A303 Amesbury to Berwick Down

TR010025

Transport Data Package, Appendix A to the Combined Modelling and Appraisal Report (Application Document 7.5)

Volume 7

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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Foreword

The A303 Amesbury to Berwick Down scheme ("the Scheme") forms part of a programme of improvements for upgrading the A303/A358 corridor, improving this vital connection between the South West and London and the South East and including the upgrade of remaining single carriageway sections on the route to dual carriageway. This investment is stated as a priority project in the National Infrastructure Plan and Government's commitment is confirmed in the Road Investment Strategy (2015-2020). Subject to achieving an approved Development Consent Order (DCO), preliminary works are planned to start in 2020 with the main construction works following in 2021, and the Scheme is due to open to traffic in 2026.

Objectives for the Scheme have been formulated both to address identified problems and to take advantage of the opportunities that new infrastructure would provide. The objectives are defined by the Department for Transport (DfT):

a. **Transport:** To create a high quality reliable route between the South East and the South West that meets the future needs of traffic;
b. **Economic Growth:** To enable growth in jobs and housing by providing a free flowing and reliable connection between the South East and the South West.
c. **Cultural Heritage:** To help conserve and enhance the World Heritage Site and to make it easier to reach and explore; and
d. **Environment and Community:** To improve biodiversity and provide a positive legacy for nearby communities.

The objectives would be achieved by providing a high quality, two-lane dual carriageway on the A303 trunk road between Amesbury and Berwick Down in Wiltshire. The Scheme would resolve traffic problems and, at the same time, protect and enhance the Stonehenge, Avebury and Associated Sites World Heritage Site ("WHS"). The Scheme would be approximately 8 miles (13km) long and comprise the following key components:

a. a northern bypass of Winterbourne Stoke with a viaduct over the River Till valley;
b. a new junction between the A303 and A360 to the west of and outside the WHS, replacing the existing Longbarrow roundabout;
c. a tunnel approximately 2 miles (3.3km) in length past Stonehenge; and
d. a new junction between the A303 and A345 at the existing Countess roundabout.

The Transport Data Package provides a record of the data collection and initial analysis of the data upon which the transport model is being built. The Transport Data Package is one element of the Combined Modelling and Appraisal (ComMA) Report (Application Document 7.5) which documents the transport modelling and economic assessment process for transport schemes.

Executive Summary

The A303 Amesbury to Berwick Down scheme involves the dualling of the first single-carriageway section of A303 encountered after the M3, including the construction of a tunnel approximately 2 miles (3.3km) long as the road passes Stonehenge, the construction of a northern bypass of Winterbourne Stoke and the construction of a flyover at Countess roundabout. The Scheme is one of three A303 / A358 corridor schemes that have been prioritised within the first Road Investment Strategy (RIS) period. Delivery of the RIS is the responsibility of Highways England.

Transport models of the A303 corridor are required to enable traffic forecasts to be developed, which can then form the basis of the planning and forecasting processes for the A303 Amesbury to Berwick Down scheme. The models will also need to be capable of considering the impacts of the other improvements proposed on the A303/A358 corridor.

The strategic model developed at Project Control Framework (PCF) Stage 2 will be refined for PCF Stage 3. The model will be updated using the latest version of Highways England's South West Regional Traffic Model (SWRTM) as a base. The local area enhancement will build on that undertaken at PCF Stage 2. The strategic model will be known as the 'A303 Stonehenge SWRTM (DCO)'.

This report describes the range of traffic data sources that have been used to facilitate the refinement of the SWRTM and the development of operational traffic models. The data will be used to update the trip matrices, journey times as well as contributing to the calibration and validation of each model. The traffic survey specification was tailored to address the particular requirements of the modelling. The completed models will be used to provide input to the operational modelling, economic appraisal and environmental assessments.

A data collection strategy was developed that identified additional data required for PCF stage 3 to that assembled during PCF Stage 2.

The data collection was guided by the requirements set out in the Interim Advice Note (IAN106/08), and WebTAG Unit M1.2 'Data Sources and Surveys' and considers the following main sources of data:

a. Automatic Number Plate Recognition (ANPR) survey;
b. Automatic Traffic Counts (ATCs);
c. Manual Classified Turning Counts (MCTCs);
d. Journey time data (Trafficmaster);
e. Trip information system (UK mobile phone data);
f. Interviews at Stonehenge Visitor Centre; and
g. Freight surveys

1 Introduction

1.1 The Scheme

Overview of the Scheme

1.1.1 The Scheme would be approximately 8 miles (13km) long and comprise the following key components:

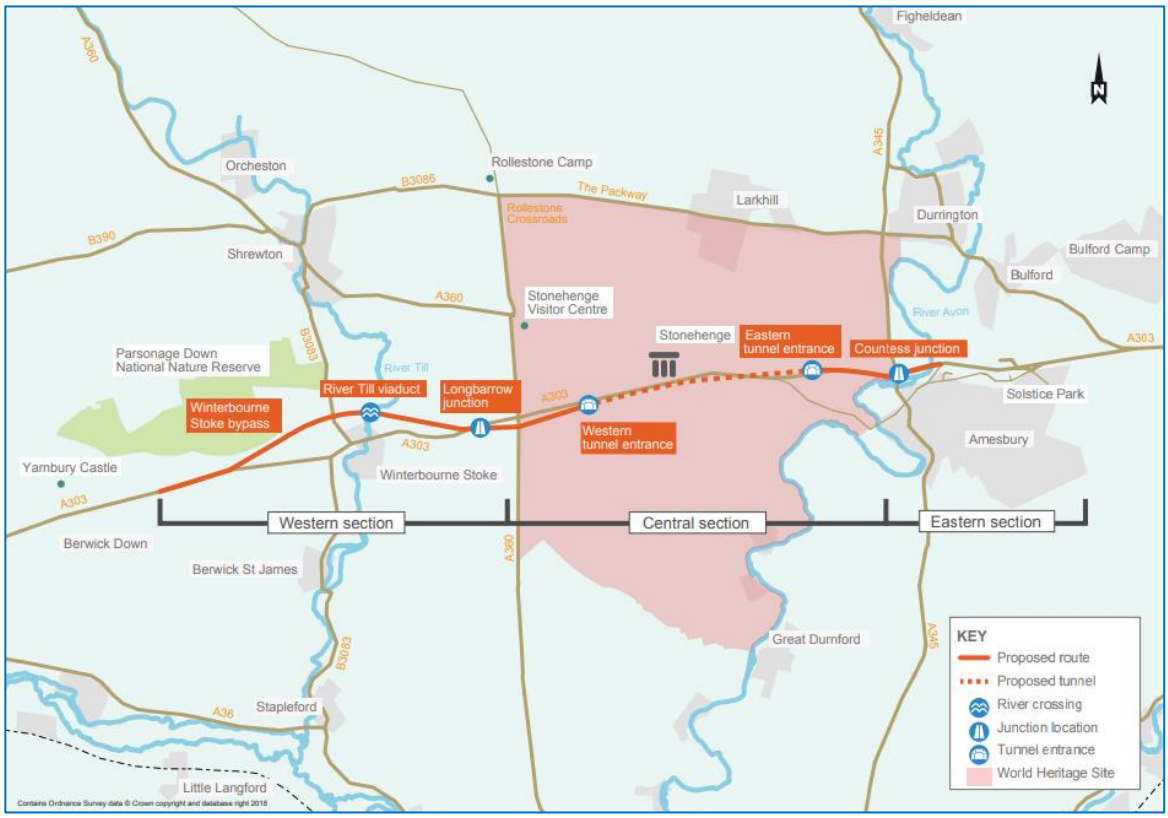
a. a northern bypass of Winterbourne Stoke with a viaduct over the River Till valley;

b. a new junction between the A303 and A360 to the west of and outside the WHS, replacing the existing Longbarrow roundabout;

c. a twin-bore tunnel approximately 2 miles (3.3km) long, past Stonehenge; and

d. a new junction between the A303 and A345 at the existing Countess roundabout.

1.1.2 The Scheme is described briefly below in three route sections as shown in Figure 1-1.



Source: Figure 5.1 Scheme sections, A303 Amesbury to Berwick Down Public Consultation Booklet (February 2018)

Figure 1-1: Overview of the Scheme

a. Western section – Winterbourne Stoke bypass to Longbarrow junction

b. Central section – within the World Heritage Site

c. Eastern section – Countess junction to just beyond the Solstice Park junction

Western section

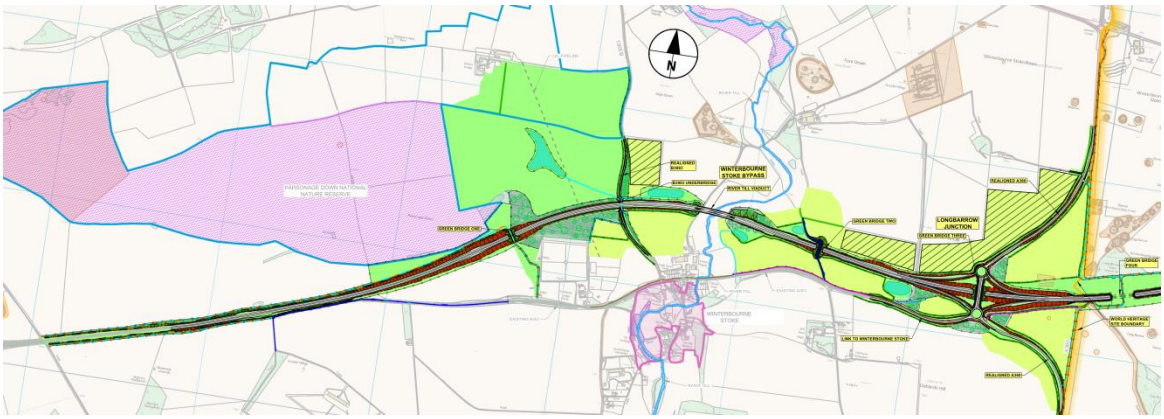


Figure 1-2: Western section

1.1.3 The Scheme would commence on the existing A303 approximately at Yarnbury Castle and would closely follow the existing A303 alignment, south of Parsonage Down NNR. It would then continue in a north easterly direction providing a bypass to the north of the village of Winterbourne Stoke.

1.1.4 A 'green bridge' would be constructed over the new A303 north-west of Scotland Lodge Farm near the south-east corner of Parsonage Down. This bridge would provide ecological and landscape connectivity across the Scheme and would form part of a non-motorised user (NMU) route and agricultural access route which would run from adjacent to a layby on the existing A303 to Parsonage Down and Yarnbury Castle. An area east of Parsonage Down would be used to create chalk grassland habitat using excavated chalk material arising from construction.

1.1.5 Local access from Winterbourne Stoke, northwards towards Shrewton, would be provided by the B3083. This access would be maintained by the provision of a single span bridge to carry the new A303 over the B3083. The proposed new bridge would be located approximately 50m to the west of the existing B3083. This location would necessitate the realignment of some 400m of the B3083 but would enable the B3083 to be kept open to traffic throughout the construction period other than for discrete periods to allow short duration specific activities to be undertaken (e.g. construction of tie-ins etc.). The clear span of the bridge would accommodate both the re-aligned B3083 and a segregated verge on the east side to allow cattle movements and equestrian use across the new alignment. The minimum headroom would be 5.35m.

1.1.6 The Scheme would continue in an easterly direction, crossing the River Till valley on a new twin deck viaduct. The River Till viaduct would carry the proposed A303 over the River Till SAC and SSSI and its floodplain. The viaduct would be designed to minimise impacts on the river below while balancing other environmental considerations, such as landscape and visual impacts. It would be a twin deck structure, with each deck approximately 14m wide and 210m long, and with a gap of approximately 7m between the decks. The road level on the bridge would be approximately 10m above the River Till where it crosses the river channel. The location of the piers would not be within the SAC or SSSI and would allow the existing bridleway (WST04) from Winterbourne Stoke to remain at its

current location. An environmental screen, approximately 1.5m in height, would be installed on the southern parapet to help screen vehicle movements from locations to the south.

1.1.7 A second green bridge at the Winterbourne Stoke Public Right of Way (PRoW) WST06B would maintain the existing PRoW over the new A303 alignment and as with other green bridges would provide for ecological and landscape connectivity across the Scheme.

1.1.8 Continuing to the east, the Scheme would cross the line of the existing A303 approximately 700m west of the existing A360 Longbarrow roundabout. A new grade separated junction with the A360 is proposed to the west of the WHS boundary. This junction, known as the Longbarrow junction, would accommodate free-flowing traffic movements between the A360 and the A303. The junction would consist of two roundabouts connected by a short length of dual carriageway, carried over the A303 on a new green bridge with earth bunds on each side, to help mitigate visual impact and to provide ecological connectivity. The structure would be a single span bridge, with headroom of at least 5.35m. The roundabouts would be set below existing ground level.

1.1.9 Traffic lights would be required at the Longbarrow junction. The traffic lights could be used during both day and night. A link to the de-trunked A303 to the west, accessing Winterbourne Stoke, would also be provided from the new Longbarrow junction.

Central section

Figure 1-3: Central section

1.1.10 As the Scheme crosses the line of the existing A360, it would enter into the WHS where it then follows closely the line of the existing A303.

1.1.11 The proposed alignment over the first c.1.0km of this section would generally be in a cutting varying in depth between approximately 7m and 10m. Approximately 2.5m to the top of the cutting would have a 1 in 2 grassed slope. The bottom of the cutting would comprise vertical retaining walls.

1.1.12 However, shortly after entering the WHS there would be a further green bridge (also known as a 'land bridge') that would be approximately 150m in length and would start approximately 150m from the western boundary of the WHS. In addition to an NMU route, this bridge would also provide visual and landscape

connectivity between barrow groups to the north and south of the Scheme. The existing A303 through the WHS would be converted to a restricted byway.

1.1.13 The western tunnel portal would be located within the WHS, north west of Normanton Gorse, approximately 1.0km east of the existing Longbarrow roundabout and immediately to the south of the existing A303. The tunnel would commence with a fully grassed approximately 200m long over cut and cover tunnel before it becomes a bored tunnel. Tunnel service buildings would be located outside the tunnel portal.

1.1.14 The Scheme would then continue in tunnel in an easterly direction following an alignment that is broadly similar to the existing A303 but at a depth of up to approximately 50m.

1.1.15 The tunnel would be a twin-bore structure, approximately 1.9 miles (approximately 3 km) in length, and each tunnel bore would have an internal diameter of approximately 11.5m.

1.1.16 The two bores would be connected underground by a series of cross passages at regular intervals to allow for the safe evacuation of road users in the event of an incident in one of the bores.

1.1.17 The tunnel would contain a number of mechanical and electrical, operational and safety systems. The items of plant required to power and control these systems would predominantly be housed at the tunnel service buildings located outside of the tunnel.

1.1.18 The tunnel would emerge at the eastern tunnel portal through a short section of cut and cover tunnel approximately 85m in length extending eastwards from the bored tunnel section. The eastern tunnel portal would be located to the east of the King Barrow Ridge and The Avenue and just to the north of the existing A303. The portal approach would be in deep cutting formed with 1 in 2 grassed slopes.

1.1.19 The Scheme would then closely follow the line of the existing A303 to Countess roundabout.

Eastern section

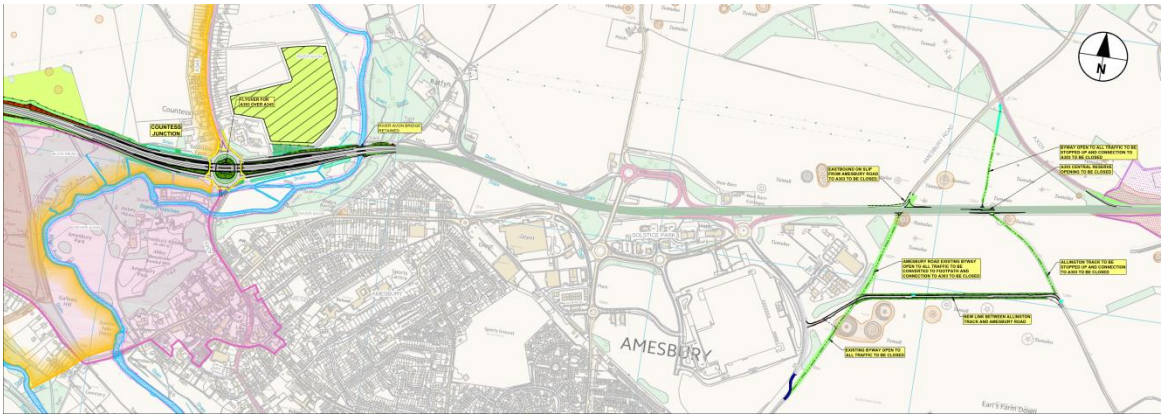


Figure 1-4: Eastern section

1.1.20 A new flyover above the existing roundabout would separate traffic going east-west along the A303 from traffic going north-south along the A345 Countess

Road, with slip roads accommodating traffic movements between the two roads. The new flyover would include two single span bridges that would accommodate the existing roundabout traffic lanes. The minimum headroom of the bridges would be 5.35m.

1.1.21 Retaining walls would be required at this junction to support the A303 between the slip-roads. Noise barriers, approximately 1.8m high, would be installed along both sides of the flyover to help screen vehicles and to help attenuate vehicle noise at nearby houses.

1.1.22 There are two existing subways between the proposed eastern tunnel portal and Countess junction, which would be removed. Two new pedestrian crossings would be created around the existing Countess roundabout to provide north-south connectivity along Countess Road under the A303.

1.1.23 The Scheme would tie in with the existing A303 close to the existing River Avon Bridge, to the west of Solstice Park junction.

1.1.24 To the east of the Solstice Park junction there would be a number of changes to existing rights of way and to points of access to and from the A303.

1.2 Objectives of the Scheme

1.2.1 Objectives for the Scheme have been formulated both to address identified problems and to take advantage of the opportunities the new infrastructure would provide. The objectives are defined in the Department for Transport's (DfT's) Client Scheme Requirements (CSRs) which respond directly to the need for change:

a. **Transport:** To create a high quality route between the South East and the South West that meets the future needs of traffic;
b. **Economic Growth:** To enable growth in jobs and housing by providing a free flowing and reliable connection between the South East and the South West;
c. **Cultural Heritage:** To help conserve and enhance the World Heritage Site (WHS) and make it easier to reach and explore; and
d. **Environment and Community:** To improve biodiversity and provide a positive legacy for nearby communities.

1.3 Background to transport modelling

1.3.1 The strategic model developed at PCF Stage 2 will be refined for PCF Stage 3. The model will be updated using the latest version of Highways England's South West Regional Traffic Model (SWRTM) as a base. The local area enhancement will build on that undertaken at PCF Stage 2. The strategic model will be known as the 'A303 Stonehenge SWRTM (DCO)'.

1.3.2 The additional traffic surveys that are described in this report were carried out in order to enhance the representation of local trips within the area of detailed modelling (AoDM) – the area over which impacts of the Scheme are likely to be material. A programme of Automatic Number Plate Recognition (ANPR) surveys, interviews at Stonehenge visitor centre, freight interviews at Solstice Park, and traffic counts at key locations throughout the network was planned. These data

will also be used for development of the operational models. The surveys were undertaken during the summer (August) and neutral (September and October) months.

1.4 Structure of the report

1.4.1 Following the consideration of the overall data requirements in Section 2, the individual data sources are described separately in the subsequent chapters, listed below:

a. **Chapter 3** – provides a description of the automatic number plate recognition surveys together with some analysis of journey times
b. **Chapter 4** – provides a description of the automatic traffic count surveys
c. **Chapter 5** – provides a description of the manual classified turning count data
d. **Chapter 6** – provides a description of the Trafficmaster data that has been provided by the DfT
e. **Chapter 7** – provides a description of the trip information system (TIS) data that is generated from UK mobile phone data
f. **Chapter 8** – provides a description of the visitor interviews that were undertaken at the Stonehenge Visitor Centre
g. **Chapter 9** – provides a description of how existing freight movements have been captured

1.4.2 Interim advice note (IAN 106/08) provides a set of typical requirements for a data report. Table 1-1 lists these elements which have been used as a checklist, and provides a guide to where this information is contained within this package report. Advice contained in WebTAG Unit M1.2 '*Data Sources and Surveys*' and unit M3.1 '*Highway Assignment Modelling*' on survey methodology and best practice for data processing has been followed.

Table 1-1: Traffic survey report checklist

Content	Section	Comments
Study overview		
Statement of scheme objectives	§1.2	
Statement of why data required	§2.1	
Definition of data requirements		
Statement of context and justification of why the data is required by the study.	§2.1	
Review of existing data sources, with reference to whether the data will be used in the study.	§2.2, §2.3, §2.4	
Details of existing location, type and date of surveys, shown on a plan or map.	Figure 2-1 (summer survey dates) Figure 2-2 (autumn survey dates) Figure 3-1 (ANPR sites) Figure 4-1 & Figure 4-3 (ATC sites) Figure 5-1 (MCTC sites) Figure 8-1 (Interview site) Figure 9-1 & Figure 9-2 (freight survey sites)	
Summary of why the data is being collected, with reference to usage later in the study.	§2.1	
Details of survey programme highlighting the types of data to be collected.	Figure 2-1 (summer survey dates) Figure 2-2 (autumn survey dates)	
Details of any 'Pilot Surveys', including information on how the pilot informed the main surveys.	N/A	Survey methodologies are well established – no need for pilot surveys
If a large scale survey programme, a summary description of the types of survey undertaken with supporting plans illustrating the different survey types on a common plan.	N/A	Plan would look cluttered –separate plans have been provided
General details of each survey		
Plan of survey locations.	Figure 3-1 (ANPR sites) Figure 4-1 & Figure 4-3 (ATC sites) Figure 5-1 (MCTC sites) Figure 8-1 (Interview site) Figure 9-1 & Figure 9-2 (freight survey sites)	
Tabulation of surveys giving date, day of week, duration of survey and location including OSGR.	Table 3-1 (ANPR sites) Table 4-1 and Table 4-2 (ATC sites) Table 5-1 (MCTC sites)	

Content	Section	Comments
Commentary on survey process.		
Commentary on conditions, weather, known accidents, road closures, maintenance works, variable speed limits.	§2.5.3 (road closures) §3.1.3 (accident)	Issues affecting data collection have been set out in data summary tables
Statement on accuracy of the data (qualitative and quantitative).	§3.1.3 §4.1.2	
Details of any factoring or adjustments applied to data set.	N/A	Any factors used will be described in the Transport Model Package, Appendix B to the Combined Modelling and Appraisal Report (Application Document 7.5)
Details of data format, file formats, file names, for each survey type as listed below.	Appendix E	
Traffic flow data		
Details for each survey the count method, ATC, MCC, Video etc.	§3.1.1 – ANPR §4.1 – ATC §5.1.1 – MCC	
Graphical presentation showing daily flow variation by vehicle type (split by weekday, weekend or average day) for specific survey locations or across cordons / screenlines.	Figure 4-2 (daily flow and speeds) Figure 4-8 (daily profile)	
Graphical presentation of monthly flow variation by vehicle type, either for a specific hour, period or daily (split by weekday, weekend or average day) for specific survey locations or across cordons / screenlines, or along corridors.	Figure 4-7 (monthly profile) Figure 5-2 to Figure 5-5 show traffic composition on A303 and The Packway during the summer and the autumn	
Graphical presentation of yearly flow variation by vehicle type, either for a specific hour, period or daily or month (split by weekday, weekend or average day) for specific survey locations or across cordons / screenlines.	Figure 4-6	
Diagrams showing turn count data by time period and vehicle type.	Appendix C	
Tabulations for multiple surveys showing traffic flows for key hours/periods, suitably grouped into cordons, screenlines or corridors.	Table B-1, Table B-2 and Table B-3 (new counts) Table B-4 (Wiltshire counts) Table B-5 (list of Highways England sites)	
Plan showing traffic flows at survey locations by key hours/periods.	Appendix C	

Content	Section	Comments
Details of any factoring to expand data from say 12 hours to 16 hours.	N/A	
Roadside interview data		
Stonehenge visitor centre surveys.	§8 (Process) Appendix D (questionnaire)	
Journey time data		
Trafficmaster data.	§6	
Queue length data		
Not collected as part of this study	-	Footage from video cameras has been used to inform the development of operational models
Registration plate survey		
Overview of process including information on associated traffic counts.	§3.1.1	
Plan/Map showing location of survey locations on a cordon, highlighting the locations where traffic may enter/leave the cordon un-surveyed or locations where vehicles may park/stop.	Figure 3-1	
Household surveys		
Not collected as part of this study	-	

1.4.3 The Transport Data Package is one of a number of Appendices of the Combined Modelling and Appraisal Report (Application Document 7.5) as follows:

a. Transport Data Package, Appendix A to the Combined Modelling and Appraisal Report;
b. Transport Model Package, Appendix B to the Combined Modelling and Appraisal Report;
c. Transport Forecasting Package, Appendix C to the Combined Modelling and Appraisal Report; and
d. Economic Appraisal Package, Appendix D to the Combined Modelling and Appraisal Report.

2 Data requirements

2.1 The need for data

2.1.1 The models that will be used to support the DCO application will have new data included from what was collected and reported on in the PCF Stage 1/2 '*Traffic Data Collection Report'* (TDCR), July 2016 (document reference HE551506-AA-VTR-SWI-RP-CX-000001). This will take the form of new data to enhance local trip movements; new traffic count data for calibration and validation of the model in the vicinity of key junctions; and new demand and count data to allow for the development of a summer time period and detailed operational models.

2.2 Origin-destination data

2.2.1 Origin-destination (OD) data are a key building-block in the development of transport models. Traditionally this information has been collected using Roadside Interview surveys (RSIs) and Automatic Number Plate Recognition (ANPR) surveys. However, modern technology and data collection methods (often termed as 'big data') now provide alternative sources of information.

2.2.2 In particular, Highways England's Regional Traffic Models (RTMs), including the SWRTM, developed trip matrices using mobile phone data.

2.2.3 Sources of OD data that will be used in the model refinement will include:

a. Mobile phone-based OD matrix data for private vehicles from the SWRTM
b. Trafficmaster-based (collected via Geographical Information Systems (GIS)) matrix data for Light Goods Vehicle (LGV) movements
c. DfT Base Year Freight Model (BYFM)-based matrix data for Heavy Goods Vehicle (HGV) movements, from the SWRTM
d. RSI data collected in October 2015
e. ANPR data collected in 2017 (more limited ANPR data were also collected in 2014)
f. New surveys at the Stonehenge visitor centre
g. Additional freight surveys
h. New mobile phone based OD data obtained from Highways England's Trip Information System (TIS)

2.3 Traffic count data

2.3.1 In addition to the Manual Classified Turning Count (MCTC) and Automatic Traffic Count (ATC) data collected to accompany the RSIs, additional counts were collected in October 2015. Details of the ATCs, MCCs and MCTCs are included in the PCF Stage 1/2 TDCR together with the ATC data collected as part of the ANPR survey described above.

2.3.2 Traffic count data were obtained from Local Authorities as part of the SWRTM development in 2016. In addition, during the development of the Stage 2 model, further count data were obtained from Local Authorities on the roads not covered by the SWRTM; these are recorded in the TDCR and LMVR for the PCF Stage 2 model. The count data from the different sources were assembled and processed for the PCF Stage 2 model and will continue to be used for matrix development, calibration or validation of the 'A303 Stonehenge SWRTM (DCO)' as appropriate.

2.3.3 A programme of additional traffic surveys has been undertaken as part of the PCF Stage 3 work, and will be used for the following:

a. to enable increased validation around the area to the east of Solstice Park due to the closure of junctions in this vicinity that forms part of the Scheme;
b. to enable the development of VISSIM-based corridor microsimulation operational models;
c. to refine the neutral month strategic model; and
d. to facilitate the development of the summer strategic model.

2.4 Journey time data

2.4.1 Journey time data used in SWRTM drew on data from the DfT Trafficmaster dataset (September 2014 to August 2015), as outlined in the SWRTM TDCR. The same routes will be used for the PCF Stage 3 model, as was the case at PCF Stage 2. Additional routes, not covered by the SWRTM, were identified during the development of the PCF Stage 2 model, again based on Trafficmaster data. These routes are recorded in the Stage 2 TDCR and LMVR. These routes have been used in PCF Stage 3 although the observed data have been updated. The base year model has been updated to 2017 and uses Trafficmaster data for the latest available period of July 2016 to June 2017.

2.5 Survey programme

2.5.1 Figure 2-1 and Figure 2-2 show the dates over which the various surveys were undertaken for both the summer and autumn periods respectively.

Survey	17/08/2017	18/08/2017	19/08/2017	20/08/2017	21/08/2017	22/08/2017	23/08/2017	24/08/2017	25/08/2017	26/08/2017	27/08/2017	28/08/2017	29/08/2017	30/08/2017
ANPR														
ATC														
MCTC														
Visitor centre														

Figure 2-1: Summer programme of surveys

Survey	22/09/2017	23/09/2017	24/09/2017	25/09/2017	26/09/2017	27/09/2017	28/09/2017	29/09/2017	30/09/2017	01/10/2017	02/10/2017	03/10/2017	04/10/2017	05/10/2017	06/10/2017	07/10/2017	08/10/2017
ANPR																	
ATC																	
MCTC																	
Visitor centre																	
Freight surveys																	

Figure 2-2: Autumn programme of surveys

2.5.2 Throughout this report, data relevant to the summer surveys have been colour coded using blue, data associated with the autumn surveys have been colour coded orange.

2.5.3 The 2017 data collection period (both summer and neutral month) coincided with planned temporary roadworks on The Packway, Larkhill. The temporary roadworks closed the whole of The Packway between the A345 Countess Road and Tombs Road that spanned both survey periods. This closure affected local access movements and restricted opportunities for people who would normally avoid queuing on the A303 by re-routeing on The Packway.

2.5.4 Prior to the survey specification being developed, it was observed that Fargo Road offered an alternative parallel route to The Packway, although road signs advise that the road is restricted to military personnel. Traffic counts were therefore undertaken at the Fargo Road/A345 Countess Road to capture this movement. The modelling approach also considered how the roadworks may affect local traffic and how this should be considered in making forecasts.

2.6 Procurement and oversight of traffic surveys

2.6.1 A survey specification was developed that captured the requirements as set out above. The survey specification was issued in July 2017 to three tenderers. After an evaluation period, the preferred tenderer (Tracsis) was commissioned in August 2017.

2.6.2 During both the summer and autumn surveys, staff from AmW were on-site to verify the location of monitoring equipment and to undertake independent observations in order to affirm data quality.

2.6.3 The following sections consider each survey type listed in the programmes above, together with other data sources.

3 ANPR surveys

3.1.1 ANPR surveys were carried out for three days during the summer period (Friday 18 August 2017 to Sunday 20 August 2017) and three days during the autumn period (Tuesday 3 October to Thursday 5 October). ANPR cameras were positioned at the locations shown in Figure 3-1 and listed in Table 3-1. At each camera site, 'control counts' were undertaken using ATCs, with the exception of the survey locations on the A303, where video cameras were used in the interest of safety.

