Eastern Green Link 4:

Scottish Onshore Scheme

Volume 4: Appendices

Technical Appendix 10.1: Access, Traffic and Transport

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Prepared for:

SP Energy Networks
320 St Vincent St
Glasgow, G2 5AD

Prepared by:

AECOM Limited
1 Tanfield
Edinburgh EH3 5DA
United Kingdom

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1. Introduction

1.1 Technical Appendix 10.1

Technical Appendix 10.1 contains the supporting information and data used to complete the environmental assessment of traffic and transport for the Proposed Development. Information and data is contained in this document as follows. Bullet list

- Appendix A - Scoping Correspondence
- Appendix B – Study Area Road Sensitivity of Receptors
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- Appendix E – Baseline Traffic Data
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Appendix A – Scoping Correspondence

David Ritchie
AECOM
1 Tanfield
EDINBURGH
EH3 5DA

By email only to:
david.ritchie@aecom.com

Planning Services

Martin McGroarty

development.central@fife.gov.uk

Your Ref:
Our Ref: 24/03149/SCO

Date 17th February 2025

Dear Sir

Application No:	**24/03149/SCO**
Proposal:	**EIA Scoping for Eastern Green Link 4**
Address:	**Onshore Elements Only, Kinghorn to Westfield, Fife**

I refer to your request for an Environmental Impact Assessment (EIA) scoping opinion received on the 29th of November 2024, and I apologise for the delay in responding.

I can confirm that the methodology and scope of the proposed EIA Report (EIAR) are broadly acceptable in terms of the headings and summaries provided within your Scoping Report on the EGL4 Scottish Onshore Scheme EIA (dated November 2024).

I note that your Scoping Report considers that the following matters should be **fully scoped-out** of the Scottish Onshore Scheme EIA:

- Marine Water Features and Impacts
- Decommissioning
- Air Quality
- Waste
- Vibration
- Health and Wellbeing
- Socioeconomics, Recreation and Tourism

I further note that your Scoping Report considers that the following matters should be **partially scoped-out** of the EIA:

- Landscape and Visual (Operational phase effects of underground cable corridors)
- Ecology and Nature Conservation (certain excluded species surveys)
- Water Environment and Flood Risk (Lochs excluded from Surface Water Features)
- Access Traffic and Transport (excluding Hazardous Loads)
- Noise (Convertor Station operations only; excluding non-residential receptors)
- Climate Change (excluding CCRA and ICCI assessments)

With respect to the matters which you consider can be **fully** scoped-out of the EIA, I would comment as follows:

Marine Water Features and Impacts

I concur with your Scoping Report's conclusion that the Onshore EIA need not assess likely significant effects in the marine environment beyond Mean Low Water Springs (MLWS), given that the Marine Scheme will be assessed separately under the Marine Scheme EIAR, which will accompany an application to Marine Scotland for a Marine Licence.

Decommissioning

I DO NOT concur with your Scoping Report's conclusion that the Onshore EIA need not assess likely significant effects of decommissioning.

You indicate that, once operational, EGL4 will form an integral part of the electricity transmission network for at least 40 years and, since it is likely that after this period refurbishment and plant replacement will extend the life of the converter station rather than lead to decommissioning, this leads to your conclusion that decommissioning can be scoped out of the Onshore EIA.

My concern is that 40 years is a significant period of time and, given the speed of technological change that can occur, it is not possible to conclude with certainty that decommissioning will not be required after 40 years. If only at a high level, the EIA should contain some narrative on the likely significant impacts of decommissioning, in the event that it is required.

Air Quality

I concur with your Scoping Report's conclusion that the Onshore EIA need not assess likely significant effects on air quality arising from the proposed scheme, on the basis that baseline data indicates that: the existing air quality is good and there is no risk of any air quality exceedance; there will be negligible emissions to air from the ordinary operation of the converter station; and potential emissions to air during the construction phase are anticipated to derive from dust and traffic emissions, which will be temporary in nature, not affect the whole project area at any one time, and can be controlled through the Construction Environmental Management Plan (CEMP)..

Waste

I concur with your Scoping Report's conclusion that the Onshore EIA need not assess likely significant effects of waste arising from the proposed scheme, given that the quantity of waste generated by the installation and operation of the cable route (which constitutes the majority of the route) is anticipated to be minimal, and wate arisings

Ecology and Nature Conservation

I concur with your Scoping Report's conclusion that the Onshore EIA's ecology and nature conservation chapter should scope-out certain species surveys, subject to Fife Council's Natural Heritage specialist's comments provided later in this Scoping Opinion.

Water Environment and Flood Risk

I concur with your Scoping Report's conclusion that the Onshore EIA's water environment and flood risk chapter should scope-out Camilla Loch, Loch Gelly, and two identified (but unnamed) lochs from the assessment on surface water features, on the basis that these are outwith the project area.

Access Traffic and Transport

I concur with your Scoping Report's conclusion that the Onshore EIA's access traffic and transport chapter should scope-out both Hazardous Loads for the construction and operational phases of the proposed development, on the basis that it is considered unlikely there will be material construction traffic generated whose loads would fall within the current classifications for the carriage of dangerous goods. **I also concur** with your Scoping Report's conclusion that access traffic and transport impacts from the operational phase of the proposed development are scoped-out of the EIA, given that Converter Stations are typically operated remotely and therefore operational traffic would be limited to inspection and maintenance only.

Noise

I concur with your Scoping Report's conclusion that the Onshore EIA's noise chapter should be limited to an operational noise assessment of the Converter Station, given no likely adverse noise will arise from the underground cable route. Since no non-residential sensitive receptors (that would be significantly affected by construction or operational activities within the red line boundary of the Project) have been identified at the scoping stage, **I also concur** with your Scoping Report's conclusion that non-residential sensitive receptors should be scoped-out of the EIA.

Climate Change

I concur with your Scoping Report's conclusion that the Onshore EIA's climate change chapter should relate to Greenhouse Gas emissions only, and scope-out a Climate Change Resilience Assessment (CCRA) and In-combination Climate Change Impacts (ICCI), since the construction period is in the short term (4-5 years), there are no climate change parameters included and climate change is not expected to result in significant changes. I note that these risks have been considered by the Applicant in its

Climate Resilience Strategy, which will apply to the design of the Scottish Onshore Scheme.

Taking into account all of the above, the following matters should therefore be within the scope of the EIA. Additional comments are provided below on each of these matters to assist in the focus of the chapters and ensure sufficient information is provided within the EIAR.

The matters that are in scope are:

- Landscape and Visual (excluding operational phase effects of cable corridors)
- Ecology and Nature Conservation (excluding certain species surveys)
- Water Environment and Flood Risk (excluding certain Lochs)
- Cultural Heritage
- Access Traffic and Transport (excluding Hazardous Loads)
- Noise (Convertor Station operations only; excluding non-residential receptors)
- Geology and Ground Conditions
- Climate Change (Greenhouse Gas Assessment only)
- Intertidal Zone
- Cumulative and In-Combination Effects

I have outlined below where consultees have commented on the proposed chapters and also made any comments relative to the Planning Service. If the chapter is not included, then please take this as agreement with the EIA Scoping Report on the methodology and contents of the chapter.

<u>Landscape and Visual</u>

I am generally content that your initial commentary on the need for a Landscape and Visual Impact Assessment (LVIA) correctly identifies the relevant context within which the EIA should consider the impact of the proposed development on the landscape character and visual amenity. **I therefore concur** with the recommendation of the Scoping Report that an LVIA is scoped into the EIA. The methodology and scope of this proposed chapter is broadly acceptable, however the following comments should be noted and taken into consideration:

- The LVIA will be prepared in line with the “Guidelines for Landscape and Visual Impact Assessment (Third Edition)”. Any proposal should also refer to the Fife Landscape Character Assessment (1999) along with its guidelines and recommendations for accommodating development.
- In relation to the visual impact of the proposals, a list of key viewpoints has been indicated in the Scoping Report. Early contact should be made with Fife Council to agree the key viewpoints for the ZTV mapping that will inform the study area and crystalise the selection of viewpoints.

setting have been overlooked in the scoping and proposed methodology. NPF4 Policy 7(o) sets out a requirement to assess, protect and preserve them in developments.

- At EIA and full application stage we would expect to see potential NDHEAs identified within the wider heritage assessment and the setting of both designated and undesignated heritage scoped in to comply with NPF4 Policy 7. Both these requirements may result in a scoping boundary being widened at EIA stage.
- The assessment of the proposals' impact and also whether additional heritage assets may need to be scoped in should follow HES' guidance on setting: *Managing Change in the Historic Environment: Setting.*
- NPF4 Policy 33 and FIFEPlan Policy 15 require the safeguarding of minerals and their protection against sterilisation through development. Regarding the historic built environment, this requirement includes the requirement to safeguard those minerals which are workable and of important conservation value. This might include sands, limestones, sandstones, whinstone, or other finite materials crucial to supporting the conservation of the historic built environment in Scotland.
- Fife Council's Archaeologist notes that Section 8.0 of your scoping report also outlines the proposed methodology to assess the impact of development on archaeology. The approach outlined is satisfactory in relation to known heritage assets but lacks a methodology to test for the potential for development to impact on unrecorded, buried archaeological deposits. You are advised to widen the scope of the cultural heritage impact assessment to include an assessment of:
    - the potential for buried archaeology to exist along the development corridor;
    - a strategy to test for the presence/absence of buried archaeology along the development corridor; and
    - a strategy to mitigate the impact of development on unrecorded archaeological deposits should these be encountered in advance or during development.

<u>Access Traffic and Transport</u>

I am content that an EIA Transport Chapter will be produced in accordance with IEMA Guidelines 2023, which will be informed by baseline traffic information provided by DfT counters and ATC traffic surveys. I note that the significance of environmental effects on traffic and movement potentially resulting from Development construction traffic will be identified, and that mitigation measures will be identified to address any significant adverse effects, with the residual significance of effects summarised.

The methodology and scope of this chapter is considered to be acceptable.

<u>Noise</u>

The methodology and scope of this chapter is broadly acceptable, however the following comments should be noted and taken into consideration:

Appendix B – Study Area Road Sensitivity of Receptors

The full assessment results of the sensitivity of receptors for the study area roads is shown overleaf.

IEMA Environmental Assessment of Traffic and Movement - Sensitivity of Receptors

Study Area Roads			IEMA 2023 Sensitive Receptors												
Road	Between		People at Home (Residential Areas)	People at Work (Employment Areas)	Sensitive and/or Vulnerable Groups	Locations with Concentrations of Vulnerable Users	Retail Areas	Recreational Areas	Tourist Attractions	Collision Clusters and routes with road safety concersn	Junctions and Highway Links at or Over Capacity	Total Score	Average Score	Overall Rating	Final Rating
B9097 Loch Leven	M90 (Junction 5)	B9097 / B920 junction (Kirkness Livery Yard)	Low 2	Low 2	Negligible 1	Negligible 1	Negligible 1	Low 2	Low 2	Low 2	Low 2	15	1.667	Low	Low
B9097 Ballingry	B9097 / B920 junction (Kirkness Livery Yard)	B9097 / B921 junction	Low 2	Low 2	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Low 2	Low 2	13	1.444	Low	Low
B921 / B981 Auchterderran	B9097 / B921 junction	B981 / Pitcairn Road junction	High 4	Low 2	Medium 3	Medium 3	Low 2	Low 2	Negligible 1	Negligible 1	Low 2	20	2.222	Medium	High
B981 Lochgelly	B981 / Pitcairn Road junction	B981 / B9149 Roundabout	Low 2	Low 2	Low 2	Low 2	Low 2	Negligible 1	Low 2	Low 2	Low 2	17	1.889	Low	Low
B9149 Lochgelly	B981 / B9149 Roundabout	B9149 / A92 junction	Low 2	Low 2	Low 2	Low 2	Low 2	Negligible 1	Low 2	Low 2	Low 2	17	1.889	Low	Low
U019 Lochgelly	B981 / U019 junction	B9149 / U019 Roundabout	Low 2	Low 2	Low 2	Low 2	Negligible 1	Low 2	Negligible 1	Low 2	Low 2	16	1.778	Low	Low
C48 Loch Gelly	B9149 / A92 junction	C48 Loch Gelly / C2 Dundonald junction	Negligible 1	Low 2	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Negligible 1	Low 2	Low 2	12	1.333	Low	Low
A92 Crossgates	A92 at Crossgates	A92 Cowdenbeath junction	Negligible 1	Negligible 1	Low 2	Low 2	Low 2	Low 2	Low 2	Low 2	Low 2	16	1.778	Low	Low
A92 Lochgelly	A92 Cowdenbeath junction	A92 Chapel junction	Negligible 1	Negligible 1	Low 2	Low 2	Low 2	Low 2	Low 2	Low 2	Low 2	16	1.778	Low	Low
U033 Auchtertool	U033 Auchtertool / C48 Loch Gelly junciton	U033 / B925 Auchtertool junction	Medium 3	Medium 3	Medium 3	Medium 3	Low 2	Low 2	Low 2	Low 2	Low 2	22	2.444	Medium	Medium
A909 Mossmorran	A92 / A909 Bridge Street junction	A909 / B925 Roundabout	Negligible 1	Medium 3	Low 2	Low 2	Negligible 1	Negligible 1	Low 2	Medium 3	Negligible 1	16	1.778	Low	Low
A909 Goathill Quarry	A909 / B925 Roundabout	A909 / B9157 junction	Low 2	Medium 3	Low 2	Low 2	Negligible 1	Low 2	Low 2	Low 2	Low 2	18	2.000	Low	Low
B925 Auchtertool	A909 / B925 Roundabout	B925 Boglily Road / U034 Lambert's Mill	High 4	Low 2	Medium 3	High 4	Low 2	Low 2	Low 2	Low 2	Low 2	23	2.556	Medium	High
A921 Dalgety Bay	M90 (Junction 1C)	A921 / B9157 Roundabout	Low 2	Medium 3	Low 2	Low 2	Medium 3	Low 2	Low 2	Medium 3	Low 2	21	2.333	Medium	Medium
B9157 Aberdour	A921 / B9157 Roundabout	A909 / B9157 junction	Negligible 1	Low 2	Low 2	Low 2	Negligible 1	Low 2	Low 2	Medium 3	Low 2	17	1.889	Low	Low
B9157 Invertiel	A909 / B9157 junction	Invertiel Road / A921 Kinghorn Road ju	Medium 3	Low 2	Low 2	Low 2	Low 2	Negligible 1	Low 2	Medium 3	Low 2	19	2.111	Medium	Medium
A921 Kinghorn	B9157 Invertiel Road / A921 Kinghorn Road junction	A921 Kinghorn Road / B923 Orchard Terrace Junction	High 4	Low 2	Low 2	Low 2	Low 2	Medium 3	Low 2	Low 2	Low 2	21	2.333	Medium	High
M90 north	M90 (Junction 5)	M90 (Junction 6)	Low 2	Low 2	Low 2	Negligible 1	Low 2	Negligible 1	Low 2	Low 2	Low 2	16	1.778	Low	Low
M90 south	M90 (Junction 5)	M90 (Junction 4)	Low 2	Low 2	Low 2	Negligible 1	Low 2	Negligible 1	Low 2	Low 2	Low 2	16	1.778	Low	Low

Appendix C - AECOM Traffic Surveys May 2025 and Department for Transport Traffic Counts

Traffic surveys were undertaken throughout the study area in the form of 18 Automatic Traffic Counts (ATC). ATC were complimented by Department for Transport Traffic Count Locations Figure 10.2: Traffic Survey and DfT Traffic Count Locations shows the location of the traffic surveys.

ATCs were recording for 7 days between Monday 12th and Sunday 18th May 2025.

ATCs were undertaken at the following locations:

- ATC 1 – Kinghorn Road approx 200m north of A921/ B923 Junction
- ATC 2 – Jawbanes Road near Tyrie Burn
- ATC 3 - B9157 east of Piteadie Castle Cottage
- ATC 4 - Unclassified Road between B925 & B9157 (in the vicinity of Aitken T & E Farm)
- ATC 5 – Unclassified Road near Glenniston Substation
- ATC 6 – B925 east of Newbigging
- ATC 7 - B925 east of Blackhill Brae
- ATC 8 - Unclassified Road between House of Bluebell access road & John Dick Leather Goods shop
- ATC 9 - B9149 between The Avenue & A92 ramps
- ATC 10 - B981 between B9149 & access to Lochgelly Cemetery
- ATC 11 - Unclassified Road between The Avenue & Lochview Industrial Estate
- ATC 12 - B9097 approx 1km west of B921/ B9097 junction
- ATC 13 - B920 between Kirkness Farm & B9097
- ATC 14 - A909 between A92 & Mossmorran Natural Gas Plant
- ATC 15 – A909 between B925 and B9157
- ATC 16 - A909 west of Stenhouse Reservoir Access
- ATC 17 - A921 east of Otterston Loch Road
- ATC 18 - B9157 north of Mill Farm Road

Data was unable to be collected at ATC 15 due to ongoing road maintenance already in place on the road link. Where applicable, Department for Transport data was used as an alternative.

A summary of traffic survey results is included in this Appendix.

Site 1
Location Kingshorn Road approx 200m north of A921/ B923 Junction
Direction North South

Virtual Day (7)

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DfT	]SL2% 65 DfT	Mean	Vpp 85
0000	38	0	35	0	2	0	0	0	0	0	0	0	0	2	4.5	0	1.1	0	0.0	39.8	46.2
0100	26	0	23	0	3	0	0	0	0	0	0	0	0	2	7.7	1	2.7	0	0.0	41.3	46.5
0200	9	0	8	0	0	0	0	0	0	0	0	0	0	0	1.6	0	0.0	0	0.0	38.8	-
0300	11	0	9	0	2	0	0	0	0	0	0	0	0	1	5.1	0	0.0	0	0.0	38.5	44.3
0400	18	0	16	0	2	0	0	0	0	0	0	0	0	1	4.0	0	1.6	0	0.0	39.8	45
0500	41	0	36	0	4	0	0	0	0	0	0	0	0	2	4.9	0	0.4	0	0.0	39.8	46
0600	114	1	100	0	13	1	0	0	0	0	0	0	0	5	4.8	0	0.3	0	0.0	39.5	44.7
0700	295	3	259	0	29	3	1	0	0	0	0	0	0	6	1.9	1	0.3	0	0.1	38.2	43.6
0800	511	4	450	1	49	2	2	0	1	0	0	0	0	4	0.8	1	0.1	0	0.0	36.4	41.4
0900	531	4	480	1	41	2	2	0	0	0	0	0	0	4	0.8	1	0.1	0	0.0	35.3	40.5
1000	596	7	534	1	47	2	3	0	1	0	0	0	0	3	0.5	0	0.0	0	0.0	34.1	39.7
1100	624	6	567	1	44	1	4	0	0	0	0	0	0	2	0.3	0	0.0	0	0.0	34	39.4
1200	674	7	615	2	44	2	2	0	1	0	0	0	0	3	0.5	1	0.1	0	0.0	33.4	39.3
1300	670	11	609	2	42	1	4	1	0	0	0	0	0	3	0.4	0	0.0	0	0.0	34.1	39.6
1400	687	8	623	2	48	1	4	0	1	0	0	0	0	4	0.6	1	0.1	0	0.0	34.2	39.3
1500	724	10	649	3	56	3	3	0	1	0	0	0	0	5	0.7	1	0.1	0	0.0	34.7	39.8
1600	694	9	640	1	42	0	1	0	1	0	0	0	0	6	0.9	0	0.1	0	0.0	35.9	40.7
1700	658	7	613	2	34	1	0	0	0	0	0	0	0	6	0.9	1	0.2	0	0.0	36.3	41.3
1800	534	6	501	3	24	0	0	0	0	0	0	0	0	6	1.2	2	0.3	1	0.1	36.7	41.8
1900	416	4	390	0	20	1	0	0	0	0	0	0	0	7	1.6	1	0.3	0	0.0	37.3	42.4
2000	300	5	280	1	12	1	0	0	0	0	0	0	0	7	2.5	1	0.5	0	0.1	37.4	42.9
2100	211	1	201	0	7	1	0	0	0	0	0	0	0	7	3.5	1	0.3	0	0.0	37.9	43.4
2200	115	1	109	0	4	1	0	0	0	0	0	0	0	4	3.6	0	0.1	0	0.1	38.2	44
2300	65	0	61	0	3	1	0	0	0	0	0	0	0	2	3.8	1	1.1	0	0.2	39.1	44.9
07-19	7199	82	6540	21	501	18	26	3	6	1	2	0	0	53	0.7	8	0.1	2	0.0	35.1	40.5
06-22	8240	93	7511	22	552	21	27	3	7	1	2	0	0	80	1.0	12	0.1	2	0.0	35.4	40.8
06-00	8419	93	7680	22	559	23	27	3	7	1	2	0	0	87	1.0	13	0.2	2	0.0	35.5	40.8
00-00	8562	94	7809	22	571	25	27	3	7	1	2	0	0	94	1.1	14	0.2	2	0.0	35.6	40.9

Virtual Day (7)

Time	Speed Bins (mph) 0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	1	7	12	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	3	10	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	1	2	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	1	3	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	1	7	14	12	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	1	0	1	4	14	42	35	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	2	2	2	13	54	113	80	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	1	4	7	4	30	131	217	94	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	2	5	6	9	46	169	200	74	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	2	7	12	21	66	217	188	66	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	3	6	11	20	77	222	208	63	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	1	5	17	24	16	78	231	223	65	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	2	9	11	17	82	251	208	70	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	1	3	13	19	83	258	229	63	13	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	1	5	5	16	84	267	242	83	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	2	1	9	57	230	269	98	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	1	3	4	8	48	193	262	110	24	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	3	4	3	32	154	210	101	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	1	1	0	2	17	111	174	82	22	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	1	2	2	17	77	113	62	18	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	1	12	53	78	45	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	1	6	28	40	27	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	2	14	21	18	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1	16	66	101	144	698	2378	2569	967	206	40	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1	17	68	103	150	748	2634	2976	1191	271	59	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1	17	68	103	151	756	2676	3037	1236	287	64	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1	17	68	103	151	760	2699	3085	1277	305	69	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

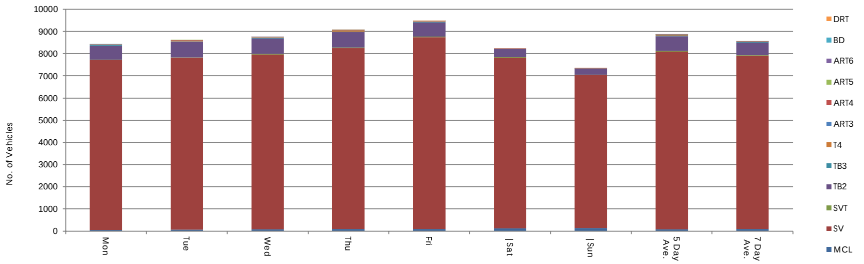
Virtual Week (1)

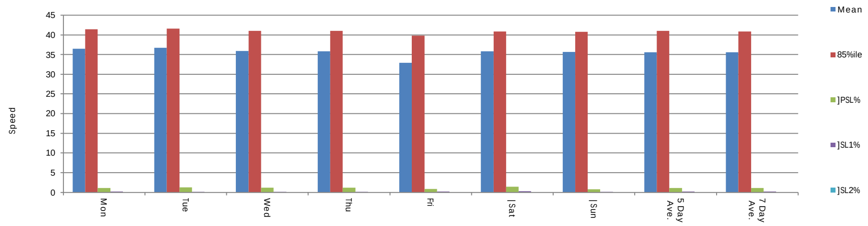
Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DfT	]SL2% 65 DfT	Mean	Vpp 85
Mon	8418	54	7658	12	630	46	7	2	8	0	0	1	0	93	1.1	17	0.2	2	0.0	36.5	41.4
Tue	8610	63	7746	16	707	28	35	5	6	4	0	0	0	110	1.3	11	0.1	3	0.0	36.7	41.6
Wed	8765	81	7875	30	693	27	40	5	8	1	5	0	0	100	1.1	11	0.1	4	0.0	35.9	41
Thu	9075	95	8160	25	686	16	65	5	14	1	6	1	1	104	1.1	13	0.1	1	0.0	35.8	41
Fri	9482	99	8647	26	639	27	24	3	8	2	6	0	1	76	0.8	21	0.2	1	0.0	32.9	39.8
|Sat	8241	127	7687	24	366	20	13	0	4	0	0	0	0	115	1.4	22	0.3	3	0.0	35.8	40.9
|Sun	7343	142	6887	23	276	8	6	0	1	0	0	0	0	58	0.8	6	0.1	1	0.0	35.7	40.8
5 Day Ave.	8870	78	8017	22	671	29	34	4	9	2	3	0	0	97	1.1	15	0.2	2	0.0	35.6	41.0
7 Day Ave.	8562	94	7809	22	571	25	27	3	7	1	2	0	0	94	1.1	14	0.2	2	0.0	35.6	40.9
--	59934	661	54660	156	3997	172	190	20	49	8	17	2	2	656	1.1	101	0.2	15	0.0	35.6	40.9

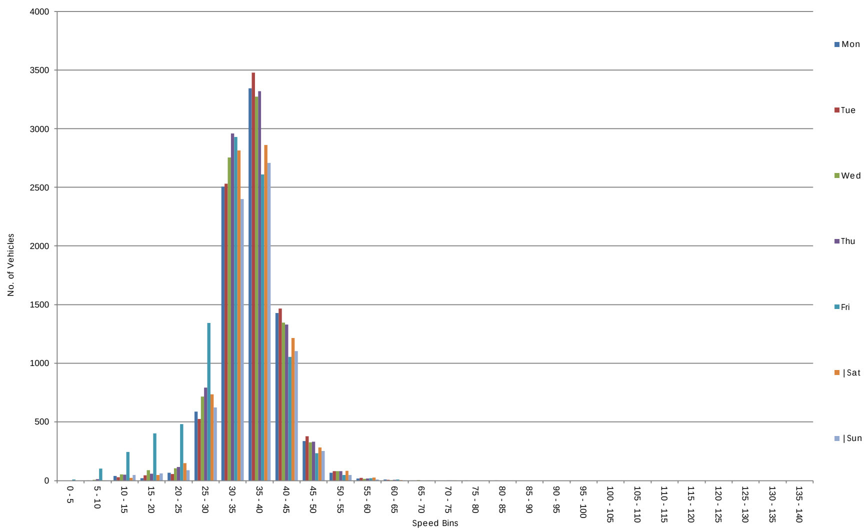
Virtual Week (1)

Time	Speed Bins (mph) 0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	1	38	20	65	587	2506	3345	1427	336	67	16	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Tue	0	0	27	43	56	524	2530	3477	1466	377	79	23	5	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Wed	0	5	52	89	105	716	2754	3273	1347	324	79	14	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	0	12	49	59	116	793	2960	3319	1331	332	81	16	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	10	101	244	402	481	1343	2929	2611	1053	232	47	20	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	0	1	23	47	147	734	2816	2861	1214	283	83	25	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	0	2	46	61	89	622	2401	2709	1102	253	46	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	2	24	82	123	165	793	2736	3205	1325	320	71	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	1	17	68	103	151	760	2699	3085	1277	305	69	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	10	122	479	721	1059	5319	18896	21595	8940	2137	482	123	36	9	3	1	2	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs







Site 2
Location Jawbanes Road near Tyrie Burn
Direction East West

Virtual Day (7)

Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		Classification																			
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.7	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	38.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.8	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.3	-
0600	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.1	-
0700	4	1	2	0	0	0	0	0	0	0	0	0	0	0	4.0	0	0.0	0	0.0	27.7	-
0800	6	2	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.2	-
0900	10	3	5	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.9	-
1000	10	3	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.1	-
1100	11	3	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.5	37.9
1200	11	3	6	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.9	38
1300	11	2	7	0	1	0	0	0	0	0	0	0	0	0	1.3	0	0.0	0	0.0	26.8	36.4
1400	11	2	7	0	1	0	0	0	0	0	0	0	0	0	1.3	0	0.0	0	0.0	27.1	36.6
1500	10	2	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.7	40.1
1600	11	2	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.7	38
1700	11	2	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.1	39.8
1800	8	2	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.5	-
1900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	2.7	0	0.0	0	0.0	30.8	-
2000	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.9	-
2100	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.1	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.5	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	11.1	0	11.1	0	0.0	40.4	-
07-19	114	27	73	1	11	0	1	0	0	0	0	0	0	0	0.4	0	0.0	0	0.0	27.9	38.4
06-22	130	28	88	1	12	0	1	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	28.3	38.4
06-00	134	28	91	1	12	0	1	0	0	0	0	0	0	1	0.5	0	0.1	0	0.0	28.4	38.5
00-00	136	28	93	1	12	0	1	0	0	0	0	0	0	1	0.5	0	0.1	0	0.0	28.5	38.6

Virtual Day (7)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
	Speed Bins (mph)																											
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	1	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	1	1	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	1	1	1	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	2	2	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	2	2	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	1	1	1	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	1	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	1	1	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	1	1	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	1	1	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	1	1	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	2	14	13	13	20	24	15	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	0	2	14	14	15	25	28	18	8	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	0	2	14	14	16	25	29	18	9	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	0	2	14	14	16	26	30	18	9	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

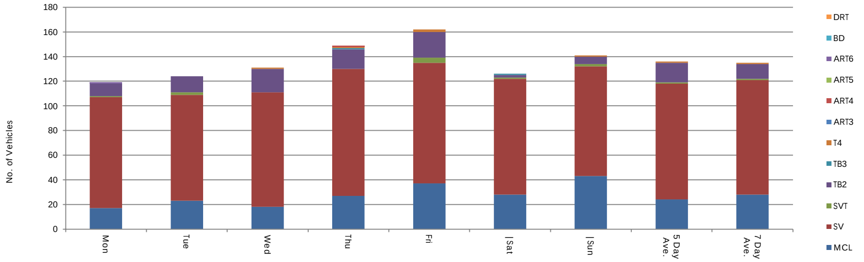
Virtual Week (1)

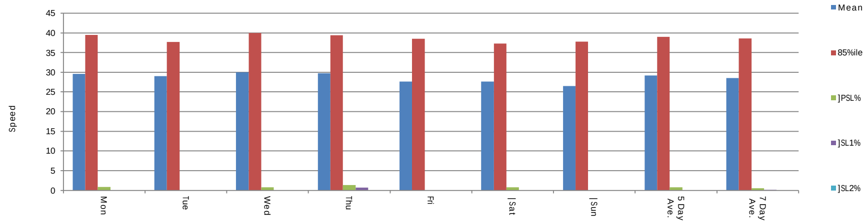
Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		Classification																			
Mon	119	17	90	1	10	0	0	0	0	0	1	0	0	1	0.8	0	0.0	0	0.0	29.6	39.5
Tue	124	23	86	2	13	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29	37.7
Wed	131	18	93	0	19	0	1	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	30	40
Thu	149	27	103	0	16	1	1	0	1	0	0	0	0	2	1.3	1	0.7	0	0.0	29.7	39.4
Fri	162	37	98	4	21	0	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.6	38.5
|Sat	126	28	94	1	2	1	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	27.6	37.3
|Sun	141	43	89	2	6	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.5	37.8
5 Day Ave.	137	24	94	1	16	0	1	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	29.2	39.0
7 Day Ave.	136	28	93	1	12	0	1	0	0	0	0	0	0	1	0.5	0	0.1	0	0.0	28.5	38.6
--	952	193	653	10	87	2	5	0	1	0	1	0	0	5	0.5	1	0.1	0	0.0	28.5	38.6

