Abacus Projects Ltd/ Deeley Freed Estates

Inglewood, Paignton

Transport Assessment Addendum 1

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APPENDICES

1. INTRODUCTION

1.1 Key Transport Consultants Ltd (KTC) is retained by Abacus Projects Ltd/Deeley Freed Estates (AP/DFE) to provide transport advice in respect of the proposed Inglewood development on land south of White Rock, Paignton, TQ4 7BQ.

1.2 A Transport Assessment (TA) and Travel Plan (TP) both dated November 2017 were prepared to support an outline planning application for up to 400 residential dwellings, a two-form entry primary school and a public house. The application was registered as application number P/2017/1133 on 13th November 2017.

1.3 A response to the application, *Review of Transport Impact,* compiled by Jacobs on behalf of Torbay Council (TC) provides comments on the transport and access aspects of the application and was received on 15th December 2017. This TA Addendum 1 (TAA1) has been prepared to respond to those comments.

Format

1.4 The remainder of this document is arranged as follows. Section 2 summarises comments received from Jacobs regarding issues that do not relate to the assessment of the traffic impact of the development and provides responses to each of the points raised. Section 3 considers the issues raised regarding the traffic impact of the development. To aid understanding Section 3 of TAA1 is to be read as a complete substitution for section six of the original TA, which is now superseded. A summary and conclusions are presented in Section 4.

2. JACOBS' COMMENTS AND RESPONSES TO NON-TRAFFIC ISSUES

2.1 For ease of reference, Jacobs' *Review of Transport Impact* document dated 15th December 2017 is provided at **Appendix TAA1-A**.

2.2 In the remainder of this section each of Jacobs' comments is summarised in bold italics with KTC's response below each point.

2.3 ***The Torbay Local Plan (2012 – 2030) sets out that Travel Plans for all major developments should set out how at least 30% of the potential users can gain access by foot, cycle or public transport and how this will be monitored.***

It is considered that 100% of the residents of the Inglewood development will be able to walk, cycle or use public transport. The monitoring of mode share used will be included within the Travel Plan surveys.

2.4 ***Evidence required to demonstrate that the pedestrian/cycle route to the north through White Rock (drawing 0734-055 in Appendix F of the TA) has been secured and can be delivered.***

The pedestrian/cycle route to the north is provided either across land owned by AP/DFE, across land owned by Linden Homes Ltd over which AP/DFE have a covenant to pass, or on adopted highways. AP/DFE is able to assure delivery of this route as no third party consents or approvals are required. Drawing 0734-055, which illustrates the route to the north of the site, was included with the original TA, and is enclosed as **Appendix TAA1-B** of this document for ease of reference.

2.5 ***Concern relating to the obstruction by vegetation of the visibility at the proposed uncontrolled pedestrian crossing point to the south of the site.***

Required visibility splays are shown on drawing 0734-029 included in the TA. The same point was raised in the Road Safety Audit Stage 1 (RSA1), attached along with the Designers Response in **Appendix TAA1-C**. The Designer's Response to the RSA1 reads as follows:

> *Removal of the existing planting within the uncontrolled pedestrian crossing visibility splays and replacement with a low maintenance alternative will be considered at detailed design stage. If this is not achievable, the areas will be placed within the annual maintenance programme to ensure the visibility splays are maintained.*

The management of the hedgerow can be included in the Environment Management Plan if this is still considered an issue at this stage.

2.6 ***Concern relating to the lack of cycle access at the southern end of the site and the suggestion that this should be explored further.***

This issue was previously discussed with Torbay Highways in a meeting on the 7th March 2017 and, at their suggestion, a "Tiger crossing" layout was considered in a location north of the pedestrian crossing location included within the TA, where the applicant controls the land adjacent to the Brixham Road verge. This option was discounted following concerns from TC town planners and the ecologists within the AP/DFE design team relating to the extent of loss of vegetation that would be required to enable the introduction of the shared crossing. Consequently, the crossing was relocated to its current proposed position but it was found that the verge to the south of Brixham Road opposite the existing island is not wide enough to cater for a footway/cycleway. The land beyond this verge is outside AP/DFE control.

TC Highways then stated their preference for a pedestrian only crossing in this location. Feedback on the ideas put forward in the March meeting was received in an email from Adam Luscombe on the 10th March 2017 following his separate follow-up discussions with Ian Jones (TC Head of Highways). In relation to the southern crossing Mr Luscombe stated:

> "*Ian is very hesitant to accept a zebra (or variation of) crossing due to the speed of the road. There is nothing to suggest that vehicle speeds will be reduced sufficiently in that section particularly to meet the guidance. Therefore our collective discussion favoured the splitter island as an informal crossing point, this would obviously not provide a cycle facility but on balance we considered it a better solution".*

Furthermore, cyclists can cross Brixham Road at the roundabout to join the existing footway/cycleway that runs parallel to the east side of Brixham Road. Being well segregated from the vehicle carriageway, this route is expected to be regarded by most cyclists as a more attractive route to the south.

2.7 ***Concern that the extension to the Stagecoach service 23 is secured in order to provide adequate opportunities for bus travel to and from the site.***

A letter from Stagecoach to KTC dated 21st October 2017 explained Stagecoach's proposal to change the 23 service, was included in the TA and is enclosed in this document as **Appendix TAA1-D**. Among other things, the letter sets out:

> "*We therefore propose to altering or extend service 23 to serve the bus stop to be provided on-site, based on adding a single peak vehicle resource between 0700-1900h Monday-Saturday on the route, providing as a minimum a 30 minute frequency either terminating at the site; or diverting to serve it en-route to a terminus elsewhere.*

We would expect that in reality a 20-minute frequency would be operated at peak times.

We have submitted costs for this to you and we are pleased that you and your client are agreeable that the proposed package and funding is appropriate and meets the requirements of CIL Regulation 122."

The letter confirms that Stagecoach has submitted a financial proposal to AP/DFE and Stagecoach's understanding that the funding proposal has been agreed by AP/DFE. KTC has seen an email exchange on the 31st October 2017 between AP/DFE and Stagecoach confirming that the financial contribution proposed by Stagecoach was acceptable. The financial proposal is commercially confidential but KTC confirms that it includes subsidy of the 23 service over a five year period, the amount of subsidy reducing annually as revenues increase.

Stagecoach has expressed its support for the application in a letter to TC dated 4th December 2017, which notes that its support is "*not lightly or casually advanced*".

The contribution to secure the extension of the Stagecoach 23 service to serve the proposed development can be secured through a Section 106 agreement.

2.8 ***Recommendation that the Framework Travel Plan considers including targets which consider an increase in trips made by active modes.***

The FTP currently includes targets aiming for an 8% increase in bus usage, a 1% increase in car sharing and a 1% increase in working from home along with a 10% decrease in single car occupancy. FTP targets can be adjusted to include active modes. It is suggested that delivery of a final TP is secured by planning condition.

2.9 ***Question use of the hour 17:00 – 18:00 for PM base traffic flows rather than the hour 16:00 – 17:00.***

Jacobs found an error within KTC's analysis of the PM peak hour base flows because flows in the hour from 16:00 to 17:00 were recorded to be higher than those used by KTC in the hour 17:00 to 18:00. Correcting the base data increases the flows by 93 two-way trips at Windy Corner and 142 two-way trips along Brixham Road. A correction has been made to the forecast traffic analysis and the traffic flow spreadsheets and all traffic models have been rerun. The outcome of the revised analyses is summarised below.

At the Brixham Road/Long Road junction the worst existing and forecast conditions occur in the AM peak and the analyses for this period remain unchanged. In the TA the PM 2024 PRC (Practical Reserve Capacity) for the junction was forecast to be 10.2% without development

(TA Table 6.21). With the addition of the Inglewood development this decreased but the proposed highway works brought it back up to 9.8% (TA Table 6.23). Although not quite fully mitigating the impact of the development in the PM peak, the junction is still forecast to operate within its practical capacity.

Having updated the PM flows the junction is now predicted to operate at 8.6% PRC in the 2024 scenario without development (TAA1 Table 3.21 below). With the addition of the Inglewood development traffic this would decrease but with the same highway works proposed in the TA, this is now predicted be 8.6% (TAA1 Table 3.23). Hence, the proposed works fully mitigate the impact of the development and the junction is forecast to operate within its design capacity.

At Windy Corner some further problems were raised relating to the inclusion of flows and HGV percentages. Again, only the PM scenario flows needed updating and these have been rectified. With the updated base flows the junction, with Torbay's proposed highway improvements, would operate with a PRC of -9.5% in the PM peak (TAA1 Table 3.31). The addition of the Inglewood development traffic decreases the PRC to -10.6% (TAA1 Table 3.32) but the associated highway works proposed in the TA to mitigate the impact of the development increase the PRC to -1.5% (TAA1 Table 3.33). So, although this would not restore the junction to being within its PRC, (which was the case with the flows reported in the TA), the modelling demonstrates that the proposed highway works will more than mitigate the impact of the development on the junction and will restore the junction to a condition that is better than could be expected without the development and the KTC proposed junction improvements.

All of the analyses to support the above summaries are reported in Section 3 of this TAA1. In summary, the impact on the results of the modelling was minimal and the conclusions remain the same: the improvements proposed at both off-site junctions mitigate the traffic impact of the development.

2.10 ***Suggestion that 100% of primary aged pupils from the development would attend the new primary school is not considered realistic.***

The methodology relating to the distribution of school trips was included within a TA Scoping Note that was submitted to Torbay on the 30th May 2017 and was based on detailed analysis of 2011 Census data. Emma Hext (of Jacobs on behalf of TC) provided comments on the scoping note on 16th June 2017. KTC responded to these comments to clarify various points on the same day. Ms Hext provided further, more detailed comments on the 20th June. The KTC methodology proposed that the Inglewood site would generate 100 of the 420 primary age students, and that these trips would remain internal to the site. This was not raised as an issue in either of the previous responses from Ms Hext, so KTC consider that the methodology was approved prior to submission of the TA.

A number of pupils who live within the Inglewood development are likely to be dropped at or collected from school as part of their parents' journey to or from work. These commuting trips are included within the TRICS data for residential developments, meaning that travel to the school from within the site is already accounted for within the traffic analysis.

As KTC's analysis allows for 76% of all pupils to live in locations remote from the school, it is considered to provide a robust assessment of the impact of school traffic.

2.11 ***Question discrepancy between traffic flows shown on traffic flow diagrams in Appendix K to the TA and those used in the model for Windy Corner junction.***

These points have been picked-up and updated in the process of correcting the base flows, as mentioned under base traffic flows above.

3. TRAFFIC IMPACT

3.1 This section examines the impact of the proposed development on the local road network and neighbouring junctions after making amendments to respond to the comments provided in the *Review of Transport Impact* document, compiled by Jacobs on behalf of TC. In particular, the items addressed at paragraphs 2.9 and 2.11 above have been included within the revised analysis below.

3.2 To aid understanding this section of TAA1 is to be read as a complete substitution for section six of the original TA, which is now superseded.

Suitability of Traffic Counts

3.3 To provide information on existing traffic flows on the Brixham Road corridor traffic counts were commissioned during week commencing Tuesday 9th May 2017, this being the first full normal term time week after roadworks at A380 Kings Ash Road were reopened to traffic following a period of closure. At public consultation events held in the same week in May 2017, some residents expressed concern that traffic conditions in May were not representative of the conditions in the peak summer holiday period, so additional counts should be undertaken in the summer and used as a basis for capacity assessments.

3.4 The highest two-way hourly flows derived from the counts undertaken in May have been used in the analysis presented in this section. The May counts were undertaken at various locations along A3022 Brixham Road and, amongst them, an automatic traffic counter (ATC) was installed on Brixham Road north of its junction with Hunters Tor Drive. In light of the comments received at the public consultation, an ATC was undertaken in the same location on Brixham Road during week commencing Saturday 22nd July 2017 to enable comparison with the flows recorded in the May traffic counts. The week commencing Saturday 22nd July was chosen because it was the first week of state school holidays in much of the country, which is normally one of the busiest weeks of the year for holiday traffic. Indeed, the first week of state school holidays is frequently the very busiest week of the year in holiday locations. Hence, the week of July data is considered to provide a good indication of the very highest seasonal flows experienced on Brixham Road.

3.5 The DfT's DMRB provides directives and advice on the design of trunk roads and motorways and DMRB is treated as a reputable source of guidance for roads administered by local highway authorities, such as TC, if no local equivalent guidance is available. Within DMRB, Advice Note TA23/81 provides advice on the design and assessment of *Junctions and Accesses: Determination of Size of Roundabouts and Major/Minor Junctions*.

3.6 Paragraph 4.2.1 of TA23/81 explains that Design Reference Flows are the hourly traffic flow rates used in undertaking the detailed design of practical junction layouts. Paragraphs 4.2.4 and 4.2.5 go on to advise:

> "*4.2.4 In choosing a peak hourly flow to represent the Design Reference Flow, the function of the road in the network (recreational, urban or inter-urban) must be taken into account. It is most unlikely that a junction designed to carry the very highest peak hourly traffic flows in a future year will prove economically viable. These very highest hourly flows will be many times greater than the Annual Average Hourly Traffic flow (AAHT = AADT/24).*"

> "*4.2.5 The highest hourly flow that would typically generate viable junction options on recreational roads, where the traffic flows are much greater during the high season than at other times of the year, might be the 200th highest hour, some congestion and delay being almost inevitable during the exceptionally high peak. In urban areas where there is very little seasonal variation, designs which cater for the 30th highest hourly flow are likely to be justified. Four inter-urban roads, designs which cater for the 50th highest hour are likely to be most acceptable.*"

3.7 It is clear from the advice in TA23/81 that a practical approach is to be adopted when designing highway junctions and they should not be designed to cater for the very worst traffic conditions likely to be experienced on the network, as this would not be economically viable. Paragraph 4.2.5 suggests that for a recreational road it may be appropriate to design for the 200th highest hourly flow. Given that Brixham Road carries high seasonal flows associated with holiday traffic, there is an argument that any improvement on Brixham Road should be designed to cater for the 200th highest hourly flow. However, referencing the guidance in paragraph 4.2.5, it is recognised that Brixham Road in the vicinity of the application site serves not only as a route used by holidaymakers but also, both as an inter-urban route linking the western outskirts of Paignton to Brixham and Dartmouth, and with increased development in the area, arguably also as an urban road. Hence, a case can also be made for designing improvements to cater for hourly flows equivalent to either the 30th or 50th highest hours.

3.8 In light of the guidance provided in TA23/81, the highest flows derived from the May 2017 traffic count have been compared with the absolute peak hour, the 30th highest and the 50th highest hours recorded in the July 2017 count to establish how the May counts relate to the TA23/81 guidance on Design Reference Flows. The results are provided in Tables 3.1, 3.2 and 3.3 respectively below.

3.9 In Table 3.1 the absolute highest hourly flows recorded in the May and July surveys are compared for the one way northbound and southbound flows, and for the combined two-way flows. It can be seen that the absolute highest northbound and two-way hourly flows were

slightly higher in the July survey than in May but that the southbound flows were actually higher in the May survey. The maximum variance between the May and July surveys was just 44 vehicles and 2.9%. This comparison demonstrates that there was very little variance between the peak flows recorded in May and July, and confirms that use of peak hour flows taken from the May 2017 counts in the analysis in this section provides a robust basis for assessment.

Table 3.1: Brixham Road – Comparison of Highest Peak Hour Flows in May and July 2017 Surveys

	Highest Flow July	Highest Flow May	Difference (July – May)	
			No	%
Northbound	874	867	7	0.8%
Southbound	752	766	-14	-1.9%
Two-way	1504	1460	44	2.9%

3.10 The comparison between the highest hourly flows in the May surveys and the 30th highest hourly flows recorded in July are shown in Table 3.2. This comparison reveals that the May flows were all significantly higher than the 30th highest hour recorded in the survey week in July, with peak hourly May flows exceeding the 30th highest hour in July by flows varying between 129 and 161 vehicles and the percentage variance falling in the range 9.7 to 22.8%. Consequently, the flows used in the analysis in this chapter significantly exceed the 30th highest hour recorded in the July survey week. The inference is that the May flows are appropriate for assessment of an urban road.

Table 3.2: Brixham Road – Comparison of 30th Highest Hour Flows in July to May Peak Flows

	30th Highest Flow July	Highest Flow May	Difference (July – May)	
			No	%
Northbound	706	867	-161	-22.8%
Southbound	631	766	-135	-21.4%
Two-way	1331	1460	-129	-9.7%

3.11 Finally, Table 3.3 provides a comparison between the highest hourly flows in the May surveys and the 50th highest hourly flows recorded in July. This comparison reveals that the May flows were also consistently and significantly higher than the 50th highest hour recorded in the survey week in July, with peak hourly May flows exceeding the 50th highest hour in July by flows varying between 196 and 259 vehicles and the percentage variance falling in the range 21.6 to 36.1%. Consequently, the flows used in the analysis in this chapter significantly exceed the 50th highest hour recorded in the July survey week. The inference is that the May flows are also appropriate for assessment of an inter-urban road.

Table 3.3: Brixham Road – Comparison of 50th Highest Hour Flows in July to May Peak Flows				
	50th Highest Flow July	Highest Flow May	Difference (July – May)	
			No	%
Northbound	671	867	-196	-29.2%
Southbound	563	766	-203	-36.1%
Two-way	1201	1460	-259	-21.6%

3.12 A 200th highest hour could not be established as there are only 168 hours within the weeks of data collected. Nonetheless, it is clear from the above comparisons that the peak traffic flows recorded in the survey week in May 2017 are of the same order of magnitude as the peak flows recorded in the survey week at the start of the school holiday period in July 2017 and exceed the 30th and 50th highest hourly flows recorded in the July survey week. On this basis, it is considered that the May peak hour flows provide an appropriate basis for the assessment of junction capacities within this TA.

3.13 Elsewhere in TA 23/81, paragraph 4.4.1 states that in an urban area, or on an inter-urban road, a traffic count should encompass an average peak during a normal weekday in a neutral month. It also sets out that Mondays to Thursdays classify as normal weekdays and outlines that neutral months are: April, May, September and October. This approach is also supported by the DfT TAG (Transport Analysis Guidance) Unit M1.2, Data Sources and Surveys document, which states:

> "*Surveys should be carried out during a 'neutral', or representative, month avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods. National experience is that the following Monday to Thursdays can be neutral:*
>
> - *late March and April – excluding the weeks before and after Easter;*
> - *May – excluding the Thursday before and all of the week of each Bank Holiday;*
> - *June;*
> - *September – excluding school holidays or return to school weeks;*
> - *all of October; and*
> - *all of November – provided adequate lighting is available."*

The surveys conducted in May meet the above criteria.

Base Flows

3.14 Traffic turning count surveys were undertaken at the following junctions on 9th May 2017, with AM counts being undertaken between 07:00 – 10:00 and PM counts being undertaken between 16:00 – 19:00:

- A3022 Brixham Road/Goodrington Road/Long Road junction;
- A3022 Brixham Road/Kingsway Avenue/White Rock Way junction;
- A3022 Brixham Road/Hunters Tor Drive junction;
- A3022 Brixham Road/A379 Dartmouth Road/Langdon Lane Windy Corner junction.

3.15 Week long Automatic Traffic Counts (ATCs) were undertaken at the following locations:

- B3022 Brixham Road – north of the junction with Hunters Tor Drive;
- A379 Dartmouth Road – north of the Windy Corner junction;
- A379 Dartmouth Road – south of the Windy Corner junction.

3.16 The ATCs covered the period 9 - 15 May 2017 inclusive.

3.17 All traffic survey data is provided in **Appendix TAA1-E** and updated traffic flow diagrams are enclosed as **Appendix TAA1-F**.

Trip Rates

3.18 TRICS is a database of traffic counts undertaken at various developments around the country. The TRICS database has been used to calculate a trip rate for the proposed development. Sites were selected for the assessment of comparable size and location characteristics. Sites in London were excluded due to the much higher level of public transport and in Northern Ireland, due to differing transport policies that might have an impact on their trip rates.

Residential Trips

3.19 Surveys have been selected from the TRICS 03/A Residential/Houses Privately Owned category for the proposed residential use of up to 400 dwellings, using surveys of development in suburban areas and edge of town sites. The TRICS output is enclosed as **Appendix TAA1-G.** No adjustment has been made for the affordable homes portion of the development, for which trip rates tend to be lower. Also, the maximum size of the sample TRICS sites is 237 dwellings, whereas larger sites, such as Inglewood, tend to exhibit higher containment of trips within the development, especially with an on-site school, and lower trip rates emerging on the local network. For these reasons, the selected trip rates are considered to be robust.

3.20 Table 3.4 below sets out the morning and evening peak hour trip rates for the proposed residential use.

Table 3.4: TRICS Residential Weekday Vehicular Trip Rates – per House			
Time Period	**Arrivals**	**Departures**	**Two Way**
08:00 – 09:00	0.152	0.358	0.510
16:00 – 17:00	0.279	0.17	0.449
Daily	2.197	2.281	4.478

School Trips

3.21 Surveys have been selected from the TRICS 04/A Education/Primary category for the proposed two-form entry primary school, which will provide school places for up to 420 pupils. Surveys in suburban areas and edge of town sites were selected. The TRICS output is enclosed in **Appendix TAA1-G**.

3.22 Table 3.5 sets out the morning and evening peak hour trip rates for the proposed primary school.

Table 3.5: TRICS Primary School Trip Rates – per Pupil			
Time Period	**Arrivals**	**Departures**	**Two Way**
08:00 – 09:00	0.221	0.156	0.377
16:00 – 17:00	0.046	0.076	0.122
Daily	0.639	0.647	1.286

Public House Trips

3.23 Surveys have been selected from the TRICS 06/C Hotel, Food & Drink/ Pub/Restaurant category for the proposed public house, which will allow for up to 85 car parking spaces. Surveys in edge of town locations and neighbourhood centres were selected. The TRICS output is included in **Appendix TAA1-G**.

3.24 Table 3.6 sets out the morning and evening peak hour trip rates for the proposed public house.

Table 3.6: TRICS Public House – per Parking Space			
Time Period	**Arrivals**	**Departures**	**Two Way**
08:00 – 09:00	0.000	0.000	0.000
16:00 – 17:00	0.286	0.149	0.435
Daily	3.481	3.488	6.969

Accounting for Internal Trips

3.25 The steps used to derive vehicular trip generation for the development are as follows:

- Derive gross residential trip generation for the development using the trip rates outlined in Table 3.4, above;
- Identify vehicular trip generation by journey purpose by time of day based on the latest NTS (2015) data;
- Identify internal residential trips to on site non-residential land uses (e.g. school) and thus derive external residential trips;
- Derive gross trip generation for non-residential land uses using trip rates set out in Tables 3.5 and 3.6, above;
- Remove internalised residential trips to non-residential land uses and thus derive non-residential external vehicular trips; and
- Add the external residential and non-residential trip totals together to obtain the total external vehicular trip generation from the development.

3.26 The above steps are set out in the following sections.

Generated Traffic

Residential Vehicular Trip Generation

3.27 The trip rates (set out in Table 3.4) have been used to calculate the vehicular trip generation of a development of up to 400 dwellings at Inglewood, as shown in Table 3.7.

Table 3.7: TRICS Gross Residential Weekday Vehicular Trips – 400 Houses

Time Period	Arrivals	Departures	Two Way
08:00 – 09:00	61	143	204
16:00 – 17:00	112	68	180
Daily	879	912	1791

3.28 A development of up to 400 dwellings at Inglewood is expected to generate:

- up to 204 additional two-way movements in the AM peak hour and up to 180 two-way movements in the PM peak, equivalent to approximately three vehicles per minute.

Residential Vehicular Trip Generation by Journey Purpose by Time of Day

3.29 Data derived from the NTS 2015 (the 2016 update to this dataset has not yet been published) outlines the proportion of peak hour trips made by car, split into journey purpose. This is summarised in Table 3.8.

Table 3.8: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)		
Trip Purpose	**AM Peak Hour (08:00 – 09:00)**	**PM Peak Hour (16:00 – 17:00)**
Commuting/ Business	25%	26%
Education/ Escort Education	50%	10%
Shopping	4%	16%
Personal Business	14%	22%
Leisure/ Other	7%	26%
Total	**100%**	**100%**

3.30 Applying the proportions in Table 3.8 to the numbers of vehicular trips generated by Inglewood in Table 3.7 produces the number of trips by trip purpose. This is shown in Table 3.9.

Table 3.9: Residential Peak Hour Vehicular Trips by Journey Purpose						
Trip Purpose	**AM Peak Hour (08:00 – 09:00)**			**PM Peak Hour (16:00 – 17:00)**		
	Arr	**Dep**	**Two-Way**	**Arr**	**Dep**	**Two-Way**
Commuting/ Business	16	36	52	29	18	47
Education/ Escort Education	31	72	102	11	7	18
Shopping	2	6	8	18	11	28
Personal Business	9	20	29	24	15	39
Leisure/ Other	4	9	13	29	18	47
Total	**61**	**143**	**204**	**112**	**68**	**180**

3.31 The journey purpose figures have been disaggregated further for the education category as follows:

- based on 2011 Census data (reference Table QS103UK) for Torbay 016 Mid-layer Super Output Area, it is assumed that 38.33% of children are in primary education and 61.67% are in secondary, further and higher education up to the age of 18.

3.32 Table 3.10 provides a further breakdown of trips by journey purpose by time of day in accordance with the above proportions.

Table 3.10: Residential Peak Hour Vehicular Trips by Journey Purpose – Further Breakdown							
Trip Purpose		**AM Peak Hour (08:00 – 09:00)**			**PM Peak Hour (16:00 – 17:00)**		
		Arr	**Dep**	**Two-Way**	**Arr**	**Dep**	**Two-Way**
Commuting/ Business		16	36	52	29	18	47
Education/ Escort Education	**All**	31	72	102	11	7	18
	Primary	12	27	39	4	3	7
	Secondary	19	44	63	7	4	11
Shopping		2	6	8	18	11	28
Personal Business		9	20	29	24	15	39
Leisure/ Other		4	9	13	29	18	47
Total		**61**	**143**	**204**	**112**	**68**	**180**

Internal Residential Trips

3.33 Given that the development includes a primary school, a proportion of the trips generated by the proposed residential development will be internal to the site (i.e. from home to school). In order to estimate the proportion of internal trips generated by the primary school, an appraisal of the number of primary school aged children that are likely to be resident within the Inglewood site has been calculated. These calculations are set out below.

3.34 A two-form entry primary school will provide places for 420 pupils. The TC Planning Contributions and Affordable Housing SPD (February 2017) sets out in paragraph 4.6.3 that the number of school age children per dwelling in Torbay is "assessed to be similar to the rest of Devon at about 0.4 school aged children per dwelling, based on assessment of children arising from development in the West of Paignton in 2014-2016". The document outlines that this figure of 0.4 children per house is based on Devon County Council (DCC) 2016 [Education Section 106 Infrastructure Approach document], which established, based on research carried out in 1999, 2009 and 2015, that, on average, each family dwelling (i.e. dwelling with 2 bedrooms or more) generated approximately: 0.25 primary aged pupils (ages 5 to 11), 0.15 secondary aged pupils (ages 12 to 16), and 0.06 further education (ages 17 and 18). Based on the figure of 0.25 primary aged pupils per dwelling, it has been assumed that the Inglewood development is likely to produce 100 (400*0.25) of the 420 pupils that will attend the new primary school.

3.35 In order to estimate the likely internalisation of Inglewood residential trips, the below assumption for the educational purpose has been made:

- the residential portion of the development is likely to generate 100 pupils, while the primary school can cater for 420 pupils. It is, therefore, assumed that 100% of the proposed residential trips with a primary school journey purpose will be to the new two-from entry primary school included as part of the mixed use development of the site.

There will be no residential trips with a primary school journey purpose that will travel external to the site. All secondary education trips will be external.

3.36 Table 3.11 sets out the internal vehicular trips by journey purpose for Inglewood.

Table 3.11: Residential Internal Vehicular Trips by Journey Purpose

Trip Purpose		AM Peak Hour (08:00 – 09:00)			PM Peak Hour (16:00 – 17:00)		
		Arr	**Dep**	**Two-Way**	**Arr**	**Dep**	**Two-Way**
Commuting/ Business		0	0	0	0	0	0
Education/ Escort Education	**All**	12	27	39	4	3	7
	Primary	12	27	39	4	3	7
	Secondary	0	0	0	0	0	0
Shopping		0	0	0	0	0	0
Personal Business		0	0	0	0	0	0
Leisure/ Other		0	0	0	0	0	0
Total		**12**	**27**	**39**	**4**	**3**	**7**

3.37 Table 3.11 indicated that for up to 400 dwellings at Inglewood:

- of the 204 vehicle trips generated in the morning peak hour, around 39 will remain internal to the site; and
- of the 180 vehicle trips generated in the evening peak, around seven of them will remain internal to the site.

External Residential Trips

3.38 The external vehicular trips generated by the proposed development have then been calculated by subtracting the internal vehicular trips from the gross trip generation associated with the residential component of the Inglewood development.

3.39 The consequent external vehicular trip generation of the residential component of the development is set out in Table 3.12.

Table 3.12: Residential External Vehicular Trips by Journey Purpose							
Trip Purpose		**AM Peak Hour (08:00 – 09:00)**			**PM Peak Hour (16:00 – 17:00)**		
		Arr	**Dep**	**Two-Way**	**Arr**	**Dep**	**Two-Way**
Commuting/ Business		16	36	52	29	18	47
Education/ Escort Education	**All**	19	44	63	7	4	11
	Primary	0	0	0	0	0	0
	Secondary	19	44	63	7	4	11
Shopping		2	6	8	18	11	28
Personal Business		9	20	29	24	15	39
Leisure/ Other		4	9	13	29	18	47
Total		**49**	**116**	**165**	**108**	**65**	**173**

3.40 It can be seen from Table 3.12 that the residential component of the development is expected to generate:

- around 165 vehicle movements in the morning peak hour, equivalent to just under three vehicles per minute;
- around 173 vehicle movements in the evening peak hour, equivalent to a little over three vehicles per minute.

Non-Residential Trip Generation

3.41 The gross primary school trip rates, set out in Table 3.5 have been applied to the proposed primary school in the Inglewood development with the resultant vehicular trip generation summarised in Table 3.13.

Table 3.13: TRICS Gross Primary School Trips – 420 Pupils			
Time Period	**Arrivals**	**Departures**	**Two Way**
08:00 – 09:00	93	66	158
16:00 – 17:00	19	32	51
Daily	268	272	540

3.42 The proposed primary school is expected to generate:

- 158 external vehicle trips in the morning peak hour, equivalent to approximately three trips per minute; and
- 51 vehicle trips in the evening peak hour, equivalent to just under one trip per minute.

3.43 The public house trip rates, set out in Table 3.6, have been applied to the proposed public house with 85 car parking spaces within the Inglewood development. The peak hour public hour trips are set out in Table 3.14.

Table 3.14: TRICS Public House Trips – 85 Car Parking Spaces			
Time Period	**Arrivals**	**Departures**	**Two Way**
08:00 – 09:00	0	0	0
16:00 – 17:00	24	13	37
Daily	296	296	592

3.44 The proposed public house is expected to generate:

- 0 vehicular trips on the local highway network in the morning peak hour. (In fact, based on the TRICS data, the public house will not generate any trips before 10:00); and
- 37 vehicular trips on the local highway network in the evening peak hour, equivalent to just over one vehicle every two minutes.

Discount of Internal School Trips

3.45 As previously mentioned attendance at the 420 pupil two-form entry primary is considered likely to be made up of 100 pupils who live within the Inglewood site, while the remaining 320 pupils would travel from outside the development. Therefore, approximately 24% of the pupils travelling to the school will not travel on the existing local highway network, and do not need to be included for modelling purposes. Therefore, the primary school trips set out in Table 3.13 have been adjusted in Table 3.15, below, to reflect only those 320 pupils who would travel to the primary school from outside the Inglewood development.

Table 3.15: External Primary School Trips – 320 Pupils			
Time Period	**Arrivals**	**Departures**	**Two Way**
08:00 – 09:00	71	50	121
16:00 – 17:00	15	24	39
Daily	204	207	412

Total Development External Vehicular Trips

3.46 Following the reduction of school trips to account for the 100 pupils who will live within the development (Table 3.15), the removal of the trips with a primary school journey purpose from the residential trips (Table 3.12) and the addition of the trips generated by the public house, the total number of external vehicle trips generated by the proposed development are set out in Table 3.16.

Table 3.16: Total Development External Vehicular Trips						
Land Use	**AM Peak Hour (08:00 – 09:00)**			**PM Peak Hour (16:00 – 17:00)**		
	Arr	**Dep**	**Two-Way**	**Arr**	**Dep**	**Two-Way**
Residential	49	116	165	108	65	173
Primary School	71	50	121	15	24	39
Public House	0	0	0	24	13	37
Total	**120**	**166**	**286**	**147**	**102**	**249**

[Note: There are no changes to the AM figures presented in this table, however, PM development flows have been updated to those included in the original TA due to the adjustment to the PM peak hour, as set in paragraph 2.9.]

Traffic Distribution

Residential Distribution

3.47 The internal site residential trip distribution was originally anticipated to be distributed approximately equally on the two site arms of the roundabout. However, siting the primary school in a south, central location required an adjustment to the split of the residential trips between the two site arms of the roundabout. This, along with the internal street hierarchy within the site, will have a role to play in determining the routes people will take, which is usually based on differences in journey time.

3.48 Based on the illustrative masterplan, enclosed as **Appendix TAA1-H**, it has been assumed that the majority of the residential trips will route through the southern of the two site arms of the roundabout. All units to the east and south of the main loop/ Major Access Road, as well as those immediately north of the school middle connection in the main loop, have been assumed to use the southern of the two roundabout arms. The residential trips have, therefore, been distributed with a 40/60 split between the northern and southern site arms of the roundabout, the school trips are allocated to the southern site arm and the public house trips to the northern arm.

3.49 Once assigned to the northern and southern arms of the site access roundabout junction, the residential trips have been distributed north and south onto the local highway network based on 2011 Census data for 'Torbay 016' Mid-Layer Super Output Area (MSOA), the MSOA within which the site sits. The dataset outlining the various areas that people living within Torbay 016 travel to for work purposes has been investigated to give the proportions of vehicle trips that are likely to be added to the following links:

- A380 Kings Ash Road;
- A385 Totnes Road;
- Long Road;
- Goodrington Road;
- White Rock;
- Hunters Tor Drive;
- A379 Dartmouth Road (south of Windy Corner);
- Langdon Lane.

3.50 It was originally assumed that any vehicles travelling towards Goodrington and Paignton from the site would travel via Windy Corner (15.4% of the total residential flow). However, based upon anecdotal evidence received at the public consultation it is understood that north-eastbound traffic generated by the site is likely to travel via Hunters Tor Drive. In recognition of these concerns, 50% of the trips towards Goodrington and Paignton have been distributed via Hunters Tor Drive (7.7% of the total residential flow) and the remaining 50% (7.7% of the total residential flow) via Windy Corner to the A379 Dartmouth Road. This methodology was submitted to TC via the submission of a Transport Assessment Scoping Note in May 2017.

3.51 Following feedback on the TA Scoping Note[1], the 15.4% of the total residential trips allocated to travel towards Goodrington and Paignton were redistributed, as follows: 40% via Hunters Tor Drive; 20% via A379 Dartmouth Road (Windy Corner); 20% via Goodrington Road; and 20% via A3022 Totnes Road. This was based on the reasoning that a driver travelling to Paignton may feel that travelling south is the "wrong direction", so some traffic bound for Paignton should be allocated to Goodrington Road and Totnes Road.

