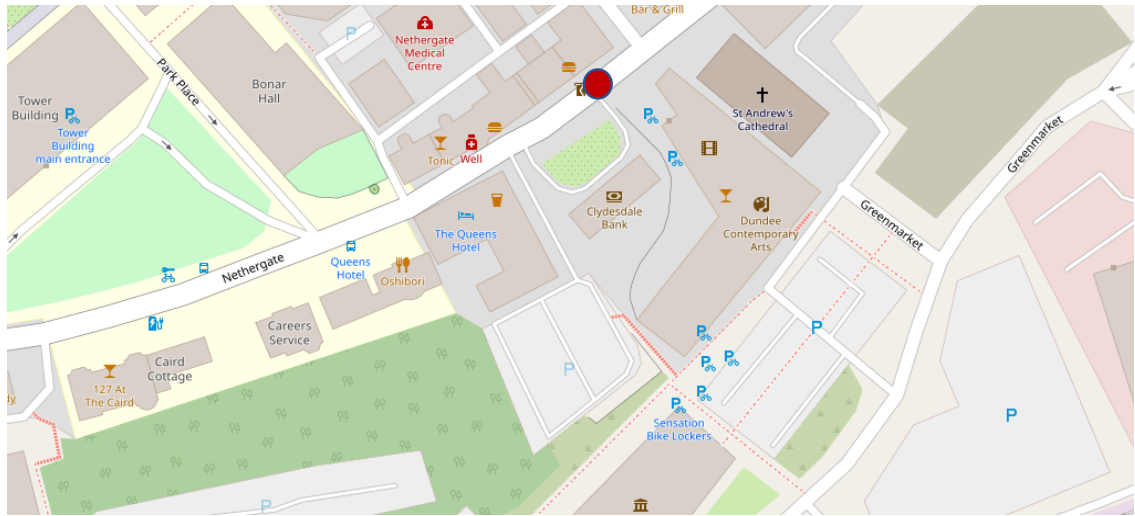
4.2.11 Table 18 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. The mean speed of traffic was greatest in May 2021 at

25.1mph. The highest flow was observed in September 2021, the mean speed being the same as October 2020.

4.2.12 The proportion of vehicles exceeding 20mph was highest in May 2021 compared with October 2020, February 2021 and September 2021.

4.2.13 Table 19 presents the results for Perth Road (Nethergate) Eastbound in Dundee.

Table 19. Perth Road (Nethergate) (Eastbound)



Site 3 Perth Rd (Nethergate) Eastbound									
October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2283	2303	2379	2441	2684	2227	1712	2418	2290
Mean Speed (mph)	17.8	17.6	17.7	17.4	17.0	17.8	19.5	17.5	17.8
85%ile Speed (mph)	23.3	23.1	23.0	23.0	22.6	23.2	25.3	23.0	23.4
No. Vehicles > 20 MPH Limit	841	806	835	824	798	788	841	821	819
% Vehicles > 20 MPH Limit	36.8%	35.0%	35.1%	33.8%	29.7%	35.4%	49.1%	34.1%	36.4%
No. Vehicles > 35 MPH	4	2	5	2	5	5	9	4	5
% Vehicles > 35 MPH	0.2%	0.1%	0.2%	0.1%	0.2%	0.2%	0.5%	0.1%	0.2%
February 2021	Monday 22 Feb 21	Tuesday 23 Feb 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 19 Feb 21	Saturday 20 Feb 21	Sunday 21 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1720	1792	1934	1983	1981	1550	1319	1882	1754
Mean Speed (mph)	20.6	20.5	20.3	20.6	19.6	20.9	22.0	20.3	20.6
85%ile Speed (mph)	25.4	25.4	25.1	25.2	24.8	26.0	27.1	25.2	25.6
No. Vehicles > 20 MPH Limit	895	904	958	1029	881	848	859	933	911
% Vehicles > 20 MPH Limit	52.0%	50.4%	49.5%	51.9%	44.5%	54.7%	65.1%	49.7%	52.6%
No. Vehicles > 35 MPH	8	11	6	6	6	7	13	7	8
% Vehicles > 35 MPH	0.5%	0.6%	0.3%	0.3%	0.3%	0.5%	1.0%	0.4%	0.5%
May 2021	Monday 03 May 21	Tuesday 04 May 21	Wednesday 05 May 21	Thursday 06 May 21	Friday 07 May 21	Saturday 08 May 21	Sunday 09 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2311	2729	2875	2776	2909	2816	1711	2720	2590
Mean Speed (mph)	18.0	18.0	17.2	18.1	17.2	17.4	19.4	17.7	17.9
85%ile Speed (mph)	22.7	22.1	21.6	22.5	21.4	22.1	24.0	22.1	22.3
No. Vehicles > 20 MPH Limit	664	797	713	827	667	707	704	734	726
% Vehicles > 20 MPH Limit	28.7%	29.2%	24.8%	29.8%	22.9%	25.1%	41.1%	27.0%	28.0%
No. Vehicles > 35 MPH	3	2	3	8	2	5	11	4	5
% Vehicles > 35 MPH	0.1%	0.1%	0.1%	0.3%	0.1%	0.2%	0.6%	0.1%	0.2%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2504	2598	2590	2545	3135	2697	1864	2674	2562
Mean Speed (mph)	18.5	18.2	18.1	17.8	17.3	17.8	19.1	18.0	18.1
85%ile Speed (mph)	22.9	22.4	22.4	22.2	21.5	22.1	23.6	22.3	22.4
No. Vehicles > 20 MPH Limit	858	833	768	725	763	763	775	789	784
% Vehicles > 20 MPH Limit	34.3%	32.1%	29.7%	28.5%	24.3%	28.3%	41.6%	29.5%	30.6%
No. Vehicles > 35 MPH	0	4	6	8	3	7	6	4	5
% Vehicles > 35 MPH	0.0%	0.2%	0.2%	0.3%	0.1%	0.3%	0.3%	0.2%	0.2%

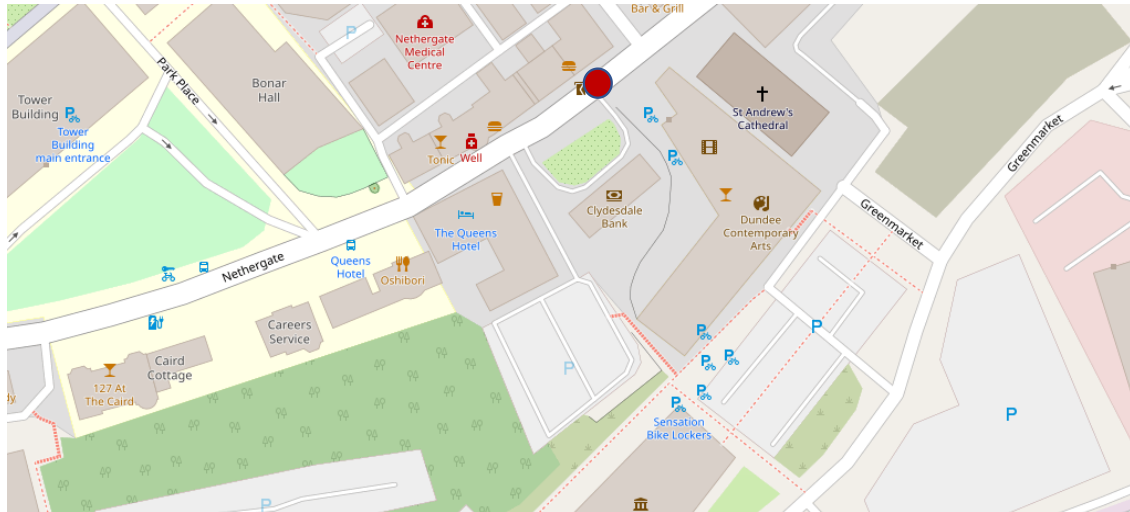
Vehicles parked on tubes on Thursday 9th September 2021 between approx 16:00 & 17:10

4.2.14 Table 19 shows that the 5-day average traffic flows were much lower in February 2021 when Scotland was in a period of lockdown, but the mean speed was 20.3mph. Flows in September 2021 were lower than May 2021.

4.2.15 The proportion of vehicles exceeding 20mph in May 2021 was 49.7%, greater than October 2020, May 2021 and September 2021 (34.1%, 27.0% and 29.5% respectively).

4.2.16 Table 20 presents the results for Perth Road (Nethergate) Westbound in Dundee.

Table 20. Perth Road (Nethergate) (Westbound)



Site 3 Perth Rd (Nethergate) Westbound									
October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2314	2435	2456	2542	2828	2513	1775	2515	2409
Mean Speed (mph)	17.1	17.2	16.6	16.7	16.0	16.3	17.5	16.7	16.8
85%ile Speed (mph)	23.5	23.4	22.8	22.8	22.1	22.1	23.5	22.9	22.9
No. Vehicles > 20 MPH Limit	834	870	764	824	752	692	655	809	770
% Vehicles > 20 MPH Limit	36.0%	35.7%	31.1%	32.4%	26.6%	27.5%	36.9%	32.4%	32.3%
No. Vehicles > 35 MPH	3	4	2	1	1	2	3	2	2
% Vehicles > 35 MPH	0.1%	0.2%	0.1%	0.0%	0.0%	0.1%	0.2%	0.1%	0.1%
February 2021	Monday 22 Feb 21	Tuesday 23 Feb 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 19 Feb 21	Saturday 20 Feb 21	Sunday 21 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1819	1739	1956	1986	2217	1675	1395	1943	1827
Mean Speed (mph)	20.2	19.7	19.4	20.0	19.0	20.4	21.4	19.7	20.0
85%ile Speed (mph)	25.3	24.7	24.5	25.2	24.0	25.6	26.5	24.7	25.1
No. Vehicles > 20 MPH Limit	924	767	842	961	838	829	828	866	856
% Vehicles > 20 MPH Limit	50.8%	44.1%	43.0%	48.4%	37.8%	49.5%	59.4%	44.8%	47.6%
No. Vehicles > 35 MPH	5	7	5	3	2	6	13	4	6
% Vehicles > 35 MPH	0.3%	0.4%	0.3%	0.2%	0.1%	0.4%	0.9%	0.2%	0.3%
May 2021	Monday 03 May 21	Tuesday 04 May 21	Wednesday 05 May 21	Thursday 06 May 21	Friday 07 May 21	Saturday 08 May 21	Sunday 09 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2622	2873	2865	2938	3096	3089	1775	2879	2751
Mean Speed (mph)	18.2	18.3	17.6	18.2	17.5	17.4	18.7	18.0	18.0
85%ile Speed (mph)	22.9	23.0	22.3	22.7	22.0	22.1	23.6	22.6	22.7
No. Vehicles > 20 MPH Limit	820	954	786	951	776	808	624	857	817
% Vehicles > 20 MPH Limit	31.3%	33.2%	27.4%	32.4%	25.1%	26.2%	35.2%	29.8%	29.7%
No. Vehicles > 35 MPH	4	9	4	5	8	2	8	6	6
% Vehicles > 35 MPH	0.2%	0.3%	0.1%	0.2%	0.3%	0.1%	0.5%	0.2%	0.2%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2565	2682	2691	2690	3280	3038	1924	2782	2696
Mean Speed (mph)	18.7	18.5	18.4	18.1	17.6	17.6	18.8	18.3	18.2
85%ile Speed (mph)	23.2	22.7	23.0	22.6	22.0	22.1	23.4	22.7	22.7
No. Vehicles > 20 MPH Limit	911	966	861	861	878	877	733	895	870
% Vehicles > 20 MPH Limit	35.5%	36.0%	32.0%	32.0%	26.8%	28.9%	38.1%	32.2%	32.3%
No. Vehicles > 35 MPH	5	6	5	6	5	3	4	5	5
% Vehicles > 35 MPH	0.2%	0.2%	0.2%	0.2%	0.2%	0.1%	0.2%	0.2%	0.2%

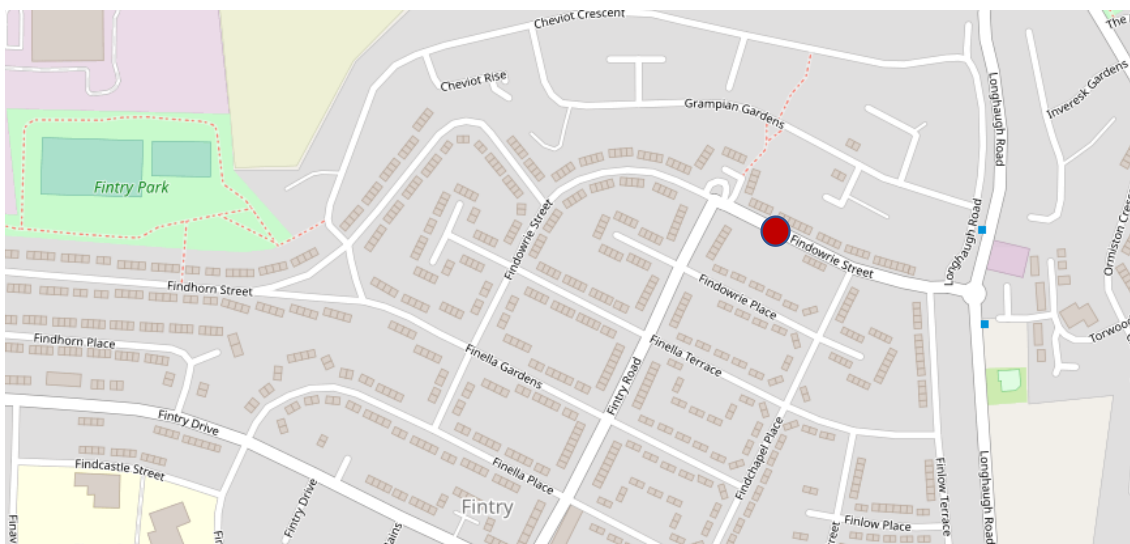
Vehicles parked on tubes on Thursday 9th September 2021 between approx 16:00 & 17:10

4.2.17 Table 20 shows that the 5-day average traffic flows were much lower in February 2021 when Scotland was in a period of lockdown. Conversely, the mean speed was highest at 19.7mph. The flow in May 2021 was higher than that observed in September 2021.

4.2.18 The proportion of vehicles exceeding 20mph in May 2021 was 44.8%, greater than October 2020, May 2021 and September 2021 (32.4%, 29.8% and 32.2% respectively).

4.2.19 Table 21 presents the results for Findowrie Street Eastbound in Dundee.

Table 21. Findowrie Street (Eastbound)

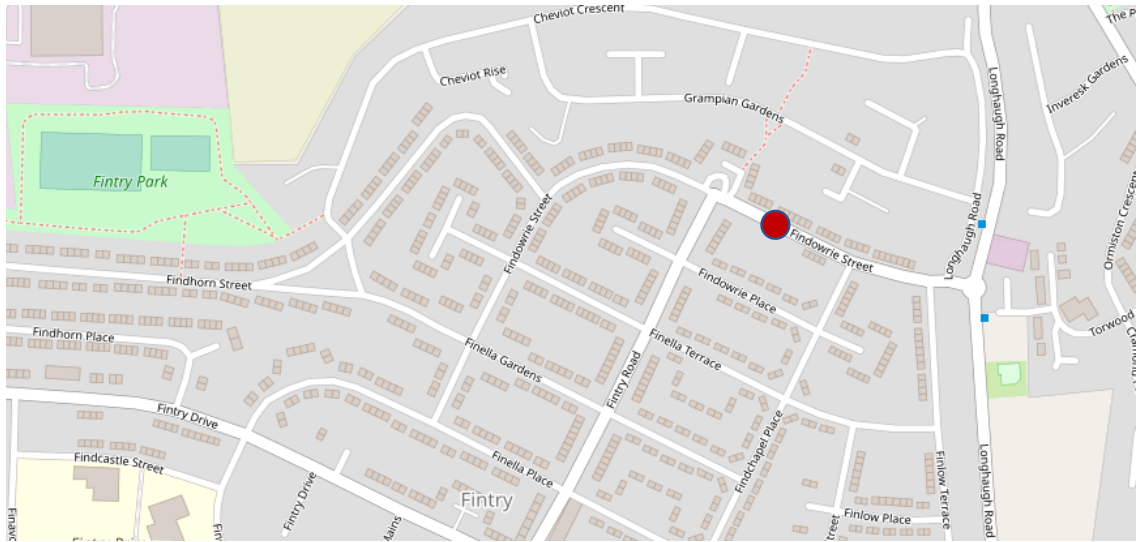


Site 4 Findowrie St (Findchapel PI) Eastbound

	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
October 2020									
0000-2400 Vehicle Flow	1068	1092	1149	1178	858	898	826	1069	1010
Mean Speed (mph)	20.5	20.1	18.7	19.0	19.6	19.9	20.2	19.6	19.7
85%ile Speed (mph)	24.9	24.2	23.4	23.2	24.0	24.7	25.3	23.9	24.2
No. Vehicles > 20 MPH Limit	595	568	451	501	396	454	439	502	486
% Vehicles > 20 MPH Limit	55.7%	52.0%	39.3%	42.5%	46.2%	50.6%	53.1%	47.1%	48.5%
No. Vehicles > 35 MPH	1	2	3	4	1	1	3	2	2
% Vehicles > 35 MPH	0.1%	0.2%	0.3%	0.3%	0.1%	0.1%	0.4%	0.2%	0.2%
February 2021									
0000-2400 Vehicle Flow	328	999	1185	1118	1027	1099	872	931	947
Mean Speed (mph)	22.5	21.8	21.5	22.1	22.3	22.4	21.8	22.0	22.1
85%ile Speed (mph)	26.2	25.8	25.7	26.1	26.8	26.7	26.6	26.1	26.3
No. Vehicles > 20 MPH Limit	248	677	783	809	716	788	577	647	657
% Vehicles > 20 MPH Limit	75.6%	67.8%	66.1%	72.4%	69.7%	71.7%	66.2%	70.3%	69.9%
No. Vehicles > 35 MPH	0	1	0	0	1	0	0	0	0
% Vehicles > 35 MPH	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
May 2021									
0000-2400 Vehicle Flow	1193	1205	1176	1266	1262	1061	905	1220	1153
Mean Speed (mph)	21.4	22.4	22.1	20.4	20.5	21.0	20.8	21.4	21.2
85%ile Speed (mph)	25.6	26.2	26.3	24.4	24.6	25.2	25.1	25.4	25.3
No. Vehicles > 20 MPH Limit	763	876	825	661	677	623	510	760	705
% Vehicles > 20 MPH Limit	64.0%	72.7%	70.2%	52.2%	53.6%	58.7%	56.4%	62.3%	61.2%
No. Vehicles > 35 MPH	8	5	6	5	4	8	5	6	6
% Vehicles > 35 MPH	0.7%	0.4%	0.5%	0.4%	0.3%	0.8%	0.6%	0.5%	0.5%
September 2021									
0000-2400 Vehicle Flow	587	1155	1194	1180	1238	998	888	1071	1034
Mean Speed (mph)	21.0	21.3	21.3	21.1	21.2	21.5	21.4	21.2	21.3
85%ile Speed (mph)	25.6	25.3	25.5	24.8	25.3	25.9	25.7	25.3	25.4
No. Vehicles > 20 MPH Limit	325	733	747	719	767	634	548	658	639
% Vehicles > 20 MPH Limit	55.4%	63.5%	62.6%	60.9%	62.0%	63.5%	61.7%	61.5%	61.8%
No. Vehicles > 35 MPH	3	3	9	6	4	6	4	5	5
% Vehicles > 35 MPH	0.5%	0.3%	0.8%	0.5%	0.3%	0.6%	0.5%	0.5%	0.5%

- 4.2.20 Table 21 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. Conversely, the mean speed was highest at 22.0mph. The flow in September 2021 was lower than May 2021.
- 4.2.21 The proportion of vehicles exceeding 20mph was higher in February 2021 (70.3%), when compared to October 2020, May 2021 and September 2021 (47.1%, 62.3% and 61.5% respectively).
- 4.2.22 Table 22 presents the results for Findowrie Street westbound in Dundee.

Table 22. Findowrie Street (Westbound)



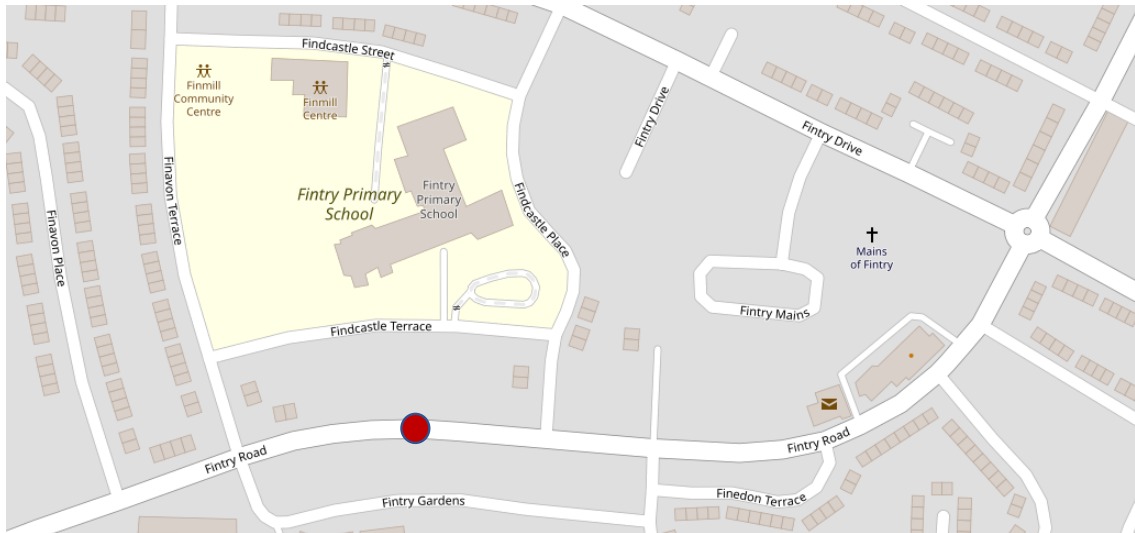
Site 4 Findowrie St (Findchapel PI) Westbound									
October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1054	1204	1257	1216	1029	949	927	1152	1091
Mean Speed (mph)	20.6	20.7	20.8	20.1	20.1	21.0	21.2	20.5	20.6
85%ile Speed (mph)	25.5	25.2	25.9	25.0	24.7	26.3	26.2	25.3	25.5
No. Vehicles > 20 MPH Limit	594	703	717	624	531	540	550	634	608
% Vehicles > 20 MPH Limit	56.4%	58.4%	57.0%	51.3%	51.6%	56.9%	59.3%	54.9%	55.8%
No. Vehicles > 35 MPH	3	4	7	6	0	8	9	4	5
% Vehicles > 35 MPH	0.3%	0.3%	0.6%	0.5%	0.0%	0.8%	1.0%	0.3%	0.5%
February 2021	Monday 01 Mar 21	Tuesday 02 Mar 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 26 Feb 21	Saturday 27 Feb 21	Sunday 28 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	453	943	1280	1122	1100	1169	895	980	995
Mean Speed (mph)	24.1	22.1	22.6	23.0	23.3	23.2	22.7	23.0	23.0
85%ile Speed (mph)	28.5	27.1	27.1	27.3	27.8	27.8	27.2	27.6	27.5
No. Vehicles > 20 MPH Limit	383	653	920	876	866	925	646	740	753
% Vehicles > 20 MPH Limit	84.5%	69.2%	71.9%	78.1%	78.7%	79.1%	72.2%	76.5%	76.3%
No. Vehicles > 35 MPH	0	1	0	2	0	0	1	1	1
% Vehicles > 35 MPH	0.0%	0.1%	0.0%	0.2%	0.0%	0.0%	0.1%	0.1%	0.1%
May 2021	Monday 17 May 21	Tuesday 11 May 21	Wednesday 12 May 21	Thursday 13 May 21	Friday 14 May 21	Saturday 15 May 21	Sunday 16 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1383	1324	1336	1298	1368	1086	982	1342	1254
Mean Speed (mph)	20.8	21.6	21.8	20.9	20.6	21.4	21.0	21.1	21.2
85%ile Speed (mph)	25.8	26.5	26.7	25.6	24.9	26.4	25.3	25.9	25.9
No. Vehicles > 20 MPH Limit	775	817	904	724	734	651	559	791	738
% Vehicles > 20 MPH Limit	56.0%	61.7%	67.7%	55.8%	53.7%	59.9%	56.9%	58.9%	58.8%
No. Vehicles > 35 MPH	7	20	13	11	9	11	10	12	12
% Vehicles > 35 MPH	0.5%	1.5%	1.0%	0.8%	0.7%	1.0%	1.0%	0.9%	0.9%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	663	1242	1238	1197	1293	1054	919	1127	1087
Mean Speed (mph)	21.2	22.0	21.6	21.3	21.4	21.8	21.7	21.5	21.6
85%ile Speed (mph)	25.7	25.9	25.8	25.7	25.5	26.2	26.9	25.7	26.0
No. Vehicles > 20 MPH Limit	420	877	816	742	813	712	592	734	710
% Vehicles > 20 MPH Limit	63.3%	70.6%	65.9%	62.0%	62.9%	67.6%	64.4%	65.1%	65.4%
No. Vehicles > 35 MPH	3	12	10	8	8	9	10	8	9
% Vehicles > 35 MPH	0.5%	1.0%	0.8%	0.7%	0.6%	0.9%	1.1%	0.7%	0.8%

4.2.23 Table 22 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. Conversely, the mean speed was highest at 23.0mph. The flows in September 2021 were lower than May 2021.

4.2.24 The proportion of vehicles exceeding 20mph was higher in February 2021 (76.5%), when compared to October 2020, May 2021 and September 2021 (54.9%, 58.9% and 65.1% respectively).

4.2.25 Table 23 presents the results for Fintry Road (Eastbound) in Dundee.

Table 23. Fintry Road (Eastbound)

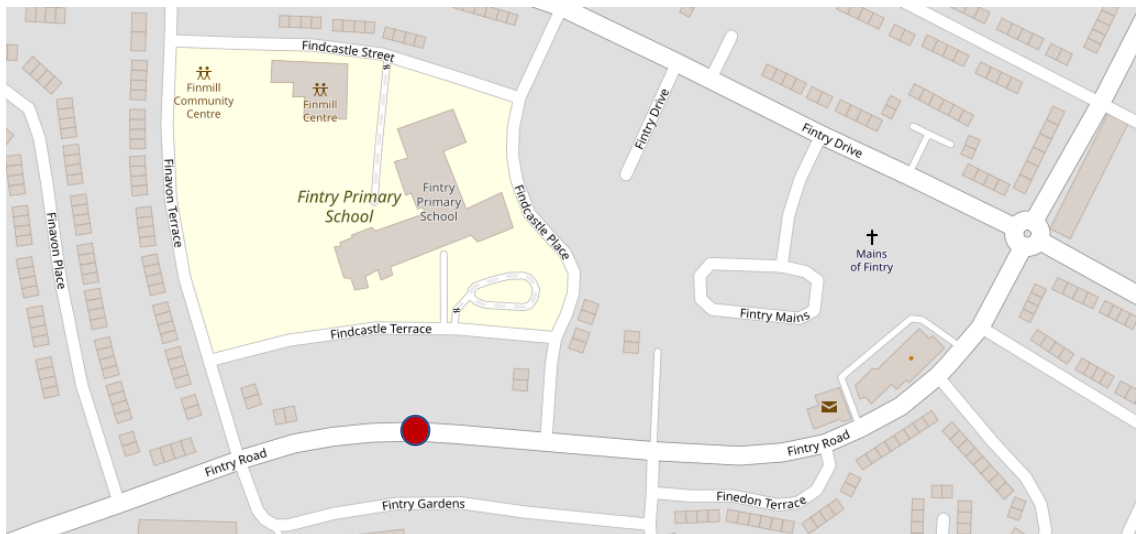


Site 5 Fintry Rd (Finavon Terr) Eastbound									
October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1119	1135	1244	1294	1291	1056	872	1217	1144
Mean Speed (mph)	21.0	21.1	14.7	15.5	21.4	21.3	21.9	18.7	19.6
85%ile Speed (mph)	24.9	25.0	18.0	18.8	25.4	25.6	26.0	22.4	23.4
No. Vehicles > 20 MPH Limit	682	702	68	136	841	646	593	486	524
% Vehicles > 20 MPH Limit	60.9%	61.9%	5.5%	10.5%	65.1%	61.2%	68.0%	40.8%	47.6%
No. Vehicles > 35 MPH	5	1	2	2	9	4	6	4	4
% Vehicles > 35 MPH	0.4%	0.1%	0.2%	0.2%	0.7%	0.4%	0.7%	0.3%	0.4%
February 2021	Monday 22 Feb 21	Tuesday 23 Feb 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 19 Feb 21	Saturday 20 Feb 21	Sunday 21 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1114	1095	1145	1218	1225	985	833	1159	1088
Mean Speed (mph)	26.3	26.0	26.3	26.8	26.5	26.6	27.6	26.4	26.6
85%ile Speed (mph)	31.2	30.4	31.3	31.3	31.4	31.4	32.2	31.1	31.3
No. Vehicles > 20 MPH Limit	1006	986	1025	1135	1116	900	774	1054	992
% Vehicles > 20 MPH Limit	90.3%	90.0%	89.5%	93.2%	91.1%	91.4%	92.9%	90.8%	91.2%
No. Vehicles > 35 MPH	1	6	6	3	4	0	6	4	4
% Vehicles > 35 MPH	0.1%	0.5%	0.5%	0.2%	0.3%	0.0%	0.7%	0.3%	0.3%
May 2021	Monday 03 May 21	Tuesday 04 May 21	Wednesday 05 May 21	Thursday 06 May 21	Friday 07 May 21	Saturday 08 May 21	Sunday 09 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1021	1219	1289	1173	1379	1120	885	1216	1155
Mean Speed (mph)	24.9	25.4	25.1	25.2	25.2	25.3	25.7	25.2	25.3
85%ile Speed (mph)	29.5	29.6	29.7	29.9	29.8	30.2	30.3	29.7	29.9
No. Vehicles > 20 MPH Limit	866	1090	1132	1024	1218	979	777	1066	1012
% Vehicles > 20 MPH Limit	84.8%	89.4%	87.8%	87.3%	88.3%	87.4%	87.8%	87.7%	87.6%
No. Vehicles > 35 MPH	21	15	29	26	33	18	25	25	24
% Vehicles > 35 MPH	2.1%	1.2%	2.2%	2.2%	2.4%	1.6%	2.8%	2.0%	2.1%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1244	1210	1269	1262	1433	1204	971	1284	1228
Mean Speed (mph)	25.8	26.0	26.0	25.5	25.5	26.2	26.5	25.8	25.9
85%ile Speed (mph)	30.4	30.5	30.5	30.3	30.3	31.1	31.1	30.4	30.6
No. Vehicles > 20 MPH Limit	1116	1082	1143	1096	1280	1079	884	1143	1097
% Vehicles > 20 MPH Limit	89.7%	89.4%	90.1%	86.8%	89.3%	89.6%	91.0%	89.1%	89.4%
No. Vehicles > 35 MPH	39	46	27	33	37	37	39	36	37
% Vehicles > 35 MPH	3.1%	3.8%	2.1%	2.6%	2.6%	3.1%	4.0%	2.8%	3.0%

- 4.2.26 Table 23 shows that the 5-day average traffic flows were slightly lower in February 2021 when Scotland was in a period of lockdown. Conversely, the mean speed was highest at 26.4mph. The highest flow was observed in September 2021, when the mean speed was 25.8mph.
- 4.2.27 The proportion of vehicles exceeding 20mph was highest in February 2021 (90.8%), slightly lower in May 2021 at 87.7%, and lowest in October 2020 (40.8%), before rising again in September 2021 (89.1%).

