

M25 junction 10/A3 Wisley Interchange TR010030

9.82 Applicant's Response to Examining Authority Third Written Questions

Rule 8(1)(b)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010



Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010 (as amended)

M25 junction 10/A3 Wisley interchange Development Consent Order 202[x]

9.82 APPLICANT'S RESPONSE TO EXAMINING AUTHORITY'S THIRD WRITTEN QUESTION

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1. General

Question Number	Question to:	Question	HE Response
1. General			
3.1.1	Applicant	<p>Whilst some details of the proposed bridges and other structures have been provided, notably in the Engineering Drawings [PD-014, as amended in part by REP4a-005], please explain how the detailed design for these structures is going to be developed in terms of consultation with relevant Interested Parties (IPs)?</p> <p>What would be the proposed authorisation process for the final scheme designs and what, if any, formal consultation process with IPs would this entail, including a means of arbitration should agreement not be reached?</p>	<p>Schedule 2, Requirement 5 of the dDCO [REP6-003] states that the authorised development must be designed in detail and carried out so that it is compatible with the scheme design shown on the plans and drawings which accompany the dDCO (and which are certified under article 45), unless agreed in writing by the Secretary of State, following consultation with the relevant planning authority and local highway authority. Accordingly, where Highways England depart from the scheme shown on the plans and drawings, details would have to be provided to the Secretary of State to enable agreement to be provided in writing.</p> <p>The procedure to discharge Requirement 5 is set out in Schedule 2, Part 2 of the dDCO. Requirement 21 applies to any requirement requiring details to be submitted to the means that any detailed design relating to the proposed bridges and structures submitted to the Secretary of State will include a summary report setting out the consultation undertaken by Highways England in order to inform the details being submitted, and an account of how regard has been had to the responses received. If it was not appropriate, feasible or reasonable for Highways England to take into account a consultee's comments, this will also be set out in the report. If the design was compatible with the scheme plans, no formal consultation would be required.</p> <p>Requirement 9 relating to the Cockcrow Green Bridge requires additional consultation with Natural England.</p>

Question Number	Question to:	Question	HE Response
1. General			
			<p>In the event of a disagreement between a named consultee and Highway England as to a particular matter which is to be included as part of the details to be approved by the Secretary of State under a requirement, ultimately it is for the Secretary of State to determine in exercising his discretion under the requirements to approve or otherwise the details which have been submitted to him. The Secretary of State may, under Requirement 22(1), request further information from Highways England in order to consider the matter in question.</p> <p>Article 48 of the dDCO provides for any dispute to be referred to arbitration.</p>
3.1.2	Applicant & SCC	<p>In your Statement of Common Ground (SoCG) [REP5-009] the Applicant refers to a schedule of works that are expected to become the responsibility of SCC in the future should the DCO be made. When is this schedule going to be provided to SCC? In addition, is SCC content with the two plans that the Applicant has provided and which are described in section 1.4.1 of [REP5-009]?</p>	<p>Article 12 of the dDCO [REP6-003], places a duty on Surrey County Council (SCC) as the local highway authority to maintain at its own expense any highway that is constructed, altered or diverted under the Order, other than a trunk road or special road. The classification of highways under the Order is detailed on the Streets, Rights of Way and Access Plans [APP-008]. These plans effectively indicate the extent of highway works that the Highways England will be responsible for maintaining and the works that the local authority will become responsible for upon completion.</p> <p>The Schedule of Works referred to in 1.4.1 of the SoCG with SCC [REP5-009] is intended to provide a detailed breakdown of specific works and features for each relevant part of the Scheme to be classified as forming part of the local highway network on the Streets, Rights of Way and Access Plans. This is to provide greater clarity on maintenance responsibilities upon completion of the works, particularly at the interface between the strategic and local road networks. The Schedule is intended to support a separate legally binding side agreement between Highways England and</p>

Question Number	Question to:	Question	HE Response
1. General			
			<p>SCC and is not a matter that need necessarily be concluded before the close of the DCO examination or before execution of the agreement. SCC has shared its views with Highways England as to the level of detail it considers necessary in the Schedule. Discussions are continuing between Highways England and SCC as regards SCC's request for commuted maintenance sums and how such sums should be calculated. The final SoCG between Highways England and SCC that is to be submitted at Deadline 8 will set out the position reached.</p> <p>As to the two plans referred to in 1.4.1 of the SoCG [REP5-009], Highways England understands that SCC is broadly content with the first plan that delineates which works are to be maintained by Highways England and which are to be maintained by SCC. However, Highways England understands that SCC is seeking further assurances as regards the maintenance access plans, including further confirmation as to the adequacy of the width of proposed maintenance access routes and a full written description to accompany the plans for each key structure or feature. Highways England is seeking to address these points insofar as it is practicable to do so and will update the position in the final version of the SoCG to be submitted at Deadline 8. Highways England considers that these are points that can be further addressed at the detailed design stage of the project where reasonably required by SCC.</p>

2. Principle nature of the development, including need and alternatives

Question Number	Question to:	Question	HE Response
2. Principle & Nature of Development, including Need and Alternatives			
3.2.1	Applicant	<p>With respect to the comparisons that have been made between the Do-minimum and Do-something scenarios the ExA has outstanding concerns regarding the information that has been made available to it to date, with the Applicant's written answers to questions 1.13.1 [REP2-013] and 2.1.1 [REP5-014] not being sufficiently informative and contradicting the answer provided during the course of ISH2 (as summarised in paragraphs 3.1.8 and 3.1.9 of REP3-009).</p> <p>Accordingly, please answer the following questions and provide a full justification for your reasoning:</p> <p>a) For the purposes of the published Road Improvement Strategy 2015-2020 how is the M25 Junction 10 to 16 smart motorway scheme defined?</p> <p>b) Prior to some of the M25 Junction 10 to 16 scheme works being hived off to become part of the Proposed Development, as referred to in paragraph 3.5.9 of the TA [APP-136], what alterations to the main running lanes of the</p>	<p>For the avoidance of doubt and to clarify the Applicant's written answers to questions 1.13.1 [REP2-013] and 2.1.1 [REP5-014], the elements of the M25 Smart Motorway Scheme through junction 10 incorporated in to the DCO Scheme would not now be delivered now as part of the M25 Junction 10 to 16 Smart Motorway Scheme nor be delivered at all in the foreseeable future , were the DCO Scheme for junction 10 not to proceed for any reason.</p> <p>The answer provided during the course of ISH2 (as summarised in paragraphs 3.1.8 and 3.1.9 of REP3-009) that contradicted the Applicant's answers to questions 1.13.1 [REP2-013] and 2.1.1 [REP5-014], was incorrect and given in error. This was acknowledged at ISH2 and a question on the matter invited from the ExA in order that a considered response could be given. This was given in response to question 2.1.1.</p> <p>In the Roads Investment Strategy 2015 – 2020, the M25 junctions 10-16 is described as <i>"M25 Junctions 10-16 – upgrading the M25 between junction 10 (A3) and junction 16 (M40) through a mixture of enhancements, including hard shoulder running between junctions 15 and 16, as well as four-lane through-junction running between junctions 10 and 12."</i></p> <p>Prior to the inclusion of the through junction running (TJR) at junction 10 into the Proposed Scheme to minimise disruption to customers and efficient delivery, the works at junction 10 would have comprised the</p>

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2. Principle & Nature of Development, including Need and Alternatives			
		<p>M25 through Junction 10 and for the entry and exit slips at Junction 10 were envisaged as part of the M25 Junction 10 to 16 scheme?</p>	<p>M25 being converted into four-lane TJR as stated in the Roads Investment Strategy 2015 – 2020 (part a).</p> <p>The works at junction 10 were only developed to a concept stage and no design had been undertaken. As smart motorways are designed to be repeatable, the concept stage consists of taking the single option, in this case TJR, and developing the possible changes to the existing network to inform the surveys and design in the next stage.</p> <p>It was assumed that no land take would be required for the works at junction 10 and hence the four lanes would have been achieved by conversion of the hard shoulder into a running lane. The modifications to the entry and exit slips would have been achieved through alteration of the existing entry and exit slips using land within the existing hard shoulder and the departures process. All of the entry and exit slips would have been of a non-standard design to fit within the existing highways boundary. The applicable departures would have been subject to the safety assessments during the preliminary and detailed design stages.</p> <p>The proposals at junction 10 were developed knowing that the issues of recurrent slip road queueing would be resolved by the junction improvement scheme being developed concurrently (the Proposed Scheme) and that it would likely change how the TJR would be delivered at junction 10.</p> <p>Since 2017, TJR has been treated as part of the Proposed Scheme and the scope is not treated as segregated from the junction improvement works.</p>
		<p>c) Has there been any understatement of what the Dominimum scenario might entail in the application documentation submitted to date?</p>	<p>Highways England's response to the first part of this question makes it clear that the elements of the M25 Smart Motorway Scheme through junction 10 incorporated in to the DCO Scheme would not be delivered</p>

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			now as part of the M25 Junction 10 to 16 Smart Motorway Scheme nor delivered at all in the foreseeable future, were the DCO Scheme for junction 10 not to proceed for any reason. Consequently, there is no understatement of what the Do-minimum scenario might entail in the application documentation submitted to date.
		d) Has there been any overstatement of the claimed benefits for the Proposed Development compared with the Do-minimum scenario in the application document submitted to date, most particularly any reductions in the accident rate and improvements to capacity/driver delay? Having answered either yes or no, then please provide the reasoning for that answer.	Highways England's response to the first part of this question makes it clear that the elements of the M25 Smart Motorway Scheme through junction 10 incorporated in to the DCO Scheme would not be delivered now as part of the M25 Junction 10 to 16 Smart Motorway Scheme nor delivered at all in the foreseeable future, were the DCO Scheme for junction 10 not to proceed for any reason. Consequently, there has been no overstatement of the claimed benefits for the Proposed Development compared with the Do-minimum scenario in the application document submitted to date, including those related to any reductions in the accident rate and improvements to capacity/driver delay.
		If the answers to parts c) and d) of this question are 'yes', is there a need to amend the submitted TA and any parts of the ES that are affected by the comparisons made between the Do-minimum and Do-Something scenarios to date? If applicable, please explain why you consider the application documentation does or does not need to be amended.	As the answers to questions c) and d) are both no, there is no requirement to amend the submitted TA or any parts of the ES that are affected by the comparisons made between the Do-minimum and Do-Something scenarios to date.

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2. Principle & Nature of Development, including Need and Alternatives			
3.2.2	Applicant, GBC, EBC, RHS, any other relevant IPs	For the purposes of the determination of the submitted application for the Proposed Development does the amended duty under The Climate Change Act 2008, namely achieving net zero greenhouse gas emissions by 2050 pursuant to The Climate Change Act 2008 (2050 Target Amendment) Order 2019, which took effect on 27 June 2019, have any implications for the assessment of the effect on climate change that has been undertaken (ie the conclusions contained within chapter 15 of the ES [APP-060]), particularly with regard to: the provisions of the National Policy Statement for National Networks (NPSNN); any other national policy relating to climate change (including any commitments as part of the Paris Climate Agreement of December 2015; and any in-principle type considerations raised in the recent Court of Appeal judgement concerning the Airports NPS?	<p>The assessment of the Scheme has been undertaken in accordance with Government guidance, including Highways England's Design Manual for Roads and Bridges (DMRB) and current Government policy, including that in the National Policy Statement for National Networks ('NPSNN').</p> <p>Paragraph 5.17 ('Applicant's Assessment') of the NPSNN states that:</p> <p><i>"It is very unlikely that the impact of a road project will, in isolation, affect the ability of Government to meet its carbon reduction plan targets. However, for road projects applicants should provide evidence of the carbon impact of the project and <u>an assessment against the Government's carbon budgets.</u>"</i> (emphasis added)</p> <p>Section 1(1) of the Climate Change Act 2008 ('CCA2008') (as originally enacted) provides as follows:</p> <p><i>"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline."</i></p> <p>In June 2019 this percentage was amended to 100%. This is the UK's current carbon 'target' for 2050 and is often referred to as 'net zero'.</p> <p>In order to meet the 2050 'target' sections 4, 8 and 9 of the CCA2008 provide that the Secretary of State (for Business, Enterprise and Industrial Strategy) must set five-yearly carbon 'budgets' after taking into account the advice of the Committee on Climate Change ('CCC') and various other factors. The carbon 'budgets' provide the stepped reductions in the UK carbon account required to achieve the 2050 'target'. It is these carbon 'budgets' that are referred to in para 5.17 of the NPSNN (above).</p> <p>The UK has met both its first and second carbon budgets, covering the period between 2008 and 2017, and is on track to meet the third carbon budget (2018 to 2022). This would ensure emissions are 37% below 1990</p>

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			<p>levels. Carbon budgets are currently set up to 2032, with the remaining budgets beyond this yet to be agreed. It is for Government to set successive national carbon budgets in accordance with the CCA2008 in order to meet the 2050 'target'. The 'net zero' target in the CCA2008 does not prescribe the levels of the five-yearly 'budgets' necessary to reach either the original or the amended 2050 'target'; that is a matter for Government.</p> <p>In accordance with para 5.17 of the NPSNN, the Applicant undertook an assessment of the project to determine its contribution to the relevant carbon budgets, as required (Environmental Statement Chapter 15: Climate [APP-060]). It was found that during construction, and operation in the Opening Year and Design Year, the contribution of the Scheme would be minimal (<0.004% of the 3rd carbon budget). That budget has not been amended by Government and remains the relevant comparator. The ES concluded that the Scheme is unlikely to have any material impact on the Government meeting its 'budgets'.</p> <p>The change to the Climate Change Act would therefore not alter the findings of the assessment on climate change as presented in chapter 15 of the ES [APP-060].</p> <p>The Paris Agreement on climate change was ratified in 2016 and is an unincorporated international treaty; that is, a treaty that Parliament has not 'incorporated' into UK law. In the Court of Appeal's decision in <u>R (FOE / Plan B Earth) v. Secretary of State for Transport and others</u> [2020] EWCA Civ 214 the Court held, amongst other things, that the Government's commitment to the Paris Agreement was part of 'Government policy' and ought, therefore, have been taken into account when designating the Airports NPS ('ANPS') in June 2018. It is important to note that the Court of Appeal made clear that if this 'policy' had been taken into account that did</p>

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			<p>not mean that there could be no expansion of Heathrow Airport. The error was failing to take the 'policy' into account.</p> <p>The NPSNN was designated in 2014 and so the Paris Agreement (2016) was not a material 'policy' to take into account at that time. Thus, the legal error that the Court of Appeal identified in relation to the designation of the ANPS does not apply to the designation of the NPSNN.</p> <p>The Applicant has assessed the climate change impacts of the proposed development and has compared these against the Government's 'carbon budgets' for the relevant period, as required by para 5.17 of the NPSNN. It is then a matter for the Secretary of State to determine whether those emissions would have a material impact on the Government's ability to meet its climate change obligations, in the context that it is the Applicant's case that they clearly would not.</p>

3. Air Quality and Human Health

Question Number	Question to:	Question	HE Response
3. Air Quality and Human Health			
3.3.1	Applicant	In light of the ExA's requirement under question 3.13.2 for the hypothetical modelling of the availability of south facing slips at the Ockham Park junction to be undertaken, the Applicant is requested to model the air quality effects for traffic flowing through Ripley using the traffic flow predictions generated through the modelling for the installation of south facing slips at the Ockham Park junction.	<p>Although the inclusion of south facing slips has not been yet been fully modelled, the traffic flows on the B2215 and B367 (Newark Lane) in Ripley with the south facing slips at Ockham Park junction are expected to be similar or lower than those in the Do Minimum in the opening year.</p> <p>Although any increase in pollutant concentrations in Ripley with this alternative would be smaller than with the DCO Scheme, pollutant concentrations at receptors in Ripley would still not exceed the relevant air quality criteria, and the outcome would not be materially different from the conclusion of the air quality assessment presented in Environmental Statement Chapter 5: Air Quality [APP-050].</p>

4. Biodiversity & Habitats Regulations Assessment

Question Number	Question to:	Question	HE Response
4. Biodiversity & Habitats Regulations Assessment			
3.4.3	Applicant & NE	Do you have any further comments to make in regard to the issue of ammonia and nitrogen deposition having regard to the recent RHS submission 'Ammonia Emissions from roads for Assessing Impacts on Nitrogen-sensitive Habitats' [REP5-059]?	<p>The document presented in Appendix D Ammonia from Roads for Habitats Assessments [REP5-049] shows the results of a study by Air Quality Consultants (AQC) on ammonia. The report, which to our knowledge has not been independently peer reviewed, provides a summary of monitoring data from the Ashdown Forest Special Area of Conservation (SAC), a discussion on emission factors for ammonia from road vehicles that could be used in the UK, and AQC's suggested approach for considering the contribution of ammonia from road vehicles to nitrogen deposition when assessing ecological receptors.</p> <p>Of relevance to the Habitats Regulations Assessment (HRA) to the M25 Junction 10 Scheme is the relative contribution of ammonia from road vehicles to nitrogen deposition. The introduction to REP5-049 explains that there is no guidance published by Highways England, Natural England, or the Institute of Air Quality Management (IAQM) which requires a consideration of the assessment of ammonia from road vehicles with regard to the effect of nitrogen deposition on ecological receptors.</p> <p>Section 3 of the report [REP5-049] includes a summary of the monitoring of ammonia that was undertaken in the Ashdown Forest SAC to support the HRA for the Wealden Local Plan. It notes in paragraph 3.5 that concentrations of ammonia were measured in Ashdown Forest including along two transects away from the A22, one on either side of the road. Measurements were made using ALPHA samplers, which although used in the Department for Environment, Food and Rural Affairs' (DEFRA) National Ammonia</p>

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4. Biodiversity & Habitats Regulations Assessment			
			<p>Monitoring Network (NAMN), are considered less reliable than some other monitors.</p> <p>Figure 2 in REP5-049 shows that the measured concentrations decrease with increasing distance from the road over a two year period. Although the actual values are not provided, the graph shows that concentrations decrease rapidly from the edge of the road to approximately 30 metres from the road, on both sides of the road.</p> <p>A review of the Wealden Local Plan HRA notes that the actual distance was 22 metres from the road (paragraph 4.31 of AQC's Ashdown Forest SAC Air Quality Monitoring and Modelling report available at https://www.wealden.gov.uk/UploadedFiles/Ashdown-Forest-Air-Quality-Monitoring-and-Modelling-August-2018-Volume-1_Redacted.pdf). The measured concentrations referred to below were also taken from this 2018 report.</p> <p>On the west side of the road concentrations decrease rapidly from 1.66 µg/m³ at the road edge to 0.71 µg/m³ at 22 metres from the road. There is a further monitoring point at 100 metres from the road which shows a measured value of 0.64 µg/m³, not dissimilar to the measurement at 22 metres.</p> <p>To the east of the road, which is located downwind of the road, concentrations are shown to decrease from 1.38 µg/m³ to 0.73 µg/m³ at a distance 22 metres from the road. The monitoring point at 100 metres from the road shows a slightly higher value of 0.75 µg/m³ to that measured at 22 metres.</p> <p>Figure 2 of the report [REP5-049] also shows that the concentrations do not decrease exactly with distance, for example, there is a point on the western transect (blue diamonds) which gives a higher concentration at 10 metres than at 5 metres. Concentrations would</p>

