Stage 1 Report Appendices

A303/A30/A358 Corridor Feasibility Study

Prepared for
The Highways Agency

Date: February 2015

CH2MHILL®
Elms House
43 Brook Green
London
W6 7EF

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Appendix A
General Historical Scheme Observations

A. General Scheme Observations

General observation as to the potential areas where benefits may accrue to these scheme sections identified for improvement is provided below. The schemes described are based on previous work and whilst being part of the subsequent option generation phase of the feasibility study do not form the only options which will be appraised.

- **A303 Amesbury to Berwick Down (Stonehenge)**

Benefits to Journey Times

The proposals for this scheme include the construction of two grade-separated roundabouts at Countess and Longbarrow and the provision of a dualled section on various alignments including the possibility of a tunnel. Improvements have recently been undertaken at Countess and Longbarrow roundabouts and together with the A303/A344 junction closure will have improved the throughput of traffic in this vicinity. It will be important to understand their impact to review the benefits of the proposed scheme.

- **A303 Wylye to Stockton Wood**

Journey Time Reliability

The development and implementation of the proposed 3.9km dual carriageway scheme would establish an uninterrupted length of dual carriageway for approximately14km.

- **A303 Chicklade Bottom to Mere**

Journey Time Reliability

The development and implementation of the proposed 12km dual carriageway scheme would establish an uninterrupted 38km length of dual carriageway.

- **A303 Sparkford to Ilchester**

The Sparkford to Ilchester scheme enjoys the fact that Orders were made in 1995 and because there is no statute of limitation on Orders made under the Highways Act 1980 the Orders will remain in place until such time as they are amended/revoked. However, it is important to note that:

- There should be no variation in design (apart from perhaps very minor changes such as the introduction of a dedicated turning lane)
- Main road and side road alignments cannot be changed
- Additional land cannot be taken
- The existing Orders may not satisfy current standards

Journey Time Reliability/Wider Economic Benefits

The development and implementation of the proposed 5.5km dual carriageway scheme would establish a completely dualled section of carriageway of 49km interrupted only by two at-grade roundabouts (at Podimore and Cartgate).

- **A303/A37 Podimore Roundabout**

Journey Time Reliability/Speed of Delivery

The proposals for this scheme indicated that it could be built within current highway limits and therefore may remove the need for some elements of the PCF (e.g. environmental statement).

- **A303/A3088 Cartgate Roundabout**

Journey Time Reliability/Wider Economic Benefits

The development of this scheme could also release suitable land for development. There is currently land in the vicinity of Yeovil for which development is currently being prevented due to the current poor access arrangements. This development could also support growth in the area and the South West's contribution to national economy as a whole.

- **A303 South Petherton to Southfields**

Observation 16: Wider Economic Benefits

A firm proposal for this scheme has yet to be developed. There were previously a number of options that were considered. The outline scheme was part of a public consultation exercise undertaken in 2007.

- **A358 Southfields to M5 J25**

Value for Money/Wider Economic Benefits

This route was identified by a previous Transport Secretary (in the 2004 Government) as the preferred link (over the A303) between Southfields and the motorway network. Potential savings have been identified by the A303 Working Group over the previous proposal. The proposed changes in design that will realise those potential savings appear reasonable although there are some departures from standard required. The indication is that the savings will amount to approximately 20% of the scheme cost.

The development of this scheme could release suitable land to the south east of the M5 near Taunton for development purposes which is otherwise prevented due to the current poor access arrangements. This in turn could contribute to growth in the area and the South West's contribution to the national economy.

- **A303/A30 Southfields to Honiton**

Journey Time Reliability

The proposals for this section comprise a range of smaller improvements at various locations on the A303/A30 between Southfields and Honiton. The route currently suffers from changing highway standards and substandard carriageway widths.

The improvements along this section are currently at feasibility stage. Each of the improvements will subsequently need to undergo an 'Options Appraisal' before any detailed design can be considered.

Observations related to Whole Corridor Scheme

Benefits of constructing all 9 Individual Schemes

The A303 Working Group estimated the benefit of upgrading the A303/A358/A30 route to dual carriageway using a COBA-based model without recourse to a strategic traffic assignment modelling.

As a result the COBA model used assumes that the OD demand for the route will remain at its current level without taking account of any re-routeing of traffic. These flows being growthed via standard processes using TEMPRO. However there is likely to be a considerable increase in traffic flows by drivers taking advantage of the increased capacity and improved journey time reliability with traffic flows transferring from other strategic routes such as the M4/M5 and M3/M27/A35.

Notwithstanding the above, the approach which had been made is conservative and it is likely that, when more detailed analysis is available, the benefits of the scheme will increase.

Observations related to Combining Individual Schemes

Costs Savings by Combining Individual Schemes

The combination of any number of the 9 individual schemes identified by the A303 Working Group may provide benefits in terms of increased BCR values and offer improved value for money.

However, the work undertaken to date by the Working Group did not examine potential scenarios for combining the delivery of schemes which may provide for savings through economies of scale, increased value management and innovation which is specific to that proposal. From the work completed to date, it is not possible to determine the magnitude of any benefits which may be gained as a result of combining schemes due to the focus of the Working Group not considering permutations of combining multiple schemes and thus not quantifying resulting benefits.

Benefits of Proposed Phase 1 Schemes

Following the A303 Working Group study preferences were made in terms of the schemes it wished to see promoted first. They are:

- A303 Sparkford to Ilchester (carriageway dualling)
- A303 Southfields to Honiton (smaller scheme improvements)
- A303 Chicklade Bottom to Mere (carriageway dualling)

It indicated that its selection was founded upon economic, deliverability and local political drivers and has indicated the BCR values it has calculated for each which provide an indication of the benefits which can be expected.

However, further work is required to be able to determine the benefits that each would provide in the wider context (i.e. to the route corridor as a whole). In order to accurately measure those benefits a comprehensive strategic traffic modelling tool will need to be developed which can estimate wider re-routing impacts and the impacts of combining schemes.

Appendix B
Information Sources

B. Information Sources

Received and reviewed documents:

- A303/A30/A358 Corridor Feasibility Study, Initial Scope Document, DfT, October 2013
- A303/A30/A358 Corridor Feasibility Study, Scope Document, DfT and HA, March 2014
- Transport Analysis Guidance: The Transport Appraisal Process, DfT, January 2014
- A303 Scoping Study, A303 A358 A30 Corridor Improvement Proposals, Halcrow for Highways Agency, July 2013
- South West Peninsula, Route-based strategy: Evidence Report, February 2014, Highways Agency
- A303/A30 Corridor Management Study Problem Identification Study, February 2010, Highways Agency
- A303/A30/A358 Corridor Feasibility Study – response to Stage 1 consultation, English Heritage, letter, 4 March 2014
- Hansard Extract: Adjournment Debate, 4 MARCH 2014
- HA flooding plan materials (emails, draft letter, etc.)
- 140303 feasibility studies product descriptions DRAFT V2.docx, HA, internal, March 2014
- Miscellaneous 2013 traffic data for the A30 and A303 between the M5 and the M3 (flows, speeds, accidents & OTRM), HA, March 2014
- Structure and technology assets registers, Management Area 3, HA, March 2014
- HPC and M5 J23 & J25, HA Brief, March 2014
- SWARMMS documentation and modelling materials
- A303 A358 A30: Corridor Improvement Programme Economic Impact Study, Parsons Brinckerhoff, February 2013
- A303 Corridor Improvement Programme (including the A358 and A30) - Outline economic Case and Proposed Next Steps, Heart of South West LEP, Devon CC, Somerset CC, Wiltshire Council, April 2013
- A303 / A30 / A358 Corridor Feasibility Study – provision of evidence, National Trust, letter, 25 March 2014
- FW: URGENT CONTRIBUITIONS: Westminster Hall Debate on Tuesday 4 March at 2:30-4:00pm on "Future of A303", email briefing note, Mark Arberry, HA.
- Letter concerning the proposed A303 Stonehenge Tunnel and ground conditions to John Goodwill, John Glen MP, 25 March 2014.
- Extracts of the 11th Glossop Lecture 2010, Royal Geographical Society, London, ‘Making Sense of Chalk: A total rock approach in Engineering Geology’,
  Professor Rory N Mortimore.
- South West Observatory (SWO) The Changing State of the South West 2012

- Economics Story, South West RDA, 2011
- South West Regional Economic Strategy (RES) 2006–2015
- Eddington Transport Study 2006
- Private Sector Employment Survey. BIS, 2012
- Labour Force Survey 2012
- Workplace Strategy Autumn 2011 Update Draft
- South West Visitor Survey 2009
- UK Tourism Survey, 2009
- Value of Tourism, South West alliance, 2008
- International Passenger Survey, 2008

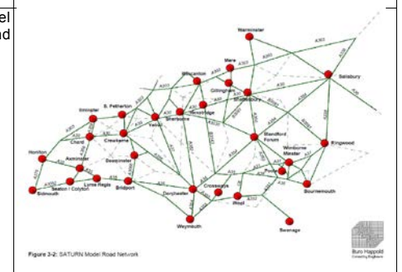
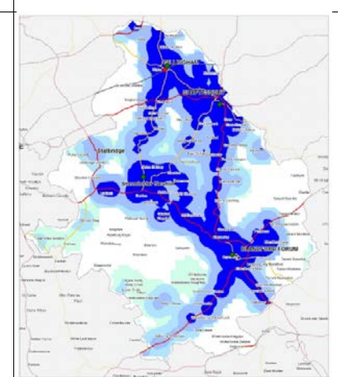
Referred documents:

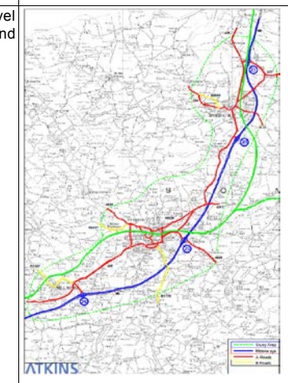
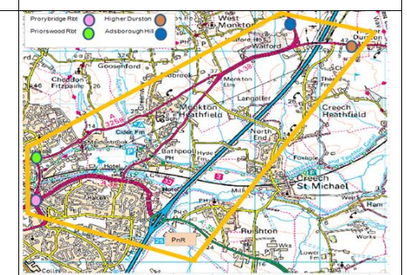
- World Heritage, 37 COM 8E: Adoption of retrospective Statements of Outstanding Universal Value, United Nations Educational, Scientific and Cultural Organisation, June 2013
- Operational Guidelines for the Implementation of the World Heritage Convention, WHC. 12/01, United Nations Educational, Scientific and Cultural Organisation, Intergovernmental Committee for the Protection of the World Cultural and Natural Heritage, July 2012
- Stonehenge, World Heritage Site, Management Plan 2009, English Heritage on behalf of the Stonehenge World Heritage Site Committee
- The Setting of Heritage Assets, English Heritage Guidance, English Heritage, 2011
- Managing Cultural World Heritage, United Nations Educational, Scientific and Cultural Organization, November 2013
- Archaeology on the A303 Stonehenge Improvement, Wessex Archaeology, 2008
- Wiltshire Council Historic Environment Record, http://www.wiltshire.gov.uk/artsheritageandlibraries/museumhistoryheritage/wiltshireandswindonhistoricenvironmentrecord.htm.

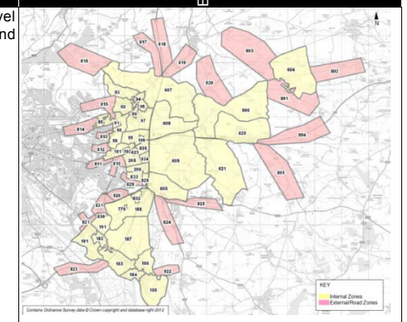
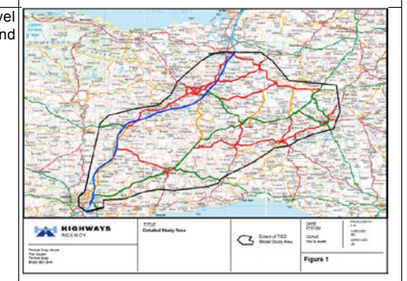
Appendix C
Traffic Model Availabiility

C. Traffic Model Availability

Model Name	Model Type	Area Covered	Local Authority Covered	Developer/Custodian	Coverage	Base Year	Existing Forecast Year(s)	Original Software(s) Used	Modes Covered	Modelled Periods	Subsequent Updates/Refinements	Suitability/Limitations	Necessary Improvements (Updates/Refinements/Upgrades)	Possible Cost	Possible Time	Merits of Updated Model	Extent
Strategic-Level Models																	
SWARMMS	Strategic Demand and Assignment Model	South West	Various	Halcrow	South West England	2002	2016	EMME/2	Multi-modal	Average hour between 07:00 and 19:00. Peak period congestion is assessed using sensitivity tests. A peak period public transport model was developed for local plan tests.	Conversion of highway network and matrices to SATURN in 2006	Dated, but ideal, with updating, for strategic-level traffic demand and assignment modelling purposes. Average hour modelling may present limitations for the assessment of certain improvement proposals, but nothing that count data (e.g. ATCs) and TEMPRO-derived factoring can't address. Capacity problems are a particular problem during summer weekends anyway.	Updating of demand. Limited re-validation. Creation of select forecast horizons (using NTM/TEMPRO data. Potentially, if it doesn't already exist in the 2006 update, the coding of the highway network to simulation-level. Potentially, the development of weekday peak period models.	Up to £200k	6 months to develop (March to August); two months to use (September and October)	Will provide a sufficiently robust whole-corridor model to consistently test and compare proposed corridor improvements in isolation or combination relatively quickly in terms of increased roadway capacity, reduced journey times and delays, relief on alternative routes and environmental benefits, while also accounting for key alternative routes (e.g. M4 and M5 to the north and northwest, and possibly also the M3 and M27/A35 to the east and south) and variable demand and mode shift potentials. Use of TEMPRO/NTM -derived demands off a reasonably robust albeit dated base will provide a measure of robustness to forecasts. An average hour model may appear inadequate but capacity problems are a particular problem during summer weekends.	
South Hampshire Sub-Regional Transport Model (SRTM)	Strategic Demand and Assignment Model	South Hampshire	North Hampshire District Council	MVA	South Hampshire	2010	2014, 2019, 2026 and 2036	SATURN and CUBE	Multi-modal	Weekday AM peak period (07:00-10:00), Weekday PM peak period (16:00-19:00) and average inter-peak hour (10:00-16:00)	None to date	Unnecessarily complicated model for the purposes of the feasibility study and will require costly and time-consuming extension	Costly and time-consuming extension of an unnecessary level will be required to make it of practical use to the A303.A30/A358 study	Prohibitive	Prohibitive	Not a practical option	
North Hampshire Transport Model (NHTM)	Strategic Demand and Assignment Model	North Hampshire	South Hampshire District Council & Southampton City Council	Halcrow and MVA	North Hampshire	2013	2019, 2026, 2031 and 2036	SATURN and CUBE	Multi-modal	Weekday AM peak period (07:00-10:00), Weekday PM peak period (16:00-19:00) and average inter-peak hour (10:00-16:00)	NA (still being developed)	Model won't be available within time frame of feasibility study, but available traffic data will be useful					
National Travel Model (NTM)	Strategic Demand and Assignment Model	Various	Various	DfT	National	2003/4	2010, 2015 and 2025	Unknown	Multi-modal (car driver, car passenger,	Average day (weekly/7), AM peak and inter-peak	Currently under development	Available networks and matrices potentially too coarse for A303/A30/A358 modelling purposes.	Substantial improvements required to make networks and matrices of practical use	Prohibitive	Prohibitive	Probably not a practical option as an assignment tool.	No map or figure available

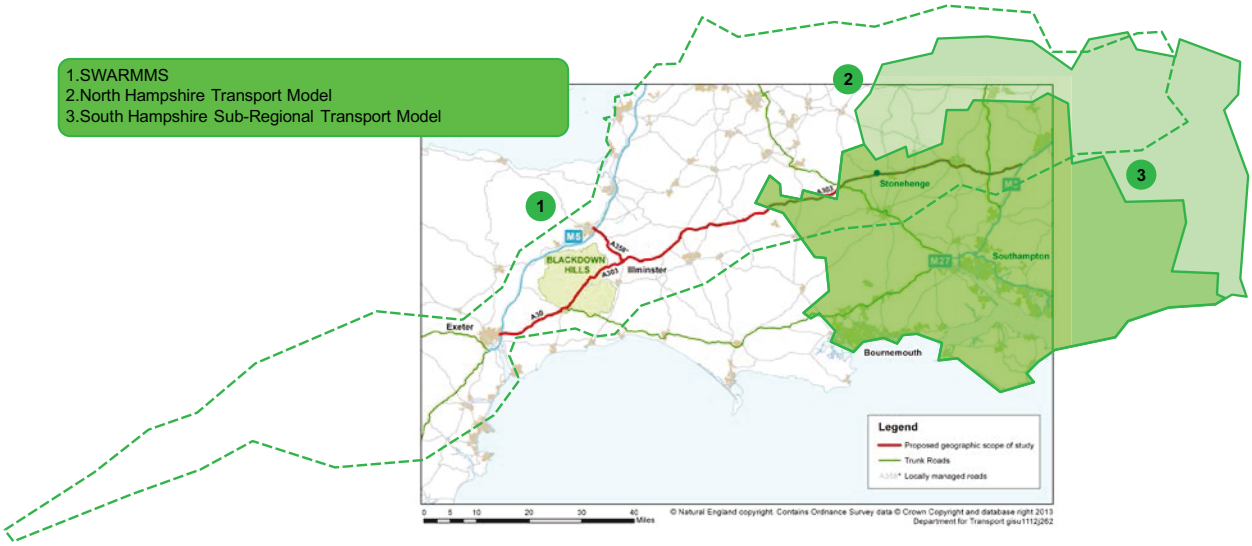
Model Name	Model Type	Area Covered	Local Authority Covered	Developer/Custodian	Coverage	Base Year	Existing Forecast Year(s)	Original Software(s) Used	Modes Covered	Modelled Periods	Subsequent Updates/Refinements	Suitability/Limitations	Necessary Improvements (Updates/Refinements/Upgrades)	Possible Cost	Possible Time	Merits of Updated Model	Extent
									rail, bus, walk and cycle)				to the A303.A30/A358 Feasibility Study.				
Local-Level Models																	
Solstice Park S-Paramics Model	Microsimulation Area Model	Wiltshire	Wiltshire Council	PFA Consulting	A303	2007	2019	S-Paramics	Highway	Weekday AM peak period (07:00-10:00), Weekday PM peak period (16:00-19:00)	Unknown	Local modelling use only	Could be used "as is" or with limited amendment to test particular options for the section of A303 covered. Microsimulation modelling, however, is unnecessarily sophisticated for a corridor-long feasibility study.	Relatively minor if only used for basic design or solution sense checks	Relatively minor if only used for basic design or solution sense checks	NA	No map or figure available
Dorset DIAMOND Model	Local Traffic Volume Forecasting Model	Dorset	Dorset County Council	AECOM	Dorset, including short section A303 in Dorset	2008	Up to 2026	MS Excel	Unknown	Unknown	No plans as at June 2013	Coverage and model type render it unsuitable for the A303/A30/A358 Feasibility Study, but may be a useful source of traffic data					
North and West Dorset Transport Strategy	Local Assignment Model	Dorset	Dorset County Council	Buro Happold	Dorset, including section A303 between A30 and A338	2009	Unknown	SATURN	Unknown (probably highway only)	Unknown	No plans as at June 2013	Coverage renders it unsuitable for the A303/A30/A358 Feasibility Study, but may be a potential source of simulation-level SATURN coding for the A303 (if simulation coding is not already available in the 2006 SWARMMS SATURN update) and useful traffic data					
Dorset County Council Accession Model	Local Accessibility Model	Dorset	Dorset County Council	Dorset County Council	Dorset, including short section A303 in Dorset	Unknown	Unknown	Accession	Multi-modal	Unknown	Unknown	Coverage and model type render it unsuitable for the A303/A30/A358 Feasibility Study					

Model Name	Model Type	Area Covered	Local Authority Covered	Developer/Custodian	Coverage	Base Year	Existing Forecast Year(s)	Original Software(s) Used	Modes Covered	Modelled Periods	Subsequent Updates/Refinements	Suitability/Limitations	Necessary Improvements (Updates/Refinements/Upgrades)	Possible Cost	Possible Time	Merits of Updated Model	Extent
Yeovil Traffic Model	Local Assignment Model	Somerset	Somerset County Council	Atkins	Yeovil, including section A303 between the A3088 and A359	2002	Unknown	SATURN	Lights & heavies	AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00)	Planned update by Parson Brinkerhoff in 2013 (as at June 2013)	Coverage renders it unsuitable for the A303/A30/A358 Feasibility Study, but may be a potential source of simulation-level SATURN coding for the A303 (if simulation coding is not already available in the 2006 SWARMMS SATURN update) and useful traffic data					
Taunton and Surrounding Area Traffic Model	Local Assignment Model	Somerset	Somerset County Council	Atkins	M5, A38 and A358	2006	2011 and 2026	SATURN	Unknown (probably highway only)	AM Peak Hour (08:00-09:00), PM Peak Hour (17:00-18:00), and Average Inter Peak Hour	No plans as at June 2013	Coverage renders it unsuitable for the A303/A30/A358 Feasibility Study, but may be a potential source of simulation-level SATURN coding for the A303 (if simulation coding is not already available in the 2006 SWARMMS SATURN update) and useful traffic data					
TLTM (Taunton Local Traffic Model East)	Microsimulation Area Model	Somerset	Somerset County Council	Parsons Brinkerhoff	M5, A38, A3259, A3065, A358, A3027	2010	Unknown	Paramics	Unknown	Unknown	No plans as at June 2013. Forecast (2018) model under development for Taunton Town Centre.	Local modelling use only	Could be used "as is" or with limited amendment to test particular options for the section of A358 covered. Microsimulation modelling, however, is unnecessarily sophisticated for a corridor-long feasibility study.	Relatively minor if only used for basic design or solution sense checks	Relatively minor if only used for basic design or solution sense checks	NA	
Turks Head	Local Junction Models	Devon	Devon County Council	AECOM	A30	2008 and 2010	2020	ARCADY, PICADY & LinSig	Unknown (probably highway only)	AM Peak, PM Peak, Saturday Peak	No plans as at June 2013	Local modelling use only. Potential source of useful traffic data.	No more than demand updating and model set-up if used	Relatively modest (<1k)	Relatively modest (days)	Useful for testing proposals for section of A303 covered	

Model Name	Model Type	Area Covered	Local Authority Covered	Developer/Custodian	Coverage	Base Year	Existing Forecast Year(s)	Original Software(s) Used	Modes Covered	Modelled Periods	Subsequent Updates/Refinements	Suitability/Limitations	Necessary Improvements (Updates/Refinements/Upgrades)	Possible Cost	Possible Time	Merits of Updated Model	Extent
East of Exeter Area Model	Local Assignment Model	Devon	Devon County Council	Jacobs	B3181, A379, A3052, A376, A30 and M5	2010	Unknown	SATURN	Cars, lights, & heavies	AM Peak, PM Peak	No plans as at June 2013	Coverage renders it unsuitable for the A303/A30/A358 Feasibility Study, but may be a potential source of simulation-level SATURN coding for the A303 (if simulation coding is not already available in the 2006 SWARMMS SATURN update) and useful traffic data					
Taunton, Ilminster and Exeter Study (TIES)	Local Assignment Model	Somerset and Devon	Somerset and Devon County Councils	Parsons Brinkerhoff	A303, A30, A358 and M5	2002	2011 and 2026	SATURN	Cars and Light Good Vehicles (LGV) and Heavy Goods Vehicles (HGV)	AM peak, inter-peak and PM peak	None	Coverage renders it unsuitable for the A303/A30/A358 Feasibility Study, but may be a potential source of simulation-level SATURN coding for the A303 (if simulation coding is not already available in the 2006 SWARMMS SATURN update) and useful traffic data					
A303 Broadway to Honiton (cordoned from TIES model)	Local Assignment Model	Devon	Devon County Council	Parsons Brinkerhoff	A303/A30 between Honiton and Broadway	2013/4	Unknown	SATURN	Cars and Light Good Vehicles (LGV) and Heavy Goods Vehicles (HGV)	AM peak, inter-peak and PM peak	NA	Model won't be available within time frame of feasibility study, but available traffic data will be useful					No map or figure available

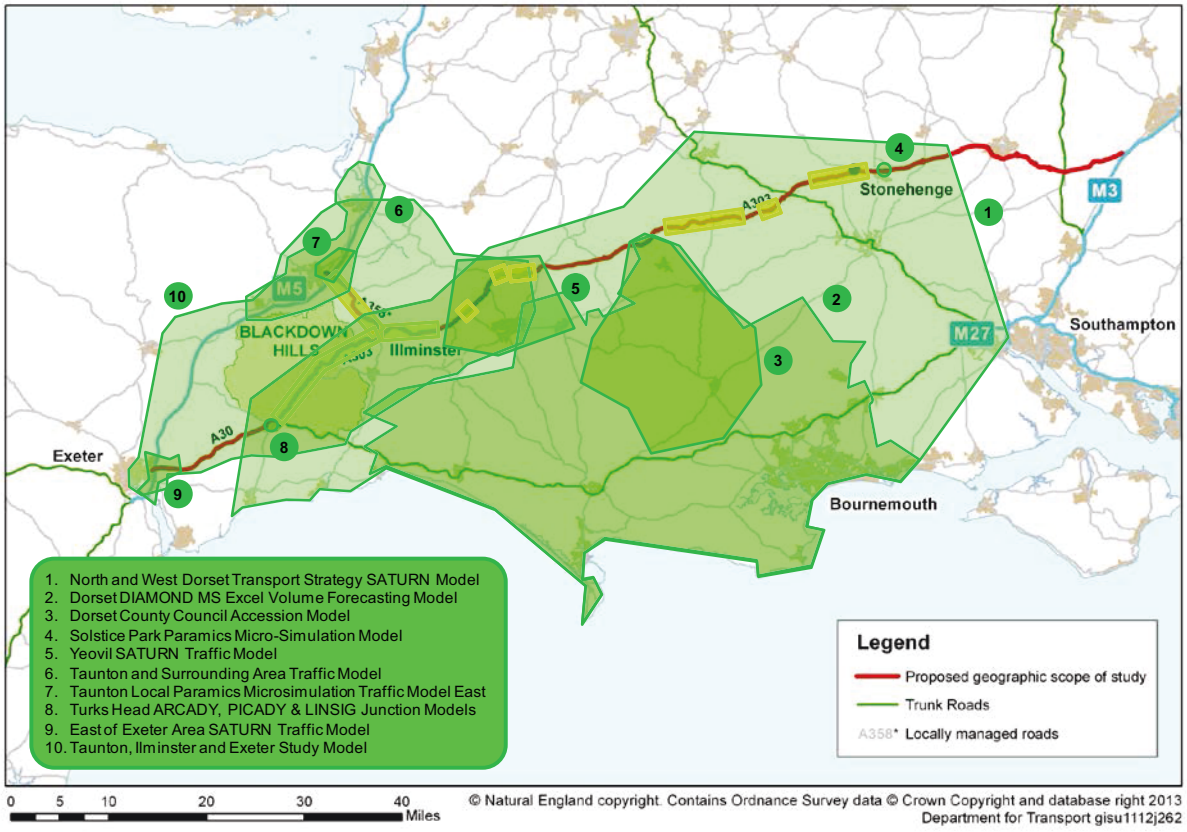
Note: Table 1 of A303/A30/A358 Corridor Feasibility Study – Traffic Model Availability, CH2M Hill, February 2014.

Table C-1: Existing Available Models



Note: Figure 3 of A303/A30/A358 Corridor Feasibility Study – Traffic Model Availability, CH2M Hill, February 2014. Based on Figure 1 of A303/A30/A358 Corridor Feasibility Study, Scope Document.

Figure C-1: Existing Relevant 'Strategic' Model Coverage



Note: Figure 4 of A303/A30/A358 Corridor Feasibility Study – Traffic Model Availability, CH2M Hill, February 2014. Based on Figure 1 of A303/A30/A358 Corridor Feasibility Study, Scope Document.

Figure C-2: Existing Relevant 'Local' Model Coverage

Appendix D
Traffic Data

D. Traffic data

Corridor section				HA ADT		HA HGV flows & proportions				AADT	Non-holiday month ADT (October)			Summer holiday month ADT (August)			Summer extra
No.	Road	From	To	EB	WB	EB		WB			EB	WB	EB & WB	EB	WB	EB & WB	
1	A30	M5 J29	A375	17,400	15,471	1,481	8.5%	1,314	8.5%	32,871	20,047	20,539	40,586	23,420	24,046	47,466	17.0%
2		A375	A35	11,822	11,904	991	8.4%	993	8.3%	23,726	11,974	12,016	23,990	15,394	15,272	30,666	27.8%
3		A35	A30	6,394	6,623	551	8.6%	541	8.2%	13,017	5,927	6,160	12,087	9,146	9,371	18,517	53.2%
4		A35	A303	7,598	7,812	619	8.1%	624	8.0%	15,410	5,927	6,160	12,087	9,146	9,371	18,517	53.2%
5	A303	A30	A358	6,594	6,294	552	8.4%	532	8.5%	12,888	6,361	6,719	13,080	8,459	9,228	17,687	35.2%
6		A358	A356	13,284	12,652	1,415	10.7%	1,412	11.2%	25,936	12,698	12,770	25,468	15,778	15,678	31,456	23.5%
7		A356	A3088	15,319	16,809	1,513	9.9%	1,553	9.2%	32,128	15,263	16,933	32,196	20,190	20,385	40,575	26.0%
8		A3088	A37	12,050	12,023	1,160	9.6%	1,144	9.5%	24,072	12,056	12,071	24,127	15,559	15,377	30,936	28.2%
9		A37	A372	13,807	13,920	1,368	9.9%	1,337	9.6%	27,727	13,854	13,986	27,840	17,602	17,622	35,224	26.5%
10		A372	A359 west	10,956	11,379	1,058	9.7%	1,085	9.5%	22,334	11,006	11,343	22,350	13,953	14,213	28,166	26.0%
11		A359 west	A359 east	12,318	11,607	1,081	8.8%	1,049	9.0%	23,925	10,614	10,954	21,568	15,274	14,552	29,826	38.3%
12		A359 east	A371	11,433	11,791	890	7.8%	1,049	8.9%	23,224	11,618	11,040	22,658	14,066	14,752	28,818	27.2%
13		A371	A350	9,472	9,380	1,090	11.5%	1,100	11.7%	18,852	11,995	12,132	24,127	15,230	13,611	28,841	19.5%
14		A350	A36	10,099	10,126	885	8.8%	960	9.5%	20,225	9,997	10,202	20,199	12,711	12,555	25,266	25.1%
15		A36	A360	10,578	10,524	1,110	10.5%	1,099	10.4%	21,102	10,604	10,567	21,171	13,168	12,687	25,855	22.1%
16		A360	A344	11,177	11,195	1,098	9.8%	1,078	9.6%	22,372	12,120	11,919	24,038	14,646	14,106	28,752	19.6%
17		A344	A345	14,102	11,432	1,178	8.4%	1,184	10.4%	25,534	12,120	11,919	24,038	14,646	14,106	28,752	19.6%
18		A345	A3028	15,143	14,091	1,324	8.7%	1,320	9.4%	29,235	14,471	13,611	28,082	16,490	14,967	31,457	12.0%
19		A3028	A338	16,259	16,432	1,434	8.8%	1,463	8.9%	32,691	16,257	16,391	32,649	18,592	18,606	37,198	13.9%
20		A338	A342	15,509	16,369	not available				31,877	15,772	15,866	31,638	18,141	18,262	36,403	15.1%
21		A342	A343	21,632	21,169	1,874	8.7%	1,827	8.6%	42,801	21,859	21,313	43,172	23,708	23,227	46,935	8.7%
22		A343	A3057	22,464	22,399	2,029	9.0%	not available		44,863	22,737	22,554	45,291	24,778	24,950	49,728	9.8%
23		A3057	A3093	22,254	21,948	1,978	8.9%	2,069	9.4%	44,203	22,839	22,295	45,134	25,525	25,159	50,684	12.3%
24		A3093	A34	24,660	24,589	2,379	9.6%	2,405	9.8%	49,249	24,828	24,701	49,529	26,986	26,985	53,971	9.0%
25		A34	M3	17,400	18,333	1,449	8.3%	1,460	8.0%	35,733	17,290	18,317	35,608	19,446	20,474	39,920	12.1%
26	A358	M5 J25	A378	[redacted]						26,742	13,826	12,916	26,742	15,026	14,135	29,161	9.0%
27		A378	A303							22,007	11,058	10,949	22,007	12,229	12,004	24,233	10.1%

Note: Being based on ADT rather than AWT, the uplift percentages are analogous to but not actually equivalent to the Seasonality Index which, by definition, is the ratio of the average August weekday flow (Monday to Friday) to the average weekday flow in the neutral months, April, May, June, September and October excluding periods affected by bank holidays.

