



# Gatwick Airport Northern Runway Project

Environmental Statement

Appendix 12.9.1 Highway Flows and Driver Delay Review - Tracked Version

**Book 5**

VERSION: 2.0

DATE: APRIL 2024

Application Document Ref: 5.3

PINS Reference Number: TR020005

# 1 Introduction

- 1.1.1 This appendix provides the highway flows for links upon which the assessments contained in the Traffic and Transport chapter are based on. The flows are provided for links which meet Rules 1 and 2, as set out in Institute of Environmental Management and Assessment (IEMA, 1993) Guidelines for the Environmental Assessment of Road Traffic.
- 1.1.2 It also contains a review of individual strategic modelling nodes which are identified to have medium or high magnitudes of impact. The location of each node has been examined together with total traffic flows and airport-related traffic flows for each peak period.



Highway Flows 2029 Airfield Construction

2029 Future Baseline

ID	Highway Link	AM				AM2				PM			
		Flow	Speed	Delay	Reliability	Flow	Speed	Delay	Reliability	Flow	Speed	Delay	Reliability
001	M25 Spur, 9th-South Terminal Roundabout	5697	152	3%	5728	144	3%	4554	193	4%	4675	20	2%
002	A23 Airport Way	4602	156	4%	4423	214	5%	3606	232	6%	4181	152	3%
003	A23 London Road, North Terminal Longbridge Roundabout	1334	187	4%	4931	190	4%	4262	228	5%	5373	123	2%
004	A23 London Road, Longbridge Roundabout	1334	73	5%	1482	87	5%	1272	84	7%	1202	31	3%
005	A23 London Road, Parkgate Interchange	1334	73	5%	1482	87	5%	1272	84	7%	1202	31	3%
006	North Terminal Roundabout to A23 London Road	1334	73	5%	1482	87	5%	1272	84	7%	1202	31	3%
007	South Terminal Roundabout to A23 London Road	1334	73	5%	1482	87	5%	1272	84	7%	1202	31	3%
008	Perimeter Road North, Gattwick Way	980	145	15%	976	155	16%	878	154	12%	777	79	10%
009	Perimeter Road North, Gattwick Way	980	145	15%	976	155	16%	878	154	12%	777	79	10%
010	North Terminal Entry/Exit	2426	168	5%	2247	126	6%	2130	115	5%	1956	95	5%
011	Longbridge Way	564	163	17%	522	146	16%	995	170	17%	994	99	10%
012	Nortridge Way	544	93	14%	469	87	19%	677	147	22%	649	56	9%
013	Perimeter Road North, Longbridge Way	1209	207	17%	999	114	17%	1195	253	21%	803	88	11%
014	Gattwick Way	547	52	10%	574	63	11%	279	54	19%	431	30	7%
015	A23 London Road, South Terminal Entry/Exit	1429	24	2%	1508	29	2%	1403	36	3%	1431	22	2%
016	A23 London Road, Beehive Ring Road A23 London Road	3055	152	6%	3180	202	6%	3015	264	9%	3645	147	4%
017	A23 London Road, Beehive Ring Road South	3055	152	6%	3180	202	6%	3015	264	9%	3645	147	4%
018	Old Brighton Road, Chertsey Road	960	90	6%	1137	146	9%	144	155	16%	948	68	7%
019	Old Brighton Road, Chertsey Road	960	90	6%	1137	146	9%	144	155	16%	948	68	7%
020	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
021	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
022	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
023	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
024	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
025	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
026	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
027	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
028	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
029	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
030	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
031	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
032	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
033	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
034	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
035	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
036	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
037	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
038	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
039	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
040	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
041	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
042	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
043	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
044	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
045	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
046	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
047	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
048	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
049	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
050	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
051	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
052	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
053	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
054	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
055	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
056	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
057	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
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059	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
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061	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
062	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
063	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
064	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
065	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
066	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
067	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
068	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
069	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
070	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
071	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
072	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
073	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
074	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
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082	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
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112	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620	3	1%
113	Chertsey Road, Chertsey Road	624	3	0%	731	9	1%	483	3	1%	620</		

### Highway Flows 2029

2029 Future Baseline

ID	Highway Link	AM1		AM2		IP		PM			
		AV	%HGV	AV	%HGV	AV	%HGV	AV	%HGV		
001	M23 Spur, St South Terminal Roundabout	5607	13%	3%	5120	14%	4250	13%	4515	9%	
002	A23 Airport Way	4002	19%	4%	4423	21%	3700	23%	4311	12%	
003	A23 London Road, North Terminal Longbridge Roundabout	4700	18%	4%	4922	19%	4247	22%	5371	12%	
004	A23 London Road, Longbridge Roundabout-Parkway Entry	1334	7%	5%	1482	6%	1372	8%	1302	3%	
005	A23 London Road, Parkway Entry-A212 Regent Road	1344	7%	5%	1492	6%	1375	8%	1212	3%	
006	North Terminal Roundabout to A23 Regent Road	1151	3%	3%	912	3%	977	7%	1219	3%	
007	Racecourse Road	980	14%	15%	976	15%	878	15%	226	7%	
008	Perimeter Road North, Gatwick Way	980	14%	15%	976	15%	878	15%	226	7%	
N1	North Terminal Entry/Lak	2436	11%	5%	2327	13%	2130	11%	1938	9%	
N2	Longbridge Way	964	16%	17%	922	16%	966	17%	1294	9%	
N3	Northgate Way	644	9%	14%	669	8%	677	14%	649	5%	
N4	Perimeter Road North, Longbridge Way	1009	20%	17%	999	17%	1196	25%	1161	9%	
N5	Gatwick Way	547	5%	10%	574	6%	1374	5%	1391	3%	
N7	South Terminal Entry/Lak	1429	24%	2%	1508	2%	1403	3%	1431	2%	
A01	A23 London Road, Beehive Way Road-A23 London Road	1052	19%	6%	1160	20%	1023	24%	1045	14%	
A02	A23 London Road, Beehive Way Road-South Terminal	1020	19%	6%	1100	19%	1004	23%	1044	14%	
A03	Old Brighton Road, Chorwood Road-Church Road-Perimeter Road South	902	9%	9%	997	11%	1471	9%	1187	6%	
A04	Old Brighton Road, Chorwood Road-Church Road-Perimeter Road South	1307	8%	6%	1311	11%	1443	5%	1387	6%	
A05	Borrens Lane, Chorwood Road, London Road-Heath Road (South of the Airport)	624	3%	0%	711	3%	683	1%	805	1%	
A06	Lowfield Heath Road (West of the Airport)	676	2%	4%	731	3%	559	3%	623	2%	
A07	Charwood Road/Worley Road, Lowfield Heath Road (West of the Airport)	1013	12%	1%	1116	17%	1130	18%	1237	2%	
A08	Higate Road - Pony Cross (North of the Airport)	573	7%	1%	603	13%	401	10%	634	14%	
A09	Manor Road, Newton Road, Crawley	1816	11%	6%	1872	12%	1761	14%	2092	13%	
A10	Manor Road, Newton Road-Gatwick Road	1906	26%	7%	1938	11%	2122	29%	2464	16%	
A11	Crawley Avenue, Heathway Avenue, A201	1304	10%	4%	1336	13%	1444	6%	1504	12%	
A12	M23, Balcorn Road Roundabout-Hedge	755	3%	5%	667	4%	744	2%	504	1%	
A13	Crawley Avenue, Crawley Hedge	1303	5%	4%	1294	7%	1444	6%	1799	2%	
A14	M23 100 NB Main Carriageway	4314	17%	4%	4638	22%	4208	24%	3279	13%	
A15	M23 100 - M23 J9 NB	5620	20%	4%	6712	24%	6775	24%	4536	15%	
A16	Fareway Road, Kelen Way-Manor Road	107	5%	13%	414	4%	1054	25%	583	3%	
A17	Balcorn Road, Westwood Drive-West Park Avenue Roundabout, B206	2102	11%	3%	2239	11%	2427	16%	1314	2%	
A18	Westwood Drive, Balcorn Road-The Ridge	423	12%	3%	455	13%	442	15%	475	18%	
A19	Gatwick Road Upper Road, Maxwell Way	460	3%	7%	550	4%	676	3%	1375	4%	
A20	Southridge Road, Bramley Hill-Southridge	575	2%	1%	675	1%	828	3%	1005	1%	
A21	Southridge Road, Lower Coombe Street-Bramley Hill	1778	5%	3%	1750	4%	1540	4%	1751	1%	
A22	Upper Coombe Street, South End A236 Southridge Road	1004	2%	2%	1040	2%	1033	4%	966	1%	
A23	Coombe Road, Park Lane South Park Road	1504	2%	2%	1466	2%	1374	4%	1407	1%	
A24	A234 Brighton Road, A235 South End B275 Brighton Road	1701	13%	8%	1802	12%	1714	16%	1822	9%	
A25	South End, Brighton Road-Sutton Road, B275, Brighton Road	1319	10%	6%	1488	10%	1355	2%	1586	17%	
A26	Brighton Road, Sutton Road-Junction Road, A235, South Brighton	1548	13%	7%	1605	12%	1837	17%	2090	13%	
A27	The Cropton Avenue, Cropton Hill Road-ines Way, A212	896	17%	2%	769	12%	695	2%	844	4%	
A28	The Cropton Avenue, Cropton Hill Road-ines Way, A212	1654	4%	2%	1240	4%	1240	4%	1648	14%	
A29	Southwest Bound Roundabout, The Cropton Avenue, A212	1009	3%	3%	1103	2%	1075	3%	764	2%	
A30	West of Roundabout, The Cropton Avenue, Park Lane, A232, Cropton	1024	8%	3%	1080	4%	1268	5%	2511	4%	
A31	Park Lane, A232, Cropton	1583	16%	3%	1677	14%	1494	18%	4331	8%	
A32	Park Lane, Park Lane A232 Park Street	2024	8%	3%	2042	7%	2081	9%	2531	4%	
A33	Lower Coombe Street, Southridge Road-Strouthridge Road, A212	2748	7%	3%	2747	6%	2815	8%	2625	5%	
A34	Wellesley Road, Poplar Walk-Southridge	2990	22%	7%	2669	21%	1947	20%	2392	19%	
A35	Wellesley Road, Lambourne Road-Sydenham Road, A212	2748	21%	11%	2920	12%	1699	20%	1969	24%	
A36	Wellesley Road, Lambourne Road-Sydenham Road, A212	1034	8%	3%	1042	7%	2081	9%	2531	4%	
A37	Cropton Underpass, Wellesley Road Park Lane, A212	1134	2%	2%	1241	2%	981	4%	1253	1%	
A38	Worham Road, Addiscombe Green, Farfield Road, A212	1118	12%	11%	1102	11%	1030	13%	1111	10%	
A39	Cherry Orchard Road, Addiscombe Green, Clarendon	1081	7%	7%	1069	7%	951	7%	1065	5%	
A40	Merland Road, Gurnell Road-Backford Road, B261, Cropton	1036	5%	3%	1138	4%	832	6%	1185	2%	
A41	Bramley Hill, Warham Road-Roundabout B275, Cropton	1175	3%	3%	1188	2%	736	1%	750	4%	
A42	Farnborough Road, Legh Road-Warham Road, Cropton	594	3%	3%	599	3%	1135	3%	1135	3%	
A43	Ri James's Road, Westwood Drive-Addiscombe Road, Cropton	833	14%	2%	738	8%	385	9%	739	4%	
A44	Windmill Road, St James's Park-Queen Road, A213, Cropton	1433	17%	1%	1277	1%	859	4%	1234	1%	
A45	Brighton Road, St James's Park-Queen Road, A213, Cropton	1755	12%	7%	1852	11%	1511	16%	1852	8%	
A46	Brighton Road, St James's Park-Queen Road, A213, South Brighton	1944	14%	7%	2054	12%	1837	17%	2090	13%	
A47	Windmill Road, St James's Park, A213, Cropton	977	14%	8%	110	1%	540	3%	676	1%	
A48	Far Road, Cropton	255	9%	4%	238	8%	130	6%	149	4%	
A49	A22 J9 James's Road, Cropton	1294	18%	1%	1119	1%	605	3%	1196	4%	
A50	Addiscombe Green, Addiscombe Road-Farfield Road, Cropton	1033	3%	3%	1022	3%	908	3%	1031	1%	
A51	Cherry Orchard Road, Cedar Road-Little Park Lane, A212	1087	7%	7%	1089	7%	952	7%	1166	5%	
A52	Warham Road, Bramley Hill-Nottingham Road, B275	578	4%	6%	624	3%	661	4%	893	3%	
A53	Warham Road, Bramley Hill-Nottingham Road, B275	1436	8%	6%	1448	8%	1122	8%	1390	6%	
A54	Held Avenue, Hild Green-Warham Drive	446	1%	4%	438	1%	536	2%	743	2%	
A55	Hild Green, Hild Avenue-Tangmer Road	532	5%	1%	617	1%	343	7%	630	9%	
A56	Hild Drive, Redgate Road-Tangmer Road	536	3%	6%	607	3%	585	2%	711	2%	
A57	Crawley Avenue, Hensham Road, A208, A211	1130	3%	3%	1133	2%	1483	4%	1638	4%	
A58	Southgate Avenue A208, A211	927	4%	4%	1066	4%	813	4%	1134	2%	
A59	Redford Park, Wellesley Road-Tankard Road	621	3%	1%	617	1%	429	7%	561	4%	
A60	Lambourne Road, Southgate Avenue A208, A211	589	1%	3%	645	1%	671	2%	799	14%	
A61	Park Hill Road, Addiscombe Road-Tangmer Link	688	4%	7%	641	4%	430	4%	109	1%	
A62	Lower Coombe Street, Backford Lane-Pagham Road, A212	1411	5%	4%	1287	4%	985	8%	711	6%	
A63	Barrett Street, Scunior Road-Wington Road, B275	497	2%	5%	579	2%	519	3%	505	2%	
A64	Wellesley Road, Sutton Road-James Road B275	1039	11%	1%	994	1%	618	3%	1331	1%	
A65	Wellesley Road, Sutton Road-James Road B275	3003	25%	8%	2838	24%	2304	27%	2750	20%	
A66	High Street, South Street-Ashley Road, A24	609	3%	5%	748	3%	593	3%	801	2%	
A67	South Street, High Street-Ashley Road, A24	1098	3%	3%	1253	3%	1030	3%	1345	2%	
A68	M25 J7 NB NB Main Carriageway	891	4%	4%	902	2%	716	6%	960	1%	
A69	M25 J7 NB Off-ramp to M23 SB West of J7	2555	4%	2%	2394	4%	2134	6%	2785	4%	
A70	M25 J7 NB West of M23 J7 to south of M23	2566	4%	2%	2394	4%	2134	6%	2785	4%	
A71	M25 J7 NB Off-ramp to M23 SB (West of J7)	1581	4%	2%	1731	4%	1935	6%	2513	3%	
A72	M25 J7 NB Off-ramp to M23 SB (East of J7)	1581	4%	2%	1731	4%	1935	6%	2513	3%	
A73	High Street, A23, Regent	1270	6%	5%	1387	4%	1664	5%	1720	3%	
A74	London Road, High Street-A23 Central/Regent Road, A215, Regent	1036	5%	4%	1009	5%	459	5%	940	8%	
A75	London Road, London Lane-Whitchurch Road, A217, Regent	2109	18%	3%	2177	4%	1931	7%	2102	4%	
A76	Regent Hill, Vertford Lane-Regent Road, A217, Regent	1040	6%	6%	944	5%	674	7%	1059	8%	
A77	A217 Regent Hill, Gutterton Lane-Sutton Station, Bottom Way Lane, Regent	1392	6%	5%	1397	4%	1300	6%	1633	5%	
A78	A217 Regent Hill, Gutterton Lane-Sutton Station, Bottom Way Lane, Regent	995	5%	6%	977	3%	824	5%	1173	2%	
A79	Regent Hill, Birchwood Road-Hattington Road, A217, Regent	1326	6%	5%	1381	5%	972	7%	1416	3%	
A80	Regent Hill Upper Road, Hattington Road, A217, Regent	700	3%	5%	728	3%	571	4%	792	1%	
A81	Bell Street, Bancroft Road-Church Street-A217 Roundabout, M25	1151	6%	5%	1233	3%	750	5%	1179	2%	
A82	Regent Road, Ironbottom Way-Whitchurch Road, A217	1007	6%	6%	1432	6%	852	7%	1191	1%	
A83	Downs Road West, Woodhatch Road-Roadhouse Lane, A217	1517	7%	5%	1729	6%	1141	8%	1471	5%	
A84	Regent Road, Westwood Lane-Horse Hill, A217	1233	6%	5%	1453	6%	934	7%	1255	3%	
A85	Brighton Road, Albert Road-Hensham Avenue, A22	1395	3%	2%	1592	3%	1497	4%	1765	2%	
A86	M11 Lane, Regent Road-Lea Street	619	12%	2%	636	10%	2%	490	12%	779	18%
A87	Lea Street, Parkhurst Road-Village Lane	430	4%	1%	546	1%	2%	500	3%	617	12%
A88	Basing Hill, B2133 Worthing Road, A24, Stoytham	840	6%	8%	881	6%	875	4%	1040	3%	
A89	Brighton Road, London Road, Shernobury Road-Whitchurch Road, A215, Stoytham	1011	3%	3%	1098	3%	884	3%	1064	1%	
A90	Shernobury Road, London Road, Whitchurch Road, A215, Stoytham	401	1%	3%	756	1%	2%	401	1%		
A91	Shernobury Road, London Road, Whitchurch Road, A215, Stoytham	979	2%	3%	969	2%	1069	2%	1146	1%	
A92	Shernobury Road, North Street, Shernobury Road-Whitchurch Road, A215	132	5%	7%	124	4%	174	4%	148	5%	
A93	Upper M11 Lane, Regent Road, Sutton Road	1039	1%	1%	992	1%	718	1%	1018	5%	
A94	Sandy Lane, Northway Avenue-Upper M11 Lane, Regent	792	14%	2%	734	1%	619	12%	927	10%	
A95	Northway Avenue, Churn Road-Sandy Lane, Sutton	1027	2%	2%	940	1%	822	2%	1077	10%	
A96	Dorset Road, Northway Avenue-A212, Sutton	1011	2%	3%	1025	2%	1013	2%	1098	12%	
A97	High Street, The Broadway-St Dunstan's Hill, A22	1422	6								