4.2.29 Table 24 presents the results for Fintry Road (Westbound) in Dundee.

Table 24. Fintry Road (Westbound)



Site 5 Fintry Rd (Finavon Terr) Westbound									
October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1455	1512	1563	1570	1683	1349	1152	1557	1469
Mean Speed (mph)	21.6	21.5	16.3	16.2	21.6	22.1	22.2	19.4	20.2
85%ile Speed (mph)	25.7	25.6	20.5	20.9	25.4	26.2	26.4	23.6	24.4
No. Vehicles > 20 MPH Limit	993	995	285	308	1124	952	819	741	782
% Vehicles > 20 MPH Limit	68.2%	65.8%	18.2%	19.6%	66.8%	70.6%	71.1%	47.7%	54.3%
No. Vehicles > 35 MPH	6	4	2	2	6	7	7	4	5
% Vehicles > 35 MPH	0.4%	0.3%	0.1%	0.1%	0.4%	0.5%	0.6%	0.3%	0.3%
February 2021	Monday 22 Feb 21	Tuesday 23 Feb 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 19 Feb 21	Saturday 20 Feb 21	Sunday 21 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1324	1338	1431	1431	1390	1163	974	1383	1293
Mean Speed (mph)	26.2	25.6	25.8	26.6	26.3	26.9	27.3	26.1	26.4
85%ile Speed (mph)	30.7	30.4	30.4	31.0	31.0	31.2	32.0	30.7	31.0
No. Vehicles > 20 MPH Limit	1201	1182	1277	1334	1267	1089	897	1252	1178
% Vehicles > 20 MPH Limit	90.7%	88.3%	89.2%	93.2%	91.2%	93.6%	92.1%	90.5%	91.2%
No. Vehicles > 35 MPH	4	2	1	5	3	5	4	3	3
% Vehicles > 35 MPH	0.3%	0.1%	0.1%	0.3%	0.2%	0.4%	0.4%	0.2%	0.3%
May 2021	Monday 03 May 21	Tuesday 04 May 21	Wednesday 05 May 21	Thursday 06 May 21	Friday 07 May 21	Saturday 08 May 21	Sunday 09 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1326	1544	1537	1541	1798	1433	1123	1549	1472
Mean Speed (mph)	25.8	26.1	25.8	26.1	25.7	26.2	26.4	25.9	26.0
85%ile Speed (mph)	30.5	30.8	30.4	30.7	30.5	30.8	31.3	30.6	30.7
No. Vehicles > 20 MPH Limit	1171	1397	1375	1391	1575	1299	1012	1382	1317
% Vehicles > 20 MPH Limit	88.3%	90.5%	89.5%	90.3%	87.6%	90.6%	90.1%	89.2%	89.5%
No. Vehicles > 35 MPH	30	51	48	56	48	54	46	47	48
% Vehicles > 35 MPH	2.3%	3.3%	3.1%	3.6%	2.7%	3.8%	4.1%	3.0%	3.2%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1480	1541	1563	1482	1802	1557	1284	1574	1530
Mean Speed (mph)	26.9	27.2	27.3	26.5	26.6	27.5	27.6	26.9	27.1
85%ile Speed (mph)	31.7	31.7	32.0	31.7	31.4	32.0	32.7	31.7	31.9
No. Vehicles > 20 MPH Limit	1355	1444	1466	1349	1646	1451	1192	1452	1415
% Vehicles > 20 MPH Limit	91.6%	93.7%	93.8%	91.0%	91.3%	93.2%	92.8%	92.3%	92.5%
No. Vehicles > 35 MPH	69	82	91	66	78	88	99	77	82
% Vehicles > 35 MPH	4.7%	5.3%	5.8%	4.5%	4.3%	5.7%	7.7%	4.9%	5.4%

4.2.30 Table 24 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown when the mean speed was 26.1mph. The flows in the

other 3 months were very similar, whilst the highest speed was recorder in September 2021 (26.9 mph).

4.2.31 The proportion of vehicles exceeding 20mph was highest in September 2021 (92.3%), then lower in February 2021 at 90.5%, lower again in May 2021 at 89.2%, and lowest in October 2020 at 47.7%.

4.2.32 Table 25 presents the results for Balunie Drive Eastbound in Dundee.

Table 25. Balunie Drive (Eastbound)



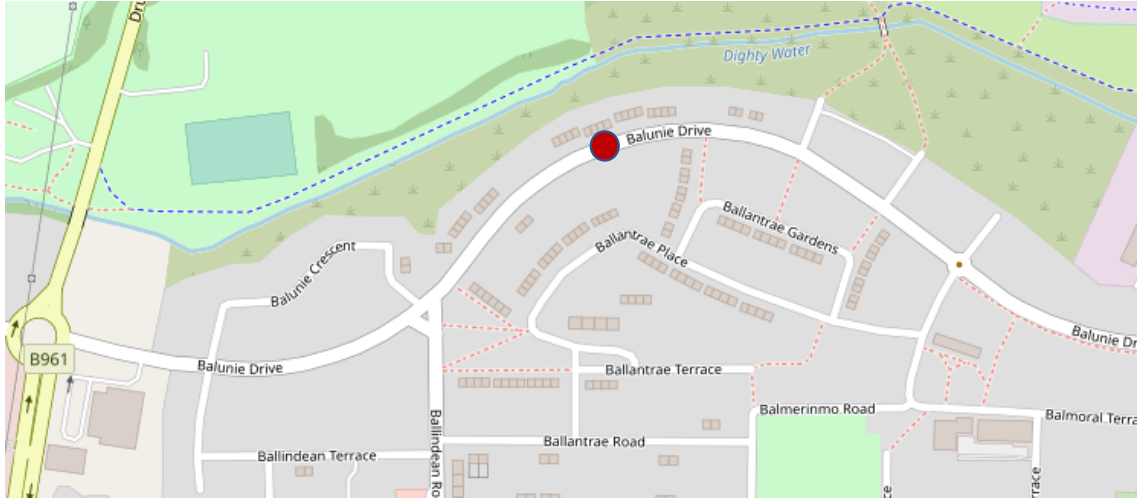
Site 7 Balunie Dr Eastbound									
October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1566	1525	2297	2133	2122	1986	774	1929	1772
Mean Speed (mph)	24.3	24.6	24.5	24.2	24.3	25.2	25.2	24.4	24.6
85%ile Speed (mph)	28.6	28.9	28.7	28.5	28.7	29.6	29.8	28.7	29.0
No. Vehicles > 20 MPH Limit	1336	1331	1988	1793	1828	1757	692	1655	1532
% Vehicles > 20 MPH Limit	85.3%	87.3%	86.5%	84.1%	86.1%	88.5%	89.4%	85.9%	86.7%
No. Vehicles > 35 MPH	17	14	19	16	24	32	23	18	21
% Vehicles > 35 MPH	1.1%	0.9%	0.8%	0.8%	1.1%	1.6%	3.0%	0.9%	1.2%
February 2021	Monday 22 Feb 21	Tuesday 23 Feb 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 19 Feb 21	Saturday 20 Feb 21	Sunday 21 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2218	1805	1495	2395	1195	589	1544	1822	1606
Mean Speed (mph)	25.1	24.4	24.5	25.1	24.1	24.3	25.2	24.6	24.7
85%ile Speed (mph)	29.1	28.4	28.5	29.1	28.1	28.7	29.2	28.6	28.7
No. Vehicles > 20 MPH Limit	2032	1578	1316	2158	1035	514	1399	1624	1433
% Vehicles > 20 MPH Limit	91.6%	87.4%	88.0%	90.1%	86.6%	87.3%	90.6%	88.8%	88.8%
No. Vehicles > 35 MPH	25	16	14	33	4	4	17	18	16
% Vehicles > 35 MPH	1.1%	0.9%	0.9%	1.4%	0.3%	0.7%	1.1%	1.0%	1.0%
May 2021	Monday 03 May 21	Tuesday 04 May 21	Wednesday 05 May 21	Thursday 06 May 21	Friday 07 May 21	Saturday 08 May 21	Sunday 09 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2224	2460	2912	2846	3093	2268	1891	2707	2528
Mean Speed (mph)	24.7	24.9	24.8	25.0	24.6	25.0	24.6	24.8	24.8
85%ile Speed (mph)	28.9	28.8	29.0	28.9	28.7	29.0	28.8	28.9	28.9
No. Vehicles > 20 MPH Limit	1937	2195	2585	2583	2725	2018	1649	2405	2242
% Vehicles > 20 MPH Limit	87.1%	89.2%	88.8%	90.8%	88.1%	89.0%	87.2%	88.8%	88.7%
No. Vehicles > 35 MPH	24	19	29	37	35	29	19	29	27
% Vehicles > 35 MPH	1.1%	0.8%	1.0%	1.3%	1.1%	1.3%	1.0%	1.1%	1.1%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	3010	3162	3296	3173	3436	2677	2143	3215	2985
Mean Speed (mph)	25.3	25.7	25.7	25.2	25.1	25.3	25.6	25.4	25.4
85%ile Speed (mph)	29.4	29.6	29.6	29.3	29.2	29.6	30.2	29.4	29.6
No. Vehicles > 20 MPH Limit	2699	2895	3037	2858	3062	2385	1953	2910	2698
% Vehicles > 20 MPH Limit	89.7%	91.6%	92.1%	90.1%	89.1%	89.1%	91.1%	90.5%	90.4%
No. Vehicles > 35 MPH	40	52	54	50	45	42	56	48	48
% Vehicles > 35 MPH	1.3%	1.6%	1.6%	1.6%	1.3%	1.6%	2.6%	1.5%	1.6%

4.2.33 Table 25 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. Conversely, the mean speed was 26.4mph. The highest flow was observed in September 2021 when the mean speed was also highest at 25.4mph.

4.2.34 The proportion of vehicles exceeding 20mph in February and May 2021 was 88.8%, higher than October 2020 at 85.9%. The highest proportion was in September 2021 (90.5%).

4.2.35 Table 26 presents the results for Balunie Drive(Westbound) in Dundee.

Table 26. Balunie Drive (Westbound)



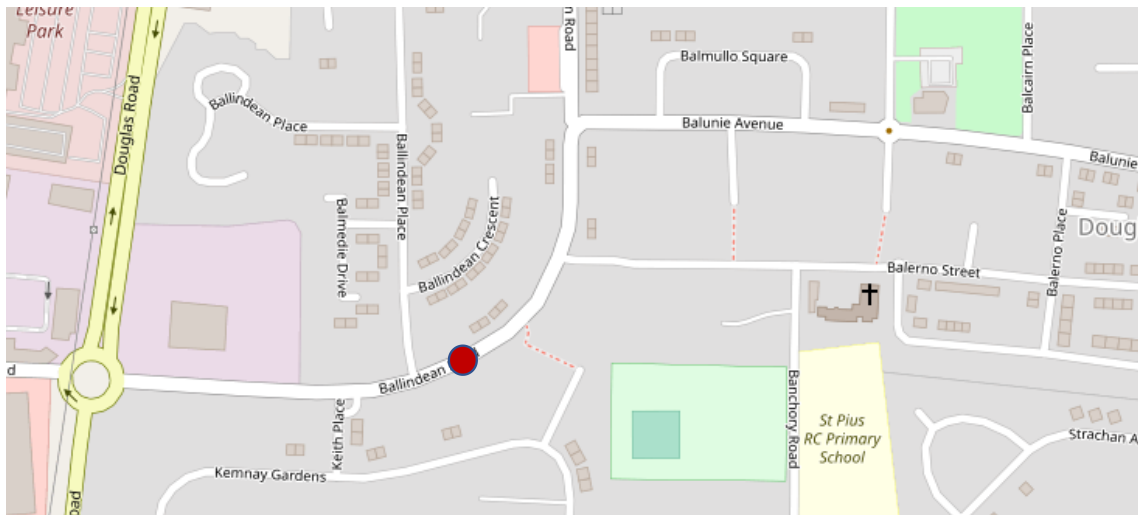
Site 7 Balunie Dr Westbound									
October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1716	1825	2606	2401	2517	1555	872	2213	1927
Mean Speed (mph)	25.9	26.1	26.4	26.2	26.1	27.3	27.2	26.1	26.5
85%ile Speed (mph)	30.2	30.4	30.7	30.5	30.5	31.9	31.7	30.5	30.8
No. Vehicles > 20 MPH Limit	1571	1691	2454	2243	2329	1483	830	2058	1800
% Vehicles > 20 MPH Limit	91.6%	92.7%	94.2%	93.4%	92.5%	95.4%	95.2%	92.9%	93.6%
No. Vehicles > 35 MPH	44	42	57	59	48	93	29	50	53
% Vehicles > 35 MPH	2.6%	2.3%	2.2%	2.5%	1.9%	6.0%	3.3%	2.3%	2.8%
February 2021	Monday 22 Feb 21	Tuesday 23 Feb 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 19 Feb 21	Saturday 20 Feb 21	Sunday 21 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2477	2056	1530	2711	1375	692	1605	2030	1778
Mean Speed (mph)	26.1	25.9	26.3	26.2	25.5	26.4	26.8	26.0	26.2
85%ile Speed (mph)	30.3	29.8	30.4	30.4	29.6	30.5	31.2	30.1	30.3
No. Vehicles > 20 MPH Limit	2323	1928	1442	2546	1268	657	1508	1901	1667
% Vehicles > 20 MPH Limit	93.8%	93.8%	94.2%	93.9%	92.2%	94.9%	94.0%	93.6%	93.8%
No. Vehicles > 35 MPH	46	41	43	69	16	20	68	43	43
% Vehicles > 35 MPH	1.9%	2.0%	2.8%	2.5%	1.2%	2.9%	4.2%	2.1%	2.4%
May 2021	Monday 03 May 21	Tuesday 04 May 21	Wednesday 05 May 21	Thursday 06 May 21	Friday 07 May 21	Saturday 08 May 21	Sunday 09 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2631	2900	3558	3444	3769	2532	2103	3260	2991
Mean Speed (mph)	25.8	25.7	25.8	25.6	25.6	26.3	25.6	25.7	25.8
85%ile Speed (mph)	30.1	29.9	29.9	29.8	29.8	30.7	30.3	29.9	30.1
No. Vehicles > 20 MPH Limit	2419	2645	3344	3170	3446	2362	1851	3005	2748
% Vehicles > 20 MPH Limit	91.9%	91.2%	94.0%	92.0%	91.4%	93.3%	88.0%	92.2%	91.9%
No. Vehicles > 35 MPH	57	63	58	55	75	79	61	62	64
% Vehicles > 35 MPH	2.2%	2.2%	1.6%	1.6%	2.0%	3.1%	2.9%	1.9%	2.1%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2600	2677	2741	2634	2880	2400	1894	2706	2547
Mean Speed (mph)	24.2	25.0	24.6	24.7	24.3	24.7	24.7	24.6	24.6
85%ile Speed (mph)	28.1	29.0	28.4	28.5	28.1	28.7	28.6	28.4	28.5
No. Vehicles > 20 MPH Limit	2219	2397	2428	2354	2491	2116	1690	2378	2242
% Vehicles > 20 MPH Limit	85.3%	89.5%	88.6%	89.4%	86.5%	88.2%	89.2%	87.9%	88.0%
No. Vehicles > 35 MPH	15	19	26	12	25	32	22	19	22
% Vehicles > 35 MPH	0.6%	0.7%	0.9%	0.5%	0.9%	1.3%	1.2%	0.7%	0.8%

4.2.36 Table 26 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. The mean speed was highest at 26.0mph, similar to October 2020 (26.1mph). The flow in May 2021 was higher than September 2021.

4.2.37 The proportion of vehicles exceeding 20mph in February 2021 was 93.6%, similar to October 2020 (92.9%). The lowest proportion was observed in September 2021 (87.9%).

4.2.38 Table 27 presents the results for Ballindean Road (Eastbound) in Dundee.

Table 27. Ballindean Road (Eastbound)

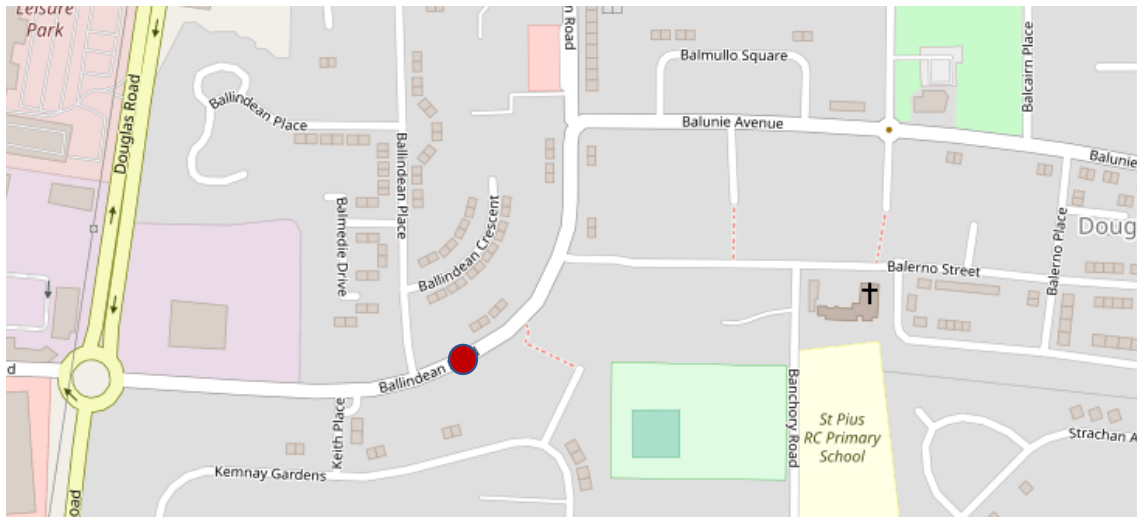


Site 8 Ballindean Rd (Ballindean PI) Eastbound									
October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	3066	3218	3207	877	3533	3471	2488	2780	2837
Mean Speed (mph)	24.1	23.6	23.4	24.4	24.0	24.1	24.8	23.9	24.1
85%ile Speed (mph)	28.3	27.9	27.8	28.8	28.2	28.5	29.1	28.2	28.4
No. Vehicles > 20 MPH Limit	2561	2620	2602	737	2997	2872	2189	2303	2368
% Vehicles > 20 MPH Limit	83.5%	81.4%	81.1%	84.0%	84.8%	82.7%	88.0%	83.0%	83.7%
No. Vehicles > 35 MPH	24	18	16	13	25	19	27	19	20
% Vehicles > 35 MPH	0.8%	0.6%	0.5%	1.5%	0.7%	0.5%	1.1%	0.7%	0.7%
February 2021	Monday 22 Feb 21	Tuesday 23 Feb 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 19 Feb 21	Saturday 20 Feb 21	Sunday 21 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2750	2777	2847	2990	3264	2523	2194	2926	2764
Mean Speed (mph)	24.6	24.4	24.1	24.6	24.0	24.8	25.4	24.3	24.6
85%ile Speed (mph)	28.5	28.3	28.2	28.7	28.2	29.1	29.5	28.4	28.6
No. Vehicles > 20 MPH Limit	2426	2414	2357	2597	2746	2231	2003	2508	2396
% Vehicles > 20 MPH Limit	88.2%	86.9%	82.8%	86.9%	84.1%	88.4%	91.3%	85.8%	86.9%
No. Vehicles > 35 MPH	2	1	1	5	1	1	0	2	2
% Vehicles > 35 MPH	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	0.1%
May 2021	Monday 03 May 21	Tuesday 04 May 21	Wednesday 05 May 21	Thursday 06 May 21	Friday 07 May 21	Saturday 08 May 21	Sunday 09 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2858	3382	3445	3546	3824	3074	2492	3411	3232
Mean Speed (mph)	24.1	24.0	23.9	23.8	23.9	24.3	24.8	23.9	24.1
85%ile Speed (mph)	28.3	28.3	27.9	27.7	28.1	28.2	28.6	28.1	28.2
No. Vehicles > 20 MPH Limit	2420	2847	2890	2983	3187	2652	2222	2865	2743
% Vehicles > 20 MPH Limit	84.7%	84.2%	83.9%	84.1%	83.3%	86.3%	89.2%	84.0%	84.9%
No. Vehicles > 35 MPH	11	20	17	15	30	18	16	19	18
% Vehicles > 35 MPH	0.4%	0.6%	0.5%	0.4%	0.8%	0.6%	0.6%	0.5%	0.6%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	3137	0	0	0	3586	3056	2474	3362	3063
Mean Speed (mph)	24.1	-	-	-	23.7	24.6	25.1	23.9	24.4
85%ile Speed (mph)	28.1	-	-	-	27.6	28.6	29.0	27.9	28.3
No. Vehicles > 20 MPH Limit	2690	0	0	0	2999	2677	2246	2845	2653
% Vehicles > 20 MPH Limit	85.8%	-	-	-	83.6%	87.6%	90.8%	84.6%	86.6%
No. Vehicles > 35 MPH	24	0	0	0	19	30	27	22	25
% Vehicles > 35 MPH	0.8%	-	-	-	0.5%	1.0%	1.1%	0.6%	0.8%

Counter damaged between 1100 on Tuesday 7 September 2021 until 1140 on Thursday 9th September 2021

- 4.2.39 Table 27 shows that the 5-day average traffic flows were lowest in October 2020 and higher in February 2021 when Scotland was in a period of lockdown. The mean speed was highest at 24.3mph in February 2021.
- 4.2.40 The average proportion of vehicles exceeding 20mph was highest in February 2021 (85.8%), similar to October 2020, May 2021 and September 2021 (83.0%, 84.0% and 84.6% respectively).
- 4.2.41 Table 28 presents the results for Ballindean Road (Westbound) in Dundee.

Table 28. Ballindean Road (Westbound)



Site 8 Ballindean Rd (Ballindean PI) Westbound									
October 2020	Monday 26 Oct 20	Tuesday 27 Oct 20	Wednesday 21 Oct 20	Thursday 22 Oct 20	Friday 23 Oct 20	Saturday 24 Oct 20	Sunday 25 Oct 20	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2806	2992	2982	1020	3289	2639	2253	2618	2569
Mean Speed (mph)	23.0	22.3	22.4	23.5	22.5	22.8	23.5	22.7	22.9
85%ile Speed (mph)	27.2	26.8	26.7	28.3	26.8	27.3	27.7	27.2	27.3
No. Vehicles > 20 MPH Limit	2154	2139	2177	802	2400	1983	1821	1934	1925
% Vehicles > 20 MPH Limit	76.8%	71.5%	73.0%	78.6%	73.0%	75.1%	80.8%	74.6%	75.5%
No. Vehicles > 35 MPH	25	11	8	9	19	20	26	14	17
% Vehicles > 35 MPH	0.9%	0.4%	0.3%	0.9%	0.6%	0.8%	1.2%	0.6%	0.7%
February 2021	Monday 22 Feb 21	Tuesday 23 Feb 21	Wednesday 24 Feb 21	Thursday 25 Feb 21	Friday 19 Feb 21	Saturday 20 Feb 21	Sunday 21 Feb 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2469	2490	2581	2691	2789	2272	1967	2604	2466
Mean Speed (mph)	23.5	23.4	23.4	23.4	23.1	23.9	24.2	23.4	23.6
85%ile Speed (mph)	27.8	27.6	27.5	27.6	27.3	28.4	28.3	27.6	27.8
No. Vehicles > 20 MPH Limit	1972	2015	2047	2161	2162	1836	1656	2071	1978
% Vehicles > 20 MPH Limit	79.9%	80.9%	79.3%	80.3%	77.5%	80.8%	84.2%	79.6%	80.4%
No. Vehicles > 35 MPH	0	2	2	0	4	2	2	2	2
% Vehicles > 35 MPH	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%
May 2021	Monday 03 May 21	Tuesday 04 May 21	Wednesday 05 May 21	Thursday 06 May 21	Friday 07 May 21	Saturday 08 May 21	Sunday 09 May 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2827	3236	3304	3360	3572	2931	2310	3260	3077
Mean Speed (mph)	23.3	23.0	22.9	23.0	22.5	22.8	23.5	22.9	23.0
85%ile Speed (mph)	27.3	27.0	26.9	26.7	26.6	26.7	27.5	26.9	27.0
No. Vehicles > 20 MPH Limit	2296	2492	2573	2663	2673	2280	1905	2539	2412
% Vehicles > 20 MPH Limit	81.2%	77.0%	77.9%	79.3%	74.8%	77.8%	82.5%	77.9%	78.4%
No. Vehicles > 35 MPH	12	24	12	14	10	5	14	14	13
% Vehicles > 35 MPH	0.4%	0.7%	0.4%	0.4%	0.3%	0.2%	0.6%	0.4%	0.4%
September 2021	Monday 06 Sep 21	Tuesday 07 Sep 21	Wednesday 08 Sep 21	Thursday 09 Sep 21	Friday 10 Sep 21	Saturday 11 Sep 21	Sunday 12 Sep 21	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2955	0	0	0	3362	2772	2253	3159	2836
Mean Speed (mph)	23.8	-	-	-	23.5	24.4	25.0	23.7	24.2
85%ile Speed (mph)	28.0	-	-	-	27.7	28.6	29.1	27.9	28.4
No. Vehicles > 20 MPH Limit	2449	0	0	0	2722	2371	2010	2586	2388
% Vehicles > 20 MPH Limit	82.9%	-	-	-	81.0%	85.5%	89.2%	81.9%	84.2%
No. Vehicles > 35 MPH	24	0	0	0	25	32	39	25	30
% Vehicles > 35 MPH	0.8%	-	-	-	0.7%	1.2%	1.7%	0.8%	1.1%

4.2.42 Table 28 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown, however has a similar vehicle flow in October 2020. The mean speed was highest at 23.7mph in September 2021.

4.2.43 The average proportion of vehicles exceeding 20mph was highest in September 2021 (81.9%), similar to October 2020, February 2021 and May 2021 (74.6%, 79.6% and 77.9% respectively).

Broughty Ferry

4.2.45 Table 29 presents the results for The Esplanade (Eastbound) in Broughty Ferry.

Table 29. The Esplanade (Eastbound)



Site 1 The Esplanade Eastbound

October 2020	Monday 26 Oct 2020	Tuesday 27 Oct 2020	Wednesday 21 Oct 2020	Thursday 22 Oct 2020	Friday 23 Oct 2020	Saturday 24 Oct 2020	Sunday 25 Oct 2020	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	316	269	212	169	182	192	235	230	225
Mean Speed (mph)	17.5	17.6	16.3	16.0	16.2	18.0	17.4	16.7	17.0
85%ile Speed (mph)	21.4	21.7	20.4	20.9	21.0	22.2	21.5	21.1	21.3
No. Vehicles > 20 MPH Limit	81	78	38	34	33	52	62	53	54
% Vehicles > 20 MPH Limit	25.6%	29.0%	17.9%	20.1%	18.1%	27.1%	26.4%	22.2%	23.5%
No. Vehicles > 35 MPH	0	0	2	0	0	1	2	0	1
% Vehicles > 35 MPH	0.0%	0.0%	0.9%	0.0%	0.0%	0.5%	0.9%	0.2%	0.3%
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	262	96	216	262	330	191	421	233	254
Mean Speed (mph)	17.9	18.2	17.8	18.1	17.6	17.3	17.9	17.9	17.8
85%ile Speed (mph)	22.3	21.9	21.4	21.8	21.1	20.5	21.4	21.7	21.5
No. Vehicles > 20 MPH Limit	80	24	59	74	81	41	106	64	66
% Vehicles > 20 MPH Limit	30.5%	25.0%	27.3%	28.2%	24.5%	21.5%	25.2%	27.1%	26.0%
No. Vehicles > 35 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 35 MPH	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
May 2021	Monday 10 May 2021	Tuesday 04 May 2021	Wednesday 05 May 2021	Thursday 06 May 2021	Friday 07 May 2021	Saturday 08 May 2021	Sunday 09 May 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	377	343	403	386	463	290	522	394	398
Mean Speed (mph)	18.7	18.8	18.9	19.5	18.5	18.9	18.3	18.9	18.8
85%ile Speed (mph)	23.3	23.6	23.3	24.5	23.3	23.7	22.3	23.6	23.4
No. Vehicles > 20 MPH Limit	137	124	159	167	169	110	176	151	149
% Vehicles > 20 MPH Limit	36.3%	36.2%	39.5%	43.3%	36.5%	37.9%	33.7%	38.3%	37.4%
No. Vehicles > 35 MPH	2	1	1	0	0	0	0	1	1
% Vehicles > 35 MPH	0.5%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%
September 2021	Monday 06 Sep 2021	Tuesday 07 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 10 Sep 2021	Saturday 11 Sep 2021	Sunday 12 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	494	676	710	409	520	630	487	562	561
Mean Speed (mph)	18.9	19.3	19.0	19.2	19.7	19.7	19.1	19.2	19.3
85%ile Speed (mph)	23.5	24.2	23.8	23.6	24.2	23.8	23.6	23.9	23.8
No. Vehicles > 20 MPH Limit	201	317	303	179	260	310	207	252	254
% Vehicles > 20 MPH Limit	40.7%	46.9%	42.7%	43.8%	50.0%	49.2%	42.5%	44.9%	45.3%
No. Vehicles > 35 MPH	0	1	2	2	2	0	1	1	1
% Vehicles > 35 MPH	0.0%	0.1%	0.3%	0.5%	0.4%	0.0%	0.2%	0.2%	0.2%

- 4.2.46 Table 29 shows that the 5-day average traffic flows were lowest in October 2020, however had a similar vehicle flow in February 2021 when Scotland was in a period of lockdown. The mean speed was highest at 19.2mph in September 2021.
- 4.2.47 The average proportion of vehicles exceeding 20mph in May 2021 was 38.3%. In February 2021 this value was 22.2%, and higher in February 2021 (27.1%). The highest proportion was in September 2021 (44.9%).

