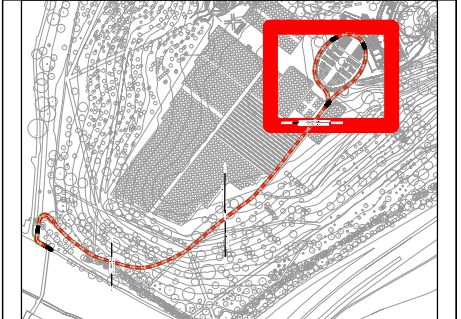




Sheet Layout  
Not to Scale



CUTLINE

Refer to drawing 160215-TK12A

CUTLINE



84 North Street  
Guildford  
Surrey  
GU1 4AU

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF

T: 01483 531 300

T: 020 7031 8141

[www.motion.co.uk](http://www.motion.co.uk)

Project:  
**Hilltop Application Wisley**

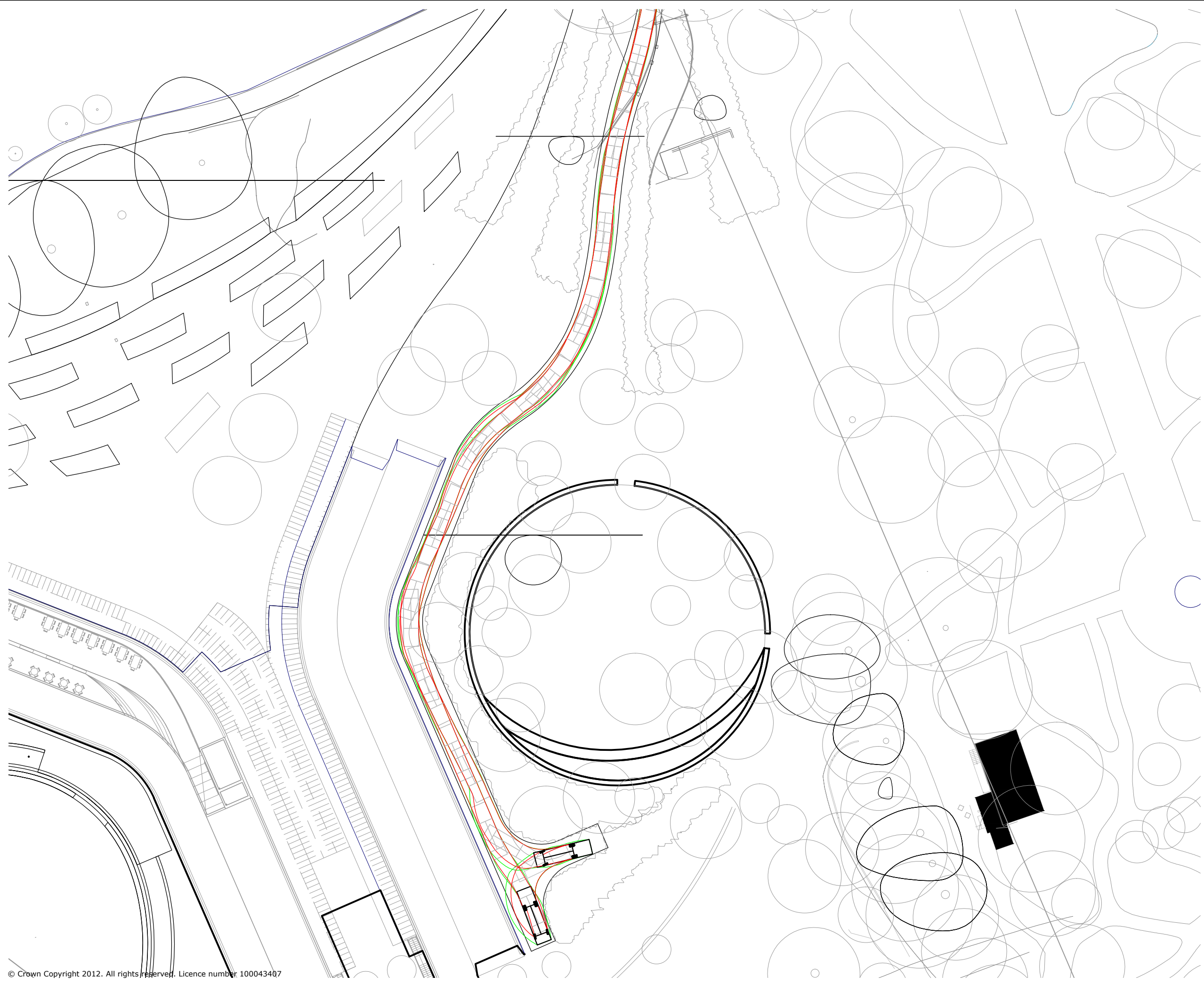
Title:  
**Swept Path Analysis  
10 Metres Long Rigid Truck**

Scale: 1:500 (@ A3)

Drawing: **160215-TK13** Revision: **B**



Sheet Layout  
Not to Scale



84 North Street  
Guildford  
Surrey  
GU1 4AU  
T: 01483 531 300

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF  
T: 020 7031 8141

[www.motion.co.uk](http://www.motion.co.uk)

Project:  
**Hilltop Application Wisley**

Title:  
**Swept Path Analysis  
7.5t Box Van**

Scale: 1:500 (@ A3)

Drawing:  
**160215-TK15**

Revision:  
-

## Appendix J

Event Day Calculations

## Event Day Analysis

Existing Event Day (Flower Show 07/09/2014)					
	Event Day Arrivals	Arrival profile	Event Day Departures	Departure profile	Total Additional Vehicle movements
08:00	325	7%	21	0%	346
09:00	785	18%	47	1%	832
10:00	1019	23%	106	2%	1126
11:00	775	17%	237	5%	1012
12:00	495	11%	401	9%	896
13:00	357	8%	517	12%	874
14:00	320	7%	691	15%	1011
15:00	192	4%	814	18%	1006
16:00	92	2%	812	18%	904
17:00	53	1%	554	12%	607
18:00	42	1%	258	6%	300
<b>24 hr</b>	<b>4,457</b>	<b>100%</b>	<b>4,457</b>	<b>100%</b>	<b>8914</b>

Time	Existing Event Day Accumulation
08:00	305
09:00	1043
10:00	1956
11:00	2494
12:00	2588
13:00	2428
14:00	2058
15:00	1436
16:00	716
17:00	215
18:00	0

