SLR Consulting Limited

3 West Group

Draft Allocation EXMO_20 - Veiges & St Johns, Exmouth

SLR Project No.: 205513

21 March 2025

Revision: V1

RE: REGULATION 19 CONSULTATION: TRAFFIC IMPACT ASSESSMENT

1.0 Introduction

1.1 This Technical Note has been prepared to provide further evidence in support of the draft allocation Exmo_20, as part of the Regulation 19 consultation. It assesses the potential traffic impact of the development, particularly on key routes and nearby rural areas such as Woodbury.

1.2 It builds upon previous analyses, including SLR Consulting's Validation Tool Methodology Note, which applies a vision-led approach to planning. This methodology prioritises community needs—such as sustainability, safety, and accessibility—before determining the necessary transport and placemaking interventions.

1.3 To evaluate traffic impact, this assessment analyses the distribution and assignment of development-generated vehicle trips across key access routes. Data was collected using Automatic Traffic Counters (ATCs) over a seven-day period to determine whether projected increases remain within normal daily variations or require mitigation.

1.4 This report complements other representations for the site, particularly those detailing the implementation of a vision-led mobility strategy. Findings contribute to the Local Plan evidence base and inform ongoing engagement with Devon County Council and other stakeholders to ensure traffic-related considerations are addressed in a strategic and proportionate manner.

1.5 The assessment has been undertaken to provide further evidence to amplify that which was included in the previously submitted Vision Statement and a subsequent Addendum (dated October 2024). The findings presented in this Technical Note contribute to the evidence base supporting Local Plan representations and facilitate further engagement with Devon County Council and other key stakeholders.

1.6 The objective is to ensure traffic-related considerations are fully understood and strategically addressed, supporting the sustainable progression of the development through the consultation and examination stages.

1.7 The Regulation 19 consultation is a critical stage in the Local Plan process, allowing stakeholders to review and comment before submission for independent examination. Developments must demonstrate compliance with local and national planning policies.

2.0 Key Considerations and Scope of Assessment

2.1 The proposed development of draft allocation Exmo_20 presents several important considerations, particularly regarding its relationship with the surrounding transport network and nearby rural settlements. This assessment examines how development-generated traffic may be distributed across key routes and whether the projected levels remain within typical variations. Where appropriate, potential measures to manage traffic flow will also be considered.

Traffic Impact and Key Routes

2.2 The development is expected to generate additional vehicular trips, requiring an evaluation of traffic flow on key access routes to and from Exmouth. The following routes have been identified for assessment:

- **Clyst St Mary (Exmouth Road)** – A primary route connecting Exmouth to the wider region.
- **Dinan Way** – A key distributor road, with planned extension to improve connectivity.
- **B3179 through Woodbury** – A route passing through a rural village.
- **B3180 heading north toward Sidmouth Road** – A noteworthy route for regional connectivity.
- **B3178 heading east out of Exmouth** – Included to ensure a comprehensive evaluation of overall traffic distribution.

Scope and Objectives

2.3 This analysis aims to evaluate the potential traffic implications of the development and its alignment with local planning considerations. The key objectives are to:

- Assess the Traffic Impact of the Development
  - Estimate anticipated traffic generation.
  - Understand how this traffic is likely to be distributed across key access routes.
- Evaluate the Scale of Traffic Changes
  - Compare projected traffic flows with existing conditions.
  - Determine whether changes fall within normal daily variations (typically ±10%).
- Support the Regulation 19 Consultation Process
  - Provide a clear, evidence-based assessment of traffic patterns.

- Ensure stakeholders, including Devon County Council, have the necessary information to support decision-making.
- Contribute to Local Plan representations by demonstrating that traffic impacts are well understood and, if needed, can be effectively managed.

3.0 Scope of Assessment

3.1 The assessment therefore primarily focuses on key access routes into and out of Exmouth, including:

- Clyst St Mary (Exmouth Road)
- Dinan Way
- B3179 through Woodbury
- B3180 towards Sidmouth Road
- B3178 heading east out of Exmouth

Southern Wood Access Considerations

3.2 Southern Wood has been considered as part of the site's access strategy and is capable of accommodating traffic generated by a phase of the wider development. Southern Wood and the neighbouring estate roads are of a sufficient standard to support development equivalent to approximately 300 dwellings.

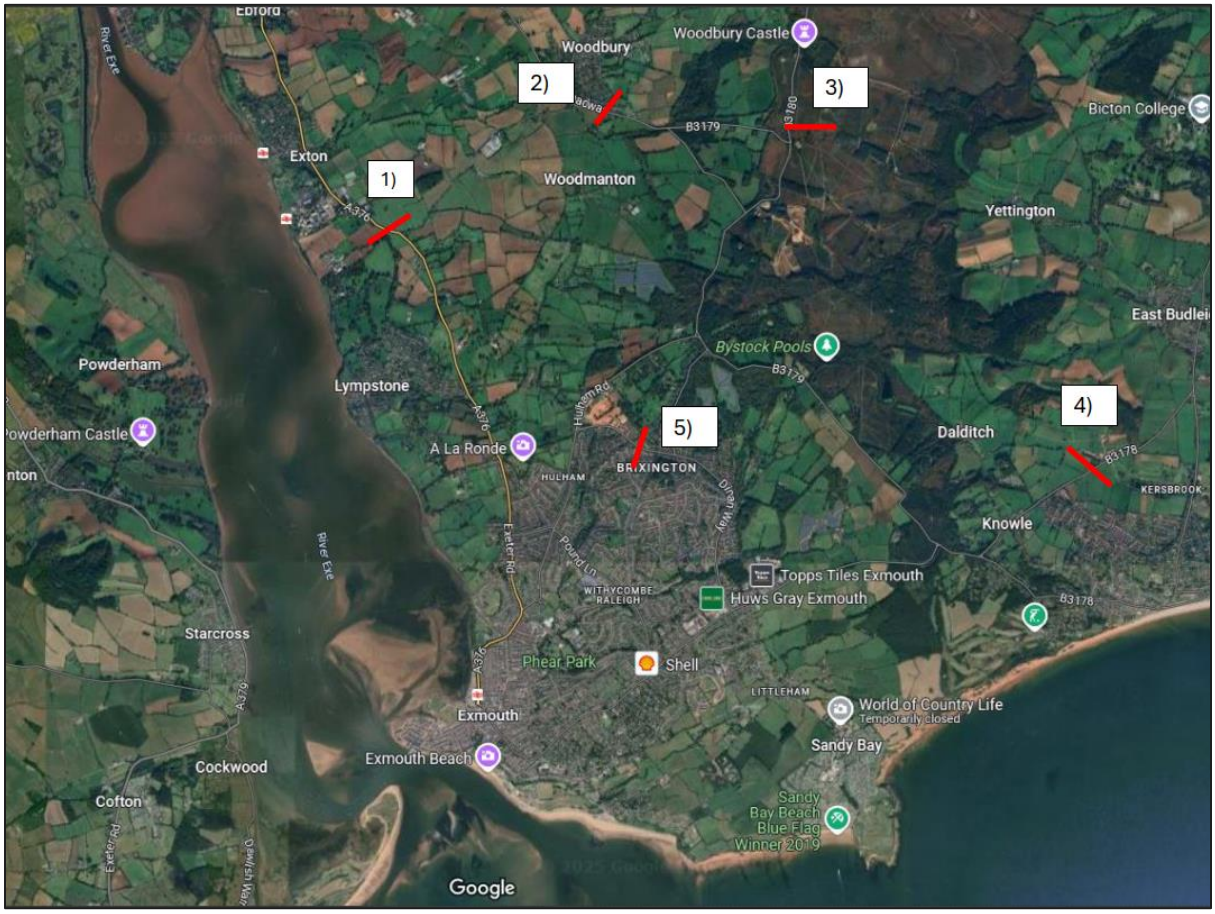
3.3 On this basis, Southern Wood could continue to serve as the primary access for a development phase of this scale. Alternatively, it could form part of a wider site-wide access strategy, complementing additional infrastructure and supporting the overall vision for the site. The long-term approach to access could be phased, with flexibility retained to adapt to the final form and scale of the allocation.

3.4 The selection and timing of access interventions will be informed by the evolving development framework and coordinated with wider placemaking and transport objectives. This ensures any use of Southern Wood remains appropriate and proportionate to the role it plays within the wider strategy.