Table D-1 :Corridor Traffic Flows

Year	A303									A358		
	Blackdown Hills between A30 & A358			Yeovil vicinity between A3088 & A37			Andover vicinity between A343 & A3057			Henlade vicinity between M5 & A378		
	EB	WB	EB & WB	EB	WB	EB & WB	EB	WB	EB & WB	EB	WB	EB & WB
2004	6,321	6,406	12,727	12,295	12,126	24,421	21,792	22,182	43,973	14,294	13,457	27,751
2005	6,797	5,776	12,573	12,291	12,190	24,481	21,810	22,143	43,954	14,252	13,426	27,678
2006	6,803	6,517	13,320	12,746	12,595	25,341	22,023	22,382	44,406	14,655	13,957	28,612
2007	6,952	6,615	13,567	12,800	12,842	25,642	22,423	22,697	45,120	14,347	13,421	27,768
2008	6,737	6,436	13,173	12,515	12,346	24,861	22,938	23,177	46,115	14,422	13,501	27,922
2009	6,570	6,461	13,032	12,454	11,875	24,329	22,729	22,712	45,441	14,188	13,235	27,423
2010	6,307	6,610	12,917	12,037	12,093	24,130	23,000	22,973	45,973	14,158	13,196	27,354
2011	6,308	6,657	12,964	12,194	12,192	24,386	22,172	22,284	44,456	13,929	13,049	26,978
2012	6,185	6,551	12,736	11,856	11,838	23,694	22,356	22,272	44,628	13,826	12,917	26,743
2013	6,390	6,747	13,137	12,068	12,082	24,150	22,746	22,565	45,310	13,838	12,910	26,748
growth 2004 to 2013 (%)	1.1%	5.3%	3.2%	-1.8%	-0.4%	-1.1%	4.4%	1.7%	3.0%	-3.2%	-4.1%	-3.6%
growth 2004 to 2013 (%pa)	0.12%	0.58%	0.35%	-0.21%	-0.04%	-0.12%	0.48%	0.19%	0.33%	-0.36%	-0.46%	-0.41%
growth 2008 to 2013 (%)	-5.1%	4.8%	-0.3%	-3.6%	-2.1%	-2.9%	-0.8%	-2.6%	-1.7%	-4.0%	-4.4%	-4.2%
growth 2008 to 2013 (%pa)	-1.05%	0.95%	-0.05%	-0.72%	-0.43%	-0.58%	-0.17%	-0.53%	-0.35%	-0.82%	-0.89%	-0.86%

Table D-2:AADT traffic growth since 2004 (DfT sources) - Directional

Corridor section				Eastbound									Westbound									Both directions								
					AADT				Stress factor					AADT				Stress factor					AADT				Stress factor			
No.	Road	From	To	CRF	2013	2021	2031	2041	2013	2021	2031	2041	CRF	2013	2021	2031	2041	2013	2021	2031	2041	CRF	2013	2021	2031	2041	2013	2021	2031	2041
1	A30	M5 J29	A375	32,315	20,047	21,460	23,116	24,789	0.62	0.66	0.72	0.77	32,315	20,539	21,987	23,684	25,398	0.64	0.68	0.73	0.79	64,629	40,586	43,448	46,800	50,187	0.63	0.67	0.72	0.78
2		A375	A35	39,752	11,974	12,818	13,807	14,806	0.30	0.32	0.35	0.37	39,752	12,016	12,863	13,856	14,858	0.30	0.32	0.35	0.37	79,505	23,990	25,681	27,663	29,665	0.30	0.32	0.35	0.37
3		A35	A30	39,752	5,927	6,345	6,835	7,329	0.15	0.16	0.17	0.18	39,752	6,160	6,594	7,103	7,617	0.15	0.17	0.18	0.19	79,505	12,087	12,939	13,937	14,946	0.15	0.16	0.18	0.19
4		A35	A303	36,701	5,927	6,345	6,835	7,329	0.16	0.17	0.19	0.20	18,350	6,160	6,594	7,103	7,617	0.34	0.36	0.39	0.42	55,051	12,087	12,939	13,937	14,946	0.22	0.24	0.25	0.27
				12,299	5,927	6,345	6,835	7,329	0.48	0.52	0.56	0.60	12,299	6,160	6,594	7,103	7,617	0.50	0.54	0.58	0.62	24,598	12,087	12,939	13,937	14,946	0.49	0.53	0.57	0.61
				18,350	5,927	6,345	6,835	7,329	0.32	0.35	0.37	0.40	36,701	6,160	6,594	7,103	7,617	0.17	0.18	0.19	0.21	55,051	12,087	12,939	13,937	14,946	0.22	0.24	0.25	0.27
				11,595	5,927	6,345	6,835	7,329	0.51	0.55	0.59	0.63	11,595	6,160	6,594	7,103	7,617	0.53	0.57	0.61	0.66	23,189	12,087	12,939	13,937	14,946	0.52	0.56	0.60	0.64
				17,465	5,927	6,345	6,835	7,329	0.34	0.36	0.39	0.42	17,465	6,160	6,594	7,103	7,617	0.35	0.38	0.41	0.44	34,929	12,087	12,939	13,937	14,946	0.35	0.37	0.40	0.43
5	A303	A30	A358	15,033	6,361	6,876	7,487	8,050	0.42	0.46	0.50	0.54	15,033	6,719	7,263	7,908	8,503	0.45	0.48	0.53	0.57	30,065	13,080	14,139	15,394	16,553	0.44	0.47	0.51	0.55
				11,584	6,361	6,876	7,487	8,050	0.55	0.59	0.65	0.69	11,584	6,719	7,263	7,908	8,503	0.58	0.63	0.68	0.73	23,168	13,080	14,139	15,394	16,553	0.56	0.61	0.66	0.71
				46,318	6,361	6,876	7,487	8,050	0.14	0.15	0.16	0.17	46,318	6,719	7,263	7,908	8,503	0.15	0.16	0.17	0.18	92,635	13,080	14,139	15,394	16,553	0.14	0.15	0.17	0.18
				15,033	6,361	6,876	7,487	8,050	0.42	0.46	0.50	0.54	15,033	6,719	7,263	7,908	8,503	0.45	0.48	0.53	0.57	30,065	13,080	14,139	15,394	16,553	0.44	0.47	0.51	0.55
				9,514	6,361	6,876	7,487	8,050	0.67	0.72	0.79	0.85	9,514	6,719	7,263	7,908	8,503	0.71	0.76	0.83	0.89	19,029	13,080	14,139	15,394	16,553	0.69	0.74	0.81	0.87
				11,124	6,361	6,876	7,487	8,050	0.57	0.62	0.67	0.72	11,124	6,719	7,263	7,908	8,503	0.60	0.65	0.71	0.76	22,248	13,080	14,139	15,394	16,553	0.59	0.64	0.69	0.74
				14,113	6,361	6,876	7,487	8,050	0.45	0.49	0.53	0.57	14,113	6,719	7,263	7,908	8,503	0.48	0.51	0.56	0.60	28,226	13,080	14,139	15,394	16,553	0.46	0.50	0.55	0.59
				17,994	6,361	6,876	7,487	8,050	0.35	0.38	0.42	0.45	35,987	6,719	7,263	7,908	8,503	0.19	0.20	0.22	0.24	53,981	13,080	14,139	15,394	16,553	0.24	0.26	0.29	0.31
6		A358	A356	16,044	12,698	13,725	14,944	16,069	0.79	0.86	0.93	1.00	32,088	12,770	13,803	15,029	16,161	0.40	0.43	0.47	0.50	48,132	25,468	27,529	29,974	32,230	0.53	0.57	0.62	0.67
				32,088	12,698	13,725	14,944	16,069	0.40	0.43	0.47	0.50	16,044	12,770	13,803	15,029	16,161	0.80	0.86	0.94	1.01	48,132	25,468	27,529	29,974	32,230	0.53	0.57	0.62	0.67
				12,335	12,698	13,725	14,944	16,069	1.03	1.11	1.21	1.30	12,335	12,770	13,803	15,029	16,161	1.04	1.12	1.22	1.31	24,670	25,468	27,529	29,974	32,230	1.03	1.12	1.21	1.31
				16,044	12,698	13,725	14,944	16,069	0.79	0.86	0.93	1.00	32,088	12,770	13,803	15,029	16,161	0.40	0.43	0.47	0.50	48,132	25,468	27,529	29,974	32,230	0.53	0.57	0.62	0.67
				32,088	12,698	13,725	14,944	16,069	0.40	0.43	0.47	0.50	16,044	12,770	13,803	15,029	16,161	0.80	0.86	0.94	1.01	48,132	25,468	27,529	29,974	32,230	0.53	0.57	0.62	0.67
				12,335	12,698	13,725	14,944	16,069	1.03	1.11	1.21	1.30	12,335	12,770	13,803	15,029	16,161	1.04	1.12	1.22	1.31	24,670	25,468	27,529	29,974	32,230	1.03	1.12	1.21	1.31
				11,947	12,698	13,725	14,944	16,069	1.06	1.15	1.25	1.35	23,893	12,770	13,803	15,029	16,161	0.53	0.58	0.63	0.68	35,840	25,468	27,529	29,974	32,230	0.71	0.77	0.84	0.90
				32,088	12,698	13,725	14,944	16,069	0.40	0.43	0.47	0.50	16,044	12,770	13,803	15,029	16,161	0.80	0.86	0.94	1.01	48,132	25,468	27,529	29,974	32,230	0.53	0.57	0.62	0.67
				41,386	12,698	13,725	14,944	16,069	0.31	0.33	0.36	0.39	41,386	12,770	13,803	15,029	16,161	0.31	0.33	0.36	0.39	82,771	25,468	27,529	29,974	32,230	0.31	0.33	0.36	0.39
7		A356	A3088	35,009	15,263	16,498	17,963	19,315	0.44	0.47	0.51	0.55	35,009	16,933	18,303	19,929	21,429	0.48	0.52	0.57	0.61	70,019	32,196	34,801	37,891	40,744	0.46	0.50	0.54	0.58
8		A3088	A37	42,085	12,056	13,031	14,189	15,257	0.29	0.31	0.34	0.36	42,085	12,071	13,048	14,207	15,276	0.29	0.31	0.34	0.36	84,170	24,127	26,079	28,395	30,533	0.29	0.31	0.34	0.36
9		A37	A372	47,221	13,854	14,975	16,305	17,532	0.29	0.32	0.35	0.37	47,221	13,986	15,117	16,460	17,699	0.30	0.32	0.35	0.37	94,442	27,840	30,092	32,765	35,231	0.29	0.32	0.35	0.37
10		A372	A359	11,337	11,006	11,897	12,953	13,929	0.97	1.05	1.14	1.23	11,337	11,343	12,261	13,350	14,355	0.25	0.26	0.29	0.31	22,674	22,350	24,158	26,304	28,284	0.99	1.07	1.16	1.25
				17,736	11,006	11,897	12,953	13,929	0.62	0.67	0.73	0.79	17,736	11,343	12,261	13,350	14,355	0.64	0.69	0.75	0.81	35,471	22,350	24,158	26,304	28,284	0.63	0.68	0.74	0.80
11		A359 west	A359 east	46,414	10,614	11,472	12,491	13,432	0.23	0.25	0.27	0.29	46,414	10,954	11,840	12,892	13,863	0.24	0.26	0.28	0.30	92,828	21,568	23,313	25,383	27,294	0.23	0.25	0.27	0.29
12		A359 east	A371	47,297	11,618	12,558	13,673	14,702	0.25	0.27	0.29	0.31	47,297	11,040	11,933	12,993	13,971	0.23	0.25	0.27	0.30	94,593	22,658	24,491	26,666	28,673	0.24	0.26	0.28	0.30
13		A371	A350	48,488	11,995	12,965	14,117	15,180	0.25	0.27	0.29	0.31	48,488	12,132	13,114	14,279	15,354	0.25	0.27	0.29	0.32	96,977	24,127	26,079	28,396	30,533	0.25	0.27	0.29	0.31
				13,979	11,995	12,965	14,117	15,180	0.86	0.93	1.01	1.09	13,979	12,132	13,114	14,279	15,354	0.87	0.94	1.02	1.10	27,957	24,127	26,079	28,396	30,533	0.86	0.93	1.02	1.09
				45,380	11,995	12,965	14,117	15,180	0.26	0.29	0.31	0.33	22,690	12,132	13,114	14,279	15,354	0.53	0.58	0.63	0.68	68,070	24,127	26,079	28,396	30,533	0.35	0.38	0.42	0.45
				13,516	11,995	12,965	14,117	15,180	0.89	0.96	1.04	1.12	13,516	12,132	13,114	14,279	15,354	0.90	0.97	1.06	1.14	27,031	24,127	26,079	28,396	30,533	0.89	0.96	1.05	1.13
14		A350	A36	12,408	9,997	10,775	11,441	12,173	0.81	0.87	0.92	0.98	12,408	10,202	10,996	11,675	12,423	0.82	0.89	0.94	1.00	24,815	20,199	21,770	23,116	24,596	0.81	0.88	0.93	0.99
				16,646	9,997	10,775	11,441	12,173	0.60	0.65	0.69	0.73	33,292	10,202	10,996	11,675	12,423	0.31	0.33	0.35	0.37	49,938	20,199	21,770	23,116	24,596	0.40	0.44	0.46	0.49
				11,770	9,997	10,775	11,441	12,173	0.85	0.92	0.97	1.03	11,770	10,202	10,996	11,675	12,423	0.87	0.93	0.99	1.06	23,540	20,199	21,770	23,116	24,596	0.86	0.92	0.98	1.04
				41,727	9,997	10,775	11,441	12,173	0.24	0.26	0.27	0.29	20,864	10,202	10,996	11,675	12,423	0.49	0.53	0.56	0.60	62,591	20,199	21,770	23,116	24,596	0.32	0.35	0.37	0.39
				40,012	9,997	10,775	11,441	12,173	0.25	0.27	0.29	0.30	40,012	10,202	10,996	11,675	12,423	0.25	0.27	0.29	0.31	80,024	20,199	21,770	23,116	24,596	0.25	0.27	0.29	0.31
				11,983	9,997	10,775	11,441	12,173	0.83	0.90	0.95	1.02	11,983	10,202	10,996	11,675	12,423	0.85	0.92	0.97	1.04	23,965	20,199	21,770	23,116	24,596	0.84	0.91	0.96	1.03
				40,012	9,997	10,775	11,441	12,173	0.25	0.27	0.29	0.30	40,012	10,202	10,996	11,675	12,423	0.25	0.27	0.29	0.31	80,024	20,199	21,770	23,116	24,596	0.25	0.27	0.29	0.31
15		A36	A360	40,201	10,604	11,429	12,135	12,912	0.26	0.28	0.30	0.32	40,201	10,567	11,389	12,093	12,868	0.26	0.28	0.30	0.32	80,401	21,171	22,818	24,228	25,780	0.26	0.28	0.30	0.32
				12,375	10,604	11,429	12,135	12,912	0.86	0.92	0.98	1.04	12,375	10,567	11,389	12,093	12,868	0.85	0.92	0.98	1.04	24,750	21,171	22,818	24,228	25,780	0.86	0.92	0.98	1.04
16		A360	A344	11,369	12,120	13,063	13,870	14,758	1.07	1.15	1.22	1.30	11,369	11,919	12,846	13,640	14,513	1.05	1.13	1.20	1.28	22,737	24,038	25,908	27,509	29,271	1.06	1.14	1.21	1.29
17		A344	A345	11,369	12,120	13,063	13,870	14,758	1.07	1.15	1.22	1.30	11,369	11,919	12,846	13,640	14,513	1.05	1.13	1.20	1.28	22,737	24,038	25,908	27,509	29,271	1.06	1.14	1.21	1.29
				34,776	14,471	15,597	16,561	17,622	0.42	0.45	0.48	0.51	34,776	13,611	14,670	15,576	16,574	0.39	0.42	0.45	0.48	69,551	28,082	30,267	32,137	34,196	0.40	0.44	0.46	0.49
18		A345	A3028	34,776	14,471	15,597	16,561	17,622	0.42	0.45	0.48	0.51	34,776	13,611	14,670	15,576	16,574	0.39	0.42	0.45	0.48	69,551	28,082	30,267	32,137	34,196	0.40	0.44	0.46	0.49
19		A3028	A338	35,311	16,257	17,522	18,605	19,796	0.46	0.50	0.53	0.56	35,311	16,391	17,667	18,758	19,960	0.46	0.50	0.53	0.57	70,622	32,649	35,189	37,363	39,756	0.46	0.50	0.53	0.56
20		A338	A342	32,446	15,772	16,698	17,521	18,479	0.49	0.51	0.54	0.57	32,446	15,866	16,797	17,626	18,589	0.49	0.52	0.54	0.57	64,892	31,638	33,495	35,147	37,067	0.49	0.52	0.54	0.57
21		A342	A343	37,578	21,859	23,142	24,283	25,610	0.58	0.62	0.65	0.68	37,578	21,313	22,564	23,676	24,970	0.57	0.60	0.63	0.66	75,156	43,172	45,706	47,959	50,580	0.57	0.61	0.64	0.67
22		A343	A3057	34,495	22,737	24,072	25,259	26,639	0.66	0.70	0.73	0.77	34,495	22,554	23,878	25,055	26,424	0.65	0.69	0.73	0.77	68,991	45,291	47,950	50,314	53,063	0.66	0.70	0.73	0.77
23		A3057	A3093	34,848	22,839	24,179	25,372	26,758	0.66	0.69	0.73	0.77	34,848	22,295	23,604	24,768	26,121	0.64	0.68	0.71	0.75	69,696	45,134	47,784	50,140	52,879	0.65	0.69	0.72	0.76
24		A3093	A34	37,179	24,828	26,285	27,581	29,088	0.67	0.71	0.74	0.78	37,179	24,701	26,151	27,440	28,939	0.66	0.70	0.74	0.78	74,358	49,529	52,436	55,021	58,028	0.67	0.71	0.74	0.78
25		A34	M3	34,799	17,290	18,305	19,208	20,257	0.50	0.53	0.55	0.58	34,799	18,317	19,392	20,349	21,460	0.53	0.56	0.58	0.62	69,598	35,608	37,698	39,556	41,718	0.51	0.54	0.57	0.60
26	A358	M5 J25	A378	18,752	13,826	14,944	16,271	17,496	0.74	0.80	0.87	0.93	37,505	12,916	13,961	15,201	16,346	0.34	0.37	0.41	0.44	56,257	26,742	28,905	31,473	33,842	0.48	0.51	0.56	0.60
				14,179	13,826	14,944	16,271	17,496	0.98	1.05	1.15	1.23	14,179	12,916	13,961	15,201	16,346	0.91	0.98	1.07	1.15	28,358	26,742	28,905	31,473	33,842	0.94	1.02	1.11	1.19
				46,285	13,826	14,944	16,271	17,496	0.30	0.32	0.35	0.38	46,285	12,916	13,961	15,201	16,346	0.28	0.30	0.33	0.35	92,569	26,742	28,905	31,473	33,842	0.29	0.31	0.34	0.37
27		A378	A303	14,429	11,058	11,952	13,014	13,993	0.77	0.83	0.90	0.97	28,859	10,949	11,835	12,886	13,856	0.38	0.41	0.45	0.48	43,288	22,007	23,787	25,900	27,850	0.51	0.55	0.60	0.64
				14,405	11,058	11,952	13,014	13,993	0.77	0.83	0.90	0.97	14,405	10,949	11,835	12,886	13,856	0.76	0.82	0.89	0.96	28,810	22,007	23,787	25,900	27,850	0.76	0.83	0.90	0.97

Table D-3 Corridor CRFs & Stresses – 2013, 2021, 2031 & 2041 Neutral Month – 66 Sections

Corridor section				Eastbound									Westbound									Both directions								
					AADT				Stress factor					AADT				Stress factor					AADT				Stress factor			
No.	Road	From	To	CRF	2013	2021	2031	2041	2013	2021	2031	2041	CRF	2013	2021	2031	2041	2013	2021	2031	2041	CRF	2013	2021	2031	2041	2013	2021	2031	2041
1	A30	M5 J29	A375	35,056	23,420	25,071	27,006	28,960	0.67	0.72	0.77	0.83	35,056	24,046	25,741	27,727	29,734	0.69	0.73	0.79	0.85	70,113	47,466	50,812	54,733	58,694	0.68	0.72	0.78	0.84
2		A375	A35	40,545	15,394	16,479	17,751	19,035	0.38	0.41	0.44	0.47	40,545	15,272	16,349	17,610	18,885	0.38	0.40	0.43	0.47	81,091	30,666	32,828	35,361	37,920	0.38	0.40	0.44	0.47
3		A35	A30	40,545	9,146	9,791	10,546	11,309	0.23	0.24	0.26	0.28	40,545	9,371	10,032	10,806	11,588	0.23	0.25	0.27	0.29	81,091	18,517	19,822	21,352	22,897	0.23	0.24	0.26	0.28
4		A35	A303	37,858	9,146	9,791	10,546	11,309	0.24	0.26	0.28	0.30	18,929	9,371	10,032	10,806	11,588	0.50	0.53	0.57	0.61	56,787	18,517	19,822	21,352	22,897	0.33	0.35	0.38	0.40
				12,680	9,146	9,791	10,546	11,309	0.72	0.77	0.83	0.89	12,680	9,371	10,032	10,806	11,588	0.74	0.79	0.85	0.91	25,361	18,517	19,822	21,352	22,897	0.73	0.78	0.84	0.90
				18,929	9,146	9,791	10,546	11,309	0.48	0.52	0.56	0.60	37,858	9,371	10,032	10,806	11,588	0.25	0.26	0.29	0.31	56,787	18,517	19,822	21,352	22,897	0.33	0.35	0.38	0.40
				11,954	9,146	9,791	10,546	11,309	0.77	0.82	0.88	0.95	11,954	9,371	10,032	10,806	11,588	0.78	0.84	0.90	0.97	23,908	18,517	19,822	21,352	22,897	0.77	0.83	0.89	0.96
				18,006	9,146	9,791	10,546	11,309	0.51	0.54	0.59	0.63	18,006	9,371	10,032	10,806	11,588	0.52	0.56	0.60	0.64	36,012	18,517	19,822	21,352	22,897	0.51	0.55	0.59	0.64
5	A303	A30	A358	15,309	8,459	9,143	9,955	10,705	0.55	0.60	0.65	0.70	15,309	9,228	9,975	10,860	11,678	0.60	0.65	0.71	0.76	30,619	17,687	19,118	20,816	22,383	0.58	0.62	0.68	0.73
				11,797	8,459	9,143	9,955	10,705	0.72	0.78	0.84	0.91	11,797	9,228	9,975	10,860	11,678	0.78	0.85	0.92	0.99	23,594	17,687	19,118	20,816	22,383	0.75	0.81	0.88	0.95
				47,251	8,459	9,143	9,955	10,705	0.18	0.19	0.21	0.23	47,251	9,228	9,975	10,860	11,678	0.20	0.21	0.23	0.25	94,502	17,687	19,118	20,816	22,383	0.19	0.20	0.22	0.24
				15,309	8,459	9,143	9,955	10,705	0.55	0.60	0.65	0.70	15,309	9,228	9,975	10,860	11,678	0.60	0.65	0.71	0.76	30,619	17,687	19,118	20,816	22,383	0.58	0.62	0.68	0.73
				9,690	8,459	9,143	9,955	10,705	0.87	0.94	1.03	1.10	9,690	9,228	9,975	10,860	11,678	0.95	1.03	1.12	1.21	19,379	17,687	19,118	20,816	22,383	0.91	0.99	1.07	1.16
				11,329	8,459	9,143	9,955	10,705	0.75	0.81	0.88	0.94	11,329	9,228	9,975	10,860	11,678	0.81	0.88	0.96	1.03	22,657	17,687	19,118	20,816	22,383	0.78	0.84	0.92	0.99
				14,373	8,459	9,143	9,955	10,705	0.59	0.64	0.69	0.74	14,373	9,228	9,975	10,860	11,678	0.64	0.69	0.76	0.81	28,745	17,687	19,118	20,816	22,383	0.62	0.67	0.72	0.78
				18,345	8,459	9,143	9,955	10,705	0.46	0.50	0.54	0.58	36,689	9,228	9,975	10,860	11,678	0.25	0.27	0.30	0.32	55,034	17,687	19,118	20,816	22,383	0.32	0.35	0.38	0.41
6		A358	A356	16,734	15,778	17,054	18,569	19,967	0.94	1.02	1.11	1.19	33,467	15,678	16,946	18,451	19,841	0.47	0.51	0.55	0.59	50,201	31,456	34,001	37,021	39,808	0.63	0.68	0.74	0.79
				33,467	15,778	17,054	18,569	19,967	0.47	0.51	0.55	0.60	16,734	15,678	16,946	18,451	19,841	0.94	1.01	1.10	1.19	50,201	31,456	34,001	37,021	39,808	0.63	0.68	0.74	0.79
				12,862	15,778	17,054	18,569	19,967	1.23	1.33	1.44	1.55	12,862	15,678	16,946	18,451	19,841	1.22	1.32	1.43	1.54	25,723	31,456	34,001	37,021	39,808	1.22	1.32	1.44	1.55
				16,734	15,778	17,054	18,569	19,967	0.94	1.02	1.11	1.19	33,467	15,678	16,946	18,451	19,841	0.47	0.51	0.55	0.59	50,201	31,456	34,001	37,021	39,808	0.63	0.68	0.74	0.79
				33,467	15,778	17,054	18,569	19,967	0.47	0.51	0.55	0.60	16,734	15,678	16,946	18,451	19,841	0.94	1.01	1.10	1.19	50,201	31,456	34,001	37,021	39,808	0.63	0.68	0.74	0.79
				12,862	15,778	17,054	18,569	19,967	1.23	1.33	1.44	1.55	12,862	15,678	16,946	18,451	19,841	1.22	1.32	1.43	1.54	25,723	31,456	34,001	37,021	39,808	1.22	1.32	1.44	1.55
				12,457	15,778	17,054	18,569	19,967	1.27	1.37	1.49	1.60	24,914	15,678	16,946	18,451	19,841	0.63	0.68	0.74	0.80	37,370	31,456	34,001	37,021	39,808	0.84	0.91	0.99	1.07
				33,467	15,778	17,054	18,569	19,967	0.47	0.51	0.55	0.60	16,734	15,678	16,946	18,451	19,841	0.94	1.01	1.10	1.19	50,201	31,456	34,001	37,021	39,808	0.63	0.68	0.74	0.79
				43,172	15,778	17,054	18,569	19,967	0.37	0.40	0.43	0.46	43,172	15,678	16,946	18,451	19,841	0.36	0.39	0.43	0.46	86,344	31,456	34,001	37,021	39,808	0.36	0.39	0.43	0.46
7		A356	A3088	36,758	20,190	21,823	23,762	25,550	0.55	0.59	0.65	0.70	36,758	20,385	22,034	23,991	25,797	0.55	0.60	0.65	0.70	73,516	40,575	43,858	47,753	51,348	0.55	0.60	0.65	0.70
8		A3088	A37	43,424	15,559	16,818	18,311	19,690	0.36	0.39	0.42	0.45	43,424	15,377	16,621	18,097	19,460	0.35	0.38	0.42	0.45	86,848	30,936	33,439	36,409	39,150	0.36	0.39	0.42	0.45
9		A37	A372	48,005	17,602	19,026	20,716	22,275	0.37	0.40	0.43	0.46	48,005	17,622	19,048	20,739	22,301	0.37	0.40	0.43	0.46	96,010	35,224	38,074	41,455	44,576	0.37	0.40	0.43	0.46
10		A372	A359	11,552	13,953	15,082	16,421	17,658	1.21	1.31	1.42	1.53	11,552	14,213	15,363	16,727	17,987	0.30	0.33	0.35	0.38	23,104	28,166	30,445	33,149	35,644	1.22	1.32	1.43	1.54
				18,072	13,953	15,082	16,421	17,658	0.77	0.83	0.91	0.98	18,072	14,213	15,363	16,727	17,987	0.79	0.85	0.93	1.00	36,144	28,166	30,445	33,149	35,644	0.78	0.84	0.92	0.99
11		A359 west	A359 east	46,902	15,274	16,510	17,976	19,329	0.33	0.35	0.38	0.41	46,902	14,552	15,729	17,126	18,416	0.31	0.34	0.37	0.39	93,804	29,826	32,239	35,102	37,745	0.32	0.34	0.37	0.40
12		A359 east	A371	47,623	14,066	15,204	16,554	17,801	0.30	0.32	0.35	0.37	47,623	14,752	15,945	17,362	18,669	0.31	0.33	0.36	0.39	95,245	28,818	31,149	33,916	36,469	0.30	0.33	0.36	0.38
13		A371	A350	48,871	15,230	16,462	17,924	19,274	0.31	0.34	0.37	0.39	48,871	13,611	14,712	16,019	17,225	0.28	0.30	0.33	0.35	97,741	28,841	31,174	33,943	36,498	0.30	0.32	0.35	0.37
				14,084	15,230	16,462	17,924	19,274	1.08	1.17	1.27	1.37	14,084	13,611	14,712	16,019	17,225	0.97	1.04	1.14	1.22	28,168	28,841	31,174	33,943	36,498	1.02	1.11	1.21	1.30
				45,738	15,230	16,462	17,924	19,274	0.33	0.36	0.39	0.42	22,869	13,611	14,712	16,019	17,225	0.60	0.64	0.70	0.75	68,607	28,841	31,174	33,943	36,498	0.42	0.45	0.49	0.53
				13,618	15,230	16,462	17,924	19,274	1.12	1.21	1.32	1.42	13,618	13,611	14,712	16,019	17,225	1.00	1.08	1.18	1.26	27,235	28,841	31,174	33,943	36,498	1.06	1.14	1.25	1.34
14		A350	A36	13,182	12,711	13,700	14,546	15,478	0.96	1.04	1.10	1.17	13,182	12,555	13,532	14,368	15,288	0.95	1.03	1.09	1.16	26,365	25,266	27,232	28,914	30,766	0.96	1.03	1.10	1.17
				17,694	12,711	13,700	14,546	15,478	0.72	0.77	0.82	0.87	35,387	12,555	13,532	14,368	15,288	0.35	0.38	0.41	0.43	53,081	25,266	27,232	28,914	30,766	0.48	0.51	0.54	0.58
				12,505	12,711	13,700	14,546	15,478	1.02	1.10	1.16	1.24	12,505	12,555	13,532	14,368	15,288	1.00	1.08	1.15	1.22	25,010	25,266	27,232	28,914	30,766	1.01	1.09	1.16	1.23
				44,365	12,711	13,700	14,546	15,478	0.29	0.31	0.33	0.35	22,182	12,555	13,532	14,368	15,288	0.57	0.61	0.65	0.69	66,547	25,266	27,232	28,914	30,766	0.38	0.41	0.43	0.46
				42,542	12,711	13,700	14,546	15,478	0.30	0.32	0.34	0.36	42,542	12,555	13,532	14,368	15,288	0.30	0.32	0.34	0.36	85,083	25,266	27,232	28,914	30,766	0.30	0.32	0.34	0.36
				12,731	12,711	13,700	14,546	15,478	1.00	1.08	1.14	1.22	12,731	12,555	13,532	14,368	15,288	0.99	1.06	1.13	1.20	25,461	25,266	27,232	28,914	30,766	0.99	1.07	1.14	1.21
				42,542	12,711	13,700	14,546	15,478	0.30	0.32	0.34	0.36	42,542	12,555	13,532	14,368	15,288	0.30	0.32	0.34	0.36	85,083	25,266	27,232	28,914	30,766	0.30	0.32	0.34	0.36
15		A36	A360	42,916	13,168	14,192	15,069	16,035	0.31	0.33	0.35	0.37	42,916	12,687	13,674	14,519	15,449	0.30	0.32	0.34	0.36	85,831	25,855	27,867	29,588	31,484	0.30	0.32	0.34	0.37
				13,207	13,168	14,192	15,069	16,035	1.00	1.07	1.14	1.21	13,207	12,687	13,674	14,519	15,449	0.96	1.04	1.10	1.17	26,414	25,855	27,867	29,588	31,484	0.98	1.06	1.12	1.19
16		A360	A344	11,855	14,646	15,785	16,761	17,834	1.24	1.33	1.41	1.50	11,855	14,106	15,203	16,143	17,177	1.19	1.28	1.36	1.45	23,709	28,752	30,989	32,904	35,011	1.21	1.31	1.39	1.48
17		A344	A345	11,855	14,646	15,785	16,761	17,834	1.24	1.33	1.41	1.50	11,855	14,106	15,203	16,143	17,177	1.19	1.28	1.36	1.45	23,709	28,752	30,989	32,904	35,011	1.21	1.31	1.39	1.48
				37,782	16,490	17,773	18,871	20,080	0.44	0.47	0.50	0.53	37,782	14,967	16,131	17,128	18,225	0.40	0.43	0.45	0.48	75,563	31,457	33,904	35,999	38,305	0.42	0.45	0.48	0.51
18		A345	A3028	37,782	16,490	17,773	18,871	20,080	0.44	0.47	0.50	0.53	37,782	14,967	16,131	17,128	18,225	0.40	0.43	0.45	0.48	75,563	31,457	33,904	35,999	38,305	0.42	0.45	0.48	0.51
19		A3028	A338	37,807	18,592	20,038	21,277	22,639	0.49	0.53	0.56	0.60	37,807	18,606	20,054	21,293	22,657	0.49	0.53	0.56	0.60	75,614	37,198	40,092	42,569	45,296	0.49	0.53	0.56	0.60
20		A338	A342	34,953	18,141	19,206	20,153	21,254	0.52	0.55	0.58	0.61	34,953	18,262	19,334	20,287	21,396	0.52	0.55	0.58	0.61	69,907	36,403	38,540	40,440	42,650	0.52	0.55	0.58	0.61
21		A342	A343	39,018	23,708	25,100	26,337	27,776	0.61	0.64	0.68	0.71	39,018	23,227	24,590	25,803	27,213	0.60	0.63	0.66	0.70	78,036	46,935	49,690	52,140	54,989	0.60	0.64	0.67	0.70
22		A343	A3057	35,832	24,778	26,232	27,526	29,030	0.69	0.73	0.77	0.81	35,832	24,950	26,415	27,717	29,231	0.70	0.74	0.77	0.82	71,663	49,728	52,647	55,243	58,261	0.69	0.73	0.77	0.81
23		A3057	A3093	36,915	25,525	27,023	28,356	29,905	0.69	0.73	0.77	0.81	36,915	25,159	26,636	27,949	29,476	0.68	0.72	0.76	0.80	73,830	50,684	53,659	56,305	59,381	0.69	0.73	0.76	0.80
24		A3093	A34	38,578	26,986	28,570	29,979	31,617	0.70	0.74	0.78	0.82	38,578	26,985	28,569	29,978	31,616	0.70	0.74	0.78	0.82	77,156	53,971	57,139	59,956	63,232	0.70	0.74	0.78	0.82
25		A34	M3	36,768	19,446	20,587	21,603	22,783	0.53	0.56	0.59	0.62	36,768	20,474	21,676	22,745	23,987	0.56	0.59	0.62	0.65	73,536	39,920	42,263	44,347	46,770	0.54	0.57	0.60	0.64
26	A358	M5 J25	A378	19,682	15,026	16,242	17,684	19,015	0.76	0.83	0.90	0.97	39,363	14,135	15,279	16,635	17,888	0.36	0.39	0.42	0.45	59,045	29,161	31,520	34,320	36,903	0.49	0.53	0.58	0.63
				14,881	15,026	16,242	17,684	19,015	1.01	1.09	1.19	1.28	14,881	14,135	15,279	16,635	17,888	0.95	1.03	1.12	1.20	29,763	29,161	31,520	34,320	36,903	0.98	1.06	1.15	1.24
				48,578	15,026	16,242	17,684	19,015	0.31	0.33	0.36	0.39	48,578	14,135	15,279	16,635	17,888	0.29	0.31	0.34	0.37	97,156	29,161	31,520	34,320	36,903	0.30	0.32	0.35	0.38
27		A378	A303	14,767	12,229	13,218	14,392	15,476	0.83	0.90	0.97	1.05	29,535	12,004	12,975	14,128	15,191	0.41	0.44	0.48	0.51	44,302	24,233	26,193	28,520	30,667	0.55	0.59	0.64	0.69
				14,742	12,229	13,218	14,392	15,476	0.83	0.90	0.98	1.05	14,742	12,004	12,975	14,128	15,191	0.81	0.88	0.96	1.03	29,484	24,233	26,193	28,520	30,667	0.82	0.89	0.97	1.04

