M25 junction 10/A3 Wisley interchange TR010030
9.16 Transport Assessment Supplementary Information Report

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

TR010030

M25 junction 10/A3 Wisley interchange

Development Consent Order 202[x]

9.16 TRANSPORT ASSESSMENT SUPPLEMENTARY INFORMATION REPORT

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Author:	M25 junction 10 / A3 Wisley interchange Project Team, Highways England

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1. Introduction

1.1.1 The document provides supplementary information and clarification referenced in the Applicant's responses to both Relevant and Written Representations, which was not presented in either the Transport Assessment Report [APP-136] or the Traffic Forecasting Report [REP1-010]. It also provides amended traffic flow information from the strategic model in Appendix A that reflects the Scheme proposals for the Seven Hills junction. These are not reflected in the strategic model traffic flow information provided in either the Transport Assessment Report or the Traffic Forecasting Report.

2. RHS Wisley Gardens traffic distribution, distances vehicle flows and journey times

2.1 Traffic distribution

2.1.1 An automatic number plate recognition (ANPR) traffic survey undertaken on Tuesday 16 May 2017, which was not a special event day at RHS Wisley Gardens, recorded the distribution of all motorised vehicles (visitors, staff and deliveries combined) generated by RHS Wisley Gardens between 06:00 and 19:00 hours. A summary of the results of the survey are provided in Table 2.1.

Table 2.1: Vehicle distribution for RHS Wisley Gardens

Direction	To	From	To & From
A3 north of J10	25.7%	27.8%	26.7%
M25 CW	13.0%	13.9%	13.4%
M25 ACW	8.4%	9.9%	9.1%
A3 south	23.9%	18.3%	21.4%
A2215 via Ripley	9.5%	2.6%	6.4%
Old Lane	1.4%	1.7%	1.5%
Elm Lane	0.1%	0.0%	0.0%
Ockham Road North	4.9%	1.7%	3.4%
Mill Lane	0.4%	0.0%	0.2%
Wisley Lane (north)	12.7%	24.2%	17.9%

2.1.2 Daily (AADT) flows and AM, inter and PM peak hour flows (in vehicles) on the road network forecast to be generated by RHS Wisley Gardens, both with (Do-something) and without the Scheme (Do-minimum) in 2022 and 2037, are presented in Figure 2.1 to Figure 2.16. These traffic flows are taken from the strategic traffic model and are based on the RHS Wisley Gardens forecast traffic generation and distribution presented in Table 3.10 of the Traffic Forecasting Report [REP1-010].

Figure 2.1: RHS Wisley DM 2022 AADT

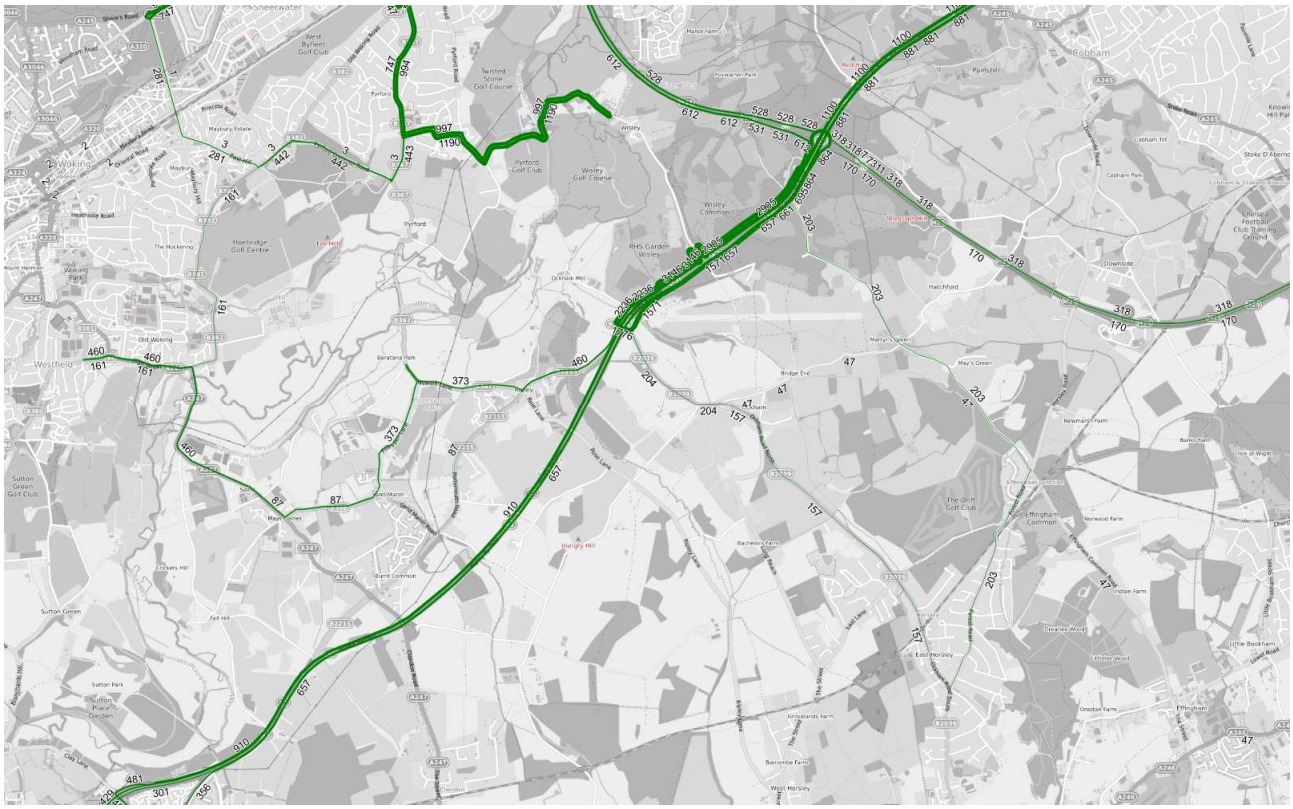


Figure 2.2: RHS Wisley DS 2022 AADT

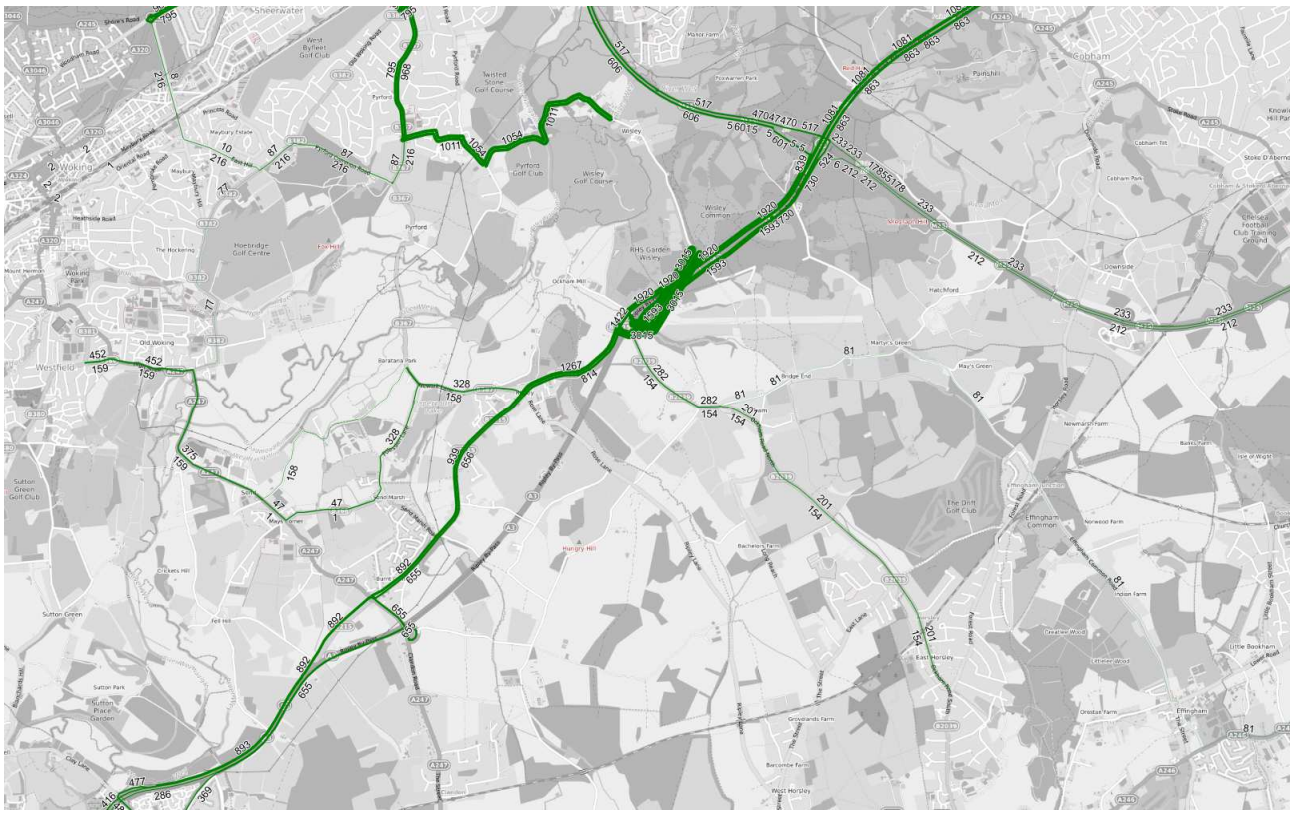


Figure 2.3: RHS Wisley DM 2022 AM

Figure 2.4: RHS Wisley DS 2022 AM

Figure 2.5: RHS Wisley DM 2022 IP

Figure 2.6: RHS Wisley DS 2022 IP

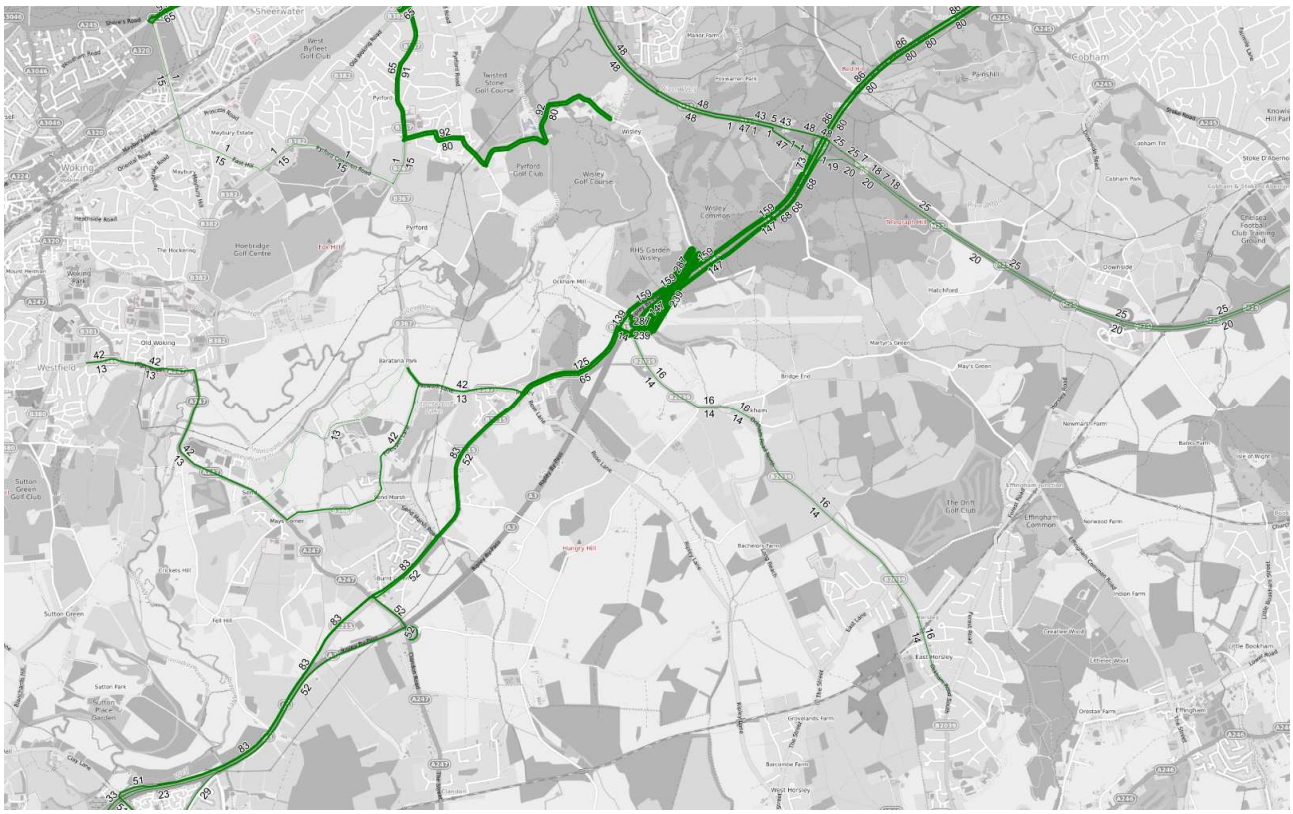


Figure 2.7: RHS Wisley DM 2022 PM

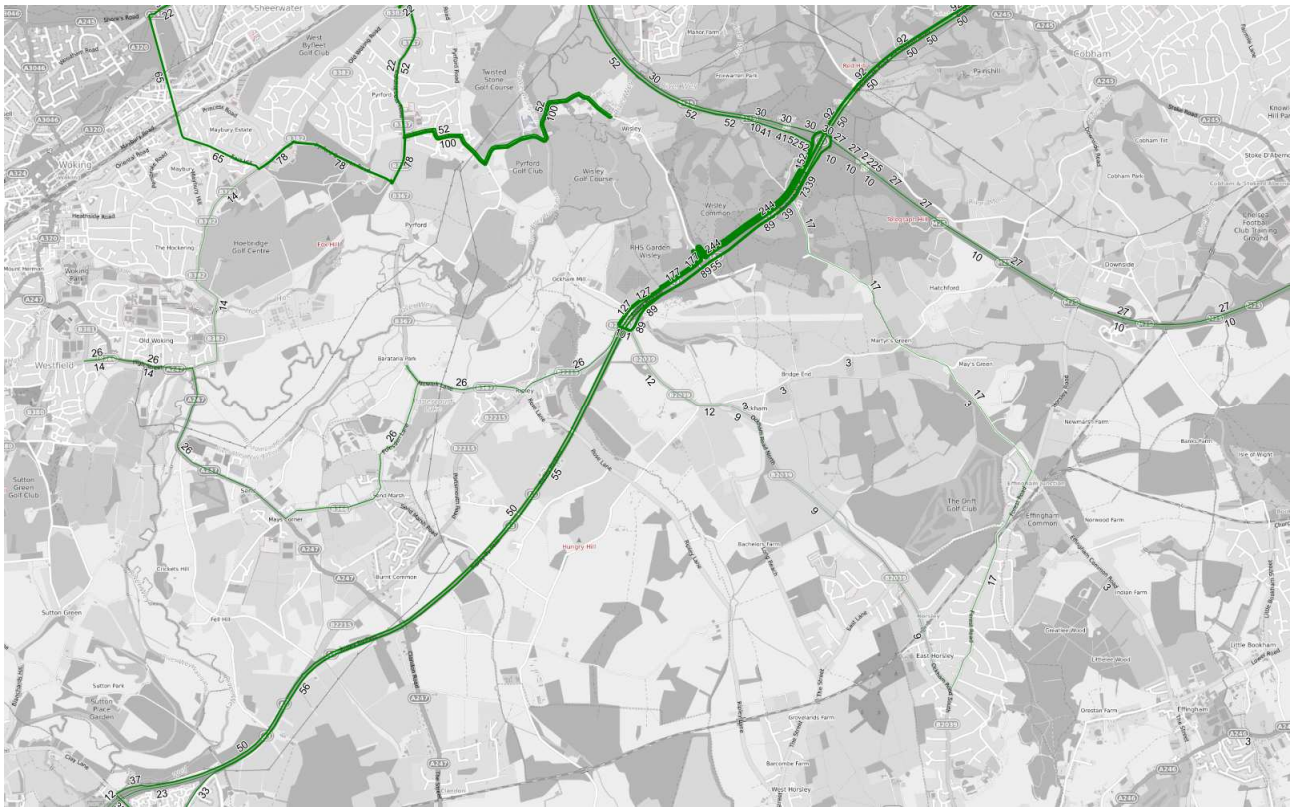


Figure 2.8: RHS Wisley DS 2022 PM

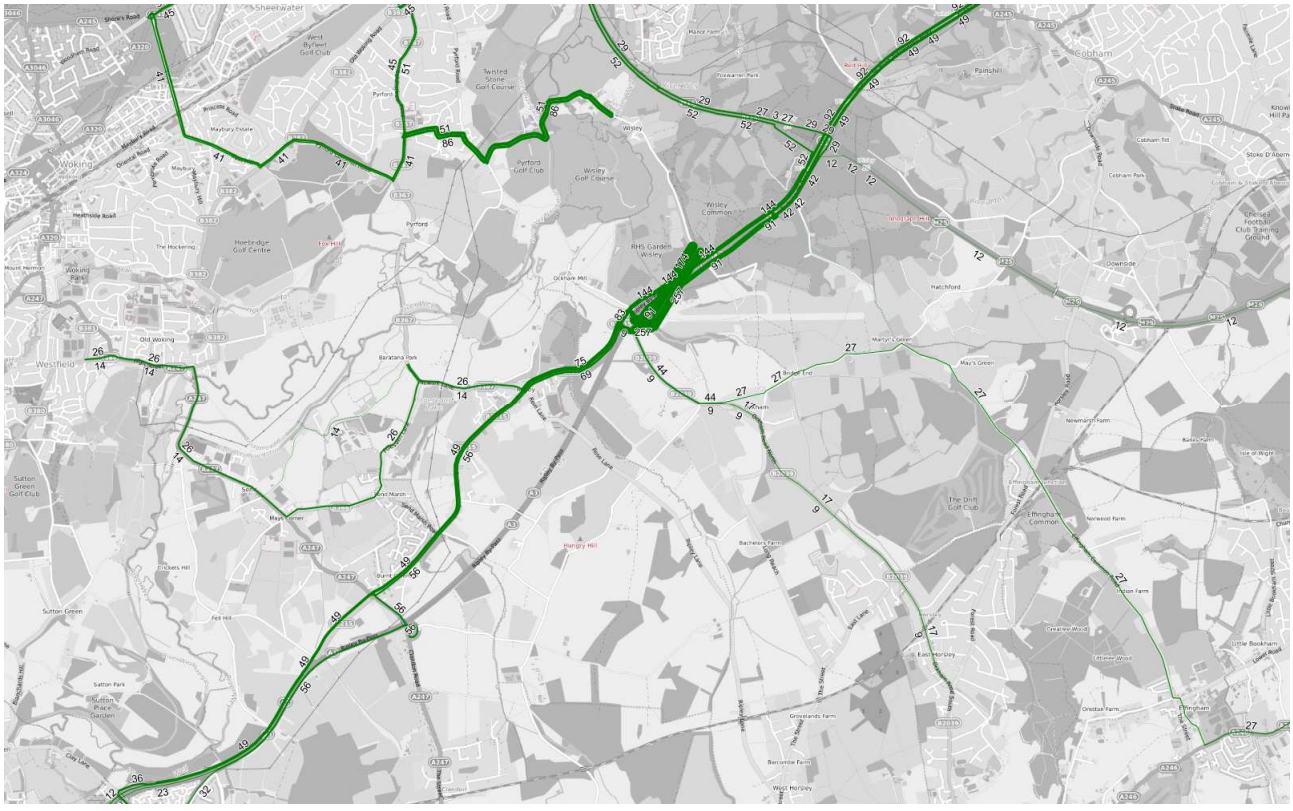


Figure 2.9: RHS Wisley DM 2037 AADT

Figure 2.10: RHS Wisley DS 2037 AADT

Figure 2.11: RHS Wisley DM 2037 AM

Figure 2.12: RHS Wisley DS 2037 AM

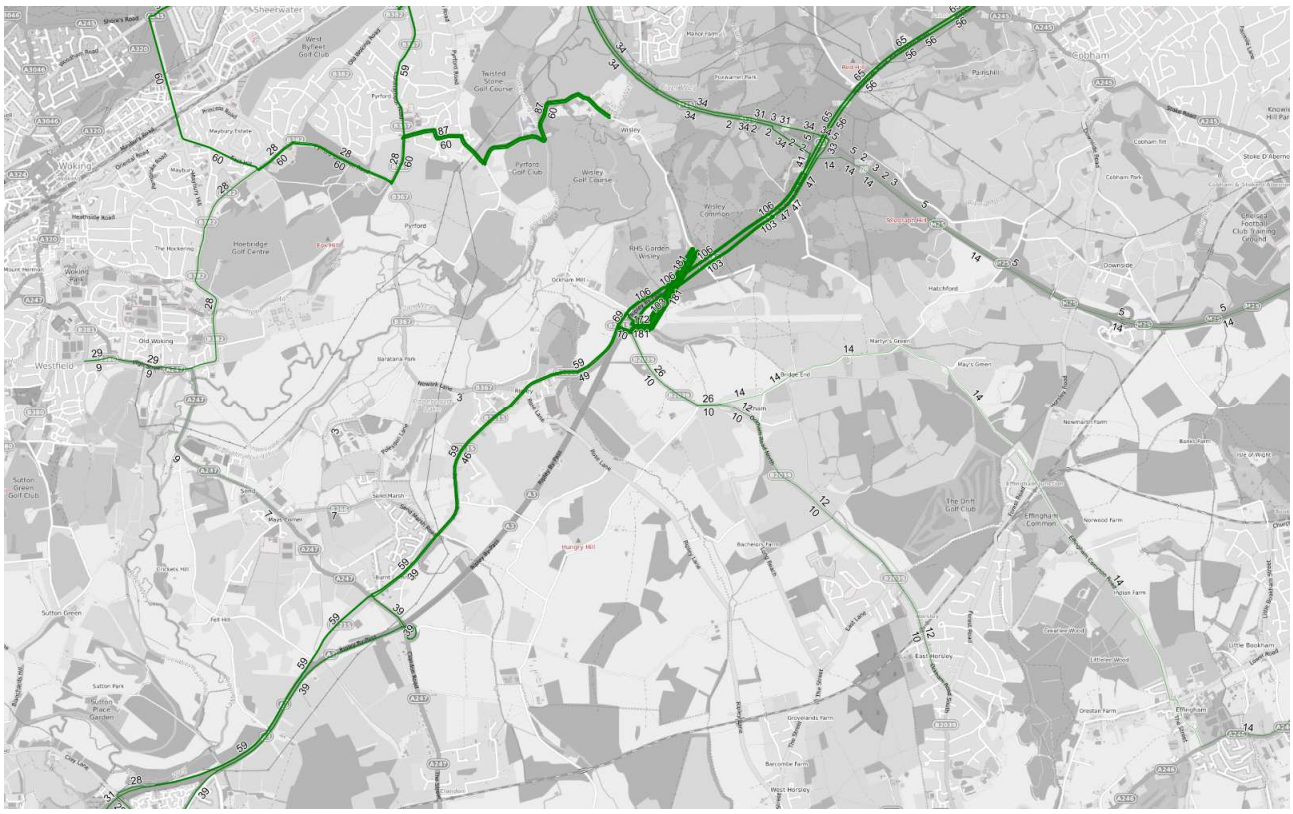


Figure 2.13: RHS Wisley DM 2037 IP

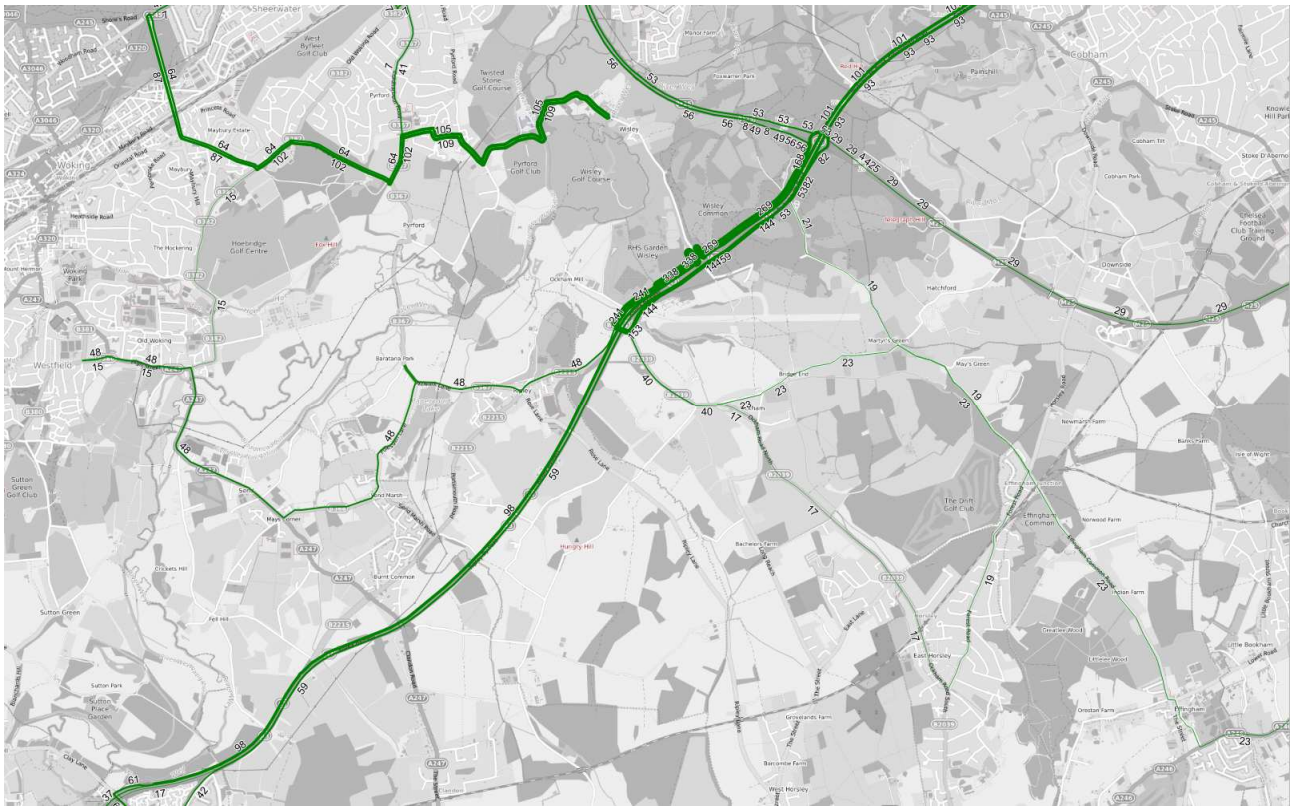


Figure 2.14: RHS Wisley DS 2037 IP

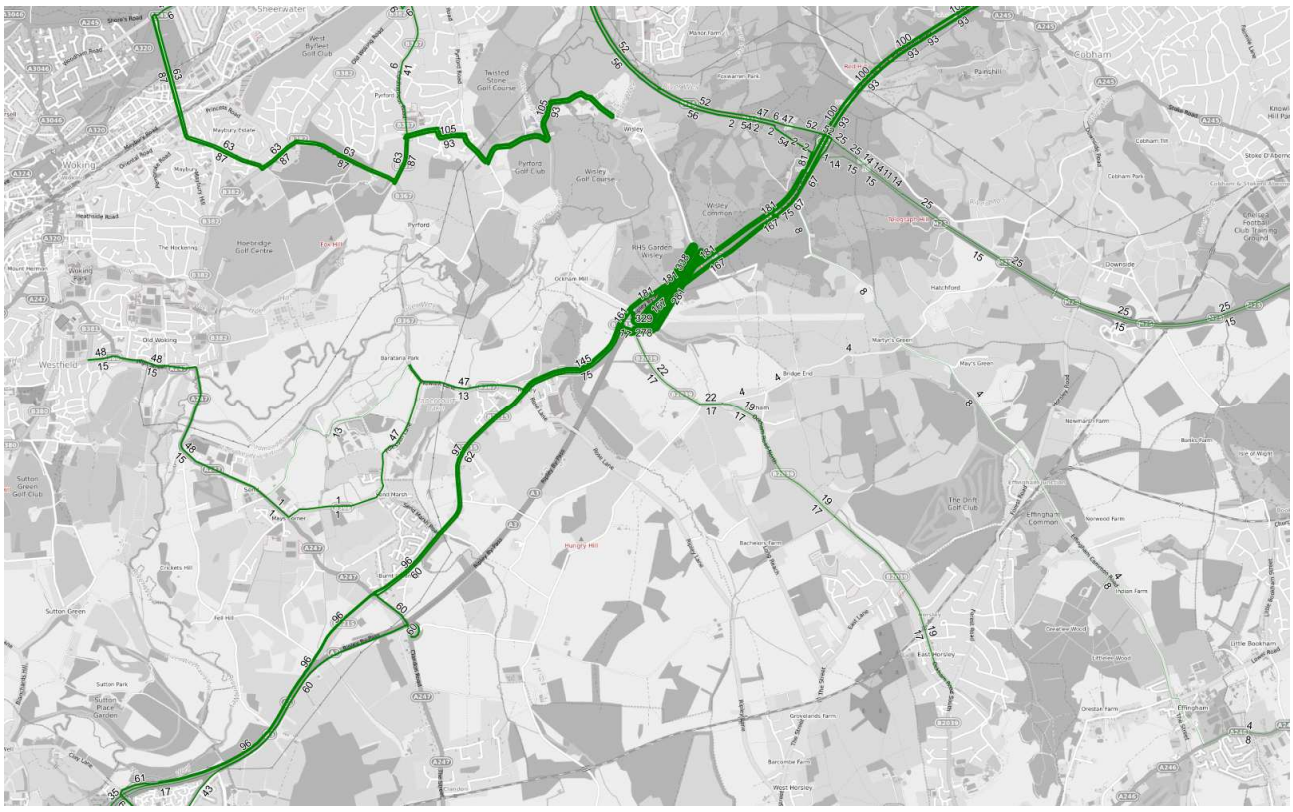
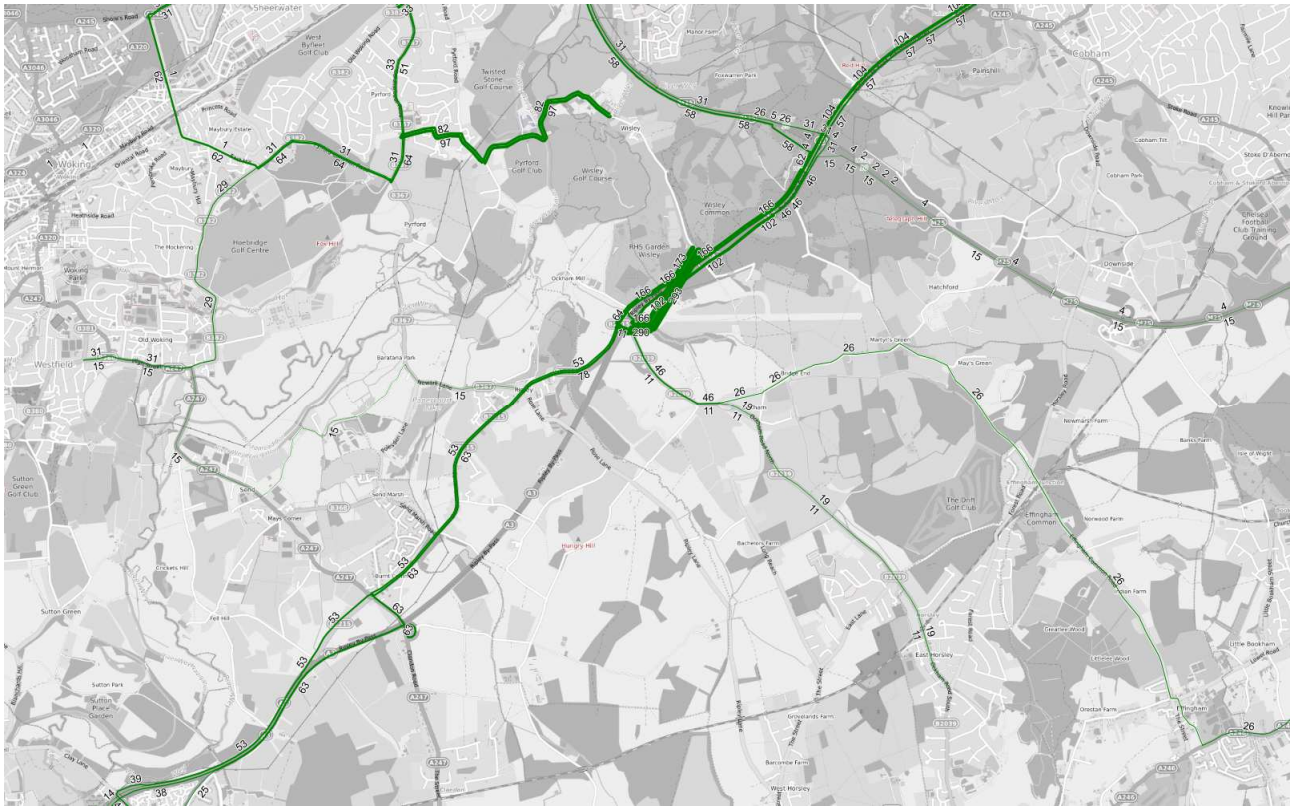


