

M25 junction 10/A3 Wisley interchange

TR010030

9.13 Traffic Forecasting Report

Rule 8(1)(c)(i)
Infrastructure Planning (Examination Procedure) Rules 2010
Planning Act 2008



Infrastructure Planning

Planning Act 2008

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

M25 junction 10/A3 Wisley interchange

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

9.13 TRAFFIC FORECASTING REPORT

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The purpose of the M25 junction 10 model is to assess the M25 junction 10 / A3 Wisley interchange scheme. The purpose of this document is to describe the approach to traffic forecasting and present results of those forecasts. It is not the purpose of this document to report the impacts of other developments or schemes contained in the forecast horizon which is described in Chapter 3. Traffic numbers contained in this report are to be used solely in support of the M25 junction 10 scheme and should not be used 'as is' by others for different purposes. Other possible users of this report would need to agree assumptions with HE Spatial Planning and develop a bespoke assessment to their needs.

Table of contents

| Chapter | Pages |
|---|-----------|
| 1. Study overview | 6 |
| 1.1 Context | 6 |
| 1.2 Statement of scheme objectives | 6 |
| 1.3 Description of the Scheme | 7 |
| 1.4 Details of previous economic assessments | 9 |
| 2. Local transport situation | 11 |
| 2.1 Description of the local transport system | 11 |
| 2.2 The transport problem | 13 |
| 3. Traffic forecast assumptions and uncertainty | 15 |
| 3.1 Forecasting summary approach | 15 |
| 3.2 Description and justification of the forecast years | 16 |
| 3.3 Core scenario and uncertainty log | 16 |
| 3.4 Reference case forecast demand | 21 |
| 3.5 Forecast year networks | 24 |
| 3.6 VDM and post VDM highway adjustments | 26 |
| 4. Forecast results | 33 |
| 4.1 Introduction | 33 |
| 4.2 Highway assignment model convergence | 33 |
| 4.3 Core scenario forecast outputs | 34 |
| 4.4 Sensitivity tests | 46 |
| 4.5 Outputs for other analysis | 49 |
| Appendices | 50 |
| Appendix A Scheme designs | 51 |
| Appendix B Core comparison outputs | 61 |
| Appendix C Model link flows | 62 |

Tables

| | |
|--|----|
| Table 1-1: Scheme objectives | 7 |
| Table 1-2 Summary of PCF Stage 2 PVB, PVC and BCR | 10 |
| Table 3-1: Uncertainty Log - Classification of Future Inputs | 16 |
| Table 3-2: 2015, 2022 & 2037 VoT/PPM and VOC/PPK Values | 18 |
| Table 3-3: Major land use developments from Local Plans | 19 |
| Table 3-4: Highway reference case matrix growth vs NTEM7.2/NTM | 23 |
| Table 3-5: Reference case highway trip matrix totals | 24 |
| Table 3-6: Summary of major schemes on SRN in forecast year networks | 25 |
| Table 3-7: DIADEM convergence statistics (Core Scenario) | 27 |
| Table 3-8: VDM change in 2022 highway and PT trip demand | 28 |
| Table 3-9: VDM change in 2037 Highway and PT trip demand | 29 |
| Table 3-10: Trip generation at RHS Gardens Wisley and Wisley Airfield (PCUs) | 31 |
| Table 4-1: Core Global highway assignment convergence statistics | 33 |
| Table 4-2: Core cordon network comparison statistics | 36 |

| | |
|---|----|
| Table 4-3: Core junction 10 throughput and delay comparison | 37 |
| Table 4-4: M25 junction 10 Journey Times – Core Scenario DS vs DM | 40 |
| Table 4-5: M25 and A3 Mainline Journey Times – Core Scenario DS vs DM | 41 |
| Table 4-6: Traffic Flow Comparison AM – Core Scenario DS vs DM | 42 |
| Table 4-7: Traffic flow comparison PM – Core Scenario DS vs DM | 44 |
| Table 4-8: Reference case matrices: Central, low and high growth factors | 47 |
| Table 4-9: 2022 Low, 2037 High growth & RTF18: Cordon network comparison statistics | 47 |
| Table 4-10: Low, high & RTF18 growth junction 10 throughput and delay comparison | 48 |

Figures

| | |
|--|----|
| Figure 2-1: Location of junctions in M25 junction 10 vicinity | 11 |
| Figure 3-1: Overview of forecasting process – Core Scenario | 15 |
| Figure 3-2: Major land use developments | 21 |
| Figure 3-3: M25 junction 10 Improvement Scheme | 26 |
| Figure 3-4: Location of network changes post VDM | 30 |
| Figure 3-5: Fixed cost function region post VDM highway assignment | 32 |
| Figure 4-1: Historical trends and projected do minimum traffic flow: M25 (junction 10 to 11) | 34 |
| Figure 4-2: Historical trends and projected do minimum traffic flow: A3 | 35 |
| Figure 4-3: Extents of cordon for operational modelling | 36 |
| Figure 4-4: Journey time comparison 2037 AM DS vs DM | 38 |
| Figure 4-5: Journey time comparison 2037 PM DS vs DM | 39 |
| Figure 4-6: Traffic flow comparison 2037 AM DS vs DM | 43 |
| Figure 4-7: Traffic flow comparison 2037 PM DS vs DM | 45 |

1. Study overview

1.1 Context

- 1.1.1 In December 2014, the Department for Transport (DfT) published the Road Investment Strategy (RIS) for 2015-2020. The RIS sets out the list of schemes that are to be delivered by Highways England over the period covered by the strategy (2015 – 2020).
- 1.1.2 The RIS identifies improvements to M25 junction 10/A3 Wisley interchange as one of the key investments in the Strategic Road Network (SRN) for the London and South-East region. The proposed improvements being as follows:
- “Improvements to the Wisley interchange and the neighbouring Painshill interchange on the A3 to improve safety and congestion across the two sites”*
- 1.1.3 This commitment to take forward the scheme for delivery in RIS 1 was confirmed within the Highways England Delivery Plan.
- 1.1.4 Planning and construction of the M25 junction 10 scheme will include works to convert the intra-junction mainline M25 at junction 10, from Dual Three Controlled Motorway (D3CM) to Dual 4 All Lane Running (D4ALR). This element was previously considered solely as an element of the M25 junction 10 – junction 16 Smart Motorway Project (SMP).
- 1.1.5 Due to the inter-relationship of traffic impacts between the M25 junction 10 and the conversion of the intra-junction mainline to D4ALR, and the efficiencies provided through constructing them in tandem, the assessment of the M25 junction 10 scheme through statutory processes will therefore consider the impacts of both elements holistically.

1.2 Statement of scheme objectives

- 1.2.1 Without the intervention of measures to improve junction 10, congestion on the approaches to, and through the junction will continue. This will become exacerbated by future traffic growth and would serve to discourage economic growth in the immediate surrounding areas, and along the A3 corridor. It would hinder the aspirations of the Enterprise M3 Local Economic Partnership (LEP) as well as Surrey County Council and Guildford Borough Council. There are no real alternatives to meeting this volume of travel demand via means other than road-based improvements.
- 1.2.2 The Scheme objectives have been defined in line with addressing the problems and their consequences. They align closely with the business strategies for the Highways England, the LEP and for Local Government. The objective, desired outcome from each objective and measure for success have been considered and are shown in Table 1-1.

Table 1-1: Scheme objectives

| Category | Objective |
|-----------------|---|
| Route Operation | <ul style="list-style-type: none"> Support any projected traffic increases from other committed schemes on the strategic road network and avoid or mitigate against causing adverse effects elsewhere on the Local Road Network. |
| Capacity | <ul style="list-style-type: none"> Reduce the average delay (time lost per vehicle per mile) on the mainline A3 and on M25 through junction running. Smooth the flow of traffic by improving journey time reliability (Planning Time Index) on the mainline A3. |
| Safety | <ul style="list-style-type: none"> Reduce annual collision frequency and severity ratio on the main line A3, slip roads and M25 junction 10 gyratory. |
| Social | <ul style="list-style-type: none"> Support the projected population and economic growth in the area. Support walking and cycling by incorporating safe, convenient, accessible and attractive routes for pedestrians, cyclists and equestrians and improving crossing facilities Take account of the concerns of local communities and other key stakeholders raised during consultations. |
| Environment | <ul style="list-style-type: none"> Support compliance with the UK's legally binding limits and targets on air quality and water quality status and support targets to cut greenhouse gas emissions and objectives for local air quality management areas. Avoid, mitigate and compensate for adverse effects on the integrity of the Thames Basin Heaths Special Protection Area and other statutory designated nature conservation sites and promote opportunities. Recognise the significance of designated heritage assets close to the route of the Scheme, including at Painshill Park and at Wisley Gardens through incorporating suitable mitigation and/or design measures to avoid or reduce significant harm. Improve the quality of life for nearby residents, through addressing the effects of noise on people in the declared noise important area's (IA's) and ensuring that significant noise effects are mitigated. Ensure through good design, that an appropriate balance is achieved between functionality and the Scheme's contribution to the quality of the surrounding environment, addressing existing problems wherever feasible, avoiding, mitigating or compensating for significant adverse impacts and promoting opportunities to deliver positive environmental outcomes. |

1.3 Description of the Scheme

1.3.1 An explanation of the Scheme objectives and a detailed description of the Scheme proposals can be found in the 'Introduction to the Application' (Application document TR010030/APP/1.2). In summary, the Scheme is needed to reduce congestion, improve safety, support planned housing and economic growth and improve walking and cycling provision. The key features of the Scheme include:

- alteration and upgrading of the existing M25 junction 10 roundabout, including elongation and widening of the circulatory carriageway, realignment, lengthening and widening of the junction entry and exit slip roads and demolition of redundant bridge structures;
- provision of four new dedicated free-flow slip lanes at M25 junction 10, to enable left-turning traffic to pass through the junction unimpeded by traffic signals;

- conversion of the existing hard shoulders on the M25 through junction 10, to provide an additional running lane for traffic in both directions, including emergency refuge areas and associated modifications to M25 gantries, signage and road markings;
- widening of the A3 to dual four lanes between the Ockham Park junction and the Painshill junction, except where the A3 crosses over M25 junction 10, which will remain two lanes in each direction as at present;
- widening of the A245 Byfleet Road to dual three lanes between the Painshill junction and Seven Hills Road to the west;
- provision of two new dedicated slip lanes at the Painshill junction, to enable traffic leaving the A3 northbound carriageway to join the westbound A245 Byfleet Road and traffic on the A245 eastbound carriageway to join the A3 northbound, without having to enter the signalised roundabout;
- improvement of the Ockham Park junction, including installation of traffic signals on and at the entries to the junction's gyratory carriageway and new crossing facilities for pedestrians and cyclists;
- modification of A3 side road junctions, including improvement of the Old Lane junction, closure of the Wisley Lane junction and construction of a new road, bridging over the A3, to connect Wisley Lane with the A3 at the Ockham Park junction; and closure of the Elm Lane junction and provision of an alternative access to Elm Corner via Old Lane and an improved section of Byway Open to All Traffic;
- closure of private accesses from the A3 mainline carriageways and the provision of substitute local access arrangements, including a substitute access for properties between Redhill Road and Seven Hills Road South via a new road running alongside the A3 northbound carriageway and connecting to Seven Hills Road South; a substitute access for properties on the edge of Painshill Park via the A3 southbound on-slip and a substitute access for properties at Wisley Common from Old Lane and crossing the A3 via the replacement Cockcrow Overbridge;
- provision of new and improved facilities for pedestrians, cyclists and horse riders, including a new 5.5km long route alongside the A3 between the Ockham Park and Painshill junctions, new and replacement bridges for the benefit of non-motorised users to cross both the M25 and the A3, and new and upgraded public rights of way in the vicinity of the M25 junction 10/A3 Wisley interchange; and
- extensive areas of habitat creation and enhancement and other environmental mitigation works, including measures to compensate for the impacts of the Scheme on the Thames Basin Heaths Special Protection Area and on Bolder Mere, the provision of replacement common land and public open space and the provision of a new wildlife crossing over the A3 as part of a replacement Cockcrow overbridge.

1.3.2 The current Scheme designs are in Appendix A. **It should be noted that this report was prepared prior to the additional targeted consultation in April 2019 and does not, therefore, reflect subsequent changes to the Scheme at**

the Painshill junction that included banning of some turns and associated traffic signal operational changes.

1.4 Details of previous economic assessments

- 1.4.1 At Highways England's Project Control Framework (PCF) Stage 0 an initial estimate of the economics for a fully free flow option was prepared as detailed in the Stage 0 report. Benefits were estimated by comparing the potential journey time improvements associated with free flow operation with existing journey times through the signalised roundabout. The estimate of benefits related only to present year flows passing through the junction in an opening year. A 60-year benefit of £763m was estimated, giving a BCR of 3.1 for an assumed construction cost of £250m.
- 1.4.2 At PCF Stage 1 an initial economic assessment used TUBA and COBALT to estimate travel time and vehicle operating cost benefits. The modelling assumed that the M25 junction 10 to 16 scheme would be provided in the do-minimum and do-something cases. The benefits were masked to only include benefits to traffic using junction 10 or the network in the immediate vicinity. All assessment processes and values were in line with WebTAG using the December 2015 databook, which has subsequently been superseded.
- 1.4.3 The analysis showed that all three options had BCRs which provided "very high" Value for Money as follows:
- Option 9 – 8.320
 - Option 14 – 7.368
 - Option 16 (full grade separation) – 5.229
- 1.4.4 Option 16 had all movements grade separated and generally smaller delays on most of the turn movements. However, the additional benefits in Option 16 over Option 9 due to reduction in delays were generally negated by the extra distance that needed to be travelled for most of the right turns. Hence, additional grade separation provided in Option 16 over and above Option 9 was not projected to provide additional benefits. Option 9 and Option 14 were taken forwards for further assessment.
- 1.4.5 At PCF Stage 2, the economic case and strategic case assessments show that Option 9 and Option 14 had a balance of strengths and weaknesses in terms of outcomes achieved and issues in relation to deliverability. User benefits (travel time and vehicle operating costs) account for the largest proportion of benefits and are 19% higher for Option 9 than Option 14. In addition, accident benefits are 26% higher for Option 9. The total level of benefit was 19% higher in Option 9 than Option 14.
- 1.4.6 However, the appraisal cost for Option 9 was 29% higher than that of Option 14. This imbalance between cost and benefit differential results in Option 14 showing the highest Benefit Cost Ratio (BCR) of the two options.
- 1.4.7 Both scheme options were classified as having a High Value for Money. Table 1-2 shows Option 9 has the higher total benefit, but Option 14 can be said to provide significant safety and traffic benefits and results in a higher return on investment in proportion to the cost.

Table 1-2 Summary of PCF Stage 2 PVB, PVC and BCR
Core scenario, £000s (PV)

| Category | Option 9 | Option 14 |
|---------------------------------|----------|-----------|
| Present Value of Benefits (PVB) | 505,670 | 432,501 |
| Present Value of Cost (PVC) | 157,972 | 122,125 |
| Benefit to Cost Ratio (BCR) | 3.20 | 3.54 |

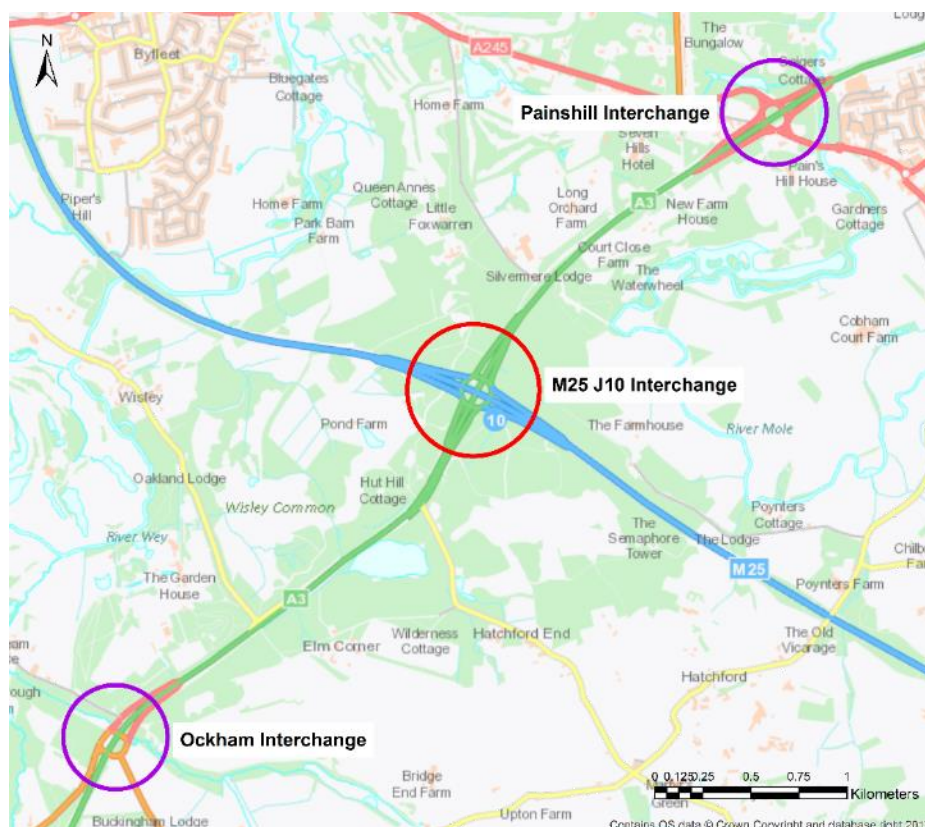
- 1.4.8 The preferred option recommended for taking to PCF Stage 3 was therefore Option 14.
- 1.4.9 In comparison to the PCF Stage 1 analysis the BCRs for the scheme options appeared to reduce considerably, and a number of reasons for this were identified:
- Software changes (TUBA and TEMPRO)
 - Parameter changes (Values of Time, Vehicle Operating Costs, PPK and PPM values)
 - Comprehensive improvements to the base year calibration of network and flows
 - Improved accident analysis
 - Demand model changes
- 1.4.10 At both previous stages an assumption was made regarding the M25 junction 10 to 16 scheme which was included in the do minimum and do something scenarios from the opening year. Detailed plans or descriptions were not available for the scheme at PCF Stage 1 or the early stages of PCF Stage 2, therefore an assumed scheme (namely widening to the M25 intra-junction carriageway (junction 10 becomes D4ALR) and widening between junctions (between junctions 10 and 11 the mainline is widened D5CM) was agreed with Highways England Transport Planning Group.
- 1.4.11 In February 2017, Amey-Arup released a description of the draft recommendation of the M25 junction 10 to 16 scheme that excluded between junction widening between junction 10 and 15 and the model was updated to reflect this.

2. Local transport situation

2.1 Description of the local transport system

- 2.1.1 The M25 junction 10 lies in the south west quadrant of the M25 London Orbital Motorway. At M25 junction 10 the A3, a key radial route from London to Portsmouth, crosses the M25 motorway. In addition to M25 junction 10 itself, it has been recognised that the adjacent junction on the A3, Painshill interchange to the north, is also a pinch-point. Figure 2-1 provides an overview of junctions on the M25 and A3 within the study area.

Figure 2-1: Location of junctions in M25 junction 10 vicinity



- 2.1.2 The interchange is situated in the south-west quadrant of the M25 London Orbital motorway, approximately 30km to the south-east of the City of London and 12km to the north-east of Guildford and forms the confluence of several radial routes between Surrey, Hampshire and Greater London with orbital routes between Kent, East and West Sussex, Surrey, Berkshire and beyond.
- 2.1.3 The built-up area of Cobham is approximately 3km to the north-east of M25 junction 10 (and closer to Painshill interchange), whilst Byfleet and St. George's Hill are just over 2km to the north-west. The villages of Ripley, Send and Burnt Common are situated between 3.5km and 5.5km to the south of the junction. South of the M25, the small hamlets of Elm Corner and Wisley are situated on either side of the A3, with Elm Corner being located just 320m to the east of the A3 and Wisley being approximately 1.4km to the west. The village of Ockham lies approximately to the south east of the A3 Ockham interchange. The popular visitor attractions of Painshill Park and the Royal Horticultural Society's Garden at Wisley are situated immediately alongside the A3, both to the north and south of M25 junction 10.

M25 junction 10 interchange

- 2.1.4 The M25 junction 10 interchange sits on the eastern edge of the Borough of Guildford and is also near the boroughs of Elmbridge and Woking. Together these boroughs have a population of over 375,000. These boroughs have strong and diverse economies, all containing offices of multi-national companies as well as local retail and business centres. Putting it in a broader context, the M25 junction 10/A3 Wisley interchange area is on the eastern side of the Enterprise M3 LEP area which has a population of 1.6 million and sustains 740,000 jobs. High levels of housing and employment growth are planned for this wider area.
- 2.1.5 The M25 is a D4M motorway (dual carriageway with 4 lanes in each direction) either side of M25 junction 10, although the section of the motorway between the slip-roads through the junction is of D3M standard (3 lanes in each direction). The A3 is a D3 road (dual carriage way with 3 lanes in each direction) either side of the junction, but only D2 between the slip-roads of M25 junction 10.
- 2.1.6 The junction itself is a signal controlled roundabout junction with no free-flow left-turn lanes. The roundabout has 3 lanes on the circulatory carriageway. All slip-roads have two lanes; with the A3 northbound off-slip and M25 westbound off-slip having four lanes at the stop-line, and the A3 southbound off-slip and M25 eastbound off-slip having three lanes at the stop-line
- 2.1.7 There are pedestrian, cycle and equestrian crossings on the roundabout.

Painshill interchange

- 2.1.8 Painshill interchange is approximately 2km to the north of M25 junction 10 on the A3, where it crosses the A245. This junction is the principle access point to the trunk road network for many surrounding settlements, including Cobham (via A245 east), Byfleet and Brooklands (via A245 west) and the southern parts of Weybridge and Walton-on-Thames via B365 Seven Hills Road.
- 2.1.9 The A3 is a D3 road (dual carriage way with 3 lanes in each direction) either side of, and through, the junction. The A245 has a two-lane approach from the west and a single lane approach from the east. The junction consists of a signalised two-lane roundabout with two lanes at each stop line.
- 2.1.10 To the west of Painshill, the A245 is a D2 dual carriageway for a short stretch until it crosses Seven Hills Road (Seven Hills Junction). Seven Hills Junction is a signalised junction. West of Seven Hills, both the A245 towards Byfleet and Seven Hills Road towards Weybridge are single carriageways.

Ockham interchange

- 2.1.11 Ockham Park junction is approximately 2.5km to the south of M25 junction 10 where it provides local access from Ripley, Ockham and surrounding areas. It has north facing slips only and the next junction to the south (Clandon) has only south facing slips. This junction is a non-signalised roundabout.
- 2.1.12 The A3 is a D3AP road (dual carriage way with 3 lanes in each direction) either side of, and through, the Ockham interchange. Between Ockham and M25 junction 10 the A3 is a D3 road (dual carriage way with 3 lanes in each direction).

