

# **Appendix J**

## **Traffic Survey Data**

# White Rock ATC 1, A3022 Brixham Road

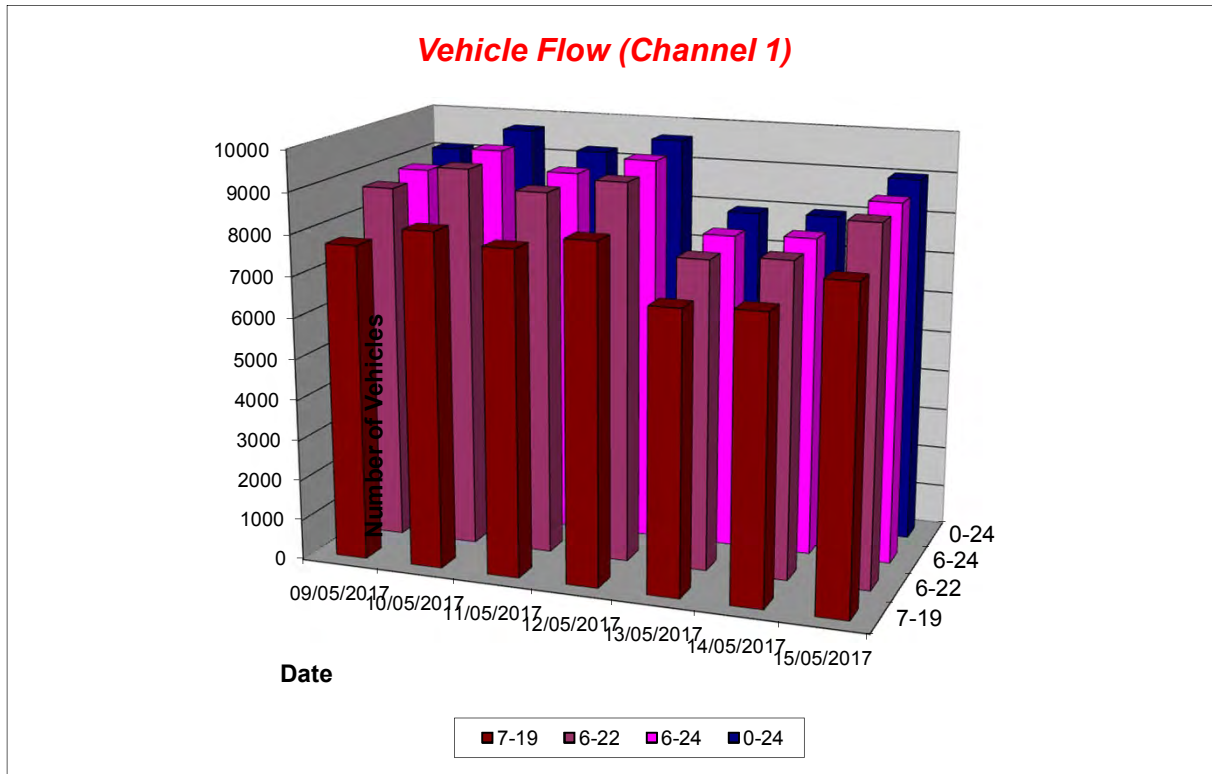
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday	5 Day Ave	7 Day Ave
1	16	17	18	19	45	65	13	17	28
2	14	8	8	5	12	22	10	9	11
3	14	12	17	10	15	10	10	13	13
4	28	26	22	21	22	20	21	24	23
5	31	27	28	30	26	12	24	28	25
6	134	128	128	109	68	30	136	127	105
7	351	341	334	331	130	61	337	339	269
8	766	801	774	716	280	157	699	751	599
9	779	791	782	819	437	297	728	780	662
10	731	795	716	856	645	642	789	777	739
11	670	689	701	784	751	867	771	723	748
12	592	689	674	692	726	850	717	673	706
13	628	627	632	689	657	845	665	648	678
14	643	642	597	664	638	636	588	627	630
15	607	627	663	672	571	604	607	635	622
16	641	678	629	672	572	590	633	651	631
17	648	694	714	731	606	564	676	693	662
18	598	665	595	516	576	504	546	584	571
19	421	494	454	440	412	401	369	436	427
20	269	331	283	309	277	323	259	290	293
21	223	263	182	210	172	226	151	206	204
22	172	193	150	142	120	132	164	164	153
23	91	104	90	113	104	76	76	95	93
24	36	36	43	79	71	45	18	42	47
7-19	7724	8192	7931	8251	6871	6957	7788	7977	7673
6-22	8739	9320	8880	9243	7570	7699	8699	8976	8593
6-24	8866	9460	9013	9435	7745	7820	8793	9113	8733
0-24	9103	9678	9234	9629	7933	7979	9007	9330	8938



# White Rock ATC 1, A3022 Brixham Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 1 - Northbound

## Average Speed

Week 1

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
1	38.3	40.9	48.0	41.2	39.6	39.1	43.4
2	41.2	46.1	44.2	46.0	38.4	44.6	47.0
3	42.3	47.6	44.8	43.0	42.7	39.5	46.5
4	45.3	47.6	43.2	43.7	49.6	45.0	44.2
5	42.8	43.9	45.0	46.0	44.3	39.2	42.0
6	45.0	44.2	44.7	44.0	44.3	46.3	43.8
7	42.9	42.9	41.2	41.9	43.5	43.2	41.3
8	39.0	38.8	37.6	38.1	41.2	41.2	38.2
9	37.7	37.5	35.9	36.5	39.4	39.5	37.1
10	36.8	36.4	35.6	35.2	37.3	36.4	36.3
11	36.6	36.3	35.3	35.5	36.3	35.3	35.9
12	36.9	36.5	35.1	36.2	36.9	35.2	35.8
13	36.1	36.3	35.8	36.6	36.4	34.7	36.4
14	36.0	36.6	36.4	36.2	37.8	37.2	36.4
15	37.0	37.1	36.4	36.3	37.7	37.4	36.8
16	37.7	36.6	36.7	37.7	37.6	37.3	37.3
17	37.7	37.9	36.3	35.0	37.3	38.5	36.8
18	38.2	36.3	36.5	37.1	37.9	39.0	37.2
19	40.1	38.7	38.8	39.6	39.6	39.6	38.1
20	41.5	39.7	40.1	40.2	39.1	39.6	40.3
21	41.1	40.1	40.0	40.1	39.3	42.3	41.6
22	40.0	39.8	39.3	39.3	40.2	39.7	38.6
23	39.6	38.8	39.9	40.3	40.8	40.6	40.0
24	43.4	40.6	41.6	39.6	41.0	42.8	45.5

10-12	36.7	36.4	35.2	35.8	36.6	35.3	35.9
14-16	37.4	36.9	36.5	37.0	37.7	37.4	37.1
0-24	38.1	37.7	37.0	37.2	38.1	37.5	37.4

Average	37.6
---------	------

## Channel 1 - Northbound

## 85th Percentile

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
1	48.7	43.6	79.0	48.7	43.9	43.7	53.2
2	48.5	53.3	48.4	53.9	43.7	53.9	78.5
3	48.6	53.3	53.3	48.8	48.5	48.5	48.3
4	48.3	53.8	48.2	53.0	78.4	48.1	53.3
5	53.3	53.8	53.2	53.5	48.1	53.8	48.0
6	48.8	48.6	48.6	48.9	48.8	48.4	48.5
7	48.0	49.0	48.4	48.4	48.5	48.5	48.2
8	43.8	43.9	43.4	43.7	48.8	48.5	43.9
9	43.8	43.2	38.7	43.5	43.6	43.2	43.6
10	38.7	38.7	38.3	38.5	38.8	43.3	38.8
11	38.0	39.0	38.6	38.5	38.0	38.1	38.9
12	38.4	38.2	38.2	38.4	38.2	38.6	38.3
13	38.9	43.5	38.2	38.4	43.1	38.2	38.5
14	38.8	43.1	38.6	38.3	43.1	43.9	43.1
15	38.4	44.0	38.1	43.1	43.3	43.1	43.6
16	44.0	43.7	43.5	43.2	43.1	43.4	43.4
17	43.9	43.0	38.9	39.0	43.0	43.3	39.0
18	43.1	43.6	43.3	43.1	43.5	43.9	43.1
19	43.9	43.1	43.8	43.4	43.7	43.8	43.9
20	48.4	43.1	43.4	48.4	43.5	43.3	43.6
21	43.5	43.8	43.3	48.5	43.8	48.7	48.3
22	43.8	43.3	43.9	43.2	48.1	43.3	43.1
23	43.1	43.0	43.6	48.5	48.2	48.1	43.5
24	48.6	48.3	48.6	43.3	48.7	48.0	53.2

10-12	38.5	38.4	38.4	38.6	38.5	38.3	39.0
14-16	43.3	43.3	43.1	43.5	43.4	43.8	43.1
0-24	43.6	43.9	43.6	43.2	43.1	43.3	43.0

85th %ile	43.4
-----------	------

# White Rock ATC 1, A3022 Brixham Road

Produced by PCC Traffic Information Consultancy Ltd.

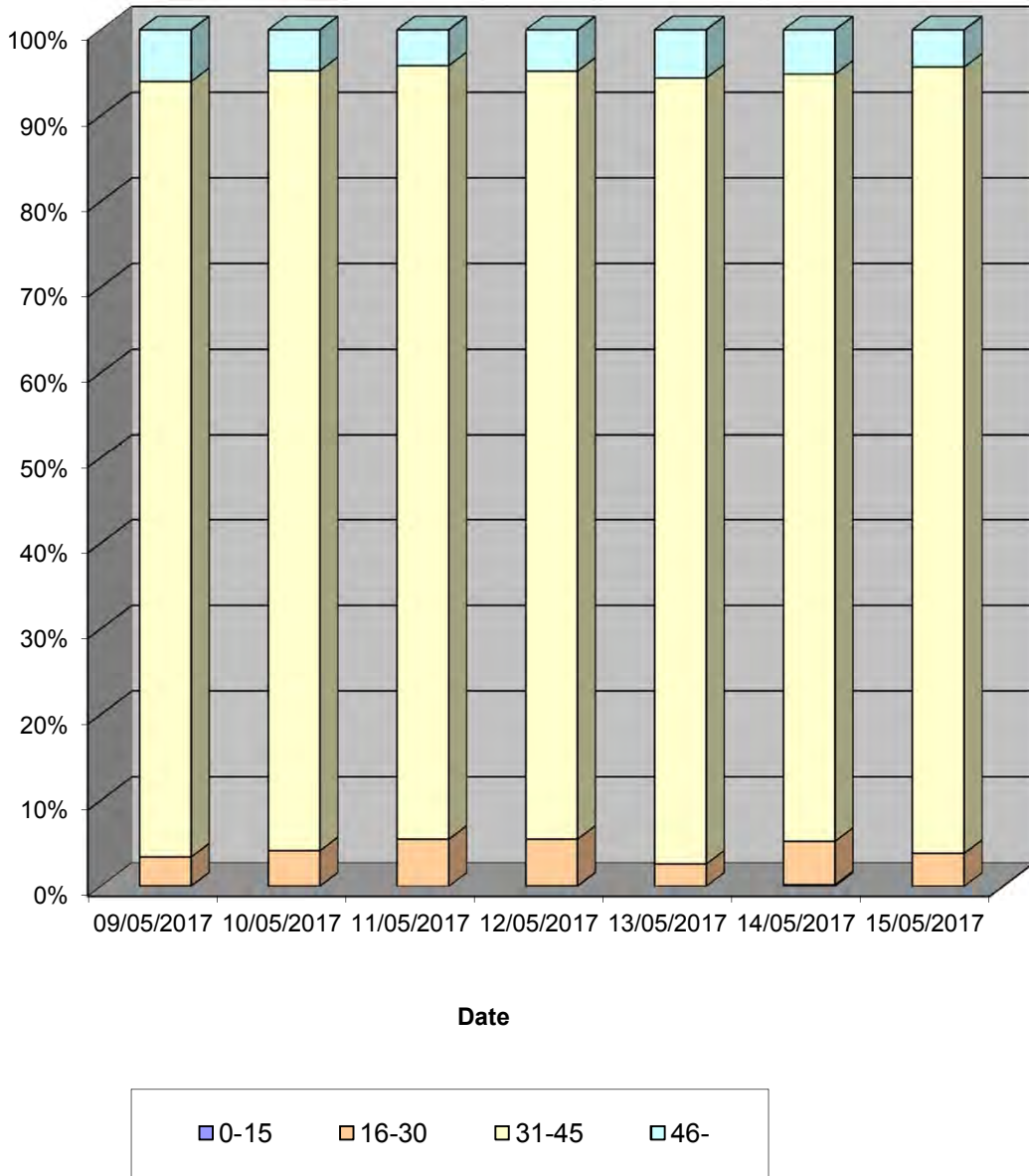
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
0-15	5	5	0	7	2	16	1
16-30	306	397	506	521	205	402	345
31-45	8244	8816	8343	8638	7281	7150	8271
46-	548	460	385	463	445	411	390
<b>TOTAL</b>	<b>9103</b>	<b>9678</b>	<b>9234</b>	<b>9629</b>	<b>7933</b>	<b>7979</b>	<b>9007</b>

## Speed Summary (MPH)



# White Rock ATC 1, A3022 Brixham Road

Produced by PCC Traffic Information Consultancy Ltd.

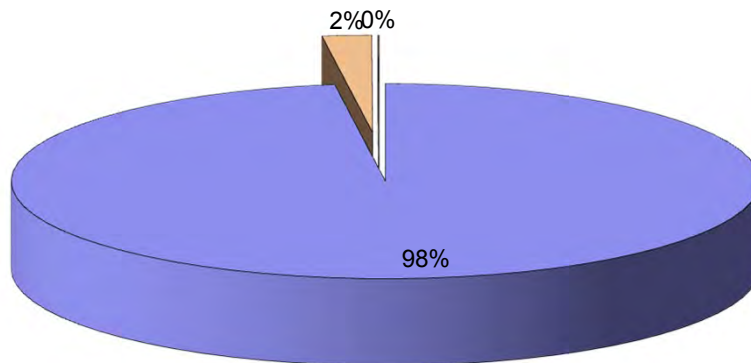
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>09/05/2017</b>				
7-19	7531	188	5	7724
6-22	8537	197	5	8739
6-24	8662	199	5	8866
0-24	8889	209	5	9103
<b>10/05/2017</b>				
7-19	8013	174	5	8192
6-22	9111	203	6	9320
6-24	9246	208	6	9460
0-24	9460	212	6	9678
<b>11/05/2017</b>				
7-19	7747	178	6	7931
6-22	8685	189	6	8880
6-24	8815	192	6	9013
0-24	9028	200	6	9234
<b>12/05/2017</b>				
7-19	8044	206	1	8251
6-22	9024	218	1	9243
6-24	9213	221	1	9435
0-24	9403	225	1	9629
<b>13/05/2017</b>				
7-19	6762	109	0	6871
6-22	7451	119	0	7570
6-24	7623	122	0	7745
0-24	7795	138	0	7933
<b>14/05/2017</b>				
7-19	6846	111	0	6957
6-22	7574	124	1	7699
6-24	7689	130	1	7820
0-24	7842	136	1	7979
<b>15/05/2017</b>				
7-19	7583	200	5	7788
6-22	8489	205	5	8699
6-24	8582	206	5	8793
0-24	8791	211	5	9007
<b>Average</b>				
7-19	7504	167	3	7673
6-22	8410	179	3	8593
6-24	8547	183	3	8733
0-24	8744	190	3	8938

**Total Vehicle Class Distribution**



# White Rock ATC 1, A3022 Brixham Road

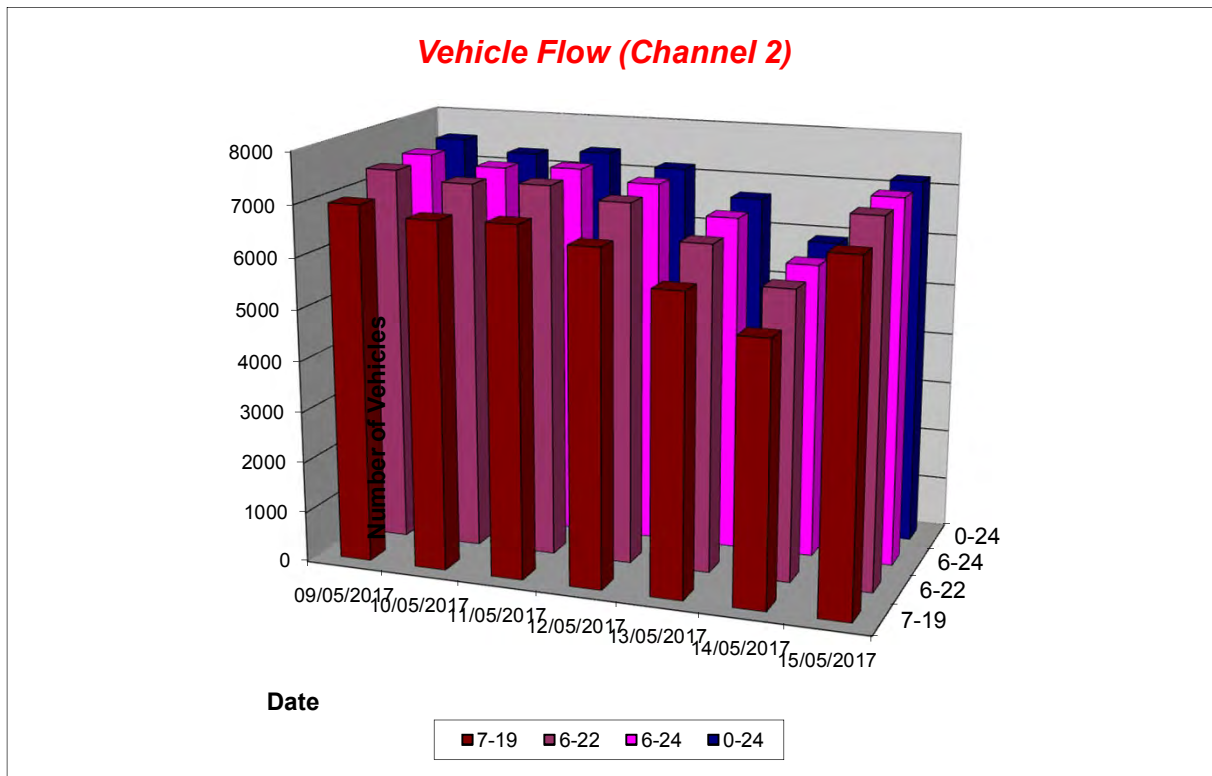
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday	5 Day Ave	7 Day Ave
1	25	7	8	6	17	33	9	11	15
2	7	5	2	3	12	26	4	4	8
3	11	7	6	2	11	8	1	5	7
4	7	1	8	1	9	6	0	3	5
5	8	8	13	9	27	12	4	8	12
6	22	12	32	22	18	31	14	20	22
7	44	34	53	55	66	79	25	42	51
8	341	350	331	326	121	173	247	319	270
9	455	435	416	451	296	331	451	442	405
10	502	478	512	480	377	353	500	494	457
11	561	509	541	409	504	419	531	510	496
12	542	511	544	519	589	443	508	525	522
13	599	558	577	571	681	510	581	577	582
14	571	568	571	617	562	581	556	577	575
15	619	603	620	616	559	564	621	616	600
16	651	649	644	627	595	539	644	643	621
17	756	766	723	719	572	644	735	740	702
18	749	745	729	577	483	350	734	707	624
19	641	622	619	611	507	219	620	623	548
20	196	196	213	302	223	203	198	221	219
21	92	128	108	112	172	164	104	109	126
22	65	58	76	59	79	95	63	64	71
23	36	41	38	61	112	85	34	42	58
24	20	18	23	23	82	31	19	21	31
7-19	6987	6794	6827	6523	5846	5126	6728	6772	6404
6-22	7384	7210	7277	7051	6386	5667	7118	7208	6870
6-24	7440	7269	7338	7135	6580	5783	7171	7271	6959
0-24	7520	7309	7407	7178	6674	5899	7203	7323	7027



# White Rock ATC 1, A3022 Brixham Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 2 - Southbound

## Average Speed

Week 1

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
1	41.2	43.0	46.1	39.7	39.5	38.5	40.8
2	38.0	37.0	48.0	46.3	40.1	43.4	39.2
3	40.7	41.6	42.2	40.5	41.2	38.0	38.0
4	39.4	18.0	39.9	48.0	41.3	38.0	-
5	38.0	41.8	48.0	39.7	41.3	43.0	48.0
6	38.0	44.7	41.3	41.4	43.0	34.0	40.5
7	40.3	42.3	39.1	39.5	41.6	37.9	41.0
8	36.7	36.4	36.2	35.5	38.7	37.2	34.3
9	35.7	30.6	33.8	32.5	36.2	36.0	34.6
10	34.6	34.5	34.2	33.7	35.1	36.6	33.8
11	34.4	33.5	34.0	33.8	34.0	33.8	33.7
12	34.1	33.8	32.7	33.7	32.9	33.7	33.2
13	33.5	33.9	33.5	34.0	31.7	33.3	33.1
14	34.6	34.3	34.9	32.9	33.4	34.9	33.0
15	34.4	33.7	33.9	33.1	34.1	34.8	33.2
16	33.3	33.6	33.9	31.6	34.3	34.6	33.4
17	33.4	33.0	21.3	17.2	34.8	37.8	31.7
18	33.2	22.4	15.4	22.0	34.6	39.2	24.8
19	35.1	33.6	36.4	35.6	36.2	38.7	32.9
20	36.9	38.2	37.3	37.0	38.1	38.3	37.1
21	38.2	37.2	38.9	37.5	38.4	37.9	37.2
22	37.3	36.8	38.1	38.7	35.8	38.1	37.2
23	39.0	40.3	39.4	38.3	41.3	37.2	39.0
24	39.5	39.9	38.7	40.0	36.9	36.2	39.6

10-12	34.3	33.6	33.3	33.7	33.5	33.8	33.4
14-16	33.8	33.7	33.9	32.4	34.2	34.7	33.3
0-24	34.5	32.9	31.5	31.4	34.8	35.9	32.7

Average	33.4
---------	------

## Channel 2 - Southbound

## 85th Percentile

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
1	48.3	48.3	48.7	43.6	43.2	43.6	43.8
2	38.5	38.3	53.5	53.3	48.2	48.8	43.3
3	53.9	53.2	48.6	43.1	48.3	43.5	-
4	43.5	-	43.2	-	53.8	48.2	-
5	43.4	48.2	78.5	48.1	48.1	53.9	53.4
6	48.8	53.6	48.7	48.4	53.5	43.4	48.8
7	43.8	48.4	48.8	49.0	48.8	43.3	48.7
8	43.7	43.9	43.4	43.5	43.8	43.8	38.4
9	38.7	38.5	38.9	38.5	43.3	43.2	38.1
10	39.0	38.2	38.7	39.0	44.0	43.4	38.4
11	38.3	38.7	38.1	38.2	38.8	38.2	38.3
12	38.5	38.7	38.6	38.4	38.7	38.9	38.7
13	38.4	38.6	38.7	38.4	38.9	38.6	38.3
14	38.7	38.8	38.0	38.3	38.9	38.4	38.8
15	38.2	38.2	38.4	38.5	38.4	38.4	38.2
16	38.4	38.8	38.4	38.1	38.1	38.9	38.6
17	38.5	38.2	33.3	33.5	44.0	43.6	39.0
18	38.8	34.0	29.0	39.0	38.8	43.9	33.2
19	38.5	38.1	43.8	38.6	38.7	43.5	38.9
20	43.4	43.1	43.7	43.9	43.4	43.3	43.1
21	43.5	43.8	43.4	43.7	48.0	43.9	44.0
22	43.2	43.4	43.7	43.4	38.2	43.3	43.6
23	43.6	48.5	43.3	43.7	48.2	43.3	48.6
24	43.5	43.1	43.4	43.1	43.5	43.2	48.9

10-12	38.7	38.1	38.4	38.8	38.4	38.3	38.6
14-16	38.9	38.2	38.9	38.7	38.1	38.0	38.2
0-24	38.4	38.0	38.1	38.5	38.3	43.7	38.9

85th %ile	39.1
-----------	------

# White Rock ATC 1, A3022 Brixham Road

Produced by PCC Traffic Information Consultancy Ltd.

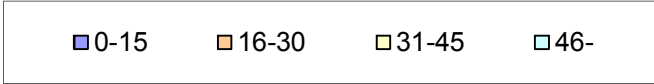
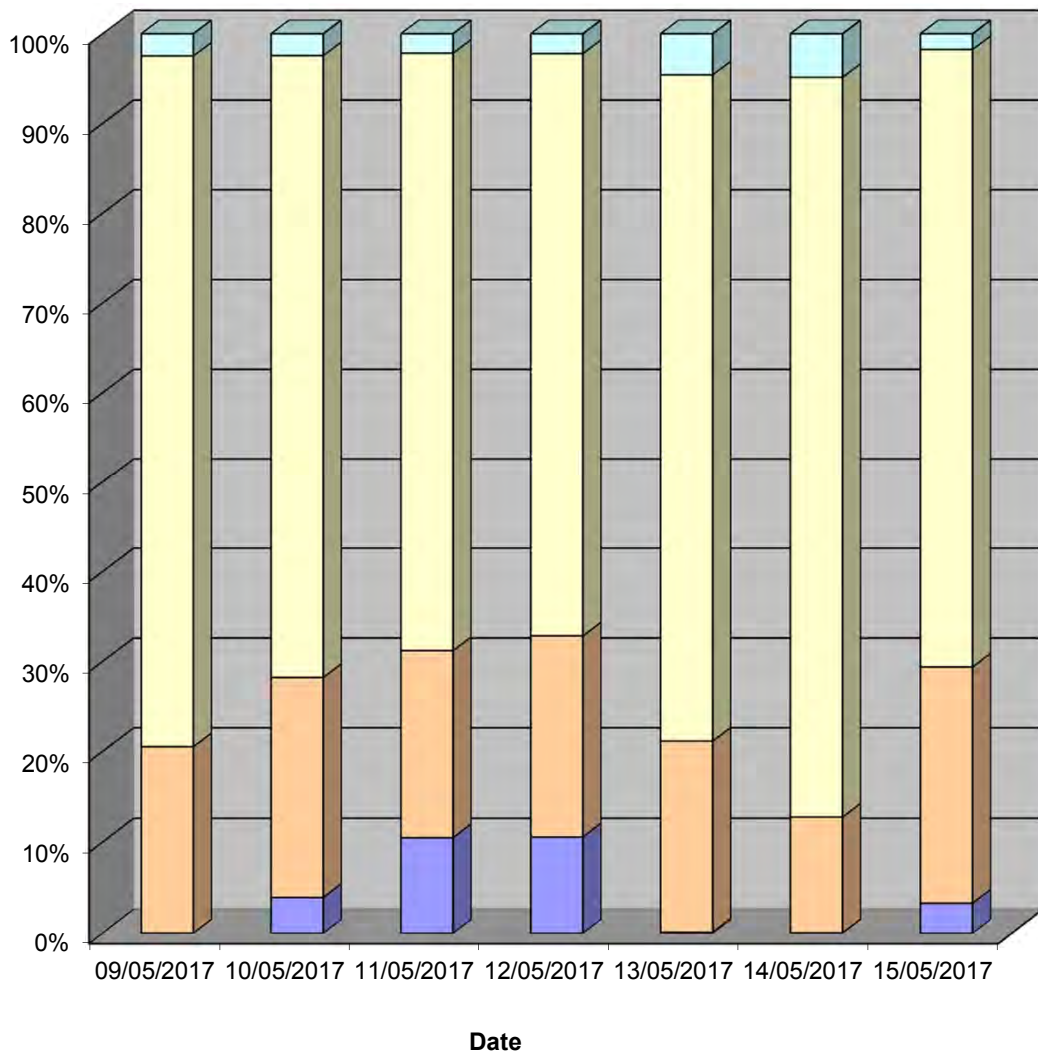
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
0-15	2	288	777	758	8	3	239
16-30	1542	1775	1535	1600	1404	749	1879
31-45	5790	5068	4935	4662	4957	4861	4959
46-	186	178	160	158	305	286	126
<b>TOTAL</b>	<b>7520</b>	<b>7309</b>	<b>7407</b>	<b>7178</b>	<b>6674</b>	<b>5899</b>	<b>7203</b>

**Speed Summary (MPH)**





# White Rock ATC 1, A3022 Brixham Road

Produced by PCC Traffic Information Consultancy Ltd.

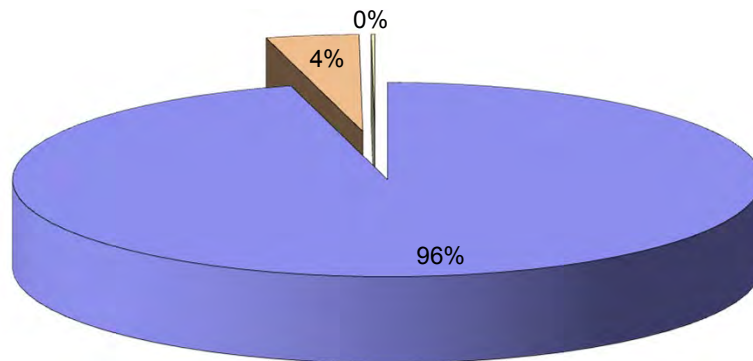
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>09/05/2017</b>				
7-19	6666	315	6	6987
6-22	7047	331	6	7384
6-24	7100	334	6	7440
0-24	7175	339	6	7520
<b>10/05/2017</b>				
7-19	6470	306	18	6794
6-22	6872	319	19	7210
6-24	6929	321	19	7269
0-24	6965	325	19	7309
<b>11/05/2017</b>				
7-19	6477	329	21	6827
6-22	6903	353	21	7277
6-24	6962	355	21	7338
0-24	7028	358	21	7407
<b>12/05/2017</b>				
7-19	6200	312	11	6523
6-22	6716	324	11	7051
6-24	6798	326	11	7135
0-24	6837	330	11	7178
<b>13/05/2017</b>				
7-19	5656	190	0	5846
6-22	6187	199	0	6386
6-24	6378	202	0	6580
0-24	6461	213	0	6674
<b>14/05/2017</b>				
7-19	5031	95	0	5126
6-22	5539	122	6	5667
6-24	5652	125	6	5783
0-24	5757	136	6	5899
<b>15/05/2017</b>				
7-19	6465	249	14	6728
6-22	6845	259	14	7118
6-24	6897	260	14	7171
0-24	6923	265	15	7203
<b>Average</b>				
7-19	6138	257	10	6404
6-22	6587	272	11	6870
6-24	6674	275	11	6959
0-24	6735	281	11	7027

**Total Vehicle Class Distribution**



# White Rock ATC 2, A379 Dartmouth Road

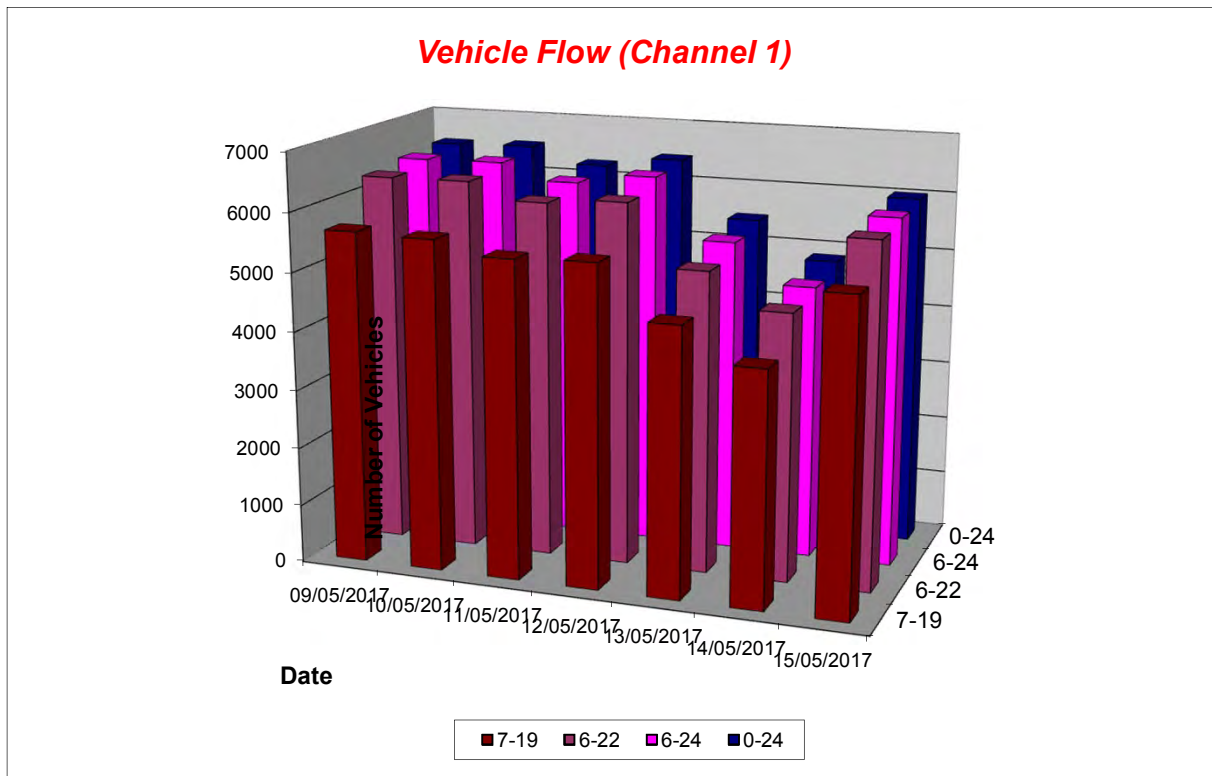
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday	5 Day Ave	7 Day Ave
1	11	11	18	17	42	59	11	14	24
2	3	8	10	6	21	39	12	8	14
3	4	2	7	5	11	14	8	5	7
4	2	2	2	4	12	18	3	3	6
5	9	12	5	10	12	15	7	9	10
6	35	40	35	29	23	11	27	33	29
7	103	120	100	89	50	33	86	100	83
8	355	371	360	330	120	75	326	348	277
9	599	545	549	487	313	157	520	540	453
10	524	521	495	549	404	327	526	523	478
11	495	418	461	458	452	420	443	455	450
12	379	397	432	472	429	420	430	422	423
13	418	450	367	426	472	386	421	416	420
14	441	428	439	441	418	392	432	436	427
15	409	430	403	390	439	391	407	408	410
16	581	589	553	536	423	397	488	549	510
17	571	576	562	541	386	373	543	559	507
18	512	525	457	475	424	375	445	483	459
19	383	387	338	356	295	288	301	353	335
20	249	254	254	286	249	241	225	254	251
21	182	214	176	193	155	174	143	182	177
22	134	126	132	144	113	117	116	130	126
23	65	64	77	120	111	81	61	77	83
24	32	37	29	71	93	38	31	40	47
7-19	5667	5637	5416	5461	4575	4001	5282	5493	5148
6-22	6335	6351	6078	6173	5142	4566	5852	6158	5785
6-24	6432	6452	6184	6364	5346	4685	5944	6275	5915
0-24	6496	6527	6261	6435	5467	4841	6012	6346	6006



# White Rock ATC 2, A379 Dartmouth Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 1 - Northbound

## Average Speed

Week 1

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
1	33.5	30.3	33.0	38.3	33.5	30.6	33.0
2	28.0	34.9	33.0	37.2	32.3	34.7	30.5
3	36.8	38.0	34.4	38.0	28.5	36.2	33.0
4	28.0	35.5	40.5	30.5	34.2	33.6	36.3
5	29.7	30.9	32.0	34.5	32.2	34.0	30.9
6	33.0	34.8	31.3	31.4	33.9	33.9	33.6
7	28.8	30.2	29.1	30.1	31.8	29.4	28.5
8	27.2	26.9	26.0	26.3	28.2	26.5	26.2
9	21.9	22.0	21.3	21.7	26.5	26.1	21.3
10	22.8	22.1	22.9	21.3	24.0	25.1	22.7
11	21.8	21.9	21.9	21.6	21.3	23.1	22.1
12	22.3	21.3	22.1	21.2	20.8	22.1	22.0
13	22.5	21.6	22.1	22.2	19.1	22.3	21.8
14	22.5	23.0	21.7	22.2	22.1	22.7	21.9
15	23.1	21.1	21.8	22.4	21.7	23.5	21.5
16	21.1	20.6	19.5	20.7	23.7	22.7	19.9
17	20.3	19.6	19.8	19.2	22.8	23.7	22.1
18	22.0	21.3	21.7	21.4	23.3	24.6	21.7
19	23.6	22.8	23.7	24.0	24.7	26.2	24.3
20	25.1	25.8	25.2	25.1	26.4	27.0	26.1
21	26.9	25.7	26.9	25.6	27.2	26.3	27.3
22	27.2	27.4	25.5	26.4	26.1	26.4	27.1
23	27.6	28.2	28.5	27.6	27.9	26.6	29.6
24	29.6	29.2	30.2	30.0	28.6	30.8	29.0

10-12	22.0	21.6	22.0	21.4	21.1	22.6	22.1
14-16	21.9	20.8	20.5	21.4	22.7	23.1	20.6
0-24	23.0	22.6	22.6	22.6	23.5	24.4	22.8

Average	23.1
---------	------

## Channel 1 - Northbound

## 85th Percentile

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
1	43.7	38.6	39.0	48.7	38.9	38.7	43.2
2	33.5	43.3	38.4	48.9	38.7	43.9	43.5
3	43.6	38.3	43.3	43.8	38.5	48.5	43.3
4	38.3	38.8	43.2	38.0	43.4	38.1	38.3
5	38.3	38.8	43.2	43.5	43.1	43.8	38.0
6	43.8	38.6	38.6	38.9	38.8	38.4	38.5
7	38.0	39.0	33.4	33.4	38.5	38.5	33.2
8	33.8	33.9	33.4	33.7	33.8	33.5	33.9
9	28.8	28.2	28.7	28.5	33.6	33.2	28.6
10	28.7	28.7	28.3	28.5	28.8	28.3	28.8
11	28.0	29.0	28.6	28.5	28.0	28.1	28.9
12	28.4	28.2	28.2	28.4	28.2	28.6	28.3
13	28.9	28.5	28.2	28.4	23.1	28.2	28.5
14	28.8	28.1	28.6	28.3	28.1	28.9	28.1
15	28.4	29.0	28.1	28.1	28.3	28.1	28.6
16	29.0	28.7	23.5	28.2	28.1	28.4	28.4
17	28.9	23.0	23.9	24.0	28.0	28.3	29.0
18	28.1	28.6	28.3	28.1	28.5	28.9	28.1
19	28.9	28.1	28.8	28.4	28.7	33.8	28.9
20	33.4	33.1	33.4	28.4	33.5	33.3	33.6
21	33.5	33.8	33.3	33.5	33.8	33.7	33.3
22	33.8	33.3	33.9	33.2	33.1	33.3	33.1
23	33.1	33.0	33.6	33.5	33.2	33.1	33.5
24	33.6	33.3	38.6	38.3	33.7	38.0	33.2

10-12	28.5	28.4	28.4	28.6	28.5	28.3	29.0
14-16	28.3	28.3	28.1	28.5	28.4	28.8	28.1
0-24	28.6	28.9	28.6	28.2	28.1	28.3	28.0

85th %ile	28.4
-----------	------

# White Rock ATC 2, A379 Dartmouth Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

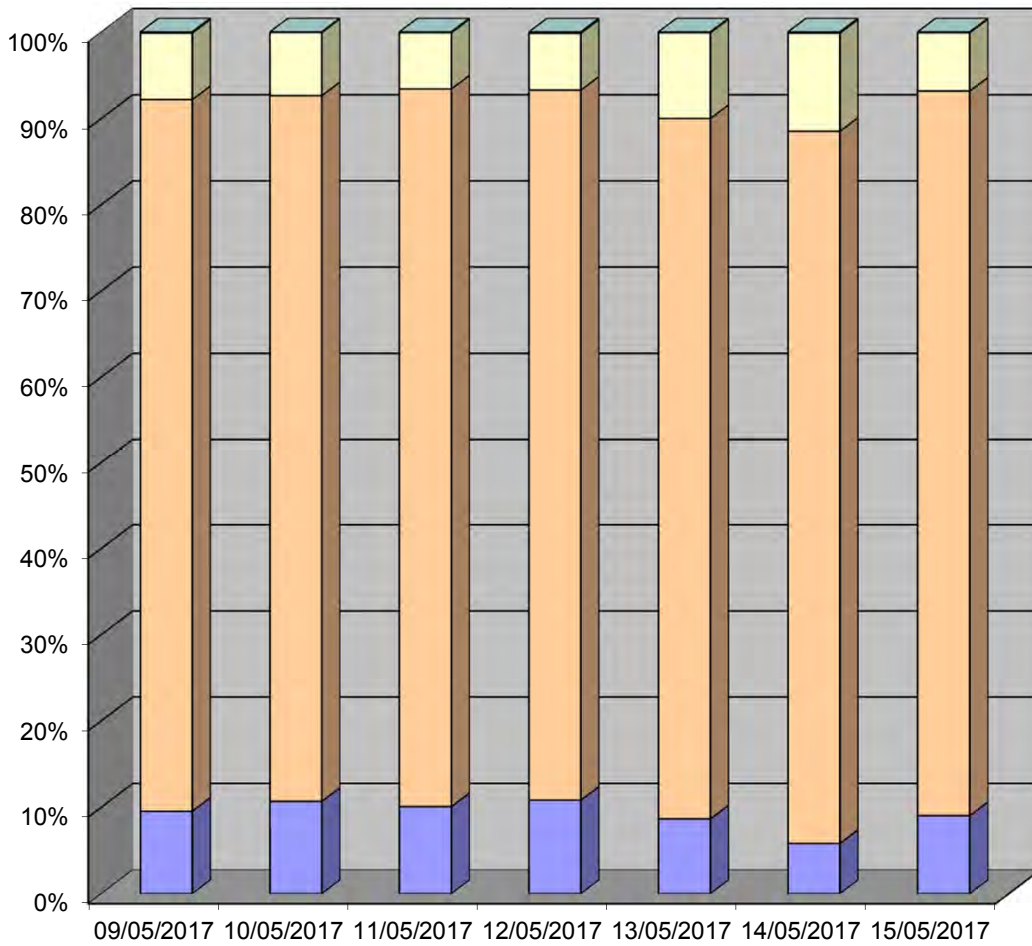
Speed Summary

Week 1

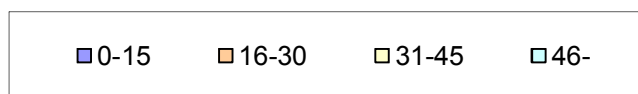
Speed (MPH)	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
0-15	618	696	629	695	472	281	542
16-30	5369	5350	5219	5307	4447	4003	5059
31-45	502	478	408	424	544	551	407
46-	7	3	5	9	4	6	4

<b>TOTAL</b>	<b>6496</b>	<b>6527</b>	<b>6261</b>	<b>6435</b>	<b>5467</b>	<b>4841</b>	<b>6012</b>
--------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------

**Speed Summary (MPH)**



Date



# White Rock ATC 2, A379 Dartmouth Road

Produced by PCC Traffic Information Consultancy Ltd.