Methodology

3.5 Five Automatic Traffic Counters (ATCs) were deployed between 27 February 2025 – 05 March 2025 to collect traffic data. The surveys recorded 24-hour traffic flows and composition over a seven-day period at each location. The locations of the traffic counters are shown in **Figure 3.1**.

Figure 3.1: ATC Locations



4.0 Traffic Impact Analysis

Trip Generation

4.1 The trip generation used in this analysis has been derived from SLR's Vision-led Planning Tool, which incorporates data from the Census, the Office for National Statistics (ONS), and the National Travel Survey (NTS) to estimate potential trip rates. The analysis is based on the draft Regulation 19 Local Plan allocation of '*around 700 dwellings*.' To ensure a robust assessment, a total development quantum of 750 dwellings has been used, along with additional facilities expected to be viable given the scale of development.

4.2 This methodology has been set out in detail within the 'Vision-led Transport Impact Summary' submitted under separate cover. The trip rates and generated trips considered in this assessment are presented in **Table 4.1** and **4.2**.

Table 4.1: 750 Dwelling Driver Trip Rate (Vision-led Model)

Time Period	External Residential Vehicle Trip Rate		
	Arrivals	Departures	Total
08:00-09:00	0.05	0.15	0.20
17:00-18:00	0.16	0.07	0.24

4.3 The SLR Vision-Led Model not only considers the residential trip rate but also evaluates the trip attraction generated by other potential uses on the site. This approach provides an indication of what facilities might be viable within the development to help internalise trips, reducing reliance on external road networks. As a result, the model accounts for both outbound residential trips and inbound trips attracted by on-site amenities or employment opportunities, leading to an adjusted trip estimate. The total external trip rate, including this trip attraction component, is reflected in **Table 4.2**. Further details on this methodology are set out in the Vision-led Transport Impact Summary document.

Table 4.2: External Vehicle Trip Rate (Including External Attraction)

Time Period	External Residential Vehicle Trip Rate		
	Arrivals	Departures	Total
08:00-09:00	40	120	160
17:00-18:00	130	60	189

4.4 The trip generation figures provided at **Table 4.2** have been used within a trip distribution and assignment analysis. A journey to work and gravity model analysis has been conducted to establish how development generated trips may be distributed across different journey purposes.

Traffic Distribution & Assignment

Overview

4.5 The distribution and assignment of development-generated trips have been assessed using data from the National Travel Survey (NTS) 2020, which provides insights into travel behaviour, including the proportion of peak-hour trips made by car and their purpose. This analysis is crucial in understanding how additional trips associated with the proposed

development of draft allocation Exmo_20 are likely to be dispersed across the transport network.

4.6 To model trip distribution accurately, two established methodologies have been used:

- **Journey to Work Model:** This method estimates the proportion of trips associated with employment by analysing Census commuting data, helping determine likely destinations for work-related travel.
- **Gravity Model:** This model is used to allocate trips based on the attractiveness of destinations within a reasonable travel distance. It considers factors such as population size using a P/T^2 (population over time squared) model.

Data Sources & Methodology

4.7 The analysis relies on the National Travel Survey (NTS) 2020 dataset, which provides peak-hour trip proportions by purpose. The key trip distribution factors used in the assessment are presented in **Table 4.3** below.

Table 4.1: Trip Start Time by Trip Purpose (Mon-Fri), car/van driver only, England 2020.

Start Time	Commuting	Business	Holiday/ Day Trip	Education	Escort Education	Shopping	Other work/escort/ personal business	Visiting Friends
0800-0900	30.12%	4.3%	2.4%	1%	31%	6%	20%	5%
Trip Chaining Adjustment	4.2%	0.90%	-	-5%				
Distribution	Journey To Work Model			Gravity Model				
0800-0900	42%			58%				
1700-1800	39%	4%	4%	0%	3%	14%	22%	13%
Trip Chaining Adjustment	5.3%	0.7%	-	-6%				
Distribution	Journey To Work Model			Gravity Model				
1700-1800	53%			47%				

Establishing Trip Distribution for Work-Related Travel

4.8 To determine the likely distribution of work-related vehicle trips, Nomis Census 2011 data from the Middle Layer Super Output Area (MSOA) was utilised. The dataset was filtered to identify trips where the usual place of residence was recorded as East Devon (MSOA 018) and the place of work was within England. This approach provides a reliable basis for estimating commuting patterns associated with future residents of the proposed development.

4.9 To model likely route choices, Google Maps routing data was used to analyse the most efficient and commonly used travel paths on the local highway network. Routes were selected based on factors such as travel time, road hierarchy, and existing traffic conditions. To ensure consistency, all route assignments were based on a neutral weekday (Tuesday-Thursday) at 08:00 AM, reflecting typical peak-hour travel behaviour.

4.10 This methodology ensures that trip distribution is aligned with real-world commuting patterns, helping to assess the impact of development-generated traffic on key routes effectively.

Gravity Model

4.11 The Gravity Model was applied to estimate the likely distribution of non-work-related trips generated by the proposed development. This model follows a population divided by time squared (P/T^2) approach, where the attractiveness of a destination is determined by its population size and inversely proportional to the square of the travel time. This reflects the principle that larger settlements attract more trips, but destinations become less attractive as travel time increases.

4.12 To implement this methodology, data from the 2011 Census Usual Resident Population (KS191EW) dataset was analysed to identify built-up urban areas within a 45-minute drive of the development site.

4.13 A Google Maps routing analysis was conducted for a neutral weekday at 08:00 AM to determine realistic travel times for each destination. These travel times were then squared and used to weight each destination's attractiveness in the model.

4.14 The proportion of car drivers was then calculated based on the total population of each identified settlement, with journey time acting as a deterrence factor. This ensures that trips are more likely to be assigned to closer, larger settlements while still allowing for longer-distance travel which are justified by population size.

Methodology and Data Integration

4.15 The methodology and distribution assignment for both the Journey to Work Model and Gravity Model are detailed in **Appendix A**, where full datasets and calculations supporting the trip distribution analysis are provided.

Traffic Surveys

4.16 Traffic survey data in the form of Automatic Traffic Counters (ATC's) was collected to establish baseline conditions on key routes and assess the potential impact of development-generated trips. A summary of the recorded traffic volumes is presented in **Tables 4.4 to 4.8**, with the full dataset included in **Appendix B**. These baseline surveys have been integrated into the trip assignment and distribution analysis to evaluate how additional traffic from the proposed development interacts with existing network conditions.

Table 4.4: ATC 1, A376 / Exmouth Road

(Recorded Traffic Movements – 5-Day Average)

Time Period	Northwestbound	Southeastbound
AM Peak (08:00-09:00)	861	755
PM Peak (17:00-18:00)	639	973
Daily (07:00-19:00)	8335	8953

Table 4.5: ATC 2, B3179 / Broadway

(Recorded Traffic Movements – 5-Day Average)

Time Period	Northwestbound	Southeastbound
AM Peak (08:00-09:00)	552	326
PM Peak (17:00-18:00)	364	500
Daily (07:00-19:00)	4986	4045

Table 4.6: ATC 3, B3180

(Recorded Traffic Movements – 5-Day Average)

Time Period	Northbound	Southbound
AM Peak (08:00-09:00)	355	268
PM Peak (17:00-18:00)	238	447
Daily (07:00-19:00)	3180	2972

Table 4.7: ATC 4, B3178

(Recorded Traffic Movements – 5-Day Average)

Time Period	Northeastbound	Southwestbound
AM Peak (08:00-09:00)	195	130
PM Peak (17:00-18:00)	141	165
Daily (07:00-19:00)	1755	1651

Table 4.8: ATC 5, Dinan Way

(Recorded Traffic Movements – 5-Day Average)

Time Period	Northwestbound	Southeastbound
AM Peak (08:00-09:00)	265	267
PM Peak (17:00-18:00)	262	317
Daily (07:00-19:00)	2868	3094

4.17 The collected data provides a robust baseline for assessing existing traffic flows and has been utilised in the impact analysis to determine how the proposed development's trips distribute across the network. Further details, including additional survey locations and methodology, are available in **Appendix B**.