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4. Biodiversity & Habitats Regulations Assessment			
			<p>also be expected to be higher downwind of the road, on the eastern transect, but at the kerbside are in fact lower than on the western side of the road. It is important to recognise that the ammonia data presented in the figure are associated with uncertainty and thus are deemed more indicative than absolute.</p> <p>Figure 3 of the report [REP5-049] shows the road proportion after subtracting the background concentration however, it is not clear what the background concentration actually is as data are not provided in the report, nor the location of the background site or sites.</p> <p>Investigation of AQC's Ashdown Forest SAC report mentioned above, however, shows that there were two additional monitoring sites at background locations (paragraph 8.8), although details of their locations are not provided, and that average concentrations measured 0.6 µg/m³ at both of these sites. These concentrations are also measured using a different sampling method, a DELTA monitor, which is considered more reliable than the ALPHA monitor (paragraph 7.2, AQC's Ashdown Forest SAC report), which was used to measure concentrations at the transect points.</p> <p>No information can be found as to whether the ALPHA monitors were required to be adjusted, although AQC's Ashdown Forest SAC report notes that triplicate ALPHA samplers were co-located with an automatic monitor and a DELTA monitor, and at a separate site with a DELTA monitor (paragraph 4.30).</p> <p>It is therefore not clear if 0.6 µg/m³ should be used as the background concentration at the transect locations, or whether the concentrations at the transect points at 100 metres can be considered indicative of background concentrations.</p>

Question Number	Question to:	Question	HE Response
4. Biodiversity & Habitats Regulations Assessment			
			<p>Regardless of the uncertainty of the measured data, however, interpretation of the measured concentrations along the transects by themselves clearly shows that by 22 metres, ammonia concentrations have fallen such that they are in line with background concentrations.</p> <p>It is also clear that given that the habitats of the qualifying features of the Thames Basin Heaths Special Protection Area (SPA) are located well beyond 22 metres from the edge of the road, and that at the distance at which they occur (150 metres and beyond), ammonia concentrations would be at or close to background levels, and hence the contribution from the road vehicles would not be of material concern.</p> <p>The remainder of the document examines the most appropriate emissions factors for ammonia and assumptions on the future vehicle fleet and is not of particular relevance to the HRA for the Scheme.</p>
3.4.4	Applicant	Please provide an update on the progress in drawing up the agreement between yourself, SCC and SWT regarding ensuring the necessary environmental and ecological works are undertaken [REP2-014, p56 RSPB response]. In answering this please state the date by which the agreement will be executed and be available for submission as an Examination document.	<p>Discussions have been in progress between Highways England, SCC and SWT for some months with a view to concluding the agreement as soon as possible and ideally before the examination ends. There will also be a similar agreement between Highways England and SWT in respect of land not owned by SCC (although SCC is the owner of most of the land in question).</p> <p>To put these agreements in their proper context, they are a means whereby Highways England can in effect sub-contract the discharge of obligations to which Highways England will be and remain subject under the relevant requirements of the dDCO [REP6-003] (6,7,8,10 and 17), to the extent that Highways England considers appropriate. It</p>

Question Number	Question to:	Question	HE Response
4. Biodiversity & Habitats Regulations Assessment			
			<p>is not the case that Highways England needs to enter into these agreements in order that the relevant requirements can be discharged.</p> <p>However Highways England would like to enter into these agreements at this stage so there is more certainty as to the position for when the obligations under the relevant requirements become due and SWT is plainly a suitable organisation to undertake the relevant maintenance and monitoring work when, in due course, the detailed extent of that work has been approved by the Secretary of State under the relevant requirement.</p> <p>It is not Highways England's intention to make the agreements available to the public by submitting them as an examination document, although it is intended to provide either a summary of them or redacted versions. This is because the agreements have a commercial element not least the making of payments to SWT for the service to Highways England that SWT will be contracted to provide.</p> <p>As regards the concerns expressed by the RSPB regarding the measures to undertaken as regards the SPA, they have not yet been determined other than in outline. The details of the measures to be taken are a matter for approval by the Secretary of State under Requirement 8 of the dDCO [REP6-003]. The submission of the measures for approval under Requirement 8 must be following consultation with the relevant planning authority, SCC and Natural England.</p>
3.4.5	Applicant	When will the terms of reference for the proposed Steering Group be made available, and how will these be consulted upon?	The terms of reference of the steering group are intended to be a matter for the environmental agreement and although it is not Highways England's intention to undertake a formal consultation upon

Question Number	Question to:	Question	HE Response
4. Biodiversity & Habitats Regulations Assessment			
			<p>them, the current draft of the agreement provides for the group to consist of the parties to the agreement, with other organisations being invited to join the group as and when appropriate. The overall objectives of the group (as presently drafted) are to:</p> <ul style="list-style-type: none"> • To help inform decision making under the agreement • Discussing when major changes to the final Landscape and Ecology Management Plan (LEMP) or final SPA Management and Monitoring Plan (SPAMP) (and/or its prescribed management activities) are required. • Discussing when or whether targets have been met • Managing disagreements or conflicts between the parties <p>However, the obligations themselves as regards these matters flow from schemes approved by the Secretary of State under the relevant requirements, each of which require consultation with relevant organisations and/or persons as specified.</p>

5. Construction

Question Number	Question to:	Question	HE Response
5. Construction			
3.5.1	Applicant	<p>In response to the ExA's second written question 2.5.2 you state in [REP5-014] that details of how the construction compounds will be used is a matter for detailed design. Please set out how the approval process for the detailed design of the construction compounds would proceed, and how local residents, such as those at Elm Corner, would be involved in consultations regarding the detailed design process.</p>	<p>The detailed design of the construction compounds and worksite necessary to support the delivery of the Scheme will be carried out within the parameters of the assessment contained in the Environmental Statement [APP-047 to 062]. The activities to be carried out at each compound and worksite (including the locations of such activities within each compound and worksite) are shown on the Temporary Works Plans [APP-015].</p> <p>Many of the activities to be carried out at the construction compounds and worksites, including the management of materials, site waste and the storage of topsoil will be regulated by dDCO [REP6-003] Requirement 3 (Construction and handover environmental management plans) which requires a construction and environmental management plan (CEMP) to be approved by the Secretary of State following consultation with the relevant planning authority and local highway authority before any works may commence (as that term is defined in the dDCO).</p> <p>The CEMP to be approved under Requirement 3 of the dDCO must also contain a community relations strategy. In practice, Highways England will engage informally with the residents of Elm Corner as part of the detailed design process and will seek to incorporate any reasonable representations made where these can be accommodated. Details of the community relations strategy will be formalised as part of the detailed design stage.</p> <p>On 9 April 2020, Highways England submitted a non-material amendment application (Change 9) to alter the scope of temporary</p>

Question Number	Question to:	Question	HE Response
5. Construction			
			works to be undertaken at the Wisley Airfield construction worksite to incorporate a materials processing area with ancillary traffic management area and welfare facilities. See Section 5 of REP6-002 for more details.

6. Flood Risk, Drainage & Water Management

Question Number	Question to:	Question	HE Response
6. Flood Risk, Drainage & Water Management			
3.6.1	Applicant	<p>In response to the Environment Agency's Deadline 5 submission [REP5-036] the EA has requested the provision of higher resolution maps of the works areas, details of any changes made to the model and confirmation that the conclusions of the Flood Risk Assessment (FRA) have not been affected by the results of the additional assessment. Consequently, please confirm when the EA will be provided with this information in the form of an updated FRA.</p>	<p>Since the Deadline 5 submission, Highways England and the Environment Agency have met to discuss the outstanding Flood Risk Assessment (FRA) issues. Details of the meeting are recorded in the draft minutes of the meeting on the 5 March 2020. Following the meeting the Environment Agency confirmed by email that they "<i>consider flood risk issues resolved, subject to appropriate and relevant updates being made to the submitted FRA</i>".</p> <p>For confirmation against the points raised in the question: improved mapping will be included in the FRA update; no changes were made to the flood model other than modifying the inflows; and the conclusions of the FRA have not been affected.</p> <p>The updated FRA will be issued at Deadline 8.</p>

7. Historic Environment

Question Number	Question to:	Question	HE Response
7. Historic Environment			
3.7.1	Applicant & Historic England	<p>In your most recent Statement of Common Ground [REP5-005] there are a number of matters listed as being 'Under discussion'. However, it would appear that most of these matters would rely on details being submitted at a later stage should the DCO be made, for example through detailed design. Therefore, please review the use of the phrase 'under discussion' in the final SoCG so that wherever possible all matters are either listed as being 'agreed' or not agreed', even if any such agreement would be subject to further consultations and final agreement at the detailed design stage.</p>	<p>Highways England will discuss and agree a final SoCG with Historic England to be submitted at Deadline 8. This will include a review of all items currently 'under discussion' with a view to either amending these to either 'agreed' where possible, or 'not agreed' as advised by the Examining Authority.</p>

8. Landscape & Visual Impact

Question Number	Question to:	Question	HE Response
8. Landscape and Visual Impact			
3.8.1	Applicant	In relation to the visual impact of the Proposed Development, what allowance has been made for the extent of tree removal that would be associated with the Proposed Development?	The visual impact assessment made allowance for all tree removal needed to enable or as part of the proposed development. The overall extent of vegetation loss allowed for is shown on Figure 9.8 Vegetation Clearance and Management in Environmental Statement: Chapter 9 Landscape Figures 1 of 2 [APP-072] and described in Section 9.10 of Environmental Statement Chapter 9: Landscape [APP-054]. Further detail on vegetation loss is given in Environmental Statement: Appendix 7.3 Veteran trees and Arboricultural Impact Assessment (Revision 1) [AS-014]. The extent of tree removal allowed for in the Environmental Statement was a reasonable worst-case scenario and it was acknowledged that there might be reductions in vegetation loss through further work during the detailed design.
3.8.2	Applicant	In NE's Response to the ExA's Second Written Questions [REP5-032] NE has stated their previous advice that the woodland buffer adjacent to the road should be retained rather than new areas of heathland be created. How does this fit in with the objectives of the SPA MMP?	The woodland adjacent to the road forms a buffer between the heathland habitats where the SPA qualifying species occur and the A3 and M25. As Natural England has explained in response 2.4.7d within Natural England's response to the ExA's second written questions [REP5-032], the achievement of favourable condition for the Ockham and Wisley Commons SSSI component part of Thames Basin Heaths SPA is dependent upon improvement of the condition of the existing heathland resource, not expansion of heathland through large-scale felling of woodland. This is not to say that the clearance of some areas of this woodland would conflict with the conservation objectives of the SPA, but rather, that the management of the Ockham and Wisley Commons SSSI component of the

Question Number	Question to:	Question	HE Response
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			<p>Thames Basin Heaths SPA does not require the removal of the woodland buffer in order to achieve favourable condition for the site.</p> <p>As explained in 5.1.13 of the HRA Stage 3-5 [REP4-014], Highways England have worked with Natural England, Forestry Commission, RSPB, Surrey Wildlife Trust and Surrey County Council to design a Suite of compensatory measures for the adverse effects of the Scheme on the SPA. As recorded in Item 4.0 of the meeting minutes of 16 March 2018 in the HRA Annex B consultation report [REP4-016], the suite of compensatory measures fall outside 'normal practice' and would not have occurred as part of the existing management of the SPA.</p> <p>A Designated Funds application is being made alongside the DCO submission for a green element to be installed at the replacement Cockcrow overbridge. This would be a heathland green bridge and would link Ockham Common and Wisley Common for the first time since they were severed by the A3. In order to maximise the effectiveness of this green bridge, it has been agreed with all stakeholders that the Suite of Compensatory measures should include an area of woodland clearance either side of the green bridge (areas E1 and E2 as shown in Figure 13 of the HRA figures [AS-006]), enabling heathland restoration and providing a continuous heathland link either side of the green bridge. These enhancement areas were discussed and agreed with Natural England on 9 October 2018, Surrey Wildlife Trust on 16 October 2018, Forestry Commission on the 29 October 2018 (plus follow up call on the 13 December 2018), RSPB on the 5 December 2018 and Surrey County Council on 1 February 2019 (refer to HRA Annex B consultation report [REP4-016] for meeting minutes).</p>

Question Number	Question to:	Question	HE Response
8. Landscape and Visual Impact			
			<p>It is acknowledged that this newly created area of heathland closer to the A3 would be exposed to higher levels of nitrogen deposition than the existing areas of heathland and may require a greater level of management (as recorded in Item 2 of the meeting minutes on 27 March 2018 in the HRA Annex B consultation report [REP4-016]). However, the SPA management and monitoring plan [AS-014] allows for adaptive management where required, through the long-term provision of works and monitoring targets and under discussion with the steering group.</p> <p>In addition, the SPA enhancement area E5 also requires some clearance of the woodland buffer between the heathland and the A3. However, there will still be a retained belt of approximately 75m of woodland at this location separating the heathland from the A3 and this belt of woodland will continue to provide a buffer function. In addition, as can be seen when comparing 'do minimum' and 'do something' for Transect 5 (located to the west of the A3 in this approximate location) in Table 8 of the Revised nitrogen deposition rates within the SPA [REP5-024], the levels of nitrogen deposition will actually reduce in this location as a result of the Scheme.</p> <p>The SPA enhancement areas will lead to an increase in the amount of heathland, and in combination with the green bridge (subject to designated funds) an exciting and unique linkage between the two severed heathland commons, whilst maintaining the buffer function of the woodland for the majority of the site. As recorded in 3.2.16 of the SoCG between Highways England and Natural England [REP5-003], Natural England was consulted on and supports the proposals for the SPA enhancement areas.</p> <p>Therefore, the clearance of select areas of the woodland buffer as part of the suite of compensatory measures aligns with Natural</p>

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			England's views on the appropriate management of the Ockham and Wisley Commons SSSI component of the Thames Basin Heaths SPA.
3.8.3	Applicant	On the basis that this is yet to be accepted into the examination (having regard to Q3.1.4), please confirm how the proposed changes to the width of the green element of the Cockcrow Bridge (Change 1 of [REP4a-004]) have been assessed in the updated ES ([REP4-025] for revised Chapter 9: Landscape), and any other relevant assessments?	<p>The proposed increase in width of the green element of the Cockcrow Bridge was considered and reported where relevant in the revised ES. Minor changes to the Landscape (Environmental Statement Chapter 9 - Landscape Rev 1 - changes to application [REP4-025]), Biodiversity (Environmental Statement Chapter 7 - Biodiversity Rev 1 - changes to application [REP4-023]) and Materials and Waste (Environmental Statement Chapter 12 - Materials and Waste Rev 1 - changes to application [REP4-027]) chapters were made</p> <p>The proposed increase in width from 10m to 25m was not considered to result in a noticeable increase in landscape or visual impact, particularly as it is a replacement of an existing structure that generates landscape and visual impact on the few nearby receptors. As such, it was considered that an amendment to Chapter 9 [APP-054] of the ES to account for this change was not required.</p> <p>Although the increase in width of the green element would have a considerable benefit for ecological connectivity it was not reported as a change in impact in 6.3 Environmental Statement Chapter 7 - Biodiversity Rev 1 [REP4-023]. This is because the green bridge is an enhancement, rather than a form of mitigation for the Scheme and therefore has not been relied on in the assessment.. Hence, the change in width does not alter the assessment of effects on biodiversity.</p> <p>The additional fill material required for the approaches to the widened bridge are reported in 6.3 Environmental Statement Chapter 12 -</p>

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			Materials and Waste Rev 1 [REP4-027] but it concluded that no change to the assessment was required.
3.8.5	Applicant	Please confirm how final details of all permanent fencing are to be approved and what consultation process with relevant stakeholders, such as the Local Authorities and adjacent landowners, will take place. How will any consultation responses received feed into the final choice and design of fencing to be installed?	<p>Requirement 16 of the dDCO [REP6-003] states that any permanent fencing must be constructed and installed in accordance with the Manual of Contract Documents for Highway Works maintained by the undertaker unless otherwise agreed in writing by the Secretary of State. Should Highways England depart from this, details would need to be submitted in order for the Secretary of State to agree in writing.</p> <p>The procedure to discharge this requirement is set out in Schedule 2, Part 2 of the dDCO. Requirement 21 applies to any requirement requiring details to be submitted to the means that any detailed design relating to the proposed bridges and structures submitted to the Secretary of State will include a summary report setting out the consultation undertaken by Highways England in order to inform the details being submitted, and an account of how regard has been had to the responses received.</p>

9. Land Use, Recreation and Non-motorised Users

Question Number	Question to:	Question	HE Response
9. Land Use, Recreation and Non-motorised Users			
2.9.1	SCC or Applicant	Please provide a copy of a plan clearly showing the extent of the registered areas for Wisley Common and Ockham Common prior to the construction of the M25. It is only necessary for either SCC or the Applicant to submit the requested plan and the ExA would therefore ask you to agree amongst yourselves which organisation will be best placed to submit it and then proceed on that basis.	<p>We have discussed this with SCC. Please see the response they provided:</p> <p><i>“As the Commons Registration Authority, Surrey County Council is best placed to provide a plan showing the full extent of registered common land.</i></p> <p><i>At deadline 2 Surrey County Council submitted the requested plans from the definitive map to the examination. Surrey County Council does have an earlier, first edition of the definitive map dating back to the late 1960s/early 1970s. It is thought that the first edition of the definitive maps pre-date the M25, however this cannot be confirmed at this stage. It is likely that it will show some amendments to the extent of Common Land in the area in question. However, under current Covid-19 restrictions SCC officers are working remotely and are unable to access the hard copy plans. The requested information will be submitted at the earliest opportunity.”</i></p> <p>At present in view of the COVID situation it is not possible to access the relevant formal plans as highlighted by SCC. However, the registered extents of Wisley Common and Chatley Heath, prior to construction of the M25, can be discerned from the common land registered plan submitted by SCC [AS-032], by ignoring the areas of deletion and addition included in the RHS exchange for their car park – denoted as ‘APP 1835’ on the plan.</p>

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9. Land Use, Recreation and Non-motorised Users			
			<p>Figure A.4 in the appendices to the Common Land and Open Space Report [AS-005] shows the extents of land acquired from the registered common and open space for the M25 scheme.</p> <p>Please note that Ockham Common is not common land and, therefore, does not have a registered extent.</p> <p>To support the answer to this question Highways England has provided a plan purporting to show the registered areas prior to the construction of the M25 in TR010030/9.89 submitted at Deadline 7.</p>