Access Roads

- 2.1.13 There are a number of minor junctions along the A3 between M25 junction 10 and Ockham Park junction. Southbound from M25 junction 10, there is a junction with Old Lane on the A3 southbound on-slip road. Just before the turn-off into Old Lane is a layby. After the point of merging of the on-slip is the junction with Elm Lane. Elm Lane provides access to a small number of dwellings and is signed as a non-through route. There is access only between Elm Lane and the southbound A3. There is no diverging lane at Elm Lane, and turning traffic has to slow down on the main carriageway; there is also no merge lane onto the A3 from Elm Lane. Immediately after Elm Lane is a bus stop, presently served by Route 515 between Kingston and Guildford. Buses serving this stop must also decelerate and accelerate on the main carriageway.
- 2.1.14 On the northbound carriageway between Ockham Park junction and M25 junction 10 there is the junction with Wisley Lane, which leads to RHS Wisley Gardens. There is no access between Wisley Lane and the southbound A3. There is only a small length of diverging lane off the A3 into Wisley Lane. Traffic coming from Wisley Lane travels some 100m on a 'slip-road' before merging. This slip-road is also used as a bus stop and a layby. On the A3 northbound off-slip there is an access road to Pond Farm.
- 2.1.15 Between M25 junction 10 and Painshill interchange there are a number of residential accesses on to the A3 on both north and southbound carriageways in addition to access/egress from the San Domenico site.

2.2 The transport problem

The following problems and issues have been identified:

- There are no real alternatives that cater for the demands of orbital travel via other modes in this corridor
- The southwest quadrant of the M25, where M25 junction 10 sits, is one of the busiest sections of the motorway network and experiences severe congestion
- Queueing occurs on the mainline A3 daily on the approach to M25 junction 10, causing knock-on impacts to junctions to the south of M25 junction 10 and as far back as Ripley to the south and Painshill to the north and even further back during incidents
- Part of the queuing problem is caused by the difficulty accessing the M25 clockwise due to congestion on the M25 but this is being addressed through a separate M25 junction 10 to 16 scheme
- Traffic leaving the A3 at Painshill is often prevented from doing so because of local network congestion tails back from the A245 Seven Hills Road junction that is signal controlled
- The area around M25 junction 10 has one of the highest recorded collision rate across the M25. Between 2010 and 2015 there were approximately 30 Personal Injury Accidents per year on or around the junction
- The land around M25 junction 10 and the A3 is of high environmental value and include Special Protection Areas and Sites of Special Scientific Interest

- The facilities for walkers/cyclists along the A3 and at M25 junction 10 require improvement

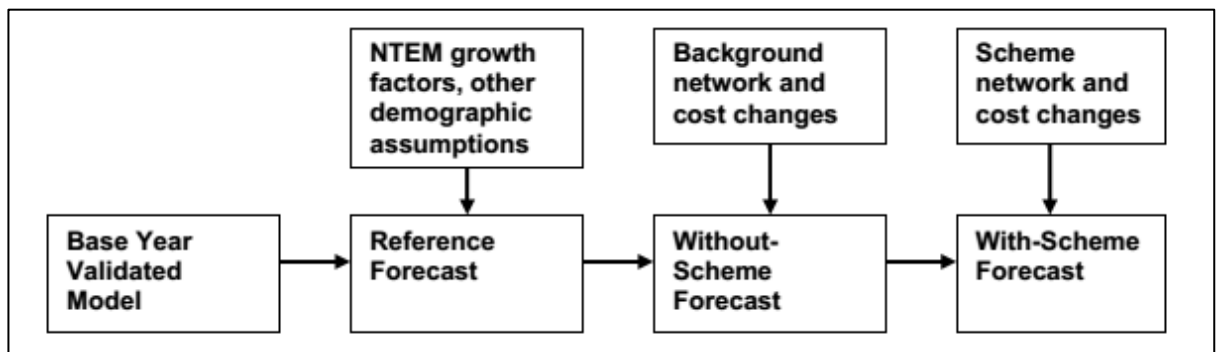
2.2.1 Without appropriate intervention to improve the performance of M25 junction 10, each of these problems would be expected to deteriorate further in the future as traffic levels increase. This would result in significant consequences for the efficiency of traffic flow, road safety, network resilience, user satisfaction and environmental impact. Ultimately it will reduce the ability of the junction to perform its role in supporting local and regional aspirations for development and growth.

3. Traffic forecast assumptions and uncertainty

3.1 Forecasting summary approach

- 3.1.1 This section details the assumptions and inputs into the development of the forecast year traffic model. The forecasting approach applied draws on the guidance from WebTAG, in particular: TAG unit M2 variable demand modelling, March 2017; and TAG unit M4 forecasting and uncertainty, July 2017.
- 3.1.2 The overall approach to forecasting is to firstly create reference case travel demand which reflect changes in population, employment, car ownership and other demographic and economic factors. The reference case forecasts do not account for further induced changes in travel demand and patterns (in response to changes in future traffic conditions). However, they provide a useful indication of how traffic demand would be likely to grow if network conditions and travel costs were held constant into the future.
- 3.1.3 Changes in generalised cost between the base year and the reference case are then considered through the variable demand model (VDM). The VDM process modifies the reference case forecasts to reflect the impacts of increasing congestion on the road network by producing a without-scheme scenario (do minimum), and then, when required for scheme testing, capturing the relief of congestion by producing a with-scheme scenario (do something).
- 3.1.4 This overall forecasting approach is summarized in the flowchart in Figure 3-1 taken from WebTAG. The incremental VDM pivots off the base year cost changes and base year demand distribution and results in a feedback for the VDM process.

Figure 3-1: Overview of forecasting process – Core Scenario



- 3.1.5 All the aforementioned scenarios are part of an overarching core scenario forecast, for which forecast matrices were produced with National Trip End Model (NTEM 7.2) data, making any necessary adjustments to account for the local developments to be included.
- 3.1.6 DfT Road Traffic Forecasts (2015 RTF) were used for the growth of freight traffic.
- 3.1.7 Details of the planned network and developments are categorised in an uncertainty log in line with WebTAG. Infrastructure and development information in this log forms a basis for producing the core scenario travel demand.
- 3.1.8 High and low growth alternative scenarios, based on uncertainty in national growth in demand, are included in addition to the core scenario. Treatment of local uncertainty regarding planning is not included in the alternate scenarios.

3.2 Description and justification of the forecast years

For PCF Stage 3, traffic forecasts were required for the following years:

- 2022 (year of opening)
- 2037 (design year)

The forecast years are consistent with those used in PCF Stage 1 and 2.

3.3 Core scenario and uncertainty log

- 3.3.1 The core scenario is intended to provide a sound basis for decision-making given current evidence. It must be robust and evidence-based taking on board different factors and uncertainties affecting travel demand in the future as listed in the uncertainty log. For this model, the core scenario was developed based on:
- NTEM 7.2 forecasts on travel demand growth in the south east
 - sources of local uncertainty that are more likely to occur than not
 - appropriate modelling assumptions
- 3.3.2 The management of the uncertainties in formulating the core scenario follows relevant guidance in WebTAG, which recommends the establishment of an uncertainty log, and subsequently forming a core scenario based on the level of uncertainty identified.
- 3.3.3 In the uncertainty log, each likely change in the future was classified according to the likelihood that they will occur. The definition of each classification is summarised in Table 3-1: Uncertainty Log - Classification of Future Inputs. Where a scheme or land use change is considered “near certain” or “more than likely”, it will be included in the core scenario.

Table 3-1: Uncertainty Log - Classification of Future Inputs

| Probability of Input | Status | Core Scenario |
|---|---|--|
| Near certain: The outcome will happen or there is a high probability that it will happen | Intent announced by proponent to regulatory agencies. Approved development proposals. Projects under construction. | Included in the Core Scenario |
| More than likely: The outcome is likely to happen but there is some uncertainty | Submission of planning or consent application imminent. Development application within the consent process | Included in the Core Scenario. |
| Reasonably foreseeable: The outcome may happen, but there is significant uncertainty | Conjecture based upon currently available information. Discussed on a conceptual basis. One of several possible inputs in an initial consultation process. Or a policy aspiration | Excluded from Core Scenario but may form part of the alternative Scenarios |
| Hypothetical: There is considerable uncertainty whether the outcome will ever happen | Conjecture based upon currently available information. Discussed on a conceptual basis. One of several possible inputs in an initial consultation process. Or a policy aspiration | Excluded from Core Scenario but may form part of the alternative scenarios |

- 3.3.4 There are two principal sources of forecast error in transport models:
- uncertainty in the model inputs (e.g. assumption about national economic growth or assumptions about the size of new housing developments)
 - error in the model parameters and specification (how these inputs propagate through the model)
- 3.3.5 WebTAG recommends that all known assumptions and uncertainties in the modelling and forecasting approach should be set out in an uncertainty log. The log will also be the basis for developing a set of alternative scenarios. The alternative scenario is used to understand the possible impact of an error in assumptions on the model forecasts. Consideration of the impact of uncertainty around input assumptions on demand forecasts should be assessed using alternative scenarios.
- 3.3.6 The purpose of the uncertainty log is to record the central forecasting assumptions that underpin the core scenario and record the degree of uncertainty around these central assumptions. These assumptions could be the basis for developing a set of alternative scenarios.
- 3.3.7 WebTAG recommends that, where the analysis covers a wide geographical area, it is usually sufficient to focus the consideration of uncertainty on the area near the Scheme being considered.
- 3.3.8 The uncertainty log summarises all known uncertainties in the modelling and forecasting approach. As well as identifying each source of uncertainty, the uncertainty log lists the following information for each source:
- the core assumptions – describing the assumptions that have been made for the Core Scenario
 - the likelihood that the scheme or development will go ahead
 - the range of assumptions around each input or parameter and, if possible, information about the distribution (e.g. a 95% confidence interval)
- 3.3.9 The source of the assumptions and the reasoning behind the stated level of uncertainty and any major interactions and dependencies on other input assumptions is included. Most sources of forecasting uncertainty can be classified into one of five categories:
1. Model parameter errors
 2. National uncertainty in travel demand
 3. National uncertainty in costs
 4. Local uncertainty in demand
 5. Local uncertainty in supply/costs

Model parameter errors

- 3.3.10 The model parameters are determined from the realism and sensitivity tests completed on the VDM, as described in the Traffic Validation report. The output from the exercise suggested that the parameters used within the VDM result in business trips being potentially over responsive to changes in fuel costs.

National uncertainty

- 3.3.11 National uncertainty involves national projections such as demographic data, GDP growth and fuel price trends. In the core scenario, the impact of changes in demographic data is assumed to be based on the NTEM dataset, while growth in other parameters is taken from the TAG Data book.
- 3.3.12 As is the case with most models, the SERTM model will not be able to reflect the uncertainty of national trends, therefore high and low growth scenarios are used. The change consists of forecasts based on a proportion of base year demand added to the core scenario demand (for more detail see Section 4.4). National uncertainty in travel cost is typically due to uncertainty in income growth, fuel prices or government policy. These values are based on values in the v1.8 (July 2017) WebTAG databook and are shown in Table 3-2.

Table 3-2: 2015, 2022 & 2037 VoT/PPM and VOC/PPK Values

| Class | AM | | IP Avg | | PM | |
|--|-------|-------|--------|-------|-------|-------|
| | PPM | PPK | PPM | PPK | PPM | PPK |
| 2015 | | | | | | |
| Car Business | 29.81 | 12.72 | 30.54 | 12.72 | 30.24 | 12.72 |
| Car Commute | 19.99 | 6.28 | 20.31 | 6.28 | 20.06 | 6.28 |
| Car Other | 13.79 | 6.28 | 14.69 | 6.28 | 14.44 | 6.28 |
| LGV | 21.07 | 14.52 | 21.07 | 14.52 | 21.07 | 14.52 |
| HGV | 49.19 | 47.63 | 49.19 | 47.63 | 49.19 | 47.63 |
| 2022 | | | | | | |
| Car Business | 32.39 | 12.09 | 33.19 | 12.09 | 32.85 | 12.09 |
| Car Commute | 21.72 | 5.52 | 22.07 | 5.52 | 21.79 | 5.52 |
| Car Other | 14.98 | 5.52 | 15.96 | 5.52 | 15.69 | 5.52 |
| LGV | 22.89 | 13.51 | 22.89 | 13.51 | 22.89 | 13.51 |
| HGV | 53.45 | 48.28 | 53.45 | 48.28 | 53.45 | 48.28 |
| 2037 | | | | | | |
| Car Business | 42.32 | 11.90 | 43.37 | 11.90 | 42.93 | 11.90 |
| Car Commute | 28.38 | 5.27 | 28.84 | 5.27 | 28.48 | 5.27 |
| Car Other | 19.58 | 5.27 | 20.86 | 5.27 | 20.51 | 5.27 |
| LGV | 29.91 | 13.70 | 29.91 | 13.70 | 29.91 | 13.70 |
| HGV | 69.85 | 53.59 | 69.85 | 53.59 | 69.85 | 53.59 |
| Sources: 1-WebTAG Values derived from July 2017 v1.8 Databook; 2- HGV Value is double as per guidance | | | | | | |

Local uncertainty

- 3.3.13 Local uncertainty typically depends on whether planned schemes go ahead near the scheme being built.

- 3.3.14 Local uncertainty in travel supply/cost relates to uncertainty in schemes that will alter the cost or performance of travel, for example a public transport service or a tolling scheme.
- 3.3.15 Local uncertainty in travel demand is a result of uncertainty in whether proposed developments are built.
- 3.3.16 Local uncertainty can also be investigated in alternative scenarios, however for the M25 junction 10 Scheme, the size, nature, phasing and physical layout of each development was provided by local authorities and are deemed as near certain or more than likely.
- 3.3.17 The local developments included are shown in Table 3-3 and in Figure 3-2. The trip generation for each site, in production/attraction form was generated using locally calculated rates within the NTEM 7.2 dataset. The growth was then “balanced” so the total production/attraction within each local county area matched NTEM 7.2 growth.

Table 3-3: Major land use developments from Local Plans

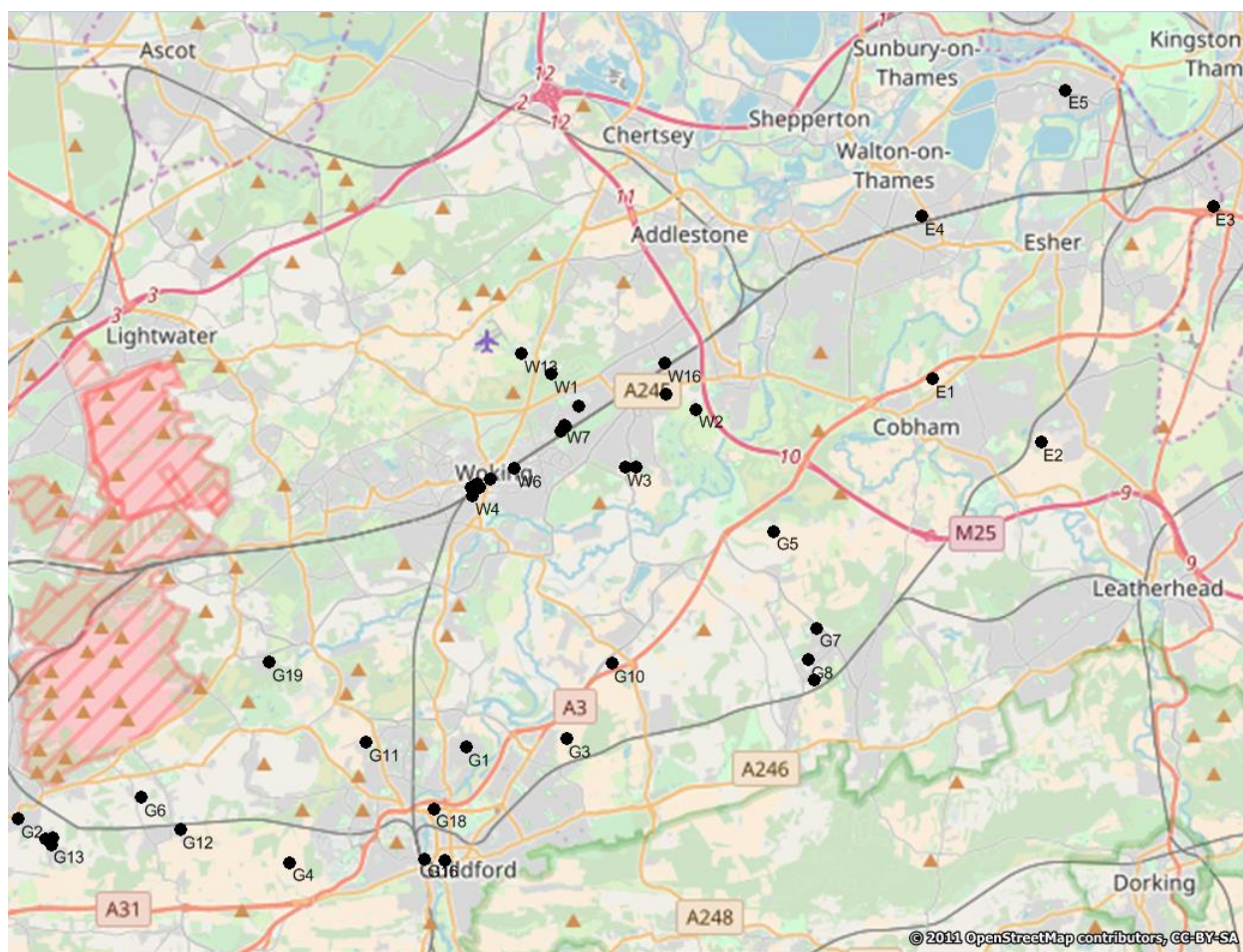
| Ref | Name | Residential ¹ | Employment ² | Zone |
|--------------------------|---------------------------------|--------------------------|-------------------------|-------|
| E1 | Land at Chippings Farm | 500 | 0 | 80105 |
| E2 | Land at east Blundel Lane | 500 | 0 | 80004 |
| E3 | and to north of Kingston Bypass | 500 | 0 | 80003 |
| E4 | Walton Court | 300 | 0 | 80009 |
| E5 | Molesey Combo | 213 | 0 | 80002 |
| Elmbridge (Total) | | 2013 | 0 | |
| G1 | Slyfield Ind Es | 1000 | 131 | 80028 |
| G10 | Burnt Common | 400 | 137 | 80018 |
| G11 | Keens Lane Guildford | 140 | 0 | 80027 |
| G12 | The paddocks | 51 | 0 | 80026 |
| G13 | White Lane Ash Green | 62 | 0 | 80032 |
| G14 | White Lane Ash Green | 58 | 0 | 80032 |
| G15 | College Copse | 15 | 0 | 80032 |
| G16 | The Billings, Guildford GU1 4JY | 350 | 0 | 80023 |
| G17 | North Street Redevelopment | 262 | 0 | 80022 |
| G18 | Ladymead GU1 1BZ | 922 | 0 | 80022 |
| G19 | Pirbright Laboratory- Institute | 0 | 1116 | 80026 |
| G2 | Ash and Tongham | 1267 | 0 | 80032 |
| G3 | Gosden Hill Farm, Merrow Lane | 2000 | 1150 | 96003 |
| G4 | Blackwell Farm | 1800 | 919 | 80030 |
| G5 | Wisley Airfield | 2000 | 753 | 80106 |
| G6 | Greater Normandy | 1100 | 198 | 80026 |
| G7 | Waterloo Fm East Horsley | 120 | 0 | 80019 |

| Ref | Name | Residential ¹ | Employment ² | Zone |
|--------------------------|--------------------------------|--------------------------|-------------------------|-------|
| G8 | Land at Manor Farm East Lane, | 180 | 0 | 80019 |
| G9 | East lane / Lollesworth Rd | 122 | 0 | 80019 |
| Guildford (Total) | | 11849 | 4404 | |
| W1 | Land to the rear of Martyrs La | 1200 | 0 | 80096 |
| W10 | 2 - 24 Commercial Way | 200 | 158 | 80094 |
| W11 | Albert Drive, Sheerwater | 346 | 0 | 80097 |
| W12 | EFCO Forsyth Path, Shee | 0 | 70 | 80097 |
| W13 | Mclaren | 0 | 1390 | 80096 |
| W14 | Poole Rd Industrial | 0 | 1293 | 80094 |
| W15 | Forsyth Road Industrial Estate | 0 | 158 | 80097 |
| W17 | Broad Oaks Parvis Rd | 0 | 1324 | 80110 |
| W2 | West Hall | 592 | 0 | 80110 |
| W3 | Lovelace Rd | 223 | 0 | 80112 |
| W4 | Coal Yard/Aggregates Yard | 422 | 0 | 80099 |
| W5 | Aviary Road, Pyrford | 200 | 0 | 80112 |
| W6 | Car park east Oriental Rd | 250 | 0 | 80113 |
| W7 | Sheerwater Priority Place | 250 | 0 | 80097 |
| W8 | 30 - 32 Woking Railway and Ath | 560 | 792 | 80094 |
| W9 | Church St West | 393 | 868 | 80094 |
| Woking (Total) | | 4636 | 6053 | |
| Total | | 18498 | 10457 | |

Source: Elmbridge, Guildford, Woking local plans

1) Residential refers to the number of households, 2) Employment refers to the no. of FTE jobs

Figure 3-2: Major land use developments



3.4 Reference case forecast demand

3.4.1 This chapter provides a description of the derivation of the reference case forecast matrices, which are later input to the VDM in the creation of future year do minimum scenarios. The Reference Case matrices reflect the changes in demand from the base year, attributable to demographic variations such as the changes in number of jobs and residents in an area and the number of cars owned. They represent the travel demand that would arise if there were no changes in travel costs from the base year model.

3.4.2 The demand model then creates forecast assignments using the Reference Case matrices to extract travel costs which are pivoted off the base year assignment. Using this methodology, the do minimum forecast matrices are created accounting for:

- Changes in the value of time resulting from changes in income (based on WebTAG values)
- Changes in fuel efficiency and operating costs which change the cost of car travel
- Transport interventions between the base year and the forecast year
- Changes in levels of congestion arising from changes in car usage

- 3.4.3 The do minimum and do something scenarios are generated by using travel costs from the converged base year scenario as the pivot point. Both scenarios use consistent reference case demand matrices, changes in value of time and vehicle operating and wider transport interventions.

NTEM 7.2 planning data

- 3.4.4 The basis for developing the future year trip matrices was a combination of the NTEM 7.2 database for private trips and the National Transport Model (NTM) for freight vehicles.
- 3.4.5 NTEM 7.2 forecast trip ends use several data inputs, including:
- Population – forecasts based on the 2011 Census and using the Office for National Statistics (ONS) 2012-based forecasts
 - Dwellings – updated using local authority annual monitoring reports
 - Employment – updated using 2012-based employment projections
 - The distribution of employment and workers by region in the 2011 base year (and hence in all years) – updated using workforce jobs and the labour force survey
 - A comprehensive update and re-estimation of the National Car Ownership Model
 - A re-estimation of trip rates based on the National Travel Survey
- 3.4.6 NTEM 7.2 forecasts have been used inside the local council areas, to act as a control on the overall growth after applying the increases from local developments described above. Within the South East region, growth has been constrained at NTEM county level. Outside this area, growth has been controlled to balance to regional target values. The process to develop the growth accounts for car ownership.

