

**M25 junction 10/A3 Wisley interchange  
TR010030**

**9.94 South-facing Slip Traffic  
Modelling Report**

Rule 8(1)(c)(i)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

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# Infrastructure Planning

## Planning Act 2008

### The Infrastructure Planning (Examination Procedure) Rules 2010

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

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### 9.94 South-facing Slip Traffic Modelling Report

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# 1. Introduction

## 1.1 Purpose of Report

- 1.1.1 This report has been prepared to present further information regarding the traffic modelling of a hypothetical addition of south-facing slips roads on the southern side of the A3 at Ockham Park junction at the request of the Examining Authority (ExA) in its Rule 17 letter dated 3 April 2020.
- 1.1.2 The assessment contained in this report is based on a comparison of the DCO Scheme with the addition of south-facing slip roads at Ockham Park junction with both the DCO Scheme without south-facing slips and the Do-minimum scenarios.
- 1.1.3 This report excludes any consideration of the environmental impact of the south facing slips at Ockham Park junction and also excludes commentary of design and land issues associated with the addition of said slip roads.
- 1.1.4 This document is to be read in conjunction with the Transport Assessment Report [APP-136], Transport Assessment Supplementary Information Report [REP2-011] and the Traffic Forecasting Report [REP1-010].

## 2. Background

### 2.1 Reason for sensitivity test

- 2.1.1 The ExA recognises that the DCO Scheme does not and will not include south facing slips at the Ockham Park Junction. Nonetheless, the ExA requested in their third round of written questions that Highways England undertake traffic modelling of south-facing slip roads at Ockham Park junction in conjunction with the DCO scheme to assess the hypothetical traffic impact were they to be provided. The wording of the ExA request (ExA Q3.13.2) is as follows:  
*“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.”*
- 2.1.2 As the traffic modelling for the Scheme with south-facing slips at Ockham Park junction is a test based on a hypothetical scheme, the assessment contained in this report provides a summary of the key findings and conclusions and does not seek to replicate a full Transport Assessment as has been prepared for the DCO Scheme [APP-136].