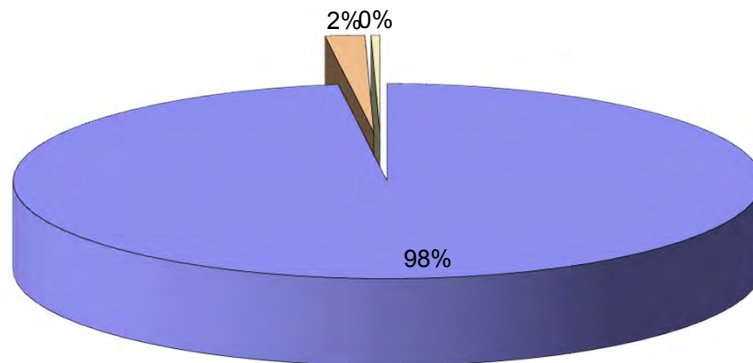
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
09/05/2017				
7-19	5522	117	28	5667
6-22	6181	126	28	6335
6-24	6277	127	28	6432
0-24	6341	127	28	6496
10/05/2017				
7-19	5479	124	34	5637
6-22	6188	129	34	6351
6-24	6289	129	34	6452
0-24	6364	129	34	6527
11/05/2017				
7-19	5299	99	18	5416
6-22	5957	103	18	6078
6-24	6063	103	18	6184
0-24	6140	103	18	6261
12/05/2017				
7-19	5320	105	36	5461
6-22	6022	115	36	6173
6-24	6213	115	36	6364
0-24	6284	115	36	6435
13/05/2017				
7-19	4486	77	12	4575
6-22	5048	82	12	5142
6-24	5252	82	12	5346
0-24	5373	82	12	5467
14/05/2017				
7-19	3941	53	7	4001
6-22	4500	59	7	4566
6-24	4617	61	7	4685
0-24	4773	61	7	4841
15/05/2017				
7-19	5162	94	26	5282
6-22	5728	98	26	5852
6-24	5819	99	26	5944
0-24	5887	99	26	6012
Average				
7-19	5030	96	23	5148
6-22	5661	102	23	5785
6-24	5790	102	23	5915
0-24	5880	102	23	6006

**Total Vehicle Class Distribution**



# White Rock ATC 2, A379 Dartmouth Road

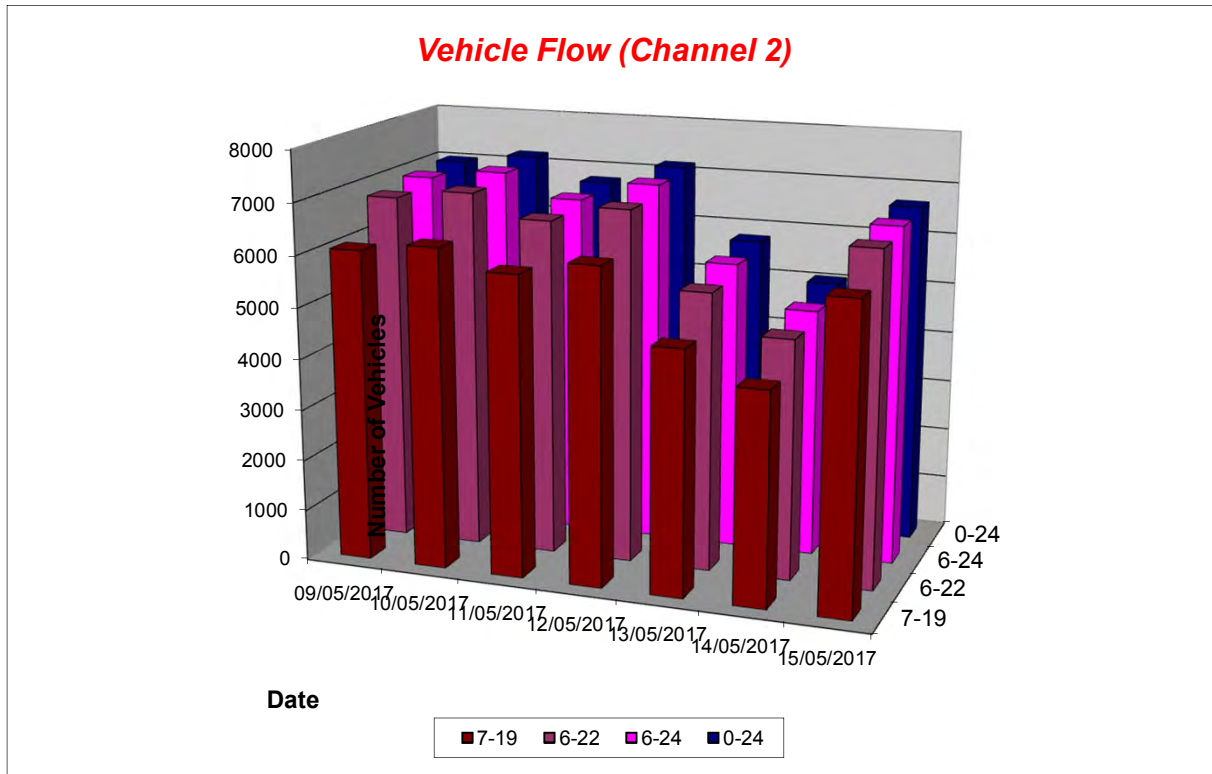
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday	5 Day Ave	7 Day Ave
1	15	20	23	28	42	59	16	20	29
2	4	5	6	13	22	44	9	7	15
3	2	8	6	5	23	29	3	5	11
4	5	6	4	4	14	17	10	6	9
5	7	4	6	7	9	33	10	7	11
6	31	30	29	28	22	13	25	29	25
7	91	91	89	89	49	36	76	87	74
8	358	365	357	335	140	106	302	343	280
9	689	697	671	641	221	181	632	666	533
10	422	448	443	491	360	278	490	459	419
11	468	424	349	430	389	417	372	409	407
12	422	499	417	559	478	484	504	480	480
13	509	524	498	525	441	442	463	504	486
14	461	467	443	492	498	425	468	466	465
15	476	527	467	498	486	465	477	489	485
16	571	525	522	498	489	414	545	532	509
17	592	638	640	594	504	382	584	610	562
18	611	627	559	582	381	289	594	595	520
19	502	511	504	506	369	265	499	504	451
20	280	278	252	281	318	239	204	259	265
21	208	200	198	226	174	151	165	199	189
22	149	175	157	138	137	114	117	147	141
23	88	92	86	114	111	109	60	88	94
24	48	45	40	84	99	56	47	53	60
7-19	6081	6252	5870	6151	4756	4148	5930	6057	5598
6-22	6809	6996	6566	6885	5434	4688	6492	6750	6267
6-24	6945	7133	6692	7083	5644	4853	6599	6890	6421
0-24	7009	7206	6766	7168	5776	5048	6672	6964	6521



# White Rock ATC 2, A379 Dartmouth Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 2 - Southbound

## Average Speed

Week 1

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
1	35.0	32.8	34.3	34.8	33.5	31.6	26.8
2	35.5	42.0	34.7	33.8	33.5	33.0	33.0
3	35.5	37.4	37.2	40.0	34.7	33.5	34.7
4	29.0	32.2	29.2	29.2	35.9	35.1	29.5
5	50.1	31.8	24.7	40.1	28.6	33.3	32.0
6	30.9	31.0	28.2	29.8	31.9	26.5	30.4
7	24.9	26.1	27.2	27.0	29.3	27.2	28.9
8	22.6	22.0	20.2	21.2	25.8	26.0	22.0
9	17.6	16.8	16.5	16.1	25.1	23.3	16.2
10	20.7	18.8	19.7	20.0	22.0	23.2	20.2
11	19.5	18.5	19.4	19.4	18.9	19.5	20.3
12	19.8	17.6	19.3	18.6	17.3	19.8	19.5
13	19.5	18.1	18.7	19.0	16.9	17.8	19.1
14	19.2	18.7	18.9	17.0	17.8	21.1	19.2
15	19.3	19.0	17.9	17.5	19.5	20.6	17.4
16	18.5	18.5	17.0	16.3	19.9	21.3	16.2
17	17.0	17.1	16.1	14.5	19.5	20.7	17.3
18	18.6	17.4	17.3	16.4	20.0	22.9	16.8
19	18.9	19.4	20.4	20.4	22.2	22.7	19.7
20	23.7	22.8	22.4	21.5	22.7	23.9	22.8
21	23.4	23.8	23.1	23.6	25.2	23.8	23.0
22	24.1	23.7	23.4	25.4	25.4	24.4	23.8
23	26.4	27.3	27.1	26.0	27.7	27.2	27.5
24	30.3	28.0	27.9	27.4	29.8	32.1	31.6

10-12	19.6	18.0	19.3	18.9	18.0	19.7	19.9
14-16	18.8	18.8	17.4	16.9	19.7	20.9	16.8
0-24	19.9	19.2	19.1	18.8	20.9	22.0	19.2

Average	19.9
---------	------

## Channel 2 - Southbound

## 85th Percentile

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
1	43.3	38.3	43.7	43.6	38.2	38.6	38.8
2	43.5	78.3	43.5	43.3	43.2	38.8	38.3
3	38.9	43.2	43.6	78.1	43.3	38.5	38.7
4	43.5	43.5	38.2	33.2	38.8	43.2	38.4
5	78.4	43.2	43.5	78.1	33.1	43.9	38.8
6	38.8	43.6	38.7	33.4	43.5	33.4	38.7
7	33.8	33.4	33.8	34.0	38.8	33.3	33.4
8	28.7	33.9	28.4	28.5	33.8	33.8	28.1
9	23.7	23.5	23.9	23.5	28.3	28.2	23.4
10	29.0	28.2	28.7	29.0	29.0	28.4	28.3
11	28.3	28.7	28.1	28.2	28.8	28.2	28.7
12	28.5	23.7	23.6	23.4	23.7	28.9	28.3
13	28.4	28.6	23.7	28.4	23.9	23.6	28.8
14	28.7	23.8	28.0	23.3	23.9	28.4	23.2
15	28.2	28.2	23.4	23.5	28.4	28.4	23.6
16	28.4	23.8	23.4	23.1	28.1	28.9	24.0
17	23.5	23.2	23.3	23.5	29.0	28.6	23.2
18	23.8	24.0	24.0	24.0	28.8	28.9	23.9
19	28.5	28.1	28.8	28.6	28.7	28.5	28.1
20	28.4	28.1	28.7	28.9	28.4	28.3	29.0
21	28.5	33.8	28.4	28.7	33.0	28.9	28.6
22	33.2	28.4	28.7	33.4	33.2	33.3	28.6
23	33.6	33.5	33.3	33.7	33.2	33.3	33.9
24	38.5	33.1	33.4	33.1	38.5	38.2	38.6

10-12	28.7	23.1	28.4	23.8	23.4	28.3	28.2
14-16	28.9	28.2	23.9	23.7	28.1	28.0	23.9
0-24	28.4	28.0	28.1	28.5	28.3	28.7	28.1

85th %ile	28.3
-----------	------



# White Rock ATC 2, A379 Dartmouth Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

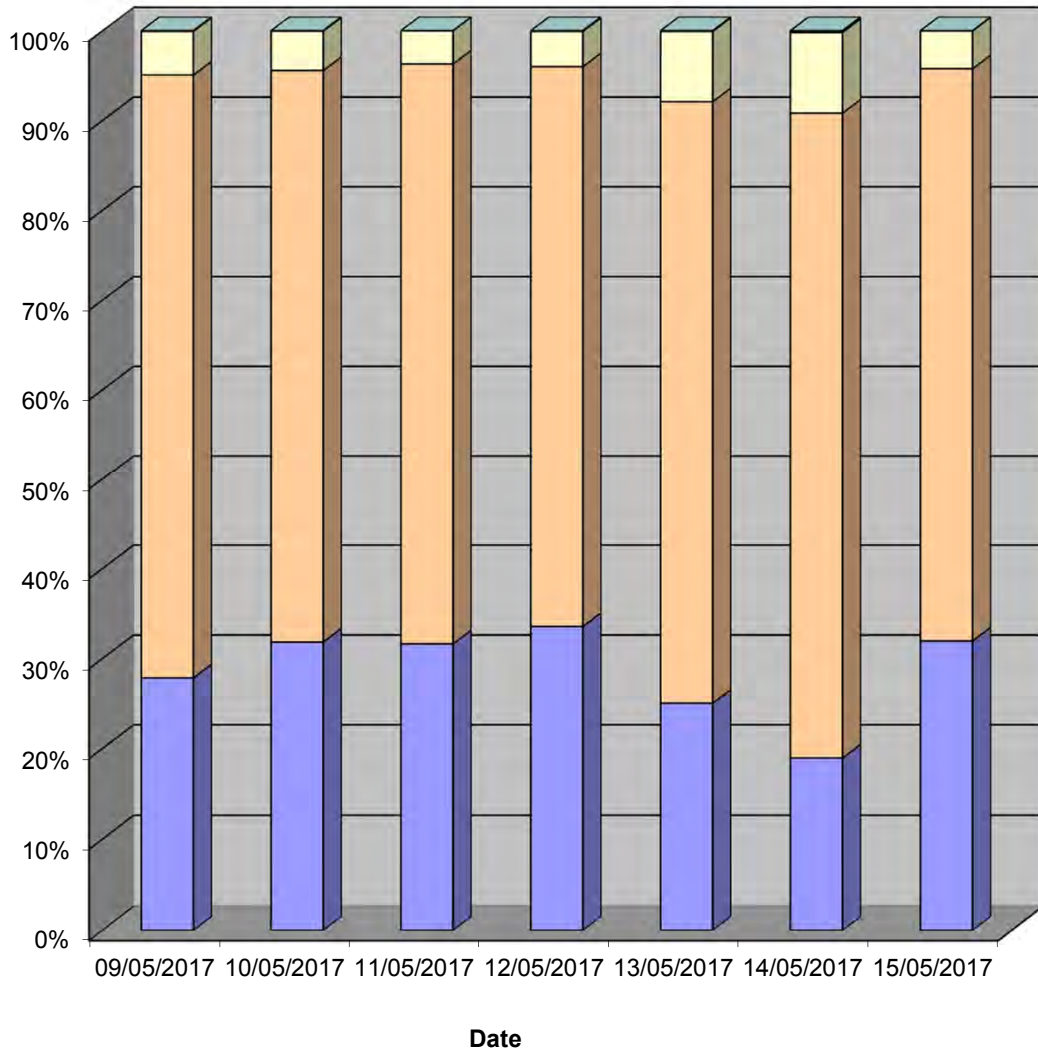
Speed Summary

Week 1

Speed (MPH)	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
0-15	1952	2294	2140	2406	1446	956	2132
16-30	4712	4593	4376	4476	3874	3629	4258
31-45	340	316	250	281	452	454	281
46-	5	3	0	5	4	9	1

<b>TOTAL</b>	<b>7009</b>	<b>7206</b>	<b>6766</b>	<b>7168</b>	<b>5776</b>	<b>5048</b>	<b>6672</b>
--------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------

**Speed Summary (MPH)**





# White Rock ATC 2, A379 Dartmouth Road

Produced by PCC Traffic Information Consultancy Ltd.

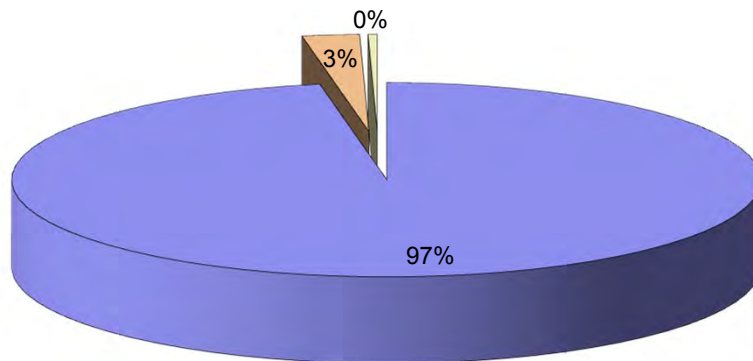
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>09/05/2017</b>				
7-19	5855	190	36	6081
6-22	6569	204	36	6809
6-24	6702	207	36	6945
0-24	6766	207	36	7009
<b>10/05/2017</b>				
7-19	6035	182	35	6252
6-22	6767	194	35	6996
6-24	6904	194	35	7133
0-24	6977	194	35	7206
<b>11/05/2017</b>				
7-19	5678	166	26	5870
6-22	6364	176	26	6566
6-24	6480	176	26	6692
0-24	6564	176	26	6766
<b>12/05/2017</b>				
7-19	5943	171	37	6151
6-22	6666	182	37	6885
6-24	6864	182	37	7083
0-24	6949	182	37	7168
<b>13/05/2017</b>				
7-19	4634	108	14	4756
6-22	5305	115	14	5434
6-24	5514	116	14	5644
0-24	5646	116	14	5776
<b>14/05/2017</b>				
7-19	4058	85	5	4148
6-22	4592	91	5	4688
6-24	4756	92	5	4853
0-24	4951	92	5	5048
<b>15/05/2017</b>				
7-19	5754	150	26	5930
6-22	6307	159	26	6492
6-24	6414	159	26	6599
0-24	6487	159	26	6672
<b>Average</b>				
7-19	5422	150	26	5598
6-22	6081	160	26	6267
6-24	6235	161	26	6421
0-24	6334	161	26	6521

**Total Vehicle Class Distribution**



# White Rock ATC 3, A379 Dartmouth Road

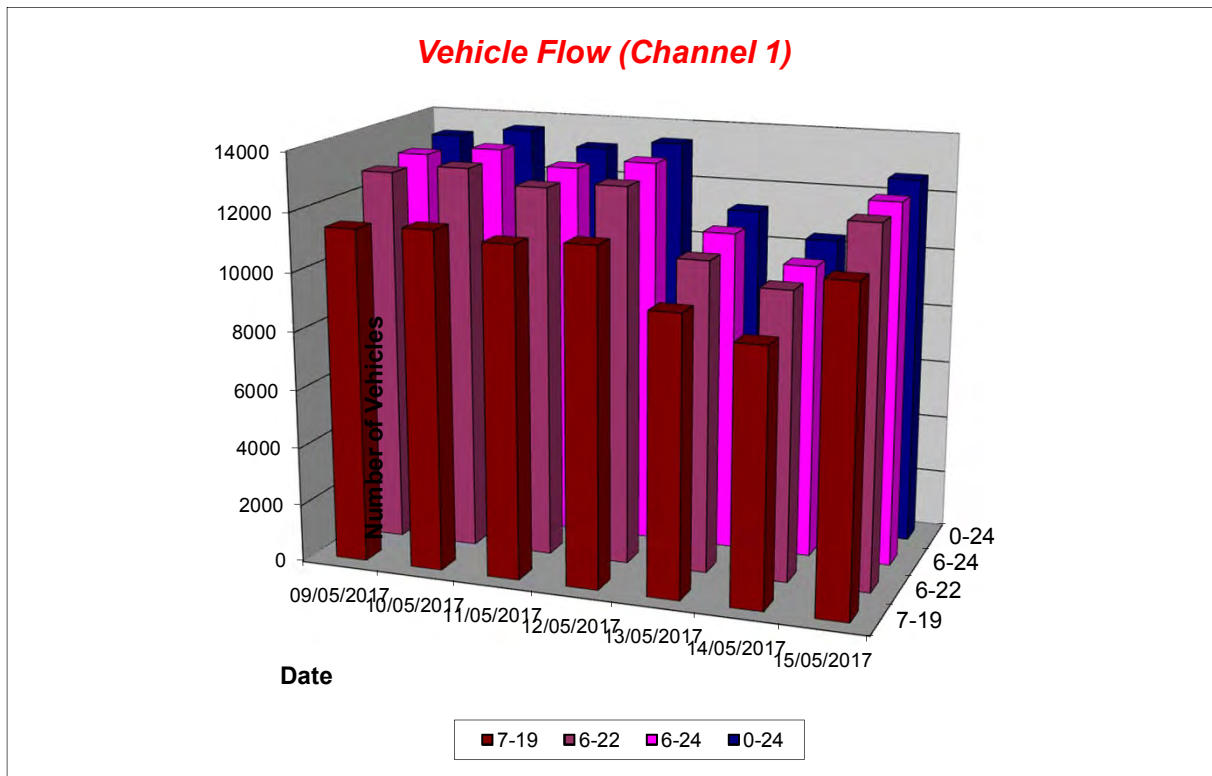
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday	5 Day Ave	7 Day Ave
1	23	26	30	37	68	123	24	28	47
2	15	14	14	9	28	65	21	15	24
3	15	15	23	14	19	26	16	17	18
4	24	24	24	25	32	35	24	24	27
5	33	36	33	37	34	27	31	34	33
6	154	148	147	122	78	49	142	143	120
7	395	400	386	353	164	99	362	379	308
8	972	993	947	887	347	228	877	935	750
9	1181	1145	1242	1204	619	366	1055	1165	973
10	1059	1111	1029	1155	923	759	1061	1083	1014
11	950	924	989	1051	930	900	973	977	960
12	844	856	890	943	985	935	923	891	911
13	916	973	917	999	903	904	950	951	937
14	891	844	821	877	856	869	830	853	855
15	882	885	882	894	894	833	846	878	874
16	1051	1030	987	959	844	833	975	1000	954
17	1021	1038	1036	943	859	789	1027	1013	959
18	983	1055	928	901	835	708	908	955	903
19	677	728	642	664	539	621	543	651	631
20	420	481	408	489	441	480	415	443	448
21	341	400	308	318	277	340	244	322	318
22	260	276	247	234	216	215	250	253	243
23	132	146	149	192	219	121	119	148	154
24	61	66	59	132	137	80	48	73	83
7-19	11427	11582	11310	11477	9534	8745	10968	11353	10720
6-22	12843	13139	12659	12871	10632	9879	12239	12750	12037
6-24	13036	13351	12867	13195	10988	10080	12406	12971	12275
0-24	13300	13614	13138	13439	11247	10405	12664	13231	12544



# White Rock ATC 3, A379 Dartmouth Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 1 - Northbound

## Average Speed

Week 1

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
1	30.0	31.7	32.7	31.9	31.4	30.0	34.2
2	31.3	35.1	33.0	31.9	31.6	32.0	36.3
3	32.7	35.0	32.6	34.4	33.5	34.7	33.0
4	35.1	36.1	31.8	34.4	37.2	33.7	34.9
5	36.0	34.5	33.3	34.4	34.3	34.3	32.5
6	32.4	33.8	32.3	32.9	32.3	32.3	31.1
7	31.0	30.6	29.9	30.6	31.0	32.1	28.7
8	25.7	25.7	24.6	25.6	29.8	29.3	24.3
9	17.1	15.9	17.0	16.4	27.2	28.2	16.3
10	22.2	20.4	22.0	18.8	25.3	25.5	20.4
11	22.9	22.4	21.8	21.5	23.6	23.3	20.0
12	25.0	23.4	21.7	21.1	21.2	22.7	21.0
13	24.2	22.7	23.6	22.2	16.7	22.8	21.1
14	24.8	24.4	23.5	22.4	24.6	24.2	23.2
15	23.7	23.2	24.3	22.6	24.9	24.2	21.6
16	20.0	18.1	19.1	18.3	25.6	24.7	18.1
17	16.8	15.2	16.6	14.4	24.6	24.7	18.5
18	20.3	18.2	22.0	21.9	25.0	25.8	19.8
19	26.9	25.0	25.8	27.0	27.4	27.0	26.0
20	27.8	27.5	27.1	27.4	27.7	26.4	27.7
21	28.7	27.4	27.4	28.3	29.0	27.1	28.2
22	28.1	28.2	27.7	28.3	28.7	27.3	27.5
23	29.1	29.7	29.0	29.9	29.7	28.8	29.9
24	32.2	31.3	31.3	29.7	30.4	30.7	32.7

10-12	23.9	22.9	21.7	21.3	22.4	23.0	20.5
14-16	21.7	20.5	21.5	20.4	25.2	24.5	19.7
0-24	23.2	22.2	22.5	22.0	25.0	25.3	21.7

Average	23.1
---------	------

## Channel 1 - Northbound

## 85th Percentile

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
1	38.7	38.6	39.0	38.7	38.9	33.7	38.2
2	38.5	48.3	43.4	38.9	43.7	38.9	48.5
3	38.6	43.3	38.3	38.8	38.5	43.5	38.3
4	38.3	43.8	38.2	38.0	43.4	43.1	38.3
5	43.3	43.8	38.2	43.5	43.1	43.8	38.0
6	38.8	38.6	38.6	38.9	38.8	38.4	38.5
7	38.0	39.0	33.4	33.4	33.5	38.5	33.2
8	28.8	28.9	28.4	33.7	33.8	33.5	28.9
9	23.8	23.2	23.7	23.5	33.6	33.2	23.6
10	28.7	28.7	28.3	23.5	28.8	28.3	23.8
11	28.0	29.0	28.6	28.5	28.0	28.1	23.9
12	28.4	28.2	28.2	28.4	28.2	28.6	23.3
13	28.9	28.5	28.2	28.4	23.1	28.2	23.5
14	28.8	28.1	28.6	28.3	28.1	28.9	28.1
15	28.4	29.0	28.1	28.1	28.3	28.1	28.6
16	29.0	23.7	23.5	23.2	28.1	28.4	23.4
17	23.9	18.0	23.9	19.0	28.0	28.3	24.0
18	28.1	23.6	28.3	28.1	28.5	33.9	23.1
19	33.9	28.1	28.8	33.4	33.7	33.8	28.9
20	33.4	33.1	33.4	33.4	33.5	33.3	33.6
21	33.5	33.8	33.3	33.5	33.8	33.7	33.3
22	33.8	33.3	33.9	33.2	33.1	33.3	33.1
23	33.1	33.0	33.6	33.5	33.2	33.1	33.5
24	38.6	38.3	38.6	38.3	38.7	33.0	38.2

10-12	28.5	28.4	28.4	28.6	28.5	28.3	24.0
14-16	28.3	28.3	28.1	28.5	28.4	28.8	23.1
0-24	28.6	28.9	28.6	28.2	28.1	28.3	28.0

85th %ile	28.4
-----------	------

# White Rock ATC 3, A379 Dartmouth Road

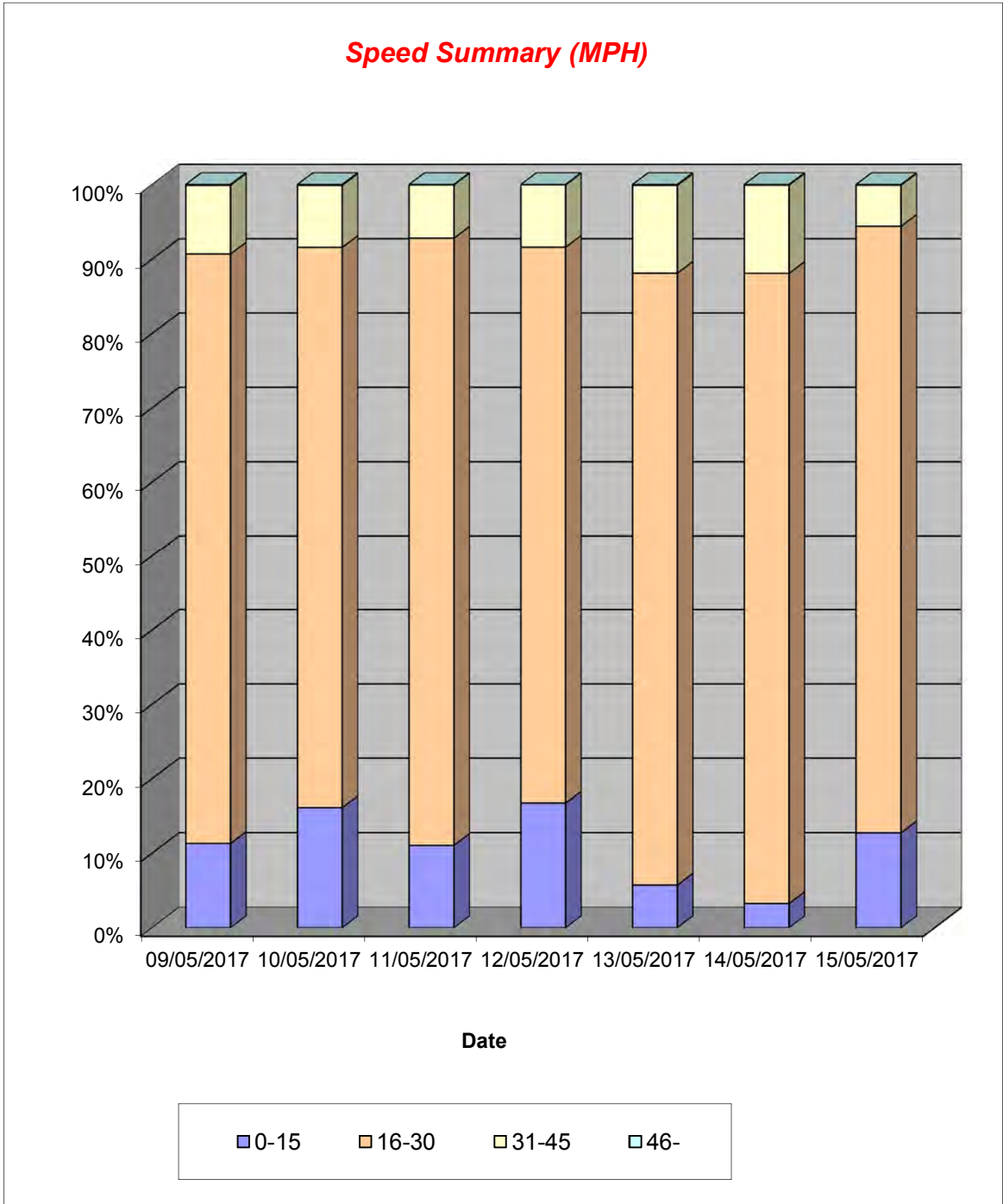
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
0-15	1500	2187	1449	2243	642	337	1610
16-30	10559	10278	10743	10065	9266	8827	10345
31-45	1230	1137	941	1127	1329	1235	701
46-	11	12	5	4	10	6	8
<b>TOTAL</b>	<b>13300</b>	<b>13614</b>	<b>13138</b>	<b>13439</b>	<b>11247</b>	<b>10405</b>	<b>12664</b>



# White Rock ATC 3, A379 Dartmouth Road

Produced by PCC Traffic Information Consultancy Ltd.

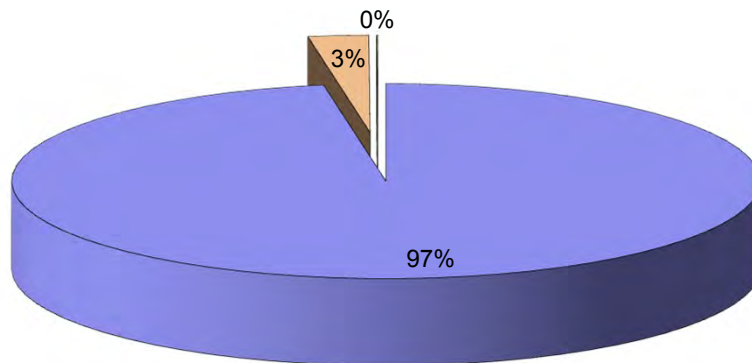
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>09/05/2017</b>				
7-19	11092	326	9	11427
6-22	12481	353	9	12843
6-24	12664	363	9	13036
0-24	12920	371	9	13300
<b>10/05/2017</b>				
7-19	11225	350	7	11582
6-22	12756	375	8	13139
6-24	12962	381	8	13351
0-24	13211	395	8	13614
<b>11/05/2017</b>				
7-19	10968	339	3	11310
6-22	12297	358	4	12659
6-24	12498	365	4	12867
0-24	12760	374	4	13138
<b>12/05/2017</b>				
7-19	11081	388	8	11477
6-22	12442	420	9	12871
6-24	12761	425	9	13195
0-24	12999	431	9	13439
<b>13/05/2017</b>				
7-19	9317	213	4	9534
6-22	10399	229	4	10632
6-24	10752	232	4	10988
0-24	11005	238	4	11247
<b>14/05/2017</b>				
7-19	8611	133	1	8745
6-22	9728	148	3	9879
6-24	9918	159	3	10080
0-24	10239	162	4	10405
<b>15/05/2017</b>				
7-19	10677	282	9	10968
6-22	11923	305	11	12239
6-24	12083	312	11	12406
0-24	12333	320	11	12664
<b>Average</b>				
7-19	10424	290	6	10720
6-22	11718	313	7	12037
6-24	11948	320	7	12275
0-24	12210	327	7	12544

**Total Vehicle Class Distribution**



# White Rock ATC 3, A379 Dartmouth Road

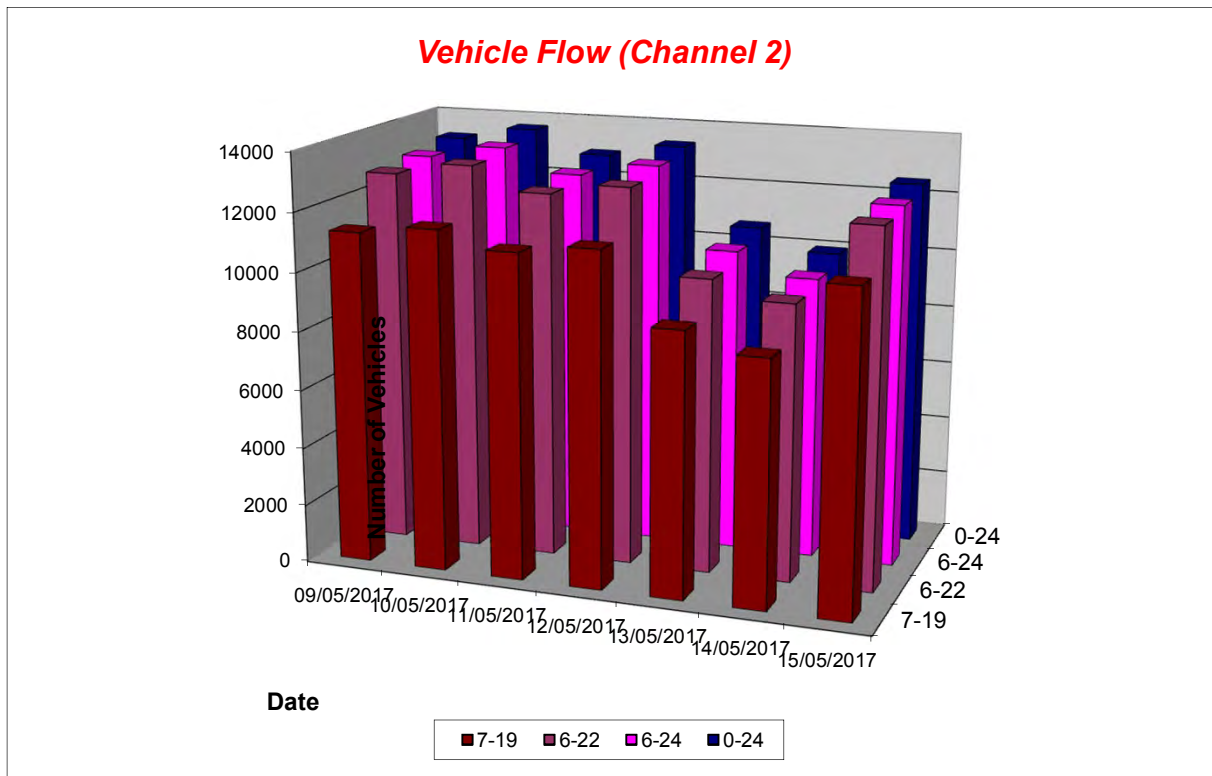
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday	5 Day Ave	7 Day Ave
1	14	18	21	24	79	105	19	19	40
2	19	20	21	15	28	52	30	21	26
3	22	16	29	25	23	24	18	22	22
4	29	28	33	29	36	31	26	29	30
5	47	53	52	57	32	35	36	49	45
6	114	105	97	87	83	54	93	99	90
7	256	258	266	242	161	88	234	251	215
8	642	678	619	584	316	194	575	620	515
9	1077	1097	1109	1073	647	329	1013	1074	906
10	819	824	795	894	825	688	794	825	806
11	878	868	888	918	900	887	886	888	889
12	821	793	809	884	893	911	870	835	854
13	955	948	958	1015	849	838	941	963	929
14	851	835	776	891	859	830	843	839	841
15	928	971	888	969	806	778	840	919	883
16	1018	1055	986	968	754	840	976	1001	942
17	1172	1196	1157	1093	809	781	1147	1153	1051
18	1192	1294	1123	1104	794	713	1127	1168	1050
19	955	1036	936	954	533	552	817	940	826
20	551	615	522	628	404	461	539	571	531
21	399	445	352	375	271	335	289	372	352
22	286	319	273	247	204	214	260	277	258
23	103	127	128	148	223	140	100	121	138
24	62	54	54	118	135	70	42	66	76
7-19	11308	11595	11044	11347	8985	8341	10829	11225	10493
6-22	12800	13232	12457	12839	10025	9439	12151	12696	11849
6-24	12965	13413	12639	13105	10383	9649	12293	12883	12064
0-24	13210	13653	12892	13342	10664	9950	12515	13122	12318



# White Rock ATC 3, A379 Dartmouth Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 2 - Southbound

## Average Speed

Week 1

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
1	32.3	34.9	41.8	38.8	34.9	36.9	44.8
2	34.3	40.0	34.0	34.7	35.5	35.3	45.0
3	38.2	43.0	38.7	45.6	44.7	44.7	41.9
4	38.0	41.2	36.0	42.1	47.9	39.9	39.5
5	43.9	42.0	42.3	41.5	41.8	40.0	39.0
6	40.7	42.0	37.3	39.0	36.0	38.0	36.1
7	36.2	35.8	35.8	34.7	34.8	37.5	33.4
8	29.0	29.0	27.7	29.0	34.3	34.7	27.5
9	18.7	17.4	18.9	18.3	31.3	32.2	18.0
10	24.9	22.4	24.4	20.8	28.4	29.2	22.6
11	25.7	25.1	24.3	23.8	26.3	26.7	22.6
12	28.7	26.1	24.4	23.2	23.6	25.4	23.3
13	27.1	25.1	26.8	25.2	18.7	25.3	23.3
14	28.2	27.0	26.2	24.7	27.7	27.4	25.7
15	26.5	26.1	27.6	25.2	27.9	27.1	24.0
16	22.4	20.0	21.4	20.2	29.1	27.4	19.9
17	18.8	16.8	18.4	15.6	27.8	27.7	20.6
18	22.6	20.2	24.8	24.4	28.0	29.7	22.0
19	31.1	28.4	29.0	31.0	31.5	30.4	29.8
20	32.2	31.1	30.9	31.6	30.8	30.8	31.7
21	33.2	31.4	32.2	32.1	34.3	29.7	31.2
22	31.8	32.4	31.8	33.0	32.2	30.7	30.9
23	32.6	33.9	33.2	35.2	35.3	32.9	36.5
24	35.8	38.4	36.2	35.3	33.5	35.9	40.0

10-12	27.1	25.6	24.3	23.5	25.0	26.1	23.0
14-16	24.4	22.9	24.3	22.7	28.5	27.3	21.8
0-24	26.2	24.7	25.5	24.7	28.3	28.6	24.3

Average	26.0
---------	------

## Channel 2 - Southbound

## 85th Percentile

Hr Ending	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
1	43.3	43.3	78.7	48.6	48.2	48.6	78.8
2	48.5	53.3	43.5	53.3	43.2	43.8	53.3
3	53.9	53.2	53.6	53.1	53.3	53.5	53.7
4	48.5	53.5	43.2	53.2	78.8	53.2	53.4
5	78.4	48.2	48.5	53.1	53.1	53.9	53.8
6	53.8	53.6	48.7	48.4	48.5	48.4	48.7
7	48.8	48.4	48.8	49.0	48.8	48.3	43.4
8	38.7	38.9	33.4	38.5	43.8	48.8	38.1
9	28.7	23.5	23.9	28.5	38.3	43.2	23.4
10	34.0	28.2	33.7	29.0	39.0	38.4	28.3
11	33.3	33.7	33.1	33.2	33.8	38.2	28.7
12	38.5	33.7	33.6	33.4	33.7	33.9	28.3
13	33.4	33.6	33.7	33.4	28.9	33.6	28.8
14	38.7	38.8	33.0	33.3	33.9	38.4	33.2
15	33.2	33.2	38.4	33.5	38.4	38.4	33.6
16	33.4	28.8	28.4	28.1	38.1	38.9	29.0
17	28.5	23.2	23.3	23.5	39.0	38.6	28.2
18	33.8	29.0	34.0	39.0	38.8	38.9	28.9
19	43.5	38.1	38.8	38.6	43.7	38.5	38.1
20	43.4	43.1	38.7	43.9	38.4	43.3	39.0
21	43.5	43.8	43.4	43.7	43.0	38.9	38.6
22	38.2	38.4	43.7	43.4	43.2	43.3	38.6
23	43.6	43.5	43.3	43.7	48.2	48.3	48.9
24	43.5	53.1	48.4	48.1	48.5	48.2	48.6

10-12	38.7	33.1	33.4	33.8	33.4	33.3	28.2
14-16	33.9	33.2	33.9	33.7	38.1	33.0	28.9
0-24	38.4	33.0	33.1	33.5	38.3	38.7	33.1

85th %ile	35.4
-----------	------



# White Rock ATC 3, A379 Dartmouth Road

Produced by PCC Traffic Information Consultancy Ltd.