Impact Evaluation

4.18 The impact of the proposed development on the local road network has been assessed using the traffic distribution methodologies detailed in **Appendix A**. These methodologies estimate the proportion of development-generated trips assigned to key routes within the study area. **Table 4.9** presents the expected increase in vehicle trips on each route during the AM and PM peak hours.

Table 4.9: Impact on Key Routes

Key Routes	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Clyst St Mary (Exmouth Road)	1	26	27	2	17	19
Dinan Way	14	42	56	48	22	69
B3179, through Woodbury	4	12	16	15	7	22
B3180 towards Sidmouth Road	2	7	9	6	3	9
B3178 heading east out of Exmouth	1	4	5	5	2	8
Total	**22**	**91**	**113**	**77**	**51**	**128**

4.19 As shown in **Table 4.9**, the majority of development-generated traffic is expected to route via Dinan Way, with 56 additional two-way vehicle trips in the AM peak and 69 additional two-way vehicle trips in the PM peak. This equates to approximately 1-2 additional vehicles per minute during these peak periods.

Proportional Impact Analysis

4.20 To contextualise the impact, development-related traffic has been compared to existing baseline vehicle flows on each key route. The percentage increase attributed to the proposed development is summarised in **Table 4.10**.

Table 4.10: Percentage Impact along Key Routes

Key Routes	AM Peak			PM Peak Hour		
	Baseline Two Way flows	Development Two Way Flows	% Impact	Baseline Two Way flows	Development Two Way Flows	% Impact
Clyst St Mary (Exmouth Road)	1615	27	2%	1612	19	1%
Dinan Way	532	56	11%	578	69	12%
B3179, through Woodbury	878	16	2%	864	22	3%
B3180 towards Sidmouth Road	623	9	1%	685	9	1%
B3178 heading east out of Exmouth	325	5	2%	306	8	3%
Total	**-**	**113**	**-**	**-**	**128**	**-**

Interpretation and Conclusion

4.21 The traffic impact analysis demonstrates that the proposed development would have a negligible effect on the majority of key travel routes, with projected increases of 2-3%, remaining within normal daily traffic fluctuations. However, Dinan Way is expected to experience an increase of 11% in the AM peak and 12% in the PM peak, exceeding the 10% threshold that typically prompts further consideration.

4.22 To assess the potential impact on Dinan Way, existing ATC flows have been used as a proxy for future traffic volumes following the completion of the Dinan Way strategic link. Once this link is delivered, overall traffic flows on Dinan Way are expected to increase as the route becomes a more attractive and direct corridor between the A376 and Exmouth's

eastern areas. This extension is designed to enhance connectivity, improve journey times, and redistribute traffic more efficiently across the local network.

4.23 Despite the projected percentage increase, the absolute increase in traffic remains low, equating to approximately one additional vehicle per minute during peak hours. This level of traffic increase is not expected to have a material impact on the road's operation or capacity, particularly given that the Dinan Way extension will provide additional capacity to accommodate both background growth and development-related trips.

4.24 Once the Dinan Way link is operational, overall traffic volumes will increase, but the capacity enhancements and improved network efficiency will ensure that traffic flow remains within acceptable thresholds. The anticipated traffic flow in real terms is minimal, meaning that no further mitigation measures are required beyond the infrastructure improvements already planned.

Conclusion

4.25 While the projected traffic increases on Dinan Way exceed the 10% threshold, they remain operationally insignificant due to the planned road improvements, which will enhance capacity and ensure efficient traffic flow. The use of existing ATC data as a proxy for future conditions acknowledges that once the strategic link is completed, overall traffic volumes will increase, but this will be accommodated by the improved road infrastructure. As such, the development-generated trips are not expected to materially impact the network, nor do they independently warrant further mitigation measures.

5.0 Summary and Conclusion

5.1 This Technical Note has been prepared to assess the potential traffic implications of draft allocation Exmo_20 as part of the Regulation 19 consultation. The analysis has focused on traffic distribution and assignment across key access routes, using Automatic Traffic Counter (ATC) data, Journey to Work, and Gravity Model methodologies to evaluate the extent to which development-generated traffic affects existing flows.

5.2 The findings indicate that the majority of key routes will experience negligible traffic increases, with projected impacts remaining within typical daily variations. Notably:

- Traffic increases on four out of five key routes are expected to remain within 2-3% of existing flows, a level considered operationally insignificant.
- The development's impact on Woodbury and other nearby rural villages is minimal, and in terms of significant impacts, on this basis no mitigation measures are required.

- Dinan Way is projected to experience an 11% increase in the AM peak and a 12% increase in the PM peak, exceeding the 10% threshold typically used to assess potential mitigation requirements.

5.3 However, a critical factor in this assessment is the planned Dinan Way strategic link, which will provide additional capacity and improved connectivity between the A376 and Exmouth's eastern areas. The analysis has used existing ATC flows as a proxy for future traffic volumes, acknowledging that once the Dinan Way extension is delivered, overall traffic levels may increase as the route becomes a more direct and efficient corridor.

5.4 Despite the percentage increase on Dinan Way, the absolute increase in traffic remains low, at approximately one additional vehicle per minute during peak hours. This level of change is considered well within the network's operational capacity and does not independently warrant further mitigation beyond the infrastructure improvements already planned.

5.5 The findings support the allocation of Exmo_20 within the Local Plan, demonstrating that traffic-related concerns have been assessed and addressed in a proportionate manner.

Appendix A Methodology and Distribution Assignment

Technical Note

Veiges & St Johns, Exmouth

3 West Group

SLR Project No.: 205513

Gravity Model Distribution

Destination	Original Time	Capped Time (mins)	2011 Census Pop	P/T	By Route P/T^2	% of total	Proportion per Route	Weighting	Choice 1	Choice 2	Choice 3	Choice 4	Choice 5	Choice 6	Choice 7	Choice 8
Budleigh Salterton	8	8	5,185	648	81.016	9.97%	50.00%	4.99%	B3179 (S)	B3178 (SE)	B3178 (NE)	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**
							50.00%	4.99%	B3179 (S)	B3178 (SE)	Exmouth Road (SE)	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**
																Lost in Network
Chudleigh	25	25	4,011	160	6.418	0.79%	100.00%	0.79%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NE)	B3179 (NE)	A376 (S)	**Lost in Network**
																Lost in Network
Cullompton	28	28	7,800	279	9.949	1.22%	100.00%	1.22%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NE)	B3179 (NE)	A376 (N)	**Lost in Network**
																Lost in Network
Exeter	26	26	117,763	4529	174.206	21.45%	100.00%	21.45%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NE)	B3179 (NE)	A376 (N)	**Lost in Network**
																Lost in Network
Exminster	22	22	3,368	153	6.959	0.86%	100.00%	0.86%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NE)	B3179 (NE)	A376 (N)	**Lost in Network**
																Lost in Network
Exmouth	9	9	34,432	3826	425.086	52.33%	50.00%	26.17%	B3179 (N)	B3179 (N)	B3179 (N)	Hulham Road	New through road	A376 (S)	**Lost in Network**	**Lost in Network**
							50.00%	26.17%	B3179 (N)	St Johns Road	Dinan Way (S)	Salterton Road (W)	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**
																Lost in Network
Honiton	25	25	11,483	459	18.373	2.26%	100.00%	2.26%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**	**Lost in Network**
																Lost in Network
Newton Abbot	32	30	36,474	1216	40.527	4.99%	100.00%	4.99%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NE)	B3179 (NE)	A376 (N)	**Lost in Network**
																Lost in Network
Okehampton	44	30	7,647	255	8.497	1.05%	100.00%	1.05%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NE)	B3179 (NE)	A376 (N)	**Lost in Network**
																Lost in Network
Ottery St Mary	22	22	4,898	223	10.120	1.25%	100.00%	1.25%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**	**Lost in Network**
																Lost in Network
Seaton	34	30	8,413	280	9.348	1.15%	100.00%	1.15%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**	**Lost in Network**
																Lost in Network
Sidmouth	24	24	12,569	524	21.821	2.69%	100.00%	2.69%	B3179 (S)	B3178 (SE)	B3178 (NE)	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**
Total					812.318	100.00%		100.00%								