Growth in car trip matrices

- 3.4.7 All matrix forecasting was prepared at the 24-hour average weekday level and in production/attraction format for home based trips, to maintain consistency with the requirements of the VDM.
- 3.4.8 The starting point for the application of NTEM 7.2 growth to the base year 2015 car trip matrices was through the identification of trip end factors by trip purpose and car availability.
- 3.4.9 The traffic generation assumed for the local development sites, was based on the information in Table 3-3 and allowed for a percentage completion in 2022 and 2037. The trip distribution was based on the Base Year 2015 trip distribution for the zone in which each development was located.
- 3.4.10 The car trip matrices containing trip making from specific developments within the Area of Detailed Modelling (AoDM, see Transport Model Package) were added to the 2015 Base Year matrices and then a process of balancing was applied to ensure that the trip end growth at the level of the local counties was consistent with NTEM7.2 in all forecast years. This adjustment is in accordance with WebTAG guidance.

- 3.4.11 After the VDM model was completed a further highway only assignment was undertaken which featured specific trip generation and distribution for RHS Wisley gardens and Wisley Airfield (see Section 3.6).

Growth in freight trips

- 3.4.12 WebTAG advises that when preparing forecasts for goods vehicles in highway models, growth factors from the NTM may be used. The NTM (published in March 2015) combines inputs from specialist freight models with passenger transport forecasts to produce a combined forecast of road traffic.
- 3.4.13 Growth factors are available in NTM for LGVs, articulated heavy vehicles and rigid heavy vehicles by region. The NTM growth forecasts for the South East region were used as the basis for calculating the HGV growth rates. The NTM provides forecast vehicle-miles for 2022 and 2037. The resulting factors are summarized in Table 3-4.

Table 3-4: Highway reference case matrix growth vs NTEM7.2/NTM

| Trip Purpose | 2022 Core vs Base | | | 2037 Core vs Base | | |
|---------------|-------------------|------------------------------|-------|-------------------|------------------------------|-------|
| | Core Ref Case | NTEM 7.2 (NTM ₁) | | Core Ref Case | NTEM 7.2 (NTM ₁) | |
| | Global | GB | SE | Global | GB | SE |
| HBEB | 7.0% | 7.0% | 7.2% | 17.0% | 16.5% | 15.1% |
| HBW | 4.5% | 4.3% | 4.5% | 13.2% | 12.5% | 11.4% |
| HBO | 7.8% | 7.5% | 8.6% | 23.6% | 22.1% | 25.2% |
| NHBEB | 5.4% | 5.2% | 5.9% | 14.6% | 13.8% | 14.4% |
| NHBO | 6.6% | 6.5% | 7.4% | 19.3% | 18.5% | 20.5% |
| Fixed (ports) | 9.5% | - | - | 20.2% | - | - |
| LGV | 19.3% | 19.5% | 19.4% | 57.3% | 57.3% | 57.5% |
| HGV | 6.0% | 6.0% | 7.6% | 18.7% | 18.8% | 19.4% |
| Car (HB) | 6.7% | 6.3% | 7.0% | 19.6% | 18.1% | 19.3% |
| Car (NHB) | 6.3% | 6.1% | 7.0% | 18.2% | 17.2% | 18.7% |
| Freight (All) | 14.8% | - | - | 44.3% | - | - |
| Total | 7.7% | - | - | 22.7% | - | - |

1) The Core Reference Case change refers to the entire, i.e. Global matrix, which is predominantly in the South East but includes the whole of Great Britain. Hence a direct comparison with NTEM GB/SE is not possible

2) SE refers to South East region, GB refers to Great Britain as defined in NTEM 7.2

3) All NTEM 7.2 growth refers to Average Weekday Production/Attraction Trip End data. Non Home Based trips are growthed by Time period and Origin/Destination Trip Ends, hence NTEM 7.2 data is indicative only

4) LGV and HGV growth is based on NTM 2015 Growth.

5) NTEM 7.2 data was extracted using the TEMPRO 7.2 software

Overall growth in reference case matrices

- 3.4.14 The impact of applying the various growth factors is summarised in Table 3-5. This shows the reference case trip matrix demand totals.

Table 3-5: Reference case highway trip matrix totals

| Trip Purpose | Format | 2015 Base | 2022 Core | 2037 Core |
|---------------|--------|------------|------------|------------|
| HBEB | PA | 4,398,029 | 4,707,695 | 5,147,773 |
| HBW | PA | 19,721,875 | 20,610,227 | 22,331,708 |
| HBO | PA | 34,536,884 | 37,241,862 | 42,698,202 |
| NHBEB | OD | 2,055,968 | 2,166,245 | 2,356,045 |
| NHBO | OD | 6,970,096 | 7,431,800 | 8,311,997 |
| Fixed (ports) | OD | 135,603 | 148,447 | 162,987 |
| LGV | OD | 6,712,819 | 8,005,053 | 10,557,873 |
| HGV | OD | 3,269,571 | 3,465,807 | 3,881,126 |
| Car (HB) | - | 58,656,788 | 62,559,785 | 70,177,683 |
| Car (NHB) | | 9,026,064 | 9,598,045 | 10,668,042 |
| Freight (All) | - | 10,117,993 | 11,619,307 | 14,601,985 |
| Total | - | 77,800,845 | 83,777,137 | 95,447,711 |

Highway trip totals are based on average weekday in March for a 24-hour period
Home Based (PA) trip growth is based on NTEM 7.2 Production Attraction factors
Non-Home Based (OD) trips are based on NTEM 7.2 Origin Destination data by time period
The trip matrices were growthed, then Development Trips included, then the matrices were “balanced”, for each NTEM 7.2 County within the SE region.
Outside the South East region, the matrix has been “balanced” by each NTEM 7.2 Region.
HEIDI 4.3 was used to create and balance the Forecast reference case demand. Default convergence criteria was utilised: a maximum of 20 iterations and a minimum of 5 for the Root Mean Square Error.

- 3.4.15 The percentage growth for each trip purpose is shown in Table 3-4. The forecast growth in the reference case matrices (7.7% - 2015 to 2022 and 22.7% 2015 to 2037) for all trip purposes over the whole model.
- 3.4.16 The matrix covers the whole of GB but is predominantly focused on the SE region. The comparison with NTEM 7.2 here is with 24-hour production and attraction data. The matrix growth process considers car availability and treats non home-based trips differently, hence a direct comparison with NTEM is for indicative purposes only but considered a useful evaluation.
- 3.4.17 The Reference case matrix growth is shown to be broadly consistent with NTEM 7.2 and NTM growth.

3.5 Forecast year networks

Consistency with SERTM

- 3.5.1 Outside the AoDM (which is detailed in the validation report) the do minimum highway networks infrastructure changes are consistent with the SERTM. Each

of the committed schemes are included on top of the validated base year network. The 2022 network uses coding assumptions from the 2021 SERTM and the 2037 network assumes the same infrastructure as the 2041 SERTM.

- 3.5.2 For a list of the committed infrastructure assumptions included in the forecast years see the associated forecasting report and uncertainty log.

Do Minimum network

- 3.5.3 The do minimum network comprises of the validated base network with the addition of the SERTM schemes outside the AoDM. The area around junction 10 is consistent with the base model. During the project it was found that there were various network issues, therefore, convergence fixes and traffic signalisation optimisation was undertaken. The localised changes made to the base network are shown in Table 3-6. A full list of the schemes is found in the SERTM traffic forecasting report.
- 3.5.4 It should be noted that in future year models, including the do-minimum, a version of the M25 junction 10 to 16 Smart Motorway scheme is incorporated. The scope of the junction 10-16 scheme is as defined by the M25 junction 10 to 16 team, namely widening to the M25 carriage within junctions (4 lanes at junction 11, junction 12 and junction 15) and no widening between junctions. Between junction 10 and junction 12 the mainline will remain as 4 lanes and widening to 5 lanes will only take place between junction 15 and junction 16. Previously the widening to 4 lanes of the M25 carriage within junction 10 was part of this scheme, however this has now been incorporated as part of the M25 junction 10/A3 Wisley interchange Scheme.

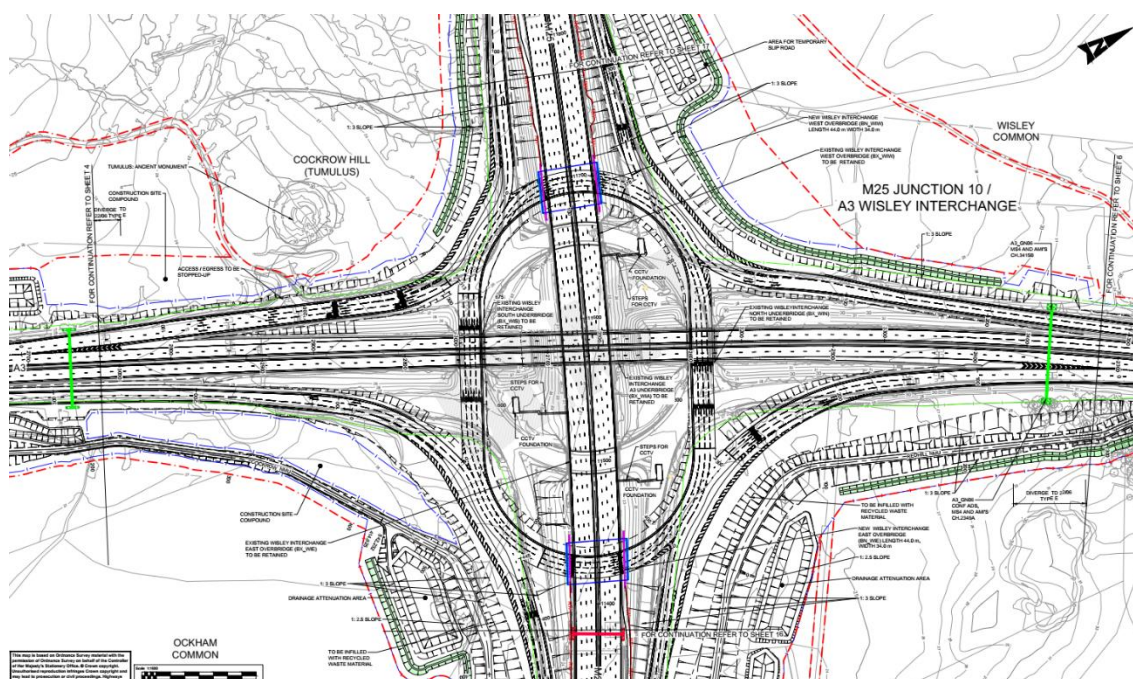
Table 3-6: Summary of major schemes on SRN in forecast year networks

| Infrastructure | Description | Year |
|---|--|------|
| A3 widening Guildford | Widening of A3 between A31 and north of Guildford | 2037 |
| M25 junction 10 to junction 16 | Four lanes through junctions 11, 12 and 13 with no widening of mainline between junction 10 and junction 15. M25 mainline between junction 15 and 16 to be widened to 5 lanes. RIS1 scheme assumed opening in same time frame as junction 10 scheme | 2022 |
| M4 junction 3 to 12 | Provision of SM-ALR between junctions 3 and 12. This results in a lane gain along the entire scheme, except through the junctions at 4b and 10. As part of these improvements there are also changes to many of the slip roads to reflect the changed mainline carriageway layout. | 2022 |
| M4 junction 10 (M4/A329(M) interchange) | Merge slip roads from the M4 to A329(M) NB and SB one lane capacity. Improved slip road capacity by adding extra merge slips to A329(M) NB and SB to relieve congestion. | 2022 |
| M25 Cobham services | Accessed from both sides of the carriageway and permits U-turns between junction 9 and 10 | 2012 |
| Wisley Airfield Development | As part of future year Wisley airfield development changes at Ockham roundabout (Signalising priority movements) | 2037 |

Do Something network

- 3.5.5 A high-level design of the Scheme tested is illustrated in Figure 3-3. This shows the extents of the Scheme which is being tested. A full set of designs is found in Appendix A.
- 3.5.6 The coding was consistent between the future and forecast year networks. The Scheme was coded using Geographic Information System (GIS) formats (to ensure node locations and link lengths were representative) and the Regional Transport Model network coding manual. The consistency of the base and forecast networks allowed for transfer of data between traffic modelling and air and noise quality assessments and checks of operational and economic performance.
- 3.5.7 Prior to running the VDM, traffic signal information and operational timings were derived from previously issued models. To ensure the most efficient operation practicable at the junction, further optimisation and refinement (using localised signal software - Paramics and LINSIG) was utilised and an additional assignment of the highway models was undertaken. This is discussed in Section 3.6.

Figure 3-3: M25 junction 10 Improvement Scheme



3.6 VDM and post VDM highway adjustments

Guidance on highway assignment and VDM convergence

- 3.6.1 Convergence of the post VDM highway assignment model is important in providing consistent and robust model results. In particular, there needs to be confidence that any differences reported by the model between a 'do minimum' and a 'do something' scenario are real, rather than relating to differing degrees of model convergence.

- 3.6.2 Guidance on the degree of model convergence is given in WebTAG. This recommends a guideline target for a GAP value of 0.1% or less. In addition, WebTAG recommends that the proportion of links for which the changes in traffic volumes is less than 1% should be at least 98% for four consecutive iterations.
- 3.6.3 DIADEM software undertakes the variable demand modelling process in response to changing travel times or costs. The process is iterative and modifies the model demand matrices between SATURN assignments until a balance is achieved between demand and supply (the capacity of the road network). The success in achieving this balance or equilibrium is defined using convergence criteria such as the demand/supply gap, commonly termed '%Gap' (note this is different to the same term used in highway assignment).
- 3.6.4 The objective of this process is to achieve a well converged VDM with realistic demand responses, thereby improving the accuracy of the Scheme benefit calculations (e.g. in TUBA). The regional transport models utilised a criterion of a %Gap of less than 0.1% for the fully modelled area and 0.2% for the sub-area. This is retained for the analysis.

Convergence of the Diadem model

- 3.6.5 During the modelling analysis it was found that the highway assignment and also the VDM had issue regarding convergence, noise and model run times.
- 3.6.6 The computational time to complete a single loop of the VDM is substantial (approximately 2-3 days) which does not include time to set-up the process and then analyse the results afterwards.
- 3.6.7 Various tests were undertaken, using different scenarios and forecast years, to determine the optimum number of VDM loops required to meet an acceptable level of convergence. It was agreed, primarily due to time constraints but also after testing the optimal requirement for convergence, that the VDM process would terminate after 10 loops for each scenario.
- 3.6.8 The results achieved from the convergence of the variable demand model for the Core Scenarios are shown in Table 3-7. The results show that the variable demand model achieves, for the fully modelled area, the recommended demand/supply gap for the do minimum and the do something for the forecast years. The level of convergence within the sub area, whilst above the recommended values, was deemed acceptable as it was marginally just above 0.2%.

Table 3-7: DIADEM convergence statistics (Core Scenario)

| Year | Scenario | Final Diadem Loop | Gap % | |
|------|----------|-------------------|---------------------|----------|
| | | | Fully Modelled Area | Sub Area |
| 2022 | DM | 10 | 0.04% | 0.20% |
| | DS | 10 | 0.04% | 0.23% |
| 2037 | DM | 10 | 0.06% | 0.22% |
| | DS | 10 | 0.05% | 0.24% |

- 3.6.9 The convergence of the highway assignment model (which had an impact on the DIADEM convergence) was continually an issue and various measures were

taken to improve the convergence and reduce model noise. Continually re-running DIADEM with marginal localised convergence improvements was considered impractical given the long run times. It was therefore agreed that a stable VDM platform would be established and then subsequent model improvements would be undertaken with highway only assignment post VDM (Section 3.6).

Impact of VDM on forecasting

- 3.6.10 The output matrix resulting from VDM varies between the base; the do minimum and do something scenarios in respect of changes in the total number of trips. The differences between each matrix in terms of the VDM effects in 'global' (i.e. Great Britain) trips, by mode, and time period between the key scenarios for each modelled forecast year, is summarised in Table 3-8 (2022) and Table (2037).
- 3.6.11 The increase in trips between the base year and forecast do minimum is largely a result of 'demographic' traffic growth from the reference case demand. Slightly counteracting this is a modal shift response between car and public transport as people respond to changes in highway network congestion.
- 3.6.12 The difference in highway trips between the do minimum and do something in the forecast years captures the modal shift response that is predicted to result directly from the introduction of the junction 10 Scheme.
- 3.6.13 The demand model suppresses the reference case demand, even with the Scheme but the level of highway induced traffic, by time period, as a result of the Scheme is very small but is expected to see a small overall increase over 24 hours, with an increase of more than 900 vehicles in the 2037 AM peak period and 600 in the PM peak period.

Table 3-8: VDM change in 2022 highway and PT trip demand

| Time Period | Highway | | | | PT (Rail) | | | |
|---|------------|------------|--------------|-------------------|-----------|------------|--------------|-------------------|
| | Base | Ref Case | Do Min | Do Some | Base | Ref Case | Do Min | Do Some |
| 24 Hr | 67,682,852 | 72,157,830 | 72,094,084 | 72,094,752 | 4,585,975 | 4,826,006 | 4,908,044 | 4,907,488 |
| AM | 13,865,242 | 14,709,705 | 14,679,391 | 14,680,214 | 1,550,371 | 1,625,009 | 1,644,375 | 1,644,155 |
| IP | 23,970,408 | 25,622,204 | 25,599,114 | 25,599,365 | 864,504 | 916,914 | 941,251 | 941,142 |
| PM | 16,118,817 | 17,152,153 | 17,108,330 | 17,108,872 | 1,303,236 | 1,366,984 | 1,386,810 | 1,386,696 |
| OP | 13,728,385 | 14,673,768 | 14,707,249 | 14,706,302 | 867,864 | 917,100 | 935,608 | 935,496 |
| | | RC vs Base | Do Min vs RC | Do Some vs Do Min | | RC vs Base | Do Min vs RC | Do Some vs Do Min |
| 24 Hr | - | 6.6% | -0.1% | 668 | - | 5.2% | 1.7% | -555 |
| AM | - | 6.1% | -0.2% | 824 | - | 4.8% | 1.2% | -220 |
| IP | - | 6.9% | -0.1% | 251 | - | 6.1% | 2.7% | -109 |
| PM | - | 6.4% | -0.3% | 541 | - | 4.9% | 1.5% | -114 |
| OP | - | 6.9% | 0.2% | -948 | - | 5.7% | 2.0% | -111 |
| 1) The trip totals include all home and non-home base trips (excluding fixed ports and freight) | | | | | | | | |

Table 3-9: VDM change in 2037 Highway and PT trip demand

| Time Period | Highway | | | | PT (Rail) | | | |
|-------------|------------|------------|--------------|-------------------|-----------|------------|--------------|-------------------|
| | Base | Ref Case | Do Min | Do Some | Base | Ref Case | Do Min | Do Some |
| 24 Hr | 67,682,852 | 80,845,726 | 80,294,171 | 80,295,204 | 4,585,975 | 5,249,089 | 5,766,565 | 5,765,598 |
| AM | 13,865,242 | 16,334,322 | 16,211,104 | 16,212,048 | 1,550,371 | 1,758,868 | 1,883,961 | 1,883,578 |
| IP | 23,970,408 | 28,846,356 | 28,673,847 | 28,674,226 | 864,504 | 1,005,445 | 1,170,067 | 1,169,877 |
| PM | 16,118,817 | 19,148,943 | 18,971,602 | 18,972,204 | 1,303,236 | 1,484,413 | 1,599,470 | 1,599,271 |
| OP | 13,728,385 | 16,516,105 | 16,437,618 | 16,436,725 | 867,864 | 1,000,364 | 1,113,066 | 1,112,872 |
| | | RC vs Base | Do Min vs RC | Do Some vs Do Min | | RC vs Base | Do Min vs RC | Do Some vs Do Min |
| 24 Hr | - | 19.4% | -0.7% | 1,033 | - | 14.5% | 9.9% | -967 |
| AM | - | 17.8% | -0.8% | 944 | - | 13.4% | 7.1% | -384 |
| IP | - | 20.3% | -0.6% | 379 | - | 16.3% | 16.4% | -190 |
| PM | - | 18.8% | -0.9% | 602 | - | 13.9% | 7.8% | -199 |
| OP | - | 20.3% | -0.5% | -893 | - | 15.3% | 11.3% | -194 |

Post VDM adjustments

3.6.14 During the modelling process, several issues were found with the model: run times, convergence and noise resulted in some spurious results in scheme operational and economic appraisal. Measures to reduce this impact, along with more accurate representation of local demand were required. It was agreed that a number of changes, post VDM, were required to ensure a more stable, robust model. The following changes were made and a highway only assignment was undertaken. All the following outputs are based on this version of the model. The changes made include:

- Network adjustments including: signal optimisation, network and capacity fixes and refinement of template coding outside the AoDM and signal optimisation using external software (Paramics/LINSIG) with the core area
- Highway demand matrix changes to Wisley Gardens and Wisley Airfield, to ensure a more accurate representation of trip generation and distribution of these development sites and
- Use of refined Fixed Cost Function area

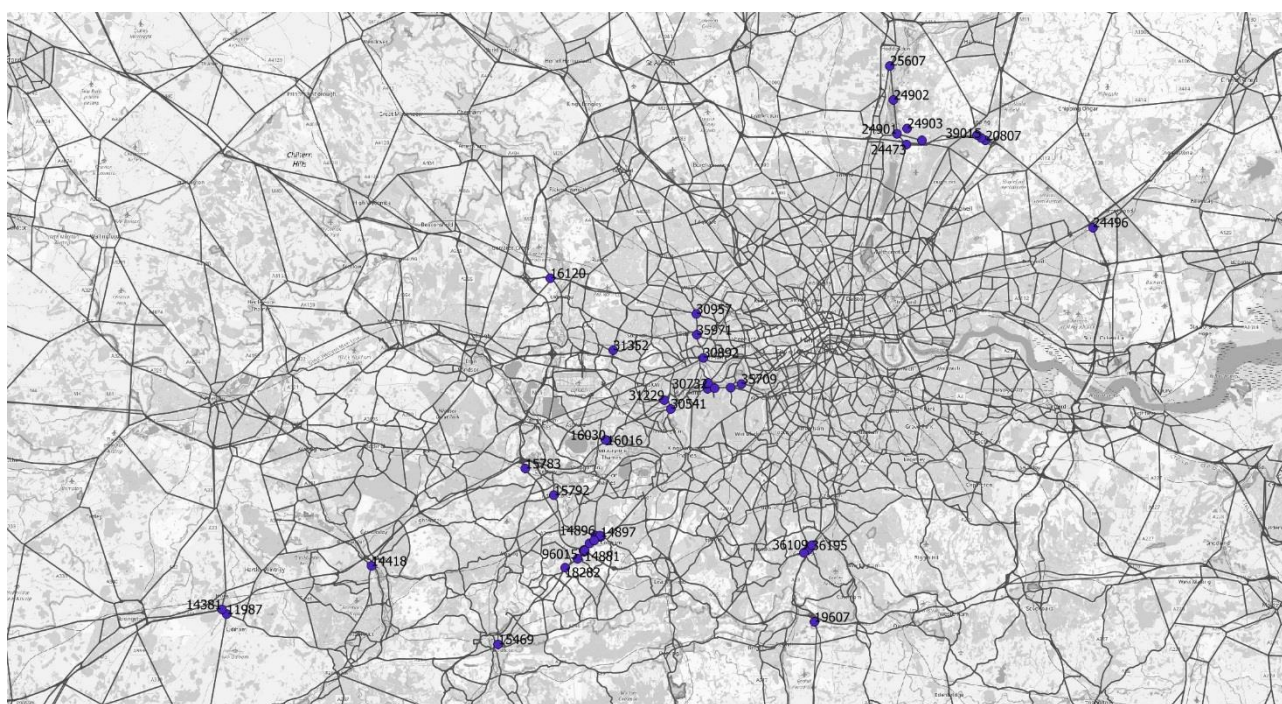
Post VDM: network adjustments

3.6.15 A summary of the steps for optimised scheme traffic signal timings are:

- Do minimum and do something demand flows from the VDM output were used in signal timing optimisation software, LINSIG
- The operational timings calculated by LINSIG were then utilised in the strategic model highway networks post VDM assignments

- Signal timings were optimised for junction 10, Painshill and Seven Hills scheme junctions
- 3.6.16 In all cases, the assignments were checked against the do minimum to ensure logical changes in demand were occurring. An additional sensitivity test, utilising signal timings from the base model (rather than optimised using LINSIG) has been and is presented in the Paramics Forecasting Report.
- 3.6.17 Outside the AoDM, for both the do minimum and do something networks, the following checks and changes were undertaken:
- Traffic signal timings which were resulting in convergence issues were manually adjusted to ensure the most efficient operation practicable for each scenario and time period
 - Some updates to the SERTM template coding was also required to minimise issues with model convergence and noise and more accurately represent junction operation
 - It was ensured that other than scheme changes at junction 10 all other network adjustments are included in both the do minimum and do something to provide consistency for the economic analysis
- 3.6.18 In addition to the above, difference plots and further analysis between do minimum and do something networks were undertaken to assess the changes as a result of the Scheme and consistency of assignment between the Scheme. The location of the coding changes, post VDM is shown in Figure 3-4. This mainly focused on signal optimisation (in the Scheme area and the south-west of London), fixing noise with flares (in Guildford and around M25 junction 11) and other minor convergence fixes (in north-east London). All changes are consistent in the Do Minimum and Do Something models.

