

HIGHWAYS TECHNICAL NOTE

Title: **Proposed Residential Development** Project No: **BTC22080**
Land South of Courtlands Lane, Exmouth, Devon, EX15 1QN Report No: **BTC22080/R/01**

Client: **Mr. B Penny**

Subject: **Traffic Impact & Access**

Prepared by: **Mike Bellamy** Date: **18 December 2022**

Revision: **A** Date: **23 December 2022**

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1.0 Introduction

- 1.1 Bellamy Transport Consultancy Ltd has been commissioned by the applicant, Mr. Penny, to prepare a **Highways Technical Note** in support of a pre-application enquiry to the local planning authority (East Devon District Council (EDDC)) in respect of a proposed residential development scheme comprising of up to 12no. dwellings on land to the south of Courtlands Lane, Exmouth, Devon.
- 1.2 The purpose of this document is to report upon the traffic surveys and assessment work that has been conducted in support of the proposed scheme; specifically in respect of establishing an understanding of the existing traffic conditions on Courtlands Lane, predicting the traffic impact of the development proposal on Courtlands Lane, and assessing the means of access to the site.

2.0 Background

- 2.1 It should be noted that a pre-application enquiry was submitted to EDDC in 2012 seeking the local planning authority's views on a proposed residential scheme comprising of the erection of six dwellings on the northern half of the current site.
- 2.2 In its response dated 18 October 2012 under EDDC reference number: 12/0211/PREAPP, while at that time it was evident that EDDC was unable to support the scheme for planning reasons, the planning authority had clearly liaised with the local highway authority (Devon County Council (DCC)) in respect of the proposal, and in its response included the following paragraph on transportation and highways matters.

The Devon County Council Highways Officer has advised that there are no fundamental objections to the proposal from a transportation point of view and although the site is located outside of the built-up area boundary, access to sustainable modes of transport, bus, train and cycle links is quite good and would not be a tangible reason to refuse planning permission. The Highways Officer has advised that the number of units proposed would be acceptable in principle, subject to compliance with contemporary design criteria but it would be necessary to provide a passing bay width of carriageway in the vicinity of the site access to allow for two cars to pass in Courtlands Lane.



- 2.3 The current proposal comprises of 12no. residential dwellings rather than six, but it is considered that following the assessment work carried out in support of this new proposal, as reported upon in this document, there should still be no fundamental objections to the scheme on highways grounds.
- 2.4 If a planning application is submitted seeking permission for the development proposal, it would be supported by a Transport Statement that would detail all the relevant transport, traffic impact, highway safety and access matters, but in the first instance the objective of this enquiry is to seek approval from EDDC/DCC to the principle of development on this site.

3.0 Site Location

- 3.1 The site is located towards the northern fringe of Exmouth, on the south side of Courtlands Lane. **Figure 1** below shows the proposed development site in relation to Courtlands Lane. The site that was the subject of the previous pre-application enquiry to EDDC is the rectangular field in the northern half of the red line shown in **Figure 1**.



Figure 1: Site Location

- 3.2 The site would be accessed via Courtlands Lane, which as can be seen in **Figure 1** serves a number of residential properties at its eastern end before its junction with the A376 Exeter Road. It also serves further residential properties and Lympstone Manor to the west of the site before heading northwards to Sowden providing access to other private properties and businesses.
- 3.3 It is acknowledged that Courtlands Lane is mainly single vehicle width. However, the first 14m of Courtlands Lane at its eastern end when turning into the road from the A376 is at least 4.8m wide, and therefore sufficiently wide to accommodate two-way traffic. Travelling westwards from the A376 there are two further areas where two cars can pass one another. It is proposed to provide an additional passing place as part of the development scheme.



4.0 Existing Traffic Conditions on Courtlands Lane

4.1 In acknowledgement that Courtlands Lane is largely single vehicle width, two traffic surveys have been conducted to establish the existing flows along the lane in order to assess the level of impact the development scheme would have on the lane. The traffic surveys were conducted by PCC Traffic Information Consultancy; an independent, specialist traffic survey company, as follows:

- A **Classified Link Count** at the junction of Courtlands Lane with the A376, which was carried out on Tuesday 1st November 2022 from 06:00-Midnight recording two-way movements on Courtlands Lane.
- An **Automatic Traffic Counter** (ATC) installed further to the west along Courtlands Lane at frontage to the development site at grid coordinates 50.6413, -3.41575, which was carried out over a seven-day period from Tuesday 1st November 2022.

