4.22. Peebles High School is located in the south of the town on the opposite side of the River Tweed circa 2,250m south of the development site and is accessible via several routes, with the main access from Springwood Road. It is envisaged that pupils will be directed to the pedestrian footbridge over the River Tweed via facilities on Edinburgh Road, the A72 and Tweedbrae. On the opposite side of the River Tweed a controlled crossing is present on Kinsmeadow Road. From this position pedestrians can access Victoria Park with footpaths guiding pedestrians towards Glen Road which provides onward connect to Springwood Road.

4.23. Safe Routes to Schools will be identified and detailed plans illustrated within the residential travel plan leaflet. The plans will include information on safe crossing points and information on bus connections to the schools.

Cycle Infrastructure

4.24. Results from the multi-modal assessment indicate that the development is likely to increase the number of cycling trips on the local road network by 1 movements during both the AM and PM commuter peaks. However, with the promotion of a Travel Pack it is considered that cycling will be more attractive to residents than the multi-modal assessment suggests. The key cycle destinations from the residential site will be to education, amenities or public transport facilities for multi-modal travel.

4.25. A local cycle route which starts at the Peebles Hydro Hotel provides connections to the Glentress Forest to the south of the town, which is the base for some of the best mountain biking routes in the county attracting more than 300,000 visitors per year. Beyond Glentress Forest, the local cycle route connects with National Cycle Route 1 in the centre of Innerleithen which provides onwards connections north to Edinburgh.

4.26. The B7062 Kingsmeadows Road, located on the southern side of the Tweed, forms part of the Borders Loop Cycle Route providing the site with connections to Biggar and Broughton in the west and Innerleithen and Tweedbank in the east. Locally, cycle lanes are marked on the carriageway connecting with traffic free crossings over the River Tweed to the town centre.

4.27. Due to the footfall attracted to the area by the Glentress Forest, cyclists are ever present on the local roads. Motorists in the area are aware of the high volume of cyclists on the local network and are considered to be courteous towards cyclists, which makes for safer conditions.

4.28. The local roads surrounding the development host speed restrictions of 30mph which ensures a pleasant environment for cyclists.

4.29. The site provides cyclists with a connection to both traffic-free and on-road routes towards the centre of the town and the main local amenities. Cycle parking facilities are present at Tesco and on the High Street to encourage sustainable trips to and from the centre of the town.

4.30. The whole town is accessible within a 4km catchment of the development site, which equates to less than a 20 minute cycle time, indicating that cycling would be an attractive mode of travel for residents accessing local amenities, such as, the supermarkets, places of employment and local schools.

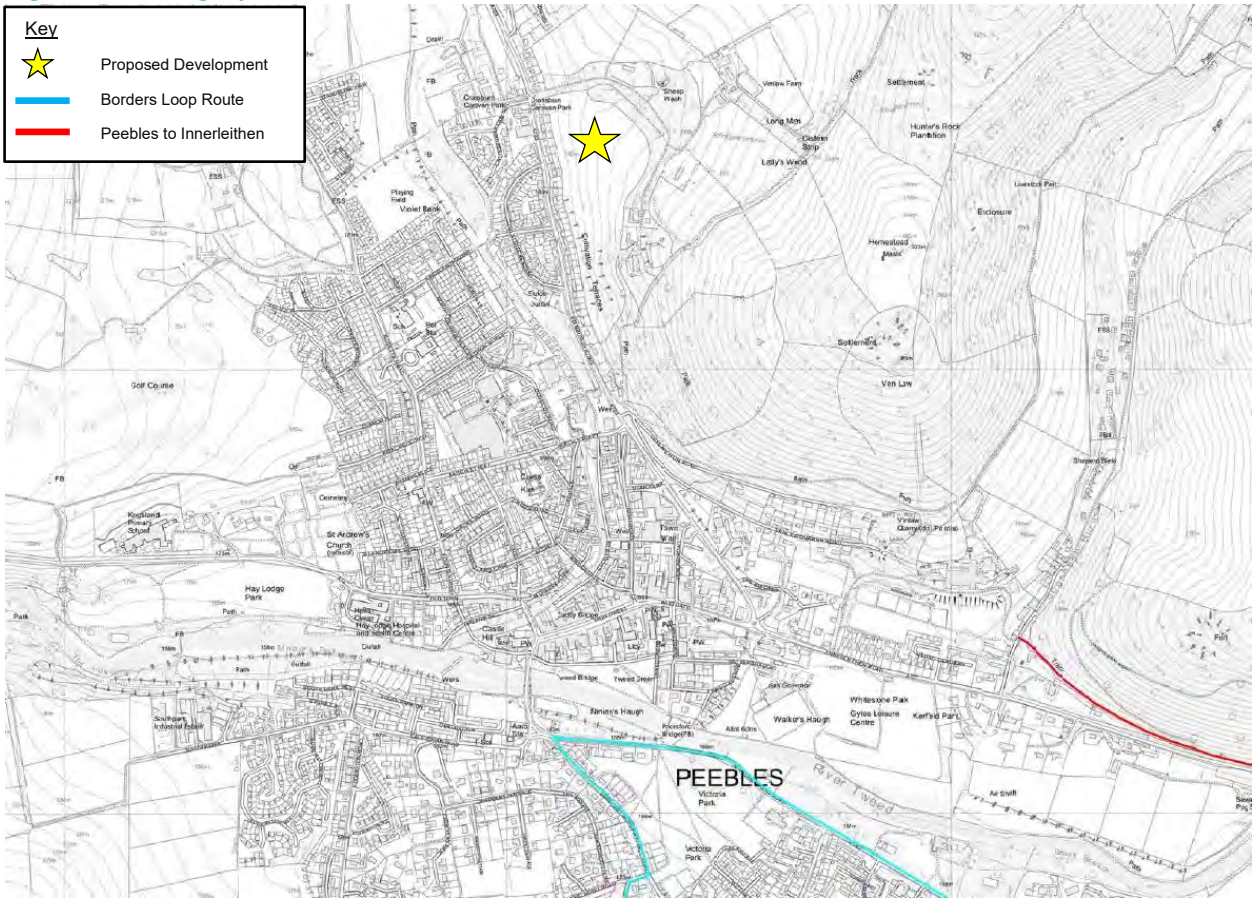
4.31. Based on the existing cycle opportunities, location of the site, connections to cycle routes in the area and nature of the local road network, it is considered that the anticipated demand for cycling can be adequately accommodated.

4.32. *Figure 2*, walking isochrones, indicates areas that can be reached from within a 1,600m catchment of the development site, which equates to less than an 8 minute cycle time. This indicates that cycling would be

an attractive mode of travel for residents accessing local amenities, such as, the convenience store and local schools.

4.33. *Figure 3,* below, illustrates the location of the site in relation to the Peebles to Innerleithen Local Cycle Route and the Borders Loop Cycle Route.

Figure 3: Existing Cycle Facilities



Public Transport

4.34. It is expected that there will be a regular demand for travelling by bus to / from the development site during various times throughout the day, however, the largest demand will be associated with employment based trips. As a result, this public transport review focuses on the peak commuting periods, with up to 2 (two-way) trips estimated to be generated during both the AM and PM peak periods.

4.35. With the exception of school and education services, there are 6 separate bus services operating within the town. The nearest bus stop to the development site is situated on the A703 Edinburgh Road, approximately 100m to the west of the site and supports service numbers X70 and X64 operated by Borders Buses.

4.36. The X70 service is a commuter service between the south of Peebles and Edinburgh City Centre and operates at times which would benefit residents working 9 till 5 in the city. Whereas, the X64 service connects Peebles with Melrose in the east and Edinburgh City Centre in the north with more frequent services throughout the day.

4.37. Alternative local services operate within the town centre accessible via High Street, and whilst located outwith recommended walking distances to public transport facilities as detailed within PAN75, it is considered that the attractiveness of the services would encourage commuters to exceed the typically recommended walking distances.

4.38. Details of bus provision available at these stops and surrounding the site is summarised within *Table 2* below.

Table 2: Existing Bus Services

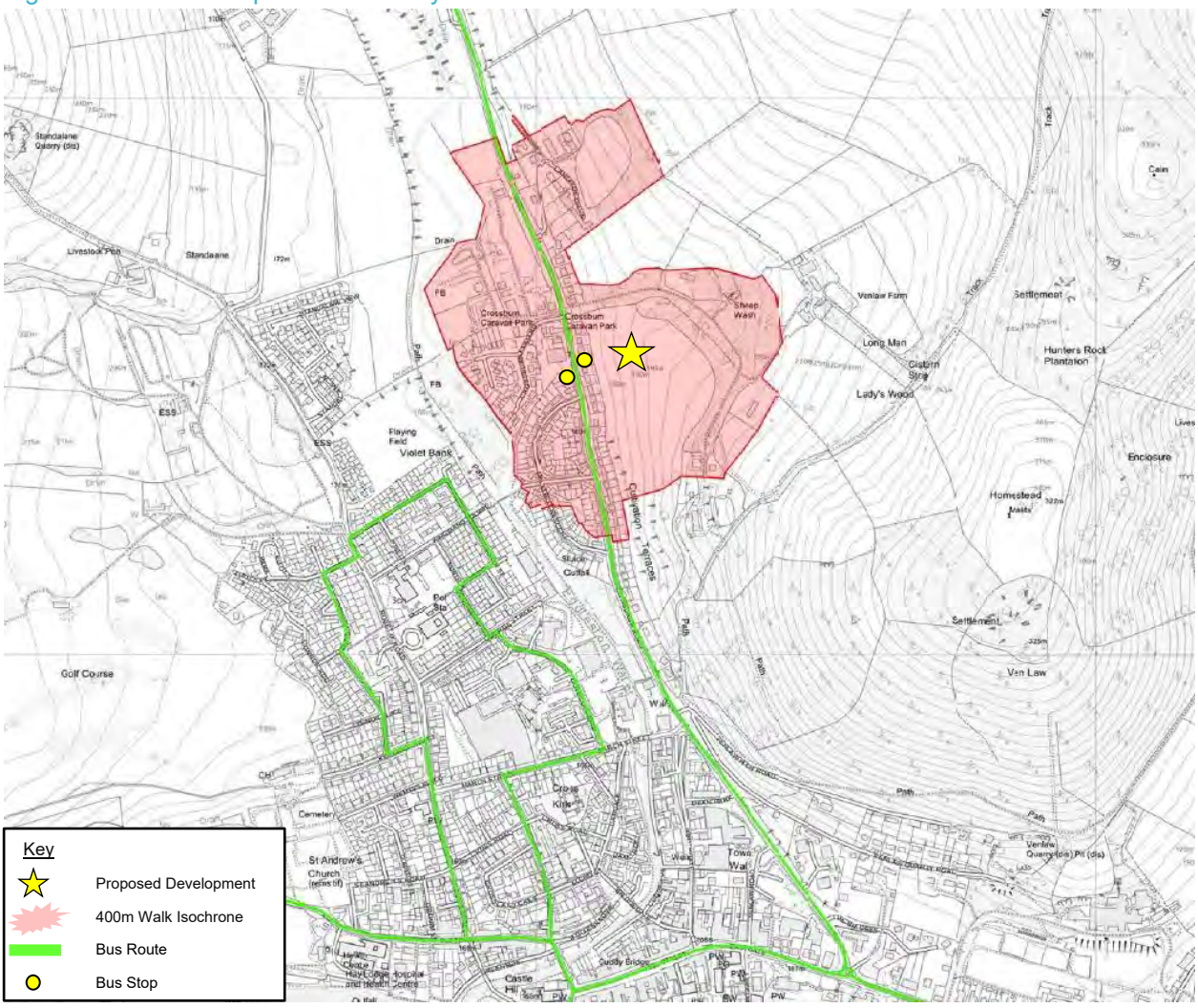
Service	Operator	Route	Frequency (two-way peak times)
X70	Borders Buses	Peebles – Edinburgh	1
X62 / 62B	Borders Buses	Edinburgh – Melrose	8
90a	Borders Buses	Peebles – Kingsway and Edderston Road	1
90b	Borders Buses	Peebles – Hay Lodge and Eliots Park Circle	1
91	Borders Buses	Peebles – Biggar	2
93	Borders Buses	Peebles – West Linton	1

4.39. *Table 2* indicates that there are currently 14 interconnecting services operating at existing bus stops within the town during weekday peak periods.

