

Stirling Council Area

16/12/2021

Reference number GB01T20C61/8



STIRLING SPACES FOR PEOPLE SURVEY REPORT 2020/21



SYSTRA

STIRLING COUNCIL AREA

MODE SHARE SURVEYS 2020/2021

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1	Author	Stuart Elder	Assistant Consultant	16/12/2021	
	Checked	Alasdair Kay	Principal Transportation Engineer	16/12/2021	
	Approved	Iain Clement	Associate Director	16/12/2021	
2	Author			DD/MM/YY	
	Checked			DD/MM/YY	
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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 Report details the traffic surveys undertaken in the Stirling Council area in four phases between October 2020 and September 2021, and the mode share summary information for each location.

1.3 Measures

- 1.3.1 Between the 5th and 26th October 2020, Stirling Council ran a 3 week consultation with the community to direct how and where this funding should be allocated. Council Officers, along with Officers from Sustrans, assessed all responses to the consultation and have finalised the projects below for development and delivery.

Table 1. Spaces for People Measures Summary

Area	Intervention Description
Bannockburn - Stirling	- Give Space Campaign at Bannockburn Primary School
Causewayhead - Stirling	- Speed reduction to 20mph and footpath widening
Kings Parks - Stirling	- Speed reduction to 20mph in various locations & cycle parking at Kings Park
Laurelhill - Stirling	- Temporary change to road markings at Laurelhill Roundabout
Millenium Way - Stirling	- Installation of bidirectional cycle lane, including cycle defender units and installation of direction signage
Murray Place - Stirling	- Formalising signage advertising road closure and installation of cycle parking and planters
Raploch - Stirling	- Speed reduction to 20mph in various locations and temporary build outs
Riverside - Stirling	- Speed reduction to 20mph & Give Space Campaign at Riverside Primary School
Torbrex - Stirling	- Speed reduction to 20mph in various locations
Upper Craigs - Stirling	- Pedestrian warning markings on carriageway and cycle parking
Whins o Milton - Stirling	- Pirnhall Rd and Glasgow Road speed reduction to 40mph
Stirling (cycle parking)	- Installation of cycle parking at Broad Street, Spittal Street and St Johns Street
Stirling (20mph zones)	- Speed reduction to 20mph at the following locations - Manse Crescent, Bellfield Road, Randolph Road, Livilands Gate, Livilands Court, Brentham Avenue, Brentham Crescent, Annfield Grove, Clifford Road, Randolph Court, Annfield Gardens, Livilands Lane
Aberfoyle	- Speed reduction to 20mph at various locations and installation of cycle parking at various locations
Bridge of Allan	- Installation of cycle parking, defender units and dropped kerbs at various locations on Henderson Street and speed reduction to 30mph, extension of cycle lane on A9 to Carse Road and speed reduction to 50mph
Callander	- Speed reduction to 20mph in various locations, installation of cycle parking at various locations on Main Street and removal of barriers/installation of shared use signs and bollards on old railway line
Cambuskenneth	- Speed reduction to 30mph on Ladysneuk Road
Dunblane	- Speed reduction to 20mph in various locations, installation of cycle parking at various locations and installation of bollards on existing build outs on Old Doune Road
Fallin	- Speed reduction to 20 mph at on Main Street, Castle View and Baxter Street, and installation of temporary zebra crossing on Main Street
Gargunnoch	- Addition of pedestrian warning markings to carriageway on Station Road, installation of gateway treatments on Station Road and Leckie Road
Killearn	- Speed reduction to 20mph and installation of cycle parking at various locations
Plean	- Give Space Campaign at East Plean Primary School, installation of cycle parking at Plean Country Park and speed reduction to 20mph at Main Street, Cadgers Loan, Stirling Place and Parkside Court

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 Stirling area were:

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

2.1.3 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.

2.1.4 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.

2.1.5 The exception to the programme were the rail, bus and car occupancy surveys informing the mode share analysis (denoted by * above). These were undertaken on Thursday 11th May 2021 only.

2.2 Pedestrian Behaviour and Volume Counts

Stirling

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

- Pedestrian 1 – Murray Place (East side - McDonalds)
- Pedestrian 2 – Murray Place (West side - McDonalds)
- Pedestrian 3 – Upper Craigs North side
- Pedestrian 4 – Upper Craigs South Side
- Pedestrian 5 – Murray Place (West side Ian Gallacher Jewellers)
- Pedestrian 6 – Murray Place (East side Ian Gallacher Jewellers).

2.2.2 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 - Stirling

2.3 Speed Surveys

Stirling

2.3.1 Five locations within Stirling were selected for speed surveys over a seven day period. These are detailed below and in Figures 2 and 3, and above in Figure 1:

- Speed 1 - Murray Place (McDonalds)
- Speed 2 - Upper Craigs
- Speed 3 - Millenium Way
- Speed 4 - Murray Place (Ian Gallacher Jewellers)
- Speed 5 - Causewayhead Road.

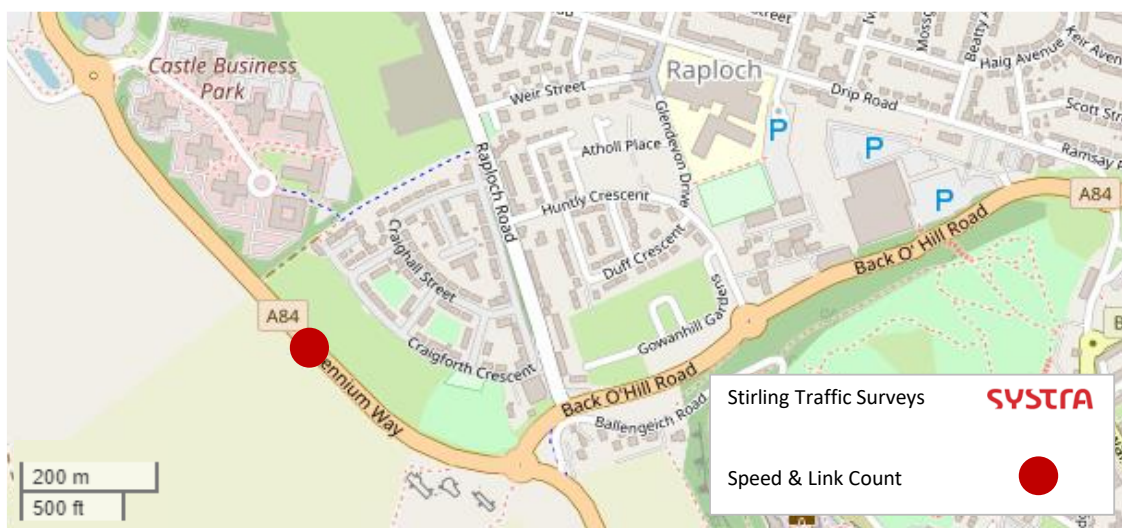


Figure 2. Speed Surveys - Stirling

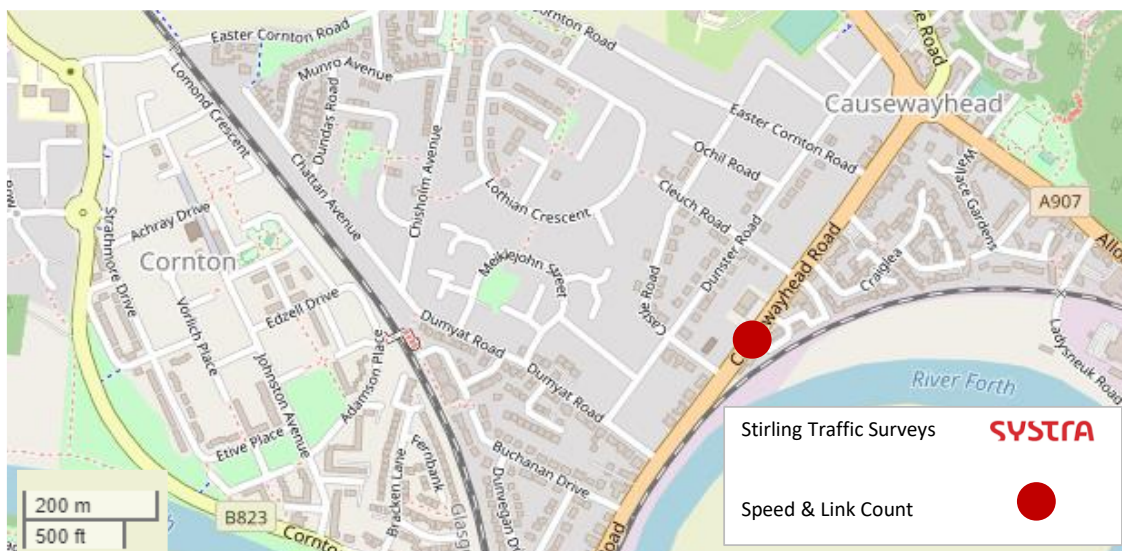


Figure 3. Speed Surveys - Stirling

Dunblane

2.3.2 Three locations within Dunblane was selected for speed surveys over a seven day period. This is detailed below in Figure 4:

- Speed 1 - High St (near gold post box)
- Speed 2 - B8033 Perth Rd (north of Bridge)
- Speed 3 - B8033 Stirling Rd (South of Central Scotland jewellery access).

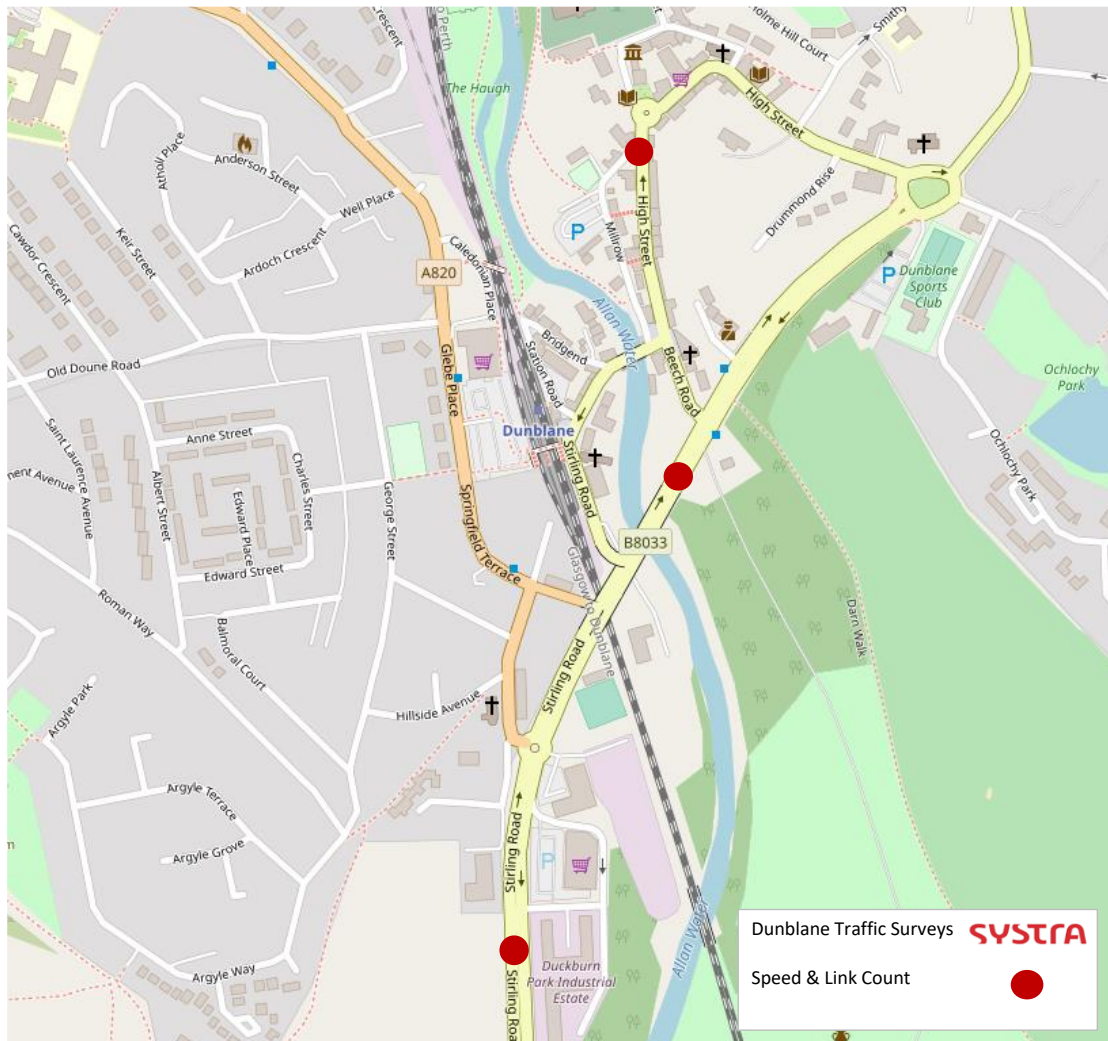


Figure 4. Speed Surveys - Dunblane

Bridge of Allan

2.3.3 One location within Bridge of Allan was selected for speed surveys over a seven day period. This is detailed below in Figure 5:

- Speed 1 - Henderson St (Outside Baynes).

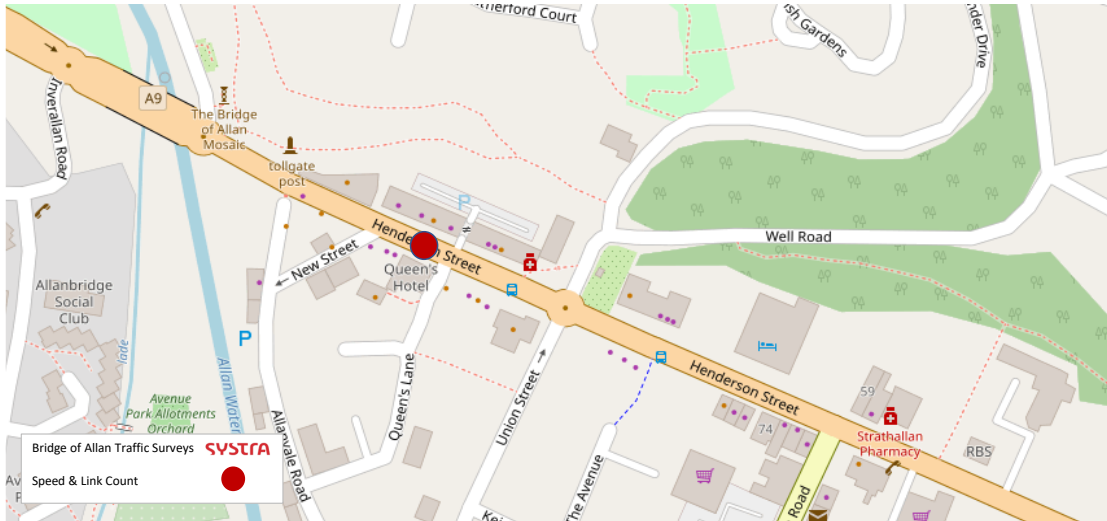


Figure 5. Speed Surveys – Bridge of Allan

Aberfoyle

2.3.4 One location within Aberfoyle was selected for speed surveys over a seven day period. This is detailed below in Figure 6:

- Speed 1 - Main St (Near Coop).

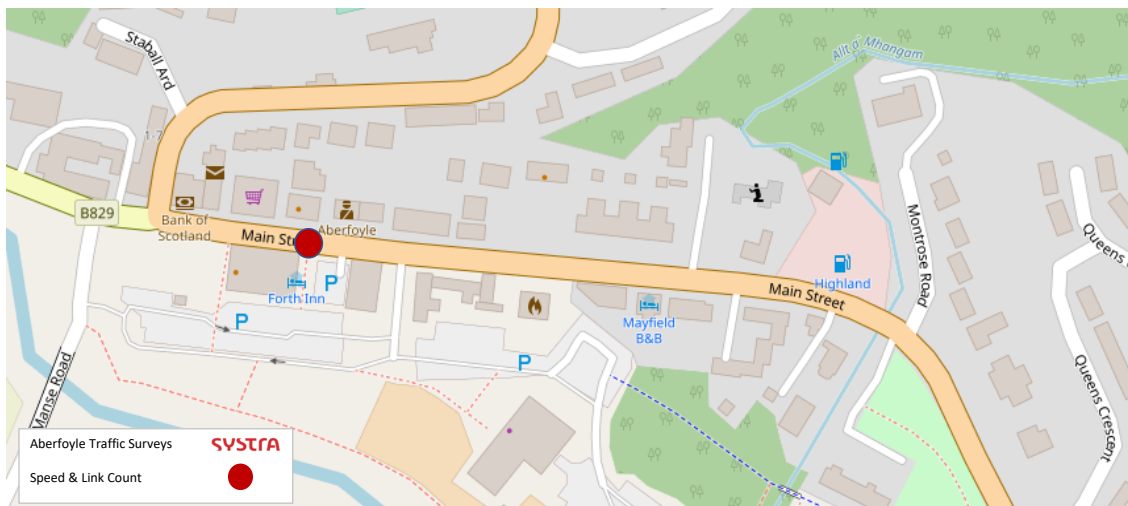


Figure 6. Speed Surveys – Aberfoyle

Fallin

2.3.5 One location within Fallin was selected for a link count and speed survey over a seven day period. This is detailed below in Figure 7:

- Speed 1 - A905 (Near library/health centre).

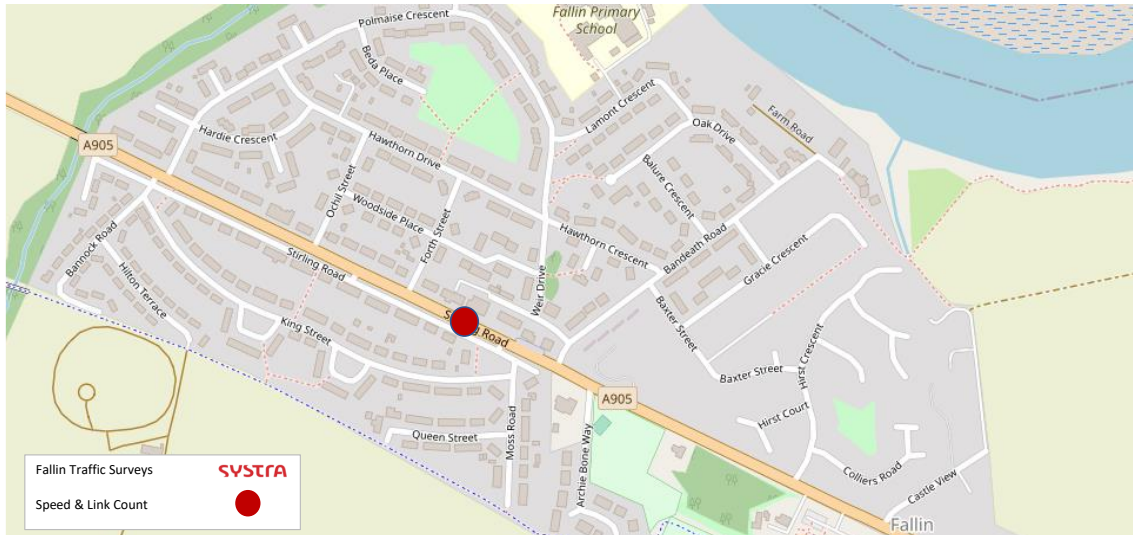


Figure 7. Speed Surveys – Fallin

Plean

2.3.6 One location within Plean was selected for speed surveys over a seven day period. This is detailed below in Figure 8:

- Speed 1 - Main St (Near Graham Bakers/Keystore Convenience shop).

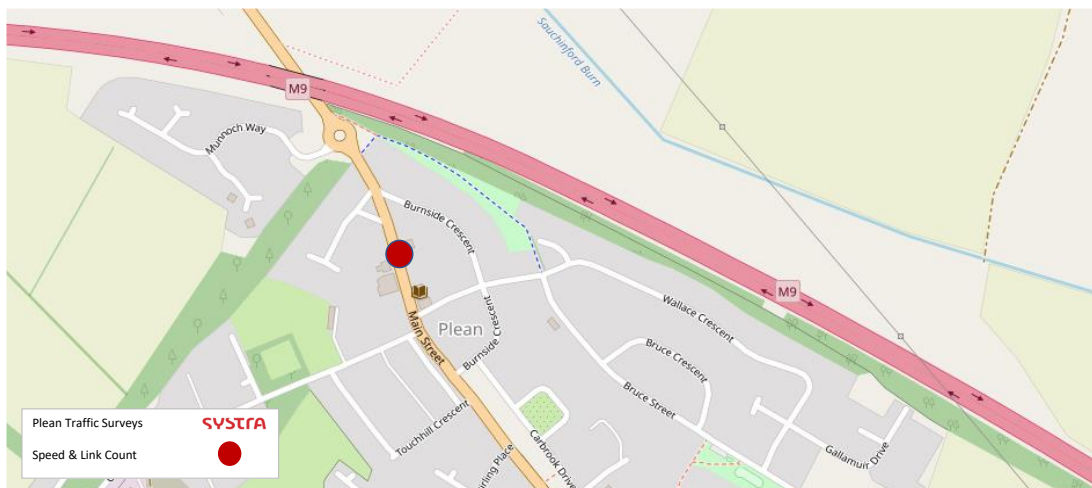


Figure 8. Speed Surveys – Plean

Callander

2.3.7 One location within Callander was selected for a link count and speed survey over a seven day period. This is detailed below and in Figure 9:

- Speed 1 - Main St (Near Coop).

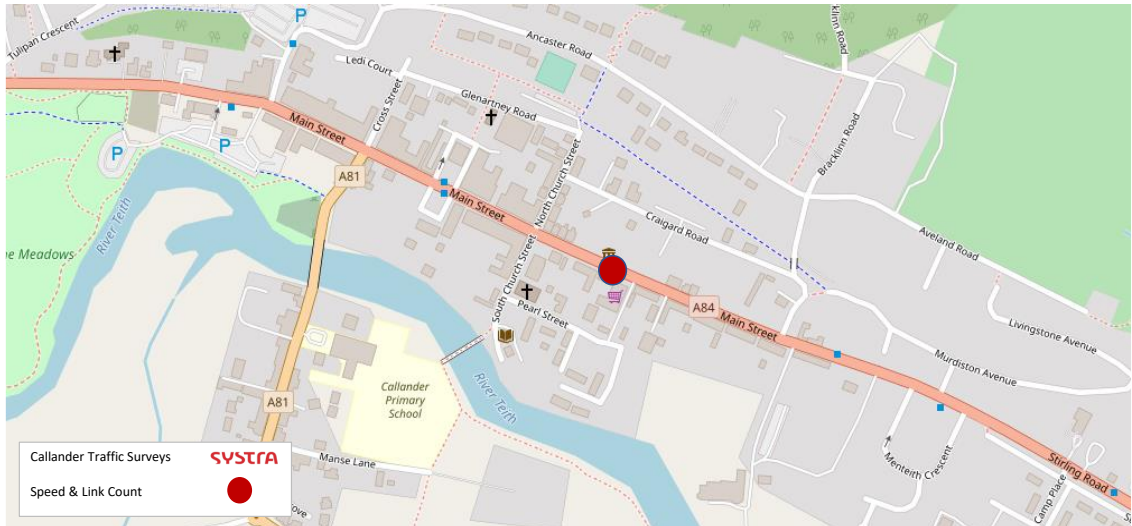


Figure 9. Link & Speed Surveys – Callander

Killearn

2.3.8 One location within Killearn was selected for a link count and speed survey over a seven day period. This is detailed below and in Figure 10:

- Speed 1 - Main St (Near Coop).

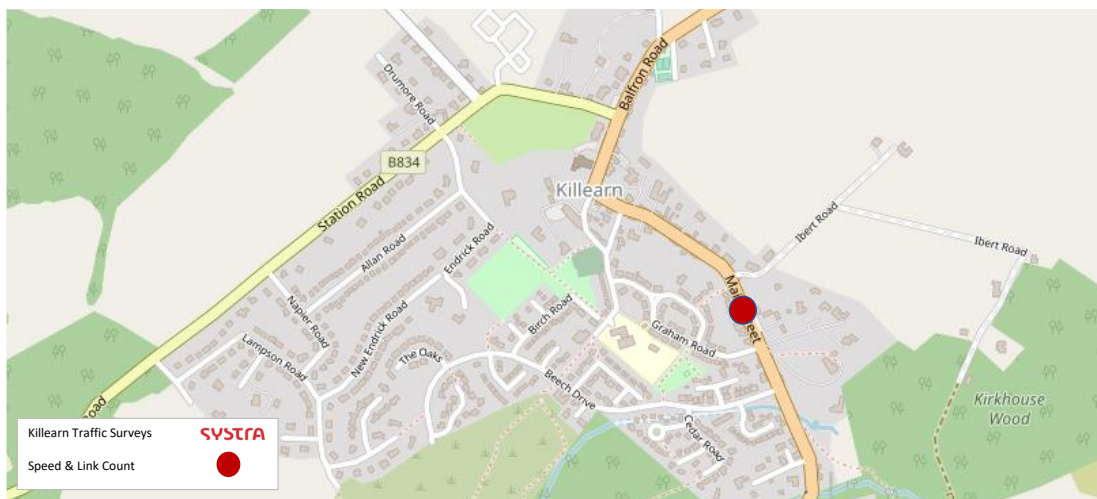


Figure 10. Link & Speed Surveys – Killearn

Gargunnoch

2.3.9 One location within Gargunnoch was selected for a link count and speed survey over a seven day period. This is detailed below and in Figure 11:

- Speed 1 - Manse Brae

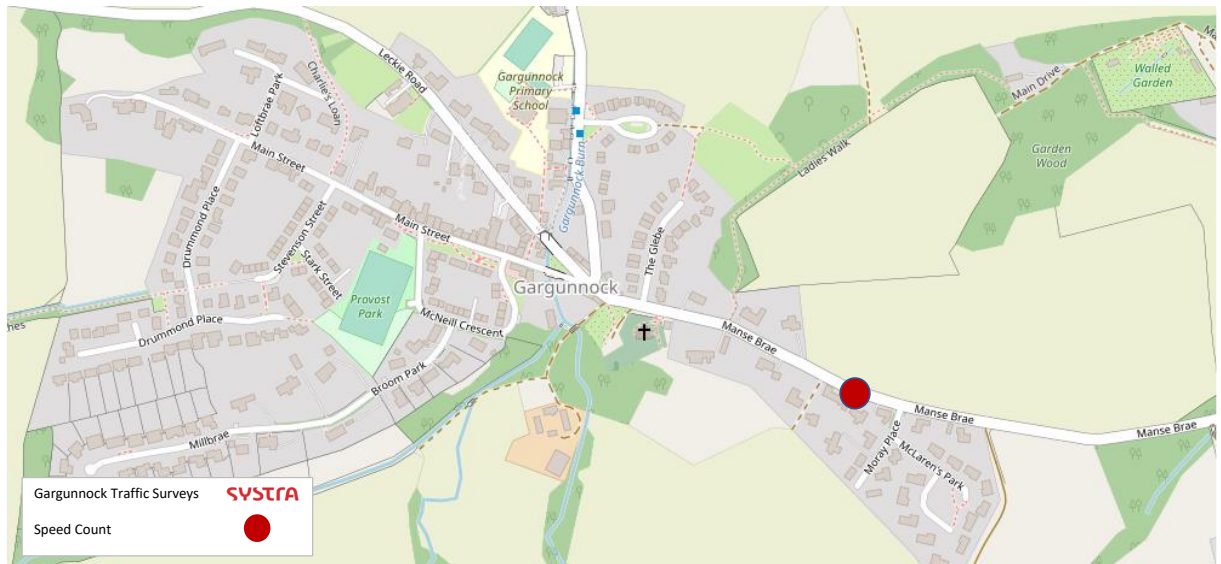


Figure 11. Speed Surveys – Gargunnoch

2.5 Classified Link Counts

Stirling

2.5.1 Thirteen locations within Stirling were selected for classified link counts. These are detailed below and in Figure 12 and Figure 13. The mode share cordon counts were undertaken on the Thursday of each survey period between 06:00 and 22:00:

- COP 1 - Barnton Street
- COP 2 - Maxwell Place
- COP 3 - Station Rd (one way-east)
- COP4 - Baker Street
- COP 5 - Corn Exchange Road
- COP 6 - A811 Dumbarton Road
- COP 7 - Kings Park Road
- COP 8 - St Ninians Road
- COP 9 - Wellgreen Rd (no buses required)
- COP 10 - Goosecroft Road (buses only)
- COP 11 - Goosecroft Road (buses only)
- COP 12 - Millenium Way
- COP 13 - St John St (South West of Toolbooth access).

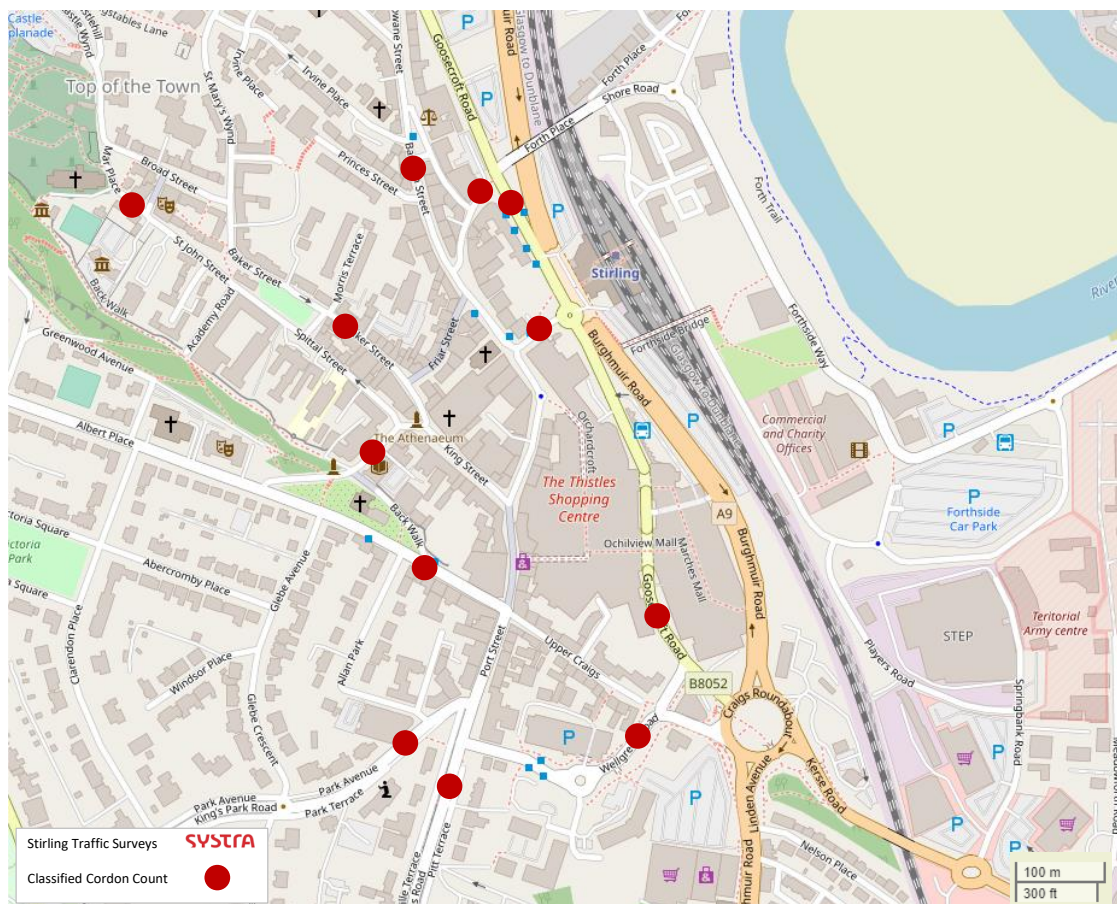


Figure 12.

Classified Link Count Surveys – Stirling



Figure 13. Classified Turn Count Surveys – Stirling

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 Car Park Occupancy Surveys

Stirling

2.6.1 Six locations within Stirling were selected for car park occupancy surveys. These are detailed below in Figure 14:

- Car 1 - Dalgleish Court
- Car 2 - Wellgreen Road Multistorey
- Car 3 - Wellgreen Place
- Car 4 - Burghmuir Retail Park (Waitrose)
- Car 5 - The Marches Multistorey
- Car 6 - The Thistles Multistorey

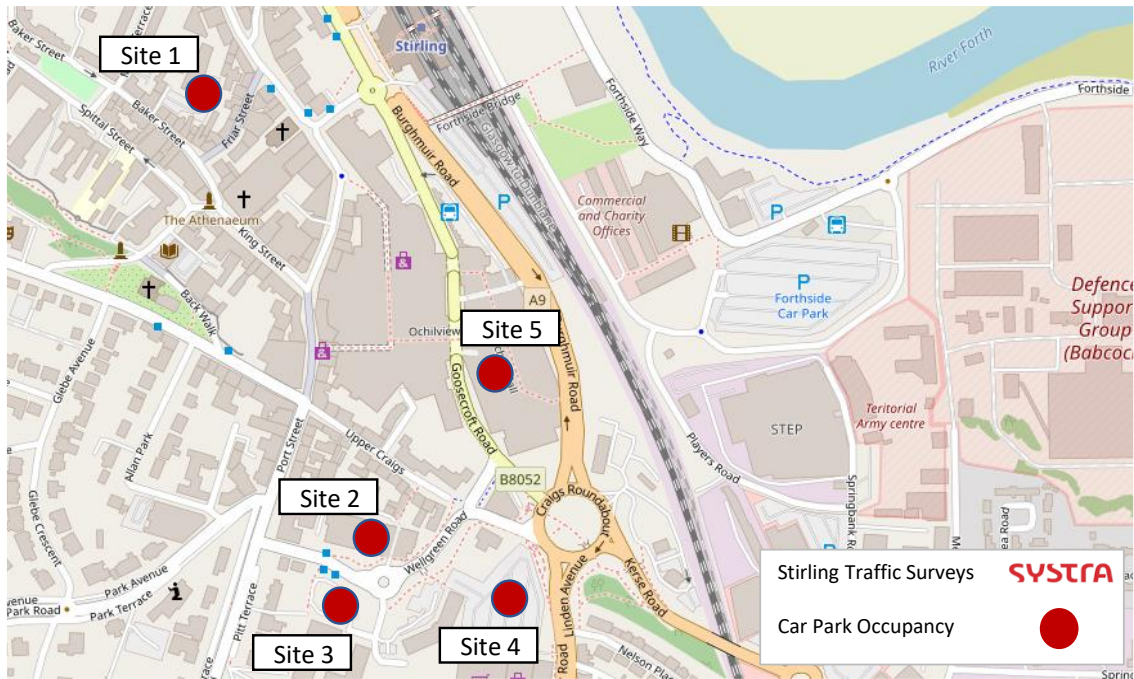


Figure 14. Car Occupancy Surveys – Stirling

2.7 School On Street Car Parking Surveys

Stirling

2.7.1 One location within Stirling was selected for on street car parking surveys. It is detailed below in Figure 15:

- Parking 1 - Riverside Primary School

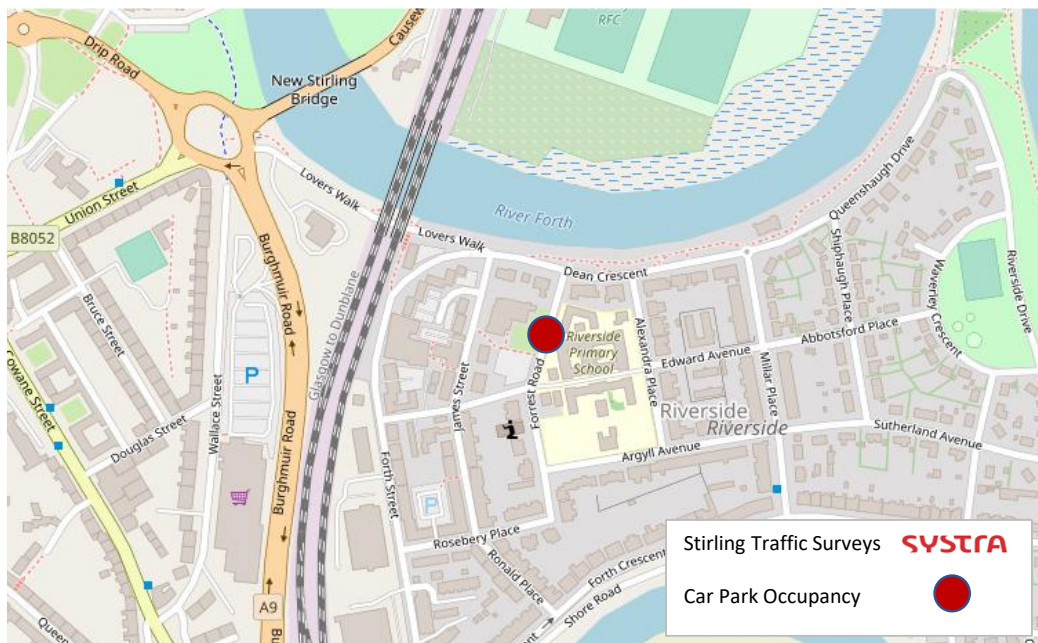


Figure 15. School Car Occupancy Surveys – Stirling

2.8 Footway Surveys

Stirling

2.8.1 Five locations within Stirling was selected for footway surveys. These are detailed below:

- Footway 1 - B8052 Signalised Pedestrian Crossing at Rail Station
- Footway 2 - B8052 Eastside footway between Rail Station and Bus Station
- Footway 3 - Station Rd between Murray Pl and Goosecroft Rd (North Side)
- Footway 4 - Station Rd between Murray Pl and Goosecroft Rd (South Side)
- Footway 5 - Wellgreen Road to Upper Craigs

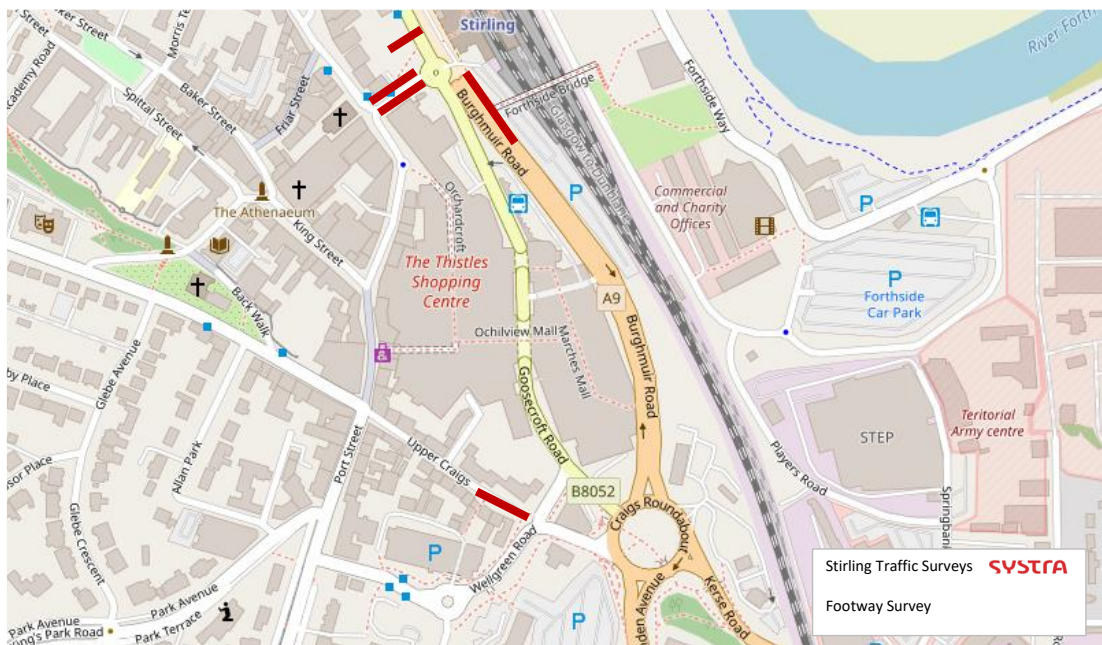


Figure 16. Footway Surveys – Stirling

2.9 Mode Share Surveys

Rail Station Barrier Counts

2.9.1 Barrier counts were conducted at Stirling rail station over the 16 hour period (06:00-22:00) on Thursday 11th May 2021 with pedestrian movements captured at both entrances/exits to the station.

Bus Occupancy Surveys

2.9.2 Bus occupancy counts were undertaken at sites COP1 to COP13 shown in Figure 12 over the 16 hour period (06:00-22:00) on Thursday 11th May 2021.

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Vehicle Occupancy Counts

2.9.3 Vehicle occupancy counts were undertaken all classified turn count sites over the 16 hour period (06:00-22:00) on Thursday 11th May 2021.

2.10 Car Occupancy Counts – Dunblane

2.10.1 Vehicle occupancy counts were undertaken at two sites in Dunblane over the 16 hour period (06:00-22:00) on Wednesday 5th May 2021 as shown in Figure 17.

2.10.2 The locations surveyed were:

- B8033 Perth Road (north of Bridge)
- B8033 Stirling Road (south of Central Scotland Jewellery access)

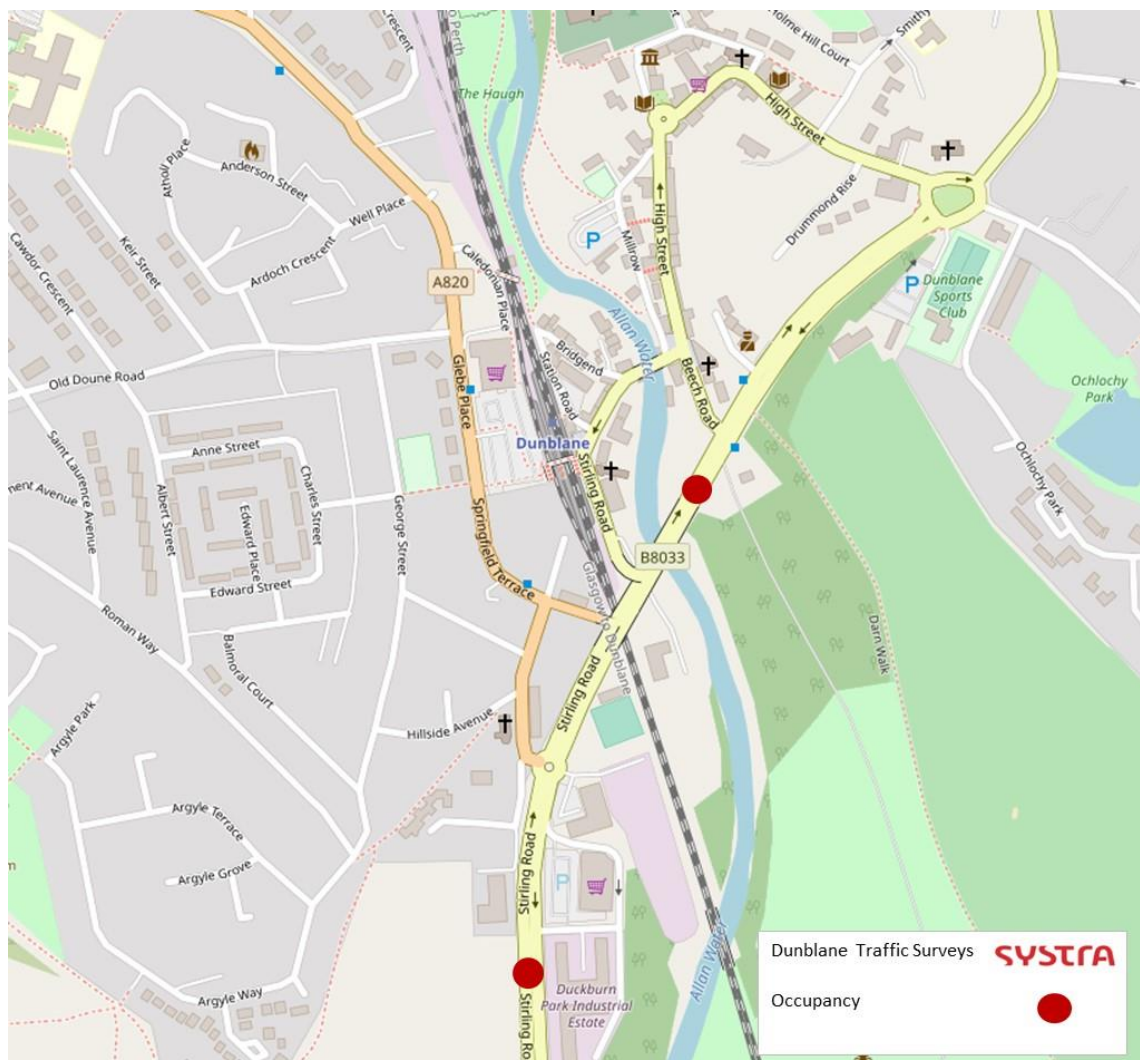


Figure 17. Occupancy Surveys - Dunblane

2.11 Summary

2.11.1 A summary of survey programme undertaken across the Stirling Council area is given in Table 2 below.

Table 2. Traffic Survey Summary

Survey Requirement		Nov-20	Feb-21	May-21	Sep-21
Stirling	Pedestrian Surveys	✓	✓	✓	✓
	Footway Surveys	✓	✓	✓	✓
	Car Park Surveys			✓	
	Speed Surveys	✓	✓	✓	✓
	Cordon Counts	✓	✓	✓	✓
	School Parking Monitoring			✓	✓
	Occupancy Surveys			✓	
Dunblane	Speed Surveys		✓	✓	✓
	Classified Link Count		✓	✓	✓
	Occupancy Survey			✓	
Bridge of Allan	Speed Surveys		✓	✓	✓
	Classified Link Count		✓	✓	✓
Aberfoyle	Speed Surveys		✓	✓	✓
	Classified Link Count		✓	✓	✓
Fallin	Speed Surveys		✓	✓	✓
	Classified Link Count		✓	✓	✓
Plean	Speed Surveys		✓	✓	✓
	Classified Link Count		✓	✓	✓
Callander	Speed Surveys		✓	✓	✓
	Classified Link Count		✓	✓	✓
Killearn	Speed Surveys		✓	✓	✓
	Classified Link Count		✓	✓	✓
Gargunnoch	Speed Surveys		✓	✓	✓

3. PEDESTRIAN BEHAVIOUR AND VOLUME COUNTS

3.1 Pedestrian Behaviour Surveys

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

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

- Pedestrian 3 – Upper Craigs North side
- Pedestrian 4 – Upper Craigs South Side

3.2 Pedestrian Volume Surveys

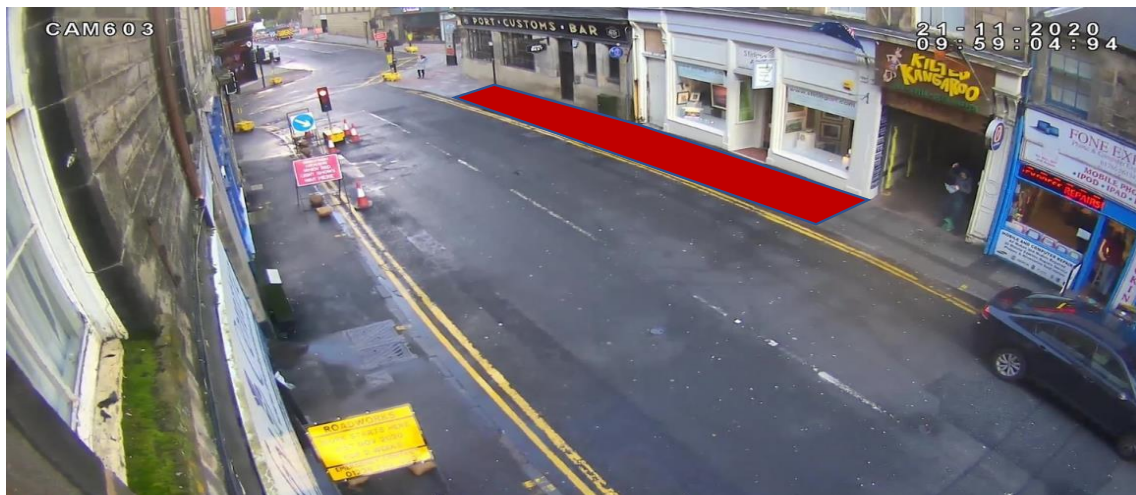
3.2.1 Six locations within Stirling were selected in discussion with Tactran for pedestrian volume counts:

- Pedestrian 1 – Murray Place (East side - McDonalds)
- Pedestrian 2 – Murray Place (West side - McDonalds)
- Pedestrian 3 – Upper Craigs North side
- Pedestrian 4 – Upper Craigs South Side
- Pedestrian 5 – Murray Place (West side Ian Gallacher Jewellers)
- Pedestrian 6 – Murray Place (East side Ian Gallacher Jewellers).

3.3 Results of Pedestrian Behaviour Surveys

3.3.1 Table 3 below presents the results of the pedestrian behaviour data on the east side of Upper Craigs in Stirling.

Table 3. Upper Craigs, Stirling (east footpath) Pedestrian Behaviour Summary



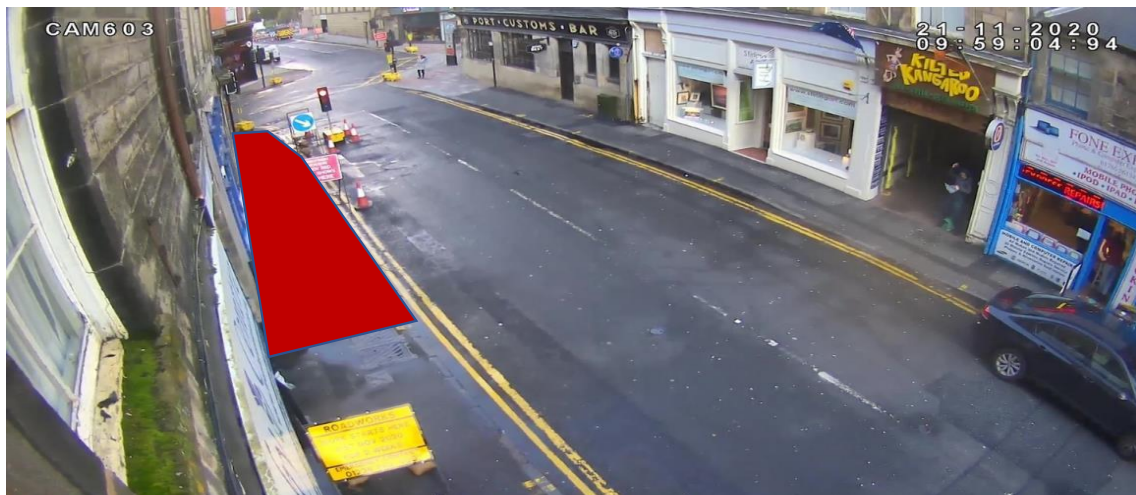
Site 3 Upper Craigs Step Out Analysis East Footpath (3 day Thur-Fri-Sat November 2020)

Thursday 19th Nov 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	4969	8	6	1005	3566	141	0	61	5
AM Peak Pd 0700-1000	528	2	0	167	287	34	0	12	4
AM Peak Hr 0800-0900	119	0	0	54	31	6	0	2	3
IP Peak Pd 1000-1600	3207	1	5	441	2772	93	0	49	1
IP Peak Hr 1200-1300	546	0	2	92	427	5	0	5	0
PM Peak Pd 1600-1900	1064	4	1	289	475	14	0	0	0
PM Peak Hr 1700-1800	323	3	0	114	106	5	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	21%	75%	3%	0%	1%	0%
Friday 20th Nov 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	4414	7	1	844	3096	122	0	57	0
AM Peak Pd 0700-1000	551	1	0	206	297	7	0	0	0
AM Peak Hr 0800-0900	155	0	0	77	94	7	0	0	0
IP Peak Pd 1000-1600	3035	4	0	357	2456	87	0	51	0
IP Peak Hr 1200-1300	536	0	0	21	1	0	0	1	0
PM Peak Pd 1600-1900	727	1	1	0	0	0	0	0	0
PM Peak Hr 1700-1800	238	0	0	0	0	0	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	20%	75%	3%	0%	1%	0%
Saturday 21st Nov 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	1485	12	0	771	254	22	0	0	1
AM Peak Pd 0700-1000	157	1	0	105	16	1	0	0	1
AM Peak Hr 0800-0900	46	1	0	0	0	0	0	0	0
IP Peak Pd 1000-1600	964	8	0	446	214	18	0	0	0
IP Peak Hr 1200-1300	143	1	0	0	0	0	0	0	0
PM Peak Pd 1600-1900	237	3	0	0	0	0	0	0	0
PM Peak Hr 1700-1800	61	1	0	0	0	0	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	74%	24%	2%	0%	0%	0%

3.3.2 Table 3 shows that on average over the 3 days, 38% of pedestrians had no conflict, 58% pass within 2 metres of each other , 3% pass within a space over 2m and 1% cross the road.

3.3.3 Table 4 below presents the results of the pedestrian behaviour data on the west side of Upper Craigs in Stirling.

Table 4. Upper Craigs, Stirling (west footpath) Pedestrian Behaviour Summary



Site 4 Upper Craigs Step Out Analysis West Footpath (3 day Thur-Fri-Sat November 2020)

Thursday 19th Nov 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	1552	6	0	1004	237	40	0	8	2
AM Peak Pd 0700-1000	159	2	0	114	16	12	0	1	0
AM Peak Hr 0800-0900	45	0	0	34	2	2	0	0	0
IP Peak Pd 1000-1600	963	4	0	577	179	24	0	7	2
IP Peak Hr 1200-1300	185	1	0	94	50	3	0	2	0
PM Peak Pd 1600-1900	352	0	0	232	41	4	0	0	0
PM Peak Hr 1700-1800	119	0	0	71	20	2	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	78%	18%	3%	0%	1%	0%
Friday 20th Nov 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	1382	5	3	1036	227	19	0	9	0
AM Peak Pd 0700-1000	151	1	0	145	22	2	0	0	0
AM Peak Hr 0800-0900	43	1	0	90	15	0	0	0	0
IP Peak Pd 1000-1600	862	2	3	572	163	13	0	8	0
IP Peak Hr 1200-1300	168	0	0	16	0	0	0	0	0
PM Peak Pd 1600-1900	315	2	0	0	0	0	0	0	0
PM Peak Hr 1700-1800	103	0	0	0	0	0	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	80%	18%	1%	0%	1%	0%
Saturday 21st Nov 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	506	4	1	396	42	4	0	0	0
AM Peak Pd 0700-1000	68	0	0	60	1	0	0	0	0
AM Peak Hr 0800-0900	22	0	0	0	0	0	0	0	0
IP Peak Pd 1000-1600	268	1	1	215	17	4	0	0	0
IP Peak Hr 1200-1300	45	0	0	0	0	0	0	0	0
PM Peak Pd 1600-1900	130	3	0	0	0	0	0	0	0
PM Peak Hr 1700-1800	54	0	0	0	0	0	0	0	0
0600-2200 Behaviour Proportion (%)	-	-	-	90%	10%	1%	0%	0%	0%

3.3.4 Table 4 shows that on average over the 3 days, 83% of pedestrians had no conflict, 15% pass within 2 metres of each other and 2% pass within a space over 2m.

3.4 Results of Pedestrian Volume Surveys

- 3.4.1 Table 5 below presents the results of the pedestrian volume data on the east side of Murray Place in Stirling during each of the four survey periods.

Tactran Mode Share Surveys	
Stirling Council Area	GB01T20C61
Survey Report	16/12/2021

Table 5. Murray Place, Stirling (east footpath) Pedestrian Volume Summary

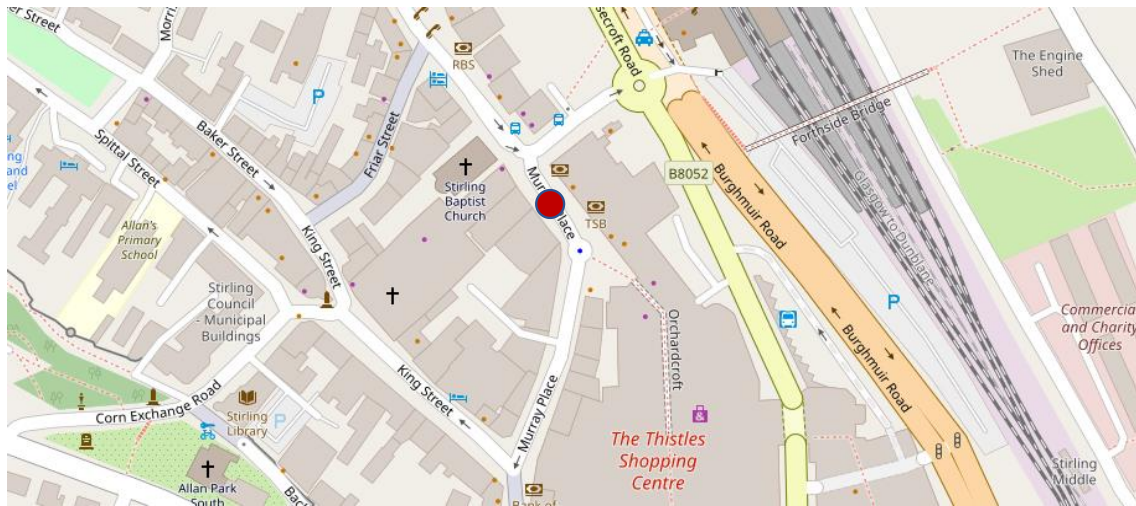


Stirling Site 1 East Kerbside (3 day Average Thur-Fri-Sat)									
October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	2575	89	17	5	4	32	2	0	2724
0600 - 2200 Southbound	2622	77	20	7	8	32	3	0	2769
AM Peak Pd 0700-1000 Northbound	196	2	0	0	0	1	0	0	200
AM Peak Pd 0700-1000 Southbound	313	7	2	1	1	2	0	0	325
IP Peak Pd 1000-1600 Northbound	1600	58	15	5	4	10	2	0	1694
IP Peak Pd 1000-1600 Southbound	1735	47	9	6	7	12	2	0	1819
PM Peak Pd 1600-1900 Northbound	650	27	2	0	0	12	0	0	691
PM Peak Pd 1600-1900 Southbound	464	23	9	0	0	11	1	0	507
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	1273	42	12	3	5	29	3	0	1367
0600 - 2200 Southbound	1326	40	14	3	7	35	2	0	1428
AM Peak Pd 0700-1000 Northbound	94	3	0	1	0	1	0	0	99
AM Peak Pd 0700-1000 Southbound	147	2	2	0	1	3	0	0	155
IP Peak Pd 1000-1600 Northbound	844	24	9	2	5	16	2	0	903
IP Peak Pd 1000-1600 Southbound	879	30	12	3	6	20	1	0	951
PM Peak Pd 1600-1900 Northbound	241	12	2	0	0	4	0	0	260
PM Peak Pd 1600-1900 Southbound	217	8	0	0	0	10	1	0	236
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	2803	197	40	7	7	27	6	0	3087
0600 - 2200 Southbound	3011	194	36	13	11	28	5	0	3297
AM Peak Pd 0700-1000 Northbound	171	5	1	2	0	2	0	0	181
AM Peak Pd 0700-1000 Southbound	297	8	2	3	1	4	1	0	315
IP Peak Pd 1000-1600 Northbound	1676	158	30	5	6	6	4	0	1886
IP Peak Pd 1000-1600 Southbound	1933	156	31	10	9	7	2	0	2148
PM Peak Pd 1600-1900 Northbound	702	26	10	0	1	6	1	9	755
PM Peak Pd 1600-1900 Southbound	583	25	3	0	2	9	1	18	640
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	3523	194	104	12	8	30	6	0	3876
0600 - 2200 Southbound	3729	173	80	11	10	35	11	0	4049
AM Peak Pd 0700-1000 Northbound	218	2	4	0	0	2	0	0	226
AM Peak Pd 0700-1000 Southbound	359	6	3	1	1	3	0	0	373
IP Peak Pd 1000-1600 Northbound	2039	107	42	11	6	7	2	0	2214
IP Peak Pd 1000-1600 Southbound	2262	102	39	9	8	9	5	0	2435
PM Peak Pd 1600-1900 Northbound	853	65	44	1	2	8	2	0	975
PM Peak Pd 1600-1900 Southbound	741	55	29	0	1	13	3	0	842

3.4.2 Table 5 shows that the lowest pedestrian volumes were observed in February 2021 and the highest volumes in September 2021.