3.52 The consequent traffic flow diagrams are provided as **Appendix TAA1-F.**

[1] Received from Emma Hext (Technical Director at Jacobs) on the 16th June 2017 on behalf of TC

School Distribution

3.53 As previously stated it is assumed that 320 pupils will travel to the primary school from outside the Inglewood development.

3.54 The distribution of these pupils in the areas surrounding the Inglewood site is based on an email from TC[2], which states:

> "*colleagues in education say it* [the catchment that the proposed school would serve] *would be for Blatchcombe and Churston-with-Galmpton Wards. Obviously, the new homes at Yannon's Farm, White Rock and proposed at Collaton St Mary will generate the most immediate demand".*

3.55 Therefore, distribution of these "off-site" school trips has been based on the above wards and the proportion of school trips assumed to be added to each link is set out below:

- White Rock - 20%;
- A385 Totnes Road (for pupils from Collaton St Mary) - 20%;
- Hunters Tor Drive - 30%;
- Langdon Lane - 10%;
- A379 Dartmouth Road (north of Windy Corner) - 20%

Public House Distribution

3.56 Assessment of the impact of the public house has been based upon the assumption that it will have 85 car parking spaces. It is considered that any trips to the public house from the residential portion of the site will be on foot, so it has been assumed that all the vehicular trips generated by the public house will come from outside the Inglewood development.

3.57 Due to the public house's positioning within the site, it has been assumed that all vehicular trips to the public house will be via the northern of the two site arms of the roundabout.

3.58 External to the site, the trips to and from the public house are based on the same census data distribution as the residential trips. No adjustment has been made for visits to the public house by people already passing along Brixham Road within the PM peak hour. Consequently, the assumptions made for the public house are considered to provide a robust assessment.

[2] David Pickhaver (TC) to Mike Harris (ST) dated 22nd May 2017

Committed Development

3.59 After agreement with TC, consented and committed development has been taken into consideration by including trips associated with the White Rock, Yannon's Farm, Devonshire Park and Yalberton Road developments. The locations of the four sites are shown on drawing 0734-039 enclosed in **Appendix TAA1-I**. The flows for these developments have been taken from the transport documentation for the respective sites.

3.60 The White Rock and Yannon's Farm sites both have planning consent and construction has commenced. Commencement figures for the two sites, have been provided by TC. As trips associated with occupied dwellings are included in the May 2017 traffic counts, they have been deducted from the development traffic flows provided in the TAs for the two developments. The Devonshire Park and Yalberton Road planning applications both await decisions, so construction has not commenced and the full predicted traffic flows for these developments are included as new trips in the analysis for Inglewood.

3.61 The consented White Rock development consists of 350 residential units, 14,857m^2 of B1 office space, 392m^2 retail space, 1,652m^2 food retail space, 21, 958m^2 of B2 employment space, 50 student residential units, an energy centre and a pavilion building, incorporating a function room for community use. The TA for this site is dated February 2011. The site is accessed via an arm, now called White Rock Way, at a new signal controlled junction on A3022 Brixham Road, opposite Kingsway Avenue. This is one of the junctions included in the junction analysis below. TC advised that at the start of May (when the traffic surveys were undertaken) construction had commenced on some 94 dwellings.

3.62 The consented Yannon's Farm development scheme consists of approximately 220 residential units, together with 5,600m^2 of employment (1/3 office use and 2/3 light industrial manufacturing) and 1,000m^2 local centre. The TA for this site is dated March 2010. The access to the site is a new signalised crossroad junction opposite the southern junction of Roselands Drive with A3022 Brixham Road. The new site access arm of the junction is known as Wilkins Drive. The completions data received from TC stated that there had been 98 completions in the Yannon's Farm development.

3.63 The committed Devonshire Park development scheme consists of up to 255 residential units, 5,600m^2 of B1/B8 employment usage and approximately 8,700m^2 non-food retail space with associated car parking, access and landscaping. The TA for this site is dated August 2014. Access to the development is proposed via three separate locations. The residential development will be directly accessed off A3022 Brixham Road at a priority T-junction. The existing Long Road/Waddeton Road roundabout will be enhanced to incorporate a fourth arm providing vehicular access for the non-food retail area, and a third access point is proposed at

a T-junction on Long Road to provide access to the business and commercial units.

3.64 The committed Yalberton Road development scheme includes two portions. The TA Addendum for this site is dated May 2015. The total development will consist of 192 residential units and 7,000m^2 of employment space. The larger portion of the site, will consist of 192 residential units and 2,325m^2 of B1 and will have an access from Yalberton Road. The smaller portion will contain 2,325m^2 of B1 and 2,325m^2 of B8 and will be accessed via Wilkins Drive.

3.65 The most recent approved application that included junction modelling of Long Road was the consented White Rock development in February 2011. In the White Rock application traffic surveys were undertaken in 2009 and were compared to 2004 surveyed flows in a TA for White Rock Business Park. The comparison of the 2004 and 2009 flows showed that there had been a reduction in the flows on Brixham Road in the five year period. Table 4.4 of the White Rock TA shows the reduction in flows along Brixham Road and is set out below as Table 3.17.

Table 3.17: Percentage Reduction in Traffic Flows between 2004 and 2009 as set out in Table 4.4 of the White Rock TA

	Brixham Road Northbound				Brixham Road Southbound			
	AM		PM		AM		PM	
	Vehicles	%	Vehicles	%	Vehicles	%	Vehicles	%
2004	814	-16.2	589	-9.8	455	-14.1	773	-19.3
2009	682		531		391		624	

3.66 Paragraph 4.1.28 of the White Rock TA states:

> "W*ith this proven reduction in traffic flows and the current state of the economy, there is not expected to be any growth in traffic between 2009 and 2011 and the junctions have been assessed for the Base Year, 2011, using the surveyed flows".*

The consented White Rock development was therefore assessed for Base + Committed Development, which consisted of the Yannon's Farm site (Cavanna Homes) and the Whitbread site (hotel and pub/restaurant) + White Rock development traffic for the year 2016, although again no growth was applied to the original base 2009 traffic flows.

3.67 The most recent traffic modelling of the Long Cross junction was undertaken in the Devonshire Park TA in 2014. The traffic modelling in this TA took into account the Torbay proposed highway enhancements along the Western Corridor that were planned at the time, as well as improvements to the junction which were proposed as part of the White Rock Development. These included the widening of the section of Brixham Road between Roselands Drive and Long Road, and also introduced a second right turn lane from the northern section of A3022 Brixham Road to Long Road. This application took into account the now consented White Rock and Yannon's Farm developments as committed development at that time. To be consistent with the neighbouring development at White Rock, a design year of 2019 was proposed, this being 5 years after the registration of the planning application. Traffic surveys were undertaken

on Thursday 7th of November 2013. It should be noted that paragraph 6.2 of the Devonshire Park TA states:

> "*Taking into account the local economic and social forecasting including residential allocation and employment potential, the majority of the traffic demand along the study network will be associated with the planned committed developments in the area. Therefore, to avoid double counting, background traffic growth was not applied to the baseline traffic flow".*

3.68 At the time of the Devonshire Park TA application, the most recent use of the site was as the headquarters of Nortel Communications, which employed up to 5,000 employees, a large proportion of which would have driven to work and used the extensive areas of car parking. The existing access onto Brixham Road has been retained and used as a vehicular access route to the South Devon College (SDC) car park. Devonshire Park has the ability to close this access at any time, which would result in all SDC traffic passing through the Long Road/Brixham Road signalised junction. Therefore, the traffic flows put forward in Figures 9.1 and 9.2 of the Devonshire Park TA consist of Base + Committed + Development 2019. These flows include the observed traffic flows from surveys undertaken in November 2013, Committed Development from the now consented White Rock and Yannon's Farm sites, a number of additional trips relating to the redistribution of the flows currently entering SDCs car park via the existing site entrance from Brixham Road and the development flows associated to the site. No growth factors were used to raise the base 2013 flows to 2019. This is consistent with the approach used within the approved White Rock application.

3.69 Table 6.4 of the Devonshire Park TA sets out what it refers to as the 2019 baseline conditions at the Long Road junction. This 2019 baseline flow consists of the traffic survey flows from 2013 with the addition of committed development flows from the White Rock and Yannon's Farms development. As noted above, no background growth rate has been used. For ease of reference the baseline results for the Brixham Road/Goodrington Road/Long Road junction shown in Table 6.4 of the Devonshire Park TA are set out in Table 3.18.

Table 3.18: Year 2019 Baseline Conditions as set out in Table 6.4 of the Devonshire Park TA					
Arm No.	**Arm Name**	**Base 2019 AM**		**Base 2019 PM**	
		% Sat	MMQ	% Sat	MMQ
1/1 + 1/2	Brixham Road (north) Left + Ahead	66.5%	9.8	88.3%	19.9
1/3	Brixham Road (north) Right	85.6%	9.7	39.5%	3.5
2/1 + 2/2	Goodrington Road Left, Ahead + Right	85.4%	18.4	89.0%	11.9
3/1 + 3/2	Brixham Road (south) Left + Ahead	80.3%	14.9	46.7%	4.3
3/3 + 3/4	Brixham Road (south) Ahead + Right	83.5%	16.7	62.8%	14.6
4/1 + 4/2	Long Road Left	28.4%	2.8	57.3%	7.0
4/3	Long Road Ahead + Right	84.5%	7.2	88.8%	12.6
Total	Cycle Time = 120 sec	PRC	5.2%	PRC	1.1%

3.70 When the development traffic for the Devonshire Park site was added to the model, along with the base flows set out in Table 3.18 above, the results were provided in Table 9.3 and these are repeated in Table 3.19 below.

Table 3.19: Year 2019 + Development + Car Park Redistribution as set out in Table 9.3 of the Devonshire Park TA					
Arm No.	**Arm Name**	**Base 2019 AM**		**Base 2019 PM**	
		% Sat	MMQ	% Sat	MMQ
1/1 + 1/2	Brixham Road (north) Left + Ahead	67.6%	10.0	40.5%	4.8
1/3	Brixham Road (north) Right	90.8%	16.4	90.9%	22.0
2/1 + 2/2	Goodrington Road Left, Ahead + Right	90.1%	20.4	87.2%	12.1
3/1 + 3/2	Brixham Road (south) Left + Ahead	89.8%	14.4	65.2%	5.1
3/3 + 3/4	Brixham Road (south) Ahead + Right	86.9%	14.4	79.6%	15.1
4/1 + 4/2	Long Road Left	34.0%	3.8	80.6%	16.3
4/3	Long Road Ahead + Right	87.3%	7.8	90.9%	13.9
Total	Cycle Time = 120 sec	PRC	-0.9%	PRC	-1.0%

3.71 The commentary that accompanies Table 9.3 in the Devonshire Park TA states:

> "*As can be seen above, the junction will run within its saturation capacity but slightly in excess of its theoretical design capacity during [sic] with a maximum queue length of 22 pcu predicted for Brixham Road (north) right-turning movements".*

3.72 Table 3.19 shows that the junction was predicted to be over the accepted design standard of 90% saturation when the Devonshire Park development traffic was added. Before the trips associated with the Inglewood development are added, the addition of a background growth factor and the committed development traffic from the Yalberton Road site would give rise to worse conditions than those predicted in the Devonshire Park TA.

3.73 A TA Addendum was produced for the Yalberton Road site in May 2015 and three junctions on the A3022 Brixham Road were assessed for capacity. These were:

- Borough Road, also known as Claylands Cross;
- Yalberton Road
- Roselands Drive/Wilkins Drive.

3.74 As the Long Road junction was not assessed as part of this application, turning proportions based on the traffic turning count surveys undertaken at the Long Road junction on May 9th 2017 have been used to distribute the trips generated by this development through the Long Road junction. The turning counts found that, of the traffic travelling southbound along A3022 at the Long Road junction, 10.6% of vehicles turned left onto Goodrington Road, 49.8% continued along A3022 and 39.6% turned right onto Long Road. For northbound vehicles at the Long Road junction, 21.1% originated from Goodrington Road, 65.3% originated from the southern section of A3022 Brixham Road and 13.5% originated from Long Road. These proportions, when applied to the north and south bound trips generate by the Yalberton Road site equate to approximately 23 southbound and 20 northbound movements through the Long Road junction in both the AM and PM peak hours.

Junction Analysis

Overall Approach

3.75 Morning (07:00 – 10:00) and evening (16:00 – 19:00) turning counts were undertaken for the following signal controlled junctions to establish when the local highway network peak hours occurred.

- A3022 Brixham Road/Goodrington Road/Long Road;
- White Rock/A3022 Brixham Road/Kingsway Avenue;
- A3022 Brixham Road/A379 Dartmouth Road/Langdon Lane Windy Corner.

3.76 From the surveys the peak hours were identified to be 08:00-09:00 for the AM peak hour and 16:00-17:00 for the PM peak hour.

3.77 By agreement with TC, the impact of traffic generated by the proposed development has been assessed at the following junctions.

- A3022 Brixham Road/Goodrington Road/Long Road junction;
- A3022 Brixham Road/Kingsway Avenue/White Rock Way junction;
- A3022 Brixham Road/A379 Dartmouth Road/Langdon Lane Windy Corner junction; and
- A3022 Brixham Road/site access roundabout.

The assessment of these junctions is set out below in the same order.

3.78 Each junction is assessed in four scenarios:

- 2017 - to examine the existing traffic flows;
- 2019 - the assumed year of first occupation of the development at Inglewood. This scenario includes the adjusted development flows from the consented White Rock and Yannon's Farm developments;
- 2024 - the assumed year in which the development will be completed. This scenario includes the adjusted development flows for the consented White Rock and Yannon's Farm developments and the development flows for the committed Devonshire Park and Yalberton Road sites;
- 2024 with Inglewood – the assumed year in which the development will be completed. This scenario includes the adjusted development flows the consented White Rock and Yannon's Farm developments, the development flows for the committed Devonshire Park and Yalberton Road sites and the predicted Inglewood development flows.

3.79 LinSig model runs have been generated for scenarios relating to the Inglewood development. Given the large areas of consented and committed development to be included in the modelling scenarios and following the methodology adopted in the TAs for the two consented and two committed developments, no adjustment has been made to the base flows to allow for background traffic growth (TEMPRO growth). Hence, no growth factors have been applied to the 2017 traffic survey data for the analysis of future years. Instead, the 2019 scenario includes the 2017 flows with the addition of the flows for the two development sites that have planning consent, namely White Rock and Yannon's Farm. An adjustment has been made to the development trips, derived from the respective TAs, to allow for the fact that a portion of both developments are already built and generating trips that would have been captured in the May traffic survey. The 2024 scenario includes the 2017 flows, the adjusted flows for the consented White Rock and Yannon's Farm sites, and the entire development flows for the committed Devonshire Park and Yalberton Road sites, and this scenario is tested without and with the

predicted Inglewood development traffic.

A3022 Brixham Road/Goodrington Road/Long Road

3.80 The A3022 Brixham Road/Goodrington Road/Long Road junction has controlled pedestrian/cycle crossings across three of the four arms of the junction. There are no pedestrian or cycle crossing facilities across the southern Brixham Road arm of the junction. The pedestrian/cycle crossings do not require an all red traffic stage.

3.81 The A3022 Brixham Road/Goodrington Road/Long Road junction was modelled using the computer program LinSig V3. The results for the analysis are provided in terms of Degree of Saturation (% Sat) and Mean Maximum Queue (MMQ). The Degree of Saturation is the ratio of flow to capacity of each lane. A figure of 100% would mean that a lane could not take any additional traffic. Generally, when designing new junctions, a figure of 90% is taken as a maximum design value to allow for minor variations in traffic flow. The MMQ indicates the maximum length of queue averaged out over the modelled period. It is expressed in Passenger Car Units (pcus), which approximates to one car, including space between vehicles in a queue. The Practical Reserve Capacity (PRC) provides a self-explanatory measure of the performance of the entire junction, with negative values indicating that the traffic demand at the junction exceeds its capacity.

3.82 A summary of the results for the weekday peak hours 08:00 – 09:00 and 16:00 – 17:00 for the existing junction are set out in Tables 3.20 and 3.21 below. All scenarios are run on a 120 second cycle time. The LinSig output is provided as **Appendix TAA1-J**.

Table 3.20: A3022 Brixham Road/Goodrington Road/Long Road – AM Peak Hour							
		08:00 – 09:00					
		2017 Base Traffic Flows		2019 + Adjusted Consented Development		2024 + Adjusted Consented and Committed Development	
Arm No.	Arm Name	% Sat	MMQ	% Sat	MMQ	% Sat	MMQ
1/1	A3022 Brixham Road (north) Left + Ahead	47.4%	7.5	58.4%	9.1	62.5%	9.9
1/2	A3022 Brixham Road (north) Ahead	50.2%	8.9	61.3%	10.7	65.4%	11.6
1/3	A3022 Brixham Road (north) Right	73.0%	6.9	89.9%	12.3	96.0%	15.3
1/4	A3022 Brixham Road (north) Right	74.1%	7.3	90.0%	12.7	96.8%	16.4
2/1 + 2/2	A3022 Brixham Road (south) Left + Ahead	75.7%	11.7	92.3%	17.2	94.8%	19.1
2/3 + 2/4	A3022 Brixham Road (south) Ahead + Right	74.3%	13.3	91.9%	18.7	94.7%	20.7
3/1 + 3/2	Goodrington Road Left, Ahead + Right	77.9%	14.7	93.9%	21.9	97.3%	25.2
4/1	Long Road Left	14.4%	1.7	19.5%	2.6	21.1%	2.8
4/2	Long Road Left	17.6%	2.3	21.6%	3.1	23.6%	3.5
4/3	Long Road Ahead + Right	25.6%	2.1	32.5%	2.8	34.4%	3.0
Total	Cycle Time = 120 sec	PRC	15.6%	PRC	-4.3%	PRC	-8.1%

Table 3.21: A3022 Brixham Road/Goodrington Road/Long Road – PM Peak Hour							
		16:00 – 17:00					
		2017 Base Traffic Flows		2019 + Adjusted Consented Development		2024 + Adjusted Consented and Committed Development	
Arm No.	Arm Name	% Sat	MMQ	% Sat	MMQ	% Sat	MMQ
1/1	A3022 Brixham Road (north) Left + Ahead	65.5%	13.1	74.8%	15.6	79.1%	16.9
1/2	A3022 Brixham Road (north) Ahead	67.7%	15.5	76.8%	18.1	81.1%	19.5
1/3	A3022 Brixham Road (north) Right	44.2%	3.3	60.1%	4.8	68.6%	5.7
1/4	A3022 Brixham Road (north) Right	45.2%	3.5	61.0%	5.0	69.1%	5.9
2/1 + 2/2	A3022 Brixham Road (south) Left + Ahead	50.0%	8.2	61.7%	10.6	66.9%	11.7
2/3 + 2/4	A3022 Brixham Road (south) Ahead + Right	50.8%	9.5	64.1%	12.2	68.4%	13.1
3/1 + 3/2	Goodrington Road Left, Ahead + Right	65.1%	8.0	76.9%	10.0	79.6%	11.1
4/1	Long Road Left	41.0%	5.8	58.4%	9.3	64.6%	10.6
4/2	Long Road Left	43.5%	6.7	60.7%	10.6	66.2%	11.8
4/3	Long Road Ahead + Right	67.9%	8.2	77.5%	10.7	82.9%	12.1
Total	Cycle Time = 120 sec	PRC	32.5%	PRC	16.2%	PRC	8.6%

3.83 It can be seen from the above flows that in 2017, the junction is currently within its design capacity and saturation capacity in the AM and PM peaks. In the AM peak the maximum anticipated queue length is 14.7 pcus on the Goodrington Road arm. In the PM peak the maximum queue length of 15.5 pcu predicted on the Brixham Road (north) ahead movement.

3.84 In 2019, with the addition of the adjusted consented White Rock and Yannon's Farm flows at the junction, the junction is predicted to be within its saturation capacity but over its design capacity in the AM peak (values highlighted in red) but well within both its design and saturation capacities in the PM peak. In the predicted 2019 AM peak the maximum queue length of 21.9 pcus is predicted on the Goodrington Road arm and a maximum of 18.1 pcu is predicted on the Brixham Road (north) ahead movement in the PM peak. The PRC for the junction in this scenario is also predicted to fall to a negative value of -4.3%.

3.85 In 2024, when the entire development flows for the committed Yalberton Road and Devonshire park applications are also added, Long Road junction still operates within its saturation and design capacity within the PM peak. However, in the AM peak in 2024 the junction is predicted to exceed its design capacity of 90% and is predicted to be almost at its saturation capacity, with a 97.3% Saturation and a MMQ of 25.2 pcus on Goodrington Road, and several other arms with % Saturations significantly above 90%. The PRC for the junction in this scenario also deteriorates, falling to a negative value of -8.1%.

3.86 Table 3.22 below sets out the 2024 results for the existing Long Road junction when the predicted Inglewood development flows are added, along with the traffic from the two consented and two committed developments previously tested.

Table 3.22: A3022 Brixham Road/Goodrington Road/Long Road 2024: Surveyed Traffic Flows + Adjusted Consented and Committed Development Traffic + Inglewood Development Traffic

Arm No.	Arm Name	AM		PM	
		% Sat	MMQ	% Sat	MMQ
1/1	A3022 Brixham Road (north) Left + Ahead	65.2%	10.7	84.0%	19.2
1/2	A3022 Brixham Road (north) Ahead	67.5%	12.4	85.5%	21.9
1/3	A3022 Brixham Road (north) Right	96.0%	15.3	68.6%	5.7
1/4	A3022 Brixham Road (north) Right	96.8%	16.4	69.1%	5.9
2/1 + 2/2	A3022 Brixham Road (south) Left + Ahead	101.3%	28.2	69.9%	12.8
2/3 + 2/4	A3022 Brixham Road (south) Ahead + Right	101.5%	30.2	71.7%	14.4
3/1 + 3/2	Goodrington Road Left, Ahead + Right	100.6%	29.6	84.6%	12.0
4/1	Long Road Left	21.1%	2.8	64.6%	10.6
4/2	Long Road Left	23.6%	3.5	66.2%	11.8
4/3	Long Road Ahead + Right	34.4%	3.0	82.9%	12.1
Total	Cycle Time = 120 sec	PRC	-12.8%	PRC	5.3%

3.87 It can be seen from Table 3.22 that while the junction still operates within its saturation and design capacity in the PM peak, in the AM peak it is predicted to surpass both its design and saturation capacities. In the AM peak the Brixham Road (north) right turn lanes have % Sat of 96.0% and 96.8% and MMQs of 15.3 pcus and 16.4 pcus respectively. Goodrington Road has a % Sat of 100.6% and a MMQ of 29.6 pcus. Brixham Road (south) approach lanes have a % Sat of 101.3% and 101.5% and MMQs of 28.2 pcus and 30.2 pcus respectively. The PRC deteriorates further, falling to a negative value of -12.8%.

3.88 In the PM peak the highest MMQ of 21.9 pcus is observed on the Brixham Road (north) ahead lane. This approach lane is within its saturation capacity with a % Sat of 85.5%.

3.89 It can be seen from the results in Table 3.22 that the addition of the Inglewood development traffic to the Long Road junction is predicted to cause saturation and design capacities to be exceeded in the AM peak hour.

3.90 A number of highway improvements at the junction have been considered in order to mitigate the impact of the development on the junction. The proposed highway improvements are shown on drawing 0734-040A, enclosed in **Appendix TAA1-K**. In summary, the improvements include a widening of Goodrington Road, within existing public highway, to allow an extension of the left turn lane from approximately 2 pcus to 10 pcu. An extension of the left turn lane on the southern of the two Brixham Road arms is also proposed from approximately 8 pcus to 12 pcus, and an extension of the right turn lane on the same Brixham Road arm from 6 pcus to 13 pcus. The second improvement would involve widening of the carriageway onto private land to the west of Brixham Road that is controlled by the Inglewood applicant, which is, therefore, uniquely able to offer this improvement. This widening would also enable the rearrangement of the junction to achieve the third improvement.

3.91 The model has been re-tested for the above 2024 scenario to take account of the highway improvements and the results are set out in Table 3.23 below.

Table 3.23: A3022 Brixham Road/Goodrington Road/Long Road 2024: Surveyed Traffic Flows + Adjusted Consented and Committed Development Traffic + Inglewood Development Traffic with Highway Improvements					
Arm No.	**Arm Name**	**AM**		**PM**	
		% Sat	MMQ	% Sat	MMQ
1/1	A3022 Brixham Road (north) Left + Ahead	67.2%	11.0	80.2%	18.2
1/2	A3022 Brixham Road (north) Ahead	69.6%	12.7	81.6%	20.8
1/3	A3022 Brixham Road (north) Right	96.0%	15.3	68.6%	5.7
1/4	A3022 Brixham Road (north) Right	96.8%	16.4	69.1%	5.9
2/1	A3022 Brixham Road (south) Left	25.1%	2.5	7.7%	0.9
2/2	A3022 Brixham Road (south) Ahead	96.5%	21.3	60.6%	11.7
2/3 + 2/4	A3022 Brixham Road (south) Ahead + Right	97.3%	23.4	64.6%	12.7
3/2 + 3/1	Goodrington Road Left, Ahead + Right	94.9%	22.8	81.4%	10.6
4/1	Long Road Left	21.1%	2.8	64.6%	10.6
4/2	Long Road Left	23.6%	3.5	66.2%	11.8
4/3	Long Road Ahead + Right	34.4%	3.0	82.9%	12.1
Total	Cycle Time = 120 sec	PRC	-8.1%	PRC	8.6%

3.92 It can be seen from Table 3.23 above that in 2024, with all consented and committed development flows added, Inglewood development traffic and the proposed highway improvements, Long Road junction is above its design capacities in the AM peak but within both its design and saturation capacities in the PM peak.

3.93 The results in Table 3.20 reveal that, without the Inglewood development or the associated proposed highway works, the junction would operate over capacity in 2024 with a PRC of -8.1% in the AM peak. With the addition of the Inglewood development traffic in 2024, Table 3.22 shows that the PRC in the AM peak decreases to -12.8%. In comparison, Table 3.23 shows that in the 2024 AM scenario with the added Inglewood trips and the proposed highway improvements to the junction layout, the PRC in this scenario returns to -8.1%. Although this puts the junction below its design and saturation capacities, it shows that the proposed highway improvements completely mitigate the impact of the added Inglewood development traffic. In particular, as an example of the improvement achieved by the proposed changes, the % Sat on Goodrington Road is predicted to decrease from 97.3% (Table 3.20 without Inglewood) to 94.9% with the improvement in place and the MMQs fall from 25.2 pcus to 22.8 pcus.

3.94 In the 2024 PM peak hour without Inglewood traffic the Long Road junction is predicted to operate with a PRC of 8.6% (Table 3.21). With the addition of the Inglewood development traffic in Table 3.22, the PRC of the junction would decrease to 5.3%. In Table 3.23, with the Inglewood traffic and the highway improvements, this value would rise back to 8.6%, i.e. completely mitigating the impact of the development on the junction and all movements within the junction are predicted to be below their design and saturation capacities.

3.95 In summary, by 2024 the addition of traffic from the two nearby consented and two committed developments is predicted to lead to deterioration of traffic conditions at the Long Road junction, such that the junction will be over capacity at -8.1% PRC in the AM peak hour (Table 3.20). With the introduction of the Inglewood development traffic and the associated mitigating highway works, the junction would perform in the AM peak hour in the same condition, with a PRC of -8.1% (Table 3.23).

3.96 Furthermore, a number of measures are set out in the Framework Travel Plan (FTP - bound as a separate document) that are intended to reduce the number of single occupancy vehicle trips on the Western Corridor, by transfer onto other modes of transport, including bus and car sharing. These measures would affect the trips generated by the Inglewood development and by other drivers. The reduction in car trips attributable to the FTP has not been taken into account in this traffic analysis but it is safe to assume that they would deliver further improvements in the traffic conditions at the Long Road junction compared to those predicted in Table 3.23. Therefore, it can be concluded that, with the introduction of the highway improvements and the FTP measures, the junction would operate with slightly more spare capacity in 2024 than it would without the Inglewood development and associated improvements, and taken together, the highway improvements and FTP measure will more than mitigate the impact of the Inglewood development on the junction.

A3022 Brixham Road/Kingsway Avenue/White Rock Way

3.97 The A3022 Brixham Road/Kingsway Avenue/White Rock Way junction was modelled using LinSig V3.

3.98 The A3022 Brixham Road/Kingsway Avenue/White Rock Way junction has controlled pedestrian/cycle crossings across all four arms of the junction. The pedestrian/cycle crossings do not require an all red traffic stage.

3.99 A summary of the results from the LinSig analysis, when the junction was modelled with a 120 second cycle time for every scenario, is provided in Tables 3.24 and 3.25 below. The LinSig output is provided as **Appendix TAA1-J**.

Table 3.24: A3022 Brixham Road/Kingsway Avenue/White Rock Way– AM Peak Hour							
		08:00 – 09:00					
		2017 Base Traffic Flows		2019 + Adjusted Consented Development		2024 + Adjusted Consented and Committed Development	
Arm No.	Arm Name	% Sat	MMQ	% Sat	MMQ	% Sat	MMQ
1/1	A3022 Brixham Road (north) Left + Ahead	22.8%	4.3	23.5%	4.5	24.6%	4.7
1/2	A3022 Brixham Road (north) Ahead	24.3%	5.0	24.8%	5.1	26.1%	5.4
1/3	A3022 Brixham Road (north) Right	2.5%	0.2	32.9%	2.6	32.9%	2.6
2/1	A3022 Brixham Road (south) Left + Ahead	39.9%	8.3	49.5%	10.6	51.7%	11.2
2/2 + 2/3	A3022 Brixham Road (south) Ahead + Right	41.3%	9.1	51.2%	12.2	53.3%	12.8
3/1	Kingsway Avenue Left, Ahead + Right	39.6%	2.0	40.4%	2.0	40.4%	2.0
4/1	White Rock Way Left + Ahead	11.9%	0.8	49.2%	3.7	49.2%	3.7
4/2	White Rock Way Right	6.2%	0.4	27.3%	2.0	30.0%	3.7
Total	Cycle Time = 120 sec	PRC	118.1%	PRC	75.8%	PRC	68.9%

Table 3.25: A3022 Brixham Road/Kingsway Avenue/White Rock Way - PM Peak Hour							
		16:00 – 17:00					
		2017 Base Traffic Flows		2019 + Adjusted Consented Development		2024 + Adjusted Consented and Committed Development	
Arm No.	Arm Name	% Sat	MMQ	% Sat	MMQ	% Sat	MMQ
1/1	A3022 Brixham Road (north) Left + Ahead	39.1%	8.2	44.5%	9.3	44.9%	9.5
1/2	A3022 Brixham Road (north) Ahead	40.2%	9.1	45.9%	10.4	46.4%	10.6
1/3	A3022 Brixham Road (north) Right	6.2%	0.5	43.5%	3.6	43.5%	3.6
2/1	A3022 Brixham Road (south) Left + Ahead	34.4%	6.9	45.8%	9.3	48.4%	10.1
2/2 + 2/3	A3022 Brixham Road (south) Ahead + Right	35.6%	7.6	47.4%	10.5	49.7%	11.3
3/1	Kingsway Avenue Left, Ahead + Right	18.4%	0.9	19.1%	0.9	19.9%	1.0
4/1	White Rock Way Left + Ahead	10.7%	0.8	45.8%	4.5	48.1%	4.6
4/2	White Rock Way Right	6.2%	0.4	40.0%	4.1	47.9%	4.8
Total	Cycle Time = 120 sec	PRC	123.7%	PRC	90.0%	PRC	81.0%

3.100 It can be seen from Tables 3.24 and 3.25 that the White Rock Way junction is predicted to operate well within its saturation and design capacity in both peak hours in the 2017, 2019 and 2024 scenarios. In the predicted 2024 AM peak hour with all consented and committed

developments completed, the Brixham Road (south) ahead and right turn lane has a % Sat of 53.3% with a MMQ of 12.8 pcus. In the predicted 2024 PM peak hour the White Rock Way left and ahead lane has a % Sat of 48.1% and a MMQ of 4.8 pcus.

3.101 In terms of overall junction performance, even in the 2024 scenarios a PRC is predicted in the AM peak hour of 68.9% and in the PM peak hour of 81.0%, indicating that there is plenty of spare capacity available within the junction.

3.102 The model has been rerun for the above 2024 scenario to take account of the predicted Inglewood development traffic. The results are set out in Table 3.26 below.

Table 3.26: A3022 Brixham Road/Kingsway Avenue/White Rock Way 2024: Surveyed Traffic Flows + Adjusted Consented and Committed Development Traffic + Inglewood Development Traffic

Arm No.	Arm Name	AM		PM	
		% Sat	MMQ	% Sat	MMQ
1/1	A3022 Brixham Road (north) Left + Ahead	27.0%	5.2	49.3%	10.9
1/2	A3022 Brixham Road (north) Ahead	28.5%	5.9	50.8%	12.0
1/3	A3022 Brixham Road (north) Right	32.9%	2.6	43.5%	3.6
2/1	A3022 Brixham Road (south) Left + Ahead	57.0%	12.9	51.7%	11.0
2/2 + 2/3	A3022 Brixham Road (south) Ahead + Right	58.5%	14.7	53.1%	12.4
3/1	Kingsway Avenue Left, Ahead + Right	40.4%	2.0	19.9%	1.0
4/1	White Rock Way Left + Ahead	49.2%	3.7	50.6%	4.7
4/2	White Rock Way Right	36.1%	2.8	51.6%	5.0
Total	Cycle Time = 120 sec	PRC	53.7%	PRC	69.6%

3.103 The results in Table 3.26 show that after the addition of the Inglewood development traffic, the White Rock Way junction will still have sufficient capacity in the predicted 2024 AM and PM peak hours. Following the addition of the Inglewood development traffic, the PRC value for the AM peak is predicted to decrease from 68.9% to 53.7% and for the PM peak from 81.0% to 69.9%.

3.104 With the addition of the Inglewood development traffic, the MMQ on Brixham Road (south) ahead and right arm in the 2024 AM peak hour is predicted to increase from 12.8 pcus to 14.7 pcus, while in the 2024 PM peak, the MMQ on the White Rock Way left and ahead lane is predicted to increase from 4.6 pcus to 4.7 pcus. In the 2024 PM peak hour the Brixham Road (north) ahead lane is predicted to have a % Sat of 46.4% and a MMQ of 10.6 pcus with the consented and committed developments completed. With Inglewood traffic added, these values rise slightly to a % Sat of 50.8% and a MMQ of 12.0 pcus.

3.105 With minimal changes in degree of saturation and queues and small reductions in PRC, it can be seen that the traffic impact of the Inglewood development traffic at the White Rock Way junction is small, plenty of spare capacity would remain to cater for future traffic growth and there is no need for the Inglewood development to propose mitigation measures at the junction.

A3022 Brixham Road/A379 Dartmouth Road Windy Corner Junction - Existing Junction Layout

3.106 The A3022 Brixham Road/A379 Dartmouth Road junction, known locally as Windy Corner, was modelled using LinSig V3.

3.107 The A3022 Brixham Road/A379 Dartmouth Road/Langdon Lane Windy Corner junction has uncontrolled pedestrian/cycle crossings across two signalised arms of the junction. As the pedestrian/cycle crossings are not signal controlled, they do not require an all red traffic stage.