4.2.49 Table 30 presents the results for The Esplanade (Westbound) in Broughty Ferry.

Table 30. The Esplanade (Westbound)



Site 1 The Esplanade Westbound

October 2020	Monday 26 Oct 2020	Tuesday 27 Oct 2020	Wednesday 21 Oct 2020	Thursday 22 Oct 2020	Friday 23 Oct 2020	Saturday 24 Oct 2020	Sunday 25 Oct 2020	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	203	195	170	151	138	175	200	171	176
Mean Speed (mph)	17.1	16.6	17.0	16.0	16.9	16.5	16.5	16.7	16.7
85%ile Speed (mph)	21.9	20.3	21.6	20.3	21.9	20.7	21.5	21.2	21.2
No. Vehicles > 20 MPH Limit	57	32	44	24	37	30	45	39	38
% Vehicles > 20 MPH Limit	28.1%	16.4%	25.9%	15.9%	26.8%	17.1%	22.5%	22.6%	21.8%
No. Vehicles > 35 MPH	1	0	0	0	0	1	0	0	0
% Vehicles > 35 MPH	0.5%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.1%	0.2%
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	188	92	160	204	234	182	327	176	198
Mean Speed (mph)	18.4	17.9	17.6	18.3	17.5	16.5	17.2	17.9	17.6
85%ile Speed (mph)	22.6	22.8	21.4	22.3	21.4	20.6	21.1	22.1	21.7
No. Vehicles > 20 MPH Limit	59	25	33	61	58	37	71	47	49
% Vehicles > 20 MPH Limit	31.4%	27.2%	20.6%	29.9%	24.8%	20.3%	21.7%	26.8%	25.1%
No. Vehicles > 35 MPH	2	0	0	0	1	0	0	1	0
% Vehicles > 35 MPH	1.1%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.3%	0.2%
May 2021	Monday 10 May 2021	Tuesday 04 May 2021	Wednesday 05 May 2021	Thursday 06 May 2021	Friday 07 May 2021	Saturday 08 May 2021	Sunday 09 May 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	210	224	208	243	269	189	278	231	232
Mean Speed (mph)	18.3	18.5	18.8	19.3	18.5	18.4	18.0	18.7	18.5
85%ile Speed (mph)	22.4	22.0	22.9	23.7	23.0	22.2	21.5	22.8	22.5
No. Vehicles > 20 MPH Limit	65	72	74	98	90	62	79	80	77
% Vehicles > 20 MPH Limit	31.0%	32.1%	35.6%	40.3%	33.5%	32.8%	28.4%	34.6%	33.3%
No. Vehicles > 35 MPH	0	0	1	0	1	0	0	0	0
% Vehicles > 35 MPH	0.0%	0.0%	0.5%	0.0%	0.4%	0.0%	0.0%	0.2%	0.1%
September 2021	Monday 06 Sep 2021	Tuesday 07 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 10 Sep 2021	Saturday 11 Sep 2021	Sunday 12 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	282	370	394	238	265	357	306	310	316
Mean Speed (mph)	19.8	20.1	20.7	19.7	19.7	20.1	19.7	20.0	20.0
85%ile Speed (mph)	25.0	24.5	25.3	24.4	23.8	24.5	23.8	24.6	24.5
No. Vehicles > 20 MPH Limit	128	181	224	115	114	179	145	152	155
% Vehicles > 20 MPH Limit	45.4%	48.9%	56.9%	48.3%	43.0%	50.1%	47.4%	49.2%	49.1%
No. Vehicles > 35 MPH	0	2	0	0	1	0	0	1	0
% Vehicles > 35 MPH	0.0%	0.5%	0.0%	0.0%	0.4%	0.0%	0.0%	0.2%	0.1%

- 4.2.50 Table 30 shows that the 5-day average traffic flows were lowest in October 2020, however had a similar vehicle flow in February 2021 when Scotland was in a period of lockdown. The mean speed was highest at 20.0mph in September 2021.
- 4.2.51 The average proportion of vehicles exceeding 20mph in May 2021 was 34.6%. In February 2021 this value was 26.8%, and higher in February 2021 (22.6%), before increasing further in September 2021 (49.2%).

4.2.53 Table 31 presents the results for Brook Street (Eastbound) in Broughty Ferry.

Table 31. Brook Street (Eastbound)



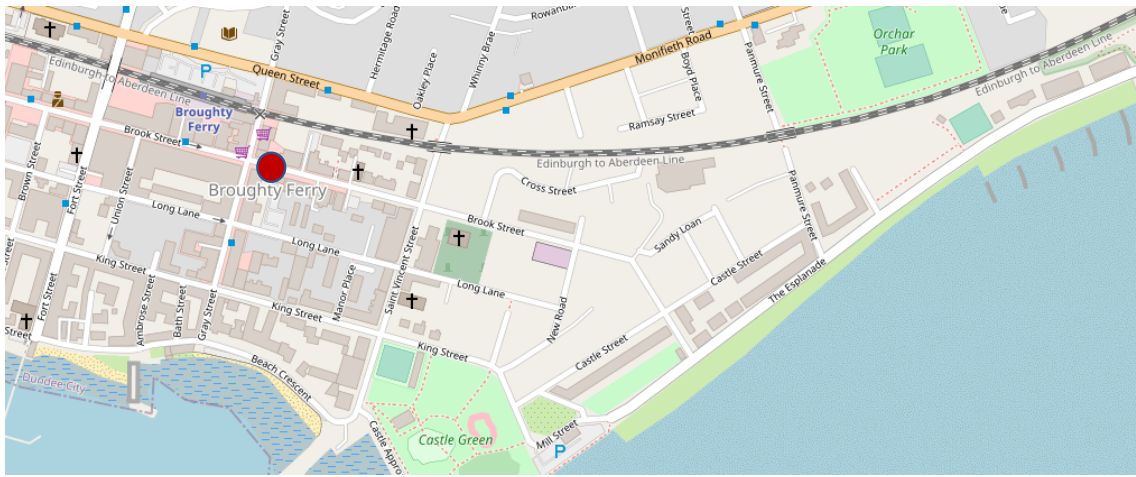
Site 2 Brook Street Eastbound									
October 2020	Monday 26 Oct 2020	Tuesday 27 Oct 2020	Wednesday 21 Oct 2020	Thursday 22 Oct 2020	Friday 23 Oct 2020	Saturday 24 Oct 2020	Sunday 25 Oct 2020	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2047	2043	2241	2171	2406	2275	1781	2182	2138
Mean Speed (mph)	16.3	16.9	16.2	16.2	15.4	15.1	17.5	16.2	16.2
85%ile Speed (mph)	20.7	21.3	20.5	20.7	19.6	19.2	21.4	20.6	20.5
No. Vehicles > 20 MPH Limit	385	442	391	407	303	270	443	386	377
% Vehicles > 20 MPH Limit	18.8%	21.6%	17.4%	18.7%	12.6%	11.9%	24.9%	17.8%	18.0%
No. Vehicles > 35 MPH	1	10	2	7	7	3	4	5	5
% Vehicles > 35 MPH	0.0%	0.5%	0.1%	0.3%	0.3%	0.1%	0.2%	0.2%	0.2%
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2028	1677	1923	2001	2348	1900	1779	1995	1951
Mean Speed (mph)	17.3	18.2	18.1	17.9	17.1	17.3	18.2	17.7	17.7
85%ile Speed (mph)	21.4	22.6	22.3	22.1	21.3	21.4	22.3	21.9	21.9
No. Vehicles > 20 MPH Limit	486	558	582	577	508	457	544	542	530
% Vehicles > 20 MPH Limit	24.0%	33.3%	30.3%	28.8%	21.6%	24.1%	30.6%	27.6%	27.5%
No. Vehicles > 35 MPH	0	3	4	3	6	3	3	3	3
% Vehicles > 35 MPH	0.0%	0.2%	0.2%	0.1%	0.3%	0.2%	0.2%	0.2%	0.2%
May 2021	Monday 10 May 2021	Tuesday 04 May 2021	Wednesday 05 May 2021	Thursday 06 May 2021	Friday 07 May 2021	Saturday 08 May 2021	Sunday 09 May 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2286	2555	2516	2502	2908	2434	1995	2553	2457
Mean Speed (mph)	16.5	16.7	16.8	15.7	15.5	16.1	17.6	16.2	16.4
85%ile Speed (mph)	21.1	21.4	21.4	20.5	19.9	20.3	21.5	20.9	20.9
No. Vehicles > 20 MPH Limit	497	587	584	420	423	402	514	502	490
% Vehicles > 20 MPH Limit	21.7%	23.0%	23.2%	16.8%	14.5%	16.5%	25.8%	19.7%	19.9%
No. Vehicles > 35 MPH	2	4	9	6	4	1	4	5	4
% Vehicles > 35 MPH	0.1%	0.2%	0.4%	0.2%	0.1%	0.0%	0.2%	0.2%	0.2%
September 2021	Monday 06 Sep 2021	Tuesday 07 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 10 Sep 2021	Saturday 11 Sep 2021	Sunday 12 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2150	2419	2542	2289	2681	2483	1779	2416	2335
Mean Speed (mph)	16.8	17.2	17.8	16.7	15.9	16.1	18.0	16.9	16.9
85%ile Speed (mph)	21.4	21.7	22.0	21.2	20.3	20.5	22.1	21.3	21.3
No. Vehicles > 20 MPH Limit	495	615	734	497	459	431	533	560	538
% Vehicles > 20 MPH Limit	23.0%	25.4%	28.9%	21.7%	17.1%	17.4%	30.0%	23.2%	23.0%
No. Vehicles > 35 MPH	2	4	1	1	3	4	0	2	2
% Vehicles > 35 MPH	0.1%	0.2%	0.0%	0.0%	0.1%	0.2%	0.0%	0.1%	0.1%

4.2.54 Table 31 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. The mean speed was highest at 17.7mph in February 2021. The flows in September 2021 were lower than May 2021.

4.2.55 The average proportion of vehicles exceeding 20mph in February 2021 was 27.6%. In October 2020, May 2021 and September 2021 it was lower at 17.8%, 19.7% and 23.2% respectively.

4.2.57 Table 32 presents the results for Brook Street(Westbound) in Broughty Ferry.

Table 32. Brook Street (Westbound)



Site 2 Brook Street Westbound									
October 2020	Monday 26 Oct 2020	Tuesday 27 Oct 2020	Wednesday 21 Oct 2020	Thursday 22 Oct 2020	Friday 23 Oct 2020	Saturday 24 Oct 2020	Sunday 25 Oct 2020	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	820	859	837	967	1172	1075	574	931	901
Mean Speed (mph)	17.0	18.3	18.1	18.1	15.3	16.5	17.7	17.4	17.3
85%ile Speed (mph)	22.4	23.9	21.8	23.6	19.2	20.9	22.0	22.2	22.0
No. Vehicles > 20 MPH Limit	204	244	185	273	159	190	142	213	200
% Vehicles > 20 MPH Limit	24.9%	28.4%	22.1%	28.2%	13.6%	17.7%	24.7%	23.4%	22.8%
No. Vehicles > 35 MPH	16	28	32	24	17	30	13	23	23
% Vehicles > 35 MPH	2.0%	3.3%	3.8%	2.5%	1.5%	2.8%	2.3%	2.5%	2.5%
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	773	657	693	777	931	758	590	766	740
Mean Speed (mph)	18.5	19.0	18.2	19.3	19.2	19.4	20.4	18.8	19.1
85%ile Speed (mph)	24.0	23.4	23.2	25.5	23.0	24.3	26.4	23.8	24.3
No. Vehicles > 20 MPH Limit	232	218	195	225	277	260	238	229	235
% Vehicles > 20 MPH Limit	30.0%	33.2%	28.1%	29.0%	29.8%	34.3%	40.3%	30.0%	32.1%
No. Vehicles > 35 MPH	27	25	20	41	52	29	29	33	32
% Vehicles > 35 MPH	3.5%	3.8%	2.9%	5.3%	5.6%	3.8%	4.9%	4.3%	4.3%
May 2021	Monday 10 May 2021	Tuesday 04 May 2021	Wednesday 05 May 2021	Thursday 06 May 2021	Friday 07 May 2021	Saturday 08 May 2021	Sunday 09 May 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	946	1148	1023	1076	1391	1224	750	1117	1080
Mean Speed (mph)	18.6	19.0	18.5	17.0	16.8	19.8	18.5	18.0	18.3
85%ile Speed (mph)	25.1	27.4	24.5	21.7	22.0	26.7	22.6	24.1	24.3
No. Vehicles > 20 MPH Limit	270	365	324	250	304	438	190	303	306
% Vehicles > 20 MPH Limit	28.5%	31.8%	31.7%	23.2%	21.9%	35.8%	25.3%	27.1%	28.3%
No. Vehicles > 35 MPH	48	92	39	25	62	104	23	53	56
% Vehicles > 35 MPH	5.1%	8.0%	3.8%	2.3%	4.5%	8.5%	3.1%	4.8%	5.2%
September 2021	Monday 06 Sep 2021	Tuesday 07 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 10 Sep 2021	Saturday 11 Sep 2021	Sunday 12 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	782	828	858	851	1238	1116	709	911	912
Mean Speed (mph)	15.4	16.0	16.5	15.0	14.9	15.3	17.1	15.6	15.7
85%ile Speed (mph)	19.7	20.7	20.8	19.6	19.5	20.1	21.9	20.1	20.3
No. Vehicles > 20 MPH Limit	103	158	180	114	157	176	183	142	153
% Vehicles > 20 MPH Limit	13.2%	19.1%	21.0%	13.4%	12.7%	15.8%	25.8%	15.6%	16.8%
No. Vehicles > 35 MPH	1	0	0	1	0	0	0	0	0
% Vehicles > 35 MPH	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

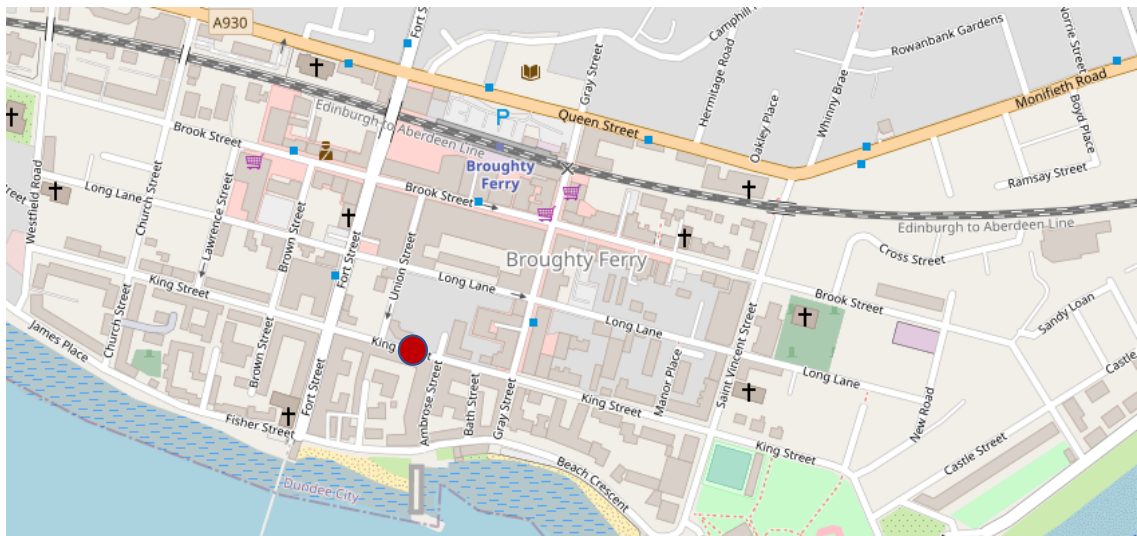
4.2.58 Table 32 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown, however has similar vehicle flow in October 2020. The

mean speed was highest at 18.8mph in February 2021. The flows in September 2021 were comparable with October 2020.

4.2.59 The average proportion of vehicles exceeding 20mph in February 2021 was 30.0%. In October 2020, May 2021 and September 2021 it was lower at 23.4%, 27.1% and 15.6% respectively.

4.2.61 Table 33 presents the results for King Street (Eastbound) in Broughty Ferry.

Table 33. King Street (Eastbound)



Site 3 King Street Eastbound

October 2020	Monday 26 Oct 2020	Tuesday 27 Oct 2020	Wednesday 21 Oct 2020	Thursday 22 Oct 2020	Friday 23 Oct 2020	Saturday 24 Oct 2020	Sunday 25 Oct 2020	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	817	922	558	681	1008	1127	674	797	827
Mean Speed (mph)	17.6	17.4	17.5	17.3	17.0	16.4	18.1	17.4	17.3
85%ile Speed (mph)	22.3	22.0	22.8	22.0	22.0	21.1	23.3	22.2	22.2
No. Vehicles > 20 MPH Limit	234	252	147	164	267	238	237	213	220
% Vehicles > 20 MPH Limit	28.6%	27.3%	26.3%	24.1%	26.5%	21.1%	35.2%	26.6%	27.0%
No. Vehicles > 35 MPH	1	1	0	4	0	0	0	1	1
% Vehicles > 35 MPH	0.1%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.2%	0.1%
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	680	582	651	630	801	586	522	669	636
Mean Speed (mph)	18.6	18.7	18.7	18.4	18.0	18.4	18.4	18.5	18.5
85%ile Speed (mph)	23.7	23.9	23.7	23.5	22.8	24.0	24.0	23.5	23.7
No. Vehicles > 20 MPH Limit	246	221	244	227	260	207	179	240	226
% Vehicles > 20 MPH Limit	36.2%	38.0%	37.5%	36.0%	32.5%	35.3%	34.3%	36.0%	35.7%
No. Vehicles > 35 MPH	0	0	3	0	2	1	1	1	1
% Vehicles > 35 MPH	0.0%	0.0%	0.5%	0.0%	0.2%	0.2%	0.2%	0.1%	0.2%
May 2021	Monday 10 May 2021	Tuesday 04 May 2021	Wednesday 05 May 2021	Thursday 06 May 2021	Friday 07 May 2021	Saturday 08 May 2021	Sunday 09 May 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	892	981	1086	1057	1173	939	704	1038	976
Mean Speed (mph)	17.7	17.4	16.8	17.1	16.8	16.8	17.6	17.2	17.2
85%ile Speed (mph)	22.8	22.1	21.8	21.9	21.4	21.3	22.8	22.0	22.0
No. Vehicles > 20 MPH Limit	256	253	259	270	267	206	207	261	245
% Vehicles > 20 MPH Limit	28.7%	25.8%	23.8%	25.5%	22.8%	21.9%	29.4%	25.1%	25.1%
No. Vehicles > 35 MPH	4	0	1	1	0	4	3	1	2
% Vehicles > 35 MPH	0.4%	0.0%	0.1%	0.1%	0.0%	0.4%	0.4%	0.1%	0.2%
September 2021	Monday 06 Sep 2021	Tuesday 07 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 10 Sep 2021	Saturday 11 Sep 2021	Sunday 12 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	981	1113	1108	1205	1341	1072	824	1150	1092
Mean Speed (mph)	16.8	17.1	16.1	16.6	16.0	16.2	17.3	16.5	16.6
85%ile Speed (mph)	21.5	22.0	20.7	21.3	20.5	20.7	22.0	21.2	21.2
No. Vehicles > 20 MPH Limit	234	293	207	275	238	209	218	249	239
% Vehicles > 20 MPH Limit	23.9%	26.3%	18.7%	22.8%	17.7%	19.5%	26.5%	21.7%	21.9%
No. Vehicles > 35 MPH	0	1	4	2	2	1	0	2	1
% Vehicles > 35 MPH	0.0%	0.1%	0.4%	0.2%	0.1%	0.1%	0.0%	0.2%	0.1%

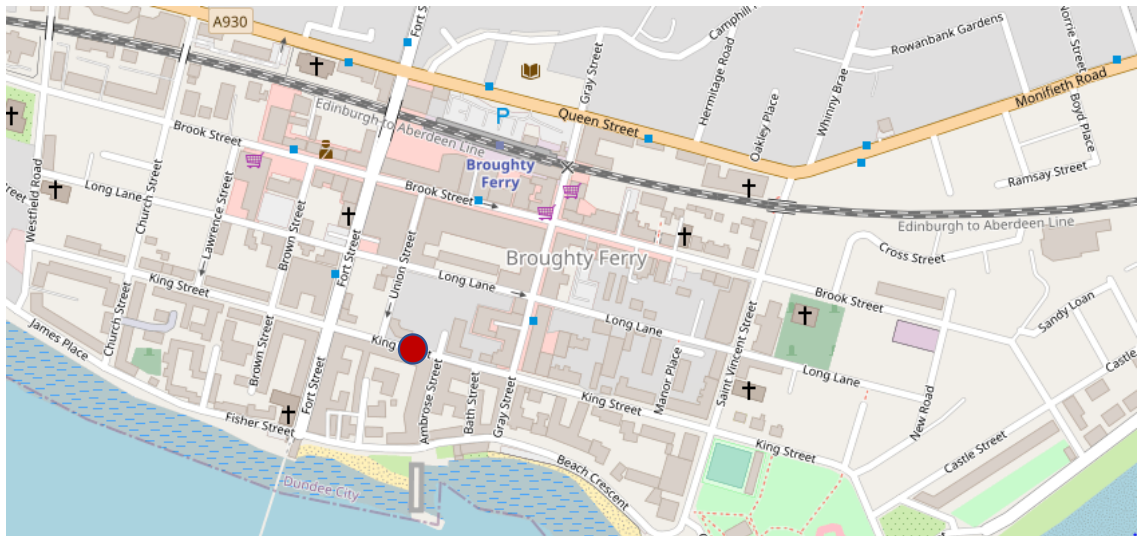
4.2.62 Table 33 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown, however has similar vehicle flow in October 2020. The

mean speed was highest at 18.5mph in February 2021. The flows in September 2021 were the highest recorded.

4.2.63 The average proportion of vehicles exceeding 20mph in February 2021 was 36.0%. In October 2020, May 2021 and September 2021 it was lower at 26.6%, 25.1% and 21.7% respectively.

4.2.65 Table 34 presents the results for King Street (Westbound) in Broughty Ferry.

Table 34. King Street (Westbound)



Site 3 King Street Westbound									
October 2020	Monday 26 Oct 2020	Tuesday 27 Oct 2020	Wednesday 21 Oct 2020	Thursday 22 Oct 2020	Friday 23 Oct 2020	Saturday 24 Oct 2020	Sunday 25 Oct 2020	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2402	2451	1559	1870	2698	2897	1957	2196	2262
Mean Speed (mph)	19.6	18.9	18.8	18.3	18.5	18.8	19.2	18.8	18.9
85%ile Speed (mph)	24.3	23.8	23.5	22.8	23.5	23.5	24.0	23.6	23.6
No. Vehicles > 20 MPH Limit	1118	1005	624	657	1014	1105	822	884	906
% Vehicles > 20 MPH Limit	46.5%	41.0%	40.0%	35.1%	37.6%	38.1%	42.0%	40.1%	40.1%
No. Vehicles > 35 MPH	4	2	1	1	3	9	10	2	4
% Vehicles > 35 MPH	0.2%	0.1%	0.1%	0.1%	0.1%	0.3%	0.5%	0.1%	0.2%
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2108	1737	2128	2033	2547	1943	1881	2111	2054
Mean Speed (mph)	20.0	20.3	20.0	20.1	19.4	19.7	19.3	20.0	19.8
85%ile Speed (mph)	24.6	24.8	24.8	24.9	24.0	24.2	24.2	24.6	24.5
No. Vehicles > 20 MPH Limit	1078	949	1120	1051	1183	938	862	1076	1026
% Vehicles > 20 MPH Limit	51.1%	54.6%	52.6%	51.7%	46.4%	48.3%	45.8%	51.3%	50.1%
No. Vehicles > 35 MPH	9	3	8	7	6	2	10	7	6
% Vehicles > 35 MPH	0.4%	0.2%	0.4%	0.3%	0.2%	0.1%	0.5%	0.3%	0.3%
May 2021	Monday 10 May 2021	Tuesday 04 May 2021	Wednesday 05 May 2021	Thursday 06 May 2021	Friday 07 May 2021	Saturday 08 May 2021	Sunday 09 May 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2573	2757	2807	2776	3252	2853	2042	2833	2723
Mean Speed (mph)	19.3	18.9	18.6	18.8	18.6	18.6	19.2	18.8	18.9
85%ile Speed (mph)	24.0	23.8	23.6	23.4	23.3	23.3	23.8	23.6	23.6
No. Vehicles > 20 MPH Limit	1140	1134	1058	1079	1199	1093	877	1122	1083
% Vehicles > 20 MPH Limit	44.3%	41.1%	37.7%	38.9%	36.9%	38.3%	42.9%	39.6%	39.8%
No. Vehicles > 35 MPH	9	6	8	6	11	6	3	8	7
% Vehicles > 35 MPH	0.3%	0.2%	0.3%	0.2%	0.3%	0.2%	0.1%	0.3%	0.3%
September 2021	Monday 06 Sep 2021	Tuesday 07 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 10 Sep 2021	Saturday 11 Sep 2021	Sunday 12 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2599	2945	2965	2806	3337	2668	1957	2930	2754
Mean Speed (mph)	18.4	18.1	17.8	17.6	17.6	18.0	18.5	17.9	18.0
85%ile Speed (mph)	23.0	22.6	22.5	22.5	22.4	22.6	22.9	22.6	22.6
No. Vehicles > 20 MPH Limit	962	994	939	846	996	844	708	947	898
% Vehicles > 20 MPH Limit	37.0%	33.8%	31.7%	30.1%	29.8%	31.6%	36.2%	32.3%	32.6%
No. Vehicles > 35 MPH	1	5	6	2	2	10	8	3	5
% Vehicles > 35 MPH	0.0%	0.2%	0.2%	0.1%	0.1%	0.4%	0.4%	0.1%	0.2%

4.2.66 Table 34 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown, however has similar vehicle flow in October 2020. The

mean speed was highest at 20.0mph in February 2021. The highest flows were observed in September 2021.

- 4.2.67 The average proportion of vehicles exceeding 20mph in February 2021 was 51.3%. However, in October 2020 this was 40.1%, similar to May 2021 (39.6%) and September 2021 (32.3%).

5. LINK COUNT SURVEYS

5.1.1 Summary tables below present the results of the link count in the Dundee Council area (four sites located in Dundee and one site located in Broughty Ferry).

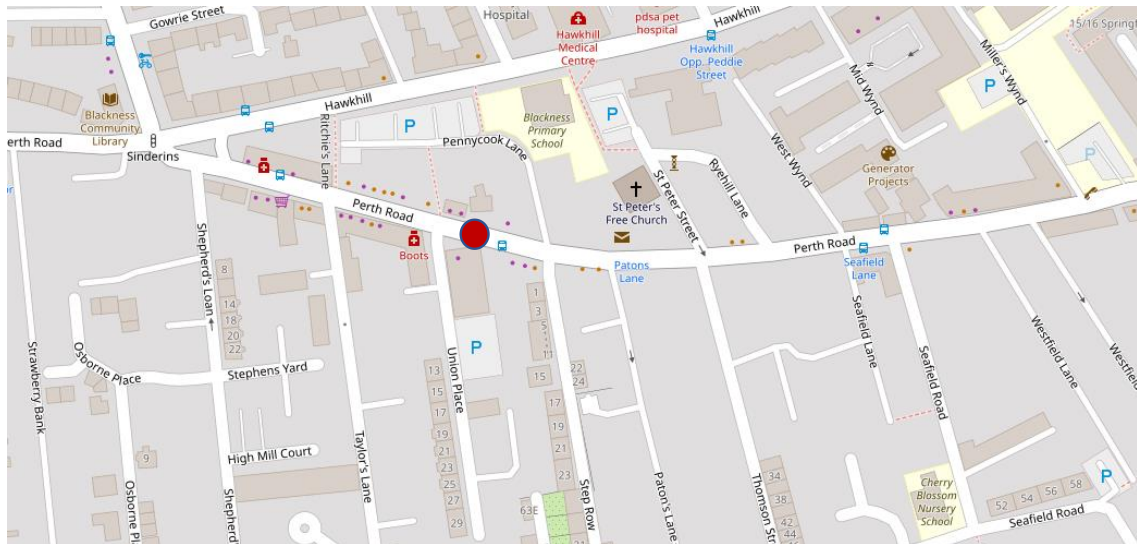
5.1.2 For each survey, the summary data is presented as a 3-day average (Thursday, Friday & Saturday) and aggregated into the following information:

- Site Number
- Site Location
- Total Flow – Directional daily flow
- AM Peak Pd 07:00-10:00 Vehicle Flow
- AM Peak Hr 08:00-09:00 Vehicle Flow
- IP Peak Pd 10:00-16:00 Vehicle Flow
- IP Peak Pd 12:00-13:00 Vehicle Flow
- PM Peak Pd 16:00-19:00 Vehicle Flow
- PM Peak Pd 17:00-18:00 Vehicle Flow
- Vehicle Proportion

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5.1.4 Table 35 presents the results for Perth Road, Step Row (Eastbound) in Dundee.

