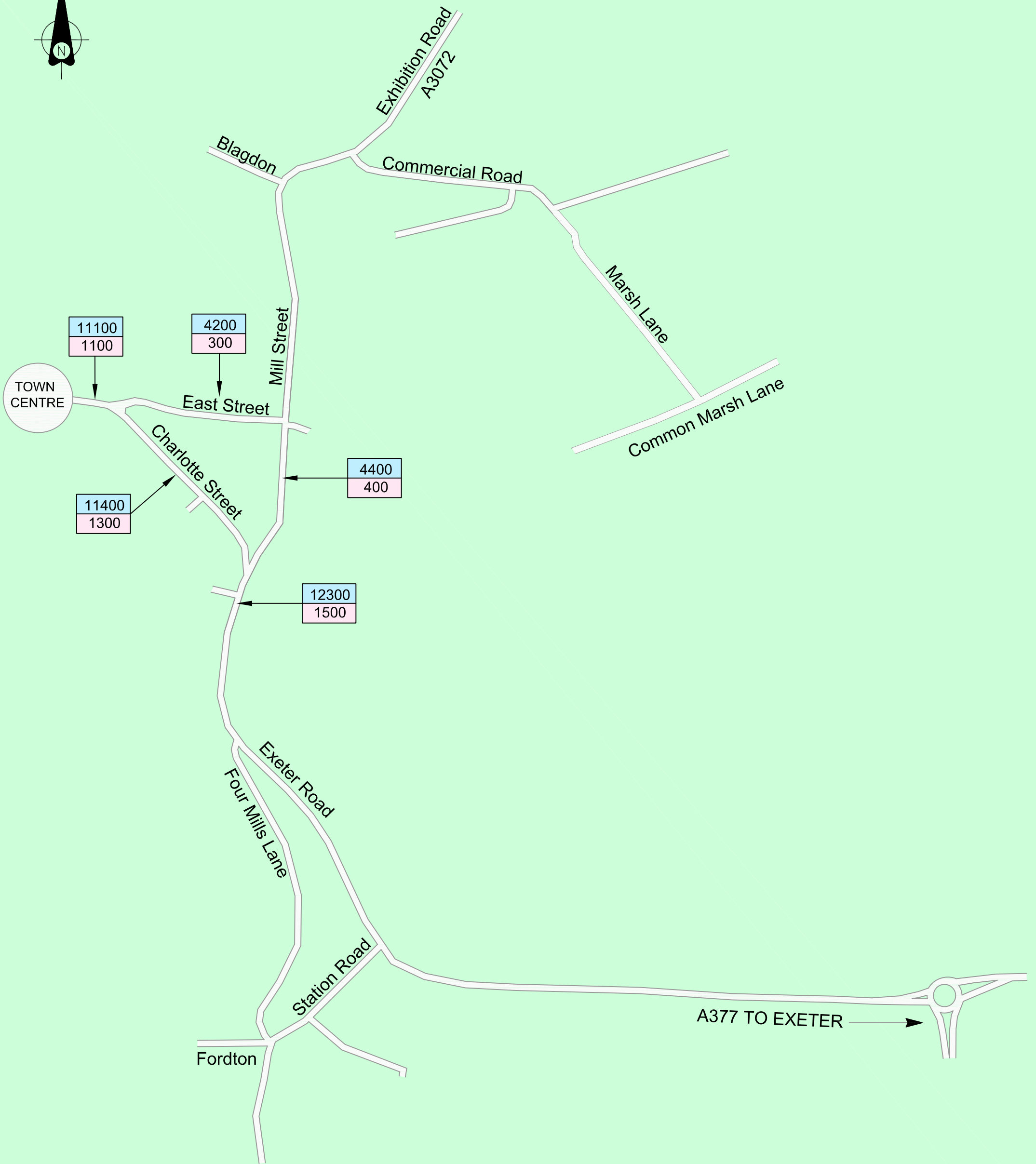
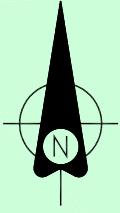
