

Shaw Residents' Association

Serving the Residents of Peatmoor, Sparcells, Nine Elms, Middleleaze, Shaw, Ramleaze, the Prinnels, Eastleaze and Westlea (West)

Ridgeway Farm – A Recipe for Gridlock

Survey conducted by the Shaw Residents' Association and friends

www.shawresidents.org.uk

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Contents

Executive Summary and Call for Action	2
Background	2
Summary of Traffic Count Data	3
Organisation and Definitions	4
Data Validity	5
Current Traffic Volumes	5
Road Volumes: AM Peak Hour (8 – 9)	5
Road Volumes: PM Peak Hour (5 – 6)	5
Sparcells Roundabout: AM Peak Hour (8 - 9)	6
Swinley Roundabout: AM Peak Hour (8 – 9)	6
Swinley Roundabout: PM Peak Hour (5 - 6)	6
Foresters Junction: AM Peak hour (8 – 9)	6
Stone Lane Junction: AM Peak hour (8 – 9)	7
Peatmoor Village Centre Volumes: AM Peak hour (8 – 9)	7
Impact of the Ridgeway Farm Development	7
Facts and assumptions	7
Predicted New Traffic Flows: AM Peak Hour	8
Foresters Junction	8
Swinley Roundabout	8
Sparcells Roundabout	8
New Traffic Flow – with NO ADDITIONAL traffic from Ridgeway Farm: AM Peak Hour	9
New Traffic Flow – Ridgeway Farm Generated traffic: AM Peak Hour	9
New Traffic Flow – Adding Ridgeway Farm Traffic to Existing Traffic: AM Peak Hour	10
Predicted New Traffic Flows: PM Peak Hour	11
Data	12

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Executive Summary and Call for Action

Representative traffic flow analysis conducted by the SRA indicates that the current design of the Ridgeway Farm spine road together with the closure of part of the B4553 (between Sparcells and Swinley Drive roundabouts) will lead to traffic backing up along its length during both peak hours. This is very likely to create gridlock on the north Sparcells roundabout during the morning and evening peak periods, blocking the flow of traffic in both directions between Mead Way and Thamesdown Drive - the main arterial route for traffic between West & North Swindon. In light of this and, as a matter of pressing urgency, Shaw Residents' Association ask that:

1. Taylor Wimpey implements a radical redesign of the development
2. Swindon Borough Council (SBC) together with Wiltshire County Council (WCC) as a matter of urgency commission a truly independent (e.g. NOT council officers or any organisation that has previously been involved with Ridgeway Farm) expert review of this report to validate its accuracy and a new detailed traffic audit of Ridgeway Farm and the surrounding area
3. In anticipation of Taylor Wimpey sticking to the current design:
 - o SBC to implement radical traffic controls on Swinley Drive
 - o SBC to raise the urgency of the Thamesdown Drive to B&Q trunk road to critical
 - o WCC to implement measures to protect Lydiard Millicent and Washpool from the expected traffic onslaught

Background

Taylor Wimpey designed the new development with the main through road also acting as the local distribution and transitional road. An Internet search for residential road designs brings up a number of documents produced by local councils. The first two reviewed¹ make it clear that through roads and roads that serve more than 400 residences should be labelled as a 'local distribution road' and be 6.75 or 7.3m wide and have no direct access to dwellings. The Ridgeway Farm spine road will serve 700 residences, be used by through traffic entering and exiting Swindon and have 54 dwellings fronting it.

As a result of this design and for safety reasons the spine road will be a 30mph zone. In an effort to ensure traffic does not speed, it is designed to be just 6.5m wide² and any vehicle parked anywhere along its length to have the potential to stop traffic flow in one direction. Such an occurrence has been designed-in to ensure the safety of all road users and pedestrians.

In an acknowledgement of the likely problems caused to traffic flow from the design, Taylor Wimpey is considering the following: double yellow lines along the entire length of one side of the carriageway (including across residents driveways) together with raised curbs and bollards to hinder verge parking.