Table 3-1: List of ANPR sites

Site ref	Junction description	Site ref	Junction description
E1	A360: West of Eltson Lane turning	E15	Chitterne Rd: West of A360
E2	High St: South of London Rd	E16	Longbarrow Rdbt E/B exit
E3	B3086: South of the Packway	E17	Longbarrow Rdbt W/B exit
E4	The Packway w of Brackenbury Rd	E18	Countess Rdbt W/B exit
E5	Netheravon Rd: North of Hackthorne Rd	E19	Countess Rdbt E/B exit
E6	A3028: West of Church Lane	E20	A303 at Solstice Park Overbridge
E7	A303: East of Double Hedges	E21	A360: West of Eltson Lane turning
E8	Solstice Park Ave: East of Meridian Way	E22	A36, west of A303 junction
E9	A345: South of River Avon	E23	A303, south of A36 junction
E10	A345: South of Fargo Rd	E24	A36, east of A303 junction
E11	A360: South of A303	E25	A338, north of A303 junction (existing ATC site)
E12	A303: West of B3083	E26	A303, east of A338 junction (existing ATC site)
E13	Stonehenge Visitors Rd	E27	A338, south of A303 junction (existing ATC site)
E14	Chitterne Rd: West of A360		

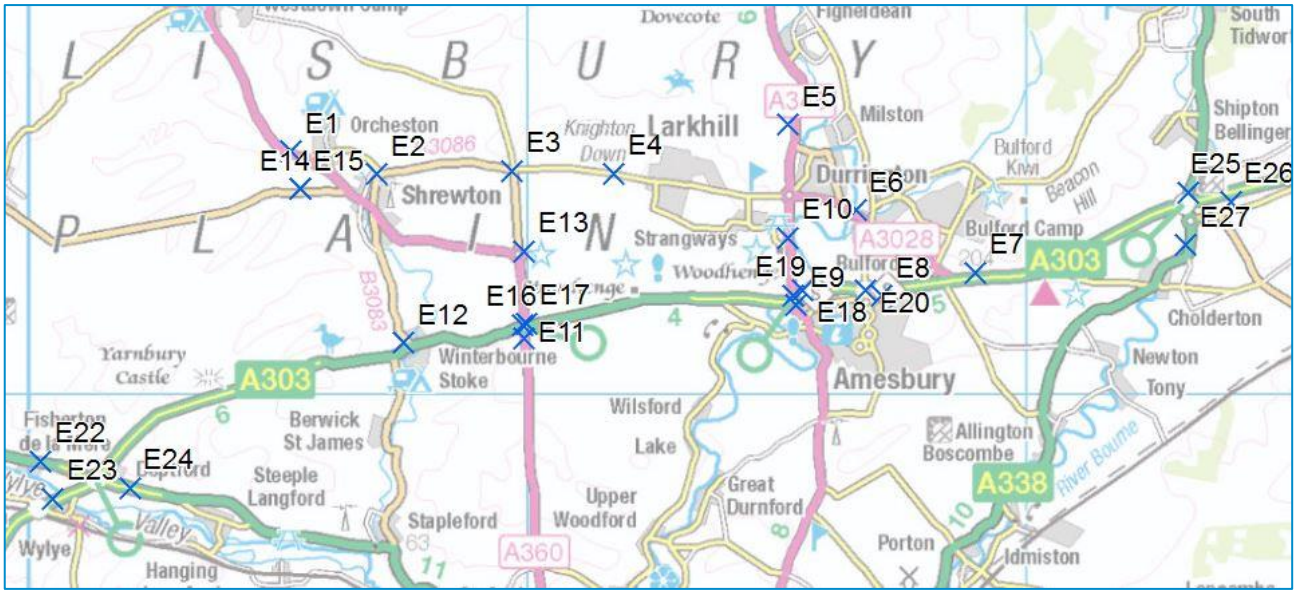


Figure 3-1: Location of ANPR sites

3.1.2 Table 3-2 presents statistics on the number plate captures and registration matches achieved during both summer and autumn surveys across all ANPR sites on each survey day. Overall between 92% and 94% of the observed plates were successfully read and verified. Of these, between 87% and 90% of plates were matched elsewhere in the ANPR cordon; about 3-4% of traffic was only observed to pass a single camera site.

Table 3-2: ANPR capture statistics, across all sites

Survey Period	Vehicle count	Plates read	% read	Plates matched	% matched
Friday 18/08/2017	375,723	363,140	97%	325,703	89.69%
Saturday 19/08/2017	338,610	308,150	91%	274,869	89.20%
Sunday 20/08/2017	317,609	295,758	93%	268,701	90.85%
Summer total	**1,013,942**	**967,048**	**94%**	**869,273**	**89.89%**
Tuesday 03/10/2017	286,003	279,722	98%	240,938	86.13%
Wednesday 04/10/2017	299,694	284,757	95%	249,073	87.47%
Thursday 05/10/2017	328,798	280,047	85%	242,063	86.44%
Autumn total	**914,496**	**844,526**	**92.35%**	**732,074**	**86.68%**

3.1.3 On Thursday 5 October 2017 there was an accident on the A303 at Chicklade (approximately 23 km west of Stonehenge). The accident which happened in the early afternoon resulted in the A303 being closed eastbound between the A350 and the A36. The A303 was open in both directions by mid-afternoon.

3.1.4 As a result of this incident, none of the ANPR analyses from this day have been used to inform either the strategic or operational traffic models.

3.1.5 Analysis has been undertaken to assess whether the partial closure of The Packway (as described in paragraph 2.5.3) affected rat-running through the Larkhill area. A comparison of ANPR data from 2014 (collected at PCF stage 1/2)

and 2017 showed that the roadworks had little effect on re-routing, with traffic using Fargo Road to bypass the road closure.

3.1.6 Journey times derived from the ANPR analysis have been compared with on-site measurements of journey time and were shown to be robust. This was achieved by comparing the time at which the AmW car was logged at a particular ANPR site in the database, and cross-referencing with on-site measurements. These checks were undertaken across multiple camera sites.

3.1.7 During the surveys there were very few periods when data were not collected due to reasons such as technical issues, adverse weather (one camera was struck by lightning). These instances have been noted at the foot of Table 3-3 and Table 3-4, which provide site by site capture rate and match rate statistics for the summer and autumn periods respectively. The extensive cordon of ANPR cameras mitigated the impact of one camera being inactive, as journeys were matched at other ANPR sites.

3.1.8 The quality of the data is considered to be of sufficiently high quality such that travel patterns and journey times through the cordon can be determined with adequate robustness.

Table 3-3: ANPR capture statistics – summer surveys

Site	Friday 18 August 2017					Saturday 19 August 2017					Sunday 20 August 2017				
	Vehicle count	Plates read	%	Plates matched	%	Vehicle count	Plates read	%	Plates matched	%	Vehicle count	Plates read	%	Plates matched	%
1	6362	5829	92%	4966	85%	4707	4391	93%	3812	87%	4157	3853	93%	3308	86%
2	4120	3834	93%	3197	83%	2857	2660	93%	2105	79%	2838	2611	92%	2075	79%
3	4247	3795	89%	3589	95%	3291	2958	90%	2815	95%	2641	2437	92%	2326	95%
4	7589	6959	92%	6048	87%	5410	5092	94%	4663	92%	4763	4480	94%	4071	91%
5	3171	8416	265%	7349	87%	7175	6655	93%	5819	87%	5307	4802	90%	4068	85%
6	9353	8812	94%	4599	52%	6814	6427	94%	3153	49%	5219	4924	94%	2168	44%
7	20162	20103	100%	19420	97%	16980	16920	100%	14349	85%	17565	17805	101%	16964	95%
8	12774	11686	91%	9856	84%	9745	9124	94%	7429	81%	7674	7150	93%	5845	82%
9	12585	9041	72%	5040	56%	10262	9570	93%	5046	53%	8467	7886	93%	4239	54%
10	15734	14610	93%	10808	74%	13056	12285	94%	9206	75%	10688	10118	95%	7178	71%
11	10772	10086	94%	8994	89%	7601	7131	94%	6259	88%	7164	6691	93%	6053	90%
12	25833	26312	102%	25861	98%	25500	23579	92%	23176	98%	23252	22008	95%	21708	99%
13	3623	3074	85%	2975	97%	4167	3585	86%	2975	83%	3972	3544	89%	3447	97%
14	6326	5954	94%	3826	64%	3331	3173	95%	1822	57%	3419	3255	95%	1978	61%
16	27653	24718	89%	24607	100%	25015	22701	91%	22619	100%	22427	20749	93%	20661	100%
17	32797	29391	90%	29201	99%	28383	25669	90%	25525	99%	27495	25367	92%	25245	100%
18	21417	18459	86%	14444	78%	18231	15973	88%	12915	81%	19022	16896	89%	13214	78%
19	12449	12957	104%	12810	99%	11997	12192	102%	12058	99%	11466	12378	108%	12253	99%
20	20528	32549	159%	29189	90%	32411	27432	85%	25068	91%	31748	27363	86%	25562	93%
22	10003	9373	94%	9409	100%	11269	10768	96%	10370	96%	11219	10778	96%	10275	95%
23	32052	29098	91%	28304	97%	26995	24425	90%	24009	98%	25734	23752	92%	23127	97%
24	13869	12773	92%	11173	87%	12053	11248	93%	10530	94%	12736	11901	93%	11303	95%
25	12075	11231	93%	8907	79%	9313	8725	94%	7043	81%	8795	8255	94%	6895	84%
26	43925	38148	87%	36024	94%	36579	30773	84%	28025	91%	35168	32376	92%	30852	95%
27	6304	5932	94%	5107	86%	5468	4694	86%	4078	87%	4673	4379	94%	3886	89%
Notes	**Site 5** –data loss 00:00-16:00, **site 7 & 19** missing data 00:00 - 05:45 & 20:15 - 00:00, **site 9** data loss 11:30 - 14:00, **site 12** Slow moving traffic affecting counts, **site 20** Camera affected by lightning 13:45 - 21:00					**Site 7 and 19** missing overview data 00:00 - 05:45 & 20:15 - 00:00					**Site 7 and 19** missing overview data 00:00 - 05:45 & 20:15 - 00:00				

Table 3-4: ANPR capture statistics – autumn surveys

Site	Tuesday 03 October 2017					Wednesday 04 October 2017					Thursday 05 October 2017				
	Vehicle count	Plates read	%	Plates matched	%	Vehicle count	Plates read	%	Plates matched	%	Vehicle count	Plates read	%	Plates matched	%
1	6158	5324	86%	4324	81%	6437	5795	90%	4713	81%	4872.5	5560	114%	4434	80%
2	2562	2398	94%	1776	74%	2511	2344	93%	1789	76%	2734	2575	94%	1936	75%
3	2238	1941	87%	1507	78%	2078	1826	88%	1498	82%	2189	1915	87%	1574	82%
4	6378	3315	52%	3145	95%	6226	3375	54%	3221	95%	6359	3502	55%	3259	93%
5	0	7688	see notes	6091	79%	7479	7653	102%	6018	79%	7803	7805	100%	6166	79%
6	9003	8247	92%	3607	44%	9251	8527	92%	3601	42%	9336	8595	92%	3737	43%
7	18762	15452	82%	14546	94%	17881	15742	88%	14958	95%	18893	15515	82%	14307	92%
8	10050	8808	88%	7206	82%	8797	8812	100%	7339	83%	10295	8899	86%	8487	95%
9	12737	11938	94%	5696	48%	12265	11498	94%	5386	47%	12678	11422	90%	5211	46%
10	6228	12168	195%	6871	56%	13274	11954	90%	6689	56%	13734	12391	90%	7121	57%
11	8815	7963	90%	5865	74%	9255	8540	92%	6587	77%	9045	7969	88%	5872	74%
12	0	19143	see notes	18858	99%	0	19061	see notes	18805	99%	24627	17613	72%	17371	99%
13	1684	1552	92%	1446	93%	1655	1495	90%	1409	94%	1661	1532	92%	1424	93%
14	3017	2697	89%	1655	61%	3332	2633	79%	1601	61%	0	2896	see notes	1749	60%
16	21509	18914	88%	18806	99%	21254	18621	88%	18537	100%	22244	19102	86%	18516	97%
17	27989	23932	86%	23573	98%	28016	24111	86%	23794	99%	28384	19299	68%	19050	99%
18	16137	10914	68%	8628	79%	16344	13635	83%	11150	82%	16086	12977	81%	10351	80%
19	12194	12541	103%	11573	92%	11738	12315	105%	11369	92%	11738	13479	115%	12263	91%
20	29233	22307	76%	19193	86%	29196	22568	77%	21410	95%	29879	22988	77%	21081	92%
22	13811	12938	94%	12024	93%	13392	12587	94%	12111	96%	14302	13366	93%	12889	96%
23	18350	16887	92%	16453	97%	18764	17208	92%	16909	98%	18848	17367	92%	17007	98%
24	9819	8998	92%	8430	94%	10137	9966	98%	9790	98%	10304	10058	98%	9773	97%
25	11684	10625	91%	8588	81%	12134	11159	92%	9081	81%	12020	11074	92%	8846	80%
26	32084	27839	87%	26620	96%	32563	27982	86%	26654	95%	34857	26670	77%	24908	93%
27	5561	5193	93%	4457	86%	5715	5350	94%	4654	87%	5910	5478	93%	4731	86%
Notes	**Sites 5 & 12** - Overview Data Loss 00:00 - 24:00, **sites 7 & 19** - Overview footage missing 00:00 - 05:30 & 20:00 - 24:00					**sites 7 & 19** - Overview footage missing 00:00 - 05:30 & 20:00 - 24:00, **site 12** Overview Data Loss 00:00 - 24:00, **site 14** camera issues - low counts 19:15 - 21:00, **site 24** Overview Data Loss 00:00 - 06:00 & 21:30 - 24:00					**sites 7 & 19** - Overview footage missing 00:00 - 05:30 & 20:00 - 24:00, **sites 12 & 14** Overview Data Loss 00:00 - 24:00, **site 24** Overview footage missing 00:00 - 06:00 & 21:15 - 24:00				

3.1.9 The ANPR data have been used to measure journey times for different routes through the local road network between the A303/A36 junction and the A303 at the Wiltshire/Hampshire border.

3.1.10 This analysis has established journey times along the A303 and a number of alternative routes using local roads for each day of the ANPR surveys and in each direction. Figure 3-2 shows westbound journey times observed during the summer period, when the difference in journey time between remaining on the A303 and alternative routes is greatest, which was Friday 18 August. Similarly, Figure 3-3 shows eastbound journey times observed on Sunday 20 August. Westbound and eastbound journey times for the other survey days are shown in appendix A.1 and A.2 respectively. The three most popular alternative routes have been shown in terms of number of vehicles observed on that route.

3.1.11 Figure 3-2 shows that westbound journey times increase on the A303 (between the Hampshire border and the A36) to over an hour between 11:00 and 13:30 compared to approximately 28 minutes at 09:00. Three alternative routes have been identified that have been shown to provide a range of journey time savings from remaining on the A303. The route that offers the most significant journey time saving goes via Solstice Park and Stonehenge Road, providing a journey time saving of approximately 27 minutes.

3.1.12 Figure 3-3 shows that eastbound journey times increase on the A303 (between the A36 and the Hampshire border) from approximately 16 minutes at 09:00 to 90 minutes between 16:00 and 17:00. Use of an alternative route north of the A303 resulted in similar journey times to staying on the A303. Journeys that turned south off the A303 at the A36 junction and headed via Stapleford and Stoford were approximately 54 minutes quicker than staying on the A303 (between 16:00 and 17:00).

3.1.13 Journey time analysis during the neutral month showed that journey times along the A303 corridor in each direction did not vary much at all – journey times did not exceed 20 minutes at any point during the day. The data evidenced almost no traffic diverting from the A303 to use local roads as an alternative (and that time for travel along these routes could not be derived due to the small sample).

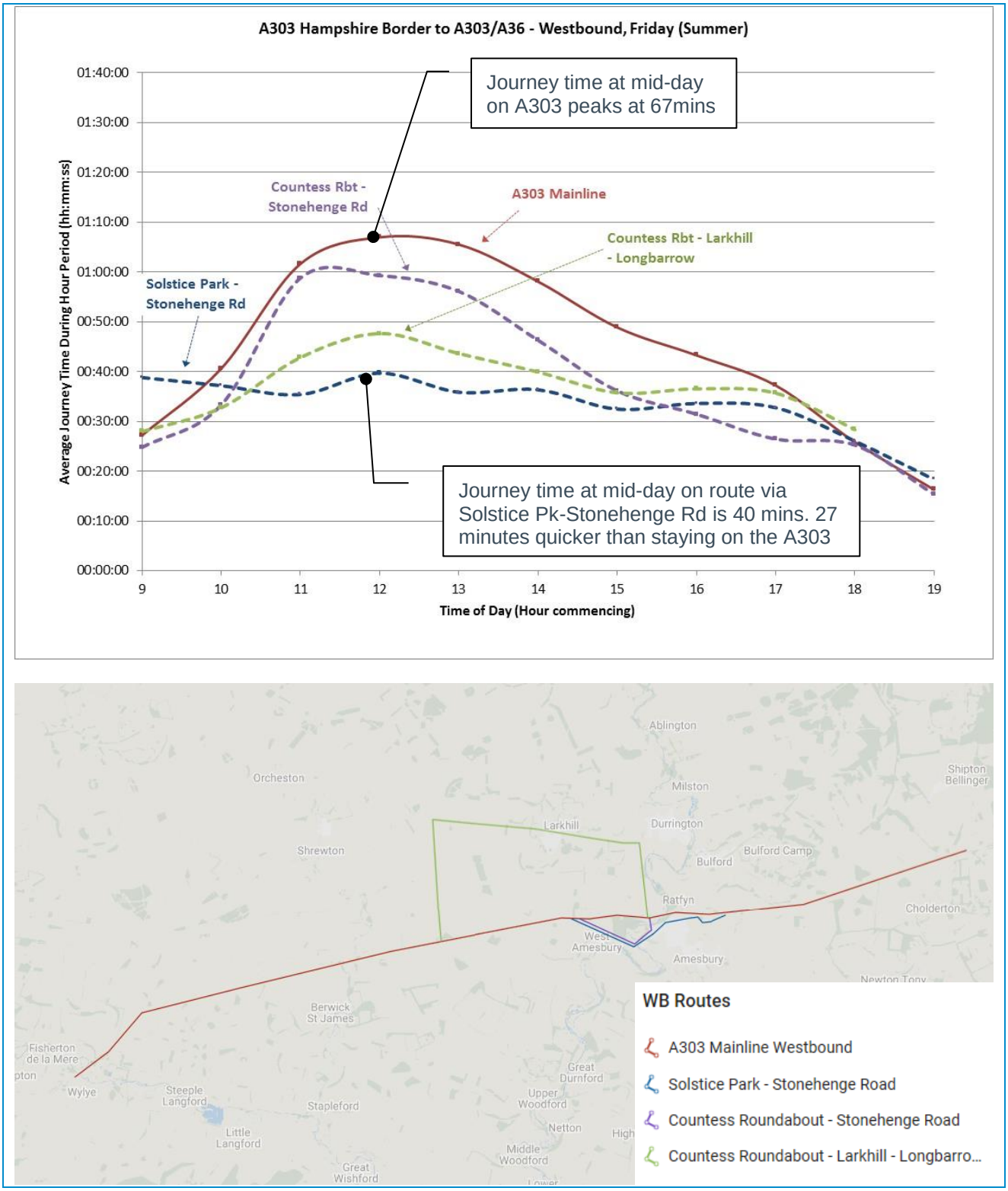


Figure 3-2: Westbound journey times at different times during the day on different routes (Summer, Friday)

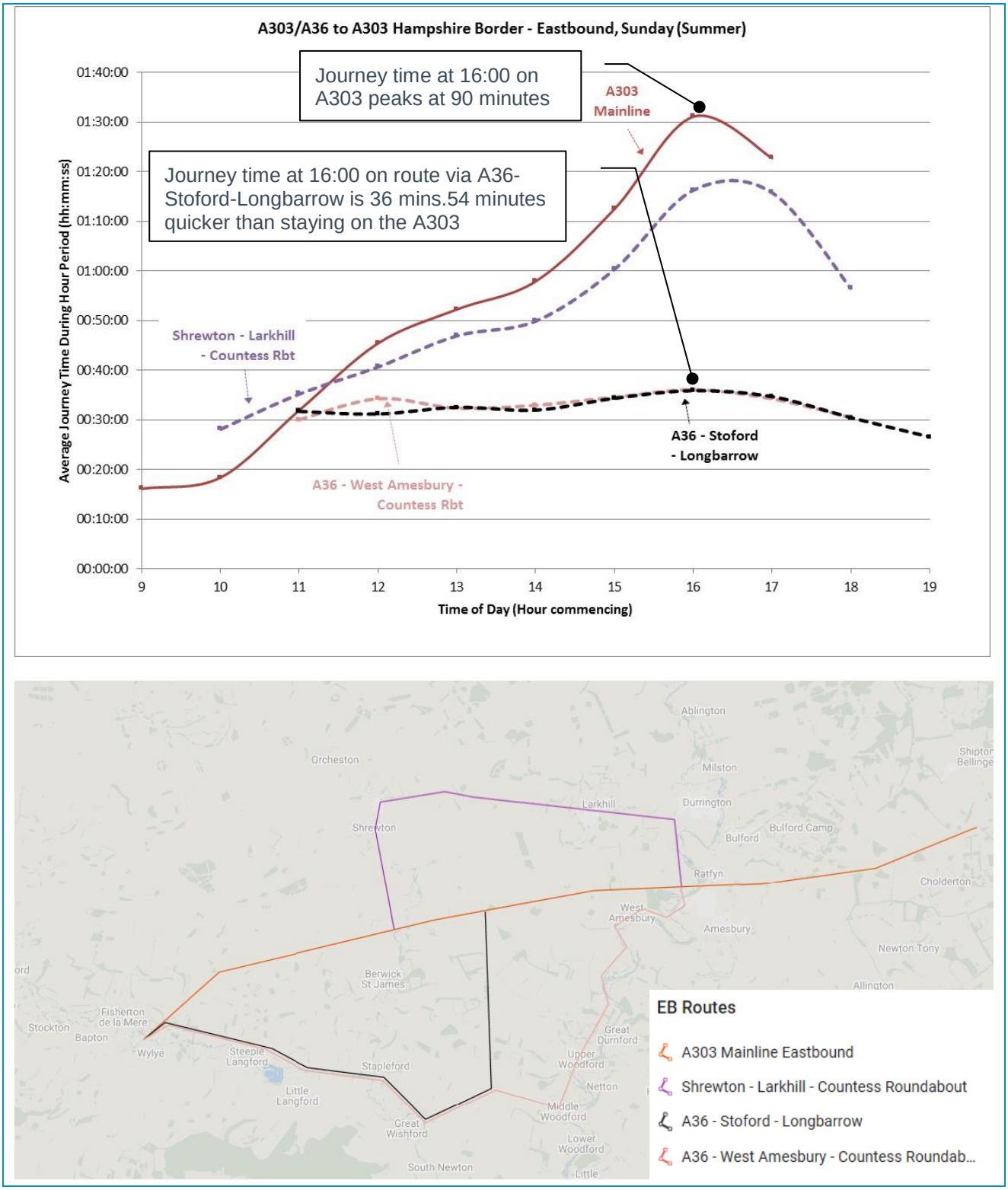


Figure 3-3: Eastbound journey times at different times during the day on different routes (Summer, Sunday)

3.1.14 Table 3-5 shows the number of ANPR matches on the most popular routes observed during the surveys. On average, 79% of matches were on the A303 corridor (in each direction).

3.1.15 In the eastbound direction approximately 15% of matches occur on routes south of the A303 and 7% on routes north of the A303, i.e. through Larkhill.

3.1.16 In the westbound direction, approximately 13% of matches occur on the south of the A303 and 8% on routes north of the A303.

Table 3-5: Sample size for ANPR journey times

Route	Friday 18 August	Saturday 19 August	Sunday 20 August
Eastbound			
A303 eastbound	3,308	3,652	3,609
Shrewton - Larkhill - Countess roundabout	111	110	214
A36 - West Amesbury - Countess roundabout	103	58	219
A36 - Stoford – Longbarrow	565	362	587
Westbound			
A303 westbound	3,500	3,127	4,347
Solstice Park - Stonehenge Road	361	-	-
Countess roundabout - Stonehenge Road	285	154	79
Countess roundabout - Larkhill - Longbarrow	306	363	123

4 Automatic traffic counts and link counts

4.1 New count data

4.1.1 Automatic traffic counters (ATCs) attached to pneumatic tubes were deployed at the locations listed in Table 4-1, other link counts in Table 4-2, and shown in Figure 4-1 for at least a two-week period commencing 17 August 2017 (for the summer surveys) and 22 September 2017 (for the autumn surveys). The ATCs collected traffic flow by vehicle classification (car, taxi, LGV, OGV1, OGV2 PSV (private), PSV (public), motorcycle, pedal cycle) in 15 minute time intervals. At each ANPR site ATCs were deployed in order to provide control counts to verify capture rates.

Table 4-1: List of ATC sites

Site ref	Site description	Site ref	Site description
C2	B3083, south of A303 junction	C19	B3084, Winscott
C3	B3083 near High Down	C20	A338, north of A303
C6	A360 near Oatlands Hill	C21	A338, north of Home Farm
C7	A360, north of A303	C23	Countess Road, south of A303
C8	A360, west of B3086	C24	Porton Road, south of Solstice Park Avenue
C9	Stonehenge visitor centre	C25	A303, east of B3083
C10	The Packway, Rollestone Clump	C26	A3028, west of Church Lane
C11	Rollestone Camp access road	C29	A360, west of Eltson Lane turning
C12	The Packway east of Bingham Road	C30	High Street, south of London Road
C13	A345, south of Clover Lane	C31	Chitterne Road, west of A360
C14	A345, Totterdown Clump	C32	B3086, south of The Packway
C15	A3028, west of Amesbury Rd	C33	Solstice Park Avenue, east of Meridian Way
C16	Amesbury Road, north of A3028	C34	Salisbury Road
C17	A303, west of Amesbury Road	C35	London Road
C18	A303, west of Countess roundabout	C36	Unnamed Road, Normanton, between West Amesbury and Upper Woodford

4.1.2 Any instances where data have not been captured have been described at the foot of Table B-1 – there were very few such occasions. The quality of the data was verified by:

a. comparing ATC volumes with volumes from the nearby MCTC surveys, e.g. at the Stonehenge Visitor Centre
b. comparing ATC volumes with adjacent sites
c. comparing ATC volumes to other sites such as those on WebTRIS (see section 4.3) to confirm approximate magnitude and pattern, e.g. tidality (peak in one direction in the morning and a peak in the opposite direction in the evening); and
d. comparing ATC volumes from week 1 against week 2.

4.1.3 Where necessary, erroneous data have been omitted and not used to inform the development of either the strategic or operational traffic models. For example, the effect of the road accident described in paragraph 3.1.3 reinforced the need to exclude data that was collected on 5 October 2017.

4.1.4 Summary totals for each site in each direction are shown in Table B-1, in appendix B.1, comprising:

a. Total weekly traffic flow
b. 5 day (Monday to Friday) average daily traffic flow – average weekday traffic (AWT)
c. 7 day average daily traffic flow – average daily traffic (ADT)

4.1.5 Peak period traffic flow data for the AM peak (07:00-10:00), inter peak (IP) period 10:00-16:00) and PM peak (16:00-19:00) for summer and neutral months are shown in Table B-2.

4.1.6 A higher level summary of daily traffic flows (two-way ADT) is shown in Figure 4-2.

4.1.7 The top three sites where the proportional increase in traffic flow is greatest between the summer and neutral surveys have been highlighted. The largest proportional increase (73%) is at the Stonehenge Visitor Centre, followed by two sites that are both located on routes used to avoid congestion on the A303; B3083 (53% increase) (site C3) and B3086 (43%) (site C32).

4.1.8 It was not possible to install pneumatic tubes at all the locations listed in Table 4-1 due to perceived safety issues associated with their deployment. At the locations shown in Table 4-2 link counts were undertaken, where video cameras were used to record movements and later transcribed by video analysts into a spreadsheet format.

4.1.9 The link count data for the summer data were processed by analysts for 18 to 20 August 2017. Autumn data were processed for 3 to 5 October 2017. A summary of daily traffic flows is shown in Table B-3 (Appendix B.1).

