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To: The Chair and Members of the East Devon Highways and Traffic Orders Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 14 July 2022

Contact: Wendy Simpson 01392 384383
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EAST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Friday, 22nd July, 2022

A meeting of the East Devon Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Clinton/Fortescue room, County Hall, Exeter to consider the following matters.

Phil Norrey
Chief Executive

SUPPLEMENT

6 Pedestrian Crossing, A 3052 Newton Poppleford - Coroner's Inquest (Pages 1 - 10)

Report of the Director of Climate Change, Environment and Transport (CET/22/40), attached in Supplement.

Electoral Divisions(s): Otter Valley

7 A3052 Newton Poppleford - Pedestrian Crossings Options Assessment (Pages 11 - 82)

Report of the Director of Climate Change, Environment and Transport (CET/22/41) attached in Supplement.

Electoral Divisions(s): Otter Valley

CET/22/40

East Devon Highways and Traffic Orders Committee
22 July 2022

Pedestrian Crossing, A3052 Newton Poppleford Coroner's Inquest

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect**.**

Recommendation: Following investigation, it is recommended that no changes be made to the existing street lighting at the 'Puffin' crossing while it remains in its current layout.

The current trial of adjusted timings is assessed by feedback from the community and used to inform any future permanent timings.

Note: Assessment of the impact of changing the puffin to a zebra crossing, requests for additional crossings and wig wag signals in the village is subject of separate report CET/22/41.

1. Summary

This report addresses item number 25 from the East Devon Highways and Traffic Orders Committee on 14th February 2022, namely:

(a) that the request from the Assistant Coroner that consideration be given to allowing additional time for pedestrians to cross and to improve any existing lighting at the pedestrian crossing be noted; and
(b) that a full report be presented to the next meeting of the Committee.

2. Introduction

On 23 December 2020, a pedestrian was struck by a vehicle while using the 'Puffin' crossing on the A3052 Station Road, Newton Poppleford (adjacent to the Post Office). The pedestrian suffered a significant head injury and sadly passed away 3 days later.

On 20 December 2021, the Assistant Coroner for Exeter and East Devon wrote to DCC in relation to the collision. The letter explained how an inquest had been held into the death on 10 December 2021, with the conclusion being that it was caused by a Road Traffic Collision.

The Assistant Coroner explained that while it is possible that factors such as reduced visibility due to poor weather and the LED lights of a waiting vehicle may have contributed to the collision, a number of witnesses to the incident have stated that:

(a) the crossing is poorly illuminated;

(b) there appears to be insufficient time for pedestrians to cross the road before the lights change to green, indicating to waiting vehicles that it is safe for them to drive across.

Having considered witness statements, the Assistant Coroner highlighted excerpts from Devon and Cornwall Police's Forensic Collision Report and evidence from the County Council's Traffic Signals and Streetlighting Team Manager, which stated that the signals were operating correctly at the time of the collision.

The Assistant Coroner requested that the evidence be taken into account and consideration be given to allowing additional time for pedestrians to cross and to improve any existing lighting at the crossing.

At the time of the last HATOC, officers were considering the evidence and investigating the Assistant Coroner's request in light of national guidance and specifications. Since then, a full response has been sent to the Assistant Coroner, along with a similar letter to the bereaved family.

This report will summarise the findings which have been collated from a combination of information, data and experience from DCC Officers.

3. History of the Crossing

A pedestrian crossing has been installed in this location since 1987 and was most recently refurbished in 2017. The new Puffin control equipment was manufactured with timings and ranges built-in as described in the Traffic Signs Regulations and General Directions 2016 (TSRGD). The Puffin timings for the crossing were compiled using guidance from LTN 2/95 The Design of Pedestrian Crossings Third impression 2005 and TAL 1/01 Puffin pedestrian crossing. The pedestrian detection equipment meets the detection specifications of TSRGD (activated for 1.6 seconds from the detection of movement above 0.5 metres per second). The crossing was inspected and tested on 14th January 2021 and the above equipment was found to be working correctly.

4. Timings of Crossing Phases

The timings of each phase of the crossing have been designed in accordance with the recommendations of LTN 2/95 The Design of Pedestrian Crossings (which remains consistent with the current Chapter 6 of the Traffic Signs Manual). The recommended 5 seconds of 'Green Man' time was increased to 7 seconds on 8th June 2020 to support social distancing and promote priority for pedestrians during the Covid-19 lockdown.

Following the 'Green Man' there is a fixed 2 second 'clearance period' followed by a variable 'clearance period' of between 0 and 7 seconds. This variable period is determined by the detectors recognising a pedestrian on the crossing. As such the maximum crossing time available for pedestrians is 7 + 2 + (0 to 7) so varies between 9 and 16 seconds.

In addition to the crossing time, drivers have a further 2 seconds of red and amber taking the wait time to 18 seconds. The risk of increasing this wait time for drivers is

the red signal begins to lose credibility and is abused by drivers or they become frustrated and drive at inappropriate speeds.

Evidence provided to the Coroner by a number of witnesses raises concern that the lights quickly return to green just as pedestrians cross the road. This is likely due to the variable 'clearance period' described above which minimises the cycle time.

Based on the above consideration the Service has temporarily amended the clearance periods to provide more priority for pedestrians to clear the crossing. The Parish Council will be consulted following the summer to assess whether any benefits have been realised or negative driver behaviour has been observed.

The operating specification for the signals is in Appendix 1.

5. Streetlighting at the Crossing

With regards to the lighting at the crossing, DCC have a streetlight installed on a telegraph pole directly adjacent to the northern side of the crossing. The current LED light was installed in 2017. Modelling and calculation show that the lighting levels (both average and minimum) at the crossing itself are above those specified in British Standard BS EN 13201-2:2015 (Road Lighting – Performance Requirements). Looking at the wider approaches to the crossing, the lighting levels meet the average requirements although there are some isolated areas to the rear of the footway where the lux levels are just below the minimum requirement. However, by having the crossing lit to one class higher than the approaches should help make it more conspicuous to drivers.

Based on the above consideration the Service does not intend to change the current streetlighting arrangement.

The specification of the streetlighting can be found in Appendix 2.

6. Financial Considerations

The proposal will not alter existing expenditure at the crossing.

7. Legal and Environmental Impacts

Any changes to the surrounding lighting and/or the crossing timings would have impacts:

(a) The timings of the crossing – It is not thought that the current timings of the crossing are a barrier to pedestrian use so it is unlikely that a change would encourage additional pedestrian movements in Newton Poppleford and therefore reduce emissions. However, an increase in delays to motorists, would have a minor negative environmental impact.

From a legal perspective, it is also important to note that the current timings are in accordance with national guidance.

(b) Streetlighting at the Crossing – Any increase in streetlighting provision would result in increased carbon emissions (energy usage, installation, maintenance etc.) and would equally require ecological assessment.

8. Summary

Following consideration, it is recommended that no additional time be given to allowing for pedestrians to cross and no changes be made to the existing lighting at the 'Puffin' crossing whilst it remains in its current layout. This view is based on the current equipment being consistent with that across the rest of the county and inline with national guidance.

The assessment of the impact of changing the puffin to a zebra crossing, requests for additional crossings and wig wag signals in the village is the subject of separate report CET/22/41.

Meg Booth
Director of Climate Change, Environment and Transport

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Alex Crump/Ian James

Tel No: 01392 383000

Background Paper	**Date**	**File Reference**
Letter from Assistant Coroner	Dec 2021	Case ref: 3806212

ac180722edh
sc/cr/Pedestrian Crossing A3052 Newton Poppleford Coroners Inquest 02 190722

Appendix 1
To CET/22/40

Operating Specification for the Puffin Crossing

Nearside Puffin Crossing

Name of Site	P97128
Road Name	High Street
Town/City	Newton Poppleford
County	Devon

TAL 5/05 – Table 2

Period	Period	Stream 1 Timings (Seconds)	Stream 2 Timings (Seconds)
Fixed Vehicle Running	1	20	
VA Minimum	1	7	
VA Maximum/Pre-Timed Max	1	20	
Vehicle extension	1	0.6	
Leaving amber	2	3	
All Red (Max change)	3	1	
All Red (Gap change)	3	1	
Green Man	4	7 (5)	
Fixed Minimum pedestrian all red	5	2	
Variable Maximum pedestrian all red	6	7	
Max change all red	7	0	
Gap change all red	8	0	
Red and Amber	9	2	
Pedestrian Demand Delay Time		0	
Registered demand extension time		1	
Kerbside detector extension time		1	
On Crossing extension		1	

Number of push button inputs				2
Number of on crossing detectors				1
Number of vehicle detector units				2
Number of kerbside detector inputs				2
Number of SD/SA detector inputs				-
Type of speed unit (Double/Triple/Speed assessor)				-
SD/SA Loop spacing				-
DFM Time for Detector Inputs	Active	30 minutes	Inactive	18 hours
DFM Time for Push Button Units	Active	30 minutes	Inactive	Switched off

Stream 1 Period 6 – Variable $[(\frac{L}{1.2}+Pc)-P5 = [(\frac{7.5}{1.2}+2)-2$ all red is:

Therefore P6 = 6.25 seconds
= 7s

L=crossing length in metres=7.5m
Pc = pedestrian comfort time in seconds = 2s
P5 = period 5 = 2
See Puffin Good practise guide

Mode of operation: The controller is to be capable of switching between VA and PTM modes via timetable event, but is to be initially set up to operate a 20 second VA all day.

Include timetable: See above

Audible Bleepers to be switched off between 22:30 and 06:00

Note green man temp change from 5 to 7 seconds for covid social distancing 08/06/2020

Appendix 2
To CET/22/40

Lighting Report for the Puffin Crossing

DATE:	**24 January 2022**
DESIGNER:	**Andy Ware**
PROJECT No:	**000000**
PROJECT NAME:	**Unnamed**

TOUCAN CROSSING HIGH STREET
NEWTON POPPLEFORD
48LED 500mA 5139 URBIS AMPERA

Outdoor Lighting Report

-

PREPARED BY:

Streetlighting Team
Devon County Council
Great Moor House
Bittern Road
Sowton Industrial Estate
Exeter
EX2 7NL
Email - streetlightingteam-mailbox@devon.gov.uk

DATE: 24 January 2022 DESIGNER: Andy Ware
PROJECT No: 000000 PROJECT NAME: Unnamed

Devon County Council

Layout Report

General Data

Dimensions in Metres Angles in Degrees

Calculation Grids

ID	Grid Name	X	Y	X' Length	Y' Length	X' Spacing	Y' Spacing
1	Grid 1	308584.26	89739.21	9.79	15.84	1.40	1.44

Luminaires

Luminaire A Data

Supplier	
Type	AMPERA MD15/32 - 48 Cree XPG2 500 mA,NW 230V Flat, Class E
Lamp(s)	48 Cree XPG2 500mA NW 230V
Lamp Flux (klm)	9.73
File Name	AMPERA MD15/32/48 Cree XPG2 500mA NW 55152 Flat GlassExtra Clean Smoot ...
Maintenance Factor	0.80
Imax70 ,80 ,90(cd/klm)	5935, 1037, 0.0
No. in Project	1

Layout

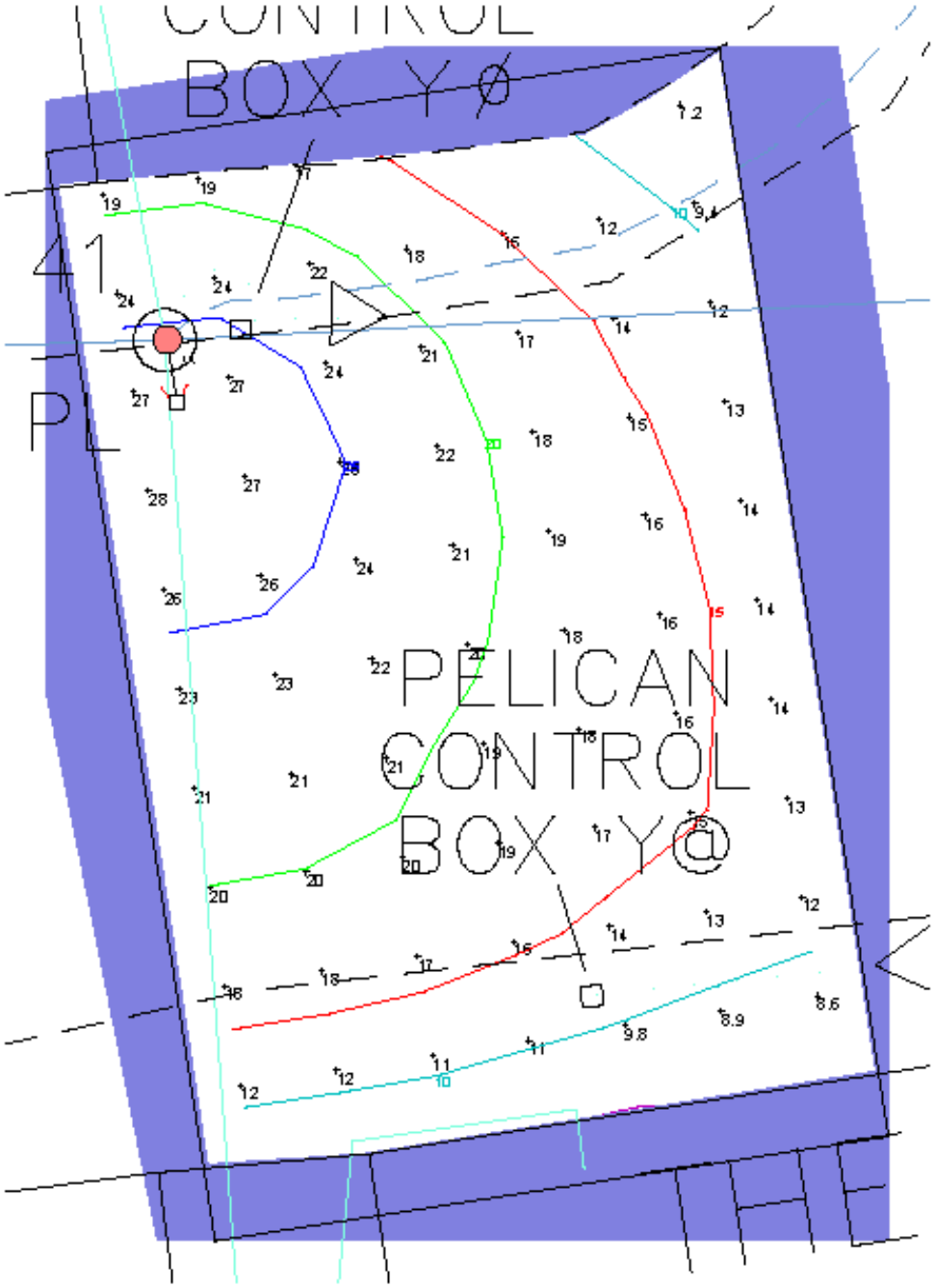
ID	Type	X	Y	Height	Angle	Tilt	Cant	Out-reach	Target X	Target Y	Target Z
1	A	308583.57	89752.17	8.00	279.00	0.00	0.00	0.90			

DATE: 24 January 2022 DESIGNER: Andy Ware
PROJECT No: 000000 PROJECT NAME: Unnamed

Devon County Council

Horizontal Illuminance (lux)

Grid 1



Results

Eav	17.83
Emin	7.15
Emax	27.63
Emin/Emax	0.26
Emin/Eav	0.40

CET/22/41

East Devon Highways and Traffic Orders Committee
22 July 2022

A3052 Newton Poppleford – Pedestrian Crossings Options Assessment Report

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

(a) the results of the assessment of pedestrian crossing facilities along the A3052 are noted;

(b) the identified options to improve the pedestrian facilities are considered and prioritised as potential funding sources are identified; and

(c) a site visit is held with the Cabinet Member for Highway Management to consider the options presented in the report.

1. Summary

This report advises the Committee of the results of the assessment undertaken by the County Council's consultant WSP of pedestrian crossing facilities along the A3052 within the village of Newton Poppleford.

2. Background

The local community has campaigned for a number of years for measures to improve pedestrian safety throughout Newton Poppleford.

Specific measures that the residents would like to see introduced include:

- The provision of three controlled pedestrian crossings throughout the village.
- The introduction of a 20mph speed limit.
- Improvements to the network of footways alongside the A3052.

The Options Assessment Report which is attached at Appendix 1 to this report includes:

- An assessment of the suitability of the current Puffin crossing at Brook Meadow.
- Investigation into potential upgrades or replacement of the other existing crossing facilities within the village as well as the feasibility of creating additional footways along the route.
- Assessment of measures to reduce traffic speeds throughout the village, including the provision of 'wig-wag' or vehicle activated lights and signs.

3. Financial Considerations

Indicative costs have been included within the report, however, sources of funding have not currently been identified for the introduction of any measures.

4. Sustainability Considerations

The report identifies opportunities to improve the pedestrian experience in Newton Poppleford, providing greater opportunities for sustainable transport choices. Newton Poppleford is situated on the A3052, a key strategic route in the county, and the impact on the expeditious movement of transport would be considered should any scheme be progressed.

5. Reasons for Reaching the Recommendation

The report provides a number of options to improve the pedestrian experience for consideration and prioritisation should funding sources be identified. A site visit to enable a more detailed consideration of the options is suggested as the next step.

6. Alternative Options

An alternative option would be to take no action. Due to the physical constraints within the village, opportunities to improve pedestrian facilities are limited without incurring a high level of cost.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Division: Otter Valley

Local Government Act 1972: List of Background Papers

Contact for enquiries: Tom Vaughan

Tel No: 01392 383000

Background Paper	Date	File Ref.
Nil		

tv180722edh
sc/cr/A3052 Newton Poppleford Pedestrian Crossings Options Assessment Report 01 180722

Devon County Council

A3052 NEWTON POPPLEFORD - PEDESTRIAN CROSSINGS

Options Assessment Report

70096158/OAR/1
JUNE 2022

CONFIDENTIAL

Devon County Council

A3052 NEWTON POPPLEFORD - PEDESTRIAN CROSSINGS

Options Assessment Report

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. 21397

OUR REF. NO. 70096158/OAR/1

DATE: JUNE 2022

WSP

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Devon County Council

A3052 NEWTON POPPLEFORD - PEDESTRIAN CROSSINGS

Options Assessment Report

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	30/06/22			
Prepared by	A Davison			
Signature				
Checked by	M Murphy			
Signature	M Murphy			
Authorised by	A Davison			
Signature				
Project number	21397			
Report number	70096158/OAR/1			
File reference	\\uk.wspgroup.com\central data\Projects\70096xxx\70096158 - Devon - 21397 - A3052 Newton Poppleford - Pedestrian Crossings Options\03 WIP\3H Engineering			

CONTENTS

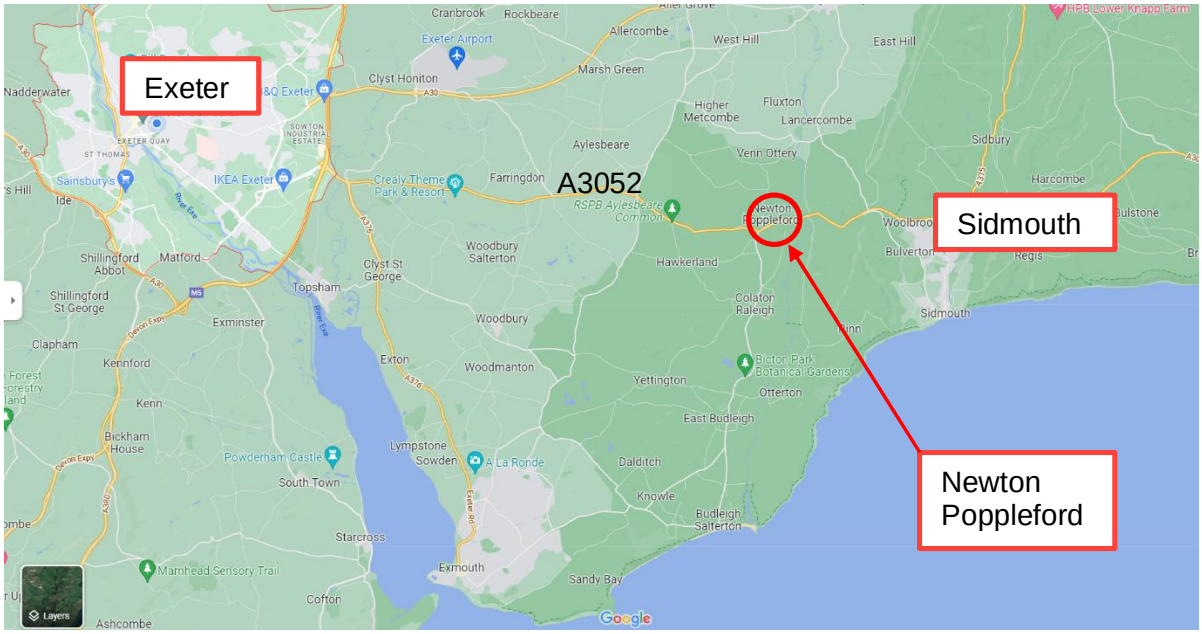
APPENDICES

APPENDIX A	FIGURES
APPENDIX B	COLLISION DATA
APPENDIX C	TRAFFIC DATA

1. INTRODUCTION

1.1. GENERAL

1.1.1. WSP has been commissioned by Devon County Council undertake an assessment of the pedestrian crossing facilities along the A3052 within the village of Newton Poppleford in East Devon.



Location Plan

1.1.2. This assessment took place on site during June 2022 and included a site visit between 11:00 and 13:00 on 21st June 2022. The weather during the site visit was sunny and the carriageway surface was dry.

1.2. BACKGROUND & SCOPE

1.2.1. Following a fatal road traffic collision in December 2020, residents have campaigned for measures to improve pedestrian safety throughout Newton Poppleford. The fatal collision occurred whilst a pedestrian was using the Puffin crossing in the centre of the village, outside the Post Office.

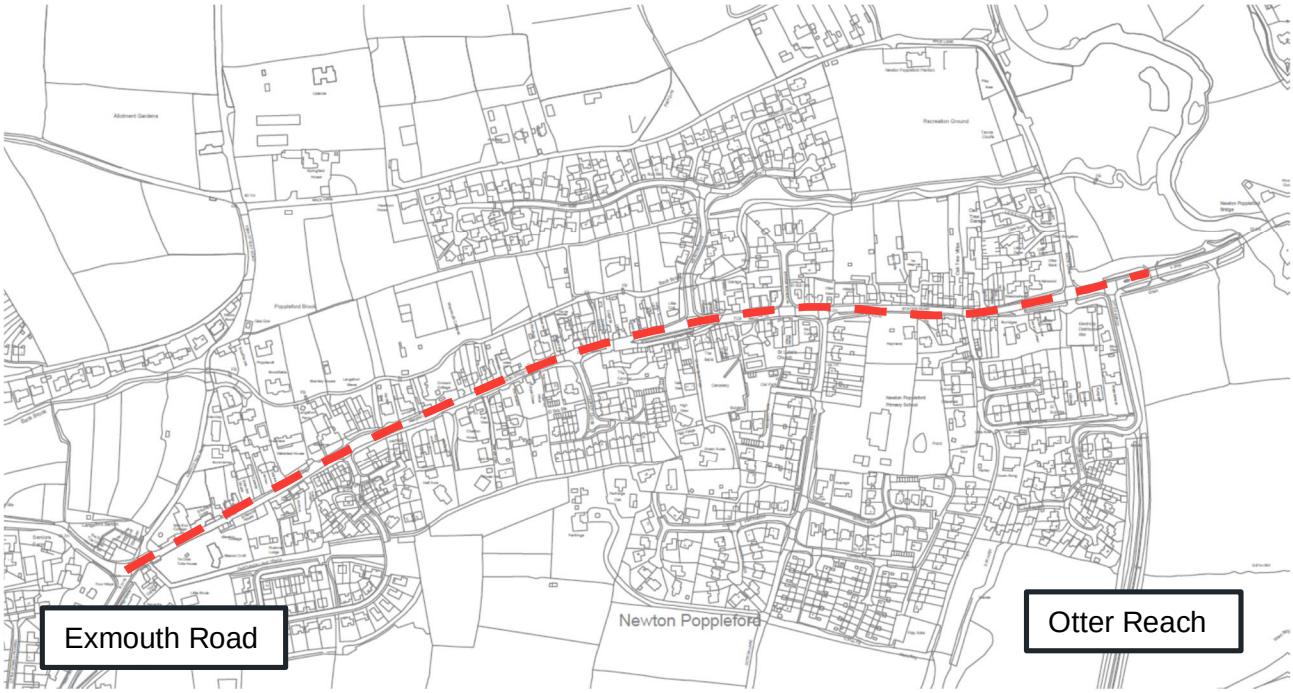
1.2.2. Specific measures that the residents would like to see introduced include:

- Provision of 3 no. controlled pedestrian crossings throughout the village (including possible improvements to the existing Puffin crossing).
- Introduction of 20mph speed limit.
- Improvements to the network of footways alongside the A3052.

1.2.3. The campaign is supported by the local District and County Council Members.

1.2.4. The scope of this report covers the section of the A3052 between its junction with B3178 (Exmouth Road) in the west and Otter Reach in the east. The length of this section of the A3052 is approximately 1.2km.