A consideration is also being made to have double yellow lines along the entire length of BOTH sides of the carriageway. This raises a serious concern to the SRA: *If the narrowness of the road has been designed to ensure that on-street parking slows traffic, placing double yellow lines along the entire length on both sides will negate this safety feature and therefore present speeding dangers to all road and footpath users*

Of course, it can also be argued that yellow lines will not be effective for the following reasons:

¹ www.lancashire.gov.uk/environment/documents/LCC_Residential_Road_Design_Guide.pdf

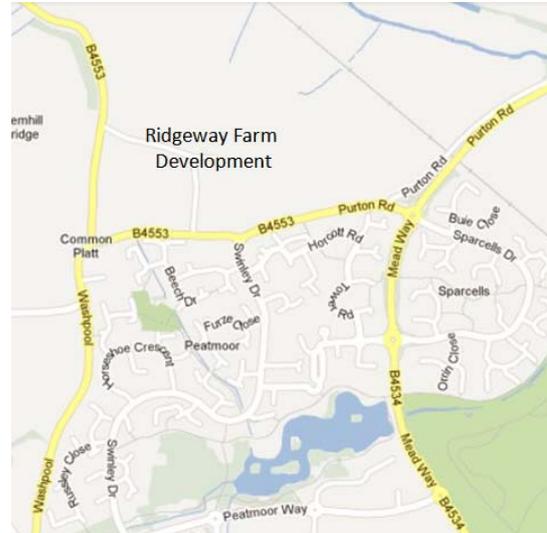
www.wellingborough.gov.uk/downloads/file/3505/ncc_design_guide_for_residential_roads_november_2003

² Both Swinley Drive and Cartwright Drive in West Swindon are 6.75m wide

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1. They need to be enforced adding to the burden on the police
2. They allow pick up and set down. Therefore delivery (groceries and parcels etc) vans and lorries, taxi's, friends doing a pick up for car share during peak hours etc. will stop on the lines and hinder traffic flow
3. Disabled badge users are allowed to park on double yellow lines
4. There is no specific designed-in provision anywhere along the spine road for on street parking. Therefore people living in the 54 homes fronting this road will only have their drive to park in. It is anticipated that, excluding the garage, these homes will have one or two spaces on their drive and so visitors will need to find space in side roads or either ignore the yellow lines or park on the verges



Summary of Traffic Count Data

Existing traffic volumes on junctions from Stone lane to the west and Sparcells in the east are significant today. During the AM peak hour, the Stone lane junction handles 667 vehicles, the Foresters junction 1055 vehicles and the Swinley roundabout 1031 vehicles increasing to 1287 vehicles or one every 2.8 seconds in the PM peak hour.

The outline planning permission for Ridgeway Farm intends for the B4553 between the Swinley Drive roundabout and Sparcells roundabout to be closed (“for environmental and highway safety benefits”), forcing through traffic to use the new roads through Ridgeway Farm. During the AM peak hour over 800 vehicles use the B4553 today which rises to over 1000 in the PM peak hour.

The road through Ridgeway Farm, called the spine road, is designed to take through traffic between the Sparcells roundabout (Mead Way / Thamesdown Drive) and Purton / Cricklade plus Washpool / Stone Lane. Because it runs through a housing estate with 54 houses fronting it, it will suffer from many parked and stopped vehicles along much of its length. It also includes many pedestrian crossings, road junctions and a shared space village centre. In an effort to enforce a safe maximum speed of 30mph, the road has been designed to be just 6.5 metres wide, meaning approaching vehicles will only have 10 centimetres between them if there is a vehicle parked on the road and will therefore likely stop. In addition, the village centre is designed as a shared space, meaning vehicles and pedestrian mingle with each other and there are no traffic control lights, markings or curbs.

The analysis in this report suggests in the AM peak hour traffic heading towards the Sparcells roundabout from Ridgeway Farm will be 491 vehicles and 435 in the opposite direction. This will increase to 583 and 491 respectively (e.g. one vehicle every 3.3 seconds) in the PM peak hour. The village centre shared space will need to handle about 900 vehicles in the AM peak hour rising to well over 1200 in the PM peak hour. Traffic along the road from the north of Swinley Drive to the new village centre (and past the new school) is predicted to be about 380 vehicles (excluding school run traffic) in the AM peak hour and close to 800 in the PM hour.

The shared space at the village centre has been designed to slow traffic and the width of the spine road has been designed to stop traffic flow wherever a parked vehicle is encountered. Both designs, as noted previously, are for safety reasons.