Table 4-2: List of link count sites

Site ref	Link description	Site ref	Link description
C1	A303, Great Bathampton Cottage	C28	Countess roundabout W/B exit
C4	A303, west of Longbarrow roundabout	C37	A303, west of A36 junction
C5	A303, east of Longbarrow roundabout	C38	A36, east of A303 junction
C22	A303, east of A338	C39	A36, west of A303 junction
C27	A303 at Solstice Park overbridge		

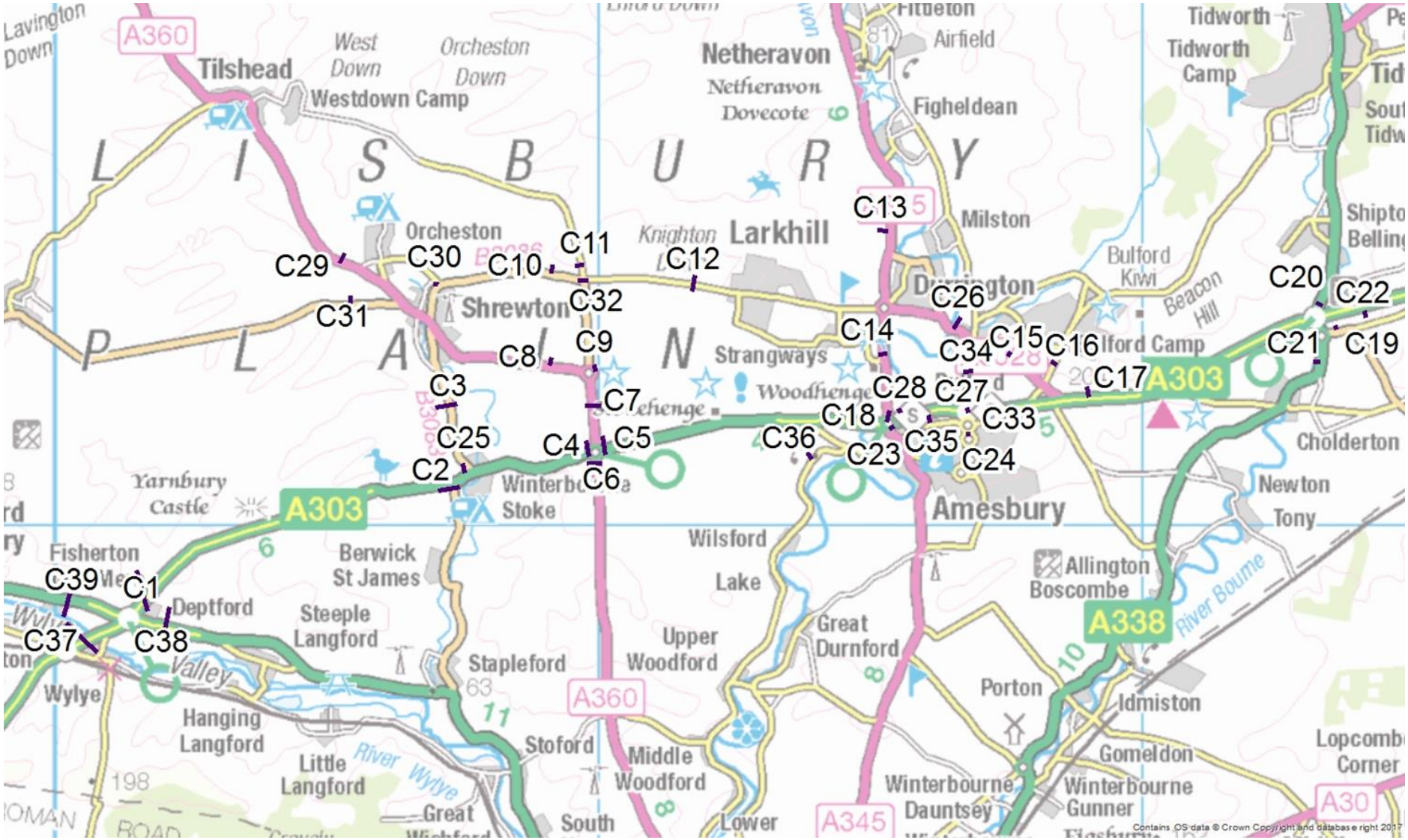


Figure 4-1: Location of ATC sites

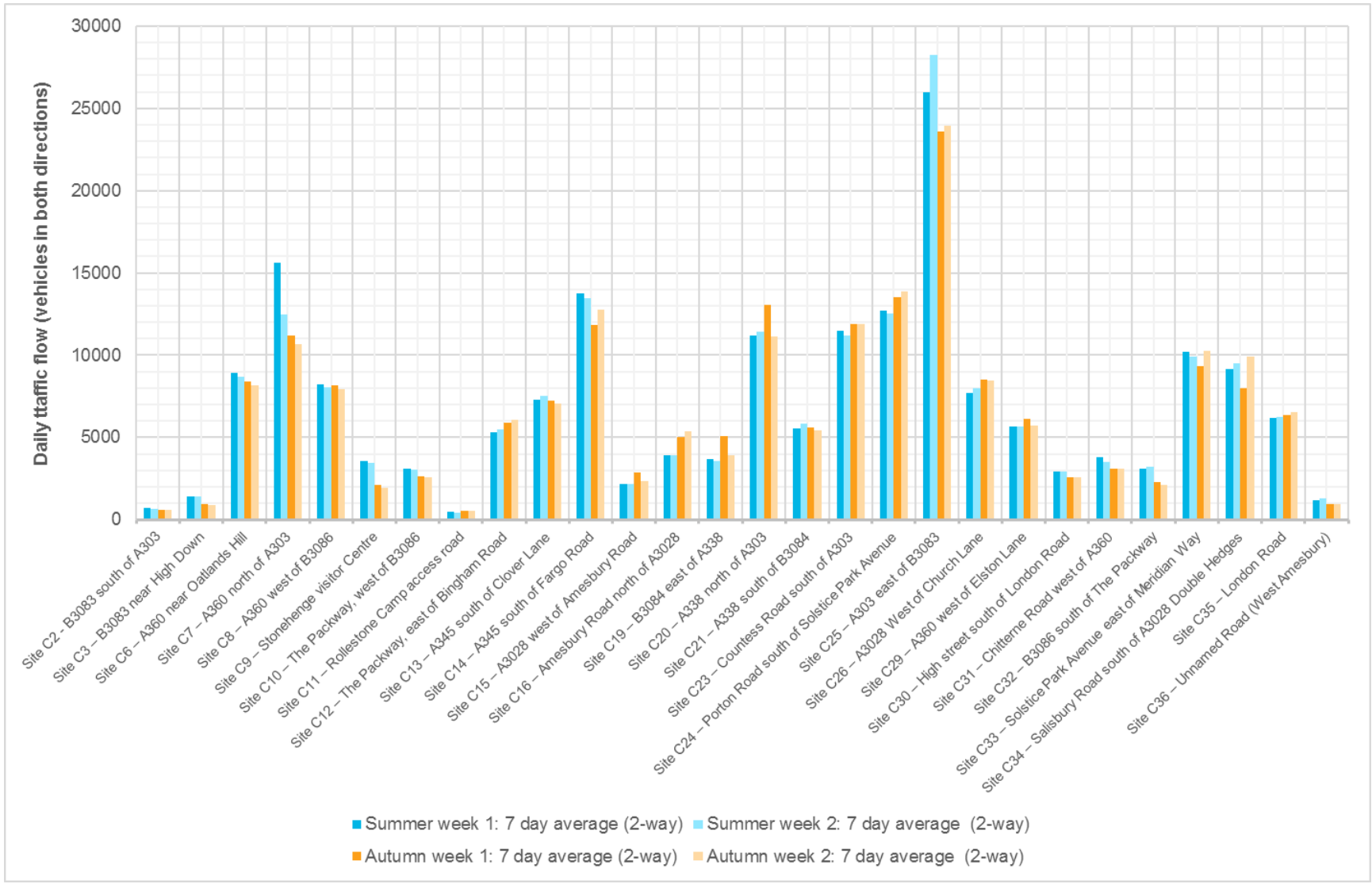


Figure 4-2: Summary of ATC traffic flows

4.2 Existing data – Local Authority sites

4.2.1 Automatic traffic count data at 15 sites in the local area have been acquired from Wiltshire Council. These sites are shown in Figure 4-3 and listed in Table 4-3. Traffic flow has been recorded at hourly intervals with no disaggregation by vehicle classification. None of the data provided by Wiltshire Council covers the summer 2017 period. The data comprises of a selection of sites with one to two weeks' worth of data, between January 2015 and July 2017.

4.2.2 Table B-4 in Appendix B.2 provides a summary of the ATC data.

Table 4-3: ATC sites commissioned by Wiltshire council

Site ref	Site description	Site ref	Site description
a601	A30 East of Barford St Martin	c320	A338 North of Collingbourne Kingston
a110	A338 North of Winterbourne gunner	f503	B3098 West Lavington
b201	A338 North of Winterbourne gunner	f603	A360 Gore Cross (south of West Lavington)
b301	A345 South of Highpost	f703	B3098 West of Erlstoke
b401	A360 South of Druids Lodge	l501	A362 Corsley Heath
b803	A30 north east of Salisbury	m501	B3089 Fonthill Bishop
c102	A342 Upavon Down (East of Upavon)	m701	B390 West of Shrewton
c202	A338 Tidworth Military Cemetery		

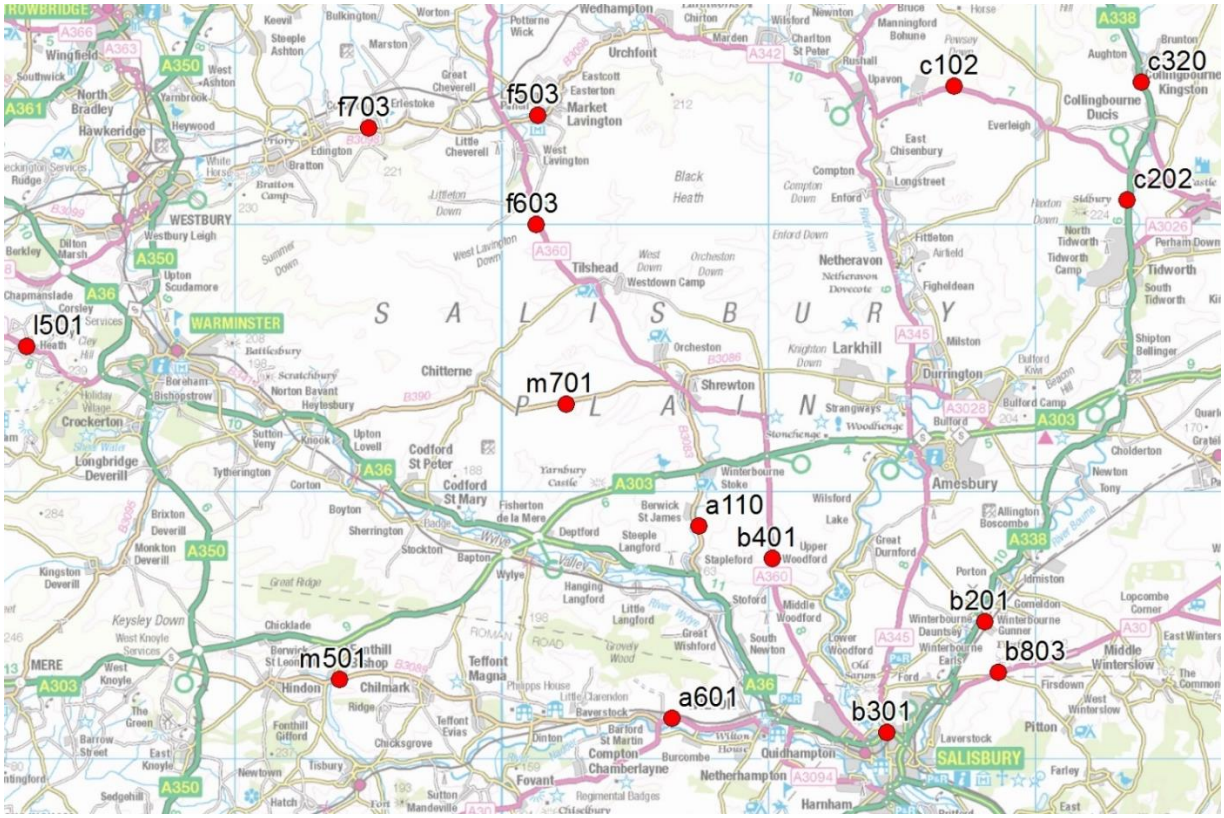


Figure 4-3: Location of ATC sites commissioned by Wiltshire council

4.3 Existing data – Highways England sites

4.3.1 Highways England maintain and operate a number of ATC sites across their road network. Data are publically available via the WebTRIS website[1]. The sites shown in Figure 4-4 and listed in Table B-5 (Appendix B.3) have been used for calibration and validation of the base year strategic model. Traffic flow data is also made publically available by the DfT via the government's Open Data programme[2].

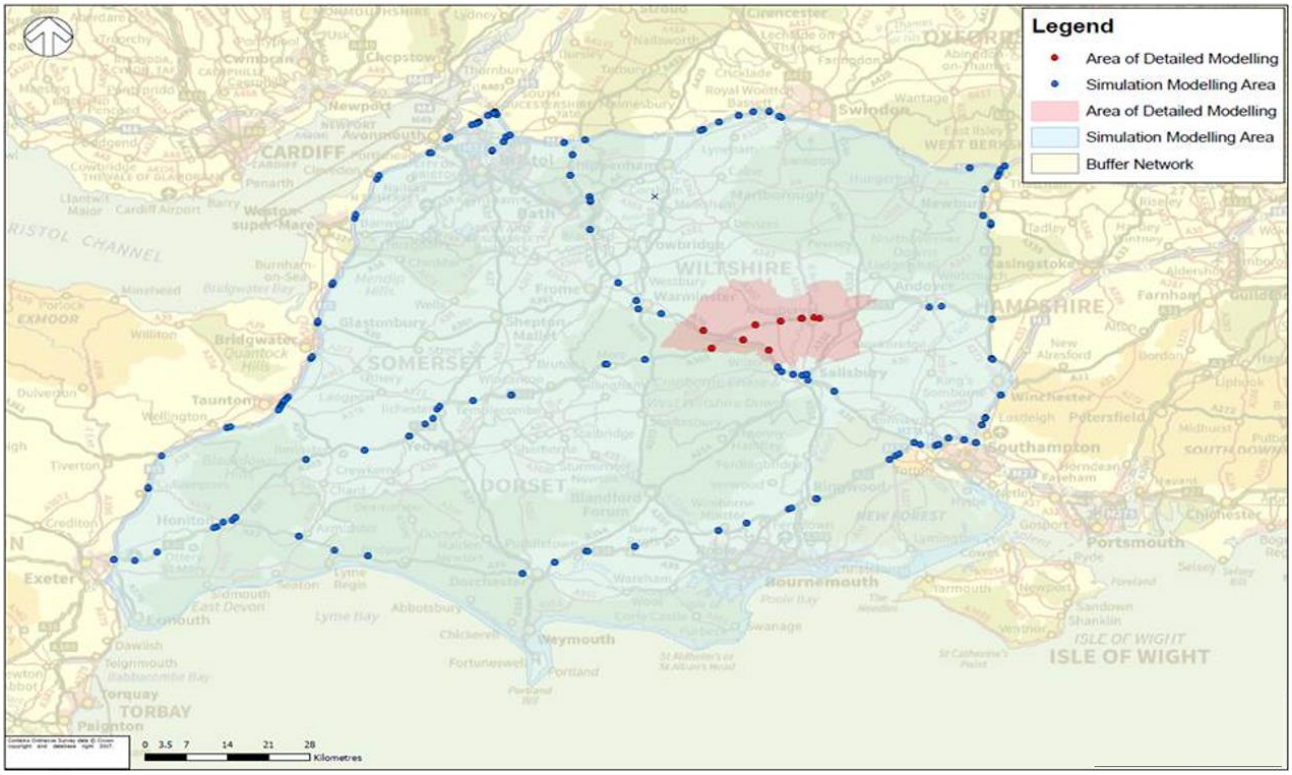


Figure 4-4: Location of Highways England ATC sites (WebTRIS)

4.3.2 Figure 4-5 shows the Highways England ATC sites that are closest to Stonehenge. It has not been possible to download data from the West Amesbury site (on the A303 by Stonehenge Road) due to partially complete data (most likely due to damaged/faulty monitoring equipment). The adjacent site that is immediately east of the A360 is operational and data have been analysed and summarised below.

[1] WebTRIS: http://webtris.highwaysengland.co.uk/
[2] DfT Open Data: https://www.dft.gov.uk/traffic-counts/

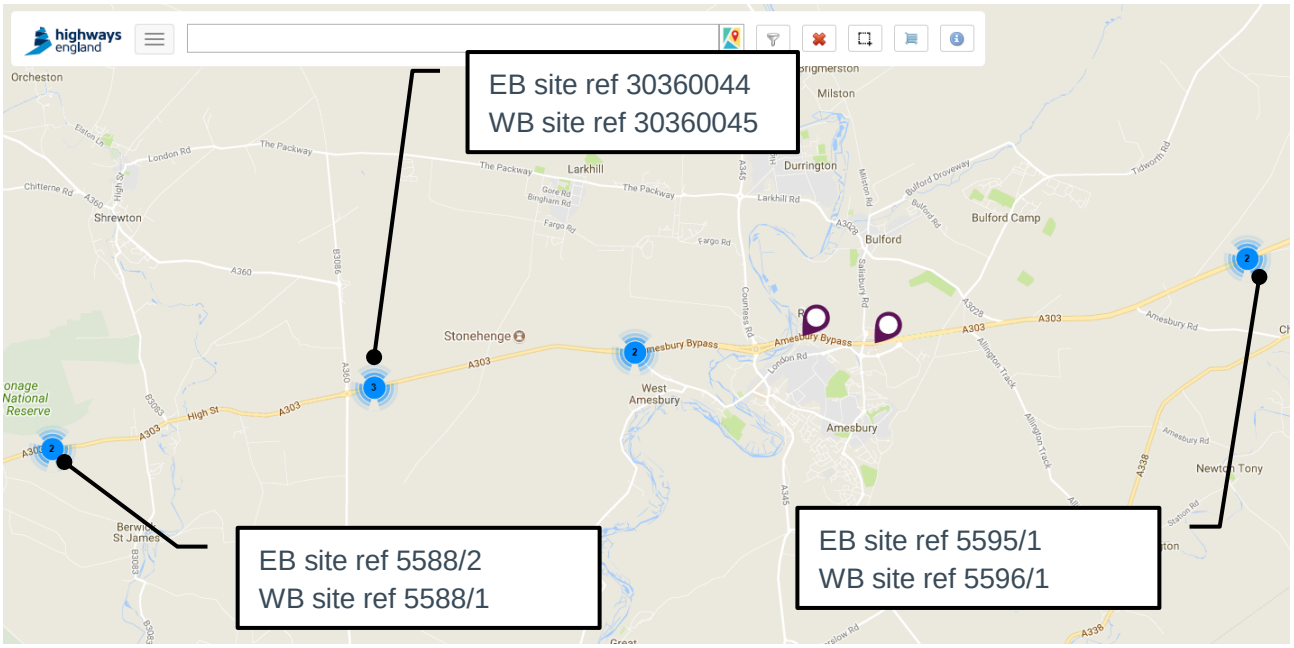


Figure 4-5: Location of Highways England ATC sites near Stonehenge

4.3.3 Figure 4-6 shows annual average daily traffic (AADT) flow for the three sites referenced above from the year 2000 up to 2016. Data points that are based on observed data have been specifically labelled (squares). During years when traffic flow data is unavailable (most likely due to damaged or faulty equipment), the DfT have estimated AADT based on the previous year's annual daily traffic flow.

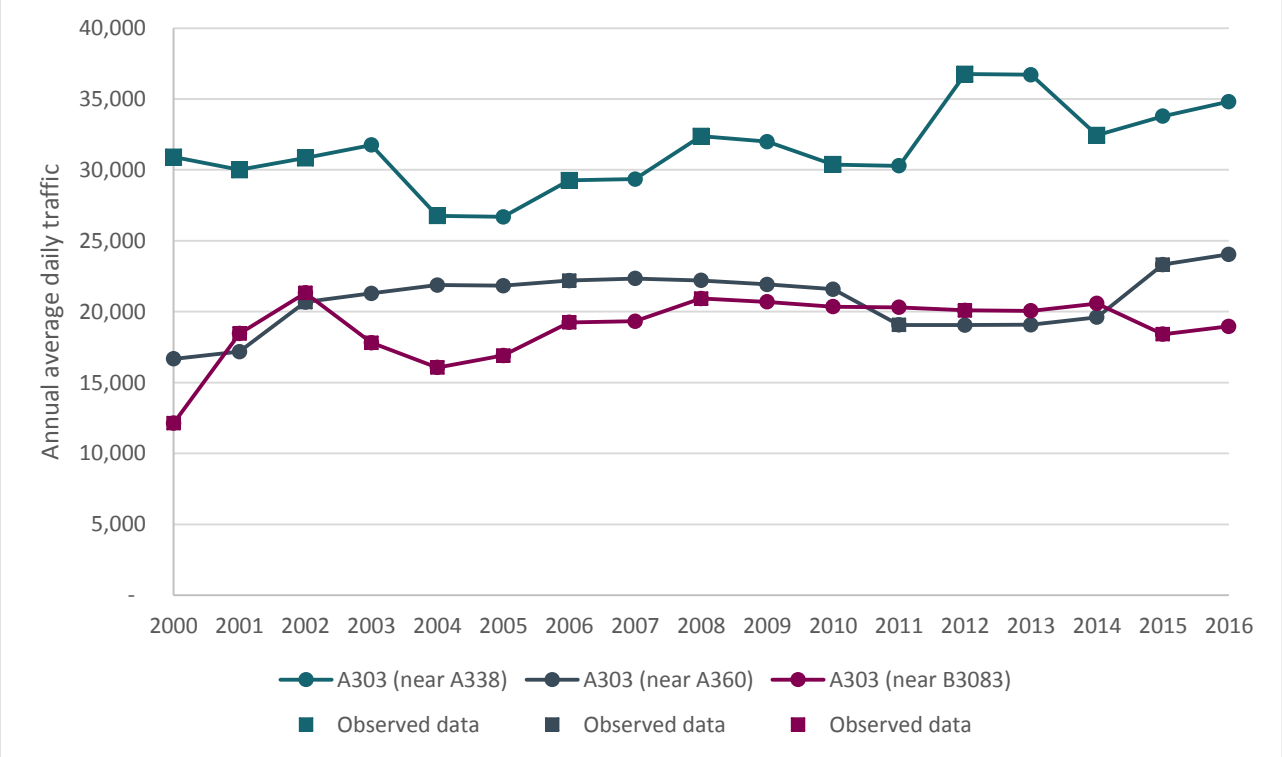
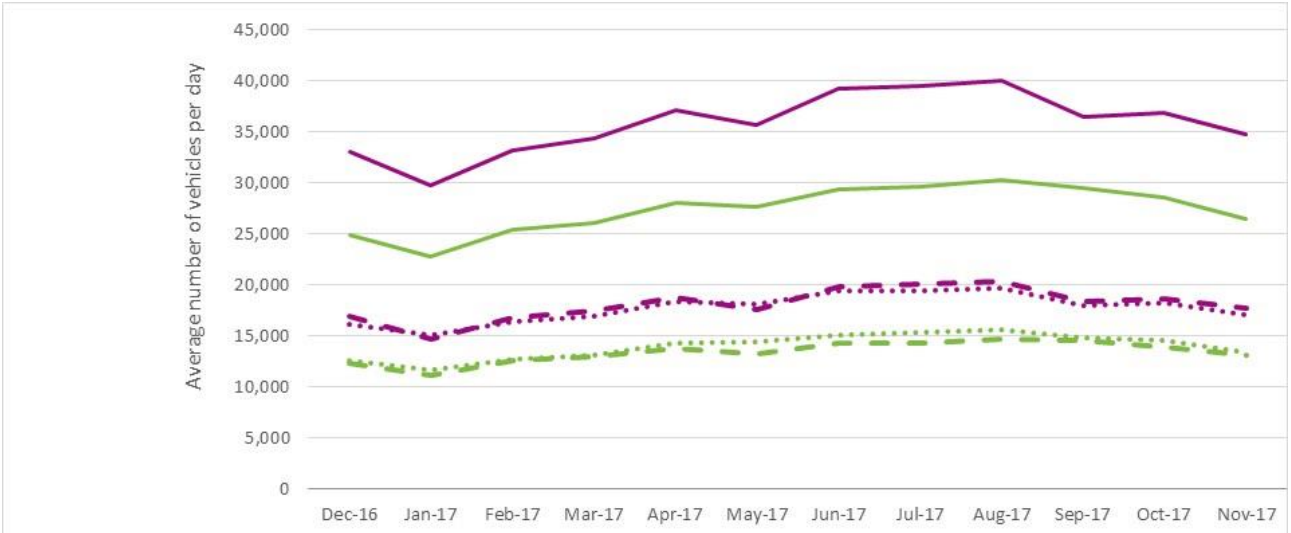


Figure 4-6: Historic trends of AADT at three sites on the A303

4.3.4 Figure 4-7 shows the monthly profile of daily traffic on the A303 at site reference 30360044 (for eastbound traffic), site 30360045 (for westbound traffic) from December 2016 to November 2017 (the site located east of the A360). Figure 4-7 also shows average daily traffic flows for a site located approximately 10 km to the east (near Cholderton and the A338). Data for December 2017 were not available at the time of preparing this report.

4.3.5 At the A303 site near the A360 (shown in green) (this is a single carriageway site), the month with the highest daily traffic flows at this location is August with a 2-way daily traffic flow of 30,290 vehicles. The average daily traffic flow during neutral traffic months (late March, late April, May, June, September, October and November) is 27,975. Traffic flows at this location are on average approximately 8% higher during the summer month of August than an average neutral month.

4.3.6 At the more easterly site near the A338 (shown in magenta), the month with the highest daily traffic flows is August with a 2-way traffic flow of 40,089 vehicles (approximately 32% higher than the site at Stonehenge – this site is dual carriageway). Daily traffic flows in August are approximately 10% higher than the average neutral month.



	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17
EB ADT (A303 near A338)	16,141	15,059	16,394	16,962	18,437	18,176	19,486	19,395	19,772	18,066	18,280	17,107
WB ADT (A303 near A338)	16,932	14,756	16,785	17,416	18,767	17,548	19,813	20,115	20,317	18,436	18,598	17,712
2-way ADT (A303 nr A338)	33,073	29,815	33,179	34,378	37,204	35,724	39,299	39,510	40,089	36,502	36,878	34,819
EB ADT (A303 near A360)	12,574	11,701	12,746	13,108	14,259	14,435	15,092	15,375	15,577	14,908	14,596	13,410
WB ADT (A303 near A360)	12,332	11,131	12,651	12,971	13,758	13,250	14,322	14,337	14,713	14,636	13,952	13,126
2-way ADT (A303 nr A360)	24,906	22,832	25,397	26,079	28,017	27,685	29,414	29,712	30,290	29,544	28,548	26,536

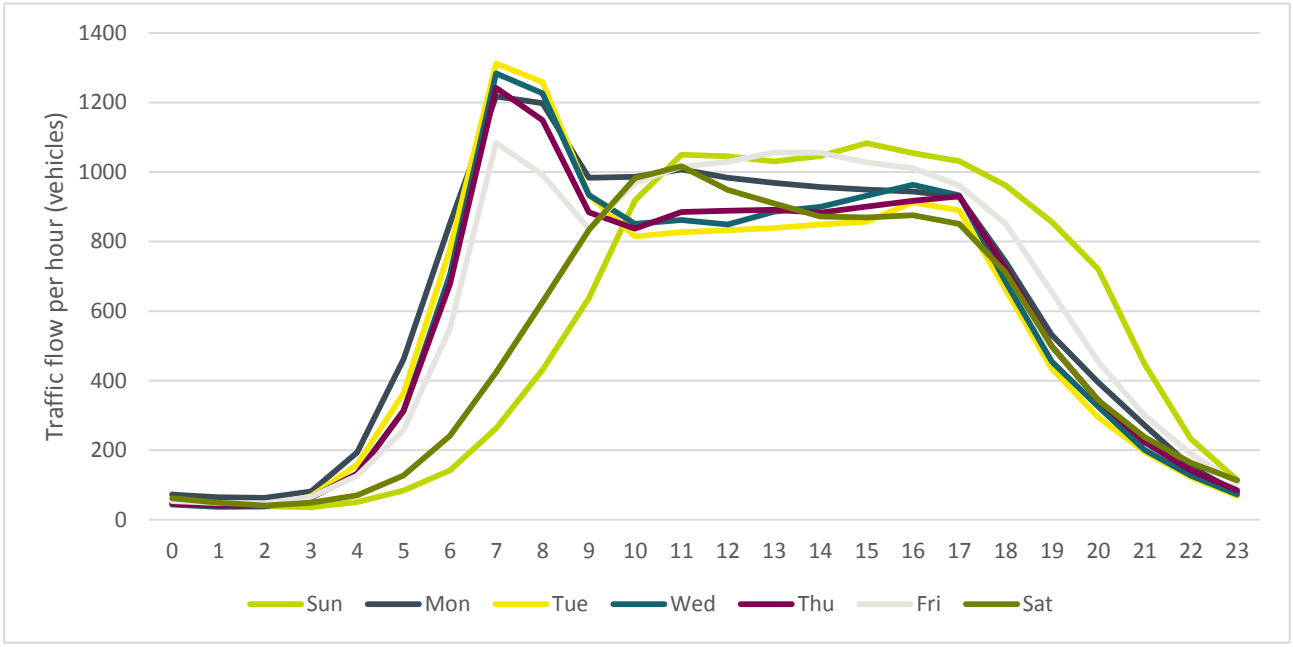
Figure 4-7: Monthly profile of daily traffic on A303

4.3.7 Figure 4-8 shows the daily profile of traffic on the A303 (east of the A360) for east and westbound directions. Daily demand has been averaged between December 2016 and November 2017. December 2017 data were not available when the assessment was undertaken.

4.3.8 Peak demand (1,312 vehicles) occurs in the eastbound direction mid-week between 07:00 and 08:00. There is a clear distinction between Monday-Friday commuter peaks and the weekend profile, with the weekend morning peak

occurring around 11:00 to 12:00. The peak in the westbound direction occurs mid-week (1,145 vehicles) between 17:00 and 18:00.

Eastbound



Westbound

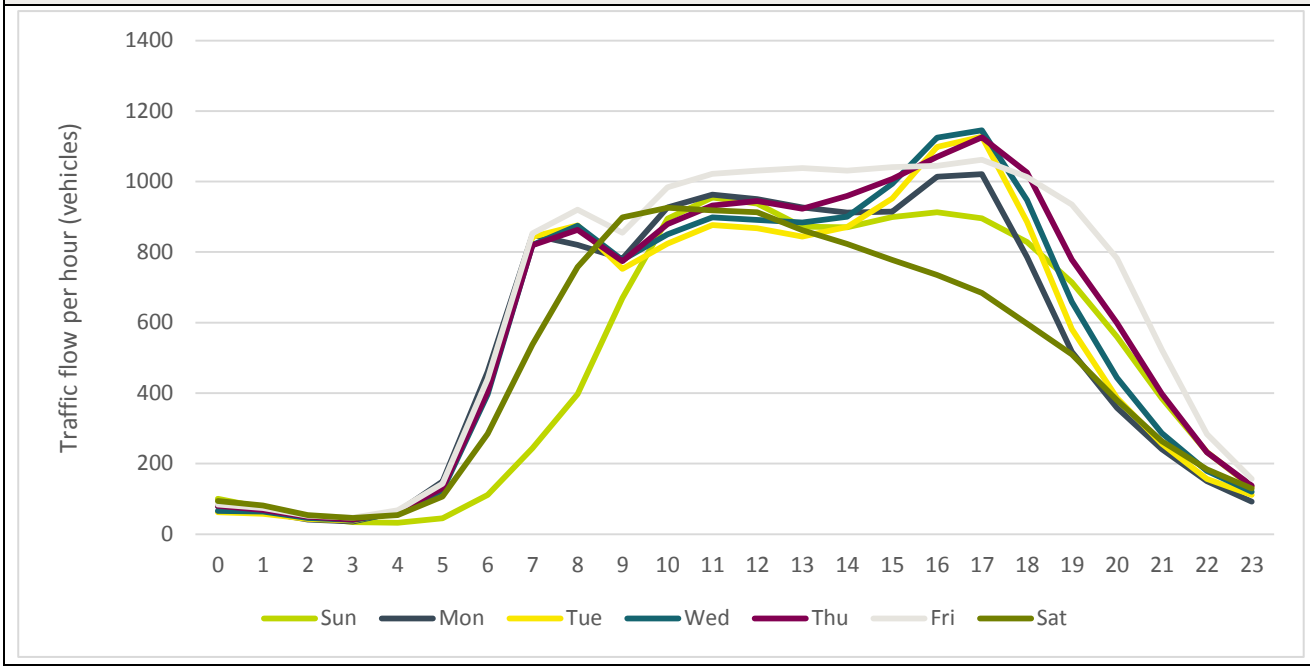


Figure 4-8: Daily profile of traffic on the A303

5 Manual classified turning counts

5.1 Survey descriptions

5.1.1 Manual classified turning counts (MCTC) have been undertaken at 51 sites (see Figure 5-1 and Table 5-1) during both the summer and autumn periods. Video observations to enable MCTCs were carried out between 18 August 2017 - 20 August 2017 and 3 October 2017 – 5 October 2017.