3.4.3 Table 6 below presents the results of the pedestrian volume data on the west side of Murray Place in Stirling during each of the four survey periods.

Table 6. Murray Place, Stirling (west footpath) Pedestrian Volume Summary



Stirling Site 2 West 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 Northbound	1330	28	7	0	2	12	2	0	1382
0600 - 2200 Southbound	1220	29	2	0	2	9	1	0	1264
AM Peak Pd 0700-1000 Northbound	103	1	0	0	0	2	0	0	106
AM Peak Pd 0700-1000 Southbound	135	1	0	0	0	2	0	0	137
IP Peak Pd 1000-1600 Northbound	903	15	7	0	1	8	1	0	935
IP Peak Pd 1000-1600 Southbound	841	17	1	0	2	2	0	0	864
PM Peak Pd 1600-1900 Northbound	266	13	0	0	0	2	1	0	282
PM Peak Pd 1600-1900 Southbound	182	7	0	0	0	4	0	0	194
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	950	33	4	1	2	20	1	0	1013
0600 - 2200 Southbound	798	22	4	1	4	16	2	0	848
AM Peak Pd 0700-1000 Northbound	51	3	1	0	0	2	0	0	56
AM Peak Pd 0700-1000 Southbound	88	2	0	0	1	1	0	0	92
IP Peak Pd 1000-1600 Northbound	627	23	1	1	2	11	1	0	666
IP Peak Pd 1000-1600 Southbound	500	15	2	1	2	9	2	0	531
PM Peak Pd 1600-1900 Northbound	196	7	2	0	1	5	0	0	211
PM Peak Pd 1600-1900 Southbound	143	3	2	0	1	4	0	0	153
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	1557	84	7	7	4	23	4	0	1685
0600 - 2200 Southbound	1345	57	4	5	4	9	3	0	1427
AM Peak Pd 0700-1000 Northbound	120	2	0	0	0	2	0	0	125
AM Peak Pd 0700-1000 Southbound	178	5	0	0	0	3	0	0	186
IP Peak Pd 1000-1600 Northbound	980	58	5	6	3	6	3	0	1061
IP Peak Pd 1000-1600 Southbound	849	39	2	4	3	3	3	0	904
PM Peak Pd 1600-1900 Northbound	308	22	2	1	1	8	1	9	352
PM Peak Pd 1600-1900 Southbound	211	11	2	0	0	1	0	18	243
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	1935	84	23	10	8	22	3	0	2085
0600 - 2200 Southbound	1666	66	28	6	6	15	3	0	1791
AM Peak Pd 0700-1000 Northbound	114	1	1	0	1	1	0	0	118
AM Peak Pd 0700-1000 Southbound	158	1	1	0	0	2	0	0	163
IP Peak Pd 1000-1600 Northbound	1124	48	10	7	5	7	1	0	1201
IP Peak Pd 1000-1600 Southbound	1013	41	11	4	4	6	1	0	1081
PM Peak Pd 1600-1900 Northbound	445	25	9	3	1	7	1	0	491
PM Peak Pd 1600-1900 Southbound	329	18	12	1	1	6	2	0	368

- 3.4.4 Table 6 shows that again, the lowest pedestrian volumes were observed in February 2021 when Scotland was living under lockdown conditions. The highest volumes were observed in September 2021.
- 3.4.5 Table 7 below presents the results of the pedestrian volume data on the east side of Upper Craigs in Stirling during each of the four survey periods.

Table 7. Upper Craigs, Stirling (east footpath) Pedestrian Volume Summary

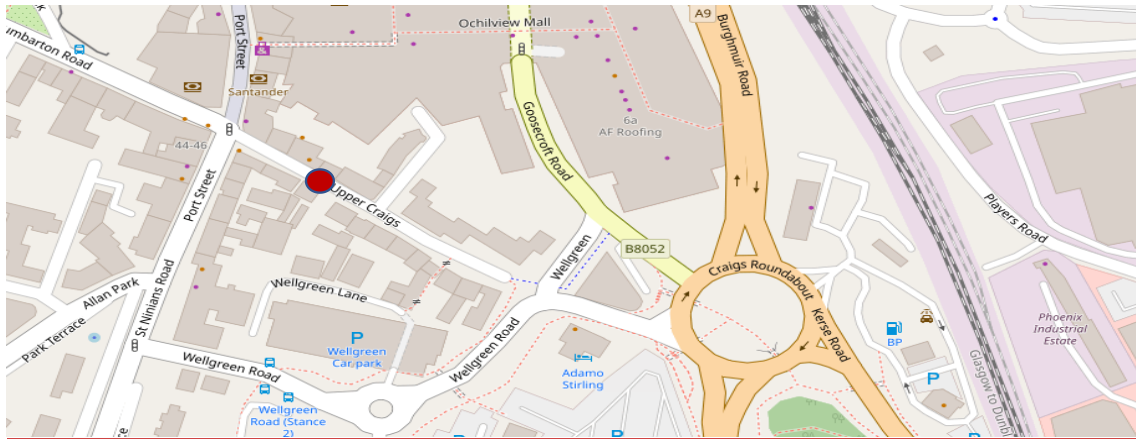


Stirling Site 3 East Kerbside (3 day Average Thur-Fri-Sat)									
October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	1761	66	15	5	3	5	2	0	1857
0600 - 2200 Southbound	1688	60	15	6	4	4	0	0	1777
AM Peak Pd 0700-1000 Northbound	261	10	5	2	0	1	0	0	279
AM Peak Pd 0700-1000 Southbound	130	2	1	1	0	0	0	0	134
IP Peak Pd 1000-1600 Northbound	1187	33	9	2	3	2	2	0	1238
IP Peak Pd 1000-1600 Southbound	1116	32	12	5	3	3	0	0	1170
PM Peak Pd 1600-1900 Northbound	258	21	1	0	0	1	0	0	282
PM Peak Pd 1600-1900 Southbound	369	23	2	1	1	1	0	0	397
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	831	49	3	7	1	3	2	0	896
0600 - 2200 Southbound	835	51	8	7	3	7	0	0	910
AM Peak Pd 0700-1000 Northbound	115	11	0	3	0	0	0	0	130
AM Peak Pd 0700-1000 Southbound	66	1	0	0	1	1	0	0	70
IP Peak Pd 1000-1600 Northbound	560	34	1	4	1	1	2	0	603
IP Peak Pd 1000-1600 Southbound	555	40	3	6	2	3	0	0	609
PM Peak Pd 1600-1900 Northbound	121	3	1	0	0	1	0	0	125
PM Peak Pd 1600-1900 Southbound	167	10	2	1	0	2	0	0	181
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	1491	66	20	10	4	6	2	0	1599
0600 - 2200 Southbound	1514	67	12	9	4	7	1	0	1613
AM Peak Pd 0700-1000 Northbound	219	14	2	1	1	1	0	0	238
AM Peak Pd 0700-1000 Southbound	111	1	0	1	0	1	0	0	115
IP Peak Pd 1000-1600 Northbound	982	44	14	9	3	3	1	0	1056
IP Peak Pd 1000-1600 Southbound	993	47	7	7	3	3	0	0	1061
PM Peak Pd 1600-1900 Northbound	210	8	5	0	0	1	1	9	235
PM Peak Pd 1600-1900 Southbound	306	16	5	1	1	1	0	18	348
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	2212	99	15	16	5	5	3	0	2354
0600 - 2200 Southbound	1943	90	14	18	6	6	2	0	2079
AM Peak Pd 0700-1000 Northbound	235	16	2	1	1	0	0	0	256
AM Peak Pd 0700-1000 Southbound	107	1	1	0	0	0	0	0	109
IP Peak Pd 1000-1600 Northbound	1353	70	8	14	2	1	1	0	1450
IP Peak Pd 1000-1600 Southbound	1110	62	8	14	4	1	1	0	1200
PM Peak Pd 1600-1900 Northbound	355	12	5	1	1	2	1	0	376
PM Peak Pd 1600-1900 Southbound	452	25	4	4	2	3	1	0	491

3.4.6 Table 7 shows that the lowest pedestrian volumes were observed in February 2021 when Scotland was in lockdown and the highest volumes were observed in September 2021.

3.4.7 Table 8 below presents the results of the pedestrian volume data on the west side of Upper Craigs in Stirling during each of the four survey periods.

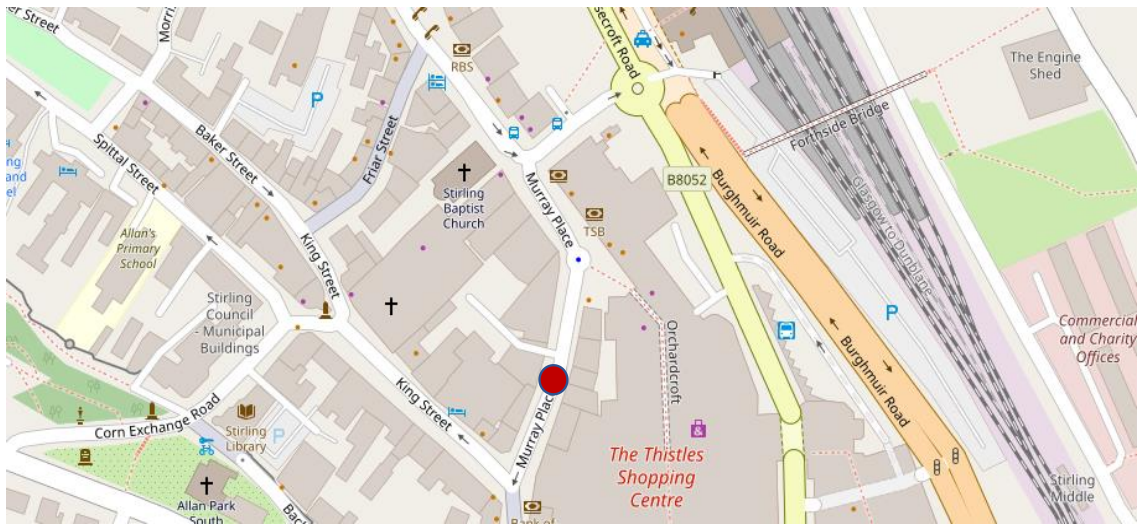
Table 8. Upper Craigs, Stirling (west footpath) Pedestrian Volume Summary



Stirling Site 4 West 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 Northbound	466	20	1	3	1	4	1	0	497
0600 - 2200 Southbound	625	22	3	4	1	1	0	0	656
AM Peak Pd 0700-1000 Northbound	52	3	0	1	0	1	0	0	58
AM Peak Pd 0700-1000 Southbound	66	2	0	1	0	0	0	0	69
IP Peak Pd 1000-1600 Northbound	276	12	1	2	1	2	1	0	295
IP Peak Pd 1000-1600 Southbound	392	8	2	3	1	1	0	0	406
PM Peak Pd 1600-1900 Northbound	113	4	0	0	0	1	0	0	119
PM Peak Pd 1600-1900 Southbound	135	12	0	1	0	0	0	0	148
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	380	20	5	2	2	2	2	0	412
0600 - 2200 Southbound	420	18	7	5	2	1	2	0	455
AM Peak Pd 0700-1000 Northbound	44	6	1	0	0	0	0	0	51
AM Peak Pd 0700-1000 Southbound	40	1	0	1	0	0	0	0	42
IP Peak Pd 1000-1600 Northbound	234	10	1	1	2	1	1	0	251
IP Peak Pd 1000-1600 Southbound	270	11	2	4	2	0	1	0	291
PM Peak Pd 1600-1900 Northbound	68	4	2	0	0	1	1	0	75
PM Peak Pd 1600-1900 Southbound	74	6	4	0	0	0	1	0	85
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	681	49	11	10	3	5	3	0	761
0600 - 2200 Southbound	710	27	12	10	2	2	1	0	763
AM Peak Pd 0700-1000 Northbound	81	9	1	3	0	1	0	0	95
AM Peak Pd 0700-1000 Southbound	68	2	0	1	0	0	1	0	71
IP Peak Pd 1000-1600 Northbound	450	27	5	7	2	2	1	0	493
IP Peak Pd 1000-1600 Southbound	472	18	9	7	2	1	0	0	509
PM Peak Pd 1600-1900 Northbound	106	10	5	0	0	0	1	9	132
PM Peak Pd 1600-1900 Southbound	126	7	3	1	0	0	0	18	156
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	694	35	12	6	2	10	3	0	762
0600 - 2200 Southbound	990	41	11	11	3	9	1	0	1065
AM Peak Pd 0700-1000 Northbound	63	8	2	1	0	1	0	0	76
AM Peak Pd 0700-1000 Southbound	88	3	1	2	1	1	0	0	95
IP Peak Pd 1000-1600 Northbound	405	18	5	5	2	1	2	0	437
IP Peak Pd 1000-1600 Southbound	613	29	5	8	1	3	1	0	661
PM Peak Pd 1600-1900 Northbound	146	5	4	1	0	4	1	0	161
PM Peak Pd 1600-1900 Southbound	203	5	4	1	1	2	0	0	216

- 3.4.8 Table 8 shows that like other sites the lowest volumes were observed in February 2021, and the highest in September 2021. The west footpath shows significantly lower flows than the east footpath.
- 3.4.9 Table 9 below presents the results of the pedestrian volume data on the west side of Murray Place (adjacent to Ian Gallacher jewellers) in Stirling during each of the four survey periods.

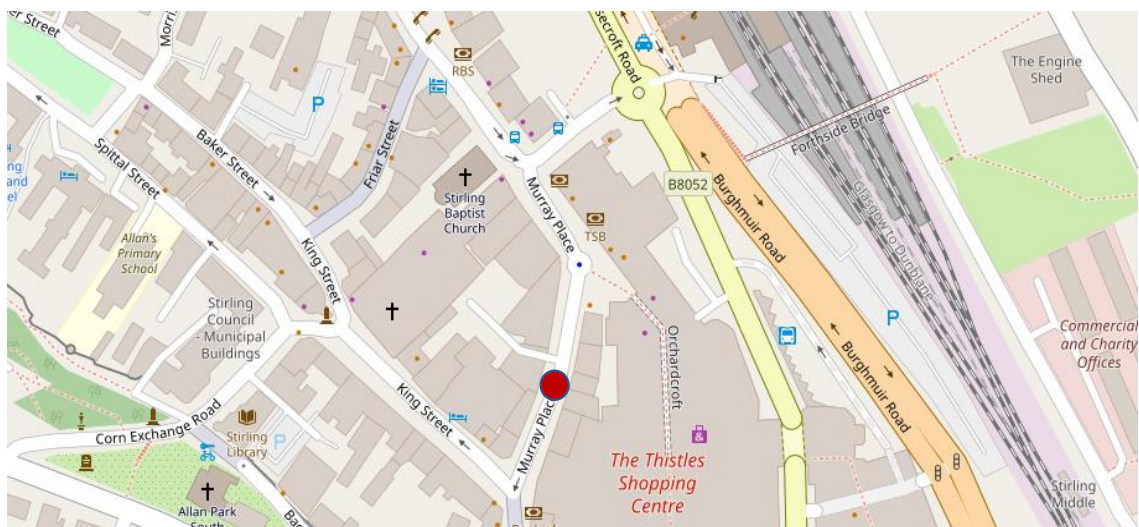
Table 9. Murray Place, (Ian Gallacher Jewellers) Stirling (west footpath) Pedestrian Volume Summary



Stirling Site 5 West 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 Northbound	1465	34	2	2	2	11	0	0	1515
0600 - 2200 Southbound	1407	38	4	2	2	12	2	0	1467
AM Peak Pd 0700-1000 Northbound	270	7	1	0	0	0	0	0	279
AM Peak Pd 0700-1000 Southbound	121	3	2	1	1	1	0	0	128
IP Peak Pd 1000-1600 Northbound	958	16	0	2	1	6	0	0	984
IP Peak Pd 1000-1600 Southbound	935	19	0	2	1	8	1	0	966
PM Peak Pd 1600-1900 Northbound	178	10	1	0	0	3	0	0	192
PM Peak Pd 1600-1900 Southbound	298	14	2	0	0	3	1	0	318
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	1053	42	16	6	7	30	2	0	1156
0600 - 2200 Southbound	1056	56	27	4	7	43	3	0	1196
AM Peak Pd 0700-1000 Northbound	77	3	1	1	0	1	0	0	83
AM Peak Pd 0700-1000 Southbound	106	3	6	1	1	3	0	0	120
IP Peak Pd 1000-1600 Northbound	677	29	5	5	6	14	1	0	737
IP Peak Pd 1000-1600 Southbound	685	40	9	3	6	25	1	0	769
PM Peak Pd 1600-1900 Northbound	209	6	10	1	1	9	0	0	235
PM Peak Pd 1600-1900 Southbound	188	11	11	0	0	13	1	0	225
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	1449	99	13	5	4	26	6	0	1602
0600 - 2200 Southbound	1298	81	7	7	3	31	6	0	1433
AM Peak Pd 0700-1000 Northbound	130	2	2	0	0	3	0	0	137
AM Peak Pd 0700-1000 Southbound	133	2	0	1	0	5	1	0	142
IP Peak Pd 1000-1600 Northbound	843	82	9	4	4	8	4	0	955
IP Peak Pd 1000-1600 Southbound	800	63	5	6	3	10	3	0	890
PM Peak Pd 1600-1900 Northbound	302	15	2	0	0	6	2	9	335
PM Peak Pd 1600-1900 Southbound	244	12	1	0	0	9	1	18	286
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	1793	73	26	12	7	22	2	0	1936
0600 - 2200 Southbound	1570	52	26	9	8	21	3	0	1689
AM Peak Pd 0700-1000 Northbound	113	2	1	1	0	2	0	0	119
AM Peak Pd 0700-1000 Southbound	144	2	2	1	0	4	0	0	154
IP Peak Pd 1000-1600 Northbound	1028	41	14	10	6	5	0	0	1104
IP Peak Pd 1000-1600 Southbound	927	31	15	7	6	8	1	0	994
PM Peak Pd 1600-1900 Northbound	404	27	10	1	1	7	1	0	450
PM Peak Pd 1600-1900 Southbound	308	13	8	1	1	9	1	0	342

- 3.4.10 Table 9 shows that like other sites the lowest volumes were observed in February 2021, and the highest in September 2021.
- 3.4.11 Table 10 below presents the results of the pedestrian volume data on the east side of Murray Place (adjacent to Ian Gallacher jewellers) in Stirling during each of the four survey periods.

Table 10. Murray Place, (Ian Gallacher Jewellers) Stirling (east footpath) Pedestrian Volume Summary



Stirling Site 6 East 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 Northbound	1302	36	4	1	2	23	2	0	1370
0600 - 2200 Southbound	1191	29	5	2	2	27	5	0	1261
AM Peak Pd 0700-1000 Northbound	186	5	2	0	1	1	0	0	196
AM Peak Pd 0700-1000 Southbound	104	3	3	1	1	2	1	0	114
IP Peak Pd 1000-1600 Northbound	810	22	2	1	1	12	2	0	850
IP Peak Pd 1000-1600 Southbound	723	13	1	1	1	11	4	0	754
PM Peak Pd 1600-1900 Northbound	198	7	0	1	0	6	0	0	212
PM Peak Pd 1600-1900 Southbound	276	9	0	1	0	7	1	0	295
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	878	34	11	2	3	22	2	0	952
0600 - 2200 Southbound	739	23	13	3	1	19	2	0	801
AM Peak Pd 0700-1000 Northbound	58	2	2	1	0	2	0	0	65
AM Peak Pd 0700-1000 Southbound	84	2	3	2	0	1	0	0	93
IP Peak Pd 1000-1600 Northbound	572	25	7	2	2	14	2	0	623
IP Peak Pd 1000-1600 Southbound	474	17	6	1	1	11	2	0	512
PM Peak Pd 1600-1900 Northbound	186	7	2	0	1	4	0	0	200
PM Peak Pd 1600-1900 Southbound	120	3	3	0	0	4	0	0	130
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	1437	49	18	5	1	28	2	0	1541
0600 - 2200 Southbound	1257	40	9	3	2	19	1	0	1331
AM Peak Pd 0700-1000 Northbound	115	2	2	0	0	2	0	0	122
AM Peak Pd 0700-1000 Southbound	182	5	1	0	0	5	0	0	192
IP Peak Pd 1000-1600 Northbound	910	36	14	4	1	8	1	0	974
IP Peak Pd 1000-1600 Southbound	783	25	5	3	2	5	1	0	824
PM Peak Pd 1600-1900 Northbound	268	10	2	1	0	11	1	9	302
PM Peak Pd 1600-1900 Southbound	187	9	2	0	0	5	0	18	222
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Northbound	2287	131	43	15	15	29	2	0	2523
0600 - 2200 Southbound	2152	113	50	9	12	43	7	0	2387
AM Peak Pd 0700-1000 Northbound	181	0	3	1	0	4	0	0	189
AM Peak Pd 0700-1000 Southbound	180	1	4	1	1	5	0	0	191
IP Peak Pd 1000-1600 Northbound	1311	81	16	12	12	10	1	0	1443
IP Peak Pd 1000-1600 Southbound	1315	74	16	7	9	11	4	0	1435
PM Peak Pd 1600-1900 Northbound	501	44	18	1	2	8	1	0	574
PM Peak Pd 1600-1900 Southbound	399	33	27	1	2	16	2	0	481

3.4.12 Table 10 shows that like other sites the lowest volumes were observed in February 2021, and the highest in September 2021.

4. SPEED SURVEYS REVIEW

4.1 Overview

4.1.1 Summary tables below present the results of the speed surveys in the Stirling Council area (seven sites in Stirling, three sites in Dunblane, two sites in Plean and Gargunnock and one site in the remaining areas: Bridge of Allan, Aberfoyle, Fallin, Callander and Killlearn).

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 Speed Surveys

Stirling

4.2.1 Table 11 below presents a comparison of the results of the speed data on Murray Place northbound in Stirling.

Table 11. Site 1 Murray Place (Northbound)



Stirling Site 1 Murray Place Northbound									
November 2020	Monday 23 Nov 2020	Tuesday 24 Nov 2020	Wednesday 25 Nov 2020	Thursday 19 Nov 2020	Friday 20 Nov 2020	Saturday 21 Nov 2020	Sunday 22 Nov 2020	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	308	282	297	360	371	275	274	324	310
Mean Speed (mph)	10.1	10.1	10.2	9.6	9.9	10.5	9.9	10.0	10.0
85%ile Speed (mph)	12.8	12.1	12.7	11.9	12.7	12.7	12.2	12.4	12.4
No. Vehicles > 20 MPH Limit	0	0	1	0	0	1	0	0	0
% Vehicles > 20 MPH Limit	0.0%	0.0%	0.3%	0.0%	0.0%	0.4%	0.0%	0.1%	0.1%
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%
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	297	255	294	284	376	300	256	301	295
Mean Speed (mph)	11.2	11.0	10.3	10.7	10.7	10.9	10.7	10.8	10.8
85%ile Speed (mph)	13.8	13.9	12.6	13.2	13.6	13.5	13.4	13.4	13.4
No. Vehicles > 20 MPH Limit	4	0	0	0	2	1	0	1	1
% Vehicles > 20 MPH Limit	1.3%	0.0%	0.0%	0.0%	0.5%	0.3%	0.0%	0.4%	0.3%
No. Vehicles > 35 MPH	2	0	0	0	0	0	0	0	0
% Vehicles > 35 MPH	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%
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	543	507	497	532	610	605	472	538	538
Mean Speed (mph)	10.3	10.6	10.6	10.2	10.4	10.5	10.7	10.4	10.5
85%ile Speed (mph)	13.3	13.2	13.7	12.8	13.1	13.1	13.4	13.2	13.2
No. Vehicles > 20 MPH Limit	2	3	0	0	10	0	3	3	3
% Vehicles > 20 MPH Limit	0.4%	0.6%	0.0%	0.0%	1.6%	0.0%	0.6%	0.5%	0.5%
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%
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	340	457	434	405	499	413	418	427	424
Mean Speed (mph)	10.3	10.4	10.3	11.0	10.2	10.3	10.4	10.4	10.4
85%ile Speed (mph)	12.5	13.0	13.0	13.4	12.6	13.1	12.8	12.9	12.9
No. Vehicles > 20 MPH Limit	1	1	3	0	1	2	5	1	2
% Vehicles > 20 MPH Limit	0.3%	0.2%	0.7%	0.0%	0.2%	0.5%	1.2%	0.3%	0.4%
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%

- 4.2.2 Table 11 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 10.8 mph. The flows in September 2021 were lower than May 2021.
- 4.2.3 The proportion of vehicles exceeding 20mph was slightly higher in May 2021 compared with the other survey periods.

4.2.5 Table 12 presents the results for Murray Place southbound in Stirling.

Table 12. Site 1 Murray Place (Southbound)



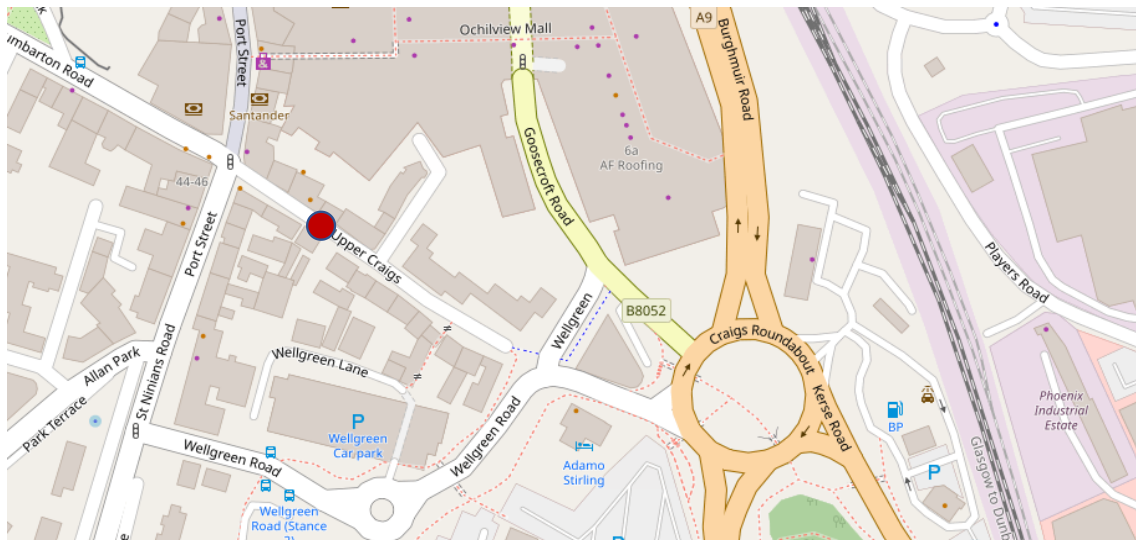
Stirling Site 1 Murray Place Southbound									
November 2020	Monday 23 Nov 2020	Tuesday 24 Nov 2020	Wednesday 25 Nov 2020	Thursday 19 Nov 2020	Friday 20 Nov 2020	Saturday 21 Nov 2020	Sunday 22 Nov 2020	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	787	813	828	1136	1217	845	653	956	897
Mean Speed (mph)	11.3	11.2	10.9	10.5	10.8	11.5	11.4	10.9	11.1
85%ile Speed (mph)	14.4	14.3	13.8	13.4	13.5	14.4	14.0	13.9	14.0
No. Vehicles > 20 MPH Limit	3	4	2	5	2	4	2	3	3
% Vehicles > 20 MPH Limit	0.4%	0.5%	0.2%	0.4%	0.2%	0.5%	0.3%	0.3%	0.4%
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%
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	843	814	883	866	1114	922	708	904	879
Mean Speed (mph)	12.3	12.7	12.4	12.4	12.4	13.0	12.9	12.4	12.6
85%ile Speed (mph)	15.4	16.1	15.7	15.5	15.7	16.3	16.7	15.7	15.9
No. Vehicles > 20 MPH Limit	15	14	18	15	22	23	24	17	19
% Vehicles > 20 MPH Limit	1.8%	1.7%	2.0%	1.7%	2.0%	2.5%	3.4%	1.8%	2.2%
No. Vehicles > 35 MPH	0	0	0	2	0	0	0	0	0
% Vehicles > 35 MPH	0.0%	0.0%	0.0%	0.2%	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	1320	1413	1369	1415	1621	1630	1167	1428	1419
Mean Speed (mph)	11.3	11.4	11.8	11.1	11.2	11.2	11.7	11.4	11.4
85%ile Speed (mph)	14.4	14.8	15.1	14.3	14.3	14.4	14.7	14.6	14.6
No. Vehicles > 20 MPH Limit	11	10	15	21	9	11	10	13	12
% Vehicles > 20 MPH Limit	0.8%	0.7%	1.1%	1.5%	0.6%	0.7%	0.9%	0.9%	0.9%
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%
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	1303	1380	1387	1499	1690	1528	1329	1452	1445
Mean Speed (mph)	11.5	11.8	12.2	11.9	11.8	12.1	11.9	11.8	11.9
85%ile Speed (mph)	14.6	14.9	15.2	14.7	14.8	15.2	15.0	14.8	14.9
No. Vehicles > 20 MPH Limit	12	14	13	7	16	17	8	12	12
% Vehicles > 20 MPH Limit	0.9%	1.0%	0.9%	0.5%	0.9%	1.1%	0.6%	0.9%	0.9%
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%

4.2.6 Table 12 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 12.4 mph. The September 2021 flows were the highest that were observed.

- 4.2.7 The proportion of vehicles exceeding 20mph was higher in February 2021 compared with November 2020, May 2021 and September 2021.

4.2.8 Table 13 presents the results for Upper Craigs eastbound in Stirling.

Table 13. Site 2 Upper Craigs (Eastbound)



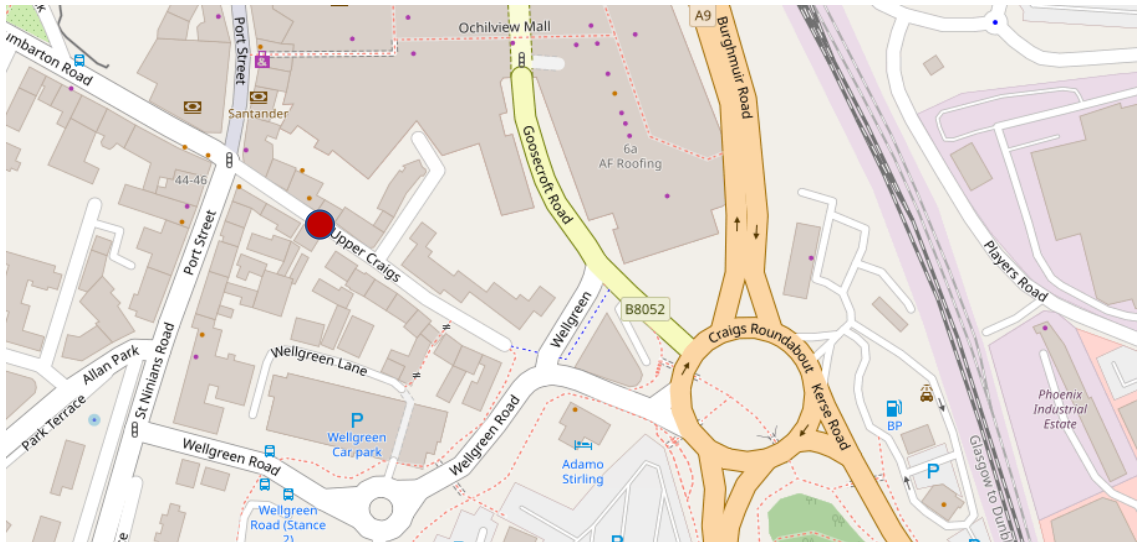
Stirling Site 2 Upper Craigs Eastbound									
November 2020	Monday 23 Nov 2020	Tuesday 24 Nov 2020	Wednesday 25 Nov 2020	Thursday 19 Nov 2020	Friday 20 Nov 2020	Saturday 21 Nov 2020	Sunday 22 Nov 2020	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	372	444	459	859	960	428	335	619	551
Mean Speed (mph)	12.0	12.0	12.2	11.4	11.1	12.6	13.2	11.7	12.1
85%ile Speed (mph)	16.1	15.8	15.9	14.6	14.1	15.8	16.9	15.3	15.6
No. Vehicles > 20 MPH Limit	15	8	15	17	14	10	9	14	13
% Vehicles > 20 MPH Limit	4.0%	1.8%	3.3%	2.0%	1.5%	2.3%	2.7%	2.5%	2.5%
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%
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	379	385	182	433	512	508	347	378	392
Mean Speed (mph)	13.4	13.5	14.9	13.4	13.6	12.9	13.9	13.8	13.7
85%ile Speed (mph)	17.6	17.9	18.8	17.7	17.8	17.3	17.8	18.0	17.8
No. Vehicles > 20 MPH Limit	21	22	16	24	33	24	24	23	23
% Vehicles > 20 MPH Limit	5.5%	5.7%	8.8%	5.5%	6.4%	4.7%	6.9%	6.4%	6.2%
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	541	665	632	711	775	816	573	665	673
Mean Speed (mph)	12.9	12.0	12.6	11.9	12.3	11.9	12.9	12.3	12.4
85%ile Speed (mph)	16.5	15.9	16.7	15.7	16.1	15.5	16.2	16.2	16.1
No. Vehicles > 20 MPH Limit	0	0	0	0	1	0	0	0	0
% Vehicles > 20 MPH Limit	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
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%
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	468	571	585	594	776	490	489	599	568
Mean Speed (mph)	12.6	12.4	12.6	12.4	12.5	13.2	13.5	12.5	12.7
85%ile Speed (mph)	16.2	15.7	16.1	15.8	15.7	16.6	17.4	15.9	16.2
No. Vehicles > 20 MPH Limit	0	1	0	0	1	2	0	0	1
% Vehicles > 20 MPH Limit	0.0%	0.2%	0.0%	0.0%	0.1%	0.4%	0.0%	0.1%	0.1%
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%

4.2.9 Table 13 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 13.8mph at this point.

4.2.10 The proportion of vehicles exceeding 20mph was lower in May 2021 and September 2021 compared with October 2020, and much lower than in February 2021.

4.2.11 Table 14 presents the results for Upper Craigs road westbound in Stirling.

Table 14. Site 2 Upper Craigs (Westbound)



Stirling Site 2 Upper Craigs Westbound									
November 2020	Monday 23 Nov 2020	Tuesday 24 Nov 2020	Wednesday 25 Nov 2020	Thursday 19 Nov 2020	Friday 20 Nov 2020	Saturday 21 Nov 2020	Sunday 22 Nov 2020	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	365	428	417	856	965	431	301	606	538
Mean Speed (mph)	10.6	10.7	10.9	11.0	10.9	11.0	11.0	10.8	10.9
85%ile Speed (mph)	12.9	13.5	14.2	14.1	13.7	14.7	14.4	13.7	13.9
No. Vehicles > 20 MPH Limit	8	5	10	8	4	10	6	7	7
% Vehicles > 20 MPH Limit	2.2%	1.2%	2.4%	0.9%	0.4%	2.3%	2.0%	1.4%	1.6%
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%
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	382	386	182	444	529	510	344	385	397
Mean Speed (mph)	12.1	12.4	13.8	12.4	12.4	11.9	12.5	12.6	12.5
85%ile Speed (mph)	15.4	15.9	16.9	15.9	15.9	15.3	15.9	16.0	15.9
No. Vehicles > 20 MPH Limit	3	3	8	7	6	7	6	5	6
% Vehicles > 20 MPH Limit	0.8%	0.8%	4.4%	1.6%	1.1%	1.4%	1.7%	1.7%	1.7%
No. Vehicles > 35 MPH	0	0	2	0	0	0	0	0	0
% Vehicles > 35 MPH	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	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	586	666	661	768	817	842	583	700	703
Mean Speed (mph)	11.9	11.6	11.9	11.6	11.6	11.9	12.2	11.7	11.8
85%ile Speed (mph)	14.9	14.7	15.0	15.1	14.9	15.3	15.5	14.9	15.1
No. Vehicles > 20 MPH Limit	0	0	1	0	0	0	0	0	0
% Vehicles > 20 MPH Limit	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
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%
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	485	568	574	603	774	502	471	601	568
Mean Speed (mph)	10.9	11.0	11.3	11.7	11.5	11.6	12.2	11.3	11.5
85%ile Speed (mph)	14.4	14.1	14.8	15.5	16.0	15.2	16.5	15.0	15.2
No. Vehicles > 20 MPH Limit	0	0	0	1	0	1	0	0	0
% Vehicles > 20 MPH Limit	0.0%	0.0%	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.1%
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%

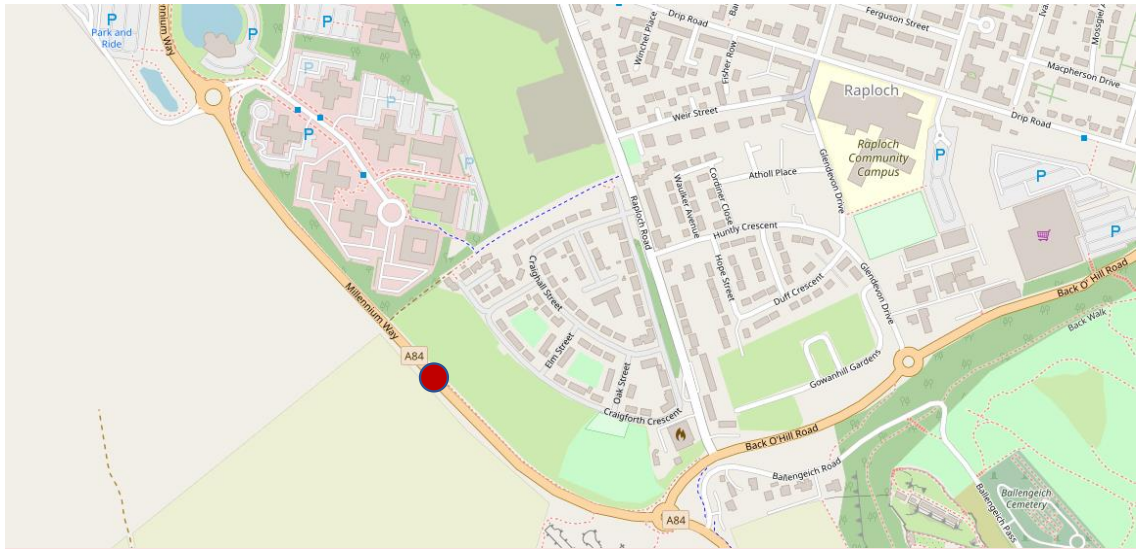
4.2.12 Table 14 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. The mean speed of traffic in November 2020 was lowest at 10.8 mph.

4.2.13 The proportion of vehicles exceeding 20mph was much lower in May 2021 and September 2021 compared with November 2020 and February 2021.

4.2.15 Table 15 presents the results for Millennium Way northbound in Stirling.

4.2.16 For the remaining sites, no data is available for November 2020 – Following tables only contain data for February, May and September 2021.

Table 15. Site 3 Millennium Way (Northbound)



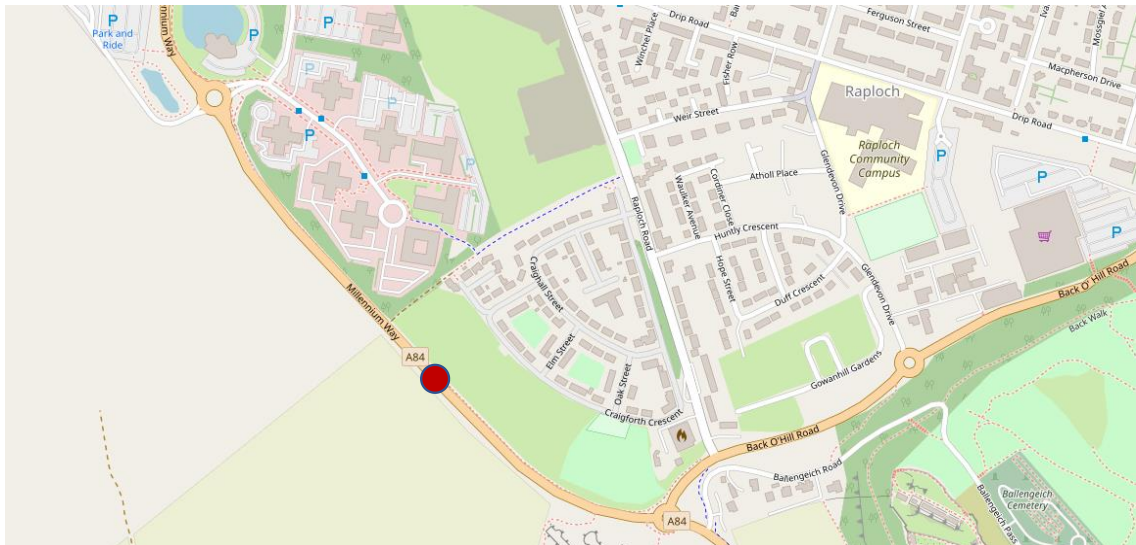
Stirling Site 3 Millennium Way Northbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	4666	4393	4755	4984	5483	4098	3354	4856	4533
Mean Speed (mph)	43.4	43.6	43.0	43.2	43.4	43.8	43.7	43.3	43.4
85%ile Speed (mph)	48.3	48.5	48.1	48.1	48.3	49.3	49.1	48.3	48.5
No. Vehicles > 40 MPH Limit	3483	3318	3332	3713	4050	3068	2469	3579	3348
% Vehicles > 40 MPH Limit	74.6%	75.5%	70.1%	74.5%	73.9%	74.9%	73.6%	73.7%	73.9%
No. Vehicles > 55 MPH	134	140	118	113	156	160	139	132	137
% Vehicles > 55 MPH	2.9%	3.2%	2.5%	2.3%	2.8%	3.9%	4.1%	2.7%	3.1%
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	5531	5737	5853	5939	6322	5317	4687	5876	5627
Mean Speed (mph)	37.2	41.3	41.2	41.0	41.2	41.4	38.9	40.4	40.3
85%ile Speed (mph)	41.6	45.4	45.5	45.2	45.3	45.5	43.2	44.6	44.5
No. Vehicles > 40 MPH Limit	5497	5736	5851	5937	6322	5316	4685	5869	5621
% Vehicles > 40 MPH Limit	99.4%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	99.9%	99.9%
No. Vehicles > 55 MPH	15	49	41	48	54	56	21	41	41
% Vehicles > 55 MPH	0.3%	0.9%	0.7%	0.8%	0.9%	1.1%	0.4%	0.7%	0.7%
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	7441	7344	7845	7789	8139	7332	6606	7712	7499
Mean Speed (mph)	40.8	40.4	35.0	40.1	39.8	42.1	42.2	39.2	40.1
85%ile Speed (mph)	45.8	45.7	45.0	45.5	45.8	46.6	46.7	45.6	45.9
No. Vehicles > 40 MPH Limit	4139	4130	3440	4000	4501	4804	4303	4042	4188
% Vehicles > 40 MPH Limit	55.6%	56.2%	43.8%	51.4%	55.3%	65.5%	65.1%	52.5%	56.1%
No. Vehicles > 55 MPH	79	75	95	91	99	114	92	88	92
% Vehicles > 55 MPH	1.1%	1.0%	1.2%	1.2%	1.2%	1.6%	1.4%	1.1%	1.2%

4.2.17 Table 15 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. The flow in September 2021 was higher than May 2021. The mean speed of traffic in February 2021 was 43.3 mph, compared with 40.4 mph in May 2021 and 39.2 mph in September 2021.

4.2.18 The proportion of vehicles exceeding 40mph was much greater in May 2021 compared with February 2021, with September 2021 being lower than both November 2020 and May 2021.

4.2.19 Table 16 presents the results for Millennium Way southbound In Stirling.

Table 16. Site 3 Millennium Way (Southbound)



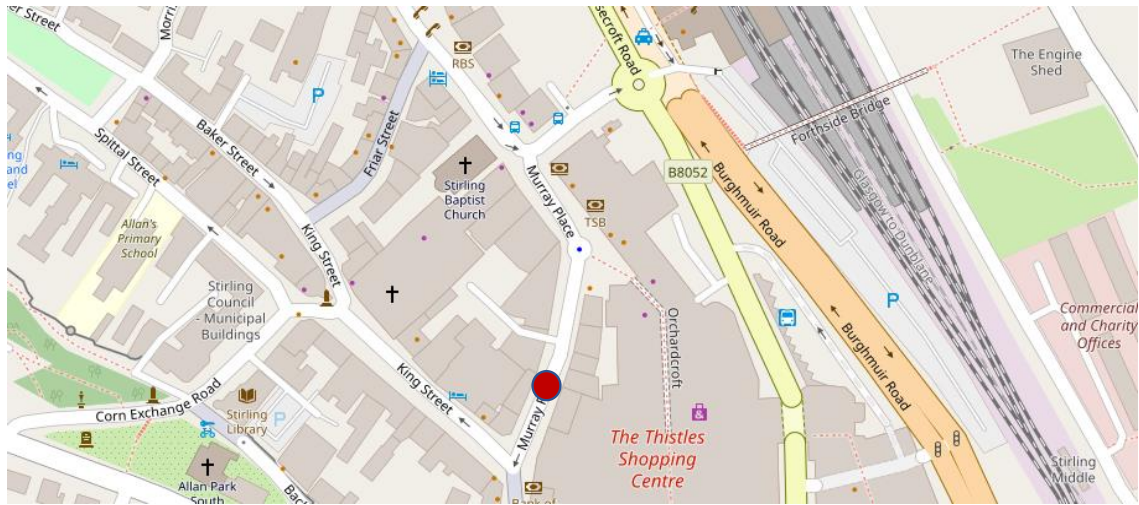
Stirling Site 3 Millenium Way Southbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	3794	3420	3737	3948	4543	3382	2760	3888	3655
Mean Speed (mph)	43.3	42.7	42.6	42.8	43.1	43.2	43.1	42.9	43.0
85%ile Speed (mph)	48.9	47.9	48.5	48.3	48.9	48.8	48.7	48.5	48.6
No. Vehicles > 40 MPH Limit	2622	2274	2393	2646	3091	2356	1911	2605	2470
% Vehicles > 40 MPH Limit	69.1%	66.5%	64.0%	67.0%	68.0%	69.7%	69.2%	66.9%	67.7%
No. Vehicles > 55 MPH	145	112	113	101	168	116	83	128	120
% Vehicles > 55 MPH	3.8%	3.3%	3.0%	2.6%	3.7%	3.4%	3.0%	3.3%	3.3%
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	7383	7630	7713	7835	8275	6732	6048	7767	7374
Mean Speed (mph)	37.0	37.8	38.2	37.9	38.3	38.7	37.6	37.8	37.9
85%ile Speed (mph)	41.4	42.1	42.6	42.1	42.6	43.1	41.9	42.2	42.3
No. Vehicles > 40 MPH Limit	7349	7623	7696	7827	8266	6726	6041	7752	7361
% Vehicles > 40 MPH Limit	99.5%	99.9%	99.8%	99.9%	99.9%	99.9%	99.9%	99.8%	99.8%
No. Vehicles > 55 MPH	23	32	36	19	34	42	29	29	31
% Vehicles > 55 MPH	0.3%	0.4%	0.5%	0.2%	0.4%	0.6%	0.5%	0.4%	0.4%
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	5840	5874	5713	6166	6439	5974	5127	6006	5876
Mean Speed (mph)	39.8	39.6	38.7	38.6	40.3	42.2	42.3	39.4	40.2
85%ile Speed (mph)	44.6	44.1	43.7	42.9	45.2	47.2	47.4	44.1	45.0
No. Vehicles > 40 MPH Limit	2511	2388	2202	1983	2985	3857	3359	2414	2755
% Vehicles > 40 MPH Limit	43.0%	40.7%	38.5%	32.2%	46.4%	64.6%	65.5%	40.1%	47.3%
No. Vehicles > 55 MPH	37	54	29	55	83	118	99	52	68
% Vehicles > 55 MPH	0.6%	0.9%	0.5%	0.9%	1.3%	2.0%	1.9%	0.8%	1.2%

4.2.20 Table 16 shows that the 5-day average traffic flows were much lower in February 2021 when Scotland was in a period of lockdown. The flows in September 2021 were lower than May 2021. The mean speed of traffic in February 2021 was 42.9mph, compared with 42.2 mph in May 2021 and 39.4mph in September 2021.

4.2.21 The proportion of vehicles exceeding 20mph was much higher in May 2021 compared with February 2021.

4.2.23 Table 17 presents the results for Murray Place southbound in Stirling.

Table 17. Site 4 Murray Place (Southbound)



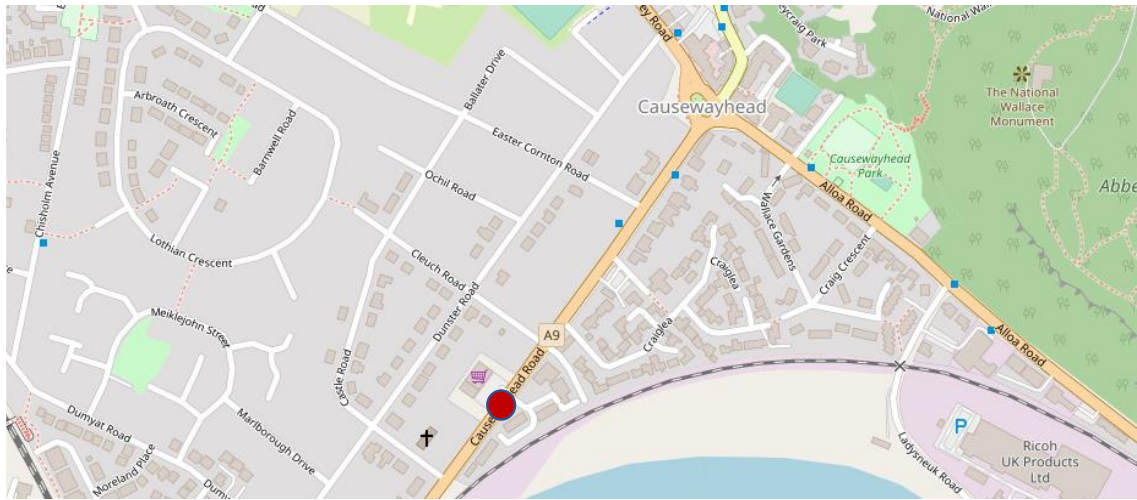
Stirling Site 4 Murray Place Southbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	579	573	614	603	778	668	481	629	614
Mean Speed (mph)	10.1	10.0	10.1	9.8	10.1	10.2	10.6	10.0	10.1
85%ile Speed (mph)	13.1	12.8	13.0	12.5	13.3	13.2	13.7	12.9	13.1
No. Vehicles > 20 MPH Limit	1	0	4	0	3	1	0	2	1
% Vehicles > 20 MPH Limit	0.2%	0.0%	0.7%	0.0%	0.4%	0.1%	0.0%	0.2%	0.2%
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	926	990	971	1018	1223	1120	818	1026	1009
Mean Speed (mph)	9.9	9.4	9.8	9.9	9.8	9.9	9.8	9.8	9.8
85%ile Speed (mph)	12.6	12.4	12.8	12.3	12.2	12.5	12.1	12.5	12.4
No. Vehicles > 20 MPH Limit	2	3	1	1	1	2	1	2	2
% Vehicles > 20 MPH Limit	0.2%	0.3%	0.1%	0.1%	0.1%	0.2%	0.1%	0.2%	0.2%
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%
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	954	1014	1057	1137	1246	1157	929	1082	1071
Mean Speed (mph)	9.7	9.8	10.1	10.1	10.0	10.3	10.3	9.9	10.0
85%ile Speed (mph)	12.5	12.8	13.0	13.0	12.9	13.3	13.4	12.8	13.0
No. Vehicles > 20 MPH Limit	2	0	3	2	7	6	3	3	3
% Vehicles > 20 MPH Limit	0.2%	0.0%	0.3%	0.2%	0.6%	0.5%	0.3%	0.2%	0.3%
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%

4.2.24 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 of traffic in February 2021 was only 10.0mph, 9.8mph in May 2021 and 9.9mph in September 2021.

4.2.25 The proportion of vehicles exceeding 20mph was the same throughout all survey periods.

4.2.27 Table 18 presents the results for Causewayhead Road northbound in Stirling.

Table 18. Site 5 Causewayhead Road (Northbound)



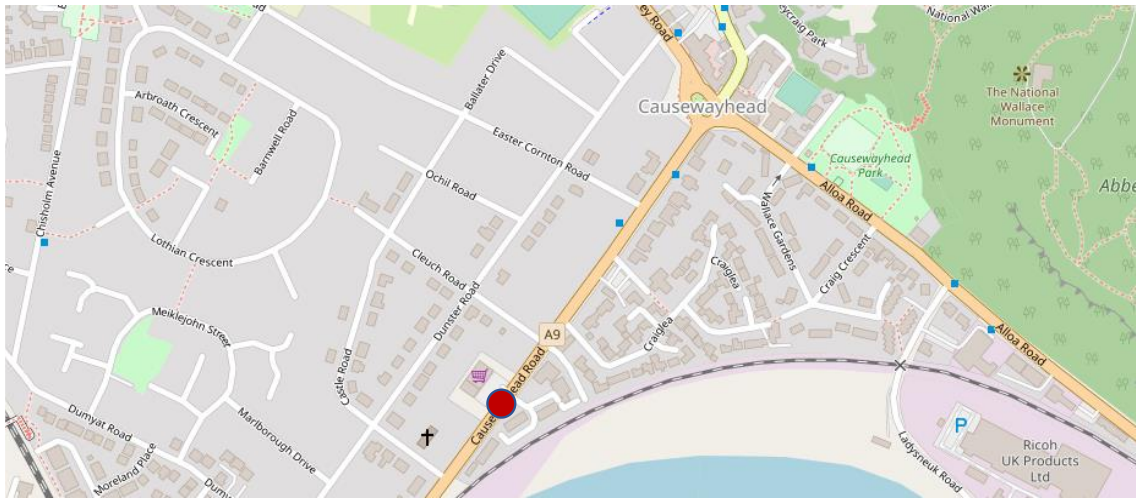
Stirling Site 5 Causewayhead Road Northbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	4536	3977	4404	4494	4892	4174	3703	4461	4311
Mean Speed (mph)	25.9	25.9	25.7	26.1	25.3	25.2	25.8	25.8	25.7
85%ile Speed (mph)	30.5	31.0	30.6	30.8	30.4	30.3	30.5	30.7	30.6
No. Vehicles > 20 MPH Limit	3897	3326	3653	3881	4020	3424	3144	3755	3621
% Vehicles > 20 MPH Limit	85.9%	83.6%	82.9%	86.4%	82.2%	82.0%	84.9%	84.2%	84.0%
No. Vehicles > 35 MPH	11	8	8	10	8	11	12	9	10
% Vehicles > 35 MPH	0.2%	0.2%	0.2%	0.2%	0.2%	0.3%	0.3%	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	6488	8475	8554	8620	8879	7770	6281	8203	7867
Mean Speed (mph)	23.9	23.5	23.6	23.7	23.2	23.9	24.6	23.6	23.8
85%ile Speed (mph)	28.2	28.2	28.2	28.0	28.0	28.6	28.9	28.1	28.3
No. Vehicles > 20 MPH Limit	5228	6528	6688	6973	6646	6106	5300	6413	6210
% Vehicles > 20 MPH Limit	80.6%	77.0%	78.2%	80.9%	74.9%	78.6%	84.4%	78.3%	79.2%
No. Vehicles > 35 MPH	3	7	4	3	5	9	4	4	5
% Vehicles > 35 MPH	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	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	6112	6334	6543	6655	6834	6432	5613	6496	6360
Mean Speed (mph)	21.1	21.0	21.2	20.9	21.1	21.6	22.1	21.1	21.3
85%ile Speed (mph)	25.4	25.7	25.8	25.4	25.8	26.4	27.0	25.6	25.9
No. Vehicles > 20 MPH Limit	3436	3523	3852	3657	3848	4000	3680	3663	3714
% Vehicles > 20 MPH Limit	56.2%	55.6%	58.9%	55.0%	56.3%	62.2%	65.6%	56.4%	58.5%
No. Vehicles > 35 MPH	5	2	10	14	10	11	9	8	9
% Vehicles > 35 MPH	0.1%	0.0%	0.2%	0.2%	0.1%	0.2%	0.2%	0.1%	0.1%

4.2.28 Table 18 shows that the 5-day average traffic flows were much lower in February 2021 when Scotland was in a period of lockdown. The mean speed of traffic in February 2021 was 25.8mph, and then 23.6mph in May 2021, reducing further to 21.1mph in September 2021.