4.40. Due to a current road maintenance programme, we are aware there are temporary alterations to some of the services available within Peebles, in particular, the X70 and X64 services. Nonetheless, these maintenance works are due to be completed before the proposed development would be constructed and normal service resumed. Furthermore, due to the current COVID-19 pandemic, reduced service timetables are in operation. It is envisaged that all services will be resumed prior to opening of the development, should planning permission be consented.

4.41. Given the location of the bus stops, interconnecting routes, and the key employment centres accessible via these services, it is considered that the additional patronage generated by the development proposals can be easily accommodated by the existing provision. *Figure 4*, overleaf, illustrates the bus routes in and around the town, together with the location of the nearest bus stops.

Figure 4: Public Transport Accessibility



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4.42. It is considered that the available public transport within the area will provide residents with an alternative option to the private car, with timetables accommodating commuter travel.

Residential Travel Pack

4.43. Changes in travel behaviour can be further influenced through a Travel Plan, which involves the development of a set of mechanisms, initiatives and targets that will ultimately help to reduce the impact of travel.

4.44. The aim of travel plans, as outlined by Central Government guidelines, is to address potential means of reducing reliance on single-occupancy car use and encouraging the use of alternative forms of transport thus helping to reduce the impact of travel.

4.45. The value of school and workplace travel plans is now widely accepted and the majority of local authorities recognise the influence they can have on ensuring efficient travel planning in such environments. As it is now widely recognised that residents also benefit from an environment, which offers a wide range of public transport facilities and where intrusion by traffic is minimised, this concept is now being extended to residential developments, where it has become a vital tool in delivering sustainable communities.

4.46. Although a Travel Plan cannot be fully developed until the proposals are fully operational, a framework document can be used to establish the requirements of the Plan. The focus of this Residential Travel Plan is to help deliver a sustainable community and provide informed transport choices for residents.

4.47. There are a number of objectives, both at national and local level, that the implementation of the travel plan is intended to help fulfil:

- Influence travel behaviour of residents;
- Reduce the need for unnecessary journeys;
- Reduction in overall mileage;
- Help improve the health and wellbeing of residents;
- Accommodating those journeys that need to be made by car.

4.48. In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be considered and encouraged by the developer, such as:

- Information on the 'on and off road' pedestrian network routes for residents, and include any maps;
- Information on the local cycle network routes to residents, which will include any maps; and
- Provide up-to-date public transport information including timetables and bus company contact information.

4.49. One such method of providing residents with the above information is through issue of a Welcome Pack, however, the preparation of such a package is ultimately the responsibility of the builder. It is hoped that making residents more aware of local public transport facilities by such measures will encourage a modal shift from the private car to more sustainable forms of transport.

4.50. The provision of a residential travel planning leaflet would require to be in line with Scottish Borders Council's expectations and this should provide details of sustainable accessibility, in terms of walking, cycling and public transport.

4.51. The leaflet should cover a range of users and function and include the following information:

- School children travelling to / from school (primary and secondary);
- Disabled and elderly access;
- Leisure routes in the vicinity of the site;
- Access to the town centre; and
- Access to local amenities, including convenience stores and shops.

Sustainable Travel Summary

4.52. In accordance with local and national transport policy, an assessment of the development proposals has been undertaken for all sustainable modes of travel. This indicates that the current walking and cycling provision in the area is sufficient to accommodate the expected future demand from the site.

4.53. As part of the internal site design, connections to the existing footway networks will be provided and will link with existing public transport facilities enhancing connectivity with the surrounding area. Finally, a residential travel pack will be distributed to residents upon occupation of each property to highlight sustainable travel options and encourage a shift in mode choice.

4.54. The site is accessible to a range of sustainable modes of transport, integrates well with the surrounding residential area and will be designed in accordance with the principles of Designing Streets thereby ensuring that the site is compliant with the national and local policies highlighted within *Chapter 3*.

5. Vehicular Accessibility

5.1. The following presents the existing traffic conditions on the surrounding road network and likely level of private car use generated by the proposed development. In addition, consideration has been given to the development access arrangements and comments received from SBC and the independent road safety audit.

Surrounding Road Network

5.2. This section of the report describes the most likely routes vehicles will travel to / from the development site to places of education, work and recreation. The following provides an overview of the key route corridors which form the basis of the study network.

5.3. *Figure 1*, Site Location, identifies the site, surrounding road network and its environs. The site is ideally located to access strategic transport links, such as, the A703 Edinburgh Road, the A72 and the B7062 Kingsmeadow Road.

5.4. As described, access to the site will be provided via an enhanced priority access onto the A703 Edinburgh Road which formerly provided access to Venlaw Farm and Hotel. Standard visibility splays of 2.4m x 43m are achievable at the new junction as demonstrated within the Woolgar Hunter Drawing 90-9101 PO1 contained within *Appendix B*. The junction layout incorporates two-way operation and links to a new 6m wide development spine road. Access to Venlaw Farm and Hotel will be maintained and provided via a new internal priority junction off the main development spine road.

5.5. The A703 Edinburgh Road is a single carriageway distributor standard road with residential characteristics within the vicinity of the site and the town. Operating in a north – south direction the A703 Edinburgh Road forms the main connection for Peebles in the south with Edinburgh in the north and is a key bus route to employment centres. Subject to a 30mph speed restriction adjacent to the site, the speed limit increases to national speed restriction circa 100m north of the site and the route moves from an urban environment into a more rural setting.

5.6. Whilst the A703 is considered to be of distributor standard given the nature of connection with Edinburgh, within the town of Peebles, the route supports frontage access to residential properties at regular intervals, on-street parking, dropped kerb commercial access, access / egress to a petrol filling station, bus stops and formal / informal access junctions.

5.7. The A703 Edinburgh Road connects with the A72 to the south of the site via a 3arm roundabout junction directly east of Peebles Town Centre.

5.8. The A72 is a single carriageway distributor road which connects Peebles with Symington and Biggar in the west, with onward connections to the M74, and Galashiels in the east. Within the town centre, the A72 operates as a typical high street with on-street parking, pedestrian crossings and frontage access.

5.9. The nature of the surrounding road network and proposed access arrangements will benefit trips to and from the development site. The site is ideally located to access the arterial road network designed to accommodate the daily distribution of traffic from surrounding towns and villages to the key areas of employment and education.

Development Traffic

5.10. The most accurate method of establishing trip rates and distribution for proposed development traffic is obtaining local information, wherever possible. As a result, survey information was obtained for Whitehaugh Park and Kittlegairy View, from a Transport Assessment undertaken as part of a separate application, which provide access to the Taylor Wimpey site in the south east of the town. The information for the two access points allowed the total generation from the site to be calculated and divided by the total number of properties (344) to calculate a trip rate for the proposed development site.

5.11. *Table 3* below summarises the estimated peak hour trip rates and traffic generation for the proposed development. The maximum peak hour within the output has been used to estimate traffic volumes, which coincides with the background peak in the study area ensuring the worst-case scenario has been assessed.

Table 3: Residential Development Trip Rates &Traffic Generation

22 Residential Units	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Trip Rate	0.221	0.462	0.683	0.419	0.235	0.654
Traffic Generation	5	10	15	9	5	14

5.12. It is estimated that the site will generate a maximum of 15 and 14 (two-way) vehicle movements during the weekday AM (08:45-09:45) and PM (16:30-17:30) peak hours, respectively, which are expected to coincide with the peak background traffic periods.

5.13. Based on the above, the development would generate circa 1 two-way movement every 4 minutes during the peak periods. This level of traffic generation is considered to be negligible, as such, no junction analysis is considered necessary to support the development proposals.

Road Safety Review

5.14. As highlighted, an independent road safety review was instructed by Woolgar Hunter on the existing access junction considering comments received from SBC regarding road safety. Wyllie Lodge Road Safety Consultants undertook a site visit on Monday 7th October 2019 between the hours of 11:15 – 12:30 noting existing road / footway layout in relation to all anticipated road users, existing safety problems with current road infrastructure and usage, and consider driver pedestrian behaviour. The report, which is contained within *Appendix D*, considers issues that area clearly and solely road safety related, but also includes traffic management issues that may have a road safety impact.

5.15. The conclusions of the safety audit were as follows:-

- Sightlines taken at 2.4m back from the proposed site access road are good due to the curved horizontal profile of the A703;
- The existing road and access infrastructure in the vicinity of the junction is not complicated to interpret or negotiate by a competent driver and no additional junctions are being created;
- Overlapping junction visibility splays allow acceptable view of oncoming traffic to allow a driver to make a decision on the proposed manoeuvre;
- Vehicle speeds appeared not to exceed 30mph, although it was noted that speeds could not be confirmed; and

- The existing pedestrian provision appeared safe and appropriate for the very low level of activity observed.

5.16. The main recommendations highlighted within the report were as follows:-

- The existing access road junction with the A703, Edinburgh Road is not wide enough to accept two way flow. It is recommended that the carriageway is widened and that all carriageway markings in the vicinity of the junction are remarked.
- The footways on both sides of the junction are upgraded to 2m wide with dropped kerb crossing facilities.

5.17. To provide SBC with comfort that the proposals will not introduce a road safety risk, key consideration was given to the findings of the road safety audit within the reconfiguration of the access junction design. The existing access has been completely redesigned to introduce a standard priority junction layout with two-way operation and improved pedestrian facilities. Enhanced radii will improve turning manoeuvres to / from the A703 and the standard carriageway width will ensure no vehicles are queuing back onto the A703.

5.18. As part of a previous application SBC raised concerns with the number of junctions within a short section. However, the independent road safety audit did not raise the number of junctions in the vicinity of the site access as an issue. The road safety review also indicates that there has been only one accident at this location in the past ten years and it appears that it was due to driver error.

5.19. Designing Streets encourages irregular junction layouts to introduce decision making and reduced speeds. Surveys undertaken at this location in 2014, as part of the previous application, confirmed that there was only 1 movements out of the access junction and none from Crossburn Farm Road during the AM peak period and only 3 from the access junction and 14 movements from Crossburn Farm Road during the PM peak period. This confirms that traffic volumes are low at the existing junctions and turning conflicts are minimal. The A703 operates with dropped kerb commercial accesses, on-street parked vehicles and driveway access on both sides of the carriageway present along the majority of the route. Driver behaviour is influenced by the residential road characteristics and the junction arrangement hasn't resulted in no history of accidents at this location.

5.20. Formalisation of the junction improves the current arrangement and whilst the development will increase generation, *Table 3* confirms vehicle movements will be low, even during peak periods. It should also be noted that although the Venlaw Hotel is no longer operational, during peak trade, a less formal junction at this location was able to support demand.