1.2.5. The A3052 connects Exeter with the A35 near Charmouth in Dorset. It serves the coastal communities along its route, and in particular the towns of Lyme Regis, Seaton and Sidmouth.



Extent of Study Area

1.2.6. The scope of this Options Assessment Report includes:

- An assessment of the suitability of the current Puffin crossing at Brook Meadow.
- Investigation into potential upgrades or replacement of the other existing crossing facilities within the village as well as the feasibility of creating additional footways along the route.
- Assessment of measures to reduce traffic speeds throughout the village, including the provision of 'wig-wag' lights.

1.2.7. The scope of this report does not consider the residential areas along the B3178 (Exmouth Road) to the south of the village or the Burrow Lane area to the west.

1.3. COLLISION ANALYSIS

1.3.1. Collision data has been provided for the 10-year period between 01/01/12 to 31/12/21 (see Appendix B). Normally when assessing collision data, a period of 5 years would be used; however, traffic flows were significantly disrupted between 2020 and 2021 due to the Covid pandemic, therefore data from the full 10-year has been used for this assessment. There have been no significant alterations to the A3052 within the study area during this period.

1.3.2. During the 10-year review period there were a total of 13 reported personal injury-collisions that resulted in17 casualties. A breakdown of these collisions is as follows:

Classification of the 13 collisions:

- 1 Fatal (8%)
- 2 Serious (15%)

- 10 Slight (77%)

12 collisions involved motor vehicles and 1 (serious) involved a motorcycle.

Classification of the 17 casualties:

- 1 Fatal (6%)
- 2 Serious (12%)
- 14 Slight (82%)

Pedestrians accounted for 1 Fatal, 2 Serious and 3 Slight injuries. The other 11 Slight injuries were sustained by car drivers or their passengers.

1.3.3. 2 No. collisions (15%) occurred during the hours of darkness and 11 no. (85%) during daylight hours.

1.3.4. 3 No. collisions (23%) occurred when the road surface was wet and 10 no. (77%) during dry conditions. All the collisions during wet conditions occurred at the Puffin crossing in the centre of the village.

1.3.5. There were 6 collisions involving pedestrians:

- 3 No. (23%) involved pedestrians crossing at the Puffin crossing in the centre of the village (1 fatal, 1 serious & 1 slight).
- 1 No. (8%) involved a pedestrian attempting to cross the A3052 elsewhere (near King Alfred Way, resulting in a slight injury).
- 2 No. (15%) involved pedestrians walking along the carriageway or footway (1 slight & 1 serious).

1.3.6. There were 7 collisions that were vehicle-only:

- 4 No. (30%) were head on collisions.
- 2 No. (15%) were single vehicle collisions that involved cars striking walls or buildings.
- 1 No. (8%) was a rear end shunt.

1.4. TRAFFIC FLOWS & SPEED ANALYSIS

1.4.1. Traffic flows and speed data has been obtained for 6 sites throughout village (See Appendix C). Site 1 was situated on the B3178 (Exmouth Road) to the south-west of the study area. Site 6 is a real time counter situated at the eastern end of the study area (Otter Reach) and provides continuous data. Data from this site was captured during June 2022.

1.4.2. Other locations where traffic flows and speeds have been recorded along the A3052, within the study area are between King Alfred Way and Millmoor Lane (see plan below). Data has been recorded at various periods between 1998 and 2022. Data collected in 2022 were at Site 4 (January 2022) and Site 6 (June 2022).

1.4.3. No data relating to pedestrian crossing movements has been collated.

Traffic Data Sites

1.4.4. The two sites with data from 2022 showed daily two-way traffic flows through the village of 11,213 and 12,312 (24-hour). Between 7am and 7pm (12-hours) two-way flows were 10,004 and 10,777. The split between eastbound and westbound was approximately equal. Two-way traffic flows recorded at Site 1 were 4,830 (24-hours).

1.4.5. During the 12-hour period between 7am and 7pm the traffic flows equate to an average of approximately one vehicle every 4 seconds (in either direction).

1.4.6. Traffic speeds recorded at the various sites are as follows:

Site	85th Percentile Speeds (MPH)			Mean Speed (MPH)		
	All	E/B	W/B	All	E/B	W/B
1	33.1	30.9 (N/B)	34.2 (S/B)	27.6	26.3 (N/B)	28.7 (S/B)
2	32.9	34.0	30.7	27.4	28.6	26.3
3	34.0	33.6	34.4	29.6	29.0	30.2
4	33.3	33.9	31.6	28.3	29.6	26.9
5	33.6	33.8	33.4	28.5	29.0	28.0
6	34.2	34.8	33.6	30.5	31.2	29.8

1.4.7. Speed data shown in the table above indicate that speeds are generally constant throughout the village, with similar readings across all the sites. The 85th percentile speeds typically exceed the

posted speed limit of 30mph by approximately 3.6mph (12%). The mean (average) speed through the village is approximately 1.1mph (4%) below the posted speed limit.

1.4.8. Eastbound speeds are marginally greater than westbound speeds, by approximately 1.3mph.

1.4.9. The average number of vehicles exceeding the 30mph speed limit over a 24-hour period are as follows (selected sites):

Speed (MPH)	**Site 2**			**Site 4**			**Site 6**		
	All	E/B	W/B	All	E/B	W/B	All	E/B	W/B
30-35	2525	1718	806	3180	2301	879	5295	3012	2282
35-40	519	398	121	477	318	159	1132	719	412
40-45	98	78	19	77	40	37	215	132	83
45-50	20	18	2	16	7	9	44	24	20
>50	9	8	1	7	3	4	13	7	6
Total	3171	2220	949	3757	2669	1088	6699	3894	2803

Note: Due to the rounding up of data, some figures may not fully add up.

2. ASSESSMENT OF EXISTING PEDESTRIAN FACILITIES

2.1. OVERVIEW OF EXISTING ARRANGEMENTS

2.1.1. The section of the A3052 between its junctions with the B3178 (Exmouth Road) and Otter Reach is approximately 1.2km long and has properties bordering both sides throughout. At its western end there is a section of approximately 100m where the width is below 5.5m and no centre line markings have been provided. Elsewhere, the road width typically varies from around 6m to 8m. The A3052 is named High Street to the west of Brook Meadow and Station Road to the east.

2.1.2. At the western end of the study area, the junction with the B3178 is a mini roundabout and at the eastern end the A3052 crosses a bridge over the River Otter. Both these features provide some means of reducing approach speeds into the village.

2.1.3. Existing pedestrian facilities and other amenities are shown in Figures 1 to 3 (Appendix A).

2.1.4. Pedestrian Crossings. There is one controlled Puffin crossing just to the west of Brook Meadow in the centre of the village. There are two other uncontrolled crossings with central refuges at either end of the study area. One of the crossings is situated towards the west of the village, approximately 60m east of King Alfred Way, with the other just to the east of Otter Reach, at the eastern end of the village.

2.1.5. Footways. On the southern side of the carriageway there is a continuous footway from a point 40m west of King Alfred Way to the uncontrolled crossing at Otter Reach (note: this includes a 100m long on-street section running parallel to the High Street near Meadow Drive. On the northern side of the carriageway there is an intermittent footway (primarily in three sections) throughout, with lengthy gaps in between.

2.1.6. Bus Stops. There are three pairs of bus stops within the study area, with a further two pairs just to the west of the mini roundabout junction with the B3178. The pairs of bus stops within the study area are located at the following locations:

- East of King Alfred Way (western end)
- Between Meadow Drive and Brook Meadow (central area)
- West of Back Lane / Otter Reach (eastern end)

2.1.7. Amenities. In addition to accessing the bus stops, there are several amenities that would attract pedestrian movements, and require people to cross the carriageway. These include:

- Newton Poppleford Primary School
- Doctor's Surgery
- Church
- Village Hall
- Post Office
- Restaurants / Takeaways / Tea Rooms
- Cannon Inn Public House
- Garage / Car Showroom
- Hair Salons
- Sports Facilities / Playing Fields
- Other retail / employment

2.1.8. Other. There are other public rights of way within the village connecting residential areas as well as longer distance routes.

2.1.9. From the observations outlined above, it is apparent that the A3052 does create a barrier between residents and amenities on either side of the road.

2.2. ASSESSMENT OF PEDESTRIAN DESIRE LINES

2.2.1. No surveys have been undertaken to establish a clear understanding of pedestrian movements throughout the village. It is therefore not possible to determine the actual demand for additional measures to assist with pedestrian movements. In particular, no information is available to establish any pedestrian desire lines (locations where pedestrians currently cross the A3052) or the number of crossing movements being undertaken. Whilst it is recognised that the lack of pedestrian facilities may be supressing demand, some type of survey would be needed to verify the location of any proposed measures to be implemented.

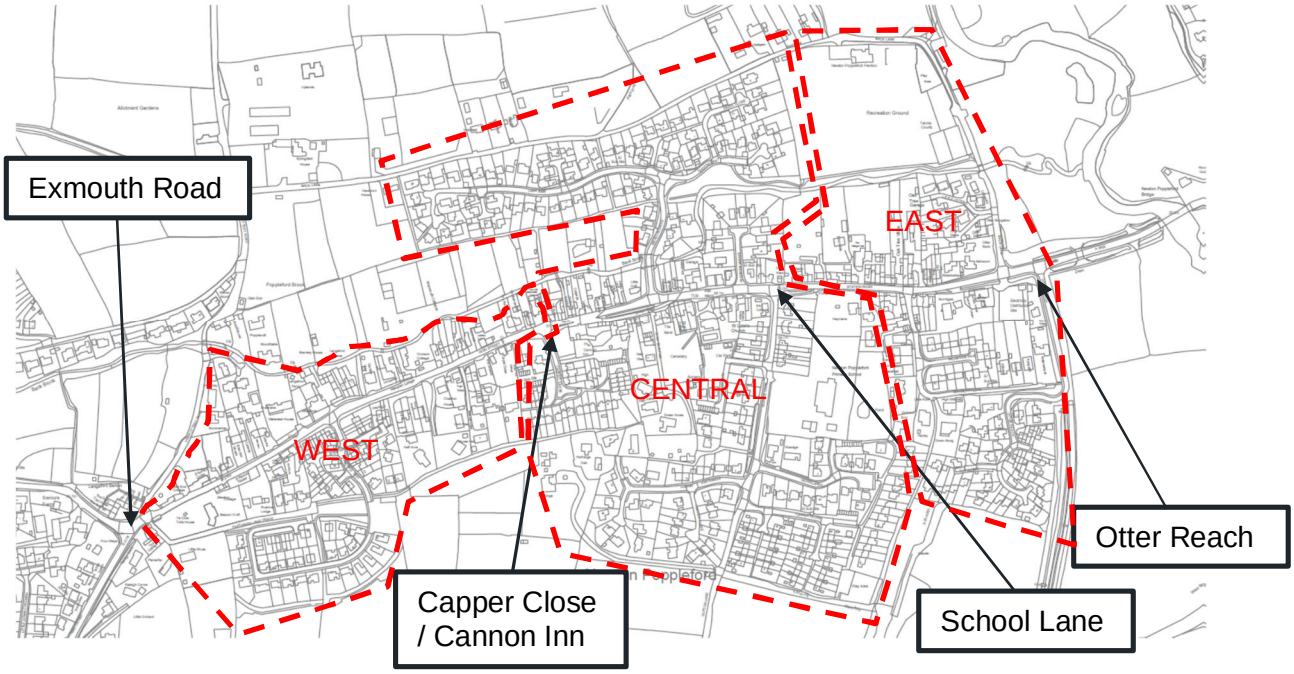
2.2.2. Most of the amenities listed in section 2.1.7 are located within the central area of the village and can be accessed from either side of the A3052 via the Puffin crossing at Brook Meadow. Many of the amenities that are likely to attract the greatest number of pedestrian movements are located in close proximity to the Puffin crossing (school, surgery, post office, restaurant / takeaway, pub, church and car showroom). The sports pitches to the north of the A3052 can also be accessed from the southern side via the Puffin crossing, although this may not be the most direct route. The crossing is also situated close to the central pair of bus stops.

2.2.3. The Puffin crossing connects the northern residential area around Meadow Drive, Lark Rise, Chestnut Way and Brook Meadow to the amenities on the southern side of the A3052.

2.2.4. The main amenities that cannot be accessed via the Puffin crossing are the tea rooms and hair salon at the western end of the village, and the village hall, hair salon and garage at the eastern end. There are also bus stops at either end of the village that cannot be accessed via the crossing.

2.2.5. It can be seen from Figures 1 & 3 (Appendix A) that the Puffin crossing is likely to cater for most of the desired crossing movements in the village; however, there are other locations where alternative crossing arrangements will be needed.

2.2.6. The following sections consider the specific situation in the western, central and eastern areas of the village. The plan below shows the boundaries between each of the areas.



2.3. WESTERN END OF VILLAGE

2.3.1. This includes the section of High Street between the B3178 mini roundabout and the Cannon Inn.

2.3.2. Nearly all residential properties to the south of the High Street are connected by a footway to the centre of the village. The footway is generally in excess of 1.8m wide and in reasonable condition. There is a lack of any tactile paving and flush kerbs at the junctions of King Alfred Way and Clapper Close, which makes it less accessible to people with disabilities or visual impairments. On the northern side, residential properties are directly accessed from High Street with only a partial footway covering around half of the route. There are no footways at all on the 100m section nearest to the mini roundabout, therefore impacting on residents further west.

2.3.3. Within this section of the village, the main amenities that would require pedestrians to cross the road are the bus stops, hair salon and tea rooms.

2.3.4. There is a sub-standard pedestrian refuge in between the bus stops, which pedestrians can use to access the bus stops and salon. It is 1.1m wide which is significantly narrower than desirable.

2.3.5. There is no means of accessing the tea rooms without either walking in the carriageway or via the public right of way that links to Venn Ottery Road.

2.3.6. A public right of way links King Alfred Way with the mini roundabout and onwards toward Exmouth Road, which avoids the need to walk in carriageway where no footways are present.

2.4. CENTRAL AREA OF VILLAGE

2.4.1. This includes the section of the A3052 between the Cannon Inn and School Lane. Most of the amenities are located within this section of the village.

2.4.2. The footway on the southern side of the A3052 is generally at least 1.8m wide and in reasonable condition, although there is a section where pedestrians are required to walk along a quiet

residential road parallel to High Street. There is also a section in front of the Cannon Inn where the footway is within a margin defined by road markings. There is a lack of any tactile paving and flush kerbs at the School Lane junction and also where it joins the residential road. On the northern side a 1.8m wide footway extends along most of this section, except for short lengths at either end.

2.4.3. Overall, there is good pedestrian connectivity throughout this section, with the Puffin crossing near Brook Meadow providing a safe means of crossing the A3052.

2.5. EASTERN END OF VILLAGE

2.5.1. This includes the section of Station Road, west of School Lane to Otter Reach.

2.5.2. On the southern side of Station Road there is a continual footway between School Lane and Otter Reach, however it is of poor quality. It is generally narrow, with steep gradients at some locations and overgrowing vegetation at the back. There is poor visibility at the side roads with no tactile paving or flush kerbs. Some of these issues are illustrated in the photos below.

Steep gradient with narrow residual width of path

Narrow footway & vegetation

Poor visibility to pedestrians crossing School Lane

2.5.3. On the northern side of Station Road there is a 1.8m wide footway linking Oak Tree Garage to the River Otter, however for most of this section there is only a small margin between the properties fronting the road with the edge of carriageway.

2.5.4. Within this section of the village the main destinations for pedestrians would be the village hall, bus stops (near Back Lane), a hair salon, the sports pitches, and a couple of businesses including the Oak Tree Garage.

2.5.5. A 1.5m wide pedestrian refuge is situated to the east of Otter Reach. Whilst it does provide a safer place for pedestrians to cross, it is not located at an obvious desire line for pedestrians accessing the bus stops, sports pitches, or garage.

2.5.6. There is no footway in front of the village hall or hair salon, therefore pedestrians are required to cross Station Road directly opposite these premises.

3. OPTIONS FOR IMPROVEMENTS

3.1. VILLAGE WIDE

3.1.1. From the speed data obtained, there would not appear to be a problem involving excessive speeds, with the 30mph speed limit being generally observed throughout the village. It is understood that a reduced 20mph speed limit has been considered for the village, although there are no immediate plans for its introduction. There are however some additional measures that could be considered to help further reduce speeds through the village.

3.1.2. Removal of Centre Line Markings. Recent trials by Transport for London have found that the removal of the central road markings has led to an overall reduction in traffic speeds. The trials were carried out on three urban sites (30mph speed limit) over a length of 400m to 650m. The removal of the centre lines was found to create a level of uncertainty within the minds of drivers, who then adopt a more cautious approach. All sites experienced a reduction of average speeds ranging between 1mph – 4mph.

3.1.3. One concern with this approach is that there have been 4 head on collisions (30% of all collisions) where vehicles have strayed into the paths of oncoming traffic. There is a risk that there could be an increase in these types of collisions if the centre line markings are removed. Other factors to be taken into consideration if adopting this approach would be the forward visibility to approaching vehicles (vertical and horizontal alignment of carriageway), the location of any central pedestrian refuges / islands, and the extent over which the centre line would be removed. The impact on cyclists and on-street parking would also need to be assessed.

3.1.4. Vehicle Activated Speed Limit Warning Signs. Although speeds throughout the village are generally within the 30mph speed limit, Vehicle Activated Signs (VAS) target those drivers that exceed 30mph. Signs are normally located on the approaches to populated areas or a feature such as a pedestrian crossing or school; and would be similar to the one illustrated below.

3.1.5. Potential locations for Vehicle Activated Signs can be assessed from the data shown in the table in Section 1.4.9. Assuming that one sign would be provided in either direction, a sign located at eastern end of the village (near Otter Reach) would be the optimum location for westbound vehicles. The optimum location for eastbound traffic is less conclusive, however somewhere on the approach to the Puffin crossing may be preferable.

3.1.6. Vehicle Activated Signs could supplement a part time 20mph speed limit that is operational at school drop off and pick up times. Signs could be set to switch between two different functions throughout the school day is. During most of the day the signs can be triggered to flash [30] when vehicles exceed the 30mph speed limit, however, the signs can also be set to flash [20] when vehicles exceed the part time 20mph speed limit during the school peak periods. These signs can be programmed to only flash [20] during the school term, meaning that they will flash 30mph during weekends and school holiday periods.

3.1.7. 20mph Speed Limit. The introduction of a 20mph speed limit throughout the village would help to reduce speeds, however further investigations and consultations would be needed. The extent of the speed limit would also require further consideration. Any proposals for a 20mph speed limit would need to be assessed as part of the current county-wide programme, which prioritises locations against a set of defined criteria.

3.1.8. Given the status of the A3052, any reduction in speed limit would need to be achieved through signing rather than by imposing physical measures. Police support would be required to enforce the 20mph speed limit as the road layout would be unchanged. Failure to enforce the speed limit could bring it into disrepute, as well as devalue similar schemes at other locations. Regular enforcement could impact the most on local residents, therefore it may not be fully supported by the community.

3.1.9. It is estimated that a reduction in speeds from 30mph to 20mph would add approximately 1 minute to journey times through the village, however this would depend on the extent of the limit introduced.

3.1.10. Improved Public Footpaths. Opportunities for enhancing the existing pedestrian footways and crossings alongside the A3052 are discussed in the following sections, however, there is a wider network of paths and rights of way that could provide a suitable alternative. These were not inspected as part of this study, although they could form part of further investigations.

3.1.11. Typical measures that could be investigated to provide a suitable alternative to walking alongside the A3052 may include:

- Localised widening of paths
- Improved surfacing
- Lighting
- Improved access controls / gateways

3.2. WESTERN END OF VILLAGE

3.2.1. Pedestrian Crossings. The options for improving pedestrian crossings along High Street are limited due to the available road width and the lack of continuous footways on either side. The existing pedestrian refuge is very narrow and unsuitable for pedestrians with pushchairs or using wheelchairs.

3.2.2. Whilst it may be feasible to introduce a pedestrian refuge near to the mini roundabout (on its eastern arm), this would require extensive investigations to ensure that all turning movements at the roundabout and other side roads can be accommodated. The purpose of any refuge would be to serve the bus stop to the west of the mini roundabout as well as the Southern Cross Tea Rooms. Without knowledge of the demand for such crossing movements it is difficult to assess the

benefits of such a facility. It is probable that the cost of providing a pedestrian crossing at this location would far exceed any benefits.

3.2.3. At the western end of the village the greatest demand to cross High Street is likely to be to access the bus stop and hair salon on the northern side (near its junction with King Alfred Way). Most pedestrians wishing to make this movement are likely to have originated from King Alfred Way, or roads linked to it. It would therefore seem preferable to locate any crossing facility as close to King Alfred Way as possible. During the site visit the only person observed to cross High Street crossed close to the junction rather than walk down to the existing refuge.

3.2.4. Two options for improving crossing facilities at this location are shown in Figures 4 & 5 (Appendix A). These include:

- A controlled Zebra crossing (Figure 4)
- An uncontrolled pedestrian crossing with a refuge (Figure 5)

3.2.5. Both options would have an impact on the bus layby to the north-west of the crossing as well vehicles accessing Langford Mews. These would need to be assessed as part of any future design.

3.2.6. Pedestrian surveys should be undertaken to establish the demand for implementing any improvement measures at this location.

3.2.7. Footways. On the southern side of High Street there is a continuous footway from a point approximately 40m west of King Alfred Way to Capper Close. Although generally adequate for pedestrians, the route could be improved by providing dropped kerbs and tactile paving at side road junctions.

3.2.8. On its northern side, the lack of road width prevents the footway from being extended in either direction without the introduction of a priority system or a single file operation. This would primarily be of benefit to only the residents of properties that immediately front the footway, as it is unlikely to be used by others in the village.

3.3. CENTRAL AREA OF VILLAGE

3.3.1. Pedestrian Crossings. The scope of this report includes an assessment of the suitability of the Puffin crossing and whether it is sited at the best location. The only viable alternative would be a Zebra crossing as some form of controlled crossing would be essential for the village.

3.3.2. A signal-controlled crossing (Puffin) is generally considered to be the preferred option for the following reasons:

- It is better for visually impaired pedestrians who are informed when it is safe to cross by audible and / or tactile devices on the push-button unit.
- Drivers are given a clear signal that they need to stop, rather than relying on them to observe pedestrians on the crossing, or about to cross. This can be more problematic in times of poor visibility, particularly if pedestrians are wearing dark clothing and are harder to see. Drivers may also be dazzled by oncoming headlights which could exacerbate the problem.

- In addition to the point above, some pedestrians may be obscured by street furniture or other obstacles, such as the wooden pole on the northern side of the crossing. High sided vehicles could also obscure visibility to pedestrians about to cross (see photo below).

Utility Pole, A-Frames and High-Sided Vehicles make it harder to see pedestrians

3.3.3. In all three collisions involving pedestrians using the Puffin crossing, drivers failed to see the pedestrian on the crossing, although it is recognised that in one of these collisions the traffic signals had changed to green. Under these circumstances it is not possible to be sure that the collisions would have been prevented had a Zebra crossing been in operation instead of the Puffin crossing.

3.3.4. The crossing is located on a clear desire line for pedestrians crossing the A3052. It is situated near the brow of a hill, which is not ideal due to the reduced forward visibility, however the signal heads are clearly visible from an adequate distance in advance of the crossing. It is noted that the vertical alignment was a contributing factor to the fatal collision, due to the driver of the vehicle that struck the pedestrian being dazzled by the headlights of an oncoming vehicle waiting at the crossing. This had the effect of negating the dipped nature of the headlights.

3.3.5. Although there may be some merit in moving the crossing slightly further to the west, the options for doing so are limited due to vehicular accesses. Given that the crossing is on a desire line, and it is in the best position for accessing the school and doctor's surgery, any relocation would have to be restricted to a few metres. The cost of doing so is likely to be disproportionate to any safety benefits gained.

3.3.6. Footways. The central section of the village has reasonable pedestrian access along both sides of the A3052. On the southern side there is a continuous route from Capper Close to School Lane, although pedestrians are required to walk on a marked margin in front of the Cannon Inn public House (see photo below). This could be upgraded to a kerbed footway, although it is unclear whether the space is used for deliveries to the pub. The on-road section parallel to the A3052 is suitable for pedestrians and therefore no additional works are recommended.

Margin for pedestrians in front of the Cannon Inn

3.3.7. On its northern side, the road width prevents the footway from being extended westwards towards Capper Close without the introduction of a priority system or a single file operation. This would primarily be of benefit to only the residents of the properties that would be served by the footway, as it is unlikely to be used by others in the village.

3.3.8. Options for extending the northern footway to the east of Brook Meadow are discussed in Section 3.4.

3.4. EASTERN END OF VILLAGE

3.4.1. Pedestrian Crossings. The options for improving pedestrian crossings along Station Road are limited due to the available road width and the lack of continuous footways on either side. The existing pedestrian refuge to the east of Otter Reach is adequately sized although possibly not on the optimum desire line for pedestrians.

