* 2018 - Shaftesbury Traffic Analysis

**Scope**

Only 20 of the 96 surveys were to hand - I was told that there are no more available. Of the 20 surveys:

7 were mostly complete

13 contained little or no useful data

The results are therefore limited, coarse and imperfect/incomplete. The analysis covers only the surveys:-

A350 South

A30 East

Christy's Lane

.. and to be complete it would need the survey data from:-

A30 West (Sherborne)

A350 North East (Warminster)

Gillingham/Shaftesbury Road

Sturminster/Todber Road conjoining and leading to St John's Hill

St James Street

High Street Shaftesbury

C13 Upper Blandford Road

….to determine which major roads feed into either the Christy's Lane Bypass or the High Street.

**Analysis**

Results were measured in AADT - Annual Average Daily Traffic, one of the most important parameters in transportation engineering. It is calculated by adding the total vehicle volume of a road for a year divided by 365 days. There is no discrimination between opposite directions of travel, and patterns of traffic (e.g. peaks, troughs, cycles and seasonality) are difficult to determine.

Coverage is defined as the proportion of the day (in hours) included in the survey. This varied between zero and a maximum of 29%. The formulae for greater depth extrapolation are complicated and of no practical relevance here.

Results

No results were possible for the *High Street*.

*Christy’s Lane* results include a maximum AADT of 20,575 vehicles in 2018, which is a 51% rise in the 22 years since 1996. HGVs comprised 5% of the total, an unvarying figure since 2002.

*A30 East (Salisbury*) results show an AADT of 6,980 in 2018, a marginal rise of 8% in the 22 years since 1996. It was impossible to determine the percentage of this traffic using Christy’s Lane or the High Street, as much of it could have headed South on the A350. HGV traffic on this road averaged 15% over the three years 2016-2018, a rise from 4% in 2012.

*A350 (South)* data showed an AADT of 4,394 in 2018, a figure steady since 1995. However, the HGV percentage had risen from 4.5% in 2011 to 12.6% in 2018, almost a three-fold increase. Historically from the South of Shaftesbury, 40% of traffic from Blandford has used the A350 and 60% the C13, but current accurate interpretation is complicated by the effect of recent signs encouraging HGVs to use a new one-way system to and from Blandford/Poole.