Summary

5.21. The development site will be accessed via a reconfigured priority junction with the A703 Edinburgh Road providing direct access to the key arterial route in the area. Following consideration of comments received from SBC, an independent road safety audit was instructed to identify the key safety issues associated with the development proposals and, in particular, pedestrian / vehicular access. Results of the safety audit informed the design process and comments were incorporated into the revised layout.

5.22. Traffic generation from this scale of development will be minimal and the impact on the road network negligible.

5.23. In summary, the nature of the surrounding road network is considered sufficient to accommodate the likely traffic demands associated with the development proposals, as a result, it is considered that the development site and proposals are in line with current transport planning policy.

6. Summary & Conclusions

Summary

6.1. ECS Transport Planning Limited has been commissioned by Carmichael Homes & Interiors Ltd to produce a Transport Statement in support of a planning application for a residential development on land east of Knapdale, 54 Edinburgh Road, Peebles.

6.2. The findings of this study are based on a review of the existing site / local traffic conditions, potential connections to the existing transport infrastructure and have been produced in accordance with the Scottish Government document 'Transport Assessment Guidance'. Consideration has also been given to the requirements of local and national government transport planning policies, including SPP and PAN 75.

6.3. The proposals include 22 private 4 bedroom detached residential properties with integral garages and private in curtilage parking.

6.4. Vehicular access will be provided via an upgraded priority junction with the A703 Edinburgh Road to the north west of the site. Access is proposed from an existing junction to Venlaw Farm and the former Castle Venlaw Hotel, which is no longer operational. Access to the farm and former hotel will be maintained and provided via a new minor access from the proposed development spine road.

6.5. External pedestrian access to the site will also be provided from the A703 Edinburgh Road. Due to topography and land constraints, pedestrian access will be introduced on the southern side of the junction and will be segregated from the carriageway. A stepped access with landing platforms will be introduced with a DDA compliant ramp to the north of the stairs which will link with the landing platforms. The stairs and ramp will connect the footway on the eastern side of the A703 Edinburgh Road with segregated footways either side of the development spine road directly north of the reconfigured access to Venlaw Farm and the former Castle Venlaw Hotel.

6.6. An independent road safety audit was undertaken on the access proposals and minor recommendations suggested to improve the access to support residential traffic. The audit is enclosed for information and consideration has been given to each of the points raised. A widened access has been introduced to formalise the junction and permit two-way operation and increased radii to improve merge / diverge from the A703 Edinburgh Road. Pedestrian facilities have also been considered with dropped kerb crossings introduced and a refuge island in the centre of the priority junction. The existing footways will be amended to connect with the proposed crossing points.

6.7. Due to topography and land ownership the site can only be developed in a linear nature which requires the use of a single 6m wide spine road with a turning head at the southern end.

6.8. The site will provide adoptable standard footways either side and a DDA compliant connection to Edinburgh Road, thereby accessing the good links for pedestrians, cyclists and public transport facilities on this primary corridor within the settlement.

6.9. A people trip assessment of the development proposals has been undertaken for all modes of travel which confirms that the walking, cycling and public transport provision in the area is sufficient to accommodate the expected future demand. The development will be designed to link to the existing transport infrastructure and ensure the layout is porous and encourages access by all modes.

6.10. The nature of the surrounding road network is considered sufficient to accommodate the likely traffic demands associated with the development proposals, as a result, it is considered that the development site and proposals are in line with current transport planning policy.

Conclusions

6.11. This Transport Statement demonstrates that the development site will be accessible by sustainable modes of travel and integrate effectively with the existing transport network. In addition, the site can be accessed safely from the adjacent road network by private vehicles without compromising the safety or efficiency of existing road users. In transportation terms, this Transport Statement demonstrates that the proposed development satisfies all policy requirements.

APPENDICES

A. Scoping Correspondence

TRANSPORT PLANNING LIMITED

Direct Tel: 0844 443 0934
Direct Email: steven.scott@ecstransport.co.uk

Our Ref: 20031/001
Your Ref:

Date: 11th May 2020

Mr Paul Grigor
Roads Planning Service
Regulatory Services
Scottish Borders Council
Council Headquarters
Newtown St Boswells
Scottish Borders
Melrose
TD6 0SA

(Email Only)

Dear Paul,

PROPOSED RESIDENTAIL DEVELOPMENT – EDINBURGH ROAD, PEEBLES
TRANSPORT STATEMENT SCOPE

ECS Transport Planning (ECS) has been commissioned by Carmichael Homes & Interiors Limited to prepare a Transport Statement (TS) in support of a planning application for residential development on land east of Knapdale, 54 Edinburgh Road, Peebles.

This letter has been produced to confirm the parameters for undertaking the study. The following presents an overview of the proposed development, including access strategy proposals, and our intended approach / methodology for undertaking the TS which has been prepared in accordance with the Scottish Government Document "Transport Assessment Guidance".

Development Proposals

Overview

Carmichael Homes & Interiors propose a residential development of 22 dwellings with associated infrastructure and open space on land to the east of Knapdale, 54 Edinburgh Road, Peebles. Vehicular access will be provided via an upgraded priority junction with the A703 Edinburgh Road to the north west of the site. Access is proposed from an existing junction to Venlaw Farm and the former Castle Venlaw Hotel, which is no longer operational.

We are aware that the site was subject to a previous application for a larger residential development, but was withdraw prior to determination. Scottish Borders Council (SBC) previously raised issues with topography of the site and vehicular access due to the number of junctions within close proximity on the A703 Edinburgh Road. As a result, an independent road safety audit was undertaken on the access proposals and minor recommendations suggested to improve the access to support residential traffic. The audit is enclosed for information and the Transport Statement will include consideration of each of the points raised.

Due to topography and land ownership the site can only be developed in a linear nature which requires the use of a single cul-de-sac with a turning head at the southern end. The proposed development layout is enclosed for consideration and we would welcome any comments with respect to the infrastructure design.

The site will provide an adoptable standard footway which will connects to Edinburgh Road thereby accessing the good links for pedestrians, cyclists and public transport facilities on this primary corridor within the settlement.

Continued…

Vehicular parking associated with the development proposals will be considered in accordance with SBC adopted Parking Standards, which will comprise a mix of private and visitor.

Methodology

Sustainable Accessibility

A review of existing walk, cycle and public transport in the surrounding area will be undertaken and assessed against the likely future demand to ensure the current provision is supportive of the development proposals. Improvements to encourage travel by non-car modes will be identified, if necessary. A travel plan framework will also be considered within the TS, which will ultimately form part of a Welcome Pack for residents upon occupation and a full travel plan for employers.

The development proposals will be assessed against national and local policy to establish the site's accessibility by all modes of transport. A people trip assessment will be undertaken in line with "Transport Assessment Guidance", using *2011* Census 'Journey to Work' multi-modal information for the wards north of the Tweed within Peebles. *Table 1* below, indicates the existing modal split based on this postcode, which will be used to provide an indication of the likely travel characteristics for the new development site.

Table 1: Existing Modal Split (Peebles – North of the Tweed in the vicinity of the site)

Mode of Travel	People	Modal Split
Underground / metro / light rail	1	0.04%
Train	2	0.08%
Bus / Coach	154	6.54%
Taxi / Minicab	15	0.64%
Car Driver	1042	44.23%
Car Passenger	207	8.79%
Motorcycle	6	0.25%
Bicycle	41	1.74%
Pedestrian (On Foot)	876	37.18%
Other	12	0.51%
All People	**2356**	**100%**

To convert the corresponding mode share percentages to figures, the proposed total vehicle generation will be used to reflect the percentage modal split for 'Car Drivers' (i.e. 44.23%). The remaining travel modes will be established as a result of proportioning each mode to the 'Car Driver' figure.

Existing & Future Traffic Conditions

Rather than utilise the TRICS database, information is available within the public domain regarding the operation of the two priority accesses to the recently completed Taylor Wimpey residential development on Kingsmeadow Road which provides a local trip rate. The trip rates are considered robust and detailed within *Table 2* overleaf.

Continued…

Table 2: Residential Development Trip Rates &Traffic Generation

22 Residential Units	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	In	Out	Total	In	Out	Total
Trip Rate	0.221	0.462	0.683	0.419	0.235	0.654
Traffic Generation	5	10	15	9	5	14

To ensure that the future traffic conditions on the surrounding road network are included within the TS, I would be grateful if you could confirm any consented / committed developments or infrastructure schemes in the vicinity of the site that should also be considered within the study.

Given the scale of the development and likely traffic generation it is not proposed to undertake detailed junction analysis within the Transport Statement.

We trust you find the above to be a reasonable approach for undertaking the TA and look forward to receiving your earliest response. In the meantime, should you have any queries or wish to discuss any aspect of letter, please do not hesitate to contact me.

Yours Sincerely,

Steven Scott
Principal Engineer

Encls

B. Masterplan / Site Access

LEGEND

Softworks

Speciment Tree
Specimen semi-mature tree, 25/30cm girth, wrb, 5-7m tall

LandscapeTree
Semi-mature tree, 20/25cm girth, wrb, 4-5m tall

Garden Tree
Heritage fruit trees - Half standard, 12l pot, 80cm clear stem,
Native species - 250/300 multistem, rootballed

Existing Tree Retained & RPA
See erz 18 21 P02 for more information.

Existing Woodland/Tree not surveyed

Proposed Woodland Planting,
3 plants per sqm, 100-125cm tall, bareroot
plus 0.2 plants per sqm, 175-200cm tall, feathered, bareroot
Underseeded with woodland seed mix

Shrub/herbaceous planting
5 plants per sqm, 2L pot grown

Lawn
Turfed with hard wearing amenity turf

Existing Meadow
Eastern field outside of main development - protected from construction works

Propsed Meadow
Main development site - seeded with native wildflower meadow mix

Swale/Wetland
Lined wetland area with marginal plant species, not part of SuDS system, collects surface water from surrounding soft

Hedge - Proposed
Fagus sylvatica: double staggered row, 7 plants per linear metre, 80-100cm tall, bareroot, intergral post and wire fence

Hardworks

Asphalt
To site entrance junction & pedestrian access path.
Hatch signifies no dig construction

Precast Concrete Pavers
To road and footway, product tbc. to an adoptable standard. Contrasting colours

Precast Concrete Pavers
To garden paths and patios. Narrow gauge, herringbone, colour tbc

Resin Bound Gravel
To private driveways. Porous RBG, colour tbc

Boundaries

Low Stone Wall
To site entrance, 1.0m high with piers to ends

Retaining Wall
Between properties, to engineer's design and specification

Balustrade
On top of retaining wall, glass balustrade to match architectural specification

Steps
Precast concrete step units with visibility strips. Colour tbc

Handrails
To pedestrian entrance path. Steel vertical bars. Colour tbc.