As a result of the volume reaching the village centre, traffic will stop flowing and back-up along the length of all three approach roads. With parked vehicles along the spine road, cars reversing out and

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waiting to pull into the 54 houses that front it, pedestrian crossings stopping traffic and vehicles entering and exiting side streets, the spine road will also come to a standstill at many other points along its length, particularly at the south east corner where it connects to the Sparcells roundabout.

During the AM peak hour 80% of traffic entering the spine road from the Sparcells roundabout will originate from the Thamesdown drive direction. As traffic starts to queue on the spine road, it is predicted to back up right around the roundabout, blocking it for all users.

During the PM peak hour, north bound traffic on Mead Way is already at a standstill from the Sparcells roundabout, queuing back much of the length of the road. As traffic stops flowing into the spine road it will tail back onto the roundabout, blocking it for drivers heading towards Thamesdown Drive.

As the prediction of gridlock on the Sparcells roundabout becomes a reality, drivers will seek alternative routes. The problem is there are no suitable alternatives. Swinley Drive will be the most obvious and it is predicted traffic on this road will increase exponentially as a result. Of serious concern is that many drivers may use the Peatmoor Village centre (passing a primary school and nursery) as a rat-run to get there. Ironically, in the PM peak hour, much of this rat run traffic (through Swinley) will then approach the Sparcells roundabout from the Ridgeway farm direction, creating more problems for drivers trying to enter the estate (due to on-coming vehicles negotiating around parked cars and blocking right turns) from Sparcells roundabout and so adding to more gridlock on that roundabout. Perhaps this is the definition of 'gridlock' – *seeking an alternative route simply adds to the congestion on the junction the driver is trying to avoid.*

Other alternatives are to use Tewkesbury Way, Lydiard Millicent and Washpool. As a result it is envisaged that traffic in both these villages along with the length of the B4553 and into Tadpole Lane will increase dramatically.

It was argued by Taylor Wimpey during the Ridgeway Farm appeal that the development was 'sustainable' – whilst this word was used to an irritating degree throughout the seven day appeal, it was never defined. It is clear from this report, that the current road infrastructure around the Farm is NOT sustainable in any sense of the word.

Organisation and Definitions

The counts were conducted over two days as described here:

Date	23 April 2013	25 April 2013	25 April 2013
Time	08:00 – 09:00	08:00 – 09:00	17:00 – 18:00
Volunteers	Alistair Haney Arthur Beltrami Amanda Heard Claire Walker Chris Snowden Ian Williams	Kevin Fisher Linford Madley Mike Godfrey Craig Nottage Roger Allen Sheridan Fisher	Claire Walker Sheridan Fisher Kevin Fisher Claire Walker Amanda Heard Ian Williams Kevin Fisher
Junctions	All except Stone Lane	Stone Lane	North Swinley roundabout & Southern end Swinley
Weather	dry and mild with clear visibility and no wind	dry and mild with clear visibility and no wind	Dry, warm and sunny with clear visibility and no wind
Vehicle Definitions			PCU (Passenger Car Units)
HGV	Articulated vehicles only		2.9
Buses	Including coaches, single and double deck. Did not include minibuses		2.5
Cars	Everything else. Includes RGV's (rigid goods vehicles)		1.0
Motorbikes			0.4
Cycles			0

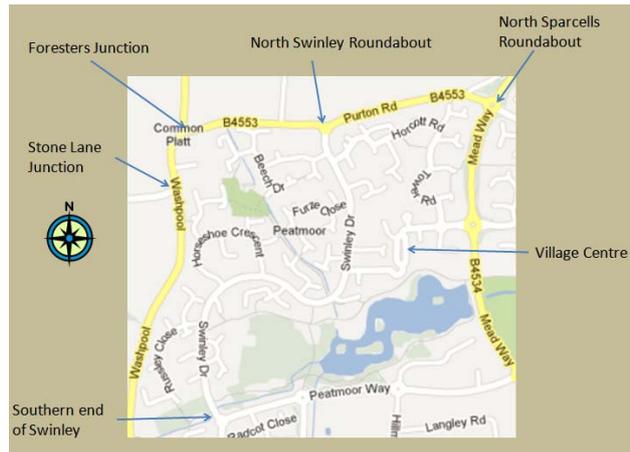
Rigid good vehicles (RGV's) were not counted separately and would normally have a PCU value of 1.9

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Data Validity

The surveyed data is provided at the end of this report. Some may argue that collecting data over just two days is not representative of true traffic volumes. However, given that on the days of the survey there were no major road works affecting traffic flows, the weather was perfect to use alternative travel arrangements and, given the time of year, it was clear daylight during both the AM and PM counts, there is a strong argument to suggest volumes were significantly lower than the average.