Figure 3-4: Location of network changes post VDM



Post VDM: Highway demand changes (Wisley Airfield and RHS Wisley Gardens)

- 3.6.19 The forecast highway trip generation and distribution for both Wisley Airfield and RHS Wisley Gardens are shown in **Table 3-10**. These were based on the respective Transport Assessments prepared in support of the planning applications, and in the case of RHS Wisley Gardens, represents a special event on a weekday rather than a typical day.

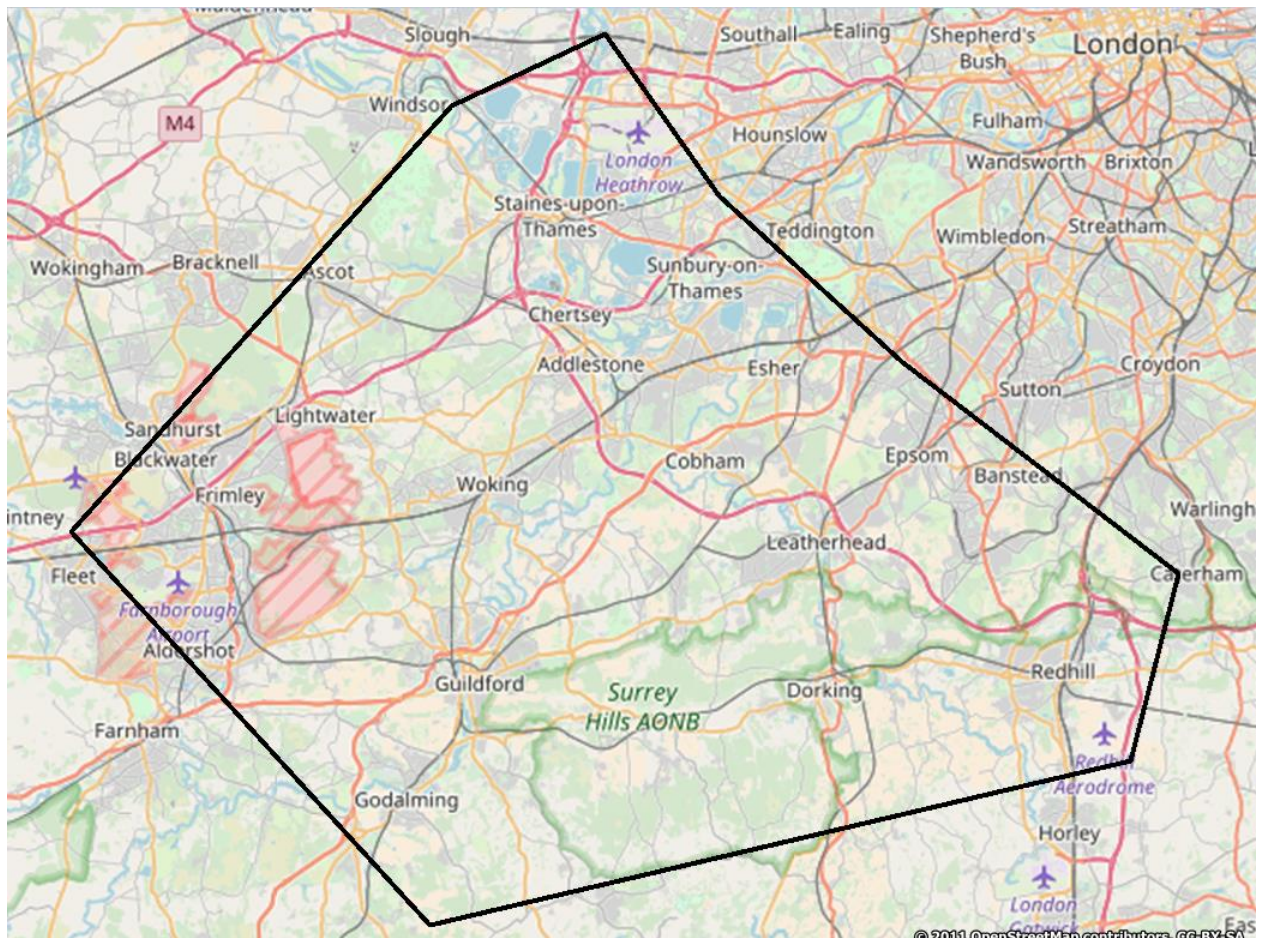
Table 3-10: Trip generation at RHS Gardens Wisley and Wisley Airfield (PCUs)

| Time Period | RHS Wisley Gardens (PCUs) | | | | Wisley Airfield (PCUs) | | | |
|-------------|---------------------------|-------|-------|-------|------------------------|-------|-------|-------|
| | 2022 | | 2037 | | 2022 | | 2037 | |
| | From | To | From | To | From | To | From | To |
| AM | 198 | 240 | 234 | 277 | 110 | 92 | 1,033 | 350 |
| IP | 327 | 378 | 386 | 451 | 145 | 88 | 406 | 323 |
| PM | 344 | 388 | 238 | 290 | 126 | 97 | 451 | 802 |
| OP | 42 | 51 | 37 | 45 | 22 | 23 | 48 | 50 |
| 24 Hr | 4,095 | 4,762 | 4,180 | 4,949 | 1,842 | 1,372 | 7,467 | 5,996 |

Post VDM: use of Fixed Cost Function

- 3.6.20 As discussed in the model validation report, the use of the fixed cost function within the SATURN software suite was employed to reduce run times and improve convergence. An area outside of the close proximity to the area affected by the Scheme was chosen. This is shown in Figure 3-5 as the area outside this region has fixed costs.

Figure 3-5: Fixed cost function region post VDM highway assignment



4. Forecast results

4.1 Introduction

- 4.1.1 The results presented are based on the outputs from the highway only assignment (post VDM) with the changes made to the network, localised demand adjustments and utilising the Fixed Cost Function. There are four aspects of the forecasts that are presented and discussed, as follows:
- **Historical trends and projected growth** – the historical trends on the key mainline links of the M25 and A3, through junction 10 are presented, alongside the projected traffic forecasts in the do minimum scenario
 - **Cordon network statistics** – the impact, at a local area of the Scheme on travel behaviour expressed in terms of changes in number of trips and travel time
 - **Junction 10 throughput and delays** – forecast traffic flows across local screenlines and junction 10 flows for the do minimum and do something
 - **Travel times** – visualisation of changes in travel times between do minimum and do something schemes on journey time routes within the area of detailed modelling
- 4.1.2 A full set of tables, showing journey time, traffic flow and volume over capacity ratios is found in Appendix Appendix B.

4.2 Highway assignment model convergence

- 4.2.1 The highway assignment model convergence output is shown in Table 4-1. This shows that the model converges to WebTAG recommendations in 2022 and 2037.

Table 4-1: Core Global highway assignment convergence statistics

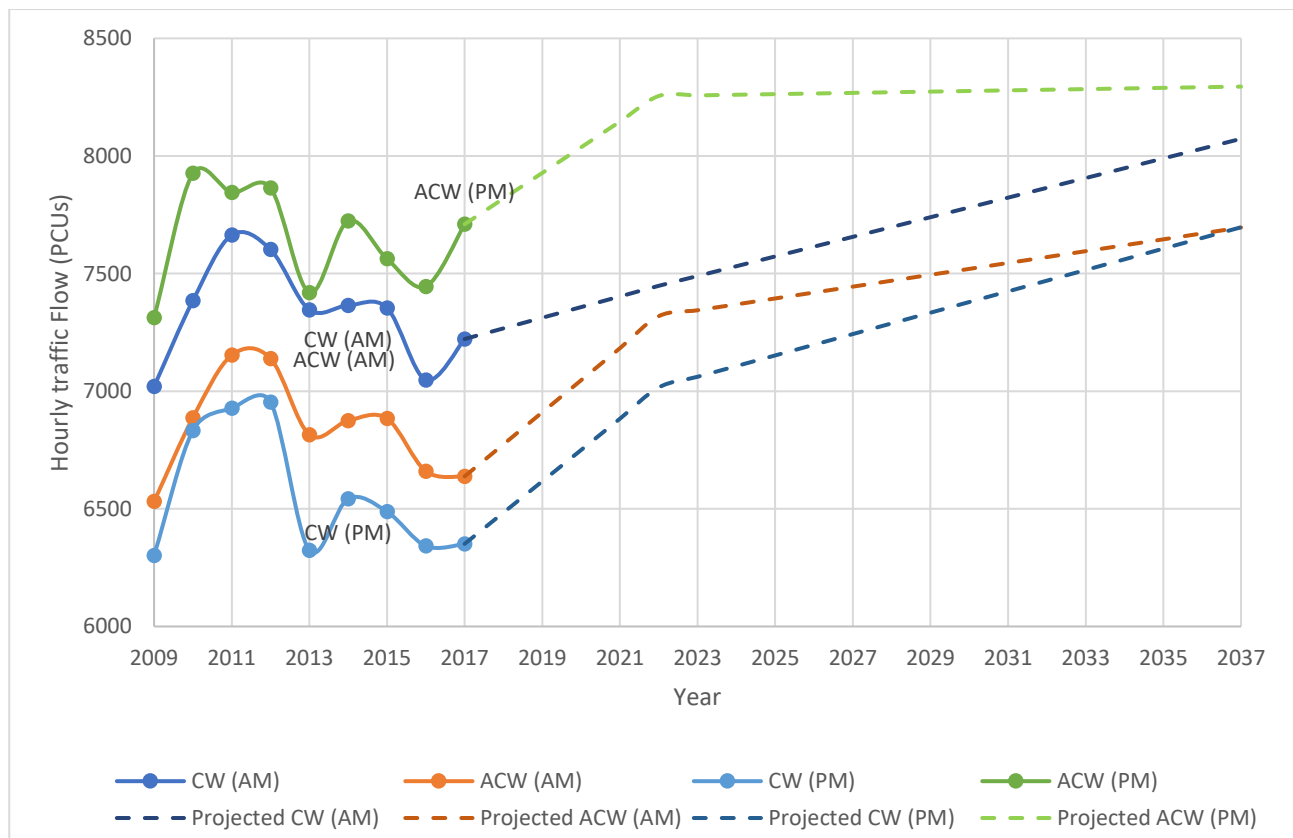
| Criteria | 2022 | | | 2037 | | |
|--|--------------|-------|-------|-------|-------|-------|
| | AM | IP | PM | AM | IP | PM |
| | Do Minimum | | | | | |
| Loops (N) | 9 | 9 | 9 | 12 | 10 | 10 |
| % flows | 99.1 | 99.6 | 98.9 | 99.2 | 98.1 | 98.9 |
| % GAP | 0.021 | 0.012 | 0.025 | 0.034 | 0.033 | 0.039 |
| | Do Something | | | | | |
| Loops (N) | 10 | 9 | 10 | 11 | 11 | 11 |
| % flows | 99.3 | 99.4 | 99.1 | 98.4 | 98.2 | 98.9 |
| % GAP | 0.021 | 0.012 | 0.026 | 0.037 | 0.031 | 0.043 |
| These numbers are based on the global output from the post VDM core highway only assignment. | | | | | | |

4.3 Core scenario forecast outputs

Historical trends and projected traffic flow in the do minimum

- 4.3.1 This output is based on information from the WebTRIS database, for data collected in March of each year. The modelled projections are based on information from the do minimum core scenario models. In each case the hourly flow refers to the average peak period.
- 4.3.2 For the M25, data for 2010 and 2011 has been estimated. The historical trends and projected changes on the M25 (junction 10 to 11) are shown in Figure 4-1 and are summarised as:
- Traffic flow is greatest in the anti-clockwise (ACW) direction in the PM and clockwise (CW) in the AM. These flows are projected to grow very marginally as capacity and congestion is expected to constrain growth
 - By 2037 traffic in both directions and in all time periods is expected to reach between 7,500 - 8,200 PCUs per hour. This is close to the current maximum observed flows as traffic reaches four lane capacity

Figure 4-1: Historical trends and projected do minimum traffic flow: M25 (junction 10 to 11)

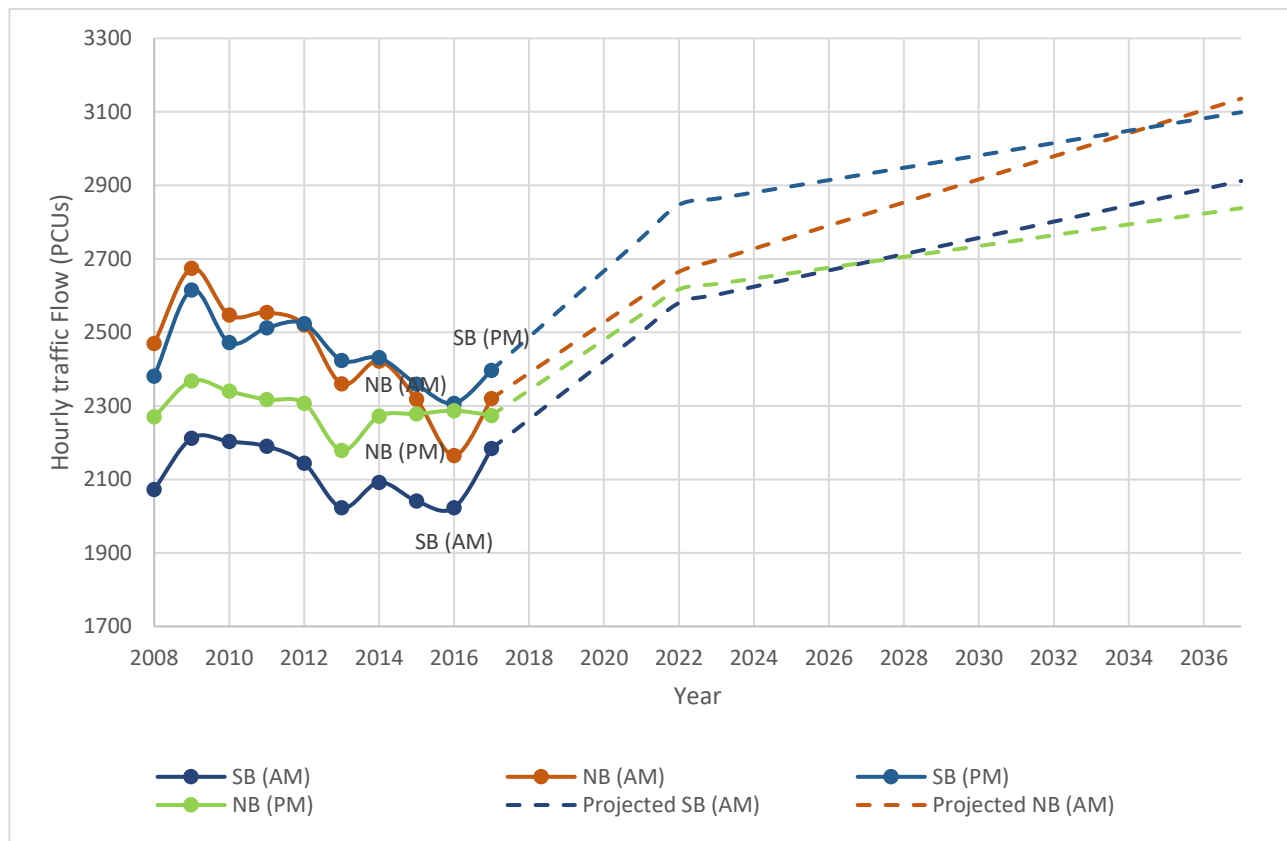


- 4.3.3 The historical trends and projected changes (shown in Figure 4-2) in the do minimum scenario on the A3 mainline (two lane) through junction 10 are:
- Historical traffic trends in almost all-time periods and directions has generally shown flat or declining growth since 2009
 - Despite the lack of growth in traffic in recent years, levels of congestion on the SRN remain a persistent problem.

- The traffic forecast is generally projecting large growth of approximately 400-500 PCUs per hour. This is a result of growth projections provided by the DfT which include nearly 12,000 residential households and 4,400 FTE jobs being developed in Guilford and near to the A3 and over 2,000 households in Elmbridge. See Table 3-3 and Figure 3-2 for reference
- There are also network improvements which are expected to result in improved capacity on the A3

4.3.4 These infrastructure and land use developments are projected to result in the large increase shown in Figure 4-2.

Figure 4-2: Historical trends and projected do minimum traffic flow: A3

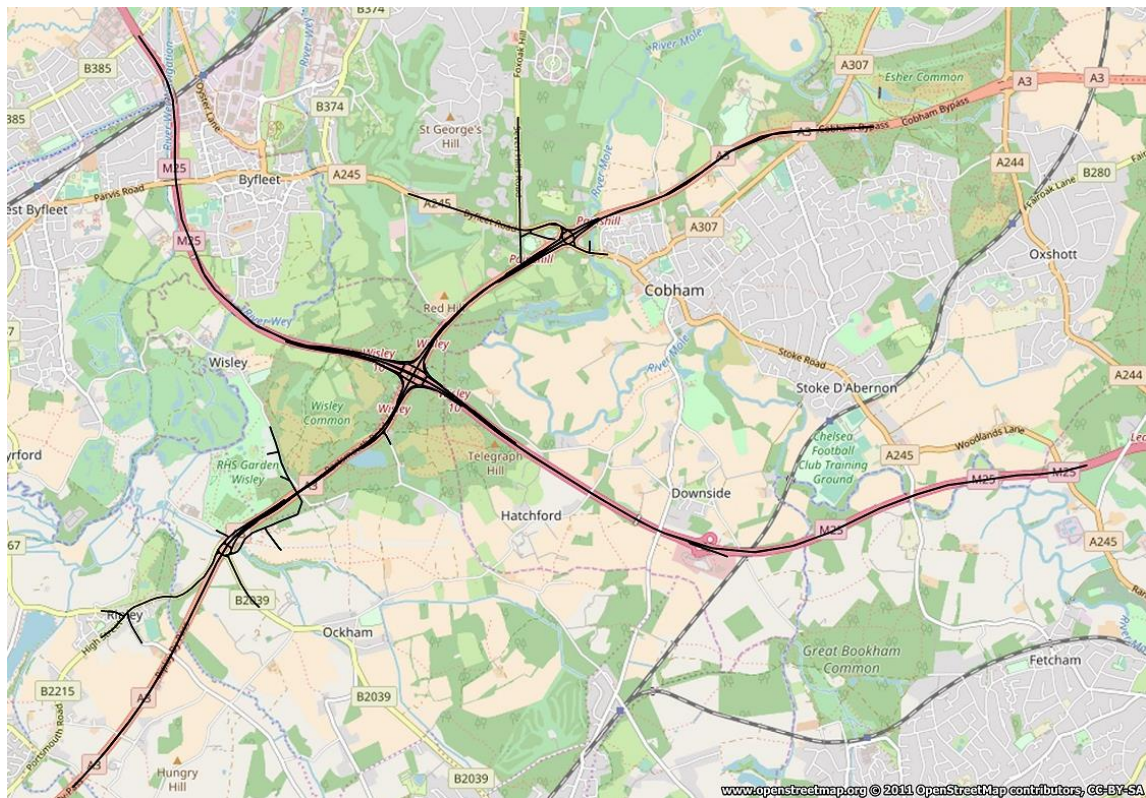


4.3.5 These comparisons with historical trends show that the do minimum forecasts are considered sufficiently robust to use to test the effects of the proposed junction 10 Scheme.

Cordon Network Statistics

4.3.6 Cordon network statistics are presented in Table 4-2. The cordon region, extracted from the full strategic model and consistent with the operational Paramics microsimulation, is shown in Figure 4-3.

Figure 4-3: Extents of cordon for operational modelling



- 4.3.7 The outputs show increased demand into the cordoned area (the increase in trip demand resulting from the Scheme) of approximately 600-1000 PCUs in 2022, increasing to 800-1200 PCUS in 2037. This demand response is a result of the junction becoming more attractive due to reduced average travel time of up to 100 seconds.

Table 4-2: Core cordon network comparison statistics

| Parameter | 2022 | | | 2037 | | |
|-------------------------|----------------------------|------------|-------------|------------|------------|------------|
| | AM | IP | PM | AM | IP | PM |
| | Do Minimum | | | | | |
| Total Demand (PCUs) | 25873 | 23590 | 26233 | 29106 | 26994 | 28896 |
| Av Travel Time (secs) | 514 | 448 | 493 | 618 | 497 | 541 |
| | Do Something | | | | | |
| Total Demand (PCUs) | 26866 | 24183 | 26894 | 30293 | 27827 | 29703 |
| Av Travel Time (secs) | 423 | 371 | 393 | 526 | 412 | 445 |
| | Do Something vs Do Minimum | | | | | |
| Increased Demand (PCUs) | 992 | 593 | 661 | 1187 | 833 | 808 |
| Av Travel Time (secs) | -91 (-18%) | -77 (-17%) | -100 (-20%) | -92 (-15%) | -85 (-17%) | -96 (-18%) |

These values are derived from global statistics output from the cordon of the full highway model

Junction 10 throughput and delays

- 4.3.8 A summary comparison of the junction 10 throughput (total vehicles (PCUs) travelling through the junction) is shown in Table 4-3. This shows that the throughput is expected to decrease in the do minimum against the base in 2022 and increase in 2037 and delay to increase in both forecast years. This is due to the way that signal timings have been optimised in the future year do minimum scenario. This is to be consistent with the optimisation of the future year this is to cater for the increase in the circulatory traffic flows and aims to limit queues on the other off-slips.
- 4.3.9 The introduction of the Scheme is expected to result in a reduction in delay relative to the base, with a decrease of up to 61% in 2022, equivalent to a 70 second decrease.
- 4.3.10 The Scheme is expected to reduce travel time in Table 4-2 by a greater amount than the delay reduction in Table 4-3 as the Scheme introduces free flow slips and reducing congestion.