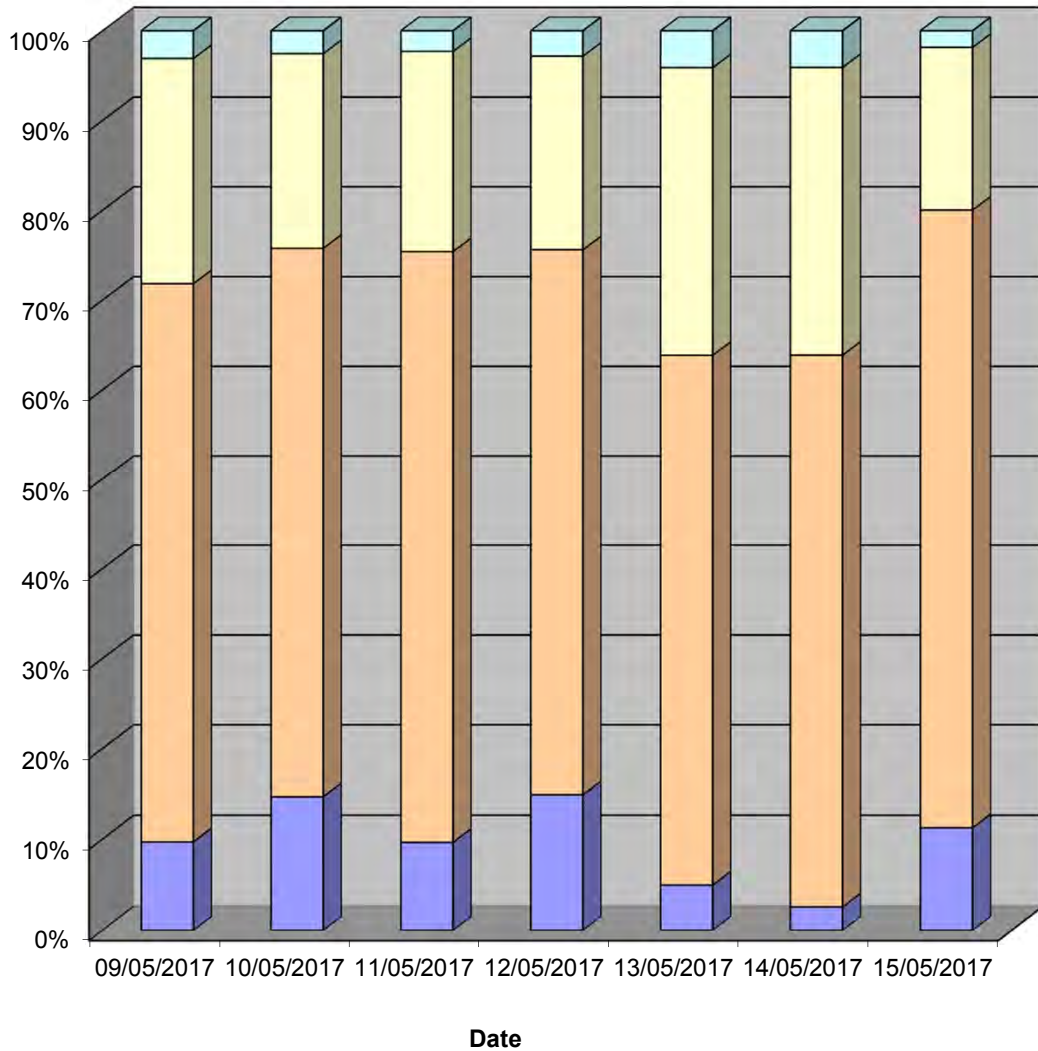
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	09/05/2017 Tuesday	10/05/2017 Wednesday	11/05/2017 Thursday	12/05/2017 Friday	13/05/2017 Saturday	14/05/2017 Sunday	15/05/2017 Monday
0-15	1281	1999	1243	1981	530	255	1407
16-30	8208	8346	8478	8106	6280	6100	8610
31-45	3313	2960	2875	2878	3416	3189	2267
46-	408	348	296	377	438	406	231
<b>TOTAL</b>	<b>13210</b>	<b>13653</b>	<b>12892</b>	<b>13342</b>	<b>10664</b>	<b>9950</b>	<b>12515</b>

**Speed Summary (MPH)**





# White Rock ATC 3, A379 Dartmouth Road

Produced by PCC Traffic Information Consultancy Ltd.

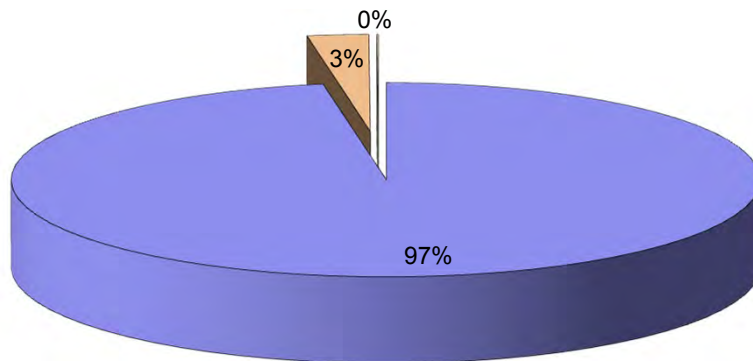
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>09/05/2017</b>				
7-19	10964	335	9	11308
6-22	12430	361	9	12800
6-24	12587	369	9	12965
0-24	12824	377	9	13210
<b>10/05/2017</b>				
7-19	11247	338	10	11595
6-22	12860	361	11	13232
6-24	13037	365	11	13413
0-24	13264	378	11	13653
<b>11/05/2017</b>				
7-19	10703	338	3	11044
6-22	12091	362	4	12457
6-24	12264	371	4	12639
0-24	12501	387	4	12892
<b>12/05/2017</b>				
7-19	10949	389	9	11347
6-22	12403	426	10	12839
6-24	12666	429	10	13105
0-24	12893	439	10	13342
<b>13/05/2017</b>				
7-19	8774	207	4	8985
6-22	9794	225	6	10025
6-24	10149	228	6	10383
0-24	10422	235	7	10664
<b>14/05/2017</b>				
7-19	8211	129	1	8341
6-22	9295	142	2	9439
6-24	9498	149	2	9649
0-24	9794	152	4	9950
<b>15/05/2017</b>				
7-19	10547	274	8	10829
6-22	11848	294	9	12151
6-24	11985	299	9	12293
0-24	12198	307	10	12515
<b>Average</b>				
7-19	10199	287	6	10493
6-22	11532	310	7	11849
6-24	11741	316	7	12064
0-24	11985	325	8	12318

**Total Vehicle Class Distribution**





## White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (1) A3022 Brixham Road / Goodrington Road / Long Road

Approach: A3022 Brixham Road (North)

TIME	Left to Goodrington Road								Ahead to A3022 Brixham Road (South)								Right to Long Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	7	0	0	0	0	7	0	0	31	13	2	1	1	48	1	1	21	6	1	0	0	30
0715 - 0730	0	0	15	1	0	0	0	16	0	1	56	27	3	0	1	88	1	0	33	11	1	1	0	47
0730 - 0745	0	0	15	6	0	0	0	21	0	2	49	31	2	0	1	85	1	3	53	16	0	0	0	73
0745 - 0800	0	0	14	3	0	0	1	18	0	1	79	28	3	0	0	111	2	2	59	12	2	0	1	78
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>0</b>	<b>4</b>	<b>215</b>	<b>99</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>332</b>	<b>5</b>	<b>6</b>	<b>166</b>	<b>45</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>228</b>
0800 - 0815	0	0	17	3	0	0	0	20	0	1	79	28	6	1	0	115	0	4	78	13	2	1	0	98
0815 - 0830	0	0	18	0	0	0	1	19	0	0	73	21	1	0	0	95	0	1	86	7	1	0	0	95
0830 - 0845	0	0	29	1	1	0	0	31	0	1	93	17	3	0	1	115	0	0	73	8	0	0	0	81
0845 - 0900	0	0	25	1	0	0	0	26	0	0	100	21	2	0	1	124	0	3	73	6	1	0	0	83
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>0</b>	<b>2</b>	<b>345</b>	<b>87</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>449</b>	<b>0</b>	<b>8</b>	<b>310</b>	<b>34</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>357</b>
0900 - 0915	0	0	26	0	0	0	0	26	0	1	89	29	6	0	0	125	0	3	79	8	0	0	0	90
0915 - 0930	0	0	24	2	3	0	0	29	0	1	82	28	3	0	0	114	0	2	88	9	2	1	0	102
0930 - 0945	0	0	24	3	0	0	0	27	0	0	75	20	4	0	1	100	0	0	48	8	2	0	0	58
0945 - 1000	0	0	18	3	1	0	0	22	0	0	94	19	2	1	1	117	0	0	35	9	3	1	0	48
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>2</b>	<b>340</b>	<b>96</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>456</b>	<b>0</b>	<b>5</b>	<b>250</b>	<b>34</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>298</b>
1000 - 1015	0	0	22	5	0	0	0	27	0	1	106	29	5	0	1	142	0	1	52	5	3	0	1	62
1015 - 1030	0	0	26	4	0	0	0	30	0	1	105	14	8	1	0	129	0	0	21	10	2	2	0	35
1030 - 1045	0	0	22	2	0	0	0	24	0	0	114	26	2	0	0	142	0	1	27	10	4	0	1	43
1045 - 1100	0	0	27	5	0	0	0	32	0	1	112	15	2	0	0	130	0	2	24	7	4	1	0	38
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>3</b>	<b>437</b>	<b>84</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>543</b>	<b>0</b>	<b>4</b>	<b>124</b>	<b>32</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>178</b>
1100 - 1115	0	0	9	6	0	0	0	15	0	2	105	19	3	1	1	131	0	0	19	6	2	1	0	28
1115 - 1130	0	0	28	10	2	0	0	40	0	3	126	14	5	0	0	148	0	0	21	9	4	0	0	34
1130 - 1145	0	0	19	3	0	0	0	22	0	0	109	13	4	0	0	126	0	0	9	7	1	1	1	19
1145 - 1200	0	1	31	3	1	0	0	36	0	0	128	17	6	0	0	151	0	2	28	5	3	0	0	38
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>5</b>	<b>468</b>	<b>63</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>556</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>27</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>119</b>
1200 - 1215	0	0	29	6	2	0	0	37	0	0	104	28	6	0	0	138	0	0	19	9	4	0	0	32
1215 - 1230	0	0	22	4	2	0	0	28	0	1	117	20	3	0	1	142	0	3	34	5	0	2	0	44
1230 - 1245	0	0	25	11	1	0	0	37	0	1	134	20	7	0	0	162	0	0	24	6	2	0	0	32
1245 - 1300	0	0	22	2	0	0	0	24	0	1	116	17	0	0	0	134	0	0	31	6	1	0	0	38
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>0</b>	<b>3</b>	<b>471</b>	<b>85</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>576</b>	<b>0</b>	<b>3</b>	<b>108</b>	<b>26</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>146</b>
1300 - 1315	0	1	23	2	0	0	1	27	0	0	107	10	2	0	0	119	0	0	20	5	2	0	0	27
1315 - 1330	0	1	30	5	0	0	0	36	0	1	107	13	4	0	0	125	0	0	27	6	0	0	0	33
1330 - 1345	0	0	23	2	0	0	0	25	0	2	129	14	2	2	0	149	0	0	21	9	2	0	0	32
1345 - 1400	0	0	27	2	0	0	1	30	0	4	116	12	3	1	0	136	0	0	19	13	3	1	0	36
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>103</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>118</b>	<b>0</b>	<b>7</b>	<b>459</b>	<b>49</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>529</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>33</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>128</b>
1400 - 1415	0	0	32	2	0	0	0	34	0	1	124	22	1	0	2	150	1	0	29	8	1	1	0	40
1415 - 1430	0	0	32	5	0	0	0	37	0	1	120	15	1	1	0	138	0	1	22	3	3	1	0	30
1430 - 1445	0	0	38	3	0	0	0	41	0	2	134	20	0	1	0	157	0	0	15	9	1	0	0	25
1445 - 1500	0	0	44	6	3	0	0	53	0	0	135	14	5	0	0	154	0	1	20	3	1	1	0	26
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>0</b>	<b>4</b>	<b>513</b>	<b>71</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>599</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>23</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>121</b>
1500 - 1515	0	0	53	7	1	0	0	61	0	0	149	14	2	0	0	165	0	0	10	7	1	0	0	18
1515 - 1530	0	0	45	7	1	0	0	53	0	1	105	23	3	1	1	134	0	0	24	6	0	1	0	31
1530 - 1545	0	0	41	3	0	0	0	44	0	2	127	20	2	0	1	152	0	0	26	5	0	0	0	31
1545 - 1600	0	0	39	5	1	1	0	46	0	0	155	16	3	0	0	174	0	1	21	1	2	0	0	25
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>204</b>	<b>0</b>	<b>3</b>	<b>536</b>	<b>73</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>625</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>105</b>
1600 - 1615	0	0	40	9	0	0	1	50	0	3	158	16	2	0	1	180	0	0	27	9	4	0	1	41
1615 - 1630	0	1	49	4	0	0	0	54	0	5	160	22	1	1	1	190	0	3	28	8	0	0	2	41
1630 - 1645	0	1	65	8	2	0	0	76	0	3	169	24	1	0	0	197	0	0	42	6	4	0	0	52
1645 - 1700	0	1	28	6	0	0	0	35	0	4	145	14	2	0	0	165	0	0	38	7	1	0	1	47
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>182</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>215</b>	<b>0</b>	<b>15</b>	<b>632</b>	<b>76</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>732</b>	<b>0</b>	<b>3</b>	<b>135</b>	<b>30</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>181</b>
1700 - 1715	0	0	58	4	1	0	0	63	0	3	149	21	0	0	0	173	0	1	35	2	0	0	1	39
1715 - 1730	0	1	56	8	0	0	0	65	0	5	167	22	1	0	0	195	0	0	29	3	1	0	2	35
1730 - 1745	0	0	47	5	1	0	0	53	0	5	144	24	1	0	0	174	0	0	24	2	0	0	1	27
1745 - 1800	0	0	65	2	0	0	0	67	0	2	176	17	1	0	0	196	0	1	56	5	1	0	0	63
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>226</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>248</b>	<b>0</b>	<b>15</b>	<b>636</b>	<b>84</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>738</b>	<b>0</b>	<b>2</b>	<b>144</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>164</b>
1800 - 1815	0	1	50	2	0	0	0	53	0	1	161	18	0	0	0	180	0	0	40	5	0	0	0	45
1815 - 1830	0	0	44	1	0	0	0	45	0	5	172	16	0	0	0	193	0	0	22	1	0	0	0	23
1830 - 1845	0	0	43	1	0	0	0	44	0	4	141	16	0	0	1	162	0	2	19	1	1	0	0	23
1845 - 1900	0	1	33	0	0	0	0	34	0	3	110	6	0	0	0	119	0	0	22	4	0	0	0	26
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>170</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>176</b>	<b>0</b>	<b>13</b>	<b>584</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>654</b>	<b>0</b>	<b>2</b>	<b>103</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>117</b>
<b>TOTAL</b>	<b>0</b>	<b>9</b>	<b>1519</b>	<b>183</b>	<b>23</b>	<b>1</b>	<b>5</b>	<b>1740</b>	<b>0</b>	<b>76</b>	<b>5636</b>	<b>923</b>	<b>125</b>	<b>12</b>	<b>17</b>	<b>6789</b>	<b>6</b>	<b>38</b>	<b>1671</b>	<b>326</b>	<b>73</b>	<b>17</b>	<b>11</b>	<b>2142</b>



# White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (1) A3022 Brixham Road / Goodrington Road / Long Road

Approach: Goodrington Road

TIME	Left to A3022 Brixham Road (South)								Ahead to Long Road								Right to A3022 Brixham Road (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	1	0	0	0	2	0	0	6	1	0	0	1	8	0	0	23	9	0	0	0	32
0715 - 0730	0	0	3	1	0	0	0	4	0	0	15	6	0	0	0	21	1	2	36	6	0	0	0	45
0730 - 0745	1	0	3	0	0	0	0	4	1	1	18	3	0	0	1	24	0	0	24	7	0	0	1	32
0745 - 0800	0	0	0	0	0	0	0	0	1	1	38	3	0	0	2	45	0	0	36	9	1	0	0	46
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>1</b>	<b>2</b>	<b>119</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>155</b>
0800 - 0815	0	0	1	0	0	0	0	1	0	0	37	5	0	0	1	43	0	0	47	8	0	0	0	55
0815 - 0830	0	0	2	0	0	0	0	2	0	0	42	8	0	0	1	51	0	0	57	4	0	0	0	61
0830 - 0845	0	0	1	0	0	0	0	1	0	1	47	7	0	0	2	57	0	0	49	5	0	0	0	54
0845 - 0900	0	0	0	0	0	0	0	0	0	0	34	9	0	0	0	43	0	0	50	5	0	0	0	55
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>160</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>194</b>	<b>0</b>	<b>0</b>	<b>203</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>225</b>
0900 - 0915	0	0	3	1	0	0	0	4	0	0	36	4	0	0	1	41	0	1	50	2	0	0	0	53
0915 - 0930	0	0	3	1	0	0	0	4	0	1	26	0	0	0	1	28	0	0	34	4	0	0	0	38
0930 - 0945	0	0	1	1	0	0	0	2	0	0	19	6	0	0	3	28	0	0	30	3	0	0	0	33
0945 - 1000	0	0	2	1	0	0	0	3	0	0	8	2	1	0	3	14	0	0	34	1	0	0	0	35
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>111</b>	<b>0</b>	<b>1</b>	<b>148</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>
1000 - 1015	0	0	3	0	0	0	0	3	0	0	7	2	0	0	1	10	0	0	37	4	0	0	0	41
1015 - 1030	0	0	4	2	0	0	0	6	0	1	10	5	0	0	1	17	0	0	37	5	0	0	0	42
1030 - 1045	0	0	1	0	0	0	0	1	0	1	6	2	0	0	1	10	0	0	22	6	0	0	0	28
1045 - 1100	0	0	5	0	0	0	0	5	0	0	11	5	0	0	2	18	0	0	34	5	1	1	1	41
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>152</b>
1100 - 1115	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	29	2	0	0	0	31
1115 - 1130	0	0	3	0	0	0	0	3	0	0	10	2	0	0	1	13	0	0	22	3	0	0	0	25
1130 - 1145	0	0	1	1	0	0	0	2	0	0	3	1	1	0	2	7	0	0	34	3	2	0	0	39
1145 - 1200	0	0	1	1	0	0	0	2	0	0	9	0	0	0	1	10	0	0	25	3	0	0	0	28
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>123</b>
1200 - 1215	0	0	1	1	0	0	0	2	0	1	7	1	0	0	1	10	0	2	51	1	1	0	0	55
1215 - 1230	0	1	3	1	0	0	0	5	0	0	11	2	0	0	0	13	0	0	35	5	0	0	0	40
1230 - 1245	0	0	3	1	0	0	0	4	0	1	7	3	0	0	1	12	0	0	24	3	0	0	0	27
1245 - 1300	0	0	1	0	0	0	0	1	0	1	13	1	0	0	2	17	0	1	25	5	1	0	0	32
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>0</b>	<b>3</b>	<b>135</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>154</b>
1300 - 1315	0	0	5	0	0	0	0	5	0	0	9	2	0	1	0	12	0	1	37	6	0	0	0	44
1315 - 1330	0	0	0	1	0	0	0	1	0	0	8	3	0	0	1	12	0	0	28	3	0	0	0	31
1330 - 1345	0	0	1	0	0	0	0	1	0	0	6	1	0	0	2	9	0	1	17	3	0	0	0	21
1345 - 1400	0	0	3	4	0	0	0	7	0	0	11	7	0	0	1	19	0	0	35	6	1	0	0	42
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>52</b>	<b>0</b>	<b>2</b>	<b>117</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>138</b>
1400 - 1415	0	2	2	0	0	0	0	4	1	1	5	3	1	0	0	11	0	1	30	0	1	0	0	32
1415 - 1430	0	0	5	2	0	0	0	7	0	0	6	0	1	0	1	8	0	1	35	4	0	0	0	40
1430 - 1445	0	0	4	0	0	0	0	4	0	0	6	2	0	0	1	9	0	0	33	5	0	0	0	38
1445 - 1500	0	0	6	1	0	0	0	7	0	0	5	4	0	0	1	10	0	1	18	5	0	2	0	26
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>0</b>	<b>3</b>	<b>116</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>136</b>
1500 - 1515	0	0	6	0	0	0	0	6	0	1	4	0	0	0	1	6	0	0	27	4	0	1	0	32
1515 - 1530	0	0	2	0	0	0	0	2	0	0	7	1	0	0	0	8	0	0	26	3	0	0	0	29
1530 - 1545	0	0	5	0	0	0	1	6	0	0	13	2	1	0	3	19	0	0	57	6	0	0	0	63
1545 - 1600	0	0	2	2	0	0	0	4	0	0	15	2	0	0	2	19	0	0	39	3	2	0	0	44
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>168</b>
1600 - 1615	0	0	4	2	0	0	0	6	0	0	13	4	0	0	2	19	0	1	23	5	0	0	0	29
1615 - 1630	0	0	2	0	0	0	0	2	0	0	18	0	0	0	3	21	0	0	26	3	2	0	0	31
1630 - 1645	0	0	4	0	0	0	0	4	0	0	17	2	0	0	2	21	0	0	32	7	0	0	0	39
1645 - 1700	0	0	1	0	0	0	0	1	0	0	11	1	0	1	3	16	0	0	28	4	0	0	0	32
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>77</b>	<b>0</b>	<b>1</b>	<b>109</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>131</b>
1700 - 1715	0	0	3	0	0	0	0	3	0	0	6	1	0	0	3	10	0	0	19	5	0	0	0	24
1715 - 1730	0	0	3	1	0	0	0	4	0	2	8	1	0	0	2	13	0	0	27	5	0	0	1	33
1730 - 1745	0	0	4	0	0	0	0	4	0	1	12	1	1	0	3	18	0	0	31	2	0	0	0	33
1745 - 1800	0	0	3	0	0	0	0	3	0	1	20	0	0	0	1	22	0	0	24	3	0	0	0	27
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>46</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>117</b>
1800 - 1815	0	0	2	0	0	0	0	2	1	0	11	2	0	0	2	16	0	0	33	5	0	0	0	38
1815 - 1830	0	0	2	1	0	0	0	3	0	0	9	0	0	0	1	10	0	0	39	3	0	0	0	42
1830 - 1845	0	0	4	0	0	0	0	4	0	0	6	0	0	0	1	7	0	0	29	0	0	0	0	29
1845 - 1900	0	0	4	0	0	0	0	4	0	0	2	0	0	0	2	4	0	0	30	4	0	0	0	34
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>
<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>123</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>155</b>	<b>4</b>	<b>15</b>	<b>652</b>	<b>118</b>	<b>6</b>	<b>2</b>	<b>67</b>	<b>864</b>	<b>1</b>	<b>12</b>	<b>1568</b>	<b>202</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>1801</b>



## White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (1) A3022 Brixham Road / Goodrington Road / Long Road

Approach: A3022 Brixham Road (South)

TIME	Left to Long Road								Ahead to A3022 Brixham Road (North)								Right to Goodrington Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	3	1	0	0	8	0	4	135	32	1	0	0	172	0	0	0	1	0	0	0	1
0715 - 0730	0	2	10	0	0	0	0	12	0	7	136	30	0	0	0	173	0	0	0	0	0	0	0	0
0730 - 0745	1	0	14	3	0	0	0	18	0	6	171	29	3	0	0	209	0	0	1	0	0	0	0	1
0745 - 0800	1	1	10	0	1	0	1	14	0	1	158	38	4	0	0	201	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>2</b>	<b>3</b>	<b>38</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>0</b>	<b>18</b>	<b>600</b>	<b>129</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>755</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
0800 - 0815	0	0	14	0	0	0	0	14	0	1	145	29	0	2	0	177	0	0	2	0	0	0	0	2
0815 - 0830	0	0	22	1	1	0	0	24	0	2	137	24	1	0	1	165	0	0	5	0	0	0	0	5
0830 - 0845	0	0	19	1	0	0	0	20	0	1	149	20	1	0	0	171	0	0	1	0	0	0	0	1
0845 - 0900	0	0	21	2	0	0	0	23	0	3	152	20	5	2	0	182	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>7</b>	<b>583</b>	<b>93</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>695</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
0900 - 0915	0	0	20	4	1	0	0	25	0	0	182	23	5	2	1	213	0	0	4	0	0	0	0	4
0915 - 0930	0	0	17	2	1	0	0	20	0	2	129	26	4	1	1	163	0	1	2	1	0	0	0	4
0930 - 0945	0	0	16	1	1	0	0	18	0	1	135	18	5	1	2	162	0	0	2	2	0	0	0	4
0945 - 1000	0	1	11	1	0	0	0	13	0	0	124	16	7	1	1	149	0	0	2	2	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>3</b>	<b>570</b>	<b>83</b>	<b>21</b>	<b>5</b>	<b>5</b>	<b>687</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
1000 - 1015	0	0	5	3	1	0	0	9	0	0	130	25	1	0	0	156	0	0	4	1	0	0	0	5
1015 - 1030	0	0	7	3	0	0	0	10	0	3	147	18	4	1	1	174	0	0	2	2	0	0	0	4
1030 - 1045	0	0	12	2	0	0	0	14	0	1	125	24	3	2	0	155	0	0	1	0	0	0	0	1
1045 - 1100	0	0	3	0	1	0	0	4	0	1	129	25	8	0	0	163	0	0	3	0	1	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>5</b>	<b>531</b>	<b>92</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>648</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>
1100 - 1115	0	0	7	5	0	0	0	12	0	0	110	24	3	1	0	138	0	0	4	0	0	0	0	4
1115 - 1130	0	0	2	4	0	0	0	6	0	2	104	15	4	0	0	125	0	0	1	1	0	0	0	2
1130 - 1145	0	0	2	1	1	0	0	4	0	0	115	20	2	0	0	137	0	0	0	0	0	0	0	0
1145 - 1200	0	0	8	1	0	0	0	9	0	0	145	16	4	0	0	165	0	0	4	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>2</b>	<b>474</b>	<b>75</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>565</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
1200 - 1215	0	0	7	2	1	0	0	10	0	0	130	20	3	1	1	155	0	0	1	0	0	0	0	1
1215 - 1230	0	0	5	1	0	0	0	6	0	0	107	14	5	0	0	126	0	0	2	0	0	0	0	2
1230 - 1245	0	0	5	3	0	0	0	8	0	0	131	33	8	0	0	172	0	0	3	0	0	0	0	3
1245 - 1300	0	0	7	6	1	0	0	14	0	1	101	21	5	0	0	128	0	0	7	2	0	0	0	9
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>1</b>	<b>469</b>	<b>88</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>581</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
1300 - 1315	0	0	10	1	1	1	0	13	0	0	140	17	3	0	0	160	0	0	2	0	0	0	0	2
1315 - 1330	0	0	9	2	1	0	0	12	0	1	112	15	4	0	0	132	0	0	2	0	0	0	0	2
1330 - 1345	0	0	7	3	0	0	0	10	0	2	135	17	1	1	0	156	0	0	1	0	0	0	0	1
1345 - 1400	0	1	9	1	0	0	0	11	0	5	124	27	3	0	0	159	0	0	2	3	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>8</b>	<b>511</b>	<b>76</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>607</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
1400 - 1415	0	0	7	3	0	0	0	10	0	0	107	17	6	0	1	131	0	0	4	0	0	0	0	4
1415 - 1430	0	0	6	2	1	0	0	9	0	0	111	15	4	2	2	134	0	0	4	0	0	0	0	4
1430 - 1445	0	0	7	1	0	0	0	8	0	3	131	16	4	0	0	154	0	0	3	0	0	0	0	3
1445 - 1500	0	0	5	4	0	0	0	9	0	0	133	21	2	0	0	156	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>3</b>	<b>482</b>	<b>69</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>575</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
1500 - 1515	0	0	3	2	0	0	0	5	0	1	93	22	2	0	0	118	0	0	2	0	0	0	0	2
1515 - 1530	0	0	8	0	0	0	0	8	0	4	135	34	2	0	0	175	0	0	2	0	0	0	0	2
1530 - 1545	0	0	4	3	0	0	0	7	0	0	156	23	4	0	0	183	0	0	6	1	0	0	0	7
1545 - 1600	0	0	8	1	0	0	0	9	0	0	123	21	4	1	0	149	0	0	5	1	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>5</b>	<b>507</b>	<b>100</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>625</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
1600 - 1615	1	0	6	0	0	0	0	7	1	3	125	25	1	0	1	156	0	0	5	1	0	0	0	6
1615 - 1630	0	0	7	1	0	0	0	8	0	2	119	34	3	0	2	160	0	0	5	0	0	0	0	5
1630 - 1645	0	0	6	2	0	0	0	8	0	1	101	31	2	0	3	138	0	0	4	0	0	0	0	4
1645 - 1700	0	0	6	2	1	0	0	9	0	2	120	28	2	0	0	152	0	0	4	1	0	0	0	5
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>8</b>	<b>465</b>	<b>118</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>606</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
1700 - 1715	0	0	5	1	0	0	0	6	0	1	116	34	1	0	0	152	0	0	1	1	0	0	0	2
1715 - 1730	0	0	14	0	0	0	0	14	0	3	133	21	1	1	1	160	0	0	2	1	0	0	0	3
1730 - 1745	0	0	7	0	0	0	0	7	0	3	123	17	2	0	1	146	0	0	3	1	0	0	0	4
1745 - 1800	0	0	12	3	1	0	0	16	0	2	96	23	3	1	0	125	0	0	4	1	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>9</b>	<b>468</b>	<b>95</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>583</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
1800 - 1815	0	0	8	0	0	0	0	8	2	4	103	12	0	0	0	121	0	0	2	1	0	0	0	3
1815 - 1830	0	0	4	0	0	0	0	4	0	3	108	5	0	0	0	116	0	0	4	1	0	0	0	5
1830 - 1845	0	1	4	0	0	0	0	5	0	0	86	11	0	0	2	99	0	0	7	1	0	0	0	8
1845 - 1900	0	0	10	0	0	0	0	10	0	0	80	11	0	0	0	91	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>7</b>	<b>377</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>427</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL</b>	<b>3</b>	<b>6</b>	<b>420</b>	<b>81</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>528</b>	<b>3</b>	<b>76</b>	<b>6037</b>	<b>1057</b>	<b>140</b>	<b>20</b>	<b>21</b>	<b>7354</b>	<b>0</b>	<b>1</b>	<b>131</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>159</b>



## White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (1) A3022 Brixham Road / Goodrington Road / Long Road

Approach: Long Road

TIME	Left to A3022 Brixham Road (North)								Ahead to Goodrington Road								Right to A3022 Brixham Road (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	5	3	1	0	0	9	0	0	1	0	0	0	0	1	0	0	1	2	0	0	0	3
0715 - 0730	0	0	11	5	2	0	0	18	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0
0730 - 0745	0	0	15	6	1	1	0	23	0	0	3	1	0	1	0	5	0	0	7	4	1	0	0	12
0745 - 0800	0	0	17	7	1	0	1	26	0	0	2	1	0	0	2	5	0	0	2	2	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>19</b>
0800 - 0815	0	0	21	13	0	0	1	35	0	0	5	1	0	0	2	8	0	0	5	1	0	0	0	6
0815 - 0830	0	0	18	6	0	0	0	24	0	0	7	3	0	0	2	12	0	0	4	1	0	0	0	5
0830 - 0845	0	0	28	9	1	0	2	40	0	0	3	2	0	0	3	8	0	0	2	0	0	0	0	2
0845 - 0900	0	0	31	13	1	0	0	45	0	0	9	4	0	0	1	14	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>41</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
0900 - 0915	0	1	38	15	0	0	2	56	0	0	13	4	0	0	3	20	0	0	5	1	0	0	0	6
0915 - 0930	0	0	34	6	0	1	0	41	0	0	7	3	0	0	2	12	0	0	7	2	1	0	0	10
0930 - 0945	0	0	33	16	2	1	0	52	0	0	9	2	0	0	0	11	0	0	8	2	0	1	0	11
0945 - 1000	0	0	34	9	6	0	0	49	0	0	8	3	0	0	3	14	0	0	5	1	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>139</b>	<b>46</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>198</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>33</b>
1000 - 1015	0	3	22	12	1	2	0	40	0	0	5	1	0	0	2	8	0	0	3	4	0	0	0	7
1015 - 1030	0	0	23	4	0	0	1	28	0	0	6	4	0	0	1	11	0	0	7	4	1	0	0	12
1030 - 1045	0	0	15	14	2	1	0	32	0	0	7	4	0	0	0	11	0	0	5	2	0	0	0	7
1045 - 1100	0	0	25	6	4	0	0	35	0	0	4	1	1	0	1	7	0	0	7	1	2	1	0	11
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>36</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>37</b>
1100 - 1115	0	0	25	5	4	2	1	37	0	2	3	2	0	0	2	9	0	0	2	3	1	0	0	6
1115 - 1130	0	0	13	6	3	3	0	25	0	0	3	3	0	1	1	8	0	0	4	2	0	0	0	6
1130 - 1145	0	0	25	12	3	0	0	40	0	0	5	3	0	0	1	9	0	0	1	2	0	0	0	3
1145 - 1200	0	0	15	8	3	0	0	26	1	0	6	2	0	0	2	11	0	0	8	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>31</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>128</b>	<b>1</b>	<b>2</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>23</b>
1200 - 1215	0	0	31	2	4	0	0	37	0	1	11	3	0	0	1	16	0	0	11	5	0	0	0	16
1215 - 1230	0	0	42	15	2	1	0	60	1	0	12	2	0	0	1	16	0	0	9	2	1	0	0	12
1230 - 1245	0	0	38	3	3	2	0	46	0	0	7	1	0	0	0	8	0	0	9	1	0	0	0	10
1245 - 1300	0	0	28	14	0	0	0	42	0	0	7	3	0	0	1	11	0	0	12	0	0	0	0	12
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>34</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>185</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>
1300 - 1315	1	0	41	6	1	1	0	50	0	0	11	3	0	0	2	16	0	0	7	3	0	0	0	10
1315 - 1330	0	1	28	10	2	0	0	41	0	0	3	0	0	0	1	4	0	0	10	0	2	0	0	12
1330 - 1345	0	0	32	9	1	0	0	42	0	0	8	2	0	0	0	10	0	0	7	3	0	0	0	10
1345 - 1400	0	0	25	2	3	1	0	31	0	0	4	2	0	0	3	9	0	1	11	3	0	0	0	15
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>126</b>	<b>27</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>39</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>47</b>
1400 - 1415	0	0	39	11	3	1	0	54	0	0	11	1	0	0	1	13	0	0	7	4	0	1	0	12
1415 - 1430	0	0	35	12	3	0	1	51	0	0	3	1	0	0	1	5	0	0	6	2	0	0	0	8
1430 - 1445	1	0	42	15	1	1	1	61	0	0	12	0	0	0	0	12	0	0	8	4	2	0	0	14
1445 - 1500	0	4	31	12	1	0	0	48	0	0	14	2	1	0	1	18	0	0	11	1	0	0	0	12
<b>Hourly Total</b>	<b>1</b>	<b>4</b>	<b>147</b>	<b>50</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>46</b>
1500 - 1515	0	3	40	3	3	0	0	49	1	0	12	0	0	0	1	14	0	0	6	2	0	0	0	8
1515 - 1530	1	1	38	8	2	0	0	50	0	1	6	0	0	0	1	8	0	0	3	1	0	0	0	4
1530 - 1545	0	2	53	8	0	0	0	63	0	1	14	1	0	0	2	18	0	0	9	1	0	0	0	10
1545 - 1600	0	0	60	10	0	1	0	71	0	2	13	1	0	0	2	18	0	0	16	2	1	0	0	19
<b>Hourly Total</b>	<b>1</b>	<b>6</b>	<b>191</b>	<b>29</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>233</b>	<b>1</b>	<b>4</b>	<b>45</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>41</b>
1600 - 1615	0	7	92	14	3	1	0	117	0	1	29	3	0	0	1	34	0	0	15	0	0	0	0	15
1615 - 1630	0	2	63	4	0	0	0	69	0	0	21	2	0	0	2	25	0	0	8	3	0	0	0	11
1630 - 1645	1	3	119	12	0	0	0	135	1	2	47	5	0	0	3	58	0	0	18	0	0	0	0	18
1645 - 1700	0	4	72	17	3	0	3	99	0	4	38	2	0	0	1	42	0	0	15	2	0	0	1	18
<b>Hourly Total</b>	<b>1</b>	<b>16</b>	<b>346</b>	<b>47</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>420</b>	<b>1</b>	<b>4</b>	<b>135</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>62</b>
1700 - 1715	0	7	132	14	1	0	0	150	3	3	50	5	0	0	3	64	0	1	15	3	1	0	0	20
1715 - 1730	0	0	68	7	0	0	1	76	1	0	23	2	0	0	1	27	0	0	13	5	1	0	0	19
1730 - 1745	2	1	53	1	0	0	1	58	4	2	31	3	0	0	3	43	0	2	11	1	0	0	0	14
1745 - 1800	1	3	45	3	0	1	0	53	1	1	11	5	0	0	1	19	0	0	14	1	0	0	0	15
<b>Hourly Total</b>	<b>3</b>	<b>11</b>	<b>298</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>341</b>	<b>9</b>	<b>6</b>	<b>115</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>153</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>68</b>
1800 - 1815	0	0	35	4	1	0	0	40	1	0	9	1	0	0	1	12	0	0	9	2	0	0	0	11
1815 - 1830	1	0	57	1	0	1	0	60	0	1	8	0	0	0	2	11	2	0	10	0	0	0	0	12
1830 - 1845	0	0	18	0	0	0	0	18	0	0	3	2	0	0	1	6	0	0	3	2	0	0	0	5
1845 - 1900	0	0	15	2	0	0	1	18	0	0	3	1	0	0	1	5	0	0	2	1	0	0	0	3
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>125</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>136</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
<b>TOTAL</b>	<b>8</b>	<b>42</b>	<b>1820</b>	<b>394</b>	<b>72</b>	<b>22</b>	<b>16</b>	<b>2374</b>	<b>14</b>	<b>18</b>	<b>528</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>728</b>	<b>2</b>	<b>4</b>	<b>361</b>	<b>88</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>473</b>



## White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (2) A3022 Brixham Road / Kingsway Avenue / Unnamed Road

Approach: A3022 Brixham Road (North)