Highway Flows 2029 Highway Construction

2029 Future Baseline

ID	Highway Link	AM	PM	AM %/HVY	PM %/HVY	AM	PM	AM %/HVY	PM %/HVY	AM	PM	AM %/HVY	PM %/HVY
001	M23 Spur, J9 South Terminal Roundabout	5651	512	3%	1%	5210	129	3%	6%	8506	501	4%	42%
002	A23 Airport Flyway	4602	296	4%	4%	4413	214	5%	8%	3888	232	6%	41%
003	A23 London Road, North Terminal/Longbridge Roundabout	4207	187	4%	4%	4021	195	4%	4%	4292	229	5%	51%
004	A23 London Road, Longbridge Roundabout	1334	75	5%	14%	1482	67	5%	12%	1272	84	7%	12%
005	A23 London Road, Paring Entry A23-1 Regate Entry	1344	73	5%	14%	1492	67	4%	12%	1475	84	7%	12%
006	North Terminal Roundabout to A23 London Road	1151	37	3%	3%	919	35	4%	9%	977	39	8%	12%
007	Recessure Road	980	145	15%	15%	976	155	16%	16%	876	134	22%	22%
008	Perimeter Road North, Gatwick Way	680	145	15%	15%	976	155	16%	16%	876	134	22%	22%
N1	North Terminal Entry/Exit	2428	116	5%	2%	2312	136	6%	2%	2135	115	5%	1%
N2	Longbridge Way	964	163	17%	9%	922	146	16%	9%	120	179	9%	9%
N3	Northgate Way	644	93	14%	6%	609	81	10%	6%	677	147	22%	6%
N4	Perimeter Road North, Longbridge Way	1009	207	17%	9%	999	174	17%	11%	1195	253	21%	8%
N5	Gatwick Way	147	57	10%	5%	134	61	11%	2%	139	43	10%	7%
N7	South Terminal Entry/Exit	1423	24	2%	1%	1508	29	2%	1%	1401	36	3%	1%
A01	A23 London Road, Beehive Way Road A23 London Road	3010	352	6%	3%	3360	262	6%	3%	3015	264	3%	3%
A02	A23 London Road, Beehive Way Roundabout	3010	352	6%	3%	3360	262	6%	3%	3015	264	3%	3%
A03	Old Brighton Road, Church Road/Church Road/Perimeter Road South	990	90	9%	9%	937	102	14%	9%	948	88	7%	7%
A04	Old Brighton Road, Church Road/Church Road/Perimeter Road South	1307	84	6%	11%	1117	100	12%	12%	1244	115	12%	12%
A05	Barnetts Lane, Churchwood Road/Lowfield Heath Road (West of the Airport)	624	3	0%	0%	713	3	0%	0%	481	5	1%	8%
A06	Lowfield Heath Road (West of the Airport)	624	3	0%	0%	713	3	0%	0%	481	5	1%	8%
A07	Charwood Road/Horley Road, Lowfield Heath Road (North of the Airport)	1013	12	1%	1%	1318	17	1%	1%	818	18	2%	2%
A08	Regate Road, Poney Cross (North of the Airport)	575	7	1%	1%	633	13	2%	1%	10	26	6%	2%
A09	Manor Road, Newton Road, Crown Hill	1818	110	6%	1%	1672	122	7%	1%	1436	146	9%	1%
A09	Manor Road, Newton Road, Gatwick Road	3008	262	7%	3%	4234	334	8%	4%	4232	292	6%	4%
A10	A23 London Road, A23 London Road, A2013	2284	100	4%	2%	2314	106	4%	2%	2180	100	4%	2%
A10	M23, Bickmore Road Roundabout M23 M23, Bickmore Road	755	37	5%	6%	697	49	7%	6%	648	24	5%	3%
A12	Crawley Avenue, Crawley Interchange	1303	58	4%	10%	1094	71	7%	10%	1799	64	1%	1%
A13	M23 M23 NB Main Carrivage	1762	67	4%	3%	1638	68	3%	3%	1608	37	1%	1%
A15	M23 M23 NB NB	5610	209	4%	4%	4712	228	6%	3%	3732	312	8%	4%
A19	Forestry Road, Kelson Way-Monor Drive	351	51	13%	4%	414	42	10%	2%	368	58	13%	5%
A20	Bickmore Road, Westworth Way-Monor Drive Park Avenue Roundabout, B238E	2310	31	2%	1%	2310	31	2%	1%	2342	38	1%	1%
A21	Westworth Drive, Bickmore Road-The Ridings	423	12	3%	4%	405	15	3%	4%	429	18	4%	2%
A22	Gatwick Road Sliper, Monow Way-Hatfield	460	31	7%	6%	670	41	8%	7%	835	40	3%	3%
A23	South Ridge Road, Bramley Hill Roundabout	573	21	4%	1%	500	19	3%	1%	656	32	4%	1%
A24	Southridge Road, Lower Coombe Street-Roundabout A23	1778	53	3%	1%	1750	43	2%	1%	1546	47	3%	1%
A24	Lower Coombe Street, South End A23 South Roundabout	1064	26	2%	1%	1040	27	3%	1%	1033	41	4%	1%
A24	Coombe Road, Park Lane South End A23 South Roundabout	1584	24	2%	1%	1466	23	2%	1%	1427	11	1%	1%
A24	A23 Brighton Road, A23 South End B275	1710	131	8%	1%	1890	127	7%	1%	1812	163	11%	1%
A24	South End, Brighton Road-Satford Road, B275, Brighton	319	19	6%	2%	348	19	5%	3%	355	23	6%	1%
A24	Brighton Road, Satford Road-Junction Road, A23, South Brighton	1464	114	7%	2%	1695	125	6%	1%	1879	179	10%	3%
A24	The Cropton Flyover, Satford Hill Road-Interchange, A23	896	17	2%	1%	798	12	2%	1%	844	6	1%	1%
A24	The Cropton Flyover, Satford Hill Road-Interchange, A23	1654	40	2%	1%	1536	32	2%	1%	1493	18	1%	1%
A24	Southwest Bound Roundabout, The Cropton Flyover, A23	1099	30	3%	1%	1103	28	3%	1%	918	53	8%	2%
A24	West of Roundabout, The Cropton Flyover, Park Lane, A23, Brighton	3434	85	3%	2%	3264	34	3%	2%	3076	104	4%	2%
A24	Park Lane, A23 Brighton Roundabout, Southridge Road, A23	5183	564	9%	4%	4917	149	3%	3%	4484	181	4%	2%
A24	Park Lane, Park Lane A23-Park Street	8584	84	3%	2%	2042	17	2%	1%	2081	59	4%	2%
A24	Lower Coombe Street, Roundabout-Southridge Road, A23	7738	79	3%	2%	7672	69	3%	2%	7356	89	4%	2%
A24	Wesley Road, Poyser Walk Station Road	2956	221	7%	2%	2869	217	8%	1%	2392	178	2%	2%
A24	Wesley Road, Landisway Road System	2742	274	11%	2%	2292	129	12%	1%	1980	248	12%	1%
A24	Cropton Underpass, Wesley Road-Park Lane, A23	3034	84	3%	2%	2942	73	2%	2%	2881	49	2%	2%
A24	Barkly Road, Adiscombe Grove, Farfield Road, A23	1134	26	2%	1%	1041	21	2%	1%	813	40	4%	1%
A24	Adiscombe Grove, Adiscombe Grove, Crawley	1138	116	11%	1%	1136	111	10%	1%	1129	111	10%	1%
A24	Cherry Orchard Road, Adiscombe Grove, Crawley	1083	77	7%	1%	1069	72	7%	1%	965	78	8%	1%
A24	Moat Road, Darrell Road-Beckford Road, B23, Brighton	1058	51	5%	1%	1134	47	4%	1%	815	118	2%	2%
A24	Bramley Hill, Warrington Road Roundabout B275, Brighton	1175	31	3%	1%	1148	15	2%	1%	750	14	1%	1%
A24	Pamplford Road, Clifton Road-Warham Road, Brighton	584	39	7%	5%	508	34	7%	5%	419	36	1%	1%
A24	St James Road, Clifton Road-Warham Road, Brighton	853	14	2%	1%	735	8	1%	1%	739	9	1%	1%
A24	Widened Road, Clifton Road-Warham Road, Brighton	1413	17	1%	1%	1277	17	1%	1%	859	42	5%	1%
A24	Widened Road, Clifton Road-Warham Road, Brighton	1713	513	7%	1%	1812	138	6%	1%	1501	116	1%	1%
A24	Widened Road, Clifton Road-Warham Road, Brighton	2048	134	7%	1%	2014	120	6%	1%	1837	129	10%	1%
A24	Widened Road, Clifton Road-Warham Road, Brighton	977	14	1%	1%	892	17	1%	1%	586	6	1%	1%
A24	A23 J11 NB Off Ramp of J11	255	9	4%	2%	238	8	4%	1%	149	8	5%	1%
A24	A23 J11 South Brighton, Brighton	1794	18	1%	1%	1119	12	1%	1%	605	16	2%	1%
A24	Adiscombe Grove, Adiscombe Grove, Farfield Road, Brighton	1033	33	3%	1%	1022	33	3%	1%	908	34	4%	1%
A24	Cherry Orchard Road, Cedar Road-Leslie Park Road, Brighton	1087	77	7%	1%	1009	72	7%	1%	868	74	8%	1%
A24	Warham Road, Bramley Hill-Neattingham Road, Brighton	578	40	7%	6%	624	39	6%	6%	695	33	5%	5%
A24	Warham Road, Bramley Hill-Neattingham Road, Brighton	1430	87	6%	1%	1468	86	5%	1%	1322	86	1%	1%
A24	Wild Avenue, Wild Avenue-Warham Drive	440	17	4%	1%	638	18	3%	1%	538	22	4%	1%
A24	Wild Avenue, Wild Avenue-Warham Drive	522	5	1%	1%	617	10	2%	1%	620	9	1%	1%
A24	Wild Avenue, Wild Avenue-Warham Drive	1506	30	6%	1%	1467	31	5%	1%	713	25	4%	1%
A24	Crawley Avenue, North Road A2320-Southgate Avenue A2024, A23	1130	35	3%	1%	1233	27	2%	1%	1028	34	1%	1%
A24	A23 J11 NB Off Ramp of J11	927	40	4%	1%	1064	44	4%	1%	818	49	6%	1%
A24	Bedford Park, Wesley Road-Tonbridge Road	623	9	1%	1%	617	10	2%	1%	261	6	1%	1%
A24	Landisway Road, Bedford Park-St James's Road, A23	1099	11	1%	1%	945	7	1%	1%	789	14	2%	1%
A24	Park Hill Road, Lower Adiscombe Grove-Farfield Road	606	47	7%	6%	621	48	7%	6%	439	48	10%	1%
A24	Lower Adiscombe Grove, Farfield Road-Parkhill Road, A23	1411	50	4%	1%	1287	49	4%	1%	985	84	7%	1%
A24	Barkley Road, Bramley Hill-Neattingham Road, Brighton	497	37	5%	1%	579	29	5%	1%	479	39	8%	1%
A24	Selsdon Road, Sussex Road-Jarvis Road, B275	1059	11	1%	1%	994	11	1%	1%	616	13	2%	1%
A24	Wesley Road, Landisway Road System	3003	257	8%	1%	3187	245	8%	1%	2364	273	12%	1%
A01	High Street, South Street-Ashley Road, A24	6009	30	5%	1%	748	32	4%	1%	593	34	6%	1%
A02	South Street, High Street-Ashley Road, A24	1008	31	3%	1%	1213	36	3%	1%	1003	36	4%	1%
m01	M25 J7 (M25 NB Main Carrivage)	893	40	4%	1%	902	26	3%	1%	716	63	9%	1%
m01	M25 J7 (M25 NB Main Carrivage)	2503	48	2%	1%	2394	41	2%	1%	2114	88	4%	1%
m04	M25 J7 (M25 NB Main Carrivage)	2568	48	2%	1%	2394	41	2%	1%	2114	88	4%	1%
m04	M25 J7 (M25 NB Main Carrivage)	2568	48	2%	1%	2394	41	2%	1%	2114	88	4%	1%
m08	M25 J7 (M25 NB Main Carrivage)	1187	52	4%	1%	998	64	7%	1%	629	40	1%	1%
m09	M25 J7 (M25 NB Main Carrivage)	617	67	5%	1%	1187	62	5%	1%	948	51	7%	1%
m20	London Road, High Street A23-Carnton Road, A23, Brighton	1039	54	6%	1%	1030	39	4%	1%	689	54	9%	1%
m20	London Road, High Street A23-Carnton Road, A23, Brighton	1259	58	5%	1%	1217	60	4%	1%	71	110	4%	1%
m24	Regate Hill, Worthing Road-Beckford Road, A23, Brighton	1046	81	6%	1%	1044	84	6%	1%	964	73	1%	1%
m25	A23 Regate Hill, Gatton Road-Beckford Road, Brighton, Brighton	1393	69	5%	1%	1357	47	3%	1%	1300	69	5%	1%
m25	A23 Regate Hill, Gatton Road-Beckford Road, Brighton, Brighton	959	59	6%	1%	977	36	4%	1%	816	51	6%	1%
m27	Regate Hill, Slipper Road-Hartington Hill, Brighton	700	62	5%	1%	1283	55	4%	1%	992	79	14%	1%
m27	Regate Hill, Slipper Road-Hartington Hill, Brighton	700	62	5%	1%	1283	55	4%	1%	992	79	14%	1%
m30	Regate Road, Vonsbottom-Weslake Road, Brighton	1063	61	6%	1%	1412	62	4%	1%	1195	142	3%	1%
m31	Devers Green Road, Woodhatch Road, Brighton	1517	76	5%	1%	1725	64	4%	1%	1441	80	2%	1%
m32	Regate Road, Westlake Road-Horsey Hill, A23 Brighton	1233	61	5%	1%	1453	64	4%	1%	94	72	8%	1%
m34	Mill Lane, Regate Road-Horsey Hill, Brighton	1195	34	2%	1%	1592	31	2%	1%	1497	29	1%	1%
m34	Mill Lane, Regate Road-Horsey Hill, Brighton	619	12	2%	1%	616	10	2%	1%	498	12	2%	1%
m35	Lea Road, Parkhill Road-Village Lane, Brighton	430	4	1%	1%	546	11	2%	1%	507	14	1%	1%
m01	Lea Hill, M23 A23 Working Road, A24, Brighton	842	64	8%	1%	907	60	7%	1%	945	64	8%	1%
m03	Brighton Road, London Road, Sturminster Road-Wharfedale Road, A23, Brighton	1071	31	3%	1%	1038	30	3%	1%	884	27	3%	1%
m04	Brighton Road, London Road, Sturminster Road-Wharfedale Road, A23, Brighton	650	17	3%	1%	716	15	2%	1%	636	23	4%	1%
m05	Sturminster Road, London Road, Sturminster Road-High Street, B2136, Brighton	919	29	3%	1%	909	28	3%	1%	1069	28	1%	1%
m05	Sturminster Road, London Road, Sturminster Road-High Street, B2136, Brighton	132	9	7%	1%	324	4	4%	1%	174	14	8%	1%
m05	Upper M49/6 Road, North Street, Slipper Road-High Street, Brighton	1009	15	1%	1%	922	12	1%	1%	718	12	2%	1%
m02	Sandy Lane, North Avenue-Upper M49/6 Road, Brighton	792	14	2%	1%	714	11	2%	1%	619	12	2%	1%
m02	North Avenue, Charming Road-Sandy Lane, Brighton	1027	20	2%	1%	945	15</						

### Highway Flows 2032

2032 Future Baseline

ID	Highway Link	AM		PM		%HOV		%HOV		AM		PM	
		AVG	%HOV	AVG	%HOV	AVG	%HOV	AVG	%HOV	AVG	%HOV	AVG	%HOV
001	M23 Spur, JB South Terminal Roundabout	5750	154	3%	5832	154	3%	4618	137	4%	4702	96	2%
002	A23 Airport Way	4665	104	4%	4561	222	5%	3880	235	6%	4382	111	3%
003	A23 London Road, North Terminal Roundabout	1916	63	3%	1775	66	4%	1859	97	5%	2421	66	2%
004	A23 London Road, North Terminal Roundabout Parking Entry	1343	71	5%	1527	67	4%	1287	84	7%	1185	31	3%
005	A23 London Road, North Terminal Roundabout Parking Entry A23	1354	71	5%	1537	67	4%	1293	84	6%	1196	31	3%
006	North Terminal Roundabout to A23 London Road	1145	37	3%	913	36	4%	1017	80	8%	1276	35	3%
007	Parmer Road North, GateWay Way	995	150	15%	960	156	16%	892	128	22%	788	80	10%
008	North Terminal Entry/East	1238	60	5%	1176	66	6%	1083	64	6%	957	48	5%
009	Longridge Way	971	168	17%	936	169	18%	1012	173	17%	1052	100	9%
010	Northgate Road	809	96	12%	758	96	12%	906	107	14%	702	57	8%
011	Parmer Road North, Longridge Way	1741	212	12%	1527	177	12%	1529	221	13%	882	100	11%
012	GateWay Way	541	58	11%	559	61	11%	279	55	20%	491	30	6%
013	South Terminal Entry/East	1726	106	6%	1620	112	6%	1311	106	8%	1050	31	2%
014	A23 London Road, Heathrow Ring Road A23 London Road	3122	194	6%	3337	213	6%	3004	209	9%	3663	151	4%
015	A23 London Road, Heathrow Ring Road A23 London Road	1541	211	7%	1401	254	7%	1087	288	9%	1656	155	4%
016	Old Brighton Road South, Charwood Road/Charwood Road Junction	979	91	9%	950	116	10%	973	161	17%	967	76	7%
017	Old Brighton Road South, Charwood Road/Charwood Road Junction	1329	91	7%	1096	116	11%	1232	152	12%	1180	66	6%
018	Charwood Road South, Charwood Road/Charwood Road Junction	659	3	0%	743	10	1%	523	5	1%	796	10	1%
019	Charwood Road South, Charwood Road/Charwood Road Junction	660	26	4%	704	26	4%	577	28	5%	568	32	6%
020	Charwood Road South, Charwood Road/Charwood Road Junction	1139	12	1%	1400	18	1%	903	14	2%	1306	20	2%
021	Heathrow Road North, Heathrow Road/Heathrow Road Junction	638	7	1%	700	13	2%	483	10	2%	654	14	2%
022	Manor Road, Newland Road, Crawley	1850	310	6%	1534	322	6%	1462	346	9%	2858	128	4%
023	Manor Road, Newland Road, Crawley	3064	273	7%	4114	318	8%	3784	394	10%	4769	198	4%
024	Crawley Avenue, Newland Avenue, A2311	2442	106	4%	2510	118	5%	2292	104	5%	4766	90	1%
025	M23, Balcombe Road Roundabout M23	750	38	5%	737	50	7%	466	24	5%	596	15	3%
026	Crawley Avenue, Crawley Interchange	1386	60	4%	1132	76	6%	1096	64	6%	1839	21	1%
027	M23 J10 NB Main Carriageway	4417	175	4%	3794	236	6%	3032	253	8%	3440	141	4%
028	M23 J10 NB Main Carriageway	5720	251	4%	4900	308	6%	3934	317	8%	4724	155	3%
029	Faraday Road, Kethin Way/Manor Road	1410	50	12%	1427	42	10%	262	46	18%	573	29	5%
030	Balcombe Road, Westworth Drive/Heath Park Avenue Roundabout M23	4752	29	2%	4129	29	2%	3668	37	4%	1759	25	1%
031	Westworth Drive, Balcombe Road/Heath Park Avenue Roundabout M23	476	11	2%	464	14	3%	451	16	4%	770	18	2%
032	GateWay Road Slippie Road, Mawdesley Way/Westworth Avenue	436	30	6%	557	43	6%	776	39	5%	1398	38	3%
033	South Bridge Road, Lower Coombe Street/Brayley Hill, A2316	1795	15	3%	1607	13	3%	833	31	4%	999	11	1%
034	South Bridge Road, Lower Coombe Street/Brayley Hill, A2316	1568	45	3%	1591	39	2%	1564	47	3%	1778	35	1%
035	Lower Coombe Street, Brayley Hill, A2316	1039	20	3%	1081	28	3%	1038	40	4%	957	11	1%
036	Lower Coombe Street, Brayley Hill, A2316	1577	24	2%	1478	23	2%	1403	41	3%	1417	11	1%
037	A2316 Brighton Road, A2316 South (N75) Watham Road/Barlett Street	1886	153	8%	1626	112	7%	1582	162	10%	1844	94	5%
038	South East Brighton Road, A2316 South (N75) Watham Road/Barlett Street	383	19	5%	331	18	5%	306	21	6%	399	10	3%
039	Brighton Road, Upper Addiscombe Road, A2316 South, Croydon	1987	140	7%	1852	118	6%	1880	176	9%	2129	90	4%
040	Brighton Road, Upper Addiscombe Road, A2316 South, Croydon	880	24	2%	830	12	1%	715	23	3%	892	6	1%
041	The Croydon Flyover, Upper Addiscombe Road, A2316 South, Croydon	1640	19	2%	1578	28	2%	1389	42	3%	1682	17	1%
042	South West Bound of Roundabout, The Croydon Flyover, Croydon	1186	31	3%	1100	29	3%	704	52	7%	979	23	3%
043	West of Roundabout, The Croydon Flyover, Park Lane, A2316 Croydon	882	82	9%	2948	71	2%	2129	105	5%	2638	49	2%
044	Park Lane, A2316 Roundabout-Croydon Interchange	1571	159	3%	1540	142	3%	1854	178	5%	4239	97	2%
045	Park Lane, Park Lane A2316-Street	3086	81	3%	2987	72	2%	2131	92	4%	2186	41	2%
046	Lower Coombe Street, Roundabout	2059	75	3%	2050	65	3%	2569	87	3%	2637	56	1%
047	Wellesley Road, Park Lane Station Road, A2312	2033	216	7%	2096	216	7%	1951	230	12%	2430	152	6%
048	Wellesley Road, Park Lane Station Road, A2312	2441	268	11%	2329	268	12%	1783	288	16%	2017	246	12%
049	Wellesley Road, Park Lane Station Road, A2312	2046	83	4%	2087	72	3%	2132	92	4%	2186	41	2%
050	Wellesley Road, Park Lane Station Road, A2312	1305	24	2%	1332	20	2%	1062	40	4%	1288	12	1%
051	Addiscombe Grove, Addiscombe Road, Croydon	1023	120	10%	1116	120	11%	1031	135	13%	1124	104	9%
052	Cherry Orchard, Addiscombe Grove, Croydon	1046	77	7%	1063	71	7%	985	80	8%	1075	51	5%
053	Manor Road, Sunned Roundabout Road, A2316 Croydon	1060	51	5%	1056	46	4%	837	60	7%	1150	29	2%
054	Brayley Hill, Waltham Road Roundabout	1130	26	2%	1117	26	2%	731	15	2%	759	4	1%
055	Pamford Road, Edgwall Road/Waltham Road	647	38	6%	545	35	6%	306	32	10%	386	19	5%
056	St James's Road, Winhill Road/Edgwall Road, Croydon	757	11	1%	740	11	1%	394	8	2%	727	7	1%
057	St James's Road, Winhill Road/Edgwall Road, Croydon	1411	16	1%	1310	16	1%	882	42	5%	1264	11	1%
058	Brighton Road, Barlett Street/Barlett Street, A2316 Croydon	1829	136	7%	1662	108	6%	1572	159	10%	1896	85	4%
059	Brighton Road, Junction Road/Hiding Park Road, A2316 Croydon	1984	140	7%	1899	118	6%	1880	176	9%	2129	94	4%
060	Winhill Road, St James's Road, A2316 Croydon	179	12	1%	163	11	1%	103	35	6%	804	8	1%
061	Edgwall Road, Croydon	300	17	6%	264	7	3%	130	6	1%	152	4	3%
062	A2316 St James's Road, Croydon	1136	15	1%	1118	12	1%	682	15	2%	1187	5	0%
063	Addiscombe Grove, Addiscombe Road/Edgwall Road, Croydon	1097	34	3%	1032	27	3%	937	31	4%	1041	11	1%
064	Cherry Orchard Road, Cedar Road/Cedar Road, Croydon	1131	78	7%	1063	71	7%	893	80	8%	1130	53	4%
065	Waltham Road, Brayley Hill/Edgwall Road, A2316 Croydon	673	43	6%	601	36	6%	592	43	7%	700	33	5%
066	Waltham Road, Brayley Hill/Edgwall Road, A2316 Croydon	1646	84	5%	1458	74	5%	1180	84	7%	1400	64	5%
067	Red Green, Red Green Warren Drive/Red Green, Croydon	487	16	3%	464	16	3%	574	22	4%	823	12	3%
068	Red Green, Red Green Warren Drive/Red Green, Croydon	540	5	1%	644	10	2%	366	7	2%	643	9	1%
069	Red Green, Red Green Warren Drive/Red Green, Croydon	567	30	5%	711	32	5%	439	26	5%	715	25	3%
070	Crawley Avenue, Heathrow Road/A2316 Southgate Avenue, A2312	1131	31	3%	1221	26	2%	1524	47	3%	1952	47	2%
071	M23 J11 WB Offlip (West of J7)	3681	38	4%	3077	43	4%	870	49	6%	1154	29	3%
072	Bedford Park, Waltham Road/Tanbrook Road	662	8	1%	640	10	2%	424	7	2%	600	4	1%
073	Waltham Road, Bedford Place/St James's Road, A2312	551	14	2%	666	10	2%	676	29	4%	805	14	2%
074	Park Lane, Addiscombe Road/Blackhorse Lane/Park Lane, A2316 Croydon	1509	44	3%	1466	47	3%	454	46	10%	770	41	5%
075	Lower Addiscombe Road, Blackhorse Lane/Park Lane, A2316 Croydon	1250	46	4%	1233	46	4%	1003	82	8%	697	51	7%
076	Barlett Street, Scadon Road/Brighton Road, A2316 Croydon	1343	11	1%	1266	11	1%	650	13	2%	1398	10	1%
077	Wellesley Road, Scadon Road/Brighton Road, A2316 Croydon	834	251	7%	8240	243	8%	2306	272	12%	2815	230	7%
078	High Street, South Ashley Avenue/Hill, A2312	634	33	5%	703	33	4%	608	34	6%	809	31	3%
079	South Street, High Street/Ashley Avenue, A2312	1064	32	3%	1271	38	3%	1072	38	3%	1348	23	2%
080	M25 J7 M23 (West of J5)	1971	50	4%	1828	44	3%	2008	50	7%	1259	41	3%
081	M25 J7 M23 (West of J5)	2677	49	2%	2500	44	2%	2337	53	4%	2841	40	2%
082	M25 J7 M23 (West of J5)	2121	46	2%	2021	49	2%	2030	63	3%	2618	38	1%
083	M25 J7 M23 (West of J5)	1830	54	3%	1653	47	3%	1662	51	7%	1252	45	3%
084	High Street, A2316 Regiate	1165	73	5%	1272	72	6%	721	52	7%	1260	32	3%
085	London Road, High Street/A2316 Regiate	994	67	6%	1063	69	6%	851	56	9%	980	30	3%
086	London Road, Longstone Lane/Westfield Road, A2316 Regiate	1134	61	5%	1134	47	4%	993	77	7%	1348	46	3%
087	Regiate Hill, Harrington Close/Dukes Road, A2316 Regiate	1088	65	6%	927	53	6%	801	72	9%	1171	38	3%
088	A2316 Regiate Hill, Garton Bottom/Garton Bottom/Westfield Road, A2316 Regiate	1424	71	5%	1359	66	5%	1350	70	5%	1663	29	2%
089	A2316 Regiate Hill, Garton Bottom/Garton Bottom/Westfield Road, A2316 Regiate	1044	63	6%	985	53							