4.2.29 The proportion of vehicles exceeding 20mph was lower in May 2021 and September 2021 compared with February 2021.

4.2.31 Table 19 presents the results for Causewayhead Road southbound in Stirling.

Table 19. Site 5 Causewayhead Road (southbound)



Stirling Site 5 Causewayhead Road Southbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	4422	3697	4126	4471	4922	4070	3501	4328	4173
Mean Speed (mph)	27.0	26.7	26.5	26.8	26.5	26.3	25.9	26.7	26.5
85%ile Speed (mph)	30.9	30.8	30.5	31.0	30.5	30.6	30.2	30.7	30.6
No. Vehicles > 20 MPH Limit	4070	3361	3733	4096	4470	3643	3129	3946	3786
% Vehicles > 20 MPH Limit	92.0%	90.9%	90.5%	91.6%	90.8%	89.5%	89.4%	91.2%	90.7%
No. Vehicles > 35 MPH	14	7	4	3	10	12	2	8	7
% Vehicles > 35 MPH	0.3%	0.2%	0.1%	0.1%	0.2%	0.3%	0.1%	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	4315	7126	6888	6655	7020	6547	4719	6401	6181
Mean Speed (mph)	28.9	26.8	27.1	27.5	27.6	27.3	29.1	27.6	27.8
85%ile Speed (mph)	33.3	31.1	31.2	31.7	31.6	31.5	33.6	31.8	32.0
No. Vehicles > 20 MPH Limit	4093	6537	6397	6265	6556	6040	4494	5970	5769
% Vehicles > 20 MPH Limit	94.9%	91.7%	92.9%	94.1%	93.4%	92.3%	95.2%	93.4%	93.5%
No. Vehicles > 35 MPH	34	8	19	17	29	25	28	21	23
% Vehicles > 35 MPH	0.8%	0.1%	0.3%	0.3%	0.4%	0.4%	0.6%	0.4%	0.4%
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	5870	6095	6393	6318	6637	6255	5457	6263	6146
Mean Speed (mph)	22.4	22.7	22.8	22.7	22.4	23.1	23.2	22.6	22.8
85%ile Speed (mph)	26.8	27.0	27.2	26.8	26.6	27.5	27.5	26.9	27.1
No. Vehicles > 20 MPH Limit	4205	4474	4771	4638	4766	4852	4154	4571	4551
% Vehicles > 20 MPH Limit	71.6%	73.4%	74.6%	73.4%	71.8%	77.6%	76.1%	73.0%	74.1%
No. Vehicles > 35 MPH	3	12	7	6	7	3	3	7	6
% Vehicles > 35 MPH	0.1%	0.2%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%

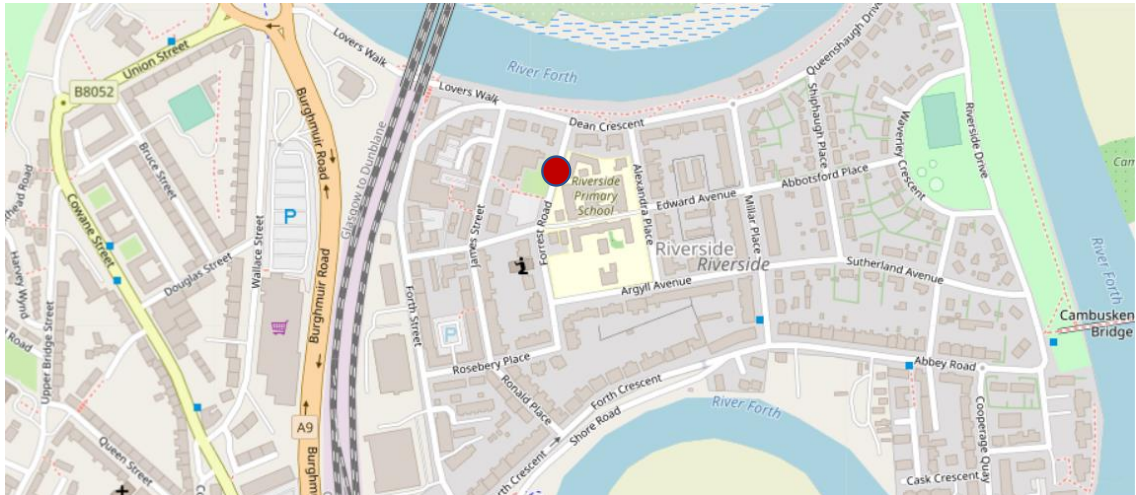
4.2.32 Table 19 shows that the 5-day average traffic flows were much lower in February 2021 when Scotland was in a period of lockdown. The mean speed of traffic in May 2021 was 27.6mph, similarly in February 2021 26.7mph, speeds were reduced in September 2021 at 22.6mph.

4.2.33 The proportion of vehicles exceeding 20mph was higher in May 2021 compared with February 2021, before reducing again in September 2021.

4.2.34 Table 20 presents the results for Forrest Road northbound in Stirling.

4.2.35 For the remaining sites, data is only available for September 2021.

Table 20. Site 6 Forrest Road (Northbound)



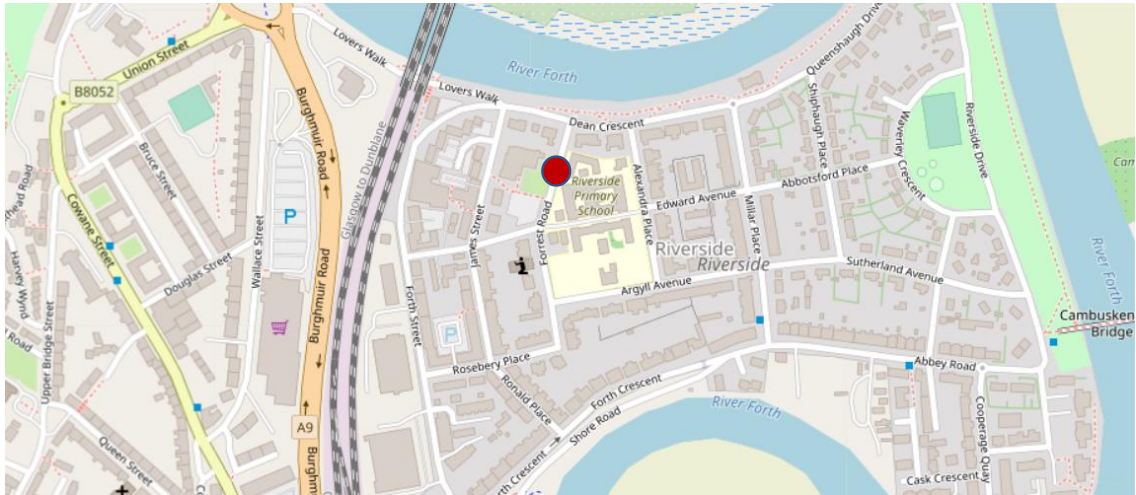
Stirling Site 6 Forrest Road between Edward Road & Dean Crescent Northbound									
September 2021	Monday 06 Sep 2021	Tuesday 07 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 10 Sep 2021	Saturday 11 Sep 2021	Sunday 12 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	259	196	306	78	92	106	80	186	160
Mean Speed (mph)	16.1	16.9	16.7	17.9	18.7	20.1	21.4	17.3	18.3
85%ile Speed (mph)	21.3	21.1	21.0	24.0	23.8	24.7	25.6	22.2	23.1
No. Vehicles > 20 MPH Limit	51	52	65	27	35	53	49	46	47
% Vehicles > 20 MPH Limit	19.7%	26.5%	21.2%	34.6%	38.0%	50.0%	61.3%	28.0%	35.9%
No. Vehicles > 35 MPH	1	0	0	0	1	0	2	0	1
% Vehicles > 35 MPH	0.4%	0.0%	0.0%	0.0%	1.1%	0.0%	2.5%	0.3%	0.6%

4.2.36 Table 20 shows that the 5-day average traffic flows was just under 200 vehicles. The mean speed of traffic in September 2021 was 17.3 mph.

4.2.37 The proportion of vehicles exceeding 20mph was 28% in September 2021.

4.2.38 Table 21 presents the results for Millennium Way southbound In Stirling.

Table 21. Site 3 Forrest Road (Southbound)



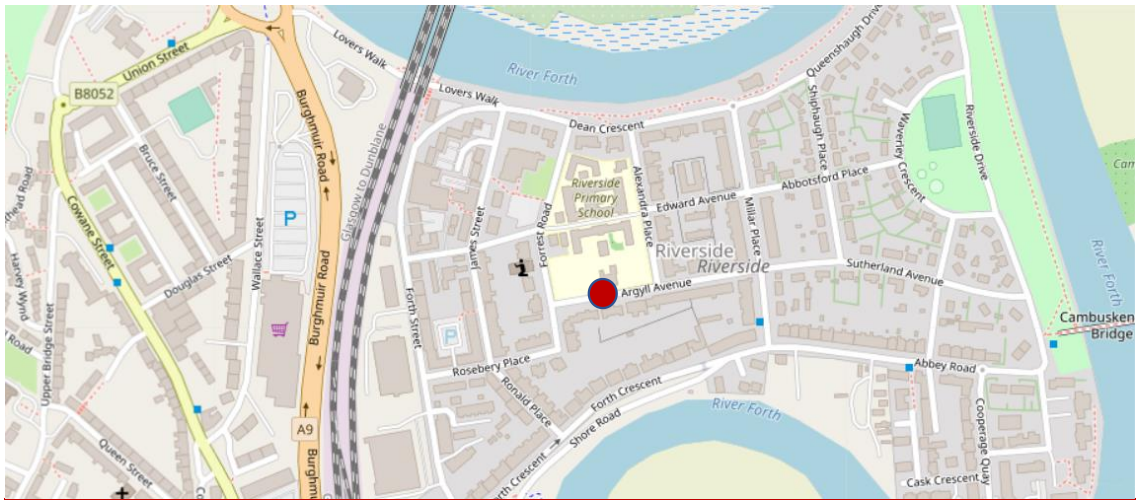
Stirling Site 6 Forrest Road between Edward Road & Dean Crescent Southbound									
September 2021	Monday 06 Sep 2021	Tuesday 07 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 10 Sep 2021	Saturday 11 Sep 2021	Sunday 12 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	56	37	66	8	15	22	7	36	30
Mean Speed (mph)	12.3	12.1	12.9	15.7	14.9	16.0	16.4	13.6	14.3
85%ile Speed (mph)	15.4	15.4	18.4	-	20.0	20.3	-	17.3	17.9
No. Vehicles > 20 MPH Limit	2	2	3	1	2	3	2	2	2
% Vehicles > 20 MPH Limit	3.6%	5.4%	4.5%	12.5%	13.3%	13.6%	28.6%	7.9%	11.7%
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%

4.2.39 Table 21 shows that the 5-day average traffic flows was just under 50 vehicles. The mean speed of traffic in September 2021 was 13.6 mph.

4.2.40 The proportion of vehicles exceeding 20mph was 7.9% in September 2021.

4.2.42 Table 22 presents the results for Argyll Avenue eastbound in Stirling.

Table 22. Site 7 Argyll Avenue (Eastbound)



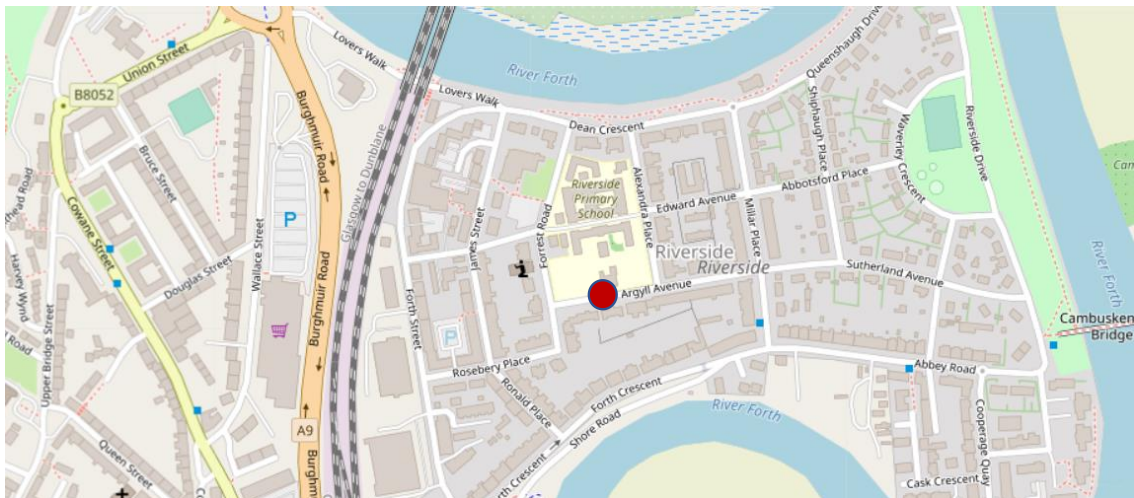
Stirling Site 7 Argyll Avenue between Forest Road & Alexandra Place Eastbound									
September 2021	Monday 13 Sep 2021	Tuesday 14 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 10 Sep 2021	Saturday 11 Sep 2021	Sunday 12 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	264	283	269	276	289	112	89	276	226
Mean Speed (mph)	15.4	15.5	16.0	16.1	16.5	17.8	16.5	15.9	16.3
85 th ile Speed (mph)	20.3	20.7	20.4	21.1	21.7	21.9	21.9	20.8	21.1
No. Vehicles > 20 MPH Limit	49	50	44	63	63	32	20	54	46
% Vehicles > 20 MPH Limit	18.6%	17.7%	16.4%	22.8%	21.8%	28.6%	22.5%	19.4%	21.2%
No. Vehicles > 35 MPH	0	0	2	5	6	0	0	3	2
% Vehicles > 35 MPH	0.0%	0.0%	0.7%	1.8%	2.1%	0.0%	0.0%	0.9%	0.7%

4.2.43 Table 22 shows that the 5-day average traffic flow was just under 300 vehicles. The mean speed of traffic in September 2021 was 15.9 mph.

4.2.44 The proportion of vehicles exceeding 20mph was 19.4% in September 2021.

4.2.45 Table 23 presents the results for Argyll Avenue westbound in Stirling.

Table 23. Site 7 Argyll Avenue (Westbound)



Stirling Site 7 Argyll Avenue between Forest Road & Alexandra Place Eastbound

September 2021	Monday 13 Sep 2021	Tuesday 14 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	181	134	195	191	181	120	105	176	158
Mean Speed (mph)	17.4	16.3	17.3	20.5	28.8	20.5	16.4	20.1	19.6
85%ile Speed (mph)	21.6	21.0	21.2	27.0	41.0	25.6	21.6	26.4	25.6
No. Vehicles > 20 MPH Limit	62	25	51	82	132	55	27	70	62
% Vehicles > 20 MPH Limit	34.3%	18.7%	26.2%	42.9%	72.9%	45.8%	25.7%	39.0%	38.1%
No. Vehicles > 35 MPH	0	0	0	12	56	0	0	14	10
% Vehicles > 35 MPH	0.0%	0.0%	0.0%	6.3%	30.9%	0.0%	0.0%	7.4%	5.3%

4.2.46 Table 23 shows that the 5-day average traffic flow was just under 200 vehicles. The mean speed of traffic in September 2021 was 20.1 mph.

4.2.47 The proportion of vehicles exceeding 20mph was 39.0% in September 2021.

Dunblane

4.2.49 Table 24 presents the results for High Street northbound in Dunblane.

Table 24. Site 1 High Street (northbound)



Dunblane Site 1 High Street Northbound									
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	695	603	718	782	891	810	527	738	718
Mean Speed (mph)	13	14	13	13	13	13	14	13.1	13.2
85%ile Speed (mph)	17	17	17	16	17	16	17	16.6	16.7
No. Vehicles > 20 MPH Limit	13	19	22	13	27	14	20	19	18
% Vehicles > 20 MPH Limit	1.9%	3.2%	3.1%	1.7%	3.0%	1.7%	3.8%	2.6%	2.6%
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	1005	1029	1003	1125	1213	1122	686	1075	1026
Mean Speed (mph)	12.4	12.7	13.1	12.6	12.8	12.5	14.2	12.7	12.9
85%ile Speed (mph)	15.7	16.1	16.7	15.7	16.3	16.0	17.5	16.1	16.3
No. Vehicles > 20 MPH Limit	16	27	28	26	30	28	20	25	25
% Vehicles > 20 MPH Limit	1.6%	2.6%	2.8%	2.3%	2.5%	2.5%	2.9%	2.4%	2.5%
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%
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	952	1038	1048	1121	1282	1088	714	1088	1035
Mean Speed (mph)	12.5	12.3	12.7	12.7	12.3	12.3	13.4	12.5	12.6
85%ile Speed (mph)	15.8	15.7	16.0	15.9	15.8	15.7	16.8	15.8	16.0
No. Vehicles > 20 MPH Limit	0	1	0	0	0	0	0	0	0
% Vehicles > 20 MPH Limit	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
No. Vehicles > 35 MPH	0	1	0	0	0	0	0	0	0
% Vehicles > 35 MPH	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

4.2.50 Table 24 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 in May 2021 was only 12.7mph, compared with 13.1mph in February 2021, reducing further to 12.5mph in September 2021.

4.2.51 The proportion of vehicles exceeding 20mph in February 2021 was similar in May 2021.

4.2.53 Table 25 presents the results for Perth Road northbound in Dunblane.

Table 25. Site 2 Perth Road (Northbound)



Dunblane Site 2 B8033 Perth Road Northbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 19 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	4064	3482	3797	4228	4692	3462	3129	4053	3836
Mean Speed (mph)	27	27	28	27	27	27	28	27.2	27.4
85%ile Speed (mph)	34	34	35	34	34	35	35	34.3	34.4
No. Vehicles > 20 MPH Limit	3091	2661	2891	3196	3538	2604	2446	3075	2918
% Vehicles > 20 MPH Limit	76.1%	76.4%	76.1%	75.6%	75.4%	75.2%	78.2%	75.9%	76.1%
No. Vehicles > 35 MPH	0	1	4	1	0	0	0	1	1
% Vehicles > 35 MPH	0.0%	0.0%	0.1%	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	5538	5908	5784	6776	6252	5287	3786	6052	5619
Mean Speed (mph)	26.7	26.5	26.9	25.6	26.6	25.6	27.7	26.5	26.5
85%ile Speed (mph)	33.6	33.1	33.3	31.9	33.2	32.5	34.6	33.0	33.2
No. Vehicles > 20 MPH Limit	4212	4560	4515	5046	4764	3846	3004	4619	4278
% Vehicles > 20 MPH Limit	76.1%	77.2%	78.1%	74.5%	76.2%	72.7%	79.3%	76.4%	76.3%
No. Vehicles > 35 MPH	16	11	13	12	23	7	17	15	14
% Vehicles > 35 MPH	0.3%	0.2%	0.2%	0.2%	0.4%	0.1%	0.4%	0.2%	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	5645	5825	6134	6133	6705	5275	4385	6088	5729
Mean Speed (mph)	24.2	24.2	23.9	24.1	24.0	24.4	24.7	24.1	24.2
85%ile Speed (mph)	30.8	30.8	30.3	30.8	30.6	31.2	31.5	30.7	30.9
No. Vehicles > 20 MPH Limit	4011	4126	4271	4294	4702	3710	3160	4281	4039
% Vehicles > 20 MPH Limit	71.1%	70.8%	69.6%	70.0%	70.1%	70.3%	72.1%	70.3%	70.6%
No. Vehicles > 35 MPH	5	13	7	8	1	2	4	7	6
% Vehicles > 35 MPH	0.1%	0.2%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	0.1%

4.2.54 Table 25 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 in February 2021 was 27.2mph. The highest flows was observed in September 2021 when the mean speed had reduced to 24.1mph.

4.2.55 The average proportion of vehicles exceeding 20mph was across all surveys.

4.2.57 Table 26 presents the results for Perth Road southbound in Dunblane.

Table 26. Site 2 B8033 Perth Road (Southbound)



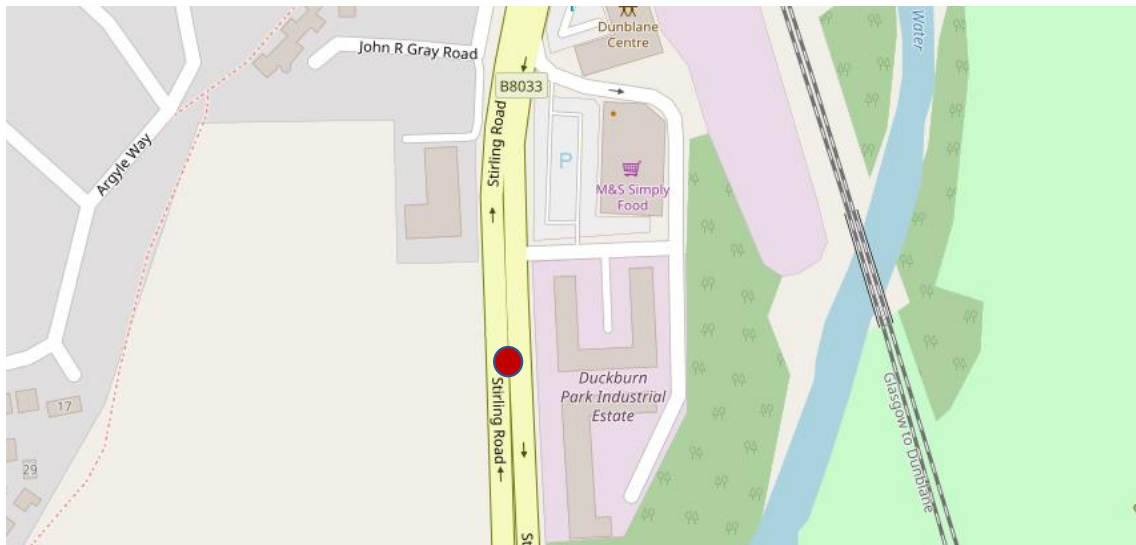
Dunblane Site 2 B8033 Perth Road Southbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 19 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	3468	2956	3379	3714	4086	3058	2901	3521	3366
Mean Speed (mph)	31	32	31	31	31	32	32	31.4	31.5
85%ile Speed (mph)	36	36	36	36	36	36	36	35.9	36.0
No. Vehicles > 20 MPH Limit	3424	2929	3346	3668	4027	3014	2874	3479	3326
% Vehicles > 20 MPH Limit	98.7%	99.1%	99.0%	98.8%	98.6%	98.6%	99.1%	98.8%	98.8%
No. Vehicles > 45 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 45 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	4839	4968	5025	4972	5377	4417	3458	5036	4722
Mean Speed (mph)	30.0	29.9	29.9	28.7	29.9	29.0	31.3	29.7	29.8
85%ile Speed (mph)	34.3	34.2	34.0	33.2	34.2	33.6	35.7	34.0	34.2
No. Vehicles > 20 MPH Limit	4720	4858	4920	4741	5264	4185	3414	4901	4586
% Vehicles > 20 MPH Limit	97.5%	97.8%	97.9%	95.4%	97.9%	94.7%	98.7%	97.3%	97.1%
No. Vehicles > 45 MPH	14	15	15	9	17	27	20	14	17
% Vehicles > 45 MPH	0.3%	0.3%	0.3%	0.2%	0.3%	0.6%	0.6%	0.3%	0.4%
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	5032	5169	5406	5356	5926	4801	4001	5378	5099
Mean Speed (mph)	26.7	27.0	27.1	26.6	26.6	27.3	28.0	26.8	27.0
85%ile Speed (mph)	32.0	32.4	32.5	32.0	31.9	32.8	33.4	32.2	32.4
No. Vehicles > 20 MPH Limit	4566	4831	5000	4881	5448	4455	3735	4945	4702
% Vehicles > 20 MPH Limit	90.7%	93.5%	92.5%	91.1%	91.9%	92.8%	93.4%	92.0%	92.3%
No. Vehicles > 45 MPH	9	6	10	10	8	15	20	9	11
% Vehicles > 45 MPH	0.2%	0.1%	0.2%	0.2%	0.1%	0.3%	0.5%	0.2%	0.2%

4.2.58 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 of traffic in February 2021 was slightly higher (31.4mph) compared with May 2021 (29.7mph) and lower in September 2021 (26.8mph).

4.2.59 The average proportion of vehicles exceeding 20mph was similar across all surveys.

4.2.61 Table 27 presents the results for Stirling Road northbound in Dunblane.

Table 27. Site 3 Castle Street, Dunblane (Northbound)



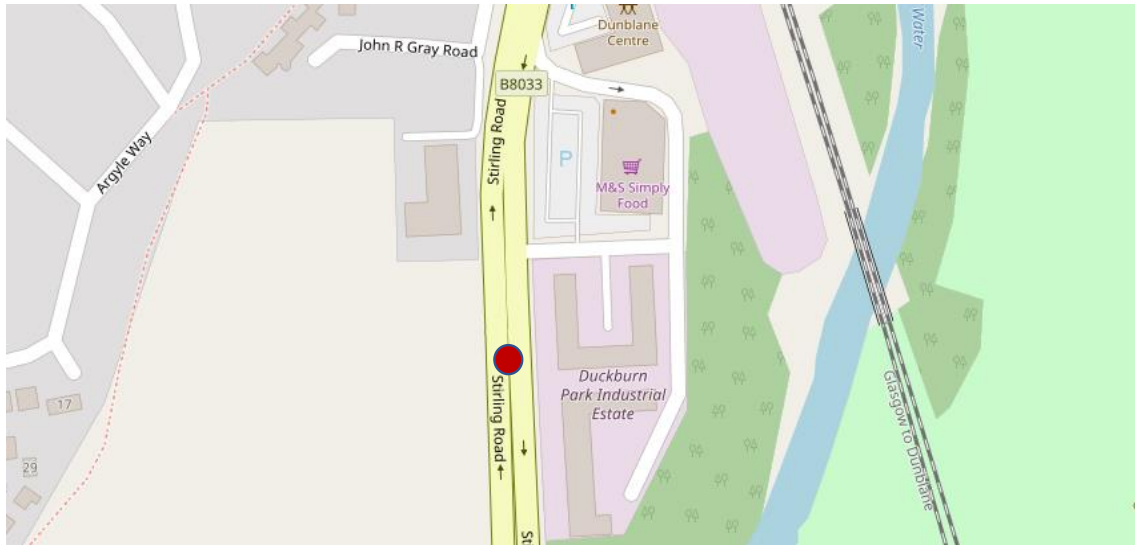
Dunblane Site 3 Stirling Road Northbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	3992	3598	4030	4429	4855	3675	3207	4181	3969
Mean Speed (mph)	33	33	33	33	33	33	33	33.0	33.0
85%ile Speed (mph)	38	38	38	38	38	38	39	38.2	38.2
No. Vehicles > 20 MPH Limit	3978	3589	4014	4404	4832	3659	3178	4163	3951
% Vehicles > 20 MPH Limit	99.6%	99.7%	99.6%	99.4%	99.5%	99.6%	99.1%	99.6%	99.5%
No. Vehicles > 35 MPH	84	57	80	79	71	62	60	74	70
% Vehicles > 35 MPH	2.1%	1.6%	2.0%	1.8%	1.5%	1.7%	1.9%	1.8%	1.8%
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	5209	5244	5433	5524	6019	5050	3936	5486	5202
Mean Speed (mph)	33.0	33.2	33.0	32.8	33.1	33.3	33.9	33.0	33.2
85%ile Speed (mph)	38.4	38.2	38.1	38.0	38.4	38.4	39.2	38.2	38.4
No. Vehicles > 20 MPH Limit	5144	5231	5389	5473	5979	5033	3913	5443	5166
% Vehicles > 20 MPH Limit	98.8%	99.8%	99.2%	99.1%	99.3%	99.7%	99.4%	99.2%	99.3%
No. Vehicles > 35 MPH	88	74	83	88	91	107	88	85	88
% Vehicles > 35 MPH	1.7%	1.4%	1.5%	1.6%	1.5%	2.1%	2.2%	1.5%	1.7%
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	5197	5406	5578	5815	6169	5022	4290	5633	5354
Mean Speed (mph)	28.1	28.4	28.5	28.3	28.3	29.2	29.0	28.3	28.5
85%ile Speed (mph)	32.5	32.3	32.5	32.4	32.2	33.2	33.3	32.4	32.6
No. Vehicles > 20 MPH Limit	5047	5337	5478	5705	6100	4961	4241	5533	5267
% Vehicles > 20 MPH Limit	97.1%	98.7%	98.2%	98.1%	98.9%	98.8%	98.9%	98.2%	98.4%
No. Vehicles > 35 MPH	14	15	8	13	17	24	18	13	16
% Vehicles > 35 MPH	0.3%	0.3%	0.1%	0.2%	0.3%	0.5%	0.4%	0.2%	0.3%

4.2.62 Table 27 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 in February and May 2021 was 33.0mph, which reduced to 28.3mph in September 2021.

4.2.63 Therefore, the average proportion of vehicles exceeding 20mph speed was similar across all surveys.

4.2.65 Table 28 presents the results for Stirling Road southbound in Dunblane.

Table 28. Site 3 Stirling Road (Southbound)



Dunblane Site 3 Stirling Road Southbound									
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	3272	2847	3206	3510	3661	2760	2588	3299	3121
Mean Speed (mph)	36	35	35	35	35	35	35	35.2	35.1
85%ile Speed (mph)	40	39	40	40	40	39	40	39.7	39.6
No. Vehicles > 20 MPH Limit	3237	2842	3192	3493	3627	2747	2528	3278	3095
% Vehicles > 20 MPH Limit	98.9%	99.8%	99.6%	99.5%	99.1%	99.5%	97.7%	99.4%	99.2%
No. Vehicles > 35 MPH	106	55	76	103	101	71	91	88	86
% Vehicles > 35 MPH	3.2%	1.9%	2.4%	2.9%	2.8%	2.6%	3.5%	2.6%	2.8%
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	4286	4336	4472	4359	4754	3890	3198	4441	4185
Mean Speed (mph)	35.4	35.8	35.6	35.2	35.6	35.5	35.7	35.5	35.5
85%ile Speed (mph)	39.8	40.3	40.0	39.7	39.9	39.9	40.2	39.9	40.0
No. Vehicles > 20 MPH Limit	4271	4323	4452	4345	4741	3880	3168	4426	4169
% Vehicles > 20 MPH Limit	99.7%	99.7%	99.6%	99.7%	99.7%	99.7%	99.1%	99.7%	99.6%
No. Vehicles > 35 MPH	94	116	141	117	120	119	120	118	118
% Vehicles > 35 MPH	2.2%	2.7%	3.2%	2.7%	2.5%	3.1%	3.8%	2.6%	2.9%
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	4365	4584	4741	4789	5081	4290	3572	4712	4489
Mean Speed (mph)	30.3	30.6	30.8	29.1	28.9	29.2	28.8	29.9	29.7
85%ile Speed (mph)	35.0	35.0	35.4	33.6	33.1	33.3	33.1	34.4	34.1
No. Vehicles > 20 MPH Limit	4303	4530	4692	4702	4995	4237	3509	4644	4424
% Vehicles > 20 MPH Limit	98.6%	98.8%	99.0%	98.2%	98.3%	98.8%	98.2%	98.6%	98.6%
No. Vehicles > 35 MPH	19	11	21	9	11	12	7	14	13
% Vehicles > 35 MPH	0.4%	0.2%	0.4%	0.2%	0.2%	0.3%	0.2%	0.3%	0.3%

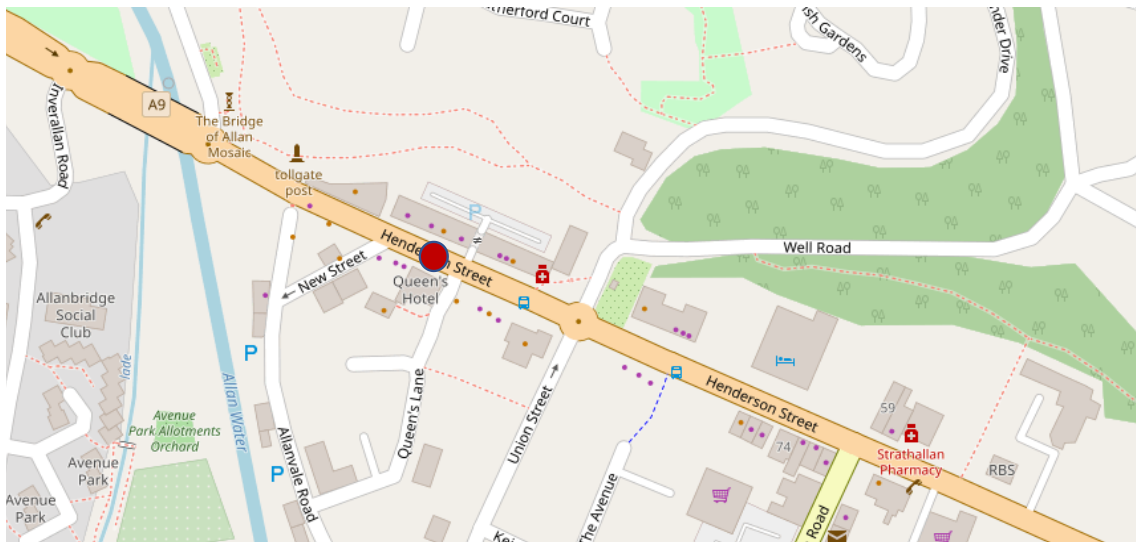
4.2.66 Table 28 shows that the 5-day average traffic flows were lower in February 2021 when Scotland was in a period of lockdown. The mean speed of traffic in February 2021 was similar to that of May 2021 (35.2mph and 35.5mph respectively), but reduced in September 2021 (29.9mph).

4.2.67 Therefore, the average proportion of vehicles exceeding 20mph speed was similar across all surveys.

Bridge of Allan

4.2.68 Table 29 presents the results for the Henderson Street eastbound in Bridge of Allan.

Table 29. Site 1 Henderson Street (Eastbound)



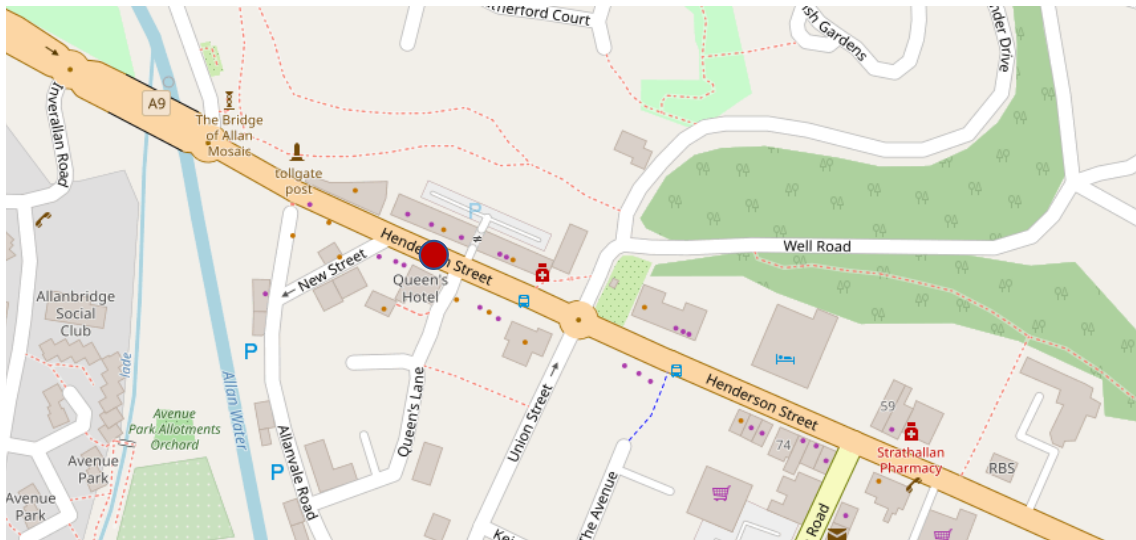
Bridge of Allan Site 1 Henderson Street Eastbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 28 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	4345	3926	4313	4505	5035	4230	3647	4425	4286
Mean Speed (mph)	20.6	21.3	20.3	20.4	19.3	18.8	19.3	20.4	20.0
85%ile Speed (mph)	24.6	25.2	24.4	24.4	23.4	23.2	23.5	24.4	24.1
No. Vehicles > 20 MPH Limit	2406	2453	2195	2326	2006	1525	1451	2277	2052
% Vehicles > 20 MPH Limit	55.4%	62.5%	50.9%	51.6%	39.8%	36.1%	39.8%	52.0%	48.0%
No. Vehicles > 35 MPH	11	22	17	13	21	20	12	17	17
% Vehicles > 35 MPH	0.3%	0.6%	0.4%	0.3%	0.4%	0.5%	0.3%	0.4%	0.4%
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	5477	5770	6033	5993	6423	5476	4478	5939	5664
Mean Speed (mph)	20.0	19.8	19.4	19.2	18.4	18.2	19.3	19.4	19.2
85%ile Speed (mph)	23.9	23.6	23.3	23.2	22.8	22.6	23.7	23.4	23.3
No. Vehicles > 20 MPH Limit	2795	2678	2523	2397	2193	1705	1787	2517	2297
% Vehicles > 20 MPH Limit	51.0%	46.4%	41.8%	40.0%	34.1%	31.1%	39.9%	42.7%	40.6%
No. Vehicles > 35 MPH	5	0	5	3	4	1	1	3	3
% Vehicles > 35 MPH	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%
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	5672	6024	6543	6279	6586	5959	4935	6221	6000
Mean Speed (mph)	19.7	19.0	18.5	18.7	17.9	17.7	19.0	18.8	18.6
85%ile Speed (mph)	23.6	23.2	22.8	22.8	22.1	22.0	23.1	22.9	22.8
No. Vehicles > 20 MPH Limit	2585	2412	2167	2254	1917	1632	1828	2267	2114
% Vehicles > 20 MPH Limit	45.6%	40.0%	33.1%	35.9%	29.1%	27.4%	37.0%	36.7%	35.5%
No. Vehicles > 35 MPH	28	13	19	24	23	14	20	21	20
% Vehicles > 35 MPH	0.5%	0.2%	0.3%	0.4%	0.3%	0.2%	0.4%	0.3%	0.3%

4.2.69 Table 29 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown, and the mean speed was 20.4mph. Flows increased in both May and September 2021, whilst the mean speed reduced over time.

4.2.70 The proportion of vehicles exceeding 20mph in May 2021 was slightly lower than in February 2021, and continued to decline in September 2021.

4.2.71 Table 30 presents the results for the Henderson Street westbound in Bridge of Allan.

Table 30. Site Henderson Street (Westbound)



Bridge of Allan Site 1 Henderson Street Westbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 28 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	4786	4202	4672	5101	5572	4751	3844	4867	4704
Mean Speed (mph)	21.0	21.8	20.8	20.7	19.5	18.4	19.3	20.8	20.2
85%ile Speed (mph)	24.7	25.4	24.6	24.7	24.0	22.8	23.7	24.7	24.3
No. Vehicles > 20 MPH Limit	2907	2869	2685	2917	2463	1533	1579	2768	2422
% Vehicles > 20 MPH Limit	60.7%	68.3%	57.5%	57.2%	44.2%	32.3%	41.1%	57.6%	51.6%
No. Vehicles > 35 MPH	11	19	18	21	20	15	18	18	17
% Vehicles > 35 MPH	0.2%	0.5%	0.4%	0.4%	0.4%	0.3%	0.5%	0.4%	0.4%
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	5823	6170	6480	6638	7011	6108	4700	6424	6133
Mean Speed (mph)	20.9	20.3	19.7	19.4	18.7	18.1	19.5	19.8	19.5
85%ile Speed (mph)	24.7	24.6	24.2	23.8	23.5	22.9	24.0	24.2	24.0
No. Vehicles > 20 MPH Limit	3452	3286	2975	2921	2641	1958	2056	3055	2756
% Vehicles > 20 MPH Limit	59.3%	53.3%	45.9%	44.0%	37.7%	32.1%	43.7%	48.0%	45.1%
No. Vehicles > 35 MPH	0	1	6	0	5	1	5	2	3
% Vehicles > 35 MPH	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%
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	6244	6734	7399	6989	7546	6974	5519	6982	6772
Mean Speed (mph)	19.5	18.7	17.5	18.6	17.6	16.4	18.7	18.4	18.1
85%ile Speed (mph)	23.6	23.2	22.8	23.3	22.5	21.8	23.1	23.1	22.9
No. Vehicles > 20 MPH Limit	2813	2534	2290	2647	2250	1617	2069	2507	2317
% Vehicles > 20 MPH Limit	45.1%	37.6%	31.0%	37.9%	29.8%	23.2%	37.5%	36.3%	34.6%
No. Vehicles > 35 MPH	21	16	12	17	16	20	21	16	18
% Vehicles > 35 MPH	0.3%	0.2%	0.2%	0.2%	0.2%	0.3%	0.4%	0.2%	0.3%

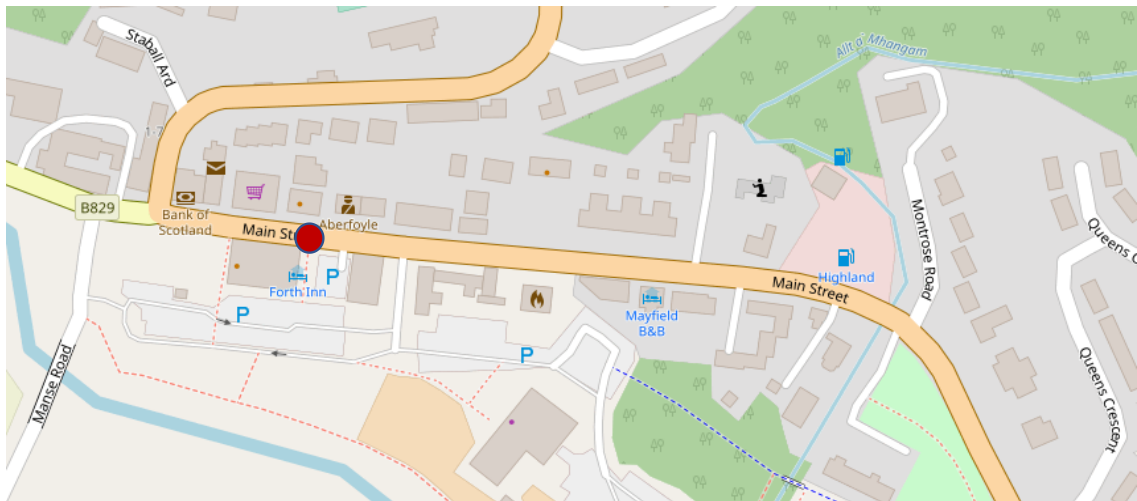
4.2.72 Table 30 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. Conversely, the mean speed was highest at 20.8mph. Flows increased in May 2021 and continued to increase in September 2021, whilst the mean speed reduced over time.

4.2.73 The proportion of vehicles exceeding 20mph in May 2021 was slightly lower than in February 2021, and continued to decline in September 2021.

Aberfoyle

4.2.74 Table 31 presents the results for the Main Street eastbound in Aberfoyle.

Table 31. Site 1 Main Street (Eastbound)



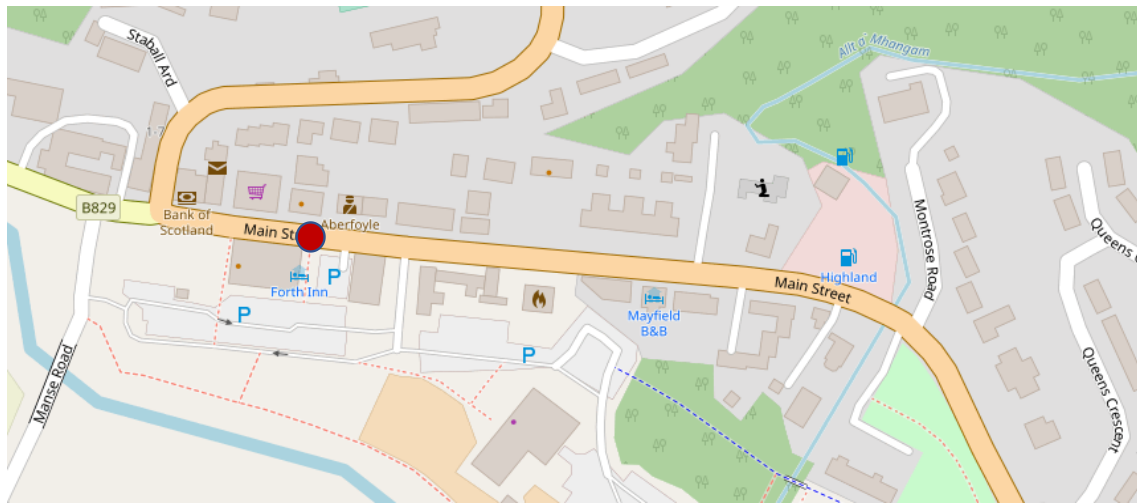
Aberfoyle Site 1 Main Street Eastbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 28 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	708	659	742	861	940	971	958	782	834
Mean Speed (mph)	20.0	20.1	20.7	19.0	20.0	18.8	18.9	20.0	19.6
85%ile Speed (mph)	25.6	25.4	26.0	24.4	25.3	23.5	23.7	25.3	24.8
No. Vehicles > 20 MPH Limit	347	307	380	330	439	327	360	361	356
% Vehicles > 20 MPH Limit	49.0%	46.6%	51.2%	38.3%	46.7%	33.7%	37.6%	46.4%	43.3%
No. Vehicles > 35 MPH	3	7	7	3	2	3	0	4	4
% Vehicles > 35 MPH	0.4%	1.1%	0.9%	0.3%	0.2%	0.3%	0.0%	0.6%	0.5%
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	761	1019	1281	1253	1454	1421	1547	1154	1248
Mean Speed (mph)	21.1	20.5	20.6	20.6	19.4	19.3	18.9	20.4	20.1
85%ile Speed (mph)	26.5	25.3	25.7	25.9	24.8	24.3	23.9	25.6	25.2
No. Vehicles > 20 MPH Limit	445	549	697	698	654	606	604	609	608
% Vehicles > 20 MPH Limit	58.5%	53.9%	54.4%	55.7%	45.0%	42.6%	39.0%	53.5%	49.9%
No. Vehicles > 35 MPH	2	2	5	4	2	7	3	3	4
% Vehicles > 35 MPH	0.3%	0.2%	0.4%	0.3%	0.1%	0.5%	0.2%	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	1335	1452	1821	1241	1467	508	2134	1463	1423
Mean Speed (mph)	18.2	17.9	17.8	18.9	17.7	18.8	16.3	18.1	17.9
85%ile Speed (mph)	22.6	22.3	22.0	23.3	21.9	23.4	20.1	22.4	22.2
No. Vehicles > 20 MPH Limit	426	424	502	469	388	190	331	442	390
% Vehicles > 20 MPH Limit	31.9%	29.2%	27.6%	37.8%	26.4%	37.4%	15.5%	30.6%	29.4%
No. Vehicles > 35 MPH	4	1	1	6	3	1	1	3	2
% Vehicles > 35 MPH	0.3%	0.1%	0.1%	0.5%	0.2%	0.2%	0.0%	0.2%	0.2%

4.2.75 Table 31 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown, but the mean speed was 20.0mph. The highest flows were observed in September 2021 when the mean speed was 18.1mph

4.2.76 The proportion of vehicles exceeding 20mph was similar in February 2021 and May 2021, but decreased in September 2021.

4.2.77 Table 32 presents the results for the Main Street westbound in Main Street.

Table 32. Site Main Street (Westbound)



Aberfoyle Site 1 Main Street Westbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 28 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	781	733	804	907	1024	1032	1017	850	900
Mean Speed (mph)	21	21	21	21	21	20	21	21.0	20.9
85%ile Speed (mph)	27	26	27	26	27	26	27	26.6	26.6
No. Vehicles > 20 MPH Limit	470	417	494	523	635	558	573	508	524
% Vehicles > 20 MPH Limit	60.2%	56.9%	61.4%	57.7%	62.0%	54.1%	56.3%	59.6%	58.4%
No. Vehicles > 35 MPH	7	4	9	7	6	4	16	7	8
% Vehicles > 35 MPH	0.9%	0.5%	1.1%	0.8%	0.6%	0.4%	1.6%	0.8%	0.8%
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	808	1028	1376	1310	1580	1435	1537	1220	1296
Mean Speed (mph)	22.6	21.6	22.6	22.2	21.5	21.4	21.5	22.1	21.9
85%ile Speed (mph)	27.5	26.5	27.5	27.0	26.9	26.9	26.5	27.1	27.0
No. Vehicles > 20 MPH Limit	573	676	991	906	1002	902	953	830	858
% Vehicles > 20 MPH Limit	70.9%	65.8%	72.0%	69.2%	63.4%	62.9%	62.0%	68.3%	66.6%
No. Vehicles > 35 MPH	14	8	8	16	12	8	15	12	12
% Vehicles > 35 MPH	1.7%	0.8%	0.6%	1.2%	0.8%	0.6%	1.0%	1.0%	0.9%
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	1415	1547	1883	1331	1607	653	1991	1557	1490
Mean Speed (mph)	19.7	19.4	19.3	19.9	18.9	20.0	18.0	19.4	19.3
85%ile Speed (mph)	23.9	23.9	24.0	24.5	23.8	24.8	22.5	24.0	23.9
No. Vehicles > 20 MPH Limit	659	692	849	661	659	332	626	704	640
% Vehicles > 20 MPH Limit	46.6%	44.7%	45.1%	49.7%	41.0%	50.8%	31.4%	45.4%	44.2%
No. Vehicles > 35 MPH	3	2	8	3	4	0	4	4	3
% Vehicles > 35 MPH	0.2%	0.1%	0.4%	0.2%	0.2%	0.0%	0.2%	0.2%	0.2%

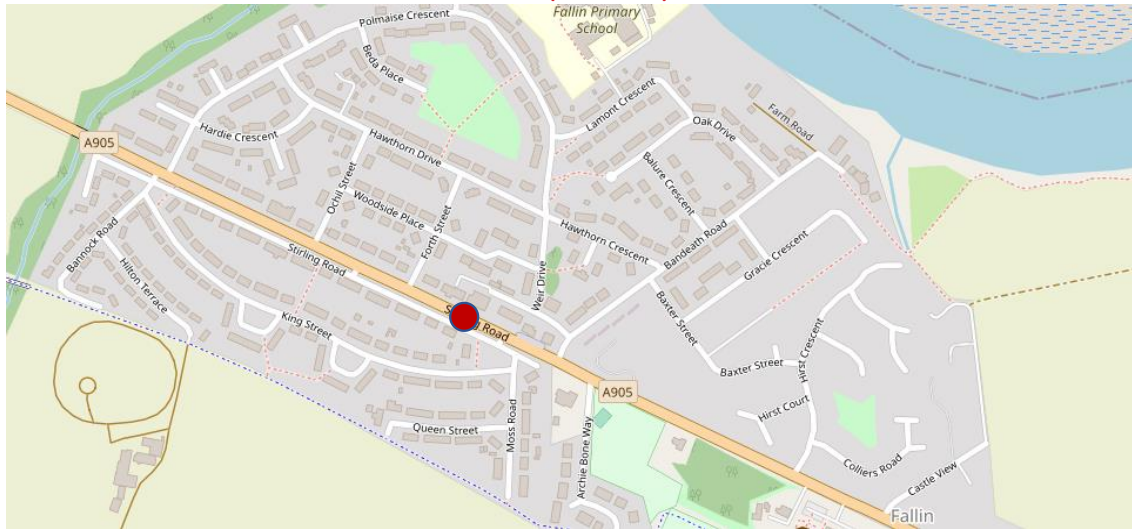
4.2.78 Table 32 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. However the mean speed was higher in May 2021 (22.1mph).

4.2.79 The proportion of vehicles exceeding 20mph was similar in May 2021 and February 2021, before decreasing in September 2021.

Fallin

4.2.80 Table 33 presents the results for the A905 eastbound in Fallin.

Table 33. Site 1 A905 (Eastbound)



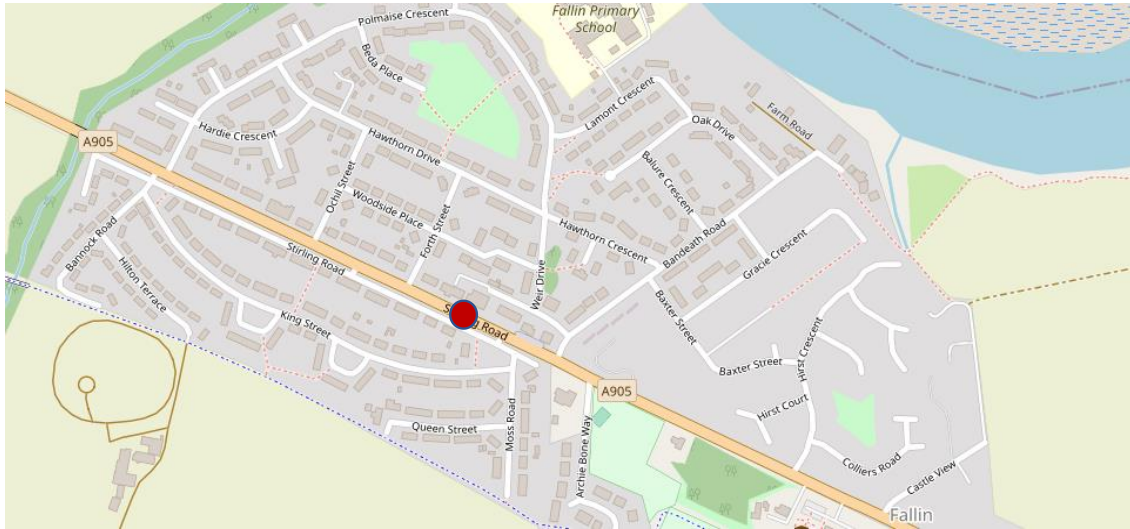
Fallin Site 1 A905 Eastbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	3442	3137	3408	3469	3926	2653	2255	3476	3184
Mean Speed (mph)	27.8	27.8	27.9	28.1	27.6	28.4	29.2	27.8	28.1
85%ile Speed (mph)	31.5	31.4	31.4	31.7	31.3	31.9	33.0	31.5	31.7
No. Vehicles > 20 MPH Limit	3304	3049	3328	3383	3800	2601	2214	3373	3097
% Vehicles > 20 MPH Limit	96.0%	97.2%	97.7%	97.5%	96.8%	98.0%	98.2%	97.0%	97.3%
No. Vehicles > 35 MPH	144	118	126	141	142	127	165	134	138
% Vehicles > 35 MPH	4.2%	3.8%	3.7%	4.1%	3.6%	4.8%	7.3%	3.9%	4.5%
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	4126	4379	4340	4245	4616	3476	2970	4341	4022
Mean Speed (mph)	28.7	28.7	28.2	29.0	28.3	29.4	29.8	28.6	28.9
85%ile Speed (mph)	32	32	32	33	32	33	33	32.2	32.5
No. Vehicles > 20 MPH Limit	4036	4292	4174	4182	4493	3430	2937	4235	3935
% Vehicles > 20 MPH Limit	97.8%	98.0%	96.2%	98.5%	97.3%	98.7%	98.9%	97.6%	97.9%
No. Vehicles > 35 MPH	218	191	187	224	201	249	251	204	217
% Vehicles > 35 MPH	5.3%	4.4%	4.3%	5.3%	4.4%	7.2%	8.5%	4.7%	5.6%
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	4022	4282	4245	4193	4483	3560	2904	4245	3956
Mean Speed (mph)	25.4	25.3	25.3	25.5	25.2	26.2	26.7	25.3	25.7
85%ile Speed (mph)	29.7	29.4	29.7	29.7	29.3	30.8	30.8	29.6	29.9
No. Vehicles > 20 MPH Limit	3713	3942	3846	3812	4088	3350	2780	3880	3647
% Vehicles > 20 MPH Limit	92.3%	92.1%	90.6%	90.9%	91.2%	94.1%	95.7%	91.4%	92.4%
No. Vehicles > 35 MPH	82	114	102	93	87	113	115	96	101
% Vehicles > 35 MPH	2.0%	2.7%	2.4%	2.2%	1.9%	3.2%	4.0%	2.3%	2.6%

4.2.81 Table 33 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. However the mean speed was higher in May 2021 (28.6mph), before reducing again in September 2021.

4.2.82 The proportion of vehicles exceeding 20mph was higher in May 2021 when compared to February 2021, before reducing slightly in September 2021, although was still over 90%.

4.2.83 Table 34 presents the results for the A905 westbound in Fallin.

Table 34. Site 1 A905 (Westbound)



Fallin Site 1 A905 Westbound									
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	3387	3081	3352	3372	3869	2598	2208	3412	3124
Mean Speed (mph)	28.2	28.3	28.4	28.3	28.3	28.8	29.4	28.3	28.5
85%ile Speed (mph)	31.8	32.2	31.9	31.8	31.9	32.5	33.2	31.9	32.2
No. Vehicles > 20 MPH Limit	3302	3000	3266	3298	3785	2560	2163	3330	3053
% Vehicles > 20 MPH Limit	97.5%	97.4%	97.4%	97.8%	97.8%	98.5%	98.0%	97.6%	97.8%
No. Vehicles > 35 MPH	132	174	170	137	178	148	172	158	159
% Vehicles > 35 MPH	3.9%	5.6%	5.1%	4.1%	4.6%	5.7%	7.8%	4.7%	5.3%
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	4123	4214	4261	4156	4411	3343	2766	4233	3896
Mean Speed (mph)	28.7	28.4	28.1	28.7	28.5	29.4	29.8	28.5	28.8
85%ile Speed (mph)	32	32	32	32	32	33	34	32.0	32.4
No. Vehicles > 20 MPH Limit	4052	4123	4094	4076	4304	3286	2732	4130	3810
% Vehicles > 20 MPH Limit	98.3%	97.8%	96.1%	98.1%	97.6%	98.3%	98.8%	97.6%	97.8%
No. Vehicles > 35 MPH	198	197	182	210	202	240	241	198	210
% Vehicles > 35 MPH	4.8%	4.7%	4.3%	5.1%	4.6%	7.2%	8.7%	4.7%	5.6%
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	3922	4173	4249	4049	4436	3396	2795	4166	3860
Mean Speed (mph)	25.4	25.2	25.7	25.8	25.6	26.4	26.9	25.5	25.9
85%ile Speed (mph)	29.6	29.4	29.9	29.9	29.9	30.9	31.3	29.7	30.1
No. Vehicles > 20 MPH Limit	3574	3778	3941	3750	4048	3189	2624	3818	3558
% Vehicles > 20 MPH Limit	91.1%	90.5%	92.8%	92.6%	91.3%	93.9%	93.9%	91.7%	92.3%
No. Vehicles > 35 MPH	82	74	106	97	96	120	120	91	99
% Vehicles > 35 MPH	2.1%	1.8%	2.5%	2.4%	2.2%	3.5%	4.3%	2.2%	2.7%

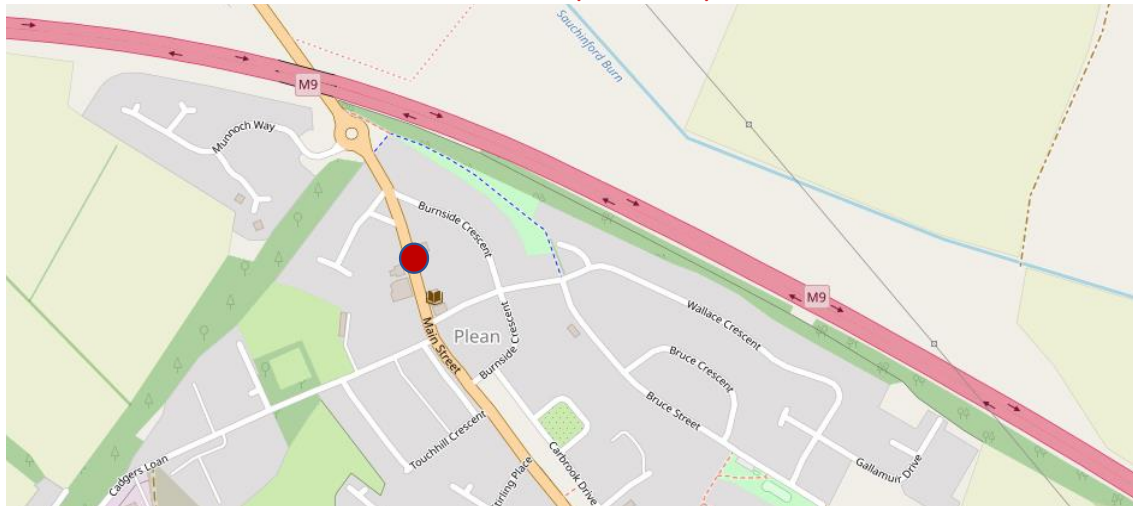
4.2.84 Table 34 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. The mean speed was similar for both February and May 2021 (28.3mph and 28.5mph respectively), but reduced in September 2021 (25.5mph).