Location for post and wire fence
To allow grazing of wider meadow if required

erz Limited
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First issued: 12.06.20

Project Title:
Venlaws
Peebles

Client:
Carmichael Homes & Interiors

Drawing Title:
Landscape Masterplan

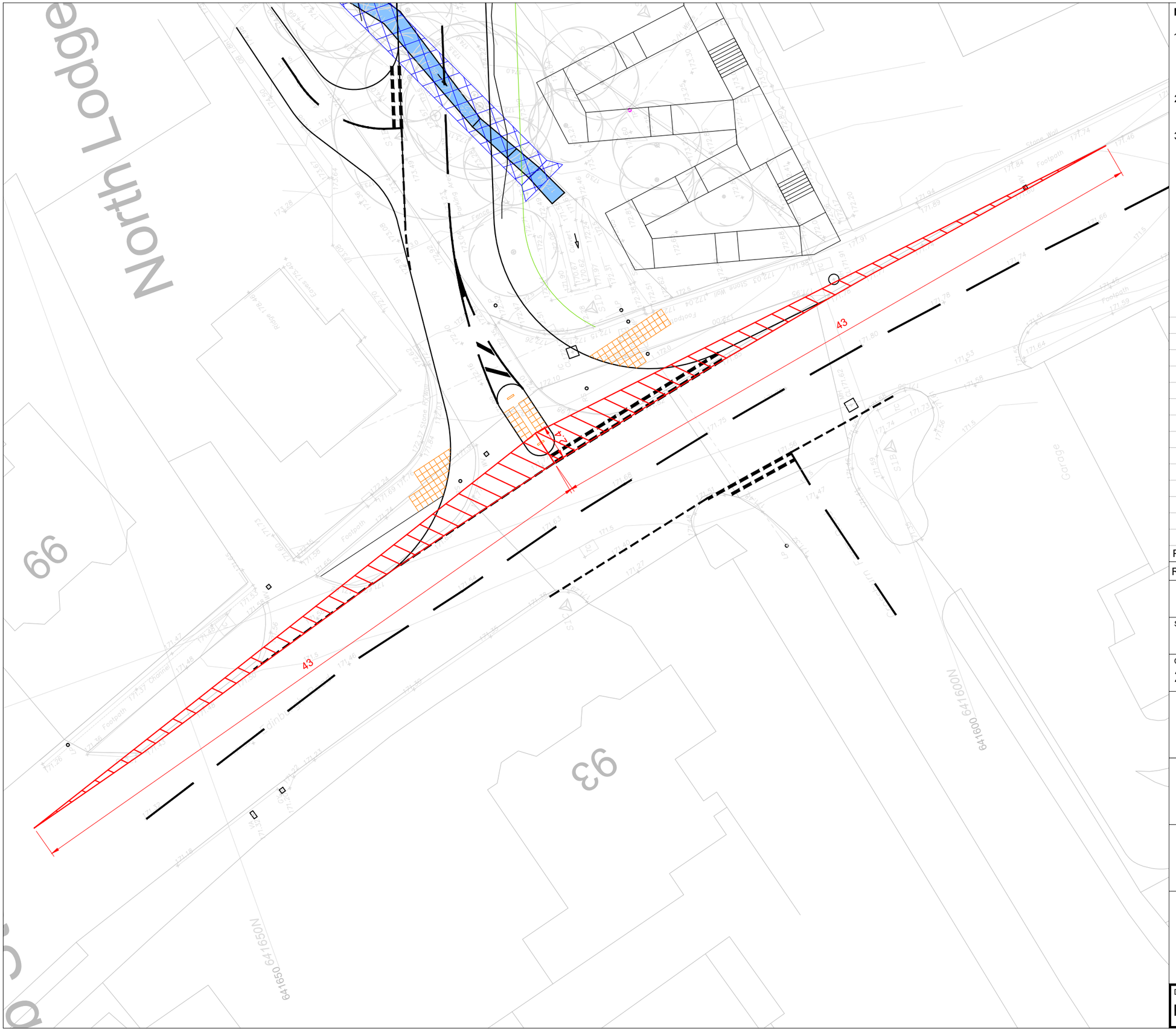
Notes:
PLANNING

Scale:
1:500 @ A1

Drawing Number:
erz 18 21 P01

Revision Number:

Date:
12.06.20



Notes

1. All Woolgar Hunter drawings are to be read in conjunction with the relevant Woolgar Hunter specification and all relevant Architects and Service Engineers drawings and specifications.

2. All dimensions are in millimetres unless stated otherwise. All levels are in metres and relate to ordnance datum.

3. Do not scale from any drawing. Work to figured dimensions only. Any discrepancies in dimensions are to be referred to the Designer before work is put to hand.

REV	AMENDMENTS	DATE	BY	CHK
P01	Initial Issue	05.06.20	MM	DC

www.woolgarhunter.com

STATUS:
INFORMATION

CONTRACT No:	SCALE:	
2020 1032	1/250	@ A3

PEEBLES RESIDENTIAL DEVELOPMENT

CARMICHAEL HOMES & INTERIORS

PROPOSED ENTRANCE VISIBILITY SPLAYS

Woolgar Hunter engineers

DRAWING No:	REV:
PRD-WHL-XX-XX-SK-C-90-9101	**P01**

This drawing is based on Landscape Architect site layout:

Landscape Architect:

Drawing Number:

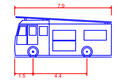
Revision: Date:

Notes

1. All Woolgar Hunter drawings are to be read in conjunction with the relevant Woolgar Hunter specification and all relevant Architects and Service Engineers drawings and specifications.

2. All dimensions are in millimetres unless stated otherwise. All levels are in metres and relate to ordnance datum.

3. Do not scale from any drawing. Work to figured dimensions only. Any discrepancies in dimensions are to be referred to the Designer before work is put to hand.



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

REV	AMENDMENTS	DATE	BY	CHK
P02	Site Layout Updated	05.06.20	MM	DC
P01	Initial Issue	05.05.20	MM	DC

www.woolgarhunter.com

STATUS: **INFORMATION**

CONTRACT No: 2020 1032 | SCALE: 1/500 @ A1

PEEBLES RESIDENTIAL DEVELOPMENT

CARMICHAEL HOMES & INTERIORS

VEHICLE TRACKING FIRE TENDER

Woolgar**Hunter** engineers

DRAWING No: PRD-WHL-XX-XX-SK-C-90-9500 | REV: **P01**

This drawing is based on Landscape Architect site layout:

Landscape Architect:

Drawing Number:

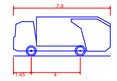
Revision: Date:

Notes

1. All Woolgar Hunter drawings are to be read in conjunction with the relevant Woolgar Hunter specification and all relevant Architects and Service Engineers drawings and specifications.

2. All dimensions are in millimetres unless stated otherwise. All levels are in metres and relate to ordnance datum.

3. Do not scale from any drawing. Work to figured dimensions only. Any discrepancies in dimensions are to be referred to the Designer before work is put to hand.



DB32 Refuse Vehicle	
Overall Length	7.900m
Overall Width	2.400m
Overall Body Height	3.183m
Min Body Ground Clearance	0.385m
Max Track Width	2.400m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.625m

REV	AMENDMENTS	DATE	BY	CHK
P02	Site Layout Updated	05.06.20	MM	DC
P01	Initial Issue	05.05.20	MM	DC

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STATUS: **INFORMATION**

CONTRACT No: 2020 1032 | SCALE: 1/500 @ A1

PEEBLES RESIDENTIAL DEVELOPMENT

CARMICHAEL HOMES & INTERIORS

VEHICLE TRACKING
REFUSE TRUCK

Woolgar**Hunter** engineers

DRAWING No: PRD-WHL-XX-XX-SK-C-90-9501 | REV: **P01**

C. Surveys / Multi-Modal Assessment

Edinburgh Road, Peebles

Peebles - All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census

Total People	Works or studies mainly at or from home	Not currently working or studying	Underground, tube, metro or light rail	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	TOTAL
2657	301		1	2	154	15	1042	207	6	41	876	12	2356
			0.04%	0.08%	6.54%	0.64%	44.23%	8.79%	0.25%	1.74%	37.18%	0.51%	100.00%

Residential Vehicle Trips Only

	IN	OUT	TOTAL
AM	5	10	15
PM	9	5	14

Residential People Trips Only

	IN	OUT	TOTAL
AM	11	23	34
PM	21	12	33

		Underground	Train	Bus	Taxi	Car Driver	Passenger	M/cycle	Bicycle	Foot	Other	Total
AM	IN	0	0	1	0	5	1	0	0	4	0	**11**
	OUT	0	0	2	0	10	2	0	0	9	0	**23**
	TOTAL	**0**	**0**	**2**	**0**	**15**	**3**	**0**	**1**	**13**	**0**	**34**
PM	IN	0	0	1	0	9	2	0	0	8	0	**21**
	OUT	0	0	1	0	5	1	0	0	4	0	**12**
	TOTAL	**0**	**0**	**2**	**0**	**14**	**3**	**0**	**1**	**12**	**0**	**33**

C11

Scotland's Census 2011 - National Records of ScotlandTable QS702SC - Method of travel to work or study (1)All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census
Datazone 2011 by Transport to place of work or study by Term-time Address (Indicator) and In education or employment
Counting: Person

Filters:
Default Summation Person
Term-time Address Resident
In education or emp In education or employment - Part time students

Transport to place of work or study	All people	Work or study mainly at or from	Underground, metro, light rail or	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Datazone 2011												
S01012251	607	68	0	0	37	3	214	48	2	13	216	6
S01012252	475	45	0	1	37	3	192	51	0	13	133	0
S01012253	526	56	0	0	17	4	213	35	3	6	191	1
S01012254	561	53	0	0	31	3	244	30	1	6	191	2
S01012255	488	79	1	1	32	2	179	43	0	3	145	3

(1) Excludes some 4 and 5 year olds (a total of 11,867 in Scotland) who were reported as being in full-time education but for whom no information on their place of study or method of travel to study was provided.

	2657	301	1	2	154	15	1042	207	6	41	876	12

TRAFFIC SURVEY REPORT

KINGSMEADOW ROAD, PEEBLES

TRANSURVEYS LIMITED

BLUE SQUARE OFFICES, 272 BATH STRET, GLASGOW, G2 4JR

TRAFFIC SURVEY REPORT

QUALITY MANAGEMENT

CLIENT	ECS Transport Planning Limited
PROJECT	Kingsmeadow Road, Peebles
REFERENCE	TS-17-002
REVISION	002

SURVEYED NETWORK

Peebles:-

1. B7062 (Kingsmeadow Road) / Kittlegairy View Priority Junction; and
2. B7062 (Kingsmeadow Road) / Whitehaugh Park Priority Junction.