TIME	Left to Kingsway Avenue								Ahead to A3022 Brixham Road (South)								Right to Unnamed Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	35	17	2	1	1	56	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	1	1	59	27	4	0	1	95	0	0	1	1	0	0	0	2
0730 - 0745	0	0	1	0	1	0	0	2	2	2	56	34	1	0	1	94	0	0	1	0	0	0	0	1
0745 - 0800	0	0	0	1	0	0	0	1	0	1	71	28	2	0	0	102	0	0	2	0	1	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>221</b>	<b>106</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>345</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>
0800 - 0815	0	0	5	0	0	0	0	5	0	0	85	27	2	1	0	115	0	0	0	1	0	0	0	1
0815 - 0830	0	0	1	0	0	0	0	1	0	0	80	20	3	0	0	103	0	0	1	0	0	0	0	1
0830 - 0845	0	0	12	0	0	0	0	12	0	1	72	20	4	0	1	98	0	0	3	0	0	0	0	3
0845 - 0900	0	0	4	0	0	0	0	4	0	0	101	21	2	0	1	125	0	0	0	1	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>338</b>	<b>88</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>441</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
0900 - 0915	0	0	6	0	0	0	0	6	0	1	89	31	6	0	0	127	0	0	2	0	0	0	0	2
0915 - 0930	0	0	2	1	0	0	0	3	0	1	88	32	3	0	0	124	0	0	2	1	0	0	0	3
0930 - 0945	0	0	2	0	0	0	0	2	0	0	86	21	5	1	1	114	0	0	1	1	0	0	0	2
0945 - 1000	0	0	4	3	0	0	0	7	0	0	97	17	2	1	1	118	0	0	2	2	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>360</b>	<b>101</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>483</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
1000 - 1015	0	0	3	2	0	0	0	5	0	1	101	29	4	0	0	135	0	0	2	1	0	0	0	3
1015 - 1030	0	0	2	0	0	0	0	2	0	0	113	18	8	1	0	140	0	0	2	3	0	0	1	6
1030 - 1045	0	0	3	0	1	0	0	4	0	1	119	27	2	0	0	149	0	0	1	1	1	0	0	3
1045 - 1100	0	0	3	1	0	0	0	4	0	1	121	16	2	1	0	141	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>454</b>	<b>90</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>565</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>13</b>
1100 - 1115	0	0	0	1	0	0	0	1	0	2	103	17	5	1	1	129	0	0	3	0	0	0	0	3
1115 - 1130	0	0	7	1	0	0	0	8	0	3	116	17	3	0	0	139	0	0	1	0	0	0	0	1
1130 - 1145	0	0	2	0	0	0	0	2	0	0	109	11	5	0	0	125	0	0	4	4	0	0	0	8
1145 - 1200	0	0	5	1	0	0	0	6	0	0	124	17	6	0	0	147	0	0	1	1	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>5</b>	<b>452</b>	<b>62</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>540</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
1200 - 1215	0	0	5	0	0	0	0	5	0	0	111	34	6	0	0	151	0	0	1	0	0	0	0	1
1215 - 1230	0	0	6	0	0	0	0	6	0	2	118	27	3	0	1	151	0	0	4	0	1	0	0	5
1230 - 1245	0	0	5	0	0	0	0	5	0	1	138	17	7	0	0	163	0	0	2	1	0	0	0	3
1245 - 1300	0	0	5	1	0	0	0	6	0	1	112	16	0	0	0	129	0	0	2	1	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>4</b>	<b>479</b>	<b>94</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>594</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>
1300 - 1315	0	0	3	0	0	0	0	3	0	0	108	14	1	0	0	123	0	0	4	0	0	0	0	4
1315 - 1330	0	0	5	0	0	0	0	5	0	1	112	11	6	0	0	130	0	0	1	2	0	0	0	3
1330 - 1345	0	0	2	0	0	0	0	2	0	2	132	16	2	2	0	154	0	0	2	1	0	0	0	3
1345 - 1400	0	0	5	0	0	0	0	5	0	4	125	17	3	1	0	150	0	0	1	2	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>477</b>	<b>58</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>557</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
1400 - 1415	0	0	5	0	0	0	0	5	0	3	125	22	1	1	2	154	0	0	2	0	0	0	0	2
1415 - 1430	0	0	6	0	0	0	0	6	0	2	126	19	1	1	0	149	0	0	1	2	0	0	0	3
1430 - 1445	0	0	9	0	0	0	0	9	0	0	135	22	1	1	0	159	0	0	3	1	1	0	0	5
1445 - 1500	0	0	9	1	0	0	0	10	0	1	138	15	5	0	0	159	0	0	4	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>6</b>	<b>524</b>	<b>78</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>621</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>
1500 - 1515	0	0	15	1	0	0	0	16	0	0	145	18	3	0	0	166	0	0	1	0	0	0	0	1
1515 - 1530	0	0	7	0	0	0	0	7	0	0	103	21	2	1	1	128	0	0	1	2	0	0	0	3
1530 - 1545	0	0	6	2	0	0	0	8	0	2	129	17	2	0	2	152	0	0	6	0	0	0	0	6
1545 - 1600	1	0	7	2	0	0	0	10	0	1	162	18	4	0	0	185	0	0	4	4	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>3</b>	<b>539</b>	<b>74</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>631</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
1600 - 1615	0	0	4	0	0	0	0	4	0	4	171	17	3	0	1	196	0	0	2	0	0	0	0	2
1615 - 1630	0	0	10	1	0	0	0	11	0	4	161	23	0	1	1	190	0	0	6	1	0	0	0	7
1630 - 1645	0	0	5	0	0	0	0	5	0	4	177	26	1	0	0	208	0	0	3	0	0	0	0	3
1645 - 1700	0	0	5	1	0	0	0	6	0	3	153	15	2	0	1	174	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>15</b>	<b>662</b>	<b>81</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>768</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
1700 - 1715	0	1	5	2	0	0	0	8	0	2	161	21	1	0	0	185	0	1	3	0	0	0	0	4
1715 - 1730	0	0	4	1	0	0	0	5	0	5	166	24	2	0	0	197	0	0	4	1	0	0	0	5
1730 - 1745	1	0	11	1	0	0	0	13	0	8	148	25	1	0	0	182	0	0	1	0	0	0	0	1
1745 - 1800	0	0	12	1	0	0	0	13	0	2	175	16	1	0	0	194	0	0	7	0	0	0	0	7
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>17</b>	<b>650</b>	<b>86</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>758</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
1800 - 1815	0	0	13	1	0	0	0	14	0	1	161	22	0	0	0	184	0	0	5	0	0	0	0	5
1815 - 1830	0	0	8	1	0	0	0	9	1	4	168	14	0	0	0	187	0	1	8	2	0	0	0	11
1830 - 1845	0	0	6	1	0	0	0	7	0	4	135	17	1	0	1	158	0	0	4	1	0	0	0	5
1845 - 1900	0	0	5	0	0	0	0	5	0	3	103	7	0	0	0	113	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>1</b>	<b>12</b>	<b>567</b>	<b>60</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>642</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>250</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>283</b>	<b>2</b>	<b>79</b>	<b>5723</b>	<b>978</b>	<b>130</b>	<b>15</b>	<b>18</b>	<b>6945</b>	<b>0</b>	<b>2</b>	<b>118</b>	<b>34</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>159</b>



# White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (2) A3022 Brixham Road / Kingsway Avenue / Unnamed Road

Approach: Kingsway Avenue

TIME	Left to A3022 Brixham Road (South)								Ahead to Unnamed Road								Right to A3022 Brixham Road (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
0715 - 0730	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5
0730 - 0745	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	6	1	0	0	0	7	
0745 - 0800	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	1	4	3	0	0	0	8	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	
0800 - 0815	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	
0815 - 0830	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	0	7	1	0	0	0	8	
0830 - 0845	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	
0845 - 0900	0	0	4	0	0	0	0	4	0	0	4	1	0	0	0	5	0	10	1	0	0	0	11	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	
0900 - 0915	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	16	2	0	0	0	18	
0915 - 0930	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	3	2	0	0	0	5	
0930 - 0945	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	2	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	
1000 - 1015	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	4	0	0	0	0	4	
1015 - 1030	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	3	0	0	0	0	3	
1030 - 1045	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	
1045 - 1100	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	3	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	
1100 - 1115	0	0	1	1	1	0	0	3	0	0	1	0	0	0	0	1	0	4	0	0	0	0	4	
1115 - 1130	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
1130 - 1145	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	
1145 - 1200	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4	1	0	0	0	5	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	
1200 - 1215	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2	0	0	0	0	2	
1215 - 1230	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	
1230 - 1245	0	0	3	2	0	0	0	5	0	0	1	1	0	0	0	2	0	2	1	0	0	0	3	
1245 - 1300	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	
1300 - 1315	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	2	0	0	0	0	2	
1315 - 1330	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	3	0	0	0	0	3	
1330 - 1345	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	2	0	0	0	0	2	
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	
1400 - 1415	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	1	0	3	0	0	0	0	3	
1415 - 1430	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	4	0	0	0	0	4	
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	
1445 - 1500	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	4	1	0	0	0	5	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	
1500 - 1515	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
1515 - 1530	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3	0	4	0	0	0	0	4	
1530 - 1545	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	0	21	1	0	0	0	22	
1545 - 1600	0	0	2	1	0	0	0	3	0	0	6	0	0	0	0	6	0	3	0	0	0	0	3	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
1615 - 1630	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	5	1	0	0	0	6	
1630 - 1645	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
1645 - 1700	0	0	2	0	0	0	0	2	0	0	2	3	0	0	0	5	0	2	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	2	1	0	0	0	3	
1715 - 1730	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2	0	7	0	0	0	0	7	
1730 - 1745	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2	0	2	0	0	0	0	2	
1745 - 1800	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	8	2	0	0	0	10	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	
1800 - 1815	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	4	0	0	0	0	4	
1815 - 1830	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	10	0	0	0	0	10	
1830 - 1845	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	
1845 - 1900	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	3	0	0	0	0	3	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>2</b>	<b>1</b>	<b>63</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>2</b>	<b>0</b>	<b>215</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>237</b>	



# White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (2) A3022 Brixham Road / Kingsway Avenue / Unnamed Road

Approach: A3022 Brixham Road (South)

TIME	Left to Unnamed Road								Ahead to A3022 Brixham Road (North)								Right to Kingsway Avenue							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	2	0	0	0	2	0	4	131	34	2	0	0	171	0	0	2	1	0	0	0	3
0715 - 0730	0	0	0	0	0	0	0	0	1	8	140	28	0	0	0	177	0	0	1	1	0	0	0	2
0730 - 0745	1	0	2	0	0	0	0	3	1	6	177	31	3	0	0	218	0	0	0	0	0	0	0	0
0745 - 0800	0	0	12	1	0	0	1	14	1	4	157	37	6	0	1	206	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>3</b>	<b>22</b>	<b>605</b>	<b>130</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>772</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
0800 - 0815	0	0	4	1	1	0	0	6	0	1	157	26	1	2	0	187	0	0	0	0	0	0	0	0
0815 - 0830	0	0	5	1	0	0	0	6	0	2	155	20	2	0	0	179	0	0	2	0	0	0	0	2
0830 - 0845	0	0	7	5	0	0	0	12	0	1	156	22	2	0	1	182	0	0	5	1	0	0	0	6
0845 - 0900	0	1	8	0	0	0	0	9	0	1	159	19	4	2	0	185	0	0	1	1	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>5</b>	<b>627</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>733</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
0900 - 0915	0	0	5	0	0	0	0	5	0	0	181	25	4	2	1	213	0	0	5	0	0	0	0	5
0915 - 0930	0	0	5	0	0	0	0	5	0	2	150	27	5	1	1	186	0	0	1	0	0	0	0	1
0930 - 0945	0	0	2	0	0	0	0	2	0	2	141	19	6	1	2	171	0	0	1	0	0	0	0	1
0945 - 1000	0	0	2	1	0	0	0	3	0	0	129	19	8	1	1	158	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>601</b>	<b>90</b>	<b>23</b>	<b>5</b>	<b>5</b>	<b>728</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
1000 - 1015	0	0	2	0	0	0	0	2	0	0	134	26	3	0	0	163	0	0	3	0	0	0	0	3
1015 - 1030	0	0	1	2	0	0	0	3	0	3	147	19	5	1	0	175	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	142	27	3	2	0	174	0	0	0	0	0	0	0	0
1045 - 1100	0	0	2	0	0	0	0	2	0	1	112	21	7	0	0	141	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>535</b>	<b>93</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>653</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
1100 - 1115	0	0	0	0	0	0	0	0	0	2	132	34	4	1	0	173	0	0	0	0	0	0	0	0
1115 - 1130	0	0	1	0	0	0	0	1	0	0	100	15	3	0	0	118	0	0	3	0	0	0	0	3
1130 - 1145	0	0	1	1	1	0	0	3	0	0	116	23	4	0	0	143	0	0	0	0	0	0	0	0
1145 - 1200	0	0	2	1	0	0	0	3	0	0	149	13	4	0	0	166	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>497</b>	<b>85</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1200 - 1215	0	0	0	0	0	0	0	0	0	0	134	20	5	1	1	161	0	0	1	0	0	0	0	1
1215 - 1230	0	0	2	0	1	0	0	3	0	0	107	14	4	0	0	125	0	0	3	0	0	0	0	3
1230 - 1245	0	0	0	1	0	0	0	1	0	0	131	34	8	0	0	173	0	0	0	1	0	0	0	1
1245 - 1300	0	0	0	0	1	0	0	1	0	1	123	26	6	0	0	156	0	0	2	1	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>495</b>	<b>94</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>615</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
1300 - 1315	0	0	5	0	0	0	0	5	0	0	134	21	4	0	0	159	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	1	124	18	4	1	0	148	0	0	0	0	0	0	0	0
1330 - 1345	0	0	1	1	0	0	0	2	0	2	133	23	2	1	0	161	0	0	0	1	0	0	0	1
1345 - 1400	0	0	3	1	0	0	0	4	0	6	126	27	3	0	0	162	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>9</b>	<b>517</b>	<b>89</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>630</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1400 - 1415	0	0	1	1	0	0	0	2	0	0	118	19	6	0	2	145	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	2	117	18	6	2	1	146	0	0	5	0	0	0	0	5
1430 - 1445	0	0	0	0	0	0	0	0	0	3	132	15	4	0	0	154	0	0	2	0	0	0	0	2
1445 - 1500	0	0	0	0	0	0	0	0	0	0	129	21	1	0	0	151	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>496</b>	<b>73</b>	<b>17</b>	<b>2</b>	<b>3</b>	<b>596</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
1500 - 1515	0	0	3	1	0	0	0	4	0	1	107	24	2	0	0	134	0	0	3	0	0	0	0	3
1515 - 1530	0	0	3	0	0	0	0	3	0	4	124	32	2	0	0	162	0	0	2	0	0	0	0	2
1530 - 1545	0	0	3	0	0	0	0	3	0	0	156	26	2	0	0	184	0	0	1	0	0	0	0	1
1545 - 1600	0	0	6	0	0	0	0	6	0	0	119	14	4	1	0	138	0	0	4	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>506</b>	<b>96</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>618</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	
1600 - 1615	1	0	2	0	0	0	0	3	1	3	142	25	1	0	1	173	0	0	1	0	0	0	0	1
1615 - 1630	1	0	3	2	0	0	0	6	1	2	119	32	3	0	2	159	0	0	1	1	0	0	0	2
1630 - 1645	0	0	5	0	0	0	0	5	0	1	115	31	2	0	3	152	0	0	2	0	0	0	0	2
1645 - 1700	0	0	4	1	0	0	0	5	0	2	123	31	3	0	0	159	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>8</b>	<b>499</b>	<b>119</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>643</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
1700 - 1715	0	0	1	2	1	0	0	4	0	2	119	32	1	0	0	154	0	0	2	0	0	0	0	2
1715 - 1730	0	0	2	0	0	0	0	2	0	1	131	24	2	1	1	160	0	0	3	0	0	0	0	3
1730 - 1745	0	0	1	0	0	0	0	1	0	3	129	22	2	0	1	157	0	0	0	1	0	0	0	1
1745 - 1800	0	0	4	1	0	0	0	5	0	2	96	25	3	1	0	127	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>475</b>	<b>103</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>598</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
1800 - 1815	0	0	4	0	0	0	0	4	1	5	102	13	0	0	0	121	0	0	1	1	0	0	0	2
1815 - 1830	0	0	2	0	0	0	0	2	1	2	103	8	0	0	0	114	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	1	92	13	0	0	2	108	0	0	2	0	0	0	0	2
1845 - 1900	0	0	0	0	0	0	0	0	0	0	84	10	0	0	0	94	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>381</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>437</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>TOTAL</b>	<b>3</b>	<b>1</b>	<b>116</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>152</b>	<b>7</b>	<b>81</b>	<b>6234</b>	<b>1103</b>	<b>156</b>	<b>21</b>	<b>21</b>	<b>7623</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>





## White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (2) A3022 Brixham Road / Kingsway Avenue / Unnamed Road

### Approach: Unnamed Road

TIME	Left to A3022 Brixham Road (North)								Ahead to Kingsway Avenue								Right to A3022 Brixham Road (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	1	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0715 - 0730	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
0730 - 0745	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
0745 - 0800	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5	0	0	3	1	1	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
0800 - 0815	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
0815 - 0830	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	0	0	2	0	1	0	0	3
0830 - 0845	0	1	2	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	5	0	0	0	0	5
0845 - 0900	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>
0900 - 0915	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3
0915 - 0930	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	1	0	0	0	2
0930 - 0945	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
0945 - 1000	0	0	1	1	0	0	0	2	0	0	3	0	0	0	0	3	0	0	0	3	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
1000 - 1015	0	0	5	4	0	0	0	9	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
1015 - 1030	0	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1030 - 1045	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1100 - 1115	0	0	0	2	0	0	0	2	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
1130 - 1145	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
1145 - 1200	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
1200 - 1215	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
1215 - 1230	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
1230 - 1245	0	0	3	1	0	0	0	4	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	2
1245 - 1300	0	0	4	1	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
1300 - 1315	0	0	2	0	0	0	0	2	0	0	2	1	0	0	0	3	0	0	3	0	0	0	0	3
1315 - 1330	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
1330 - 1345	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
1345 - 1400	0	0	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
1400 - 1415	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3
1415 - 1430	0	0	1	1	0	0	0	2	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
1430 - 1445	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4
1445 - 1500	0	0	5	1	1	0	0	7	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
1500 - 1515	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1515 - 1530	0	0	4	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1530 - 1545	0	0	4	1	0	0	0	5	0	0	2	2	0	0	0	4	0	0	1	2	0	0	0	3
1545 - 1600	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
1600 - 1615	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
1615 - 1630	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2	0	0	2	1	0	0	0	3
1630 - 1645	0	0	3	1	0	0	0	4	0	0	4	1	0	0	0	5	0	0	6	0	0	0	0	6
1645 - 1700	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
1700 - 1715	0	0	2	1	0	0	0	3	0	0	1	1	0	0	0	2	0	0	7	1	0	0	0	8
1715 - 1730	0	1	5	2	0	0	0	8	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
1730 - 1745	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4
1745 - 1800	0	0	6	1	0	0	0	7	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
1800 - 1815	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
1815 - 1830	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1830 - 1845	0	0	1	2	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>127</b>	<b>39</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>171</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>106</b>



## White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (3) A3022 Brixham Road / Hunters Tor Drive

Approach: A3022 Brixham Road (North)

TIME	Left to Hunters Tor Drive								Ahead to A3022 Brixham Road (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	1	0	0	0	2	0	0	34	14	2	0	0	50
0715 - 0730	0	0	0	0	0	0	0	0	1	1	59	27	3	1	1	93
0730 - 0745	0	0	2	1	0	0	0	3	0	2	48	38	2	0	1	91
0745 - 0800	0	0	6	0	0	0	0	6	0	1	71	27	3	0	0	102
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>212</b>	<b>106</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>336</b>
0800 - 0815	0	0	3	1	0	0	0	4	0	0	90	24	3	0	0	117
0815 - 0830	0	0	8	0	0	0	0	8	0	0	71	21	4	1	0	97
0830 - 0845	0	1	11	0	0	0	0	12	0	0	71	21	3	0	1	96
0845 - 0900	0	0	8	3	0	0	0	11	0	0	93	18	2	1	1	115
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>325</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>425</b>
0900 - 0915	0	0	4	1	0	0	0	5	0	1	95	33	6	0	0	135
0915 - 0930	0	0	4	2	0	0	0	6	0	0	84	31	4	0	0	119
0930 - 0945	0	0	5	0	0	0	0	5	0	1	87	23	5	1	1	118
0945 - 1000	0	0	2	2	0	0	0	4	0	0	94	17	2	1	1	115
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>360</b>	<b>104</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>487</b>
1000 - 1015	0	1	12	1	0	0	0	14	0	0	92	28	5	0	0	125
1015 - 1030	0	0	9	3	1	0	0	13	1	0	100	14	6	1	0	122
1030 - 1045	0	0	9	1	0	0	0	10	0	1	107	24	4	0	0	136
1045 - 1100	0	0	5	0	1	0	0	6	0	1	123	19	1	1	0	145
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>1</b>	<b>2</b>	<b>422</b>	<b>85</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>528</b>
1100 - 1115	0	0	10	2	0	0	0	12	0	2	95	15	7	1	1	121
1115 - 1130	0	0	6	0	0	0	0	6	0	3	108	17	2	0	0	130
1130 - 1145	0	0	5	2	0	0	0	7	0	0	113	11	5	0	0	129
1145 - 1200	0	0	9	2	0	0	0	11	0	0	112	17	6	0	0	135
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>428</b>	<b>60</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>515</b>
1200 - 1215	0	0	7	2	0	0	0	9	0	0	99	28	5	0	0	132
1215 - 1230	0	1	7	1	0	0	0	9	0	1	108	23	2	0	1	135
1230 - 1245	0	1	16	0	0	0	0	17	0	0	128	29	7	0	0	164
1245 - 1300	0	0	6	2	0	0	0	8	0	0	111	20	0	0	0	131
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>1</b>	<b>446</b>	<b>100</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>562</b>
1300 - 1315	0	0	11	0	0	0	0	11	0	1	100	16	1	0	0	118
1315 - 1330	0	0	5	2	0	0	0	7	0	1	113	12	4	0	0	130
1330 - 1345	0	0	4	0	0	0	0	4	0	2	131	16	3	2	0	154
1345 - 1400	0	0	9	0	0	0	0	9	0	6	125	15	6	1	0	153
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>10</b>	<b>469</b>	<b>59</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>555</b>
1400 - 1415	0	0	15	1	0	0	0	16	0	3	107	22	1	1	2	136
1415 - 1430	0	0	13	0	0	0	0	13	0	3	112	19	1	1	0	136
1430 - 1445	0	0	7	1	0	0	0	8	0	0	129	21	2	1	0	153
1445 - 1500	0	0	14	0	2	0	0	16	0	1	129	17	2	1	0	150
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>7</b>	<b>477</b>	<b>79</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>575</b>
1500 - 1515	0	0	16	2	0	0	0	18	0	0	131	14	1	0	0	146
1515 - 1530	0	0	13	0	0	0	0	13	0	0	96	17	4	0	1	118
1530 - 1545	0	0	18	2	0	0	0	20	0	3	123	23	2	0	2	153
1545 - 1600	0	0	12	2	0	0	0	14	0	1	156	17	2	0	0	176
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>4</b>	<b>506</b>	<b>71</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>593</b>
1600 - 1615	0	1	9	2	0	0	0	12	0	2	167	17	2	0	0	188
1615 - 1630	0	0	12	3	0	0	0	15	0	4	155	20	1	1	2	183
1630 - 1645	0	0	7	1	0	0	0	8	0	4	167	18	1	0	0	190
1645 - 1700	0	0	11	2	0	0	0	13	0	4	145	15	3	0	1	168
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>14</b>	<b>634</b>	<b>70</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>729</b>
1700 - 1715	0	0	10	1	0	0	0	11	0	2	142	23	0	0	0	167
1715 - 1730	0	0	15	2	0	0	0	17	0	5	161	22	2	0	0	190
1730 - 1745	0	1	10	0	1	0	0	12	0	6	139	24	0	0	0	169
1745 - 1800	0	0	14	0	0	0	0	14	0	2	163	20	1	0	0	186
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>15</b>	<b>605</b>	<b>89</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>712</b>
1800 - 1815	0	0	15	3	0	0	0	18	0	1	154	19	0	0	0	174
1815 - 1830	0	0	8	3	0	0	0	11	0	4	153	17	0	0	0	174
1830 - 1845	0	0	9	1	0	0	0	10	0	4	135	12	0	0	1	152
1845 - 1900	0	0	8	0	0	0	0	8	0	3	101	9	0	0	0	113
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>12</b>	<b>543</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>613</b>
<b>TOTAL</b>	<b>0</b>	<b>6</b>	<b>420</b>	<b>55</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>486</b>	<b>2</b>	<b>76</b>	<b>5427</b>	<b>964</b>	<b>128</b>	<b>16</b>	<b>17</b>	<b>6630</b>



# White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (3) A3022 Brixham Road / Hunters Tor Drive

Approach: Hunters Tor Drive

TIME	Left to A3022 Brixham Road (South)								Right to A3022 Brixham Road (North)								U-Turn							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	1	0	0	0	3	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
0715 - 0730	0	0	2	0	0	0	0	2	0	0	9	3	0	0	0	12	0	0	0	0	0	0	0	0
0730 - 0745	0	0	1	0	0	0	0	1	0	1	9	4	0	0	0	14	0	0	0	0	0	0	0	0
0745 - 0800	0	0	11	2	0	0	0	13	0	1	7	2	0	0	0	10	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
0800 - 0815	0	0	9	1	1	0	1	12	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
0815 - 0830	0	0	21	0	0	0	0	21	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
0830 - 0845	0	0	22	1	0	0	0	23	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
0845 - 0900	0	0	19	1	0	0	0	20	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
0900 - 0915	0	0	7	0	0	0	1	8	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0
0915 - 0930	0	0	5	1	0	0	0	6	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
0930 - 0945	0	0	8	0	0	0	0	8	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
0945 - 1000	0	0	6	1	0	0	0	7	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1000 - 1015	0	0	5	1	0	0	0	6	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
1015 - 1030	0	0	3	1	0	0	0	4	0	0	11	1	1	0	0	13	0	0	0	0	0	0	0	0
1030 - 1045	0	0	7	2	0	0	0	9	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
1045 - 1100	0	0	10	1	0	0	0	11	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1100 - 1115	0	0	4	1	0	0	1	6	0	0	5	3	0	0	0	8	0	0	0	0	0	0	0	0
1115 - 1130	0	0	4	2	0	0	0	6	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
1130 - 1145	0	0	6	1	0	0	0	7	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
1145 - 1200	0	0	4	1	0	0	0	5	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1200 - 1215	0	1	5	1	0	0	0	7	0	0	8	0	1	0	0	9	0	0	0	0	0	0	0	0
1215 - 1230	0	0	6	2	1	0	0	9	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
1230 - 1245	0	0	6	1	0	0	0	7	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
1245 - 1300	0	0	8	1	0	0	0	9	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1300 - 1315	0	0	8	2	0	0	1	11	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
1315 - 1330	0	0	5	1	0	0	0	6	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0
1330 - 1345	0	0	5	2	0	0	0	7	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
1345 - 1400	0	0	7	1	0	0	0	8	0	0	4	3	0	0	0	7	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1400 - 1415	0	0	8	0	0	0	1	9	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
1415 - 1430	0	0	5	0	0	0	0	5	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
1430 - 1445	0	0	4	0	0	0	0	4	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
1445 - 1500	0	0	11	1	0	0	0	12	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1500 - 1515	0	0	4	1	1	0	0	6	0	0	5	2	2	0	0	9	0	0	0	0	0	0	0	0
1515 - 1530	1	0	14	1	0	0	0	16	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
1530 - 1545	0	0	15	2	0	0	0	17	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
1545 - 1600	0	0	11	0	0	0	1	12	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1600 - 1615	0	0	11	5	0	0	0	16	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
1615 - 1630	0	0	6	0	0	0	0	6	0	0	6	2	0	0	0	8	0	0	1	0	0	0	0	1
1630 - 1645	0	0	10	2	0	0	1	13	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
1645 - 1700	0	1	5	0	0	0	1	7	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
1700 - 1715	0	0	9	1	0	0	0	10	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
1715 - 1730	0	0	7	3	0	0	1	11	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
1730 - 1745	0	0	9	2	0	0	0	11	0	0	5	1	1	0	0	7	0	0	0	0	0	0	0	0
1745 - 1800	0	0	9	0	0	0	1	10	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1800 - 1815	0	0	7	1	0	0	0	8	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
1815 - 1830	0	0	6	0	0	0	0	6	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
1830 - 1845	0	0	8	2	0	0	0	10	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
1845 - 1900	0	0	6	0	0	0	0	6	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL</b>	<b>1</b>	<b>2</b>	<b>371</b>	<b>50</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>437</b>	<b>0</b>	<b>2</b>	<b>353</b>	<b>55</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>415</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	



## White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (3) A3022 Brixham Road / Hunters Tor Drive

Approach: A3022 Brixham Road (South)

TIME	Ahead to A3022 Brixham Road (North)								Right to Hunters Tor Drive								U-Turn							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	4	122	34	1	0	0	161	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
0715 - 0730	1	9	136	28	1	0	0	175	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0730 - 0745	4	4	163	26	2	0	0	199	0	0	1	1	0	0	1	3	0	0	0	0	0	0	0	0
0745 - 0800	1	3	167	35	7	0	1	214	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>6</b>	<b>20</b>	<b>588</b>	<b>123</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>749</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0800 - 0815	2	0	156	21	4	1	0	184	1	0	11	1	0	0	0	13	0	0	0	0	0	0	0	0
0815 - 0830	0	5	151	18	2	1	0	177	1	0	13	1	0	0	0	15	0	0	0	0	0	0	0	0
0830 - 0845	0	0	151	31	1	1	0	184	0	0	13	0	0	0	1	14	0	0	1	0	0	0	0	1
0845 - 0900	1	1	155	19	7	0	1	184	0	0	10	2	0	0	0	12	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>3</b>	<b>6</b>	<b>613</b>	<b>89</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>729</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
0900 - 0915	0	1	182	22	2	3	2	212	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
0915 - 0930	0	1	144	24	7	0	1	177	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
0930 - 0945	0	2	125	18	5	1	2	153	0	0	13	2	0	0	1	16	0	0	0	0	0	0	0	0
0945 - 1000	0	0	125	20	8	1	0	154	0	1	3	0	0	0	0	4	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>576</b>	<b>84</b>	<b>22</b>	<b>5</b>	<b>5</b>	<b>696</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1000 - 1015	0	0	131	24	3	0	0	158	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0
1015 - 1030	0	3	138	25	4	1	0	171	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
1030 - 1045	0	1	131	25	3	2	0	162	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
1045 - 1100	0	0	116	21	7	0	0	144	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>516</b>	<b>95</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>635</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1100 - 1115	0	2	115	30	3	1	0	151	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
1115 - 1130	0	0	95	19	4	0	0	118	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0
1130 - 1145	0	0	114	21	3	0	0	138	0	1	6	0	0	0	1	8	0	0	0	0	0	0	0	0
1145 - 1200	0	0	137	17	4	0	0	158	1	0	9	0	1	0	0	11	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>461</b>	<b>87</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>565</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1200 - 1215	0	0	130	19	4	1	1	155	0	0	9	3	1	0	0	13	0	0	0	0	0	0	0	0
1215 - 1230	1	0	119	21	6	0	0	147	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
1230 - 1245	0	1	121	33	8	0	0	163	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
1245 - 1300	0	0	113	28	7	0	0	148	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>483</b>	<b>101</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>613</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1300 - 1315	0	0	137	19	3	1	0	160	0	1	9	0	0	0	0	10	0	0	0	0	0	0	0	0
1315 - 1330	0	1	124	20	4	1	0	150	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
1330 - 1345	0	3	128	23	1	1	0	156	0	0	7	1	0	0	1	9	0	0	0	0	0	0	0	0
1345 - 1400	0	4	112	28	5	0	0	149	0	0	6	0	1	0	0	7	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>8</b>	<b>501</b>	<b>90</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>615</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1400 - 1415	0	0	120	23	5	3	1	152	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0
1415 - 1430	1	2	111	13	3	0	3	133	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
1430 - 1445	0	1	130	19	5	0	0	155	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0
1445 - 1500	0	0	120	18	0	0	0	138	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>3</b>	<b>481</b>	<b>73</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>578</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1500 - 1515	0	2	106	28	0	0	0	136	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
1515 - 1530	0	3	130	29	2	1	0	165	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
1530 - 1545	0	1	148	23	6	0	0	178	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0
1545 - 1600	0	0	125	14	2	0	0	141	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>6</b>	<b>509</b>	<b>94</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>620</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1600 - 1615	2	3	138	28	1	0	1	173	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0
1615 - 1630	1	2	120	25	2	0	3	153	0	0	15	1	0	0	1	17	0	0	0	0	0	0	0	0
1630 - 1645	1	2	115	28	3	0	3	152	0	0	7	4	1	0	0	12	0	0	0	0	0	0	0	0
1645 - 1700	0	2	120	34	2	0	0	158	0	0	7	3	0	0	0	7	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>4</b>	<b>9</b>	<b>493</b>	<b>115</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>636</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1700 - 1715	0	1	122	28	2	0	0	153	0	0	7	1	0	0	1	9	0	0	0	0	0	0	0	0
1715 - 1730	0	1	117	26	1	1	1	147	1	0	15	2	0	0	0	18	0	0	0	0	0	0	0	0
1730 - 1745	0	3	127	19	1	1	1	152	1	0	7	2	0	0	0	10	0	0	0	0	0	0	0	0
1745 - 1800	0	2	104	23	3	0	0	132	1	0	3	1	0	0	0	5	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>7</b>	<b>470</b>	<b>96</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>584</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1800 - 1815	2	4	97	14	0	0	0	117	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
1815 - 1830	0	3	98	4	0	0	0	105	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0
1830 - 1845	0	1	86	11	0	0	2	100	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
1845 - 1900	0	0	75	11	1	0	0	87	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>8</b>	<b>356</b>	<b>40</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>409</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL</b>	<b>17</b>	<b>78</b>	<b>6047</b>	<b>1087</b>	<b>155</b>	<b>22</b>	<b>23</b>	<b>7429</b>	<b>6</b>	<b>3</b>	<b>404</b>	<b>57</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>482</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	



# White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (4) A379 Dartmouth Road / Langdon Lane / A3022 Brixham Road

Approach: A379 Dartmouth Road (South)

TIME	Left to Langdon Lane								Ahead to A3022 Brixham Road								Ahead to A379 Dartmouth Road (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	1	3	111	33	1	0	0	149	5	3	37	9	1	0	0	55
0715 - 0730	0	0	2	0	0	0	0	2	0	8	121	29	1	0	0	159	0	5	44	11	4	0	1	65
0730 - 0745	0	0	1	0	0	0	0	1	4	5	138	23	0	0	1	171	2	1	82	15	1	0	3	104
0745 - 0800	0	0	2	0	0	0	0	2	1	3	151	28	5	0	1	189	0	4	96	17	0	0	3	120
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>19</b>	<b>521</b>	<b>113</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>668</b>	<b>7</b>	<b>13</b>	<b>259</b>	<b>52</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>344</b>
0800 - 0815	0	0	2	0	0	0	0	2	3	0	135	20	3	1	0	162	3	3	113	15	1	0	2	137
0815 - 0830	0	0	3	0	0	0	0	3	1	4	131	15	3	1	0	155	1	3	130	11	0	0	0	145
0830 - 0845	0	0	4	0	1	0	0	5	0	0	141	27	1	1	1	171	0	1	121	16	0	0	2	140
0845 - 0900	0	0	2	0	0	0	0	2	1	1	132	16	5	0	1	156	0	1	116	9	1	0	3	130
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>539</b>	<b>78</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>644</b>	<b>4</b>	<b>8</b>	<b>480</b>	<b>51</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>552</b>
0900 - 0915	0	0	3	0	0	0	0	3	0	1	152	20	2	3	2	180	0	0	104	9	3	0	2	118
0915 - 0930	0	0	3	0	0	0	0	3	0	1	129	22	5	0	0	157	0	1	99	10	0	0	5	115
0930 - 0945	0	0	2	0	0	0	0	2	0	2	116	15	5	1	3	142	0	2	77	15	0	0	1	95
0945 - 1000	0	0	3	0	0	0	0	3	0	1	122	20	7	1	0	151	2	1	89	10	0	0	1	103
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>519</b>	<b>77</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>630</b>	<b>2</b>	<b>4</b>	<b>369</b>	<b>44</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>431</b>
1000 - 1015	0	0	5	0	0	0	0	5	0	0	105	20	4	0	1	130	0	1	83	7	2	0	2	95
1015 - 1030	0	0	2	2	0	0	0	4	0	0	127	20	4	1	0	152	2	0	78	12	3	0	3	98
1030 - 1045	0	0	4	0	0	0	0	4	0	0	101	21	4	2	0	128	0	1	107	12	1	0	1	122
1045 - 1100	0	0	1	0	0	0	0	1	0	1	104	18	5	0	0	128	0	1	87	6	4	0	1	99
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>437</b>	<b>79</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>538</b>	<b>2</b>	<b>3</b>	<b>355</b>	<b>37</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>414</b>
1100 - 1115	0	0	3	1	0	0	0	4	0	2	103	26	1	1	0	133	1	0	59	8	2	0	3	73
1115 - 1130	0	0	5	0	1	0	0	6	0	0	86	15	4	0	0	105	0	0	69	9	0	0	3	81
1130 - 1145	0	0	4	0	0	0	0	4	0	1	105	18	3	0	1	128	0	0	70	7	3	0	1	81
1145 - 1200	0	0	1	0	0	0	0	1	1	0	121	15	4	0	0	141	0	0	70	18	1	0	2	91
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>3</b>	<b>415</b>	<b>74</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>507</b>	<b>1</b>	<b>0</b>	<b>268</b>	<b>42</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>326</b>
1200 - 1215	0	0	3	0	0	0	0	3	0	1	113	21	5	1	1	142	1	1	73	9	4	0	2	90
1215 - 1230	0	0	3	0	0	0	0	3	1	0	104	18	5	0	0	128	0	0	69	9	0	0	2	80
1230 - 1245	0	0	2	1	1	0	0	4	0	0	94	31	8	0	1	134	0	2	85	13	1	0	2	103
1245 - 1300	0	0	2	0	0	0	0	2	0	0	107	26	5	1	0	139	0	0	77	7	5	1	4	94
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>418</b>	<b>96</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>543</b>	<b>1</b>	<b>3</b>	<b>304</b>	<b>38</b>	<b>10</b>	<b>1</b>	<b>10</b>	<b>367</b>
1300 - 1315	0	0	1	0	0	0	0	1	0	1	119	13	2	1	0	136	0	0	72	11	1	0	2	86
1315 - 1330	0	0	2	0	0	0	0	2	0	1	120	18	2	1	0	142	0	1	75	4	2	0	3	85
1330 - 1345	0	0	0	0	0	0	0	0	0	2	108	22	2	0	1	135	0	2	80	8	1	0	1	92
1345 - 1400	0	0	2	0	0	0	0	2	0	4	99	23	5	0	0	131	0	3	83	10	1	0	2	99
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>446</b>	<b>76</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>544</b>	<b>0</b>	<b>6</b>	<b>310</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>362</b>
1400 - 1415	0	0	1	3	0	0	0	4	0	0	107	23	5	3	1	139	0	3	80	12	5	1	1	102
1415 - 1430	0	1	1	0	0	0	0	2	1	2	102	11	3	0	1	120	0	2	65	6	0	0	3	76
1430 - 1445	0	0	1	0	0	0	0	1	0	0	117	18	5	0	0	140	0	6	83	7	0	0	1	98
1445 - 1500	0	0	0	0	0	0	0	0	0	0	106	20	0	0	1	127	0	2	78	7	0	0	2	89
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>432</b>	<b>72</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>526</b>	<b>0</b>	<b>13</b>	<b>306</b>	<b>32</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>365</b>
1500 - 1515	0	0	4	0	0	0	0	4	0	2	114	23	0	0	0	139	2	1	93	18	3	0	3	120
1515 - 1530	0	0	4	0	0	0	0	4	0	3	118	30	1	0	0	152	0	1	105	13	0	0	3	122
1530 - 1545	0	0	3	2	0	0	0	5	0	1	128	19	5	1	0	154	0	3	103	9	1	0	5	121
1545 - 1600	0	0	1	0	0	0	0	1	0	0	103	12	2	0	0	117	0	2	110	13	0	0	3	128
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>6</b>	<b>463</b>	<b>84</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>562</b>	<b>2</b>	<b>7</b>	<b>411</b>	<b>53</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>491</b>
1600 - 1615	0	0	0	0	0	0	0	0	2	1	117	25	1	0	1	147	2	2	100	12	1	0	2	119
1615 - 1630	0	0	1	0	0	0	0	1	2	2	112	19	2	0	3	140	0	0	99	19	2	0	3	123
1630 - 1645	0	0	3	0	0	0	0	3	2	2	96	25	4	0	3	132	0	3	93	16	2	0	3	117
1645 - 1700	0	0	1	0	0	0	0	1	0	1	108	31	1	0	0	141	1	2	102	17	1	0	1	124
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>433</b>	<b>100</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>560</b>	<b>3</b>	<b>7</b>	<b>394</b>	<b>64</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>483</b>
1700 - 1715	0	0	5	0	0	0	0	5	0	1	105	28	2	0	1	137	0	1	101	15	0	0	3	120
1715 - 1730	0	0	3	0	0	0	0	3	1	0	116	23	1	1	1	143	1	1	104	18	1	0	3	128
1730 - 1745	0	0	4	0	0	0	0	4	0	3	108	19	1	1	1	133	3	2	86	19	1	0	2	113
1745 - 1800	0	0	3	0	0	0	0	3	0	1	91	24	3	0	0	119	2	3	79	12	1	0	2	99
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>5</b>	<b>420</b>	<b>94</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>532</b>	<b>6</b>	<b>7</b>	<b>370</b>	<b>64</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>460</b>
1800 - 1815	0	0	3	0	0	0	0	3	2	4	86	9	0	0	0	101	1	1	53	9	0	0	2	66
1815 - 1830	0	0	4	1	0	0	0	5	0	1	94	7	0	0	0	102	0	1	86	9	1	0	3	100
1830 - 1845	0	1	3	0	0	0	0	4	0	1	78	12	0	0	1	92	2	2	63	8	1	0	2	78
1845 - 1900	0	0	1	0	0	0	0	1	0	0	63	11	1	0	0	75	1	3	61	3	0	0	3	71
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>6</b>	<b>321</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>370</b>	<b>4</b>	<b>7</b>	<b>263</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>315</b>
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>113</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>23</b>	<b>67</b>	<b>5364</b>	<b>982</b>	<b>138</b>	<b>22</b>	<b>28</b>	<b>6624</b>	<b>32</b>	<b>78</b>	<b>4089</b>	<b>539</b>	<b>62</b>	<b>3</b>	<b>107</b>	<b>4910</b>



# White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (4) A379 Dartmouth Road / Langdon Lane / A3022 Brixham Road

Approach: A379 Dartmouth Road (North)