4.2 The location of the two surveys is shown in **Figure 2** below. The results of the two traffic surveys are attached to this report as **Appendix A**.



Figure 2: Location of Traffic Surveys

4.3 The key outputs from the two surveys are set out below:

Classified Link Count

- The AM peak hour on Courtlands Lane is 08:00-09:00 during which there were 20 vehicles travelling eastbound and 31 travelling westbound – a total of 51 two-way movements;
- The PM peak hour is 16:00-17:00 during which there were 31 vehicles travelling eastbound and 19 travelling westbound – a total of 50 two-way movements.



Automatic Traffic Counter

- As recorded by the ATC, there were a total of 44 two-way movements (both directions) past the site during the AM peak hour and 41 two-way during the PM peak hour. This means that in the AM peak hour, seven vehicles must have been generated by the existing dwellings located to the east of the site along Courtlands Lane and nine vehicles during the PM peak hour.
- There are 20 no. residential properties located along that eastern section of Courtlands Lane so in light of the above bullet point the trip rates associated with these dwellings is around 0.400 per dwelling.

5.0 Traffic Impact

- 5.1 The traffic impact of the development scheme on Courtlands Lane will be forecast through the use of the Trip Rate Information Computer System (TRICS). The TRICS database is an industry accepted tool for predicting the likely number of trips generated by a development by comparing the site with existing schemes of a comparable size and characteristic within the UK.
- 5.2 A full TRICS assessment will be conducted and reported upon within the Transport Statement that would accompany a planning application, but from an initial assessment, it is likely that the trip rate for the new dwellings would be around 0.500 per dwelling during the AM/PM peak hours in this location.
- 5.3 Therefore, the proposed development of 12no. residential dwellings is likely to generate around six two-way movements in the AM/PM peaks hours; typically being four outbound and two inbound vehicular movements during the AM peak hour (08:00-09:00) and two outbound and four inbound vehicular movements in the PM peak hour (17:00-18:00), although in light of the trip rates associated with the 20no. existing residential properties at the eastern end of Courtlands Lane, recording a trip rate of 0.400 per dwelling, the traffic generation from the new development scheme may be less than this, potentially in the region of just five vehicular movements.
- 5.4 In any event, the total number of vehicular movements that would result on Courtlands Lane (existing flows, and traffic generated by the proposed development) would still only equate to, on average, less than one vehicular movement per minute between the development site and the junction of Courtlands Lane with the A376.
- 5.5 Accordingly, the traffic impact of the development scheme on Courtlands Lane and its junction with the A376 cannot be considered to be 'severe' in reference to the National Planning Policy Framework (NPPF) – see **Section 8.0**.
- 5.6 Furthermore, it should be noted that DCC has previously considered a residential development scheme for six new dwellings, indicating to EDDC that there would be no fundamental objections to such a scheme. The current proposal would increase the number of dwellings from six to 12no., which would lead to an increase of just three vehicular movements in the AM and PM peak hours over and above that which has previously been accepted by DCC.



- 5.7 It is acknowledged that the junction of Courtlands Lane with the A376 accommodates a STOP line. However, visibility is of a reasonable standard in the southerly direction and is to full standard in the northerly direction.
- 5.8 Furthermore, when reviewing the recorded personal injury collisions at the junction, there has just been one recorded incident at the junction during the last available five-year review period. More details will be provided within the Transport Statement.

6.0 Access

- 6.1 It is proposed to access the site by using an existing entrance that already serves a number of residential dwellings (11no. properties) immediately to the west of the site. An indicative layout of the proposed development scheme which shows the existing access heading off to the west to serve the existing properties is shown in **Figure 3**.



Figure 3: Initial Indicative Layout

- 6.2 **Visibility Splays:** The ATC recorded traffic speeds of 25mph in both directions on Courtlands Lane. Therefore, at the point of access the visibility splays should be based upon coordinates of 2.4m x 33m to accord with the relevant design guidance set out in *Manual for Streets*. At the existing entrance, the visibility splay to the west (i.e., looking to the left when emerging onto Courtlands Lane) measures 2.4m x 37m (see **Photo 1** overleaf) which is acceptable. In the opposite direction, however, looking to the right when exiting, the current visibility splay measures 2.4m x 25m (see **Photo 2** overleaf), so improvements would be required to increase this to 33m by removing or lowering a short section of the hedgerow in that direction. The applicant owns the hedgerow to undertake such improvements.