3.108 The layout of the Windy Corner junction is far from a standard right angle signalised tee junction. In particular, the northbound "left turn" from A379 Dartmouth Road to A3022 Brixham Road is laid out as a fork left and is not subject to traffic signal control. As TC has previously modelled the junction, they were asked for comment on how best to model the junction. TC's comments are of a detailed nature and are set out in the footnote below.[3] The TC comments were considered by KTC to be reasonable because of the slight deviation of the left turn from Dartmouth Road to Brixham Road and the excellent forward visibility to right turning movements from the northern section of Dartmouth Road, so they were adopted in the following analysis.

3.109 A summary of the results from the LinSig analysis, when the existing junction was modelled with a 90 second cycle time for every scenario, is provided in Tables 3.27 and 3.28 below. The LinSig output is provided as **Appendix TAA1-J**.

[3] On 21 June 2017 Emma Hext, Technical Director at Jacobs, advised on behalf of TC that previous modelling work on the junction had: a) assigned a maximum flow of 1940 pcu/hr (based on calculations set out in RR67) for the give way northbound movement to Brixham Road, rather than the default value of 715 pcu/hr that would usually be used for a left turn give way slip at a signal junction with opposed movements; and b) that the co-efficient was varied from the default of 0.22 to 1.09.

Table 3.27: Windy Corner Junction (Existing Geometry) – AM Peak Hour							
		08:00 – 09:00					
		2017 Base Traffic Flows		2019 + Adjusted Consented Development		2024 + Adjusted Consented and Committed Development	
		% Sat	MMQ	% Sat	MMQ	% Sat	MMQ
1/1	A379 Dartmouth Road (north) Ahead	58.9%	11.1	60.1%	11.5	61.2%	11.7
1/2	A379 Dartmouth Road (north) Ahead + Right	34.8%	0.9	37.7%	0.9	39.2%	1.0
2/1	A379 Dartmouth Road (south) Left	90.6%	-	95.9%	-	98.0%	-
2/2	A379 Dartmouth Road (south) Ahead	90.6%	18.0	95.9%	25.9	98.0%	33.0
3/1	A3022 Brixham Road Left + Right	89.7%	16.4	96.1%	22.0	97.7%	24.5
Total	Cycle Time = 90 sec	PRC	-0.7%	PRC	-6.8%	PRC	-8.9%

Table 3.28: Windy Corner Junction (Existing Geometry) – PM Peak Hour							
		16:00 – 18700					
		2017 Base Traffic Flows		2019 + Adjusted Consented Development		2024 + Adjusted Consented and Committed Development	
		% Sat	MMQ	% Sat	MMQ	% Sat	MMQ
1/1	A379 Dartmouth Road (north) Ahead	65.3%	12.2	70.4%	13.1	72.2%	13.4
1/2	A379 Dartmouth Road (north) Ahead + Right	25.7%	0.8	34.5%	0.9	35.2%	1.0
2/1	A379 Dartmouth Road (south) Left	96.2%	-	103.5%	-	106.1%	-
2/2	A379 Dartmouth Road (south) Ahead	96.2%	24.8	103.5%	56.2	106.1%	76.3
3/1	A3022 Brixham Road Left + Right	95.6%	26.3	104.0%	50.2	106.1%	59.9
Total	Cycle Time = 90 sec	PRC	-6.8%	PRC	-15.6%	PRC	-17.9%

3.110 It should be noted that the results do not assign a MMQ to the A379 Dartmouth Road (south) left turn lane, as there is very little opposing traffic turning right from Dartmouth Road into Brixham Road, so stationary queues are unlikely to form at the give way line.

3.111 It can be seen from Tables 3.27 and 3.28 above that the existing Windy Corner junction layout is already over its saturation and design capacities in all AM and PM peak scenarios tested.

3.112 The overall performance of the junction, expressed as the PRC, is predicted to be above capacity in all scenarios.

3.113 The junction was then modelled with 2024 traffic flows, together with the predicted Inglewood development traffic. A summary of the results from the LinSig analysis is provided in Table 3.29 below and the LinSig output is provided as **Appendix TAA1-J**.

Table 3.29: Windy Corner (Existing Geometry) 2024: Surveyed Traffic Flows + Adjusted Consented and Committed Development Traffic + Inglewood Development Traffic

Arm No.	Arm Name	AM		PM	
		% Sat	MMQ	% Sat	MMQ
1/1	A379 Dartmouth Road (north) Ahead	62.5%	12.1	74.2%	13.8
1/2	A379 Dartmouth Road (north) Ahead + Right	42.4%	1.1	38.2%	1.1
2/1	A379 Dartmouth Road (south) Left	99.8%	-	108.3%	-
2/2	A379 Dartmouth Road (south) Ahead	99.8%	42.5	108.3%	93.9
3/1	A3022 Brixham Road Left + Right	100.2%	29.6	106.2%	61.3
Total	Cycle Time = 90 sec	PRC	-11.4%	PRC	-20.3%

3.114 Unsurprisingly in light of the previous results, the results in Table 3.29 show that the existing Windy Corner junction layout would exceed both its design and saturation capacities in the 2024 scenario with the Inglewood development traffic added, particular problems being predicted on the Dartmouth Road (south) i.e. northbound, and Brixham Road approaches in both peak periods.

3.115 However, the incremental impact of the Inglewood traffic is modest. For instance, in the 2024 AM peak hour, the increase in traffic attributable to Inglewood on the Brixham Road approach is 36 vehicles (**Appendix TAA1-F**), while the MMQ is predicted to increase from 24.5 to just 29.6 pcus. Similarly, in the 2024 PM peak, the addition of 22 vehicles on the Brixham Road approach gives rise to an increase in the MMQ from 59.9 to just 61.3.

A3022 Brixham Road/A379 Dartmouth Road/Langdon Lane Windy Corner Junction - Torbay Council Proposed Improved Junction Layout

3.116 TC proposes to undertake improvements south of the Windy Corner junction to alleviate northbound queuing problems on Dartmouth Road. TC (Adam Luscombe) provided a drawing (Torbay Council, Western Corridor, Windy Corner Junction Improvement, Preliminary Design Option 1, drawing number 8/9/7_01B), which is included at **Appendix TAA1-K** and shows a scheme to provide two northbound lanes along the southern approach to the junction. To provide space for the northbound widening, southbound traffic would be diverted via Bascombe Road before re-joining the existing A379 carriageway approximately 190m south of the signalised junction.

3.117 KTC understands that TC currently intend to implement their scheme commencing mid to late September 2018, with work completing by April 2019. It is also noted that their design may not

yet be finalised.

3.118 The capacity of the Windy Corner junction with the TC scheme introduced has been analysed and a summary of the results from the LinSig analysis is provided in Tables 3.30 and 3.31 below. The LinSig output is provided at **Appendix TAA1-J.**

Table 3.30: Windy Corner Junction with Torbay Council Proposed Improved Layout AM Peak Hour

		08:00 – 09:00					
		2017 Base Traffic Flows		2019 + Adjusted Consented Development		2024 + Adjusted Consented and Committed Development	
		% Sat	MMQ	% Sat	MMQ	% Sat	MMQ
1/1	A379 Dartmouth Road (north) Ahead	66.4%	13.0	69.4%	13.7	71.0%	14.2
1/2	A379 Dartmouth Road (north) Ahead + Right	34.8%	0.9	37.7%	1.0	39.2%	1.1
2/1	A379 Dartmouth Road (south) Left	68.9%	-	77.7%	-	79.7%	-
2/2	A379 Dartmouth Road (south) Ahead	72.5%	13.6	77.7%	14.6	79.7%	15.2
3/1	A3022 Brixham Road Left + Right	74.3%	12.8	78.0%	14.4	79.7%	15.4
Total	Cycle Time = 90 sec	PRC	21.1%	PRC	15.5%	PRC	12.9%

Table 3.31: Windy Corner Junction with Torbay Council Proposed Improved Layout – PM Peak Hour

		16:00 – 17:00					
		2017 Base Traffic Flows		2019 + Adjusted Consented Development		2024 + Adjusted Consented and Committed Development	
		% Sat	MMQ	% Sat	MMQ	% Sat	MMQ
1/1	A379 Dartmouth Road (north) Ahead	72.2%	13.4	78.4%	14.1	80.7%	15.1
1/2	A379 Dartmouth Road (north) Ahead + Right	25.4%	0.8	29.5%	0.9	30.2%	1.0
2/1	A379 Dartmouth Road (south) Left	60.8%	-	66.7%	-	69.6%	-
2/2	A379 Dartmouth Road (south) Ahead	84.9%	13.6	94.7%	14.8	98.5%	15.2
3/1	A3022 Brixham Road Left + Right	86.9%	20.5	95.2%	29.0	97.2%	33.1
Total	Cycle Time = 90 sec	PRC	3.5%	PRC	-5.7%	PRC	-9.5%

3.119 It can be seen from Tables 3.30 and 3.31 above that the Windy Corner junction with the TC proposed highway works included is predicted to return to being within its design and saturation

capacities in all AM peak hour tests and in the 2017 PM peak hour. However, the junction is predicted to remain in excess of its design and saturation capacities in the PM peak in the 2019 and 2024 scenarios.

3.120 For the 2024 scenario, the PRC of the junction is predicted to improve from -8.9% with the existing geometry in the AM peak (Table 3.27) to 12.9% with the Torbay improvements (Table 3.30). In the PM peak, the PRC is predicted to improve from -17.9% with the existing geometry (Table 3.28) to -9.5% with the TC improvements (Table 3.31). So the PM peak remains in excess of its design and saturation capacities.

3.121 A summary of the LinSig results when the Windy Corner junction was modelled in the 2024 scenario with the TC proposed highway works and the predicted Inglewood development traffic, is provided in Table 3.32 below. The LinSig output is provided as **Appendix TAA1-J**.

Table 3.32: Windy Corner with Torbay Council Proposed Improved Layout 2024: Surveyed Traffic Flows + Adjusted Consented and Committed Development Traffic + Inglewood Development Traffic

Arm No.	Arm Name	AM		PM	
		% Sat	MMQ	% Sat	MMQ
1/1	A379 Dartmouth Road (north) Ahead	72.6%	14.5	80.7%	15.1
1/2	A379 Dartmouth Road (north) Ahead + Right	42.4%	1.2	33.2%	1.1
2/1	A379 Dartmouth Road (south) Left	80.8%	-	70.9%	-
2/1	A379 Dartmouth Road (south) Ahead	81.0%	15.5	98.5%	15.3
3/1	A3022 Brixham Road Left + Right	82.2%	16.6	99.5%	38.6
Total	Cycle Time = 90 sec	PRC	9.4%	PRC	-10.6%

3.122 Comparison of the results in Tables 3.30 and 3.31 with the results in Table 3.32 shows that the addition of the Inglewood development traffic to Windy Corner junction in the 2024 scenario with the TC proposed highway works leads to a small decrease in the performance of the junction. In the AM peak hour the PRC of the junction is predicted to decrease from 12.9% to 9.4%. The longest queue in both scenarios is found on the Brixham Road arm of the junction. In the 2024 with TC improvement scenario the arm has % Sat of 79.7% and a MMQ of 15.4 pcus. These increase slightly with the addition of the Inglewood traffic to a % Sat of 82.2% and a MMQ of 16.6 pcus.

3.123 In the PM peak, the junction would operate over capacity with a PRC of -9.5% with the TC improvements and this decreases slightly to -10.6% with the addition of the Inglewood traffic. Brixham Road again has the longest queues in this scenario. Table 3.31 shows that with the TC improvements, the Brixham Road arm has a % Sat of 97.2% and a MMQ of 33.1 pcus. These increase slightly with the addition of the Inglewood traffic, to 99.5% Sat and a MMQ of 38.6 pcus.

3.124 Given that the junction is predicted to be over capacity without the Inglewood development traffic, it is unlikely that the addition of three vehicles to the back of the queue on Brixham Road would be perceptible. However, KTC has investigated options to mitigate the impact of the additional development traffic on the junction and a further model run to test these highway improvements is outlined below.

A3022 Brixham Road/A379 Dartmouth Road/Langdon Lane Windy Corner Junction – With KTC Proposed Junction Improvements

3.125 To mitigate the impact of the Inglewood development traffic on Windy Corner junction KTC has investigated a number of other highway improvements in addition to those being proposed by TC. The KTC proposed highway layout makes adjustments to the location and positioning of the existing islands within the junction and widens the carriageway, into the existing eastern verge. These changes enable the introduction of two southbound lanes from the signals to the point at which the southbound lane diverts onto Bascombe Road, as proposed on the TC preliminary highway improvements plan. In turn, this change allows both lanes on the northern Dartmouth Road arm to be assigned to southbound traffic. Reclaiming carriageway space from the islands and verges also allows for an area to be allocated for vehicles turning right from Dartmouth Road into Brixham Road to pull forward and wait within the junction without obstructing southbound traffic in the offside lane. It also enables the introduction of a short length (2 pcus) of two lane approach on the Brixham Road arm of the junction. It is proposed that the nearside of the two lanes would be marked as left and right turn and the offside be marked as right turn only.

3.126 A revised junction layout is shown on drawing 0734-053, enclosed in **Appendix TAA1-K**.

3.127 A summary of the results from the LinSig analysis modelled in 2024 for the layout with both the TC and KTC proposed highway works and the predicted Inglewood development traffic flows is provided in Table 3.33 below. The LinSig output is provided as **Appendix TAA1-J**.

Table 3.33: Windy Corner with Torbay Council and KTC Proposed Improvements 2024: Surveyed Traffic Flows + Adjusted Consented and Committed Development Traffic + Inglewood Development Traffic

Arm No.	Arm Name	AM		PM	
		% Sat	MMQ	% Sat	MMQ
1/1	A379 Dartmouth Road (north) Ahead	68.8%	13.5	76.7%	14.1%
1/2	A379 Dartmouth Road (north) Ahead + Right	42.4%	1.1	33.3%	1.1
2/1	A379 Dartmouth Road (south) Left	80.4%	-	70.6%	-
2/2	A379 Dartmouth Road (south) Ahead	80.4%	14.6	89.3%	14.5
3/1	A3022 Brixham Road Left + Right	2.0%	0.0	4.1%	0.0
3/2	A3022 Brixham Road Right	80.2%	15.6	91.4%	25.4
Total	Cycle Time = 90 sec	PRC	12.0%	PRC	-1.5%

3.128 It can be seen from Table 3.33 that with the addition of the KTC proposed highway works the PRC of the junction in the 2024 scenario with the Inglewood development traffic is predicted to improve from 9.4% (Table 3.32) to 12.0%. In the PM peak the PRC is predicted to improve from -10.6% (Table 3.32) to -1.5%. So although this does not bring the junction back within its PRC, the modelling demonstrates that the proposed highway works will mitigate the impact of the development on the junction.

3.129 Table 3.32 indicates that in the 2024 scenario with TC improvements and the addition of Inglewood development traffic the % Sat on Brixham Road in the PM peak is predicted to be 99.5% with a MMQ of 38.6 pcus, on Dartmouth Road (south) ahead lane is 98.5% with a MMQ of 15.3 pcus and a % Sat on Dartmouth Road (north) ahead lane is 80.7% with a MMQ of 15.1 pcus. With the addition of the KTC proposed highway works, Dartmouth Road (south) ahead lane is returned to being within its design capacity. In this new layout the separate lanes on Brixham Road are analysed separately, with 91.4% Sat and a MMQ of 25.4 pcus on the right turn lane and 4.1% with a MMQ of 0.0 pcus on the left and right turn lane. On Dartmouth Road (south) ahead lane the % Sat is predicted to reduce to 89.3% with a MMQ of 14.5 pcus and on Dartmouth Road (north) ahead lane 76.7% with a MMQ of 14.1 pcus.

3.130 The PRC values for the junction for the 2024 scenario without the addition of the Inglewood development traffic but with the TC highway improvements were 12.9% in the AM peak and -9.5% in the PM peak (Table 3.30 and 3.31). In comparison, Table 3.33 shows that not only do the KTC proposed highway works mitigate the addition of the Inglewood development traffic, they would also restore the junction to being almost within its design and saturation capacities in the PM peak, decreasing the PRC from -9.5% (Table 3.31) to -1.5% (Table 3.33). The AM peak already satisfies these two criteria.

Proposed Site Access Roundabout Junction

3.131 The site access is proposed as a roundabout junction, with A3022 Brixham Road forming two of the four arms of the roundabout and two site access arms located to the west of the existing A3022 Brixham Road. The junction has been tested using the computer program ARCADY and AM and PM peak flows have been tested.

3.132 A roundabout with a Ratio of Flow to Capacity (RFC) value of less than 1.0 is considered to be within capacity although a design value of 0.85 is normally used. The ARCADY output is enclosed as **Appendix TAA1-L**.

3.133 Table 3.34 below set out how the roundabout would operate with only the existing 2017 flows on A3022 Brixham Road. Although this is not a scenario that would actually occur, it is included for comparative purposes.

Table 3.34: Site Access Roundabout Junction 2017				
	08:00 – 09:00		16:00 – 17:00	
	RFC	Queue	RFC	Queue
A3022 Brixham Road (north)	0.337	0.54	0.538	1.18
A3022 Brixham Road (south)	0.542	1.19	0.482	0.94
Site Access (south)	-	-	-	-
Site Access (north)	-	-	-	-

3.134 As for the other junctions, a 2019 scenario has also been run. Although this scenario would not include any of the Inglewood development traffic, it does assume that the access roundabout would have been constructed and takes account of the adjusted consented development traffic from the White Rock and Yannon's Farm developments. The results for this scenario are shown in Table 3.35.

Table 3.35: Site Access Roundabout Junction 2019: with Adjusted Consented Development				
	08:00 – 09:00		16:00 – 17:00	
	RFC	Queue	RFC	Queue
A3022 Brixham Road (north)	0.379	0.65	0.632	1.72
A3022 Brixham Road (south)	0.660	1.94	0.565	1.31
Site Access (south)	-	-	-	-
Site Access (north)	-	-	-	-

3.135 It can be seen from Table 3.35 that in the 2019 scenario the roundabout junction would remain well within capacity. The longest queue is the northbound movement from A3022 Brixham Road (south) in the AM peak, which is predicted to increase from 1.19 to 1.94 pcus.

3.136 The model for the 2024 scenario takes account of the two consented and two committed development sites at White Rock, Yannon's Farm, Devonshire Park and Yalberton Road. The results are set out in Table 3.36 below.

Table 3.36: Site Access Roundabout Junction 2024: with Adjusted Consented and Committed Development				
	08:00 – 09:00		16:00 – 17:00	
	RFC	Queue	RFC	Queue
A3022 Brixham Road (north)	0.400	0.70	0.662	1.95
A3022 Brixham Road (south)	0.688	2.19	0.605	1.53
Site Access (south)	-	-	-	-
Site Access (north)	-	-	-	-

3.137 Table 3.36 shows that with 2024 flows on the local highway network the roundabout would still be well within capacity. The longest queue is again on A3022 Brixham Road (south) in the AM peak, which is predicted to be 2.19 pcus with an RFC of 0.688.

3.138 The 2024 scenario was then run with Inglewood development traffic added to the model and the results are shown in Table 3.37 below.

Table 3.37: Site Access Roundabout Junction 2024: with Adjusted Consented and Committed Development + Inglewood Development

	08:00 – 09:00		16:00 – 17:00	
	RFC	Queue	RFC	Queue
A3022 Brixham Road (north)	0.457	0.88	0.745	2.86
A3022 Brixham Road (south)	0.745	2.86	0.663	1.96
Site Access (south)	0.351	0.52	0.199	0.24
Site Access (north)	0.118	0.13	0.056	0.06

3.139 Table 3.37 sets out the results of the ARCADY model in the 2024 scenario with the addition of the Inglewood development traffic and shows that the junction is still predicted to be well within capacity in both peak hours. The RFC on the northern section of A3022 Brixham Road is predicted to increase from 0.400 to 0.457 in the AM peak and from 0.662 to 0.745 in the PM peak. The RFC on the southern section of A3022 Brixham Road increases from 0.688 to 0.745 in the AM peak and from 0.605 to 0.663 in the PM peak. Meanwhile, the highest RFC on either of the site access arms is on the southern arm in the AM peak, when an RFC of 0.351 and a queue of 0.52 pcus are predicted. This arm is likely to have the highest RFC/queue values in the AM peak hour due to trips to/from the primary school using the southern site access arm. The highest site access RFC in the PM peak is just 0.199 with a queue of 0.124 pcus and is also on the southern access arm.

3.140 It is clear from the above analysis that the proposed site access roundabout would have sufficient capacity to cater for all existing and projected development traffic flows, while also leaving some spare capacity to cater for future growth.

Conclusions of Traffic Analysis

3.141 The results of the modelling of the three off site junctions and the proposed site access roundabout demonstrates the following.

3.142 The A3022 Brixham Road/Goodrington Road/Long Road junction is predicted to be over capacity in 2024 when two nearby consented and two committed developments are completed. However, proposed improvements can be provided by the applicant to mitigate the impact of the Inglewood development traffic on the junction.

3.143 The A3022 Brixham Road/Kingsway Avenue/White Rock Way junction is predicted to have sufficient capacity in 2024 to cater for the traffic generated by all four, nearby consented/ committed developments and by the proposed Inglewood development.

3.144 The A379 Dartmouth Road/A3022 Brixham Road junction at Windy Corner is predicted to be over capacity in 2024 with the traffic added from the two nearby consented and two committed developments, even after improvements proposed by TC are implemented. Proposals for further improvements put forward within this TA would mitigate the impact of both the Inglewood development traffic and the nearby consented and committed developments.

3.145 The proposed four arm site access roundabout would have sufficient capacity to cater for all predicted traffic in 2024, when it is assumed the Inglewood and nearby consented/ committed developments would be complete.

3.146 Hence, with the improvements proposed at Long Road, the impact of the Inglewood development traffic will be mitigated in future scenarios. The improvements at Windy Corner along with the proposed four-arm roundabout site access junction will have sufficient capacity to meet the demand generated by existing flows, all consented and committed development in the vicinity and the traffic generated by the proposed Inglewood development.

4. CONCLUSIONS

4.1 All the issues raised by Jacobs (on behalf of Torbay) since the planning application was registered have been considered in this Addendum to the Transport Assessment.

4.2 The pedestrian/cycle route to the north is deliverable by AP/DFE without any third party consents or approvals.

4.3 The uncontrolled pedestrian crossing location to the southern end of the site will have the required visibility splays, as shown on drawing 0734-029, included in the TA.

4.4 Provision for cyclists at the proposed southern crossing has been discussed with TC previously and the option that has been developed (the use of the existing traffic splitter island as part of an uncontrolled pedestrian crossing) was decided on as the preferred solution even though it was recognised that this would not provide for cyclists in this location. It was considered that cyclists could cross Brixham Road at adjacent to the roundabout to reach the existing footway/cycleway along the eastern side of Brixham Road, and that as this route is well segregated from the vehicle carriageway, that this would be a more desirable route for cyclists who don't want to cycle on the carriageway.

4.5 Confirmation that the extension of the Stagecoach bus service is secured and a contribution will be included in the final S106.

4.6 A Framework Travel Plan has been produced as part of the planning application

4.7 The revised results for the traffic impact modelling demonstrates that the existing off-site junctions and the proposed site access roundabout junction would operate well within their capacity or, in situations where this is not possible, highway improvements are proposed to mitigate the impact of the development traffic on the junctions. The updating of the base traffic flows does not change the conclusions of the modelling.

4.8 On the basis of all the above, and specifically the revised traffic analysis, it is concluded that there are no transport related reasons why a planning application for the proposed development should not be approved.

Appendix TAA1-A

Inglewood, Paignton

Torbay Council

Review of Transport Impact

B2305050/ING | B

December 15, 2017

Document history and status

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B	15/12/2017	Final	Emma Hext	Chris Sanders	Emma Hext

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Inglewood, Paignton

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Contents

1. Introduction

This report summarises the findings from a review of documentation submitted as part of a planning application to Torbay Council for land to The South Of White Rock, Adjacent To Brixham Road (Inglewood, Paignton). The Planning Application number is P/2017/1133.

The application is for outline consent for a residential led development of up to 400 dwellings (C3) with the means of vehicular and pedestrian/cycle access, together with the principle of a public house (A3/A4 use), primary school (420 places) with nursery (D1), internal access roads and the provision of public open space (formal and informal) and strategic mitigation. The proposal includes amendments to Brixham Road, Long Road junction and Windy Corner junction. Details of access to be determined with all other matters reserved.

This report covers a review of the following documentation:

- Transport Assessment (November 2017) produced by Key Transport Consultants (KTC)
- Framework Travel Plan (October 2017) also produced by KTC

This report includes comments on the application and highlights areas where clarification is required.

2. The Application

The Outline Planning Application covers up to 400 residential dwellings, a two-form entry primary school and a public house.

A four arm roundabout is proposed on A3022 Brixham Road, north of its junction with Hunters Tor Drive as the vehicular access to the site. Pedestrian and cycle crossing facilities are proposed on Brixham Road and a footway/cycleway link into the White Rock development in the north enabling access by active modes to South Devon College. Bus stops are proposed in close proximity to the access roundabout to provide access by public transport.

The application includes proposed highway improvements at:

- Windy Corner (junction of the A3279 Dartmouth Road and A3022 Brixham Road);
- The junction of A3022 Brixham Road, Long Road and Goodrington Road;
- The A3022 Brixham Road.

Enhancements to Stagecoach service 23 are also proposed so that the service is extended to the site, providing access to Paignton and South Devon College.

3. Comments

3.1 Sustainable Access

The Torbay Local Plan (2012-2030) sets out the requirement for all major developments that are likely to have significant transport implications to include a Travel Plan. This Travel Plan should set out how at least 30% of the potential users can gain access by foot, cycle or public transport and how this will be monitored.

Walking

From the development site, there are pedestrian routes proposed that provide access to White Rock and Brixham Road to the north and south of the site and link with existing routes. It has not been demonstrated within the Transport Assessment that the pedestrian/cycle route to the north through White Rock (drawing 0734-055 in Appendix F) has been secured. Evidence of this is important to show that the route can be delivered.

The road network within the development includes a mix of footways and shared use surfaces for pedestrians. A Toucan crossing is proposed to the north of the access junction and an uncontrolled crossing to the south. There are also uncontrolled crossings at the roundabout. The visibility at the southern uncontrolled crossing could be impeded by vegetation, which is also a point raised in the Road Safety Audit (Appendix H). Suitable visibility at the crossing should be ensured at detailed design stage.

Cycling

Cycle access to and from the site is proposed at the north (access to White Rock), onto Brixham Road north of the roundabout and following the road network. As raised above, evidence to demonstrate the link to White Rock is required.

There is no cycle access proposed to the south of the site and therefore cyclists would have to exit via the roundabout in order to leave the site and travel south on Brixham Road. It is considered that provision for cyclists to the south of the site would be beneficial and should be explored further.

Public transport

The closest existing bus stops are located on Hunters Tor Drive, approximately 490m from the proposed site access junction. Bus stops are proposed within the development site, adjacent to the access junction and are planned to be served by an extended Stagecoach service 23. This would provide access to Paignton and South Devon College.

Given the existing location of bus stops/services, the extension to the Stagecoach 23 service needs to be secured in order to provide adequate opportunities for bus travel to and from the site.

Framework Travel Plan

The Framework Travel Plan assumes a base mode share in line with Census 2011 data for Torbay. As a result, it is assumed that 64.8% initially will travel as single occupancy car journeys. The target included is to change this by 10% to a 5-year mode share of 58.3%. No change is anticipated to walking or cycling, with people expected to divert primarily to the bus. It is recommended that the targets do consider an increase in trips made by active modes.

3.2 Existing Traffic

Automatic Traffic Count data is available for the A379 Dartmouth Road at two locations (north and south of Windy Corner) and the A3022 Brixham Road.

The AM peak hour has been identified as 08:00 – 09:00 and the PM peak hour has been identified as 17:00 – 18:00. According to the traffic data collected, the highest volume of traffic in the PM peak is between 16:00 and 17:00 rather than the hour chosen. Between 16:00 and 17:00, two-way traffic flow is 142 vehicles higher than the hour later at A3022 Brixham Road. Traffic on the A379 is also higher between 16:00 and 17:00 than between 17:00 and 18:00 with a difference of 91 to the north and 43 to the south of Windy Corner. It is not stated in the TA why the PM peak hour of 17:00 – 18:00 has been chosen when it is not found to be the hour with most traffic. For a more robust assessment, the peak hour modelled would correspond with the highway peak.

3.3 Development Traffic

Trip rates have been calculated using the TRICS database. The rates identified appear realistic and in line with other developments in the vicinity.

The primary school has 420 places, with 100 pupils from within the development and 320 from outside the development. The assumption has been made that all primary school age children within the development will attend the newly constructed primary school on site. This assumption removes 39 vehicles from the 'external' network development traffic in the AM peak and 4 vehicles in the PM peak. In reality, whilst a high proportion are likely to attend their closest school it is considered unrealistic for every primary school age child within the development to attend this school, with much more taken into account during decision making than proximity alone. Therefore, it would be recommended that a proportion of children within the development travel out of the site for schooling.

Table 6.16 displays the total development external vehicular trips expected to be generated from the site. These figures are included in the Traffic Flow diagrams in Appendix K. Table 6.16 and Appendix K correspond with each other, with the exception of the Residential PM peak traffic. The information in Appendix K suggests arrivals of 103 and departures of 62 and a two-way total of 165 trips. This differs from the Table in the report which suggests 201 trips in total, i.e. 36 vehicles less. This inconsistency follows through to the total development traffic.

As the data included in the Traffic Flow diagrams matches the input to the modelling, the PM development traffic appears to have been under-represented.

3.4 Traffic Impact

The TA submitted as part of the planning application includes junction modelling to ascertain the impact. LinSig has been used for the signalised junctions and ARCADY for the access roundabout. The model set-up has been reviewed by Jacobs to ensure suitable assumptions have been made and the network is correctly coded. The traffic flows used match those in Appendix K, unless stated. As raised in Section 3.3 of the TA, the PM development traffic is 36 vehicles lower than listed in the body of the TA in Table 6.16.

A3022 Brixham Road / Long Road / Goodrington Road

The modelling demonstrates the junction to be operating within its saturation and design capacity within the PM peak in forecast years. However, a 97.3% degree of saturation (DOS) is recorded with 2024 base flows, rising to over 100% with the addition of development traffic. As a result, highway improvements have been proposed. These improvements return the DOS to a similar level to the base with a DOS of approximately 97%. The

junction is still expected to exceed theoretical capacity, although the impact of the Inglewood development traffic appears to have been mitigated.

A3022 Brixham Road / Kingsway Avenue / White Rock Way

The modelling completed shows the junction to operate within capacity in future years, both with and without development. There is a decrease in the Practical Reserve Capacity (PRC), but not to an extent that is expected to cause delay or extensive queuing at the junction.

A3022 Brixham Road / A379 Dartmouth Road (Windy Corner)

Three layouts of Windy Corner have been assessed – the existing layout, Torbay Council's proposed improvement and KTC's proposed improvement.

With the existing geometry, the junction is calculated to exceed capacity in the AM base year (2017) and in subsequent years. For the PM, the junction is at design capacity in the base year and subsequently operation deteriorates in the forecast years. Introducing development traffic further exacerbates this.

Modelling Torbay Council's proposed layout improves the AM peak situation, suggesting an acceptable PRC of 12.9% in the 2024 'base'. However, the PM is suggested to exceed design capacity from 2019, although remain under 100% DOS. The addition of Inglewood development traffic worsens the situation.

As a result, KTC have put forward an alternative junction improvement scheme to that proposed by Torbay Council. These improvements are predicted to reduce the DOS to under 90%, which is considered acceptable.

There appears to be a discrepancy between the traffic flows shown in Appendix K and those used in the model. The ahead lane from A379 Dartmouth Road (North) is shown in Appendix K to have 648 vehicles in the AM peak (3.2% HGV) and 595 vehicles in the PM peak (1.6% HGV). The values modelled are 646 and 565 respectively (which should also include PCU factors). Therefore, in the PM peak, there are approximately 40 vehicles travelling south at Windy Corner that are not accounted for.

Site Access Roundabout

The modelling undertaken suggests the roundabout layout is of a suitable design to cater for the expected traffic as part of the development. There is a level of spare capacity, with the highest DOS recorded as 76%, with a queue of less than 4 PCUs on A3022 Brixham Road South.

3.5 Summary

In summary, the following key points are raised:

- Cycle access to and from the south of the site would be desirable to provide better access and options should be explored.
- It is unclear whether land has been secured in order to deliver the pedestrian/cycle route to the north.
- Adequate visibility at the southern crossing needs to be provided and should be included at detailed design.
- It is recommended that an increase in walking and cycling to/from the site is included within the Travel Plan mode share targets.
- The PM peak modelled is 17:00 – 18:00. This does not match the highway network PM peak of 16:00 – 17:00.

- The assumption that 100% of primary aged pupils from the development would attend the new primary school is not considered to be wholly realistic, with more than just proximity forming part of the decision making process.
- The development trips displayed in Table 6.16 and shown in the traffic flow diagrams in Appendix K do not correlate for the Residential PM flows. This means that 36 fewer development trips are included in the flow diagrams, and subsequently modelled.
- The traffic flows modelled for the A379 Dartmouth Road North approach to Windy Corner do not match those included within Appendix K.

4. Conclusions

The inconsistencies in the traffic flows modelled, e.g. the choice of PM peak, a possible error in the PM development traffic throughout the study area and a possible error in base traffic at Windy Corner, means it is difficult to ascertain the true impact of the development upon the junctions modelled.

In principle, junction modifications have been proposed where the impact of the development traffic exacerbates junctions already under stress and returns them to forecast predicted conditions without the development, i.e. mitigates the additional development traffic. As there are some discrepancies in the modelling, it is not possible to conclude that the development traffic is fully mitigated.

Appendix TAA1-B

CAD FILE NAME : F:\DATA\Jobs\0734 White Rock 2, Paignton\AutoCAD\0734-055,056.dwg

0 10mm

R13.5m

23m FORWARD VISIBILITY LINES SHOWN AS PER THE TORBAY HIGHWAY DESIGN GUIDE

SHOWN WITH MINIMUM 15m CENTRELINE RADIUS AS PER THE TORBAY HIGHWAY DESIGN GUIDE

23m FORWARD VISIBILITY LINES SHOWN AS PER THE TORBAY HIGHWAY DESIGN GUIDE

AVERAGE GRADIENT OF FOOTWAY/CYCLEWAY SOUTH OF THE HEDGEROW IS APPROXIMATELY 3.2% (1 IN 31). MAXIMUM TO BE 1 IN 12

23m FORWARD VISIBILITY LINES SHOWN AS PER THE TORBAY HIGHWAY DESIGN GUIDE

3m WIDE SHARED FOOTWAY/CYCLEWAY CONNECTION FROM THE INGLEWOOD SITE TO THE NORTH

REV		DR	CH	PA	DATE

INGLEWOOD

SHARED FOOTWAY/CYCLEWAY TO THE NORTH

ABACUS PROJECTS LTD

KTC
KEY TRANSPORT CONSULTANTS LTD
26 BERKELEY SQUARE
BRISTOL
BS8 1HP
Tel : 0117 920 9430
E-mail : info@key-transport.com

DRAWN BY	CHECKED BY	PASSED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS	DRAWING NUMBER	REV.
FF	DRK	DRK	OCT 17	1:1,000@A3	PRELIMINARY	0734-055	

Appendix TAA1-C

Report Number: KTC/722
Date: 2nd October 2017
Prepared by: Julian Bartlett

JBartlett Consulting Ltd
UK Company Number 8270647

INGLEWOOD PAIGNTON; PROPOSED HIGHWAY IMPROVEMENTS

Road Safety Audit

Stage 1

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Project: Inglewood, Paigton; Proposed Highway Improvements.