Table D-4: Corridor CRFs & Stresses – 2013, 2021, 2031 & 2041 Summer Month – 66 Sections

Corridor section				October 2013																August 2013											
				Travel times (secs)								Travel speeds (kph)								Travel times (secs)								Travel speeds (kph)			
				Eastbound				Westbound				Eastbound				Westbound				Eastbound				Westbound				Eastbound			
No.	Road	From	To	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs
1	A30	M5 J29	A375	663	668	673	668	697	684	674	685	109	109	108	108	104	106	107	106	654	670	659	663	659	684	668	674	111	108	110	109	110	106	108	107
2		A375	A35	88	88	86	87	88	91	88	90	103	104	105	104	105	102	105	103	86	87	88	87	87	90	88	89	105	105	104	104	107	104	106	105
3		A35	A30	20	19	19	19	16	17	17	17	99	102	103	102	101	95	98	97	19	20	22	20	17	17	17	17	102	99	89	97	100	97	99	98
4		A35	A303	388	408	401	402	399	421	416	415	72	69	70	70	70	66	67	67	385	434	415	420	410	429	430	425	73	64	67	66	68	65	65	66
5	A303	A30	A358	783	815	799	804	812	867	826	845	74	72	73	73	72	68	71	69	772	877	823	842	805	863	838	846	76	67	71	69	73	68	70	69
6		A358	A356	535	528	515	526	506	530	550	528	85	86	88	87	89	85	82	85	520	673	606	623	507	567	609	564	87	68	75	73	89	80	74	80
7		A356	A3088	109	106	102	106	108	110	108	109	97	100	104	100	101	99	100	100	102	106	102	104	108	111	108	109	103	100	104	101	101	98	101	99
8		A3088	A37	174	178	171	175	171	173	171	172	105	103	107	104	106	105	105	105	174	175	173	174	169	176	173	174	105	104	106	105	107	103	104	104
9		A37	A372	118	119	116	118	126	127	125	126	104	103	106	104	101	100	101	100	117	122	119	120	125	126	124	125	105	101	103	102	101	100	102	101
10		A372	A359	328	338	327	333	300	318	332	318	73	71	73	72	78	74	71	74	322	429	405	401	292	336	340	328	74	56	59	59	80	70	69	71
11		A359 west	A359 east	49	49	50	50	46	46	44	46	88	88	86	87	87	87	92	88	50	50	51	50	46	48	50	48	87	86	85	86	88	84	80	84
12		A359 east	A371	341	341	336	340	340	345	343	343	112	111	113	112	114	113	113	113	339	339	331	337	337	343	338	341	112	112	115	113	116	113	115	114
13		A371	A350	695	721	700	710	714	730	725	725	103	99	102	101	99	97	98	98	699	755	734	739	725	752	737	742	102	95	98	97	98	94	96	96
14		A350	A36	577	582	570	578	571	588	605	590	88	87	89	88	89	86	84	86	564	615	631	608	581	625	633	619	90	82	80	83	87	81	80	82
15		A36	A360	410	412	398	409	411	417	414	415	85	84	87	85	85	84	84	84	391	470	422	441	412	433	428	427	89	74	82	79	85	80	81	82
16		A360	A344	162	160	159	161	133	175	179	168	65	66	66	66	78	59	58	62	149	248	260	226	146	212	205	195	71	43	41	47	71	49	51	53
17		A344	A345	102	103	101	102	105	149	166	145	91	90	92	91	93	65	59	67	99	106	104	104	116	243	186	200	94	87	89	89	83	40	52	49
18		A345	A3028	132	131	129	131	122	128	136	129	93	94	95	94	99	94	88	93	128	132	128	130	122	145	138	138	96	93	96	95	99	83	87	87
19		A3028	A338	158	157	154	156	158	155	156	156	108	109	111	109	107	109	108	108	154	159	152	156	157	200	158	180	111	107	112	109	107	84	106	94
20		A338	A342	353	353	345	351	354	358	357	357	114	114	116	114	114	112	113	113	349	355	338	349	356	364	353	359	115	113	119	115	113	111	114	112
21		A342	A343	44	44	43	44	46	44	44	45	102	101	103	102	97	101	103	100	43	45	43	44	45	45	44	45	104	100	104	102	98	99	102	100
22		A343	A3057	68	67	67	67	67	68	67	68	105	107	108	107	108	107	108	108	68	68	66	67	67	69	67	68	106	106	110	107	108	105	108	107
23		A3057	A3093	80	79	78	79	75	76	75	76	101	103	104	102	108	107	108	108	78	79	77	78	75	78	77	77	103	102	105	103	108	104	106	105
24		A3093	A34	296	295	289	294	294	292	291	292	103	104	105	104	104	104	105	104	288	295	288	291	292	297	292	295	106	103	106	105	105	103	104	104
25		A34	M3	313	311	307	311	310	311	307	310	110	111	112	111	111	111	112	112	306	312	309	310	312	314	309	312	112	110	111	111	111	110	112	111
26	A358	M5 J25	A378	NOT AVAILABLE																													
27		A378	A303																														
				6,987	7,072	6,937	7,020	6,970	7,223	7,215	7,168	101	100	102	100	101	98	98	98	6,857	7,620	7,346	7,386	6,969	7,567	7,411	7,398	103	92	96	95	101	93	95	95

Table D-5: Weekday Travel Times & Speeds – 27 Sections

Corridor section				October 2013																August 2013											
				Travel times (secs)								Travel speeds (kph)								Travel times (secs)								Travel speeds (kph)			
				Eastbound				Westbound				Eastbound				Westbound				Eastbound				Westbound				Eastbound			
No.	Road	From	To	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs
1	A30	M5 J29	A375	669	683	642	672	672	664	636	660	108	106	113	108	108	109	114	110	690	684	651	678	687	704	655	692	105	106	111	107	105	103	110	105
2		A375	A35	94	88	84	88	91	89	87	89	96	103	108	103	102	104	106	104	89	93	86	91	87	93	86	90	102	98	105	100	107	100	108	103
3		A35	A30	19	19	21	19	16	17	16	17	102	101	94	100	101	96	100	98	19	28	19	25	16	17	17	17	105	69	105	79	101	96	98	97
4		A35	A303	382	390	375	385	386	441	404	423	73	72	74	72	72	63	69	66	385	482	404	448	427	457	428	444	73	58	69	62	65	61	65	63
5	A303	A30	A358	759	815	747	790	756	866	760	825	77	72	78	74	78	68	77	71	781	957	752	872	820	882	878	870	75	61	78	67	72	67	67	67
6		A358	A356	511	514	497	509	485	504	492	498	89	89	92	89	93	90	92	91	508	837	552	698	512	734	504	640	90	54	82	65	88	62	90	71
7		A356	A3088	101	104	98	102	106	106	108	107	104	102	108	104	102	102	100	102	104	111	98	107	108	111	107	109	102	96	108	99	101	98	101	99
8		A3088	A37	173	175	166	173	164	165	170	166	106	105	110	106	110	110	106	109	181	175	170	175	167	172	167	170	101	105	108	105	108	105	108	106
9		A37	A372	115	118	111	116	118	122	125	122	107	105	110	106	107	104	101	104	117	120	114	118	122	127	123	125	106	103	108	104	104	100	103	101
10		A372	A359	309	331	308	322	295	301	288	298	77	72	77	74	79	78	81	79	320	466	433	433	306	340	298	324	74	51	55	55	76	69	78	72
11		A359 west	A359 east	51	49	48	49	42	45	43	44	84	88	89	88	96	89	94	91	52	49	46	49	46	44	46	45	83	88	93	89	87	91	89	89
12		A359 east	A371	336	336	319	332	332	325	331	327	113	113	119	115	117	120	117	119	344	344	320	338	327	338	330	334	111	111	119	112	119	115	118	117
13		A371	A350	674	709	682	696	698	695	700	697	106	101	105	103	102	102	101	102	708	781	703	750	725	731	736	731	101	92	102	95	98	97	96	97
14		A350	A36	567	562	543	558	569	565	540	561	89	90	93	91	89	90	94	91	576	633	592	613	598	619	594	608	88	80	86	83	85	82	86	84
15		A36	A360	379	389	374	384	407	399	397	401	92	89	93	91	86	87	88	87	381	496	418	457	402	429	425	421	91	70	83	76	87	81	82	83
16		A360	A344	138	165	154	158	176	258	130	212	77	64	69	67	59	40	80	49	149	346	358	311	185	237	229	221	71	31	30	34	56	44	45	47
17		A344	A345	101	101	101	101	107	126	104	117	92	92	92	92	91	77	93	83	99	106	103	104	122	180	110	147	94	87	90	89	80	54	88	66
18		A345	A3028	128	126	129	127	123	146	120	136	96	98	96	97	98	82	100	89	126	130	130	130	142	130	156	139	98	94	94	95	85	93	77	87
19		A3028	A338	153	149	150	150	145	147	148	147	112	114	114	114	116	114	114	115	151	154	157	155	148	172	148	161	113	111	108	110	114	98	114	105
20		A338	A342	342	343	342	342	339	344	342	343	118	117	117	117	119	117	118	117	346	346	350	347	351	355	342	352	116	116	115	116	115	113	118	114
21		A342	A343	43	41	40	41	41	42	42	42	104	109	112	109	108	107	106	107	42	42	40	41	43	43	43	43	106	108	111	108	103	103	103	103
22		A343	A3057	66	63	66	64	62	65	63	64	109	114	109	112	117	112	116	114	68	65	65	66	67	69	65	68	106	110	110	110	108	106	111	108
23		A3057	A3093	76	73	75	74	70	73	70	72	106	111	107	109	117	112	116	114	74	77	75	76	75	77	73	76	109	105	107	106	109	105	112	107
24		A3093	A34	278	281	275	279	271	277	270	274	110	109	111	109	113	110	113	111	284	281	278	281	282	292	282	288	108	109	110	109	108	105	108	106
25		A34	M3	301	296	301	298	295	302	297	300	114	116	114	115	117	114	116	115	298	309	302	305	303	310	307	308	116	112	114	113	114	111	112	112
26	A358	M5 J25	A378	NOT AVAILABLE																													
27		A378	A303																														
				6,765	6,919	6,651	6,830	6,766	7,085	6,683	6,940	104	102	106	103	104	99	105	102	6,891	8,110	7,215	7,665	7,069	7,663	7,151	7,421	102	87	98	92	100	92	99	95

Table D-6: Saturday Travel Times & Speeds – 27 Sections

Corridor section				October 2013																August 2013											
				Travel times (secs)								Travel speeds (kph)								Travel times (secs)								Travel speeds (kph)			
				Eastbound				Westbound				Eastbound				Westbound				Eastbound				Westbound				Eastbound			
No.	Road	From	To	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak	Daytime inter-peak	PM peak	12hrs
1	A30	M5 J29	A375	629	651	649	648	663	658	676	664	115	111	112	112	109	110	107	109	625	682	646	666	663	665	666	665	116	106	112	109	109	109	109	109
2		A375	A35	81	83	82	83	86	88	90	88	111	109	110	110	108	106	103	105	81	85	81	83	90	89	88	89	113	107	112	109	104	105	106	105
3		A35	A30	18	18	18	18	16	17	17	17	106	105	107	106	105	100	96	99	18	18	18	18	16	17	17	17	107	105	107	106	101	99	98	99
4		A35	A303	341	383	385	380	367	403	424	406	82	73	73	74	76	69	66	69	380	397	398	395	382	425	420	418	73	70	70	71	73	66	66	67
5	A303	A30	A358	694	783	805	781	746	824	869	830	84	74	72	75	79	71	68	71	738	781	758	769	754	815	794	802	79	75	77	76	78	72	74	73
6		A358	A356	496	498	587	526	475	503	519	505	92	91	77	87	95	90	87	89	502	551	593	556	468	506	502	500	91	83	77	82	97	89	90	90
7		A356	A3088	102	102	100	101	106	109	107	108	104	104	106	104	102	100	101	101	103	99	103	101	101	107	103	105	102	107	103	105	108	101	105	103
8		A3088	A37	172	164	167	166	165	172	169	170	106	111	110	110	110	105	107	106	176	173	178	175	165	166	160	164	104	106	103	105	109	109	113	110
9		A37	A372	113	111	113	112	128	125	124	125	109	111	109	110	99	101	102	101	114	118	119	118	123	120	118	120	108	104	104	104	103	105	107	105
10		A372	A359	297	332	377	342	282	314	305	308	80	72	63	70	83	74	77	76	298	331	338	329	284	288	293	289	80	72	70	72	82	81	80	81
11		A359 west	A359 east	51	46	45	46	43	43	44	43	85	94	95	94	94	94	92	93	48	49	45	48	42	43	44	43	91	88	95	91	96	93	92	93
12		A359 east	A371	324	330	324	327	324	345	329	338	117	115	117	116	120	113	118	115	335	333	307	324	328	327	329	327	114	114	124	117	119	119	118	119
13		A371	A350	644	715	775	728	657	709	704	702	111	100	92	98	108	100	101	101	682	719	704	710	688	721	712	713	105	100	102	101	103	98	99	99
14		A350	A36	517	581	590	578	530	566	590	570	98	87	86	88	96	90	86	89	540	586	601	585	541	582	595	579	94	86	84	86	94	87	85	88
15		A36	A360	365	463	606	499	379	401	416	403	95	75	57	70	92	87	84	86	371	432	458	432	385	416	418	411	94	80	76	81	90	84	83	85
16		A360	A344	134	198	262	211	121	205	215	198	79	53	40	50	85	51	48	52	133	297	321	281	142	220	213	204	80	36	33	38	73	47	49	51
17		A344	A345	96	102	105	102	102	108	147	119	97	91	88	91	96	90	66	82	97	103	102	102	126	136	113	128	96	90	91	91	77	72	86	76
18		A345	A3028	123	128	131	128	116	127	120	124	100	96	94	96	104	94	100	97	127	124	124	124	120	136	120	129	97	99	99	99	100	88	100	93
19		A3028	A338	146	151	155	152	148	150	154	151	117	113	110	113	114	112	110	112	150	146	153	149	154	149	142	148	114	117	111	115	109	113	119	114
20		A338	A342	332	340	353	343	336	350	348	348	121	118	114	117	120	115	116	116	333	334	339	335	347	344	339	343	121	120	119	120	116	117	119	117
21		A342	A343	39	42	41	41	43	42	43	42	115	106	110	108	105	107	103	106	41	41	40	40	40	43	43	43	109	110	111	110	110	104	103	104
22		A343	A3057	64	66	67	66	63	66	66	66	113	108	108	109	116	110	110	111	64	65	64	64	63	66	66	66	113	111	113	112	116	110	111	111
23		A3057	A3093	75	75	78	76	70	74	75	74	108	107	103	106	116	110	109	110	77	75	73	74	71	74	75	74	104	108	110	108	115	110	109	110
24		A3093	A34	273	288	290	287	275	282	277	280	112	106	105	106	111	108	110	109	281	270	267	271	264	277	282	276	109	113	114	113	115	110	108	111
25		A34	M3	295	302	311	304	298	302	290	298	117	114	111	113	116	114	119	116	296	299	298	298	296	304	297	301	116	115	115	115	117	114	116	115
26	A358	M5 J25	A378	NOT AVAILABLE																													
27		A378	A303																														
				6,422	6,953	7,416	7,046	6,536	6,982	7,120	6,975	110	101	95	100	108	101	99	101	6,607	7,107	7,130	7,048	6,653	7,037	6,949	6,954	107	99	99	100	106	100	101	101

Table D-7: Sunday Travel Times & Speeds – 27 Sections

	Eastbound										HA link	Westbound									
	Weighted travel time				Weighted travel speed							Weighted travel time				Weighted travel speed					
Day	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak		Daytime inter-peak		PM peak		12hrs		AM peak	Daytime inter-peak	PM peak	12hrs	AM peak		Daytime inter-peak		PM peak		12hrs	
A30																								
October weekday	1,158.8	1,182.5	1,179.5	1,176.6	96.2		94.3		94.5		94.7			1,200.7	1,213.5	1,194.7	1,206.7	92.6		91.7		93.1		92.2	
October Saturday	1,164.9	1,180.7	1,121.6	1,164.8	95.7		94.4		99.4		95.7			1,165.5	1,210.8	1,143.8	1,189.6	95.4		91.9		97.3		93.5	
October Sunday	1,070.5	1,135.6	1,134.1	1,128.7	104.1		98.1		98.3		98.7			1,131.9	1,165.7	1,207.7	1,174.8	98.3		95.4		92.1		94.7	
August weekday	1,144.7	1,210.6	1,183.7	1,190.7	97.4	1.2%	92.1	-2.3%	94.2	-0.4%	93.6	-1.2%		1,172.6	1,219.7	1,203.1	1,205.0	94.9	2.4%	91.2	-0.5%	92.5	-0.7%	92.3	0.1%
August Saturday	1,182.5	1,286.4	1,160.0	1,240.8	94.3	-1.5%	86.6	-8.2%	96.1	-3.3%	89.8	-6.1%		1,216.6	1,270.7	1,185.5	1,242.8	91.4	-4.2%	87.5	-4.7%	93.8	-3.5%	89.5	-4.3%
August Sunday	1,104.1	1,182.5	1,142.8	1,162.4	100.9	-3.0%	94.3	-4.0%	97.5	-0.8%	95.9	-2.9%		1,150.5	1,195.6	1,191.3	1,188.7	96.7	-1.6%	93.0	-2.5%	93.4	1.4%	93.6	-1.2%
A303																								
October weekday	5,828.7	5,889.0	5,757.6	5,843.0	93.0		92.1		94.2		92.8			5,769.5	6,009.1	6,020.6	5,961.7	94.0		90.3		90.1		91.0	
October Saturday	5,599.9	5,738.2	5,529.1	5,665.6	96.8		94.5		98.1		95.7			5,600.5	5,874.6	5,539.4	5,750.0	96.9		92.3		97.9		94.3	
October Sunday	5,351.2	5,817.0	6,282.1	5,917.6	101.3		93.2		86.3		91.6			5,404.4	5,816.1	5,912.8	5,800.6	100.4		93.3		91.7		93.5	
August weekday	5,711.8	6,409.7	6,162.3	6,195.4	94.9	2.0%	84.6	-8.1%	88.0	-6.6%	87.5	-5.7%		5,796.2	6,347.3	6,207.9	6,192.8	93.6	-0.5%	85.5	-5.3%	87.4	-3.0%	87.6	-3.7%
August Saturday	5,708.1	6,823.9	6,055.3	6,424.3	95.0	-1.9%	79.5	-15.9%	89.6	-8.7%	84.4	-11.8%		5,852.4	6,392.0	5,965.9	6,178.6	92.7	-4.3%	84.9	-8.1%	90.9	-7.2%	87.8	-6.9%
August Sunday	5,503.3	5,924.6	5,986.9	5,885.9	98.5	-2.8%	91.5	-1.8%	90.6	4.9%	92.1	0.5%		5,502.1	5,841.4	5,758.2	5,765.8	98.6	-1.8%	92.9	-0.4%	94.2	2.7%	94.1	0.6%
A30 & A303																								
October weekday	6,987.5	7,071.6	6,937.0	7,019.6	93.6		92.4		94.2		93.1			6,970.2	7,222.5	7,215.3	7,168.4	93.8		90.5		90.6		91.2	
October Saturday	6,764.8	6,918.9	6,650.7	6,830.3	96.6		94.5		98.3		95.7			6,766.0	7,085.4	6,683.1	6,939.6	96.6		92.3		97.8		94.2	
October Sunday	6,421.7	6,952.7	7,416.2	7,046.3	101.8		94.0		88.2		92.8			6,536.3	6,981.8	7,120.5	6,975.4	100.0		93.6		91.8		93.7	
August weekday	6,856.5	7,620.4	7,346.0	7,386.1	95.3	1.9%	85.8	-7.2%	89.0	-5.6%	88.5	-5.0%		6,968.8	7,567.0	7,410.9	7,397.8	93.8	0.0%	86.4	-4.6%	88.2	-2.6%	88.4	-3.1%
August Saturday	6,890.5	8,110.3	7,215.3	7,665.0	94.9	-1.8%	80.6	-14.7%	90.6	-7.8%	85.3	-10.9%		7,069.0	7,662.7	7,151.5	7,421.4	92.5	-4.3%	85.3	-7.5%	91.4	-6.5%	88.1	-6.5%
August Sunday	6,607.4	7,107.2	7,129.7	7,048.3	98.9	-2.8%	92.0	-2.2%	91.7	4.0%	92.8	0.0%		6,652.7	7,037.0	6,949.4	6,954.4	98.3	-1.7%	92.9	-0.8%	94.1	2.5%	94.0	0.3%
A358 - NOT AVAILABLE																								