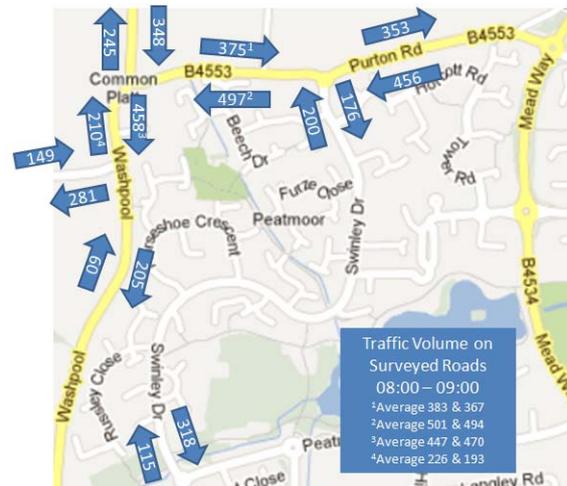


Current Traffic Volumes

Road Volumes: AM Peak Hour (8 – 9)

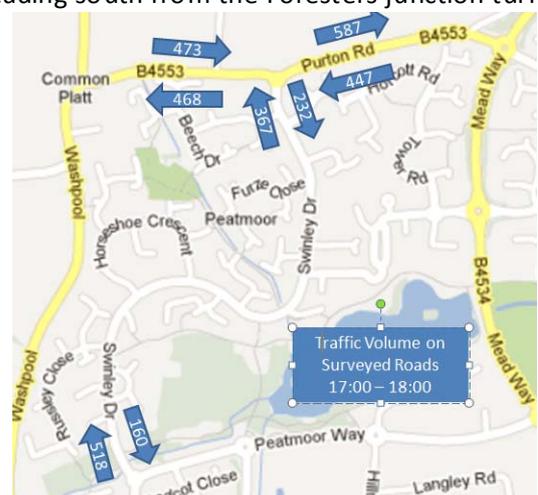
Where more than one count is available per road, an average has been taken see footnote³

- Swinley Drive: Two-way volume is 376 in the north and 433 in the south. The difference between volumes entering and leaving is about 55% at each end, suggesting about half is through traffic
- Purton Road: Two-way volume on the western part and eastern part is 872 and 809 respectively. West bound accounts for 57% of volume
- Road from the North: Two- way volume is 593 and about 59% is heading south
- Washpool road (north of Stone Lane): Two-way volume is 668 with 70% of north bound traffic originating from Stone Lane. Over 60% of traffic heading south from the Foresters junction turn right into Stone Lane
- Washpool road (south of Stone Lane): Two-way volume is 265 with 70% heading south.



Road Volumes: PM Peak Hour (5 – 6)

- Overall volume is 26% higher than the AM hour
- Swinley Drive: the north of the road has a 60% increase in two-way volume compared with the AM peak hour and through traffic increases to 70% of volume in both directions (compared with 55% in the AM peak hour)
- The road from Swinley to Sparcells carries 1034 vehicles (28% increase on the AM period)
- Purton road: west side (of Swinley) has a 50:50 split west vs. east; whereas the east side has 57% heading east



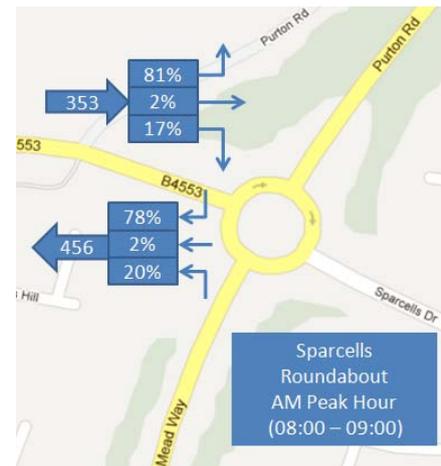
³ As an example, the 458 total southbound number at Washpool is less than the sum of 281 (Stone Lane) + 205 (continuing through Washpool). This is because on 447 were counted on 23 April and 470 on 25 April = 458