Highway Flows 2047

2047 Future Baseline

ID	Highway Link	AM1				AM2				IP				PM			
		AV	MOV	% MOV	% HOV	AV	MOV	% MOV	% HOV	AV	MOV	% MOV	% HOV	AV	MOV	% MOV	% HOV
001	M23 (W. to South Terminal Roundabout)	1911	173	9%	20(2)	122	8%	4(0)	2(0)	4%	1011	109	11%	10(1)	109	11%	2%
002	A23 London Road, North Terminal Roundabout	4708	213	5%	45(6)	251	6%	43(6)	253	6%	461(9)	145	3%	45(7)	145	3%	2%
003	A23 London Road, North Terminal Roundabout	2304	67	3%	15(2)	69	4%	2(0)	9(2)	5%	253(6)	45	2%	11(3)	45	2%	2%
004	A23 London Road, Longbridge Roundabout	1587	74	5%	14(4)	70	5%	3(4)	10(4)	7%	1117	33	3%	11(3)	33	3%	2%
005	A23 London Road, Parking Entry to A23	5400	74	1%	14(4)	70	1%	3(4)	10(4)	1%	1117	33	3%	11(3)	33	3%	2%
006	North Terminal Roundabout to A23	1294	42	3%	10(4)	38	4%	1(1)	7(7)	7%	145(5)	35	2%	11(3)	35	2%	2%
007	Recessure Road	1029	160	16%	14(4)	162	17%	17(4)	22(4)	24%	81(4)	83	10%	11(3)	83	10%	2%
008	Perimeter Road North, Garskew Way	1029	160	16%	14(4)	162	17%	17(4)	22(4)	24%	81(4)	83	10%	11(3)	83	10%	2%
N1	North Terminal Entry/Eat	1368	62	5%	12(7)	64	5%	11(4)	64	5%	1000	48	5%	11(3)	48	5%	2%
N2	Longbridge Way	1029	187	18%	10(7)	167	16%	10(6)	20(6)	19%	1237	104	8%	11(3)	104	8%	2%
N3	Northgate Road	865	109	13%	10(7)	108	13%	17(4)	13(4)	15%	824	61	7%	11(3)	61	7%	2%
N4	Perimeter Road North, Longbridge Way	1433	248	17%	11(8)	210	18%	14(4)	311	22%	1082	113	12%	11(3)	113	12%	2%
N5	South Terminal Entry/Eat	461	58	13%	10(6)	480	50	12%	40(6)	55%	651	31	5%	11(3)	31	5%	2%
S1	South Terminal Entry/Eat	2731	28	1%	27(1)	38	1%	24(4)	5(5)	2%	2361	32	1%	11(3)	32	1%	2%
A01	A23 London Road, Beehive Road	1354	203	6%	15(4)	222	6%	12(4)	291	9%	1461	131	4%	11(3)	131	4%	2%
A02	A23 London Road, Beehive Road	1373	221	7%	16(4)	260	7%	12(4)	310	10%	1664	154	4%	11(3)	154	4%	2%
A03	Old Brighton Road, South Terminal Roundabout	1028	104	10%	10(6)	105	11%	10(6)	101	10%	1031	77	8%	11(3)	77	8%	2%
A04	Old Brighton Road, South Terminal Roundabout	1223	99	8%	10(6)	129	11%	11(4)	141	14%	1319	75	6%	11(3)	75	6%	2%
A05	Bowthell Lane, Charlowood Road (West of the Roundabout)	712	4	1%	7(2)	5	1%	7(2)	5	1%	706	1	0%	11(3)	1	0%	2%
A06	Lowfield Heath Road (West of the Roundabout)	600	25	4%	6(7)	23	4%	6(7)	27	4%	545	35	6%	11(3)	35	6%	2%
A07	Charlowood Road (Holywell Road, South East of the Roundabout)	1477	15	1%	17(8)	23	1%	17(8)	23	1%	1497	20	1%	11(3)	20	1%	2%
A08	Regate Road - Power Cross (North of the Roundabout)	836	13	2%	7(3)	11	1%	5(9)	11	2%	641	14	2%	11(3)	14	2%	2%
A09	Manor Road, Newton Road	1866	116	6%	17(10)	126	7%	18(12)	154	8%	2344	132	5%	11(3)	132	5%	2%
A10	Manor Road, Newton Road	4254	282	7%	43(2)	330	8%	45(3)	338	8%	6142	272	4%	11(3)	272	4%	2%
A11	Crowley Avenue, Hasselwick Avenue, A23	1576	115	4%	10(7)	146	5%	12(5)	112	4%	1022	66	1%	11(3)	66	1%	2%
A12	M23, Bakersfield Road, Roundabout	788	47	6%	18(4)	55	6%	16(9)	56	6%	720	14	2%	11(3)	14	2%	2%
A13	M23, Bakersfield Road, Roundabout	1600	67	4%	14(6)	77	5%	13(6)	72	6%	1891	25	1%	11(3)	25	1%	2%
A14	M23 (W. to South Terminal Roundabout)	4710	189	4%	42(3)	207	6%	33(2)	335	8%	3977	154	4%	11(3)	154	4%	2%
A15	M23 (W. to South Terminal Roundabout)	511	235	4%	52(3)	237	6%	43(2)	335	8%	5227	197	3%	11(3)	197	3%	2%
A16	Southgate Road, Kewik Way, Manor Road	445	54	12%	4(2)	43	10%	24(8)	48	10%	520	34	7%	11(3)	34	7%	2%
A17	Bakersfield Road, Westwood Drive, North Park Avenue, Roundabout	1410	21	2%	12(5)	28	2%	11(4)	28	2%	1478	30	2%	11(3)	30	2%	2%
A18	Westwood Drive, Bakersfield Road - The Regate	480	11	2%	9(4)	11	4%	5(7)	11	3%	711	23	3%	11(3)	23	3%	2%
A19	Garskew Way, Manor Road, M23	504	37	8%	10(6)	44	7%	8(6)	41	5%	1438	41	3%	11(3)	41	3%	2%
A20	Southridge Road, Bramley Hill - South Lane, A23	448	16	4%	29(9)	16	4%	8(6)	46	4%	979	11	1%	11(3)	11	1%	2%
A21	Southridge Road, Lower Coombe Road, Roundabout	1495	41	3%	17(4)	31	2%	16(4)	53	3%	1846	16	1%	11(3)	16	1%	2%
A22	Lower Coombe Road, South Lane - A23	812	19	2%	7(7)	18	2%	10(3)	18	2%	953	11	1%	11(3)	11	1%	2%
A23	Coombe Road, Park Lane - South Lane - A23	1123	19	2%	10(7)	16	1%	14(4)	37	3%	1485	11	1%	11(3)	11	1%	2%
A24	A23 Brighton Road, A23 South Terminal Roundabout	1748	125	7%	17(7)	117	7%	17(4)	118	9%	1994	97	5%	11(3)	97	5%	2%
A25	South Lane, Brighton Road, South Lane - A23	44	19	4%	37(8)	18	5%	40(6)	23	6%	639	16	3%	11(3)	16	3%	2%
A26	Brighton Road, Lissard Road - Junction Road, A23	1991	121	6%	20(7)	114	6%	20(1)	172	9%	2220	95	4%	11(3)	95	4%	2%
A27	The Crofton Tower, Crofton Road - Regate Road, A23	500	18	2%	16(8)	8	1%	7(7)	22	3%	800	4	0%	11(3)	4	0%	2%
A28	The Crofton Tower, Crofton Road - Regate Road, A23	1510	29	2%	17(8)	20	2%	13(4)	40	3%	1648	16	1%	11(3)	16	1%	2%
A29	Southgate Road, Roundabout, The Crofton Tower, A23	1381	25	2%	10(7)	31	2%	7(7)	43	3%	1551	24	2%	11(3)	24	2%	2%
A30	West of Roundabout, The Crofton Tower, Park Lane, A23, Crofton	2044	76	2%	28(10)	40	2%	28(1)	43	2%	2809	48	2%	11(3)	48	2%	2%
A31	Park Lane, A23, Crofton Underpass, A23	5115	141	3%	40(1)	125	3%	39(6)	161	4%	4756	98	2%	11(3)	98	2%	2%
A32	Park Lane, Park Lane - South Lane - A23	3022	74	2%	17(6)	65	2%	20(7)	63	2%	3844	45	2%	11(3)	45	2%	2%
A33	Lower Coombe Road, Roundabout, Southridge Road, A23	1999	58	3%	17(7)	46	3%	23(7)	91	3%	2652	27	1%	11(3)	27	1%	2%
A34	Wesley Road, Pagan Road - Junction Road, A23	3000	198	6%	28(15)	195	7%	21(9)	270	10%	3611	188	7%	11(3)	188	7%	2%
A35	Crofton Underpass, Wesley Road, Park Lane, A23	2497	247	10%	22(7)	247	11%	18(9)	271	11%	2223	238	11%	11(3)	238	11%	2%
A36	Crofton Underpass, Wesley Road, Park Lane, A23	3032	74	2%	27(6)	65	2%	23(7)	83	4%	2844	45	2%	11(3)	45	2%	2%
A37	Bardsley Road, Addison Grove, Farlow Road, A23	1134	24	2%	20(6)	17	2%	10(7)	38	4%	1333	11	1%	11(3)	11	1%	2%
A38	Addison Grove, Addison Grove, Farlow Road, A23	1112	113	10%	10(7)	108	11%	10(8)	127	12%	1127	97	9%	11(3)	97	9%	2%
A39	Cherry Orchard Road, Addison Grove, Farlow Road, A23	1061	61	6%	9(8)	62	7%	10(4)	77	7%	1073	51	5%	11(3)	51	5%	2%
A40	Morland Road, Burnell Road, Backhoe Lane, Roundabout	1056	46	4%	10(7)	41	4%	9(5)	59	6%	1208	28	2%	11(3)	28	2%	2%
A41	Morland Road, Burnell Road, Backhoe Lane, Roundabout	1038	26	3%	10(7)	21	2%	8(8)	17	2%	867	5	1%	11(3)	5	1%	2%
A42	St James Road, Crofton Underpass, Wesley Road, Park Lane, A23	640	35	6%	19(5)	31	5%	14(4)	34	6%	517	19	4%	11(3)	19	4%	2%
A43	St James Road, Crofton Underpass, Wesley Road, Park Lane, A23	837	11	1%	7(5)	8	1%	5(1)	9	2%	724	3	0%	11(3)	3	0%	2%
A44	Widmore Road, St James Park, Keston Road, Crofton	1517	18	1%	14(5)	13	1%	10(8)	43	4%	1384	9	1%	11(3)	9	1%	2%
A45	Widmore Road, St James Park, Keston Road, Crofton	1815	117	6%	17(6)	130	6%	17(4)	154	9%	2001	87	4%	11(3)	87	4%	2%
A46	Widmore Road, St James Park, Keston Road, Crofton	1984	121	6%	20(10)	124	6%	20(1)	171	9%	2220	95	4%	11(3)	95	4%	2%
A47	Widmore Road, St James Park, Keston Road, Crofton	1301	11	1%	10(6)	11	1%	7(5)	36	5%	84	7	1%	11(3)	7	1%	2%
A48	Full Road, Crofton	330	10	3%	4(4)	13	3%	3(4)	6	4%	161	4	2%	11(3)	4	2%	2%
A49	A222 St James Road, Crofton	1272	15	1%	10(6)	17	1%	8(6)	17	2%	1176	5	0%	11(3)	5	0%	2%
A50	Addison Grove, Addison Grove, Farlow Road, A23	1004	27	3%	10(7)	22	3%	10(7)	33	3%	1039	10	1%	11(3)	10	1%	2%
A51	Cherry Orchard Road, Cedar Road, Leitch Park Road, Crofton	1082	60	6%	11(1)	62	7%	10(8)	77	7%	1201	52	4%	11(3)	52	4%	2%
A52	Warham Road, Bramley Hill - South Lane, A23	951	39	4%	10(6)	40	4%	6(7)	42	6%	728	31	4%	11(3)	31	4%	2%
A53	Warham Road, Bramley Hill - South Lane, A23	1880	82	4%	20(8)	82	4%	13(4)	84	6%	1460	62	4%	11(3)	62	4%	2%
A54	Warham Road, Bramley Hill - South Lane, A23	584	16	3%	7(5)	15	2%	7(4)	25	3%	886	20	2%	11(3)	20	2%	2%
A55	Widmore Road, St James Park, Keston Road, Crofton	645	7	1%	7(5)	10	2%	4(6)	9	2%	655	10	2%	11(3)	10	2%	2%
A56	Field Drive, Redback Road - Tangmoor Road	730	31	4%	10(6)	36	4%	6(6)	29	4%	727	24	3%	11(3)	24	3%	2%
A57	Crowley Avenue, Hasselwick Avenue, A23	1330	29	3%	11(7)	25	3%	16(5)	51	3%	1041	49	2%	11(3)	49	2%	2%
A58	A23 (W. to South Terminal Roundabout)	1028	34	3%	13(7)	42	4%	9(6)	56	5%	1227	37	2%	11(3)	37	2%	2%
A59	Bedford Park, Wesley Road - Tangmoor Road	648	7	1%	6(5)	7	1%	4(6)	8	2%	614	4	1%	11(3)			



# Highway Flows - Cumulative

## Cumulative - Link Sensitivity and IEMA Rules 1 & 2

### Approach to Pedestrian and Cyclist Sensitivities

<b>Negligible</b>	No footway or pedestrian / cyclist desire lines
<b>Low</b>	With footway and / or cycle provision
<b>Medium</b>	Alongside residential frontages, or sensitive receptors (eg doctors' surgeries, hospitals, shopping areas with roadside frontage, roads with narrow footways un-segregated cycle ways, community centres, parks, recreation facilities, retirement homes).
<b>High</b>	Alongside sensitive receptors (eg schools, colleges, playgrounds, accident black spots, urban / residential roads without footways that are used by pedestrians)
<b>Very High</b>	Alongside receptors with greatest sensitivity due to site-specific characteristics which make them particularly sensitive to changes in traffic flows (eg community with high incidence of mobility impairment requiring to cross roads to access essential facilities).

ID	Road Name	Sensitivity	IEMA Rules 1 & 2										
			2029			2032			2047				
			30% All	30% HGV	10% All	30% All	30% HGV	10% All	30% All	30% HGV	10% All		
003	A23 London Road, North Terminal-Longbridge Roundabout		No	No	No	No	Yes	No	No	Yes	No	No	Yes
009	A23 London Road,Racecourse Road - North Terminal		No	No	No	No	No	No	No	No	No	No	Yes
010	A23 London Road to North Terminal Roundabout	Negligible	No	No	No	No	No	No	No	Yes	No	No	Yes
011	A23 Airport Way to South Terminal Roundabout EB	Negligible	No	No	No	No	No	No	Yes	Yes	No	No	Yes
012	M23 Spurt to South Terminal Roundabout WB	Negligible	No	No	No	Yes	No	Yes	Yes	Yes	No	No	Yes
NT3	Northgate Road	Negligible	No	No	No	No	No	No	No	No	No	No	No
NT6	North Terminal Approach	Negligible	No	No	No	No	No	No	No	No	No	No	No
a05	Bonnetts Lane, Charlwood Road,Lowfield Heath Road (South of the Airport)	Negligible	No	No	No	No	Yes	No	No	No	No	No	No
a06	Gatwick Road, Beehive Ring Road - London Road (South of the Airport)		No	No	No	No	Yes	No	No	Yes	No	Yes	No
a07	Gatwick Road, Beehive Ring Road - Gatwick Road roundabout		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci23	B2037, Effingham Road		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci24	B2037, Snow Hill		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci25	A23 Brighton Road, J11-Forest Gate-Southgate Roundabout		No	No	No	No	No	No	No	No	No	No	No
ci29	Bewbush Drive, Lulworth Close-Mowbray Drive	Medium	No	No	No	No	No	No	No	Yes	No	No	Yes
ci30	A23 Crawley Avenue, Cheals Roundabout-Gossops Drive		No	No	No	No	No	No	No	No	No	No	No
ci31	Gossops Drive, Crawley Avenue-Overdene Drive	Medium	No	No	No	No	No	Yes	Yes	Yes	No	No	Yes
ci32	A23 Crawley Avenue, Gossops Drive-Ifield Roundabout		No	No	No	No	No	No	No	No	No	No	No
ci40	A23 Crawley Avenue, ifield Roundabout-Malden Lane		No	No	No	No	No	No	No	No	Yes	No	No
ci43	A23 London Road, Tushmore Roundabout-Manor Royal		No	No	No	No	No	No	No	No	No	No	Yes
ci44	A23 London Road, Manor Royal WB-Manor Royal EB		No	No	No	No	No	No	No	No	No	No	Yes
ci45	A23 London Road, Manor Royal-Martyrs Avenue		No	No	No	No	No	No	No	No	No	No	Yes
ci46	A23 London Road, Martyrs Avenue-County Oak Way		No	No	No	No	No	No	No	No	No	No	No
ci47	A23 London Road, County Oak Way-Fleming Way Roundabout		No	No	No	No	No	No	No	No	No	No	No
ci48	Fleming Way Slipper Roads		No	No	No	No	No	No	No	Yes	No	No	Yes
ci49	Fleming Way, Fleming Way Roundabout-Faraday Road	Medium	No	No	No	No	No	No	Yes	No	No	No	Yes
ci50	Martyrs Avenue, London Road-Langley Parade		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci51	Stagelands, Matrys Avenue-Ifield Avenue		No	No	No	No	Yes	No	No	Yes	No	Yes	Yes
ci53	Hazelwick Avenue, Haslett Avenue East-Hazelwick Road		No	No	No	No	Yes	No	No	Yes	No	Yes	Yes
ci54	Hazelwick Avenue, Hazelwick Road-Bycroft Way		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci56	Hazelwick Avenue, Hazelwick Avenue Roundabout-Hazelwick Flyover		No	No	No	No	Yes	No	No	No	No	No	No
ci57	Hazelwick Flyover, Hazelwick Avenue-Gatwick Road		No	No	No	No	Yes	No	No	No	No	No	No
ci58	A2011 Crawley Avenue, Hazelwick Avenue-Tushmore Roundabout		No	No	No	No	No	No	No	No	Yes	Yes	Yes
ci60	A23 Crawley Avenue Slipper Road, Tushmore Roundabout-Crawley Avenue		No	No	No	No	No	No	No	No	Yes	No	No
ci61	A23 Crawley Avenue, Crawley Avenue-Ifield Roundabout		No	No	No	No	No	No	No	No	Yes	No	No
ci63	Ifield Drive, Warren Drive-Ifield Drive		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci64	Ifield Avenue, Stagelands-Warren Drive		No	No	No	No	Yes	Yes	No	No	No	Yes	Yes
ci66	Rusper Road, Hyde Drive	Medium	No	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes
ci67	Rusper Road, Hyde Drive-Tangmere Road	Medium	No	No	No	No	No	Yes	Yes	Yes	No	Yes	Yes
ci68	Tangmere Road, Rusper Road-Ifield Drive	Medium	No	No	No	No	No	Yes	Yes	Yes	No	Yes	Yes
ci70	Rudgwick Road, Ifield Drive-Rusper Road	Medium	No	No	No	No	No	No	Yes	No	No	Yes	Yes
ci71	A2219 Pegler Way, Orchard Street-Ifield Road		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci72	A2219 Phaslett Avenue West, High Street-Ifield Road		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci73	A2220 Station Way, Friary Way-Station Road		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci74	A2219 High Street, London Road-Pegler Way		No	No	No	No	No	Yes	No	Yes	No	Yes	No
ci75	Ifield Avenue, London Road		No	No	No	No	No	Yes	No	No	No	No	No
ci76	Haslett Avenue East, Spindle Way-The Squareabout		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci79	Gatwick Road, Tinsle Lane-Gatwick Road Roundabout EB		No	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes
ci80	Gatwick Road, Tinsle Lane-The Drive		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci85	Gatwick Road,Fleming Way-Whittle Way		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci86	Gatwick Road, Whittle Way-Radford Road		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci87	Radford Road, Gatwick Road-Streers Lane		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci88	Radford Road, Streers Lane-Balcombe Road		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci89	B2036 Balcombe Road, Radford Road-Crawley Avenue		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci90	B2036 Balcombe Road, Crawley Avenue-Haywards		No	No	No	No	No	No	No	No	Yes	No	No
ci94	B2036 Balcombe Road, Crawley Avenue-Radford Road		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci95	A2011 Crawley Avenue Slipper Road, Balcombe Road-Crawley Avenue		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci96	Tangmere Road, Ifield Drive-Rusper Road	Medium	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
ci97	B2036 Balcombe Road, Haywards-Saint Catherines Road		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci98	B2036 Balcombe Road, Saint Catherines Road-Worth Park Avenue Rounabout		No	No	No	No	Yes	No	No	Yes	No	Yes	No
cy41	Ifield Avenue, Ifield Green-Warren Drive	Medium	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
cy43	Ifield Drive, Rudgwick Road-Tangmere Road		No	No	No	No	Yes	No	No	Yes	No	Yes	Yes
cy44	Crawley Avenue, Horsham Road A2220-Southgate Avenue A2004, A23		No	No	No	No	No	No	No	No	No	No	No
cy45	A23 J11 WB Offslip (West of J11)		No	No	No	No	No	No	No	No	No	No	No
cy53	Jarvis Road, Croydon	Medium	No	No	No	Yes	No	Yes	No	No	No	No	No
cy54	Pampisford Road Croydon	High	No	No	No	No	No	No	Yes	No	No	No	Yes
h01	B2036 Balcombe Road, north of Gatwick Green		No	No	No	No	Yes	No	No	No	No	No	No
h02	B2036 Balcombe Road, Gatwick Green		No	No	No	No	Yes	No	No	Yes	No	Yes	No
h03	B2036 Balcombe Road, south of Gatwick Green		No	No	No	No	Yes	No	No	No	Yes	No	No
h04	B2036 Balcombe Road, Radford Road-Antlands Lane		No	No	No	No	Yes	No	No	No	Yes	No	No
h05	B2037 Antlands Lane, Balcome Road-Shipley Bridge Lane, Horley		No	No	No	No	Yes	No	No	No	Yes	No	No
h06	B2037 Antlands Lane, Shipley Bridge Lane - Corpthorne Bank, Horley		No	No	No	No	Yes	No	No	No	Yes	No	No
rg01	High Street, A25, Reigate		No	No	No	No	Yes	No	No	No	Yes	No	No
rg02	London Road, High Street-A25 Castlefield Road, A217, Reigate		No	No	No	No	Yes	No	No	No	No	No	No
rg03	London Road, Lonesome Lane-Woodhatch Road, A217, Reigate		No	No	No	No	Yes	No	No	No	No	No	No
rg04	Reigate Hill, Hartington Close-Brokes Road, A217, Reigate	Medium	No	No	No	No	Yes	No	No	No	No	No	No
rg05	A217 Reigate Hill, Gattton Bottom-Gattton Bottom/Wray Lane, Reigate		No	No	No	No	No	No	No	No	No	No	No
rg06	A217 Reigate Hill, Gattton Bottom-Reigate Hill Roundabout, Reigate		No	No	No	No	No	No	No	No	No	No	No
rg07	Reigate Hill, Birkhead Road-Hartington Close, A217, Reigate		No	No	No	No	Yes	No	No	No	No	No	No
rg08	Reigate Hill Slipper Road, Reigate Hill Roundabout, M25		No	No	No	No	Yes	No	No	No	No	No	No
rg09	Bell Street, Bancroft Road-Church Street,A217		No	No	No	No	Yes	No	No	No	Yes	No	No
rg10	Reigate Road, Ironsbottom-Westvale Road, A217		No	No	No	No	Yes	No	No	No	No	No	No
rg11	Dovers Green Road, Woodhatch Road-Lonesome Lane, A217		No	No	No	No	Yes	No	No	No	No	No	No
rg16	A217 Bell Street/Cockshot Hill, Lesbourne Road-Woodhatch Road		No	No	No	No	Yes	No	No	No	No	No	No
sn06	The Street/High Street, Steyning By-Pass-Henfield Road	Medium	No	No	No	No	No	Yes	Yes	Yes	No	No	Yes
sn07	The Street, A283 Roundabout - A2037 Shoreham Road		No	No	No	No	No	No	No	No	No	No	Yes
z00	M23 J9, Nb Slip (South Of J9)		No	No	No	No	No	No	Yes	No	No	No	Yes
z02	M23 J9, Sb Slip (North Of J9)		No	No	No	No	No	No	No	No	No	No	No
z08	M23 J10 NB Slip (South of J10)		No	No	No	No	No	No	No	No	No	Yes	Yes
cl44	A23 London Road, Manor Royal WB-Manor Royal EB		No	No	No	No	No	No	No	No	No	No	Yes
cl45	A23 London Road, Manor Royal-Martyrs Avenue		No	No	No	No	No	No	No	No	No	No	Yes
cl46	A23 London Road, Martyrs Avenue-County Oak Way		No	No	No	No	No	No	No	No	No	No	No
cl47	A23 London Road, County Oak Way-Fleming Way Roundabout		No	No	No	No	No	No	No	No	No	No	No
cl48	Fleming Way Slipper Roads	Medium	No	No	No	No	No	No	No	Yes	No	No	Yes
cl49	Fleming Way, Fleming Way Roundabout-Faraday Road		No	No	No	No	No	No	No	Yes	No	No	Yes
cl50	Martyrs Avenue, London Road-Langley Parade		No	No	No	No	Yes	No	No	Yes	No	Yes	No
cl51	Stagelands, Matrys Avenue-Ifield Avenue		No	No	No	No	Yes	No	No	Yes	No	Yes	Yes
cl53	Hazelwick Avenue, Haslett Avenue East-Hazelwick Road		No	No	No	No	Yes	No	No	No	Yes	Yes	Yes
cl54	Hazelwick Avenue, Hazelwick Road-Bycroft Way		No	No	No	No	Yes	No	No	Yes	No	Yes	No
cl56	Hazelwick Avenue, Hazelwick Avenue Roundabout-Hazelwick Flyover		No	No	No	No	Yes	No	No	No	No	No	No
cl57	Hazelwick Flyover, Hazelwick Avenue-Gatwick Road		No	No	No	No	Yes	No	No	No	No	No	No
cl58	A2011 Crawley Avenue, Hazelwick Avenue-Tushmore Roundabout		No	No	No	No	No	No	No	No	Yes	Yes	Yes
cl60	A23 Crawley Avenue Slipper Road, Tushmore Roundabout-Crawley Avenue		No	No	No	No	No	No	No	No	Yes	No	No
cl61	A23 Crawley Avenue, Crawley Avenue-Ifield Roundabout		No	No	No	No	No	No	No	No	Yes	No	No
cl63	Ifield Drive, Warren Drive-Ifield Drive		No	No	No	No	Yes	No	No	Yes	No	Yes	No
cl64	Ifield Avenue, Stagelands-Warren Drive		No	No	No	No	Yes	Yes	No	No	No	Yes	Yes
cl66	Rusper Road, Hyde Drive		No	No	No	No	Yes	No	No	No	Yes	Yes	Yes
cl67	Rusper Road, Hyde Drive-Tangmere Road		No	No	No	No	No	Yes	Yes	Yes	No	Yes	Yes
cl68	Tangmere Road, Rusper Road-Ifield Drive		No	No	No	No	No	Yes	Yes	Yes	No	Yes	Yes
ci70	Rudgwick Road, Ifield Drive-Rusper Road		No	No	No	No	No	No	Yes	No	No	No	Yes
ci71	A2219 Pegler Way, Orchard Street-Ifield Road		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci72	A2219 Phaslett Avenue West, High Street-Ifield Road		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci73	A2220 Station Way, Friary Way-Station Road		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci74	A2219 High Street, London Road-Pegler Way		No	No	No	No	No	Yes	No	No	Yes	No	No
ci75	Ifield Avenue, London Road		No	No	No	No	Yes	Yes	No	No	No	No	No
ci76	Haslett Avenue East, Spindle Way-The Squareabout		No	No	No	No	Yes	No	No	Yes	No	Yes	No
ci79	Gatwick Road, Tinsle Lane-Gatwick Road Roundabout EB		No	No	No	No	Yes	No	No	No	Yes	Yes	Yes
ci80	Gatwick Road, Tinsle Lane-The Drive		No	No	No	No	Yes	No	No	No	Yes	No	No
ci85	Gatwick Road,Fleming Way-Whittle Way		No	No	No	No	Yes	No	No	No	Yes	No	No
ci86	Gatwick Road, Whittle Way-Radford Road		No	No	No	No	Yes	No	No	No	Yes	No	No
ci87	Radford Road, Gatwick Road-Streers Lane		No	No	No	No	Yes	No	No	No	Yes	No	No
ci88	Radford Road, Streers Lane-Balcombe Road		No	No	No	No	Yes	No	No	No	Yes	No	No
ci89	B2036 Balcombe Road, Radford Road-Crawley Avenue		No	No	No	No	Yes	No	No	No	Yes	No	No
ci90	B2036 Balcombe Road, Crawley Avenue-Haywards		No	No	No	No	No	No	No	No	Yes	No	No
ci94	B2036 Balcombe Road, Crawley Avenue-Radford Road		No	No	No	No	Yes	No	No	No	Yes	No	No
ci95	A2011 Crawley Avenue Slipper Road, Balcombe Road-Crawley Avenue		No	No	No	No	Yes	No	No	No	Yes	No	No
ci96	Tangmere Road, Ifield Drive-Rusper Road		No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
ci97	B2036 Balcombe Road, Haywards-Saint Catherines Road		No	No	No	No	Yes						