3.4.2. At the eastern end of the village there are several amenities that could create a demand to cross Station Road, notably the bus stops, village hall, playing fields and hair salon that lie on the northern side. The origins of pedestrians crossing this section is harder to define, therefore it is difficult to estimate where desire lines may occur. With limited footways on the northern side of Station Road, opportunities to introduce any additional crossings are restricted to the area around Back Lane. Given the location of the bus stops, garage and playing fields in relation to properties in Millmoor Lane & Otter Reach, it may be preferable to locate any crossing facility to the west of Back Lane.

3.4.3. Two options for improving crossing facilities at this location are shown in Figures 6 & 7 (Appendix A). These include:

- A controlled Zebra crossing (Figure 6)
- An uncontrolled pedestrian crossing with a refuge (Figure 7)

3.4.4. The refuge option would have an impact on the adjacent bus stops as well vehicles accessing Back Lane. These would need to be assessed as part of any future design.

3.4.5. Pedestrian surveys should be undertaken to establish the demand for implementing any improvement measures at this location.

3.4.6. The main amenity not served by a crossing at this location would be the village hall. There is insufficient road width to install a pedestrian refuge at this location and the demand to cross is unlikely to justify a zebra crossing. It is not known whether there is an alternative rear access to the hall, or whether one could be created from the path to the south of the playing fields.

3.4.7. Footways. On the southern side of Station Road there is a continuous footway from School Lane to the east of Otter Reach. It is poor quality, particularly in sections around junctions. The costs associated with any widening or other improvements over its full length are likely to be prohibitively expensive, therefore any improvements should be targeted to give maximum benefit. This would require a significant level of further investigation therefore no specific measures have been included in this report.

3.4.8. On its northern side, the lack of road width prevents a continuous footway from being provided from Brook Meadow to Back Lane without the introduction of a priority system or a single file operation. Although it may be feasible to extend the footway from Brook Meadow eastwards for 60m – 70m without acquiring land, this could result in the loss of parking area on the southern side. It would not extend as far as the village hall and therefore be of little overall benefit.

3.5. COSTS

3.5.1. Indicative costs for implementing measures described above are as follows:

Measure	Cost
Village Wide	
Removal of Centre Line Markings	N/A (part of wider scheme)
Vehicle Activated Speed Signs	£10 - 15,000
20mph Speed Limit	£10 - 15,000
Upgrade Public Right of Ways	TBC
Western End of Village	
Zebra Crossing	£60 - 85,000
Uncontrolled Pedestrian Crossing (Refuge)	£45 - 65,000
Central Area of Village	
Kerbed Footway in Front of the Cannon Inn	£20 - 30,000
Eastern End of Village	
Zebra Crossing	£60 - 85,000
Uncontrolled Pedestrian Crossing (Refuge)	£40 - 60,000

3.5.2. The above costs are indicative and are based on previous similar schemes. They include an allowance for design and assume that all works are within the public highway; and therefore, will not require the purchase of land.

3.5.3. The figures also include an allowance for traffic management; however, it is recognised that the A3052 is a traffic sensitive route which may require additional restrictions being imposed. The cost estimates have assumed that only basic traffic management will be needed without any night working or road closures. This could significantly increase costs of any works if such measures are required.

3.5.4. It should be noted that all industry-wide costs are currently subject to high inflationary pressures and therefore the figures quoted are liable to change.

4. RECOMMENDED NEXT STEPS

4.1. SUMMARY OF OBSERVATIONS

4.1.1. It is apparent that the A3052 does create a barrier between residents and amenities on either side of the road.

4.1.2. Due to the physical constraints within the village, opportunities to improve pedestrian facilities are limited without incurring a high level of cost. These costs are likely to be disproportionate to the level of benefits to be gained.

4.1.3. The main areas that lack pedestrian facilities are at the western and eastern ends of the village.

4.1.4. Traffic speeds are generally in accordance with the posted 30mph speed limit through the village.

4.2. OPTIONS FOR FURTHER CONSIDERATION

4.2.1. Measures to reduce traffic speeds through the village would have a positive impact on road safety. The introduction of vehicle activated speed warning signs could help to achieve this, with further investigations recommended to determine the optimum locations for them.

4.2.2. The removal of carriageway centre lines could also help reduce speeds; however, further investigation would be needed to establish the suitability of such measures as well as the best location to remove them.

4.2.3. The introduction of a 20mph speed limit would need to be assessed as part of a county-wide programme which would prioritise locations around the county.

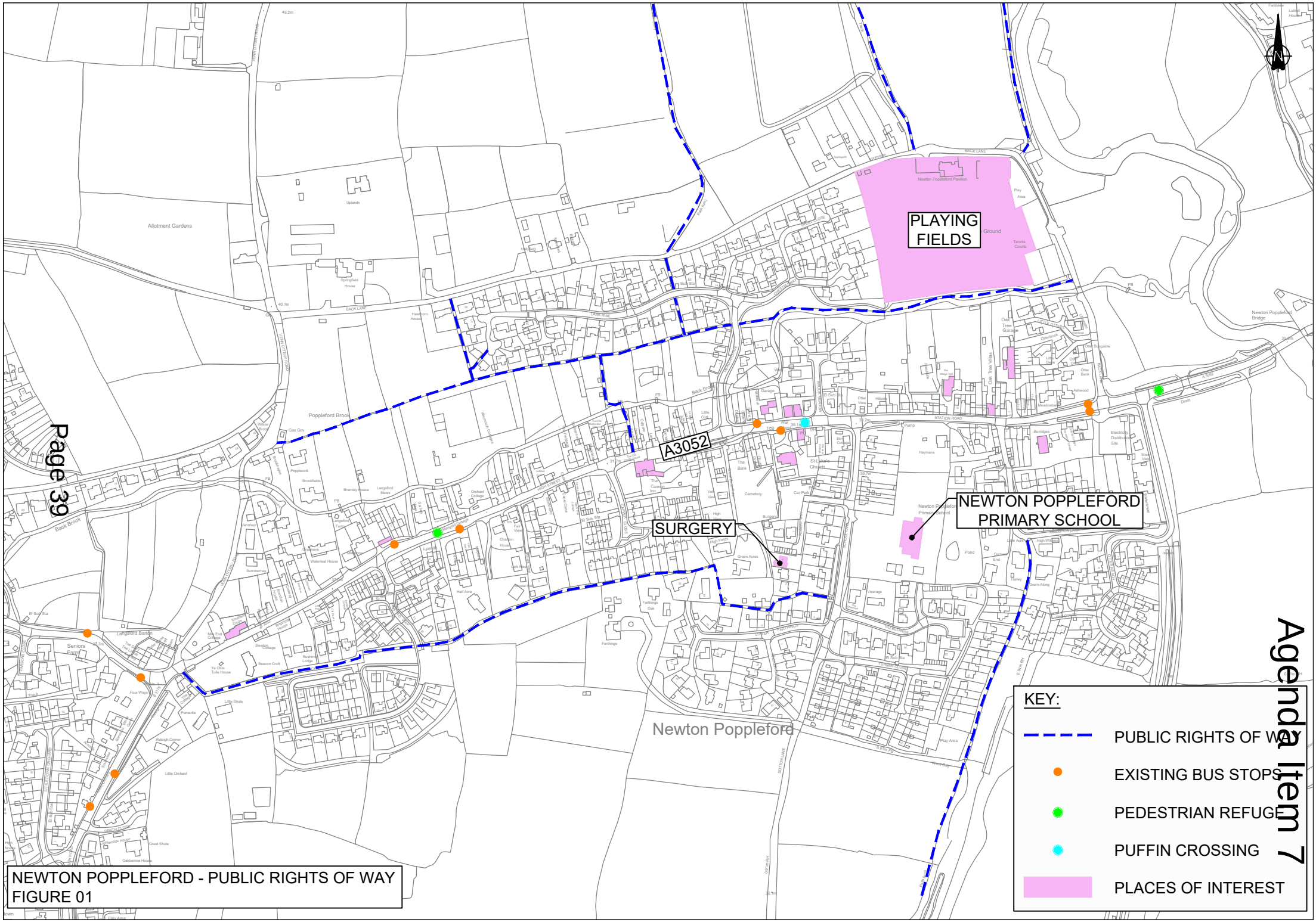
4.2.4. Without knowledge of pedestrian desire lines and the number of pedestrians crossing the A3052, it is difficult to make any firm conclusions or recommendations to be taken forward. There may, however, be scope for introducing additional pedestrian crossing facilities at either end of the village. The location and type of crossing would need to be determined by further investigations, which should include more detailed pedestrian counts.

4.2.5. Locations for possible crossing sites would also need to be assessed against traffic turning movements to ensure that they can be adequately accommodated within the highway.

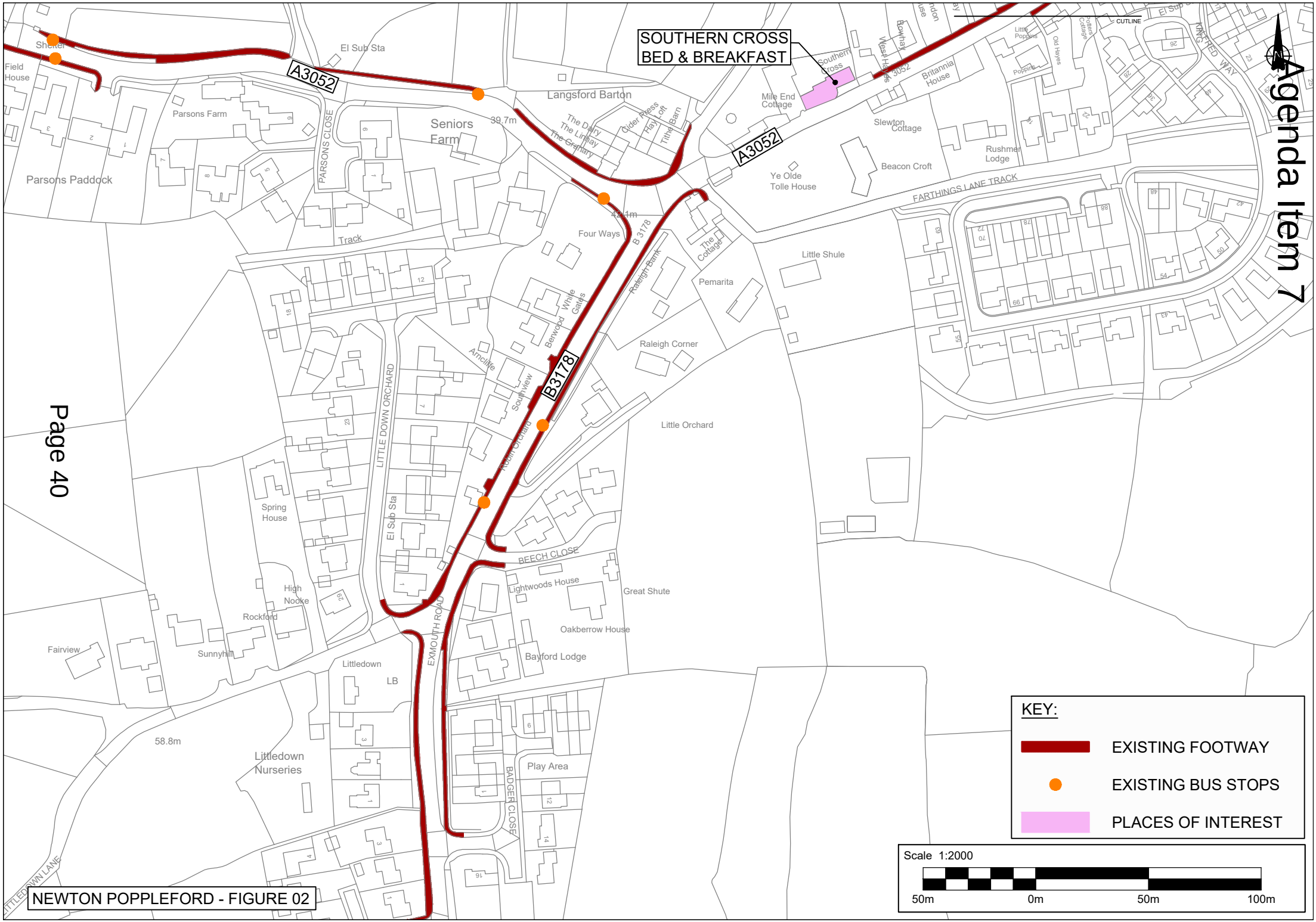
4.2.6. Any further investigations may need to include the areas to the south and west of the area covered in this report.

Appendix A

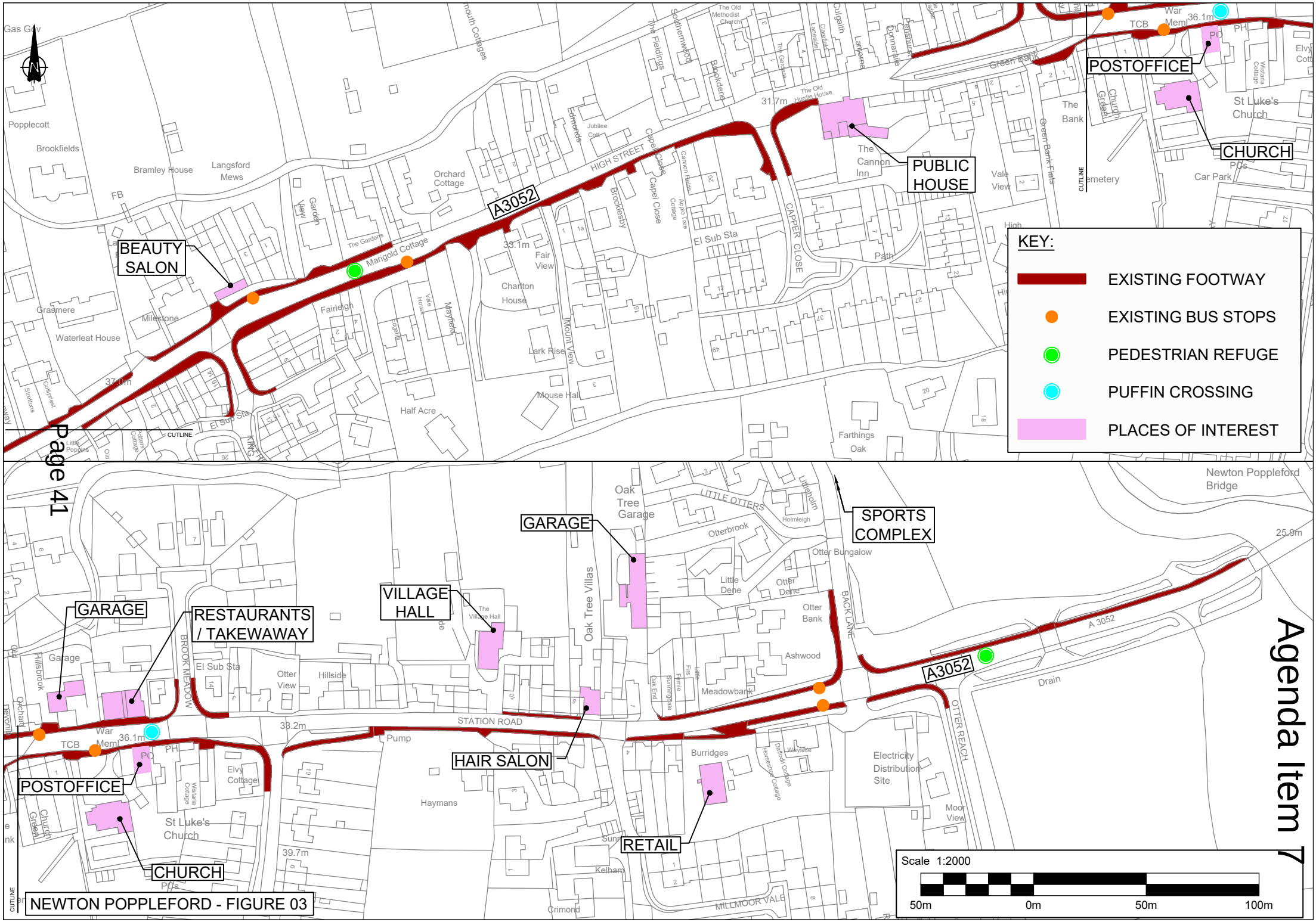
FIGURES



NEWTON POPPLEFORD - PUBLIC RIGHTS OF WAY
FIGURE 01



NEWTON POPPLEFORD - FIGURE 02


BEAUTY SALON
PUBLIC HOUSE
POSTOFFICE
CHURCH
GARAGE
SPORTS COMPLEX
VILLAGE HALL
GARAGE
RESTAURANTS / TAKEWAWAY
HAIR SALON
POSTOFFICE
CHURCH
RETAIL
A3052
HIGH STREET
STATION ROAD
KEY:
EXISTING FOOTWAY
EXISTING BUS STOPS
PEDESTRIAN REFUGE
PUFFIN CROSSING
PLACES OF INTEREST
Scale 1:2000
50m 0m 50m 100m
NEWTON POPPLEFORD - FIGURE 03