TIME	Ahead to A379 Dartmouth Road (South)								Right to Langdon Lane								Right to A3022 Brixham Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	3	0	30	9	1	0	1	44	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9
0715 - 0730	1	0	40	16	1	0	2	60	0	0	1	2	0	0	0	3	0	0	6	1	0	0	0	7
0730 - 0745	7	0	69	19	0	0	0	95	0	0	2	2	0	0	0	4	0	0	4	2	1	0	0	7
0745 - 0800	0	2	91	30	0	0	6	129	0	0	4	3	0	0	0	7	0	0	6	3	2	0	0	11
<b>Hourly Total</b>	<b>11</b>	<b>2</b>	<b>230</b>	<b>74</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>328</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>34</b>
0800 - 0815	0	2	123	30	3	0	2	160	0	0	3	0	0	0	0	3	0	0	19	2	1	0	0	22
0815 - 0830	0	0	142	23	2	0	5	172	0	0	4	0	0	0	0	4	0	0	11	1	0	0	0	12
0830 - 0845	1	3	133	27	4	0	2	170	0	0	6	1	0	0	0	7	0	0	6	1	0	0	0	7
0845 - 0900	0	2	103	17	0	1	1	124	0	0	5	3	0	0	0	8	0	0	9	3	1	0	0	13
<b>Hourly Total</b>	<b>1</b>	<b>7</b>	<b>501</b>	<b>97</b>	<b>9</b>	<b>1</b>	<b>10</b>	<b>626</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>54</b>
0900 - 0915	0	0	66	20	2	0	2	90	0	0	5	1	0	0	0	6	0	0	6	0	0	0	0	6
0915 - 0930	0	1	70	16	2	0	4	93	0	0	4	1	0	0	0	5	0	0	12	3	1	0	0	16
0930 - 0945	1	0	64	16	1	0	1	83	0	0	7	2	0	0	0	9	0	0	8	1	0	0	1	10
0945 - 1000	0	1	76	16	2	0	3	98	0	0	3	3	0	0	0	6	0	0	3	2	1	0	0	6
<b>Hourly Total</b>	<b>1</b>	<b>2</b>	<b>276</b>	<b>68</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>364</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>38</b>
1000 - 1015	0	1	71	5	1	0	4	82	0	0	7	0	0	0	0	7	0	0	15	0	0	0	0	15
1015 - 1030	0	0	79	10	1	0	1	91	0	0	5	2	0	0	0	7	0	0	7	2	0	0	0	9
1030 - 1045	0	1	81	12	2	0	2	98	0	0	6	0	0	0	0	6	0	0	19	1	0	0	0	20
1045 - 1100	2	3	94	20	1	0	2	122	0	0	2	1	1	0	0	4	0	0	13	1	1	0	0	15
<b>Hourly Total</b>	<b>2</b>	<b>5</b>	<b>325</b>	<b>47</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>393</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>59</b>
1100 - 1115	0	1	79	11	0	0	2	93	0	0	5	1	0	0	0	6	0	0	9	2	0	0	0	11
1115 - 1130	1	0	66	7	1	0	2	77	0	0	7	3	0	0	0	10	0	0	6	1	0	0	0	7
1130 - 1145	0	2	89	12	3	0	2	108	0	1	7	1	0	0	0	9	0	0	5	1	0	0	0	6
1145 - 1200	0	0	71	7	0	0	3	81	0	0	6	0	0	0	0	6	0	0	12	2	0	0	0	14
<b>Hourly Total</b>	<b>1</b>	<b>3</b>	<b>305</b>	<b>37</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>359</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>
1200 - 1215	0	0	99	9	1	0	0	109	0	0	8	1	0	0	0	9	0	0	14	1	0	0	0	15
1215 - 1230	0	1	101	13	2	0	2	119	0	0	6	0	0	0	0	6	0	0	16	2	0	0	0	18
1230 - 1245	1	2	69	15	1	0	2	90	0	0	8	1	0	0	0	9	0	0	15	2	0	0	0	17
1245 - 1300	0	1	83	10	3	1	2	100	0	0	4	1	0	0	0	5	0	0	9	2	1	0	0	12
<b>Hourly Total</b>	<b>1</b>	<b>4</b>	<b>352</b>	<b>47</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>418</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>62</b>
1300 - 1315	0	0	73	6	1	0	2	82	0	0	3	1	0	0	0	4	0	0	20	2	1	0	0	23
1315 - 1330	2	2	87	10	1	0	1	103	0	0	4	2	0	0	0	6	0	0	10	1	1	0	0	12
1330 - 1345	1	1	77	11	1	0	3	94	0	1	10	1	0	0	0	12	0	0	13	2	0	1	0	16
1345 - 1400	1	1	83	7	2	0	3	97	0	0	7	0	0	0	0	7	0	0	11	2	1	0	0	14
<b>Hourly Total</b>	<b>4</b>	<b>4</b>	<b>320</b>	<b>34</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>376</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>65</b>
1400 - 1415	0	1	73	18	0	0	2	94	0	0	3	1	0	0	0	4	0	0	11	2	0	0	0	13
1415 - 1430	0	0	75	11	0	0	1	87	0	0	4	2	0	0	0	6	0	0	12	1	0	0	0	14
1430 - 1445	0	2	78	9	0	0	2	91	0	1	10	1	0	0	0	12	0	1	11	1	0	0	0	13
1445 - 1500	2	4	109	17	0	0	2	134	0	0	7	0	0	0	0	7	0	0	10	2	0	0	0	12
<b>Hourly Total</b>	<b>2</b>	<b>7</b>	<b>335</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>406</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>
1500 - 1515	1	2	113	8	1	0	2	127	1	0	10	1	0	0	0	12	0	0	10	2	0	0	0	12
1515 - 1530	2	3	95	10	1	0	1	112	0	0	8	1	0	0	0	9	0	0	9	1	1	0	0	11
1530 - 1545	1	1	111	11	1	0	2	127	0	0	6	2	0	0	0	8	0	0	17	3	1	0	0	21
1545 - 1600	0	1	125	2	0	0	4	132	0	0	9	0	0	0	0	9	0	0	7	1	0	0	0	8
<b>Hourly Total</b>	<b>4</b>	<b>7</b>	<b>444</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>498</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>52</b>
1600 - 1615	0	3	89	11	1	0	3	107	0	1	8	0	0	0	0	9	0	1	9	2	0	0	0	12
1615 - 1630	0	3	107	17	2	0	4	133	0	0	12	2	0	0	0	14	0	0	7	1	0	0	0	8
1630 - 1645	0	7	123	10	0	1	2	143	0	1	17	0	0	0	0	18	0	0	10	3	0	0	0	13
1645 - 1700	0	0	128	11	2	0	1	142	0	0	5	0	0	0	0	5	0	0	6	2	1	0	1	10
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>447</b>	<b>49</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>525</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>43</b>
1700 - 1715	0	4	107	10	1	0	3	125	0	0	11	2	0	0	0	13	0	1	11	1	0	0	0	13
1715 - 1730	0	6	116	13	0	0	1	136	0	0	5	2	0	0	0	7	0	0	2	3	0	0	0	5
1730 - 1745	4	7	127	10	0	0	2	160	0	0	5	0	0	0	0	5	0	0	19	1	0	0	0	20
1745 - 1800	1	3	126	13	0	0	2	145	0	0	13	1	0	0	0	14	0	0	5	0	0	0	0	5
<b>Hourly Total</b>	<b>5</b>	<b>20</b>	<b>476</b>	<b>46</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>556</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>
1800 - 1815	3	0	117	6	1	0	3	130	0	0	9	0	0	0	0	9	0	0	10	3	0	0	0	13
1815 - 1830	2	1	109	13	0	0	1	126	0	0	9	1	0	0	0	10	0	2	9	0	0	0	0	11
1830 - 1845	1	2	85	8	0	0	2	98	0	0	4	2	0	0	0	6	0	0	14	0	0	0	1	15
1845 - 1900	2	2	67	8	0	0	1	80	0	0	12	2	0	0	0	14	0	0	11	1	0	0	0	12
<b>Hourly Total</b>	<b>8</b>	<b>5</b>	<b>378</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>434</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>51</b>
<b>TOTAL</b>	<b>40</b>	<b>79</b>	<b>4389</b>	<b>620</b>	<b>49</b>	<b>3</b>	<b>103</b>	<b>5283</b>	<b>1</b>	<b>5</b>	<b>306</b>	<b>53</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>366</b>	<b>0</b>	<b>5</b>	<b>491</b>	<b>75</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>591</b>



# White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (4) A379 Dartmouth Road / Langdon Lane / A3022 Brixham Road

Approach: A3022 Brixham Road

TIME	Left to A379 Dartmouth Road (North)								Ahead to A379 Dartmouth Road (South)								Right to Langdon Lane						U-Turn								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0700 - 0715	0	0	3	0	0	0	0	3	0	0	1	0	0	0	1	46	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0
0715 - 0730	0	0	1	1	0	0	0	2	1	1	54	22	2	1	1	82	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0
0730 - 0745	0	0	1	1	1	0	1	4	0	2	52	35	3	0	1	93	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0
0745 - 0800	0	0	3	4	0	0	0	7	0	1	78	26	2	0	0	107	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>4</b>	<b>216</b>	<b>95</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>328</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0800 - 0815	0	0	5	0	0	0	0	5	0	0	85	30	5	0	1	121	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0
0815 - 0830	0	0	6	3	0	0	0	9	0	0	91	20	3	1	0	116	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0
0830 - 0845	0	0	6	0	0	0	0	6	0	0	80	18	3	0	1	102	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0
0845 - 0900	0	0	4	1	1	0	0	6	0	0	96	16	1	1	3	117	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>352</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>5</b>	<b>455</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900 - 0915	0	0	8	1	0	0	0	9	0	1	97	25	5	0	1	129	0	0	4	3	0	0	0	7	0	0	0	0	0	0	0
0915 - 0930	0	0	9	2	0	0	0	11	0	0	77	33	4	0	0	114	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0
0930 - 0945	0	1	11	5	0	0	0	17	0	0	73	15	4	1	0	93	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0
0945 - 1000	0	0	5	1	0	0	0	6	0	0	84	18	3	0	2	107	0	0	7	1	0	0	0	8	0	0	0	1	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>1</b>	<b>331</b>	<b>91</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>443</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
1000 - 1015	0	0	7	2	0	0	0	9	0	0	95	23	5	0	0	123	0	0	22	2	0	0	0	6	0	0	0	1	0	0	0
1015 - 1030	0	0	5	4	1	0	0	10	1	0	87	13	5	1	0	107	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0
1030 - 1045	0	0	16	1	1	0	0	18	0	1	93	21	3	0	0	118	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0
1045 - 1100	0	0	15	3	0	0	0	18	0	1	115	17	1	1	0	135	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>1</b>	<b>2</b>	<b>390</b>	<b>74</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>483</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1100 - 1115	0	0	8	2	0	0	0	10	0	2	85	13	7	1	2	110	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0
1115 - 1130	0	0	9	2	0	0	0	11	0	3	90	16	2	0	0	111	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0
1130 - 1145	0	0	10	1	0	0	0	11	0	0	106	11	5	0	0	122	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0
1145 - 1200	0	0	10	2	1	0	0	13	0	0	101	15	4	0	0	120	0	0	6	0	1	0	0	7	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>5</b>	<b>382</b>	<b>55</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>463</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200 - 1215	0	0	5	1	0	0	0	6	0	0	92	27	5	0	0	124	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0
1215 - 1230	0	0	10	1	0	0	0	11	0	0	102	24	4	0	1	131	0	1	9	1	0	0	0	11	0	0	0	0	0	0	0
1230 - 1245	0	0	5	0	1	0	0	6	0	1	125	24	4	0	0	154	0	0	4	3	0	0	0	7	0	0	0	0	0	0	0
1245 - 1300	0	0	11	1	1	0	0	13	0	0	105	18	0	0	0	123	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>1</b>	<b>424</b>	<b>93</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>532</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300 - 1315	0	0	12	3	0	0	0	15	0	1	92	15	1	0	1	110	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0
1315 - 1330	0	0	21	1	1	0	0	23	0	1	93	10	3	0	0	107	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0
1330 - 1345	0	0	10	2	0	0	0	12	0	1	116	16	3	2	0	138	0	1	5	1	0	0	0	7	0	0	0	0	0	0	0
1345 - 1400	0	1	8	3	0	0	0	12	0	5	114	12	6	1	0	138	0	1	8	0	0	0	0	9	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>8</b>	<b>415</b>	<b>53</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>493</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1400 - 1415	0	0	9	3	0	0	1	13	0	3	98	18	1	1	3	124	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0
1415 - 1430	0	0	7	2	0	0	0	9	0	2	115	15	1	1	0	134	0	0	4	2	0	0	0	6	0	0	0	0	0	0	0
1430 - 1445	0	0	6	0	0	0	0	6	0	1	110	21	1	0	0	133	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0
1445 - 1500	0	0	13	1	1	0	0	15	0	1	123	15	2	2	0	143	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>0</b>	<b>7</b>	<b>446</b>	<b>69</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>534</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1500 - 1515	0	0	9	1	0	0	0	10	0	0	110	14	2	0	0	126	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0
1515 - 1530	1	0	13	1	1	0	0	16	0	0	90	13	3	0	0	106	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0
1530 - 1545	0	0	14	1	0	0	0	15	0	1	118	23	2	0	0	144	0	1	6	1	0	0	0	8	0	0	0	0	0	0	0
1545 - 1600	0	0	8	2	0	0	0	10	0	2	141	15	2	0	1	161	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>3</b>	<b>459</b>	<b>65</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>537</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600 - 1615	0	0	7	3	0	0	0	10	0	3	154	21	1	0	0	179	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0
1615 - 1630	0	0	15	1	1	0	0	17	0	4	131	18	1	1	2	157	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0
1630 - 1645	0	0	9	2	0	0	1	12	0	4	156	18	1	0	0	179	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0
1645 - 1700	0	0	19	3	0	0	0	22	0	4	135	18	3	0	1	161	0	1	8	1	0	0	0	10	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>0</b>	<b>15</b>	<b>576</b>	<b>75</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>676</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>				



# White Rock - Manual Traffic Survey, Tuesday 9th May 2017

Junction: (4) A379 Dartmouth Road / Langdon Lane / A3022 Brixham Road

Approach: Langdon Lane

TIME	Left to A3022 Brixham Road								Left to A379 Dartmouth Road (North)								Right to A379 Dartmouth Road (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0715 - 0730	0	1	12	1	0	0	0	14	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	2
0730 - 0745	0	0	15	0	1	0	0	16	1	0	4	1	0	0	0	6	0	0	1	1	0	0	0	2
0745 - 0800	0	0	19	3	0	0	0	22	0	0	5	0	0	0	0	5	0	0	2	1	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	
0800 - 0815	0	0	15	2	0	0	0	17	0	0	11	0	0	0	0	11	0	0	2	0	0	0	0	2
0815 - 0830	0	1	22	3	0	0	0	26	0	0	9	0	0	0	0	9	0	0	1	1	0	0	0	2
0830 - 0845	0	0	23	5	0	0	0	28	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
0845 - 0900	0	0	23	1	0	0	0	24	0	0	9	0	0	0	0	9	0	0	1	0	1	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	
0900 - 0915	0	0	34	2	1	0	0	37	0	0	18	1	1	0	0	20	0	0	2	1	0	0	0	3
0915 - 0930	0	0	11	1	0	0	0	12	0	0	12	0	0	0	0	12	0	0	2	0	0	0	0	2
0930 - 0945	0	0	11	2	0	0	0	13	0	0	12	1	0	0	0	13	0	0	4	0	0	0	0	4
0945 - 1000	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	
1000 - 1015	0	0	11	2	0	0	0	13	0	0	8	2	0	0	0	10	0	0	5	0	0	0	0	5
1015 - 1030	0	0	9	2	0	0	0	11	0	0	3	1	0	0	0	4	0	0	0	1	0	0	0	1
1030 - 1045	0	0	13	2	0	0	0	15	0	0	9	3	0	0	0	12	0	0	0	0	0	0	0	0
1045 - 1100	0	0	11	3	0	0	0	14	0	1	3	0	0	0	0	4	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	
1100 - 1115	0	0	10	2	2	0	0	14	0	0	5	1	0	0	0	6	0	0	4	0	0	0	0	4
1115 - 1130	0	0	7	2	0	0	0	9	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
1130 - 1145	0	0	8	1	0	0	0	9	0	1	4	0	0	0	0	5	0	0	1	0	0	0	0	1
1145 - 1200	0	0	17	0	1	0	0	18	0	0	2	3	0	0	0	5	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	
1200 - 1215	0	0	11	1	0	0	0	12	0	0	8	1	0	0	0	9	0	0	3	1	0	0	0	4
1215 - 1230	0	0	7	1	1	0	0	9	0	0	3	0	0	0	0	3	0	0	2	1	1	0	0	4
1230 - 1245	0	0	9	2	0	0	0	11	0	0	1	1	0	0	0	2	0	0	3	1	0	0	0	4
1245 - 1300	0	0	9	2	1	0	0	12	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	
1300 - 1315	0	0	10	3	0	0	0	13	0	1	7	3	0	0	0	11	0	0	1	0	0	0	0	1
1315 - 1330	0	0	6	2	0	0	0	8	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
1330 - 1345	0	1	13	0	0	0	0	14	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2
1345 - 1400	0	0	6	4	0	0	0	10	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
1400 - 1415	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
1415 - 1430	0	0	4	2	0	0	0	6	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1430 - 1445	0	0	9	0	0	0	0	9	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4
1445 - 1500	0	0	9	0	0	0	0	9	1	0	3	2	0	0	0	6	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	
1500 - 1515	0	0	7	1	0	0	0	8	0	0	8	2	0	0	0	10	0	0	1	0	0	0	0	1
1515 - 1530	0	0	13	1	0	0	0	14	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
1530 - 1545	0	0	17	2	0	0	0	19	0	0	24	1	0	0	0	25	0	0	2	1	0	0	0	3
1545 - 1600	0	0	26	1	0	0	0	27	0	0	13	1	0	0	0	14	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	
1600 - 1615	0	1	25	3	0	0	0	29	0	1	8	3	0	0	0	12	0	0	1	1	0	0	0	2
1615 - 1630	0	0	13	5	0	0	0	18	0	1	4	3	0	0	0	8	0	0	1	0	0	0	0	1
1630 - 1645	0	0	15	5	0	0	0	20	0	0	5	5	0	0	0	10	0	0	0	0	0	0	0	0
1645 - 1700	0	1	14	2	0	0	0	17	0	0	10	2	0	0	0	12	0	0	2	1	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	
1700 - 1715	0	0	13	0	0	0	0	13	0	0	5	2	0	0	0	7	0	0	3	0	0	0	0	3
1715 - 1730	0	1	12	1	0	0	0	14	0	0	3	0	0	0	0	3	0	1	0	0	0	0	0	1
1730 - 1745	0	0	6	3	0	0	0	9	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
1745 - 1800	0	0	10	0	0	0	0	10	0	0	7	0	0	0	0	7	0	0	1	1	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	
1800 - 1815	0	0	10	2	0	0	0	12	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
1815 - 1830	0	0	5	0	0	0	0	5	0	0	6	1	0	0	0	7	0	0	1	0	0	0	0	1
1830 - 1845	0	0	8	2	0	0	0	10	0	0	7	2	0	0	0	9	0	0	3	0	0	0	0	3
1845 - 1900	0	0	9	0	0	0	0	9	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	
<b>TOTAL</b>	<b>0</b>	<b>6</b>	<b>577</b>	<b>79</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>669</b>	<b>3</b>	<b>6</b>	<b>313</b>	<b>47</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>370</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>83</b>	





White Rock - Manual Traffic Survey, Tuesday 9th May 2017 / Wednesday 10th May 2017

Junction: (S) A380 Kings Ash Road / A3022 Totnes Road / A3022 Brixham Road / A385 Totnes Road

Approach: A385 Totnes Road

TIME	Left to A380 Kings Ash Road							Ahead to A3022 Totnes Road							Right to A3022 Brixham Road									
	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1700 - 1715	0	1	41	6	1	0	0	49	0	1	50	8	1	0	1	61	0	1	53	9	2	1	0	66
1715 - 1730	0	0	42	6	0	0	0	48	1	1	53	7	0	0	1	63	0	1	58	5	2	1	1	67
1730 - 1745	0	0	49	12	0	0	0	61	0	0	55	5	0	0	1	61	0	0	72	7	0	0	0	79
1745 - 1800	0	0	32	4	1	0	0	37	0	0	44	5	0	0	0	49	0	0	62	10	0	0	0	72
Hourly Total	0	1	164	28	2	0	0	195	1	2	202	25	1	0	3	234	0	2	245	31	4	2	0	284
1800 - 1815	0	0	43	4	1	1	1	50	0	0	62	7	0	0	2	71	0	1	47	3	2	1	0	54
1815 - 1830	0	0	23	9	1	0	0	33	0	1	23	1	0	0	0	25	0	1	37	4	3	0	0	45
1830 - 1845	0	0	22	2	0	0	0	24	0	1	23	5	0	0	2	37	0	3	28	7	1	0	0	37
1845 - 1900	0	0	30	6	0	0	0	36	0	1	36	4	0	0	0	41	0	0	33	1	0	0	0	34
Hourly Total	0	0	118	21	2	1	1	143	0	3	150	17	0	0	4	174	0	3	145	15	6	1	0	170
1900 - 1915	0	0	21	3	0	0	0	24	0	1	21	4	1	0	1	28	0	0	16	1	0	0	0	17
1915 - 1930	0	0	22	0	0	0	0	22	0	0	28	3	0	0	0	31	0	0	29	2	1	0	0	32
1930 - 1945	0	0	22	3	0	0	0	25	0	0	19	4	0	0	0	23	0	0	19	1	0	0	0	20
1945 - 2000	0	0	17	4	0	0	0	21	0	2	24	3	0	0	1	30	0	1	9	3	0	1	0	14
Hourly Total	0	0	82	10	0	0	0	92	0	3	92	14	1	0	2	112	0	1	73	7	1	1	0	83
2000 - 2015	0	0	10	3	0	0	0	13	0	0	20	4	0	0	0	24	0	0	11	2	0	0	0	13
2015 - 2030	0	0	14	1	0	0	0	15	0	1	20	0	0	0	1	22	0	0	10	2	0	0	0	12
2030 - 2045	0	1	14	0	0	0	1	16	0	1	25	2	1	0	0	28	0	0	19	1	0	0	0	29
2045 - 2100	0	1	16	1	0	0	0	18	0	0	13	0	0	0	0	13	0	0	15	3	0	0	0	18
Hourly Total	0	2	54	5	0	0	1	62	0	2	78	6	1	0	1	88	0	0	55	8	0	0	0	63
2100 - 2115	0	0	11	0	0	0	0	11	0	3	5	2	0	0	0	10	0	0	9	0	0	0	0	9
2115 - 2130	0	0	11	0	0	0	0	12	0	1	17	1	0	0	1	20	0	0	16	2	0	0	0	18
2130 - 2145	0	0	10	0	0	0	0	10	0	14	1	0	0	0	1	16	0	2	17	7	0	0	0	26
2145 - 2200	0	0	14	1	0	0	0	15	0	1	10	0	0	0	0	11	0	0	15	1	0	0	0	16
Hourly Total	0	0	46	2	0	0	0	48	0	5	46	4	0	1	1	57	0	2	57	10	0	0	0	69
2200 - 2215	0	0	16	0	0	0	0	16	0	0	8	0	0	0	0	8	0	0	9	2	0	0	0	11
2215 - 2230	0	0	5	0	0	0	0	5	0	1	4	0	0	0	1	6	0	0	4	0	0	0	0	4
2230 - 2245	0	0	1	0	0	0	0	1	0	0	4	1	0	0	0	5	0	0	10	0	0	0	0	10
2245 - 2300	0	0	4	1	0	0	0	5	0	0	4	0	0	0	0	4	0	0	2	1	1	0	0	4
Hourly Total	0	0	26	1	0	0	0	27	0	1	20	1	0	0	1	23	0	0	25	3	1	0	0	29
2300 - 2315	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5	0	0	3	1	0	0	0	9
2315 - 2330	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	0	0	8	0	0	0	0	3
2330 - 2345	0	0	2	0	0	0	0	2	0	0	6	0	0	0	1	7	0	0	1	0	0	0	0	1
2345 - 2400	0	0	5	0	0	0	0	5	0	0	2	0	0	0	1	3	0	0	0	0	0	1	0	1
Hourly Total	0	0	14	0	0	0	0	14	0	0	15	0	0	0	2	17	0	0	12	1	0	1	0	14
0000 - 0015	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4	0	0	2	0	0	0	0	2
0015 - 0030	0	0	1	0	0	0	0	1	0	0	3	0	0	0	1	4	0	0	2	0	0	0	0	2
0030 - 0045	0	0	1	0	0	0	0	1	0	1	2	0	0	0	1	4	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	3	0	0	0	0	3	0	1	8	1	1	0	1	12	0	0	6	0	0	0	0	6
0100 - 0115	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0145 - 0200	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	2
0215 - 0230	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0
0230 - 0245	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
0245 - 0300	0	0	1	2	0	0	0	3	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
Hourly Total	0	0	2	2	0	0	0	4	0	0	4	2	0	0	0	6	0	0	5	0	1	0	0	6
0300 - 0315	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0330 - 0345	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3
Hourly Total	0	0	2	0	1	0	0	3	0	0	2	0	0	0	0	2	0	0	2	0	2	0	0	4
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
0430 - 0445	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	2
0445 - 0500	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	0	0	2	0	0	1	2	1	0	0	5	0	0	1	1	1	0	0	3
0500 - 0515	0	0	2	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	3
0515 - 0530	0	0	5	0	0	0	0	5	0	0	1	0	0	0	2	2	0	0	1	0	0	0	0	1
0530 - 0545	0	0	2	0	1	0	0	3	1	0	1	0	0	0	0	3	0	0	3	2	0	1	0	6
0545 - 0600	0	0	4	2	0	0	0	6	0	0	5	2	0	0	1	8	0	0	1	2	1	0	0	4
Hourly Total	0	0	13	2	1	0	0	16	1	0	6	3	2	0	2	14	0	0	6	5	2	1	0	14
0600 - 0615	0	0	3	1	0	0	0	4	0	0	2	4	0	0	0	6	0	0	2	1	1	0	0	4
0615 - 0630	0	0	5	3	0	0	0	8	0	0	3	2	0	0	0	5	0	0	3	4	1	0	0	8
0630 - 0645	0	0	7	2	0	0	0	9	0	0	9	1	1	0	0	12	0	0	12	0	0	0	0	13
0645 - 0700	0	1	9	5	0	0	0	15	0	0	9	0	0	0	0	9	0	0	18	4	0	3	0	25
Hourly Total	0	1	24	11	0	0	0	36	0	0	23	7	1	0	1	32	0	0	35	9	2	4	0	50
0700 - 0715	0	0	25	5	1	2	0	33	2	0	11	6	0	1	1	21	0	0	27	9	1	0	0	37
0715 - 0730	0	0	19	3	1	1	0	23	0	0	22	4	0	0										



Junction: (S) A380 Kings Ash Road / A3022 Totnes Road / A3022 Brixham Road / A385 Totnes Road

Approach: A3022 Brixham Road

TIME	Left to A385 Totnes Road								Ahead to A380 Kings Ash Road								Right to A3022 Totnes Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1700 - 1715	0	1	6	2	0	0	0	9	0	4	198	31	3	0	0	236	0	5	103	7	0	0	0	115
1715 - 1730	0	0	12	2	1	0	0	15	0	6	228	34	3	2	0	273	0	3	113	9	0	0	2	127
1730 - 1745	0	0	5	1	0	0	1	7	1	8	165	16	0	0	1	207	0	0	60	7	0	0	1	69
1745 - 1800	0	0	9	0	2	0	0	11	1	0	150	16	0	0	0	167	0	0	68	3	0	0	1	72
Hourly Total	0	1	32	5	4	0	1	43	2	18	757	97	6	2	1	883	0	9	344	26	0	0	4	383
1800 - 1815	0	0	7	0	1	0	0	8	0	5	122	9	1	1	2	140	0	2	66	5	0	0	0	73
1815 - 1830	0	0	8	2	0	0	0	10	0	6	145	17	0	0	0	168	0	0	55	5	0	0	1	61
1830 - 1845	0	0	6	2	0	0	0	8	0	2	133	8	0	0	1	144	0	0	47	6	2	0	1	57
1845 - 1900	0	0	4	0	0	0	0	4	0	0	133	9	0	0	1	143	0	1	51	2	0	0	1	55
Hourly Total	0	0	26	4	1	0	0	30	0	13	533	43	1	1	4	595	0	4	219	18	2	0	3	246
1900 - 1915	0	1	4	0	0	0	0	5	0	0	110	11	0	0	0	121	0	0	49	3	0	0	1	53
1915 - 1930	0	0	1	0	0	0	0	1	0	2	83	2	0	0	0	87	0	0	37	2	0	0	1	40
1930 - 1945	0	0	4	0	0	1	0	6	0	3	98	11	0	0	0	112	0	0	37	1	0	0	0	38
1945 - 2000	0	0	3	0	0	0	0	3	0	2	77	9	2	1	0	91	0	1	43	2	0	0	0	46
Hourly Total	0	1	12	1	0	1	0	15	0	7	368	33	2	1	0	411	0	1	166	8	0	0	2	177
2000 - 2015	0	0	3	1	0	0	0	4	0	2	79	6	0	1	0	88	0	1	41	0	0	0	0	42
2015 - 2030	0	0	3	1	0	0	0	4	0	2	78	11	0	0	0	89	0	2	30	2	0	0	1	35
2030 - 2045	0	0	4	0	0	0	0	4	0	1	61	5	0	0	0	66	0	0	26	4	0	0	0	31
2045 - 2100	0	0	5	0	0	0	0	5	0	0	58	6	0	0	0	64	0	0	25	1	0	0	0	26
Hourly Total	0	0	15	2	0	0	0	17	0	4	274	28	0	1	0	307	0	4	122	7	0	0	1	134
2100 - 2115	0	0	3	0	0	0	0	3	0	2	68	7	0	0	0	77	0	0	25	3	0	0	0	25
2115 - 2130	0	1	3	0	0	0	0	4	0	1	64	7	0	0	0	72	0	2	22	0	0	0	0	28
2130 - 2145	0	0	2	0	0	0	0	2	0	2	34	2	0	0	0	38	0	0	10	2	1	4	0	13
2145 - 2200	0	1	1	0	0	0	0	1	0	0	36	3	0	0	0	39	0	0	17	0	0	0	0	17
Hourly Total	0	1	9	0	0	0	0	10	0	5	202	19	0	0	0	226	0	2	74	5	1	0	1	83
2200 - 2215	0	1	4	0	0	0	0	4	0	3	51	2	0	0	0	56	0	2	18	0	0	0	0	20
2215 - 2230	0	1	1	0	0	0	0	2	0	1	31	0	0	0	0	32	0	0	6	0	0	0	1	7
2230 - 2245	0	0	2	0	0	0	0	2	0	1	27	0	0	0	0	28	0	0	14	0	0	0	0	15
2245 - 2300	0	0	1	0	0	0	0	1	0	0	15	1	0	0	0	16	0	0	8	0	0	0	0	8
Hourly Total	0	1	8	0	0	0	0	9	0	5	124	3	0	0	0	132	0	3	46	0	0	0	1	50
2300 - 2315	0	0	1	0	0	0	0	1	0	0	24	2	0	0	0	26	0	0	10	0	0	0	0	10
2315 - 2330	0	0	1	0	0	0	0	1	0	0	10	0	0	0	0	10	0	0	4	0	0	0	1	7
2330 - 2345	0	0	1	0	0	1	0	2	0	0	10	0	0	0	0	10	0	0	6	0	0	0	0	6
2345 - 2400	0	0	1	0	0	0	0	1	0	1	6	1	0	0	0	8	0	0	3	0	0	0	0	3
Hourly Total	0	0	4	0	0	1	0	5	0	1	50	4	0	0	0	55	0	2	23	0	0	0	1	26
0000 - 0015	0	0	2	0	0	0	0	2	0	0	5	0	0	0	1	6	0	0	4	0	0	0	0	4
0015 - 0030	0	0	2	0	0	0	0	2	0	0	3	1	1	1	0	6	0	0	2	0	1	0	0	3
0030 - 0045	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
0045 - 0100	0	0	1	0	0	0	0	1	0	0	2	2	0	0	0	4	0	0	2	0	0	0	0	2
Hourly Total	0	0	5	0	1	0	0	6	0	0	14	3	1	1	1	20	0	0	10	0	1	0	0	11
0100 - 0115	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3
0115 - 0130	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	7	0	0	5	0	0	0	0	1
0130 - 0145	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	3	0	0	1	0	0	0	0	1
0145 - 0200	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	12	5	1	0	0	18	0	0	5	0	0	0	0	5
0200 - 0215	0	0	0	0	0	0	0	0	0	1	3	1	2	0	0	7	0	0	3	0	0	0	0	3
0215 - 0230	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	0	0	2	2	0	0	0	4
0230 - 0245	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	5
0245 - 0300	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1	15	3	2	0	0	21	0	0	10	2	0	0	0	12
0300 - 0315	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	2
0345 - 0400	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	26	1	0	1	0	28	0	0	3	0	0	0	0	3
0400 - 0415	0	0	1	0	0	0	0	1	0	0	6	2	0	0	0	8	0	0	2	0	0	0	0	2
0415 - 0430	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	8	0	0	1	0	0	0	0	1
0430 - 0445	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	0	0	1	0	2	0	0	3
0445 - 0500	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	1	25	5	1	0	0	32	0	0	5	0	2	0	0	7
0500 - 0515	0	0	1	0	0	0	0	1	0	0	14	2	0	0	0	16	0	0	1	2	0	0	0	3
0515 - 0530	0	0	0	0	0	0	0	0	0	0	13	3	0	1	1	18	0	0	5	1	0	0	0	6
0530 - 0545	0	0	1	1	0	0	0	2	0	2	35	7	1	1	0	46	0	2	13	0	1	0	0	16
0545 - 0600	0	0	0	0	2	0	0	2	0	0	26	7	2	0	1	36	0	0	8	5	0	0	0	13
Hourly Total	0	0	2	1	2	0	0	5	0	3	88	19	3	2	1	116	0	2	27	8	1	0	0	38
0600 - 0615	0	0	0	0	0	0	0	0	0	0	46	7	14	1	0	68	0	0	2	6	4	0	0	12
0615 - 0630	0	0	2	1	0	1	0	4	0	2	44	11	8	1	0	66	0	0	8	4	1	0	1	14
0630 - 0645	0	0	2	1	0	2	0	5	0	3	67	11	2	0	0	83	0	0	5	4	2	0	0	11
0645 - 0700	0	0	0	2	0	2	0	4	0	2	78	37	0	0	1	118	0	0	19	5	1	0	2	27
Hourly Total	0	0	4	4	0	5	0	13	0	7	235	66	24	2	1	335	0	0	34	19	8	0	3	64
0700 - 0715	0	0	1	1	0	0	0	2	0	1	128	25	0	0	1	153	0	1	12	6	3	0	0	22
0715 - 0730	0	1	2																					



Junction: (S) A380 Kings Ash Road / A3022 Totnes Road / A3022 Brixham Road / A385 Totnes Road

Approach: A3022 Totnes Road

TIME	Left to A3022 Brixham Road						Ahead to A385 Totnes Road						Right to A380 Kings Ash Road											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1700 - 1715	0	2	52	3	2	0	0	59	1	1	61	7	0	0	2	72	0	0	47	7	0	0	0	54
1715 - 1730	0	0	42	8	0	0	0	50	1	1	47	2	0	0	2	52	0	2	37	5	0	0	0	44
1730 - 1745	0	1	58	1	0	0	1	61	0	1	52	7	0	0	2	62	0	2	48	1	0	0	0	41
1745 - 1800	0	2	65	6	0	0	0	73	2	1	49	6	0	1	0	59	0	2	44	5	0	0	0	51
Hourly Total	0	5	215	19	3	0	1	243	4	4	209	22	0	1	6	246	0	6	166	18	0	0	0	190
1800 - 1815	0	0	55	6	0	0	0	61	2	0	55	2	1	0	3	63	0	0	24	3	0	0	0	27
1815 - 1830	0	0	43	3	0	0	0	44	0	0	37	1	0	0	2	40	0	1	26	2	0	0	0	29
1830 - 1845	0	0	38	0	0	0	0	38	1	0	37	0	0	0	4	38	0	2	41	2	0	0	0	45
1845 - 1900	0	0	38	2	0	0	0	40	0	0	25	4	0	0	0	29	0	2	25	1	0	0	0	28
Hourly Total	0	0	170	12	0	0	1	183	2	2	148	8	1	0	9	170	0	5	116	8	0	0	0	129
1900 - 1915	0	1	42	1	0	0	0	44	0	0	34	2	0	0	0	36	0	1	42	0	0	0	0	43
1915 - 1930	0	0	28	4	0	0	0	30	0	2	24	2	0	0	1	29	0	2	24	2	0	0	0	28
1930 - 1945	0	0	38	0	0	0	0	38	0	0	20	2	0	0	1	25	0	1	29	8	0	0	0	39
1945 - 2000	0	0	18	3	0	0	0	21	0	0	21	0	0	0	0	21	0	0	23	1	0	0	0	24
Hourly Total	0	1	124	12	0	0	0	137	0	4	99	6	0	0	2	111	1	4	118	11	0	0	0	134
2000 - 2015	0	1	24	1	0	0	0	26	0	1	31	2	0	0	0	34	0	0	19	0	0	0	0	19
2015 - 2030	0	0	26	4	0	0	0	30	0	0	19	1	0	0	1	21	0	0	13	1	0	0	0	14
2030 - 2045	0	0	19	0	0	0	0	19	0	0	16	0	2	0	1	20	0	0	18	1	0	0	0	20
2045 - 2100	0	0	17	2	0	0	0	19	0	0	12	0	0	0	1	13	0	0	15	1	0	0	0	16
Hourly Total	0	1	86	7	0	0	0	94	1	1	78	3	2	0	3	88	1	0	65	3	0	0	0	69
2100 - 2115	0	0	11	1	0	0	0	12	0	1	17	2	0	0	1	21	0	0	15	1	0	0	0	16
2115 - 2130	0	0	25	1	2	0	0	28	0	0	15	3	0	0	0	18	0	0	11	1	0	0	0	12
2130 - 2145	0	0	13	1	0	0	0	14	0	0	18	2	0	0	0	20	0	0	8	1	0	0	0	9
2145 - 2200	0	1	12	2	0	0	0	15	0	0	16	2	0	0	1	19	0	0	7	1	0	0	0	8
Hourly Total	0	1	61	5	2	0	0	69	0	1	66	9	0	0	2	78	0	0	41	4	0	0	0	45
2200 - 2215	0	0	11	0	0	0	0	11	0	0	9	2	0	0	1	12	0	0	4	0	0	0	0	4
2215 - 2230	0	0	11	0	0	0	0	11	0	0	12	2	0	0	0	14	0	0	4	1	0	0	0	5
2230 - 2245	0	1	6	0	0	0	0	7	0	0	3	2	0	0	0	5	0	0	5	0	0	0	0	5
2245 - 2300	0	0	10	0	0	0	0	10	0	0	3	0	0	1	0	4	0	0	1	0	0	0	0	1
Hourly Total	0	1	38	0	0	0	0	39	0	0	27	6	0	1	1	35	0	0	12	1	0	0	0	13
2300 - 2315	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
2315 - 2330	0	0	4	0	0	0	0	4	0	0	4	0	0	1	1	5	0	0	2	0	0	0	0	2
2330 - 2345	0	0	3	0	0	0	0	3	0	0	3	0	1	0	0	4	0	0	1	0	0	0	0	1
2345 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	10	0	0	0	0	10	0	0	8	0	1	0	1	10	0	0	5	0	0	0	0	5
0000 - 0015	0	0	2	0	0	0	0	2	0	0	4	0	0	0	1	5	0	0	2	1	0	0	0	3
0015 - 0030	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1
0030 - 0045	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Hourly Total	0	0	7	0	0	0	0	7	0	0	7	0	0	0	1	8	0	0	2	1	0	0	0	4
0100 - 0115	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0115 - 0130	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	0	1	0	0	6	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1
0200 - 0215	0	0	1	0	0	0	0	1	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
0215 - 0230	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0230 - 0245	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
0245 - 0300	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	1	0	4	1	2	0	0	8	0	0	1	0	0	0	0	1
0300 - 0315	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	0	0	0	0	0	0	0	0
0330 - 0345	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0345 - 0400	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	1	3	0	0	0	0	4	0	0	8	1	1	0	0	10	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
0415 - 0430	0	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0445 - 0500	0	1	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	4	0	0	0	0	5	0	0	3	0	1	1	0	5	0	0	1	0	0	0	0	1
0500 - 0515	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5	0	1	1	0	0	0	0	2
0515 - 0530	0	0	4	0	0	0	0	4	1	0	13	1	0	0	1	18	0	0	2	0	0	0	0	2
0530 - 0545	0	1	7	1	0	0	0	9	1	0	15	0	0	0	0	16	0	0	0	0	0	0	0	0
0545 - 0600	0	1	14	1	0	0	0	16	1	0	9	2	0	0	0	12	0	0	2	0	0	0	0	2
Hourly Total	0	2	25	2	0	0	0	29	3	0	41	3	0	0	1	48	0	1	5	0	0	0	0	6
0600 - 0615	0	0	1	1	0	0	0	2	0	0	9	1	2	0	0	12	0	0	1	0	0	0	0	1
0615 - 0630	0	0	9	0	0	0	0	9	0	1	8	2	0	0	1	12	0	0	4	1	0	0	0	5
0630 - 0645	0	1	10	1	0	0	0	12	0	1	17	7	0	0	0	25	0	0	5	4	0	0	0	9
0645 - 0700	0	0	9	0	0	0	0	9	1	2	17	0	0	1	3	24	0	0	8	1	0	0	0	9
Hourly Total	0	1	29	2	0	0	0	32	1	4	51	10	2	1	4	73	0	0	17	7	0	0	0	24
0700 - 0715	0	0	3	0	0	0	0	3	0	4	28	8	0	0	1	41	0	2	12	0	0	0	0	14
0715 - 0730	0	1	27	1	0	0	0	30	0	1	31	5	2	0	2	41	0	0	10	2	0	0	0	14
0730 - 0745	0	1	36	7	1	0	0	45	1	2														



White Rock - Manual Traffic Survey, Tuesday 9th May 2017 / Wednesday 10th May 2017

Junction: (S) A380 Kings Ash Road / A3022 Totnes Road / A3022 Brixham Road / A385 Totnes Road

Approach: A380 Kings Ash Road

Table with columns: TIME, PICYCLE, MCYCLE, CAR, LGV, OGV1, OGV2, BUS, TOTAL, PICYCLE, MCYCLE, CAR, LGV, OGV1, OGV2, BUS, TOTAL, PICYCLE, MCYCLE, CAR, LGV, OGV1, OGV2, BUS, TOTAL. Rows include hourly and 5-minute interval data for various road directions.