Future Event Day Traffic (1,400,000 visitors/year)					
	Event Day Arrivals	Arrival profile	Event Day Departures	Departure profile	Total Additional Vehicle movements
08:00	443	7%	28	0%	471
09:00	1069	18%	64	1%	1133
10:00	1387	23%	145	2%	1532
11:00	1055	17%	323	5%	1378
12:00	673	11%	545	9%	1219
13:00	486	8%	703	12%	1190
14:00	436	7%	940	15%	1376
15:00	261	4%	1108	18%	1369
16:00	125	2%	1106	18%	1231
17:00	73	1%	753	12%	826
18:00	58	1%	350	6%	408
<b>24 hr</b>	<b>6,066</b>	<b>100%</b>	<b>6,066</b>	<b>100%</b>	<b>12,132</b>

Time	Future Event Day Accumulation
08:00	415
09:00	1419
10:00	2662
11:00	3394
12:00	3522
13:00	3305
14:00	2801
15:00	1954
16:00	974
17:00	293
18:00	0

Net Change in Event Day Traffic (1,400,000 visitors/year)					
	Event Day Arrivals	Arrival profile	Event Day Departures	Departure profile	Total Additional Vehicle movements
08:00	117	7%	7	0%	125
09:00	283	18%	17	1%	300
10:00	368	23%	38	2%	406
11:00	280	17%	86	5%	365
12:00	179	11%	145	9%	323
13:00	129	8%	187	12%	316
14:00	116	7%	249	15%	365
15:00	69	4%	294	18%	363
16:00	33	2%	293	18%	326
17:00	19	1%	200	12%	219
18:00	15	1%	93	6%	108
<b>24 hr</b>	<b>1,609</b>	<b>100%</b>	<b>1,609</b>	<b>100%</b>	<b>3218</b>



## **Appendix K**

TRADS Data – A3 Two-Way Traffic Flows within M25 J10

A3 Two-way flows within J10 of M25			
	Weekday Average	Saturday	Sunday
01:00	220	381	535
02:00	116	205	280
03:00	81	125	157
04:00	73	86	108
05:00	134	82	89
06:00	516	202	175
07:00	2579	637	463
08:00	4745	1244	854
09:00	4253	1878	1223
10:00	3179	2629	2102
11:00	2884	3213	2782
12:00	2722	3608	3451
13:00	2707	3743	3523
14:00	2766	3438	2961
15:00	2926	3129	2637
16:00	3427	3029	2571
17:00	4499	3067	2956
18:00	4855	3209	2921
19:00	4039	2673	2539
20:00	2452	1913	1985
21:00	1417	1291	1457
22:00	973	848	1004
23:00	853	854	658
00:00	543	790	384

4855                      3743                      3523

Week 1 and 3 Average	Additional RHS Wisley Vehicle Movements		
	Weekday Average	Average Saturday	Average Sunday
01:00			
02:00			
03:00			
04:00			
05:00			
06:00			
07:00			
08:00	10	0	0
09:00	12	0	0
10:00	47	64	87
11:00	190	126	155
12:00	162	124	175
13:00	146	134	196
14:00	162	142	214
15:00	179	163	211
16:00	180	143	189
17:00	177	140	148
18:00	131	160	177
19:00	80	181	174
20:00			
21:00			
22:00			
23:00			
00:00			

	Total two-way vehicle flows		
	Weekday Average	Average Saturday	Average Sunday
01:00	220	381	535
02:00	116	205	280
03:00	81	125	157
04:00	73	86	108
05:00	134	82	89
06:00	516	202	175
07:00	2579	637	463
08:00	4755	1244	854
09:00	4265	1878	1223
10:00	3226	2693	2189
11:00	3074	3339	2937
12:00	2884	3732	3626
13:00	2853	3877	3719
14:00	2928	3580	3175
15:00	3105	3292	2848
16:00	3607	3172	2760
17:00	4676	3207	3104
18:00	4986	3369	3098
19:00	4119	2854	2713
20:00	2452	1913	1985
21:00	1417	1291	1457
22:00	973	848	1004
23:00	853	854	658
00:00	543	790	384

4986                      3877                      3719

## Appendix L

TRADS Data – A3 Eastbound Flows for Merge/Diverge Analysis

A3 Trads Data for Merge/Diverge Analysis

Period report between Tuesday 1st Apr 2014 and Wednesday 30th Apr 2014 for site 5/30013220

NB, A3, TMU size 6001/1 on A3 northbound exit for M25(E507938, N159049) view site location on map

Hourly Flows

	Mon x3	Tue x5	Wed x5	Thu x4	Fri x3	Sat x4	Sun x4	Mn-Fr Mean	Mn-Sn Mean
01:00	117	112	124	125	139	182	258	123	151
02:00	86	80	85	71	84	123	128	81	93
03:00	86	74	86	65	91	93	95	72	78
04:00	116	130	119	109	150	136	117	124	125
05:00	265	262	234	229	253	191	154	246	225
06:00	781	692	654	629	579	321	253	687	558
07:00	1821	1769	1940	1772	1812	568	383	1822	1437
08:00	1837	1605	1788	1835	2068	864	565	1826	1508
09:00	1787	1736	1911	1866	1795	1207	800	1819	1586
10:00	1805	1747	1864	1902	1782	1582	1236	1816	1699
11:00	1751	1674	1712	1719	1773	1733	1668	1725	1718
12:00	1683	1571	1579	1630	1790	1857	1956	1650	1723
13:00	1594	1608	1608	1692	1889	1675	1803	1666	1687
14:00	1628	1646	1679	1719	1925	1602	1605	1719	1686
15:00	1694	1782	1856	1890	1902	1521	1523	1820	1735
16:00	1928	2034	2146	2093	2053	1628	1613	2050	1927
17:00	2169	2268	2344	2245	2015	1737	1881	2206	2094
18:00	1945	1989	2095	1885	1719	1747	1785	1926	1880
19:00	1620	1559	1568	1538	1351	1366	1456	1527	1494
20:00	1031	1071	1123	1116	1142	1020	1196	1096	1099
21:00	685	699	785	834	865	708	864	769	788
22:00	525	512	555	608	575	509	664	555	564
23:00	406	410	444	484	454	495	460	439	450
24:00:00	206	217	252	282	328	378	237	253	268