Choice 1		Choice 2		Choice 3		Choice 4		Choice 5		Choice 6		Choice 7		Choice 8	
B3179 (S)	**13%**	B3179 (N)	**61%**	B3179 (N)	**61%**	B3180 (N)	**35%**	B3179 (NE)	30%	A376 (S)	26%	**Lost in Network**	70%	**Lost in Network**	100%
B3179 (N)	**87%**	B3178 (SE)	**13%**	Dinan Way (S)	**26%**	Hulham Road	**26%**	New through road	26%	B3179 (NE)	30%	A376 (S)	1%	**Total**	**100%**
Total	**100%**	St Johns Road	**26%**	B3178 (NE)	**8%**	Salterton Road (W)	**26%**	B3180 (N)	5%	**Lost in Network**	43%	A376 (N)	30%		
		Total	**0%**	Exmouth Road (SE)	**5%**	**Lost in Network**	**13%**	**Lost in Network**	39%	**Total**	**100%**	**Total**	**100%**		
				Total	**100%**	**Total**	**100%**	**Total**	**100%**						

Journey to Work Distribution

				By Route							
Destination	Proportion by Car	Driving a car or van	Proportion per Route	Proportion by car	Choice 1	Choice 2	Choice 3	Choice 4	Choice 5	Choice 6	Choice 7
Other north	4%	69	100%	3.7%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	A376 (N)	**Lost in Network**
			50%	1.2%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	A376 (N)	**Lost in Network**
Other east	2%	44	50%	1.2%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**
Other west	3%	53	100%	2.8%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	A376 (N)	**Lost in Network**
Other south	0%	8	100%	0.4%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	A376 (N)	**Lost in Network**
			40%	0.6%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	A376 (N)	**Lost in Network**
Honiton	2%	30	60%	1.0%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**
Feniton	0%	6	100%	0.3%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**
Cranbrook	4%	69	100%	3.7%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**
Colyton	0%	5	100%	0.3%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**
Ottery St Mary	1%	10	100%	0.5%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**
			20%	0.4%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**
			20%	0.4%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	Sleap Hill	**Lost in Network**	**Lost in Network**
Sidmouth	2%	39	60%	1.3%	B3179 (S)	B3178 (SE)	B3178 (NE)	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**
Seaton	0%	1	100%	0.1%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**
Woodbury	4%	67	100%	3.6%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	**Lost in Network**	**Lost in Network**
			60%	4.3%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	A376 (N)	**Lost in Network**
Clyst St Mary	7%	134	40%	2.9%	B3179 (N)	B3179 (N)	B3179 (N)	Hulham Road	New through road	A376 (N)	**Lost in Network**
			33%	1.3%	B3179 (N)	B3179 (N)	B3179 (N)	Hulham Road	Dinan Way (S)	Jubilee Drive	**Lost in Network**
			33%	1.3%	B3179 (N)	St Johns Road	Dinan Way (N)	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**
Brixington	4%	74	33%	1.3%	B3179 (N)	B3179 (N)	Higher Marley Road	Dinan Way (N)	**Jubilee Drive**	**Lost in Network**	**Lost in Network**
			50%	1.3%	B3179 (S)	B3178 (SE)	B3178 (NE)	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**
Budleigh Salterton	3%	49	50%	1.3%	B3179 (S)	B3178 (SE)	B3178 (SE)	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**
			50%	4.8%	B3179 (N)	B3179 (N)	B3179 (N)	Hulham Road	**Pound Lane**	**Lost in Network**	**Lost in Network**
Withycombe	10%	179	50%	4.8%	B3179 (N)	St Johns Road	Dinan Way (N)	Dinan Way (N)	Jubilee Drive	**Lost in Network**	**Lost in Network**
			40%	4.8%	B3179 (N)	B3179 (N)	B3179 (N)	Hulham Road	New through road	A376 (S)	**Lost in Network**
			30%	3.6%	B3179 (N)	St Johns Road	Dinan Way (S)	Salterton Road (W)	**Lost in Network**	**Lost in Network**	**Lost in Network**
Exmouth	12%	222	30%	3.6%	B3179 (S)	Salterton Road (W)	Salterton Road (W)	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**
			33%	2.7%	B3179 (N)	St Johns Road	Dinan Way (S)	Salterton Road (E)	Capel Lane	**Lost in Network**	**Lost in Network**
			33%	2.7%	B3179 (S)	Salterton Road (W)	Salterton Road (W)	Capel Lane	**Lost in Network**	**Lost in Network**	**Lost in Network**
Littleham	8%	151	33%	2.7%	B3179 (S)	Salterton Road (W)	Castle Lane	**Lost in Network**	**Lost in Network**	**Lost in Network**	**Lost in Network**
			70%	22.6%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	A376 (N)	**Lost in Network**
Exeter	32%	603	30%	9.7%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**
			80%	0.7%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	A376 (N)	**Lost in Network**
Cullompton	1%	16	20%	0.2%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3180 (N)	**Lost in Network**	**Lost in Network**
Exminster	1%	19	100%	1.0%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	A376 (N)	**Lost in Network**
Chudleigh	0%	1	100%	0.1%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	A376 (N)	**Lost in Network**
Dawlish	0%	5	100%	0.3%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	A376 (N)	**Lost in Network**
Okehampton	1%	12	100%	0.6%	B3179 (N)	B3179 (N)	B3179 (N)	B3180 (N)	B3179 (NW)	A376 (N)	**Lost in Network**

Choice 1		Choice 2		Choice 3		Choice 4		Choice 5		Choice 6		Choice 7	
B3179 (N)	**87%**	B3179 (N)	**75%**	B3179 (N)	**73%**	B3180 (N)	**60%**	B3180 (N)	**17%**	A376 (N)	**41%**	**Lost in Network**	**100%**
B3179 (S)	**13%**	St Johns Road	**12%**	Higher Marley Road	**1%**	Hulham Road	**14%**	B3179 (NW)	**42%**	A376 (S)	**5%**	**Total**	**100%**
Total	**100%**	B3178 (SE)	**4%**	Dinan Way (S)	**6%**	Dinan Way (N)	**6%**	Sleap Hill	**0%**	Jubilee Drive	**1%**		
		Salterton Road (W)	**9%**	Dinan Way (N)	**6%**	Salterton Road (E)	**3%**	Dinan Way (S)	**1%**	**Lost in Network**	**53%**		
		Total	**100%**	B3178 (SE)	**1%**	Salterton Road (W)	**4%**	New through road	**8%**	**Total**	**100%**		
				B3178 (NE)	**3%**	Capel Lane	**3%**	Capel Lane	**3%**				
				Salterton Road (W)	**6%**	**Lost in Network**	**11%**	Jubilee Drive	**6%**				
				Castle Lane	**3%**	**Total**	**100%**	Pound Lane	**5%**				
				Lost in Network	**0%**			**Lost in Network**	**18%**				
				Total	**100%**			**Total**	**100%**				

Appendix B ATC Surveys

Technical Note

Veiges & St Johns, Exmouth

3 West Group

SLR Project No.: 205513

Exmouth ATC 1, A376 Exmouth Road

Direction: Northwestbound

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	26	35	49	72	13	30	28	26	36
01:00	10	15	32	33	5	10	16	11	17
02:00	14	15	25	33	12	14	9	13	17
03:00	23	25	21	17	21	22	23	23	22
04:00	48	56	41	25	54	43	48	50	45
05:00	168	137	57	39	167	157	163	158	127
06:00	459	365	130	93	481	486	554	469	367
07:00	1128	917	298	165	1211	1137	1217	1122	868
08:00	827	860	450	305	865	833	918	861	723
09:00	686	679	651	597	628	622	659	655	646
10:00	607	662	746	650	595	538	576	596	625
11:00	658	643	697	700	595	544	501	588	620
12:00	683	660	759	859	604	578	623	630	681
13:00	603	660	764	793	611	632	600	621	666
14:00	695	760	782	855	588	620	646	662	707
15:00	693	836	818	884	703	707	749	738	770
16:00	655	729	817	994	723	785	704	719	772
17:00	742	614	755	793	602	634	604	639	678
18:00	485	582	626	521	510	518	431	505	525
19:00	352	386	337	318	309	319	313	336	333
20:00	275	244	254	222	208	229	253	242	241
21:00	144	193	164	120	166	202	208	183	171
22:00	162	152	201	56	93	105	108	124	125
23:00	75	63	122	39	38	51	49	55	62
Total									
12H(7-19)	8462	8602	8163	8116	8235	8148	8228	8335	8279
16H(6-22)	9692	9790	9048	8869	9399	9384	9556	9564	9391
18H(6-24)	9929	10005	9371	8964	9530	9540	9713	9743	9579
24H(0-24)	10218	10288	9596	9183	9802	9816	10000	#####	9843
AM Peak	07:00	07:00	10:00	11:00	07:00	07:00	07:00	07:00	07:00
	1128	917	746	700	1211	1137	1217	1122	868
PM Peak	17:00	15:00	15:00	16:00	16:00	16:00	15:00	15:00	16:00
	742	836	818	994	723	785	749	738	772