Table D-8: Whole Road Weekday, Saturday & Sunday Travel Times & Speeds

	Corridor section					Eastbound									Westbound								
						Weighted travel time				Weighted travel speed					Weighted travel time				Weighted travel speed				
Day	No.	Road	From	To	HA link	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak		Daytime inter-peak		PM peak		12hrs		HA link	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak		Daytime inter-peak		PM peak		12hrs	
October w eekday	1	A30	M5 J29	A375	AL480	663.3	668.2	672.7	668.3	109.3		108.5		107.8		108.5		AL481	696.9	683.9	673.5	685.2	103.8		105.8		107.4		105.6	
October Saturday						669.5	683.0	641.8	671.6	108.3		106.2		113.0		108.0			671.9	663.6	636.2	660.1	107.7		109.0		113.7		109.6	
October Sunday						629.4	651.1	648.7	648.1	115.2		111.3		111.8		111.9			663.2	658.4	676.2	664.0	109.1		109.9		107.0		109.0	
August w eekday						654.2	669.9	658.7	663.4	110.8	1.4%	108.2	-0.3%	110.1	2.1%	109.3	0.7%		659.1	684.5	668.5	674.2	109.8	5.7%	105.7	-0.1%	108.3	0.8%	107.3	1.6%
August Saturday						690.1	683.6	650.9	677.6	105.1	-3.0%	106.1	-0.1%	111.4	-1.4%	107.0	-0.9%		686.6	704.1	654.8	691.6	105.4	-2.1%	102.8	-5.7%	110.5	-2.8%	104.6	-4.6%
August Sunday						624.9	682.4	645.6	665.6	116.0	0.7%	106.2	-4.6%	112.3	0.5%	108.9	-2.6%		663.0	665.4	666.3	665.4	109.1	0.0%	108.7	-1.1%	108.6	1.5%	108.7	-0.2%
October w eekday	2		A375	A35	AL1864A	88.3	87.6	86.4	87.4	102.7		103.6		105.0		103.8		AL1865C	88.4	91.2	88.5	89.8	105.0		101.8		105.0		103.4	
October Saturday						94.4	88.2	84.1	88.2	96.1		102.9		107.9		102.8			90.7	89.2	87.4	89.1	102.4		104.1		106.2		104.2	
October Sunday						81.5	82.9	82.4	82.6	111.4		109.5		110.1		109.8			85.9	87.5	90.0	88.1	108.1		106.1		103.2		105.4	
August w eekday						86.5	86.7	87.6	86.9	104.9	2.2%	104.6	1.0%	103.6	-1.4%	104.4	0.6%		87.1	89.5	87.8	88.6	106.6	1.5%	103.7	1.8%	105.8	0.8%	104.8	1.4%
August Saturday						89.0	92.8	86.2	90.8	101.9	6.0%	97.7	-5.0%	105.3	-2.4%	99.9	-2.8%		86.7	92.6	85.8	90.0	107.2	4.7%	100.3	-3.6%	108.2	1.8%	103.2	-0.9%
August Sunday						80.6	84.7	81.0	83.1	112.5	1.0%	107.1	-2.1%	112.1	1.8%	109.1	-0.7%		89.5	88.7	87.6	88.5	103.7	-4.0%	104.7	-1.3%	106.0	2.7%	104.9	-0.5%
October w eekday	3		A35	A30	AL2187	19.7	19.0	18.9	19.1	98.6		102.2		102.7		101.6		AL2187A	16.5	17.4	16.9	17.1	100.6		95.2		97.7		97.1	
October Saturday						19.0	19.2	20.6	19.5	102.5		101.4		94.1		99.8			16.4	17.2	16.5	16.9	101.0		96.4		100.5		98.0	
October Sunday						18.3	18.5	18.2	18.4	106.3		105.1		106.7		105.7			15.8	16.5	17.2	16.7	104.9		100.2		96.2		99.3	
August w eekday						19.1	19.6	21.9	20.1	101.5	3.0%	99.0	-3.1%	88.6	-13.7%	96.5	-5.0%		16.6	17.1	16.8	16.9	99.6	-1.0%	96.6	1.5%	98.7	1.0%	97.7	0.7%
August Saturday						18.5	28.3	18.6	24.5	105.0	2.5%	68.7	-32.2%	104.5	11.0%	79.3	-20.6%		16.4	17.2	17.0	17.0	100.9	-0.1%	96.0	-0.4%	97.6	-2.9%	97.4	-0.6%
August Sunday						18.2	18.5	18.1	18.3	106.8	0.5%	105.3	0.1%	107.3	0.6%	106.1	0.3%		16.5	16.7	16.8	16.7	100.6	-4.1%	99.1	-1.1%	98.3	2.2%	99.1	-0.2%
October w eekday	4		A35	A303	AL3063	387.5	407.7	401.5	401.8	72.1		68.5		69.6		69.5		AL3060	398.8	421.0	415.8	414.6	70.0		66.4		67.2		67.4	
October Saturday						382.1	390.4	375.1	385.5	73.1		71.6		74.5		72.5			386.5	440.7	403.6	423.5	72.3		63.4		69.2		66.0	
October Sunday						341.3	383.1	384.8	379.6	81.9		72.9		72.6		73.6			367.0	403.3	424.2	406.1	76.1		69.3		65.9		68.8	
August w eekday						384.8	434.4	415.5	420.2	72.6	0.7%	64.3	-6.1%	67.2	-3.4%	66.5	-4.4%		409.8	428.5	430.1	425.2	68.2	-2.7%	65.2	-1.8%	65.0	-3.3%	65.7	-2.5%
August Saturday						384.9	481.7	404.3	447.8	72.6	-0.7%	58.0	-18.9%	69.1	-7.2%	62.4	-13.9%		427.0	456.8	427.9	444.2	65.4	-9.5%	61.2	-3.5%	65.3	-5.7%	62.9	-4.7%
August Sunday						380.4	396.9	398.1	395.3	73.4	-10.3%	70.4	-3.5%	70.2	-3.3%	70.7	-4.0%		381.5	424.8	420.5	418.0	73.2	-3.8%	65.8	-5.0%	66.4	0.9%	66.8	-2.8%
October w eekday	5	A303	A30	A358	AL3061	783.2	815.1	799.1	803.8	74.5		71.6		73.0		72.6		AL3062	811.9	867.1	825.9	844.6	72.3		67.7		71.0		69.5	
October Saturday						759.2	815.2	747.3	790.2	76.8		71.5		78.0		73.8			755.9	866.4	759.6	825.3	77.6		67.7		77.3		71.1	
October Sunday						693.8	783.2	805.0	781.1	84.1		74.5		72.4		74.7			745.6	823.7	869.1	830.2	78.7		71.2		67.5		70.7	
August w eekday						772.2	876.6	823.2	841.7	75.5	1.4%	66.5	-7.0%	70.8	-2.9%	69.3	-4.5%		805.3	863.1	838.3	846.2	72.9	0.8%	68.0	0.5%	70.0	-1.5%	69.3	-0.2%
August Saturday						780.9	957.2	751.7	872.1	74.7	-2.8%	60.9	-14.8%	77.6	-0.6%	66.9	-9.4%		820.2	882.2	877.8	870.4	71.5	-7.8%	66.5	-1.8%	66.9	-13.5%	67.4	-5.2%
August Sunday						737.8	780.8	758.0	768.7	79.1	-6.0%	74.7	0.3%	76.9	6.2%	75.9	1.6%		754.2	815.4	794.2	801.5	77.8	-1.1%	72.0	1.0%	73.9	9.4%	73.2	3.6%
October w eekday	6		A358	A356	AL3059	534.6	528.2	515.3	525.9	85.1		86.1		88.3		86.5		AL3058	506.2	529.8	549.8	528.3	89.2		85.2		82.1		85.4	
October Saturday						510.7	513.7	497.2	509.2	89.1		88.6		91.5		89.4			484.5	504.2	491.8	498.2	93.2		89.5		91.8		90.6	
October Sunday						495.5	498.3	587.4	525.9	91.8		91.3		77.5		86.5			475.1	502.7	519.4	505.0	95.0		89.8		86.9		89.4	
August w eekday						520.2	672.8	606.2	623.4	87.5	2.8%	67.6	-21.5%	75.1	-15.0%	73.0	-15.6%		507.2	567.0	608.9	563.6	89.0	-0.2%	79.6	-6.5%	74.1	-9.7%	80.1	-6.3%
August Saturday						507.7	836.8	551.9	697.8	89.6	0.6%	54.4	-38.6%	82.4	-9.9%	65.2	-27.0%		511.7	733.7	504.3	640.2	88.2	-5.3%	61.5	-31.3%	89.5	-2.5%	70.5	-22.2%
August Sunday						501.6	551.1	593.0	556.2	90.7	-1.2%	82.6	-9.6%	76.7	-0.9%	81.8	-5.4%		467.6	505.7	501.9	499.7	96.5	1.6%	89.3	-0.6%	89.9	3.5%	90.3	1.1%
October w eekday	7		A356	A3088	AL2398	109.3	105.5	102.2	105.9	96.8		100.3		103.5		100.0		AL2	107.8	109.6	108.5	108.9	100.9		99.2		100.2		99.8	
October Saturday						101.3	103.5	97.7	101.9	104.5		102.2		108.3		103.9			106.2	106.1	108.2	106.6	102.4		102.5		100.5		101.9	
October Sunday						102.1	101.8	100.2	101.3	103.6		104.0		105.6		104.4			106.3	108.7	107.2	108.0	102.3		100.0		101.4		100.7	
August w eekday						102.3	106.2	102.2	104.3	103.4	6.8%	99.6	-0.7%	103.5	0.0%	101.5	1.5%		107.8	110.7	108.0	109.3	100.8	0.0%	98.3	-0.9%	100.7	0.5%	99.4	-0.4%
August Saturday						104.1	110.6	98.1	106.8	101.6	-2.7%	95.7	-6.4%	107.9	-0.4%	99.1	-4.6%		107.8	110.9	107.2	109.4	100.9	-1.4%	98.0	-4.3%	101.4	0.9%	99.4	-2.5%
August Sunday						103.4	99.4	102.9	100.9	102.3	-1.3%	106.5	2.4%	102.8	-2.6%	104.9	0.4%		100.9	107.4	103.4	105.4	107.7	5.3%	101.2	1.2%	105.1	3.7%	103.1	2.4%
October w eekday	8		A3088	A37	AL2397	174.1	177.7	171.5	175.3	105.1		102.9		106.6		104.3		AL2402A	171.1	172.9	171.4	172.1	105.6		104.5		105.4		105.0	
October Saturday						172.9	174.9	166.2	172.7	105.7		104.6		110.1		105.9			163.8	164.8	170.1	165.8	110.3		109.7		106.3		109.0	
October Sunday						171.7	164.5	166.7	165.9	106.5		111.2		109.7		110.2			164.6	171.7	168.9	170.1	109.8		105.3		107.0		106.2	
August w eekday						173.7	175.2	172.7	174.2	105.3	0.2%	104.4	1.4%	105.9	-0.7%	105.0	0.6%		168.7	176.0	173.3	173.8	107.1	1.4%	102.7	-1.8%	104.3	-1.1%	104.0	-1.0%
August Saturday						180.7	174.8	169.5	174.6	101.2	-4.3%	104.6	0.1%	107.9	-2.0%	104.7	-1.1%		166.8	172.4	167.3	170.1	108.4	-1.8%	104.8	-4.4%	108.0	1.7%	106.3	-2.5%
August Sunday						175.5	172.9	178.3	174.9	104.2	-2.2%	105.8	-4.9%	102.6	-6.5%	104.6	-5.1%		165.0	166.1	159.6	164.2	109.5	-0.3%	108.8	3.3%	113.2	5.8%	110.0	3.6%
October w eekday	9		A37	A372	AL2403	118.0	119.3	116.4	118.2	104.3		103.2		105.8		104.1		AL2404B	125.9	127.3	125.1	126.4	100.6		99.5		101.3		100.3	
October Saturday						114.9	117.7	111.4	115.7	107.2		104.6		110.5		106.4			118.2	121.9	125.0	121.9	107.2		104.0		101.4		103.9	
October Sunday						113.3	110.9	113.0	111.8	108.7		111.0		108.9		110.1			127.7	125.4	124.4	125.3	99.2		101.1		101.9		101.1	
August w eekday						116.7	122.0	119.4	120.3	105.5	1.1%	100.9	-2.2%	103.1	-2.5%	102.4	-1.7%		125.4	126.2	124.0	125.4	101.0	0.4%	100.5	0.9%	102.2	0.9%	101.0	0.8%
August Saturday						116.6	119.8	113.6	117.8	105.6	-1.5%	102.8	-1.8%	108.3	-2.0%	104.5	-1.8%		122.4	126.8	123.0	125.0	103.5	-3.5%	100.0	-3.9%	103.0	1.6%	101.3	-2.5%
August Sunday						113.8	118.3	118.6	117.9	108.2	-0.4%	104.1	-6.2%	103.8	-4.7%	104.5	-5.2%		123.3	120.3	118.1	120.1	102.8	3.6%	105.3	4.2%	107.3	5.3%	105.5	4.3%
October w eekday	10		A372	A359	AL3047	327.9	338.0	327.0	332.9	72.7		70.5		72.9		71.6		AL3046	299.9	318.3	331.5	318.3	78.0		73.5		70.6		73.5	
October Saturday						309.0	331.2	308.3	322.0	77.1		72.0		77.3		74.0			295.4	301.5	287.9	297.6	79.2		77.6		81.3		78.6	
October Sunday						297.5	332.2	376.8	342.4	80.1		71.7		63.2		69.6			281.7	314.1	305.2	308.1	83.1		74.5		76.7		76.0	
August w eekday						322.1	429.1	405.5	401.0	74.0	1.8%	55.5	-21.2%	58.8	-19.3%	59.4	-17.0%		292.1	335.5	340.1	328.2	80.1	2.7%	69.7	-5.1%	68.8	-2.5%	71.3	-3.0%
August Saturday						320.4	466.2	433.4	433.2	74.4	-3.6%	51.1	-28.9%	55.0	-28.9%	55.0	-25.7%		306.1	340.4	298.2	323.6	76.4	-3.5%	68.7	-11.4%	78.5	-3.5%	72.3	-8.0%
August Sunday						297.5	330.7	338.5	328.9	80.1	0.0%	72.1	0.5%	70.4	11.3%	72.5	4.1%		284.0	288.3	292.7	288.9	82.4	-0.8%	81.2	8.9%	80.0	4.3%	81.0	6.6%
October w eekday	11		A359 west	A359 east	AL2406	49.2	49.2	50.4	49.5	87.8		87.7		85.7		87.2		AL4	46.4	46.5	43.6	45.7	86.8		86.7		92.4		88.3	
October Saturday						51.2	48.9	48.3	49.2	84.4		88.3		89.4		87.8			41.9	45.2	43.0	44.1	96.3		89.3		93.9		91.4	
October Sunday						50.6	45.8	45.3	46.1	85.4		94.3		95.4		93.6			42.9	42.8	44.0	43.2	93.9		94.2		91.7		93.3	
August w eekday						49.8	50.2	50.6	50.2	86.7	-1.2%	86.1	-1.9%	85.5	-0.2%	86.0	-1.3%		45.7	47.9	50.2	48.1	88.3	1.7%	84.1	-3.0%	80.3	-13.1%	83.8	-5.1%
August Saturday						52.1	48.8	46.4	48.8	82.9	-1.7%	88.5	0.2%	93.1	4.1%	88.5	0.7%		46.4	44.3	45.5	45.1	86.9	-9.8%	91.0	1.9%	88.5	-5.7%	89.5	-2.1%
August Sunday						47.6	48.9	45.3	47.7	90.7	6.2%	88.3	-6.4%	95.3	-0.1%	90.5	-3.3%		42.1	43.5	44.0	43.4	95.9	2.1%	92.7	-1.5%	91.7	0.0%	92.9	-0.5%
October w eekday	12		A359 east	A371	AL7	340.7	341.4	336.0	339.8	111.6		111.4		113.1		111.9		AL8	339.9	345.2	342.6	343.3	114.4		112.6		113.5		113.3	
October Saturday						335.7	335.7	319.1	331.8	113.2		113.2		119.1		114.6			331.6	324.5	331.0	327.2	117.2		119.8		117.5		118.8	
October Sunday						324.3	329.9	324.0	327.4	117.2		115.2		117.3		116.1			323.6	344.7	329.3	337.6	120.2		112.8		118.1		115.2	
August w eekday						339.1	338.7	330.7	336.8	112.1	0.5%	112.2	0.8%	114.9	1.6%	112.9	0.9%		336.6	343.4	338.2	340.6	115.5	1.0%	113.2	0.5%	115.0	1.3%	114.1	0.8%
August Saturday						343.8	343.9	319.7	338.2	110.6	-2.3%	110.5	-2.4%	118.9	-0.2%	112.4	-1.9%		327.0	337.6	330.0	333.5	118.9	1.4%	115.2	-3.9%	117.8	0.3%	116.6	-1.9%
August Sunday						334.8	332.6	307.4	324.3	113.6	-3.1%	114.3	-0.8%	123.7	5.4%	117.2	0.9%		327.7	326.7	329.0	327.5	118.6	-1.3%	119.0	5.5%	118.2	0.1%	118.7	3.1%
October w eekday	13		A371	A350	AL3053	695.5	720.6	699.9	709.7	103.0		99.4		102.4		100.9		AL3054	714.1	729.5	724.7	724.8	99.2		97.1		97.8		97.8	
October Saturday						674.0	709.0	681.7	696.5	106.3		101.0		105.1		102.9			697.8	695.3	699.6	696.7	101.5		101.9		101.3		101.7	
October Sunday						643.7	715.0	774.7	727.8	111.3		100.2		92.5		98.4			657.5	709.2	703.9	702.0	107.8		99.9		100.7		100.9	
August w eekday						699.2	754.9	734.4	738.6	102.5	-0.5%	94.9	-4.5%	97.5	-4.7%	97.0	-3.9%		724.8	751.5	737.0	741.7	97.8	-1.5%	94.3	-2.9%	96.1	-1.7%	95.5	-2.3%
August Saturday						708.2	780.7	702.7	750.4	101.2	-4.8%	91.8	-9.2%	102.0	-3.0%	95.5	-7.2%		725.3	731.3	736.2	730.8	97.7	-3.8%	96.9	-4.9%	96.2	-5.0%	96.9	-4.7%
August Sunday						682.3	719.0	704.3	710.3	105.0	-5.7%	99.6	-0.6%	101.7	10.0%	100.9	2.5%		687.6	721.0	712.4	713.5	103.0	-4.4%	98.3	-1.6%	99.4	-1.2%	99.3	-1.6%
October w eekday	14		A350	A36	AL3052	577.1	581.6	569.8	577.8	87.7		87.0		88.8		87.6		AL3051	570.5	588.4	605.2	590.3	89.1		86.4		84.0		86.1	
October Saturday						566.6	561.9	543.2	558.3	89.3		90.1		93.2		90.7			569.4	564.9	539.7	560.7	89.3		90.0		94.2		90.7	
October Sunday						517.4	580.6	589.7	577.6	97.8		87.2		85.8		87.6			530.3	566.5	589.9	569.8	95.9		89.7		86.2		89.2	
August w eekday						563.8	615.2	630.6	608.3	89.8	2.4%	82.3	-5.5%	80.3	-9.7%	83.2	-5.0%		581.3	625.4	632.5	618.9	87.5	-1.8%	81.3	-5.9%	80.4	-4.3%	82.1	-4.6%
August Saturday						575.8	632.6	591.6	613.3	87.9	-1.6%	80.0	-11.2%	85.6	-8.2%	82.5	-9.0%		597.9	618.5	594.3	608.1	85.0	-4.8%	82.2	-8.7%	85.5	-9.2%	83.6	-7.8%
August Sunday						540.0	586.1	601.4	585.4	93.7	-4.2%	86.4	-0.9%	84.2	-1.9%	86.5	-1.3%		541.2	582.1	595.2	579.2	93.9	-2.0%	87.3	-2.7%	85.4	-0.9%	87.8	-1.6%
October w eekday	15		A36	A360	AL3044	410.5	412.3	397.7	408.6	84.7		84.3		87.4		85.1		AL3045	411.1	417.3	413.8	415.1	84.8		83.5		84.2		83.9	
October Saturday						379.0	388.8	374.3	383.5	91.8		89.5		92.9		90.7			407.4	399.3	397.4	400.6	85.5		87.3		87.7		87.0	
October Sunday						365.2	462.9	605.7	499.5	95.2		75.1		57.4		69.6			379.1	400.7	416.1	402.9	91.9		87.0		83.8		86.5	
August w eekday						390.7	469.9	421.8	441.0	89.0	5.1%	74.0	-12.3%	82.4	-5.7%	78.9	-7.4%		411.8	433.1	427.9	427.4	84.6	-0.2%	80.5	-3.7%	81.4	-3.3%	81.5	-2.9%
August Saturday						381.2	496.3	418.1	456.7	91.2	-0.6%	70.1	-21.7%	83.2	-10.5%	76.1	-16.0%		402.1	429.3	425.1	421.0	86.7	1.3%	81.2	-7.0%	82.0	-6.5%	82.8	-4.8%
August Sunday						370.7	432.2	458.0	431.6	93.8	-1.5%	80.5	7.1%	75.9	32.3%	80.6	15.7%		385.4	415.9	417.8	411.1	90.4	-1.6%	83.8	-3.6%	83.4	-0.4%	84.8	-2.0%
October w eekday	16		A360	A344	AL3048	162.1	160.5	159.5	160.7	65.3		66.0		66.4		65.9		AL3043	133.4	175.3	179.0	167.6	77.7		59.2		57.9		61.9	
October Saturday						137.9	165.4	154.2	157.7	76.7		64.0		68.6		67.1			176.4	257.9	130.3	212.1	58.8		40.2		79.6		48.9	
October Sunday						134.2	198.5	262.2	211.2	78.9		53.3		40.4		50.1			121.4	204.7	215.4	197.5	85.4		50.7		48.1		52.5	
August w eekday						149.2	248.0	259.8	226.1	71.0	8.7%	42.7	-35.3%	40.7	-38.6%	46.8	-28.9%		145.7	211.6	205.0	194.9	71.1	-8.5%	49.0	-17.2%	50.6	-12.6%	53.2	-14.0%
August Saturday						149.0	345.9	357.9	310.8	71.1	-7.4%	30.6	-52.2%	29.6	-56.9%	34.1	-49.3%		185.5	237.4	229.5	221.1	55.9	-4.9%	43.7	8.6%	45.2	-43.2%	46.9	-4.0%
August Sunday						132.8	297.1	321.2	281.1	79.7	1.0%	35.6	-33.2%	33.0	-18.4%	37.7	-24.9%		141.8	219.9	213.0	203.5	73.1	-14.4%	47.2	-6.9%	48.7	1.1%	50.9	-2.9%
October w eekday	17		A344	A345	AL3049	102.0	102.7	101.1	102.1	91.0		90.5		91.9		91.0		AL3050	104.9	149.3	165.9	144.8	92.7		65.1		58.6		67.1	
October Saturday						101.3	100.6	101.4	100.9	91.7		92.4		91.6		92.0			106.6	125.6	104.0	116.7	91.2		77.4		93.5		83.3	
October Sunday						95.6	101.7	105.5	102.2	97.1		91.3		88.1		90.9			101.7	108.0	147.2	119.0	95.6		90.0		66.0		81.7	
August w eekday						98.6	106.4	104.5	104.0	94.2	3.5%	87.3	-3.5%	88.9	-3.2%	89.3	-1.8%		116.4	242.8	186.3	200.0	83.5	-9.9%	40.0	-38.5%	52.2	-10.9%	48.6	-27.6%
August Saturday						98.6	106.3	103.3	104.1	94.2	2.8%	87.3	-5.4%	89.9	-1.8%	89.2	-3.1%		122.0	179.8	109.8	147.1	79.6	-12.7%	54.0	-30.2%	88.5	-5.3%	66.1	-20.7%
August Sunday						96.6	103.0	101.5	101.7	96.2	-1.0%	90.2	-1.2%	91.5	3.9%	91.3	0.5%		126.1	135.9	113.1	128.2	77.1	-19.4%	71.5	-20.5%	85.9	30.1%	75.8	-7.1%
October w eekday	18		A345	A3028	AL2435	132.1	131.1	129.1	131.0	93.2		93.9		95.4		94.0		AL2436	121.6	128.3	136.0	129.4	98.9		93.7		88.4		92.9	
October Saturday						127.7	126.0	128.7	126.9	96.4		97.8		95.7		97.0			123.0	146.4	120.4	135.7	97.7		82.2		99.9		88.6	
October Sunday						122.9	127.6	130.6	128.1	100.2		96.5		94.3		96.1			115.6	127.3	120.2	123.9	104.0		94.4		100.0		97.1	
August w eekday						128.2	131.9	128.1	130.0	96.0	3.0%	93.3	-0.6%	96.1	0.7%	94.7	0.7%		122.1	145.4	138.2	138.4	98.5	-0.4%	82.7	-11.8%	87.0	-1.6%	86.9	-6.5%
August Saturday						125.9	130.5	130.4	129.6	97.8	1.4%	94.4	-3.5%	94.4	-1.3%	95.0	-2.1%		141.5	129.5	156.4	138.7	84.9	-13.1%	92.8	13.0%	76.9	-23.0%	86.7	-2.2%
August Sunday						126.9	123.8	124.2	124.3	97.0	-3.2%	99.4	3.1%	99.2	5.2%	99.0	3.0%		119.7	136.0	120.2	129.4	100.5	-3.4%	88.4	-6.4%	100.1	0.0%	93.0	-4.3%

	Corridor section					Eastbound									Westbound								
						Weighted travel time				Weighted travel speed					Weighted travel time				Weighted travel speed				
Day	No.	Road	From	To	HA link	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak		Daytime inter-peak		PM peak		12hrs		HA link	AM peak	Daytime inter-peak	PM peak	12hrs	AM peak		Daytime inter-peak		PM peak		12hrs	
October w eekday	19		A3028	A338	AL12	157.9	156.9	153.7	156.5	108.0		108.7		111.0		109.1		AL11	157.9	154.5	155.8	155.6	106.7		109.0		108.1		108.3	
October Saturday						152.6	149.2	150.2	150.1	111.8		114.4		113.6		113.7			144.7	147.3	147.8	146.9	116.4		114.4		114.0		114.7	
October Sunday						145.9	150.7	155.1	151.6	116.9		113.2		110.0		112.5			147.8	149.8	153.7	150.7	114.0		112.4		109.6		111.8	
August w eekday						154.2	159.0	152.1	156.0	110.7	2.4%	107.3	-1.3%	112.2	1.1%	109.4	0.3%		156.8	200.3	158.2	179.9	107.4	0.7%	84.1	-22.9%	106.5	-1.5%	93.6	-13.5%
August Saturday						151.4	154.4	157.5	154.7	112.7	0.8%	110.5	-3.4%	108.4	-4.6%	110.3	-3.0%		148.1	172.0	147.7	161.1	113.7	-2.3%	97.9	-14.4%	114.0	0.1%	104.6	-8.8%
August Sunday						149.9	146.2	153.2	148.7	113.8	-2.7%	116.7	3.1%	111.4	1.3%	114.7	2.0%		154.3	148.5	141.8	147.8	109.2	-4.3%	113.4	0.9%	118.8	8.4%	114.0	2.0%
October w eekday	20		A338	A342	AL13	353.3	353.0	345.1	351.0	113.7		113.8		116.4		114.5		AL14	354.2	357.9	357.4	356.8	113.6		112.4		112.6		112.8	
October Saturday						341.7	342.7	342.1	342.4	117.6		117.2		117.4		117.3			339.2	344.5	341.7	342.8	118.7		116.8		117.8		117.4	
October Sunday						331.6	340.0	353.3	342.8	121.1		118.2		113.7		117.2			336.0	350.0	348.1	347.9	119.8		115.0		115.6		115.7	
August w eekday						348.6	355.0	338.4	349.2	115.2	1.3%	113.2	-0.6%	118.7	2.0%	115.1	0.5%		355.9	363.8	352.8	359.2	113.1	-0.5%	110.6	-1.6%	114.1	1.3%	112.1	-0.6%
August Saturday						346.2	345.8	349.5	346.7	116.0	-1.3%	116.2	-0.9%	114.9	-2.1%	115.9	-1.3%		351.2	354.9	342.5	351.6	114.6	-3.4%	113.4	-2.9%	117.5	-0.2%	114.5	-2.5%
August Sunday						332.8	333.8	338.8	335.0	120.7	-0.3%	120.4	1.9%	118.6	4.3%	119.9	2.3%		347.4	344.4	338.6	343.1	115.9	-3.3%	116.9	1.6%	118.9	2.8%	117.3	1.4%
October w eekday	21		A342	A343	AL16	43.6	44.1	43.3	43.8	102.4		101.2		103.1		102.0		AL15	46.1	44.4	43.5	44.6	96.9		100.5		102.5		100.2	
October Saturday						42.8	40.8	39.9	41.0	104.2		109.5		111.8		109.0			41.4	41.8	42.1	41.8	107.9		106.8		105.9		106.8	
October Sunday						38.8	42.0	40.7	41.2	115.0		106.2		109.6		108.2			42.5	41.6	43.2	42.2	105.0		107.4		103.2		105.8	
August w eekday						42.8	44.5	42.8	43.6	104.3	1.8%	100.2	-0.9%	104.4	1.2%	102.3	0.3%		45.4	44.9	43.9	44.8	98.2	1.3%	99.5	-1.0%	101.6	-0.9%	99.8	-0.4%
August Saturday						42.3	41.5	40.1	41.3	105.6	1.3%	107.5	-1.8%	111.3	-0.5%	108.1	-0.8%		43.3	43.1	43.4	43.2	103.1	-4.4%	103.5	-3.1%	102.9	-2.9%	103.3	-3.3%
August Sunday						41.1	40.5	40.2	40.5	108.6	-5.5%	110.1	3.6%	111.2	1.4%	110.3	1.9%		40.5	43.1	43.4	42.8	110.3	5.1%	103.7	-3.5%	102.9	-0.3%	104.4	-1.4%
October w eekday	22		A343	A3057	AL18	68.3	67.5	66.6	67.5	105.5		106.7		108.1		106.7		AL17	67.4	67.7	67.3	67.5	107.9		107.4		108.1		107.7	
October Saturday						65.8	63.1	66.4	64.4	109.4		114.1		108.5		111.9			62.2	65.1	62.6	64.0	116.8		111.7		116.2		113.6	
October Sunday						63.7	66.5	66.8	66.2	113.0		108.3		107.8		108.7			62.5	66.1	66.0	65.6	116.3		110.1		110.1		110.8	
August w eekday						67.7	67.7	65.6	67.1	106.4	0.9%	106.3	-0.3%	109.8	1.6%	107.2	0.5%		67.3	69.0	67.1	68.1	108.0	0.1%	105.3	-1.9%	108.4	0.3%	106.7	-0.9%
August Saturday						68.0	65.2	65.2	65.7	105.8	-3.3%	110.4	-3.2%	110.5	1.8%	109.6	-2.0%		67.2	68.6	65.3	67.6	108.2	-7.4%	106.0	-5.0%	111.3	-4.2%	107.5	-5.4%
August Sunday						63.6	64.6	63.8	64.2	113.2	0.1%	111.4	2.9%	112.9	4.7%	112.1	3.1%		62.7	66.3	65.7	65.6	116.0	-0.3%	109.7	-0.3%	110.7	0.5%	110.9	0.1%
October w eekday	23		A3057	A3093	AL22	79.9	78.6	77.5	78.7	101.0		102.6		104.0		102.5		AL23	75.3	75.9	75.4	75.6	108.1		107.3		107.9		107.6	
October Saturday						76.2	72.6	75.3	73.9	105.9		111.1		107.0		109.1			69.6	72.9	70.1	71.6	116.9		111.6		116.0		113.6	
October Sunday						75.0	75.1	78.0	76.0	107.6		107.4		103.3		106.1			70.1	74.0	74.9	73.8	116.0		110.0		108.6		110.2	
August w eekday						78.2	78.9	76.8	78.2	103.1	2.1%	102.2	-0.5%	105.0	1.0%	103.1	0.7%		75.5	78.3	76.8	77.2	107.8	-0.2%	104.0	-3.1%	105.9	-1.8%	105.3	-2.1%
August Saturday						73.8	76.9	75.2	75.9	109.3	3.2%	104.8	-5.6%	107.2	0.2%	106.2	-2.7%		74.5	77.3	72.7	75.7	109.2	-6.6%	105.3	-5.6%	111.8	-3.6%	107.4	-5.4%
August Sunday						77.4	74.5	73.1	74.4	104.2	-3.1%	108.2	0.8%	110.4	6.8%	108.3	2.1%		70.5	74.2	74.9	73.8	115.4	-0.6%	109.7	-0.3%	108.6	0.0%	110.3	0.0%
October w eekday	24		A3093	A34	AL2441	296.3	294.7	289.4	293.8	103.0		103.6		105.5		103.9		AL19	293.5	292.4	290.7	292.2	104.0		104.4		105.0		104.5	
October Saturday						278.2	281.0	274.8	279.0	109.7		108.6		111.1		109.4			270.7	277.0	269.9	274.1	112.8		110.2		113.1		111.4	
October Sunday						273.0	288.2	290.4	287.1	111.8		105.9		105.1		106.3			274.6	282.1	276.9	279.6	111.2		108.2		110.3		109.2	
August w eekday						288.0	295.3	287.8	291.4	106.0	2.9%	103.4	-0.2%	106.1	0.5%	104.8	0.8%		291.8	297.1	292.1	294.5	104.6	0.6%	102.7	-1.6%	104.5	-0.5%	103.6	-0.8%
August Saturday						283.9	281.0	277.7	280.7	107.5	-2.0%	108.6	0.0%	109.9	-1.0%	108.8	-0.6%		282.3	291.8	282.1	287.6	108.1	-4.1%	104.6	-5.1%	108.2	-4.3%	106.2	-4.7%
August Sunday						281.3	270.2	267.3	270.7	108.5	-3.0%	113.0	6.7%	114.2	8.6%	112.8	6.0%		264.4	276.8	281.8	276.1	115.5	3.9%	110.3	1.9%	108.3	-1.8%	110.6	1.3%
October w eekday	25		A34	M3	AL1657	313.2	311.1	306.9	310.6	109.9		110.6		112.1		110.8		AL2442	310.4	311.4	307.2	309.8	111.4		111.0		112.5		111.5	
October Saturday						301.1	296.4	301.4	298.5	114.3		116.1		114.2		115.3			294.6	302.1	297.2	299.5	117.3		114.4		116.3		115.4	
October Sunday						295.4	301.6	310.9	304.1	116.5		114.1		110.7		113.2			297.8	302.3	289.8	298.1	116.0		114.3		119.3		115.9	
August w eekday						306.3	312.2	309.1	309.8	112.3	2.2%	110.2	-0.3%	111.4	-0.7%	111.1	0.3%		312.3	314.3	309.0	312.4	110.6	-0.6%	110.0	-0.9%	111.9	-0.6%	110.6	-0.8%
August Saturday						297.7	308.6	301.8	305.0	115.6	1.1%	111.5	-3.9%	114.1	-0.1%	112.9	-2.1%		303.0	310.1	307.4	307.8	114.0	-2.8%	111.4	-2.6%	112.4	-3.3%	112.3	-2.7%
August Sunday						296.0	299.0	298.0	298.4	116.3	-0.2%	115.1	0.9%	115.5	4.3%	115.3	1.9%		295.8	303.9	297.2	301.0	116.8	0.7%	113.7	-0.5%	116.3	-2.5%	114.8	-0.9%

Table D-9: Weekday, Saturday & Sunday Travel Times & Speeds – 27 Sections Refined Analysis

Corridor section				Eastbound					Westbound				
No.	Road	From	To	AM peak	Daytime inter-peak	PM peak	Off peak	Overall	AM peak	Daytime inter-peak	PM peak	Off peak	Overall
1	A30	M5 J29	A375	94.9%	90.5%	91.2%	85.6%	90.8%	78.8%	89.0%	85.7%	76.8%	84.0%
2		A375	A35	78.6%	74.6%	76.6%	71.3%	75.5%	71.6%	74.1%	74.9%	75.4%	74.1%
3		A35	A30	67.9%	69.3%	64.9%	72.5%	68.2%	80.8%	71.9%	67.9%	72.6%	72.3%
4		A35	A303	59.0%	69.0%	61.4%	71.0%	65.2%	65.4%	58.4%	51.0%	69.5%	59.2%
5	A303	A30	A358	65.9%	65.6%	62.0%	73.3%	65.9%	66.2%	61.5%	59.4%	76.3%	63.6%
6		A358	A356	71.8%	69.1%	66.9%	71.8%	69.3%	82.9%	75.7%	67.6%	66.5%	73.4%
7		A356	A3088	83.8%	79.1%	82.0%	74.8%	80.2%	79.1%	81.4%	81.3%	64.3%	78.1%
8		A3088	A37	81.8%	73.0%	81.2%	74.1%	77.2%	80.7%	83.4%	78.5%	75.5%	80.1%
9		A37	A372	79.1%	75.9%	76.5%	75.3%	76.5%	76.4%	76.2%	73.1%	67.1%	73.8%
10		A372	A359	49.1%	45.1%	45.5%	59.9%	48.2%	60.2%	54.2%	48.9%	43.1%	51.5%
11		A359 west	A359 east	69.2%	74.2%	67.9%	72.7%	71.3%	65.1%	66.7%	68.2%	68.3%	67.2%
12		A359 east	A371	76.9%	78.9%	85.8%	78.1%	80.5%	87.4%	85.1%	88.8%	83.7%	86.4%
13		A371	A350	94.9%	92.1%	88.8%	85.3%	90.5%	89.3%	86.1%	90.3%	83.6%	87.4%
14		A350	A36	65.4%	73.9%	78.0%	73.3%	73.4%	75.2%	76.8%	70.3%	68.1%	72.9%
15		A36	A360	67.6%	73.1%	67.5%	68.6%	69.8%	79.3%	81.9%	76.2%	65.1%	76.6%
16		A360	A344	40.7%	40.6%	34.8%	69.8%	44.3%	59.2%	33.9%	32.9%	53.2%	41.3%
17		A344	A345	82.0%	85.1%	81.5%	72.9%	81.3%	72.1%	71.1%	67.3%	62.4%	68.5%
18		A345	A3028	71.6%	76.3%	72.5%	69.0%	73.0%	70.3%	70.4%	73.5%	66.6%	70.6%
19		A3028	A338	80.2%	81.3%	80.7%	71.7%	79.2%	73.5%	78.6%	73.2%	69.6%	74.4%
20		A338	A342	88.1%	88.8%	92.4%	77.5%	87.6%	86.5%	87.9%	86.4%	82.6%	86.3%
21		A342	A343	69.5%	67.9%	71.9%	61.9%	68.4%	68.0%	70.7%	70.9%	65.6%	69.3%
22		A343	A3057	66.9%	79.2%	79.0%	66.9%	74.4%	78.5%	73.9%	70.7%	71.7%	73.3%
23		A3057	A3093	68.7%	73.9%	72.0%	64.6%	70.6%	84.4%	80.8%	80.7%	69.1%	79.2%
24		A3093	A34	76.0%	76.2%	78.0%	63.3%	74.4%	81.7%	81.1%	81.5%	69.5%	79.1%
25		A34	M3	85.5%	81.9%	82.4%	78.8%	82.2%	82.3%	77.1%	85.2%	81.5%	81.4%