13. Traffic, Transport & Road Safety

Question Number	Question to:	Question	HE Response
13. Traffic, Transport & Road Safety			
3.13.1	Applicant	<p>Please explain who is responsible for calibrating, running and validating the models that you have run to generate the various traffic predictions for 2022 and 2037 set out in all of your application documentation submitted to date. That is, does the Applicant take responsibility for calibrating, running and validating some or all of the models and then you provide your consultants with the results of the model runs for interpretation or do your consultants run the models and you then take on the role of auditing the output for the model runs to check the reliability of the output of the various models?</p>	<p>Highways England's consultant, Atkins, is responsible for calibrating, running and validating all the traffic models used to generate the various traffic predictions for 2022 and 2037 set out in all the application documentation submitted to date and is also responsible for quality assuring them. Highways England checks that the consultant, Atkins, has followed the correct processes and procedures in developing, calibrating and validating traffic models in accordance with Department for Transport best practice guidance (WebTAG), and did so in this case, but does not undertake an independent technical audit or check of the models.</p>
3.13.2	Applicant & SCC	<p>While the ExA is aware that the Proposed Development does not and will not include south facing slips at the Ockham Park Junction, the ExA considers that in order for it to understand what the hypothetical effect the availability of south facing slips would have on the predicted distribution of traffic on the strategic and local road networks within the vicinity of Ripley, that the Applicant and/or SCC should extend the traffic modelling that has already been undertaken to date to include model runs that incorporate south facing slips at the Ockham Park junction.</p> <p>In this regard the ExA considers a collaborative approach is necessary and that it is for the Applicant and SCC to decide between themselves which organisation is best placed to undertake the modelling that the ExA is requiring to be undertaken. Should the Applicant and SCC be unable to agree</p>	<p>It has been agreed with SCC that the Applicant will undertake the traffic modelling of south-facing slips at Ockham Park junction. Full reporting of the results of this traffic modelling will be provided at Deadline 8, since there is insufficient time to provide them by Deadline 7. Nonetheless, the following conclusions can be drawn from the completed strategic traffic modelling and the currently available outputs (see Appendix A to this document). These conclusions are consistent with the reassignment of traffic that would be anticipated as a result of south-facing slips being provided at Ockham Park junction.</p> <ol style="list-style-type: none"> 1. All Wisley Lane traffic, including RHS traffic, to and from the A3 south would use the south-facing slips instead of routing through Ripley on the B2215. 2. All Wisley Airfield development generated traffic arriving from the A3 south in 2037 would use the south-facing off-slip

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		<p>which organisation should take the lead on which one undertakes this modelling then it will be for both the Applicant and SCC to undertake this modelling.</p>	<p>(northbound) to access the proposed development via Ockham Park junction, rather than route through Ripley on the B2215.</p> <ol style="list-style-type: none"> 3. All Wisley Airfield development generated traffic heading for the A3 south in 2037 would use the south-facing on-slip (southbound) via Ockham Park junction when leaving the development site, rather than use Old Lane as indicated by the 2037 DCO Scheme Do-something traffic modelling. 4. Traffic flows along the B2215 through Ripley with the DCO Scheme plus south-facing slips at Ockham Park junction would be broadly unchanged compared to the Do-minimum scenarios. 5. With the DCO Scheme plus south-facing slips there is a significant reduction in the forecast increase in traffic on Old Lane between the Wisley Airfield site access and the A3 as a result of the rerouting of Wisley Airfield generated traffic heading for the A3 southbound via Old Lane to instead use the south-facing on-slip (southbound) via Ockham Park junction. 6. The south-facing slips at Ockham Park junction result in some reassignment of other traffic on the local road network (typically less than 75 vehicles per hour) the most notable of which are; from the A246 between East Horsley and Guildford to the B2039 Ockham Road North and A3 southbound; from Old Lane northbound to the B2039 Ockham Road North; and to and from Woking from alternative routes to the B2215 Portsmouth Road and Newark Lane via Ripley and Ockham Park junction. 7. With the DCO scheme and south-facing slips at Ockham Park interchange it is forecast that in 2022 up to approximately

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			<p>1,345 vehicles per day would use the off-slip and 1,182 vehicles per day would use the on-slip road, with less than 120 vehicles per hour using each slip road in any hour. These forecast flows are based on an event day at RHS Wisley and would therefore be lower on a typical weekday.</p> <p>8. With the DCO scheme and south-facing slips at Ockham Park interchange it is forecast that in 2037 this increases to approximately 2,875 vehicles per day on the off-slip road and up to approximately 3,546 vehicles per day on the on-slip road, mostly due to traffic generated by the Wisley Airfield development. The highest hourly flows on the slip roads increase to 308 vehicles on the off-slip during the PM peak and 409 on the on-slip during the PM peak. Again, these forecast flows are based on an event day at RHS Wisley and would therefore be lower on a typical weekday.</p> <p>Based on the above, the forecast demand for south-facing slips at Ockham Park junction is therefore insufficient to justify them being provided, since they are unlikely to offer acceptable economic benefits compared to the cost of providing them.</p>
3.13.3	Applicant & SCC	Following on from question 3.13.2 the ExA requires that the Applicant and SCC work collaboratively to present at Deadline 7 for the base year of 2015 (or such other base year that the Applicant and SCC agree amongst themselves to be appropriate, having regard to the concern that SCC has about the 2015 base flows as recorded in paragraph 2.5.2 of REP5-009), and the years of 2022 and 2037 in respect of:	The traffic flows presented in Appendix A of the Transport Assessment Supplementary Information Report [REP2-011] covering different time periods for all the scenarios for the B2215 between the Ockham Park junction and its southern extremity, Newark Lane, Rose Lane, Old Lane, Ockham Lane, and Ockham Road North are agreed with SCC.

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		<ul style="list-style-type: none"> • the B2215 between the Ockham Park junction and its southern extremity; • Newark Lane; • Rose Lane; • Old Lane; • Ockham Lane; and • Ockham Road North <p>a) either a consolidated agreed set of predicted AM peak hour, interpeak and PM peak hour traffic flows; or</p> <p>b) if a consolidated set of predicted traffic flows are not agreed at this deadline, the presentation of the flows of traffic that are and are not agreed, together with an explanation as to why the traffic flows cannot be agreed.</p> <p>In answering this question, the ExA recognises that any disagreement that there might be about the effects of any additional predicted flows of traffic on the operation of the local highway network within Ripley and its immediate environs may be subject to a range anywhere between minor to significant. However, the ExA considers it very important for it to be able to report in an informed way to the SoS about any traffic implications that the Proposed Development might have for the operation of the local highway network within and immediately around Ripley, explicit and concise explanations of what the reasons for any disagreements are must be provided. That is, does any disagreement concern:</p>	

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		<p>1) the quality and representativeness of the input data that is being used, and if so why?</p> <p>2) the choice of model that is being used, and if so why?</p> <p>3) the way the model is being run, and if so why?</p> <p>4) the interpretation of the results arising from the modelling, and if so why; or</p> <p>5) any combination of the above listed factors, and if so why?</p> <p>The ExA wishes to stress that in replying to this question that simply stating that there is a disagreement about a matter or delaying giving an answer to this question to a later deadline, unless there is a very good explanation, will not be a satisfactory response.</p>	
3.13.4	Applicant & SCC	<p>Following on from the answer or answers to question 3.13.3, which should in effect set out your final positions with respect to the predicted traffic flow for: the B2215 between the Ockham Park junction and its southern extremity; Newark Lane; Rose Lane; Old Lane; Ockham Lane; and Ockham Road North, please comment on:</p> <p>a) the ability of the abovementioned roads to accommodate the traffic that would use those roads were the Proposed Development to receive consent and be implemented; and</p> <p>b) any need to mitigate the effects of any additional traffic using any of the abovementioned roads arising from the Proposed Development and the means for securing any necessary mitigation.</p>	<p>a) The traffic modelling undertaken by Highways England demonstrates that the B2215 between the Ockham Park junction and its southern extremity, Newark Lane, Rose Lane, Old Lane, Ockham Lane, and Ockham Road North can all accommodate the traffic flows forecast to use them in 2022 and 2037 both with and without the Scheme (see Section 7 of the Transport Assessment Report [APP-136] and Section 8 of Transport Assessment Supplementary Information Report [REP2-011]).</p> <p>The maximum increases or minimum decreases in daily two-way traffic flows due to the Scheme on the B2215 between the Ockham Park junction and its southern extremity, Newark Lane, Rose Lane, Old Lane, Ockham Lane, and Ockham Road North are as follows (Derived from Appendix A Transport Assessment Supplementary Information Report [REP2-011]):</p>

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			<ul style="list-style-type: none"> • B2215 (Newark Lane to A3): +1,052 vehs (+5%) in 2022 and +1,432 vehs (+5%) in 2037 • Newark Lane: -181 vehs (-2%) in 2022 and -680 vehs (-6.2%) in 2037 • Rose Lane: +18 vehs (+2%) in 2022 and +193 vehs (+11%) in 2037 • Old Lane: (A3 to Hatch Lane): +388 vehs (+13%) in 2022 and +4,720 vehs (+100%) in 2037 • Ockham Lane: +213 vehs (+35%) in 2022 and -198 vehs (-18%) in 2037 • Ockham Road North: -588 vehs (-8%) in 2022 and -567 (-7%) in 2037 <p>The Scheme is forecast to result in either decreases or negligible increases in daily traffic flows on Newark Lane, Rose Lane, Ockham Lane and Ockham Road North. Consequently, there can be no doubt that these roads can accommodate the forecast changes in traffic flows due to the scheme.</p> <p>The maximum hourly traffic flows in either direction on Old Lane with the Scheme are 253 vehicles in 2022 AM peak hour and 530 vehicles in 2037 AM peak hour (Appendix A of Transport Assessment Supplementary Information Report [REP2-011]). These flows are well below the generally accepted theoretical maximum capacity for a single carriageway road, which is approximately 1,200 to 1,300 vehicles per hour in each direction.</p> <p>The maximum hourly traffic flows in either direction on the B2215 with the Scheme are 1,057 vehicles in the 2022 AM peak hour and</p>

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			<p>1,317 vehicles in the 2037 AM peak hour (Appendix A of Transport Assessment Supplementary Information Report [REP2-011]). The maximum hourly flow on the B2215 with the Scheme in 2022 is therefore below the theoretical maximum capacity for a single carriageway road. However, the maximum hourly eastbound flow on the B2215 with the Scheme during the AM peak hour in 2037 is therefore at about the theoretical maximum capacity for a single carriageway road. This indicates that the B2215 eastbound is forecast to be operating at about theoretical capacity during the AM peak hour with the Scheme but would operate within capacity at all other times.</p> <p>b) The forecast increases in traffic flows on B2215 and Old Lane (north of Ockham Lane) due to the Scheme are higher but do not require mitigation for the reasons set out in the Highways England's responses 1.13.18 [REP2- 013] and REP1-020-11 [REP2-014] regarding the B2215 and response REP1-020- 12 [REP2-014] regarding Old Lane.</p> <p>SCC has argued that the forecast flows on the B2215 in Ripley require interventions to reduce the effects of any increased flows. Highways England does not agree that interventions are needed on account of the increase in flows forecasted for the reasons set out in its previous responses (above). Nevertheless, in order to assist the ExA, should it wish to recommend the imposition of such measures, Highways England has discussed with SCC the concept of a draft 'requirement' that the Secretary of State could include in the DCO, if the Secretary of State thought appropriate. Highways England wishes to stress, however, that it does not accept that the imposition of such a</p>

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			<p>'requirement' is justified by the evidence and draws attention to paragraph 4.9 in the National Networks NPS that makes clear that:</p> <p><i>"The Examining Authority should only recommend, and the Secretary of State should only impose, requirements in relation to a development consent, that are <u>necessary</u>, relevant to planning, relevant to the development to be consented, enforceable, precise, and <u>reasonable in all other respects</u>. Guidance on the use of planning conditions or any successor to it, should be taken into account where requirements are proposed."</i> (emphasis added)</p> <p>Without prejudice to its position and to be helpful, Highways England puts forward the following draft wording,</p> <p><i>Requirement [xx]– Works in the village of Ripley</i></p> <ol style="list-style-type: none"> 1. <i>The authorised development must not open for traffic until a scheme for the management of traffic flows along the B2215 through the village of Ripley has been submitted to and approved in writing by the Secretary of State following consultation with the local highway authority and the local planning authority</i> 2. <i>Unless proposed by the undertaker and agreed in writing by the local highway authority, the scheme to be submitted to the Secretary of State must</i> <ol style="list-style-type: none"> (a) <i>comprise two traffic gateway feature, two puffin crossings, speed cushions and speed tables, all to be provided along that approximately 1km stretch of the B2215 that lies between the existing village entrance signs.</i>

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			<p><i>(b) contain a cost estimate for the design and construction of the proposed works and specify arrangements by which either (i) the undertaker will provide funds to the local highway authority to cover the approved cost of the local highway authority designing and constructing the approved works, or (ii) the undertaker will undertake the design and construction of the approved works at its own expense up to the value of the approved cost.</i></p> <p>Highways England is not proposing to put this draft requirement into the draft DCO, but has provided it in a form that the Secretary of State could insert it into Schedule 2, if required.</p>
3.13.5	Applicant & SCC	<p>With respect to forward visibility at:</p> <ul style="list-style-type: none"> • the A3 northbound off slip to the A245 westbound, as shown on drawing XX-SK-CH-000037 Revision C01; • the new drainage pond access junction with the A245 eastbound, as shown on drawing XX-SK-CH-000039 Revision C01, • A245 eastbound to the A3 northbound on-slip, as shown on drawing XXSK-CH-000040 Revision C01, these drawings all being within [REP4-006]: <p>who is the relevant highway authority with responsibility for determining compliance with appropriate design standards, having regard to the owners and rights shown and declared on the Land Plans and within the BoR [REP5a-005], most particularly in respect of land plots 6/22, 8/31 and 8/36, which suggest that those junctions form or would form part of the</p>	<p>Highways England is the highway authority for the A3 trunk road including the A3 northbound diverge slip road up to the Painshill roundabout (land plot 6/22) and the northbound merge slip road from the Painshill roundabout (land plot 8/31). These plots form part of the strategic road network.</p> <p>Highways England is the land owner and Surrey County Council is the highway authority for the A245 (land plot 8/36) including the roundabout (land plot 8/35) and the segregated lane between the northbound slip road and the A245 westbound. These plots form part of the local highway network.</p> <p>The Streets, Rights of Way and Access Plans [APP-008] Sheet 8 of 31 delineate the extent of New, altered or improved highway – motorway, New, altered or improved highway - trunk road, and New or improved highway - side roads.</p>

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		strategic highway network rather than the local highway network?	
3.13.6	Applicant	Should they be required, how would any potential detailed design modifications, as referred to in section 2.4.1 of the updated SoCG [REP5-009], be incorporated into the Examination process, having regard to the time remaining?	<p>The Applicant is cognisant of the remaining time available for the examination.</p> <p>An application for a non-material change to the DCO boundary to accommodate the proposed works at the junction of Elm Lane and Old Lane, including vegetation clearance, was made on 9 April 2020 (Change 8).</p> <p>Given the nature of the other potential design modifications set out in section 2.4.1 of the updated SoCG [REP5-009], Highways England intends that these should be considered under Requirement 5 of the dDCO [REP6-003], once the Order has been made.</p>
3.13.7	Applicant & RHS	<p>In response to the ExA's SWQ 2.13.14 you have provided conflicting answers as to whether the 'RHS Alternative' access arrangement would include an at grade or grade separated junction between Wisley Lane and the A3. It appears to the ExA that unless fundamentally different design assumptions are being made about what form a 'left out' junction from Wisley Lane might take that such a junction could only be either at grade or grade separated.</p> <p>The Applicant and the RHS are therefore requested to:</p> <p>a) agree between one another hypothetically what form of junction or junctions could physically be accommodated; and</p> <p>b) then advise the ExA which of DMRB CD122 or CD123 would any such junction design or designs need to be assessed against. Should any junction design or designs require a</p>	<p>Highways England is working towards settling a Statement of Common Ground with RHS by Deadline 8 and will ensure that these matters are included within it.</p>

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		<p>relaxation from the relevant design standards to be applied, the Applicant and the RHS are requested to explain the nature of any relaxation that would be required.</p> <p>The response to this question is one which the ExA expects the Applicant and the RHS should include in their SoCG, with clear explanations for matters that are or are not agreed.</p>	
3.13.8	Applicant & RHS	<p>Having regard to the Applicant's response to ExA SWQ 2.13.9 [REP5-014]:</p> <p>a) For the Applicant - what safety mitigation measures would the Applicant have sought?</p> <p>b) For RHS – had you been requested to provide mitigation, what measures might you have suggested?</p>	<p>Please see Highways England's response to ExA Q 2.13.9 in REP5-014. It is for the applicant for planning permission (in this case RHS) to propose appropriate safety mitigation measures. It is not possible for Highways England now to specify what safety measures ought to have been proposed as this would have required a detailed investigation of the applicant's documentation at the time.</p>
3.13.9	Applicant & RHS	<p>With respect to the consideration of the RHS alternative (WIS12 etc), is the ExA to treat the disagreement between the Applicant and the RHS as either:</p> <p>a) that the RHS alternative has not been considered; or</p> <p>b) that it has been considered but that the RHS does not agree with the Applicant's decision not to incorporate the RHS's preference into the design for the Proposed Development?</p>	<p>The answer is b. It has been considered but that the RHS does not agree with Highways England's decision not to incorporate the RHS's preference into the design for the DCO Scheme.</p>

15. Content of the dDCO

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15. Content of the dDCO			
3.15.1	Applicant	In response to the ExA's first written question 1.15.4 [PD-006] regarding the definition of 'maintain' in Part 1(2) 'Interpretation' of the dDCO, GBC [REP2-032] has raised concerns about its vagueness, enforceability and how this would be adjudged, and SCC [REP2-045] has raised concerns about the broad nature of this definition and how 'materially different environmental effects' would be determined. Therefore, please justify the wide-ranging nature of the activities that fall within the definition of 'maintain' in the dDCO [REP5-002]	<p>The examining authority's (ExA) attention is referred to Highways England's comments on the local authorities' responses to question 1.15.4 at page 23 of Applicant's comments on IP responses to Examining Authority's First Written Questions [REP3-008].</p> <p>As set out in that response, the individual elements within the definition of "maintain" are appropriate given the complexity of the Scheme and are well-precedented in other made development consent orders such as those identified in the response.</p> <p>The ExA's attention is also drawn to Highways England's comments regarding this definition (including the ExA's proposed deletions) in response to the ExA's schedule of proposed changes to the dDCO issued on 9 April 2020 [PD-014].</p>
3.15.2	Applicant	Further to your response in [REP5-009], should the definition of 'maintain' in the Part 1(2) Interpretation section of the dDCO contain additional wording such as 'in perpetuity' to indicate that the obligation for maintenance to be undertaken is not time limited?	It is not necessary to add the words "in perpetuity" or a similar expression to the definition of "maintain" because the power conferred by article 5 of the dDCO for Highways England to maintain the authorised development is expressly stated to be exercisable "at any time". The ExA's attention is referred to article 5 of the latest dDCO [REP6-003].