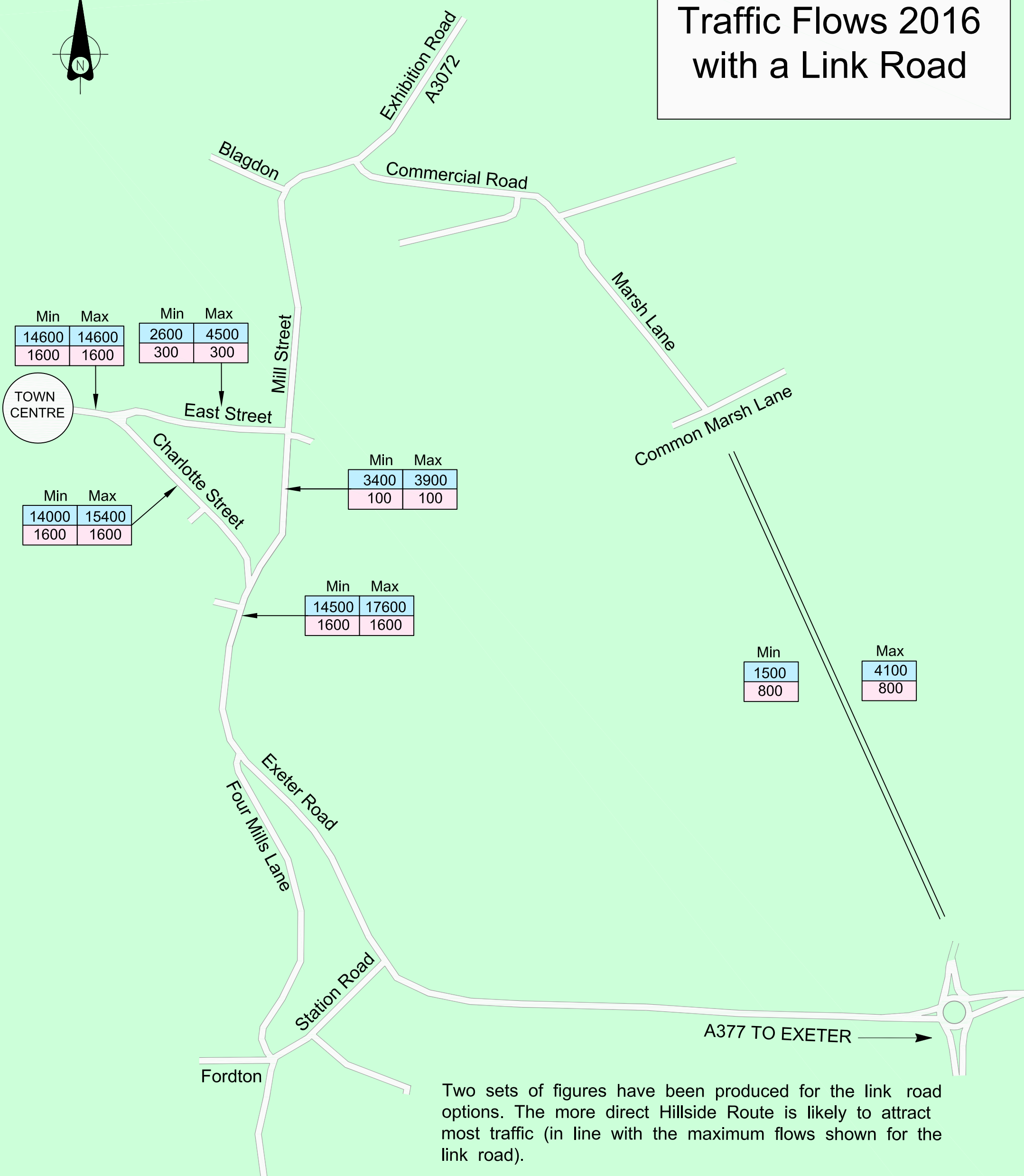
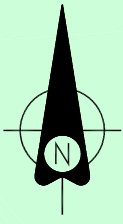