Table D-10: OTRM Neutral Month (October)

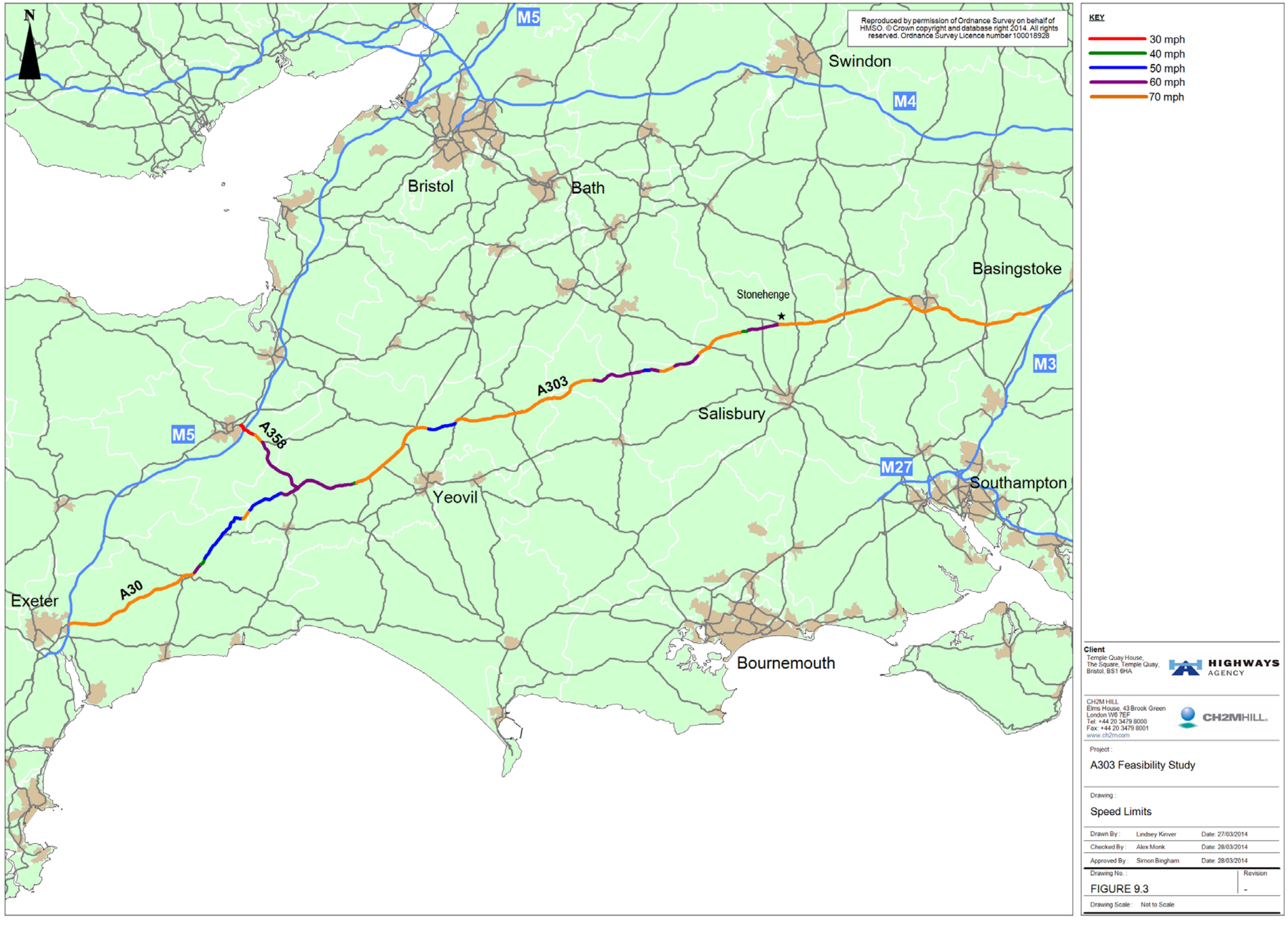
Corridor section				Eastbound					Westbound				
No.	Road	From	To	AM peak	Daytime inter-peak	PM peak	Off peak	Overall	AM peak	Daytime inter-peak	PM peak	Off peak	Overall
1	A30	M5 J29	A375	95.3%	91.8%	94.8%	88.4%	92.7%	91.5%	81.9%	81.1%	83.2%	83.8%
2		A375	A35	77.6%	77.4%	76.8%	77.1%	77.2%	82.3%	72.4%	69.4%	73.9%	73.4%
3		A35	A30	70.1%	62.6%	69.7%	72.0%	67.2%	76.9%	65.4%	64.8%	70.8%	68.0%
4		A35	A303	55.3%	45.8%	51.8%	70.7%	52.7%	53.7%	52.8%	49.3%	64.9%	54.0%
5	A303	A30	A358	74.7%	59.6%	63.2%	75.8%	65.8%	69.6%	61.2%	60.6%	74.2%	64.3%
6		A358	A356	75.3%	50.2%	57.7%	82.5%	62.4%	75.4%	57.7%	56.3%	73.0%	63.0%
7		A356	A3088	86.3%	76.4%	72.9%	79.6%	77.8%	78.7%	75.5%	77.7%	67.2%	75.2%
8		A3088	A37	77.4%	70.5%	75.1%	73.9%	73.5%	85.3%	79.4%	78.9%	81.8%	80.6%
9		A37	A372	78.8%	67.1%	68.8%	70.9%	70.0%	81.8%	76.7%	77.6%	75.3%	77.6%
10		A372	A359	54.0%	36.0%	50.3%	59.7%	47.0%	67.0%	52.6%	50.3%	61.0%	55.8%
11		A359 west	A359 east	60.1%	63.9%	61.3%	73.5%	64.3%	61.7%	63.1%	65.1%	69.6%	64.7%
12		A359 east	A371	83.6%	81.4%	86.4%	82.5%	83.4%	89.4%	88.8%	90.9%	86.4%	89.1%
13		A371	A350	93.5%	80.9%	79.4%	95.1%	84.9%	84.5%	75.5%	76.3%	82.6%	78.6%
14		A350	A36	75.0%	64.4%	70.0%	72.4%	69.1%	63.1%	63.2%	51.0%	72.1%	61.6%
15		A36	A360	81.9%	59.4%	73.1%	72.1%	69.2%	80.0%	70.7%	58.2%	68.0%	68.2%
16		A360	A344	46.6%	17.1%	19.7%	41.1%	28.1%	31.8%	12.2%	11.8%	35.8%	20.5%
17		A344	A345	84.0%	79.3%	77.9%	75.3%	78.8%	64.9%	64.9%	72.6%	77.4%	69.5%
18		A345	A3028	77.0%	72.5%	75.8%	77.9%	75.3%	74.3%	65.9%	71.3%	70.6%	69.7%
19		A3028	A338	82.1%	72.6%	82.7%	82.1%	79.0%	78.9%	66.7%	72.2%	76.1%	72.0%
20		A338	A342	92.4%	87.0%	94.1%	89.2%	90.3%	87.6%	83.7%	86.9%	89.9%	86.4%
21		A342	A343	74.3%	63.0%	70.9%	72.6%	69.1%	66.4%	64.7%	65.9%	73.2%	66.9%
22		A343	A3057	69.9%	76.6%	79.7%	73.1%	75.6%	69.7%	65.4%	69.4%	83.6%	70.7%
23		A3057	A3093	72.2%	72.5%	76.5%	70.3%	73.1%	73.2%	66.8%	71.2%	80.7%	71.8%
24		A3093	A34	79.8%	77.9%	81.0%	78.2%	79.2%	77.5%	75.2%	75.7%	77.9%	76.3%
25		A34	M3	89.4%	80.6%	87.1%	87.7%	85.5%	81.3%	76.0%	84.0%	91.3%	82.1%

Table D-11: OTRM Summer Month (August)

Appendix E
Speed Limits

E. Speed limits

Figure E-1: Speed Limits



Appendix F
Corridor Section Summaries

F. Corridor section summaries

Length	20.1 km					
Carriageway type(s)	Dual carriageway with hard strips					
Major junctions	Junction 29 to the west, Clyst Honiton Junction, B3174 junction, A375 junction to the east					
Towns/villages	Exeter, Feniton, Honiton to the east					
Speed limit(s)	70mph (116kph)					
County	Devon					
TRADS sites	**Location**		**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**
	East of Junction 29		9980	EB	20,047	9%
	East of Junction 29		9981	WB	20,539	9%
Traffic flows (AADT)	**Direction**					
	EB	20047				
	WB	20539				
	Both ways	40586				
Neutral month average speed (kph)	**Direction**					
	EB	108				
	WB	106				
Summer holiday month average speed (kph)	**Direction**					
	EB	109				
	WB	107				
Neutral month journey time (secs)	**Direction**					
	EB	668				
	WB	685				
Summer holiday month journey time (secs)	**Direction**					
	EB	663				
	WB	674				
Neutral month stress	**Direction**					
	EB	0.62				
	WB	0.64				
	Both ways	0.63				
Summer holiday month stress	**Direction**					
	EB	0.67				
	WB	0.69				
	Both ways	0.68				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	89.1%	88.9%	89.1%	84.9%	88.3%
	WB	80.6%	77.8%	75.6%	77.7%	77.8%
	Both ways	84.9%	83.3%	82.3%	81.3%	83.1%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	0	12	112	124	9.7%	0.103
Accident clusters (2007-2012)	M5 Junction 29 B3174 junction A375 Junction					
Accident sites of concern	A30 near M5 J29					
NMU issues	None					
DDA issues	None					
Other issues						
General description	Generally dual carriageway along its length Hard strips available New junction at Junction 29					
Resilience	Relatively resilent as dual carriageway Diversion routes available					
Environment	Rockbeare Manor Gardens					
Technology						

Table F-1Section 1 Summary – A30 between M3 J29 & A375

Length	2.5km					
Carriageway type(s)	Dual carriageway with hard strips					
Major junctions	A375 to the west, A35 to the east					
Towns/villages	Honiton					
Speed limit(s)	70 mph (116 kph)					
County	Devon					
TRADS sites	**Location**		**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**
	West of A373 Bridge		9996	EB	11,974	21%
	West of A373 Bridge		9997	WB	12,016	20%
Traffic flows (AADT)	**Direction**					
	EB	11974				
	WB	12016				
	Both ways	23990				
Neutral month average speed (kph)	**Direction**					
	EB	104				
	WB	103				
Summer holiday month average speed (kph)	**Direction**					
	EB	104				
	WB	105				
Neutral month journey time (secs)	**Direction**					
	EB	87				
	WB	90				
Summer holiday month journey time (secs)	**Direction**					
	EB	87				
	WB	89				
Neutral month stress	**Direction**					
	EB	0.3				
	WB	0.3				
	Both ways	0.3				
Summer holiday month stress	**Direction**					
	EB	0.38				
	WB	0.38				
	Both ways	0.38				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	71.3%	74.2%	72.9%	76.1%	73.6%
	WB	78.2%	72.0%	68.6%	75.9%	72.7%
	Both ways	74.8%	73.1%	70.7%	76.0%	73.1%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	0	0	8	8	0.0%	0.072
Accident clusters (2007-2012)	None					
Accident sites of concern	None					
NMU issues	None					
DDA issues	None					
Other issues						
General description	Generally dual carriageway along its length Hard strips available					
Resilience	Relatively resilent as dual carriageway Diversion routes available					
Environment	AONB - Blackdown Hills					
Technology						

Table F-2: Section 2 Summary – A30 between A375 & A35

Length	0.5km					
Carriageway type(s)	Dual carriageway with hard strips					
Major junctions	A35 to the west					
Towns/villages	None					
Speed limit(s)	70mph, slowing to 60mph towards the east					
County	Devon					
TRADS sites	**Location**		**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**
Traffic flows (AADT)	**Direction**					
	EB					
	WB					
	Both ways					
Neutral month average speed (kph)	**Direction**					
	EB	102				
	WB	97				
Summer holiday month average speed (kph)	**Direction**					
	EB	97				
	WB	98				
Neutral month journey time (secs)	**Direction**					
	EB	19				
	WB	17				
Summer holiday month journey time (secs)	**Direction**					
	EB	20				
	WB	17				
Neutral month stress	**Direction**					
	EB	0.15				
	WB	0.15				
	Both ways	0.15				
Summer holiday month stress	**Direction**					
	EB	0.23				
	WB	0.23				
	Both ways	0.23				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	70.1%	69.4%	69.6%	75.2%	70.4%
	WB	76.5%	69.6%	66.3%	75.1%	70.7%
	Both ways	73.3%	69.5%	68.0%	75.2%	70.5%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	1	1	4	6	33.3%	0.506
Accident clusters (2007-2012)						
Accident sites of concern	None					
NMU issues	None					
DDA issues	None					
Other issues						
General description	Generally dual carriageway along its length Hard strips available					
Resilience	Relatively resilent as dual carriageway Diversion routes available					
Environment	AONB - Blackdown Hills					
Technology						

Table F-3: Section 3 Summary – A30 between A35 & A30

Length	7.7km					
Carriageway type(s)	Single carriageway of varying width with no hard strips; 300m three-lane single (1 lane eastbound / 2 lanes westbound)					
Major junctions	A30 & A35 to west; A30 & A303 to east					
Towns/villages	Honiton, Monkton					
Speed limit(s)	Mixed - national speed limit, 40mph & 50mph					
County	Devon					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	South of A30 (Courtmoor Farm)	609	EB	6,963	18%	
	South of A30 (Courtmoor Farm)	610	WB	7,161	18%	
Traffic flows (AADT)	**Direction**					
	EB	6963				
	WB	7161				
	Both ways	14124				
Neutral month average speed (kph)	**Direction**					
	EB	70				
	WB	67				
Summer holiday month average speed (kph)	**Direction**					
	EB	66				
	WB	66				
Neutral month journey time (secs)	**Direction**					
	EB	402				
	WB	415				
Summer holiday month journey time (secs)	**Direction**					
	EB	420				
	WB	425				
Neutral month stress	**Direction**					
	EB	Varies, between 0.16 and 0.51				
	WB	Varies, between 0.17 and 0.53				
	Both ways	Varies, between 0.22 and 0.52				
Summer holiday month stress	**Direction**					
	EB	Varies, between 0.24 and 0.77				
	WB	Varies, between 0.25 and 0.78				
	Both ways	Varies, between 0.33 and 0.77				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	68.1%	69.1%	68.6%	75.6%	69.6%
	WB	68.9%	66.0%	63.8%	74.1%	67.1%
	Both ways	68.5%	67.5%	66.2%	74.8%	68.4%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	6	8	72	86	16.3%	0.394
Accident clusters (2007-2012)	Honiton to Monkton Section Monkton Rawridge A30 Junction with A303					
Accident sites of concern	A30 Wylam House Farm A30 Lay-by Toverhayne Farm A30 Reeds Croft A30 Junction with A303					
NMU issues	Crossing improvement needed to west of Monkton Crossing improvements needed within Blackdown Hills AONB Discontinuous footway through Monkton					
DDA issues	Footway widening and crossing improvements needed in Monkton					
Other issues	Numerous geotechnical issues along the section which require complete carriageway reconstruction works. HGVs using the western-most lay-by to perform u-turns (eastbound to westbound), probably having missed the A35 at Honiton, has created issues.					
General description	Section has narrow verges, no hard strips, numerous private accesses and a number of junctions with minor roads. There is lighting for approximately a quarter of the rote either side of Monkton. Approximately half the route has double white lines and over-taking opportunities elsewhere are limited due to reduced forward visibility. Numerous heavily wooded areas along the section where tree canopy covers the road. Two historical flood sites on the section. The drainage system is old with many fractures and collapses.					
Resilience	Least resilient section of the corridor with only one lengthy diversion route in emergencies. Route is prone to icing.					
Environment	Section passes through the Blackdown Hills AONB. Two areas of ancient replanted woodland to the north of Rawbridge. Vegetation generally encroaches onto the road and tree canopy meets in some locations. Sightlines at minor junctions are reduced by vegetation leading to safety issues.					
Technology	There is no CCTV coverage or real time information. There are five traffic counter sites.					

Table F-4: Section 4 Summary – A30 between A35 & A303

Length	16.2km					
Carriageway type(s)	Predominantly single carriageway with no hard strips; 1200m modern dual carriageway adjacent Marsh; eastern 3km is modern single carriageway; approximately 600m three-lane single carriageway (2 lanes eastbound / a lane westbound) southwest of Broadway Horton and 1.1km prior to Southfields Roundabout					
Major junctions	A30 & A303 at extreme west; B3170 - Stopgate; Marsh - grade-separated access junction; A303 & A358 at extreme east					
Towns/villages	Newcott, Marsh, Broadway & Horton					
Speed limit(s)	Mixed - national speed limit & 50mph					
County	Devon & Somerset					
TRADS sites	**Location**		**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**
	A303 Newcott		5018	WB	6,160	25%
	A303 Newcott		5019	EB	5,927	24%
	A303 Ham Hill		2612	WB	6,719	29%
	A303 Ham Hill		2613	EB	6,361	23%
Traffic flows (AADT)	**Direction**					
	EB	6144				
	WB	6439				
	Both ways	12584				
Neutral month average speed (kph)	**Direction**					
	EB	69				
	WB	69				
Summer holiday month average speed (kph)	**Direction**					
	EB	69				
	WB	69				
Neutral month journey time (secs)	**Direction**					
	EB	804				
	WB	845				
Summer holiday month journey time (secs)	**Direction**					
	EB	842				
	WB	846				
Neutral month stress	**Direction**					
	EB	Varies, between 0.12 and 0.67				
	WB	Varies, between 0.12 and 0.71				
	Both ways	Varies, between 0.12 and 0.69				
Summer holiday month stress	**Direction**					
	EB	Varies, between 0.24 and 0.77				
	WB	Varies, between 0.16 and 0.95				
	Both ways	Varies, between 0.16 and 0.91				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	73.7%	72.5%	71.5%	77.4%	73.2%
	WB	72.1%	71.2%	70.6%	76.8%	72.0%
	Both ways	72.9%	71.9%	71.1%	77.1%	72.6%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	4	17	148	169	12.4%	0.442
Accident clusters (2007-2012)	Newcott B3170 Junction A303 Marsh Farm, western end of Marsh Bypass A303 Bishopswood Crossing A303 Southfields Roundabout					
Accident sites of concern	A30/A303 lay-by access A303 Crinhayes Farm A303 through Newcott Village A303 Stopgate Cross A303 Marsh Farm, western end of Marsh Bypass A303 Bishopswood Crossing A303 Eagle Cross A303 Ham Hill at Burnthouse Farm					
NMU issues	Crossing improvement needed at Marsh Farm A303 Bishopswood Crossing A303 Eagle Cross A303 minor junction to Ham A303 minor junction to Combe St Nicholas A303 connection with Forest Mill Lane					
DDA issues	None					
Other issues	The junction of the A303 with Lisieux Way at Eagles Cross is a popular access to and from Taunton and there is regular congestion on the side roads. Vehicles exiting the public house car park at the same junction, have poor sight lines. Safety-related modifications to the western approach to Southfields Roundabout did not address HGV overhang.					
General description	Section is largely single carriageway with narrow verges, no hard strips, numerous private accesses and a number of junctions with minor roads. Lighting is present for approximately 1.5km through the tight bend at Knightshayne Farm and the eastern-most 200m leading to the junction of the A303 with the A358. Approximately half the route has double white lines and over-taking opportunities elsewhere are limited due to reduced forward visibility. Believed to be drainage issues through the village of Newcott Numerous heavily wooded areas along the section where tree canopy covers the road. One historical flood site close to the western end of the section. Sharp bend at Knightshayne may be dangerous in bad weather. Old drainage system with many fractures and collapses between A30 and Stopgate. Drainage and/or a poor road surface have been highlighted as problems at Ham Hill and between Newtown Giants Grave and Priddles Lane Jnuction. One historical flood site close to the western end of the section.					
Resilience	Amongst the least resilient sections of the corridor with several lengthy diversion routes in emergencies. Route is prone to icing.					
Environment	Section passes through the Blackdown Hills AONB. Area of ancient semi-natural woodland at Marsh. Two sites of Special Scientific Interest at Crickleaze AND ONE AT Beetham.. One area of ancient replanted woodland at Broadway near Horton.					
Technology	There is no CCTV coverage or real time information. There are six traffic counter sites. There is an eastbound safety camera at Eagle Cross Junction.					

Table F-5: Section 5 Summary – A303 between A30 & A358

Length	12.6km					
Carriageway type(s)	Modern single carriageway with hard strips split into two parts - Western section (between A358 and South Petherton RBT) alternate use of middle lane, 3 sections each of 2 lanes eastbound / 1 lane westbound and vice versa Eastern section (South Petherton Rbt to A356)					
Major junctions	A358 to the west, Southfields Roundabout, South Petherton Roundabout, A356 Junction to the east					
Towns/villages	Ilminster, South Petherton, Stoke sub Hamdon					
Speed limit(s)	70mph in dual sections, 60mph in single carriageway sections					
County	Somerset					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303 Cocks Bridge	5025	EB	12,520	15%	
	A303 Cocks Bridge	5026	WB	12,156	13%	
	A303 North of Seavington St Mary	2614	EB	12,698	18%	
	A303 North of Seavington St Mary	2615	WB	12,770	15%	
Traffic flows (AADT)	**Direction**					
	EB	12609				
	WB	12463				
	Both ways	25072				
Neutral month average speed (kph)	**Direction**					
	EB	73				
	WB	80				
Summer holiday month average speed (kph)	**Direction**					
	EB	73				
	WB	80				
Neutral month journey time (secs)	**Direction**					
	EB	526				
	WB	528				
Summer holiday month journey time (secs)	**Direction**					
	EB	623				
	WB	564				
Neutral month stress	**Direction**					
	EB	Varies, between 0.31 and 1.06				
	WB	Varies, between 0.31 and 1.07				
	Both ways	Varies, between 0.31 and 1.08				
Summer holiday month stress	**Direction**					
	EB	Varies, between 0.37 and 1.27				
	WB	Varies, between 0.36 and 1.26				
	Both ways	Varies, between 0.36 and 1.22				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	76.2%	70.9%	70.3%	78.4%	72.9%
	WB	80.0%	76.8%	73.5%	72.6%	75.8%
	Both ways	78.1%	73.8%	71.9%	75.5%	74.3%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	4	21	129	154	16.2%	0.258
Accident clusters (2007-2012)	Southfields Roundabout A303 close to Boxstone Hill South Petherton Roundabout					
Accident sites of concern	A303 Southfields Roundabout					
NMU issues	A303 junction with B3100 Whitelackington Boxstone Hill Davids Lane West Street Target Lane (Parrett Trail) Moor Lane Bridge Way					
DDA issues	None					
Other issues	Some issues of HGVs overtaking on South Petherton Roundabout At the western end of the section a Mixed Use Allocation is proposed at Ilminster, therefore improvements may be made to Southfields Roundabout as part of a 278 agreement. The NMU crossing close to Target Lane is considered important as it forms part of the Parrett Trail - a long distance, popular footpath for walkers.					
General description	Carriageway generally swaps between 2 lanes eastbound / 1 lane westbound and vice versa with short sections of single carriageway in between. The road is dual carriageway between South Petherton Roundabout and the A356. Lighting is only available at the Southfields Roundabout and approach to the South Petherton Roundabout There are no hard strips Overtaking is not allowed in the single carriageway sections					
Resilience	Reasonsably resilent as it is a three lane carriageway for most of its length (or dualled to the east of South Petherton Roundabout) Two lengthy diversion routes for vehicles if road is closed to the west of South Petherton Potential problems of ice at Southfields Roundabout Potential future issue of flooding at Ilminster and the River Parrett.					
Environment	There are three areas of ancient semi-natural woodland between Whitelackington and Seavington St Mary					
Technology	Lack of CCTV Coverage and real time information Four counter sites. There is a safety counter on the Ilminster Bypass east of Southfields Rbt for westbound traffic					

Table F-6: Section 6 Summary – A303 between A358 & A356

Length	3km					
Carriageway type(s)	Dual with hard strips					
Major junctions	A356 junction to the west, A303 Stoke sub Hamdon Grade Seperated Junction, Cartgate Roundabout to the east					
Towns/villages	Stoke sub Hamdon					
Speed limit(s)	70mph					
County	Somerset					
TRADS sites	**Location**		**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**
	A303 East of Stoke sub Hamdon Jct		2616	EB	15,263	15%
	A303 West of Stoke sub Hamdon Jct		2617	WB	16,933	14%
Traffic flows (AADT)	**Direction**					
	EB	15263				
	WB	16933				
	Both ways	32196				
Neutral month average speed (kph)	**Direction**					
	EB	100				
	WB	100				
Summer holiday month average speed (kph)	**Direction**					
	EB	101				
	WB	99				
Neutral month journey time (secs)	**Direction**					
	EB	106				
	WB	109				
Summer holiday month journey time (secs)	**Direction**					
	EB	104				
	WB	109				
Neutral month stress	**Direction**					
	EB	0.44				
	WB	0.48				
	Both ways	0.46				
Summer holiday month stress	**Direction**					
	EB	0.55				
	WB	0.55				
	Both ways	0.55				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	78.1%	76.9%	73.9%	76.4%	76.3%
	WB	75.4%	76.4%	76.6%	69.5%	75.1%
	Both ways	76.8%	76.7%	75.2%	72.9%	75.7%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	1	3	43	47	8.5%	0.269
Accident clusters (2007-2012)	Stoke sub Hamdon grade seperated junction Cartgate Roundabout					
Accident sites of concern	None					
NMU issues	Stoke sub Hamdon grade seperated junction					
DDA issues	None					
Other issues	History of loss of control at the Stoke sub Hamdon Grade Seperated Junction because of geometries of the junction Also a pattern of accidents at Cartgate Roundabout Considered to be sign clutter on eastbound approach to Cartgate Roundabout					
General description	Dual with several junctions on minor roads Cartgate Roundabout has lighting on approach					
Resilience	One of the most resilent sections of the A303 No issues of ice Potential of flooding from the River Parrett west of Cartgate					
Environment	None					
Technology	Lack of CCTV however there is one camera at Cartgate Roundabout					

Table F-7: Section 7 Summary – A303 between A356 & A3088

Length	5km					
Carriageway type(s)	Dual with hard strips					
Major junctions	Cartgate Roundabout to the west, Tintinhull Grade Seperated Junction, Dumfield Junction, Brearley Lane and Tintinhull East and A37 to Yeovil to the east					
Towns/villages	Tintinhull					
Speed limit(s)	70mph					
County	Somerset					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303 West of Ilchester	5096	WB	12,417	15%	
	A303 West of Ilchester	5097	EB	12,566	14%	
	A303 West of A37 Junction	2619	WB	12,071	20%	
	A303 East of Queen Street	2618	EB	12,056	20%	
Traffic flows (AADT)	**Direction**					
	EB	12311				
	WB	12244				
	Both ways	24555				
Neutral month average speed (kph)	**Direction**					
	EB	105				
	WB	104				
Summer holiday month average speed (kph)	**Direction**					
	EB	105				
	WB	104				
Neutral month journey time (secs)	**Direction**					
	EB	175				
	WB	172				
Summer holiday month journey time (secs)	**Direction**					
	EB	174				
	WB	174				
Neutral month stress	**Direction**					
	EB	0.29				
	WB	0.29				
	Both ways	0.29				
Summer holiday month stress	**Direction**					
	EB	0.36				
	WB	0.35				
	Both ways	0.36				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	74.4%	73.1%	75.5%	74.4%	74.2%
	WB	78.2%	76.2%	74.3%	76.2%	75.9%
	Both ways	76.3%	74.6%	74.9%	75.3%	75.1%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	2	2	44	48	8.3%	0.216
Accident clusters (2007-2012)	Cartgate Roundabout A37 Junction with A303					
Accident sites of concern	None					
NMU issues	Tintinhull Grade Seperated Junction Brearley Lane and Tintinhull East					
DDA issues	None					
Other issues	There have been loss of control issues on the junction between the A303 and Tintinhull					
General description	Dual carriageway Lighting is available for 150m from Cartgate Roundabout only					
Resilience	Relatively good One diversion route which is short but it does pass through the centre of Yeovil One historical flood risk at Cartgate					
Environment	Monument sites at Ilchester					
Technology	Lack of CCTV coverage, just one at Cartgate Four counter sites					

Table F-8: Section 8 Summary – A303 between A3088 & A37

Length	3.5km					
Carriageway type(s)	Dual with hard strips					
Major junctions	A37 to Yeovil in the west, B3151 Edmonds Hill, Podimore Roundabout to the east					
Towns/villages	Ilchester, Podimore					
Speed limit(s)	70mph					
County	Somerset					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	West of Podimore Roundabout	3213	EB	14,277	13%	
	West of Podimore Roundabout	3214	WB	14,370	15%	
	West of B3151 Junction	2620	EB	13,854	18%	
	West of B3151 Junction	2621	WB	13,986	19%	
Traffic flows (AADT)	**Direction**					
	EB	14066				
	WB	14178				
	Both ways	28243				
Neutral month average speed (kph)	**Direction**					
	EB	102				
	WB	101				
Summer holiday month average speed (kph)	**Direction**					
	EB	102				
	WB	101				
Neutral month journey time (secs)	**Direction**					
	EB	118				
	WB	126				
Summer holiday month journey time (secs)	**Direction**					
	EB	120				
	WB	125				
Neutral month stress	**Direction**					
	EB	0.29				
	WB	0.3				
	Both ways	0.29				
Summer holiday month stress	**Direction**					
	EB	0.37				
	WB	0.37				
	Both ways	0.37				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	74.4%	73.7%	74.3%	73.7%	74.0%
	WB	75.1%	72.9%	71.9%	74.2%	73.2%
	Both ways	74.7%	73.3%	73.1%	73.9%	73.6%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	0	1	29	30	3.3%	0.171
Accident clusters (2007-2012)	Podimore Roundabot					
Accident sites of concern	None					
NMU issues	Pill Bridge Lane Fossway Court Underpass Higher Farm Lane overbridge					
DDA issues	None					
Other issues	Some concerns for flooding along this stretch Podimore Roundabout is considered a congestion hotspot					
General description	Route is dual with hard strips Lighting at Podimore Roundabout					
Resilience	Relatively good One diversion route which is short but it does pass through the centre of Yeovil					
Environment	There are monument sites at Ilchester Sites of Nature Conservation Importance at junction with the B3151 SSSI at Podimore					
Technology	Two CCTV cameras on the east and west approach to Podimore roundabout No other real time information					