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3.15.3	Applicant	<p>Article 7 of the dDCO [REP5-002] refers to a certification process that could allow for the maximum limits of vertical deviation not to apply if "...deviation in excess of these limits would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement." Please explain the compatibility of this approach with the guidance contained within paragraphs 19 and 20 of Advice Note 15 on the Drafting of DCO?</p>	<p>The drafting of article 7 of the dDCO [REP6-003] is compatible with the guidance contained within paragraphs 19 and 20 of Planning Inspectorate Advice Note 15.</p> <p>The dDCO does not modify or exclude the application of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 2017 Regulations) which contains the procedural mechanism which in certain circumstances may oblige the applicant to publish (in effect) an addendum to the environmental statement when applying for approval under a requirement.</p> <p>However, in practice the relevant provisions of the 2017 Regulations would not be engaged in relation to the Scheme because both article 7 (Limits of deviation) and Requirement 5 (Detailed design) of the dDCO preclude the Secretary of State permitting under either provision amendments to the limits of deviation or design of the Scheme which would introduce materially new or different environmental effects compared to those assessed in the Environmental Statement.</p> <p>Moreover, the Secretary of State is entitled, pursuant to paragraph 22 of Schedule 2 (Requirements) of the dDCO, to request further information from the applicant to enable him to consider any application to depart from the preliminary scheme design shown on the Works Plans [AS-003] and Scheme Layout Plans [APP-012 and AS-004]. An application to the Secretary of State to alter the limits of deviation under article 7 would in practice amount to an application under Requirement 5 given that the effect of amending the limits of deviation would be to depart from the design of the Scheme shown on the Works Plans.</p> <p>The use of an "environmental envelope" in both article 7 and Requirement 5 thereby ensures that the approach specified in paragraphs 19 and 20 of Advice Note 15 is respected whilst providing for an appropriate degree of flexibility which is required by Highways</p>

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			England in order to allow for the possibility of minor adjustments to the design of the Scheme as part of detailed design.
3.15.4	Applicant	What is the definition for 'acquire'/'acquired', as for example used in Article 38 (Special Category Land) of REP5-002 as neither acquire nor acquired have been defined under Article 2 (Interpretation)?	It is not necessary to provide a specific definition of "acquire" or "acquired" in the dDCO [REP6-003] because article 29(1) of the dDCO incorporates (with modifications) the provisions of the Acquisition of Land Act 1981. Section 1(1) of the Acquisition of Land Act 1981 defines "compulsory purchase" of land, from which the expression "acquire compulsorily" as used throughout the dDCO is derived.
3.15.5	Applicant	With respect to the process of obtaining approvals for details pursuant to Requirements, please explain what is involved in that process, ie how the Secretary of State goes about seeking the views of the named consultees (local authorities and statutory bodies) in terms of timescales and addressing any disagreements. How are any disagreements to be addressed and/or resolved?	<p>Highways England has made appropriate arrangements with the Department of Transport on behalf of the Secretary of State to facilitate the discharge of requirements on behalf of the Secretary of State. Such arrangements include propriety guidance to ensure the robustness and accountability of decision-making.</p> <p>Part 2 of Schedule 2 (Requirements) of the dDCO [REP6-003] sets out the procedure which will apply to the discharge of requirements including as to consultation. A number of the requirements require consultation with specified parties. The Secretary of State does not carry out this consultation as part of the process. Requirement 21(1) operates to require Highways England as the undertaker to submit with an application for approval under the requirements a summary report setting out the consultation by the undertaker to inform the application for approval.</p> <p>Furthermore, Requirement 21(2) requires Highways England to explain, where relevant, why it was not appropriate, reasonable or feasible to take into account a consultee's comments in the final details to be</p>

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			<p>approved by the Secretary of State under a requirement. When sending the summary report to the Secretary of State under Requirement 21(1), Highways England must also send the report to the relevant named consultees.</p> <p>In the event of a disagreement between a named consultee and Highway England as to a particular matter which is to be included as part of the details to be approved by the Secretary of State under a requirement, ultimately it is for the Secretary of State to determine in exercising his discretion under the requirements to approve or otherwise the details which have been submitted to him. The Secretary of State may, under Requirement 22(1), request further information from Highways England in order to consider the matter in question.</p>
3.15.6	Applicant	<p>Concerns have been maintained about some of the potential works that could fall outside the definition of 'commence' in Schedule 2 Part 1(1) of the dDCO [REP5- 002]. In particular, SCC [REP5-029] has maintained its concerns about the site clearance and the erection of any temporary means of enclosure falling outside this definition, GBC [REP5-038] has raised concerns about site clearance and the erection of construction plant and equipment and EBC [REP5-037] in regard to the use of Section 61 consents to cover any activities that could give rise to noise complaints. Please justify your position on this matter and explain what practical difficulties this could cause for the construction of the Proposed Development if these matters were not contained within the definition of commence.</p>	<p>The ExA's attention is referred to Highways England's comments on responses to the ExA's second written question 2.15.5 submitted by interested parties (Comments on Interested Party Responses to ExQ2, [REP6-013] at pages 17-20) which explained the amendments to the definition of "commence" in Schedule 2 (Requirements) which had been made in response to comments by interested parties. The revised definition of "commence" may be found in the revised dDCO as submitted at deadline 6 [REP6-003 at page 53].</p> <p>In so far as Highways England considers it necessary to obtain a consent under section 61 Control of Pollution Act 1974, it will be for the Scheme contractor to obtain them in due course. The ExA's attention is also drawn to the Consents and Agreements Position Statement [APP-020] at paragraph 3.3.8.</p>

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3.15.7	Applicant	<p>With respect to Requirement 3 (the CEMP) in REP5-002 if there was no requirement for the Secretary of State to have approved the CEMP in its totality before any construction works can be commenced is there a need under Requirement 3 to include a mechanism to define the parts of the authorised development so that it is clear what works can be undertaken where and with what elements of the CEMP having been approved, ie rather than referring to 'part' should there be a reference to the construction programme stages/phases identified in section 5 of the outline CEMP [REP4a-003], namely 'Mobilisation and Enabling Works', 'Phase 1 – A3 Ockham Area', 'Phase 1 – A3 Painshill area', 'Phase 1 – M25 Junction 10', 'Phase 2 – A3 Ockham area', 'Phase 2 - A3 Painshill area', 'Phase 2 - M25 Junction 10', 'Phase 3 - A3 Ockham area', etc [REP4a003]?</p> <p>OR</p> <p>Should Requirement 3 of the dDCO be worded so that some types of works could be undertaken with some elements, but not necessarily all elements of the CEMP having been approved? If this approach is considered to be appropriate then please provide your suggested wording for incorporation in to the dDCO.</p>	<p>It would not be appropriate to include the mechanism suggested by the examining authority or to adjust the wording of Requirement 3 (Construction and handover environmental management plans) of Schedule 2 (Requirements) to the dDCO [REP6-003].</p> <p>Whilst it is proposed that the Scheme will be phased, it is currently anticipated that the CEMP will be submitted for approval by the Secretary of State as a single document covering all aspects of the Scheme. It would be unnecessarily burdensome and complicated for the Secretary of State to be required to approve several iterations of a CEMP in relation to the various stages/phases identified in the outline CEMP [REP4a-003]. The drafting of Requirement 3 reflects the most recent Highways England made development consent orders (for the A30 Chiverton to Carland Cross and A585 Windy Harbour to Skippool schemes) which include equivalent drafting in relation to the operation of the CEMP requirement.</p> <p>Requirement 3 ensures that before any substantive works can commence, a CEMP must be approved. The only exceptions to this are the minor activities excluded from the definition of "commence" which it is appropriate may be undertaken if needs be before a CEMP is approved by the Secretary of State under Requirement 3. In order to ensure an appropriate degree of flexibility in the delivery of the Scheme, it is appropriate that such minor activities may be permitted to be carried out prior to the approval of the CEMP under Requirement 3 in order to ensure that the Scheme can be delivered in an effective and efficient manner, having regard to the construction programme.</p> <p>Some of the works excluded may have to be carried out in order to comply with pre-commencement requirements, for example, to inform assessments and proposals that need to be submitted for approval. For example, Requirement 15 (Protected species) requires a final pre-</p>

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			<p>construction survey to be undertaken before any authorised development may commence. It would be disproportionate for such survey works to be precluded until the CEMP had been approved.</p> <p>Highways England notes that the Planning Inspectorate's Advice Note 15 contemplates (at paragraph 21 and good practice point 5) the possibility that a dDCO may exclude certain activities from the definition of "commence" where "<i>appropriate in the particular circumstances of an NSIP</i>". It is appropriate in this case for the dDCO to provide accordingly.</p>
3.15.8	Applicant	<p>With respect to Requirement 3 (the CEMP) in the dDCO [REP5-002] and the consultations with respect to management plans and method statements listed in sub-section (c), should the SoS's consultees include the likes of the Environment Agency, SCC as the Lead Local Flood Authority and SCC as the Minerals and Waste Planning Authority, as relevant, for items such as:</p> <ul style="list-style-type: none"> (v) management of materials; (vii) management of site waste; (viii) protection of surface water and groundwater; (x) control of evasive species; and (xi) pollution prevention plan and procedures for unexpected environmental emergencies? <p>OR</p>	<p>Surrey County Council, as the local highway authority, is already a named consultee under Requirement 3 (Construction and handover environmental management plans) of Schedule 2 (Requirements) to the dDCO [REP6-003] as is the relevant planning authority. In Highways England's opinion this will suffice and if either authority considers that it needs to consult others on particular issues, such as the Environment Agency, it may do so. Highways England is content that Surrey County Council may participate in the consultation under Requirement 3 in its capacity as lead local flood authority and minerals and waste planning authority on those elements of Requirement 3 which are pertinent to SCC's functions.</p> <p>The Environment Agency has confirmed previously that matters concerning surface water flood risk and drainage should be reviewed by Surrey County Council and not the Agency, as set out at section 3.5.7 of the statement of common ground between Highways England and the Environment Agency [REP5-004 at page 35.]</p>

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		Do the above matters involve any duplication of consenting procedures that would be addressed through obtaining permissions/consents available under other legislation?	
3.15.9	Applicant	In terms of Requirement 3(4) to 3(6) please clarify the consultation and approval process for the HEMP, and how the “long-term commitments to aftercare, monitoring and maintenance activities” that are referenced in R3(5)(b) would be undertaken in practice.	<p>The production of the Handover Environmental Management Plan (HEMP) is secured by Requirement 3(4) of the dDCO [REP6-003]. The process by which the HEMP will be compiled will be specified in the Construction Environmental Management Plan (CEMP) to be approved by the Secretary of State under Requirement 3(1), following consultation with the relevant planning authority and local highway authority. The outline CEMP [REP4a-003] provides as follows in relation to the development of the HEMP:-</p> <ul style="list-style-type: none"> • (3.4.18) The Principal Contractor will produce a HEMP for the Scheme. The HEMP is developed from the final CEMP and will contain environmental information needed by body responsible for the future maintenance and operation of the Scheme. This will be done prior to the end of the environmental aftercare and management period. • (3.4.19) The contents of the HEMPs will be agreed with Highways England and will conform to the requirements set out within the Highways England Project Control Framework (PCF) and the requirements set out in Schedule 2 of the DCO (TR010030/APP/1.2). The HEMP will cover the required elements as outlined in Annex C of IAN 183/143 (an Interim Advice Note which forms part of the Design Manual for Roads and Bridges (DMRB)).

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			<ul style="list-style-type: none"> • (6.1.2) The Register of Environmental Actions and Commitments (REAC) is a live document and will be updated as the Scheme progresses. The REAC will be finalised at the end of construction, on completion of the Scheme, when it will be developed as the HEMP. The HEMP is the main vehicle for passing essential environmental information to the end users and crucially to the bodies responsible for the future maintenance and operation of the asset. • (6.1.4) Although the REAC initially forms part of the ES, during the implementation of the Scheme it is appended to the CEMP for the construction period and will be appended to the HEMP. The REAC acts in part as a 'bridge' between the ES and the Environmental Management Plan (in all its forms - EMP, CEMP and HEMP) through the lifecycle of the Scheme. Part 2, the EAP, can be added to during the detailed design phase, and as each objective is achieved, the date of achievement entered, with the initials of the person signing it off. <p>In practice, therefore, the HEMP itself will not be subject to a formal consultation or approval process, as the broad content of the HEMP is prescribed by the CEMP which <u>is</u> subject to both consultation and approval. Such an approach is well-precedented in Highways England development consent orders including the most recent order, The A585 Windy Harbour to Skippool Highway Development Consent Order 2020.</p> <p>As regards to the Special Protection Area and replacement land the ExA will be aware that arrangements are currently being discussed with SCC and Surrey Wildlife Trust as regards arrangements for ongoing maintenance management and monitoring of those areas under the relevant requirements.</p>

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			Regarding other environmental matters to be the subject of the HEMP in due course full details are not available at this stage but is likely to include matters such as periodic clearance of attenuation ponds and maintenance of highway landscaping. Responsibilities of this kind would fall to Highways England to discharge through its appointed maintenance contractor or specialist contractors as appropriate.
3.15.10	Applicant	GBC [REP2-032] has raised concerns about the wide ranging tailpiece in R5(1). Further to your response to the ExA's first written questions [REP2-013], please justify the suggested use of this.	<p>Highways England has already set out its justification for the use of the tailpiece as a well-precedented and proportionate means of ensuring that during the detailed design of the Scheme, there is sufficient flexibility for Highways England to accommodate minor changes to the Scheme subject to the overall constraints of the conclusions of the Environmental Statement and the requirement for consultation with the local planning authority and local highway authority.</p> <p>Since the submission of Highways England's response to the Examining Authority's first written questions [REP2-013 at page 130], two further development consent orders have been made by the Secretary of State with the equivalent requirement tailpiece. The examining authority's attention is drawn in this regard to Requirement 12(1) of the A30 Chiverton to Carland Cross Development Consent Order 2020 and Requirement 3(1) of The A585 Windy Harbour to Skippool Highway Development Consent Order 2020.</p>
3.15.11	Applicant	Requirement 6(1) provides for the submission of a scheme for the approval by the Secretary of State following consultation with the relevant planning authority. However, Requirement 16 requires the construction of any permanent or temporary means of enclosure to be constructed in accordance with the	Requirement 16 was included in the dDCO [REP6-003] at the request of Surrey County Council and reflects equivalent provisions in other highways development consent orders.

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		<p>Manual of Contract for Documents for Highways Works except where any departures from that manual are agreed by the Secretary of State. Why is fencing being treated differently from other hard landscaping works in terms of not being subject to a scheme to be submitted for approval on which the relevant planning authority would be consulted. Furthermore, is it the intention of Requirement 16 that there would be no agreement process at all with the Secretary of State if the fencing proposed did not depart from the aforementioned Manual? Please justify your approach to this matter.</p>	<p>Requirement 16 relates to highway fencing and means of enclosure which will be installed on those elements of the Scheme which form part of the strategic road network. Accordingly, it is appropriate that the specification of such fencing and other means of enclosure is prescribed by reference to the appropriate standards (the Manual of Contract Documents referred to in Requirement 16) save as otherwise agreed by the Secretary of State.</p> <p>It would be unnecessarily burdensome for Highways England to have to seek the Secretary of State's approval to carry out fencing works in accordance with the Manual of Contract Documents given that the requirements of the Manual have the status of standards, departures from which are subject to a specific derogation process. The obligation on Highways England to carry out fencing and works to provide other means of enclosure in accordance with the Manual provides sufficient reassurance and clarity on this matter.</p>
3.15.12	Applicant	<p>Is the phrase 'reasonable standard' that is used in Requirement 6(4) necessary and is it sufficiently precise?</p>	<p>Highways England notes that the Examining Authority's schedule of changes to the dDCO [PD-014] includes an amendment to Requirement 6(4) (Landscaping) and is content with that amendment, which will be incorporated in the next version of the dDCO which is submitted to the Examining Authority at deadline 8.</p>
3.15.13	Applicant & LAs	<p>Is a 5 year period in relation to replacement tree and shrub planting, that is referred to in R6(5), of sufficient length to ensure that all the proposed soft landscaping becomes properly established?</p>	<p>The 5 year period is the standard length for such maintenance in the Highways England's guidance documents (Volume 2 - Notes for Guidance on the Specification for Highway Works in Series NG 3000 Landscape and Ecology May 2008) and is sufficient to ensure that the proposed soft landscaping becomes established.</p>

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3.15.14	Applicant	<p>In R8(3) it states that: " the compensatory habitat creation measures on the Thames Basin Heaths SPA compensation land must be begun before any part of the authorised development within the boundary of the SPA may commence."</p> <p>However, the trigger point in R8(3) would appear only to relate to the compensation land, despite R8(1) and (2) referencing both 'compensatory habitat creation and enhancement measures'. Therefore, please explain why the 'enhancement measures' element is not also referenced in R8(3)?</p>	<p>As the Scheme will not result in the physical loss of heathland (the key habitat of all three SPA qualifying species), it has been agreed with key stakeholders (including Natural England) that it would not be necessary for the habitat enhancement works to be established prior to the commencement of the Scheme construction (refer to Appendix A.14 Item 2.0 of meeting minutes for 9 October 2018 in the SoCG between Highways England and Natural England [REP5-003]).</p> <p>It was agreed with Natural England, RSPB, Forestry Commission and Surrey Wildlife Trust that the enhancement works should be phased over a number of winters (refer to Appendix A.21 Item 5 of meeting minutes for 30 January 2019 in the SoCG between Highways England and Natural England [REP5-003]) and it would not be appropriate to undertake some of the enhancement works during construction, for example, in case the clearance of woodland within SPA enhancement areas encouraged woodlarks to nest close to the construction works, leading to potential disturbance of a species protected against disturbance whilst breeding under Schedule 1 of the Wildlife and Countryside Act 1981 (as amended).</p> <p>Given the agreed approach by Natural England, RSPB, Forestry Commission and Surrey Wildlife Trust that the habitat management works within the SPA enhancement areas should be phased over a number of winters and are not required prior to the commencement of the Scheme construction, the enhancement measures element is not referenced in item (3) of Requirement 8 of the draft DCO [REP6-003], as only the habitat creation measures within the SPA compensation land are required by Natural England to have begun before authorised development within the boundary of the SPA may commence.</p>

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3.15.15	Applicant	Further to your response to the ExA's second written question 2.15.4 [REP5-014] please explain why you are unwilling to make specific reference to the Outline SPA Management and Monitoring Plan in the dDCO, for example this could be included Requirement 8(1)(g).	<p>Highways England notes that the examining authority's schedule of changes to the dDCO [PD-014] includes an amendment to Requirement 8(1)(g) (Thames Basin Heaths Special Protection Area (SPA) Compensatory Habitat Creation and Enhancement Measures) of schedule 2 (Requirements) to the dDCO.</p> <p>Highways England is content with that amendment, which will be incorporated in the next version of the dDCO which is to be submitted to the Examining Authority at deadline 8.</p>
3.15.16	Applicant	In the amended R9 that is in the most recent version of the dDCO [REP5-002] does the word "excluding" relate to both "any soft verge wildlife crossing" and also "a wider soft verge", or does this only relate to the 'soft verge wildlife crossing' element? If it is the latter of these, and the intention of this requirement is to allow for the Secretary of State to approve a wider soft verge, then should that not be limited in scope to a width that has been assessed in the ES, ie no more than 10m width currently (or a 25m width soft verge should the Proposed Change 1 be accepted into the Examination at some stage)?	<p>Highways England notes that the examining authority's schedule of changes to the dDCO [PD-014] includes an amendment to Requirement 9 (Cockcrow Green Bridge) of Schedule 2 (Requirements) to the dDCO.</p> <p>Highways England is content with that amendment, which will be incorporated in the next version of the dDCO which is to be submitted to the Examining Authority at deadline 8.</p>