Table 4-3: Core junction 10 throughput and delay comparison

| Scenario | Core | % change vs base | Core | % change vs base |
|----------|-------------------|------------------|-----------------|------------------|
| AM | Throughput (PCUs) | | Av Delay (secs) | |
| Base | 7819 | - | 114 | - |
| DM-2022 | 7436 | -5% | 128 | 12% |
| DS-2022 | 9012 | 15% | 45 | -61% |
| DM-2037 | 7511 | -4% | 159 | 39% |
| DS-2037 | 9628 | 23% | 105 | -8% |
| IP | Throughput (PCUs) | | Av Delay (secs) | |
| Base | 6798 | - | 57 | - |
| DM-2022 | 6788 | 0% | 84 | 47% |
| DS-2022 | 7493 | 10% | 36 | -37% |
| DM-2037 | 7533 | 11% | 98 | 72% |
| DS-2037 | 8401 | 24% | 48 | -16% |
| PM | Throughput (PCUs) | | Av Delay (secs) | |
| Base | 7689 | - | 76 | - |
| DM-2022 | 7374 | -4% | 92 | 21% |
| DS-2022 | 8342 | 8% | 36 | -53% |
| DM-2037 | 7981 | 4% | 116 | 53% |
| DS-2037 | 8860 | 15% | 45 | -41% |

Journey times

- 4.3.11 The changes in travel time, between the do minimum and the do something are shown in for the M25 junction 10 and in Table 4-4 for the M25 and Table 4-5 A3

mainlines. This can be seen visually, for 2037 only, in Figure 4-4 (AM) and Figure 4-5 (PM).

4.3.12 These journey time comparisons show that the Scheme option provides significant journey time savings throughout the local area (green). Where there are increases in travel time (red) these are isolated to:

- Old Lane - this is a very low flow turn
- Painshill / A3 Junction southbound exit slip in the AM
- The A307 in Cobham
- Ripley village

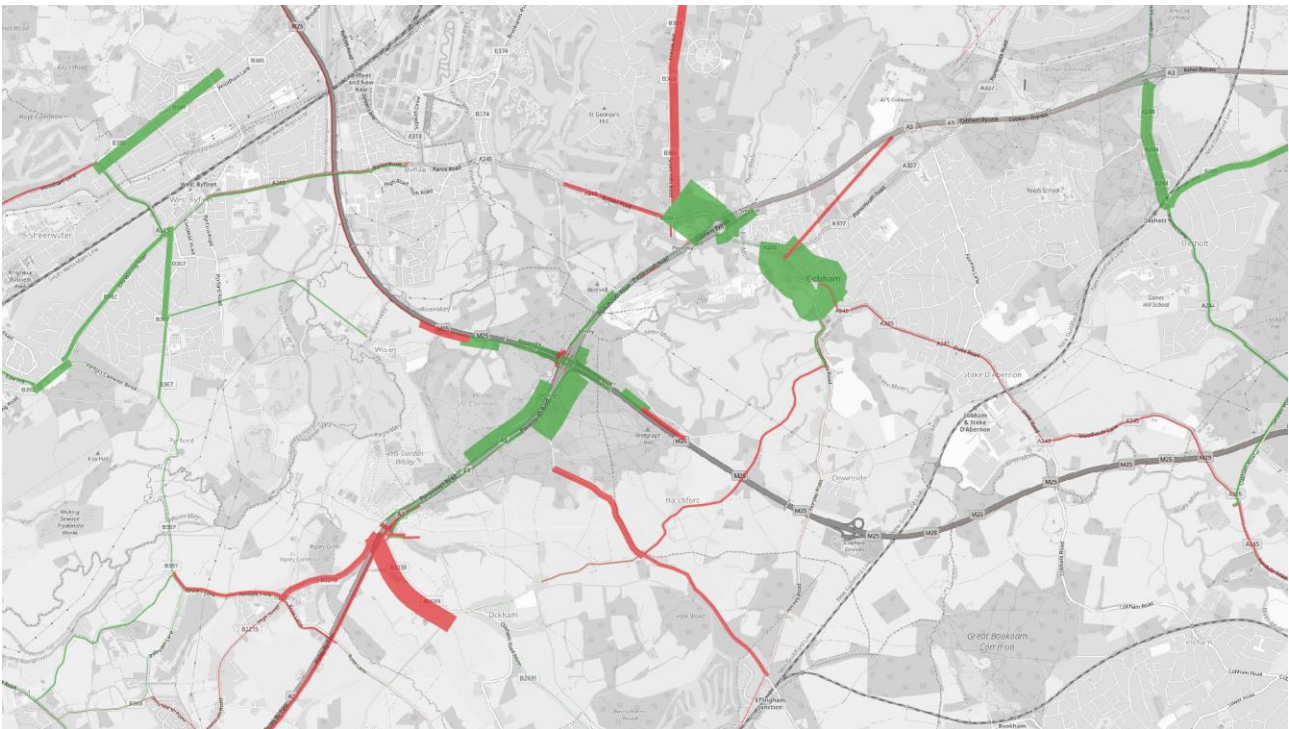
4.3.13 Note, where there are new links, e.g. the new slip roads onto the M25 at junction 10, these show as travel time increases. Whilst there are expected to be increases in journey time through Ripley Village and particularly on the approach to the Ockham Park junction, the overall changes in journey times between Ripley village and Painshill as a result of the Scheme (as shown in Figure 4-5) are expected to show marginal decreases in all cases.

Figure 4-4: Journey time comparison 2037 AM DS vs DM



Note: red shows a travel time increase and green a decrease

Figure 4-5: Journey time comparison 2037 PM DS vs DM



Note: red shows a travel time increase and green a decrease

Table 4-4: M25 junction 10 Journey Times – Core Scenario DS vs DM

| M25 junction 10 Turns | Core Scenario | | DS vs DM (%) | Core Scenario | | DS vs DM (%) |
|--------------------------------|---------------|---------|--------------|---------------|---------|--------------|
| | DM 2022 | DS 2022 | | DM 2037 | DS 2037 | |
| | AM | | | | | |
| Left turn for A3SB to M25 | 398 | 114 | -71% | 460 | 117 | -75% |
| Right turn from A3SB to M25 | 502 | 211 | -58% | 607 | 357 | -41% |
| Left turn from M25CW to A3SB | 395 | 131 | -67% | 458 | 162 | -65% |
| Right turn from M25CW to A3NB | 301 | 178 | -41% | 294 | 276 | -6% |
| Left turn from A3NB to M25 | 268 | 157 | -42% | 440 | 329 | -25% |
| Right turn from A3NB to M25 | 267 | 231 | -13% | 402 | 362 | -10% |
| Left turn from M25ACW to A3NB | 122 | 94 | -23% | 143 | 98 | -32% |
| Right turn from M25ACW to A3SB | 313 | 211 | -33% | 398 | 277 | -30% |
| | IP | | | | | |
| Left turn for A3SB to M25 | 264 | 113 | -57% | 297 | 117 | -60% |
| Right turn from A3SB to M25 | 383 | 184 | -52% | 405 | 220 | -46% |
| Left turn from M25CW to A3SB | 219 | 110 | -50% | 280 | 135 | -52% |
| Right turn from M25CW to A3NB | 239 | 169 | -29% | 177 | 221 | 25% |
| Left turn from A3NB to M25 | 181 | 131 | -28% | 238 | 157 | -34% |
| Right turn from A3NB to M25 | 206 | 206 | 0% | 235 | 241 | 3% |
| Left turn from M25ACW to A3NB | 104 | 92 | -12% | 134 | 94 | -30% |
| Right turn from M25ACW to A3SB | 223 | 174 | -22% | 332 | 203 | -39% |
| | PM | | | | | |
| Left turn for A3SB to M25 | 324 | 124 | -62% | 212 | 136 | -36% |
| Right turn from A3SB to M25 | 385 | 189 | -51% | 290 | 221 | -24% |
| Left turn from M25CW to A3SB | 318 | 134 | -58% | 417 | 164 | -61% |
| Right turn from M25CW to A3NB | 268 | 168 | -37% | 212 | 195 | -8% |
| Left turn from A3NB to M25 | 197 | 133 | -33% | 275 | 155 | -44% |
| Right turn from A3NB to M25 | 231 | 222 | -4% | 300 | 243 | -19% |
| Left turn from M25ACW to A3NB | 135 | 95 | -30% | 139 | 95 | -32% |
| Right turn from M25ACW to A3SB | 276 | 199 | -28% | 440 | 237 | -46% |

Table 4-5: M25 and A3 Mainline Journey Times – Core Scenario DS vs DM

| M25 junction 10 Turns | Core Scenario | | DS vs DM (%) | Core Scenario | | DS vs DM (%) |
|--------------------------------------|---------------|---------|--------------|---------------|---------|--------------|
| | DM 2022 | DS 2022 | | DM 2037 | DS 2037 | |
| | AM | | | | | |
| M25 CW J9 to J11 | 227 | 226 | 0% | 239 | 236 | -1% |
| M25 ACW J11 to J9 | 683 | 670 | -2% | 732 | 715 | -2% |
| A3 NB Ripley Crossroads to Painshill | 383 | 351 | -8% | 588 | 391 | -33% |
| A3 SB Painshill to Ripley Crossroads | 332 | 338 | 2% | 432 | 393 | -9% |
| | IP | | | | | |
| M25 CW J9 to J11 | 224 | 224 | 0% | 238 | 237 | 0% |
| M25 ACW J11 to J9 | 678 | 660 | -3% | 751 | 726 | -3% |
| A3 NB Ripley Crossroads to Painshill | 263 | 265 | 1% | 316 | 291 | -8% |
| A3 SB Painshill to Ripley Crossroads | 282 | 290 | 3% | 363 | 339 | -7% |
| | PM | | | | | |
| M25 CW J9 to J11 | 220 | 222 | 1% | 230 | 231 | 1% |
| M25 ACW J11 to J9 | 810 | 771 | -5% | 842 | 795 | -6% |
| A3 NB Ripley Crossroads to Painshill | 299 | 270 | -10% | 373 | 304 | -18% |
| A3 SB Painshill to Ripley Crossroads | 330 | 332 | 0% | 405 | 392 | -3% |

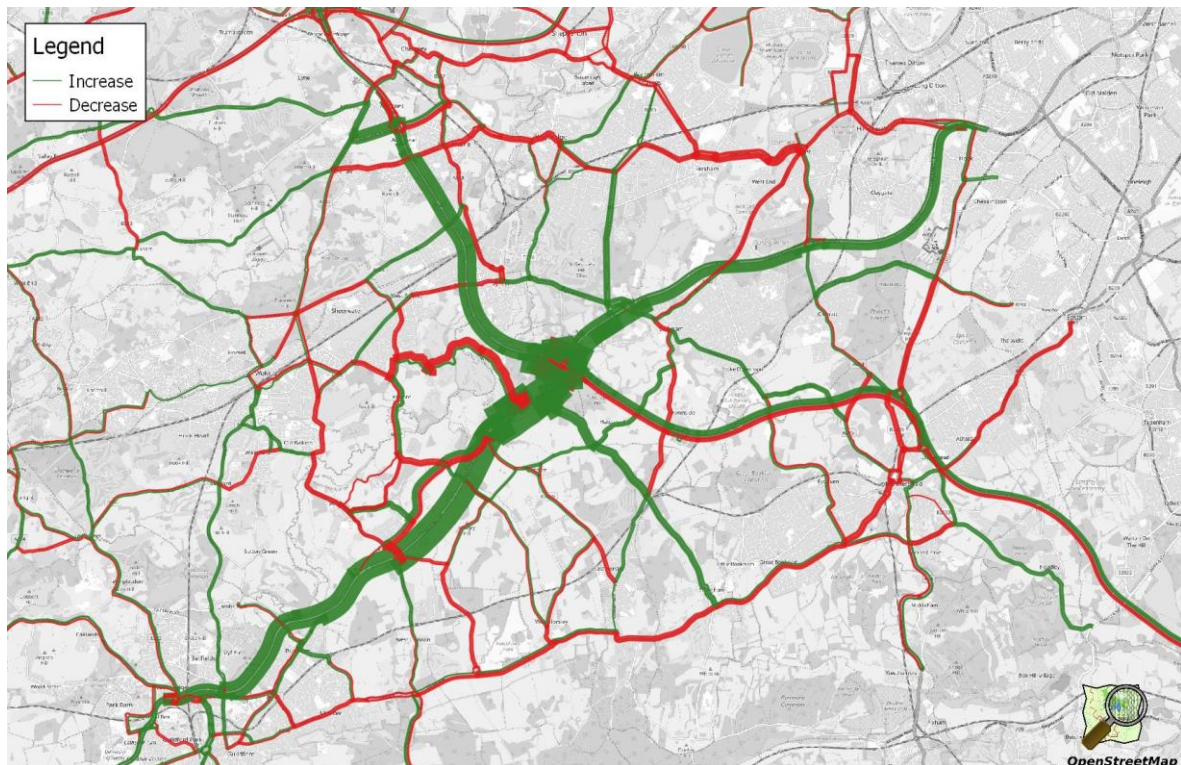
- 4.3.14 Table 4-6 show the flows for the key turning movements on M25 junction 10 and for key links in the Scheme vicinity. These show significant increases in capacity and hence flow for most of the turning movements in the do something option when compared with the do-minimum.
- 4.3.15 There is a decrease in flow going through junction 10 in both directions, which can be attributed to an increase in vehicles using the A3 to join the M25 at junction 10, as opposed to joining at junction 9.
- 4.3.16 An increase in flow on some local roads is expected, however in the Scheme proximity an overall decrease of up to 0.5% is expected to be seen on the non-SRN network. This will result in a decrease in travel times of almost 1% on the same network.
- 4.3.17 Links flow changes on roads with low traffic volumes (700 vehicles) can be considered insignificant if the change is within ± 100 vehicles. This is consistent with WebTAG/DMRB link traffic flow validation criteria and model standard error.
- 4.3.18 This is also presented visually, for 2037, in **Figure 4-6 (AM)** and **Figure 4-7 (PM)**.

Table 4-6: Traffic Flow Comparison AM – Core Scenario DS vs DM

| | Movement | Core Scenario | | DS vs DM (%) | Core Scenario | | DS vs DM (%) |
|-----------------|-------------------------------------|---------------|---------|--------------|---------------|---------|--------------|
| | | DM 2022 | DS 2022 | | DM 2037 | DS 2037 | |
| M25 junction 10 | A3 SB junction 10 Off slip – left | 295 | 364 | 23.4% | 304 | 381 | 25.2% |
| | A3 SB junction 10 Off slip | 723 | 1286 | 78.0% | 745 | 1529 | 105.3% |
| | M25 CW junction 10 Off slip – left | 1016 | 1445 | 42.2% | 1072 | 1372 | 28.0% |
| | M25 CW junction 10 Off slip | 405 | 366 | -9.5% | 400 | 359 | -10.1% |
| | A3 NB junction 10 Off slip – left | 1399 | 1651 | 17.9% | 1461 | 1945 | 33.1% |
| | A3 NB junction 10 Off slip | 1101 | 1238 | 12.4% | 1039 | 1352 | 30.1% |
| | M25 ACW junction 10 Off slip – left | 1120 | 1158 | 3.4% | 1109 | 1188 | 7.2% |
| | M25 ACW junction 10 Off slip | 1376 | 1504 | 9.3% | 1382 | 1503 | 8.7% |
| M25 Mainline | M25 J9 – junction 10 (CW) | 6816 | 6784 | -0.5% | 7479 | 7332 | -2.0% |
| | M25 junction 10 (CW) | 5395 | 4973 | -7.8% | 6008 | 5611 | -6.6% |
| | M25 junction 10 – J11 (CW) | 7448 | 7836 | 5.2% | 8073 | 8338 | 3.3% |
| | M25 J11 – junction 10 (ACW) | 7319 | 7431 | 1.5% | 7696 | 7800 | 1.4% |
| | M25 junction 10 (ACW) | 4823 | 4769 | -1.1% | 5205 | 5109 | -1.8% |
| | M25 junction 10 – J9 (ACW) | 6175 | 6316 | 2.3% | 6553 | 6773 | 3.4% |
| A3 Mainline | A3 South of junction 10 (NB) | 5286 | 5492 | 3.9% | 5928 | 6506 | 9.8% |
| | A3 South of junction 10 (SB) | 4680 | 5165 | 10.4% | 5012 | 5881 | 17.3% |
| | A3 North of junction 10 (NB) | 4153 | 4136 | -0.4% | 4566 | 4777 | 4.6% |
| | A3 North of junction 10 (SB) | 3598 | 3953 | 9.8% | 3961 | 4558 | 15.1% |
| Ripley | Newark Lane (EB) | 379 | 367 | -3.1% | 284 | 247 | -13.0% |
| | Portsmouth Road (SB) | 910 | 936 | 2.8% | 1212 | 996 | -17.9% |
| | Rose Lane (WB) | 80 | 75 | -6.0% | 144 | 169 | 17.7% |
| | High Street (NB) | 644 | 656 | 1.8% | 804 | 994 | 23.6% |
| Seven Hills | Byfleet Road (EB) | 1120 | 1165 | 4.0% | 1231 | 1303 | 5.9% |
| | Seven Hills Road (SB) | 702 | 725 | 3.3% | 680 | 735 | 8.1% |
| | A3 – A245 (WB) | 2023 | 2221 | 9.8% | 2108 | 2231 | 5.8% |
| | Seven Hills Rd South (NB) | 55 | 55 | 0.6% | 63 | 64 | 1.2% |

| | Movement | Core Scenario | | DS vs DM (%) | Core Scenario | | DS vs DM (%) |
|-------------|-------------------------------------|---------------|---------|--------------|---------------|---------|--------------|
| | | DM 2022 | DS 2022 | | DM 2037 | DS 2037 | |
| Painshill | A3 NB off-slip | 1417 | 1400 | -1.2% | 1449 | 1637 | 13.0% |
| | A245 Byfleet Road slip | 1645 | 1719 | 4.5% | 1685 | 1816 | 7.8% |
| | A3 SB off-slip | 778 | 838 | 7.7% | 924 | 697 | -24.5% |
| | A245 Byfleet Road slip | 1113 | 1169 | 5.0% | 1131 | 1178 | 4.1% |
| Local Roads | Byfleet Rd West of Seven Hills (EB) | 1120 | 1165 | 4.0% | 1231 | 1303 | 5.9% |
| | Byfleet Rd West of Seven Hills (WB) | 1324 | 1360 | 2.7% | 1338 | 1362 | 1.7% |
| | Byfleet Rd East of Seven Hills (WB) | 2023 | 2221 | 9.8% | 2108 | 2231 | 5.8% |
| | Byfleet Rd East of Seven Hills (EB) | 1645 | 1719 | 4.5% | 1685 | 1816 | 7.7% |
| | Wisley Lane to A3 | 213 | 160 | -25.1% | 484 | 213 | -55.9% |
| | A3 to RHS Wisley | 164 | 156 | -4.8% | 197 | 230 | 17.2% |
| | Ockham Road North (NB) | 551 | 584 | 6.1% | 536 | 525 | -2.0% |
| | Ockham Road North (SB) | 139 | 102 | -26.4% | 174 | 196 | 12.4% |

Figure 4-6: Traffic flow comparison 2037 AM DS vs DM



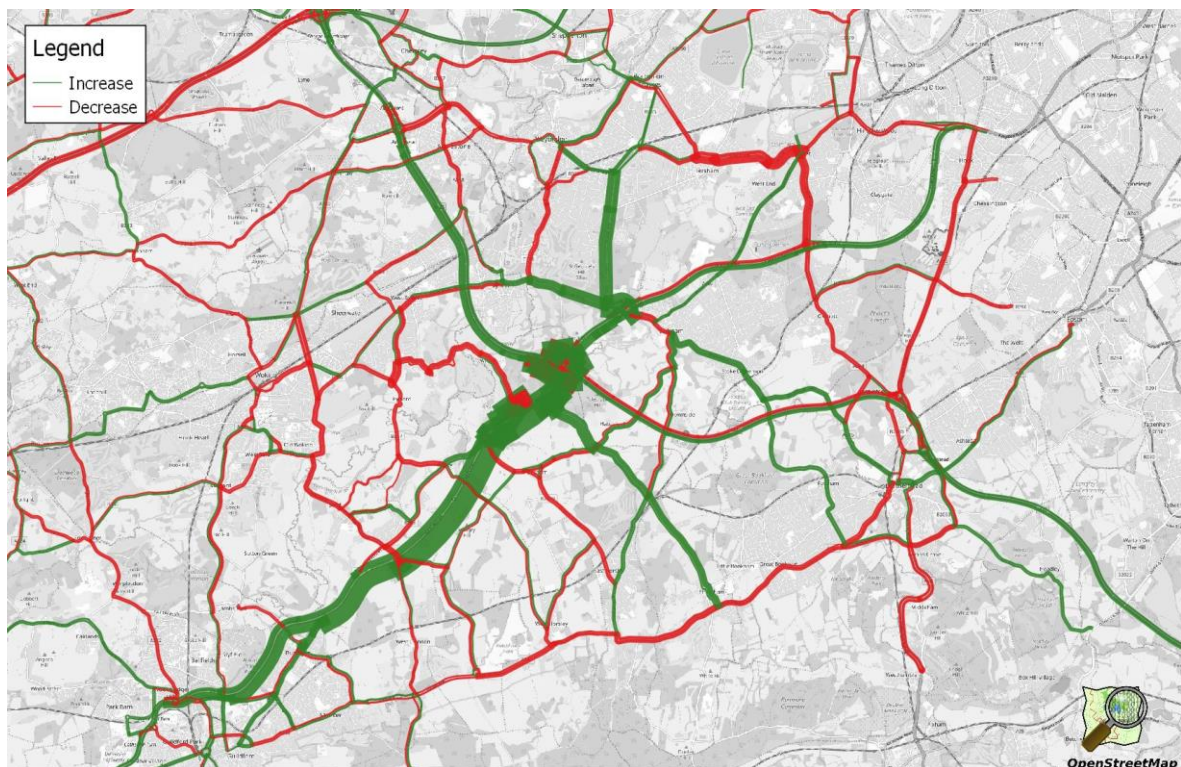
Note: Green represents an increase in flow, red a decrease