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	39	51	80	69	27	38	46	40	50
01:00	27	22	37	28	14	16	21	20	24
02:00	17	20	38	38	20	14	23	19	24
03:00	15	14	20	25	10	11	11	12	15
04:00	17	28	25	24	30	19	24	24	24
05:00	49	43	37	21	30	39	48	42	38
06:00	143	133	99	63	142	138	139	139	122
07:00	526	541	191	100	545	571	608	558	440
08:00	729	712	452	267	723	740	869	755	642
09:00	610	684	604	535	702	651	662	662	635
10:00	659	733	802	764	636	633	575	647	686
11:00	657	743	909	893	651	628	716	679	742
12:00	646	829	861	837	667	699	684	705	746
13:00	721	823	882	895	660	701	683	718	766
14:00	739	757	864	897	746	708	738	738	778
15:00	814	777	785	786	786	813	752	788	788
16:00	900	917	800	764	1004	1009	966	959	909
17:00	978	981	876	655	1025	1027	855	973	914
18:00	916	693	595	434	663	807	777	771	698
19:00	483	502	357	351	402	520	450	471	438
20:00	408	347	240	258	277	339	322	339	313
21:00	296	254	193	166	257	231	297	267	242
22:00	200	224	187	108	129	145	177	175	167
23:00	124	150	128	56	88	86	77	105	101
Total									
12H(7-19)	8895	9190	8621	7827	8808	8987	8885	8953	8745
16H(6-22)	10225	10426	9510	8665	9886	10215	10093	#####	9860
18H(6-24)	10549	10800	9825	8829	10103	10446	10347	#####	#####
24H(0-24)	10713	10978	10062	9034	10234	10583	10520	#####	#####
AM Peak	08:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	11:00
	729	743	909	893	723	740	869	755	742
PM Peak	17:00	17:00	13:00	14:00	17:00	17:00	16:00	17:00	17:00
	978	981	882	897	1025	1027	966	973	914

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	65	86	129	141	40	68	74	67	86
01:00	37	37	69	61	19	26	37	31	41
02:00	31	35	63	71	32	28	32	32	42
03:00	38	39	41	42	31	33	34	35	37
04:00	65	84	66	49	84	62	72	73	69
05:00	217	180	94	60	197	196	211	200	165
06:00	602	498	229	156	623	624	693	608	489
07:00	1654	1458	489	265	1756	1708	1825	1680	1308
08:00	1556	1572	902	572	1588	1573	1787	1615	1364
09:00	1296	1363	1255	1132	1330	1273	1321	1317	1281
10:00	1266	1395	1548	1414	1231	1171	1151	1243	1311
11:00	1315	1386	1606	1593	1246	1172	1217	1267	1362
12:00	1329	1489	1620	1696	1271	1277	1307	1335	1427
13:00	1324	1483	1646	1688	1271	1333	1283	1339	1433
14:00	1434	1517	1646	1752	1334	1328	1384	1399	1485
15:00	1507	1613	1603	1670	1489	1520	1501	1526	1558
16:00	1555	1646	1617	1758	1727	1794	1670	1678	1681
17:00	1720	1595	1631	1448	1627	1661	1459	1612	1592
18:00	1401	1275	1221	955	1173	1325	1208	1276	1223
19:00	835	888	694	669	711	839	763	807	771
20:00	683	591	494	480	485	568	575	580	554
21:00	440	447	357	286	423	433	505	450	413
22:00	362	376	388	164	222	250	285	299	292
23:00	199	213	250	95	126	137	126	160	164
Total									
12H(7-19)	17357	17792	16784	15943	17043	17135	17113	17288	17024
16H(6-22)	19917	20216	18558	17534	19285	19599	19649	19733	19251
18H(6-24)	20478	20805	19196	17793	19633	19986	20060	20192	19707
24H(0-24)	20931	21266	19658	18217	20036	20399	20520	20630	20147
AM Peak	07:00	08:00	11:00	11:00	07:00	07:00	07:00	07:00	08:00
	1654	1572	1606	1593	1756	1708	1825	1680	1364
PM Peak	17:00	16:00	13:00	16:00	16:00	16:00	16:00	16:00	16:00
	1720	1646	1646	1758	1727	1794	1670	1678	1681

Paul Castle Associates

Exmouth ATC 2, B3179 Broadway

Direction: Northwestbound

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	9	4	9	16	2	8	5	6	8
01:00	2	4	10	6	3	3	1	3	4
02:00	6	2	4	9	6	2	7	5	5
03:00	10	9	3	6	10	5	6	8	7
04:00	15	12	12	9	23	15	16	16	15
05:00	69	48	14	10	51	51	60	56	43
06:00	204	187	70	43	232	225	216	213	168
07:00	542	524	105	66	682	652	688	618	466
08:00	506	525	273	162	556	562	611	552	456
09:00	483	374	397	360	415	487	545	461	437
10:00	393	362	434	405	374	333	381	369	383
11:00	365	384	433	425	347	346	328	354	375
12:00	314	379	491	471	334	394	327	350	387
13:00	286	392	486	449	354	377	397	361	392
14:00	383	430	423	427	353	382	365	383	395
15:00	471	469	441	468	447	436	464	457	457
16:00	538	484	447	485	496	495	455	494	486
17:00	423	347	404	291	366	351	332	364	359
18:00	236	249	201	154	208	211	218	224	211
19:00	129	132	100	99	95	125	118	120	114
20:00	90	87	71	72	70	70	85	80	78
21:00	64	59	46	46	32	40	60	51	50
22:00	29	43	39	16	10	26	29	27	27
23:00	14	21	21	4	17	7	17	15	14
Total									
12H(7-19)	4940	4919	4535	4163	4932	5026	5111	4986	4804
16H(6-22)	5427	5384	4822	4423	5361	5486	5590	5450	5213
18H(6-24)	5470	5448	4882	4443	5388	5519	5636	5492	5255
24H(0-24)	5581	5527	4934	4499	5483	5603	5731	5585	5337
AM Peak	07:00	08:00	10:00	11:00	07:00	07:00	07:00	07:00	07:00
	542	525	434	425	682	652	688	618	466
PM Peak	16:00	16:00	12:00	16:00	16:00	16:00	15:00	16:00	16:00
	538	484	491	485	496	495	464	494	486

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	7	7	17	16	10	6	8	8	10
01:00	7	12	12	8	2	4	4	6	7
02:00	6	2	11	7	4	3	4	4	5
03:00	6	4	3	5	2	1	5	4	4
04:00	9	11	15	6	7	8	9	9	9
05:00	10	12	9	5	13	16	12	13	11
06:00	52	47	25	21	47	57	57	52	44
07:00	202	240	82	54	217	218	222	220	176
08:00	302	296	195	149	353	327	353	326	282
09:00	343	269	259	232	332	379	300	325	302
10:00	278	293	362	350	290	311	274	289	308
11:00	286	316	453	413	317	283	317	304	341
12:00	269	317	496	512	282	282	315	293	353
13:00	289	335	485	521	289	249	321	297	356
14:00	300	332	398	424	331	329	352	329	352
15:00	357	365	311	285	390	393	359	373	351
16:00	402	469	284	258	443	482	530	465	410
17:00	424	452	323	237	483	526	616	500	437
18:00	320	266	178	148	303	351	382	324	278
19:00	167	167	120	92	117	144	163	152	139
20:00	98	111	82	67	92	106	126	107	97
21:00	86	80	57	42	86	101	75	86	75
22:00	54	63	60	24	44	37	50	50	47
23:00	27	50	31	6	14	22	21	27	24
Total									
12H(7-19)	3772	3950	3826	3583	4030	4130	4341	4045	3947
16H(6-22)	4175	4355	4110	3805	4372	4538	4762	4440	4302
18H(6-24)	4256	4468	4201	3835	4430	4597	4833	4517	4374
24H(0-24)	4301	4516	4268	3882	4468	4635	4875	4559	4421
AM Peak	09:00	11:00	11:00	11:00	08:00	09:00	08:00	08:00	11:00
	343	316	453	413	353	379	353	326	341
PM Peak	17:00	16:00	12:00	13:00	17:00	17:00	17:00	17:00	17:00
	424	469	496	521	483	526	616	500	437