Traffic Flows 2008



Light
Heavy

Traffic Flows 2016 with a Link Road



Min	Max
14600	14600
1600	1600

Min	Max
2600	4500
300	300

Min	Max
3400	3900
100	100

Min	Max
14500	17600
1600	1600

Min
1500
800

Max
4100
800

Min	Max
Light	Light
Heavy	Heavy

Two sets of figures have been produced for the link road options. The more direct Hillside Route is likely to attract most traffic (in line with the maximum flows shown for the link road).

The Western Route, being less direct, will attract flows, at least as high as the minimum flows shown for the Link Road.

Both options cause a drop in flow on Exeter Road.

Congestion on Exeter Road is likely to encourage more trips on the Western Route, closer to the maximum shown.

Background

A traffic model has been built to represent the Crediton road network and travel behaviour within the town. The model has incorporated information on the existing road network such as road lengths, junction arrangements, speeds limits as well as traffic patterns observed at roadside interviews. The model has been calibrated using 2008 traffic counts.

The calibrated model has been used to predict the conditions in Crediton in 2016 both with and without the proposed link roads. This has involved incorporating the growth likely to occur due the Tesco mixed-use development and other future developments in the area. Separate models have been built to represent the situation without the link road, with the hillside route and the western route. The modelling process follows guidance provided by the DfT and uses industry standard traffic modelling software.

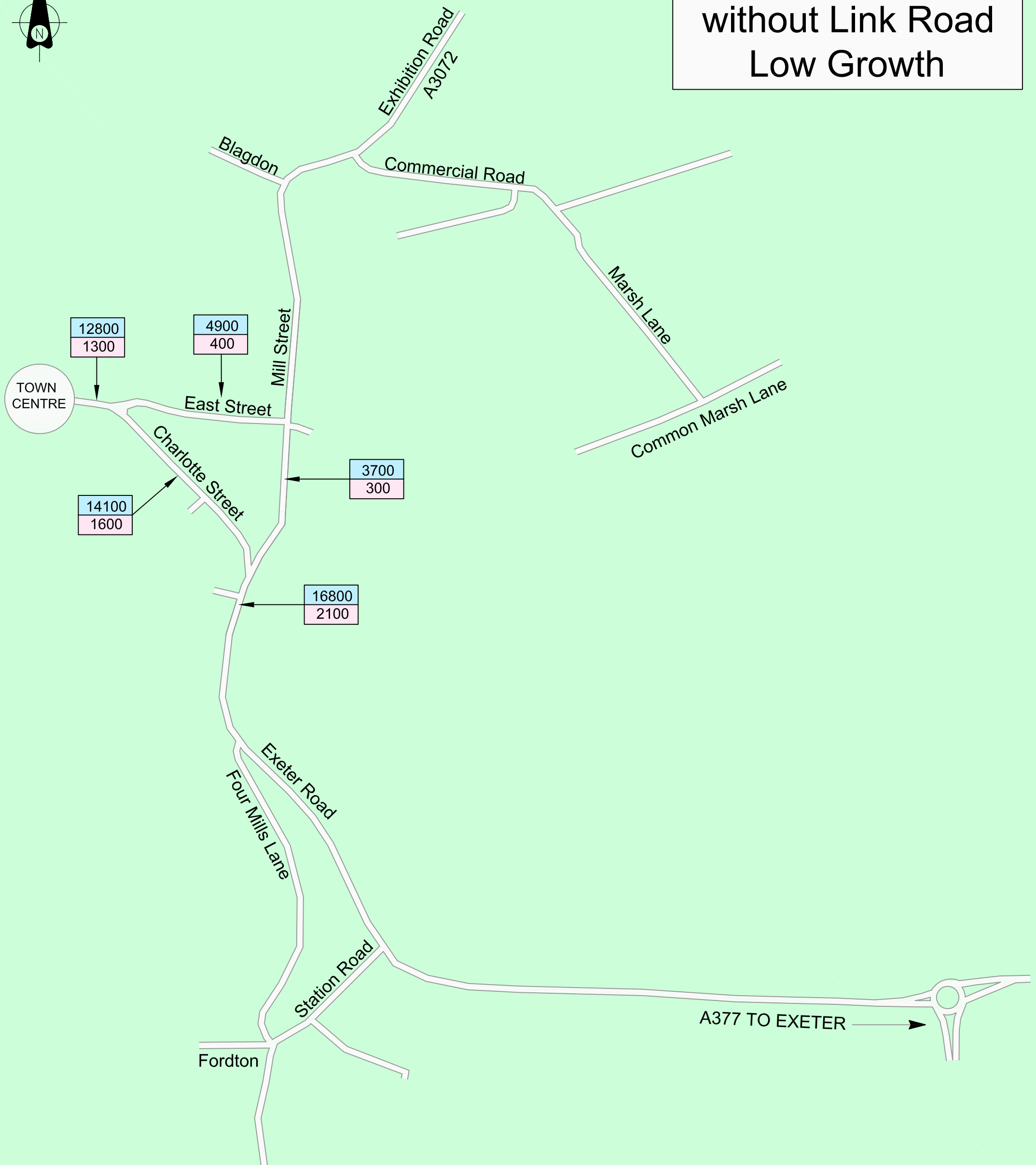
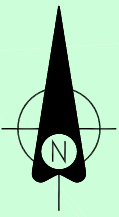
Results

A total of 12,300 light vehicles (cars and LGVs) and 1,500 heavy vehicles (OGVs and buses) are shown on Exeter Road in the current situation.