Table 35. Perth Road, Step Row (Eastbound)



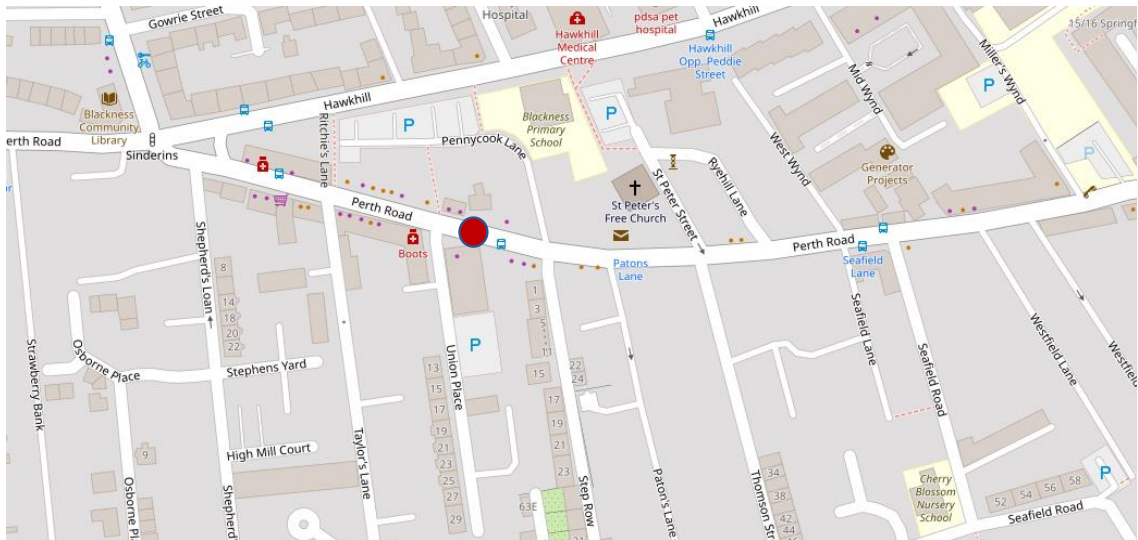
Site 1 Perth Rd (Step Row) Eastbound (3 day Average Thur - Fri - Sat)

October 2020	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	2309	231	44	1	177	5	12	56	2835
AM Peak Pd 0700-1000 Vehicle Flow	326	51	14	0	33	2	1	8	435
AM Peak Hr 0800-0900 Vehicle Flow	141	19	6	0	13	1	0	2	182
IP Peak Pd 1000-1600 Vehicle Flow	1091	126	23	1	81	2	3	24	1351
IP Peak Pd 1200-1300 Vehicle Flow	208	23	3	0	14	0	0	2	250
PM Peak Pd 1600-1900 Vehicle Flow	549	39	3	0	38	1	3	15	648
PM Peak Pd 1700-1800 Vehicle Flow	189	12	1	0	13	0	1	9	225
0600-2200 Vehicle Proportion	81.5%	8.1%	1.6%	0.0%	6.2%	0.2%	0.4%	2.0%	100.0%
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1824	218	47	1	188	7	11	65	2360
AM Peak Pd 0700-1000 Vehicle Flow	233	47	17	1	38	3	1	6	345
AM Peak Hr 0800-0900 Vehicle Flow	99	20	7	0	13	1	0	1	141
IP Peak Pd 1000-1600 Vehicle Flow	839	124	19	0	83	4	6	32	1107
IP Peak Pd 1200-1300 Vehicle Flow	137	20	4	0	14	0	1	5	181
PM Peak Pd 1600-1900 Vehicle Flow	465	31	6	0	44	0	2	15	563
PM Peak Pd 1700-1800 Vehicle Flow	167	9	2	0	15	0	1	5	199
0600-2200 Vehicle Proportion	77.3%	9.2%	2.0%	0.1%	8.0%	0.3%	0.5%	2.7%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	2461	242	44	0	203	6	8	48	3012
AM Peak Pd 0700-1000 Vehicle Flow	329	48	15	0	39	3	0	6	440
AM Peak Hr 0800-0900 Vehicle Flow	158	14	7	0	15	1	0	2	197
IP Peak Pd 1000-1600 Vehicle Flow	1121	126	21	0	92	3	4	23	1390
IP Peak Pd 1200-1300 Vehicle Flow	189	20	2	0	16	0	1	5	233
PM Peak Pd 1600-1900 Vehicle Flow	603	47	3	0	48	0	2	9	712
PM Peak Pd 1700-1800 Vehicle Flow	195	16	1	0	16	0	2	3	232
0600-2200 Vehicle Proportion	81.7%	8.0%	1.5%	0.0%	6.7%	0.2%	0.3%	1.6%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	2479	259	51	0	199	6	11	40	3046
AM Peak Pd 0700-1000 Vehicle Flow	328	57	15	0	40	4	0	6	449
AM Peak Hr 0800-0900 Vehicle Flow	137	19	8	0	15	2	0	3	183
IP Peak Pd 1000-1600 Vehicle Flow	1096	145	29	0	91	2	4	16	1383
IP Peak Pd 1200-1300 Vehicle Flow	178	27	4	0	14	0	0	4	227
PM Peak Pd 1600-1900 Vehicle Flow	604	43	3	0	43	0	3	10	706
PM Peak Pd 1700-1800 Vehicle Flow	207	13	1	0	15	0	2	4	242
0600-2200 Vehicle Proportion	81.4%	8.5%	1.7%	0.0%	6.5%	0.2%	0.4%	1.3%	100.0%

- 5.1.5 Table 35 shows that the car usage proportion decreased from October 2020 to February 2021, while PT and cycling marginally increased between each survey period. The vehicle proportions seen in May 2021 and September 2021 are very similar to October 2020.

5.1.7 Table 36 presents the results for Perth Road, Step Row(Westbound) in Dundee.

Table 36. Perth Road, Step Row (Westbound)



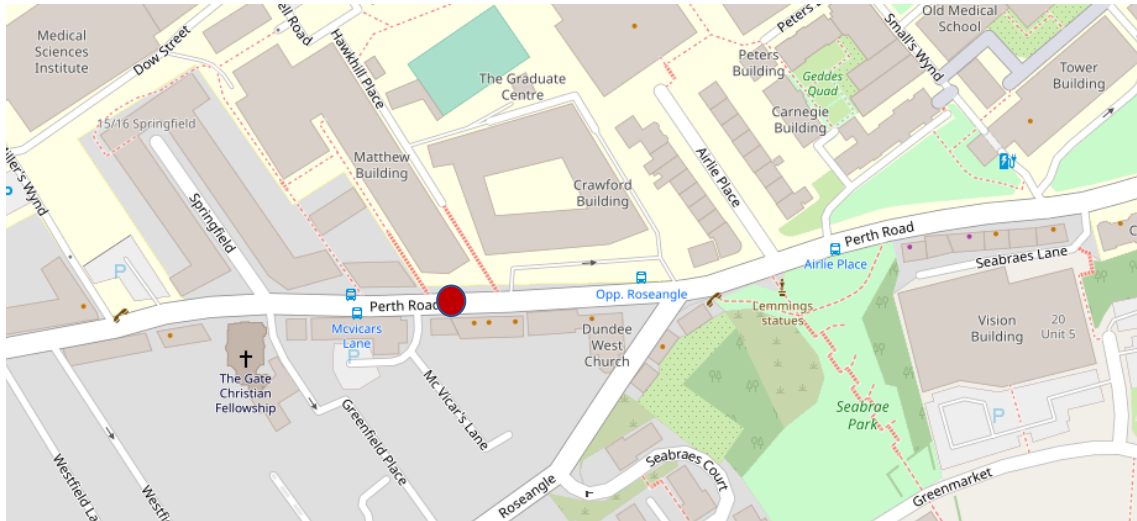
Site 1 Perth Rd (Step Row) Westbound (3 day Average Thur - Fri - Sat)

October 2020	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1999	202	41	0	177	3	6	61	2489
AM Peak Pd 0700-1000 Vehicle Flow	227	37	9	0	37	0	1	6	318
AM Peak Hr 0800-0900 Vehicle Flow	92	15	3	0	13	0	0	2	125
IP Peak Pd 1000-1600 Vehicle Flow	918	114	24	0	80	2	1	28	1168
IP Peak Pd 1200-1300 Vehicle Flow	170	19	3	0	13	0	0	3	209
PM Peak Pd 1600-1900 Vehicle Flow	536	41	4	0	36	0	2	16	635
PM Peak Pd 1700-1800 Vehicle Flow	190	14	1	0	14	0	0	6	225
0600-2200 Vehicle Proportion	80.3%	8.1%	1.6%	0.0%	7.1%	0.1%	0.2%	2.5%	100.0%
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1612	181	38	1	188	2	10	66	2100
AM Peak Pd 0700-1000 Vehicle Flow	177	36	11	0	40	0	0	6	270
AM Peak Hr 0800-0900 Vehicle Flow	69	12	3	0	14	0	0	3	101
IP Peak Pd 1000-1600 Vehicle Flow	721	105	22	1	84	2	6	30	971
IP Peak Pd 1200-1300 Vehicle Flow	128	17	4	0	14	0	1	4	168
PM Peak Pd 1600-1900 Vehicle Flow	446	30	2	0	39	0	3	19	539
PM Peak Pd 1700-1800 Vehicle Flow	154	9	1	0	14	0	2	8	187
0600-2200 Vehicle Proportion	76.8%	8.6%	1.8%	0.0%	9.0%	0.1%	0.5%	3.1%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	2244	217	43	0	203	4	8	50	2770
AM Peak Pd 0700-1000 Vehicle Flow	264	49	11	0	43	1	1	7	376
AM Peak Hr 0800-0900 Vehicle Flow	111	15	4	0	14	1	0	4	149
IP Peak Pd 1000-1600 Vehicle Flow	1005	113	24	0	91	3	4	21	1261
IP Peak Pd 1200-1300 Vehicle Flow	179	20	5	0	16	0	0	4	225
PM Peak Pd 1600-1900 Vehicle Flow	582	37	3	0	45	0	3	13	684
PM Peak Pd 1700-1800 Vehicle Flow	205	14	2	0	17	0	2	5	244
0600-2200 Vehicle Proportion	81.0%	7.8%	1.5%	0.0%	7.3%	0.2%	0.3%	1.8%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	2247	227	36	1	200	3	9	47	2769
AM Peak Pd 0700-1000 Vehicle Flow	249	48	10	0	45	1	1	4	358
AM Peak Hr 0800-0900 Vehicle Flow	99	16	3	0	14	1	0	1	134
IP Peak Pd 1000-1600 Vehicle Flow	969	125	18	1	87	3	2	20	1225
IP Peak Pd 1200-1300 Vehicle Flow	173	20	3	0	15	0	0	5	216
PM Peak Pd 1600-1900 Vehicle Flow	596	35	3	0	42	0	3	12	692
PM Peak Pd 1700-1800 Vehicle Flow	198	11	2	0	15	0	2	4	231
0600-2200 Vehicle Proportion	81.1%	8.2%	1.3%	0.0%	7.2%	0.1%	0.3%	1.7%	100.0%

5.1.8 Table 36 shows similar results to the eastbound direction, again the vehicle proportions in May 2021 and September 2021 are very similar to October 2020, with the exception of pedal cycles which have shown a decrease.

5.1.10 Table 37 presents the results for Perth Road, Art School (Eastbound) in Dundee.

Table 37. Perth Road, Art School (Eastbound)



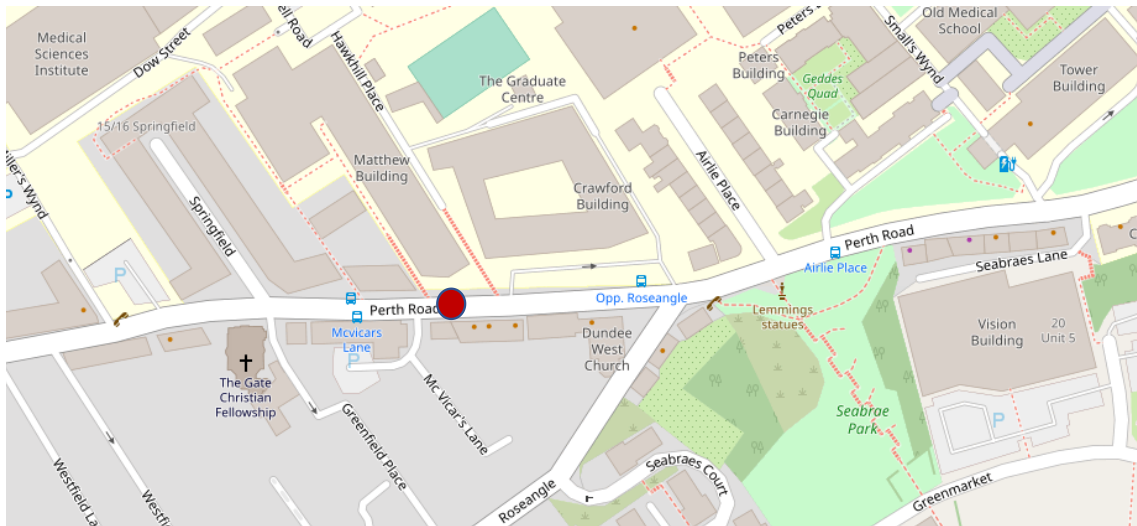
Site 2 Perth Rd (Art School) Eastbound (3 day Average Thur - Fri - Sat)									
October 2020	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1365	144	34	1	176	6	8	67	1801
AM Peak Pd 0700-1000 Vehicle Flow	148	34	11	0	32	2	0	9	236
AM Peak Hr 0800-0900 Vehicle Flow	57	11	6	0	13	1	0	3	90
IP Peak Pd 1000-1600 Vehicle Flow	642	81	18	0	81	2	3	32	861
IP Peak Pd 1200-1300 Vehicle Flow	120	16	4	0	13	0	0	4	157
PM Peak Pd 1600-1900 Vehicle Flow	351	21	2	0	36	0	3	16	429
PM Peak Pd 1700-1800 Vehicle Flow	118	6	0	0	13	0	1	8	146
0600-2200 Vehicle Proportion	75.8%	8.0%	1.9%	0.1%	9.8%	0.3%	0.4%	3.7%	100.0%
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1001	147	28	1	188	4	11	79	1458
AM Peak Pd 0700-1000 Vehicle Flow	103	31	9	0	38	2	0	6	189
AM Peak Hr 0800-0900 Vehicle Flow	38	11	5	0	14	1	0	2	69
IP Peak Pd 1000-1600 Vehicle Flow	459	84	12	0	83	1	8	36	683
IP Peak Pd 1200-1300 Vehicle Flow	80	16	2	0	13	1	1	8	121
PM Peak Pd 1600-1900 Vehicle Flow	259	19	4	0	43	0	1	18	344
PM Peak Pd 1700-1800 Vehicle Flow	91	5	1	0	15	0	0	6	118
0600-2200 Vehicle Proportion	68.7%	10.1%	1.9%	0.1%	12.9%	0.3%	0.8%	5.4%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1640	134	37	2	197	2	9	61	2082
AM Peak Pd 0700-1000 Vehicle Flow	180	36	9	0	39	2	1	9	277
AM Peak Hr 0800-0900 Vehicle Flow	83	12	3	0	14	1	1	3	117
IP Peak Pd 1000-1600 Vehicle Flow	724	68	22	1	88	1	4	25	934
IP Peak Pd 1200-1300 Vehicle Flow	125	14	3	0	16	0	1	5	164
PM Peak Pd 1600-1900 Vehicle Flow	424	16	2	0	46	0	3	14	505
PM Peak Pd 1700-1800 Vehicle Flow	140	7	1	0	17	0	2	5	172
0600-2200 Vehicle Proportion	78.8%	6.5%	1.8%	0.1%	9.4%	0.1%	0.4%	2.9%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1496	181	39	2	198	6	10	62	1993
AM Peak Pd 0700-1000 Vehicle Flow	158	37	9	1	40	2	0	10	258
AM Peak Hr 0800-0900 Vehicle Flow	52	13	4	0	15	1	0	4	89
IP Peak Pd 1000-1600 Vehicle Flow	627	108	25	1	89	3	3	28	884
IP Peak Pd 1200-1300 Vehicle Flow	105	20	3	0	14	0	0	5	148
PM Peak Pd 1600-1900 Vehicle Flow	392	23	2	0	44	1	4	15	480
PM Peak Pd 1700-1800 Vehicle Flow	137	6	0	0	14	0	3	8	168
0600-2200 Vehicle Proportion	75.1%	9.1%	1.9%	0.1%	9.9%	0.3%	0.5%	3.1%	100.0%

5.1.11 Table 37 shows that the car usage proportion decreased from October 2020 to February 2021, while PT and cycling marginally increased between each survey period. The modal proportion

of LGV drivers increased in February 2021 while Scotland was in a period of lockdown. The vehicle proportions observed in May 2021 and September 2021 are very similar to October 2020.

5.1.13 Table 38 presents the results for Perth Road, Art School (Westbound) in Dundee.

Table 38. Perth Road, Art School (Westbound)



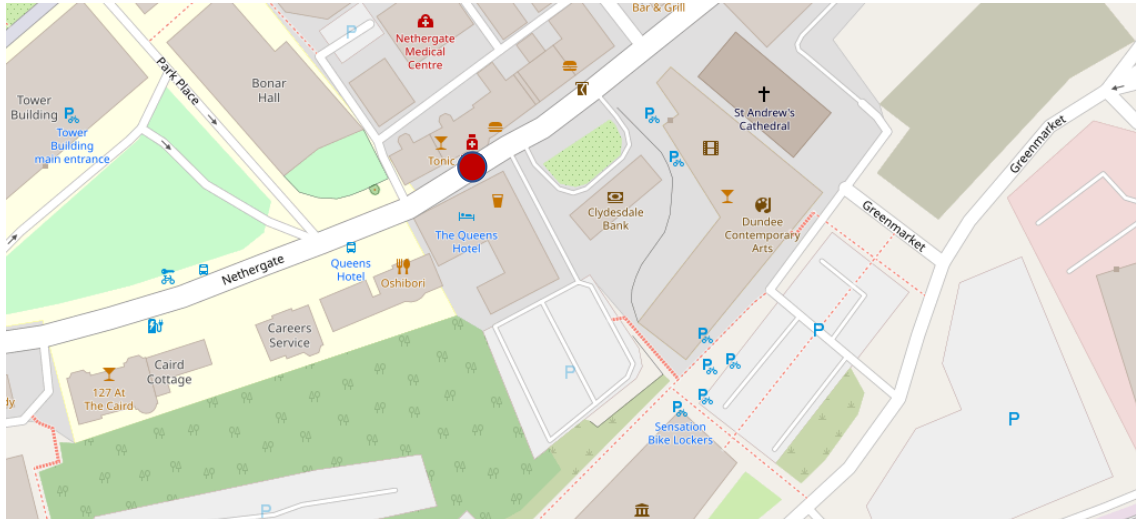
Site 2 Perth Rd (Art School) Westbound (3 day Average Thur - Fri - Sat)

October 2020	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1534	174	34	0	176	3	6	62	1989
AM Peak Pd 0700-1000 Vehicle Flow	179	33	9	0	39	0	0	4	264
AM Peak Hr 0800-0900 Vehicle Flow	83	12	3	0	13	0	0	2	113
IP Peak Pd 1000-1600 Vehicle Flow	703	99	19	0	79	2	2	31	936
IP Peak Pd 1200-1300 Vehicle Flow	122	16	2	0	14	1	0	4	159
PM Peak Pd 1600-1900 Vehicle Flow	407	30	3	0	34	0	2	16	493
PM Peak Pd 1700-1800 Vehicle Flow	142	10	1	0	14	0	0	5	172
0600-2200 Vehicle Proportion	77.1%	8.7%	1.7%	0.0%	8.8%	0.2%	0.3%	3.1%	100.0%
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1188	160	30	1	189	1	9	79	1657
AM Peak Pd 0700-1000 Vehicle Flow	134	33	11	0	42	0	0	4	224
AM Peak Hr 0800-0900 Vehicle Flow	61	12	2	0	15	0	0	2	92
IP Peak Pd 1000-1600 Vehicle Flow	534	93	17	1	84	1	6	38	773
IP Peak Pd 1200-1300 Vehicle Flow	101	14	3	0	14	0	1	6	139
PM Peak Pd 1600-1900 Vehicle Flow	324	25	1	0	39	0	2	22	413
PM Peak Pd 1700-1800 Vehicle Flow	105	7	0	0	14	0	1	8	134
0600-2200 Vehicle Proportion	71.7%	9.7%	1.8%	0.0%	11.4%	0.1%	0.6%	4.8%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1708	172	32	2	202	2	7	60	2184
AM Peak Pd 0700-1000 Vehicle Flow	181	33	12	0	43	0	1	7	278
AM Peak Hr 0800-0900 Vehicle Flow	75	11	3	0	15	0	0	3	108
IP Peak Pd 1000-1600 Vehicle Flow	774	98	15	1	90	1	4	27	1010
IP Peak Pd 1200-1300 Vehicle Flow	138	16	3	0	16	0	0	6	179
PM Peak Pd 1600-1900 Vehicle Flow	438	25	2	0	45	1	2	14	527
PM Peak Pd 1700-1800 Vehicle Flow	161	6	0	0	15	0	1	5	188
0600-2200 Vehicle Proportion	78.2%	7.9%	1.5%	0.1%	9.2%	0.1%	0.3%	2.7%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1792	221	37	1	199	6	11	59	2326
AM Peak Pd 0700-1000 Vehicle Flow	228	48	11	0	46	0	0	3	336
AM Peak Hr 0800-0900 Vehicle Flow	99	17	5	0	15	0	0	1	137
IP Peak Pd 1000-1600 Vehicle Flow	732	121	19	1	88	4	2	26	991
IP Peak Pd 1200-1300 Vehicle Flow	131	18	3	0	13	0	0	6	172
PM Peak Pd 1600-1900 Vehicle Flow	467	34	3	0	42	2	4	17	569
PM Peak Pd 1700-1800 Vehicle Flow	157	11	1	0	15	0	2	4	191
0600-2200 Vehicle Proportion	77.1%	9.5%	1.6%	0.0%	8.6%	0.3%	0.5%	2.5%	100.0%

5.1.14 Table 38 shows that the car usage proportion decreased slightly in February 2021, when compared with October 2020. Again, proportions observed in May 2021 and September 2021 are similar to October 2020.

5.1.16 Table 39 presents the results for Perth Road, Nethergate (Eastbound) in Dundee.

Table 39. Perth Road, Nethergate (Eastbound)



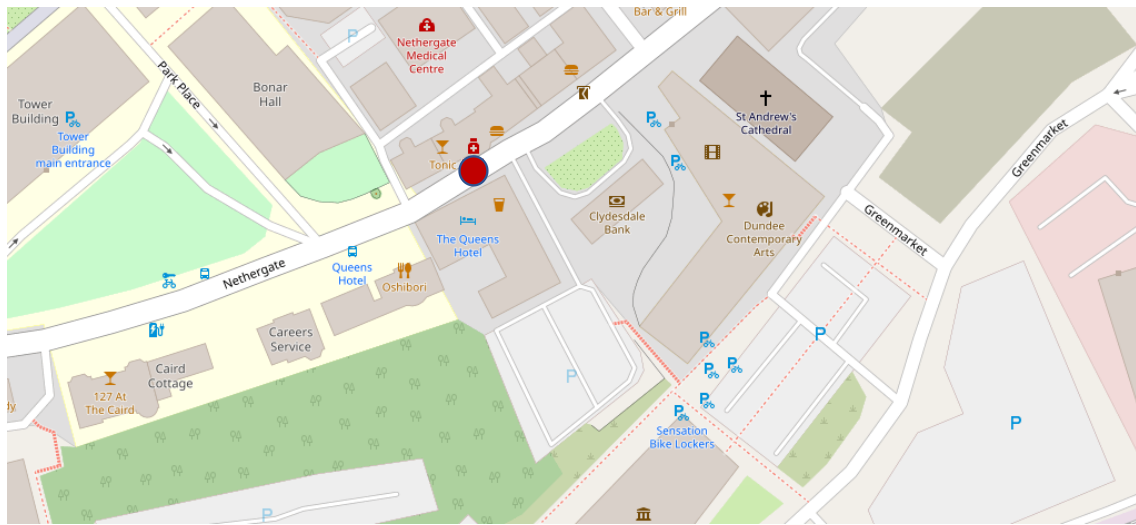
Site 3 Perth Road (Nethergate) Eastbound (3 day Average Thur - Fri - Sat)

October 2020	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1812	237	44	1	178	4	13	91	2379
AM Peak Pd 0700-1000 Vehicle Flow	188	46	15	0	32	2	1	7	290
AM Peak Hr 0800-0900 Vehicle Flow	75	18	8	0	13	0	0	2	116
IP Peak Pd 1000-1600 Vehicle Flow	780	140	22	0	81	2	3	34	1062
IP Peak Pd 1200-1300 Vehicle Flow	133	26	3	0	13	0	0	5	181
PM Peak Pd 1600-1900 Vehicle Flow	511	36	2	0	38	0	4	33	624
PM Peak Pd 1700-1800 Vehicle Flow	185	12	0	0	13	0	1	14	226
0600-2200 Vehicle Proportion	76.2%	9.9%	1.9%	0.0%	7.5%	0.2%	0.5%	3.8%	100.0%
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1337	198	41	1	193	4	14	97	1885
AM Peak Pd 0700-1000 Vehicle Flow	131	40	15	0	39	2	0	6	234
AM Peak Hr 0800-0900 Vehicle Flow	52	14	8	0	14	1	0	2	90
IP Peak Pd 1000-1600 Vehicle Flow	603	115	19	0	88	1	8	45	880
IP Peak Pd 1200-1300 Vehicle Flow	99	23	3	0	14	0	1	14	155
PM Peak Pd 1600-1900 Vehicle Flow	361	28	4	0	42	0	3	28	466
PM Peak Pd 1700-1800 Vehicle Flow	134	7	1	0	14	0	1	12	168
0600-2200 Vehicle Proportion	70.9%	10.5%	2.2%	0.1%	10.2%	0.2%	0.7%	5.1%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	2289	244	47	1	205	4	10	68	2868
AM Peak Pd 0700-1000 Vehicle Flow	212	54	15	0	41	1	1	10	335
AM Peak Hr 0800-0900 Vehicle Flow	86	20	6	0	14	1	1	3	130
IP Peak Pd 1000-1600 Vehicle Flow	984	125	25	0	93	2	6	25	1260
IP Peak Pd 1200-1300 Vehicle Flow	174	25	3	0	16	0	2	5	226
PM Peak Pd 1600-1900 Vehicle Flow	678	42	2	0	46	0	2	21	792
PM Peak Pd 1700-1800 Vehicle Flow	267	17	1	0	15	0	1	10	311
0600-2200 Vehicle Proportion	79.8%	8.5%	1.7%	0.0%	7.1%	0.1%	0.3%	2.4%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	2098	277	51	2	204	6	21	66	2724
AM Peak Pd 0700-1000 Vehicle Flow	209	63	16	1	43	3	2	9	346
AM Peak Hr 0800-0900 Vehicle Flow	85	20	7	0	15	1	2	4	135
IP Peak Pd 1000-1600 Vehicle Flow	860	161	29	1	92	2	4	22	1172
IP Peak Pd 1200-1300 Vehicle Flow	150	30	4	0	15	0	0	5	205
PM Peak Pd 1600-1900 Vehicle Flow	575	37	2	0	44	1	8	22	690
PM Peak Pd 1700-1800 Vehicle Flow	200	11	1	0	14	0	2	11	238
0600-2200 Vehicle Proportion	77.0%	10.2%	1.9%	0.1%	7.5%	0.2%	0.8%	2.4%	100.0%

5.1.17 Table 39 shows car usage decreased slightly in February 2021, compared to October 2020, while Scotland was in a period of lockdown, before returning to similar levels in May and September 2021.