CLASSIFIED VEHICLE ARRIVAL / DEPARTURE TRIP RATE SURVEYS

WEDNESDAY 18th JANUARY 2017

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002
Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear
Location 1: Kingsmeadows Residential Estate, Peebles
Movement: Inbound / Arrivals

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00	07:15	0	0	2	0	0	0	0	2	0	2.00
07:15	07:30	0	0	0	1	0	0	0	1	0	1.00
07:30	07:45	0	0	2	0	0	0	0	2	0	2.00
07:45	08:00	1	0	4	2	0	0	0	7	0	6.20
08:00	08:15	0	0	2	0	0	0	0	2	0	2.00
08:15	08:30	0	0	5	1	0	0	0	6	0	6.00
08:30	08:45	0	0	11	1	0	0	0	12	0	12.00
08:45	09:00	0	0	9	1	1	0	0	11	1	11.50
09:00	09:15	0	0	8	0	0	0	1	9	1	10.00
09:15	09:30	0	0	6	0	0	0	0	6	0	6.00
09:30	09:45	0	0	3	0	0	0	0	3	0	3.00
09:45	10:00	0	0	3	0	0	0	0	3	0	3.00
TOTAL		1	0	55	6	1	0	1	64	2	64.70

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:45 - 08:45	1	0	22	4	0	0	0	27	0	26.20
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	33	3	1	0	1	38	2	39.50

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
15:30	15:45	0	0	19	0	0	0	0	19	0	19.00
15:45	16:00	0	0	11	1	0	0	0	12	0	12.00
16:00	16:15	0	0	7	1	0	0	0	8	0	8.00
16:15	16:30	0	0	10	0	1	0	0	11	1	11.50
16:30	16:45	0	0	12	0	0	0	0	12	0	12.00
16:45	17:00	0	0	11	3	0	0	0	14	0	14.00
17:00	17:15	0	0	7	1	0	0	1	9	1	10.00
17:15	17:30	0	0	12	1	0	0	0	13	0	13.00
17:30	17:45	0	0	18	0	0	0	0	18	0	18.00
17:45	18:00	0	0	16	1	0	0	0	17	0	17.00
18:00	18:15	0	0	18	0	0	0	0	18	0	18.00
18:15	18:30	0	0	15	0	0	0	1	16	1	17.00
TOTAL		0	0	156	8	1	0	2	167	3	169.50

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	67	1	0	0	1	69	1	70.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	67	1	0	0	1	69	1	70.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002
Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear
Location 1: Kingsmeadows Residential Estate, Peebles
Movement: Outbound / Departures

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00	07:15	0	0	14	0	0	0	0	14	0	14.00
07:15	07:30	0	0	11	1	0	0	0	12	0	12.00
07:30	07:45	0	0	6	2	0	0	0	8	0	8.00
07:45	08:00	0	0	10	5	0	0	0	15	0	15.00
08:00	08:15	0	0	10	1	0	0	0	11	0	11.00
08:15	08:30	0	0	29	1	0	0	0	30	0	30.00
08:30	08:45	0	0	28	2	0	0	0	30	0	30.00
08:45	09:00	0	0	8	1	1	0	0	10	1	10.50
09:00	09:15	0	0	4	0	0	0	0	4	0	4.00
09:15	09:30	0	0	6	0	0	0	0	6	0	6.00
09:30	09:45	0	0	7	0	0	0	0	7	0	7.00
09:45	10:00	0	0	6	1	0	0	0	7	0	7.00
TOTAL		0	0	139	14	1	0	0	154	1	154.50

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:45 - 08:45	0	0	77	9	0	0	0	86	0	86.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	69	4	1	0	0	74	1	74.50

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
15:30	15:45	0	0	4	1	0	0	0	5	0	5.00
15:45	16:00	0	0	5	0	0	0	0	5	0	5.00
16:00	16:15	0	0	3	0	0	0	0	3	0	3.00
16:15	16:30	0	0	4	0	1	0	0	5	1	5.50
16:30	16:45	0	0	8	0	0	0	0	8	0	8.00
16:45	17:00	0	0	6	1	0	0	0	7	0	7.00
17:00	17:15	0	0	8	2	0	0	0	10	0	10.00
17:15	17:30	0	0	5	2	0	0	0	7	0	7.00
17:30	17:45	0	0	7	0	0	0	0	7	0	7.00
17:45	18:00	0	0	14	1	0	0	0	15	0	15.00
18:00	18:15	0	0	5	1	0	0	0	6	0	6.00
18:15	18:30	0	0	11	0	0	0	0	11	0	11.00
TOTAL		0	0	80	8	1	0	0	89	1	89.50

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	37	2	0	0	0	39	0	39.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	37	2	0	0	0	39	0	39.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002
Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear
Location 2: Whitehaugh Park Residential Estate, Peebles
Movement: Inbound / Arrivals

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00	07:15	0	0	5	3	0	0	1	9	1	10.00
07:15	07:30	0	0	3	0	0	0	0	3	0	3.00
07:30	07:45	0	0	3	0	0	0	0	3	0	3.00
07:45	08:00	0	0	1	0	0	0	0	1	0	1.00
08:00	08:15	0	0	0	0	1	0	0	1	1	1.50
08:15	08:30	0	0	6	2	0	0	0	8	0	8.00
08:30	08:45	0	0	4	0	0	0	0	4	0	4.00
08:45	09:00	0	0	13	2	0	0	0	15	0	15.00
09:00	09:15	0	0	10	1	0	0	0	11	0	11.00
09:15	09:30	0	0	3	2	0	0	0	5	0	5.00
09:30	09:45	0	0	6	1	0	0	0	7	0	7.00
09:45	10:00	0	0	6	1	0	0	0	7	0	7.00
TOTAL		0	0	60	12	1	0	1	74	2	75.50

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	33	5	0	0	0	38	0	38.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	33	5	0	0	0	38	0	38.00

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
15:30	15:45	0	0	18	1	0	0	0	19	0	19.00
15:45	16:00	0	0	8	1	0	0	0	9	0	9.00
16:00	16:15	0	0	14	1	0	0	0	15	0	15.00
16:15	16:30	2	0	4	1	0	0	0	7	0	5.40
16:30	16:45	0	0	14	0	0	0	0	14	0	14.00
16:45	17:00	0	0	12	0	0	0	0	12	0	12.00
17:00	17:15	0	0	17	1	0	0	0	18	0	18.00
17:15	17:30	0	0	11	4	0	0	0	15	0	15.00
17:30	17:45	0	0	16	1	0	0	0	17	0	17.00
17:45	18:00	0	0	17	0	0	0	0	17	0	17.00
18:00	18:15	0	0	21	1	0	0	0	22	0	22.00
18:15	18:30	0	0	19	0	0	0	0	19	0	19.00
TOTAL		2	0	171	11	0	0	0	184	0	182.40

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	73	2	0	0	0	75	0	75.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	73	2	0	0	0	75	0	75.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002
Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear
Location 2: Whitehaugh Park Residential Estate, Peebles
Movement: Outbound / Departures

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00	07:15	0	0	13	2	0	0	0	15	0	15.00
07:15	07:30	0	0	10	1	0	0	1	12	1	13.00
07:30	07:45	0	0	12	1	0	0	0	13	0	13.00
07:45	08:00	0	0	14	0	0	0	0	14	0	14.00
08:00	08:15	0	0	12	1	0	0	0	13	0	13.00
08:15	08:30	0	0	21	3	0	0	0	24	0	24.00
08:30	08:45	0	0	22	3	0	0	0	25	0	25.00
08:45	09:00	0	0	16	2	0	0	0	18	0	18.00
09:00	09:15	0	0	15	2	0	0	1	18	1	19.00
09:15	09:30	0	0	13	1	0	0	0	14	0	14.00
09:30	09:45	0	0	9	0	0	0	0	9	0	9.00
09:45	10:00	1	0	4	0	0	0	0	5	0	4.20
TOTAL		1	0	161	16	0	0	2	180	2	181.20

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	74	10	0	0	1	85	1	86.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	74	10	0	0	1	85	1	86.00

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
15:30	15:45	0	0	7	1	0	0	0	8	0	8.00
15:45	16:00	0	0	5	1	0	0	0	6	0	6.00
16:00	16:15	0	0	11	2	0	0	0	13	0	13.00
16:15	16:30	0	0	0	1	0	0	0	1	0	1.00
16:30	16:45	0	0	13	1	0	0	0	14	0	14.00
16:45	17:00	0	0	8	0	0	0	0	8	0	8.00
17:00	17:15	0	0	5	0	0	0	0	5	0	5.00
17:15	17:30	1	0	8	2	0	0	1	12	1	12.20
17:30	17:45	0	0	8	2	0	0	0	10	0	10.00
17:45	18:00	0	0	11	2	0	0	0	13	0	13.00
18:00	18:15	0	0	9	1	0	0	0	10	0	10.00
18:15	18:30	0	0	8	1	0	0	0	9	0	9.00
TOTAL		1	0	93	14	0	0	1	109	1	109.20

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	36	6	0	0	0	42	0	42.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	36	6	0	0	0	42	0	42.00

SURVEYED VEHICLE TRIP RATE

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002

Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear

Location: Kingsmeadows / Whithaugh Park Residential Estate, Peebles

TIME		TRIP RATE (15mins)								
		INBOUND			OUTBOUND			TOTAL		
		No.of Units	No.of Vehicles	Trip Rate	No.of Units	No.of Vehicles	Trip Rate	No.of Units	No.of Vehicles	Trip Rate
07:00	07:15	344	11	0.032	344	29	0.084	344	40	0.116
07:15	07:30	344	4	0.012	344	24	0.070	344	28	0.081
07:30	07:45	344	5	0.015	344	21	0.061	344	26	0.076
07:45	08:00	344	8	0.023	344	29	0.084	344	37	0.108
08:00	08:15	344	3	0.009	344	24	0.070	344	27	0.078
08:15	08:30	344	14	0.041	344	54	0.157	344	68	0.198
08:30	08:45	344	16	0.047	344	55	0.160	344	71	0.206
08:45	09:00	344	26	0.076	344	28	0.081	344	54	0.157
09:00	09:15	344	20	0.058	344	22	0.064	344	42	0.122
09:15	09:30	344	11	0.032	344	20	0.058	344	31	0.090
09:30	09:45	344	10	0.029	344	16	0.047	344	26	0.076
09:45	10:00	344	10	0.029	344	12	0.035	344	22	0.064
TOTAL			138	0.401		334	0.971		472	1.372

TIME	TRIP RATE (Peak Hour)								
	INBOUND			OUTBOUND			TOTAL		
Network	No.of Units	No.of Vehicles	Trip Rate	No.of Units	No.of Vehicles	Trip Rate	No.of Units	No.of Vehicles	Trip Rate
08:15 - 09:15	344	76	0.221	344	159	0.462	344	235	0.683

TIME		TRIP RATE (15mins)								
		INBOUND			OUTBOUND			TOTAL		
		No.of Units	No.of Vehicles	Trip Rate	No.of Units	No.of Vehicles	Trip Rate	No.of Units	No.of Vehicles	Trip Rate
15:30	15:45	344	38	0.110	344	13	0.038	344	51	0.148
15:45	16:00	344	21	0.061	344	11	0.032	344	32	0.093
16:00	16:15	344	23	0.067	344	16	0.047	344	39	0.113
16:15	16:30	344	18	0.052	344	6	0.017	344	24	0.070
16:30	16:45	344	26	0.076	344	22	0.064	344	48	0.140
16:45	17:00	344	26	0.076	344	15	0.044	344	41	0.119
17:00	17:15	344	27	0.078	344	15	0.044	344	42	0.122
17:15	17:30	344	28	0.081	344	19	0.055	344	47	0.137
17:30	17:45	344	35	0.102	344	17	0.049	344	52	0.151
17:45	18:00	344	34	0.099	344	28	0.081	344	62	0.180
18:00	18:15	344	40	0.116	344	16	0.047	344	56	0.163
18:15	18:30	344	35	0.102	344	20	0.058	344	55	0.160
TOTAL			351	1.020		198	0.576		549	1.596