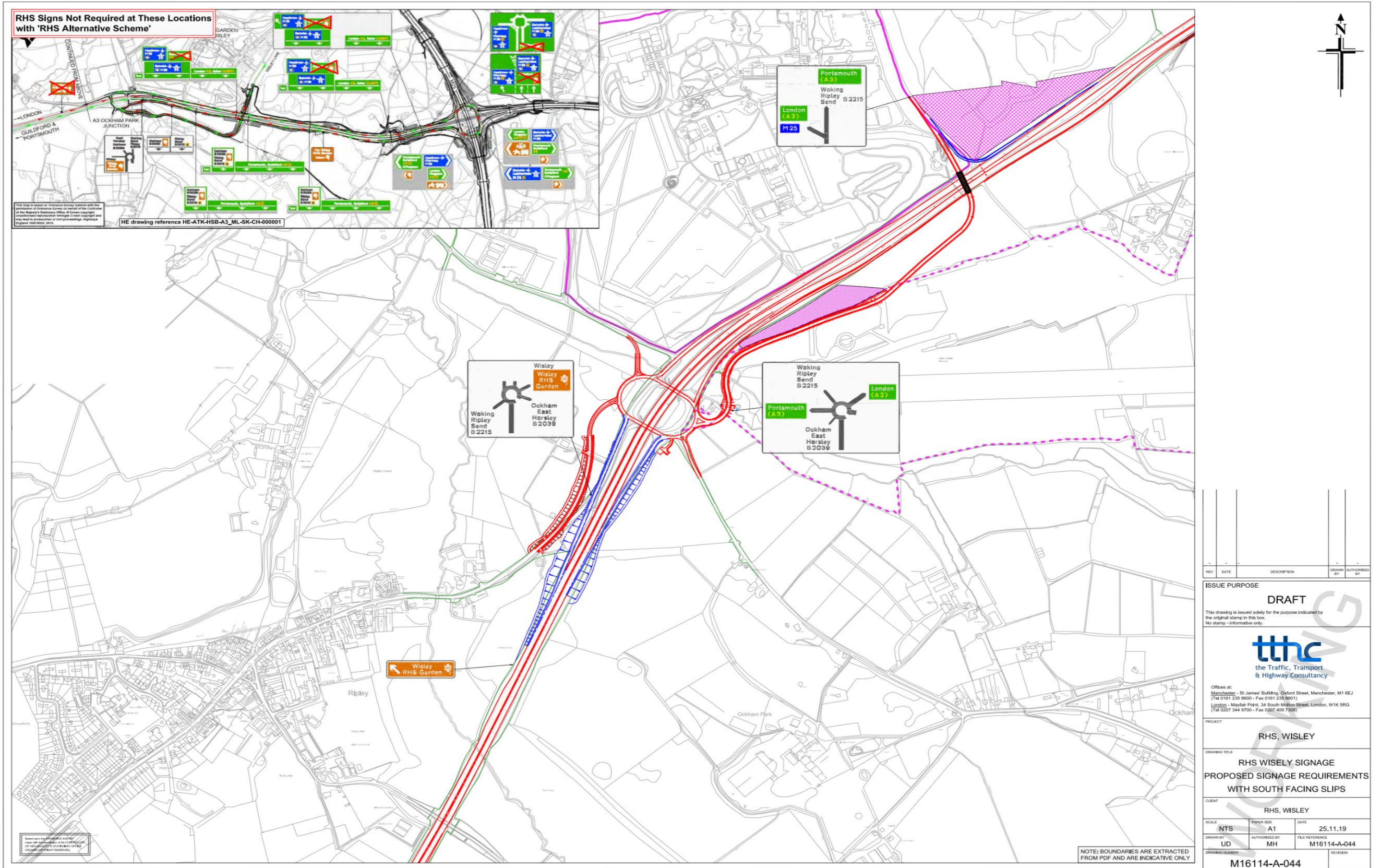
## 3. Traffic Modelling Undertaken

- 3.1.1 It was agreed with Surrey County Council that Highways England would undertake the traffic modelling of the south-facing slips at Ockham Park junction

using Highway England's strategic transport model. Local junction modelling has also been undertaken.

- 3.1.2 Since this is a test of a hypothetical scheme, the traffic modelling represents an initial evaluation of the likely outcomes based on a concept layout. Further refinement of the model, based on a more detailed design, would be required to ensure the same level of confidence in the outputs as that in the outputs of the modelling for the DCO Scheme presented in the Transport Assessment Report and Transport Assessment Supplementary Information Report.
- 3.1.3 The DCO strategic traffic model has been amended to reflect the layout of the proposed south-facing slip roads and the associated modifications to the Ockham Park junction as proposed by RHS, which is shown in Figure 3-1, as this is the only available design of such slip roads and roundabout realignment. However, to be consistent with the DCO Scheme, it has been assumed that the Ockham Park junction would operate under traffic signal control. This is on the basis that signal controlled pedestrians and cyclists crossings would need to be provided, as they have been provided with the DCO Scheme, as well as for operational and safety reasons.
- 3.1.4 The traffic signal parameters for the Ockham Park junction with south facing slips in the strategic model have been set so that it operates within capacity with forecast traffic demand in both 2022 and 2037. This was to ensure that traffic demand for the south-facing slips would not be constrained by congestion at Ockham Park junction and the full potential use of the slips could be ascertained.
- 3.1.5 Local junction modelling of the required modifications to the Ockham Park roundabout to accommodate the south-facing slip roads, both with and without traffic signal control, has been undertaken to establish its operational performance with forecast traffic flows. This has demonstrated that in 2022 the junction would operate within capacity both with and without signal control. In 2037, however, the junction is forecast to be operating significantly over capacity without signal control. With signal control, further model development or possible design enhancements would be required to the southern quadrant of the roundabout and the Oakham Road North approach, beyond that proposed by RHS as shown in Figure 3-1, to increase capacity to accommodate forecast demand in 2037. These enhancements would most likely consist of wider carriageways than proposed by RHS.

Figure 3-1 Layout of south-facing slips at Ockham as proposed by RHS



## 4. Predicted Traffic Flow Impacts

### 4.1 Forecast use of south-facing slip roads

4.1.1 The forecast usage of the south-facing slips at Ockham Park junction (in vehicles) is presented in Table 4:1. These are based on an event day at RHS Wisley and would therefore be lower on a typical weekday, especially during the inter-peak period and to a lesser degree during the evening peak period.

Table 4:1 Forecast usage of south-facing slips at Ockham

Forecast year	Time Period	Northbound off-slip	Southbound on-slip
2022	AADT	1,345	1,182
	AM	72	79
	IP	116	79
	PM	87	116
2037	AADT	2,875	3,546
	AM	136	409
	IP	207	230
	PM	308	259

4.1.2 The traffic using the south-facing slips in 2022 is forecast to be predominately that accessing Wisley Lane to and from the A3 to the south, the vast majority of which (c. 95%) is traffic generated by RHS Wisley. On a typical weekday the flows would be up to 50% less than those shown in Table 4.1 which are based on an event day at RHS Wisley. The volume of traffic forecast to be using the south-facing slips in 2022 is small.