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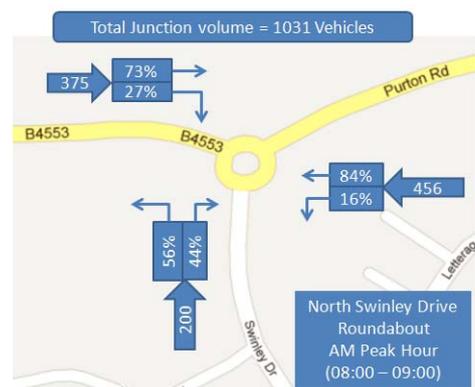
Sparcells Roundabout: AM Peak Hour (8 - 9)

- 80% of volume entering and leaving the B4553 comes from/to the direction of Thamesdown Drive (Purton road on the map)
- Analysis of west bound traffic junctions shows 84% entering the B4553 continue to the Foresters junction and from there, 63% turn left into Washpool and 58% of that turn right into Stone Lane



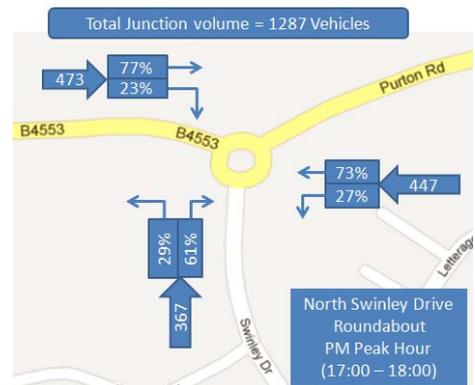
Swinley Roundabout: AM Peak Hour (8 - 9)

- Junction volume is 1031⁴ vehicles (one vehicle every 3.5 seconds)
- 73% heading east and 84% heading west continue on the B4553 / Purton Road
- From Swinley, 56% turn left / west



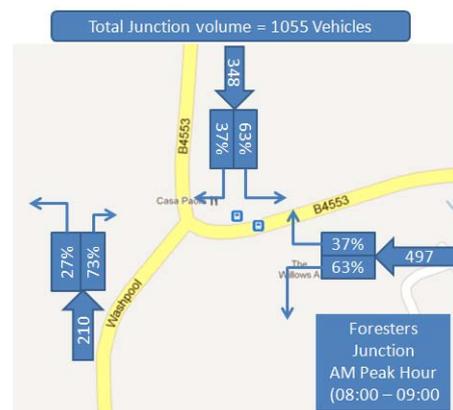
Swinley Roundabout: PM Peak Hour (5 - 6)

- Junction volume is 1287 (one vehicle every 2.8 seconds) and a 26% increase over the AM peak hour
- Whilst the percentage of traffic keeping to the B3553 / Purton Road are similar to the AM peak hour, the numbers turning left into Swinley drive increase from 16% of the volume to 27%
- The volume turning right out of Swinley increases from 44% to 61% - representative of rat-run traffic by-passing Mead Way



Foresters Junction: AM Peak hour (8 - 9)

- Junction volume is 1055⁵ vehicles (one vehicle every 3.4 seconds)
- 63% arriving from the Swinley roundabout head south into Washpool
- 73% arriving from Washpool turn right towards Swinley and 63% arriving from the north head left towards Swinley
- Exiting from the junction the volume is split with 43% heading south, 35% east and 22% north



⁴ Different to 1023 in data table due to averaging of two counts

⁵ Different to 1075 in data table due to averaging of three counts

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Stone Lane Junction: AM Peak hour (8 – 9)

- Junction volume is 667⁶ vehicles (one vehicle every 5.3 seconds)
- Although the volume of traffic is less than other junctions, tailbacks frequently occur due to the nature of the 'T' junction (one vehicle every 13 seconds turning right across traffic into Stone Lane and bus pick up points on both sides of the road just north of the junction)
- The predominant (95%) flow out of Stone lane is to the north towards the Foresters junction



Peatmoor Village Centre Volumes: AM Peak hour (8 – 9)

- School run traffic accounted for the vast majority of volume
- The count near the primary school took place between the school entrance and the Pepperbox Hill roundabout
- The count on Shearwood Road took place near the nursery so as to discount people living in houses on that road
- Although overall volumes are not significant compared to other junctions, the nature of a primary school and nursery entrance means any increase in rat-run traffic would make the area a high risk for children