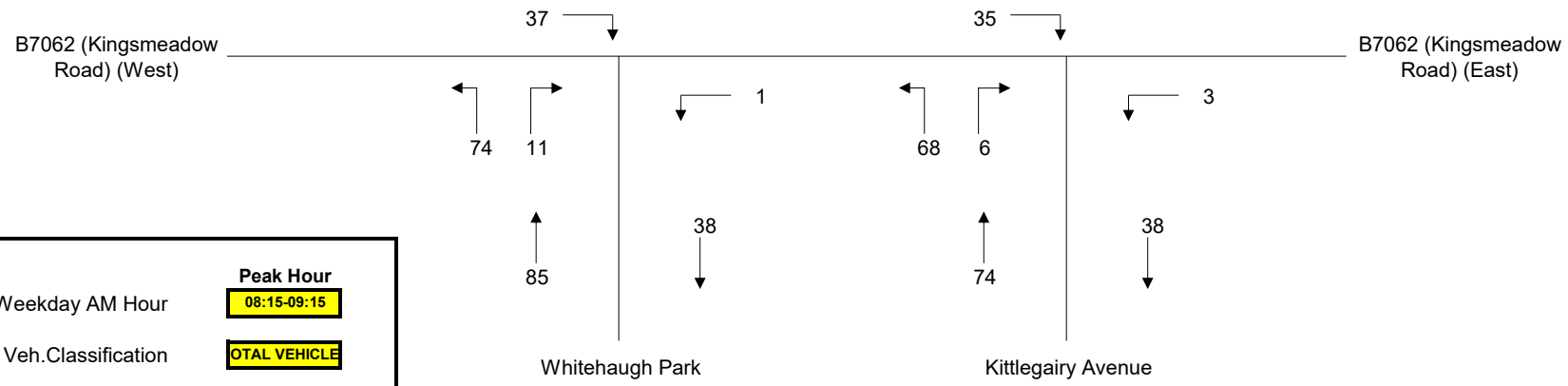
TIME	TRIP RATE (Peak Hour)								
	INBOUND			OUTBOUND			TOTAL		
Network	No.of Units	No.of Vehicles	Trip Rate	No.of Units	No.of Vehicles	Trip Rate	No.of Units	No.of Vehicles	Trip Rate
17:30 - 18:30	344	144	0.419	344	81	0.235	344	225	0.654

Note: Number of units extracted from Scottish Assessors Association website (http://www.ssa.gov.uk) for Kittlegairy View, Crescent, Gardens, Place, Way, Avenue, Road, and Park, and Whitehaugh Park.

CLASSIFIED VEHICLE JUNCTION TURNING COUNTS

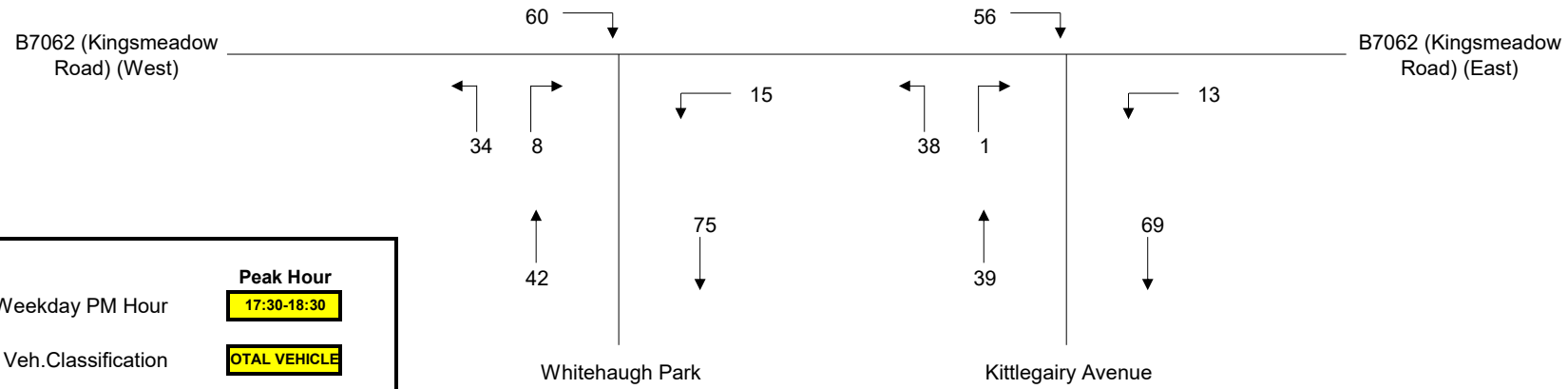
WEDNESDAY 18th JANUARY 2017

SURVEY NETWORK TRAFFIC FLOW DIAGRAM



	Peak Hour
Weekday AM Hour	08:15-09:15
Veh.Classification	OTAL VEHICLE

Date: 18th January 2017

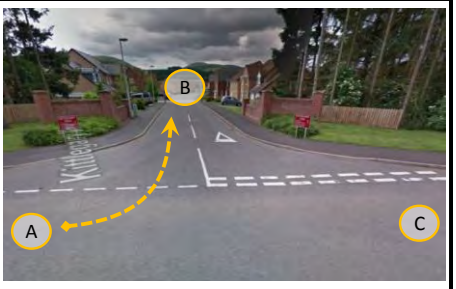


	Peak Hour
Weekday PM Hour	17:30-18:30
Veh.Classification	OTAL VEHICLE

Date: 18th January 2017

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002
Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear
Junction 2: B7062 (Kingsmeadow Road) / Kittlegairy Avenue Priority T-Junction
Movement 1.1: B7062 (Kingsmeadow Road) (East) to Kittlegairy Avenue Left Turn (A-B)



TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00	07:15	0	0	0	0	0	0	0	0	0	0.00
07:15	07:30	0	0	0	0	0	0	0	0	0	0.00
07:30	07:45	0	0	0	0	0	0	0	0	0	0.00
07:45	08:00	0	0	1	0	0	0	0	1	0	1.00
08:00	08:15	0	0	0	0	0	0	0	0	0	0.00
08:15	08:30	0	0	2	0	0	0	0	2	0	2.00
08:30	08:45	0	0	0	0	0	0	0	0	0	0.00
08:45	09:00	0	0	0	0	0	0	0	0	0	0.00
09:00	09:15	0	0	1	0	0	0	0	1	0	1.00
09:15	09:30	0	0	0	0	0	0	0	0	0	0.00
09:30	09:45	0	0	0	0	0	0	0	0	0	0.00
09:45	10:00	0	0	1	0	0	0	0	1	0	1.00
TOTAL		0	0	5	0	0	0	0	5	0	5.00

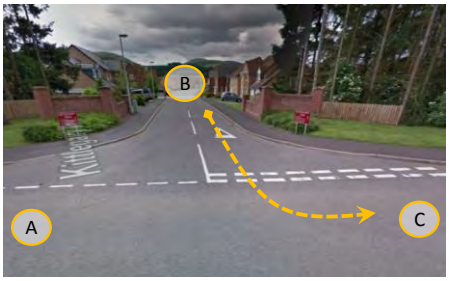
PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:45 - 08:45	0	0	3	0	0	0	0	3	0	3.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	3	0	0	0	0	3	0	3.00

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
15:30	15:45	0	0	0	0	0	0	0	0	0	0.00
15:45	16:00	0	0	0	0	0	0	0	0	0	0.00
16:00	16:15	0	0	1	0	0	0	0	1	0	1.00
16:15	16:30	0	0	0	0	0	0	0	0	0	0.00
16:30	16:45	0	0	0	0	0	0	0	0	0	0.00
16:45	17:00	0	0	2	1	0	0	0	3	0	3.00
17:00	17:15	0	0	1	0	0	0	0	1	0	1.00
17:15	17:30	0	0	0	0	0	0	0	0	0	0.00
17:30	17:45	0	0	1	0	0	0	0	1	0	1.00
17:45	18:00	0	0	5	0	1	0	0	6	1	6.50
18:00	18:15	0	0	3	0	0	0	0	3	0	3.00
18:15	18:30	0	0	3	0	0	0	0	3	0	3.00
TOTAL		0	0	16	1	1	0	0	18	1	18.50

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	12	0	1	0	0	13	1	13.50
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	12	0	1	0	0	13	1	13.50

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002
Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear
Junction 2: B7062 (Kingsmeadow Road) / Kittlegairy Avenue Priority T-Junction
Movement 1.2: Kittlegairy Avenue to B7062 (Kingsmeadow Road) (West) Left Turn (B-C)



TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00	07:15	0	0	14	0	0	0	0	14	0	14.00
07:15	07:30	0	0	11	1	0	0	0	12	0	12.00
07:30	07:45	0	0	5	2	0	0	0	7	0	7.00
07:45	08:00	0	0	9	5	0	0	0	14	0	14.00
08:00	08:15	0	0	8	1	0	0	0	9	0	9.00
08:15	08:30	0	0	27	1	0	0	0	28	0	28.00
08:30	08:45	0	0	26	2	0	0	0	28	0	28.00
08:45	09:00	0	0	8	1	1	0	0	10	1	10.50
09:00	09:15	0	0	2	0	0	0	0	2	0	2.00
09:15	09:30	0	0	6	0	0	0	0	6	0	6.00
09:30	09:45	0	0	6	0	0	0	0	6	0	6.00
09:45	10:00	0	0	5	1	0	0	0	6	0	6.00
TOTAL		0	0	127	14	1	0	0	142	1	142.50

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:45 - 08:45	0	0	70	9	0	0	0	79	0	79.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	63	4	1	0	0	68	1	68.50

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
15:30	15:45	0	0	4	0	0	0	0	4	0	4.00
15:45	16:00	0	0	3	0	0	0	0	3	0	3.00
16:00	16:15	0	0	3	0	0	0	0	3	0	3.00
16:15	16:30	0	0	4	0	1	0	0	5	1	5.50
16:30	16:45	0	0	8	0	0	0	0	8	0	8.00
16:45	17:00	0	0	5	1	0	0	0	6	0	6.00
17:00	17:15	0	0	7	2	0	0	0	9	0	9.00
17:15	17:30	0	0	5	2	0	0	0	7	0	7.00
17:30	17:45	0	0	6	0	0	0	0	6	0	6.00
17:45	18:00	0	0	14	1	0	0	0	15	0	15.00
18:00	18:15	0	0	5	1	0	0	0	6	0	6.00
18:15	18:30	0	0	11	0	0	0	0	11	0	11.00
TOTAL		0	0	75	7	1	0	0	83	1	83.50

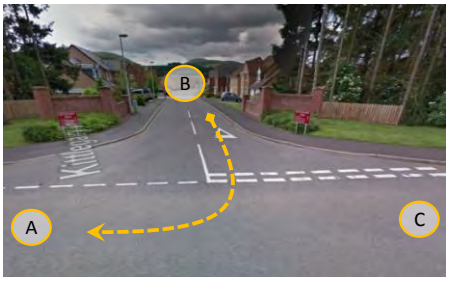
PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	36	2	0	0	0	38	0	38.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	36	2	0	0	0	38	0	38.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002

Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear

Junction 2: B7062 (Kingsmeadow Road) / Kittlegairy Avenue Priority T-Junction
Movement 1.3: Kittlegairy Avenue to B7062 (Kingsmeadow Road) (East) Right Turn (B-A)



TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 07:15	0	0	0	0	0	0	0	0	0	0.00
07:15 07:30	0	0	0	0	0	0	0	0	0	0.00
07:30 07:45	0	0	1	0	0	0	0	1	0	1.00
07:45 08:00	0	0	1	0	0	0	0	1	0	1.00
08:00 08:15	0	0	2	0	0	0	0	2	0	2.00
08:15 08:30	0	0	2	0	0	0	0	2	0	2.00
08:30 08:45	0	0	2	0	0	0	0	2	0	2.00
08:45 09:00	0	0	0	0	0	0	0	0	0	0.00
09:00 09:15	0	0	2	0	0	0	0	2	0	2.00
09:15 09:30	0	0	0	0	0	0	0	0	0	0.00
09:30 09:45	0	0	1	0	0	0	0	1	0	1.00
09:45 10:00	0	0	1	0	0	0	0	1	0	1.00
TOTAL	0	0	12	0	0	0	0	12	0	12.00