16. Compulsory Acquisition

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3.16.2	Applicant	<p>In respect of the proposal to provide two amphibian crossings on Old Lane, ie Proposed Change 2 explained in section 4 of REP4a-004, has the land required temporarily to construct these tunnels beneath the road surface been correctly identified on Sheet 24 of the amended Land Plans [REP4-036] as land falling within the category of 'Land to be used temporarily' and shaded green or should the land affected by this aspect of the Proposed Development be treated as being within the category of 'Land to be used temporarily and rights to be acquired permanently', given the potential for the toad tunnels needing to be maintained once they have been installed. If there has been mis-categorisation of the category of land concerning the provision of the toad tunnels, then the Applicant should submit a revised version of Sheet 24 of the Land Plans and ensure that all other application documentation affected by that re-categorisation is revised and submitted in an amended form.</p>	<p>The designation of "Land to be used temporarily" on Sheet 24 of the amended Land Plans [REP4-036], consolidated in Land Plans (Revision 2) [REP5a-002], submitted at Deadline 5A is correct for this change. The land belongs to Surrey County Council (SCC) who are, in addition, the highway authority for Old Lane. Once the toad underpasses have been constructed, the land and the underpasses will be returned to SCC which it is anticipated will be undertaking the long term maintenance in their joint role as highway authority and land owner. A legal agreement between the Applicant and SCC is being discussed regarding maintenance measures.</p> <p>Highways England is currently in discussions with Surrey County Council about the possibility of one of the proposed underpasses on Old Lane (and associated fencing) being moved to the location of a natural depression on Old Lane (outside the red line boundary), and also the possibility of providing a third underpass along Old Lane. The relocation of one toad underpass and the provision of a third underpass would be subject to a separate agreement outwith the DCO.</p>
3.16.3	Applicant & SCC	<p>With respect to plot 2/13 [Land Plan Sheet 2 of AS-002], has this plot of land been correctly categorised as being 'used temporarily', given that following the construction of the proposed Wisley Lane diversion this piece of land would become part of a newly created public highway and would thus be returned to SCC as a maintainable road; something that would be of an entirely different functional use compared to its</p>	<p>Plot 2/13 has been correctly categorised and will be used temporarily. The newly created public highway created as part of the proposed Wisley Lane diversion will become part of the local road network and as such is not Highways England's responsibility and there is no need for Highways England to retain rights of this plot.</p>

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		<p>current status as registered Common Land? If plot 2/13 has been mis-categorised then the Applicant should submit a revised version of Sheet 2 of the Land Plans and ensure that all other application documentation affected by that re-categorisation is revised and submitted in an amended form.</p>	<p>Pursuant to article 38(4) of the dDCO [REP6-003] plot 2/13 will cease to be common land once Highways England has acquired the replacement land and the Secretary of State has approved the scheme for the provision of the replacement land under Requirement 7 (Design, layout and implementation of Replacement Land) of schedule 2 to the dDCO. As explained at Table C.2 of the Common Land and Open Space report [AS-005], whilst plot 2/13 is subject to temporary possession only, Highways England has regarded the impact of the Scheme on the plot as permanent and has provided replacement land on that basis.</p> <p>For completeness, the power to construct permanent works (i.e. the works identified in schedule 1 of the dDCO) under temporary possession powers is conferred by article 32(1)(d) of the dDCO [REP6-003].</p>
3.16.4	Applicant	<p>In view of the issue that the ExA has raised with respect to the categorisation of plot 2/13 in the preceding question, the Applicant is requested to review all of the land that it has identified as being subject to Temporary Possession within the Land Plans [AS-002, as amended by the Land Plans contained within [REP4-036] (Change Request Drawings)]. Following that review the Applicant must correct any mis-categorisation that it might identify and it should then submit a revised version of the Land Plans and ensure that all other application documentation affected by any re-categorisation is revised and submitted in an amended form</p>	<p>Highways England confirms there has not been any mis-categorisation of plots. Accordingly, Highways England does not need to submit any revised documentation.</p>

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3.16.5	Applicant	With respect to Crown Land, please provide an update with respect to Land Plots 1/14, 1/15, 1/18, 1/18a, 1/21 and 1/22 (Department for Environment, Food and Rural Affairs) and 1/13, 8/28, 8/29 and 8/34 (Department for Transport), further to the answer you provided to the ExA's second written question 2.16.3 [page 96 of REP5-014].	<p>In relation to plots 1/14, /15, 1/18, 1/18a, 1/21 and 1/22 as shown on the Land Plans Highways England's agents and the Highways England's legal representatives are continuing engagement and discussions with the agents for the Department for Environment, Food and Rural Affairs (DEFRA) and its' solicitors (respectively) in order to obtain the certificate of consent as soon as reasonably practicable.</p> <p>Highways England is liaising with the Department of Transport with regard to its consent in relation to all of its interests noted in the Book of Reference which has also been amended to reflect Highways England's legal ownership of plots 8/28, 8/29 and 8/34.</p>
3.16.6	Applicant & SCC	With respect to the status of the SCL subject to the exchange arising from the original construction of the M25 in and around Junction 10 and your answer to FWQ 1.16.16 [REP2-013 page 161], please explain the current ownership status of this land. With Compulsory Purchase powers having been exercised but which have not completed, is SCC still technically the landowner? If SCC is still technically the owner then should the land plans be amended to reflect that categorisation, ie be coloured as salmon pink and not mauve.	<p>The position remains that some areas of land which ought to have been acquired by Highways England's predecessors in connection with the compulsory purchase orders for the construction of the M25 in the 1980s were not acquired, leaving the anomalous position that whilst Highways England is the highway authority for the M25, it does not own all of the land on which the motorway is situated, which remains in the ownership of Surrey County Council.</p> <p>Similarly, Highways England is the registered owner of several parcels of land which are managed by Surrey County Council as public open space. Such land should have transferred to Surrey County Council as exchange land pursuant to the earlier compulsory purchase orders.</p> <p>For reasons which remain unknown, some of the land on which the M25 was built was not acquired by Highways England's predecessors with the effect that the exchange land did not vest automatically in</p>

Question Number	Question to:	Question	HE Response
16. Compulsory Acquisition			
			<p>Surrey County Council as should have happened in accordance with the terms of the relevant compulsory purchase orders.</p> <p>An additional factor is that, in the light of the historic anomalies identified above, some of the land on which the M25 was constructed remains as registered common land, because the commons register has not been updated. This is because the original compulsory purchase orders envisaged that the land needed for the M25 would only cease to become registered common land once all of the exchange land had been vested in Surrey County Council.</p> <p>Negotiations with Surrey County Council are ongoing to resolve this historic anomaly although as has been stated in previous responses, resolution of this issue is not necessary for the Secretary of State to make a DCO for the Scheme.</p> <p>There is no need to amend the categorisation of the land as shown on the land plans. This is because the land which is technically registered common land is not subject to compulsory acquisition powers and is shown on the land plans and special category land plans as land which is not subject to compulsory acquisition.</p>
3.16.8	Applicant & SCC	<p>With respect to the Park Barn Farm CA objections made in REP5a-013, if you have not made any comments at D6 with respect to REP-5a-013, then please do so, having particular regard to the submissions concerning:</p> <p>a) the legitimacy of calculating the provision of SCL based on the ratio 'precedents' that were applied in the 1970s and 1980s in association with the construction of the M25 and the dualling of the A3;</p>	<p>Please see Highways England's response, Comments on Ronald Alderson's Deadline 5 Submission [REP6-014], which deals with all the points covered in this question.</p>

Question Number	Question to:	Question	HE Response
16. Compulsory Acquisition			
		<p>b) the effect of the M25's original construction on the integrity and functional quality of SCL within the area compared with the effect that the Proposed Development would have on the integrity and functional quality of the existing SCL;</p> <p>c) the function and qualities of the existing SCL subject to the CA proposals and how the function and quality of the proposed replacement land at Park Barn Farm would compare with the existing SCL that would be replaced;</p> <p>d) whether the scale of the proposed at CA at Park Barn Farm has been influenced by the proposals to undertake biodiversity enhancements;</p> <p>e) whether the land at Park Barn Farm proposed for CA has been correctly characterised as being farm rather than land with a residential use and whether adequate weight has been attributed to the ways in which the land is currently being used; and</p> <p>f) whether the proposed scale of CA at Park Barn Farm would be no more than what would reasonably be necessary to meet the requirements of the PA2008.</p>	
3.16.9	Applicant & SCC	With respect to the SCL that it is proposed would be lost to the Proposed Development what proportion of that land can be characterised as performing a function that is central to its use for recreational purposes as opposed to any ancillary purpose associated with getting to or from the parts of the SCL that perform a central function?	All the areas of special category land (SCL) required for the Proposed Development from parts of the larger blocks of SCL that exist in the four quadrants around M25 junction 10; none are principally providing an ancillary purpose associated with getting to or from the parts of the SCL. All areas of SCL have to have an edge; the fact that this edge is adjacent to part of the SRN does not mean that it does not perform a function that is central to its use for recreational purposes,

Question Number	Question to:	Question	HE Response
16. Compulsory Acquisition			
			irrespective of whether non-motorised access can be gained from the SRN or not.

Appendix A. M25 Junction 10/A3 Wisley Interchange Scheme- Ockham Park Junction South-facing Slips Sensitivity Test

M25 Junction 10/A3 Wisley Interchange Scheme – Ockham Park Junction South-facing Slips Sensitivity Test

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	53,503	3,797	2,949	3,724	59,680	3,823	3,308	3,743	63,962	4,284	3,530	4,183
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	60,779	4,059	3,375	4,567	72,217	4,317	4,025	5,160	74,326	4,656	4,121	5,320
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	35,030	2,565	2,055	2,552	41,599	3,063	2,428	2,727	42,465	3,187	2,556	2,828
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	56,434	3,910	3,393	4,198	66,164	4,290	3,834	4,218	67,570	4,540	3,978	4,287
A3 NB	A3 NB Ockham	A3 NB	49,520	3,452	2,760	3,464	51,533	3,576	2,831	3,616	52,158	3,725	2,833	3,637	59,680	3,823	3,308	3,743	61,087	4,148	3,323	3,875
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	67,481	5,251	3,786	4,747	78,446	5,493	4,509	4,861	82,044	6,251	4,637	5,286
A3 NB	A3 NB Oxshott	A3 NB	31,122	2,301	1,650	2,488	34,425	2,425	1,893	2,660	34,811	2,455	1,906	2,720	39,139	2,617	2,221	2,688	39,710	2,691	2,263	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	35,649	2,595	1,956	2,730	42,114	2,955	2,252	2,887	42,298	2,997	2,296	2,826
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	43,355	3,161	2,444	3,293	50,781	3,506	2,857	3,474	51,389	3,587	2,909	3,443
A3 NB	A3 NB Wisley	A3 NB	59,576	4,431	3,316	4,251	63,593	4,808	3,484	4,461	67,481	5,251	3,786	4,747	74,991	5,298	4,181	4,671	82,044	6,251	4,637	5,286
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	67,481	5,251	3,786	4,747	80,012	5,654	4,562	5,117	82,044	6,251	4,637	5,286
A3 Ockham	A3 Northbound Off Slip	NB	-	-	-	-	-	-	-	-	1,345	72	116	87	-	-	-	-	2,875	136	207	308
A3 Ockham	A3 Northbound On Slip	NB	11,874	1,101	701	926	15,045	1,398	938	1,014	15,350	1,530	953	1,112	18,802	1,674	1,202	1,121	21,012	2,109	1,316	1,417
A3 Ockham	A3 Ockham East Circulatory	SB	9,843	771	614	926	12,114	906	779	948	13,254	956	909	1,067	15,170	920	989	1,289	17,584	1,083	1,173	1,473
A3 Ockham	A3 Ockham North Circulatory	SB	1,012	88	79	65	1,740	93	94	107	2,885	153	221	173	3,683	191	196	385	4,905	203	329	461
A3 Ockham	A3 Ockham South Circulatory - A3 NB Off Slip to B2215 Portsmouth Road	WB	12,060	1,031	694	974	15,676	1,316	946	1,182	16,644	1,357	1,064	1,383	22,241	1,863	1,373	1,646	24,560	2,039	1,543	2,024
A3 Ockham	A3 Ockham South Circulatory - A3 SB On Slip to A3 NB Off Slip	WB	12,060	1,031	694	974	15,676	1,316	946	1,182	15,300	1,285	948	1,296	22,241	1,863	1,373	1,646	21,687	1,904	1,336	1,717
A3 Ockham	A3 Ockham South Circulatory - B2039 Ockham Road North to A3 SB On Slip	WB	12,060	1,031	694	974	15,676	1,316	946	1,182	16,481	1,364	1,027	1,412	22,241	1,863	1,373	1,646	25,233	2,313	1,567	1,976
A3 Ockham	A3 Ockham South East Circulatory	SB	9,843	771	614	926	12,114	906	779	948	13,366	954	872	1,168	17,765	1,518	1,131	1,312	21,223	1,761	1,349	1,645
A3 Ockham	A3 Ockham West Circulatory	NB	12,886	1,189	780	991	16,784	1,491	1,032	1,121	18,236	1,683	1,175	1,285	22,486	1,865	1,398	1,507	25,917	2,312	1,645	1,878
A3 Ockham	A3 Southbound Off Slip	SB	8,832	683	535	861	10,374	813	685	841	10,371	804	688	894	11,483	729	792	904	12,678	880	844	1,012
A3 Ockham	A3 Southbound On Slip	SB	-	-	-	-	-	-	-	-	1,182	79	79	116	-	-	-	-	3,546	409	230	259
A3 Oxshott	A3 Northbound Off Slip	EB	7,080	582	382	600	8,245	686	525	544	8,546	706	538	573	11,642	888	636	786	11,679	896	646	748
A3 Oxshott	A3 Northbound On Slip	EB	2,001	247	54	262	2,349	303	64	247	2,285	287	64	242	5,322	260	73	231	5,356	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	16,512	1,115	1,145	1,120	20,423	1,277	1,314	1,414	20,854	1,325	1,360	1,393
A3 Oxshott	A3 Oxshott North East Circulatory	EB	17,214	1,292	1,018	1,362	18,287	1,355	1,191	1,308	18,796	1,402	1,209	1,362	25,745	1,537	1,386	1,645	26,210	1,553	1,429	1,643
A3 Oxshott	A3 Oxshott North West Circulatory	NB	18,075	1,388	1,070	1,395	21,959	1,609	1,391	1,647	21,990	1,602	1,398	1,684	30,977	2,079	1,745	2,108	30,749	2,075	1,739	1,994
A3 Oxshott	A3 Oxshott South East Circulatory	WB	20,053	1,194	1,158	1,569	22,438	1,302	1,339	1,679	22,805	1,329	1,345	1,732	28,873	1,592	1,578	1,998	29,015	1,669	1,580	1,966
A3 Oxshott	A3 Oxshott South West Circulatory	WB	18,369	1,342	1,154	1,432	20,310	1,363	1,304	1,636	21,062	1,470	1,353	1,670	28,516	1,767	1,693	2,108	29,037	1,858	1,715	2,057
A3 Oxshott	A3 Oxshott West Circulatory	NB	10,990	805	687	795	13,711	923	866	1,103	13,441	896	859	1,111	19,324	1,189	1,109	1,321	19,061	1,179	1,093	1,246
A3 Oxshott	A3 Southbound Off Slip	WB	4,840	149	194	469	6,500	250	212	618	6,292	214	200	611	8,449	315	265	583	8,159	344	220	572
A3 Oxshott	A3 Southbound On Slip	WB	7,378	537	467	637	6,599	440	437	534	7,620	574	494	559	9,192	578	584	787	9,975	680	622	812
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	16,983	1,136	1,175	1,113	26,268	1,602	1,715	1,762	19,988	1,256	1,252	1,462
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	12,585	1,317	582	635	26,998	1,987	1,655	1,528	14,133	1,283	610	926
A3 Painshill	A245 Portsmouth Road (A3 Painshill Approach)	WB	15,278	995	1,064	1,097	16,040	1,081	1,089	1,125	17,230	1,155	1,131	1,224	17,560	1,100	1,087	1,233	18,294	1,151	1,115	1,176
A3 Painshill	A245 Portsmouth Road (A3 Painshill Exit)	SB	15,336	936	972	1,042	16,362	1,009	1,040	966	16,481	971	1,067	982	19,953	1,094	1,122	1,136	19,992	1,113	1,173	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	20,786	1,315	1,438	1,468	24,017	1,335	1,577	1,331	25,273	1,542	1,682	1,461
A3 Painshill	A3 Northbound On Slip	EB	5,677	401	318	451	7,199	531	472	494	7,707	567	488	564	8,666	551	604	589	9,091	590	612	618