4.1.3 Most of the traffic using the south-facing slips in 2037 is forecast to be that accessing Wisley Lane to and from the A3 to the south, the vast majority of which is traffic generated by RHS Wisley, plus that generated by the Wisley Airfield development arriving and leaving via the A3 to the south. Approximately 25% of all the traffic forecast to be using the south-facing slip roads in 2037 would be RHS Wisley generated traffic and approximately 70% would be Wisley Airfield development generated traffic. Again, the forecast flows are based on an event day at RHS Wisley and would be up to 13% less on a typical weekday and the proportion of traffic generated by RHS would reduce accordingly.

4.1.4 All Wisley Airfield development generated traffic arriving from the A3 south in 2037 would use the south-facing off-slip (northbound) to access the proposed development via Ockham Park junction, rather than route through Ripley on the B2215 Portsmouth Road.

4.1.5 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.

- 4.1.6 In both 2022 and 2037 there is some traffic on the local road network (LRN) that is forecast to re-route to use the south-facing slips, amounting to approximately 5% of all traffic forecast to use them in 2037. This is explained in the following section.
- 4.1.7 The modelled road network traffic flows for the 2015 base, the DM scenarios and the DS scenarios with south-facing slips, covering all modelled time periods is provided in full in Appendix A.

## 4.2 Forecast reassignment of LRN traffic

- 4.2.1 Forecast changes in traffic flow (in vehicles) on local roads of particular interest due to the DCO Scheme plus south facing slips compared to the DCO Scheme for different time periods are presented in Tables 4:2 and 4:3 for 2022 and 2037 respectively.
- 4.2.2 In 2022 the Scheme plus south-facing slips results in decreased forecast traffic flows on the B2215 Portsmouth Road through Ripley and on Old Lane between Hatch Lane and the A3 compared to the DCO Scheme (Table 4.2). However, there are forecast increases in flows on Ockham Road North (Guilehill Lane to the A3) and Newark Lane. Changes in forecast traffic flows on the other local roads is forecast to be relatively minor.
- 4.2.3 In 2037 the Scheme plus south-facing slips compared to the DCO Scheme also significantly decreases traffic flows on the B2215 Portsmouth Road through Ripley and on Old Lane (Table 4.3). However, there are increases in flows on Ockham Road North and Newark Lane, with moderate increases on Ockham Lane. Changes in traffic flows on the other local roads is forecast to be relatively minor.
- 4.2.4 The traffic modelling therefore indicates that generally there will be less reassignment of traffic on the LRN as a result of the Scheme plus south-facing slips at Ockham Park junction compared to the DCO Scheme.
- 4.2.5 In both 2022 and 2037 the decrease in traffic flows on the B2215 Portsmouth Road due to the Scheme plus south-facing slips compared to the DCO Scheme Do-something scenarios is forecast to be broadly similar to the forecast increases with the DCO Scheme compared to the Do-minimum scenarios. Therefore, the traffic flows along the B2215 through Ripley with the DCO Scheme plus south-facing slips at Ockham Park junction would be broadly unchanged in compared to the Do-minimum scenario.



Table 4:2 2022 Changes in traffic flows on key local road (Scheme plus SF slips v DCO Scheme)

Road	Direction	Scheme with SF slips v DCO 2022			
		AADT	AM	IP	PM
Ockham Lane (Old Lane to Downside Road)	Two-Way	56	16	0	3
Ockham Lane (Hatch Lane to Old Lane)	Two-Way	-23	-2	0	-4
Ockham Lane (Alms Heath to Hatch Lane)	Two-Way	-23	-2	0	-4
Ockham Lane (B2039 Ockham Road North to Alms Heath)	Two-Way	-23	-2	0	-4
Old Lane (A3 to Hatch Lane)	Two-Way	-593	-29	-45	-33
Old Lane (Hatch Lane to Ockham Lane)	Two-Way	87	16	-1	14
Old Lane (Martyr's Green to Effingham Junction)	Two-Way	17	-2	-1	10
B2039 Ockham Road North (A3 to Guilehill Lane)	Two-Way	742	43	41	81
B2039 Ockham Road North (Guilehill Lane to Ockham Lane)	Two-Way	-27	-12	-6	18
B2039 Ockham Road North (Ockham Lane to Alms Heath)	Two-Way	-4	-9	-5	23
B2039 Ockham Road North (Alms Heath to East Lane)	Two-Way	-4	-9	-5	23
B2215 Portsmouth Road (B367 Newark Lane to A3)	Two-Way	-1,215	33	-133	-99
B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark)	Two-Way	-1,335	-21	-123	-129
B2215 Portsmouth Road (A247 B2215 Portsmouth Road to B368 Send)	Two-Way	-1,402	-68	-121	-109
B2215 London Road (A3 to A247 Clandon Road)	NB	-985	-51	-91	-64
B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	Two-Way	409	17	42	47
Rose Lane	Two-Way	-119	-42	1	1