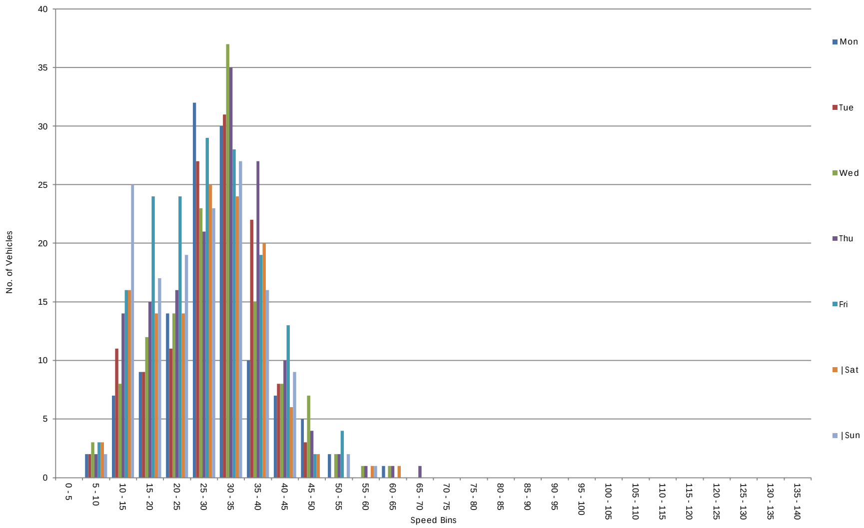
Virtual Week (1)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
	Speed Bins (mph)																											
Mon	0	2	7	9	14	32	30	10	7	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	0	2	11	9	11	27	31	22	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	3	8	12	14	23	37	15	8	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	0	2	14	15	16	21	35	27	10	4	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	0	3	16	24	24	29	28	19	13	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	0	3	16	14	14	25	24	20	6	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	0	2	25	17	19	23	27	16	9	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	0	2	11	14	16	26	32	19	9	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	0	2	14	14	16	26	30	18	9	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	0	17	97	100	112	180	212	129	61	23	12	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs







Site	3	16779 / Fife 3	16779 / Fife
Location	B9157 east of Piteadie Castle Cottage	May 2025 B9157 east of Piteadie Castle Cottage	May 2025
Direction	East West	Automatic Traffic Count East West	Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	24	0	18	0	3	0	3	0	0	0	0	0	0	14	58.1	5	22.8	2	7.2	52.4	59.8
0100	13	0	9	0	1	0	2	0	0	0	0	0	0	9	67.0	3	24.2	1	7.7	52.7	61.8
0200	9	1	9	0	0	0	0	0	0	0	0	0	0	5	59.4	3	29.7	1	12.5	52.8	-
0300	8	0	6	0	1	0	0	0	0	0	0	0	0	3	43.6	1	16.4	0	3.6	49.6	-
0400	16	0	13	0	1	0	0	0	0	1	0	0	0	7	45.9	3	22.0	1	5.5	50.9	60.3
0500	45	1	37	0	6	0	0	0	0	0	1	0	0	30	66.5	14	32.0	4	9.6	53.9	62.5
0600	120	3	103	0	13	0	0	0	0	0	1	0	0	80	66.4	38	31.4	9	7.6	53.4	61.5
0700	229	3	191	1	28	1	3	0	1	0	0	0	0	118	51.7	37	16.4	9	3.9	51.1	57.4
0800	289	2	245	1	36	1	2	0	2	1	1	0	0	133	45.9	38	13.1	6	1.9	49.9	56.3
0900	222	4	186	1	23	1	3	0	2	1	1	0	0	83	37.4	22	9.9	3	1.5	49.1	54.7
1000	231	5	193	1	28	1	2	0	0	1	2	0	0	81	35.0	20	8.8	4	1.9	48.4	54.6
1100	268	5	231	1	26	0	3	1	1	0	0	0	0	78	29.1	15	5.7	3	1.0	47.5	52.9
1200	276	5	240	2	25	0	2	0	1	0	0	0	0	89	32.3	19	7.0	4	1.3	47.8	53.6
1300	279	5	246	1	22	0	2	0	0	1	0	0	0	93	33.3	22	8.0	5	1.7	48.2	54.4
1400	277	5	241	1	25	1	2	0	1	1	1	0	0	96	34.8	21	7.4	3	1.0	48.1	54
1500	296	4	260	1	28	0	0	1	1	0	0	0	0	111	37.4	28	9.4	5	1.5	49	54.6
1600	339	6	304	1	26	0	0	0	1	0	1	0	0	144	42.4	37	11.0	6	1.9	49.5	55.6
1700	337	4	310	1	21	1	0	0	0	0	0	0	0	151	44.9	36	10.6	8	2.4	49.9	55.3
1800	233	5	210	0	16	0	0	0	0	0	0	0	0	120	51.3	35	15.1	7	3.1	50.7	57
1900	150	4	135	0	10	0	0	0	0	0	0	0	0	80	53.4	29	19.6	8	5.5	51.6	58.5
2000	112	1	100	0	10	0	0	0	0	0	0	0	0	57	51.1	20	17.7	6	5.4	51	58.1
2100	83	1	76	0	5	0	1	0	0	0	0	0	0	41	49.4	15	17.5	4	4.6	50.5	57.8
2200	48	0	42	0	3	0	3	0	0	0	0	0	0	27	55.6	10	21.3	3	5.9	51.8	59.6
2300	29	0	25	0	3	0	1	0	0	0	0	0	0	18	60.7	8	26.7	2	6.8	52.1	60.1
07-19	3276	54	2858	11	304	7	19	2	9	5	7	0	0	1297	39.6	331	10.1	63	1.9	49.1	55
06-22	3742	63	3271	12	343	7	21	2	10	6	8	0	0	1555	41.6	433	11.6	90	2.4	49.4	55.7
06-00	3820	63	3338	12	349	7	25	2	10	6	8	0	0	1600	41.9	451	11.8	95	2.5	49.5	55.8
00-00	3934	66	3430	12	360	7	30	2	10	8	9	0	0	1668	42.4	481	12.2	104	2.6	49.6	55.9

Virtual Day (7)

Time	Speed Bins (mph)																											
	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	1	3	6	6	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	1	2	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	1	1	2	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	3	4	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	1	4	10	12	8	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	1	0	3	12	24	31	25	15	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	1	7	26	77	62	33	14	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	1	1	2	11	40	101	77	37	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	2	9	36	92	52	21	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	1	0	1	2	13	45	89	49	22	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	1	3	3	12	63	107	54	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	1	0	2	4	17	61	102	60	18	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	1	1	2	16	58	106	56	26	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	1	1	3	18	61	98	64	23	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	1	3	12	52	117	70	27	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	1	2	13	57	122	88	36	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	1	2	7	51	124	98	35	10	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	1	1	7	30	75	68	33	11	3	2	1	0	0	1	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	1	0	0	5	17	46	39	24	9	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	1	4	13	37	30	15	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	1	5	12	24	21	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	1	7	13	13	7	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	1	4	6	7	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	0	1	3	5	12	27	141	580	1209	799	327	108	35	16	6	3	1	2	1	0	0	0	0	0	0	0	0
06-22	0	0	1	4	6	14	30	158	634	1340	919	404	142	50	22	9	4	2	2	1	0	0	0	0	0	0	0	0
06-00	0	0	1	4	6	14	30	160	645	1358	940	417	149	53	23	9	4	2	2	1	0	0	0	0	0	0	0	0
00-00	0	0	1	4	6	14	31	164	659	1385	967	438	159	59	25	10	4	2	2	1	0	0	0	0	0	0	0	0

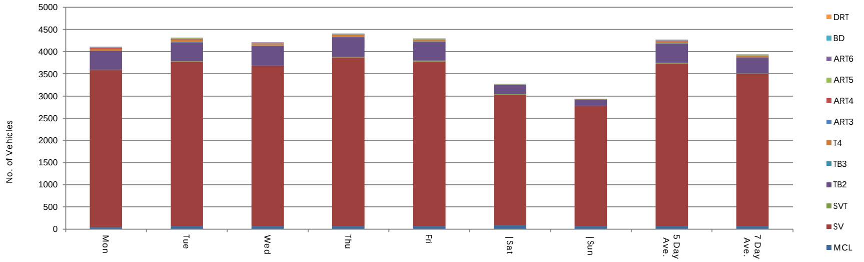
Virtual Week (1)

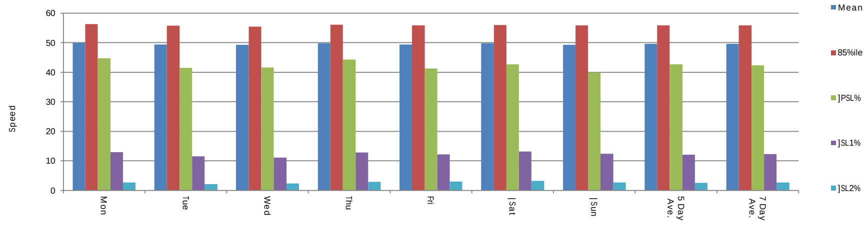
Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
Mon	4109	46	3534	11	424	8	43	3	17	11	11	0	1	1839	44.8	529	12.9	108	2.6	49.9	56.3
Tue	4312	64	3711	8	427	10	56	3	15	9	9	0	0	1791	41.5	496	11.5	89	2.1	49.4	55.8
Wed	4208	66	3608	10	446	10	28	5	16	12	7	0	0	1751	41.6	465	11.1	96	2.3	49.3	55.5
Thu	4407	66	3802	12	445	6	46	2	7	6	15	0	0	1953	44.3	564	12.8	127	2.9	49.8	56.1
Fri	4296	71	3704	27	424	9	32	2	10	9	8	0	0	1772	41.3	524	12.2	126	2.9	49.4	55.9
∣Sat	3264	79	2948	11	210	5	3	0	0	5	3	0	0	1394	42.7	428	13.1	105	3.2	49.8	56
∣Sun	2941	69	2700	6	142	3	3	1	3	6	8	0	0	1176	40.0	363	12.3	77	2.6	49.3	55.9
5 Day Ave.	4266	63	3672	14	433	9	41	3	13	9	10	0	0	1821	42.7	516	12.1	109	2.6	49.6	55.9
7 Day Ave.	3934	66	3430	12	360	7	30	2	10	8	9	0	0	1668	42.4	481	12.2	104	2.6	49.6	55.9
--	27537	461	24007	85	2518	51	211	16	68	58	61	0	1	11676	42.4	3369	12.2	728	2.6	49.6	55.9

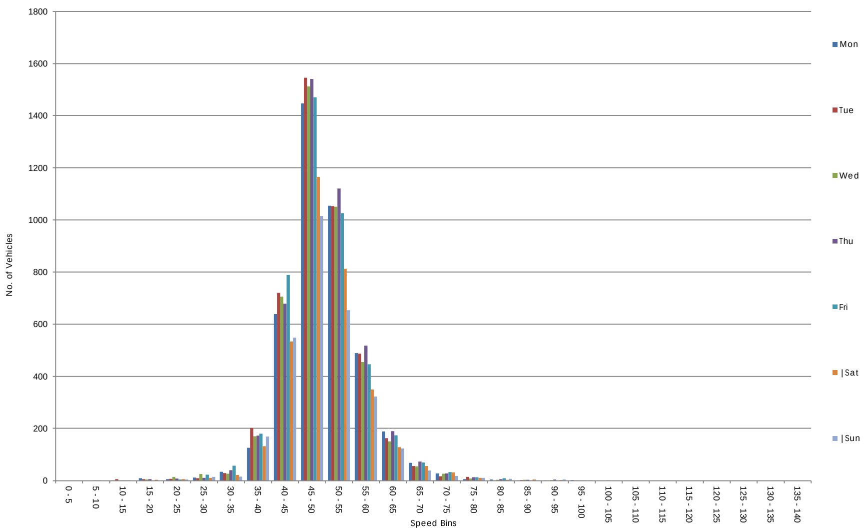
Virtual Week (1)

Time	Speed Bins (mph)																											
	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	1	9	5	11	33	125	639	1447	1054	489	188	68	27	5	4	1	1	2	0	0	0	0	0	0	0	0
Tue	0	0	5	5	6	9	29	202	720	1545	1053	487	162	55	16	14	1	2	0	1	0	0	0	0	0	0	0	0
Wed	0	0	1	4	14	25	26	170	705	1512	1050	455	150	54	26	7	3	3	2	1	0	0	0	0	0	0	0	0
Thu	0	1	1	5	7	10	39	172	678	1541	1120	517	189	73	27	13	5	3	4	1	1	0	0	0	0	0	0	0
Fri	0	1	1	0	4	22	57	180	789	1470	1026	446	174	69	32	13	9	1	1	1	0	0	0	0	0	0	0	0
∣Sat	0	0	1	3	5	10	21	132	533	1165	812	349	128	55	31	10	3	4	2	0	0	0	0	0	0	0	0	0
∣Sun	0	0	0	0	4	14	15	169	548	1015	654	322	123	38	18	10	6	0	4	1	0	0	0	0	0	0	0	0
5 Day Ave.	0	0	2	5	7	15	37	170	706	1503	1061	479	173	64	26	10	4	2	2	1	0	0	0	0	0	0	0	0
7 Day Ave.	0	0	1	4	6	14	31	164	659	1385	967	438	159	59	25	10	4	2	2	1	0	0	0	0	0	0	0	0
--	0	2	10	26	45	101	220	1150	4612	9695	6769	3065	1114	412	177	72	31	14	14	7	1	0	0	0	0	0	0	0

Summary Graphs







Virtual Day (7)

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	38.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.6	-
0600	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.4	-
0700	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.3	-
0800	12	0	10	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.5	39.9
0900	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.1	-
1000	11	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30	35.2
1100	10	0	8	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.5	-
1200	11	1	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.5	37.4
1300	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30	36
1400	10	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.4	36.6
1500	14	0	13	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.6	38.1
1600	14	0	11	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.8	36.6
1700	16	0	14	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.6	36.3
1800	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.7	-
1900	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.6	-
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.1	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.2	-
2200	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.6	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	38.9	-
07-19	134	2	113	2	14	1	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	30.3	36.6
06-22	154	3	132	2	15	1	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	30.4	36.4
06-00	156	3	134	2	15	1	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	30.4	36.6
00-00	157	3	135	2	15	1	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	30.4	36.6

Virtual Day (7)

Time	Speed Bins (mph) 0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	1	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	1	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	1	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	2	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	2	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	2	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	1	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	0	1	5	19	38	43	19	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	0	0	1	5	22	43	50	22	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	0	0	1	6	22	44	50	22	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	0	0	1	6	23	44	50	22	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

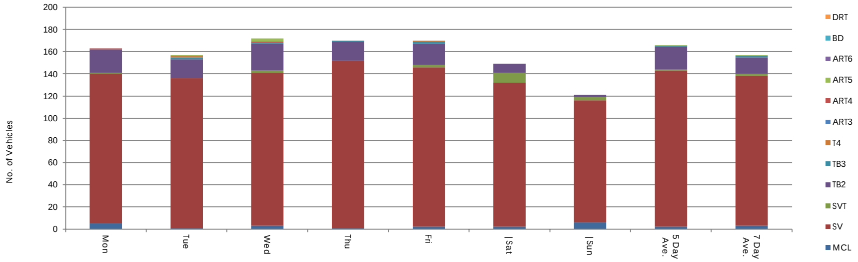
Virtual Week (1)

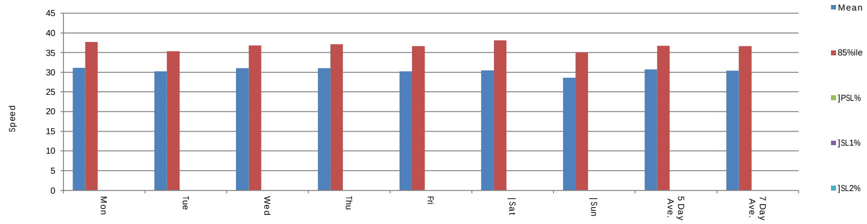
Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
Mon	163	5	135	1	21	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	31.1	37.7
Tue	157	1	135	0	17	2	1	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	30.2	35.3
Wed	172	3	138	2	24	1	0	0	1	3	0	0	0	0	0.0	0	0.0	0	0.0	31	36.8
Thu	170	1	151	0	17	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31	37.1
Fri	170	2	144	2	19	2	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.2	36.6
|Sat	149	2	130	9	8	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.5	38.1
|Sun	121	6	110	3	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.6	35
5 Day Ave.	166	2	141	1	20	1	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	30.7	36.7
7 Day Ave.	157	3	135	2	15	1	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	30.4	36.6
--	1102	20	943	17	108	6	2	0	2	4	0	0	0	0	0.0	0	0.0	0	0.0	30.4	36.6

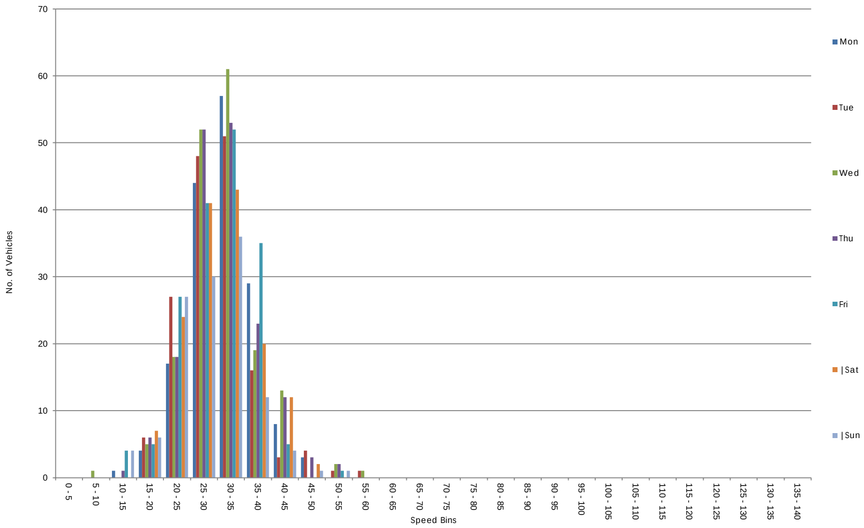
Virtual Week (1)

Time	Speed Bins (mph) 0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	1	4	17	44	57	29	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	0	0	0	6	27	48	51	16	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	1	0	5	18	52	61	19	13	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	0	0	1	6	18	52	53	23	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	0	0	4	5	27	41	52	35	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	0	0	0	7	24	41	43	20	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	0	0	4	6	27	30	36	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	0	0	1	5	21	47	55	24	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	0	0	1	6	23	44	50	22	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	0	1	10	39	158	308	353	154	57	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs







Site 6
Location B925 east of Newbigging
Direction East West

16779 / Fife 6
May 2025 B925 east of Newbigging
Automatic Traffic Count East West

16779 / Fife
May 2025
Automatic Traffic Count

Virtual Day (7)

Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DfT	]SL2% 65 DfT	Mean	Vpp 85
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	1	35.7	1	17.9	0	7.1	48.5	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	37.5	0	18.8	0	6.3	48.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	44.4	0	22.2	0	11.1	53	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	42.9	0	0.0	0	0.0	45.9	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	66.7	0	33.3	0	33.3	55.3	-
0500	10	1	7	0	1	0	0	0	0	0	0	0	0	4	36.2	2	15.9	0	2.9	45.9	-
0600	26	1	22	0	3	0	0	0	0	0	0	0	0	10	39.1	3	13.0	1	2.2	47.5	56.4
0700	68	2	57	0	8	0	0	0	0	0	0	0	0	22	31.7	6	9.4	2	2.5	47	54.5
0800	117	3	103	1	9	1	1	0	0	0	0	0	0	33	28.6	7	6.1	1	1.2	46.5	53.5
0900	99	3	87	0	9	0	0	0	0	0	0	0	0	20	20.1	3	3.4	1	1.0	44.3	51.4
1000	104	4	88	0	12	0	0	0	0	0	0	0	0	18	17.0	4	4.0	1	1.2	44	50.6
1100	118	3	102	0	12	0	1	0	0	0	0	0	0	19	15.9	3	2.8	1	0.5	43.5	50.2
1200	121	5	105	0	11	0	0	0	0	0	0	0	0	22	18.4	6	5.1	2	2.0	44.4	51.1
1300	123	5	107	1	9	0	0	0	0	0	0	0	0	19	15.8	6	4.5	1	0.9	43.6	50.1
1400	119	5	103	1	9	0	0	0	0	0	0	0	0	24	20.3	6	5.4	2	1.8	43.8	51.7
1500	130	5	112	1	12	0	0	0	0	0	0	0	0	23	17.8	6	4.8	2	1.3	43.9	51
1600	136	5	120	0	10	0	0	0	0	0	0	0	0	32	23.5	8	5.7	3	1.9	45.6	52.1
1700	132	6	117	0	8	0	0	0	0	0	0	0	0	36	27.0	11	8.0	4	3.1	46.2	53.5
1800	97	4	87	0	6	0	0	0	0	0	0	0	0	29	30.2	9	9.2	3	3.1	46.8	54.2
1900	64	2	59	0	2	0	0	0	0	0	0	0	0	18	27.8	5	8.5	2	3.3	46.3	53.5
2000	50	2	46	0	2	0	0	0	0	0	0	0	0	13	25.4	4	7.4	2	4.0	46.5	53.4
2100	32	1	31	0	1	0	0	0	0	0	0	0	0	10	30.8	3	8.0	1	2.7	46	54
2200	17	0	17	0	0	0	0	0	0	0	0	0	0	7	41.3	4	20.7	1	5.8	48.2	59.1
2300	8	0	7	0	0	0	0	0	0	0	0	0	0	3	35.9	1	13.2	0	0.0	47.4	-
07-19	1364	49	1188	5	115	3	2	0	1	1	1	0	0	297	21.8	76	5.6	23	1.7	44.9	52
06-22	1537	55	1346	5	122	3	2	0	1	1	1	0	0	348	22.7	91	5.9	29	1.9	45.1	52.2
06-00	1562	55	1370	5	123	3	2	0	1	1	1	0	0	358	22.9	96	6.1	30	1.9	45.1	52.3
00-00	1581	57	1386	5	125	3	2	0	1	1	1	0	0	365	23.1	99	6.3	31	2.0	45.1	52.5

Virtual Day (7)

Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	1	0	1	1	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	1	1	3	5	6	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	1	1	3	7	15	20	13	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	1	4	12	28	37	21	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	1	1	1	6	17	29	25	14	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	1	1	1	6	18	31	28	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	1	1	2	6	25	36	28	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	1	0	1	3	6	21	37	30	12	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	1	0	2	10	24	34	33	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	1	1	2	9	23	34	24	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	1	2	10	25	38	30	13	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	1	1	6	21	39	37	21	6	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	1	1	1	5	17	36	35	20	8	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	1	1	4	12	23	27	16	8	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	3	9	18	15	10	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	2	8	12	15	7	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	2	5	8	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	1	0	1	2	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	1	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	0	3	6	8	18	75	223	380	354	181	71	22	10	6	3	2	1	0	0	0	0	0	0	0	0	0	0
06-22	0	0	3	6	9	20	83	248	423	396	210	83	27	12	8	4	2	1	1	0	0	0	0	0	0	0	0	0
06-00	0	0	3	6	10	20	85	251	428	401	214	86	28	12	8	5	2	1	1	1	0	0	0	0	0	0	0	0
00-00	0	0	3	6	10	20	86	252	432	406	218	88	29	13	8	5	2	1	1	1	0	0	0	0	0	0	0	0

Virtual Week (1)

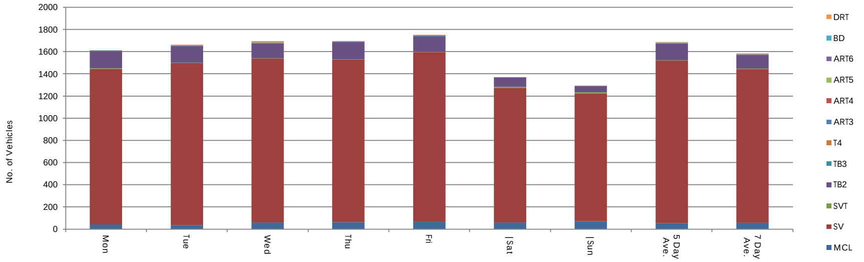
Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DfT	]SL2% 65 DfT	Mean	Vpp 85
Mon	1611	42	1403	5	154	5	2	0	0	0	0	0	0	393	24.4	93	5.8	30	1.9	45.4	52.3
Tue	1661	37	1459	3	152	1	7	0	2	0	0	0	0	334	20.1	90	5.4	31	1.9	44	51.6
Wed	1692	58	1479	3	137	3	1	0	3	4	4	0	0	430	25.4	117	6.9	36	2.1	45.5	53
Thu	1693	63	1466	3	155	2	2	0	2	0	0	0	0	402	23.7	117	6.9	29	1.7	45.5	53.1
Fri	1749	64	1532	3	140	6	2	0	2	0	0	0	0	426	24.4	113	6.5	39	2.2	45.6	52.7
|Sat	1367	60	1212	10	83	0	1	0	1	0	0	0	0	295	21.6	73	5.3	20	1.5	44.8	52
|Sun	1293	72	1151	11	54	3	2	0	0	0	0	0	0	277	21.4	91	7.0	31	2.4	44.9	52.1
5 Day Ave.	1681	53	1468	3	148	3	3	0	2	1	1	0	0	397	23.6	106	6.3	33	2.0	45.2	52.5
7 Day Ave.	1581	57	1386	5	125	3	2	0	1	1	1	0	0	365	23.1	99	6.3	31	2.0	45.1	52.5
--	11066	396	9702	38	875	20	17	0	10	4	4	0	0	2557	23.1	694	6.3	216	2.0	45.1	52.5

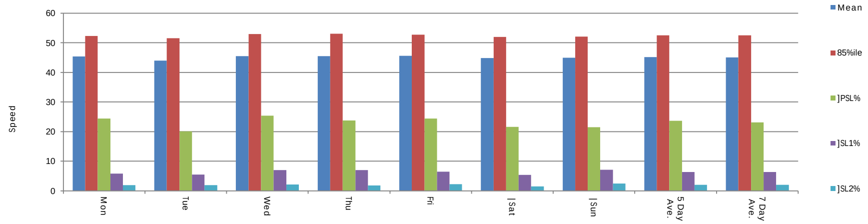
Virtual Week (1)

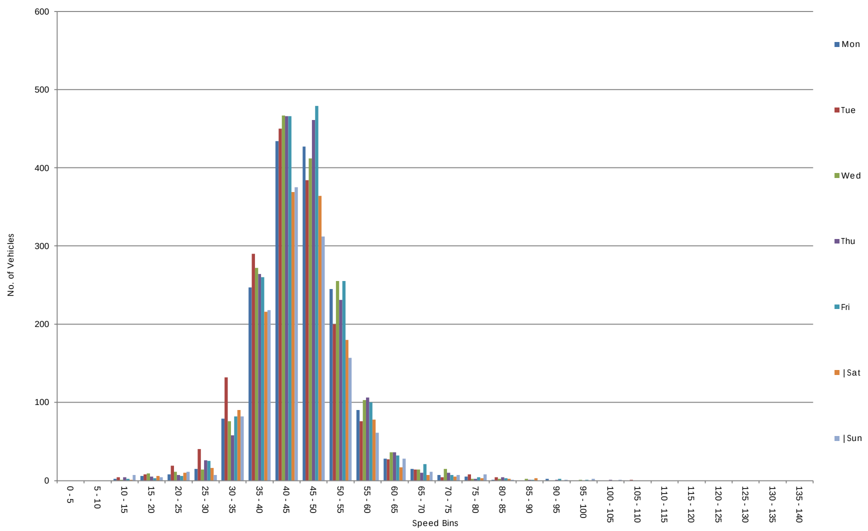
Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	2	6	8	15	79	247	434	427	245	90	28	15	7	5	1	0	2	0	0	0	0	0	0	0	0	0
Tue	0	0	4	8	19	40	132	290	450	384	200	76	27	14	4	8	4	0	0	0	0	1	0	0	0	0	0	0
Wed	0	0	1	9	11	14	76	272	467	412	255	103	36	14	15	2	2	2	0	1	0	0	0	0	0	0	0	0
Thu	0	0	4	5	7	26	58	264	466	461	231	106	36	10	10	2	4	1	1	0	1	0	0	0	0	0	0	0
Fri	0	0	2	3	6	25	82	260	466	479	255	100	32	21	7	4	3	1	2	1	0	0	0	0	0	0	0	0
|Sat	0	0	1	6	10	16	90	216	369	364	180	78	17	7	5	3	2	3	0	0	0	0	0	0	0	0	0	0
|Sun	0	0	7	4	11	7	82	218	375	312	157	61	28	11	7	8	1	0	1	2	1	0	0	0	0	0	0	0
5 Day Ave.	0	0	3	6	10	24	85	267	457	433	237	95	32	15	9	4	3	1	1	0	0	0	0	0	0	0	0	0
7 Day Ave.	0	0	3	6	10	20	86	252	432	406	218	88	29	13	8	5	2	1	1	1	0	0	0	0	0	0	0	0
--	0	0	21	41	72	143	599	1767	3027	2839	1523	614	204	92	55	32	17	7	6	4	2	1	0	0	0	0	0	0

Summary Graphs







Site	7	16779 / Fife 7	16779 / Fife
Location	B925 east of Blackhill Brae	May 2025 B925 east of Blackhill Brae	May 2025
Direction	East West	Automatic Traffic Count East West	Automatic Traffic Count

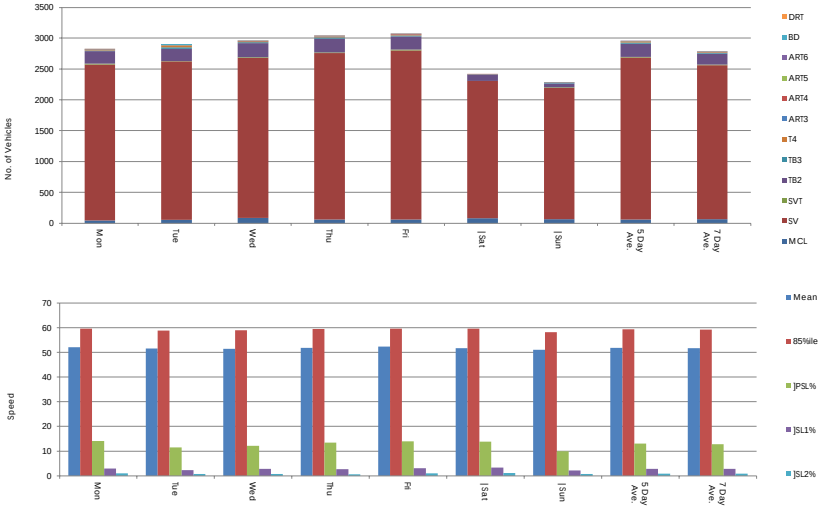
Virtual Day (7) — Virtual Day (7)