Table 5-1: Location and descriptions of MCTC surveys

Site ref	Junction description	Site ref	Junction description
M1	Packway/Bingham Rd	M27	A303/B3083
M2	Packway/Willoughby Rd	M28	A303/Berwick Rd
M3	Packway/Whinyates Rd	M29	A303/Church St
M4	Packway/Wilson Rd	M30	A303/A360
M5	Packway/Congreve Rd	M31	A303 Countess Rdbt
M6	Packway/Unnamed Rd	M32	A303/Stonehenge Rd
M7	Packway/Unnamed Rd	M33	A303 Solstice Park Rdbt
M8	Packway/Alanbrooke Rd	M34	London Rd/Solstice Park Avenue Rdbt
M9	Packway/Lightfoot Rd	M35	A303/Salisbury Rd Rdbt
M10	Packway/Unnamed Rd	M36	Solstice Park Av/Meridian Way Rdbt
M11	Packway/Glover Rd	M37	A303/Amesbury Rd
M12	Packway/Biddulph Rd	M38	A303/Allington Track
M13	Packway/McNeill Rd	M39	A303/Amesbury Way
M14	Packway/Wood Rd	M40	A303/Salisbury Rd
M15	Packway/Tombs Rd	M41	A338/B3084
M16	Packway/Countess Rd	M42	A303 Hill Farm
M17	A3028/Stonehenge Rd	M43	Countess Rd/Services Access
M18	A3028/Meads Rd	M44	A303/Services Exit
M19	A3028/Philip Rd	M45	Double Hedges/Amesbury Rd
M20	A3028/B3085	M46	Double Hedges/Car Park access
M21	A3028/Old Coach Rd	M47	Amesbury Road/A338
M22	A3028/Camilla Cl	M48	Bulford Droveway/Bulford Rd
M23	A3028/Orchard End	M49	Bulford Rd/Amesbury Rd
M24	A3028/Salisbury Rd	M50	Sheepbridge Rd/Tidworth Rd
M25	B3086/The Packway	M51	Countess Rd/Fargo Rd
M26	A360/B3086		

5.1.2 Video footage of vehicle movements has been recorded between the hours of 06:00 and 20:00 for the following vehicle classifications:

a. Car
b. Taxi
c. LGV
d. OGV1

e. OGV2
f. PSV (private)
g. PSV (public)
h. Motorcycle
i. Pedal cycle

5.2 Survey analysis

5.2.1 For the summer surveys, data were processed for the period 10:00-19:00 on all three survey days. For the autumn surveys, data were processed for the period 07:00-19:00 on Wednesday 4 October, deliberately excluding data from the 5 October when there was an incident on the A303 (described in paragraph 3.1.3). All count data have been processed into 15-minute intervals, tabulated with both hourly and period totals.

5.2.2 A range of checks to confirm the quality of the MCTC data were undertaken, outlined below:

a. Traffic volumes were compared to nearby ATC data
b. Traffic volumes were compared to adjacent MCTC sites (where appropriate)
c. Any spurious looking traffic movements were identified and explanations sought – such as the high volume of 'u-turning' movements at the A345 Countess Road/The Packway roundabout which were due to The Packway being closed
d. Consistency of traffic flow across different surveys days (where available)
e. The profile of demand was reviewed for anomalies

5.2.3 The peak hour turning movement figures that were prepared for the PCF Stage 1/2 *Traffic Data Collection Report* have been updated with 2017 data and are shown in Figure C-1 to Figure C-10 in Appendix C. The figures show total traffic flows and percentage HGVs. The peak hour has been identified at each junction, where the sum of traffic flows on all approaches, in four consecutive 15 minute periods is greatest.

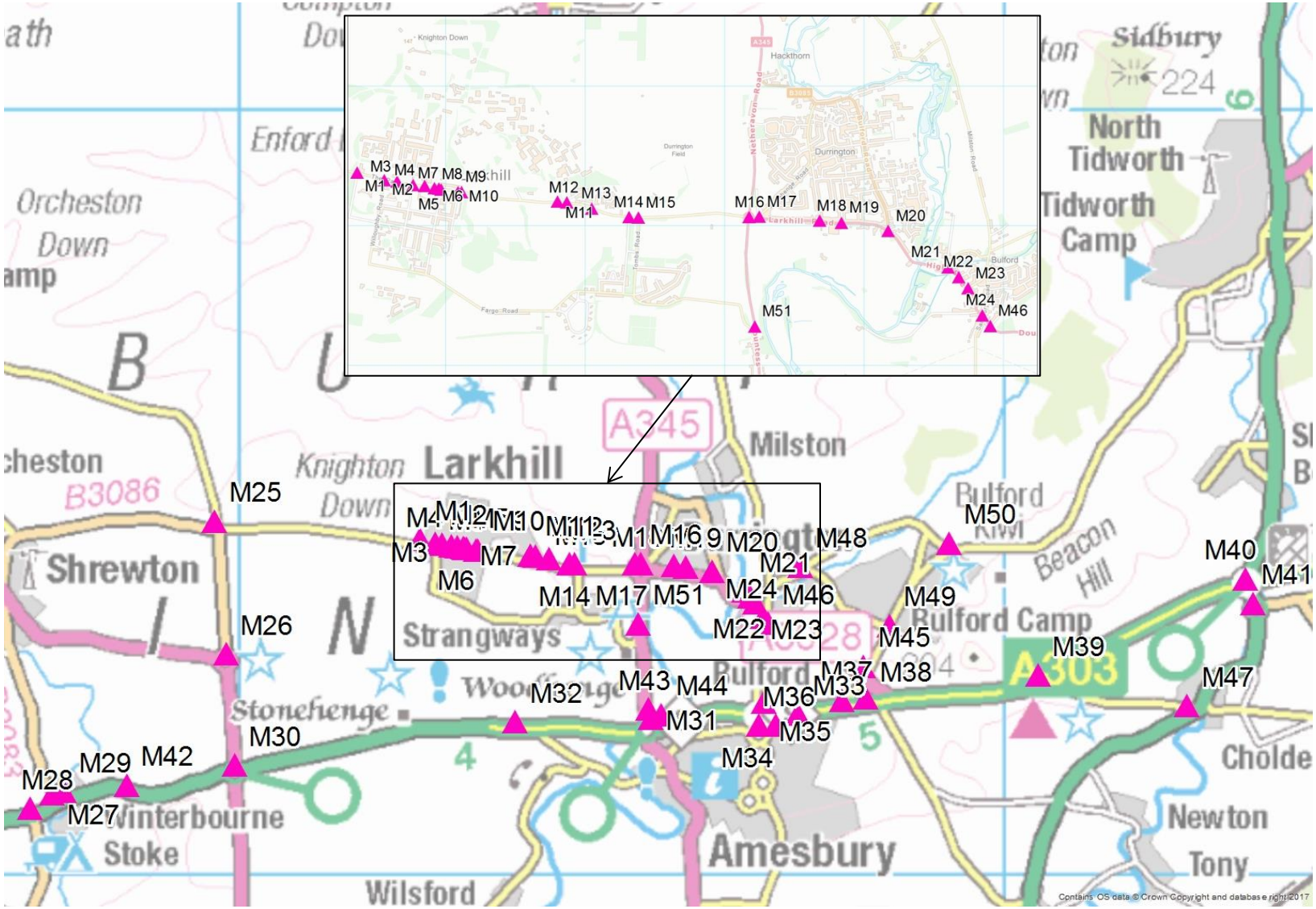


Figure 5-1: Location of MCTC survey sites

5.2.4 Traffic composition on the A303 (on the west side of the B3083) during the summer is shown in Figure 5-2 and summarised below:

a. The proportion of cars ranges from 84% (10:00-11:00) to 91% (18:00-19:00);
b. LGVs ranges between 6% and 8% (across the survey period); and
c. OGV1 and OGV2 combined ranges from 3% (18:00-19:00) to 8% (10:00-11:00).

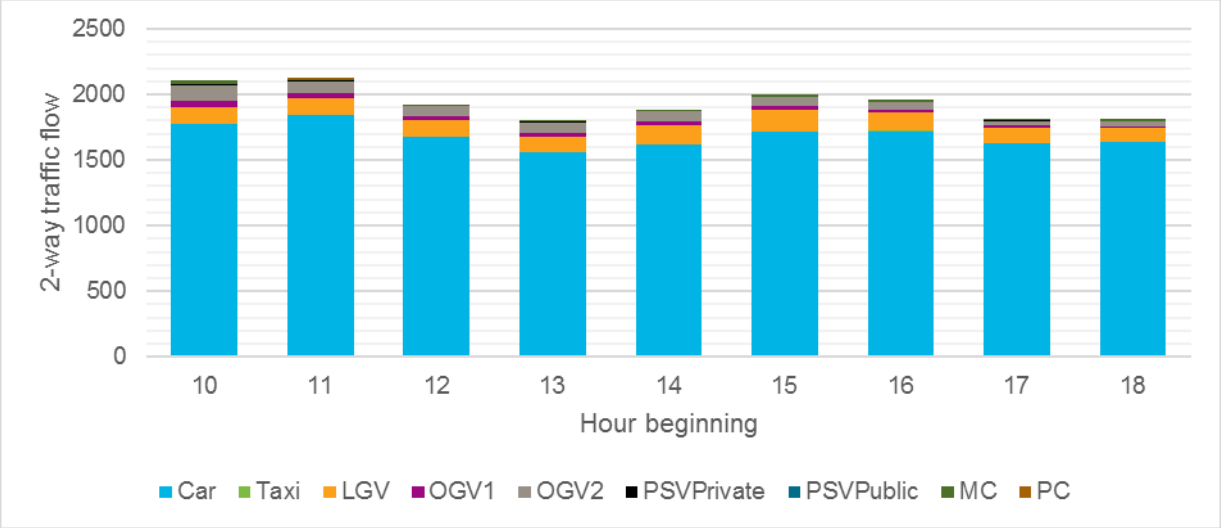


Figure 5-2: Traffic composition on A303 (west of B3083), Summer (18 August 2017)

5.2.5 Traffic composition at the same site during the autumn is shown in Figure 5-3 and summarised below:

a. The proportion of cars ranges from 71% (09:00-10:00) to 84% (17:00-18:00);
b. LGVs ranges from 9% (18:00-19:00) to 17% (07:00-08:00); and
c. OGV1 and OGV2 combined ranges from 6% (17:00-18:00) to 15% (11:00-12:00).

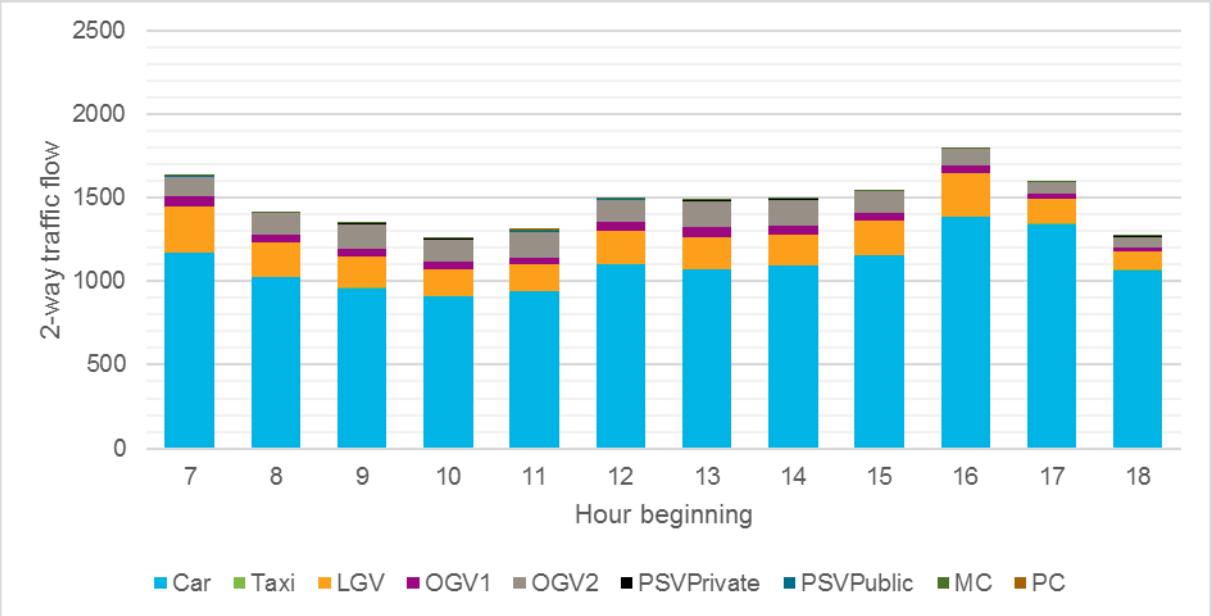


Figure 5-3: Traffic composition on A303 (west of B3083), Autumn (04 October 2017)

5.2.6 Traffic composition on The Packway (on the east side of the B3086) during the summer is shown in Figure 5-4 and summarised below:

a. The proportion of cars ranges from 81% (10:00-12:00) to 90% (18:00-19:00);
b. LGVs ranges between 9% and 15% (across the survey period); and
c. OGV1 + OGV2 ranges from 1% (15:00-19:00) to 5% (10:00-11:00).

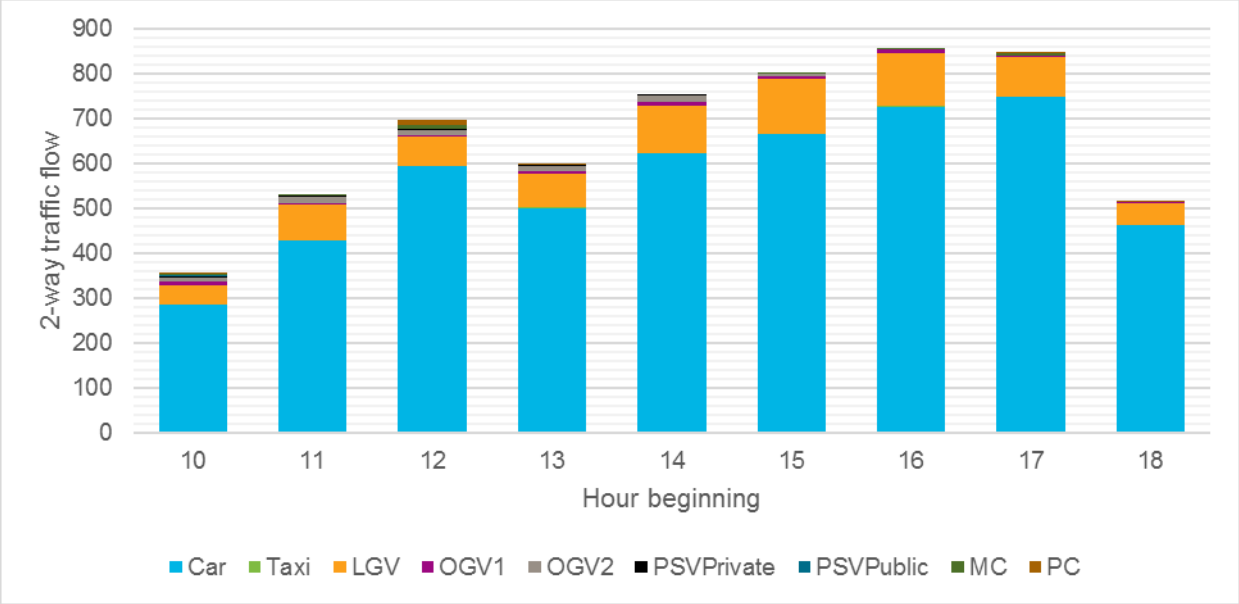


Figure 5-4: Traffic composition on The Packway (east of B3086), Summer (18 August 2017)

5.2.7 Traffic composition at the same site during the autumn is shown in Figure 5-5 and summarised below:

a. The proportion of cars ranges from 69% (10:00-11:00) to 89% (18:00-19:00);
b. LGVs ranges from 15% to 21% between 07:00-17:00; and
c. OGV1 + OGV2 ranges from 1% (17:00-19:00) to 10% (10:00-12:00).

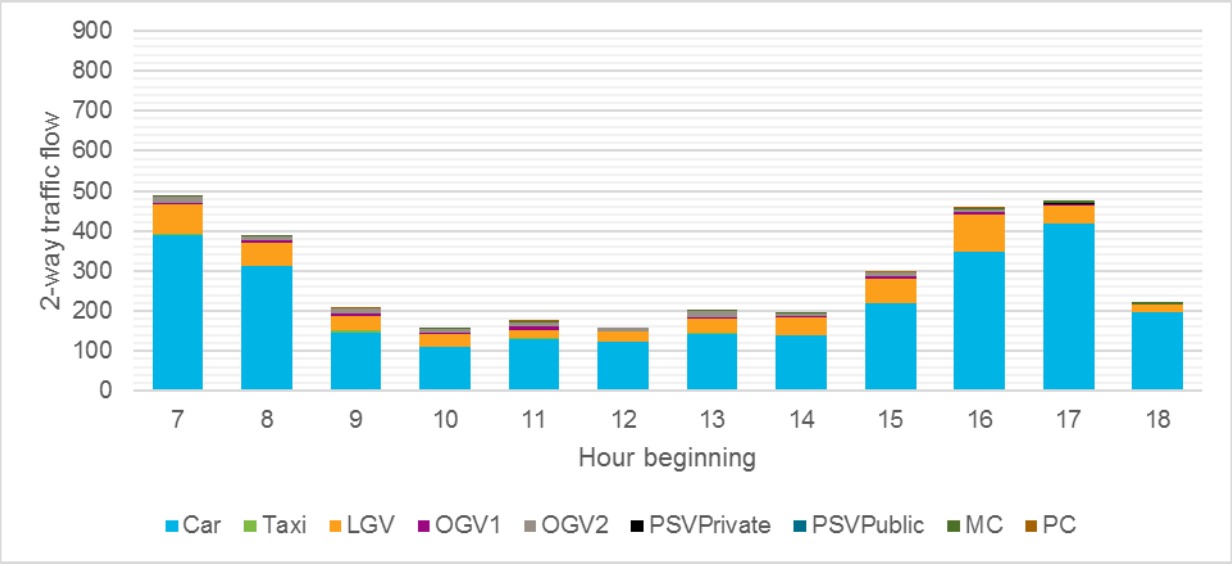


Figure 5-5: Traffic composition on The Packway (east of B3086), Autumn (04 October 2017)

6 Trafficmaster data

6.1 Data description

6.1.1 The DfT has provided a Trafficmaster journey time database and integrated transport network (ITN) layer. The database is generated by collecting data from a sample of vehicles that are equipped with in-vehicle Global Positioning Satellite (GPS) technology. The routes selected for which journey time data were derived are identified in Figure 6-1.

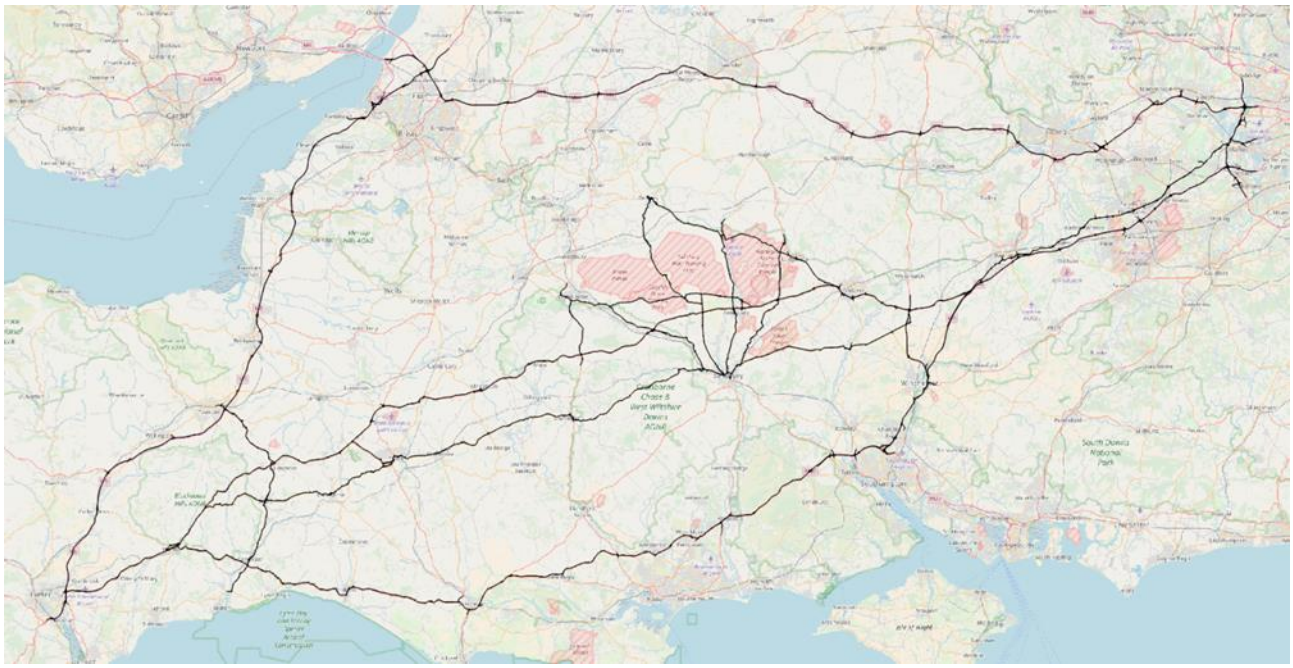


Figure 6-1: Coverage of the A303 Trafficmaster database (ITN links)

6.1.2 The database covers the period of July 2016 to June 2017 and provides average journey times for each ITN link where data exists, at 15 minute intervals on each day, categorised by vehicle type. The Trafficmaster data specification is shown in Table 6-1.

Table 6-1: Trafficmaster GPS data definition

Variable name	Description
Link_id	ITN link identifier
Link_ref	Trafficmaster link reference
Date_1	Date (YYYY-MM-DD)
Time_per	24 hours by 15 minute intervals
Veh_cls	1 – cars; 2 – LGVs (up to 3500kg); 3 – HGVs (up to 3500kg); 4 – HGVs over 7500kg); 5- buses (including minibuses); 6 – Taxis; 7 – Motorised caravans; 8 – Other vehicles; 9 - Unknown
N	Number of observations
Av_jt	Average journey time in 1/1000th of a second
sum_squ_jt	Sum of squares of journey times (1/1000th of a second*second)
Len_m	Length in metres

6.1.3 The Traffic Model Package provides analysis of these data.

7 Highways England's Trip Information System

7.1 Data description

7.1.1 Highways England has developed a database of trip information and a web based interface that allows users to extract origin and destination matrices for motorised road trips. The database uses data extracted from Telefónica's O_2 UK mobile phone network, containing anonymised trip records for the whole of the UK mainland for the whole of 2016.

7.1.2 The OD trip matrices are available for download from the Trip Information System (TIS) website[3] at a user defined zoning system, providing zones formed by 2011 Census Middle-layer Super Output Areas (MSOAs)1 or aggregations thereof. The matrices supplied contain person trips, cover the whole of Great Britain and are available for the whole of 2016.

7.1.3 The person trip matrices supplied are provided as the average number of trips between each pair of zones for the dates, times and trip types specified by the user. The supplied data must cover a minimum of at least 20 days, though the dates do not have to be consecutive.

7.1.4 The zoning system (see Figure 7-1) comprises of the following zones:

a. Local authorities within the SWRTM region of focus and intermediate model areas;
b. Counties in the external model area within the vicinity of the intermediate model area; and
c. Aggregations of counties (or regions) further afield.

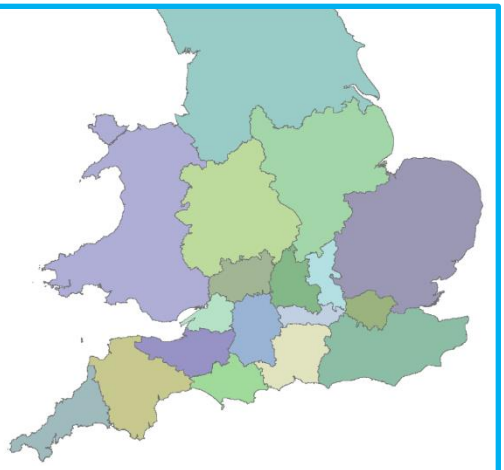


Figure 7-1: TIS zoning system

7.1.5 Trip type information was also specified and included:

a. Main mode of trips
   i. Motorised road trips (included all trips by private motor vehicle, bus, tram and freight)
b. Trip purpose
   i. HBW/HBO/NHB (home based work/home based other/non-home based other) – provides purpose segmentation by work (commuting) and other for home based trips.

7.1.6 The matrices represent person trips for the period 10:00 – 16:00 for the summer and neutral modelling periods which are outlined below:

a. **Neutral** – March 2016: 20 weekdays between 26 February 2016 and 24 March 2016; and

[3] TIS website: https://tis.smartsteps.telefonica.com/#/

b. **Summer** – 21 days between Friday 15 July 2016 and Sunday 28 August 2016, i.e. every Friday, Saturday and Sunday for the seven week period.

7.1.7 The TIS data have been sourced collaboratively with the A303 Sparkford to Ilchester project team, which is also developing a strategic traffic model derived from SWRTM.

7.1.8 The Traffic Modelling Package provides an explanation of how TIS data have been used to enhance the 'A303 Stonehenge SWRTM (DCO)'.

8 Stonehenge visitor centre interviews

8.1 Survey description

8.1.1 Visitors to the Stonehenge visitor centre were interviewed during both the summer and autumn survey period. Surveyors were positioned at the location shown in Figure 8-1 to interview visitors as they walked from the main car park to the visitor centre. Visitors that arrived by coach at the designated coach car park were not interviewed.

8.1.2 The primary purpose of the interviews was to ascertain the origin and destination of visitors to the centre in order to enhance the representation of these trips in the 'A303 Stonehenge SWRTM (DCO)'. A copy of the survey form is shown in Figure D-1 (Appendix D). To ensure overseas visitors were represented the form was translated into the following languages:

a. Welsh;
b. French;
c. Spanish;
d. Italian;
e. Greek;
f. Arabic;
g. Russian;
h. Chinese; and
i. German

8.2 Survey analysis

8.2.1 Table 8-1 shows the number of interviews attempted and the number of interviews that were completed on each day of the surveys. The first question visitors were asked was whether or not they wanted to partake in the survey. A greater proportion of visitors (approximately 98%) during the summer were happy to complete the survey, whereas during the autumn surveys approximately 50% of surveys were completed.

Table 8-1: Number of visitors interviewed during survey period

Season	Date	No. of interviews attempted	No. of interviews completed
Summer	Saturday 26 August 2017	266	261
	Sunday 27 August 2017	281	278
	Monday 28 August 2017 (Bank holiday)	294	290
Autumn	Tuesday 3 October 2017	167	95
	Wednesday 4 October 2017	162	80
	Thursday 5 October 2017	169	83

Figure 8-1: Location of Stonehenge visitor centre interviews

8.2.2 Table 8-2 shows the number of interview responses over the survey period with information on the type of vehicle used and vehicle occupancy.

Table 8-2: Interview responses showing vehicle type proportions and average vehicle occupancy

Mode	Summer			Autumn		
	Number	%	Average vehicle occupancy	Number	%	Average vehicle occupancy
Car	756	91%	2.9	228	88%	3.1
LGV	5	1%	3.6	1	0%	2.0
Motorcycle	12	1%	1.4	0	0%	-
PSV	24	3%	6.6	15	6%	6.0
Taxi	32	4%	3.6	14	5%	3.4
TOTAL	**829**	**100%**	**-**	**258**	**100%**	**-**

8.2.3 During the summer surveys, information on onward destination was not correctly collected by the survey team. A way of approximating this information has been described below such that OD matrices could be developed.

8.2.4 Postcodes of origins and destinations were plotted using GIS software. The crow-fly distances between each point and Stonehenge visitor centre were calculated, banded into 5km groups, and used to produce the trip length distribution graphs.

8.2.5 To deal with the issue of there being no recorded destination data in the summer months, the destination trip distributions from the neutral month were used. As the

trip length distributions were similar, this approach was considered the most appropriate to infill the missing data. The trip distribution data from the neutral month destinations were used and expanded up to the summer MCTC and ATC counts.

8.2.6 Due to the layout of the visitor centre parking, outbound buses and coaches were not picked up in the ATC or MCC surveys. Instead of exiting west with cars and LGVs, back through the entrance, HGVs, buses and coaches leave the site to the north at a separate junction onto the B3086 north of the roundabout.

8.2.7 To adjust for this, the turning count at the junction north of the visitor centre roundabout was used to adjust the outbound visitor centre MCC to include these 'missed' heavy vehicle types. It was not possible to make these adjustments for the ATC surveys (as turning counts were required rather than link counts). To mitigate for this, the assumption was made that all trips entering the visitor centre would also leave within the same day, by 19:00, due to the opening hours of the centre. Thus, the outbound ATC total was fixed to match the inbound ATC total. Trips were then distributed across the vehicle classes and time periods using proportions derived from the in-filled MCC data.

8.2.8 For both the neutral and summer models, the visitor centre interview records were first expanded to the MCC link counts, to obtain the correct vehicle class splits. Expansions were carried out at an hourly level, to ensure that variances in vehicle class splits across the hours were captured.

8.2.9 Following this, totals were expanded to the ATC period totals. This was done to ensure that the total trip count was representative of an average day. Plots of origins and destinations of journeys to Stonehenge visitor centre are shown in Figure D-2 (Appendix D).

9 Freight surveys

9.1 Introduction

9.1.1 Data have been collected covering freight modes using the A303. These include data from specialised freight surveys and the DfT's Continuing Survey of Road Goods Transport (CSRGT) surveys, which are described below.

9.2 Specialised goods vehicle counts

Introduction

9.2.1 The Specialised Goods Vehicle Count (SGVC) is a survey technique that has been developed by AECOM's specialist freight team to obtain a detailed understanding of freight movements in a given study area.

9.2.2 The SGVC survey sought to develop a particular understanding on a number of issues on the A303, including:

a. The impact of the Solstice Park industrial estate on traffic flows in the area, in particular the number and nature of vehicles using the site; and
b. The direction of vehicles travelling on the A303 (through Countess roundabout) and in particular if there was a large amount of traffic coming off at this junction to utilise the service station or travel to local destinations.

9.2.3 In addition to the quantitative data capture process, the hauliers which were most frequently observed were approached for more information (e.g. on fleet size and typical origins and destinations), either in a face-to-face interview or via a telephone consultation. Key information on the surveys is provided below.

Solstice Park surveys

9.2.4 In order to assess the vehicles arriving and departing from Solstice Park, surveyors were located at both the Equinox Drive roundabout and the Porton Road Roundabout (as shown in Figure 9-1).