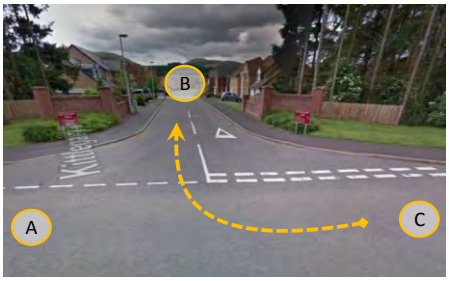
PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:45 - 08:45	0	0	7	0	0	0	0	7	0	7.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	6	0	0	0	0	6	0	6.00

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
15:30 15:45	0	0	0	1	0	0	0	1	0	1.00
15:45 16:00	0	0	2	0	0	0	0	2	0	2.00
16:00 16:15	0	0	0	0	0	0	0	0	0	0.00
16:15 16:30	0	0	0	0	0	0	0	0	0	0.00
16:30 16:45	0	0	0	0	0	0	0	0	0	0.00
16:45 17:00	0	0	1	0	0	0	0	1	0	1.00
17:00 17:15	0	0	1	0	0	0	0	1	0	1.00
17:15 17:30	0	0	0	0	0	0	0	0	0	0.00
17:30 17:45	0	0	1	0	0	0	0	1	0	1.00
17:45 18:00	0	0	0	0	0	0	0	0	0	0.00
18:00 18:15	0	0	0	0	0	0	0	0	0	0.00
18:15 18:30	0	0	0	0	0	0	0	0	0	0.00
TOTAL	0	0	5	1	0	0	0	6	0	6.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	1	0	0	0	0	1	0	1.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	1	0	0	0	0	1	0	1.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002
Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear
Junction 2: B7062 (Kingsmeadow Road) / Kittlegairy Avenue Priority T-Junction
Movement 1.4: B7062 (Kingsmeadow Road) (West) to Kittlegairy Avenue Right Turn (C-B)



TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00	07:15	0	0	2	0	0	0	0	2	0	2.00
07:15	07:30	0	0	0	1	0	0	0	1	0	1.00
07:30	07:45	0	0	2	0	0	0	0	2	0	2.00
07:45	08:00	1	0	3	2	0	0	0	6	0	5.20
08:00	08:15	0	0	2	0	0	0	0	2	0	2.00
08:15	08:30	0	0	3	1	0	0	0	4	0	4.00
08:30	08:45	0	0	11	1	0	0	0	12	0	12.00
08:45	09:00	0	0	9	1	1	0	0	11	1	11.50
09:00	09:15	0	0	7	0	0	0	1	8	1	9.00
09:15	09:30	0	0	6	0	0	0	0	6	0	6.00
09:30	09:45	0	0	3	0	0	0	0	3	0	3.00
09:45	10:00	0	0	2	0	0	0	0	2	0	2.00
TOTAL		1	0	50	6	1	0	1	59	2	59.70

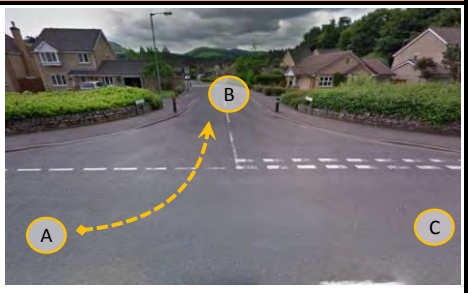
PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:45 - 08:45	1	0	19	4	0	0	0	24	0	23.20
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	30	3	1	0	1	35	2	36.50

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
15:30	15:45	0	0	19	0	0	0	0	19	0	19.00
15:45	16:00	0	0	11	1	0	0	0	12	0	12.00
16:00	16:15	0	0	6	1	0	0	0	7	0	7.00
16:15	16:30	0	0	10	0	1	0	0	11	1	11.50
16:30	16:45	0	0	12	0	0	0	0	12	0	12.00
16:45	17:00	0	0	9	2	0	0	0	11	0	11.00
17:00	17:15	0	0	6	1	0	0	1	8	1	9.00
17:15	17:30	0	0	12	1	0	0	0	13	0	13.00
17:30	17:45	0	0	17	0	0	0	0	17	0	17.00
17:45	18:00	0	0	11	0	0	0	0	11	0	11.00
18:00	18:15	0	0	15	0	0	0	0	15	0	15.00
18:15	18:30	0	0	12	0	0	0	1	13	1	14.00
TOTAL		0	0	140	6	1	0	2	149	3	151.50

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	55	0	0	0	1	56	1	57.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	55	0	0	0	1	56	1	57.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002
Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear
Junction 2: B7062 (Kingsmeadow Road) / Whitehaugh Park Priority T-Junction
Movement 2.1: B7062 (Kingsmeadow Road) (East) to Whitehaugh Park Left Turn (A-B)



TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00	07:15	0	0	0	0	0	0	0	0	0	0.00
07:15	07:30	0	0	0	0	0	0	0	0	0	0.00
07:30	07:45	0	0	1	0	0	0	0	1	0	1.00
07:45	08:00	0	0	0	0	0	0	0	0	0	0.00
08:00	08:15	0	0	0	0	0	0	0	0	0	0.00
08:15	08:30	0	0	0	0	0	0	0	0	0	0.00
08:30	08:45	0	0	0	0	0	0	0	0	0	0.00
08:45	09:00	0	0	0	0	0	0	0	0	0	0.00
09:00	09:15	0	0	1	0	0	0	0	1	0	1.00
09:15	09:30	0	0	0	0	0	0	0	0	0	0.00
09:30	09:45	1	0	1	0	0	0	0	2	0	1.20
09:45	10:00	0	0	2	0	0	0	0	2	0	2.00
TOTAL		1	0	5	0	0	0	0	6	0	5.20

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	1	0	0	0	0	1	0	1.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	1	0	0	0	0	1	0	1.00

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
15:30	15:45	0	0	4	0	0	0	0	4	0	4.00
15:45	16:00	0	0	1	0	0	0	0	1	0	1.00
16:00	16:15	0	0	0	0	0	0	0	0	0	0.00
16:15	16:30	0	0	0	0	0	0	0	0	0	0.00
16:30	16:45	0	0	3	0	0	0	0	3	0	3.00
16:45	17:00	0	0	2	0	0	0	0	2	0	2.00
17:00	17:15	0	0	1	0	0	0	0	1	0	1.00
17:15	17:30	0	0	1	1	0	0	0	2	0	2.00
17:30	17:45	0	0	3	0	0	0	0	3	0	3.00
17:45	18:00	0	0	5	0	0	0	0	5	0	5.00
18:00	18:15	0	0	3	1	0	0	0	4	0	4.00
18:15	18:30	0	0	3	0	0	0	0	3	0	3.00
TOTAL		0	0	26	2	0	0	0	28	0	28.00

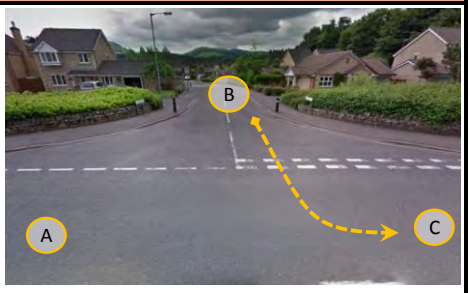
PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	14	1	0	0	0	15	0	15.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	14	1	0	0	0	15	0	15.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002

Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear

Junction 2: B7062 (Kingsmeadow Road) / Whitehaugh Park Priority T-Junction
Movement 2.2: Whitehaugh Park to B7062 (Kingsmeadow Road) (West) Left Turn (B-C)



TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00	07:15	0	0	12	2	0	0	0	14	0	14.00
07:15	07:30	0	0	9	1	0	0	1	11	1	12.00
07:30	07:45	0	0	11	1	0	0	0	12	0	12.00
07:45	08:00	0	0	14	0	0	0	0	14	0	14.00
08:00	08:15	0	0	11	1	0	0	0	12	0	12.00
08:15	08:30	0	0	20	3	0	0	0	23	0	23.00
08:30	08:45	0	0	22	2	0	0	0	24	0	24.00
08:45	09:00	0	0	12	1	0	0	0	13	0	13.00
09:00	09:15	0	0	11	2	0	0	1	14	1	15.00
09:15	09:30	0	0	13	1	0	0	0	14	0	14.00
09:30	09:45	0	0	7	0	0	0	0	7	0	7.00
09:45	10:00	1	0	4	0	0	0	0	5	0	4.20
TOTAL		1	0	146	14	0	0	2	163	2	164.20

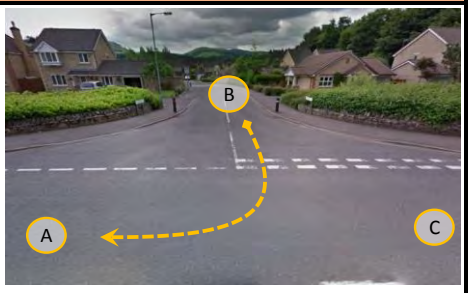
PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	65	8	0	0	1	74	1	75.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	65	8	0	0	1	74	1	75.00

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
15:30	15:45	0	0	6	1	0	0	0	7	0	7.00
15:45	16:00	0	0	4	1	0	0	0	5	0	5.00
16:00	16:15	0	0	10	2	0	0	0	12	0	12.00
16:15	16:30	0	0	0	1	0	0	0	1	0	1.00
16:30	16:45	0	0	11	1	0	0	0	12	0	12.00
16:45	17:00	0	0	7	0	0	0	0	7	0	7.00
17:00	17:15	0	0	3	0	0	0	0	3	0	3.00
17:15	17:30	1	0	6	2	0	0	1	10	1	10.20
17:30	17:45	0	0	6	2	0	0	0	8	0	8.00
17:45	18:00	0	0	8	2	0	0	0	10	0	10.00
18:00	18:15	0	0	9	1	0	0	0	10	0	10.00
18:15	18:30	0	0	5	1	0	0	0	6	0	6.00
TOTAL		1	0	75	14	0	0	1	91	1	91.20

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	28	6	0	0	0	34	0	34.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	28	6	0	0	0	34	0	34.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002
Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear
Junction 2: B7062 (Kingsmeadow Road) / Whitehaugh Park Priority T-Junction
Movement 2.3: Whitehaugh Park to B7062 (Kingsmeadow Road) (East) Right Turn (B-A)



TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00	07:15	0	0	1	0	0	0	0	1	0	1.00
07:15	07:30	0	0	1	0	0	0	0	1	0	1.00
07:30	07:45	0	0	1	0	0	0	0	1	0	1.00
07:45	08:00	0	0	0	0	0	0	0	0	0	0.00
08:00	08:15	0	0	1	0	0	0	0	1	0	1.00
08:15	08:30	0	0	1	0	0	0	0	1	0	1.00
08:30	08:45	0	0	0	1	0	0	0	1	0	1.00
08:45	09:00	0	0	4	1	0	0	0	5	0	5.00
09:00	09:15	0	0	4	0	0	0	0	4	0	4.00
09:15	09:30	0	0	0	0	0	0	0	0	0	0.00
09:30	09:45	0	0	2	0	0	0	0	2	0	2.00
09:45	10:00	0	0	0	0	0	0	0	0	0	0.00
TOTAL		0	0	15	2	0	0	0	17	0	17.00