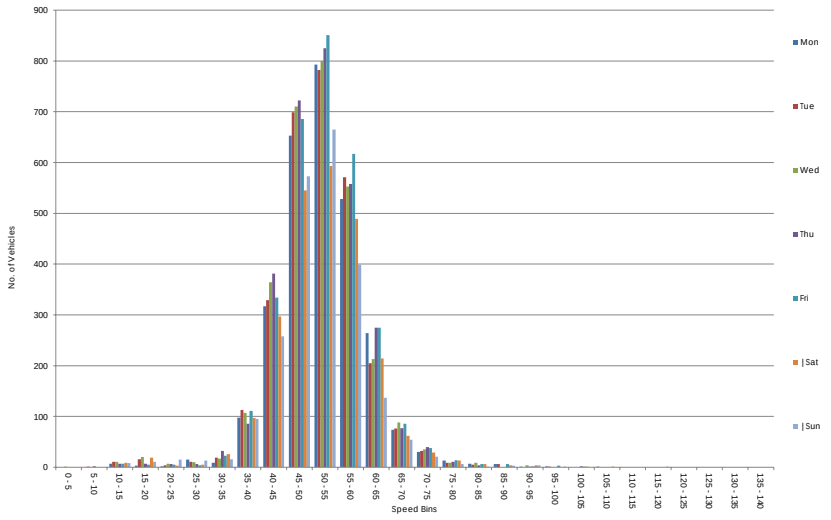
Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 Dff	]SL2% 75 Dff	Mean	Vpp 85	Speed Bins (mph) 0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	8	0	1	0	0	0	0	0	0	0	0	2	25.4	1	12.7	0	3.2	54.2	-	0	0	0	0	0	0	0	1	2	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	2	30.6	1	13.9	0	2.8	54.6	-	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	1	35.0	0	15.0	0	10.0	53.3	-	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	4.8	0	4.8	0	0.0	50.3	-	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	5	0	1	0	0	0	0	0	0	0	0	1	12.2	0	0.0	0	0.0	49	-	0	0	0	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	1	24	0	1	0	0	0	0	0	0	0	0	7	25.4	3	10.5	1	3.3	54.5	64.9	0	0	0	0	0	0	0	1	3	4	6	5	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	79	3	69	0	5	0	1	0	0	0	0	0	0	19	23.6	5	5.8	1	1.8	55.1	62.8	0	0	0	1	0	0	0	1	3	11	23	20	11	4	2	1	1	0	0	0	0	0	0	0	0	0	0
0700	143	3	126	1	10	1	1	0	0	0	0	0	0	24	17.1	4	2.7	1	0.6	53.1	60.6	0	0	0	1	0	0	1	3	14	28	39	32	17	5	2	1	0	0	0	0	0	0	0	0	0	0	0
0800	198	3	177	1	14	1	2	0	0	0	0	0	0	21	10.9	3	1.4	1	0.3	51.5	58.7	0	0	0	1	0	0	2	6	21	49	54	42	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	149	3	130	1	13	1	1	0	0	0	0	0	0	16	10.4	2	1.6	1	0.4	50.5	58.2	0	0	1	1	1	0	1	7	22	34	41	26	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	163	4	142	1	13	1	2	0	0	0	0	0	0	15	9.2	3	1.8	1	0.4	50.1	57.6	0	0	1	1	0	1	2	8	24	44	41	26	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	181	4	161	1	13	1	1	0	1	0	0	0	0	15	8.4	2	1.2	1	0.4	49.9	57.6	0	0	1	1	0	1	2	12	28	48	43	30	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	203	5	184	1	12	1	1	0	0	0	0	0	0	17	8.2	2	0.8	1	0.4	50	57.4	0	0	0	2	1	2	2	9	25	56	56	33	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	190	3	169	1	14	1	1	0	1	0	0	0	0	18	9.4	3	1.8	2	0.8	51	57.9	0	0	0	1	0	0	1	6	29	48	53	33	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	207	4	186	1	13	2	1	0	0	0	0	0	0	17	8.2	3	1.4	1	0.5	50.4	57.5	0	0	1	0	0	0	1	11	30	56	56	35	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0
1500	225	5	197	0	19	1	1	1	0	0	0	0	0	27	12.1	5	2.3	1	0.6	51.3	58.9	0	0	1	1	0	0	1	8	30	56	62	37	18	5	2	0	1	0	0	0	0	0	0	0	0	0	0
1600	258	6	232	1	15	3	1	0	0	0	0	0	0	30	11.6	7	2.7	3	1.0	51.9	58.7	0	0	0	0	0	0	1	11	28	60	77	50	20	6	2	1	1	0	0	0	0	0	0	0	0	0	0
1700	247	6	224	1	13	2	0	0	0	0	0	0	0	36	14.5	9	3.5	2	1.0	53	59.8	0	0	1	1	1	1	1	4	24	55	65	59	22	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	179	5	166	1	6	1	0	0	0	0	0	0	0	33	18.6	8	4.5	3	1.4	53.7	61.4	0	0	1	1	0	0	0	3	14	33	54	39	21	7	3	1	0	1	0	0	0	0	0	0	0	0	0	0
1900	117	4	106	0	5	0	0	0	0	0	0	0	0	21	17.8	6	5.0	2	1.5	53.2	60.8	0	0	1	0	0	1	1	3	8	26	32	24	11	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	88	3	82	0	2	0	0	0	0	0	0	0	0	15	17.3	4	4.7	1	1.3	52.4	60.9	0	0	0	0	0	0	1	4	9	20	21	17	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	57	1	52	0	2	0	0	0	0	0	0	0	0	10	18.4	3	5.6	1	1.5	53.1	61.2	0	0	0	0	0	0	1	2	5	10	14	13	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	32	0	31	0	1	0	0	0	0	0	0	0	0	5	15.4	2	7.5	1	3.1	52.6	60.5	0	0	0	0	0	0	0	1	3	7	10	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	16	0	1	0	0	0	0	0	0	0	0	5	27.8	1	7.8	1	3.5	53.4	66.1	0	0	0	0	0	0	0	1	2	3	4	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2344	51	2094	9	156	14	12	2	3	1	1	0	0	269	11.5	51	2.2	16	0.7	51.4	58.7	0	0	7	10	5	7	16	87	289	570	642	441	179	55	19	7	4	2	1	1	0	0	0	0	0	0	0	0
06-22	2683	62	2404	10	171	14	13	2	4	2	1	0	0	334	12.5	69	2.6	21	0.8	51.7	59.1	0	0	8	11	5	9	18	97	315	636	733	515	217	68	28	9	5	3	2	1	1	0	0	0	0	0	0	0
06-00	2732	63	2450	10	172	14	13	2	4	2	1	0	0	344	12.6	72	2.7	22	0.8	51.7	59.1	0	0	8	11	6	9	19	99	320	646	747	522	221	71	30	9	5	3	2	1	1	0	0	0	0	0	0	0
00-00	2784	64	2497	10	175	15	13	2	4	2	1	0	0	356	12.8	78	2.8	24	0.9	51.7	59.2	0	0	9	12	6	9	20	101	326	655	758	531	226	74	32	11	5	4	2	1	1	0	0	0	0	0	0	0

Virtual Week (1) — Virtual Week (1)

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 Dff	]SL2% 75 Dff	Mean	Vpp 85	Speed Bins (mph) 0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	2823	44	2528	15	200	15	15	1	1	3	1	0	0	398	14.1	84	3.0	30	1.1	52.1	59.6	0	0	7	3	2	15	9	98	317	653	793	528	264	74	30	13	7	6	1	2	0	1	0	0	0	0	0	0
Tue	2890	55	2567	6	199	23	25	3	5	5	1	1	0	334	11.6	66	2.3	21	0.7	51.5	58.8	0	1	11	16	4	11	19	113	329	699	782	571	205	76	32	9	5	6	0	1	0	0	0	0	0	0	0	0
Wed	2958	85	2593	10	229	18	13	3	3	3	1	0	0	358	12.1	83	2.8	22	0.7	51.4	58.9	1	0	11	20	7	10	17	107	364	710	800	553	213	88	35	9	9	0	4	0	0	0	0	0	0	0	0	0
Thu	3042	60	2700	8	225	20	17	2	7	1	2	0	0	410	13.5	82	2.7	18	0.6	51.8	59.4	0	2	7	7	6	6	32	86	381	722	825	558	275	77	40	11	4	0	1	0	2	0	0	0	0	0	0	0
Fri	3074	57	2744	15	214	11	18	2	8	1	4	0	0	431	14.0	97	3.2	32	1.0	52.3	59.6	0	0	7	5	5	4	23	111	334	686	851	617	275	86	38	14	6	6	2	3	1	0	0	0	0	0	0	0
| Sat	2417	81	2223	4	95	6	3	2	3	0	0	0	0	334	13.8	81	3.4	29	1.2	51.7	59.6	0	0	9	19	3	5	26	97	297	545	593	489	214	62	29	13	6	4	4	0	1	1	0	0	0	0	0	0
| Sun	2281	64	2126	11	64	10	2	1	0	2	1	0	0	228	10.0	50	2.2	16	0.7	51	58.2	0	0	8	11	15	13	16	95	258	573	665	399	137	54	21	6	1	3	4	1	0	0	0	1	0	0	0	0
5 Day Ave.	2957	60	2626	11	213	17	18	2	5	3	2	0	0	386	13.1	82	2.8	25	0.8	51.8	59.3	0	1	9	10	5	9	20	103	345	694	810	565	246	80	35	11	6	4	2	1	1	0	0	0	0	0	0	0
7 Day Ave.	2784	64	2497	10	175	15	13	2	4	2	1	0	0	356	12.8	78	2.8	24	0.9	51.7	59.2	0	0	9	12	6	9	20	101	326	655	758	531	226	74	32	11	5	4	2	1	1	0	0	0	0	0	0	0
--	19485	446	17481	69	1226	103	93	14	27	15	10	1	0	2493	12.8	543	2.8	168	0.9	51.7	59.2	1	3	60	81	42	64	142	707	2280	4588	5309	3715	1583	517	225	75	38	25	16	7	4	2	0	1	0	0	0	0

Summary Graphs





Site	8	16779 / Fife	8
Location	Unclassified Road between House of Bluebell access road & John Dick Leather Goods shop	May 2025	Unclassified Road between House of Bluebell access road & John Dick Leather Goods shop
Direction	East West	Automatic Traffic Count	East West

16779 / Fife
May 2025
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	13	0	12	0	1	0	0	0	0	0	0	0	0	2	19.3	1	10.2	1	5.7	51.5	64.4
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	0	2.9	0	0.0	0	0.0	40	-
0200	7	0	6	0	1	0	0	0	0	0	0	0	0	0	6.5	0	6.5	0	2.2	44.6	-
0300	8	0	6	0	1	0	0	0	0	0	0	0	0	1	7.0	0	1.8	0	1.8	44.6	-
0400	10	1	8	0	1	0	0	0	0	0	0	0	0	0	4.3	0	1.4	0	0.0	46.1	-
0500	33	0	29	0	3	0	0	0	0	0	0	0	0	4	12.3	1	2.2	0	0.4	52.5	59.2
0600	80	1	62	0	17	0	0	0	0	0	0	0	0	13	16.1	2	3.0	1	0.7	53.5	60.4
0700	112	1	90	0	19	0	0	0	1	0	0	0	0	16	14.6	3	2.7	1	0.6	51.3	59.9
0800	145	0	126	0	18	0	0	0	0	0	0	0	0	12	8.6	2	1.4	1	0.7	50	57.5
0900	116	2	101	1	11	0	0	0	0	1	0	0	0	7	6.2	1	0.9	0	0.2	48.1	56.1
1000	116	2	100	1	12	0	0	0	1	0	0	0	0	7	5.9	1	0.7	0	0.1	47.1	55.5
1100	124	1	109	1	11	1	0	0	0	0	0	0	0	7	5.5	1	1.0	0	0.3	47.2	54.8
1200	136	2	119	1	14	0	0	0	0	0	0	0	0	7	5.2	1	0.9	0	0.3	47.3	55.7
1300	145	3	129	1	10	0	0	0	1	0	0	0	0	10	6.7	2	1.1	0	0.3	47.6	56
1400	146	3	125	1	16	0	0	0	0	0	0	0	0	9	6.3	2	1.6	1	0.8	48.3	56.2
1500	183	1	157	1	24	0	0	0	0	0	0	0	0	10	5.6	1	0.8	0	0.2	48	55.3
1600	193	2	169	1	21	0	0	0	0	0	0	0	0	15	7.9	3	1.7	1	0.7	49.8	57
1700	203	1	181	1	19	0	0	0	0	0	0	0	0	18	8.9	3	1.3	1	0.4	50.5	57.4
1800	145	2	134	0	9	0	0	0	0	0	0	0	0	15	10.6	4	2.7	2	1.1	51.2	58.4
1900	99	1	91	0	6	0	0	0	0	0	0	0	0	8	8.1	1	1.4	0	0.3	50.2	57.9
2000	76	1	71	0	4	0	0	0	0	0	0	0	0	7	8.8	1	1.3	0	0.4	49.1	57
2100	57	1	54	0	2	0	0	0	0	0	0	0	0	4	7.7	2	3.2	1	1.0	48.5	57.3
2200	30	1	28	0	1	0	0	0	0	0	0	0	0	2	7.2	1	2.4	0	1.0	48.3	56.3
2300	23	0	21	0	2	0	0	0	0	0	0	0	0	1	5.6	0	1.2	0	0.6	49.3	56.1
07-19	1763	20	1538	9	185	2	1	2	4	2	0	0	0	134	7.6	24	1.4	9	0.5	48.9	56.8
06-22	2075	23	1817	9	214	2	1	2	4	2	0	0	0	166	8.0	31	1.5	11	0.5	49.2	57.2
06-00	2128	24	1866	9	218	2	1	2	4	2	0	0	0	170	8.0	32	1.5	11	0.5	49.2	57.2
00-00	2203	25	1931	9	225	2	1	3	5	2	0	0	0	178	8.1	35	1.6	12	0.6	49.2	57.2

Virtual Day (7)

Time	Speed Bins (mph)																											
	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	1	2	3	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	1	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	1	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	1	1	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	1	4	7	7	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	1	2	7	14	23	21	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	1	1	2	7	13	22	27	22	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	1	0	0	1	4	9	19	37	40	22	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	1	0	1	3	10	21	30	26	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	1	1	3	5	9	24	32	23	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	1	1	0	2	5	12	26	34	25	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	1	0	1	1	6	16	28	35	26	16	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	1	0	0	2	7	14	28	37	29	17	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	1	1	1	4	12	27	41	33	17	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	1	1	5	16	37	51	42	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	1	1	5	11	30	52	50	28	9	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	1	3	9	27	51	61	32	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	1	2	5	17	39	40	24	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	1	4	19	24	25	17	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	1	8	11	20	18	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	1	2	7	9	12	12	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	1	4	5	9	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	1	1	5	6	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	1	4	4	5	16	52	130	299	461	420	236	88	28	9	5	3	1	0	0	0	0	0	0	0	0	0	0
06-22	0	1	4	5	6	17	57	152	345	531	498	294	109	35	12	6	3	1	0	0	0	0	0	0	0	0	0	0
06-00	0	1	4	5	6	17	59	157	354	545	510	300	111	36	12	6	3	1	0	0	0	0	0	0	0	0	0	0
00-00	0	1	4	6	7	19	62	163	365	559	525	313	115	37	13	6	4	1	1	0	0	0	0	0	0	0	0	0

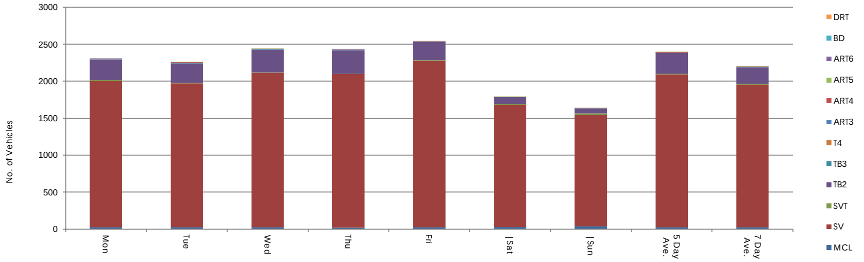
Virtual Week (1)

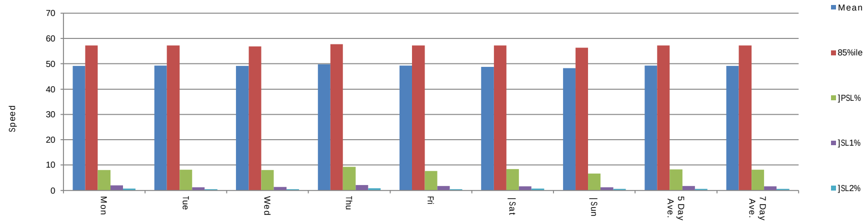
Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
Mon	2308	24	1979	14	273	3	0	3	6	5	1	0	0	185	8.0	44	1.9	16	0.7	49.2	57.3
Tue	2264	23	1947	7	262	4	1	5	7	8	0	0	0	185	8.2	26	1.1	8	0.4	49.3	57.2
Wed	2441	23	2090	5	311	4	0	3	4	1	0	0	0	196	8.0	33	1.4	10	0.4	49.1	56.9
Thu	2432	20	2078	4	317	3	0	3	6	0	1	0	0	224	9.2	51	2.1	18	0.7	49.8	57.7
Fri	2545	22	2255	9	245	2	2	3	7	0	0	0	0	195	7.7	43	1.7	12	0.5	49.3	57.3
|Sat	1792	26	1656	8	96	0	0	0	4	2	0	0	0	151	8.4	28	1.6	12	0.7	48.8	57.3
|Sun	1638	35	1512	15	71	1	2	1	1	0	0	0	0	109	6.7	19	1.2	9	0.5	48.3	56.3
5 Day Ave.	2398	22	2070	8	282	3	1	3	6	3	0	0	0	197	8.2	39	1.6	13	0.5	49.3	57.3
7 Day Ave.	2203	25	1931	9	225	2	1	3	5	2	0	0	0	178	8.1	35	1.6	12	0.6	49.2	57.2
--	15420	173	13517	62	1575	17	5	18	35	16	2	0	0	1245	8.1	244	1.6	85	0.6	49.2	57.2

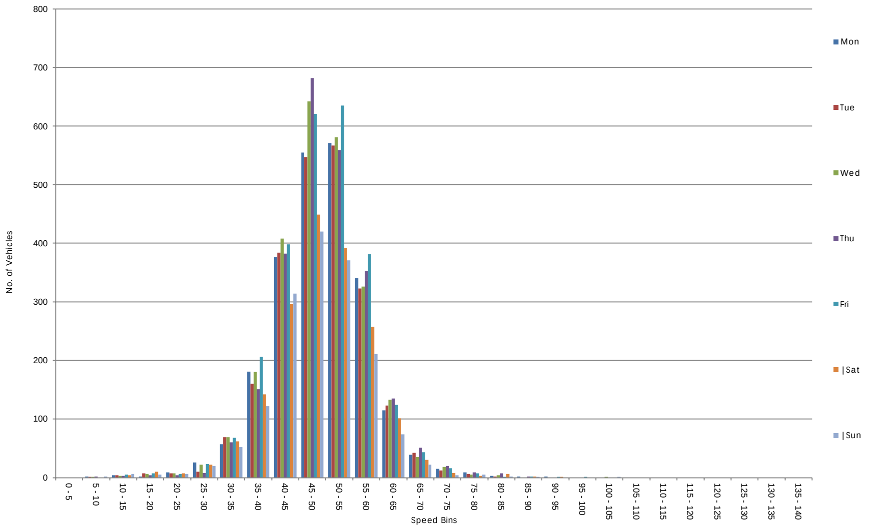
Virtual Week (1)

Time	Speed Bins (mph)																											
	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	2	4	2	9	26	57	181	376	555	571	340	115	39	15	9	3	2	2	0	0	0	0	0	0	0	0	0
Tue	0	1	4	7	7	10	69	160	384	547	567	323	123	42	12	6	2	0	0	0	0	0	0	0	0	0	0	0
Wed	0	1	3	6	7	22	69	180	408	642	581	326	133	35	18	5	4	0	0	0	1	0	0	0	0	0	0	0
Thu	0	2	3	4	4	8	60	151	382	682	559	353	135	51	20	9	7	2	0	0	0	0	0	0	0	0	0	0
Fri	0	0	5	7	6	23	68	206	398	621	635	381	124	43	16	7	1	2	1	1	0	0	0	0	0	0	0	0
|Sat	0	0	4	10	7	22	62	142	296	449	392	257	101	30	8	3	6	2	1	0	0	0	0	0	0	0	0	0
|Sun	0	2	6	5	6	20	52	122	314	420	371	211	74	22	4	5	2	1	0	0	1	0	0	0	0	0	0	0
5 Day Ave.	0	1	4	5	7	18	65	176	390	609	583	345	126	42	16	7	3	1	1	0	0	0	0	0	0	0	0	0
7 Day Ave.	0	1	4	6	7	19	62	163	365	559	525	313	115	37	13	6	4	1	1	0	0	0	0	0	0	0	0	0
--	0	8	29	41	46	131	437	1142	2558	3916	3676	2191	805	262	93	44	25	9	4	1	2	0	0	0	0	0	0	0

Summary Graphs







Site 9
Location B9149 between The Avenue & A92 ramps
Direction North South

Virtual Day (7)

Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
0000	64	0	56	0	8	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	38.1	44.6
0100	44	0	35	0	7	0	0	0	0	0	0	0	0	1	1.3	0	0.3	0	0.3	39.3	46
0200	26	0	22	0	3	0	1	0	0	0	0	0	0	0	1.1	0	0.0	0	0.0	39.3	48.5
0300	31	0	27	0	4	0	0	0	0	0	0	0	0	0	0.5	0	0.0	0	0.0	38.9	46.3
0400	59	1	47	0	10	1	0	0	0	0	0	0	0	1	1.2	0	0.0	0	0.0	39	46.3
0500	155	1	137	0	14	0	0	0	0	1	1	0	0	1	0.5	0	0.0	0	0.0	41.3	47.9
0600	443	4	360	1	58	4	11	0	0	2	2	0	0	1	0.2	0	0.0	0	0.0	38.7	44.3
0700	708	3	566	3	115	3	8	1	4	3	4	0	0	1	0.1	0	0.0	0	0.0	37.4	42.6
0800	869	3	728	4	113	4	7	1	3	2	3	1	0	1	0.1	0	0.0	0	0.0	37.4	42.6
0900	780	3	654	4	97	4	8	1	3	3	3	0	0	1	0.1	0	0.0	0	0.0	37.2	42.5
1000	764	2	651	6	85	4	7	1	3	2	3	0	1	0	0.0	0	0.0	0	0.0	37	42.3
1100	824	4	708	5	90	4	5	1	3	4	3	0	0	0	0.0	0	0.0	0	0.0	36.5	41.6
1200	881	4	778	4	79	1	6	1	2	3	3	0	0	0	0.0	0	0.0	0	0.0	36.7	41.5
1300	937	4	831	4	81	2	5	0	3	3	2	0	0	1	0.1	0	0.0	0	0.0	36.4	41.4
1400	923	3	800	5	97	4	6	1	3	2	2	0	0	1	0.1	0	0.0	0	0.0	36.9	41.7
1500	1016	6	884	5	103	2	8	1	3	2	2	0	0	1	0.1	0	0.0	0	0.0	37.1	42.2
1600	1183	6	1052	6	104	1	8	1	2	1	1	0	0	1	0.1	0	0.0	0	0.0	36.7	41.5
1700	1086	5	995	5	73	1	3	0	1	1	2	0	0	1	0.1	0	0.0	0	0.0	37.9	42.6
1800	803	5	752	3	40	0	1	0	0	0	1	0	0	2	0.2	0	0.0	0	0.0	38.3	43.4
1900	556	2	524	4	25	0	0	0	0	0	0	0	0	1	0.1	0	0.1	0	0.0	38.7	44.2
2000	425	3	396	2	22	0	1	0	1	0	0	0	0	2	0.5	1	0.2	0	0.0	39.2	45
2100	362	1	338	2	17	0	0	0	2	0	0	0	0	2	0.6	1	0.2	0	0.0	38.8	44.5
2200	207	1	195	0	10	0	0	0	0	0	0	0	0	1	0.7	0	0.1	0	0.1	38.8	44.9
2300	110	0	103	0	6	0	0	0	0	0	0	0	0	1	0.8	0	0.1	0	0.1	39	45.6
07-19	10774	46	9398	54	1077	31	71	9	30	26	28	2	2	9	0.1	1	0.0	0	0.0	37.1	42.2
06-22	12560	56	11016	62	1199	35	84	10	33	29	32	2	3	14	0.1	3	0.0	1	0.0	37.4	42.5
06-00	12876	57	11314	63	1216	35	84	10	33	29	32	2	3	17	0.1	3	0.0	1	0.0	37.4	42.5
00-00	13255	59	11638	63	1262	36	85	10	34	30	34	2	3	19	0.1	3	0.0	1	0.0	37.5	42.7

Virtual Day (7)

Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	5	16	20	14	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	1	2	9	14	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	2	6	7	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	2	8	9	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	5	12	19	12	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	4	20	42	46	27	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	3	20	88	157	120	43	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	1	4	42	177	276	154	43	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	7	46	229	339	183	52	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	1	8	56	195	301	162	45	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	1	2	11	51	203	292	152	43	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	1	3	9	65	236	321	139	40	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	1	1	8	60	261	347	158	36	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	1	4	20	60	271	374	162	38	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	7	59	262	372	170	43	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	1	8	61	265	412	205	49	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	1	1	14	79	331	481	220	47	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	1	4	38	256	455	249	66	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	1	2	27	185	316	197	55	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	1	2	18	119	205	144	51	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	13	85	158	106	48	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	1	15	76	134	89	33	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	1	11	47	67	52	19	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	6	24	34	26	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	0	6	17	103	644	2872	4285	2152	557	106	22	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	0	0	6	18	109	710	3240	4938	2612	733	146	33	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	0	0	6	18	110	728	3311	5039	2689	765	156	35	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	0	1	6	19	112	747	3382	5151	2782	819	175	42	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Virtual Week (1)

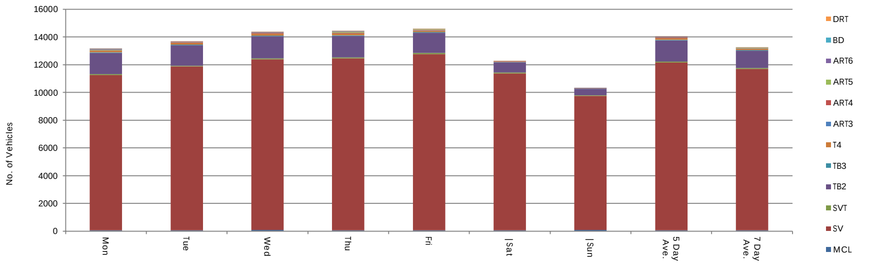
Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
Mon	13150	53	11195	76	1529	43	117	5	30	44	51	3	4	15	0.1	2	0.0	2	0.0	37	42.3
Tue	13695	53	11828	55	1481	47	105	11	26	37	45	0	7	10	0.1	5	0.0	2	0.0	37.3	42.5
Wed	14366	69	12324	57	1610	47	128	11	31	37	47	3	2	13	0.1	1	0.0	1	0.0	37	42.2
Thu	14423	53	12404	69	1556	43	134	11	45	56	44	5	3	22	0.2	3	0.0	1	0.0	37.3	42.5
Fri	14597	64	12705	79	1468	49	93	15	48	35	38	2	1	22	0.2	4	0.0	0	0.0	37.5	42.7
|Sat	12254	51	11327	66	715	16	17	7	45	3	6	0	1	25	0.2	4	0.0	1	0.0	38.3	43.4
|Sun	10300	67	9682	41	475	8	4	8	10	1	4	0	0	27	0.3	3	0.0	0	0.0	38.1	43.5
5 Day Ave.	14046	58	12091	67	1529	46	115	11	36	42	45	3	3	16	0.1	3	0.0	1	0.0	37.2	42.4
7 Day Ave.	13255	59	11638	63	1262	36	85	10	34	30	34	2	3	19	0.1	3	0.0	1	0.0	37.5	42.7
--	92785	410	81465	443	8834	253	598	68	235	213	235	13	18	134	0.1	22	0.0	7	0.0	37.5	42.7

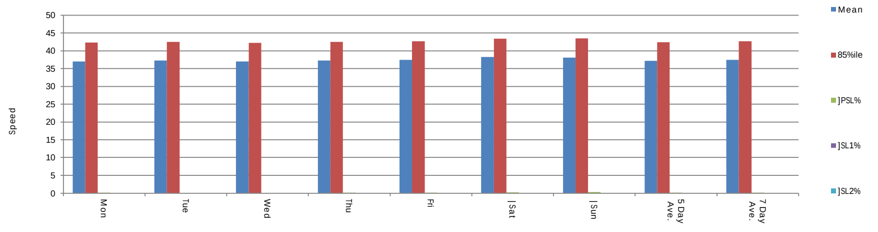
Virtual Week (1)

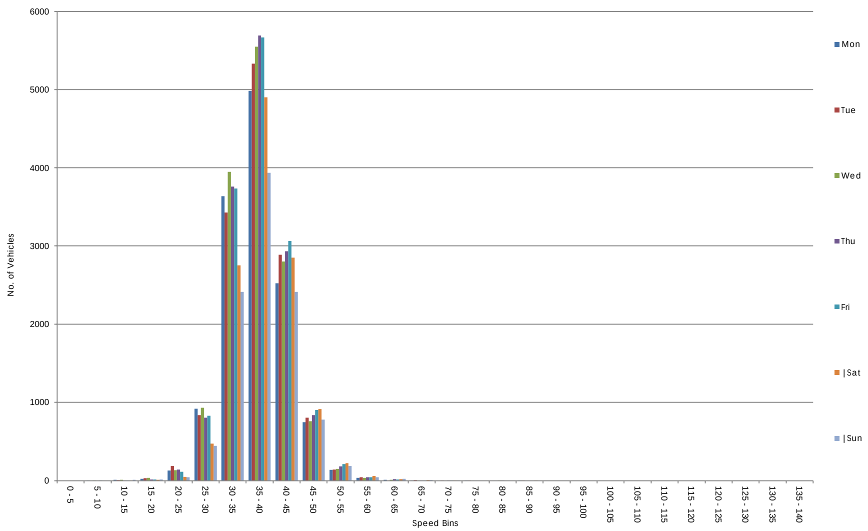
Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	2	7	23	128	916	3636	4985	2523	744	137	34	11	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Tue	0	0	6	31	185	836	3427	5330	2886	802	140	42	2	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0
Wed	0	1	11	32	132	932	3949	5548	2803	760	150	35	9	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Thu	0	0	3	14	142	802	3760	5691	2934	834	181	40	18	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Fri	0	1	2	12	112	829	3733	5668	3065	901	211	41	15	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	0	0	4	9	45	470	2754	4901	2851	913	223	59	18	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0
|Sun	0	0	9	13	41	442	2413	3937	2412	779	186	41	20	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	0	1	6	22	140	863	3701	5444	2842	808	164	38	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	0	1	6	19	112	747	3382	5151	2782	819	175	42	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
--	0	4	42	134	785	5227	23672	36060	19474	5733	1228	292	93	26	8	2	2	3	0	0	0	0	0	0	0	0	0	0

Summary Graphs







Site	10	16779 / Fife 10	16779 / Fife
Location	B981 between B9149 & access to Lochgelly Cemetery	May 2025 B981 between B9149 & access to Lochgelly Cemetery	May 2025
Direction	North South	Automatic Traffic Count North South	Automatic Traffic Count

Virtual Day (7)

Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		Classification																			
0000	22	0	20	0	2	0	0	0	0	0	0	0	0	4	16.8	1	3.9	0	1.9	52.5	61
0100	15	0	13	0	2	0	0	0	0	0	0	0	0	2	13.3	1	3.8	0	1.9	52.1	59.7
0200	10	0	7	0	3	0	0	0	0	0	0	0	0	1	14.7	1	5.9	0	2.9	51.1	-
0300	10	0	10	0	0	0	0	0	0	0	0	0	0	2	16.4	0	4.1	0	0.0	51.2	60.4
0400	16	0	15	0	1	0	0	0	0	0	0	0	0	2	13.4	1	4.5	0	0.9	49.9	59
0500	49	1	45	0	3	0	0	0	0	0	0	0	0	6	12.7	1	2.3	0	0.0	51.5	59.5
0600	150	1	130	0	17	0	1	0	0	0	1	0	0	13	8.7	3	2.2	1	0.5	50.4	57.2
0700	234	2	195	2	30	0	2	0	1	0	1	0	0	15	6.5	3	1.4	1	0.6	49.3	56.3
0800	325	2	270	2	43	2	3	0	1	1	1	0	0	14	4.2	1	0.4	0	0.0	47	54.6
0900	276	1	230	2	37	1	4	0	1	0	1	0	0	13	4.7	2	0.8	1	0.2	46.8	53.8
1000	274	4	221	3	39	1	4	0	2	0	0	0	0	10	3.7	3	1.0	1	0.3	46.6	53.7
1100	297	4	247	2	37	1	3	0	1	1	1	0	0	9	3.0	2	0.5	1	0.4	45.7	53.2
1200	313	3	266	2	34	1	3	0	2	1	1	0	0	14	4.4	3	1.0	2	0.7	46.4	53.9
1300	321	4	275	2	34	1	3	0	1	0	1	0	0	12	3.7	2	0.8	1	0.2	46.3	53.2
1400	352	6	293	4	39	2	4	0	2	1	1	0	0	13	3.7	2	0.5	1	0.2	46.6	53.6
1500	388	5	324	3	46	1	4	0	2	1	1	0	0	16	4.1	4	1.0	2	0.4	46.6	53.6
1600	443	5	390	1	39	1	3	0	1	1	1	0	0	20	4.5	5	1.0	1	0.3	47.5	54.7
1700	423	7	380	0	31	0	1	0	0	1	1	0	0	25	5.9	5	1.2	2	0.5	48.8	55.4
1800	308	6	281	1	19	0	1	0	0	0	0	0	0	20	6.5	4	1.3	1	0.4	48.8	56.3
1900	231	6	212	1	13	0	0	0	0	0	0	0	0	20	8.5	7	2.9	3	1.4	49.9	57.2
2000	177	3	163	0	9	0	0	0	0	0	0	0	0	19	10.5	6	3.2	3	1.5	49.9	58.2
2100	147	1	135	1	9	0	0	0	0	0	0	0	0	15	10.2	5	3.4	1	1.0	50.2	57.8
2200	82	0	77	0	4	0	0	0	0	0	0	0	0	11	13.8	4	4.5	1	1.7	50.3	58.9
2300	38	0	35	0	4	0	0	0	0	0	0	0	0	6	14.9	2	5.6	1	2.2	51.6	59.9
07-19	3954	48	3373	23	428	11	35	3	14	7	11	0	0	180	4.5	36	0.9	14	0.4	47.2	54.5
06-22	4658	58	4013	25	477	12	37	3	14	7	12	0	0	246	5.3	57	1.2	22	0.5	47.7	54.9
06-00	4779	59	4125	25	484	12	37	3	14	7	12	0	0	263	5.5	63	1.3	24	0.5	47.7	55
00-00	4901	60	4235	25	495	12	37	3	14	7	12	0	0	280	5.7	67	1.4	26	0.5	47.8	55.1

Virtual Day (7)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
	Speed Bins (mph)																											
0000	0	0	0	0	0	0	0	1	3	5	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	1	2	4	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	1	2	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	1	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	1	3	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	1	2	5	11	13	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	1	8	22	46	38	21	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	1	5	15	42	65	59	31	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	1	2	2	11	33	76	96	59	30	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	1	7	38	70	80	48	19	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	1	1	9	34	77	75	46	21	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	1	0	0	1	2	16	41	80	78	48	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	2	1	11	41	85	85	49	25	9	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	1	1	2	8	43	85	94	55	20	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	2	12	46	86	100	66	25	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	1	13	52	101	106	69	28	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	2	2	12	42	100	131	90	42	13	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	1	5	30	82	136	100	43	17	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	1	5	29	58	87	67	40	12	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	3	15	47	61	53	31	10	5	2	1	0	0	1	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	4	13	36	44	39	22	10	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	3	9	31	34	33	22	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	1	0	3	6	15	17	19	10	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	2	6	9	9	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	2	2	2	10	17	115	445	944	1135	756	347	120	34	12	7	3	2	1	0	0	0	0	0	0	0	0	0
06-22	0	2	2	3	10	17	125	490	1080	1320	920	443	155	51	18	11	4	3	2	1	1	0	0	0	0	0	0	0
06-00	0	2	2	3	11	18	128	499	1100	1346	948	460	164	53	21	11	4	3	2	1	1	1	0	0	0	0	0	0
00-00	0	2	2	3	11	18	130	506	1117	1372	977	483	175	57	22	12	5	3	2	1	1	1	0	0	0	0	0	0

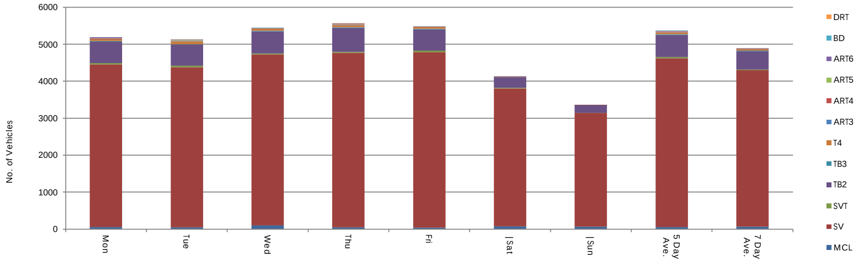
Virtual Week (1)

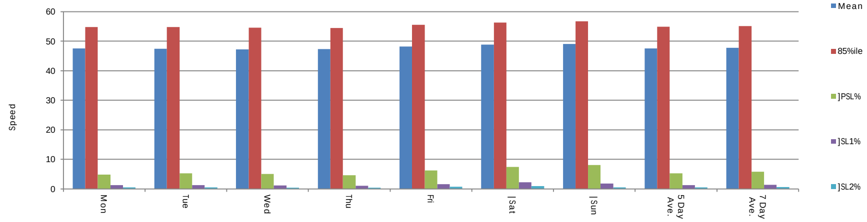
Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		Classification																			
Mon	5190	52	4400	34	587	15	46	2	24	7	23	0	0	250	4.8	61	1.2	23	0.4	47.5	54.8
Tue	5123	47	4332	39	571	15	66	7	12	15	17	1	1	270	5.3	60	1.2	24	0.5	47.4	54.8
Wed	5450	101	4627	22	595	19	43	4	13	9	15	2	0	272	5.0	62	1.1	17	0.3	47.2	54.6
Thu	5570	48	4719	27	653	15	56	3	22	8	18	0	1	256	4.6	56	1.0	22	0.4	47.3	54.5
Fri	5489	42	4747	36	573	18	35	3	17	9	9	0	0	340	6.2	82	1.5	39	0.7	48.2	55.6
|Sat	4126	69	3739	16	281	2	9	1	6	2	1	0	0	304	7.4	89	2.2	38	0.9	48.8	56.3
|Sun	3362	63	3080	4	204	1	2	3	5	0	0	0	0	270	8.0	59	1.8	16	0.5	49.1	56.7
5 Day Ave.	5364	58	4565	32	596	16	49	4	18	10	16	1	0	278	5.2	64	1.2	25	0.5	47.5	54.9
7 Day Ave.	4901	60	4235	25	495	12	37	3	14	7	12	0	0	280	5.7	67	1.4	26	0.5	47.8	55.1
--	34310	422	29644	178	3464	85	257	23	99	50	83	3	2	1962	5.7	469	1.4	179	0.5	47.8	55.1

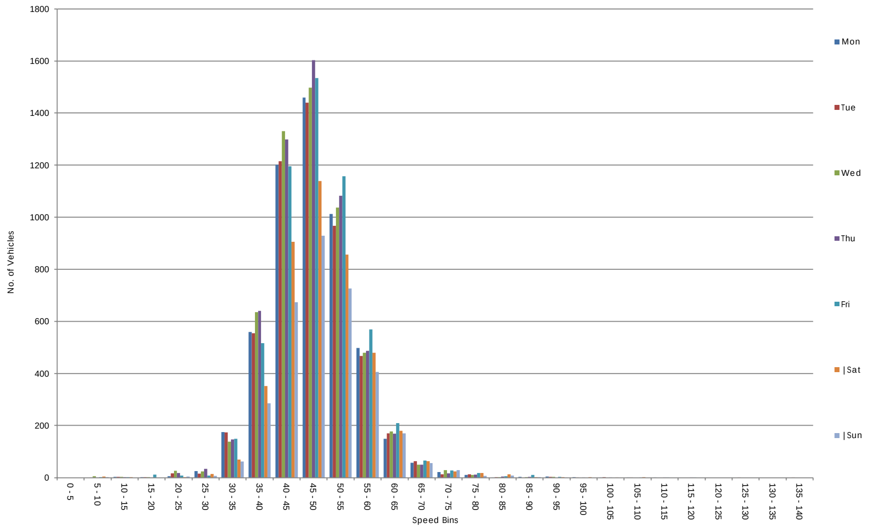
Virtual Week (1)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
	Speed Bins (mph)																											
Mon	0	0	3	2	5	25	175	559	1202	1459	1012	498	149	57	21	10	1	3	4	2	1	1	1	0	0	0	0	0
Tue	0	1	3	2	16	15	173	554	1215	1440	967	467	170	63	13	12	2	1	3	1	2	1	0	0	0	1	0	1
Wed	0	5	3	2	26	24	138	635	1331	1498	1037	479	177	49	29	10	2	2	3	0	0	0	0	0	0	0	0	0
Thu	0	1	2	1	18	34	146	640	1299	1603	1083	487	169	49	16	11	4	3	0	1	1	0	1	1	0	0	0	0
Fri	0	2	2	11	7	7	149	516	1195	1534	1157	569	209	65	27	18	5	10	3	0	0	1	1	1	0	0	0	0
|Sat	0	4	2	0	2	14	69	352	905	1139	856	479	180	63	23	17	12	2	2	2	1	2	0	0	0	0	0	0
|Sun	0	2	0	0	4	6	62	285	673	929	726	405	170	56	28	6	7	2	1	0	0	0	0	0	0	0	0	0
5 Day Ave.	0	2	3	4	14	21	156	581	1248	1507	1051	500	175	57	21	12	3	4	3	1	1	1	1	0	0	0	0	0
7 Day Ave.	0	2	2	3	11	18	130	506	1117	1372	977	483	175	57	22	12	5	3	2	1	1	1	0	0	0	0	0	0
--	0	15	15	18	78	125	912	3541	7820	9602	6838	3384	1224	402	157	84	33	23	16	6	5	5	3	2	0	1	0	1

Summary Graphs







Site 11
Location Unclassified Road between The Avenue & Lochview Industrial Estate
Direction East West

16779 / Fife
May 2025
Automatic Traffic Count

Virtual Day (7)

Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.3	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.9	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.7	-
0400	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.5	-
0500	21	1	16	0	2	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	24.1	29.5
0600	69	1	52	0	6	2	6	0	0	1	2	0	0	0	0.0	0	0.0	0	0.0	23.4	28.4
0700	81	1	61	0	10	2	5	0	0	1	1	0	0	0	0.2	0	0.0	0	0.0	24.4	30.3
0800	90	0	58	3	20	3	2	0	1	1	2	0	0	0	0.0	0	0.0	0	0.0	24.3	29.3
0900	84	0	52	3	18	3	2	0	1	2	2	0	0	0	0.0	0	0.0	0	0.0	23.9	29.1
1000	82	1	56	1	16	2	2	0	1	2	2	0	0	0	0.0	0	0.0	0	0.0	23.4	29
1100	81	1	46	1	20	4	2	0	1	3	2	0	0	0	0.0	0	0.0	0	0.0	23.5	28.8
1200	85	0	57	2	18	1	1	0	1	3	2	0	0	0	0.0	0	0.0	0	0.0	24.9	30.5
1300	87	1	60	1	17	2	2	0	1	2	1	0	0	0	0.0	0	0.0	0	0.0	24.9	30.1
1400	81	1	46	2	20	4	2	0	3	1	1	0	0	0	0.0	0	0.0	0	0.0	24.1	29.5
1500	79	1	48	2	16	3	4	0	2	2	2	0	0	0	0.0	0	0.0	0	0.0	24.6	30.4
1600	108	1	76	1	18	2	6	0	1	2	1	0	0	0	0.0	0	0.0	0	0.0	25	30.8
1700	104	1	85	1	11	0	3	0	0	2	1	0	0	0	0.0	0	0.0	0	0.0	25.3	31.2
1800	29	3	22	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.8	31.9
1900	12	0	10	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.7	34.4
2000	22	0	17	1	3	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	27.2	32.5
2100	32	0	26	1	2	0	0	0	2	0	0	0	0	0	0.0	0	0.0	0	0.0	24.7	29.7
2200	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.4	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27	-
07-19	991	11	668	17	187	25	30	1	14	21	17	0	0	0	0.0	0	0.0	0	0.0	24.5	30.1
06-22	1128	12	773	19	199	27	36	2	18	22	19	0	0	0	0.0	0	0.0	0	0.0	24.5	30.1
06-00	1133	12	777	19	199	27	36	2	18	22	19	0	0	0	0.0	0	0.0	0	0.0	24.5	30.1
00-00	1167	14	806	19	202	28	36	2	18	22	20	0	0	0	0.0	0	0.0	0	0.0	24.5	30.1

Virtual Day (7)

Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	4	9	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	1	16	28	18	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	1	2	18	25	23	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	2	16	34	29	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	1	18	32	24	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	4	15	34	19	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	1	4	16	31	20	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	1	14	30	25	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	1	2	12	30	29	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	3	15	28	25	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	3	13	28	23	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	3	18	34	33	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	1	2	16	33	30	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	1	1	3	8	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	1	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	6	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	5	12	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	4	29	173	346	289	116	28	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	0	5	30	196	395	331	128	33	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	0	5	30	196	396	333	130	34	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	0	5	32	203	408	342	134	35	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Virtual Week (1)

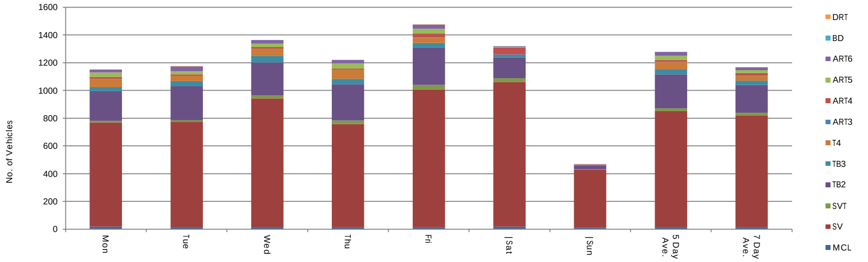
Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
Mon	1151	16	753	12	216	27	59	0	14	32	22	0	0	0	0.0	0	0.0	0	0.0	23.6	28.7
Tue	1176	14	759	13	244	38	38	2	9	23	35	0	1	0	0.0	0	0.0	0	0.0	23.4	28.9
Wed	1363	14	929	20	239	46	54	0	11	25	25	0	0	0	0.0	0	0.0	0	0.0	23.5	29
Thu	1221	13	744	25	262	41	64	0	8	37	27	0	0	0	0.0	0	0.0	0	0.0	24.4	30.1
Fri	1475	12	995	32	272	31	37	6	26	33	30	0	1	0	0.0	0	0.0	0	0.0	25	30.3
|Sat	1319	18	1042	29	151	14	2	3	51	6	3	0	0	0	0.0	0	0.0	0	0.0	26.5	31.8
|Sun	466	10	418	4	27	0	1	1	4	0	1	0	0	1	0.2	0	0.0	0	0.0	26.1	31.1
5 Day Ave.	1277	14	836	20	247	37	50	2	14	30	28	0	0	0	0.0	0	0.0	0	0.0	24.0	29.4
7 Day Ave.	1167	14	806	19	202	28	36	2	18	22	20	0	0	0	0.0	0	0.0	0	0.0	24.5	30.1
--	8171	97	5640	135	1411	197	255	12	123	156	143	0	2	1	0.0	0	0.0	0	0.0	24.5	30.1

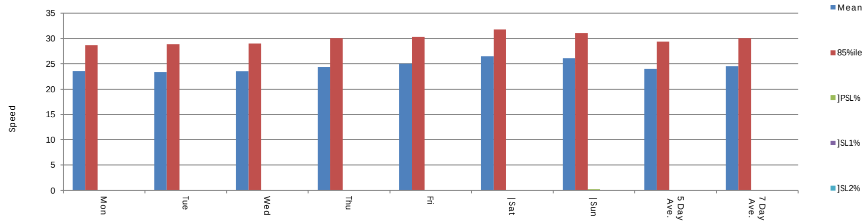
Virtual Week (1)

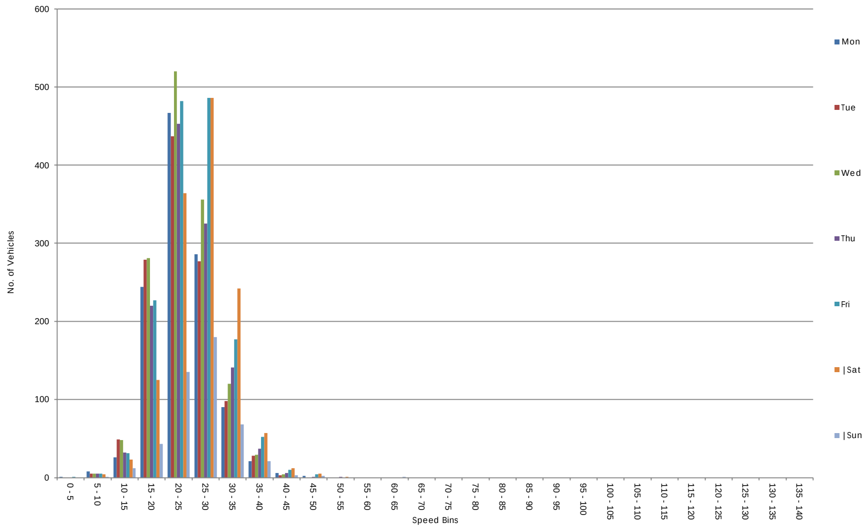
Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	1	8	26	244	467	286	90	21	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	0	5	49	279	437	277	98	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	5	48	281	520	356	120	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	0	5	32	220	453	325	141	37	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	1	5	31	227	482	486	177	52	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	0	4	23	125	364	486	242	57	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	0	1	12	43	135	180	68	21	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	0	6	37	250	472	346	125	33	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	0	5	32	203	408	342	134	35	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	2	33	221	1419	2858	2396	936	245	44	14	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs







Site 12
Location B9097 approx 1km west of B921/ B9097 junction
Direction East West

16779 / Fife
May 2025
Automatic Traffic Count

12
B9097 approx 1km west of B921/ B9097 junction
East West

16779 / Fife
May 2025
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
0000	14	0	13	0	1	0	0	0	0	0	0	0	0	6	45.3	2	17.9	1	7.4	58.7	69.5
0100	8	0	7	0	1	0	0	0	0	0	0	0	0	4	44.1	1	10.2	0	3.4	58.2	-
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	1	37.0	0	11.1	0	3.7	57.5	-
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	2	33.3	1	12.1	0	0.0	54.2	-
0400	10	0	7	0	1	0	0	0	0	0	0	0	0	4	40.3	1	9.0	0	1.5	58.3	-
0500	37	1	32	0	3	1	0	0	0	0	0	0	0	15	41.1	6	16.3	1	2.7	59.2	68.2
0600	83	0	66	0	15	1	0	0	0	0	0	0	0	38	46.1	13	15.2	3	3.6	59.9	68.1
0700	166	0	134	1	26	3	2	0	0	0	0	0	0	61	36.8	20	11.9	5	2.8	58.1	66.2
0800	176	2	144	2	23	3	1	0	1	0	0	0	0	61	34.6	13	7.4	4	2.4	57	64.4
0900	161	2	131	2	21	2	1	0	0	0	0	0	0	51	31.8	13	8.2	3	2.1	56.4	64.8
1000	165	2	133	2	22	2	1	0	1	0	0	0	0	44	26.5	11	6.9	5	2.8	55.3	63.6
1100	175	3	145	2	20	3	1	0	0	1	0	0	0	45	25.8	11	6.5	4	2.4	55	63.6
1200	183	3	155	1	19	3	1	0	0	0	1	0	0	53	29.1	13	7.3	4	2.0	56.1	64.2
1300	182	3	153	1	19	3	2	0	0	0	0	0	0	56	31.0	17	9.5	5	2.8	56.7	64.6
1400	194	4	160	1	21	4	2	0	0	0	0	0	0	54	27.6	16	8.2	6	3.2	56.1	63.9
1500	219	4	186	2	22	4	1	0	1	0	0	0	0	70	32.0	20	8.9	7	3.4	57	64.6
1600	246	4	211	3	23	3	2	0	0	0	0	0	0	80	32.6	21	8.5	8	3.3	57.1	64.8
1700	233	5	202	1	17	5	1	0	1	0	1	0	0	89	38.1	24	10.4	7	3.1	58.4	65.8
1800	174	4	157	1	9	2	0	0	0	0	0	0	0	82	47.2	27	15.3	10	5.5	59.9	68.1
1900	125	2	111	1	9	2	0	0	0	0	0	0	0	55	43.9	19	14.9	7	6.0	59.5	68
2000	98	3	86	0	7	2	0	0	0	0	0	0	0	44	44.3	17	16.8	6	6.5	59.6	69
2100	77	0	70	0	5	1	0	0	0	0	0	0	0	28	36.6	11	14.7	4	5.6	58.9	67.9
2200	47	0	42	0	5	0	0	0	0	0	0	0	0	19	40.3	6	13.0	2	4.8	58.6	67.1
2300	22	0	20	0	1	0	0	0	0	0	0	0	0	12	53.6	5	22.9	2	9.8	62	71.5
07-19	2274	36	1911	19	242	38	14	2	5	4	4	0	0	746	32.8	207	9.1	68	3.0	57	65
06-22	2658	42	2245	20	278	43	15	2	5	4	4	0	0	911	34.3	266	10.0	90	3.4	57.3	65.4
06-00	2727	42	2307	20	284	44	15	2	5	4	4	0	0	942	34.5	277	10.2	94	3.4	57.4	65.5
00-00	2804	43	2372	20	292	45	15	2	5	4	5	0	0	974	34.7	288	10.3	97	3.4	57.4	65.7

Virtual Day (7)

Time	Speed Bins (mph) 0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	1	2	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	1	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	1	3	6	11	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	2	4	15	23	18	13	5	1	1	1	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	1	0	5	18	33	47	31	16	9	3	1	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	4	3	5	17	36	50	38	14	5	2	1	1	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	4	2	6	18	36	43	28	14	6	2	0	1	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	2	2	10	26	43	37	23	12	4	3	0	1	0	0	0	0	0	0	0	0	0	0
1100	0	0	1	0	0	0	4	2	11	26	42	43	26	12	3	2	1	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	1	0	0	0	2	9	26	47	45	29	14	6	2	1	1	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	3	8	26	42	46	30	14	8	2	1	1	1	1	0	0	0	0	0	0	0	0
1400	0	0	0	1	0	1	0	1	9	31	48	50	29	11	7	4	1	1	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	1	4	2	5	25	53	60	39	16	8	4	1	1	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	1	4	3	5	23	63	66	44	20	8	5	2	1	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	2	1	4	21	50	65	48	23	11	4	1	1	1	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	2	17	31	41	41	22	10	4	2	1	1	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	1	2	10	25	32	25	16	6	4	1	1	1	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	1	2	8	18	24	20	11	6	3	2	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	1	3	7	17	22	12	8	4	2	1	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	3	5	8	11	10	5	2	1	0	0	1	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	1	3	5	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	0	2	5	3	3	26	21	78	274	523	592	406	187	85	38	13	9	3	3	1	0	0	0	0	0	0	0
06-22	0	0	3	5	3	4	26	24	87	304	598	693	481	235	105	48	18	11	5	4	2	1	1	0	0	0	0	0
06-00	0	0	3	5	3	4	26	25	90	310	610	709	496	243	109	50	18	12	5	4	2	1	1	0	0	0	0	0
00-00	0	0	3	5	3	4	27	26	94	318	622	729	508	255	114	52	19	12	5	4	2	1	1	0	0	0	0	0

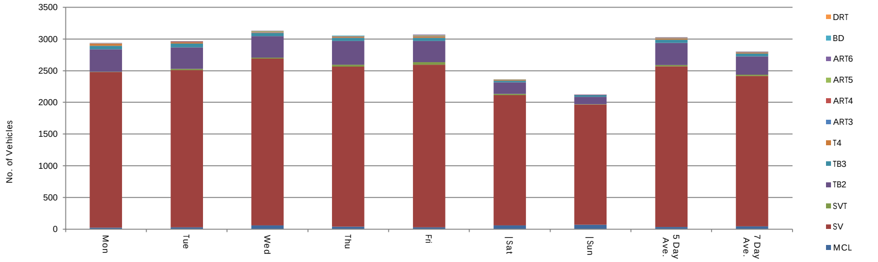
Virtual Week (1)

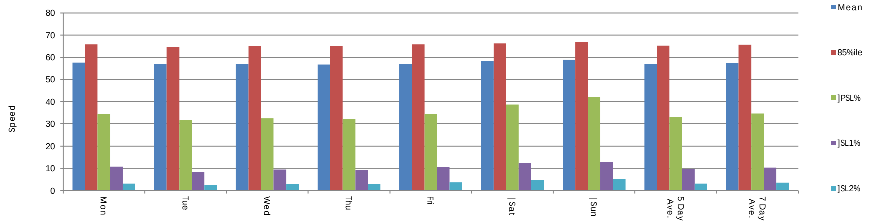
Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
Mon	2937	22	2453	9	353	56	29	0	8	1	6	0	0	1014	34.5	317	10.8	89	3.0	57.6	65.8
Tue	2964	29	2478	21	340	60	19	1	9	2	5	0	0	942	31.8	243	8.2	68	2.3	57	64.6
Wed	3131	57	2632	16	341	47	13	2	7	9	7	0	0	1017	32.5	294	9.4	92	2.9	57	65.1
Thu	3051	37	2527	29	377	49	16	1	3	6	5	1	0	983	32.2	281	9.2	91	3.0	56.8	65.1
Fri	3067	26	2568	41	332	52	18	5	7	9	9	0	0	1058	34.5	324	10.6	113	3.7	57	65.9
|Sat	2358	60	2054	17	184	27	7	6	2	1	0	0	0	912	38.7	289	12.3	113	4.8	58.4	66.3
|Sun	2117	70	1894	7	118	23	2	1	1	0	1	0	0	890	42.0	269	12.7	110	5.2	58.9	66.9
5 Day Ave.	3030	34	2532	23	349	53	19	2	7	5	6	0	0	1003	33.1	292	9.6	91	3.0	57.1	65.3
7 Day Ave.	2804	43	2372	20	292	45	15	2	5	4	5	0	0	974	34.7	288	10.3	97	3.4	57.4	65.7
--	19625	301	16606	140	2045	314	104	16	37	28	33	1	0	6816	34.7	2017	10.3	676	3.4	57.4	65.7

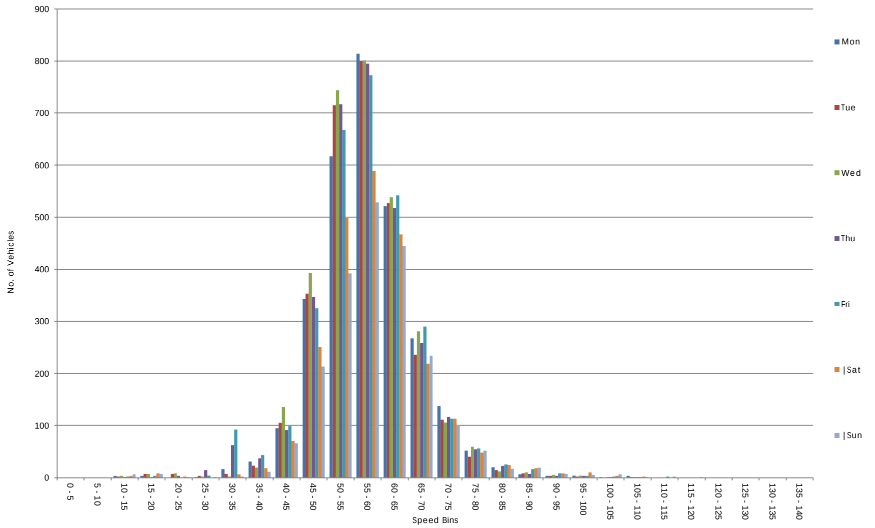
Virtual Week (1)

Time	Speed Bins (mph) 0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	3	3	0	1	16	31	95	343	617	814	521	267	137	52	20	6	3	4	1	3	0	0	0	0	0	0
Tue	0	0	2	7	7	3	7	23	105	353	715	800	527	236	111	40	14	8	3	2	0	1	0	0	0	0	0	0
Wed	0	0	3	7	8	2	2	19	135	393	744	801	538	281	106	59	12	10	5	4	1	1	0	0	0	0	0	0
Thu	0	0	1	1	3	14	62	37	91	347	717	795	518	258	116	54	22	7	3	3	1	1	0	0	0	0	0	0
Fri	0	0	2	3	0	4	92	43	99	325	668	773	542	290	113	56	25	16	8	3	2	1	2	0	0	0	0	0
|Sat	0	0	3	8	2	0	6	18	70	251	499	589	467	219	113	48	24	18	8	10	3	2	0	0	0	0	0	0
|Sun	0	0	6	7	1	1	2	11	66	213	392	528	445	234	101	52	17	19	7	5	6	1	2	1	0	0	0	0
5 Day Ave.	0	0	2	4	4	5	36	31	105	352	692	797	529	266	117	52	19	9	4	3	1	1	0	0	0	0	0	0
7 Day Ave.	0	0	3	5	3	4	27	26	94	318	622	729	508	255	114	52	19	12	5	4	2	1	1	0	0	0	0	0
--	0	0	20	36	21	25	187	182	661	2225	4352	5100	3558	1785	797	361	134	84	37	31	14	10	4	1	0	0	0	0

Summary Graphs







Virtual Day (7)

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
0000	21	0	19	0	2	0	0	0	0	0	0	0	0	1	2.7	0	0.7	0	0.0	45.9	53.4
0100	19	0	11	0	8	0	0	0	0	0	0	0	0	1	3.0	0	0.0	0	0.0	42	48.5
0200	7	0	5	0	2	0	0	0	0	0	0	0	0	0	4.3	0	0.0	0	0.0	42.7	-
0300	10	0	6	0	3	0	0	0	0	0	0	0	0	0	1.4	0	0.0	0	0.0	44.8	51.3
0400	13	0	8	0	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.7	51
0500	56	1	45	1	9	0	0	0	0	0	0	0	0	1	1.8	0	0.0	0	0.0	45.2	51.2
0600	140	1	106	0	29	1	1	0	0	0	2	0	0	3	1.8	1	0.6	0	0.3	45.6	52
0700	259	1	196	2	54	1	1	0	1	0	2	0	0	5	1.9	1	0.2	0	0.1	44.6	50.9
0800	287	3	239	2	36	0	1	0	3	1	1	0	0	4	1.2	1	0.3	1	0.2	44.3	50.6
0900	256	3	209	3	34	2	2	0	1	0	2	0	0	3	1.1	1	0.3	0	0.0	43.5	50.2
1000	263	6	217	2	30	2	2	0	1	1	2	0	0	3	1.1	1	0.3	0	0.1	42.8	49.3
1100	275	6	227	3	33	1	1	0	1	1	2	0	0	3	1.2	1	0.3	0	0.1	42.5	49.2
1200	282	6	240	2	28	1	1	0	2	1	1	0	0	2	0.8	0	0.1	0	0.0	42.6	49.3
1300	311	6	268	2	29	1	1	0	2	1	1	0	0	5	1.7	2	0.5	1	0.2	43.4	49.7
1400	329	8	278	2	33	2	1	0	1	1	1	0	0	4	1.1	1	0.3	0	0.0	43.2	49.5
1500	346	4	297	2	36	2	1	1	1	1	2	0	0	5	1.4	1	0.4	1	0.2	43.7	49.8
1600	385	8	316	3	49	1	2	0	1	2	1	0	0	6	1.5	1	0.3	0	0.1	44.3	50.6
1700	359	8	308	2	37	1	1	0	0	1	1	0	0	8	2.2	3	0.8	1	0.4	45.2	51.3
1800	262	6	232	1	20	1	2	0	0	1	0	0	0	7	2.8	2	0.7	1	0.4	45.5	52.1
1900	175	4	157	0	12	0	0	0	0	0	0	0	0	9	4.9	4	2.2	1	0.6	46	52.6
2000	140	3	125	0	11	1	0	0	0	0	0	0	0	6	4.3	2	1.4	1	0.7	45.7	52.9
2100	93	1	85	0	6	0	0	0	0	0	0	0	0	4	4.3	1	1.1	0	0.5	45.5	52.6
2200	58	0	52	0	4	0	0	0	0	0	0	0	0	3	4.9	1	2.0	1	1.0	47.1	54.9
2300	35	0	32	0	2	0	0	0	0	0	0	0	0	2	4.9	0	0.4	0	0.0	46.7	54.2
07-19	3613	64	3026	27	419	15	16	3	16	10	18	0	0	55	1.5	14	0.4	6	0.2	43.8	50.2
06-22	4162	72	3500	28	477	17	18	3	17	10	21	0	0	76	1.8	21	0.5	9	0.2	44.1	50.6
06-00	4254	72	3584	28	484	17	18	3	17	10	21	0	0	80	1.9	23	0.5	9	0.2	44.1	50.7
00-00	4381	73	3676	29	513	18	19	3	18	10	22	0	0	83	1.9	23	0.5	9	0.2	44.2	50.7