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	16	11	26	32	12	14	13	13	18
01:00	9	16	22	14	5	7	5	8	11
02:00	12	4	15	16	10	5	11	8	10
03:00	16	13	6	11	12	6	11	12	11
04:00	24	23	27	15	30	23	25	25	24
05:00	79	60	23	15	64	67	72	68	54
06:00	256	234	95	64	279	282	273	265	212
07:00	744	764	187	120	899	870	910	837	642
08:00	808	821	468	311	909	889	964	878	739
09:00	826	643	656	592	747	866	845	785	739
10:00	671	655	796	755	664	644	655	658	691
11:00	651	700	886	838	664	629	645	658	716
12:00	583	696	987	983	616	676	642	643	740
13:00	575	727	971	970	643	626	718	658	747
14:00	683	762	821	851	684	711	717	711	747
15:00	828	834	752	753	837	829	823	830	808
16:00	940	953	731	743	939	977	985	959	895
17:00	847	799	727	528	849	877	948	864	796
18:00	556	515	379	302	511	562	600	549	489
19:00	296	299	220	191	212	269	281	271	253
20:00	188	198	153	139	162	176	211	187	175
21:00	150	139	103	88	118	141	135	137	125
22:00	83	106	99	40	54	63	79	77	75
23:00	41	71	52	10	31	29	38	42	39
Total									
12H(7-19)	8712	8869	8361	7746	8962	9156	9452	9030	8751
16H(6-22)	9602	9739	8932	8228	9733	10024	10352	9890	9516
18H(6-24)	9726	9916	9083	8278	9818	10116	10469	10009	9629
24H(0-24)	9882	10043	9202	8381	9951	10238	10606	10144	9758
AM Peak	09:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	09:00
	826	821	886	838	909	889	964	878	739
PM Peak	16:00	16:00	12:00	12:00	16:00	16:00	16:00	16:00	16:00
	940	953	987	983	939	977	985	959	895

Paul Castle Associates

Exmouth ATC 3, B3180

Direction: Southbound

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	6	13	14	10	3	2	4	6	7
01:00	5	2	6	6	4	0	0	2	3
02:00	4	5	3	1	0	2	3	3	3
03:00	0	0	3	0	2	0	0	0	1
04:00	4	5	3	4	2	0	0	2	3
05:00	8	13	6	3	4	11	5	8	7
06:00	58	49	22	7	33	31	38	42	34
07:00	182	168	51	40	156	118	130	151	121
08:00	280	272	153	72	292	203	294	268	224
09:00	251	268	218	186	164	205	266	231	223
10:00	230	295	300	282	140	210	245	224	243
11:00	263	277	356	342	168	179	255	228	263
12:00	274	251	317	349	183	210	319	247	272
13:00	236	263	320	271	191	190	252	226	246
14:00	243	251	294	298	224	182	309	242	257
15:00	279	321	265	271	215	243	376	287	281
16:00	431	405	254	266	354	340	541	414	370
17:00	470	416	225	159	383	379	587	447	374
18:00	252	226	143	111	192	184	218	214	189
19:00	137	151	76	79	93	82	97	112	102
20:00	61	73	62	42	53	43	55	57	56
21:00	59	38	40	37	29	38	32	39	39
22:00	40	43	23	18	17	23	12	27	25
23:00	27	22	16	12	5	6	10	14	14
Total 12H(7-19)	3391	3413	2896	2647	2662	2643	3792	3180	3063
16H(6-22)	3706	3724	3096	2812	2870	2837	4014	3430	3294
18H(6-24)	3773	3789	3135	2842	2892	2866	4036	3471	3333
24H(0-24)	3800	3827	3170	2866	2907	2881	4048	3493	3357
AM Peak	08:00	10:00	11:00	11:00	08:00	10:00	08:00	08:00	11:00
	280	295	356	342	292	210	294	268	263
PM Peak	17:00	17:00	13:00	12:00	17:00	17:00	17:00	17:00	17:00
	470	416	320	349	383	379	587	447	374

Paul Castle Associates

Direction: Northbound

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	1	7	6	6	6	3	5	4	5
01:00	0	4	5	7	1	1	2	2	3
02:00	2	1	7	4	2	5	2	2	3
03:00	1	2	9	0	6	2	2	3	3
04:00	16	11	6	3	14	15	16	14	12
05:00	49	38	18	13	49	47	32	43	35
06:00	142	126	39	24	136	121	114	128	100
07:00	359	333	114	64	367	355	360	355	279
08:00	351	349	158	124	362	349	365	355	294
09:00	235	264	232	199	236	221	264	244	236
10:00	260	231	272	246	199	203	211	221	232
11:00	249	203	258	269	183	197	198	206	222
12:00	228	281	253	319	211	186	212	224	241
13:00	244	243	250	295	196	201	201	217	233
14:00	242	324	282	311	205	231	195	239	256
15:00	267	275	264	299	235	215	215	241	253
16:00	307	288	276	263	251	271	277	279	276
17:00	240	219	228	227	247	192	292	238	235
18:00	156	167	146	106	122	147	174	153	145
19:00	91	98	73	58	89	79	79	87	81
20:00	47	69	68	39	46	56	36	51	52
21:00	47	53	27	29	34	37	35	41	37
22:00	46	35	50	18	16	16	26	28	30
23:00	12	31	27	8	6	8	11	14	15
Total 12H(7-19)	3138	3177	2733	2722	2814	2768	2964	2972	2902
16H(6-22)	3465	3523	2940	2872	3119	3061	3228	3279	3173
18H(6-24)	3523	3589	3017	2898	3141	3085	3265	3321	3217
24H(0-24)	3592	3652	3068	2931	3219	3158	3324	3389	3278
AM Peak	07:00	08:00	10:00	11:00	07:00	07:00	08:00	08:00	08:00
	359	349	272	269	367	355	365	355	294
PM Peak	16:00	14:00	14:00	12:00	16:00	16:00	17:00	16:00	16:00
	307	324	282	319	251	271	292	279	276

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	7	20	20	16	9	5	9	10	12
01:00	5	6	11	13	5	1	2	4	6
02:00	6	6	10	5	2	7	5	5	6
03:00	1	2	12	0	8	2	2	3	4
04:00	20	16	9	7	16	15	16	17	14
05:00	57	51	24	16	53	58	37	51	42
06:00	200	175	61	31	169	152	152	170	134
07:00	541	501	165	104	523	473	490	506	400
08:00	631	621	311	196	654	552	659	623	518
09:00	486	532	450	385	400	426	530	475	458
10:00	490	526	572	528	339	413	456	445	475
11:00	512	480	614	611	351	376	453	434	485
12:00	502	532	570	668	394	396	531	471	513
13:00	480	506	570	566	387	391	453	443	479
14:00	485	575	576	609	429	413	504	481	513
15:00	546	596	529	570	450	458	591	528	534
16:00	738	693	530	529	605	611	818	693	646
17:00	710	635	453	386	630	571	879	685	609
18:00	408	393	289	217	314	331	392	368	335
19:00	228	249	149	137	182	161	176	199	183
20:00	108	142	130	81	99	99	91	108	107
21:00	106	91	67	66	63	75	67	80	76
22:00	86	78	73	36	33	39	38	55	55
23:00	39	53	43	20	11	14	21	28	29
Total 12H(7-19)	6529	6590	5629	5369	5476	5411	6756	6152	5966
16H(6-22)	7171	7247	6036	5684	5989	5898	7242	6709	6467
18H(6-24)	7296	7378	6152	5740	6033	5951	7301	6792	6550
24H(0-24)	7392	7479	6238	5797	6126	6039	7372	6882	6635
AM Peak	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00
	631	621	614	611	654	552	659	623	518
PM Peak	16:00	16:00	14:00	12:00	17:00	16:00	17:00	16:00	16:00
	738	693	576	668	630	611	879	693	646