5.1.19 Table 40 presents the results for Perth Road, Nethergate (Westbound) in Dundee.

Table 40. Perth Road, Nethergate (Westbound)



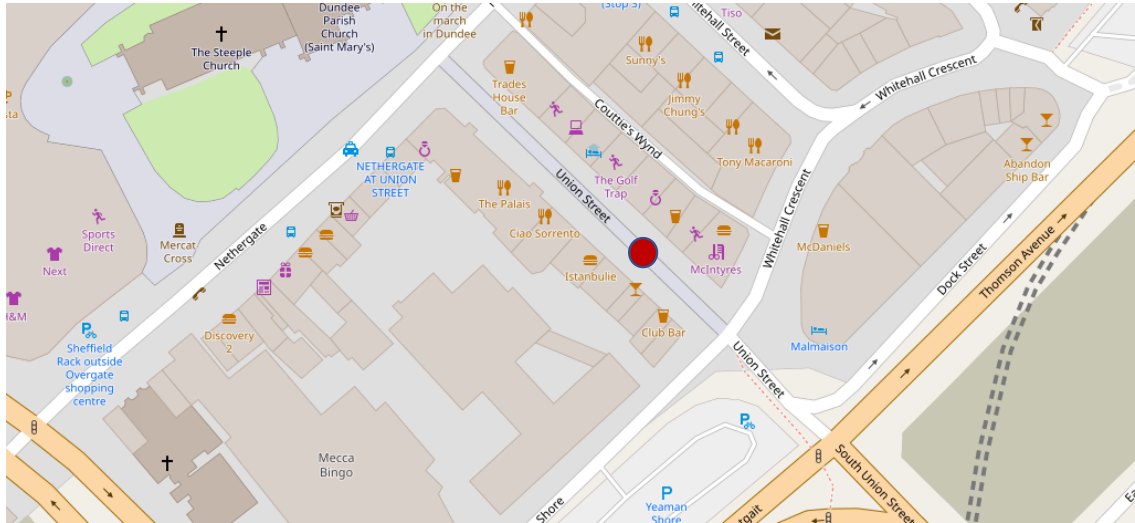
Site 3 Perth Road (Nethergate) Westbound (3 day Average Thur - Fri - Sat)

October 2020	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1940	238	44	1	176	3	9	91	2502
AM Peak Pd 0700-1000 Vehicle Flow	250	53	15	0	39	0	0	19	376
AM Peak Hr 0800-0900 Vehicle Flow	118	20	4	0	12	0	0	9	163
IP Peak Pd 1000-1600 Vehicle Flow	839	131	22	1	79	2	2	36	1113
IP Peak Pd 1200-1300 Vehicle Flow	142	22	3	0	14	1	0	7	188
PM Peak Pd 1600-1900 Vehicle Flow	512	38	2	0	35	0	3	21	611
PM Peak Pd 1700-1800 Vehicle Flow	180	13	1	0	14	0	0	6	215
0600-2200 Vehicle Proportion	77.5%	9.5%	1.8%	0.0%	7.0%	0.1%	0.4%	3.6%	100.0%
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	1428	195	40	1	196	1	10	102	1972
AM Peak Pd 0700-1000 Vehicle Flow	190	49	14	0	43	0	0	9	306
AM Peak Hr 0800-0900 Vehicle Flow	88	20	5	0	15	0	0	4	132
IP Peak Pd 1000-1600 Vehicle Flow	621	107	23	1	88	1	6	44	890
IP Peak Pd 1200-1300 Vehicle Flow	113	17	2	0	15	0	1	8	156
PM Peak Pd 1600-1900 Vehicle Flow	380	28	1	0	40	0	3	27	478
PM Peak Pd 1700-1800 Vehicle Flow	122	8	0	0	14	0	1	9	155
0600-2200 Vehicle Proportion	72.4%	9.9%	2.0%	0.0%	9.9%	0.0%	0.5%	5.2%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	2255	252	45	1	206	4	9	79	2851
AM Peak Pd 0700-1000 Vehicle Flow	264	59	15	1	43	1	1	16	400
AM Peak Hr 0800-0900 Vehicle Flow	120	24	5	0	15	1	1	10	176
IP Peak Pd 1000-1600 Vehicle Flow	984	133	25	0	95	2	5	30	1274
IP Peak Pd 1200-1300 Vehicle Flow	174	24	5	0	16	0	0	8	228
PM Peak Pd 1600-1900 Vehicle Flow	570	32	2	0	45	1	2	20	672
PM Peak Pd 1700-1800 Vehicle Flow	197	11	0	0	17	0	1	7	234
0600-2200 Vehicle Proportion	79.1%	8.8%	1.6%	0.0%	7.2%	0.1%	0.3%	2.8%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	2121	264	42	2	209	4	13	78	2735
AM Peak Pd 0700-1000 Vehicle Flow	288	63	14	1	45	0	1	14	426
AM Peak Hr 0800-0900 Vehicle Flow	125	25	6	0	15	0	1	7	178
IP Peak Pd 1000-1600 Vehicle Flow	860	146	20	1	94	3	2	30	1158
IP Peak Pd 1200-1300 Vehicle Flow	152	24	2	0	14	0	0	8	200
PM Peak Pd 1600-1900 Vehicle Flow	511	33	3	0	44	1	5	18	615
PM Peak Pd 1700-1800 Vehicle Flow	169	9	1	0	16	0	4	6	206
0600-2200 Vehicle Proportion	77.6%	9.7%	1.5%	0.1%	7.7%	0.1%	0.5%	2.9%	100.0%

5.1.20 Table 40 shows similar results to the eastbound direction.

5.1.22 Table 41 presents the results for Union Street (Eastbound) in Dundee.

Table 41. Union Street (Eastbound)



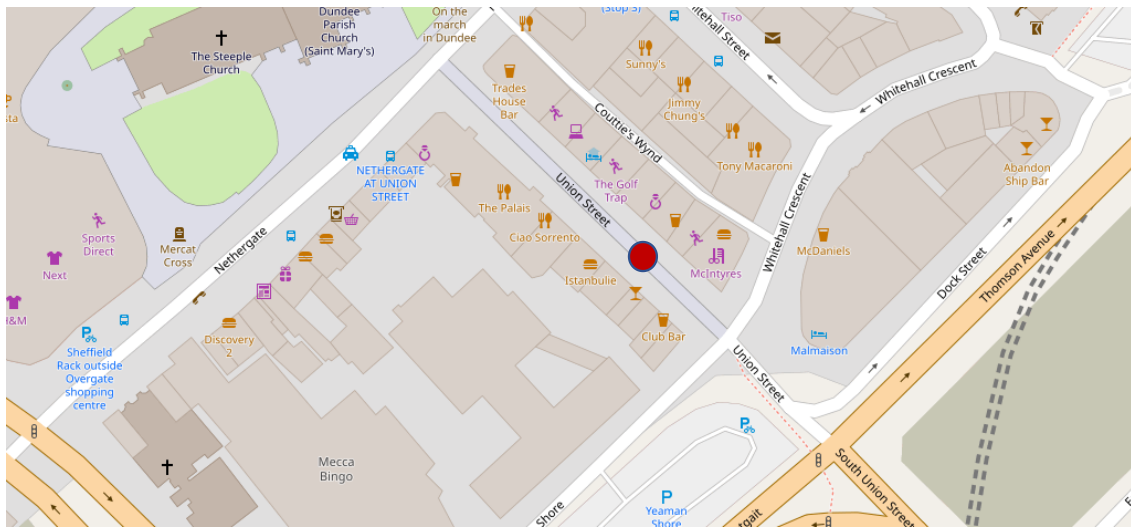
Site 4 Union Street Eastbound (3 day Average Thur - Fri - Sat)

October 2020	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	7	2	1	0	0	0	0	23	33
AM Peak Pd 0700-1000 Vehicle Flow	1	0	0	0	0	0	0	2	3
AM Peak Hr 0800-0900 Vehicle Flow	0	0	0	0	0	0	0	1	1
IP Peak Pd 1000-1600 Vehicle Flow	3	1	0	0	0	0	0	11	14
IP Peak Pd 1200-1300 Vehicle Flow	0	0	0	0	0	0	0	1	1
PM Peak Pd 1600-1900 Vehicle Flow	1	0	0	0	0	0	0	8	10
PM Peak Pd 1700-1800 Vehicle Flow	0	0	0	0	0	0	0	4	5
0600-2200 Vehicle Proportion	20.4%	7.1%	2.0%	0.0%	0.0%	0.0%	0.0%	70.4%	100.0%
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	6	3	1	0	0	0	0	34	44
AM Peak Pd 0700-1000 Vehicle Flow	0	0	1	0	0	0	0	3	4
AM Peak Hr 0800-0900 Vehicle Flow	0	0	0	0	0	0	0	1	1
IP Peak Pd 1000-1600 Vehicle Flow	2	2	0	0	0	0	0	18	22
IP Peak Pd 1200-1300 Vehicle Flow	0	0	0	0	0	0	0	3	4
PM Peak Pd 1600-1900 Vehicle Flow	1	0	0	0	0	0	0	9	10
PM Peak Pd 1700-1800 Vehicle Flow	0	0	0	0	0	0	0	3	3
0600-2200 Vehicle Proportion	13.7%	6.1%	2.3%	0.0%	0.0%	0.0%	0.8%	77.1%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	2	1	0	0	0	0	0	23	27
AM Peak Pd 0700-1000 Vehicle Flow	0	0	0	0	0	0	0	2	2
AM Peak Hr 0800-0900 Vehicle Flow	0	0	0	0	0	0	0	1	1
IP Peak Pd 1000-1600 Vehicle Flow	1	1	0	0	0	0	0	11	12
IP Peak Pd 1200-1300 Vehicle Flow	0	0	0	0	0	0	0	4	4
PM Peak Pd 1600-1900 Vehicle Flow	0	0	0	0	0	0	0	6	6
PM Peak Pd 1700-1800 Vehicle Flow	0	0	0	0	0	0	0	2	2
0600-2200 Vehicle Proportion	7.5%	5.0%	1.3%	0.0%	0.0%	0.0%	0.0%	86.3%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	4	2	1	0	0	0	0	19	26
AM Peak Pd 0700-1000 Vehicle Flow	1	1	0	0	0	0	0	2	4
AM Peak Hr 0800-0900 Vehicle Flow	0	0	0	0	0	0	0	0	1
IP Peak Pd 1000-1600 Vehicle Flow	1	1	1	0	0	0	0	10	12
IP Peak Pd 1200-1300 Vehicle Flow	0	0	0	0	0	0	0	3	4
PM Peak Pd 1600-1900 Vehicle Flow	1	0	0	0	0	0	0	5	6
PM Peak Pd 1700-1800 Vehicle Flow	0	0	0	0	0	0	0	1	1
0600-2200 Vehicle Proportion	16.5%	6.3%	5.1%	0.0%	0.0%	0.0%	0.0%	72.2%	100.0%

5.1.23 Table 41 shows minimal vehicular traffic on Union Street, with cyclists making up the majority of users. The proportion of which increased from October 2020 to February 2021 and again in May 2021, before reducing again in September 2021.

5.1.25 Table 42 presents the results for Union Street (Westbound) in Dundee.

Table 42. Union Street (Westbound)



Site 4 Union Street Westbound (3 day Average Thur - Fri - Sat)

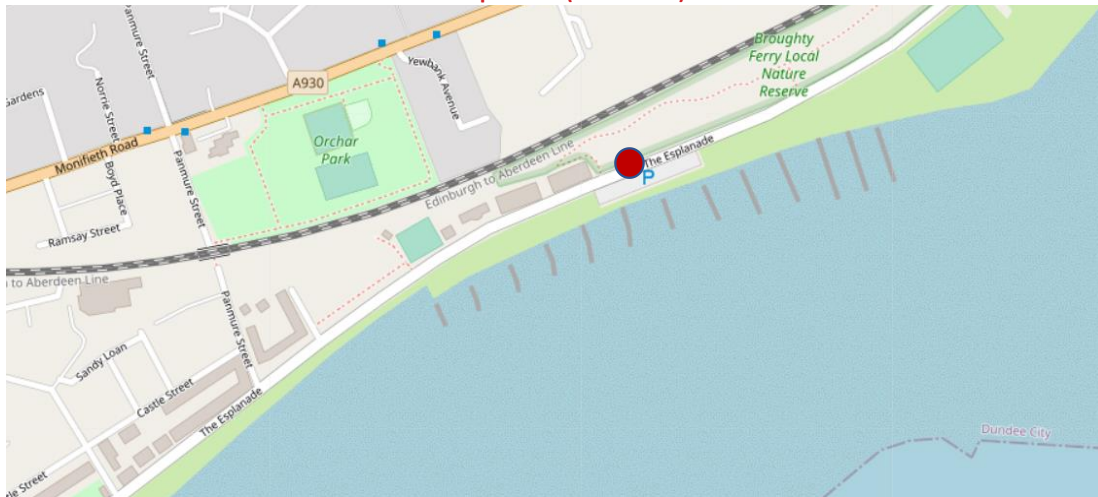
October 2020	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	20	10	4	0	0	0	0	27	61
AM Peak Pd 0700-1000 Vehicle Flow	4	6	1	0	0	0	0	5	16
AM Peak Hr 0800-0900 Vehicle Flow	3	3	1	0	0	0	0	2	9
IP Peak Pd 1000-1600 Vehicle Flow	7	1	2	0	0	0	0	10	20
IP Peak Pd 1200-1300 Vehicle Flow	1	0	0	0	0	0	0	0	1
PM Peak Pd 1600-1900 Vehicle Flow	5	1	0	0	0	0	0	10	17
PM Peak Pd 1700-1800 Vehicle Flow	2	1	0	0	0	0	0	3	6
0600-2200 Vehicle Proportion	32.1%	16.8%	6.5%	0.0%	0.0%	0.0%	0.0%	44.6%	100.0%
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	20	6	3	0	0	0	1	44	73
AM Peak Pd 0700-1000 Vehicle Flow	2	3	1	0	0	0	0	3	9
AM Peak Hr 0800-0900 Vehicle Flow	1	1	0	0	0	0	0	1	3
IP Peak Pd 1000-1600 Vehicle Flow	2	1	1	0	0	0	0	20	25
IP Peak Pd 1200-1300 Vehicle Flow	0	0	0	0	0	0	0	2	2
PM Peak Pd 1600-1900 Vehicle Flow	7	1	0	0	0	0	0	13	21
PM Peak Pd 1700-1800 Vehicle Flow	2	0	0	0	0	0	0	4	6
0600-2200 Vehicle Proportion	27.1%	7.8%	4.1%	0.0%	0.0%	0.0%	0.9%	60.1%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	6	3	1	0	0	0	0	26	36
AM Peak Pd 0700-1000 Vehicle Flow	0	1	1	0	0	0	0	2	5
AM Peak Hr 0800-0900 Vehicle Flow	0	1	0	0	0	0	0	0	1
IP Peak Pd 1000-1600 Vehicle Flow	1	0	0	0	0	0	0	10	11
IP Peak Pd 1200-1300 Vehicle Flow	0	0	0	0	0	0	0	3	3
PM Peak Pd 1600-1900 Vehicle Flow	2	1	0	0	0	0	0	10	13
PM Peak Pd 1700-1800 Vehicle Flow	1	0	0	0	0	0	0	3	4
0600-2200 Vehicle Proportion	15.7%	8.3%	3.7%	0.0%	0.0%	0.0%	0.9%	71.3%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	11	4	5	0	0	0	0	23	43
AM Peak Pd 0700-1000 Vehicle Flow	2	2	3	0	0	0	0	4	11
AM Peak Hr 0800-0900 Vehicle Flow	1	1	1	0	0	0	0	3	6
IP Peak Pd 1000-1600 Vehicle Flow	4	2	2	0	0	0	0	12	19
IP Peak Pd 1200-1300 Vehicle Flow	0	0	0	0	0	0	0	3	3
PM Peak Pd 1600-1900 Vehicle Flow	2	0	0	0	0	0	0	3	6
PM Peak Pd 1700-1800 Vehicle Flow	0	0	0	0	0	0	0	2	2
0600-2200 Vehicle Proportion	26.2%	10.0%	11.5%	0.0%	0.0%	0.0%	0.0%	52.3%	100.0%

5.1.26 Table 42 shows minimal motorised vehicle usage on Union Street, with cyclists making up the majority of users. The proportion of which increased from October 2020 to February 2021 and again in May 2021, before dropping slightly in September 2021.

Broughty Ferry

5.1.27 Table 43 presents the results for The Esplanade (Eastbound) in Broughty Ferry.

Table 43. The Esplanade (Eastbound)



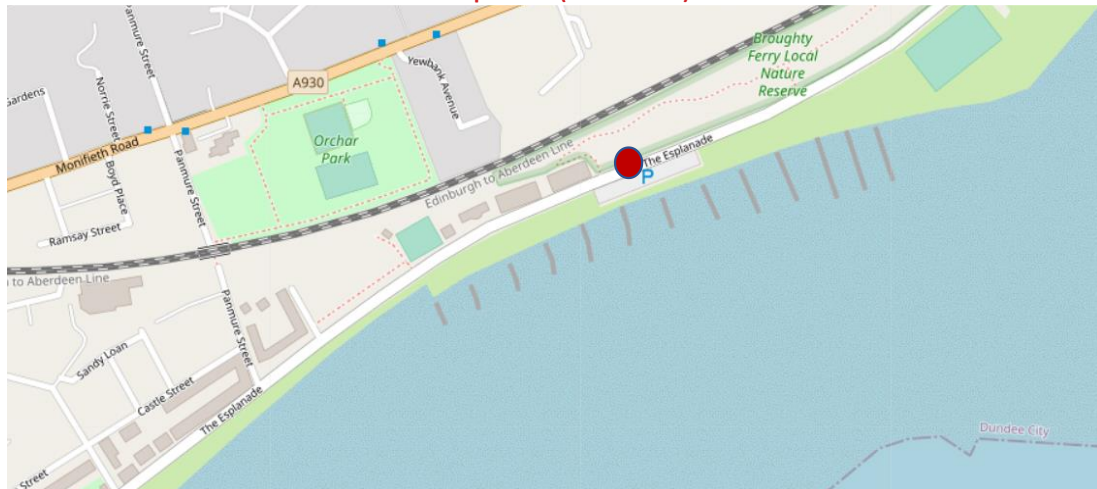
Site 1 The Esplanade Eastbound (3 day Average Thur - Fri - Sat)

22nd - 24th Oct 2020	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	119	8	3	1	0	0	3	72	205
AM Peak Pd 0700-1000 Vehicle Flow	12	1	1	0	0	0	0	5	20
AM Peak Hr 0800-0900 Vehicle Flow	4	0	0	0	0	0	0	2	7
IP Peak Pd 1000-1600 Vehicle Flow	75	5	2	0	0	0	2	39	123
IP Peak Pd 1200-1300 Vehicle Flow	8	0	0	0	0	0	0	4	12
PM Peak Pd 1600-1900 Vehicle Flow	21	2	0	0	0	0	0	24	48
PM Peak Pd 1700-1800 Vehicle Flow	6	0	0	0	0	0	0	9	16
0600-2200 Vehicle Proportion	57.8%	3.9%	1.5%	0.3%	0.0%	0.0%	1.6%	34.9%	100.0%
29th - 31st Oct 2020	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	228	19	2	0	0	0	1	56	306
AM Peak Pd 0700-1000 Vehicle Flow	19	3	0	0	0	0	0	9	31
AM Peak Hr 0800-0900 Vehicle Flow	4	1	0	0	0	0	0	2	8
IP Peak Pd 1000-1600 Vehicle Flow	143	13	1	0	0	0	1	35	192
IP Peak Pd 1200-1300 Vehicle Flow	26	2	0	0	0	0	0	8	36
PM Peak Pd 1600-1900 Vehicle Flow	41	3	0	0	0	0	0	8	52
PM Peak Pd 1700-1800 Vehicle Flow	9	2	0	0	0	0	0	3	14
0600-2200 Vehicle Proportion	74.6%	6.1%	0.7%	0.1%	0.0%	0.0%	0.2%	18.3%	100.0%
Difference	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	109	11	-1	0	0	0	-3	-16	100
AM Peak Pd 0700-1000 Vehicle Flow	6	2	-1	0	0	0	0	4	11
AM Peak Hr 0800-0900 Vehicle Flow	0	1	0	0	0	0	0	0	1
IP Peak Pd 1000-1600 Vehicle Flow	68	8	-1	0	0	0	-1	-4	69
IP Peak Pd 1200-1300 Vehicle Flow	17	2	0	0	0	0	0	4	24
PM Peak Pd 1600-1900 Vehicle Flow	20	1	0	0	0	0	0	-16	5
PM Peak Pd 1700-1800 Vehicle Flow	3	1	0	0	0	0	0	-7	-3
0600-2200 Vehicle Proportion	16.8%	2.2%	-0.8%	-0.2%	0.0%	0.0%	-1.4%	-16.6%	0.0%

5.1.28 Table 43 shows that between there was a 17% drop in cyclists and a 17% increase in cars when comparing the 2 different October survey weeks, following removal of the Spaces for People scheme during the week commencing Monday 26th October 2020.

5.1.30 Table 44 presents the results for The Esplanade (Westbound) in Broughty Ferry.

Table 44. The Esplanade (Westbound)



Site 1 The Esplanade Westbound (3 day Average Thur - Fri - Sat)

22nd - 24th Oct 2020	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	114	8	5	1	0	0	1	61	190
AM Peak Pd 0700-1000 Vehicle Flow	10	1	2	0	0	0	0	6	19
AM Peak Hr 0800-0900 Vehicle Flow	2	0	0	0	0	0	0	3	5
IP Peak Pd 1000-1600 Vehicle Flow	69	4	3	0	0	0	1	33	110
IP Peak Pd 1200-1300 Vehicle Flow	8	1	0	0	0	0	0	4	13
PM Peak Pd 1600-1900 Vehicle Flow	24	2	0	0	0	0	0	19	45
PM Peak Pd 1700-1800 Vehicle Flow	8	0	0	0	0	0	0	6	14
0600-2200 Vehicle Proportion	60.3%	4.0%	2.5%	0.4%	0.0%	0.0%	0.7%	32.2%	100.0%
29th - 31st Oct 2020	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	148	18	2	0	0	0	1	44	213
AM Peak Pd 0700-1000 Vehicle Flow	18	3	0	0	0	0	0	9	30
AM Peak Hr 0800-0900 Vehicle Flow	6	1	0	0	0	0	0	2	9
IP Peak Pd 1000-1600 Vehicle Flow	91	11	1	0	0	0	1	29	133
IP Peak Pd 1200-1300 Vehicle Flow	16	3	0	0	0	0	0	4	23
PM Peak Pd 1600-1900 Vehicle Flow	25	4	0	0	0	0	0	5	34
PM Peak Pd 1700-1800 Vehicle Flow	10	0	0	0	0	0	0	1	10
0600-2200 Vehicle Proportion	69.3%	8.5%	0.9%	0.2%	0.0%	0.0%	0.3%	20.8%	100.0%
Difference	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Pedal Cycle	Total
0600-2200 Vehicle Flow	33	10	-3	0	0	0	-1	-17	23
AM Peak Pd 0700-1000 Vehicle Flow	8	2	-2	0	0	0	0	3	11
AM Peak Hr 0800-0900 Vehicle Flow	4	1	0	0	0	0	0	0	4
IP Peak Pd 1000-1600 Vehicle Flow	22	6	-1	0	0	0	0	-4	23
IP Peak Pd 1200-1300 Vehicle Flow	8	1	0	0	0	0	0	0	10
PM Peak Pd 1600-1900 Vehicle Flow	1	2	0	0	0	0	0	-15	-11
PM Peak Pd 1700-1800 Vehicle Flow	1	0	0	0	0	0	0	-5	-4
0600-2200 Vehicle Proportion	9.0%	4.4%	-1.5%	-0.2%	0.0%	0.0%	-0.4%	-11.3%	0.0%

5.1.31 Table 44 shows that between there was an 11% drop in cyclists and a 9% increase in cars when comparing the 2 different October survey weeks, following removal of the Spaces for People scheme during the week commencing Monday 26th October 2020.

7. MODE SHARE SURVEYS

7.1 Rail Station Counts

7.1.1 Entry and exit counts were undertaken at both the front and rear entrances of Dundee Railway Station on Wednesday 5th May 2021. Surveys were undertaken between 06:00 and 22:00.

7.1.2 The results were classified by the following:

- Adult
- Adult & Child
- Child
- Elderly
- Disabled
- Cyclist on Bike
- Cyclist on Foot.

7.1.3 Table 45 presents a summary of the entry and exit counts.

Table 45. Dundee Railway Station Entry/Exit Counts

Dundee Rail Stn	Station Entrance	Station Exit	Total Entry	Total Exit
06:00 - 22:00	939	926	939	926
06:30 - 09:30	156	147	156	147
09:30 - 15:30	407	369	407	369
15:30 - 18:30	242	219	242	219

7.1.4 Table 45 shows that over the 16 hour period (0600-2200hrs), there was a total of 939 pedestrians entering Dundee Railway Station and 926 pedestrians exiting:

- In the AM peak period (07:00 – 10:00), 156 pedestrians entered the station and 147 departed the station.
- In the Off peak period (10:00 – 16:00), 407 pedestrians entered the station and 369 departed the station.
- In the PM peak period (16:00 – 19:00), 242 pedestrians entered the station and 219 departed the station.

7.2 Bus Occupancy Counts

- 7.2.1 Bus occupancy surveys were undertaken inbound towards Dundee and outbound from Dundee at each of the 16 classified turning count sites, as shown in Figure 9.
- 7.2.2 Bus occupancy data was gathered for one day, Wednesday 5th May 2021, between 06:00 and 22:00.
- 7.2.3 The methodology used to gather the bus occupancy required manual enumerators to review the footage at each site – i.e. manual check and note if the bus was empty, ¼ full, ½ full, ¾ full, full or full with standing passengers.
- 7.2.4 The capacity of vehicles was the same as those used in a previous study for TACTRAN [*Mode Share Surveys 2019 – Draft, SYSTRA, Ref. GB01t19A57/4, 11/07/19*], namely:
- | | | |
|---|-------------------|---------------|
| ○ | Midi bus | 15 passengers |
| ○ | Mini bus | 15 passengers |
| ○ | Single decker bus | 30 passengers |
| ○ | Double decker bus | 72 passengers |
| ○ | Coach | 55 passengers |
| ○ | Mini Coach | 14 passengers |
| ○ | Midi Coach | 14 passengers |
| ○ | School Bus | 40 passengers |
- 7.2.5 Vehicles where the occupancy was not visible (e.g. where coaches had dark tinted windows) were excluded from the analysis. No surveys were undertaken at Dundee bus station, just at the cordon locations.
- 7.2.6 Table 46 below presents the bus occupancy at each of the cordon points around Dundee city centre in the AM peak period (06:30 – 09:30).

Table 46. Bus & Coach Cordon Occupancy (AM Peak 06:30 – 09:30)

AM Peak Period (06:30-09:30)	Mode	Total Vehicles	Total Passengers	Average Occupancy	Mode	Total Vehicles	Total Passengers	Average Occupancy
CC1	Bus	29	109	4	Bus	37	83	2
	Coach	3	11	4	Coach	0	0	0
CC2	Bus	123	1518	12	Bus	37	540	15
	Coach	0	0	0	Coach	0	0	0
OC1	Bus	-	-	-	Bus	-	-	-
	Coach	-	-	-	Coach	-	-	-
OC2	Bus	2	18	9	Bus	0	0	0
	Coach	2	4	2	Coach	1	0	0
OC3	Bus	8	59	7	Bus	6	30	5
	Coach	2	4	2	Coach	6	4	1
OC4	Bus	21	255	12	Bus	27	213	8
	Coach	4	11	3	Coach	7	11	2
OC5	Bus	36	480	13	Bus	37	447	12
	Coach	3	7	2	Coach	5	17	3
OC6	Bus	36	512	14	Bus	37	473	13
	Coach	4	21	5	Coach	2	4	2
OC7	Bus	49	727	15	Bus	1	0	0
	Coach	0	0	0	Coach	0	0	0
OC8	Bus	56	280	5	Bus	52	228	4
	Coach	0	0	0	Coach	0	0	0
OC9	Bus	18	191	11	Bus	19	189	10
	Coach	4	28	7	Coach	2	7	4
OC10	Bus	21	308	15	Bus	24	344	14
	Coach	7	18	3	Coach	7	7	1
OC11	Bus	7	90	13	Bus	5	72	14
	Coach	0	0	0	Coach	0	0	0
OC12	Bus	1	0	0	Bus	7	51	7
	Coach	0	0	0	Coach	0	0	0
OC13	Bus	24	335	14	Bus	28	345	12
	Coach	1	0	0	Coach	0	0	0
OC14	Bus	2	26	13	Bus	1	18	18
	Coach	0	0	0	Coach	0	0	0

7.2.7 Table 46 shows that the corridor with the highest bus and coach occupancy was OC10, McAlpine Road north of Kingsway. The average inbound bus occupancy was 10 passengers and the average coach occupancy 2 passengers. The average outbound bus occupancy was 9 passengers and the average outbound coach was running empty.

7.2.8 Table 47 presents the same information for the Inter peak period (09:30 – 15:30).

Table 47. Bus & Coach Cordon Occupancy (Inter Peak 09:30 – 15:30)

Inter Peak Period (09:30-15:30)	Inbound towards Dundee				Outbound from Dundee			
	Mode	Total Vehicles	Total Passengers	Average Occupancy	Mode	Total Vehicles	Total Passengers	Average Occupancy
CC1	Bus	72	520	7	Bus	74	404	5
	Coach	7	14	2	Coach	3	0	0
CC2	Bus	268	3494	13	Bus	100	1384	14
	Coach	1	4	4	Coach	2	7	4
OC1	Bus	-	-	-	Bus	-	-	-
	Coach	-	-	-	Coach	-	-	-
OC2	Bus	1	4	4	Bus	1	0	0
	Coach	4	0	0	Coach	3	0	0
OC3	Bus	14	90	6	Bus	14	115	8
	Coach	0	0	0	Coach	0	0	0
OC4	Bus	53	570	11	Bus	47	566	12
	Coach	7	18	3	Coach	10	14	1
OC5	Bus	81	1091	13	Bus	83	1112	13
	Coach	2	4	2	Coach	7	14	2
OC6	Bus	80	1051	13	Bus	83	1097	13
	Coach	2	0	0	Coach	8	18	2
OC7	Bus	122	1776	15	Bus	2	0	0
	Coach	3	4	0	Coach	2	0	0
OC8	Bus	56	656	12	Bus	52	605	12
	Coach	1	0	0	Coach	0	0	0
OC9	Bus	39	489	13	Bus	40	453	11
	Coach	3	14	5	Coach	7	25	4
OC10	Bus	50	753	15	Bus	45	677	15
	Coach	9	7	1	Coach	3	0	0
OC11	Bus	11	198	18	Bus	13	180	14
	Coach	2	0	0	Coach	3	4	0
OC12	Bus	6	0	0	Bus	6	0	0
	Coach	1	0	0	Coach	0	0	0
OC13	Bus	56	818	15	Bus	55	770	14
	Coach	2	7	0	Coach	1	0	0
OC14	Bus	1	18	18	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0

7.2.9 Table 47 shows that bus and coach occupancy was again highest on corridor OC10, Macalpine Road north of Kingsway. The average inbound bus occupancy was 12 passengers and the average coach occupancy 1 passenger. The average outbound bus occupancy was 9 passengers and the average outbound coach occupancy was 1 passenger.

7.2.10 Table 48 presents the same information for the PM peak (15:30 – 18:30).

Table 48. Bus & Coach Cordon Occupancy (PM Peak 15:30 – 18:30)

PM Peak Period (15:30-18:30)	Inbound towards Dundee				Outbound from Dundee			
	Mode	Total Vehicles	Total Passengers	Average Occupancy	Mode	Total Vehicles	Total Passengers	Average Occupancy
CC1	Bus	42	239	7	Bus	36	240	7
	Coach	3	11	2	Coach	0	0	0
CC2	Bus	121	1660	13	Bus	47	587	12
	Coach	1	4	4	Coach	0	0	0
OC1	Bus	-	-	-	Bus	-	-	-
	Coach	-	-	-	Coach	-	-	-
OC2	Bus	0	0	0	Bus	0	0	0
	Coach	3	4	1	Coach	1	0	0
OC3	Bus	9	74	8	Bus	7	59	8
	Coach	2	4	2	Coach	2	0	0
OC4	Bus	22	237	11	Bus	23	260	11
	Coach	3	4	1	Coach	4	7	2
OC5	Bus	45	538	12	Bus	38	541	14
	Coach	0	0	0	Coach	0	0	0
OC6	Bus	45	524	12	Bus	39	523	13
	Coach	1	0	0	Coach	2	0	0
OC7	Bus	59	726	12	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0
OC8	Bus	56	243	4	Bus	52	335	6
	Coach	0	0	0	Coach	0	0	0
OC9	Bus	20	263	13	Bus	23	252	11
	Coach	0	0	0	Coach	0	0	0
OC10	Bus	25	398	16	Bus	25	365	15
	Coach	2	0	0	Coach	2	0	0
OC11	Bus	7	90	13	Bus	6	108	18
	Coach	0	0	0	Coach	0	0	0
OC12	Bus	3	0	0	Bus	1	0	0
	Coach	0	0	0	Coach	0	0	0
OC13	Bus	32	378	12	Bus	28	390	14
	Coach	0	0	0	Coach	0	0	0
OC14	Bus	1	36	36	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0

7.2.11 Table 48 shows that bus occupancy during the PM Peak period was again highest on OC10 Macalpine Road north of Kingsway. The average inbound bus occupancy was 11 passengers and the average coach occupancy 1 passenger. The average outbound bus occupancy was 9 passengers and the average outbound coach was running empty.