Period report between Tuesday 1st Apr 2014 and Wednesday 30th Apr 2014 for site 5/30013219

NB, A3, TMU size 6001/2 on A3 northbound within the M25 junction(E507954, N159042) view site location on map

Hourly Flows

	Mon x3	Tue x5	Wed x5	Thu x4	Fri x3	Sat x4	Sun x4	Mn-Fr Mean	Mn-Sn Mean
01:00	76	81	81	94	126	171	253	91	126
02:00	41	47	52	52	66	97	137	51	70
03:00	35	43	39	39	50	64	66	41	48
04:00	34	48	34	35	34	39	57	37	40
05:00	62	63	62	67	63	37	36	63	55
06:00	359	345	356	322	320	93	75	340	267
07:00	1750	1754	1801	1693	1621	328	193	1723	1305
08:00	2676	2515	2704	2536	2509	585	333	2588	1979
09:00	2311	2361	2244	2288	1894	844	502	2215	1774
10:00	1560	1786	1685	1644	1530	1123	951	1641	1468
11:00	1321	1460	1398	1421	1294	1332	1286	1378	1358
12:00	1362	1248	1270	1244	1279	1544	1592	1260	1348
13:00	1244	1228	1252	1258	1360	1715	1681	1288	1391
14:00	1276	1228	1303	1298	1403	1678	1520	1299	1385
15:00	1263	1276	1366	1383	1528	1551	1389	1363	1393
16:00	1442	1495	1601	1594	1808	1648	1437	1587	1574
17:00	1924	2069	2089	2120	2206	1734	1793	2081	1990
18:00	2217	2409	2427	2408	2373	1787	1765	2366	2198
19:00	1908	1948	1847	1854	1884	1363	1469	1887	1753
20:00	1067	1065	1175	1101	1112	1001	1129	1104	1092
21:00	605	647	672	690	624	608	865	647	673
22:00	460	460	489	502	426	439	572	467	478
23:00	364	405	402	419	416	445	361	401	401
24:00:00	179	188	213	232	293	377	187	221	238

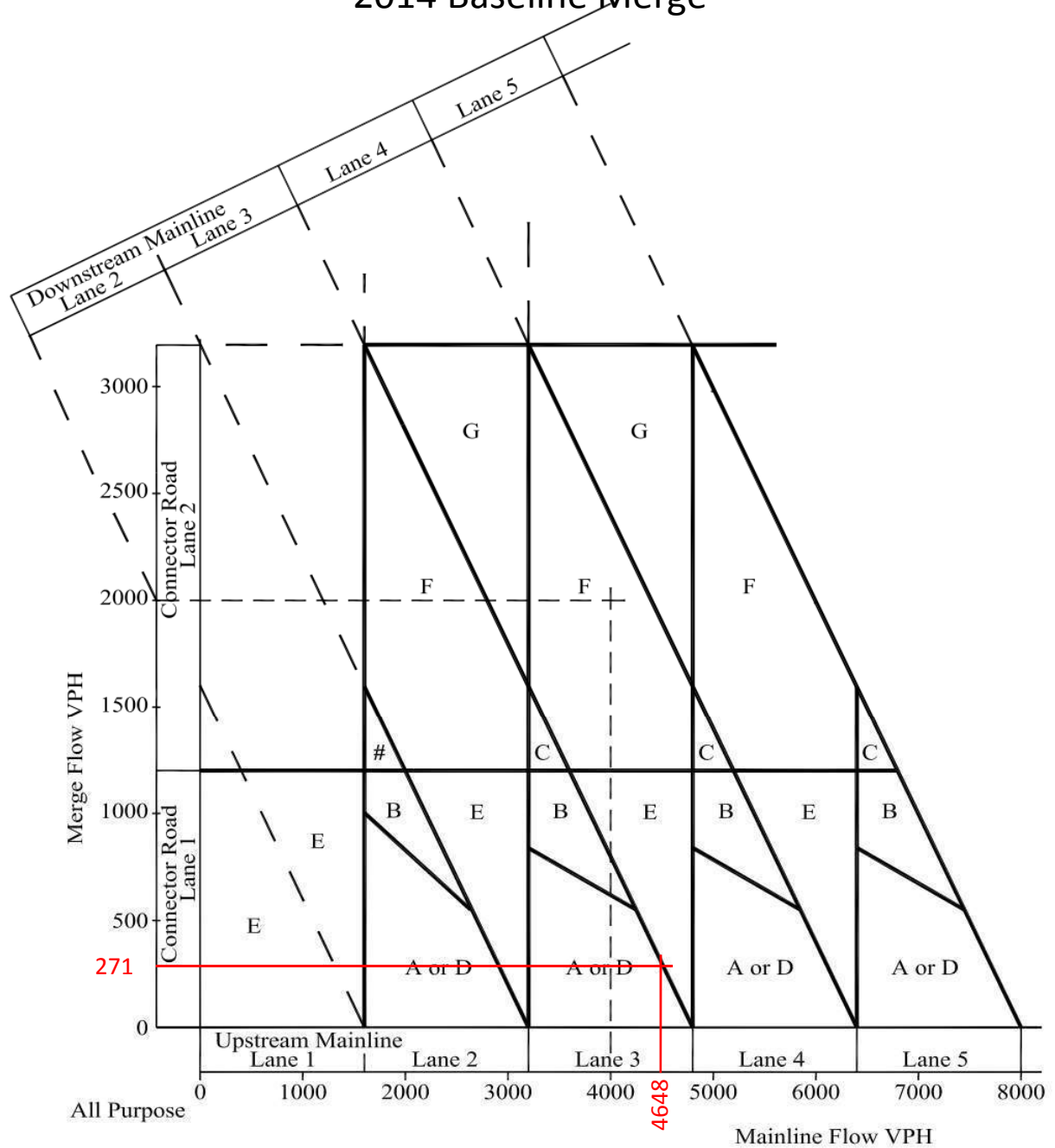
	Mon x3	Tue x5	Wed x5	Thu x4	Fri x3	Sat x4	Sun x4	Mn-Fr Mean	Weekend Mean
01:00	589	210	142	215	257	430	632	283	531
02:00	212	150	120	138	140	228	300	152	264
03:00	191	142	96	111	118	146	228	132	187
04:00	189	177	127	149	148	199	224	158	212
05:00	353	361	325	255	218	278	250	303	264
06:00	1152	1035	991	966	811	446	385	991	416
07:00	3990	3830	3880	3328	3433	1017	663	3692	840
08:00	4699	4684	5018	4727	4630	1591	1057	4754	1324
09:00	4162	4271	4334	4518	4038	2203	1505	4265	1854
10:00	3255	3553	3625	3596	3369	2758	2408	3480	2583
11:00	3252	2872	3002	3198	3337	3440	3225	3132	3333
12:00	3187	2765	2919	3032	3089	3755	3869	2998	3812
13:00	3082	2849	3094	3101	3350	3837	4079	3095	3958
14:00	3007	2997	3134	3122	3620	3662	3538	3176	3600
15:00	3342	3191	3513	3500	3784	3442	3454	3466	3448
16:00	3898	3745	4008	3954	4119	3597	3793	3945	3695
17:00	4523	4517	4574	4688	4486	3895	4510	4558	4203
18:00	4495	4420	4819	4795	4527	4122	4467	4631	4252
19:00	3987	4183	3883	3756	3530	3393	4198	3868	3795
20:00	2480	2501	2477	2440	2544	2451	4133	2488	3292
21:00	1512	1598	1550	1600	1950	1996	3650	1642	2793
22:00	1103	1176	1038	1221	1390	1373	3388	1186	2380
23:00	369	683	475	478	707	976	2069	538	1523
24:00:00	354	415	379	423	635	870	1138	441	1004



