

14 Further Information

This report is produced to give a summary of information and trends and should not be used for detailed studies.

Further information regarding traffic counting techniques, capabilities and traffic data is available from the Environment Directorate and details are given below. **A charge may be made for traffic and accident data.**

Detailed information is held on the following aspects of traffic information:

- Automatic Traffic Counts (all-vehicle, continuous)
- Classified Manual Counts (vehicle classes and/or movements - 1 day)
- Other specific surveys
- Accident Information

Information on the above is available to members of the public on the basis that: -

1. The request is in writing to the County Environment Director.
2. The data is accepted on the condition that it is copyright and, therefore, not for publication or reuse.
3. That a standard charge (initially £60 + VAT) will normally be made by Devon County Council. This charge may be waived for educational projects.

Definitions Of Traffic Flow Units

All traffic flow units used in this report refer to numbers of vehicles. For 2-way roads both directions are included. The following units have been chosen to best represent traffic flow variations in each area of interest, as follows:

Rural Areas - Average August Day and Saturday.
 Holiday Towns - Average August Weekday and Saturday
 Dartmoor - Average August Day.
 Holiday Routes - Average August Saturday.
 Major Urban Areas - Average October and August Weekday.

Time of Day

The assumed start and end times for various time periods are as follows:

| Time period (hrs) | 12 | 16 | 18 | 24 |
|-------------------|-------|-------|-------|-------|
| Start Time | 7.00 | 6.00 | 6.00 | 0.00 |
| End Time | 19.00 | 22.00 | 24.00 | 24.00 |

Type of day

The 3 types of day are average day, average weekday and Saturday.

Av. day = av. of (av. Mon + av. Tues + av. Wed + av. Thu + av. Fri + av. Sat. + av. Sun)

Av. weekday = av. of (av. Mon + av. Tues + av. Wed + av. Thu)

Note that weekday excludes Friday, because Friday flows are often different from other weekday flows, particularly in summer.

The Average Month

Time periods from which averages are calculated are complete months or years. Every relevant day within the time period is used.

The average month is defined slightly differently for data up to and including 1979: it is calculated from exactly four weeks, which in the case of August excludes the week beginning with the Summer Bank Holiday Monday. The difference between these two definitions is not usually important.

Average Annual Daily Traffic (AADT)

This is the average of all 24hr day flows in a year.

Heavy Goods Vehicle

These are defined as goods vehicles over 3 tonnes unladen weight and include nearly all buses and coaches.

Commercial Vehicle

These are defined as goods vehicles over 1.5 tonnes unladen weight and include nearly all buses and coaches.

Interpreting Data

This section draws attention to a few points to help interpret the data properly. It does not attempt to calculate confidence limits.

In the report, trend refers to the change from one year to another. Two types of trend can be defined, long and short term.

Long-term trends increased leisure time, etc., and usually vary slowly.

Short-term trends depend on factors such as weather, roadworks, etc., and can vary greatly from year to year.

It is important to be aware of these two types when attempting to predict future flows. Trends can also be affected by incomplete data. Although missing data has been estimated where necessary, a week of missing or estimated data can be expected to produce an error of 1 or 2% in an average day or weekday in a month. In an average Saturday the error is likely to be larger.

Where traffic flows were known to have been affected by roadworks, flows are adjusted as far as possible to what they would have been had there been no roadworks.

Factors to Convert Flow Time Periods

The following factors convert flows from one hourly period to another. They should only be used where the required time period flow is not available. They apply to average day and weekday, but not to Saturday or Sunday by themselves.

Factors depend on road type, of which three have been defined: main rural, other rural, and main urban. These factors may not apply to some unusual roads; the user must decide.

Factors for All-Vehicle Flows (use with caution)

| | 12-24 | 16-24 | 18-24 | 12-16 | 12-18 |
|--------------------|-------|-------|-------|-------|-------|
| Road type | hour | hour | Hour | Hour | hour |
| Main Rural | 1.18 | 1.05 | 1.02 | 1.12 | 1.16 |
| Other Rural | 1.22 | 1.06 | 1.02 | 1.15 | 1.20 |
| Main Urban | 1.25 | 1.08 | 1.02 | 1.16 | 1.23 |

Accuracy of Factors (all vehicles)

The above factors can be applied to any month of the year with errors of usually less than 4%, 2%, 1% for 12, 16, 18 hours respectively.

However, there are exceptions for specialised roads, of which two examples are Paignton sea front, which has more evening traffic in summer, and the M5, with its long distance holiday night traffic. In both examples the factors are lower during summer months.

Factors for Commercial Vehicles

Approximate factors for all road types are as follows:

12-16 hour = 1.06
 12-24 hour = 1.09
 16-24 hour = 1.03