Table 4-7: Traffic flow comparison PM – Core Scenario DS vs DM

| | Movement | Core Scenario | | DS vs DM (%) | Core Scenario | | DS vs DM (%) |
|-----------------|-------------------------------------|---------------|---------|--------------|---------------|---------|--------------|
| | | DM 2022 | DS 2022 | | DM 2037 | DS 2037 | |
| M25 junction 10 | A3 SB junction 10 Off slip – left | 352 | 529 | 50.6% | 457 | 570 | 24.8% |
| | A3 SB junction 10 Off slip | 725 | 1045 | 44.1% | 1058 | 1305 | 23.4% |
| | M25 CW junction 10 Off slip – left | 922 | 1326 | 43.8% | 1087 | 1251 | 15.1% |
| | M25 CW junction 10 Off slip | 388 | 377 | -2.7% | 431 | 385 | -10.7% |
| | A3 NB junction 10 Off slip – left | 1319 | 1377 | 4.3% | 1339 | 1463 | 9.2% |
| | A3 NB junction 10 Off slip | 1101 | 1008 | -8.5% | 1161 | 1205 | 3.7% |
| | M25 ACW junction 10 Off slip – left | 1212 | 1238 | 2.1% | 1121 | 1127 | 0.6% |
| | M25 ACW junction 10 Off slip | 1354 | 1442 | 6.5% | 1327 | 1553 | 17.0% |
| M25 Mainline | M25 J9 – junction 10 (CW) | 6333 | 6509 | 2.8% | 6987 | 7063 | 1.1% |
| | M25 junction 10 (CW) | 5023 | 4807 | -4.3% | 5469 | 5427 | -0.8% |
| | M25 junction 10 – J11 (CW) | 7016 | 7159 | 2.0% | 7697 | 7859 | 2.1% |
| | M25 J11 – junction 10 (ACW) | 8255 | 8265 | 0.1% | 8295 | 8306 | 0.1% |
| | M25 junction 10 (ACW) | 5688 | 5585 | -1.8% | 5847 | 5625 | -3.8% |
| | M25 junction 10 – J9 (ACW) | 7023 | 7070 | 0.7% | 7342 | 7291 | -0.7% |
| A3 Mainline | A3 South of junction 10 (NB) | 5037 | 5008 | -0.6% | 5415 | 5586 | 3.1% |
| | A3 South of junction 10 (SB) | 4947 | 5291 | 7.0% | 5199 | 5943 | 14.3% |
| | A3 North of junction 10 (NB) | 4227 | 4249 | 0.5% | 4386 | 4418 | 0.7% |
| | A3 North of junction 10 (SB) | 3924 | 4216 | 7.5% | 4614 | 4840 | 4.9% |
| Ripley | Newark Lane (EB) | 354 | 357 | 0.9% | 296 | 274 | -7.6% |
| | Portsmouth Road (SB) | 832 | 943 | 13.3% | 1151 | 1179 | 2.4% |
| | Rose Lane (WB) | 37 | 24 | -35.6% | 95 | 93 | -1.7% |
| | High Street (NB) | 525 | 546 | 4.0% | 787 | 827 | 5.0% |
| Seven Hills | Byfleet Road (EB) | 1119 | 1157 | 3.4% | 1297 | 1458 | 12.4% |
| | Seven Hills Road (SB) | 631 | 699 | 10.8% | 615 | 736 | 19.7% |
| | A3 – A245 (WB) | 1817 | 1891 | 4.0% | 1565 | 1890 | 20.8% |
| | Seven Hills Rd South (NB) | 0 | 0 | 0.0% | 0 | 0 | 0.0% |

| | Movement | Core Scenario | | DS vs DM (%) | Core Scenario | | DS vs DM (%) |
|-------------|-------------------------------------|---------------|---------|--------------|---------------|---------|--------------|
| | | DM 2022 | DS 2022 | | DM 2037 | DS 2037 | |
| Painshill | A3 NB off-slip | 1345 | 1330 | -1.1% | 1347 | 1466 | 8.9% |
| | A245 Byfleet Road slip | 1653 | 1758 | 6.4% | 1788 | 2065 | 15.5% |
| | A3 SB off-slip | 522 | 572 | 9.6% | 416 | 474 | 14.0% |
| | A245 Byfleet Road slip | 1146 | 1216 | 6.1% | 1255 | 1196 | -4.7% |
| Local Roads | Byfleet Rd West of Seven Hills (EB) | 1119 | 1157 | 3.4% | 1297 | 1458 | 12.4% |
| | Byfleet Rd West of Seven Hills (WB) | 1134 | 1142 | 0.7% | 1028 | 1151 | 11.9% |
| | Byfleet Rd East of Seven Hills (WB) | 1817 | 1891 | 4.0% | 1565 | 1890 | 20.8% |
| | Byfleet Rd East of Seven Hills (EB) | 1653 | 1758 | 6.4% | 1788 | 2065 | 15.5% |
| | Wisley Lane to A3 | 291 | 267 | -8.5% | 450 | 353 | -21.5% |
| | A3 to RHS Wisley | 167 | 166 | -0.8% | 190 | 183 | -4.0% |
| | Ockham Road North (NB) | 447 | 454 | 1.6% | 566 | 505 | -10.8% |
| | Ockham Road North (SB) | 208 | 214 | 2.6% | 228 | 227 | -0.5% |

Figure 4-7: Traffic flow comparison 2037 PM DS vs DM



- 4.3.19 Appendix C contains a complete set of traffic flow data from the Strategic traffic model for all links and time periods for both the Do-minimum and Do-something scenarios. **It should be noted that this report was prepared prior to the additional targeted consultation in April 2019 and the traffic flows do not, therefore, reflect subsequent changes to the Scheme at the Painshill junction that included banning of some turns and associated traffic signal operational changes.**

4.4 Sensitivity tests

Uncertainty with respect to traffic growth

- 4.4.1 The Core Scenario discussed earlier in this report, is intended to be the best basis for decision-making given current evidence. However, there is no guarantee that the outturn will match the assumptions. Therefore, sensitivity testing is undertaken to provide answers to questions such as:
- under high traffic growth assumptions, is the intervention still effective in reducing congestion, or are there any adverse effects
 - under low traffic growth assumptions, is the intervention still economically viable
- 4.4.2 Most transport models will not be able to fully reflect the uncertainty of national trends such as GDP growth, fuel price trends and vehicle efficiency changes. This is because they will be relying on the national models underlying NTM. Therefore, the DfT recommends that the impact of this uncertainty is quantified by using High and Low Growth scenarios.
- 4.4.3 High and Low Growth scenarios should be subject to a full appraisal in accordance with the guidance in the appraisal WebTAG Units, using the same modelling structure as the Core Scenario but with different demand assumptions.

Derivation of low and high growth

- 4.4.4 In accordance with WebTAG Unit M4 on Forecasting and Uncertainty, the Low and High growth traffic forecasts should be based on a proportion of base year demand added to, or taken away from, the demand for the reference case core scenario. The proportion of base year demand to be added or subtracted is based on a parameter p which varies by mode. The proportion is calculated as follows:
- for one year after the base year, proportion p of base year demand added to or subtracted from the core scenario
 - for 36 or more years after the base year, proportion $6 \cdot p$ of base year demand added to or subtracted from the core scenario
 - between 1 and 36 years after the base year, the proportion of base year demand should rise from p to $6 \cdot p$ in proportion with the square root of the years. (So, for example, 16 years after the base year the proportion is $4 \cdot p$)
- 4.4.5 For highway demand at the national level, the recommended value of p is 2.5%. This reflects uncertainty around annual forecasts from the NTM, based on the macro-economic variables that influence the main drivers of travel demand.

- 4.4.6 For this Scheme, forecasts were required at the opening year (2022) and the design year (2037). Therefore, appropriate low and high growth factors were required for each modelled year. The base proportion factors have been applied to each user class within the model. The factors utilised are shown in Table 4-8.

Table 4-8: Reference case matrices: Central, low and high growth factors

| Time Period | Forecast Traffic Growth from 2015 base | | |
|-------------|--|------|-------|
| | Central | Low | High |
| 2022 | 6.5% | 0% | 13.1% |
| 2037 | 19.2% | 7.6% | 30.8% |

The matrix changes refer to the variable demand segments of the whole matrix only. Change have also been applied to fixed and freight traffic by the same proportions.

Summary low and high growth highway summary outputs

- 4.4.7 High and low growth was run for all years and time periods, however, for pragmatic reasons, only the lowest growth scenario (2022 low) and the highest growth scenario (2037 high) are presented.
- 4.4.8 The cordon network statistics and throughput and delay are shown in Table 4-9 and Table 4-10 respectively and as in the core scenario show the do minimum against the do something scenario. A consistent pattern can be seen where the lowest growth scenario still provides travel time benefits and the highest growth scenario is still effective in reducing congestion. The patterns presented are also broadly consistent with the core scenario.
- 4.4.9 Further sensitivity tests on the operational impact at junction 10 of different network assumptions have been presented in the Paramics Forecasting Report.

RTF18

- 4.4.10 In September 2018 the DfT released updated road traffic forecasts, using the National Transport Model (NTM), this is an update on the RTF15 forecasts used for the core scenario. These changes only affect growth in freight traffic. There is expected to be a reduction in growth of freight compared to the RTF15.
- 4.4.11 The results of each sensitivity test is presented below.

Table 4-9: 2022 Low, 2037 High growth & RTF18: Cordon network comparison statistics

| Parameter | 2022 | | | | | | 2037 | | | | | |
|-----------------------|-----------------|------|----------------|------|------------------|------|-----------------|------|-----------------|------|------------------|------|
| | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| | Core Do Minimum | | Low Do Minimum | | RTF18 Do Minimum | | Core Do Minimum | | High Do Minimum | | RTF18 Do Minimum | |
| Total Demand (PCUs) | 2587 | 2623 | 2520 | 2553 | 2561 | 2586 | 2910 | 2889 | 2969 | 2958 | 2840 | 2829 |
| Av Travel Time (secs) | 514 | 448 | 528 | 506 | 509 | 484 | 618 | 541 | 606 | 528 | 574 | 527 |

| Parameter | 2022 | | | | | | 2037 | | | | | |
|--|-------------------|------|------------------|------|--------------------|------|-------------------|------|-------------------|------|--------------------|------|
| | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| | Core Do Something | | Low Do Something | | RTF18 Do Something | | Core Do Something | | Core Do Something | | RTF18 Do Something | |
| Total Demand (PCUs) | 2686 | 2689 | 2592 | 2617 | 2656 | 2658 | 3029 | 2970 | 3069 | 3025 | 2940 | 2904 |
| Av Travel Time (secs) | 423 | 393 | 439 | 404 | 419 | 383 | 526 | 445 | 519 | 437 | 492 | 431 |
| | Core DS vs DM | | Low DS vs DM | | RTF18 DS vs DM | | Core DS vs DM | | Core DS vs DM | | RTF18 DS vs DM | |
| Increase Demand (PCUs) | 992 | 661 | 720 | 644 | 948 | 720 | 1187 | 808 | 994 | 673 | 994 | 747 |
| Av Travel Time (secs) | -91 | -100 | -89 | -102 | -90 | -101 | -92 | -96 | -87 | -91 | -82 | -96 |
| These values are derived from global statistics output from the cordon of the full highway model for the High-Low growth scenarios. Total demand is presented in 10s of vehicles | | | | | | | | | | | | |

Table 4-10: Low, high & RTF18 growth junction 10 throughput and delay comparison

| Scenario | Low | RTF18 | Core | High | Low | RTF18 | Core | High |
|----------|-------------------|-------|------|------|-----------------|-------|------|------|
| AM | Throughput (PCUs) | | | | Av Delay (secs) | | | |
| Base | 7819 | 7819 | 7819 | 7819 | 114 | 114 | 114 | 114 |
| DM 2022 | 7413 | 7428 | 7462 | 7472 | 121 | 127 | 141 | 143 |
| DS 2022 | 7550 | 7864 | 7778 | 7705 | 40 | 42 | 44 | 43 |
| DM 2037 | 7512 | 7525 | 7518 | 7563 | 145 | 149 | 157 | 171 |
| DS 2037 | 8249 | 8401 | 8319 | 8288 | 70 | 82 | 105 | 109 |
| IP | Throughput (PCUs) | | | | Av Delay (secs) | | | |
| Base | 6798 | 6798 | 6798 | 6798 | 57 | 57 | 57 | 57 |
| DM 2022 | 6666 | 6735 | 6787 | 6855 | 78 | 80 | 84 | 87 |
| DS 2022 | 6202 | 6301 | 6370 | 6365 | 33 | 34 | 35 | 36 |
| DM 2037 | 7415 | 7463 | 7517 | 7600 | 98 | 98 | 111 | 115 |
| DS 2037 | 6999 | 7074 | 7152 | 7047 | 42 | 44 | 48 | 56 |
| PM | Throughput (PCUs) | | | | Av Delay (secs) | | | |
| Base | 7689 | 7689 | 7689 | 7689 | 76 | 76 | 76 | 76 |
| DM 2022 | 7333 | 7365 | 7381 | 7399 | 88 | 88 | 92 | 96 |
| DS 2022 | 6748 | 6963 | 6978 | 6933 | 34 | 35 | 35 | 36 |
| DM 2037 | 7982 | 7991 | 8000 | 7933 | 105 | 106 | 115 | 125 |

| | | | | | | | | |
|---------|------|------|------|------|----|----|----|----|
| DS 2037 | 7475 | 7542 | 7549 | 7535 | 42 | 44 | 44 | 45 |
|---------|------|------|------|------|----|----|----|----|

4.5 Outputs for other analysis

- 4.5.1 Modelling outputs are required to support the economic and environmental assessments. This chapter outlines the methodology and factors used to expand the three modelled peak hours to 12 hour/16 hour/18 hour/24 hour average annual weekly traffic (AAWT) or average annual daily traffic (AADT) flows.

Environmental

- 4.5.2 Flows from the DM and DS models were used to determine Annual Average Daily Traffic (AADT) for use in Air Quality modelling, and Annual Average Weekday Traffic (AAWT) for use in the Noise modelling.
- 4.5.3 Multiple links were identified as being in the Affected Road Network. AADT and AAWT factors were applied to each link, and the resulting flow calculations along with HGV percentage, and speeds were provided to the environmental assessment team.

Operational modelling

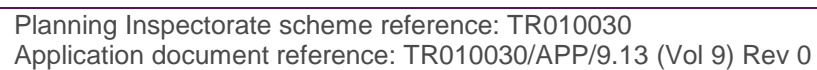
- 4.5.4 Cordoned flows from the DM and DS models were used to provide inputs to LINSIG, Paramics and Arcady modelling for use in the operational assessment of scheme options.
- 4.5.5 Operational assessment has taken place at M25 junction 10, Painshill interchange & Seven Hills Road/ Byfleet Road junction and Ockham interchange.

Economics

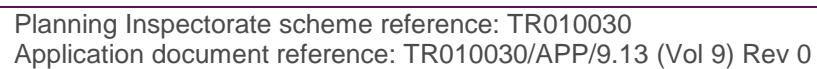
- 4.5.6 For the DM and DS scenarios, annualisation factors were used to convert estimates of demand related costs and benefits experienced during the modelled peak hours into estimates of total annual costs and benefits in 24 hour working week days for each modelled year.
- 4.5.7 The factors were based on an assumption of 253 working days per year and comparison of relative levels of demand in the shoulder periods around the main peak hours in the peak periods, identified from Highways England 2014 traffic count data at the junction.
- 4.5.8 These outputs formed the basis of preparing the Traffic User Benefit Appraisal (TUBA) inputs.

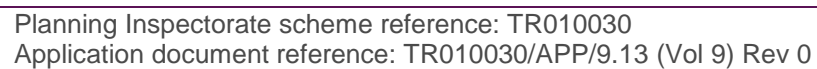
Appendices

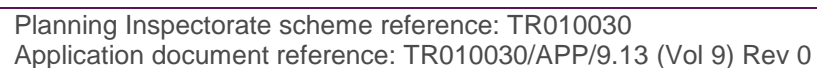
Appendix A Scheme designs

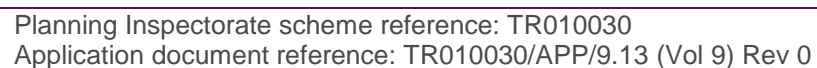


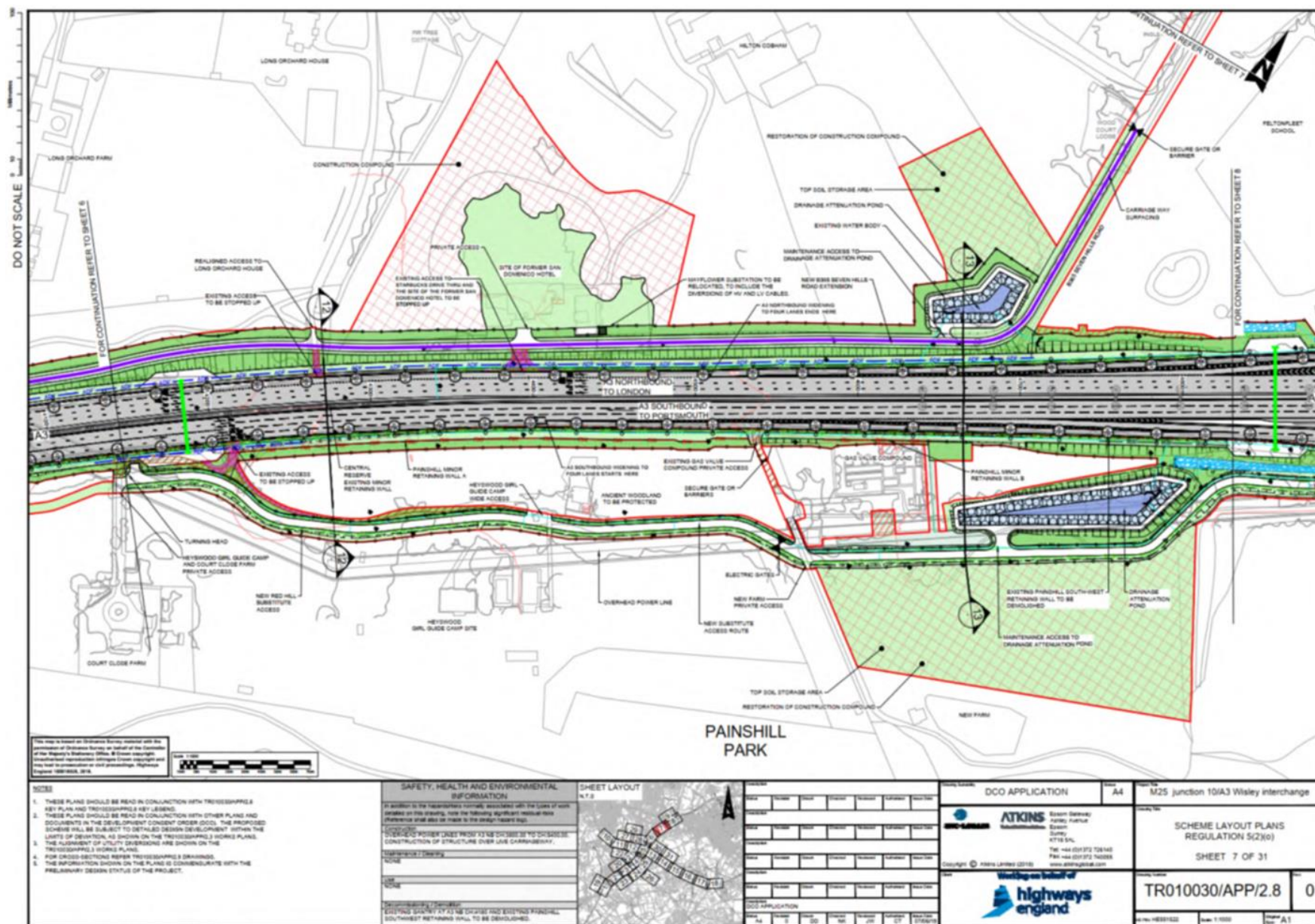


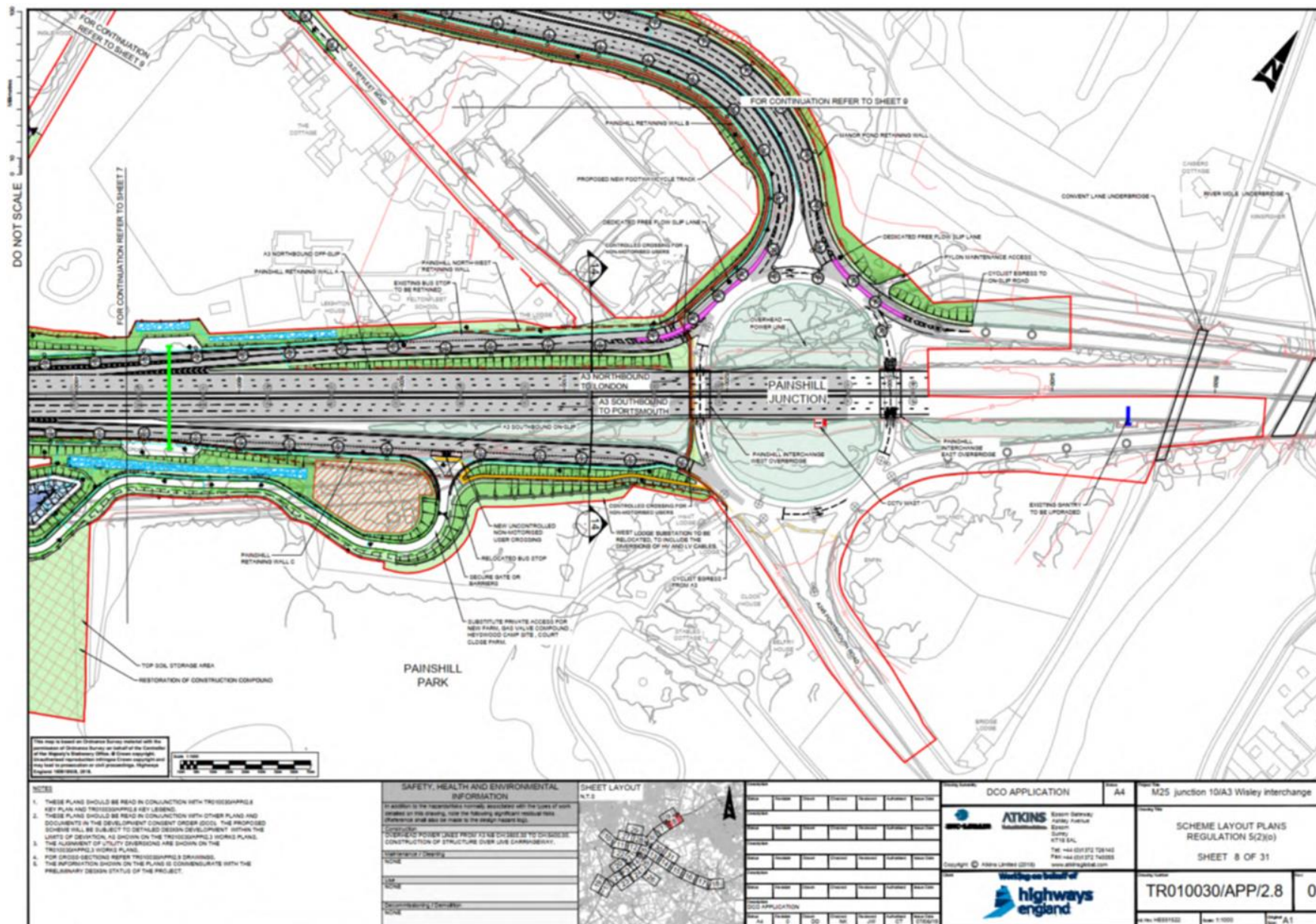














Appendix B Core comparison outputs

Global Network performance

Table B1 shows the assignment summary statistics for the do-minimum and do-something for 2022 and 2037. The differences between scheme options at the overall model level are relatively small.