Table F-9: Section 9 Summary – A303 between A37 & A372

Length	6.6km					
Carriageway type(s)	Westbound - dual carriageway to the west, merging into one lane 2km from Podimore Rbt Eastbound - dual carriagway merging to single carriageway then dual approach at Podimore Rbt					
Major junctions	Podimore roundabout to the west, B3151 junction to Speckington, A359 Sparkford Roundabout to the east					
Towns/villages	Podimore, Sparkford					
Speed limit(s)	Mixed, National speed limit and 50mph					
County	Somerset					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303, East of Gason Lane Junction	5027	WB	11,862	13%	
	A303, East of Gason Lane Junction	5028	EB	11,187	12%	
	A303 East of Canegore Corner	2622	EB	11,006	18%	
	A303 East of Canegore Corner	2623	WB	11,343	17%	
Traffic flows (AADT)	**Direction**					
	EB	11097				
	WB	11602				
	Both ways	22699				
Neutral month average speed (kph)	**Direction**					
	EB	59				
	WB	71				
Summer holiday month average speed (kph)	**Direction**					
	EB	59				
	WB	71				
Neutral month journey time (secs)	**Direction**					
	EB	333				
	WB	318				
Summer holiday month journey time (secs)	**Direction**					
	EB	401				
	WB	328				
Neutral month stress	**Direction**					
	EB	Varies, between 0.62 and 0.97				
	WB	Varies, between 0.64 and 1.00				
	Both ways	Varies, between 0.63 and 0.99				
Summer holiday month stress	**Direction**					
	EB	Varies, between 0.77 and 1.21				
	WB	Varies, between 0.79 and 1.23				
	Both ways	Varies, between 0.78 and 1.22				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	68.2%	65.0%	66.8%	72.3%	67.3%
	WB	72.2%	69.8%	66.3%	71.9%	69.5%
	Both ways	70.2%	67.4%	66.6%	72.1%	68.4%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	1	8	58	67	13.4%	0.251
Accident clusters (2007-2012)	Podimore Roundabout Hazelgrove Roundabout					
Accident sites of concern	None					
NMU issues	Crossing improvements have been identified at; Underpass at the end of the dual section A303 junction with the B3151 Gason Lane West of Sparkford Roundabout					
DDA issues	None					
Other issues	There are some concerns about the lack of parking issues at the bakery between the junction with Steart Road and the church Also there are no footways here					
General description	The majority is single carriageway with eleven junctions along this stretch with minor roads Nearly the whole section has double white lines to discourage overtaking The 400m section on appraoch to Sparkford Roundabout has lighting and hard strips					
Resilience	One lengthy diversion route Relatively resilient apart from the road being single carriageway Three historic flood sites along this section					
Environment	Monument sites around Downhead Lane and Queen Camel Area of ancient semi-natural woodland to the north of Queen Camel Area of ancient replanted woodland to the south of Sparkford Roundabout Reg Parks Gardens at Sparkford Roundabout					
Technology	Lack of CCTV coverage One westbound safety camera Lack of real time information					

Table F-10: Section 10 Summary – A303 between A372 & A359 west

Length	1.1km					
Carriageway type(s)	Dual with hard strips					
Major junctions	A359 to the west and A359 to the east					
Towns/villages	Sparkford					
Speed limit(s)	70mph					
County	Somerset					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303 Sparkford	5246	EB	10,614	16%	
	A303 Sparkford	5247	WB	10,954	16%	
Traffic flows (AADT)	**Direction**					
	EB	10614				
	WB	10954				
	Both ways	21568				
Neutral month average speed (kph)	**Direction**					
	EB	87				
	WB	88				
Summer holiday month average speed (kph)	**Direction**					
	EB	86				
	WB	84				
Neutral month journey time (secs)	**Direction**					
	EB	50				
	WB	46				
Summer holiday month journey time (secs)	**Direction**					
	EB	50				
	WB	48				
Neutral month stress	**Direction**					
	EB	0.23				
	WB	0.24				
	Both ways	0.23				
Summer holiday month stress	**Direction**					
	EB	0.33				
	WB	0.31				
	Both ways	0.32				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	68.2%	65.2%	67.2%	74.4%	67.8%
	WB	66.1%	61.9%	64.8%	71.7%	65.2%
	Both ways	67.2%	63.6%	66.0%	73.1%	66.5%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	0	1	8	9	11.1%	0.178
Accident clusters (2007-2012)	Sparkford Roundabout					
Accident sites of concern	None					
NMU issues	None					
DDA issues	None					
Other issues	None					
General description	Entirely dual carriageway. No lighting Hard strips present					
Resilience	No crossing points Diversion route is available					
Environment	Area of ancient replanted woodland to the south of Sparkford Roundabout Reg Parks Gardens at Sparkford Roundabout					
Technology	Lack of real time information on this section No CCTV					

Table F-11: Section 11 Summary – A303 between A359 west & A359 east

Length	10.6km					
Carriageway type(s)	Dual with hard strips					
Major junctions	A359 to the west, Access Junction to North and South Cadbury, A371 junction with Wincanton					
Towns/villages	Sparkford, North and South Cadbury, Wincanton					
Speed limit(s)	70mph					
County	Somerset					
TRADS sites	**Location**		**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**
	A303 North of Compton Pauncefoot		2625	EB	11,618	14%
	A303 North of Compton Pauncefoot		2624	WB	11,040	15%
Traffic flows (AADT)	**Direction**					
	EB	11618				
	WB	11040				
	Both ways	22658				
Neutral month average speed (kph)	**Direction**					
	EB	112				
	WB	113				
Summer holiday month average speed (kph)	**Direction**					
	EB	113				
	WB	114				
Neutral month journey time (secs)	**Direction**					
	EB	340				
	WB	343				
Summer holiday month journey time (secs)	**Direction**					
	EB	337				
	WB	341				
Neutral month stress	**Direction**					
	EB	0.25				
	WB	0.23				
	Both ways	0.24				
Summer holiday month stress	**Direction**					
	EB	0.3				
	WB	0.31				
	Both ways	0.3				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	81.6%	77.3%	82.8%	79.6%	80.1%
	WB	85.4%	83.9%	85.4%	82.7%	84.4%
	Both ways	83.5%	80.6%	84.1%	81.2%	82.2%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	0	4	44	48	8.3%	0.106
Accident clusters (2007-2012)	None					
Accident sites of concern	None					
NMU issues	Chapel Road Overbridge Compton Pauncefoot					
DDA issues	None					
Other issues	No obvious issues					
General description	Entirely dual carriageway. No lighting Hard strips present					
Resilience	No crossing points Diversion routes are available - some are quite lengthy					
Environment	Sites of Nature Conservation Importance at North Cadbury, Compton Pauncefoot, Two areas of ancient replanted woodland to the south at Compton Pauncefoot					
Technology	Lack of real time information on this section No CCTV					

Table F-12: Section 12 Summary – A303 between A359 east & A371

Length	19.8km					
Carriageway type(s)	Mixed - dual between A371 and east of Mere, single carriageway between Mere and A350 (with climbing lane for eastbound traffic of around 1km in length on Chaddenwick Hill)					
Major junctions	A371 to the west, B3081 junction west of Bourton, B3092 junction at western end of Mere Bypass, B3095 junction at Mere, B3089 junction and A350 grade seperated junction to the east					
Towns/villages	Wincanton, Bourton, Mere, Zeals					
Speed limit(s)	70mph on dual sections, 60mph in single sections					
County	Somerset, Dorset, Wiltshire					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303 East of B3089 Junction	2626	EB	8,471	20%	
	A303 East of B3089 Junction	2627	WB	8,421	19%	
	A303 Mere Bypass	3206	EB	9,705	21%	
	A303 Mere Bypass	3207	WB	10,125	17%	
Traffic flows (AADT)	**Direction**					
	EB	9088				
	WB	9273				
	Both ways	18361				
Neutral month average speed (kph)	**Direction**					
	EB	97				
	WB	96				
Summer holiday month average speed (kph)	**Direction**					
	EB	97				
	WB	96				
Neutral month journey time (secs)	**Direction**					
	EB	710				
	WB	725				
Summer holiday month journey time (secs)	**Direction**					
	EB	739				
	WB	742				
Neutral month stress	**Direction**					
	EB	Varies, between 0.25 and 0.89				
	WB	Varies, between 0.25 and 0.90				
	Both ways	Varies, between 0.25 and 0.89				
Summer holiday month stress	**Direction**					
	EB	Varies, between 0.31 and 1.12				
	WB	Varies, between 0.28 and 1.00				
	Both ways	Varies, between 0.30 and 1.06				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	94.3%	88.5%	89.5%	87.3%	89.5%
	WB	85.7%	84.9%	84.4%	83.1%	84.5%
	Both ways	90.0%	86.7%	87.0%	85.2%	87.0%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	6	26	87	119	26.9%	0.175
Accident clusters (2007-2012)	Chaddenwick Hill A350 junction					
Accident sites of concern	A350 junction					
NMU issues	Moor Lane underpass Devenish Lane Bayford Lane Close to B3081, B3082 and at overbridge to the east of junction with B3092 Manor Road overbridge Poor footways to the east of the Mere Bypass Crossings to the west of the Cleave Chaddenwick Hill Two sites east of A3089					
DDA issues	None					
Other issues	Some problems with crossing point at top of Chaddenwick Hill (east of the 2 eastbound, 1 westbound lane section).					
General description	Entirely dual carriageway. No lighting Hard strips present					
Resilience	No crossing points Diversion routes are available - some are quite lengthy					
Environment	Sites of Nature Conservation Importance at North Blackford and West Bourton AONB near Bourton Areas of semi-natural woodland to the north at Yarlington, south at Bourton and at Zeals Monuments to the north and south of Mere and Willoughby Hedge SSSI to the north of Mere and at Charnage Down Chalk Pit					
Technology	Lack of real time information on this section No CCTV apart junction with B3089					

Table F-13: Section 13 Summary – A303 between A371 & A350

Length	14.1km					
Carriageway type(s)	Mixed, single carriageway with dual carriageway on the eastern section and a 1km section in the centre of the section					
Major junctions	A350 to the west, access junctions to Fonthill Bishop and Chicklade, grade seperated junction to Wylye and A36 to the east					
Towns/villages	Chicklade, Fonthill Bishop and Deptford					
Speed limit(s)	Mixed, 70mph in dual carriageway section, 60mph in majority of single carriageway section with exception of 50mph through Chicklade					
County	Wiltshire					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303 West of Wylye	2628	EB	9,997	17%	
	A303 West of Wylye	2629	WB	10,202	14%	
Traffic flows (AADT)	**Direction**					
	EB	9997				
	WB	10202				
	Both ways	20199				
Neutral month average speed (kph)	**Direction**					
	EB	88				
	WB	86				
Summer holiday month average speed (kph)	**Direction**					
	EB	83				
	WB	82				
Neutral month journey time (secs)	**Direction**					
	EB	578				
	WB	590				
Summer holiday month journey time (secs)	**Direction**					
	EB	608				
	WB	619				
Neutral month stress	**Direction**					
	EB	Varies, between 0.24 and 0.85				
	WB	Varies, between 0.24 and 0.87				
	Both ways	Varies, between 0.24 and 0.86				
Summer holiday month stress	**Direction**					
	EB	Varies, between 0.29 and 1.02				
	WB	Varies, between 0.28 and 1.00				
	Both ways	Varies, between 0.30 and 1.01				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	75.9%	75.5%	76.7%	77.9%	76.3%
	WB	74.4%	74.0%	69.3%	76.0%	73.0%
	Both ways	75.2%	74.8%	73.0%	76.9%	74.7%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	2	24	92	118	22.0%	0.227
Accident clusters (2007-2012)	Junction with Fonthill Bishop A350 Junction					
Accident sites of concern	A350 Junction					
NMU issues	Four places between A350 and Chicklade Four places between Chicklade and Fonthill Bishop Improvements identified between Fonthill Bishop and Wylye Some improvements suggested around the Wylyw Access Junction and A303/A36 junction					
DDA issues	Chicklade					
Other issues	Many crossing points which could be rationalised to the Fonthill Bishop end					
General description	No lighting No hard strips Western end - 2 lanes westbound and 1 eastbound Single carriageway through Chicklade and through the central section Dual carriageway to the east of the section and around Fonthill Bishop					
Resilience	One of the least resilient Issues of ice in winter months					
Environment	AONB around Fonthill Bishop and to A36 Site of Nature Conservation Importance at Stockton Down and west of Deptford Junction SSSI at Stockton Down Scheduled monuments at Stockton Down Area of ancient woodland at Fonthill Bishop Special Areas of Conservation intersect the route at Deptford Junction					
Technology	Safety camera on Chicklade (on steep hill) Two safety cameras around Deptford CCTV camera to east of Chicklade Lack of real time information					

Table F-14: Section 14 Summary – A303 between A350 & A36

Length	9.6km					
Carriageway type(s)	Dual (with hard strips) for western section until Winterbourne Stoke and then single carriageway (no hard strips)					
Major junctions	A36 in the west, B3083 at Winterbourne Stoke and A360 Longbarrow Roundabout in the east					
Towns/villages	Deptford, Winterbourne Stoke					
Speed limit(s)	70mph on dual section, 60mph on single sections with the exception of Winterbourne Stoke (40mph)					
County	Wiltshire					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	West of Winterbourne Stoke	4786	WB	10,567	12%	
	West of Winterbourne Stoke	4785	EB	10,604	13%	
Traffic flows (AADT)	**Direction**					
	EB	10604				
	WB	10567				
	Both ways	21171				
Neutral month average speed (kph)	**Direction**					
	EB	85				
	WB	84				
Summer holiday month average speed (kph)	**Direction**					
	EB	79				
	WB	82				
Neutral month journey time (secs)	**Direction**					
	EB	409				
	WB	415				
Summer holiday month journey time (secs)	**Direction**					
	EB	441				
	WB	427				
Neutral month stress	**Direction**					
	EB	Varies, between 0.26 and 0.86				
	WB	Varies, between 0.26 and 0.85				
	Both ways	Varies, between 0.26 and 0.86				
Summer holiday month stress	**Direction**					
	EB	Varies, between 0.31 and 1.00				
	WB	Varies, between 0.30 and 0.96				
	Both ways	Varies, between 0.30 and 0.98				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	81.9%	79.0%	79.5%	80.9%	80.0%
	WB	87.9%	87.0%	84.1%	81.0%	85.1%
	Both ways	84.9%	83.0%	81.8%	80.9%	82.6%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	7	19	75	101	25.7%	0.271
Accident clusters (2007-2012)	A36 Junction A360 Junction B3083 Junction Layby west of Winterbourne Stoke					
Accident sites of concern	A36 Junction Layby west of Winterbourne Stoke					
NMU issues	Crossing points at A36 junction Scheme identified at south east of Yarnbury Castle Crossing points in Winterbourne Stoke					
DDA issues	Winterbourne Stoke					
Other issues	A36 to A360 is known to be heavily congested during summer months					
General description	Dual to the west of the section until around 700m from Winterbourne Stoke Single carriageway through Winterbourne Stoke (reduced to 40mph) and then national speed limit through to Longbarrow Roundabout No street lighting apart from through Winterbourne Stoke and on approach to Longbarrow Roundabout Hard strips are available in some sections					
Resilience	One of the most resilient sections Some longer diversion routes but there are several gaps in the central reserve Some historic flood sites No ice issues					
Environment	Site of Nature Conservation Importance at Deptford and close to Winterbourne Stoke Scheduled Monument at Yarnbury Castle and around Longbarrow Roundabout SSSI at Deptford, Yarnbury Castle and Steeple Langford Down Special Area of Conservation at Berwick St James					
Technology	No CCTV between A36 and Winterbourne Stoke Westbound camera in Winterbourne Stoke CCTV Camera planned for Longbarrow Roundabout					

Table F-15: Section 15 Summary – A303 between A36 & A360

Length	2.8km					
Carriageway type(s)	Single with no hard strips					
Major junctions	A360 to the west and A344 to the east (recently closed)					
Towns/villages	Stonehenge					
Speed limit(s)	60mph					
County	Wiltshire					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303, East of A360 junction	3090	EB	12,120	10%	
	A303, East of A360 junction	3091	WB	11,919	11%	
Traffic flows (AADT)	**Direction**					
	EB	12120				
	WB	11919				
	Both ways	24038				
Neutral month average speed (kph)	**Direction**					
	EB	66				
	WB	62				
Summer holiday month average speed (kph)	**Direction**					
	EB	47				
	WB	53				
Neutral month journey time (secs)	**Direction**					
	EB	161				
	WB	168				
Summer holiday month journey time (secs)	**Direction**					
	EB	226				
	WB	195				
Neutral month stress	**Direction**					
	EB	1.07				
	WB	1.05				
	Both ways	1.06				
Summer holiday month stress	**Direction**					
	EB	1.24				
	WB	1.19				
	Both ways	1.21				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	71.7%	63.9%	63.9%	72.3%	67.0%
	WB	69.0%	55.1%	55.0%	62.7%	58.8%
	Both ways	70.3%	59.5%	59.5%	67.5%	62.9%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	1	9	54	64	15.6%	0.539
Accident clusters (2007-2012)	A360 Longbarrow Roundabout A344 Stonehenge (now closed)					
Accident sites of concern	A360 Junction					
NMU issues	None					
DDA issues	None					
Other issues	A344 junction has now been closed, therefore there is no reason for concern in terms of accidents at this junction					
General description	Generally single carriageway No hard strips Only lighting is at Longbarrow Roundabout					
Resilience	One of the most resilient sections Some longer diversion routes but there are several gaps in the central reserve Some historic flood sites No ice issues					
Environment	World Heritage Site at Stonehenge Scheduled Monument at Longbarrow Roundabout Special Area of Conservation at Stonehenge					
Technology	CCTV Camera planned for Longbarrow Roundabout					

Table F-16: Section 16 Summary – A303 between A360 & A344

Length	2.6km					
Carriageway type(s)	Single carriageway (no hard strips) for 500m to the western edge and then dual (with hard strips) for remainder					
Major junctions	A344 to the west (recently closed), WB offslip lane from Amesbury and A345 Countess Roundabout to east					
Towns/villages	Stonehedge, Amesbury					
Speed limit(s)	70mph in dual carriageway sections, 60mph in single carriageway sections					
County	Wiltshire					
TRADS sites	**Location**		**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**
Traffic flows (AADT)	**Direction**					
	EB					
	WB					
	Both ways					
Neutral month average speed (kph)	**Direction**					
	EB	91				
	WB	67				
Summer holiday month average speed (kph)	**Direction**					
	EB	89				
	WB	49				
Neutral month journey time (secs)	**Direction**					
	EB	102				
	WB	145				
Summer holiday month journey time (secs)	**Direction**					
	EB	104				
	WB	200				
Neutral month stress	**Direction**					
	EB	Varies, between 0.42 and 1.07				
	WB	Varies, between 0.39 and 1.05				
	Both ways	Varies, between 0.40 and 1.06				
Summer holiday month stress	**Direction**					
	EB	Varies, between 0.44 and 1.24				
	WB	Varies, between 0.40 and 1.19				
	Both ways	Varies, between 0.42 and 1.21				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	82.9%	82.4%	80.2%	75.1%	80.5%
	WB	73.4%	70.1%	68.9%	71.3%	70.5%
	Both ways	78.1%	76.2%	74.5%	73.2%	75.5%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	1	6	28	35	20.0%	0.285
Accident clusters (2007-2012)	A344 Junction (now closed) A345 Junction (Countess Roundabout)					
Accident sites of concern	A345 Junction (Countess Roundabout)					
NMU issues	None					
DDA issues	None					
Other issues	None					
General description	Dual carriageway along section Lighting to the west of Countess Roundabout Hard strips along entire section Congestion at Countess Roundabout					
Resilience	One of the most resilient Low lying land so little issues with icing on this section Potential flooding issue					
Environment	Several Scheduled Monuments to west of Amesbury Special Site of Conservation at Amesbury					
Technology	Limited CCTV or real time information					

Table F-17: Section 17 Summary – A303 between A344 & A345

Length	3.3km					
Carriageway type(s)	Dual (with hard strips)					
Major junctions	A345 Countess Roundabout to the west, Solstice Park junction, A3028 Double Hedges to the east					
Towns/villages	Amesbury					
Speed limit(s)	70mph					
County	Wiltshire					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	West of Solstice Park junction	2822	WB	13,611	2%	
	East of Countess Roundabout	2823	EB	14,471	3%	
Traffic flows (AADT)	**Direction**					
	EB	14471				
	WB	13611				
	Both ways	28082				
Neutral month average speed (kph)	**Direction**					
	EB	94				
	WB	93				
Summer holiday month average speed (kph)	**Direction**					
	EB	95				
	WB	87				
Neutral month journey time (secs)	**Direction**					
	EB	131				
	WB	129				
Summer holiday month journey time (secs)	**Direction**					
	EB	130				
	WB	138				
Neutral month stress	**Direction**					
	EB	0.42				
	WB	0.39				
	Both ways	0.4				
Summer holiday month stress	**Direction**					
	EB	0.44				
	WB	0.4				
	Both ways	0.42				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	79.6%	76.0%	76.1%	73.0%	76.2%
	WB	80.3%	76.5%	79.3%	75.4%	77.7%
	Both ways	80.0%	76.2%	77.7%	74.2%	76.9%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	3	5	26	34	23.5%	0.188
Accident clusters (2007-2012)	A345 Junction (Countess Roundabout) East of Solstice Park Services					
Accident sites of concern	A345 Junction (Countess Roundabout)					
NMU issues	Ratfyn Road, east of Amesbury					
DDA issues	None					
Other issues	None					
General description	Dual carriageway along section Lighting to the west of Countess Roundabout Hard strips along entire section Congestion at Countess Roundabout					
Resilience	One of the most resilient Low lying land so little issues with icing on this section Potential flooding issue					
Environment	Several Scheduled Monuments to west of Amesbury Special Site of Conservation at Amesbury Special Protection Area at Double Hedges Special Area of Conservation to the South of Double Hedges					
Technology	Limited CCTV or real time information					

Table F-18: Section 18 Summary – A303 between A345 & A3028

Length	4.7km					
Carriageway type(s)	Dual (with hard strips)					
Major junctions	A3028 Double Hedges to the west, and A338 to Shipton Bellinger to the east					
Towns/villages	None					
Speed limit(s)	70mph					
County	Wiltshire / Hampshire to the eastern edge					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303 Down Barn	2824	WB	16,391	7%	
	A303 Down Barn	2825	EB	16,257	5%	
Traffic flows (AADT)	**Direction**					
	EB	16257				
	WB	16391				
	Both ways	32649				
Neutral month average speed (kph)	**Direction**					
	EB	109				
	WB	108				
Summer holiday month average speed (kph)	**Direction**					
	EB	109				
	WB	94				
Neutral month journey time (secs)	**Direction**					
	EB	156				
	WB	156				
Summer holiday month journey time (secs)	**Direction**					
	EB	156				
	WB	180				
Neutral month stress	**Direction**					
	EB	0.46				
	WB	0.46				
	Both ways	0.46				
Summer holiday month stress	**Direction**					
	EB	0.49				
	WB	0.49				
	Both ways	0.49				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	79.7%	77.4%	77.9%	76.5%	77.8%
	WB	73.7%	74.2%	74.0%	71.4%	73.5%
	Both ways	76.7%	75.8%	75.9%	74.0%	75.7%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	0	7	24	31	22.6%	0.110
Accident clusters (2007-2012)	Junction with Amesbury Road A338 Junction					
Accident sites of concern	Junction with Amesbury Road					
NMU issues	Amesbury Road Cholderton Gap					
DDA issues	None					
Other issues	None					
General description	Dual carriageway along section No lighting on this section Hard strips along entire section					
Resilience	One of the most resilient Low lying land so little issues with icing on this section Potential flooding issue					
Environment	Special Protection Area at Double Hedges Special Area of Conservation to the South of Double Hedges					
Technology	Limited CCTV or real time information					

Table F-19: Section 19 Summary – A303 between A3028 & A338

Length	11.1km					
Carriageway type(s)	Dual (with hard strips)					
Major junctions	A338 junction to the west, Thruxton junction and A342 junction to the east					
Towns/villages	Thruxton, Andover					
Speed limit(s)	70mph					
County	Hampshire					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303 East of A338 Junction	3056	EB	15,215	9%	
	A303 East of A338 Junction	3057	WB	15,255	10%	
	A303 West of Thruxton	2830	EB	15,772	5%	
	A303 West of Thruxton	2831	WB	15,866	10%	
	A303 East of Thruxton	5204	EB	14,057	28%	
	A303 East of Thruxton	5203	WB	17,225	33%	
Traffic flows (AADT)	**Direction**					
	EB	14914				
	WB	16545				
	Both ways	31460				
Neutral month average speed (kph)	**Direction**					
	EB	115				
	WB	112				
Summer holiday month average speed (kph)	**Direction**					
	EB	115				
	WB	112				
Neutral month journey time (secs)	**Direction**					
	EB	351				
	WB	357				
Summer holiday month journey time (secs)	**Direction**					
	EB	349				
	WB	359				
Neutral month stress	**Direction**					
	EB	0.49				
	WB	0.49				
	Both ways	0.49				
Summer holiday month stress	**Direction**					
	EB	0.52				
	WB	0.52				
	Both ways	0.52				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	89.8%	86.6%	89.2%	81.4%	86.9%
	WB	87.0%	84.3%	83.8%	81.8%	84.2%
	Both ways	88.4%	85.5%	86.5%	81.6%	85.6%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	3	15	47	65	27.7%	0.100
Accident clusters (2007-2012)	A342 Junction					
Accident sites of concern	A342 Junction					
NMU issues						
DDA issues	None					
Other issues	None					
General description	All dual carriageway Hard strips available No lighting					
Resilience	Dual carriageway so relatively resilient More information needed on diversion routes					
Environment	Scheduled Monument in Thruxton Gardens to the south of Thruxton					
Technology	Camera at Thruxton					

Table F-20: Section 20 Summary – A303 between A338 & A342

Length	1.2km					
Carriageway type(s)	Dual (with hard strips)					
Major junctions	A342 to the west and A343 to the east					
Towns/villages	Andover					
Speed limit(s)	70mph					
County	Hampshire					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303 West of A343 Junction	3046	EB	21,859	2%	
	A303 West of A343 Junction	3047	WB	21,313	5%	
Traffic flows (AADT)	**Direction**					
	EB	21859				
	WB	21313				
	Both ways	43172				
Neutral month average speed (kph)	**Direction**					
	EB	102				
	WB	100				
Summer holiday month average speed (kph)	**Direction**					
	EB	102				
	WB	100				
Neutral month journey time (secs)	**Direction**					
	EB	44				
	WB	45				
Summer holiday month journey time (secs)	**Direction**					
	EB	44				
	WB	45				
Neutral month stress	**Direction**					
	EB	0.58				
	WB	0.57				
	Both ways	0.57				
Summer holiday month stress	**Direction**					
	EB	0.61				
	WB	0.6				
	Both ways	0.6				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	70.5%	68.0%	69.7%	65.2%	68.5%
	WB	68.5%	66.0%	71.2%	64.7%	67.7%
	Both ways	69.5%	67.0%	70.4%	65.0%	68.1%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	0	2	6	8	25.0%	0.083
Accident clusters (2007-2012)	A342 Junction A343 Junction					
Accident sites of concern	A342 Junction A343 Junction					
NMU issues	None					
DDA issues	None					
Other issues	None					
General description	All dual carriageway Hard strips available No lighting					
Resilience	Dual carriageway so relatively resilient More information needed on diversion routes					
Environment	None					
Technology						

Table F-21: Section 21 Summary – A303 between A342 & A343

Length	2.0km					
Carriageway type(s)	Dual (with hard strips)					
Major junctions	A343 to the west and A3057 to the east					
Towns/villages	Andover					
Speed limit(s)	70mph					
County	Hampshire					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303, East of Salisbury Road Bridge	3048	EB	22,737	4%	
	A303, East of Salisbury Road Bridge	3049	WB	22,554	7%	
	A303, West of Salisbury Road Bridge	5281	WB	22,350	8%	
Traffic flows (AADT)	**Direction**					
	EB	22737				
	WB	22554				
	Both ways	45291				
Neutral month average speed (kph)	**Direction**					
	EB	107				
	WB	108				
Summer holiday month average speed (kph)	**Direction**					
	EB	107				
	WB	107				
Neutral month journey time (secs)	**Direction**					
	EB	67				
	WB	68				
Summer holiday month journey time (secs)	**Direction**					
	EB	67				
	WB	68				
Neutral month stress	**Direction**					
	EB	0.66				
	WB	0.65				
	Both ways	0.66				
Summer holiday month stress	**Direction**					
	EB	0.69				
	WB	0.7				
	Both ways	0.69				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	74.6%	75.8%	78.2%	69.5%	75.1%
	WB	78.1%	73.4%	73.9%	73.9%	74.5%
	Both ways	76.3%	74.6%	76.1%	71.7%	74.8%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	2	4	13	19	31.6%	0.115
Accident clusters (2007-2012)	A343 Junction					
Accident sites of concern	A343 Junction					
NMU issues	None					
DDA issues	None					
Other issues	None					
General description	All dual carriageway Hard strips available No lighting					
Resilience	Dual carriageway so relatively resilient More information needed on diversion routes					
Environment	Scheduled Monument to the south of the A303 Test Valley is an Environmentally Sensitive Area					
Technology						

Table F-22: Section 22 Summary – A303 between A343 & A3057

Length	2.2km					
Carriageway type(s)	Dual (with hard strips)					
Major junctions	A3057 to the west and A3093 to the east					
Towns/villages	Andover					
Speed limit(s)	70mph					
County	Hampshire					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	East of A3057 Junction	5245	WB	22,295	8%	
	West of A3093 Junction	5280	EB	22,839	4%	
Traffic flows (AADT)	**Direction**					
	EB	22839				
	WB	22295				
	Both ways	45134				
Neutral month average speed (kph)	**Direction**					
	EB	102				
	WB	108				
Summer holiday month average speed (kph)	**Direction**					
	EB	103				
	WB	105				
Neutral month journey time (secs)	**Direction**					
	EB	79				
	WB	76				
Summer holiday month journey time (secs)	**Direction**					
	EB	78				
	WB	77				
Neutral month stress	**Direction**					
	EB	0.66				
	WB	0.64				
	Both ways	0.65				
Summer holiday month stress	**Direction**					
	EB	0.69				
	WB	0.68				
	Both ways	0.69				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	74.5%	71.1%	73.7%	68.3%	72.0%
	WB	79.9%	75.1%	74.6%	74.2%	75.6%
	Both ways	77.2%	73.1%	74.2%	71.3%	73.8%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	0	2	3	5	40.0%	0.028
Accident clusters (2007-2012)	None					
Accident sites of concern	None					
NMU issues	None					
DDA issues	None					
Other issues						
General description	All dual carriageway Hard strips available No lighting					
Resilience	Dual carriageway so relatively resilient More information needed on diversion routes					
Environment	Test Valley is an Environmentally Sensitive Area					
Technology						

Table F-23: Section 23 Summary – A303 between A3057 & A3093

Length	8.4km					
Carriageway type(s)	Dual (with hard strips)					
Major junctions	A3093 to the west, B3048 junction, and A34 to the east					
Towns/villages	Andover					
Speed limit(s)	70mph					
County	Hampshire					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303 East of B3048 Junction	3052	WB	24,992	8%	
	A303 West of B3048 Junction	3050	WB	25,193	6%	
	A303 East of B3048 Junction	2828	WB	24,701	6%	
	A303 West of A3093 Junction	2829	EB	24,828	3%	
Traffic flows (AADT)	**Direction**					
	EB	25193				
	WB	24947				
	Both ways	50141				
Neutral month average speed (kph)	**Direction**					
	EB	105				
	WB	104				
Summer holiday month average speed (kph)	**Direction**					
	EB	105				
	WB	104				
Neutral month journey time (secs)	**Direction**					
	EB	294				
	WB	292				
Summer holiday month journey time (secs)	**Direction**					
	EB	291				
	WB	295				
Neutral month stress	**Direction**					
	EB	0.67				
	WB	0.66				
	Both ways	0.67				
Summer holiday month stress	**Direction**					
	EB	0.7				
	WB	0.7				
	Both ways	0.7				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	76.2%	78.0%	77.1%	71.0%	76.1%
	WB	79.1%	78.9%	78.8%	73.8%	77.9%
	Both ways	77.7%	78.5%	78.0%	72.4%	77.0%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	0	19	62	81	23.5%	0.106
Accident clusters (2007-2012)	B3048 Junction A34 Junction					
Accident sites of concern	B3048 Junction A34 Junction					
NMU issues	None					
DDA issues	None					
Other issues	None					
General description	All dual carriageway Hard strips available No lighting					
Resilience	Dual carriageway so relatively resilient More information needed on diversion routes					
Environment	Bransbury Common is an SSSI Some scheduled monuments around Bransbury and Old Pound Test Valley is an Environmentally Sensitive Area					
Technology	None					