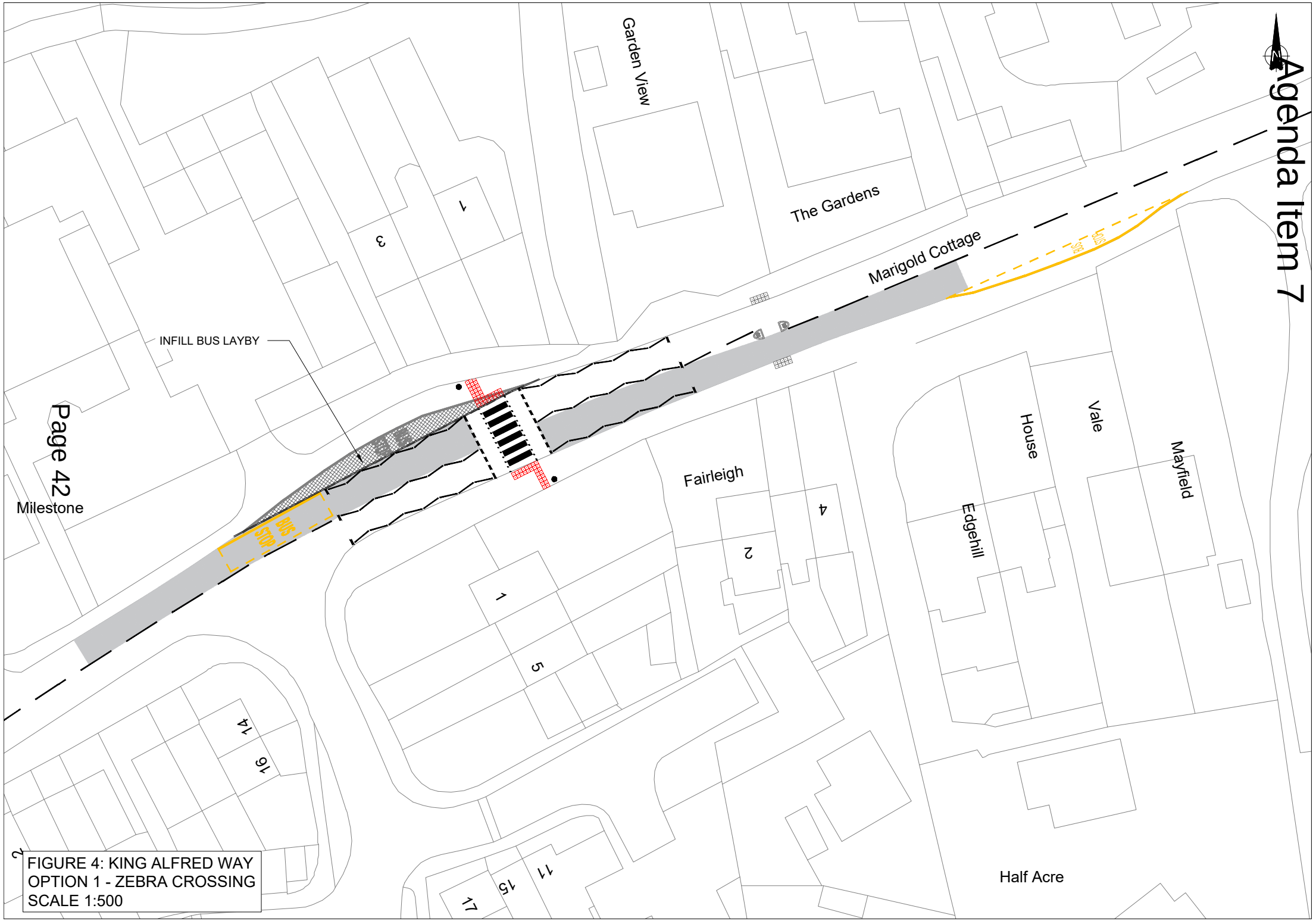


FIGURE 4: KING ALFRED WAY
OPTION 1 - ZEBRA CROSSING
SCALE 1:500

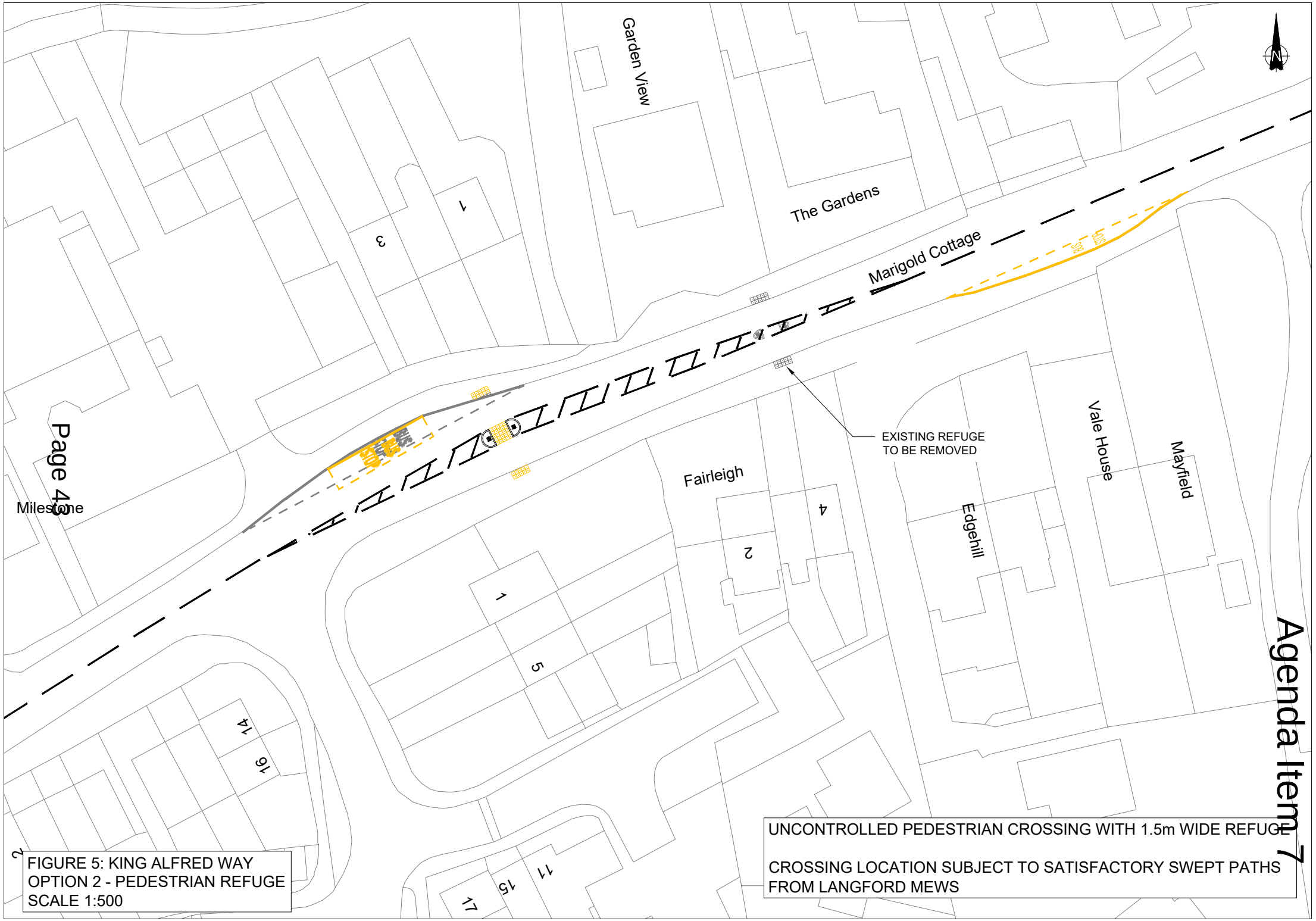


FIGURE 5: KING ALFRED WAY
OPTION 2 - PEDESTRIAN REFUGE
SCALE 1:500

UNCONTROLLED PEDESTRIAN CROSSING WITH 1.5m WIDE REFUGE

CROSSING LOCATION SUBJECT TO SATISFACTORY SWEPT PATHS FROM LANGFORD MEWS

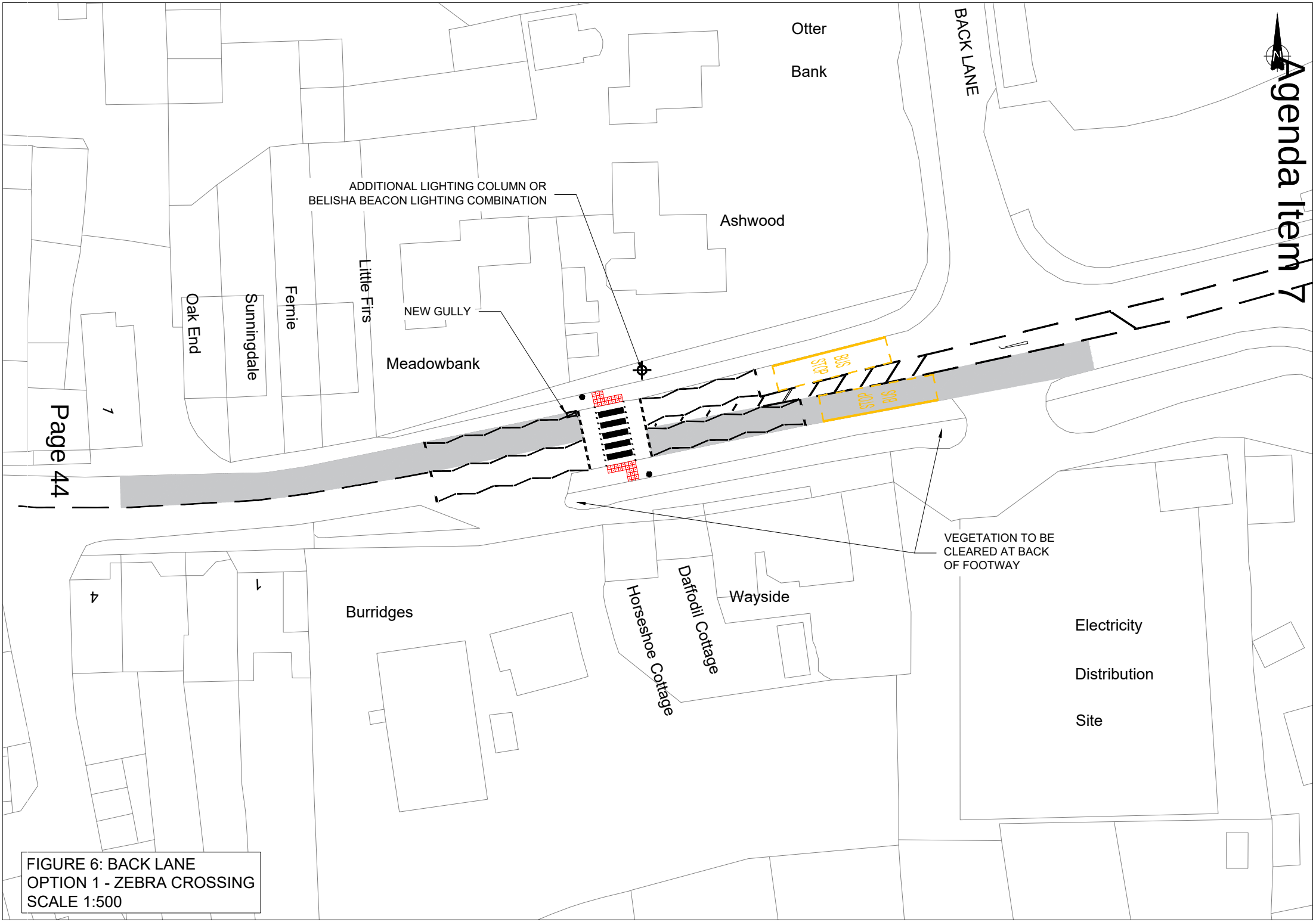


FIGURE 6: BACK LANE
OPTION 1 - ZEBRA CROSSING
SCALE 1:500

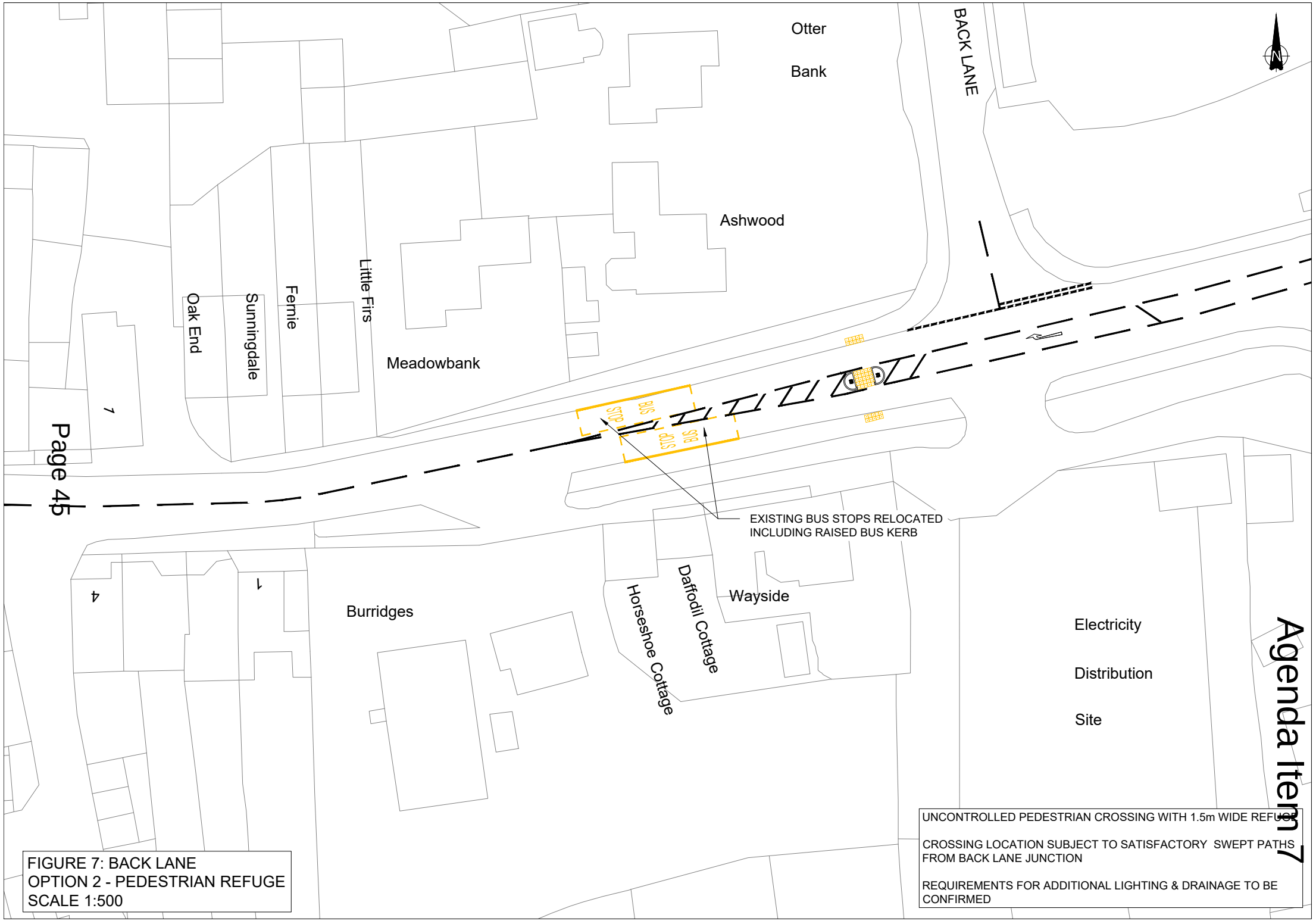
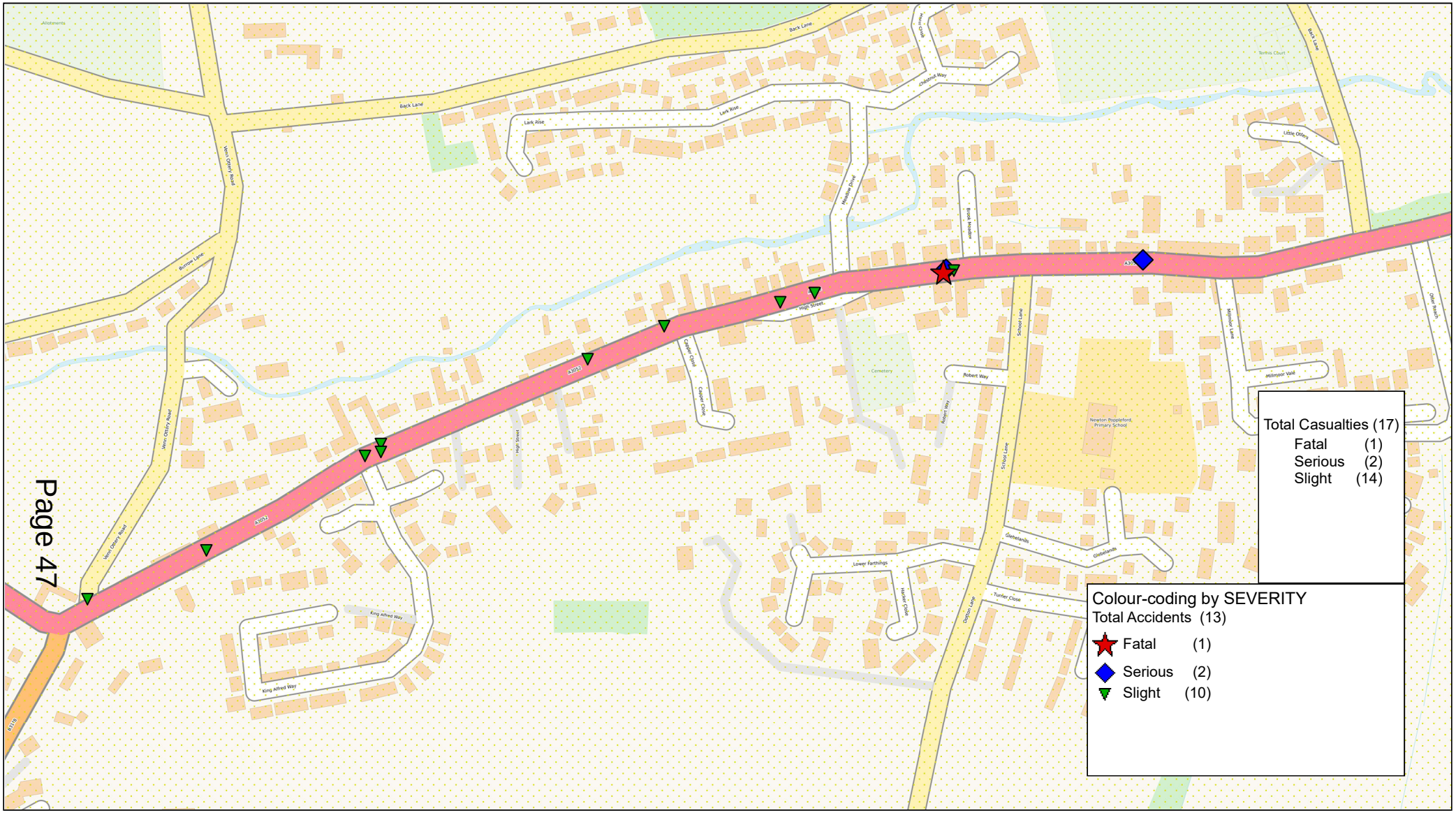


FIGURE 7: BACK LANE
OPTION 2 - PEDESTRIAN REFUGE
SCALE 1:500

Appendix B

COLLISION DATA



Newton Poppleford

This data covers injury collisions reported to/recorded by the Police
Selected Range of Accidents between dates 01/01/2012 and 31/12/2021
Selected using Manual Selection

AccsMap version 6.2

SCALE	**1 : 4000**
DATE	**17/06/2022**
DRAWING No.	
DRAWN BY	
	Page 1 of 1

PUBLIC 'INTERMEDIATE' COLLISION REPORT

Total collisions : 13

Run on: 14/07/2022

Collisions between dates 01/01/2012 and 31/12/2021 - (120) months

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -D_Data Requests Latest ("22_07_14_Newton Poppleford")

Notes: Ordered by collision location going from west to east

LAYOUT

Police Ref. | Date | Time | Day | Darkness / Light
Severity | Weather
Road No. | Speed | Grid Ref. | Rd cond
Location Description
POLICE OFFICERS ACCOUNT OF COLLISION

VEHICLE / CASUALTY DETAILS

Veh No / Type | Manoeuvre | Direction | Casualty Info

Selected Polygon:22_07_14_Newton Poppleford

19919591 17/12/2019 0835 hrs Tue Daylight

Slight Fine without high winds Road Dry

A3052 30 mph E 307930 N 89499

VENN OTTERY ROAD NEAR JUNCTION WITH HIGH STREET (A3052)

VEH1 HAS STRUCK PED1 WITH OFFSIDE WING MIRROR ON APPROACH TO A JUNCTION. DRIVER OF VEH1 RETURNED TO THE SCENE BUT WAS APPARENTLY UNAWARE OF STRIKING PED1.

Veh 1	Car	Going ahead	N - S	Casualty:Ped	Slight

18304191 25/05/2018 1220 hrs Fri Daylight

Slight Fine without high winds Road Dry

A3052 30 mph E 308020 N 89536

HIGH STREET (A3052) - 101 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

V001 AND V002 WERE TRAVELLING IN OPPOSITE DIRECTIONS ALONG SINGLE CARRIAGEWAY ROAD. V001 HAS HAD TO SWERVE TOWARDS CENTRE TO AVOID DEBRI TO HER NEARSIDE. V001 AND V002 HAVE COLLIDED FRONT OFFSIDE TO FRONT OFFSIDE

Veh 1	Car	Going ahead	E - W	Casualty:FSP	Slight
Veh 1	Car	Going ahead	E - W	Casualty:Dri	Slight
Veh 2	Car	Going ahead	W - E	Casualty:	

211137109 22/12/2021 1713 hrs Wed Dark: street lights lit

Slight Fine without high winds Road Dry

A3052 30 mph E 308140 N 89608

HIGH STREET (A3052) AT JUNCTION WITH KING ALFRED WAY

VEH2 CROSSED THE CENTRE LINE AND COLLIDED WITH ONCOMING VEH1.PLOTTED AS PER NCRF SKETCH PLAN

Veh 1	Car	Going ahead	SW - NE	Casualty:Dri	Slight
Veh 2	Car	Going ahead	NE - SW	Casualty:	

13KS2B007 22/08/2013 1030 hrs Thu Daylight

Slight Fine without high winds Road Dry

A3052 30 mph E 308152 N 89617

NEWTON POPPLEFORD - HIGH STREET

VEH1 WAS TRAVELLING IN THE DIRECTION OF EXETER OUT OF THE ROADWORKS, FOLLOWING IN A TRAFFIC QUEUE THE TRAFFIC STARTED FLOWING MORE EASILY. A BUS WAS PARKED IN A BUS STOP AND A FEMALE C002 WAS STOOD AT THE KERB AWAITING TO CROSS, APPEARS SAW THE BUS AND STEPPED OFF THE KERB INTO THE PATH AND BONNET OF VEH1, FLIPPED LEGS, FLIPPING HER SO HER HEAD BANGED ON THE NEARSIDE WINDOW SCREEN, VEH1 HAD NO TIME TO REACT. C002 WAS OFF TO GET GCSE RESULTS.

Veh 1	Car	Going ahead	E - W	Casualty:Ped	Slight
Veh 1	Car	Going ahead	E - W	Casualty:Dri	Slight

211102648 04/10/2021 1745 hrs Mon Daylight

Slight Fine without high winds Road Dry

A3052 30 mph E 308152 N 89611

HIGH STREET (A3052) NEAR JUNCTION WITH KING ALFRED WAY

DRIVER OF VEH1 WAS ADJUSTING WINDOW. VEH1 HAS CROSSED INTO PATH OF VEH2 AND COLLIDED WITH IT.

Veh 1	Car	Going ahead	W - E	Casualty:Dri	Slight
Veh 2	Car	Going ahead	E - W	Casualty:	

14KS2B005 26/08/2014 1345 hrs Tue Daylight

Slight Fine without high winds Road Dry

A3052 30 mph E 308309 N 89681

SIDMOUTH - A3052 HIGH STREET, O/S JUBILEE COTTAGE

V001 WAS TRAVELLING EAST ALONG A3052 TOWARDS NEWTON POPPLESFORD WHEN IT STRUCK A LOW WALL IMMEDIATELY ADJACENT TO THE CARRIAGEWAY AND OVERTURNED, ROLLING ONCE BEFORE COMING TO REST IN AN UPRIGHT POSITION. MINOR INJURY CAUSED TO DRIVER AND LOW WALL DEMOLISHED.

Veh 1	Car	Going ahead	W - E	Casualty:Dri	Slight

Collisions between dates 01/01/2012 and 31/12/2021 - (120) months
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -D_Data Requests Latest ("22_07_14_Newton Poppleford")

Notes: Ordered by collision location going from west to east

LAYOUT: Police Ref. / Severity / Road No. Speed / Location Description / POLICE OFFICERS ACCOUNT OF COLLISION — Date / Weather / Grid Ref. — Time — Day / Rd cond — Darkness / Light — VEHICLE / CASUALTY DETAILS: Veh No / Type / Manoeuvre / Direction / Casualty Info

15KS2B002 17/08/2015 0653 hrs Mon Daylight
Slight Fine without high winds Road Dry
A3052 30 mph E 308367 N 89706
NEWTON POPPLEFORD - HIGH STREET OUTSIDE PROPERTY CALLED BROOKDENE
VEH1 TRAV ALONG HIGH STREET WHEN DRIVER COLLIDED WITH A LOW WALL CAUSING THE VEHICLE TO SPIN

Veh 1	Car	Going ahead	SW - E	Casualty:Dri	Slight

12KS2B006 18/07/2012 1617 hrs Wed Daylight
Slight Other Road Wet/Damp
A3052 30 mph E 308455 N 89724
NEWTON POPPLEFORD - A3052
V1 TRAVELLING TOWARDS EXETER SEEN V2 DRIVING TOWARDS SIDMOUTH, PULL OUT TO OVERTAKE A PARKED SCAFFOLDING LORRY ON THEIRE N/S. V1 THOUGH V2 WOULD PULL BACK INTO HIS SIDE OF THE ROAD, SEEING HE WAS NOT DOING THIS IN SUFFICIENT TIME V1 HAS STOPPED. V2 HAS HIT V1 HEAD ON.

Veh 1	Car	Stopping	N - S	Casualty:Dri	Slight
Veh 2	Car	O/take on n/side	S - N	Casualty:FSP	Slight
Veh 2	Car	O/take on n/side	S - N	Casualty:Dri	Slight

19882110 29/07/2019 1300 hrs Mon Daylight
Slight Fine without high winds Road Dry
A3052 30 mph E 308481 N 89731
HIGH STREET (A3052) - 22 METRES FROM JUNCTION WITH MEADOW DRIVE
VEH1 SLOWED IN TRAFFIC, VEH2 FAILED TO NOTICE THIS AND COLLIDED WITH VEH1'S REAR.

Veh 1	Car	Going ahead	E - W	Casualty:FSP	Slight
Veh 2	Car	Wait go ahead held up	E - W	Casualty:	

201013732 23/12/2020 1649 hrs Wed Dark: street lights lit
Fatal Raining with high winds Road Wet/Damp
A3052 30 mph E 308579 N 89747
HIGH STREET (A3052) - OUTSIDE POST OFFICE
PEDESTRIAN WAS SLOW TO CROSS ROAD AND WAS HIT BY VEH1 AND FELL TO THE GROUND.

Veh 1	Car	Going ahead	W - E	Casualty:Ped	Fatal

14KS2B002 01/05/2014 0913 hrs Thu Daylight
Serious Raining without high winds Road Wet/Damp
A3052 30 mph E 308581 N 89749
NEWTON POPPLEFORD - A3052 HIGH STREET
VEH1 RIDING ON HIGH STREET TOWARDS BICTON COLLEGE FROM SEATON ON A3052. VEH1 HAS COME TO BROW OF HILL WHERE A CROSSING IS IN PLACE. VEH1 WAITING FOR ANOTHER LORRY TO TURN INTO A SIDE ROAD JUST PRIOR TO THE CROSSING. VEH1 THEN GONE AHEAD FAILING TO REALISE THAT CROSSINGLIGHTS WERE STILL ON RED, CAS1 HAS CROSSED ROAD TO PAVEMENT BUT MOMENTARILY WENT BACK ONTO THE ROAD TO WAIT FOR HER MOTHER. VEH1 HAS GONE OVER CROSSING AND SIDE MIRROR HAS CAUGHT THE UMBRELLA OF CAS1 PULLING HER TO THE FLOOR. VEH1 HAS STOPPED ON SEEING CAS1 FALL OVER.

Veh 1	M/C <50cc	Starting	E - W	Casualty:Ped	Serious

16KS2B001 01/03/2016 0835 hrs Tue Daylight
Slight Raining without high winds Road Wet/Damp
A3052 30 mph E 308587 N 89748
SIDMOUTH - A3052 HIGH STREET, NEWTON POPPLEFORD
VEH1 LEAVING SIDE ROAD TO JOIN MAIN CARRIAGEWAY - DRIVER OF VEH1 HAAS LOOKED RIGHT AS HE HAS TURNED THE CORNER BUT FAILED TO SEE THAT THE PEDESTRIAN CROSSING LIGHTS HAD TURNED RED - CAS1 HAS ALREADY ENTERED THE CROSSING - VEH1 HAS COLLIDED WITH CAS1.

Veh 1	Car	Turning left	SE - NW	Casualty:Ped	Slight

14KS2B006 06/10/2014 1335 hrs Mon Daylight
Serious Fine without high winds Road Dry
A3052 30 mph E 308730 N 89756
NEWTON POPPLEFORD - A3052 STATION ROAD, J/W PIPPIN COTTAGE
GATEWAY TO PROPERTY LEADS STRAIGHT ONTO ROAD, NO KERB OR FOOTPATH. CASUALTY STEPPED THROUGH THE GATEWAY AND COLLIDED WITH WING MIRROR OF VEH1 VAN.

Veh 1	Goods <3.5t/Van	Going ahead	W - E	Casualty:Ped	Serious

PUBLIC 'INTERMEDIATE' COLLISION REPORT

Total collisions : 13

Run on: 14/07/2022

Collisions between dates 01/01/2012 and 31/12/2021 - (120) months

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -D_Data Requests Latest ("22_07_14_Newton Poppleford")

Notes: Ordered by collision location going from west to east

LAYOUT

Police Ref. | Date | Time | Day | Darkness / Light

Severity | Weather

Road No. | Speed | Grid Ref. | Rd cond

Location Description

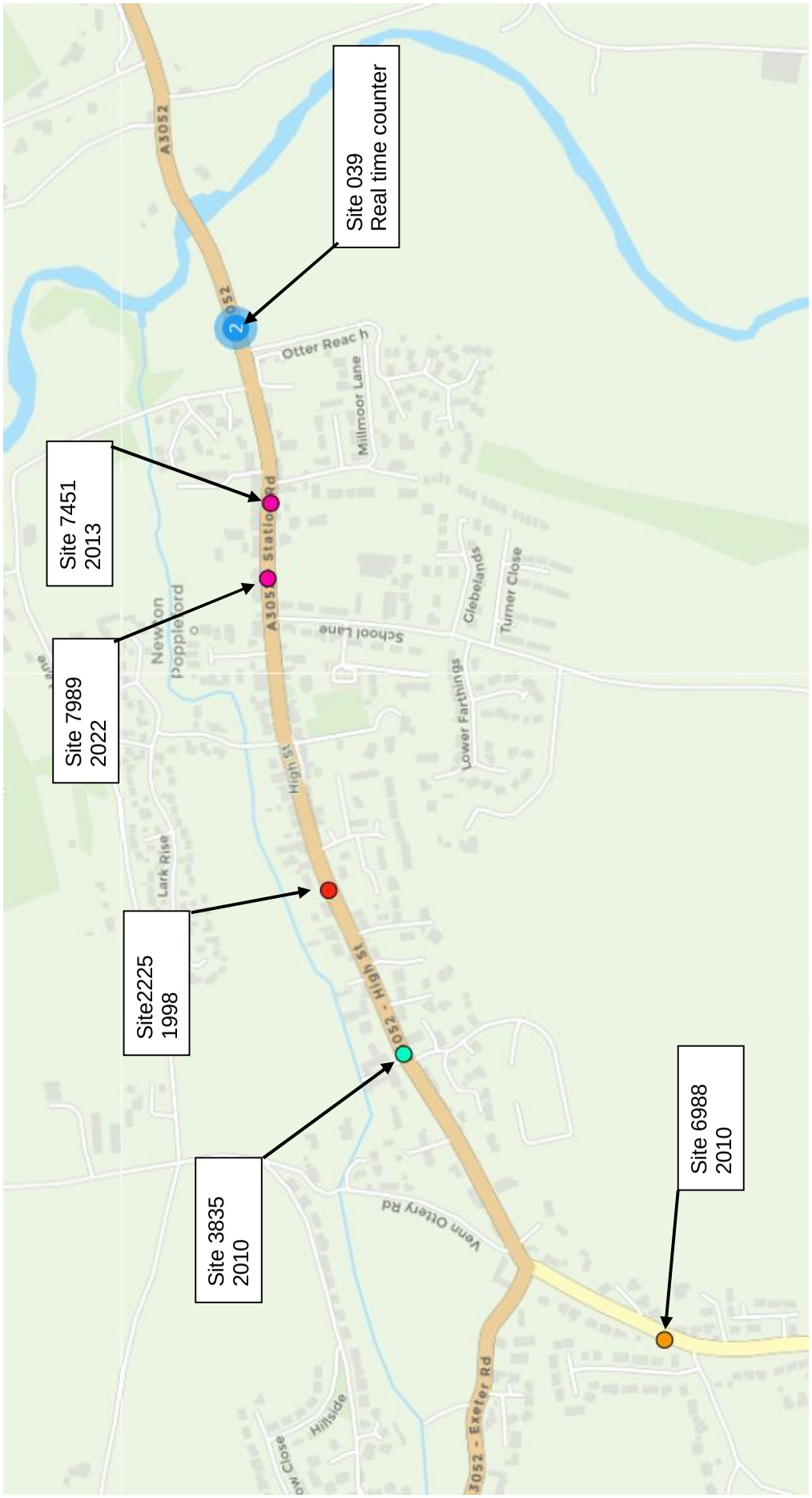
POLICE OFFICERS ACCOUNT OF COLLISION

VEHICLE / CASUALTY DETAILS

Veh No / Type | Manoeuvre | Direction | Casualty Info

Appendix C

TRAFFIC DATA


Site 039
Real time counter
Site 7451
2013
Site 7989
2022
Site2225
1998
Site 3835
2010
Site 6988
2010
A3052
Otter Reach
Millmoor Lane
A3052 Station Rd
School Lane
Clebelands
Turner Close
Lower Farthings
High St
Lark Rise
A3052 - High St
Venn Ottery Rd
A3052 - Exeter Rd
Hillside

Speed Bins Report _REALTIME 000000000039 2022-06-08 to 2022-06-15

Site Name	039
Site ID	000000000039
Grid	308967089790
Description	Newton Poppleford....A3052, East of.