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 Painshill	A3 Painshill East Circulatory	SB	24,344	1,473	1,686	1,762	23,649	1,477	1,557	1,561	24,022	1,552	1,618	1,513	27,245	1,591	1,608	1,708	29,325	1,835	1,729	1,921
A3 Painshill	A3 Painshill North Circulatory	EB	6,816	430	428	407	7,417	443	451	426	7,588	446	468	441	9,661	540	500	534	9,935	603	503	493
A3 Painshill	A3 Painshill South Circulatory	WB	16,651	1,253	1,085	1,245	14,568	1,209	804	1,085	13,835	1,394	734	709	15,117	1,350	750	892	16,030	1,300	720	1,245
A3 Painshill	A3 Painshill West Circulatory	NB	13,089	997	764	900	12,414	1,078	636	875	13,289	1,347	616	680	13,577	1,298	634	835	14,845	1,308	634	962
A3 Painshill	A3 Southbound Off Slip	WB	7,736	731	371	542	7,305	742	291	490	6,421	814	195	197	8,355	887	305	388	7,237	628	209	448
A3 Painshill	A3 Southbound On Slip	WB	18,506	1,251	1,348	1,402	17,854	1,208	1,217	1,303	17,348	1,178	1,208	1,209	18,647	1,118	1,163	1,250	19,020	1,107	1,160	1,418
A3 Painshill	Free Flow Slip A245 Byfleet Road to A3 NB	EB	-	-	-	-	-	-	-	-	7,168	537	464	524	-	-	-	-	8,511	566	588	585
A3 Painshill	Free Flow Slip A3 NB to A245 Byfleet Road	NB	-	-	-	-	-	-	-	-	13,903	900	1,004	1,073	-	-	-	-	16,052	964	1,203	1,005
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	61,337	4,491	3,878	4,564	70,915	4,911	4,466	4,908	75,414	5,323	4,779	5,381
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	31,720	2,170	2,073	2,559	39,232	2,822	2,653	2,948	36,862	2,567	2,438	2,819
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	64,599	4,692	4,181	4,919	70,504	4,603	4,541	4,919	75,207	5,029	4,862	5,468
A3 SB	A3 SB Ockham	A3 SB	49,872	3,298	3,264	3,692	51,595	3,481	3,333	3,827	54,229	3,888	3,492	4,025	59,020	3,874	3,748	4,016	62,529	4,148	4,018	4,456
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	55,408	3,967	3,571	4,140	59,020	3,874	3,748	4,016	66,067	4,557	4,248	4,714
A3 SB	A3 SB Oxshott	A3 SB	31,714	2,472	1,806	2,400	33,025	2,519	1,849	2,376	35,151	2,743	2,023	2,484	40,283	2,976	2,295	2,731	42,401	3,197	2,498	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	42,770	3,317	2,517	3,043	49,471	3,554	2,879	3,517	52,372	3,877	3,120	3,639
A3 SB	A3 SB Painshill	A3 SB	31,356	2,278	1,903	2,495	32,318	2,217	1,995	2,420	36,349	2,503	2,322	2,846	41,116	2,667	2,574	3,129	45,135	3,249	2,911	3,190
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	3,681	3,530	4,058	59,763	3,784	3,736	4,384	64,146	4,354	4,070	4,611
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	15,754	1,045	1,030	1,083	18,693	1,155	1,195	1,278	19,381	1,211	1,228	1,392
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	16,514	1,423	970	1,018	17,481	1,238	1,041	998	18,410	1,409	1,084	1,105
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	32,268	2,468	2,000	2,101	36,174	2,393	2,235	2,275	37,791	2,620	2,312	2,497
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	24,151	1,673	1,639	1,637	26,269	1,602	1,715	1,762	28,499	1,822	1,840	2,047
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	26,410	2,189	1,586	1,708	26,998	1,987	1,655	1,528	29,673	2,140	1,813	1,862
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	50,561	3,863	3,225	3,346	53,267	3,589	3,370	3,290	58,172	3,962	3,653	3,909
Byfleet	Seven Hills Road	NB	9,054	547	672	603	10,202	778	639	771	10,676	829	667	770	11,262	857	725	645	12,386	837	801	856
Byfleet	Seven Hills Road	SB	10,066	723	718	755	9,388	693	656	625	9,274	732	651	635	9,654	672	622	609	10,346	753	677	763
Byfleet	Seven Hills Road	Two-Way	19,120	1,270	1,390	1,358	19,590	1,471	1,295	1,396	19,950	1,561	1,318	1,406	20,917	1,529	1,347	1,254	22,732	1,591	1,478	1,619
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	926	95	66	0	1,015	95	70	0	1,029	97	72	0
Byfleet	Seven Hills Road South	Two-Way	2,046	139	136	141	1,749	146	141	0	1,760	149	141	0	1,964	157	150	0	1,986	159	152	0
Clandon / Horsley	A247 Clandon Road (A3 to Clandon Station)	NB	6,644	568	420	475	7,261	642	454	522	7,254	637	452	522	12,384	1,007	767	817	12,559	1,022	789	819
Clandon / Horsley	A247 Clandon Road (A3 to Clandon Station)	SB	6,763	398	439	652	7,493	461	470	710	7,308	445	457	693	12,557	633	784	1,131	12,652	658	787	1,136
Clandon / Horsley	A247 Clandon Road (A3 to Clandon Station)	Two-Way	13,408	966	859	1,127	14,754	1,103	923	1,232	14,562	1,082	910	1,215	24,940	1,640	1,550	1,948	25,210	1,680	1,577	1,955
Clandon / Horsley	Hungry Hill Lane	NB	9	0	0	0	0	0	0	0	0	0	0	0	309	16	18	53	370	19	17	72
Clandon / Horsley	Hungry Hill Lane	SB	0	0	0	0	0	0	0	0	0	0	0	0	126	10	4	25	115	9	3	25
Clandon / Horsley	Hungry Hill Lane	Two-Way	9	0	0	0	0	0	0	0	0	0	0	0	435	26	22	78	485	27	20	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	Ripley Lane (Hungry Hill Lane to Guileshill Lane)	NB	464	69	17	41	502	79	23	36	437	73	20	26	646	96	35	42	583	85	35	32
Clandon / Horsley	Ripley Lane (Hungry Hill Lane to Guileshill Lane)	SB	191	16	14	14	311	38	16	28	275	28	16	26	591	58	36	63	620	69	37	58
Clandon / Horsley	Ripley Lane (Hungry Hill Lane to Guileshill Lane)	Two-Way	655	85	31	55	813	117	39	65	712	102	36	52	1,237	154	71	104	1,203	154	72	89
Clandon / Horsley	Ripley Road	NB	741	64	28	88	1,167	61	58	162	1,160	74	69	84	2,498	156	168	260	2,080	112	128	204
Clandon / Horsley	Ripley Road	SB	746	35	41	86	963	94	49	72	1,074	76	56	76	1,589	120	77	119	1,547	115	75	117
Clandon / Horsley	Ripley Road	Two-Way	1,487	99	69	174	2,130	155	107	233	2,235	150	125	160	4,087	275	245	380	3,627	227	203	322
Clandon / Horsley	Tithebarns Lane	EB	755	35	41	86	963	94	49	72	1,074	76	56	76	1,487	118	73	94	1,455	113	73	94
Clandon / Horsley	Tithebarns Lane	WB	741	64	28	88	1,167	61	58	162	1,160	74	69	84	2,214	148	150	208	1,733	100	111	133
Clandon / Horsley	Tithebarns Lane	Two-Way	1,496	99	69	174	2,130	155	107	233	2,234	150	125	160	3,702	266	223	302	3,189	213	183	227
Cobham	A245 Between Streets	EB	13,210	839	910	968	14,373	964	972	916	14,108	928	970	842	15,614	1,042	1,005	905	15,317	1,006	994	908
Cobham	A245 Between Streets	WB	12,405	918	832	864	12,741	953	838	899	13,073	938	835	883	14,223	1,051	888	973	14,453	1,016	867	937
Cobham	A245 Between Streets	Two-Way	25,615	1,757	1,742	1,832	27,114	1,918	1,810	1,815	27,181	1,866	1,806	1,726	29,837	2,092	1,893	1,878	29,771	2,022	1,861	1,845
Cobham	A245 Portsmouth Road (A3 to A307 Portsmouth Road)	EB	15,336	936	972	1,042	16,362	1,009	1,040	966	16,481	971	1,067	982	19,953	1,094	1,122	1,136	19,992	1,113	1,173	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	17,230	1,155	1,131	1,224	17,560	1,100	1,087	1,233	18,294	1,151	1,115	1,176
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	33,711	2,126	2,198	2,206	37,513	2,194	2,210	2,370	38,286	2,264	2,288	2,256
Cobham	A307 Portsmouth Road	NB	9,996	684	565	619	10,594	669	572	659	10,010	585	548	598	12,894	661	610	656	12,743	617	612	656
Cobham	A307 Portsmouth Road	SB	10,815	686	735	780	12,352	814	783	868	12,651	846	805	887	14,005	868	833	916	14,141	897	838	918
Cobham	A307 Portsmouth Road	Two-Way	20,810	1,370	1,299	1,398	22,947	1,483	1,356	1,527	22,661	1,431	1,354	1,485	26,899	1,530	1,443	1,572	26,884	1,514	1,450	1,574
Esher	A244 Copsem Lane (A307 Portsmouth Road to A3)	NB	12,225	846	797	800	15,169	971	1,009	1,119	15,123	977	1,005	1,139	19,955	1,470	1,354	1,555	19,554	1,491	1,337	1,415
Esher	A244 Copsem Lane (A307 Portsmouth Road to A3)	SB	11,362	750	745	767	11,494	716	808	779	11,927	776	816	817	14,717	926	994	1,092	15,010	967	1,028	1,064
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	27,050	1,754	1,820	1,956	34,673	2,396	2,348	2,647	34,564	2,458	2,365	2,479
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	82,258	5,426	5,252	6,331	92,746	5,575	5,767	6,579	93,337	5,775	5,794	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	63,960	4,020	4,149	5,005	71,701	4,354	4,477	5,172	70,877	4,287	4,467	4,974
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	97,750	6,405	6,179	7,466	108,623	6,561	6,497	7,486	110,758	6,692	6,728	7,505
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	96,992	6,899	6,087	6,265	111,980	7,072	6,520	6,711	114,407	7,340	6,747	6,848
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	83,927	5,785	5,546	5,681	100,013	6,361	6,193	6,116	99,414	6,210	6,160	6,202
M25 CW	M25 Clockwise Junction 10	M25 CW	53,201	3,700	3,694	3,695	65,331	4,617	4,302	4,293	62,229	4,216	4,074	4,101	77,369	5,133	4,746	4,652	75,240	4,718	4,666	4,592
M25 Junction 10	A3 Northbound Off Slip	NB	29,924	2,241	1,693	2,162	31,534	2,300	1,744	2,245	32,451	2,686	1,731	2,195	37,418	2,320	2,134	2,319	39,579	3,063	2,081	2,459
M25 Junction 10	A3 Northbound On Slip	NB	18,664	1,356	1,153	1,541	20,333	1,291	1,262	1,531	21,438	1,349	1,342	1,646	24,653	1,236	1,416	1,491	25,189	1,360	1,431	1,459
M25 Junction 10	A3 Southbound Off Slip	SB	19,243	1,378	1,342	1,337	16,590	933	1,075	1,018	21,984	1,511	1,457	1,499	20,531	962	1,083	1,436	27,285	1,787	1,632	1,792
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	32,908	2,529	2,108	2,361	32,230	1,879	1,962	2,050	38,397	2,472	2,426	2,650

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	A3 Southbound On Slip Pre Old Lane	SB	30,289	2,071	1,992	2,183	31,016	2,083	1,988	2,192	35,355	2,700	2,232	2,591	36,305	2,123	2,158	2,556	42,527	2,744	2,630	3,091
M25 Junction 10	Free Flow Slip A3 NB to M25 CW	WB	-	-	-	-	-	-	-	-	18,464	1,487	923	1,207	-	-	-	-	21,950	1,749	1,012	1,302
M25 Junction 10	Free Flow Slip A3 SB to M25 ACW	SB	-	-	-	-	-	-	-	-	5,092	309	330	431	-	-	-	-	6,279	321	360	553
M25 Junction 10	Free Flow Slip M25 ACW to A3 NB	EB	-	-	-	-	-	-	-	-	15,300	955	905	1,087	-	-	-	-	18,321	1,024	970	1,052
M25 Junction 10	Free Flow Slip M25 CW to A3 SB	WB	-	-	-	-	-	-	-	-	15,783	1,160	1,059	1,063	-	-	-	-	16,284	1,052	980	1,057
M25 Junction 10	M25 Anti-Clockwise Off Slip 1	EB	-	-	-	-	-	-	-	-	16,953	1,150	1,005	1,262	-	-	-	-	20,091	1,139	1,099	1,287
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	16,837	1,235	1,025	1,199	36,922	2,206	2,020	2,314	19,791	1,265	1,161	1,243
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	18,320	1,409	1,103	1,329	21,082	1,222	1,292	1,412	22,511	1,491	1,329	1,580
M25 Junction 10	M25 Clockwise Off Slip	WB	19,007	1,323	1,280	1,342	18,198	1,184	1,242	1,259	21,699	1,569	1,472	1,579	22,644	1,228	1,447	1,464	24,173	1,492	1,494	1,609
M25 Junction 10	M25 Clockwise On Slip 1	WB	6,552	787	422	621	3,257	359	193	370	16,338	1,201	1,092	959	3,456	254	226	471	18,550	1,327	1,072	955
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	18,464	1,487	923	1,207	31,280	1,728	1,549	1,587	21,950	1,749	1,012	1,302
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	19,125	1,461	1,198	1,429	34,828	1,887	1,908	2,355	23,622	1,555	1,456	1,511
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	31,488	2,497	1,888	2,243	35,981	2,251	2,168	2,333	38,254	2,564	2,292	2,581
M25 Junction 10	M25 Junction 10 South Circulatory	WB	18,395	1,410	1,274	1,229	16,297	955	1,067	1,007	21,473	1,464	1,481	1,400	20,991	941	1,198	1,250	24,542	1,568	1,458	1,308
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	35,136	2,597	2,241	2,411	23,674	1,280	1,558	1,511	42,911	2,825	2,594	2,790
Martyr's Green	Ockham Lane (Hatch Lane to Old Lane)	EB	0	0	0	0	0	0	0	0	86	5	0	24	31	0	3	4	175	19	7	27
Martyr's Green	Ockham Lane (Hatch Lane to Old Lane)	WB	819	62	64	66	612	99	22	43	716	140	21	57	1,306	119	82	153	1,242	204	53	113
Martyr's Green	Ockham Lane (Hatch Lane to Old Lane)	Two-Way	819	62	64	66	612	99	22	43	802	145	22	81	1,337	119	85	158	1,418	222	60	141
Martyr's Green	Ockham Lane (Old Lane to Downside Road)	NB	65	6	4	4	54	2	4	5	56	2	4	4	110	7	7	9	89	7	5	5
Martyr's Green	Ockham Lane (Old Lane to Downside Road)	SB	29	2	2	3	96	16	7	2	334	83	2	27	905	66	50	141	1,769	138	121	220
Martyr's Green	Ockham Lane (Old Lane to Downside Road)	Two-Way	94	8	6	7	150	18	11	7	390	85	6	31	1,015	73	56	150	1,858	144	126	226
Martyr's Green	Old Lane (A3 to Hatch Lane)	NB	535	37	41	43	375	25	26	28	205	63	0	7	484	69	3	39	1,332	117	94	148
Martyr's Green	Old Lane (A3 to Hatch Lane)	SB	2,209	170	136	177	2,686	221	131	241	2,651	233	124	237	4,251	276	199	477	5,453	388	298	589
Martyr's Green	Old Lane (A3 to Hatch Lane)	Two-Way	2,744	207	177	220	3,061	245	157	269	2,856	295	124	244	4,735	345	203	516	6,785	504	392	737
Martyr's Green	Old Lane (Hatch Lane to Ockham Lane)	EB	1,808	141	108	144	2,431	210	116	219	2,328	214	101	216	3,077	218	160	266	3,649	290	196	326
Martyr's Green	Old Lane (Hatch Lane to Ockham Lane)	WB	0	0	0	0	0	0	0	0	205	63	0	7	38	12	0	1	1,332	117	94	148
Martyr's Green	Old Lane (Hatch Lane to Ockham Lane)	Two-Way	1,808	141	108	144	2,431	210	116	219	2,533	277	101	223	3,116	230	160	267	4,981	407	290	474
Martyr's Green	Old Lane (Martyr's Green to Effingham Junction)	EB	1,115	83	47	81	2,574	218	127	231	2,557	227	112	252	3,667	312	194	295	4,451	399	236	396

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
Martyr's Green	Old Lane (Martyr's Green to Effingham Junction)	WB	99	3	1	2	637	92	26	48	680	126	26	47	1,109	90	70	135	1,304	202	54	127
Martyr's Green	Old Lane (Martyr's Green to Effingham Junction)	Two-Way	1,214	86	48	83	3,211	310	153	279	3,236	353	138	299	4,776	402	264	429	5,756	601	290	523
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	749	62	64	66	0	0	0	0	0	0	0	0	230	41	2	35	94	26	0	6
Ockham	Alms Heath	Two-Way	749	62	64	66	0	0	0	0	0	0	0	0	230	41	2	35	94	26	0	6
Ockham	B2039 Ockham Road North (A3 to Guileshill Lane)	NB	4,767	441	271	314	6,176	545	333	442	5,844	562	333	494	7,121	530	409	561	7,029	730	408	587
Ockham	B2039 Ockham Road North (A3 to Guileshill Lane)	SB	2,548	179	191	266	2,612	135	166	208	2,727	151	178	250	2,607	174	167	227	3,015	176	190	256
Ockham	B2039 Ockham Road North (A3 to Guileshill Lane)	Two-Way	7,315	620	462	581	8,788	680	500	650	8,571	712	511	745	9,727	704	576	788	10,044	907	598	844
Ockham	B2039 Ockham Road North (Alms Heath to East Lane)	NB	3,655	339	188	263	4,494	388	217	330	3,660	338	191	334	6,156	490	328	443	6,021	599	355	482
Ockham	B2039 Ockham Road North (Alms Heath to East Lane)	SB	3,340	199	244	307	1,901	91	120	159	1,929	105	132	173	2,806	214	166	257	2,933	184	183	235
Ockham	B2039 Ockham Road North (Alms Heath to East Lane)	Two-Way	6,995	538	431	570	6,395	479	337	489	5,590	443	323	508	8,962	704	494	700	8,955	782	537	717
Ockham	B2039 Ockham Road North (Guileshill Lane to Ockham Lane)	EB	2,437	132	159	237	1,901	91	120	159	2,015	110	132	197	2,607	174	167	227	3,015	176	190	256
Ockham	B2039 Ockham Road North (Guileshill Lane to Ockham Lane)	WB	3,686	337	185	260	5,105	487	239	373	4,376	478	212	392	7,232	568	409	561	7,169	776	408	589
Ockham	B2039 Ockham Road North (Guileshill Lane to Ockham Lane)	Two-Way	6,123	469	344	497	7,006	578	358	532	6,391	588	344	588	9,839	742	576	788	10,184	953	598	845
Ockham	B2039 Ockham Road North (Ockham Lane to Alms Heath)	EB	2,591	137	180	241	1,901	91	120	159	1,929	105	132	173	2,576	174	164	223	2,840	158	183	229
Ockham	B2039 Ockham Road North (Ockham Lane to Alms Heath)	WB	3,655	339	188	263	4,494	388	217	330	3,660	338	191	334	6,157	490	328	443	6,021	599	355	482
Ockham	B2039 Ockham Road North (Ockham Lane to Alms Heath)	Two-Way	6,246	476	368	504	6,395	479	337	489	5,590	443	323	508	8,733	663	492	665	8,861	756	537	711
Ockham	Guileshill Lane	EB	434	0	0	0	0	0	0	0	0	0	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	140	46	0	2
Ockham	Guileshill Lane	Two-Way	434	0	0	0	0	0	0	0	0	0	0	0	112	38	0	0	140	46	0	2
Ockham	Ockham Lane (Alms Heath to Hatch Lane)	EB	0	0	0	0	0	0	0	0	86	5	0	24	31	0	3	4	175	19	7	27
Ockham	Ockham Lane (Alms Heath to Hatch Lane)	WB	819	62	64	66	612	99	22	43	716	140	21	57	1,306	119	82	153	1,242	204	53	113
Ockham	Ockham Lane (Alms Heath to Hatch Lane)	Two-Way	819	62	64	66	612	99	22	43	802	145	22	81	1,337	119	85	158	1,418	222	60	141
Ockham	Ockham Lane (B2039 Ockham Road North to Alms Heath)	EB	0	0	0	0	0	0	0	0	86	5	0	24	31	0	3	4	175	19	7	27
Ockham	Ockham Lane (B2039 Ockham Road North to Alms Heath)	WB	71	0	0	0	611	99	22	43	716	140	21	57	1,076	79	81	119	1,149	178	53	107
Ockham	Ockham Lane (B2039 Ockham Road North to Alms Heath)	Two-Way	71	0	0	0	612	99	22	43	802	145	22	81	1,107	79	84	123	1,324	196	60	135
Oxshott	A244 Copsem Lane (A3 to Fair oak Lane)	NB	13,752	1,044	914	926	15,185	1,094	1,004	1,056	15,480	1,142	1,048	1,042	20,326	1,264	1,228	1,268	20,618	1,292	1,237	1,237
Oxshott	A244 Copsem Lane (A3 to Fair oak Lane)	SB	15,436	896	917	1,063	17,314	1,033	1,039	1,099	17,223	1,001	1,040	1,103	20,678	1,087	1,114	1,158	20,564	1,091	1,102	1,145
Oxshott	A244 Copsem Lane (A3 to Fair oak Lane)	Two-Way	29,188	1,940	1,831	1,990	32,499	2,127	2,043	2,155	32,703	2,142	2,088	2,145	41,003	2,351	2,342	2,427	41,183	2,383	2,339	2,382
Pyrford	B367 Newark Lane (Upshot Lane to Papercourt Lane)	NB	3,719	343	170	336	5,004	480	288	376	4,875	407	290	449	5,721	498	316	441	5,476	446	317	432