Figure 2.15: RHS Wisley DM 2037 PM

Figure 2.16: RHS Wisley DS 2037 PM



2.2 Changes in journey distances

2.2.1 The changes journey distances due to the Scheme for RHS Wisley Gardens generated traffic are detailed in the following tables. The annualised changes in distance are based on RHS's estimate of future visitor numbers due to their 10-year investment plan contained in Appendix M of their Relevant Representation [REP1-044], which are 1.494 million visitors per year, resulting in approximately 626,650 vehicles per year (including visitors travelling to/from other directions as well as from the south).

2.2.2 With the Scheme (which does not include south facing slips at Ockham Park junction), traffic originating from the south has the option of accessing RHS Wisley by two routes:

1) Leave the A3 northbound at Burnt Common, travel along the B2215 London Road/Portsmouth Road/Ripley High Street through Ripley to Ockham Park junction and then on to Wisely Lane.
2) Leave the A3 northbound at M25 junction 10 and make a U-turn on to the A3 southbound to Oakham Park junction and onto Wisley Lane.

2.2.3 Traffic modelling has indicated that all RHS generated traffic from the south will use route 1) above, since it provides the shortest and quickest route, even though route 2) will be the signposted route.

2.2.4 With the scheme, traffic leaving RHS Wisley heading to the south has the option of two routes:

1) Wisley Lane to Ockham Park Junction, then travel along the B2215 Portsmouth Road/Ripley High Street through Ripley to the A247 Clandon Road and join the A3 southbound at Burnt Common.
2) Wisley Lane to Ockham Park Junction, then join the A3 northbound and take the junction 10 exit. At junction 10 make a U-turn to join the A3 southbound.

2.2.5 Traffic modelling has indicated that all RHS generated traffic heading south will use route 1) above, since it provides the shortest and quickest route, even though route 2) will be the signposted route. Plans showing the above routes are included in Appendix B.

2.2.6 Table 2.2 to Table 2.4Table 2.4 provide changes in distance assuming RHS traffic to and from the A3 south follows the proposed signposted route via M25 junction 10. Whereas Table 2.5 to Table 2.7 provide the changes in distance assuming RHS traffic to and from the A3 south routes via Ripley on the B2215 Portsmouth Road and the Burnt Common junction. The changes in distances are shown on the plans contained in Appendix B.

Table 2.2 Change in distances to Wisley Lane due to the Scheme via M25 junction 10 (Signposted)

Direction	Change in Distance (DS v DM)		Proportion of RHS Traffic	Annual Trips		
				Vehicle Trips	Total Change in Distance	
	KMs	Miles			KMs	Miles
A3 north of J10	-0.13	-0.08	25.7%	161,350	-21,460	-13,334
M25 CW	-0.06	-0.04	13.0%	81,483	-4,726	-2,937
M25 ACW	0.14	0.09	8.4%	52,570	7,517	4,671
A3 south	5.88	3.66	23.9%	149,857	881,759	547,899
B2215 via Ripley	0.30	0.19	9.5%	59,482	18,023	11,199
Old Lane	0.20	0.12	1.4%	8,723	1,745	1,084
Elm Lane	0.00	0.00	0.1%	445	0	0
Ockham Rd N	0.30	0.19	4.9%	30,424	9,218	5,728
Mill Lane	0.30	0.19	0.4%	2,588	784	487
Wisley Lane (N)	0.00	0.00	12.7%	79,735	0	0
Totals	-	-	100.0%	626,656	892,861	554,797
Averages	0.69	0.43	-	-	-	-
Weighted Ave.	1.42	0.89	-	-	-	-

Table 2.3 Change in distances from Wisley Lane due to the Scheme via M25 junction 10 (Signposted)

Direction	Change in Distance (DS v DM)		Proportion of RHS Traffic	Annual Trips		
				Vehicle Trips	Total Change in Distance	
	KMs	Miles			KMs	Miles
A3 north of J10	2.33	1.45	27.8%	174,271	406,227	252,417
M25 CW	2.42	1.45	13.9%	86,948	210,326	125,882
M25 ACW	2.49	1.51	9.9%	62,132	154,772	93,815
A3 south	2.47	1.57	18.3%	114,702	283,199	180,319
B2215 via Ripley	-3.53	-2.19	2.6%	16,130	-56,874	-35,340
Old Lane	2.47	1.54	1.7%	10,503	25,952	16,126
Elm Lane	0.00	0.00	0.0%	0	0	0
Ockham Rd N	-3.53	-2.19	1.7%	10,521	-37,099	-23,052
Mill Lane	-3.53	-2.19	0.0%	0	0	0
Wisley Lane (N)	0.00	0.00	24.2%	151,455	0	0
Totals	-	-	100.0%	626,663	986,503	610,168
Averages	0.14	0.09	-	-	-	-
Weighted Ave.	1.53	0.95	-	-	-	-

Table 2.4 Change in distances to and from Wisley Lane due to the Scheme via M25 junction 10 (Signposted)

Direction	Change in Distance (DS v DM)		Proportion of RHS Traffic	Annual Trips		
				Vehicle Trips	Total Change in Distance	
	KMs	Miles			KMs	Miles
A3 north of J10	2.20	1.37	26.8%	335,621	384,767	239,083
M25 CW	2.36	1.41	13.4%	168,431	205,600	122,946
M25 ACW	2.63	1.60	9.2%	114,702	162,289	98,487
A3 south	8.35	5.23	21.1%	264,559	1,164,958	728,218
B2215 via Ripley	-3.22	-2.00	6.0%	75,612	-38,851	-24,141
Old Lane	2.67	1.66	1.5%	19,226	27,697	17,210
Elm Lane	0.00	0.00	0.0%	445	0	0
Ockham Rd N	-3.22	-2.00	3.3%	40,945	-27,880	-17,324
Mill Lane	-3.22	-2.00	0.2%	2,588	784	487
Wisley Lane (N)	0.00	0.00	18.4%	231,190	0	0
Totals	-	-	100.0%	1,253,319	1,879,364	1,164,965
Averages	0.85	0.53	-	-	-	-
Weighted Ave.	1.50	0.93	-	-	-	-

Table 2.5 Change in distances to Wisley Lane due to the Scheme (via Ripley)

Direction	Change in Distance (DS v DM)		Proportion of RHS Traffic	Annual Trips		
				Vehicle Trips	Total Change in Distance	
	KMs	Miles			KMs	Miles
A3 north of J10	-0.13	-0.08	25.7%	161,350	-21,460	-13,334
M25 CW	-0.06	-0.04	13.0%	81,483	-4,726	-2,937
M25 ACW	0.14	0.09	8.4%	52,570	7,517	4,671
A3 south	5.88	3.66	0.0%	0	0	0
B2215 via Ripley	0.30	0.19	33.4%	209,339	63,430	39,413
Old Lane	0.20	0.12	1.4%	8,723	1,745	1,084
Elm Lane	0.00	0.00	0.1%	445	0	0
Ockham Rd N	0.30	0.19	4.9%	30,424	9,218	5,728
Mill Lane	0.30	0.19	0.4%	2,588	784	487
Wisley Lane (N)	0.00	0.00	12.7%	79,735	0	0
Totals	-	-	100.0%	626,656	56,509	35,113
Averages	0.69	0.43	-	-	-	-
Weighted Ave.	0.09	0.06	-	-	-	-

Table 2.6 Change in distances from Wisley Lane due to the Scheme (via Ripley)

Direction	Change in Distance (DS v DM)		Proportion of RHS Traffic	Annual Trips		
				Vehicle Trips	Total Change in Distance	
	KMs	Miles			KMs	Miles
A3 north of J10	2.33	1.45	27.8%	174,271	406,227	252,417
M25 CW	2.42	1.45	13.9%	86,948	210,326	125,882
M25 ACW	2.49	1.51	9.9%	62,132	154,772	93,815
A3 south	2.47	1.57	0.0%	0	0	0
B2215 via Ripley	-3.53	-2.19	20.9%	130,832	-461,314	-286,646
Old Lane	2.47	1.54	1.7%	10,503	25,952	16,126
Elm Lane	0.00	0.00	0.0%	0	0	0
Ockham Rd N	-3.53	-2.19	1.7%	10,521	-37,099	-23,052
Mill Lane	-3.53	-2.19	0.0%	0	0	0
Wisley Lane (N)	0.00	0.00	24.2%	151,455	0	0
Totals	-	-	100.0%	626,663	298,865	178,542
Averages	0.16	0.09	-	-	-	-
Weighted Ave.	0.48	0.28	-	-	-	-

Table 2.7 Change in distances to and from Wisley Lane due to the Scheme (via Ripley)

Direction	Change in Distance (DS v DM)		Proportion of RHS Traffic	Annual Trips		
				Vehicle Trips	Total Change in Distance	
	KMs	Miles			KMs	Miles
A3 north of J10	2.20	1.37	26.8%	335,621	384,767	239,083
M25 CW	2.36	1.41	13.4%	168,431	205,600	122,946
M25 ACW	2.63	1.60	9.2%	114,702	162,289	98,487
A3 south	8.35	5.23	0.0%	0	0	0
B2215 via Ripley	-3.22	-2.00	27.1%	340,171	-397,884	-247,233
Old Lane	2.67	1.66	1.5%	19,226	27,697	17,210
Elm Lane	0.00	0.00	0.0%	445	0	0
Ockham Rd N	-3.22	-2.00	3.3%	40,945	-27,880	-17,324
Mill Lane	-3.22	-2.00	0.2%	2,588	784	487
Wisley Lane (N)	0.00	0.00	18.4%	231,190	0	0
Totals	-	-	100.0%	1,253,319	355,373	213,655
Averages	0.85	0.53	-	-	-	-
Weighted Ave.	0.28	0.17	-	-	-	-

2.4 Changes in journey times

2.4.1 A comparison between the 2022 Do-minimum and Do-something scenarios for the interpeak hour journey times by route to and from RHS Wisley Gardens is presented in Table 2.8. The interpeak journey times have been selected on the basis that most of the visitors to RHS Wisley Gardens travel during the interpeak period. The changes in journey times are taken from the strategic traffic model and the comparison is between journeys taking the same route. However, without the Scheme journeys to RHS Wisley Gardens from the south are predominantly via A3 and return journeys to the south are via junction 10. Whereas with the Scheme, journeys to and from the A3 south can be made either via junction 10 or via the B2215 through Ripley. **Error! Reference source n ot found.** shows the change in journey times of between 5 and 7 minutes for a combined round trip comparing these alternative routes with the Do-minimum scenario.

Table 2.8 RHS Wisley Gardens comparison of journey times

Direction		Measured Distances (kms)			2022 IP journey times (mins)		
		DM	DS	Change	DM	DS	Change
To RHS	A3 N of J10	3.92	3.78	-0.13	3.6	3.4	-0.2
	M25 CW	4.28	4.22	-0.06	5.3	4.3	-1.0
	M25 ACW	4.41	4.55	0.14	5.3	4.7	-0.6
	A3 South (via J10)	1.25	7.13	5.88	5.1	10.7	5.6
	A3 South (via Ripley)	6.11	6.41	0.30	8.4	9.9	1.5
From RHS	A3 north of J10	2.06	4.39	2.33	1.8	4.3	2.5
	M25 CW	2.32	4.74	2.42	2.2	3.9	1.7
	M25 ACW	2.57	5.06	2.49	3.1	5.4	2.3
	A3 South (via J10)	5.26	7.73	2.47	9.8	11.4	1.6
	A3 South (via Ripley)	9.98	6.45	-3.52	13.7	10.1	-3.6
Return to & from RHS	A3 north of M25 J10	5.98	8.17	2.20	5.4	7.7	2.3
	M25 CW	6.60	8.96	2.36	7.5	8.2	0.7
	M25 ACW	6.97	9.61	2.63	8.4	10.1	1.7
	A3 South (via J10)	6.51	14.86	8.35	14.9	22.1	7.2
	A3 South (via Ripley)	16.09	12.86	-3.22	22.1	20.0	-2.1

Table 2.9 RHS Wisley Gardens, round trip change in journey time, 2022 IP from A3 south

Direction To/From A3 South	Without Scheme (via A3)	With scheme			
		To and from Wisley La/RHS via Ripley		To and from Wisley La/RHS via J10	
	Journey time (mins)	Journey time (mins)	Change (mins)	Journey time (mins)	Change (mins)
To Wisley Lane/RHS	5.1	9.9	4.8	10.7	5.6
From Wisley Lane/RHS	9.8	10.1	0.3	11.4	1.6
Round trip from A3 South to Wisley Lane/RHS	14.9	20.0	5.1	22.1	7.2

3. Wisley Airfield development traffic patterns

3.1.1 Daily (AADT) flows and AM, inter and PM peak hour flows (in vehicles) on the road network forecast to be generated by the Wisley Airfield development, both with (Do-something) and without the Scheme (Do-minimum) in 2037, are presented in Figure 3.1 to Figure 3.8. These traffic flows are taken from the strategic traffic model and are based on the Wisley Airfield development forecast traffic generation and distribution presented in Table 3-10 of the Traffic Forecasting Report [REP1-010].

Figure 3.1: Wisley Airfield DM 2037 AADT (Vehicles)

Figure 3.2 Wisley Airfield DS 2037 AADT (Vehicles)

Figure 3.3 Wisley Airfield DM 2037 AM peak hour

Figure 3.4 Wisley Airfield DS 2037 AM peak hour

Figure 3.5 Wisley Airfield DM 2037 IP hour

Figure 3.6 Wisley Airfield DS 2037 IP hour

Figure 3.7 Wisley Airfield DM 2037 PM peak hour

Figure 3.8 Wisley Airfield DS 2037 PM peak hour

3.1.2 With the Scheme (which does not include south facing slips at Ockham Park junction), traffic originating from the south could access the Wisley Airfield development by three routes:

1) Leaving the A3 northbound at Burnt Common, travelling along the B2215 London Road/Portsmouth Road/Ripley High Street through Ripley to Ockham Park junction and then on to the Wisely Lane diversion from where access to the airfield site is intended to be provided; or.
2) Leaving the A3 northbound at M25 J10 and make a U-turn on to the A3 southbound on-slip, then making a left turn into Old Lane from where access to the airfield site is intended to be provided; or
3) Same as (2) but leaving the A3 southbound at Ockham Park Junction rather than Old Lane and then on to the Wisley Lane diversion from where access to the airfield site is intended to be provided.

3.1.3 With the Scheme, traffic leaving the Wisley Airfield development heading to the south could use three routes:

1) Turning left from site access onto Old Lane and then left onto the A3 southbound; or
2) Turning left from the site access onto the Wisley Lane diversion to Ockham Park junction, then travelling along the B2215 Portsmouth Road/Ripley High Street through Ripley to the A247 Clandon Road to join the A3 southbound at Burnt Common.

3) Turning left from the site access onto the Wisley Lane diversion to Ockham Park junction then heading north on the A3 towards Junction 10 and making a U-turn southbound on the A3.

3.1.4 Plans showing the above routes are included in Appendix D. Traffic modelling undertaken assumes that traffic would use the route with the lowest cost (a combination of time and distance) to access their destination.

4. Traffic Flows on Ripley High Street

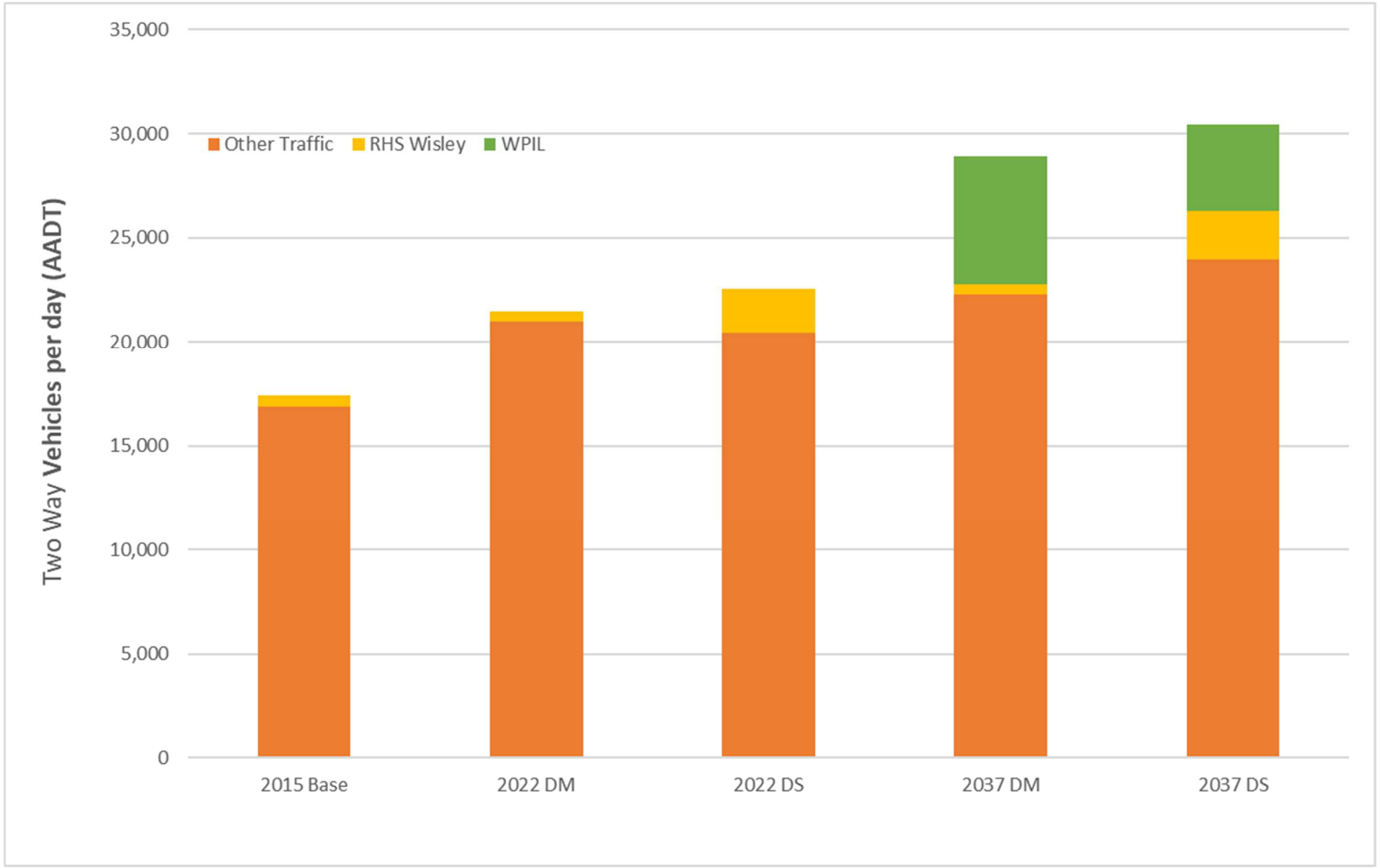
4.1.1 The daily traffic flows (AADT) through Ripley on the B2215 Portsmouth Road/Ripley High Street between Newark Lane and the Ockham Park roundabout for the different scenarios are shown in Table 4.1 This is the section of the B2215 Portsmouth Road / Ripley High Street most impacted by the Scheme. The flows are from the strategic traffic model and include a breakdown of forecast trips attributable to RHS Wisley Gardens and the Wisley Airfield development.

4.1.2 Table 4.1 shows the proportion of two way, daily (AADT) trips through Ripley High Street, attributable to traffic generated by RHS Wisley Garden, Wisley Airfield development and all other movements for the different scenarios.

Table 4.1: 2037 Forecast daily traffic flows on Ripley High Street

Ripley High St / Portsmouth Rd (N)	Direction	2015 Base		2022 AADT						2037 AADT					
				DM		DS		DS vs DM		DM		DS		DS vs DM	
		Vehs	%	Vehs	%	Vehs	%	Vehs	% change	Vehs	%	Vehs	%	Vehs	% change
WPIL	Northbound	0	0%	0	0%	0	0%	0	-	2,625	18%	2,265	14%	-360	-13.7%
	Southbound	0	0%	0	0%	0	0%	0	-	3,540	25%	1,885	14%	-1,655	-46.8%
	Two-Way	0	0%	0	0%	0	0%	0	-	6,165	21%	4,150	14%	-2,015	-32.7%
Wisley Lane (RHS)	Northbound	360	4%	460	4%	1,270	11%	810	176%	450	3%	1,380	8%	930	206.7%
	Southbound	150	2%	0	0%	810	8%	810	-	0	0%	950	7%	950	-
	Two-Way	510	3%	460	2%	2,080	9%	1,620	352%	450	2%	2,330	8%	1,880	418%
Other	Northbound	8,760	96%	10,830	96%	10,560	89%	-270	-2.5%	11,505	79%	12,775	78%	1,270	11.0%
	Southbound	8,140	98%	10,180	100%	9,880	92%	-300	-2.9%	10,800	75%	11,105	80%	305	2.8%
	Two-Way	16,900	97%	21,010	98%	20,440	91%	-570	-2.7%	22,305	77%	23,880	79%	1,575	7.1%
Total	Northbound	9,120	52%	11,290	53%	11,830	53%	540	4.8%	14,580	50%	16,420	54%	1,840	12.6%
	Southbound	8,290	48%	10,180	47%	10,690	47%	510	5.0%	14,340	50%	13,940	46%	-400	-2.8%
	Two-Way	17,410	100%	21,470	100%	22,520	100%	1,050	4.9%	28,920	100%	30,360	100%	1,440	5.0%

Figure 4.1 Composition of traffic on B2215 Portsmouth Road (north)



4.1.3 The estimated additional weekday daily traffic (AADT) due to the Scheme on B2215 Portsmouth Road/Ripley High Street between Newark Lane and the Ockham Park junction (which is the section of road within Ripley most impacted by the Scheme) is approximately 1,000 vehicles in 2022 and 1,550 vehicles in 2037.

4.1.4 These increases in traffic flows represent approximately a 5% increase compared to without the scheme and equates to a maximum of 3 to 4 additional vehicles every minute (1 to 2 in each direction) during the busiest periods. The additional traffic through Ripley due to the Scheme is therefore insufficient to give rise to any significant adverse impacts. This is because a) traffic modelling has demonstrated that the local road network can accommodate the additional traffic due to the Scheme without material deterioration in traffic congestion and delay (i.e. the road network operates with acceptable levels of service); and b) the forecast increases in traffic flow through Ripley due the Scheme are well below the thresholds required to trigger significant adverse severance, road safety, noise or air quality effects.

5. Scheme impact on 715 bus service

5.1.1 The Scheme proposes a diversion for the 715 bus service in both directions via the Ockham Park junction and the new Wisley Lane overbridge to directly serve RHS Wisley Gardens.

5.1.2 The traffic modelling has not separately identified bus routes from other traffic, so it cannot be used to accurately predict changes in journey times for the 715 bus service due to the Scheme. However, changes in journey times due to the Scheme for general traffic following the route of the 715 bus service have been taken from the operational (S-Paramics) traffic model within the modelled network, extending from south of Ripley cross roads to Bridgeway in Cobham. These are presented in Table 5:1.

Table 5.1: Changes in journey times for traffic following 715 bus route

Period	Scenario	2022 Journey times (mins)		2037 Journey times(mins)	
		Northbound	Southbound	Northbound	Southbound
Morning Peak (08:00 - 09:00)	Without Scheme	8.2	8.2	8.3	30.7
	With Scheme	9.6	8.7	8.8	8.8
	Difference	**1.4**	**0.5**	**0.5**	**-21.9**
Evening Peak (17:00 - 18:00)	Without Scheme	8.8	9.2	9.6	9.9
	With Scheme	10.8	10.5	11.0	10.4
	Difference	**2.0**	**1.3**	**1.4**	**0.5**

5.1.3 Table 5:1 shows that in 2022 the Scheme will result in small increases in return journey times for the 715 bus service of up to approximately 2 minutes during the morning peak period and up to 3.5 minutes during the evening peak period. In 2037 the morning peak period return journey times are substantially reduced by the Scheme, with a net reduction of approximately 21 minutes. This is due to the removal of addition southbound delay at M25 junction 10 during the morning peak period delivered by the Scheme. During the 2037 evening peak period, return journey times for the 715 bus are forecast to increase by up to 2 minutes.