Cumulative Development Flows 2029

Table with 24 columns: 2029 With Project, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039. Contains cumulative development flow data for various projects.

Table with 24 columns: Cumulative Development 2029 With Project, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039. Contains cumulative development flow data for various projects.

Table with 24 columns: Net Change, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039. Contains net change data for various projects.

Table with 24 columns: Percent Change, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039. Contains percent change data for various projects.

Cumulative Development Flows 2032

Table with columns: ID, Highways, A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, A12, A13, A14, A15, A16, A17, A18, A19, A20. Rows list various road projects and their associated metrics.

Table with columns: ID, Highways, A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, A12, A13, A14, A15, A16, A17, A18, A19, A20. Rows list various road projects and their associated metrics.

Table with columns: ID, Highways, A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, A12, A13, A14, A15, A16, A17, A18, A19, A20. Rows list various road projects and their associated metrics.

Table with columns: ID, Highways, A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, A12, A13, A14, A15, A16, A17, A18, A19, A20. Rows list various road projects and their associated metrics.

Cumulative Development Flows 2047

2047 With Project

ID	Highway/Link	AM1	AM2	AM3	AM4	AM5	PM	% AM1	% AM2	% AM3	% AM4	% AM5	% PM
001	A21 London Road, North Terminal	1159	51	909	41	820	57	6%	1%	13%	2%	100%	97%
002	A21 London Road, North Terminal	2391	67	376	80	134	141	6%	3%	16%	3%	100%	97%
003	A21 London Road, North Terminal	2137	9	48	18	24	83	16%	0%	1%	1%	100%	97%
004	A21 London Road, North Terminal	652	31	59	64	31	51	50%	5%	5%	5%	100%	97%
005	A21 London Road, North Terminal	1489	5	97	187	7	107	10%	1%	1%	1%	100%	97%
006	A21 London Road, North Terminal	2354	236	79	1446	389	81	30%	1%	1%	1%	100%	97%
007	A21 London Road, North Terminal	1023	3	69	95	7	10	10%	1%	1%	1%	100%	97%
008	A21 London Road, North Terminal	762	134	189	58	18	204	46%	13%	1%	1%	100%	97%
009	North Terminal Approach	458	18	48	14	16	15	18	13%	2%	2%	12%	100%
010	Bonnetts Lane, Charlwood	732	4	1%	805	13	2%	68%	8%	1%	68%	8%	1%
011	East Street, High Street	1300	18	1%	1445	18	1%	99%	3%	2%	141%	2%	1%
012	Newbridge Road, High Street	946	16	2%	115	15	1%	85%	15%	2%	132%	18%	1%
013	High Street, High Street	724	17	2%	729	18	2%	99%	2%	2%	99%	2%	1%
014	Clarendon Lane, High Street	759	12	2%	97	11	1%	62%	13%	2%	92%	7%	1%
015	Clarendon Lane, High Street	647	17	3%	99	18	2%	44%	20%	3%	69%	18%	3%
016	Clarendon Lane, High Street	746	18	2%	108	12	1%	60%	19%	3%	74%	16%	2%
017	Clarendon Lane, High Street	840	20	2%	119	13	1%	54%	22%	3%	105%	19%	2%
018	Clarendon Lane, High Street	1275	31	3%	139	15	1%	51%	25%	3%	134%	23%	2%
019	Clarendon Lane, High Street	1054	46	4%	134	15	1%	17%	42%	4%	144%	4%	2%
020	High Street, High Street	934	8	1%	1488	24	2%	138%	11%	1%	189%	28%	1%
021	Clarendon Lane, High Street	361	10	3%	388	10	3%	25%	11%	4%	59%	18%	3%
022	Clarendon Lane, High Street	699	30	4%	75	24	3%	7%	3%	4%	81%	10%	1%
023	Clarendon Lane, High Street	1695	40	3%	179	12	1%	14%	6%	5%	180%	47%	3%
024	A21 London Road, High Street	2035	60	3%	2239	67	3%	19%	19%	3%	280%	45%	2%
025	A21 London Road, High Street	883	44	5%	1088	54	5%	14%	13%	5%	79%	14%	2%
026	A21 London Road, High Street	1644	78	5%	1484	74	5%	14%	14%	5%	190%	30%	2%
027	A21 London Road, High Street	708	12	2%	84	14	2%	50%	1%	3%	70%	11%	2%
028	A21 London Road, High Street	378	10	3%	399	10	3%	30%	1%	4%	60%	18%	3%
029	A21 London Road, High Street	1372	19	1%	149	20	1%	12%	1%	1%	132%	9%	1%
030	A21 London Road, High Street	756	17	2%	79	11	1%	77%	9%	1%	81%	6%	1%
031	A21 London Road, High Street	1024	68	3%	109	56	3%	22%	18%	3%	106%	67%	3%
032	A21 London Road, High Street	708	17	2%	508	8	2%	40%	8%	2%	57%	8%	2%
033	A21 London Road, High Street	226	20	2%	240	20	2%	60%	8%	2%	68%	7%	2%
034	A21 London Road, High Street	543	20	2%	563	21	2%	61%	8%	2%	68%	8%	2%
035	A21 London Road, High Street	2388	60	3%	2398	61	3%	24%	20%	4%	299%	68%	2%
036	A21 London Road, High Street	5130	172	3%	4984	100	2%	48%	20%	5%	432%	134%	3%
037	A21 London Road, High Street	2324	68	3%	2392	56	2%	22%	18%	3%	266%	58%	2%
038	A21 London Road, High Street	124	46	4%	131	29	2%	130%	44%	3%	174%	31%	2%
039	A21 London Road, High Street	1498	54	4%	1599	36	2%	172%	52%	3%	204%	35%	2%
040	A21 London Road, High Street	1741	56	3%	187	42	2%	194%	56%	3%	242%	40%	2%
041	A21 London Road, High Street	1566	58	4%	167	44	2%	168%	56%	3%	204%	40%	2%
042	A21 London Road, High Street	794	39	5%	1103	39	4%	82%	33%	4%	116%	39%	3%
043	A21 London Road, High Street	790	39	5%	1097	39	4%	81%	33%	4%	115%	39%	3%
044	A21 London Road, High Street	557	21	4%	710	22	3%	44%	22%	5%	103%	17%	3%
045	A21 London Road, High Street	1023	34	3%	1120	30	3%	100%	3%	3%	103%	2%	3%
046	A21 London Road, High Street	902	62	6%	1184	54	5%	118%	6%	5%	138%	10%	2%
047	A21 London Road, High Street	1234	63	5%	1381	52	4%	138%	6%	5%	158%	28%	2%
048	A21 London Road, High Street	2194	101	5%	2194	70	3%	216%	11%	5%	223%	68%	3%
049	A21 London Road, High Street	1442	59	4%	1498	61	4%	119%	5%	127%	17%	3%	2%
050	A21 London Road, High Street	1813	58	3%	2134	39	2%	198%	3%	4%	243%	3%	1%
051	A21 London Road, High Street	2745	87	3%	2674	51	2%	230%	11%	5%	239%	6%	1%
052	A21 London Road, High Street	2565	86	3%	2492	50	2%	210%	11%	5%	216%	6%	1%
053	A21 London Road, High Street	570	12	2%	544	12	2%	61%	1%	3%	67%	17%	3%
054	A21 London Road, High Street	1082	57	5%	1076	56	5%	138%	5%	4%	186%	37%	2%
055	A21 London Road, High Street	706	12	2%	741	14	2%	50%	1%	3%	70%	11%	2%
056	A21 London Road, High Street	887	38	4%	1048	43	4%	60%	3%	3%	92%	11%	2%
057	A21 London Road, High Street	887	38	4%	1048	43	4%	60%	3%	3%	92%	11%	2%
058	A21 London Road, High Street	585	11	2%	570	11	2%	55%	1%	1%	77%	12%	2%
059	A21 London Road, High Street	627	54	9%	1002	58	6%	77%	5%	7%	132%	14%	2%
060	A21 London Road, High Street	645	28	4%	64	26	4%	61%	2%	4%	105%	15%	2%
061	A21 London Road, High Street	226	14	6%	280	14	6%	25%	6%	7%	41%	14%	3%
062	A21 London Road, High Street	465	43	9%	418	41	5%	64%	9%	7%	121%	29%	3%
063	A21 London Road, High Street	854	80	9%	774	72	8%	91%	9%	8%	118%	28%	2%
064	A21 London Road, High Street	705	65	7%	635	61	7%	91%	9%	8%	117%	28%	2%
065	A21 London Road, High Street	1832	69	4%	1898	68	3%	147%	9%	6%	169%	8%	1%
066	A21 London Road, High Street	553	23	4%	634	27	4%	62%	3%	4%	92%	10%	1%
067	A21 London Road, High Street	1151	21	2%	1246	71	6%	105%	3%	3%	141%	5%	1%
068	A21 London Road, High Street	1243	31	2%	1246	71	6%	105%	3%	3%	141%	5%	1%
069	A21 London Road, High Street	827	12	1%	840	16	2%	76%	1%	2%	110%	12%	2%
070	A21 London Road, High Street	1124	56	5%	1181	24	2%	91%	4%	5%	137%	18%	1%
071	A21 London Road, High Street	1577	43	3%	1534	18	1%	111%	4%	4%	170%	17%	1%
072	A21 London Road, High Street	1586	71	4%	1510	44	3%	123%	6%	5%	159%	22%	1%
073	A21 London Road, High Street	1417	40	3%	1458	18	1%	112%	3%	3%	159%	15%	1%
074	A21 London Road, High Street	334	25	7%	413	29	6%	31%	3%	7%	41%	22%	5%
075	A21 London Road, High Street	1394	43	3%	1351	36	2%	90%	4%	5%	148%	18%	1%
076	A21 London Road, High Street	1374	46	3%	1444	35	2%	88%	4%	4%	123%	15%	1%
077	A21 London Road, High Street	841	26	3%	888	23	3%	84%	3%	4%	94%	11%	1%
078	A21 London Road, High Street	2293	144	6%	2158	115	6%	180%	13%	9%	194%	97%	5%
079	A21 London Road, High Street	803	38	5%	737	38	5%	69%	4%	6%	72%	31	4%
080	A21 London Road, High Street	612	16	3%	730	14	2%	71%	3%	3%	89%	17	2%
081	A21 London Road, High Street	746	36	4%	820	34	4%	65%	2%	4%	76%	23	3%
082	A21 London Road, High Street	1166	28	2%	1160	28	2%	164%	5%	3%	202%	48	2%
083	A21 London Road, High Street	1155	45	4%	1195	42	3%	111%	8%	7%	147%	48	2%
084	A21 London Road, High Street	40	0	0%	57	0	0%	63	1	2%	49	0	0%
085	A21 London Road, High Street	659	34	5%	645	28	4%	51%	2%	2%	404	18	4%
086	A21 London Road, High Street	1416	62	4%	1388	54	4%	126%	6%	5%	145%	47%	3%
087	A21 London Road, High Street	1605	49	3%	1611	33	2%	152%	4%	3%	169%	26	1%
088	A21 London Road, High Street	1617	50	3%	1654	34	2%	157%	4%	3%	169%	25	1%
089	A21 London Road, High Street	1707	68	4%	1639	40	2%	152%	6%	4%	172%	31	1%
090	A21 London Road, High Street	1150	29	2%	1213	20	2%	121%	5%	2%	147%	12	1%
091	A21 London Road, High Street	1125	25	2%	1101	18	2%	98%	2%	2%	1127	9	1%
092	A21 London Road, High Street	1072	31	3%	1099	23	2%	92%	2%	3%	123%	21	2%
093	A21 London Road, High Street	1627	54	4%	1540	64	4%	194%	8%	4%	188%	37	2%
094	A21 London Road, High Street	1253	31	2%	1420	26	2%	53%	2%	5%	128%	10	1%
095	A21 London Road, High Street	1696	80	5%	1514	54	4%	85%	6%	8%	148%	32	2%
096	A21 London Road, High Street	1175	65	6%	1194	45	4%	70%	6%	10%	114%	29	3%
097	A21 London Road, High Street	1389	64	5%	1429	56	4%	104%	8%	8%	146%	39	3%
098	A21 London Road, High Street	1158	71	6%	1088	57	5%	87%	8%	10%	137%	35	3%

# Highway Junction Review

# Introduction

- This document provides a review of all nodes in the strategic model which have been identified to have ‘medium’ or ‘high’ magnitude of impact (see Table 1). This is based on Volume to Capacity (V/C) ratio.
- This review includes the location of each node and the traffic flows (total and airport traffic) for all peak periods.
- It should be noted that not all nodes are reflecting a junction. Some have been identified as a node for modelling purposes and does not reflect a real junction.

**Table 1: Magnitude of Impact Matrix for Nodes**

Criteria	Magnitude of impacts			
	Negligible	Minor	Moderate	Major
<b>V/C ratio with Project</b>	<b>80-85%</b>	<b>85 -90%</b>	<b>90 - 95%</b>	<b>95% or more</b>
<2 percentage point change in V/C ratio	Negligible	Negligible	Negligible	Negligible
2-5 percentage point change in V/C ratio	Low	Low	Low	Medium
Between 5-10 percentage point change in V/C ratio	Low	Low	Medium	High
>10 percentage point change in V/C ratio	Low	Medium	High	High

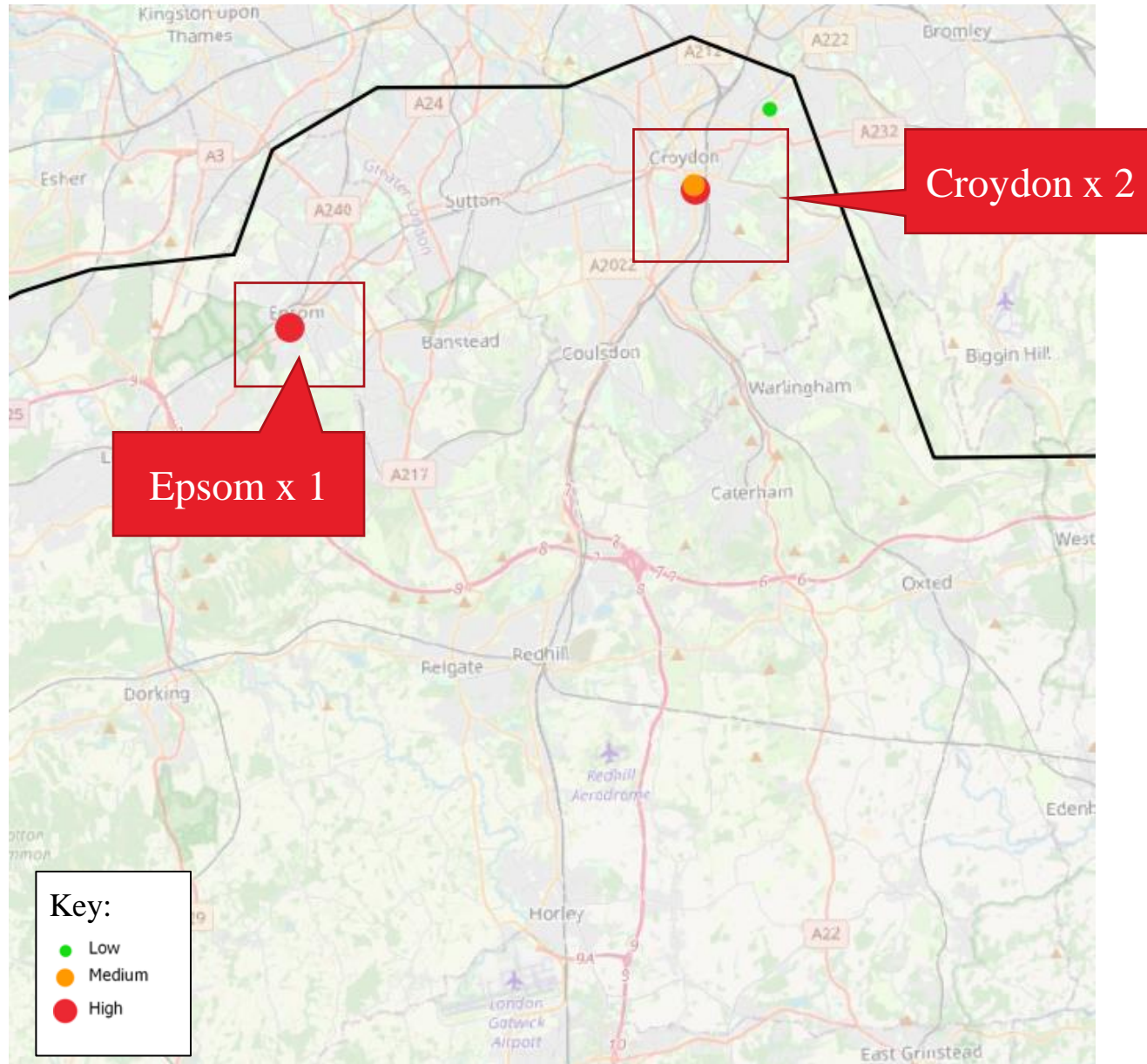
# Model noise

- In developing the strategic model, every effort has been made to ensure the model networks reflect the expected future network state, with the coding of junctions being appropriate and traffic loading from zones being reasonable. However, where high levels of congestion are predicted within such models, a localised effect known as ‘model noise’ can occur. This results in traffic demand switching between routes in successive iterations (of a model run), and when compared against a corresponding scenario, may indicate effects that do not appear logical in the context of the test. This can indicate lower levels of model convergence in specific localised areas, which can make the model results subject to higher levels of uncertainty.
- Within the Gatwick model, some localised model noise has been identified in two particular areas – Croydon and Steyning. These locations have been reviewed in detail and it is clear that airport traffic represents a very small proportion of traffic in these areas (less than 1%). The large changes in traffic flows between future baseline and with Project scenarios in these areas, and the associated impacts, are due to background traffic switching between routes with very similar journey times within the model. In practice this is unlikely to happen, for instance because the alternative route is unsuitable or is not the signed route on the ground, and in such cases the assessment includes professional judgement on the likelihood of such impacts actually occurring.
- For some junctions, the impact is due to model noise and the associated reassignment of background traffic. Model noise is identified by reviewing changes in traffic volumes and the amount of airport related traffic at each node location. Where the additional trips are identified as the result of an unexpected large reassignment of background traffic on the network (rather than additional airport trips), particularly if this does not occur consistently or is at some distance from the Airport, the impacts are considered to be due to model noise.