Two sets of traffic figures have been produced for 2016 for the without-scheme scenario; these reflect high and low growth scenarios. By 2016 there are certain to be additional demands on the road network. This demand (high growth) has been estimated using the transport assessments (TAs) for the developments in the area and Department for Transport (DfT) growth forecasts. The performance of the road network will worsen as flows increase; recognising this fact a lower set of forecasts (low growth) have also been produced which reflect the likely response of traffic to higher journey times.

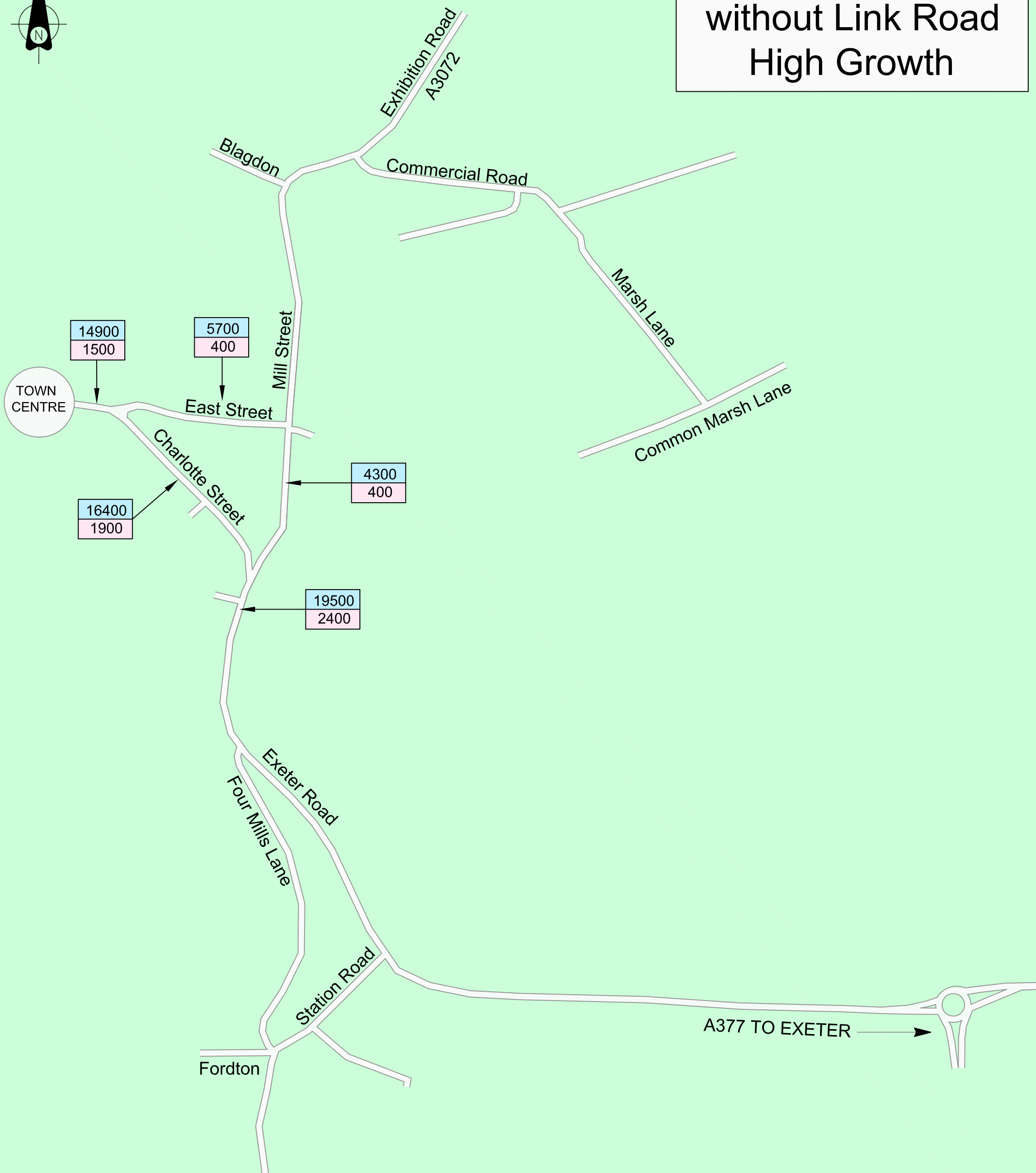
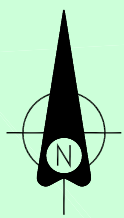
A total of 19,500 light vehicles and 2,400 heavy vehicles are predicted without the scheme under high growth. Under low growth this changes to 16,800 light vehicles and 2,100 heavy vehicles.