4.2.85 The proportion of vehicles exceeding 20mph in May 2021 was similar to February 2021, during a period of lockdown, but reduced slightly in September 2021 although it was over 90% in all survey periods.

Plean

4.2.86 Table 35 presents the results for the Main Street northbound in Plean.

Table 35. Site 1 Main Street (Northbound)



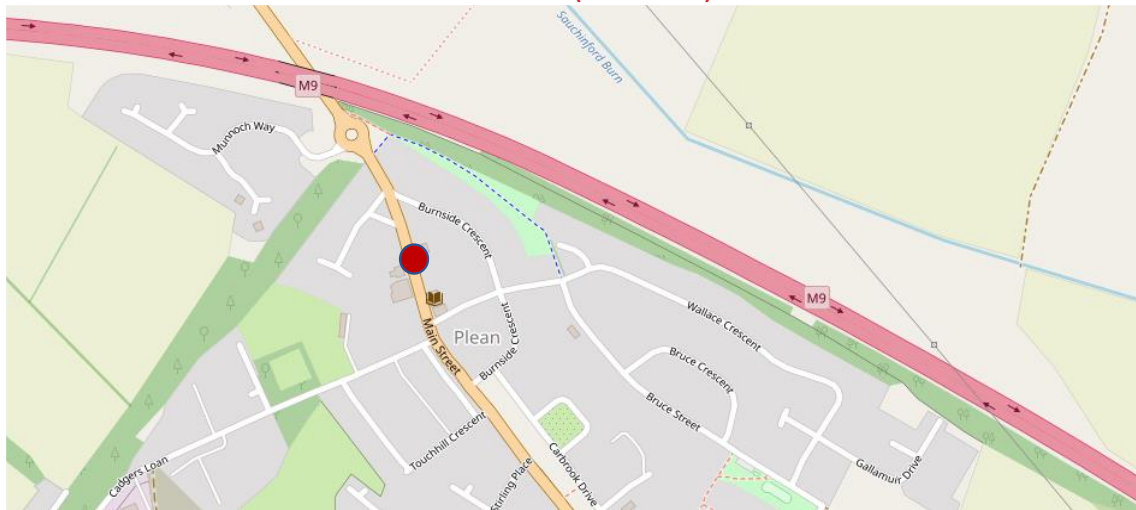
Plean Site 1 Main Street Northbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	3914	3991	4041	4090	4240	2779	2496	4055	3650
Mean Speed (mph)	24.9	24.4	25.0	24.8	24.6	25.7	26.1	24.7	25.1
85%ile Speed (mph)	28.5	28.1	28.5	28.3	28.5	29.8	29.9	28.4	28.8
No. Vehicles > 30 MPH Limit	310	281	326	291	343	389	360	310	329
% Vehicles > 30 MPH Limit	7.9%	7.0%	8.1%	7.1%	8.1%	14.0%	14.4%	7.6%	9.5%
No. Vehicles > 35 MPH	4	3	2	3	3	0	0	3	2
% Vehicles > 35 MPH	0.1%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%
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	4941	4948	5100	5079	5097	3826	3376	5033	4624
Mean Speed (mph)	25.4	25.2	25.2	25.1	25.1	25.9	26.6	25.2	25.5
85%ile Speed (mph)	28.9	29.0	29.1	28.9	29.1	29.6	30.4	29.0	29.3
No. Vehicles > 30 MPH Limit	483	500	547	484	539	488	587	511	518
% Vehicles > 30 MPH Limit	9.8%	10.1%	10.7%	9.5%	10.6%	12.8%	17.4%	10.1%	11.6%
No. Vehicles > 35 MPH	3	1	2	0	1	1	5	1	2
% Vehicles > 35 MPH	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
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	4445	4556	4683	4492	4701	3646	3147	4575	4239
Mean Speed (mph)	23.3	22.9	23.1	23.1	23.1	23.9	24.0	23.1	23.3
85%ile Speed (mph)	27.2	26.9	27.1	27.1	27.0	27.7	28.4	27.1	27.3
No. Vehicles > 30 MPH Limit	201	199	225	194	203	225	250	204	214
% Vehicles > 30 MPH Limit	4.5%	4.4%	4.8%	4.3%	4.3%	6.2%	7.9%	4.5%	5.2%
No. Vehicles > 35 MPH	37	40	28	34	26	32	47	33	35
% Vehicles > 35 MPH	0.0%	-0.1%	0.0%	-0.1%	-0.1%	0.0%	0.1%	0.0%	0.0%

4.2.87 Table 35 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown, but the mean speed was lower than May 2021. The mean speed was lowest in September 2021.

4.2.88 The proportion of vehicles exceeding 30mph was higher in May 2021 than in February 2021, the lowest proportion was observed in September 2021.

4.2.89 Table 36 presents the results for the High Street southbound in Plean.

Table 36. Site 1 Main Street (Southbound)



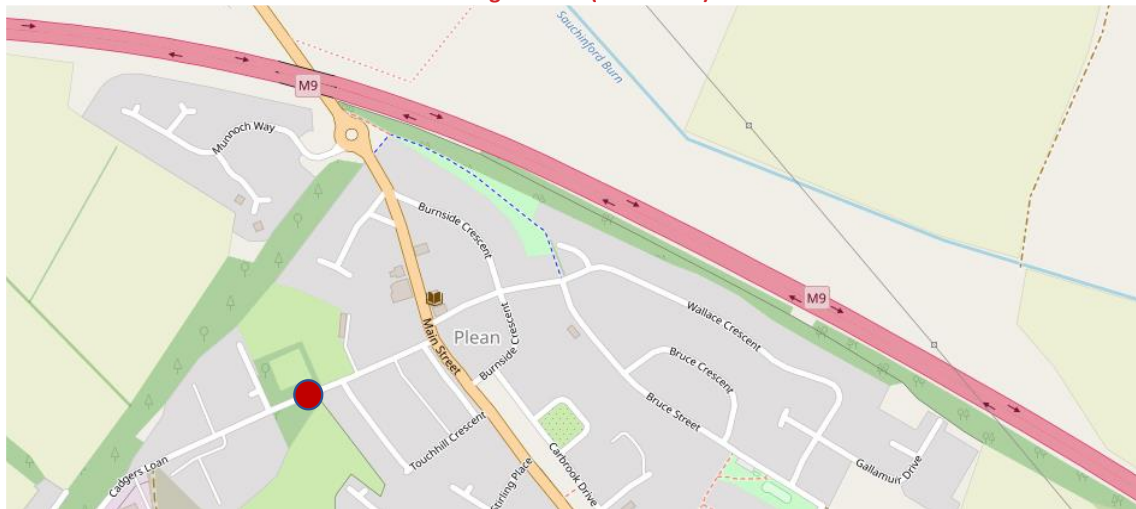
Plean Site 1 Main Street Southbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	3947	4196	4152	4306	4314	2916	2497	4183	3761
Mean Speed (mph)	24.0	23.1	23.6	23.6	23.1	24.5	24.9	23.5	23.8
85%ile Speed (mph)	28.1	27.3	28.0	27.8	27.2	29.0	29.3	27.7	28.1
No. Vehicles > 20 MPH Limit	240	188	269	239	155	296	297	218	241
% Vehicles > 20 MPH Limit	6.1%	4.5%	6.5%	5.6%	3.6%	10.2%	11.9%	5.2%	6.9%
No. Vehicles > 35 MPH	1	0	1	0	0	4	1	0	1
% Vehicles > 35 MPH	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	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	4856	5078	5187	5031	5216	4090	3308	5074	4681
Mean Speed (mph)	24.4	24.3	24.0	24.0	23.5	24.1	25.8	24.0	24.3
85%ile Speed (mph)	28.6	28.5	28.5	28.3	28.1	28.9	30.0	28.4	28.7
No. Vehicles > 20 MPH Limit	446	405	417	386	367	402	488	404	416
% Vehicles > 20 MPH Limit	9.2%	8.0%	8.0%	7.7%	7.0%	9.8%	14.8%	8.0%	9.2%
No. Vehicles > 35 MPH	9	1	1	1	1	2	4	3	3
% Vehicles > 35 MPH	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	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	4486	4674	4928	4712	4819	3649	3146	4724	4345
Mean Speed (mph)	22.0	21.5	21.6	21.3	21.2	22.5	23.1	21.5	21.9
85%ile Speed (mph)	26.7	26.4	26.5	26.4	25.9	27.5	27.7	26.4	26.7
No. Vehicles > 30 MPH Limit	176	173	190	201	155	210	204	179	187
% Vehicles > 30 MPH Limit	3.9%	3.7%	3.9%	4.3%	3.2%	5.8%	6.5%	3.8%	4.5%
No. Vehicles > 35 MPH	24	19	25	19	23	30	36	22	25
% Vehicles > 35 MPH	0.2%	0.0%	0.0%	0.0%	0.0%	-0.1%	0.1%	0.0%	0.0%

4.2.90 Table 36 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. The mean speed in February 2021 was 23.5mph and reduced to 21.5mph in September 2021.

4.2.91 The proportion of vehicles exceeding 20mph in May 2021 was higher than February 2021, before reducing in September 2021.

4.2.92 Table 37 presents the results for Cadgers Loan eastbound in Plean. Surveys at this location were only undertaken in September 2021.

Table 37. Site 2 Cadgers Loan (Eastbound)



Plean Site 2 Cadgers Loan east of the junction with Parkside Court Eastbound

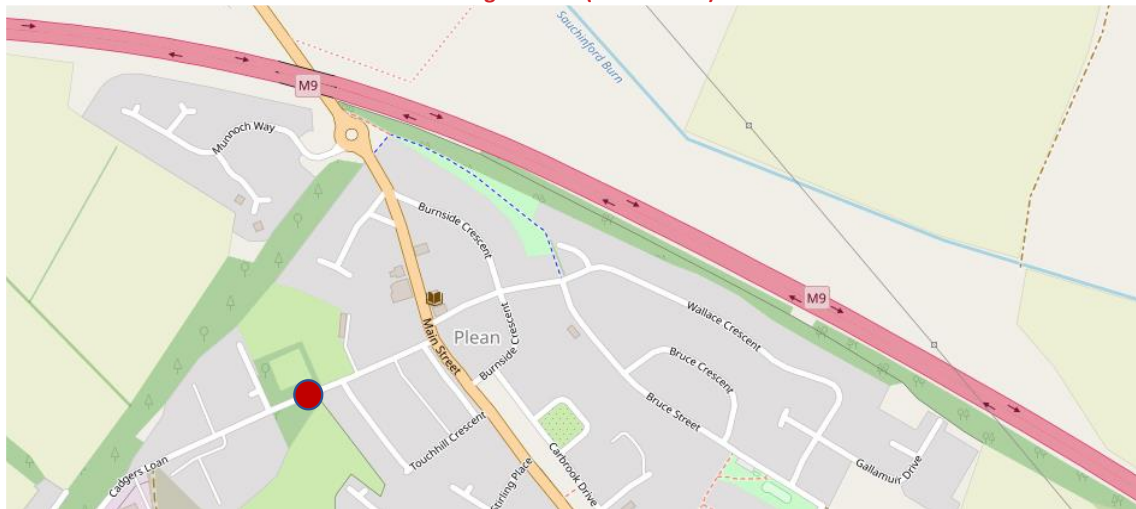
September 2021	Monday 06 Sep 2021	Tuesday 07 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 10 Sep 2021	Saturday 11 Sep 2021	Sunday 12 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	509	510	513	441	462	478	403	487	474
Mean Speed (mph)	29.4	29.7	29.4	29.5	28.3	28.8	28.0	29.3	29.0
85%ile Speed (mph)	35.9	36.9	35.8	36.8	35.7	35.6	34.2	36.2	35.8
No. Vehicles > 20 MPH Limit	470	474	476	408	412	433	370	448	435
% Vehicles > 20 MPH Limit	92.3%	92.9%	92.8%	92.5%	89.2%	90.6%	91.8%	92.0%	91.7%
No. Vehicles > 35 MPH	98	115	90	94	79	83	50	95	87
% Vehicles > 35 MPH	19.3%	22.5%	17.5%	21.3%	17.1%	17.4%	12.4%	19.6%	18.2%

4.2.93 Table 37 shows that the average flow was 487 vehicles and the mean speed was 29.3mph.

4.2.94 The proportion of vehicles exceeding 20mph was 92.0%.

4.2.95 Table 38 presents the results for Cadgers Loan westbound in Plean. Again, the surveys were only undertaken in September 2021.

Table 38. Site 2 Cadgers Loan (Westbound)



Plean Site 2 Cadgers Loan east of the junction with Parkside Court Westbound

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	471	514	525	477	477	469	405	493	477
Mean Speed (mph)	28.6	29.1	29.4	28.8	28.0	28.4	28.2	28.8	28.6
85%ile Speed (mph)	34.7	35.3	35.9	35.2	34.7	34.3	34.1	35.2	34.9
No. Vehicles > 20 MPH Limit	432	475	493	437	426	425	378	453	438
% Vehicles > 20 MPH Limit	91.7%	92.4%	93.9%	91.6%	89.3%	90.6%	93.3%	91.8%	91.8%
No. Vehicles > 35 MPH	66	84	97	75	66	57	47	78	70
% Vehicles > 35 MPH	14.0%	16.3%	18.5%	15.7%	13.8%	12.2%	11.6%	15.7%	14.6%

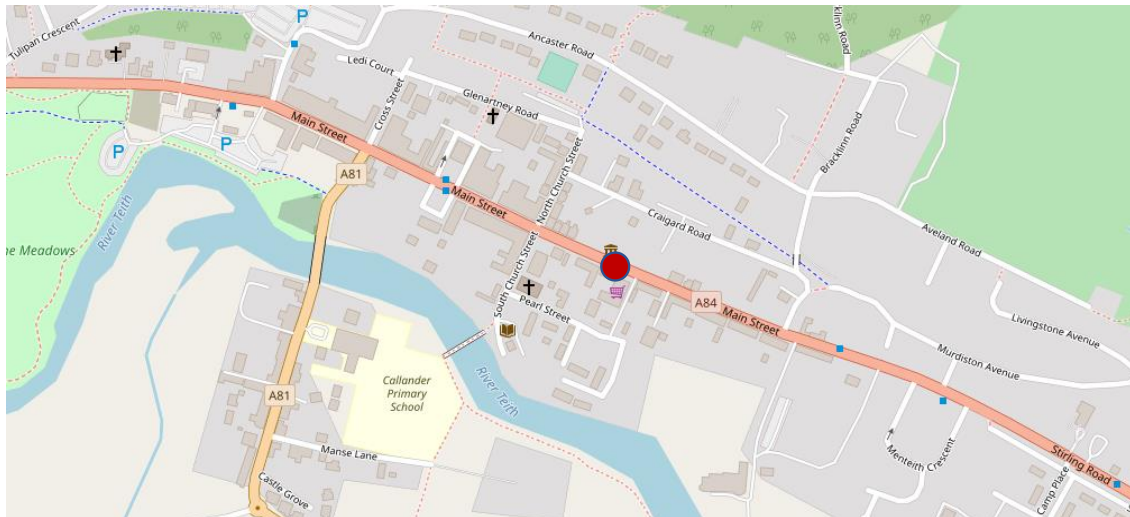
4.2.96 Table 38 shows that the average flow was 493 vehicles and the mean speed was 28.8mph.

4.2.97 The proportion of vehicles exceeding 20mph was 91.8%.

Callander

4.2.98 Table 39 presents the results for the Main Street eastbound in Callander.

Table 39. Site Main Street (Eastbound)



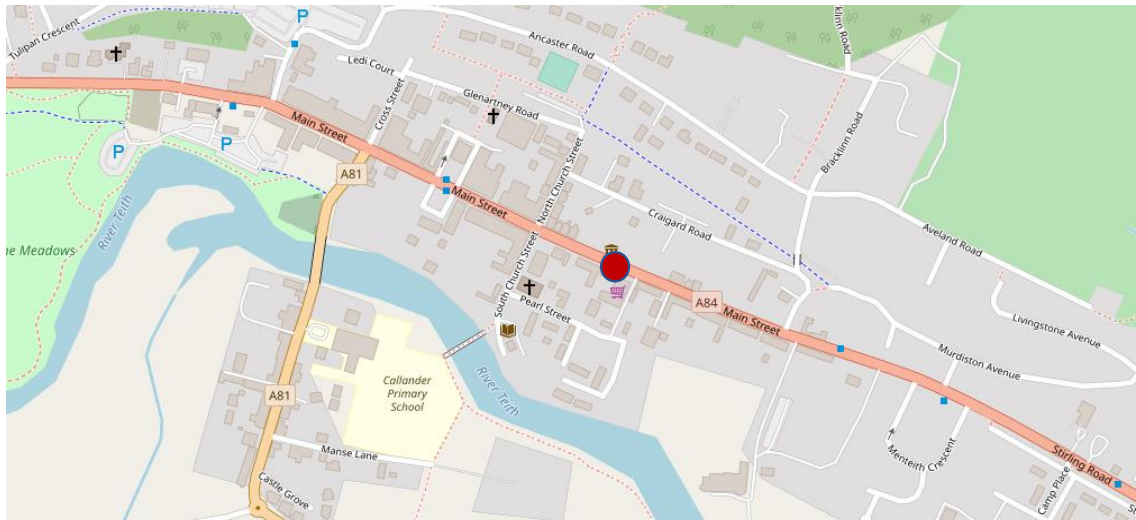
Callander Site 1 Main Street Eastbound									
February 2021	Monday 01 Mar 2021	Tuesday 02 Mar 2021	Wednesday 03 Mar 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 28 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2657	2671	2597	2835	2959	2501	2211	2744	2633
Mean Speed (mph)	24.0	24.1	23.8	24.2	24.4	23.9	24.5	24.1	24.1
85%ile Speed (mph)	28.3	28.4	28.1	28.5	28.5	28.6	29.1	28.4	28.5
No. Vehicles > 20 MPH Limit	2203	2252	2135	2400	2559	2036	1854	2310	2206
% Vehicles > 20 MPH Limit	82.9%	84.3%	82.2%	84.7%	86.5%	81.4%	83.9%	84.1%	83.7%
No. Vehicles > 35 MPH	26	19	22	26	25	16	28	24	23
% Vehicles > 35 MPH	1.0%	0.7%	0.8%	0.9%	0.8%	0.6%	1.3%	0.9%	0.9%
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	4122	4297	4387	4236	5006	4360	4361	4410	4396
Mean Speed (mph)	23.0	22.9	23.1	22.2	21.9	21.8	22.5	22.6	22.5
85%ile Speed (mph)	27.7	27.3	27.7	27.0	26.7	26.9	26.9	27.3	27.2
No. Vehicles > 20 MPH Limit	3159	3276	3471	3046	3350	2940	3156	3260	3200
% Vehicles > 20 MPH Limit	76.6%	76.2%	79.1%	71.9%	66.9%	67.4%	72.4%	74.2%	72.9%
No. Vehicles > 35 MPH	34	31	26	23	38	26	33	30	30
% Vehicles > 35 MPH	0.8%	0.7%	0.6%	0.5%	0.8%	0.6%	0.8%	0.7%	0.7%
September 2021	Monday 06 Sep 2021	Tuesday 07 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 03 Sep 2021	Saturday 04 Sep 2021	Sunday 05 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	3922	4233	5087	4387	5304	5304	5392	4587	4804
Mean Speed (mph)	21.2	20.8	21.4	21.5	20.4	20.2	20.7	21.1	20.9
85%ile Speed (mph)	25.8	25.7	25.7	25.9	25.0	24.8	25.2	25.6	25.4
No. Vehicles > 20 MPH Limit	2418	2502	3316	2809	2900	2748	3043	2789	2819
% Vehicles > 20 MPH Limit	61.7%	59.1%	65.2%	64.0%	54.7%	51.8%	56.4%	60.9%	59.0%
No. Vehicles > 35 MPH	17	23	18	30	15	22	24	21	21
% Vehicles > 35 MPH	0.4%	0.5%	0.4%	0.7%	0.3%	0.4%	0.4%	0.5%	0.5%

4.2.99 Table 39 shows that the 5-day average traffic flows were far lower in February 2021 when Scotland was in a period of lockdown. The mean speed in February 2021 was 24.1mph. The highest flows were observed in September 2021 when the mean speed had decreased to 21.1mph.

4.2.100 The proportion of vehicles exceeding 20mph was lower in May 2021 when compared to February 2021, the decline continuing in September 2021.

4.2.101 Table 40 presents the results for the Main Street westbound in Callander.

Table 40. Site 1 Main Street (Westbound)



Callander Site 1 Main Street Westbound									
February 2021	Monday 01 Mar 2021	Tuesday 02 Mar 2021	Wednesday 03 Mar 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 27 Feb 2021	Sunday 28 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	2600	2406	2260	2423	2569	2213	2028	2452	2357
Mean Speed (mph)	24.4	24.7	24.9	24.9	25.3	24.9	25.5	24.8	24.9
85%ile Speed (mph)	28.4	28.6	28.9	29.1	29.3	29.2	29.6	28.9	29.0
No. Vehicles > 20 MPH Limit	2277	2106	1993	2077	2340	1971	1848	2159	2087
% Vehicles > 20 MPH Limit	87.6%	87.5%	88.2%	85.7%	91.1%	89.1%	91.1%	88.0%	88.6%
No. Vehicles > 35 MPH	19	26	22	33	31	24	31	26	27
% Vehicles > 35 MPH	0.7%	1.1%	1.0%	1.4%	1.2%	1.1%	1.5%	1.1%	1.1%
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	3931	3881	4000	3935	5197	3919	3340	4189	4029
Mean Speed (mph)	23.5	23.1	23.2	22.8	21.9	22.3	23.2	22.9	22.9
85%ile Speed (mph)	27.4	27.4	27.3	26.7	26.5	26.7	27.6	27.1	27.1
No. Vehicles > 20 MPH Limit	3234	3050	3131	3059	3464	2767	2607	3188	3045
% Vehicles > 20 MPH Limit	82.3%	78.6%	78.3%	77.7%	66.7%	70.6%	78.1%	76.7%	76.0%
No. Vehicles > 35 MPH	36	23	22	19	42	24	31	28	28
% Vehicles > 35 MPH	0.9%	0.6%	0.6%	0.5%	0.8%	0.6%	0.9%	0.7%	0.7%
September 2021	Monday 06 Sep 2021	Tuesday 07 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 03 Sep 2021	Saturday 04 Sep 2021	Sunday 05 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	4071	4081	4793	3879	5639	5569	4133	4493	4595
Mean Speed (mph)	17.3	18.7	20.7	21.1	19.4	16.7	20.5	19.4	19.2
85%ile Speed (mph)	24.1	24.3	24.7	24.9	23.9	23.2	24.6	24.4	24.2
No. Vehicles > 20 MPH Limit	1697	1887	2690	2276	2611	2008	2197	2232	2195
% Vehicles > 20 MPH Limit	41.7%	46.2%	56.1%	58.7%	46.3%	36.1%	53.2%	49.8%	48.3%
No. Vehicles > 35 MPH	23	19	20	20	20	39	21	20	23
% Vehicles > 35 MPH	0.6%	0.5%	0.4%	0.5%	0.4%	0.7%	0.5%	0.5%	0.5%

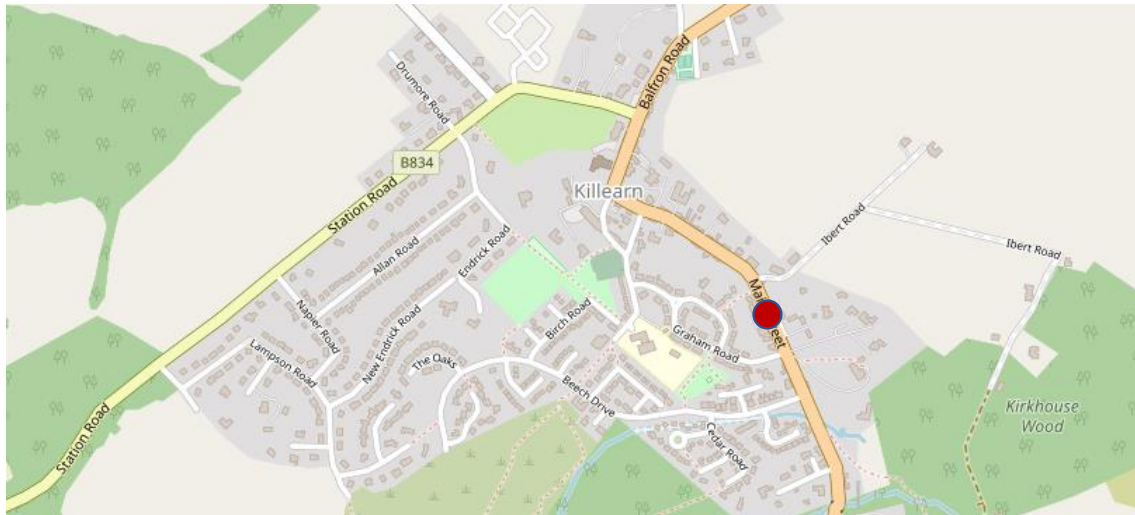
4.2.102 Table 40 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. Conversely, the mean speed was higher at 24.8mph. Traffic flows were highest in September 2021, by which time the mean speed had decreased to 19.4mph.

4.2.103 The proportion of vehicles exceeding 20mph in May 2021 was lower than February 2021, reducing further in September 2021.

Killlearn

4.2.104 Table 41 presents the results for the Main Street northbound in Killlearn.

Table 41. Site 1 Main Street (Northbound)




Killlearn Site 1 Main Street Northbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 19 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1301	1178	1287	1255	1190	1023	970	1242	1172
Mean Speed (mph)	24.7	24.8	24.3	24.5	24.9	23.3	24.2	24.6	24.4
85%ile Speed (mph)	30.8	31.1	30.6	30.7	31.2	30.4	30.2	30.9	30.7
No. Vehicles > 30 MPH Limit	253	241	230	238	245	169	154	241	219
% Vehicles > 30 MPH Limit	19.4%	20.5%	17.9%	19.0%	20.6%	16.5%	15.9%	19.5%	18.5%
No. Vehicles > 45 MPH	3	2	1	1	0	1	1	1	1
% Vehicles > 45 MPH	0.2%	0.2%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.1%
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	1641	1545	1630	1688	1656	1229	1023	1632	1487
Mean Speed (mph)	24.8	24.9	24.6	25.0	24.9	24.4	24.9	24.8	24.8
85%ile Speed (mph)	30.3	30.5	30.5	30.8	30.9	30.7	31.2	30.6	30.7
No. Vehicles > 30 MPH Limit	274	278	297	323	337	223	215	302	278
% Vehicles > 30 MPH Limit	16.7%	18.0%	18.2%	19.1%	20.4%	18.1%	21.0%	18.5%	18.8%
No. Vehicles > 45 MPH	1	1	1	0	1	0	0	1	1
% Vehicles > 45 MPH	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
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	1713	1859	1917	1769	1871	1547	1213	1826	1698
Mean Speed (mph)	22.5	22.6	23.3	23.4	23.0	22.9	22.8	23.0	22.9
85%ile Speed (mph)	28.1	28.1	29.3	29.2	28.9	28.7	28.9	28.7	28.7
No. Vehicles > 30 MPH Limit	138	161	237	215	194	171	141	189	180
% Vehicles > 30 MPH Limit	8.1%	8.7%	12.4%	12.2%	10.4%	11.1%	11.6%	10.3%	10.6%
No. Vehicles > 45 MPH	0	1	3	3	2	5	0	2	2
% Vehicles > 45 MPH	0.0%	0.1%	0.2%	0.2%	0.1%	0.3%	0.0%	0.1%	0.1%

4.2.105 Table 41 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown, but the mean speed was 24.6mph. Flows were highest in September 2021 when the mean speed was 23.0mph.

4.2.106 The proportion of vehicles exceeding 20mph was similar in February and May 2021, but reduced in September 2021.

4.2.107 Table 42 presents the results for the Main Street southbound in Killlearn.

Table 42. Site 1 Main Street (Southbound)



Killlearn Site 1 Main Street Southbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 19 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	1095	928	1053	1037	966	824	892	1016	971
Mean Speed (mph)	27.8	28.1	27.6	28.1	28.2	26.9	26.8	28.0	27.6
85%ile Speed (mph)	32.8	32.8	32.8	33.0	33.3	32.1	32.1	32.9	32.7
No. Vehicles > 30 MPH Limit	346	311	308	329	338	213	237	326	297
% Vehicles > 30 MPH Limit	31.6%	33.5%	29.2%	31.7%	35.0%	25.8%	26.6%	32.2%	30.5%
No. Vehicles > 45 MPH	0	4	3	2	4	2	3	3	3
% Vehicles > 45 MPH	0.0%	0.4%	0.3%	0.2%	0.4%	0.2%	0.3%	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	1325	1301	1377	1421	1474	1080	929	1380	1272
Mean Speed (mph)	27.1	27.4	27.3	27.3	27.3	26.7	26.7	27.3	27.1
85%ile Speed (mph)	31.6	31.9	32.2	31.9	31.9	31.1	31.9	31.9	31.8
No. Vehicles > 30 MPH Limit	322	360	363	359	390	248	228	359	324
% Vehicles > 30 MPH Limit	24.3%	27.7%	26.4%	25.3%	26.5%	23.0%	24.5%	26.0%	25.4%
No. Vehicles > 45 MPH	2	5	3	2	1	1	1	3	2
% Vehicles > 45 MPH	0.2%	0.4%	0.2%	0.1%	0.1%	0.1%	0.1%	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	1345	1473	1563	1496	1557	1285	1054	1487	1396
Mean Speed (mph)	25.5	25.5	25.9	25.9	25.7	25.7	25.8	25.7	25.7
85%ile Speed (mph)	30.8	30.8	31.2	30.9	30.9	31.0	31.3	30.9	31.0
No. Vehicles > 30 MPH Limit	252	276	314	302	305	243	214	290	272
% Vehicles > 30 MPH Limit	18.7%	18.7%	20.1%	20.2%	19.6%	18.9%	20.3%	19.5%	19.5%
No. Vehicles > 45 MPH	1	2	2	2	2	4	1	2	2
% Vehicles > 45 MPH	0.1%	0.1%	0.1%	0.1%	0.1%	0.3%	0.1%	0.1%	0.1%

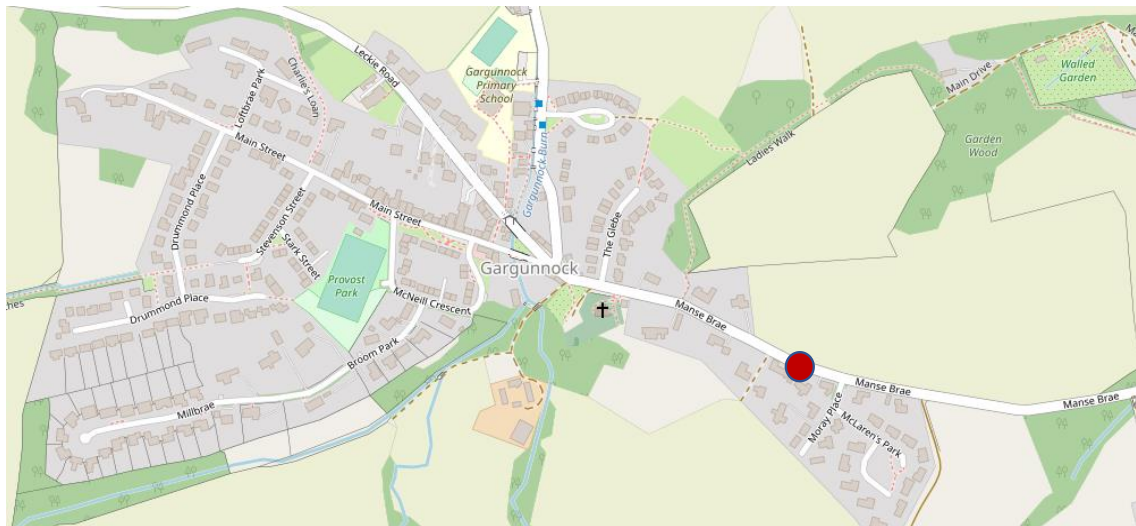
4.2.108 Table 42 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. Conversely, the mean speed was higher at 28.0mph. The highest flows were observed in September 2021 when the mean speed was lowest at 25.7mph.

4.2.109 The proportion of vehicles exceeding 20mph was lower in May 2021, when compared with February 2021, the reduction continued in September 2021.

Gargunnoch

4.2.110 Table 43 presents the results for the Manse Brae eastbound in Gargunnoch.

Table 43. Site 1 Manse Brae (Eastbound)



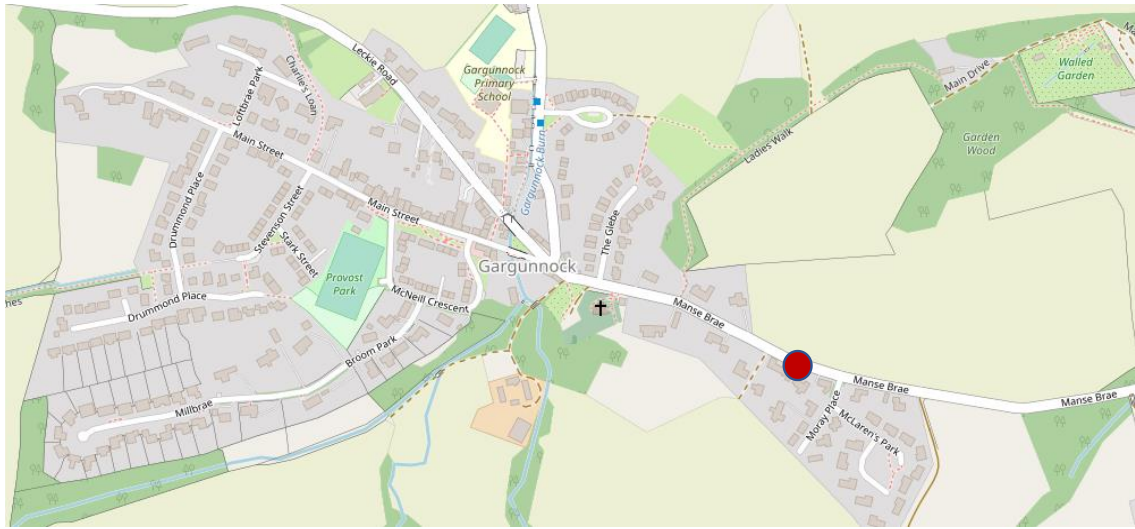
Gargunnoch Site 1 Manse Brae Eastbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	214	187	205	218	263	176	189	217	207
Mean Speed (mph)	24	25	25	25	25	24	24	24.7	24.4
85%ile Speed (mph)	29	30	30	30	30	29	29	29.6	29.4
No. Vehicles > 20 MPH Limit	175	155	169	184	212	131	153	179	168
% Vehicles > 20 MPH Limit	81.8%	82.9%	82.4%	84.4%	80.6%	74.4%	81.0%	82.4%	81.1%
No. Vehicles > 35 MPH	3	5	6	6	8	2	2	6	5
% Vehicles > 35 MPH	1.4%	2.7%	2.9%	2.8%	3.0%	1.1%	1.1%	2.6%	2.1%
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	347	317	325	348	350	252	238	337	311
Mean Speed (mph)	26.1	26.0	26.2	24.5	24.9	26.0	25.5	25.5	25.6
85%ile Speed (mph)	31.4	31.4	31.6	30.2	31.0	31.2	31.1	31.1	31.1
No. Vehicles > 20 MPH Limit	298	279	284	281	284	213	204	285	263
% Vehicles > 20 MPH Limit	85.9%	88.0%	87.4%	80.7%	81.1%	84.5%	85.7%	84.6%	84.8%
No. Vehicles > 35 MPH	17	18	16	11	11	14	8	15	14
% Vehicles > 35 MPH	4.9%	5.7%	4.9%	3.2%	3.1%	5.6%	3.4%	4.4%	4.4%
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	350	345	358	353	373	307	277	356	338
Mean Speed (mph)	25.9	25.9	26.0	25.6	25.3	25.8	25.1	25.7	25.7
85%ile Speed (mph)	30.7	31.6	31.2	30.9	30.6	30.6	30.9	31.0	30.9
No. Vehicles > 20 MPH Limit	311	296	321	310	327	268	231	313	295
% Vehicles > 20 MPH Limit	88.9%	85.8%	89.7%	87.8%	87.7%	87.3%	83.4%	88.0%	87.2%
No. Vehicles > 35 MPH	11	16	18	10	14	14	10	14	13
% Vehicles > 35 MPH	3.1%	4.6%	5.0%	2.8%	3.8%	4.6%	3.6%	3.9%	3.9%

4.2.111 Table 43 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. However the mean speed was higher in May and September 2021 (25.5mph and 25.7mph respectively).

4.2.112 The proportion of vehicles exceeding 20mph was similar in February 2021 and May 2021, but was highest in September 2021 (88.0%).

4.2.113 Table 44 presents the results for the Manse Brae westbound in Gargunnoch.

Table 44. Manse Brae (Westbound)



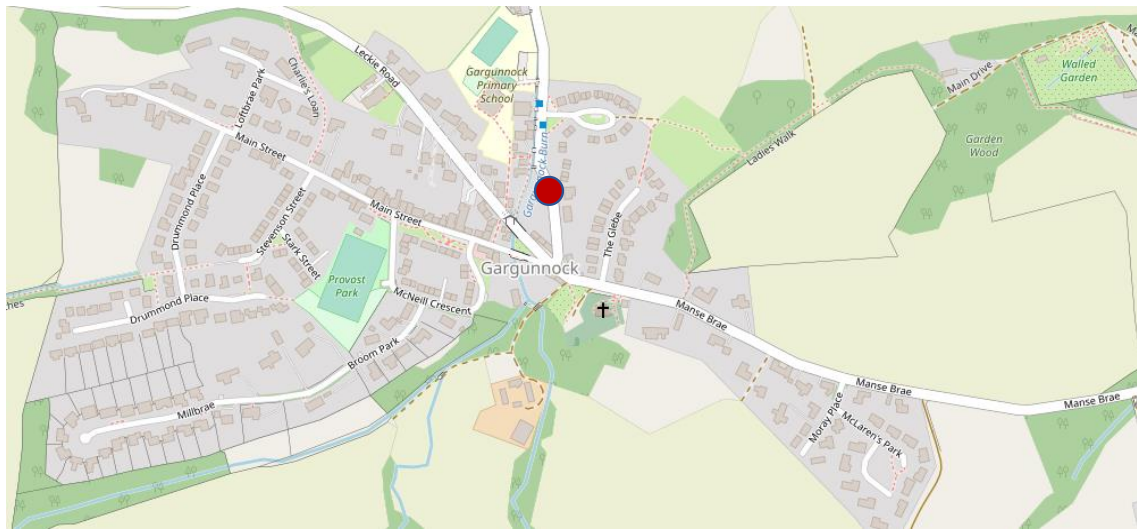
Gargunnoch Site 1 Manse Brae Westbound									
February 2021	Monday 22 Feb 2021	Tuesday 23 Feb 2021	Wednesday 24 Feb 2021	Thursday 25 Feb 2021	Friday 26 Feb 2021	Saturday 20 Feb 2021	Sunday 21 Feb 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	108	89	75	87	131	95	120	98	101
Mean Speed (mph)	21	22	22	22	21	21	21	21.7	21.3
85%ile Speed (mph)	26	28	29	29	26	26	26	27.5	27.0
No. Vehicles > 20 MPH Limit	61	56	49	51	79	51	65	59	59
% Vehicles > 20 MPH Limit	56.5%	62.9%	65.3%	58.6%	60.3%	53.7%	54.2%	60.7%	58.8%
No. Vehicles > 35 MPH	2	1	1	1	1	0	1	1	1
% Vehicles > 35 MPH	1.9%	1.1%	1.3%	1.1%	0.8%	0.0%	0.8%	1.2%	1.0%
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	119	113	116	165	172	89	106	137	126
Mean Speed (mph)	23.5	23.5	24.0	21.0	22.7	24.1	22.9	22.9	23.1
85%ile Speed (mph)	29.5	28.4	29.4	26.7	27.7	29.6	28.2	28.3	28.5
No. Vehicles > 20 MPH Limit	90	83	89	97	123	73	74	96	90
% Vehicles > 20 MPH Limit	75.6%	73.5%	76.7%	58.8%	71.5%	82.0%	69.8%	71.2%	72.6%
No. Vehicles > 35 MPH	3	4	4	0	3	0	2	3	2
% Vehicles > 35 MPH	2.5%	3.5%	3.4%	0.0%	1.7%	0.0%	1.9%	2.3%	1.9%
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	141	160	144	127	146	128	127	144	139
Mean Speed (mph)	24.3	23.0	24.3	23.4	22.7	23.8	23.1	23.5	23.5
85%ile Speed (mph)	28.7	27.8	30.4	28.6	29.4	29.8	28.3	29.0	29.0
No. Vehicles > 20 MPH Limit	116	119	118	98	102	99	85	111	105
% Vehicles > 20 MPH Limit	82.3%	74.4%	81.9%	77.2%	69.9%	77.3%	66.9%	77.1%	75.7%
No. Vehicles > 35 MPH	4	2	2	4	0	4	1	2	2
% Vehicles > 35 MPH	2.8%	1.3%	1.4%	3.1%	0.0%	3.1%	0.8%	1.7%	1.8%

4.2.114 Table 44 shows that the 5-day average traffic flows were lowest in February 2021 when Scotland was in a period of lockdown. However the mean speed was higher in September 2021 (23.5mph)

4.2.115 The average proportion of vehicles exceeding 20mph was highest in September 2021 (77.1%).

4.2.116 Table 45 presents the results for Station Road northbound in Gargunnoch.

Table 45. Site 1 Station Road (Northbound)



Gargunnoch Site 2 Station Road Northbound

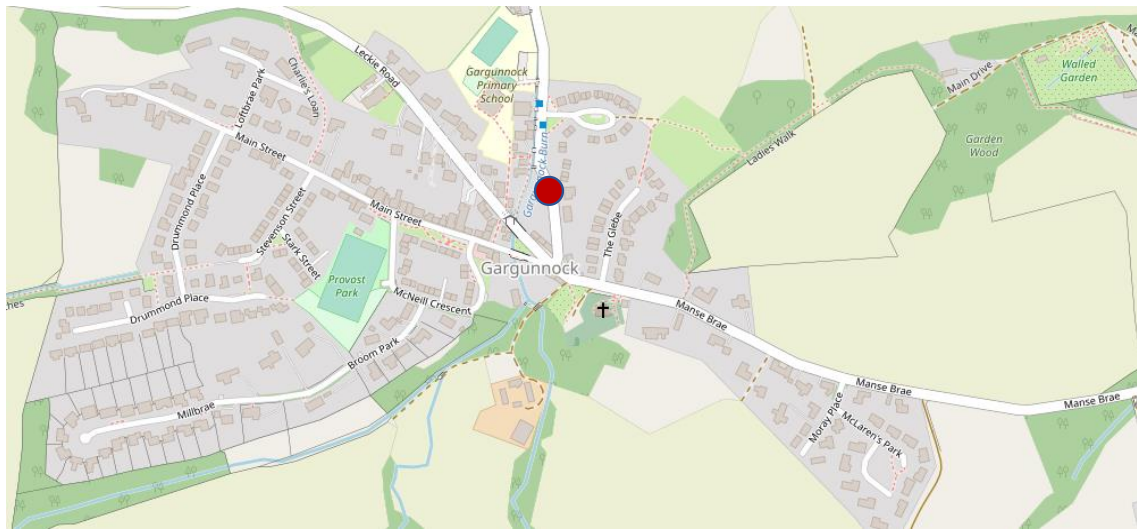
September 2021	Monday 06 Sep 2021	Tuesday 07 Sep 2021	Wednesday 08 Sep 2021	Thursday 09 Sep 2021	Friday 10 Sep 2021	Saturday 11 Sep 2021	Sunday 12 Sep 2021	5 Day Mean	7 Day Mean
0000-2400 Vehicle Flow	204	226	230	221	213	171	183	219	207
Mean Speed (mph)	18.9	18.5	18.3	18.5	18.4	18.4	18.5	18.5	18.5
85 th ile Speed (mph)	21.9	21.3	21.2	21.3	21.5	21.2	21.7	21.4	21.4
No. Vehicles > 20 MPH Limit	72	56	66	77	69	42	63	68	64
% Vehicles > 20 MPH Limit	35.3%	24.8%	28.7%	34.8%	32.4%	24.6%	34.4%	31.2%	30.7%
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%

4.2.117 Table 45 shows that the 5-day average traffic flows were 219 vehicles and the mean speed was 18.5mph.

4.2.118 The proportion of vehicles exceeding 20mph was 31.2%.

4.2.119 Table 46 presents the results for the Station Road southbound in Gargunnoch.

Table 46. Station Road (Southbound)



Gargunnoch Site 2 Station Road Southbound									
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	440	460	492	471	468	375	354	466	437
Mean Speed (mph)	19.1	19.0	19.3	19.1	19.4	18.7	19.2	19.2	19.1
85%ile Speed (mph)	22.4	22.7	22.2	22.5	22.6	21.9	22.4	22.5	22.4
No. Vehicles > 20 MPH Limit	157	167	193	197	184	120	136	180	165
% Vehicles > 20 MPH Limit	35.7%	36.3%	39.2%	41.8%	39.3%	32.0%	38.4%	38.5%	37.5%
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%

4.2.120 Table 46 shows that the 5-day average traffic flows were 466 vehicles and the mean speed was 19.2mph

4.2.121 The proportion of vehicles exceeding 20mph was 38.5%.

5. LINK COUNT SURVEYS REVIEW

5.1 Overview

5.1.1 Summary tables below present the results of the link count surveys in the Stirling Council area (five sites in Stirling, three sites in Dunblane and one site in the remaining areas: Bridge of Allan, Aberfoyle, Fallin, Plean, Callander, Killlearn and Gargunnoch).

5.1.2 For each of the vehicle flow surveys, the summary information is as follows:

- Site Number
- Site Location
- Total Flow – Directional daily flow (over survey period)
- Flow by Vehicle Type (Car, LGV, OGV1, OGV2, Service Bus, Private Coach, Motor Cycle)
- AM Peak Flow – 07:00-10:00 Vehicle Flow
- AM peak Hour Flow – 08:00-09:00 Vehicle Flow
- Interpeak Flow – 10:00-16:00 Vehicle Flow
- Interpeak Peak Hour Flow – 12:00-13:00 Vehicle Flow
- PM Peak Flow – 16:00-19:00 Vehicle Flow
- PM Peak Hour Flow – 17:00-18:00 Vehicle Flow
- Proportion of each vehicle type.

5.1.3 For each of the pedestrian flow surveys, the summary information is as follows:

- Site Number
- Site Location
- Total Flow – Directional daily flow (over survey period)
- Flow by Pedestrian Type (Adult, Adult and Child, Elderly, Disabled, Cyclist, Cyclist on foot, Horse)
- AM Peak Flow – 07:00-10:00 Pedestrian Flow
- Interpeak Flow – 10:00-16:00 Pedestrian Flow
- PM Peak Flow – 16:00-19:00 Pedestrian Flow.

5.3 Results of Link Count Surveys

Dunblane

5.3.1 Table 47 presents the vehicle type breakdown for the High Street northbound in Dunblane.

Table 47. High Street (Northbound)



Site 1 High St Northbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	646	106	6	0	0	0	1	759
AM Peak Pd 0700-1000 Vehicle Flow	82	20	0	0	0	0	0	102
AM Peak Hr 0800-0900 Vehicle Flow	28	3	0	0	0	0	0	31
IP Peak Pd 1000-1600 Vehicle Flow	393	72	6	0	0	0	1	472
IP Peak Pd 1200-1300 Vehicle Flow	52	12	1	0	0	0	1	66
PM Peak Pd 1600-1900 Vehicle Flow	133	12	0	0	0	0	0	145
PM Peak Pd 1700-1800 Vehicle Flow	53	8	0	0	0	0	0	61
0600-2200 Vehicle Proportion	85.1%	14.0%	0.8%	0.0%	0.0%	0.0%	0.1%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	844	113	9	0	0	0	2	968
AM Peak Pd 0700-1000 Vehicle Flow	110	25	4	0	0	0	0	139
AM Peak Hr 0800-0900 Vehicle Flow	36	7	1	0	0	0	0	44
IP Peak Pd 1000-1600 Vehicle Flow	446	69	3	0	0	0	0	518
IP Peak Pd 1200-1300 Vehicle Flow	74	15	0	0	0	0	0	89
PM Peak Pd 1600-1900 Vehicle Flow	184	14	1	0	0	0	1	200
PM Peak Pd 1700-1800 Vehicle Flow	62	7	0	0	0	0	0	69
0600-2200 Vehicle Proportion	87.2%	11.7%	0.9%	0.0%	0.0%	0.0%	0.2%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	877	104	11	1	0	0	13	1006
AM Peak Pd 0700-1000 Vehicle Flow	117	15	5	1	0	0	0	138
AM Peak Hr 0800-0900 Vehicle Flow	42	2	1	0	0	0	0	45
IP Peak Pd 1000-1600 Vehicle Flow	453	66	5	0	0	0	4	528
IP Peak Pd 1200-1300 Vehicle Flow	68	15	1	0	0	0	0	84
PM Peak Pd 1600-1900 Vehicle Flow	199	18	1	0	0	0	5	223
PM Peak Pd 1700-1800 Vehicle Flow	73	9	0	0	0	0	2	84
0600-2200 Vehicle Proportion	87.2%	10.3%	1.1%	0.1%	0.0%	0.0%	1.3%	100.0%

5.3.2 Table 47 shows that car flows were higher in September 2021, compared to May and February 2021.

5.3.4 Table 48 presents the pedestrian flow breakdown for the High Street in Dunblane.

Table 48. High Street Pedestrian Link Flow



Site 1 High Street									
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	632	65	10	5	0	0	5	0	717
0600 - 2200 Southbound	623	46	7	3	2	0	3	1	685
AM Peak Pd 0700-1000 Northbound	29	2	1	0	0	0	1	0	33
AM Peak Pd 0700-1000 Southbound	57	4	0	0	0	0	0	0	61
IP Peak Pd 1000-1600 Northbound	444	41	3	5	0	0	1	0	494
IP Peak Pd 1000-1600 Southbound	406	21	4	3	2	0	2	1	439
PM Peak Pd 1600-1900 Northbound	112	8	6	0	0	0	3	0	129
PM Peak Pd 1600-1900 Southbound	107	14	3	0	0	0	1	0	125
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	756	26	5	10	0	16	3	1	817
0600 - 2200 Southbound	689	21	3	11	1	4	4	2	735
AM Peak Pd 0700-1000 Northbound	29	3	2	0	0	3	0	0	37
AM Peak Pd 0700-1000 Southbound	104	3	2	1	0	2	2	0	114
IP Peak Pd 1000-1600 Northbound	566	9	2	9	0	5	0	0	591
IP Peak Pd 1000-1600 Southbound	451	10	1	10	1	1	2	1	477
PM Peak Pd 1600-1900 Northbound	105	12	0	0	0	3	0	0	120
PM Peak Pd 1600-1900 Southbound	80	6	0	0	0	1	0	1	88
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	899	34	132	4	4	23	7	2	1105
0600 - 2200 Southbound	868	41	80	9	4	3	9	1	1015
AM Peak Pd 0700-1000 Northbound	35	5	2	0	0	3	1	0	46
AM Peak Pd 0700-1000 Southbound	64	0	48	0	0	1	0	0	113
IP Peak Pd 1000-1600 Northbound	602	13	107	4	3	8	2	1	740
IP Peak Pd 1000-1600 Southbound	609	11	25	8	3	1	3	0	660
PM Peak Pd 1600-1900 Northbound	172	16	14	0	0	8	4	1	215
PM Peak Pd 1600-1900 Southbound	128	25	3	1	0	0	3	0	160

5.3.5 Table 48 shows that pedestrian flows have increased throughout 2021 and the highest number were observed in September 2021, the biggest increase being observed in the inter peak period.