Paul Castle Associates

Exmouth ATC 4, B3178

Direction: Southwestbound

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	5	4	5	10	3	4	2	4	5
01:00	3	2	4	4	1	2	0	2	2
02:00	0	0	1	1	2	0	1	1	1
03:00	0	0	2	0	0	0	1	0	0
04:00	1	0	0	1	1	1	2	1	1
05:00	11	9	4	4	10	12	7	10	8
06:00	15	18	10	4	18	13	17	16	14
07:00	85	69	27	10	75	86	72	77	61
08:00	130	108	62	67	129	131	152	130	111
09:00	158	134	101	112	119	141	141	139	129
10:00	142	134	151	132	136	131	124	133	136
11:00	134	119	176	185	141	108	154	131	145
12:00	148	138	189	144	152	145	153	147	153
13:00	143	129	183	155	117	151	146	137	146
14:00	99	148	149	154	142	152	141	136	141
15:00	160	172	149	146	201	211	172	183	173
16:00	174	163	153	121	188	188	184	179	167
17:00	152	145	129	83	179	179	169	165	148
18:00	102	97	79	43	82	81	101	93	84
19:00	76	61	49	41	62	56	84	68	61
20:00	56	38	27	27	53	33	53	47	41
21:00	46	26	29	20	21	31	29	31	29
22:00	12	20	24	10	16	11	22	16	16
23:00	11	9	17	3	5	7	6	8	8
Total									
12H(7-19)	1627	1556	1548	1352	1661	1704	1709	1651	1594
16H(6-22)	1820	1699	1663	1444	1815	1837	1892	1813	1739
18H(6-24)	1843	1728	1704	1457	1836	1855	1920	1836	1763
24H(0-24)	1863	1743	1720	1477	1853	1874	1933	1853	1780
AM Peak	09:00	09:00	11:00	11:00	11:00	09:00	11:00	09:00	11:00
	158	134	176	185	141	141	154	139	145
PM Peak	16:00	15:00	12:00	13:00	15:00	15:00	16:00	15:00	15:00
	174	172	189	155	201	211	184	183	173

Paul Castle Associates

Direction: Northeastbound

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	3	4	3	13	3	5	2	3	5
01:00	2	1	0	3	2	2	1	2	2
02:00	0	2	1	0	1	2	1	1	1
03:00	2	2	4	2	0	0	1	1	2
04:00	2	2	3	1	5	1	3	3	2
05:00	7	7	0	3	5	5	4	6	4
06:00	23	23	14	15	32	26	27	26	23
07:00	132	136	54	24	106	126	143	129	103
08:00	184	196	85	38	181	215	201	195	157
09:00	139	181	152	100	117	136	150	145	139
10:00	131	153	149	133	159	150	133	145	144
11:00	154	155	177	146	128	128	131	139	146
12:00	132	164	179	175	156	136	135	145	154
13:00	127	149	178	157	142	150	152	144	151
14:00	136	157	173	167	159	136	148	147	154
15:00	141	171	144	135	152	174	168	161	155
16:00	163	149	137	97	151	171	153	157	146
17:00	150	133	108	78	131	138	153	141	127
18:00	118	98	79	52	105	100	112	107	95
19:00	66	51	49	43	71	62	66	63	58
20:00	38	47	36	29	35	31	40	38	37
21:00	18	18	22	13	33	24	62	31	27
22:00	17	25	27	9	24	11	30	21	20
23:00	7	9	16	3	7	5	7	7	8
Total									
12H(7-19)	1707	1842	1615	1302	1687	1760	1779	1755	1670
16H(6-22)	1852	1981	1736	1402	1858	1903	1974	1914	1815
18H(6-24)	1876	2015	1779	1414	1889	1919	2011	1942	1843
24H(0-24)	1892	2033	1790	1436	1905	1934	2023	1957	1859
AM Peak	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00
	184	196	177	146	181	215	201	195	157
PM Peak	16:00	15:00	12:00	12:00	14:00	15:00	15:00	15:00	15:00
	163	171	179	175	159	174	168	161	155

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	8	8	8	23	6	9	4	7	9
01:00	5	3	4	7	3	4	1	3	4
02:00	0	2	2	1	3	2	2	2	2
03:00	2	2	6	2	0	0	2	1	2
04:00	3	2	3	2	6	2	5	4	3
05:00	18	16	4	7	15	17	11	15	13
06:00	38	41	24	19	50	39	44	42	36
07:00	217	205	81	34	181	212	215	206	164
08:00	314	304	147	105	310	346	353	325	268
09:00	297	315	253	212	236	277	291	283	269
10:00	273	287	300	265	295	281	257	279	280
11:00	288	274	353	331	269	236	285	270	291
12:00	280	302	368	319	308	281	288	292	307
13:00	270	278	361	312	259	301	298	281	297
14:00	235	305	322	321	301	288	289	284	294
15:00	301	343	293	281	353	385	340	344	328
16:00	337	312	290	218	339	359	337	337	313
17:00	302	278	237	161	310	317	322	306	275
18:00	220	195	158	95	187	181	213	199	178
19:00	142	112	98	84	133	118	150	131	120
20:00	94	85	63	56	88	64	93	85	78
21:00	64	44	51	33	54	55	91	62	56
22:00	29	45	51	19	40	22	52	38	37
23:00	18	18	33	6	12	12	13	15	16
Total									
12H(7-19)	3334	3398	3163	2654	3348	3464	3488	3406	3264
16H(6-22)	3672	3680	3399	2846	3673	3740	3866	3726	3554
18H(6-24)	3719	3743	3483	2871	3725	3774	3931	3778	3607
24H(0-24)	3755	3776	3510	2913	3758	3808	3956	3811	3639
AM Peak	08:00	09:00	11:00	11:00	08:00	08:00	08:00	08:00	11:00
	314	315	353	331	310	346	353	325	291
PM Peak	16:00	15:00	12:00	14:00	15:00	15:00	15:00	15:00	15:00
	337	343	368	321	353	385	340	344	328

Paul Castle Associates

Exmouth ATC 5, Dinan Way

Direction: Northwestbound

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	8	6	13	12	4	2	9	6	8
01:00	5	1	3	13	4	1	4	3	4
02:00	4	2	9	6	2	5	1	3	4
03:00	5	4	4	6	5	6	4	5	5
04:00	8	10	11	5	12	16	18	13	11
05:00	37	30	10	5	25	30	27	30	23
06:00	87	79	26	25	87	99	84	87	70
07:00	264	199	78	38	237	244	196	228	179
08:00	271	248	150	94	268	272	268	265	224
09:00	220	231	233	165	236	227	233	229	221
10:00	226	221	291	236	221	229	191	218	231
11:00	248	250	265	241	220	232	165	223	232
12:00	240	252	259	255	266	235	197	238	243
13:00	259	232	264	244	241	186	202	224	233
14:00	238	274	258	242	226	218	211	233	238
15:00	269	325	209	259	291	273	271	286	271
16:00	309	260	212	217	281	277	265	278	260
17:00	260	274	251	183	243	270	262	262	249
18:00	183	207	187	119	155	182	189	183	175
19:00	105	155	114	89	126	114	114	123	117
20:00	96	82	74	47	83	61	82	81	75
21:00	52	74	52	29	50	64	61	60	55
22:00	39	45	39	19	35	34	27	36	34
23:00	19	29	24	8	11	11	9	16	16
Total									
12H(7-19)	2987	2973	2657	2293	2885	2845	2650	2868	2756
16H(6-22)	3327	3363	2923	2483	3231	3183	2991	3219	3072
18H(6-24)	3385	3437	2986	2510	3277	3228	3027	3271	3121
24H(0-24)	3452	3490	3036	2557	3329	3288	3090	3330	3177
AM Peak	08:00	11:00	10:00	11:00	08:00	08:00	08:00	08:00	11:00
	271	250	291	241	268	272	268	265	232
PM Peak	16:00	15:00	13:00	15:00	15:00	16:00	15:00	15:00	15:00
	309	325	264	259	291	277	271	286	271