Table F-24: Section 24 Summary – A303 between A3093 & A34

Length	9.6km					
Carriageway type(s)	Dual (with hard strips)					
Major junctions	A3093 to the west, Micheldever Station junction and A34 to the east					
Towns/villages	Andover					
Speed limit(s)	70mph					
County	Hampshire					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A303 West of M3	2826	WB	18,317	8%	
	A303 East of Micheldever Station Jct	2827	EB	17,290	6%	
Traffic flows (AADT)	**Direction**					
	EB	17290				
	WB	18317				
	Both ways	35608				
Neutral month average speed (kph)	**Direction**					
	EB	111				
	WB	112				
Summer holiday month average speed (kph)	**Direction**					
	EB	111				
	WB	111				
Neutral month journey time (secs)	**Direction**					
	EB	311				
	WB	310				
Summer holiday month journey time (secs)	**Direction**					
	EB	310				
	WB	312				
Neutral month stress	**Direction**					
	EB	0.5				
	WB	0.53				
	Both ways	0.51				
Summer holiday month stress	**Direction**					
	EB	0.53				
	WB	0.56				
	Both ways	0.54				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	EB	85.8%	82.3%	80.5%	81.0%	82.2%
	WB	82.1%	79.9%	83.1%	82.6%	81.8%
	Both ways	84.0%	81.1%	81.8%	81.8%	82.0%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	5	23	82	110	25.5%	0.176
Accident clusters (2007-2012)	Around Micheldever Station					
Accident sites of concern	Around Micheldever Station					
NMU issues						
DDA issues						
Other issues						
General description	All dual carriageway Hard strips available No lighting					
Resilience	Dual carriageway so relatively resilient More information needed on diversion routes					
Environment	Micheldever Spoil Heaps are an SSSI Some scheduled monuments around Micheldever Station and Upper Cranbourne Farm					
Technology						

Table F-25: Section 25 Summary – A303 between A34 & M3 J8

Length	3.7km					
Carriageway type(s)	Dual carriageway between A378 and edge of Taunton, then mixed between single carriageway (with dual appraoach to J25 from the east). No hard strips					
Major junctions	M5 J25 to the north, Henlade junction (Lipe Lane and Stoke Road) and A378 junction to the south					
Towns/villages	Taunton, Henlade, Thornfalcon					
Speed limit(s)	30mph close to M5 J25, then 70mph on dual carriageway sections and 60mph on single carriageway sections					
County	Somerset					
TRADS sites	**Location**		**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**
	A358, East of Ruishton Lane		5001	NB	12,916	6%
	A358, East of Ruishton Lane		5002	SB	13,826	6%
Traffic flows (AADT)	**Direction**					
	SB	13826				
	NB	12916				
	Both ways	26742				
Neutral month average speed (kph)	**Direction**					
	SB					
	NB					
Summer holiday month average speed (kph)	**Direction**					
	SB					
	NB					
Neutral month journey time (secs)	**Direction**					
	SB	0				
	NB	0				
Summer holiday month journey time (secs)	**Direction**					
	SB	0				
	NB	0				
Neutral month stress	**Direction**					
	SB	Varies, between 0.30 and 0.98				
	NB	Varies, between 0.28 and 0.91				
	Both ways	Varies, between 0.29 and 0.94				
Summer holiday month stress	**Direction**					
	SB	Varies, between 0.31 and 1.01				
	NB	Varies, between 0.29 and 0.95				
	Both ways	Varies, between 0.30 and 0.98				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	SB	0.0%	0.0%	0.0%	0.0%	0.0%
	NB	0.0%	0.0%	0.0%	0.0%	0.0%
	Both ways	0.0%	0.0%	0.0%	0.0%	0.0%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	0	0	0	0	0.0%	#DIV/0!
Accident clusters (2007-2012)	A358 near M5 J25					
Accident sites of concern						
NMU issues						
DDA issues						
Other issues						
General description	Majority is single carriageway Through residential area to the north (around Taunton) No hard strips Lighting around northern section					
Resilience						
Environment	None					
Technology						

Table F-26: Section 26 Summary – A358 between M5 J25 & A378

Length	10.4km					
Carriageway type(s)	Largely single carriageway with hard strips, dual carriageway on southbound approach to A378					
Major junctions	A378 to the north, West Hatch Lane junction, Bickenhall Staggered Junction, Kenny/Stewley junction, Cad Rd/Broadway Road Staggered Junction and A303 to the south					
Towns/villages	Hatch Beaucamp, Ilminster					
Speed limit(s)	60mph on single carriageway sections and 70mph on dual carriageway sections					
County	Somerset					
TRADS sites	**Location**	**Site reference**	**Direction**	**AADT**	**% from Neutral to Summer AADT**	
	A358, Neroche Farm	5004	SB	11,058	7%	
	A358, Neroche Farm	5003	NB	10,949	6%	
Traffic flows (AADT)	**Direction**					
	SB	11058				
	NB	10949				
	Both ways	22007				
Neutral month average speed (kph)	**Direction**					
	SB					
	NB					
Summer holiday month average speed (kph)	**Direction**					
	SB					
	NB					
Neutral month journey time (secs)	**Direction**					
	SB	0				
	NB	0				
Summer holiday month journey time (secs)	**Direction**					
	SB	0				
	NB	0				
Neutral month stress	**Direction**					
	SB	Varies, between 0.76 and 0.77				
	NB	Varies, between 0.76 and 0.78				
	Both ways	Varies, between 0.76 and 0.79				
Summer holiday month stress	**Direction**					
	SB	Varies, between 0.82 and 0.83				
	NB	Varies, between 0.81 and 0.81				
	Both ways	Varies, between 0.55 and 0.82				
Annual OTRM performance	**Time period**	**AM peak**	**Daytime inter-peak**	**PM peak**	**Off peak**	**All Day**
	SB	0.0%	0.0%	0.0%	0.0%	0.0%
	NB	0.0%	0.0%	0.0%	0.0%	0.0%
	Both ways	0.0%	0.0%	0.0%	0.0%	0.0%
Accidents (2007-2012)	**Fatal**	**Serious**	**Slight**	**Total**	**KSI ratio**	**PIA/mvkm**
	0	0	0	0	0.0%	#DIV/0!
Accident clusters (2007-2012)	A303 Southfields Roundabout					
Accident sites of concern						
NMU issues						
DDA issues						
Other issues						
General description	Majority is single carriageway No hard strips Lighting around northern section					
Resilience						
Environment	None					
Technology						

Table F-27: Section 27 Summary – A358 between A378 & A303

Appendix G
Personal Injury Accident Locations

G. Personal Injury Accident Locations

Corridor section				EB					WB					EB & WB						COBA rate
No.	Road	From	To	Fatal	Serious	Slight	Total	PIA/mvkm	Fatal	Serious	Slight	Total	PIA/mvkm	Fatal	Serious	Slight	Total	KSI ratio	PIA/mvkm	(weighted)
1	A30	M5 J29	A375	0	1	12	13	0.020	0	8	42	50	0.088	0	9	54	63	14%	0.052	0.131
2		A375	A35	0	0	1	1	0.018	0	0	5	5	0.089	0	0	6	6	0%	0.054	0.131
3		A35	A30	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0%	0.000	0.131
4		A35	A303	2	1	12	15	0.139	4	3	23	30	0.271	6	4	35	45	22%	0.206	0.293
5	A303	A30	A358	3	7	52	62	0.318	1	0	7	8	0.043	4	7	59	70	16%	0.183	0.283
6		A358	A356	1	1	16	18	0.059	1	10	38	49	0.169	2	11	54	67	19%	0.112	0.214
7		A356	A3088	0	0	5	5	0.061	0	2	16	18	0.194	0	2	21	23	9%	0.132	0.131
8		A3088	A37	1	2	22	25	0.224	0	0	4	4	0.036	1	2	26	29	10%	0.131	0.131
9		A37	A372	0	0	3	3	0.035	0	0	11	11	0.123	0	0	14	14	0%	0.080	0.131
10		A372	A359 west	0	0	6	6	0.045	1	5	22	28	0.207	1	5	28	34	18%	0.127	0.240
11		A359 west	A359 east	0	1	2	3	0.111	0	0	0	0	0.000	0	1	2	3	33%	0.059	0.131
12		A359 east	A371	0	1	22	23	0.104	0	1	1	2	0.009	0	2	23	25	8%	0.055	0.131
13		A371	A350	4	10	33	47	0.137	0	4	3	7	0.021	4	14	36	54	33%	0.079	0.173
14		A350	A36	1	2	13	16	0.062	1	13	27	41	0.157	2	15	40	57	30%	0.110	0.236
15		A36	A360	1	2	4	7	0.038	5	8	29	42	0.226	6	10	33	49	33%	0.132	0.221
16		A360	A344	1	2	18	21	0.350	0	2	2	4	0.068	1	4	20	25	20%	0.210	0.293
17		A344	A345	0	0	2	2	0.030	0	6	8	14	0.249	0	6	10	16	37%	0.130	0.131
18		A345	A3028	2	3	12	17	0.180	0	1	1	2	0.023	2	4	13	19	32%	0.105	0.131
19		A3028	A338	0	0	0	0	0.000	0	4	12	16	0.114	0	4	12	16	25%	0.057	0.131
20		A338	A342	0	3	6	9	0.028	1	7	25	33	0.099	1	10	31	42	26%	0.065	0.131
21		A342	A343	0	0	0	0	0.000	0	2	5	7	0.146	0	2	5	7	29%	0.072	0.131
22		A343	A3057	0	0	1	1	0.012	2	2	7	11	0.133	2	2	8	12	33%	0.073	0.131
23		A3057	A3093	0	0	0	0	0.000	0	1	1	2	0.022	0	1	1	2	50%	0.011	0.131
24		A3093	A34	0	1	6	7	0.018	0	11	32	43	0.113	0	12	38	50	24%	0.066	0.131
25		A34	M3	1	4	5	10	0.033	2	12	41	55	0.171	3	16	46	65	29%	0.104	0.131
26	A358	M5 J25	A378											0	5	47	52	10%	0.283	0.223
27		A378	A303											1	6	24	31	23%	0.074	0.227
Entire A30 & A303				17	41	253	311	0.072	18	102	362	482	0.113	36	154	686	876	22%	0.095	0.185

Table G-1 ***PIA Data by Corridor Section (2008 to 2012 for A30 and A303, 2009 to 2013 for A358)***

Corridor section				EB					WB					EB & WB					
No.	Road	From	To	Fatal	Serious	Slight	Total	Casualties/ mvkm	Fatal	Serious	Slight	Total	Casualties/ mvkm	Fatal	Serious	Slight	Total	KSI ratio	Casualties/ mvkm
1	A30	M5 J29	A375	0	2	21	23	0.036	0	9	64	73	0.129	0	11	85	96	11%	0.080
2		A375	A35	0	0	2	2	0.037	0	0	5	5	0.089	0	0	7	7	0%	0.063
3		A35	A30	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0%	0.000
4		A35	A303	2	5	26	33	0.307	4	3	45	52	0.470	6	8	71	85	16%	0.389
5	A303	A30	A358	3	12	94	109	0.559	1	1	11	13	0.069	4	13	105	122	14%	0.319
6		A358	A356	2	2	21	25	0.082	1	17	73	91	0.314	3	19	94	116	19%	0.195
7		A356	A3088	0	0	7	7	0.085	0	2	26	28	0.302	0	2	33	35	6%	0.200
8		A3088	A37	1	2	36	39	0.349	0	0	5	5	0.045	1	2	41	44	7%	0.198
9		A37	A372	0	0	8	8	0.093	0	0	18	18	0.201	0	0	26	26	0%	0.148
10		A372	A359 west	0	0	8	8	0.060	1	7	31	39	0.289	1	7	39	47	17%	0.176
11		A359 west	A359 east	0	1	3	4	0.148	0	0	0	0	0.000	0	1	3	4	25%	0.079
12		A359 east	A371	0	1	32	33	0.150	0	1	1	2	0.009	0	2	33	35	6%	0.077
13		A371	A350	4	15	64	83	0.241	0	7	10	17	0.050	4	22	74	100	26%	0.147
14		A350	A36	1	4	23	28	0.108	1	18	56	75	0.287	2	22	79	103	23%	0.198
15		A36	A360	1	5	7	13	0.070	5	12	47	64	0.344	6	17	54	77	30%	0.207
16		A360	A344	1	2	36	39	0.650	0	2	5	7	0.119	1	4	41	46	11%	0.387
17		A344	A345	0	0	4	4	0.060	0	6	21	27	0.479	0	6	25	31	19%	0.253
18		A345	A3028	2	4	19	25	0.265	0	1	1	2	0.023	2	5	20	27	26%	0.150
19		A3028	A338	0	0	0	0	0.000	0	6	21	27	0.192	0	6	21	27	22%	0.096
20		A338	A342	0	4	7	11	0.035	1	9	36	46	0.138	1	13	43	57	25%	0.088
21		A342	A343	0	0	0	0	0.000	0	2	5	7	0.146	0	2	5	7	29%	0.072
22		A343	A3057	0	0	1	1	0.012	2	3	9	14	0.170	2	3	10	15	33%	0.091
23		A3057	A3093	0	0	0	0	0.000	0	1	3	4	0.044	0	1	3	4	25%	0.022
24		A3093	A34	0	1	8	9	0.024	0	14	43	57	0.150	0	15	51	66	23%	0.087
25		A34	M3	1	4	8	13	0.043	3	12	58	73	0.227	4	16	66	86	23%	0.138
26	A358	M5 J25	A378	[redacted]										0	5	65	70	7%	0.381
27		A378	A303	[redacted]										1	6	52	59	12%	0.141
Entire A30 & A303				18	64	435	517	0.119	19	133	594	746	0.174	38	208	1,146	1,392	18%	0.151

Table G-2: ***Accident Casualty Data by Corridor Section (2008 to 2012 for A30 and A303, 2009 to 2013 for A358)***

Figure G-1*: PIA Locations – A303 Amesbury to Berwick Down*

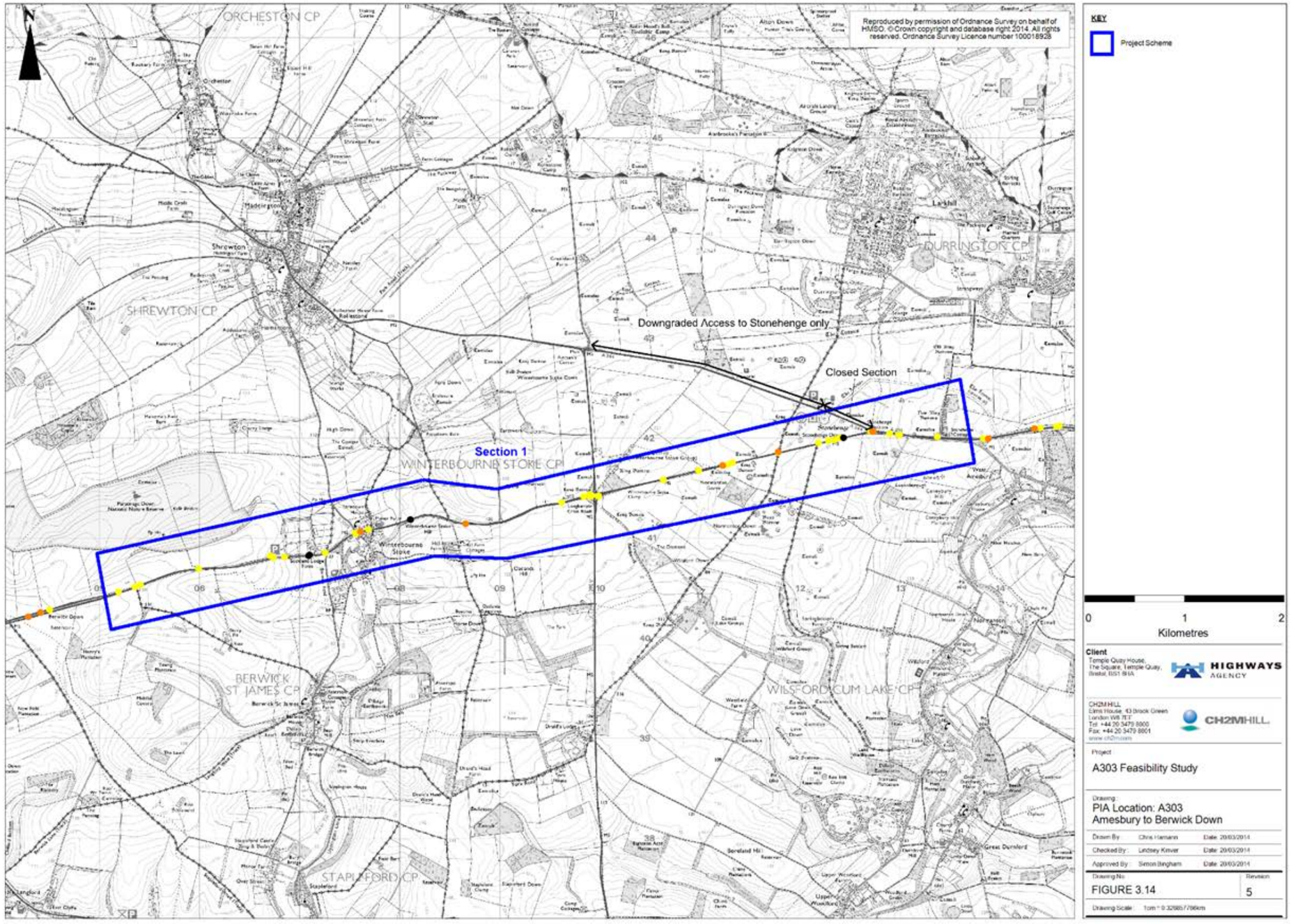


Figure G-2: ***PIA Locations – A303 Wylye to Stockton Wood and Chicklade Bottom to Mere***

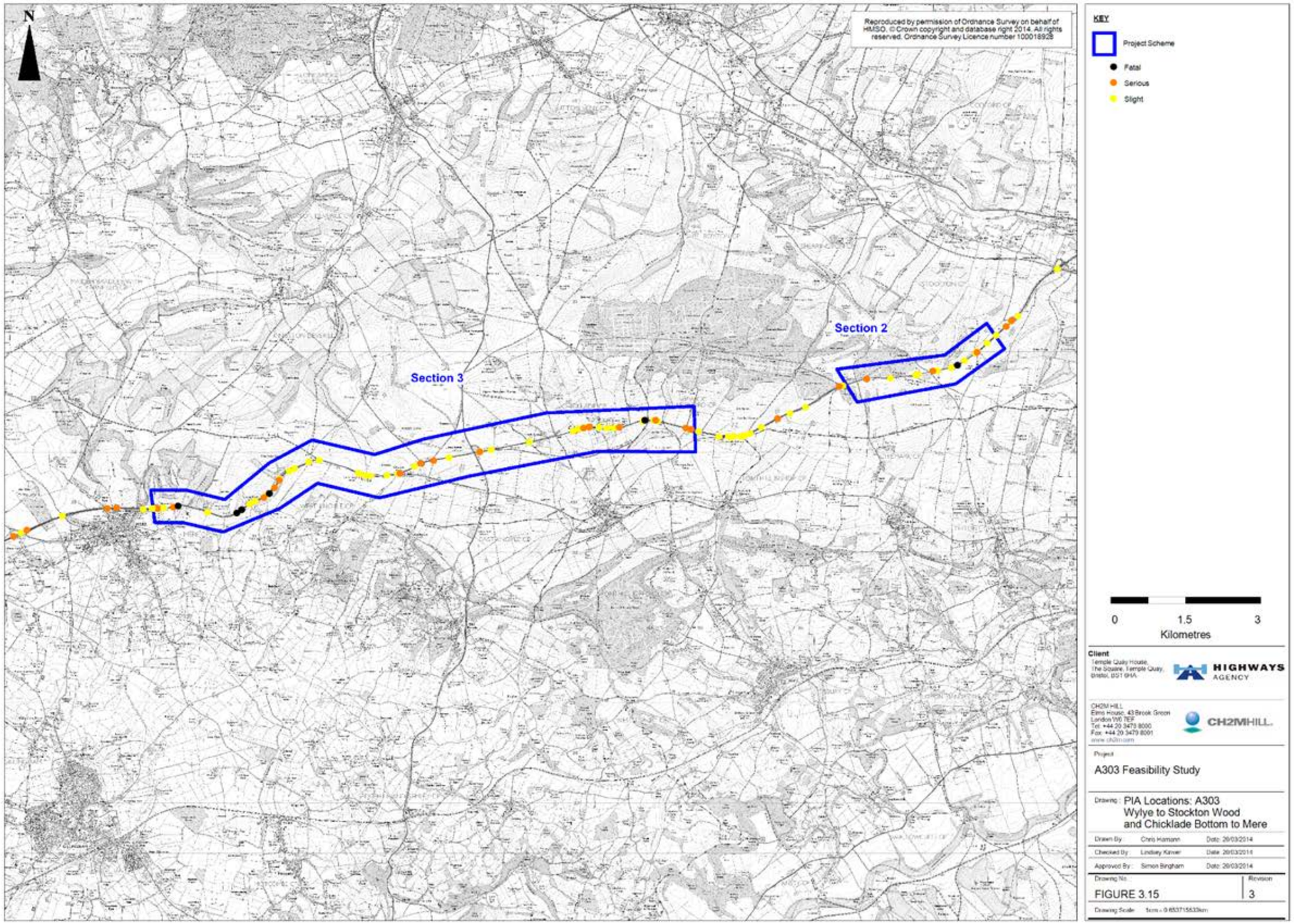


Figure G-3*: PIA Locations – A303 Sparkford to Ilchester, Podimore Roundabout and Cartgate Roundabout*