Table B-1 Network performance: 2022 & 2037

| Description | Time | 2022 | | | 2037 | | |
|-----------------------------|------|-------------|-------------|----------|-------------|-------------|----------|
| | | DM | DS | DS vs DM | DM | DS | DS vs DM |
| Transient queue (pcus) | AM | 62,110 | 62,111 | 0.0% | 81,570 | 81,353 | -0.3% |
| | IP | 40,338 | 40,277 | -0.2% | 54,719 | 54,660 | -0.1% |
| | PM | 68,445 | 68,323 | -0.2% | 87,290 | 87,209 | -0.1% |
| Over capacity queue (pcus) | AM | 73,286 | 73,437 | 0.2% | 120,975 | 120,961 | 0.0% |
| | IP | 19,973 | 19,994 | 0.1% | 40,447 | 40,470 | 0.1% |
| | PM | 80,839 | 81,035 | 0.2% | 134,492 | 134,373 | -0.1% |
| Link cruise time (pcu hrs) | AM | 1,628,932 | 1,629,181 | 0.0% | 1,932,026 | 1,932,017 | 0.0% |
| | IP | 1,427,797 | 1,427,839 | 0.0% | 1,712,944 | 1,712,977 | 0.0% |
| | PM | 1,827,263 | 1,827,392 | 0.0% | 2,162,930 | 2,162,980 | 0.0% |
| Total travel time (pcu hrs) | AM | 1,764,327 | 1,764,729 | 0.0% | 2,134,572 | 2,134,330 | 0.0% |
| | IP | 1,488,108 | 1,488,110 | 0.0% | 1,808,110 | 1,808,106 | 0.0% |
| | PM | 1,976,547 | 1,976,751 | 0.0% | 2,354,712 | 2,384,562 | 1.3% |
| Travel distance pcu-km/hr | AM | 122,106,512 | 122,127,200 | 0.0% | 141,467,136 | 141,486,160 | 0.0% |
| | IP | 110,490,896 | 110,498,504 | 0.0% | 129,487,184 | 129,498,648 | 0.0% |
| | PM | 135,088,768 | 135,103,952 | 0.0% | 156,398,816 | 156,414,256 | 0.0% |
| Average speed (kph) | AM | 69.2 | 69.2 | 0.0% | 66.3 | 66.3 | 0.0% |
| | IP | 74.2 | 74.3 | 0.1% | 71.6 | 71.6 | 0.0% |
| | PM | 68.3 | 68.3 | 0.0% | 65.6 | 65.6 | 0.0% |
| Total trips loaded | AM | 2,687,939 | 2688279 | 0.0% | 3,061,265 | 3,061,550 | 0.0% |
| | IP | 2,399,087 | 2399136 | 0.0% | 2,758,565 | 2,758,702 | 0.0% |
| | PM | 3,001,890 | 3002116 | 0.0% | 3,403,013 | 3,403,212 | 0.0% |

Appendix C Model link flows

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

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|--------------|--|-----------|-----------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| A3 NB | A3 NB Burnt Common to Ockham | A3 NB | 49,520 | 3,452 | 2,760 | 3,464 | 51,533 | 3,576 | 2,831 | 3,616 | 52,350 | 3,756 | 2,842 | 3,647 | 59,680 | 3,823 | 3,308 | 3,743 | 61,385 | 4,188 | 3,339 | 3,916 |
| A3 NB | A3 NB Burpham to Burnt Common | A3 NB | 56,341 | 3,835 | 3,157 | 4,175 | 59,391 | 3,873 | 3,294 | 4,511 | 60,621 | 4,070 | 3,361 | 4,554 | 72,217 | 4,317 | 4,025 | 5,160 | 74,264 | 4,680 | 4,120 | 5,292 |
| A3 NB | A3 NB M25 Junction 10 | A3 NB | 31,759 | 2,341 | 1,813 | 2,207 | 35,319 | 2,609 | 2,039 | 2,506 | 34,762 | 2,550 | 2,039 | 2,514 | 41,599 | 3,063 | 2,428 | 2,727 | 42,161 | 3,134 | 2,529 | 2,811 |
| A3 NB | A3 NB M25 to Painshill | A3 NB | 50,409 | 3,695 | 2,964 | 3,749 | 55,611 | 3,894 | 3,298 | 4,037 | 55,820 | 3,878 | 3,368 | 4,061 | 66,164 | 4,290 | 3,834 | 4,218 | 67,253 | 4,487 | 3,956 | 4,255 |
| A3 NB | A3 NB Ockham to Wisley | A3 NB | 61,376 | 4,550 | 3,461 | 4,387 | 66,556 | 4,971 | 3,767 | 4,628 | 67,301 | 5,216 | 3,782 | 4,721 | 78,446 | 5,493 | 4,509 | 4,861 | 81,726 | 6,183 | 4,616 | 5,284 |
| A3 NB | A3 NB Oxshott | A3 NB | 31,122 | 2,301 | 1,650 | 2,488 | 34,425 | 2,425 | 1,893 | 2,660 | 34,713 | 2,444 | 1,904 | 2,695 | 39,139 | 2,617 | 2,221 | 2,688 | 39,602 | 2,665 | 2,260 | 2,689 |
| A3 NB | A3 NB Painshill | A3 NB | 32,525 | 2,482 | 1,715 | 2,636 | 35,471 | 2,581 | 1,945 | 2,710 | 35,655 | 2,582 | 1,952 | 2,747 | 42,114 | 2,955 | 2,252 | 2,887 | 42,183 | 2,976 | 2,285 | 2,805 |
| A3 NB | A3 NB Painshill to Oxshott | A3 NB | 38,202 | 2,883 | 2,032 | 3,088 | 42,670 | 3,111 | 2,418 | 3,204 | 43,245 | 3,151 | 2,442 | 3,266 | 50,781 | 3,506 | 2,857 | 3,474 | 51,125 | 3,537 | 2,896 | 3,427 |
| A3 NB | A3 NB Wisley | A3 NB | 59,576 | 4,431 | 3,316 | 4,251 | 63,593 | 4,808 | 3,484 | 4,461 | 67,301 | 5,216 | 3,782 | 4,721 | 74,991 | 5,298 | 4,181 | 4,671 | 81,726 | 6,183 | 4,616 | 5,284 |
| A3 NB | A3 NB Wisley to M25 | A3 NB | 61,683 | 4,583 | 3,506 | 4,369 | 67,176 | 5,020 | 3,783 | 4,751 | 67,301 | 5,216 | 3,782 | 4,721 | 80,012 | 5,654 | 4,562 | 5,117 | 81,725 | 6,183 | 4,616 | 5,284 |
| A3 Ockham | A3 Northbound On Slip | NB | 11,874 | 1,101 | 701 | 926 | 15,045 | 1,398 | 938 | 1,014 | 14,977 | 1,465 | 940 | 1,075 | 18,802 | 1,674 | 1,202 | 1,121 | 20,392 | 2,002 | 1,279 | 1,374 |
| A3 Ockham | A3 Ockham East Circulatory | SB | 9,843 | 771 | 614 | 926 | 12,114 | 906 | 779 | 948 | 12,807 | 910 | 887 | 1,018 | 15,170 | 920 | 989 | 1,289 | 17,391 | 1,141 | 1,157 | 1,376 |
| A3 Ockham | A3 Ockham North Circulatory | SB | 1,012 | 88 | 79 | 65 | 1,740 | 93 | 94 | 107 | 2,366 | 87 | 193 | 148 | 3,683 | 191 | 196 | 385 | 4,460 | 199 | 322 | 331 |
| A3 Ockham | A3 Ockham South Circulatory | WB | 12,060 | 1,031 | 694 | 974 | 15,676 | 1,316 | 946 | 1,182 | 16,306 | 1,393 | 1,011 | 1,356 | 22,241 | 1,863 | 1,373 | 1,646 | 22,538 | 1,841 | 1,435 | 1,797 |
| A3 Ockham | A3 Ockham South East Circulatory | SB | 9,843 | 771 | 614 | 926 | 12,114 | 906 | 779 | 948 | 12,993 | 914 | 859 | 1,119 | 17,765 | 1,518 | 1,131 | 1,312 | 19,409 | 1,517 | 1,240 | 1,523 |
| A3 Ockham | A3 Ockham West Circulatory | NB | 12,886 | 1,189 | 780 | 991 | 16,784 | 1,491 | 1,032 | 1,121 | 17,344 | 1,552 | 1,133 | 1,224 | 22,486 | 1,865 | 1,398 | 1,507 | 24,852 | 2,201 | 1,601 | 1,705 |
| A3 Ockham | A3 Southbound Off Slip | SB | 8,832 | 683 | 535 | 861 | 10,374 | 813 | 685 | 841 | 10,440 | 823 | 694 | 870 | 11,483 | 729 | 792 | 904 | 12,929 | 942 | 835 | 1,044 |
| A3 Oxshott | A3 Northbound Off Slip | EB | 7,080 | 582 | 382 | 600 | 8,245 | 686 | 525 | 544 | 8,532 | 707 | 538 | 571 | 11,642 | 888 | 636 | 786 | 11,522 | 872 | 636 | 738 |
| A3 Oxshott | A3 Northbound On Slip | EB | 2,001 | 247 | 54 | 262 | 2,349 | 303 | 64 | 247 | 2,273 | 288 | 63 | 238 | 5,322 | 260 | 73 | 231 | 5,361 | 232 | 69 | 246 |
| A3 Oxshott | A3 Oxshott East Circulatory | SB | 15,214 | 1,045 | 964 | 1,100 | 15,938 | 1,052 | 1,127 | 1,061 | 16,516 | 1,135 | 1,144 | 1,081 | 20,423 | 1,277 | 1,314 | 1,414 | 20,808 | 1,325 | 1,353 | 1,398 |
| A3 Oxshott | A3 Oxshott North East Circulatory | EB | 17,214 | 1,292 | 1,018 | 1,362 | 18,287 | 1,355 | 1,191 | 1,308 | 18,788 | 1,423 | 1,207 | 1,319 | 25,745 | 1,537 | 1,386 | 1,645 | 26,169 | 1,557 | 1,422 | 1,644 |
| A3 Oxshott | A3 Oxshott North West Circulatory | NB | 18,075 | 1,388 | 1,070 | 1,395 | 21,959 | 1,609 | 1,391 | 1,647 | 21,819 | 1,587 | 1,402 | 1,613 | 30,977 | 2,079 | 1,745 | 2,108 | 30,566 | 2,024 | 1,731 | 1,992 |
| A3 Oxshott | A3 Oxshott South East Circulatory | WB | 20,053 | 1,194 | 1,158 | 1,569 | 22,438 | 1,302 | 1,339 | 1,679 | 22,760 | 1,348 | 1,346 | 1,670 | 28,873 | 1,592 | 1,578 | 1,998 | 29,008 | 1,667 | 1,575 | 1,972 |
| A3 Oxshott | A3 Oxshott South West Circulatory | WB | 18,369 | 1,342 | 1,154 | 1,432 | 20,310 | 1,363 | 1,304 | 1,636 | 21,073 | 1,480 | 1,357 | 1,626 | 28,516 | 1,767 | 1,693 | 2,108 | 29,055 | 1,851 | 1,714 | 2,069 |
| A3 Oxshott | A3 Oxshott West Circulatory | NB | 10,990 | 805 | 687 | 795 | 13,711 | 923 | 866 | 1,103 | 13,283 | 879 | 864 | 1,042 | 19,324 | 1,189 | 1,109 | 1,321 | 19,035 | 1,151 | 1,095 | 1,253 |
| A3 Oxshott | A3 Southbound Off Slip | WB | 4,840 | 149 | 194 | 469 | 6,500 | 250 | 212 | 618 | 6,244 | 213 | 202 | 590 | 8,449 | 315 | 265 | 583 | 8,198 | 342 | 223 | 573 |
| A3 Oxshott | A3 Southbound On Slip | WB | 7,378 | 537 | 467 | 637 | 6,599 | 440 | 437 | 534 | 7,790 | 601 | 493 | 584 | 9,192 | 578 | 584 | 787 | 10,020 | 700 | 618 | 816 |
| A3 Painshill | A245 Byfleet Road (A3 Painshill Approach) | EB | 23,209 | 1,445 | 1,576 | 1,806 | 23,440 | 1,565 | 1,580 | 1,630 | 17,089 | 1,098 | 1,154 | 1,254 | 26,268 | 1,602 | 1,715 | 1,762 | 19,669 | 1,192 | 1,233 | 1,448 |
| A3 Painshill | A245 Byfleet Road (A3 Painshill Exit) | NB | 23,996 | 1,726 | 1,586 | 1,606 | 25,008 | 1,907 | 1,539 | 1,773 | 12,845 | 1,226 | 559 | 908 | 26,998 | 1,987 | 1,655 | 1,528 | 13,666 | 1,244 | 578 | 911 |
| A3 Painshill | A245 Portsmouth Road (A3 Painshill Approach) | WB | 15,278 | 995 | 1,064 | 1,097 | 16,040 | 1,081 | 1,089 | 1,125 | 17,048 | 1,136 | 1,132 | 1,194 | 17,560 | 1,100 | 1,087 | 1,233 | 18,148 | 1,138 | 1,112 | 1,175 |
| A3 Painshill | A245 Portsmouth Road (A3 Painshill Exit) | SB | 15,336 | 936 | 972 | 1,042 | 16,362 | 1,009 | 1,040 | 966 | 16,209 | 956 | 1,056 | 946 | 19,953 | 1,094 | 1,122 | 1,136 | 19,977 | 1,116 | 1,171 | 1,072 |
| A3 Painshill | A3 Northbound Off Slip | EB | 17,884 | 1,213 | 1,250 | 1,113 | 20,140 | 1,313 | 1,354 | 1,327 | 20,163 | 1,295 | 1,416 | 1,314 | 24,017 | 1,335 | 1,577 | 1,331 | 25,074 | 1,511 | 1,671 | 1,450 |
| A3 Painshill | A3 Northbound On Slip | EB | 5,677 | 401 | 318 | 451 | 7,199 | 531 | 472 | 494 | 7,591 | 570 | 489 | 519 | 8,666 | 551 | 604 | 589 | 8,941 | 562 | 609 | 624 |
| A3 Painshill | A3 Painshill East Circulatory | SB | 24,344 | 1,473 | 1,686 | 1,762 | 23,649 | 1,477 | 1,557 | 1,561 | 24,060 | 1,515 | 1,592 | 1,638 | 27,245 | 1,591 | 1,608 | 1,708 | 28,952 | 1,761 | 1,708 | 1,905 |
| A3 Painshill | A3 Painshill North Circulatory | EB | 6,816 | 430 | 428 | 407 | 7,417 | 443 | 451 | 426 | 7,510 | 447 | 463 | 424 | 9,661 | 540 | 500 | 534 | 9,817 | 594 | 501 | 492 |
| A3 Painshill | A3 Painshill South Circulatory | WB | 16,651 | 1,253 | 1,085 | 1,245 | 14,568 | 1,209 | 804 | 1,085 | 14,951 | 1,354 | 713 | 1,201 | 15,117 | 1,350 | 750 | 892 | 15,819 | 1,291 | 696 | 1,238 |
| A3 Painshill | A3 Painshill West Circulatory | NB | 13,089 | 997 | 764 | 900 | 12,414 | 1,078 | 636 | 875 | 13,532 | 1,258 | 592 | 952 | 13,577 | 1,298 | 634 | 835 | 14,314 | 1,270 | 601 | 949 |
| A3 Painshill | A3 Southbound Off Slip | WB | 7,736 | 731 | 371 | 542 | 7,305 | 742 | 291 | 490 | 7,266 | 796 | 191 | 537 | 8,355 | 887 | 305 | 388 | 7,277 | 669 | 202 | 445 |

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|-------------------|--|-----------|-----------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| A3 Painshill | A3 Southbound On Slip | WB | 18,506 | 1,251 | 1,348 | 1,402 | 17,854 | 1,208 | 1,217 | 1,303 | 18,115 | 1,232 | 1,212 | 1,403 | 18,647 | 1,118 | 1,163 | 1,250 | 19,193 | 1,124 | 1,165 | 1,422 |
| A3 Painshill | Free Flow Slip A245 Byfleet Road to A3 NB | EB | - | - | - | - | - | - | - | - | 7,061 | 540 | 466 | 479 | - | - | - | - | 8,425 | 537 | 586 | 590 |
| A3 Painshill | Free Flow Slip A3 NB to A245 Byfleet Road | NB | - | - | - | - | - | - | - | - | 13,341 | 880 | 986 | 934 | - | - | - | - | 15,907 | 944 | 1,194 | 996 |
| A3 SB | A3 SB Burnt Common to Burpham | A3 SB | 55,171 | 3,776 | 3,537 | 4,094 | 57,911 | 4,031 | 3,641 | 4,355 | 61,258 | 4,469 | 3,867 | 4,600 | 70,915 | 4,911 | 4,466 | 4,908 | 74,980 | 5,292 | 4,743 | 5,344 |
| A3 SB | A3 SB M25 Junction 10 | A3 SB | 30,622 | 2,151 | 1,908 | 2,562 | 33,585 | 2,492 | 2,137 | 2,706 | 31,756 | 2,223 | 2,073 | 2,519 | 39,232 | 2,822 | 2,653 | 2,948 | 36,802 | 2,564 | 2,424 | 2,824 |
| A3 SB | A3 SB M25 to Ockham | A3 SB | 58,704 | 3,981 | 3,798 | 4,553 | 61,970 | 4,294 | 4,018 | 4,668 | 65,170 | 4,733 | 4,202 | 5,006 | 70,504 | 4,603 | 4,541 | 4,919 | 77,591 | 5,415 | 4,965 | 5,641 |
| A3 SB | A3 SB Ockham to Burnt Common | A3 SB | 49,872 | 3,298 | 3,264 | 3,692 | 51,595 | 3,481 | 3,333 | 3,827 | 54,730 | 3,909 | 3,508 | 4,136 | 59,020 | 3,874 | 3,748 | 4,016 | 64,662 | 4,473 | 4,130 | 4,597 |
| A3 SB | A3 SB Oxshott | A3 SB | 31,714 | 2,472 | 1,806 | 2,400 | 33,025 | 2,519 | 1,849 | 2,376 | 35,336 | 2,734 | 2,017 | 2,568 | 40,283 | 2,976 | 2,295 | 2,731 | 42,377 | 3,207 | 2,496 | 2,821 |
| A3 SB | A3 SB Oxshott to Painshill | A3 SB | 39,093 | 3,009 | 2,274 | 3,037 | 39,623 | 2,960 | 2,286 | 2,909 | 43,125 | 3,335 | 2,509 | 3,151 | 49,471 | 3,554 | 2,879 | 3,517 | 52,393 | 3,907 | 3,114 | 3,637 |
| A3 SB | A3 SB Painshill | A3 SB | 31,356 | 2,278 | 1,903 | 2,495 | 32,318 | 2,217 | 1,995 | 2,420 | 35,859 | 2,539 | 2,319 | 2,614 | 41,116 | 2,667 | 2,574 | 3,129 | 45,116 | 3,238 | 2,913 | 3,192 |
| A3 SB | A3 SB Painshill to M25 | A3 SB | 49,866 | 3,529 | 3,250 | 3,898 | 50,175 | 3,425 | 3,212 | 3,724 | 53,979 | 3,771 | 3,530 | 4,019 | 59,763 | 3,784 | 3,736 | 4,384 | 64,302 | 4,359 | 4,076 | 4,618 |
| Byfleet | A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road) | EB | 14,851 | 885 | 952 | 1,170 | 15,763 | 1,048 | 1,019 | 1,101 | 16,124 | 1,092 | 1,044 | 1,138 | 18,693 | 1,155 | 1,195 | 1,278 | 19,650 | 1,226 | 1,240 | 1,437 |
| Byfleet | A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road) | WB | 16,059 | 1,275 | 977 | 1,058 | 16,307 | 1,226 | 1,002 | 1,098 | 16,559 | 1,259 | 992 | 1,102 | 17,481 | 1,238 | 1,041 | 998 | 18,367 | 1,256 | 1,106 | 1,117 |
| Byfleet | A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road) | Two-Way | 30,909 | 2,160 | 1,929 | 2,228 | 32,070 | 2,274 | 2,021 | 2,199 | 32,683 | 2,351 | 2,036 | 2,240 | 36,174 | 2,393 | 2,235 | 2,275 | 38,017 | 2,482 | 2,346 | 2,555 |
| Byfleet | A245 Byfleet Road (Seven Hills Road to A3) | EB | 23,209 | 1,445 | 1,576 | 1,806 | 23,440 | 1,565 | 1,580 | 1,630 | 24,150 | 1,638 | 1,619 | 1,733 | 26,269 | 1,602 | 1,715 | 1,762 | 28,094 | 1,729 | 1,819 | 2,038 |
| Byfleet | A245 Byfleet Road (Seven Hills Road to A3) | WB | 23,996 | 1,726 | 1,586 | 1,606 | 25,008 | 1,907 | 1,539 | 1,773 | 26,160 | 2,097 | 1,545 | 1,842 | 26,998 | 1,987 | 1,655 | 1,528 | 29,151 | 2,102 | 1,772 | 1,848 |
| Byfleet | A245 Byfleet Road (Seven Hills Road to A3) | Two-Way | 47,204 | 3,171 | 3,162 | 3,412 | 48,448 | 3,472 | 3,119 | 3,403 | 50,310 | 3,735 | 3,164 | 3,576 | 53,267 | 3,589 | 3,370 | 3,290 | 57,244 | 3,831 | 3,591 | 3,886 |
| Byfleet | Seven Hills Road | NB | 9,054 | 547 | 672 | 603 | 10,202 | 778 | 639 | 771 | 10,994 | 907 | 653 | 836 | 11,262 | 857 | 725 | 645 | 12,559 | 947 | 791 | 837 |
| Byfleet | Seven Hills Road | SB | 10,066 | 723 | 718 | 755 | 9,388 | 693 | 656 | 625 | 9,692 | 716 | 668 | 693 | 9,654 | 672 | 622 | 609 | 10,616 | 725 | 698 | 729 |
| Byfleet | Seven Hills Road | Two-Way | 19,120 | 1,270 | 1,390 | 1,358 | 19,590 | 1,471 | 1,295 | 1,396 | 20,686 | 1,623 | 1,321 | 1,529 | 20,917 | 1,529 | 1,347 | 1,254 | 23,175 | 1,672 | 1,489 | 1,566 |
| Byfleet | Seven Hills Road South | NB | 919 | 49 | 73 | 49 | 829 | 54 | 74 | 0 | 834 | 54 | 75 | 0 | 950 | 61 | 79 | 0 | 958 | 62 | 80 | 0 |
| Byfleet | Seven Hills Road South | SB | 1,128 | 90 | 63 | 92 | 920 | 92 | 67 | 0 | 927 | 95 | 67 | 0 | 1,015 | 95 | 70 | 0 | 1,044 | 99 | 74 | 0 |
| Byfleet | Seven Hills Road South | Two-Way | 2,046 | 139 | 136 | 141 | 1,749 | 146 | 141 | 0 | 1,761 | 149 | 141 | 0 | 1,964 | 157 | 150 | 0 | 2,002 | 161 | 154 | 0 |
| Clandon / Horsley | A247 Clandon Road (A3 to Clandon Station) | NB | 6,644 | 568 | 420 | 475 | 7,261 | 642 | 454 | 522 | 7,182 | 632 | 451 | 510 | 12,384 | 1,007 | 767 | 817 | 12,453 | 1,020 | 775 | 814 |
| Clandon / Horsley | A247 Clandon Road (A3 to Clandon Station) | SB | 6,763 | 398 | 439 | 652 | 7,493 | 461 | 470 | 710 | 7,331 | 445 | 460 | 692 | 12,557 | 633 | 784 | 1,131 | 12,647 | 655 | 789 | 1,133 |
| Clandon / Horsley | A247 Clandon Road (A3 to Clandon Station) | Two-Way | 13,408 | 966 | 859 | 1,127 | 14,754 | 1,103 | 923 | 1,232 | 14,513 | 1,076 | 911 | 1,202 | 24,940 | 1,640 | 1,550 | 1,948 | 25,099 | 1,675 | 1,564 | 1,947 |
| Clandon / Horsley | Hungry Hill Lane | NB | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 309 | 16 | 18 | 53 | 307 | 8 | 17 | 62 |
| Clandon / Horsley | Hungry Hill Lane | SB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 10 | 4 | 25 | 161 | 27 | 3 | 22 |
| Clandon / Horsley | Hungry Hill Lane | Two-Way | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 435 | 26 | 22 | 78 | 468 | 35 | 20 | 84 |
| Clandon / Horsley | Ripley Lane (Hungry Hill Lane to Guileshill Lane) | NB | 464 | 69 | 17 | 41 | 502 | 79 | 23 | 36 | 432 | 74 | 20 | 23 | 646 | 96 | 35 | 42 | 603 | 93 | 35 | 31 |
| Clandon / Horsley | Ripley Lane (Hungry Hill Lane to Guileshill Lane) | SB | 191 | 16 | 14 | 14 | 311 | 38 | 16 | 28 | 386 | 64 | 16 | 28 | 591 | 58 | 36 | 63 | 690 | 72 | 38 | 77 |
| Clandon / Horsley | Ripley Lane (Hungry Hill Lane to Guileshill Lane) | Two-Way | 655 | 85 | 31 | 55 | 813 | 117 | 39 | 65 | 818 | 139 | 36 | 51 | 1,237 | 154 | 71 | 104 | 1,293 | 165 | 73 | 108 |