7.3 Vehicle Occupancy Counts

- 7.3.1 Vehicle occupancy counts were undertaken at each of the classified turning count sites, as shown in Figure 9.
- 7.3.2 Vehicle occupancy data was gathered for one day, Wednesday 5th May 2021, between 06:00 and 22:00.
- 7.3.3 Table 49 below presents the vehicle occupancy and sample rates at each of the inbound cordon points around Dundee city centre in the AM peak period (06:30 – 09:30).

Table 49. Vehicle Inbound Cordon Occupancy (AM Peak 06:30 – 09:30)

AM Peak Period (06:30-09:30)	Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy		Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy
OC1	Car	2224	468	21.0%	543	1.16	OC7	Car	692	159	23.0%	199	1.25
	LGV	469	127	27.1%	152	1.20		LGV	163	57	35.0%	75	1.32
	OGV1	98	44	44.9%	48	1.09		OGV1	29	20	69.0%	24	1.20
	OGV2	47	25	53.2%	25	1.00		OGV2	15	12	80.0%	13	1.08
OC2	Car	806	186	23.1%	213	1.15	OC8	Car	682	159	23.3%	206	1.30
	LGV	136	19	14.0%	20	1.05		LGV	101	38	37.6%	44	1.16
	OGV1	16	2	12.5%	2	1.00		OGV1	16	12	75.0%	14	1.17
	OGV2	1	0	0.0%	0	-		OGV2	1	0	0.0%	0	-
OC1	Car	155	58	37.4%	69	1.19	OC9	Car	862	191	22.2%	260	1.36
	LGV	42	27	64.3%	33	1.22		LGV	154	50	32.5%	56	1.12
	OGV1	5	4	80.0%	7	1.75		OGV1	28	19	67.9%	24	1.26
	OGV2	39	22	56.4%	24	1.09		OGV2	5	4	80.0%	5	1.25
OC2	Car	1015	221	21.8%	271	1.23	OC10	Car	1418	326	23.0%	430	1.32
	LGV	231	76	32.9%	93	1.22		LGV	313	94	30.0%	117	1.24
	OGV1	44	30	68.2%	33	1.10		OGV1	64	31	48.4%	38	1.23
	OGV2	29	19	65.5%	20	1.05		OGV2	13	9	69.2%	11	1.22
OC3	Car	2254	496	22.0%	615	1.24	OC11	Car	876	198	22.6%	253	1.28
	LGV	430	112	26.0%	145	1.29		LGV	167	55	32.9%	67	1.22
	OGV1	96	45	46.9%	56	1.24		OGV1	23	17	73.9%	21	1.24
	OGV2	92	35	38.0%	40	1.14		OGV2	10	9	90.0%	11	1.22
OC4	Car	1307	282	21.6%	335	1.19	OC12	Car	437	121	27.7%	149	1.23
	LGV	241	70	29.0%	79	1.13		LGV	69	44	63.8%	53	1.20
	OGV1	75	33	44.0%	38	1.15		OGV1	39	24	61.5%	30	1.25
	OGV2	31	20	64.5%	24	1.20		OGV2	1	1	100.0%	1	1.00
OC5	Car	854	224	26.2%	246	1.10	OC13	Car	700	157	22.4%	195	1.24
	LGV	144	61	42.4%	74	1.21		LGV	135	50	37.0%	63	1.26
	OGV1	14	10	71.4%	12	1.20		OGV1	36	22	61.1%	25	1.14
	OGV2	2	2	100.0%	2	1.00		OGV2	6	5	83.3%	5	1.00
OC6	Car	773	173	22.4%	224	1.29	OC14	Car	543	136	25.0%	167	1.23
	LGV	132	55	41.7%	68	1.24		LGV	62	32	51.6%	36	1.13
	OGV1	13	11	84.6%	15	1.36		OGV1	18	15	83.3%	18	1.20
	OGV2	2	2	100.0%	2	1.00		OGV2	1	1	100.0%	1	1.00

- 7.3.4 Table 49 shows that in the AM Peak period, inbound towards Dundee city centre, the average car occupancy was 1.23 persons, LGV 1.20 persons, OGV1 1.22 persons and OGV2 1.09 persons.

7.3.5 Table 50 presents the vehicle occupancy and sample rates at each of the outbound cordon points around Dundee city centre in the AM peak period (06:30 – 09:30).

Table 50. Vehicle Outbound Cordon Occupancy (AM Peak 06:30 – 09:30)

AM Peak Period (06:30-09:30)	Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy		Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy
OC1	Car	1545	328	21.2%	349	1.06	OC7	Car	469	116	24.7%	140	1.21
	LGV	493	100	20.3%	117	1.17		LGV	109	47	43.1%	63	1.34
	OGV1	126	29	23.0%	32	1.10		OGV1	24	19	79.2%	23	1.21
	OGV2	70	9	12.9%	10	1.11		OGV2	13	11	84.6%	13	1.18
OC2	Car	402	102	25.4%	115	1.13	OC8	Car	516	130	25.2%	161	1.24
	LGV	75	30	40.0%	37	1.23		LGV	101	46	45.5%	54	1.17
	OGV1	23	18	78.3%	21	1.17		OGV1	16	12	75.0%	15	1.25
	OGV2	3	3	100.0%	3	1.00		OGV2	1	0	0.0%	0	-
OC1	Car	26	18	69.2%	20	1.11	OC9	Car	754	179	23.7%	228	1.27
	LGV	12	10	83.3%	12	1.20		LGV	133	42	31.6%	51	1.21
	OGV1	5	4	80.0%	5	1.25		OGV1	23	17	73.9%	21	1.24
	OGV2	39	22	56.4%	22	1.00		OGV2	11	9	81.8%	11	1.22
OC2	Car	1720	361	21.0%	453	1.25	OC10	Car	802	190	23.7%	233	1.23
	LGV	199	69	34.7%	77	1.12		LGV	211	72	34.1%	86	1.19
	OGV1	37	22	59.5%	24	1.09		OGV1	51	28	54.9%	38	1.36
	OGV2	37	26	70.3%	30	1.15		OGV2	7	5	71.4%	5	1.00
OC3	Car	1261	287	22.8%	380	1.32	OC11	Car	531	144	27.1%	188	1.31
	LGV	443	118	26.6%	172	1.46		LGV	197	63	32.0%	84	1.33
	OGV1	129	53	41.1%	67	1.26		OGV1	42	24	57.1%	29	1.21
	OGV2	82	39	47.6%	44	1.13		OGV2	15	11	73.3%	12	1.09
OC4	Car	885	205	23.2%	246	1.20	OC12	Car	426	123	28.9%	159	1.29
	LGV	203	69	34.0%	88	1.28		LGV	79	38	48.1%	51	1.34
	OGV1	68	35	51.5%	42	1.20		OGV1	15	13	86.7%	17	1.31
	OGV2	25	20	80.0%	22	1.10		OGV2	1	1	100.0%	1	1.00
OC5	Car	533	149	28.0%	169	1.13	OC13	Car	395	103	26.1%	136	1.32
	LGV	114	50	43.9%	60	1.20		LGV	122	54	44.3%	69	1.28
	OGV1	24	16	66.7%	20	1.25		OGV1	19	16	84.2%	20	1.25
	OGV2	4	3	75.0%	4	1.33		OGV2	4	3	75.0%	4	1.33
OC6	Car	588	141	24.0%	163	1.16	OC14	Car	1078	234	21.7%	286	1.22
	LGV	130	49	37.7%	63	1.29		LGV	47	27	57.4%	30	1.11
	OGV1	24	17	70.8%	22	1.29		OGV1	9	7	77.8%	8	1.14
	OGV2	4	4	100.0%	5	1.25		OGV2	0	0	-	0	-

7.3.6 Table 50 shows that in the AM peak period, outbound from Dundee city centre, the average car occupancy was 1.22 persons, LGV 1.25 persons, OGV1 1.22 persons and OGV2 1.14 persons.

7.3.7 Table 51 presents the vehicle occupancy and sample rates at each of the inbound cordon points around Dundee city centre in the inter peak period (09:30 – 15:30).

Table 51. Vehicle Inbound Cordon Occupancy (Inter Peak 09:30 – 15:30)

In Peak Period (09:30-15:30)	Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy		Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy
OC1	Car	4124	885	21.5%	1099	1.24	OC7	Car	1902	439	23.1%	594	1.35
	LGV	733	197	26.9%	232	1.18		LGV	299	115	38.5%	143	1.24
	OGV1	230	83	36.1%	93	1.12		OGV1	78	48	61.5%	60	1.25
	OGV2	140	59	42.1%	59	1.00		OGV2	29	21	72.4%	24	1.14
OC2	Car	1721	375	21.8%	478	1.27	OC8	Car	1422	321	22.6%	440	1.37
	LGV	233	55	23.6%	65	1.18		LGV	178	74	41.6%	82	1.11
	OGV1	40	6	15.0%	9	1.50		OGV1	40	29	72.5%	36	1.24
	OGV2	3	0	0.0%	0	-		OGV2	5	5	100.0%	6	1.20
OC1	Car	74	47	63.5%	56	1.19	OC9	Car	1613	369	22.9%	485	1.31
	LGV	38	29	76.3%	33	1.14		LGV	262	90	34.4%	111	1.23
	OGV1	29	26	89.7%	29	1.12		OGV1	60	43	71.7%	51	1.19
	OGV2	82	50	61.0%	53	1.06		OGV2	14	12	85.7%	14	1.17
OC2	Car	2862	626	21.9%	804	1.28	OC10	Car	2763	614	22.2%	836	1.36
	LGV	421	141	33.5%	167	1.18		LGV	534	155	29.0%	173	1.12
	OGV1	79	50	63.3%	62	1.24		OGV1	143	65	45.5%	74	1.14
	OGV2	44	32	72.7%	35	1.09		OGV2	18	15	83.3%	17	1.13
OC3	Car	2600	571	22.0%	767	1.34	OC11	Car	1694	393	23.2%	492	1.25
	LGV	424	135	31.8%	166	1.23		LGV	285	96	33.7%	114	1.19
	OGV1	169	76	45.0%	88	1.16		OGV1	63	41	65.1%	47	1.15
	OGV2	153	72	47.1%	79	1.10		OGV2	24	20	83.3%	22	1.10
OC4	Car	2411	522	21.7%	592	1.13	OC12	Car	1324	341	25.8%	432	1.27
	LGV	388	127	32.7%	146	1.15		LGV	139	66	47.5%	82	1.24
	OGV1	192	77	40.1%	85	1.10		OGV1	51	37	72.5%	42	1.14
	OGV2	88	50	56.8%	55	1.10		OGV2	3	2	66.7%	2	1.00
OC5	Car	1619	444	27.4%	516	1.16	OC13	Car	1568	367	23.4%	499	1.36
	LGV	217	86	39.6%	104	1.21		LGV	250	90	36.0%	103	1.14
	OGV1	51	34	66.7%	41	1.21		OGV1	80	50	62.5%	59	1.18
	OGV2	7	5	71.4%	6	1.20		OGV2	5	4	80.0%	4	1.00
OC6	Car	1481	334	22.6%	434	1.30	OC14	Car	1146	278	24.3%	375	1.35
	LGV	210	93	44.3%	106	1.14		LGV	108	57	52.8%	70	1.23
	OGV1	46	33	71.7%	44	1.33		OGV1	31	27	87.1%	34	1.26
	OGV2	7	4	57.1%	5	1.25		OGV2	3	2	66.7%	3	1.50

7.3.8 Table 51 shows that in the inter peak period, inbound towards Dundee city centre, the average car occupancy was 1.28 persons, LGV 1.18 persons, OGV1 1.21 persons and OGV2 1.14 persons.

7.3.9 Table 52 below presents the vehicle occupancy and sample rates at each of the outbound cordon points around Dundee city centre in the inter peak period (09:30 – 15:30).

Table 52. Vehicle Outbound Cordon Occupancy (Inter Peak 09:30 – 15:30)

In Peak Period (09:30-15:30)	Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy		Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy
OC1	Car	4003	816	20.4%	1024	1.25	OC7	Car	1376	315	22.9%	379	1.20
	LGV	822	180	21.9%	222	1.23		LGV	204	88	43.1%	110	1.25
	OGV1	218	41	18.8%	50	1.22		OGV1	34	27	79.4%	34	1.26
	OGV2	113	24	21.2%	28	1.17		OGV2	27	20	74.1%	22	1.10
OC2	Car	1535	345	22.5%	449	1.30	OC8	Car	1701	379	22.3%	500	1.32
	LGV	229	90	39.3%	109	1.21		LGV	225	82	36.4%	97	1.18
	OGV1	58	40	69.0%	50	1.25		OGV1	56	37	66.1%	46	1.24
	OGV2	5	3	60.0%	3	1.00		OGV2	4	4	100.0%	4	1.00
OC1	Car	83	49	59.0%	61	1.24	OC9	Car	1656	388	23.4%	503	1.30
	LGV	50	36	72.0%	40	1.11		LGV	272	86	31.6%	105	1.22
	OGV1	26	20	76.9%	23	1.15		OGV1	57	40	70.2%	49	1.23
	OGV2	82	49	59.8%	49	1.00		OGV2	10	9	90.0%	11	1.22
OC2	Car	3076	663	21.6%	849	1.28	OC10	Car	2465	569	23.1%	748	1.31
	LGV	571	168	29.4%	190	1.13		LGV	466	155	33.3%	180	1.16
	OGV1	124	60	48.4%	64	1.07		OGV1	134	61	45.5%	72	1.18
	OGV2	68	48	70.6%	52	1.08		OGV2	16	13	81.3%	16	1.23
OC3	Car	2567	564	22.0%	884	1.57	OC11	Car	1721	399	23.2%	518	1.30
	LGV	496	166	33.5%	244	1.47		LGV	301	101	33.6%	116	1.15
	OGV1	162	77	47.5%	93	1.21		OGV1	77	48	62.3%	57	1.19
	OGV2	154	69	44.8%	72	1.04		OGV2	41	32	78.0%	33	1.03
OC4	Car	2576	584	22.7%	678	1.16	OC12	Car	1390	340	24.5%	453	1.33
	LGV	433	153	35.3%	176	1.15		LGV	117	69	59.0%	84	1.22
	OGV1	207	82	39.6%	98	1.20		OGV1	45	37	82.2%	47	1.27
	OGV2	77	49	63.6%	54	1.10		OGV2	3	1	33.3%	1	1.00
OC5	Car	1973	502	25.4%	563	1.12	OC13	Car	1382	332	24.0%	443	1.33
	LGV	255	106	41.6%	123	1.16		LGV	241	96	39.8%	113	1.18
	OGV1	47	36	76.6%	42	1.17		OGV1	83	53	63.9%	64	1.21
	OGV2	3	3	100.0%	3	1.00		OGV2	18	14	77.8%	14	1.00
OC6	Car	2133	453	21.2%	583	1.29	OC14	Car	810	201	24.8%	253	1.26
	LGV	280	96	34.3%	113	1.18		LGV	98	51	52.0%	59	1.16
	OGV1	53	36	67.9%	46	1.28		OGV1	30	26	86.7%	32	1.23
	OGV2	5	5	100.0%	5	1.00		OGV2	0	0	-	0	-

7.3.10 Table 52 shows that in the inter peak period, outbound from Dundee city centre, the average car occupancy was 1.29 persons, LGV 1.20 persons, OGV1 1.21 persons and OGV2 1.07 persons.

7.3.11 Table 53 presents the vehicle occupancy and sample rates at each of the inbound cordon points around Dundee city centre in the PM peak period (15:30 – 18:30).

Table 53. Vehicle Inbound Cordon Occupancy (PM Peak 15:30 – 18:30)

PM Peak Period (15:30-18:30)	Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy		Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy
OC1	Car	2464	521	21.1%	663	1.27	OC7	Car	1111	241	21.7%	319	1.32
	LGV	479	127	26.5%	153	1.20		LGV	147	47	32.0%	53	1.13
	OGV1	69	34	49.3%	40	1.18		OGV1	17	11	64.7%	12	1.09
	OGV2	29	17	58.6%	17	1.00		OGV2	12	9	75.0%	9	1.00
OC2	Car	907	191	21.1%	253	1.32	OC8	Car	815	177	21.7%	251	1.42
	LGV	98	22	22.4%	29	1.32		LGV	68	35	51.5%	39	1.11
	OGV1	15	3	20.0%	4	1.33		OGV1	10	8	80.0%	8	1.00
	OGV2	1	0	0.0%	0	-		OGV2	0	0	-	0	-
OC1	Car	20	15	75.0%	20	1.33	OC9	Car	1221	252	20.6%	356	1.41
	LGV	9	8	88.9%	8	1.00		LGV	117	48	41.0%	55	1.15
	OGV1	5	3	60.0%	3	1.00		OGV1	18	14	77.8%	16	1.14
	OGV2	22	18	81.8%	19	1.06		OGV2	6	5	83.3%	5	1.00
OC2	Car	2090	447	21.4%	585	1.31	OC10	Car	1564	337	21.5%	437	1.30
	LGV	198	69	34.8%	81	1.17		LGV	205	66	32.2%	76	1.15
	OGV1	15	12	80.0%	13	1.08		OGV1	38	21	55.3%	25	1.19
	OGV2	12	9	75.0%	10	1.11		OGV2	2	2	100.0%	2	1.00
OC3	Car	2190	487	22.2%	640	1.31	OC11	Car	839	193	23.0%	244	1.26
	LGV	397	108	27.2%	136	1.26		LGV	119	45	37.8%	52	1.16
	OGV1	85	41	48.2%	50	1.22		OGV1	31	15	48.4%	18	1.20
	OGV2	49	26	53.1%	27	1.04		OGV2	7	7	100.0%	7	1.00
OC4	Car	1381	301	21.8%	338	1.12	OC12	Car	900	205	22.8%	278	1.36
	LGV	194	71	36.6%	84	1.18		LGV	98	39	39.8%	49	1.26
	OGV1	37	17	45.9%	18	1.06		OGV1	10	10	100.0%	11	1.10
	OGV2	12	10	83.3%	12	1.20		OGV2	3	3	100.0%	3	1.00
OC5	Car	880	240	27.3%	283	1.18	OC13	Car	894	203	22.7%	257	1.27
	LGV	114	46	40.4%	53	1.15		LGV	134	48	35.8%	60	1.25
	OGV1	15	11	73.3%	12	1.09		OGV1	13	11	84.6%	13	1.18
	OGV2	1	0	0.0%	0	-		OGV2	1	1	100.0%	1	1.00
OC6	Car	815	178	21.8%	244	1.37	OC14	Car	885	193	21.8%	255	1.32
	LGV	98	38	38.8%	46	1.21		LGV	43	27	62.8%	31	1.15
	OGV1	12	8	66.7%	9	1.13		OGV1	4	3	75.0%	4	1.33
	OGV2	1	1	100.0%	1	1.00		OGV2	0	0	-	0	-

7.3.12 Table 53 shows that in the PM peak period, inbound towards Dundee city centre, the average car occupancy was 1.31 persons, LGV 1.18 persons, OGV1 1.15 persons and OGV2 1.03 persons.

7.3.13 Table 54 presents the vehicle occupancy and sample rates at each of the outbound cordon points around Dundee city centre in the inter peak period (09:30 – 15:30).

Table 54. Vehicle Inbound Cordon Occupancy (Inter Peak 09:30 – 15:30)

PM Peak Period (15:30-18:30)	Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy		Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy
CC1	Car	3083	636	20.6%	859	1.35	OC7	Car	766	168	21.9%	223	1.33
	LGV	473	96	20.3%	121	1.26		LGV	82	35	42.7%	42	1.20
	OGV1	72	15	20.8%	18	1.20		OGV1	19	16	84.2%	19	1.19
	OGV2	44	10	22.7%	11	1.10		OGV2	8	8	100.0%	9	1.13
CC2	Car	1310	280	21.4%	366	1.31	OC8	Car	1203	261	21.7%	352	1.35
	LGV	143	51	35.7%	72	1.41		LGV	155	51	32.9%	59	1.16
	OGV1	11	10	90.9%	10	1.00		OGV1	12	10	83.3%	13	1.30
	OGV2	2	2	100.0%	3	1.50		OGV2	1	0	0.0%	0	-
OC1	Car	157	55	35.0%	67	1.22	OC9	Car	1428	307	21.5%	423	1.38
	LGV	44	30	68.2%	38	1.27		LGV	173	59	34.1%	72	1.22
	OGV1	4	4	100.0%	5	1.25		OGV1	18	14	77.8%	16	1.14
	OGV2	23	14	60.9%	14	1.00		OGV2	4	3	75.0%	3	1.00
OC2	Car	1804	386	21.4%	517	1.34	OC10	Car	1627	350	21.5%	469	1.34
	LGV	270	80	29.6%	92	1.15		LGV	261	80	30.7%	92	1.15
	OGV1	36	19	52.8%	22	1.16		OGV1	25	19	76.0%	22	1.16
	OGV2	15	11	73.3%	11	1.00		OGV2	8	7	87.5%	7	1.00
OC3	Car	2682	557	20.8%	780	1.40	OC11	Car	1277	282	22.1%	359	1.27
	LGV	325	100	30.8%	141	1.41		LGV	188	57	30.3%	71	1.25
	OGV1	54	27	50.0%	33	1.22		OGV1	28	20	71.4%	23	1.15
	OGV2	39	26	66.7%	28	1.08		OGV2	10	10	100.0%	11	1.10
OC4	Car	1859	398	21.4%	460	1.16	OC12	Car	832	210	25.2%	280	1.33
	LGV	219	69	31.5%	78	1.13		LGV	68	35	51.5%	42	1.20
	OGV1	39	26	66.7%	29	1.12		OGV1	14	12	85.7%	14	1.17
	OGV2	21	15	71.4%	16	1.07		OGV2	3	3	100.0%	3	1.00
OC5	Car	1633	378	23.1%	450	1.19	OC13	Car	717	166	23.2%	238	1.43
	LGV	184	69	37.5%	82	1.19		LGV	107	47	43.9%	61	1.30
	OGV1	23	17	73.9%	21	1.24		OGV1	10	9	90.0%	12	1.33
	OGV2	0	0	-	0	-		OGV2	4	3	75.0%	3	1.00
OC6	Car	1644	331	20.1%	461	1.39	OC14	Car	398	89	22.4%	109	1.22
	LGV	195	72	36.9%	83	1.15		LGV	33	20	60.6%	24	1.20
	OGV1	22	17	77.3%	21	1.24		OGV1	3	3	100.0%	3	1.00
	OGV2	0	0	-	0	-		OGV2	1	1	100.0%	1	1.00

7.3.14 Table 54 shows that in the PM peak period, outbound from Dundee city centre, the average car occupancy was 1.31 persons, LGV 1.23 persons, OGV1 1.18 persons and OGV2 1.07 persons.

7.4 Results of Mode Share Surveys

7.4.1 The results of the various mode share surveys can be analysed and presented in different ways. Through discussions previously with Tactran, the methodology developed for assessing and summarising the survey data for each site was agreed as follows:

- By Time Period
- By Mode – both by vehicle and by person.

Mode Share By Time Period

7.4.2 All traffic surveys were undertaken over a 16 hour period 06:00-22:00. The mode share data is presented into three separate time periods, namely:

- AM Peak 06:30 – 09:30
- Inter-peak 09:30 – 15:30
- PM Peak 15:30 – 18:30

Mode Share By Mode

7.4.3 Mode share data can be presented from the perspective of the share of vehicles or by the share of people. Both these methodologies are presented in this report, and are detailed as follows:

- ‘Mode Share Distribution’ – Each vehicle, including buses counts as 1 trip - this methodology does not take into account the number of people in a vehicle or a bus
- ‘Person Share Distribution’ – Each person counts as 1 trip, therefore the bus patronage and multi occupancy vehicle

7.4.4 In order to consider the volume of trips to and from Dundee, the following assumptions and data usage was applied:

- The 16 cordon sites were assessed to represent the points of entry/exit to the city.
- Bus/coach passengers which entered/left Dundee were assumed to be destinating and originating in Dundee

7.4.5 The following figures present the Dundee mode share distribution, calculated from the survey data as detailed above. Figure 10 and Figure 11 present the AM peak mode share results by vehicle by direction and Figure 12 and Figure 13 present the AM Peak mode share results by person by direction.

7.4.6 Each figure presents the mode share by vehicle type for the four survey periods (October 2020, February 2021, May 2021 and September 2021) and compares to the previous survey in May 2019. The mode share by person is presented for May 2021 as this was the only survey that captured vehicle occupancy and is compared against the previous results in May 2019.

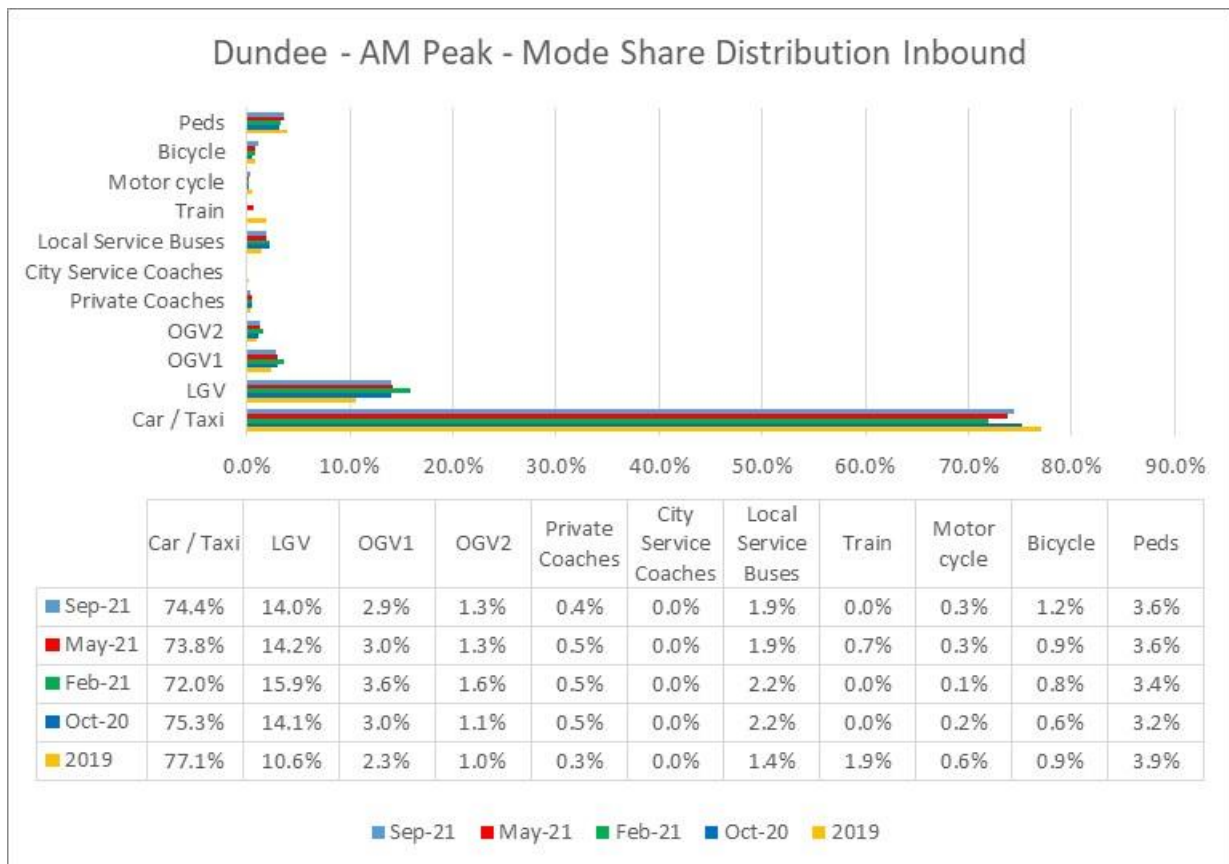


Figure 10. Dundee Mode Share Distribution Inbound – AM Peak

- 7.4.7 Figure 10 shows that the mode share of vehicles remained relatively consistent over the four survey periods. The results for rail are only included in May 2021 as rail station surveys were only undertaken at this point. The total vehicle movements recorded in each survey period was 24,653 in May 2019, 19,568 in October 2020, 16,644 in February 2021, 20,675 in May 2021 and 20,965 in September 2021.
- 7.4.8 The proportion of LGVs has increased between 2019 and 2020/21, due to the increase in supermarket deliveries and online shopping deliveries.
- 7.4.9 The proportion of pedestrians was very similar across all of the surveys, whilst the proportion of cyclists was also similar across all survey periods, the highest proportion being observed in September 2021.

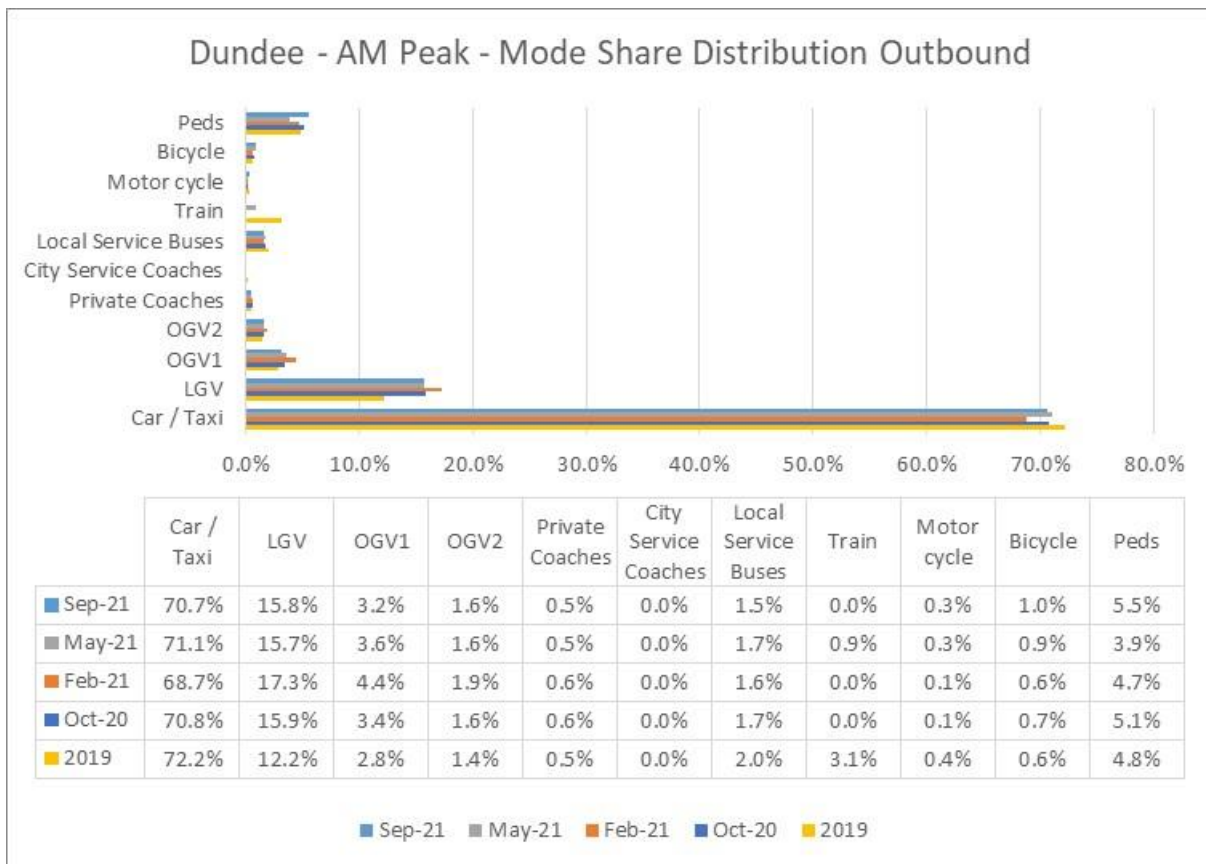


Figure 11. Dundee Mode Share Distribution Outbound – AM Peak

7.4.10 Figure 11 shows that the majority of people heading out of Dundee did so by car and taxi. Total bus usage was around 2.5% in the AM peak, rail was around 1%, bicycle 0.7% and walking between 4% and 5%. The total vehicle movements recorded in each survey period was 19,201 in May 2019, 17,125 in October 2020, 13,646 in February 2021 17,715 in May 2021 and 17,998 in September 2021.