Impact of the Ridgeway Farm Development

Facts and assumptions

- 1) The road from the Swinley Drive roundabout to Sparcells roundabout will be closed
- 2) The Spine road through the new estate will be 6.5m wide with several pedestrian crossings and a shared space at the new village centre
- 3) There will be 54 house frontages onto the new spine road and on road parking
- 4) Ridgeway farm will create additional traffic. The developer claims this will be 0.44 cars per household in the AM peak hour, whereas the SRA claims this will be 0.81⁷ (e.g. 311 vs. 567 vehicles) – This report assumes a mid way point of 439 vehicles in the AM peak hour
- 5) This report suggests the PM peak hour carries 26% additional traffic so assume Ridgeway Farm will create 553 vehicles heading home in the PM peak hour
- 6) Existing traffic on the closed road will use the new roads through Ridgeway Farm
- 7) Yellow lines will be painted along the spine road in "sensitive areas" although these areas have not been defined by the developer – assumed to be around the village centre and at junctions

⁶ Different to 679 in data table due to averaging of two counts

⁷ www.shawresidents.org.uk/index_files/docs/sum%20up.pdf & www.shawresidents.org.uk/index_files/docs/community%20submission.pdf

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Predicted New Traffic Flows: AM Peak Hour

Foresters Junction

Traffic from the north heading south is 348 vehicles: 63% head to Swinley and at Swinley 73% head on to Sparcells. Therefore:

- 160 ($348 \times 0.63 \times 0.73$) will travel south along the new Spine road
- 188 will turn right at new North West (NW) junction with Ridgeway Farm. Of these, 129 (348×0.37) will head towards Washpool and 59 will keep left and then turn right into Swinley Drive

Traffic from Washpool currently reaching foresters junction is 210 vehicles: 73% head towards Swinley and at Swinley 73% head on to Sparcells. Therefore:

- 112 ($210 \times 0.73 \times 0.73$) additional vehicles will turn left at the junction and turn right at the NW junction onto the new spine road
- 57 will also head north (as they do today) and turn left at the NW junction
- 41 will continue onto Swinley Drive

Traffic from Swinley Drive is 112 (200×0.56)

- 41 keep right and will turn left at the new NW junction
- 71 turn left into Washpool

Swinley Roundabout

Traffic heading north is 200 vehicles of which 44% turn right towards Sparcells.

- 88 ($200 \times .44$) will keep straight ahead onto the spine link road and turn right at the village centre
- The remaining 112 will turn left to the Foresters junction as noted above

Sparcells Roundabout

The road from Sparcells to Swinley will be closed. So 456 vehicles heading west on this road must go elsewhere and 80% originate from the north

- 91 (456×0.2) originating from the south on Mead Way will not reach the Sparcells roundabout instead will join Swinley at the southern side. Of which all will turn left towards the Foresters junction and 34 (37%) will keep right at this junction
- 365 (456×0.8) will head north on the new spine road. 73 ($456 \times .16$) today turn left into Swinley. So they will turn left at the new village centre and continue down Swinley
- The remaining 292 will continue on the Spine road to the NW junction. Here 184 (292×0.63) will turn left and then right at the Foresters junction to Washpool. The remaining 108 vehicles will continue straight ahead at the NW junction

The 353 heading east on this closed road will have found alternative routes through the new development as described in Foresters / Swinley junction analysis.

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New Traffic Flow – with NO ADDITIONAL traffic from Ridgeway Farm: AM Peak Hour

The map shows expected traffic flows from existing traffic in the AM peak period.

- Two way traffic on the Spine road will be significant and about equal in each direction
- Traffic heading south on the B4553 and joining the foresters Junction and traffic in and out of Washpool will remain largely unaffected
- Traffic on the B4553 between the Foresters and Swinley will decrease significantly
- Traffic heading south on Swinley will stay the same whilst that heading north will increase by 50%
- The Spine link road will take some volume of through traffic