TOTAL row: 7, 17, 1456, 116, 14, 8, 6, 1624, 6, 104, 7345, 1064, 216, 86, 17, 8838, 1, 44, 3090, 524, 70, 15, 14, 3758

# **Appendix K**

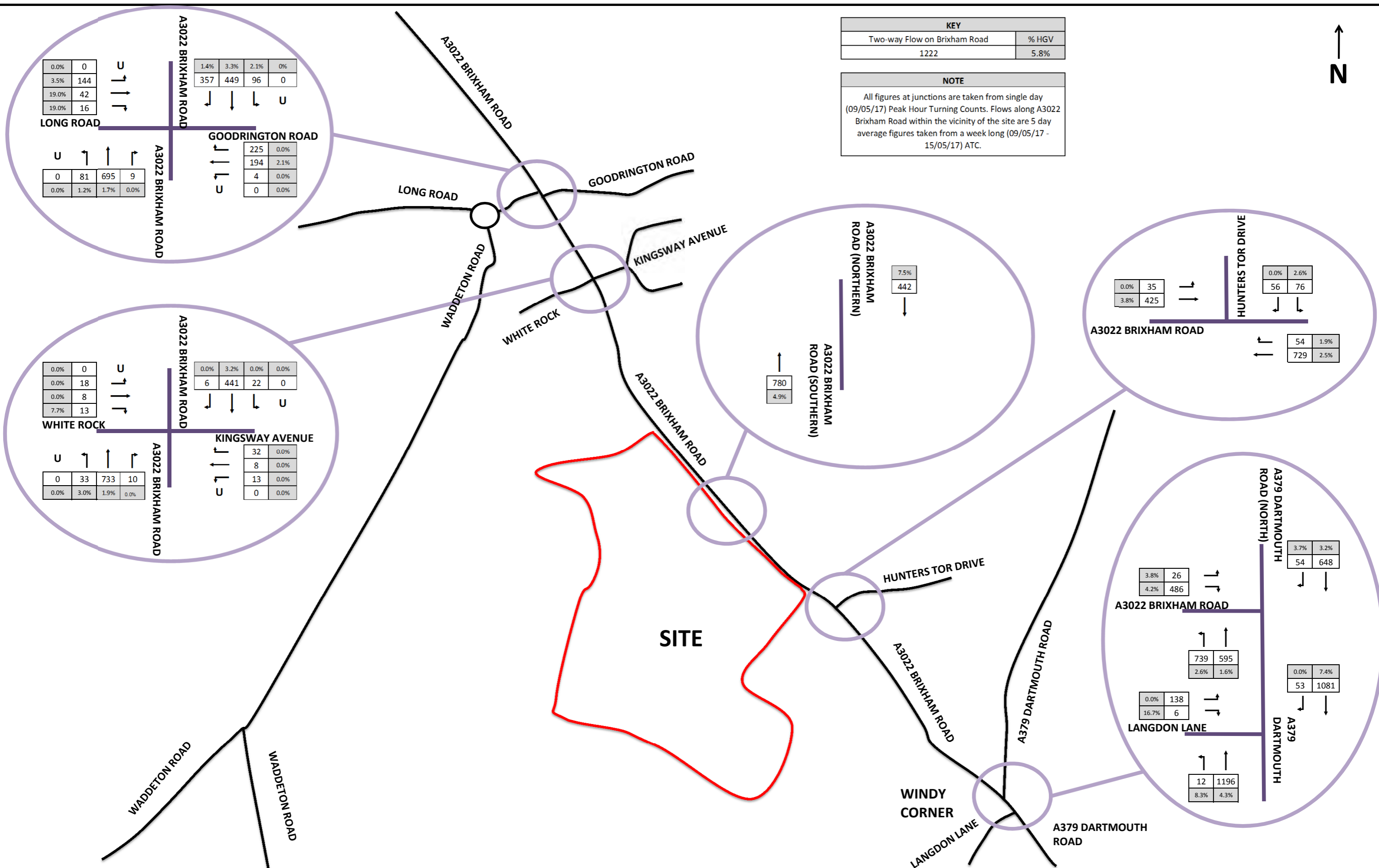
## **Traffic Flow Diagrams**



KEY	
Two-way Flow on Brixham Road	% HGV
1222	5.8%

**NOTE**

All figures at junctions are taken from single day (09/05/17) Peak Hour Turning Counts. Flows along A3022 Brixham Road within the vicinity of the site are 5 day average figures taken from a week long (09/05/17 - 15/05/17) ATC.



**LONG ROAD**

0.0%	0
3.5%	144
19.0%	42
19.0%	16

1.4%	3.3%	2.1%	0%
357	449	96	0

225	0.0%
194	2.1%
4	0.0%
0	0.0%

**WHITE ROCK**

0.0%	0
0.0%	18
0.0%	8
7.7%	13

0.0%	3.2%	0.0%	0.0%
6	441	22	0

32	0.0%
8	0.0%
13	0.0%
0	0.0%

**A3022 BRIXHAM ROAD (NORTHERN)**

7.5%	442
------	-----

**A3022 BRIXHAM ROAD (SOUTHERN)**

780	4.9%
-----	------

**HUNTERS TOR DRIVE**

0.0%	35
3.8%	425

0.0%	2.6%
56	76

54	1.9%
729	2.5%

**A379 DARTMOUTH ROAD (NORTH)**

3.7%	3.2%
54	648

0.0%	7.4%
53	1081


**LANGDON LANE**

0.0%	138
16.7%	6

739	595
2.6%	1.6%

12	1196
8.3%	4.3%

**BASE 2017 AM FLOWS  
BASED ON TRAFFIC COUNTS**

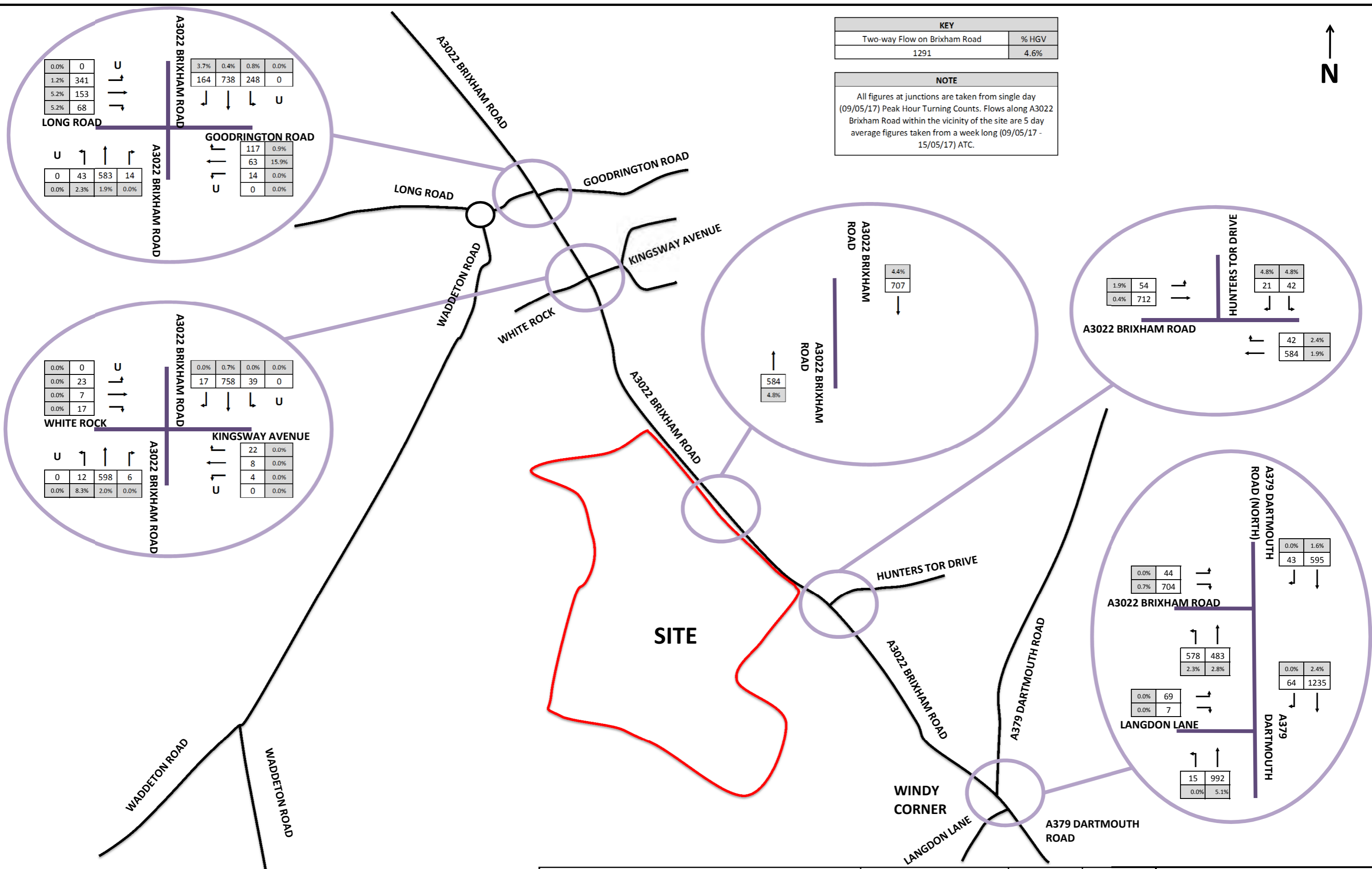
Project	checked	date	 26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
INGLEWOOD	DRK	20/9/17	
Client	Produced	name	Rev
Abacus Projects LTD/ Deeley Freed Estates	FF	APPENDIX K.1	



KEY	
Two-way Flow on Brixham Road	% HGV
1291	4.6%

**NOTE**

All figures at junctions are taken from single day (09/05/17) Peak Hour Turning Counts. Flows along A3022 Brixham Road within the vicinity of the site are 5 day average figures taken from a week long (09/05/17 - 15/05/17) ATC.



**LONG ROAD**

0.0%	0
1.2%	341
5.2%	153
5.2%	68

**GOODRINGTON ROAD**

3.7%	0.4%	0.8%	0.0%
164	738	248	0

117	0.9%
63	15.9%
14	0.0%
0	0.0%

**WHITE ROCK**

0.0%	0
0.0%	23
0.0%	7
0.0%	17

**KINGSWAY AVENUE**

0.0%	0.7%	0.0%	0.0%
17	758	39	0

22	0.0%
8	0.0%
4	0.0%
0	0.0%

**A3022 BRIXHAM ROAD**

4.4%
707

**A3022 BRIXHAM ROAD**

584
4.8%

**HUNTERS TOR DRIVE**

1.9%	54
0.4%	712

**A3022 BRIXHAM ROAD**

4.8%	4.8%
21	42

42	2.4%
584	1.9%

**A3022 BRIXHAM ROAD**

0.0%	44
0.7%	704

**LANGDON LANE**

0.0%	69
0.0%	7

**A379 DARTMOUTH ROAD (NORTH)**

0.0%	1.6%
43	595

0.0%	2.4%
64	1235

**A379 DARTMOUTH ROAD**

0.0%	5.1%
15	992

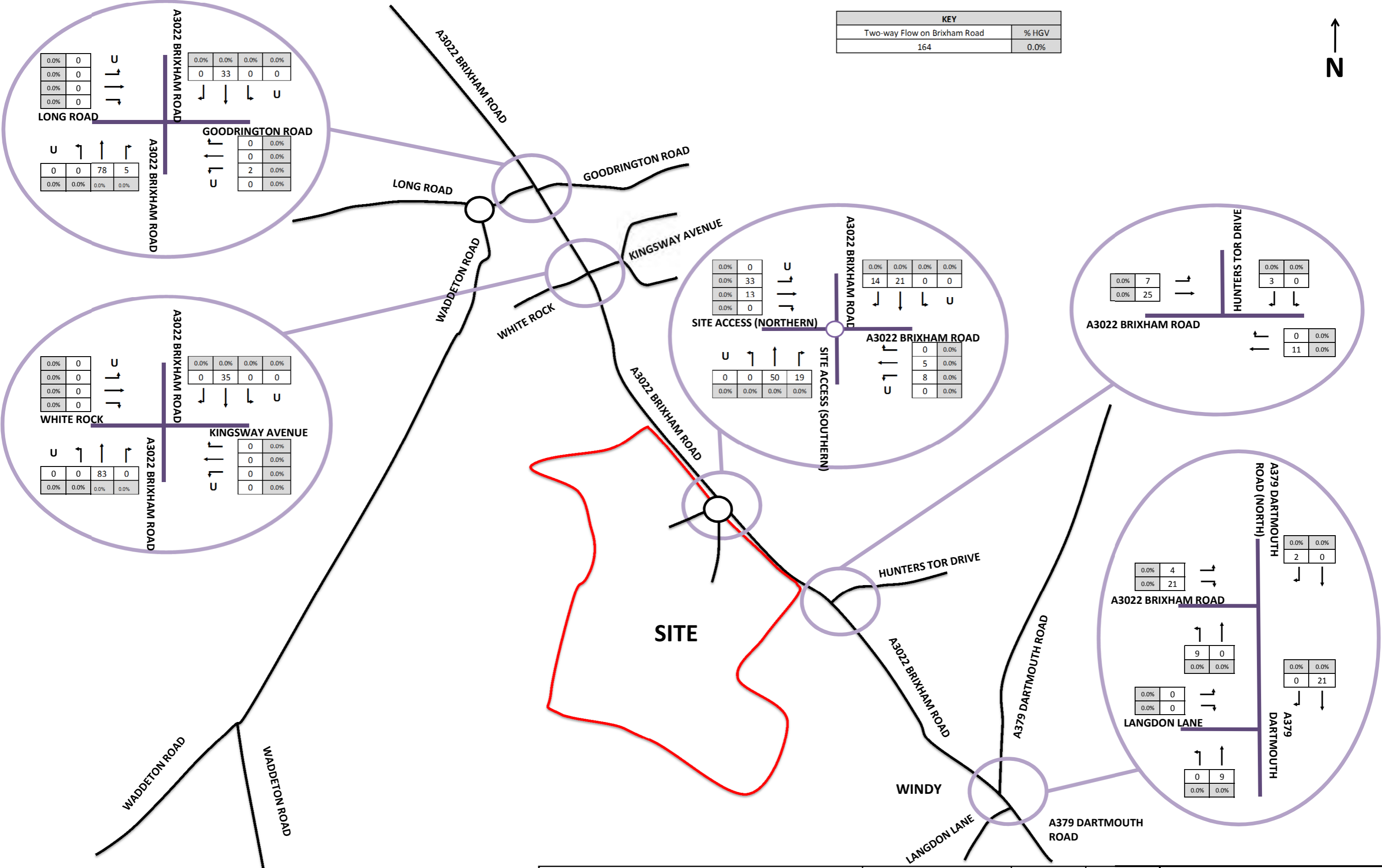
**BASE 2017 PM FLOWS  
BASED ON TRAFFIC COUNTS**

Project	checked	date	26 Berkeley Square Bristol, BS8 1HP 0117 920 9430	Rev
INGLEWOOD	DRK	20/9/17		
Client	Produced	name	APPENDIX K.2	
Abacus Projects LTD/ Deeley Freed Estates	FF			





KEY	
Two-way Flow on Brixham Road	% HGV
164	0.0%

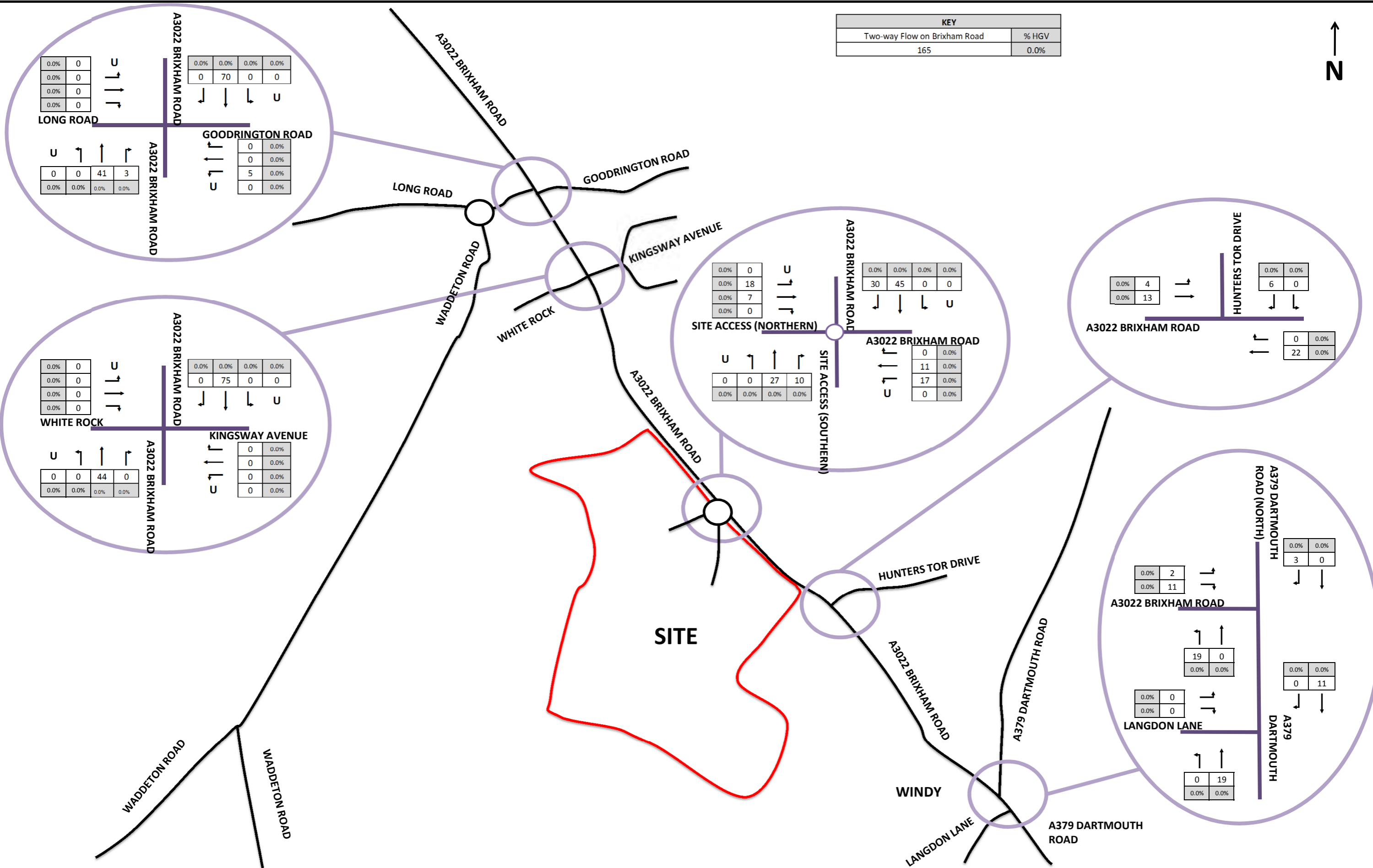


<b>DEVELOPMENT FLOWS RESIDENTIAL AM</b>	Project	checked	date	 26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
	INGLEWOOD	DRK	20/9/17	
	Client	Produced	name	Rev
	Abacus Projects LTD/ Deeley Freed Estates	FF	APPENDIX K.3	





KEY	
Two-way Flow on Brixham Road	% HGV
165	0.0%



**LONG ROAD**

0.0%	0
0.0%	0
0.0%	0
0.0%	0

0.0%	0.0%	0.0%	0.0%
0	70	0	0
↓	↓	↓	↓

0	0.0%
0	0.0%
5	0.0%
0	0.0%

**WHITE ROCK**

0.0%	0
0.0%	0
0.0%	0
0.0%	0

0.0%	0.0%	0.0%	0.0%
0	75	0	0
↓	↓	↓	↓

0	0.0%
0	0.0%
0	0.0%
0	0.0%

**SITE ACCESS (NORTHERN)**

0.0%	0
0.0%	18
0.0%	7
0.0%	0

0.0%	0.0%	0.0%	0.0%
30	45	0	0
↓	↓	↓	↓

0	0.0%
11	0.0%
17	0.0%
0	0.0%

**HUNTERS TOR DRIVE**

0.0%	4
0.0%	13

0.0%	0.0%
6	0
↓	↓

0	0.0%
22	0.0%

**A379 DARTMOUTH ROAD (NORTH)**

0.0%	2
0.0%	11

0.0%	0.0%
3	0
↓	↓


0.0%	0.0%
0	11
↓	↓

0.0%	0.0%
19	0
0.0%	0.0%

0.0%	0
0.0%	0

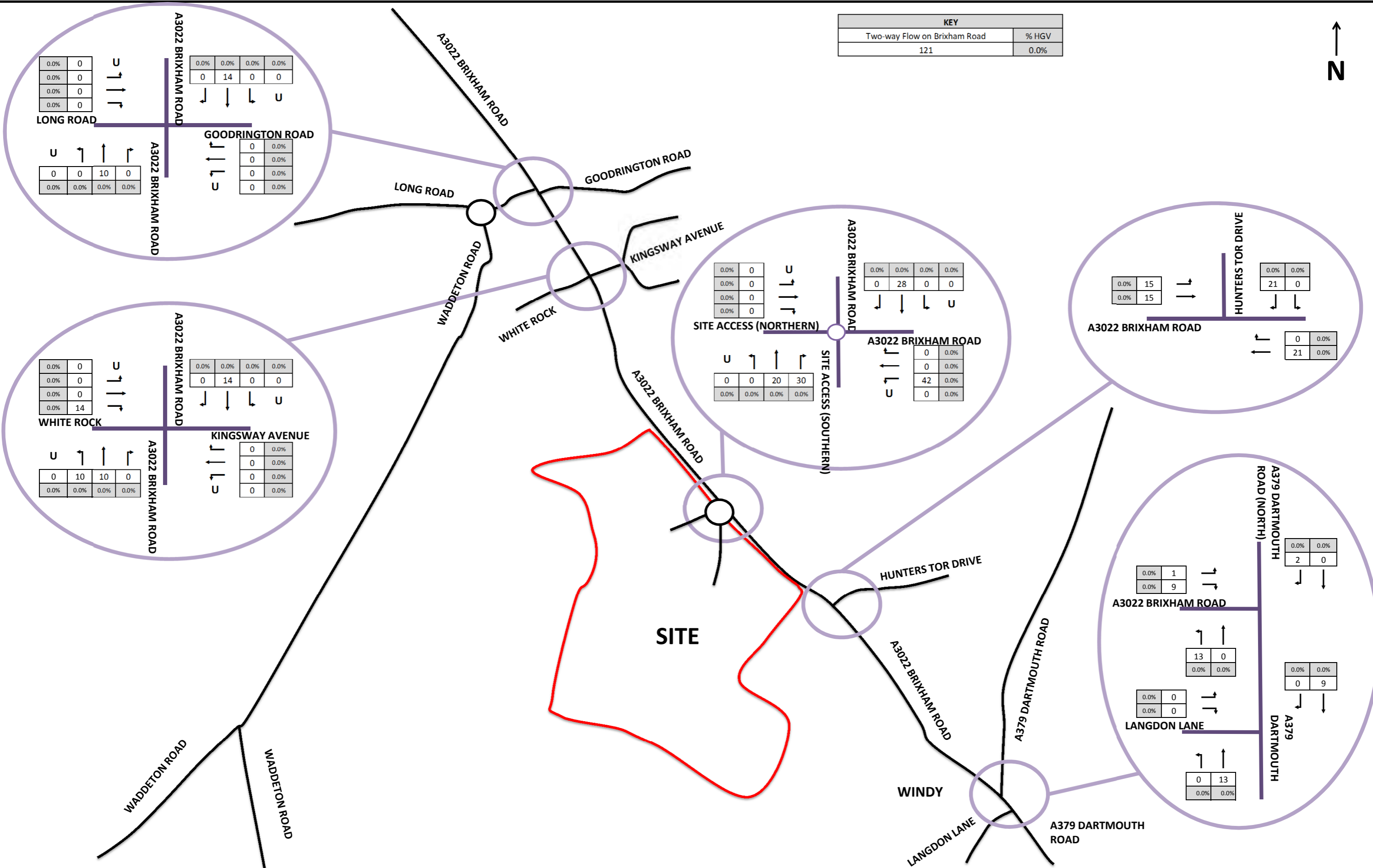
0	19
0.0%	0.0%

**DEVELOPMENT FLOWS  
RESIDENTIAL  
PM**

Project	checked	date	 26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
INGLEWOOD	DRK	20/9/17	
Client	Produced	name	Rev
Abacus Projects LTD/ Deeley Freed Estates	FF	APPENDIX K.4	



KEY	
Two-way Flow on Brixham Road	% HGV
121	0.0%



**LONG ROAD**

0.0%	0
0.0%	0
0.0%	0
0.0%	0

0.0%	0.0%	0.0%	0.0%
0	14	0	0
↓	↓	↓	↓

0	0	10	0
0.0%	0.0%	0.0%	0.0%

**WHITE ROCK**

0.0%	0
0.0%	0
0.0%	0
0.0%	14

0.0%	0.0%	0.0%	0.0%
0	14	0	0
↓	↓	↓	↓

0	10	10	0
0.0%	0.0%	0.0%	0.0%

**SITE ACCESS (NORTHERN)**

0.0%	0
0.0%	0
0.0%	0
0.0%	0

0.0%	0.0%	0.0%	0.0%
0	28	0	0
↓	↓	↓	↓

0	0	20	30
0.0%	0.0%	0.0%	0.0%

**SITE ACCESS (SOUTHERN)**

0.0%	0.0%	0.0%	0.0%
0	0	0	0
↓	↓	↓	↓

0	0.0%
0	0.0%
42	0.0%
0	0.0%

**HUNTERS TOR DRIVE**

0.0%	15
0.0%	15

0.0%	0.0%
21	0
↓	↓

0	0.0%
21	0.0%

**A379 DARTMOUTH ROAD (NORTH)**

0.0%	1
0.0%	9

0.0%	0.0%
2	0
↓	↓

0.0%	0.0%
0	9
↓	↓

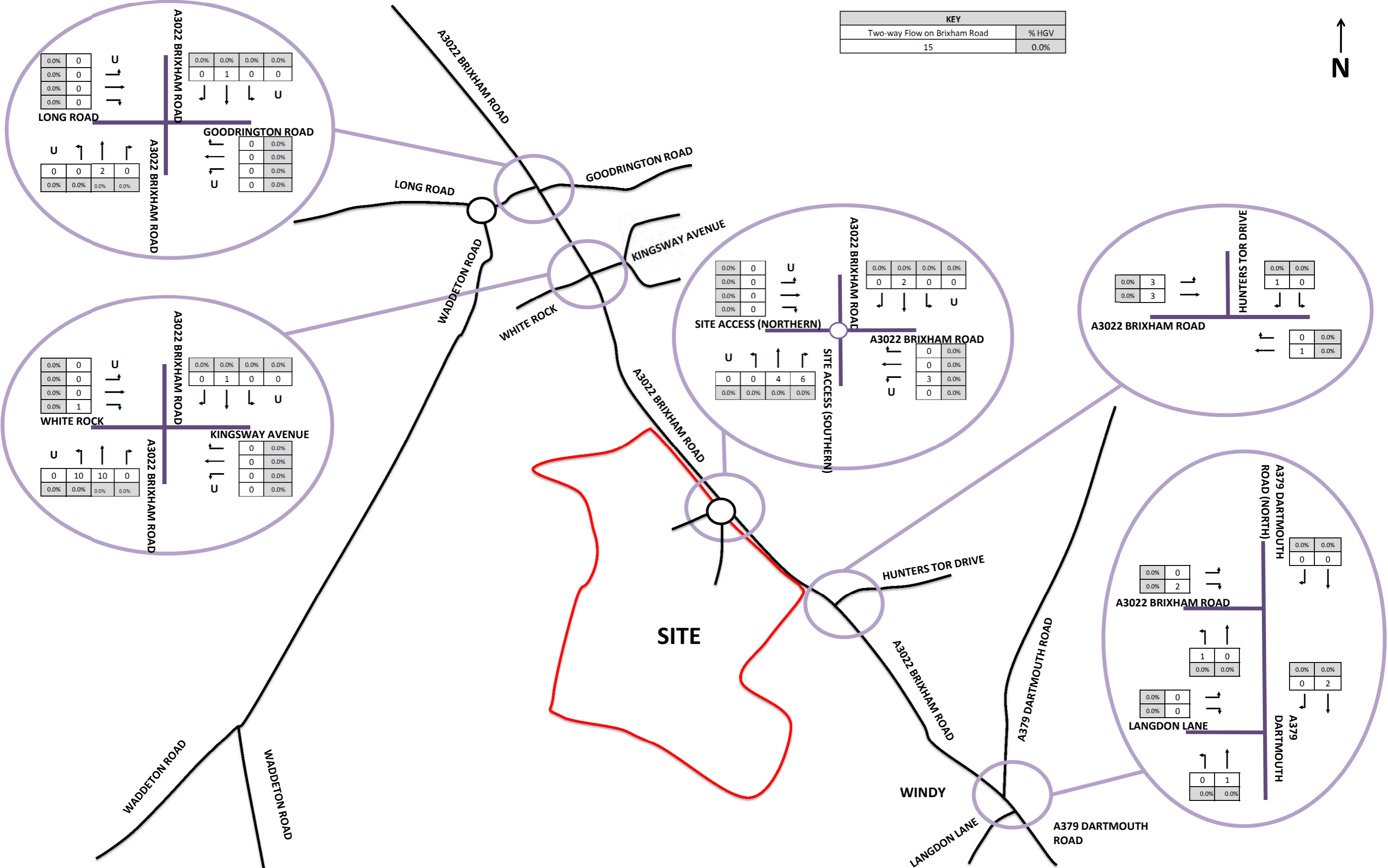
**A379 DARTMOUTH ROAD (SOUTH)**

0.0%	0.0%
0	13
0.0%	0.0%

<b>DEVELOPMENT FLOWS SCHOOL AM</b>	Project	checked	date	26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
	INGLEWOOD	DRK	20/9/17	
	Client	Produced	name	Rev
	Abacus Projects LTD/ Deeley Freed Estates	FF	APPENDIX K.5	



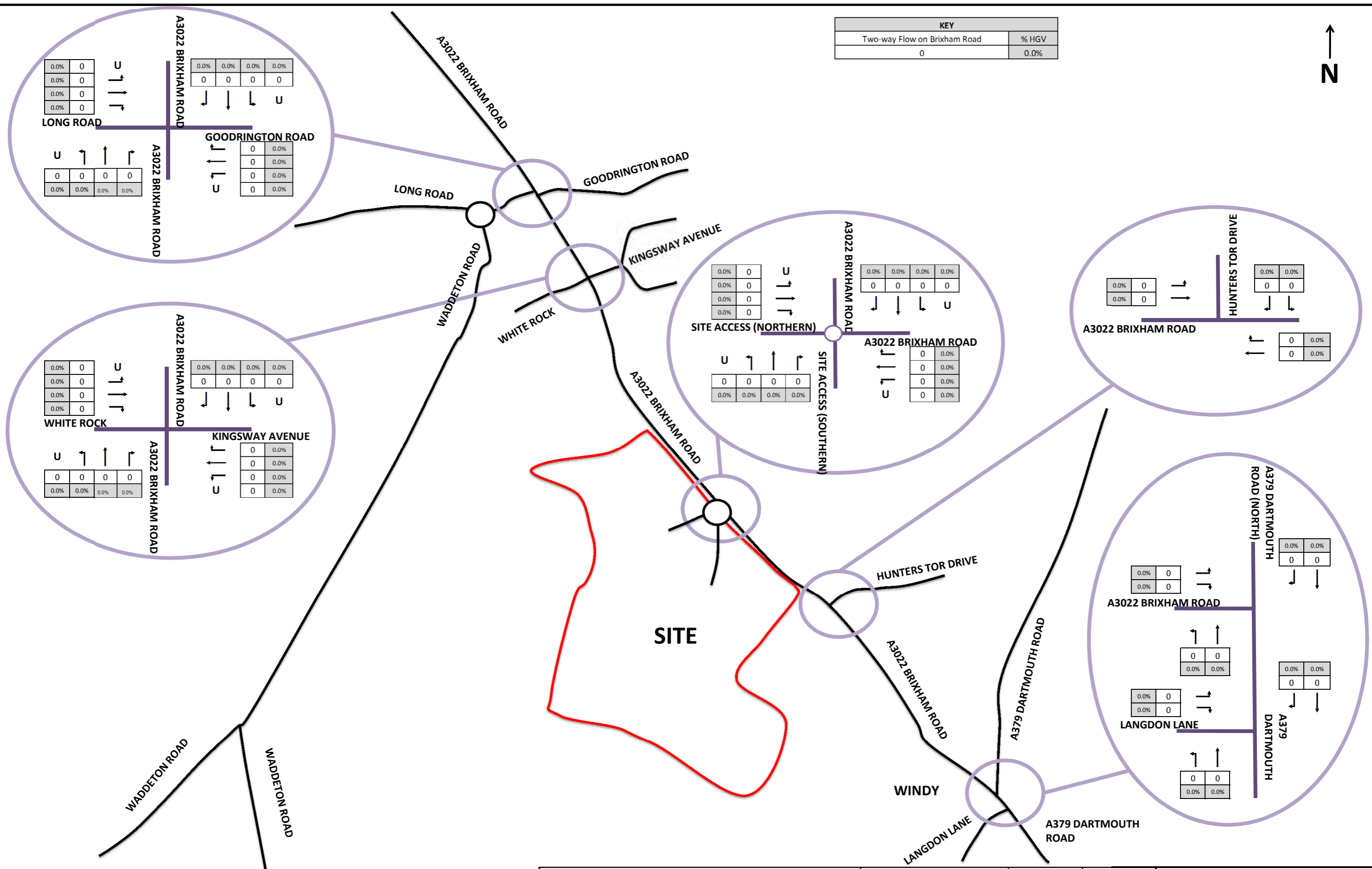
KEY	
Two-way Flow on Brixham Road	% HGV
15	0.0%



<b>DEVELOPMENT FLOWS SCHOOL PM</b>	Project	checked	date	 26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
	INGLEWOOD	DRK	20/9/17	
	Client	Produced	name	Rev
Abacus Projects LTD/ Deeley Freed Estates	FF	APPENDIX K.6		



KEY	
Two-way Flow on Brixham Road	% HGV
0	0.0%

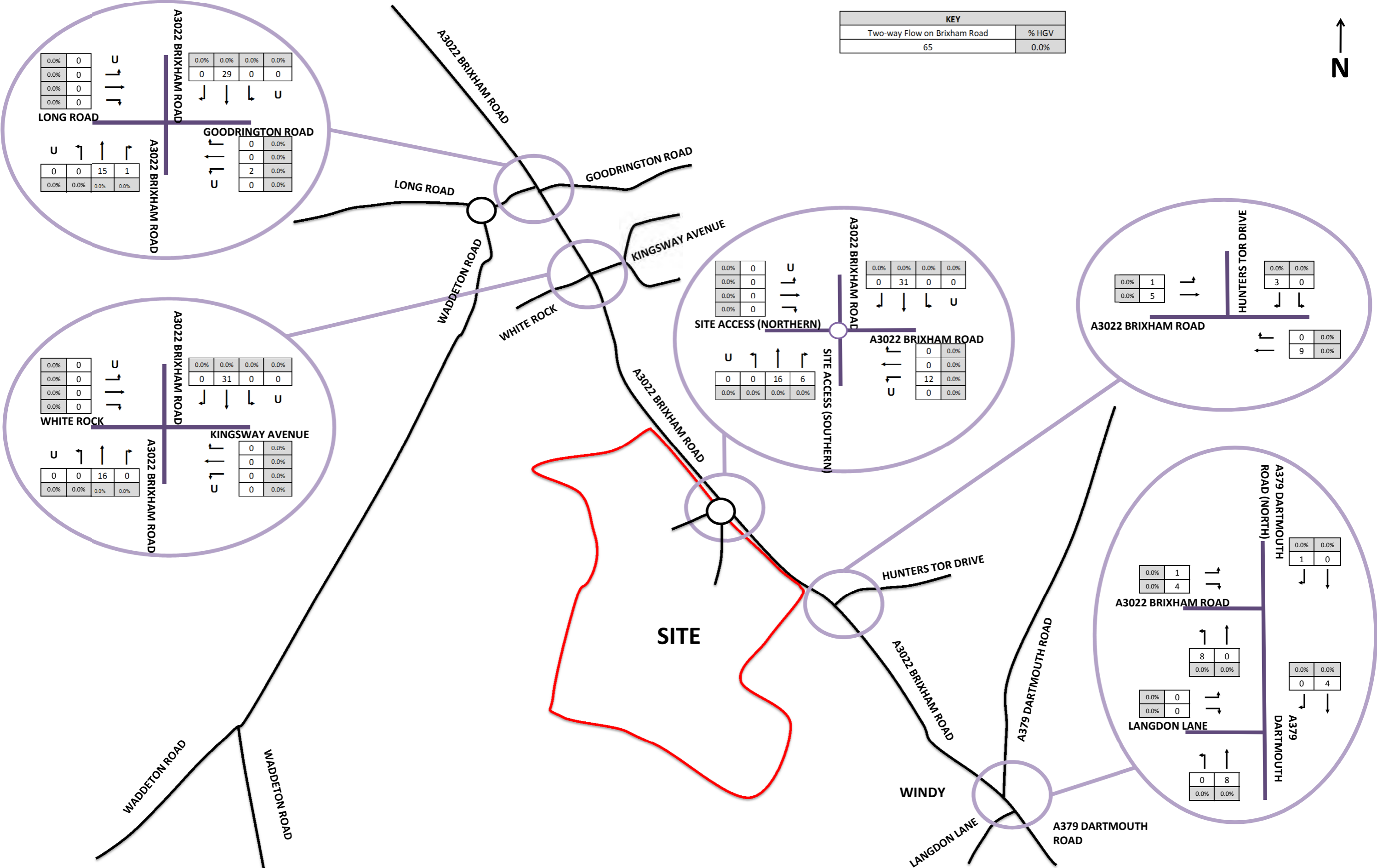


<b>DEVELOPMENT FLOWS PUBLIC HOUSE AM</b>	Project	checked	date	 26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
	INGLEWOOD	DRK	20/9/17	
	Client	Produced	name	Rev
	Abacus Projects LTD/ Deeley Freed Estates	FF	APPENDIX K.7	





KEY	
Two-way Flow on Brixham Road	% HGV
65	0.0%



**LONG ROAD**

0.0%	0
0.0%	0
0.0%	0
0.0%	0

0.0%	0.0%	0.0%	0.0%
0	29	0	0
↓	↓	↓	↓

0	0.0%
0	0.0%
2	0.0%
0	0.0%

**WHITE ROCK**

0.0%	0
0.0%	0
0.0%	0
0.0%	0

0.0%	0.0%	0.0%	0.0%
0	31	0	0
↓	↓	↓	↓

0	0.0%
0	0.0%
0	0.0%
0	0.0%

**SITE ACCESS (NORTHERN)**

0.0%	0
0.0%	0
0.0%	0
0.0%	0

0.0%	0.0%	0.0%	0.0%
0	31	0	0
↓	↓	↓	↓

0	0.0%
0	0.0%
12	0.0%
0	0.0%

**SITE ACCESS (SOUTHERN)**

0.0%	0
0.0%	0
0.0%	0
0.0%	0

0	0	16	6
↑	↑	↑	↑

0	0.0%
0	0.0%
0	0.0%
0	0.0%

**HUNTERS TOR DRIVE**

0.0%	1
0.0%	5

0.0%	0.0%
3	0
↓	↓

0	0.0%
9	0.0%

**A379 DARTMOUTH ROAD (NORTH)**

0.0%	0.0%
1	0
↓	↓

0.0%	0.0%
0	4
↓	↓

**A3022 BRIXHAM ROAD**

0.0%	1
0.0%	4


8	0
0.0%	0.0%

**LANGDON LANE**

0.0%	0
0.0%	0

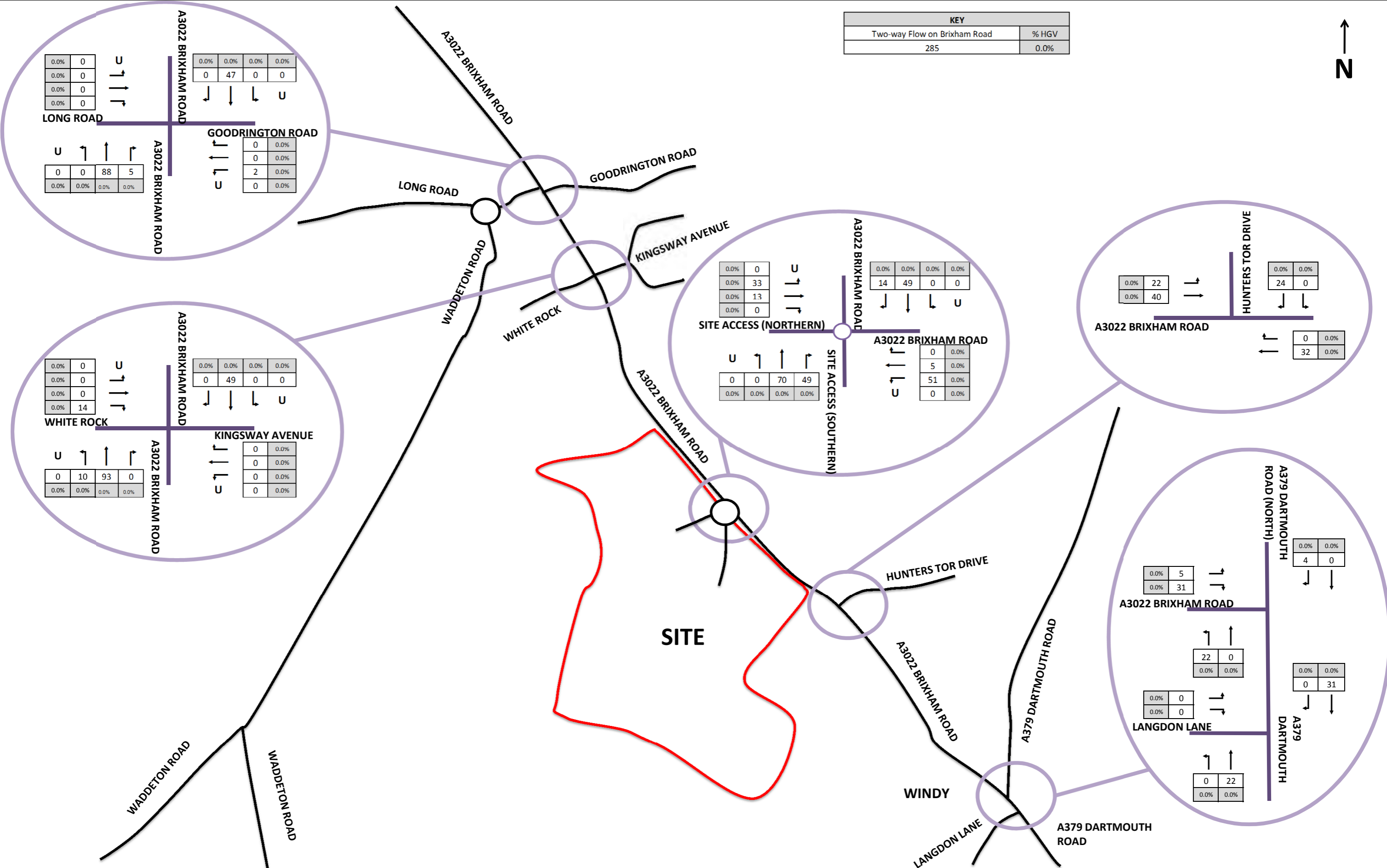
0	8
0.0%	0.0%

**DEVELOPMENT FLOWS  
PUBLIC HOUSE  
PM**


Project	INGLEWOOD	checked	DRK	date	20/9/17	 26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
Client	Abacus Projects LTD/ Deeley Freed Estates	Produced	FF	name	APPENDIX K.8	