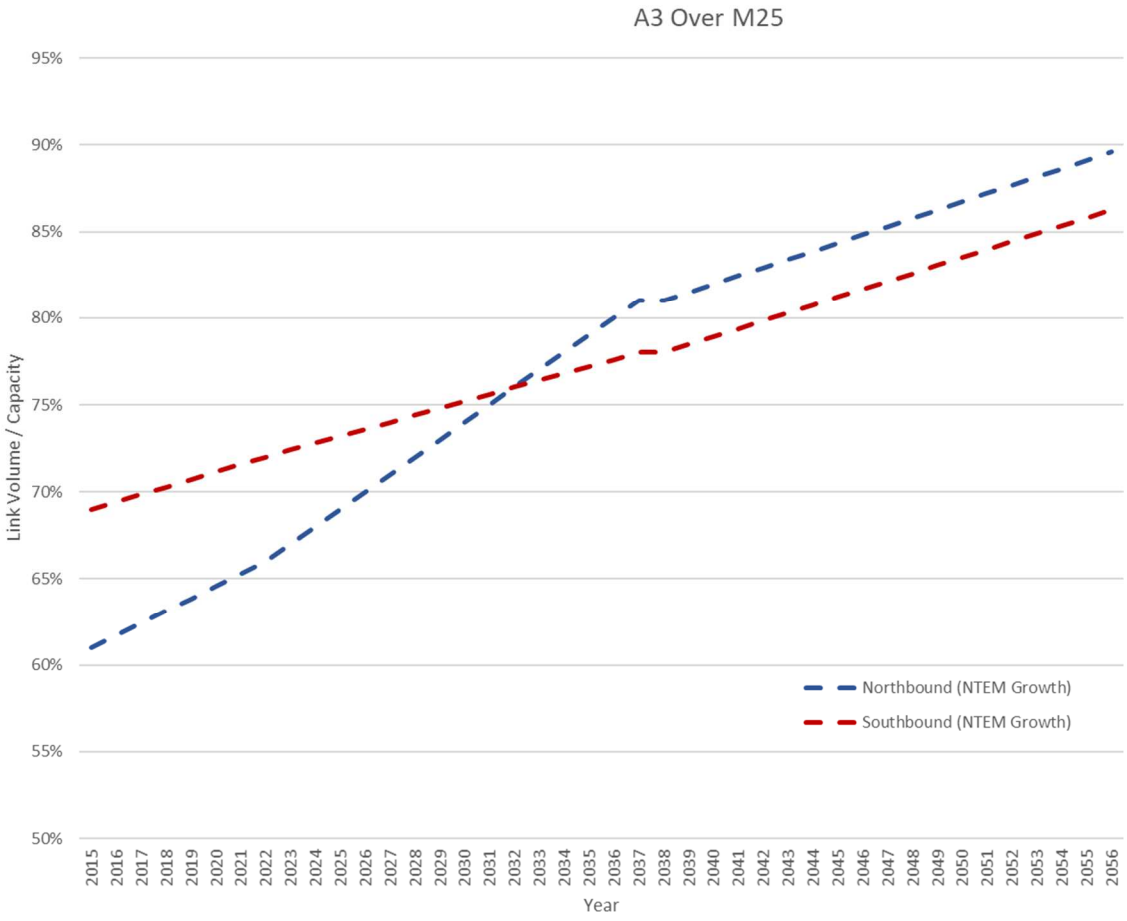
5.1.4 The additional distance that the 715 bus service will need to travel due to the Wisley Lane diversion included in the Scheme is approximately 2.5 kms in each direction, which equates to approximately an additional 3 minutes in each direction at average speed of 30mph (50kph).

6. Capacity of A3 through J10

6.1.1 The maximum volume over capacity ratios on the A3 through J10 with the Scheme (that maintains two lanes in each direction) for either the AM or PM peak hour, are forecast to be 81% northbound and 78% southbound in 2037. The volumes over capacity ratios have been taken from the strategic model.

6.1.2 Applying National Trip End Model (NTEM) traffic growth forecasts to the 2037 flows on the A3 through J10, with two lanes in each direction, indicates that it would not begin to approach maximum practical capacity, i.e. demand to capacity ratio of greater than 90%, in either direction until the late 2050s at the earliest. This estimate does not take account of developments that may influence travel patterns along this corridor, nor does it consider measures that may alter travel behaviour in the corridor or any reassignment of traffic that may occur due to capacity constraints on the road network. Figure 6-1 below shows the forecast growth on the A3 through J10 beyond 2037 based on NTEM traffic growth forecasts.

Figure 6.1: A3 forecast traffic growth beyond 2037



7. Seven Hills Junction

7.1.1 The Scheme proposals for the Seven Hill Junction are described in Section 7 of the TA [APP-136] and include banning the right turn from Seven Hills Road into A245 Byfleet Road. The Scheme has been amended specifically to incorporate Surrey County Councils (SCC) suggested design changes for this junction.

7.1.2 Traffic surveys undertaken at the Seven Hills junction recorded between 110 and 155 vehicles per hour making the right turn from Seven Hills Road toward Brooklands on weekdays. This equates to approximately two vehicles per minute. This traffic will find a variety of alternative routes with the banning of the right turn at the Seven Hills junction, which is included in the Scheme. A proportion of this traffic may route via Weybridge. However, the number of vehicles making this diversion will be very small as a proportion of traffic already using other local roads in Weybridge. Consequently, the impacts from the traffic diverted by the banned right turn at the Seven Hills junction will be minimal and is outweighed by the benefits the Scheme provides at the junction in terms of reduced traffic congestion and delay

7.1.3 The same survey recorded only 2 pedestrians crossing A245 Byfleet Road at the Seven Hill Road junction between 06:00 and 19:00.

7.1.4 Most of the forecast traffic growth along the A245 Byfleet Road will not be attributable to the scheme but will occur regardless. The Scheme is forecast to result in an increase in daily two-way traffic flow on the A245 Byfleet Road west of Seven Hills Road of less than 5%. This can be seen from details of forecast traffic flows presented in Appendix A.

7.1.5 The small increase in traffic flow on the A245 Byfleet Road west of Seven Hills Road due to the Scheme, combined with very low recorded pedestrian crossing demand means that the case for extending the DCO boundary further west to include an additional pedestrian crossing cannot be justified for the purposes of delivering the Scheme.

7.1.6 Highways England has considered the possibility of linking the signals at the Seven Hills Road junction with the A3 Painshill junction. At present, no provision is made in the design for doing so primarily because the two junctions are approximately 500 metres apart and it is generally considered that there is unlikely to be any operational benefit to be gained from linking traffic signal-controlled junctions that are further than 250m from one another. Nonetheless, this is a matter that can be considered at the detailed design/implementation stage, as the DCO requires works to be undertaken to the reasonable satisfaction of SCC as highways authority.

8. Old Lane and Ockham Lane

8.1 Old Lane

8.1.1 Old Lane is a single-carriageway rural road/lane connecting the A3 to the A246 at East Horsley that is unclassified, i.e. it is not an A or B-road. It is subject to a 40mph speed limit and vehicles over 7.5 tonnes gross vehicle weight (GVW) are prohibited from using it except for local access.

8.1.2 The width of Old Lane north of Elm Lane varies between approximately 5.0m and 6.5m, with a typical width of around 5.6m. Given that large vehicles are prohibited from using Old Lane and that it is subject to a 40mph speed limit, the width of Old Lane is sufficient to accommodate two-way, free-flow passage for cars and vans. This is on the basis that cars are typically approximately 2m wide, including-rear view mirrors and vans under 7.5 tonnes GVW are typically less than 2.3m wide, including rear-view mirrors.

8.1.3 Information on predicted changes in traffic flows on Old Lane is provided in Appendix A. This shows that in 2022 the Scheme will result in a small and insignificant increase in traffic on Old Lane north of Elm Lane of approximately 390 vehicles per day, which equates to up to approximately 1 additional vehicle per minute during the AM peak hour.

8.1.4 In 2037, the Scheme is forecast to increase daily traffic flows on this section of Old Lane by approximately 100%, which will equate to less than 2 vehicles per minute when averaged across the overall day. During peak times, the increases in traffic are expected to be proportionately greater, approximately 170% in the morning peak hour and 85% in the evening peak hour. The increase in peak hour traffic on this section of Old Lane in 2037 equates to up to approximately 1 additional vehicle every 6 seconds. Whilst this represents a substantial increase, it will not have a significant impact because the improvements to the junction of Old Lane with the A3 can accommodate this without loss of operational performance and there is no frontage along this section of Old Lane and, consequently, there is no severance impact.

8.1.5 The predicted increase in traffic on Old Lane north of elm Lane will be primarily due to the Scheme improving the junction of Old Lane with the A3, making Old Lane a more attractive route for local traffic, in combination with traffic from the Wisley Airfield development accessing the A3 southbound in 2037. The traffic modelling assumes that with the Scheme, all the Wisley Airfield development generated traffic travelling towards Guildford will access the A3 via the Old Lane junction, rather than via the Ockham Park junction/B2215 route through Ripley, as Old Lane will offer the quickest route to the A3 southbound.

8.1.6 The Wisley Airfield development traffic is therefore predicted to account for approximately 50% of the predicted daily increases in traffic flows along Old Lane to and from the A3 in the 2037 Do-something modelled scenario, whilst remainder 50% of the increase will be due to the reassignment of trips in the local area in response to relative changes in journey times via competing routes brought about by the Scheme in combination with forecast traffic growth.

8.1.7 As shown in Figure 7.10 and Table 7.19 of the Traffic Assessment Report (APP-136), the improved A3/Old Lane junction is expected to accommodate these increases in traffic flows, including in the peak hours, without any loss of service or operational performance due to the junction improvements delivered by the Scheme.

8.1.8 The Scheme is forecast to result in lower increases in traffic flows on the Old Lane south of Elm Lane, especially on the section south of Ockham Lane.

8.1.9 TD 46/97 of the Design Manual for Roads and Bridges (DMRB) indicates that new rural single carriageway roads are suitable for carrying annual average daily traffic (AADT) flows of up to 13,000 vehicles at opening year.

8.1.10 The forecast AADT flows on Old Lane in 2022 and 2037, both with and without the Scheme, are all less than 9,500 vehicles per day. This is substantially less than the recommended maximum AADT flow for a new rural single carriageway road on opening as indicated by DMRB, which is 13,000 vehicles per day.

8.1.11 Relatively few accidents have occurred along Old Lane over the five years from 2014 to 2018, with one serious and three slight accidents between Ockham Lane and the A3, although there has been a cluster of accidents at the junction of Old Lane with Ockham Lane consisting of one serious and three slight accidents.

8.2 Ockham Lane

8.2.1 Ockham Lane is also a rural single-carriageway road/lane, not dissimilar to Old Lane.

8.2.2 Information on predicted changes in traffic flows on Ockham Lane is provided in Appendix A. Daily traffic flows on Ockham Lane north east of its junction with Old Lane are forecast to increase by approximately 185 vehicles in 2022 and 795 vehicles in 2037 due to the Scheme, which represent approximately 125% increase and 78% increases respectively. These forecast changes in traffic flows on Ockham Lane are due to traffic rerouting in the local area in response to relative changes in journey times via competing routes brought about by the Scheme in combination with forecast traffic growth.

8.2.3 Although the proportional increase in traffic on Ockham Lane (NE) due to the scheme is quite large, the actual increases in the number of vehicles is relatively low, representing a maximum of approximately one additional vehicle a minute during peak periods in 2037, so is not significant and insufficient to have a material impact on the operational performance of the local road network or to give rise to any significant adverse effects.

8.2.4 Daily traffic flows on Ockham Lane south west of its junction with Old Lane are forecast to increase by approximately 215 vehicles in 2022 but reduce by 250 vehicles in 2037 due to the Scheme, which represent a 35% increase and a 19% decrease respectively. The forecast changes in traffic flows on this section of Ockham Lane during the peak periods range are negligible.

8.2.5 The forecast AADT flows on Ockham Lane in 2022 and 2037, both with and without the Scheme, are all less than 2,000 vehicles per day. This is less than a sixth of the recommended maximum AADT flow for a new rural single carriageway road on opening as indicated by DMRB, which is 13,000 vehicles per day.

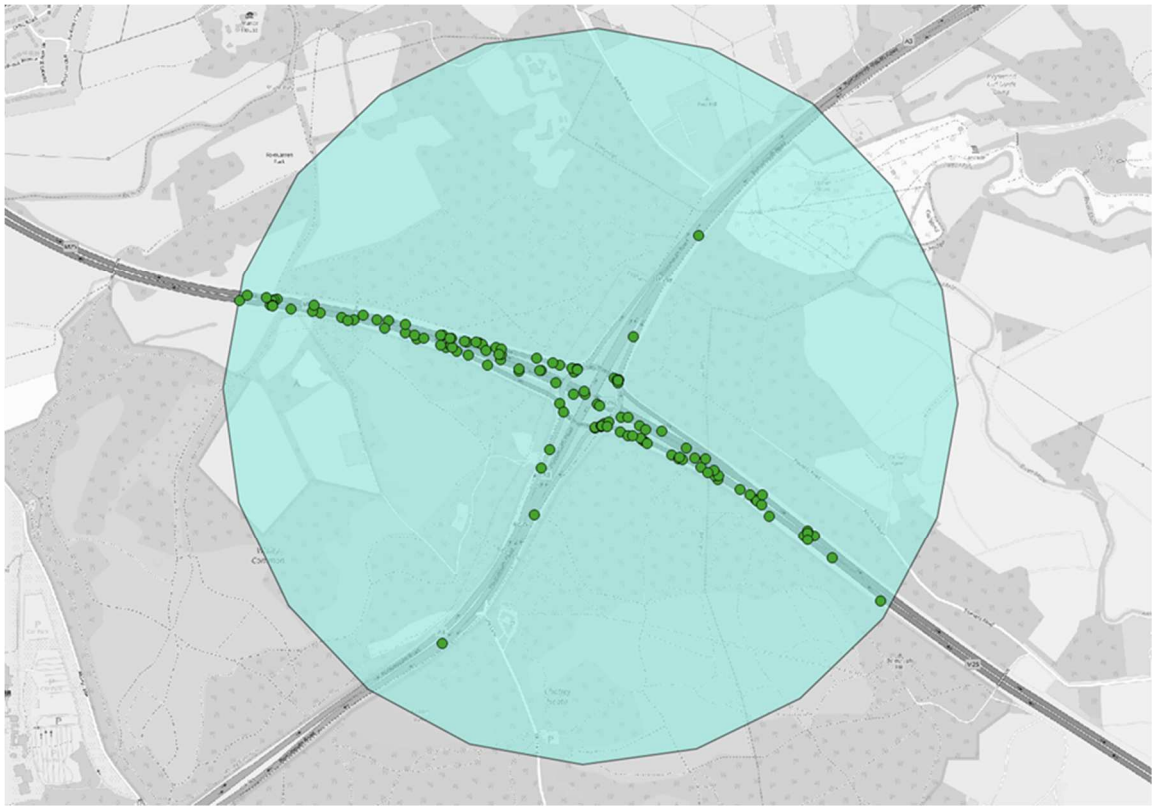
9. Accident Analysis

9.1.1 The 171 accidents between 2012 and 2016 stated in paragraph 4.2.3 of the Transport Assessment (TA) [App-136] include the 133 accidents on the M25 at junction 10 between 2012 and 2016 referred to in paragraph 4.2.2 and Table 4.1 of the TA. The 133 accidents referred to are not, therefore, additional to 171 accidents between 2012 and 2016 stated in paragraph 4.2.3 of the TA.

9.1.2 The 171 accidents referred to in paragraph 4.2.3 of the TA includes all the accidents on the M25 and A3, including junction 10, recorded between 2012 and 2016 within 1 km of the centre of junction 10.

9.1.3 The 133 accidents on the M25 at junction 10 between 2012 and 2016 referred to in paragraph 4.2.2 and Table 4.1 of the TA includes all the accidents on the M25, including junction 10, recorded between 2012 and 2016 within 1 km of the centre of junction 10, but excludes accidents on the A3 that were not classified as being junction related (not at or within 20 metres of junction). This is consistent with the analysis of accident records for other junctions on the M25 that are presented for comparison in Table 4.1 of the TA. These are shown on Figure 9.1.

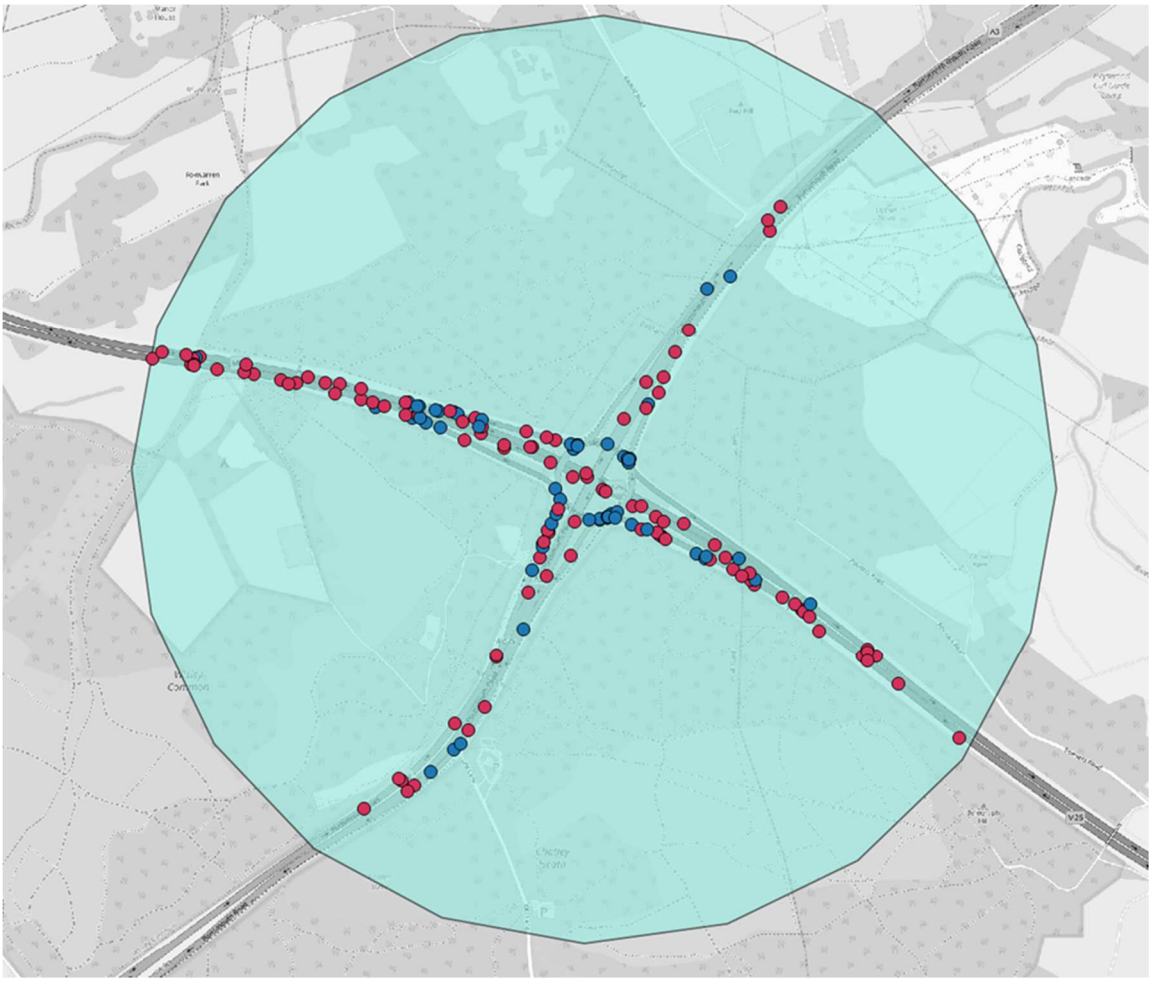
Figure 9.1 Accidents within 1km of M2 junction 10, excluding those on A3 that are not junction related



9.1.4 The 106 accidents referred to in paragraph 4.2.4 of the TA are those accidents on both the M25 and A3 within 1 km of the centre of junction 10 that are classified as not being junction related. These are shown in red on Figure 9.2.

9.1.5 Therefore, of the 171 accidents between 2012 and 2016 stated in paragraph 4.2.3 of the TA, 65 are classified as being junction related (at or within 20 metres of junction), shown in blue on Figure 9.2, and 106 are classified as not being junction related.

Figure 9.2 All accidents within 1km of M25 junction 10



10. Impact on HGV Parking

10.1.1 The existing HGV layby on the A3 is located on the junction 10 southbound slip road prior to the diverge to Old Lane. The Scheme improves M25 junction 10 by adding free flow left turn lanes and extending the diverge at the junction with Old Lane, utilising the space currently taken by the HGV layby. Replacing the HGV layby at this location would be unsafe as there is insufficient room to locate a layby and due to the volume of traffic merging at junction 10 and diverging at Old Lane.

10.1.2 A replacement layby would require a minimum of 1,000m weaving length between the upstream junction merge and 1,000m to the downstream junction diverge. Due to the proximity of junctions on the A3 it is not possible to provide a layby to a compliant design within the scheme limits. Furthermore, adding laybys to the widened A3 would require acquisition and development of land registered as SPA.

10.1.3 Whilst the Scheme would result in the closure of one HGV layby and two all vehicles laybys between M25 junction 10 and the Ockham Park junction, there is adequate capacity elsewhere along the A3 to meet the needs of A3 HGV drivers who would be affected by the closures. There are a further five laybys on each of the A3 carriageways within a 15-minute drive time south of M25 junction 10 and when surveyed in July 2018 most of these were not fully utilised and could readily accommodate displaced HGV parking demand.

10.1.4 It is acknowledged that the laybys that are to be closed are generally well used, which suggests that they may also be used as a convenient stopping off point for drivers making a short diversion from the M25. These drivers are unlikely to use the facilities further south on the A3, as the necessary diversion from the M25 will be less convenient. Instead these drivers are likely to seek out facilities elsewhere, such as at Cobham Services.

10.1.5 Even if some M25 HGVs did continue further south to use alternative layby facilities along the A3, it is unlikely that it would give rise to material adverse effects on the local road network or on the amenity of nearby properties. It is correct that the HGVs would need to use some short sections of local roads to return to the M25, given the configuration of the junctions on this section of the A3. However, the absolute numbers of vehicles involved would be relatively small in relation to general background traffic flows.

11. Temporary Construction Impacts

11.1 Construction Impact Management

11.1.1 The Scheme Objectives set out in the Introduction to the Application [APP-002] (Table 2.1) state that "Throughout the design and delivery stages, the Scheme should ensure that customers and communities are fully considered. Specifically, this should include:

- understanding the needs of all segments of customers (including vulnerable users), stakeholders and partners;
- responding to those needs such that the end product delivers an improved customer experience;
- assessing the impact of works on road users and communities, minimising disruption and delivering appropriate mitigation measures. The assessment should look at issues through customers' eyes."

11.1.2 To meet these overarching objectives, Highways England will seek to minimise any additional traffic congestion and delay due to construction activities and construction traffic. This will include the following mitigation measures:

- No reductions in running lanes on the A3 and M25 throughout the construction period during daytime and peak period traffic flows.
- Only weekend or overnight road closures to facilitate essential works.
- Directing construction traffic to use the Strategic Road Network, rather than local roads, wherever reasonably practicable.

11.1.3 A full Construction Environmental Management Plan (CEMP) will be prepared by the Principal Contractor once in post. This will be based on the Outline CEMP [APP-134]. The Register of Environmental Actions and Commitments (REAC) [APP-135] will be appended to the CEMP and be binding on the contractor. The REAC includes the Schedule of environmental mitigation commitments, one of which requires the Principal Contractor to prepare and implement a Traffic Management Plan to manage construction traffic flows and routing to avoid residential areas as far as possible. The Principal Contractor will consult with SCC in developing the Traffic Management Plan, that will include consideration of, and agreement on, appropriate routes for construction traffic.

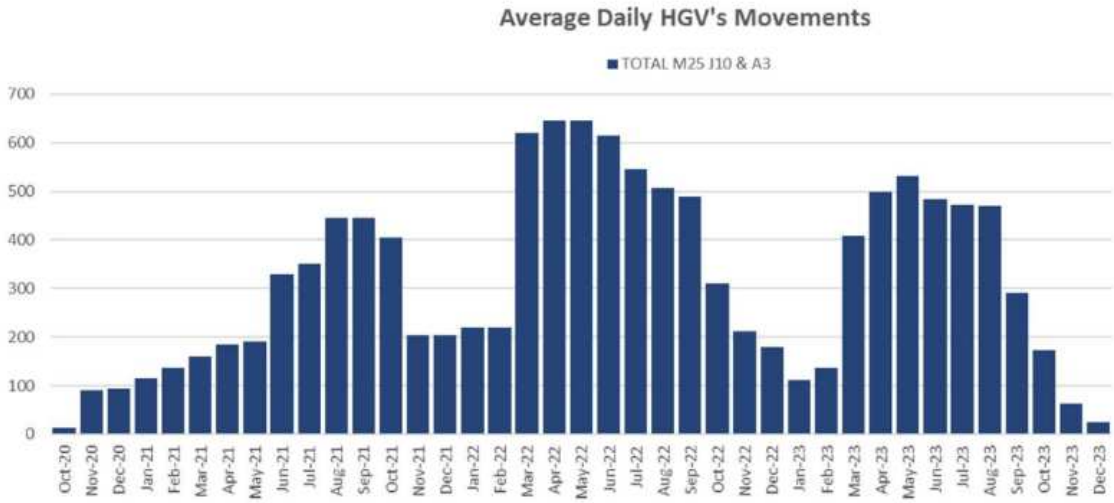
11.2 Construction Traffic Programme

11.2.1 Based on the current, provisional, programme of works, construction would commence in Winter 2020 and take three years to complete. The programme of works would be delivered in a series of phases during the three years of construction, with each phase having its own distinct traffic requirements. To robustly assess the impacts of construction traffic, the forecast daily construction traffic over the busiest two months during the construction programme has been used. This period covers busiest two months of construction, forecast to occur

over April and May 2022. All other months during construction are predicted to have lower traffic generation. It is predicted that the HGV movements will vary over most of the construction period from approximately 100 to 646 movements per day (323 arrivals and 323 departures). The predicted HGV movements per day, by month, are shown in Figure 11.1.

11.2.2 It should be noted that these figures are based on broad assumptions and are subject to significant refinement by the contractors once appointed. They should therefore be only used as an indicative guide to construction traffic levels.

Figure 11.1: Estimated total construction HGV movements per day



11.2.3 In addition to the HGV traffic, it is predicted that a construction workforce would generate up to 350 vehicular movements per day in and out of the main compound. This has been assumed to be constant over the three-year programme.

11.3 Estimated construction Traffic Generation

11.3.1 Based on the programme, a range of assumptions have been made to derive a morning and evening peak hour construction traffic generation as set out in in Table 11.1, that combines construction materials and equipment deliveries with workforce commuting trips. The assumptions on traffic movements at the peak of construction activity, currently anticipated to be in April/May 2022, are set out below:

- It has been assumed at this stage that the railhead at Woking is the most likely source to supply the bulk of the material and would require approximately 125 vehicle deliveries (250 movements) per day. Most site construction activities will be undertaken on a 10-hour day basis. Therefore, this equates to 13 HGV movements per hour from Woking railhead to the main compound near to Ockham Park junction, and 13 HGV movements per hour back from the main compound to Woking railhead.

- From the construction peak of 646 daily total two-way HGV movements, 250 are to/from Woking Railhead. This means that there are 396 other HGV movements relating to construction (approximately 198 arrivals and 198 departures per day).
- It has been assumed that throughout the 10-hour day, there would be a uniform flow of deliveries of approximately 20 HGVs per hour. As it is unknown where the origin/destination of these HGVs is, an equal split has been assumed for all four directional approaches at the M25 junction 10 (A3 north, M25 east, A3 south, M25 west), meaning that in the peak hours five HGV's go to/from each of these destinations.
- It is estimated that construction workforce commuting will generate up to approximately 350 vehicles per day in and out of the main compound. The workforce will be transported from the main compound to the satellite compounds in vans, crew cab pick-up trucks and minibuses etc.
- It has been assumed that half of the workforce arrive in the morning peak hour and half depart in the evening peak hour (175 vehicle trips in each peak hour), with the remained of the workforce arriving and departing before and after the peak hours. An even split has been assumed for the origins/destinations of these construction workforce commuting vehicle trips via the A3 north, M25 east, A3 south, and M25 west. This equates to approximately 44 vehicle arrivals in the morning peak and 44 departures in the evening peak on each of the four routes. The predicted changes in traffic flows due to construction workforce commuting is very small compared to background traffic flows. Consequently, variations in the assumption regarding the distribution of workforce commuting trips is unlikely to prove material to the assessment outcomes.
- The workers then travel between the main compound to the satellite compounds by vans, crew cab pick-up trucks and minibuses etc. It has been assumed that there is an even split between the three satellite compounds. In the morning peak there is a total of 263 workers arriving at the main compound (175 vehicles*1.5 occupants per vehicle). It has been assumed that the transfer vehicles from the main compound to the site will on average carry 8 occupants. This equates to 33 trips from the main compound to all the satellite compounds combined (263/8), or 11 trips from the main compound to each individual satellite compound. In the evening peak, it is assumed that the 11 trips will be required from each satellite compounds to the main compound.
- It has been assumed that there are 5 sets of transport available to shuttle workers from the main compound to the satellite compounds. This means that the number of trips back from the satellite compound to the main compound is 28, presuming that when the last workers have arrived at the satellite compound the transfer vehicle can stay at the satellite compound. Between the three satellite compounds, this is split evenly.