Photo 1: Visibility to the west



Photo 2: Visibility to the east – to be improved

6.3 **Access Geometry:** Before the planning application is submitted, the design of the junction and the internal access road will be assessed and plans will be prepared to ensure that it complies with the local highway design guidance set out in the DCC HIGHWAYS IN RESIDENTIAL AND COMMERCIAL ESTATES document, including how the existing access road serving the 11no. existing properties would junction with the new access road.

6.4 **Tracking:** A swept path analysis would be conducted demonstrating that a large 3-axle refuse collection vehicle would be able to enter and exit the site, as well as turn within it.

7.0 Proposed Mitigation

7.1 It is proposed to form a new passing bay on Courtlands Lane at the eastern end of the site frontage, indicatively shown in **Figure 4** below. More details will be provided at the planning application stage. This will require an amendment to the indicative site layout. Such provision accords with the request made by DCC when considering the previous pre-application submission for six new dwellings.

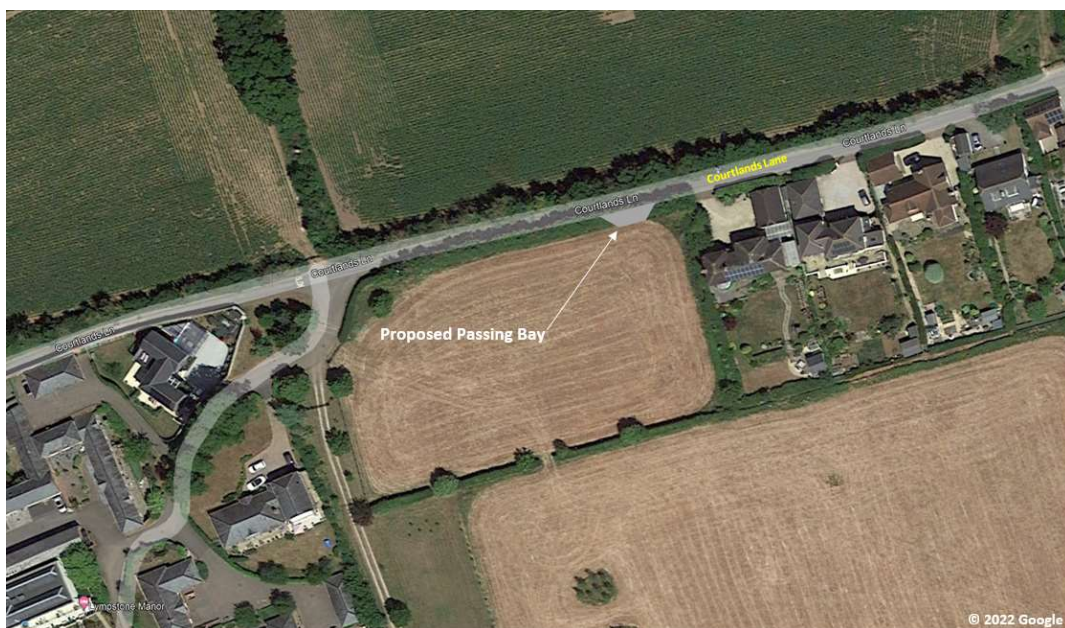


Figure 4: Proposed Passing Bay



- 7.2 It should also be noted that the entrance to the site would also function as an area where two vehicles can pass one another on Courtlands Lane.
- 7.3 Details of the means of access and the proposed visibility splays will be provided at the planning application stage.

8.0 Transport Policy

- 8.1 It is useful to consider the relevant transport policies (at the national and local level) that are relevant in this case.

National Policy

- 8.2 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

- 8.3 When considering development proposals, paragraph 110 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- (b) safe and suitable access to the site can be achieved for all users;*
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

- 8.4 Paragraph 111 goes on to state that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

- 8.5 **Reasons for Compliance:** The sustainability of the site was considered previously by the local highway authority and was deemed to be acceptable with DCC stating that *'access to sustainable modes of transport, bus, train and cycle links is quite good.'* At the planning application stage, it will be demonstrated that safe and suitable access can be achieved for all users. The traffic survey that has been conducted on Courtlands Lane has provided robust evidence in respect of traffic speeds from which the appropriate visibility splays can be calculated and provided. The traffic surveys have also provided robust evidence to confirm that the residual cumulative impacts of the scheme on the highway network would not be severe. Finally, a cost-effective mitigation measure will be proposed in the form of a new passing bay on Courtlands Lane which would be located at the eastern end of the site frontage.