Document Title: Stage 1 Road Safety Audit

Date: 2nd October 2017

Issue	Purpose/Status	Prepared by	Checked	Approved	Date
1st	FINAL	Julian Bartlett	Lyn Jones	Julian Bartlett	October 2017

CONTENTS

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Key Transport Consultants. The Audit was carried out during October 2017.

1.2 This Safety Audit considers the highway works proposed in association with t**he** development known as Inglewood located on land south of White Rock, Paignton, TQ4 7BQ, The proposed works include (extract from RSA1 Brief):

- Highway improvements at the A3022 Brixham Road/ Goodrington Road/Long Road junction. Proposals include increasing the length of two lane entry on Goodrington Road and increasing the length of the turning lanes from the A3022 Brixham Road (S) approach, which involves widening the carriageway to the west (drawing 0734-040A).

- A southward extension of the 30mph speed restriction on the A3022 from the point at which the carriageway changes from one to two lanes in each direction, south of the junction with Kingsway Avenue to the north through to the location at which the existing 30mph speed restriction commences approximately 130m southeast of the junction of A3022 Brixham Road with Hunters Tor Drive (drawing 0734-045).

- Improvements to horizontal and vertical visibility at the bend on A3022 Brixham Road in the vicinity of White Rock Primary School (drawings 0734-018A and 0734-020A).

- Widening on the A3022 Brixham Road within the vicinity of the site to 7.3m (drawing 0734-045).

- Proposed signalised Toucan crossing across A3022 Brixham Road (drawing 0734-023B).

- Proposed site access on the A3022 Brixham Road in the form of a four-arm roundabout, at which, Brixham Road forms two arms (drawing 0734-032).

- A new bus loop within the site which will contain new northbound and southbound bus stops (drawing 0734-032).

- Proposed uncontrolled pedestrian crossing across the A3022 Brixham Road utilising the existing traffic island to the north of the ghost island right turn junction with Hunters Tor Drive (drawing 0734-29A).

- Highway improvements at the Windy Corner junction, in addition to those proposed by Torbay Council (TC). TC propose to utilise Bascombe Road to

allow the realignment of the southbound lane of A379 Dartmouth Road. This is to allow the existing carriageway to be made into two northbound lanes. The additional works proposed by KTC include the reallocation of permitted movements from the Dartmouth Road (N) approach, the widening of Brixham Road to two lane entry and the inclusion of two southbound lanes to the south of the junction. The proposed works include adjustment/relocations to the three existing islands within the junction (drawing 0734-044 and Torbay Council proposed plan 8/9/7_01B) and the introduction of space for vehicles waiting to turn right from Dartmouth Road (north) to Brixham Road.

1.3 The audit team comprised the following individuals:

Julian Bartlett BEng MCIHT FSoRSA	Road Safety Audit Team Leader
Lyn Jones HNC, MCIHT, MSoRSA	Road Safety Audit Team Member

1.4 Both Julian Bartlett and Lyn Jones hold a Certificate of Competency in Road Safety Audit gained through the education route.

1.5 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
Figure 2	-	Site Location Plan
8/9/7_01	B	Torbay Council Drg: Windy Corner Junction Improvement Preliminary Design Option 1
0734-018	A	On-Line Road Widening On A3022 Brixham Road to 7.3m 70m Forward Visibility
0734-020	A	Investigation Of On Line Widening Of A3022 Brixham Road To 7.3m Long Section Along 70m Forward Visibility Splay
0734-023	B	Potential Northern Crossing Toucan Crossing
0734-029	A	Potential Southern Crossing Option 3 – Uncontrolled Crossing
0734-032	-	Revised Access Layout To Incorporate Two-Form Entry Primary School

0734-040	A	Proposed Long Road Junction Improvements
0734-044	-	Windy Corner Highway Improvements Option 30734
0734-045	-	Summary Of Onsite And Offsite Highway Works

Documents

1.6 Audit Brief dated 20/09/17.

Departures

1.7 The RSA brief states 'Widening on the bend in the vicinity of White Rock Primary School to achieve 70m forward visibility. This is one-step below desirable minimum outlined in TD9/93 but would represent a significant improvement over the available existing forward visibility of 50m'.

1.8 The Audit Team undertook a site visit on 2nd October 2017 during the afternoon, outside of peak traffic flow times. It was fine but overcast and the road surface was drying during the site visit. Traffic movements were as expected for the time of day that the Audit Team visited being virtually constant in both directions. One pedestrian and no cycle movements were observed through the extent of the proposed works. It should be noted however that a number of dog walkers were observed using the grassed area near to the Windy Corner junction, none of whom were in close proximity to the road during the site visit.

1.9 The scheme has been examined and this report compiled only about the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.10 The terms of reference for the audit are as described in the Highways Agency Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, HD 19/15 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy

outlined in the CIHT 'Road Safety Guidelines' 2008 Edition. An appropriate brief was received by Audit Team.

1.11 Many schemes of this type have been designed using the philosophy of Manual for Streets and Manual for Streets 2, and this has been accounted for as part of this Road Safety Audit, as appropriate.

1.12 Where reference is made to either traffic signs or road markings within this report, this relates to diagram numbers contained in the Traffic Signs Regulations and General Directions (TSRGD) 2016.

1.13 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with HD19/15, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

1.14 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate. A number of issues were also raised by the Audit Team with regard to the information provided on the Torbay Council Drawing 8/9/7_01 Rev B which was provided for information only. These have been raised within covering letter reference 171005/722/L01 for completeness.

1.15 As far as the Audit team are aware no previous stages of road safety audit have been undertaken on the proposals presented for this stage of audit.

2 ISSUES RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

2.1 Problems in this Audit will be identified linearly and by drawing number as an approved alternative to the layout indicated in HD19.

Drawing Figure 2

2.2 A overall site location plan and the information provided has no bearing in terms of road safety

Drawing 8/9/7_01 Rev B

2.3 Provided for information only. See also Covering Letter reference 171005/722/L01

Drawing 0734-018 Rev A

2.4 After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of road safety associated with the information portrayed on this drawing for this Stage of Road Safety Audit

Drawing 0734-020 Rev A

2.5 After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of road safety associated with the information portrayed on this drawing for this Stage of Road Safety Audit.

Drawing 0734-023 Rev B

2.6 After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of road safety associated with the information portrayed on this drawing for this Stage of Road Safety Audit. See also Section 3 below.

Drawing 0734-029 Rev A

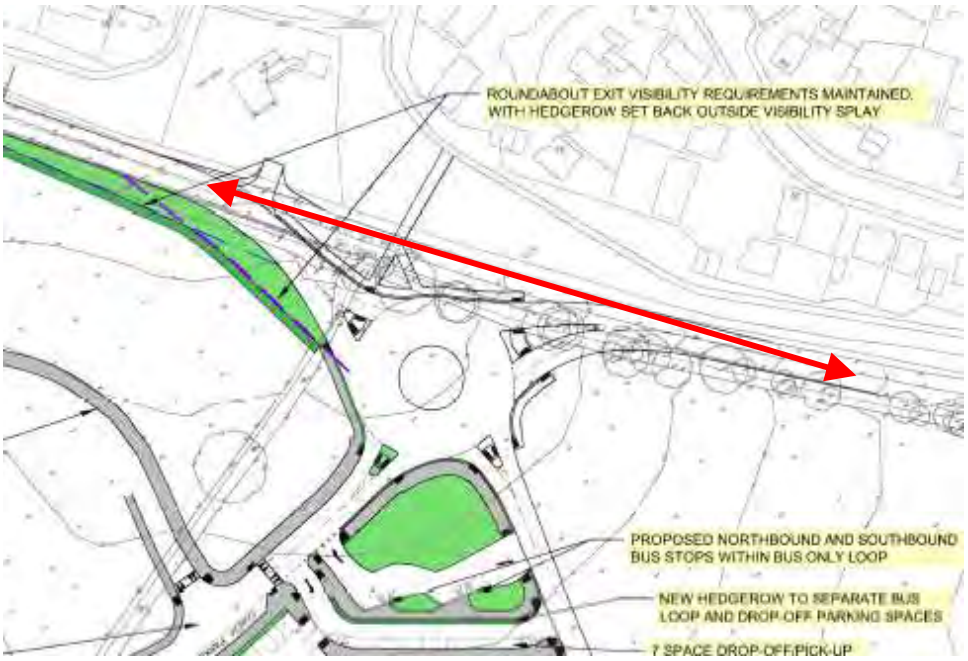
2.7 After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of road safety associated with the information portrayed on this drawing for this Stage of Road Safety Audit. See also Section 3 below

2.8 Problem

Location: Proposed roundabout

Summary: Offline roundabout leading to drivers not recognising junction location particularly at night.

The existing highway alignment through the area is relatively straight and visual clues available to drivers confirm this. The proposed roundabout is offline the main alignment and could during certain situations become difficult for drivers to recognise leading to the potential for late braking and overshoot type crashes.



Recommendation

It is recommended that as part of the detailed design vertical features and advanced signing is provided for the main line approach to the junction to aid driver recognition of the roundabout

2.9 Problem

Location: Proposed school parking provision

Summary: Limited parking in close proximity to the roundabout.

The drawings indicate 19 dedicated parent parking spaces plus a dedicated drop off / pick up parking loop. In the experience of the audit team this is insufficient

to cater for a school of this type particularly at the end of the school day when parents are likely to arrive early and park. This is likely to lead to inappropriate parking either within the carriageway or verge space leading for the potential of queues developing back into the circulatory carriageway and the main site access to become blocked. This in turn could lead to shunt type collisions at the end of the developing queues and or side impact type crashes at the roundabout.

Recommendation

It is recommended that a full assessment of parking requirements is undertaken in consultation with Torbay Council and parking provision provided to cater for the predicted demand

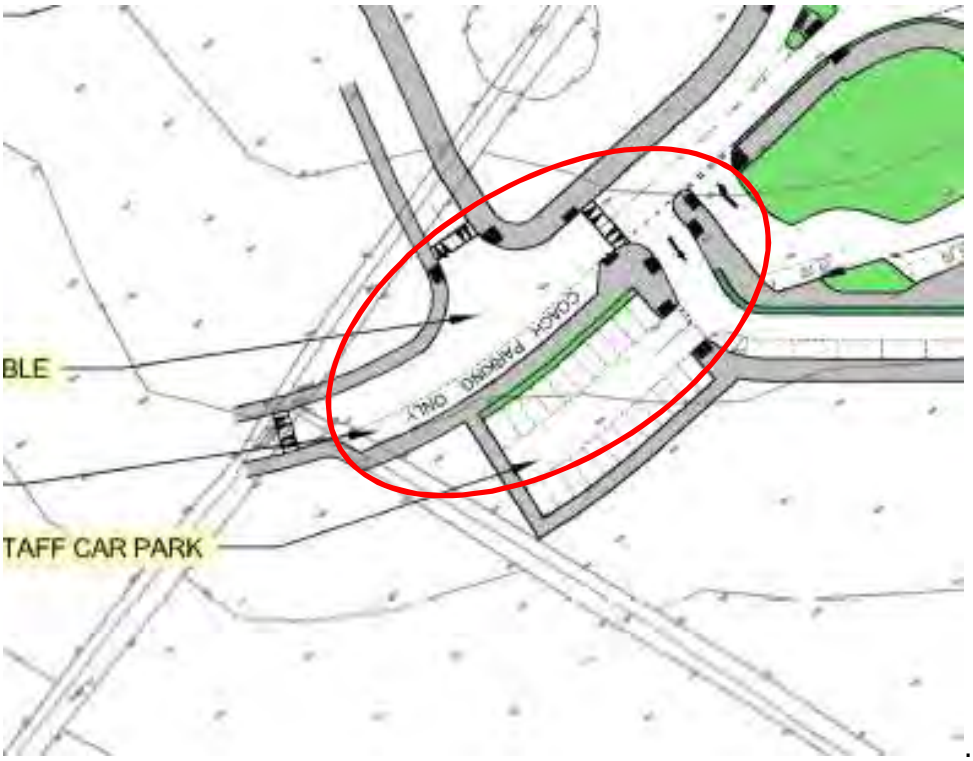
2.10 Problem

Location: Coach parking bay

Summary: No facility has been provided to allow the coach serving the school to turn around in order to access Brixham Road.

The proposals show a bay that is likely to cater for two coaches, however there is no indication as to how the coach will turn to reverse its journey without entering the road to the southwest. No information has been provided with regard to the land use within this area. In the worst-case scenario, the coach may be required to reverse towards the roundabout and undertake a three-point turn using the access road to the north in order to turn. This is likely to increase the potential for collisions with both pedestrians seeking to cross the carriageway

(many of which could be children) and also with other vehicles accessing the area.



Recommendation

It is recommended that a facility is provided that allows coaches to turn in an appropriate manner and that the coach parking is relocated such that coaches pick up passengers facing towards the roundabout.

2.11 See also section 3 below.

Drawing 0734-040 Rev A

2.12 After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of road safety associated with the information portrayed on this drawing for this Stage of Road Safety Audit. See also Section 3 below.

Drawing 0734-044 Rev -

2.13 The information provided mirrors the core information provided on Torbay Council drawing 8/9/7_01 Rev B, supplemented with appropriate vehicle swept paths for the critical movements at the junction. After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of road safety associated with the information portrayed on this drawing for this Stage of

Road Safety Audit. See also Covering Letter reference 171005/722/L01 for Audit Team comments on drawing 8/9/7_01 Rev B.

Drawing 0734-045 Rev -

2.14 The drawing shows the overall location of each proposed improvement in relation to the existing highway.

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

Drawing 0734-023 Rev B

3.1 The highway through the area is abutted by hedges and trees which, if retained, will over time grow out to impact on available visibility to and from the toucan crossing. It would be advantageous as part of the detailed design to remove planting within the visibility envelop of the crossing and replace it with a low maintenance alternative. Otherwise the areas should be placed within the annual maintenance programme to ensure that visibility is maintained for all users

Drawing 0734-029 Rev A

3.2 The highway through the area is abutted by hedges and trees which, if retained, will over time grow out to impact on available visibility to and from the uncontrolled crossing. It would be advantageous as part of the detailed design to remove planting within the visibility envelop of the crossing and replace it with a low maintenance alternative. Otherwise the areas should be placed within the annual maintenance programme to ensure that visibility is maintained for all users.

Drawing 0734-032 Rev -

3.3 The mechanism by which coaches, parents and teachers access the dedicated parking facilities appears complex and are from different access roads. This could readily lead to driver confusion and inappropriate / illegal movements occurring. It would be advantageous to provide local directional signing to the appropriate parking provision as part of the detailed design

3.4 Effective supervision and management of the school facilities will be required at the start and end of the school day. It may be beneficial to use pedestrian guard railing as part of the detailed design to channel children to appropriate crossing locations rather than allow random crossing movements across the area through parked and manoeuvring vehicles

3.5 It is unclear to the audit team if the proposed roundabout is sufficient to cater for the likely demand generated by a development of this type, particularly when the interactions associated with the school in close proximity to the roundabout are taken into account. The audit team however have assumed that appropriate modelling has been undertaken and that the local highway authority are content with the proposed provision and junction choice.

Drawing 0734-040 Rev A

3.6 The existing garage to the west of the junction acts as a car and caravan sales forecourt. While there is a historic access to the south it appears that this is little used, however a gap has been retained in the central reserve presumably to allow

movements to and from the southern garage access. As part of the recent highway works through the area potential alternative routes have been developed which would allow for the central reserve gap to be closed permanently removing the risk of conflict with vehicles accessing the garage crossing multiple lanes of high volume traffic. This issue should be brought to the attention of Torbay Council for their action.

4 AUDIT TEAM STATEMENT

4.1 We certify that this Audit has been carried out adopting the principles contained in the Highways Agency standard HD 19/15 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines' 2008 Edition.

AUDIT TEAM LEADER

Julian Bartlett
BEng MCIHT FSoRSA

Signed: 

Date: 6th October 2017

Contact Details as per record sheet

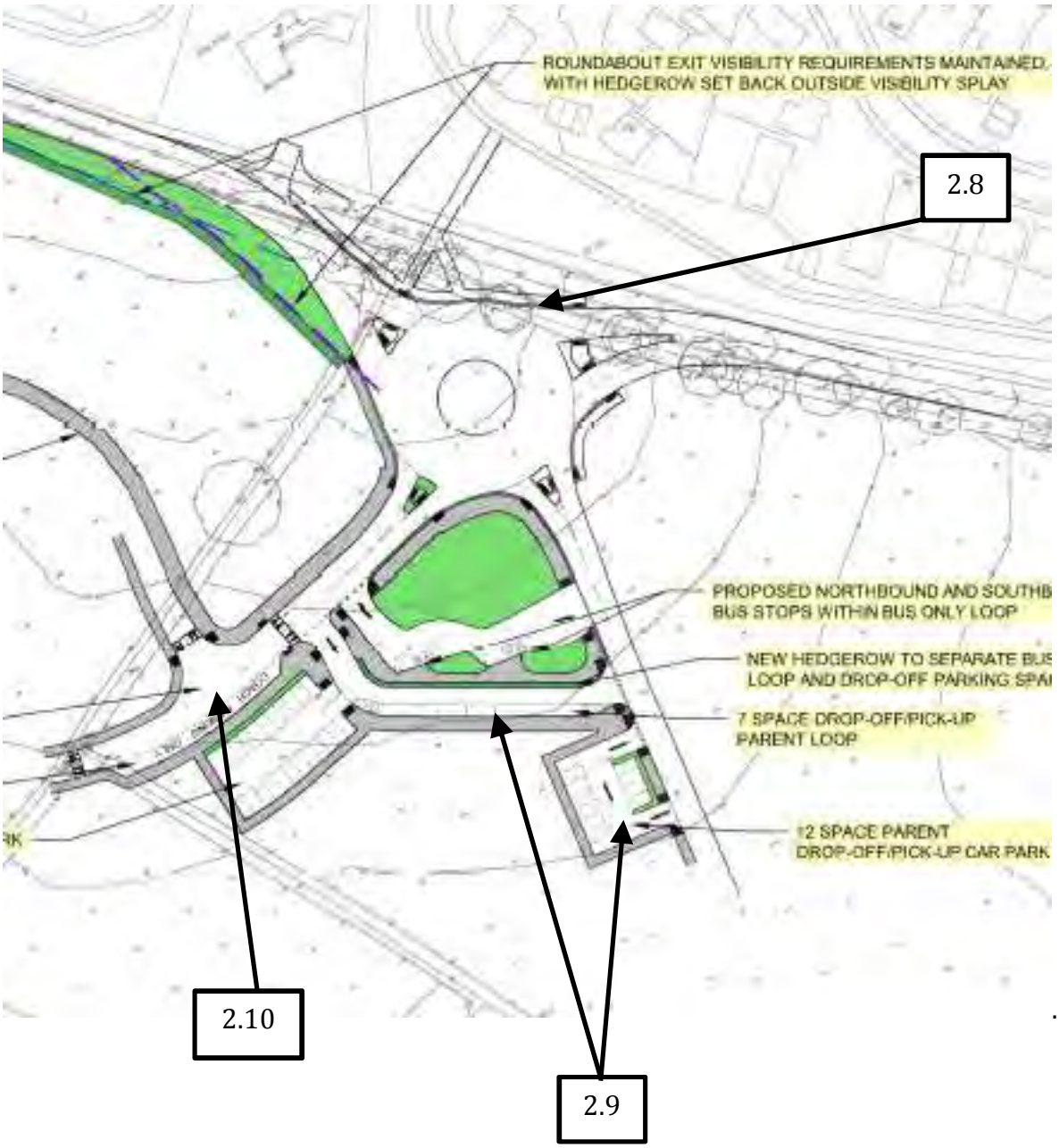
AUDIT TEAM MEMBER

Lyn Jones

Signed 

Date: 6th October 2017

5 AUDIT LOCATION PLAN



Stage 1 Road Safety Audit – Designers Response

Title	**Inglewood, Paignton**		
Response Prepared by	Felicity Flanagan/Roger Key	**RSA Produced by**	J Bartlett Consulting Ltd
Date	6th October 2017	**Version**	1.0

1. Introduction

1.1. The table below sets out Key Transport Consultants response to each of the problems raised in the Stage 1 Road Safety Audit.

RSA Problem Reference	Problem Accepted (yes/no)	Recommendation Accepted (yes/no)	Proposed Response to Problem
2.8	**Yes**	**Yes**	Advanced signing and vertical features to aid driver recognition will be included at detailed design stage.
2.9	**Yes**	**Yes**	The RSA1 notes that the proximity of the parking to the roundabout could allow queues of parents to tail back into the circulatory carriageway of the roundabout and lead to an increase in shunt type accidents. This concern is accepted. However, since the RAS1 was commissioned the proposed school has been relocated within the site away from the site access roundabout to the southern end of the site. This will remove any concern about parents' vehicles queueing back onto the roundabout and increasing the risk of accidents. Torbay Council will be consulted again regarding school parking numbers at detailed design stage. (Note: The design team were advised previously by David Pickhaver (Senior Strategy and Project Officer at Torbay Council) in an email dated 9th May 2017 that "*the Council would not encourage a large dropping off area, because this would encourage driving and is not a good use of land. However, whilst not a requirement, it would be pragmatic to provide a dropping off point in order to minimise traffic backing up onto main roads and creating neighbourhood conflicts…..Unless my colleagues in Education can advise differently, I would advise that no more than 4 dropping off spaces should be provided".* The design team considered this to be an under provision that could generate inconsiderate

RSA Problem Reference	Problem Accepted (yes/no)	Recommendation Accepted (yes/no)	Proposed Response to Problem
			parking in surrounding rounds. Therefore, 19 drop-off car parking spaces were provided, as this was considered to better provide for the school's requirements.)
2.10	**Yes**	**Yes/No**	At the time the RSA1 was undertaken the plan provided did not illustrate how coach movements would operate. It had been intended that a coach would enter the site via the northern of the two site arms of the roundabout and park in the coach bay. The coach would then continue south following the Major Access Road loop through the site and re-enter the roundabout via the southern of the two arms of the roundabout. It is accepted that this was not evident from the plan provided. Since the RSA1 was commissioned the school has been relocated to the southern end of the site. It is now proposed that the new coach bay be provided to the east of the school, facing towards the roundabout. The internal road layout will be designed to enable school coaches to approach and depart moving forwards, and to park with the coach door alongside the footway on the school side. There will be no need to provide a turning facility for coaches in the vicinity of the school.
3.1	**Yes**	**Yes**	Removal of the existing planting within the Toucan crossing visibility splays and replacement with a low maintenance alternative will be considered at detailed design stage. If this is not achievable, the areas will be placed within the annual maintenance programme to ensure the visibility splays are maintained.
3.2	**Yes**	**Yes**	Removal of the existing planting within the uncontrolled pedestrian crossing visibility splays and replacement with a low maintenance alternative will be considered at detailed design stage. If this is not achievable, the areas will be placed within the annual maintenance programme to ensure the visibility splays are maintained.
3.3	**Yes**	**No**	Since the RSA1 was commissioned the school location within the site and parking provision have been updated. Consequently, the scope for confusion at the site entrance roundabout has been removed. Teachers and parents will be regular visitors and will not need signage to guide them to their destinations.
3.4	**Yes**	**Yes**	Pedestrian guard railing will be considered in the vicinity of the school at detailed design stage.

RSA Problem Reference	Problem Accepted (yes/no)	Recommendation Accepted (yes/no)	Proposed Response to Problem
3.5	**Yes**	**Yes**	A four arm roundabout has been agreed with Torbay Council highways department as an appropriate form of access to serve the development. The roundabout has been tested with predicted development traffic flows, along with predicted traffic volumes on the local highway network, for a number of future scenarios.
3.6	**Yes**	**Yes**	The design team are not proposing to make any changes to the existing access of the existing garage. However, this point will be brought to Torbay Council's attention for their consideration.

Appendix TAA1-D

Stagecoach SOUTH WEST

21st October 2017

Matford Park Depot
Matford Park Road
Matford Business Park
Exeter
EX2 8FD

T 01392 531670
F 01392 531676

stagecoachbus.com

Roger Key
Executive Director
Key Transport Consultants
26 Berkeley Square
Clifton
BRISTOL
BS8 1HP

Dear Roger,

Without prejudice and Subject to Contract
Land off Brixham Road, South of Whiterock ("Inglewood"), Paignton Devon:
Proposed Public Transport Strategy

I write with regards to the approach and discussions we have had with yourselves, over an extended period, concerning a pending application in outline for up to 400 dwellings, with a further 2- for entry primary school and family pub, at Land off Brixham Road, south of Whiterock, Paignton, known as Inglewood.

Stagecoach South West recognises that the wider immediate area to the north has been the subject of recent development consents, many of which are now well on into construction.

The site lies at some distance from our existing regular commercial bus services, which in the main serve either stops at the South Devon College, some distance to the north, or within Goodrington at Gibson Drive and Hunters Tor Drive at all times lying over 500m east of the site, which suffer additionally from being on the far side of Brixham Road. While we note and welcome that pedestrian and cycle crossing facilities will be provided as part of the proposed access arrangements, it would clearly be preferable if bus services could be provided directly to the site, if bus services are to be sufficiently attractive to generate the maximum potential mode share, having regard to the location to the site and its context.

I confirm that we have been fully consulted on access arrangements for buses and on bus stopping arrangements, and that the proposals to be submitted have been agreed as representing the optimal solution when all influences and constraints are considered.

We have spent some time to consider the way in which we can alter our network in order to submit proposals for a solution that represents the best possible bus service option having regard to the likely destinations that would be sought from the site, while providing the best possible frequency on a single, logical and reasonably direct service. We have fully evaluated a range of options involving alterations to the network. Having regard to that solution which is most likely to prove to attract the highest amount of patronage in the round, and contain the additional operating

resources required, we have concluded that extension or diversion of service 23 to the site represents the solution that at the same time achieves the greatest impact on mode share, and is most likely to become commercially sustainable at the end of a support period as a result.

Service 23 provides an important facility to South Devon College at peak times, and enjoys an enhanced peak frequency as a result. Adding a significant additional outbound peak flow will serve longer term to help sustain, and we trust enhance, the overall level of service provided between Paignton and SDC on the corridor served. We must stress that in serving the area, we need to ensure existing peak flows into the SDC are not compromised. Thus, the precise routing strategy serving the development, and in all probability offering a better facility to that under construction to the north at Whiterock, will need to be established in due course.

It is readily apparent that adding a bus to the operating cycle of service 23 would allow diversion or extension of the route to the site. Such a level of resource would be able to provide as a minimum, a 30-minute frequency from the site throughout the day. It is quite likely that an enhanced level of peak service could be provided of up to every 20 minutes, subject to sufficient demands being sustained at the SDC site or as otherwise might arise from committed development to the north, at the former Nortel site adjacent to SDC, for example.

Service 23 provides a link to Paignton Town Centre along a route that reasonably closely approximates to one that a motorist would seek. It also directly serves the bus station offering a range of frequent connections including the very frequent Route 12 to Brixham, Torquay and beyond to Newton Abbott; and the half-hourly Gold service to Totnes and Plymouth. Opposite is Paignton railway station at which longer distance connections, including to Exeter and beyond, can be accessed. In terms of relevance and marketability, such a service would be radically better than the current offer from the site's immediate area, and could credibly achieve a peak bus mode share for bus of at or around 4-7%, which would compare with most parts of the Torbay Urban Area quite favourably.

However, notwithstanding this, the additional traffic this proposal would be likely to generate from the site, which is relatively modest in scale, would need the stimulation of bus ridership from the wider area to be sustainable in the longer term. We see that alongside the major commitments at Whiterock and Nortel, there is a wider hinterland that today is poorly served by bus, from which the diverted or extended service could be expected to stimulate demand in the foreseeable future. We have agreed a revenue support proposal with you that we believe gives the strongest possible chance that the provision can develop traffic sufficient to become commercially sustainable, or, at the very least, give time for a more comprehensive network adjustment to deliver an equivalent level of service to this and nearby areas in the longer term.

We therefore propose to altering or extend service 23 to serve the bus stop to be provided on-site, based on adding a single peak vehicle resource between 0700-1900h Monday-Saturday on the route, providing as a minimum a 30 minute frequency either terminating at the site; or diverting to serve it en-route to a terminus elsewhere. We would expect that in reality a 20-minute frequency would be operated at peak times.

We have submitted costs for this to you and we are pleased that you and your client are agreeable that the proposed package and funding is appropriate and meets the requirements of CIL Regulation 122.

We would respectfully submit that the strategy outlined would be the most credibly effective at both providing a credible mode choice for many local journeys, and mitigating the traffic impacts arising from the Site than the others we have considered; and thus more relevant to planning. The costs to your client have been calculated to assume the highest level of revenue generation that we can prudently foresee at this time, thus meeting the tests of reasonableness in CIL Regulation 122.

Stagecoach proposes that the strategy outlined above is most appropriately and cost-effectively procured and delivered against a service level agreement set out in the Planning Obligation Deed, with the agreed funding sum being set out within it as a capped funding budget. This is especially important in that Torbay Council no longer has a budget for procuring public transport services.

I trust that the foregoing assists you in demonstrating the clear deliverability of the site, including the scope for public transport to provide the most attractive possible option for local travel. I remain in the meantime

yours sincerely,

P.P.

Nick Small

Head of Strategic Development and the Built Environment (South)

Appendix TAA1-E

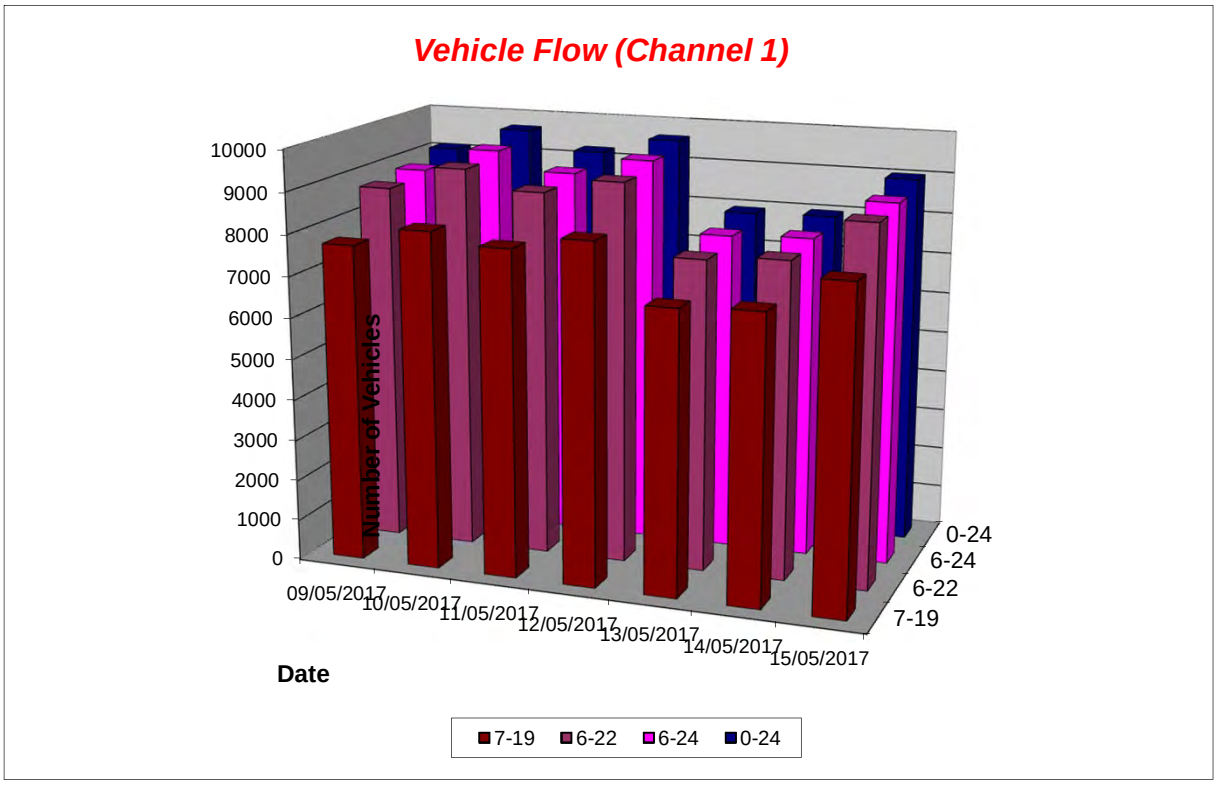
White Rock ATC 1, A3022 Brixham Road

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

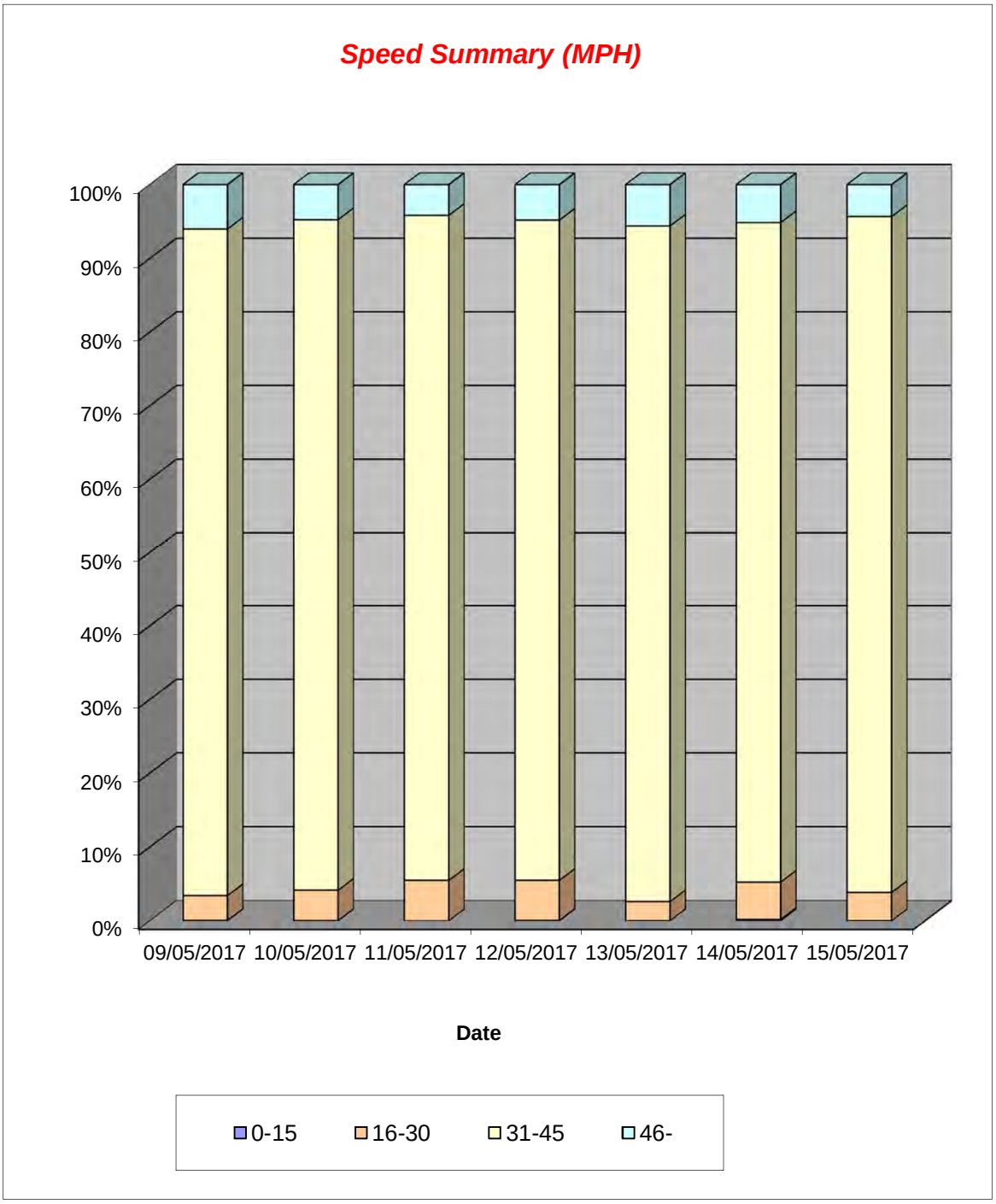
85th %ile	43.4

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
TOTAL	**9103**	**9678**	**9234**	**9629**	**7933**	**7979**	**9007**