5.3.7 Table 49 presents the vehicle type breakdown for Perth Road northbound in Dunblane.

Table 49. Perth Road (Northbound) Link Flow



Site 2 B8033 Perth Rd Northbound

February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3469	443	92	35	34	13	3	4089
AM Peak Pd 0700-1000 Vehicle Flow	527	142	30	11	6	4	2	722
AM Peak Hr 0800-0900 Vehicle Flow	210	55	10	3	1	2	0	281
IP Peak Pd 1000-1600 Vehicle Flow	1760	224	40	18	18	3	1	2064
IP Peak Pd 1200-1300 Vehicle Flow	319	37	8	5	5	1	1	376
PM Peak Pd 1600-1900 Vehicle Flow	889	63	11	4	8	4	0	979
PM Peak Pd 1700-1800 Vehicle Flow	330	27	4	2	2	1	0	366
0600-2200 Vehicle Proportion	84.8%	10.8%	2.2%	0.9%	0.8%	0.3%	0.1%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	4865	535	79	17	36	24	3	5559
AM Peak Pd 0700-1000 Vehicle Flow	812	178	26	4	6	10	0	1036
AM Peak Hr 0800-0900 Vehicle Flow	354	75	8	1	2	6	0	446
IP Peak Pd 1000-1600 Vehicle Flow	2205	253	38	8	18	8	1	2531
IP Peak Pd 1200-1300 Vehicle Flow	344	41	4	0	5	1	0	395
PM Peak Pd 1600-1900 Vehicle Flow	1200	84	7	5	10	4	2	1312
PM Peak Pd 1700-1800 Vehicle Flow	433	30	1	2	3	1	0	470
0600-2200 Vehicle Proportion	87.5%	9.6%	1.4%	0.3%	0.6%	0.4%	0.1%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	5259	362	117	7	38	21	35	5839
AM Peak Pd 0700-1000 Vehicle Flow	850	100	37	2	6	8	4	1007
AM Peak Hr 0800-0900 Vehicle Flow	370	43	18	1	2	4	3	441
IP Peak Pd 1000-1600 Vehicle Flow	2245	188	62	2	19	5	14	2535
IP Peak Pd 1200-1300 Vehicle Flow	358	25	14	0	5	1	2	405
PM Peak Pd 1600-1900 Vehicle Flow	1447	54	14	1	10	5	15	1546
PM Peak Pd 1700-1800 Vehicle Flow	548	16	5	1	2	2	4	578
0600-2200 Vehicle Proportion	90.1%	6.2%	2.0%	0.1%	0.7%	0.4%	0.6%	100.0%

5.3.8 Table 49 shows that car flows were highest in September 2021.

5.3.10 Table 50 presents the vehicle type breakdown for Perth Road southbound in Dunblane.

Table 50. Perth Road (Southbound) Link Flow



Site 2 B8033 Perth Rd Southbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3100	376	79	34	21	18	3	3631
AM Peak Pd 0700-1000 Vehicle Flow	590	56	17	9	5	6	0	683
AM Peak Hr 0800-0900 Vehicle Flow	239	19	8	5	2	2	0	275
IP Peak Pd 1000-1600 Vehicle Flow	1573	233	44	18	10	4	1	1883
IP Peak Pd 1200-1300 Vehicle Flow	304	39	5	4	2	0	1	355
PM Peak Pd 1600-1900 Vehicle Flow	697	76	9	7	4	3	1	797
PM Peak Pd 1700-1800 Vehicle Flow	259	28	2	3	0	1	0	293
0600-2200 Vehicle Proportion	85.4%	10.4%	2.2%	0.9%	0.6%	0.5%	0.1%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	4298	446	68	12	24	28	7	4883
AM Peak Pd 0700-1000 Vehicle Flow	853	77	12	1	6	9	2	960
AM Peak Hr 0800-0900 Vehicle Flow	364	30	6	1	2	3	1	407
IP Peak Pd 1000-1600 Vehicle Flow	1866	240	35	8	10	7	4	2170
IP Peak Pd 1200-1300 Vehicle Flow	293	30	5	3	2	0	3	336
PM Peak Pd 1600-1900 Vehicle Flow	1029	104	14	3	8	8	1	1167
PM Peak Pd 1700-1800 Vehicle Flow	366	35	5	1	0	3	0	410
0600-2200 Vehicle Proportion	88.0%	9.1%	1.4%	0.2%	0.5%	0.6%	0.1%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	4696	343	83	6	24	25	40	5217
AM Peak Pd 0700-1000 Vehicle Flow	879	47	14	2	6	9	6	963
AM Peak Hr 0800-0900 Vehicle Flow	359	19	4	0	2	3	1	388
IP Peak Pd 1000-1600 Vehicle Flow	2036	180	52	2	9	6	17	2302
IP Peak Pd 1200-1300 Vehicle Flow	351	31	10	0	2	0	3	397
PM Peak Pd 1600-1900 Vehicle Flow	1169	87	13	0	8	5	11	1293
PM Peak Pd 1700-1800 Vehicle Flow	427	25	4	0	1	2	2	461
0600-2200 Vehicle Proportion	90.0%	6.6%	1.6%	0.1%	0.5%	0.5%	0.8%	100.0%

5.3.11 Table 50 shows that vehicle flows have increased throughout 2021.

5.3.13 Table 51 presents the pedestrian flow breakdown for Perth Road in Dunblane.

Table 51. Perth Road Pedestrian Link Flow

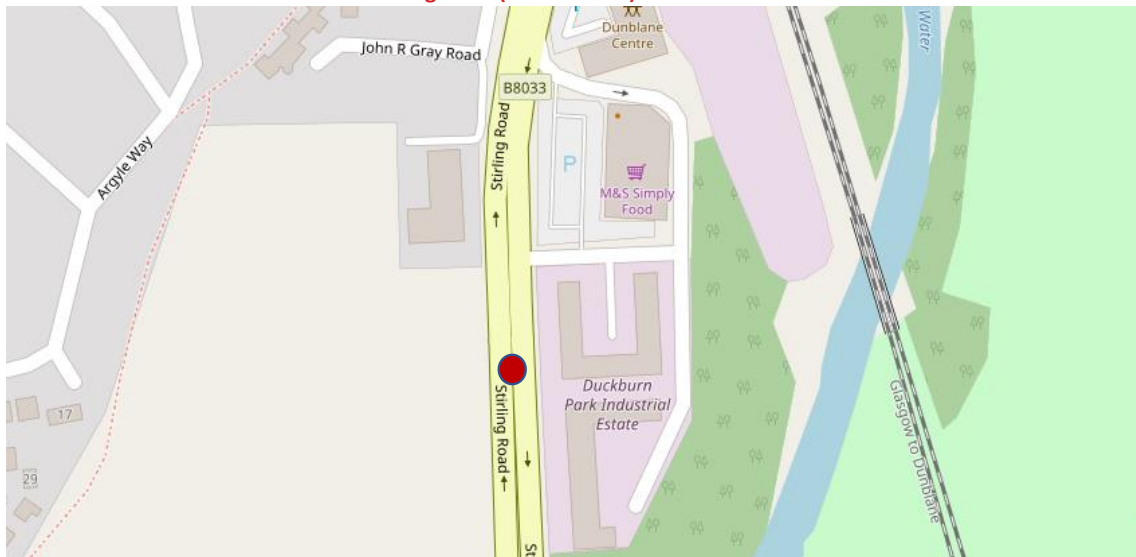


Site 2 B8033 Perth Rd									
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	197	21	3	0	1	0	8	0	230
0600 - 2200 Southbound	161	6	0	0	1	0	4	0	172
AM Peak Pd 0700-1000 Northbound	32	7	3	0	0	0	0	0	42
AM Peak Pd 0700-1000 Southbound	6	0	0	0	0	0	0	0	6
IP Peak Pd 1000-1600 Northbound	106	9	0	0	1	0	3	0	119
IP Peak Pd 1000-1600 Southbound	82	6	0	0	1	0	3	0	92
PM Peak Pd 1600-1900 Northbound	41	5	0	0	0	0	2	0	48
PM Peak Pd 1600-1900 Southbound	40	0	0	0	0	0	1	0	41
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	236	7	0	5	2	41	3	0	294
0600 - 2200 Southbound	192	4	0	3	2	32	4	0	237
AM Peak Pd 0700-1000 Northbound	43	2	0	0	1	5	1	0	52
AM Peak Pd 0700-1000 Southbound	20	0	0	1	0	6	0	0	27
IP Peak Pd 1000-1600 Northbound	135	2	0	5	0	23	1	0	166
IP Peak Pd 1000-1600 Southbound	111	4	0	2	2	18	3	0	140
PM Peak Pd 1600-1900 Northbound	40	3	0	0	1	8	1	0	53
PM Peak Pd 1600-1900 Southbound	35	0	0	0	0	6	1	0	42
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	219	12	12	1	2	53	4	0	303
0600 - 2200 Southbound	172	23	26	2	1	60	1	0	285
AM Peak Pd 0700-1000 Northbound	23	4	1	0	1	3	1	0	33
AM Peak Pd 0700-1000 Southbound	12	0	6	0	0	10	0	0	28
IP Peak Pd 1000-1600 Northbound	133	0	5	1	1	23	2	0	165
IP Peak Pd 1000-1600 Southbound	96	11	11	2	1	30	1	0	152
PM Peak Pd 1600-1900 Northbound	34	5	6	0	0	25	1	0	71
PM Peak Pd 1600-1900 Southbound	48	7	9	0	0	16	0	0	80

5.3.14 Table 51 shows that pedestrian flows increased throughout 2021.

5.3.16 Table 52 presents the vehicle type breakdown for Stirling Road northbound in Dunblane.

Table 52. Stirling Road (Northbound) Link Flow



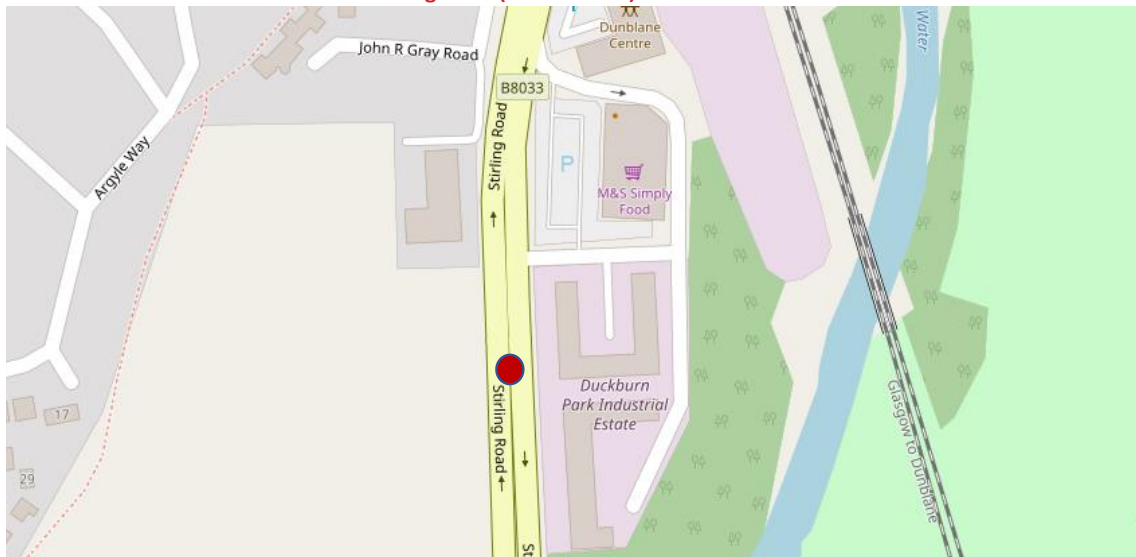
Site 3 B8033 Stirling Road Northbound

February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3596	507	106	46	20	11	7	4293
AM Peak Pd 0700-1000 Vehicle Flow	517	168	41	13	4	2	2	747
AM Peak Hr 0800-0900 Vehicle Flow	217	62	15	3	0	1	0	298
IP Peak Pd 1000-1600 Vehicle Flow	1738	247	42	21	11	3	2	2064
IP Peak Pd 1200-1300 Vehicle Flow	293	34	6	6	3	1	0	343
PM Peak Pd 1600-1900 Vehicle Flow	1032	78	12	7	4	3	3	1139
PM Peak Pd 1700-1800 Vehicle Flow	402	36	6	4	2	1	0	451
0600-2200 Vehicle Proportion	83.8%	11.8%	2.5%	1.1%	0.5%	0.3%	0.2%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	4565	564	76	20	24	19	3	5271
AM Peak Pd 0700-1000 Vehicle Flow	724	197	33	3	5	7	0	969
AM Peak Hr 0800-0900 Vehicle Flow	341	76	13	0	0	3	0	433
IP Peak Pd 1000-1600 Vehicle Flow	2010	248	31	11	11	7	2	2320
IP Peak Pd 1200-1300 Vehicle Flow	339	45	3	0	3	1	2	393
PM Peak Pd 1600-1900 Vehicle Flow	1260	97	5	6	7	3	1	1379
PM Peak Pd 1700-1800 Vehicle Flow	470	32	0	3	3	1	0	509
0600-2200 Vehicle Proportion	86.6%	10.7%	1.4%	0.4%	0.5%	0.4%	0.1%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	4754	498	132	12	25	21	28	5470
AM Peak Pd 0700-1000 Vehicle Flow	723	138	46	2	6	6	1	922
AM Peak Hr 0800-0900 Vehicle Flow	348	52	21	1	1	2	1	426
IP Peak Pd 1000-1600 Vehicle Flow	2091	240	65	5	11	8	13	2433
IP Peak Pd 1200-1300 Vehicle Flow	354	43	18	1	2	2	2	422
PM Peak Pd 1600-1900 Vehicle Flow	1301	96	12	4	7	5	9	1434
PM Peak Pd 1700-1800 Vehicle Flow	500	33	2	3	3	1	2	544
0600-2200 Vehicle Proportion	86.9%	9.1%	2.4%	0.2%	0.5%	0.4%	0.5%	100.0%

5.3.17 Table 52 shows that car flows were highest in September 2021, steadily increasing throughout 2021.

5.3.19 Table 53 presents the vehicle type breakdown for Stirling Road southbound in Dunblane.

Table 53. Stirling Road (Southbound) Link Flow



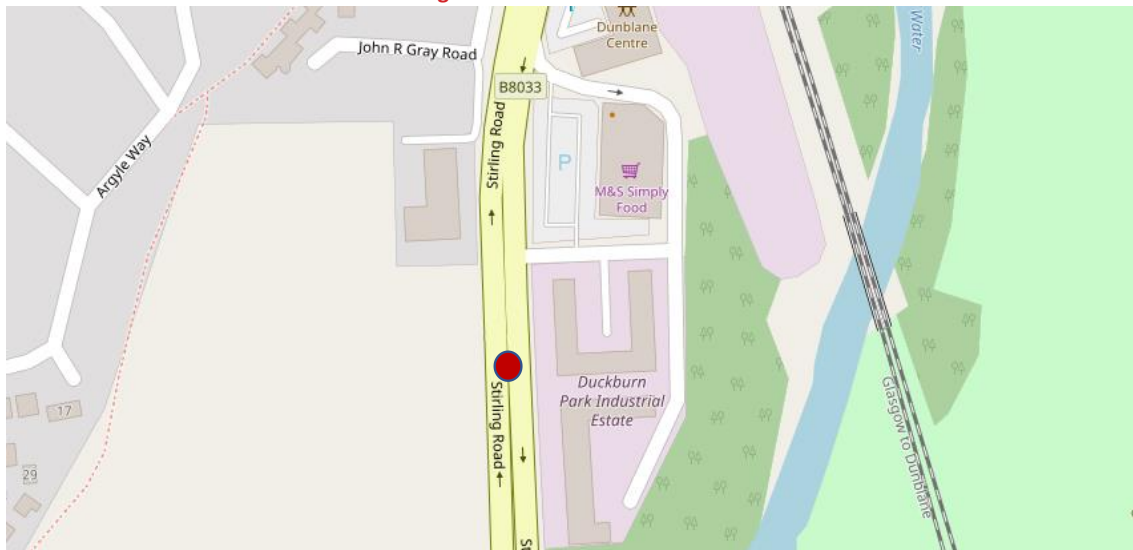
Site 3 B8033 Stirling Road Southbound

February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3765	511	102	44	14	16	4	4456
AM Peak Pd 0700-1000 Vehicle Flow	747	112	21	11	4	5	1	901
AM Peak Hr 0800-0900 Vehicle Flow	297	32	9	6	2	2	1	349
IP Peak Pd 1000-1600 Vehicle Flow	1858	273	60	24	10	5	0	2230
IP Peak Pd 1200-1300 Vehicle Flow	353	40	7	4	1	0	0	405
PM Peak Pd 1600-1900 Vehicle Flow	866	104	12	7	0	2	2	993
PM Peak Pd 1700-1800 Vehicle Flow	320	36	2	3	0	1	0	362
0600-2200 Vehicle Proportion	84.5%	11.5%	2.3%	1.0%	0.3%	0.4%	0.1%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	4866	568	82	17	24	22	6	5585
AM Peak Pd 0700-1000 Vehicle Flow	960	124	12	3	6	6	0	1111
AM Peak Hr 0800-0900 Vehicle Flow	366	42	6	2	2	3	0	421
IP Peak Pd 1000-1600 Vehicle Flow	2167	288	43	9	10	4	6	2527
IP Peak Pd 1200-1300 Vehicle Flow	351	36	6	2	1	0	3	399
PM Peak Pd 1600-1900 Vehicle Flow	1205	115	18	5	6	8	0	1357
PM Peak Pd 1700-1800 Vehicle Flow	404	30	8	0	1	3	0	446
0600-2200 Vehicle Proportion	87.1%	10.2%	1.5%	0.3%	0.4%	0.4%	0.1%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	5064	522	141	11	24	19	47	5828
AM Peak Pd 0700-1000 Vehicle Flow	959	102	28	3	6	6	2	1106
AM Peak Hr 0800-0900 Vehicle Flow	375	31	5	0	2	3	0	416
IP Peak Pd 1000-1600 Vehicle Flow	2222	264	85	4	10	4	17	2606
IP Peak Pd 1200-1300 Vehicle Flow	374	41	15	0	1	1	0	432
PM Peak Pd 1600-1900 Vehicle Flow	1324	124	17	1	7	5	12	1490
PM Peak Pd 1700-1800 Vehicle Flow	471	36	3	0	2	1	2	515
0600-2200 Vehicle Proportion	86.9%	9.0%	2.4%	0.2%	0.4%	0.3%	0.8%	100.0%

5.3.20 Table 53 shows that vehicle flows have risen throughout 2021 and were highest in September 2021.

5.3.22 Table 54 presents the pedestrian flow breakdown Stirling Road in Dunblane.

Table 54. Stirling Road Pedestrian Link Flow



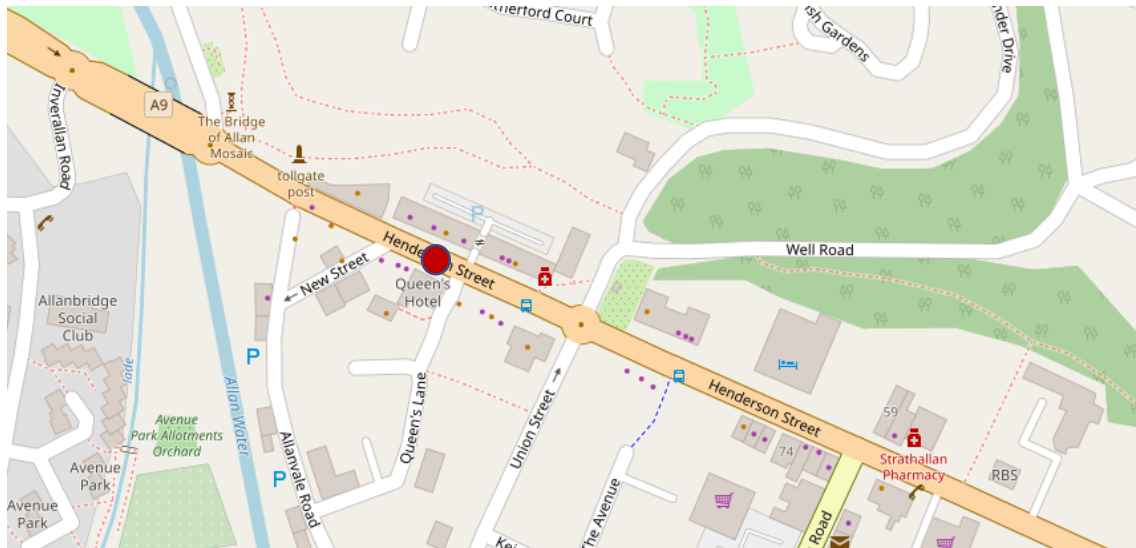
Site 3 B8033 Stirling Road									
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	29	3	0	2	0	0	5	0	39
0600 - 2200 Southbound	29	0	0	1	0	0	8	0	38
AM Peak Pd 0700-1000 Northbound	7	0	0	0	0	0	0	0	7
AM Peak Pd 0700-1000 Southbound	3	0	0	0	0	0	0	0	3
IP Peak Pd 1000-1600 Northbound	14	0	0	2	0	0	2	0	18
IP Peak Pd 1000-1600 Southbound	19	0	0	1	0	0	6	0	26
PM Peak Pd 1600-1900 Northbound	7	3	0	0	0	0	3	0	13
PM Peak Pd 1600-1900 Southbound	6	0	0	0	0	0	1	0	7
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	21	0	0	0	0	31	3	0	55
0600 - 2200 Southbound	15	0	0	0	0	24	6	0	45
AM Peak Pd 0700-1000 Northbound	3	0	0	0	0	1	0	0	4
AM Peak Pd 0700-1000 Southbound	3	0	0	0	0	6	0	0	9
IP Peak Pd 1000-1600 Northbound	8	0	0	0	0	24	3	0	35
IP Peak Pd 1000-1600 Southbound	5	0	0	0	0	16	4	0	25
PM Peak Pd 1600-1900 Northbound	5	0	0	0	0	4	0	0	9
PM Peak Pd 1600-1900 Southbound	4	0	0	0	0	2	2	0	8
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	13	0	0	0	0	23	4	0	40
0600 - 2200 Southbound	11	0	0	0	0	30	14	0	55
AM Peak Pd 0700-1000 Northbound	2	0	0	0	0	2	0	0	4
AM Peak Pd 0700-1000 Southbound	0	0	0	0	0	10	1	0	11
IP Peak Pd 1000-1600 Northbound	9	0	0	0	0	5	3	0	17
IP Peak Pd 1000-1600 Southbound	7	0	0	0	0	10	6	0	23
PM Peak Pd 1600-1900 Northbound	2	0	0	0	0	13	1	0	16
PM Peak Pd 1600-1900 Southbound	4	0	0	0	0	9	6	0	19

5.3.23 Table 54 shows that pedestrian flows were relatively consistent throughout 2021.

Bridge of Allan

5.3.24 Table 55 presents the vehicle type breakdown for Henderson Street eastbound in Bridge of Allan.

Table 55. Henderson Street (Eastbound) Link Flow

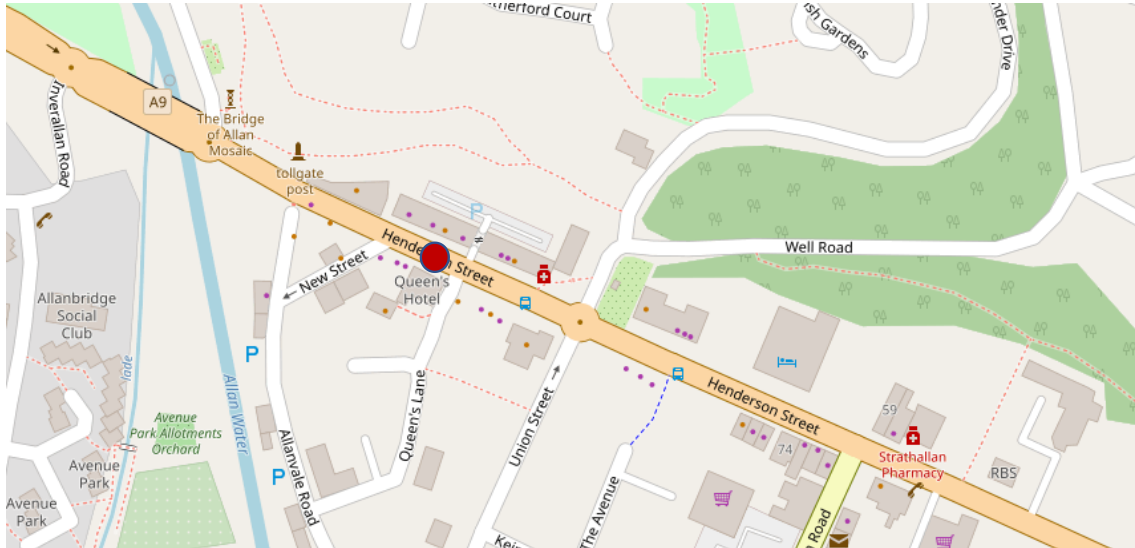


Site 1 Henderson Street Eastbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3474	545	174	89	20	7	7	4316
AM Peak Pd 0700-1000 Vehicle Flow	613	128	39	23	4	2	1	810
AM Peak Hr 0800-0900 Vehicle Flow	290	34	17	8	1	1	1	352
IP Peak Pd 1000-1600 Vehicle Flow	1565	270	100	39	10	2	1	1987
IP Peak Pd 1200-1300 Vehicle Flow	242	42	16	12	1	0	0	313
PM Peak Pd 1600-1900 Vehicle Flow	928	110	23	13	4	1	3	1082
PM Peak Pd 1700-1800 Vehicle Flow	343	32	8	5	1	1	1	391
0600-2200 Vehicle Proportion	80.5%	12.6%	4.0%	2.1%	0.5%	0.2%	0.2%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	4821	688	166	29	24	14	18	5760
AM Peak Pd 0700-1000 Vehicle Flow	836	196	42	11	5	4	0	1094
AM Peak Hr 0800-0900 Vehicle Flow	356	65	12	4	1	2	0	440
IP Peak Pd 1000-1600 Vehicle Flow	2042	311	95	6	10	3	17	2484
IP Peak Pd 1200-1300 Vehicle Flow	348	49	16	2	1	0	4	420
PM Peak Pd 1600-1900 Vehicle Flow	1276	118	16	4	6	5	0	1425
PM Peak Pd 1700-1800 Vehicle Flow	467	31	6	0	1	2	0	507
0600-2200 Vehicle Proportion	83.7%	11.9%	2.9%	0.5%	0.4%	0.2%	0.3%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	5376	699	157	117	29	11	74	6463
AM Peak Pd 0700-1000 Vehicle Flow	981	150	26	24	7	1	8	1197
AM Peak Hr 0800-0900 Vehicle Flow	416	59	12	9	3	0	3	502
IP Peak Pd 1000-1600 Vehicle Flow	2179	338	101	55	12	1	24	2710
IP Peak Pd 1200-1300 Vehicle Flow	356	53	17	8	1	0	2	437
PM Peak Pd 1600-1900 Vehicle Flow	1441	149	22	28	8	5	29	1682
PM Peak Pd 1700-1800 Vehicle Flow	476	50	8	8	1	1	10	554
0600-2200 Vehicle Proportion	83.2%	10.8%	2.4%	1.8%	0.4%	0.2%	1.1%	100.0%

5.3.25 Table 55 shows that vehicle flows have increased throughout 2021.

5.3.27 Table 56 presents the vehicle type breakdown for Henderson Street westbound in Bridge of Allan.

Table 56. Henderson Street (Westbound) Link Flow

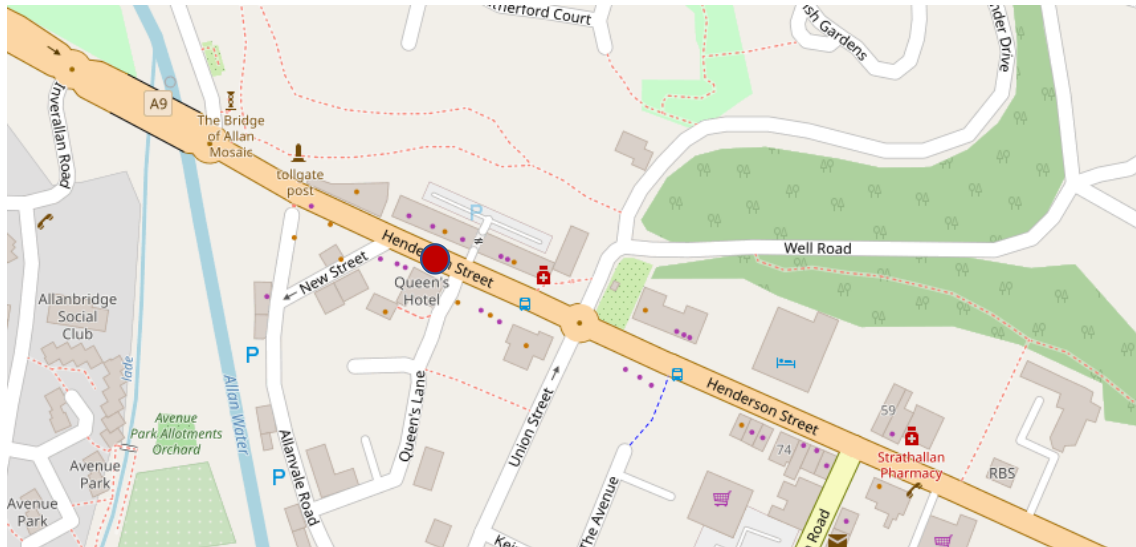


Site 1 Henderson Street Westbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3902	617	180	78	21	7	6	4811
AM Peak Pd 0700-1000 Vehicle Flow	628	154	66	25	4	3	1	881
AM Peak Hr 0800-0900 Vehicle Flow	231	56	27	13	0	2	0	329
IP Peak Pd 1000-1600 Vehicle Flow	1790	304	79	30	12	1	2	2218
IP Peak Pd 1200-1300 Vehicle Flow	298	42	12	5	2	0	0	359
PM Peak Pd 1600-1900 Vehicle Flow	1040	115	17	13	4	2	2	1193
PM Peak Pd 1700-1800 Vehicle Flow	429	47	6	3	2	1	0	488
0600-2200 Vehicle Proportion	81.1%	12.8%	3.7%	1.6%	0.4%	0.1%	0.1%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	5100	678	139	45	26	14	11	6013
AM Peak Pd 0700-1000 Vehicle Flow	884	164	46	12	5	6	1	1118
AM Peak Hr 0800-0900 Vehicle Flow	353	63	16	4	0	3	1	440
IP Peak Pd 1000-1600 Vehicle Flow	2132	317	73	19	12	5	8	2566
IP Peak Pd 1200-1300 Vehicle Flow	373	49	13	2	2	1	2	442
PM Peak Pd 1600-1900 Vehicle Flow	1315	145	14	8	7	2	1	1492
PM Peak Pd 1700-1800 Vehicle Flow	503	54	8	3	3	1	0	572
0600-2200 Vehicle Proportion	84.8%	11.3%	2.3%	0.7%	0.4%	0.2%	0.2%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	6000	673	144	116	28	12	81	7054
AM Peak Pd 0700-1000 Vehicle Flow	962	162	32	26	8	1	2	1193
AM Peak Hr 0800-0900 Vehicle Flow	362	55	15	9	2	0	1	444
IP Peak Pd 1000-1600 Vehicle Flow	2491	318	83	50	13	4	47	3006
IP Peak Pd 1200-1300 Vehicle Flow	396	46	11	8	2	1	7	471
PM Peak Pd 1600-1900 Vehicle Flow	1670	145	16	26	6	5	26	1894
PM Peak Pd 1700-1800 Vehicle Flow	643	43	6	8	3	1	6	710
0600-2200 Vehicle Proportion	85.1%	9.5%	2.0%	1.6%	0.4%	0.2%	1.1%	100.0%

5.3.28 Table 56 shows vehicle flows were highest in September 2021, the proportion of vehicles remained relatively consistent throughout the year.

5.3.30 Table 57 presents the pedestrian breakdown for Henderson Street in Dunblane.

Table 57. Henderson Street Pedestrian Link Flow



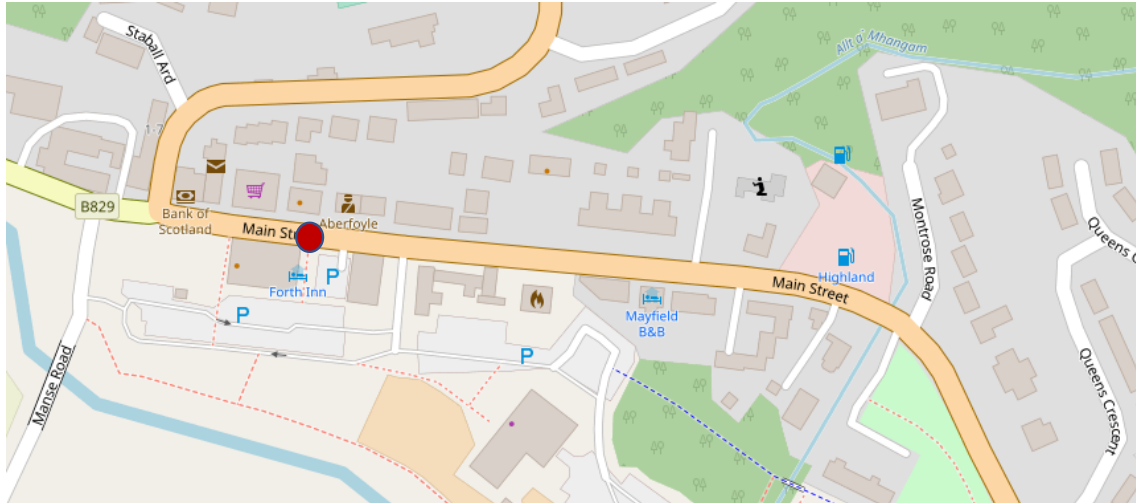
Site 1 Henderson Street									
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	813	53	2	18	0	0	11	2	899
0600 - 2200 Westbound	819	47	3	18	0	0	13	2	902
AM Peak Pd 0700-1000 Eastbound	71	2	0	0	0	0	1	0	74
AM Peak Pd 0700-1000 Westbound	79	2	0	0	0	0	3	0	84
IP Peak Pd 1000-1600 Eastbound	514	36	2	18	0	0	3	1	574
IP Peak Pd 1000-1600 Westbound	515	36	3	14	0	0	1	2	571
PM Peak Pd 1600-1900 Eastbound	173	10	0	0	0	0	7	1	191
PM Peak Pd 1600-1900 Westbound	190	4	0	4	0	0	8	0	206
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	1014	35	4	24	4	67	14	8	1170
0600 - 2200 Westbound	977	24	4	24	2	89	13	1	1134
AM Peak Pd 0700-1000 Eastbound	68	0	0	1	0	9	3	0	81
AM Peak Pd 0700-1000 Westbound	66	2	0	1	0	13	0	0	82
IP Peak Pd 1000-1600 Eastbound	648	20	3	18	4	36	3	8	740
IP Peak Pd 1000-1600 Westbound	635	15	2	20	2	51	5	0	730
PM Peak Pd 1600-1900 Eastbound	193	12	1	4	0	6	4	0	220
PM Peak Pd 1600-1900 Westbound	168	7	2	2	0	17	2	1	199
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	1155	85	35	5	6	98	27	10	1421
0600 - 2200 Westbound	1213	105	24	6	6	113	29	9	1505
AM Peak Pd 0700-1000 Eastbound	44	0	5	0	0	11	8	0	68
AM Peak Pd 0700-1000 Westbound	47	0	2	0	0	5	3	0	57
IP Peak Pd 1000-1600 Eastbound	731	23	21	4	4	55	2	5	845
IP Peak Pd 1000-1600 Westbound	746	27	11	6	5	49	9	6	859
PM Peak Pd 1600-1900 Eastbound	218	43	5	1	2	15	12	5	301
PM Peak Pd 1600-1900 Westbound	284	49	3	0	1	42	10	3	392

5.3.31 Table 57 shows that the volume of pedestrians increased throughout 2021, with September 2021 having the highest volume.

Aberfoyle

5.3.32 Table 58 presents the vehicle type breakdown for Main Street eastbound in Aberfoyle.

Table 58. Main Street (Eastbound) Link Flow

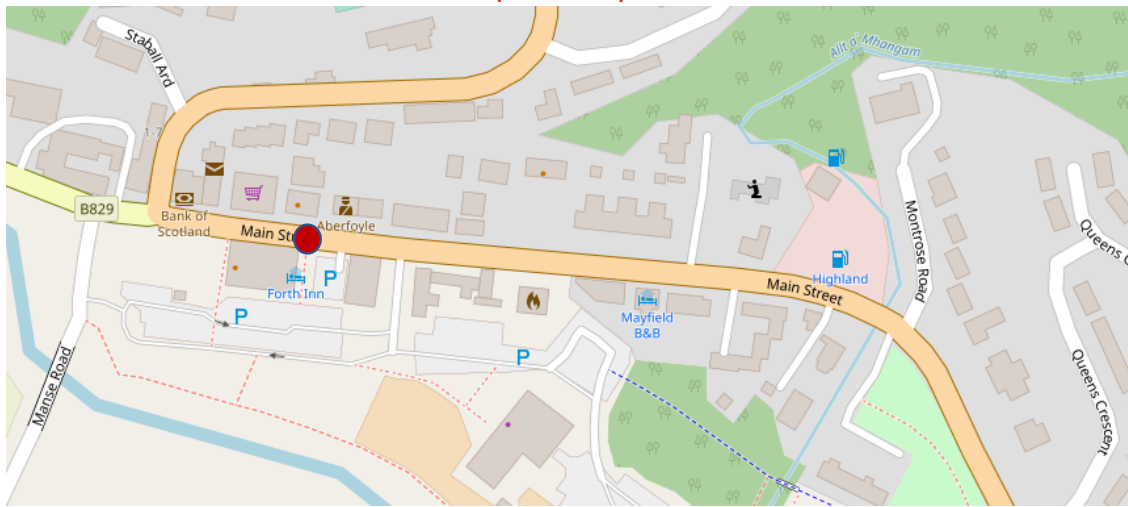


Site 1 Main Street Eastbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	660	182	41	7	1	3	0	894
AM Peak Pd 0700-1000 Vehicle Flow	108	35	9	2	0	2	0	156
AM Peak Hr 0800-0900 Vehicle Flow	47	14	2	0	0	1	0	64
IP Peak Pd 1000-1600 Vehicle Flow	362	104	25	5	1	1	0	498
IP Peak Pd 1200-1300 Vehicle Flow	67	21	1	2	0	0	0	91
PM Peak Pd 1600-1900 Vehicle Flow	142	34	7	0	0	0	0	183
PM Peak Pd 1700-1800 Vehicle Flow	59	12	2	0	0	0	0	73
0600-2200 Vehicle Proportion	73.8%	20.4%	4.6%	0.8%	0.1%	0.3%	0.0%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	1028	184	44	6	0	5	9	1276
AM Peak Pd 0700-1000 Vehicle Flow	155	30	7	2	0	2	0	196
AM Peak Hr 0800-0900 Vehicle Flow	67	8	1	1	0	1	0	78
IP Peak Pd 1000-1600 Vehicle Flow	565	96	22	3	0	3	9	698
IP Peak Pd 1200-1300 Vehicle Flow	86	12	7	0	0	0	1	106
PM Peak Pd 1600-1900 Vehicle Flow	223	40	10	1	0	0	0	274
PM Peak Pd 1700-1800 Vehicle Flow	81	19	7	1	0	0	0	108
0600-2200 Vehicle Proportion	80.6%	14.4%	3.4%	0.5%	0.0%	0.4%	0.7%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	1675	280	53	3	14	9	90	2124
AM Peak Pd 0700-1000 Vehicle Flow	182	43	12	1	4	2	1	245
AM Peak Hr 0800-0900 Vehicle Flow	77	13	6	0	1	1	0	98
IP Peak Pd 1000-1600 Vehicle Flow	774	143	32	1	7	4	39	1000
IP Peak Pd 1200-1300 Vehicle Flow	125	25	5	0	1	0	2	158
PM Peak Pd 1600-1900 Vehicle Flow	485	63	7	0	3	3	28	589
PM Peak Pd 1700-1800 Vehicle Flow	161	26	1	0	1	0	5	194
0600-2200 Vehicle Proportion	78.9%	13.2%	2.5%	0.1%	0.7%	0.4%	4.2%	100.0%

5.3.33 Table 58 shows that vehicle flows have increased throughout 2021.

5.3.35 Table 59 presents the vehicle type breakdown for Main Street westbound in Aberfoyle.

Table 59. Main Street (Westbound) Link Flow

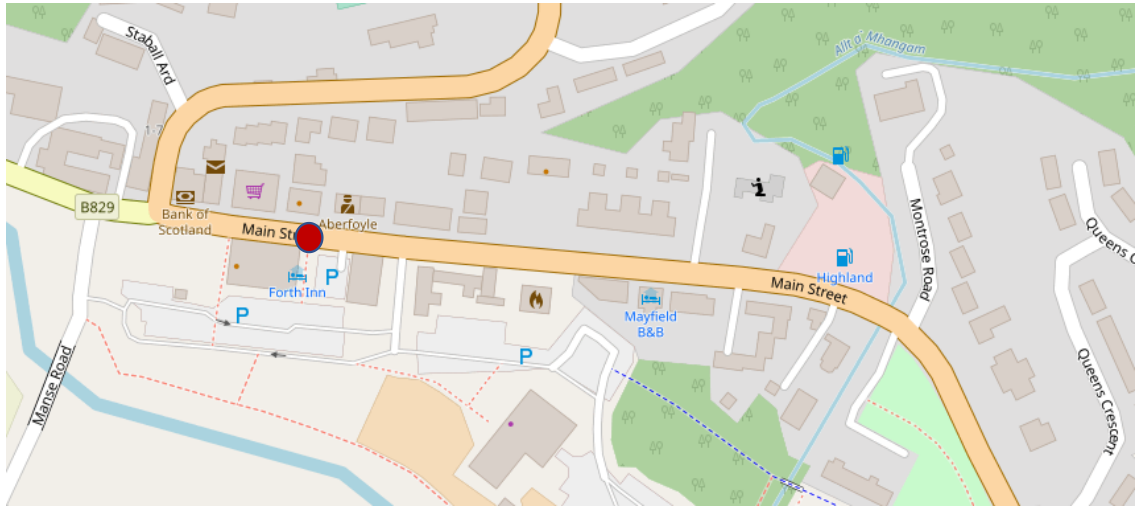


Site 1 Main Street Westbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	662	184	47	6	13	5	0	917
AM Peak Pd 0700-1000 Vehicle Flow	105	63	23	3	3	3	0	200
AM Peak Hr 0800-0900 Vehicle Flow	42	27	9	0	0	2	0	80
IP Peak Pd 1000-1600 Vehicle Flow	339	77	20	3	7	2	0	448
IP Peak Pd 1200-1300 Vehicle Flow	53	16	4	0	1	0	0	74
PM Peak Pd 1600-1900 Vehicle Flow	161	33	4	0	3	0	0	201
PM Peak Pd 1700-1800 Vehicle Flow	58	12	1	0	2	0	0	73
0600-2200 Vehicle Proportion	72.2%	20.1%	5.1%	0.7%	1.4%	0.5%	0.0%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	1063	226	41	6	13	8	12	1369
AM Peak Pd 0700-1000 Vehicle Flow	167	67	14	1	4	2	0	255
AM Peak Hr 0800-0900 Vehicle Flow	59	31	5	0	1	1	0	97
IP Peak Pd 1000-1600 Vehicle Flow	551	99	19	4	6	6	9	694
IP Peak Pd 1200-1300 Vehicle Flow	83	14	2	1	1	0	1	102
PM Peak Pd 1600-1900 Vehicle Flow	249	46	4	1	3	0	3	306
PM Peak Pd 1700-1800 Vehicle Flow	101	21	2	0	2	0	0	126
0600-2200 Vehicle Proportion	77.6%	16.5%	3.0%	0.4%	0.9%	0.6%	0.9%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	1703	262	73	0	14	13	103	2168
AM Peak Pd 0700-1000 Vehicle Flow	236	65	21	0	3	2	8	335
AM Peak Hr 0800-0900 Vehicle Flow	77	20	5	0	1	1	0	104
IP Peak Pd 1000-1600 Vehicle Flow	930	128	40	0	7	7	63	1175
IP Peak Pd 1200-1300 Vehicle Flow	167	18	7	0	1	0	10	203
PM Peak Pd 1600-1900 Vehicle Flow	394	50	9	0	4	4	23	484
PM Peak Pd 1700-1800 Vehicle Flow	145	18	4	0	2	1	6	176
0600-2200 Vehicle Proportion	78.6%	12.1%	3.4%	0.0%	0.6%	0.6%	4.8%	100.0%

5.3.36 Table 59 shows that vehicle flows have again increased throughout 2021.

5.3.38 Table 60 presents the pedestrian breakdown for Main Street in Aberfoyle.

Table 60. Main Street Pedestrian Link Flow



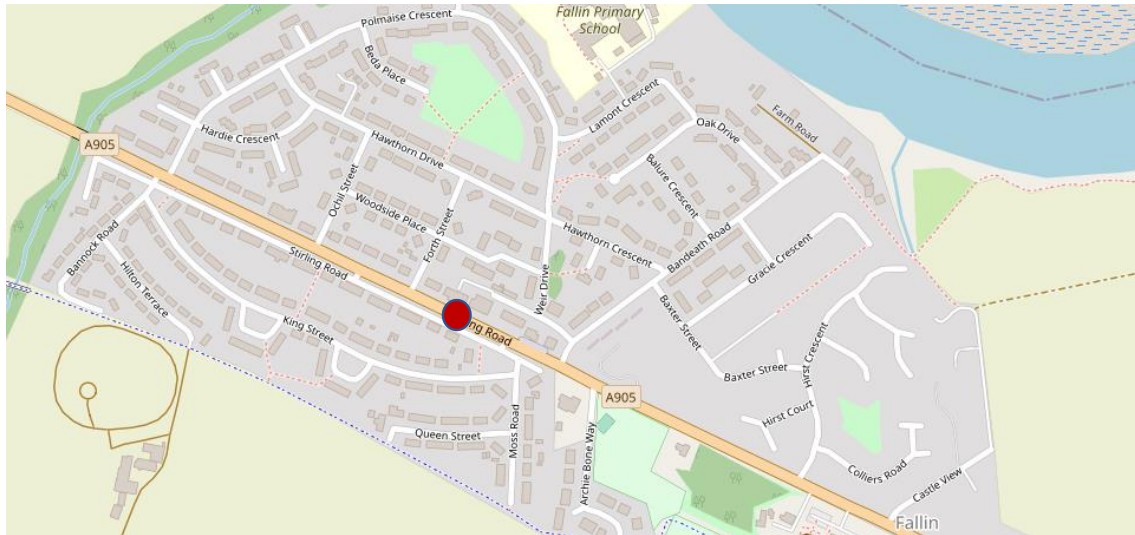
Site 1 Main Street									
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	153	34	6	2	1	0	5	3	204
0600 - 2200 Westbound	168	15	5	2	0	0	5	0	195
AM Peak Pd 0700-1000 Eastbound	12	15	0	0	0	0	0	0	27
AM Peak Pd 0700-1000 Westbound	12	5	0	0	0	0	0	0	17
IP Peak Pd 1000-1600 Eastbound	101	13	3	1	1	0	5	3	127
IP Peak Pd 1000-1600 Westbound	103	6	3	1	0	0	5	0	118
PM Peak Pd 1600-1900 Eastbound	29	6	3	1	0	0	0	0	39
PM Peak Pd 1600-1900 Westbound	43	4	2	1	0	0	0	0	50
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	386	27	6	2	0	30	4	1	456
0600 - 2200 Westbound	343	21	0	3	1	31	2	1	402
AM Peak Pd 0700-1000 Eastbound	20	11	3	0	0	1	1	0	36
AM Peak Pd 0700-1000 Westbound	17	0	0	0	0	1	1	0	19
IP Peak Pd 1000-1600 Eastbound	269	13	3	2	0	22	3	0	312
IP Peak Pd 1000-1600 Westbound	253	13	0	3	1	29	1	0	300
PM Peak Pd 1600-1900 Eastbound	83	3	0	0	0	5	0	1	92
PM Peak Pd 1600-1900 Westbound	57	8	0	0	0	1	0	1	67
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	302	24	6	4	2	31	2	3	374
0600 - 2200 Westbound	337	12	11	4	2	29	3	3	401
AM Peak Pd 0700-1000 Eastbound	9	0	0	0	0	0	1	0	10
AM Peak Pd 0700-1000 Westbound	8	2	7	0	0	2	0	0	19
IP Peak Pd 1000-1600 Eastbound	226	14	5	4	2	23	1	3	278
IP Peak Pd 1000-1600 Westbound	246	7	0	4	2	22	3	3	287
PM Peak Pd 1600-1900 Eastbound	38	10	1	0	0	7	0	0	56
PM Peak Pd 1600-1900 Westbound	41	3	4	0	0	4	0	0	52

5.3.39 Table 60 shows that pedestrian flows were highest in May 2021.

Fallin

5.3.40 Table 61 presents the vehicle type breakdown for A905 eastbound in Fallin.

Table 61. A905 (Eastbound) Link Flow

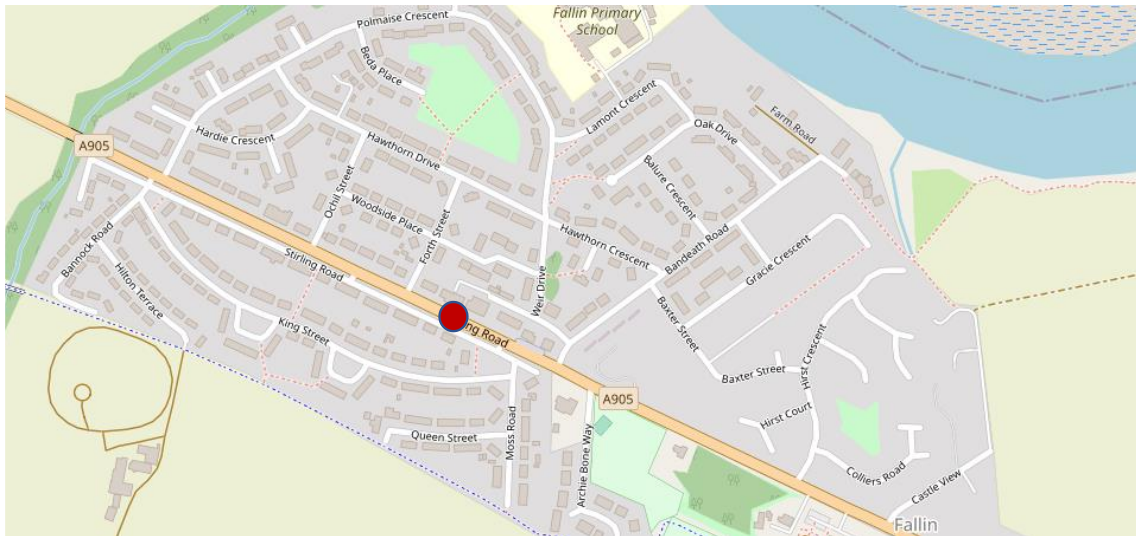


Site 1 A905 Eastbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	2433	560	216	72	16	10	8	3315
AM Peak Pd 0700-1000 Vehicle Flow	348	112	47	11	3	5	2	528
AM Peak Hr 0800-0900 Vehicle Flow	115	34	15	5	1	2	1	173
IP Peak Pd 1000-1600 Vehicle Flow	1048	298	100	42	7	5	4	1504
IP Peak Pd 1200-1300 Vehicle Flow	190	42	17	8	2	2	3	264
PM Peak Pd 1600-1900 Vehicle Flow	732	106	43	15	3	0	2	901
PM Peak Pd 1700-1800 Vehicle Flow	306	37	6	7	1	0	1	358
0600-2200 Vehicle Proportion	73.4%	16.9%	6.5%	2.2%	0.5%	0.3%	0.2%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3217	655	192	71	16	23	14	4188
AM Peak Pd 0700-1000 Vehicle Flow	482	148	43	14	3	11	4	705
AM Peak Hr 0800-0900 Vehicle Flow	185	55	18	4	1	5	2	270
IP Peak Pd 1000-1600 Vehicle Flow	1307	284	84	36	7	9	7	1734
IP Peak Pd 1200-1300 Vehicle Flow	201	47	12	7	2	1	2	272
PM Peak Pd 1600-1900 Vehicle Flow	944	158	45	16	3	3	2	1171
PM Peak Pd 1700-1800 Vehicle Flow	402	48	10	7	1	2	0	470
0600-2200 Vehicle Proportion	76.8%	15.6%	4.6%	1.7%	0.4%	0.5%	0.3%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3173	543	207	73	17	21	18	4052
AM Peak Pd 0700-1000 Vehicle Flow	447	113	39	16	5	8	4	632
AM Peak Hr 0800-0900 Vehicle Flow	178	49	11	5	1	5	0	249
IP Peak Pd 1000-1600 Vehicle Flow	1174	250	89	31	7	10	7	1568
IP Peak Pd 1200-1300 Vehicle Flow	179	39	8	3	2	2	1	234
PM Peak Pd 1600-1900 Vehicle Flow	1005	111	48	23	3	3	0	1193
PM Peak Pd 1700-1800 Vehicle Flow	421	34	13	7	2	2	0	479
0600-2200 Vehicle Proportion	78.3%	13.4%	5.1%	1.8%	0.4%	0.5%	0.4%	100.0%

5.3.41 Table 61 shows that vehicle flows were highest in May 2021, compared to February and September 2021.

5.3.43 Table 62 presents the vehicle type breakdown for A905 westbound in Fallin.

Table 62. A905 (Westbound) Link Flow

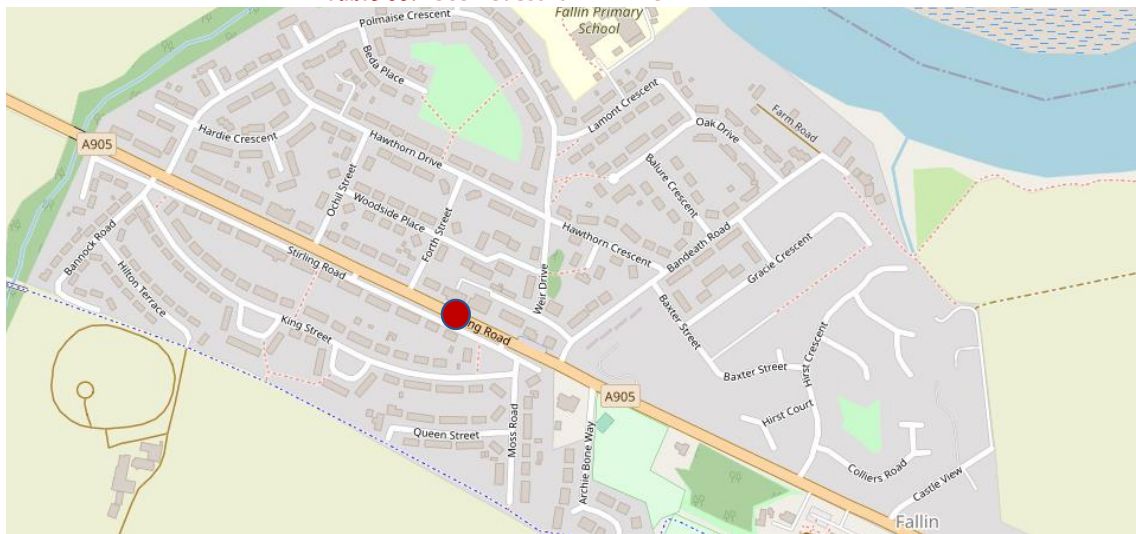


Site 1 A905 Westbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	2419	533	191	65	14	17	10	3249
AM Peak Pd 0700-1000 Vehicle Flow	516	160	60	15	3	8	2	764
AM Peak Hr 0800-0900 Vehicle Flow	215	57	18	4	1	7	0	302
IP Peak Pd 1000-1600 Vehicle Flow	1049	218	76	28	5	7	5	1388
IP Peak Pd 1200-1300 Vehicle Flow	202	32	7	6	0	2	3	252
PM Peak Pd 1600-1900 Vehicle Flow	579	110	34	10	3	2	2	740
PM Peak Pd 1700-1800 Vehicle Flow	229	44	13	4	1	1	0	292
0600-2200 Vehicle Proportion	74.5%	16.4%	5.9%	2.0%	0.4%	0.5%	0.3%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3092	645	208	71	31	25	18	4090
AM Peak Pd 0700-1000 Vehicle Flow	730	186	61	23	7	11	3	1021
AM Peak Hr 0800-0900 Vehicle Flow	327	77	23	4	2	8	0	441
IP Peak Pd 1000-1600 Vehicle Flow	1167	246	79	28	17	13	11	1561
IP Peak Pd 1200-1300 Vehicle Flow	171	37	8	4	2	1	1	224
PM Peak Pd 1600-1900 Vehicle Flow	789	140	42	8	4	1	3	987
PM Peak Pd 1700-1800 Vehicle Flow	282	45	17	4	1	1	0	350
0600-2200 Vehicle Proportion	75.6%	15.8%	5.1%	1.7%	0.8%	0.6%	0.4%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3104	499	211	72	34	23	63	4006
AM Peak Pd 0700-1000 Vehicle Flow	716	137	57	21	8	8	11	958
AM Peak Hr 0800-0900 Vehicle Flow	309	55	18	9	3	6	1	401
IP Peak Pd 1000-1600 Vehicle Flow	1074	222	89	27	17	12	30	1471
IP Peak Pd 1200-1300 Vehicle Flow	160	43	9	4	1	1	4	222
PM Peak Pd 1600-1900 Vehicle Flow	865	93	43	13	5	3	15	1037
PM Peak Pd 1700-1800 Vehicle Flow	353	36	14	6	1	2	6	418
0600-2200 Vehicle Proportion	77.5%	12.5%	5.3%	1.8%	0.8%	0.6%	1.6%	100.0%

5.3.44 Table 62 shows that vehicle flows were again highest in May 2021, compared to February and September 2021.

5.3.46 Table 63 presents the pedestrian breakdown for A905 in Fallin.

Table 63. A905 Pedestrian Link Flow



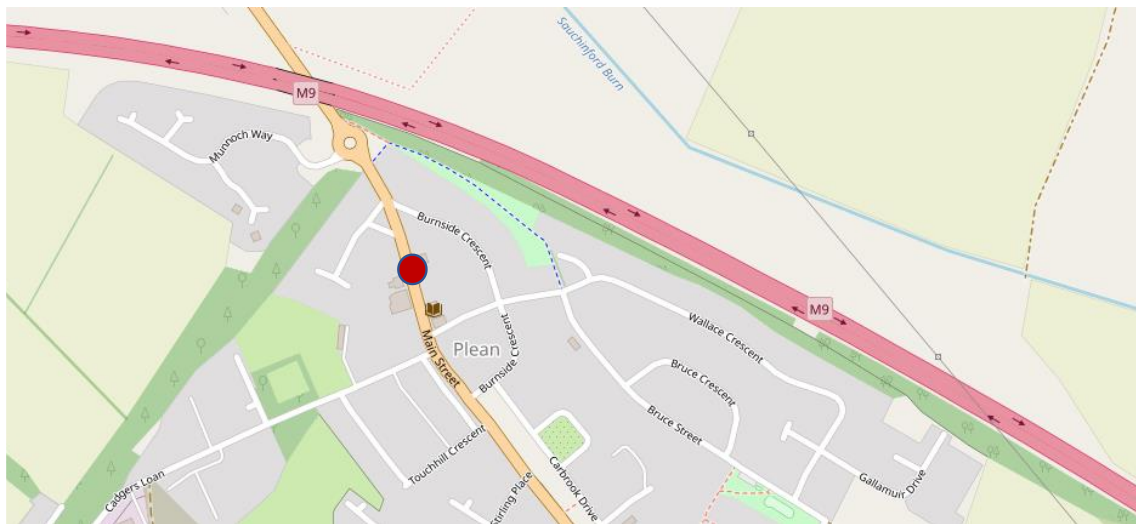
Site 1 A905									
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	112	12	1	1	0	0	6	0	132
0600 - 2200 Westbound	82	4	0	2	0	0	10	1	99
AM Peak Pd 0700-1000 Eastbound	9	4	0	0	0	0	1	0	14
AM Peak Pd 0700-1000 Westbound	0	0	0	0	0	0	1	0	1
IP Peak Pd 1000-1600 Eastbound	62	8	0	1	0	0	1	0	72
IP Peak Pd 1000-1600 Westbound	46	2	0	2	0	0	5	1	56
PM Peak Pd 1600-1900 Eastbound	28	0	1	0	0	0	4	0	33
PM Peak Pd 1600-1900 Westbound	18	2	0	0	0	0	3	0	23
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	106	11	19	0	3	17	16	0	172
0600 - 2200 Westbound	77	11	3	0	2	11	8	0	112
AM Peak Pd 0700-1000 Eastbound	15	2	19	0	0	4	1	0	41
AM Peak Pd 0700-1000 Westbound	5	2	1	0	0	0	0	0	8
IP Peak Pd 1000-1600 Eastbound	54	4	0	0	3	12	8	0	81
IP Peak Pd 1000-1600 Westbound	39	4	0	0	2	9	4	0	58
PM Peak Pd 1600-1900 Eastbound	26	3	0	0	0	0	6	0	35
PM Peak Pd 1600-1900 Westbound	0	0	0	0	0	0	0	0	0
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	79	10	36	2	5	23	13	0	168
0600 - 2200 Westbound	73	9	6	2	4	23	22	1	140
AM Peak Pd 0700-1000 Eastbound	10	0	28	0	0	4	2	0	44
AM Peak Pd 0700-1000 Westbound	6	0	0	0	0	3	1	0	10
IP Peak Pd 1000-1600 Eastbound	31	1	2	2	3	9	3	0	51
IP Peak Pd 1000-1600 Westbound	33	3	3	1	3	6	6	0	55
PM Peak Pd 1600-1900 Eastbound	25	7	6	0	2	5	4	0	49
PM Peak Pd 1600-1900 Westbound	19	4	3	1	1	9	12	0	49

5.3.47 Table 63 shows that pedestrian flows were highest in May 2021, although September 2021 was very similar.

Plean

5.3.48 Table 64 presents the vehicle type breakdown for Main Street northbound in Plean.

Table 64. Main Street (Northbound) Link Flow

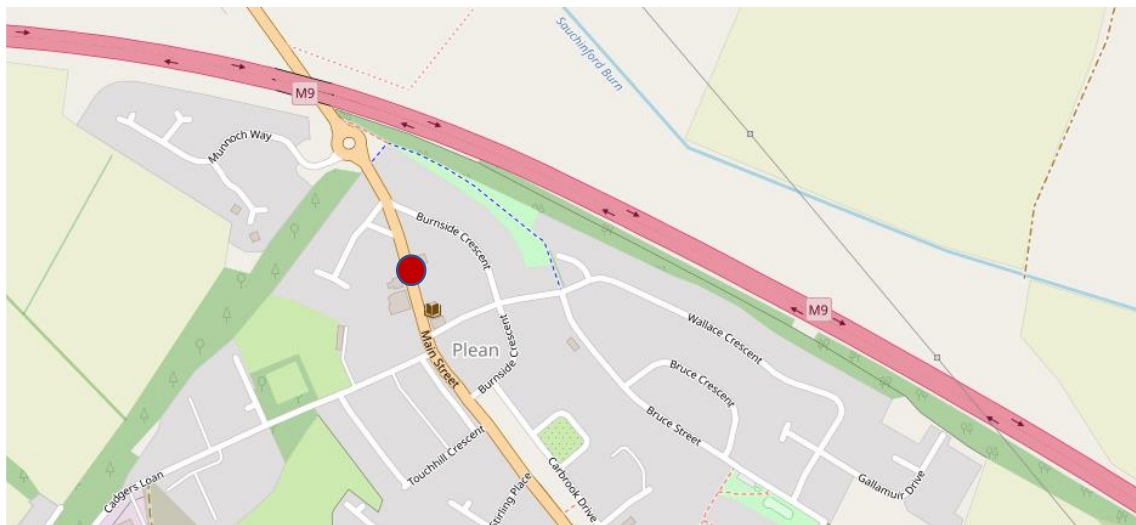


Site 1 Main St Northbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3261	465	155	53	33	11	10	3988
AM Peak Pd 0700-1000 Vehicle Flow	606	127	32	11	6	7	1	790
AM Peak Hr 0800-0900 Vehicle Flow	237	46	12	7	2	5	1	310
IP Peak Pd 1000-1600 Vehicle Flow	1331	202	88	29	14	4	7	1675
IP Peak Pd 1200-1300 Vehicle Flow	244	36	16	5	2	0	1	304
PM Peak Pd 1600-1900 Vehicle Flow	876	82	17	10	6	0	0	991
PM Peak Pd 1700-1800 Vehicle Flow	332	24	8	5	2	0	0	371
0600-2200 Vehicle Proportion	81.8%	11.7%	3.9%	1.3%	0.8%	0.3%	0.3%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3997	568	152	50	56	20	20	4863
AM Peak Pd 0700-1000 Vehicle Flow	750	150	44	10	12	10	4	980
AM Peak Hr 0800-0900 Vehicle Flow	263	53	14	3	4	6	2	345
IP Peak Pd 1000-1600 Vehicle Flow	1668	242	75	25	26	10	11	2057
IP Peak Pd 1200-1300 Vehicle Flow	292	37	9	3	6	0	3	350
PM Peak Pd 1600-1900 Vehicle Flow	999	125	22	6	11	0	4	1167
PM Peak Pd 1700-1800 Vehicle Flow	376	40	6	3	3	0	1	429
0600-2200 Vehicle Proportion	82.2%	11.7%	3.1%	1.0%	1.2%	0.4%	0.4%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3905	469	126	57	47	17	24	4645
AM Peak Pd 0700-1000 Vehicle Flow	775	103	26	16	11	6	3	940
AM Peak Hr 0800-0900 Vehicle Flow	324	29	12	6	3	3	1	378
IP Peak Pd 1000-1600 Vehicle Flow	1463	203	76	26	17	7	14	1806
IP Peak Pd 1200-1300 Vehicle Flow	217	34	17	2	3	2	3	278
PM Peak Pd 1600-1900 Vehicle Flow	1037	104	15	6	9	4	5	1180
PM Peak Pd 1700-1800 Vehicle Flow	394	33	4	1	2	3	1	438
0600-2200 Vehicle Proportion	84.1%	10.1%	2.7%	1.2%	1.0%	0.4%	0.5%	100.0%