Local Policy

- 8.6 Consideration has been given to the relevant highway and access policy in the East Devon Local Plan (2013-2031) – adopted in January 2016.

TC7 - Adequacy of Road Network and Site Access

Planning permission for new development will not be granted if the proposed access, or the traffic generated by the development, would be detrimental to the safe and satisfactory operation of the local, or wider, highway network.

Where new development requires off-site highway improvements any planning permission granted will be subject to a planning obligation requiring these works to be carried out either by the developer, or through an agreement with the Highway Authority to ensure that:

1. The required highway improvements are included in, and, will be constructed as an integral part of the development or are part of a programmed improvement scheme to be undertaken by the Highway Authority. In the case of programmed schemes the planning permission will be subject to a condition delaying its implementation until the highway improvements have been carried out, unless otherwise agreed by the Highway Authority..
2. The applicant is in a position to secure the implementation of the required highway improvements.

- 8.7 **Reasons for Compliance:** The minimal volume of traffic generated by the development scheme entering and exiting the site would not be detrimental to the safe and satisfactory operation of the local or wider highway network. Off-site highway improvements would be provided by forming a new passing bay on Courtlands Lane to mitigate the minimal traffic impact of the development scheme.

TC9 - Parking Provision in New Development

Spaces will need to be provided for Parking of cars and bicycles in new developments. As a guide at least 1 car parking space should be provided for one bedroom homes and 2 car parking spaces per home with two or more bedrooms. At least 1 bicycle parking space should be provided per home.

In town centres where there is access to public car parks and/or on-street parking lower levels of parking and in exceptional cases where there are also very good public transport links, car parking spaces may not be deemed necessary.

All small scale and large scale major developments should include charging points for electric cars.

- 8.8 **Reasons for Compliance:** The development scheme will provide sufficient parking (car and cycle) in line with the above policy.



9.0 Summary and Conclusions

9.1 This Highways Technical Note has been prepared in support of a pre-application enquiry to the local planning authority in respect of a proposed residential development scheme comprising of up to 12no. dwellings on land to the south of Courtlands Lane, Exmouth.

9.2 The following conclusions are made:

- The traffic surveys conducted on Courtlands Lane provide robust evidence and confirm that Courtlands Lane is a lightly trafficked public highway accommodating, on average, less than one vehicle per minute during the AM and PM peak hours.
- The development proposal is predicted to generate no more than six additional vehicular movements on Courtlands Lane during the AM/PM peak hours, such that even with the development scheme in place, the number of movements on Courtlands Lane would still average less than one per minute at the busiest times of the day.
- The collision data indicates that the junction of Courtlands Lane with the A376 has generally operated safely with just one recorded incident occurring over the last available five-year review period, equating to some 1,825 days.
- The proposed means of access to the development scheme will be designed to full standard incorporating the appropriate visibility splays as informed by the traffic speed survey conducted along the site frontage.
- The development proposals would include the provision of a new passing place along Courtlands Lane to help mitigate the minimal traffic impact of the scheme, which would also benefit all existing users of Courtlands Lane.
- The local highway authority has previously indicated that there are no fundamental objections to a scheme of six residential dwellings. The additional level of development now sought would result in just three extra vehicular movements during the AM and PM peak hours over and above the previous proposal.

9.3 In summary, given the arguments and evidence presented in this report, it is considered there should be no fundamental traffic impact, highway safety or access reasons that should prevent the local authority's from indicating their support to the development proposal at this pre-application stage.

Attachment:

Appendix A: Traffic Survey Results



APPENDIX A

Traffic Survey Results

Junction: 1
 Approach: Courtlands Lane

TIME	Eastbound								Westbound							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
06:00 - 06:15	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	2
06:15 - 06:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
06:30 - 06:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
06:45 - 07:00	0	0	5	0	0	0	0	5	0	0	5	0	0	0	0	5
Hourly Total	0	0	8	0	0	0	0	8	0	1	7	0	0	0	0	8
07:00 - 07:15	0	0	0	1	0	0	0	1	0	0	3	1	0	0	0	4
07:15 - 07:30	0	0	4	1	0	0	0	5	1	0	1	2	0	0	0	4
07:30 - 07:45	0	0	1	1	0	0	0	2	0	0	4	4	0	0	0	8
07:45 - 08:00	0	0	5	1	0	0	0	6	0	0	5	0	0	0	0	5
Hourly Total	0	0	10	4	0	0	0	14	1	0	13	7	0	0	0	21
08:00 - 08:15	0	0	4	2	0	0	0	6	0	0	6	2	0	0	0	8
08:15 - 08:30	0	0	5	0	0	0	0	5	1	0	7	1	0	0	0	9
08:30 - 08:45	0	0	4	0	0	0	0	4	0	0	5	1	0	0	0	6
08:45 - 09:00	0	0	4	1	0	0	0	5	0	0	5	2	1	0	0	8
Hourly Total	0	0	17	3	0	0	0	20	1	0	23	6	1	0	0	31
09:00 - 09:15	0	0	2	4	0	0	0	6	0	0	4	2	0	0	0	6
09:15 - 09:30	0	0	3	2	1	0	0	6	0	0	6	2	0	0	0	8
09:30 - 09:45	1	0	8	3	0	0	0	12	0	0	2	0	0	0	0	2
09:45 - 10:00	0	0	2	1	0	0	0	3	0	0	4	0	0	0	0	4
Hourly Total	1	0	15	10	1	0	0	27	0	0	16	4	0	0	0	20
10:00 - 10:15	1	0	3	1	0	0	0	5	0	0	5	3	0	0	0	8
10:15 - 10:30	1	0	3	2	0	0	0	6	0	0	1	1	0	0	0	2
10:30 - 10:45	0	0	5	4	0	0	0	9	0	0	4	0	0	0	0	4
10:45 - 11:00	0	0	6	1	0	0	0	7	0	0	4	3	0	0	0	7
Hourly Total	2	0	17	8	0	0	0	27	0	0	14	7	0	0	0	21
11:00 - 11:15	0	0	2	1	0	0	0	3	0	0	4	0	1	0	0	5
11:15 - 11:30	0	0	1	3	1	0	0	5	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	5	2	0	0	0	7	0	0	2	1	0	1	0	4
11:45 - 12:00	1	0	4	1	1	0	0	7	1	0	5	2	0	0	0	8
Hourly Total	1	0	12	7	2	0	0	22	1	0	12	3	1	1	0	18
12:00 - 12:15	0	0	1	3	0	0	0	4	0	0	5	0	0	0	0	5
12:15 - 12:30	0	0	2	3	0	0	0	5	0	0	1	2	0	0	0	3
12:30 - 12:45	0	0	5	1	0	0	0	6	0	0	4	3	1	0	0	8
12:45 - 13:00	0	0	1	1	0	0	0	2	0	0	7	1	0	0	0	8
Hourly Total	0	0	9	8	0	0	0	17	0	0	17	6	1	0	0	24
13:00 - 13:15	0	1	2	3	0	0	0	6	0	0	5	2	0	0	0	7
13:15 - 13:30	0	0	4	1	0	0	0	5	1	1	4	0	0	0	0	6
13:30 - 13:45	0	0	6	2	0	0	0	8	0	0	5	1	0	0	0	6
13:45 - 14:00	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1
Hourly Total	0	1	13	7	0	0	0	21	1	1	15	3	0	0	0	20
14:00 - 14:15	0	0	6	2	0	0	0	8	0	0	3	0	0	0	0	3
14:15 - 14:30	0	0	6	0	0	0	0	6	0	0	8	0	0	0	0	8
14:30 - 14:45	0	0	6	1	0	0	0	7	0	0	4	0	0	0	0	4
14:45 - 15:00	0	0	6	3	0	0	0	9	0	0	4	0	0	0	0	4
Hourly Total	0	0	24	6	0	0	0	30	0	0	19	0	0	0	0	19
15:00 - 15:15	0	1	3	1	0	0	0	5	0	0	4	0	0	0	0	4
15:15 - 15:30	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	3	1	0	0	0	4	0	0	6	1	0	0	0	7
15:45 - 16:00	0	0	4	0	0	0	0	4	0	0	3	3	0	0	0	6
Hourly Total	0	1	11	3	0	0	0	15	0	0	14	4	0	0	0	18
16:00 - 16:15	0	0	6	6	0	0	0	12	0	0	5	0	0	0	0	5
16:15 - 16:30	0	0	1	2	0	0	0	3	0	0	3	1	0	0	0	4
16:30 - 16:45	0	0	5	2	0	0	0	7	0	0	7	1	0	0	0	8
16:45 - 17:00	0	0	7	2	0	0	0	9	0	0	2	0	0	0	0	2
Hourly Total	0	0	19	12	0	0	0	31	0	0	17	2	0	0	0	19
17:00 - 17:15	0	0	4	0	0	0	0	4	0	0	5	1	0	0	0	6
17:15 - 17:30	1	0	4	0	0	0	0	5	0	0	2	4	0	0	0	6
17:30 - 17:45	0	0	8	1	0	0	0	9	0	0	12	0	0	0	0	12
17:45 - 18:00	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4
Hourly Total	1	0	21	1	0	0	0	23	0	0	23	5	0	0	0	28
18:00 - 18:15	0	0	4	0	0	0	0	4	0	0	0	2	0	0	0	2
18:15 - 18:30	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3
18:30 - 18:45	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hourly Total	0	0	8	0	0	0	0	8	0	0	8	2	0	0	0	10
19:00 - 19:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
19:15 - 19:30	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3
19:30 - 19:45	0	0	2	0	0	0	0	2	0	0	1	1	0	0	0	2
19:45 - 20:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
Hourly Total	0	0	5	1	0	0	0	6	0	0	7	2	0	0	0	9
20:00 - 20:15	0	0	2	2	0	0	0	4	0	0	2	1	0	0	0	3
20:15 - 20:30	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
20:30 - 20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	3	0	0	0	6	0	0	3	1	0	0	0	4
21:00 - 21:15	0	0	1	1	0	0	0	2	0	0	2	1	0	0	0	3
21:15 - 21:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
21:30 - 21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	0	0	2	0	0	3	1	0	0	0	4
22:00 - 22:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
22:15 - 22:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
22:30 - 22:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
22:45 - 23:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5
23:00 - 23:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
23:15 - 23:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
23:30 - 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 00:00	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
Hourly Total	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2
TOTAL	5	2	203	74	3	0	0	287	4	2	218	53	3	1	0	281