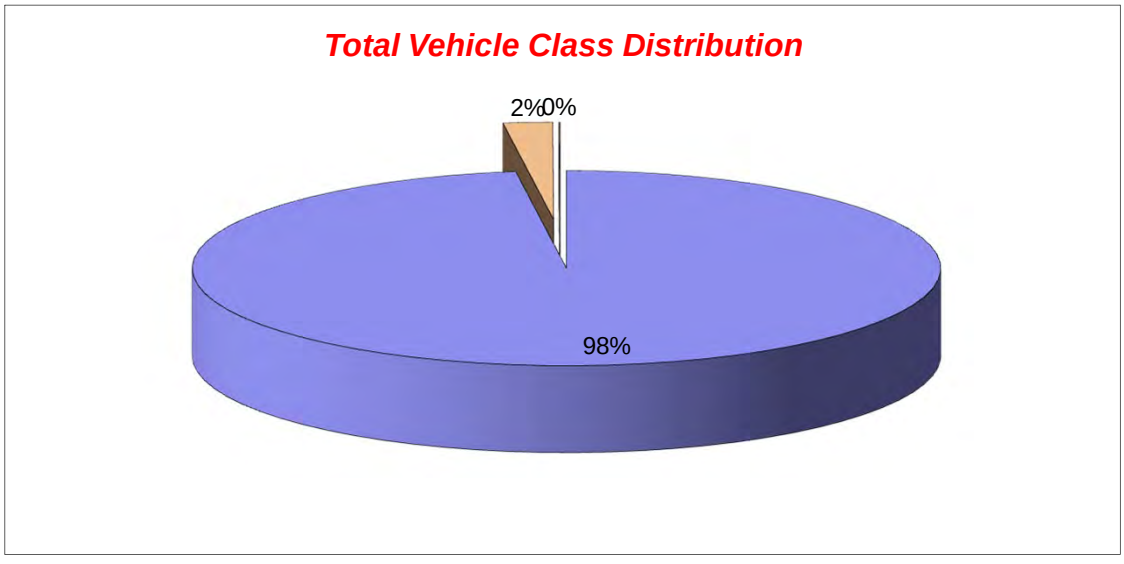
White Rock ATC 1, A3022 Brixham Road

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
09/05/2017				
7-19	7531	188	5	**7724**
6-22	8537	197	5	**8739**
6-24	8662	199	5	**8866**
0-24	8889	209	5	**9103**
10/05/2017				
7-19	8013	174	5	**8192**
6-22	9111	203	6	**9320**
6-24	9246	208	6	**9460**
0-24	9460	212	6	**9678**
11/05/2017				
7-19	7747	178	6	**7931**
6-22	8685	189	6	**8880**
6-24	8815	192	6	**9013**
0-24	9028	200	6	**9234**
12/05/2017				
7-19	8044	206	1	**8251**
6-22	9024	218	1	**9243**
6-24	9213	221	1	**9435**
0-24	9403	225	1	**9629**
13/05/2017				
7-19	6762	109	0	**6871**
6-22	7451	119	0	**7570**
6-24	7623	122	0	**7745**
0-24	7795	138	0	**7933**
14/05/2017				
7-19	6846	111	0	**6957**
6-22	7574	124	1	**7699**
6-24	7689	130	1	**7820**
0-24	7842	136	1	**7979**
15/05/2017				
7-19	7583	200	5	**7788**
6-22	8489	205	5	**8699**
6-24	8582	206	5	**8793**
0-24	8791	211	5	**9007**

Average				
7-19	7504	167	3	**7673**
6-22	8410	179	3	**8593**
6-24	8547	183	3	**8733**
0-24	8744	190	3	**8938**



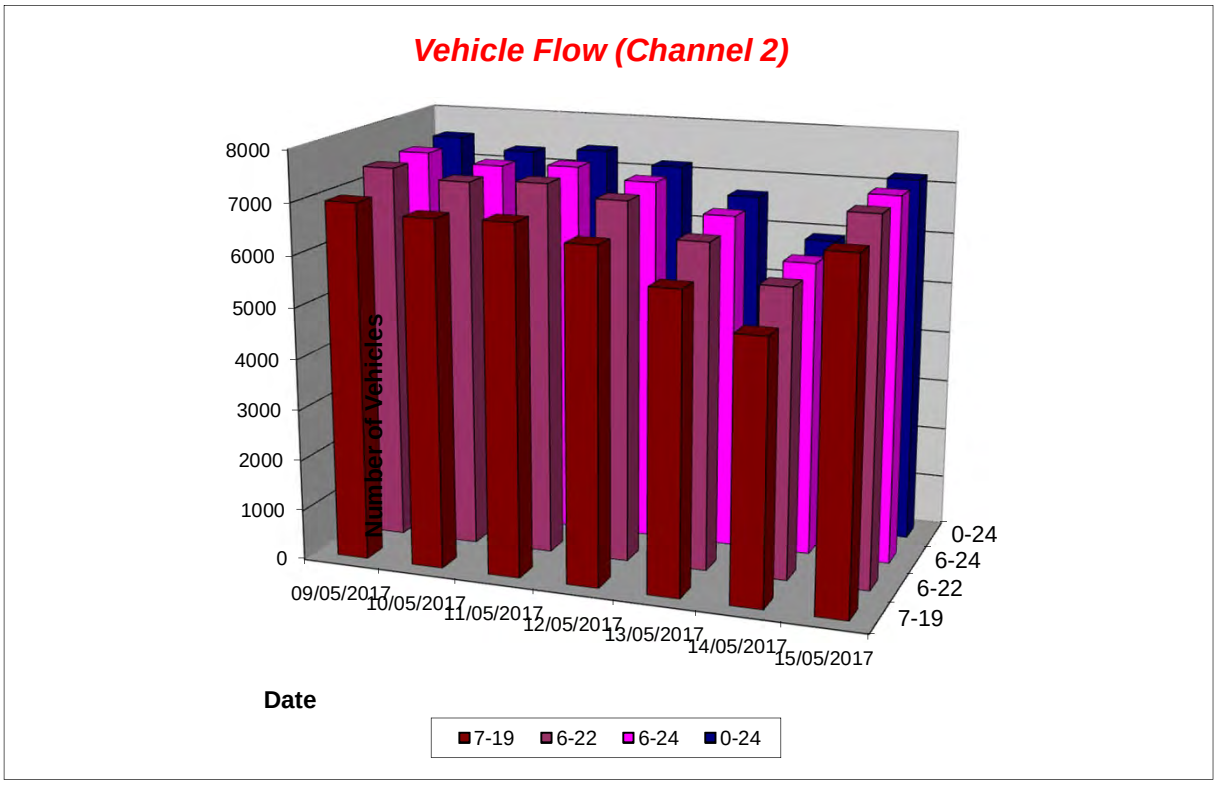
White Rock ATC 1, A3022 Brixham Road

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

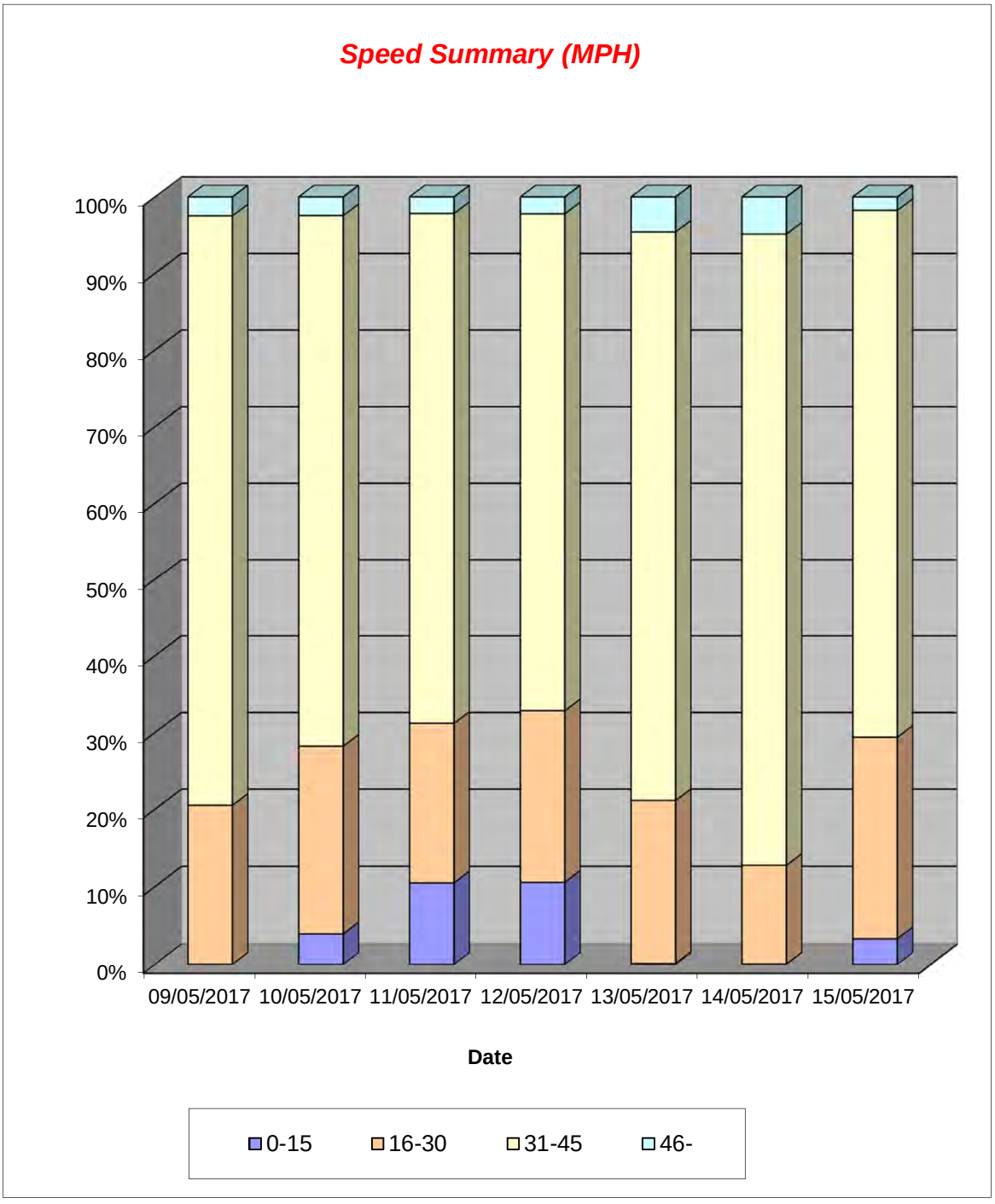
85th %ile	39.1

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
TOTAL	**7520**	**7309**	**7407**	**7178**	**6674**	**5899**	**7203**



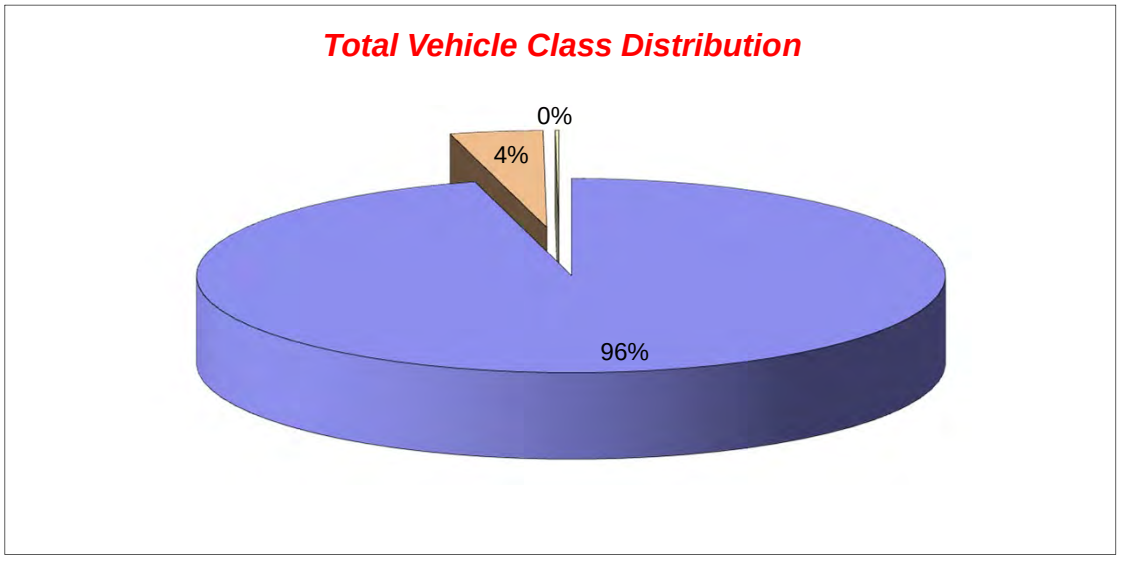
White Rock ATC 1, A3022 Brixham Road

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
09/05/2017				
7-19	6666	315	6	6987
6-22	7047	331	6	7384
6-24	7100	334	6	7440
0-24	7175	339	6	7520
10/05/2017				
7-19	6470	306	18	6794
6-22	6872	319	19	7210
6-24	6929	321	19	7269
0-24	6965	325	19	7309
11/05/2017				
7-19	6477	329	21	6827
6-22	6903	353	21	7277
6-24	6962	355	21	7338
0-24	7028	358	21	7407
12/05/2017				
7-19	6200	312	11	6523
6-22	6716	324	11	7051
6-24	6798	326	11	7135
0-24	6837	330	11	7178
13/05/2017				
7-19	5656	190	0	5846
6-22	6187	199	0	6386
6-24	6378	202	0	6580
0-24	6461	213	0	6674
14/05/2017				
7-19	5031	95	0	5126
6-22	5539	122	6	5667
6-24	5652	125	6	5783
0-24	5757	136	6	5899
15/05/2017				
7-19	6465	249	14	6728
6-22	6845	259	14	7118
6-24	6897	260	14	7171
0-24	6923	265	15	7203

Average				
7-19	6138	257	10	6404
6-22	6587	272	11	6870
6-24	6674	275	11	6959
0-24	6735	281	11	7027



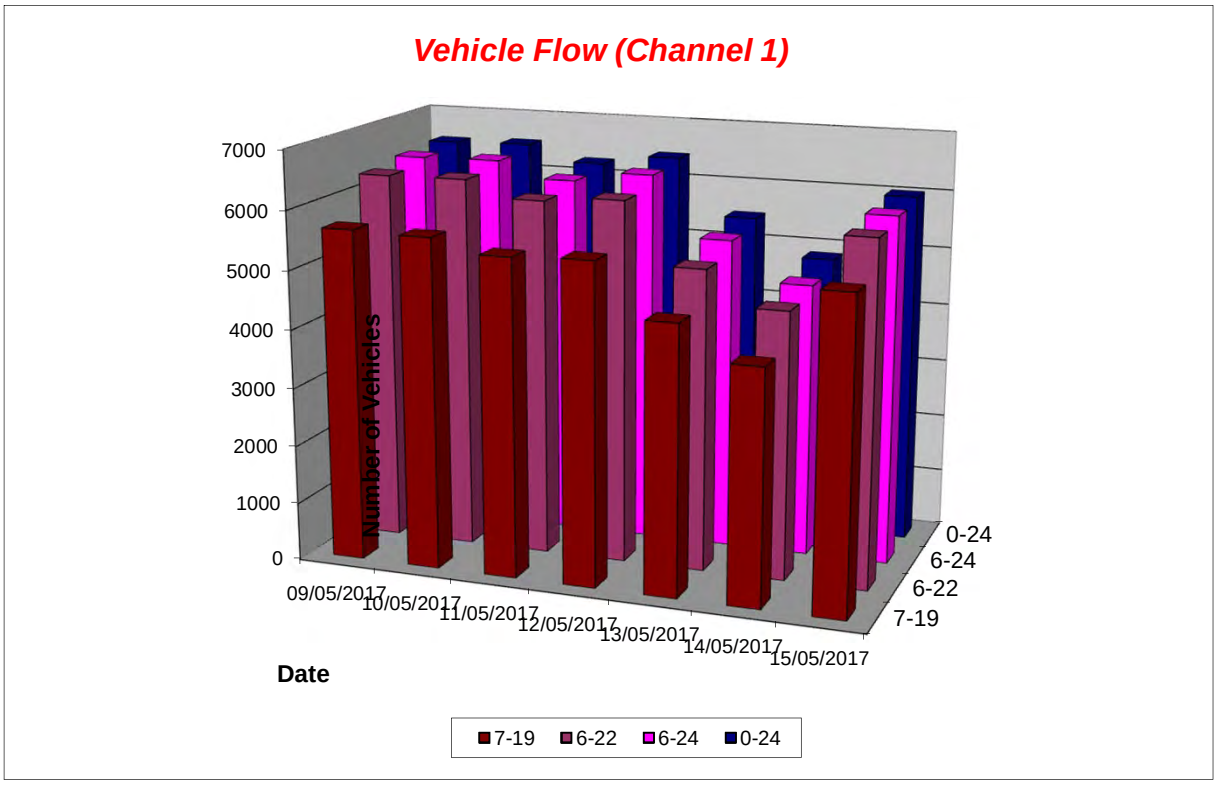
White Rock ATC 2, A379 Dartmouth Road

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

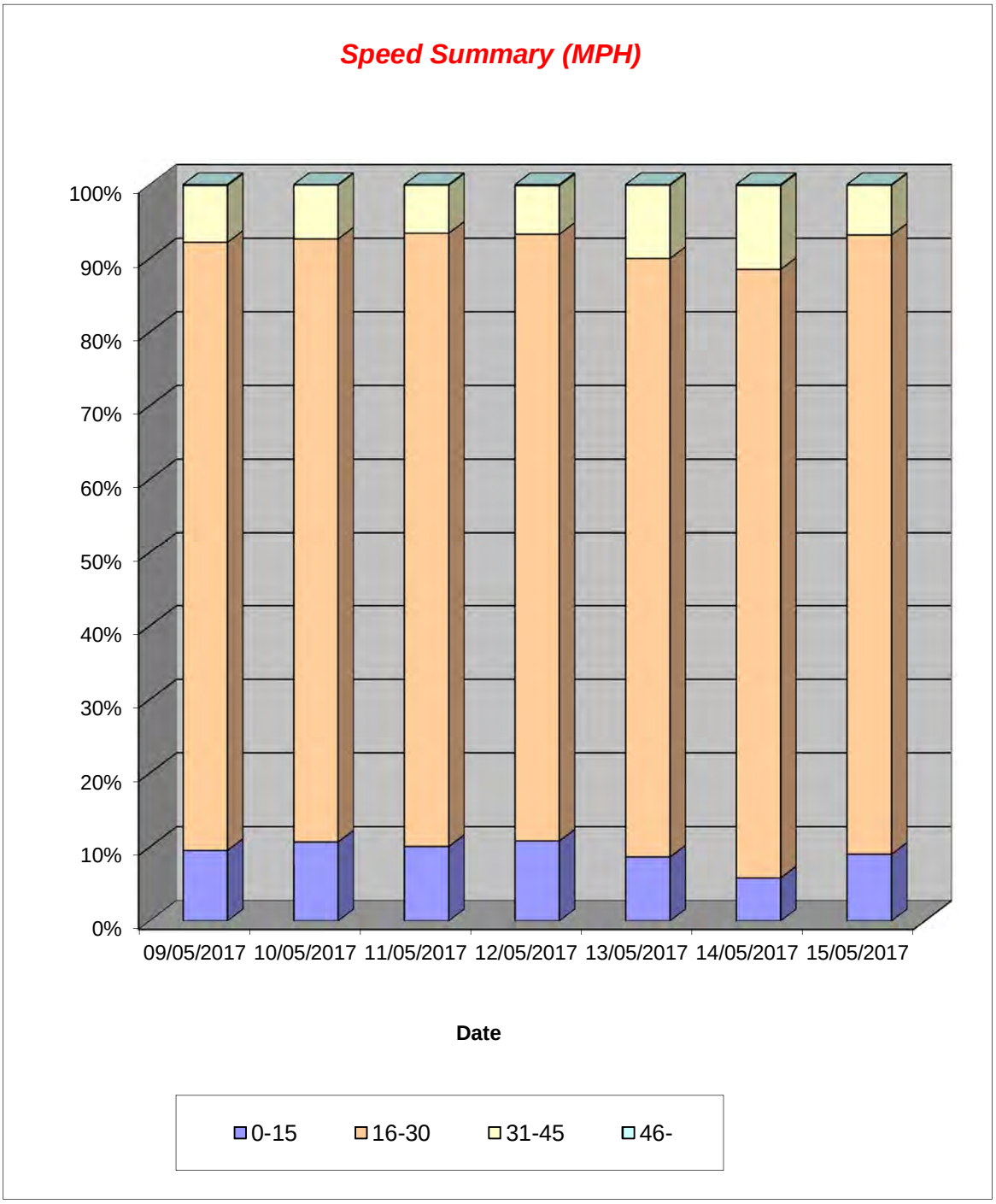
85th %ile	28.4

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
TOTAL	**6496**	**6527**	**6261**	**6435**	**5467**	**4841**	**6012**



White Rock ATC 2, A379 Dartmouth Road

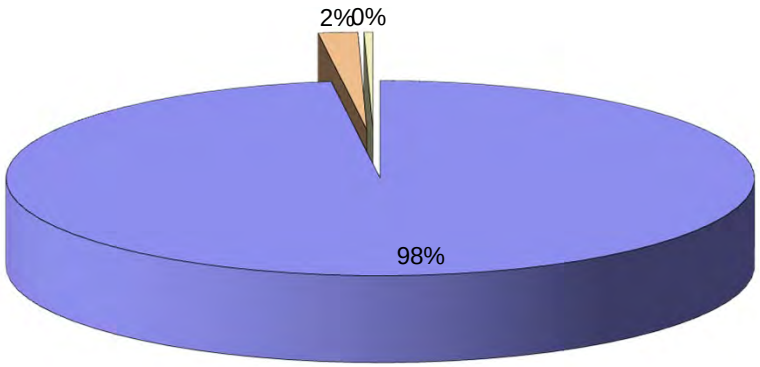
Produced by PCC Traffic Information Consultancy Ltd.

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



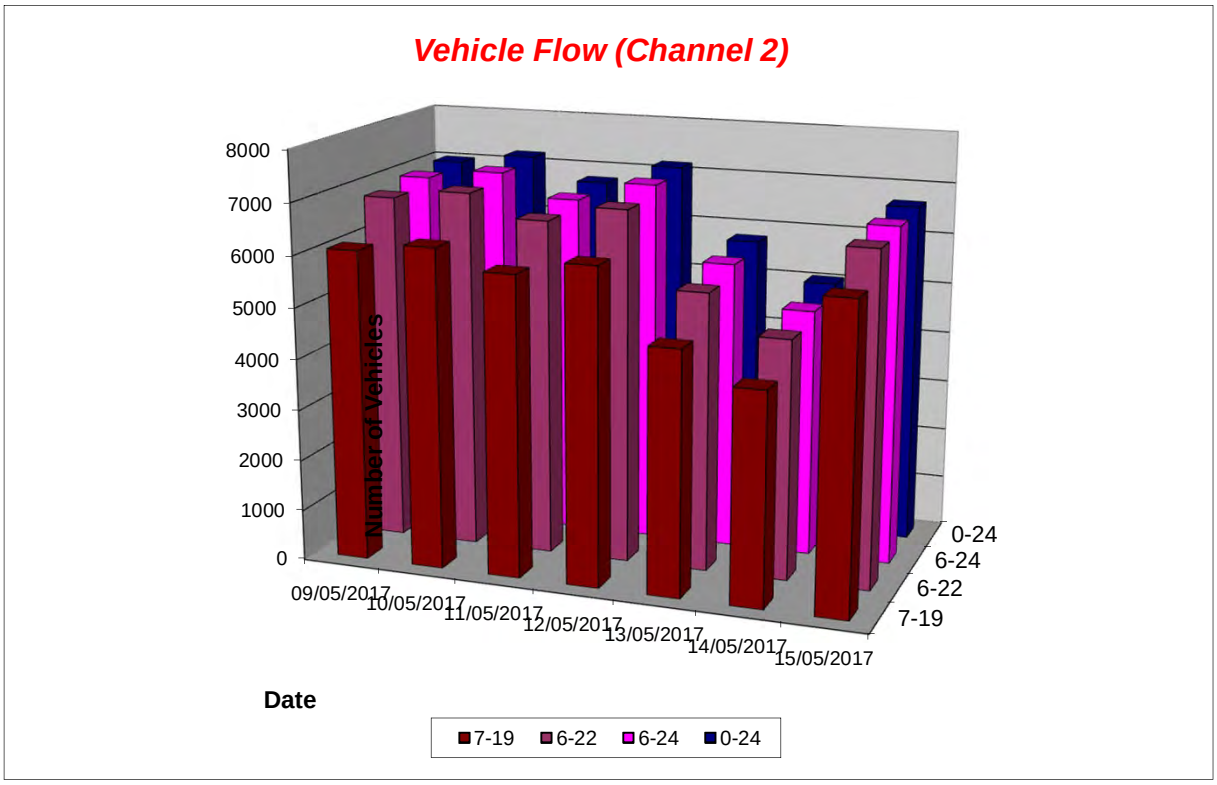
White Rock ATC 2, A379 Dartmouth Road

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

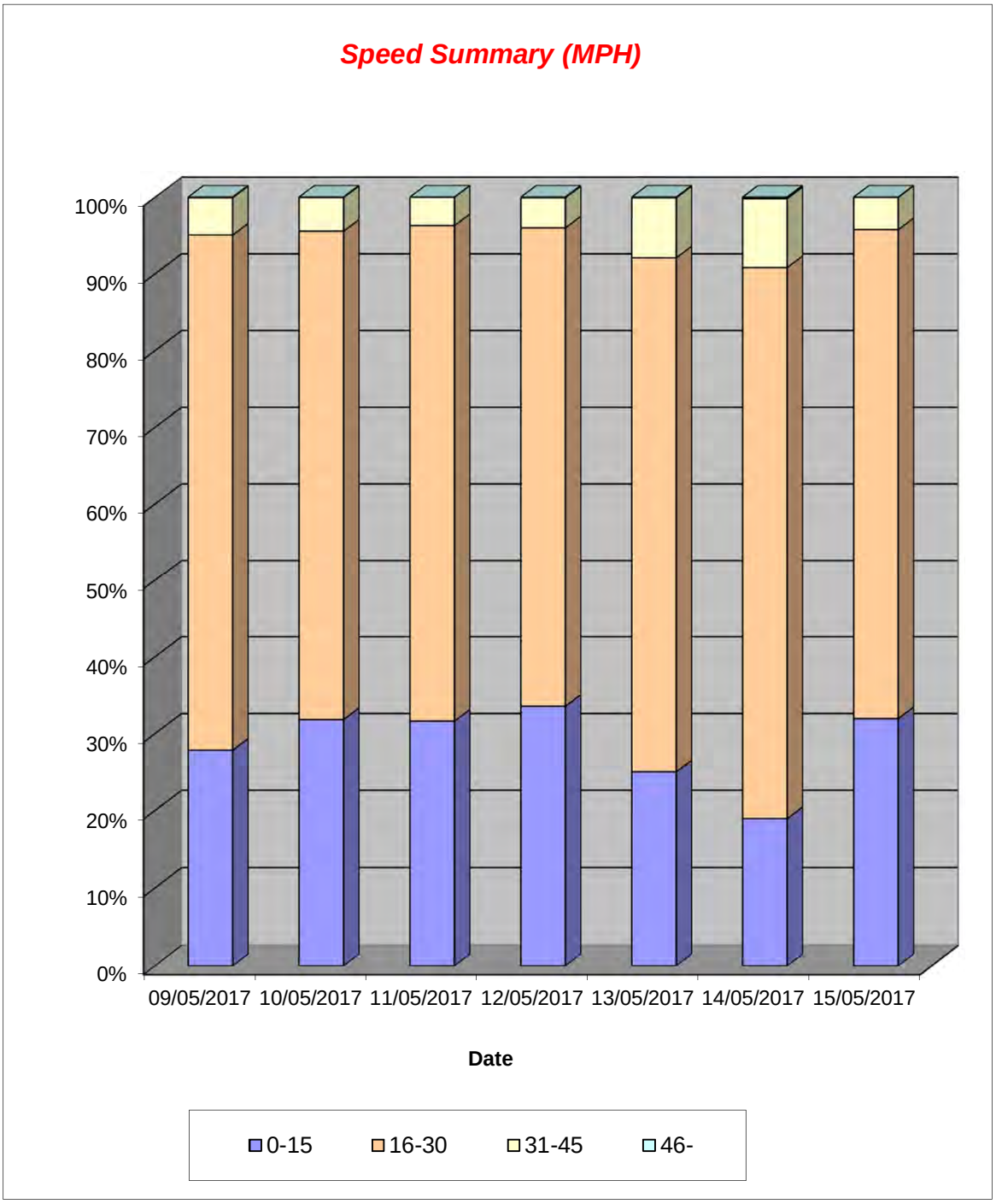
85th %ile	28.3

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
TOTAL	**7009**	**7206**	**6766**	**7168**	**5776**	**5048**	**6672**



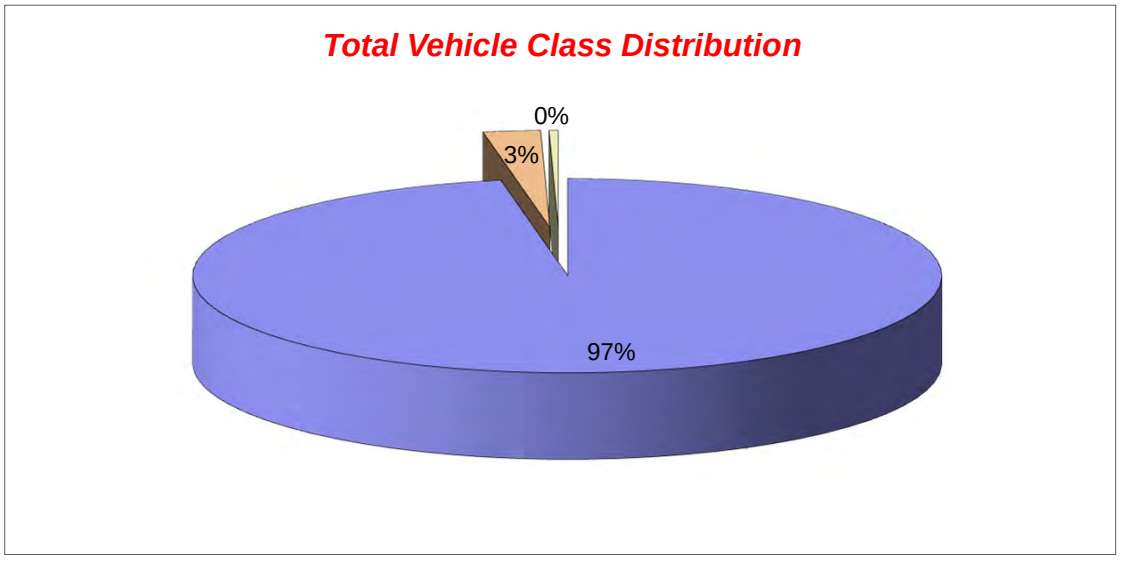
White Rock ATC 2, A379 Dartmouth Road

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
09/05/2017				
7-19	5855	190	36	6081
6-22	6569	204	36	6809
6-24	6702	207	36	6945
0-24	6766	207	36	7009
10/05/2017				
7-19	6035	182	35	6252
6-22	6767	194	35	6996
6-24	6904	194	35	7133
0-24	6977	194	35	7206
11/05/2017				
7-19	5678	166	26	5870
6-22	6364	176	26	6566
6-24	6490	176	26	6692
0-24	6564	176	26	6766
12/05/2017				
7-19	5943	171	37	6151
6-22	6666	182	37	6885
6-24	6864	182	37	7083
0-24	6949	182	37	7168
13/05/2017				
7-19	4634	108	14	4756
6-22	5305	115	14	5434
6-24	5514	116	14	5644
0-24	5646	116	14	5776
14/05/2017				
7-19	4058	85	5	4148
6-22	4592	91	5	4688
6-24	4756	92	5	4853
0-24	4951	92	5	5048
15/05/2017				
7-19	5754	150	26	5930
6-22	6307	159	26	6492
6-24	6414	159	26	6599
0-24	6487	159	26	6672

Average				
7-19	5422	150	26	5598
6-22	6081	160	26	6267
6-24	6235	161	26	6421
0-24	6334	161	26	6521