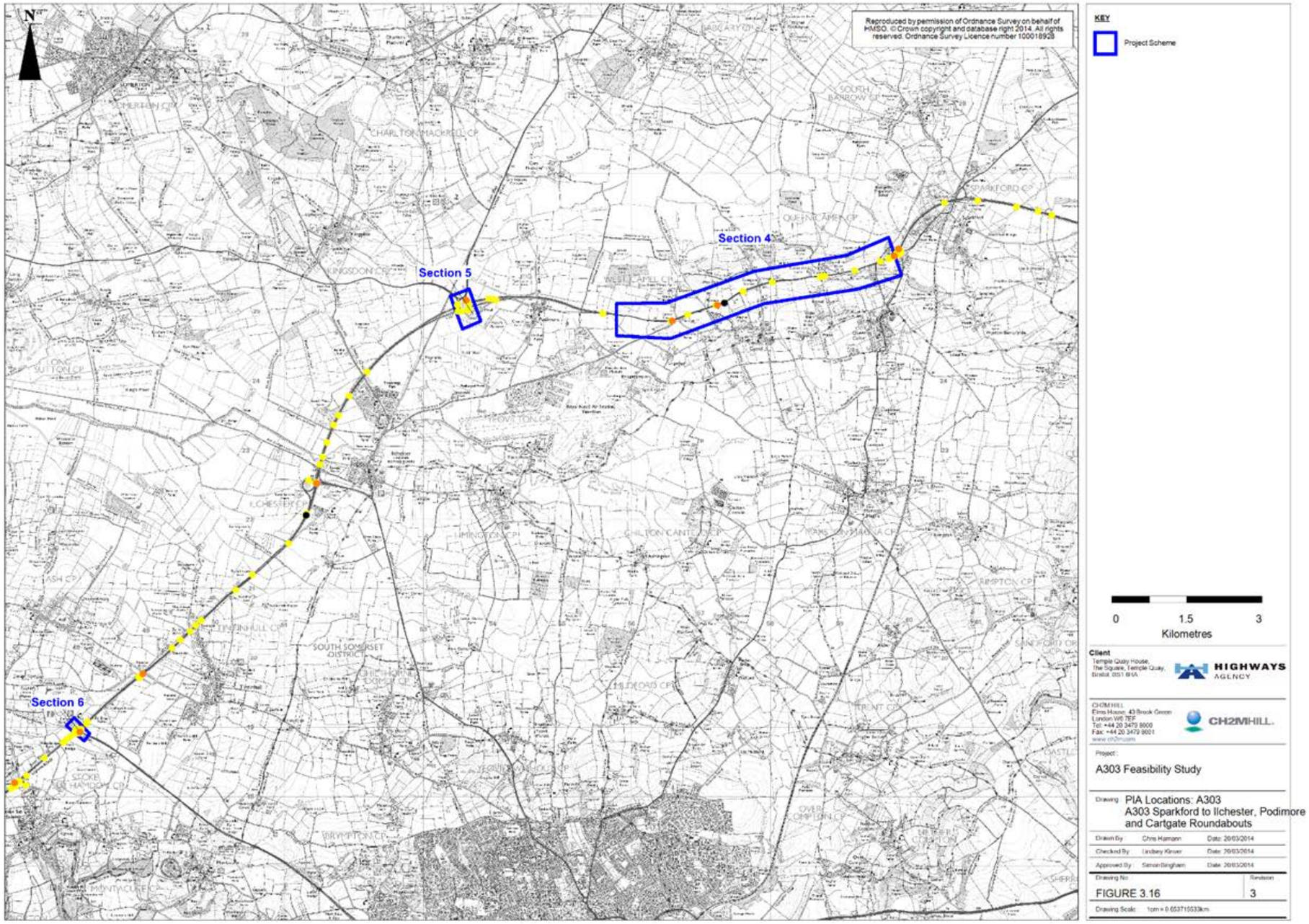


Figure G-4: ***PIA Locations – A303 South Petherton to Southfields***

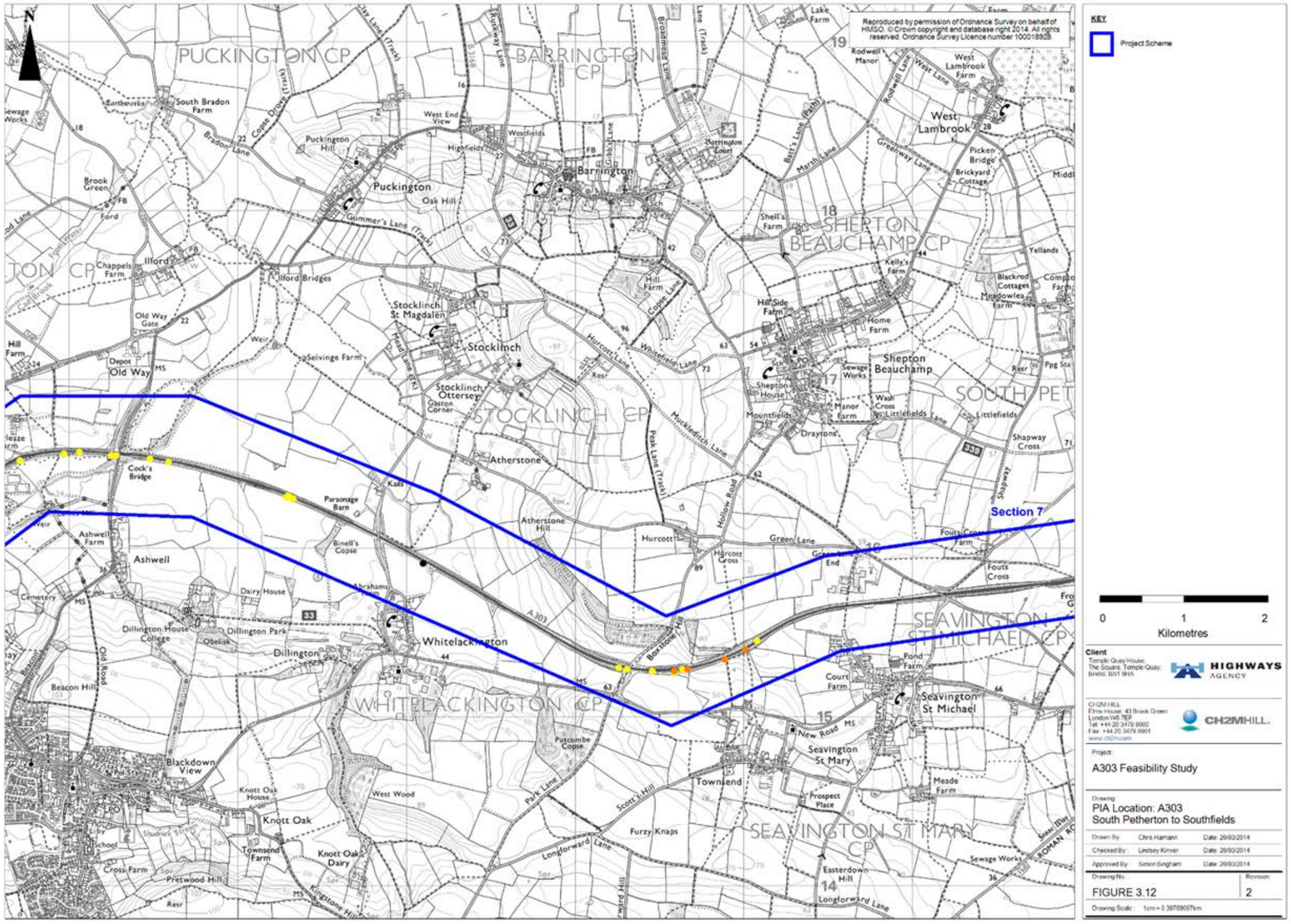


Figure G-5*: PIA Locations – A358 M5 Junction 25 to A303*

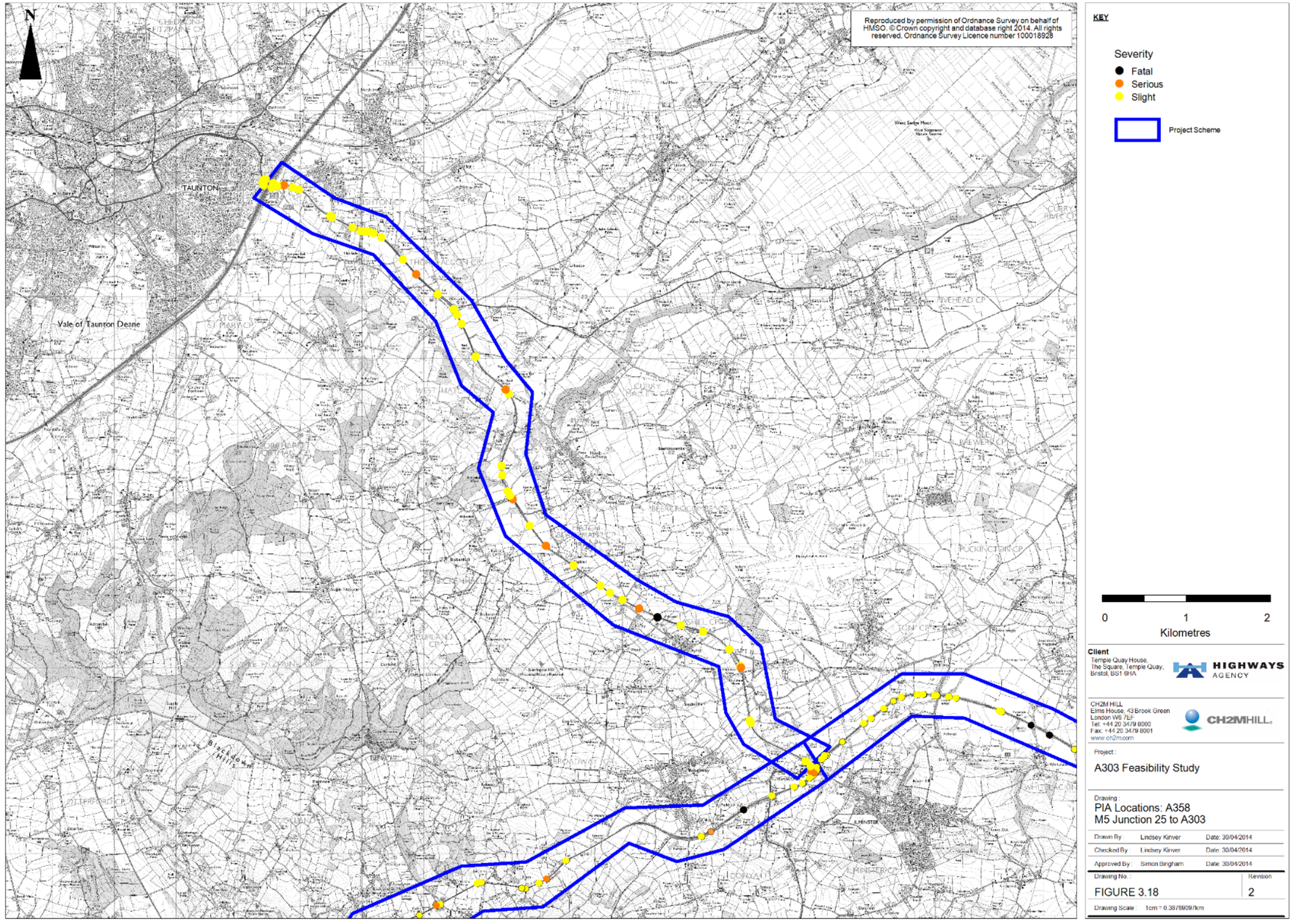
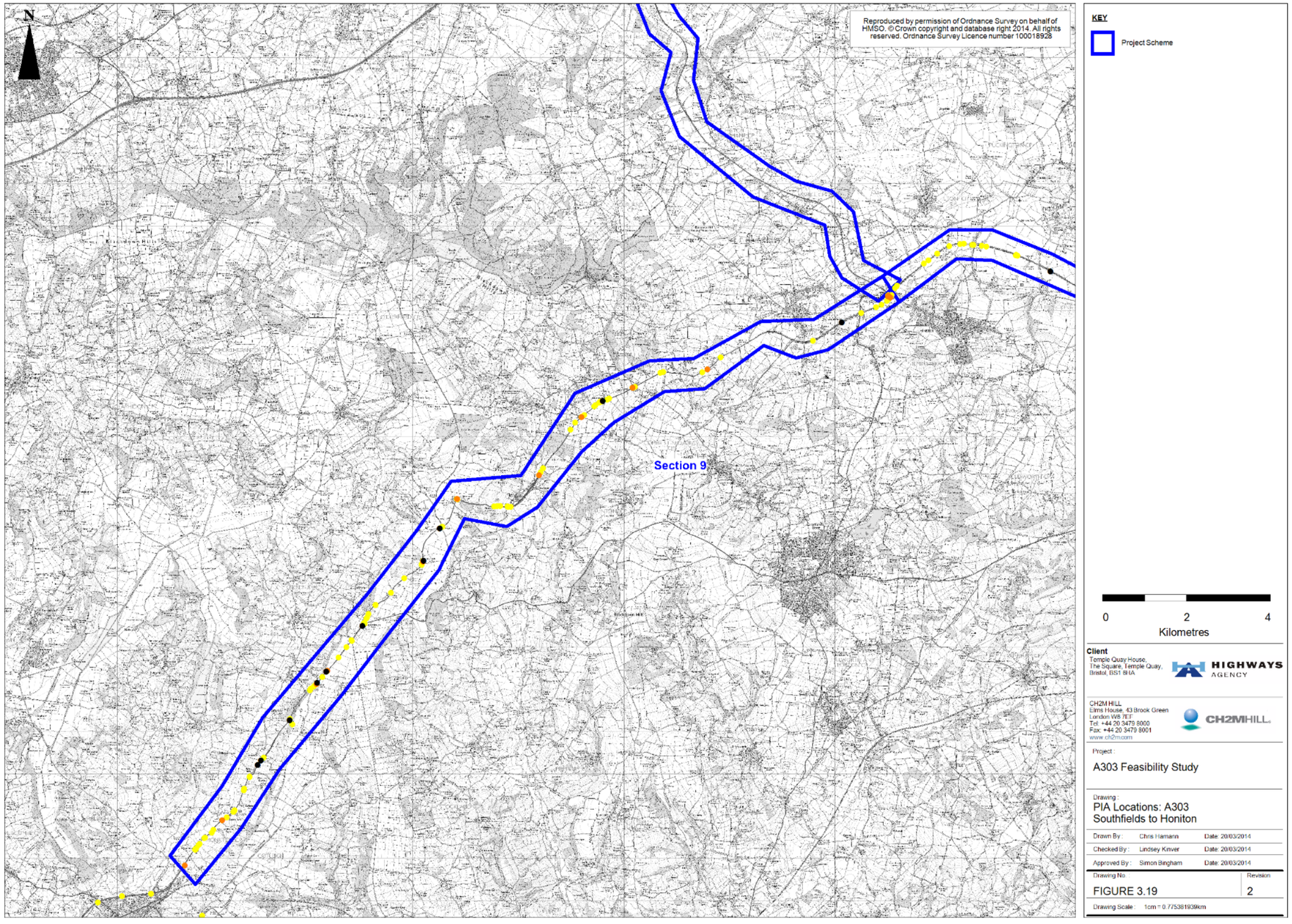


Figure G-6*: PIA Locations – A303 & A30 Southfields to Honiton*



Appendix H
Challenges, Issues and Problems

H. Challenges, Issues and Problems

Topic	Challenge/issue/problem	Description	Location
Status	Designation	Not a part of the DfT's Strategic National Corridors. Part of the Trans-European Transport Networks (TEN-T).	Entire length
Status	Standard	The standard of the SWP route and the trunk roads within it varies considerably, with parts with long lengths of dual carriageway, some with grade separated junctions. Standards can vary quickly from improved single carriageway to unimproved single carriageways with tight curves and limited overtaking opportunities. Unimproved lengths of road often have many local road junctions and private accesses of varying standards which contribute to an increased number of collisions.	Entire length
Function	Network structure and traffic confluence	The main interchange on the SWP route is at Exeter where the M5 (the main link into the South West region from the Midlands and the North), the A30/A303 (the main route into the South West from the South East and London) and the A30, A38 and A380 (the main links into the major destinations in the extreme South West particularly for holiday traffic) converge.	Junction of M5, A30 and A3015
Function	Traffic trip purpose	Used for a variety of purposes including commuting, leisure, business and retail trips together with holiday traffic in the summer periods - the latter including holiday traffic to and from the ferry ports to France at Plymouth.	Entire length
Function	Resilience (alternatives)	The standard of the SWP route and the trunk roads within it varies considerably, with parts with long lengths of dual carriageway, some with grade separated junctions. Further, standards can vary quickly from improved single carriageway to unimproved single carriageways with tight curves and limited overtaking opportunities. Unimproved lengths of road often have many local road junctions and private accesses of varying standards. On an operational level, this means that there are practically not many alternatives and network-wide resilience is limited.	Entire length
Function	Traffic composition	Around 80% of all goods travel by road, and two-thirds of large goods vehicle traffic use the strategic road network.	Entire length
Function	Traffic volumes	The UK strategic road network comprises only 3% of England's road network but carries a third of all traffic. Two coincidental sections of the A303 (i.e. east bound and westbound) appear in the top ten most trafficked sections of the SWP route network for 1 April to 31 March 2013 – the A303 between A3093 and A34 (7th) and the A303 between A34 and A3093 (8th) – i.e. the A303 between Andover and the A34.	A303 between A3093 and A34
Operation	Reliability	General Three sections of the A303 appear in the top ten least reliable road sections in the SWP route network – i.e. both directions of the A303 between A359 and A359 (3rd and 6th) and theA303 between A343 and A342 (9th). The A303 at Sparkford is also amongst the top ten most unreliable sections in terms of journey time reliability in both directions. This section and the others listed amongst the top ten most unreliable sections, perform satisfactorily in terms of average speed and delay however. Three sections of the A303 by direction are in the top ten least reliable journey-time locations on the SWP route in August 2013 – namely, the A303 between A344 and A360 (1st), theA303 between A360 and A344 (2nd) and the A303 between A372 and A359 (6th) - the A303 at Stonehenge (Ranked 1 and 2) and the A303 - Ilchester to Sparkford (Ranked 6).	Both directions of the A303 between A359 and A359 and theA303 between A343 and A342. A303 between A344 and A360, A303 between A360 and A344 and A303 between A372 and A359 - i.e. the A303 at Stonehenge and the A303 - Ilchester to Sparkford.
Function	Seasonal variation	The South West region experiences a high degrees of seasonal variation in road network traffic flows. Most of the additional traffic flow on the SWP route road network is concentrated into Fridays and Saturdays which are the traditional change over days for holiday accommodation. One section of the A303 between A371 and A350 is in the top ten highest seasonal proportions (8th) in the SWP route with a 39% uplift.	A303 between A371 and A350
Operation	Safety	While most of the corridor is in the bottom 30%, sections towards the eastern end (i.e. the M3) rank in the 45% to 70% range and 25% to 45% range. Although the corridor, or parts of it, are not amongst the worst performing road sections in the UK, the corridor is the worst performing of the rest of the SWP route road network overall.	Eastern sections of A303, particularly Amesbury to the M3 and more especially to the east of the A34
Status	Condition	Strategic key locations where carriageway surfacing may reach the end of its design life by 2020 include the A303 along the majority of its entire length. Locations where carriageway surfacing is already approaching the end of its design life include the A303 east of Bullington Cross and the A303 Wincanton to Snag Farm. The Agency has a robust ongoing maintenance programme which could see many of these sites being resurfaced prior to 2015.	Entire length by 2020; A303 east of Bullington Cross and the A303 Wincanton to Snag Farm more immediately.
Status	Condition	Extremely high proportion of geological observations along the A30 in Devon (not clear whether on study corridor or not. Numerous earthworks are classed as at-grade even though there are significant earthworks due to trunk road crossing sidelong ground [ANY ON CORRIDOR?]. Sections of the network are constructed in areas that are considered geologically unstable where ongoing large scale movement is prevalent – e.g. A303 Rawridge Hill which is located on sidelong ground.	Entire length, but particularly A303 Rawridge Hill
Status	Condition	Trunk roads are generally built along historic alignments which were in use long before being upgraded to their current standard. They were therefore not constructed to withstand today's greatly increased traffic flows. As a result enhanced maintenance regimes are employed to retain the integrity of structures; for example those located at: A303 Newcott and A303 Sparkford.	Entire length, but particularly A303 Newcott and A303 Sparkford.
Status	Condition	Almost all highway assets are supported by drainage and earthworks. Both asset groups are challenging to manage due to the frequent need for intrusive (subterranean) inspection and maintenance.	Entire length?
Status	Condition	Large amounts of the drainage asset are older than 30-40 years. Large amounts of the asset would therefore have exceeded its serviceable life. The South West has a larger than average amount of filter drain which is nearing the end of its serviceable life, these provide effective removal of surface water from the carriageway.	Entire length?
Status	Condition	More than 50% of the lighting asset is considered beyond its expected life in Area 2.	Entire length?
Operation	Incident management	There are 7 Regional Control Centres (RCC) across England, these coordinate incident management and control on road technology, such as variable message signs and CCTV. There is one National Traffic Control Centre which provides a strategic overview of the network. This centre co-ordinates the information services and events which may affect more than one region. In the South West only the motorways and the A38 between Exeter and Plymouth (Tamar Bridge) have a dedicated Traffic Officer Service (TOS). The other trunk roads within the SWP are subject to a limited level of service. We have a good understanding of the types of incidents which are quick to clear up and those which take longer. In general, there are far more incidents which don't affect the running lanes for very long, and mostly these are caused by breakdowns in the live lanes, debris or damage only collisions. The longest duration incidents are mostly caused by infrastructure issues, such as road surface repairs, bridge strikes, barrier collisions and spillages. We continue to work with our partners in the emergency services to reduce the impacts on our network from serious collisions and long duration incidents.	Entire length
Operation	Flooding	Recorded flooding incidents reveal the parts of the SWP network that are at risk of repeated flooding (described South West Peninsula route-based strategy evidence report in the technical annex). The majority of these are locations are where the route is in close proximity to water courses, such as … the A303 through Poddimore and West Camel where the road runs next to Park Brook and the various streams which feed into the River Yeo. Flood risk, will become a bigger issue due to climate change impact and deterioration of current condition of assets.	Entire length, but particularly A303 through Poddimore and West Camel
Operation	Severe weather	Heavy snow has caused road closures on all roads in Devon, including the A303. Snow events have blocked one lane of the A30 Honiton Road eastbound between the junctions with the B3184 and the A35.	Entire length, but more particularly A30 Honiton Road eastbound between the junctions with the B3184 and the A35

Topic	Challenge/issue/problem	Description	Location
Operations	Vulnerable users – pedestrians & cyclists	There are a number of long distance walking paths in the area that cross or are crossed by the trunk road network – e.g. River Parrett Trail crosses corridor.	Sections A303 near South Petherton and Stoke Sub-Hamdon where River Parrett Trail crosses A303
Operation	Vulnerable users - cyclists	There are numerous National Cycle Network (NCN) Routes that cross or intersect with the corridor: Route 266 Castle Cary to A26 at A303, Route 24 Bath to Eastleigh, Route 25 Gillingham to Warminster, Route 26 Portishead in Somerset to Portland Bill in Dorset, Route 33 Bristol to Seaton, Route 45 Swindon to Salisbury via World Heritage site at Avebury (route is discontinuous in vicinity of Amesbury), Route 246 Tinsbury to Kintbury via Andover.	See Sustrans NCN mapping
Design/standards	Vulnerable users - cyclists	Specific safety concerns across the route mainly related to the use of the SRN by cyclists. It was also felt in general that not enough consideration was given to cyclists when highway improvement schemes were developed. The All Party Parliamentary Cycling Group Report 'Get Britain Cycling' recommended that "The HA should draw up a programme to remove the barriers to cycle journeys parallel to or across trunk roads and motorway corridors, starting with the places where the potential for increased cycle use is greatest". Stakeholders also felt that the lack of facilities for cyclists and pedestrians had the effect of deterring walk and cycle trips. In certain locations, the SRN lies across walk and cycle desire lines and improved facilities for these modes would encourage greater use leading to a reduction in car use, hereby freeing up capacity on the highway network.	See Sustrans NCN mapping
Operation	Vulnerable users - cyclists	Infrastructure improvements are not the only area which needs to be considered, maintenance is also important. Carriageway defects can have serious consequences for cyclists, either if a cyclists fails to avoid such a defect, or if they have to take avoiding action and swerve into traffic. Similarly, where cyclists use trunk roads they may keep to the extreme left of the road, perhaps to the left of an edge line if there is one, and it is helpful if this area is kept clear of debris through regular sweeping.	See Sustrans NCN mapping
Operation	Vulnerable users - cyclists	From available evidence the A303 is a major safety concern, both for cyclists who may choose to cycle along the carriageway and for those who wish to cross the road. In the South Wiltshire area, the major tourist attraction is Stonehenge. Cycling groups are concerned that, despite commitments in the Stonehenge Master Plan to improve access for walkers and cyclists, the new visitor centre is significantly lacking in terms of provision for these modes. This is due to the absence of adequate crossing facilities on the A303.	See Sustrans NCN mapping
Environment	General	As a responsible network operator and through the Strategic road network performance specification 2013-15, the HA works to enhance the road user experience whilst minimising the impacts of the strategic road network on local communities and both the natural and built environment.	Entire length
Environment	Air quality	The Yeovil AQMA encompasses the entire built up area of Yeovil in South Somerset, the nearby airfield, and several potential development areas identified in the emerging local plan. The A303 runs just to the north of the town and two smaller roads feed directly off of it and into the Yeovil town centre. Honiton in East Devon marks the point where the A30 and A35 meet. Several roads in the vicinity of the town such as the A30 Exeter Road, A35 Monkton Road an A35 Kings Road make up the area of the East Devon AQMA. The A30 and A38 (and the M5 which is included in a different route based strategy) converge in the vicinity of the city of Exeter. The Exeter AQMA consists of the network of other major roads running across the city. [See ANNEX of source report for details] Defra identifies exceedences of European air quality limits for annual average levels of nitrogen dioxide (NO_2) in all of these AQMAs.	A303 in the vicinity of the Yeovil AQMA, A30 in the vicinity of the East Devon AQMA,
Environment	Cultural heritage	The main cultural area on the route of the A303 is Stonehenge, which is located between Amesbury and Winterbourne Stoke. Other areas along the A303 include King Alfred's Tower and its associated woodland between Wincanton and Mere, and Amport House in the village of Amport to the west of Andover which currently contains the Museum of Army Chaplaincy.	A303 at Stonehenge, between Amesbury and Winterbourne Stoke. King Alfred's Tower and its associated woodland are near the A303 between Wincanton and Mere and Amport House in the village of Amport, which currently contains the Museum of Army Chaplaincy, to the west of Andover is also close to the A303.
Environment	Ecology	On the A303, there is a small ecologically sensitive area at Parsonage Down (National Nature Reserve), to the west of Winterbourne Stoke. To the east of Andover is another ecological site, at the location where the River Test crosses underneath the A303.	A303 at Parsonage Down A303 to east of Andover where River Test crosses underneath A303
Environment	Landscape	East of Honiton, the A303 and A35 passes through the Blackdowns.	East of Honiton, the A303 and A35 pass through the Blackdowns
Environment	Noise	2006 conditions led Defra in 2012 to identify the following as Important Areas for noise (top one per cent of noisiest locations adjacent to major roads in UK): Exeter, at Honiton near the junction with the A35, on the A303 near to Yeovil, Stoke-Sub-Hamdon and Tintinhull, Wincanton, Mere, Chicklade, Andover including to the west of the city as it passes through Thruxton and four further areas as it loops around the city.	Exeter Honiton near the junction with the A35 Yeovil, Stoke-Sub-Hamdon and Tintinhull, Wincanton, Mere, Chicklade, Andover including to the west of the city as it passes through Thruxton and four further areas on the A303
Future	Housing and economic growth	A key aspect of managing the route effectively will be ensuring that it is capable of supporting future local housing and economic growth aspirations. This will involve preparing the route through effective management and public investment to be in the best possible position to cater for the planned demands placed upon it, whilst ensuring that the developments themselves effectively mitigate their local impacts. Further … • Considerable growth concentrated around the Exeter area. • The impact of the new Stonehenge visitor centre is not known yet. Solstice Park site also not yet fully developed. • Andover is one of the fastest growing towns in the Solent region	Entire route generally, but the following locations more specifically … M5 /A30 Honiton to Exeter and A35 M5 and A30 in the vicinity of Exeter A303 between Illminster and Mere A303 around Yeovil A303 at junction with A358 A303 between Mere and Andover and A36 between Beckington and Southampton (key area being Salisbury)

Topic	Challenge/issue/problem	Description	Location
			A303 between Amesbury and the A3
Condition/Management	Maintenance	Throughout the SWP there are many known maintenance issues that will need addressing over the next five years such as: • Deterioration of carriageway condition and structures • Ability of existing drainage infrastructure to cope with increased demands as a result of climate change.	Entire length generally
Planning	Feasibility	The HM Treasury report Investing in Britain's Future also promoted undertaking a number of feasibility studies that the government will undertake to inform potential future investment in highway improvements. The A303/A30/A358 Corridor Feasibility Study is one of them.	Entire length
Operation	Limited TOS coverage	Route resilience is however the main operational priority reported by stakeholders as something that needs to improve. The limited TOS coverage is seen by stakeholders as a possible contributory factor to this.	Entire length
Operation	Resilience	While particular sections of the route were singled out as having particularly poor resilience, these being A35 and A38, poor route resilience was considered to be an issue across the route not only for the convenience of the travelling public but also for supporting businesses and economic growth. Other contributory factors were considered to be a lack of suitable alternative/diversion routes and a lack of roadside information for road users.	Entire length
Function	Seasonal Variation	The seasonal variation of traffic flow means that different sections of the route suffer from resilience issues at different times of the year. Some of these locations only suffer from resilience issues for short periods and concern was expressed that it may prove difficult to build economic cases for improvements at such locations. It was felt that locations with only seasonal resilience issues may be less likely to attract improvement schemes than other locations with year round resilience problems.	Entire length
Operation	Wayfinding	Changes to the local road networks and major economic development could require changes to the signing strategy of routes to and from the SRN.	Entire length
Operation	RSAs	The availability and location of roadside service areas (RSAs) was considered to lack strategic planning. Distances between and facilities at RSAs can vary significantly and some may have access issues. The provision and location of RSAs is led by the planning system and driven by economic viability. The Agency's policies in relation to RSAs only determines which RSAs are signed from the SRN. Stakeholders questioned if this was the right approach and if more strategic identification of need would be beneficial.	Entire length
Operation	Speed limits	Speed limits need to vary along a route to reflect road conditions and the needs of all users of the highway. It was considered by stakeholders however that there are some areas of inconsistency where a more coordinated approach to speed limit setting may present benefits in terms of improving driver expectation and speed limit awareness. The A35 was highlighted as a particular case.	Entire length
Environment	Heritage	As well as the areas gateways and holiday destinations, Stonehenge is a particular attraction on the A303 which causes local congestion issues. The A303 passes within 500m of the historic stones.	Entire length
Operation	Events	As well as holiday traffic, there are a significant number of festivals held in the South West region including Glastonbury festival, many of which create operational challenges for the route.	Entire length
Operation	HGVs	In places, there are many towns and villages, especially on the unimproved sections where through vehicles including HGVs (heavy goods vehicles) pass through the heart of the community and present a real barrier to village life creating multiple issues, including severe environmental and severance concerns.	Entire length
Operation	Flooding	Within the SWP, flood risk and extreme weather events will become a bigger issue due to climate change impact and will lead to deterioration of assets.	Entire length
Operation	Severe weather	Severe winter weather in the area has also accelerated thin surfacing end of life issues.	Entire length
Status	Condition	Trunks roads within Area 2 generally follow historic alignments constructed prior to the motorway network. Increased volumes of traffic are putting additional stress on some parts of the network. Due to the age of the A303, there are particular areas prone to unforeseen geotechnical failure. For example, the A30 Rawridge Hill is geologically unstable as it is located on sidelong ground. The A303 has evolved in places from single to dual carriageway resulting in differential rates of deterioration across carriageways due to different construction materials and total thicknesses.	Entire length
Management	Maintenance	The renewal of carriageway surfacing is an ongoing challenge and a number of key locations are listed in previous chapters where road surfacing is coming to the end of its design life prior to 2020. Some of these sections are already identified in maintenance programmes or capital schemes for renewal. The monitoring and planning of this essential maintenance requirement will remain a key activity of the Agency.	Entire length
Management	Maintenance	In terms of the standard of maintenance of the route, it was felt by stakeholders that there may be a disparity in maintenance standards between single carriageway and dual carriageway sections. Such issues can have knock on effects for the environment, vulnerable road users, etc. Cyclists for example keep to the nearside and depend on debris free channels to enable them to keep clear of traffic streams.	Entire length
Status	Standards	The standard of the roads and junctions that make up the route was also seen as an Asset Condition issue by stakeholders where certain sections may no longer be in compliance with the latest design standard, or standards appear to vary along a route.	Entire length
Operation	Reliability	The following three sections of the corridor performs poorly in terms of the on time reliability measure: • A30 – Honiton to M5, • A303 – Sparkford, • A303 – Andover.	A30 – Honiton to M5, A303 – Sparkford, A303 – Andover.
Future	Development impacts	While the effects of planned/expected growth are not yet known, the Agency's strategic traffic model covering the route can be used to identify future areas of network stress. Strategic models such as this are valuable tools in targeting future investment decisions.	Entire length
Planning	Priorities	Improving the capacity and reliability of the SRN to support economic growth was by far the highest priority of stakeholders. The A303 in its entirety was the main priority overall and supports the inclusion of the route as a Government led feasibility study. The feasibility study will consider solutions to long-standing problems in specific locations and will work alongside the RBS process. The A303 at Stonehenge was raised as a particular concern in summer periods when passersby slow down to take a look at the historic stones. Table 2.5 in the technical annex shows that this section of road is the worst performing of the SWP route during the August period.	Entire length
Operation	Capacity	Particular capacity issues were highlighted where dual carriageways convert to single carriageway such as on the A303 in a number of locations.	Entire length
Operation	Safety	Eight of the top 10 casualty sites (casualties per 100 million vehicle miles) are on the corridor (see Table A2.7) – i.e.: • A30 between Honiton and Exeter (ranked 1) • A303 between the A34 and the M3 (ranked 2 and 6) • A303 between the A338 and Andover (ranked 3, 4, 5, 7 and 10) The stakeholders gave a number of other locations of high priority sites at which safety records needed improvement, these included A303 single carriageway sections. The lack of facilities for cyclists and pedestrians has the effect of deterring walk and cycle trips. Focused improvements in facilities for VRUs could result in a reduction of the use of SRN for short journeys.	Entire length
Environment	Severance		Entire length

Topic	Challenge/issue/problem	Description	Location
		The main priority of stakeholders in terms of social and environmental issues is the community severance caused by the SRN. Issues were also considered to exist throughout the route.	
Environment	Air	In terms of the environment, the improvement of air quality in those areas already designated as Air Quality Management Areas (AQMAs) is a key ongoing issue for the Agency. Previous sections list those AQMAs which are directly affected by the SRN. The air quality effects that will arise as a result of development lead traffic growth will need to be carefully monitored, managed and mitigated where appropriate.	Entire length
Environment	Noise	The concrete surface of the A30 between Honiton and Exeter was given as an example of a long standing noise issue by stakeholders. Further, parts of the SWP route are noise important areas.	Entire length
Environment	Flooding	Areas known to be prone to flooding are listed in the technical annex. Flooding is usually caused by blocked drainage or rising river levels and can cause significant disruption to traffic flow and affect road safety along the SRN. In some cases it can also cause third party damage.	Entire length
Environment	Water pollution risk	After periods of dry weather, the flood water on or discharging from the SRN can be quite polluted due to it washing away material built up on the carriageway. This can affect ecology.	Entire length

Table H-1:Challenges, Issues & Problems – SWP RBS Report

Appendix I
Key Housing and Economic Growth Proposals

I. Key Housing and Economic Growth Proposals

District council area		By 2015		By 2021		By 2031		
	Key development area	Residential (dwellings)	Commercial (jobs)	Residential (dwellings)	Commercial (jobs)	Residential (dwellings)	Commercial (jobs)	Location of corridor impact
Cornwall Council		5,466	2,705	12,026	5,951	22,716	11,241	At a distance to but of significance to corridor demands
	Hayle & St Ives	157	115	347	253	656	478	At a distance to but of significance to corridor demands
	Camborne & Redruth	339	399	747	878	1,411	1,660	At a distance to but of significance to corridor demands
	Bodmin	630	112	1,387	247	2,621	467	At a distance to but of significance to corridor demands
	Liskeard & Looe	247	184	545	405	1,031	765	At a distance to but of significance to corridor demands
	Launceston	124	132	274	291	518	551	At a distance to but of significance to corridor demands
Plymouth Council		14,710	2,125	24,518	3,543	46,604	4,133	At a distance to but of significance to corridor demands
	Plymouth Waterfront	2,827	309	5,301	580	11,311	677	At a distance to but of significance to corridor demands
	Plymouth Northern Corridor	1,251	869	2,347	1,630	5,041	1,901	At a distance to but of significance to corridor demands
	Plymouth Eastern Corridor	799		1,499		2,999		At a distance to but of significance to corridor demands
West Devon District Council		1,191	585	1,985	976	3,087	1,519	At a distance to but of significance to corridor demands
	Okehampton	316	169	792	424	1,232	660	At a distance to but of significance to corridor demands
South Hams District Council		749	328	1,872	1,313	2,912	2,772	At a distance to but of significance to corridor demands
	Ivybridge	90	222	225	566	396	1,194	At a distance to but of significance to corridor demands
Teignbridge District Council		698	552	2,790	2,208	6,278	4,967	At a distance to but of significance to corridor demands
Torbay Council		2,119	1,209	8,476	4,838	17,893	10,213	At a distance to but of significance to corridor demands
Exeter City Council		2,585	1,098	4,309	1,830	6,703	2,846	A30 at end of corridor at Exeter
	Matford		381		636		990	A30 at end of corridor at Exeter
	Pinhoe		139		233		363	A30 at end of corridor at Exeter
	Hill Barton		219		365		567	A30 at end of corridor at Exeter
East Devon District Council		2,511	3,778	4,185	6,298	6,800	9,797	M5 /A30 Honiton to Exeter and A35
	East of Exeter	692	802	2,769	3,608	4,500	5,613	M5 and A30 in the vicinity of Exeter
	Honiton	55	463	92	772	150	1,201	A30 and A35 around Honiton
	Axminster	387	230	646	384	1,050	597	Close to corridor
	Ottery St Mary	110	107	184	178	300	277	A30 around Ottery St Mary
South Somerset District Council		3,523	2,021	5,871	3,368	9,132	5,240	A303 between Illminster and Mere
	Yeovil	868	501	3,473	2,004	7,815	4,508	A303 around Yeovil
	Ilminster	130	84	217	140	337	218	A303 around Ilminster
	Wincanton	172	120	287	200	447	311	A303 around Wincanton
Taunton Deane District Council		3,282	2,138	8,206	5,346	14,588	9,711	A303 at junction with A358
Wiltshire Council		9,936	4,541	16,560	7,569	25,760	11,775	A303 (Mere –Andover) and A36 (Beckington – Southampton)
	Salisbury	1,636	738	2,727	1,231	4,242	1,915	Close to corridor
	Westbury	375	471	625	785	973	1,221	Close to corridor
Test Valley Council				1,300		2,600		A303 between Amesbury and the A3
	Picket Piece			500		1,000		A303 at Andover
	Totton & Eling			480		240		Close to corridor
Mendip District Council		2,360	2,295	3,934	3,825	6,120	6,375	At a distance to but of significance to corridor demands
	Frome	591	662	985	1,104	1,533	1,840	At a distance to but of significance to corridor demands
West Dorset DC & Weymouth & Portland BC		1,227	307	3,068	2,275	6,476	4,804	At a distance to but of significance to corridor demands
	Dorchester	344	197	861	492	1,818	1,039	At a distance to but of significance to corridor demands
	Bridport	170	110	425	275	897	582	At a distance to but of significance to corridor demands
North Dorset District Council		1,809	976	3,015	1,626	4,690	2,259	At a distance to but of significance to corridor demands
Purbeck District Council		648	852	1,080	1,421	1,680	2,211	At a distance to but of significance to corridor demands
Christchurch & East Dorset District Council		1,093	1,006	4,371	4,025	7,102	6,541	At a distance to but of significance to corridor demands
Poole Borough Council		2,700	3,753	4,500	6,255	7,000	9,730	At a distance to but of significance to corridor demands
Bournemouth Borough Council		2,315	2,880	5,787	7,200	9,002	11,200	At a distance to but of significance to corridor demands
Bath & North East Somerset Council		1,541	1,187	6,165	4,750	12,330	9,500	At a distance to but of significance to corridor demands
	Bath	840	875	3,360	3,500	6,720	7,000	At a distance to but of significance to corridor demands
South Gloucestershire Council		5,493	3,428	9,888	6,170	15,381	9,597	At a distance to but of significance to corridor demands
New Forest District Council				1,470	3,245	2,940	6,490	At a distance to but of significance to corridor demands
	Cracknore Industrial Estate				495		990	At a distance to but of significance to corridor demands
Southampton Council				2,250	3,500	4,500	7,000	At a distance to but of significance to corridor demands

Adjacent corridor

Council areas totals	21,837	13,576	40,431	24,411	65,583	39,369
Key development area totals	2,027	2,816	7,522	8,136	14,549	14,048

Adjacent & close to corridor

Council areas totals	21,837	13,576	40,431	24,411	65,583	39,369
Key development area totals	4,425	4,255	12,000	10,536	21,054	17,781

Distant to corridor but of significance

Council areas totals	44,119	24,188	97,195	63,121	176,711	110,552
Key development area totals	8,725	4,355	19,095	11,140	38,184	19,804

Totals

Council areas totals	65,956	37,764	137,626	87,532	242,294	149,921
Key development area totals	13,150	8,610	31,095	21,676	59,238	37,585

Table I-1: Key Housing and Economic Growth Proposal