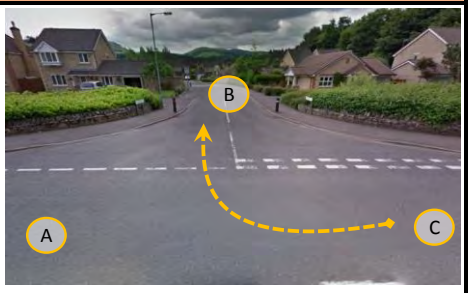
PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	9	2	0	0	0	11	0	11.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	9	2	0	0	0	11	0	11.00

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
15:30	15:45	0	0	1	0	0	0	0	1	0	1.00
15:45	16:00	0	0	1	0	0	0	0	1	0	1.00
16:00	16:15	0	0	1	0	0	0	0	1	0	1.00
16:15	16:30	0	0	0	0	0	0	0	0	0	0.00
16:30	16:45	0	0	2	0	0	0	0	2	0	2.00
16:45	17:00	0	0	1	0	0	0	0	1	0	1.00
17:00	17:15	0	0	2	0	0	0	0	2	0	2.00
17:15	17:30	0	0	2	0	0	0	0	2	0	2.00
17:30	17:45	0	0	2	0	0	0	0	2	0	2.00
17:45	18:00	0	0	3	0	0	0	0	3	0	3.00
18:00	18:15	0	0	0	0	0	0	0	0	0	0.00
18:15	18:30	0	0	3	0	0	0	0	3	0	3.00
TOTAL		0	0	18	0	0	0	0	18	0	18.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	8	0	0	0	0	8	0	8.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	8	0	0	0	0	8	0	8.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: Kingsmeadow Road, Peebles
Client: ECS Transport Planning Limited.
Project Ref: TS-17-002
Date: Wednesday 18th January 2017
Weather: AM: Wet / Clear; PM: Damp / Clear
Junction 2: B7062 (Kingsmeadow Road) / Whitehaugh Park Priority T-Junction
Movement 2.4: B7062 (Kingsmeadow Road) (West) to Whitehaugh Park Right Turn (C-B)



TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00	07:15	0	0	5	3	0	0	1	9	1	10.00
07:15	07:30	0	0	3	0	0	0	0	3	0	3.00
07:30	07:45	0	0	2	0	0	0	0	2	0	2.00
07:45	08:00	0	0	1	0	0	0	0	1	0	1.00
08:00	08:15	0	0	0	0	1	0	0	1	1	1.50
08:15	08:30	0	0	6	2	0	0	0	8	0	8.00
08:30	08:45	0	0	4	0	0	0	0	4	0	4.00
08:45	09:00	0	0	13	2	0	0	0	15	0	15.00
09:00	09:15	0	0	9	1	0	0	0	10	0	10.00
09:15	09:30	0	0	3	2	0	0	0	5	0	5.00
09:30	09:45	0	0	5	1	0	0	0	6	0	6.00
09:45	10:00	0	0	4	1	0	0	0	5	0	5.00
TOTAL		0	0	55	12	1	0	1	69	2	70.50

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	32	5	0	0	0	37	0	37.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:15 - 09:15	0	0	32	5	0	0	0	37	0	37.00

TIME		VEHICLE CLASSIFICATION							TOTAL		
		B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
15:30	15:45	0	0	14	1	0	0	0	15	0	15.00
15:45	16:00	0	0	7	1	0	0	0	8	0	8.00
16:00	16:15	0	0	14	1	0	0	0	15	0	15.00
16:15	16:30	2	0	4	1	0	0	0	7	0	5.40
16:30	16:45	0	0	11	0	0	0	0	11	0	11.00
16:45	17:00	0	0	10	0	0	0	0	10	0	10.00
17:00	17:15	0	0	16	1	0	0	0	17	0	17.00
17:15	17:30	0	0	10	3	0	0	0	13	0	13.00
17:30	17:45	0	0	13	1	0	0	0	14	0	14.00
17:45	18:00	0	0	12	0	0	0	0	12	0	12.00
18:00	18:15	0	0	18	0	0	0	0	18	0	18.00
18:15	18:30	0	0	16	0	0	0	0	16	0	16.00
TOTAL		2	0	145	9	0	0	0	156	0	154.40

PEAK	VEHICLE CLASSIFICATION							TOTAL		
Junction	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	59	1	0	0	0	60	0	60.00
Network	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
17:30 - 18:30	0	0	59	1	0	0	0	60	0	60.00

D. Road Safety Audit

Wyllie:Lodge
ROAD SAFETY CONSULTANTS

ROAD SAFETY REVIEW OF JUNCTION FOR PROPOSED RESIDENTIAL DEVELOPMENT, EDINBURGH RD, PEEBLES.

Report Ref 79319

Issue Date 15 October 2019

CONTENTS

Issue / Revision	Issue 1	Revision A	Revision B	Revision C
Remarks / Status	[redacted]			
Prepared by				
Signature				
Checked by				
Signature				
Issued by				
Signature				
Report No				
Date Issued				

1. INTRODUCTION.

This report is a road safety review of an existing junction that is proposed to be upgraded as part of a proposed residential site access on the A703 Edinburgh Road, Peebles..

This report has been compiled by Blair Wyllie and David Lodge of Wyllie Lodge Road Safety Consultants. Both are experienced road safety engineers. Blair Wyllie is an Incorporated Engineer (I. Eng), a member of the Chartered Institute of Highways and Transportation (MCIHT), a member of the Society of Road Safety Auditors and an accredited Cycle Trainer. He has over 30 years' experience in Local Road Authorities covering roads design, traffic management and parking enforcement. David Lodge has a BSc in Mechanical Engineering and gained an MSc in Transportation Planning & Engineering from Napier University in 2003. He is a Chartered member of the Institute of Logistics and Transportation (CMILT), as well as a member of the Chartered Institute of Highways and Transportation (MCIHT) and the Society of Road Safety Auditors. He has over 30 years' experience gained with Lothian and Borders Police, Local Road Authorities and consultants within Scotland. Both Blair and David hold Highways Agency Certificate of Competency in Road Safety Auditing

Peebles is a large former market town located approximately 22 miles south of Edinburgh. It is located alongside the river tweed and is served by the A72 which runs east-west and the A703 north-south to Edinburgh.

Peebles.

The junction under review is an existing junction to Venlaw Farm and the former Castle Venlaw Hotel, which is no longer operational. The existing access forms a T-junction on the east side of the A703, Edinburgh Road and it is proposed to widen the existing junction to provide access to a 22 unit residential development to the rear of existing properties on Edinburgh Road. Immediately opposite the junction and on the west side of Edinburgh Road is the access to Crossburn Caravans, a static caravan site including caravan sales. Immediately south of this is Crossburn Farm road and Crossburn Filling Station.

There are footways on both sides of the existing junction. However on the north side the footway is at carriageway level and segregated from the A703 carriageway by a raised planted area. It is understood that the footways on both sides of the proposed junction widening will be improved as part of the works. It is noted that some road safety concerns have been raised by Scottish Borders Council regarding the proposed use of this junction and other junctions and accesses.

1.1. BRIEF.

Wyllie Lodge Limited, Road Safety Consultants were commissioned by Woolger Hunter to carry out an independent road safety review of the existing operation of the junctions accessing the A703, Edinburgh Road, and the possible impact of the 22 unit development on this operation.

The following information was made available to the review team as part of the study

- Site Location Plan.
- Draft Transport Statement (June 2014).
- Roads Planning Services comments.

1.2. METHODOLOGY.

This review was carried out by:

- Visiting the site on a Monday 7th October 2019 between 11:15 and 12:30 hours.
- Noting existing road/footway layout in relation to all anticipated road users.
- Noting existing safety problems with the current road infrastructure and usage.
- Noting driver and pedestrian behaviour.

This review and report considers issues that are clearly and solely road safety related, but also includes traffic management and issues that may have a road safety impact.

2. BACKGROUND.

2.1. HISTORY / EXISTING FEATURES.

The A703, Edinburgh Road carries the main traffic flows between Peebles and Edinburgh. The annual average Daily Flow is 6940[1]

The existing farm and previous hotel access appears to have been in operation for a long period of time with what appears to be a previous minor road realignment to straighten the A703 past the access. This is evidenced by the carriageway level footway to the north of the access and the footway routing to the rear of a triangular section of verge to the south of the junction.

No design proposals for the junction improvement has been provided, however a discussion with the developer and engineer indicate a widening to provide a two way flow at the junction and merge and diverge tapers on the A703 approaches.

The following are features were noted in relation to the junction and other infrastructure in the immediate vicinity.

- The junction is within the 30mph speed limit with the change to derestricted approximately 100m to the north.
- Footway along both sides of the A703.
- On street parking at the frontages of the existing properties south of the junction.
- No specific cycle route identified.
- The existing access is in close proximity to other accesses and a road junction.

[1] https://roadtraffic.dft.gov.uk/manualcountpoints/1066

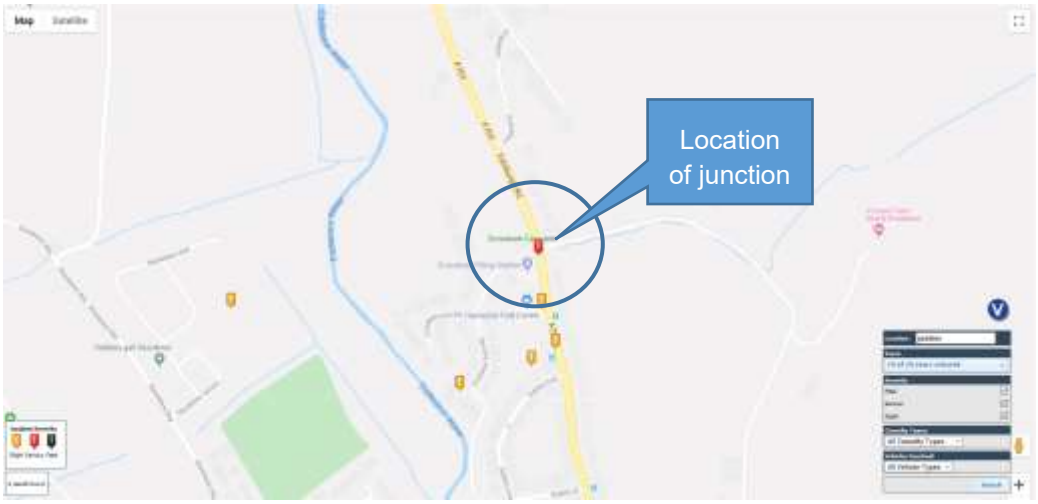
2.2.ROAD SAFETY RECORD.

It is an unfortunate fact that in road safety terms the relative safety of a road or an area, is measured by the number of road casualties, hence the reason why the Scottish Government published casualty reduction targets in Scotland's Road Safety Framework 2020[2] . These targets are focused on casualty reduction, as an injured road user suffers more, and places a greater burden on the NHS, than a non-injured road user. Local authorities are working towards these targets and Scottish Borders Council, as the local road authority, have a responsibility to prevent road collisions and promote good road safety practice.

Data from Crashmap.co.uk shows that there has been one recorded collision on Edinburgh Road near to the junction within the last 10 years. The recorded circumstances were:

Sunday 18th August 2013 at 1:15pm – Serious injury collision involving a car and a motorcycle. The car appears to have pulled away from a stationary position or turned right into the path of the motorcycle.

No causation information was available for this collision.



[2] http://www.gov.scot/resource/doc/274654/0082190.pdf