Table 4:3 2022 Changes in traffic flows on key local road (Scheme plus SF slips v DCO Scheme)

Road	Direction	Scheme with SF slips v DCO 2037			
		AADT	AM	IP	PM
Ockham Lane (Old Lane to Downside Road)	Two-Way	52	2	3	10
Ockham Lane (Hatch Lane to Old Lane)	Two-Way	329	81	1	29
Ockham Lane (Alms Heath to Hatch Lane)	Two-Way	329	81	1	29
Ockham Lane (B2039 Ockham Road North to Alms Heath)	Two-Way	415	97	2	41
Old Lane (A3 to Hatch Lane)	Two-Way	-2,670	-416	-120	-209
Old Lane (Hatch Lane to Ockham Lane)	Two-Way	-647	-132	-18	-52
Old Lane (Martyr's Green to Effingham Junction)	Two-Way	-444	-43	-25	-56
B2039 Ockham Road North (A3 to Guilehill Lane)	Two-Way	1,118	197	49	120
B2039 Ockham Road North (Guilehill Lane to Ockham Lane)	Two-Way	1,110	193	49	121
B2039 Ockham Road North (Ockham Lane to Alms Heath)	Two-Way	695	95	46	81
B2039 Ockham Road North (Alms Heath to East Lane)	Two-Way	609	79	45	68
B2215 Portsmouth Road (B367 Newark Lane to A3)	Two-Way	-2,166	68	-233	-196
B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark)	Two-Way	-2,355	-6	-201	-271
B2215 Portsmouth Road (A247 B2215 Portsmouth Road to B368 Send)	Two-Way	-2,496	-99	-185	-249
B2215 London Road (A3 to A247 Clandon Road)	NB	-2,532	-119	-192	-243
B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road)	Two-Way	1,165	30	75	205
Rose Lane	Two-Way	-148	-40	-2	-6

## 5. Conclusions

- 5.1.1 The modelling described above has been undertaken at the request of the ExA. The Proposed Development does not and will not include south facing slips at the Ockham Park Junction. The impacts of this hypothetical test in terms of the reassignment of traffic that would be anticipated as a result of south-facing slips being provided at Ockham Park junction are summarised below:
- 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.
  - All Wisley Airfield development traffic arriving from the A3 south would use the south-facing off-slip (northbound) to access the proposed development via Ockham Park junction, rather than route through Ripley on the B2215.
  - All Wisley Airfield development traffic heading for the A3 south 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.
  - Traffic flows on the A3 between Burnt Common and Ockham Park junctions would increase as a result.
  - Traffic flows along the B2215 through Ripley with the DCO Scheme plus south-facing slips at Ockham Park junction would be broadly unchanged in both 2022 and 2037 compared to the Do-minimum scenarios.
  - Whilst traffic flows on the B2215 Portsmouth Road through Ripley and on Old Lane between Hatch Lane is forecast to decrease there are forecast increases in flows forecast on Ockham Road North (Guilehill Lane to the A3) and Newark Lane.
  - The traffic modelling indicates that the main users of the south-facing slips will be RHS Wisley traffic and traffic generated by the development of Wisley Airfield. Changes in traffic flows on the other local roads is forecast to be relatively minor; with approximately 5% of traffic using the slip roads is not travelling to or from RHS Wisley or the Wisley Airfield development.
  - With the DCO scheme and south-facing slips at Ockham Park interchange it is forecast that in 2022 up to approximately 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.
  - 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.

- The Ockham Park junction with south-facing slips would need to be signal controlled and further capacity enhancements would be required to the southern quadrant of the roundabout and Ockham Road North, beyond that proposed by RHS, to accommodate forecast traffic demand in 2037.

# Appendices

## Appendix A. Model Link Flows

M25 Junction 10/A3 Wisley Interchange Scheme – Ockham Park Junction South-facing Slips Test - Model total link flows (vehicles)

Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 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

Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
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

Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
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
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

Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
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



Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
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
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

Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
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
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

Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
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

Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
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
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

Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
Ockham	B2039 Ockham Road North (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

Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
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
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

Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
Ripley	B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane)	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

Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
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
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



Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
Send	B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road)	Two-Way	9,196	661	614	784	9,975	717	647	892	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

Region	Road	Direction	Base 2015				DM 2022				DS+SFS 2022				DM 2037				DS+SFS 2037			
			AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM	AADT	AM	IP	PM
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

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