Virtual Day (7)

Time	Speed Bins (mph) 0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	1	3	6	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	3	5	5	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	1	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	1	2	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	2	8	16	19	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	5	22	39	39	23	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	1	0	1	2	9	40	86	71	34	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	1	1	2	2	10	50	92	81	34	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	1	0	1	3	14	55	84	58	28	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	2	1	2	3	17	54	89	62	24	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	1	1	2	3	6	15	66	85	63	24	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	1	2	2	2	4	19	62	89	67	25	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	2	1	3	19	63	107	73	29	9	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	1	1	4	3	19	66	113	77	32	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	1	0	0	3	19	72	117	84	35	10	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	1	2	17	68	138	95	44	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	1	1	2	10	56	119	102	43	16	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	1	1	0	2	8	35	83	74	38	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	1	6	25	53	49	25	7	3	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	1	7	21	41	36	19	9	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	1	4	16	25	24	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	3	8	13	15	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	1	6	7	10	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	3	10	11	17	36	174	686	1202	907	390	121	33	11	4	4	1	0	0	0	0	0	0	0	0	0	0	0
06-22	0	3	11	11	18	38	196	771	1360	1055	471	151	44	16	7	5	2	1	0	0	0	0	0	0	0	0	0	0
06-00	0	3	11	11	18	39	200	785	1380	1080	488	159	47	17	7	5	2	1	0	0	0	0	0	0	0	0	0	0
00-00	0	4	11	11	19	40	209	806	1414	1116	503	166	49	17	7	5	2	1	0	0	0	0	0	0	0	0	0	0

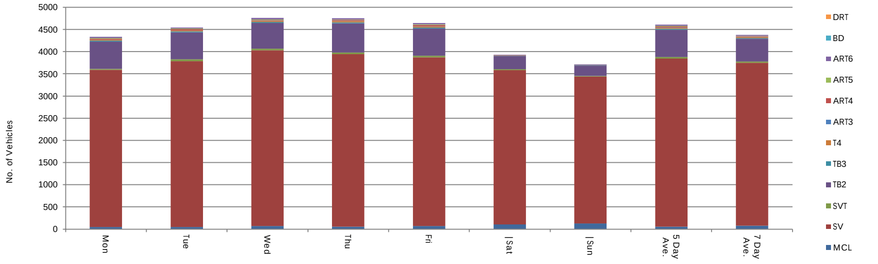
Virtual Week (1)

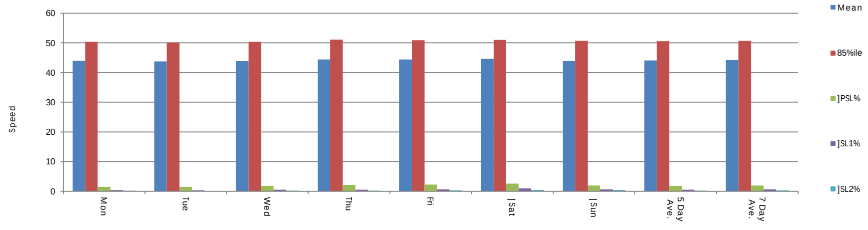
Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
Mon	4332	45	3547	22	609	28	16	2	19	15	29	0	0	64	1.5	16	0.4	8	0.2	44	50.4
Tue	4545	48	3735	43	609	23	18	3	32	12	22	0	0	67	1.5	11	0.2	3	0.1	43.8	50.1
Wed	4758	65	3969	30	578	24	25	2	14	18	33	0	0	83	1.7	23	0.5	6	0.1	43.9	50.4
Thu	4751	57	3889	32	659	21	31	5	21	12	24	0	0	97	2.0	24	0.5	7	0.1	44.4	51.1
Fri	4647	65	3810	34	614	18	26	4	32	14	30	0	0	101	2.2	28	0.6	10	0.2	44.4	50.9
|Sat	3925	106	3474	24	297	4	10	2	4	0	4	0	0	97	2.5	37	0.9	16	0.4	44.6	51
|Sun	3710	125	3311	19	226	8	4	2	3	1	11	0	0	71	1.9	21	0.6	14	0.4	43.9	50.7
5 Day Ave.	4607	56	3790	32	614	23	23	3	24	14	28	0	0	82	1.8	20	0.4	7	0.2	44.1	50.6
7 Day Ave.	4381	73	3676	29	513	18	19	3	18	10	22	0	0	83	1.9	23	0.5	9	0.2	44.2	50.7
--	30668	511	25735	204	3592	126	130	20	125	72	153	0	0	580	1.9	160	0.5	64	0.2	44.2	50.7

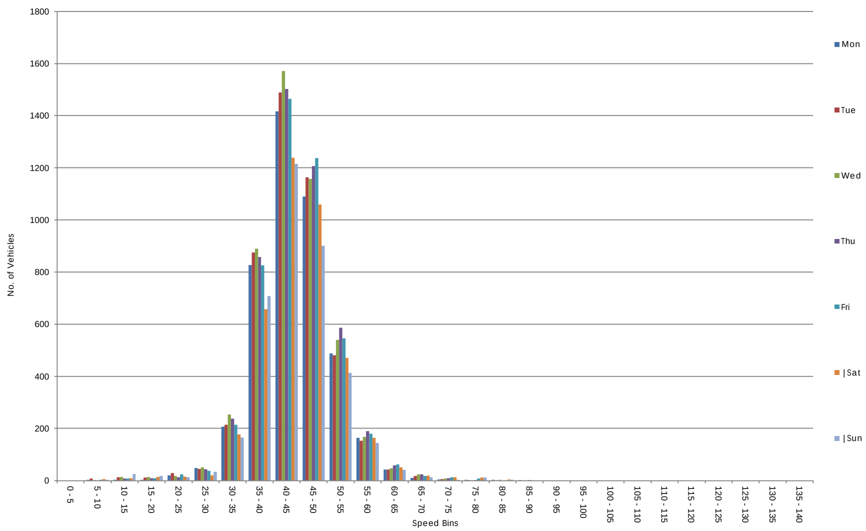
Virtual Week (1)

Time	Speed Bins (mph) 0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	3	3	3	20	48	206	827	1417	1090	488	163	42	10	4	3	3	2	0	0	0	0	0	0	0	0	0	0
Tue	0	8	12	11	29	45	214	875	1489	1163	480	152	42	17	5	2	1	0	0	0	0	0	0	0	0	0	0	0
Wed	0	2	14	14	18	51	253	889	1571	1157	539	167	47	23	7	1	3	1	1	0	0	0	0	0	0	0	0	0
Thu	0	1	8	9	13	43	237	858	1503	1206	586	190	58	23	9	2	1	2	1	1	0	0	0	0	0	0	0	0
Fri	0	3	7	9	24	37	214	826	1464	1237	545	180	62	17	12	8	1	1	0	0	0	0	0	0	0	0	0	0
|Sat	0	5	9	14	15	20	177	657	1238	1059	471	163	50	19	12	11	4	0	1	0	0	0	0	0	0	0	0	0
|Sun	0	3	25	18	13	34	165	708	1215	901	413	144	41	13	3	11	3	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	0	3	9	9	21	45	225	855	1489	1171	528	170	50	18	7	3	2	1	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	0	4	11	11	19	40	209	806	1414	1116	503	166	49	17	7	5	2	1	0	0	0	0	0	0	0	0	0	0
--	0	25	78	78	132	278	1466	5640	9897	7813	3522	1159	342	122	52	38	16	6	3	1	0	0	0	0	0	0	0	0

Summary Graphs







Site 14 16779 / Fife
Location A909 between A92 & Mossmorran Natural Gas Plant May 2025
Direction North South Automatic Traffic Count

Site 14 16779 / Fife
Location A909 between A92 & Mossmorran Natural Gas Plant May 2025
Direction North South Automatic Traffic Count

Virtual Day (7)

Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
0000	24	0	19	0	2	0	0	0	0	1	1	0	0	10	44.0	3	10.8	1	3.0	56.8	65.9
0100	13	0	12	0	1	0	0	0	0	0	0	0	0	5	36.2	2	14.9	1	5.3	55.1	67.8
0200	12	0	10	0	1	0	0	0	0	0	0	0	0	3	24.1	1	9.6	0	2.4	54	65.5
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	2	30.0	1	16.0	1	8.0	55.8	-
0400	21	0	15	0	2	0	1	0	0	2	1	0	0	5	24.7	1	6.8	1	4.1	53.3	65
0500	99	1	86	1	6	0	0	0	1	2	2	0	0	26	26.5	4	4.5	1	0.7	55.3	63.1
0600	353	3	314	1	22	2	6	0	1	2	3	0	0	82	23.1	13	3.6	2	0.7	53.6	61.9
0700	435	4	375	0	38	5	7	0	0	3	3	0	0	60	13.7	11	2.4	1	0.3	50.7	59.6
0800	417	4	357	2	31	5	11	1	1	2	3	0	0	65	15.5	8	2.0	2	0.4	53.2	60.2
0900	361	3	291	3	39	3	13	0	1	3	5	0	0	48	13.2	6	1.7	1	0.4	52	59.3
1000	348	3	274	2	42	2	14	1	1	3	5	0	0	41	11.8	7	2.1	2	0.5	51.7	58.9
1100	399	4	326	3	42	4	13	0	1	3	4	0	0	48	12.1	7	1.8	1	0.3	52	58.9
1200	447	6	376	2	43	3	10	0	1	2	4	0	0	54	12.0	8	1.9	2	0.5	52.1	59.1
1300	437	3	357	4	45	2	15	1	2	2	5	0	0	55	12.6	9	2.1	3	0.6	52.2	59.2
1400	453	5	379	3	42	2	15	0	1	1	4	0	0	63	13.9	9	2.1	2	0.5	52.7	59.6
1500	514	8	438	3	45	1	11	0	2	3	3	0	0	73	14.1	12	2.4	3	0.7	53	59.7
1600	577	7	510	2	44	3	6	0	1	1	3	0	0	91	15.7	11	1.8	2	0.4	53.5	60.2
1700	541	5	489	2	37	1	1	0	0	2	4	0	0	92	17.0	14	2.6	3	0.6	53.8	60.6
1800	386	5	354	2	19	1	1	0	1	0	2	0	0	83	21.5	14	3.7	3	0.7	54.8	61.7
1900	241	4	221	0	11	1	1	0	0	1	2	0	0	55	22.9	11	4.7	3	1.2	54.8	62.2
2000	172	3	157	0	8	0	1	0	0	1	1	0	0	41	24.0	9	5.3	2	1.3	55.3	63.1
2100	119	1	110	0	5	0	0	0	0	1	2	0	0	33	27.8	7	5.6	2	1.6	55.7	63.5
2200	74	0	65	0	5	0	1	0	0	1	1	0	0	21	28.2	5	7.0	1	1.7	55.7	63.8
2300	37	0	34	0	2	0	0	0	0	0	1	0	0	12	32.8	3	9.2	1	2.3	56.4	65
07-19	5315	56	4527	28	468	32	115	4	12	25	45	1	1	771	14.5	118	2.2	27	0.5	52.7	59.8
06-22	6200	67	5329	30	514	37	123	4	13	29	53	1	1	982	15.8	157	2.5	36	0.6	53	60.3
06-00	6312	67	5428	31	521	37	124	4	14	30	54	1	1	1015	16.1	166	2.6	38	0.6	53	60.3
00-00	6487	69	5576	32	533	37	126	4	15	35	58	2	1	1067	16.5	179	2.8	42	0.7	53.1	60.4

Virtual Day (7)

Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	2	1	3	3	4	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	1	1	1	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	1	0	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	1	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	1	2	2	3	4	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	1	3	5	12	25	26	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	1	3	2	3	4	12	29	44	83	91	57	17	5	2	1	0	0	0	0	0	0	0	0	0	0	0
0700	0	1	3	3	5	7	10	21	45	85	103	93	40	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	1	3	15	31	79	120	103	49	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	1	0	0	3	14	37	84	102	71	34	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	1	0	1	1	2	12	37	84	104	64	28	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	3	14	43	97	113	80	34	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	1	1	0	1	2	11	47	101	138	92	38	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	1	0	1	5	16	41	96	124	97	38	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	2	11	41	101	137	97	43	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	1	0	1	2	11	45	113	150	119	46	18	4	2	1	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	1	2	11	42	115	168	148	67	19	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	1	2	9	38	100	159	138	63	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	1	0	1	3	5	21	56	111	106	55	19	6	2	1	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	1	1	0	0	1	4	11	41	69	58	33	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	1	4	11	27	40	48	25	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	3	6	18	27	31	20	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	1	1	4	12	14	20	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	2	1	5	7	10	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	1	5	8	8	15	39	151	468	1112	1528	1209	535	161	48	17	6	3	0	1	0	0	0	0	0	0	0	0
06-22	0	1	7	13	10	18	45	173	525	1242	1748	1436	669	212	65	23	7	3	1	1	0	0	0	0	0	0	0	0
06-00	0	1	7	13	10	18	47	176	530	1259	1769	1465	688	220	69	23	8	4	1	1	0	0	0	0	0	0	0	0
00-00	0	1	8	13	10	18	51	185	540	1282	1807	1505	715	235	74	25	9	5	2	2	0	0	0	0	0	0	0	0

Virtual Week (1)

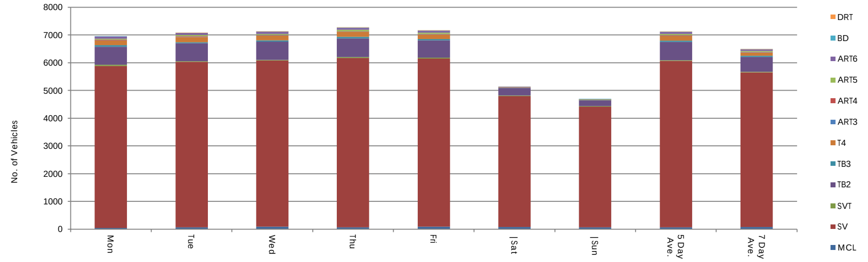
Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
Mon	6946	45	5836	53	647	52	170	4	21	38	79	1	0	964	13.9	145	2.1	28	0.4	52.6	59.7
Tue	7078	60	5968	22	653	35	191	3	21	53	69	2	1	923	13.0	161	2.3	37	0.5	51.1	59.4
Wed	7124	82	5992	28	655	54	176	4	15	36	79	1	2	1176	16.5	168	2.4	42	0.6	53.2	60.4
Thu	7267	64	6113	29	673	60	178	5	11	54	77	2	1	1127	15.5	165	2.3	37	0.5	53	60.2
Fri	7167	90	6060	34	625	44	161	8	22	39	77	4	3	1266	17.7	209	2.9	52	0.7	53.6	60.7
|Sat	5142	79	4712	26	272	10	3	2	11	11	16	0	0	1017	19.8	208	4.0	48	0.9	54.1	61.4
|Sun	4686	60	4350	29	206	7	4	2	1	17	9	1	0	995	21.2	194	4.1	51	1.1	54.5	61.6
5 Day Ave.	7116	68	5994	33	651	49	175	5	18	44	76	2	1	1091	15.3	170	2.4	39	0.5	52.7	60.1
7 Day Ave.	6487	69	5576	32	533	37	126	4	15	35	58	2	1	1067	16.5	179	2.8	42	0.7	53.1	60.4
--	45410	480	39031	221	3731	262	883	28	102	248	406	11	7	7468	16.5	1250	2.8	295	0.7	53.1	60.4

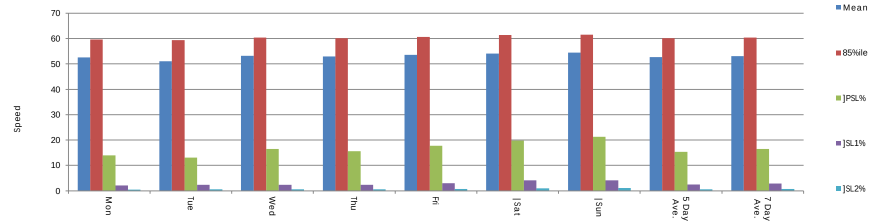
Virtual Week (1)

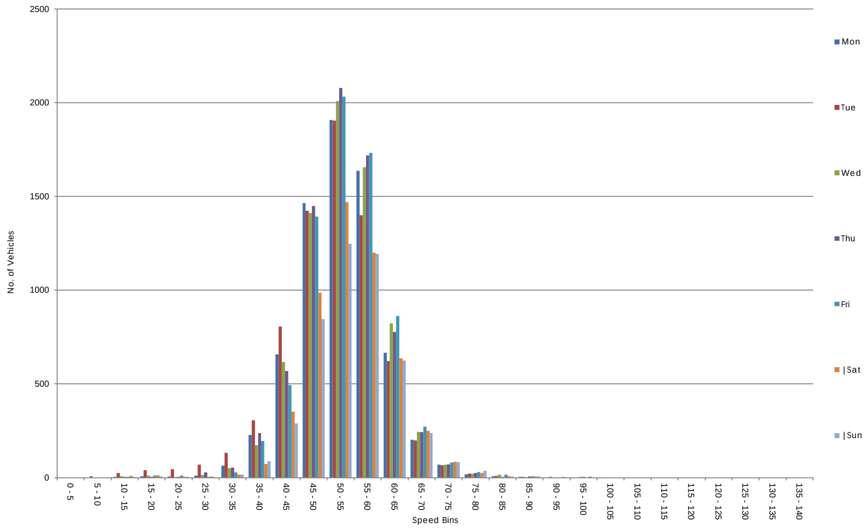
Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	3	8	5	10	63	228	657	1464	1908	1636	665	202	69	17	7	3	0	0	1	0	0	0	0	0	0	0
Tue	0	8	24	40	45	68	131	306	806	1423	1905	1399	621	199	66	21	9	3	3	0	1	0	0	0	0	0	0	0
Wed	0	0	7	10	2	14	50	173	616	1412	2009	1655	822	244	68	21	15	2	1	3	0	0	0	0	0	0	0	0
Thu	0	0	4	3	3	27	53	237	568	1448	2078	1719	777	243	70	24	4	5	1	3	0	0	0	0	0	0	0	0
Fri	0	0	3	11	11	4	27	195	493	1392	2033	1732	862	271	81	29	15	7	1	0	0	0	0	0	0	0	0	0
|Sat	0	0	9	13	3	5	15	72	351	987	1470	1200	636	249	84	25	7	6	3	5	1	0	0	1	0	0	0	0
|Sun	0	0	3	6	4	1	15	87	289	845	1248	1193	624	238	82	37	6	6	2	0	0	0	0	0	0	0	0	0
5 Day Ave.	0	2	8	14	13	25	65	228	628	1428	1987	1628	749	232	71	22	10	4	1	1	0	0	0	0	0	0	0	0
7 Day Ave.	0	1	8	13	10	18	51	185	540	1282	1807	1505	715	235	74	25	9	5	2	2	0	0	0	0	0	0	0	0
--	0	8	53	91	73	129	354	1298	3780	8971	12651	10534	5007	1646	520	174	63	32	11	11	3	0	0	1	0	0	0	0

Summary Graphs







Site 16 — 16779 / Fife
Location A909 west of Stenhouse Reservoir Access — May 2025
Direction East West — Automatic Traffic Count

16 — 16779 / Fife
A909 west of Stenhouse Reservoir Access — May 2025
East West — Automatic Traffic Count

Virtual Day (7)

Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
0000	16	0	15	0	1	0	0	0	0	0	0	0	0	2	13.0	1	5.2	0	0.0	50.8	58.9
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	1	10.5	0	1.8	0	0.0	50.8	-
0200	5	0	4	0	1	0	0	0	0	0	0	0	0	1	16.7	0	2.8	0	2.8	50	-
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	0	8.6	0	2.9	0	2.9	48.5	-
0400	6	0	5	0	1	0	0	0	0	0	0	0	0	0	7.5	0	0.0	0	0.0	49.3	-
0500	23	1	19	0	1	0	0	0	0	1	0	0	0	3	14.4	1	2.5	0	0.6	52.1	59.9
0600	76	1	68	0	6	0	0	0	0	0	0	0	0	10	13.6	2	3.0	1	1.1	53.1	59.5
0700	155	1	130	1	22	1	0	0	0	0	0	0	0	13	8.5	2	1.2	0	0.3	50.9	57.7
0800	207	2	180	2	21	0	2	0	0	1	1	0	0	16	7.5	2	1.1	1	0.3	50.2	57
0900	184	1	156	3	21	1	1	0	0	1	1	0	0	10	5.2	2	1.2	0	0.2	48.5	55.4
1000	211	3	183	1	19	1	1	0	0	1	1	0	0	8	3.7	1	0.7	0	0.1	47.8	54.1
1100	227	3	201	1	19	1	1	0	0	1	0	0	0	9	4.1	3	1.2	1	0.3	47.8	54.1
1200	260	3	235	1	17	1	1	0	0	0	1	0	0	11	4.2	1	0.6	0	0.2	47.5	54.2
1300	263	3	237	2	19	0	0	0	0	1	0	0	0	12	4.6	4	1.4	2	0.7	47.8	54.1
1400	268	4	236	1	24	0	1	0	1	0	0	0	0	12	4.6	4	1.4	2	0.6	47.6	54
1500	287	4	259	1	20	0	0	1	0	1	1	0	0	14	5.0	4	1.5	2	0.6	48.2	54.6
1600	315	3	281	1	27	1	1	0	0	0	1	0	0	16	5.0	3	0.9	1	0.3	48.7	54.9
1700	293	3	271	1	16	0	0	0	0	1	1	0	0	21	7.1	5	1.7	2	0.6	49.4	55.8
1800	222	3	207	2	8	0	0	0	0	0	0	0	0	18	8.3	4	1.9	1	0.6	49.6	57.3
1900	164	2	151	0	10	0	0	0	0	1	0	0	0	15	9.1	5	3.0	2	1.5	51	57.6
2000	115	2	107	0	6	0	0	0	0	0	0	0	0	14	12.1	5	4.7	2	1.4	51.4	58.8
2100	74	0	71	0	2	0	0	0	0	0	0	0	0	10	13.8	3	4.3	2	2.3	51.1	59.6
2200	43	0	41	0	2	0	0	0	0	0	0	0	0	5	10.6	1	1.7	0	1.0	50.3	57.7
2300	23	0	22	0	1	0	0	0	0	0	0	0	0	3	13.6	1	2.5	0	1.2	51.6	59.6
07-19	2891	34	2576	16	233	5	8	2	2	7	7	0	0	160	5.5	36	1.2	12	0.4	48.6	55.1
06-22	3320	38	2972	17	258	6	8	3	2	8	8	0	0	209	6.3	52	1.6	19	0.6	48.9	55.7
06-00	3386	38	3035	17	261	6	8	3	2	8	8	0	0	217	6.4	53	1.6	20	0.6	49	55.8
00-00	3449	39	3091	17	266	6	8	3	2	9	8	0	0	225	6.5	55	1.6	20	0.6	49	55.8

Virtual Day (7) — Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	2	2	4	4	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	1	4	4	5	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	2	5	19	22	17	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	1	2	7	18	38	52	25	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	1	2	8	32	59	61	28	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	1	15	40	54	44	19	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	1	4	14	46	71	46	19	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	1	0	0	0	1	2	21	55	69	50	19	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	6	22	66	77	55	21	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	1	3	21	66	91	48	21	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	1	0	1	4	23	68	87	49	22	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	1	2	22	70	90	62	24	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	1	2	17	69	103	76	30	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	3	15	60	86	77	31	14	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	3	1	2	11	40	63	53	30	12	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	1	6	23	51	40	28	8	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	1	5	17	33	27	19	6	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	2	2	13	22	16	9	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	5	6	9	11	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	1	3	7	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	3	1	1	5	10	34	195	630	889	672	291	103	33	12	7	2	2	2	0	0	0	0	0	0	0	0	0
06-22	0	3	2	1	5	11	38	211	687	1014	776	363	130	42	19	10	3	3	2	1	0	0	0	0	0	0	0	0
06-00	0	3	2	1	5	11	38	217	697	1030	792	374	135	44	19	10	4	3	2	1	0	0	0	0	0	0	0	0
00-00	0	3	2	1	5	11	39	221	707	1044	807	385	139	45	21	10	4	3	2	1	0	0	0	0	0	0	0	0

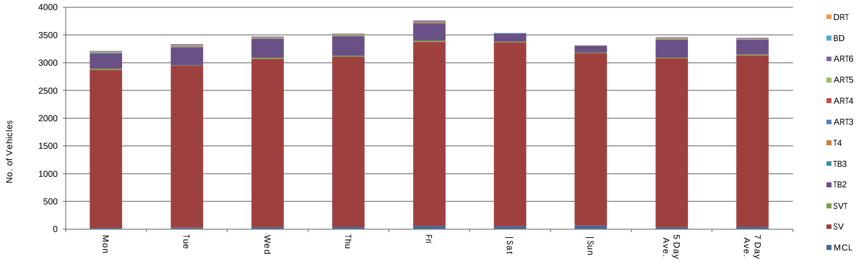
Virtual Week (1)

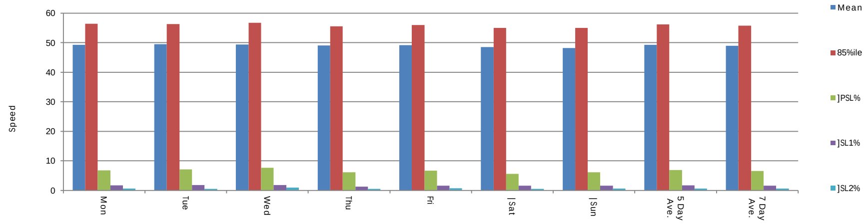
Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
Mon	3212	19	2855	18	276	8	10	4	2	10	10	0	0	217	6.8	52	1.6	17	0.5	49.3	56.4
Tue	3332	26	2919	8	321	7	15	3	5	16	12	0	0	235	7.1	60	1.8	17	0.5	49.5	56.3
Wed	3472	30	3041	21	339	5	6	4	2	15	9	0	0	265	7.6	61	1.8	30	0.9	49.4	56.7
Thu	3526	39	3068	22	349	7	7	3	4	14	13	0	0	215	6.1	45	1.3	16	0.5	49.1	55.6
Fri	3761	54	3323	20	312	8	16	4	2	9	13	0	0	248	6.6	60	1.6	24	0.6	49.2	56
|Sat	3536	46	3321	16	144	5	0	4	0	0	0	0	0	196	5.5	56	1.6	18	0.5	48.5	55
|Sun	3307	59	3111	12	121	0	3	1	0	0	0	0	0	200	6.0	50	1.5	18	0.5	48.2	55
5 Day Ave.	3461	34	3041	18	319	7	11	4	3	13	11	0	0	236	6.8	56	1.6	21	0.6	49.3	56.2
7 Day Ave.	3449	39	3091	17	266	6	8	3	2	9	8	0	0	225	6.5	55	1.6	20	0.6	49.0	55.8
--	24146	273	21638	117	1862	40	57	23	15	64	57	0	0	1576	6.5	384	1.6	140	0.6	49.0	55.8

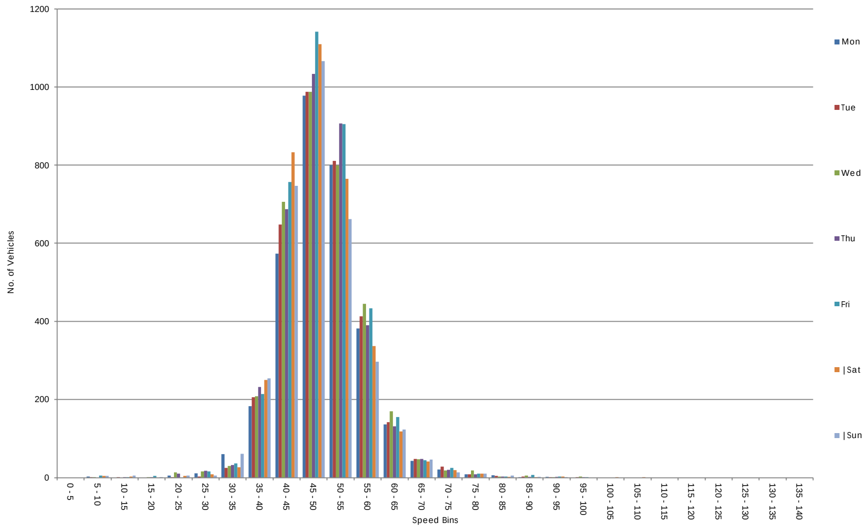
Virtual Week (1) — Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	3	0	0	5	11	60	183	573	978	800	382	136	43	21	8	6	1	2	0	0	0	0	0	0	0	0	0
Tue	0	1	1	0	1	3	25	206	648	988	811	413	142	48	28	8	4	3	1	1	0	0	0	0	0	0	0	0
Wed	0	1	0	1	13	16	30	208	706	988	799	445	170	47	18	18	3	5	1	3	0	0	0	0	0	0	0	0
Thu	0	0	1	1	10	17	32	232	687	1034	907	390	131	48	20	8	3	2	2	1	0	0	0	0	0	0	0	0
Fri	0	5	1	4	0	16	36	214	757	1142	905	433	155	44	25	10	3	7	3	1	0	0	0	0	0	0	0	0
|Sat	0	4	3	0	4	8	26	250	833	1110	765	337	118	41	19	10	2	1	3	0	1	1	0	0	0	0	0	0
|Sun	0	4	5	1	5	5	61	254	747	1066	662	297	123	46	13	10	5	2	1	0	0	0	0	0	0	0	0	0
5 Day Ave.	0	2	1	1	6	13	37	209	674	1026	844	413	147	46	22	10	4	4	2	1	0	0	0	0	0	0	0	0
7 Day Ave.	0	3	2	1	5	11	39	221	707	1044	807	385	139	45	21	10	4	3	2	1	0	0	0	0	0	0	0	0
--	0	18	11	7	38	76	270	1547	4951	7306	5649	2697	975	317	144	72	26	21	13	6	1	1	0	0	0	0	0	0

Summary Graphs







Site 17
Location A921 east of Otterston Loch Road
Direction East West

16779 / Fife
May 2025
Automatic Traffic Count

Site 17
Location A921 east of Otterston Loch Road
Direction East West

16779 / Fife
May 2025
Automatic Traffic Count

Virtual Day (7)

Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
0000	46	1	39	0	4	1	1	0	0	0	0	0	0	5	11.3	2	4.1	1	1.3	52	59.2
0100	25	1	21	0	2	0	1	0	0	0	0	0	0	3	11.3	1	4.0	0	0.6	51.7	59.1
0200	22	1	18	0	2	0	0	0	0	0	0	0	0	2	10.6	1	4.6	0	2.0	52.3	58.6
0300	25	1	21	0	2	0	0	0	0	0	0	0	0	3	13.2	1	5.2	0	0.0	51.3	58.9
0400	39	0	32	0	5	0	0	0	0	0	0	0	0	4	9.6	1	1.5	0	0.0	51.5	58.3
0500	105	1	90	0	11	1	0	0	0	0	0	0	0	10	9.9	2	2.3	1	0.8	51.5	57.6
0600	300	4	260	1	29	2	2	0	1	0	1	0	0	24	8.0	4	1.4	1	0.4	50.9	57.2
0700	507	7	424	1	64	4	3	0	1	0	0	0	0	19	3.8	3	0.5	1	0.1	48.3	54.2
0800	683	7	587	3	73	5	3	1	1	1	1	0	0	11	1.6	2	0.3	1	0.1	47	52.9
0900	688	7	603	4	60	6	3	0	1	1	1	0	0	10	1.5	2	0.2	1	0.1	46.3	52.1
1000	736	9	643	3	68	5	4	0	1	0	2	0	0	6	0.8	1	0.2	1	0.1	45.5	50.9
1100	839	11	754	4	58	5	3	1	1	0	1	0	0	7	0.8	2	0.2	1	0.1	44.5	50.4
1200	916	13	827	3	60	8	3	0	1	0	1	0	0	7	0.7	2	0.2	1	0.1	44.8	50.3
1300	903	13	817	4	57	5	5	1	1	1	1	0	0	5	0.6	1	0.2	0	0.0	44.6	50.3
1400	935	11	843	3	63	7	5	0	1	0	1	0	0	9	1.0	1	0.1	1	0.1	44.7	50.3
1500	969	14	870	6	65	7	4	1	1	0	1	0	0	8	0.8	1	0.1	1	0.1	44.8	51
1600	1050	14	957	7	63	5	3	0	0	0	0	0	0	12	1.1	2	0.2	0	0.0	45.4	51.8
1700	968	12	903	4	43	2	2	0	1	0	0	0	0	16	1.7	2	0.2	1	0.1	46.8	52.9
1800	744	13	693	3	30	3	1	0	0	0	0	0	0	16	2.1	2	0.3	1	0.1	47.3	53.5
1900	543	8	502	1	28	1	1	0	0	0	0	0	0	15	2.8	2	0.4	1	0.1	47.8	54.1
2000	357	7	324	1	22	1	1	0	0	0	0	0	0	18	5.0	4	1.2	2	0.7	48.7	55
2100	247	2	228	1	13	2	0	0	0	0	0	0	0	15	5.9	4	1.7	1	0.5	48.4	55.1
2200	148	2	134	0	9	2	1	0	0	0	0	0	0	11	7.7	3	1.8	0	0.3	49.2	56.3
2300	84	1	73	0	5	2	2	0	0	0	0	0	0	7	8.8	2	2.7	1	1.2	49.6	56.9
07-19	9939	133	8922	46	704	63	40	6	10	5	10	0	1	126	1.3	21	0.2	7	0.1	45.7	51.7
06-22	11386	154	10237	51	796	70	44	6	11	5	11	0	1	199	1.7	36	0.3	13	0.1	46.1	52.2
06-00	11618	157	10444	51	810	73	48	6	11	6	11	0	1	217	1.9	41	0.4	14	0.1	46.1	52.3
00-00	11879	162	10666	51	835	76	50	6	12	7	12	0	1	245	2.1	49	0.4	16	0.1	46.3	52.6

Virtual Day (7)

Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	2	6	10	13	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	1	3	7	6	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	1	2	6	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	1	4	7	6	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	1	5	11	11	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	1	0	0	3	10	29	33	18	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	1	1	12	40	85	91	46	17	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	1	0	1	6	30	102	182	119	46	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	1	2	2	2	1	5	55	175	238	145	46	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	1	1	3	9	63	212	234	119	35	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	1	1	3	4	15	75	239	255	109	27	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	1	7	2	7	8	23	105	275	268	110	26	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	1	3	5	7	16	125	317	294	113	28	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	1	4	1	3	8	19	121	321	279	116	27	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	1	1	2	4	24	150	323	280	113	29	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	1	1	3	5	31	164	302	279	139	37	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	2	4	11	29	148	297	322	172	54	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	1	1	2	3	16	87	247	329	203	62	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	1	1	2	11	61	194	235	165	59	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	1	3	9	41	124	179	119	52	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	1	3	26	75	114	85	35	12	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	1	3	22	53	76	54	23	8	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	2	10	30	42	35	17	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	6	17	23	20	10	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	3	19	17	33	56	205	1184	3002	3193	1623	476	92	19	8	3	2	1	1	0	0	0	0	0	0	0	0	0
06-22	0	3	19	17	34	61	222	1285	3295	3648	1973	631	140	32	14	5	4	2	1	0	0	0	0	0	0	0	0	0
06-00	0	3	19	17	35	61	224	1301	3342	3712	2029	657	151	36	16	5	5	2	1	0	0	0	0	0	0	0	0	0
00-00	0	3	19	17	35	61	225	1309	3372	3782	2105	703	166	44	19	6	5	3	1	0	0	0	0	0	0	0	0	0

Virtual Week (1)

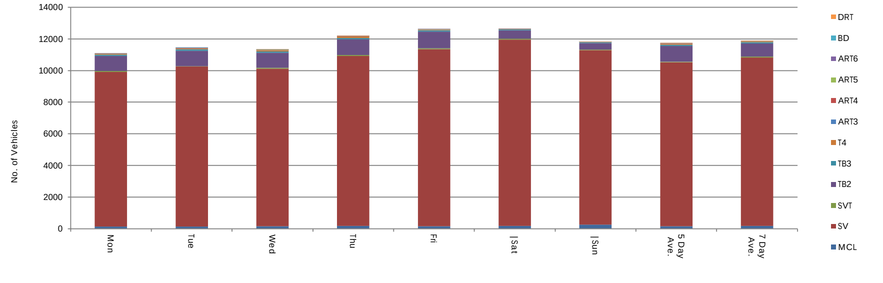
Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
Mon	11094	120	9797	47	949	80	51	8	19	9	14	0	0	213	1.9	38	0.3	8	0.1	46.8	52.9
Tue	11449	123	10122	36	962	103	56	6	18	9	13	1	0	239	2.1	37	0.3	17	0.1	46.7	52.6
Wed	11334	145	9968	57	954	80	83	10	15	7	13	1	1	244	2.2	38	0.3	13	0.1	46.6	52.8
Thu	12204	170	10761	45	1005	84	84	7	14	7	25	0	2	313	2.6	64	0.5	20	0.2	46.7	53
Fri	12624	154	11202	58	1046	81	46	6	12	10	9	0	0	270	2.1	49	0.4	15	0.1	46.4	52.7
|Sat	12628	167	11790	58	526	62	15	3	2	2	3	0	0	242	1.9	62	0.5	23	0.2	45.4	51.8
|Sun	11818	255	11024	57	405	41	18	3	2	3	7	1	2	195	1.7	54	0.5	16	0.1	45.3	51.6
5 Day Ave.	11741	142	10370	49	983	86	64	7	16	8	15	0	1	256	2.2	45	0.4	15	0.1	46.6	52.8
7 Day Ave.	11879	162	10666	51	835	76	50	6	12	7	12	0	1	245	2.1	49	0.4	16	0.1	46.3	52.6
--	83151	1134	74664	358	5847	531	353	43	82	47	84	3	5	1716	2.1	342	0.4	112	0.1	46.3	52.6

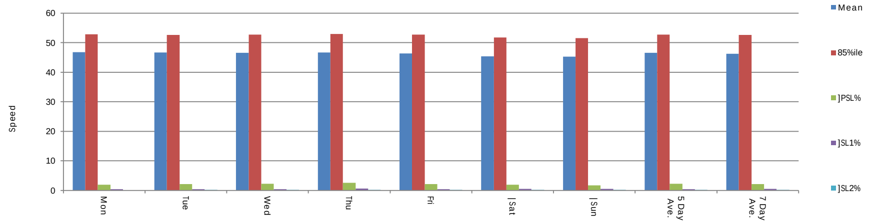
Virtual Week (1)

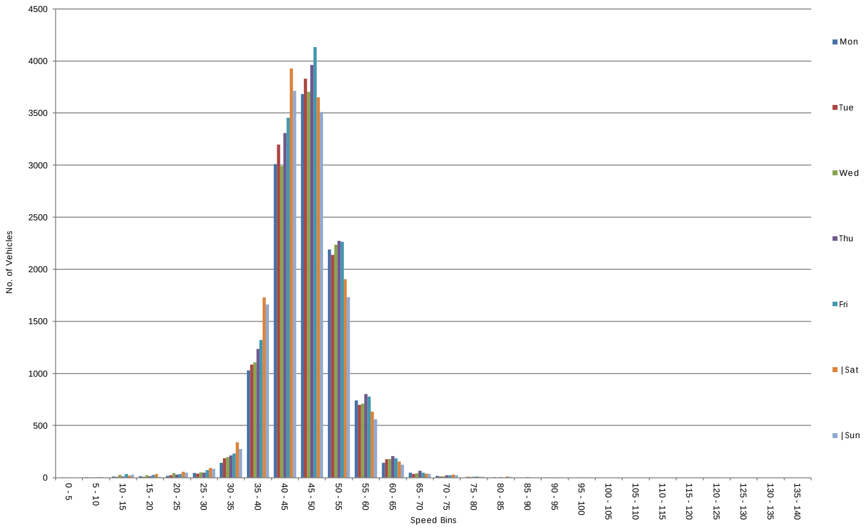
Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	4	10	12	17	44	141	1028	3011	3683	2189	742	143	47	15	2	2	3	1	0	0	0	0	0	0	0	0	0
Tue	1	2	6	8	23	37	186	1084	3197	3830	2137	699	177	35	10	8	5	2	2	0	0	0	0	0	0	0	0	0
Wed	0	2	24	22	44	51	196	1107	2992	3705	2237	710	179	39	13	6	3	2	2	0	0	0	0	0	0	0	0	0
Thu	0	3	10	13	27	48	213	1235	3307	3961	2273	801	205	66	22	8	4	5	1	1	0	0	0	0	1	0	0	0
Fri	0	4	33	26	35	70	232	1321	3456	4135	2265	777	184	48	23	9	2	3	0	1	0	0	0	0	0	0	0	0
|Sat	0	5	18	34	55	92	337	1728	3929	3653	1903	632	154	37	28	6	11	3	3	0	0	0	0	0	0	0	0	0
|Sun	0	3	29	6	47	85	273	1662	3714	3510	1733	561	123	34	22	6	8	1	0	0	1	0	0	0	0	0	0	0
5 Day Ave.	0	3	17	16	29	50	194	1155	3193	3863	2220	746	178	47	17	7	3	3	1	0	0	0	0	0	0	0	0	0
7 Day Ave.	0	3	19	17	35	61	225	1309	3372	3782	2105	703	166	44	19	6	5	3	1	0	0	0	0	0	0	0	0	0
--	1	23	130	121	248	427	1578	9165	23606	26477	14737	4922	1165	306	133	45	35	19	9	2	1	0	0	0	1	0	0	0

Summary Graphs







Virtual Day (7)

Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
0000	23	0	18	0	3	0	1	0	0	0	0	0	0	7	28.9	2	6.9	0	1.9	55.3	63.9
0100	12	0	9	0	1	0	1	0	0	0	0	0	0	3	27.7	1	8.4	0	2.4	56.3	63.8
0200	10	1	8	0	1	0	0	0	0	0	0	0	0	4	40.3	1	6.0	0	3.0	58.2	-
0300	10	0	8	0	1	0	0	0	0	1	0	0	0	3	31.4	1	5.7	0	1.4	54.7	-
0400	14	0	12	0	1	0	0	0	0	1	0	0	0	3	24.0	1	4.2	0	1.0	55.2	62.9
0500	54	1	46	0	6	0	0	0	0	0	1	0	0	16	29.9	4	7.7	1	1.1	56.6	64.3
0600	152	2	131	1	13	0	2	0	1	0	1	0	0	52	34.4	12	7.7	3	2.3	57.8	65
0700	276	4	227	1	40	0	2	0	0	0	1	0	0	53	19.3	10	3.7	2	0.7	54.8	61.4
0800	341	3	282	2	44	1	4	1	1	1	1	0	0	41	12.0	6	1.6	1	0.3	53.1	58.9
0900	289	4	242	1	33	1	4	0	1	2	1	0	0	31	10.6	5	1.7	1	0.4	52	58.5
1000	286	5	232	2	38	1	4	1	1	1	1	0	0	28	9.7	5	1.6	2	0.5	51.3	57.9
1100	315	7	266	2	33	0	3	1	1	1	1	0	0	26	8.4	4	1.2	1	0.4	50.9	57.3
1200	337	6	290	2	33	0	3	0	1	0	1	0	0	28	8.3	3	0.9	1	0.4	51.3	57.7
1300	363	7	314	2	32	0	4	1	1	1	1	0	0	35	9.5	6	1.7	2	0.6	51.6	58
1400	334	6	281	1	37	1	4	0	1	1	1	0	0	28	8.3	3	0.9	1	0.3	51.3	57.7
1500	373	6	321	2	37	1	4	1	1	1	1	0	0	37	9.9	6	1.5	2	0.6	51.7	58
1600	432	9	381	2	36	0	3	1	0	0	0	0	0	51	11.8	8	1.9	3	0.6	53.2	59.2
1700	414	6	381	1	24	0	1	0	0	0	1	0	0	55	13.2	10	2.3	3	0.7	53.3	59.6
1800	282	7	255	1	18	0	1	0	0	0	0	0	0	49	17.2	11	3.8	4	1.5	54	60.7
1900	183	5	162	0	13	0	0	0	0	0	1	0	0	40	22.1	8	4.1	2	1.0	54.8	61.6
2000	136	3	120	0	12	0	0	0	0	0	0	0	0	26	19.2	8	5.9	3	2.3	54.6	61.8
2100	96	1	88	0	6	0	0	0	0	0	0	0	0	18	18.4	4	4.5	2	1.8	53.9	61.1
2200	57	1	51	0	4	0	1	0	0	0	0	0	0	13	22.7	3	6.0	1	2.2	55.1	62.5
2300	37	0	31	0	4	0	2	0	0	0	0	0	0	7	18.3	2	5.3	0	1.1	53.8	61.3
07-19	4042	72	3474	18	404	7	37	6	8	8	8	0	0	460	11.4	76	1.9	23	0.6	52.4	58.8
06-22	4608	84	3975	19	447	8	40	7	8	9	10	0	0	597	13.0	108	2.3	33	0.7	52.7	59.4
06-00	4703	85	4057	19	455	8	43	7	8	9	11	0	0	616	13.1	113	2.4	35	0.7	52.8	59.4
00-00	4824	87	4157	20	468	8	46	7	9	10	11	0	0	653	13.5	122	2.5	36	0.8	52.9	59.5

Virtual Day (7)

Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	1	2	4	4	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	1	2	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	1	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	1	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	1	2	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	1	3	7	11	17	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	2	4	12	32	48	30	15	4	2	1	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	3	13	45	82	77	34	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	1	6	22	71	113	86	29	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	1	1	2	8	29	67	92	58	21	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	1	1	3	9	34	72	86	51	19	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	1	5	10	40	85	95	53	19	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	1	0	1	0	2	10	37	92	102	63	21	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	2	13	40	91	113	68	23	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	2	12	38	85	105	63	20	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	1	2	3	9	39	89	123	70	25	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	1	0	5	31	92	144	107	35	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	1	3	8	25	85	130	108	38	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	1	4	20	57	82	69	31	10	4	2	1	1	1	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	1	3	12	31	47	49	26	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	1	2	9	25	38	35	14	7	3	1	1	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	1	2	8	19	25	22	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	1	4	10	14	15	8	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	2	4	6	10	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	1	2	1	3	7	24	99	369	933	1268	875	314	93	31	12	5	3	1	0	0	0	0	0	0	0	0	0
06-22	0	1	2	1	3	7	26	108	402	1019	1411	1029	395	127	42	17	8	4	3	1	0	0	0	0	0	0	0	0
06-00	0	1	2	1	3	8	27	111	410	1036	1435	1053	406	131	45	18	8	4	3	1	0	0	0	0	0	0	0	0
00-00	0	1	2	1	3	8	27	114	417	1053	1458	1087	428	140	48	19	9	5	3	1	0	0	0	0	0	0	0	0

Virtual Week (1)

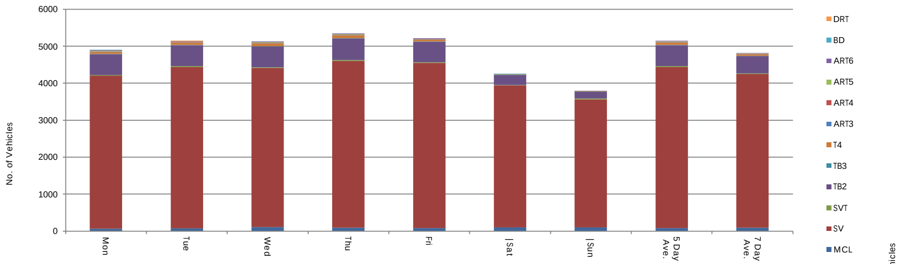
Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
Mon	4899	67	4137	21	559	12	46	8	17	16	15	1	0	707	14.4	130	2.7	29	0.6	53.3	59.8
Tue	5144	74	4365	24	562	8	65	8	13	10	13	1	1	730	14.2	129	2.5	39	0.8	52.9	59.7
Wed	5130	106	4303	24	562	10	72	12	9	14	18	0	0	664	12.9	132	2.6	44	0.9	52.9	59.4
Thu	5346	86	4520	20	582	9	82	5	11	18	13	0	0	730	13.7	125	2.3	39	0.7	53	59.6
Fri	5215	84	4464	20	557	10	47	8	7	8	10	0	0	717	13.8	132	2.5	39	0.7	52.7	59.5
|Sat	4248	100	3844	9	272	6	5	3	1	4	3	1	0	544	12.8	117	2.8	41	1.0	52.7	59.2
|Sun	3789	95	3468	21	185	2	3	3	3	3	6	0	0	477	12.6	87	2.3	24	0.6	52.5	59.1
5 Day Ave.	5147	83	4358	22	564	10	62	8	11	13	14	0	0	710	13.8	130	2.5	38	0.7	53.0	59.6
7 Day Ave.	4824	87	4157	20	468	8	46	7	9	10	11	0	0	653	13.5	122	2.5	36	0.8	52.9	59.5
--	33771	612	29101	139	3279	57	320	47	61	73	78	3	1	4569	13.5	852	2.5	255	0.8	52.9	59.5

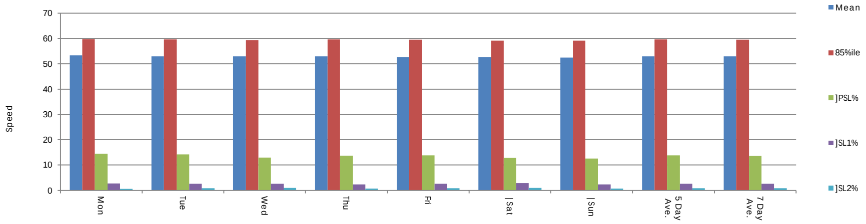
Virtual Week (1)

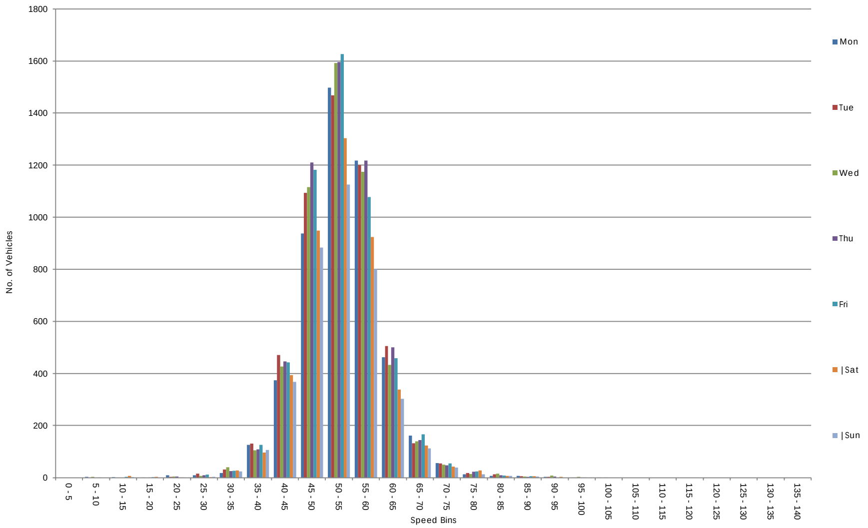
Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	3	2	0	9	9	18	125	374	937	1498	1217	462	161	55	12	6	6	3	1	1	0	0	0	0	0	0	0
Tue	0	1	0	1	3	15	31	131	471	1093	1468	1200	505	132	54	18	12	5	3	1	0	0	0	0	0	0	0	0
Wed	0	3	0	0	4	6	39	105	426	1116	1592	1175	432	139	49	14	15	4	7	3	1	0	0	0	0	0	0	0
Thu	0	0	0	1	4	9	25	108	446	1210	1596	1217	500	144	47	22	9	3	4	1	0	0	0	0	0	0	0	0
Fri	0	1	3	2	1	11	26	126	443	1182	1626	1077	458	166	54	24	8	5	1	1	0	0	0	0	0	0	0	0
|Sat	0	0	6	3	1	2	27	96	393	948	1304	924	338	123	42	27	6	5	3	0	0	0	0	0	0	0	0	0
|Sun	0	0	2	0	0	3	23	106	368	884	1125	801	303	112	38	13	6	4	0	1	0	0	0	0	0	0	0	0
5 Day Ave.	0	2	1	1	4	10	28	119	432	1108	1556	1177	471	148	52	18	10	5	4	1	0	0	0	0	0	0	0	0
7 Day Ave.	0	1	2	1	3	8	27	114	417	1053	1458	1087	428	140	48	19	9	5	3	1	0	0	0	0	0	0	0	0
--	0	8	13	7	22	55	189	797	2921	7370	10209	7611	2998	977	339	130	62	32	21	8	2	0	0	0	0	0	0	0

Summary Graphs







Site 5
Location Unclassified Road north of Camilla Drive
Direction North South

Virtual Day (7)

Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.3	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.6	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.1	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.4	-
0500	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.2	-
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.4	-
0700	16	1	12	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.7	34.2
0800	22	1	18	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.9	34.5
0900	19	1	16	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.7	33.4
1000	19	1	16	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28	32.2
1100	24	1	20	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.1	32.7
1200	18	1	16	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.8	34.8
1300	18	1	15	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.2	33.8
1400	18	1	16	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29	33.7
1500	23	0	20	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.7	33.8
1600	24	0	21	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30	34.3
1700	29	1	24	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.5	34.9
1800	21	0	20	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.8	34.8
1900	15	1	13	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.2	33.7
2000	11	0	11	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.3	34.2
2100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.1	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.1	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.2	-
07-19	251	7	215	1	27	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.3	33.9
06-22	290	8	251	1	30	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.3	33.9
06-00	296	8	256	1	30	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.3	34
00-00	301	9	260	1	31	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.3	33.9

Virtual Day (7) — Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	1	1	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	1	2	8	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	1	1	4	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	4	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	1	4	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	1	2	8	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	2	5	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	1	3	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	1	2	9	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	3	9	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	3	11	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	2	8	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	3	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	1	2	7	31	99	85	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	0	1	2	7	37	113	99	25	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	0	1	2	7	38	115	101	26	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	0	1	2	8	39	117	103	26	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

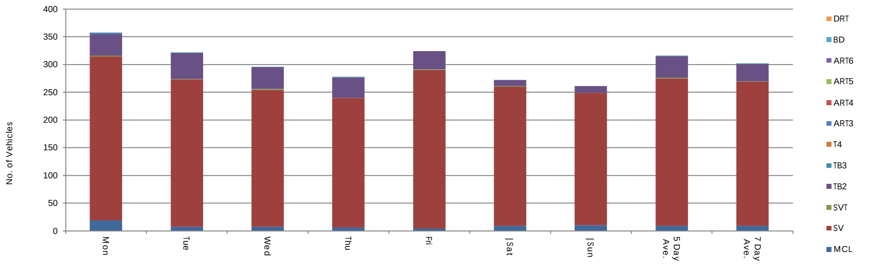
Virtual Week (1)

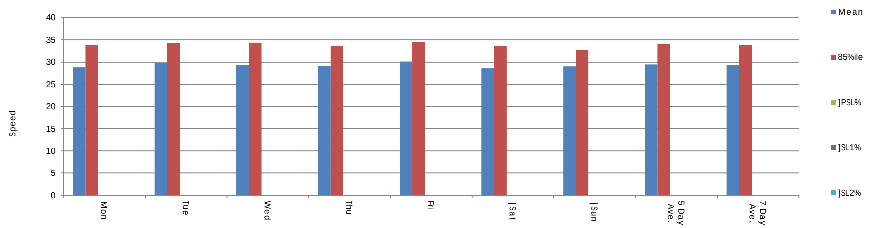
Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
Mon	357	19	296	1	39	1	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.8	33.8
Tue	322	7	266	1	47	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.8	34.3
Wed	296	7	247	2	39	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.4	34.4
Thu	278	6	234	0	37	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.2	33.6
Fri	324	4	286	1	33	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.1	34.5
|Sat	272	9	251	1	11	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.6	33.6
|Sun	261	10	239	0	12	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29	32.8
5 Day Ave.	315	9	266	1	39	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.5	34.1
7 Day Ave.	301	9	260	1	31	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.3	33.9
--	2110	62	1819	6	218	4	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.3	33.9

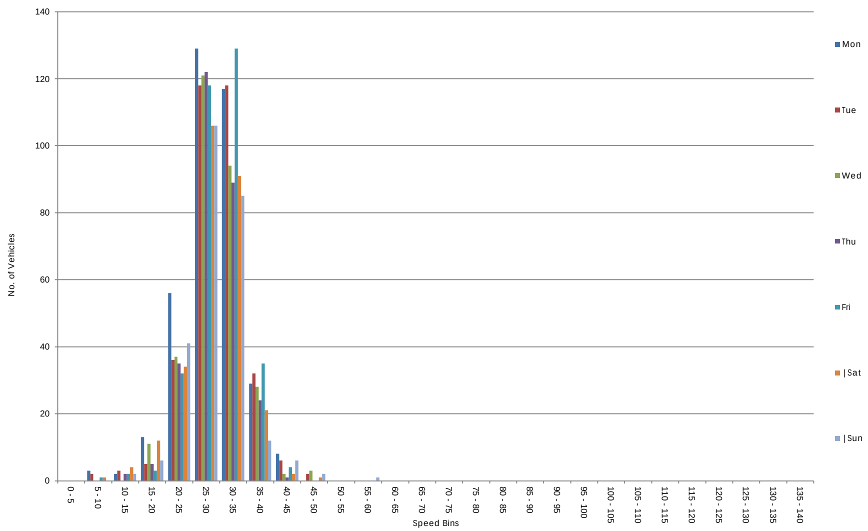
Virtual Week (1) — Speed Bins (mph)

Time	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	3	2	13	56	129	117	29	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	0	2	3	5	36	118	118	32	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	0	0	11	37	121	94	28	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	0	0	2	5	35	122	89	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	0	1	2	3	32	118	129	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	0	1	4	12	34	106	91	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	0	0	2	6	41	106	85	12	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	0	1	2	7	39	122	109	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	0	1	2	8	39	117	103	26	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	0	7	15	55	271	820	723	181	29	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs







Site number: 1157

Site details

Region	Scotland
Local authority	Fife
Road name	A909
Road classification	'A' road
Managed by	Local authority
Road type	Major
Start junction	B925
End junction	B9157
Link length	2.20km (1.37 miles)
Easting, northing	319500, 688200
Latitude, longitude	56.07980241, -3.29498200

Location

Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2024	Estimated using AADF from previous year on this link	4	26	3259	12	1070	335	4703

Site number: 80085

Site details

Region	Scotland
Local authority	Fife
Road name	A92
Road classification	'A' road
Managed by	Transport Scotland
Road type	Major
Start junction	M90
End junction	A909
Link length	3.40km (2.11 miles)
Easting, northing	314711, 689417
Latitude, longitude	56.08990307, -3.37229051

Location

Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2024	Estimated using AADF from previous year on this link	0	91	39276	152	9977	2495	51990

Site number: 80086

Site details

Region	Scotland
Local authority	Fife
Road name	A92
Road classification	'A' road
Managed by	Transport Scotland
Road type	Major
Start junction	A909
End junction	A910
Link length	9.00km (5.59 miles)
Easting, northing	321929, 693564
Latitude, longitude	56.12838605, -3.25753668

Location

Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2024	Estimated using AADF from previous year on this link	0	105	36270	158	8192	3738	48463

Site number: 89272

Site details

Region	Scotland
Local authority	Perth & Kinross
Road name	M90
Road classification	Motorway
Managed by	Transport Scotland
Road type	Major
Start junction	5
End junction	6
Link length	6.00km (3.73 miles)
Easting, northing	311987, 700621
Latitude, longitude	56.19003814, -3.41975922

Location

Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2024	Estimated using AADF from previous year on	0	75	22547	88	5423	2890	31023

Site number: 74409

Site details

Region	Scotland
Local authority	Perth & Kinross
Road name	M90
Road classification	Motorway
Managed by	Transport Scotland
Road type	Major
Start junction	LA boundary
End junction	5
Link length	3.00km (1.86 miles)
Easting, northing	313360, 696500
Latitude, longitude	56.15327680, -3.39629900

Location

Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2024	Dependent on an automatic counter on a neighbouring	0	82	22311	423	7595	2466	32877

Appendix D – Construction Traffic Forecast

[redacted]

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Report Suspicious

[redacted]

Converter

- 2027/29 – 18 months to 2 years – Platform Civils (Earthworks, Access, and Drainage as per above package)
    - Assumption: up to 80 HGVs/day
    - Assumption: up to 100 LGVs/day

- 2029-2033 – 3 to 4 years – Converter Works
    - Assumption: up to 40 HGVs/day
    - Assumption: up to 300 LGVs/day (would ramp up from 100 - 300 between 2029 and end of 2031)

Cable

For the cable works it's estimated that the cable route will be accessed from seven local roads. For each of these local roads the length of route accessed will vary and therefore the total vehicles and durations will vary but I'd estimate the following:

- 2029-2033 - 3 to 4 years
    - Assumption: up to 30 HGVs/day (peak) with up to 10 HGVs/day average
    - Assumption: up to 30 LGVs/day

These numbers would be focused on the following local roads:

- **A921 Kinghorn Road (south)**- approx. 6 months (not accounting for landfall HDD which may happen over multiple ecological windows and therefore take longer)
- **A921 Kinghorn Road (north)**- approx. 6 months
- **B9157 (south)** - approx. 12 months
- **B9157 (north)** - approx. 12-18 months
- **B925 (south)** - approx. 6 months
- **B925 (north)** - approx. 6 months

- **Clentrie Windfarm Road** - approx. 6-12 months
- **C48 (Muirhead Quarry) (South)** - 12-18 months
- **C48 (Muirhead Quarry) (North)** - 6 months (across two junctions)
- **B981 (South)** - 12-18 months
- **B981 (North)** - 6 months
- **B9097** - 18-24 months

The timescales above are estimated based on 6 months / km.

I've attached the CAD file showing the bellmouth locations and types.