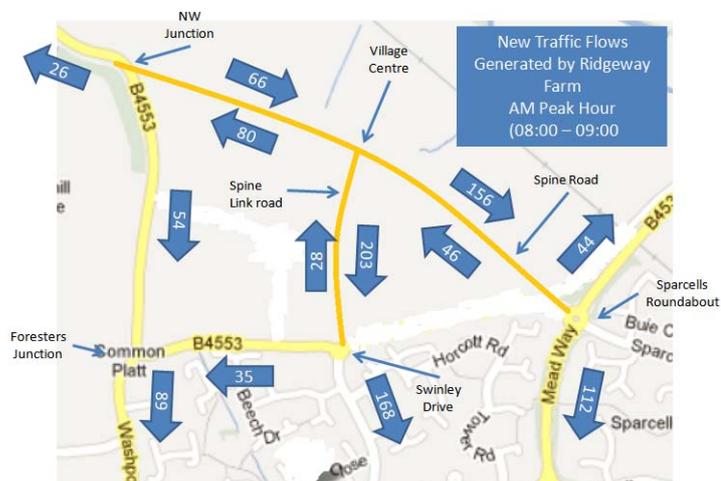
New Traffic Flow – Ridgeway Farm Generated traffic: AM Peak Hour

As stated earlier, the development will create 439 vehicles departures in the 08:00 – 09:00 peak hour. Some assumptions will need to be made on where these will originate from and where they will travel to:

- School run traffic has been argued by the DTI to account for 20% of traffic. The link in the footnote⁸ suggests it is more like 8%. Since this 8% will also return, the 439 should be increased by 35 to 474. However, to simplify, school run return traffic will be ignored
- Assume 40% of houses are in the west corner with easy access to the spine link road and therefore are more likely to use Swinley drive in order to get to Mead Way
- Assume 40% of houses are in the east corner with best access to the spine road (south east)
- Assume 20% are in the north with best access to the spine road (north west)

The following assumptions are made on the destination of departing traffic⁹:

- 6% head north towards Purton / Cricklade
- 20% head towards Washpool
- 64% wish to get to Mead Way south
- 10% head towards Thamesdown drive



⁸ www.telegraph.co.uk/news/uknews/1343053/School-run-parents-blamed-unfairly-for-traffic-jams.html

⁹ DPDS provided the following data: 6% head north, 7% Swinley roundabout, 67% Sparcells roundabout, 20% Washpool

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Predicted New Traffic Flows: PM Peak Hour

Since this report only counted traffic at the northern Swinley roundabout and southern entrance to Swinley, the analysis will simply look at the implications of closing the B4553 between Swinley and Sparcells and as such traffic flow at the Foresters junction and NW junction are not included

- Today 587 vehicles head east bound on the closed road
 - 224 originate from Swinley so all these wish to head towards Thamesdown drive – they will now all continue on the spine link road and turn right at the village centre
 - 363 originate from the Foresters junction. 20% will want to head south and will turn right onto Swinley, the rest turning left onto the spine link road and then right at the village centre
- Today 447 vehicles head west on the closed road
 - 121 turn left into Swinley, the remainder continue to the Foresters Junction. It is assumed the 121 will continue south on Mead Way and enter Swinley drive, or other estate from the south and so this number has been removed from the analysis
 - 326 will head into the spine road
- The map shows these numbers plus the Ridgeway Farm generated traffic reversed from the AM flow and increased by 26% (as noted from the PM study of Swinley Drive roundabout traffic)

Observations

- A huge 751 vehicles will head north on the spine link road, alternatively they could get there by travelling to the NW junction, but they will still have to cross the village centre. This junction will increase from 865 vehicles in the AM period to at least 1273 (numbers arriving from the north along the spine road need to be added to this number) ensuring the space is in gridlock
- Flows on the spine road will increase over the AM period by at least 10% (traffic coming from the NW junction needs to be added in). With parked vehicles to negotiate, stationary vehicles waiting to turn into a junction, their driveway or reverse into an on road parking space, traffic will come to a grinding halt
- Today, north bound traffic on Mead Way backs up along its length from Sparcells roundabout – this is why Swinley Drive rat run traffic is so much higher in the evening (75% of volume compared with 55% in the AM)
- Congestion entering Ridgeway Farm will again block the Sparcells roundabout; as a result drivers will seek an alternative route. The only alternative is Swinley Drive. These drivers will then be headed south east on the Spine road back towards Sparcells roundabout – ironically blocking the flow in the other direction creating more gridlock on Sparcells roundabout and therefore Mead Way. It is anticipated that Mead Way will become gridlocked its entire length as a result
- The map shows northbound traffic on Swinley Drive increasing by 56% over today's volumes - this does not take into account a gridlocked Sparcells roundabout

All this analysis does not take into account the 2500 homes to be built at Tadpole Farm, the completion of Moredon Bridge with its newly approved 50 more homes and the resultant pedestrian crossing to be put across the road opposite Moredon Bridge. Even if only 15% of vehicles from these developments reach the Sparcells Roundabout, they could add another 300 vehicles into the mix.