# 2029 Airfield Construction

Future baseline 2029 vs future baseline 2029 with Airfield Construction





**3 Junctions**  
(Medium & High impacts)

# Croydon

## South Croydon / Bartlett Street (Node: 55025)



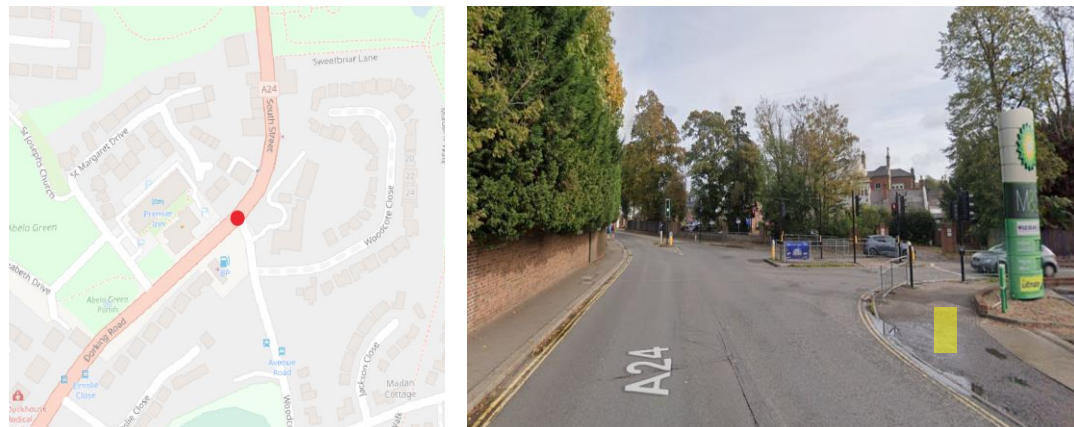
Assessment	Mitigation
<p>This junction is shown to be operating well within capacity in the future baseline in all time periods. This impact is identified in the AM2 peak where there is a reduction in traffic (-118 vehicles) but an increase in V/C ratio (from 17% to 109%). From reviewing the model, this appears to be the result of model noise and localised reassignment of background traffic from the adjacent junction to the west (V/C ratio increases from 61% to 76%), which results in queuing that affects the operation of this junction. The proportion of airport traffic at this junction is very small (1%) and the number of additional airport trips as a result of the Project is negligible (no change to -2 vehicles across the peak periods). For the other peak periods the junction operates with ample capacity (V/C ratio around 17% with Project).</p>	<p>No mitigation is required.</p>

<https://goo.gl/maps/Dx79RAU5xAFB6B9u7>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Airfield Construction	Difference	Future baseline	With Airfield Construction	Difference	Future baseline	With Airfield Construction	Difference
AM1	Negligible	497	563	+67	4	3	-1	14.7	17.8	+3
AM2	High	579	461	-118	8	6	-2	17.0	109.3	+92
IP	Flow Filtered	479	480	+1	2	2	0	14.7	14.8	+0
PM	Flow Filtered	510	509	-0	3	2	-1	14.8	14.8	-0

# Epsom

## South Street / Woodcote Road / Dorking Road (Node: 53192)



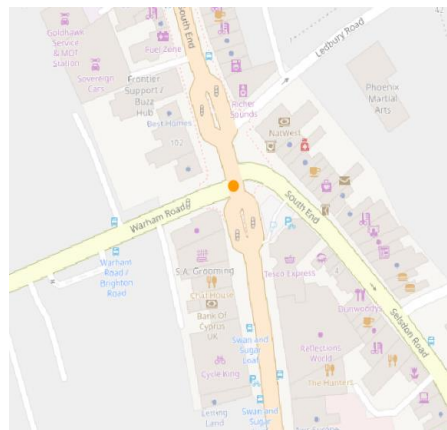
<https://goo.gl/maps/Cxek9G61zzAduaQu7>

Assessment	Mitigation
<p>This junction is identified as operating close to capacity in the morning and evening peak periods in the future baseline, with V/C ratios of between 91% and 99%. The impact from the Project is identified in the AM1 peak where there is an increase in traffic, although given that similar increases are not seen in other time periods, this is considered to be due to model noise and reassignment of background traffic. The proportion of airport traffic at this junction is very small (less than 1%) and the number of additional airport trips as a result of the Project is negligible (no change to +1 across the peak periods). The junction would continue to operate close to capacity with the Project, with V/C ratio in the AM1 peak 97% being lower than V/C ratios experienced in other time periods.</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Airfield Construction	Difference	Future baseline	With Airfield Construction	Difference	Future baseline	With Airfield Construction	Difference
AM1	High	2139	2298	+159	6	7	+1	91.2	97.2	+6
AM2	Flow Filtered	2270	2269	-1	13	13	0	95.7	95.8	+0
IP	Flow Filtered	2044	2043	-1	5	5	0	85.7	85.9	+0
PM	Flow Filtered	2409	2412	+2	14	15	0	99.4	99.5	+0

# Croydon

## Brighton Road / Warham Road / South End (Node: 55022)



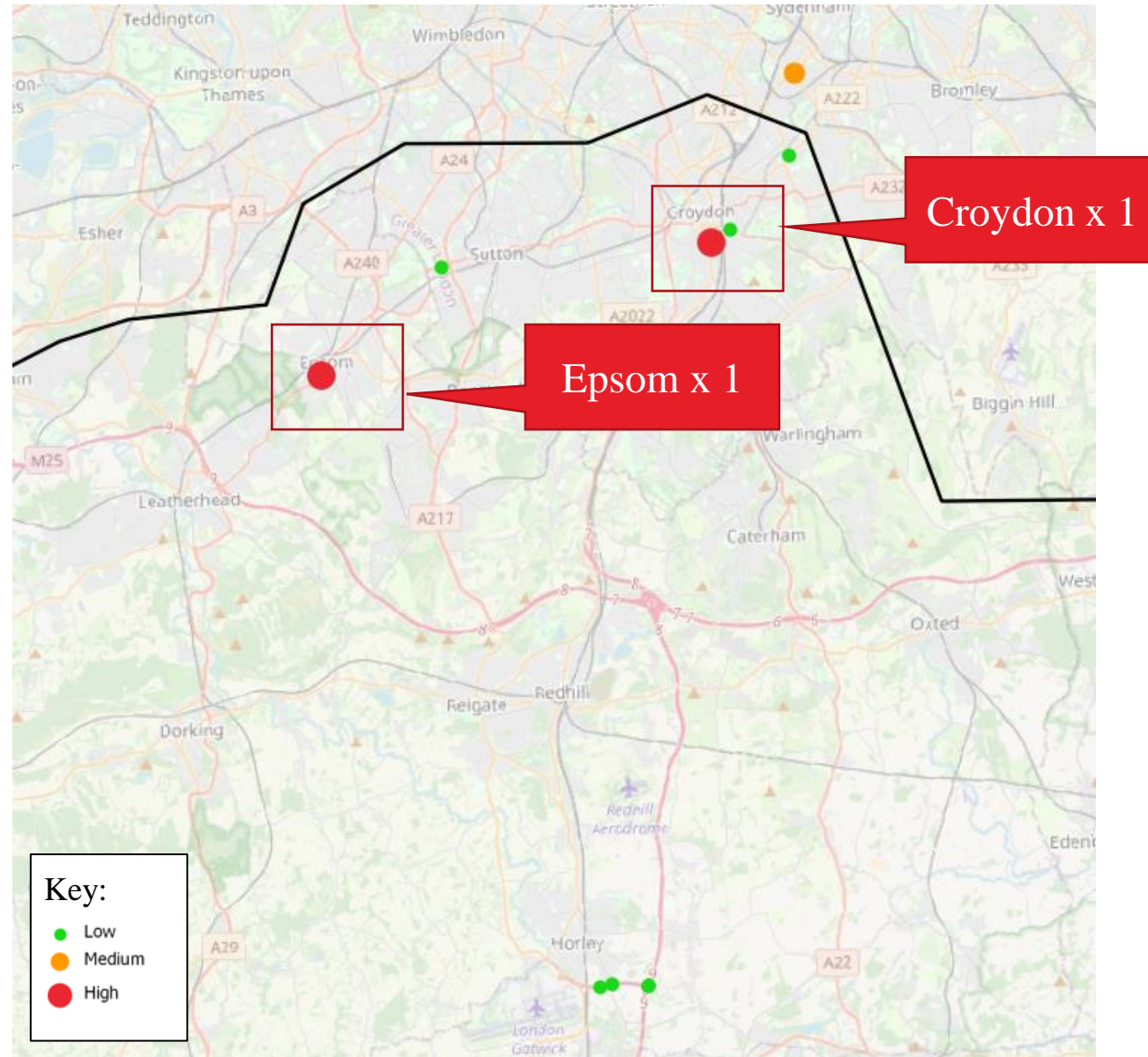
Assessment	Mitigation
<p>This junction is shown to be operating well within capacity in the future baseline in all time periods. The impact from the Project is identified in the AM1 peak where there is an increase in traffic which is considered to be due to model noise and reassignment of background traffic. The proportion of airport traffic at this junction is very small (around 1%) and the number of additional airport trips as a result of the Project is negligible (-6 to +1 vehicles across the peak periods). The junction would continue to operate within capacity with the Project (V/C ratio up to 85%).</p>	<p>No mitigation is required.</p>

<https://goo.gl/maps/Uf3RGL5zmtDBpzVJ6>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Airfield Construction	Difference	Future baseline	With Airfield Construction	Difference	Future baseline	With Airfield Construction	Difference
AM1	Medium	2092	2302	+209	26	21	-5	61.1	85.0	+24
AM2	Negligible	2296	2026	-270	35	29	-6	69.6	84.7	+15
IP	Flow Filtered	1925	1912	-13	15	15	0	55.1	54.8	0
PM	Flow Filtered	2452	2449	-4	27	28	+1	62.2	62.2	0

2029

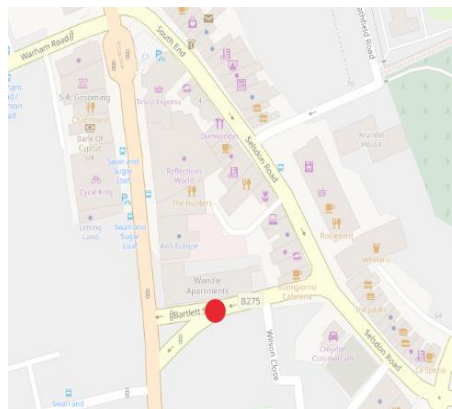
Future baseline 2029 vs future baseline 2029 with Project



**2 Junctions**  
(Medium & High impacts)

# Croydon

## South Croydon / Bartlett Street (Node: 55025)



<https://goo.gl/maps/Dx79RAU5xAFB6B9u7>

### Assessment

This junction is shown to be operating well within capacity in the future baseline. The impact from the Project is identified in the AM2 peak where there is a reduction in traffic (-96 vehicles) but an increase in V/C ratio (from 17% to 109%). From reviewing the model, this appears to be due to model noise and localised reassignment of background traffic from the adjacent junction to the west (V/C ratio increases from 61% in future baseline to 76% with the Project at that junction), which results in queuing that affects the operation of this junction. The proportion of airport traffic at this junction is very small (around 1%) and the number of additional airport trips at this junction as a result of the Project is negligible (-3 to +2 vehicles across the peak periods). For the other peak periods the junction operates with ample capacity (V/C ratio around 15% with Project).

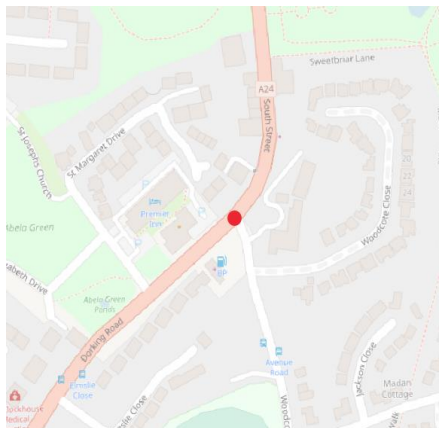
### Mitigation

No mitigation is required.

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Negligible	497	515	+18	4	6	+2	14.7	15.2	+1
AM2	High	579	483	-96	8	5	-3	17.0	108.8	+92
IP	Flow Filtered	479	482	+3	2	2	0	14.7	14.8	0
PM	Flow Filtered	510	514	+4	3	2	0	14.8	14.9	0

# Epsom

## South Street / Woodcote Road / Dorking Road (Node: 53192)



<https://goo.gl/maps/Cxek9G61zzAduaQu7>

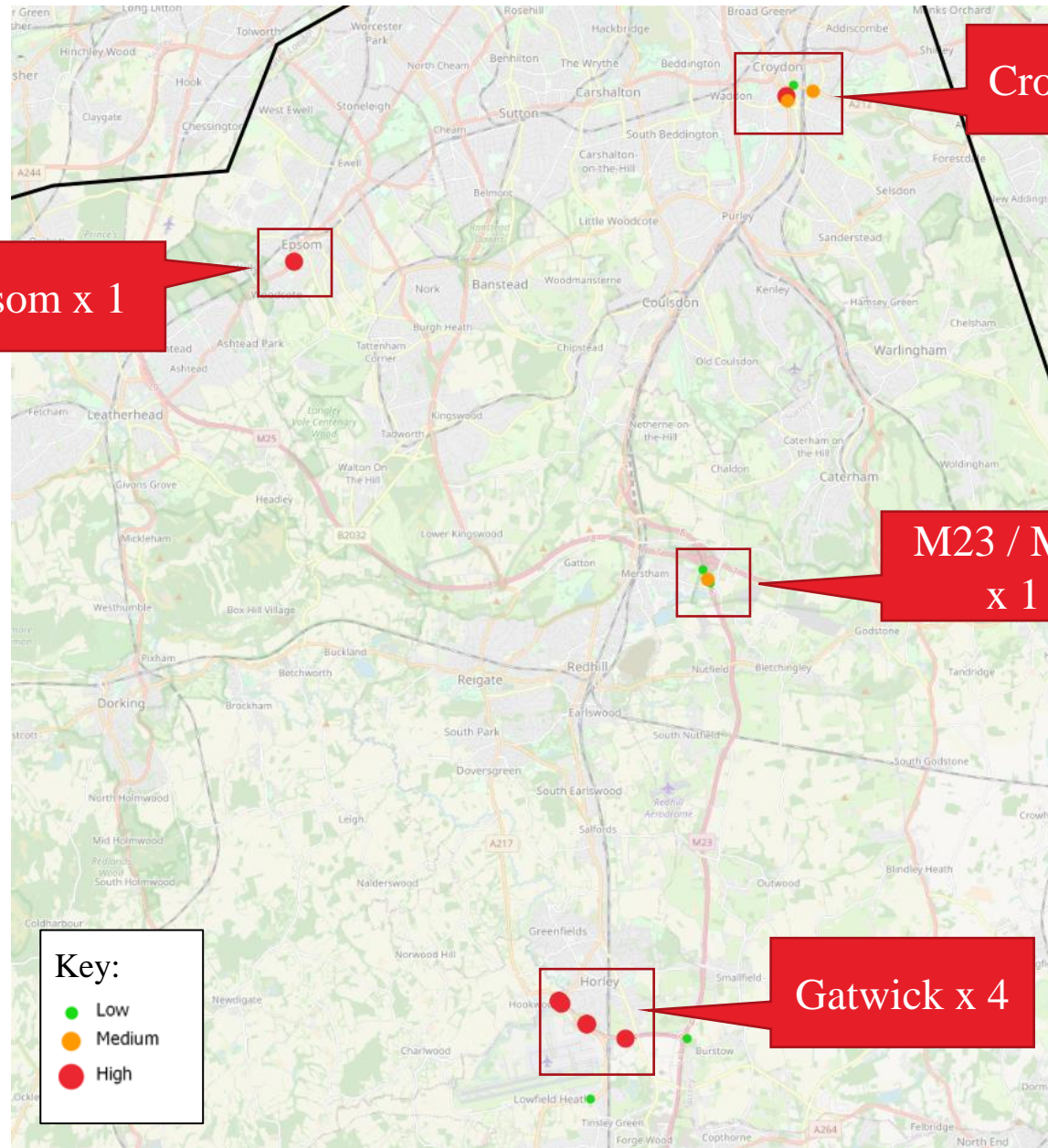
Assessment	Mitigation
<p>This junction is shown to be operating close to capacity in the future baseline, in the morning and evening peak periods (V/C ratio ranging from 91% to 99%). The impact from the Project is identified in the AM1 peak where there is an increase in traffic of 159 vehicles. This is due to model noise and reassignment of background traffic, and there is no similar increase in the other time periods. The junction is operating near to capacity with the Project, with V/C ratio at AM1 peak with Project (97%). This is lower than PM peak for the future baseline without Project (99%). The proportion of airport traffic at this junction is very small (less than 1%) and the number of additional airport trips as a result of the Project is negligible (-3 to +2 vehicles across the peak periods).</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	High	2139	2297	+159	4	6	+2	91.2	97.2	+6
AM2	Flow Filtered	2270	2270	0	8	5	-3	95.7	95.8	+0
IP	Flow Filtered	2044	2045	+1	2	2	0	85.7	85.7	+0
PM	Flow Filtered	2409	2406	-3	3	2	0	99.4	99.3	+0



# 2029 Highway Construction

Future baseline 2029 vs future baseline 2029 with Project and Highway Construction (HCON)



Epsom x 1

Croydon x 3

M23 / M25  
x 1

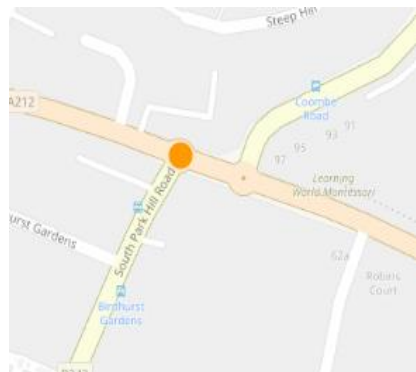
Gatwick x 4

Key:  
● Low  
● Medium  
● High

9 Junctions  
(Medium & High impacts)

# Croydon

## Coombe Rd / South Park Hill Rd (Node: 54710)



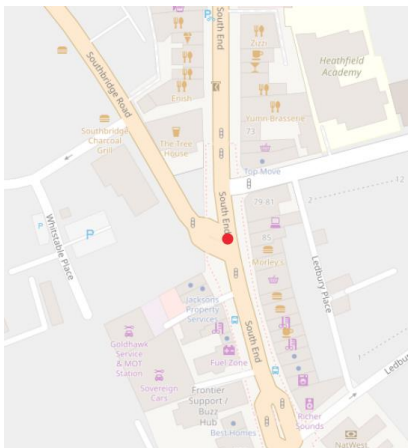
<https://goo.gl/maps/SsKZmgyFWicK598JA>

Assessment	Mitigation
<p>This junction is shown to be operating close to capacity in the morning peak periods and within capacity at other time periods in the future baseline (maximum V/C ratios of 99% in the AM1 period). With the Project and highway construction activity the model shows increases in traffic in the AM2 period, which are not reflected in other time periods. This is considered to be due to model noise and reassignment of background traffic. The proportion of airport traffic at this junction is very small (less than 1%) and the number of additional airport trips as a result of the highway construction works is negligible (-1 to +1 vehicle across the peak periods). With the Project and highway construction activity the junction would continue to operate within or close to capacity, with a maximum V/C ratio of 98% in the AM1 time period.</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference
AM1	Reduction	2446	2407	-39	8	8	-1	98.9	98.1	-1
AM2	Medium	2325	2401	+76	13	13	0	93.7	96.7	+3
IP	Flow Filtered	2213	2211	-2	18	18	0	87.1	87.0	-0
PM	Flow Filtered	2280	2325	+45	10	11	1	86.2	88.3	+2

# Croydon

## Southbridge Road / South End (Node: 55021)



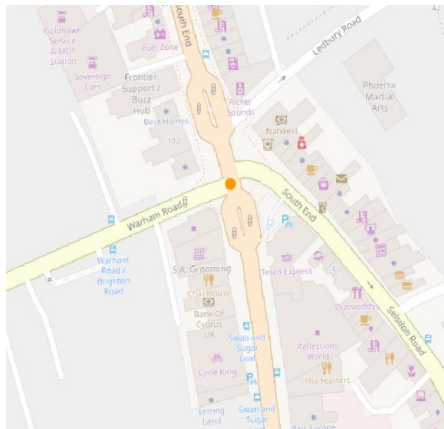
Assessment	Mitigation
<p>This impact is identified in the AM1 peak where there is an increase in traffic of around 250 vehicles, but without a similar increase in the following AM2 period despite a similar total volume of traffic passing through the junction. This is considered to be due to model noise and reassignment of background traffic. The proportion of airport traffic at this junction is very small (around 1%) and the change in airport-related trips as a result of the Project is negligible (reducing by up to 6 vehicles across the peak periods). The junction continues to operate within capacity (V/C of 91% in the AM1 period with the Project and highway construction).</p>	<p>No mitigation is required.</p>

<https://goo.gl/maps/bXghe68MdzNxxCLk6>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference
AM1	High	1461	1715	+255	25	19	-6	64.9	91.0	+26
AM2	Reduction	1629	1438	-191	32	32	-1	71.2	66.3	-5
IP	Flow Filtered	1422	1421	-1	4	4	0	68.5	68.5	-0
PM	Flow Filtered	1822	1822	+0	26	26	0	83.4	83.4	+0

# Croydon

## Brighton Road / Warham Road / South End (Node: 55022)



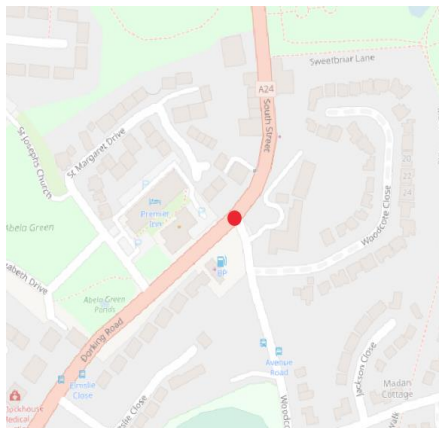
<https://goo.gl/maps/Uf3RGL5zmtDBpzVJ6>

Assessment	Mitigation
<p>This impact is identified in the AM1 peak where there is an increase in traffic of around 240 vehicles but without similar increases in other peak periods, despite a similar total volume of traffic passing through the junction. This is considered to be due to model noise and reassignment of background traffic. The proportion of airport traffic at this junction is very small (around 1%) and the change in airport-related trips as a result of the Project is negligible (a reduction of up to 7 vehicles across the peak periods). The junction continues to operate within capacity (V/C ratio up to 85.4% with the Project and highway construction).</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference
AM1	Medium	2092	2336	+243	26	19	-7	61.1	85.4	+24
AM2	Reduction	2296	2284	-12	35	36	0	69.6	69.4	-0
IP	Flow Filtered	1925	1924	-1	15	16	0	55.1	55.1	-0
PM	Flow Filtered	2452	2456	+3	27	27	0	62.2	62.3	+0

# Epsom

## South Street / Woodcote Road / Dorking Road (Node: 53192)



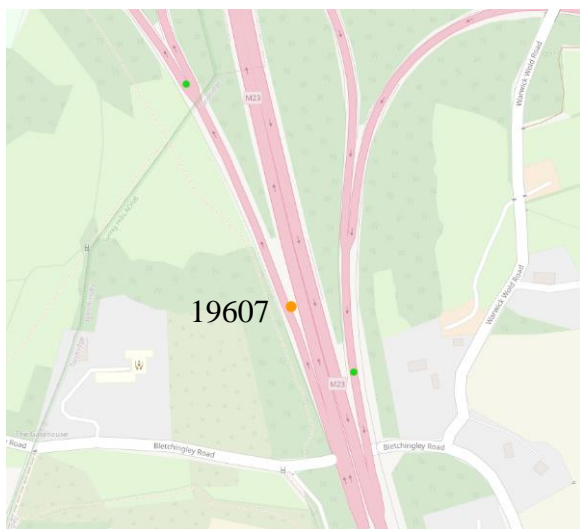
Assessment	Mitigation
<p>This impact is identified in the AM1 peak where there is an increase in traffic of around 160 vehicles, but without similar increases in other periods despite similar total volumes of traffic passing through the junction. This is considered to be due to model noise and reassignment of background traffic. There is no change in airport-related traffic associated with the Project and highway construction. The junction is operating at capacity ( V/C ratio of 97% in the AM1 peak with Project and highway construction).</p>	<p>No mitigation is required.</p>

<https://goo.gl/maps/Cxek9G61zzAduaQu7>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference
AM1	High	2139	2298	+159	6	6	0	91.2	97.2	+6
AM2	Flow filtered	2270	2274	+4	13	14	+1	95.7	96.0	+0
IP	Flow Filtered	2044	2044	+0	5	5	0	85.7	85.6	-0
PM	Flow Filtered	2409	2400	-9	14	14	0	99.4	99.1	-0

# M23 / M25

## Southern diverge (Node: 19607)



<https://goo.gl/maps/11fX9zCpK7BoFr7AA>

Assessment	Mitigation
The impact is identified in the AM1 peak, where the V/C increases by 2% from 93.7% to 95.8%. The node continues to operate within capacity.	No mitigation is required.