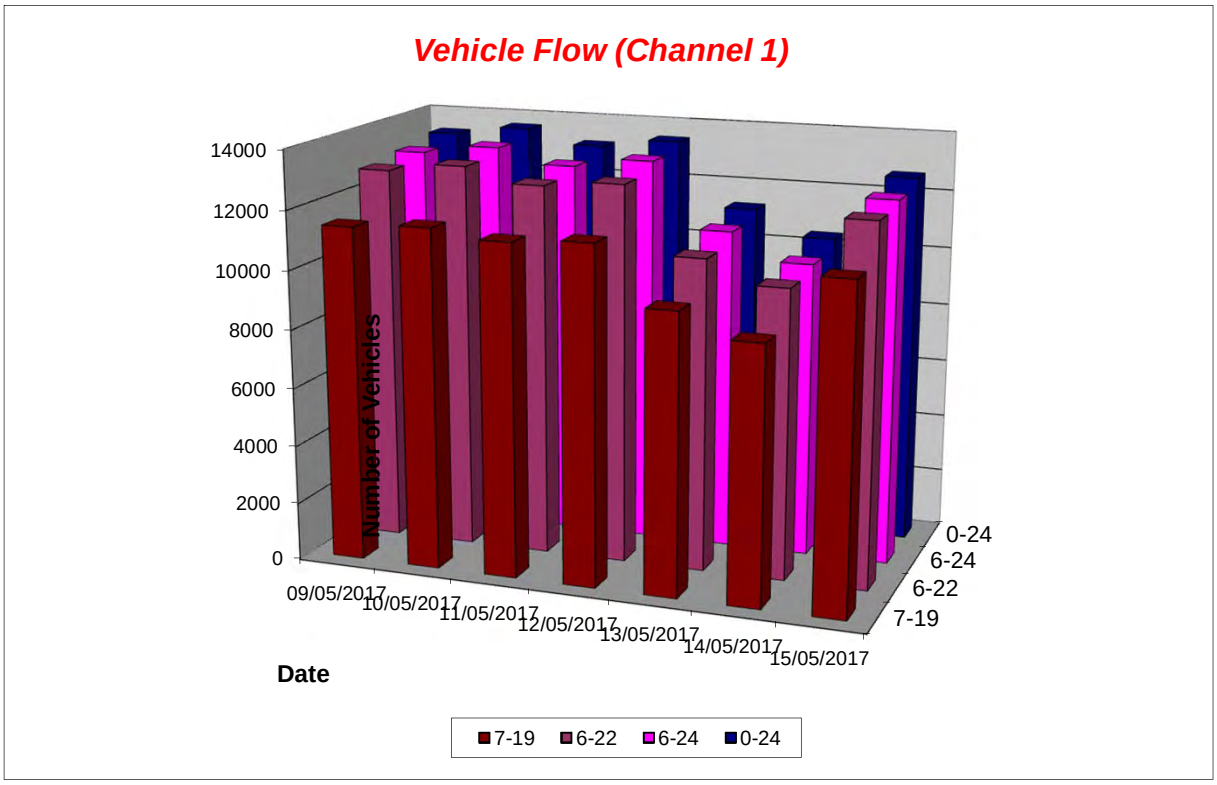
White Rock ATC 3, A379 Dartmouth Road

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

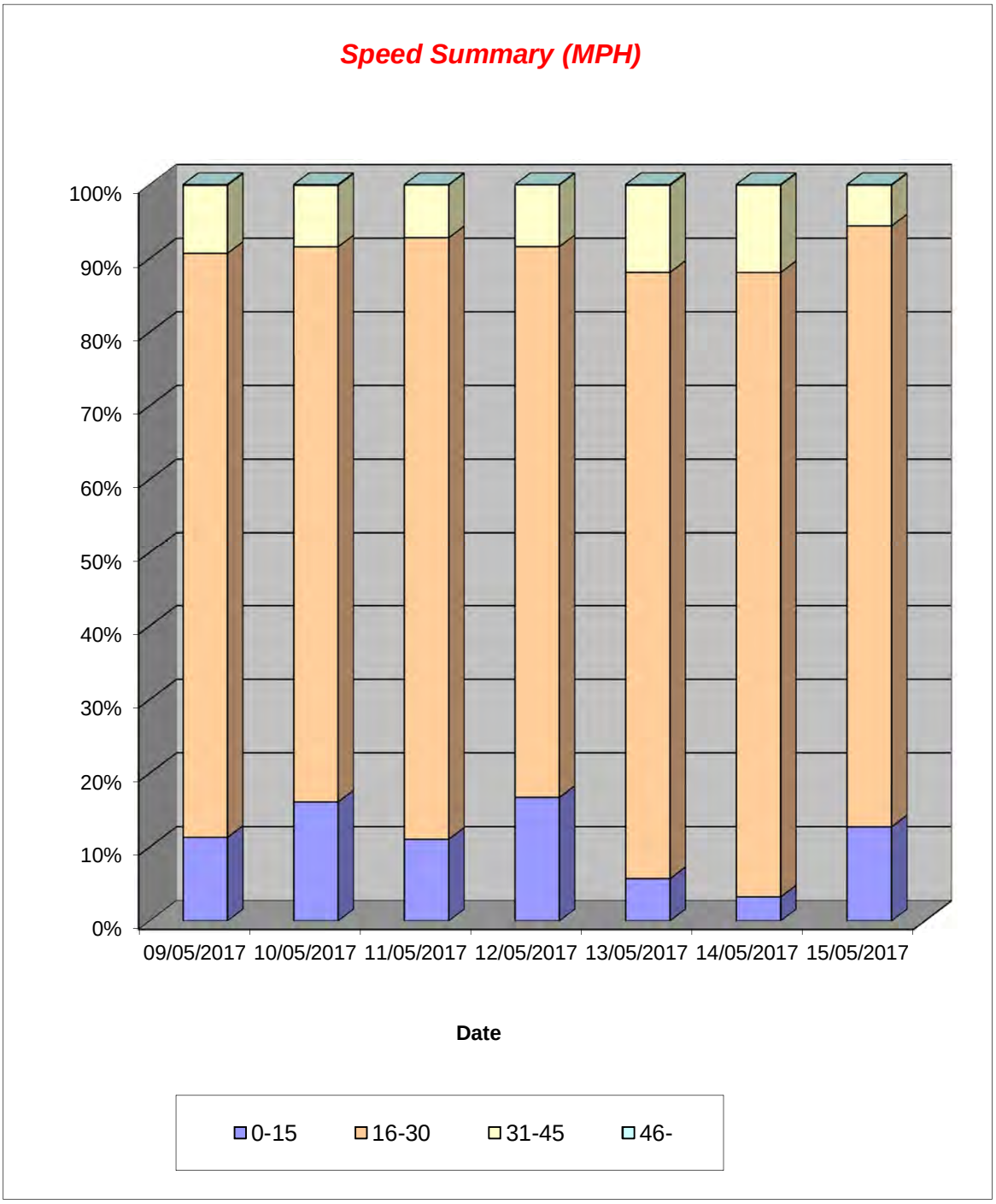
85th %ile	28.4

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
TOTAL	**13300**	**13614**	**13138**	**13439**	**11247**	**10405**	**12664**



White Rock ATC 3, A379 Dartmouth Road

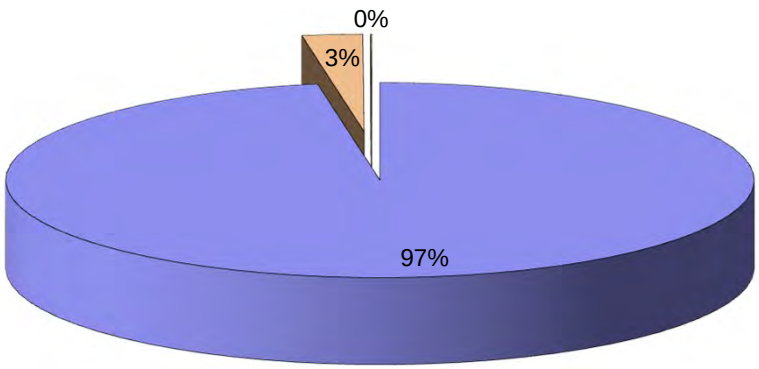
Produced by PCC Traffic Information Consultancy Ltd.

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
09/05/2017				
7-19	11092	326	9	**11427**
6-22	12481	353	9	**12843**
6-24	12664	363	9	**13036**
0-24	12920	371	9	**13300**
10/05/2017				
7-19	11225	350	7	**11582**
6-22	12756	375	8	**13139**
6-24	12962	381	8	**13351**
0-24	13211	395	8	**13614**
11/05/2017				
7-19	10968	339	3	**11310**
6-22	12297	358	4	**12659**
6-24	12498	365	4	**12867**
0-24	12760	374	4	**13138**
12/05/2017				
7-19	11081	388	8	**11477**
6-22	12442	420	9	**12871**
6-24	12761	425	9	**13195**
0-24	12999	431	9	**13439**
13/05/2017				
7-19	9317	213	4	**9534**
6-22	10399	229	4	**10632**
6-24	10752	232	4	**10988**
0-24	11005	238	4	**11247**
14/05/2017				
7-19	8611	133	1	**8745**
6-22	9728	148	3	**9879**
6-24	9918	159	3	**10080**
0-24	10239	162	4	**10405**
15/05/2017				
7-19	10677	282	9	**10968**
6-22	11923	305	11	**12239**
6-24	12083	312	11	**12406**
0-24	12333	320	11	**12664**

Average				
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



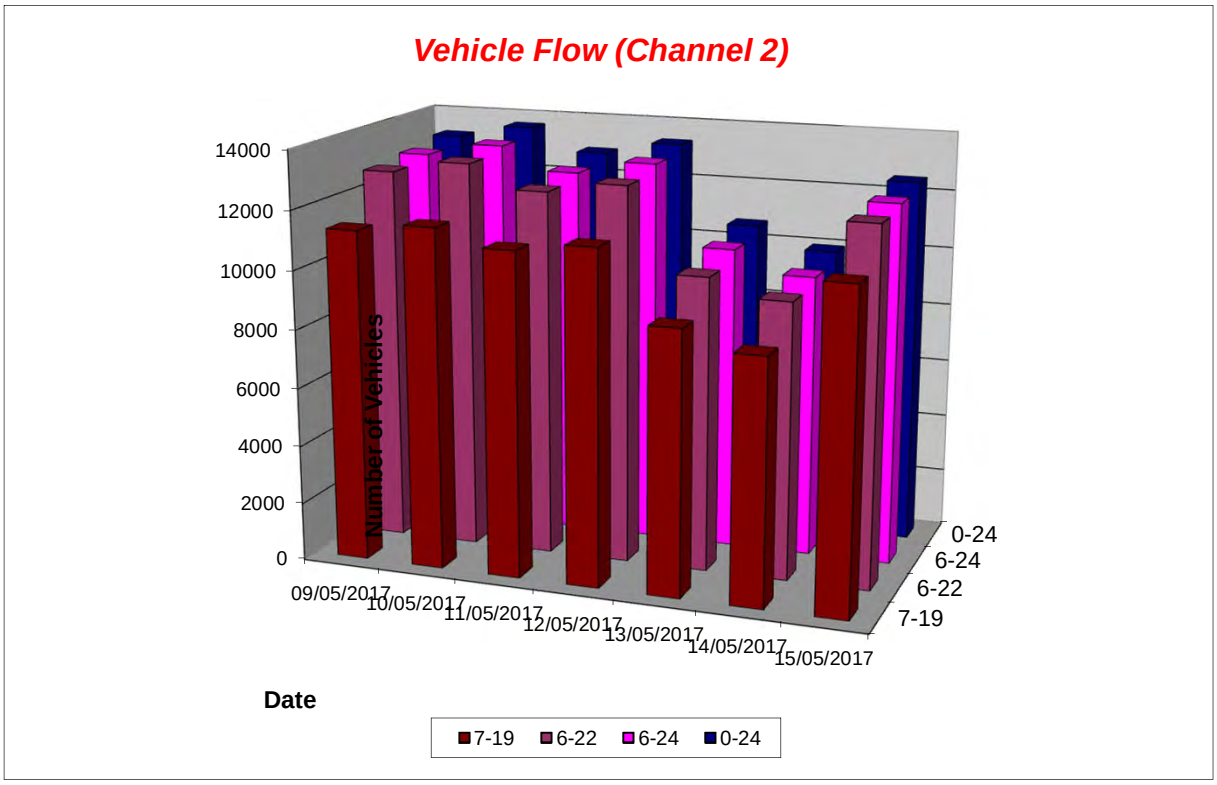
White Rock ATC 3, A379 Dartmouth Road

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

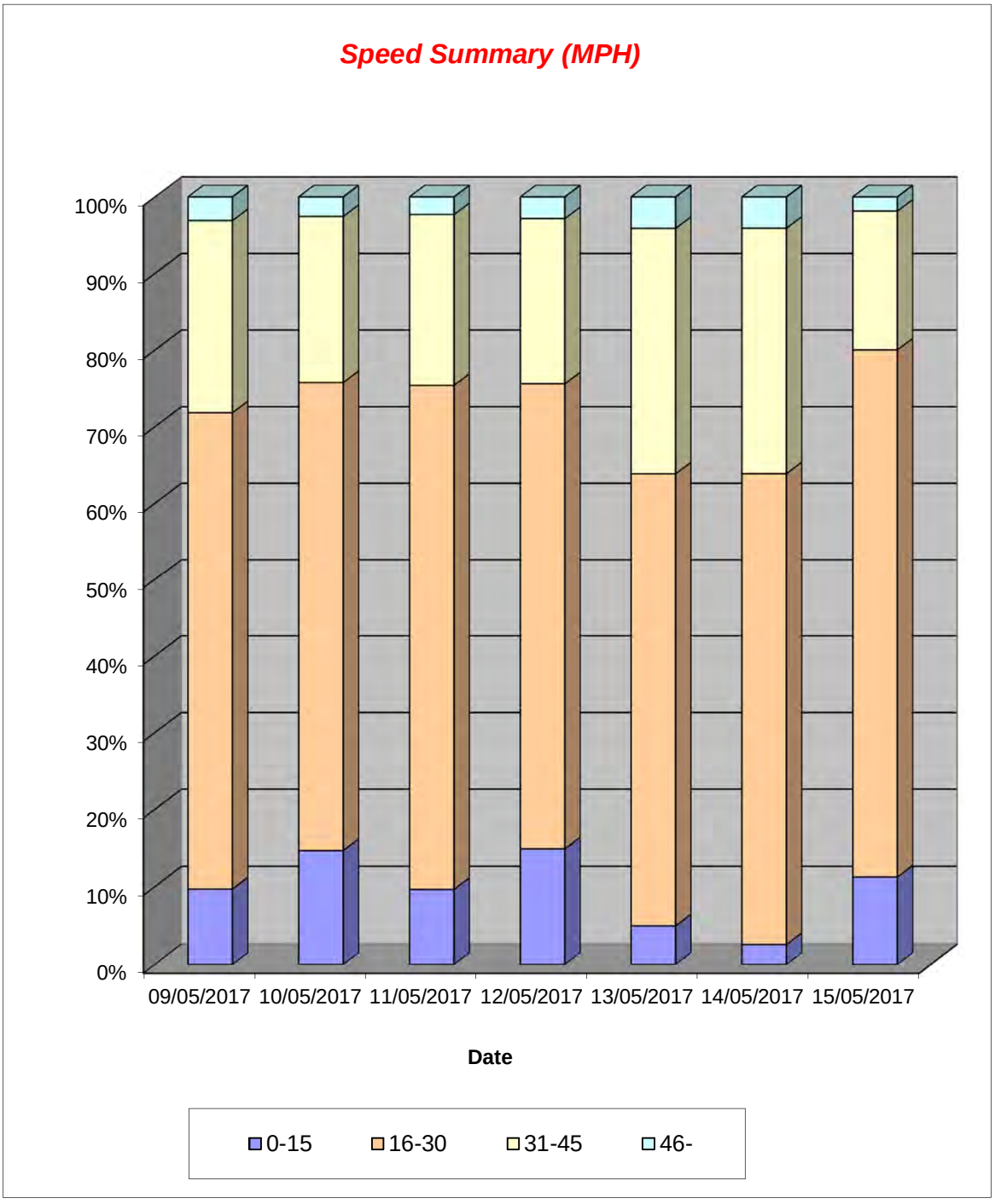
85th %ile	35.4

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
TOTAL	**13210**	**13653**	**12892**	**13342**	**10664**	**9950**	**12515**



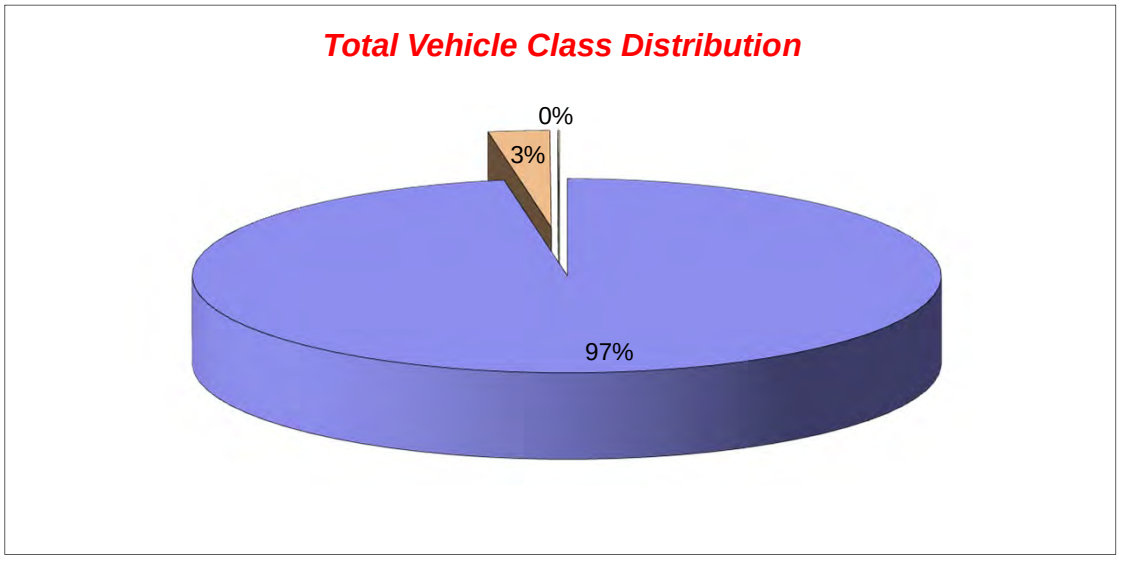
White Rock ATC 3, A379 Dartmouth Road

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
09/05/2017				
7-19	10964	335	9	11308
6-22	12430	361	9	12800
6-24	12587	369	9	12965
0-24	12824	377	9	13210
10/05/2017				
7-19	11247	338	10	11595
6-22	12860	361	11	13232
6-24	13037	365	11	13413
0-24	13264	378	11	13653
11/05/2017				
7-19	10703	338	3	11044
6-22	12091	362	4	12457
6-24	12264	371	4	12639
0-24	12501	387	4	12892
12/05/2017				
7-19	10949	389	9	11347
6-22	12403	426	10	12839
6-24	12666	429	10	13105
0-24	12893	439	10	13342
13/05/2017				
7-19	8774	207	4	8985
6-22	9794	225	6	10025
6-24	10149	228	6	10383
0-24	10422	235	7	10664
14/05/2017				
7-19	8211	129	1	8341
6-22	9295	142	2	9439
6-24	9498	149	2	9649
0-24	9794	152	4	9950
15/05/2017				
7-19	10547	274	8	10829
6-22	11848	294	9	12151
6-24	11985	299	9	12293
0-24	12198	307	10	12515

Average				
7-19	10199	287	6	10493
6-22	11532	310	7	11849
6-24	11741	316	7	12064
0-24	11985	325	8	12318



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

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

Approach: A3022 Brixham Road (North)

	Left to Goodrington Road								Ahead to A3022 Brixham Road (South)								Right to Long Road							
TIME	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**
Hourly Total	**0**	**0**	**51**	**10**	**0**	**0**	**1**	**62**	**0**	**4**	**215**	**99**	**10**	**1**	**3**	**332**	**5**	**6**	**166**	**45**	**4**	**1**	**1**	**228**
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**
Hourly Total	**0**	**0**	**89**	**5**	**1**	**0**	**1**	**96**	**0**	**2**	**345**	**87**	**12**	**1**	**2**	**449**	**0**	**8**	**310**	**34**	**4**	**1**	**0**	**357**
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**
Hourly Total	**0**	**0**	**92**	**8**	**4**	**0**	**0**	**104**	**0**	**2**	**340**	**96**	**15**	**1**	**2**	**456**	**0**	**5**	**250**	**34**	**7**	**2**	**0**	**298**
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**
Hourly Total	**0**	**0**	**97**	**16**	**0**	**0**	**0**	**113**	**0**	**3**	**437**	**84**	**17**	**1**	**1**	**543**	**0**	**4**	**124**	**32**	**13**	**3**	**2**	**178**
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**
Hourly Total	**0**	**1**	**87**	**22**	**3**	**0**	**0**	**113**	**0**	**5**	**468**	**63**	**18**	**1**	**1**	**556**	**0**	**2**	**77**	**27**	**10**	**2**	**1**	**119**
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**
Hourly Total	**0**	**0**	**98**	**23**	**5**	**0**	**0**	**126**	**0**	**3**	**471**	**85**	**16**	**0**	**1**	**576**	**0**	**3**	**108**	**26**	**7**	**2**	**0**	**146**
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**
Hourly Total	**0**	**2**	**103**	**11**	**0**	**0**	**2**	**118**	**0**	**7**	**459**	**49**	**11**	**3**	**0**	**529**	**0**	**0**	**87**	**33**	**7**	**1**	**0**	**128**
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**
Hourly Total	**0**	**0**	**146**	**16**	**3**	**0**	**0**	**165**	**0**	**4**	**513**	**71**	**7**	**2**	**2**	**599**	**1**	**2**	**86**	**23**	**6**	**3**	**0**	**121**
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**
Hourly Total	**0**	**0**	**178**	**22**	**3**	**1**	**0**	**204**	**0**	**3**	**536**	**73**	**10**	**1**	**2**	**625**	**0**	**1**	**81**	**19**	**3**	**1**	**0**	**105**
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**
Hourly Total	**0**	**3**	**182**	**27**	**2**	**0**	**1**	**215**	**0**	**15**	**632**	**76**	**6**	**1**	**2**	**732**	**0**	**3**	**135**	**30**	**9**	**0**	**4**	**181**
1700 - 1715	0	0	58	4	1	0	0	**63**	0	3	149	21	0	0	0	**173**	0	1	35	2	0	1	0	**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**
Hourly Total	**0**	**1**	**226**	**19**	**2**	**0**	**0**	**248**	**0**	**15**	**636**	**84**	**3**	**0**	**0**	**738**	**0**	**2**	**144**	**12**	**2**	**1**	**3**	**164**
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**
Hourly Total	**0**	**2**	**170**	**4**	**0**	**0**	**0**	**176**	**0**	**13**	**584**	**56**	**0**	**0**	**1**	**654**	**0**	**2**	**103**	**11**	**1**	**0**	**0**	**117**
TOTAL	**0**	**9**	**1519**	**183**	**23**	**1**	**5**	**1740**	**0**	**76**	**5636**	**923**	**125**	**12**	**17**	**6789**	**6**	**38**	**1671**	**326**	**73**	**17**	**11**	**2142**

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

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

Approach: Goodrington Road

	Left to A3022 Brixham Road (South)								Ahead to Long Road								Right to A3022 Brixham Road (North)							
TIME	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**
Hourly Total	**1**	**0**	**7**	**2**	**0**	**0**	**0**	**10**	**2**	**2**	**77**	**13**	**0**	**0**	**4**	**98**	**1**	**2**	**119**	**31**	**1**	**0**	**1**	**155**
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**
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**160**	**29**	**0**	**0**	**4**	**194**	**0**	**0**	**203**	**22**	**0**	**0**	**0**	**225**
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**
Hourly Total	**0**	**0**	**9**	**4**	**0**	**0**	**0**	**13**	**0**	**1**	**89**	**12**	**1**	**0**	**8**	**111**	**0**	**1**	**148**	**10**	**0**	**0**	**0**	**159**
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	0	**41**
Hourly Total	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**15**	**0**	**2**	**34**	**14**	**0**	**0**	**5**	**55**	**0**	**0**	**130**	**20**	**1**	**1**	**0**	**152**
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**
Hourly Total	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**	**0**	**0**	**26**	**4**	**1**	**0**	**4**	**35**	**0**	**0**	**110**	**11**	**2**	**0**	**0**	**123**
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**
Hourly Total	**0**	**1**	**8**	**3**	**0**	**0**	**0**	**12**	**0**	**3**	**38**	**7**	**0**	**0**	**4**	**52**	**0**	**3**	**135**	**14**	**2**	**0**	**0**	**154**
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**
Hourly Total	**0**	**0**	**9**	**5**	**0**	**0**	**0**	**14**	**0**	**0**	**34**	**13**	**0**	**1**	**4**	**52**	**0**	**2**	**117**	**18**	**1**	**0**	**0**	**138**
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**
Hourly Total	**0**	**2**	**17**	**3**	**0**	**0**	**0**	**22**	**1**	**1**	**22**	**9**	**2**	**0**	**3**	**38**	**0**	**3**	**116**	**14**	**1**	**2**	**0**	**136**
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**
Hourly Total	**0**	**0**	**15**	**2**	**0**	**0**	**1**	**18**	**0**	**1**	**39**	**5**	**1**	**0**	**6**	**52**	**0**	**0**	**149**	**16**	**2**	**1**	**0**	**168**
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**
Hourly Total	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**13**	**0**	**0**	**59**	**7**	**0**	**1**	**10**	**77**	**0**	**1**	**109**	**19**	**2**	**0**	**0**	**131**
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**
Hourly Total	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**	**0**	**4**	**46**	**3**	**1**	**0**	**9**	**63**	**0**	**0**	**101**	**15**	**0**	**0**	**1**	**117**
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**
Hourly Total	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**1**	**0**	**28**	**2**	**0**	**0**	**6**	**37**	**0**	**0**	**131**	**12**	**0**	**0**	**0**	**143**
TOTAL	**1**	**3**	**123**	**27**	**0**	**0**	**1**	**155**	**4**	**15**	**652**	**118**	**6**	**2**	**67**	**864**	**1**	**12**	**1568**	**202**	**12**	**4**	**2**	**1801**

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

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

Approach: A3022 Brixham Road (South)

	Left to Long Road								Ahead to A3022 Brixham Road (North)								Right to Goodrington Road							
TIME	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**
Hourly Total	**2**	**3**	**38**	**6**	**2**	**0**	**1**	**52**	**0**	**18**	**600**	**129**	**8**	**0**	**0**	**755**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
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**
Hourly Total	**0**	**0**	**76**	**4**	**1**	**0**	**0**	**81**	**0**	**7**	**583**	**93**	**7**	**4**	**1**	**695**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**
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**
Hourly Total	**0**	**1**	**64**	**8**	**3**	**0**	**0**	**76**	**0**	**3**	**570**	**83**	**21**	**5**	**5**	**687**	**0**	**1**	**10**	**5**	**0**	**0**	**0**	**16**
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**
Hourly Total	**0**	**0**	**27**	**8**	**2**	**0**	**0**	**37**	**0**	**5**	**531**	**92**	**16**	**3**	**1**	**648**	**0**	**0**	**10**	**3**	**1**	**0**	**0**	**14**
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**
Hourly Total	**0**	**0**	**19**	**11**	**1**	**0**	**0**	**31**	**0**	**2**	**474**	**75**	**13**	**1**	**0**	**565**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**
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**
Hourly Total	**0**	**0**	**24**	**12**	**2**	**0**	**0**	**38**	**0**	**1**	**469**	**88**	**21**	**1**	**1**	**581**	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**15**
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**
Hourly Total	**0**	**1**	**35**	**7**	**2**	**1**	**0**	**46**	**0**	**8**	**511**	**76**	**11**	**1**	**0**	**607**	**0**	**0**	**7**	**3**	**0**	**0**	**0**	**10**
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**
Hourly Total	**0**	**0**	**25**	**10**	**1**	**0**	**0**	**36**	**0**	**3**	**482**	**69**	**16**	**2**	**3**	**575**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**14**
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**
Hourly Total	**0**	**0**	**23**	**6**	**0**	**0**	**0**	**29**	**0**	**5**	**507**	**100**	**12**	**1**	**0**	**625**	**0**	**0**	**15**	**2**	**0**	**0**	**0**	**17**
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**
Hourly Total	**1**	**0**	**25**	**5**	**1**	**0**	**0**	**32**	**1**	**8**	**465**	**118**	**8**	**0**	**6**	**606**	**0**	**0**	**18**	**2**	**0**	**0**	**0**	**20**
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**
Hourly Total	**0**	**0**	**38**	**4**	**1**	**0**	**0**	**43**	**0**	**9**	**468**	**95**	**7**	**2**	**2**	**583**	**0**	**0**	**10**	**4**	**0**	**0**	**0**	**14**
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**
Hourly Total	**0**	**1**	**26**	**0**	**0**	**0**	**0**	**27**	**2**	**7**	**377**	**39**	**0**	**0**	**2**	**427**	**0**	**0**	**13**	**3**	**0**	**0**	**0**	**16**
TOTAL	**3**	**6**	**420**	**81**	**16**	**1**	**1**	**528**	**3**	**76**	**6037**	**1057**	**140**	**20**	**21**	**7354**	**0**	**1**	**131**	**26**	**1**	**0**	**0**	**159**

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

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

Approach: Long Road

	Left to A3022 Brixham Road (North)								Ahead to Goodrington Road								Right to A3022 Brixham Road (South)							
TIME	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**
Hourly Total	**0**	**0**	**48**	**21**	**5**	**1**	**1**	**76**	**0**	**0**	**7**	**2**	**0**	**1**	**3**	**13**	**0**	**0**	**10**	**8**	**1**	**0**	**0**	**19**
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**
Hourly Total	**0**	**0**	**98**	**41**	**2**	**0**	**3**	**144**	**0**	**0**	**24**	**10**	**0**	**0**	**8**	**42**	**0**	**0**	**14**	**2**	**0**	**0**	**0**	**16**
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**
Hourly Total	**0**	**1**	**139**	**46**	**8**	**2**	**2**	**198**	**0**	**0**	**37**	**12**	**0**	**0**	**8**	**57**	**0**	**0**	**25**	**6**	**1**	**1**	**0**	**33**
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**
Hourly Total	**0**	**3**	**85**	**36**	**7**	**3**	**1**	**135**	**0**	**0**	**22**	**10**	**1**	**0**	**4**	**37**	**0**	**0**	**22**	**11**	**3**	**1**	**0**	**37**
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**
Hourly Total	**0**	**0**	**78**	**31**	**13**	**5**	**1**	**128**	**1**	**2**	**17**	**10**	**0**	**1**	**6**	**37**	**0**	**0**	**15**	**7**	**1**	**0**	**0**	**23**
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**
Hourly Total	**0**	**0**	**139**	**34**	**9**	**3**	**0**	**185**	**1**	**1**	**37**	**9**	**0**	**0**	**3**	**51**	**0**	**0**	**41**	**8**	**1**	**0**	**0**	**50**
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**
Hourly Total	**1**	**1**	**126**	**27**	**7**	**2**	**0**	**164**	**0**	**0**	**26**	**7**	**0**	**0**	**6**	**39**	**0**	**1**	**35**	**9**	**2**	**0**	**0**	**47**
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**
Hourly Total	**1**	**4**	**147**	**50**	**8**	**2**	**2**	**214**	**0**	**0**	**40**	**4**	**1**	**0**	**3**	**48**	**0**	**0**	**32**	**11**	**2**	**1**	**0**	**46**
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**
Hourly Total	**1**	**6**	**191**	**29**	**5**	**1**	**0**	**233**	**1**	**4**	**45**	**2**	**0**	**0**	**6**	**58**	**0**	**0**	**34**	**6**	**1**	**0**	**0**	**41**
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	1	38	2	0	0	1	**42**	0	0	15	2	0	0	1	**18**
Hourly Total	**1**	**16**	**346**	**47**	**6**	**1**	**3**	**420**	**1**	**4**	**135**	**12**	**0**	**0**	**7**	**159**	**0**	**0**	**56**	**5**	**0**	**0**	**1**	**62**
1700 - 1715	0	7	132	14	1	0	0	**154**	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**
Hourly Total	**3**	**11**	**298**	**25**	**1**	**1**	**2**	**341**	**9**	**6**	**115**	**15**	**0**	**0**	**8**	**153**	**0**	**3**	**53**	**10**	**2**	**0**	**0**	**68**
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**
Hourly Total	**1**	**0**	**125**	**7**	**1**	**1**	**1**	**136**	**1**	**1**	**23**	**4**	**0**	**0**	**5**	**34**	**2**	**0**	**24**	**5**	**0**	**0**	**0**	**31**
TOTAL	**8**	**42**	**1820**	**394**	**72**	**22**	**16**	**2374**	**14**	**18**	**528**	**97**	**2**	**2**	**67**	**728**	**2**	**4**	**361**	**88**	**14**	**3**	**1**	**473**

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

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

Approach: A3022 Brixham Road (North)

	Left to Kingsway Avenue								Ahead to A3022 Brixham Road (South)								Right to Unnamed Road							
TIME	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	**93**	0	0	1	1	0	0	0	**2**
0730 - 0745	0	0	1	0	1	0	0	**2**	0	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**
Hourly Total	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**1**	**4**	**221**	**106**	**9**	**1**	**3**	**345**	**0**	**0**	**4**	**1**	**1**	**0**	**0**	**6**
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**
Hourly Total	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**22**	**0**	**1**	**338**	**88**	**11**	**1**	**2**	**441**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**
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**
Hourly Total	**0**	**0**	**14**	**4**	**0**	**0**	**0**	**18**	**0**	**2**	**360**	**101**	**16**	**2**	**2**	**483**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**11**
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**
Hourly Total	**0**	**0**	**11**	**3**	**1**	**0**	**0**	**15**	**0**	**3**	**454**	**90**	**16**	**2**	**0**	**565**	**0**	**0**	**6**	**5**	**1**	**0**	**1**	**13**
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**
Hourly Total	**0**	**0**	**14**	**3**	**0**	**0**	**0**	**17**	**0**	**5**	**452**	**62**	**19**	**1**	**1**	**540**	**0**	**0**	**9**	**5**	**0**	**0**	**0**	**14**
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**
Hourly Total	**0**	**0**	**21**	**1**	**0**	**0**	**0**	**22**	**0**	**4**	**479**	**94**	**16**	**0**	**1**	**594**	**0**	**0**	**9**	**2**	**1**	**0**	**0**	**12**
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**
Hourly Total	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**	**0**	**7**	**477**	**58**	**12**	**3**	**0**	**557**	**0**	**0**	**8**	**5**	**0**	**0**	**0**	**13**
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**
Hourly Total	**0**	**0**	**29**	**1**	**0**	**0**	**0**	**30**	**0**	**6**	**524**	**78**	**8**	**3**	**2**	**621**	**0**	**0**	**10**	**3**	**1**	**0**	**0**	**14**
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	0	0	0	0	**4**
Hourly Total	**1**	**0**	**35**	**5**	**0**	**0**	**0**	**41**	**0**	**3**	**539**	**74**	**11**	**1**	**3**	**631**	**0**	**0**	**12**	**2**	**0**	**0**	**0**	**14**
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**
Hourly Total	**0**	**0**	**24**	**2**	**0**	**0**	**0**	**26**	**0**	**15**	**662**	**81**	**6**	**1**	**3**	**768**	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**15**
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**
Hourly Total	**1**	**1**	**32**	**5**	**0**	**0**	**0**	**39**	**0**	**17**	**650**	**86**	**5**	**0**	**0**	**758**	**0**	**1**	**15**	**1**	**0**	**0**	**0**	**17**
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**
Hourly Total	**0**	**0**	**32**	**3**	**0**	**0**	**0**	**35**	**1**	**12**	**567**	**60**	**1**	**0**	**1**	**642**	**0**	**1**	**20**	**3**	**0**	**0**	**0**	**24**
TOTAL	**2**	**1**	**250**	**28**	**2**	**0**	**0**	**283**	**2**	**79**	**5723**	**978**	**130**	**15**	**18**	**6945**	**0**	**2**	**118**	**34**	**4**	**0**	**1**	**159**