5.3.49 Table 64 shows that vehicle flows were highest in May 2021, compared to February 2021 and September 2021.

5.3.51 Table 65 presents the vehicle type breakdown for Main Street Southbound in Plean.

Table 65. Main Street (Southbound) Link Flow

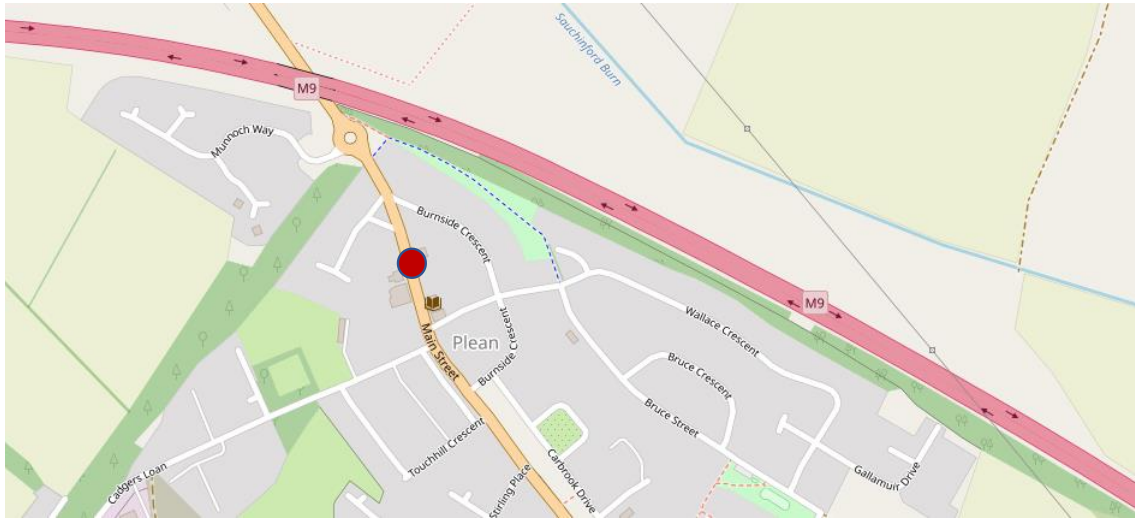


Site 1 Main St Southbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3381	449	142	69	34	13	7	4095
AM Peak Pd 0700-1000 Vehicle Flow	725	104	32	14	6	8	1	890
AM Peak Hr 0800-0900 Vehicle Flow	297	36	14	6	2	4	1	360
IP Peak Pd 1000-1600 Vehicle Flow	1307	202	71	33	14	2	3	1632
IP Peak Pd 1200-1300 Vehicle Flow	175	35	10	2	2	0	0	224
PM Peak Pd 1600-1900 Vehicle Flow	803	89	21	6	6	2	2	929
PM Peak Pd 1700-1800 Vehicle Flow	287	30	5	2	2	2	1	329
0600-2200 Vehicle Proportion	82.6%	11.0%	3.5%	1.7%	0.8%	0.3%	0.2%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	4159	509	147	79	62	17	17	4990
AM Peak Pd 0700-1000 Vehicle Flow	842	113	37	24	15	10	4	1045
AM Peak Hr 0800-0900 Vehicle Flow	319	47	16	8	5	3	3	401
IP Peak Pd 1000-1600 Vehicle Flow	1731	197	58	36	27	4	9	2062
IP Peak Pd 1200-1300 Vehicle Flow	307	29	11	9	4	0	3	363
PM Peak Pd 1600-1900 Vehicle Flow	964	124	30	10	11	3	3	1145
PM Peak Pd 1700-1800 Vehicle Flow	368	47	4	4	4	2	1	430
0600-2200 Vehicle Proportion	83.3%	10.2%	2.9%	1.6%	1.2%	0.3%	0.3%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3852	555	120	50	44	20	28	4669
AM Peak Pd 0700-1000 Vehicle Flow	728	148	18	15	9	8	3	929
AM Peak Hr 0800-0900 Vehicle Flow	292	47	4	5	3	3	0	354
IP Peak Pd 1000-1600 Vehicle Flow	1534	224	66	22	20	10	12	1888
IP Peak Pd 1200-1300 Vehicle Flow	245	29	13	3	2	2	4	298
PM Peak Pd 1600-1900 Vehicle Flow	967	110	23	6	7	0	8	1121
PM Peak Pd 1700-1800 Vehicle Flow	341	32	6	2	3	0	7	391
0600-2200 Vehicle Proportion	82.5%	11.9%	2.6%	1.1%	0.9%	0.4%	0.6%	100.0%

5.3.52 Table 65 shows that again, vehicle flows were highest in May 2021, compared to February 2021 and September 2021.

5.3.54 Table 66 presents the pedestrian breakdown for Main Street in Plean.

Table 66. Main Street Pedestrian Link Flow Summary

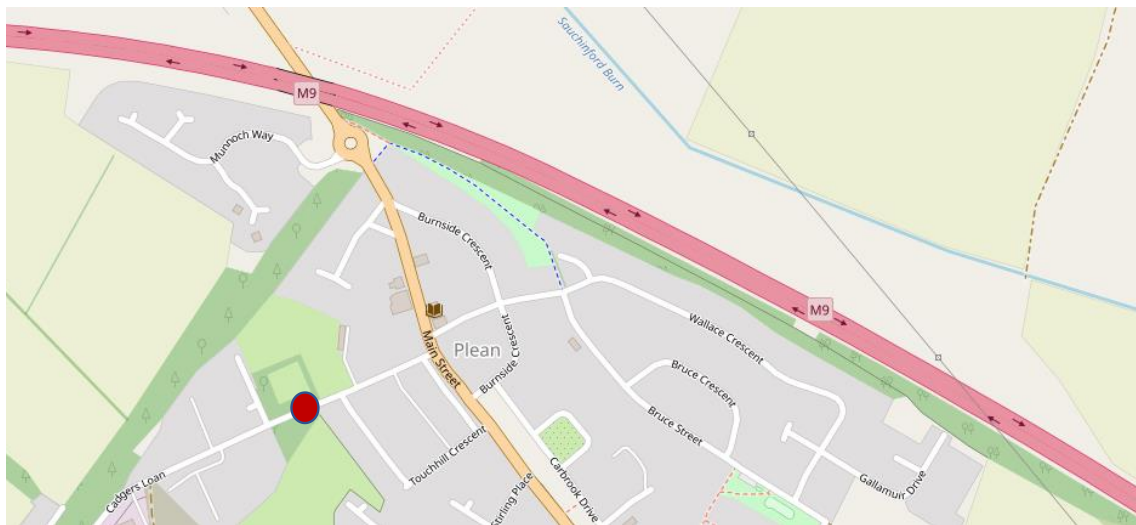


Site 1 - Main St									
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	341	31	12	1	0	0	9	0	394
0600 - 2200 Southbound	298	46	10	2	0	0	7	0	363
AM Peak Pd 0700-1000 Northbound	24	0	0	0	0	0	0	0	24
AM Peak Pd 0700-1000 Southbound	21	19	0	0	0	0	0	0	40
IP Peak Pd 1000-1600 Northbound	149	27	9	1	0	0	6	0	192
IP Peak Pd 1000-1600 Southbound	118	24	4	2	0	0	1	0	149
PM Peak Pd 1600-1900 Northbound	115	4	3	0	0	0	3	0	125
PM Peak Pd 1600-1900 Southbound	109	3	6	0	0	0	5	0	123
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	478	34	48	7	2	9	28	0	606
0600 - 2200 Southbound	474	44	55	12	2	23	29	0	639
AM Peak Pd 0700-1000 Northbound	92	2	1	1	0	2	0	0	98
AM Peak Pd 0700-1000 Southbound	93	23	18	1	0	6	3	0	144
IP Peak Pd 1000-1600 Northbound	230	19	24	5	2	6	9	0	295
IP Peak Pd 1000-1600 Southbound	232	6	8	7	2	13	1	0	269
PM Peak Pd 1600-1900 Northbound	100	13	7	1	0	0	16	0	137
PM Peak Pd 1600-1900 Southbound	93	15	13	4	0	2	18	0	145
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	131	38	33	11	0	14	13	0	240
0600 - 2200 Southbound	115	44	26	8	0	7	11	2	213
AM Peak Pd 0700-1000 Northbound	17	22	14	2	0	2	0	0	57
AM Peak Pd 0700-1000 Southbound	16	2	0	2	0	0	1	0	21
IP Peak Pd 1000-1600 Northbound	56	6	3	5	0	6	2	0	78
IP Peak Pd 1000-1600 Southbound	46	32	21	2	0	2	2	2	107
PM Peak Pd 1600-1900 Northbound	25	10	13	1	0	6	3	0	58
PM Peak Pd 1600-1900 Southbound	25	8	5	2	0	5	3	0	48

5.3.55 Table 66 shows that pedestrian flows were highest in May 2021, and lowest in September 2021.

5.3.56 Table 67 presents the vehicle type breakdown for Cadgers Loan eastbound in Plean.

Table 67. Cadgers Loan (Eastbound) Link Flow

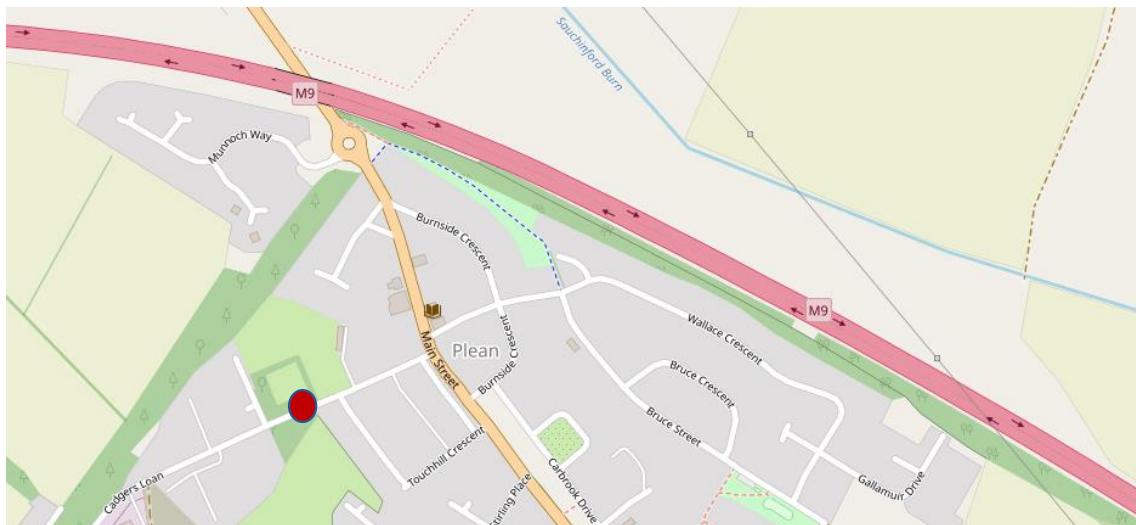


Site 2 Cadgers Loan Eastbound								
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	395	74	18	2	2	3	2	496
AM Peak Pd 0700-1000 Vehicle Flow	59	11	4	0	1	3	0	78
AM Peak Hr 0800-0900 Vehicle Flow	25	4	0	0	0	0	0	29
IP Peak Pd 1000-1600 Vehicle Flow	163	37	10	1	1	0	1	213
IP Peak Pd 1200-1300 Vehicle Flow	31	6	3	0	0	0	0	40
PM Peak Pd 1600-1900 Vehicle Flow	108	14	4	1	0	0	0	127
PM Peak Pd 1700-1800 Vehicle Flow	33	5	1	0	0	0	0	39
0600-2200 Vehicle Proportion	79.6%	14.9%	3.6%	0.4%	0.4%	0.6%	0.4%	100.0%

5.3.57 Table 67 shows that the highest proportion of vehicles were cars.

5.3.58 Table 68 presents the vehicle type breakdown for Cadgers Loan westbound in Plan.

Table 68. Cadgers Loan (Westbound) Link Flow

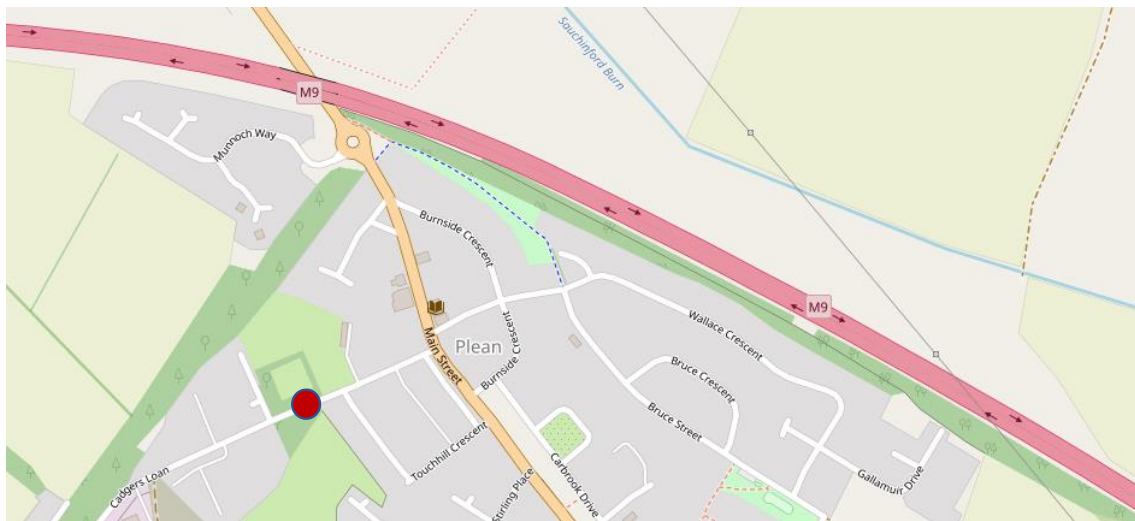


Site 2 Cadgers Loan Westbound								
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	423	69	21	3	0	5	0	521
AM Peak Pd 0700-1000 Vehicle Flow	62	16	3	1	0	2	0	84
AM Peak Hr 0800-0900 Vehicle Flow	26	3	2	0	0	0	0	31
IP Peak Pd 1000-1600 Vehicle Flow	173	29	14	1	0	0	0	217
IP Peak Pd 1200-1300 Vehicle Flow	39	9	5	0	0	0	0	53
PM Peak Pd 1600-1900 Vehicle Flow	111	19	3	1	0	3	0	137
PM Peak Pd 1700-1800 Vehicle Flow	43	10	1	0	0	2	0	56
0600-2200 Vehicle Proportion	81.2%	13.2%	4.0%	0.6%	0.0%	1.0%	0.0%	100.0%

5.3.59 Table 68 shows that again, the majority of vehicles were cars.

5.3.60 Table 69 presents the pedestrian breakdown for Cadgers Loan in Plan.

Table 69. Cadgers Loan Pedestrian Link Flow Summary



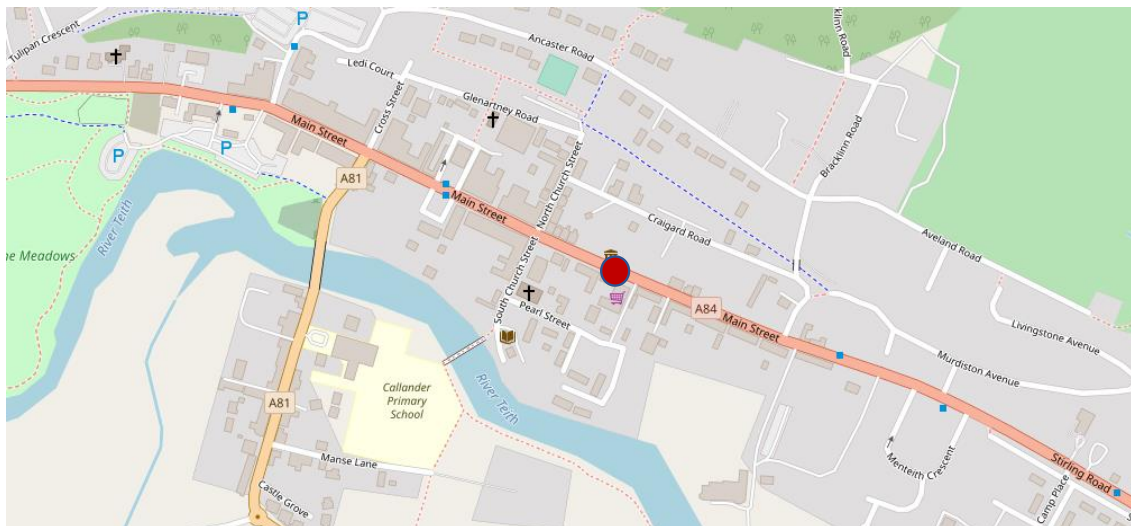
Site 2 - Cadgers Loan									
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	33	9	2	0	0	7	1	0	52
0600 - 2200 Westbound	40	11	3	0	0	9	4	3	70
AM Peak Pd 0700-1000 Eastbound	3	0	0	0	0	2	0	0	5
AM Peak Pd 0700-1000 Westbound	4	0	1	0	0	0	0	1	6
IP Peak Pd 1000-1600 Eastbound	13	7	2	0	0	0	0	0	22
IP Peak Pd 1000-1600 Westbound	16	10	1	0	0	4	0	0	31
PM Peak Pd 1600-1900 Eastbound	8	2	0	0	0	5	1	0	16
PM Peak Pd 1600-1900 Westbound	11	1	1	0	0	5	4	2	24

5.3.61 Table 69 shows that the westbound pedestrian flow was higher than the eastbound in September 2021.

Callander

5.3.62 Table 70 presents the vehicle type breakdown for Main Street eastbound in Callander.

Table 70. Main Street (Eastbound) Link Flow

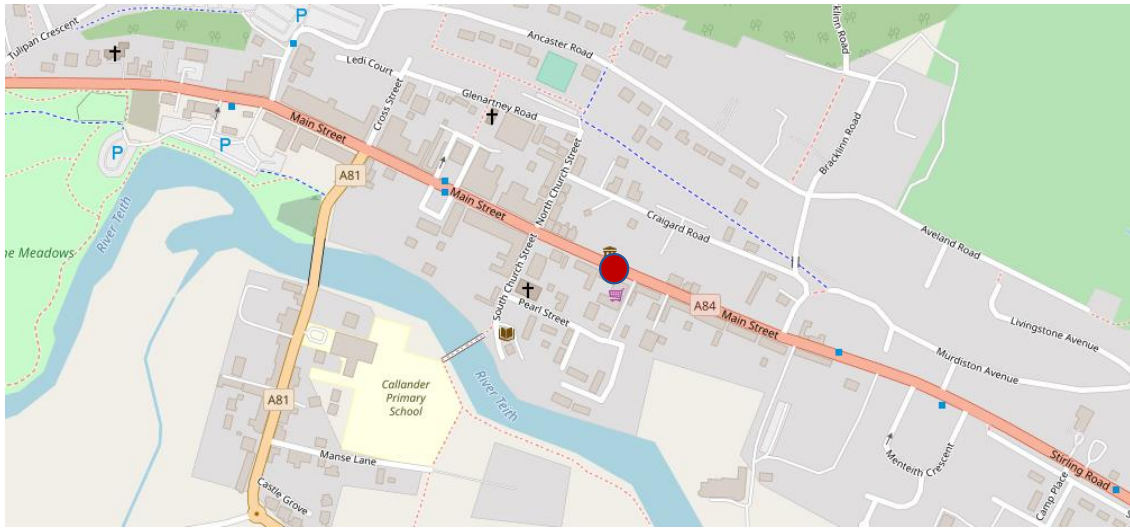


Site 1 Main Street Eastbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	1717	515	124	116	13	15	6	2506
AM Peak Pd 0700-1000 Vehicle Flow	277	97	18	30	4	4	2	432
AM Peak Hr 0800-0900 Vehicle Flow	99	32	2	4	1	4	1	143
IP Peak Pd 1000-1600 Vehicle Flow	852	262	68	54	5	10	4	1255
IP Peak Pd 1200-1300 Vehicle Flow	124	42	9	6	1	0	2	184
PM Peak Pd 1600-1900 Vehicle Flow	439	120	26	20	3	1	0	609
PM Peak Pd 1700-1800 Vehicle Flow	150	41	12	7	0	1	0	211
0600-2200 Vehicle Proportion	68.5%	20.6%	4.9%	4.6%	0.5%	0.6%	0.2%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3048	565	139	124	21	9	30	3936
AM Peak Pd 0700-1000 Vehicle Flow	459	93	27	27	6	1	4	617
AM Peak Hr 0800-0900 Vehicle Flow	157	21	5	6	2	1	1	193
IP Peak Pd 1000-1600 Vehicle Flow	1459	283	75	65	10	4	21	1917
IP Peak Pd 1200-1300 Vehicle Flow	197	42	12	8	1	0	8	268
PM Peak Pd 1600-1900 Vehicle Flow	794	137	28	14	4	4	3	984
PM Peak Pd 1700-1800 Vehicle Flow	267	47	11	5	1	1	1	333
0600-2200 Vehicle Proportion	77.4%	14.4%	3.5%	3.2%	0.5%	0.2%	0.8%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	4578	542	149	111	14	33	201	5628
AM Peak Pd 0700-1000 Vehicle Flow	502	81	17	18	4	6	4	632
AM Peak Hr 0800-0900 Vehicle Flow	177	26	7	4	1	4	2	221
IP Peak Pd 1000-1600 Vehicle Flow	1760	249	93	56	5	15	65	2243
IP Peak Pd 1200-1300 Vehicle Flow	240	46	18	8	1	1	11	325
PM Peak Pd 1600-1900 Vehicle Flow	1713	151	29	22	4	10	88	2017
PM Peak Pd 1700-1800 Vehicle Flow	977	49	11	6	1	3	33	1080
0600-2200 Vehicle Proportion	81.3%	9.6%	2.6%	2.0%	0.2%	0.6%	3.6%	100.0%

5.3.63 Table 70 shows that vehicle flows were significantly higher in September 2021, compared to May 2021 and February 2021.

5.3.65 Table 71 presents the vehicle type breakdown for Main Street westbound in Callander.

Table 71. Main Street (Westbound) Link Flow

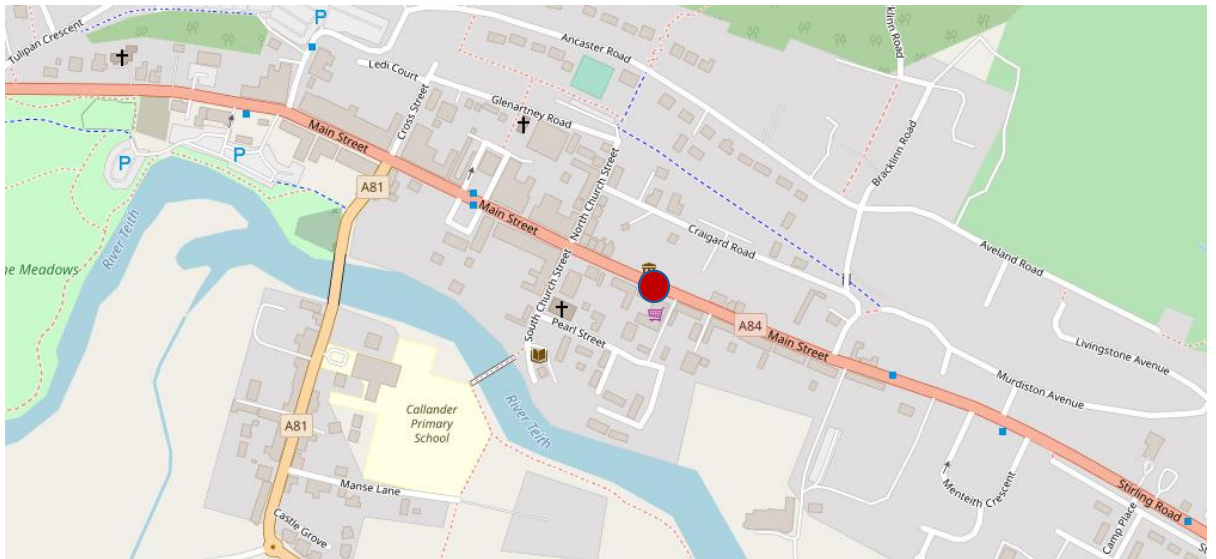


Site 1 Main Street Westbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	1551	449	123	112	16	15	4	2270
AM Peak Pd 0700-1000 Vehicle Flow	300	168	50	35	4	4	0	561
AM Peak Hr 0800-0900 Vehicle Flow	135	58	21	14	1	3	0	232
IP Peak Pd 1000-1600 Vehicle Flow	735	169	43	38	6	10	3	1004
IP Peak Pd 1200-1300 Vehicle Flow	126	24	8	8	1	0	0	167
PM Peak Pd 1600-1900 Vehicle Flow	378	69	14	24	3	1	1	490
PM Peak Pd 1700-1800 Vehicle Flow	138	34	5	10	1	1	1	190
0600-2200 Vehicle Proportion	68.3%	19.8%	5.4%	4.9%	0.7%	0.7%	0.2%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	2846	551	135	124	21	8	25	3710
AM Peak Pd 0700-1000 Vehicle Flow	584	191	48	37	6	4	4	874
AM Peak Hr 0800-0900 Vehicle Flow	247	72	17	20	2	2	1	361
IP Peak Pd 1000-1600 Vehicle Flow	1384	205	53	34	10	3	20	1709
IP Peak Pd 1200-1300 Vehicle Flow	238	37	4	6	1	0	3	289
PM Peak Pd 1600-1900 Vehicle Flow	583	91	17	27	4	1	1	724
PM Peak Pd 1700-1800 Vehicle Flow	214	31	7	10	2	0	1	265
0600-2200 Vehicle Proportion	76.7%	14.9%	3.6%	3.3%	0.6%	0.2%	0.7%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	3551	521	151	102	15	53	200	4593
AM Peak Pd 0700-1000 Vehicle Flow	675	179	56	36	3	18	15	982
AM Peak Hr 0800-0900 Vehicle Flow	272	64	23	11	0	3	4	377
IP Peak Pd 1000-1600 Vehicle Flow	1835	211	60	29	7	29	124	2295
IP Peak Pd 1200-1300 Vehicle Flow	312	35	15	7	1	7	23	400
PM Peak Pd 1600-1900 Vehicle Flow	709	73	15	16	4	6	41	864
PM Peak Pd 1700-1800 Vehicle Flow	254	23	7	6	2	5	11	308
0600-2200 Vehicle Proportion	77.3%	11.3%	3.3%	2.2%	0.3%	1.2%	4.4%	100.0%

5.3.66 Table 71 shows that vehicle flows were significantly higher in September 2021, compared to May and February 2021.

5.3.68 Table 72 presents the pedestrian breakdown for Main Street in Callander.

Table 72. Main Street Pedestrian Link Flow



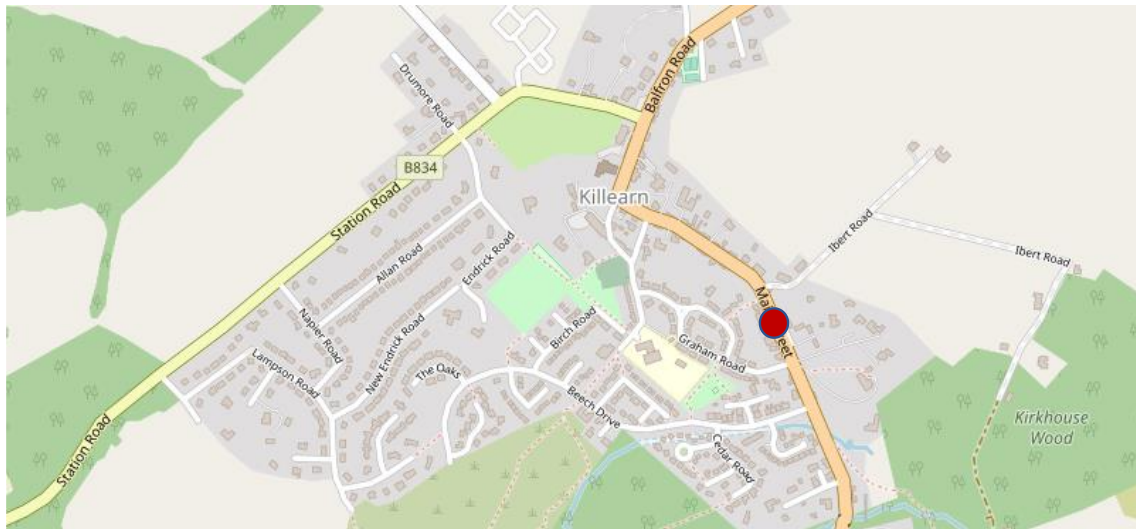
Site 1 Main Street									
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	332	41	0	3	1	0	14	2	393
0600 - 2200 Westbound	319	51	3	3	2	0	12	0	390
AM Peak Pd 0700-1000 Eastbound	14	0	0	0	0	0	0	0	14
AM Peak Pd 0700-1000 Westbound	17	20	1	0	0	0	1	0	39
IP Peak Pd 1000-1600 Eastbound	187	34	0	3	1	0	1	1	227
IP Peak Pd 1000-1600 Westbound	175	27	2	3	2	0	6	0	215
PM Peak Pd 1600-1900 Eastbound	88	7	0	0	0	0	12	1	108
PM Peak Pd 1600-1900 Westbound	80	4	0	0	0	0	5	0	89
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	559	37	43	5	9	15	16	0	684
0600 - 2200 Westbound	548	57	21	7	7	18	15	0	673
AM Peak Pd 0700-1000 Eastbound	32	1	0	1	1	0	0	0	35
AM Peak Pd 0700-1000 Westbound	55	28	6	1	1	2	7	0	100
IP Peak Pd 1000-1600 Eastbound	369	30	41	4	5	12	8	0	469
IP Peak Pd 1000-1600 Westbound	348	26	13	4	5	13	2	0	411
PM Peak Pd 1600-1900 Eastbound	106	6	2	0	3	1	3	0	121
PM Peak Pd 1600-1900 Westbound	95	3	2	1	1	2	3	0	107
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Eastbound	755	71	84	7	5	24	16	4	966
0600 - 2200 Westbound	726	84	56	5	4	29	12	1	917
AM Peak Pd 0700-1000 Eastbound	33	0	3	0	0	1	0	0	37
AM Peak Pd 0700-1000 Westbound	42	31	16	0	0	3	5	0	97
IP Peak Pd 1000-1600 Eastbound	386	45	64	6	4	12	11	4	532
IP Peak Pd 1000-1600 Westbound	415	27	29	4	2	17	4	1	499
PM Peak Pd 1600-1900 Eastbound	186	18	16	1	1	9	0	0	231
PM Peak Pd 1600-1900 Westbound	160	18	10	0	1	8	3	0	200

5.3.69 Table 72 shows that pedestrian flows were significantly higher in September 2021, reflecting the seasonality of the area.

Killlearn

5.3.70 Table 73 presents the vehicle type breakdown for Main Street northbound in Killlearn.

Table 73. Main Street (Northbound) Link Flow

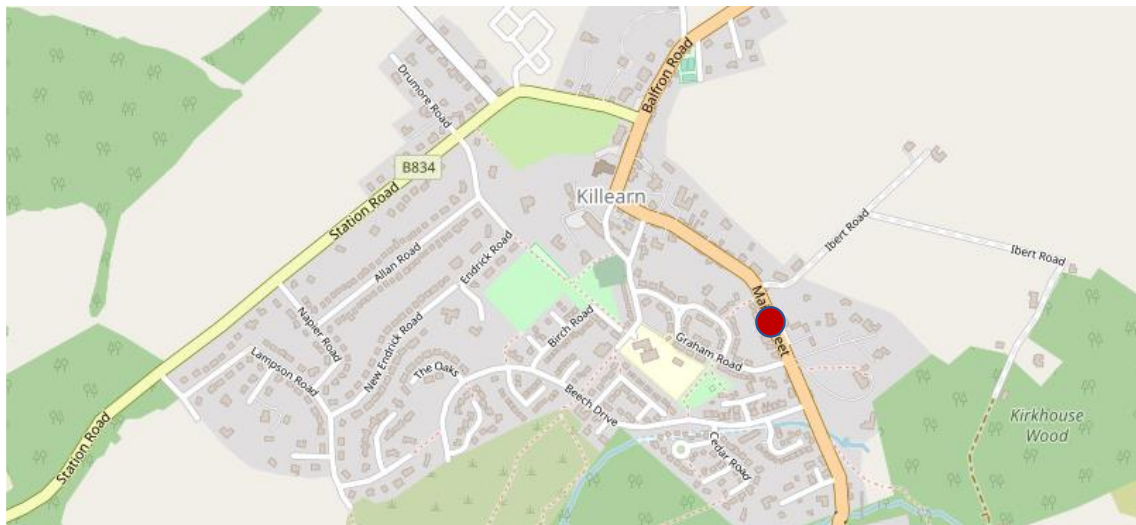


Site 1 Main Street Northbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	1016	167	26	2	16	4	3	1234
AM Peak Pd 0700-1000 Vehicle Flow	221	37	5	1	3	3	1	271
AM Peak Hr 0800-0900 Vehicle Flow	82	10	1	0	1	3	0	97
IP Peak Pd 1000-1600 Vehicle Flow	436	85	18	0	6	0	1	546
IP Peak Pd 1200-1300 Vehicle Flow	69	16	3	0	1	0	0	89
PM Peak Pd 1600-1900 Vehicle Flow	287	38	1	1	4	0	0	331
PM Peak Pd 1700-1800 Vehicle Flow	126	16	0	1	1	0	0	144
0600-2200 Vehicle Proportion	82.3%	13.5%	2.1%	0.2%	1.3%	0.3%	0.2%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	1328	188	27	8	16	5	3	1575
AM Peak Pd 0700-1000 Vehicle Flow	268	30	6	2	3	3	0	312
AM Peak Hr 0800-0900 Vehicle Flow	131	11	4	0	1	3	0	150
IP Peak Pd 1000-1600 Vehicle Flow	526	105	15	3	6	1	1	657
IP Peak Pd 1200-1300 Vehicle Flow	79	14	2	0	1	0	0	96
PM Peak Pd 1600-1900 Vehicle Flow	392	42	6	3	4	1	2	450
PM Peak Pd 1700-1800 Vehicle Flow	161	12	3	0	1	0	1	178
0600-2200 Vehicle Proportion	84.3%	11.9%	1.7%	0.5%	1.0%	0.3%	0.2%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	1579	199	29	2	17	5	18	1849
AM Peak Pd 0700-1000 Vehicle Flow	311	62	5	0	4	3	0	385
AM Peak Hr 0800-0900 Vehicle Flow	139	27	1	0	2	3	0	172
IP Peak Pd 1000-1600 Vehicle Flow	641	84	18	2	7	0	11	763
IP Peak Pd 1200-1300 Vehicle Flow	115	13	3	1	1	0	0	133
PM Peak Pd 1600-1900 Vehicle Flow	440	34	3	0	3	1	4	485
PM Peak Pd 1700-1800 Vehicle Flow	149	11	1	0	1	0	3	165
0600-2200 Vehicle Proportion	85.4%	10.8%	1.6%	0.1%	0.9%	0.3%	1.0%	100.0%

5.3.71 Table 73 shows that vehicle flows were higher in September 2021, compared to February and May 2021.

5.3.73 Table 74 presents the vehicle type breakdown for Main Street southbound in Killearn.

Table 74. Main Street (Southbound) Link Flow

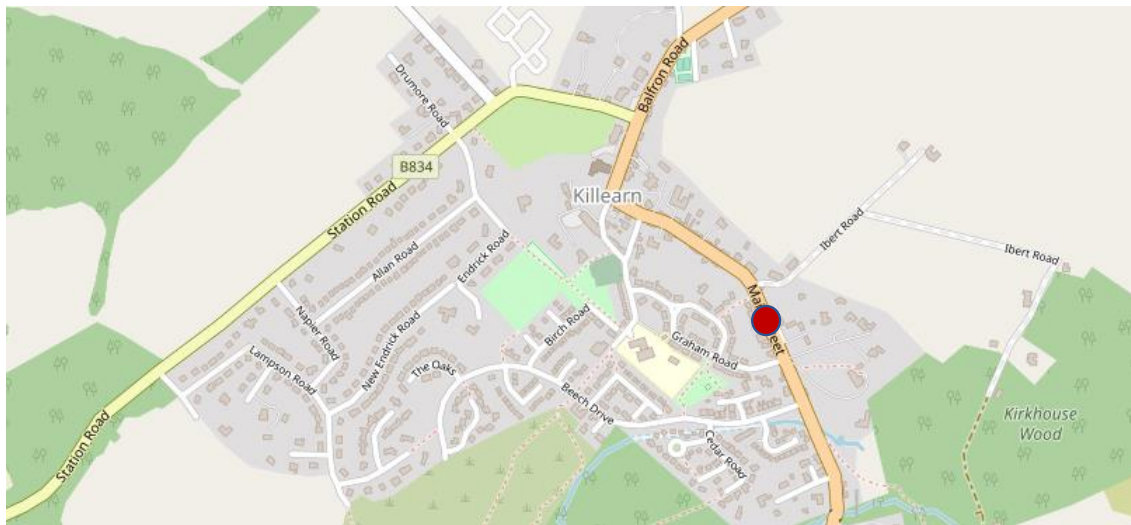


Site 1 Main Street Southbound								
February 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	821	132	38	4	17	1	7	1020
AM Peak Pd 0700-1000 Vehicle Flow	168	25	7	1	4	0	0	205
AM Peak Hr 0800-0900 Vehicle Flow	74	11	4	0	1	0	0	90
IP Peak Pd 1000-1600 Vehicle Flow	382	71	25	3	5	1	6	493
IP Peak Pd 1200-1300 Vehicle Flow	45	10	4	1	1	0	1	62
PM Peak Pd 1600-1900 Vehicle Flow	202	28	6	0	5	0	1	242
PM Peak Pd 1700-1800 Vehicle Flow	92	9	1	0	1	0	0	103
0600-2200 Vehicle Proportion	80.5%	12.9%	3.7%	0.4%	1.7%	0.1%	0.7%	100.0%
May 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	1152	159	25	5	18	3	6	1368
AM Peak Pd 0700-1000 Vehicle Flow	239	24	10	3	3	1	2	282
AM Peak Hr 0800-0900 Vehicle Flow	112	11	2	0	1	1	1	128
IP Peak Pd 1000-1600 Vehicle Flow	445	76	10	2	7	1	1	542
IP Peak Pd 1200-1300 Vehicle Flow	62	12	2	1	1	0	0	78
PM Peak Pd 1600-1900 Vehicle Flow	322	40	5	0	5	1	3	376
PM Peak Pd 1700-1800 Vehicle Flow	147	17	2	0	1	0	2	169
0600-2200 Vehicle Proportion	84.2%	11.6%	1.8%	0.4%	1.3%	0.2%	0.4%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Service Bus	Private Coach	Motor Cycle	Total
0600-2200 Vehicle Flow	1273	168	24	5	18	3	14	1505
AM Peak Pd 0700-1000 Vehicle Flow	302	41	6	0	4	2	1	356
AM Peak Hr 0800-0900 Vehicle Flow	131	16	2	0	1	1	1	152
IP Peak Pd 1000-1600 Vehicle Flow	472	76	14	5	5	1	9	582
IP Peak Pd 1200-1300 Vehicle Flow	68	10	5	0	1	0	1	85
PM Peak Pd 1600-1900 Vehicle Flow	320	36	1	0	4	0	3	364
PM Peak Pd 1700-1800 Vehicle Flow	144	6	0	0	2	0	0	152
0600-2200 Vehicle Proportion	84.6%	11.2%	1.6%	0.3%	1.2%	0.2%	0.9%	100.0%

5.3.74 Table 74 shows that vehicle flows were higher in September 2021, compared to May and February 2021.

5.3.76 Table 75 presents the pedestrian breakdown for Main Street in Killearn.

Table 75. Main Street Pedestrian Flow Summary



Site 1 Main Street									
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	227	11	10	2	0	0	6	0	256
0600 - 2200 Southbound	195	9	8	1	0	0	3	0	216
AM Peak Pd 0700-1000 Northbound	22	0	0	0	0	0	1	0	23
AM Peak Pd 0700-1000 Southbound	14	0	0	0	0	0	0	0	14
IP Peak Pd 1000-1600 Northbound	105	9	9	1	0	0	5	0	129
IP Peak Pd 1000-1600 Southbound	110	9	6	0	0	0	2	0	127
PM Peak Pd 1600-1900 Northbound	65	2	1	1	0	0	0	0	69
PM Peak Pd 1600-1900 Southbound	49	0	2	1	0	0	1	0	53
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	158	14	8	3	0	18	4	0	205
0600 - 2200 Southbound	143	16	7	1	0	35	4	0	206
AM Peak Pd 0700-1000 Northbound	36	0	4	1	0	0	1	0	42
AM Peak Pd 0700-1000 Southbound	15	0	0	0	0	1	1	0	17
IP Peak Pd 1000-1600 Northbound	62	7	2	2	0	14	0	0	87
IP Peak Pd 1000-1600 Southbound	61	7	0	1	0	24	1	0	94
PM Peak Pd 1600-1900 Northbound	27	7	2	0	0	3	3	0	42
PM Peak Pd 1600-1900 Southbound	38	6	7	0	0	5	2	0	58
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on bike	Cyclist on foot	Horse	Total
0600 - 2200 Northbound	288	7	14	3	1	29	7	0	349
0600 - 2200 Southbound	258	10	20	4	1	34	2	0	329
AM Peak Pd 0700-1000 Northbound	34	0	10	0	0	2	0	0	46
AM Peak Pd 0700-1000 Southbound	24	0	0	0	0	0	0	0	24
IP Peak Pd 1000-1600 Northbound	146	3	0	2	1	17	4	0	173
IP Peak Pd 1000-1600 Southbound	118	5	2	4	0	20	1	0	150
PM Peak Pd 1600-1900 Northbound	73	2	4	1	0	9	2	0	91
PM Peak Pd 1600-1900 Southbound	71	5	18	0	0	9	1	0	104

5.3.77 Table 75 shows that pedestrian flows were highest in September 2021.

6. CAR PARK OCCUPANCY SURVEYS

6.1 Stirling Parking

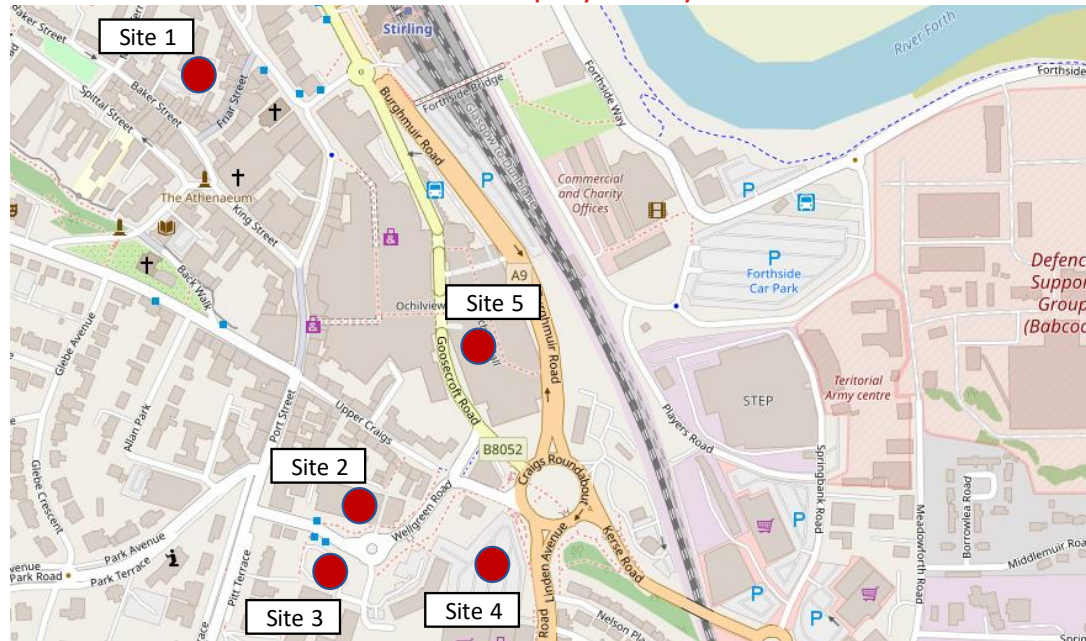
6.1.1 Five locations within Stirling were selected for car park occupancy surveys. The survey analysis is detailed below:

6.1.2 For each of the car park occupancy surveys, the summary information is as follows:

- Site Number
- Site Location
- Total Vehicle Occupancy
- AM Period Occupancy 07:00-10:00
- IP Period Occupancy 10:00-16:00
- PM Period Occupancy 16:00-19:00

6.1.3 Table 76 presents car park occupancy for the five surveyed parking areas in Stirling.

Table 76. Car Park Occupancy Summary



Wednesday 5th May 2021

Site 1 - Dalglish Court	Car Occupancy				LGV		OGV1		OGV2	
	1	2	3	4+	Total Veh.	Total Occ.	Total Veh.	Total Occ.	Total Veh.	Total Occ.
Total	72	38	4	1	8	11	0	0	0	0
AM Period 0700-1000	10	3	1	0	3	5	0	0	0	0
IP 1000-1600	49	26	1	1	4	4	0	0	0	0
PM Period 1600-1900	7	6	1	0	0	0	0	0	0	0
Site 2 - Wellgreen Road	Car Occupancy				LGV		OGV1		OGV2	
	1	2	3	4+	Total Veh.	Total Occ.	Total Veh.	Total Occ.	Total Veh.	Total Occ.
Total	251	18	1	0	18	18	0	0	0	0
AM Period 0700-1000	143	3	0	0	13	13	0	0	0	0
IP 1000-1600	101	15	1	0	3	3	0	0	0	0
PM Period 1600-1900	4	0	0	0	1	1	0	0	0	0
Site 3 - Wellgreen Place	Car Occupancy				LGV		OGV1		OGV2	
	1	2	3	4+	Total Veh.	Total Occ.	Total Veh.	Total Occ.	Total Veh.	Total Occ.
Total	23	12	1	0	8	8	0	0	0	0
AM Period 0700-1000	5	0	1	0	2	2	0	0	0	0
IP 1000-1600	14	10	0	0	5	5	0	0	0	0
PM Period 1600-1900	3	1	0	0	1	1	0	0	0	0
Site 4 - Burghmuir Retail Park	Car Occupancy				LGV		OGV1		OGV2	
	1	2	3	4+	Total Veh.	Total Occ.	Total Veh.	Total Occ.	Total Veh.	Total Occ.
Total	1876	426	26	1	69	85	6	7	0	0
AM Period 0700-1000	302	28	0	0	10	10	2	2	0	0
IP 1000-1600	985	233	13	0	30	38	0	0	0	0
PM Period 1600-1900	260	86	10	1	16	20	1	1	0	0
Site 5 - The Marches	Car Occupancy				LGV		OGV1		OGV2	
	1	2	3	4+	Total Veh.	Total Occ.	Total Veh.	Total Occ.	Total Veh.	Total Occ.
Total	1058	293	34	5	10	13	0	0	0	0
AM Period 0700-1000	229	34	2	1	2	2	0	0	0	0
IP 1000-1600	784	233	28	3	7	10	0	0	0	0
PM Period 1600-1900	45	26	4	1	1	1	0	0	0	0

7. SCHOOL PARKING

7.1 Riverside Primary School

7.1.1 Surveys were undertaken in May 2021 and September 2021 to monitor the number of parked vehicles on Forrest Road, near to the entrance of Riverside Primary School in Stirling.

7.1.2 Table 77 below presents the cumulative parking totals for the east kerbside on Forrest Road.

Table 77. Forrest Road (east Kerbside)

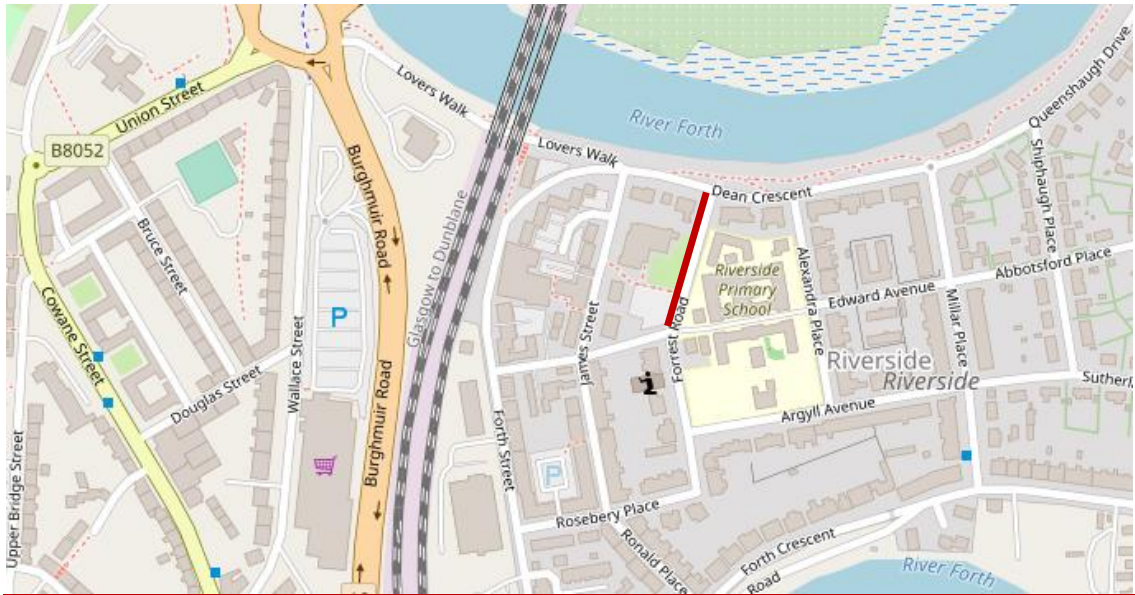


Site 1 Forrest Road around Riverside Primary School (East Kerbside)						
May 2021	Car	LGV	OGV1	OGV2	Bus/Coach	Total
0600-2200 Parking Occupancy	322	2	0	0	0	324
AM Peak Pd 0700-1000 Parking Occupancy	69	0	0	0	0	69
AM Peak Hr 0800-0900 Parking Occupancy	27	0	0	0	0	27
IP Peak Pd 1000-1600 Parking Occupancy	202	0	0	0	0	202
IP Peak Pd 1500-1600 Parking Occupancy	34	0	0	0	0	34
PM Peak Pd 1600-1900 Parking Occupancy	35	2	0	0	0	37
PM Peak Pd 1700-1800 Parking Occupancy	10	0	0	0	0	10
0600-2200 Vehicle Proportion	99.4%	0.6%	0.0%	0.0%	0.0%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Bus/Coach	Total
0600-2200 Vehicle Flow	282	64	0	0	0	346
AM Peak Pd 0700-1000 Vehicle Flow	57	12	0	0	0	69
AM Peak Hr 0800-0900 Vehicle Flow	20	4	0	0	0	24
IP Peak Pd 1000-1600 Vehicle Flow	157	24	0	0	0	181
IP Peak Pd 1200-1300 Vehicle Flow	24	4	0	0	0	28
PM Peak Pd 1600-1900 Vehicle Flow	35	12	0	0	0	47
PM Peak Pd 1700-1800 Vehicle Flow	14	4	0	0	0	18
0600-2200 Vehicle Proportion	81.5%	18.5%	0.0%	0.0%	0.0%	100.0%
Difference	Car	LGV	OGV1	OGV2	Bus/Coach	Total
0600-2200 Vehicle Flow	-40	62	0	0	0	22
AM Peak Pd 0700-1000 Vehicle Flow	-12	12	0	0	0	0
AM Peak Hr 0800-0900 Vehicle Flow	-7	4	0	0	0	-3
IP Peak Pd 1000-1600 Vehicle Flow	-45	24	0	0	0	-21
IP Peak Pd 1200-1300 Vehicle Flow	-10	4	0	0	0	-6
PM Peak Pd 1600-1900 Vehicle Flow	0	10	0	0	0	10
PM Peak Pd 1700-1800 Vehicle Flow	4	4	0	0	0	8
0600-2200 Vehicle Proportion	-17.9%	17.9%	0.0%	0.0%	0.0%	0.0%

7.1.3 Table 77 shows that there was a slight increase in parked vehicles across the day on the east side of Forrest Road in Stirling. There was a slight reduction in the number of parked cars, but an increase in parked LGV's.

7.1.4 Table 78 below presents the cumulative parking totals for the west kerbside on Forrest Road.

Table 78. Forrest Road (west Kerbside)



Site 1 Forrest Road around Riverside Primary School (West Kerbside)

May 2021	Car	LGV	OGV1	OGV2	Bus/Coach	Total
0600-2200 Parking Occupancy	529	9	0	0	0	538
AM Peak Pd 0700-1000 Parking Occupancy	117	0	0	0	0	117
AM Peak Hr 0800-0900 Parking Occupancy	42	0	0	0	0	42
IP Peak Pd 1000-1600 Parking Occupancy	307	8	0	0	0	315
IP Peak Pd 1500-1600 Parking Occupancy	46	2	0	0	0	48
PM Peak Pd 1600-1900 Parking Occupancy	70	1	0	0	0	71
PM Peak Pd 1700-1800 Parking Occupancy	25	0	0	0	0	25
0600-2200 Vehicle Proportion	98.3%	1.7%	0.0%	0.0%	0.0%	100.0%
September 2021	Car	LGV	OGV1	OGV2	Bus/Coach	Total
0600-2200 Vehicle Flow	589	2	1	0	0	592
AM Peak Pd 0700-1000 Vehicle Flow	121	0	1	0	0	122
AM Peak Hr 0800-0900 Vehicle Flow	44	0	0	0	0	44
IP Peak Pd 1000-1600 Vehicle Flow	355	1	0	0	0	356
IP Peak Pd 1200-1300 Vehicle Flow	49	0	0	0	0	49
PM Peak Pd 1600-1900 Vehicle Flow	79	1	0	0	0	80
PM Peak Pd 1700-1800 Vehicle Flow	29	0	0	0	0	29
0600-2200 Vehicle Proportion	99.5%	0.3%	0.2%	0.0%	0.0%	100.0%
Difference	Car	LGV	OGV1	OGV2	Bus/Coach	Total
0600-2200 Vehicle Flow	60	-7	1	0	0	54
AM Peak Pd 0700-1000 Vehicle Flow	4	0	1	0	0	5
AM Peak Hr 0800-0900 Vehicle Flow	2	0	0	0	0	2
IP Peak Pd 1000-1600 Vehicle Flow	48	-7	0	0	0	41
IP Peak Pd 1200-1300 Vehicle Flow	3	-2	0	0	0	1
PM Peak Pd 1600-1900 Vehicle Flow	9	0	0	0	0	9
PM Peak Pd 1700-1800 Vehicle Flow	4	0	0	0	0	4
0600-2200 Vehicle Proportion	1.2%	-1.3%	0.2%	0.0%	0.0%	0.0%

7.1.5 Table 78 shows that there was a slight increase in parked vehicles across the day on the west side of Forrest Road in Stirling.

8. FOOTWAY SURVEYS REVIEW

8.1 Overview

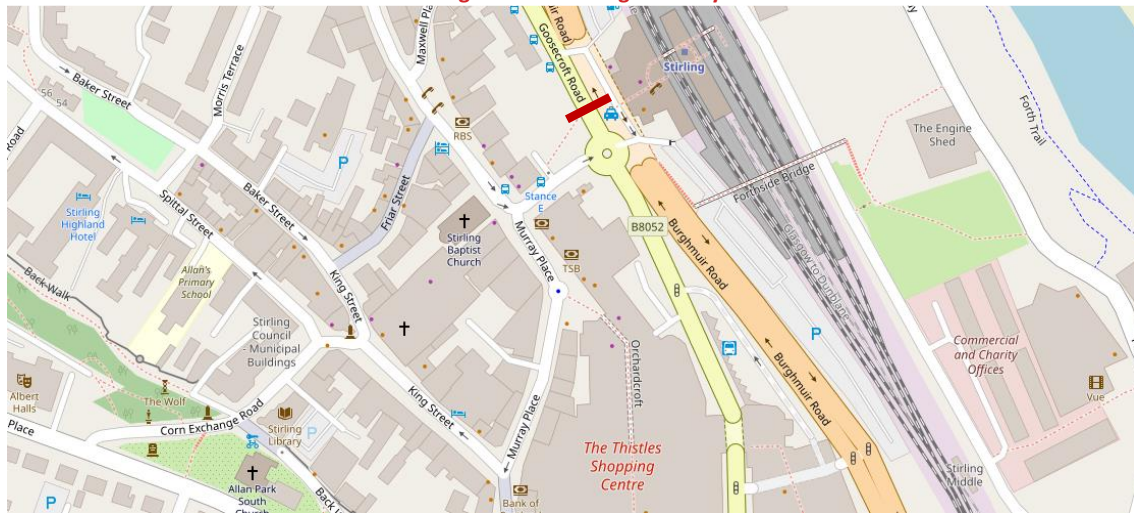
8.1.1 Five sites were surveyed within Stirling. For each of the footway surveys, the summary information is as follows:

- Site Number
- Site Location
- Total Flow – Directional daily flow (over survey period)
- Flow by Pedestrian Type (Adult, Adult and Child, Elderly, Disabled, Cyclist, Cyclist on foot, Horse)
- AM Peak Flow – 07:00-10:00 Footway Flow
- Interpeak Flow – 10:00-16:00 Footway Flow
- PM Peak Flow – 16:00-19:00 Footway Flow.