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference
AM1	Medium	5285	5404	+119	1278	1376	+98	93.7	95.8	+2
AM2	Flow filtered	4778	4759	-20	1521	1547	+26	87.4	87.1	-0
IP	Negligible	3897	3940	+43	1185	1263	+79	72.6	73.4	+1
PM	Flow Filtered	5122	5119	-3	1199	1217	+18	89.8	89.7	-0

# Gatwick

## South Terminal - Airport Way Roundabout East / A23 (Node: 15084)



<https://goo.gl/maps/KUwyNkJUhqpbG5q86>

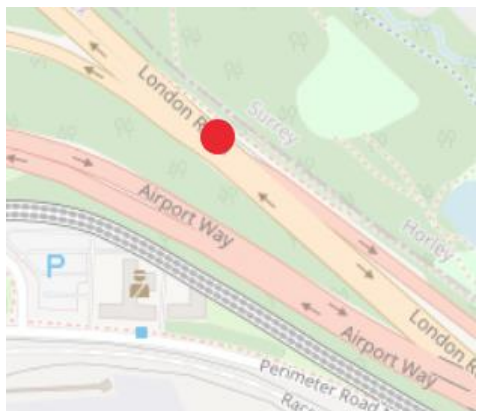
Assessment	Mitigation
<p>This junction is indicated to be operating within capacity in the future baseline. It is part of the South Terminal Roundabout, which would be affected by the traffic management required for the highway construction works and would also experience some increase in traffic while the works are being undertaken. The impacts from the Project are identified in the AM1 and AM2 peak periods. AM1 is shown with a reduction of overall traffic (-7 vehicles) in the and an increase in Project airport traffic (+159 vehicles). AM2 is shown with an overall increase in vehicles (+99 vehicles) and an increase in Project airport traffic (+11 vehicles). The model nevertheless indicates that the junction would continue to operate with V/C ratios of less than 100% in all time periods, and the impact of the Project shown by the modelling would be temporary (lasting around six months, based on the indicative programme) while the highway works are being undertaken.</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference
AM1	High	3431	3424	-7	2624	2783	159	82.7	97.8	+15
AM2	High	3233	3331	+99	2480	2492	11	83.3	95.3	+12
IP	Negligible	2748	2769	+22	2117	2169	52	64.2	81.5	+17
PM	Flow Filtered	2726	2788	+63	2010	2075	65	61.6	79.6	+18



# Gatwick

## London Rd / Airport Way (Node: 15083)



Assessment	Mitigation
The model generally indicates that this location would operate within capacity in the future baseline, but during highway construction they would be affected by the traffic management required for the highway construction, leading to a reduction in the number of lanes (and associated saturation flows) This would result in higher V/C ratios, approaching 100%, for a temporary period (lasting around six months, based on the indicative programme) while the highway works are being undertaken.	No mitigation is required.

<https://goo.gl/maps/AkEE7xiEyF25ekZL9>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference
AM1	High	1992	1761	-231	331	233	-99	57.0	93.9	+37
AM2	High	2244	1887	-357	319	191	-129	62.8	100.6	+38
IP	Negligible	1725	1498	-227	255	173	-82	49.9	81.0	+31
PM	High	2108	1767	-341	432	171	-261	58.6	93.0	+34

# Gatwick

## Longbridge Roundabout (Node: 14801)



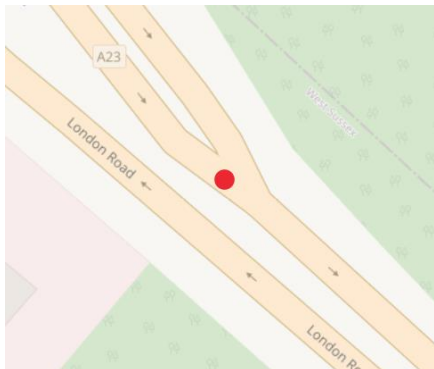
Assessment	Mitigation
<p>The model generally indicates that this location would operate within capacity in the future baseline, but during highway construction they would be affected by the traffic management required for the highway construction, leading to a reduction in the number of lanes (and associated saturation flows) This would result in higher V/C ratios, approaching 100%, for a temporary period (lasting around six months, based on the indicative programme) while the highway works are being undertaken.</p>	<p>No mitigation is required.</p>

<https://goo.gl/maps/CUTSxVS7X2pnQFm39>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference
AM1	High	2188	1847	<b>-341</b>	576	456	<b>-120</b>	54.2	91.6	<b>+37</b>
AM2	High	2108	1896	<b>-212</b>	413	309	<b>-104</b>	52.2	93.7	<b>+41</b>
IP	High	2193	1806	<b>-387</b>	410	293	<b>-117</b>	55.5	92.2	<b>+37</b>
PM	High	2805	2172	<b>-633</b>	597	318	<b>-280</b>	67.8	98.7	<b>+31</b>

# Gatwick

## London Rd / A23 (Node: 16768)



### Assessment

The model generally indicates that this location would operate within capacity in the future baseline, but during highway construction they would be affected by the traffic management required for the highway construction, leading to a reduction in the number of lanes (and associated saturation flows) This would result in higher V/C ratios, approaching 100%, for a temporary period (lasting around six months, based on the indicative programme) while the highway works are being undertaken.

### Mitigation

No mitigation is required.

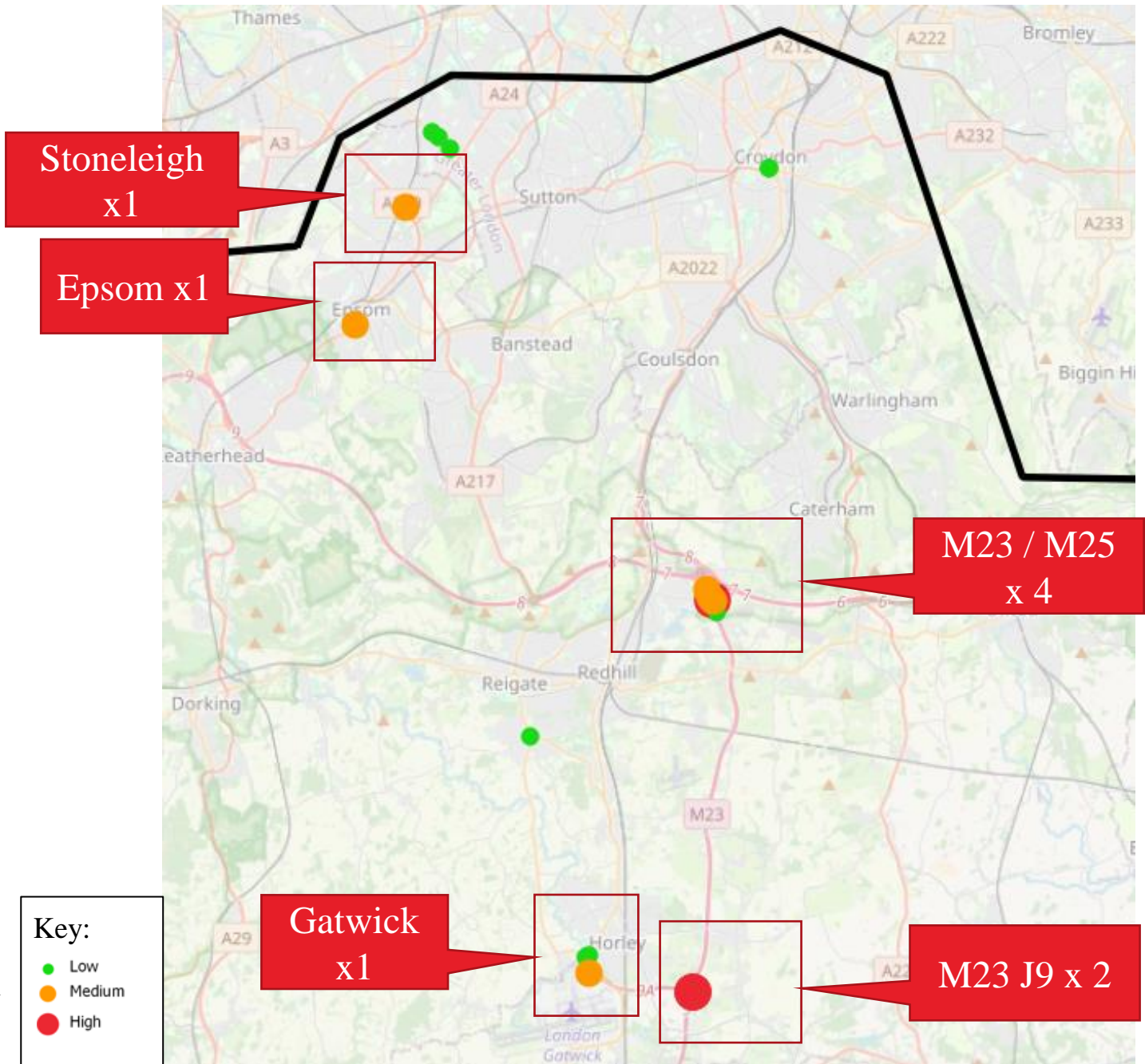
<https://goo.gl/maps/1eKxxKMUmhVnK8Bx5>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference	Future baseline	With Project and Highway Construction	Difference
AM1	Negligible	1992	1761	-231	331	233	-98	53.6	82.7	+29
AM2	High	2243	1887	-357	322	191	-131	59.8	92.5	+33
IP	Negligible	1726	1498	-227	255	173	-82	47.0	65.3	+18
PM	Negligible	2109	1768	-341	426	168	-258	55.2	84.2	+29

2032

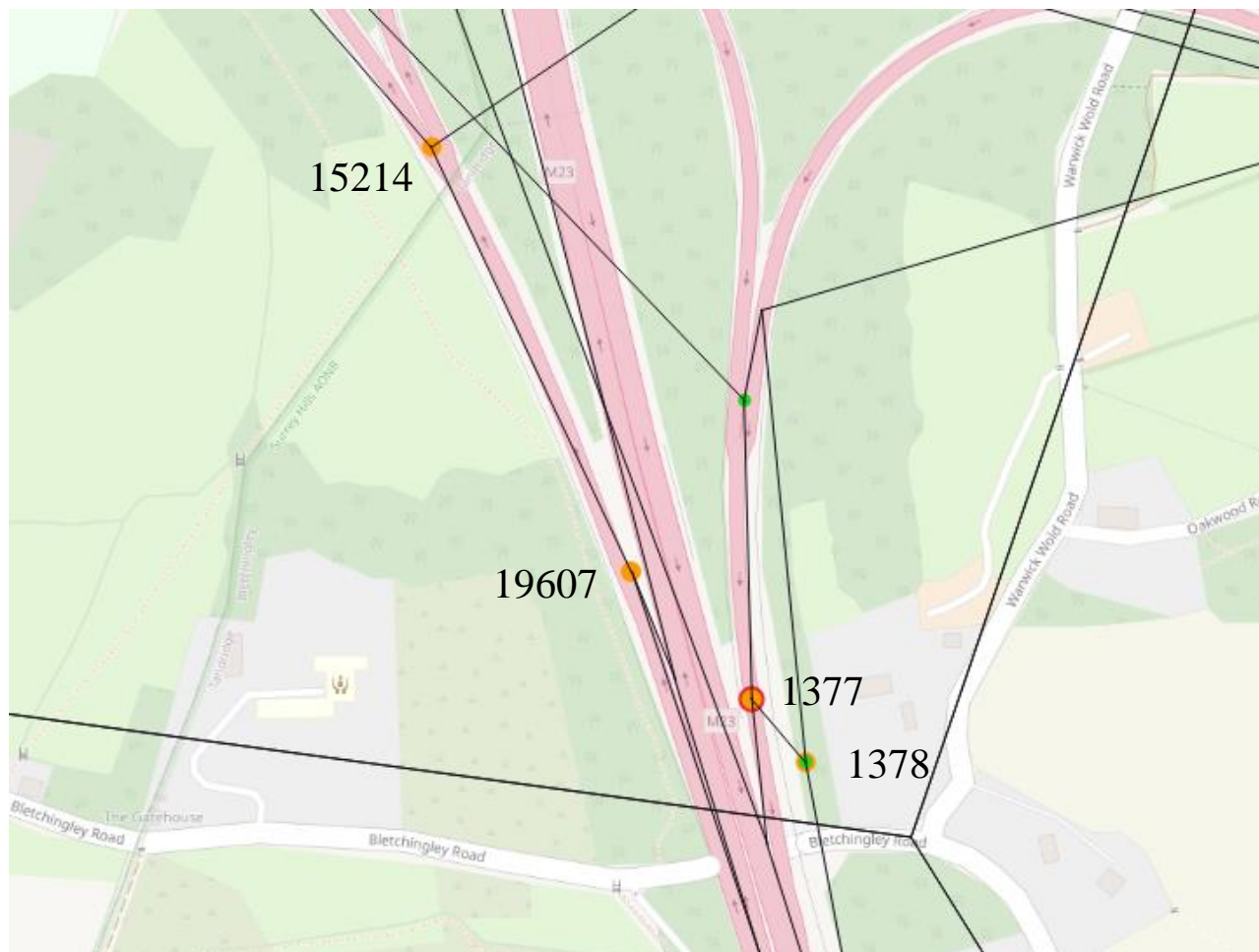
Future baseline 2032 vs future baseline 2032 with Project

**9 Junctions**  
(Medium & High impacts)



# M23 / M25

## Southern merge and diverges (Nodes: 15214, 19607, 1377 & 1378)



### Assessment

This complex of merges and diverges is shown to be operating within capacity in the future baseline, with V/C ratios varying from 63% in the inter-peak period to 100% in the AM1 time period. A separate more detailed review of the whole junction has been undertaken against DMRB criteria, to consider the performance of the merges and diverges at this junction. No capacity issues are expected in the with Project scenario, which shows V/C ratios increasing by just two to three percentage points. Further consideration for this junction is undertaken under the 2047 assessment year.

### Mitigation

No mitigation is required.

Note: The black lines illustrate the SATURN model links

# M23 / M25

**Node:  
15214**

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	5457	5644	<b>+188</b>	1338	1701	<b>363</b>	94.1	97.2	<b>+3</b>
AM2	Low	4985	5115	<b>+130</b>	1589	1860	<b>271</b>	88.7	90.8	<b>+2</b>
IP	Negligible	4063	4198	<b>+134</b>	1202	1398	<b>197</b>	73.5	75.9	<b>+2</b>
PM	Low	5285	5459	<b>+174</b>	1204	1438	<b>234</b>	89.9	92.9	<b>+3</b>

**Node:  
19607**

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	5457	5656	<b>+199</b>	1338	1704	<b>+366</b>	96.8	100.2	<b>+3</b>
AM2	Low	4985	5103	<b>+119</b>	1588	1856	<b>+267</b>	91.3	93.4	<b>+2</b>
IP	Negligible	4063	4198	<b>+134</b>	1202	1398	<b>+197</b>	75.6	78.0	<b>+2</b>
PM	Medium	5285	5459	<b>+174</b>	1204	1438	<b>+234</b>	92.6	95.7	<b>+3</b>

# M23 / M25

Node:  
1377

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	3216	3460	+245	1146	1403	+257	83.6	90.3	+7
AM2	High	3476	3701	+225	1237	1454	+217	90.1	96.5	+6
IP	Negligible	2321	2488	+166	735	841	+105	63.4	67.7	+4
PM	Low	3214	3321	+107	649	769	+120	82.8	85.7	+3

Node:  
1378

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Low	3143	3328	+186	1033	1257	+225	87.3	91.8	+4
AM2	Medium	3358	3568	+210	1075	1249	+174	91.7	96.7	+5
IP	Negligible	2668	2736	+68	737	842	+106	76.4	78.6	+2
PM	Negligible	3198	3262	+63	627	739	+112	86.9	88.5	+2



# Perimeter Road North

## Longbridge Way / Perimeter Road North (Node: 73465)



### Assessment

This is an internal junction within the GAL road network, which is shown to be operating within capacity in the future baseline. The junction is expected to experience an increase in traffic with the Project. The medium impact from the Project is identified for the AM1 peak where the junction would still be operating within capacity with the Project (V/C ratio of 86%).

### Mitigation

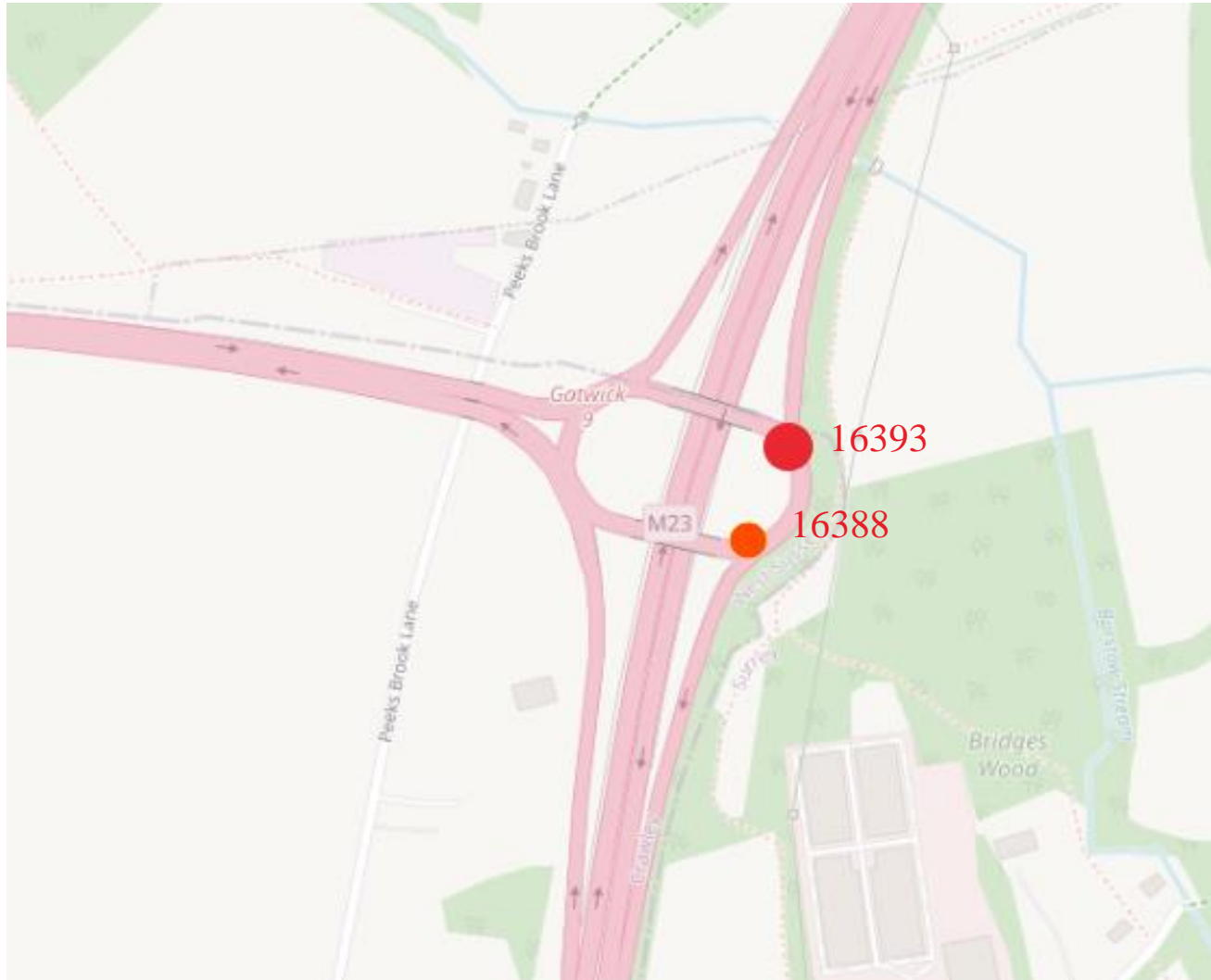
No mitigation is required.

<https://goo.gl/maps/ssUwRNW4XS9AkKfZ7>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	744	871	+127	726	853	+127	71.5	85.7	+14
AM2	Negligible	606	694	+88	587	674	+87	57.8	68.3	+10
IP	Negligible	616	721	+106	604	710	+106	63.1	75.9	+13
PM	Negligible	378	431	+53	366	419	+53	34.6	40.4	+6

# Gatwick M23 Junction 9

Gatwick Interchange / M23 (Nodes: 16393 & 16388)



## Assessment

This junction is within the VISSIM microsimulation model and its operation has been considered in more detail through the use of that model. This shows some reductions in speeds with the Project, compared to the future baseline, but no significant capacity issues have been identified (see next slides).

## Mitigation

No mitigation is required.

# Gatwick M23

## Gatwick/Interchange/M23

### Node: 16393

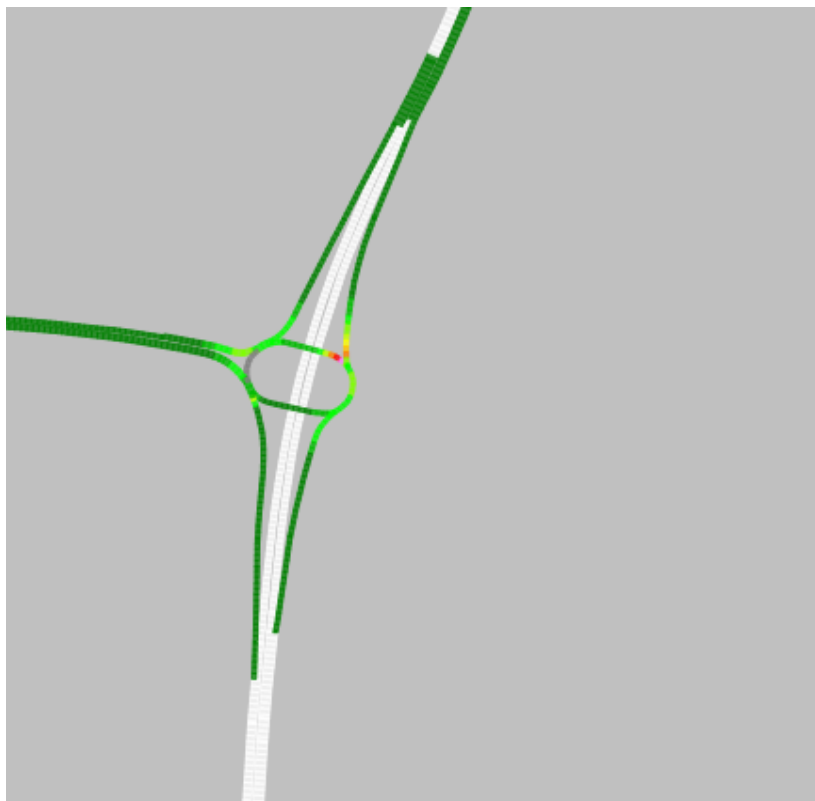
Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	High	2727	3245	+517	2080	2494	+414	83.8	99.8	+16
AM2	High	2779	3339	+561	2127	2483	+356	85.4	102.6	+17
IP	Negligible	2075	2345	+271	1598	1836	+238	64.8	73.2	+8
PM	Negligible	2042	2326	+284	1413	1717	+304	61.5	70.1	+9

### Node: 16388

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	2727	3256	+528	2080	2494	+414	74.5	88.6	+14
AM2	Medium	2778	3256	+478	2127	2483	+356	76.0	88.9	+13
IP	Negligible	2076	2339	+263	1598	1836	+238	57.8	65.0	+7
PM	Negligible	1987	2247	+260	1413	1717	+304	53.4	60.4	+7

# M23 Junction 9

## Gatwick Interchange / M23



Future baseline 2032



With Project 2032

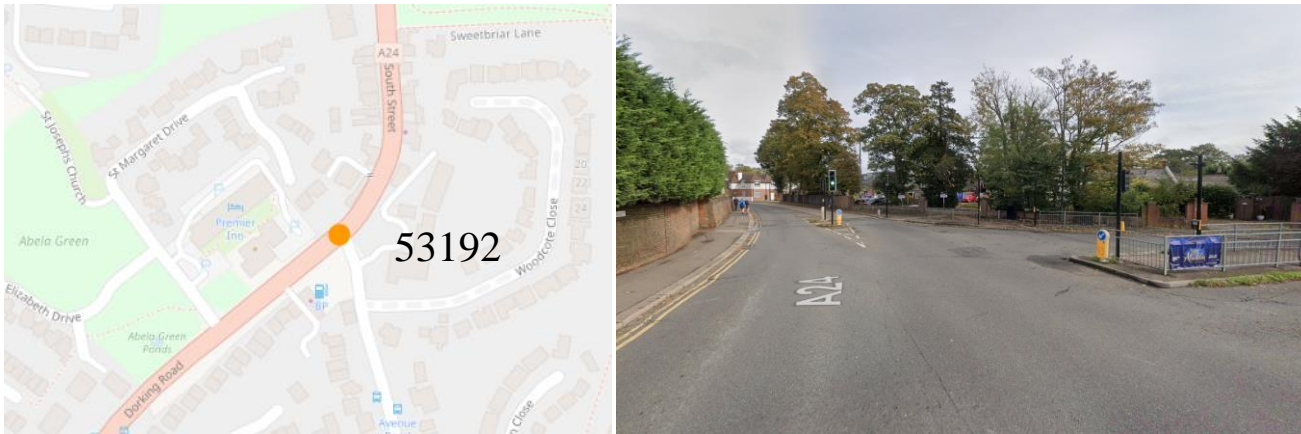
This junction is part of the more detailed assessment undertaken in VISSIM (as set out in the **Transport Assessment** (Doc Ref: 7.4)).