Traffic Flows 2016 without Link Road Low Growth



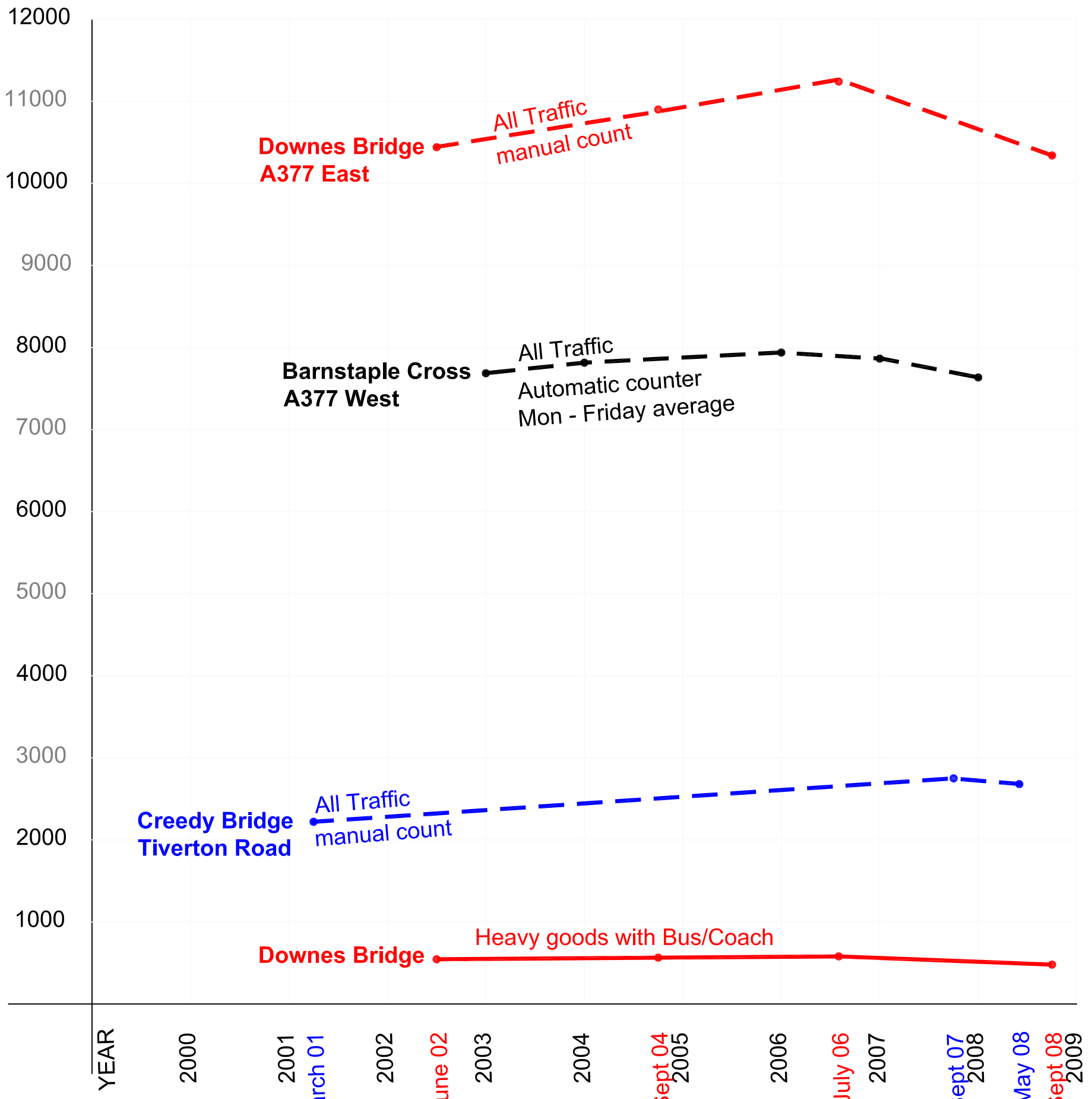
Light
Heavy

Traffic Flows 2016 without Link Road High Growth



Light
Heavy

TRAFFIC FLOWS FOR 12 HRS 2 WAY



CREDITON TRAFFIC TREND