7.4.11 Figure 12 presents the mode share by person in the AM peak

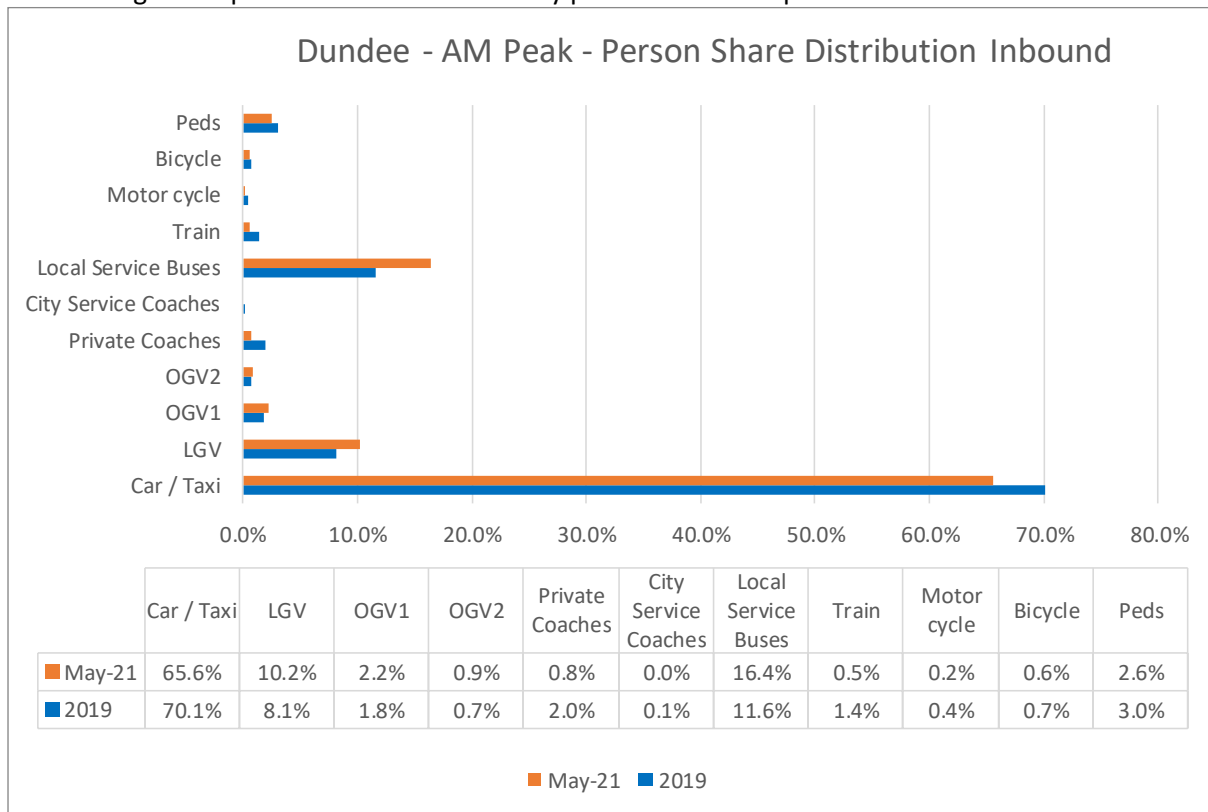


Figure 12. Dundee Person Share Distribution Inbound – AM Peak

7.4.12 Figure 12 shows that in the AM peak, the person mode share inbound remained relatively consistent over the survey periods. The results for rail show a drop between 2019 and May 2021. The total person movements recorded in each survey period was 32,151 in May 2019, and 28,683 in May 2021.

7.4.13 Figure 13 presents the same information for the outbound direction.

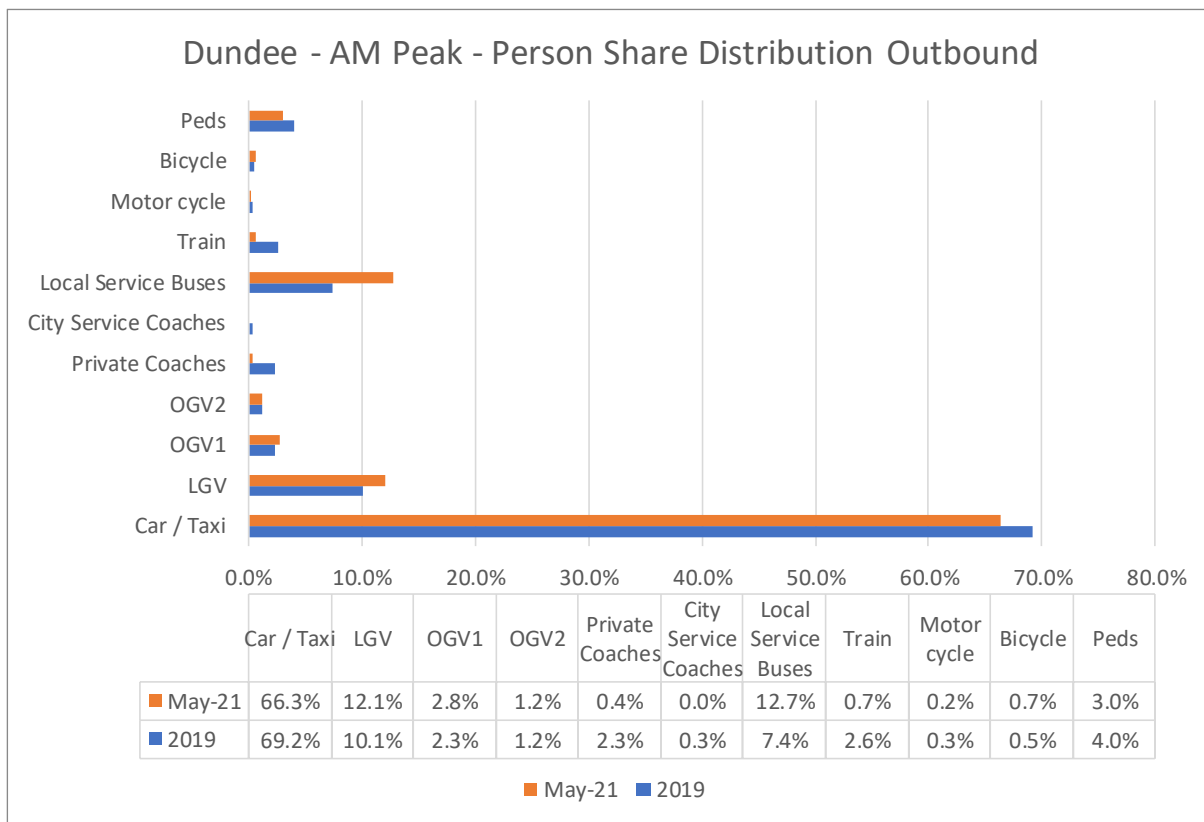


Figure 13. Dundee Person Share Distribution Outbound – AM Peak

7.4.14 Figure 13 shows a similar result to the inbound direction. The total person movements recorded in each survey period was 23,182 in May 2019, and 22,992 in May 2021.

7.4.15 Figure 14 and Figure 15 present the Inter peak mode share results by vehicle by direction and Figure 16 and Figure 17 present the Inter Peak mode share results by person by direction.

7.4.16 Each figure presents the mode share by vehicle type for the four survey periods (October 2020, February 2021, May 2021 and September 2021) and compares to the previous survey in 2019 (May 2019). The mode share by person is presented for May 2021 as this was the only survey that captured vehicle occupancy and is compared against the previous results in 2019.

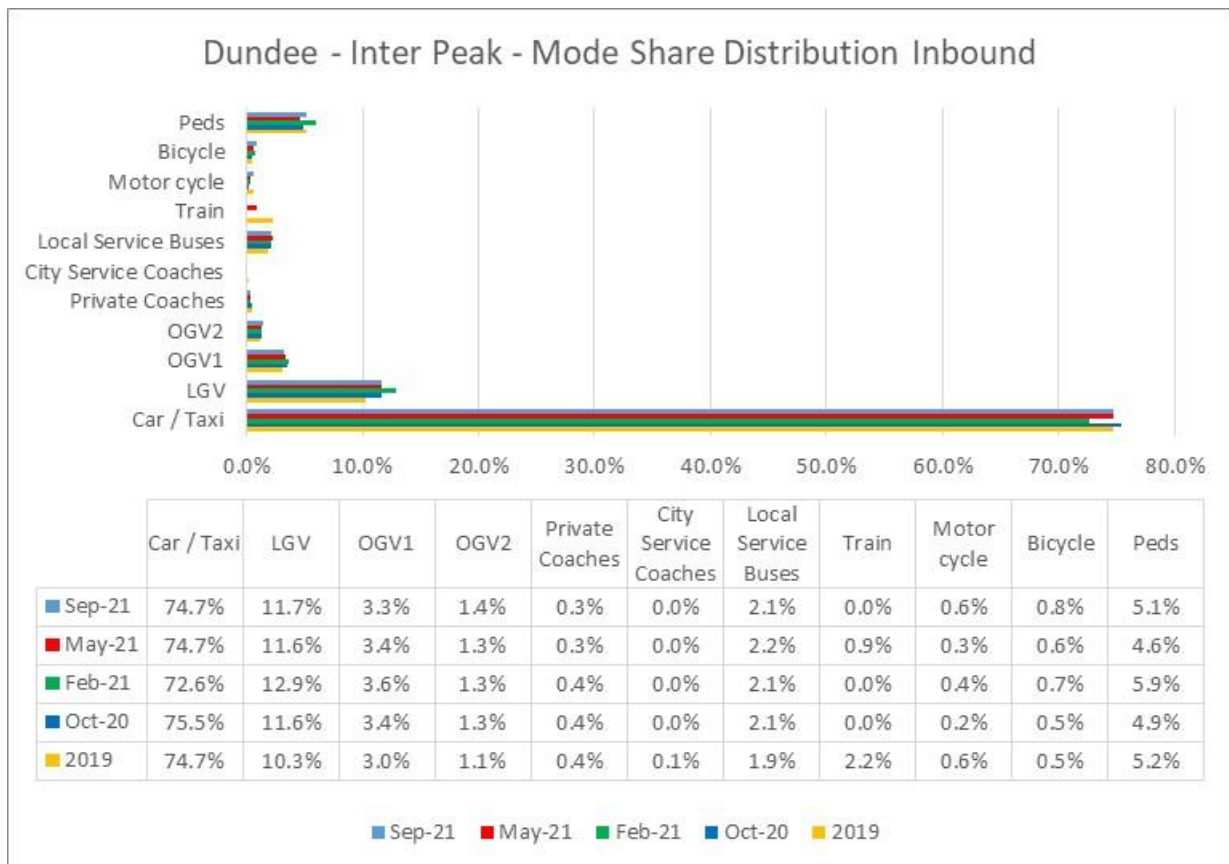


Figure 14. Dundee Mode Share Distribution Inbound – Inter Peak

- 7.4.17 Figure 14 shows that the mode share of vehicles remained relatively consistent over the four survey periods. The results for rail are only included in May 2021 as rail station surveys were only undertaken at this point. The total vehicle movements recorded in each survey period was 45,375 in May 2019, 43,318 in October 2020, 36,778 in February 2021, 41,231 in May 2021 and 43,037 in September 2021.
- 7.4.18 The proportion of LGVs has increased between 2019 and 2020/21, due to the increase in supermarket deliveries and online shopping deliveries.
- 7.4.19 The proportion of pedestrians was very similar across all of the surveys, whilst the proportion of cyclists was also similar across all survey periods.

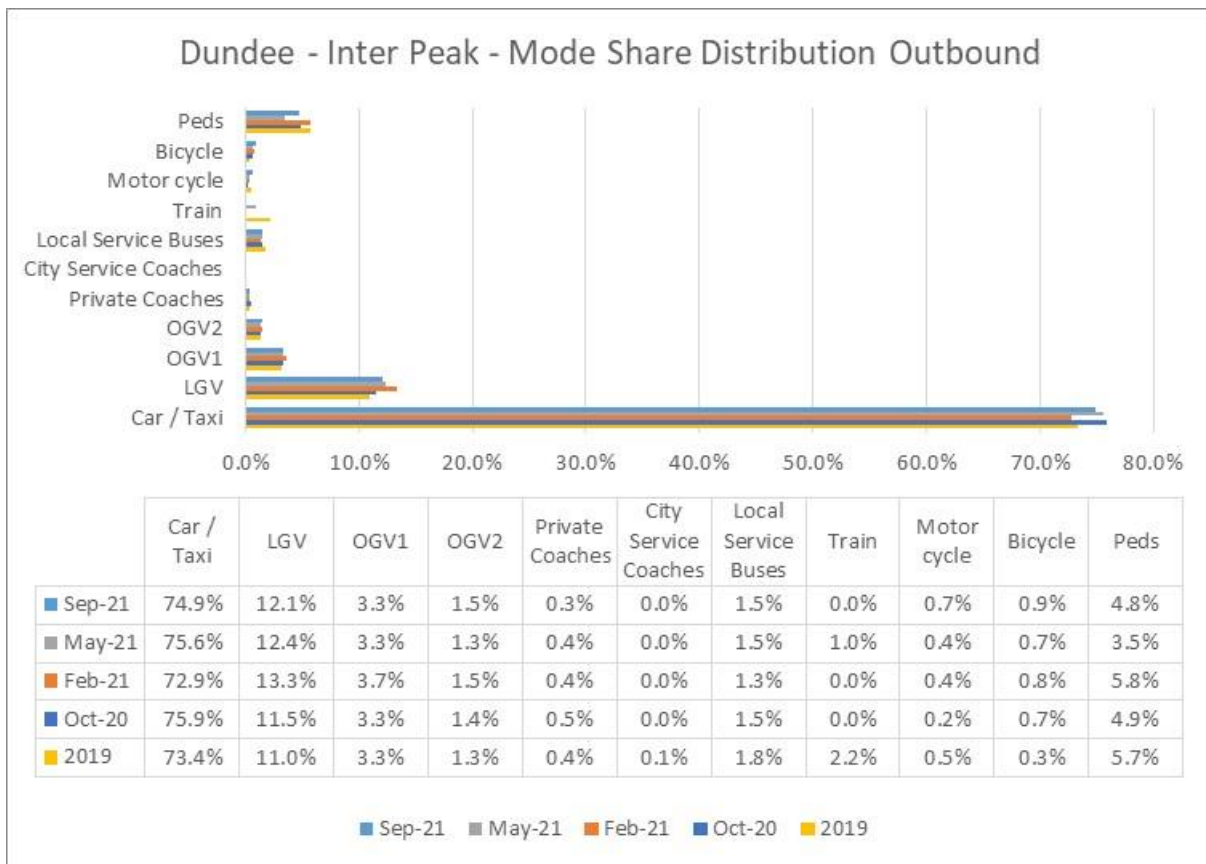


Figure 15. Dundee Mode Share Distribution Outbound – Inter Peak

7.4.20 Figure 15 shows that the majority of people heading out of Dundee did so by car and taxi. Total bus usage was around 2% in the inter peak, rail was around 1%, bicycle 0.7% and walking between 3% and 5%. The total vehicle movements recorded in each survey period was 47,809 in May 2019, 41,639 in October 2020, 34,398 in February 2021, 41,606 in May 2021 and 41,745 in September 2021.

7.4.21 Figure 16 presents the mode share by person in the Inter peak.

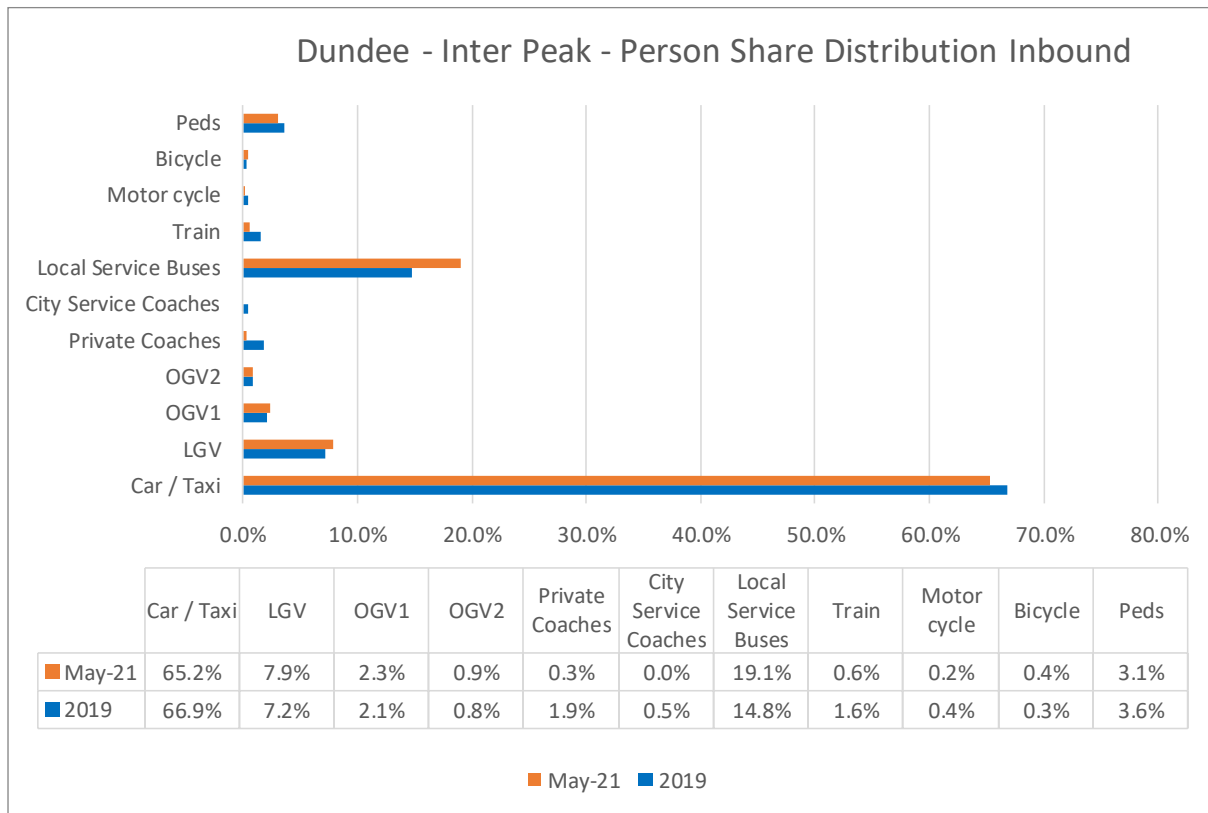


Figure 16. Dundee Person Share Distribution Inbound – Inter Peak

7.4.22 Figure 16 shows that in the inter peak, the person mode share inbound remained relatively consistent over the survey periods. The total person movements recorded in each survey period was 65,076 in May 2019, and 60,811 in May 2021.

7.4.23 Figure 17 presents the same information for the outbound direction.

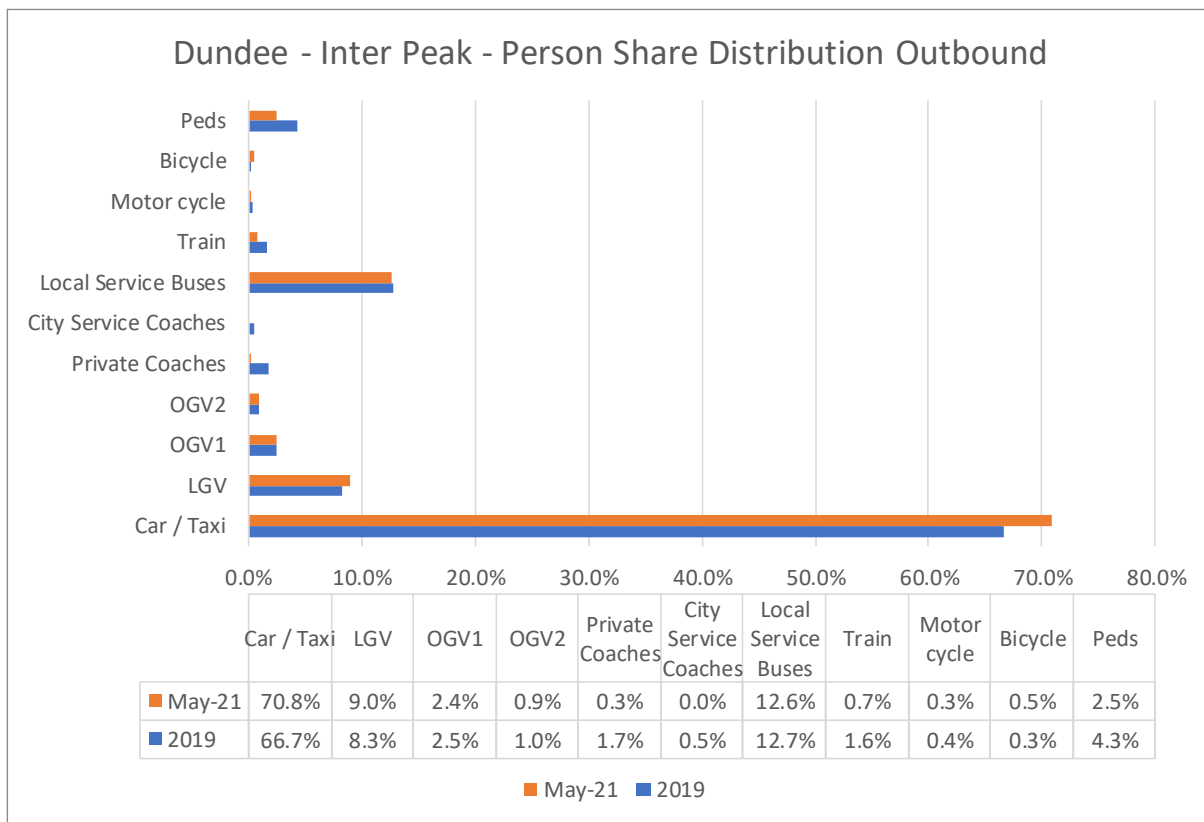


Figure 17. Dundee Person Share Distribution Outbound – Inter Peak

7.4.24 Figure 17 shows a similar result to the inbound direction, although car usage has increased, whilst rail, bus and coach usage and walking have reduced. The total person movements recorded in each survey period was 63,432 in May 2019, and 57,237 in May 2021.

7.4.25 Figure 18 and Figure 19 present the PM peak mode share results by vehicle by direction and Figure 20 and Figure 21 present the PM Peak mode share results by person by direction.

7.4.26 Each figure presents the mode share by vehicle type for the four survey periods (October 2020, February 2021, May 2021 and September 2021) and compares to the previous survey in 2019 (May 2019). The mode share by person is presented for May 2021 as this was the only survey that captured vehicle occupancy and is compared against the previous results in 2019.

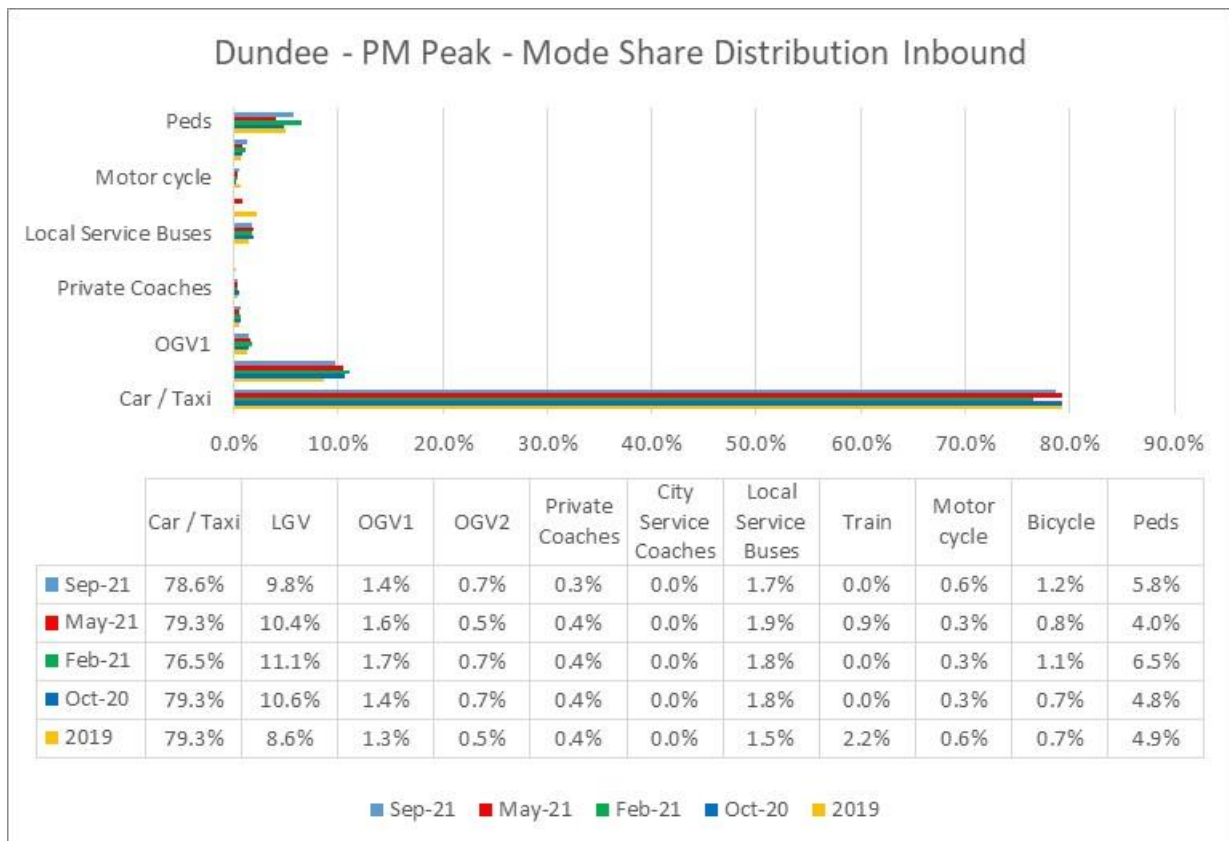


Figure 18. Dundee Mode Share Distribution Inbound – PM Peak

7.4.27 Figure 18 shows that the mode share of vehicles remained relatively consistent over the four survey periods. The results for rail are only included in May 2021 as rail station surveys were only undertaken at this point. The total vehicle movements recorded in each survey period was 27,005 in May 2019, 24,521 in October 2020, 21,081 in February 2021, 24,968 in May 2021 and 26,301 in September 2021.

7.4.28 The proportion of LGVs has increased between 2019 and 2020/21, due to the increase in supermarket deliveries and online shopping deliveries.

7.4.29 The proportion of pedestrians was very similar across all of the surveys, whilst the proportion of cyclists was also similar across all survey periods.

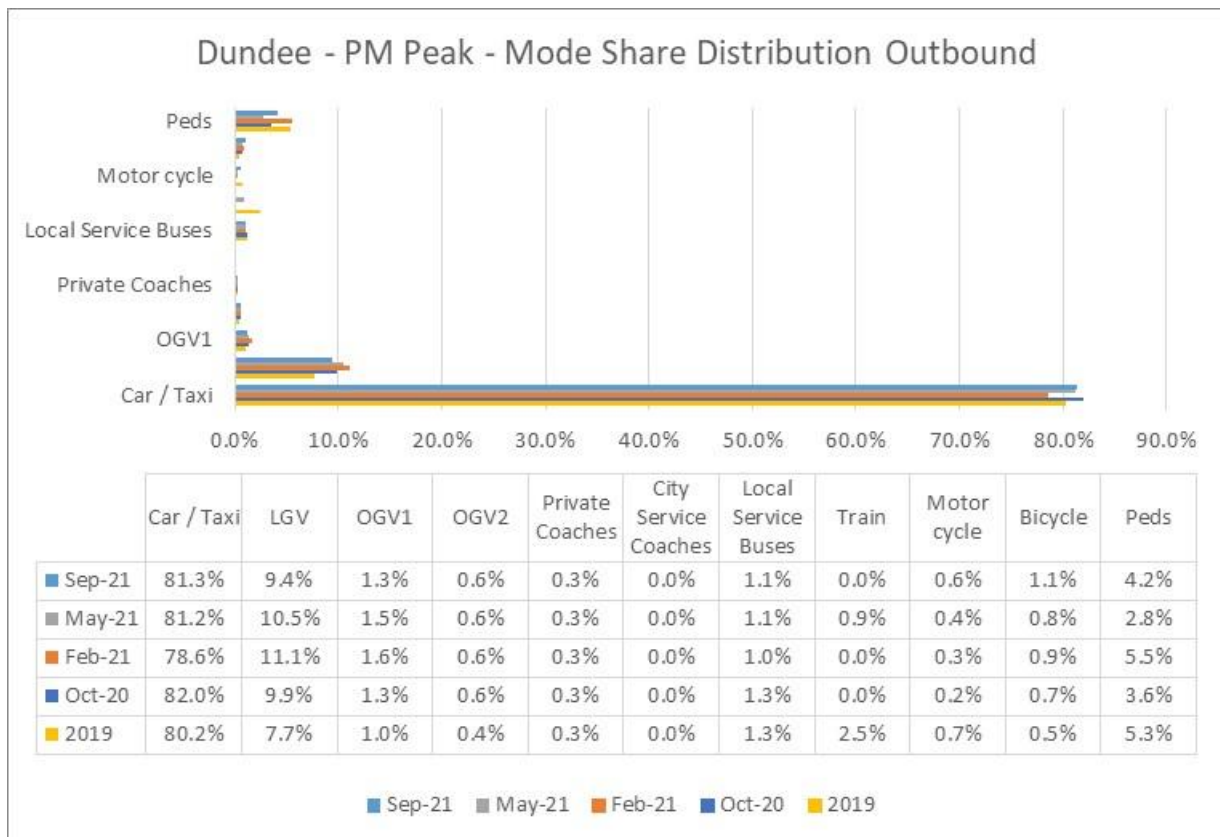


Figure 19. Dundee Mode Share Distribution Outbound – PM Peak

7.4.30 Figure 19 shows that the majority of people heading out of Dundee did so by car and taxi. Total bus usage was around 1.5% in the PM peak, rail was around 1%, bicycle 0.7% and walking between 3% and 6%. The total vehicle movements recorded in each survey period was 31,807 in May 2019, 26,692 in October 2020, 21,440 in February 2021, 27,400 in May 2021 and 27,564 in September 2021.