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

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

Approach: Kingsway Avenue

	Left to A3022 Brixham Road (South)								Ahead to Unnamed Road								Right to A3022 Brixham Road (North)							
TIME	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	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	0	4	3	0	0	0	**8**
Hourly Total	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**16**	**4**	**0**	**0**	**0**	**22**
0800 - 0815	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	4	1	0	0	0	**5**
0815 - 0830	0	0	3	0	0	0	0	**3**	0	0	3	0	0	0	0	**3**	0	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**	0	0	8	0	0	0	0	**8**
0845 - 0900	0	0	4	0	0	0	0	**4**	0	0	4	1	0	0	0	**5**	0	0	10	1	0	0	0	**11**
Hourly Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**29**	**3**	**0**	**0**	**0**	**32**
0900 - 0915	0	0	2	1	0	0	0	**3**	0	0	2	0	0	0	0	**2**	0	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	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**	0	0	5	0	0	0	0	**5**
0945 - 1000	0	0	0	0	0	0	0	**0**	0	0	3	0	0	0	0	**3**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**26**	**4**	**0**	**0**	**0**	**30**
1000 - 1015	0	0	1	1	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	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	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**	0	0	5	0	0	0	0	**5**
1045 - 1100	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	0	0	3	0	0	0	0	**3**
Hourly Total	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**
1100 - 1115	0	0	1	1	1	0	0	**3**	0	0	1	0	0	0	0	**1**	0	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**	0	0	2	0	0	0	0	**2**
1130 - 1145	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	5	0	0	0	0	**5**
1145 - 1200	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	4	1	0	0	0	**5**
Hourly Total	**0**	**0**	**3**	**1**	**1**	**0**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**16**
1200 - 1215	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**	0	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**	0	0	5	0	0	0	0	**5**
1230 - 1245	0	0	3	2	0	0	0	**5**	0	0	1	1	0	0	0	**2**	0	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	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**
1300 - 1315	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	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	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	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**	0	0	3	0	0	0	0	**3**
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**
1400 - 1415	0	0	2	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	0	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	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**	0	0	6	0	0	0	0	**6**
1445 - 1500	0	0	1	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	0	0	4	1	0	0	0	**5**
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**18**
1500 - 1515	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
1515 - 1530	0	0	4	0	0	0	0	**4**	0	0	3	0	0	0	0	**3**	0	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	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	0	3	0	0	0	0	**3**
Hourly Total	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**29**	**1**	**0**	**0**	**0**	**30**
1600 - 1615	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
1615 - 1630	0	0	1	0	0	0	0	**1**	0	0	4	0	0	0	0	**4**	0	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**	0	0	2	0	0	0	0	**2**
1645 - 1700	0	0	2	0	0	0	0	**2**	0	0	2	3	0	0	0	**5**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**6**	**3**	**0**	**0**	**0**	**9**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**
1700 - 1715	0	0	0	0	0	0	0	**0**	0	0	2	1	0	0	0	**3**	0	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	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	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	0	8	2	0	0	0	**10**
Hourly Total	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**19**	**3**	**0**	**0**	**0**	**22**
1800 - 1815	0	0	2	0	0	0	0	**2**	0	0	3	0	0	0	0	**3**	0	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	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**	0	0	1	1	0	0	0	**2**
1845 - 1900	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	0	3	0	0	0	0	**3**
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**18**	**1**	**0**	**0**	**0**	**19**
TOTAL	**0**	**0**	**69**	**10**	**1**	**0**	**0**	**80**	**2**	**1**	**63**	**6**	**0**	**0**	**0**	**72**	**2**	**0**	**215**	**20**	**0**	**0**	**0**	**237**

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

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

Approach: A3022 Brixham Road (South)

	Left to Unnamed Road								Ahead to A3022 Brixham Road (North)								Right to Kingsway Avenue							
TIME	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**
Hourly Total	**1**	**0**	**14**	**3**	**0**	**0**	**1**	**19**	**3**	**22**	**605**	**130**	**11**	**0**	**1**	**772**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**
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**
Hourly Total	**0**	**1**	**24**	**7**	**1**	**0**	**0**	**33**	**0**	**5**	**627**	**87**	**9**	**4**	**1**	**733**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**
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**
Hourly Total	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**15**	**0**	**4**	**601**	**90**	**23**	**5**	**5**	**728**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**
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**
Hourly Total	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**	**0**	**4**	**535**	**93**	**18**	**3**	**0**	**653**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
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**
Hourly Total	**0**	**0**	**4**	**2**	**1**	**0**	**0**	**7**	**0**	**2**	**497**	**85**	**15**	**1**	**0**	**600**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
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**
Hourly Total	**0**	**0**	**2**	**1**	**2**	**0**	**0**	**5**	**0**	**1**	**495**	**94**	**23**	**1**	**1**	**615**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**8**
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**
Hourly Total	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**11**	**0**	**9**	**517**	**89**	**13**	**2**	**0**	**630**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
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**
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**5**	**496**	**73**	**17**	**2**	**3**	**596**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**
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**
Hourly Total	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**16**	**0**	**5**	**506**	**96**	**10**	**1**	**0**	**618**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**
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**
Hourly Total	**2**	**0**	**14**	**3**	**0**	**0**	**0**	**19**	**2**	**8**	**499**	**119**	**9**	**0**	**6**	**643**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**
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**
Hourly Total	**0**	**0**	**8**	**3**	**1**	**0**	**0**	**12**	**0**	**8**	**475**	**103**	**8**	**2**	**2**	**598**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**
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**
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**2**	**8**	**381**	**44**	**0**	**0**	**2**	**437**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
TOTAL	**3**	**1**	**116**	**26**	**5**	**0**	**1**	**152**	**7**	**81**	**6234**	**1103**	**156**	**21**	**21**	**7623**	**0**	**0**	**65**	**10**	**0**	**0**	**0**	**75**

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

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

Approach: Unnamed Road

	Left to A3022 Brixham Road (North)								Ahead to Kingsway Avenue								Right to A3022 Brixham Road (South)							
TIME	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**
Hourly Total	**0**	**0**	**13**	**3**	**0**	**0**	**0**	**16**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**7**	**1**	**1**	**0**	**0**	**9**
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**
Hourly Total	**0**	**1**	**15**	**2**	**0**	**0**	**0**	**18**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**11**	**1**	**1**	**0**	**0**	**13**
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**
Hourly Total	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**4**	**6**	**0**	**0**	**0**	**10**
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**
Hourly Total	**0**	**0**	**8**	**7**	**1**	**0**	**1**	**17**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
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**
Hourly Total	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**6**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**
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**
Hourly Total	**0**	**0**	**12**	**4**	**0**	**0**	**0**	**16**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**
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**
Hourly Total	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**9**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**
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**
Hourly Total	**0**	**0**	**11**	**2**	**1**	**0**	**0**	**14**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**6**	**1**	**1**	**0**	**0**	**9**
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	0	1	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**
Hourly Total	**0**	**0**	**12**	**5**	**0**	**0**	**0**	**17**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**8**	**0**	**0**	**7**	**3**	**0**	**0**	**0**	**10**
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**
Hourly Total	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**12**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**	**0**	**0**	**12**	**2**	**0**	**0**	**0**	**14**
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**
Hourly Total	**0**	**1**	**18**	**4**	**0**	**0**	**0**	**23**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**14**	**3**	**0**	**0**	**0**	**17**
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**
Hourly Total	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**12**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
TOTAL	**0**	**2**	**127**	**39**	**2**	**0**	**1**	**171**	**0**	**1**	**67**	**7**	**0**	**0**	**0**	**75**	**0**	**1**	**81**	**21**	**3**	**0**	**0**	**106**

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

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

Approach: A3022 Brixham Road (North)

	Left to Hunters Tor Drive								Ahead to A3022 Brixham Road (South)							
TIME	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**
Hourly Total	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**11**	**1**	**4**	**212**	**106**	**10**	**1**	**2**	**336**
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**
Hourly Total	**0**	**1**	**30**	**4**	**0**	**0**	**0**	**35**	**0**	**0**	**325**	**84**	**12**	**2**	**2**	**425**
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**
Hourly Total	**0**	**0**	**15**	**5**	**0**	**0**	**0**	**20**	**0**	**2**	**360**	**104**	**17**	**2**	**2**	**487**
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**
Hourly Total	**0**	**1**	**35**	**5**	**2**	**0**	**0**	**43**	**1**	**2**	**422**	**85**	**16**	**2**	**0**	**528**
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**
Hourly Total	**0**	**0**	**30**	**6**	**0**	**0**	**0**	**36**	**0**	**5**	**428**	**60**	**20**	**1**	**1**	**515**
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**
Hourly Total	**0**	**2**	**36**	**5**	**0**	**0**	**0**	**43**	**0**	**1**	**446**	**100**	**14**	**0**	**1**	**562**
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**
Hourly Total	**0**	**0**	**29**	**2**	**0**	**0**	**0**	**31**	**0**	**10**	**469**	**59**	**14**	**3**	**0**	**555**
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**
Hourly Total	**0**	**0**	**49**	**2**	**2**	**0**	**0**	**53**	**0**	**7**	**477**	**79**	**6**	**4**	**2**	**575**
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**
Hourly Total	**0**	**0**	**59**	**6**	**0**	**0**	**0**	**65**	**0**	**4**	**506**	**71**	**9**	**0**	**3**	**593**
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**
Hourly Total	**0**	**1**	**39**	**8**	**0**	**0**	**0**	**48**	**0**	**14**	**634**	**70**	**7**	**1**	**3**	**729**
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**
Hourly Total	**0**	**1**	**49**	**3**	**1**	**0**	**0**	**54**	**0**	**15**	**605**	**89**	**3**	**0**	**0**	**712**
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**
Hourly Total	**0**	**0**	**40**	**7**	**0**	**0**	**0**	**47**	**0**	**12**	**543**	**57**	**0**	**0**	**1**	**613**
TOTAL	**0**	**6**	**420**	**55**	**5**	**0**	**0**	**486**	**2**	**76**	**5427**	**964**	**128**	**16**	**17**	**6630**

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

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

Approach: Hunters Tor Drive

	Left to A3022 Brixham Road (South)								Right to A3022 Brixham Road (North)								U-Turn							
TIME	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**
Hourly Total	**0**	**0**	**16**	**3**	**0**	**0**	**0**	**19**	**0**	**2**	**33**	**11**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**0**	**71**	**3**	**1**	**0**	**1**	**76**	**0**	**0**	**53**	**3**	**0**	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**0**	**26**	**2**	**0**	**0**	**1**	**29**	**0**	**0**	**39**	**5**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**0**	**25**	**5**	**0**	**0**	**0**	**30**	**0**	**0**	**35**	**4**	**1**	**0**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**0**	**18**	**5**	**0**	**0**	**1**	**24**	**0**	**0**	**25**	**5**	**0**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**1**	**25**	**5**	**1**	**0**	**0**	**32**	**0**	**0**	**23**	**4**	**1**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**0**	**25**	**6**	**0**	**0**	**1**	**32**	**0**	**0**	**22**	**6**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**0**	**28**	**1**	**0**	**0**	**1**	**30**	**0**	**0**	**28**	**1**	**0**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**1**	**0**	**44**	**4**	**1**	**0**	**1**	**51**	**0**	**0**	**24**	**6**	**2**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**1**	**32**	**7**	**0**	**0**	**2**	**42**	**0**	**0**	**24**	**5**	**0**	**0**	**0**	**29**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
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**
Hourly Total	**0**	**0**	**34**	**6**	**0**	**0**	**2**	**42**	**0**	**0**	**17**	**3**	**1**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**0**	**27**	**3**	**0**	**0**	**0**	**30**	**0**	**0**	**30**	**2**	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

TOTAL	**1**	**2**	**371**	**50**	**3**	**0**	**10**	**437**	**0**	**2**	**353**	**55**	**5**	**0**	**0**	**415**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

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

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

Approach: A3022 Brixham Road (South)

	Ahead to A3022 Brixham Road (North)								Right to Hunters Tor Drive								U-Turn							
TIME	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**
Hourly Total	**6**	**20**	**588**	**123**	**11**	**0**	**1**	**749**	**0**	**0**	**14**	**2**	**0**	**0**	**1**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**3**	**6**	**613**	**89**	**14**	**3**	**1**	**729**	**2**	**0**	**47**	**4**	**0**	**0**	**1**	**54**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
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**
Hourly Total	**0**	**4**	**576**	**84**	**22**	**5**	**5**	**696**	**0**	**1**	**34**	**3**	**0**	**0**	**1**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**4**	**516**	**95**	**17**	**3**	**0**	**635**	**0**	**0**	**17**	**6**	**0**	**0**	**1**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**2**	**461**	**87**	**14**	**1**	**0**	**565**	**1**	**1**	**26**	**3**	**1**	**0**	**1**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**1**	**1**	**483**	**101**	**25**	**1**	**1**	**613**	**0**	**0**	**32**	**7**	**1**	**0**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**8**	**501**	**90**	**13**	**3**	**0**	**615**	**0**	**1**	**31**	**2**	**1**	**0**	**1**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**1**	**3**	**481**	**73**	**13**	**3**	**4**	**578**	**0**	**0**	**29**	**7**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**6**	**509**	**94**	**10**	**1**	**0**	**620**	**0**	**0**	**60**	**4**	**0**	**0**	**0**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
Hourly Total	**4**	**9**	**493**	**115**	**8**	**0**	**7**	**636**	**0**	**0**	**44**	**7**	**1**	**0**	**1**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**0**	**7**	**470**	**96**	**7**	**2**	**2**	**584**	**3**	**0**	**32**	**6**	**0**	**0**	**1**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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**
Hourly Total	**2**	**8**	**356**	**40**	**1**	**0**	**2**	**409**	**0**	**0**	**38**	**6**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**17**	**78**	**6047**	**1087**	**155**	**22**	**23**	**7429**	**6**	**3**	**404**	**57**	**4**	**0**	**8**	**482**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

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

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

Approach: A379 Dartmouth Road (South)

	Left to Langdon Lane								Ahead to A3022 Brixham Road								Ahead to A379 Dartmouth Road (North)							
TIME	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**
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**6**	**19**	**521**	**113**	**7**	**0**	**2**	**668**	**7**	**13**	**259**	**52**	**6**	**0**	**7**	**344**
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**
Hourly Total	**0**	**0**	**11**	**0**	**1**	**0**	**0**	**12**	**5**	**5**	**539**	**78**	**12**	**3**	**2**	**644**	**4**	**8**	**480**	**51**	**2**	**0**	**7**	**552**
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**
Hourly Total	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**11**	**0**	**5**	**519**	**77**	**19**	**5**	**5**	**630**	**2**	**4**	**369**	**44**	**3**	**0**	**9**	**431**
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**
Hourly Total	**0**	**0**	**12**	**2**	**0**	**0**	**0**	**14**	**0**	**1**	**437**	**79**	**17**	**3**	**1**	**538**	**2**	**3**	**355**	**37**	**10**	**0**	**7**	**414**
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**
Hourly Total	**0**	**0**	**13**	**1**	**1**	**0**	**0**	**15**	**1**	**3**	**415**	**74**	**12**	**1**	**1**	**507**	**1**	**0**	**268**	**42**	**6**	**0**	**9**	**326**
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**
Hourly Total	**0**	**0**	**10**	**1**	**1**	**0**	**0**	**12**	**1**	**1**	**418**	**96**	**23**	**2**	**2**	**543**	**1**	**3**	**304**	**38**	**10**	**1**	**10**	**367**
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**
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**8**	**446**	**76**	**11**	**2**	**1**	**544**	**0**	**6**	**310**	**33**	**5**	**0**	**8**	**362**
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	1	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**
Hourly Total	**0**	**1**	**3**	**3**	**0**	**0**	**0**	**7**	**1**	**2**	**432**	**72**	**13**	**3**	**3**	**526**	**0**	**13**	**306**	**32**	**5**	**2**	**7**	**365**
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**
Hourly Total	**0**	**0**	**12**	**2**	**0**	**0**	**0**	**14**	**0**	**6**	**463**	**84**	**8**	**1**	**0**	**562**	**2**	**7**	**411**	**53**	**4**	**0**	**14**	**491**
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**
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**6**	**6**	**433**	**100**	**8**	**0**	**7**	**560**	**3**	**7**	**394**	**64**	**6**	**0**	**9**	**483**
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**
Hourly Total	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**	**1**	**5**	**420**	**94**	**7**	**2**	**3**	**532**	**6**	**7**	**370**	**64**	**3**	**0**	**10**	**460**
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**
Hourly Total	**0**	**1**	**11**	**1**	**0**	**0**	**0**	**13**	**2**	**6**	**321**	**39**	**1**	**0**	**1**	**370**	**4**	**7**	**263**	**29**	**2**	**0**	**10**	**315**
TOTAL	**0**	**2**	**113**	**10**	**3**	**0**	**0**	**128**	**23**	**67**	**5364**	**982**	**138**	**22**	**28**	**6624**	**32**	**78**	**4089**	**539**	**62**	**3**	**107**	**4910**

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

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

Approach: A379 Dartmouth Road (North)

	Ahead to A379 Dartmouth Road (South)								Right to Langdon Lane								Right to A3022 Brixham Road							
TIME	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**
Hourly Total	**11**	**2**	**230**	**74**	**2**	**0**	**9**	**328**	**0**	**0**	**7**	**7**	**0**	**0**	**0**	**14**	**0**	**0**	**23**	**8**	**3**	**0**	**0**	**34**
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**
Hourly Total	**1**	**7**	**501**	**97**	**9**	**1**	**10**	**626**	**0**	**0**	**18**	**4**	**0**	**0**	**0**	**22**	**0**	**0**	**45**	**7**	**2**	**0**	**0**	**54**
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**
Hourly Total	**1**	**2**	**276**	**68**	**7**	**0**	**10**	**364**	**0**	**0**	**19**	**7**	**0**	**0**	**0**	**26**	**0**	**0**	**29**	**6**	**2**	**0**	**1**	**38**
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**
Hourly Total	**2**	**5**	**325**	**47**	**5**	**0**	**9**	**393**	**0**	**0**	**20**	**3**	**1**	**0**	**0**	**24**	**0**	**0**	**54**	**4**	**1**	**0**	**0**	**59**
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**
Hourly Total	**1**	**3**	**305**	**37**	**4**	**0**	**9**	**359**	**0**	**1**	**25**	**5**	**0**	**0**	**0**	**31**	**0**	**0**	**32**	**6**	**0**	**0**	**0**	**38**
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**
Hourly Total	**1**	**4**	**352**	**47**	**7**	**1**	**6**	**418**	**0**	**0**	**26**	**3**	**0**	**0**	**0**	**29**	**0**	**0**	**54**	**7**	**1**	**0**	**0**	**62**
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**
Hourly Total	**4**	**4**	**320**	**34**	**5**	**0**	**9**	**376**	**0**	**1**	**24**	**4**	**0**	**0**	**0**	**29**	**0**	**0**	**54**	**7**	**3**	**1**	**0**	**65**
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	1	**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**
Hourly Total	**2**	**7**	**335**	**55**	**0**	**0**	**7**	**406**	**0**	**1**	**24**	**4**	**0**	**0**	**0**	**29**	**0**	**1**	**44**	**6**	**0**	**0**	**1**	**52**
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**
Hourly Total	**4**	**7**	**444**	**31**	**3**	**0**	**9**	**498**	**1**	**0**	**33**	**4**	**0**	**0**	**0**	**38**	**0**	**0**	**43**	**7**	**2**	**0**	**0**	**52**
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**
Hourly Total	**0**	**13**	**447**	**49**	**5**	**1**	**10**	**525**	**0**	**2**	**42**	**2**	**0**	**0**	**0**	**46**	**0**	**1**	**32**	**8**	**1**	**0**	**1**	**43**
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	**150**	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**
Hourly Total	**5**	**20**	**476**	**46**	**1**	**0**	**8**	**556**	**0**	**0**	**34**	**5**	**0**	**0**	**0**	**39**	**0**	**1**	**37**	**5**	**0**	**0**	**0**	**43**
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**
Hourly Total	**8**	**5**	**378**	**35**	**1**	**0**	**7**	**434**	**0**	**0**	**34**	**5**	**0**	**0**	**0**	**39**	**0**	**2**	**44**	**4**	**0**	**0**	**1**	**51**
TOTAL	**40**	**79**	**4389**	**620**	**49**	**3**	**103**	**5283**	**1**	**5**	**306**	**53**	**1**	**0**	**0**	**366**	**0**	**5**	**491**	**75**	**15**	**1**	**4**	**591**

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

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

Approach: A3022 Brixham Road

	Left to A379 Dartmouth Road (North)								Ahead to A379 Dartmouth Road (South)								Right to Langdon Lane								U-Turn							
TIME	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	TOTAL
0700 - 0715	0	0	3	3	0	0	0	**6**	0	0	32	12	2	0	0	**46**	0	0	1	0	1	0	0	**2**	0	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	**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	**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	**0**
Hourly Total	**0**	**0**	**8**	**9**	**1**	**0**	**1**	**19**	**1**	**4**	**216**	**95**	**9**	**1**	**2**	**328**	**0**	**0**	**9**	**1**	**1**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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	**0**
0815 - 0830	0	0	6	3	0	0	0	**9**	0	0	91	20	3	1	0	**115**	0	0	4	0	0	0	0	**4**	0	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	**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	**0**
Hourly Total	**0**	**0**	**21**	**4**	**1**	**0**	**0**	**26**	**0**	**0**	**352**	**84**	**12**	**2**	**5**	**455**	**0**	**0**	**29**	**2**	**0**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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	**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	**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	**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	0	**1**
Hourly Total	**0**	**1**	**33**	**9**	**0**	**0**	**0**	**43**	**0**	**1**	**331**	**91**	**16**	**1**	**3**	**443**	**0**	**0**	**22**	**5**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
1000 - 1015	0	0	7	2	0	0	0	**9**	0	0	95	23	5	0	0	**123**	0	0	4	2	0	0	0	**6**	0	0	0	0	0	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	**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	**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	**0**
Hourly Total	**0**	**0**	**43**	**10**	**2**	**0**	**0**	**55**	**1**	**2**	**390**	**74**	**14**	**2**	**0**	**483**	**0**	**0**	**16**	**4**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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	**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	**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	**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	**0**
Hourly Total	**0**	**0**	**37**	**7**	**1**	**0**	**0**	**45**	**0**	**5**	**382**	**55**	**18**	**1**	**2**	**463**	**0**	**0**	**17**	**2**	**1**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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	**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	**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	**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	**0**
Hourly Total	**0**	**0**	**31**	**3**	**2**	**0**	**0**	**36**	**0**	**1**	**424**	**93**	**13**	**0**	**1**	**532**	**0**	**1**	**24**	**6**	**0**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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	**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	**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	**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	**0**
Hourly Total	**0**	**1**	**51**	**9**	**1**	**0**	**0**	**62**	**0**	**8**	**415**	**53**	**13**	**3**	**1**	**493**	**0**	**2**	**32**	**4**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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	**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	**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	**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	**0**
Hourly Total	**0**	**0**	**35**	**6**	**1**	**0**	**1**	**43**	**0**	**7**	**446**	**69**	**5**	**4**	**3**	**534**	**0**	**0**	**24**	**2**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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	**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	**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	**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	**0**
Hourly Total	**1**	**0**	**44**	**5**	**1**	**0**	**0**	**51**	**0**	**3**	**459**	**65**	**9**	**0**	**1**	**537**	**0**	**1**	**30**	**3**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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	**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	**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	**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	**0**
Hourly Total	**0**	**0**	**50**	**9**	**1**	**0**	**1**	**61**	**0**	**15**	**576**	**75**	**6**	**1**	**3**	**676**	**0**	**1**	**28**	**2**	**0**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	9	0	0	0	0	**9**	0	2	131	23	0	0	1	**157**	0	0	10	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	10	1	0	0	0	**11**	0	5	152	23	1	0	1	**182**	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	2	8	1	0	0	0	**11**	0	4	133	24	1	0	0	**162**	0	0	4	2	0	0	0	**6**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	13	0	0	0	0	**13**	0	2	157	18	0	0	1	**178**	0	0	2	2	0	0	0	**4**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**40**	**2**	**0**	**0**	**0**	**44**	**0**	**13**	**573**	**88**	**2**	**0**	**3**	**679**	**0**	**0**	**21**	**4**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	12	1	0	0	0	**13**	0	1	142	17	0	0	0	**160**	0	0	15	1	0	0	0	**16**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	17	1	0	0	0	**18**	0	4	121	12	0	0	0	**137**	0	0	13	3	0	0	0	**16**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	0	12	1	0	0	1	**14**	0	2	114	12	0	0	0	**128**	0	0	13	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	2	10	0	0	0	0	**12**	0	3	99	9	0	0	0	**111**	0	0	3	1	0	0	0	**4**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**51**	**3**	**0**	**0**	**1**	**57**	**0**	**10**	**476**	**50**	**0**	**0**	**0**	**536**	**0**	**0**	**44**	**5**	**0**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**1**	**6**	**444**	**76**	**11**	**0**	**4**	**542**	**2**	**69**	**5040**	**892**	**117**	**15**	**24**	**6159**	**0**	**5**	**296**	**40**	**2**	**0**	**0**	**343**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**

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

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

Approach: Langdon Lane

	Left to A3022 Brixham Road								Left to A379 Dartmouth Road (North)								Right to A379 Dartmouth Road (South)							
TIME	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**
Hourly Total	**0**	**1**	**50**	**4**	**1**	**0**	**0**	**56**	**2**	**1**	**9**	**1**	**0**	**0**	**0**	**13**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**
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**
Hourly Total	**0**	**1**	**83**	**11**	**0**	**0**	**0**	**95**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**43**	**0**	**0**	**4**	**1**	**1**	**0**	**0**	**6**
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**
Hourly Total	**0**	**0**	**59**	**5**	**1**	**0**	**0**	**65**	**0**	**0**	**50**	**2**	**1**	**0**	**0**	**53**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**
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**
Hourly Total	**0**	**0**	**44**	**9**	**0**	**0**	**0**	**53**	**0**	**1**	**23**	**6**	**0**	**0**	**0**	**30**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**
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**
Hourly Total	**0**	**0**	**42**	**5**	**3**	**0**	**0**	**50**	**0**	**1**	**12**	**4**	**0**	**0**	**0**	**17**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**
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**
Hourly Total	**0**	**0**	**36**	**6**	**2**	**0**	**0**	**44**	**0**	**0**	**17**	**3**	**0**	**0**	**0**	**20**	**0**	**0**	**9**	**3**	**1**	**0**	**0**	**13**
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**
Hourly Total	**0**	**1**	**35**	**9**	**0**	**0**	**0**	**45**	**0**	**1**	**22**	**5**	**0**	**0**	**0**	**28**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
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**
Hourly Total	**0**	**0**	**25**	**2**	**0**	**0**	**0**	**27**	**1**	**0**	**17**	**2**	**0**	**0**	**0**	**20**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
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**
Hourly Total	**0**	**0**	**63**	**5**	**0**	**0**	**0**	**68**	**0**	**0**	**50**	**6**	**0**	**0**	**0**	**56**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**
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**
Hourly Total	**0**	**2**	**67**	**15**	**0**	**0**	**0**	**84**	**0**	**2**	**27**	**13**	**0**	**0**	**0**	**42**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**
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**
Hourly Total	**0**	**1**	**41**	**4**	**0**	**0**	**0**	**46**	**0**	**0**	**21**	**2**	**0**	**0**	**0**	**23**	**0**	**1**	**5**	**1**	**0**	**0**	**0**	**7**
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**
Hourly Total	**0**	**0**	**32**	**4**	**0**	**0**	**0**	**36**	**0**	**0**	**22**	**3**	**0**	**0**	**0**	**25**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
TOTAL	**0**	**6**	**577**	**79**	**7**	**0**	**0**	**669**	**3**	**6**	**313**	**47**	**1**	**0**	**0**	**370**	**0**	**1**	**67**	**13**	**2**	**0**	**0**	**83**

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

Junction: (5) A380 Kings Ash Road / A3022 Totnes Road / A3022 Brixham Road / A385 Totnes Road

Approach: A385 Totnes Road

	Left to A380 Kings Ash Road								Ahead to A3022 Totnes Road								Right to A3022 Brixham Road							
TIME	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	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	0	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	29	5	0	0	2	37	0	1	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	29	0	0	19	1	0	0	0	20
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	1	0	0	0	12	0	1	17	1	0	1	0	20	0	0	16	2	0	0	0	18
2130 - 2145	0	0	10	0	0	0	0	10	0	0	14	1	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	8	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	3	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	1	0	0	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	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
0215 - 0230	0	0	0	0	0	0	0	0	0	0	1	2	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	1	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	1	0	1	0	0	0	1	0	0	0	1
0430 - 0445	0	0	1	0	0	0	1	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	0	2	1	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**	**1**	**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	1	0	0	3
0515 - 0530	0	0	5	0	0	0	0	5	0	0	0	0	2	0	0	2	0	0	1	0	0	0	0	1
0530 - 0545	0	0	2	0	1	0	0	3	1	0	1	1	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	1	12	0	0	12	0	0	1	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	18	3	1	1	0	23	0	0	22	4	0	0	1	27	0	1	27	11	3	0	1	43
0730 - 0745	0	1	25	0	0	0	2	28	0	0	26	6	1	0	1	34	0	0	36	9	0	1	1	47
0745 - 0800	0	0	32	4	0	0	0	36	1	0	25	7	0	0	0	33	0	0	38	11	2	0	0	51
Hourly Total	**0**	**1**	**100**	**12**	**2**	**3**	**2**	**120**	**3**	**0**	**84**	**23**	**1**	**1**	**3**	**115**	**0**	**1**	**128**	**40**	**6**	**1**	**2**	**178**
0800 - 0815	0	2	34	3	0	0	0	39	1	0	42	5	1	0	2	51	0	0	38	3	2	1	0	44
0815 - 0830	0	0	34	1	1	0	1	37	0	0	33	5	0	0	0	38	0	0	35	8	2	0	1	46
0830 - 0845	0	0	34	5	1	1	0	41	1	0	39	3	1	0	0	44	0	2	37	12	2	4	4	61
0845 - 0900	0	0	35	6	1	1	0	43	0	1	44	8	1	0	1	55	0	3	34	8	2	0	0	47
Hourly Total	**0**	**2**	**137**	**15**	**3**	**2**	**1**	**160**	**2**	**1**	**158**	**21**	**3**	**0**	**3**	**188**	**0**	**5**	**144**	**31**	**8**	**5**	**5**	**198**
0900 - 0915	0	0	36	3	0	0	0	39	0	0	43	6	2	0	0	51	0	0	32	10	2	1	0	45
0915 - 0930	0	0	38	4	1	0	0	43	0	0	49	7	0	0	2	58	0	1	31	9	2	0	0	43
0930 - 0945	0	0	22	4	2	0	0	28	0	0	31	7	1	1	1	41	0	0	26	5	5	3	0	39
0945 - 1000	0	0	30	5	0	1	0	36	0	0	54	7	3	0	2	66	0	0	48	8	4	2	0	62
Hourly Total	**0**	**0**	**126**	**16**	**3**	**1**	**0**	**146**	**0**	**0**	**177**	**27**	**6**	**1**	**5**	**216**	**0**	**1**	**137**	**32**	**13**	**6**	**0**	**189**
1000 - 1015	0	0	18	6	1	0	0	25	1	0	37	1	0	0	2	41	0	1	29	10	4	1	0	45
1015 - 1030	0	1	18	3	0	0	0	22	0	0	40	4	0	0	0	44	0	0	27	7	2	0	0	36
1030 - 1045	0	1	30	9	0	0	0	40	0	0	53	1	0	0	1	55	0	0	43	10	0	3	0	56
1045 - 1100	0	0	24	5	0	0	0	29	0	0	28	2	1	1	1	33	0	0	25	7	3	1	0	36
Hourly Total	**0**	**2**	**90**	**23**	**1**	**0**	**0**	**116**	**1**	**0**	**158**	**8**	**1**	**1**	**4**	**173**	**0**	**1**	**124**	**34**	**9**	**5**	**0**	**173**
1100 - 1115	0	0	13	3	0	0	0	16	0	0	33	8	2	0	2	45	0	2	25	11	5	0	0	43
1115 - 1130	0	0	24	7	1	0	0	32	0	0	40	3	1	0	0	44	0	0	21	6	2	1	0	30
1130 - 1145	0	0	28	5	2	0	0	35	0	0	57	8	1	0	1	67	0	0	37	4	1	0	1	43
1145 - 1200	1	0	27	5	1	0	0	34	0	1	48	3	1	0	2	55	0	0	26	10	1	0	0	37
Hourly Total	**1**	**0**	**92**	**20**	**4**	**0**	**0**	**117**	**0**	**1**	**178**	**22**	**5**	**0**	**5**	**211**	**0**	**2**	**109**	**31**	**9**	**1**	**1**	**153**
1200 - 1215	0	1	16	4	0	0	1	22	0	2	47	3	3	0	1	56	0	0	14	8	0	1	1	24
1215 - 1230	0	0	17	2	1	0	0	20	0	0	25	3	1	0	2	31	0	0	31	6	2	1	0	40
1230 - 1245	0	0	25	2	1	0	0	28	0	0	34	4	1	0	1	40	0	0	29	13	0	2	0	44
1245 - 1300	0	0	22	4	1	1	0	28	0	0	28	4	2	0	2	36	0	1	26	11	2	0	0	40
Hourly Total	**0**	**1**	**80**	**12**	**3**	**1**	**1**	**98**	**0**	**2**	**134**	**14**	**7**	**0**	**6**	**163**	**0**	**1**	**100**	**38**	**4**	**4**	**1**	**148**
1300 - 1315	0	0	26	4	0	2	0	32	0	0	35	6	1	1	3	46	0	0	26	5	0	1	0	32
1315 - 1330	1	0	32	5	0	0	0	38	0	1	38	7	1	0	0	47	0	0	22	12	1	1	0	36
1330 - 1345	0	0	24	5	0	0	0	29	0	0	48	6	0	0	3	57	0	1	32	10	2	1	0	46
1345 - 1400	0	0	30	5	0	0	0	35	0	0	36	4	0	0	1	41	0	1	35	5	1	0	0	42
Hourly Total	**1**	**0**	**112**	**19**	**0**	**2**	**0**	**134**	**0**	**1**	**157**	**23**	**2**	**1**	**7**	**191**	**0**	**2**	**115**	**32**	**4**	**3**	**0**	**156**
1400 - 1415	0	0	24	3	0	0	0	27	0	1	40	3	0	1	2	47	0	0	23	4	3	0	1	31
1415 - 1430	0	0	20	9	0	0	0	29	0	0	33	4	0	0	0	37	0	0	31	9	0	1	0	41
1430 - 1445	0	0	29	2	1	0	0	32	0	0	34	8	1	0	1	44	0	1	26	6	3	2	0	38
1445 - 1500	0	2	42	5	0	0	0	49	0	0	42	6	0	0	1	49	0	1	31	10	1	1	0	44
Hourly Total	**0**	**2**	**115**	**19**	**1**	**0**	**0**	**137**	**0**	**1**	**149**	**21**	**1**	**1**	**4**	**177**	**0**	**2**	**111**	**29**	**7**	**4**	**1**	**154**
1500 - 1515	0	0	26	3	0	0	0	29	0	1	29	2	0	0	3	35	0	0	32	7	3	0	0	42
1515 - 1530	0	1	36	5	0	0	2	44	1	2	34	7	0	0	1	45	0	0	32	13	5	1	1	52
1530 - 1545	0	1	60	6	0	0	0	67	1	1	58	2	1	0	4	67	0	2	40	3	3	1	0	49
1545 - 1600	0	0	29	5	1	1	3	39	1	0	36	5	0	0	6	48	0	0	37	8	2	3	1	51
Hourly Total	**0**	**2**	**151**	**19**	**1**	**1**	**5**	**179**	**3**	**4**	**157**	**16**	**1**	**0**	**14**	**195**	**0**	**2**	**141**	**31**	**13**	**5**	**2**	**194**
1600 - 1615	0	4	33	10	3	0	1	51	0	1	44	6	0	0	4	55	0	0	50	9	1	0	1	61
1615 - 1630	0	0	42	12	0	0	1	55	0	0	62	7	0	0	3	72	0	0	45	9	2	1	1	58
1630 - 1645	0	0	30	7	0	0	0	37	0	0	42	6	0	0	4	52	0	0	45	6	2	1	0	54
1645 - 1700	0	0	42	6	0	0	1	49	0	1	57	11	0	0	2	71	0	3	68	8	3	0	0	82
Hourly Total	**0**	**4**	**147**	**35**	**3**	**0**	**3**	**192**	**0**	**2**	**205**	**30**	**0**	**0**	**13**	**250**	**0**	**3**	**208**	**32**	**8**	**2**	**2**	**255**
TOTAL	**2**	**18**	**1702**	**273**	**27**	**11**	**14**	**2047**	**11**	**29**	**2210**	**287**	**35**	**7**	**82**	**2661**	**0**	**28**	**1984**	**420**	**101**	**46**	**14**	**2593**
							52								124								161	

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

Junction: (5) A380 Kings Ash Road / A3022 Totnes Road / A3022 Brixham Road / A385 Totnes Road