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
Pyrford	B367 Newark Lane (Upshot Lane to Papercourt Lane)	SB	3,541	252	186	280	4,212	272	233	337	4,694	331	277	393	5,922	276	392	463	6,685	388	437	515
Pyrford	B367 Newark Lane (Upshot Lane to Papercourt Lane)	Two-Way	7,260	595	356	616	9,216	752	520	713	9,569	738	566	841	11,643	774	708	904	12,162	834	755	947
Ripley	B2215 Portsmouth Road (B367 Newark Lane to A3)	EB	9,115	841	562	705	11,286	1,059	667	761	11,446	1,146	682	774	14,585	1,147	902	1,000	14,775	1,280	929	952
Ripley	B2215 Portsmouth Road (B367 Newark Lane to A3)	WB	8,289	683	476	687	10,177	884	582	821	9,854	820	571	872	14,340	1,144	877	1,139	13,416	1,007	827	1,099
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	21,300	1,965	1,253	1,647	28,925	2,291	1,779	2,139	28,191	2,286	1,756	2,051
Ripley	B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane)	NB	6,160	491	421	418	7,372	633	478	518	7,207	663	453	493	10,300	789	638	780	9,815	924	592	618
Ripley	B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane)	SB	4,165	307	273	401	5,047	401	302	500	4,690	382	274	458	8,584	710	547	758	7,676	644	461	683
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	11,897	1,046	727	951	18,884	1,499	1,185	1,538	17,491	1,568	1,052	1,301
Ripley	B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	EB	3,199	304	168	256	4,163	374	230	352	4,418	392	274	375	4,450	284	313	294	5,014	261	372	399
Ripley	B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	WB	4,654	436	238	368	5,744	528	332	427	5,716	451	350	503	6,497	505	398	459	6,417	408	419	502
Ripley	B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	Two-Way	7,852	739	406	623	9,906	903	562	779	10,134	843	624	878	10,946	788	711	753	11,431	669	791	901
Ripley	Rose Lane	EB	299	16	14	14	311	38	16	28	275	28	16	26	693	60	39	88	711	71	40	81
Ripley	Rose Lane	WB	464	69	17	41	502	79	23	36	437	73	20	26	1,042	142	53	95	1,069	143	52	104
Ripley	Rose Lane	Two-Way	763	85	31	55	813	117	39	65	712	102	36	52	1,735	201	92	183	1,780	214	93	186
Send	A247 Clandon Road (B2215 London Road to A3)	NB	6,238	511	414	445	6,873	573	461	476	7,181	584	472	503	10,639	860	659	694	10,967	850	707	684
Send	A247 Clandon Road (B2215 London Road to A3)	SB	11,682	793	719	1,023	13,235	978	776	1,104	13,090	920	771	1,091	22,033	1,503	1,319	1,790	20,154	1,267	1,199	1,629
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	20,271	1,504	1,243	1,594	32,673	2,364	1,977	2,484	31,121	2,117	1,906	2,314
Send	A247 Ripley Bypass	SB	612	64	28	45	797	59	58	38	1,078	74	69	56	968	97	39	56	1,164	84	62	53
Send	A247 Ripley Bypass (A3 Approach)	NB	5,937	515	315	445	6,927	645	357	477	6,932	601	364	473	12,178	1,110	682	838	10,258	866	556	681
Send	A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road)	EB	5,144	337	328	423	5,468	389	339	414	5,570	353	346	433	8,631	526	537	608	8,358	494	528	570
Send	A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road)	WB	4,195	310	244	342	4,646	328	273	376	4,719	355	256	387	7,815	538	440	623	7,419	490	427	552
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	10,290	708	602	820	16,446	1,064	976	1,231	15,777	984	955	1,123
Send	A247 Send Road (B368 Send Marsh Road to Tannery Lane)	EB	7,608	471	491	611	9,216	615	583	703	9,548	635	593	742	12,709	752	816	899	12,790	829	803	873
Send	A247 Send Road (B368 Send Marsh Road to Tannery Lane)	WB	5,812	468	369	402	7,104	588	457	455	7,064	584	439	462	10,920	883	664	727	10,536	853	647	650
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	16,612	1,219	1,032	1,203	23,629	1,635	1,480	1,626	23,326	1,683	1,450	1,523
Send	A247 Send Road (Tannery Lane to B382 High Street)	NB	7,172	587	458	468	8,341	680	523	542	8,388	670	522	547	12,258	940	768	778	12,051	880	769	749
Send	A247 Send Road (Tannery Lane to B382 High Street)	SB	7,802	546	504	635	9,749	739	619	764	9,866	717	627	773	12,054	786	786	811	11,997	749	784	836

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	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	18,254	1,387	1,149	1,320	24,312	1,726	1,555	1,589	24,048	1,628	1,553	1,585
Send	A3 Northbound Off Slip	NB	6,821	384	397	711	7,858	297	464	895	7,276	262	427	843	12,538	494	717	1,417	10,365	372	591	1,138
Send	A3 Southbound On Slip	WB	5,310	480	274	403	6,334	554	308	529	5,941	526	308	425	11,938	1,043	720	896	9,372	769	532	668
Send	B2215 London Road (A3 to A247 Clandon Road)	NB	6,821	384	397	711	7,858	297	464	895	7,276	262	427	843	12,538	494	717	1,417	10,365	372	591	1,138
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	EB	5,652	409	387	467	6,075	388	422	552	5,677	350	396	519	9,043	564	585	797	7,833	528	524	603
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	WB	3,544	252	227	317	3,900	329	225	339	3,690	311	215	311	7,217	598	447	603	5,841	438	340	501
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	Two-Way	9,196	661	614	784	9,975	717	647	892	9,367	661	611	830	16,260	1,163	1,032	1,400	13,674	967	864	1,104
Send	B368 Send Marsh Road	EB	681	33	28	29	978	111	29	28	1,146	166	29	30	937	86	34	22	1,395	204	38	42
Send	B368 Send Marsh Road	WB	353	45	21	16	526	70	40	13	449	45	40	13	852	128	58	26	1,001	168	64	26
Send	B368 Send Marsh Road	Two-Way	1,035	79	49	46	1,504	181	69	42	1,595	212	69	42	1,789	214	92	48	2,396	372	101	68
Send	Tannery Lane / Papercourt Lane	EB	1,172	164	70	93	1,895	219	126	171	1,812	196	120	178	2,166	196	160	189	1,693	90	149	164
Send	Tannery Lane / Papercourt Lane	WB	2,337	207	146	135	2,598	187	157	197	2,817	201	168	232	4,159	219	295	329	4,001	197	289	299
Send	Tannery Lane / Papercourt Lane	Two-Way	3,509	371	216	228	4,493	407	283	368	4,629	396	288	410	6,325	416	455	518	5,694	288	438	463
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	1,027	69	91	63	3,172	367	218	234	1,510	120	126	98
Wisley	Lock Lane	WB	215	16	15	16	1,163	58	95	100	994	52	80	86	1,378	81	109	112	1,339	112	93	108
Wisley	Lock Lane	Two-Way	831	37	80	62	2,879	184	255	200	2,020	122	171	149	4,550	448	327	346	2,848	232	219	206
Wisley	Wisley Lane (North of RHS Wisley)	NB	0	0	0	0	0	0	0	0	6	2	0	0	33	11	0	0	174	48	0	11
Wisley	Wisley Lane (North of RHS Wisley)	SB	419	7	52	30	750	72	69	46	64	10	1	10	2,076	307	114	173	347	35	23	38
Wisley	Wisley Lane (North of RHS Wisley)	Two-Way	419	7	52	30	750	72	69	46	70	12	1	10	2,109	318	114	173	520	83	23	49
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	-	-	-	-	-	-	-	-	2,898	162	277	166	-	-	-	-	3,526	215	322	208
Wisley	WPIL Development Road (East)	SB	-	-	-	-	-	-	-	-	3,012	160	239	267	-	-	-	-	3,802	212	302	330
Wisley	WPIL Development Road (East)	Two-Way	0	0	0	0	0	0	0	0	5,910	321	516	433	0	0	0	0	7,328	426	625	538
Wisley	WPIL Development Road (West)	EB	-	-	-	-	-	-	-	-	2,898	162	277	166	-	-	-	-	5,895	295	463	521
Wisley	WPIL Development Road (West)	WB	-	-	-	-	-	-	-	-	3,012	160	239	267	-	-	-	-	9,526	970	639	693
Wisley	WPIL Development Road (West)	Two-Way	0	0	0	0	0	0	0	0	5,910	321	516	433	0	0	0	0	15,422	1,266	1,102	1,214

M25 Junction 10/A3 Wisley Interchange Scheme – Ockham Park Junction South-facing Slips Sensitivity Test

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	2,900	259	296	271	3,091	225	345	279	3,324	276	362	286
A3 NB	A3 NB Burpham to Burnt Common	A3 NB	2,728	245	272	268	2,909	252	301	271	2,952	263	303	272	3,254	243	366	283	3,398	283	372	287
A3 NB	A3 NB M25 Junction 10	A3 NB	710	66	43	127	656	56	45	111	653	54	46	110	740	73	53	111	745	75	55	107
A3 NB	A3 NB M25 to Painshill	A3 NB	2,305	276	222	186	2,356	259	238	190	2,348	258	239	187	2,464	275	262	168	2,490	294	260	164
A3 NB	A3 NB Ockham	A3 NB	2,667	243	262	267	2,840	245	292	270	2,879	256	293	271	3,091	225	345	279	3,238	267	350	283
A3 NB	A3 NB Ockham to Wisley	A3 NB	2,830	263	275	284	3,011	265	307	285	3,052	277	308	288	3,372	272	368	295	3,554	323	375	302
A3 NB	A3 NB Oxshott	A3 NB	1,517	171	124	175	1,592	168	133	190	1,574	168	131	186	1,581	172	140	168	1,581	176	141	161
A3 NB	A3 NB Painshill	A3 NB	1,293	160	101	148	1,365	155	105	172	1,338	154	102	168	1,349	161	108	153	1,350	166	109	147
A3 NB	A3 NB Painshill to Oxshott	A3 NB	1,541	177	125	176	1,739	175	155	195	1,732	175	155	193	1,726	183	160	172	1,751	187	165	167
A3 NB	A3 NB Wisley	A3 NB	2,805	260	273	281	2,993	264	305	285	3,052	277	308	288	3,355	270	366	294	3,554	323	375	302
A3 NB	A3 NB Wisley to M25	A3 NB	2,819	261	275	282	3,013	265	307	287	3,052	277	308	288	3,401	273	372	298	3,554	323	375	302
A3 Ockham	A3 Northbound Off Slip	NB	-	-	-	-	-	-	-	-	21	3	2	0	-	-	-	-	87	8	12	2
A3 Ockham	A3 Northbound On Slip	NB	150	18	13	15	154	16	15	13	152	17	14	15	254	43	22	12	274	49	23	13
A3 Ockham	A3 Ockham East Circulatory	SB	198	31	14	18	194	29	17	10	238	43	17	14	235	28	24	13	266	39	25	13
A3 Ockham	A3 Ockham North Circulatory	SB	14	1	2	0	21	3	2	0	29	4	3	1	93	9	12	3	99	9	13	3
A3 Ockham	A3 Ockham South Circulatory - A3 NB Off Slip to B2215 Portsmouth Road	WB	189	31	12	18	213	31	18	15	269	48	19	18	451	104	27	17	470	95	34	19
A3 Ockham	A3 Ockham South Circulatory - A3 SB On Slip to A3 NB Off Slip	WB	189	31	12	18	213	31	18	15	248	45	17	18	451	104	27	17	382	87	22	17
A3 Ockham	A3 Ockham South Circulatory - B2039 Ockham Road North to A3 SB On Slip	WB	189	31	12	18	213	31	18	15	250	45	17	18	451	104	27	17	503	120	29	19
A3 Ockham	A3 Ockham South East Circulatory	SB	198	31	14	18	194	29	17	10	229	42	16	13	413	98	25	14	457	113	26	13
A3 Ockham	A3 Ockham West Circulatory	NB	164	19	15	15	175	20	17	14	181	20	17	15	347	52	35	15	374	58	36	16
A3 Ockham	A3 Southbound Off Slip	SB	184	30	11	17	173	26	15	10	209	39	14	13	145	19	12	11	169	30	12	10
A3 Ockham	A3 Southbound On Slip	SB	-	-	-	-	-	-	-	-	2	0	0	0	-	-	-	-	121	33	6	2
A3 Oxshott	A3 Northbound Off Slip	EB	24	6	1	0	148	7	22	4	158	7	23	6	145	11	20	5	170	11	24	6
A3 Oxshott	A3 Northbound On Slip	EB	6	2	0	0	6	2	0	0	6	2	0	0	4	1	0	0	4	1	0	0
A3 Oxshott	A3 Oxshott East Circulatory	SB	302	45	25	20	476	47	53	30	486	47	54	30	547	59	59	32	574	58	63	35
A3 Oxshott	A3 Oxshott North East Circulatory	EB	308	47	25	20	482	49	53	30	492	49	55	30	551	59	59	32	577	58	64	35
A3 Oxshott	A3 Oxshott North West Circulatory	NB	387	44	40	22	568	46	70	31	560	43	69	32	707	55	87	40	718	51	92	39
A3 Oxshott	A3 Oxshott South East Circulatory	WB	307	46	26	20	481	48	53	30	492	48	55	31	554	60	60	32	581	59	64	35
A3 Oxshott	A3 Oxshott South West Circulatory	WB	421	40	41	38	597	62	58	51	525	60	50	39	811	67	90	64	681	48	80	53
A3 Oxshott	A3 Oxshott West Circulatory	NB	367	39	40	22	424	40	48	27	404	36	46	26	571	45	68	37	555	41	68	34
A3 Oxshott	A3 Southbound Off Slip	WB	5	1	0	0	5	1	0	0	6	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	121	23	4	13	240	21	22	27	126	7	11	18
A3 Painshill	A245 Byfleet Road (A3 Painshill Approach)	EB	678	83	70	37	664	80	75	23	316	62	26	7	719	83	83	25	381	69	31	16
A3 Painshill	A245 Byfleet Road (A3 Painshill Exit)	NB	985	114	111	45	978	116	110	45	386	52	35	25	1,029	121	121	38	373	41	35	33
A3 Painshill	A245 Portsmouth Road (A3 Painshill Approach)	WB	518	35	71	24	526	32	76	21	538	34	77	23	515	31	74	22	595	46	82	21
A3 Painshill	A245 Portsmouth Road (A3 Painshill Exit)	SB	511	62	62	13	501	36	74	11	502	37	74	10	542	39	82	9	550	40	82	10
A3 Painshill	A3 Northbound Off Slip	EB	1,013	116	121	38	991	104	133	18	1,010	104	137	19	1,112	114	153	15	1,140	128	151	16
A3 Painshill	A3 Northbound On Slip	EB	248	17	24	28	374	19	51	22	394	20	53	24	377	21	52	18	401	20	57	18

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 Painshill	A3 Painshill East Circulatory	SB	820	101	95	27	717	91	87	14	726	92	88	14	801	95	99	18	820	102	97	22
A3 Painshill	A3 Painshill North Circulatory	EB	387	35	50	17	421	30	61	13	428	30	62	13	446	32	66	11	449	33	66	11
A3 Painshill	A3 Painshill South Circulatory	WB	574	78	61	22	524	91	39	35	510	100	36	23	547	93	43	35	486	79	35	40
A3 Painshill	A3 Painshill West Circulatory	NB	364	36	40	24	413	43	38	41	413	52	36	33	404	45	38	36	397	41	36	40
A3 Painshill	A3 Southbound Off Slip	WB	267	40	27	9	309	36	26	32	291	44	23	21	312	37	28	28	238	20	22	29
A3 Painshill	A3 Southbound On Slip	WB	714	78	89	22	622	80	74	14	617	80	74	13	636	76	76	19	663	81	78	21
A3 Painshill	Free Flow Slip A245 Byfleet Road to A3 NB	EB	-	-	-	-	-	-	-	-	369	20	52	17	-	-	-	-	377	20	56	12
A3 Painshill	Free Flow Slip A3 NB to A245 Byfleet Road	NB	-	-	-	-	-	-	-	-	609	74	76	13	-	-	-	-	713	96	86	11
A3 SB	A3 SB Burnt Common to Burpham	A3 SB	2,907	313	269	256	3,154	367	282	271	3,319	400	295	277	3,508	430	314	275	3,673	448	327	295
A3 SB	A3 SB M25 Junction 10	A3 SB	935	65	65	163	998	88	78	141	897	74	70	131	1,130	90	97	151	1,013	84	83	140
A3 SB	A3 SB M25 to Ockham	A3 SB	3,034	335	275	272	3,266	386	289	279	3,469	434	301	288	3,449	409	310	279	3,629	434	322	299
A3 SB	A3 SB Ockham	A3 SB	2,850	305	263	255	3,093	360	274	269	3,260	394	287	275	3,304	390	297	269	3,460	404	310	289
A3 SB	A3 SB Ockham to Burnt Common	A3 SB	2,850	305	263	255	3,093	360	274	269	3,264	395	288	275	3,304	390	297	269	3,587	437	317	292
A3 SB	A3 SB Oxshott	A3 SB	1,559	124	141	199	1,462	106	134	194	1,566	117	147	198	1,538	115	134	215	1,713	127	163	214
A3 SB	A3 SB Oxshott to Painshill	A3 SB	1,612	125	142	215	1,637	128	145	218	1,688	140	152	212	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	1,397	96	129	191	1,469	99	128	215	1,604	114	152	204
A3 SB	A3 SB Painshill to M25	A3 SB	2,056	163	205	226	1,948	173	193	199	2,009	176	203	201	2,104	177	205	230	2,273	198	232	223
Byfleet	A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road)	EB	571	74	59	27	571	71	65	17	582	72	66	18	622	75	71	20	649	77	75	21
Byfleet	A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road)	WB	857	101	99	35	855	98	100	36	859	109	98	29	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	1,441	182	164	47	1,511	176	180	50	1,576	191	182	54
Byfleet	A245 Byfleet Road (Seven Hills Road to A3)	EB	678	83	70	37	664	80	75	23	685	82	78	24	719	83	83	25	758	88	87	28
Byfleet	A245 Byfleet Road (Seven Hills Road to A3)	WB	985	114	111	45	978	116	110	45	992	125	111	38	1,029	121	121	38	1,064	130	121	42
Byfleet	A245 Byfleet Road (Seven Hills Road to A3)	Two-Way	1,663	197	181	82	1,642	196	186	68	1,677	207	189	62	1,749	205	204	63	1,823	219	208	70
Byfleet	Seven Hills Road	NB	116	13	11	9	115	15	10	9	127	15	12	9	129	17	13	7	135	16	13	9
Byfleet	Seven Hills Road	SB	110	9	11	10	92	9	10	5	98	9	11	6	97	8	11	6	103	10	11	7
Byfleet	Seven Hills Road	Two-Way	225	22	22	19	207	23	20	14	225	24	24	15	226	25	24	13	238	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	101	5	10	14	94	3	11	12	100	4	11	12
Clandon / Horsley	A247 Clandon Road (A3 to Clandon Station)	SB	90	11	8	7	81	6	10	5	78	7	9	5	61	6	6	3	65	7	7	4
Clandon / Horsley	A247 Clandon Road (A3 to Clandon Station)	Two-Way	189	20	17	18	177	11	19	18	179	12	18	19	155	9	17	15	165	11	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	0	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