7.4.31 Figure 20 presents the mode share by person in the Inter peak.

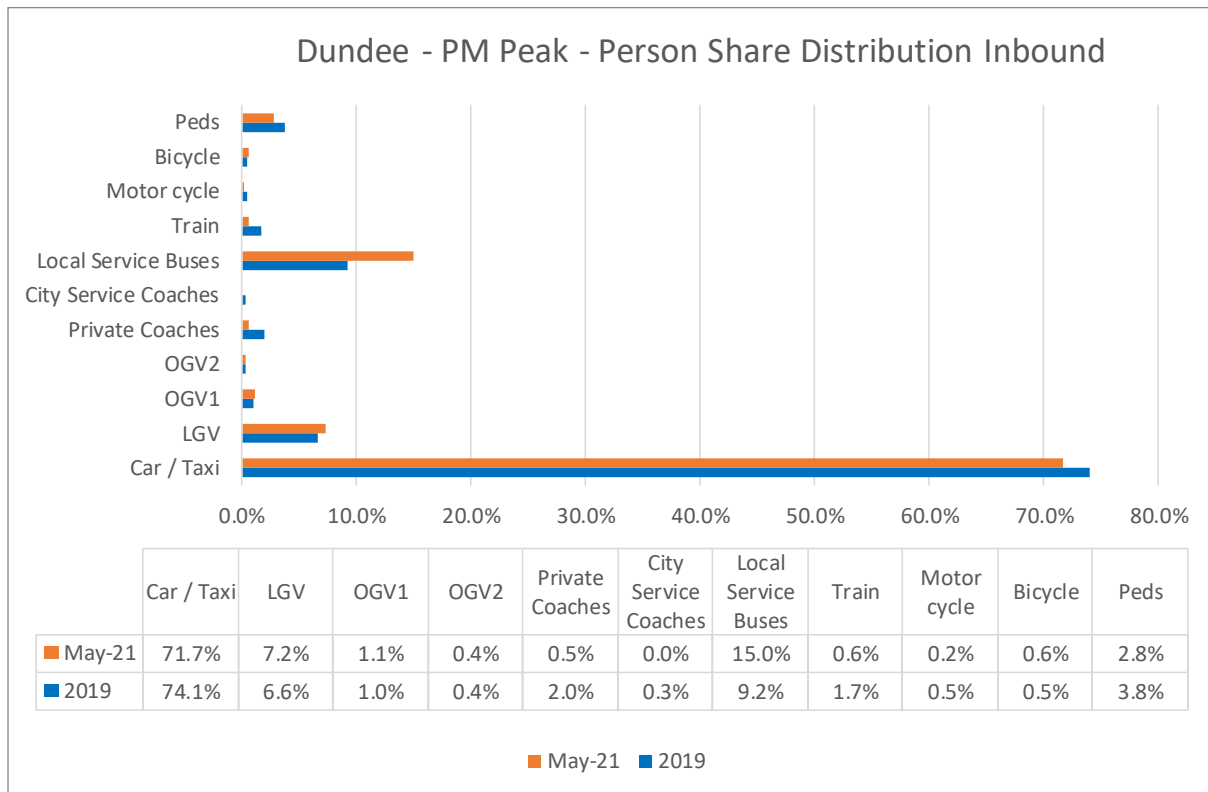


Figure 20. Dundee Person Share Distribution Inbound – PM Peak

7.4.32 Figure 20 shows that in the PM peak, the person mode share inbound remained relatively consistent over the survey periods. The results for rail shows a drop between 2019 and May 2021. The total person movements recorded in each survey period was 35,391 in May 2019, and 35,948 in May 2021.

7.4.33 Figure 21 presents the same information for the outbound direction.

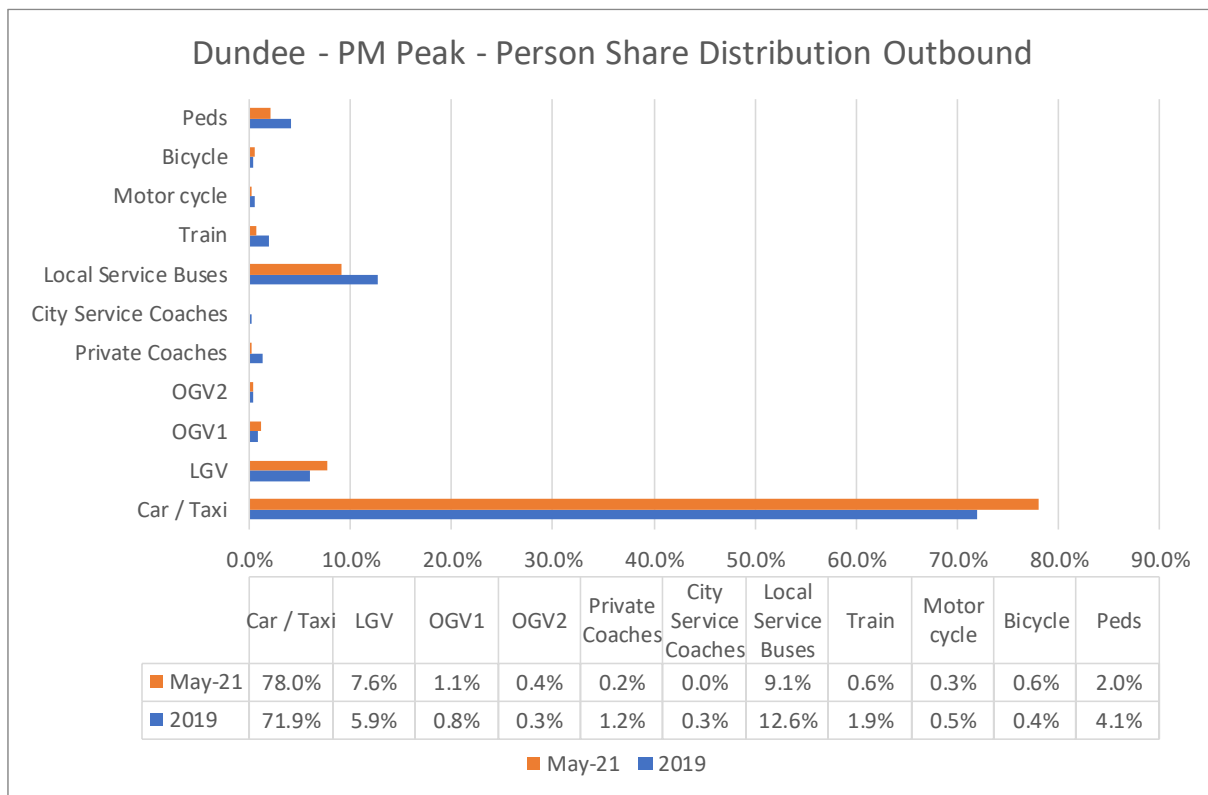


Figure 21. Dundee Person Share Distribution Outbound – PM Peak

7.4.34 Figure 21 shows a similar result to the inbound direction, although car usage has increased, whilst rail, bus and coach usage and walking have reduced. The total person movements recorded in each survey period was 41,477 in May 2019, and 37,699 in May 2021

7.4.35 Figure 22 and Figure 23 present the 12 hour (06:30-18:30) mode share results by vehicle by direction and Figure 24 and Figure 25 present the 12 hour (06:30-18:30) mode share results by person by direction.

7.4.36 Each figure presents the mode share by vehicle type for the four survey periods (October 2020, February 2021, May 2021 and September 2021) and compares to the previous survey in 2019 (May 2019). The mode share by person is presented for May 2021 as this was the only survey that captured vehicle occupancy and is compared against the previous results in 2019.

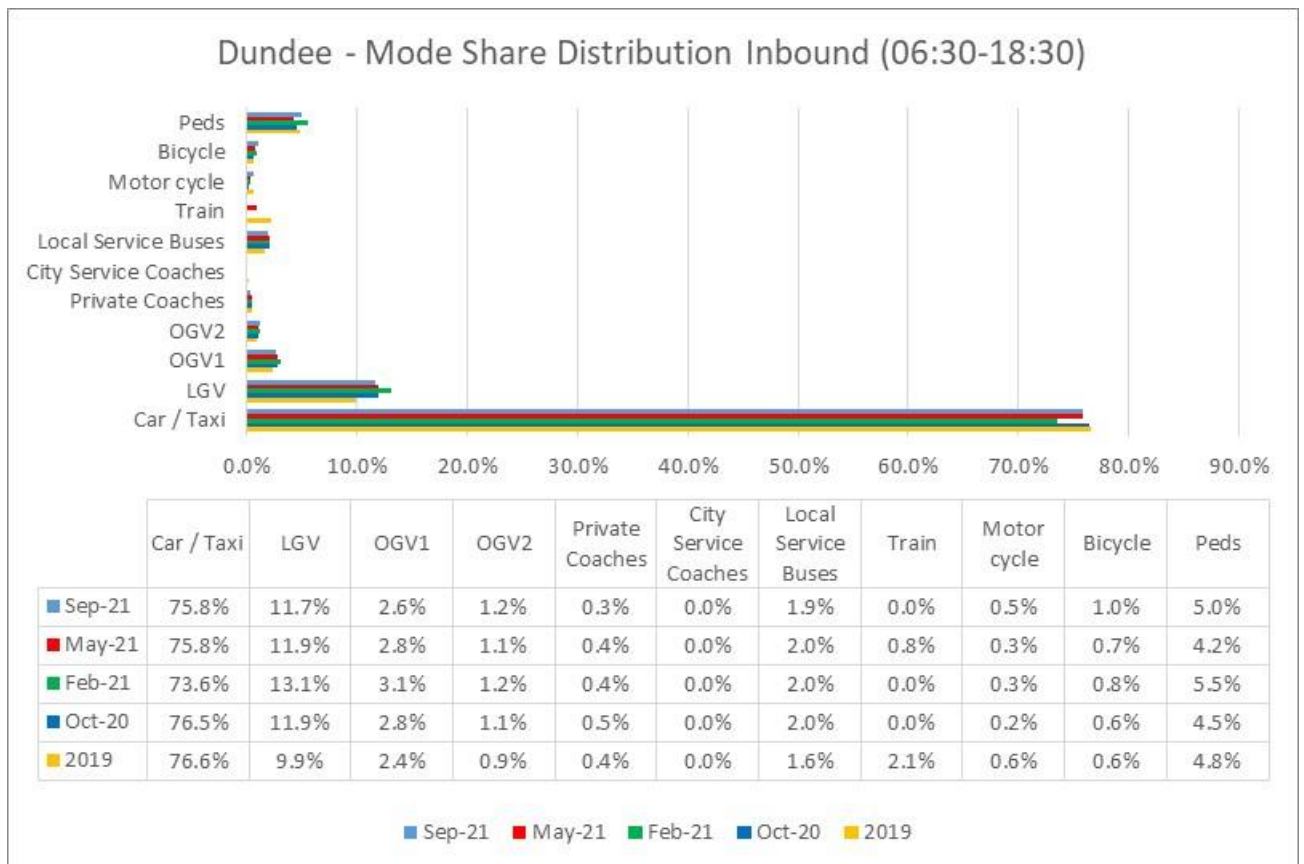


Figure 22. Dundee Mode Share Distribution Inbound – Full Day

- 7.4.37 Figure 22 shows that the mode share of vehicles remained relatively consistent over the three survey periods. The results for rail are only included in May 2021 as rail station surveys were only undertaken at this point. The total vehicle movements recorded in each survey period was 97,033 in May 2019, 87,407 in October 2020, 74,503 in February 2021, 86,874 in May 2021 and 90,303 in September 2021.
- 7.4.38 The proportion of LGVs has increased between 2019 and 2020/21, due to the increase in supermarket deliveries and online shopping deliveries.
- 7.4.39 The proportion of pedestrians was very similar across all of the surveys, whilst the proportion of cyclists was also similar across all survey periods, the highest proportion being recorded in September 2021.

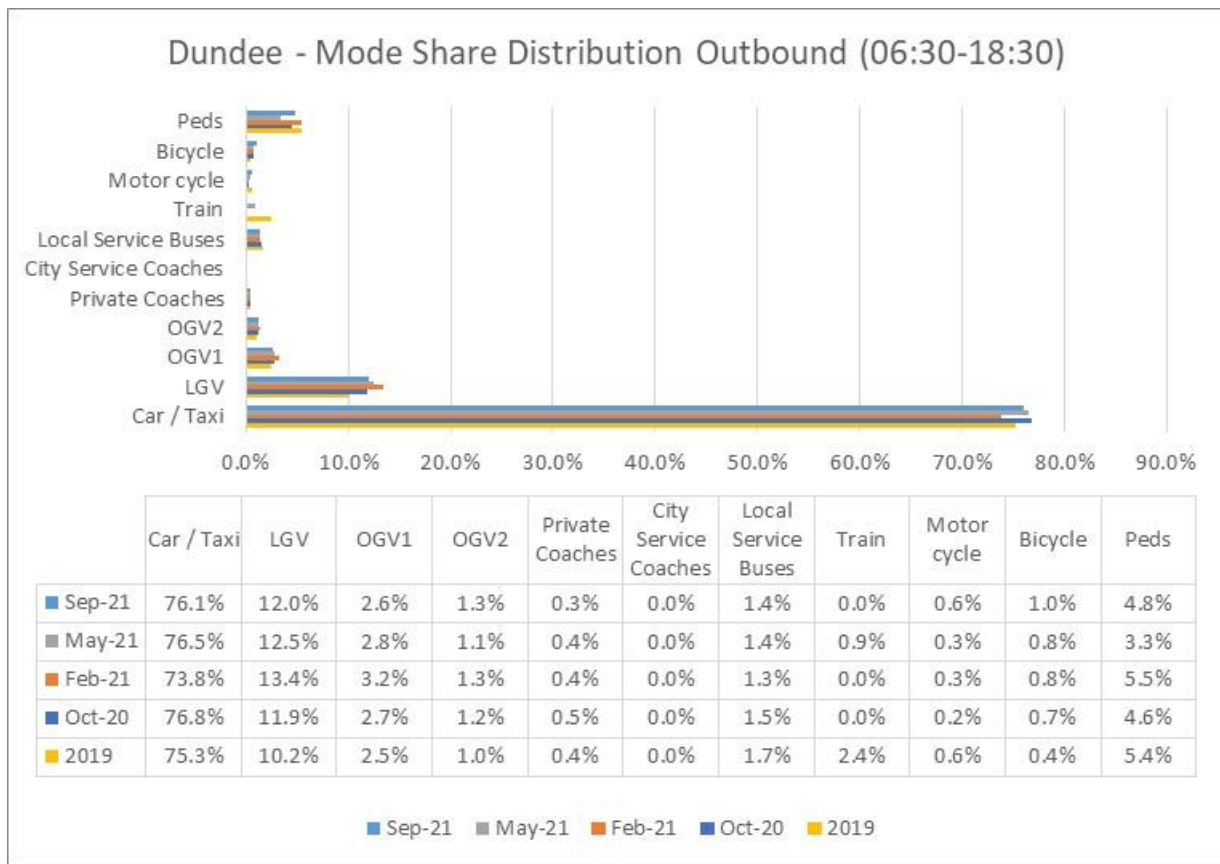


Figure 23. Dundee Mode Share Distribution Outbound – Full Day

7.4.40 Figure 23 shows that the majority of people heading out of Dundee did so by car and taxi. Total bus usage was around 2% in the PM peak, rail was around 1%, bicycle 0.7% and walking between 3% and 6%. The total vehicle movements recorded in each survey period was 98,817 in May 2019, 85,456 in October 2020, 69,484 in February 2021, 86,721 in May 2021 and 87,307 in September 2021.

7.4.41 Figure 24 presents the mode share by person in the Inter peak.

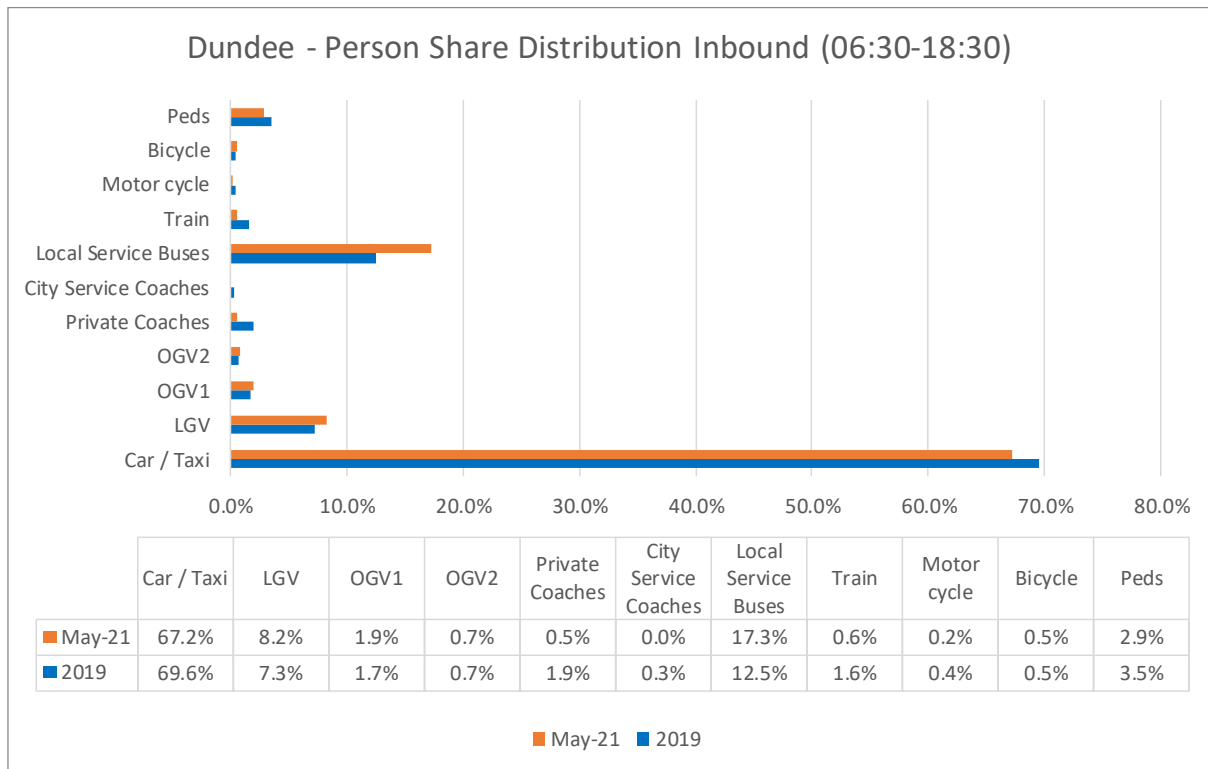


Figure 24. Dundee Person Share Distribution Inbound – Full Day

7.4.42 Figure 24 shows that across the day, the person mode share inbound remained relatively consistent over the survey periods. The results for rail shows a drop between 2019 and May 2021. The total person movements recorded in each survey period was 132,618 in May 2019, and 125,442 in May 2021.

7.4.43 Figure 25 presents the same information for the outbound direction.

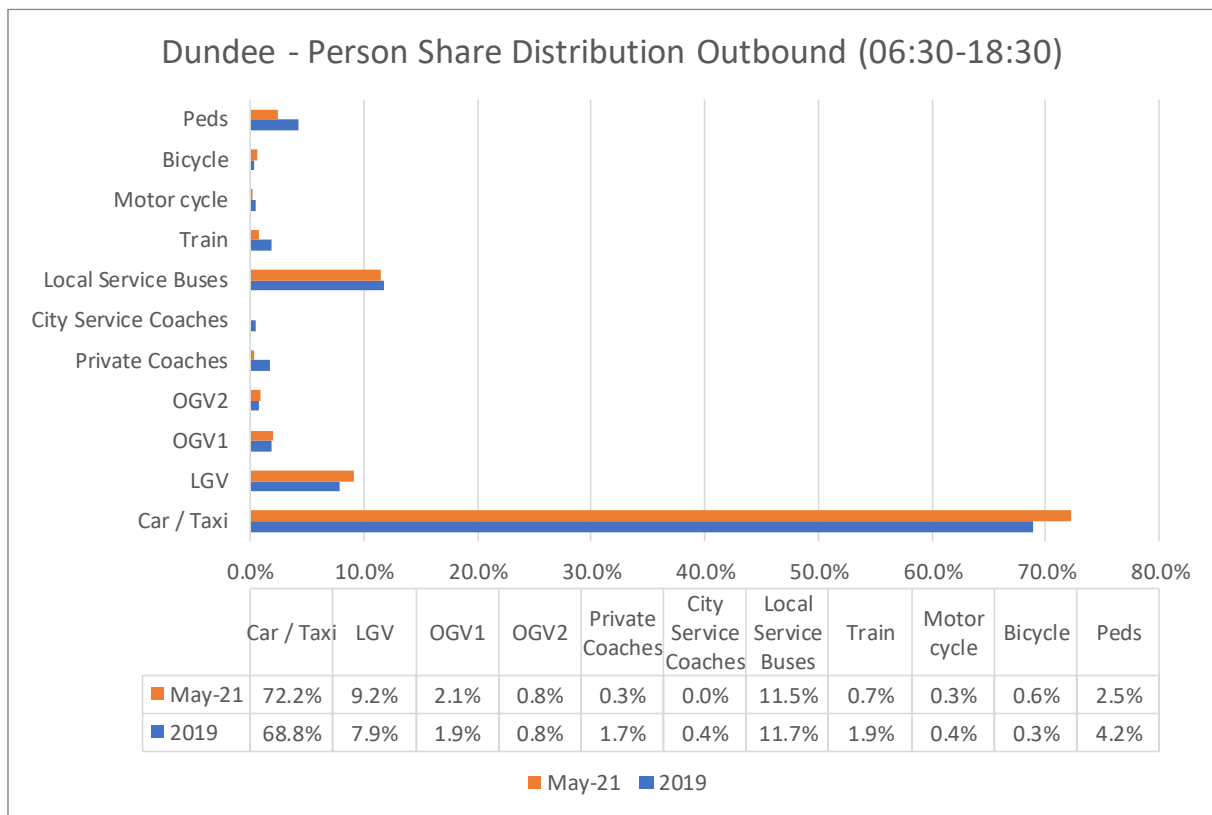


Figure 25. Dundee Person Share Distribution Outbound – Full Day

7.4.44 Figure 25 shows a similar result to the inbound direction, although car usage has increased, whilst rail, bus and coach usage and walking have reduced. The total person movements recorded in each survey period was 128,091 in May 2019, and 117,928 in May 2021

8. SUMMARY & FINDINGS

8.1 Summary

8.1.1 SYSTRA Ltd (SYSTRA) was commissioned by Tactran to undertake traffic surveys through various sites in the Angus, Dundee, Perth & Kinross, & Stirling area.

8.1.2 This report has captured the outcomes from surveys across the Dundee Council area.

8.1.3 The types of surveys undertaken for this study were:

- Pedestrian Behaviour and volume counts
- Link count and speed surveys
- Classified Turning Counts (including cyclists & pedestrians)
- Rail Station Counts
- Bus Occupancy Counts
- Vehicle Occupancy Counts.

8.1.4 All surveys were recorded over a 16 hour period (06:00-22:00) and the analysis was split into the following time periods:

- AM Peak Period – 07:00 – 10:00
- Inter Peak Period – 10:00 – 16:00
- PM Peak Period – 16:00 – 19:00

8.1.5 The mode share data was also considered from the perspective of the share of vehicles and by the share of people. Both these methodologies are presented in this report, and are detailed as follows:

- ‘Mode Share Distribution’ – Each vehicle, including buses counts as 1 trip - this methodology does not take into account the number of people in a vehicle or a bus
- ‘Person Share Distribution’ – Each person counts as 1 trip, therefore the bus patronage and multi occupancy vehicle.

8.2 Findings

Pedestrian Behaviour and Volume Counts

8.2.1 The results of the pedestrian behaviour and volume surveys indicate:

Dundee

- On the west side footpath of Perth Road, adjacent to the Nethergate, on average 54% of pedestrians across the 3 days did not conflict with oncoming pedestrians, whilst 45% passed on the footpath within a space of 2m or less. The remainder passed with a space over 2m or stepped out into the live carriageway.
- On the east side footpath of Perth Road, adjacent to the Nethergate, on average 59% of pedestrians across the 3 days did not conflict with oncoming pedestrians, whilst 41% passed on the footpath within a space of 2m or less.

- On the west side footpath of Union Street, on average 46% of pedestrians across the 3 days did not conflict with oncoming pedestrians, whilst 41% passed on the footpath within a space of 2m or less. The remainder passed with a space over 2m or stepped out into the live carriageway.
- On the east side footpath of Union Street, on average 53% of pedestrians across the 3 days did not conflict with oncoming pedestrians, whilst 43% passed on the footpath within a space of 2m or less. The remainder passed with a space over 2m or stepped out into the live carriageway
- Pedestrian volumes were generally lowest in February 2021 when Scotland was under lockdown and highest in September 2021.

Link Count and Speed Surveys

8.2.2 The results of the wider link counts and speed surveys indicate:

Dundee

- The mean speed of traffic on Perth Road, Art School (Site 2), Balunie Drive (Site 7) and Ballindean Road (Site 8) showed similar values throughout each survey period. Speeds on Findowrie Street (Site 4) and Fintry Road (Site 5) went up in February, May and September 2021 when compared with October 2020. On Perth Road, Step Row (site 1) and Perth Road, Nethergate (Site 3) mean speeds were similar in October 2020 and February 2021, however went down in May and September 2021.

Broughty Ferry

- Mean speeds increased on The Esplanade (Site 1) in February 2021 and then again in May and September 2021 – compared with October 2020. On Brook Street (Site 2) and King Street (Site 3) mean speeds went up in February 2021 and then returned to similar levels in May and September 2021 compared with October 2020.

Mode Share Surveys (Dundee)

8.2.3 The results of the mode share surveys in Dundee indicate that the mode share has remained consistent over the four surveys, car usage in each period has been around 75%, the volume of cyclists has remained around or below 1% and pedestrians have remained consistent at around 3% to 5%. The mode share by person surveys indicated:

- In the 2021 AM peak the majority of people travelling inbound were doing so by car/taxi (65.6%), LGV accounted for around 10% of people and HGV around 3%. In terms of public transport bus accounted for around 17% of people and train under 1%. Cycling and walking accounted for just under 4%, cycling at 0.6% and walking at 2.6% of all people heading inbound towards Dundee city centre.
- In the 2021 AM peak the majority of people travelling outbound were again doing so by car/taxi (66.3%), LGV accounted for around 12% of people and HGV around 4%. In terms of public transport bus accounted for around 13% of people and train under 1%. Cycling and walking accounted for just under 4%, cycling at 0.7% and walking at 3% of all people heading outbound from Dundee city centre.

- In the 2021 inter-peak, the majority of people travelling inbound were doing so by car/taxi (65.2%), LGV accounted for 8% of people and HGV around 3%. In terms of public transport bus accounted for around 20% of people and train under 1%. Cycling and walking accounted for just under 4%, cycling at 0.4% and walking at 3.1% of all people heading inbound towards Dundee city centre.
- In the 2021 inter-peak, the majority of people travelling outbound were again doing so by car/taxi (70.8%), LGV accounted for 9% of people and HGV around 3%. In terms of public transport bus accounted for around 13% of people and train under 1%. Cycling and walking accounted for just 3%, cycling at 0.5% and walking at 2.5% of all people heading outbound from Dundee city centre.
- In the 2021 PM peak, the majority of people travelling inbound were doing so by car/taxi (71.7%), LGV accounted for slightly over 7% of people and HGV around 1.5%. In terms of public transport bus accounted for around 15.5% of people and train under 1%. Cycling and walking accounted for just under 4%, cycling at 0.9% and walking at 2.8% of all people heading inbound towards Dundee city centre.
- In the 2021 PM peak, the majority of people travelling outbound were doing so by car/taxi (78%), LGV accounted for around 8% of people and HGV around 1.5%. In terms of public transport bus accounted for around 9% of people and train under 1%. Cycling and walking accounted for just under 3%, cycling at 0.6% and walking at 2% of all people heading outbound from Dundee city centre.
- Across the full day (06:30-18:30), the majority of people travelling inbound were doing so by car/taxi (67.2%), LGV accounted for slightly over 8% of people and HGV around 2.6%. In terms of public transport bus accounted for around 17.3% of people and train under 1%. Cycling and walking accounted for just under 4%, cycling at 0.5% and walking at 2.9% of all people heading inbound towards Dundee city centre.
- Across the full day (06:30-18:30), the majority of people travelling outbound were doing so by car/taxi (72.2%), LGV accounted for around 9% of people and HGV around 3%. In terms of public transport bus accounted for around 12% of people and train under 1%. Cycling and walking accounted for just over 3%, cycling at 0.6% and walking at 2.5% of all people heading outbound from Dundee city centre

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

A diverse group of results-oriented people, we are part of a strong team of professionals worldwide. Through client business planning, customer research and strategy development we create solutions that work for real people in the real world.

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