Figure 9-1: Location of Solstice Park surveys

9.2.5 Movements were recorded on 3 October 2017 between 07:00-19:00. There were no known reported disruptions or incidents which would have affected the traffic flow during the count period.

Countess roundabout surveys

9.2.6 Countess roundabout is located to the west of Solstice Park and is the first available junction west of the industrial estate where it is possible to leave the A303. Data were recorded at both the north-east and south-east of the roundabout (as shown in Figure 9-2). The count took place between 07:00 and 19:00 on Wednesday 4 October. There were no recorded delays or incidents.

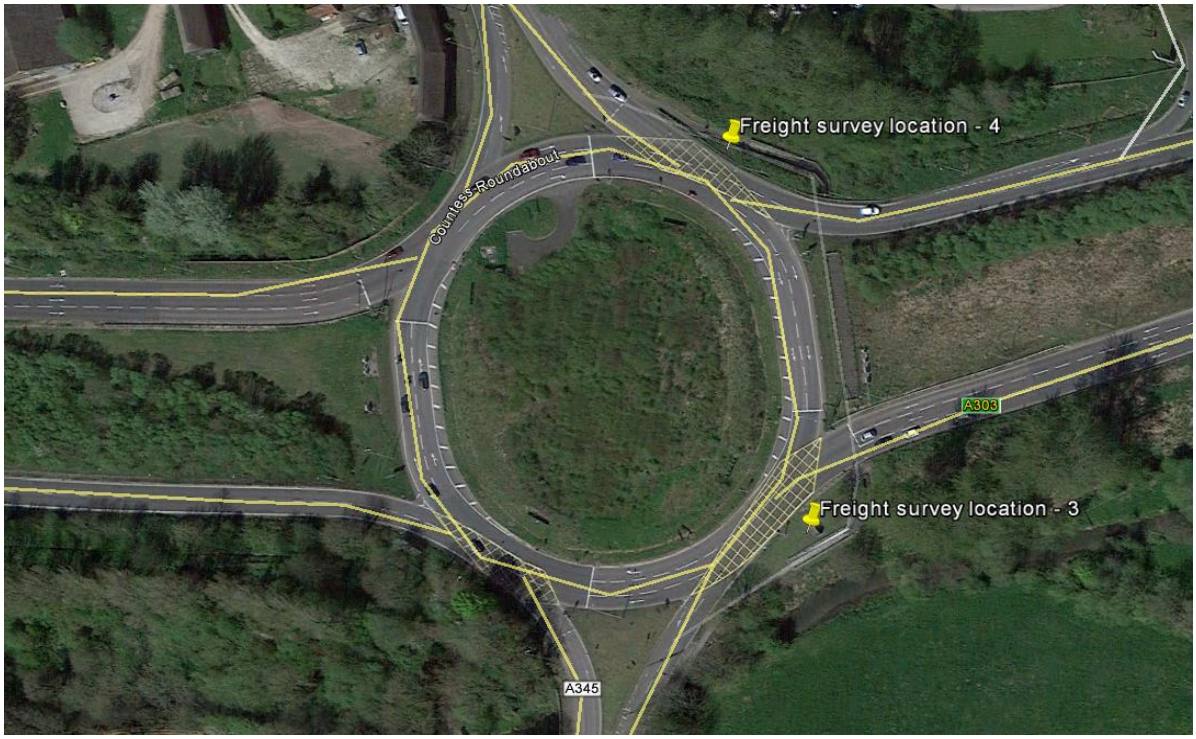


Figure 9-2: Location of Countess roundabout surveys

Haulier consultation

9.2.7 Table 9-1 shows the hauliers with vehicles most frequently observed at Countess roundabout. Information from telephone interviews show their operation type, size of fleet, origin of vehicles and destination of vehicles. Interviews were conducted with transport operators and transport managers at the companies and were carried out in the week following the counts.

Summary of key findings from SGVC surveys

9.2.8 The headline findings from the SGVC surveys are:

a. By far the most commonly observed operators seen at the Solstice Park count locations were either based on the site (Home Bargains, Müller Wiseman or S Morris) or servicing the site (Maritime Containers providing goods to Home Bargains). However, the other firms were using the site either for an identified purpose (Wiltshire Council, for example, may have been servicing the bins on the site) or as a service station (such as the Army and Ford) wherein they stopped off on their journeys elsewhere.
b. Solstice Park and the nearby services are largely served by traffic arriving from and returning to the A303. 574 unique vehicles were observed at Solstice Park. Assuming similar flows at Countess roundabout that were observed the previous day, approximately one in four freight vehicles on the A303 interacted with Solstice Park or the associated services.
c. A significant proportion of vehicles at the count sites are likely to be associated with local depots, particularly those associated with the construction sector. Vehicles from the agriculture, army and driver training sectors are higher than on many equivalent routes.
d. 45% of vehicles observed on Countess roundabout were 6-axled articulated HGVs, usually associated with long-haul and regional (e.g. regional distribution centre to large retail store) movements.
e. 37% of vehicles observed were rigid vehicles (4-8 wheels), which are usually associated with more localised movements.
f. Over the 12 hour 07:00-19:00 period there is an imbalance in the East-West/West-East flows on the A303. However, it is anticipated that these flows balance over a 24 hour period as vehicles are travelling to destinations in Greater London before 07:00, particularly dairy products and perishables
g. Operators based at Solstice Park served differing distribution areas, with the construction sector operating in an approximately 30 mile radius from the park, dairy products associated with Muller being delivered to the South Coast, hinterland and across to West London whilst retailer Home Bargains served its stores located across the South of England including East Anglia.
h. The A303 is the major freight artery from Greater London to the South West. There are more hauliers on the route that are from Wiltshire and the South West than from London and the East – this may be due to land price differentials and where operators are based.

Table 9-1: Summary of haulier consultations

Company	Operation type	Size of fleet	Amount of times recorded	Origin of vehicles	Destination of vehicles
Co-op	Food distribution centre	200 Box Fridges	32	The majority of vehicles are from the Midlands but deliveries can come from across the UK.	The distribution centre serves the majority of the South East, including East London.
Hanson	Aggregates & Construction	70 Tippers 30 Mixers	29	Tippers come from Whatley quarry in Frome.	Aggregate and cement is delivered anywhere within 1 hour or 50 miles. Currently Hinkley Point is a key destination.
Wiltshire concrete	Construction	40 Tippers 40 Mixers	25	Aggregate comes from two quarries in the Mendip Hills and one at Wick Quarry.	Vehicles deliver anywhere in Wiltshire depending on demand.
Wiltshire Council	Local council	N/A	6	Vehicles are based at Churchfields Industrial Estate in Salisbury.	The council and its contractors move vehicles from the Salisbury area across to the western side of South Wiltshire to provide services to Mee, Hindon and Tisbury.
S. Morris	Aggregates & Construction	9 Mixers	17	Aggregate comes from quarries in the Mendips (from various companies, including JC Deans and Hooks).	Vehicles deliver anywhere within 30 minutes of the depot, usually using the A303. Delivery destination depends on demand but often Andover, Larkhill and Longhenge Roundabout.
Muller	Food distribution centre (Cross-dock)	42 Rigids 7 Articulated 53 vehicles in total	30	20 trailers of milk arrive daily from Bridgewater. 5 trailers of milk arrive daily from other areas.	Vehicles deliver to much of the South East including Poole, Salisbury, Maidenhead, Epsom, Eastbourne, Burgess Hill, Brighton and the Isle of Wight. 50% of all deliveries go to Southampton, Newbury and Basingstoke.
Home Bargains	Regional distribution centre	50 either 5-Axle or 6-Axle Articulated	20	Imports to the depot are from all major ports including Dover, Tilbury, Southampton, Liverpool and Hull.	The depot covers anywhere from the Midlands down. Drivers have difficulty in getting to Norfolk in one go since the driver has to take a break.

9.3 Continuing Survey of Roads Goods Transport (CSRGT)

Introduction

9.3.1 The DfT obtains details of domestic activity of Great Britain registered HGVs through the Continuing Survey of Road Goods Transport (CSRGT) surveys.

9.3.2 The survey team at DfT uses details held by the Driver and Vehicle Licensing Agency (DVLA) to draw a random sample of HGVs. The vehicles are chosen from groups which depend on vehicle type, vehicle weight, and the traffic area in which the vehicle is registered.

Data specification

9.3.3 The Road Freight statistics team at the DfT has provided domestic road freight activity in 2015 and 2016 by GB-registered HGVs operating in the UK, for all journeys with an origin or destination in the following NUTS3[4] regions:

a. UKJ37 North Hampshire
b. UKJ36 Central Hampshire
c. UKK15 Wiltshire
d. UKK22 Dorset
e. UKK23 Somerset
f. UKK43 Devon

Figure 9-3: NUTS3 zone boundaries in the South West

[4] NUTS: Nomenclature of Territorial Units for Statistics (*Nomenclature des unités territoriales statistiques*) is a geocode standard for referencing the subdivisions of countries for statistical purposes. The standard is developed and regulated by the European Union.

9.3.4 NUTS3 represents the most disaggregated zone. Freight origin and destination movements to/from remaining UK zones have also been provided at the following levels of disaggregation:

a. NUTS2 origin for regions East (H) and London (I);
b. NUTS2 destinations for regions East (H) and London (I);
c. NUTS1 origin for remaining regions (C, D, E, F, G, L, M, N); and
d. NUTS1 destination for remaining regions (C, D, E, F, G, L, M, N).

9.3.5 As noted above, CSRGT data are not a complete record of HGV movements across the UK. Furthermore, due to restrictions on use of the dataset, DfT has only provided those data for trips that pass along the broad A303 corridor.

9.3.6 It is not therefore possible to construct a complete HGV trip matrix from the data. Instead, the data have been used to enhance the existing representation of HGVs within SWRTM, which were originally developed from the DfT's Base Year Freight Matrices (BYFM) dataset. The process of developing the original trip matrices is set out in the SWRTM model validation report.

9.3.7 The CSRGT data will be used to factor the existing SWRTM prior HGV trip matrices. The 'A303 Stonehenge SWRTM (DCO)' model zoning system will be aggregated to the same NUTS level definitions at which the CSRGT data were provided and a sectorised HGV prior matrix produced. The expanded CSRGT HGV totals will be compared to the sectored SWRTM HGV matrix and a set of factors produced. These factors will subsequently be applied to the SWRTM HGV matrix to provide a CSRGT adjusted prior matrix for each of the three modelled neutral time periods.

9.3.8 The process to expand the CSRGT data to a full sample and to subsequently disaggregate to the modelled time periods is set out in the Transport Model Package, Appendix B to the Combined Modelling and Appraisal Report (Application Document 7.5). The Transport Model Package details the process used to factor the matrices and provide some analysis on the amount of change applied to the original SWRTM HGV prior matrices.

Abbreviations List

AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
ANPR	Automatic Number Plate Recognition
AoDM	Area of Detailed Modelling
ATC	Automatic Traffic Count
AWT	Average Weekday Traffic
BYFM	Base Year Freight Matrices
ComMA	Combined Modelling and Appraisal report
CSRGT	Continuing Survey of Roads Goods Transport
CSRs	Client Scheme Requirements
DCO	Development Consent Order
DfT	Department for Transport
DVLA	Driver and Vehicle Licensing Agency
GIS	Geographic Information Systems
GPS	Global Positioning Systems
HGV	Heavy Goods Vehicle
IAN	Interim Advice Note
IP	Interpeak
ITN	Integrated Transport Network
Km	Kilometre
LGV	Light Goods Vehicle
MCTC	Manual Classified Turning Count
MSOAs	Middle-layer Super Output Area
NUTS	Nomenclature of territorial units for statistics
OD	Origin-Destination
OGV1	Ordinary Goods Vehicle 1 (2 and 3 axle rigid vehicles)

OGV2	Ordinary Goods Vehicle 2 (4 axle rigid and 3+ axle articulated vehicles)
PCF	Project Control Framework
RIS	Roads Investment Strategy
RSIs	Roadside Interview surveys
RTMs	Regional Traffic Models
SGVC	Specialised Goods Vehicle Counts
SWRTM	South West Regional Traffic Model
TDCR	Traffic Data Collection Report
TEN-T	Trans-European Network - Transport
TIS	Traffic Information System
WebTRIS	Web-based Traffic Information System
WHS	World Heritage Site

Appendices

Appendix A ANPR journey time analysis

A.1 Westbound traffic

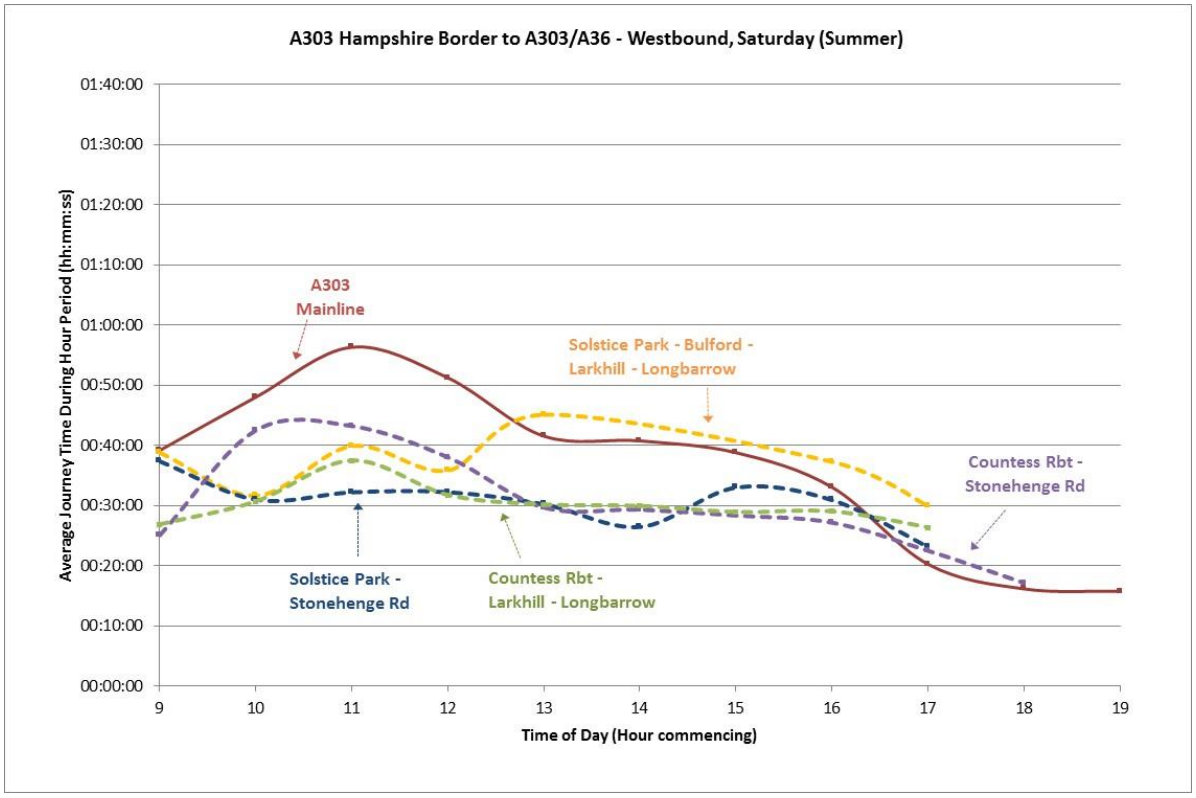


Figure A-1: ANPR journey time analysis – westbound, Saturday (Summer)

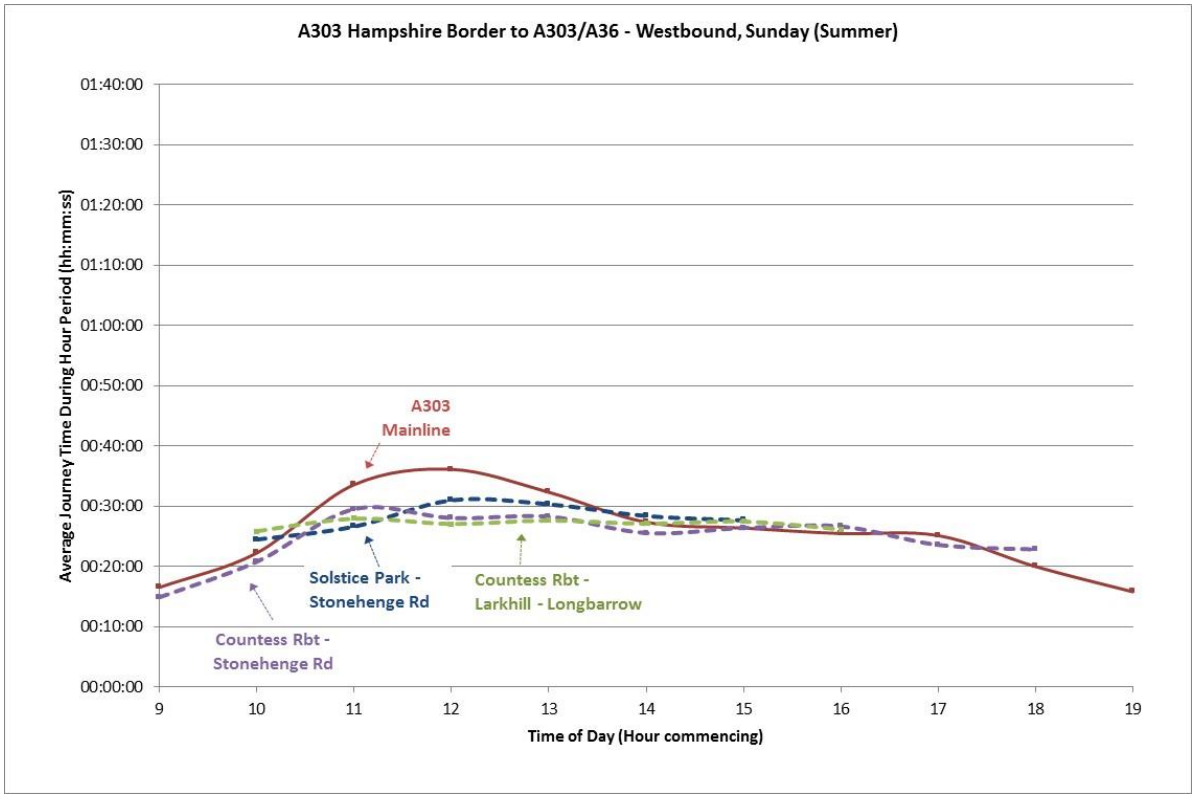


Figure A-2: ANPR journey time analysis – westbound, Sunday (Summer)

A.2 Eastbound traffic

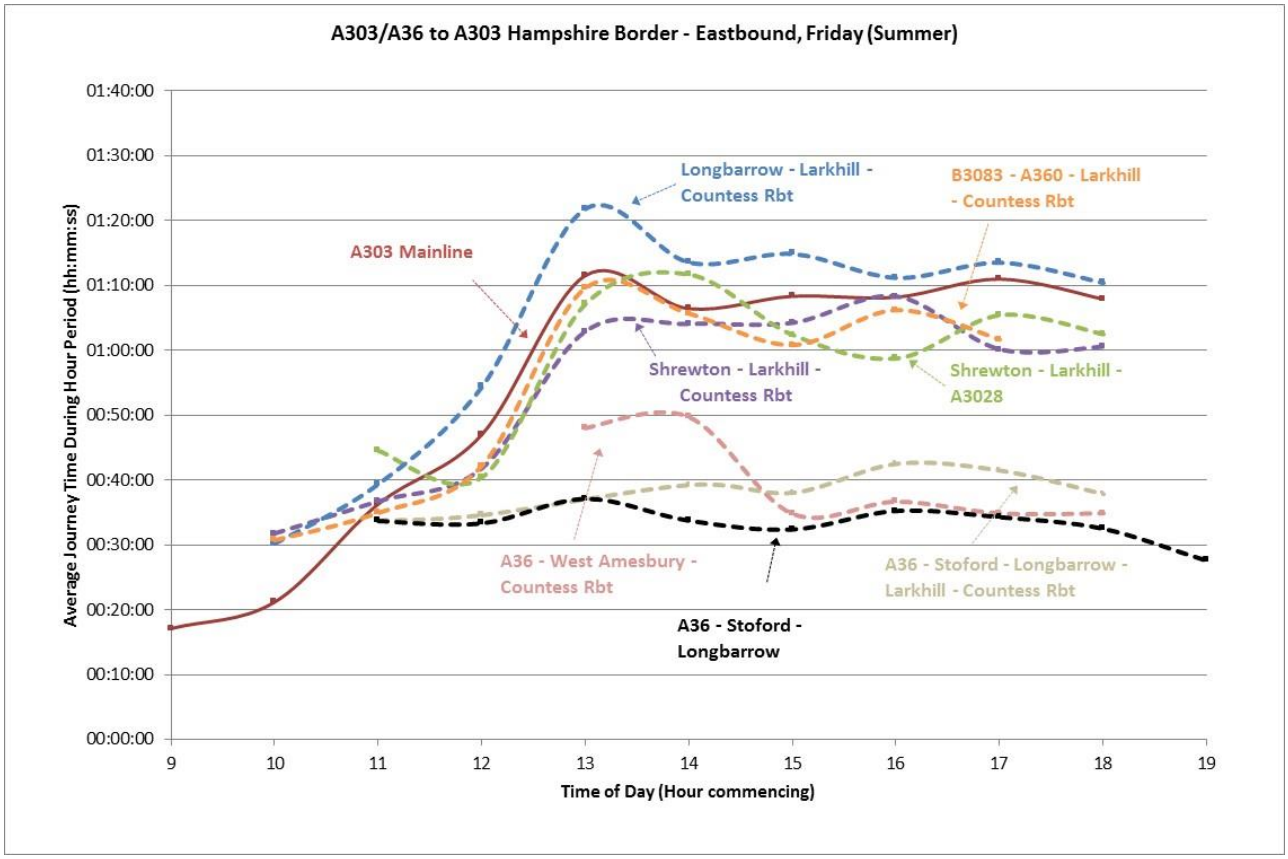


Figure A-3: ANPR journey time analysis – eastbound, Friday (Summer)

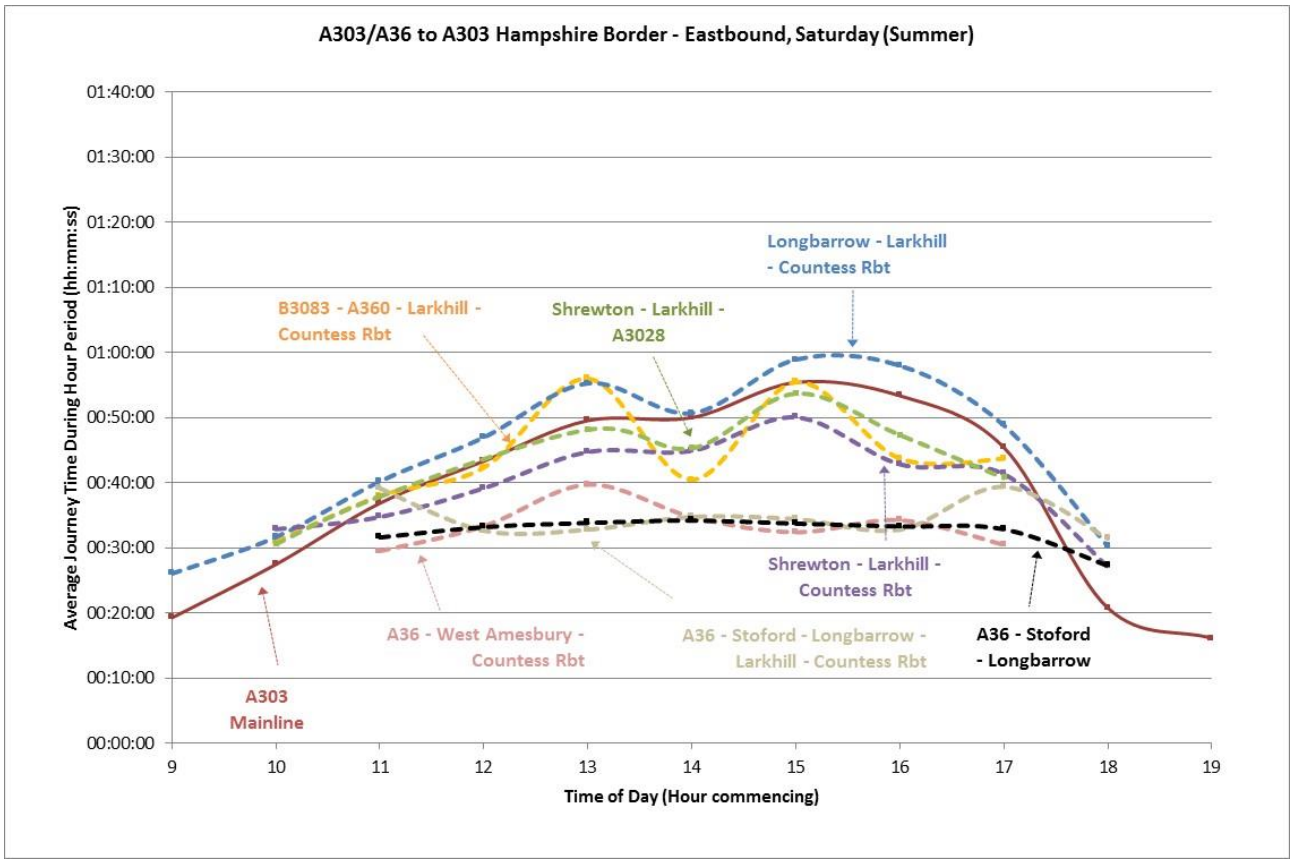


Figure A-4: ANPR journey time analysis – eastbound, Saturday (Summer)

Appendix B ATC summary data

B.1 Tracsis ATC and link count data

Table B-1: Summary of ATC data from Tracsis surveys

Week beginning	Speed limit (mph)	Direction	Total vehicles	Average weekday traffic (AWT)	Average daily traffic (ADT)
Site C2 - B3083 south of A303					
17 August 2017	50	Northbound	2570	366	350
		Southbound	2865	389	393
		Combined	5435	755	743
24 August 2017	50	Northbound	2303	335	317
		Southbound	2603	373	347
		Combined	4906	708	664
23 September 2017	50	Northbound	2046	304	292
		Southbound	2105	313	301
		Combined	4151	617	593
30 September 2017	50	Northbound	1781	277	254
		Southbound	2206	338	315
		Combined	3987	615	570
Site C3 – B3083 near High Down					
17 August 2017	50	Northbound	6841	795	952
		Southbound	3263	484	450
		Combined	10104	1279	1402
24 August 2017	50	Northbound	6774	1068	944
		Southbound	3206	458	448
		Combined	9980	1526	1392
23 September 2017	50	Northbound	3703	544	529
		Southbound	2959	480	423
		Combined	6662	1024	952
30 September 2017	50	Northbound	3406	478	487
		Southbound	2746	434	392
		Combined	6152	912	879
Site C6 – A360 near Oatlands Hill					
17 August 2017	60	Northbound	32782	4865	4638
		Southbound	30341	4675	4288
		Combined	63123	9540	8926
24 August 2017	60	Northbound	31078	4835	4403
		Southbound	30276	4355	4291
		Combined	61354	9190	8694
23 September 2017	60	Northbound	29680	4542	4240
		Southbound	29288	4543	4184
		Combined	58968	9085	8424
30 September 2017	60	Northbound	28755	4491	4108
		Southbound	28590	4525	4084
		Combined	57345	9016	8192

Week beginning	Speed limit (mph)	Direction	Total vehicles	Average weekday traffic (AWT)	Average daily traffic (ADT)
Site C7 – A360 north of A303					
17 August 2017	60	Northbound	38678	5713	5482
		Southbound	49890	7419	7111
		Combined	88568	13132	15593
24 August 2017	60	Northbound	38776	5611	5488
		Southbound	49119	7248	7005
		Combined	87895	12859	12493
23 September 2017	60	Northbound	36314	5496	5188
		Southbound	42143	6406	6020
		Combined	78457	11902	11208
30 September 2017	60	Northbound	34376	5262	4911
		Southbound	40417	6202	5774
		Combined	74793	11464	10685
Site C8 – A360 west of B3086					
17 August 2017	60	Eastbound	32918	4915	4658
		Westbound	25338	3820	3568
		Combined	58256	8735	8226
24 August 2017	60	Eastbound	31868	4882	4516
		Westbound	24867	3690	3509
		Combined	56735	8572	8025
23 September 2017	60	Eastbound	30967	4728	4424
		Westbound	26120	4073	3731
		Combined	57087	8801	8155
30 September 2017	60	Eastbound	29849	4613	4264
		Westbound	25507	3957	3644
		Combined	55356	8570	7908
Site C9 – Stonehenge visitor Centre					
17 August 2017	30	Eastbound	13079	1736	1839
		Westbound	12172	1615	1711
		Combined	25251	3351	3550
24 August 2017	30	Eastbound	12625	1661	1785
		Westbound	11891	1544	1677
		Combined	24516	3205	3462
23 September 2017	30	Eastbound	7731	977	1104
		Westbound	7119	876	1017
		Combined	14850	1853	2121
30 September 2017	30	Eastbound	7099	943	1014
		Westbound	6467	845	924
		Combined	13566	1788	1938
Site C10 – The Packway, west of B3086					
17 August 2017	50	Eastbound	10271	1351	1437
		Westbound	11622	1821	1638
		Combined	21893	3172	3075
24 August 2017	50	Eastbound	10408	1619	1458
		Westbound	11128	1694	1570
		Combined	21536	3313	3028

Week beginning	Speed limit (mph)	Direction	Total vehicles	Average weekday traffic (AWT)	Average daily traffic (ADT)
23 September 2017	50	Eastbound	8451	1311	1207
		Westbound	9949	1648	1421
		Combined	18400	2958	2629
30 September 2017	50	Eastbound	7730	1274	1121
		Westbound	9918	1628	1448
		Combined	17648	2902	2569
Site C11 – Rollestone Camp access road					
17 August 2017	50	Northbound	1849	272	243
		Southbound	1812	258	241
		Combined	3661	530	484
24 August 2017	50	Northbound	1697	238	214
		Southbound	1658	254	220
		Combined	3355	492	434
23 September 2017	50	Northbound	1874	295	268
		Southbound	1902	310	272
		Combined	3776	606	539
30 September 2017	50	Northbound	1825	317	261
		Southbound	1853	319	265
		Combined	3678	637	525
Site C12 – The Packway, east of Bingham Road					
17 August 2017	30	Eastbound	16435	2189	2309
		Westbound	21164	3209	2996
		Combined	37599	5398	5305
24 August 2017	30	Eastbound	17369	2592	2451
		Westbound	21360	3105	3024
		Combined	38729	5697	5475
23 September 2017	30	Eastbound	19757	3116	2822
		Westbound	21427	3549	3061
		Combined	41184	6665	5883
30 September 2017	30	Eastbound	19742	3126	2820
		Westbound	22688	3628	3241
		Combined	42430	6754	6061
Site C13 – A345 south of Clover Lane					
17 August 2017	30	Northbound	23299	3906	3676
		Southbound	22688	3871	3632
		Combined	45987	7777	7308
24 August 2017	30	Northbound	27213	3938	3834
		Southbound	25923	3800	3667
		Combined	53136	7738	7501
27 September 2017	30	Northbound	25493	3956	3642
		Southbound	25001	3889	3572
		Combined	50494	7845	7213
30 September 2017	30	Northbound	24630	3858	3519
		Southbound	24845	3869	3549
		Combined	49475	7727	7068