KEY	
Two-way Flow on Brixham Road	% HGV
285	0.0%

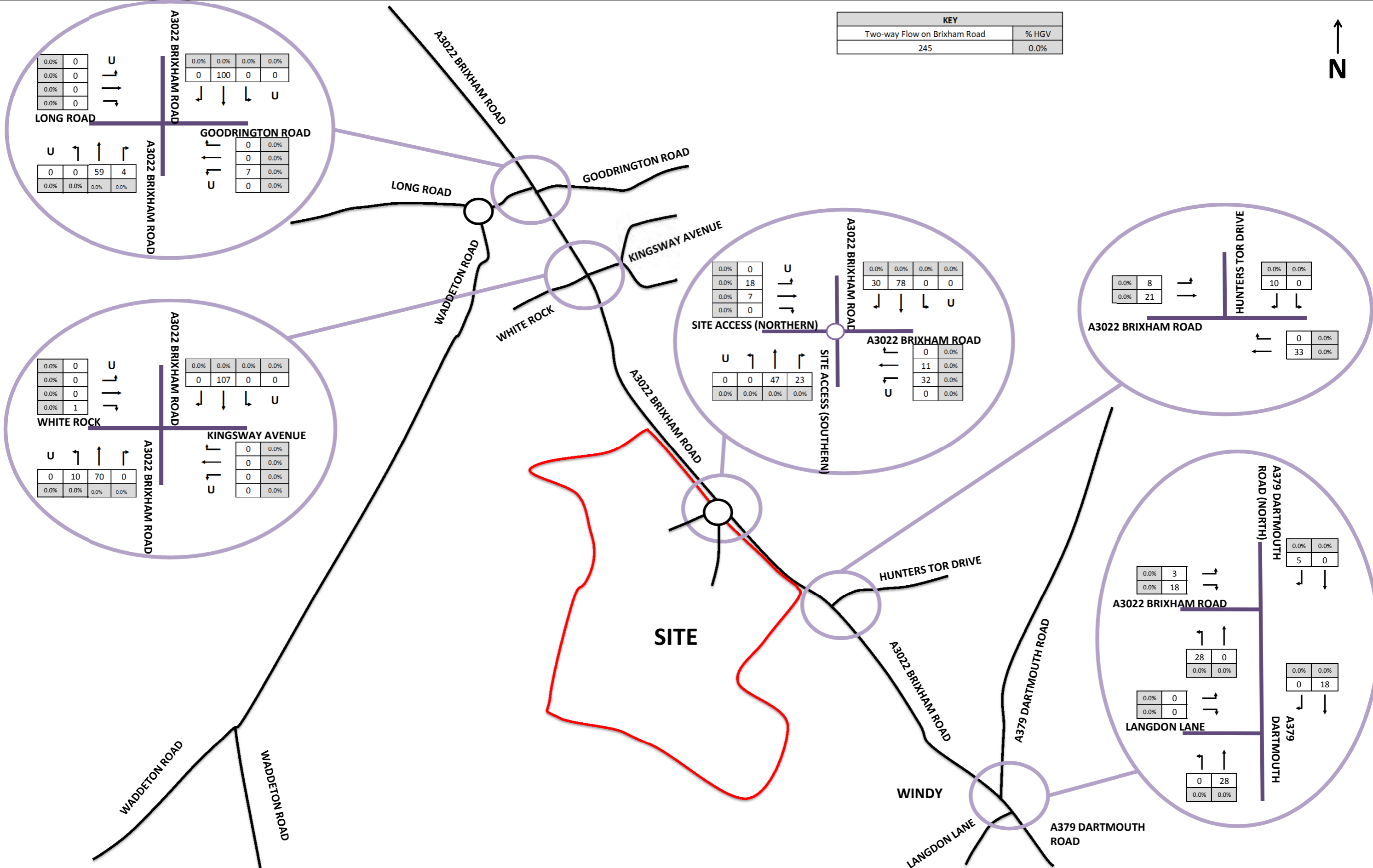


**TOTAL DEVELOPMENT FLOWS  
AM**

Project	checked	date	 26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
INGLEWOOD	DRK	20/9/17	
Client	Produced	name	Rev
Abacus Projects LTD/ Deeley Freed Estates	FF	APPENDIX K.9	



KEY	
Two-way Flow on Brixham Road	% HGV
245	0.0%



0.0%	0	0.0%	0.0%	0.0%	0.0%
0.0%	0	0	100	0	0
0.0%	0	↓	↓	↓	↓
0.0%	0				

0	0	59	4	0	0.0%
0.0%	0.0%	0.0%	0.0%	7	0.0%
				0	0.0%

0.0%	0	0.0%	0.0%	0.0%	0.0%
0.0%	0	0	107	0	0
0.0%	0	↓	↓	↓	↓
0.0%	1				

0	10	70	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%	0.0%
0.0%	18	30	78	0	0
0.0%	7	↓	↓	↓	↓
0.0%	0				

0	0	47	23	0	0.0%
0.0%	0.0%	0.0%	0.0%	11	0.0%
				32	0.0%

0.0%	8	0.0%	0.0%	0	0.0%
0.0%	21	10	0	33	0.0%
		↓	↓		

0.0%	3	0.0%	0.0%	5	0
0.0%	18	28	0	0	18
		↓	↓	↓	↓

**TOTAL DEVELOPMENT FLOWS  
PM**

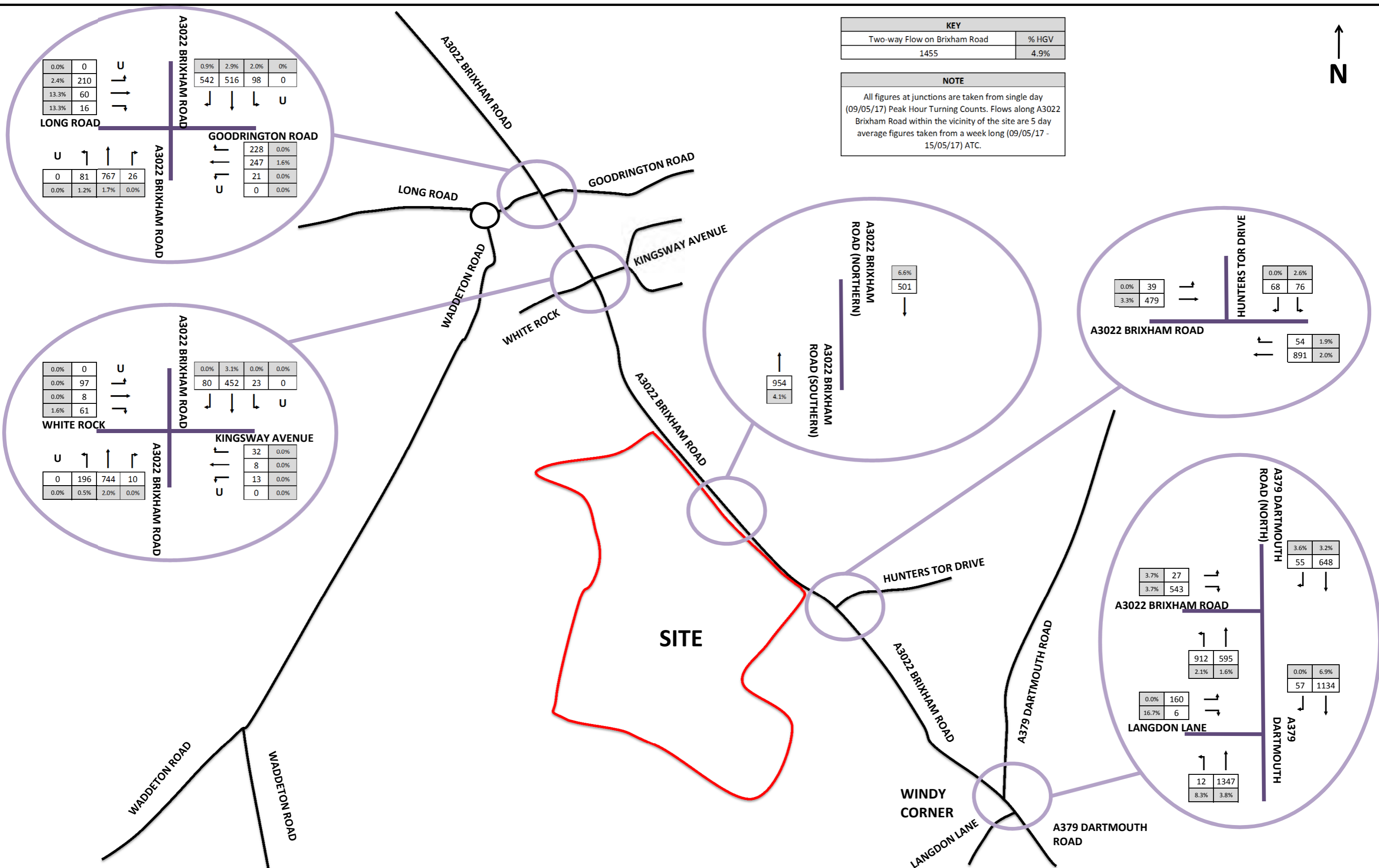
Project	checked	date	 26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
INGLEWOOD	DRK	20/9/17	
Client	Produced	name	Rev
Abacus Projects LTD/ Deeley Freed Estates	FF	APPENDIX K.10	



KEY	
Two-way Flow on Brixham Road	% HGV
1455	4.9%

**NOTE**

All figures at junctions are taken from single day (09/05/17) Peak Hour Turning Counts. Flows along A3022 Brixham Road within the vicinity of the site are 5 day average figures taken from a week long (09/05/17 - 15/05/17) ATC.



**LONG ROAD**

0.0%	0
2.4%	210
13.3%	60
13.3%	16

0.9%	2.9%	2.0%	0%
542	516	98	0

228	0.0%
247	1.6%
21	0.0%
0	0.0%

**WHITE ROCK**

0.0%	0
0.0%	97
0.0%	8
1.6%	61

0.0%	3.1%	0.0%	0.0%
80	452	23	0

32	0.0%
8	0.0%
13	0.0%
0	0.0%

**A3022 BRIXHAM ROAD (NORTHERN)**

6.6%
501

**A3022 BRIXHAM ROAD (SOUTHERN)**

954
4.1%

**HUNTERS TOR DRIVE**

0.0%	39
3.3%	479

0.0%	2.6%
68	76

54	1.9%
891	2.0%

**A379 DARTMOUTH ROAD (NORTH)**

3.6%	3.2%
55	648

0.0%	6.9%
57	1134

**A3022 BRIXHAM ROAD**

3.7%	27
3.7%	543


912	595
2.1%	1.6%

**LANGDON LANE**

0.0%	160
16.7%	6

12	1347
8.3%	3.8%

**PREDICTED 2019 FLOWS**  
AM

Project	INGLEWOOD	checked	DRK	date	20/9/17	 26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
Client	Abacus Projects LTD/ Deeley Freed Estates	Produced	FF	name	APPENDIX K.11	

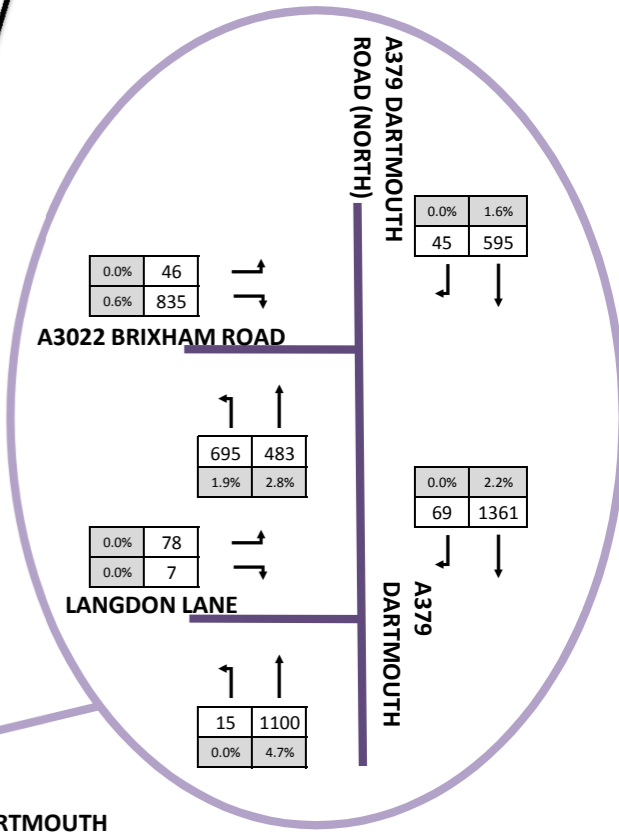
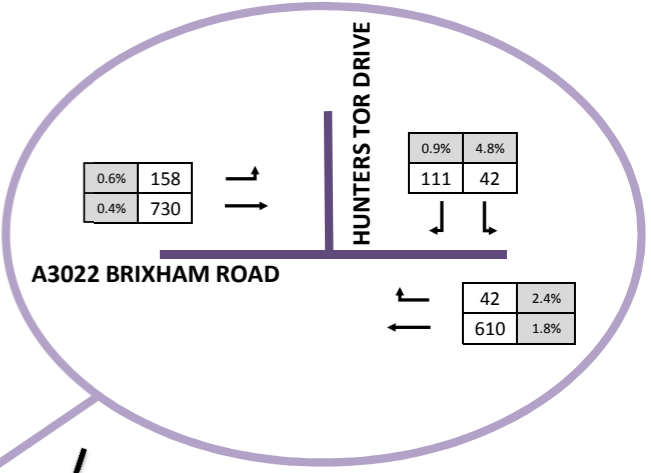
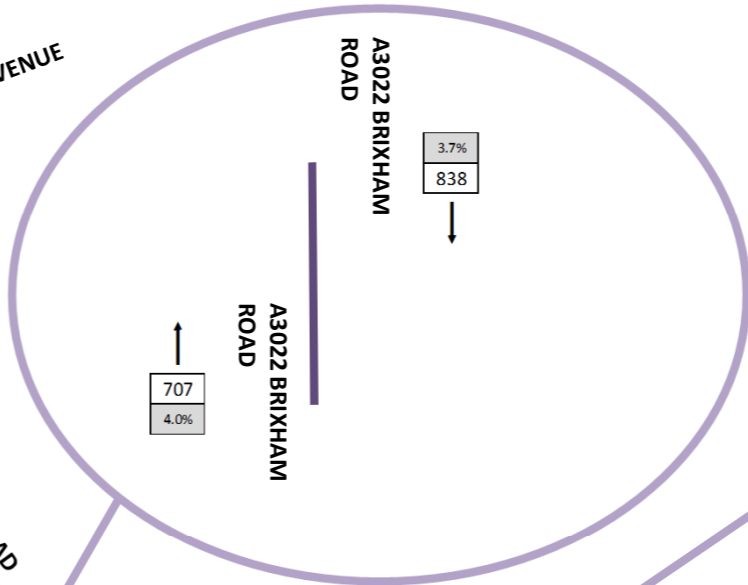
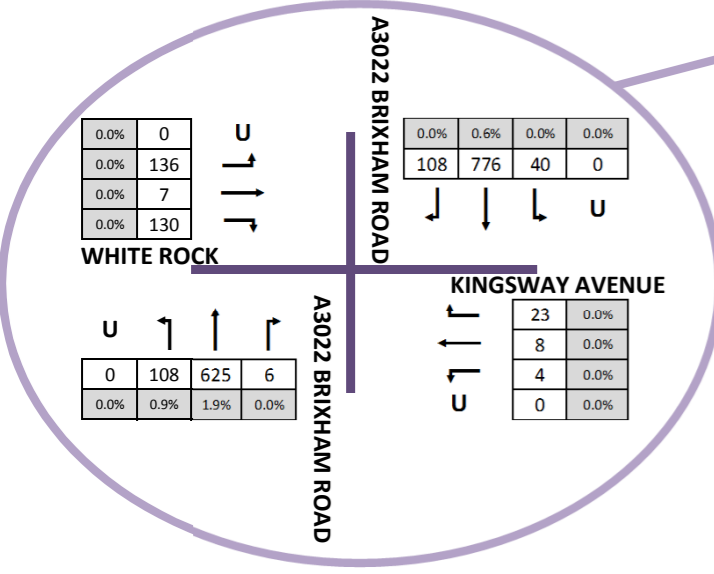
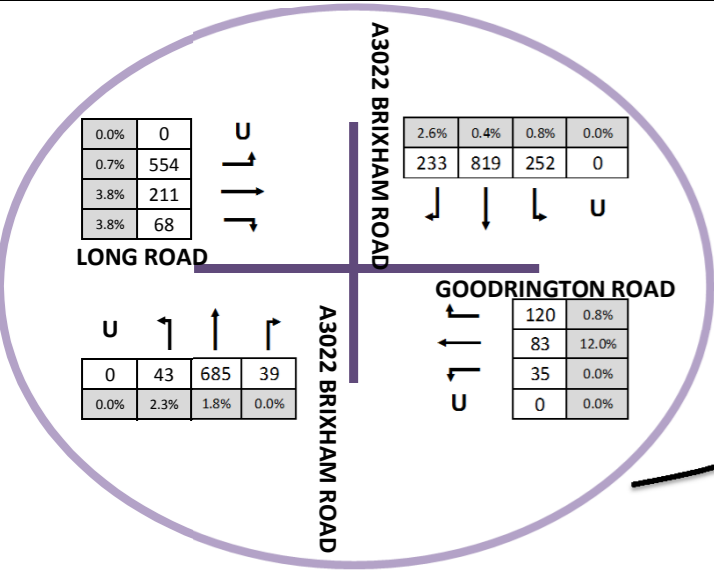
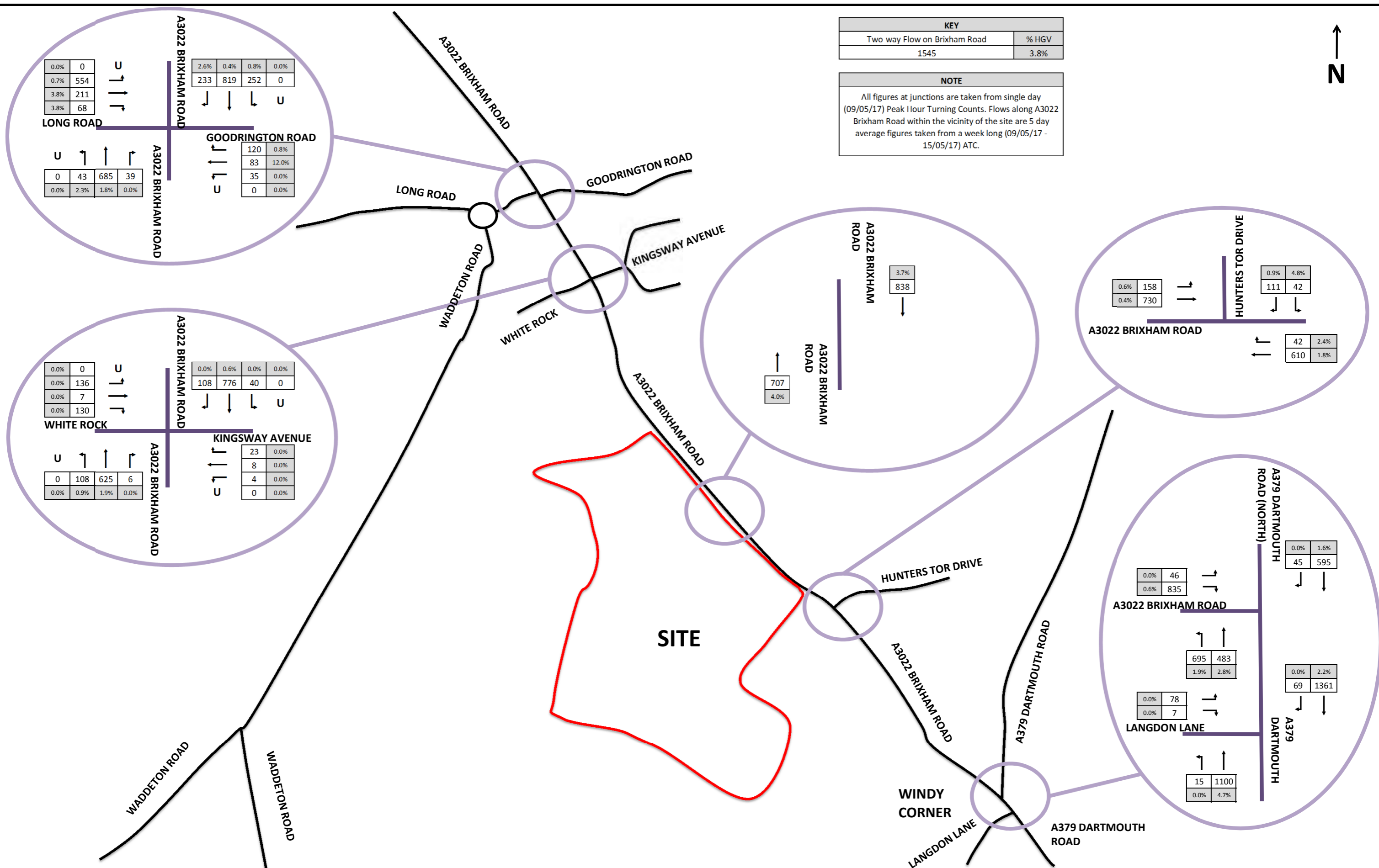




KEY	
Two-way Flow on Brixham Road	% HGV
1545	3.8%

**NOTE**

All figures at junctions are taken from single day (09/05/17) Peak Hour Turning Counts. Flows along A3022 Brixham Road within the vicinity of the site are 5 day average figures taken from a week long (09/05/17 - 15/05/17) ATC.



**PREDICTED 2019 FLOWS**  
PM

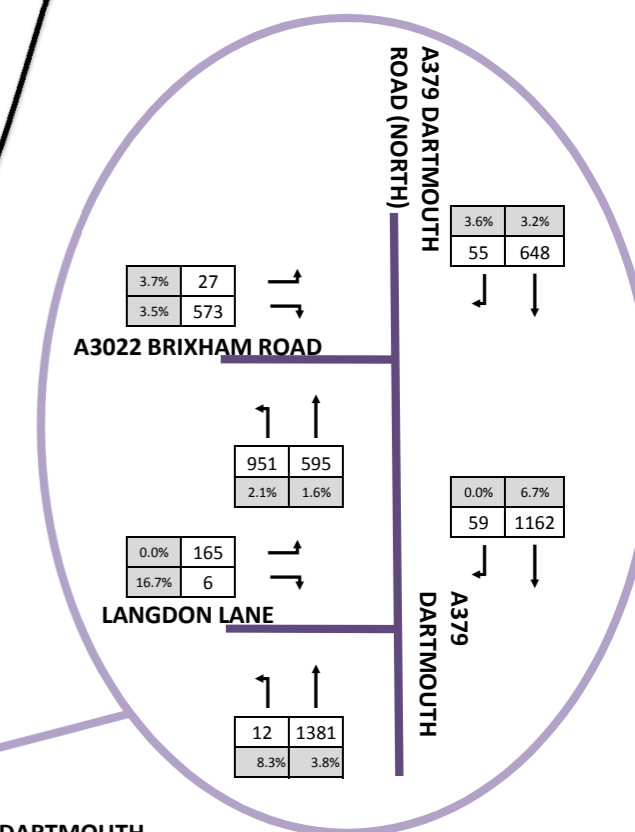
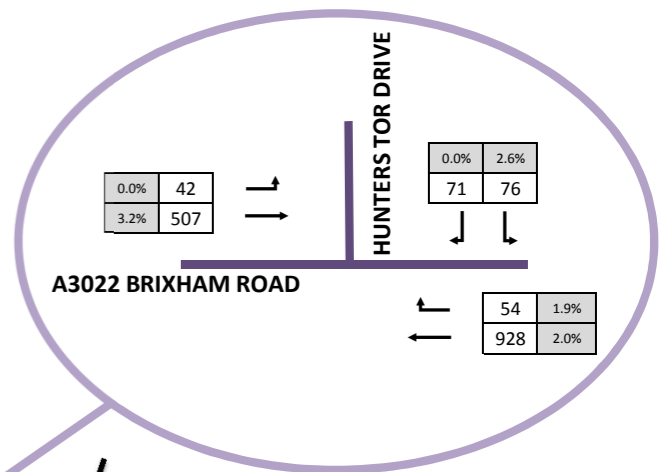
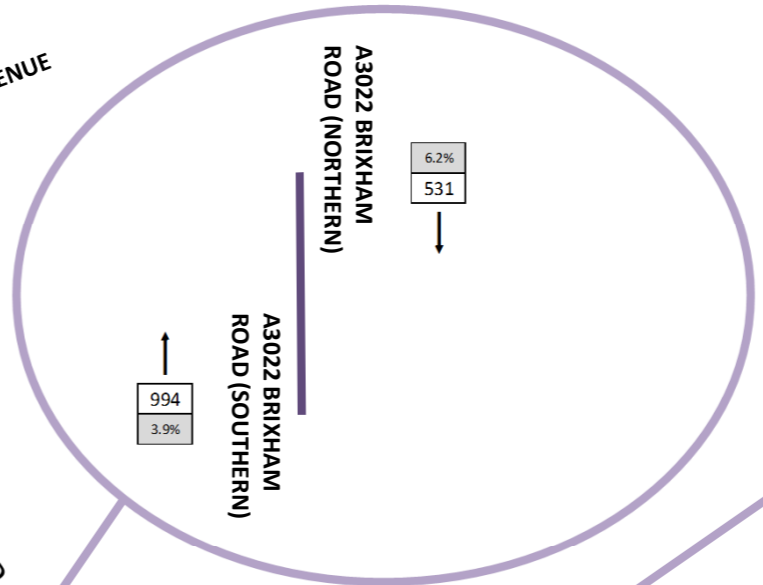
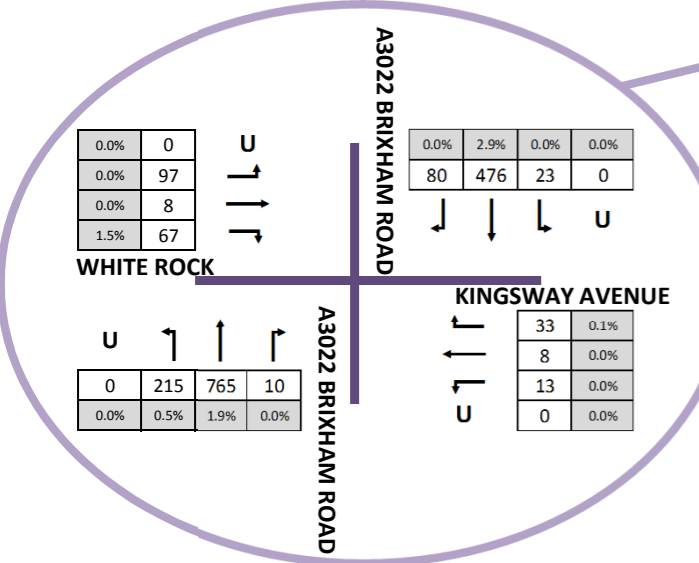
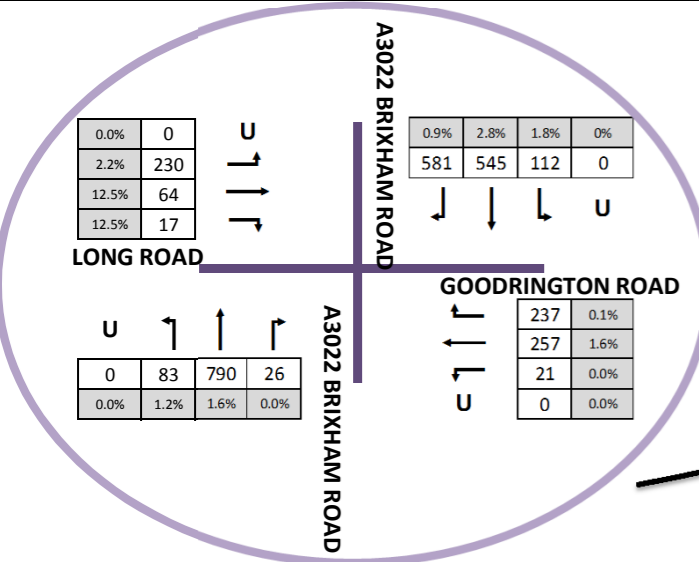
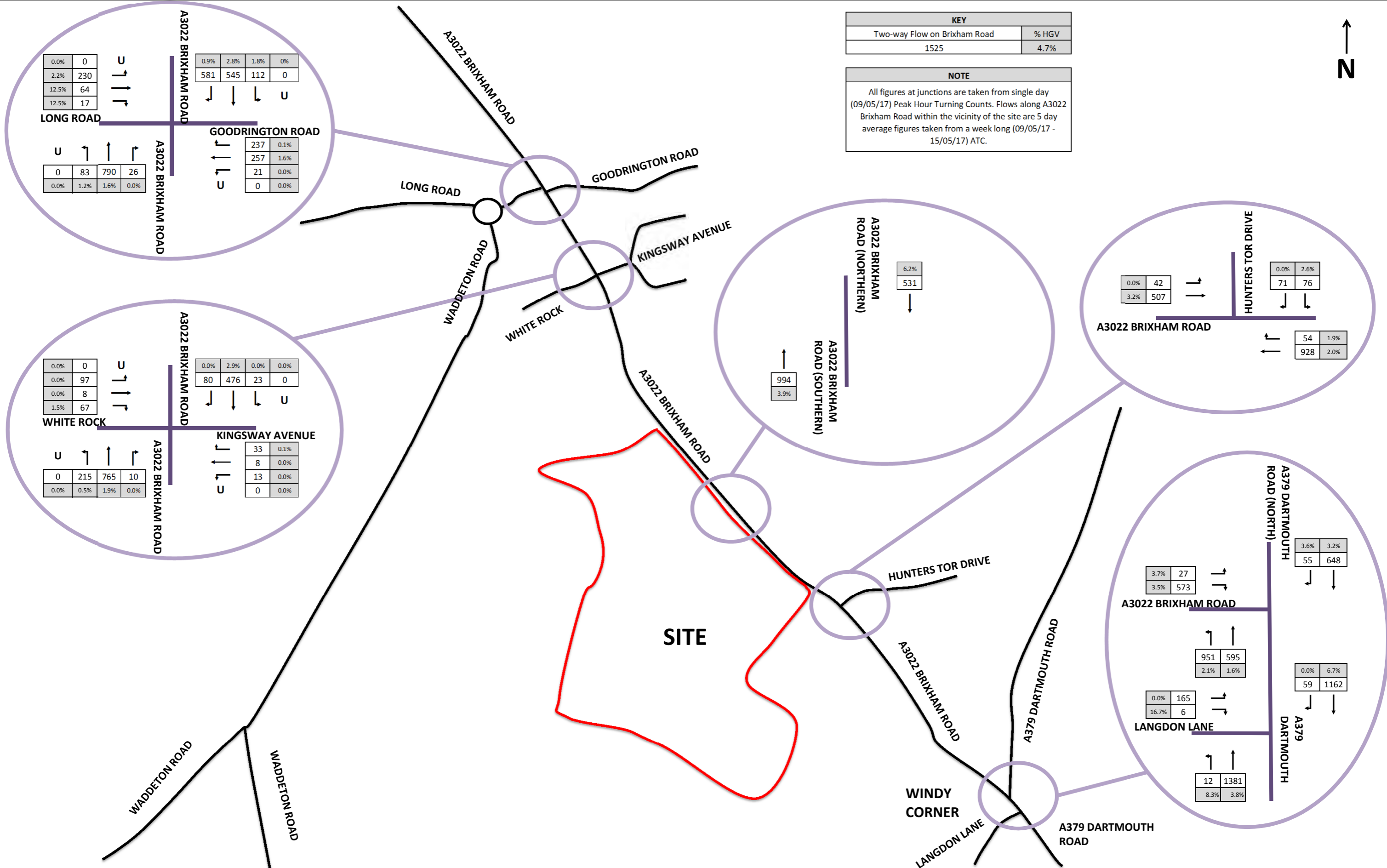
Project	INGLEWOOD	checked	DRK	date	20/9/17	26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
Client	Abacus Projects LTD/ Deeley Freed Estates	Produced	FF	name	APPENDIX K.12	




KEY	
Two-way Flow on Brixham Road	% HGV
1525	4.7%

**NOTE**

All figures at junctions are taken from single day (09/05/17) Peak Hour Turning Counts. Flows along A3022 Brixham Road within the vicinity of the site are 5 day average figures taken from a week long (09/05/17 - 15/05/17) ATC.



**PREDICTED 2024 FLOWS**  
AM

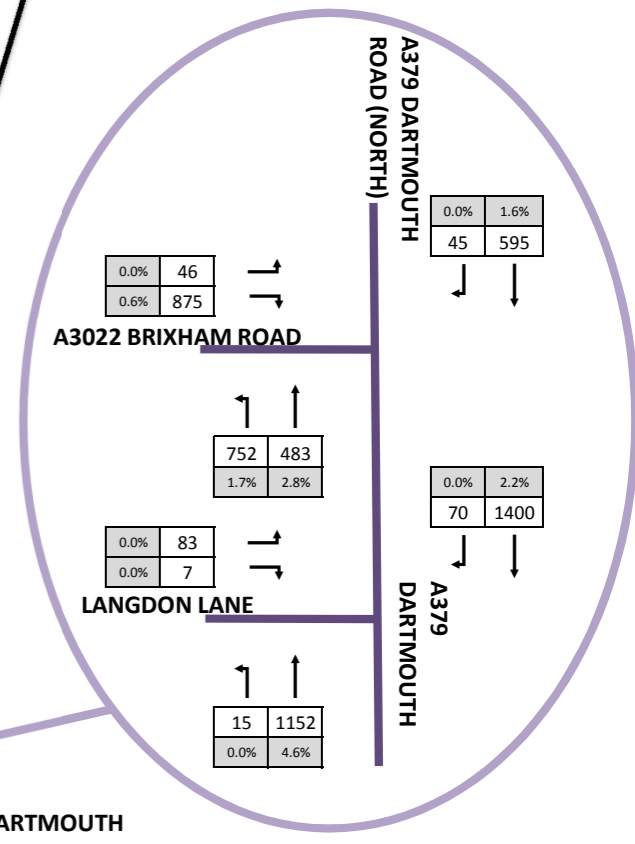
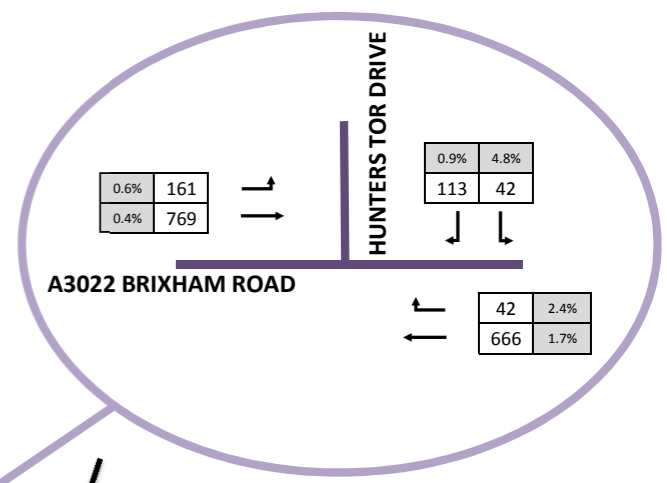
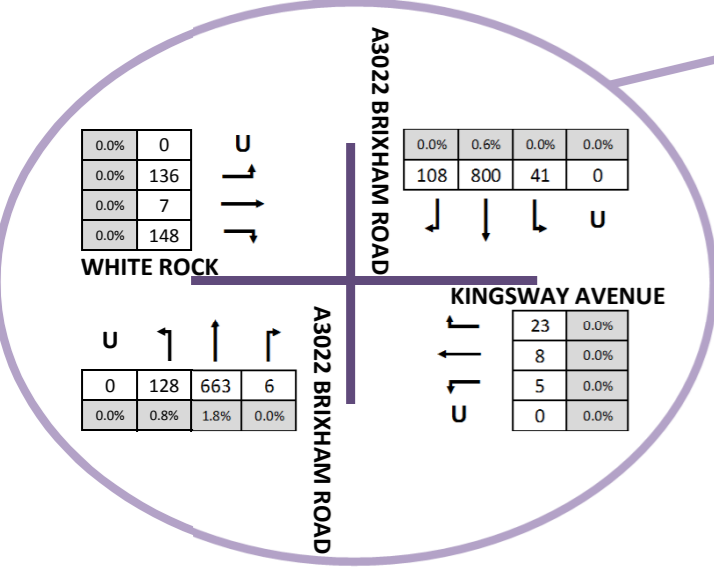
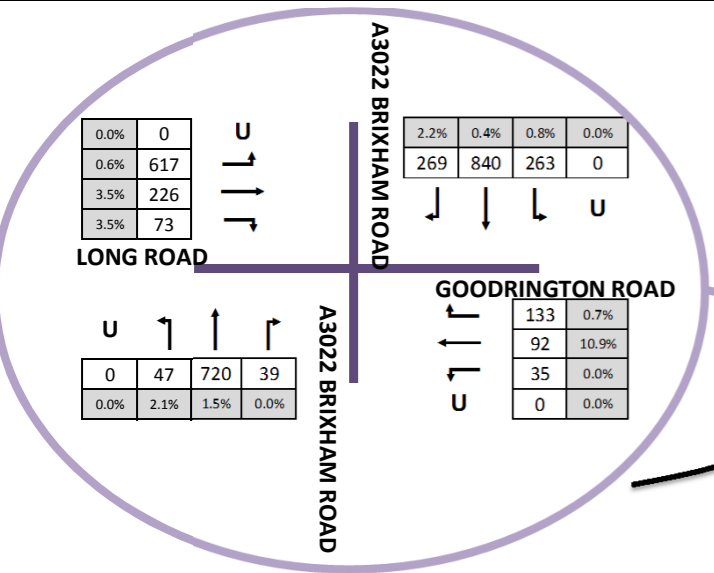
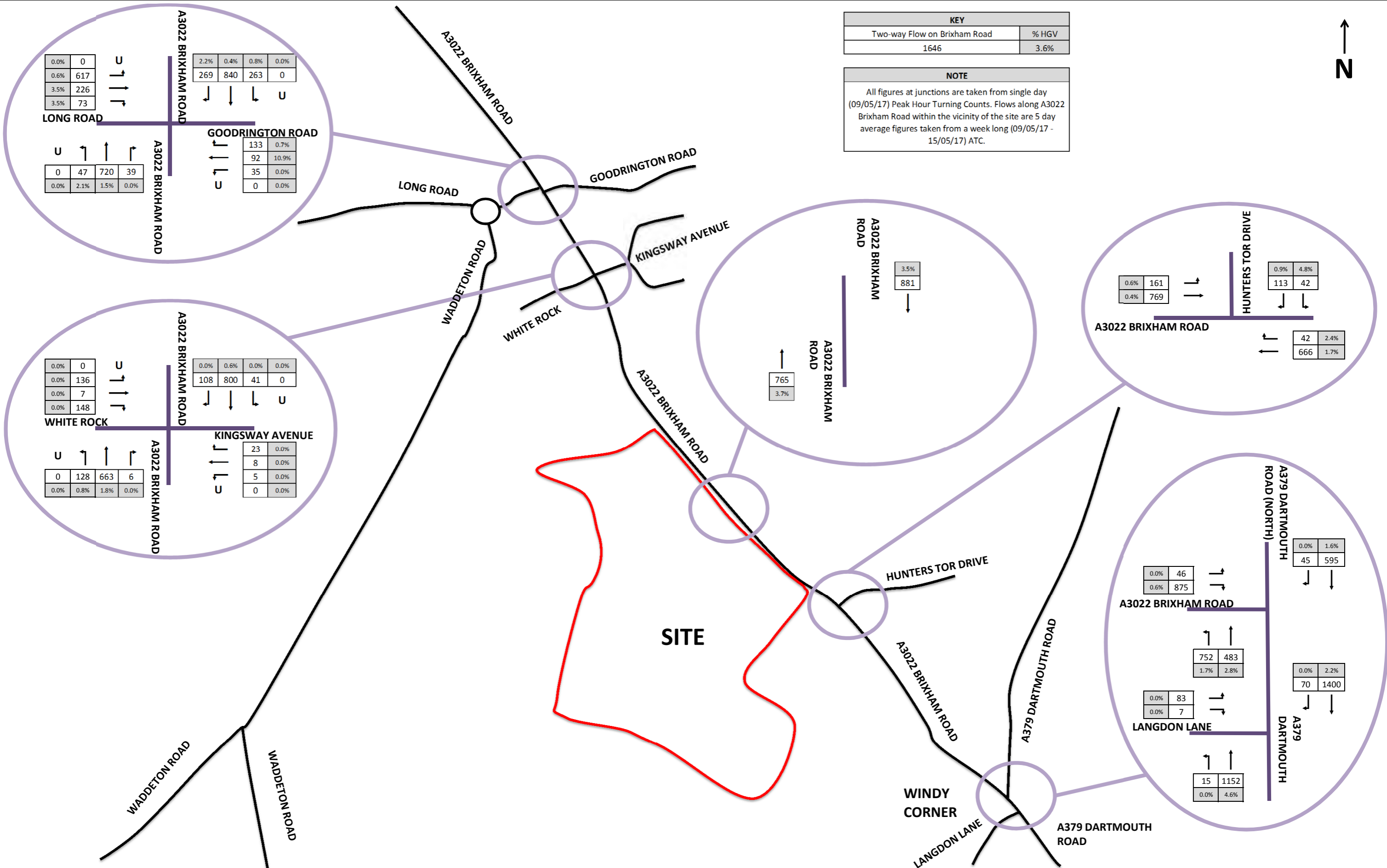
Project	checked	date	 26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
INGLEWOOD	DRK	20/9/17	
Client	Produced	name	Rev
Abacus Projects LTD/ Deeley Freed Estates	FF	APPENDIX K.13	



KEY	
Two-way Flow on Brixham Road	% HGV
1646	3.6%

**NOTE**

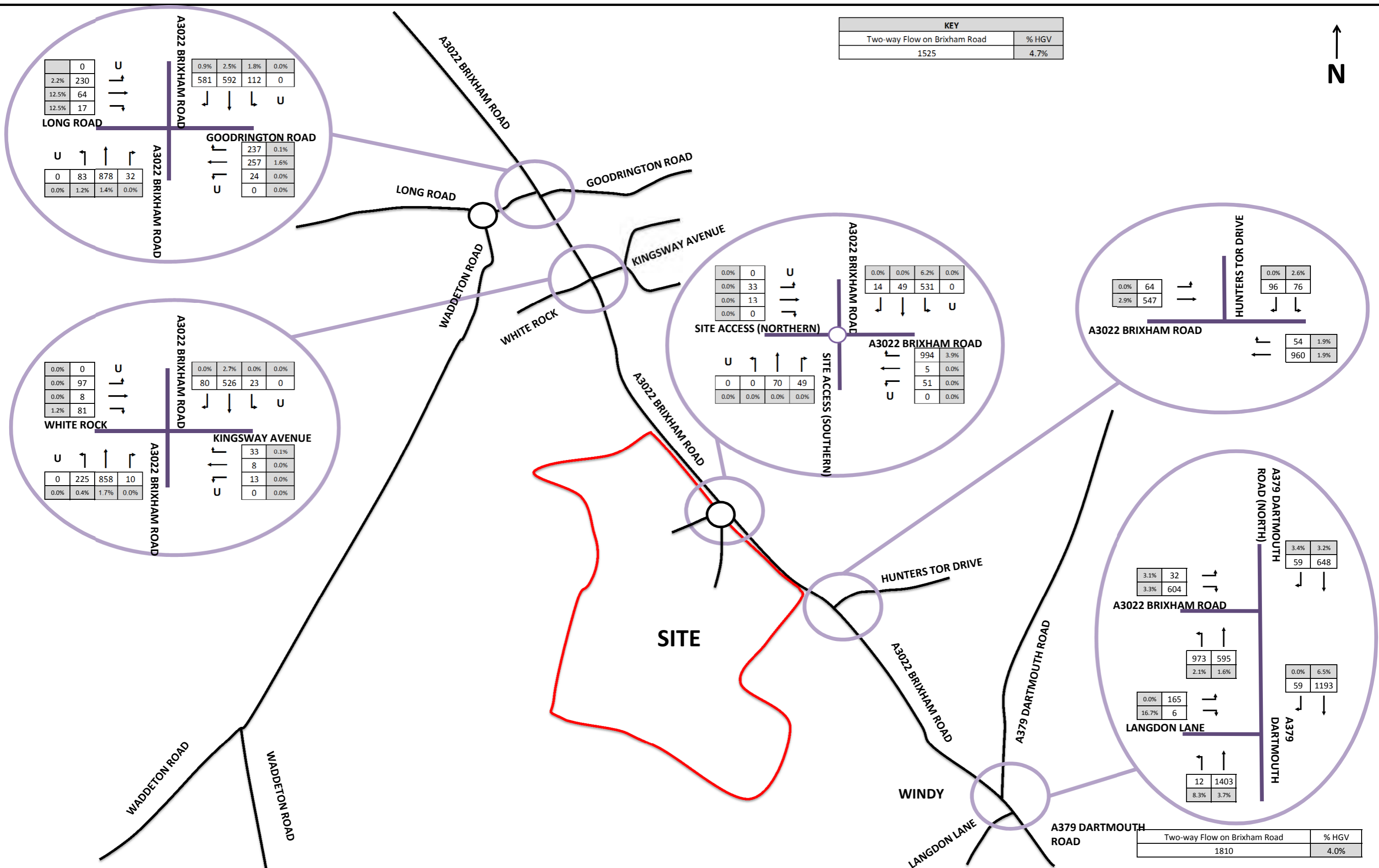
All figures at junctions are taken from single day (09/05/17) Peak Hour Turning Counts. Flows along A3022 Brixham Road within the vicinity of the site are 5 day average figures taken from a week long (09/05/17 - 15/05/17) ATC.