## **Appendix M**

Merge/Diverge Analysis Diagrams

## A3/Wisley Lane 2014 Baseline Merge



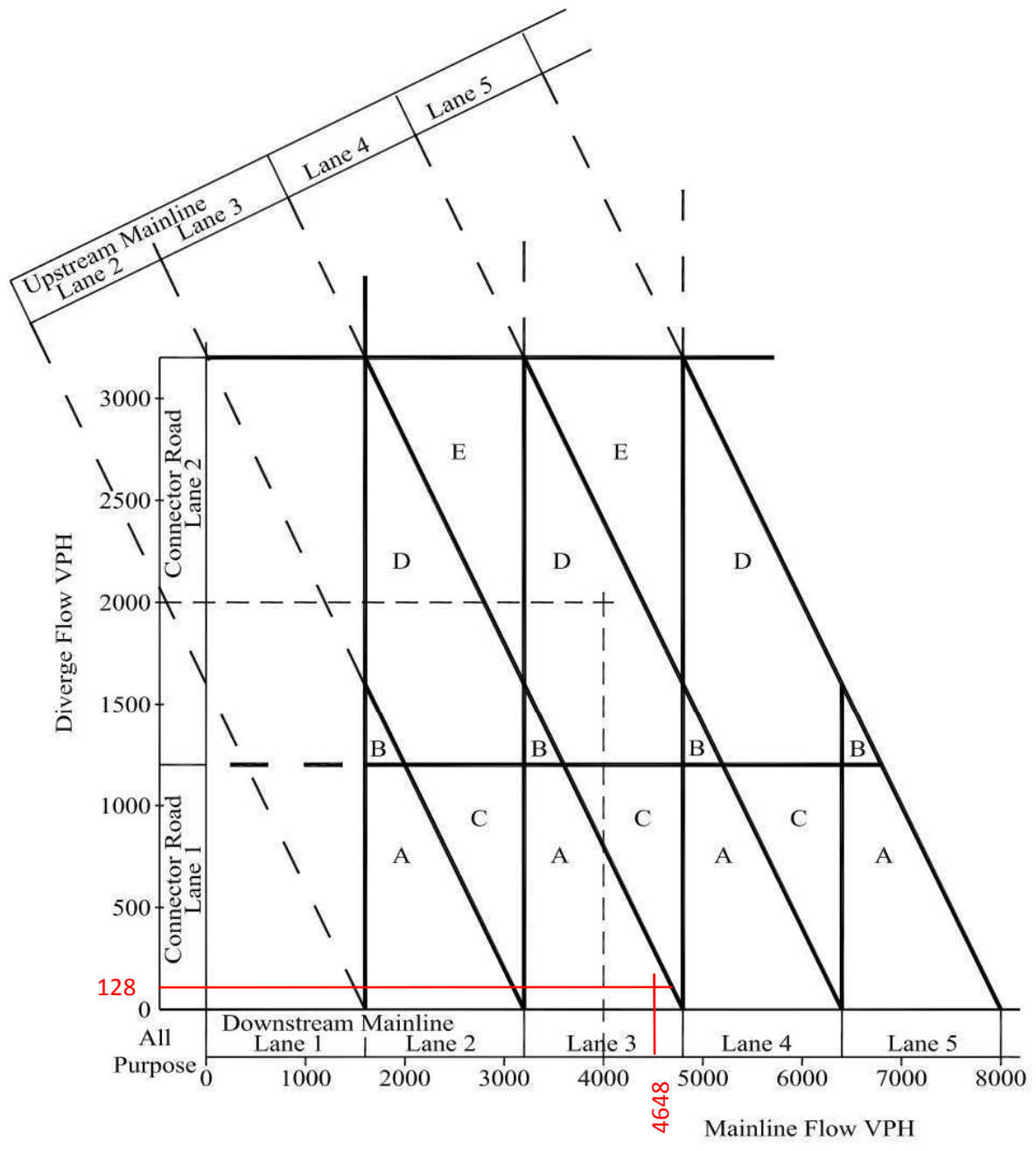
**Notes:**

# Area of uncertainty – In this area the choice will depend on the downstream provision. If there is a lane gain then use Layout E or F.

See paragraph 2.29 and the example above, for explanation of the usage of this diagram.