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Data

Road junctions: 23 April 2013 – 08:00 – 09:00									
Location	Incoming Direction	Outgoing Direction	Qty Cars	Qty HGV	Qty Bus	Qty M-bikes	Qty Cycles	Total PCU's	Total Volume per Junction
Foresters Junction	From Swinley roundabout	Turn left towards Washpool	303	0	5	2	0	317	1075
		Keep right towards north	175	1	2	2	3	184	
	From north	Keep left towards Swinley	208	2	1	3	5	218	
		Turn right towards Washpool	130	0	0	1	0	130	
	From Washpool	Turn right towards Swinley	165	0	0	1	1	165	
		Turn left towards north	59	0	1	0	0	61	
North Swinley Drive Roundabout	From Sparcells Roundabout	Turn left into Swinley	63	0	5	0	0	75	1023
		Straight towards Foresters	371	1	2	4	3	381	
	From Foresters	Turn right into Swinley	100	0	0	2	0	101	
		Straight on towards Sparcells	259	2	0	2	6	266	
	From Swinley Drive	Turn left towards Foresters	104	0	6	0	1	113	
		Turn right towards Sparcells	87	0	0	0	0	87	
North Sparcells Roundabout	From Swinley Roundabout	Left towards Moredon (north)	280	2	1	1	1	285	Not applicable
		Straight across to Sparcells	6	0	1	0	0	8	
		Turn right onto Mead Way	60	0	0	1	0	60	
	Towards Swinley Roundabout	From Moredon (north)	347	0	3	3	0	355	
		From Sparcells	9	0	1	0	0	11	
		From Mead Way	78	2	3	1	0	91	
South Swinley	Heading south		309	0	6	1	2	318	433
	Heading North		109	0	4	0	1	115	
Road junction: 25 April 2013 – 08:00 – 09:00									
Location	Incoming Direction	Outgoing Direction	Qty Cars	Qty HGV	Qty Bus	Qty M-bikes	Qty Cycles	Total PCU's	
Stone Lane Junction	From forester junction	Turn right into Stone Lane	264	0	3	2	1	272	679
		Keep straight	193	0	2	1	0	198	
	From Stone Lane	Turn right towards Washpool	7	0	0	0	1	7	
		Turn left to Foresters junction	139	0	1	1	1	142	
	From Washpool	Turn left into Stone Lane	9	0	0	0	0	9	
		Keep straight	51	0	0	0	0	51	
Road junction: 25 April 2013 – 17:00 – 16:00									
Location	Incoming Direction	Outgoing Direction	Qty Cars	Qty HGV	Qty Bus	Qty M-bikes	Qty Cycles	Total PCU's	
North Swinley Drive Roundabout	From Sparcells Roundabout	Turn left into Swinley	121	0	0	0	0	121	1287
		Straight towards Foresters	324	0	0	5	7	326	
	From Foresters	Turn right into Swinley	111	0	0	1	0	111	
		Straight on towards Sparcells	355	2	0	3	6	362	
	From Swinley Drive	Turn left towards Foresters	134	1	2	0	2	142	
		Turn right towards Sparcells	219	0	4	1	1	225	
South Swinley	Heading South		160	0	0	0	0	160	678
	Heading North		496	2	6	3	5	518	
Village Centre: 23 April 2013 – 08:00 – 09:00									
Location	Traffic Direction		Qty Cars	Qty HGV	Qty Bus	Qty M-bikes	Qty Cycles	Total PCU's	
Near Nursery	Into village Centre		83	0	0	1	0	83	462
	Towards Swinley		87	0	0	0	2	87	
Near School	Into Village Centre		100	0	0	0	14	100	
	Towards Mead Way		70	0	0	0	0	70	
Near Pub	Through towards Mead Way		51	0	0	1	0	51	
	Through towards Swinley Drive		71	0	0	0	5	71	