With adaptive signal control on the M23 southbound slip and the Smart Motorways configuration implemented on the slip approaches, this junction operates consistently in all scenarios.

In the future baseline configuration, the westbound M23 Spur sees slower traffic speeds in the AM and PM peaks than in the with Project configuration. This does not impede the operation of Junction 9 in any of the modelled scenarios.

# Epsom

## South Street / Woodcote Road / Dorking Road, Epsom (Node: 53192)



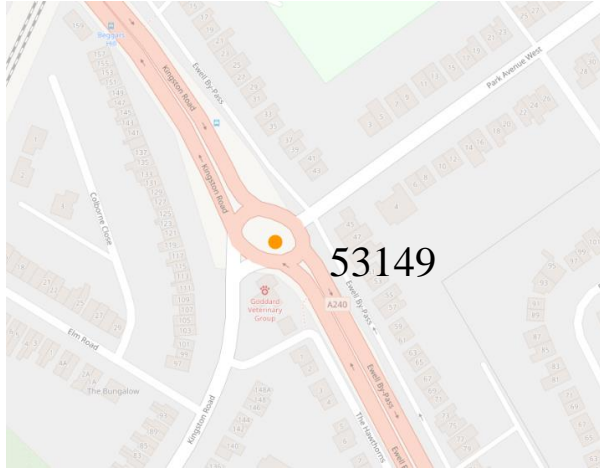
<https://maps.app.goo.gl/QcbJy35mLEoThrfW6>

Assessment	Mitigation
<p>This junction is shown to be operating close to capacity in the future baseline, in the morning and evening peak periods (V/C ratio ranging from 93% to 100%). The impact from the Project is identified in the AM1 peak where there is an increase in traffic of 123 vehicles. This is due to model noise and reassignment of background traffic, and there is no similar increase in the other time periods. The junction is operating near to capacity with the Project, with V/C ratio at AM1 peak with Project (98%). This is lower than PM peak for the future baseline without Project (100%). The proportion of airport traffic at this junction is very small (less than 1%) and the number of additional airport trips as a result of the Project is negligible (no change to +3 vehicles across the peak periods).</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	2182	2306	<b>+123</b>	6	8	<b>+2</b>	93	98	<b>+5</b>
AM2	Flow filtered	2275	2272	<b>-2</b>	14	16	<b>+3</b>	96	96	<b>-0</b>
IP	Flow Filtered	2064	2069	<b>+5</b>	5	5	<b>+0</b>	87	87	<b>+0</b>
PM	Flow Filtered	2426	2428	<b>+2</b>	15	17	<b>+3</b>	100	100	<b>+0</b>

# Stoneleigh

## Kingston Road / Park Avenue West, Stoneleigh (Node: 53149)



### Assessment

This junction is shown to be exceeding capacity in the AM1 peak and close to capacity in the other peak hours. The impact from the Project is identified in the AM1 peak where there is an increase in traffic (+49 vehicles) which increases V/C ratio from 102% to 104%. From reviewing the model, this appears to be due to model noise and localised reassignment of background. The proportion of airport traffic at this junction is very small (around 1%) and the number of additional airport trips at this junction as a result of the Project is small (up to +17 vehicles)

### Mitigation

No mitigation is required.

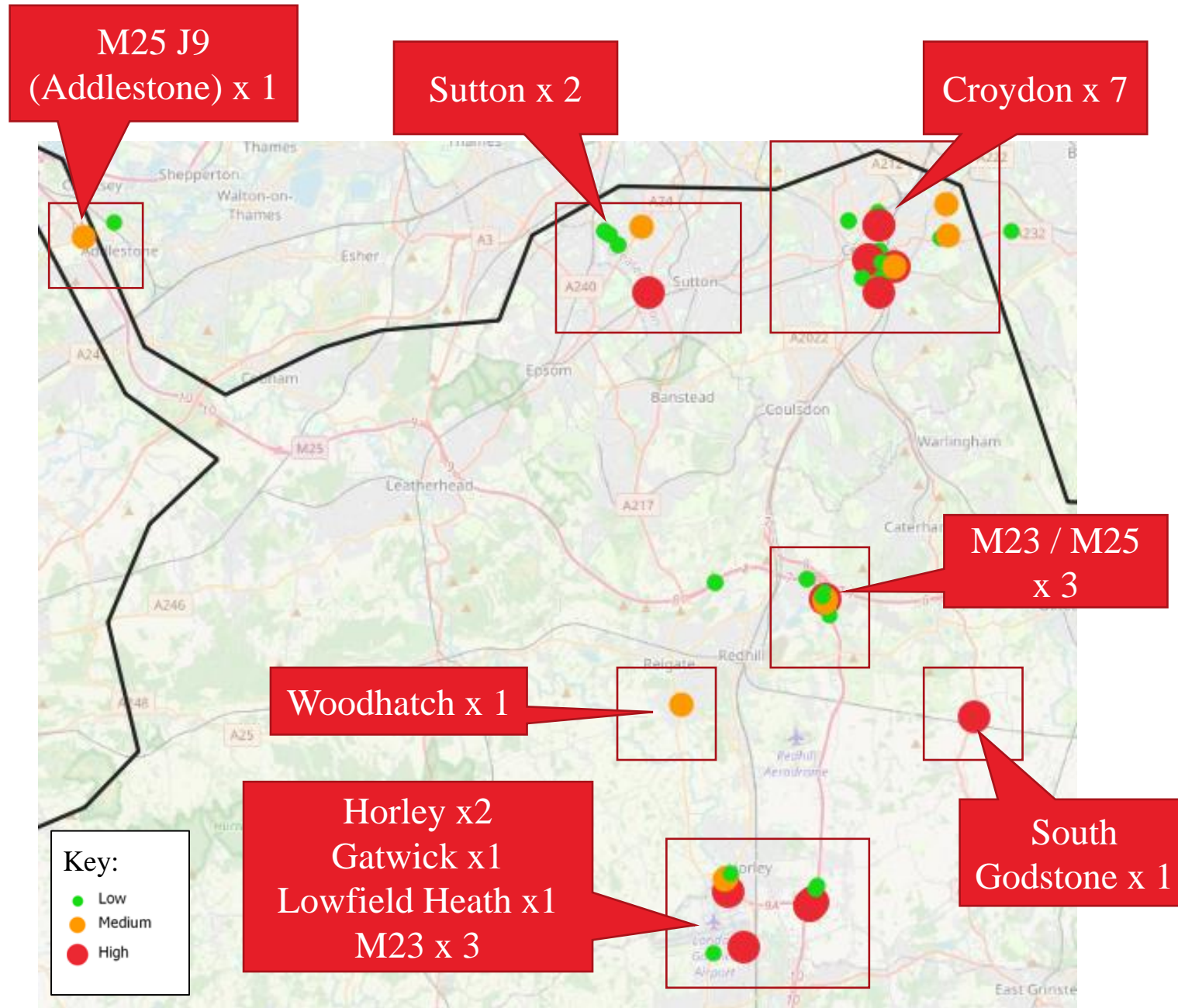
<https://maps.app.goo.gl/kMeeUseJJGTSbjom6>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	3247	3297	+49	94	111	+17	102	104	+2
AM2	Flow filtered	3046	3021	-25	86	102	+16	98	98	+1
IP	Flow Filtered	3025	3032	+7	17	21	+4	91	91	+0
PM	Flow Filtered	3438	3440	+2	50	56	+6	88	89	+0

2047

Future baseline 2047 vs future baseline 2047 with Project

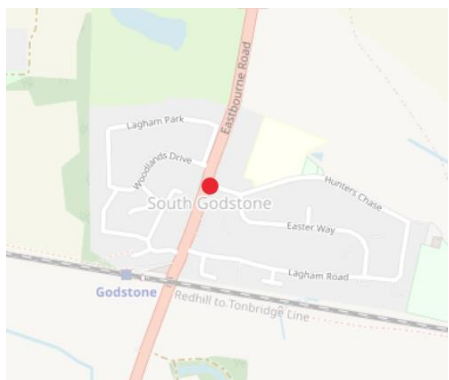
**22 Junctions**  
(Medium & High impacts)





# South Godstone

## A22 / Harcourt Way (Node: 10137)



Assessment	Mitigation
This node in the model does not represent an actual junction, but is a zone connector, which is a location at which all the traffic from the existing residential area is assumed to be loaded onto the network in one location. In practice, this traffic would use a number of junctions which have not been included given the strategic nature of the model.	No mitigation is required.

<https://goo.gl/maps/5cP9zyX5ygPQNUSE8>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Negligible	2495	2532	+37	30	33	2	100.1	101.8	+2
AM2	High	2791	2869	+78	24	31	7	123.4	128.8	+5
IP	Flow Filtered	1894	1907	+13	25	25	0	66.2	66.6	+0
PM	Flow Filtered	2266	2276	+11	21	21	0	79.5	79.7	+0

# Croydon

## Brighton Road / Jarvis Road (Node: 55049)



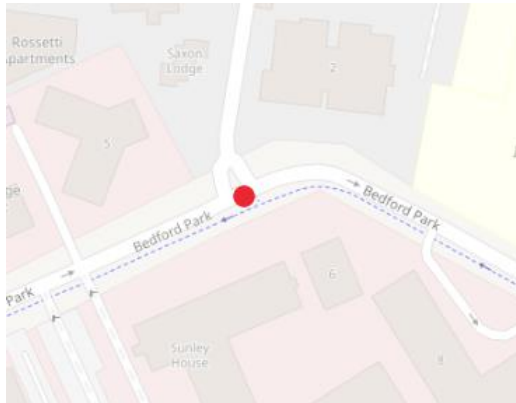
<https://goo.gl/maps/ALmYzLrXrstNBmi19>

Assessment	Mitigation
<p>This junction is shown to be operating close to capacity in the morning and evening peak periods in the future baseline, with V/C ratios of between 88% and 96%. The impact from the Project is identified in the AM2 peak where there is an increase in traffic of around 200 trips, which appears to be due to model noise and reassignment of background traffic as a similar increase does not appear in other time periods. The proportion of airport traffic at this junction is very small (less than 1%) and the number of additional airport trips as a result of the Project is negligible (up to 6 vehicles an hour). The junction would continue to operate at capacity with the Project, with the V/C ration in the AM2 peak with the Project (96.7%) being very similar to performance in the AM1 peak in future baseline (96.2%).</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Negligible	2617	2576	-40	43	46	+4	96.2	98.2	+2
AM2	High	2355	2559	+204	43	48	+6	88.4	96.7	+8
IP	Flow Filtered	2334	2328	-5	32	37	+5	90.0	89.7	-0
PM	Flow Filtered	2504	2503	-2	44	46	+2	92.8	92.7	-0

# Croydon

## Bedford Park / Tavistock Road (Node: 54438)



<https://goo.gl/maps/vHDPcYwNRiNKLdpU9>

### Assessment

This junction is shown to be operating within capacity in all time periods in the future baseline, with V/C ratios of between 63% and 88%. The models show an increase in traffic with the Project in the AM1 and AM2 periods, which appears to be due to model noise and reassignment of background traffic. The consequence of the increase in traffic with the Project is that the model indicates it would operate over capacity in the AM1 and AM2 peak periods with the Project (V/C increases from around 86% to 105%). The proportion of airport traffic at this junction is very small (around 0.5% which can be considered to be within daily variation in traffic) and the number of additional airport trips as a result of the Project is negligible (up to 3 vehicles an hour).

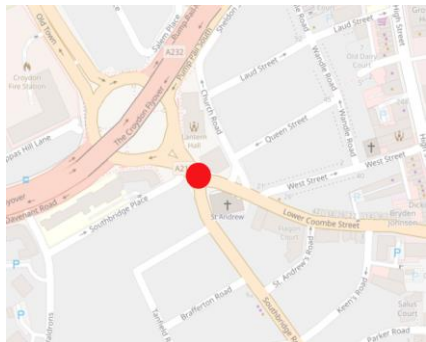
### Mitigation

No mitigation is required.

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	High	648	771	+123	0	4	+3	88.2	105.2	+17
AM2	High	635	740	+105	0	1	+1	86.1	105.5	+19
IP	Flow Filtered	459	463	+ 5	1	1	0	62.7	63.4	+ 1
PM	Flow Filtered	614	615	+ 1	0	0	0	82.8	82.8	+ 0

# Croydon

## Lower Coombe Street / Southbridge Road (Node: 54708)



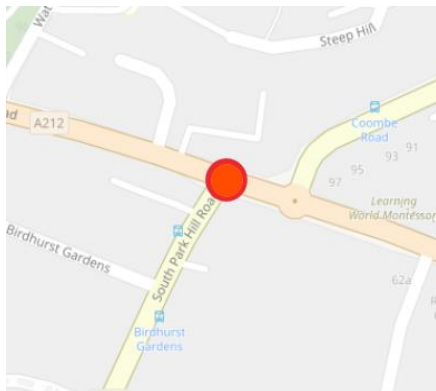
<https://goo.gl/maps/XV6a75GZqaeEXgwt7>

Assessment	Mitigation
<p>This junction is shown to be operating within capacity in all time periods in the future baseline. An increase in traffic is shown in the AM1 and AM2 time periods with the Project, amounting to between 542 and 813 trips. However, this is considered to be the result of model noise and reassignment of background traffic, given that the proportion of airport traffic at this junction is very small (less than 1%) and the number of additional airport trips as a result of the Project is negligible (up to 10 vehicles an hour). With the Project, the model indicates that the junction would still operate within capacity (V/C ratio of 95%).</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	High	2153	2695	+542	14	19	+ 5	68.0	94.5	+26
AM2	High	1929	2742	+813	7	17	+ 10	59.7	94.3	+35
IP	Flow Filtered	2677	2694	+ 17	4	5	+ 1	88.1	88.9	+ 1
PM	Flow Filtered	2725	2715	- 10	32	27	- 5	87.7	86.9	- 1

# Croydon

## Coombe Road / South Park Hill Road (Node: 54710)



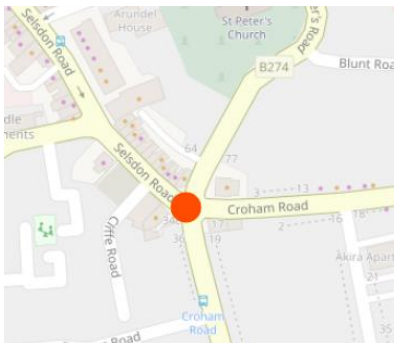
<https://goo.gl/maps/HXGMxBdAT4X6Z6Fz6>

Assessment	Mitigation
<p>This junction is shown to be operating within capacity in the morning peak period and close to capacity in the interpeak and evening peak period in the future baseline. The model shows increases in traffic in the morning time periods with the Project which appear to be due to model noise and reassignment of background traffic, given that the proportion of airport traffic at this junction is very small (less than 1%) and the number of additional airport trips as a result of the Project is negligible (up to 8 vehicles an hour). The junction would continue to operate within but close to capacity with the Project (maximum V/C ratio of 98.5% in any time period).</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	2153	2257	+104	12	16	+ 4	81.7	91.2	+9
AM2	High	2036	2424	+389	9	17	+ 8	75.3	98.5	+23
IP	Negligible	2321	2350	+ 30	17	19	+ 2	91.9	93.5	+ 2
PM	Medium	2384	2420	+ 37	11	14	+ 3	92.8	95.4	+ 3

# Croydon

## Selsdon Road / St Peter's Road / Croham Road (Node: 54778)



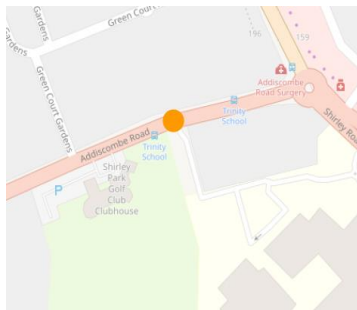
<https://goo.gl/maps/U4uP9A7pjRnLP5J86>

Assessment	Mitigation
<p>This junction is shown to be operating within capacity in the morning and interpeak time periods, and at capacity in the evening time period (V/C of 99%) in the future baseline. The impact from the Project is identified in the AM1 peak where there is a small increase in traffic (+59 trips). The proportion of airport traffic at this junction is very small (less than 1%) and the number of additional airport trips as a result of the Project is negligible (up to 4 vehicles an hour). With the Project, the junction would operate closer to capacity in the AM1 peak (V/C of 91%) than it would in the future baseline, but the performance in the evening peak period would not be affected (V/C of 98% with Project compared to 99% in the future baseline)</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	2214	2273	+59	15	19	+4	84.7	90.6	+6
AM2	Low	2151	2182	+31	11	14	+3	81.9	85.1	+3
IP	Flow Filtered	1835	1822	-12	25	27	+2	70.1	69.5	-1
PM	Flow Filtered	2383	2376	-7	9	11	+2	98.6	98.2	0

# Croydon

## Addiscombe Road / Trinity School Access (Node: 54135)



<https://goo.gl/maps/pbUvjTnSDvMTXRPUA>

### Assessment

This node is a pedestrian crossing and is shown to be operating within capacity in the future baseline in the morning and interpeak periods, and close to capacity (V/C ratio of 97%) in the evening peak period. The impact from the Project is identified in the AM1 peak where an increase of around 110 trips is considered to be due to model noise and reassignment of background traffic. The proportion of airport traffic at this junction is very small (less than 1%) and the number of additional airport trips as a result of the Project is negligible (-1 to +2 vehicles across the peak periods). With the Project the junction would operate close to capacity in the AM1 peak (V/C of 94%), although that would be slightly better than equivalent performance in the PM peak in the future baseline (V/C of 97%).

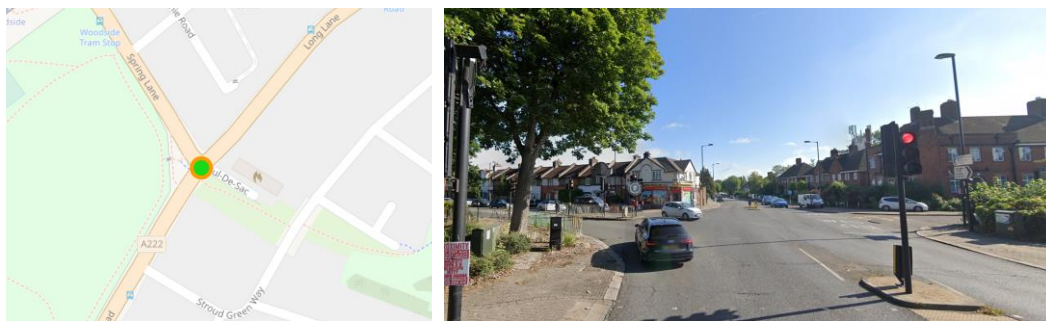
### Mitigation

No mitigation is required.