**Figure 2/3 AP All-Purpose Road Merging Diagram**

# A3/Wisley Lane 2014 Baseline Diverge

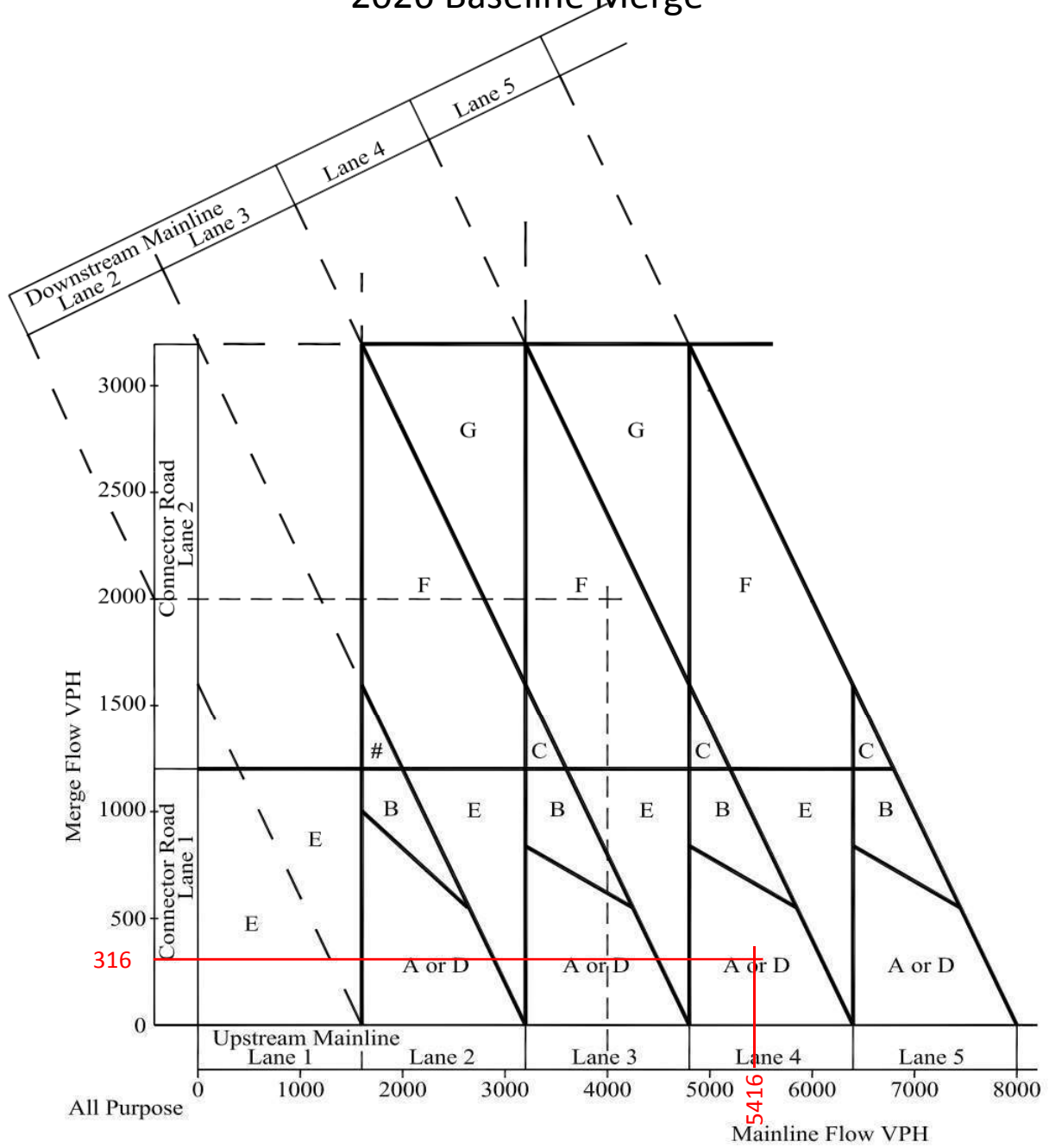


Notes:

See paragraph 2.43 and the example above, for explanation of the usage of this diagram.