Setup	39
Lanes	Each Lane
Show	Average
Time Period	1 hour
Class	Any

Averaged over	All days
Speed units	mph
Exclude data:	None

All directions

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	31	0	0	0	0	1	5	11	7	4	2	1	0	41.7	34.8	6.7
01:00:00	16	0	0	0	0	0	3	5	3	3	1	0	0	42.9	35.6	6.8
02:00:00	10	0	0	0	0	0	1	4	3	1	1	0	0	42.9	35.7	6.7
03:00:00	20	0	0	0	0	1	2	6	5	4	2	0	0	43.5	36.1	6.9
04:00:00	31	0	0	0	0	1	5	8	8	5	3	1	0	42.9	36.3	7
05:00:00	81	0	0	0	0	1	8	26	24	16	6	1	0	42.9	36.7	5.8
06:00:00	252	0	0	0	1	4	49	104	68	20	5	1	0	39.2	33.9	4.9
07:00:00	680	0	0	2	6	31	205	320	91	22	2	0	0	36	31.5	4.4
08:00:00	926	1	1	2	10	53	365	406	76	12	1	0	0	34.2	30.4	4.1
09:00:00	897	0	2	6	13	55	395	364	53	8	1	0	0	33.6	29.8	4.2
10:00:00	1018	1	5	11	17	78	441	408	53	5	1	0	0	32.9	29.4	4.4
11:00:00	1016	0	2	3	14	69	420	435	68	6	0	0	0	33.6	30	4
12:00:00	917	3	3	5	15	63	377	381	62	6	1	0	0	33.6	29.8	4.5
13:00:00	841	0	2	6	18	61	342	349	56	5	1	0	0	33.6	29.8	4.3
14:00:00	920	1	2	8	19	56	377	392	58	6	0	1	0	33.6	29.8	4.4
15:00:00	1006	3	5	8	22	78	396	427	60	6	1	0	0	33.6	29.6	4.7
16:00:00	1026	0	1	7	17	66	409	442	73	9	1	0	0	34.2	30	4.3
17:00:00	925	0	0	4	14	53	331	427	84	9	1	0	0	34.2	30.5	4.3
18:00:00	604	0	0	2	7	26	174	294	85	14	1	0	0	35.4	31.5	4.4
19:00:00	395	0	0	1	6	15	97	184	72	16	3	0	0	36.7	32.2	4.8
20:00:00	284	0	0	0	3	9	65	129	55	18	4	0	0	37.9	32.7	5.1
21:00:00	206	0	0	1	3	6	56	89	35	12	3	2	0	37.3	32.5	5.4
22:00:00	140	0	0	0	1	5	47	60	19	6	1	0	0	36.1	31.7	4.6
23:00:00	68	0	0	0	0	2	19	26	13	5	1	2	0	39.2	33.4	6.4
07-19	10777	10	22	64	173	689	4233	4642	819	108	12	4	1	34.2	30.1	4.4
06-22	11914	10	22	66	185	723	4500	5149	1050	173	27	7	1	34.2	30.4	4.5
06-24	12122	10	22	66	186	731	4566	5235	1082	184	30	10	1	34.2	30.4	4.5
00-24	12312	10	22	66	187	736	4590	5295	1132	215	44	13	1	34.2	30.5	4.6

am Peak	10:00:00	08:00:00	10:00:00	10:00:00	10:00:00	10:00:00	10:00:00	11:00:00	07:00:00	07:00:00	05:00:00	05:00:00	10:00:00	03:00:00	05:00:00	
Peak Volume	1018	1	5	11	17	78	441	435	91	22	6	1	0	43.5	36.7	5.8
pm Peak	16:00:00	12:00:00	15:00:00	15:00:00	15:00:00	15:00:00	16:00:00	16:00:00	18:00:00	20:00:00	20:00:00	21:00:00	15:00:00	23:00:00	23:00:00	
Peak Volume	1026	3	5	8	22	78	409	442	85	18	4	2	0	39.2	33.4	6.4

All Eastbound

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	20	0	0	0	0	1	3	7	5	2	1	1	0	42.9	35.3	6.9
01:00:00	9	0	0	0	0	0	2	2	2	2	1	0	0	44.8	36.7	7.6
02:00:00	6	0	0	0	0	0	1	2	1	0	0	0	0	40.4	35.4	6.8
03:00:00	10	0	0	0	0	1	1	3	2	2	1	0	0	41.6	34.7	6.6
04:00:00	12	0	0	0	0	0	2	3	3	2	0	0	0	42.9	36.1	7.1
05:00:00	31	0	0	0	0	0	4	8	10	6	3	0	0	42.9	37	5.8
06:00:00	97	0	0	0	1	2	17	40	26	9	3	0	0	39.2	34.1	5
07:00:00	305	0	0	0	1	8	70	158	52	14	2	0	0	36.7	32.6	4.1
08:00:00	443	0	0	1	5	21	145	215	47	8	1	0	0	34.8	31.1	4.2
09:00:00	438	0	0	1	5	23	152	212	39	7	0	0	0	34.2	30.8	4
10:00:00	496	0	3	3	7	24	167	248	40	4	0	0	0	34.2	30.4	4.4
11:00:00	519	0	0	1	3	25	174	260	50	5	0	0	0	34.2	30.9	3.7
12:00:00	481	3	3	1	7	24	163	227	46	5	1	0	0	34.2	30.5	4.9
13:00:00	421	0	0	1	6	21	144	202	41	4	1	0	0	34.2	30.7	4.1
14:00:00	462	0	1	2	6	19	158	230	41	4	0	0	0	34.2	30.7	4.2
15:00:00	488	0	1	4	12	27	159	236	44	5	0	0	0	34.2	30.4	4.5
16:00:00	532	0	1	4	9	31	178	253	47	7	1	0	0	34.2	30.5	4.5
17:00:00	511	0	0	4	7	22	161	256	53	6	0	0	0	34.8	30.9	4.3
18:00:00	334	0	0	1	4	10	79	176	54	9	1	0	0	36	32	4.4
19:00:00	210	0	0	1	4	7	44	102	41	9	2	0	0	36.7	32.5	4.9
20:00:00	156	0	0	0	2	4	29	74	33	10	2	0	0	37.9	33.2	4.9
21:00:00	108	0	0	1	2	4	24	50	20	5	1	1	0	37.3	32.6	5.4
22:00:00	81	0	0	0	0	3	26	34	13	3	0	0	0	36	31.8	4.4
23:00:00	41	0	0	0	0	1	12	15	8	3	1	1	0	39.2	33.6	6.5
07-19	5429	5	10	22	72	256	1750	2672	554	78	8	2	1	34.8	30.9	4.3
06-22	5999	5	10	24	80	272	1864	2937	674	112	16	4	1	34.8	31.1	4.5
06-24	6121	5	10	24	81	276	1902	2986	696	118	17	5	1	34.8	31.1	4.5
00-24	6209	5	10	24	81	279	1914	3012	719	132	24	7	1	34.8	31.2	4.6
am Peak	11:00:00	08:00:00	10:00:00	10:00:00	10:00:00	11:00:00	11:00:00	11:00:00	07:00:00	07:00:00	05:00:00	00:00:00	10:00:00	01:00:00	05:00:00	
Peak Volume	519	0	3	3	7	25	174	260	52	14	3	1	0	44.8	37	5.8
pm Peak	16:00:00	12:00:00	12:00:00	15:00:00	15:00:00	16:00:00	16:00:00	17:00:00	18:00:00	20:00:00	20:00:00	23:00:00	16:00:00	23:00:00	23:00:00	
Peak Volume	532	3	3	4	12	31	178	256	54	10	2	1	0	39.2	33.6	6.5

All Westbound

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev

00:00:00	11	0	0	0	0	0	2	4	2	1	1	0	0	40.4	33.9	6.3
01:00:00	6	0	0	0	0	0	1	2	2	1	0	0	0	39.8	34	5.1
02:00:00	4	0	0	0	0	0	1	2	1	1	0	0	0	42.9	36.1	6.6
03:00:00	10	0	0	0	0	0	1	3	2	2	1	0	0	44.7	37.6	7
04:00:00	19	0	0	0	0	0	2	5	5	3	2	0	0	44.1	36.5	6.9
05:00:00	50	0	0	0	0	1	4	18	14	9	4	1	0	42.9	36.5	5.8
06:00:00	155	0	0	0	0	3	32	64	42	11	3	1	0	38.5	33.8	4.9
07:00:00	375	0	0	2	5	22	136	162	39	8	1	0	0	34.8	30.7	4.4
08:00:00	483	0	1	2	5	32	220	191	29	3	0	0	0	33.6	29.8	3.9
09:00:00	459	0	1	5	8	32	244	151	14	2	0	0	0	32.3	28.9	4.1
10:00:00	522	0	2	7	10	54	274	160	13	1	0	0	0	32.3	28.5	4.2
11:00:00	498	0	1	2	11	44	246	174	18	1	0	0	0	32.3	29	4
12:00:00	436	0	0	4	8	39	214	154	16	1	0	0	0	32.3	29.1	3.9
13:00:00	420	0	2	4	12	40	198	148	15	1	0	0	0	32.3	28.8	4.4
14:00:00	458	0	1	6	13	37	219	162	17	2	0	0	0	32.3	28.9	4.4
15:00:00	518	3	4	5	11	51	237	192	16	1	0	0	0	32.3	28.7	4.6
16:00:00	495	0	0	4	8	35	231	188	26	2	0	0	0	32.9	29.5	4
17:00:00	414	0	0	1	7	31	170	171	31	2	1	0	0	34.2	30	4.2
18:00:00	270	0	0	1	3	16	95	117	32	5	0	0	0	34.8	30.8	4.3
19:00:00	186	0	0	0	2	8	54	82	31	7	2	0	0	36.7	32	4.6
20:00:00	129	0	0	0	2	5	36	55	22	7	2	0	0	37.3	32.2	5.2
21:00:00	99	0	0	0	1	2	32	40	15	6	2	1	0	37.9	32.5	5.4
22:00:00	59	0	0	0	0	2	20	26	6	2	0	0	0	36.1	31.6	4.9
23:00:00	27	0	0	0	0	1	7	10	4	2	0	1	0	37.9	33.1	6.2
07-19	5348	5	12	42	101	433	2483	1971	266	30	4	1	0	32.9	29.3	4.3
06-22	5915	5	12	42	105	451	2636	2212	376	61	12	4	0	33.6	29.6	4.4
06-24	6001	5	12	42	106	455	2664	2248	386	66	13	4	0	33.6	29.6	4.5
00-24	6102	5	12	42	106	457	2675	2282	412	83	20	6	0	33.6	29.8	4.6
am Peak	10:00:00	09:00:00	10:00:00	10:00:00	11:00:00	10:00:00	10:00:00	08:00:00	06:00:00	06:00:00	05:00:00	06:00:00		03:00:00	03:00:00	
Peak Volume	522	0	2	7	11	54	274	191	42	11	4	1		44.7	37.6	6.9
pm Peak	15:00:00	15:00:00	15:00:00	14:00:00	14:00:00	15:00:00	15:00:00	15:00:00	18:00:00	19:00:00	20:00:00	21:00:00	13:00:00	23:00:00	23:00:00	
Peak Volume	518	3	4	6	13	51	237	192	32	7	2	1	0	37.9	33.1	6.2

Eastbound

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	20	0	0	0	0	1	3	7	5	2	1	1	0	42.9	35.3	6.9
01:00:00	9	0	0	0	0	0	2	2	2	2	1	0	0	44.8	36.7	7.6
02:00:00	6	0	0	0	0	0	1	2	1	0	0	0	0	40.4	35.4	6.8
03:00:00	10	0	0	0	0	1	1	3	2	2	1	0	0	41.6	34.7	6.6
04:00:00	12	0	0	0	0	0	2	3	3	2	0	0	0	42.9	36.1	7.1
05:00:00	31	0	0	0	0	0	4	8	10	6	3	0	0	42.9	37	5.8
06:00:00	97	0	0	0	1	2	17	40	26	9	3	0	0	39.2	34.1	5
07:00:00	305	0	0	0	1	8	70	158	52	14	2	0	0	36.7	32.6	4.1
08:00:00	443	0	0	1	5	21	145	215	47	8	1	0	0	34.8	31.1	4.2

09:00:00	438	0	0	1	5	23	152	212	39	7	0	0	0	34.2	30.8	4
10:00:00	496	0	3	3	7	24	167	248	40	4	0	0	0	34.2	30.4	4.4
11:00:00	519	0	0	1	3	25	174	260	50	5	0	0	0	34.2	30.9	3.7
12:00:00	481	3	3	1	7	24	163	227	46	5	1	0	0	34.2	30.5	4.9
13:00:00	421	0	0	1	6	21	144	202	41	4	1	0	0	34.2	30.7	4.1
14:00:00	462	0	1	2	6	19	158	230	41	4	0	0	0	34.2	30.7	4.2
15:00:00	488	0	1	4	12	27	159	236	44	5	0	0	0	34.2	30.4	4.5
16:00:00	532	0	1	4	9	31	178	253	47	7	1	0	0	34.2	30.5	4.5
17:00:00	511	0	0	4	7	22	161	256	53	6	0	0	0	34.8	30.9	4.3
18:00:00	334	0	0	1	4	10	79	176	54	9	1	0	0	36	32	4.4
19:00:00	210	0	0	1	4	7	44	102	41	9	2	0	0	36.7	32.5	4.9
20:00:00	156	0	0	0	2	4	29	74	33	10	2	0	0	37.9	33.2	4.9
21:00:00	108	0	0	1	2	4	24	50	20	5	1	1	0	37.3	32.6	5.4
22:00:00	81	0	0	0	0	3	26	34	13	3	0	0	0	36	31.8	4.4
23:00:00	41	0	0	0	0	1	12	15	8	3	1	1	0	39.2	33.6	6.5
07-19	5429	5	10	22	72	256	1750	2672	554	78	8	2	1	34.8	30.9	4.3
06-22	5999	5	10	24	80	272	1864	2937	674	112	16	4	1	34.8	31.1	4.5
06-24	6121	5	10	24	81	276	1902	2986	696	118	17	5	1	34.8	31.1	4.5
00-24	6209	5	10	24	81	279	1914	3012	719	132	24	7	1	34.8	31.2	4.6
am Peak	11:00:00	08:00:00	10:00:00	10:00:00	10:00:00	11:00:00	11:00:00	11:00:00	07:00:00	07:00:00	05:00:00	00:00:00	10:00:00	01:00:00	05:00:00	
Peak Volume	519	0	3	3	7	25	174	260	52	14	3	1	0	44.8	37	5.8
pm Peak	16:00:00	12:00:00	12:00:00	15:00:00	15:00:00	16:00:00	16:00:00	17:00:00	18:00:00	20:00:00	20:00:00	23:00:00	16:00:00	23:00:00	23:00:00	
Peak Volume	532	3	3	4	12	31	178	256	54	10	2	1	0	39.2	33.6	6.5

Westbound

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	11	0	0	0	0	0	2	4	2	1	1	0	0	40.4	33.9	6.3
01:00:00	6	0	0	0	0	0	1	2	2	1	0	0	0	39.8	34	5.1
02:00:00	4	0	0	0	0	0	1	2	1	1	0	0	0	42.9	36.1	6.6
03:00:00	10	0	0	0	0	0	1	3	2	2	1	0	0	44.7	37.6	7
04:00:00	19	0	0	0	0	0	2	5	5	3	2	0	0	44.1	36.5	6.9
05:00:00	50	0	0	0	0	1	4	18	14	9	4	1	0	42.9	36.5	5.8
06:00:00	155	0	0	0	0	3	32	64	42	11	3	1	0	38.5	33.8	4.9
07:00:00	375	0	0	2	5	22	136	162	39	8	1	0	0	34.8	30.7	4.4
08:00:00	483	0	1	2	5	32	220	191	29	3	0	0	0	33.6	29.8	3.9
09:00:00	459	0	1	5	8	32	244	151	14	2	0	0	0	32.3	28.9	4.1
10:00:00	522	0	2	7	10	54	274	160	13	1	0	0	0	32.3	28.5	4.2
11:00:00	498	0	1	2	11	44	246	174	18	1	0	0	0	32.3	29	4
12:00:00	436	0	0	4	8	39	214	154	16	1	0	0	0	32.3	29.1	3.9
13:00:00	420	0	2	4	12	40	198	148	15	1	0	0	0	32.3	28.8	4.4
14:00:00	458	0	1	6	13	37	219	162	17	2	0	0	0	32.3	28.9	4.4
15:00:00	518	3	4	5	11	51	237	192	16	1	0	0	0	32.3	28.7	4.6
16:00:00	495	0	0	4	8	35	231	188	26	2	0	0	0	32.9	29.5	4
17:00:00	414	0	0	1	7	31	170	171	31	2	1	0	0	34.2	30	4.2

18:00:00	270	0	0	1	3	16	95	117	32	5	0	0	0	34.8	30.8	4.3
19:00:00	186	0	0	0	2	8	54	82	31	7	2	0	0	36.7	32	4.6
20:00:00	129	0	0	0	2	5	36	55	22	7	2	0	0	37.3	32.2	5.2
21:00:00	99	0	0	0	1	2	32	40	15	6	2	1	0	37.9	32.5	5.4
22:00:00	59	0	0	0	0	2	20	26	6	2	0	0	0	36.1	31.6	4.9
23:00:00	27	0	0	0	0	1	7	10	4	2	0	1	0	37.9	33.1	6.2
07-19	5348	5	12	42	101	433	2483	1971	266	30	4	1	0	32.9	29.3	4.3
06-22	5915	5	12	42	105	451	2636	2212	376	61	12	4	0	33.6	29.6	4.4
06-24	6001	5	12	42	106	455	2664	2248	386	66	13	4	0	33.6	29.6	4.5
00-24	6102	5	12	42	106	457	2675	2282	412	83	20	6	0	33.6	29.8	4.6
am Peak	10:00:00	09:00:00	10:00:00	10:00:00	11:00:00	10:00:00	10:00:00	08:00:00	06:00:00	06:00:00	05:00:00	06:00:00		03:00:00	03:00:00	
Peak Volume	522	0	2	7	11	54	274	191	42	11	4	1		44.7	37.6	6.9
pm Peak	15:00:00	15:00:00	15:00:00	14:00:00	14:00:00	15:00:00	15:00:00	15:00:00	18:00:00	19:00:00	20:00:00	21:00:00	13:00:00	23:00:00	23:00:00	
Peak Volume	518	3	4	6	13	51	237	192	32	7	2	1	0	37.9	33.1	6.2

Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline

Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Speed Bins Report _TEMPSPEED 000000002225 1998-02-18 to 1998-02-25

Site Name	A3052 2225
Site ID	000000002225
Grid	308337089697
Description	NEWTON POPPLEFORD, HIGH ST..(A3052)
Setup	exter-sidmth
Lanes	Each Lane
Show	Average
Time Period	1 hour
Averaged over	All days
Speed units	mph
Exclude data:	None

All directions

	Average Flow	<10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	>65.0mph	85th %ile	Mean Speed
00:00:00	38	0	0	0	1	9	17	7	3	0	0	0	0	0	38.8	33.3
01:00:00	16	0	0	0	0	3	5	4	2	1	0	0	0	0	42.3	35.5
02:00:00	8	0	0	0	0	2	2	2	1	0	0	0	0	0	41.6	34.3
03:00:00	10	0	0	0	0	1	4	3	1	1	0	0	0	0	43.3	36.3
04:00:00	13	1	0	0	0	1	4	4	2	1	0	0	0	0	44.2	35.1
05:00:00	46	0	0	1	1	8	17	12	4	2	0	0	0	0	40.6	34.3
06:00:00	107	0	0	0	4	26	43	23	8	2	0	0	0	0	38.8	33.1
07:00:00	462	1	1	4	21	171	193	55	11	2	1	1	0	2	35.2	31.1
08:00:00	651	2	1	7	46	314	225	37	8	2	2	2	1	5	34.1	30
09:00:00	607	1	2	12	58	294	194	30	6	2	2	1	1	3	33.8	29.4
10:00:00	684	3	4	22	80	354	181	25	4	2	2	1	1	4	33.3	28.7
11:00:00	700	2	2	8	91	364	189	26	5	2	2	2	1	5	33.4	29
12:00:00	694	2	2	10	73	344	216	28	6	3	2	2	1	5	33.7	29.4
13:00:00	694	2	3	11	68	339	223	30	6	2	3	2	1	5	33.8	29.4
14:00:00	744	2	3	12	87	392	199	28	6	2	4	2	1	6	33.4	29.1
15:00:00	743	3	3	12	89	402	194	21	5	3	2	2	1	7	33.2	28.9
16:00:00	789	6	6	19	100	397	212	24	8	2	3	2	2	6	33.3	28.7
17:00:00	796	4	3	13	104	425	200	28	4	2	3	2	2	7	33.2	28.9
18:00:00	543	2	1	4	51	265	180	31	4	2	1	0	0	3	33.9	29.6
19:00:00	335	1	1	2	17	143	124	36	6	2	1	0	0	1	34.8	30.7
20:00:00	194	0	0	1	8	70	77	28	7	1	0	0	0	0	36.4	31.4
21:00:00	171	0	0	2	7	62	65	27	5	1	0	0	0	0	36.7	31.4
22:00:00	174	0	0	1	9	69	70	18	4	2	1	0	0	0	34.9	31
23:00:00	93	0	0	0	4	30	36	14	5	2	0	0	0	0	37.9	32.2
07-19	8108	30	33	133	867	4061	2406	364	72	27	27	18	12	57	33.7	29.3
06-22	8914	31	34	138	904	4363	2715	478	98	33	29	18	14	59	33.9	29.5
06-24	9181	31	35	140	917	4462	2821	510	108	36	30	19	14	59	33.9	29.5
00-24	9312	32	35	141	920	4485	2869	541	121	42	32	19	14	59	34	29.6

am Peak	11:00:00	10:00:00	10:00:00	10:00:00	11:00:00	11:00:00	08:00:00	07:00:00	07:00:00	05:00:00	08:00:00	11:00:00	09:00:00	08:00:00	04:00:00	03:00:00
Peak Volume	700	3	4	22	91	364	225	55	11	2	2	2	1	5	44.2	36.3
pm Peak	17:00:00	16:00:00	16:00:00	16:00:00	17:00:00	17:00:00	13:00:00	19:00:00	16:00:00	12:00:00	14:00:00	16:00:00	16:00:00	17:00:00	23:00:00	23:00:00
Peak Volume	796	6	6	19	104	425	223	36	8	3	4	2	2	7	37.9	32.2

All Eastbound

	Average Flow	<10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	>65.0mph	85th %ile	Mean Speed
00:00:00																
01:00:00																
02:00:00																
03:00:00																
04:00:00																
05:00:00																
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22:00:00																
23:00:00																
07-19																
06-22																
06-24																
00-24																
am Peak																
Peak Volume																
pm Peak																
Peak Volume																

All Westbound

	Average Flow	<10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	>65.0mph	85th %ile	Mean Speed
00:00:00	38	0	0	0	1	9	17	7	3	0	0	0	0	0	38.8	33.3
01:00:00	16	0	0	0	0	3	5	4	2	1	0	0	0	0	42.3	35.5