Week beginning	Speed limit (mph)	Direction	Total vehicles	Average weekday traffic (AWT)	Average daily traffic (ADT)
Site C14 – A345 south of Fargo Road					
17 August 2017	50	Northbound	49850	7578	7075
		Southbound	47245	6966	6708
		Combined	97095	14544	13783
24 August 2017	50	Northbound	49064	7121	6967
		Southbound	45908	6804	6511
		Combined	94972	13925	13478
23 September 2017	50	Northbound	37602	6700	5951
		Southbound	36396	6213	5895
		Combined	73998	12913	11847
30 September 2017	50	Northbound	42216	7142	6499
		Southbound	40270	6889	6293
		Combined	82486	14031	12792
17 August 2017	60	Eastbound	9452	1491	1322
		Westbound	6102	913	850
		Combined	15554	2404	2172
24 August 2017	60	Eastbound	9467	1493	1320
		Westbound	5978	877	833
		Combined	15445	2370	2153
23 September 2017	60	Eastbound	6575	1043	939
		Westbound	13581	2065	1940
		Combined	20156	3108	2879
30 September 2017	60	Eastbound	3466	459	495
		Westbound	12938	2118	1848
		Combined	16404	2577	2343
Site C16 – Amesbury Road north of A3028					
17 August 2017	60	Northbound	15457	2426	2155
		Southbound	12547	1992	1752
		Combined	28004	4418	3907
24 August 2017	60	Northbound	15382	2412	2141
		Southbound	12570	1979	1772
		Combined	27952	4391	3913
23 September 2017	60	Northbound	15580	2984	2585
		Southbound	14714	2647	2438
		Combined	30294	5630	5023
3 October 2017	60	Northbound	18442	3297	2876
		Southbound	15988	2877	2476
		Combined	34430	6174	5352
Site C19 – B3084 east of A338					
17 August 2017	60	Eastbound	13250	2042	1849
		Westbound	13134	2049	1830
		Combined	26384	4091	3679
24 August 2017	60	Eastbound	12785	1957	1791
		Westbound	12804	1961	1794
		Combined	25589	3918	3585

Week beginning	Speed limit (mph)	Direction	Total vehicles	Average weekday traffic (AWT)	Average daily traffic (ADT)
23 September 2017	60	Eastbound	14330	2236	2047
		Westbound	21130	2283	3019
		Combined	35460	4519	5066
30 September 2017	60	Eastbound	13919	2233	1988
		Westbound	13375	2142	1911
		Combined	27294	4375	3899
Site C20 – A338 north of A303					
17 August 2017	60	Northbound	37631	5688	5331
		Southbound	41297	6291	5844
		Combined	78928	11979	11175
24 August 2017	60	Northbound	38595	5809	5465
		Southbound	41964	6343	5950
		Combined	80559	12152	11415
23 September 2017	60	Northbound	36489	5673	5213
		Southbound	54817	6870	7831
		Combined	91306	12543	13044
30 September 2017	60	Northbound	36592	5667	5227
		Southbound	41222	6366	5889
		Combined	77814	12033	11116
Site C21 – A338 south of B3084					
17 August 2017	60	Northbound	18553	2697	2612
		Southbound	20782	3097	2916
		Combined	39335	5794	5528
24 August 2017	60	Northbound	19930	2921	2800
		Southbound	21501	3133	3034
		Combined	41431	6054	5834
23 September 2017	60	Northbound	20113	3017	2873
		Southbound	18966	2790	2709
		Combined	39079	5807	5583
30 September 2017	60	Northbound	20003	3075	2858
		Southbound	18170	2770	2596
		Combined	38173	5845	5453
Site C23 – Countess Road south of A303					
17 August 2017	30	Northbound	41060	6184	5829
		Southbound	39795	6118	5664
		Combined	80855	12302	11493
24 August 2017	30	Northbound	41050	6030	5801
		Southbound	37892	5571	5376
		Combined	78942	11601	11177
23 September 2017	30	Northbound	44986	6843	6427
		Southbound	38195	5922	5456
		Combined	83181	12764	11883
30 September 2017	30	Northbound	44779	6929	6397
		Southbound	38332	5903	5476
		Combined	83111	12832	11873

Week beginning	Speed limit (mph)	Direction	Total vehicles	Average weekday traffic (AWT)	Average daily traffic (ADT)
Site C24 – Porton Road south of Solstice Park Avenue					
17 August 2017	40	Northbound	43186	6649	6115
		Southbound	46559	7227	6601
		Combined	89745	13876	12716
24 August 2017	40	Northbound	43068	6588	6096
		Southbound	45335	7009	6420
		Combined	88403	133597	12516
23 September 2017	40	Northbound	46081	7097	6583
		Southbound	48751	7667	6964
		Combined	94832	14764	13547
30 September 2017	40	Northbound	46822	7281	6689
		Southbound	50089	7815	7156
		Combined	96911	15096	13844
Site C25 – A303 east of B3083					
17 August 2017	40	Eastbound	90703	13212	12913
		Westbound	91713	13395	13077
		Combined	182416	26607	25990
24 August 2017*	40	Eastbound	44145	14311	13367
		Westbound	49137	16090	14887
		Combined	93282	30401	28254
4 October 2017^	40	Eastbound	79107	12022	11778
		Westbound	79745	12401	11840
		Combined	158852	24423	23618
11 October 2017		Eastbound	82812	11969	11830
		Westbound	84830	12610	12119
		Combined	167642	24579	23949
Site C26 – A3028 West of Church Lane					
17 August 2017	30	Eastbound	25277	3856	3589
		Westbound	29015	4476	4102
		Combined	54292	8332	7691
24 August 2017*	30	Eastbound	26701	4053	3789
		Westbound	29730	4557	4215
		Combined	56431	8610	8004
23 September 2017	30	Eastbound	28451	4500	4064
		Westbound	31346	4902	4478
		Combined	59797	9402	8542
30 September 2017	30	Eastbound	28260	4476	4037
		Westbound	30918	4885	4417
		Combined	59178	9361	8454
Site C29 – A360 west of Elston Lane					
17 August 2017	50	Eastbound	20263	3114	2847
		Westbound	20051	3041	2810
		Combined	40314	6155	5657
24 August 2017*	50	Eastbound	20138	3014	2838
		Westbound	19884	2962	2806
		Combined	40022	5976	5644

Week beginning	Speed limit (mph)	Direction	Total vehicles	Average weekday traffic (AWT)	Average daily traffic (ADT)
23 September 2017	50	Eastbound	21742	3331	3106
		Westbound	20961	3238	2994
		Combined	42703	6569	6100
30 September 2017	50	Eastbound	20278	3188	2897
		Westbound	19887	3121	2841
		Combined	40165	6309	5738
Site C30 – High street south of London Road					
17 August 2017	30	Northbound	10136	1309	1414
		Southbound	10949	1687	1534
		Combined	21085	2996	2948
24 August 2017	30	Northbound	10209	1568	1436
		Southbound	10520	1586	1478
		Combined	20729	3154	2914
23 September 2017	30	Northbound	8398	1295	1200
		Southbound	9515	1565	1359
		Combined	17913	2860	2559
30 September 2017	30	Northbound	8177	1264	1168
		Southbound	9769	1548	1395
		Combined	17944	2812	2563
Site C31 – Chitterne Road west of A360					
17 August 2017	60	Eastbound	14674	2085	2074
		Westbound	12225	1875	1723
		Combined	26899	3960	3797
24 August 2017*	60	Eastbound	13736	2071	1923
		Westbound	11299	1659	1577
		Combined	25035	3730	3500
23 September 2017	60	Eastbound	11633	1749	1662
		Westbound	9982	1621	1426
		Combined	21615	3370	3088
30 September 2017	60	Eastbound	11528	1740	1647
		Westbound	10242	1551	1463
		Combined	21770	3291	3110
Site C32 – B3086 south of The Packway					
18 August 2017	60	Northbound	9640	1320	1304
		Southbound	12922	1913	1809
		Combined	22382	3233	3113
25 August 2017	60	Northbound	10145	1469	1409
		Southbound	13082	1833	1831
		Combined	23227	3302	3240
23 September 2017	60	Northbound	7429	1182	1061
		Southbound	8632	1476	1233
		Combined	16061	2658	2294
30 September 2017	60	Northbound	6566	1026	938
		Southbound	8395	1332	1199
		Combined	14961	2358	2137

Week beginning	Speed limit (mph)	Direction	Total vehicles	Average weekday traffic (AWT)	Average daily traffic (ADT)
Site C33 – Solstice Park Avenue east of Meridian Way					
18 August 2017	40	Eastbound	19659	2844	2751
		Westbound	52463	8001	7464
		Combined	72122	10845	10215
25 August 2017	40	Eastbound	19616	2854	2740
		Westbound	50471	7659	7176
		Combined	70087	10513	9916
23 September 2017	40	Eastbound	19181	29008	2740
		Westbound	45990	7628	6570
		Combined	65171	10536	9310
30 September 2017	40	Eastbound	20234	2969	2891
		Westbound	51397	7655	7342
		Combined	71631	10624	10233
Site C34 – Salisbury Road south of A3028 Double Hedges					
18 August 2017	40	Northbound	31651	4740	4491
		Southbound	33027	5000	4682
		Combined	64678	9740	9173
25 August 2017	40	Northbound	32244	4814	4576
		Southbound	34913	5310	4957
		Combined	67157	10124	9533
23 September 2017	40	Northbound	29703	4406	4243
		Southbound	26191	3951	3742
		Combined	55894	8356	7985
30 September 2017	40	Northbound	31585	4787	4512
		Southbound	37845	5815	5406
		Combined	69430	10602	9919
Site C35 – London Road					
18 August 2017	30	Eastbound	19603	2934	2776
		Westbound	24109	3662	3416
		Combined	43712	6596	6192
25 August 2017	30	Eastbound	19850	2955	2822
		Westbound	24021	3588	3397
		Combined	43871	6543	6219
23 September 2017	30	Eastbound	19864	3000	2838
		Westbound	24499	3787	3500
		Combined	44363	6787	6338
30 September 2017	30	Eastbound	20363	3081	2909
		Westbound	25229	3805	3604
		Combined	45592	6886	6513
Site C36 – Unnamed Road (West Amesbury)					
17 August 2017	60	Northbound	4862	649	678
		Southbound	3688	526	509
		Combined	8550	1175	1187
24 August 2017	60	Northbound	5428	751	760
		Southbound	3843	544	537
		Combined	9271	1295	1297

Week beginning	Speed limit (mph)	Direction	Total vehicles	Average weekday traffic (AWT)	Average daily traffic (ADT)
23 September 2017	60	Northbound	3595	527	514
		Southbound	3177	499	454
		Combined	6722	1027	967
30 September 2017	60	Northbound	3464	506	495
		Southbound	3093	459	442
		Combined	6557	964	937
Notes					
*C25	No data collected Monday-Wednesday				
^C25	Data loss Monday 9 October 2017 between 08:15-12:15				

Table B-2: Summary of peak period traffic flows from ATC data

Period	Direction	AM (07:00-10:00)	IP (10:00-16:00)	PM (16:00-19:00)	Direction	AM (07:00-10:00)	IP (10:00-16:00)	PM (16:00-19:00)
	Site C2 - B3083 south of A303				Site C3 – B3083 near High Down			
Summer 2 week average	Northbound	67	158	74	Northbound	85	418	321
	Southbound	53	172	99	Southbound	77	215	107
	Combined	120	329	173	Combined	162	633	428
Neutral 2 week average	Northbound	66	122	63	Northbound	147	184	107
	Southbound	75	130	66	Southbound	108	163	107
	Combined	141	252	129	Combined	255	347	214
	Site C6 – A360 near Oatlands Hill				Site C7 – A360 north of A303			
Summer 2 week average	Northbound	768	1853	1168	Northbound	838	2457	1342
	Southbound	932	1793	970	Southbound	1243	3257	1688
	Combined	1700	3646	2138	Combined	2081	5714	3029
Neutral 2 week average	Northbound	1137	1516	1125	Northbound	1194	2135	1368
	Southbound	1383	1579	1001	Southbound	1764	2209	1400
	Combined	2520	3095	2126	Combined	2958	4344	2768
	Site C8 – A360 west of B3086				Site C9 – Stonehenge visitor Centre			
Summer 2 week average	Eastbound	1084	1942	956	Eastbound	227	1284	286
	Westbound	473	1393	1035	Westbound	47	959	558
	Combined	1557	3335	1991	Combined	273	2244	844
Neutral 2 week average	Eastbound	1642	1497	807	Eastbound	140	697	92
	Westbound	714	1473	1250	Westbound	541	223	41
	Combined	2356	2970	2057	Combined	681	920	133
	Site C10 – The Packway, west of B3086				Site C11 – Rollestone Camp access road			
Summer 2 week average	Eastbound	280	585	387	Northbound	54	104	51
	Westbound	133	759	557	Southbound	42	112	56
	Combined	413	1344	943	Combined	96	216	107
Neutral 2 week average	Eastbound	510	336	211	Northbound	93	134	49
	Westbound	188	451	648	Southbound	61	148	78
	Combined	698	787	859	Combined	154	282	127

Period	Direction	AM (07:00-10:00)	IP (10:00-16:00)	PM (16:00-19:00)	Direction	AM (07:00-10:00)	IP (10:00-16:00)	PM (16:00-19:00)
	Site C12 – The Packway, east of Bingham Road				Site C13 – A345 south of Clover Lane			
Summer 2 week average	Eastbound	413	955	663	Northbound	503	1564	993
	Westbound	272	1614	906	Southbound	747	1459	735
	Combined	685	2569	1570	Combined	1250	3023	1728
Neutral 2 week average	Eastbound	875	1100	691	Northbound	815	1320	1077
	Westbound	708	1166	1040	Southbound	1169	1263	815
	Combined	1583	2266	1731	Combined	1984	2583	1892
	Site C14 – A345 south of Fargo Road				Site C15 – A3028, West of Amesbury Road			
Summer 2 week average	Northbound	959	3229	1766	Eastbound	174	612	365
	Southbound	1300	2851	1405	Westbound	222	335	154
	Combined	2259	6080	3170	Combined	396	947	519
Neutral 2 week average	Northbound	1379	2806	2706	Eastbound	286	251	127
	Southbound	1787	2860	2091	Westbound	313	733	699
	Combined	3166	5666	4797	Combined	599	984	826
	Site C16 – Amesbury Road north of A3028				Site C19 – B3084 east of A338			
Summer 2 week average	Northbound	493	797	460	Eastbound	421	732	402
	Southbound	265	799	451	Westbound	320	729	510
	Combined	757	1597	911	Combined	741	1460	911
Neutral 2 week average	Northbound	945	850	699	Eastbound	640	670	485
	Southbound	466	864	904	Westbound	462	667	636
	Combined	1411	1714	1603	Combined	1102	1337	1121
	Site C20 – A338 north of A303				Site C21 – A338 south of B3084			
Summer 2 week average	Northbound	942	2135	1303	Northbound	459	1134	683
	Southbound	1224	2528	1211	Southbound	598	1379	650
	Combined	2166	4664	2513	Combined	1058	2513	1332
Neutral 2 week average	Northbound	1088	1625	1100	Northbound	729	1041	761
	Southbound	1171	1643	1167	Southbound	681	973	684
	Combined	2259	3268	1267	Combined	1410	2014	1445
	Site C23 – Countess Road south of A303				Site C24 – Porton Road south of Solstice Park Avenue			
Summer 2 week average	Northbound	880	2440	1415	Northbound	1083	2570	1434
	Southbound	1072	2432	1123	Southbound	1117	2761	1533
	Combined	1952	4872	2537	Combined	2200	5330	2966
Neutral 2 week average	Northbound	1423	2413	1574	Northbound	1663	2351	1809
	Southbound	1353	2129	1342	Southbound	1716	2507	2014
	Combined	2776	4542	2916	Combined	3379	4858	3823
	Site C25 – A303 east of B3083				Site C26 – A3028 West of Church Lane			
Summer 2 week average	Eastbound	1811	4037	1668	Eastbound	817	1534	736
	Westbound	1878	4035	1928	Westbound	473	1893	1181
	Combined	3689	8071	3596	Combined	1291	3426	1918
Neutral 2 week average	Eastbound	2498	4348	1994	Eastbound	1403	1419	914
	Westbound	1780	4485	2670	Westbound	841	1699	1518
	Combined	4278	8833	4664	Combined	2244	3118	2432
	Site C29 – A360 west of Elston Lane				Site C30 – High street south of London Road			
Summer 2 week average	Eastbound	698	1234	544	Northbound	242	596	392
	Westbound	433	1108	817	Southbound	152	718	492
	Combined	1131	2342	1361	Combined	394	1314	884

Period	Direction	AM (07:00-10:00)	IP (10:00-16:00)	PM (16:00-19:00)	Direction	AM (07:00-10:00)	IP (10:00-16:00)	PM (16:00-19:00)
Neutral 2 week average	Eastbound	1059	1070	633	Northbound	455	378	226
	Westbound	693	1124	954	Southbound	201	475	555
	Combined	1752	2194	1587	Combined	656	853	781
	Site C31 – Chitterne Road west of A360				Site C32 – B3086 south of The Packway			
Summer 2 week average	Eastbound	398	826	521	Northbound	237	580	367
	Westbound	163	779	525	Southbound	229	1053	450
	Combined	561	1605	1047	Combined	466	1633	817
Neutral 2 week average	Eastbound	662	490	285	Northbound	443	334	182
	Westbound	188	523	567	Southbound	212	459	482
	Combined	850	1013	852	Combined	655	793	664
	Site C33 – Solstice Park Avenue east of Meridian Way				Site C34 – Salisbury Road south of A3028 Double Hedges			
Summer 2 week average	Eastbound	448	1313	459	Northbound	457	2046	1271
	Westbound	1016	3258	1829	Southbound	899	2130	1019
	Combined	1464	4571	2288	Combined	1356	4176	2290
Neutral 2 week average	Eastbound	529	1236	548	Northbound	630	1582	1397
	Westbound	1292	2602	2141	Southbound	911	1519	1266
	Combined	1821	3838	2689	Combined	1541	3101	2663
	Site C35 – London Road				Site C36 – Unnamed Road (West Amesbury)			
Summer 2 week average	Eastbound	364	1463	581	Northbound	67	332	238
	Westbound	395	1779	776	Southbound	80	273	124
	Combined	759	3242	1357	Combined	146	606	362
Neutral 2 week average	Northbound	514	1361	663	Northbound	95	207	130
	Southbound	630	1511	308	Southbound	86	170	107
	Combined	1144	2872	971	Combined	181	377	237

Table B-3: Summary of link count data – daily total vehicles

Date	Dir	C1^ A303, Great Bathampton Cottage	C4 A303 west of Longbarrow Rdbt	C5 A303 east of Longbarrow Rdbt	C22 A303 east of A338	C27* A303 at Solstice Park Overbridge	C28 Countess Rdbt W/B exit	C37 A303, west of A36	C38 A36, east of A303	C39 A36, west of A303
Friday 18th Aug 2017	EB	12085	11997	16470	19122	10462	-	14439	7330	5347
	WB	13958	15656	16327	21222	10066	21417	16783	6539	4656
	2-way	26043	27653	32797	40344	20528	21417	31222	13869	10003
Saturday 19th Aug 2017	EB	-	11257	14207	16240	16122	-	6325	5728	5663
	WB	-	13758	17673	17673	18231	13948	12849	5606	4656
	2-way	-	25015	31880	33913	34353	13948	19174	11334	10319
Sunday 20th Aug 2017	EB	-	10447	13812	17265	17213	-	13830	7394	5490
	WB	-	11980	13683	15354	14535	19022	11710	5342	5729
	2-way	-	22427	27495	32619	31748	19022	25540	12736	11219
Tuesday 3rd October 2017	EB	9751	10248	13821	15177	13188	-	8099	4550	7526
	WB	10554	11261	14168	15198	13271	13535	9960	4977	6549
	2-way	20305	21509	27989	30375	26459	13535	18059	9527	14075

Date	Dir	C1^ A303, Great Bathampton Cottage	C4 A303 west of Longbarrow Rdbt	C5 A303 east of Longbarrow Rdbt	C22 A303 east of A338	C27* A303 at Solstice Park Overbridge	C28 Countess Rdbt W/B exit	C37 A303, west of A36	C38 A36, east of A303	C39 A36, west of A303
Wednesday 4th October 2017	EB	10517	10606	14213	15537	14582	-	9175	5219	6734
	WB	10536	10648	13803	14634	13085	15870	9306	5308	6677
	2-way	21053	21254	28016	30171	27667	15870	18481	10527	13411
Thursday 5th October 2017	EB	9894	10313	13598	13966	14062	-	8079	5148	7118
	WB	11797	11931	14786	14654	13821	15111	10426	5482	7091
	2-way	21691	22244	28384	28620	27883	15111	18505	10630	14209
Notes										
^C1	Data loss on 3 October 2017 from 00:00 - 00:49 & 20:00 - 22:38. Data not processed 00:00-06:00 and 20:00-00:00 on 18 August 2017.									
*C27	Camera issues – data loss on 18 August 2017 between 13:45-21:00									

B.2 Wiltshire council ATC data

Table B-4: ATC data supplied by Wiltshire council

Data start and end date	No. of weeks surveyed	Speed limit (mph)	Direction	Total vehicles	Weekly Average	Weekday Average
Site a601- A30 East of Barford St Martin						
6 January 2016	2	60	Eastbound	23531	3362	3713
			Westbound	23249	3321	3681
			Combined	46780	6683	7394
Site a1101- B3083 South of Berwick St James						
7 January 2015	2	30	Northbound	2169	310	350
			Southbound	2017	288	323
			Combined	4185	598	674
Site b201- A338 North of Winterbourne gunner						
18 January 2017	1	50	Westbound	21233	3033	3411
			Northbound	20557	2937	3318
			Combined	41790	5970	6729
Site b301- A345 South of Highpost						
20 January 2016	1	40	Westbound	43513	6216	6575
			Northbound	44688	6384	6784
			Combined	88201	12600	13359
Site b401- A360 South of Druids Lodge						
18 January 2017	1	60	Westbound	27614	3945	4456
			Northbound	26685	3812	4300
			Combined	54299	7757	8756

Data start and end date	No. of weeks surveyed	Speed limit (mph)	Direction	Total vehicles	Weekly Average	Weekday Average
Site b803- A30 north east of Salisbury						
23 September 2015	1	60	Northbound	45738	6534	6534
			Eastbound	43439	6206	6743
			Combined	89177	12740	13277
Site c102- A342 Upavon Down (East of Upavon)						
3 May 2017	1	60	Eastbound	11008	1573	1791
			Northbound	12273	1753	2011
			Combined	23281	3326	3803
Site c202- A338 Tidworth Military Cemetery						
6 May 2015	2	60	Northbound	26144	3735	3959
			Southbound	26618	3803	3986
			Combined	52762	7537	7945
Site c320- A338 North of Collingbourne Kingston						
4 May 2016	1	40	Southbound	30068	4295	4407
			Northbound	28223	4032	4173
			Combined	58291	8327	8579
Site f503- B3098 West Lavington						
19 July 2017	1	40	Eastbound	9541	1363	1498
			Westbound	10026	1432	1582
			Combined	40834	2795	3080
Site f603- A360 Gore Cross (south of West Lavington)						
19 July 2017	1	60	Southbound	19843	2835	3114
			Northbound	20991	2999	3296
			Combined	40834	5833	6410
Site f703- B3098 West of Erlstoke						
19 July 2017	1	50	Eastbound	11197	1600	1868
			Westbound	11400	1629	1922
			Combined	22597	3228	3790
Site l501- A362 Corsley Heath						
25 February 2015	1	40	Eastbound	0	0	0
			Northbound	25768	3681	3836
			Combined	25768	3681	3836
Site m501- B3089 Fonthill Bishop						
8 March 2017	2	30	Westbound	7154	1022	1118
			Eastbound	6932	990	1087
			Combined	6932	990	1087
Site m701- B390 West of Shrewton						
8 March 2017	1	60	Eastbound	11356	1622	1777
			Westbound	11117	1588	1718
			Combined	22473	3210	3496

B.3 Highways England ATC data

Table B-5: ATC sites deployed by Highways England

ID	TRADS	Direction	Relevance to model	Location
1	30360044	Eastbound	AoDM	A303 eastbound between A360 and A344
2	30360045	Westbound	AoDM	A303 westbound between A345 and A360
3	5333/1	Westbound	AoDM	A303 westbound between A36 and A350
4	5333/2	Eastbound	AoDM	A303 eastbound between A350 and A36
5	5588/1	Westbound	AoDM	A303 westbound between A360 and A36
6	5588/2	Eastbound	AoDM	A303 eastbound between A36 and A360
7	5591/1	Eastbound	AoDM	A303 eastbound between A344 and A345
8	5592/1	Westbound	AoDM	A303 westbound between A345 and A344
9	5593/1	Eastbound	AoDM	A303 eastbound between A345 and A338
10	5594/1	Westbound	AoDM	A303 westbound between A338 and A345
11	5638/1	Northbound	AoDM	A36 northbound between A30 (west) and A303
12	5638/2	Southbound	AoDM	A36 southbound between A303 and A30 (west)
13	5639/1	Northbound	AoDM	A36 northbound between A30 (west) and A303
14	5639/2	Southbound	AoDM	A36 southbound between A303 and A30 (west)
15	5651/1	Southbound	AoDM	A36 southbound between B3414 and A303
16	5651/2	Northbound	AoDM	A36 northbound between A303 and B3414
17	30360046	Eastbound	Simulation Area	A303 eastbound between B3092 and B3095
18	30360047	Westbound	Simulation Area	A303 westbound between B3095 and B3092
19	30360064	Northbound	Simulation Area	A36 northbound between A30 (west) and A303
20	30360065	Southbound	Simulation Area	A36 southbound between A303 and A30 (west)
21	5332/1	Eastbound	Simulation Area	A303 eastbound between B3095 and A350
22	5332/2	Westbound	Simulation Area	A303 westbound between A350 and B3095
23	5552/1	Southbound	Simulation Area	A36 southbound between A338 and A27
24	5552/2	Northbound	Simulation Area	A36 northbound between A27 and A338
25	5564/1	Southbound	Simulation Area	A36 southbound between A345 and A30 (east)
26	5565/1	Southbound	Simulation Area	A36 southbound between A360 and A345
27	5565/2	Northbound	Simulation Area	A36 northbound between A345 and A360
28	5589/1	Southbound	Simulation Area	A36 southbound between A3094 and A360
29	5589/2	Northbound	Simulation Area	A36 northbound between A360 and A3094
30	5590/1	Southbound	Simulation Area	A36 southbound between A30 (west) and A3094
31	5590/2	Northbound	Simulation Area	A36 northbound between A3094 and A30 (west);
32	5652/1	Northbound	Simulation Area	A36 northbound between B3414 and A350 (south)
33	5652/2	Southbound	Simulation Area	A36 southbound between A350 (south) and B3414
34	5653/1	Northbound	Simulation Area	A36 northbound between A350 (south) and A362
35	5653/2	Southbound	Simulation Area	A36 southbound between A362 and A350 (south)
36	5654/1	Southbound	Simulation Area	A36 southbound between A350 (north) and A362
37	5654/2	Northbound	Simulation Area	A36 northbound between A362 and A350 (north)
38	5663/1	Northbound	Simulation Area	A36 northbound between A338 and A30 (east)
39	5664/1	Northbound	Simulation Area	A36 northbound between A30 (east) and A345

ID	TRADS	Direction	Relevance to model	Location
40	5330/1	Eastbound	Simulation Area	A303 eastbound between A359 near Yeovil (east) and A371
41	5331/1	Westbound	Simulation Area	A303 westbound between A371 and A359 near Yeovil (west)
42	5517/1	Southbound	Simulation Area	A36 southbound between A3090 and M27
43	5606/1	Southbound	Simulation Area	A34 southbound exit for A272
44	5606/2	Southbound	Simulation Area	A34 southbound within the A272 junction
45	5607/1	Northbound	Simulation Area	A34 northbound exit for A272
46	5656/1	Northbound	Simulation Area	A36 northbound between A3098 and A361 (south)
47	5656/2	Southbound	Simulation Area	A36 southbound between A361 (south) and A3098
48	5660/1	Northbound	Simulation Area	A36 northbound between A366 and A4
49	5660/2	Southbound	Simulation Area	A36 southbound between A4 and A366
50	5662/1	Northbound	Simulation Area	A36 northbound between M27 and A3090
51	5734/1	Eastbound	Simulation Area	A303 eastbound between A3057 and A3093
52	5735/1	Westbound	Simulation Area	A303 westbound between A3057 and A343
53	5066/2	Northbound	Simulation Area	M5 northbound within J29
54	5067/2	Southbound	Simulation Area	M5 southbound within J29
55	5068/2	Northbound	Simulation Area	M5 northbound within J28
56	5069/2	Southbound	Simulation Area	M5 southbound within J28
57	5251/2	Northbound	Simulation Area	M5 northbound within J26
58	5252/2	Southbound	Simulation Area	M5 southbound within J26
59	5545/1	Eastbound	Simulation Area	M27 eastbound between J1 and J2
60	5546/1	Westbound	Simulation Area	M27 westbound between J2 and J1
61	5548/2	Eastbound	Simulation Area	M27 eastbound within J3
62	M27/9132A	Eastbound	Simulation Area	M27/9132A priority 1 on link 123010001
63	M27/9132B	Westbound	Simulation Area	M27/9132B priority 1 on link 123009801
64	M4/3350A	Westbound	Simulation Area	M4/3350A priority 1 on link 102004601
65	M4/3350B	Eastbound	Simulation Area	M4/3350B priority 1 on link 102004801
66	M4/3406A	Westbound	Simulation Area	M4/3406A priority 1 on link 102004601
67	M4/3407B	Eastbound	Simulation Area	M4/3407B priority 1 on link 102004801
68	M4/3474A	Westbound	Simulation Area	M4/3474A priority 1 on link 102004601
69	M4/3474B	Eastbound	Simulation Area	M4/3474B priority 1 on link 102004801
70	M4/3682A	Westbound	Simulation Area	M4/3682A priority 1 on link 102004302
71	M4/3682B	Eastbound	Simulation Area	M4/3682B priority 1 on link 123001701
72	M4/3718A	Westbound	Simulation Area	M4/3718A priority 1 on link 102003201
73	M4/3718B	Eastbound	Simulation Area	M4/3718B priority 1 on link 125007101
74	M5/9065A	Southbound	Simulation Area	M5/9065A priority 1 on link 102034102
75	M5/9069B	Northbound	Simulation Area	M5/9069B priority 1 on link 102034001
76	M5/9307A	Southbound	Simulation Area	M5/9307A priority 1 on link 101002501
77	M4/3479A	Westbound	Simulation Area	M4/3479A priority 1 on link 102004601
78	M4/3479B	Eastbound	Simulation Area	M4/3479B priority 1 on link 102004801
79	5081/1	Westbound	Simulation Area	A35 westbound between A37 and A3066
80	5081/2	Eastbound	Simulation Area	A35 eastbound between A3066 and A37
81	5083/1	Eastbound	Simulation Area	A35 eastbound between B3150 and A354 near Dorchester (east)