8.3 Results of Footway Surveys

8.3.1 Table 79 presents the footway survey information for B8052 signalised crossing in Stirling.

Table 79. B8052 Signalised Crossing Footway

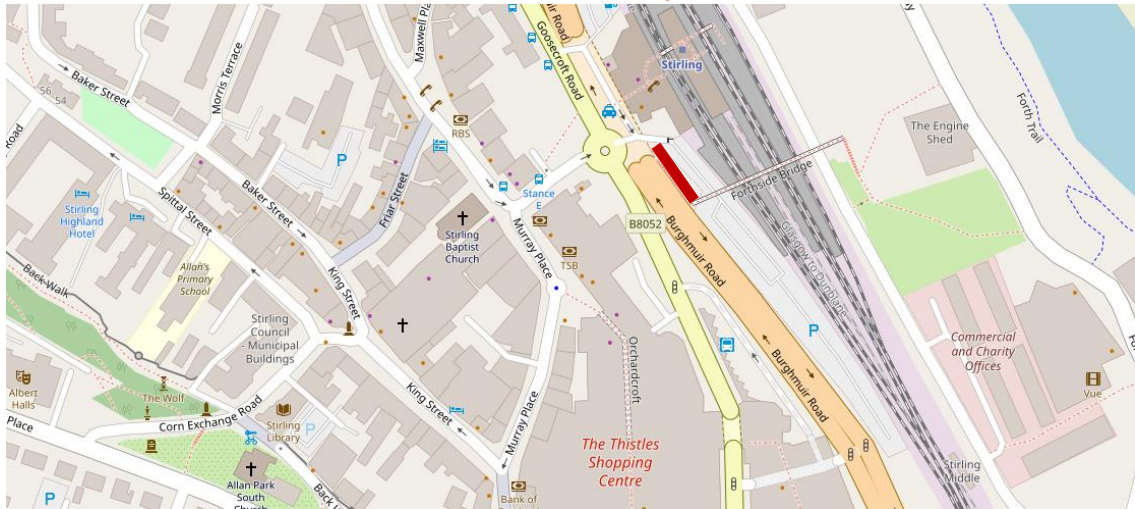


Site 1 B8052 Signalised Crossing										
October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	879	24	1	0	0	0	6	0	0	910
0600 - 2200 Westbound	728	21	0	1	0	0	9	3	0	762
AM Peak Pd 0700-1000 Eastbound	96	0	0	0	0	0	0	0	0	96
AM Peak Pd 0700-1000 Westbound	140	2	0	0	0	0	1	2	0	145
IP Peak Pd 1000-1600 Eastbound	416	14	1	0	0	0	2	0	0	433
IP Peak Pd 1000-1600 Westbound	407	15	0	1	0	0	1	1	0	425
PM Peak Pd 1600-1900 Eastbound	308	8	0	0	0	0	3	0	0	319
PM Peak Pd 1600-1900 Westbound	129	4	0	0	0	0	7	0	0	140
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	261	17	2	4	0	0	2	0	0	286
0600 - 2200 Westbound	221	16	0	2	0	0	7	0	0	246
AM Peak Pd 0700-1000 Eastbound	44	0	0	2	0	0	0	0	0	46
AM Peak Pd 0700-1000 Westbound	53	0	0	1	0	0	2	0	0	56
IP Peak Pd 1000-1600 Eastbound	127	12	2	2	0	0	0	0	0	143
IP Peak Pd 1000-1600 Westbound	110	10	0	1	0	0	1	0	0	122
PM Peak Pd 1600-1900 Eastbound	70	2	0	0	0	0	1	0	0	73
PM Peak Pd 1600-1900 Westbound	38	6	0	0	0	0	4	0	0	48
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	728	14	27	4	3	0	4	3	0	783
0600 - 2200 Westbound	701	19	29	2	2	0	6	12	0	771
AM Peak Pd 0700-1000 Eastbound	89	0	6	0	0	0	1	0	0	96
AM Peak Pd 0700-1000 Westbound	143	3	0	0	0	0	0	3	0	149
IP Peak Pd 1000-1600 Eastbound	360	6	10	4	2	0	0	2	0	384
IP Peak Pd 1000-1600 Westbound	360	16	26	2	2	0	2	3	0	411
PM Peak Pd 1600-1900 Eastbound	227	8	11	0	1	0	1	0	0	248
PM Peak Pd 1600-1900 Westbound	117	0	3	0	0	0	4	4	0	128
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1102	46	16	2	2	0	12	1	0	1181
0600 - 2200 Westbound	1186	29	24	2	0	0	9	10	0	1260
AM Peak Pd 0700-1000 Eastbound	122	0	8	0	0	0	2	0	0	132
AM Peak Pd 0700-1000 Westbound	201	0	7	1	0	0	0	3	0	212
IP Peak Pd 1000-1600 Eastbound	503	11	4	2	1	0	4	0	0	525
IP Peak Pd 1000-1600 Westbound	609	14	4	1	0	0	4	3	0	635
PM Peak Pd 1600-1900 Eastbound	320	23	4	0	1	0	4	1	0	353
PM Peak Pd 1600-1900 Westbound	222	13	13	0	0	0	4	3	0	255

- 8.3.2 Table 79 shows that eastbound is the dominant movement at this survey location during each of the surveyed periods, except in September 2021 when the directional surveys are relatively consistent.

8.3.4 Table 80 presents footway survey information for B8052 east-side footway (between Rail Station and pedestrian bridge) in Stirling.

Table 80. B8052 East-side Footway

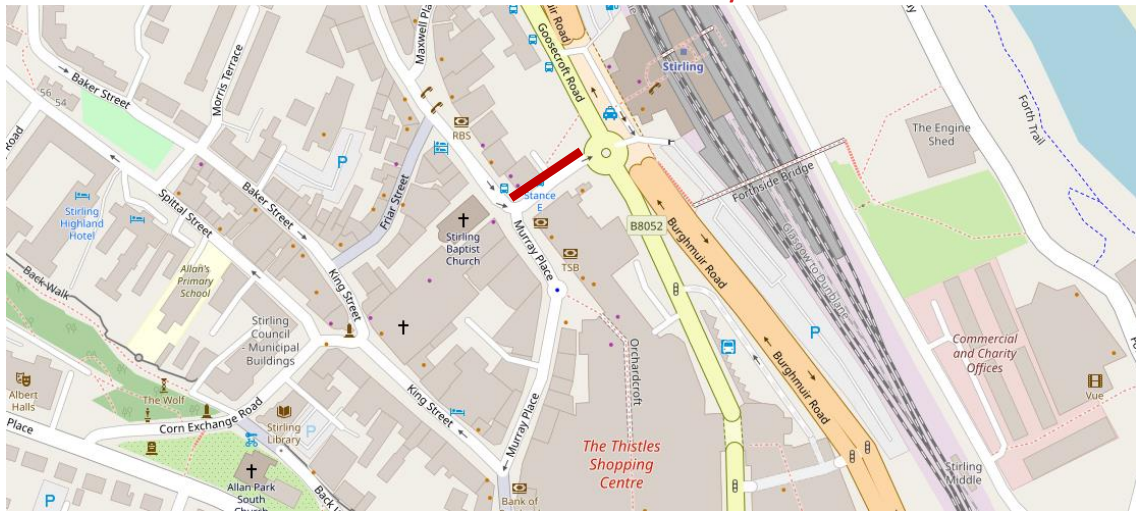


Site 2 B8052 Eastside Footway Between Rail Station and Pedestrian Bridge										
October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Southbound	356	5	9	3	0	0	0	3	0	376
0600 - 2200 Northbound	348	9	20	2	0	0	0	1	0	380
AM Peak Pd 0700-1000 Southbound	31	0	0	0	0	0	0	0	0	31
AM Peak Pd 0700-1000 Northbound	49	0	1	0	0	0	0	0	0	50
IP Peak Pd 1000-1600 Southbound	213	5	9	3	0	0	0	0	0	230
IP Peak Pd 1000-1600 Northbound	185	7	18	2	0	0	0	0	0	212
PM Peak Pd 1600-1900 Southbound	90	0	0	0	0	0	0	3	0	93
PM Peak Pd 1600-1900 Northbound	89	2	1	0	0	0	0	1	0	93
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Southbound	166	4	0	1	0	0	0	4	0	175
0600 - 2200 Northbound	149	6	0	0	0	0	0	4	0	159
AM Peak Pd 0700-1000 Southbound	26	0	0	0	0	0	0	2	0	28
AM Peak Pd 0700-1000 Northbound	22	0	0	0	0	0	0	0	0	22
IP Peak Pd 1000-1600 Southbound	79	0	0	0	0	0	0	0	0	79
IP Peak Pd 1000-1600 Northbound	61	0	0	0	0	0	0	1	0	62
PM Peak Pd 1600-1900 Southbound	47	2	0	1	0	0	0	1	0	51
PM Peak Pd 1600-1900 Northbound	46	2	0	0	0	0	0	3	0	51
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Southbound	372	8	6	0	0	0	0	5	0	391
0600 - 2200 Northbound	368	6	14	0	0	0	0	3	0	391
AM Peak Pd 0700-1000 Southbound	53	0	0	0	0	0	0	1	0	54
AM Peak Pd 0700-1000 Northbound	58	0	0	0	0	0	0	0	0	58
IP Peak Pd 1000-1600 Southbound	189	4	2	0	0	0	0	3	0	198
IP Peak Pd 1000-1600 Northbound	185	2	11	0	0	0	0	2	0	200
PM Peak Pd 1600-1900 Southbound	97	4	4	0	0	0	0	1	0	106
PM Peak Pd 1600-1900 Northbound	62	4	3	0	0	0	0	1	0	70
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Southbound	640	32	19	0	0	0	0	8	0	699
0600 - 2200 Northbound	641	37	15	0	1	0	0	10	0	704
AM Peak Pd 0700-1000 Southbound	55	0	7	0	0	0	0	1	0	63
AM Peak Pd 0700-1000 Northbound	81	0	6	0	0	0	0	1	0	88
IP Peak Pd 1000-1600 Southbound	272	7	0	0	0	0	0	1	0	280
IP Peak Pd 1000-1600 Northbound	259	16	6	0	1	0	0	3	0	285
PM Peak Pd 1600-1900 Southbound	193	23	12	0	0	0	0	4	0	232
PM Peak Pd 1600-1900 Northbound	156	8	3	0	0	0	0	0	0	167

8.3.5 Table 80 shows that pedestrian flows were significantly lower in February 2021.

8.3.7 Table 81 presents the footway survey information for Station Road north kerbside in Stirling.

Table 81. Station Road North Kerbside Footway



Site 3 Station Road North Kerbside										
October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1377	52	5	4	2	0	13	0	0	1453
0600 - 2200 Westbound	699	14	14	2	0	0	5	1	0	735
AM Peak Pd 0700-1000 Eastbound	141	0	3	0	0	0	1	0	0	145
AM Peak Pd 0700-1000 Westbound	122	2	5	1	0	0	1	1	0	132
IP Peak Pd 1000-1600 Eastbound	723	27	2	3	1	0	10	0	0	766
IP Peak Pd 1000-1600 Westbound	407	12	9	1	0	0	1	0	0	430
PM Peak Pd 1600-1900 Eastbound	421	20	0	1	1	0	0	0	0	443
PM Peak Pd 1600-1900 Westbound	126	0	0	0	0	0	3	0	0	129
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	508	17	3	6	0	0	8	0	0	542
0600 - 2200 Westbound	250	15	2	2	0	0	12	0	0	281
AM Peak Pd 0700-1000 Eastbound	70	3	1	4	0	0	0	0	0	78
AM Peak Pd 0700-1000 Westbound	50	0	0	0	0	0	0	0	0	50
IP Peak Pd 1000-1600 Eastbound	263	14	2	2	0	0	6	0	0	287
IP Peak Pd 1000-1600 Westbound	118	13	0	2	0	0	3	0	0	136
PM Peak Pd 1600-1900 Eastbound	137	0	0	0	0	0	2	0	0	139
PM Peak Pd 1600-1900 Westbound	55	2	2	0	0	0	9	0	0	68
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1143	12	4	3	0	0	21	3	0	1186
0600 - 2200 Westbound	726	7	0	1	0	0	7	3	0	744
AM Peak Pd 0700-1000 Eastbound	135	0	0	0	0	0	2	0	0	137
AM Peak Pd 0700-1000 Westbound	165	0	0	0	0	0	2	1	0	168
IP Peak Pd 1000-1600 Eastbound	574	6	4	2	0	0	11	2	0	599
IP Peak Pd 1000-1600 Westbound	389	7	0	1	0	0	2	0	0	399
PM Peak Pd 1600-1900 Eastbound	337	6	0	1	0	0	4	0	0	348
PM Peak Pd 1600-1900 Westbound	115	0	0	0	0	0	1	2	0	118
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1384	35	1	2	2	0	31	1	0	1456
0600 - 2200 Westbound	1359	49	0	2	3	0	22	4	0	1439
AM Peak Pd 0700-1000 Eastbound	133	2	0	0	0	0	4	0	0	139
AM Peak Pd 0700-1000 Westbound	195	4	0	0	1	0	5	1	0	206
IP Peak Pd 1000-1600 Eastbound	654	22	1	1	2	0	11	1	0	692
IP Peak Pd 1000-1600 Westbound	726	26	0	2	2	0	6	1	0	763
PM Peak Pd 1600-1900 Eastbound	399	4	0	0	0	0	11	0	0	414
PM Peak Pd 1600-1900 Westbound	251	9	0	0	0	0	8	0	0	268

8.3.8 Table 81 shows that eastbound is the dominant movement at this survey location during each of the surveyed periods. Pedestrians flows were significantly lower in February 2021.

8.3.10 Table 82 presents the footway survey information for Station Road south kerbside in Stirling.

Table 82. Station Road South Kerbside Footway

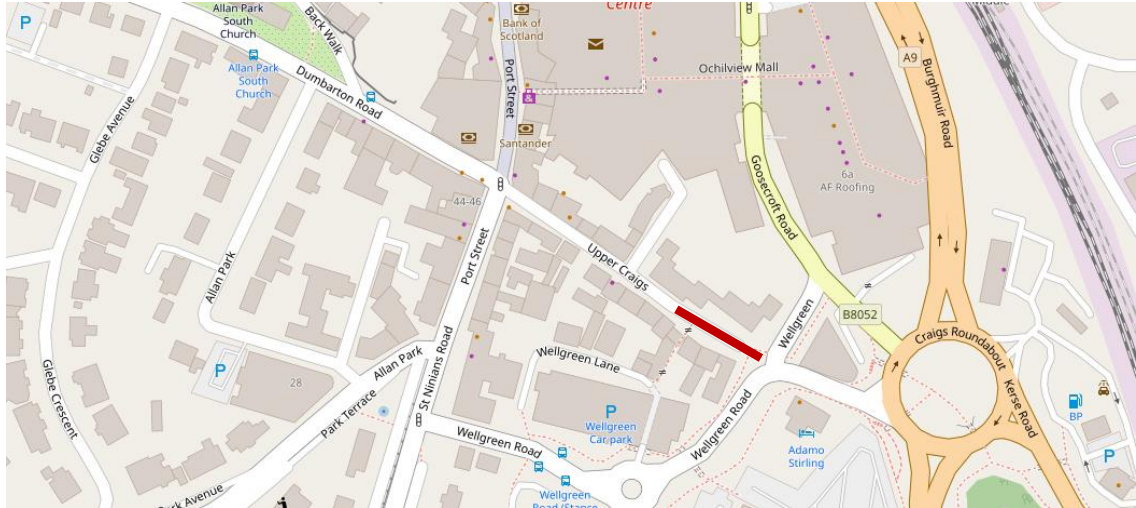


Site 4 Station Road South Kerbside										
October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1026	50	4	8	4	0	12	1	0	1105
0600 - 2200 Westbound	1136	27	5	6	4	0	41	1	0	1220
AM Peak Pd 0700-1000 Eastbound	99	0	4	0	0	0	1	0	0	104
AM Peak Pd 0700-1000 Westbound	223	2	1	0	0	0	9	0	0	235
IP Peak Pd 1000-1600 Eastbound	609	15	0	8	4	0	6	0	0	642
IP Peak Pd 1000-1600 Westbound	662	23	4	6	4	0	24	0	0	723
PM Peak Pd 1600-1900 Eastbound	251	32	0	0	0	0	4	1	0	288
PM Peak Pd 1600-1900 Westbound	187	2	0	0	0	0	2	1	0	192
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	500	13	1	2	1	0	8	0	0	525
0600 - 2200 Westbound	551	13	2	10	1	0	22	1	0	600
AM Peak Pd 0700-1000 Eastbound	45	0	0	0	0	0	0	0	0	45
AM Peak Pd 0700-1000 Westbound	120	0	0	3	0	0	2	0	0	125
IP Peak Pd 1000-1600 Eastbound	332	3	1	2	0	0	3	0	0	341
IP Peak Pd 1000-1600 Westbound	308	6	2	5	1	0	14	0	0	336
PM Peak Pd 1600-1900 Eastbound	93	10	0	0	1	0	3	0	0	107
PM Peak Pd 1600-1900 Westbound	76	2	0	2	0	0	6	1	0	87
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	869	20	5	4	1	0	17	1	0	917
0600 - 2200 Westbound	972	13	5	4	0	0	47	4	0	1045
AM Peak Pd 0700-1000 Eastbound	82	0	0	1	0	0	4	0	0	87
AM Peak Pd 0700-1000 Westbound	173	3	0	0	0	0	10	1	0	187
IP Peak Pd 1000-1600 Eastbound	511	10	4	3	1	0	11	0	0	540
IP Peak Pd 1000-1600 Westbound	521	8	5	4	0	0	28	1	0	567
PM Peak Pd 1600-1900 Eastbound	196	10	1	0	0	0	0	0	0	207
PM Peak Pd 1600-1900 Westbound	178	2	0	0	0	0	7	1	0	188
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1338	43	14	2	3	0	21	2	0	1423
0600 - 2200 Westbound	1419	64	11	3	6	0	50	6	0	1559
AM Peak Pd 0700-1000 Eastbound	121	0	0	0	0	0	1	0	0	122
AM Peak Pd 0700-1000 Westbound	214	0	7	0	1	0	10	0	0	232
IP Peak Pd 1000-1600 Eastbound	661	14	7	2	3	0	2	0	0	689
IP Peak Pd 1000-1600 Westbound	734	31	2	3	5	0	20	5	0	800
PM Peak Pd 1600-1900 Eastbound	400	15	7	0	0	0	12	2	0	436
PM Peak Pd 1600-1900 Westbound	272	18	2	0	0	0	15	0	0	307

8.3.11 Table 82 that southbound is the dominant movement at this survey location during each of the surveyed periods. Pedestrians flows were significantly lower in February 2021.

8.3.13 Table 83 presents the footway survey information for Wellgreen Road to Upper Craigs in Stirling.

Table 83. Wellgreen Road to Upper Craigs Footway



Site 5 Wellgreen Road to Upper Craigs										
October 2020	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1267	28	0	5	1	0	26	1	0	1328
0600 - 2200 Westbound	1250	33	0	9	1	0	15	6	0	1314
AM Peak Pd 0700-1000 Eastbound	143	3	0	2	0	0	4	0	0	152
AM Peak Pd 0700-1000 Westbound	186	6	0	4	1	0	3	0	0	200
IP Peak Pd 1000-1600 Eastbound	762	11	0	3	1	0	14	0	0	791
IP Peak Pd 1000-1600 Westbound	784	19	0	5	0	0	6	5	0	819
PM Peak Pd 1600-1900 Eastbound	289	14	0	0	0	0	6	1	0	310
PM Peak Pd 1600-1900 Westbound	209	8	0	0	0	0	6	1	0	224
February 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	500	13	1	2	1	0	8	0	0	525
0600 - 2200 Westbound	551	13	2	10	1	0	22	1	0	600
AM Peak Pd 0700-1000 Eastbound	45	0	0	0	0	0	0	0	0	45
AM Peak Pd 0700-1000 Westbound	120	0	0	3	0	0	2	0	0	125
IP Peak Pd 1000-1600 Eastbound	332	3	1	2	0	0	3	0	0	341
IP Peak Pd 1000-1600 Westbound	308	6	2	5	1	0	14	0	0	336
PM Peak Pd 1600-1900 Eastbound	93	10	0	0	1	0	3	0	0	107
PM Peak Pd 1600-1900 Westbound	76	2	0	2	0	0	6	1	0	87
May 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	869	20	5	4	1	0	17	1	0	917
0600 - 2200 Westbound	972	13	5	4	0	0	47	4	0	1045
AM Peak Pd 0700-1000 Eastbound	82	0	0	1	0	0	4	0	0	87
AM Peak Pd 0700-1000 Westbound	173	3	0	0	0	0	10	1	0	187
IP Peak Pd 1000-1600 Eastbound	511	10	4	3	1	0	11	0	0	540
IP Peak Pd 1000-1600 Westbound	521	8	5	4	0	0	28	1	0	567
PM Peak Pd 1600-1900 Eastbound	196	10	1	0	0	0	0	0	0	207
PM Peak Pd 1600-1900 Westbound	178	2	0	0	0	0	7	1	0	188
September 2021	Adult	Adult & Child	Child	Elderly	Disabled	Cyclist on Road	Pavement Cyclist on Bike	Pavement Cyclist on Foot	Horses	Total
0600 - 2200 Eastbound	1000	22	1	10	0	0	46	5	0	1084
0600 - 2200 Westbound	954	20	2	13	2	0	40	5	0	1036
AM Peak Pd 0700-1000 Eastbound	100	0	0	2	0	0	3	1	0	106
AM Peak Pd 0700-1000 Westbound	153	7	0	7	0	0	3	0	0	170
IP Peak Pd 1000-1600 Eastbound	595	14	0	7	0	0	17	1	0	634
IP Peak Pd 1000-1600 Westbound	537	10	2	6	2	0	13	1	0	571
PM Peak Pd 1600-1900 Eastbound	226	8	1	1	0	0	14	3	0	253
PM Peak Pd 1600-1900 Westbound	163	3	0	0	0	0	14	0	0	180

8.3.14 Table 83 shows that pedestrian flows were significantly lower in February 2021.

9. MODE SHARE SURVEYS

9.1 Survey Periods

9.1.1 Surveys were undertaken between 06:00 and 22:00.

9.1.2 Analysis has been undertaken for the following time periods so results are comparable with a previous study undertaken by Stirling Council in 2019.

- AM Peak – 07:30 – 09:30
- Inter Peak – 11:00 – 14:00
- PM Peak – 16:00 – 18:00

9.2 Rail Station Counts

9.2.1 Entry and exit counts were undertaken at Stirling Railway Station on Wednesday 5th May 2021. Surveys were undertaken between 06:00 and 22:00.

9.2.2 The results were classified by the following:

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

9.2.3 Table 84 presents a summary of the entry and exit counts.

Table 84. Stirling Railway Station Entry/Exit Counts

Stirling Rail Stn	Station Entrance	Station Exit	Total Entry	Total Exit
06:00 - 22:00	1,290	1360	1,290	1,360
07:30 - 09:30	177	171	177	171
11:00 - 14:00	292	291	292	291
16:00 - 18:00	259	274	259	274

9.2.4 Table 84 shows that over the 16 hour period (0600-2200hrs), there was a total of 1,290 pedestrians entering Stirling Railway Station and 1,360 pedestrians exiting:

- In the AM peak period (07:30 – 09:30), 177 pedestrians entered the station and 171 departed the station.
- In the Inter peak period (11:00 – 14:00), 292 pedestrians entered the station and 291 departed the station.
- In the PM peak period (16:00 – 18:00), 259 pedestrians entered the station and 274 departed the station.

9.3 Bus Station Counts

9.3.1 Bus station counts were not undertaken in Stirling.

9.4 Bus Occupancy Counts

9.4.1 Bus occupancy surveys were undertaken inbound and outbound to and from Stirling at each of the classified turning count sites COP1 to COP13, as shown in Figure 12.

9.4.2 Bus occupancy data was gathered for one day, Wednesday 5th May 2021, between 06:00 and 22:00.

9.4.3 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.

9.4.4 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

9.4.5 Vehicles where the occupancy was not visible (e.g. where coaches had dark tinted windows) were excluded from the analysis.

9.4.6 Table 85 below presents the bus occupancy at each of the cordon points around Stirling city centre in the AM peak period (07:30 – 09:30).

Table 85. Bus & Coach Cordon Occupancy (AM Peak 07:30 – 09:30)

AM Peak Period (07:30-09:30)	Inbound			Outbound				
	Mode	Total Vehicles	Total Passengers	Average Occupancy	Mode	Total Vehicles	Total Passengers	Average Occupancy
COP1	Bus	38	288	8	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0
COP2	Bus	0	0	0	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0
COP3	Bus	0	0	0	Bus	33	146	4
	Coach	0	0	0	Coach	0	0	0
COP4	Bus	2	15	8	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0
COP5	Bus	0	0	0	Bus	5	23	5
	Coach	0	0	0	Coach	0	0	0
COP6	Bus	1	18	18	Bus	1	8	8
	Coach	0	0	0	Coach	0	0	0
COP7	Bus	0	0	0	Bus	0	0	0
	Coach	0	0	0	Coach	1	0	0
COP8	Bus	17	194	11	Bus	16	147	9
	Coach	1	4	4	Coach	0	0	0
COP9	Bus	19	227	12	Bus	17	188	11
	Coach	1	4	4	Coach	1	0	0
COP10	Bus	29	257	9	Bus	27	177	7
	Coach	5	59	12	Coach	3	17	6
COP11	Bus	12	71	6	Bus	42	240	6
	Coach	4	35	9	Coach	4	45	11
COP12	Bus	6	8	1	Bus	5	23	5
	Coach	3	4	1	Coach	5	21	4
COP13	Bus	0	0	0	Bus	1	8	8
	Coach	0	0	0	Coach	0	0	0

9.4.7 Table 85 shows that the corridor with the highest bus and coach occupancy was COP10, Goosecroft Road.

9.4.8 The average inbound bus occupancy in the AM peak was 6 passengers and the average coach occupancy was 3 passengers. In the outbound direction, the average bus occupancy was 5 passengers and the average coach had 2 passengers onboard.

9.4.9 Table 86 presents the same information for the Inter peak period (11:00 – 14:00).

Table 86. Bus & Coach Cordon Occupancy (Inter Peak 11:00 – 14:00)

IP Peak Period (11:00-14:00)	Inbound			Outbound				
	Mode	Total Vehicles	Total Passengers	Average Occupancy	Mode	Total Vehicles	Total Passengers	Average Occupancy
COP1	Bus	55	473	9	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0
COP2	Bus	0	0	0	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0
COP3	Bus	0	0	0	Bus	48	360	8
	Coach	0	0	0	Coach	0	0	0
COP4	Bus	7	8	1	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0
COP5	Bus	0	0	0	Bus	7	8	1
	Coach	0	0	0	Coach	0	0	0
COP6	Bus	2	0	0	Bus	2	36	18
	Coach	0	0	0	Coach	0	0	0
COP7	Bus	0	0	0	Bus	0	0	0
	Coach	0	0	0	Coach	1	0	0
COP8	Bus	22	228	10	Bus	21	228	11
	Coach	0	0	0	Coach	0	0	0
COP9	Bus	25	258	10	Bus	23	309	13
	Coach	0	0	0	Coach	1	0	0
COP10	Bus	41	336	8	Bus	41	354	9
	Coach	0	0	0	Coach	0	0	0
COP11	Bus	19	164	9	Bus	65	620	10
	Coach	1	4	4	Coach	0	0	0
COP12	Bus	7	15	2	Bus	7	8	1
	Coach	3	31	10	Coach	3	0	0
COP13	Bus	0	0	0	Bus	7	23	3
	Coach	0	0	0	Coach	0	0	0

9.4.10 Table 86 shows that bus and coach occupancy was again highest on corridor COP10, Goosecroft Road in the inter peak period.

9.4.11 The average inbound bus occupancy in the inter peak was 4 passengers and the average coach occupancy was 1 passenger. In the outbound direction, the average bus occupancy was 6 passengers and the average coach had no passengers onboard.

9.4.12 Table 87 presents the same information for the PM peak (16:00 – 18:00).

Table 87. Bus & Coach Cordon Occupancy (PM Peak 16:00 – 18:00)

PM Peak Period (16:00-18:00)	Inbound				Outbound			
	Mode	Total Vehicles	Total Passengers	Average Occupancy	Mode	Total Vehicles	Total Passengers	Average Occupancy
COP1	Bus	40	324	8	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0
COP2	Bus	0	0	0	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0
COP3	Bus	0	0	0	Bus	33	257	8
	Coach	0	0	0	Coach	0	0	0
COP4	Bus	5	0	0	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0
COP5	Bus	0	0	0	Bus	5	8	2
	Coach	0	0	0	Coach	0	0	0
COP6	Bus	2	18	9	Bus	2	36	18
	Coach	0	0	0	Coach	0	0	0
COP7	Bus	0	0	0	Bus	0	0	0
	Coach	0	0	0	Coach	0	0	0
COP8	Bus	15	150	10	Bus	17	201	12
	Coach	0	0	0	Coach	0	0	0
COP9	Bus	17	191	11	Bus	19	252	13
	Coach	0	0	0	Coach	0	0	0
COP10	Bus	27	180	7	Bus	27	303	11
	Coach	1	14	14	Coach	2	14	7
COP11	Bus	12	53	4	Bus	47	381	8
	Coach	4	55	14	Coach	3	17	6
COP12	Bus	5	23	5	Bus	4	8	2
	Coach	11	28	3	Coach	5	41	8
COP13	Bus	0	0	0	Bus	5	30	6
	Coach	0	0	0	Coach	0	0	0

9.4.13 Table 87 shows that bus occupancy during the PM Peak period was again highest on COP10 (Goosecroft Road).

9.4.14 The average inbound bus occupancy in the PM peak was 4 passengers and the average coach occupancy was 2 passengers. In the outbound direction, the average bus occupancy was 6 passengers and the average coach had 2 passengers onboard.

9.5 Vehicle Occupancy Counts

9.5.1 Vehicle occupancy counts were undertaken inbound and outbound to and from Stirling at each of the classified turning count sites COP1 to COP13, as shown in Figure 12.

9.5.2 Vehicle occupancy data was gathered for one day, Wednesday 5th May 2021, between 06:00 and 22:00.

9.5.3 Table 88 below presents the vehicle occupancy and sample rates at each of the inbound cordon points around Stirling city centre in the AM peak period (07:30 – 09:30).

Table 88. Vehicle Cordon Occupancy Inbound (AM Peak 07:30 – 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
COP1	Car	229	56	24.5%	67	1.20	COP8	Car	377	83	22.0%	106	1.28
	LGV	55	23	41.8%	27	1.17		LGV	65	22	33.8%	25	1.14
	OGV1	14	8	57.1%	9	1.13		OGV1	12	11	91.7%	11	1.00
	OGV2	0	0	-	0	-		OGV2	0	0	-	0	-
COP2	Car	3	2	66.7%	2	1.00	COP9	Car	822	179	21.8%	212	1.18
	LGV	1	0	0.0%	0	-		LGV	195	60	30.8%	69	1.15
	OGV1	1	1	100.0%	1	1.00		OGV1	41	20	48.8%	27	1.35
	OGV2	0	0	-	0	-		OGV2	5	5	100.0%	5	1.00
COP3	Car	-	-	-	-	-	COP10	Car	527	108	20.5%	129	1.19
	LGV	-	-	-	-	-		LGV	82	32	39.0%	40	1.25
	OGV1	-	-	-	-	-		OGV1	25	17	68.0%	20	1.18
	OGV2	-	-	-	-	-		OGV2	0	0	-	0	-
COP4	Car	166	50	30.1%	81	1.62	COP11	Car	217	53	24.4%	78	1.47
	LGV	45	20	44.4%	25	1.25		LGV	32	21	65.6%	27	1.29
	OGV1	11	8	72.7%	8	1.00		OGV1	6	5	83.3%	7	1.40
	OGV2	0	0	-	0	-		OGV2	1	1	100.0%	2	2.00
COP5	Car	141	39	27.7%	47	1.21	COP12	Car	671	147	21.9%	196	1.33
	LGV	47	21	44.7%	26	1.24		LGV	139	48	34.5%	59	1.23
	OGV1	7	6	85.7%	6	1.00		OGV1	29	17	58.6%	21	1.24
	OGV2	1	0	-	0	-		OGV2	14	10	71.4%	10	1.00
COP6	Car	298	73	24.5%	91	1.25	COP13	Car	0	0	-	0	-
	LGV	76	31	40.8%	40	1.29		LGV	0	0	-	0	-
	OGV1	18	14	77.8%	17	1.21		OGV1	0	0	-	0	-
	OGV2	1	1	100.0%	1	1.00		OGV2	0	0	-	0	-
COP7	Car	135	40	29.6%	57	1.43							
	LGV	23	16	69.6%	21	1.31							
	OGV1	3	3	100.0%	5	1.67							
	OGV2	0	0	-	0	-							

9.5.4 Table 88 shows that in the AM peak period, inbound towards Stirling city centre, the average car occupancy was 1.29 persons, LGV 1.23 persons, OGV1 1.20 persons and OGV 2 1.25 persons.

9.5.5 Table 89 presents the same information for the inter peak period (11:00 – 14:00).

Table 89. Vehicle Inbound Cordon Occupancy (Inter Peak 11:00 – 14:00)

Inter Peak Period (11:00-14:00)	Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy		Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy
COP1	Car	812	186	22.9%	244	1.31	COP8	Car	690	165	23.9%	224	1.36
	LGV	93	35	37.6%	39	1.11		LGV	96	37	38.5%	44	1.19
	OGV1	26	18	69.2%	22	1.22		OGV1	19	11	57.9%	13	1.18
	OGV2	0	0	-	0	-		OGV2	0	0	-	0	-
COP2	Car	35	19	54.3%	22	1.16	COP9	Car	1271	279	22.0%	326	1.17
	LGV	9	6	66.7%	6	1.00		LGV	172	57	33.1%	75	1.32
	OGV1	1	0	-	0	-		OGV1	38	25	65.8%	31	1.24
	OGV2	0	0	-	0	-		OGV2	7	6	85.7%	6	1.00
COP3	Car	-	-	-	-	-	COP10	Car	1099	236	21.5%	322	1.36
	LGV	-	-	-	-	-		LGV	107	46	43.0%	56	1.22
	OGV1	-	-	-	-	-		OGV1	28	20	71.4%	24	1.20
	OGV2	-	-	-	-	-		OGV2	4	3	75.0%	3	1.00
COP4	Car	265	73	27.5%	103	1.41	COP11	Car	402	101	25.1%	139	1.38
	LGV	38	24	63.2%	27	1.13		LGV	47	25	53.2%	31	1.24
	OGV1	10	7	70.0%	8	1.14		OGV1	16	12	75.0%	16	1.33
	OGV2	0	0	-	0	-		OGV2	1	1	100.0%	1	1.00
COP5	Car	240	68	28.3%	92	1.35	COP12	Car	1083	227	21.0%	300	1.32
	LGV	37	24	64.9%	29	1.21		LGV	125	54	43.2%	61	1.13
	OGV1	8	6	75.0%	7	1.17		OGV1	48	25	52.1%	28	1.12
	OGV2	1	1	100.0%	1	1.00		OGV2	28	15	53.6%	15	1.00
COP6	Car	634	150	23.7%	201	1.34	COP13	Car	0	0	-	0	-
	LGV	98	34	34.7%	41	1.21		LGV	0	0	-	0	-
	OGV1	28	19	67.9%	23	1.21		OGV1	0	0	-	0	-
	OGV2	5	3	60.0%	3	1.00		OGV2	0	0	-	0	-
COP7	Car	193	61	31.6%	74	1.21							
	LGV	31	26	83.9%	37	1.42							
	OGV1	2	2	100.0%	3	1.50							
	OGV2	0	0	-	0	-							

9.5.6 Table 89 shows that in the inter peak period, inbound towards Stirling city centre, the average car occupancy was 1.31 persons, LGV 1.20 persons, OGV1 1.23 persons and OGV 2 1.0 persons.

9.5.7 Table 90 presents the same information for the PM peak period (16:00 – 18:00).

Table 90. Vehicle Inbound Cordon Occupancy (PM Peak 16:00 – 18:00)

PM Peak Period (16:00-18:00)	Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy		Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy
COP1	Car	539	120	22.3%	177	1.48	COP8	Car	546	127	23.3%	158	1.24
	LGV	43	7	16.3%	10	1.43		LGV	45	31	68.9%	39	1.26
	OGV1	5	5	100.0%	5	1.00		OGV1	11	7	63.6%	8	1.14
	OGV2	0	0	-	0	-		OGV2	0	0	-	0	-
COP2	Car	43	20	46.5%	22	1.10	COP9	Car	960	209	21.8%	259	1.24
	LGV	2	1	50.0%	1	1.00		LGV	116	41	35.3%	54	1.32
	OGV1	0	0	-	0	-		OGV1	10	9	90.0%	10	1.11
	OGV2	0	0	-	0	-		OGV2	1	1	100.0%	1	1.00
COP3	Car	-	-	-	-	-	COP10	Car	648	139	21.5%	183	1.32
	LGV	-	-	-	-	-		LGV	55	25	45.5%	32	1.28
	OGV1	-	-	-	-	-		OGV1	12	10	83.3%	14	1.40
	OGV2	-	-	-	-	-		OGV2	0	0	-	0	-
COP4	Car	249	62	24.9%	88	1.42	COP11	Car	269	68	25.3%	95	1.40
	LGV	29	18	62.1%	19	1.06		LGV	37	17	45.9%	19	1.12
	OGV1	5	4	80.0%	4	1.00		OGV1	7	6	85.7%	8	1.33
	OGV2	0	0	-	0	-		OGV2	0	0	-	0	-
COP5	Car	190	50	26.3%	65	1.30	COP12	Car	858	185	21.6%	241	1.30
	LGV	18	15	83.3%	18	1.20		LGV	103	36	35.0%	38	1.06
	OGV1	2	2	100.0%	2	1.00		OGV1	19	11	57.9%	12	1.09
	OGV2	0	0	-	0	-		OGV2	13	9	69.2%	9	1.00
COP6	Car	421	102	24.2%	131	1.28	COP13	Car	0	0	-	0	-
	LGV	63	26	41.3%	30	1.15		LGV	0	0	-	0	-
	OGV1	13	10	76.9%	11	1.10		OGV1	0	0	-	0	-
	OGV2	0	0	-	0	-		OGV2	0	0	-	0	-
COP7	Car	135	39	28.9%	53	1.36							
	LGV	19	13	68.4%	16	1.23							
	OGV1	1	1	100.0%	1	1.00							
	OGV2	0	0	-	0	-							

9.5.8 Table 90 shows that in the PM peak period, inbound towards Stirling city centre, the average car occupancy was 1.31 persons, LGV 1.19 persons, OGV1 1.12 persons and OGV 2 1.00 persons.

9.5.9 Table 91 below presents the vehicle occupancy and sample rates at each of the outbound cordon points around Stirling city centre in the AM peak period (07:30 – 09:30).

Table 91. Vehicle Cordon Occupancy Outbound (AM Peak 07:30 – 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
COP1	Car	8	6	75.0%	6	1.00	COP8	Car	378	84	22.2%	97	1.15
	LGV	1	1	100.0%	1	1.00		LGV	52	24	46.2%	27	1.13
	OGV1	0	0	-	0	-		OGV1	20	10	50.0%	11	1.10
	OGV2	0	0	-	0	-		OGV2	0	0	-	0	-
COP2	Car	27	15	55.6%	15	1.00	COP9	Car	617	132	21.4%	153	1.16
	LGV	3	2	66.7%	3	-		LGV	122	42	34.4%	53	1.26
	OGV1	1	1	100.0%	1	1.00		OGV1	24	17	70.8%	20	1.18
	OGV2	0	0	-	0	-		OGV2	1	0	0.0%	0	-
COP3	Car	136	37	27.2%	49	1.32	COP10	Car	239	72	30.1%	85	1.18
	LGV	28	19	67.9%	21	-		LGV	50	31	62.0%	36	1.16
	OGV1	6	4	66.7%	4	1.00		OGV1	14	11	78.6%	13	1.18
	OGV2	0	0	-	0	-		OGV2	1	1	100.0%	1	1.00
COP4	Car	0	0	-	0	-	COP11	Car	406	93	22.9%	110	1.18
	LGV	0	0	-	0	-		LGV	81	30	37.0%	33	1.10
	OGV1	0	0	-	0	-		OGV1	24	17	70.8%	22	1.29
	OGV2	0	0	-	0	-		OGV2	0	0	-	0	-
COP5	Car	137	42	30.7%	53	1.26	COP12	Car	846	177	20.9%	233	1.32
	LGV	34	20	58.8%	24	1.20		LGV	216	58	26.9%	64	1.10
	OGV1	11	8	72.7%	9	1.13		OGV1	54	25	46.3%	30	1.20
	OGV2	0	0	-	0	-		OGV2	26	13	50.0%	15	1.15
COP6	Car	232	57	24.6%	68	1.19	COP13	Car	135	38	28.1%	52	1.37
	LGV	114	36	31.6%	41	1.14		LGV	43	23	53.5%	28	1.22
	OGV1	25	16	64.0%	20	1.25		OGV1	9	5	55.6%	5	1.00
	OGV2	2	1	50.0%	1	1.00		OGV2	1	1	100.0%	1	1.00
COP7	Car	150	44	29.3%	50	1.14							
	LGV	42	23	54.8%	32	1.39							
	OGV1	6	4	66.7%	6	1.50							
	OGV2	1	1	-	1	-							

9.5.10 Table 91 shows that in the AM peak period, outbound from Stirling city centre, the average car occupancy was 1.19 persons, LGV 1.17 persons, OGV1 1.17 persons and OGV 2 1.04 persons.

9.5.11 Table 92 presents the same information for the inter peak period (11:00 – 14:00).

Table 92. Vehicle Inbound Cordon Occupancy (Inter Peak 11:00 – 14:00)

Inter Peak Period (11:00-14:00)	Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy		Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy
COP1	Car	18	14	77.8%	17	1.21	COP8	Car	698	158	22.6%	200	1.27
	LGV	4	3	75.0%	4	1.33		LGV	79	36	45.6%	45	1.25
	OGV1	0	0	-	0	-		OGV1	18	11	61.1%	16	1.45
	OGV2	0	0	-	0	-		OGV2	1	0	-	0	-
COP2	Car	38	24	63.2%	29	1.21	COP9	Car	1212	271	22.4%	322	1.19
	LGV	6	4	66.7%	4	1.00		LGV	192	68	35.4%	78	1.15
	OGV1	1	0	-	0	-		OGV1	42	25	59.5%	31	1.24
	OGV2	0	0	-	0	-		OGV2	7	5	71.4%	5	1.00
COP3	Car	475	114	24.0%	143	1.25	COP10	Car	1135	250	22.0%	334	1.34
	LGV	44	26	59.1%	30	1.15		LGV	85	37	43.5%	42	1.14
	OGV1	12	9	75.0%	11	1.22		OGV1	24	19	79.2%	25	1.32
	OGV2	0	0	-	0	-		OGV2	2	1	50.0%	1	1.00
COP4	Car	0	0	-	0	-	COP11	Car	919	210	22.9%	260	1.24
	LGV	0	0	-	0	-		LGV	115	45	39.1%	55	1.22
	OGV1	0	0	-	0	-		OGV1	30	19	63.3%	24	1.26
	OGV2	0	0	-	0	-		OGV2	1	0	0.0%	0	-
COP5	Car	391	101	25.8%	128	1.27	COP12	Car	1370	302	22.0%	396	1.31
	LGV	57	33	57.9%	40	1.21		LGV	199	60	30.2%	70	1.17
	OGV1	14	12	85.7%	15	1.25		OGV1	71	34	47.9%	40	1.18
	OGV2	0	0	-	0	-		OGV2	28	19	67.9%	19	1.00
COP6	Car	547	131	23.9%	169	1.29	COP13	Car	267	69	25.8%	94	1.36
	LGV	85	38	44.7%	44	1.16		LGV	40	29	72.5%	34	1.17
	OGV1	24	17	70.8%	19	1.12		OGV1	11	10	90.9%	12	1.20
	OGV2	7	5	71.4%	5	1.00		OGV2	1	1	100.0%	2	2.00
COP7	Car	330	83	25.2%	115	1.39							
	LGV	39	21	53.8%	24	1.14							
	OGV1	3	1	33.3%	1	1.00							
	OGV2	0	0	-	0	-							

9.5.12 Table 92 shows that in the inter peak period, outbound from Stirling city centre, the average car occupancy was 1.28 persons, LGV 1.17 persons, OGV1 1.22 persons and OGV 2 1.20 person.

9.5.13 Table 93 presents the same information for the PM peak period (16:00 – 18:00).

Table 93. Vehicle Inbound Cordon Occupancy (PM Peak 16:00 – 18:00)

PM Peak Period (16:00-18:00)	Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy		Mode	Vehicle Total	Observed Vehicles	Sample Rate	Number of Occupants	Average Occupancy
COP1	Car	13	9	69.2%	12	1.33	COP8	Car	563	122	21.7%	144	1.18
	LGV	1	1	100.0%	1	1.00		LGV	65	19	29.2%	23	1.21
	OGV1	0	0	-	0	-		OGV1	7	7	100.0%	7	1.00
	OGV2	0	0	-	0	-		OGV2	0	0	-	0	-
COP2	Car	25	17	68.0%	20	1.18	COP9	Car	979	196	20.0%	263	1.34
	LGV	2	2	100.0%	2	1.00		LGV	113	44	38.9%	51	1.16
	OGV1	0	0	-	0	-		OGV1	18	12	66.7%	14	1.17
	OGV2	0	0	-	0	-		OGV2	0	0	-	0	-
COP3	Car	350	80	22.9%	107	1.34	COP10	Car	728	160	22.0%	211	1.32
	LGV	20	9	45.0%	10	1.11		LGV	49	26	53.1%	32	1.23
	OGV1	3	2	66.7%	2	1.00		OGV1	10	6	60.0%	7	1.17
	OGV2	0	0	-	0	-		OGV2	0	0	-	0	-
COP4	Car	0	0	-	0	-	COP11	Car	741	163	22.0%	214	1.31
	LGV	0	0	-	0	-		LGV	60	23	38.3%	26	1.13
	OGV1	0	0	-	0	-		OGV1	14	11	78.6%	14	1.27
	OGV2	0	0	-	0	-		OGV2	0	0	-	0	-
COP5	Car	279	68	24.4%	91	1.34	COP12	Car	1066	222	20.8%	286	1.29
	LGV	36	21	58.3%	25	1.19		LGV	184	48	26.1%	52	1.08
	OGV1	6	6	100.0%	7	1.17		OGV1	25	14	56.0%	16	1.14
	OGV2	0	0	-	0	-		OGV2	10	7	70.0%	7	1.00
COP6	Car	417	96	23.0%	131	1.36	COP13	Car	183	50	27.3%	68	1.36
	LGV	51	22	43.1%	24	1.09		LGV	15	10	66.7%	12	1.20
	OGV1	4	3	75.0%	3	1.00		OGV1	2	2	100.0%	3	1.50
	OGV2	0	0	-	0	-		OGV2	0	0	-	0	-
COP7	Car	272	69	25.4%	105	1.52							
	LGV	30	18	60.0%	24	1.33							
	OGV1	1	1	100.0%	2	2.00							
	OGV2	0	0	-	0	-							

9.5.14 Table 93 shows that in the PM peak period, inbound towards Stirling city centre, the average car occupancy was 1.32 persons, LGV 1.14 persons, OGV1 1.24 persons and OGV 2 1.00 person.

9.6 Results of Mode Share Surveys

9.6.1 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

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

- AM Peak 07:30 – 09:30
- Inter-peak 11:00 – 14:00
- PM Peak 16:00 – 18:00
- Full Day 07:30 – 09:30, 11:00 – 14:00 and 16:00 – 18:00

Mode Share By Mode

9.6.3 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

9.6.4 Within each site assessed, traffic is analysed routing inbound and outbound to and from the town/city.

9.6.5 In order to consider the volume of inbound and outbound trips to and from Stirling, the following assumptions and data usage was applied:

- Sites COP1 to COP13 were assessed to represent the points of entry and exit to the city.
- Bus/coach passengers which entered Stirling were assumed to be destinating in Stirling

9.6.6 The following figures present the Stirling mode share distribution, calculated from the survey data as detailed above. Figure 18 and Figure 19 present the AM Peak mode share by vehicle by direction and Figure 20 and Figure 21 present the AM Peak mode share by person by direction.

9.6.7 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 April 2019. The inbound 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 April 2019.

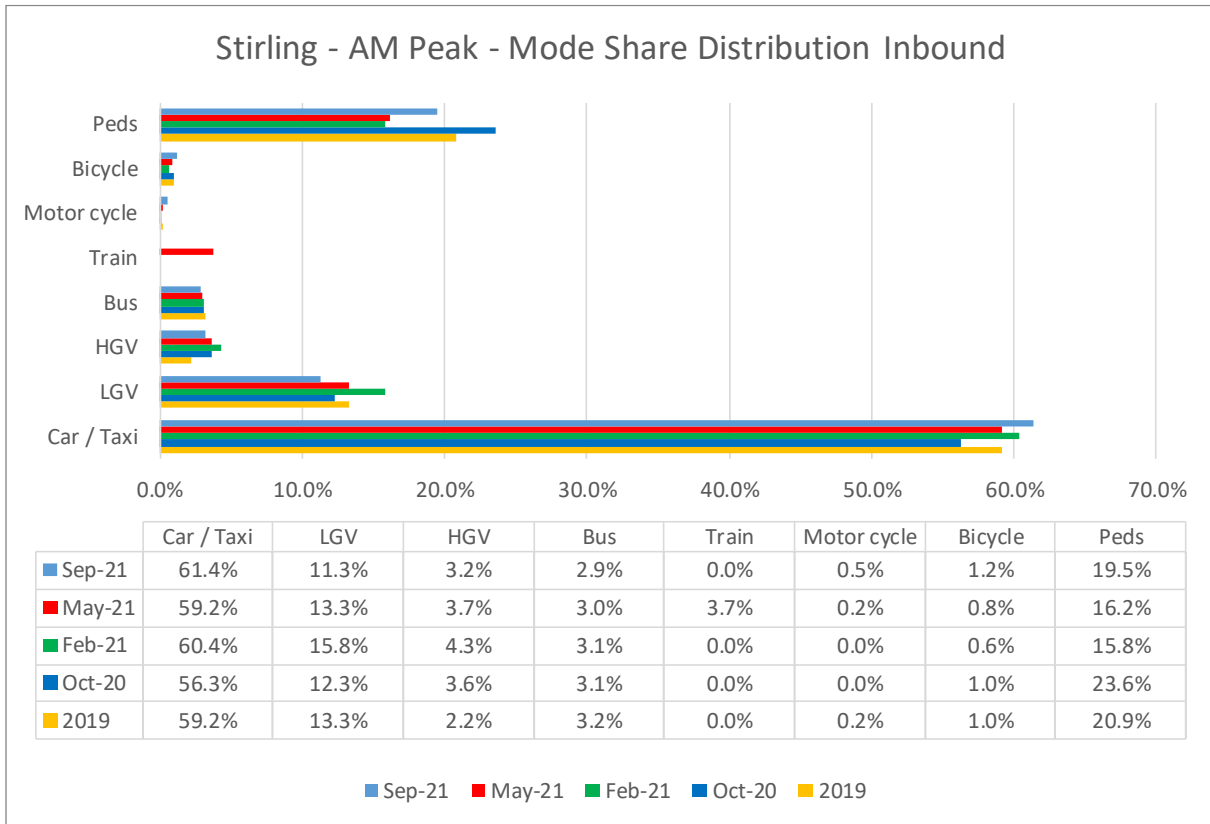


Figure 18. Stirling Mode Share Distribution Inbound – AM Peak

- 9.6.8 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 bus station and rail station surveys were only undertaken at this point.
- 9.6.9 The proportion of pedestrians varied between 16% and 24% across all of the surveys, whilst the proportion of cyclists remained around 1% in all of the surveys.
- 9.6.10 The total number of vehicles and pedestrians surveyed in each year was 5,699 in April 2019, 3,344 in October 2021, 3,023 in February 2021, 4,570 in May 2021 and 4,604 in September 2021.

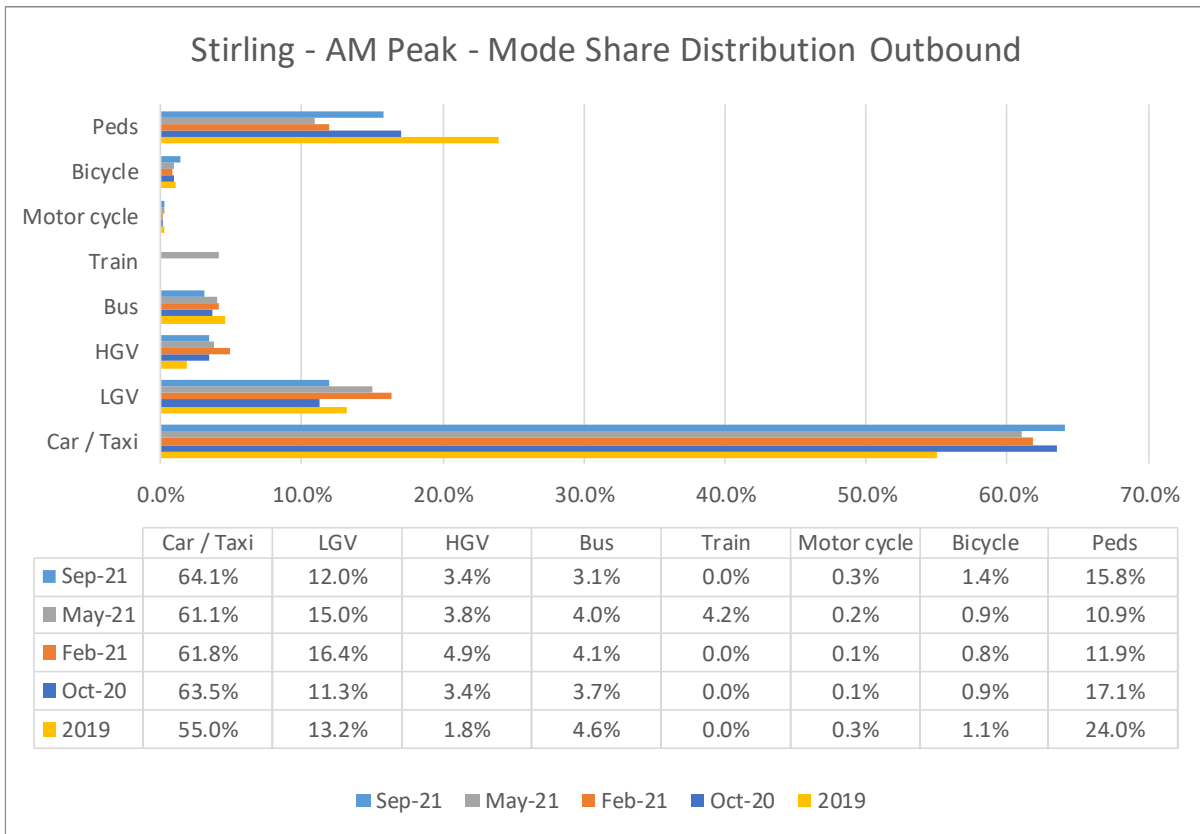


Figure 19. Stirling Mode Share Distribution Outbound – AM Peak

9.6.11 Figure 19 shows that the majority of people heading out of Stirling did so by car and taxi. Total bus usage was around 4% in the AM peak, rail was around 4%, bicycle 1% and walking between 11% and 17%.

9.6.12 The total number of vehicles and pedestrians surveyed in each year was 3,836 in April 2019, 4,099 in October 2021, 3,281 in February 2021, 4,263 in May 2021 and 5,059 in September 2021.

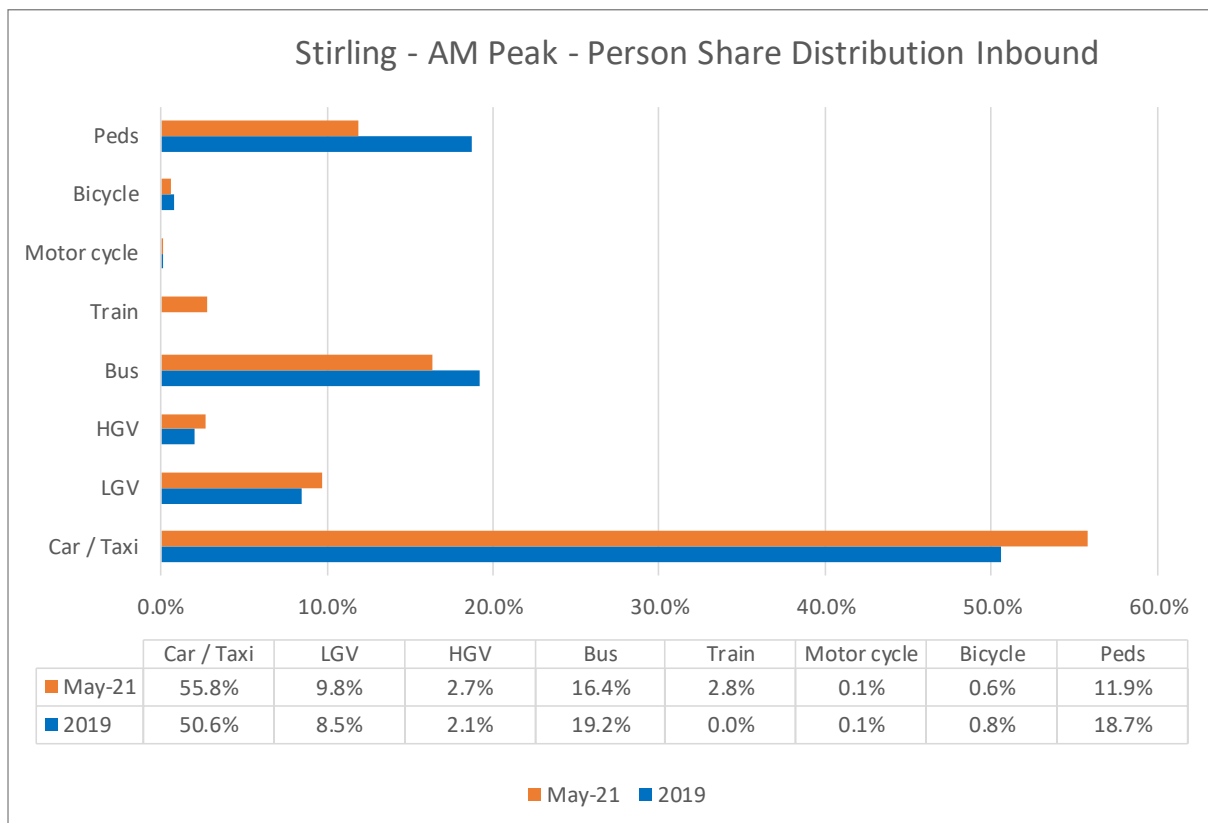


Figure 20. Stirling Person Share Distribution Inbound – AM Peak

9.6.13 Figure 20 shows that in the AM peak, the person mode share of vehicles remained relatively consistent over the survey periods. The biggest differences are seen in car usage and walking between 2019 and May 2021.