02:00:00	8	0	0	0	0	2	2	2	1	0	0	0	0	0	41.6	34.3
03:00:00	10	0	0	0	0	1	4	3	1	1	0	0	0	0	43.3	36.3
04:00:00	13	1	0	0	0	1	4	4	2	1	0	0	0	0	44.2	35.1
05:00:00	46	0	0	1	1	8	17	12	4	2	0	0	0	0	40.6	34.3
06:00:00	107	0	0	0	4	26	43	23	8	2	0	0	0	0	38.8	33.1
07:00:00	462	1	1	4	21	171	193	55	11	2	1	1	0	2	35.2	31.1
08:00:00	651	2	1	7	46	314	225	37	8	2	2	2	1	5	34.1	30
09:00:00	607	1	2	12	58	294	194	30	6	2	2	1	1	3	33.8	29.4
10:00:00	684	3	4	22	80	354	181	25	4	2	2	1	1	4	33.3	28.7
11:00:00	700	2	2	8	91	364	189	26	5	2	2	2	1	5	33.4	29
12:00:00	694	2	2	10	73	344	216	28	6	3	2	2	1	5	33.7	29.4
13:00:00	694	2	3	11	68	339	223	30	6	2	3	2	1	5	33.8	29.4
14:00:00	744	2	3	12	87	392	199	28	6	2	4	2	1	6	33.4	29.1
15:00:00	743	3	3	12	89	402	194	21	5	3	2	2	1	7	33.2	28.9
16:00:00	789	6	6	19	100	397	212	24	8	2	3	2	2	6	33.3	28.7
17:00:00	796	4	3	13	104	425	200	28	4	2	3	2	2	7	33.2	28.9
18:00:00	543	2	1	4	51	265	180	31	4	2	1	0	0	3	33.9	29.6
19:00:00	335	1	1	2	17	143	124	36	6	2	1	0	0	1	34.8	30.7
20:00:00	194	0	0	1	8	70	77	28	7	1	0	0	0	0	36.4	31.4
21:00:00	171	0	0	2	7	62	65	27	5	1	0	0	0	0	36.7	31.4
22:00:00	174	0	0	1	9	69	70	18	4	2	1	0	0	0	34.9	31
23:00:00	93	0	0	0	4	30	36	14	5	2	0	0	0	0	37.9	32.2
07-19	8108	30	33	133	867	4061	2406	364	72	27	27	18	12	57	33.7	29.3
06-22	8914	31	34	138	904	4363	2715	478	98	33	29	18	14	59	33.9	29.5
06-24	9181	31	35	140	917	4462	2821	510	108	36	30	19	14	59	33.9	29.5
00-24	9312	32	35	141	920	4485	2869	541	121	42	32	19	14	59	34	29.6
am Peak	11:00:00	10:00:00	10:00:00	10:00:00	11:00:00	11:00:00	08:00:00	07:00:00	07:00:00	05:00:00	08:00:00	11:00:00	09:00:00	08:00:00	04:00:00	03:00:00
Peak Volume	700	3	4	22	91	364	225	55	11	2	2	2	1	5	44.2	36.3
pm Peak	17:00:00	16:00:00	16:00:00	16:00:00	17:00:00	17:00:00	13:00:00	19:00:00	16:00:00	12:00:00	14:00:00	16:00:00	16:00:00	17:00:00	23:00:00	23:00:00
Peak Volume	796	6	6	19	104	425	223	36	8	3	4	2	2	7	37.9	32.2

Frm Exeter

	Average Flow	<10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	>65.0mph	85th %ile	Mean Speed
00:00:00	22	0	0	0	1	7	10	3	1	0	0	0	0	0	36.9	32.2
01:00:00	9	0	0	0	0	2	3	3	1	0	0	0	0	0	39.2	34
02:00:00	4	0	0	0	0	1	1	1	0	0	0	0	0	0	38.8	32.5
03:00:00	6	0	0	0	0	1	2	2	0	0	0	0	0	0	41.3	35.4
04:00:00	6	1	0	0	0	0	2	2	0	0	0	0	0	0	39.2	30.5
05:00:00	14	0	0	0	1	3	4	2	2	2	0	0	0	0	44.3	35.1
06:00:00	37	0	0	0	2	10	14	7	3	1	0	0	0	0	38.9	33
07:00:00	164	0	1	2	9	66	60	18	4	1	1	0	0	1	35.2	30.8
08:00:00	263	1	1	3	25	133	79	13	3	1	1	1	0	2	33.9	29.7
09:00:00	256	1	2	8	32	126	68	12	3	1	1	0	0	2	33.6	28.9
10:00:00	292	1	2	11	46	143	69	12	2	1	1	1	0	2	33.2	28.5
11:00:00	342	1	2	5	52	179	83	12	2	1	1	1	1	3	33.1	28.6

12:00:00	353	1	1	5	44	178	102	12	3	1	1	1	0	2	33.4	29
13:00:00	342	1	1	6	42	178	96	11	2	1	1	1	0	2	33.3	29
14:00:00	392	2	2	6	60	211	91	12	2	1	1	1	0	3	32.9	28.5
15:00:00	408	1	2	7	54	231	93	10	2	1	1	1	1	4	32.8	28.6
16:00:00	454	4	4	12	72	233	110	9	3	1	1	1	1	3	32.8	28.1
17:00:00	481	2	2	11	76	276	97	9	1	1	1	1	1	3	32.2	28
18:00:00	315	1	1	2	36	172	87	12	1	0	0	0	0	2	33.2	28.8
19:00:00	192	0	1	1	10	96	64	14	3	0	0	0	0	1	34.2	30
20:00:00	110	0	0	1	5	46	43	12	3	0	0	0	0	0	34.9	30.8
21:00:00	97	0	0	1	4	38	36	14	2	0	0	0	0	0	35.8	31
22:00:00	110	0	0	0	6	51	43	7	2	0	0	0	0	0	34.2	30.2
23:00:00	57	0	0	0	2	21	22	7	2	1	0	0	0	0	36.6	31.6
07-19	4062	17	20	79	547	2126	1036	142	29	10	12	9	6	30	33.2	28.7
06-22	4496	17	21	82	569	2316	1193	188	39	13	12	9	7	31	33.4	28.9
06-24	4663	17	21	82	578	2388	1258	202	43	14	13	9	7	31	33.5	29
00-24	4723	18	21	82	580	2402	1280	215	48	16	13	9	7	31	33.6	29
am Peak	11:00:00	11:00:00	10:00:00	10:00:00	11:00:00	11:00:00	11:00:00	07:00:00	07:00:00	05:00:00	08:00:00	11:00:00	11:00:00	11:00:00	05:00:00	03:00:00
Peak Volume	342	1	2	11	52	179	83	18	4	2	1	1	1	3	44.3	35.4
pm Peak	17:00:00	16:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	21:00:00	19:00:00	14:00:00	15:00:00	16:00:00	16:00:00	15:00:00	23:00:00	23:00:00
Peak Volume	481	4	4	12	76	276	110	14	3	1	1	1	1	4	36.6	31.6

Frm Sidmouth

	Average Flow	<10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	>65.0mph	85th %ile	Mean Speed
00:00:00	16	0	0	0	0	2	7	4	2	0	0	0	0	0	40.5	34.9
01:00:00	7	0	0	0	0	1	2	1	2	1	0	0	0	0	44.8	37.2
02:00:00	3	0	0	0	0	1	1	1	1	0	0	0	0	0	43.6	36.7
03:00:00	4	0	0	0	0	0	1	1	1	0	0	0	0	0	44	37.7
04:00:00	7	0	0	0	0	1	2	2	1	1	0	0	0	0	47.5	38.7
05:00:00	32	0	0	1	0	5	13	10	2	1	0	0	0	0	39.3	34
06:00:00	71	0	0	0	2	16	29	16	5	1	0	0	0	0	38.8	33.2
07:00:00	298	1	0	2	12	104	133	37	7	1	1	0	0	1	35.2	31.3
08:00:00	387	1	1	3	21	181	146	24	5	1	1	1	0	2	34.2	30.2
09:00:00	352	1	1	4	26	168	126	18	3	1	1	1	1	1	33.9	29.8
10:00:00	393	2	2	12	34	211	112	13	2	1	1	0	1	2	33.3	28.8
11:00:00	358	1	1	3	39	185	106	14	3	2	1	1	0	2	33.6	29.3
12:00:00	342	1	1	4	28	166	114	17	4	3	1	1	1	2	34	29.8
13:00:00	353	1	2	5	27	161	127	19	4	1	2	1	0	2	34.1	29.9
14:00:00	352	1	1	5	28	182	108	16	3	1	2	1	1	3	33.8	29.8
15:00:00	335	2	2	5	34	171	101	11	3	2	1	1	0	2	33.5	29.2
16:00:00	335	2	2	7	29	165	102	15	5	1	2	1	1	3	33.9	29.6
17:00:00	315	2	1	2	28	149	103	19	3	2	2	1	1	4	34.2	30.1
18:00:00	228	0	0	1	15	93	93	19	3	1	1	0	0	2	34.5	30.7
19:00:00	143	0	0	1	7	48	60	22	3	1	0	0	0	0	36.3	31.6
20:00:00	84	0	0	1	3	25	34	16	4	1	0	0	0	0	37.8	32.4
21:00:00	74	0	0	1	3	24	29	13	3	1	0	0	0	0	37.6	32

22:00:00	64	0	0	1	3	18	26	11	2	1	1	0	0	0	37.7	32.3
23:00:00	37	0	0	0	1	9	14	7	3	1	0	0	0	0	39.1	33.1
07-19	4046	14	13	54	320	1935	1370	222	43	16	16	9	6	27	34	29.8
06-22	4418	14	13	57	335	2047	1522	289	59	20	17	10	7	28	34.2	30
06-24	4518	14	14	58	340	2074	1563	307	64	22	18	10	7	28	34.3	30.1
00-24	4588	14	14	58	341	2084	1589	326	73	25	19	10	8	28	34.4	30.2
am Peak	10:00:00	10:00:00	10:00:00	10:00:00	11:00:00	10:00:00	08:00:00	07:00:00	07:00:00	11:00:00	08:00:00	11:00:00	09:00:00	08:00:00	04:00:00	04:00:00
Peak Volume	393	2	2	12	39	211	146	37	7	2	1	1	1	2	47.5	38.7
pm Peak	13:00:00	16:00:00	16:00:00	16:00:00	15:00:00	14:00:00	13:00:00	19:00:00	16:00:00	12:00:00	14:00:00	14:00:00	17:00:00	17:00:00	23:00:00	23:00:00
Peak Volume	353	2	2	7	34	182	127	22	5	3	2	1	1	4	39.1	33.1

Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline
Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Speed Bins Report _TEMPSCP 000000003835 2010-02-11 to 2010-02-17

Site Name	3835
Site ID	000000003835
Grid	308154089618
Description	Newton Poppleford....A3052, Centre of SCP
Setup	SpeedE/W
Lanes	Each Lane
Show	Average
Time Period	1 hour
Averaged over	All days
Speed units	mph
Exclude data:	None

All directions

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	35	1	0	4	7	11	7	2	1	1	0	0	0	0	39.4	32.3	8.9
01:00:00	18	1	0	0	4	7	4	1	0	0	0	0	0	0	39.5	32.8	8.3
02:00:00	14	1	0	0	3	4	3	2	1	0	0	0	0	0	42	32.6	10.4
03:00:00	16	2	0	1	3	3	3	2	1	0	0	0	0	0	42.3	31.3	11.6
04:00:00	23	1	0	1	3	6	6	4	1	1	0	0	0	0	42.8	34.7	9
05:00:00	63	7	2	3	10	16	13	8	2	1	0	0	0	0	41.5	31.6	10.9
06:00:00	162	2	4	12	48	55	27	10	3	0	0	0	0	0	38	31.3	6.6
07:00:00	533	5	7	73	229	166	44	7	1	0	0	0	0	0	34.2	29.2	5.1
08:00:00	744	17	31	153	335	169	35	4	0	0	0	0	0	0	32.9	27.3	5.5
09:00:00	740	22	28	143	339	171	32	4	0	0	0	0	0	0	32.8	27.2	5.7
10:00:00	836	31	48	179	385	167	24	2	0	0	0	0	0	0	32	26.4	5.8
11:00:00	904	21	32	197	459	172	21	2	0	0	0	0	0	0	31.8	26.8	5
12:00:00	884	19	27	175	436	196	27	4	0	0	0	0	0	0	32.4	27.3	5.1
13:00:00	875	17	22	166	442	198	28	3	0	0	0	0	0	0	32.5	27.4	5
14:00:00	912	21	29	196	457	181	25	3	1	0	0	0	0	0	32	27	5.1
15:00:00	930	23	35	199	456	188	25	2	1	0	0	0	0	0	32	26.9	5.2
16:00:00	1030	27	48	259	474	190	28	3	0	0	0	0	0	0	31.8	26.5	5.3
17:00:00	911	28	45	214	411	178	30	4	1	0	0	0	0	0	32.1	26.6	5.6
18:00:00	571	15	22	117	242	136	32	5	1	0	0	0	0	0	33.3	27.5	5.8
19:00:00	357	8	11	49	153	99	30	6	1	0	0	0	0	0	34.2	28.6	5.9
20:00:00	217	6	5	22	79	70	28	6	1	1	0	0	0	0	35.7	29.7	6.5
21:00:00	180	7	4	18	66	59	21	4	1	0	0	0	0	0	35	29.4	6.7
22:00:00	172	4	3	22	67	56	16	3	1	0	0	0	0	0	34.5	29.2	6
23:00:00	87	2	2	8	32	27	12	4	2	0	0	0	0	0	36.9	30.5	6.6
07-19	9870	246	374	2072	4665	2113	349	44	6	1	0	0	0	0	32.4	27.1	5.4
06-22	10786	268	398	2172	5011	2395	456	71	12	3	1	0	0	0	32.8	27.3	5.5
06-24	11045	274	402	2203	5109	2478	483	78	14	3	1	0	0	0	32.8	27.3	5.6
00-24	11213	287	405	2211	5140	2525	519	98	20	6	2	1	0	0	32.9	27.4	5.7

am Peak	11:00:00	10:00:00	10:00:00	11:00:00	11:00:00	11:00:00	07:00:00	06:00:00	06:00:00	05:00:00	05:00:00	00:00:00		00:00:00	04:00:00	04:00:00	
Peak Volume	904	31	48	197	459	172	44	10	3	1	0	0		0	42.8	34.7	4015.1
pm Peak	16:00:00	17:00:00	16:00:00	16:00:00	16:00:00	13:00:00	18:00:00	19:00:00	23:00:00	20:00:00	22:00:00	21:00:00			23:00:00	23:00:00	
Peak Volume	1030	28	48	259	474	198	32	6	2	1	0	0			36.9	30.5	2965.6

All Northbound

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00																	
01:00:00																	
02:00:00																	
03:00:00																	
04:00:00																	
05:00:00																	
06:00:00																	
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21:00:00																	
22:00:00																	
23:00:00																	
07-19																	
06-22																	
06-24																	
00-24																	
am Peak																	
Peak Volume																	
pm Peak																	
Peak Volume																	

All Southbound

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	35	1	0	4	7	11	7	2	1	1	0	0	0	0	39.4	32.3	8.9
01:00:00	18	1	0	0	4	7	4	1	0	0	0	0	0	0	39.5	32.8	8.3

02:00:00	14	1	0	0	3	4	3	2	1	0	0	0	0	0	42	32.6	10.4
03:00:00	16	2	0	1	3	3	3	2	1	0	0	0	0	0	42.3	31.3	11.6
04:00:00	23	1	0	1	3	6	6	4	1	1	0	0	0	0	42.8	34.7	9
05:00:00	63	7	2	3	10	16	13	8	2	1	0	0	0	0	41.5	31.6	10.9
06:00:00	162	2	4	12	48	55	27	10	3	0	0	0	0	0	38	31.3	6.6
07:00:00	533	5	7	73	229	166	44	7	1	0	0	0	0	0	34.2	29.2	5.1
08:00:00	744	17	31	153	335	169	35	4	0	0	0	0	0	0	32.9	27.3	5.5
09:00:00	740	22	28	143	339	171	32	4	0	0	0	0	0	0	32.8	27.2	5.7
10:00:00	836	31	48	179	385	167	24	2	0	0	0	0	0	0	32	26.4	5.8
11:00:00	904	21	32	197	459	172	21	2	0	0	0	0	0	0	31.8	26.8	5
12:00:00	884	19	27	175	436	196	27	4	0	0	0	0	0	0	32.4	27.3	5.1
13:00:00	875	17	22	166	442	198	28	3	0	0	0	0	0	0	32.5	27.4	5
14:00:00	912	21	29	196	457	181	25	3	1	0	0	0	0	0	32	27	5.1
15:00:00	930	23	35	199	456	188	25	2	1	0	0	0	0	0	32	26.9	5.2
16:00:00	1030	27	48	259	474	190	28	3	0	0	0	0	0	0	31.8	26.5	5.3
17:00:00	911	28	45	214	411	178	30	4	1	0	0	0	0	0	32.1	26.6	5.6
18:00:00	571	15	22	117	242	136	32	5	1	0	0	0	0	0	33.3	27.5	5.8
19:00:00	357	8	11	49	153	99	30	6	1	0	0	0	0	0	34.2	28.6	5.9
20:00:00	217	6	5	22	79	70	28	6	1	1	0	0	0	0	35.7	29.7	6.5
21:00:00	180	7	4	18	66	59	21	4	1	0	0	0	0	0	35	29.4	6.7
22:00:00	172	4	3	22	67	56	16	3	1	0	0	0	0	0	34.5	29.2	6
23:00:00	87	2	2	8	32	27	12	4	2	0	0	0	0	0	36.9	30.5	6.6
07-19	9870	246	374	2072	4665	2113	349	44	6	1	0	0	0	0	32.4	27.1	5.4
06-22	10786	268	398	2172	5011	2395	456	71	12	3	1	0	0	0	32.8	27.3	5.5
06-24	11045	274	402	2203	5109	2478	483	78	14	3	1	0	0	0	32.8	27.3	5.6
00-24	11213	287	405	2211	5140	2525	519	98	20	6	2	1	0	0	32.9	27.4	5.7
am Peak	11:00:00	10:00:00	10:00:00	11:00:00	11:00:00	11:00:00	07:00:00	06:00:00	06:00:00	05:00:00	05:00:00	00:00:00		00:00:00	04:00:00	04:00:00	
Peak Volume	904	31	48	197	459	172	44	10	3	1	0	0		0	42.8	34.7	4015.1
pm Peak	16:00:00	17:00:00	16:00:00	16:00:00	16:00:00	13:00:00	18:00:00	19:00:00	23:00:00	20:00:00	22:00:00	21:00:00			23:00:00	23:00:00	
Peak Volume	1030	28	48	259	474	198	32	6	2	1	0	0			36.9	30.5	2965.6

Westbound

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	21	1	0	3	6	7	3	1	0	0	0	0	0	0	36.9	29.9	7.6
01:00:00	10	0	0	0	3	5	1	0	0	0	0	0	0	0	35.4	31.2	7.7
02:00:00	7	0	0	0	2	3	1	1	0	0	0	0	0	0	39.2	33.1	5
03:00:00	8	1	0	1	3	2	1	1	0	0	0	0	0	0	38.4	29.7	8.6
04:00:00	11	1	0	0	2	3	3	1	0	0	0	0	0	0	39.7	31.9	9.3
05:00:00	23	6	0	2	5	5	4	2	0	0	0	0	0	0	38.5	26.3	12.1
06:00:00	50	0	1	5	22	15	6	1	0	0	0	0	0	0	34.9	29.8	5.3
07:00:00	216	3	3	36	105	53	14	2	0	0	0	0	0	0	33.4	28.2	5.1
08:00:00	327	12	14	85	157	53	6	0	0	0	0	0	0	0	31	26.1	5.4
09:00:00	344	13	17	88	165	51	8	1	0	0	0	0	0	0	30.8	26	5.6
10:00:00	367	17	24	102	174	44	5	0	0	0	0	0	0	0	29.8	25.3	5.6
11:00:00	433	8	13	125	237	46	4	0	0	0	0	0	0	0	29.7	26	4.4

12:00:00	458	10	16	121	251	55	4	1	0	0	0	0	0	0	29.8	26.1	4.6
13:00:00	436	8	11	113	238	61	5	0	0	0	0	0	0	0	30.1	26.4	4.4
14:00:00	463	10	16	129	248	52	7	0	0	0	0	0	0	0	29.8	26	4.7
15:00:00	472	11	18	129	252	57	5	0	0	0	0	0	0	0	29.8	26	4.6
16:00:00	544	13	24	180	266	56	4	1	0	0	0	0	0	0	29.6	25.5	4.7
17:00:00	519	16	31	166	251	51	4	1	0	0	0	0	0	0	29.6	25.3	5
18:00:00	328	9	14	95	156	48	5	1	0	0	0	0	0	0	30.5	26	5.1
19:00:00	202	5	6	38	102	42	8	1	0	0	0	0	0	0	32.5	27.3	5.3
20:00:00	120	3	1	17	56	35	8	0	0	0	0	0	0	0	33.7	28.5	5.2
21:00:00	102	4	1	14	48	29	6	1	0	0	0	0	0	0	33.5	28.1	5.7
22:00:00	99	1	1	18	49	24	4	1	0	0	0	0	0	0	33	28.1	4.9
23:00:00	51	1	1	6	23	13	5	1	1	0	0	0	0	0	34.8	29.2	6.2
07-19	4906	130	200	1371	2500	626	71	8	0	0	0	0	0	0	29.9	26	4.9
06-22	5381	142	209	1444	2728	746	99	11	0	0	0	0	0	0	30.3	26.2	5
06-24	5531	144	211	1469	2800	783	108	14	1	0	0	0	0	0	30.5	26.2	5
00-24	5611	153	212	1475	2821	806	121	19	2	1	0	0	0	0	30.7	26.3	5.1
am Peak	11:00:00	10:00:00	10:00:00	11:00:00	11:00:00	07:00:00	07:00:00	07:00:00	05:00:00	00:00:00	01:00:00				04:00:00	02:00:00	
Peak Volume	433	17	24	125	237	53	14	2	0	0	0				39.7	33.1	2219
pm Peak	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	13:00:00	20:00:00	23:00:00	23:00:00		22:00:00				23:00:00	23:00:00	
Peak Volume	544	16	31	180	266	61	8	1	1		0				34.8	29.2	2777

Eastbound

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	14	0	0	1	2	4	4	2	1	0	0	0	0	0	43.9	36	9.4
01:00:00	8	0	0	0	1	2	3	1	0	0	0	0	0	0	42	34.6	8.6
02:00:00	6	1	0	0	1	1	2	1	1	0	0	0	0	0	45.2	31.9	14.2
03:00:00	8	1	0	0	0	1	2	1	1	0	0	0	0	0	44.9	32.9	13.7
04:00:00	12	0	0	0	1	3	3	3	1	0	0	0	0	0	44.1	37.1	7.9
05:00:00	39	1	1	1	5	12	10	6	2	1	0	0	0	0	42.8	34.7	8.8
06:00:00	112	2	3	8	27	39	21	9	3	0	0	0	0	0	38.9	32	7
07:00:00	317	1	5	36	124	114	30	5	1	0	0	0	0	0	34.5	29.8	5
08:00:00	416	5	17	68	178	116	29	3	0	0	0	0	0	0	33.7	28.3	5.3
09:00:00	396	9	11	55	174	120	24	3	0	0	0	0	0	0	33.6	28.3	5.5
10:00:00	470	14	23	77	211	123	19	2	0	0	0	0	0	0	33	27.4	5.7
11:00:00	470	12	19	71	222	126	17	2	0	0	0	0	0	0	33	27.6	5.5
12:00:00	427	9	11	54	185	141	23	3	0	0	0	0	0	0	33.7	28.5	5.4
13:00:00	439	10	11	52	203	137	23	3	0	0	0	0	0	0	33.5	28.4	5.3
14:00:00	450	11	12	67	209	129	18	3	1	0	0	0	0	0	33.2	28	5.4
15:00:00	458	13	18	70	204	131	20	1	1	0	0	0	0	0	33.2	27.8	5.6
16:00:00	486	14	24	79	208	135	24	3	0	0	0	0	0	0	33.3	27.6	5.8
17:00:00	392	12	14	48	160	127	26	4	1	0	0	0	0	0	33.9	28.4	5.9
18:00:00	243	6	8	22	86	88	27	5	1	0	0	0	0	0	34.8	29.5	6.2
19:00:00	155	3	5	11	50	57	22	5	1	0	0	0	0	0	36.2	30.4	6.2
20:00:00	98	3	4	5	23	35	20	6	1	1	0	0	0	0	38.3	31.3	7.5
21:00:00	77	3	3	3	18	30	15	3	1	0	0	0	0	0	37.8	31.1	7.4

22:00:00	73	3	2	4	18	32	12	2	0	0	0	0	0	0	36.6	30.7	6.9
23:00:00	36	0	0	2	9	14	6	2	1	0	0	0	0	0	38.8	32.5	6.7
07-19	4964	116	174	701	2164	1487	279	36	6	1	0	0	0	0	33.6	28.2	5.6
06-22	5405	126	189	728	2282	1649	357	60	11	3	1	0	0	0	33.8	28.4	5.8
06-24	5514	130	191	734	2309	1695	375	64	13	3	1	0	0	0	33.9	28.5	5.8
00-24	5602	134	193	736	2319	1718	398	78	18	6	2	1	0	0	34	28.6	6
am Peak	11:00:00	10:00:00	10:00:00	10:00:00	11:00:00	11:00:00	07:00:00	06:00:00	06:00:00	05:00:00	05:00:00	00:00:00		00:00:00	02:00:00	04:00:00	
Peak Volume	470	14	23	77	222	126	30	9	3	1	0	0		0	45.2	37.1	3513.6
pm Peak	16:00:00	16:00:00	16:00:00	16:00:00	14:00:00	12:00:00	18:00:00	20:00:00	20:00:00	20:00:00	15:00:00	21:00:00			23:00:00	23:00:00	
Peak Volume	486	14	24	79	209	141	27	6	1	1	0	0			38.8	32.5	2999.4

Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline
Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Speed Bins Report _TEMPRADAR 000000006988 2010-04-10 to 2010-04-16

Site Name	6988
Site ID	000000006988
Grid	307829089333
Description	Newton Poppleford....Exmouth Road Radar
Setup	30mphNthSth
Lanes	Each Lane
Show	Average
Time Period	1 hour
Averaged over	All days
Speed units	mph
Exclude data:	None

All directions

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	15	0	0	2	5	5	2	1	0	0	0	0	0	0	37.2	30.6	6.2
01:00:00	7	0	0	1	3	2	1	0	0	0	0	0	0	0	36	30	6.2
02:00:00	4	0	0	0	1	1	1	0	0	0	0	0	0	0	36.9	29.5	7.5
03:00:00	6	0	0	1	1	2	1	1	0	0	0	0	0	0	39.5	33.1	5.7
04:00:00	8	0	0	1	1	2	2	1	1	0	0	0	0	0	42.8	35	6.7
05:00:00	17	0	1	1	6	4	3	2	0	0	0	0	0	0	40.9	32.4	7.3
06:00:00	46	0	1	4	19	13	7	3	0	0	0	0	0	0	37	30.7	5.6
07:00:00	158	1	5	20	60	47	19	5	1	0	0	0	0	0	35.2	29.7	5.7
08:00:00	254	1	9	45	106	65	21	7	0	0	0	0	0	0	34.2	28.7	5.5
09:00:00	303	2	15	72	133	63	15	3	0	0	0	0	0	0	32.8	27.4	5.2
10:00:00	406	3	20	101	192	74	14	2	0	0	0	0	0	0	32	26.9	4.9
11:00:00	434	3	19	112	195	86	16	2	0	0	0	0	0	0	32.3	27	4.8
12:00:00	422	4	17	110	190	82	16	3	0	0	0	0	0	0	32.3	27.1	5
13:00:00	387	3	16	88	182	78	16	2	1	0	0	0	0	0	32.5	27.4	4.9
14:00:00	428	4	18	114	197	79	13	2	0	0	0	0	0	0	31.9	26.9	4.9
15:00:00	426	2	22	120	192	72	14	4	0	0	0	0	0	0	31.8	26.8	4.9
16:00:00	426	4	22	120	184	72	20	4	0	0	0	0	0	0	32.3	26.9	5.2
17:00:00	405	5	20	98	170	88	20	4	0	0	0	0	0	0	32.9	27.3	5.4
18:00:00	235	1	9	34	97	67	18	6	2	0	0	0	0	0	34.3	29.1	5.5
19:00:00	166	1	6	30	61	47	14	4	2	0	0	0	0	0	34.5	29	6
20:00:00	110	0	4	19	44	29	9	4	1	0	0	0	0	0	34.6	29.1	5.8
21:00:00	76	0	3	10	31	18	7	4	2	0	0	0	0	0	35.9	29.7	6.3
22:00:00	56	1	3	10	22	14	6	1	0	0	0	0	0	0	34.5	28.6	6.1
23:00:00	35	1	1	6	12	10	3	2	0	0	0	0	0	0	35.8	29.5	6.8
07-19	4284	36	193	1033	1898	873	201	44	6	1	0	0	0	0	32.8	27.3	5.2
06-22	4682	38	207	1095	2053	981	237	58	11	1	0	0	0	0	33	27.5	5.3
06-24	4773	39	211	1111	2087	1005	246	61	11	2	0	0	0	0	33	27.5	5.3
00-24	4830	40	213	1115	2103	1021	256	67	12	2	0	0	0	0	33.1	27.6	5.3

am Peak	11:00:00	10:00:00	10:00:00	11:00:00	11:00:00	11:00:00	08:00:00	08:00:00	04:00:00	01:00:00				04:00:00	04:00:00	
Peak Volume	434	3	20	112	195	86	21	7	1	0				42.8	35	2993.6
pm Peak	14:00:00	17:00:00	15:00:00	15:00:00	14:00:00	17:00:00	16:00:00	18:00:00	19:00:00	13:00:00	19:00:00			21:00:00	21:00:00	
Peak Volume	428	5	22	120	197	88	20	6	2	0	0			35.9	29.7	2833.4

Northbound

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	8	0	0	1	3	2	1	0	0	0	0	0	0	0	34.1	28.7	5.2
01:00:00	4	0	0	1	2	1	0	0	0	0	0	0	0	0	34.2	29.1	6.6
02:00:00	2	0	0	0	1	1	1	0	0	0	0	0	0	0		31.9	4.3
03:00:00	3	0	0	0	0	1	1	0	0	0	0	0	0	0	37.5	32.2	4.6
04:00:00	4	0	0	0	1	1	1	1	0	0	0	0	0	0	40.3	33.7	5.3
05:00:00	10	0	1	1	4	2	2	1	0	0	0	0	0	0	38.5	30.7	7.1
06:00:00	31	0	1	2	14	9	5	1	0	0	0	0	0	0	36.2	30.5	5
07:00:00	95	1	4	13	39	27	9	2	0	0	0	0	0	0	34.4	28.9	5.5
08:00:00	117	1	6	32	53	20	4	1	0	0	0	0	0	0	32	26.9	4.9
09:00:00	149	1	7	47	68	22	3	0	0	0	0	0	0	0	30.7	26.3	4.4
10:00:00	158	2	11	53	72	18	3	0	0	0	0	0	0	0	29.8	25.7	4.6
11:00:00	169	1	9	61	76	18	3	0	0	0	0	0	0	0	29.7	25.8	4.3
12:00:00	181	2	9	64	84	20	2	0	0	0	0	0	0	0	29.7	25.7	4.4
13:00:00	170	2	9	50	82	25	3	0	0	0	0	0	0	0	30.6	26.3	4.6
14:00:00	206	3	12	73	94	23	2	0	0	0	0	0	0	0	29.6	25.5	4.5
15:00:00	234	1	14	85	109	23	2	0	0	0	0	0	0	0	29.6	25.6	4.1
16:00:00	224	3	15	85	100	18	2	0	0	0	0	0	0	0	29.4	25.2	4.5
17:00:00	204	2	12	67	93	28	3	0	0	0	0	0	0	0	30	25.9	4.4
18:00:00	103	0	5	22	49	23	3	0	0	0	0	0	0	0	32.4	27.3	4.7
19:00:00	75	0	3	20	32	16	3	0	0	0	0	0	0	0	32.4	27.1	4.8
20:00:00	52	0	2	11	25	11	2	1	0	0	0	0	0	0	32.7	27.8	4.9
21:00:00	36	0	1	8	17	7	2	1	0	0	0	0	0	0	33.2	28.1	5.2
22:00:00	28	0	0	6	11	7	2	1	0	0	0	0	0	0	34	28.4	5.4
23:00:00	17	0	0	3	7	4	2	1	0	0	0	0	0	0	35.1	29.2	6
07-19	2011	18	113	652	918	265	40	4	1	0	0	0	0	0	30.1	26	4.6
06-22	2205	19	119	692	1008	307	51	7	1	0	0	0	0	0	30.6	26.2	4.7
06-24	2250	20	120	702	1026	319	55	9	1	0	0	0	0	0	30.7	26.2	4.7
00-24	2280	20	122	705	1036	328	59	10	1	0	0	0	0	0	30.9	26.3	4.8
am Peak	11:00:00	10:00:00	10:00:00	11:00:00	11:00:00	07:00:00	07:00:00	07:00:00	07:00:00	01:00:00				04:00:00	04:00:00	
Peak Volume	169	2	11	61	76	27	9	2	0	0				40.3	33.7	2389
pm Peak	15:00:00	14:00:00	16:00:00	15:00:00	15:00:00	17:00:00	18:00:00	21:00:00	18:00:00	20:00:00				23:00:00	23:00:00	
Peak Volume	234	3	15	85	109	28	3	1	0	0				35.1	29.2	2691.7

Southbound

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	7	0	0	0	2	3	1	1	0	0	0	0	0	0	39.8	32.6	6.6
01:00:00	3	0	0	0	1	1	1	0	0	0	0	0	0	0	38.2	31.2	5.6

02:00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0		26.1	9.6
03:00:00	3	0	0	0	1	1	1	1	0	0	0	0	0	0	42	34	6.5
04:00:00	5	0	0	0	1	1	1	1	1	0	0	0	0	0	45.2	36.1	7.4
05:00:00	7	0	0	0	2	2	1	2	0	0	0	0	0	0	42.9	34.7	7
06:00:00	16	0	1	2	4	5	2	2	0	0	0	0	0	0	39.2	31.3	6.7
07:00:00	62	0	1	7	21	20	9	4	0	0	0	0	0	0	37.2	30.9	5.6
08:00:00	137	1	3	14	52	45	16	6	0	0	0	0	0	0	35.6	30.2	5.5
09:00:00	154	2	7	24	65	42	11	3	0	0	0	0	0	0	33.9	28.4	5.6
10:00:00	248	2	9	48	120	56	11	2	0	0	0	0	0	0	32.9	27.7	4.8
11:00:00	265	2	11	50	119	68	13	2	0	0	0	0	0	0	33.2	27.9	5
12:00:00	241	2	7	46	106	61	14	3	0	0	0	0	0	0	33.5	28.1	5.2
13:00:00	216	1	7	38	101	53	14	2	1	0	0	0	0	0	33.5	28.3	5.1
14:00:00	222	1	6	41	104	56	11	2	0	0	0	0	0	0	33.3	28.2	4.8
15:00:00	192	1	8	35	83	49	11	3	0	0	0	0	0	0	33.6	28.2	5.3
16:00:00	202	1	7	34	84	54	18	4	0	0	0	0	0	0	34.2	28.7	5.4
17:00:00	201	4	8	31	77	60	17	4	0	0	0	0	0	0	34.3	28.6	6
18:00:00	132	0	4	12	49	45	15	6	1	0	0	0	0	0	35.8	30.4	5.8
19:00:00	91	1	3	10	29	32	11	3	2	0	0	0	0	0	36.5	30.5	6.5
20:00:00	57	0	2	8	18	18	7	3	1	0	0	0	0	0	36.8	30.4	6.3
21:00:00	40	0	3	3	14	11	5	3	1	0	0	0	0	0	38.5	31.1	6.9
22:00:00	28	1	2	3	11	7	3	1	0	0	0	0	0	0	35.3	28.7	6.7
23:00:00	18	0	1	3	5	6	2	1	0	0	0	0	0	0	36.5	29.7	7.5
07-19	2273	17	80	381	980	608	161	39	5	1	0	0	0	0	33.9	28.5	5.3
06-22	2477	19	88	403	1045	674	187	51	10	1	0	0	0	0	34.1	28.7	5.5
06-24	2523	20	91	409	1061	687	192	53	10	1	0	0	0	0	34.1	28.7	5.5
00-24	2550	20	91	411	1068	693	197	57	11	2	0	0	0	0	34.2	28.7	5.6
am Peak	11:00:00	11:00:00	11:00:00	11:00:00	10:00:00	11:00:00	08:00:00	08:00:00	04:00:00	05:00:00					04:00:00	04:00:00	
Peak Volume	265	2	11	50	120	68	16	6	1	0					45.2	36.1	3316.9
pm Peak	12:00:00	17:00:00	15:00:00	12:00:00	12:00:00	12:00:00	16:00:00	18:00:00	19:00:00	13:00:00	19:00:00				21:00:00	21:00:00	
Peak Volume	241	4	8	46	106	61	18	6	2	0	0				38.5	31.1	3099.7

Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline
Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Speed Bins Report _TEMPRADAR7 000000007451 2013-05-11 to 2013-05-17

Site Name	7451
Site ID	000000007451
Grid	308771089755
Description	Newton Poppleford....Station Road Radar
Setup	7439 Speed
Lanes	Each Lane
Show	Average
Time Period	1 hour
Averaged over	All days
Speed units	mph
Exclude data:	None

All directions

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	35	0	0	0	7	14	9	4	1	0	0	0	0	0	39.9	34.5	5.6
01:00:00	17	0	0	0	2	6	6	3	1	0	0	0	0	0	41.6	35.7	5.5
02:00:00	11	0	0	0	1	2	4	2	1	0	0	0	0	0	44	37.6	6.5
03:00:00	15	0	0	0	1	4	4	3	2	1	0	0	0	0	46.5	38.7	7.3
04:00:00	24	0	0	1	2	6	7	6	2	0	0	0	0	0	44.5	37.5	6.9
05:00:00	63	0	0	2	10	16	21	9	2	1	0	0	0	0	42.2	35.7	7
06:00:00	194	0	2	10	46	70	46	16	4	1	0	0	0	0	39.1	33	6
07:00:00	642	2	10	67	256	227	66	12	2	0	0	0	0	0	34.6	29.9	4.9
08:00:00	865	14	30	154	388	227	45	5	1	0	0	0	0	0	33.3	27.9	5.3
09:00:00	826	7	30	139	404	208	34	3	0	0	0	0	0	0	32.9	27.9	4.8
10:00:00	910	19	48	211	440	171	19	2	0	0	0	0	0	0	31.6	26.6	5.1
11:00:00	887	13	29	159	438	220	26	2	0	0	0	0	0	0	32.6	27.6	4.8
12:00:00	875	5	26	150	429	232	29	3	0	0	0	0	0	0	32.9	28	4.6
13:00:00	870	7	23	148	427	236	27	1	1	0	0	0	0	0	32.8	27.9	4.6
14:00:00	926	5	22	154	483	235	26	1	0	0	0	0	0	0	32.6	27.9	4.3
15:00:00	951	12	28	160	485	240	25	1	0	0	0	0	0	0	32.6	27.7	4.6
16:00:00	1018	4	20	153	508	287	41	5	0	0	0	0	0	0	33.1	28.4	4.3
17:00:00	964	16	32	132	439	293	46	5	1	0	0	0	0	0	33.4	28.3	5.2
18:00:00	698	9	18	71	289	253	51	5	1	0	0	0	0	0	34.1	29.2	5.1
19:00:00	434	5	8	31	150	176	55	7	1	1	0	0	0	0	35	30.4	5.3
20:00:00	295	2	5	23	94	116	44	9	2	1	0	0	0	0	36.3	31	5.5
21:00:00	225	1	2	12	82	87	28	9	3	1	0	0	0	0	36.2	31.2	5.6
22:00:00	170	1	2	10	52	68	29	6	2	1	0	0	0	0	37.1	31.6	5.5
23:00:00	85	0	0	4	21	38	14	6	1	0	0	0	0	0	38.2	32.8	5.6
07-19	10433	115	318	1696	4985	2829	436	45	7	1	1	0	0	0	33.1	28	4.9
06-22	11582	123	334	1772	5357	3279	608	86	18	4	2	0	0	0	33.4	28.3	5
06-24	11837	124	336	1785	5430	3385	651	98	21	5	2	1	0	0	33.5	28.4	5.1
00-24	12001	124	336	1789	5452	3432	702	125	30	8	2	1	0	0	33.6	28.5	5.2

am Peak	10:00:00	10:00:00	10:00:00	10:00:00	10:00:00	07:00:00	07:00:00	06:00:00	06:00:00	05:00:00	06:00:00	05:00:00	05:00:00		03:00:00	03:00:00	
Peak Volume	910	19	48	211	440	227	66	16	4	1	0	0	0		46.5	38.7	3246.9
pm Peak	16:00:00	17:00:00	17:00:00	15:00:00	16:00:00	17:00:00	19:00:00	20:00:00	21:00:00	19:00:00	12:00:00	23:00:00	00:00:00		23:00:00	23:00:00	
Peak Volume	1018	16	32	160	508	293	55	9	3	1	0	0	0		38.2	32.8	2483.5

All Northbound

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	21	0	0	0	3	9	6	2	1	0	0	0	0	0	39.9	34.9	5.6
01:00:00	9	0	0	0	1	2	4	1	0	0	0	0	0	0	41.5	35.7	5.7
02:00:00	6	0	0	0	1	1	2	1	0	0	0	0	0	0	43	37	6.8
03:00:00	8	0	0	0	0	2	2	2	0	1	0	0	0	0	44.9	38.4	7.3
04:00:00	9	0	0	0	0	2	3	2	1	0	0	0	0	0	45.6	39.3	6
05:00:00	23	0	0	1	4	5	8	4	1	0	0	0	0	0	41.7	35.3	6.4
06:00:00	65	0	0	2	18	25	14	4	1	0	0	0	0	0	38.5	32.6	5.9
07:00:00	258	1	4	16	91	111	30	4	1	0	0	0	0	0	34.8	30.6	4.9
08:00:00	395	2	8	50	185	124	22	3	1	0	0	0	0	0	33.6	28.8	4.6
09:00:00	378	3	10	45	178	121	20	1	0	0	0	0	0	0	33.6	28.7	4.6
10:00:00	428	10	17	78	212	99	11	1	0	0	0	0	0	0	32.4	27.2	5.1
11:00:00	445	3	9	60	221	138	13	1	0	0	0	0	0	0	33.1	28.4	4.4
12:00:00	431	4	9	53	207	141	16	1	0	0	0	0	0	0	33.3	28.5	4.6
13:00:00	445	5	11	59	214	143	13	1	0	0	0	0	0	0	33.1	28.3	4.5
14:00:00	472	4	9	62	239	145	12	1	0	0	0	0	0	0	33	28.3	4.4
15:00:00	507	5	12	62	264	153	11	1	0	0	0	0	0	0	32.9	28.2	4.4
16:00:00	559	2	7	64	281	181	22	2	0	0	0	0	0	0	33.4	28.8	4.1
17:00:00	535	13	19	56	233	187	23	2	0	0	0	0	0	0	33.5	28.4	5.4
18:00:00	407	5	11	29	162	171	26	1	1	0	0	0	0	0	34.1	29.5	4.9
19:00:00	253	4	4	15	86	109	31	4	0	0	0	0	0	0	34.9	30.3	5.3
20:00:00	161	1	3	10	46	72	24	4	1	0	0	0	0	0	36	31.1	5.2
21:00:00	122	1	1	7	43	51	15	3	0	0	0	0	0	0	35.1	30.8	5.1
22:00:00	94	1	1	3	23	43	19	3	1	0	0	0	0	0	37.5	32.3	5.4
23:00:00	48	0	0	1	11	25	7	4	1	0	0	0	0	0	38	33	4.7
07-19	5260	57	126	634	2487	1714	219	19	3	1	1	0	0	0	33.4	28.6	4.7
06-22	5861	64	134	668	2680	1970	302	33	5	1	1	0	0	0	33.6	28.8	4.8
06-24	6003	64	135	672	2714	2038	329	40	7	2	1	0	0	0	33.7	28.9	4.9
00-24	6079	65	135	674	2723	2060	353	54	11	3	1	0	0	0	33.8	29	5

am Peak	11:00:00	10:00:00	10:00:00	10:00:00	11:00:00	11:00:00	07:00:00	06:00:00	04:00:00	03:00:00	07:00:00	00:00:00		04:00:00	04:00:00	
Peak Volume	445	10	17	78	221	138	30	4	1	1	0	0		45.6	39.3	2674.2
pm Peak	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	17:00:00	19:00:00	20:00:00	22:00:00	20:00:00	00:00:00	22:00:00	00:00:00	23:00:00	23:00:00	
Peak Volume	559	13	19	64	281	187	31	4	1	0	0	0	0	38	33	2086.8

All Southbound

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	15	0	0	0	4	5	3	1	1	0	0	0	0	0	39.9	33.9	5.6
01:00:00	8	0	0	0	1	3	2	1	0	0	0	0	0	0	41.6	35.7	5.4

02:00:00	5	0	0	0	0	1	2	1	1	0	0	0	0	0	45.9	38.4	6.1
03:00:00	7	0	0	0	0	2	2	1	1	0	0	0	0	0	47.2	39.1	7.2
04:00:00	15	0	0	1	1	4	4	3	2	0	0	0	0	0	43.8	36.3	7.2
05:00:00	40	0	0	1	7	10	13	5	2	1	0	0	0	0	42.5	35.9	7.3
06:00:00	129	0	2	7	28	45	32	11	3	0	0	0	0	0	39.3	33.3	6
07:00:00	384	1	6	52	164	116	37	8	1	0	0	0	0	0	34.5	29.4	4.9
08:00:00	470	12	22	103	203	103	24	2	0	0	0	0	0	0	32.9	27.1	5.7
09:00:00	449	5	20	94	226	87	14	2	0	0	0	0	0	0	32.1	27.2	4.8
10:00:00	482	10	31	133	227	72	8	1	0	0	0	0	0	0	30.6	26	5
11:00:00	442	10	20	99	218	82	13	1	0	0	0	0	0	0	31.8	26.7	5.1
12:00:00	444	1	17	96	222	91	14	2	0	0	0	0	0	0	32.2	27.4	4.4
13:00:00	425	2	13	89	212	93	14	1	1	0	0	0	0	0	32.4	27.5	4.6
14:00:00	454	1	13	92	244	90	14	1	0	0	0	0	0	0	32	27.5	4.2
15:00:00	443	7	16	98	221	87	14	1	0	0	0	0	0	0	32	27.1	4.9
16:00:00	459	2	14	89	227	106	19	3	0	0	0	0	0	0	32.8	27.8	4.6
17:00:00	429	3	13	75	206	106	23	3	1	0	0	0	0	0	33.2	28.1	4.8
18:00:00	291	4	7	42	127	83	24	4	0	0	0	0	0	0	34.1	28.8	5.3
19:00:00	181	1	4	16	64	68	24	4	1	1	0	0	0	0	35.5	30.5	5.3
20:00:00	134	1	2	12	48	44	20	5	2	0	0	0	0	0	36.8	30.8	5.9
21:00:00	104	0	1	5	39	36	13	6	2	1	0	0	0	0	37.5	31.6	6
22:00:00	76	0	1	6	29	26	10	3	1	0	0	0	0	0	36.4	30.8	5.5
23:00:00	37	0	0	3	11	13	7	2	1	0	0	0	0	0	38.4	32.5	6.5
07-19	5173	57	192	1062	2498	1116	217	27	4	1	0	0	0	0	32.6	27.5	4.9
06-22	5721	59	200	1103	2676	1308	306	53	12	2	1	0	0	0	33.1	27.9	5.2
06-24	5833	59	201	1113	2716	1347	322	58	13	3	1	1	0	0	33.2	27.9	5.2
00-24	5922	59	201	1115	2729	1372	349	71	19	5	1	1	0	0	33.4	28	5.3
am Peak	10:00:00	08:00:00	10:00:00	10:00:00	10:00:00	07:00:00	07:00:00	06:00:00	06:00:00	05:00:00	05:00:00	05:00:00	05:00:00		03:00:00	03:00:00	
Peak Volume	482	12	31	133	227	116	37	11	3	1	0	0	0		47.2	39.1	3206.2
pm Peak	16:00:00	15:00:00	12:00:00	15:00:00	14:00:00	16:00:00	18:00:00	21:00:00	21:00:00	21:00:00	13:00:00	23:00:00	21:00:00		23:00:00	23:00:00	
Peak Volume	459	7	17	98	244	106	24	6	2	1	0	0	0		38.4	32.5	2917.9

East

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	21	0	0	0	3	9	6	2	1	0	0	0	0	0	39.9	34.9	5.6
01:00:00	9	0	0	0	1	2	4	1	0	0	0	0	0	0	41.5	35.7	5.7
02:00:00	6	0	0	0	1	1	2	1	0	0	0	0	0	0	43	37	6.8
03:00:00	8	0	0	0	0	2	2	2	0	1	0	0	0	0	44.9	38.4	7.3
04:00:00	9	0	0	0	0	2	3	2	1	0	0	0	0	0	45.6	39.3	6
05:00:00	23	0	0	1	4	5	8	4	1	0	0	0	0	0	41.7	35.3	6.4
06:00:00	65	0	0	2	18	25	14	4	1	0	0	0	0	0	38.5	32.6	5.9
07:00:00	258	1	4	16	91	111	30	4	1	0	0	0	0	0	34.8	30.6	4.9
08:00:00	395	2	8	50	185	124	22	3	1	0	0	0	0	0	33.6	28.8	4.6
09:00:00	378	3	10	45	178	121	20	1	0	0	0	0	0	0	33.6	28.7	4.6
10:00:00	428	10	17	78	212	99	11	1	0	0	0	0	0	0	32.4	27.2	5.1
11:00:00	445	3	9	60	221	138	13	1	0	0	0	0	0	0	33.1	28.4	4.4