Table 11.1: Forecast construction traffic flows at M25 junction 10

Movement	Construction Traffic Flows (PCUs)		
	AM Peak hour	Interpeak hour	PM Peak hour
M25 J9 – J10 (CW)	64	11	22
M25 J10 – J9 (ACW)	22	11	64
M25 J11 – J10 (ACW)	68	40	42
M25 J10 – J11 (CW)	25	40	86
A3 South of J10 (NB)	144	11	292
A3 South of J10 (SB)	271	11	164
A3 North of J10 (NB)	22	11	64
A3 North of J10 (SB)	64	11	22

11.4 Potential Construction Traffic Impacts

11.4.1 The 2022 strategic traffic model has been used to assess the highway impacts of the peak construction traffic, as described above. The strategic model has also been coded with a reduced speed limit on the sections of the A3 and M25 which, at this stage, are thought to be under traffic management during construction, detailed as follows:

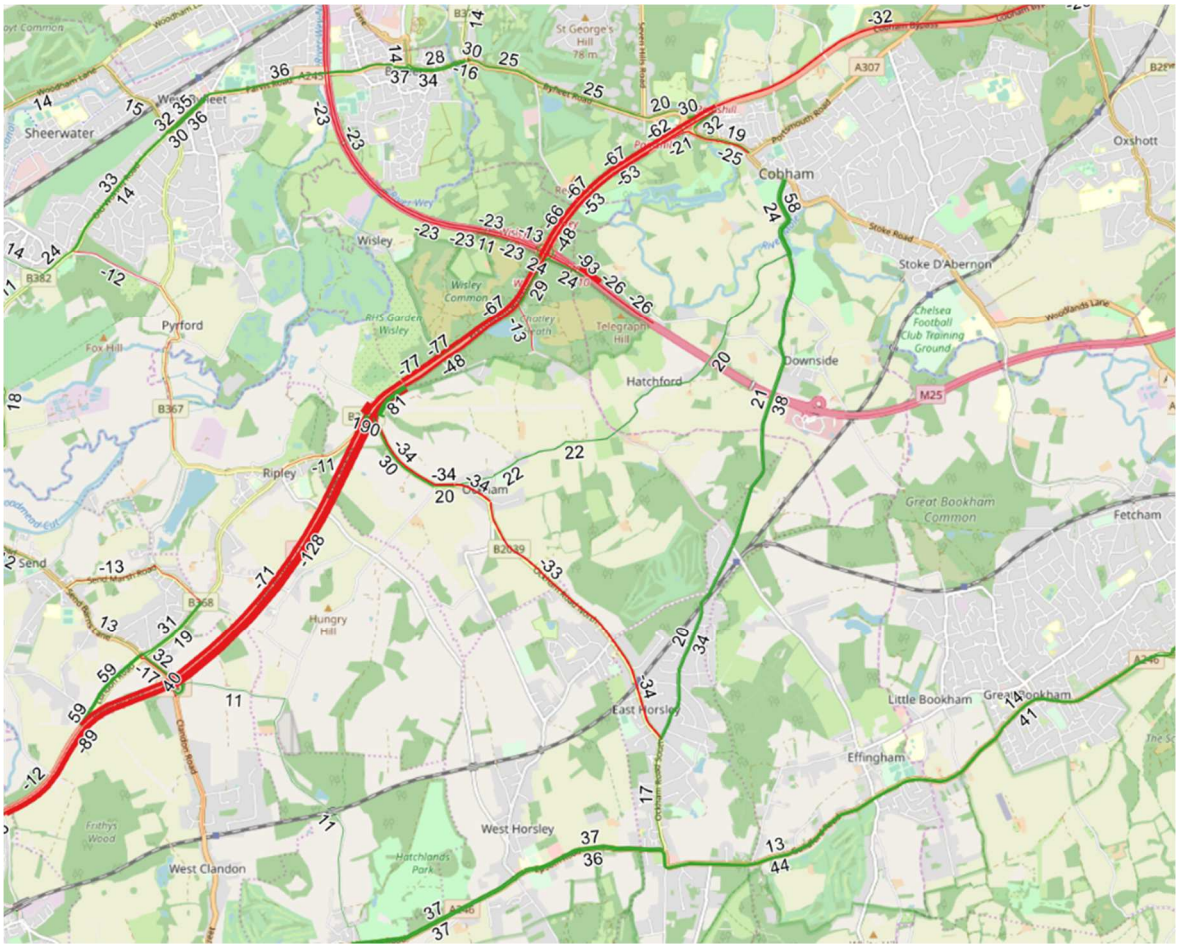
- The A3 from Painshill to Ockham;
- The M25 from the east of M25 junction 10 through to west of M25 junction 10.

11.4.2 It has been assumed that traffic management will not require the reduction in the number of lanes but will operate with a 50mph speed limit and narrow lanes.

11.4.3 The expected traffic flow impacts of the construction trip generation and speed reduction from the 2022 without scheme strategic model assessment are presented in Figure 11.2 to Figure 11.4, and for the morning, interpeak and evening peak periods respectively.

11.4.4 The figures present the predicted flow differences between the 2022 without scheme model and the construction trip generation and traffic management proposals. Negatives, in red, show predicted decreases in traffic during construction, and positives, in green, show predicted flow increases during construction.

Figure 11.2: 2022 AM peak traffic flow differences (DS vs Construction Management)



11.4.5 The morning peak flow differences, in Figure 11.2, illustrate that over the busiest period of construction works, there is predicted to be a very small decrease in flow on the A3 and M25 arising from the reduced speed limits, that cause displacement of a small amount of traffic on to the local road network.

11.4.6 The A3 between Painshill and south of Ripley being predicted to have the largest reduction in trips. The strategic model indicates that there will be a corresponding, but relatively small, increase in traffic on the local roads during the peak construction periods due to displacement of traffic from the Strategic Road Network (SRN). These are primarily predicted to occur on the A245 between West Byfleet and Cobham, Downside Road to the south of Cobham, and the A246 through Effingham, West Horsley, East Horsley and Great Bookham.

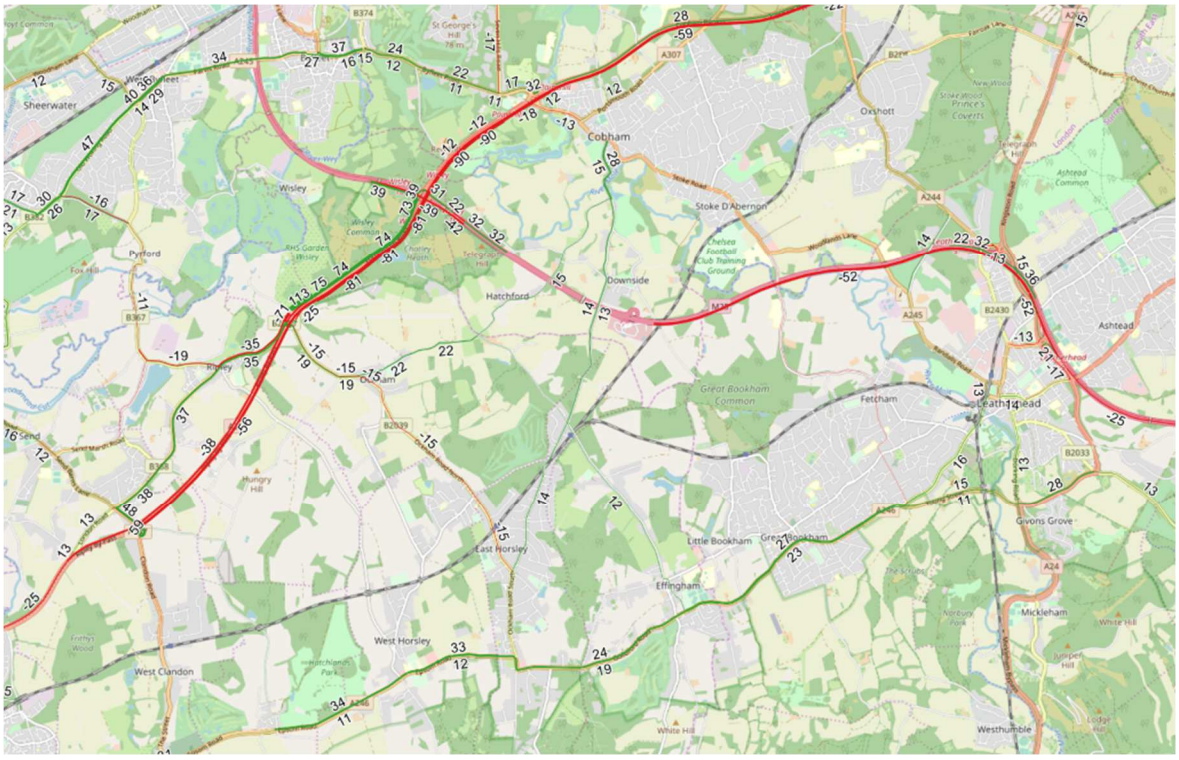
11.4.7 The predicted increases are expected to be less than 100 two-way trips, with the largest single increase being 58 PCUs per hour on the northbound Downside Road.

Figure 11.3: 2022 IP traffic flow differences (DS vs Construction Management)

11.4.8 The predicted interpeak period construction traffic impacts shown in Figure 11.3 demonstrate a similar pattern to that predicted for the morning peak period, albeit with smaller changes. Traffic is expected to marginally reduce on the A3 due to the reduction in the speed limit during construction. The reductions in traffic are predicted to be focused on the A3, in both directions, between Burpham and Painshill.

11.4.9 Correspondingly there are predicted to be some small increases in traffic on the local road network due to displacement of traffic from the SRN. The local road increases are primarily located on the B382 in West Byfleet, the A245 between Byfleet and the A3, and the A246 through East Clandon, Effingham, West Horsley, East Horsley and Great Bookham. The largest single increase is predicted to be 30 PCUs per hour on the A246 near Effingham.

Figure 11.4: 2022 PM peak traffic flow differences (DS vs Construction Management)



11.4.10 The evening peak predicted construction flow impacts, presented in Figure 11.4, provide a similar picture to the morning peak, but to a lesser extent. The assessment predicts flow decreases southbound on the A3 from the north of Painshill to Burnt Common and flow decreases on the clockwise M25. There are predicted to be increases in flow on the A3 northbound between Ockham Interchange and junction 10 as well as on the two on-slips at junction 10, this can be associated with the construction traffic and the limited effects of traffic rerouting due to the change in speed limit during construction.

11.4.11 There is also a predicted increase in traffic on the A3 to the north of Painshill. The local road network is predicted to have small increases in traffic. The largest changes on the local road network are located eastbound on the A245 between West Byfleet and Painshill, southbound on the B2215 in Ripley, Downside Road to the south of Cobham, and the A246 through Effingham, West Horsley, East Horsley and Great Bookham. The largest increase on the local road network during peak construction is predicted to be 59 PCUs per hour at Burnt Common.

11.5 Changes in vehicle distance

11.5.1 Across the strategic model network in the assessed periods, the change in vehicle kilometres on the local road network and SRN have been extracted and combined to form a daily predicted change. The predicted increase in local road vehicle kilometres during peak construction is predicted to be 514,000 km, or an increase of 0.9% per day. On the SRN there is predicted to be a decrease in total vehicle kilometres during peak construction of 108,500km, or a decrease of 0.53% per day.

11.6 Link Capacity

11.6.1 The change in the ratio of volume to capacity on highway links has been plotted for the morning, interpeak and evening peak periods in Figure 11.5, Figure 11.6 and Figure 11.7. The figures present the predicted change in volume to capacity ratio between the 2022 without Scheme strategic model and the same model with the construction trip generation and traffic management proposals. Positives, in red, show predicted increases in volume to capacity, and negatives, in green, show predicted decreases in volume to capacity during construction.

11.6.2 The values are shown on a link basis and represent the change in the worst movement at the end of the link shown, i.e. the volume of capacity change at a junction.

Figure 11.5: Construction Traffic V/C Differences - Morning Period

Figure 11.6: Construction Traffic V/C Differences – Interpeak Period

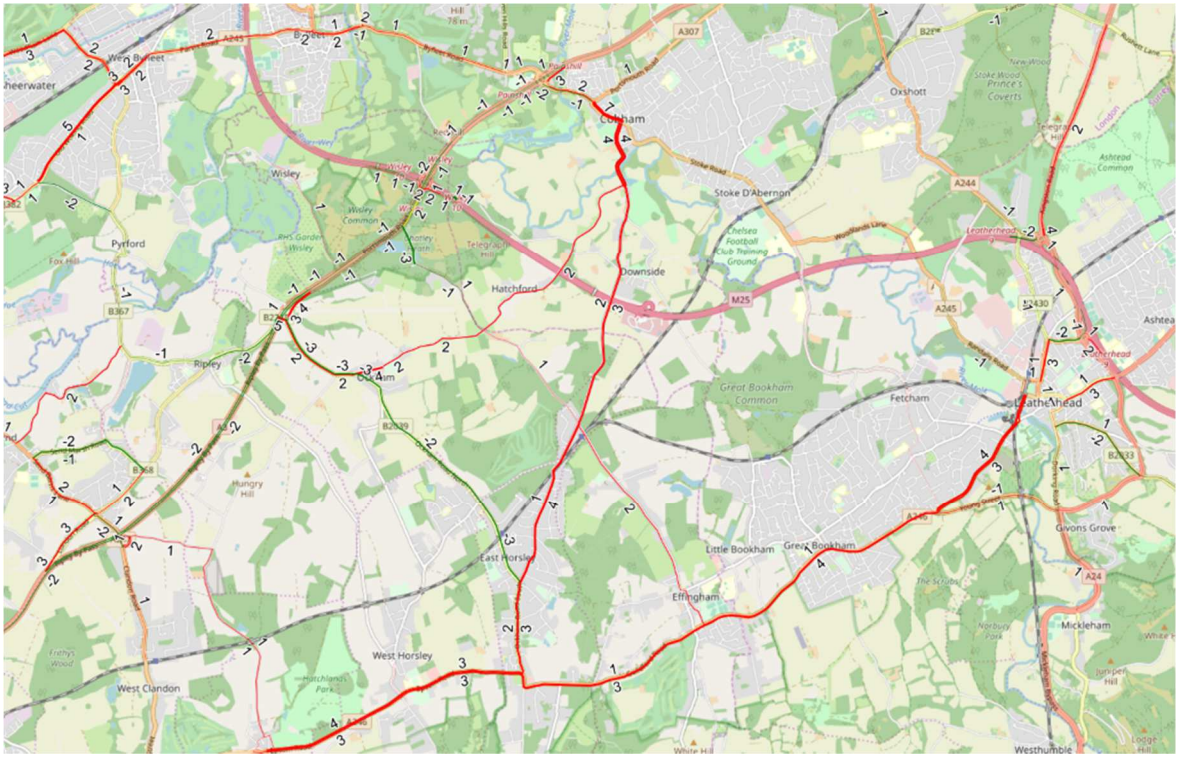
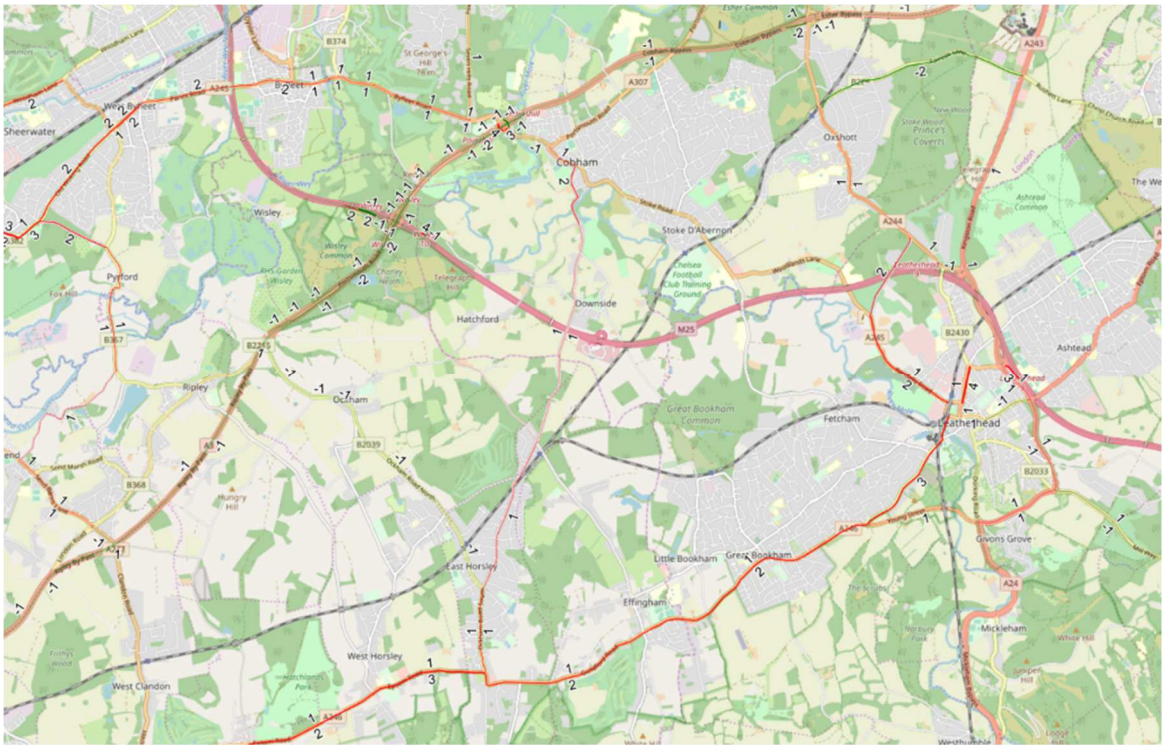


Figure 11.7: Construction Traffic V/C Differences - Evening Period



11.6.3 Access to the main construction compound for construction traffic will be via the Ockham Park roundabout. The construction traffic for the Scheme will, therefore, increase traffic demand at the roundabout, which may cause some intermittent additional congestion and delay. However, the number of additional construction vehicles using the Ockham Roundabout will be relatively small compared to

background demand, adding up to approximately 1,000 vehicle movements a day (approximately 35% construction workforce and 65% HGVs) through the junction during the busiest two months of construction activity.

11.6.4 This represents up to approximately a 3% to 4% increase in traffic through the junction. For most of the construction programme the impact of construction traffic will be substantially less than during the busiest two months. Consequently, any additional impact on congestion and delay at the Ockham Park roundabout due to the construction traffic will be relatively minimal and temporary.

11.7 Summary of Construction Traffic Impacts

11.7.1 The predicted traffic flow impacts, once re-routeing has been considered, demonstrate that construction of the Scheme is likely to result in very little displacement of traffic from the SRN onto the local road network. This assessment has been completed with peak construction trip generation and can be considered a worse case assessment during the busiest two-month period of construction activity, with the impacts being less than this during the rest of the construction programme.

11.7.2 It is noted that the level of traffic management required will differ on a phase by phases basis and the assumed speed reductions modelled are only an approximation with the information available at this time.

Appendices

Appendix A. Model Link Flows

Table A-1: Model total link flows (vehicles)

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
A3 NB	A3 NB Burnt Common to Ockham	A3 NB	49,520	3,452	2,760	3,464	51,533	3,576	2,831	3,616	52,383	3,761	2,844	3,647	59,680	3,823	3,308	3,743	61,377	4,187	3,338	3,915
A3 NB	A3 NB Burpham to Burnt Common	A3 NB	56,341	3,835	3,157	4,175	59,391	3,873	3,294	4,511	60,644	4,074	3,362	4,554	72,217	4,317	4,025	5,160	74,273	4,678	4,121	5,296
A3 NB	A3 NB M25 Junction 10	A3 NB	31,759	2,341	1,813	2,207	35,319	2,609	2,039	2,506	34,822	2,557	2,042	2,515	41,599	3,063	2,428	2,727	42,263	3,159	2,535	2,805
A3 NB	A3 NB M25 to Painshill	A3 NB	50,409	3,695	2,964	3,749	55,611	3,894	3,298	4,037	56,016	3,906	3,380	4,065	66,164	4,290	3,834	4,218	67,356	4,509	3,952	4,266
A3 NB	A3 NB Ockham to Wisley	A3 NB	61,376	4,550	3,461	4,387	66,556	4,971	3,767	4,628	67,382	5,226	3,785	4,727	78,446	5,493	4,509	4,861	81,820	6,209	4,617	5,283
A3 NB	A3 NB Oxshott	A3 NB	31,122	2,301	1,650	2,488	34,425	2,425	1,893	2,660	34,788	2,457	1,904	2,710	39,139	2,617	2,221	2,688	39,686	2,686	2,262	2,695
A3 NB	A3 NB Painshill	A3 NB	32,525	2,482	1,715	2,636	35,471	2,581	1,945	2,710	35,654	2,584	1,951	2,745	42,114	2,955	2,252	2,887	42,206	2,976	2,285	2,809
A3 NB	A3 NB Painshill to Oxshott	A3 NB	38,202	2,883	2,032	3,088	42,670	3,111	2,418	3,204	43,287	3,166	2,438	3,274	50,781	3,506	2,857	3,474	51,302	3,575	2,902	3,437
A3 NB	A3 NB Wisley	A3 NB	59,576	4,431	3,316	4,251	63,593	4,808	3,484	4,461	67,382	5,226	3,785	4,727	74,991	5,298	4,181	4,671	81,820	6,209	4,617	5,283
A3 NB	A3 NB Wisley to M25	A3 NB	61,683	4,583	3,506	4,369	67,176	5,020	3,783	4,751	67,382	5,226	3,785	4,727	80,012	5,654	4,562	5,117	81,819	6,209	4,617	5,283
A3 Ockham	A3 Northbound On Slip	NB	11,874	1,101	701	926	15,045	1,398	938	1,014	15,025	1,469	941	1,081	18,802	1,674	1,202	1,121	20,494	2,028	1,281	1,373
A3 Ockham	A3 Ockham East Circulatory	SB	9,843	771	614	926	12,114	906	779	948	12,718	885	884	1,019	15,170	920	989	1,289	17,320	1,114	1,160	1,376
A3 Ockham	A3 Ockham North Circulatory	SB	1,012	88	79	65	1,740	93	94	107	2,352	84	193	148	3,683	191	196	385	4,449	195	321	333
A3 Ockham	A3 Ockham South Circulatory	WB	12,060	1,031	694	974	15,676	1,316	946	1,182	16,242	1,374	1,009	1,356	22,241	1,863	1,373	1,646	22,493	1,817	1,439	1,799
A3 Ockham	A3 Ockham South East Circulatory	SB	9,843	771	614	926	12,114	906	779	948	12,938	900	857	1,120	17,765	1,518	1,131	1,312	19,375	1,496	1,243	1,530
A3 Ockham	A3 Ockham West Circulatory	NB	12,886	1,189	780	991	16,784	1,491	1,032	1,121	17,377	1,553	1,134	1,229	22,486	1,865	1,398	1,507	24,943	2,224	1,602	1,706
A3 Ockham	A3 Southbound Off Slip	SB	8,832	683	535	861	10,374	813	685	841	10,367	801	692	872	11,483	729	792	904	12,869	919	839	1,044
A3 Oxshott	A3 Northbound Off Slip	EB	7,080	582	382	600	8,245	686	525	544	8,500	710	534	564	11,642	888	636	786	11,615	890	640	742
A3 Oxshott	A3 Northbound On Slip	EB	2,001	247	54	262	2,349	303	64	247	2,277	288	64	239	5,322	260	73	231	5,360	228	69	250
A3 Oxshott	A3 Oxshott East Circulatory	SB	15,214	1,045	964	1,100	15,938	1,052	1,127	1,061	16,473	1,122	1,143	1,078	20,423	1,277	1,314	1,414	20,809	1,317	1,357	1,392
A3 Oxshott	A3 Oxshott North East Circulatory	EB	17,214	1,292	1,018	1,362	18,287	1,355	1,191	1,308	18,750	1,410	1,207	1,317	25,745	1,537	1,386	1,645	26,170	1,545	1,426	1,642
A3 Oxshott	A3 Oxshott North West Circulatory	NB	18,075	1,388	1,070	1,395	21,959	1,609	1,391	1,647	21,767	1,604	1,394	1,601	30,977	2,079	1,745	2,108	30,667	2,064	1,733	1,991
A3 Oxshott	A3 Oxshott South East Circulatory	WB	20,053	1,194	1,158	1,569	22,438	1,302	1,339	1,679	22,693	1,331	1,345	1,667	28,873	1,592	1,578	1,998	28,975	1,660	1,578	1,965
A3 Oxshott	A3 Oxshott South West Circulatory	WB	18,369	1,342	1,154	1,432	20,310	1,363	1,304	1,636	21,012	1,472	1,355	1,623	28,516	1,767	1,693	2,108	29,003	1,848	1,716	2,056
A3 Oxshott	A3 Oxshott West Circulatory	NB	10,990	805	687	795	13,711	923	866	1,103	13,263	894	859	1,036	19,324	1,189	1,109	1,321	19,044	1,173	1,092	1,248
A3 Oxshott	A3 Southbound Off Slip	WB	4,840	149	194	469	6,500	250	212	618	6,220	209	201	589	8,449	315	265	583	8,164	343	221	572
A3 Oxshott	A3 Southbound On Slip	WB	7,378	537	467	637	6,599	440	437	534	7,748	578	495	587	9,192	578	584	787	9,959	675	623	808
A3 Painshill	A245 Byfleet Road (A3 Painshill Approach)	EB	23,209	1,445	1,576	1,806	23,440	1,565	1,580	1,630	17,411	1,137	1,184	1,258	26,268	1,602	1,715	1,762	20,029	1,257	1,257	1,465
A3 Painshill	A245 Byfleet Road (A3 Painshill Exit)	NB	23,996	1,726	1,586	1,606	25,008	1,907	1,539	1,773	13,339	1,299	584	925	26,998	1,987	1,655	1,528	14,103	1,284	609	923
A3 Painshill	A245 Portsmouth Road (A3 Painshill Approach)	WB	15,278	995	1,064	1,097	16,040	1,081	1,089	1,125	17,111	1,153	1,131	1,200	17,560	1,100	1,087	1,233	18,205	1,150	1,115	1,177
A3 Painshill	A245 Portsmouth Road (A3 Painshill Exit)	SB	15,336	936	972	1,042	16,362	1,009	1,040	966	16,302	973	1,067	945	19,953	1,094	1,122	1,136	20,001	1,113	1,174	1,080
A3 Painshill	A3 Northbound Off Slip	EB	17,884	1,213	1,250	1,113	20,140	1,313	1,354	1,327	20,363	1,322	1,429	1,319	24,017	1,335	1,577	1,331	25,150	1,534	1,667	1,457
A3 Painshill	A3 Northbound On Slip	EB	5,677	401	318	451	7,199	531	472	494	7,635	583	486	529	8,666	551	604	589	9,096	601	616	629
A3 Painshill	A3 Painshill East Circulatory	SB	24,344	1,473	1,686	1,762	23,649	1,477	1,557	1,561	24,379	1,554	1,621	1,641	27,245	1,591	1,608	1,708	29,306	1,826	1,729	1,924
A3 Painshill	A3 Painshill North Circulatory	EB	6,816	430	428	407	7,417	443	451	426	7,502	447	463	424	9,661	540	500	534	9,788	593	498	492
A3 Painshill	A3 Painshill South Circulatory	WB	16,651	1,253	1,085	1,245	14,568	1,209	804	1,085	15,267	1,395	735	1,208	15,117	1,350	750	892	16,013	1,299	719	1,241
A3 Painshill	A3 Painshill West Circulatory	NB	13,089	997	764	900	12,414	1,078	636	875	14,019	1,330	617	969	13,577	1,298	634	835	14,728	1,308	633	958
A3 Painshill	A3 Southbound Off Slip	WB	7,736	731	371	542	7,305	742	291	490	7,372	814	199	537	8,355	887	305	388	7,255	635	208	448
A3 Painshill	A3 Southbound On Slip	WB	18,506	1,251	1,348	1,402	17,854	1,208	1,217	1,303	17,933	1,193	1,209	1,399	18,647	1,118	1,163	1,250	19,031	1,105	1,162	1,419
A3 Painshill	Free Flow Slip A245 Byfleet Road to A3 NB	EB	-	-	-	-	-	-	-	-	7,110	554	462	489	-	-	-	-	8,602	577	593	597
A3 Painshill	Free Flow Slip A3 NB to A245 Byfleet Road	NB	-	-	-	-	-	-	-	-	13,543	906	999	940	-	-	-	-	15,989	965	1,193	1,001
A3 SB	A3 SB Burnt Common to Burpham	A3 SB	55,171	3,776	3,537	4,094	57,911	4,031	3,641	4,355	61,263	4,469	3,868	4,602	70,915	4,911	4,466	4,908	75,011	5,295	4,745	5,348
A3 SB	A3 SB M25 Junction 10	A3 SB	30,622	2,151	1,908	2,562	33,585	2,492	2,137	2,706	31,599	2,178	2,069	2,520	39,232	2,822	2,653	2,948	36,760	2,559	2,425	2,818