**Figure 2/5 AP All-Purpose Road Diverging Diagram**

# A3/Wisley Lane 2026 Baseline Merge



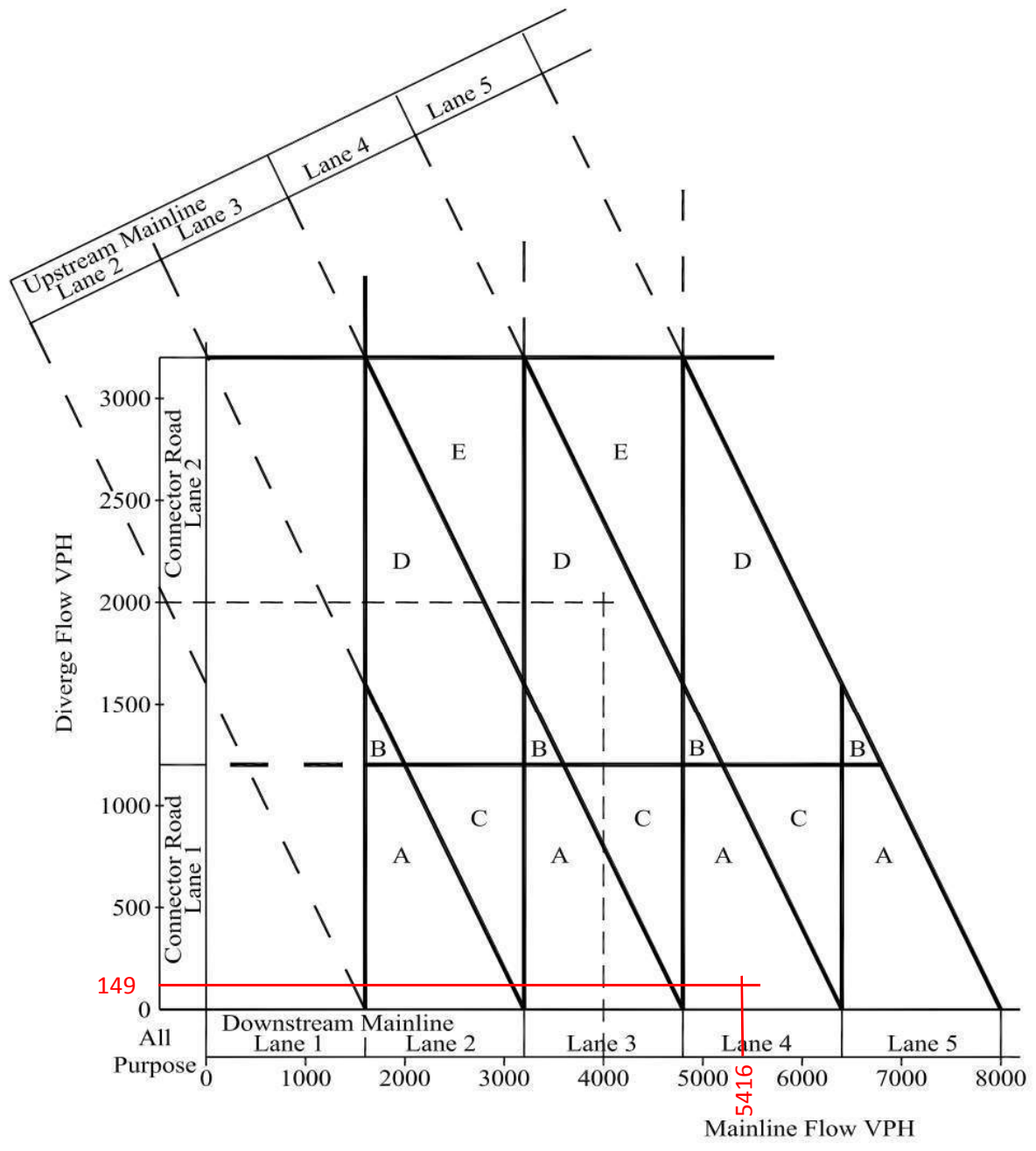
**Notes:**

# Area of uncertainty – In this area the choice will depend on the downstream provision. If there is a lane gain then use Layout E or F.

See paragraph 2.29 and the example above, for explanation of the usage of this diagram.

**Figure 2/3 AP All-Purpose Road Merging Diagram**

# A3/Wisley Lane 2026 Baseline Diverge

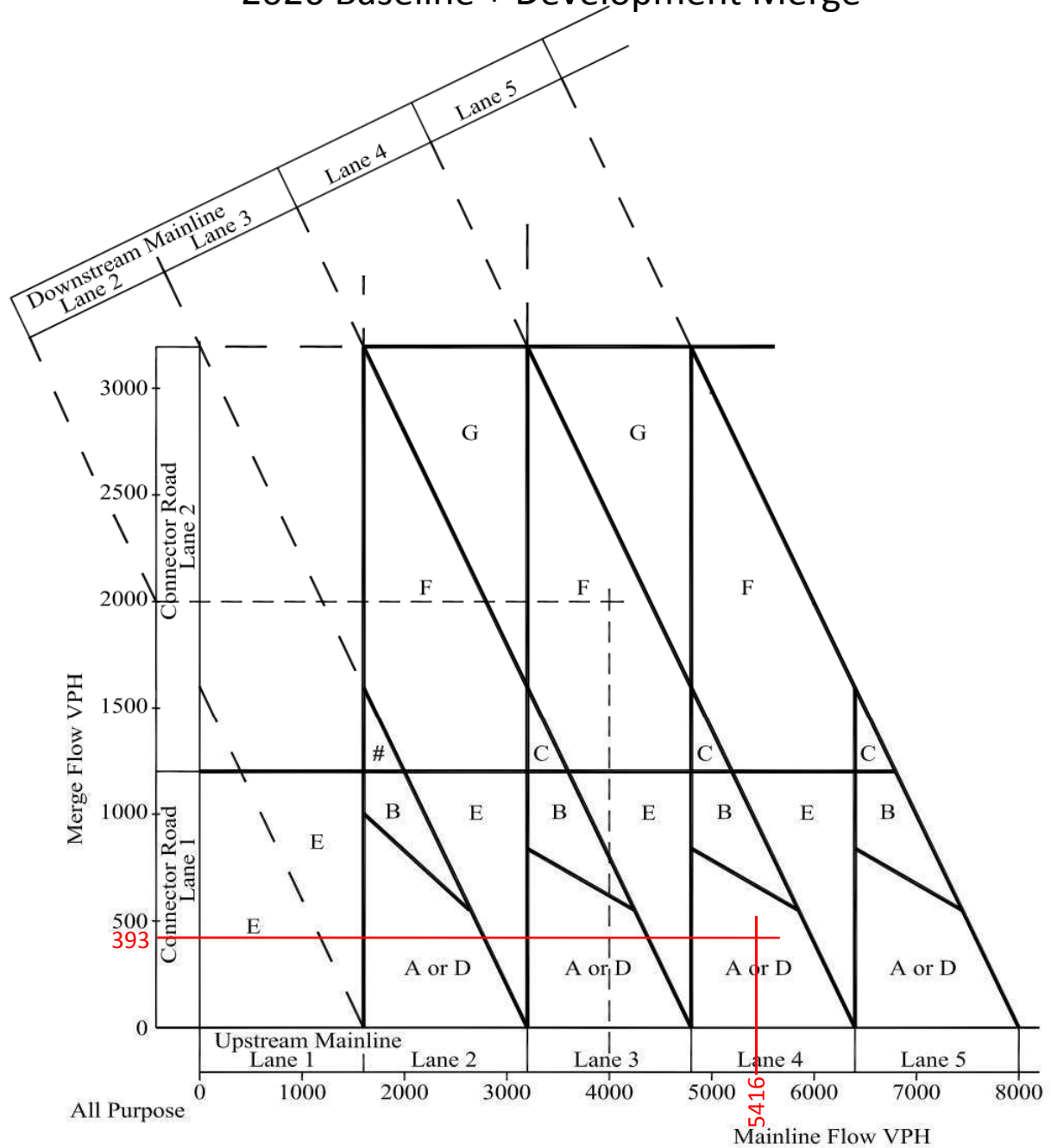


Notes:

See paragraph 2.43 and the example above, for explanation of the usage of this diagram.