Approach: A3022 Brixham Road

	Left to A385 Totnes Road								Ahead to A380 Kings Ash Road								Right to A3022 Totnes Road							
TIME	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	1	0	1	8	1	8	181	16	0	0	1	207	0	1	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	1	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**	**25**	**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	1	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	76	11	0	0	0	89	0	2	30	2	0	0	1	35
2030 - 2045	0	0	4	0	0	0	0	4	0	0	61	5	0	0	0	66	0	1	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	28
2115 - 2130	0	1	3	0	0	0	0	4	0	1	64	7	0	0	0	72	0	2	22	0	0	0	1	25
2130 - 2145	0	0	2	0	0	0	0	2	0	2	34	2	0	0	0	38	0	0	10	2	1	0	0	13
2145 - 2200	0	0	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	0	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	1	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	1	0	0	0	11	0	2	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	1	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	3	1	0	0	7	0	0	1	0	0	0	0	1
0130 - 0145	0	0	0	0	0	0	0	0	0	0	1	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	5	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**	**0**	**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	2	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	1	13	3	0	1	0	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	126	25	0	0	1	153	0	1	12	6	3	0	0	22
0715 - 0730	0	1	2	0	1	2	0	6	0	3	115	28	2	2	1	151	0	1	23	10	1	0	3	38
0730 - 0745	0	0	2	0	1	1	0	4	0	3	142	38	5	0	4	192	0	0	30	7	4	0	1	42
0745 - 0800	0	0	2	1	2	2	0	7	0	0	146	51	4	1	1	203	0	1	43	9	3	0	2	58
Hourly Total	**0**	**1**	**7**	**2**	**4**	**5**	**0**	**19**	**0**	**7**	**529**	**142**	**11**	**3**	**7**	**699**	**0**	**3**	**108**	**32**	**11**	**0**	**6**	**160**
0800 - 0815	0	0	3	2	0	0	1	6	0	0	131	35	7	2	2	177	0	0	48	12	0	0	0	60
0815 - 0830	0	0	7	0	2	0	0	9	0	2	178	30	7	0	1	218	0	0	88	12	2	0	2	104
0830 - 0845	0	0	2	1	1	0	0	4	0	1	179	24	5	0	0	209	0	0	64	13	1	0	1	79
0845 - 0900	0	0	3	1	1	2	1	8	0	1	134	35	5	2	4	181	0	0	57	12	1	0	0	70
Hourly Total	**0**	**0**	**15**	**4**	**4**	**2**	**2**	**27**	**0**	**4**	**622**	**124**	**24**	**4**	**7**	**785**	**0**	**0**	**257**	**49**	**4**	**0**	**3**	**313**
0900 - 0915	0	0	3	0	2	2	0	7	0	1	172	39	6	0	0	218	0	0	73	11	1	0	3	88
0915 - 0930	0	1	5	2	3	2	0	13	0	1	132	31	7	1	0	172	1	1	53	9	1	0	1	66
0930 - 0945	0	0	6	0	4	1	0	11	0	0	130	29	5	4	1	169	0	0	72	8	0	0	2	82
0945 - 1000	0	0	5	3	4	2	0	14	0	1	126	27	5	0	1	160	0	1	53	8	1	0	2	65
Hourly Total	**0**	**1**	**19**	**5**	**13**	**7**	**0**	**45**	**0**	**3**	**560**	**126**	**23**	**5**	**2**	**719**	**1**	**2**	**251**	**36**	**3**	**0**	**8**	**301**
1000 - 1015	0	0	12	0	0	5	0	17	0	5	150	22	1	1	1	180	0	1	74	8	4	0	1	88
1015 - 1030	0	0	13	2	3	0	1	19	0	1	135	28	4	0	0	168	0	0	52	7	3	0	1	63
1030 - 1045	0	0	4	6	1	2	0	13	0	0	119	19	4	2	0	144	0	0	56	5	4	0	1	66
1045 - 1100	0	0	14	3	2	1	0	20	0	2	112	26	6	3	0	149	0	1	81	10	0	0	1	93
Hourly Total	**0**	**0**	**43**	**11**	**6**	**8**	**1**	**69**	**0**	**8**	**516**	**95**	**15**	**6**	**1**	**641**	**0**	**2**	**263**	**30**	**11**	**0**	**4**	**310**
1100 - 1115	0	0	6	1	3	1	0	11	0	0	145	27	8	4	0	184	0	0	69	6	1	0	0	76
1115 - 1130	0	0	2	4	1	2	0	9	0	1	95	26	4	3	0	129	0	0	63	11	2	0	2	78
1130 - 1145	0	0	9	4	2	0	0	15	0	0	142	27	7	2	0	178	0	0	63	7	0	0	1	71
1145 - 1200	0	0	10	5	1	0	0	16	0	0	115	20	4	2	0	141	0	0	59	11	0	0	1	71
Hourly Total	**0**	**0**	**27**	**14**	**7**	**3**	**0**	**51**	**0**	**1**	**497**	**100**	**23**	**11**	**0**	**632**	**0**	**0**	**254**	**35**	**3**	**0**	**4**	**296**
1200 - 1215	0	0	12	5	5	0	1	23	0	1	115	22	5	2	0	145	0	0	60	5	1	0	1	67
1215 - 1230	0	0	9	2	1	0	0	12	0	0	149	32	8	2	0	191	0	0	64	14	0	0	1	79
1230 - 1245	0	0	8	3	3	0	0	14	0	0	126	26	9	0	0	161	0	0	77	6	2	0	1	86
1245 - 1300	0	1	9	1	2	1	0	14	0	1	138	24	3	0	0	166	0	0	81	11	1	0	1	94
Hourly Total	**0**	**1**	**38**	**11**	**11**	**1**	**1**	**63**	**0**	**2**	**528**	**104**	**25**	**4**	**0**	**663**	**0**	**0**	**282**	**36**	**4**	**0**	**4**	**326**
1300 - 1315	0	0	8	1	0	0	0	9	0	1	142	23	6	2	0	174	0	1	75	14	1	0	0	91
1315 - 1330	0	0	8	1	3	0	0	12	0	1	121	20	2	3	0	147	0	1	61	8	0	0	1	71
1330 - 1345	0	0	10	0	1	0	0	11	0	1	149	23	6	0	0	179	0	1	50	9	0	0	1	61
1345 - 1400	0	2	8	1	1	1	0	13	0	5	132	23	6	0	0	166	0	0	54	7	0	0	1	62
Hourly Total	**0**	**2**	**34**	**3**	**5**	**1**	**0**	**45**	**0**	**8**	**544**	**89**	**20**	**5**	**0**	**666**	**0**	**3**	**240**	**38**	**1**	**0**	**3**	**285**
1400 - 1415	0	0	9	0	2	0	0	11	1	0	148	28	4	2	2	185	0	1	53	11	1	0	1	67
1415 - 1430	0	0	7	1	4	0	1	13	1	2	159	21	7	0	0	190	0	1	56	9	1	0	3	70
1430 - 1445	0	0	10	0	0	0	1	11	0	2	150	26	4	1	1	184	0	1	68	6	1	0	1	77
1445 - 1500	0	0	10	0	1	0	0	11	0	5	141	24	7	2	0	179	0	1	62	10	1	0	1	75
Hourly Total	**0**	**0**	**36**	**1**	**7**	**0**	**2**	**46**	**2**	**9**	**598**	**99**	**22**	**5**	**3**	**738**	**0**	**4**	**239**	**36**	**4**	**0**	**6**	**289**
1500 - 1515	0	0	8	7	0	1	0	16	0	2	143	21	2	3	0	171	1	0	76	7	1	0	0	85
1515 - 1530	0	0	16	3	1	0	0	20	0	5	155	33	9	0	0	202	0	0	81	9	0	0	1	91
1530 - 1545	0	0	13	4	1	1	0	19	0	4	187	24	5	2	0	222	0	1	78	10	1	0	2	92
1545 - 1600	0	0	16	5	2	1	0	24	0	2	218	32	4	1	0	257	0	0	94	18	0	0	1	113
Hourly Total	**0**	**0**	**53**	**19**	**4**	**3**	**0**	**79**	**0**	**13**	**703**	**110**	**20**	**6**	**0**	**852**	**1**	**1**	**329**	**44**	**2**	**0**	**4**	**381**
1600 - 1615	0	0	9	3	1	2	0	15	0	8	169	29	1	0	0	207	0	7	73	7	1	0	0	88
1615 - 1630	0	1	11	0	0	0	1	13	0	3	163	25	3	0	1	195	0	3	83	8	0	0	1	95
1630 - 1645	0	0	11	1	1	0	0	13	0	3	210	40	1	2	1	257	0	3	82	11	0	0	3	99
1645 - 1700	0	0	13	3	0	1	1	18	0	2	187	40	3	0	1	233	0	5	67	9	0	0	1	82
Hourly Total	**0**	**1**	**44**	**7**	**2**	**3**	**2**	**59**	**0**	**16**	**729**	**134**	**8**	**2**	**3**	**892**	**0**	**18**	**305**	**35**	**1**	**0**	**5**	**364**
TOTAL	**0**	**10**	**433**	**94**	**71**	**40**	**9**	**657**	**4**	**136**	**8549**	**1452**	**232**	**62**	**31**	**10466**	**2**	**60**	**3616**	**464**	**59**	**0**	**63**	**4264**
								120								325								122

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

Junction: (5) A380 Kings Ash Road / A3022 Totnes Road / A3022 Brixham Road / A385 Totnes Road

Approach: A3022 Totnes Road

	Left to A3022 Brixham Road								Ahead to A385 Totnes Road								Right to A380 Kings Ash Road							
TIME	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	53	0	2	37	5	0	0	0	44
1730 - 1745	0	1	56	2	1	0	1	61	0	1	52	7	0	0	2	62	0	2	38	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	41	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	36	1	0	0	1	38	0	2	31	1	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	26	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	4	0	0	0	42	0	2	20	2	0	0	1	25	1	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	1	0	16	0	2	0	1	20	1	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	2	1	0	0	0	3
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	0	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	0	1	0	0	0	0	0	0	0	0
0030 - 0045	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1
0045 - 0100	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**8**	**0**	**0**	**2**	**1**	**0**	**1**	**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	1	0	0	2	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**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
0200 - 0215	0	0	1	0	0	0	0	1	0	0	0	1	2	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	0	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	0	1	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	1	1	0	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	0	15	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	0	1	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	1	0	0	30	0	1	31	5	2	0	2	41	0	0	10	2	0	2	0	14
0730 - 0745	0	1	36	7	1	0	0	45	1	2	47	10	0	0	1	61	0	1	15	8	0	1	0	25
0745 - 0800	0	1	27	6	2	0	2	38	1	2	70	11	0	1	0	85	0	1	27	3	0	0	1	32
Hourly Total	**0**	**3**	**93**	**14**	**4**	**0**	**2**	**116**	**2**	**9**	**176**	**34**	**2**	**1**	**4**	**228**	**0**	**4**	**64**	**13**	**0**	**3**	**1**	**85**
0800 - 0815	0	0	35	11	1	0	0	47	0	0	73	10	1	0	3	87	0	0	29	5	0	0	0	34
0815 - 0830	0	0	60	10	1	0	0	71	0	1	101	16	4	0	2	124	0	1	30	3	0	0	0	34
0830 - 0845	0	1	41	6	1	1	1	51	0	1	68	10	0	0	3	82	0	0	14	1	1	0	0	16
0845 - 0900	0	1	66	9	2	0	0	78	0	1	43	11	2	0	2	59	0	0	37	6	0	0	0	43
Hourly Total	**0**	**2**	**202**	**36**	**5**	**1**	**1**	**247**	**0**	**3**	**285**	**47**	**7**	**0**	**10**	**352**	**0**	**1**	**110**	**15**	**1**	**0**	**0**	**127**
0900 - 0915	0	0	39	1	0	1	0	41	0	0	39	6	2	0	3	50	0	0	28	1	0	1	0	30
0915 - 0930	0	1	56	3	3	0	0	63	1	0	45	7	7	1	3	64	0	0	40	1	1	0	0	42
0930 - 0945	0	1	40	6	0	0	0	47	0	1	28	9	1	0	4	43	0	0	25	3	0	0	0	28
0945 - 1000	0	0	50	8	1	0	0	59	0	0	37	6	1	1	3	48	0	1	29	1	0	0	0	31
Hourly Total	**0**	**2**	**185**	**18**	**4**	**1**	**0**	**210**	**1**	**1**	**149**	**28**	**11**	**2**	**13**	**205**	**0**	**1**	**122**	**6**	**1**	**1**	**0**	**131**
1000 - 1015	0	0	42	4	2	1	1	50	0	0	37	8	0	0	8	53	0	0	28	6	0	0	0	34
1015 - 1030	0	1	47	8	1	0	0	57	0	0	40	7	1	0	8	56	0	1	26	2	0	0	0	29
1030 - 1045	0	1	47	8	4	0	1	61	0	0	39	7	0	1	5	52	0	0	38	0	0	0	1	39
1045 - 1100	0	0	37	7	1	0	0	45	0	1	40	9	2	0	0	52	0	0	34	1	1	0	0	36
Hourly Total	**0**	**2**	**173**	**27**	**8**	**1**	**2**	**213**	**0**	**1**	**156**	**31**	**3**	**1**	**21**	**213**	**0**	**1**	**126**	**9**	**1**	**0**	**1**	**138**
1100 - 1115	0	0	38	6	0	0	0	44	1	0	38	9	3	0	2	53	0	0	31	3	0	0	0	34
1115 - 1130	0	0	51	8	3	0	0	62	0	0	34	6	2	0	3	45	0	0	22	2	0	0	0	24
1130 - 1145	0	0	42	6	1	0	0	49	0	1	35	6	0	0	2	44	0	1	31	2	0	0	0	34
1145 - 1200	0	0	56	3	0	0	0	59	0	1	39	6	1	0	0	47	0	1	41	0	0	0	0	42
Hourly Total	**0**	**0**	**187**	**23**	**4**	**0**	**0**	**214**	**1**	**2**	**146**	**27**	**6**	**0**	**7**	**189**	**0**	**2**	**125**	**7**	**0**	**0**	**0**	**134**
1200 - 1215	0	2	53	7	2	1	0	65	0	2	37	3	1	0	3	46	0	1	47	4	0	0	0	52
1215 - 1230	0	0	67	6	0	0	0	73	0	0	41	6	3	0	1	51	0	0	31	1	1	0	0	33
1230 - 1245	0	0	61	9	0	0	1	71	0	1	30	10	0	0	0	41	0	0	36	2	0	0	0	38
1245 - 1300	0	0	45	4	0	0	1	50	0	0	37	5	0	0	1	43	0	0	24	4	0	0	0	28
Hourly Total	**0**	**2**	**226**	**26**	**2**	**1**	**2**	**259**	**0**	**3**	**145**	**24**	**4**	**0**	**5**	**181**	**0**	**1**	**138**	**11**	**1**	**0**	**0**	**151**
1300 - 1315	0	0	53	7	0	0	0	60	0	0	40	10	1	0	3	54	0	0	39	3	0	0	0	42
1315 - 1330	0	0	49	3	0	0	0	52	0	0	39	4	0	0	3	46	0	0	35	2	0	0	0	37
1330 - 1345	0	0	33	7	1	0	0	41	0	1	55	4	0	0	2	62	0	0	31	2	0	0	0	33
1345 - 1400	0	1	51	1	2	0	0	55	0	1	41	5	2	0	1	50	0	0	40	0	0	0	0	40
Hourly Total	**0**	**1**	**186**	**18**	**3**	**0**	**0**	**208**	**0**	**2**	**175**	**23**	**3**	**0**	**9**	**212**	**0**	**0**	**145**	**7**	**0**	**0**	**0**	**152**
1400 - 1415	0	0	43	9	1	0	0	53	1	2	54	10	1	0	3	71	0	0	32	0	0	0	0	32
1415 - 1430	0	0	37	0	0	0	0	37	0	0	47	6	0	0	2	55	0	0	31	1	0	0	1	33
1430 - 1445	0	0	61	8	1	0	0	70	0	1	52	8	1	0	3	65	0	1	39	4	0	0	0	44
1445 - 1500	0	0	64	8	0	0	0	72	0	1	55	8	1	1	1	67	0	0	27	2	0	0	0	29
Hourly Total	**0**	**0**	**205**	**25**	**2**	**0**	**0**	**232**	**1**	**4**	**208**	**32**	**3**	**1**	**9**	**258**	**0**	**1**	**129**	**7**	**0**	**0**	**1**	**138**
1500 - 1515	0	0	62	11	3	0	0	76	1	1	62	4	1	0	2	71	0	0	48	4	0	0	0	52
1515 - 1530	0	0	65	6	0	0	1	72	0	0	45	6	0	0	3	54	0	0	47	4	0	0	0	51
1530 - 1545	0	0	56	2	2	0	0	60	0	0	69	8	2	0	1	80	0	0	49	5	0	0	0	54
1545 - 1600	0	0	54	2	1	0	0	57	0	0	53	7	3	0	1	64	0	0	35	1	0	0	0	36
Hourly Total	**0**	**0**	**237**	**21**	**6**	**0**	**1**	**265**	**1**	**1**	**229**	**25**	**6**	**0**	**7**	**269**	**0**	**0**	**179**	**14**	**0**	**0**	**0**	**193**
1600 - 1615	0	0	55	5	1	0	0	61	0	3	51	8	1	0	3	66	0	0	37	3	0	0	0	40
1615 - 1630	0	0	49	3	0	0	1	53	0	3	59	6	2	0	3	73	0	0	48	5	0	0	0	53
1630 - 1645	0	1	46	6	0	0	1	54	0	1	66	9	1	1	3	81	0	0	40	5	0	0	0	45
1645 - 1700	0	0	42	4	0	0	1	47	0	2	52	7	0	0	1	62	0	0	29	3	0	0	0	32
Hourly Total	**0**	**1**	**192**	**18**	**1**	**0**	**3**	**215**	**0**	**9**	**228**	**30**	**4**	**1**	**10**	**282**	**0**	**0**	**154**	**16**	**0**	**0**	**0**	**170**
TOTAL	**0**	**27**	**2666**	**285**	**45**	**4**	**13**	**3040**	**18**	**51**	**2647**	**370**	**59**	**10**	**125**	**3280**	**2**	**27**	**1842**	**158**	**4**	**5**	**3**	**2041**
							62								194								12	

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

Junction: (5) A380 Kings Ash Road / A3022 Totnes Road / A3022 Brixham Road / A385 Totnes Road

Approach: A380 Kings Ash Road

	Left to A3022 Totnes Road								Ahead to A3022 Brixham Road								Right to A385 Totnes Road							
TIME	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	0	22	3	0	0	0	25	0	0	118	17	1	0	1	137	0	1	48	8	1	0	0	58
1715 - 1730	1	0	27	0	0	0	0	28	0	4	125	15	1	0	0	145	0	1	44	13	0	0	0	58
1730 - 1745	1	0	25	3	0	0	1	30	0	2	170	20	2	1	0	195	0	1	65	4	0	0	0	70
1745 - 1800	0	2	25	1	1	0	0	29	0	4	183	26	0	0	0	213	0	0	51	8	0	0	0	59
Hourly Total	**2**	**2**	**99**	**7**	**1**	**0**	**1**	**112**	**0**	**10**	**596**	**78**	**4**	**1**	**1**	**690**	**0**	**3**	**208**	**33**	**1**	**0**	**0**	**245**
1800 - 1815	0	0	22	2	0	0	0	24	0	0	157	24	2	0	0	183	0	0	55	2	0	0	0	57
1815 - 1830	0	1	27	0	0	0	0	28	0	1	154	8	0	0	0	163	0	0	52	6	1	0	0	59
1830 - 1845	0	1	23	4	0	0	0	28	0	2	119	16	0	0	0	137	1	0	35	5	0	0	0	41
1845 - 1900	1	1	28	1	0	0	0	31	1	0	88	7	0	0	0	96	0	2	32	4	0	0	0	38
Hourly Total	**1**	**3**	**100**	**7**	**0**	**0**	**0**	**111**	**1**	**3**	**518**	**55**	**2**	**0**	**0**	**579**	**1**	**2**	**174**	**17**	**1**	**0**	**0**	**195**
1900 - 1915	1	0	28	2	0	0	0	31	0	0	89	4	0	0	0	93	0	1	26	4	0	0	0	31
1915 - 1930	0	1	19	1	0	0	0	21	1	1	93	7	1	0	1	104	0	0	29	5	0	0	0	34
1930 - 1945	0	0	20	2	0	0	0	22	0	1	81	7	1	0	0	90	0	1	24	3	0	0	0	28
1945 - 2000	0	0	15	1	0	0	0	16	0	1	58	8	0	0	0	67	0	1	19	1	0	0	0	21
Hourly Total	**1**	**1**	**82**	**6**	**0**	**0**	**0**	**90**	**1**	**3**	**321**	**26**	**2**	**0**	**1**	**354**	**0**	**3**	**98**	**13**	**0**	**0**	**0**	**114**
2000 - 2015	0	0	16	1	0	0	0	17	0	1	58	6	0	0	0	65	0	0	21	1	0	0	0	22
2015 - 2030	0	0	11	1	0	0	0	12	0	1	68	5	0	0	0	74	0	0	23	2	0	0	0	25
2030 - 2045	0	0	14	2	1	0	0	17	0	1	57	9	0	0	0	67	0	0	18	2	1	0	0	21
2045 - 2100	0	0	11	2	0	0	0	13	0	0	72	3	0	0	0	75	0	1	17	1	0	0	0	19
Hourly Total	**0**	**0**	**52**	**6**	**1**	**0**	**0**	**59**	**0**	**3**	**255**	**23**	**0**	**0**	**0**	**281**	**0**	**1**	**79**	**6**	**1**	**0**	**0**	**87**
2100 - 2115	0	0	13	0	0	0	0	13	0	0	51	7	0	0	0	58	0	1	24	1	0	0	0	26
2115 - 2130	0	1	6	0	0	0	0	7	0	0	50	1	0	0	0	51	0	0	25	2	0	0	0	27
2130 - 2145	0	0	9	0	0	0	0	9	0	0	41	2	0	0	0	43	0	0	11	0	0	0	0	11
2145 - 2200	0	0	9	0	0	0	0	9	0	1	35	2	0	0	0	38	0	0	14	0	0	0	0	14
Hourly Total	**0**	**1**	**37**	**0**	**0**	**0**	**0**	**38**	**0**	**1**	**177**	**12**	**0**	**0**	**0**	**190**	**0**	**1**	**74**	**3**	**0**	**0**	**0**	**78**
2200 - 2215	0	0	7	0	0	0	0	7	0	1	46	1	1	0	0	49	0	0	7	0	0	0	0	7
2215 - 2230	0	0	6	0	0	0	0	6	0	1	33	2	1	0	0	37	0	1	9	2	0	0	0	12
2230 - 2245	0	0	2	0	0	0	0	2	0	1	31	2	0	0	0	34	0	0	5	0	0	0	0	5
2245 - 2300	0	0	2	0	0	0	0	2	0	1	19	2	0	0	0	22	0	0	9	0	0	0	0	9
Hourly Total	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**17**	**0**	**4**	**129**	**7**	**2**	**0**	**0**	**142**	**0**	**1**	**30**	**2**	**0**	**0**	**0**	**33**
2300 - 2315	0	0	4	0	0	0	0	4	0	0	12	1	0	1	0	14	0	0	6	0	0	0	0	6
2315 - 2330	0	0	2	0	0	0	0	2	0	1	20	0	0	0	0	21	0	1	1	0	0	0	0	2
2330 - 2345	0	0	3	0	0	0	0	3	0	0	11	1	0	0	0	12	0	0	3	0	0	0	0	3
2345 - 2400	0	0	0	0	0	1	0	1	0	0	9	1	0	0	0	10	0	0	3	1	0	0	0	4
Hourly Total	**0**	**0**	**9**	**0**	**0**	**1**	**0**	**10**	**0**	**1**	**52**	**3**	**0**	**1**	**0**	**57**	**0**	**1**	**13**	**1**	**0**	**0**	**0**	**15**
0000 - 0015	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9	0	0	1	0	1	0	0	2
0015 - 0030	0	0	1	0	0	0	0	1	0	0	11	2	0	0	0	13	0	0	2	0	0	0	0	2
0030 - 0045	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1
0045 - 0100	0	0	1	1	0	0	0	2	0	0	3	2	0	0	0	5	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**27**	**5**	**0**	**0**	**0**	**32**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**6**
0100 - 0115	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
0115 - 0130	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	6	0	1	0	0	7
0130 - 0145	0	0	1	0	1	0	0	2	0	1	2	1	0	0	0	4	0	0	1	0	0	0	0	1
0145 - 0200	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**3**	**0**	**1**	**13**	**2**	**0**	**0**	**0**	**16**	**0**	**0**	**9**	**0**	**1**	**0**	**0**	**10**
0200 - 0215	0	0	2	0	0	0	0	2	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2
0215 - 0230	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	5	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
0245 - 0300	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**8**	**2**	**0**	**1**	**0**	**11**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	0	1	0	0	0	1
0315 - 0330	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	1	0	1	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0345 - 0400	0	0	1	0	0	0	0	1	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**16**	**1**	**0**	**1**	**0**	**18**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
0400 - 0415	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	6	0	0	0	1	0	0	0	1
0415 - 0430	0	0	0	1	0	0	1	2	1	0	3	1	0	0	0	5	0	0	1	0	0	0	0	1
0430 - 0445	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	0	5	0	0	0	0	5
0445 - 0500	0	0	3	0	0	0	0	3	0	0	11	2	0	0	0	13	0	1	6	1	0	0	0	8
Hourly Total	**0**	**0**	**3**	**1**	**0**	**0**	**1**	**5**	**1**	**0**	**23**	**4**	**2**	**0**	**0**	**30**	**0**	**1**	**12**	**2**	**0**	**0**	**0**	**15**
0500 - 0515	0	0	1	0	0	0	0	1	0	1	3	4	0	0	0	8	0	0	4	1	0	0	1	6
0515 - 0530	0	0	1	1	0	0	0	2	0	0	12	3	2	1	1	19	0	0	9	2	0	0	0	11
0530 - 0545	0	0	0	0	0	0	0	0	0	1	25	8	0	1	0	35	0	1	9	3	0	1	0	14
0545 - 0600	0	0	2	1	1	0	0	4	0	3	32	3	3	3	0	44	0	1	19	2	2	1	0	25
Hourly Total	**0**	**0**	**4**	**2**	**1**	**0**	**0**	**7**	**0**	**5**	**72**	**18**	**5**	**5**	**1**	**106**	**0**	**2**	**41**	**8**	**2**	**2**	**1**	**56**
0600 - 0615	0	0	1	0	0	0	0	1	0	1	18	4	0	0	0	23	0	0	16	3	0	0	0	19
0615 - 0630	0	0	0	0	0	0	0	0	0	0	26	6	0	1	0	33	0	1	20	8	0	1	0	30
0630 - 0645	0	0	4	0	0	1	0	5	0	7	51	8	0	1	1	68	0	2	30	5	0	0	0	37
0645 - 0700	0	1	5	0	0	0	0	6	0	6	66	11	0	2	0	79	0	2	42	8	1	0	0	53
Hourly Total	**0**	**1**	**10**	**0**	**0**	**1**	**0**	**12**	**0**	**8**	**161**	**29**	**0**	**4**	**1**	**203**	**0**	**5**	**108**	**24**	**1**	**1**	**0**	**139**
0700 - 0715	0	0	2	0	1	0	0	3	0	2	88	23	2	3	1	119	0	2	45	13	2	0	1	63
0715 - 0730	0	2	12	2	0	1	1	18	1	2	117	18	4	1	0	143	0	1	82	18	0	0	0	101
0730 - 0745	0	0	10	1	1	0	0	12	0	2	125	32	0	1	0	160	0	2	84	17	0	0	0	103
0745 - 0800	0	0	12	3	0	0	0	15	0	2	141	34	3	0	1	181	0	1	92	17	1	1	1	113
Hourly Total	**0**	**2**	**36**	**6**	**2**	**1**	**1**	**48**	**1**	**8**	**471**	**107**	**9**	**5**	**2**	**603**	**0**	**6**	**303**	**65**	**3**	**1**	**2**	**380**
0800 - 0815	0	0	16	1	0	0	0	17	0	4	146	26	7	2	0	185	0	2	88	13	1	1	2	107
0815 - 0830	0	0	14	3	0	0	0	17	0	3	132	17	4	1	0	157	0	1	88	13	1	0	0	103
0830 - 0845	0	0	13	0	1	0	1	15	1	6	177	30	4	4	2	224	0	1	118	19	2	0	0	140
0845 - 0900	0	2	11	4	0	0	0	17	0	4	149	24	8	1	0	186	0	0	79	14	0	0	1	94
Hourly Total	**0**	**2**	**54**	**8**	**1**	**0**	**1**	**66**	**1**	**17**	**604**	**97**	**23**	**8**	**2**	**752**	**0**	**4**	**373**	**59**	**4**	**1**	**3**	**444**
0900 - 0915	0	0	32	4	0	0	0	36	0	1	156	36	5	4	0	202	0	1	66	14	0	0	1	82
0915 - 0930	0	0	26	4	0	0	0	30	0	1	123	23	6	2	1	156	0	1	54	5	5	0	0	65
0930 - 0945	0	1	36	3	2	0	0	42	0	0	109	28	6	0	0	143	0	0	50	8	2	1	2	63
0945 - 1000	0	1	33	6	0	0	0	40	0	1	102	16	4	1	0	124	0	0	35	4	2	0	1	42
Hourly Total	**0**	**2**	**127**	**17**	**2**	**0**	**0**	**148**	**0**	**3**	**490**	**103**	**21**	**7**	**1**	**625**	**0**	**2**	**205**	**31**	**9**	**1**	**4**	**252**
1000 - 1015	0	0	25	6	1	1	0	33	0	0	108	24	4	3	0	139	0	0	43	7	5	0	1	56
1015 - 1030	0	0	41	1	1	0	0	43	0	2	107	11	7	3	1	131	0	0	38	5	0	0	0	43
1030 - 1045	1	0	35	3	0	0	0	39	0	2	92	16	5	1	0	116	0	1	43	14	3	0	0	61
1045 - 1100	1	0	33	1	0	0	1	36	0	0	112	22	6	3	2	145	0	0	46	9	3	0	0	58
Hourly Total	**2**	**0**	**134**	**11**	**2**	**1**	**1**	**151**	**0**	**4**	**419**	**73**	**22**	**10**	**3**	**531**	**0**	**1**	**170**	**35**	**11**	**0**	**1**	**218**
1100 - 1115	0	1	28	2	0	0	0	31	0	1	95	18	16	3	0	133	0	0	57	8	5	1	0	71
1115 - 1130	0	0	54	1	0	0	0	55	0	2	125	19	7	5	0	158	0	0	48	15	3	2	0	68
1130 - 1145	0	0	28	2	0	0	0	30	0	1	110	20	7	0	0	138	0	0	51	4	1	0	0	56
1145 - 1200	0	0	29	1	0	0	0	30	0	2	112	24	9	0	0	147	0	0	32	9	4	0	0	45
Hourly Total	**0**	**1**	**139**	**6**	**0**	**0**	**0**	**146**	**0**	**6**	**442**	**81**	**39**	**8**	**0**	**576**	**0**	**0**	**188**	**36**	**13**	**3**	**0**	**240**
1200 - 1215	0	0	26	1	0	0	0	27	0	1	112	26	4	1	0	144	0	1	39	11	1	0	0	52
1215 - 1230	0	0	25	5	0	0	0	30	0	1	123	19	5	3	0	151	0	0	35	9	2	0	0	46
1230 - 1245	0	0	29	2	0	0	0	31	0	0	133	20	4	2	0	159	0	2	45	10	1	1	0	59
1245 - 1300	0	0	23	2	0	0	0	25	0	0	105	11	7	0	0	123	0	0	45	2	0	0	0	47
Hourly Total	**0**	**0**	**103**	**10**	**0**	**0**	**0**	**113**	**0**	**2**	**473**	**76**	**20**	**6**	**0**	**577**	**0**	**3**	**164**	**32**	**4**	**1**	**0**	**204**
1300 - 1315	0	0	27	0	1	0	0	28	0	2	109	14	3	0	0	128	0	0	48	9	2	2	0	61
1315 - 1330	0	0	31	4	0	0	0	35	0	4	128	8	4	2	0	146	0	0	44	10	0	0	0	54
1330 - 1345	0	0	26	1	0	0	0	27	0	3	93	8	4	5	0	113	0	1	39	9	1	0	1	51
1345 - 1400	0	0	33	4	0	0	0	37	0	2	139	18	4	2	2	167	0	0	59	13	1	2	0	75
Hourly Total	**0**	**0**	**117**	**9**	**1**	**0**	**0**	**127**	**0**	**11**	**469**	**48**	**15**	**9**	**2**	**554**	**0**	**1**	**190**	**41**	**4**	**4**	**1**	**241**
1400 - 1415	0	0	35	0	0	0	0	35	0	1	108	25	4	1	0	139	0	0	44	13	1	0	0	58
1415 - 1430	0	0	33	0	0	0	0	33	0	0	146	14	7	3	0	170	0	0	41	6	1	0	0	48
1430 - 1445	1	0	27	2	0	0	0	30	0	0	137	15	3	1	0	156	0	1	47	6	2	0	0	56
1445 - 1500	0	0	20	5	0	0	0	25	0	0	130	27	5	3	0	165	0	0	62	5	1	0	0	68
Hourly Total	**1**	**0**	**115**	**7**	**0**	**0**	**0**	**123**	**0**	**1**	**521**	**81**	**19**	**8**	**0**	**630**	**0**	**1**	**194**	**30**	**5**	**0**	**0**	**230**
1500 - 1515	0	1	35	1	0	0	0	37	0	1	106	17	4	4	0	132	0	0	76	13	1	0	0	90
1515 - 1530	0	0	26	0	0	0	0	26	1	1	132	29	5	1	0	169	0	0	51	16	2	0	0	69
1530 - 1545	0	0	26	3	0	0	0	29	0	0	108	18	5	1	0	132	0	0	46	12	0	0	0	58
1545 - 1600	0	0	23	2	1	2	0	28	0	4	119	10	5	2	0	140	0	0	44	4	2	0	0	50
Hourly Total	**0**	**1**	**110**	**6**	**1**	**2**	**0**	**120**	**1**	**6**	**465**	**74**	**19**	**8**	**0**	**573**	**0**	**0**	**217**	**45**	**5**	**0**	**0**	**267**
1600 - 1615	0	0	22	3	0	0	0	25	0	5	167	9	3	1	2	187	0	3	61	6	2	1	0	73
1615 - 1630	0	0	23	0	0	0	0	23	0	0	154	16	3	2	1	176	0	1	44	12	0	0	2	59
1630 - 1645	0	0	27	2	0	0	1	30	0	1	160	21	4	0	0	186	0	1	59	12	1	0	0	73
1645 - 1700	0	1	28	1	1	1	0	32	0	1	142	13	2	1	0	159	0	1	65	9	1	0	0	76
Hourly Total	**0**	**1**	**100**	**6**	**1**	**1**	**1**	**110**	**0**	**7**	**623**	**59**	**12**	**4**	**3**	**708**	**0**	**6**	**229**	**39**	**4**	**1**	**2**	**281**
TOTAL	**7**	**17**	**1456**	**116**	**14**	**8**	**6**	**1624**	**6**	**104**	**7345**	**1064**	**216**	**86**	**17**	**8838**	**1**	**44**	**3090**	**524**	**70**	**15**	**14**	**3758**
							28								319								99	