Courtlands Lane, Exmouth ATC

Site No. 5999

Site Ref. 599901

Vehicle Count Report

Week Begin: 01 November 2022

Channel: Westbound

	Tue Nov 01	Wed Nov 02	Thu Nov 03	Fri Nov 04	Sat Nov 05	Sun Nov 06	Mon Nov 07	5-Day Ave.	7-Day Ave.
00:00	0	1	0	0	2	1	0	0	1
01:00	0	0	0	0	0	1	2	0	0
02:00	1	0	1	0	0	1	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	2	0	2	1	0	2	0	1	1
06:00	7	7	5	9	6	4	7	7	6
07:00	18	24	22	17	8	8	19	20	17
08:00	27	20	18	27	15	6	16	22	18
09:00	18	28	23	28	13	3	26	25	20
10:00	18	18	19	14	13	9	16	17	15
11:00	16	12	19	22	13	16	23	18	17
12:00	27	19	19	22	17	16	11	20	19
13:00	19	20	24	26	9	15	19	22	19
14:00	19	24	23	18	12	10	20	21	18
15:00	14	21	20	22	15	15	16	19	18
16:00	15	17	16	18	17	11	18	17	16
17:00	24	15	17	21	14	11	19	19	17
18:00	9	4	9	13	5	5	6	8	7
19:00	6	7	8	6	11	4	7	7	7
20:00	5	3	3	5	10	1	2	4	4
21:00	3	6	2	3	3	1	3	3	3
22:00	4	3	5	5	4	5	3	4	4
23:00	2	1	2	2	4	0	3	2	2
Total									
12H(7-19)	224	222	229	248	151	125	209	226	201
16H(6-22)	245	245	247	271	181	135	228	247	222
18H(6-24)	251	249	254	278	189	140	234	253	228
24H(0-24)	254	250	257	279	191	145	236	255	230
AM Peak	08:00 27	09:00 28	09:00 23	09:00 28	08:00 15	11:00 16	09:00 26	09:00 25	09:00 20
PM Peak	12:00 27	14:00 24	13:00 24	13:00 26	16:00 17	12:00 16	14:00 20	13:00 22	13:00 19

PCC Traffic Information Consultancy Ltd.