Current assumptions around the transformer are shown below:

3.3.3 Transformer delivery vehicle

The transformer delivery vehicle is assumed to comprise of a specialist girder frame trailer, capable of conveying a load of up to 300t. This will be manoeuvred by two tractor units. Self-Propelled Modular Transporters (SPMTs) may be used as an alternative within the construction sites to improve manoeuvrability. Until the haulage contractor has been appointed however, the most onerous case has been assumed.

Exact transformer specifications are unconfirmed at this stage, but the assumed dimensions and weight are as follows:

- Transformer size: ~12m x 5m x 5m (LxWxH)
- Transformer mass: ~300,000kg
- Overall vehicle length: 74.7m x 5.3m x 3.4m

The assumed girder frame trailer comprises a 12-axle trailer and two tractor units with overall length of 74m. An indicative arrangement and dimensions are provided in Figure 4.

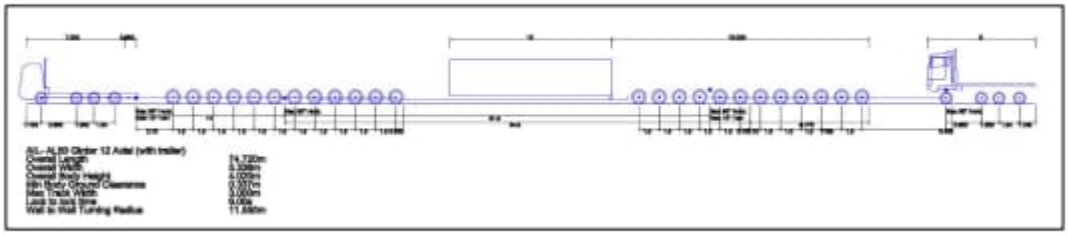

Figure 4 - Transformer delivery vehicle - Dimensions

Appendix E – Baseline Traffic Data

To provide an appropriate baseline against which to compare forecast construction traffic flows, it has been necessary to apply a growth factor to the 2025 baseline data to arrive at anticipated baseline flows during the peak construction year of 2029. To obtain this, the Trip End Model Presentation Program (TEMPro) version 8.1 has been used. The software uses National Trip End Model (NTEM) data to forecast the increase in traffic flows between the two years, in this case between 2025 and 2029. Analysis of NTEM data can be made by:

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

For the Proposed Development, the following details have been applied to obtain the two growth factors needed:

- Dataset version – 80;
- Dataset scenario – Regional;
- Result type – Trip ends by time period;
- Base year – 2025;
- Future year – 2029;
- Trip Purpose Group – All purposes;
- Time Period – Weekday AM peak period;
- Trip End Type – Origin / Destination;
- Area Description – Fife; and
- Mode – Car Driver.

The resulting output from the TEMPro calculations was that a growth factor of 1.034 is applied to 2025 data to achieve a baseline traffic flow level for 2029 for the peak construction period.

IEMA Guidelines Environmental Assessment of Traffic & Movement - Traffic Data & Rules

Study Area Roads				Daily Traffic (24hr)							Development Traffic						Forecast Daily Traffic						IEMA Rules
Road	Between		Data Source	Surveyed			Baseline		Growth 1.034	Average Speed (mph)	Daily			Hourly		Hours 10	Total (Baseline + Development)			Percentage Increase			IEMA
				Car / LGV	HGV	Total	Car / LGV	HGV	Total		Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total	
M90 north	M90 (Junction 5)	M90 (Junction 6)	DfT Survey	28133	2890	31,023	29,090	2,988	32,078	70.0	300	80	380	30	8	38	29,390	3,068	32,458	1%	3%	1%	No
M90 south	M90 (Junction 5)	M90 (Junction 4)	DfT Survey	30411	2466	32,877	31,445	2,550	33,995	70.0	300	80	380	30	8	38	31,745	2,630	34,375	1%	3%	1%	No
B9097 Loch Leven	M90 (Junction 5)	B9097 / B920 junction (Kirkness Livery Yard)	AECOM Survey	4492	115	4,607	4,645	119	4,764	44.1	600	160	760	60	16	76	5,245	279	5,524	13%	135%	16%	Yes
B9097 Ballingry	B9097 / B920 junction (Kirkness Livery Yard)	B9097 / B921 junction	AECOM Survey	2938	92	3,030	3,038	95	3,133	57.1	600	160	760	60	16	76	3,638	255	3,893	20%	168%	24%	Yes
B921 / B981 Auchterderran	B9097 / B921 junction	B981 / Pitcairn Road junction	AECOM Survey	5251	114	5,365	5,430	118	5,547	47.5	60	0	60	6	0	6	5,490	118	5,607	1%	0%	1%	No
B981 Lochgelly	B981 / Pitcairn Road junction	B981 / B9149 Roundabout	AECOM Survey	5251	114	5,365	5,430	118	5,547	47.5	60	60	120	6	6	12	5,490	178	5,667	1%	51%	2%	Yes
B9149 Lochgelly	B981 / B9149 Roundabout	B9149 / A92 junction	AECOM Survey	13745	301	14,046	14,212	311	14,524	37.2	60	60	120	6	6	12	14,272	371	14,644	0%	19%	1%	No
U019 Lochgelly	B981 / U019 junction	B9149 / U019 Roundabout	AECOM Survey	1117	161	1,278	1,155	166	1,321	24.0	60	60	120	6	6	12	1,215	226	1,441	5%	36%	9%	Yes
C48 Loch Gelly	B9149 / A92 junction	C48 Loch Gelly / C2 Dundonald junction	AECOM Survey	2382	16	2,398	2,463	17	2,480	49.3	60	60	120	6	6	12	2,523	77	2,600	2%	363%	5%	Yes
A92 Crossgates	A92 at Crossgates	A92 Cowdenbeath junction	DfT Survey	49495	2495	51,990	51,178	2,580	53,758	70.0	60	120	180	6	12	18	51,238	2,700	53,938	0%	5%	0%	No
A92 Lochgelly	A92 Cowdenbeath junction	A92 Chapel junction	DfT Survey	44725	3738	48,463	46,246	3,865	50,111	70.0	60	120	180	6	12	18	46,306	3,985	50,291	0%	3%	0%	No
U033 Auchtertool	U033 Auchtertool / C48 Loch Gelly junciton	U033 / B925 Auchtertool junction	AECOM Survey	315	1	316	326	1	327	60.0	60	60	120	6	6	12	386	61	447	18%	5803%	37%	Yes
A909 Mossmorran	A92 / A909 Bridge Street junction	A909 / B925 Roundabout	AECOM Survey	6746	370	7,116	6,975	383	7,358	52.7	60	60	120	6	6	12	7,035	443	7,478	1%	16%	2%	No
A909 Goathill Quarry	A909 / B925 Roundabout	A909 / B9157 junction	DfT Survey	4368	335	4,703	4,517	346	4,863	60.0	60	60	120	6	6	12	4,577	406	4,983	1%	17%	2%	No
B925 Auchtertool	A909 / B925 Roundabout	B925 Boglily Road / U034 Lambert's Mill	AECOM Survey	1672	10	1,682	1,729	10	1,739	45.2	60	60	120	6	6	12	1,789	70	1,859	3%	580%	7%	Yes
A921 Dalgety Bay	M90 (Junction 1C)	A921 / B9157 Roundabout	AECOM Survey	11544	197	11,741	11,936	204	12,140	46.6	0	60	60	0	6	6	11,936	264	12,200	0%	29%	0%	No
B9157 Aberdour	A921 / B9157 Roundabout	A909 / B9157 junction	AECOM Survey	5027	118	5,145	5,198	122	5,320	53.0	0	60	60	0	6	6	5,198	182	5,380	0%	49%	1%	Yes
B9157 Invertiel	A909 / B9157 junction	B9157 Invertiel Road / A921 Kinghorn Road junction	AECOM Survey	4182	85	4,267	4,324	88	4,412	49.6	60	60	120	6	6	12	4,384	148	4,532	1%	68%	3%	Yes
A921 Kinghorn	B9157 Invertiel Road / A921 Kinghorn Road junction	A921 Kinghorn Road / B923 Orchard Terrace Junction	AECOM Survey	8788	81	8,869	9,087	84	9,171	35.6	60	60	120	6	6	12	9,147	144	9,291	1%	72%	1%	Yes

Appendix F - Fear and Intimidation on and by Road Users Data Assessment

Traffic data collected via ATC in May 2025 and DfT data was used as the baseline to provide a robust fear and intimidation assessment as higher vehicle numbers could result in higher levels of fear and intimidation being experienced on road links. The results of the fear and intimidation magnitude of change assessment for the Proposed Development are included at the end of this Appendix and are summarised in Table 1 1.

Table 1-1: Fear and Intimidation Magnitude of Change Assessment Summary - Proposed Development

Road Link	Magnitude of Change Proposed Development
M90 north	Negligible
M90 south	Low
B9097 Loch Leven	Negligible
B9097 Ballingry	Negligible
B921 / B981 Auchterderran	Negligible
B981 Lochgelly	Negligible
B9149 Lochgelly	Negligible
U019 Lochgelly	Negligible
C48 Loch Gelly	Negligible
A92 Crossgates	Negligible
A92 Lochgelly	Negligible
U033 Auchtertool	Negligible
A909 Mossmorran	Negligible
A909 Goathill Quarry	Negligible
B925 Auchtertool	Negligible
A921 Dalgety Bay	Negligible
B9157 Aberdour	Negligible
B9157 Invertiel	Negligible
A921 Kinghorn	Negligible

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation

Study Area Roads Existing Traffic

Existing Fear and Intimidation Level

Road	Between		18-Hour Average Traffic (Veh/s / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Veh/s / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
B9097 Loch Leven	M90 (Junction 5)	B9097 / B920 junction (Kirkness Livery Yard)	236	86	44	<600	<1,000	40+	30	Moderate
						0	0	30		
B9097 Ballingry	B9097 / B920 junction (Kirkness Livery Yard)	B9097 / B921 junction	152	74	57	<600	<1,000	40+	30	Moderate
						0	0	30		
B981 Lochgelly	B981 / Pitcairn Road junction	B981 / B9149 Roundabout	265	85	48	<600	<1,000	40+	30	Moderate
						0	0	30		
B9149 Lochgelly	B981 / B9149 Roundabout	B9149 / A92 junction	715	228	37	600-1,200	<1,000	30-40	30	Moderate
						10	0	20		
U019 Lochgelly	B981 / U019 junction	B9149 / U019 Roundabout	63	124	24	<600	<1,000	20-30	10	Small
						0	0	10		
C48 Loch Gelly	B9149 / A92 junction	C48 Loch Gelly / C2 Dundonald junction	118	11	49	<600	<1,000	40+	30	Moderate
						0	0	30		
A92 Crossgates	A92 at Crossgates	A92 Cowdenbeath junction	2,824	2,439	70	1,800+	2,000-3,000	40+	80	Extreme
						30	20	30		
A92 Lochgelly	A92 Cowdenbeath junction	A92 Chapel junction	2,632	3,654	70	1,800+	3,000+	40+	90	Extreme
						30	30	30		
U033 Auchtertool	U033 Auchtertool / C48 Loch Gelly junciton	U033 / B925 Auchtertool junction	16	1	60	<600	<1,000	40+	30	Moderate
						0	0	30		
A909 Mossmorran	A92 / A909 Bridge Street junction	A909 / B925 Roundabout	351	265	53	<600	<1,000	40+	30	Moderate
						0	0	30		
A909 Goathill Quarry	A909 / B925 Roundabout	A909 / B9157 junction	255	328	60	<600	<1,000	40+	30	Moderate
						0	0	30		
B925 Auchtertool	A909 / B925 Roundabout	B925 Boglily Road / U034 Lambert's Mill	87	8	45	<600	<1,000	40+	30	Moderate
						0	0	30		
A921 Dalgety Bay	M90 (Junction 1C)	A921 / B9157 Roundabout	645	156	47	600-1,200	<1,000	40+	40	Moderate
						10	0	30		
B9157 Aberdour	A921 / B9157 Roundabout	A909 / B9157 junction	261	86	53	<600	<1,000	40+	30	Moderate
						0	0	30		
B9157 Invertiel	A909 / B9157 junction	B9157 Invertiel Road / A921 Kinghorn Road junction	212	58	50	<600	<1,000	40+	30	Moderate
						0	0	30		
A921 Kinghorn	B9157 Invertiel Road / A921 Kinghorn Road junction	A921 Kinghorn Road / B923 Orchard Terrace Junction	468	63	36	<600	<1,000	30-40	20	Small
						0	0	20		
B921 / B981 Auchterderran	B9097 / B921 junction	B981 / Pitcairn Road junction	265	85	48	<600	<1,000	40+	30	Moderate
						0	0	30		
M90 north	M90 (Junction 5)	M90 (Junction 6)	1,685	2,825	70	1,200-1,800	2,000-3,000	40+	70	Great
						20	20	30		
M90 south	M90 (Junction 5)	M90 (Junction 4)	1,786	2,411	70	1,200-1,800	2,000-3,000	40+	70	Great
						20	20	30		

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation

Study Area Roads Existing Traffic + Development Traffic

Forecast Fear and Intimidation Level

Road	18-Hour Average Traffic (Veh/s / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Veh/s / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
B9097 Loch Leven	312	246	44	<600	<1,000	40+	30	Moderate
				0	0	30		
B9097 Ballingry	164	134	57	<600	<1,000	40+	30	Moderate
				0	0	30		
B981 Lochgelly	277	145	48	<600	<1,000	40+	30	Moderate
				0	0	30		
B9149 Lochgelly	727	288	37	600-1,200	<1,000	30-40	30	Moderate
				10	0	20		
U019 Lochgelly	75	184	24	<600	<1,000	20-30	10	Small
				0	0	10		
C48 Loch Gelly	130	71	49	<600	<1,000	40+	30	Moderate
				0	0	30		
A92 Crossgates	2,842	2,559	70	1,800+	2,000-3,000	40+	80	Extreme
				30	20	30		
A92 Lochgelly	2,650	3,774	70	1,800+	3,000+	40+	90	Extreme
				30	30	30		
U033 Auchtertool	28	61	60	<600	<1,000	40+	30	Moderate
				0	0	30		
A909 Mossmorran	363	325	53	<600	<1,000	40+	30	Moderate
				0	0	30		
A909 Goathill Quarry	267	388	60	<600	<1,000	40+	30	Moderate
				0	0	30		
B925 Auchtertool	99	68	45	<600	<1,000	40+	30	Moderate
				0	0	30		
A921 Dalgety Bay	651	216	47	600-1,200	<1,000	40+	40	Moderate
				10	0	30		
B9157 Aberdour	267	146	53	<600	<1,000	40+	30	Moderate
				0	0	30		
B9157 Invertiel	224	118	50	<600	<1,000	40+	30	Moderate
				0	0	30		
A921 Kinghorn	480	123	36	<600	<1,000	30-40	20	Small
				0	0	20		
B921 / B981 Auchterderran	277	145	48	<600	<1,000	40+	30	Moderate
				0	0	30		
M90 north	1,723	2,905	70	1,200-1,800	2,000-3,000	40+	70	Great
				20	20	30		
M90 south	1,824	2,491	70	1,800+	2,000-3,000	40+	80	Extreme
				30	20	30		

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change

Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
B9097 Loch Leven	Moderate	Moderate	0	76	160	FALSE	Negligible
B9097 Ballingry	Moderate	Moderate	0	12	60	FALSE	Negligible
B981 Lochgelly	Moderate	Moderate	0	12	60	FALSE	Negligible
B9149 Lochgelly	Moderate	Moderate	0	12	60	FALSE	Negligible
U019 Lochgelly	Small	Small	0	12	60	FALSE	Negligible
C48 Loch Gelly	Moderate	Moderate	0	12	60	FALSE	Negligible
A92 Crossgates	Extreme	Extreme	0	18	120	FALSE	Negligible
A92 Lochgelly	Extreme	Extreme	0	18	120	FALSE	Negligible
U033 Auchtertool	Moderate	Moderate	0	12	60	FALSE	Negligible
A909 Mossmorran	Moderate	Moderate	0	12	60	FALSE	Negligible
A909 Goathill Quarry	Moderate	Moderate	0	12	60	FALSE	Negligible
B925 Auchtertool	Moderate	Moderate	0	12	60	FALSE	Negligible
A921 Dalgety Bay	Moderate	Moderate	0	6	60	FALSE	Negligible
B9157 Aberdour	Moderate	Moderate	0	6	60	FALSE	Negligible
B9157 Invertiel	Moderate	Moderate	0	12	60	FALSE	Negligible
A921 Kinghorn	Small	Small	0	12	60	FALSE	Negligible
B921 / B981 Auchterderran	Moderate	Moderate	0	12	60	FALSE	Negligible
M90 north	Great	Great	0	38	80	FALSE	Negligible
M90 south	Great	Extreme	1	38	80	FALSE	Low

Appendix G – Accident Severity Assessment

The calculation for forecasting increases in road traffic accidents during the construction period of the Proposed Development has been based on 2025 traffic survey data and DfT traffic count data and accident history gathered from Police Scotland and CrashMap. 2025 traffic survey data and DfT traffic count data have been used to calculate a 'total annual vehicle kilometres' for each link in the study area. The Police Scotland and CrashMap data for each link has then been used to derive a 'vehicle accident rate' for each link for 'slight,' 'serious' and 'fatal' accident severities. This rate is then applied to the increased vehicle kilometres generated because of the construction of the Proposed Development to arrive at a forecast for additional vehicle accidents.

Table 1 2 the forecasts additional annual road traffic accidents during the construction period of the Proposed Development.

Table 1-2: Forecast Road Accidents on Study Area Roads - Proposed Development

Road Link	Recorded 2020-2023			The Proposed Development (Annual)		
	Slight	Serious	Fatal	Slight	Serious	Fatal
M90 north	3	3	0	0.0	0.0	0.0
M90 south	1	1	1	0.0	0.0	0.0
B9097 Loch Leven	2	1	0	0.2	0.1	0.0
B9097 Ballingry	0	1	0	0.0	0.0	0.0
B921 / B981 Auchterderran	1	1	0	0.0	0.0	0.0
B981 Lochgelly	2	1	0	0.0	0.0	0.0
B9149 Lochgelly	3	0	0	0.0	0.0	0.0
U019 Lochgelly	0	0	0	0.0	0.0	0.0
C48 Loch Gelly	1	1	0	0.0	0.0	0.0
A92 Crossgates	4	6	1	0.0	0.0	0.0
A92 Lochgelly	13	7	1	0.0	0.0	0.0

U033 Auchtertool	0	0	0	0.0	0.0	0.0
A909 Mossmorran	6	3	0	0.1	0.1	0.0
A909 Goathill Quarry	0	0	0	0.0	0.0	0.0
B925 Auchtertool	3	0	0	0.1	0.0	0.0
A921 Dalgety Bay	3	3	1	0.0	0.0	0.0
B9157 Aberdour	3	1	0	0.0	0.0	0.0
B9157 Invertiel	5	4	0	0.0	0.0	0.0
A921 Kinghorn	2	0	0	0.0	0.0	0.0

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents				
Road	Between		Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injusy Accidents		
						Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal
B9097 Loch Leven	M90 (Junction 5)	B9097 / B920 junction (Kirkness Livery Yard)	7	6,954,911	45,902,416	2	1	0	4.357E-02	2.179E-02	0.000E+00	802,560	5,296,896	0.2	0.1	0.0
B9097 Ballingry	B9097 / B920 junction (Kirkness Livery Yard)	B9097 / B921 junction	4	4,574,209	17,153,285	0	1	0	0.000E+00	5.830E-02	0.000E+00	802,560	3,009,600	0.0	0.2	0.0
B921 / B981 Auchterderran	B9097 / B921 junction	B981 / Pitcairn Road junction	3	8,099,219	24,297,656	1	1	0	4.116E-02	4.116E-02	0.000E+00	63,360	190,080	0.0	0.0	0.0
B981 Lochgelly	B981 / Pitcairn Road junction	B981 / B9149 Roundabout	2	8,099,219	16,198,437	2	1	0	1.235E-01	6.173E-02	0.000E+00	126,720	253,440	0.0	0.0	0.0
B9149 Lochgelly	B981 / B9149 Roundabout	B9149 / A92 junction	1	21,204,403	21,204,403	3	0	0	1.415E-01	0.000E+00	0.000E+00	63,360	63,360	0.0	0.0	0.0
U019 Lochgelly	B981 / U019 junction	B9149 / U019 Roundabout	2	1,929,320	3,858,640	0	0	0	0.000E+00	0.000E+00	0.000E+00	126,720	253,440	0.0	0.0	0.0
C48 Loch Gelly	B9149 / A92 junction	C48 Loch Gelly / C2 Dundonald junction	2	3,620,117	5,611,181	1	1	0	1.782E-01	1.782E-01	0.000E+00	126,720	196,416	0.0	0.0	0.0
A92 Crossgates	A92 at Crossgates	A92 Cowdenbeath junction	4	78,486,184	313,944,734	4	6	1	1.274E-02	1.911E-02	3.185E-03	126,720	506,880	0.0	0.0	0.0
A92 Lochgelly	A92 Cowdenbeath junction	A92 Chapel junction	9	73,161,683	658,455,150	13	7	1	1.974E-02	1.063E-02	1.519E-03	126,720	1,140,480	0.0	0.0	0.0
U033 Auchtertool*	U033 Auchtertool / C48 Loch Gelly junciton	U033 / B925 Auchtertool junction	3	247,581	742,743	0	0	0	0.000E+00	0.000E+00	0.000E+00	190,080	570,240	0.0	0.0	0.0
A909 Mossmorran	A92 / A909 Bridge Street junction	A909 / B925 Roundabout	2	10,742,598	21,485,196	6	3	0	2.793E-01	1.396E-01	0.000E+00	190,080	380,160	0.1	0.1	0.0
A909 Goathill Quarry	A909 / B925 Roundabout	A909 / B9157 junction	2	7,099,837	15,619,641	0	0	0	0.000E+00	0.000E+00	0.000E+00	126,720	278,784	0.0	0.0	0.0
B925 Auchtertool	A909 / B925 Roundabout	B925 Boglily Road / U034 Lambert's Mill	5	2,539,214	12,696,072	3	0	0	2.363E-01	0.000E+00	0.000E+00	126,720	633,600	0.1	0.0	0.0
A921 Dalgety Bay	M90 (Junction 1C)	A921 / B9157 Roundabout	6	17,724,683	106,348,099	3	3	1	2.821E-02	2.821E-02	9.403E-03	126,720	760,320	0.0	0.0	0.0
B9157 Aberdour	A921 / B9157 Roundabout	A909 / B9157 junction	4	7,767,098	31,068,391	3	1	0	9.656E-02	3.219E-02	0.000E+00	126,720	506,880	0.0	0.0	0.0
B9157 Invertiel	A909 / B9157 junction	B9157 Invertiel Road / A921 Kinghorn Road junction	8	6,441,634	51,533,071	5	4	0	9.703E-02	7.762E-02	0.000E+00	63,360	506,880	0.0	0.0	0.0
A921 Kinghorn	B9157 Invertiel Road / A921 Kinghorn Road junction	A921 Kinghorn Road / B923 Orchard Terrace Junction	3	13,388,997	40,166,991	2	0	0	4.979E-02	0.000E+00	0.000E+00	63,360	190,080	0.0	0.0	0.0
M90 north	M90 (Junction 5)	M90 (Junction 6)	5	46,833,880	234,169,400	3	3	0	1.281E-02	1.281E-02	0.000E+00	63,360	316,800	0.0	0.0	0.0
M90 south	M90 (Junction 5)	M90 (Junction 4)	5	49,632,700	248,163,500	1	1	1	4.030E-03	4.030E-03	4.030E-03	126,720	633,600	0.0	0.0	0.0

Road	Average Daily Traffic	Days Per Year	Traffic per Annum	Recorded Accident Period (Years)	Total Traffic for Accident Period
B9097 Loch Leven	4,764	365	1,738,728	4	6,954,911
B9097 Ballingry	3,133	365	1,143,552	4	4,574,209
B921 / B981 Auchterderran	5,547	365	2,024,805	4	8,099,219
B981 Lochgelly	5,547	365	2,024,805	4	8,099,219
B9149 Lochgelly	14,524	365	5,301,101	4	21,204,403
U019 Lochgelly	1,321	365	482,330	4	1,929,320
C48 Loch Gelly	2,480	365	905,029	4	3,620,117
A92 Crossgates	53,758	365	19,621,546	4	78,486,184
A92 Lochgelly	50,111	365	18,290,421	4	73,161,683
U033 Auchtertool*	327	365	119,262	4	477,046
A909 Mossmorran	7,358	365	2,685,650	4	10,742,598
A909 Goathill Quarry	4,863	365	1,774,959	4	7,099,837
B925 Auchtertool	1,739	365	634,804	4	2,539,214
A921 Dalgety Bay	12,140	365	4,431,171	4	17,724,683
B9157 Aberdour	5,320	365	1,941,774	4	7,767,098
B9157 Invertiel	4,412	365	1,610,408	4	6,441,634
A921 Kinghorn	9,171	365	3,347,249	4	13,388,997
M90 north	32,078	365	11,708,470	4	46,833,880
M90 south	33,995	365	12,408,175	4	49,632,700

Number of Stdy Area Roads	19

Road	Average Daily Traffic	Days Per Year	Traffic per Annum	Recorded Accident Period (Years)	Total Development Traffic for Accident Period
B9097 Loch Leven	760	264	200,640	4	802,560
B9097 Ballingry	760	264	200,640	4	802,560
B921 / B981 Auchterderran	60	264	15,840	4	63,360
B981 Lochgelly	120	264	31,680	4	126,720
B9149 Lochgelly	120	264	31,680	4	126,720
U019 Lochgelly	120	264	31,680	4	126,720
C48 Loch Gelly	120	264	31,680	4	126,720
A92 Crossgates	180	264	47,520	4	190,080
A92 Lochgelly	180	264	47,520	4	190,080
U033 Auchtertool*	120	264	31,680	4	126,720
A909 Mossmorran	120	264	31,680	4	126,720
A909 Goathill Quarry	120	264	31,680	4	126,720
B925 Auchtertool	120	264	31,680	4	126,720
A921 Dalgety Bay	60	264	15,840	4	63,360
B9157 Aberdour	60	264	15,840	4	63,360
B9157 Invertiel	120	264	31,680	4	126,720
A921 Kinghorn	120	264	31,680	4	126,720
M90 north	380	264	100,320	4	401,280
M90 south	380	264	100,320	4	401,280

Vehicle Km Metric
1,000,000

Appendix H - Road Vehicle and Passenger Delay – Congestion Reference Flows

As part of the IEMA Guidelines set out in Chapter 10: Access, Traffic and Transport (Volume 2: Main Report), the road vehicle driver and passenger delay as a result of the Proposed Development must be assessed.

Where Study Area roads are assessed by link flow, the Congestion Reference Flow (CRF) of the Study Area road will be used to forecast magnitude of change. The CRF of a Study Area road is an estimate of the daily traffic flow at which the road is likely to be 'congested' in peak periods on an average day. CRF is calculated in accordance with CD100 DMRB Extract Volume 5 Section 1 (TA 46/97) which remains applicable to trunk roads in Scotland. To calculate CRF, 'congestion' is defined as the situation when the traffic demand exceeds the maximum sustainable throughput of the road. At this point the effect on traffic is likely to include flow breakdown with speeds varying considerably, and queues are likely to form. Table 1 3 summarises the CRF magnitude of change thresholds adopted in this assessment for Road Vehicle Driver and Passenger Delay. CRF magnitude of change adopts 30%, 60% and 90% traffic 'levels' to represent thresholds for changes in vehicle delay, with the stipulation that for Low, Medium and High magnitudes of change there must also be at least one change in traffic level as a result of Proposed Development Traffic.

Table 1-3: Road Vehicle Driver and Passenger Delay Magnitude of Change

Magnitude of Change	Study Area Road Congestion Reference Flow
High	1 or More Level Change plus CRF >90% CRF
Medium	1 or More Level Change plus CRF 60% - 90%
Low	1 Level Change plus CRF 30% - 60%
Negligible	No Level Change

Road Link	Capacity	Number of Lanes	Width Factor	PkF	100/PkF	PkD	100/PkD	AADT	AAWT	AADT/AAWT	Congestion Reference Flows
B9097 Loch Leven (ATC 13)	1353	1	0.7418	8.8	11.4	58	1.724137931	4,381	4,607	0.95	18699
B9097 Ballingry (ATC 12)	1350	1	0.947	8.8	11.4	54	1.851851852	2,804	3,030	0.93	24897
B921 / B981 Auchterderran (ATC 10	1356	1	0.8615	9	11.1	55	1.818181818	4,901	5,364	0.91	21563
B981 Lochgelly (ATC 10)	1356	1	0.8615	9	11.1	55	1.818181818	4,901	5,364	0.91	21563
B9149 Lochgelly (ATC 9)	1362.0	1	0.947	9	11.1	57	1.754385965	13,255	14,046	0.94	23727
U019 Lochgelly (ATC 11)	1213.5	1	0.6905	9.3	10.8	54	1.851851852	1,167	1,277	0.91	15248
C48 Loch Gelly (ATC 8)	1380.0	1	0.7076	9.2	10.9	59	1.694915254	2,203	2,398	0.92	16527
U033 Auchtertool (ATC 5)	1380.0	1	0.6905	9.6	10.4	59	1.694915254	301	315	0.96	16076
A909 Mossmorran (ATC 14)	1344.0	1	0.947	8.9	11.2	59	1.694915254	6,487	7,116	0.91	22096
B925 Auchtertool (ATC 6)	1380.0	1	0.7247	8.6	11.6	55	1.818181818	1,581	1,681	0.94	19886
A921 Dalgety Bay (ATC 17)	1368.0	1	0.9641	8.8	11.4	51	1.960784314	11,879	11,741	1.01	29732
B9157 Aberdour (ATC 18)	1366.5	1	0.8786	9	11.1	53	1.886792453	4,824	5,147	0.94	23590
B9157 Invertiel (ATC 3)	1371.0	1	0.776	8.6	11.6	51	1.960784314	3,934	4,266	0.92	22369
A921 Kinghorn (ATC 1)	1365.0	1	0.776	8.5	11.8	51	1.960784314	8,562	8,870	0.97	23586

CRF = CAPACITY * NL * Wf * 100/PkF * 100/PkD * AADT/AAWT

where, CAPACITY is the maximum hourly lane throughput (see note 1);

NL is the Number of Lanes per direction;

Wf is a Width Factor (see note 2);

PkF is the proportion (percentage) of the total daily flow (2-way) that occurs in the peak hour;

PkD is the directional split (percentage) of the peak hour flow;

AADT is the Annual Average Daily Traffic flow on the link;

AAWT is the Annual Average Weekday Traffic flow on the link.

Note 1. CAPACITY - the maximum sustainable hourly lane throughput.

In reality this value varies day to day due to the prevailing conditions (for example, day/night, wet/dry, percentage heavy vehicles, regular/holiday traffic) and values used must be an average. For **new links** and **existing links not currently experiencing congestion** this can be estimated from the following relationship:

CAPACITY = [A - B * Pk%H]

where, Pk%H is the percentage of 'Heavy Vehicles' in the peak hour. The term 'Heavy Vehicles'

always includes the vehicle categories OGV1, OGV2 and PSV's according to the COBA definition;

A and B are parameters dependant on road standard;

	A	B
Single Carriageway	1380	15.0
Dual Carriageway	2100	20.0
Motorway	2300	25.0

Note 2. Carriageway Width Factor (Wf)

This factor is designed to adjust the CRF for all-purpose links, generally single carriageways, with non-standard lane widths. Carriageway width is defined as the total paved width of the carriageway less the width of ghost islands and hard strips.

Motorways - the width factor Wf should always be unity for motorways as there is no evidence to suggest that the maximum hourly throughput of motorway links is affected by minor changes in lane width.