12:00:00	431	4	9	53	207	141	16	1	0	0	0	0	0	0	33.3	28.5	4.6
13:00:00	445	5	11	59	214	143	13	1	0	0	0	0	0	0	33.1	28.3	4.5
14:00:00	472	4	9	62	239	145	12	1	0	0	0	0	0	0	33	28.3	4.4
15:00:00	507	5	12	62	264	153	11	1	0	0	0	0	0	0	32.9	28.2	4.4
16:00:00	559	2	7	64	281	181	22	2	0	0	0	0	0	0	33.4	28.8	4.1
17:00:00	535	13	19	56	233	187	23	2	0	0	0	0	0	0	33.5	28.4	5.4
18:00:00	407	5	11	29	162	171	26	1	1	0	0	0	0	0	34.1	29.5	4.9
19:00:00	253	4	4	15	86	109	31	4	0	0	0	0	0	0	34.9	30.3	5.3
20:00:00	161	1	3	10	46	72	24	4	1	0	0	0	0	0	36	31.1	5.2
21:00:00	122	1	1	7	43	51	15	3	0	0	0	0	0	0	35.1	30.8	5.1
22:00:00	94	1	1	3	23	43	19	3	1	0	0	0	0	0	37.5	32.3	5.4
23:00:00	48	0	0	1	11	25	7	4	1	0	0	0	0	0	38	33	4.7
07-19	5260	57	126	634	2487	1714	219	19	3	1	1	0	0	0	33.4	28.6	4.7
06-22	5861	64	134	668	2680	1970	302	33	5	1	1	0	0	0	33.6	28.8	4.8
06-24	6003	64	135	672	2714	2038	329	40	7	2	1	0	0	0	33.7	28.9	4.9
00-24	6079	65	135	674	2723	2060	353	54	11	3	1	0	0	0	33.8	29	5
am Peak	11:00:00	10:00:00	10:00:00	10:00:00	11:00:00	11:00:00	07:00:00	06:00:00	04:00:00	03:00:00	07:00:00	00:00:00			04:00:00	04:00:00	
Peak Volume	445	10	17	78	221	138	30	4	1	1	0	0			45.6	39.3	2674.2
pm Peak	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	17:00:00	19:00:00	20:00:00	22:00:00	20:00:00	00:00:00	22:00:00	00:00:00		23:00:00	23:00:00	
Peak Volume	559	13	19	64	281	187	31	4	1	0	0	0	0		38	33	2086.8

West

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	15	0	0	0	4	5	3	1	1	0	0	0	0	0	39.9	33.9	5.6
01:00:00	8	0	0	0	1	3	2	1	0	0	0	0	0	0	41.6	35.7	5.4
02:00:00	5	0	0	0	0	1	2	1	1	0	0	0	0	0	45.9	38.4	6.1
03:00:00	7	0	0	0	0	2	2	1	1	0	0	0	0	0	47.2	39.1	7.2
04:00:00	15	0	0	1	1	4	4	3	2	0	0	0	0	0	43.8	36.3	7.2
05:00:00	40	0	0	1	7	10	13	5	2	1	0	0	0	0	42.5	35.9	7.3
06:00:00	129	0	2	7	28	45	32	11	3	0	0	0	0	0	39.3	33.3	6
07:00:00	384	1	6	52	164	116	37	8	1	0	0	0	0	0	34.5	29.4	4.9
08:00:00	470	12	22	103	203	103	24	2	0	0	0	0	0	0	32.9	27.1	5.7
09:00:00	449	5	20	94	226	87	14	2	0	0	0	0	0	0	32.1	27.2	4.8
10:00:00	482	10	31	133	227	72	8	1	0	0	0	0	0	0	30.6	26	5
11:00:00	442	10	20	99	218	82	13	1	0	0	0	0	0	0	31.8	26.7	5.1
12:00:00	444	1	17	96	222	91	14	2	0	0	0	0	0	0	32.2	27.4	4.4
13:00:00	425	2	13	89	212	93	14	1	1	0	0	0	0	0	32.4	27.5	4.6
14:00:00	454	1	13	92	244	90	14	1	0	0	0	0	0	0	32	27.5	4.2
15:00:00	443	7	16	98	221	87	14	1	0	0	0	0	0	0	32	27.1	4.9
16:00:00	459	2	14	89	227	106	19	3	0	0	0	0	0	0	32.8	27.8	4.6
17:00:00	429	3	13	75	206	106	23	3	1	0	0	0	0	0	33.2	28.1	4.8
18:00:00	291	4	7	42	127	83	24	4	0	0	0	0	0	0	34.1	28.8	5.3
19:00:00	181	1	4	16	64	68	24	4	1	1	0	0	0	0	35.5	30.5	5.3
20:00:00	134	1	2	12	48	44	20	5	2	0	0	0	0	0	36.8	30.8	5.9
21:00:00	104	0	1	5	39	36	13	6	2	1	0	0	0	0	37.5	31.6	6

22:00:00	76	0	1	6	29	26	10	3	1	0	0	0	0	0	36.4	30.8	5.5
23:00:00	37	0	0	3	11	13	7	2	1	0	0	0	0	0	38.4	32.5	6.5
07-19	5173	57	192	1062	2498	1116	217	27	4	1	0	0	0	0	32.6	27.5	4.9
06-22	5721	59	200	1103	2676	1308	306	53	12	2	1	0	0	0	33.1	27.9	5.2
06-24	5833	59	201	1113	2716	1347	322	58	13	3	1	1	0	0	33.2	27.9	5.2
00-24	5922	59	201	1115	2729	1372	349	71	19	5	1	1	0	0	33.4	28	5.3
am Peak	10:00:00	08:00:00	10:00:00	10:00:00	10:00:00	07:00:00	07:00:00	06:00:00	06:00:00	05:00:00	05:00:00	05:00:00	05:00:00		03:00:00	03:00:00	
Peak Volume	482	12	31	133	227	116	37	11	3	1	0	0	0		47.2	39.1	3206.2
pm Peak	16:00:00	15:00:00	12:00:00	15:00:00	14:00:00	16:00:00	18:00:00	21:00:00	21:00:00	21:00:00	13:00:00	23:00:00	21:00:00		23:00:00	23:00:00	
Peak Volume	459	7	17	98	244	106	24	6	2	1	0	0	0		38.4	32.5	2917.9

Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline
Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Speed Bins Report _TEMPRADAR7 000000007989 2022-01-18 to 2022-01-24

Site Name	7989
Site ID	000000007989
Grid	308686089759
Description	Newton Poppleford....Station Rd o/s Haymans RADAR
Setup	7989 Speed
Lanes	Each Lane
Show	Average
Time Period	1 hour
Averaged over	All days
Speed units	mph
Exclude data:	None

All directions

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	26	0	0	1	5	8	7	2	1	1	0	0	0	0	40	34.2	7.4
01:00:00	16	0	0	1	2	6	3	3	1	0	0	0	0	0	42.4	35.2	7
02:00:00	12	0	0	0	2	4	3	2	0	1	0	0	0	0	42.8	35.4	7.2
03:00:00	17	0	0	1	2	5	5	2	1	0	0	0	0	0	43.2	35.9	6.6
04:00:00	34	0	0	1	5	13	8	5	1	1	0	0	0	0	41.6	34.6	6.8
05:00:00	65	0	0	3	17	22	15	6	2	0	0	0	0	0	39.5	33.4	6.1
06:00:00	188	2	1	15	68	66	28	7	1	0	0	0	0	0	36.5	30.8	5.5
07:00:00	583	18	20	103	264	147	27	3	0	0	0	0	0	0	33.1	27.5	5.7
08:00:00	811	30	51	170	371	166	20	2	0	0	0	0	0	0	32	26.4	5.8
09:00:00	757	5	17	106	381	219	26	2	0	0	0	0	0	0	33.1	28.3	4.4
10:00:00	842	11	25	156	429	203	17	2	0	0	0	0	0	0	32.3	27.5	4.6
11:00:00	878	8	17	137	467	228	20	2	0	0	0	0	0	0	32.6	27.9	4.3
12:00:00	904	2	16	129	486	246	22	2	0	0	0	0	0	0	32.7	28.2	4
13:00:00	896	5	17	122	455	266	30	2	0	0	0	0	0	0	33.1	28.4	4.3
14:00:00	941	4	17	161	473	262	22	2	0	0	0	0	0	0	32.8	28	4.2
15:00:00	986	24	25	177	484	248	27	1	0	0	0	0	0	0	32.6	27.4	5.1
16:00:00	1025	10	26	185	490	283	28	2	0	0	0	0	0	0	32.8	27.8	4.6
17:00:00	868	4	15	116	465	238	27	3	0	0	0	0	0	0	32.9	28.3	4.1
18:00:00	513	2	7	54	218	192	36	3	1	0	0	0	0	0	34	29.5	4.5
19:00:00	337	0	2	25	131	143	30	6	1	0	0	0	0	0	34.5	30.4	4.4
20:00:00	210	0	1	15	70	88	29	6	1	1	0	0	0	0	35.9	31.2	4.9
21:00:00	139	1	2	8	46	58	20	4	1	0	0	0	0	0	36.1	31.1	5.1
22:00:00	106	0	0	5	30	47	16	6	1	0	0	0	0	0	37.7	32.4	5.4
23:00:00	59	0	0	3	15	22	12	4	2	0	1	0	0	0	39.1	33.2	6.4
07-19	10004	123	253	1616	4983	2699	301	25	3	1	0	0	0	0	32.8	27.9	4.7
06-22	10879	125	258	1679	5298	3053	408	48	7	2	1	0	0	0	33.1	28.1	4.8
06-24	11043	125	259	1686	5343	3122	435	58	11	3	1	0	0	0	33.2	28.2	4.8
00-24	11213	126	260	1693	5376	3180	477	78	17	5	2	1	0	0	33.3	28.3	4.9

am Peak	11:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	06:00:00	06:00:00	05:00:00	00:00:00	01:00:00	01:00:00		00:00:00	03:00:00	03:00:00	
Peak Volume	878	30	51	170	467	228	28	7	2	1	0	0		0	43.2	35.9	2937.3
pm Peak	16:00:00	15:00:00	16:00:00	16:00:00	16:00:00	16:00:00	18:00:00	22:00:00	23:00:00	20:00:00	23:00:00	20:00:00			23:00:00	23:00:00	
Peak Volume	1025	24	26	185	490	283	36	6	2	1	1	0			39.1	33.2	2857.4

All Westbound

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	9	0	0	1	3	3	2	1	0	0	0	0	0	0	39.6	33	6.9
01:00:00	8	0	0	0	1	3	1	2	0	0	0	0	0	0	42.5	35	6.1
02:00:00	6	0	0	0	2	2	1	1	0	0	0	0	0	0	43.6	35.1	7.7
03:00:00	10	0	0	1	1	3	2	1	1	0	0	0	0	0	44.9	35.4	7.7
04:00:00	21	0	0	1	3	8	4	3	1	0	0	0	0	0	42.2	34.2	7.5
05:00:00	42	0	0	2	15	12	7	3	1	0	0	0	0	0	38.8	32.3	6.4
06:00:00	120	1	1	12	52	35	14	4	1	0	0	0	0	0	35.2	30	5.6
07:00:00	319	14	16	77	147	52	10	2	0	0	0	0	0	0	31.6	26.1	6
08:00:00	404	27	32	110	180	49	6	1	0	0	0	0	0	0	29.9	24.8	6.2
09:00:00	368	4	15	83	201	57	7	1	0	0	0	0	0	0	30.9	26.8	4.4
10:00:00	423	8	17	116	224	52	5	1	0	0	0	0	0	0	29.9	26.1	4.6
11:00:00	422	6	15	107	233	54	7	1	0	0	0	0	0	0	30	26.4	4.5
12:00:00	413	2	12	95	230	67	7	1	0	0	0	0	0	0	30.9	27	4.1
13:00:00	432	4	10	99	239	70	8	1	0	0	0	0	0	0	31	26.9	4.3
14:00:00	449	3	12	124	242	62	6	1	0	0	0	0	0	0	30.1	26.6	4
15:00:00	475	21	18	120	245	65	7	0	0	0	0	0	0	0	30	25.8	5.4
16:00:00	480	10	21	147	229	65	7	1	0	0	0	0	0	0	30.1	26	4.8
17:00:00	367	3	10	86	200	59	8	1	0	0	0	0	0	0	31.1	27	4.3
18:00:00	206	0	3	39	102	50	11	1	0	0	0	0	0	0	33.2	28.2	4.5
19:00:00	143	0	1	20	68	42	10	2	0	0	0	0	0	0	34	29.2	4.6
20:00:00	97	0	1	11	39	29	14	3	1	0	0	0	0	0	36.1	30.4	5.4
21:00:00	62	1	1	6	26	18	7	2	1	0	0	0	0	0	35.9	30.1	5.9
22:00:00	43	0	0	4	15	15	6	3	1	0	0	0	0	0	38.1	31.8	6
23:00:00	22	0	0	2	7	7	3	1	1	0	0	0	0	0	39.6	32.6	7.4
07-19	4759	102	181	1202	2471	703	88	11	1	0	0	0	0	0	30.6	26.4	4.9
06-22	5181	104	185	1250	2655	827	133	23	3	1	0	0	0	0	31.3	26.7	5
06-24	5246	104	185	1256	2676	848	142	27	5	1	0	0	0	0	31.4	26.7	5
00-24	5341	105	186	1261	2701	879	159	37	9	3	1	0	0	0	31.6	26.9	5.2

am Peak	10:00:00	08:00:00	08:00:00	10:00:00	11:00:00	09:00:00	06:00:00	06:00:00	03:00:00	00:00:00	05:00:00	05:00:00			03:00:00	03:00:00	
Peak Volume	423	27	32	116	233	57	14	4	1	0	0	0			44.9	35.4	3433.8
pm Peak	16:00:00	15:00:00	16:00:00	16:00:00	15:00:00	13:00:00	20:00:00	20:00:00	22:00:00	20:00:00	23:00:00				23:00:00	23:00:00	
Peak Volume	480	21	21	147	245	70	14	3	1	0	0				39.6	32.6	3327.9

All Eastbound

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	17	0	0	1	2	5	6	2	0	0	0	0	0	0	40.2	34.8	7.6
01:00:00	8	0	0	0	1	3	2	1	0	0	0	0	0	0	42.3	35.5	7.7

02:00:00	6	0	0	0	0	2	2	1	0	0	0	0	0	0	42.4	35.8	6.6
03:00:00	7	0	0	0	0	2	3	1	0	0	0	0	0	0	41.6	36.5	4.6
04:00:00	13	0	0	0	2	5	5	2	0	0	0	0	0	0	40.4	35.2	5.5
05:00:00	23	0	0	0	2	9	8	3	1	0	0	0	0	0	40.3	35.5	5
06:00:00	68	0	0	3	17	30	15	3	0	0	0	0	0	0	37.6	32.3	5
07:00:00	264	4	3	27	117	95	17	2	0	0	0	0	0	0	33.9	29.2	4.9
08:00:00	407	3	19	61	191	117	14	1	0	0	0	0	0	0	33	28	4.8
09:00:00	389	1	3	23	180	162	19	1	0	0	0	0	0	0	33.8	29.7	3.8
10:00:00	419	3	8	40	205	150	12	1	0	0	0	0	0	0	33.3	28.8	4.2
11:00:00	456	1	3	30	235	173	13	1	0	0	0	0	0	0	33.4	29.2	3.6
12:00:00	491	0	4	34	256	180	15	1	0	0	0	0	0	0	33.4	29.2	3.6
13:00:00	464	1	6	23	216	196	22	1	0	0	0	0	0	0	33.8	29.7	3.8
14:00:00	492	1	5	38	231	200	16	1	0	0	0	0	0	0	33.6	29.4	3.8
15:00:00	510	3	7	57	238	184	20	1	0	0	0	0	0	0	33.5	28.9	4.2
16:00:00	545	1	5	38	261	218	21	1	0	0	0	0	0	0	33.7	29.5	3.7
17:00:00	501	2	5	30	265	179	19	1	0	0	0	0	0	0	33.5	29.2	3.8
18:00:00	307	1	3	15	117	143	25	2	1	0	0	0	0	0	34.4	30.4	4.3
19:00:00	194	0	1	5	63	101	19	4	1	0	0	0	0	0	34.7	31.3	4
20:00:00	113	0	0	3	31	59	16	3	0	0	0	0	0	0	35.7	31.9	4.3
21:00:00	77	0	0	2	20	40	13	2	0	0	0	0	0	0	36.2	32	4.2
22:00:00	63	0	0	1	15	32	10	3	0	0	0	0	0	0	37.5	32.7	4.9
23:00:00	37	0	0	1	8	16	8	2	1	0	0	0	0	0	38.9	33.5	5.7
07-19	5245	21	72	415	2512	1996	212	14	3	1	0	0	0	0	33.6	29.2	4
06-22	5698	21	73	428	2643	2226	274	25	4	1	1	0	0	0	33.8	29.4	4.1
06-24	5798	21	73	430	2667	2274	293	31	5	2	1	0	0	0	33.8	29.5	4.2
00-24	5872	21	74	432	2674	2301	318	40	7	2	1	0	0	0	33.9	29.6	4.2
am Peak	11:00:00	07:00:00	08:00:00	08:00:00	11:00:00	11:00:00	09:00:00	06:00:00	05:00:00	00:00:00	01:00:00	01:00:00		00:00:00	02:00:00	03:00:00	
Peak Volume	456	4	19	61	235	173	19	3	1	0	0	0		0	42.4	36.5	2048.8
pm Peak	16:00:00	15:00:00	15:00:00	15:00:00	17:00:00	16:00:00	18:00:00	19:00:00	23:00:00	20:00:00	19:00:00	20:00:00			23:00:00	23:00:00	
Peak Volume	545	3	7	57	265	218	25	4	1	0	0	0			38.9	33.5	2529.1

Westbound

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	9	0	0	1	3	3	2	1	0	0	0	0	0	0	39.6	33	6.9
01:00:00	8	0	0	0	1	3	1	2	0	0	0	0	0	0	42.5	35	6.1
02:00:00	6	0	0	0	2	2	1	1	0	0	0	0	0	0	43.6	35.1	7.7
03:00:00	10	0	0	1	1	3	2	1	1	0	0	0	0	0	44.9	35.4	7.7
04:00:00	21	0	0	1	3	8	4	3	1	0	0	0	0	0	42.2	34.2	7.5
05:00:00	42	0	0	2	15	12	7	3	1	0	0	0	0	0	38.8	32.3	6.4
06:00:00	120	1	1	12	52	35	14	4	1	0	0	0	0	0	35.2	30	5.6
07:00:00	319	14	16	77	147	52	10	2	0	0	0	0	0	0	31.6	26.1	6
08:00:00	404	27	32	110	180	49	6	1	0	0	0	0	0	0	29.9	24.8	6.2
09:00:00	368	4	15	83	201	57	7	1	0	0	0	0	0	0	30.9	26.8	4.4
10:00:00	423	8	17	116	224	52	5	1	0	0	0	0	0	0	29.9	26.1	4.6
11:00:00	422	6	15	107	233	54	7	1	0	0	0	0	0	0	30	26.4	4.5

12:00:00	413	2	12	95	230	67	7	1	0	0	0	0	0	0	30.9	27	4.1
13:00:00	432	4	10	99	239	70	8	1	0	0	0	0	0	0	31	26.9	4.3
14:00:00	449	3	12	124	242	62	6	1	0	0	0	0	0	0	30.1	26.6	4
15:00:00	475	21	18	120	245	65	7	0	0	0	0	0	0	0	30	25.8	5.4
16:00:00	480	10	21	147	229	65	7	1	0	0	0	0	0	0	30.1	26	4.8
17:00:00	367	3	10	86	200	59	8	1	0	0	0	0	0	0	31.1	27	4.3
18:00:00	206	0	3	39	102	50	11	1	0	0	0	0	0	0	33.2	28.2	4.5
19:00:00	143	0	1	20	68	42	10	2	0	0	0	0	0	0	34	29.2	4.6
20:00:00	97	0	1	11	39	29	14	3	1	0	0	0	0	0	36.1	30.4	5.4
21:00:00	62	1	1	6	26	18	7	2	1	0	0	0	0	0	35.9	30.1	5.9
22:00:00	43	0	0	4	15	15	6	3	1	0	0	0	0	0	38.1	31.8	6
23:00:00	22	0	0	2	7	7	3	1	1	0	0	0	0	0	39.6	32.6	7.4
07-19	4759	102	181	1202	2471	703	88	11	1	0	0	0	0	0	30.6	26.4	4.9
06-22	5181	104	185	1250	2655	827	133	23	3	1	0	0	0	0	31.3	26.7	5
06-24	5246	104	185	1256	2676	848	142	27	5	1	0	0	0	0	31.4	26.7	5
00-24	5341	105	186	1261	2701	879	159	37	9	3	1	0	0	0	31.6	26.9	5.2
am Peak	10:00:00	08:00:00	08:00:00	10:00:00	11:00:00	09:00:00	06:00:00	06:00:00	03:00:00	00:00:00	05:00:00	05:00:00			03:00:00	03:00:00	
Peak Volume	423	27	32	116	233	57	14	4	1	0	0	0			44.9	35.4	3433.8
pm Peak	16:00:00	15:00:00	16:00:00	16:00:00	15:00:00	13:00:00	20:00:00	20:00:00	22:00:00	20:00:00	23:00:00				23:00:00	23:00:00	
Peak Volume	480	21	21	147	245	70	14	3	1	0	0				39.6	32.6	3327.9

Eastbound

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	17	0	0	1	2	5	6	2	0	0	0	0	0	0	40.2	34.8	7.6
01:00:00	8	0	0	0	1	3	2	1	0	0	0	0	0	0	42.3	35.5	7.7
02:00:00	6	0	0	0	0	2	2	1	0	0	0	0	0	0	42.4	35.8	6.6
03:00:00	7	0	0	0	0	2	3	1	0	0	0	0	0	0	41.6	36.5	4.6
04:00:00	13	0	0	0	2	5	5	2	0	0	0	0	0	0	40.4	35.2	5.5
05:00:00	23	0	0	0	2	9	8	3	1	0	0	0	0	0	40.3	35.5	5
06:00:00	68	0	0	3	17	30	15	3	0	0	0	0	0	0	37.6	32.3	5
07:00:00	264	4	3	27	117	95	17	2	0	0	0	0	0	0	33.9	29.2	4.9
08:00:00	407	3	19	61	191	117	14	1	0	0	0	0	0	0	33	28	4.8
09:00:00	389	1	3	23	180	162	19	1	0	0	0	0	0	0	33.8	29.7	3.8
10:00:00	419	3	8	40	205	150	12	1	0	0	0	0	0	0	33.3	28.8	4.2
11:00:00	456	1	3	30	235	173	13	1	0	0	0	0	0	0	33.4	29.2	3.6
12:00:00	491	0	4	34	256	180	15	1	0	0	0	0	0	0	33.4	29.2	3.6
13:00:00	464	1	6	23	216	196	22	1	0	0	0	0	0	0	33.8	29.7	3.8
14:00:00	492	1	5	38	231	200	16	1	0	0	0	0	0	0	33.6	29.4	3.8
15:00:00	510	3	7	57	238	184	20	1	0	0	0	0	0	0	33.5	28.9	4.2
16:00:00	545	1	5	38	261	218	21	1	0	0	0	0	0	0	33.7	29.5	3.7
17:00:00	501	2	5	30	265	179	19	1	0	0	0	0	0	0	33.5	29.2	3.8
18:00:00	307	1	3	15	117	143	25	2	1	0	0	0	0	0	34.4	30.4	4.3
19:00:00	194	0	1	5	63	101	19	4	1	0	0	0	0	0	34.7	31.3	4
20:00:00	113	0	0	3	31	59	16	3	0	0	0	0	0	0	35.7	31.9	4.3
21:00:00	77	0	0	2	20	40	13	2	0	0	0	0	0	0	36.2	32	4.2

22:00:00	63	0	0	1	15	32	10	3	0	0	0	0	0	0	37.5	32.7	4.9
23:00:00	37	0	0	1	8	16	8	2	1	0	0	0	0	0	38.9	33.5	5.7
07-19	5245	21	72	415	2512	1996	212	14	3	1	0	0	0	0	33.6	29.2	4
06-22	5698	21	73	428	2643	2226	274	25	4	1	1	0	0	0	33.8	29.4	4.1
06-24	5798	21	73	430	2667	2274	293	31	5	2	1	0	0	0	33.8	29.5	4.2
00-24	5872	21	74	432	2674	2301	318	40	7	2	1	0	0	0	33.9	29.6	4.2
am Peak	11:00:00	07:00:00	08:00:00	08:00:00	11:00:00	11:00:00	09:00:00	06:00:00	05:00:00	00:00:00	01:00:00	01:00:00		00:00:00	02:00:00	03:00:00	
Peak Volume	456	4	19	61	235	173	19	3	1	0	0	0		0	42.4	36.5	2048.8
pm Peak	16:00:00	15:00:00	15:00:00	15:00:00	17:00:00	16:00:00	18:00:00	19:00:00	23:00:00	20:00:00	19:00:00	20:00:00			23:00:00	23:00:00	
Peak Volume	545	3	7	57	265	218	25	4	1	0	0	0			38.9	33.5	2529.1

Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
21/01/2022 00:00	25/01/2022 10:59	Roadworks	-	Yes	

The Forum
Barnfield Road
Exeter, Devon
EX1 1QR

wsp.com