Site No. 5999

Site Ref. 599901

Vehicle Count Report

Week Begin: 01 November 2022

Channel: Eastbound

	Tue Nov 01	Wed Nov 02	Thu Nov 03	Fri Nov 04	Sat Nov 05	Sun Nov 06	Mon Nov 07	5-Day Ave.	7-Day Ave.
00:00	1	4	0	0	2	3	1	1	2
01:00	0	0	0	0	0	2	2	0	1
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	2	2	3	1	0	0	0	2	1
06:00	7	3	1	0	2	2	4	3	3
07:00	12	10	13	13	4	5	9	11	9
08:00	17	18	19	13	17	5	17	17	15
09:00	24	21	15	25	17	14	24	22	20
10:00	25	23	23	23	24	12	22	23	22
11:00	19	20	16	15	17	12	19	18	17
12:00	17	11	19	16	9	11	18	16	14
13:00	18	17	20	19	13	12	15	18	16
14:00	26	22	22	25	13	12	20	23	20
15:00	15	17	13	24	18	15	25	19	18
16:00	28	32	26	33	18	9	31	30	25
17:00	17	23	18	19	8	8	18	19	16
18:00	7	6	10	9	11	7	9	8	8
19:00	6	3	7	6	10	3	7	6	6
20:00	6	3	4	3	3	1	7	5	4
21:00	1	3	1	5	1	1	2	2	2
22:00	1	4	2	2	7	2	1	2	3
23:00	4	2	1	6	5	0	4	3	3
Total									
12H(7-19)	225	220	214	234	169	122	227	224	202
16H(6-22)	245	232	227	248	185	129	247	240	216
18H(6-24)	250	238	230	256	197	131	252	245	222
24H(0-24)	253	244	234	257	199	136	255	249	225
AM Peak	10:00 25	10:00 23	10:00 23	09:00 25	10:00 24	09:00 14	09:00 24	10:00 23	10:00 22
PM Peak	16:00 28	16:00 32	16:00 26	16:00 33	16:00 18	15:00 15	16:00 31	16:00 30	16:00 25

PCC Traffic Information Consultancy Ltd.

Site No. 5999

Site Ref. 599901

Vehicle Count Report

Week Begin: 01 November 2022

Channel: Total Flow

	Tue Nov 01	Wed Nov 02	Thu Nov 03	Fri Nov 04	Sat Nov 05	Sun Nov 06	Mon Nov 07	5-Day Ave.	7-Day Ave.
00:00	1	5	0	0	4	4	1	1	2
01:00	0	0	0	0	0	3	4	1	1
02:00	1	0	1	0	0	1	0	0	0
03:00	0	0	1	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	4	2	5	2	0	2	0	3	2
06:00	14	10	6	9	8	6	11	10	9
07:00	30	34	35	30	12	13	28	31	26
08:00	44	38	37	40	32	11	33	38	34
09:00	42	49	38	53	30	17	50	46	40
10:00	43	41	42	37	37	21	38	40	37
11:00	35	32	35	37	30	28	42	36	34
12:00	44	30	38	38	26	27	29	36	33
13:00	37	37	44	45	22	27	34	39	35
14:00	45	46	45	43	25	22	40	44	38
15:00	29	38	33	46	33	30	41	37	36
16:00	43	49	42	51	35	20	49	47	41
17:00	41	38	35	40	22	19	37	38	33
18:00	16	10	19	22	16	12	15	16	16
19:00	12	10	15	12	21	7	14	13	13
20:00	11	6	7	8	13	2	9	8	8
21:00	4	9	3	8	4	2	5	6	5
22:00	5	7	7	7	11	7	4	6	7
23:00	6	3	3	8	9	0	7	5	5
Total									
12H(7-19)	449	442	443	482	320	247	436	450	403
16H(6-22)	490	477	474	519	366	264	475	487	438
18H(6-24)	501	487	484	534	386	271	486	498	450
24H(0-24)	507	494	491	536	390	281	491	504	456
AM Peak	08:00 44	09:00 49	10:00 42	09:00 53	10:00 37	11:00 28	09:00 50	09:00 46	09:00 40
PM Peak	14:00 45	16:00 49	14:00 45	16:00 51	16:00 35	15:00 30	16:00 49	16:00 47	16:00 41



Courtlands Lane, Exmouth ATC

Site No. 5999

Site Ref. 599901

Classification Report

Week Begin: 01 November 2022

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 1 Nov	254	2	248	3	1	0
Wed 2 Nov	250	0	245	5	0	0
Thu 3 Nov	257	2	248	5	2	0
Fri 4 Nov	279	2	274	3	0	0
Sat 5 Nov	191	3	187	1	0	0
Sun 6 Nov	145	1	144	0	0	0
Mon 7 Nov	236	2	230	3	1	0
5 Day Ave.	255	2	249	4	1	0
7 Day Ave.	230	2	225	3	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 5999

Site Ref. 599901

Classification Report

Week Begin: 01 November 2022

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 1 Nov	253	0	250	3	0	0
Wed 2 Nov	244	2	238	3	1	0
Thu 3 Nov	234	3	226	3	2	0
Fri 4 Nov	257	3	250	4	0	0
Sat 5 Nov	199	3	193	3	0	0
Sun 6 Nov	136	1	135	0	0	0
Mon 7 Nov	255	3	249	3	0	0
5 Day Ave.	249	2	243	3	1	0
7 Day Ave.	225	2	220	3	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 5999

Site Ref. 599901

Classification I Site No.