**Figure 2/5 AP All-Purpose Road Diverging Diagram**

## A3/Wisley Lane 2026 Baseline + Development Merge



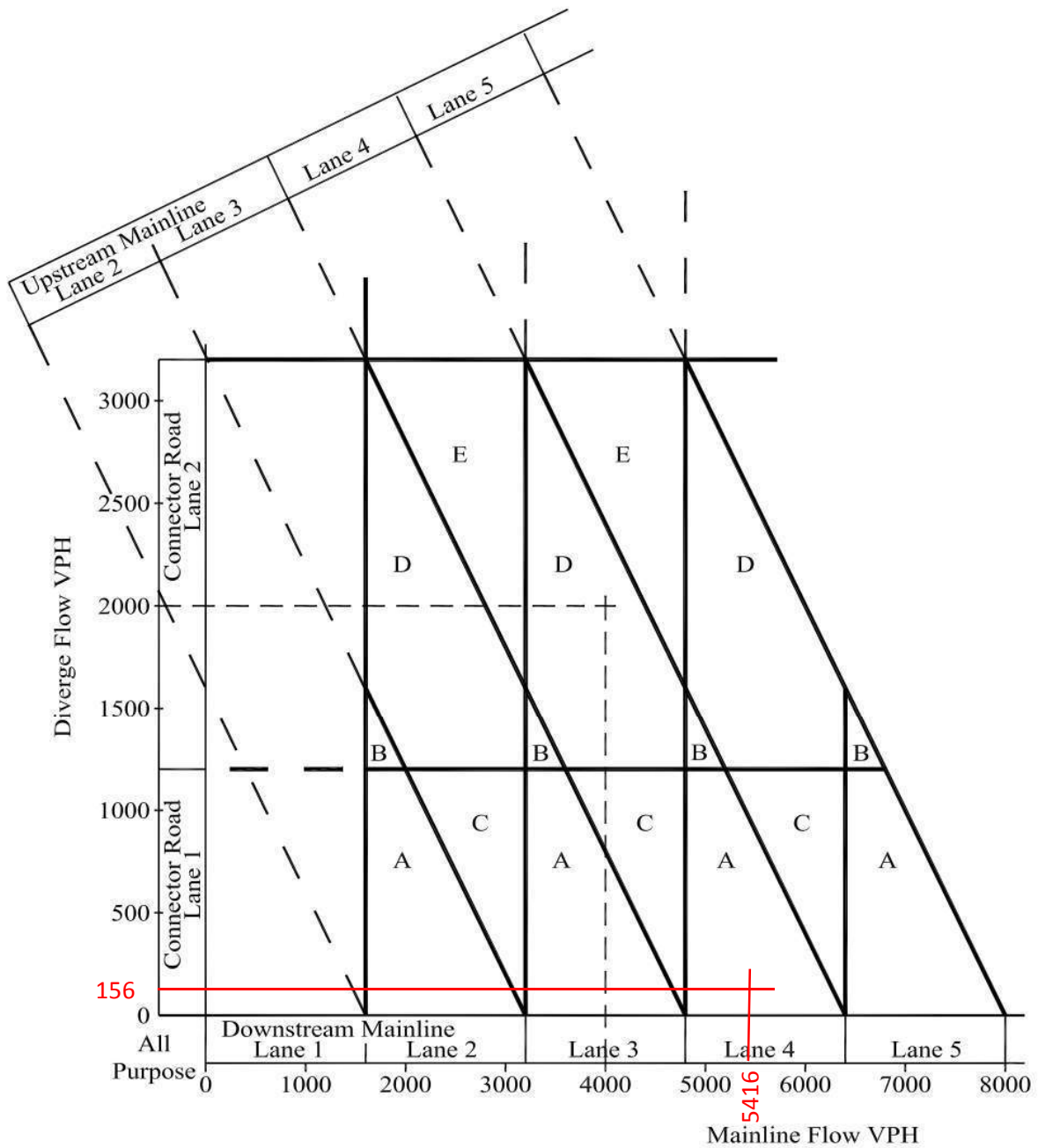
Notes:

# Area of uncertainty – In this area the choice will depend on the downstream provision. If there is a lane gain then use Layout E or F.

See paragraph 2.29 and the example above, for explanation of the usage of this diagram.

**Figure 2/3 AP All-Purpose Road Merging Diagram**

# A3/Wisley Lane 2026 Baseline + Development Diverge



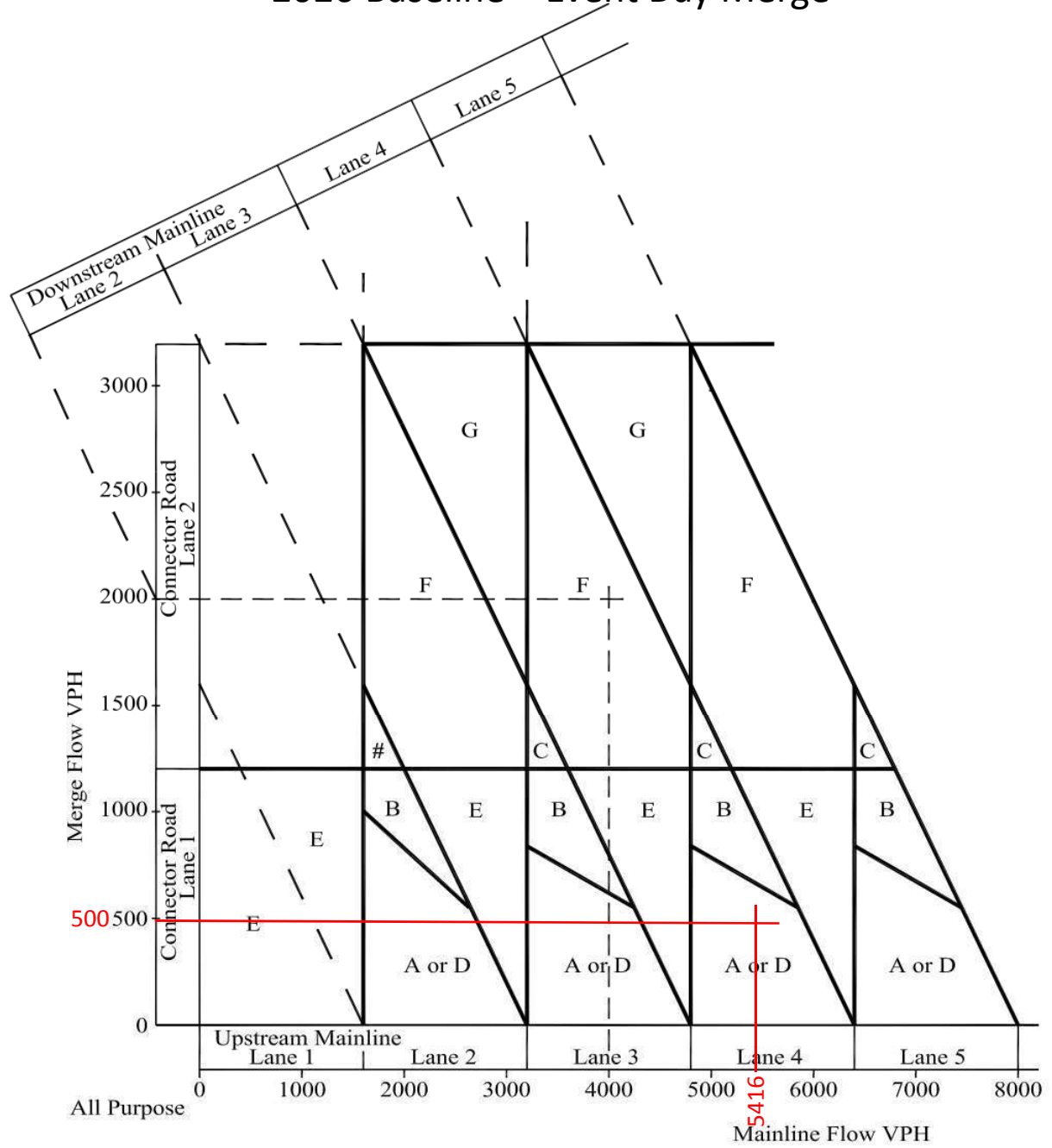
Notes:

See paragraph 2.43 and the example above, for explanation of the usage of this diagram.

**Figure 2/5 AP All-Purpose Road Diverging Diagram**



# A3/Wisley Lane 2026 Baseline + Event Day Merge



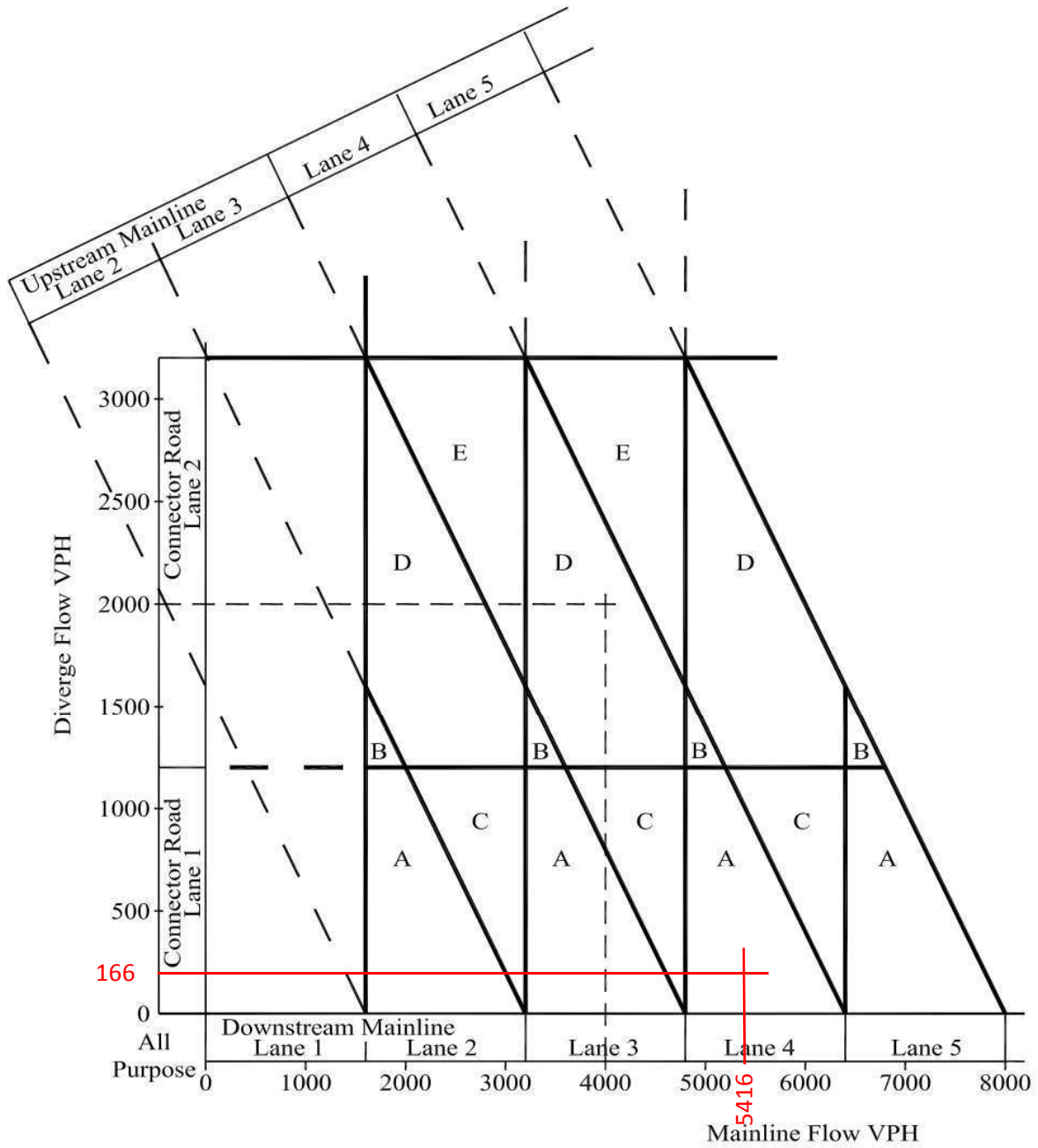
Notes:

# Area of uncertainty – In this area the choice will depend on the downstream provision. If there is a lane gain then use Layout E or F.

See paragraph 2.29 and the example above, for explanation of the usage of this diagram.

**Figure 2/3 AP All-Purpose Road Merging Diagram**

# A3/Wisley Lane 2026 Baseline + Event Day Diverge



Notes:

See paragraph 2.43 and the example above, for explanation of the usage of this diagram.

**Figure 2/5 AP All-Purpose Road Diverging Diagram**

## **Appendix N**

TEMPRO Output Files

# Results

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday PM peak period (1600 - 1859)

**Trip end type**

Production/Attraction

Origin/Destination

**Select data type**

Growth factors

Future year minus base year

Base year data

Future year data

Car Driver Combined Modes

Area Description		All Purposes	
Level	Name	Origin	Destination
Authority	Guildford	1.0541	1.0579

Reset Selections

### NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

Guildford

3. Select area type:

Urban

Rural

All

4. Select road type:

Motorway

Trunk

Principal

Minor

All

5. Select which area it serves:

Region

England

Calculate the adjusted local growth figure

**Results**

Level	Area	Local Growth Figure
Authority	Guildford	1.1653