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
A3 SB	A3 SB M25 to Ockham	A3 SB	58,704	3,981	3,798	4,553	61,970	4,294	4,018	4,668	65,094	4,708	4,201	5,010	70,504	4,603	4,541	4,919	77,508	5,381	4,966	5,650
A3 SB	A3 SB Ockham to Burnt Common	A3 SB	49,872	3,298	3,264	3,692	51,595	3,481	3,333	3,827	54,727	3,907	3,509	4,138	59,020	3,874	3,748	4,016	64,639	4,462	4,127	4,606
A3 SB	A3 SB Oxshott	A3 SB	31,714	2,472	1,806	2,400	33,025	2,519	1,849	2,376	35,391	2,743	2,022	2,568	40,283	2,976	2,295	2,731	42,379	3,194	2,495	2,828
A3 SB	A3 SB Oxshott to Painshill	A3 SB	39,093	3,009	2,274	3,037	39,623	2,960	2,286	2,909	43,138	3,321	2,518	3,154	49,471	3,554	2,879	3,517	52,334	3,869	3,118	3,635
A3 SB	A3 SB Painshill	A3 SB	31,356	2,278	1,903	2,495	32,318	2,217	1,995	2,420	35,766	2,506	2,319	2,618	41,116	2,667	2,574	3,129	45,079	3,234	2,910	3,187
A3 SB	A3 SB Painshill to M25	A3 SB	49,866	3,529	3,250	3,898	50,175	3,425	3,212	3,724	53,703	3,699	3,527	4,020	59,763	3,784	3,736	4,384	64,101	4,337	4,070	4,610
Byfleet	A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road)	EB	14,851	885	952	1,170	15,763	1,048	1,019	1,101	15,990	1,076	1,038	1,124	18,693	1,155	1,195	1,278	19,510	1,218	1,238	1,408
Byfleet	A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road)	WB	16,059	1,275	977	1,058	16,307	1,226	1,002	1,098	16,663	1,419	969	1,082	17,481	1,238	1,041	998	18,399	1,414	1,079	1,110
Byfleet	A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road)	Two-Way	30,909	2,160	1,929	2,228	32,070	2,274	2,021	2,199	32,653	2,495	2,006	2,207	36,174	2,393	2,235	2,275	37,909	2,632	2,317	2,518
Byfleet	A245 Byfleet Road (Seven Hills Road to A3)	EB	23,209	1,445	1,576	1,806	23,440	1,565	1,580	1,630	24,520	1,691	1,646	1,747	26,269	1,602	1,715	1,762	28,631	1,834	1,849	2,062
Byfleet	A245 Byfleet Road (Seven Hills Road to A3)	WB	23,996	1,726	1,586	1,606	25,008	1,907	1,539	1,773	26,775	2,174	1,583	1,860	26,998	1,987	1,655	1,528	29,594	2,143	1,801	1,859
Byfleet	A245 Byfleet Road (Seven Hills Road to A3)	Two-Way	47,204	3,171	3,162	3,412	48,448	3,472	3,119	3,403	51,295	3,865	3,230	3,607	53,267	3,589	3,370	3,290	58,226	3,977	3,651	3,921
Byfleet	Seven Hills Road	NB	9,054	547	672	603	10,202	778	639	771	10,927	828	666	858	11,262	857	725	645	12,319	834	795	849
Byfleet	Seven Hills Road	SB	10,066	723	718	755	9,388	693	656	625	9,441	730	651	704	9,654	672	622	609	10,347	757	676	762
Byfleet	Seven Hills Road	Two-Way	19,120	1,270	1,390	1,358	19,590	1,471	1,295	1,396	20,368	1,559	1,317	1,561	20,917	1,529	1,347	1,254	22,667	1,591	1,471	1,611
Byfleet	Seven Hills Road South	NB	919	49	73	49	829	54	74	0	834	54	75	0	950	61	79	0	958	62	80	0
Byfleet	Seven Hills Road South	SB	1,128	90	63	92	920	92	67	0	925	95	66	0	1,015	95	70	0	1,028	97	72	0
Byfleet	Seven Hills Road South	Two-Way	2,046	139	136	141	1,749	146	141	0	1,759	149	141	0	1,964	157	150	0	1,985	159	152	0
Clandon / Horsley	A247 Clandon Road (A3 to Clandon Station)	NB	6,644	568	420	475	7,261	642	454	522	7,172	630	451	509	12,384	1,007	767	817	12,451	1,018	777	811
Clandon / Horsley	A247 Clandon Road (A3 to Clandon Station)	SB	6,763	398	439	652	7,493	461	470	710	7,331	447	459	692	12,557	633	784	1,131	12,630	650	788	1,133
Clandon / Horsley	A247 Clandon Road (A3 to Clandon Station)	Two-Way	13,408	966	859	1,127	14,754	1,103	923	1,232	14,503	1,076	910	1,201	24,940	1,640	1,550	1,948	25,081	1,668	1,566	1,944
Clandon / Horsley	Hungry Hill Lane	NB	9	0	0	0	0	0	0	0	13	4	0	0	309	16	18	53	322	10	18	64
Clandon / Horsley	Hungry Hill Lane	SB	0	0	0	0	0	0	0	0	0	0	0	0	126	10	4	25	170	29	3	23
Clandon / Horsley	Hungry Hill Lane	Two-Way	9	0	0	0	0	0	0	0	13	4	0	0	435	26	22	78	493	39	21	87
Clandon / Horsley	Ripley Lane (Hungry Hill Lane to Guileshill Lane)	NB	464	69	17	41	502	79	23	36	426	72	20	23	646	96	35	42	586	90	34	30
Clandon / Horsley	Ripley Lane (Hungry Hill Lane to Guileshill Lane)	SB	191	16	14	14	311	38	16	28	390	66	16	28	591	58	36	63	692	72	40	75
Clandon / Horsley	Ripley Lane (Hungry Hill Lane to Guileshill Lane)	Two-Way	655	85	31	55	813	117	39	65	816	138	35	51	1,237	154	71	104	1,278	162	73	105
Clandon / Horsley	Ripley Road	NB	741	64	28	88	1,167	61	58	162	1,024	52	64	71	2,498	156	168	260	2,078	120	123	207
Clandon / Horsley	Ripley Road	SB	746	35	41	86	963	94	49	72	1,134	91	57	79	1,589	120	77	119	1,579	120	76	121
Clandon / Horsley	Ripley Road	Two-Way	1,487	99	69	174	2,130	155	107	233	2,159	143	121	150	4,087	275	245	380	3,656	240	199	328
Clandon / Horsley	Tithebarns Lane	EB	755	35	41	86	963	94	49	72	1,146	95	57	79	1,487	118	73	94	1,488	118	73	98

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
Clandon / Horsley	Tithebarns Lane	WB	741	64	28	88	1,167	61	58	162	1,023	51	64	71	2,214	148	150	208	1,834	137	105	143
Clandon / Horsley	Tithebarns Lane	Two-Way	1,496	99	69	174	2,130	155	107	233	2,169	146	121	150	3,702	266	223	302	3,322	255	178	241
Cobham	A245 Between Streets	EB	13,210	839	910	968	14,373	964	972	916	14,129	929	970	855	15,614	1,042	1,005	905	15,323	1,008	994	908
Cobham	A245 Between Streets	WB	12,405	918	832	864	12,741	953	838	899	13,017	929	835	889	14,223	1,051	888	973	14,377	1,014	868	938
Cobham	A245 Between Streets	Two-Way	25,615	1,757	1,742	1,832	27,114	1,918	1,810	1,815	27,146	1,858	1,805	1,744	29,837	2,092	1,893	1,878	29,700	2,022	1,862	1,846
Cobham	A245 Portsmouth Road (A3 to A307 Portsmouth Road)	EB	15,336	936	972	1,042	16,362	1,009	1,040	966	16,302	973	1,067	945	19,953	1,094	1,122	1,136	20,001	1,113	1,174	1,080
Cobham	A245 Portsmouth Road (A3 to A307 Portsmouth Road)	WB	15,278	995	1,064	1,097	16,040	1,081	1,089	1,125	17,111	1,153	1,131	1,200	17,560	1,100	1,087	1,233	18,205	1,150	1,115	1,177
Cobham	A245 Portsmouth Road (A3 to A307 Portsmouth Road)	Two-Way	30,615	1,931	2,036	2,139	32,402	2,090	2,129	2,092	33,413	2,126	2,198	2,144	37,513	2,194	2,210	2,370	38,206	2,264	2,290	2,257
Cobham	A307 Portsmouth Road	NB	9,996	684	565	619	10,594	669	572	659	9,926	585	548	586	12,894	661	610	656	12,744	614	612	655
Cobham	A307 Portsmouth Road	SB	10,815	686	735	780	12,352	814	783	868	12,620	845	805	877	14,005	868	833	916	14,148	897	838	921
Cobham	A307 Portsmouth Road	Two-Way	20,810	1,370	1,299	1,398	22,947	1,483	1,356	1,527	22,546	1,430	1,353	1,463	26,899	1,530	1,443	1,572	26,893	1,511	1,450	1,576
Esher	A244 Copsem Lane (A307 Portsmouth Road to A3)	NB	12,225	846	797	800	15,169	971	1,009	1,119	14,980	974	1,005	1,079	19,955	1,470	1,354	1,555	19,478	1,478	1,334	1,411
Esher	A244 Copsem Lane (A307 Portsmouth Road to A3)	SB	11,362	750	745	767	11,494	716	808	779	11,960	780	818	795	14,717	926	994	1,092	14,975	959	1,027	1,062
Esher	A244 Copsem Lane (A307 Portsmouth Road to A3)	Two-Way	23,587	1,596	1,543	1,567	26,664	1,686	1,817	1,898	26,940	1,753	1,822	1,874	34,673	2,396	2,348	2,647	34,453	2,437	2,361	2,473
M25 ACW	M25 Anti-Clockwise A3 to Cobham Services	M25 ACW	74,760	5,121	4,950	5,816	81,805	5,275	5,240	6,331	82,357	5,402	5,254	6,372	92,746	5,575	5,767	6,579	93,319	5,774	5,792	6,547
M25 ACW	M25 Anti-Clockwise Junction 10	M25 ACW	56,870	3,905	3,810	4,469	64,365	4,073	4,148	5,069	63,908	4,023	4,151	4,965	71,701	4,354	4,477	5,172	70,905	4,284	4,467	4,976
M25 ACW	M25 Anti-Clockwise St Peter's Way to A3	M25 ACW	85,589	5,959	5,567	6,745	96,872	6,298	6,096	7,449	97,812	6,408	6,181	7,462	108,623	6,561	6,497	7,486	110,762	6,684	6,722	7,508
M25 CW	M25 Clockwise A3 to St Peter's Way	M25 CW	82,923	5,956	5,477	5,734	94,399	6,542	5,915	6,125	96,991	6,896	6,087	6,257	111,980	7,072	6,520	6,711	114,485	7,346	6,754	6,851
M25 CW	M25 Clockwise Cobham Services to A3	M25 CW	72,208	5,022	4,974	5,037	83,529	5,801	5,544	5,552	84,105	5,784	5,549	5,722	100,013	6,361	6,193	6,116	99,419	6,195	6,162	6,210
M25 CW	M25 Clockwise Junction 10	M25 CW	53,201	3,700	3,694	3,695	65,331	4,617	4,302	4,293	62,150	4,210	4,078	4,079	77,369	5,133	4,746	4,652	75,368	4,751	4,666	4,597
M25 Junction 10	A3 Northbound Off Slip	NB	29,924	2,241	1,693	2,162	31,534	2,300	1,744	2,245	32,560	2,669	1,743	2,212	37,418	2,320	2,134	2,319	39,556	3,050	2,083	2,478
M25 Junction 10	A3 Northbound On Slip	NB	18,664	1,356	1,153	1,541	20,333	1,291	1,262	1,531	21,229	1,353	1,341	1,550	24,653	1,236	1,416	1,491	25,175	1,357	1,426	1,461
M25 Junction 10	A3 Southbound Off Slip	SB	19,243	1,378	1,342	1,337	16,590	933	1,075	1,018	22,105	1,521	1,458	1,499	20,531	962	1,083	1,436	27,342	1,778	1,645	1,791
M25 Junction 10	A3 Southbound On Slip Post Old Lane	WB	28,543	1,914	1,897	2,050	28,702	1,887	1,883	1,979	33,523	2,536	2,133	2,490	32,230	1,879	1,962	2,050	40,788	2,830	2,543	2,832
M25 Junction 10	A3 Southbound On Slip Pre Old Lane	SB	30,289	2,071	1,992	2,183	31,016	2,083	1,988	2,192	35,938	2,719	2,249	2,710	36,305	2,123	2,158	2,556	42,518	2,696	2,641	3,116
M25 Junction 10	Free Flow Slip A3 NB to M25 CW	WB	-	-	-	-	-	-	-	-	18,407	1,484	920	1,215	-	-	-	-	21,931	1,740	1,017	1,297
M25 Junction 10	Free Flow Slip A3 SB to M25 ACW	SB	-	-	-	-	-	-	-	-	5,358	311	335	517	-	-	-	-	6,315	328	363	554
M25 Junction 10	Free Flow Slip M25 ACW to A3 NB	EB	-	-	-	-	-	-	-	-	15,456	967	903	1,120	-	-	-	-	18,350	1,022	966	1,065
M25 Junction 10	Free Flow Slip M25 CW to A3 SB	WB	-	-	-	-	-	-	-	-	16,312	1,171	1,058	1,224	-	-	-	-	16,135	994	981	1,062
M25 Junction 10	M25 Anti-Clockwise Off Slip 1	EB	-	-	-	-	-	-	-	-	17,039	1,146	1,015	1,264	-	-	-	-	20,110	1,139	1,098	1,289
M25 Junction 10	M25 Anti-Clockwise Off Slip 2	EB	28,720	2,054	1,756	2,276	32,507	2,225	1,948	2,380	16,865	1,239	1,016	1,233	36,922	2,206	2,020	2,314	19,747	1,261	1,157	1,244

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
M25 Junction 10	M25 Anti-Clockwise On Slip	EB	17,906	1,217	1,140	1,349	17,453	1,203	1,092	1,264	18,471	1,382	1,104	1,410	21,082	1,222	1,292	1,412	22,466	1,493	1,328	1,578
M25 Junction 10	M25 Clockwise Off Slip	WB	19,007	1,323	1,280	1,342	18,198	1,184	1,242	1,259	21,956	1,573	1,471	1,644	22,644	1,228	1,447	1,464	24,051	1,444	1,496	1,612
M25 Junction 10	M25 Clockwise On Slip 1	WB	6,552	787	422	621	3,257	359	193	370	16,471	1,206	1,091	966	3,456	254	226	471	18,558	1,322	1,073	958
M25 Junction 10	M25 Clockwise On Slip 2	WB	23,219	1,476	1,364	1,422	25,816	1,564	1,420	1,465	18,407	1,484	920	1,215	31,280	1,728	1,549	1,587	21,931	1,740	1,017	1,297
M25 Junction 10	M25 Junction 10 East Circulatory	SB	29,852	2,217	1,987	2,070	29,453	1,912	1,826	1,975	18,992	1,449	1,211	1,328	34,828	1,887	1,908	2,355	23,548	1,540	1,448	1,528
M25 Junction 10	M25 Junction 10 North Circulatory	EB	28,521	2,057	1,785	2,083	30,938	2,267	1,886	2,264	31,678	2,481	1,902	2,275	35,981	2,251	2,168	2,333	38,194	2,555	2,284	2,598
M25 Junction 10	M25 Junction 10 South Circulatory	WB	18,395	1,410	1,274	1,229	16,297	955	1,067	1,007	21,307	1,470	1,478	1,297	20,991	941	1,198	1,250	24,479	1,553	1,456	1,304
M25 Junction 10	M25 Junction 10 West Circulatory	NB	18,459	1,358	1,181	1,348	18,756	1,332	1,198	1,418	35,295	2,618	2,256	2,363	23,674	1,280	1,558	1,511	42,961	2,809	2,601	2,809
Martyr's Green	Ockham Lane (Hatch Lane to Old Lane)	EB	0	0	0	0	0	0	0	0	78	3	0	23	31	0	3	4	148	14	4	28
Martyr's Green	Ockham Lane (Hatch Lane to Old Lane)	WB	819	62	64	66	612	99	22	43	747	145	22	62	1,306	119	82	153	941	127	55	84
Martyr's Green	Ockham Lane (Hatch Lane to Old Lane)	Two-Way	819	62	64	66	612	99	22	43	825	147	22	85	1,337	119	85	158	1,089	141	59	112
Martyr's Green	Ockham Lane (Old Lane to Downside Road)	NB	65	6	4	4	54	2	4	5	55	2	4	4	110	7	7	9	87	7	4	5
Martyr's Green	Ockham Lane (Old Lane to Downside Road)	SB	29	2	2	3	96	16	7	2	279	67	2	24	905	66	50	141	1,720	135	119	211
Martyr's Green	Ockham Lane (Old Lane to Downside Road)	Two-Way	94	8	6	7	150	18	11	7	334	69	6	28	1,015	73	56	150	1,806	142	123	216
Martyr's Green	Old Lane (A3 to Hatch Lane)	NB	535	37	41	43	375	25	26	28	519	71	26	29	484	69	3	39	3,876	530	207	332
Martyr's Green	Old Lane (A3 to Hatch Lane)	SB	2,209	170	136	177	2,686	221	131	241	2,930	253	142	248	4,251	276	199	477	5,579	390	305	614
Martyr's Green	Old Lane (A3 to Hatch Lane)	Two-Way	2,744	207	177	220	3,061	245	157	269	3,449	324	169	277	4,735	345	203	516	9,455	920	512	946
Martyr's Green	Old Lane (Hatch Lane to Ockham Lane)	EB	1,808	141	108	144	2,431	210	116	219	2,308	214	102	209	3,077	218	160	266	3,697	292	202	327
Martyr's Green	Old Lane (Hatch Lane to Ockham Lane)	WB	0	0	0	0	0	0	0	0	137	47	0	0	38	12	0	1	1,930	247	106	199
Martyr's Green	Old Lane (Hatch Lane to Ockham Lane)	Two-Way	1,808	141	108	144	2,431	210	116	219	2,446	261	102	209	3,116	230	160	267	5,628	539	308	526
Martyr's Green	Old Lane (Martyr's Green to Effingham Junction)	EB	1,115	83	47	81	2,574	218	127	231	2,529	225	112	244	3,667	312	194	295	4,453	395	241	391
Martyr's Green	Old Lane (Martyr's Green to Effingham Junction)	WB	99	3	1	2	637	92	26	48	690	130	26	45	1,109	90	70	135	1,747	249	73	188
Martyr's Green	Old Lane (Martyr's Green to Effingham Junction)	Two-Way	1,214	86	48	83	3,211	310	153	279	3,219	355	139	289	4,776	402	264	429	6,200	644	315	579
Ockham	Alms Heath	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	1	0	9
Ockham	Alms Heath	SB	749	62	64	66	0	0	0	0	0	0	0	0	230	41	2	35	152	41	1	10
Ockham	Alms Heath	Two-Way	749	62	64	66	0	0	0	0	0	0	0	0	230	41	2	35	180	42	1	19
Ockham	B2039 Ockham Road North (A3 to Guileshill Lane)	NB	4,767	441	271	314	6,176	545	333	442	5,568	572	311	450	7,121	530	409	561	6,023	516	372	497
Ockham	B2039 Ockham Road North (A3 to Guileshill Lane)	SB	2,548	179	191	266	2,612	135	166	208	2,261	97	159	214	2,607	174	167	227	2,903	194	177	227
Ockham	B2039 Ockham Road North (A3 to Guileshill Lane)	Two-Way	7,315	620	462	581	8,788	680	500	650	7,829	669	470	664	9,727	704	576	788	8,926	710	549	724

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
Ockham	B2039 Ockham Road North (Alms Heath to East Lane)	NB	3,655	339	188	263	4,494	388	217	330	3,766	369	196	323	6,156	490	328	443	5,495	509	318	432
Ockham	B2039 Ockham Road North (Alms Heath to East Lane)	SB	3,340	199	244	307	1,901	91	120	159	1,827	83	132	162	2,806	214	166	257	2,851	194	173	217
Ockham	B2039 Ockham Road North (Alms Heath to East Lane)	Two-Way	6,995	538	431	570	6,395	479	337	489	5,594	452	328	485	8,962	704	494	700	8,346	703	492	649
Ockham	B2039 Ockham Road North (Guileshill Lane to Ockham Lane)	EB	2,437	132	159	237	1,901	91	120	159	1,905	86	133	185	2,607	174	167	227	2,819	166	177	227
Ockham	B2039 Ockham Road North (Guileshill Lane to Ockham Lane)	WB	3,686	337	185	260	5,105	487	239	373	4,513	514	217	385	7,232	568	409	561	6,255	595	372	497
Ockham	B2039 Ockham Road North (Guileshill Lane to Ockham Lane)	Two-Way	6,123	469	344	497	7,006	578	358	532	6,418	600	350	570	9,839	742	576	788	9,074	760	549	724
Ockham	B2039 Ockham Road North (Ockham Lane to Alms Heath)	EB	2,591	137	180	241	1,901	91	120	159	1,827	83	132	162	2,576	174	164	223	2,699	153	173	207
Ockham	B2039 Ockham Road North (Ockham Lane to Alms Heath)	WB	3,655	339	188	263	4,494	388	217	330	3,766	369	196	323	6,157	490	328	443	5,467	508	318	423
Ockham	B2039 Ockham Road North (Ockham Lane to Alms Heath)	Two-Way	6,246	476	368	504	6,395	479	337	489	5,594	452	328	485	8,733	663	492	665	8,166	661	491	630
Ockham	Guileshill Lane	EB	434	0	0	0	0	0	0	0	26	9	0	0	0	0	0	0	0	0	0	0
Ockham	Guileshill Lane	WB	0	0	0	0	0	0	0	0	0	0	0	0	111	38	0	0	316	107	0	0
Ockham	Guileshill Lane	Two-Way	434	0	0	0	0	0	0	0	26	9	0	0	112	38	0	0	316	107	0	0
Ockham	Ockham Lane (Alms Heath to Hatch Lane)	EB	0	0	0	0	0	0	0	0	78	3	0	23	31	0	3	4	148	14	4	28
Ockham	Ockham Lane (Alms Heath to Hatch Lane)	WB	819	62	64	66	612	99	22	43	747	145	22	62	1,306	119	82	153	941	127	55	84
Ockham	Ockham Lane (Alms Heath to Hatch Lane)	Two-Way	819	62	64	66	612	99	22	43	825	147	22	85	1,337	119	85	158	1,089	141	59	112
Ockham	Ockham Lane (B2039 Ockham Road North to Alms Heath)	EB	0	0	0	0	0	0	0	0	78	3	0	23	31	0	3	4	119	13	4	20
Ockham	Ockham Lane (B2039 Ockham Road North to Alms Heath)	WB	71	0	0	0	611	99	22	43	747	145	22	62	1,076	79	81	119	789	87	54	74
Ockham	Ockham Lane (B2039 Ockham Road North to Alms Heath)	Two-Way	71	0	0	0	612	99	22	43	825	147	22	85	1,107	79	84	123	909	99	58	94
Oxshott	A244 Copsem Lane (A3 to Fairoak Lane)	NB	13,752	1,044	914	926	15,185	1,094	1,004	1,056	15,517	1,142	1,047	1,056	20,326	1,264	1,228	1,268	20,628	1,293	1,239	1,236
Oxshott	A244 Copsem Lane (A3 to Fairoak Lane)	SB	15,436	896	917	1,063	17,314	1,033	1,039	1,099	17,198	1,002	1,037	1,100	20,678	1,087	1,114	1,158	20,565	1,093	1,101	1,146
Oxshott	A244 Copsem Lane (A3 to Fairoak Lane)	Two-Way	29,188	1,940	1,831	1,990	32,499	2,127	2,043	2,155	32,715	2,143	2,084	2,155	41,003	2,351	2,342	2,427	41,193	2,386	2,340	2,382
Pyrford	B367 Newark Lane (Upshot Lane to Papercourt Lane)	NB	3,719	343	170	336	5,004	480	288	376	4,848	420	289	420	5,721	498	316	441	5,372	423	316	432
Pyrford	B367 Newark Lane (Upshot Lane to Papercourt Lane)	SB	3,541	252	186	280	4,212	272	233	337	4,390	302	260	350	5,922	276	392	463	6,259	368	416	443
Pyrford	B367 Newark Lane (Upshot Lane to Papercourt Lane)	Two-Way	7,260	595	356	616	9,216	752	520	713	9,238	721	549	770	11,643	774	708	904	11,631	791	732	876
Ripley	B2215 Portsmouth Road (B367 Newark Lane to A3)	EB	9,115	841	562	705	11,286	1,059	667	761	11,829	1,057	755	810	14,585	1,147	902	1,000	16,416	1,317	1,076	1,077
Ripley	B2215 Portsmouth Road (B367 Newark Lane to A3)	WB	8,289	683	476	687	10,177	884	582	821	10,686	875	631	936	14,340	1,144	877	1,139	13,941	902	913	1,170
Ripley	B2215 Portsmouth Road (B367 Newark Lane to A3)	Two-Way	17,404	1,524	1,037	1,392	21,463	1,944	1,249	1,582	22,515	1,932	1,386	1,746	28,925	2,291	1,779	2,139	30,357	2,218	1,989	2,247
Ripley	B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane)	NB	6,160	491	421	418	7,372	633	478	518	7,777	649	521	537	10,300	789	638	780	11,619	986	724	817

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
Ripley	B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane)	SB	4,165	307	273	401	5,047	401	302	500	5,455	418	330	542	8,584	710	547	758	8,227	588	529	755
Ripley	B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane)	Two-Way	10,325	798	694	819	12,419	1,034	780	1,018	13,232	1,067	850	1,080	18,884	1,499	1,185	1,538	19,846	1,574	1,253	1,572
Ripley	B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	EB	3,199	304	168	256	4,163	374	230	352	4,168	360	254	362	4,450	284	313	294	4,370	242	335	274
Ripley	B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	WB	4,654	436	238	368	5,744	528	332	427	5,556	466	328	469	6,497	505	398	459	5,896	397	381	422
Ripley	B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	Two-Way	7,852	739	406	623	9,906	903	562	779	9,725	826	582	831	10,946	788	711	753	10,266	639	716	696
Ripley	Rose Lane	EB	299	16	14	14	311	38	16	28	404	71	16	28	693	60	39	88	783	74	43	98
Ripley	Rose Lane	WB	464	69	17	41	502	79	23	36	427	73	20	23	1,042	142	53	95	1,145	180	52	94
Ripley	Rose Lane	Two-Way	763	85	31	55	813	117	39	65	831	144	35	51	1,735	201	92	183	1,928	254	95	192
Send	A247 Clandon Road (B2215 London Road to A3)	NB	6,238	511	414	445	6,873	573	461	476	6,961	550	465	482	10,639	860	659	694	10,696	854	662	680
Send	A247 Clandon Road (B2215 London Road to A3)	SB	11,682	793	719	1,023	13,235	978	776	1,104	13,793	974	825	1,137	22,033	1,503	1,319	1,790	20,930	1,305	1,260	1,701
Send	A247 Clandon Road (B2215 London Road to A3)	Two-Way	17,920	1,304	1,133	1,467	20,108	1,551	1,237	1,580	20,754	1,524	1,290	1,619	32,673	2,364	1,977	2,484	31,627	2,159	1,922	2,380
Send	A247 Ripley Bypass	SB	612	64	28	45	797	59	58	38	932	50	64	42	968	97	39	56	1,105	110	41	51
Send	A247 Ripley Bypass (A3 Approach)	NB	5,937	515	315	445	6,927	645	357	477	7,604	658	416	513	12,178	1,110	682	838	11,160	928	628	750
Send	A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road)	EB	5,144	337	328	423	5,468	389	339	414	5,589	375	346	416	8,631	526	537	608	8,526	525	538	577
Send	A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road)	WB	4,195	310	244	342	4,646	328	273	376	4,793	338	275	387	7,815	538	440	623	7,753	506	440	608
Send	A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road)	Two-Way	9,339	648	572	764	10,114	716	611	789	10,382	712	621	802	16,446	1,064	976	1,231	16,279	1,031	978	1,185
Send	A247 Send Road (B368 Send Marsh Road to Tannery Lane)	EB	7,608	471	491	611	9,216	615	583	703	9,385	613	592	708	12,709	752	816	899	12,879	837	812	887
Send	A247 Send Road (B368 Send Marsh Road to Tannery Lane)	WB	5,812	468	369	402	7,104	588	457	455	7,163	575	457	463	10,920	883	664	727	10,901	837	681	709
Send	A247 Send Road (B368 Send Marsh Road to Tannery Lane)	Two-Way	13,421	939	859	1,013	16,320	1,203	1,040	1,159	16,548	1,187	1,050	1,171	23,629	1,635	1,480	1,626	23,780	1,674	1,492	1,596
Send	A247 Send Road (Tannery Lane to B382 High Street)	NB	7,172	587	458	468	8,341	680	523	542	8,373	665	519	547	12,258	940	768	778	11,982	868	766	727
Send	A247 Send Road (Tannery Lane to B382 High Street)	SB	7,802	546	504	635	9,749	739	619	764	9,754	691	623	767	12,054	786	786	811	11,883	760	778	799
Send	A247 Send Road (Tannery Lane to B382 High Street)	Two-Way	14,975	1,133	962	1,103	18,090	1,418	1,142	1,306	18,127	1,356	1,142	1,314	24,312	1,726	1,555	1,589	23,865	1,628	1,544	1,526
Send	A3 Northbound Off Slip	NB	6,821	384	397	711	7,858	297	464	895	8,261	313	518	907	12,538	494	717	1,417	12,897	491	783	1,381
Send	A3 Southbound On Slip	WB	5,310	480	274	403	6,334	554	308	529	6,549	564	360	465	11,938	1,043	720	896	10,402	837	619	744
Send	B2215 London Road (A3 to A247 Clandon Road)	NB	6,821	384	397	711	7,858	297	464	895	8,261	313	518	907	12,538	494	717	1,417	12,897	491	783	1,381
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	EB	5,652	409	387	467	6,075	388	422	552	6,397	385	464	565	9,043	564	585	797	9,737	627	658	786
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	WB	3,544	252	227	317	3,900	329	225	339	4,371	344	268	374	7,217	598	447	603	6,433	439	391	567