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	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	6	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	9	2	1	1
Clandon / Horsley	Ripley Road	NB	2	0	0	0	20	7	0	0	4	1	0	0	38	14	0	1	21	6	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	24	7	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
Clandon / Horsley	Tithebarns Lane	WB	2	0	0	0	20	7	0	0	4	1	0	0	37	14	0	1	21	6	0	1
Clandon / Horsley	Tithebarns Lane	Two-Way	3	0	0	0	22	8	0	0	6	1	0	0	40	14	0	1	23	7	1	1
Cobham	A245 Between Streets	EB	452	57	55	9	446	31	68	8	440	31	67	6	483	33	74	7	481	33	74	7
Cobham	A245 Between Streets	WB	468	31	66	20	488	30	71	19	500	31	73	19	551	34	80	21	613	49	85	21
Cobham	A245 Between Streets	Two-Way	920	88	121	29	934	60	139	26	940	62	140	26	1,034	68	154	28	1,094	82	159	28
Cobham	A245 Portsmouth Road (A3 to A307 Portsmouth Road)	EB	511	62	62	13	501	36	74	11	502	37	74	10	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	23	515	31	74	22	595	46	82	21
Cobham	A245 Portsmouth Road (A3 to A307 Portsmouth Road)	Two-Way	1,028	98	133	38	1,027	68	150	32	1,040	71	151	32	1,058	70	156	31	1,145	87	164	31
Cobham	A307 Portsmouth Road	NB	70	7	7	5	67	7	7	6	71	7	7	5	67	7	7	4	71	8	7	4
Cobham	A307 Portsmouth Road	SB	61	6	6	5	61	5	7	4	72	6	8	6	30	2	2	5	63	6	7	5
Cobham	A307 Portsmouth Road	Two-Way	131	13	13	10	129	12	14	10	144	13	15	11	96	9	9	9	135	14	14	9
Esher	A244 Copsem Lane (A307 Portsmouth Road to A3)	NB	357	36	39	22	420	38	48	26	397	35	46	25	580	46	69	38	564	42	69	36
Esher	A244 Copsem Lane (A307 Portsmouth Road to A3)	SB	280	39	25	20	336	41	31	25	331	41	31	24	429	51	41	31	427	50	41	32
Esher	A244 Copsem Lane (A307 Portsmouth Road to A3)	Two-Way	637	75	64	41	757	80	79	52	728	76	77	49	1,009	97	110	69	991	92	110	68
M25 ACW	M25 Anti-Clockwise A3 to Cobham Services	M25 ACW	8,618	846	909	667	9,029	900	948	691	9,037	896	946	703	9,904	978	1,039	763	9,898	992	1,040	745
M25 ACW	M25 Anti-Clockwise Junction 10	M25 ACW	7,245	707	745	601	7,611	750	784	619	7,599	738	783	630	8,348	851	845	675	8,225	818	849	652
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	1,025	1,002	800	10,533	1,135	1,056	809	10,535	1,112	1,073	800
M25 CW	M25 Clockwise A3 to St Peter's Way	M25 CW	9,602	851	1,033	792	10,548	906	1,135	891	10,644	911	1,149	898	11,733	1,000	1,264	986	11,930	988	1,302	1,000
M25 CW	M25 Clockwise Cobham Services to A3	M25 CW	9,515	945	1,012	695	10,460	1,015	1,115	781	10,489	1,008	1,122	786	11,674	1,117	1,247	871	11,683	1,124	1,243	877
M25 CW	M25 Clockwise Junction 10	M25 CW	7,738	697	826	635	8,734	778	929	730	8,593	744	921	724	9,785	875	1,036	817	9,768	862	1,039	817
M25 Junction 10	A3 Northbound Off Slip	NB	2,109	195	232	156	2,333	200	262	176	2,399	223	262	177	2,594	180	319	181	2,809	248	320	195
M25 Junction 10	A3 Northbound On Slip	NB	1,585	208	178	59	1,669	198	190	79	1,670	199	190	77	1,657	194	200	57	1,682	211	196	56
M25 Junction 10	A3 Southbound Off Slip	SB	1,121	99	140	63	950	85	115	59	1,112	102	133	70	974	87	107	79	1,260	114	149	83
M25 Junction 10	A3 Southbound On Slip Post Old Lane	WB	2,096	266	209	113	2,234	289	209	138	2,550	353	230	156	2,288	301	213	131	2,577	339	237	158

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	A3 Southbound On Slip Pre Old Lane	SB	2,146	280	212	114	2,330	299	212	160	2,616	364	234	163	2,381	317	219	140	2,694	364	245	165
M25 Junction 10	Free Flow Slip A3 NB to M25 CW	WB	-	-	-	-	-	-	-	-	1,049	103	97	105	-	-	-	-	1,231	114	122	113
M25 Junction 10	Free Flow Slip A3 SB to M25 ACW	SB	-	-	-	-	-	-	-	-	123	43	1	3	-	-	-	-	167	49	2	11
M25 Junction 10	Free Flow Slip M25 ACW to A3 NB	EB	-	-	-	-	-	-	-	-	1,121	128	123	68	-	-	-	-	1,127	141	126	50
M25 Junction 10	Free Flow Slip M25 CW to A3 SB	WB	-	-	-	-	-	-	-	-	1,330	188	133	51	-	-	-	-	1,213	170	118	48
M25 Junction 10	M25 Anti-Clockwise Off Slip 1	EB	-	-	-	-	-	-	-	-	1,259	150	132	82	-	-	-	-	1,260	157	136	66
M25 Junction 10	M25 Anti-Clockwise Off Slip 2	EB	1,918	235	199	111	2,302	271	216	187	1,057	137	87	89	2,185	284	211	134	1,049	137	88	82
M25 Junction 10	M25 Anti-Clockwise On Slip	EB	1,361	138	164	63	1,409	149	163	70	1,421	156	163	70	1,528	126	192	83	1,633	171	188	86
M25 Junction 10	M25 Clockwise Off Slip	WB	1,777	248	187	60	1,726	237	186	51	1,895	264	201	61	1,888	243	211	54	1,915	262	204	60
M25 Junction 10	M25 Clockwise On Slip 1	WB	415	46	40	39	147	15	13	17	973	59	130	65	211	13	19	32	1,035	59	139	69
M25 Junction 10	M25 Clockwise On Slip 2	WB	1,411	102	166	114	1,662	114	193	142	1,049	103	97	105	1,763	125	207	139	1,231	114	122	113
M25 Junction 10	M25 Junction 10 East Circulatory	SB	1,781	166	203	119	1,909	169	198	169	1,824	179	229	74	1,851	179	187	154	2,081	199	264	82
M25 Junction 10	M25 Junction 10 North Circulatory	EB	2,017	205	226	119	2,412	241	251	183	2,463	267	255	168	2,447	226	276	157	2,664	276	284	175
M25 Junction 10	M25 Junction 10 South Circulatory	WB	1,411	133	179	64	1,261	97	170	57	1,449	118	193	67	1,327	94	178	68	1,538	123	205	70
M25 Junction 10	M25 Junction 10 West Circulatory	NB	1,689	178	206	67	1,785	168	226	74	2,165	215	226	169	1,948	136	271	79	2,306	221	246	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	21	3	2	2
Martyr's Green	Ockham Lane (Hatch Lane to Old Lane)	Two-Way	15	3	1	0	16	2	1	1	16	2	1	1	23	3	2	2	22	4	2	2
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	0	0	0	0	2	1	0	0	5	1	0	1
Martyr's Green	Old Lane (A3 to Hatch Lane)	SB	45	11	3	1	99	10	3	22	68	12	4	7	79	14	6	5	131	28	8	8
Martyr's Green	Old Lane (A3 to Hatch Lane)	Two-Way	46	11	3	1	100	10	3	22	68	12	4	7	81	14	6	5	136	29	8	9
Martyr's Green	Old Lane (Hatch Lane to Ockham Lane)	EB	32	7	2	1	91	9	2	22	56	10	2	7	45	10	2	3	57	10	3	6
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	5	1	0	1
Martyr's Green	Old Lane (Hatch Lane to Ockham Lane)	Two-Way	32	7	2	1	91	9	2	22	56	10	2	7	45	10	2	3	62	11	3	7
Martyr's Green	Old Lane (Martyr's Green to Effingham Junction)	EB	18	4	1	0	92	9	2	22	57	10	3	7	76	19	4	3	91	20	5	6

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
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	41	7	3	3
Martyr's Green	Old Lane (Martyr's Green to Effingham Junction)	Two-Way	19	4	1	1	109	12	3	23	73	12	4	8	141	37	6	5	132	27	8	9
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	2	1	0	0
Ockham	Alms Heath	Two-Way	15	3	1	0	0	0	0	0	0	0	0	0	4	1	0	1	2	1	0	0
Ockham	B2039 Ockham Road North (A3 to Guileshill Lane)	NB	41	7	3	4	43	6	3	5	41	5	3	4	46	5	4	5	47	6	4	6
Ockham	B2039 Ockham Road North (A3 to Guileshill Lane)	SB	52	7	5	4	26	4	3	0	21	3	2	0	11	0	1	1	5	0	1	0
Ockham	B2039 Ockham Road North (A3 to Guileshill Lane)	Two-Way	94	14	7	8	69	10	6	5	62	8	5	5	56	6	5	6	52	6	4	6
Ockham	B2039 Ockham Road North (Alms Heath to East Lane)	NB	39	6	2	4	25	3	2	3	23	2	1	3	26	3	2	4	28	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	6	1	1	0
Ockham	B2039 Ockham Road North (Alms Heath to East Lane)	Two-Way	97	15	7	9	31	3	3	4	27	3	2	4	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	5	0	1	0
Ockham	B2039 Ockham Road North (Guileshill Lane to Ockham Lane)	WB	39	6	2	4	41	5	3	4	38	5	3	4	46	5	4	5	48	6	4	6
Ockham	B2039 Ockham Road North (Guileshill Lane to Ockham Lane)	Two-Way	82	12	6	8	48	5	4	5	42	5	3	5	56	6	5	6	53	6	4	6
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	1	3	26	3	2	4	28	3	2	4
Ockham	B2039 Ockham Road North (Ockham Lane to Alms Heath)	Two-Way	82	12	6	8	31	3	3	4	27	3	2	4	37	3	3	5	32	3	2	4
Ockham	Guileshill Lane	EB	1	0	0	0	0	0	0	0	0	0	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	1	0	0	0
Ockham	Guileshill Lane	Two-Way	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)	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	21	3	2	2
Ockham	Ockham Lane (Alms Heath to Hatch Lane)	Two-Way	15	3	1	0	16	2	1	1	16	2	1	1	23	3	2	2	22	4	2	2
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	19	3	2	2
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	20	3	2	2
Oxshott	A244 Copsem Lane (A3 to Fair oak Lane)	NB	399	39	40	32	575	61	57	46	506	59	49	35	780	65	89	57	655	47	78	46
Oxshott	A244 Copsem Lane (A3 to Fair oak Lane)	SB	285	45	25	13	459	47	52	25	473	47	54	26	524	59	58	25	554	58	63	28
Oxshott	A244 Copsem Lane (A3 to Fair oak Lane)	Two-Way	684	84	65	45	1,034	107	109	70	979	106	103	61	1,304	124	147	83	1,209	105	141	75
Pyrford	B367 Newark Lane (Upshot Lane to Papercourt Lane)	NB	30	2	3	2	65	7	6	5	89	13	6	9	81	14	5	7	104	17	7	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
Pyrford	B367 Newark Lane (Upshot Lane to Papercourt Lane)	SB	41	3	5	3	56	6	7	2	58	6	7	2	63	4	9	2	78	9	9	3
Pyrford	B367 Newark Lane (Upshot Lane to Papercourt Lane)	Two-Way	71	5	8	5	121	13	13	8	147	19	13	11	144	18	13	10	182	26	16	10
Ripley	B2215 Portsmouth Road (B367 Newark Lane to A3)	EB	104	9	11	8	128	15	13	9	120	13	11	11	187	16	24	9	124	12	14	8
Ripley	B2215 Portsmouth Road (B367 Newark Lane to A3)	WB	129	22	8	11	166	26	13	10	207	40	13	13	292	68	17	12	222	50	12	11
Ripley	B2215 Portsmouth Road (B367 Newark Lane to A3)	Two-Way	233	31	19	19	294	41	26	19	327	53	24	24	479	83	41	21	346	62	26	19
Ripley	B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane)	NB	67	7	8	4	86	11	8	7	76	9	6	8	151	15	18	7	72	7	7	6
Ripley	B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane)	SB	84	17	4	7	80	13	7	4	95	21	6	4	173	44	10	4	95	26	4	3
Ripley	B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane)	Two-Way	151	24	12	11	167	24	15	11	172	30	13	12	324	59	28	11	168	33	12	9
Ripley	B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	EB	36	2	4	3	45	4	5	2	46	4	5	3	42	1	6	2	55	5	7	3
Ripley	B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	WB	42	3	4	4	78	10	7	6	103	16	7	9	112	19	8	8	115	19	8	8
Ripley	B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	Two-Way	77	5	8	7	123	14	12	8	149	20	12	12	154	20	14	10	171	23	15	11
Ripley	Rose Lane	EB	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	1	3	0	0	0
Ripley	Rose Lane	WB	5	1	0	0	3	0	0	0	2	0	0	0	9	2	1	0	7	2	0	0
Ripley	Rose Lane	Two-Way	6	2	0	0	4	0	0	0	3	0	0	0	12	2	1	1	11	2	1	1
Send	A247 Clandon Road (B2215 London Road to A3)	NB	88	8	8	10	107	12	8	13	94	6	8	14	119	16	9	12	107	10	10	12
Send	A247 Clandon Road (B2215 London Road to A3)	SB	126	16	12	8	119	9	15	6	117	10	14	6	222	42	19	6	119	13	14	5
Send	A247 Clandon Road (B2215 London Road to A3)	Two-Way	214	24	20	19	226	21	23	19	211	16	22	20	341	58	28	18	225	23	23	17
Send	A247 Ripley Bypass	SB	2	0	0	0	20	7	0	0	4	1	0	0	37	14	0	0	18	6	0	0
Send	A247 Ripley Bypass (A3 Approach)	NB	49	6	6	1	49	3	7	1	48	3	7	1	173	36	15	3	66	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	5	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	65	7	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	122	14	10	11
Send	A247 Send Road (B368 Send Marsh Road to Tannery Lane)	EB	54	8	5	3	54	7	5	3	54	7	5	3	69	11	6	3	67	10	6	3
Send	A247 Send Road (B368 Send Marsh Road to Tannery Lane)	WB	54	5	4	8	49	3	4	8	46	2	4	7	77	10	5	9	71	8	5	8
Send	A247 Send Road (B368 Send Marsh Road to Tannery Lane)	Two-Way	108	13	9	11	103	10	9	11	101	9	9	11	146	21	11	12	138	18	11	12
Send	A247 Send Road (Tannery Lane to B382 High Street)	NB	66	6	5	10	63	6	5	9	61	5	5	8	109	15	8	10	82	10	6	9
Send	A247 Send Road (Tannery Lane to B382 High Street)	SB	50	7	4	3	44	6	4	3	44	5	4	3	49	7	4	3	46	6	4	3

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	A247 Send Road (Tannery Lane to B382 High Street)	Two-Way	116	13	9	13	108	11	9	12	104	11	8	12	158	22	12	13	128	16	10	12
Send	A3 Northbound Off Slip	NB	61	2	10	1	69	6	10	1	53	4	8	1	164	18	21	4	73	7	10	2
Send	A3 Southbound On Slip	WB	48	6	6	1	47	3	7	1	46	3	7	1	171	35	15	3	66	7	9	2
Send	B2215 London Road (A3 to A247 Clandon Road)	NB	61	2	10	1	69	6	10	1	53	4	8	1	164	18	21	4	73	7	10	2
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	EB	63	4	9	3	78	7	9	6	68	5	7	7	141	11	19	6	62	3	8	4
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	WB	51	8	3	5	48	3	6	3	46	4	5	3	132	32	9	3	31	4	3	2
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	Two-Way	114	12	12	8	126	11	15	9	113	10	12	10	273	43	28	8	93	7	12	6
Send	B368 Send Marsh Road	EB	4	2	0	0	6	2	0	0	7	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	4	2	0	0
Send	B368 Send Marsh Road	Two-Way	4	2	0	0	6	2	0	0	7	2	0	0	7	2	0	0	11	4	0	0
Send	Tannery Lane / Papercourt Lane	EB	4	0	0	1	7	0	1	1	6	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	31	4	3	1	57	9	6	2	40	6	4	1
Send	Tannery Lane / Papercourt Lane	Two-Way	24	3	2	3	37	4	4	2	37	4	4	2	64	9	7	2	46	6	5	2
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	0	1	0	46	7	5	1	6	1	1	0
Wisley	Lock Lane	WB	1	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	4	1	0	0
Wisley	Lock Lane	Two-Way	8	0	1	0	16	1	2	1	8	0	1	0	48	7	5	1	10	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	2	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	6	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	-	-	-	-	18	2	2	0
Wisley	WPIL Development Road (East)	SB	-	-	-	-	-	-	-	-	6	0	1	0	-	-	-	-	7	0	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	25	2	4	0
Wisley	WPIL Development Road (West)	EB	-	-	-	-	-	-	-	-	17	1	3	0	-	-	-	-	101	10	14	3
Wisley	WPIL Development Road (West)	WB	-	-	-	-	-	-	-	-	6	0	1	0	-	-	-	-	297	86	15	2
Wisley	WPIL Development Road (West)	Two-Way	0	0	0	0	0	0	0	0	23	1	4	0	0	0	0	0	399	95	28	5

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