<b>PREDICTED 2024 FLOWS PM</b>	Project	checked	date	26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
	INGLEWOOD	DRK	20/9/17	
	Client	Produced	name	Rev
	Abacus Projects LTD/ Deeley Freed Estates	FF	APPENDIX K.14	



KEY	
Two-way Flow on Brixham Road	% HGV
1525	4.7%



0	0.9%	2.5%	1.8%	0.0%
230	581	592	112	0
2.2%	12.5%	64	237	0.1%
12.5%	17	257	24	0.0%
0	0.0%	83	0	0.0%
0.0%	1.2%	878	0	0.0%
32	0	0	0	0.0%

0	0.0%	2.7%	0.0%	0.0%
97	80	526	23	0
0.0%	0.0%	8	33	0.1%
1.2%	81	8	8	0.0%
0	0.0%	225	13	0.0%
0.0%	0.4%	858	0	0.0%
10	0	0	0	0.0%

0	0.0%	0.0%	6.2%	0.0%
33	14	49	531	0
0.0%	0.0%	0.0%	994	3.9%
13	5	0	51	0.0%
0	0	70	0	0.0%
0.0%	0.0%	0.0%	0	0.0%
49	0	0	0	0.0%

64	0.0%	2.6%
547	96	76
0.0%	54	1.9%
2.9%	960	1.9%

32	3.1%	3.2%
604	59	648
0.0%	59	1193
16.7%	6	0
12	8.3%	1403
6	0	0
0	0	0

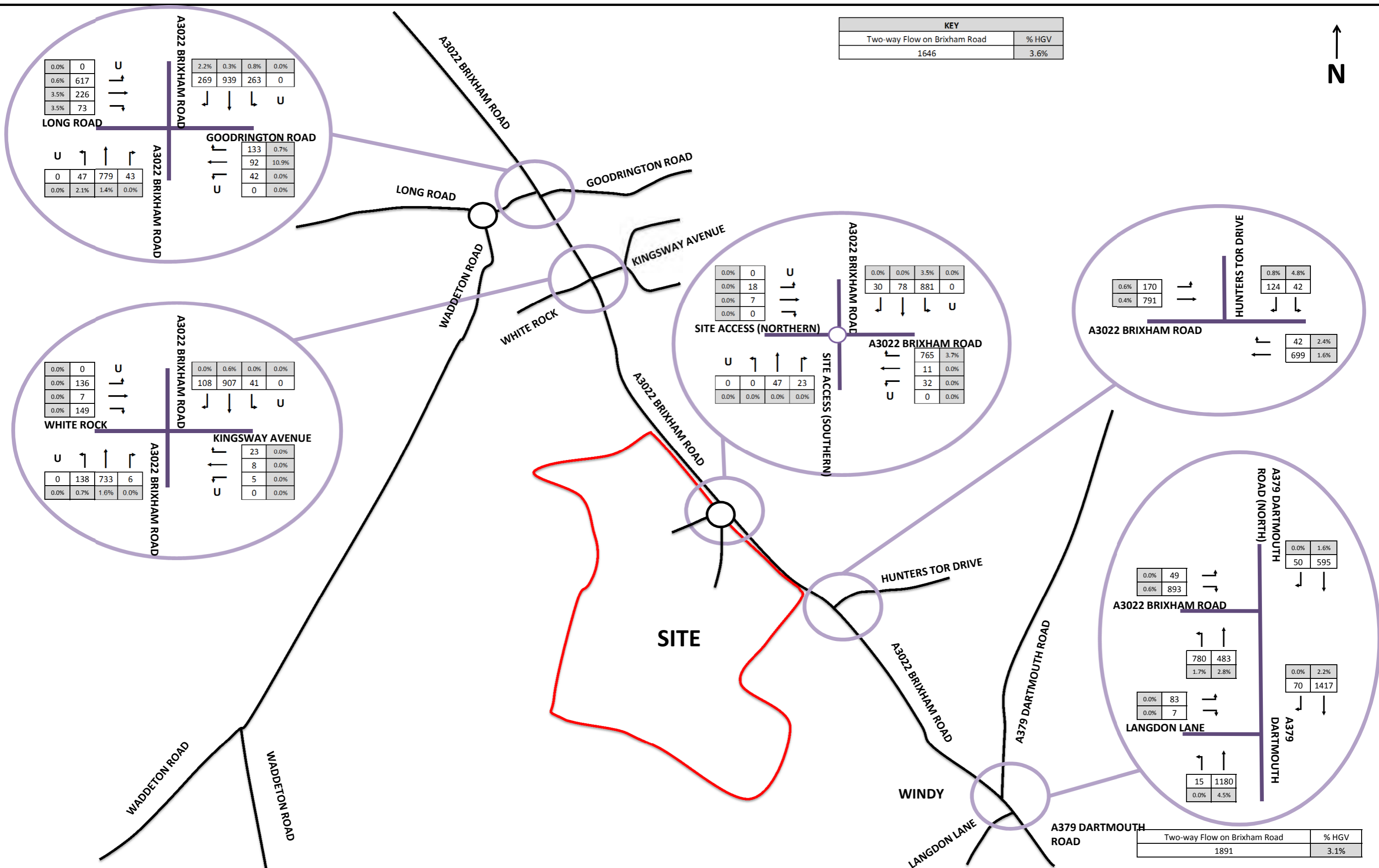
Two-way Flow on Brixham Road	% HGV
1810	4.0%

<b>PREDICTED 2024 FLOWS WITH INGLEWOOD DEVELOPMENT TRAFFIC AM</b>	Project	checked	date	26 Berkeley Square Bristol, BS8 1HP 0117 920 9430
	INGLEWOOD	DRK	20/9/17	
	Client	Produced	name	Rev
Abacus Projects LTD/ Deeley Freed Estates	FF	APPENDIX K.15		





KEY	
Two-way Flow on Brixham Road	% HGV
1646	3.6%



0.0%	0	2.2%	0.3%	0.8%	0.0%
0.6%	617	269	939	263	0
3.5%	226				
3.5%	73				

0.0%	0	0.0%	0.6%	0.0%	0.0%
0.0%	136	108	907	41	0
0.0%	7				
0.0%	149				


0.0%	0	0.0%	0.0%	3.5%	0.0%
0.0%	18	30	78	881	0
0.0%	7				
0.0%	0				

0.6%	170	0.8%	4.8%
0.4%	791	124	42
		42	2.4%
		699	1.6%

0.0%	49	0.0%	1.6%
0.6%	893	50	595
		780	483
		1.7%	2.8%
0.0%	83	0.0%	2.2%
0.0%	7	70	1417
		15	1180
		0.0%	4.5%

Two-way Flow on Brixham Road	% HGV
1891	3.1%

**PREDICTED 2024 FLOWS  
WITH INGLEWOOD DEVELOPMENT TRAFFIC  
PM**

Project	checked	date	 26 Berkeley Square Bristol, BS8 1HP 0117 920 9430	Rev
Client	Produced	name		APPENDIX K.16
Abacus Projects LTD/ Deeley Freed Estates	FF			

**Appendix L**  
**TRICS Output**

Calculation Reference: AUDIT-739001-160607-0640

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	7 days
08	NORTH WEST	
	CH CHESHIRE	4 days
09	NORTH	
	CB CUMBRIA	2 days
10	WALES	
	PS POWYS	2 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	AG ANGUS	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	2 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

## Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings  
 Actual Range: 6 to 237 (units: )  
 Range Selected by User: 5 to 400 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	8 days
Tuesday	13 days
Wednesday	6 days
Thursday	12 days
Friday	7 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	46 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	22
Edge of Town	20

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	40
No Sub Category	6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

## Filtering Stage 3 selection:

Use Class:

C3	45 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.



## Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	8 days
5,001 to 10,000	11 days
10,001 to 15,000	10 days
15,001 to 20,000	9 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	9 days
25,001 to 50,000	7 days
50,001 to 75,000	3 days
75,001 to 100,000	13 days
100,001 to 125,000	6 days
125,001 to 250,000	8 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	13 days
1.1 to 1.5	31 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	44 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	AD-03-A-01 SEMI -DETACHED SPRINGFIELD ROAD		ABERDEEN CITY
	ABERDEEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 59 Survey date: FRIDAY 18/05/12		Survey Type: MANUAL
2	AG-03-A-01 BUNGALOWS/DET. KEPTIE ROAD		ANGUS
	ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 Survey date: TUESDAY 22/05/12		Survey Type: MANUAL
3	CA-03-A-04 DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
4	CB-03-A-03 SEMI DETACHED HAWKSHEAD AVENUE		CUMBRIA
	WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40 Survey date: THURSDAY 20/11/08		Survey Type: MANUAL
5	CB-03-A-04 SEMI DETACHED MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09		Survey Type: MANUAL
6	CH-03-A-02 HOUSES/FLATS SYDNEY ROAD		CHESHIRE
	CREWE Edge of Town Residential Zone Total Number of dwellings: 174 Survey date: TUESDAY 14/10/08		Survey Type: MANUAL
7	CH-03-A-05 DETACHED SYDNEY ROAD SYDNEY CREWE Edge of Town Residential Zone Total Number of dwellings: 17 Survey date: TUESDAY 14/10/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CH-03-A-06 CREWE ROAD	SEMI-DET./BUNGALOWS		CESHIRE
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
9	CH-03-A-08 WHITCHURCH ROAD	DETACHED		CESHIRE
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
10	DV-03-A-01 BRONSHILL ROAD	TERRACED HOUSES		DEVON
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: WEDNESDAY	30/09/15		Survey Type: MANUAL
11	DV-03-A-02 MILLHEAD ROAD	HOUSES & BUNGALOWS		DEVON
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL
12	DV-03-A-03 LOWER BRAND LANE	TERRACED & SEMI DETACHED		DEVON
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: MONDAY	28/09/15		Survey Type: MANUAL
13	EA-03-A-01 TALISKER AVENUE	DETACHED		EAST AYRSHIRE
	KILMARNOCK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	39		
	Survey date: THURSDAY	05/06/08		Survey Type: MANUAL
14	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING		EAST SUSSEX
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	EX-03-A-01	SEMI -DET.		ESSEX
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		237	
	Survey date: TUESDAY		13/05/08	Survey Type: MANUAL
16	FA-03-A-01	SEMI -DETACHED/TERRACED		FALKIRK
	MANDELA AVENUE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		37	
	Survey date: THURSDAY		30/05/13	Survey Type: MANUAL
17	FA-03-A-02	MIXED HOUSES		FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		161	
	Survey date: WEDNESDAY		29/05/13	Survey Type: MANUAL
18	HC-03-A-17	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		36	
	Survey date: THURSDAY		12/11/15	Survey Type: MANUAL
19	HI-03-A-13	HOUSING		HIGHLAND
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		9	
	Survey date: THURSDAY		21/05/09	Survey Type: MANUAL
20	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
	Survey date: TUESDAY		18/09/12	Survey Type: MANUAL
21	LN-03-A-04	DETACHED & SEMI -DETACHED		LINCOLNSHIRE
	EGERTON ROAD			
	LINCOLN			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		30	
	Survey date: MONDAY		29/06/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NE-03-A-03 STATION ROAD	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	SCUNTHORPE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		180	
	Survey date:	TUESDAY	20/05/14	Survey Type: MANUAL
23	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS		NORFOLK
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		27	
	Survey date:	TUESDAY	16/10/12	Survey Type: MANUAL
24	NF-03-A-02 DEREHAM ROAD	HOUSES & FLATS		NORFOLK
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		98	
	Survey date:	MONDAY	22/10/12	Survey Type: MANUAL
25	NF-03-A-03 HALING WAY	DETACHED HOUSES		NORFOLK
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		10	
	Survey date:	WEDNESDAY	16/09/15	Survey Type: MANUAL
26	NY-03-A-03 NEW ROW	PRIVATE HOUSING		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	MONDAY	15/09/08	Survey Type: MANUAL
27	NY-03-A-06 HORSEFAIR	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		115	
	Survey date:	FRIDAY	14/10/11	Survey Type: MANUAL
28	NY-03-A-07 CRAVEN WAY	DETACHED & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		23	
	Survey date:	TUESDAY	18/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
		NICHOLAS STREET		
		YORK		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	21	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
30	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
		GRAMMAR SCHOOL LANE		
		NORTHALLERTON		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	52	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
31	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
32	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
33	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
		TULLYLUMB TERRACE		
		GORNHILL		
		PERTH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	36	
		Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
34	PS-03-A-01	MIXED HOUSES		POWYS
		BRYN GLAS		
		WELSHPOOL		
		Edge of Town Centre		
		Residential Zone		
		Total Number of dwellings:	16	
		Survey date: MONDAY	11/05/15	Survey Type: MANUAL
35	PS-03-A-02	DETACHED/SEMI -DETACHED		POWYS
		GUNROG ROAD		
		WELSHPOOL		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	28	
		Survey date: MONDAY	11/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	SC-03-A-04 HIGH ROAD	DETACHED & TERRACED		SURREY
	BYFLEET Edge of Town Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
37	SF-03-A-04 NORMANSTON DRIVE	DETACHED & BUNGALOWS		SUFFOLK
	LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
38	SF-03-A-05 VALE LANE	DETACHED HOUSES		SUFFOLK
	BURY ST EDMUNDS Edge of Town Residential Zone			
	Total Number of dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
39	SH-03-A-03 SOMERBY DRIVE BICTON HEATH SHREWSBURY	DETACHED		SHROPSHIRE
	Edge of Town No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
40	SH-03-A-04 ST MICHAEL'S STREET	TERRACED		SHROPSHIRE
	SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL
41	SH-03-A-05 SANDCROFT SUTTON HILL TELFORD	SEMI-DETACHED/TERRACED		SHROPSHIRE
	Edge of Town Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
42	SH-03-A-06 ELLESMERE ROAD	BUNGALOWS		SHROPSHIRE
	SHREWSBURY Edge of Town Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

43	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	NORTHFIELD			
	BRIDGWATER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL
44	WK-03-A-01	TERRACED/SEMI/DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		6	
	Survey date: FRIDAY		21/10/11	Survey Type: MANUAL
45	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date: THURSDAY		17/10/13	Survey Type: MANUAL
46	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		151	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.



TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	46	56	0.070	46	56	0.257	46	56	0.327
08:00 - 09:00	46	56	0.152	46	56	0.358	46	56	0.510
09:00 - 10:00	46	56	0.145	46	56	0.165	46	56	0.310
10:00 - 11:00	46	56	0.138	46	56	0.161	46	56	0.299
11:00 - 12:00	46	56	0.141	46	56	0.151	46	56	0.292
12:00 - 13:00	46	56	0.163	46	56	0.151	46	56	0.314
13:00 - 14:00	46	56	0.167	46	56	0.160	46	56	0.327
14:00 - 15:00	46	56	0.158	46	56	0.181	46	56	0.339
15:00 - 16:00	46	56	0.261	46	56	0.186	46	56	0.447
16:00 - 17:00	46	56	0.279	46	56	0.170	46	56	0.449
17:00 - 18:00	46	56	0.322	46	56	0.191	46	56	0.513
18:00 - 19:00	46	56	0.201	46	56	0.150	46	56	0.351
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.197</b>			<b>2.281</b>			<b>4.478</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 6 - 237 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 46  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	46	56	0.004	46	56	0.003	46	56	0.007
08:00 - 09:00	46	56	0.004	46	56	0.004	46	56	0.008
09:00 - 10:00	46	56	0.004	46	56	0.004	46	56	0.008
10:00 - 11:00	46	56	0.002	46	56	0.002	46	56	0.004
11:00 - 12:00	46	56	0.002	46	56	0.002	46	56	0.004
12:00 - 13:00	46	56	0.002	46	56	0.002	46	56	0.004
13:00 - 14:00	46	56	0.002	46	56	0.002	46	56	0.004
14:00 - 15:00	46	56	0.003	46	56	0.003	46	56	0.006
15:00 - 16:00	46	56	0.006	46	56	0.005	46	56	0.011
16:00 - 17:00	46	56	0.004	46	56	0.004	46	56	0.008
17:00 - 18:00	46	56	0.003	46	56	0.002	46	56	0.005
18:00 - 19:00	46	56	0.002	46	56	0.002	46	56	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.038</b>			<b>0.035</b>			<b>0.073</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 6 - 237 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 46  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	46	56	0.001	46	56	0.001	46	56	0.002
08:00 - 09:00	46	56	0.003	46	56	0.002	46	56	0.005
09:00 - 10:00	46	56	0.003	46	56	0.002	46	56	0.005
10:00 - 11:00	46	56	0.003	46	56	0.002	46	56	0.005
11:00 - 12:00	46	56	0.003	46	56	0.003	46	56	0.006
12:00 - 13:00	46	56	0.003	46	56	0.004	46	56	0.007
13:00 - 14:00	46	56	0.003	46	56	0.003	46	56	0.006
14:00 - 15:00	46	56	0.001	46	56	0.003	46	56	0.004
15:00 - 16:00	46	56	0.001	46	56	0.000	46	56	0.001
16:00 - 17:00	46	56	0.001	46	56	0.002	46	56	0.003
17:00 - 18:00	46	56	0.001	46	56	0.001	46	56	0.002
18:00 - 19:00	46	56	0.000	46	56	0.000	46	56	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.023</b>			<b>0.023</b>			<b>0.046</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 6 - 237 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 46  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	46	56	0.000	46	56	0.000	46	56	0.000
08:00 - 09:00	46	56	0.000	46	56	0.000	46	56	0.000
09:00 - 10:00	46	56	0.000	46	56	0.000	46	56	0.000
10:00 - 11:00	46	56	0.000	46	56	0.000	46	56	0.000
11:00 - 12:00	46	56	0.001	46	56	0.001	46	56	0.002
12:00 - 13:00	46	56	0.000	46	56	0.000	46	56	0.000
13:00 - 14:00	46	56	0.000	46	56	0.000	46	56	0.000
14:00 - 15:00	46	56	0.000	46	56	0.000	46	56	0.000
15:00 - 16:00	46	56	0.000	46	56	0.000	46	56	0.000
16:00 - 17:00	46	56	0.000	46	56	0.000	46	56	0.000
17:00 - 18:00	46	56	0.000	46	56	0.000	46	56	0.000
18:00 - 19:00	46	56	0.000	46	56	0.000	46	56	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.001</b>			<b>0.001</b>			<b>0.002</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 6 - 237 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 46  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	46	56	0.005	46	56	0.019	46	56	0.024
08:00 - 09:00	46	56	0.002	46	56	0.015	46	56	0.017
09:00 - 10:00	46	56	0.003	46	56	0.005	46	56	0.008
10:00 - 11:00	46	56	0.005	46	56	0.010	46	56	0.015
11:00 - 12:00	46	56	0.004	46	56	0.004	46	56	0.008
12:00 - 13:00	46	56	0.007	46	56	0.005	46	56	0.012
13:00 - 14:00	46	56	0.005	46	56	0.004	46	56	0.009
14:00 - 15:00	46	56	0.005	46	56	0.007	46	56	0.012
15:00 - 16:00	46	56	0.015	46	56	0.005	46	56	0.020
16:00 - 17:00	46	56	0.014	46	56	0.004	46	56	0.018
17:00 - 18:00	46	56	0.018	46	56	0.009	46	56	0.027
18:00 - 19:00	46	56	0.009	46	56	0.005	46	56	0.014
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.092</b>			<b>0.092</b>			<b>0.184</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 6 - 237 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 46  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-739001-170510-0535

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION  
 Category : A - PRIMARY  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	MT MERTHYR TYDFIL	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	FI FIFE	2 days
	SR STIRLING	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils  
 Actual Range: 79 to 414 (units: )  
 Range Selected by User: 79 to 420 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 22/03/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D1 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
125,001 to 250,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	11 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BU-04-A-01 LOWER ROAD STOKE MANDEVILLE NEAR AYLESBURY Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: Survey date: WEDNESDAY	PRIMARY SCHOOL 208 01/10/14	BUCKINGHAMSHIRE	Survey Type: MANUAL
2	CH-04-A-01 WESTON GROVE UPTON CHESTER Edge of Town Residential Zone Total Number of pupils: Survey date: MONDAY	PRIMARY SCHOOL 219 17/11/14	CHESHIRE	Survey Type: MANUAL
3	DS-04-A-01 VICARAGE ROAD MICKLEOVER DERBY Edge of Town Residential Zone Total Number of pupils: Survey date: THURSDAY	PRIMARY SCHOOL 387 25/06/15	DERBYSHIRE	Survey Type: MANUAL
4	DU-04-A-01 FALKLAND CRESCENT BROUGHTY FERRY DUNDEE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: MONDAY	PRIMARY SCHOOL 412 21/05/12	DUNDEE CITY	Survey Type: MANUAL
5	EX-04-A-01 THE STREET ROXWELL NEAR CHELMSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: Survey date: TUESDAY	PRIMARY SCHOOL 79 05/11/13	ESSEX	Survey Type: MANUAL
6	FI-04-A-01 NORTHBANK ROAD CAIRNEYHILL NEAR DUNFERMLINE Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: Survey date: WEDNESDAY	PRIMARY SCHOOL 285 27/05/15	FIFE	Survey Type: MANUAL
7	FI-04-A-02 RINTOUL AVENUE BLAIRHALL NEAR DUNFERMLINE Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: Survey date: TUESDAY	PRIMARY SCHOOL 159 22/03/16	FIFE	Survey Type: MANUAL
8	LN-04-A-01 GONERBY HILL FOOT  GRANTHAM Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils: Survey date: WEDNESDAY	PRIMARY SCHOOL 312 12/06/13	LINCOLNSHIRE	Survey Type: MANUAL



LIST OF SITES relevant to selection parameters (Cont.)

9	MT-04-A-01 BRECON ROAD	PRIMARY SCHOOL		MERTHYR TYDFIL
	MERTHYR TYDFIL Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of pupils:		184	
	Survey date: FRIDAY		18/10/13	Survey Type: MANUAL
10	NE-04-A-01 SUNNINGDALE ROAD	PRIMARY SCHOOL		NORTH EAST LINCOLNSHIRE
	SCUNTHORPE Edge of Town Residential Zone			
	Total Number of pupils:		147	
	Survey date: TUESDAY		20/05/14	Survey Type: MANUAL
11	SC-04-A-01 SCHOOL LANE	PRIMARY SCHOOL		SURREY
	PIRBRIGHT NEAR WOKING Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:		414	
	Survey date: THURSDAY		22/11/12	Survey Type: MANUAL
12	SF-04-A-03 ENSTONE ROAD	PRIMARY SCHOOL		SUFFOLK
	KIRKLEY LOWESTOFT Neighbourhood Centre (PPS6 Local Centre) Residential Zone			
	Total Number of pupils:		234	
	Survey date: WEDNESDAY		10/12/14	Survey Type: MANUAL
13	SR-04-A-01 PULLAR AVENUE	PRIMARY SCHOOL		STIRLING
	BRIDGE OF ALLAN STIRLING Edge of Town Residential Zone			
	Total Number of pupils:		386	
	Survey date: MONDAY		16/06/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.013	1	312	0.003	1	312	0.016
07:00 - 08:00	13	264	0.034	13	264	0.008	13	264	0.042
08:00 - 09:00	13	264	0.221	13	264	0.156	13	264	0.377
09:00 - 10:00	13	264	0.041	13	264	0.058	13	264	0.099
10:00 - 11:00	13	264	0.011	13	264	0.012	13	264	0.023
11:00 - 12:00	13	264	0.027	13	264	0.020	13	264	0.047
12:00 - 13:00	13	264	0.023	13	264	0.025	13	264	0.048
13:00 - 14:00	13	264	0.019	13	264	0.027	13	264	0.046
14:00 - 15:00	13	264	0.059	13	264	0.020	13	264	0.079
15:00 - 16:00	13	264	0.115	13	264	0.161	13	264	0.276
16:00 - 17:00	13	264	0.046	13	264	0.076	13	264	0.122
17:00 - 18:00	13	264	0.015	13	264	0.033	13	264	0.048
18:00 - 19:00	12	270	0.015	12	270	0.016	12	270	0.031
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.032	1	312	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.639			0.647			1.286

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 79 - 414 (units: )  
 Survey date date range: 01/01/09 - 22/03/16  
 Number of weekdays (Monday-Friday): 13  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
TAXIS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	13	264	0.000	13	264	0.000	13	264	0.000
08:00 - 09:00	13	264	0.004	13	264	0.004	13	264	0.008
09:00 - 10:00	13	264	0.000	13	264	0.000	13	264	0.000
10:00 - 11:00	13	264	0.000	13	264	0.000	13	264	0.000
11:00 - 12:00	13	264	0.000	13	264	0.000	13	264	0.000
12:00 - 13:00	13	264	0.000	13	264	0.000	13	264	0.000
13:00 - 14:00	13	264	0.000	13	264	0.000	13	264	0.000
14:00 - 15:00	13	264	0.001	13	264	0.000	13	264	0.001
15:00 - 16:00	13	264	0.001	13	264	0.003	13	264	0.004
16:00 - 17:00	13	264	0.000	13	264	0.000	13	264	0.000
17:00 - 18:00	13	264	0.000	13	264	0.000	13	264	0.000
18:00 - 19:00	12	270	0.000	12	270	0.000	12	270	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.006			0.007			0.013

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 79 - 414 (units: )  
 Survey date date range: 01/01/09 - 22/03/16  
 Number of weekdays (Monday-Friday): 13  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
OGVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.003	1	312	0.003	1	312	0.006
07:00 - 08:00	13	264	0.000	13	264	0.000	13	264	0.000
08:00 - 09:00	13	264	0.001	13	264	0.001	13	264	0.002
09:00 - 10:00	13	264	0.001	13	264	0.001	13	264	0.002
10:00 - 11:00	13	264	0.000	13	264	0.000	13	264	0.000
11:00 - 12:00	13	264	0.000	13	264	0.000	13	264	0.000
12:00 - 13:00	13	264	0.001	13	264	0.001	13	264	0.002
13:00 - 14:00	13	264	0.001	13	264	0.001	13	264	0.002
14:00 - 15:00	13	264	0.000	13	264	0.000	13	264	0.000
15:00 - 16:00	13	264	0.000	13	264	0.001	13	264	0.001
16:00 - 17:00	13	264	0.000	13	264	0.000	13	264	0.000
17:00 - 18:00	13	264	0.000	13	264	0.000	13	264	0.000
18:00 - 19:00	12	270	0.000	12	270	0.000	12	270	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.007</b>			<b>0.008</b>			<b>0.015</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 79 - 414 (units: )  
 Survey date range: 01/01/09 - 22/03/16  
 Number of weekdays (Monday-Friday): 13  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
PSVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	13	264	0.000	13	264	0.000	13	264	0.000
08:00 - 09:00	13	264	0.001	13	264	0.001	13	264	0.002
09:00 - 10:00	13	264	0.001	13	264	0.001	13	264	0.002
10:00 - 11:00	13	264	0.000	13	264	0.000	13	264	0.000
11:00 - 12:00	13	264	0.000	13	264	0.000	13	264	0.000
12:00 - 13:00	13	264	0.000	13	264	0.000	13	264	0.000
13:00 - 14:00	13	264	0.000	13	264	0.000	13	264	0.000
14:00 - 15:00	13	264	0.001	13	264	0.000	13	264	0.001
15:00 - 16:00	13	264	0.001	13	264	0.001	13	264	0.002
16:00 - 17:00	13	264	0.000	13	264	0.000	13	264	0.000
17:00 - 18:00	13	264	0.000	13	264	0.000	13	264	0.000
18:00 - 19:00	12	270	0.000	12	270	0.000	12	270	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.004			0.003			0.007

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 79 - 414 (units: )  
 Survey date date range: 01/01/09 - 22/03/16  
 Number of weekdays (Monday-Friday): 13  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
CYCLISTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	13	264	0.002	13	264	0.000	13	264	0.002
08:00 - 09:00	13	264	0.027	13	264	0.004	13	264	0.031
09:00 - 10:00	13	264	0.004	13	264	0.005	13	264	0.009
10:00 - 11:00	13	264	0.000	13	264	0.000	13	264	0.000
11:00 - 12:00	13	264	0.000	13	264	0.001	13	264	0.001
12:00 - 13:00	13	264	0.001	13	264	0.002	13	264	0.003
13:00 - 14:00	13	264	0.001	13	264	0.000	13	264	0.001
14:00 - 15:00	13	264	0.002	13	264	0.000	13	264	0.002
15:00 - 16:00	13	264	0.005	13	264	0.024	13	264	0.029
16:00 - 17:00	13	264	0.001	13	264	0.005	13	264	0.006
17:00 - 18:00	13	264	0.000	13	264	0.001	13	264	0.001
18:00 - 19:00	12	270	0.000	12	270	0.001	12	270	0.001
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.043			0.043			0.086

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 79 - 414 (units: )  
 Survey date date range: 01/01/09 - 22/03/16  
 Number of weekdays (Monday-Friday): 13  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-739001-170802-0835

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : C - PUB/RESTAURANT

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
11	SCOTLAND	
	RF RENFREWSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Parking spaces  
 Actual Range: 43 to 79 (units: )  
 Range Selected by User: 0 to 85 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 11/11/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	1
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

## Secondary Filtering selection:

Use Class:

A3	1 days
A4	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.



LIST OF SITES relevant to selection parameters

1	EX-06-C-02	HARVESTER		ESSEX
	LONDON ROAD			
	STANWAY			
	COLCHESTER			
	Edge of Town			
	No Sub Category			
	Total Parking spaces:		70	
	Survey date: FRIDAY		08/11/13	Survey Type: MANUAL
2	NR-06-C-01	PUB/RESTAURANT		NORTHAMPTONSHIRE
	BEDFORD ROAD			
	BRACKMILLS			
	NORTHAMPTON			
	Edge of Town			
	Commercial Zone			
	Total Parking spaces:		46	
	Survey date: FRIDAY		11/11/16	Survey Type: MANUAL
3	RF-06-C-01	PUB/RESTAURANT		RENFREWSHIRE
	SATURN AVENUE			
	PAISLEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Parking spaces:		70	
	Survey date: FRIDAY		20/06/14	Survey Type: MANUAL
4	SH-06-C-02	HUNGRY HORSE		SHROPSHIRE
	WELSHPOOL ROAD			
	SHELTON			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Parking spaces:		79	
	Survey date: FRIDAY		26/06/09	Survey Type: MANUAL
5	ST-06-C-01	HARVESTER		STAFFORDSHIRE
	STONE ROAD			
	TRENTAM			
	STOKE-ON-TRENT			
	Edge of Town			
	Residential Zone			
	Total Parking spaces:		43	
	Survey date: WEDNESDAY		23/10/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT  
VEHICLES

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	62	0.049	5	62	0.045	5	62	0.094
11:00 - 12:00	5	62	0.162	5	62	0.062	5	62	0.224
12:00 - 13:00	5	62	0.409	5	62	0.146	5	62	0.555
13:00 - 14:00	5	62	0.308	5	62	0.250	5	62	0.558
14:00 - 15:00	5	62	0.143	5	62	0.380	5	62	0.523
15:00 - 16:00	5	62	0.159	5	62	0.166	5	62	0.325
16:00 - 17:00	5	62	0.286	5	62	0.149	5	62	0.435
17:00 - 18:00	5	62	0.503	5	62	0.260	5	62	0.763
18:00 - 19:00	5	62	0.464	5	62	0.429	5	62	0.893
19:00 - 20:00	5	62	0.458	5	62	0.468	5	62	0.926
20:00 - 21:00	5	62	0.253	5	62	0.409	5	62	0.662
21:00 - 22:00	5	62	0.201	5	62	0.338	5	62	0.539
22:00 - 23:00	5	62	0.055	5	62	0.240	5	62	0.295
23:00 - 24:00	3	64	0.031	3	64	0.146	3	64	0.177
<b>Total Rates:</b>			<b>3.481</b>			<b>3.488</b>			<b>6.969</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 43 - 79 (units: )  
 Survey date date range: 01/01/09 - 11/11/16  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT  
TAXIS

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	62	0.000	5	62	0.000	5	62	0.000
11:00 - 12:00	5	62	0.000	5	62	0.000	5	62	0.000
12:00 - 13:00	5	62	0.003	5	62	0.000	5	62	0.003
13:00 - 14:00	5	62	0.006	5	62	0.010	5	62	0.016
14:00 - 15:00	5	62	0.010	5	62	0.010	5	62	0.020
15:00 - 16:00	5	62	0.006	5	62	0.003	5	62	0.009
16:00 - 17:00	5	62	0.000	5	62	0.000	5	62	0.000
17:00 - 18:00	5	62	0.013	5	62	0.013	5	62	0.026
18:00 - 19:00	5	62	0.006	5	62	0.010	5	62	0.016
19:00 - 20:00	5	62	0.019	5	62	0.019	5	62	0.038
20:00 - 21:00	5	62	0.010	5	62	0.010	5	62	0.020
21:00 - 22:00	5	62	0.023	5	62	0.019	5	62	0.042
22:00 - 23:00	5	62	0.023	5	62	0.026	5	62	0.049
23:00 - 24:00	3	64	0.026	3	64	0.026	3	64	0.052
Total Rates:			0.145			0.146			0.291

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 43 - 79 (units: )  
 Survey date date range: 01/01/09 - 11/11/16  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT  
OGVS

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	62	0.000	5	62	0.000	5	62	0.000
11:00 - 12:00	5	62	0.003	5	62	0.000	5	62	0.003
12:00 - 13:00	5	62	0.000	5	62	0.000	5	62	0.000
13:00 - 14:00	5	62	0.003	5	62	0.003	5	62	0.006
14:00 - 15:00	5	62	0.000	5	62	0.003	5	62	0.003
15:00 - 16:00	5	62	0.003	5	62	0.003	5	62	0.006
16:00 - 17:00	5	62	0.003	5	62	0.003	5	62	0.006
17:00 - 18:00	5	62	0.000	5	62	0.000	5	62	0.000
18:00 - 19:00	5	62	0.000	5	62	0.000	5	62	0.000
19:00 - 20:00	5	62	0.000	5	62	0.000	5	62	0.000
20:00 - 21:00	5	62	0.000	5	62	0.000	5	62	0.000
21:00 - 22:00	5	62	0.000	5	62	0.000	5	62	0.000
22:00 - 23:00	5	62	0.000	5	62	0.000	5	62	0.000
23:00 - 24:00	3	64	0.000	3	64	0.000	3	64	0.000
Total Rates:			0.012			0.012			0.024

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 43 - 79 (units: )  
 Survey date date range: 01/01/09 - 11/11/16  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT  
PSVS

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	62	0.000	5	62	0.000	5	62	0.000
11:00 - 12:00	5	62	0.000	5	62	0.000	5	62	0.000
12:00 - 13:00	5	62	0.000	5	62	0.000	5	62	0.000
13:00 - 14:00	5	62	0.003	5	62	0.000	5	62	0.003
14:00 - 15:00	5	62	0.000	5	62	0.000	5	62	0.000
15:00 - 16:00	5	62	0.000	5	62	0.000	5	62	0.000
16:00 - 17:00	5	62	0.000	5	62	0.003	5	62	0.003
17:00 - 18:00	5	62	0.000	5	62	0.000	5	62	0.000
18:00 - 19:00	5	62	0.000	5	62	0.000	5	62	0.000
19:00 - 20:00	5	62	0.000	5	62	0.000	5	62	0.000
20:00 - 21:00	5	62	0.000	5	62	0.000	5	62	0.000
21:00 - 22:00	5	62	0.000	5	62	0.000	5	62	0.000
22:00 - 23:00	5	62	0.000	5	62	0.000	5	62	0.000
23:00 - 24:00	3	64	0.000	3	64	0.000	3	64	0.000
Total Rates:			0.003			0.003			0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 43 - 79 (units: )  
 Survey date date range: 01/01/09 - 11/11/16  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT  
CYCLISTS

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	62	0.000	5	62	0.000	5	62	0.000
11:00 - 12:00	5	62	0.000	5	62	0.000	5	62	0.000
12:00 - 13:00	5	62	0.000	5	62	0.000	5	62	0.000
13:00 - 14:00	5	62	0.006	5	62	0.000	5	62	0.006
14:00 - 15:00	5	62	0.000	5	62	0.006	5	62	0.006
15:00 - 16:00	5	62	0.000	5	62	0.000	5	62	0.000
16:00 - 17:00	5	62	0.003	5	62	0.000	5	62	0.003
17:00 - 18:00	5	62	0.000	5	62	0.000	5	62	0.000
18:00 - 19:00	5	62	0.000	5	62	0.000	5	62	0.000
19:00 - 20:00	5	62	0.000	5	62	0.000	5	62	0.000
20:00 - 21:00	5	62	0.000	5	62	0.000	5	62	0.000
21:00 - 22:00	5	62	0.000	5	62	0.003	5	62	0.003
22:00 - 23:00	5	62	0.000	5	62	0.000	5	62	0.000
23:00 - 24:00	3	64	0.000	3	64	0.000	3	64	0.000
<b>Total Rates:</b>			0.009			0.009			0.018

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 43 - 79 (units: )  
 Survey date date range: 01/01/09 - 11/11/16  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

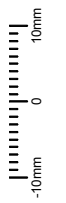
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

## **Appendix M**


### **Consented and Committed Development Sites**



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN KEY TRANSPORT CONSULTANTS LIMITED AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR WRITTEN CONSENT  
 CAD FILE NAME : F:\DATA\Jobs\0734 White Rock 2\_Paignton\AutoCAD\0734-039.dwg



REV	DR	CH	PA	DATE

<b>INGLEWOOD, PAIGNTON</b>						<b>ABACUS PROJECTS LTD</b>	
<b>CONSENTED AND COMMITTED DEVELOPMENT LOCATIONS</b>						 <p>KEY TRANSPORT CONSULTANTS LTD 26 BERKELEY SQUARE BRISTOL BS8 1HP Tel : 0117 920 9430 E-mail : info@key-transport.com</p>	
DRAWN BY	CHECKED BY	PASSED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS		
FF	DRK	DRK	JUL 17	NTS	PRELIMINARY	<b>0734-039</b>	