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	1315	1426	+111	4	6	+2	87.1	93.8	+7
AM2	Reduction	1320	1292	-29	4	3	-1	87.1	85.6	-2
IP	Flow Filtered	1328	1315	-13	6	5	-1	89.1	88.3	-1
PM	Flow Filtered	1632	1641	+9	3	4	+1	97.2	97.7	+1

# Croydon

## Lower Addiscombe Road / Spring Lane (Node: 54840)



<https://goo.gl/maps/TXkhp7g85k5vM6tM8>

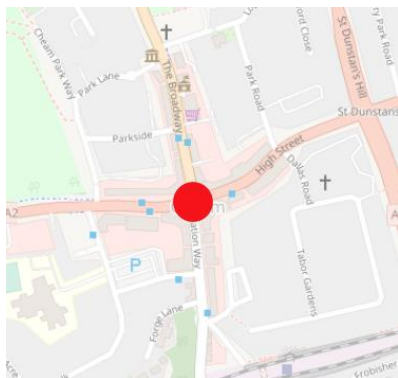
Assessment	Mitigation
<p>This junction is identified as operating within capacity in the future baseline, with V/C ratio of 86% or less. The impact is identified in the AM2 peak. With the Project there is a reduction in traffic but an increase in V/C, which is due to differences in the flows approaching the junction from different directions. The proportion of airport traffic at this junction is very small (less than 1%) and the number of additional airport trips as a result of the Project is negligible (up to +2 vehicles an hour) The junction would continue to operate within capacity with the Project (maximum V/C of 91%).</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Low	2075	2099	+24	4	7	+2	85.6	90.3	+5
AM2	Medium	1963	1886	-78	5	6	+1	82.4	90.5	+8
IP	Flow Filtered	2054	2055	+0	6	7	+1	80.7	81.5	+1
PM	Negligible	2073	2099	+25	5	5	+1	72.8	73.2	+0



# Cheam

## Ewell Road / High Street / The Broadway / Station Way (Node: 53948)



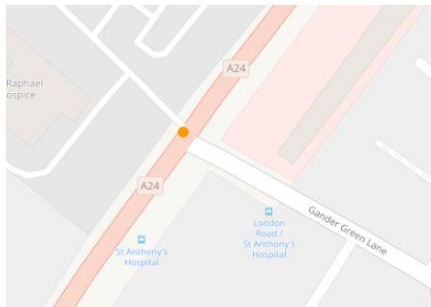
<https://goo.gl/maps/EEhwYimMtcvE8PKN8>

Assessment	Mitigation
<p>This junction is shown to be operating above capacity in the AM1 and PM time periods in the future baseline (V/C ratios of 104% to 105%) and close to capacity in the AM2 period (V/C of 96%). The impact from the Project is identified in the AM2 peak where there is an increase in traffic that appears to be due to model noise and reassignment of background traffic. With the Project, the junction is showing as operating over capacity in the AM2 peak (V/C increases from 96% to 102%) but also to experience slightly improved conditions in the AM1 peak (V/C reduces from 104% to 100%) as a result of an unexpected decrease in traffic, which tends to support the conclusion that changes shown in this location are the result of model noise. The proportion of airport traffic at this junction is very small (less than 0.5%) and the number of additional airport trips as a result of the Project is negligible (up to +2 vehicles an hour).</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Reduction	2535	2264	- 271	6	7	+ 1	104.3	99.5	-5
AM2	High	2162	2361	+ 199	5	7	+ 2	95.5	102.1	+7
IP	Flow Filtered	2037	2045	+ 8	7	8	+ 1	73.4	73.8	+0
PM	Flow Filtered	2441	2458	+ 16	4	5	0	104.9	105.0	+0

# Sutton

## London Road / Gander Green Lane / Spire St Anthony's Hospital Access (node: 53906)



<https://goo.gl/maps/D2HyqqeL3U9bvnCv5>

Assessment	Mitigation
<p>This junction is shown as operating close to capacity in the morning time periods in the future baseline (V/C ratios of 97%) in the future baseline. The impact from the Project is identified in the AM1 peak, where there is a very small increase in trips (+41 vehicles) but the V/C ratio changes by more than two percentage points. The proportion of airport traffic at this junction is very small (less than 0.5%) and the number of additional airport trips as a result of the Project is negligible (up to +2 vehicles an hour). The junction would continue to operate close to capacity with the Project (V/C of 99%).</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	2221	2262	+41	7	8	+ 2	96.5	98.8	+2
AM2	Reduction	2224	2187	-37	7	10	+ 2	97.2	96.9	0
IP	Flow Filtered	2075	2068	-7	4	4	+ 1	67.6	67.4	0
PM	Flow Filtered	2535	2546	+11	6	7	+ 1	84.5	84.8	0

# M25 J9

## M25 J9 (Addlestone) (Node: 12722)



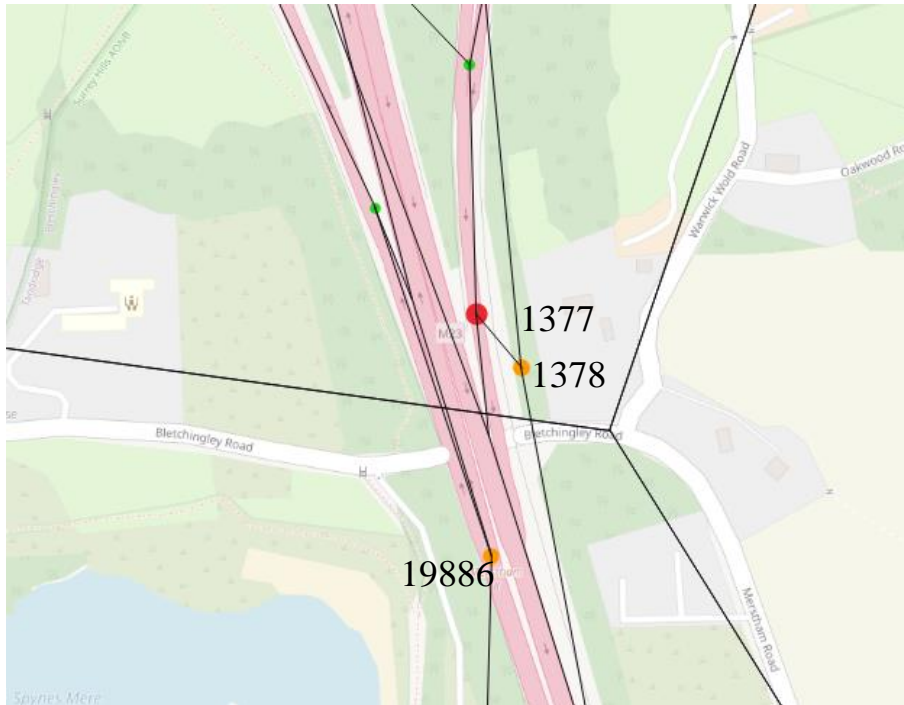
<https://goo.gl/maps/fhQ8YCLAoiQvxJht8>

Assessment	Mitigation
<p>In the future baseline this junction, which is one entry to a signalised roundabout, is shown to operate close to capacity in the morning time periods (V/C ratios of between 96% and 98%) and at capacity in the PM peak period (V/C of 101%). The impact from the Project is identified for the AM1 peak where there is a small increase in traffic (+32 vehicles, of which +21 is the result of the Project) leading to more than a two percentage point increase in V/C ratio. The proportion of airport traffic at this junction is very small (less than 1% which can be considered to be within daily variation in traffic). With the Project the junction would continue to operate close to capacity in the morning peak periods (V/C ratios of 96% to 98%) and at capacity in the evening peak period (V/C of 101%, unchanged from the future baseline). The junction is operating close to capacity and there is very low airport traffic at this junction.</p>	<p>No mitigation is required</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	2069	2101	+32	104	125	+ 21	95.7	97.8	+2
AM2	Reduction	2131	2084	-48	108	124	+ 16	97.6	95.6	-2
IP	Flow Filtered	1619	1603	-16	58	71	+ 12	79.2	78.5	-1
PM	Flow Filtered	2231	2226	-5	51	57	+ 6	101.0	100.7	-0

# M23 / M25

## Southern merge and diverges (Nodes: 1377, 1378, 19886)



Note: The black lines illustrate the SATURN model links

### Assessment

This complex of merges and diverges is shown to be operating within capacity in the future baseline, with V/C ratios varying from 70% in the inter-peak period to 98% in the AM1 time period. The with Project scenario shows V/C ratios increasing by up to six percentage points, reaching maximum values of 104% in certain locations. However, a separate more detailed review of the whole junction has been undertaken against DMRB criteria, to consider the performance of the merges and diverges at this junction, which suggests that although the merge / diverge complex will perform close to capacity, no additional issues are expected compared to the future baseline.

The merges and diverges are expected to be operating increasingly close to capacity over time in the future baseline, and conditions would worsen slightly with the Project. Each location would operate at capacity in only one of the modelled time periods. In practice, the Project will not result in a material change in performance. This is illustrated by the journey time assessments for the M23 (northbound and eastbound) and M25 (eastbound and westbound) routes (see next page). These show that for 2047, the Project results in either no change or one minute increase on each of the four routes, when considering the four time periods assessed.

Merge and diverge capacity can only be increased in steps, rather than in small increments, and the degree of impact at the location resulting from the Project does not merit a large step-change in capacity and the associated scale of highway works. The impact of this junction has been presented to National Highways and they recognise that *“it would appear disproportionate to expect the developer of Gatwick NRP to redesign the entire interchange to cope with a relatively small increase in traffic figures over those which would naturally occur”*. Further consultation with National Highways is ongoing.

### Mitigation

No mitigation is proposed.

# M23 / M25

## Node: 1377

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	High	3492	3691	+200	1216	1451	+ 235	91.2	96.4	+5
AM2	Medium	3747	3863	+116	1283	1502	+ 219	97.7	100.6	+3
IP	Negligible	2672	2858	+186	813	943	+ 130	72.7	76.9	+4
PM	Flow Filtered	3561	3586	+25	706	794	+ 87	91.9	92.6	+1

## Node: 1378

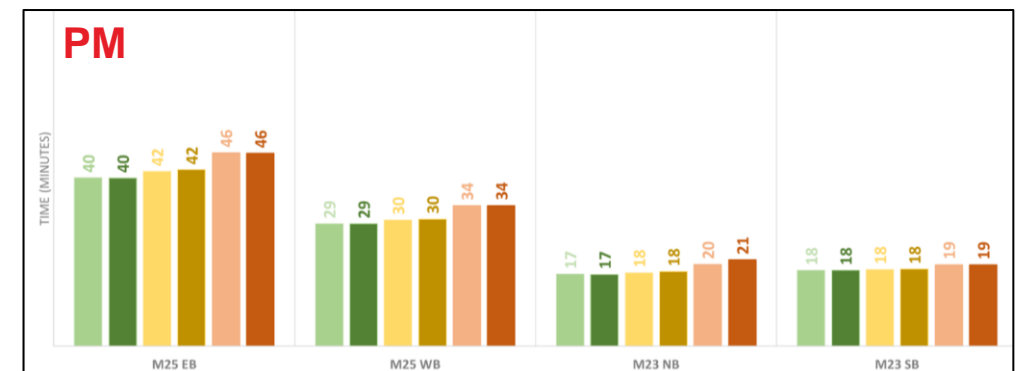
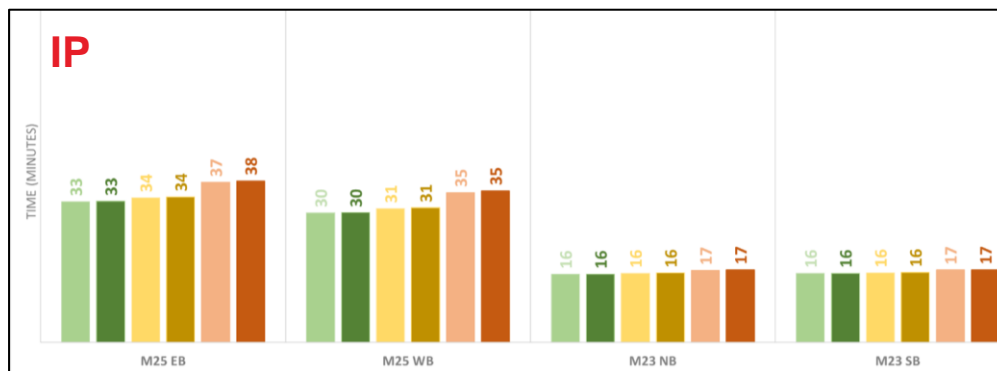
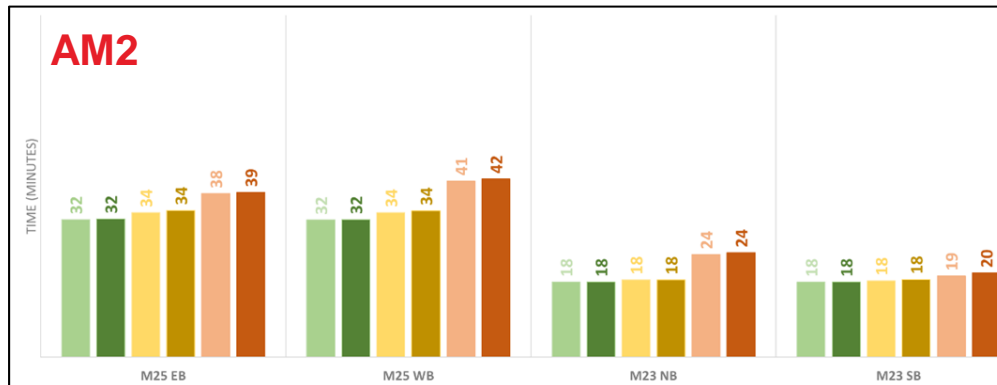
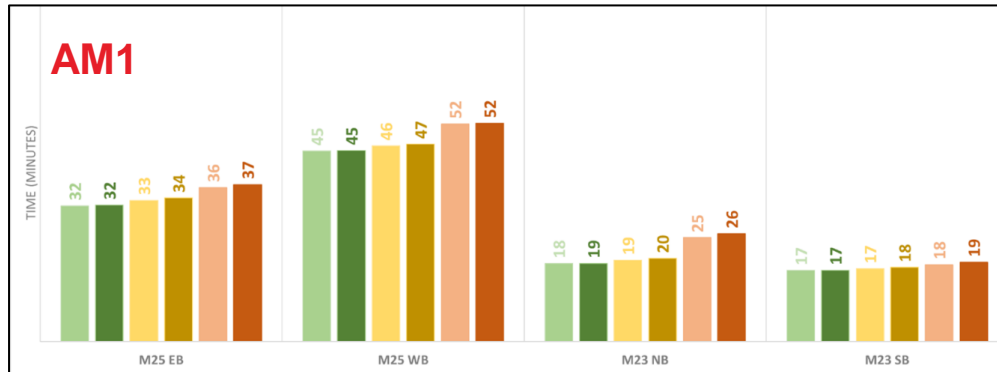
Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	3340	3504	+164	1100	1292	+ 192	92.4	96.4	+4
AM2	Medium	3594	3702	+109	1123	1311	+ 188	97.5	100.4	+3
IP	Negligible	2810	2898	+88	779	901	+ 122	81.2	83.4	+2
PM	Negligible	3440	3476	+35	663	755	+ 92	92.8	93.6	+1

## Node: 19886

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Flow filtered	6716	6779	+63	1555	2007	+ 451	97.7	103.6	+6
AM2	Medium	6196	6095	-101	1764	2115	+ 351	92.7	97.4	+5
IP	Negligible	5304	5503	+199	1436	1714	+ 278	70.1	72.6	+3
PM	Negligible	6582	6791	+208	1518	1725	+ 207	81.9	84.6	+3

# M23 / M25

## Journey time assessment



# Woodhatch

## Woodhatch Road / Dovers Green Road / Cockshot Hill (Node: 14812)



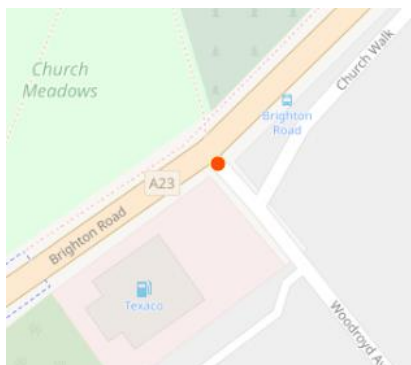
<https://goo.gl/maps/wh9MFpaYTVy7cZCj7>

Assessment	Mitigation
<p>This junction is shown as operating close to capacity in the AM1 and PM periods (V/C ratios of 96% to 99%) and at capacity in the AM2 time period (V/C ratio of 106%). The impact from the Project is identified in the PM peak, where the increase in vehicles is 96. The proportion of airport traffic at this junction is very small (less than 1% which can be considered to be within daily variation in traffic) and the number of additional airport trips as a result of the Project is negligible (up to +11 vehicles an hour). The change in V/C ratio in the PM peak would be around four percentage points, reaching a ratio of 100%, but with reduced V/C ratios occurring in other time periods with the Project.</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Reduction	2350	2300	-50	183	154	-29	98.9	97.2	-2
AM2	Reduction	2464	2436	-28	75	82	+7	106.1	104.7	-1
IP	Flow Filtered	1979	1961	-19	100	84	-16	81.2	80.3	-1
PM	Medium	2221	2317	+96	58	69	+11	95.9	99.7	+4

# Horley

## Woodroyd Avenue / Brighton Road (Node: 76209)



Assessment	Mitigation
This junction is indicated as operating within or approaching capacity in the future baseline (maximum V/C ratio of 91% in the PM peak). The traffic flows and operation of this junction are affected by the highway improvement scheme which forms part of the Project. With the Project, the junction would continue to operate within capacity (maximum V/C of 93% with Project).	No mitigation is required.

<https://goo.gl/maps/MEQDW7BFs9RbHoqE9>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Negligible	2740	2899	<b>+159</b>	332	395	<b>+63</b>	78.2	82.3	<b>+4</b>
AM2	Medium	2977	3189	<b>+212</b>	290	322	<b>+32</b>	84.9	91.2	<b>+6</b>
IP	Reduction	2993	2906	<b>-87</b>	251	246	<b>- 5</b>	86.0	83.9	<b>-2</b>
PM	Negligible	3242	3313	<b>+70</b>	294	300	<b>+6</b>	91.1	93.1	<b>+2</b>



# Longbridge Roundabout

Brighton Road / London Road (Node: 16769)



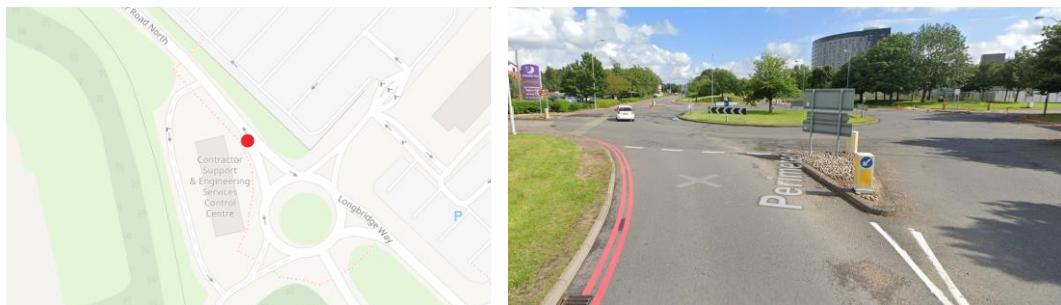
<https://goo.gl/maps/xU9Ujk5hrRjQEx6SA>

Assessment	Mitigation
<p>This junction is identified as operating within capacity in the future baseline (maximum V/C ratio of 90% in the PM peak). The traffic flows and operation of this junction are affected by the highway improvement scheme which forms part of the Project. With the Project, the junction would continue to operate within capacity (maximum V/C of 92% with Project).</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Negligible	2740	2899	<b>+159</b>	332	395	<b>+ 63</b>	77.8	82.0	<b>+4</b>
AM2	Medium	2977	3189	<b>+212</b>	290	322	<b>+ 32</b>	84.6	90.8	<b>+6</b>
IP	Reduction	2993	2906	<b>-87</b>	251	246	<b>- 5</b>	85.6	83.5	<b>-2</b>
PM	Negligible	3240	3310	<b>+70</b>	294	300	<b>+ 6</b>	90.5	92.4	<b>+2</b>

# Gatwick

## Perimeter Road North / Longbridge Way / Northgate Road (Node: 73465)



<https://goo.gl/maps/yhr2q4T5ftXz4qV7A>

Assessment	Mitigation
This node in the model does not represent an actual junction, but is a zone connector, which is a location at which all the traffic from the surrounding area is assumed to be loaded onto the network in one location.	No mitigation is required.

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	High	835	931	+96	818	913	+95	81.5	92.6	+11
AM2	Negligible	689	740	+51	669	720	+51	67.1	73.8	+7
IP	Negligible	708	785	+76	697	773	+76	73.5	83.4	+10
PM	Negligible	410	456	+46	398	444	+46	38.0	43.2	+5

# M23 Junction 9

Gatwick Interchange / M23 (Nodes: 16388, 16393 & 1380)



<https://goo.gl/maps/YEKp3zTa29BDm78F7>

Note: The black lines illustrate the SATURN model links

## Assessment

This junction is within the VISSIM micro-simulation model and its operation has been considered in more detail through the use of that model. This shows some reductions in speeds with the Project, compared to the future baseline, but no significant capacity issues have been identified (see next slides).

## Mitigation

No mitigation is required.

# M23 Junction 9

Node: 16388

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Medium	2808	3265	+457	2171	2524	+354	77.1	88.8	+12
AM2	Medium	2765	3246	+481	2176	2446	+271	76.3	88.8	+13
IP	Negligible	2145	2468	+323	1679	1918	+239	60.0	68.5	+9
PM	Negligible	2075	2293	+219	1425	1683	+258	55.9	61.8	+6

Node: 16393

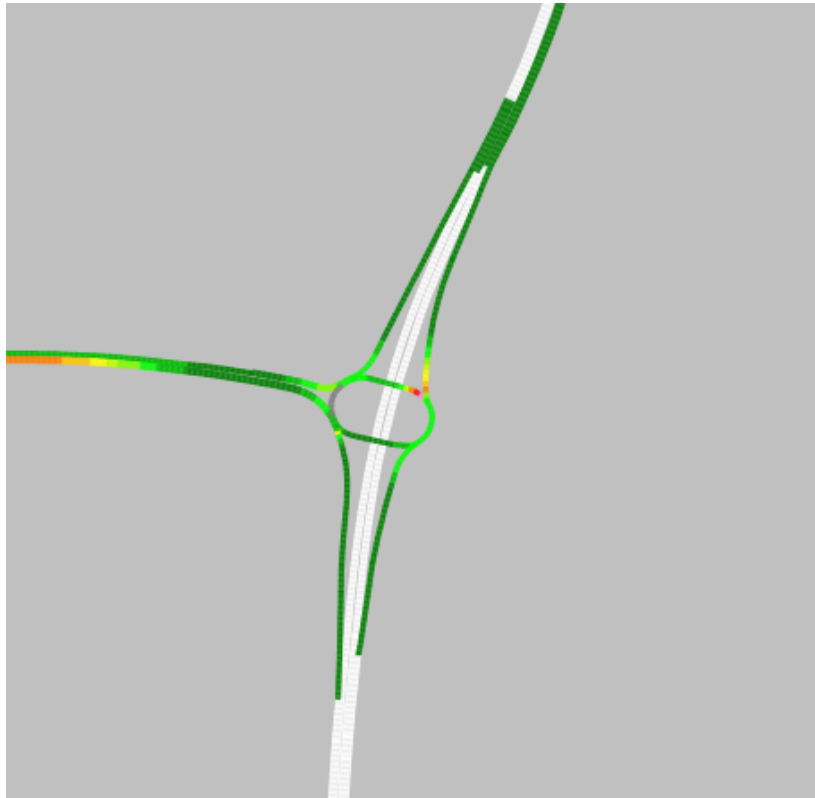
Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	High	2804	3320	+516	2159	2553	+394	86.8	102.6	+16
AM2	High	2775	3255	+480	2180	2450	+270	86.1	102.9	+17
IP	Negligible	2155	2497	+343	1676	1934	+257	67.6	77.9	+10
PM	Negligible	2138	2390	+253	1463	1748	+285	64.6	77.2	+8

Node: 1380

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	High	2249	2756	+507	1876	2221	+345	61.6	75.3	+14
AM2	High	2207	2786	+578	1891	2199	+309	60.7	103.0	+42
IP	Negligible	1596	1908	+312	1365	1546	+181	44.3	52.9	+9
PM	Negligible	1487	1703	+217	1154	1298	+144	40.2	46.1	+6

# M23 Junction 9

## Gatwick Interchange / M23



Future baseline 2047



With Project 2047

This junction is part of the more detailed assessment undertaken in VISSIM (assessment contained in the TA).

With adaptive signal control on the M23 southbound slip and the Smart Motorways configuration implemented on the slip approaches, this junction operates consistently in all scenarios.

In the future baseline configuration, the westbound M23 Spur sees slower traffic speeds in the AM and PM peaks than in the with Project configuration. This does not impede the operation of Junction 9 in any of the modelled scenarios.

# Lowfield Heath

## A23 / Gatwick Road / Perimeter Road East (Node: 15080)



<https://goo.gl/maps/DLeBPETyvHRpK79Q9>

Assessment	Mitigation
<p>This junction is shown as operating close to capacity in the future baseline, with V/C ratios of around 98% in all time periods. The impact from the Project is identified for the PM peak, where the increase in traffic results in the junction operating over capacity (V/C changing from 97% in the future baseline to 103% with the Project). This junction is part of the VISSIM model and performance has been assessed using that model. VISSIM provides more detail on network performance and average speed plots are used to indicate congestion. This shows some reduction in average speeds with the Project, compared to the future baseline, but no significant capacity issues (see next slide).</p>	<p>No mitigation is required.</p>

Time	Impact	Junction Approach Flows			Airport Flows			Volume over Capacity (V/C)		
		Future baseline	With Project	Difference	Future baseline	With Project	Difference	Future baseline	With Project	Difference
AM1	Reduction	3564	3468	-96	1352	1404	+ 52	98.7	88.8	-10
AM2	Reduction	3563	3434	-129	1077	1162	+ 85	97.8	87.2	-11
IP	Reduction	3583	3420	-163	1190	1339	+ 148	98.6	93.6	-5
PM	High	3849	3993	+144	953	1020	+ 67	97.2	102.9	+6

# Lowfield Heath – Further Assessment

## A23 / Gatwick Road / Perimeter Road East



Future baseline 2047



With Project 2047

This junction is part of the more detailed assessment undertaken in VISSIM (assessment contained in the TA).

The junction itself continues to operate as in the earlier scenarios. Increases in PM peak traffic volumes merging on the A23 northbound carriageway to the north of the junction with Beehive Ring Road result in much slower moving traffic back through the Gatwick Road roundabout, at times extending to Lowfield Heath roundabout.

In the “With Project” scenario, this is much reduced, with higher average speeds and traffic not reaching Lowfield Heath roundabout.