Paul Castle Associates

Direction: Southeastbound

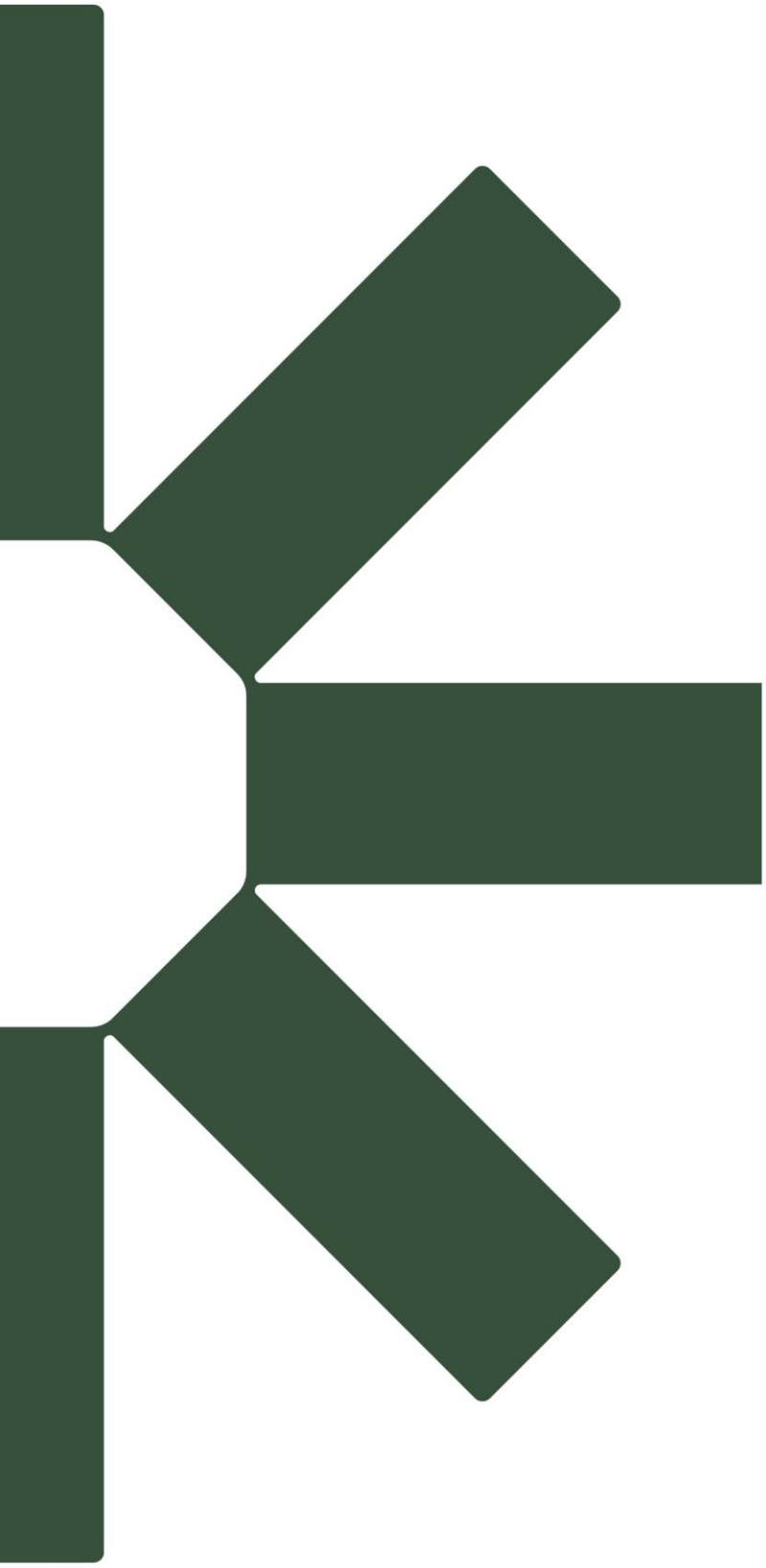
Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	6	9	18	14	2	4	6	5	8
01:00	3	4	6	9	2	1	1	2	4
02:00	0	2	4	5	3	3	0	2	2
03:00	2	3	2	7	1	3	4	3	3
04:00	10	8	2	1	4	4	4	6	5
05:00	9	11	7	3	6	7	7	8	7
06:00	30	40	24	8	29	37	33	34	29
07:00	184	148	55	31	147	159	157	159	126
08:00	271	246	118	58	249	251	317	267	216
09:00	209	215	185	110	214	230	216	217	197
10:00	290	251	275	223	242	234	243	252	251
11:00	228	248	284	287	238	230	217	232	247
12:00	241	284	288	263	253	275	208	252	259
13:00	258	256	281	279	251	213	249	245	255
14:00	253	247	270	308	276	252	220	250	261
15:00	314	347	285	239	310	317	276	313	298
16:00	373	377	253	230	341	349	295	347	317
17:00	355	314	249	174	323	309	282	317	287
18:00	258	230	162	133	230	271	229	244	216
19:00	145	127	121	88	103	148	130	131	123
20:00	79	75	62	54	80	65	90	78	72
21:00	65	47	45	42	61	52	44	54	51
22:00	44	51	46	23	33	31	33	38	37
23:00	21	35	27	8	15	13	16	20	19
Total									
12H(7-19)	3234	3163	2705	2335	3074	3090	2909	3094	2930
16H(6-22)	3553	3452	2957	2527	3347	3392	3206	3390	3205
18H(6-24)	3618	3538	3030	2558	3395	3436	3255	3448	3261
24H(0-24)	3648	3575	3069	2597	3413	3458	3277	3474	3291
AM Peak	10:00	10:00	11:00	11:00	08:00	08:00	08:00	08:00	10:00
	290	251	284	287	249	251	317	267	251
PM Peak	16:00	16:00	12:00	14:00	16:00	16:00	16:00	16:00	16:00
	373	377	288	308	341	349	295	347	317

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Thu 27/02/2025	Fri 28/02/2025	Sat 01/03/2025	Sun 02/03/2025	Mon 03/03/2025	Tue 04/03/2025	Wed 05/03/2025	5-Day Ave.	7-Day Ave.
00:00	14	15	31	26	6	6	15	11	16
01:00	8	5	9	22	6	2	5	5	8
02:00	4	4	13	11	5	8	1	4	7
03:00	7	7	6	13	6	9	8	7	8
04:00	18	18	13	6	16	20	22	19	16
05:00	46	41	17	8	31	37	34	38	31
06:00	117	119	50	33	116	136	117	121	98
07:00	448	347	133	69	384	403	353	387	305
08:00	542	494	268	152	517	523	585	532	440
09:00	429	446	418	275	450	457	449	446	418
10:00	516	472	566	459	463	463	434	470	482
11:00	476	498	549	528	458	462	382	455	479
12:00	481	536	547	518	519	510	405	490	502
13:00	517	488	545	523	492	399	451	469	488
14:00	491	521	528	550	502	470	431	483	499
15:00	583	672	494	498	601	590	547	599	569
16:00	682	637	465	447	622	626	560	625	577
17:00	615	588	500	357	566	579	544	578	536
18:00	441	437	349	252	385	453	418	427	391
19:00	250	282	235	177	229	262	244	253	240
20:00	175	157	136	101	163	126	172	159	147
21:00	117	121	97	71	111	116	105	114	105
22:00	83	96	85	42	68	65	60	74	71
23:00	40	64	51	16	26	24	25	36	35
Total									
12H(7-19)	6221	6136	5362	4628	5959	5935	5559	5962	5686
16H(6-22)	6880	6815	5880	5010	6578	6575	6197	6609	6276
18H(6-24)	7003	6975	6016	5068	6672	6664	6282	6719	6383
24H(0-24)	7100	7065	6105	5154	6742	6746	6367	6804	6468
AM Peak	08:00	11:00	10:00	11:00	08:00	08:00	08:00	08:00	10:00
	542	498	566	528	517	523	585	532	482
PM Peak	16:00	15:00	12:00	14:00	16:00	16:00	16:00	16:00	16:00
	682	672	547	550	622	626	560	625	577

Paul Castle Associates



Making Sustainability Happen