9.6.14 The total volume of people observed was 6,345 in April 2019 and 6,215 in May 2021.

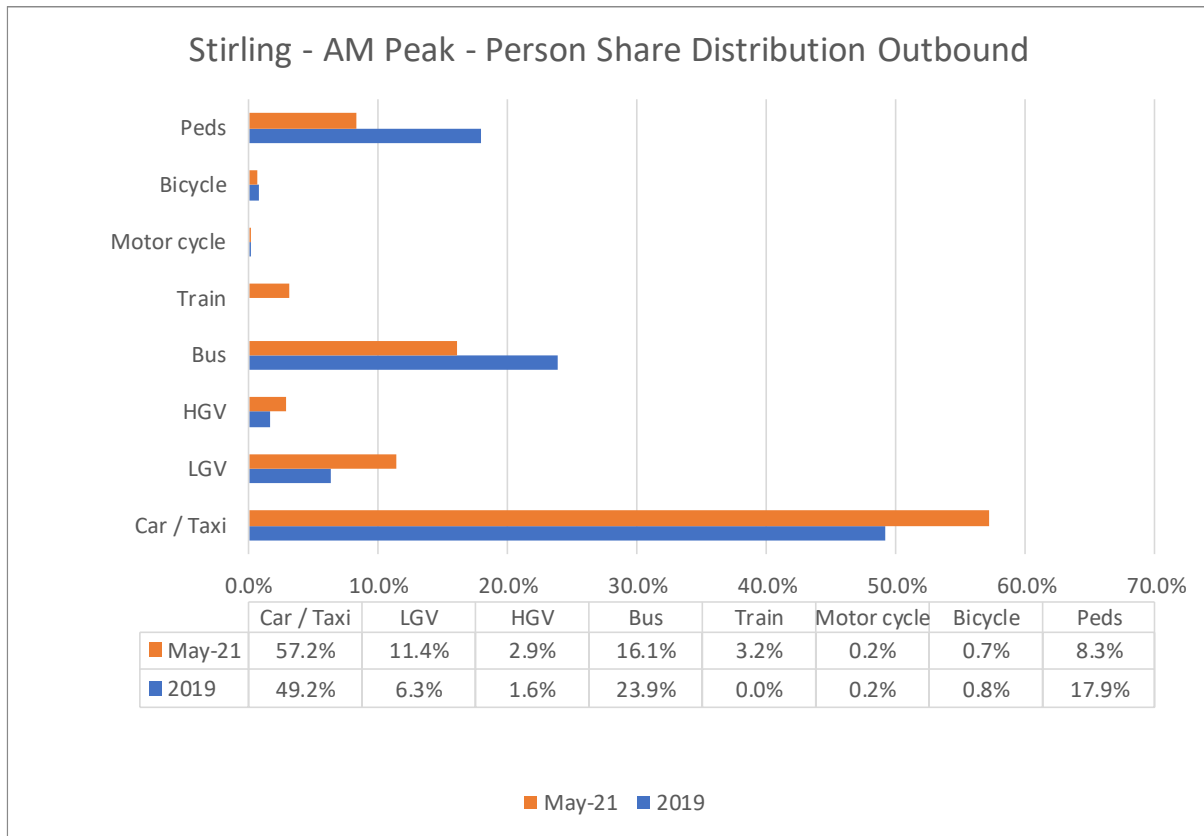


Figure 21. Stirling Person Share Distribution Outbound – AM Peak

- 9.6.15 Figure 21 shows that the majority of people heading out of Stirling did so by car and taxi. Total bus usage reduced to around 16%, and walking reduced to around 8% whilst car usage increased from around 49% to 57%.
- 9.6.16 The total volume of people observed was 5,126 in April 2019 and 5,591 in May 2021.
- 9.6.17 Figure 22 and Figure 23 present the Inter Peak mode share by vehicle by direction and Figure 24 and Figure 25 present the Inter Peak mode share by person by direction.
- 9.6.18 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. The inbound 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.

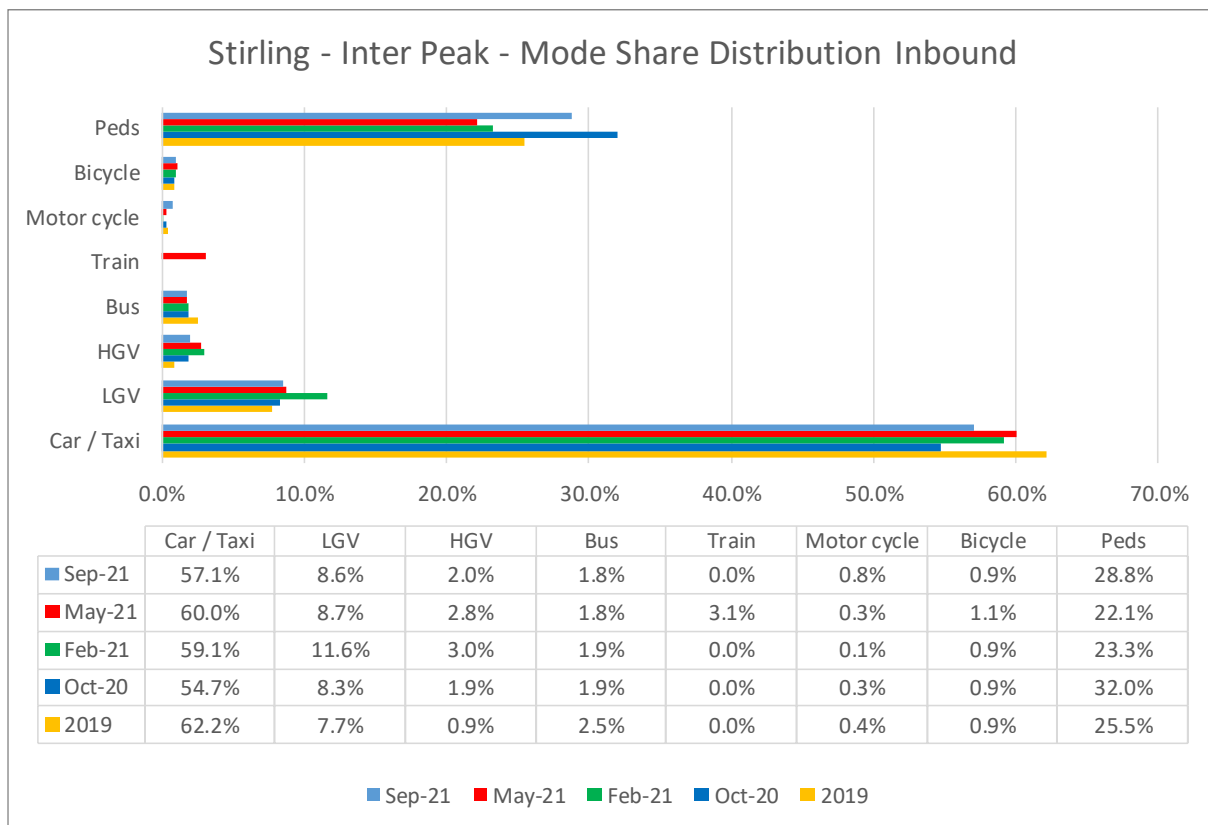


Figure 22. Stirling Mode Share Distribution Inbound – Inter Peak

- 9.6.19 Figure 22 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 bus station and rail station surveys were only undertaken at this point.
- 9.6.20 The proportion of pedestrians varied between 22% and 32% across all of the surveys, whilst the proportion of cyclists remained around 1% in all of the surveys.
- 9.6.21 The total number of vehicles and pedestrians surveyed in each year was 7,359 in April 2019, 7,841 in October 2021, 6,290 in February 2021, 9,329 in May 2021 and 9,605 in September 2021.

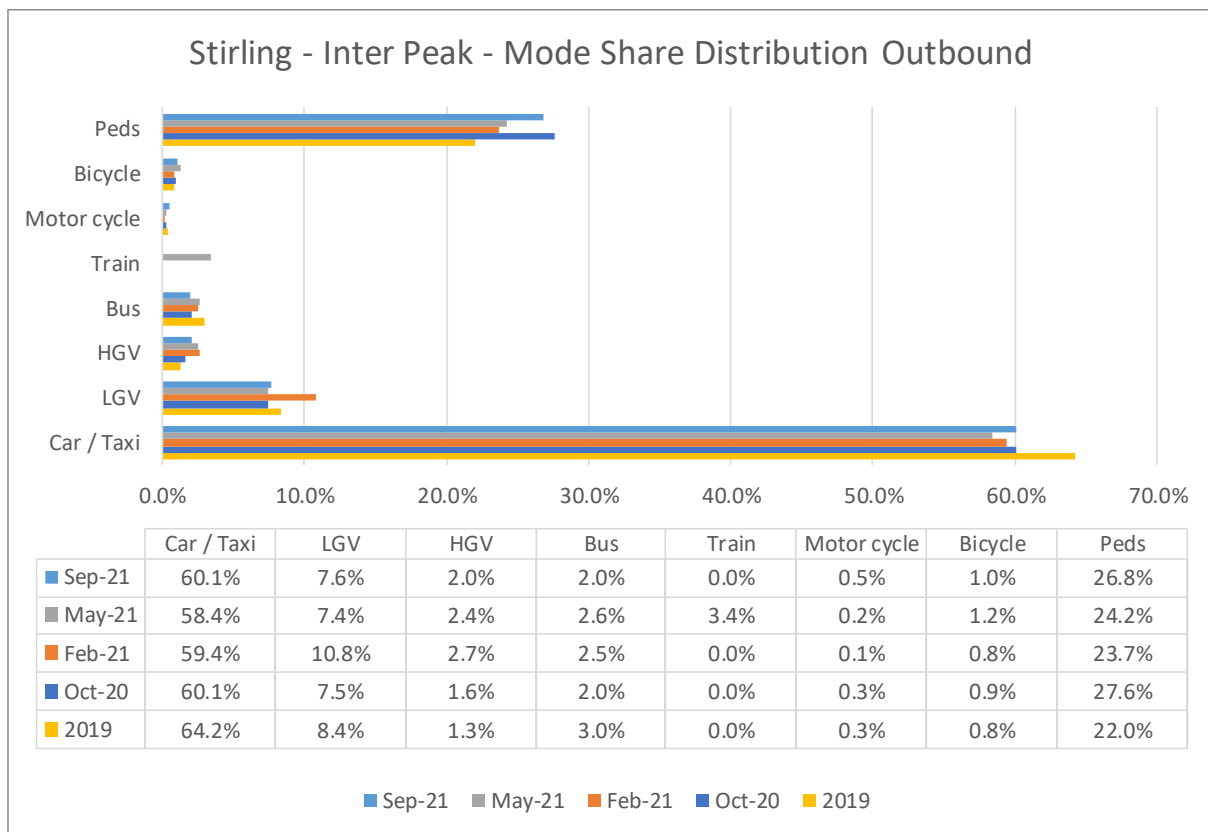


Figure 23. Stirling Mode Share Distribution Outbound – Inter Peak

9.6.22 Figure 23 shows that the majority of people heading out of Stirling did so by car and taxi. Total bus usage was around 3% in the inter peak, rail was around 3%, bicycle 1% and walking around 24%.

9.6.23 The total number of vehicles and pedestrians surveyed in each year was 6,384 in April 2019, 10,681 in October 2021, 7,552 in February 202, 8,508 in May 2021 and 11,375 in September 2021.

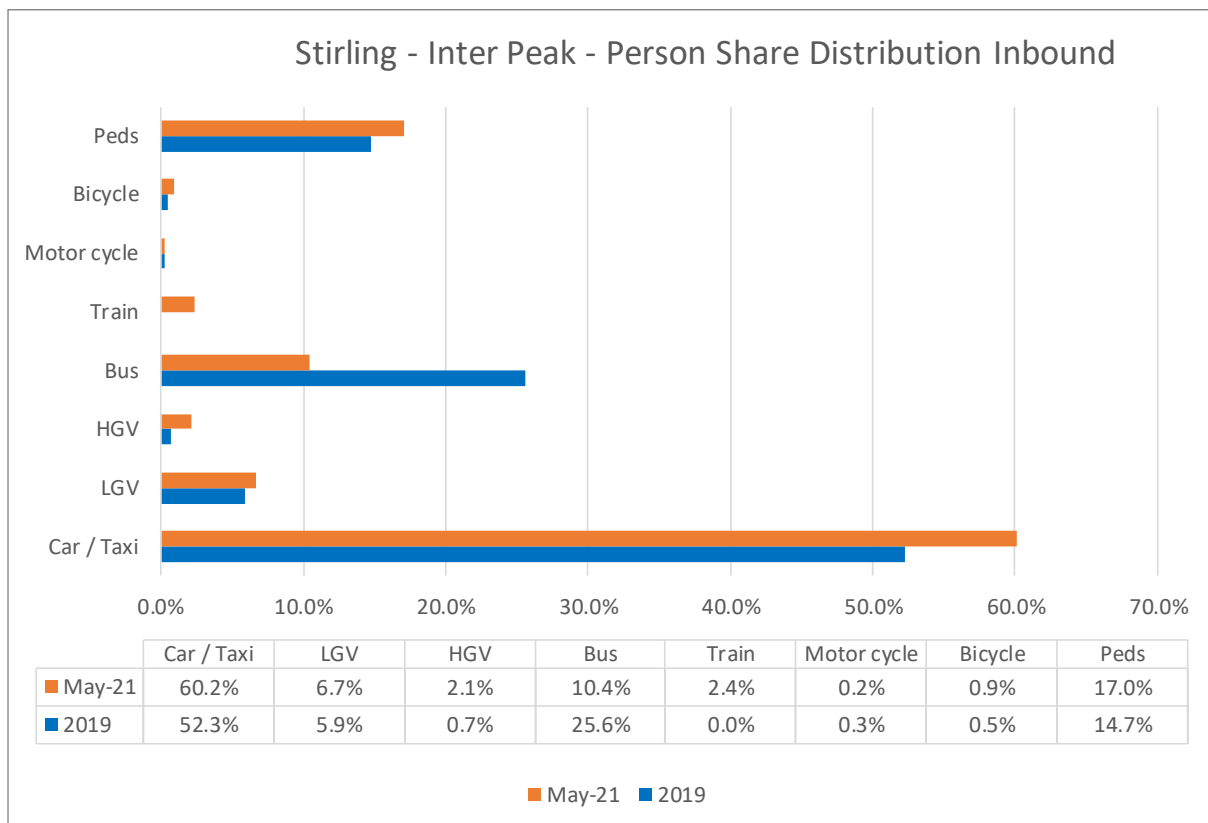


Figure 24. Stirling Person Share Distribution Inbound – Inter Peak

9.6.24 Figure 24 shows that in the Inter peak, the person mode share of vehicles remained relatively consistent over the survey periods. The biggest differences are seen in car usage and bus usage between 2019 and May 2021.

9.6.25 The total volume of people observed was 12,714 in April 2019 and 12,101 in May 2021.

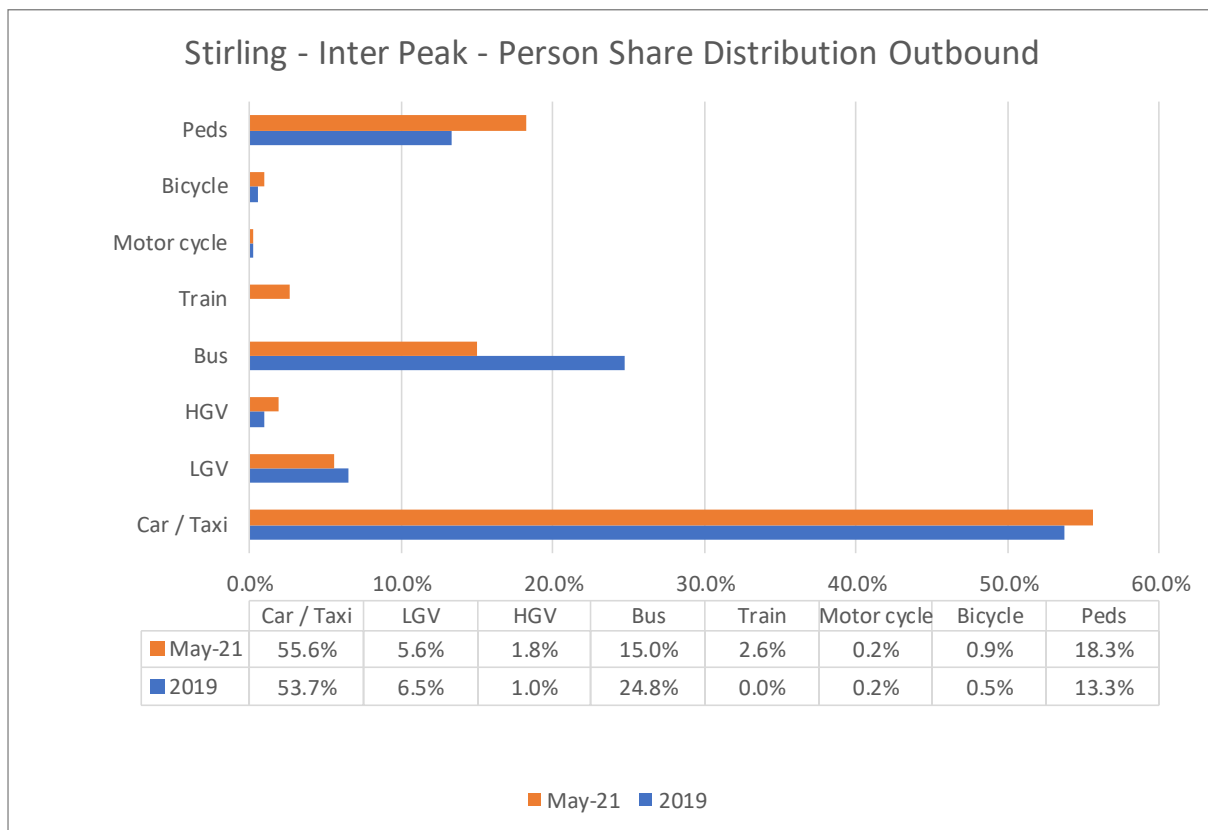


Figure 25. Stirling Person Share Distribution Outbound – Inter Peak

- 9.6.26 Figure 25 shows that the majority of people heading out of Stirling did so by car and taxi. Total bus usage reduced to around 15%, and walking increased to around 18% whilst car usage remained relatively consistent.
- 9.6.27 The total volume of people observed was 10,559 in April 2019 and 11,293 in May 2021.
- 9.6.28 The following figures present the Stirling mode share distribution, calculated from the survey data as detailed above. Figure 26 and Figure 27 present the PM Peak mode share by vehicle by direction and Figure 28 and Figure 29 present the PM Peak mode share by person by direction.
- 9.6.29 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. The inbound 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.

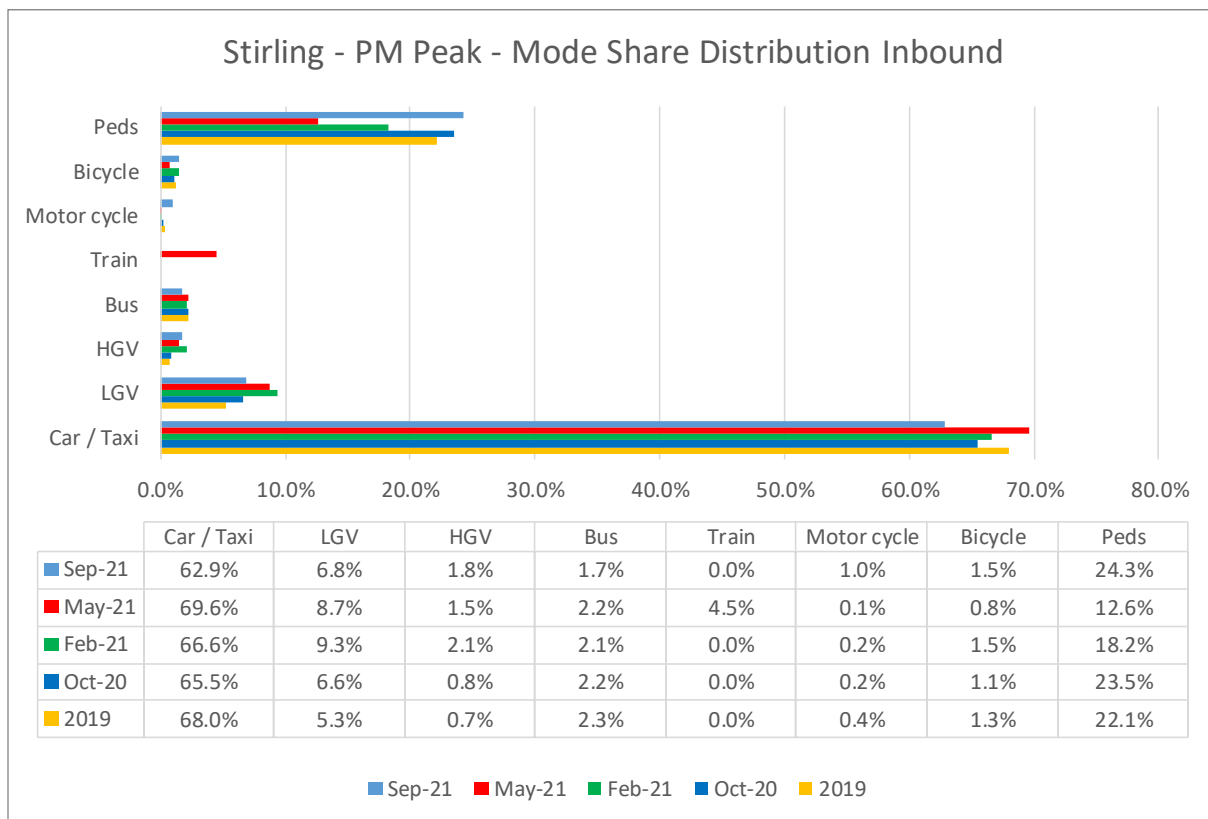


Figure 26. Stirling Mode Share Distribution Inbound – PM Peak

- 9.6.30 Figure 26 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 bus station and rail station surveys were only undertaken at this point.
- 9.6.31 The proportion of pedestrians varied between 13% and 24% similar across all of the surveys, whilst the proportion of cyclists remained around 1% in all of the surveys.
- 9.6.32 The total number of vehicles and pedestrians surveyed in each year was 5,044 in April 2019, 5,181 in October 2021, 4,164 in February 2021, 6,120 in May 2021 and 6,899 in September 2021.

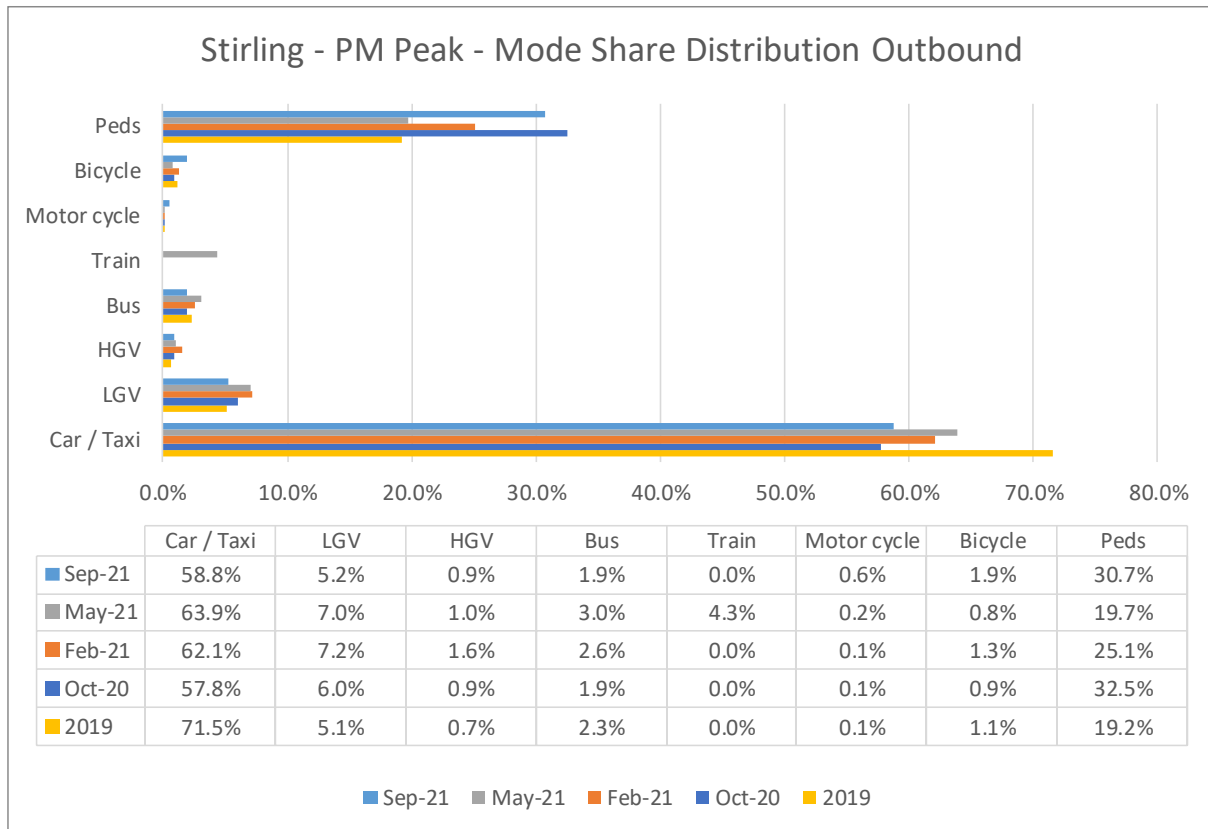


Figure 27. Stirling Mode Share Distribution Outbound – PM Peak

9.6.33 Figure 27 shows that the majority of people heading out of Stirling did so by car and taxi. Total bus usage was around 3% in the PM peak, rail was around 4%, bicycle 1% and walking between 19% and 33%.

9.6.34 The total number of vehicles and pedestrians surveyed in each year was 4,741 in April 2019, 8,456 in October 2021, 5,385 in February 2021, 5,994 in May 2021 and 9,075 in September 2021.

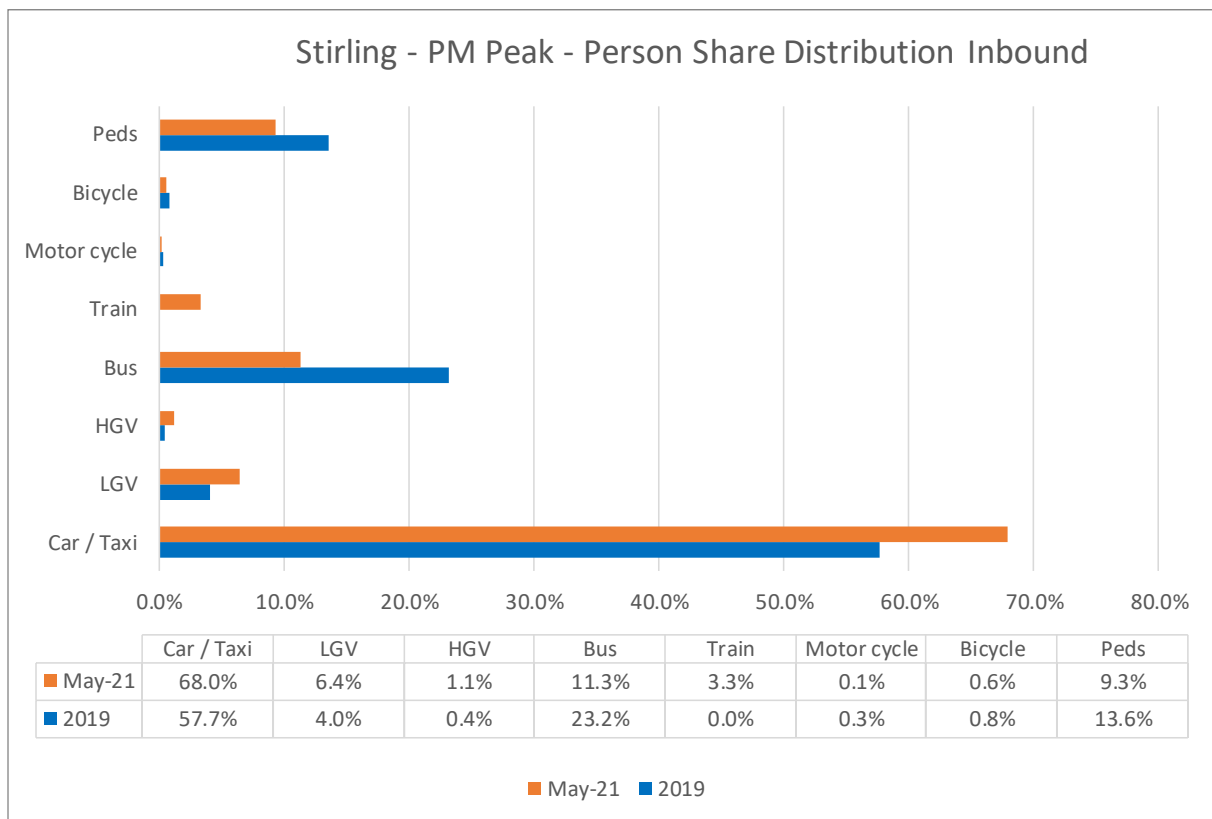


Figure 28. Stirling Person Share Distribution Inbound – PM Peak

9.6.35 Figure 28 shows that in the PM peak, the person mode share of vehicles remained relatively consistent over the survey periods. The biggest differences are seen in car usage, bus usage and walking between 2019 and May 2021.

9.6.36 The total volume of people observed was 8,233 in April 2019 and 8,332 in May 2021.

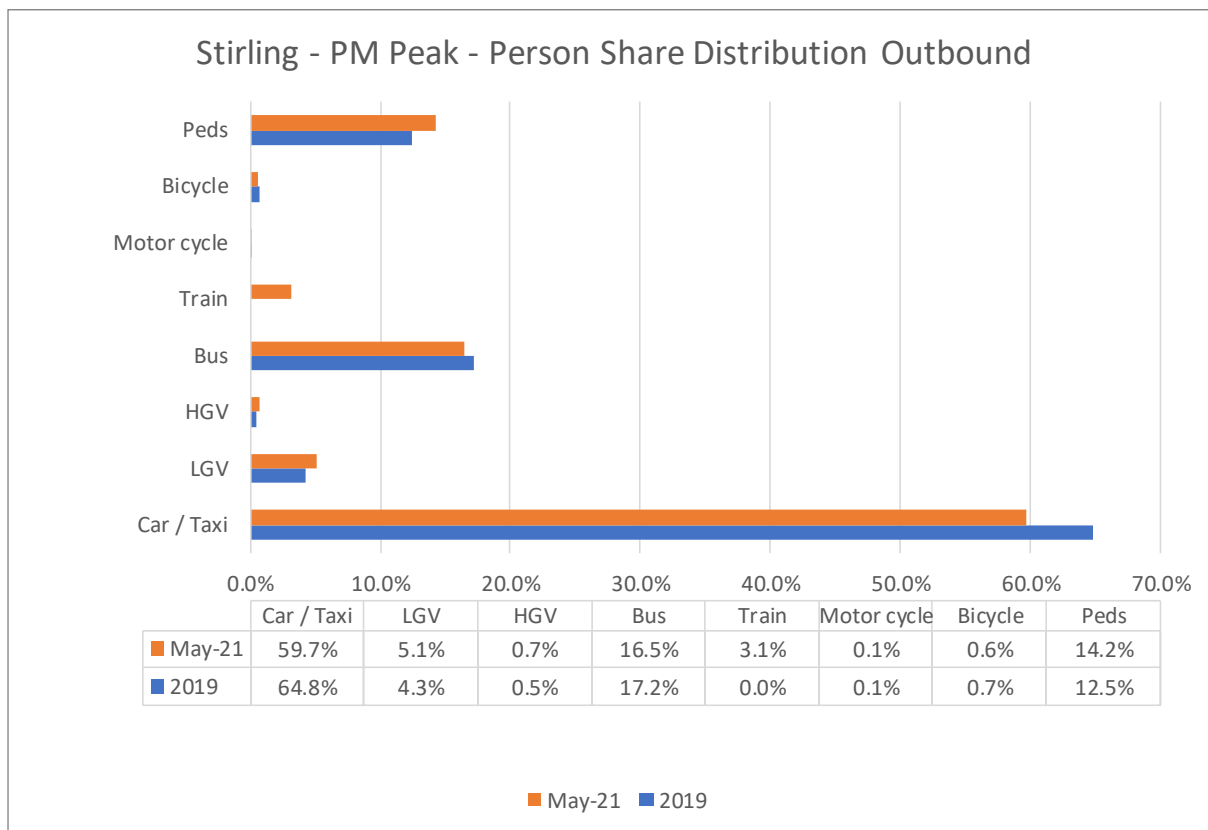


Figure 29. Stirling Person Share Distribution Outbound – PM Peak

- 9.6.37 Figure 29 shows that the majority of people heading out of Stirling did so by car and taxi. Total bus usage remained around 16%, walking around 13% whilst car usage decreased from around 65% to 60%.
- 9.6.38 The total volume of people observed was 7,290 in April 2019 and 8,313 in May 2021.
- 9.6.39 The following figures present the Stirling mode share distribution, calculated from the survey data as detailed above. Figure 30 and Figure 31 present the full day mode share by vehicle by direction and Figure 32 and Figure 33 present the full day mode share by person by direction.
- 9.6.40 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 April 2019. The inbound 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 April 2019.

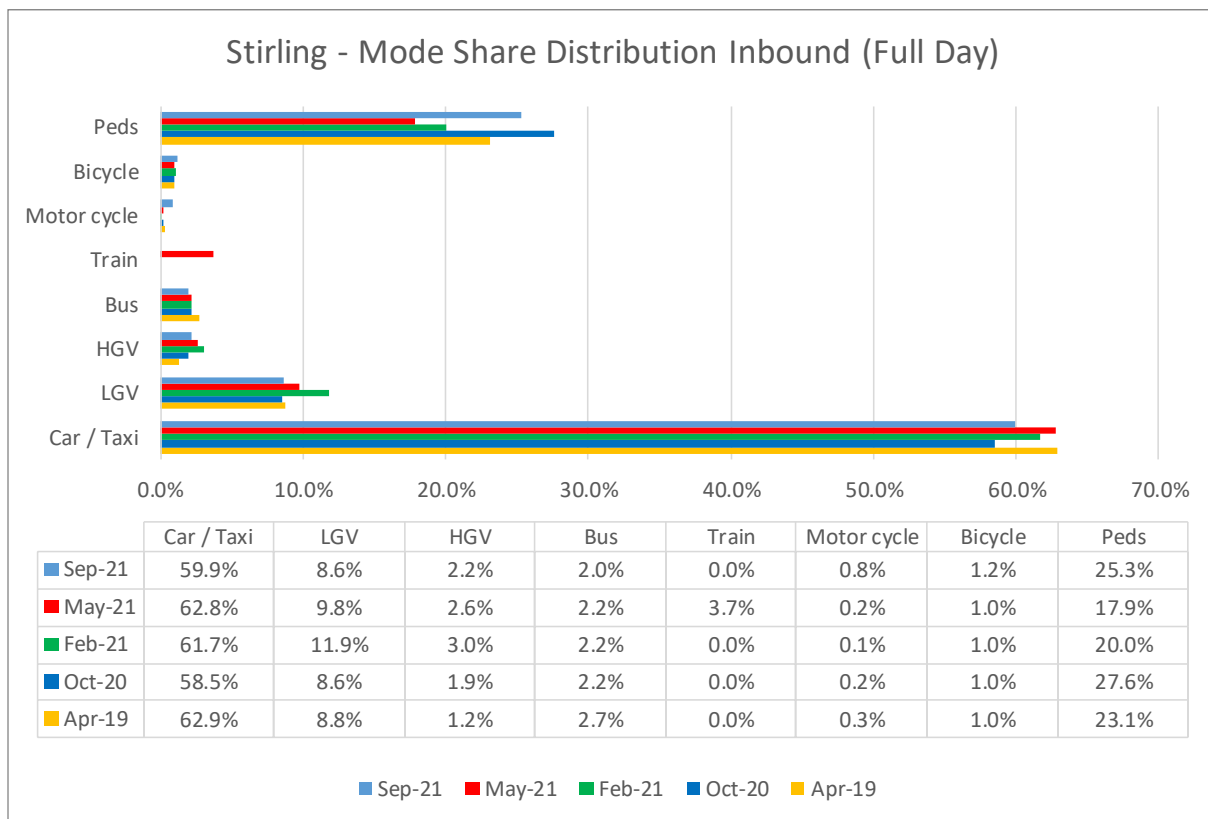


Figure 30. Stirling Mode Share Distribution Inbound – Full Day

- 9.6.41 Figure 30 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 bus station and rail station surveys were only undertaken at this point.
- 9.6.42 The proportion of pedestrians varied between 18% and 28% similar across all of the surveys, whilst the proportion of cyclists remained around 1% in all of the surveys.
- 9.6.43 The total number of vehicles and pedestrians surveyed in each year was 18,102 in April 2019, 16,366 in October 2021, 13,477 in February 2021, 20,019 in May 2021 and 21,108 in September 2021.

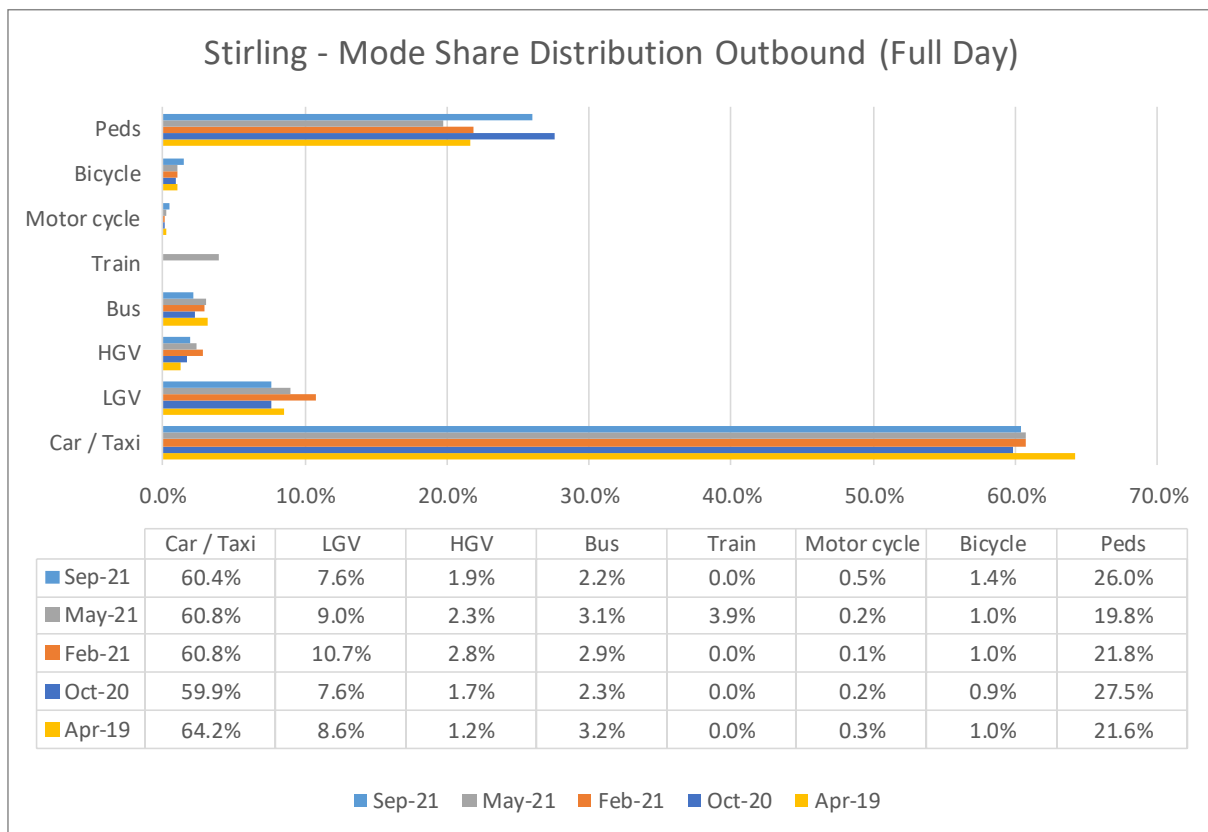


Figure 31. Stirling Mode Share Distribution Outbound – Full Day

9.6.44 Figure 31 shows that the majority of people heading out of Stirling did so by car and taxi. Total bus usage was around 3% across the day, rail was around 4%, bicycle 1% and walking between 20% and 28%.

9.6.45 The total number of vehicles and pedestrians surveyed in each year was 14,961 in April 2019, 23,236 in October 2021, 16,218 in February 2021, 18,765 in May 2021 and 25,509 in September 2021.

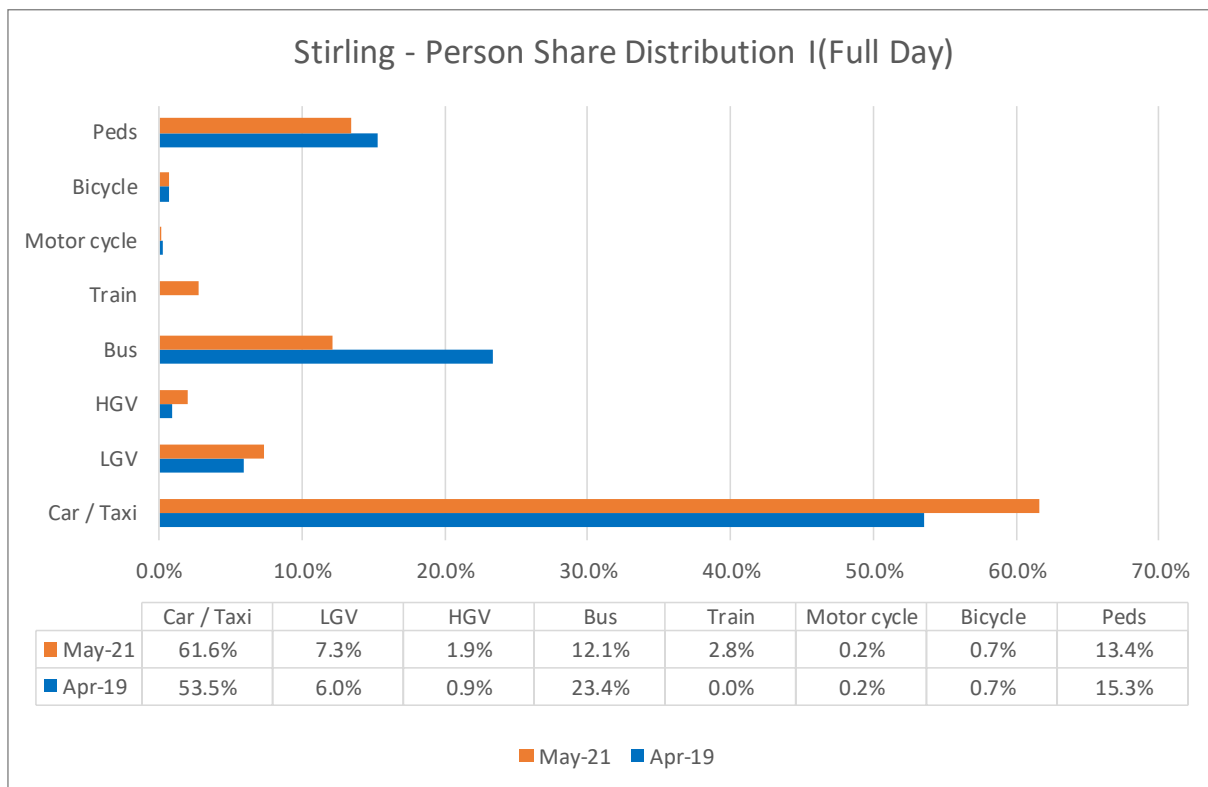


Figure 32. Stirling Person Share Distribution Inbound – Full Day

9.6.46 Figure 32 shows that across the day, the person mode share of vehicles remained relatively consistent over the survey periods. The biggest differences are seen in car usage, bus usage and walking between April 2019 and May 2021.

9.6.47 The total volume of people observed was 27,292 in April 2019 and 26,648 in May 2021.

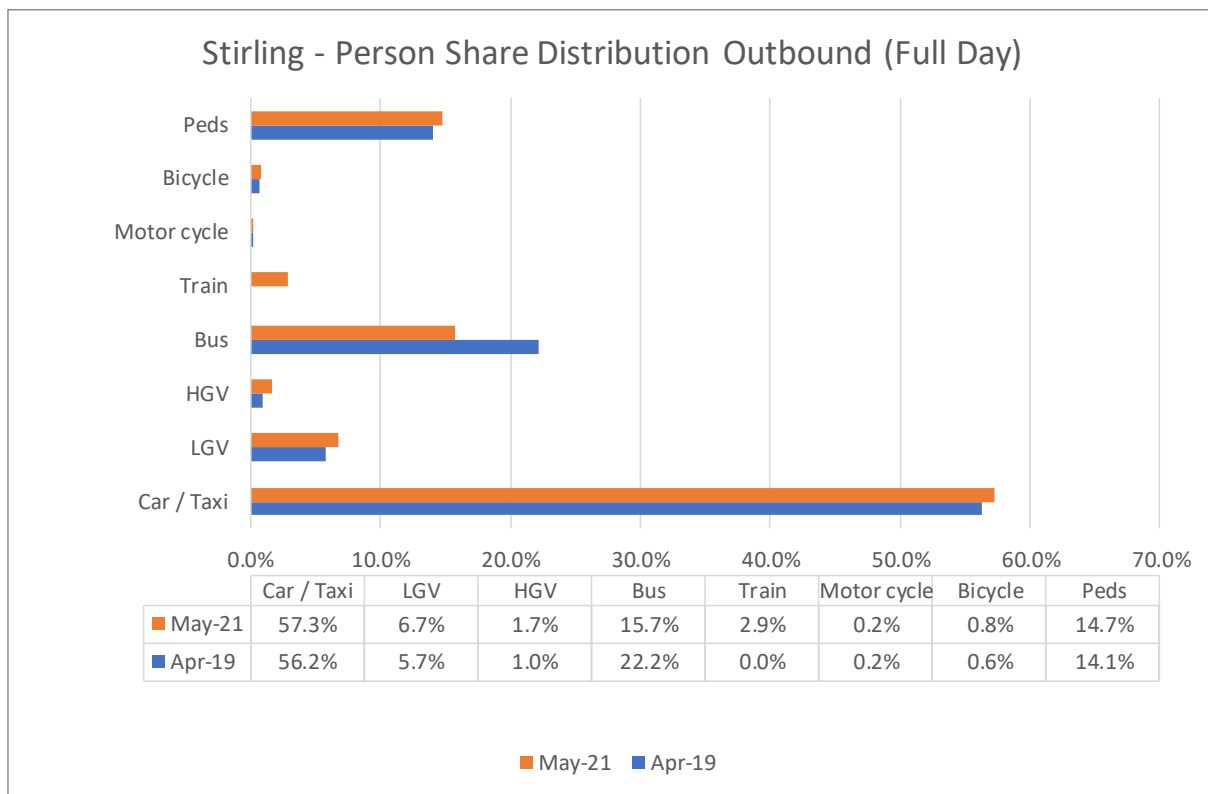


Figure 33. Stirling Person Share Distribution Outbound – Full Day

9.6.48 Figure 33 shows that the majority of people heading out of Stirling did so by car and taxi. Total bus usage dropped to around 16%, walking remained around 14% whilst car usage increased slightly from around 56% to 57%.

9.6.49 The total volume of people observed was 22,975 in April 2019 and 25,197 in May 2021

9.7 Dunblane Vehicle Occupancy

9.7.1 Vehicle occupancy surveys were undertaken in Dunblane on Wednesday 5th May 2021 between 06:00 and 22:00 at the following locations:

- Site 1 B8033 Perth Road, north of bridge
- Site 2 B8033 Stirling Road, south of bridge

9.7.2 Table 94 below presents the results of the vehicle occupancy surveys.

Table 94. Dunblane Vehicle Occupancy



Wednesday 5th May 2021														
Site 1 - B8033 Perth Rd (North of Bridge) Northbound	Car Occupancy					LGV			OGV1			OGV2		
	1	2	3	4+	Ave	Total Veh.	Total Occ.	Ave	Total Veh.	Total Occ.	Ave	Total Veh.	Total Occ.	Ave
Total	1032	125	4	1	1.12	203	236	1.16	52	55	1.06	11	11	1.00
AM Period 0700-1000	192	30	3	0	1.16	64	72	1.13	17	18	1.06	3	3	1.00
IP 1000-1600	463	53	1	0	1.11	93	112	1.20	23	25	1.09	4	4	1.00
PM Period 1600-1900	229	28	0	0	1.11	35	41	1.17	6	6	1.00	4	4	1.00
Site 1 - B8033 Perth Rd (North of Bridge) Southbound	Car Occupancy					LGV			OGV1			OGV2		
	1	2	3	4+	Ave	Total Veh.	Total Occ.	Ave	Total Veh.	Total Occ.	Ave	Total Veh.	Total Occ.	Ave
Total	898	65	1	0	1.07	173	197	1.14	44	45	1.02	11	11	1.00
AM Period 0700-1000	176	14	1	0	1.08	34	37	1.09	10	10	1.00	1	1	1.00
IP 1000-1600	389	28	0	0	1.07	83	91	1.10	22	23	1.05	8	8	1.00
PM Period 1600-1900	211	18	0	0	1.08	40	52	1.30	8	8	1.00	2	2	1.00
Site 2 - B8033 Stirling Rd (South of Bridge) Northbound	Car Occupancy					LGV			OGV1			OGV2		
	1	2	3	4+	Ave	Total Veh.	Total Occ.	Ave	Total Veh.	Total Occ.	Ave	Total Veh.	Total Occ.	Ave
Total	845	180	0	0	1.18	213	238	1.12	47	48	1.02	16	16	1.00
AM Period 0700-1000	148	19	0	0	1.11	70	76	1.09	17	18	1.06	2	2	1.00
IP 1000-1600	371	71	0	0	1.16	89	99	1.11	21	21	1.00	8	8	1.00
PM Period 1600-1900	214	62	0	0	1.22	39	44	1.13	5	5	1.00	6	6	1.00
Site 2 - B8033 Stirling Rd (South of Bridge) Southbound	Car Occupancy					LGV			OGV1			OGV2		
	1	2	3	4+	Ave	Total Veh.	Total Occ.	Ave	Total Veh.	Total Occ.	Ave	Total Veh.	Total Occ.	Ave
Total	874	208	2	0	1.20	219	250	1.14	56	58	1.04	13	13	1.00
AM Period 0700-1000	176	40	0	0	1.19	50	57	1.14	10	10	1.00	2	2	1.00
IP 1000-1600	381	98	2	0	1.21	101	118	1.17	28	30	1.07	8	8	1.00
PM Period 1600-1900	203	58	0	0	1.22	40	45	1.13	12	12	1.00	3	3	1.00

9.7.3 Table 94 shows that across the day, car occupancy varied between 1.07 and 1.22 occupants throughout Dunblane, LGV was between 1.09 and 1.30, OGV1 between 1.00 and 1.09 and OGV2 was 1.00 occupant at all sites throughout the day.

10. SUMMARY & FINDINGS

10.1 Summary

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

10.1.2 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 Station Counts
- Bus Occupancy Counts
- Vehicle Occupancy Counts.

10.1.3 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

10.1.4 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.

10.2 Findings

Pedestrian Behaviour and Volume Counts

10.2.1 The results of the pedestrian behaviour and volume count surveys indicate:

Stirling

- On the east side footpath of Upper Craigs, over the 3 days In October 2020, 38% of pedestrians had no conflict, 58% pass within 2 metres of each other, 3 % pass with a space over 2 metres and 1 % cross the road.
- On the west side footpath of Upper Craigs, over the 3 days In October 2020, 83% of pedestrians had no conflict, 15% pass within 2 metres of each other and 2 % pass with a space over 2 metres.
- Pedestrian volume surveys indicate that in general the lowest flows were observed in February 2021 and the highest volumes were recorded in September 2021.

Link Count and Speed Surveys

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

Stirling

- The mean speed of traffic on Murray Place (Site 1) and Upper Craigs (Site 2) went up in February 2021 and returned to November 2020 levels in May 2021 and September 2021.
- Millennium Way (Site 3) mean speeds went down in May 2021 from February 2021 and continued declining in September 2021 in a northbound direction.
- Murray Place (Site 4) average speeds remained the same in February, May and September 2021.
- Mean speeds on Causewayhead Road (Site 5) northbound went down in May and September 2021, while southbound went up in May 2021 when compared to February 2021, before showing a rapid decline in September 2021.
- The mean speed on Forrest Road (Site 6) was 17.3mph northbound and 13.6mph southbound in September 2021.
- The mean speed on Argyll Avenue (Site 7) was 15.9mph eastbound and 20.1mph westbound in September 2021

Dunblane

- Northbound directions for all three sites remained the same in February, May and September 2021
- Southbound mean speeds increased in May 2021 from February 2021 for Stirling Road (Site 3).
- Southbound mean speeds increased in May 2021 from February 2021 for the B8033 (Sites 2).

Bridge of Allan

- Mean speeds decreased in both directions on Henderson Street throughout 2021 as the traffic flow increased.

Aberfoyle

- Mean speeds on Main Street increased in the westbound direction between February and May 2021 before decreasing in September 2021, however remained the same for traffic heading eastbound in February and May 2021 before decreasing in September 2021.

Fallin

- A905 mean speeds increased for eastbound traffic from February to May 2021 but decreased in September 2021, however remained the same for traffic heading westbound before showing a decrease in September 2021.

Plean

- Mean speeds on Main Street increased in the northbound direction between February and May 2021, before decreasing in September 2021 however remained the same for traffic heading southbound between February and May 2021 before decreasing in September 2021
- The mean speed eastbound on Cadgers Loan in September 2021 was 29.3mph and 28.8mph in the westbound direction.

Callander

- In May 2021, mean speeds had decreased in both directions on Main Street, when compared to February 2021. The reduction in speeds continued in September 2021.

Killearn

- Mean speeds increased on Main Street in the northbound direction between February and May 2021 before reducing in September 2021, however decreased for traffic heading southbound, when comparing February, May and September 2021.

Gargunnoch

- Mean speeds increased in both May 2021 and September 2021 from February 2021 in both eastbound and westbound directions for Manse Brae.
- The mean speed northbound on Station Road in September 2021 was 18.5mph and 19.2mph in the southbound direction

Mode Share Surveys (Stirling)

10.2.3 The results of the mode share surveys in Stirling indicate that the mode share has remained consistent over the three surveys, car usage in each period has been around 60%, the volume of cyclists has remained below 1% and pedestrians have remained consistent at around 15% to 20%. The mode share by person surveys indicated:

- In the 2021 AM peak the majority of people travelling inbound were doing so by car/taxi (55.8%), LGV accounted for around 10% of people and HGV around 3%. In terms of public transport bus accounted for around 16% of people and train under 3%. Cycling and walking accounted for just under 13%, cycling at 0.6% and walking at 11.9% of all people heading inbound towards Stirling city centre.
- In the 2021 AM peak the majority of people travelling outbound were again doing so by car/taxi (57.2%), LGV accounted for around 11% of people and HGV around 3%. In terms of public transport bus accounted for around 16% of people and train around 3%. Cycling and walking accounted for around 9%, cycling at 0.7% and walking at 8.3% of all people heading outbound from Stirling city centre.
- In the 2021 inter-peak, the majority of people travelling inbound were doing so by car/taxi (60.2%), LGV accounted for 7% of people and HGV around 2%. In terms of public transport bus accounted for around 10% of people and train under 3%.

Cycling and walking accounted for just under 18%, cycling at 0.9% and walking at 17% of all people heading inbound towards Stirling city centre.

- In the 2021 inter-peak, the majority of people travelling outbound were again doing so by car/taxi (55.6%), LGV accounted for around 6% of people and HGV around 2%. In terms of public transport bus accounted for around 15% of people and train under 3%. Cycling and walking accounted for just under 20%, cycling at 0.9% and walking at 18.3% of all people heading outbound from Stirling city centre.
- In the 2021 PM peak, the majority of people travelling inbound were doing so by car/taxi (68.0%), LGV accounted for slightly under 7% of people and HGV around 1.1%. In terms of public transport bus accounted for around 11.3% of people and train under 4%. Cycling and walking accounted for just under 10%, cycling at 0.6% and walking at 9.3% of all people heading inbound towards Stirling city centre.
- In the 2021 PM peak, the majority of people travelling outbound were doing so by car/taxi (59.7%), LGV accounted for around 8% of people and HGV around 0.7%. In terms of public transport bus accounted for around 17% of people and train around 3%. Cycling and walking accounted for just under 15%, cycling at 0.6% and walking at 14.2% of all people heading outbound from Stirling city centre.
- Across the day in May 2021, the majority of people travelling inbound were doing so by car/taxi (61.6%), LGV accounted for slightly over 7% of people and HGV around 2%. In terms of public transport bus accounted for around 12% of people and train under 3%. Cycling and walking accounted for just over 14%, cycling at 0.7% and walking at 13.4% of all people heading inbound towards Stirling city centre.
- Across the day in 2021, the majority of people travelling outbound were doing so by car/taxi (57.3%), LGV accounted for around 7% of people and HGV almost 2%. In terms of public transport bus accounted for around 16% of people and train around 3%. Cycling and walking accounted for just over 15%, cycling at 0.8% and walking at 14.7% of all people heading outbound from Stirling city centre.

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

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For more information visit www.systra.co.uk

Birmingham – Newhall Street

5th Floor, Lancaster House, Newhall St,
Birmingham, B3 1NQ
T: +44 (0)121 393 4841

Birmingham – Edmund Gardens

1 Edmund Gardens, 121 Edmund Street,
Birmingham B3 2HJ
T: +44 (0)121 393 4841

Dublin

2nd Floor, Riverview House, 21-23 City Quay
Dublin 2, Ireland
T: +353 (0) 1 566 2028

Edinburgh – Thistle Street

Prospect House, 5 Thistle Street, Edinburgh EH2 1DF
United Kingdom
T: +44 (0)131 460 1847

Glasgow – St Vincent St

Seventh Floor, 124 St Vincent Street
Glasgow G2 5HF United Kingdom
T: +44 (0)141 468 4205

Glasgow – West George St

250 West George Street, Glasgow, G2 4QY
T: +44 (0)141 468 4205

Leeds

100 Wellington Street, Leeds, LS1 1BA
T: +44 (0)113 360 4842

London

3rd Floor, 5 Old Bailey, London EC4M 7BA United Kingdom
T: +44 (0)20 3855 0079

Manchester – 16th Floor, City Tower

16th Floor, City Tower, Piccadilly Plaza
Manchester M1 4BT United Kingdom
T: +44 (0)161 504 5026

Newcastle

Floor B, South Corridor, Milburn House, Dean Street, Newcastle, NE1
1LE
United Kingdom
T: +44 (0)191 249 3816

Reading

Soane Point, 6-8 Market Place, Reading,
Berkshire, RG1 2EG
T: +44 (0)118 206 0220

Woking

Dukes Court, Duke Street
Woking, Surrey GU21 5BH United Kingdom
T: +44 (0)1483 357705

Other locations:

France:

Bordeaux, Lille, Lyon, Marseille, Paris

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