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	Two-Way	9,196	661	614	784	9,975	717	647	892	10,769	729	732	939	16,260	1,163	1,032	1,400	16,170	1,066	1,049	1,353
Send	B368 Send Marsh Road	EB	681	33	28	29	978	111	29	28	1,014	122	29	29	937	86	34	22	1,308	174	36	53
Send	B368 Send Marsh Road	WB	353	45	21	16	526	70	40	13	455	48	39	13	852	128	58	26	999	129	82	28
Send	B368 Send Marsh Road	Two-Way	1,035	79	49	46	1,504	181	69	42	1,469	170	68	42	1,789	214	92	48	2,307	303	118	81
Send	Tannery Lane / Papercourt Lane	EB	1,172	164	70	93	1,895	219	126	171	1,959	199	141	184	2,166	196	160	189	2,053	111	184	187
Send	Tannery Lane / Papercourt Lane	WB	2,337	207	146	135	2,598	187	157	197	2,801	212	171	208	4,159	219	295	329	4,131	220	303	294
Send	Tannery Lane / Papercourt Lane	Two-Way	3,509	371	216	228	4,493	407	283	368	4,760	412	311	392	6,325	416	455	518	6,185	331	487	481
Wisley	A3 Northbound Off Slip	NB	1,800	120	145	136	2,963	163	283	167	-	-	-	-	3,456	195	328	190	-	-	-	-
Wisley	A3 Northbound On Slip	EB	2,111	152	190	119	3,591	213	300	290	-	-	-	-	5,385	476	382	449	-	-	-	-
Wisley	Lock Lane	EB	616	21	66	46	1,716	127	161	100	1,132	86	101	63	3,172	367	218	234	1,726	126	134	151
Wisley	Lock Lane	WB	215	16	15	16	1,163	58	95	100	991	51	80	86	1,378	81	109	112	1,370	120	95	107
Wisley	Lock Lane	Two-Way	831	37	80	62	2,879	184	255	200	2,123	138	181	149	4,550	448	327	346	3,096	246	229	258
Wisley	Wisley Lane (North of RHS Wisley)	NB	0	0	0	0	0	0	0	0	3	1	0	0	33	11	0	0	205	55	2	10
Wisley	Wisley Lane (North of RHS Wisley)	SB	419	7	52	30	750	72	69	46	120	10	11	10	2,076	307	114	173	492	41	30	66
Wisley	Wisley Lane (North of RHS Wisley)	Two-Way	419	7	52	30	750	72	69	46	123	11	11	10	2,109	318	114	173	697	96	32	76
Wisley	Wisley Lane (South of RHS Wisley)	NB	1,800	120	145	136	2,963	163	283	167	-	-	-	-	3,456	195	328	190	-	-	-	-
Wisley	Wisley Lane (South of RHS Wisley)	SB	2,111	152	190	119	3,591	213	300	290	-	-	-	-	5,385	476	382	449	-	-	-	-
Wisley	Wisley Lane (South of RHS Wisley)	Two-Way	3,912	272	335	256	6,553	376	583	457	0	0	0	0	8,841	671	710	639	0	0	0	0
Wisley	WPIL Development Road (East)	NB	-	-	-	-	-	-	-	-	2,845	144	276	166	-	-	-	-	3,489	224	325	182
Wisley	WPIL Development Road (East)	SB	-	-	-	-	-	-	-	-	3,068	160	249	267	-	-	-	-	3,947	217	310	359
Wisley	WPIL Development Road (East)	Two-Way	0	0	0	0	0	0	0	0	5,912	304	525	432	0	0	0	0	7,436	441	635	541
Wisley	WPIL Development Road (West)	EB	-	-	-	-	-	-	-	-	2,845	144	276	166	-	-	-	-	5,534	291	459	415
Wisley	WPIL Development Road (West)	WB	-	-	-	-	-	-	-	-	3,068	160	249	267	-	-	-	-	7,585	671	542	569
Wisley	WPIL Development Road (West)	Two-Way	0	0	0	0	0	0	0	0	5,912	304	525	432	0	0	0	0	13,119	963	1,000	984

Table A-2: Model HGV link flows (vehicles)

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
A3 NB	A3 NB Burnt Common to Ockham	A3 NB	2,667	243	262	267	2,840	245	292	270	2,876	256	293	271	3,091	225	345	279	3,239	269	350	284
A3 NB	A3 NB Burpham to Burnt Common	A3 NB	2,728	245	272	268	2,909	252	301	271	2,949	263	303	272	3,254	243	366	283	3,398	284	371	288
A3 NB	A3 NB M25 Junction 10	A3 NB	710	66	43	127	656	56	45	111	649	54	46	109	740	73	53	111	743	75	54	108
A3 NB	A3 NB M25 to Painshill	A3 NB	2,305	276	222	186	2,356	259	238	190	2,340	257	238	188	2,464	275	262	168	2,473	290	258	164
A3 NB	A3 NB Ockham to Wisley	A3 NB	2,830	263	275	284	3,011	265	307	285	3,044	277	307	287	3,372	272	368	295	3,545	322	374	302
A3 NB	A3 NB Oxshott	A3 NB	1,517	171	124	175	1,592	168	133	190	1,576	168	130	189	1,581	172	140	168	1,580	175	141	161
A3 NB	A3 NB Painshill	A3 NB	1,293	160	101	148	1,365	155	105	172	1,344	154	101	172	1,349	161	108	153	1,346	165	109	147
A3 NB	A3 NB Painshill to Oxshott	A3 NB	1,541	177	125	176	1,739	175	155	195	1,721	175	153	191	1,726	183	160	172	1,751	186	165	167
A3 NB	A3 NB Wisley	A3 NB	2,805	260	273	281	2,993	264	305	285	3,044	277	307	287	3,355	270	366	294	3,545	322	374	302
A3 NB	A3 NB Wisley to M25	A3 NB	2,819	261	275	282	3,013	265	307	287	3,044	277	307	287	3,401	273	372	298	3,545	322	374	302
A3 Ockham	A3 Northbound On Slip	NB	150	18	13	15	154	16	15	13	149	16	14	14	254	43	22	12	267	47	22	13
A3 Ockham	A3 Ockham East Circulatory	SB	198	31	14	18	194	29	17	10	225	42	18	8	235	28	24	13	258	36	25	13
A3 Ockham	A3 Ockham North Circulatory	SB	14	1	2	0	21	3	2	0	26	2	3	1	93	9	12	3	98	9	13	3
A3 Ockham	A3 Ockham South Circulatory	WB	189	31	12	18	213	31	18	15	240	45	18	12	451	104	27	17	372	82	23	17
A3 Ockham	A3 Ockham South East Circulatory	SB	198	31	14	18	194	29	17	10	216	41	17	8	413	98	25	14	332	77	20	12
A3 Ockham	A3 Ockham West Circulatory	NB	164	19	15	15	175	20	17	14	174	19	17	15	347	52	35	15	365	56	36	15
A3 Ockham	A3 Southbound Off Slip	SB	184	30	11	17	173	26	15	10	199	39	15	7	145	19	12	11	162	27	12	10
A3 Oxshott	A3 Northbound Off Slip	EB	24	6	1	0	148	7	22	4	146	7	23	2	145	11	20	5	171	11	25	5
A3 Oxshott	A3 Northbound On Slip	EB	6	2	0	0	6	2	0	0	6	2	0	0	4	1	0	0	4	0	0	0
A3 Oxshott	A3 Oxshott East Circulatory	SB	302	45	25	20	476	47	53	30	470	47	54	25	547	59	59	32	576	58	64	34
A3 Oxshott	A3 Oxshott North East Circulatory	EB	308	47	25	20	482	49	53	30	476	48	55	25	551	59	59	32	580	58	64	35
A3 Oxshott	A3 Oxshott North West Circulatory	NB	387	44	40	22	568	46	70	31	549	43	69	28	707	55	87	40	719	50	93	39
A3 Oxshott	A3 Oxshott South East Circulatory	WB	307	46	26	20	481	48	53	30	476	48	55	25	554	60	60	32	584	59	65	34
A3 Oxshott	A3 Oxshott South West Circulatory	WB	421	40	41	38	597	62	58	51	523	61	50	38	811	67	90	64	684	48	80	52
A3 Oxshott	A3 Oxshott West Circulatory	NB	367	39	40	22	424	40	48	27	406	36	46	27	571	45	68	37	555	40	69	34
A3 Oxshott	A3 Southbound Off Slip	WB	5	1	0	0	5	1	0	0	5	1	0	0	8	1	1	0	9	1	1	0
A3 Oxshott	A3 Southbound On Slip	WB	53	2	1	16	174	22	10	24	116	24	4	11	240	21	22	27	130	8	12	18
A3 Painshill	A245 Byfleet Road (A3 Painshill Approach)	EB	678	83	70	37	664	80	75	23	336	62	27	14	719	83	83	25	376	68	30	16
A3 Painshill	A245 Byfleet Road (A3 Painshill Exit)	NB	985	114	111	45	978	116	110	45	422	53	35	38	1,029	121	121	38	383	44	36	33
A3 Painshill	A245 Portsmouth Road (A3 Painshill Approach)	WB	518	35	71	24	526	32	76	21	538	34	77	22	515	31	74	22	599	48	82	21
A3 Painshill	A245 Portsmouth Road (A3 Painshill Exit)	SB	511	62	62	13	501	36	74	11	501	37	74	9	542	39	82	9	550	40	82	10
A3 Painshill	A3 Northbound Off Slip	EB	1,013	116	121	38	991	104	133	18	996	102	136	16	1,112	114	153	15	1,127	125	150	16
A3 Painshill	A3 Northbound On Slip	EB	248	17	24	28	374	19	51	22	376	20	53	18	377	21	52	18	404	20	58	18
A3 Painshill	A3 Painshill East Circulatory	SB	820	101	95	27	717	91	87	14	742	93	88	19	801	95	99	18	814	101	97	22
A3 Painshill	A3 Painshill North Circulatory	EB	387	35	50	17	421	30	61	13	423	31	62	12	446	32	66	11	449	33	66	11
A3 Painshill	A3 Painshill South Circulatory	WB	574	78	61	22	524	91	39	35	564	101	36	43	547	93	43	35	486	80	34	40
A3 Painshill	A3 Painshill West Circulatory	NB	364	36	40	24	413	43	38	41	448	54	36	45	404	45	38	36	407	44	37	40
A3 Painshill	A3 Southbound Off Slip	WB	267	40	27	9	309	36	26	32	330	45	23	34	312	37	28	28	244	21	22	29
A3 Painshill	A3 Southbound On Slip	WB	714	78	89	22	622	80	74	14	635	80	74	20	636	76	76	19	658	81	77	21
A3 Painshill	Free Flow Slip A245 Byfleet Road to A3 NB	EB	-	-	-	-	-	-	-	-	352	20	52	11	-	-	-	-	381	20	57	11
A3 Painshill	Free Flow Slip A3 NB to A245 Byfleet Road	NB	-	-	-	-	-	-	-	-	599	72	76	11	-	-	-	-	701	93	85	11
A3 SB	A3 SB Burnt Common to Burpham	A3 SB	2,907	313	269	256	3,154	367	282	271	3,310	396	294	280	3,508	430	314	275	3,672	446	328	295
A3 SB	A3 SB M25 Junction 10	A3 SB	935	65	65	163	998	88	78	141	873	74	70	123	1,130	90	97	151	1,009	82	83	140

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
A3 SB	A3 SB M25 to Ockham	A3 SB	3,034	335	275	272	3,266	386	289	279	3,451	430	300	285	3,449	409	310	279	3,744	462	329	301
A3 SB	A3 SB Ockham to Burnt Common	A3 SB	2,850	305	263	255	3,093	360	274	269	3,252	391	286	278	3,304	390	297	269	3,581	435	317	291
A3 SB	A3 SB Oxshott	A3 SB	1,559	124	141	199	1,462	106	134	194	1,580	117	148	203	1,538	115	134	215	1,710	127	162	214
A3 SB	A3 SB Oxshott to Painshill	A3 SB	1,612	125	142	215	1,637	128	145	218	1,698	141	152	214	1,781	136	156	243	1,842	134	174	234
A3 SB	A3 SB Painshill	A3 SB	1,345	85	115	206	1,328	92	118	186	1,367	96	128	180	1,469	99	128	215	1,598	113	152	204
A3 SB	A3 SB Painshill to M25	A3 SB	2,056	163	205	226	1,948	173	193	199	2,000	177	203	198	2,104	177	205	230	2,262	197	230	222
Byfleet	A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road)	EB	571	74	59	27	571	71	65	17	583	72	66	19	622	75	71	20	648	77	75	21
Byfleet	A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road)	WB	857	101	99	35	855	98	100	36	885	109	98	39	889	100	108	31	926	114	107	33
Byfleet	A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road)	Two-Way	1,428	175	158	61	1,426	170	165	54	1,468	181	165	58	1,511	176	180	50	1,574	191	182	54
Byfleet	A245 Byfleet Road (Seven Hills Road to A3)	EB	678	83	70	37	664	80	75	23	688	82	78	25	719	83	83	25	756	88	86	28
Byfleet	A245 Byfleet Road (Seven Hills Road to A3)	WB	985	114	111	45	978	116	110	45	1,017	124	111	48	1,029	121	121	38	1,063	130	121	42
Byfleet	A245 Byfleet Road (Seven Hills Road to A3)	Two-Way	1,663	197	181	82	1,642	196	186	68	1,704	206	189	73	1,749	205	204	63	1,819	218	207	70
Byfleet	Seven Hills Road	NB	116	13	11	9	115	15	10	9	126	15	12	9	129	17	13	7	134	16	13	9
Byfleet	Seven Hills Road	SB	110	9	11	10	92	9	10	5	99	9	11	6	97	8	11	6	102	10	11	7
Byfleet	Seven Hills Road	Two-Way	225	22	22	19	207	23	20	14	225	23	23	15	226	25	24	13	236	26	24	16
Byfleet	Seven Hills Road South	NB	12	1	1	1	10	1	1	0	10	1	1	0	12	2	1	0	12	2	1	0
Byfleet	Seven Hills Road South	SB	13	1	1	1	11	1	1	0	11	2	1	0	12	2	2	0	12	2	2	0
Byfleet	Seven Hills Road South	Two-Way	25	3	2	3	22	3	3	0	21	3	3	0	24	3	3	0	24	3	3	0
Clandon / Horsley	A247 Clandon Road (A3 to Clandon Station)	NB	98	9	9	10	96	4	10	13	99	5	10	14	94	3	11	12	97	3	11	11
Clandon / Horsley	A247 Clandon Road (A3 to Clandon Station)	SB	90	11	8	7	81	6	10	5	82	7	9	5	61	6	6	3	63	6	7	4
Clandon / Horsley	A247 Clandon Road (A3 to Clandon Station)	Two-Way	189	20	17	18	177	11	19	18	181	12	19	19	155	9	17	15	160	9	18	15
Clandon / Horsley	Hungry Hill Lane	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clandon / Horsley	Hungry Hill Lane	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Clandon / Horsley	Hungry Hill Lane	Two-Way	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
Clandon / Horsley	Ripley Lane (Hungry Hill Lane to Guileshill Lane)	NB	5	1	0	0	3	0	0	0	2	0	0	0	8	2	1	0	7	2	0	0
Clandon / Horsley	Ripley Lane (Hungry Hill Lane to Guileshill Lane)	SB	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	3	0	0	0
Clandon / Horsley	Ripley Lane (Hungry Hill Lane to Guileshill Lane)	Two-Way	5	2	0	0	4	0	0	0	3	0	0	0	11	2	1	1	10	2	1	1
Clandon / Horsley	Ripley Road	NB	2	0	0	0	20	7	0	0	4	1	0	0	38	14	0	1	23	7	0	1
Clandon / Horsley	Ripley Road	SB	1	0	0	0	2	0	0	0	2	0	0	0	4	1	0	0	3	0	0	0
Clandon / Horsley	Ripley Road	Two-Way	3	0	0	0	22	8	0	0	6	1	0	0	41	14	0	1	26	8	1	1
Clandon / Horsley	Tithebarns Lane	EB	1	0	0	0	2	0	0	0	2	0	0	0	3	1	0	0	3	0	0	0

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
Clandon / Horsley	Tithebarns Lane	WB	2	0	0	0	20	7	0	0	4	1	0	0	37	14	0	1	23	7	0	1
Clandon / Horsley	Tithebarns Lane	Two-Way	3	0	0	0	22	8	0	0	6	1	0	0	40	14	0	1	26	8	1	1
Cobham	A245 Between Streets	EB	452	57	55	9	446	31	68	8	441	31	67	7	483	33	74	7	481	33	74	7
Cobham	A245 Between Streets	WB	468	31	66	20	488	30	71	19	502	31	73	20	551	34	80	21	618	51	85	21
Cobham	A245 Between Streets	Two-Way	920	88	121	29	934	60	139	26	944	62	140	27	1,034	68	154	28	1,099	83	159	28
Cobham	A245 Portsmouth Road (A3 to A307 Portsmouth Road)	EB	511	62	62	13	501	36	74	11	501	37	74	9	542	39	82	9	550	40	82	10
Cobham	A245 Portsmouth Road (A3 to A307 Portsmouth Road)	WB	518	35	71	24	526	32	76	21	538	34	77	22	515	31	74	22	599	48	82	21
Cobham	A245 Portsmouth Road (A3 to A307 Portsmouth Road)	Two-Way	1,028	98	133	38	1,027	68	150	32	1,039	72	151	31	1,058	70	156	31	1,149	88	165	31
Cobham	A307 Portsmouth Road	NB	70	7	7	5	67	7	7	6	68	7	7	4	67	7	7	4	71	8	7	4
Cobham	A307 Portsmouth Road	SB	61	6	6	5	61	5	7	4	69	6	8	5	30	2	2	5	63	6	7	5
Cobham	A307 Portsmouth Road	Two-Way	131	13	13	10	129	12	14	10	137	13	15	9	96	9	9	9	134	13	14	9
Esher	A244 Copsem Lane (A307 Portsmouth Road to A3)	NB	357	36	39	22	420	38	48	26	403	35	46	28	580	46	69	38	563	41	69	36
Esher	A244 Copsem Lane (A307 Portsmouth Road to A3)	SB	280	39	25	20	336	41	31	25	332	41	31	24	429	51	41	31	428	50	41	32
Esher	A244 Copsem Lane (A307 Portsmouth Road to A3)	Two-Way	637	75	64	41	757	80	79	52	735	76	77	52	1,009	97	110	69	990	91	110	68
M25 ACW	M25 Anti-Clockwise A3 to Cobham Services	M25 ACW	8,618	846	909	667	9,029	900	948	691	9,044	901	946	701	9,904	978	1,039	763	9,884	992	1,038	744
M25 ACW	M25 Anti-Clockwise Junction 10	M25 ACW	7,245	707	745	601	7,611	750	784	619	7,589	743	783	621	8,348	851	845	675	8,215	817	848	650
M25 ACW	M25 Anti-Clockwise St Peter's Way to A3	M25 ACW	9,162	941	944	712	9,912	1,021	1,000	806	9,916	1,027	1,000	802	10,533	1,135	1,056	809	10,526	1,111	1,072	799
M25 CW	M25 Clockwise A3 to St Peter's Way	M25 CW	9,602	851	1,033	792	10,548	906	1,135	891	10,634	911	1,147	897	11,733	1,000	1,264	986	11,929	990	1,302	999
M25 CW	M25 Clockwise Cobham Services to A3	M25 CW	9,515	945	1,012	695	10,460	1,015	1,115	781	10,492	1,007	1,122	788	11,674	1,117	1,247	871	11,680	1,121	1,243	878
M25 CW	M25 Clockwise Junction 10	M25 CW	7,738	697	826	635	8,734	778	929	730	8,586	744	920	723	9,785	875	1,036	817	9,780	866	1,039	817
M25 Junction 10	A3 Northbound Off Slip	NB	2,109	195	232	156	2,333	200	262	176	2,395	223	262	178	2,594	180	319	181	2,802	247	320	194
M25 Junction 10	A3 Northbound On Slip	NB	1,585	208	178	59	1,669	198	190	79	1,666	199	189	78	1,657	194	200	57	1,669	208	195	56
M25 Junction 10	A3 Southbound Off Slip	SB	1,121	99	140	63	950	85	115	59	1,126	103	133	75	974	87	107	79	1,253	114	147	83
M25 Junction 10	A3 Southbound On Slip Post Old Lane	WB	2,096	266	209	113	2,234	289	209	138	2,556	350	230	161	2,288	301	213	131	2,705	372	245	161
M25 Junction 10	A3 Southbound On Slip Pre Old Lane	SB	2,146	280	212	114	2,330	299	212	160	2,636	361	234	174	2,381	317	219	140	2,695	361	245	166
M25 Junction 10	Free Flow Slip A3 NB to M25 CW	WB	-	-	-	-	-	-	-	-	1,050	103	96	107	-	-	-	-	1,224	112	122	112
M25 Junction 10	Free Flow Slip A3 SB to M25 ACW	SB	-	-	-	-	-	-	-	-	142	44	1	10	-	-	-	-	163	49	2	11
M25 Junction 10	Free Flow Slip M25 ACW to A3 NB	EB	-	-	-	-	-	-	-	-	1,132	130	122	72	-	-	-	-	1,122	140	125	50
M25 Junction 10	Free Flow Slip M25 CW to A3 SB	WB	-	-	-	-	-	-	-	-	1,354	189	133	59	-	-	-	-	1,199	163	118	49
M25 Junction 10	M25 Anti-Clockwise Off Slip 1	EB	-	-	-	-	-	-	-	-	1,265	151	132	83	-	-	-	-	1,250	154	135	66
M25 Junction 10	M25 Anti-Clockwise Off Slip 2	EB	1,918	235	199	111	2,302	271	216	187	1,062	133	85	98	2,185	284	211	134	1,062	140	88	83

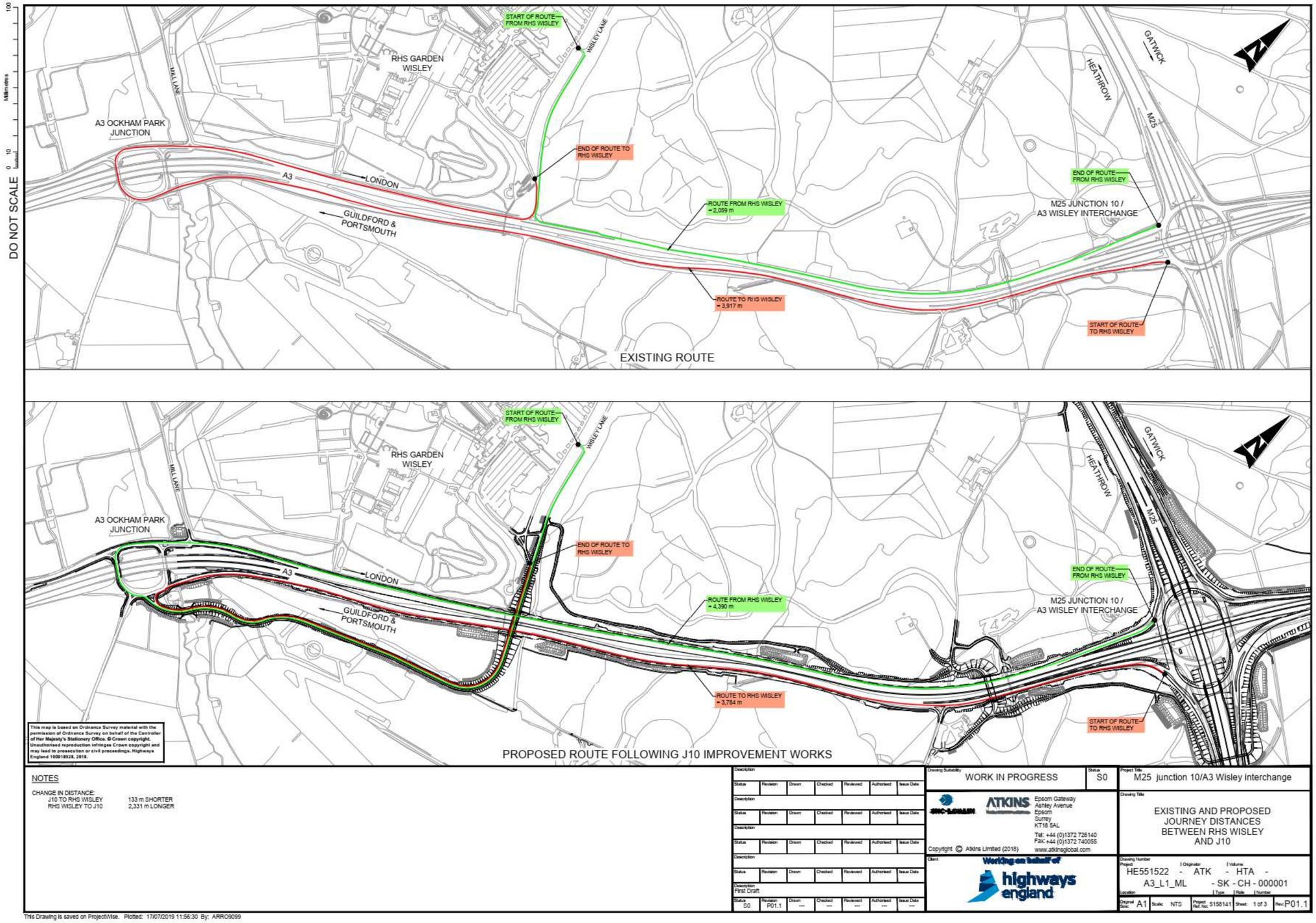
Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
M25 Junction 10	M25 Anti-Clockwise On Slip	EB	1,361	138	164	63	1,409	149	163	70	1,438	156	163	76	1,528	126	192	83	1,629	171	187	86
M25 Junction 10	M25 Clockwise Off Slip	WB	1,777	248	187	60	1,726	237	186	51	1,906	263	202	65	1,888	243	211	54	1,900	255	204	60
M25 Junction 10	M25 Clockwise On Slip 1	WB	415	46	40	39	147	15	13	17	971	59	130	64	211	13	19	32	1,034	60	138	69
M25 Junction 10	M25 Clockwise On Slip 2	WB	1,411	102	166	114	1,662	114	193	142	1,050	103	96	107	1,763	125	207	139	1,224	112	122	112
M25 Junction 10	M25 Junction 10 East Circulatory	SB	1,781	166	203	119	1,909	169	198	169	1,814	178	228	72	1,851	179	187	154	2,065	195	263	82
M25 Junction 10	M25 Junction 10 North Circulatory	EB	2,017	205	226	119	2,412	241	251	183	2,467	263	254	176	2,447	226	276	157	2,665	277	284	176
M25 Junction 10	M25 Junction 10 South Circulatory	WB	1,411	133	179	64	1,261	97	170	57	1,440	116	193	66	1,327	94	178	68	1,522	120	203	69
M25 Junction 10	M25 Junction 10 West Circulatory	NB	1,689	178	206	67	1,785	168	226	74	2,166	211	225	176	1,948	136	271	79	2,306	222	245	175
Martyr's Green	Ockham Lane (Hatch Lane to Old Lane)	EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Martyr's Green	Ockham Lane (Hatch Lane to Old Lane)	WB	15	3	1	0	16	2	1	1	16	2	1	1	23	3	2	2	20	4	2	1
Martyr's Green	Ockham Lane (Hatch Lane to Old Lane)	Two-Way	0	3	1	0	16	2	1	1	16	2	1	1	23	3	2	2	21	4	2	1
Martyr's Green	Ockham Lane (Old Lane to Downside Road)	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Martyr's Green	Ockham Lane (Old Lane to Downside Road)	SB	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	7	1	0	1
Martyr's Green	Ockham Lane (Old Lane to Downside Road)	Two-Way	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	7	1	0	1
Martyr's Green	Old Lane (A3 to Hatch Lane)	NB	0	0	0	0	1	0	0	0	1	0	0	0	2	1	0	0	124	34	6	2
Martyr's Green	Old Lane (A3 to Hatch Lane)	SB	45	11	3	1	99	10	3	22	83	12	4	13	79	14	6	5	134	28	8	10
Martyr's Green	Old Lane (A3 to Hatch Lane)	Two-Way	46	11	3	1	100	10	3	22	84	12	4	13	81	14	6	5	258	61	14	12
Martyr's Green	Old Lane (Hatch Lane to Ockham Lane)	EB	32	7	2	1	91	9	2	22	71	10	2	13	45	10	2	3	61	10	3	7
Martyr's Green	Old Lane (Hatch Lane to Ockham Lane)	WB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	1
Martyr's Green	Old Lane (Hatch Lane to Ockham Lane)	Two-Way	32	7	2	1	91	9	2	22	72	10	2	13	45	10	2	3	68	12	3	8
Martyr's Green	Old Lane (Martyr's Green to Effingham Junction)	EB	18	4	1	0	92	9	2	22	72	10	3	13	76	19	4	3	95	20	5	8
Martyr's Green	Old Lane (Martyr's Green to Effingham Junction)	WB	1	0	0	0	17	3	1	1	16	2	1	1	65	19	2	2	42	7	3	3
Martyr's Green	Old Lane (Martyr's Green to Effingham Junction)	Two-Way	19	4	1	1	109	12	3	23	89	12	4	14	141	37	6	5	137	27	8	10
Ockham	Alms Heath	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ockham	Alms Heath	SB	15	3	1	0	0	0	0	0	0	0	0	0	4	1	0	1	3	1	0	0
Ockham	Alms Heath	Two-Way	0	3	1	0	0	0	0	0	0	0	0	0	4	1	0	1	3	1	0	0
Ockham	B2039 Ockham Road North (A3 to Guileshill Lane)	NB	41	7	3	4	43	6	3	5	40	5	3	4	46	5	4	5	44	5	4	5
Ockham	B2039 Ockham Road North (A3 to Guileshill Lane)	SB	52	7	5	4	26	4	3	0	18	2	2	0	11	0	1	1	6	1	1	0
Ockham	B2039 Ockham Road North (A3 to Guileshill Lane)	Two-Way	94	14	7	8	69	10	6	5	58	7	5	5	56	6	5	6	51	6	4	5