ID	TRADS	Direction	Relevance to model	Location
82	5083/2	Westbound	Simulation Area	A35 westbound between A354 near Dorchester (east) and B3150
83	5085/1	Eastbound	Simulation Area	A35 eastbound between A354 near Dorchester (east) and B3390
84	5086/1	Westbound	Simulation Area	A35 westbound between B3390 and A354 near Dorchester (east)
85	5537/1	Westbound	Simulation Area	A31 westbound between A350 and A35
86	5537/2	Eastbound	Simulation Area	A31 eastbound between A35 and A350
87	5538/1	Eastbound	Simulation Area	A31 eastbound between A350 and B3078
88	5538/2	Westbound	Simulation Area	A31 westbound between B3078 and A350
89	5541/2	Eastbound	Simulation Area	A31 eastbound at a minor junction between A338 near Ringwood (east) and M27
90	5542/1	Westbound	Simulation Area	A31 westbound at a minor junction between M27 and A338 near Ringwood (east)
91	5697/1	Westbound	Simulation Area	A31 westbound between B3072 and B3073 near Wimborne Minster (east)
92	5697/2	Eastbound	Simulation Area	A31 eastbound between B3073 near Wimborne Minster (east) and B3072
93	5547/1	Westbound	Simulation Area	M27 westbound between J3 and J2
94	M27/9111A	Eastbound	Simulation Area	M27/9111A priority 1 on link 103005601
95	M27/9111B	Westbound	Simulation Area	M27/9111B priority 1 on link 103005201
96	M27/9160A	Eastbound	Simulation Area	M27/9160A priority 1 on link 103012601
97	M27/9160B	Westbound	Simulation Area	M27/9160B priority 1 on link 103007302
98	M27/9182B	Westbound	Simulation Area	M27/9182B priority 1 on link 103009001
99	M27/9183A	Eastbound	Simulation Area	M27/9183A priority 1 on link 103008001
100	M3/2072A	Westbound	Simulation Area	M3/2072A priority 1 on link 103044302
101	M3/2073B	Eastbound	Simulation Area	M3/2073B priority 1 on link 103044401
102	M3/2126A	Westbound	Simulation Area	M3/2126A priority 1 on link 103044902
103	M3/2129B	Eastbound	Simulation Area	M3/2129B priority 1 on link 103045102
104	M3/2142A	Westbound	Simulation Area	M3/2142A priority 1 on link 103008901
105	M3/2144B	Eastbound	Simulation Area	M3/2144B priority 1 on link 103045001
106	5072/1	Eastbound	Simulation Area	A30 eastbound between B3184 and B3174/B3180
107	5073/1	Westbound	Simulation Area	A30 westbound between B3174/B3180 and B3184
108	5074/1	Eastbound	Simulation Area	A30 eastbound between B3177 and A375
109	5075/1	Westbound	Simulation Area	A30 westbound between A375 and B3177
110	5076/1	Westbound	Simulation Area	A30 westbound between A35 and A375
111	5077/2	Eastbound	Simulation Area	A30 eastbound within the A35 junction
112	5078/1	Westbound	Simulation Area	A35 westbound between A358 and A30
113	5078/2	Eastbound	Simulation Area	A35 eastbound between A30 and A358
114	5079/1	Eastbound	Simulation Area	A35 eastbound between A30 and A3052
115	5079/2	Westbound	Simulation Area	A35 westbound between A3052 and A30
116	5080/1	Westbound	Simulation Area	A35 westbound between B3157 and A3052
117	5080/2	Eastbound	Simulation Area	A35 eastbound between A3052 and B3157
118	5320/1	Eastbound	Simulation Area	A30 eastbound between A35 and A303
119	5320/2	Westbound	Simulation Area	A30 westbound between A303 and A35
120	5321/1	Eastbound	Simulation Area	A303 eastbound between A30/A35 and A358

ID	TRADS	Direction	Relevance to model	Location
121	5321/2	Westbound	Simulation Area	A303 westbound between A358 and A30/A35
122	5322/1	Westbound	Simulation Area	A303 westbound between A356 and A358
123	5322/2	Eastbound	Simulation Area	A303 eastbound between A358 and A356
124	5325/1	Eastbound	Simulation Area	A303 eastbound between A3088 and A37
125	5326/1	Westbound	Simulation Area	A303 westbound between A37 and A3088
126	5327/1	Eastbound	Simulation Area	A303 eastbound between A37 and A37/A372
127	5328/1	Westbound	Simulation Area	A303 westbound between A37/A372 and A37
128	5329/1	Westbound	Simulation Area	A303 westbound between A359 near Yeovil (west) and A37/A372
129	5329/2	Eastbound	Simulation Area	A303 eastbound between A37/A372 and A359 near Yeovil (west)
130	5323/1	Eastbound	Simulation Area	A303 eastbound between A356 and A3088
131	5324/1	Westbound	Simulation Area	A303 westbound between A3088 and A356
132	5539/1	Eastbound	Simulation Area	A31 eastbound between A348 and A338 near Ringwood (west)
133	5540/1	Westbound	Simulation Area	A31 westbound between A338 near Ringwood (west) and A348
134	5543/2	Eastbound	Simulation Area	M27 eastbound within J1
135	5544/2	Westbound	Simulation Area	M27 westbound within J1
136	5259/2	Northbound	Simulation Area	M5 northbound within J22
137	5260/2	Southbound	Simulation Area	M5 southbound within J22
138	5261/2	Northbound	Simulation Area	M5 northbound within J21
139	5262/2	Southbound	Simulation Area	M5 southbound within J21
140	5263/2	Northbound	Simulation Area	M5 northbound within J20
141	5264/2	Southbound	Simulation Area	M5 southbound within J20
142	5269/2	Northbound	Simulation Area	M5 northbound within J18 after M49 exit
143	5270/2	Southbound	Simulation Area	M5 southbound within J18 before A4 access
144	M4/3863B	Eastbound	Simulation Area	M4/3863B priority 1 on link 102019301
145	M4/3864A	Westbound	Simulation Area	M4/3864A priority 1 on link 102020502
146	M4/3869A	Westbound	Simulation Area	M4/3869A priority 1 on link 102020502
147	M4/3869B	Eastbound	Simulation Area	M4/3869B priority 1 on link 102019301
148	M5/8311A	Southbound	Simulation Area	M5/8311A priority 1 on link 102019601
149	M5/8311B	Northbound	Simulation Area	M5/8311B priority 1 on link 102020302
150	M5/8315A	Southbound	Simulation Area	M5/8315A priority 1 on link 102018701
151	M5/8315B	Northbound	Simulation Area	M5/8315B priority 1 on link 102019802
152	M5/8324A	Southbound	Simulation Area	M5/8324A priority 1 on link 102020901
153	M5/8325B	Northbound	Simulation Area	M5/8325B priority 1 on link 102018901
154	M5/8345A	Southbound	Simulation Area	M5/8345A priority 1 on link 102018501
155	M5/8345B	Northbound	Simulation Area	M5/8345B priority 1 on link 102020801
156	M5/8349A	Southbound	Simulation Area	M5/8349A priority 1 on link 102018501
157	M5/8349B	Northbound	Simulation Area	M5/8349B priority 1 on link 102020801
158	M5/8353A	Southbound	Simulation Area	M5/8353A priority 1 on link 102018501
159	M5/8360B	Northbound	Simulation Area	M5/8360B priority 1 on link 102018401
160	M5/9051A	Southbound	Simulation Area	M5/9051A priority 1 on link 102033901
161	M5/9056A	Southbound	Simulation Area	M5/9056A priority 1 on link 102033901

ID	TRADS	Direction	Relevance to model	Location
162	M5/9061A	Southbound	Simulation Area	M5/9061A priority 1 on link 102033901
163	M5/9073B	Northbound	Simulation Area	M5/9073B priority 1 on link 102034202
164	M5/9078B	Northbound	Simulation Area	M5/9078B priority 1 on link 102034202
165	M5/9082B	Northbound	Simulation Area	M5/9082B priority 1 on link 102034202
166	5255/2	Northbound	Simulation Area	M5 northbound within J24
167	5256/2	Southbound	Simulation Area	M5 southbound within J24
168	5257/2	Northbound	Simulation Area	M5 northbound within J23
169	5258/2	Southbound	Simulation Area	M5 southbound within J23
170	5265/2	Northbound	Simulation Area	M5 northbound within J19
171	5266/2	Southbound	Simulation Area	M5 southbound within J19
172	M4/2914A	Westbound	Simulation Area	M4/2914A priority 1 on link 200011765
173	M4/2914B	Eastbound	Simulation Area	M4/2914B priority 1 on link 200011881
174	M4/2974A	Westbound	Simulation Area	M4/2974A priority 1 on link 105003302
175	M4/2974B	Eastbound	Simulation Area	M4/2974B priority 1 on link 200110982
176	M4/3326A	Westbound	Simulation Area	M4/3326A priority 1 on link 102004701
177	M4/3331B	Eastbound	Simulation Area	M4/3331B priority 1 on link 102005401
178	M4/3380A	Westbound	Simulation Area	M4/3380A priority 1 on link 102004601
179	M4/3380B	Eastbound	Simulation Area	M4/3380B priority 1 on link 102004801
180	M4/3443A	Westbound	Simulation Area	M4/3443A priority 1 on link 102004601
181	M4/3443B	Eastbound	Simulation Area	M4/3443B priority 1 on link 102004801
182	5335/1	Northbound	Simulation Area	A46 northbound between A420 and M4
183	5335/2	Southbound	Simulation Area	A46 southbound between M4 and A420
184	5336/1	Southbound	Simulation Area	A46 southbound between A420 and A4
185	5336/2	Northbound	Simulation Area	A46 northbound between A4 and A420
186	5337/1	Westbound	Simulation Area	A4 westbound between A363 and A46
187	5337/2	Eastbound	Simulation Area	A4 eastbound between A46 and A363
188	5661/1	Northbound	Simulation Area	A36 northbound between A366 and A4
189	5661/2	Southbound	Simulation Area	A36 southbound between A4 and A366
190	M32/5035A	Northbound	Simulation Area	M32/5035A priority 1 on link 200044281
191	M32/5037B	Southbound	Simulation Area	M32/5037B priority 1 on link 200044286
192	M32/5063A	Northbound	Simulation Area	M32/5063A priority 1 on link 200044281
193	M32/5064B	Southbound	Simulation Area	M32/5064B priority 1 on link 200044286
194	M32/5073A	Northbound	Simulation Area	M32/5073A priority 1 on link 200044266
195	M32/5073B	Southbound	Simulation Area	M32/5073B priority 1 on link 200044272
196	M4/3815A	Westbound	Simulation Area	M4/3815A priority 1 on link 102003702
197	M4/3815B	Eastbound	Simulation Area	M4/3815B priority 1 on link 102003301

Appendix C MCTC flow diagrams

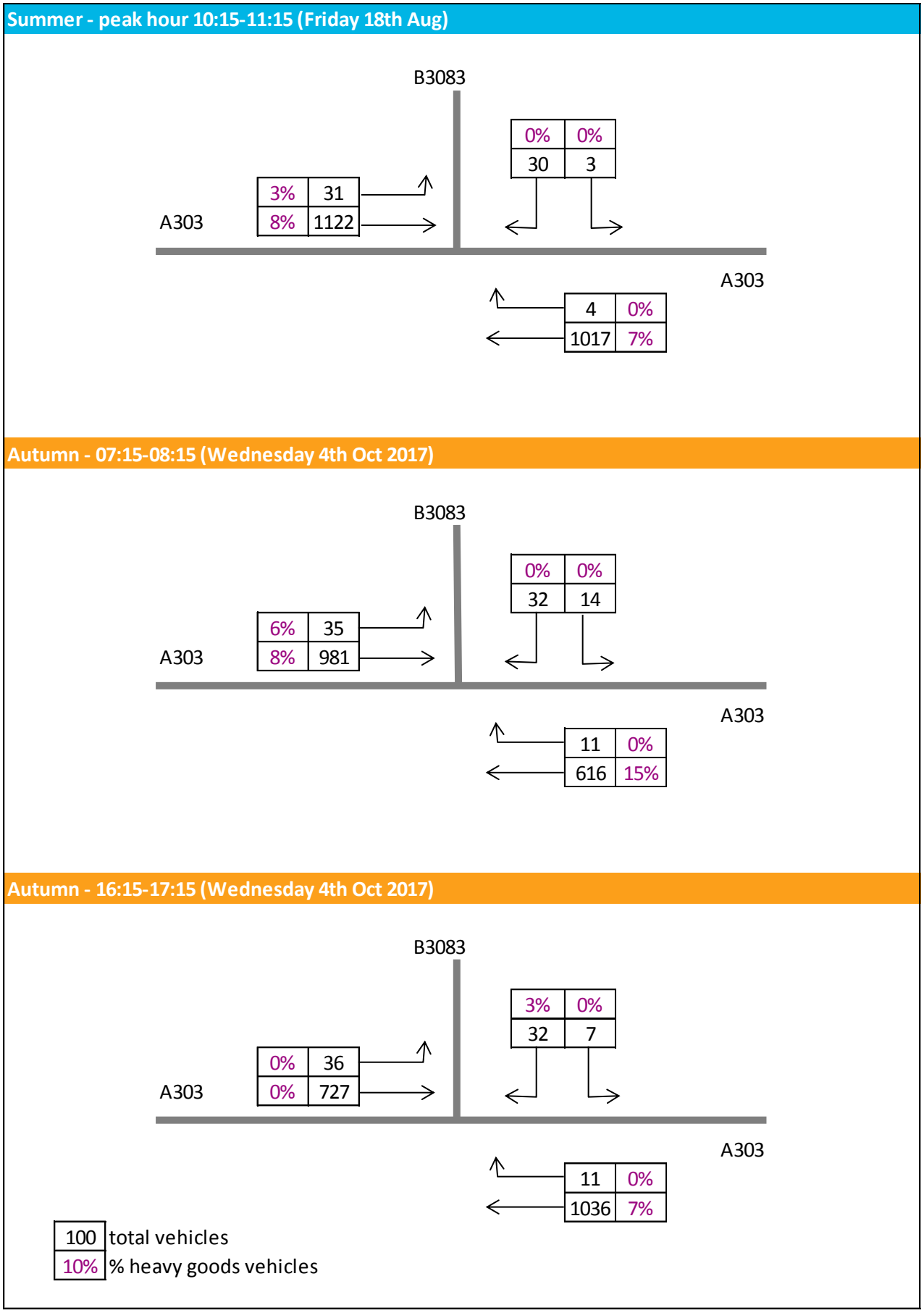


Figure C-1: Peak hour junction turning movements – Site 27 (A303/B3083 Berwick Rd)

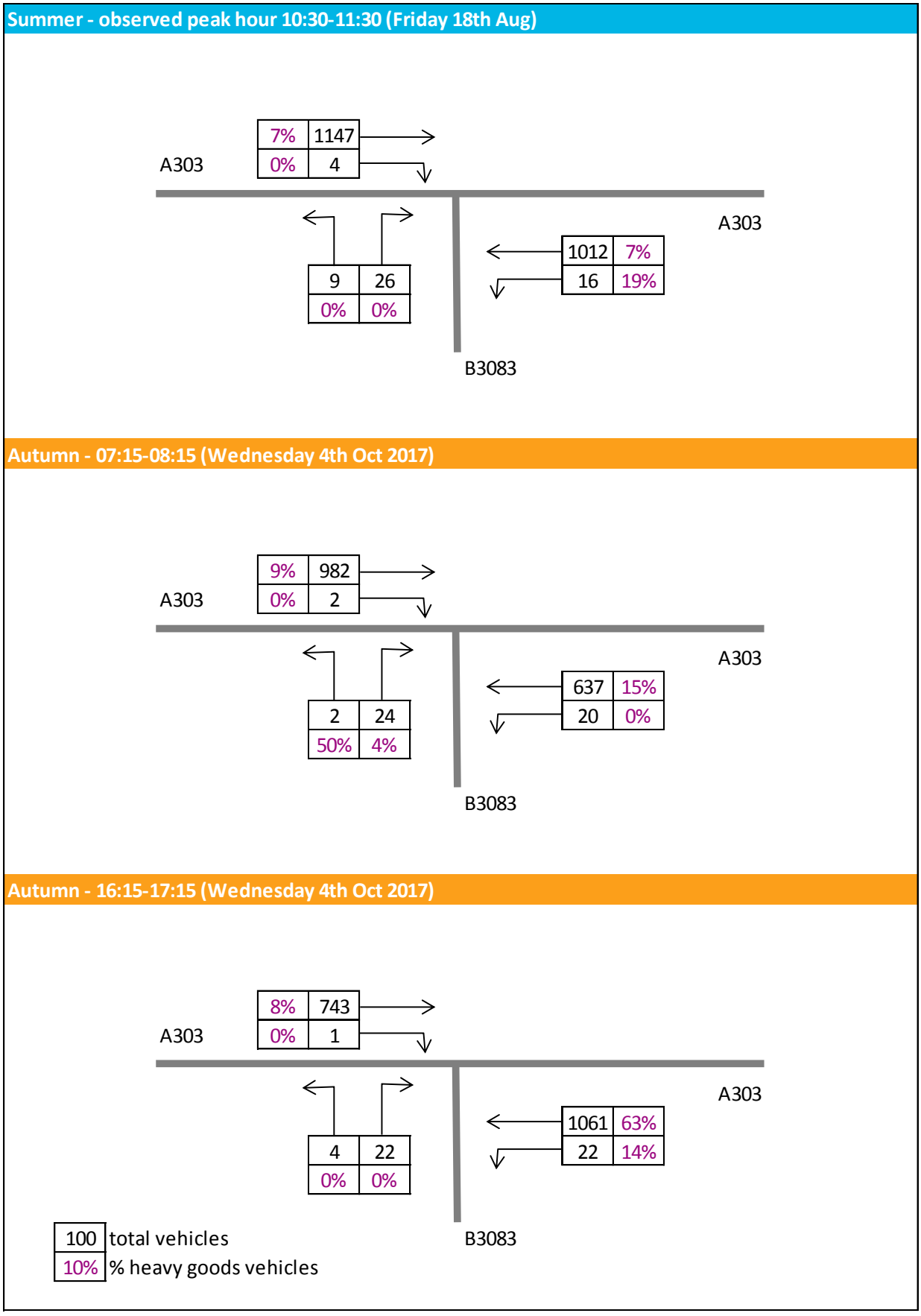


Figure C-2: Peak hr jcn turning movements – Site 28 (A303/B3083, Winterbourne Stoke)

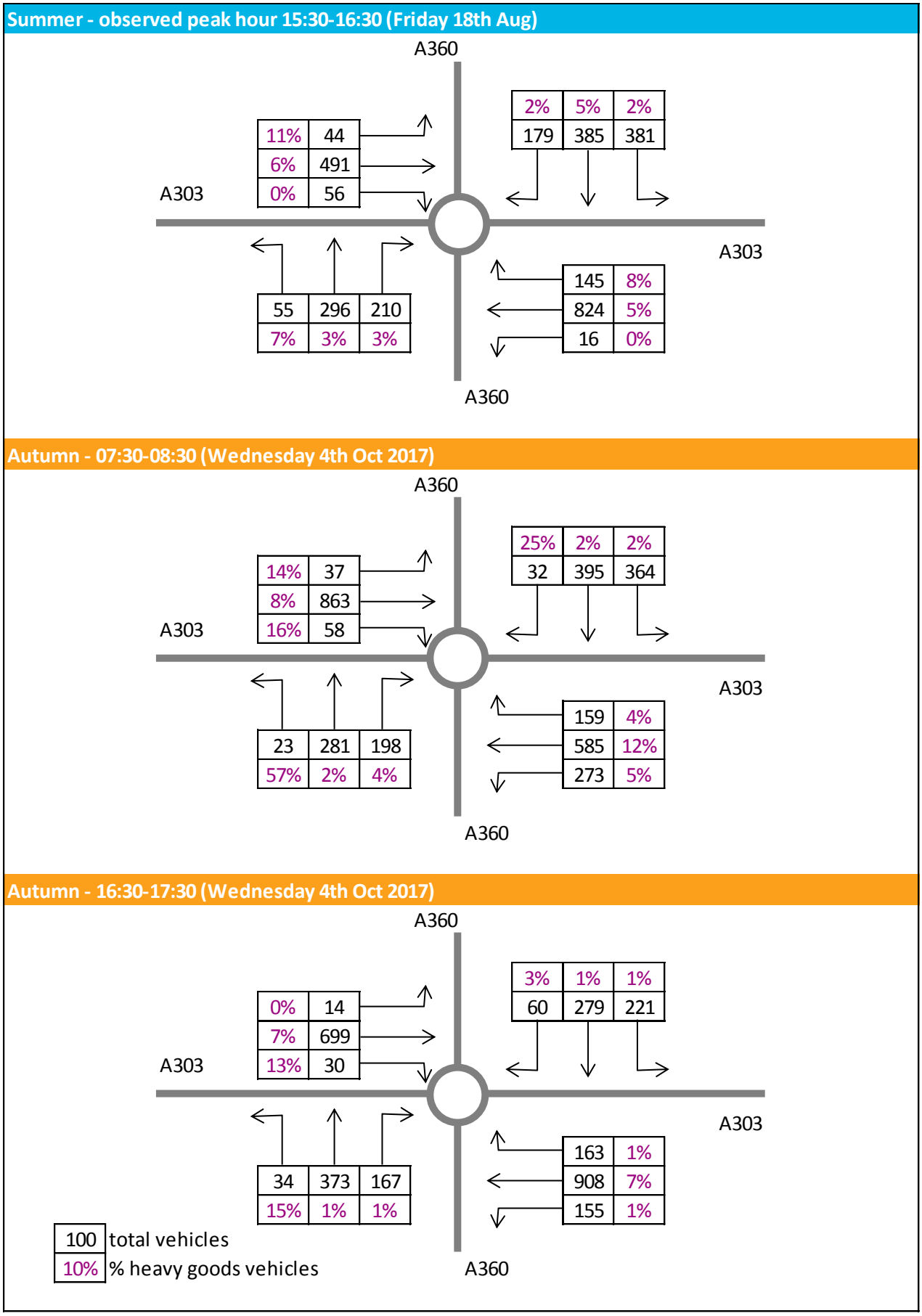


Figure C-3: Peak hr jcn turning movements – Site 30 (A303/A360, Longbarrow rbt)

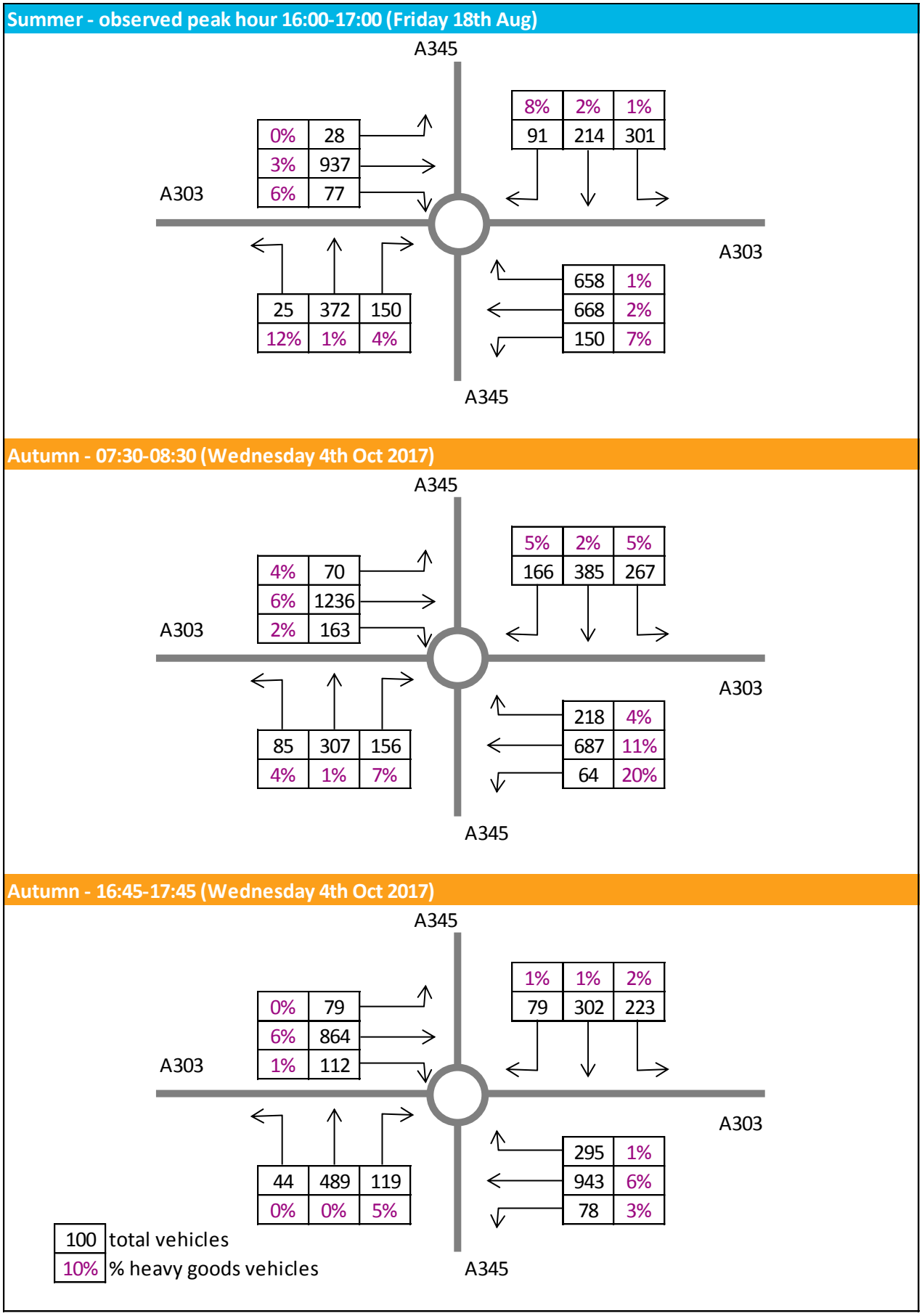


Figure C-4: Peak hour jcn turning movements – Site 32 (A303/A345, Countess rbt)

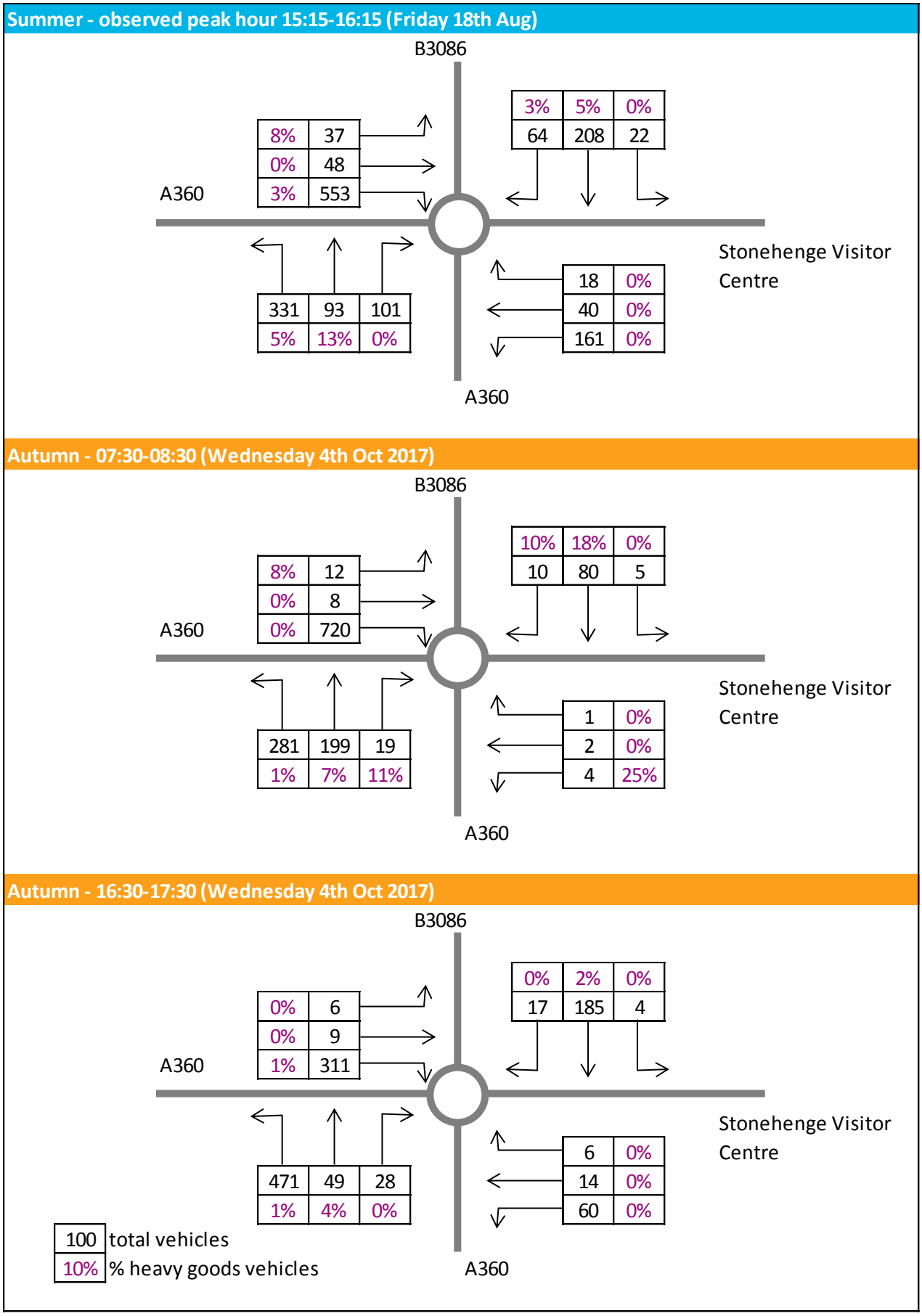


Figure C-5: Peak hr jcn turning movements – Site 26 (A360/B3086 Airman's Corner)