Week Begin: 01 November 2022

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 1 Nov	507	2	498	6	1	0
Wed 2 Nov	494	2	483	8	1	0
Thu 3 Nov	491	5	474	8	4	0
Fri 4 Nov	536	5	524	7	0	0
Sat 5 Nov	390	6	380	4	0	0
Sun 6 Nov	281	2	279	0	0	0
Mon 7 Nov	491	5	479	6	1	0
5 Day Ave.	504	4	492	7	1	0
7 Day Ave.	456	4	445	6	1	0

PCC Traffic Information Consultancy Ltd.

Speed Report (Speed Limit 60 Mph)

Week Begin: 01 November 2022

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65	Bin 13 >=65
Tue 1 Nov	254	25	21	5	14	16	64	118	39	3	0	0	0	0	0	0	0
Wed 2 Nov	250	26	22	5	3	15	75	108	38	5	3	1	0	0	2	0	0
Thu 3 Nov	257	25	21	4	7	18	77	123	22	8	1	0	0	1	0	0	0
Fri 4 Nov	279	25	21	4	6	19	87	122	38	5	2	0	0	0	0	0	0
Sat 5 Nov	191	26	21	6	7	21	56	70	32	4	1	0	0	0	0	0	0
Sun 6 Nov	145	26	21	5	8	11	41	60	22	2	0	1	0	0	0	0	0
Mon 7 Nov	236	25	21	4	8	13	71	116	25	2	0	0	0	0	1	0	0
5 Day Ave.	255	25	21	4	8	16	75	117	32	5	1	0	0	0	1	0	0
7 Day Ave.	230	25	21	5	8	16	67	102	31	4	1	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Speed Report (Speed Limit 60 Mph)

Week Begin: 01 November 2022

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65	Bin 13 >=65
Tue 1 Nov	253	25	20	5	9	26	103	83	27	4	0	1	0	0	0	0	0
Wed 2 Nov	244	25	21	5	10	17	74	104	33	3	3	0	0	0	0	0	0
Thu 3 Nov	234	27	20	7	25	14	76	68	39	7	2	0	0	3	0	0	0
Fri 4 Nov	257	25	20	5	15	29	85	91	30	3	3	1	0	0	0	0	0
Sat 5 Nov	199	24	19	5	7	29	93	48	21	0	0	1	0	0	0	0	0
Sun 6 Nov	136	24	18	6	19	15	51	37	13	0	1	0	0	0	0	0	0
Mon 7 Nov	255	27	20	6	21	27	57	99	41	6	4	0	0	0	0	0	0
5 Day Ave.	249	26	20	6	16	23	79	89	34	5	2	0	0	1	0	0	0
7 Day Ave.	225	25	20	6	15	22	77	76	29	3	2	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Speed Report (Speed Limit 60 Mph)

Week Begin: 01 November 2022

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65	Bin 13 >=65
Tue 1 Nov	507	25	20	5	23	42	167	201	66	7	0	1	0	0	0	0	0
Wed 2 Nov	494	26	21	5	13	32	149	212	71	8	6	1	0	0	2	0	0
Thu 3 Nov	491	26	21	5	32	32	153	191	61	15	3	0	0	4	0	0	0
Fri 4 Nov	536	25	20	5	21	48	172	213	68	8	5	1	0	0	0	0	0
Sat 5 Nov	390	25	20	5	14	50	149	118	53	4	1	1	0	0	0	0	0
Sun 6 Nov	281	25	19	5	27	26	92	97	35	2	1	1	0	0	0	0	0
Mon 7 Nov	491	25	21	5	29	40	128	215	66	8	4	0	0	0	1	0	0
5 Day Ave.	504	25	21	5	24	39	154	206	66	9	4	1	0	1	1	0	0
7 Day Ave.	456	25	20	5	23	39	144	178	60	7	3	1	0	1	0	0	0

PCC Traffic Information Consultancy Ltd.