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
Ockham	B2039 Ockham Road North (Alms Heath to East Lane)	NB	39	6	2	4	25	3	2	3	23	2	2	3	26	3	2	4	27	3	2	4
Ockham	B2039 Ockham Road North (Alms Heath to East Lane)	SB	58	9	4	4	7	0	1	0	4	0	1	0	14	1	1	2	7	1	1	0
Ockham	B2039 Ockham Road North (Alms Heath to East Lane)	Two-Way	97	15	7	9	31	3	3	4	26	3	2	3	41	4	3	6	34	4	2	4
Ockham	B2039 Ockham Road North (Guileshill Lane to Ockham Lane)	EB	43	6	3	4	7	0	1	0	4	0	1	0	11	0	1	1	4	0	1	0
Ockham	B2039 Ockham Road North (Guileshill Lane to Ockham Lane)	WB	39	6	2	4	41	5	3	4	39	5	3	4	46	5	4	5	45	6	4	5
Ockham	B2039 Ockham Road North (Guileshill Lane to Ockham Lane)	Two-Way	82	12	6	8	48	5	4	5	42	5	3	4	56	6	5	6	50	6	4	5
Ockham	B2039 Ockham Road North (Ockham Lane to Alms Heath)	EB	43	6	3	4	7	0	1	0	4	0	1	0	11	0	1	1	4	0	1	0
Ockham	B2039 Ockham Road North (Ockham Lane to Alms Heath)	WB	39	6	2	4	25	3	2	3	23	2	2	3	26	3	2	4	27	3	2	4
Ockham	B2039 Ockham Road North (Ockham Lane to Alms Heath)	Two-Way	82	12	6	8	31	3	3	4	26	3	2	3	37	3	3	5	31	3	2	4
Ockham	Guileshill Lane	EB	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0
Ockham	Guileshill Lane	WB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0
Ockham	Guileshill Lane	Two-Way	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	3	1	0	0
Ockham	Ockham Lane (Alms Heath to Hatch Lane)	EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Ockham	Ockham Lane (Alms Heath to Hatch Lane)	WB	15	3	1	0	16	2	1	1	16	2	1	1	23	3	2	2	20	4	2	1
Ockham	Ockham Lane (Alms Heath to Hatch Lane)	Two-Way	0	3	1	0	16	2	1	1	16	2	1	1	23	3	2	2	21	4	2	1
Ockham	Ockham Lane (B2039 Ockham Road North to Alms Heath)	EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Ockham	Ockham Lane (B2039 Ockham Road North to Alms Heath)	WB	0	0	0	0	16	2	1	1	16	2	1	1	19	3	2	1	17	2	2	1
Ockham	Ockham Lane (B2039 Ockham Road North to Alms Heath)	Two-Way	0	0	0	0	16	2	1	1	16	2	1	1	19	3	2	1	18	3	2	1
Oxshott	A244 Copsem Lane (A3 to Fairoak Lane)	NB	399	39	40	32	575	61	57	46	504	60	49	33	780	65	89	57	658	47	79	46
Oxshott	A244 Copsem Lane (A3 to Fairoak Lane)	SB	285	45	25	13	459	47	52	25	457	47	54	20	524	59	58	25	557	58	64	28
Oxshott	A244 Copsem Lane (A3 to Fairoak Lane)	Two-Way	684	84	65	45	1,034	107	109	70	960	107	103	54	1,304	124	147	83	1,215	105	143	74
Pyrford	B367 Newark Lane (Upshot Lane to Papercourt Lane)	NB	30	2	3	2	65	7	6	5	76	14	6	3	81	14	5	7	98	15	7	8
Pyrford	B367 Newark Lane (Upshot Lane to Papercourt Lane)	SB	41	3	5	3	56	6	7	2	56	6	7	2	63	4	9	2	76	9	9	3
Pyrford	B367 Newark Lane (Upshot Lane to Papercourt Lane)	Two-Way	71	5	8	5	121	13	13	8	132	19	13	5	144	18	13	10	174	24	16	10
Ripley	B2215 Portsmouth Road (B367 Newark Lane to A3)	EB	104	9	11	8	128	15	13	9	134	14	13	11	187	16	24	9	208	20	26	10
Ripley	B2215 Portsmouth Road (B367 Newark Lane to A3)	WB	129	22	8	11	166	26	13	10	199	41	14	8	292	68	17	12	214	45	13	11
Ripley	B2215 Portsmouth Road (B367 Newark Lane to A3)	Two-Way	233	31	19	19	294	41	26	19	333	55	28	18	479	83	41	21	422	65	38	21
Ripley	B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane)	NB	67	7	8	4	86	11	8	7	95	12	9	8	151	15	18	7	157	15	19	8

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
Ripley	B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane)	SB	84	17	4	7	80	13	7	4	100	20	7	4	173	44	10	4	92	23	5	3
Ripley	B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane)	Two-Way	151	24	12	11	167	24	15	11	195	32	16	12	324	59	28	11	249	38	24	11
Ripley	B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	EB	36	2	4	3	45	4	5	2	45	4	5	2	42	1	6	2	53	5	7	2
Ripley	B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	WB	42	3	4	4	78	10	7	6	90	16	7	4	112	19	8	8	113	18	8	8
Ripley	B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	Two-Way	77	5	8	7	123	14	12	8	135	21	12	6	154	20	14	10	166	22	15	11
Ripley	Rose Lane	EB	1	0	0	0	1	0	0	0	4	1	0	0	3	0	0	1	3	0	0	1
Ripley	Rose Lane	WB	5	1	0	0	3	0	0	0	2	0	0	0	9	2	1	0	10	3	0	0
Ripley	Rose Lane	Two-Way	6	2	0	0	4	0	0	0	6	1	0	0	12	2	1	1	13	3	1	1
Send	A247 Clandon Road (B2215 London Road to A3)	NB	88	8	8	10	107	12	8	13	93	6	8	14	119	16	9	12	104	10	10	11
Send	A247 Clandon Road (B2215 London Road to A3)	SB	126	16	12	8	119	9	15	6	121	10	15	6	222	42	19	6	119	12	14	5
Send	A247 Clandon Road (B2215 London Road to A3)	Two-Way	214	24	20	19	226	21	23	19	214	16	23	20	341	58	28	18	223	22	24	16
Send	A247 Ripley Bypass	SB	2	0	0	0	20	7	0	0	4	1	0	0	37	14	0	0	20	7	0	0
Send	A247 Ripley Bypass (A3 Approach)	NB	49	6	6	1	49	3	7	1	49	3	8	1	173	36	15	3	69	7	9	2
Send	A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road)	EB	48	6	5	3	46	4	5	3	45	4	5	3	59	8	6	3	57	8	6	3
Send	A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road)	WB	52	5	4	8	47	3	4	8	45	2	4	7	74	10	5	8	64	6	5	8
Send	A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road)	Two-Way	100	11	8	11	93	7	9	10	90	7	9	10	133	18	11	11	121	14	11	11
Send	A247 Send Road (B368 Send Marsh Road to Tannery Lane)	EB	54	8	5	3	54	7	5	3	53	7	5	3	69	11	6	3	68	10	6	3
Send	A247 Send Road (B368 Send Marsh Road to Tannery Lane)	WB	54	5	4	8	49	3	4	8	47	2	4	7	77	10	5	9	69	8	5	8
Send	A247 Send Road (B368 Send Marsh Road to Tannery Lane)	Two-Way	108	13	9	11	103	10	9	11	100	9	9	11	146	21	11	12	137	18	11	12
Send	A247 Send Road (Tannery Lane to B382 High Street)	NB	66	6	5	10	63	6	5	9	62	5	5	8	109	15	8	10	84	11	6	9
Send	A247 Send Road (Tannery Lane to B382 High Street)	SB	50	7	4	3	44	6	4	3	43	5	4	3	49	7	4	3	47	6	4	3
Send	A247 Send Road (Tannery Lane to B382 High Street)	Two-Way	116	13	9	13	108	11	9	12	105	11	9	12	158	22	12	13	131	17	10	12
Send	A3 Northbound Off Slip	NB	61	2	10	1	69	6	10	1	73	7	10	1	164	18	21	4	159	15	21	4
Send	A3 Southbound On Slip	WB	48	6	6	1	47	3	7	1	48	3	8	1	171	35	15	3	68	7	9	2
Send	B2215 London Road (A3 to A247 Clandon Road)	NB	61	2	10	1	69	6	10	1	73	7	10	1	164	18	21	4	159	15	21	4
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	EB	63	4	9	3	78	7	9	6	87	8	9	7	141	11	19	6	147	11	20	6
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	WB	51	8	3	5	48	3	6	3	50	4	6	3	132	32	9	3	30	3	4	2

Region	Road	Direction	Base 2015				DM 2022				DS 2022				DM 2037				DS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	Two-Way	114	12	12	8	126	11	15	9	137	12	16	10	273	43	28	8	177	14	24	8
Send	B368 Send Marsh Road	EB	4	2	0	0	6	2	0	0	6	2	0	0	7	2	0	0	7	2	0	0
Send	B368 Send Marsh Road	WB	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	0	0
Send	B368 Send Marsh Road	Two-Way	4	2	0	0	6	2	0	0	6	2	0	0	7	2	0	0	10	3	0	1
Send	Tannery Lane / Papercourt Lane	EB	4	0	0	1	7	0	1	1	7	0	1	1	6	0	1	0	7	0	1	0
Send	Tannery Lane / Papercourt Lane	WB	20	3	2	2	30	4	3	1	32	4	3	1	57	9	6	2	43	7	4	1
Send	Tannery Lane / Papercourt Lane	Two-Way	24	3	2	3	37	4	4	2	39	4	5	2	64	9	7	2	50	8	5	1
Wisley	A3 Northbound Off Slip	NB	24	4	2	3	17	1	3	0	-	-	-	-	17	1	2	0	-	-	-	-
Wisley	A3 Northbound On Slip	EB	10	1	2	0	14	1	2	1	-	-	-	-	47	7	5	1	-	-	-	-
Wisley	Lock Lane	EB	8	0	1	0	14	1	2	1	6	1	1	0	46	7	5	1	7	1	1	0
Wisley	Lock Lane	WB	1	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	5	1	0	0
Wisley	Lock Lane	Two-Way	8	0	1	0	16	1	2	1	8	1	1	0	48	7	5	1	11	2	1	0
Wisley	Wisley Lane (North of RHS Wisley)	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0
Wisley	Wisley Lane (North of RHS Wisley)	SB	6	0	1	0	8	0	1	1	0	0	0	0	40	7	4	1	1	0	0	0
Wisley	Wisley Lane (North of RHS Wisley)	Two-Way	0	0	1	0	8	0	1	1	0	0	0	0	40	7	4	1	3	1	0	0
Wisley	Wisley Lane (South of RHS Wisley)	NB	24	4	2	3	17	1	3	0	-	-	-	-	17	1	2	0	-	-	-	-
Wisley	Wisley Lane (South of RHS Wisley)	SB	10	1	2	0	14	1	2	1	-	-	-	-	47	7	5	1	-	-	-	-
Wisley	Wisley Lane (South of RHS Wisley)	Two-Way	35	5	3	3	31	2	5	1	0	0	0	0	64	9	7	1	0	0	0	0
Wisley	WPIL Development Road (East)	NB	-	-	-	-	-	-	-	-	17	1	3	0	-	-	-	-	19	2	2	0
Wisley	WPIL Development Road (East)	SB	-	-	-	-	-	-	-	-	6	0	1	0	-	-	-	-	7	1	1	0
Wisley	WPIL Development Road (East)	Two-Way	0	0	0	0	0	0	0	0	23	1	4	0	0	0	0	0	26	3	4	0
Wisley	WPIL Development Road (West)	EB	-	-	-	-	-	-	-	-	17	1	3	0	-	-	-	-	100	10	14	3
Wisley	WPIL Development Road (West)	WB	-	-	-	-	-	-	-	-	6	0	1	0	-	-	-	-	177	52	8	1
Wisley	WPIL Development Road (West)	Two-Way	0	0	0	0	0	0	0	0	23	1	4	0	0	0	0	0	278	62	22	4

Appendix B. RHS Wisley Gardens Routes



NOTES

CHANGE IN DISTANCE:
J10 TO RHS WISLEY 133 m SHORTER
RHS WISLEY TO J10 2,331 m LONGER

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
First Draft	S0	P01.1	---	---	---	---	---

Drawing Suitability: WORK IN PROGRESS — Status: S0

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Client: Working on behalf of highways england

Project Title: M25 junction 10/A3 Wisley interchange

Drawing Title: EXISTING AND PROPOSED JOURNEY DISTANCES BETWEEN RHS WISLEY AND J10

Drawing Number: Project HE551522 - Originator ATK - Volume HTA - Location A3_L1_ML - Type SK - Role CH - Number 000001

Original Size: A1 | Scale: NTS | Project Ref. No.: 5158141 | Sheet: 1 of 3 | Rev: P01.1

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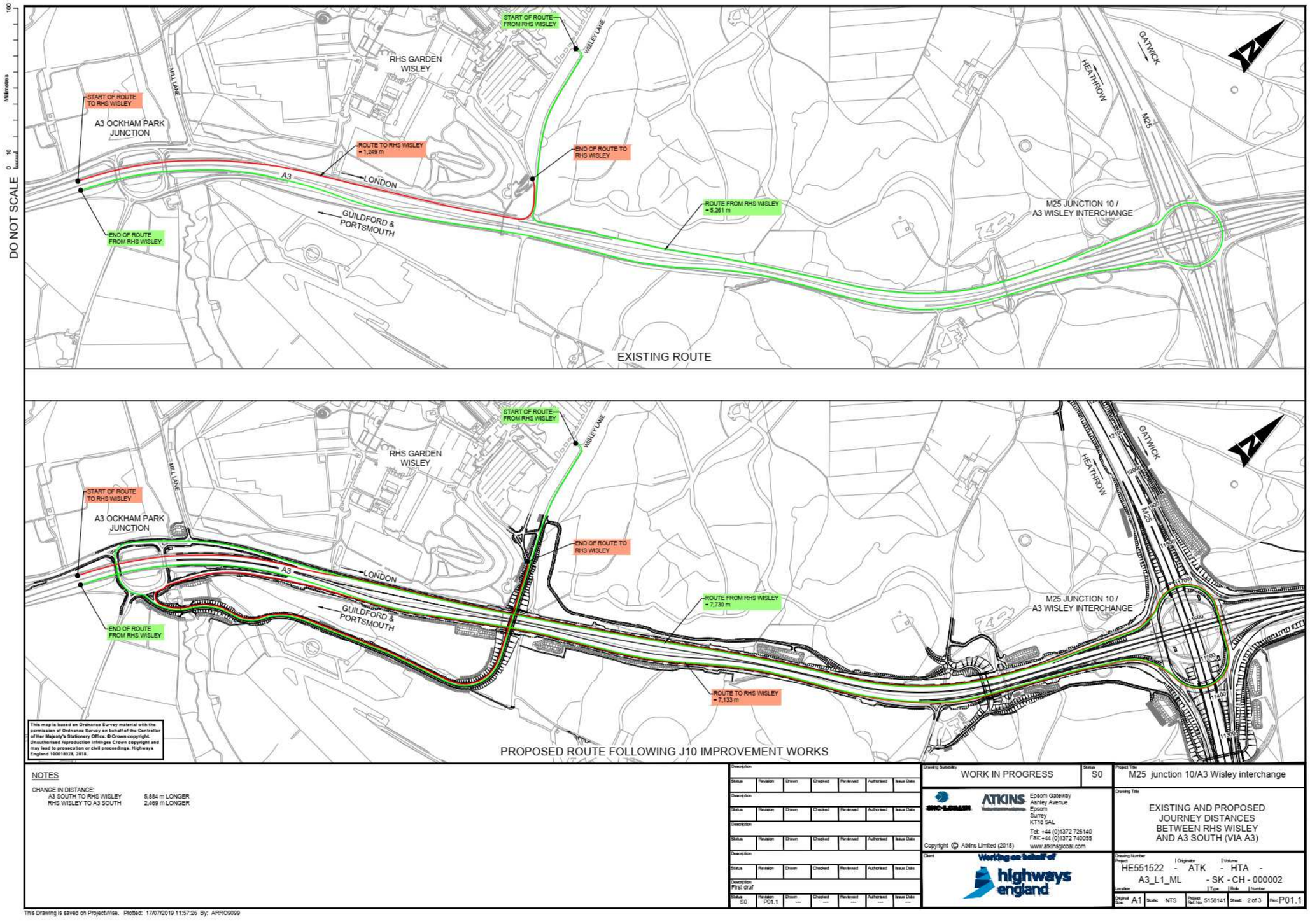

NOTES

CHANGE IN DISTANCE:

A3 SOUTH TO RHS WISLEY	5,884 m LONGER
RHS WISLEY TO A3 SOUTH	2,469 m LONGER

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
First draf	S0	P01.1	---	---	---	---	---

Drawing Suitability: WORK IN PROGRESS — Status: S0

Project Title: M25 junction 10/A3 Wisley interchange

Drawing Title: EXISTING AND PROPOSED JOURNEY DISTANCES BETWEEN RHS WISLEY AND A3 SOUTH (VIA A3)

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Original Size: A1 | Scale: NTS | Project Ref. No.: 5158141 | Sheet: 2 of 3 | Rev: P01.1