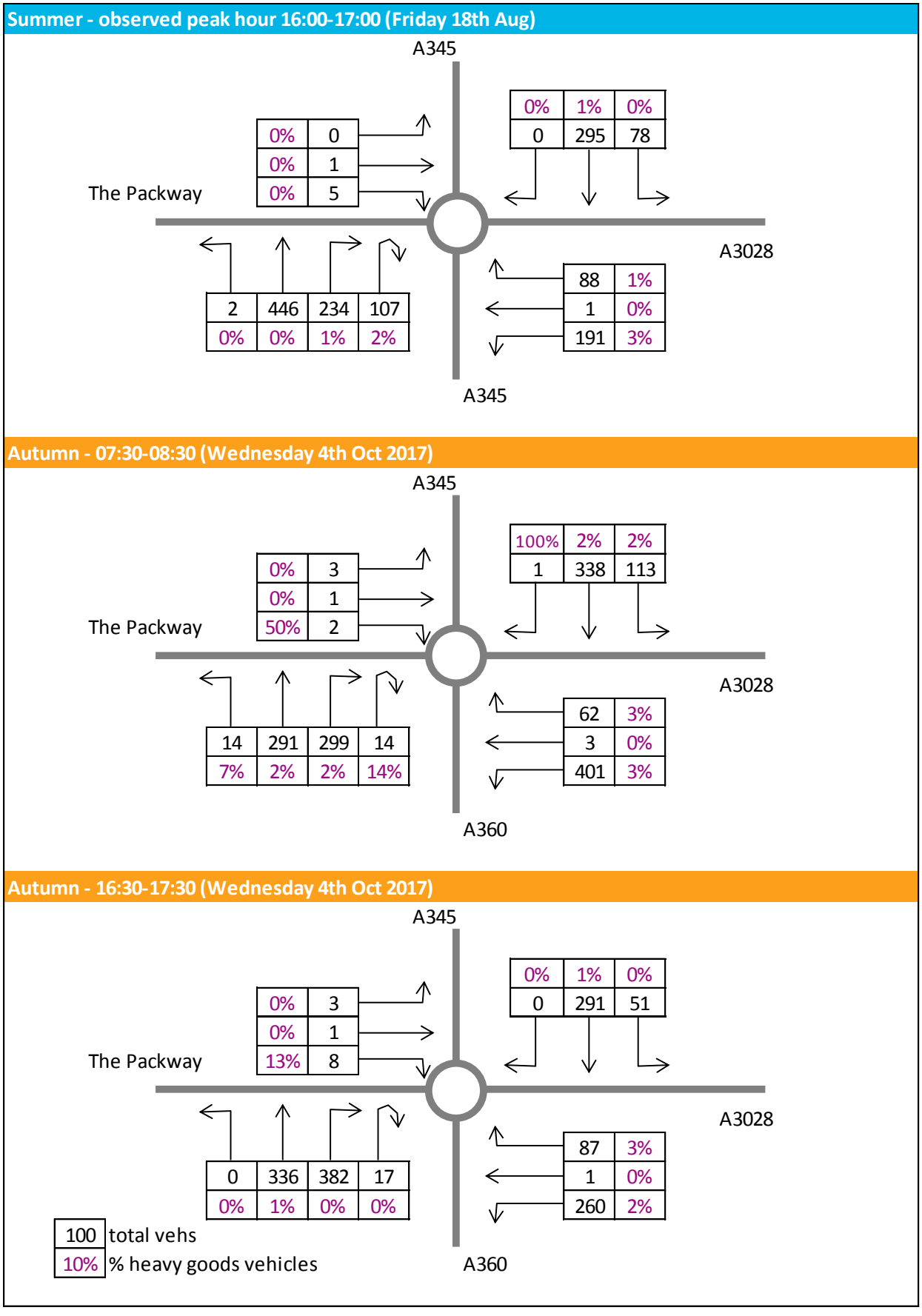


Figure C-6: Peak hr junction turning movements – Site 16 (A345/A3028/The Packway)

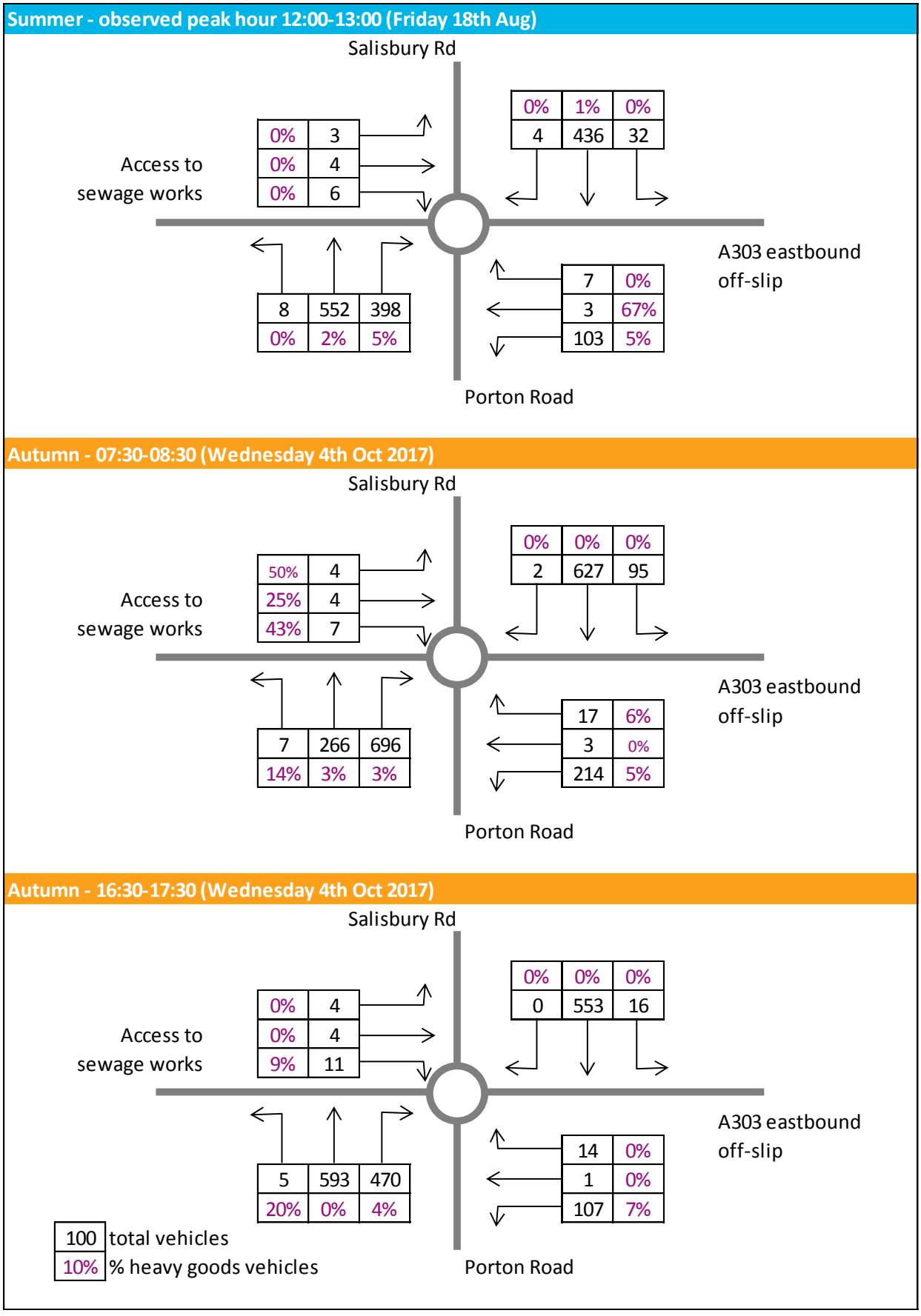


Figure C-7: Peak hour junction turning movements – Site 35 (Salisbury Rd/Porton Rd/A303 slip roads)

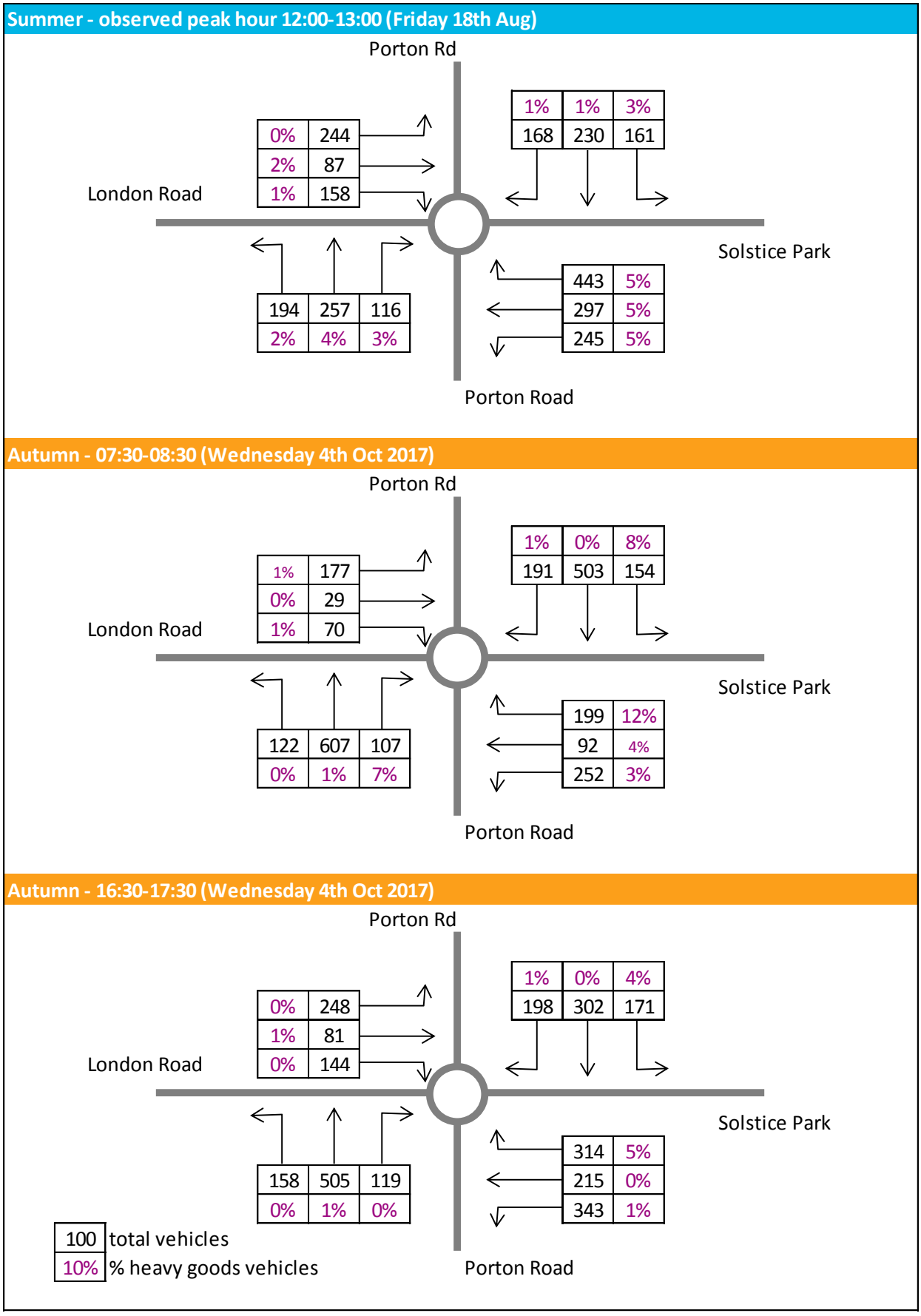


Figure C-8: Peak hour junction turning movements – Site 34 (Porton Rd/London Rd/Solstice Park Ave)

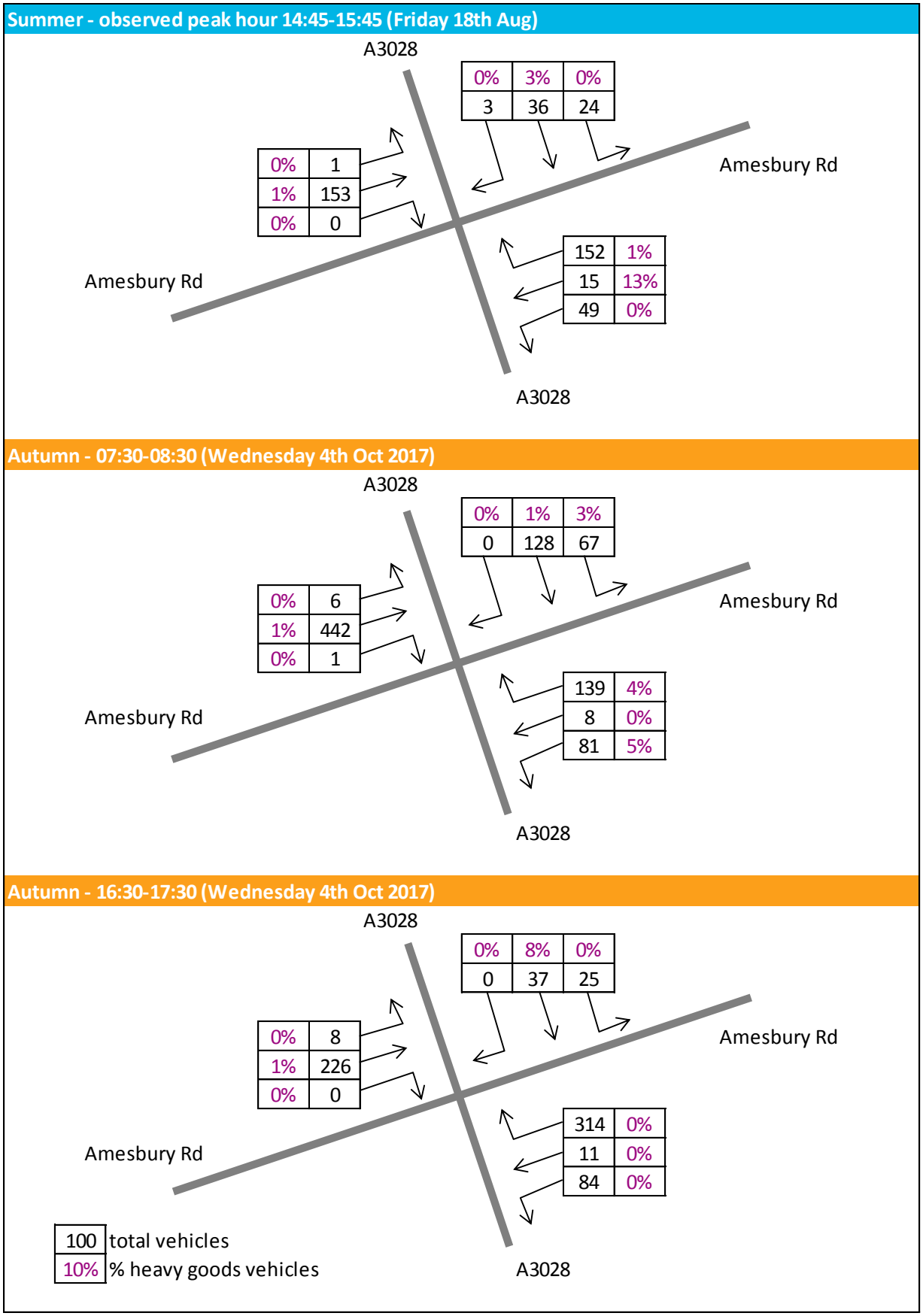


Figure C-9: Peak hour junction turning movements – Site 45 (A3028/Double Hedges/Amesbury Rd)

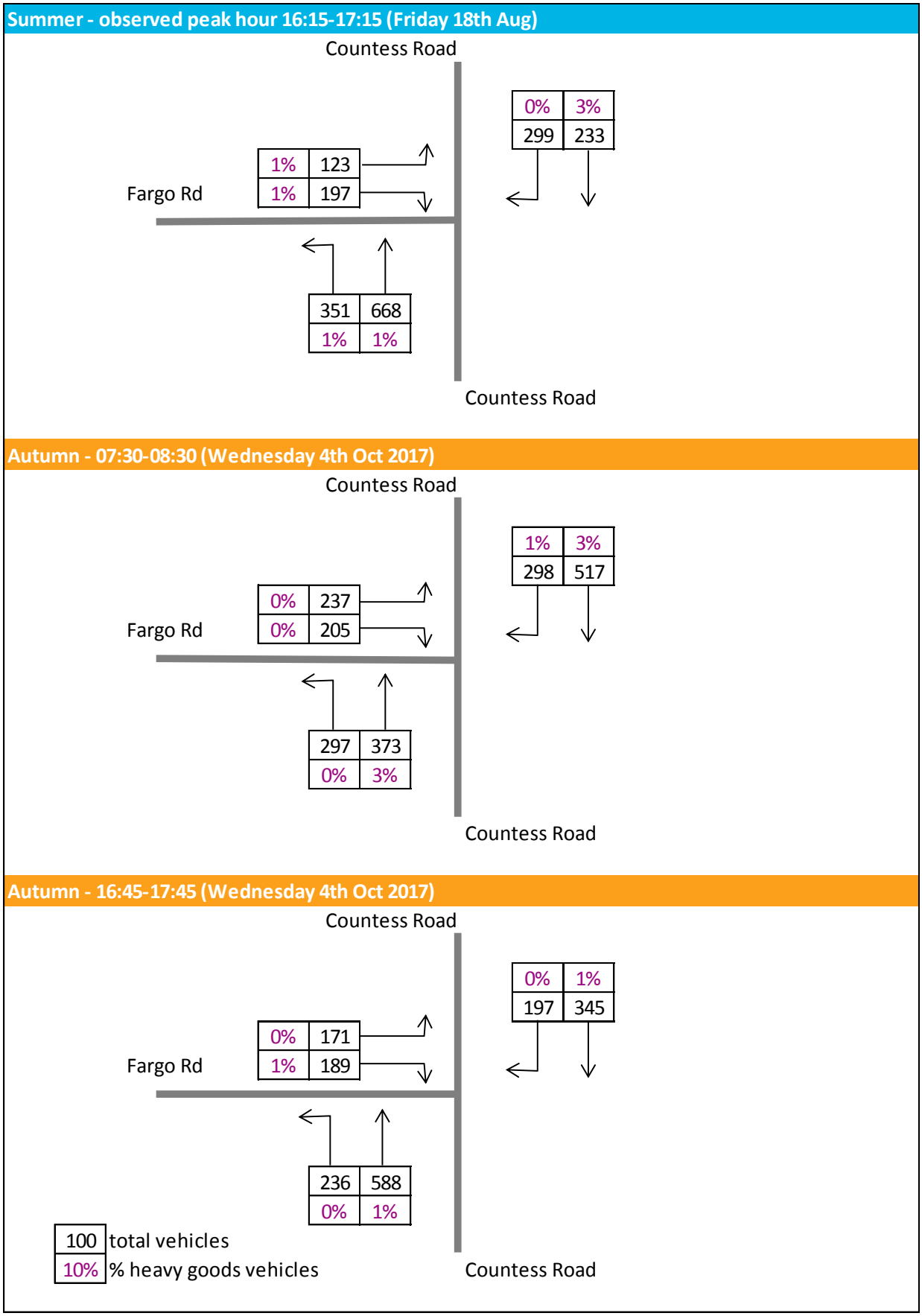


Figure C-10: Peak hour junction turning movements – Site 51 (Countess Rd/Fargo Rd)

Appendix D Stonehenge visitor surveys

VISITOR INTERVIEW FORM | DATE | SITE No. | LOCATION | TIME

INTERVIEWER | CHECKED BY | CODED BY | DIRECTION

Q1 - What type of vehicle did you arrive in		Q2 - How many occupants where in the car (including the driver)?		Q3 - Would you please tell me the exact address you have JUST come from, i.e. before being stopped? Include postcode if possible		Q4 - And your reason for being there?			Q5 - Would you please tell me the exact address you are going to NEXT? Include postcode if possible		Q6 - And your reason for going there?			Q7 - What is you reason for being at the Stonehenge Visitor Centre		
1	Car	1	8	Firm or House Name		1	Home		Firm or House Name		1	Home		1	Education	
2	Taxi	2	9			2	Holiday Home				2	Holiday Home		2	Work	
3	LGV 	3	10	Number and Street		3	Work		Number and Street		3	Work		3	Leisure	
4	OGV1 	4	11	Town		4	Employers Business				4	Employers Business				
5	OGV2 	5	12	Country		5	Education		Town		5	Education				
6	PSV 	6	13	Postcode		6	Shopping				6	Shopping				
7	Other	7	14>			7	Personal Business		Country		7	Personal Business				
						8	Visit Friends				8	Visit Friends				
						9	Recreation		Postcode		9	Recreation				
						10	Other (specify)				10	Other (specify)				

Figure D-1: Stonehenge visitor centre interview questionnaire (English language version)

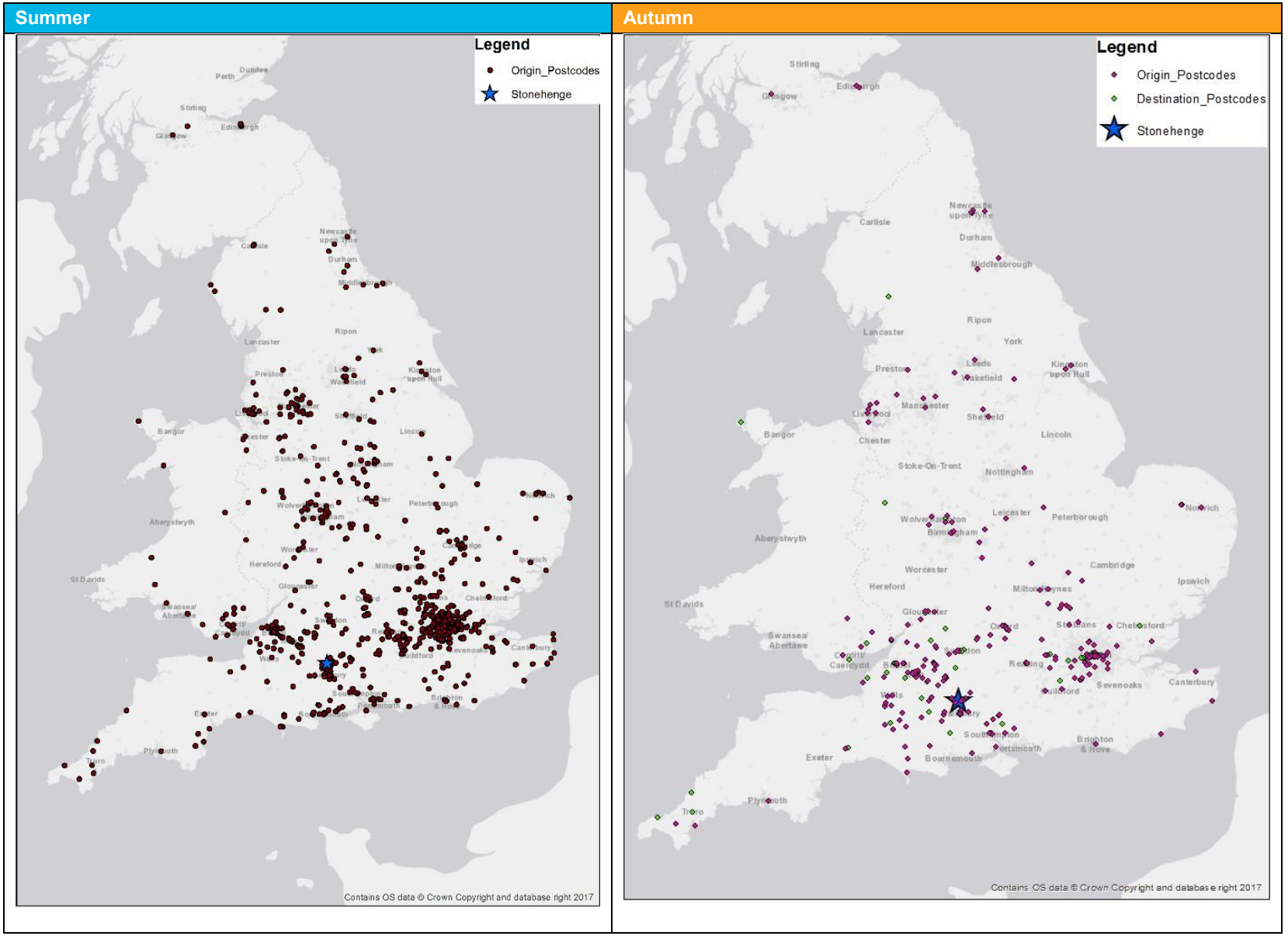


Figure D-2: Plot of ODs of journeys to/from Stonehenge visitor centre

Appendix E Survey data filenames

E.1 ANPR filenames

Summer

a. 1006-WTR Stonehenge - ANPR O-D 18-8-17.xlsx
b. 1006-WTR Stonehenge - ANPR O-D 19-8-17.xlsx
c. 1006-WTR Stonehenge - ANPR O-D 20-8-17.xlsx

Neutral

a. 1006-WTR Stonehenge - ANPR O-D 03-10-17.xlsx
b. 1006-WTR Stonehenge - ANPR O-D 04-10-17.xlsx
c. 1006-WTR Stonehenge - ANPR O-D 05-10-17.xlsx

E.2 ATC filenames

Summer

a. 3606-WAL A303 Stonehenge - ATC Report (Site C2 - Site C13) Wk 1.xlsm
b. 3606-WAL A303 Stonehenge - ATC Report (Site C2 - Site C13) Wk 2.xlsm
c. 3606-WAL A303 Stonehenge - ATC Report (Site C14 - Site C26) Wk 1 .xlsm
d. 3606-WAL A303 Stonehenge - ATC Report (Site C14 - Site C26) Wk 2.xlsm
e. 3606-WAL A303 Stonehenge - ATC Report (Site C29 - Site C36) Wk 1.xlsm
f. 3606-WAL A303 Stonehenge - ATC Report (Site C29 - Site C36) Wk 2.xlsm

Neutral

a. 3606-WAL_September_survey_wk1_(Site_2_-_13).xlsm
b. 3606-WAL_September_survey_wk1_(Site_14_-_26).xlsm
c. 3606-WAL_September_survey_wk1_(Site_27_-_36).xlsm
d. 3606-WAL_September_survey_wk2_(Site_2_-_13).xlsm
e. 3606-WAL_September_survey_wk2_(Site_14_-_26).xlsm
f. 3606-WAL_September_survey_wk2_(Site_27_-_36).xlsm

E.3 MCTC filenames

Summer

a. 3606-WAL Stonehenge - Sites M1- M10 Report.xlsm
b. 3606-WAL Stonehenge - Sites M11 - M20 Report.xlsm
c. 3606-WAL Stonehenge - Sites M21 - M30 Report.xlsm
d. 3606-WAL Stonehenge - Sites M31 - M40 Report v2.xlsm
e. 3606-WAL Stonehenge - Sites M41 - M51 Report.xlsm

Neutral

a. 3606-WAL Stonehenge - Sites M1- M10 Report.xlsm
b. 3606-WAL Stonehenge - Sites M11 - M20 Report.xlsm
c. 3606-WAL Stonehenge - Sites M21 - M30 Report.xlsm
d. 3606-WAL Stonehenge - Sites M31 - M40 Report.xlsm
e. 3606-WAL Stonehenge - Sites M41 - M51 Report.xlsm

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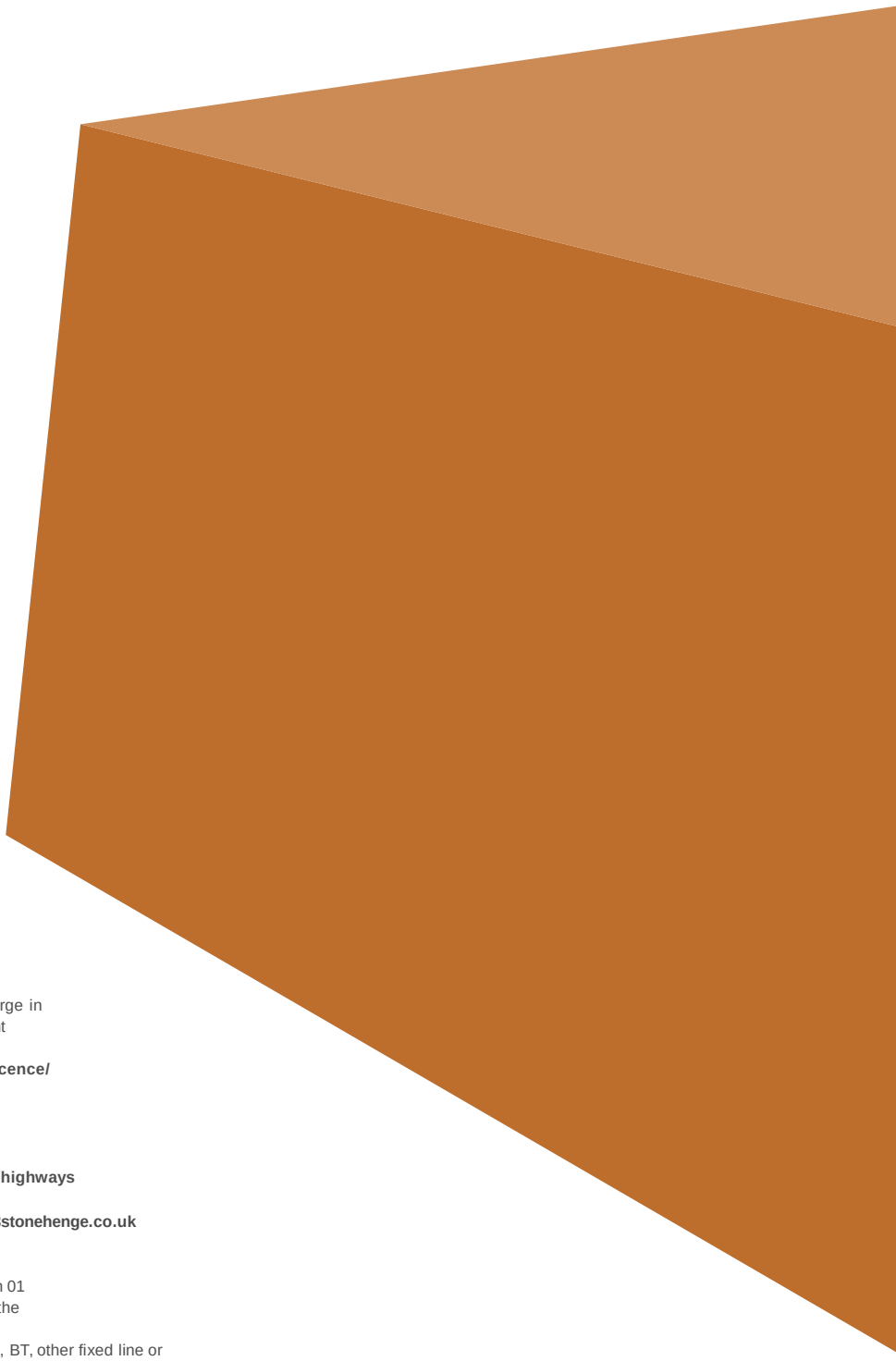

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These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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