All-purpose dual carriageways - to reflect the different standards of some dual carriageways. The width factor is given by:

Wf = Carriageway Width / (Number of Lanes * 3.65).

The majority of dual carriageways will have lane widths of 3.65 metres and hence a width factor of unity. Some will have reduced lane widths, generally those built to older design standards, and in these cases the width factor can be less than unity. Should the lane width be greater than 3.65 metres the width factor should be restricted to a maximum value of unity.

Single carriageways (2-lane) - the main purpose of the width factor is to differentiate between the different carriageway width standards of single carriageways. The width factor is given by:

Wf = (0.171 * Carriageway Width) - 0.25

Roads built to modern designs usually have 7.3 metre of 10 metre carriageways, that is, a width factor of unity or 1.46. The width of older roads can vary significantly but the width factor relationship is not valid for road widths less than 5.5 metres or greater than 11 metres. For roads with widths outside these limits the traffic analyst must use judgement to decide on the relevant value.

Proposed Development

Road Link	2029 Baseline	Congestion Reference Flows	Baseline % of CRF	2029 Baseline + Proposed Development Construction Daily Traffic	2029 Baseline + Proposed Development Construction Traffic % of CRF	Baseline Level of CRF	Magnitude of Change
	All Vehs			All Vehs			
B9097 Loch Leven (ATC 13)	4764	18699	25.5%	5524	29.5%	Negligible	Negligible
B9097 Ballingry (ATC 12)	3133	24897	12.6%	3253	13.1%	Negligible	Negligible
B921 / B981 Auchterderran (ATC 10)	5547	21563	25.7%	5607	26.0%	Negligible	Negligible
B981 Lochgelly (ATC 10)	5547	21563	25.7%	5667	26.3%	Negligible	Negligible
B9149 Lochgelly (ATC 9)	14524	23727	61.2%	14644	61.7%	Medium	Negligible
U019 Lochgelly (ATC 11)	1321	15248	8.7%	1441	9.5%	Negligible	Negligible
C48 Loch Gelly (ATC 8)	2480	16527	15.0%	2600	15.7%	Negligible	Negligible
U033 Auchtertool (ATC 5)	327	16076	2.0%	447	2.8%	Negligible	Negligible
A909 Mossmorran (ATC 14)	7358	22096	33.3%	7478	33.8%	Low	Negligible
B925 Auchtertool (ATC 6)	1739	19886	8.7%	1859	9.3%	Negligible	Negligible
A921 Dalgety Bay (ATC 17)	12140	29732	40.8%	12200	41.0%	Low	Negligible
B9157 Aberdour (ATC 18)	5320	23590	22.6%	5380	22.8%	Negligible	Negligible
B9157 Invertiel (ATC 3)	4412	22369	19.7%	4532	20.3%	Negligible	Negligible
A921 Kinghorn (ATC 1)	9171	23586	38.9%	9291	39.4%	Low	Negligible

Cumulative Development

Road Link	2029 Baseline	Congestion Reference Flows	Baseline % of CRF	2029 Baseline + Cumulative Development Construction Daily Traffic	2029 Baseline + Cumulative Development Construction Traffic % of CRF	Baseline Level of CRF	Magnitude of Change
	All Vehs			All Vehs			
B9097 Loch Leven (ATC 13)	4764	18699	25.5%	5718	30.6%	Negligible	Low
B9097 Ballingry (ATC 12)	3133	24897	12.6%	4087	16.4%	Negligible	Negligible
B921 / B981 Auchterderran (ATC 10)	5547	21563	25.7%	5607	26.0%	Negligible	Negligible
B981 Lochgelly (ATC 10)	5547	21563	25.7%	5667	26.3%	Negligible	Negligible
B9149 Lochgelly (ATC 9)	14524	23727	61.2%	15452	65.1%	Medium	Negligible
U019 Lochgelly (ATC 11)	1321	15248	8.7%	1486	9.7%	Negligible	Negligible
C48 Loch Gelly (ATC 8)	2480	16527	15.0%	2961	17.9%	Negligible	Negligible
U033 Auchtertool (ATC 5)	327	16076	2.0%	808	5.0%	Negligible	Negligible
A909 Mossmorran (ATC 14)	7358	22096	33.3%	7726	35.0%	Low	Negligible
B925 Auchtertool (ATC 6)	1739	19886	8.7%	1935	9.7%	Negligible	Negligible
A921 Dalgety Bay (ATC 17)	12140	29732	40.8%	12200	41.0%	Low	Negligible
B9157 Aberdour (ATC 18)	5320	23590	22.6%	5380	22.8%	Negligible	Negligible
B9157 Invertiel (ATC 3)	4412	22369	19.7%	4584	20.5%	Negligible	Negligible
A921 Kinghorn (ATC 1)	9171	23586	38.9%	9291	39.4%	Low	Negligible

Appendix I - Framework Construction Traffic Management Plan

Framework Construction Traffic Management Plan

Purpose

The purpose of this framework CTMP is to provide a framework from which a finalised CTMP can be developed post-consent. This framework outlines the measures which could be used during the construction of the proposed development to mitigate transport-related impacts. Access to the proposed development by HGVs and construction plant vehicles would be planned, managed and executed by the applicant's appointed contractor to ensure the safety and reliability of deliveries to site, reduce congestion on the local road network and minimise the environmental impact.

CTMP Development

The opportunity to develop, amend and enhance the finalised CTMP in response to comments received on this framework document and through the planning and consultation process should be recognised.

The CTMP will consider feedback from residents and community groups and be developed in consultation with Fife Council to establish appropriate methods in which the impact of traffic related to the proposed scheme's construction can be minimised.

This document would be updated as necessary with input from Fife Council following feedback from their consultation and planning process.

Hours of Work

Working hours for construction activities related to the Proposed Scheme would be agreed with Fife Council, but are anticipated to be:

- 07:00 to 19:00 Monday to Friday;
- Saturday 08:00 to 17:00; and
- No construction should be carried out on Sundays or bank holidays unless in exceptional circumstances.
- Any work which is required or intended to take place outside of these hours, except for emergency situations, would be subject to prior agreement or reasonable notice to Fife Council.

Site Access Points

The site access points would be secured by hoarded gates and during working hours would remain under control of an appointed person who would physically control entry to site. Traffic entering or exiting the site would give way to road traffic on the public road network. Vehicles would leave and access the site via the existing site access junctions and site traffic would be managed so that no vehicles would be required to stop on the public road itself when accessing the site.

Construction traffic warning signs will be located and maintained throughout the duration of construction works. These would be situated at agreed locations to warn road users of construction route access junctions, and to warn of construction traffic turning to and from public roads. Away from public roads appropriate warning signs would be located along access tracks used by construction vehicles to identify construction routes to persons exercising their access rights in accordance with the Land Reform (Scotland) Act 2003. The Scottish Outdoor Access Code 2005 stipulates that access rights do not apply to building, civil engineering or demolition sites, and so measures can be put in place to restrict access to the construction site. Restricting public access to, along or across the entire length of the access track to site would be impractical. It is more practical to consider tactical signage warning the public that construction traffic will be present on these routes. Particularly at locations where members of the public exercising their access rights may be more likely to appear, such as obvious paths or routes that join or cross the construction traffic route. Construction vehicle drivers will also be required to behave

appropriately should they encounter members of the public exercising access rights. Driving behaviours will be mandated that provide and maintain road safety for all traffic, including the safety of pedestrian and cycle traffic in the environs of construction traffic routes.

Construction Traffic Routing

It will be a key responsibility of applicant or appointed contractor to ensure that each sub-contractor is aware of the route restrictions prior to any works taking place and to enforce the restrictions stated in the proposed development's CTMP.

The site gates will be manned and controlled during normal site working hours and any vehicle arriving on site will be guided to the required location for loading or unloading.

The appointed contractor would also be responsible for mitigating, where possible, the cumulative impacts of other construction projects in the area through careful consideration of routing and access timings.

Likely routes that HGV construction traffic will follow will include:

- M90
- A92
- A921
- A909
- Local roads

It is considered that each of these routes can accommodate the additional construction traffic required for the proposed development. Staff will make their own way via a variety of routes depending on their home location but the impact of staff journeys on the local road network is expected to be negligible.

Deliveries

Due to the scale of the proposed development, the number of daily deliveries throughout the construction phases is anticipated to be low and the disruption imposed on other road users would be minimised due to the scheduling of deliveries and material removal.

Construction materials that are delivered will be stored on-site.

Enforcement

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

Speed Limit

The applicant would ensure that all site traffic abides by local speed limits to maintain the safety of other road users and pedestrians. A speed limit of 5 mph would be established and enforced throughout the duration of construction works to provide a safe environment for site workers and any pedestrians which pass the proposed scheme.

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

Summary

This section discusses the potential traffic management arrangements during construction at the site and provides an assessment of the impacts on the site during this period.

The hours of work at the Site are expected to be 07:00 – 19:00 from Monday to Friday and 08:00 – 17:00 on Saturdays with no work taking place on Sundays and bank holidays.

The site would be secured by hoarded gates and during working hours would remain under control of an appointed person who would physically control entry to site. Traffic entering or exiting the site would give way to road traffic on the public road network. No construction vehicles would require to stop on the public road.

It is anticipated that the likely routes of construction traffic would be via the M90, A92, A921 and A909 and local roads around the Proposed Development site. It shall be the responsibility of the appointed contractor to assess these routes for restrictions and mitigate any cumulative impacts of construction traffic.

The number of deliveries to the site is anticipated to be low with all construction materials to be stored and secured on site.

All traffic will abide by local speed limits with a 5mph speed limit enforced within sites.

Appendix J - Cumulative Development Construction Traffic

Cumulative Developments

*Construction traffic estimated from similar projects

Planning Applications	23/02588/FULL - Glenniston Solar Project		138G/EIA - Baltbie Energy Crop and Landfill Restoration pr		*24/01927/SCO - Westfield substation extension		*24/01928/SCO - Mossmorran Substation		*24/01809/SCR - The Avenue Residential		*22/02323/FULL - Glenniston Battery Storage Facility		21/03531/FULL - Solar Farm and Battery Storage		*24/01866/CON - Mossmorran BESS		*23/01697/EPN - Muirhead Cardenden overhead		25/00983/CON - Former Fife Power Station BESS		*25/00409/CON - Glenniston BESS		*25/00615/CON - Glenniston 2 BESS		*ECU00006211 - Westfield BESS		*25/00552/PAN - Data centre complex at data halls,		Cumulative Total	
Study Area Roads	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV	Car / LGV	HGV
M90 north					20	18							27	5						5									47	28
M90 south					20	18							27	5						5									47	28
B9097 Loch Leven					40	36							54	10						10							24	20	118	76
B9097 Ballingry					40	36							54	10						10							24	20	118	76
B921 / B981 Auchtertool																													0	0
B981 Lochgelly																													0	0
B9149 Lochgelly	64	10							447		24	20					48	31					24	20	24	20			40	36	671	137
U019 Lochgelly									45																						45	0
C48 Loch Gelly	64	10									24	20					48	31					24	20	24	20			40	36	224	137
A92 Crossgates	64	10	12	40			40	36			24	20			24	20	48	31					24	20	24	20			40	36	300	233
A92 Lochgelly	64	10							447		24	20					48	31					24	20	24	20			40	36	671	137
U033 Auchtertool*	64	10									24	20					48	31					24	20	24	20			40	36	224	137
A909 Mossmoran			12	40			40	36							24	20													40	36	116	132
A909 Goathill Quarry			12	40																									12	40
B925 Auchtertool																													40	36	40	36
A921 Dalgety Bay																															0	0
B9157 Aberdour																															0	0
B9157 Inverkeit			12	40																											12	40
A921 Kinghorn																															0	0

Developments not Included in Cumulative	Reasoning
24/01095/ARC - Erection of a house	No construction traffic information available on planning portal - singular dwelling unlikely to have material impact.
23/02776/CON - Kirklands Farm Battery Energy Storage System (BESS)	Listed as 'case closed' on the planning portal with no documentation provided.
25/01221/FULL - Erection of 4 no. dwellinghouses, and associated works	No construction traffic information available on planning portal - small number of dwellings unlikely to have material impact.
24/03346/NEA - Tealing to Kincardine upgrade project - three spans of overhead line supported by two temporary masts between existing towers	No construction traffic information available on planning portal - small section of overhead line unlikely to have material impact.
25/01519/PAN - Proposal of Application Notice for residential development including commercial, formation of accesses, landscaping, open space, drainage and other associated infrastructure	Only at the registry stage of pre-application, note included in cumulative assessment numbers at this time

Appendix K - Fear and Intimidation on and by Road Users Data Assessment – Cumulative Development

Traffic data collected via ATC in May 2025 and DfT data was used as the baseline to provide a robust fear and intimidation assessment as higher vehicle numbers could result in higher levels of fear and intimidation being experienced on road links. The results of the fear and intimidation magnitude of change assessment for the cumulative development assessment are included at the end of this Appendix and are summarised in Table 1 4.

Table 1-4: Fear and Intimidation Magnitude of Change Assessment Summary - Cumulative Development

Road Link	Magnitude of Change Cumulative Development
M90 north	Negligible
M90 south	Low
B9097 Loch Leven	Negligible
B9097 Ballingry	Negligible
B921 / B981 Auchterderran	Negligible
B981 Lochgelly	Negligible
B9149 Lochgelly	Negligible
U019 Lochgelly	Negligible
C48 Loch Gelly	Negligible
A92 Crossgates	Negligible
A92 Lochgelly	Negligible
U033 Auchtertool	Negligible
A909 Mossmorran	Negligible
A909 Goathill Quarry	Negligible
B925 Auchtertool	Negligible
A921 Dalgety Bay	Negligible
B9157 Aberdour	Negligible
B9157 Invertiel	Negligible
A921 Kinghorn	Negligible

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation

Study Area Roads Existing Traffic

Existing Fear and Intimidation Level

Road	Between		18-Hour Average Traffic (Veh/s / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Veh/s / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
B9097 Loch Leven	M90 (Junction 5)	B9097 / B920 junction (Kirkness Livery Yard)	236	86	44	<600 0	<1,000 0	40+ 30	30	Moderate
B9097 Ballingry	B9097 / B920 junction (Kirkness Livery Yard)	B9097 / B921 junction	152	74	57	<600 0	<1,000 0	40+ 30	30	Moderate
B981 Lochgelly	B981 / Pitcairn Road junction	B981 / B9149 Roundabout	265	85	48	<600 0	<1,000 0	40+ 30	30	Moderate
B9149 Lochgelly	B981 / B9149 Roundabout	B9149 / A92 junction	715	228	37	600-1,200 10	<1,000 0	30-40 20	30	Moderate
U019 Lochgelly	B981 / U019 junction	B9149 / U019 Roundabout	63	124	24	<600 0	<1,000 0	20-30 10	10	Small
C48 Loch Gelly	B9149 / A92 junction	C48 Loch Gelly / C2 Dundonald junction	118	11	49	<600 0	<1,000 0	40+ 30	30	Moderate
A92 Crossgates	A92 at Crossgates	A92 Cowdenbeath junction	2,824	2,439	70	1,800+ 30	2,000-3,000 20	40+ 30	80	Extreme
A92 Lochgelly	A92 Cowdenbeath junction	A92 Chapel junction	2,632	3,654	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
U033 Auchtertool	U033 Auchtertool / C48 Loch Gelly junciton	U033 / B925 Auchtertool junction	16	1	60	<600 0	<1,000 0	40+ 30	30	Moderate
A909 Mossmorran	A92 / A909 Bridge Street junction	A909 / B925 Roundabout	351	265	53	<600 0	<1,000 0	40+ 30	30	Moderate
A909 Goathill Quarry	A909 / B925 Roundabout	A909 / B9157 junction	255	328	60	<600 0	<1,000 0	40+ 30	30	Moderate
B925 Auchtertool	A909 / B925 Roundabout	B925 Boglily Road / U034 Lambert's Mill	87	8	45	<600 0	<1,000 0	40+ 30	30	Moderate
A921 Dalgety Bay	M90 (Junction 1C)	A921 / B9157 Roundabout	645	156	47	600-1,200 10	<1,000 0	40+ 30	40	Moderate
B9157 Aberdour	A921 / B9157 Roundabout	A909 / B9157 junction	261	86	53	<600 0	<1,000 0	40+ 30	30	Moderate
B9157 Invertiel	A909 / B9157 junction	B9157 Invertiel Road / A921 Kinghorn Road junction	212	58	50	<600 0	<1,000 0	40+ 30	30	Moderate
A921 Kinghorn	B9157 Invertiel Road / A921 Kinghorn Road junction	A921 Kinghorn Road / B923 Orchard Terrace Junction	468	63	36	<600 0	<1,000 0	30-40 20	20	Small
B921 / B981 Auchterderran	B9097 / B921 junction	B981 / Pitcairn Road junction	265	85	48	<600 0	<1,000 0	40+ 30	30	Moderate
M90 north	M90 (Junction 5)	M90 (Junction 6)	1,685	2,825	70	1,200-1,800 20	2,000-3,000 20	40+ 30	70	Great
M90 south	M90 (Junction 5)	M90 (Junction 4)	1,786	2,411	70	1,200-1,800 20	2,000-3,000 20	40+ 30	70	Great

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation

Study Area Roads Existing Traffic + Development Traffic

Forecast Fear and Intimidation Level

Road	18-Hour Average Traffic (Veh/s / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	18-Hour Average Traffic (Veh/s / Hour)	Total 18-Hour HGV Traffic	Average Vehicle Speed (mph)	Degree of Hazard Score	Fear and Intimidation Level
B9097 Loch Leven	289	222	44	<600 0	<1,000 0	40+ 30	30	Moderate
B9097 Ballingry	205	210	57	<600 0	<1,000 0	40+ 30	30	Moderate
B981 Lochgelly	274	115	48	<600 0	<1,000 0	40+ 30	30	Moderate
B9149 Lochgelly	802	365	37	600-1,200 10	<1,000 0	30-40 20	30	Moderate
U019 Lochgelly	79	184	24	<600 0	<1,000 0	20-30 10	10	Small
C48 Loch Gelly	166	208	49	<600 0	<1,000 0	40+ 30	30	Moderate
A92 Crossgates	2,889	2,732	70	1,800+ 30	2,000-3,000 20	40+ 30	80	Extreme
A92 Lochgelly	2,725	3,851	70	1,800+ 30	3,000+ 30	40+ 30	90	Extreme
U033 Auchtertool	70	258	60	<600 0	<1,000 0	40+ 30	30	Moderate
A909 Mossmorran	393	517	53	<600 0	<1,000 0	40+ 30	30	Moderate
A909 Goathill Quarry	273	428	60	<600 0	<1,000 0	40+ 30	30	Moderate
B925 Auchtertool	106	104	45	<600 0	<1,000 0	40+ 30	30	Moderate
A921 Dalgety Bay	657	216	47	600-1,200 10	<1,000 0	40+ 30	40	Moderate
B9157 Aberdour	270	146	53	<600 0	<1,000 0	40+ 30	30	Moderate
B9157 Invertiel	223	158	50	<600 0	<1,000 0	40+ 30	30	Moderate
A921 Kinghorn	474	123	36	<600 0	<1,000 0	30-40 20	20	Small
B921 / B981 Auchterderran	341	245	48	<600 0	<1,000 0	40+ 30	30	Moderate
M90 north	1,731	2,932	70	1,200-1,800 20	2,000-3,000 20	40+ 30	70	Great
M90 south	1,832	2,518	70	1,800+ 30	2,000-3,000 20	40+ 30	80	Extreme

IEMA Environmental Assessment of Traffic and Movement - Fear and Intimidation Magnitude of Change

Road	Existing Fear and Intimidation Level	Forecast Fear and Intimidation Level	Step Change in Fear and Intimidation Level	Increase in Average Hourly Traffic (All Vehicles)	Increase in Daily HGV Traffic	Condition for Medium Increase in Magnitude of Change	Fear and Intimidation Magnitude of Change
B9097 Loch Leven	Moderate	Moderate	0	53	136	FALSE	Negligible
B9097 Ballingry	Moderate	Moderate	0	53	136	FALSE	Negligible
B981 Lochgelly	Moderate	Moderate	0	9	30	FALSE	Negligible
B9149 Lochgelly	Moderate	Moderate	0	87	137	FALSE	Negligible
U019 Lochgelly	Small	Small	0	17	60	FALSE	Negligible
C48 Loch Gelly	Moderate	Moderate	0	48	197	FALSE	Negligible
A92 Crossgates	Extreme	Extreme	0	65	293	FALSE	Negligible
A92 Lochgelly	Extreme	Extreme	0	93	197	FALSE	Negligible
U033 Auchtertool	Moderate	Moderate	0	54	257	FALSE	Negligible
A909 Mossmorran	Moderate	Moderate	0	43	252	FALSE	Negligible
A909 Goathill Quarry	Moderate	Moderate	0	17	100	FALSE	Negligible
B925 Auchtertool	Moderate	Moderate	0	20	96	FALSE	Negligible
A921 Dalgety Bay	Moderate	Moderate	0	12	60	FALSE	Negligible
B9157 Aberdour	Moderate	Moderate	0	9	60	FALSE	Negligible
B9157 Invertiel	Moderate	Moderate	0	11	100	FALSE	Negligible
A921 Kinghorn	Small	Small	0	6	60	FALSE	Negligible
B921 / B981 Auchterderran	Moderate	Moderate	0	76	160	FALSE	Negligible
M90 north	Great	Great	0	46	107	FALSE	Negligible
M90 south	Great	Extreme	1	46	107	FALSE	Low

Appendix L - Accident Severity Assessment - Cumulative Development

The calculation for forecasting increases in road traffic accidents for the cumulative assessment during the construction period of the Proposed Development has been based on 2025 traffic survey data and DfT traffic count data and accident history gathered from Police Scotland and CrashMap. 2025 traffic survey data and DfT traffic count data have been used to calculate a 'total annual vehicle kilometres' for each link in the study area. The Police Scotland and CrashMap data for each link has then been used to derive a 'vehicle accident rate' for each link for 'slight,' 'serious' and 'fatal' accident severities. This rate is then applied to the increased vehicle kilometres generated because of the construction of the cumulative developments to arrive at a forecast for additional vehicle accidents.

Table 1-5 forecasts additional annual road traffic accidents during the construction period of the Proposed Development as a result of the cumulative developments.

Table 1-5: Forecast Road Accidents on Study Area Roads - Cumulative Development

Road Link	Recorded 2020-2023			The Proposed Development (Annual)		
	Slight	Serious	Fatal	Slight	Serious	Fatal
M90 north	3	3	0	0.0	0.0	0.0
M90 south	1	1	1	0.0	0.0	0.0
B9097 Loch Leven	2	1	0	0.3	0.1	0.0
B9097 Ballingry	0	1	0	0.0	0.2	0.0
B921 / B981 Auchterderr an	1	1	0	0.0	0.0	0.0
B981 Lochgelly	2	1	0	0.0	0.0	0.0
B9149 Lochgelly	3	0	0	0.0	0.0	0.0
U019 Lochgelly	0	0	0	0.0	0.0	0.0
C48 Loch Gelly	1	1	0	0.3	0.3	0.0
A92 Crossgates	4	6	1	0.0	0.0	0.0

A92 Lochgelly	13	7	1	0.1	0.0	0.0
U033 Auchtertool	0	0	0	0.0	0.0	0.0
A909 Mossmorran	6	3	0	0.6	0.3	0.0
A909 Goathill Quarry	0	0	0	0.0	0.0	0.0
B925 Auchtertool	3	0	0	0.5	0.0	0.0
A921 Dalgety Bay	3	3	1	0.0	0.0	0.0
B9157 Aberdour	3	1	0	0.1	0.0	0.0
B9157 Invertiel	5	4	0	0.0	0.0	0.0
A921 Kinghorn	2	0	0	0.0	0.0	0.0

Study Area Roads			Baseline Accident Rates per 1 Million Vehicle Kilometres									Forecast Development Traffic Accidents				
Road	Between		Length of Road (Km)	Baseline Total Vehicles	Baseline Vehicle Km	Recorded Injury Accidents			Recorded Injury Accidents per 1 Million Vehicle Km			Development Total Vehicles	Development Vehicle Km	Forecast Injusy Accidents		
						Slight	Serious	Fatal	Slight	Serious	Fatal			Slight	Serious	Fatal
B9097 Loch Leven	M90 (Junction 5)	B9097 / B920 junction (Kirkness Livery Yard)	7	6,954,911	45,902,416	2	1	0	4.357E-02	2.179E-02	0.000E+00	960,960	6,342,336	0.3	0.1	0.0
B9097 Ballingry	B9097 / B920 junction (Kirkness Livery Yard)	B9097 / B921 junction	4	4,574,209	17,153,285	0	1	0	0.000E+00	5.830E-02	0.000E+00	960,960	3,603,600	0.0	0.2	0.0
B921 / B981 Auchterderran	B9097 / B921 junction	B981 / Pitcairn Road junction	3	8,099,219	24,297,656	1	1	0	4.116E-02	4.116E-02	0.000E+00	63,360	190,080	0.0	0.0	0.0
B981 Lochgelly	B981 / Pitcairn Road junction	B981 / B9149 Roundabout	2	8,099,219	16,198,437	2	1	0	1.235E-01	6.173E-02	0.000E+00	126,720	253,440	0.0	0.0	0.0
B9149 Lochgelly	B981 / B9149 Roundabout	B9149 / A92 junction	1	21,204,403	21,204,403	3	0	0	1.415E-01	0.000E+00	0.000E+00	63,360	63,360	0.0	0.0	0.0
U019 Lochgelly	B981 / U019 junction	B9149 / U019 Roundabout	2	1,929,320	3,858,640	0	0	0	0.000E+00	0.000E+00	0.000E+00	126,720	253,440	0.0	0.0	0.0
C48 Loch Gelly	B9149 / A92 junction	C48 Loch Gelly / C2 Dundonald junction	2	3,620,117	5,611,181	1	1	0	1.782E-01	1.782E-01	0.000E+00	979,968	1,518,950	0.3	0.3	0.0
A92 Crossgates	A92 at Crossgates	A92 Cowdenbeath junction	4	78,486,184	313,944,734	4	6	1	1.274E-02	1.911E-02	3.185E-03	174,240	696,960	0.0	0.0	0.0
A92 Lochgelly	A92 Cowdenbeath junction	A92 Chapel junction	9	73,161,683	658,455,150	13	7	1	1.974E-02	1.063E-02	1.519E-03	507,936	4,571,424	0.1	0.0	0.0
U033 Auchtertool*	U033 Auchtertool / C48 Loch Gelly junciton	U033 / B925 Auchtertool junction	3	247,581	742,743	0	0	0	0.000E+00	0.000E+00	0.000E+00	752,928	2,258,784	0.0	0.0	0.0
A909 Mossmorran	A92 / A909 Bridge Street junction	A909 / B925 Roundabout	2	10,742,598	21,485,196	6	3	0	2.793E-01	1.396E-01	0.000E+00	1,043,328	2,086,656	0.6	0.3	0.0
A909 Goathill Quarry	A909 / B925 Roundabout	A909 / B9157 junction	2	7,099,837	15,619,641	0	0	0	0.000E+00	0.000E+00	0.000E+00	507,936	1,117,459	0.0	0.0	0.0
B925 Auchtertool	A909 / B925 Roundabout	B925 Boglily Road / U034 Lambert's Mill	5	2,539,214	12,696,072	3	0	0	2.363E-01	0.000E+00	0.000E+00	388,608	1,943,040	0.5	0.0	0.0
A921 Dalgety Bay	M90 (Junction 1C)	A921 / B9157 Roundabout	6	17,724,683	106,348,099	3	3	1	2.821E-02	2.821E-02	9.403E-03	181,632	1,089,792	0.0	0.0	0.0
B9157 Aberdour	A921 / B9157 Roundabout	A909 / B9157 junction	4	7,767,098	31,068,391	3	1	0	9.656E-02	3.219E-02	0.000E+00	206,976	827,904	0.1	0.0	0.0
B9157 Invertiel	A909 / B9157 junction	B9157 Invertiel Road / A921 Kinghorn Road junction	8	6,441,634	51,533,071	5	4	0	9.703E-02	7.762E-02	0.000E+00	63,360	506,880	0.0	0.0	0.0
A921 Kinghorn	B9157 Invertiel Road / A921 Kinghorn Road junction	A921 Kinghorn Road / B923 Orchard Terrace Junction	3	13,388,997	40,166,991	2	0	0	4.979E-02	0.000E+00	0.000E+00	63,360	190,080	0.0	0.0	0.0
M90 north	M90 (Junction 5)	M90 (Junction 6)	5	46,833,562	234,167,809	3	3	0	1.281E-02	1.281E-02	0.000E+00	63,360	316,800	0.0	0.0	0.0
M90 south	M90 (Junction 5)	M90 (Junction 4)	5	49,632,434	248,162,171	1	1	1	4.030E-03	4.030E-03	4.030E-03	181,632	908,160	0.0	0.0	0.0

Road	Average Daily Traffic	Days Per Year	Traffic per Annum	Recorded Accident Period (Years)	Total Traffic for Accident Period
B9097 Loch Leven	4,764	365	1,738,728	4	6,954,911
B9097 Ballingry	3,133	365	1,143,552	4	4,574,209
B921 / B981 Auchterderran	5,547	365	2,024,805	4	8,099,219
B981 Lochgelly	5,547	365	2,024,805	4	8,099,219
B9149 Lochgelly	14,524	365	5,301,101	4	21,204,403
U019 Lochgelly	1,321	365	482,330	4	1,929,320
C48 Loch Gelly	2,480	365	905,029	4	3,620,117
A92 Crossgates	53,758	365	19,621,546	4	78,486,184
A92 Lochgelly	50,111	365	18,290,421	4	73,161,683
U033 Auchtertool*	327	365	119,262	4	477,046
A909 Mossmorran	7,358	365	2,685,650	4	10,742,598
A909 Goathill Quarry	4,863	365	1,774,959	4	7,099,837
B925 Auchtertool	1,739	365	634,804	4	2,539,214
A921 Dalgety Bay	12,140	365	4,431,171	4	17,724,683
B9157 Aberdour	5,320	365	1,941,774	4	7,767,098
B9157 Invertiel	4,412	365	1,610,408	4	6,441,634
A921 Kinghorn	9,171	365	3,347,249	4	13,388,997
M90 north	32,078	365	11,708,390	4	46,833,562
M90 south	33,995	365	12,408,109	4	49,632,434

Number of Stdy Area Roads	19

Road	Average Daily Traffic	Days Per Year	Traffic per Annum	Recorded Accident Period (Years)	Total Development Traffic for Accident Period
B9097 Loch Leven	954	264	251,856	4	1,007,424
B9097 Ballingry	954	264	251,856	4	1,007,424
B921 / B981 Auchterderran	60	264	15,840	4	63,360
B981 Lochgelly	120	264	31,680	4	126,720
B9149 Lochgelly	928	264	244,992	4	979,968
U019 Lochgelly	165	264	43,560	4	174,240
C48 Loch Gelly	481	264	126,984	4	507,936
A92 Crossgates	713	264	188,232	4	752,928
A92 Lochgelly	988	264	260,832	4	1,043,328
U033 Auchtertool*	481	264	126,984	4	507,936
A909 Mossmorran	368	264	97,152	4	388,608
A909 Goathill Quarry	172	264	45,408	4	181,632
B925 Auchtertool	196	264	51,744	4	206,976
A921 Dalgety Bay	60	264	15,840	4	63,360
B9157 Aberdour	60	264	15,840	4	63,360
B9157 Invertiel	172	264	45,408	4	181,632
A921 Kinghorn	120	264	31,680	4	126,720
M90 north	455	264	120,120	4	480,480
M90 south	455	264	120,120	4	480,480

Vehicle Km Metric
1,000,000