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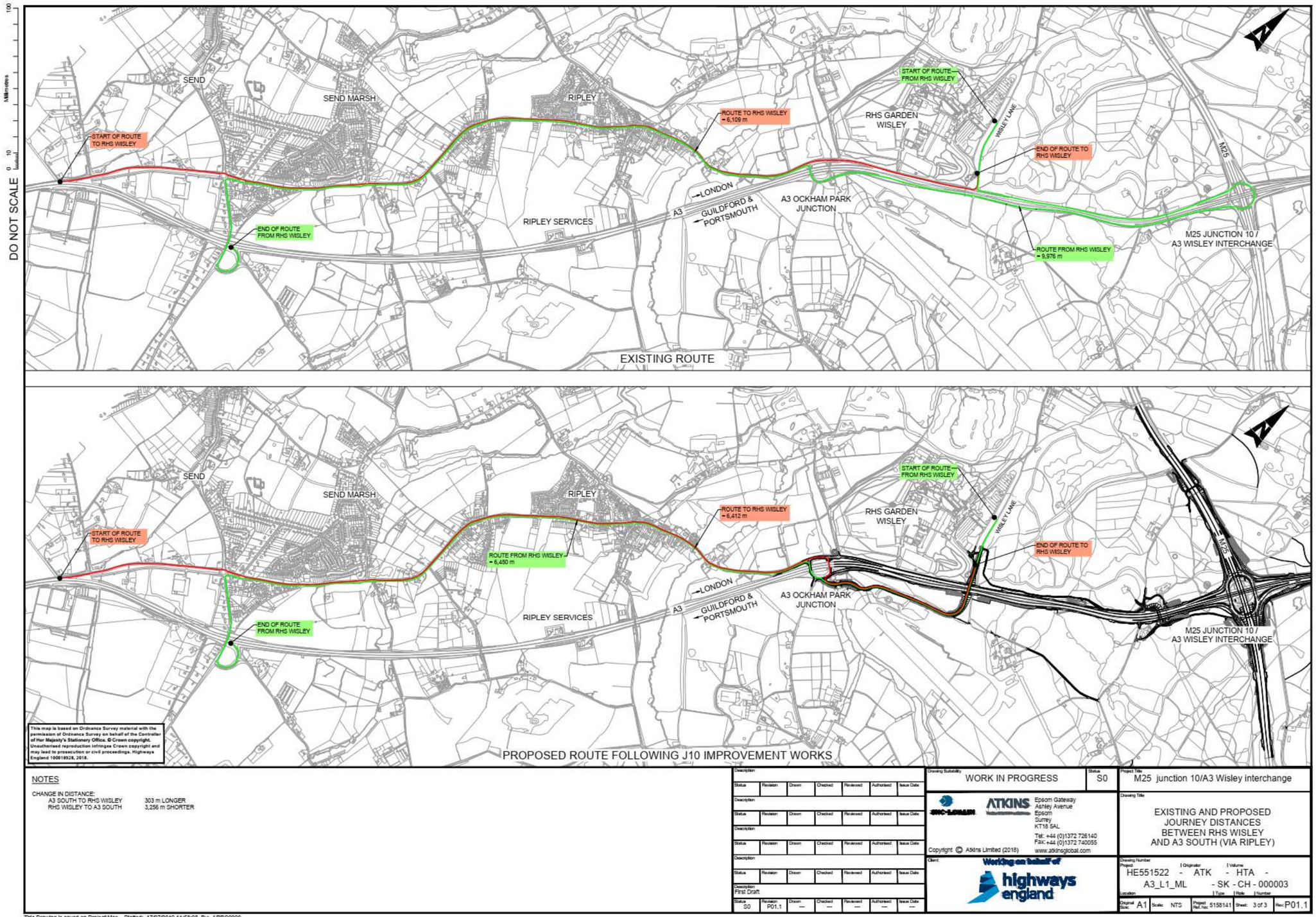
DO NOT SCALE
SEND
SEND MARSH
RIPLEY
START OF ROUTE TO RHS WISLEY
ROUTE TO RHS WISLEY = 6,109 m
RHS GARDEN WISLEY
START OF ROUTE FROM RHS WISLEY
WISLEY LANE
END OF ROUTE TO RHS WISLEY
M25
END OF ROUTE FROM RHS WISLEY
RIPLEY SERVICES
A3
LONDON
GUILDFORD & PORTSMOUTH
A3 OCKHAM PARK JUNCTION
ROUTE FROM RHS WISLEY = 9,976 m
M25 JUNCTION 10 / A3 WISLEY INTERCHANGE
EXISTING ROUTE
SEND
SEND MARSH
RIPLEY
START OF ROUTE TO RHS WISLEY
ROUTE TO RHS WISLEY = 6,412 m
ROUTE FROM RHS WISLEY = 6,450 m
START OF ROUTE FROM RHS WISLEY
RHS GARDEN WISLEY
WISLEY LANE
END OF ROUTE TO RHS WISLEY
M25
END OF ROUTE FROM RHS WISLEY
RIPLEY SERVICES
A3
LONDON
GUILDFORD & PORTSMOUTH
A3 OCKHAM PARK JUNCTION
M25 JUNCTION 10 / A3 WISLEY INTERCHANGE
PROPOSED ROUTE FOLLOWING J10 IMPROVEMENT WORKS
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NOTES
CHANGE IN DISTANCE:
A3 SOUTH TO RHS WISLEY 303 m LONGER
RHS WISLEY TO A3 SOUTH 3,256 m SHORTER
Description
Status Revision Drawn Checked Reviewed Authorised Issue Date
First Draft
S0 P01.1 --- --- --- --- ---
Drawing Suitability
WORK IN PROGRESS
Status
S0
Project Title
M25 junction 10/A3 Wisley interchange
Drawing Title
EXISTING AND PROPOSED JOURNEY DISTANCES BETWEEN RHS WISLEY AND A3 SOUTH (VIA RIPLEY)
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Drawing Number
Project HE551522 - Originator ATK - Volume HTA -
A3_L1_ML - SK - CH - 000003
Location Type Role Number
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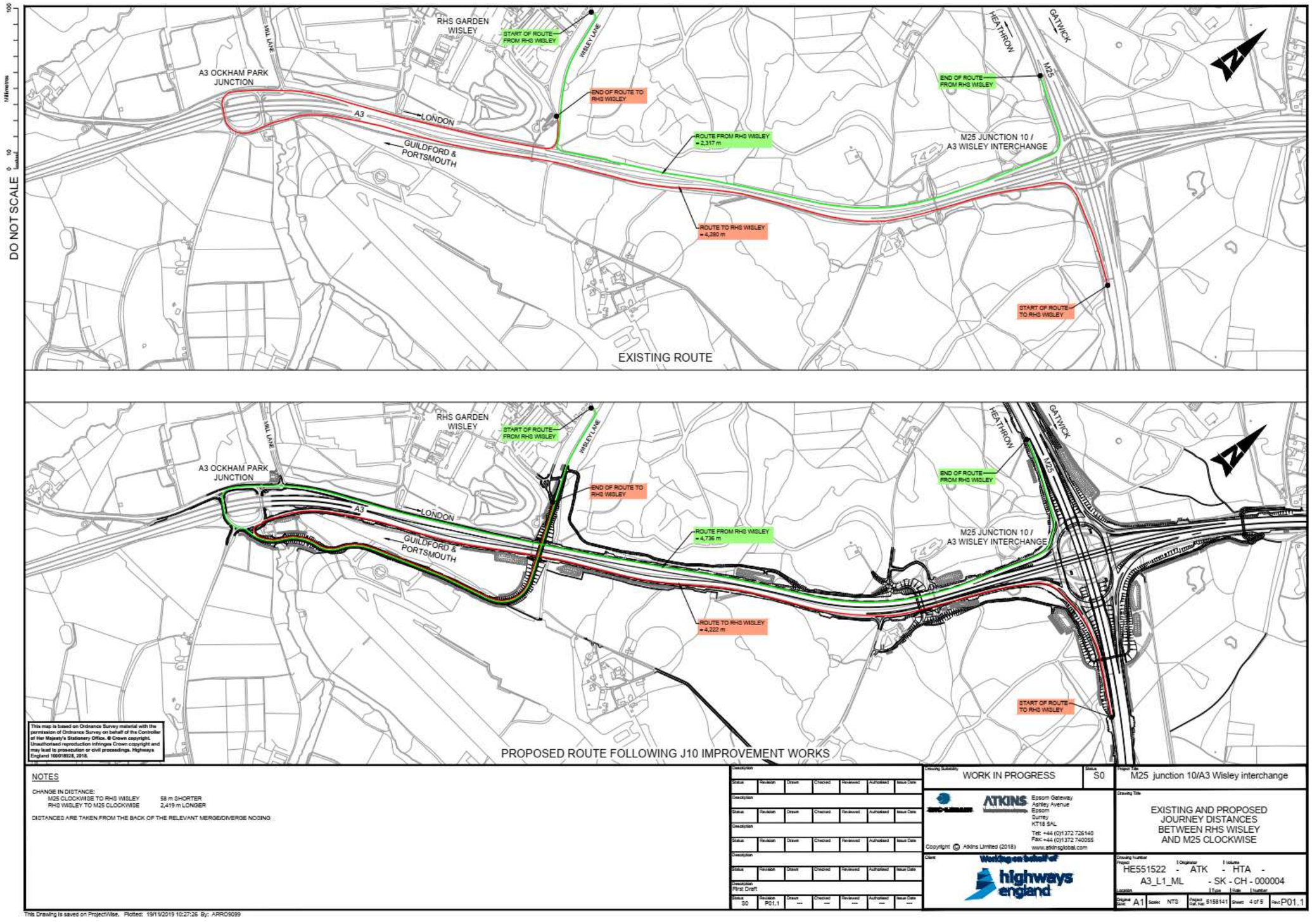
DO NOT SCALE
RHS GARDEN WISLEY
START OF ROUTE FROM RHS WISLEY
WISLEY LANE
HILL LANE
A3 OCKHAM PARK JUNCTION
A3
LONDON
GUILDFORD & PORTSMOUTH
END OF ROUTE TO RHS WISLEY
ROUTE FROM RHS WISLEY = 2,317 m
ROUTE TO RHS WISLEY = 4,280 m
HEATHROW
GATWICK
M25
END OF ROUTE FROM RHS WISLEY
M25 JUNCTION 10 / A3 WISLEY INTERCHANGE
START OF ROUTE TO RHS WISLEY
EXISTING ROUTE
ROUTE FROM RHS WISLEY = 4,736 m
ROUTE TO RHS WISLEY = 4,222 m
PROPOSED ROUTE FOLLOWING J10 IMPROVEMENT WORKS
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NOTES
CHANGE IN DISTANCE:
M25 CLOCKWISE TO RHS WISLEY 58 m SHORTER
RHS WISLEY TO M25 CLOCKWISE 2,419 m LONGER
DISTANCES ARE TAKEN FROM THE BACK OF THE RELEVANT MERGE/DIVERGE NOSING
WORK IN PROGRESS
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EXISTING AND PROPOSED JOURNEY DISTANCES BETWEEN RHS WISLEY AND M25 CLOCKWISE
HE551522 - ATK - HTA - A3_L1_ML - SK - CH - 000004
A1
NTS
5158141
4 of 5
P01.1
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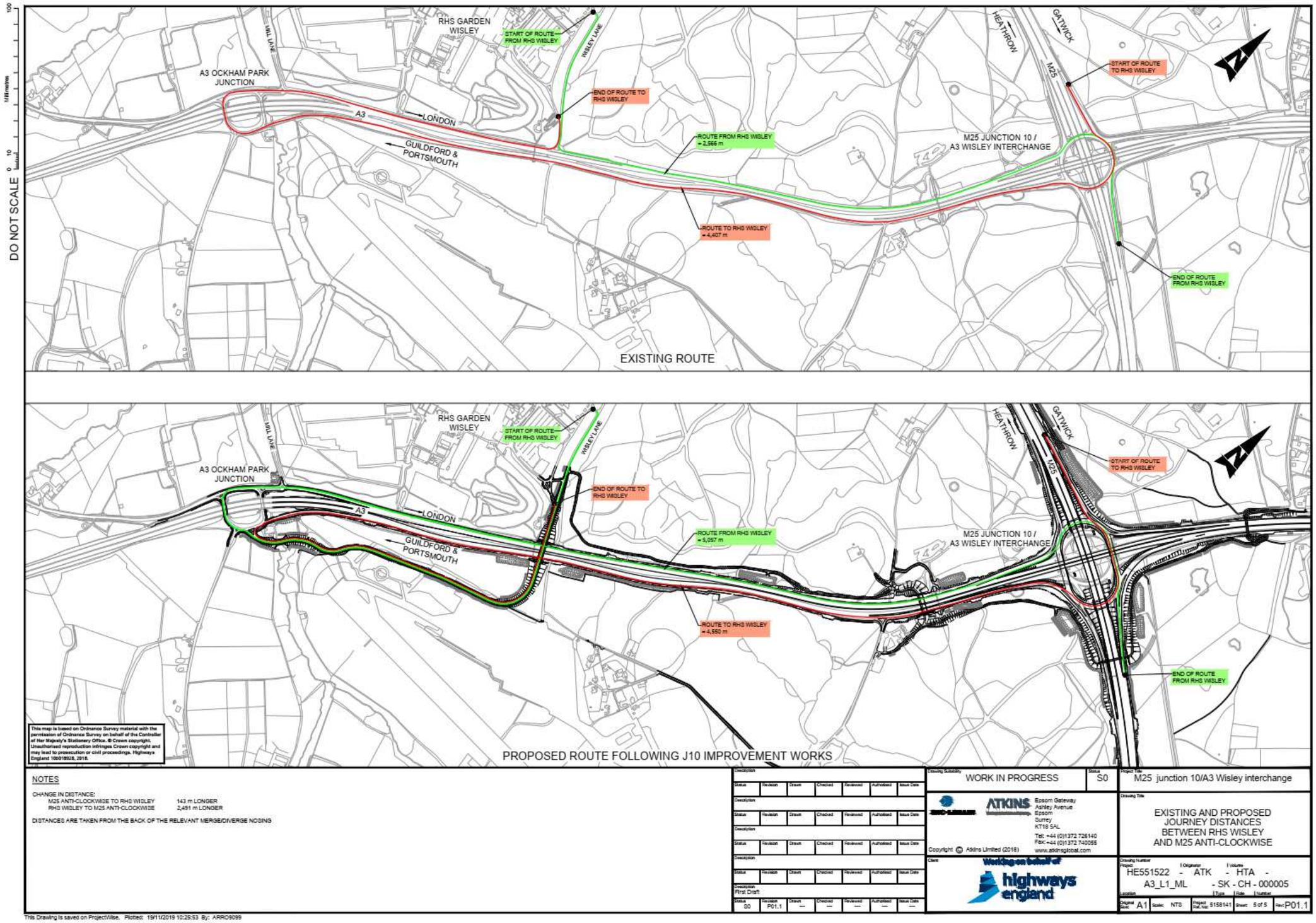
DO NOT SCALE
A3 OCKHAM PARK JUNCTION
WIL LANE
RHS GARDEN WISLEY
START OF ROUTE FROM RHS WISLEY
WISLEY LANE
END OF ROUTE TO RHS WISLEY
A3
LONDON
GUILDFORD & PORTSMOUTH
ROUTE FROM RHS WISLEY = 2,566 m
ROUTE TO RHS WISLEY = 4,407 m
M25 JUNCTION 10 / A3 WISLEY INTERCHANGE
HEATHROW
GATWICK
M25
START OF ROUTE TO RHS WISLEY
END OF ROUTE FROM RHS WISLEY
EXISTING ROUTE
A3 OCKHAM PARK JUNCTION
RHS GARDEN WISLEY
START OF ROUTE FROM RHS WISLEY
WISLEY LANE
END OF ROUTE TO RHS WISLEY
A3
LONDON
GUILDFORD & PORTSMOUTH
ROUTE FROM RHS WISLEY = 5,057 m
ROUTE TO RHS WISLEY = 4,550 m
M25 JUNCTION 10 / A3 WISLEY INTERCHANGE
HEATHROW
GATWICK
M25
START OF ROUTE TO RHS WISLEY
END OF ROUTE FROM RHS WISLEY
PROPOSED ROUTE FOLLOWING J10 IMPROVEMENT WORKS
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NOTES
CHANGE IN DISTANCE:
M25 ANTI-CLOCKWISE TO RHS WISLEY 143 m LONGER
RHS WISLEY TO M25 ANTI-CLOCKWISE 2,481 m LONGER
DISTANCES ARE TAKEN FROM THE BACK OF THE RELEVANT MERGE/DIVERGE NOSING
First Draft
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M25 junction 10/A3 Wisley interchange
EXISTING AND PROPOSED JOURNEY DISTANCES BETWEEN RHS WISLEY AND M25 ANTI-CLOCKWISE
HE551522 - ATK - HTA - A3_L1_ML - SK - CH - 000005
A1
NTS
5 of 5
P01.1
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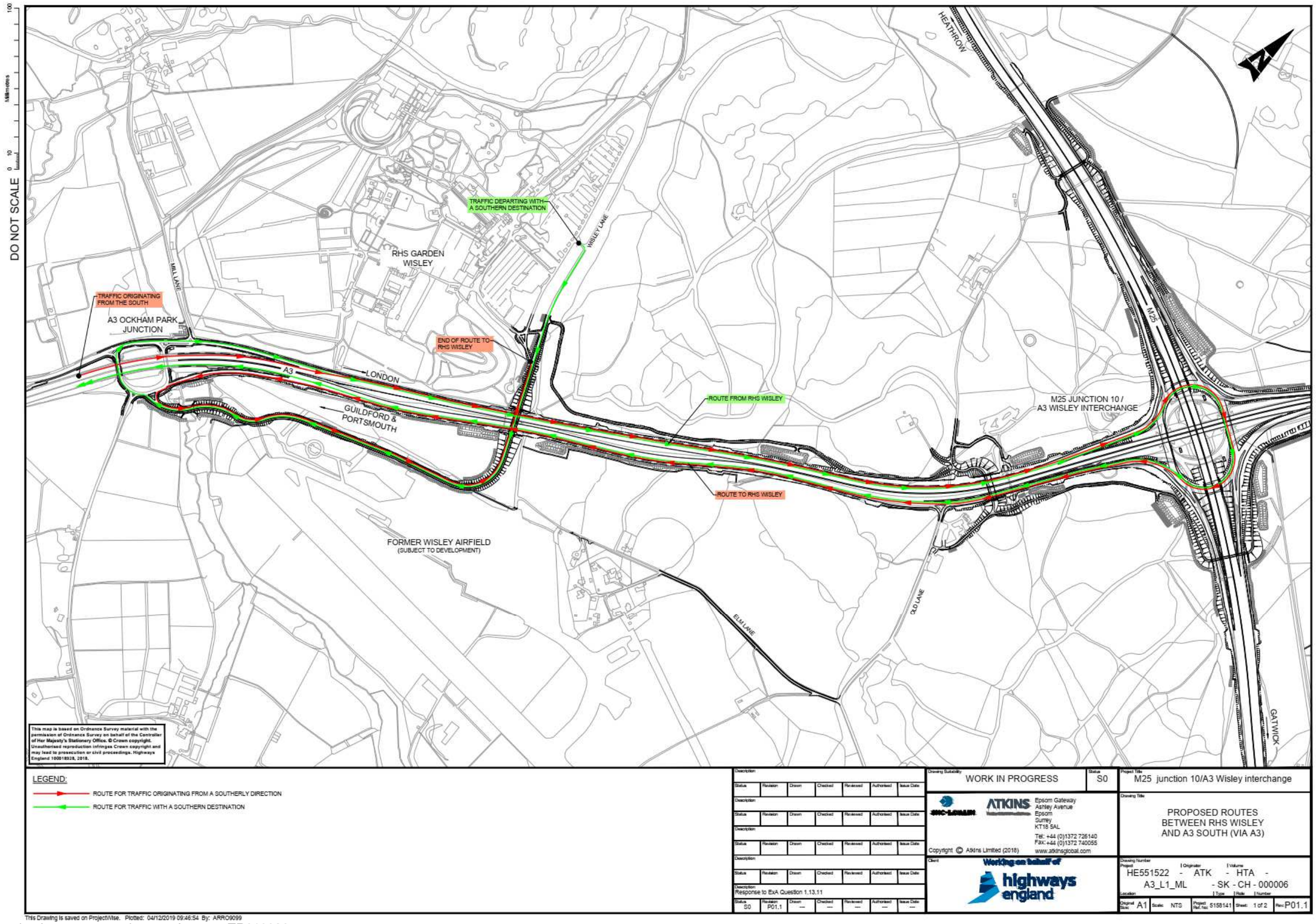
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HEATHROW
TRAFFIC DEPARTING WITH A SOUTHERN DESTINATION
WISLEY LANE
RHS GARDEN WISLEY
MILL LANE
TRAFFIC ORIGINATING FROM THE SOUTH
A3 OCKHAM PARK JUNCTION
END OF ROUTE TO RHS WISLEY
A3
LONDON
GUILDFORD & PORTSMOUTH
ROUTE FROM RHS WISLEY
ROUTE TO RHS WISLEY
M25
M25 JUNCTION 10 / A3 WISLEY INTERCHANGE
FORMER WISLEY AIRFIELD
(SUBJECT TO DEVELOPMENT)
ELM LANE
OLD LANE
GATWICK
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LEGEND:
ROUTE FOR TRAFFIC ORIGINATING FROM A SOUTHERLY DIRECTION
ROUTE FOR TRAFFIC WITH A SOUTHERN DESTINATION
Description
Response to ExA Question 1.13.11
Drawing Suitability
WORK IN PROGRESS
Status
S0
Project Title
M25 junction 10/A3 Wisley interchange
Drawing Title
PROPOSED ROUTES BETWEEN RHS WISLEY AND A3 SOUTH (VIA A3)
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Scale: NTS
Project Ref. No: 5158141
Sheet: 1 of 2
Rev: P01.1
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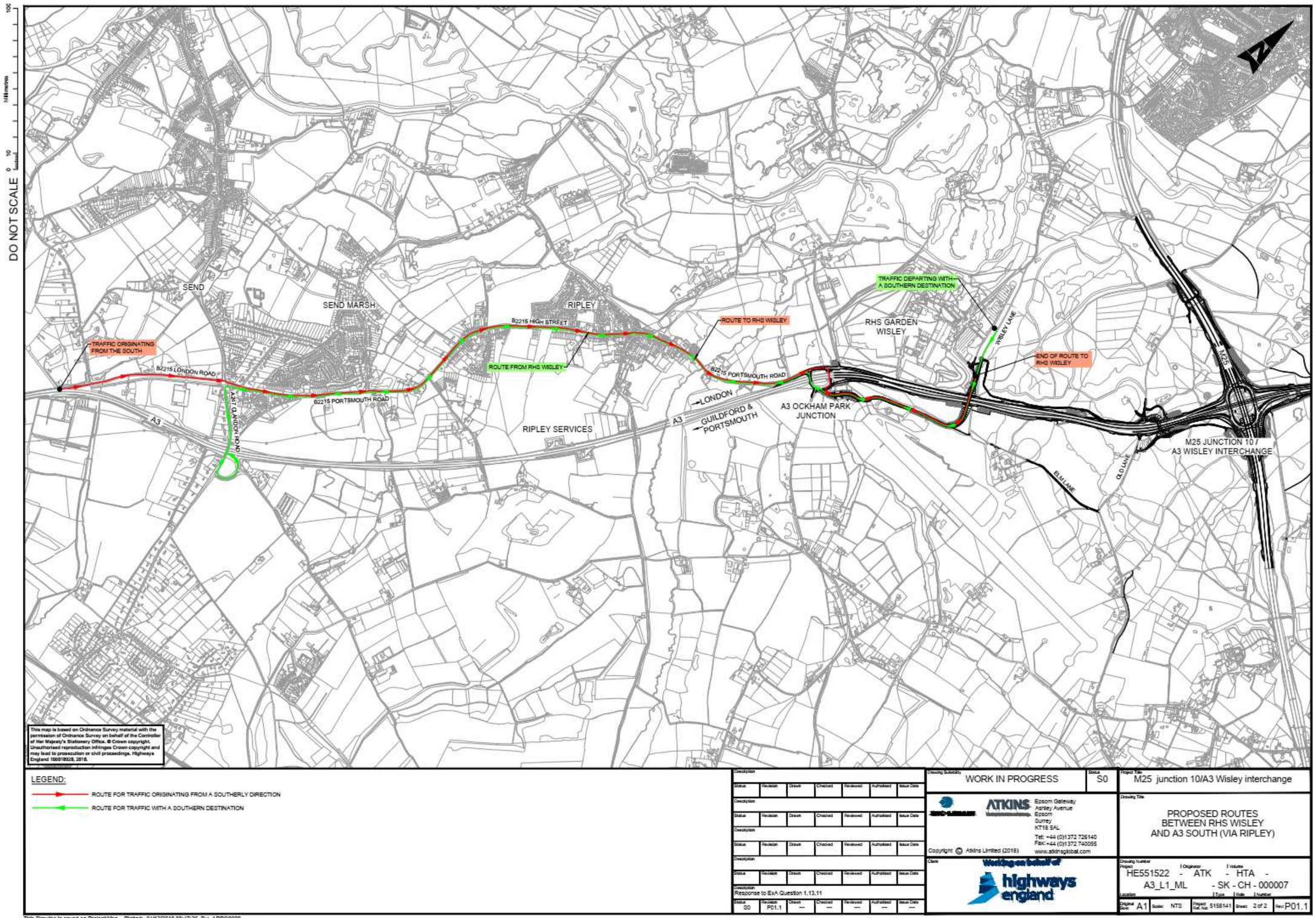
DO NOT SCALE
SEND
SEND MARSH
RIPLEY
B2215 HIGH STREET
ROUTE TO RHS WISLEY
ROUTE FROM RHS WISLEY
TRAFFIC ORIGINATING FROM THE SOUTH
B2215 LONDON ROAD
B2215 PORTSMOUTH ROAD
A247 LONDON ROAD
A3
RIPLEY SERVICES
LONDON
GUILDFORD & PORTSMOUTH
A3 OCKHAM PARK JUNCTION
TRAFFIC DEPARTING WITH A SOUTHERN DESTINATION
RHS GARDEN WISLEY
WISLEY LANE
END OF ROUTE TO RHS WISLEY
M25
M25 JUNCTION 10 / A3 WISLEY INTERCHANGE
ELM LANE
OLD LANE
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ROUTE FOR TRAFFIC WITH A SOUTHERN DESTINATION
Description
Response to ExA Question 1.13.11
Drawing Suitability
WORK IN PROGRESS
Status
S0
Project Title
M25 junction 10/A3 Wisley interchange
Drawing Title
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Scale: NTS
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Sheet 2 of 2
Rev P01.1
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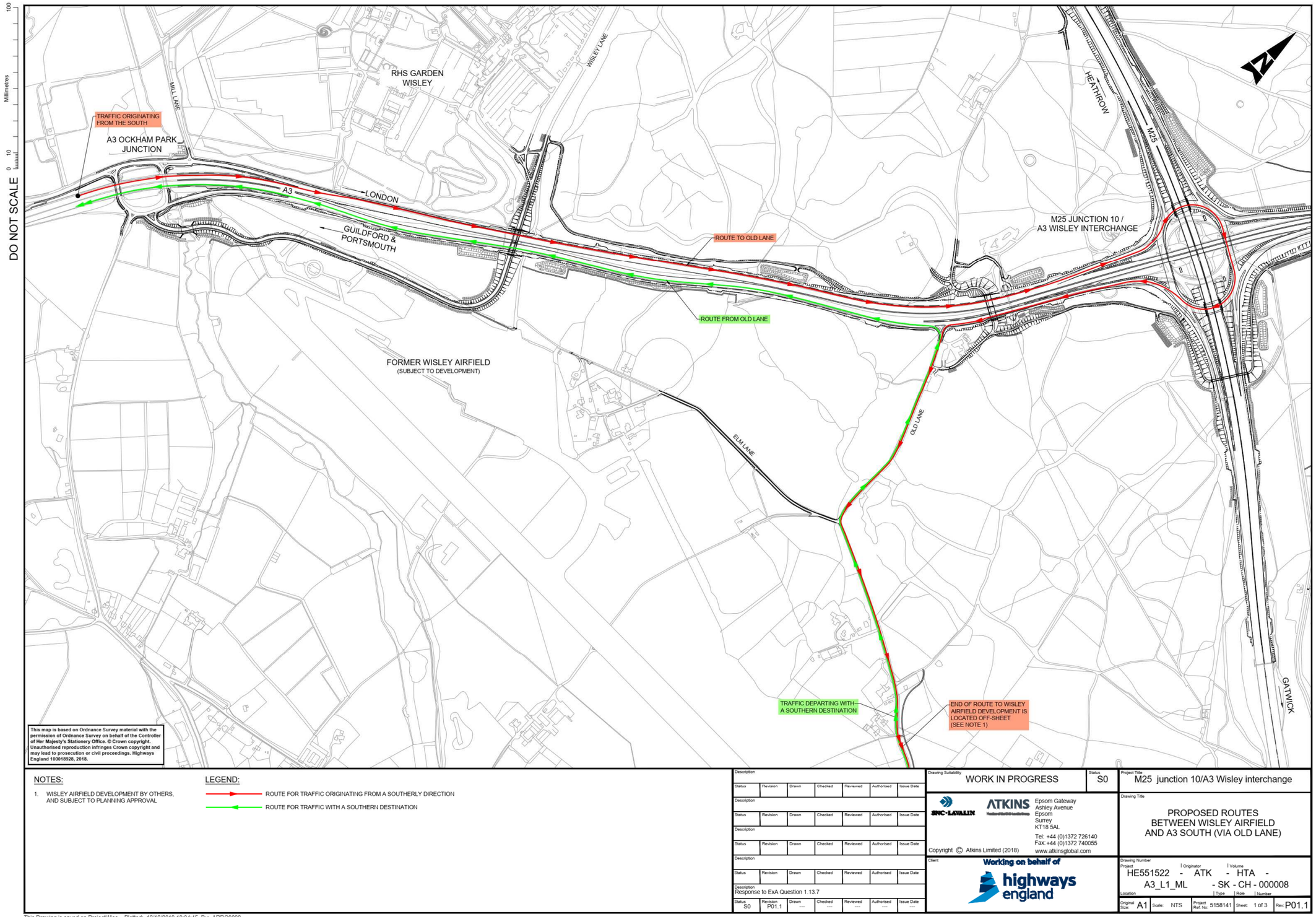
Appendix C. Wisley Lane Distance Changes

Direction	Change in distances to Wisley Lane due to the Scheme via M25 junction 10 (Signposted)		Change in distances from Wisley Lane due to the Scheme via M25 junction 10 (Signposted)		Change in distances to and from Wisley Lane due to the Scheme via M25 junction 10 (Signposted)		Change in distances to Wisley Lane due to the Scheme (via Ripley)		Change in distances from Wisley Lane due to the Scheme (via Ripley)		Change in distances to and from Wisley Lane due to the Scheme (via Ripley)	
	KMs	Miles	KMs	Miles	KMs	Miles	KMs	Miles	KMs	Miles	KMs	Miles
A3 north of J10	-0.13	-0.08	-0.13	-0.08	2.33	1.45	2.2	1.37	-0.13	-0.08	2.33	1.45
M25 CW	-0.06	-0.04	-0.06	-0.04	2.42	1.45	2.36	1.41	-0.06	-0.04	2.42	1.45
M25 ACW	0.14	0.09	0.14	0.09	2.49	1.51	2.63	1.6	0.14	0.09	2.49	1.51
A3 south	5.88	3.66	5.88	3.66	2.47	1.57	8.35	5.23	5.88	3.66	2.47	1.57
B2215 via Ripley	0.30	0.19	0.3	0.19	-3.53	-2.19	-3.22	-2	0.3	0.19	-3.53	-2.19
Old Lane	0.20	0.12	0.2	0.12	2.47	1.54	2.67	1.66	0.2	0.12	2.47	1.54
Elm Lane	0.00	0.00	0	0	0	0	0	0	0	0	0	0
Ockham Rd N	0.30	0.19	0.3	0.19	-3.53	-2.19	-3.22	-2	0.3	0.19	-3.53	-2.19
Mill Lane	0.30	0.19	0.3	0.19	-3.53	-2.19	-3.22	-2	0.3	0.19	-3.53	-2.19
Wisley Lane (N)	0.00	0.00	0	0	0	0	0	0	0	0	0	0
Totals	-	-	-	-	-	-	-	-	-	-	-	-
Averages	0.69	0.43	0.69	0.43	0.14	0.09	0.85	0.53	0.69	0.43	0.16	0.09
Weighted Ave.	1.42	0.89	1.42	0.89	1.53	0.95	1.5	0.93	0.09	0.06	0.48	0.28

Appendix D. Wisley Airfield Development Routes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Millimetres
100
10
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TRAFFIC ORIGINATING FROM THE SOUTH
A3 OCKHAM PARK JUNCTION
MILL LANE
RHS GARDEN WISLEY
WISLEY LANE
HEATHROW
M25
A3
LONDON
GUILDFORD & PORTSMOUTH
ROUTE TO OLD LANE
ROUTE FROM OLD LANE
M25 JUNCTION 10 / A3 WISLEY INTERCHANGE
FORMER WISLEY AIRFIELD
(SUBJECT TO DEVELOPMENT)
ELM LANE
OLD LANE
GATWICK
TRAFFIC DEPARTING WITH A SOUTHERN DESTINATION
END OF ROUTE TO WISLEY AIRFIELD DEVELOPMENT IS LOCATED OFF-SHEET (SEE NOTE 1)
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NOTES:
1. WISLEY AIRFIELD DEVELOPMENT BY OTHERS, AND SUBJECT TO PLANNING APPROVAL
LEGEND:
ROUTE FOR TRAFFIC ORIGINATING FROM A SOUTHERLY DIRECTION
ROUTE FOR TRAFFIC WITH A SOUTHERN DESTINATION
Description
Response to ExA Question 1.13.7
Status S0 Revision P01.1
Drawing Suitability: WORK IN PROGRESS
Status: S0
Project Title: M25 junction 10/A3 Wisley interchange
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Drawing Title
PROPOSED ROUTES
BETWEEN WISLEY AIRFIELD
AND A3 SOUTH (VIA OLD LANE)
Drawing Number
Project HE551522 - Originator ATK - Volume HTA -
A3_L1_ML - SK - CH - 000008
Location | Type | Role | Number
Original Size: A1
Scale: NTS
Project Ref. No: 5158141
Sheet: 1 of 3
Rev: P01.1

DO NOT SCALE

SEND
SEND MARSH
RIPLEY
RIPLEY SERVICES
A3
A247 CLANDON ROAD
B2215 LONDON ROAD
B2215 PORTSMOUTH ROAD
B2215 HIGH STREET
TRAFFIC ORIGINATING FROM THE SOUTH
ROUTE FROM WISLEY LANE REALIGNMENT
ROUTE TO WISLEY LANE REALIGNMENT
A3 OCKHAM PARK JUNCTION
RHS GARDEN WISLEY
WISLEY LANE
WISLEY LANE REALIGNMENT
LONDON
GUILDFORD & PORTSMOUTH
APPROXIMATE LOCATION OF FUTURE ENTRANCE/EXIT TO WISLEY AIRFIELD DEVELOPMENT (SEE NOTE 1)
FORMER WISLEY AIRFIELD
(SUBJECT TO DEVELOPMENT)

NOTES:

1. WISLEY AIRFIELD DEVELOPMENT BY OTHERS, AND SUBJECT TO PLANNING APPROVAL

LEGEND:

ROUTE FOR TRAFFIC ORIGINATING FROM A SOUTHERLY DIRECTION

ROUTE FOR TRAFFIC WITH A SOUTHERN DESTINATION

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Response to ExA Question 1.13.7	S0	P01.1	---	---	---	---	---

Drawing Suitability: WORK IN PROGRESS | Status: S0

Project Title: M25 junction 10/A3 Wisley interchange

Drawing Title: PROPOSED ROUTES BETWEEN WISLEY AIRFIELD AND A3 SOUTH (VIA RIPLEY)

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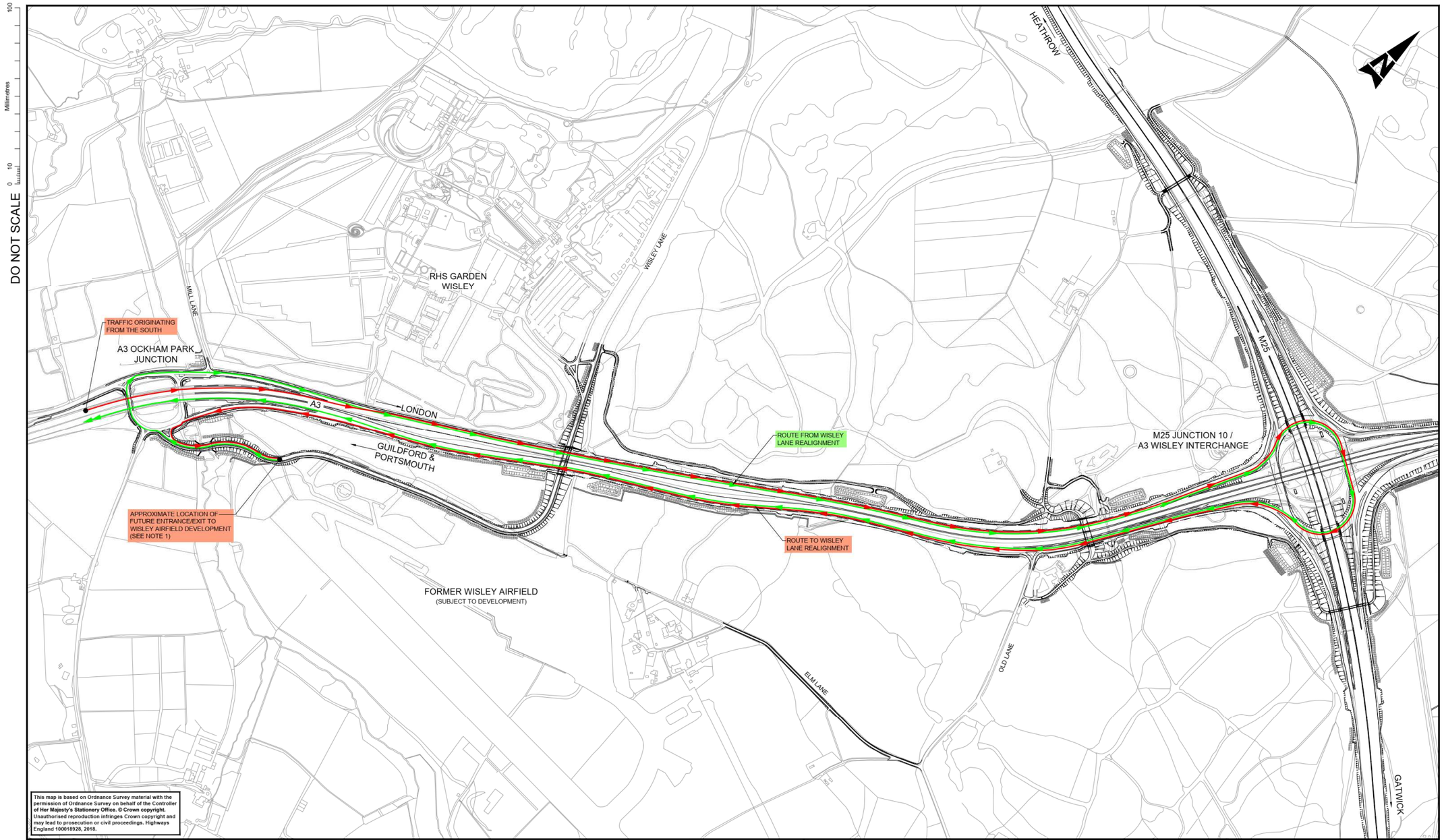
Original Size: A1 | Scale: NTS | Project Ref. No: 5158141 | Sheet: 2 of 3 | Rev P01.1



NOTES:

1. WISLEY AIRFIELD DEVELOPMENT BY OTHERS, AND SUBJECT TO PLANNING APPROVAL

LEGEND:

ROUTE FOR TRAFFIC ORIGINATING FROM A SOUTHERLY DIRECTION

ROUTE FOR TRAFFIC WITH A SOUTHERN DESTINATION

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Response to ExA Question 1.13.7	S0	P01.1	---	---	---	---	---

Drawing Suitability: WORK IN PROGRESS — Status: S0

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Drawing Title: PROPOSED ROUTES BETWEEN WISLEY AIRFIELD AND A3 SOUTH (VIA A3)

Drawing Number: Project HE551522 - Originator ATK - Volume HTA - Location A3_L1_ML - Type SK - Role CH - Number 000010

Original Size: A1 | Scale: NTS | Project Ref. No: 5158141 | Sheet: 3 of 3 | Rev: P01.1

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