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|-------------------|---|-----------|-----------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| Clandon / Horsley | Ripley Road | NB | 741 | 64 | 28 | 88 | 1,167 | 61 | 58 | 162 | 1,039 | 56 | 64 | 72 | 2,498 | 156 | 168 | 260 | 2,060 | 113 | 122 | 211 |
| Clandon / Horsley | Ripley Road | SB | 746 | 35 | 41 | 86 | 963 | 94 | 49 | 72 | 1,115 | 85 | 56 | 79 | 1,589 | 120 | 77 | 119 | 1,568 | 119 | 76 | 120 |
| Clandon / Horsley | Ripley Road | Two-Way | 1,487 | 99 | 69 | 174 | 2,130 | 155 | 107 | 233 | 2,154 | 141 | 121 | 151 | 4,087 | 275 | 245 | 380 | 3,629 | 232 | 198 | 331 |
| Clandon / Horsley | Tithebarns Lane | EB | 755 | 35 | 41 | 86 | 963 | 94 | 49 | 72 | 1,126 | 89 | 56 | 79 | 1,487 | 118 | 73 | 94 | 1,484 | 117 | 73 | 98 |
| Clandon / Horsley | Tithebarns Lane | WB | 741 | 64 | 28 | 88 | 1,167 | 61 | 58 | 162 | 1,039 | 56 | 64 | 72 | 2,214 | 148 | 150 | 208 | 1,828 | 131 | 104 | 149 |
| Clandon / Horsley | Tithebarns Lane | Two-Way | 1,496 | 99 | 69 | 174 | 2,130 | 155 | 107 | 233 | 2,165 | 145 | 121 | 151 | 3,702 | 266 | 223 | 302 | 3,312 | 248 | 177 | 247 |
| Cobham | A245 Between Streets | EB | 13,210 | 839 | 910 | 968 | 14,373 | 964 | 972 | 916 | 14,126 | 923 | 968 | 859 | 15,614 | 1,042 | 1,005 | 905 | 15,340 | 1,010 | 996 | 903 |
| Cobham | A245 Between Streets | WB | 12,405 | 918 | 832 | 864 | 12,741 | 953 | 838 | 899 | 13,037 | 933 | 836 | 889 | 14,223 | 1,051 | 888 | 973 | 14,369 | 1,015 | 866 | 935 |
| Cobham | A245 Between Streets | Two-Way | 25,615 | 1,757 | 1,742 | 1,832 | 27,114 | 1,918 | 1,810 | 1,815 | 27,163 | 1,856 | 1,804 | 1,748 | 29,837 | 2,092 | 1,893 | 1,878 | 29,709 | 2,025 | 1,863 | 1,838 |
| Cobham | A245 Portsmouth Road (A3 to A307 Portsmouth Road) | EB | 15,336 | 936 | 972 | 1,042 | 16,362 | 1,009 | 1,040 | 966 | 16,209 | 956 | 1,056 | 946 | 19,953 | 1,094 | 1,122 | 1,136 | 19,977 | 1,116 | 1,171 | 1,072 |
| Cobham | A245 Portsmouth Road (A3 to A307 Portsmouth Road) | WB | 15,278 | 995 | 1,064 | 1,097 | 16,040 | 1,081 | 1,089 | 1,125 | 17,048 | 1,136 | 1,132 | 1,194 | 17,560 | 1,100 | 1,087 | 1,233 | 18,148 | 1,138 | 1,112 | 1,175 |
| Cobham | A245 Portsmouth Road (A3 to A307 Portsmouth Road) | Two-Way | 30,615 | 1,931 | 2,036 | 2,139 | 32,402 | 2,090 | 2,129 | 2,092 | 33,257 | 2,091 | 2,188 | 2,139 | 37,513 | 2,194 | 2,210 | 2,370 | 38,125 | 2,253 | 2,283 | 2,247 |
| Cobham | A307 Portsmouth Road | NB | 9,996 | 684 | 565 | 619 | 10,594 | 669 | 572 | 659 | 9,927 | 597 | 539 | 591 | 12,894 | 661 | 610 | 656 | 12,779 | 627 | 611 | 656 |
| Cobham | A307 Portsmouth Road | SB | 10,815 | 686 | 735 | 780 | 12,352 | 814 | 783 | 868 | 12,575 | 834 | 804 | 876 | 14,005 | 868 | 833 | 916 | 14,135 | 891 | 838 | 923 |
| Cobham | A307 Portsmouth Road | Two-Way | 20,810 | 1,370 | 1,299 | 1,398 | 22,947 | 1,483 | 1,356 | 1,527 | 22,502 | 1,430 | 1,343 | 1,467 | 26,899 | 1,530 | 1,443 | 1,572 | 26,914 | 1,518 | 1,449 | 1,579 |
| Esher | A244 Copsem Lane (A307 Portsmouth Road to A3) | NB | 12,225 | 846 | 797 | 800 | 15,169 | 971 | 1,009 | 1,119 | 15,043 | 961 | 1,012 | 1,092 | 19,955 | 1,470 | 1,354 | 1,555 | 19,445 | 1,446 | 1,336 | 1,420 |
| Esher | A244 Copsem Lane (A307 Portsmouth Road to A3) | SB | 11,362 | 750 | 745 | 767 | 11,494 | 716 | 808 | 779 | 12,009 | 797 | 818 | 797 | 14,717 | 926 | 994 | 1,092 | 15,043 | 978 | 1,027 | 1,072 |
| Esher | A244 Copsem Lane (A307 Portsmouth Road to A3) | Two-Way | 23,587 | 1,596 | 1,543 | 1,567 | 26,664 | 1,686 | 1,817 | 1,898 | 27,052 | 1,758 | 1,830 | 1,889 | 34,673 | 2,396 | 2,348 | 2,647 | 34,489 | 2,424 | 2,363 | 2,492 |
| M25 ACW | M25 Anti-Clockwise A3 to Cobham Services | M25 ACW | 74,760 | 5,121 | 4,950 | 5,816 | 81,805 | 5,275 | 5,240 | 6,331 | 82,398 | 5,416 | 5,254 | 6,369 | 92,746 | 5,575 | 5,767 | 6,579 | 93,338 | 5,780 | 5,790 | 6,547 |
| M25 ACW | M25 Anti-Clockwise Junction 10 | M25 ACW | 56,870 | 3,905 | 3,810 | 4,469 | 64,365 | 4,073 | 4,148 | 5,069 | 63,906 | 4,027 | 4,150 | 4,965 | 71,701 | 4,354 | 4,477 | 5,172 | 70,845 | 4,292 | 4,462 | 4,975 |
| M25 ACW | M25 Anti-Clockwise St Peter's Way to A3 | M25 ACW | 85,589 | 5,959 | 5,567 | 6,745 | 96,872 | 6,298 | 6,096 | 7,449 | 97,817 | 6,406 | 6,184 | 7,464 | 108,623 | 6,561 | 6,497 | 7,486 | 110,671 | 6,689 | 6,715 | 7,507 |
| M25 CW | M25 Clockwise A3 to St Peter's Way | M25 CW | 82,923 | 5,956 | 5,477 | 5,734 | 94,399 | 6,542 | 5,915 | 6,125 | 97,146 | 6,924 | 6,092 | 6,262 | 111,980 | 7,072 | 6,520 | 6,711 | 114,516 | 7,349 | 6,753 | 6,859 |
| M25 CW | M25 Clockwise Cobham Services to A3 | M25 CW | 72,208 | 5,022 | 4,974 | 5,037 | 83,529 | 5,801 | 5,544 | 5,552 | 84,015 | 5,777 | 5,540 | 5,721 | 100,013 | 6,361 | 6,193 | 6,116 | 99,466 | 6,219 | 6,170 | 6,186 |
| M25 CW | M25 Clockwise Junction 10 | M25 CW | 53,201 | 3,700 | 3,694 | 3,695 | 65,331 | 4,617 | 4,302 | 4,293 | 62,287 | 4,228 | 4,091 | 4,083 | 77,369 | 5,133 | 4,746 | 4,652 | 75,336 | 4,746 | 4,657 | 4,609 |
| M25 Junction 10 | A3 Northbound Off Slip | NB | 29,924 | 2,241 | 1,693 | 2,162 | 31,534 | 2,300 | 1,744 | 2,245 | 32,539 | 2,666 | 1,742 | 2,206 | 37,418 | 2,320 | 2,134 | 2,319 | 39,565 | 3,049 | 2,087 | 2,473 |
| M25 Junction 10 | A3 Northbound On Slip | NB | 18,664 | 1,356 | 1,153 | 1,541 | 20,333 | 1,291 | 1,262 | 1,531 | 21,092 | 1,332 | 1,332 | 1,547 | 24,653 | 1,236 | 1,416 | 1,491 | 25,173 | 1,360 | 1,435 | 1,443 |
| M25 Junction 10 | A3 Southbound Off Slip | SB | 19,243 | 1,378 | 1,342 | 1,337 | 16,590 | 933 | 1,075 | 1,018 | 22,223 | 1,548 | 1,457 | 1,500 | 20,531 | 962 | 1,083 | 1,436 | 27,500 | 1,795 | 1,652 | 1,793 |
| M25 Junction 10 | A3 Southbound On Slip Post Old Lane | WB | 28,543 | 1,914 | 1,897 | 2,050 | 28,702 | 1,887 | 1,883 | 1,979 | 33,444 | 2,516 | 2,130 | 2,488 | 32,230 | 1,879 | 1,962 | 2,050 | 40,829 | 2,859 | 2,543 | 2,817 |
| M25 Junction 10 | A3 Southbound On Slip Pre Old Lane | SB | 30,289 | 2,071 | 1,992 | 2,183 | 31,016 | 2,083 | 1,988 | 2,192 | 35,887 | 2,712 | 2,245 | 2,706 | 36,305 | 2,123 | 2,158 | 2,556 | 42,569 | 2,721 | 2,647 | 3,098 |
| M25 Junction 10 | Free Flow Slip A3 NB to M25 CW | WB | - | - | - | - | - | - | - | - | 18,368 | 1,470 | 920 | 1,214 | - | - | - | - | 21,941 | 1,742 | 1,021 | 1,290 |

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|-----------------|---|-----------|-----------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| M25 Junction 10 | Free Flow Slip A3 SB to M25 ACW | SB | - | - | - | - | - | - | - | - | 5,419 | 320 | 336 | 520 | - | - | - | - | 6,413 | 331 | 365 | 559 |
| M25 Junction 10 | Free Flow Slip M25 ACW to A3 NB | EB | - | - | - | - | - | - | - | - | 15,365 | 949 | 902 | 1,109 | - | - | - | - | 18,319 | 1,018 | 966 | 1,059 |
| M25 Junction 10 | Free Flow Slip M25 CW to A3 SB | WB | - | - | - | - | - | - | - | - | 16,077 | 1,139 | 1,035 | 1,220 | - | - | - | - | 16,240 | 1,028 | 1,001 | 1,023 |
| M25 Junction 10 | M25 Anti-Clockwise Off Slip 1 | EB | - | - | - | - | - | - | - | - | 17,160 | 1,163 | 1,024 | 1,271 | - | - | - | - | 20,044 | 1,138 | 1,089 | 1,287 |
| M25 Junction 10 | M25 Anti-Clockwise Off Slip 2 | EB | 28,720 | 2,054 | 1,756 | 2,276 | 32,507 | 2,225 | 1,948 | 2,380 | 16,752 | 1,215 | 1,010 | 1,229 | 36,922 | 2,206 | 2,020 | 2,314 | 19,781 | 1,259 | 1,164 | 1,245 |
| M25 Junction 10 | M25 Anti-Clockwise On Slip | EB | 17,906 | 1,217 | 1,140 | 1,349 | 17,453 | 1,203 | 1,092 | 1,264 | 18,515 | 1,391 | 1,105 | 1,408 | 21,082 | 1,222 | 1,292 | 1,412 | 22,545 | 1,492 | 1,330 | 1,580 |
| M25 Junction 10 | M25 Clockwise Off Slip | WB | 19,007 | 1,323 | 1,280 | 1,342 | 18,198 | 1,184 | 1,242 | 1,259 | 21,728 | 1,550 | 1,449 | 1,638 | 22,644 | 1,228 | 1,447 | 1,464 | 24,130 | 1,473 | 1,513 | 1,577 |
| M25 Junction 10 | M25 Clockwise On Slip 1 | WB | 6,552 | 787 | 422 | 621 | 3,257 | 359 | 193 | 370 | 16,529 | 1,233 | 1,083 | 968 | 3,456 | 254 | 226 | 471 | 18,642 | 1,340 | 1,077 | 962 |
| M25 Junction 10 | M25 Clockwise On Slip 2 | WB | 23,219 | 1,476 | 1,364 | 1,422 | 25,816 | 1,564 | 1,420 | 1,465 | 18,368 | 1,470 | 920 | 1,214 | 31,280 | 1,728 | 1,549 | 1,587 | 21,941 | 1,742 | 1,021 | 1,290 |
| M25 Junction 10 | M25 Junction 10 East Circulatory | SB | 29,852 | 2,217 | 1,987 | 2,070 | 29,453 | 1,912 | 1,826 | 1,975 | 18,854 | 1,436 | 1,200 | 1,318 | 34,828 | 1,887 | 1,908 | 2,355 | 23,564 | 1,539 | 1,460 | 1,512 |
| M25 Junction 10 | M25 Junction 10 North Circulatory | EB | 28,521 | 2,057 | 1,785 | 2,083 | 30,938 | 2,267 | 1,886 | 2,264 | 31,686 | 2,483 | 1,905 | 2,269 | 35,981 | 2,251 | 2,168 | 2,333 | 38,189 | 2,552 | 2,285 | 2,600 |
| M25 Junction 10 | M25 Junction 10 South Circulatory | WB | 18,395 | 1,410 | 1,274 | 1,229 | 16,297 | 955 | 1,067 | 1,007 | 21,210 | 1,473 | 1,461 | 1,293 | 20,991 | 941 | 1,198 | 1,250 | 24,581 | 1,572 | 1,472 | 1,290 |
| M25 Junction 10 | M25 Junction 10 West Circulatory | NB | 18,459 | 1,358 | 1,181 | 1,348 | 18,756 | 1,332 | 1,198 | 1,418 | 35,376 | 2,638 | 2,256 | 2,360 | 23,674 | 1,280 | 1,558 | 1,511 | 43,034 | 2,824 | 2,606 | 2,810 |
| Martyr's Green | Ockham Lane (Hatch Lane to Old Lane) | EB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 3 | 0 | 23 | 31 | 0 | 3 | 4 | 145 | 15 | 4 | 26 |
| Martyr's Green | Ockham Lane (Hatch Lane to Old Lane) | WB | 819 | 62 | 64 | 66 | 612 | 99 | 22 | 43 | 771 | 153 | 22 | 61 | 1,306 | 119 | 82 | 153 | 930 | 124 | 55 | 83 |
| Martyr's Green | Ockham Lane (Hatch Lane to Old Lane) | Two-Way | 819 | 62 | 64 | 66 | 612 | 99 | 22 | 43 | 850 | 156 | 22 | 85 | 1,337 | 119 | 85 | 158 | 1,075 | 139 | 60 | 108 |
| Martyr's Green | Ockham Lane (Old Lane to Downside Road) | NB | 65 | 6 | 4 | 4 | 54 | 2 | 4 | 5 | 55 | 2 | 4 | 4 | 110 | 7 | 7 | 9 | 86 | 7 | 4 | 5 |
| Martyr's Green | Ockham Lane (Old Lane to Downside Road) | SB | 29 | 2 | 2 | 3 | 96 | 16 | 7 | 2 | 265 | 62 | 2 | 23 | 905 | 66 | 50 | 141 | 1,727 | 142 | 116 | 212 |
| Martyr's Green | Ockham Lane (Old Lane to Downside Road) | Two-Way | 94 | 8 | 6 | 7 | 150 | 18 | 11 | 7 | 319 | 64 | 6 | 28 | 1,015 | 73 | 56 | 150 | 1,813 | 149 | 120 | 218 |
| Martyr's Green | Old Lane (A3 to Hatch Lane) | NB | 535 | 37 | 41 | 43 | 375 | 25 | 26 | 28 | 482 | 58 | 27 | 29 | 484 | 69 | 3 | 39 | 3,860 | 532 | 202 | 335 |
| Martyr's Green | Old Lane (A3 to Hatch Lane) | SB | 2,209 | 170 | 136 | 177 | 2,686 | 221 | 131 | 241 | 2,922 | 253 | 142 | 246 | 4,251 | 276 | 199 | 477 | 5,573 | 389 | 306 | 613 |
| Martyr's Green | Old Lane (A3 to Hatch Lane) | Two-Way | 2,744 | 207 | 177 | 220 | 3,061 | 245 | 157 | 269 | 3,404 | 311 | 168 | 275 | 4,735 | 345 | 203 | 516 | 9,433 | 921 | 508 | 947 |
| Martyr's Green | Old Lane (Hatch Lane to Ockham Lane) | EB | 1,808 | 141 | 108 | 144 | 2,431 | 210 | 116 | 219 | 2,305 | 215 | 102 | 207 | 3,077 | 218 | 160 | 266 | 3,687 | 290 | 203 | 326 |
| Martyr's Green | Old Lane (Hatch Lane to Ockham Lane) | WB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 33 | 0 | 0 | 38 | 12 | 0 | 1 | 1,915 | 249 | 101 | 201 |
| Martyr's Green | Old Lane (Hatch Lane to Ockham Lane) | Two-Way | 1,808 | 141 | 108 | 144 | 2,431 | 210 | 116 | 219 | 2,404 | 249 | 102 | 207 | 3,116 | 230 | 160 | 267 | 5,603 | 539 | 303 | 527 |
| Martyr's Green | Old Lane (Martyr's Green to Effingham Junction) | EB | 1,115 | 83 | 47 | 81 | 2,574 | 218 | 127 | 231 | 2,527 | 227 | 112 | 242 | 3,667 | 312 | 194 | 295 | 4,442 | 394 | 242 | 388 |
| Martyr's Green | Old Lane (Martyr's Green to Effingham Junction) | WB | 99 | 3 | 1 | 2 | 637 | 92 | 26 | 48 | 691 | 130 | 26 | 45 | 1,109 | 90 | 70 | 135 | 1,725 | 243 | 72 | 190 |

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|----------------|--|-----------|-----------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| Martyr's Green | Old Lane (Martyr's Green to Effingham Junction) | Two-Way | 1,214 | 86 | 48 | 83 | 3,211 | 310 | 153 | 279 | 3,218 | 357 | 139 | 287 | 4,776 | 402 | 264 | 429 | 6,167 | 636 | 313 | 578 |
| Ockham | Alms Heath | NB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 0 | 8 |
| Ockham | Alms Heath | SB | 749 | 62 | 64 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 41 | 2 | 35 | 137 | 36 | 1 | 10 |
| Ockham | Alms Heath | Two-Way | 749 | 62 | 64 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 41 | 2 | 35 | 164 | 37 | 1 | 18 |
| Ockham | B2039 Ockham Road North (A3 to Guileshill Lane) | NB | 4,767 | 441 | 271 | 314 | 6,176 | 545 | 333 | 442 | 5,587 | 579 | 312 | 450 | 7,121 | 530 | 409 | 561 | 6,031 | 520 | 372 | 500 |
| Ockham | B2039 Ockham Road North (A3 to Guileshill Lane) | SB | 2,548 | 179 | 191 | 266 | 2,612 | 135 | 166 | 208 | 2,271 | 100 | 160 | 213 | 2,607 | 174 | 167 | 227 | 2,900 | 195 | 177 | 227 |
| Ockham | B2039 Ockham Road North (A3 to Guileshill Lane) | Two-Way | 7,315 | 620 | 462 | 581 | 8,788 | 680 | 500 | 650 | 7,857 | 679 | 472 | 663 | 9,727 | 704 | 576 | 788 | 8,931 | 715 | 549 | 727 |
| Ockham | B2039 Ockham Road North (Alms Heath to East Lane) | NB | 3,655 | 339 | 188 | 263 | 4,494 | 388 | 217 | 330 | 3,761 | 368 | 196 | 323 | 6,156 | 490 | 328 | 443 | 5,452 | 496 | 318 | 436 |
| Ockham | B2039 Ockham Road North (Alms Heath to East Lane) | SB | 3,340 | 199 | 244 | 307 | 1,901 | 91 | 120 | 159 | 1,827 | 84 | 132 | 161 | 2,806 | 214 | 166 | 257 | 2,836 | 188 | 173 | 219 |
| Ockham | B2039 Ockham Road North (Alms Heath to East Lane) | Two-Way | 6,995 | 538 | 431 | 570 | 6,395 | 479 | 337 | 489 | 5,588 | 451 | 328 | 484 | 8,962 | 704 | 494 | 700 | 8,288 | 684 | 491 | 655 |
| Ockham | B2039 Ockham Road North (Guileshill Lane to Ockham Lane) | EB | 2,437 | 132 | 159 | 237 | 1,901 | 91 | 120 | 159 | 1,906 | 87 | 133 | 184 | 2,607 | 174 | 167 | 227 | 2,817 | 166 | 177 | 227 |
| Ockham | B2039 Ockham Road North (Guileshill Lane to Ockham Lane) | WB | 3,686 | 337 | 185 | 260 | 5,105 | 487 | 239 | 373 | 4,532 | 521 | 218 | 385 | 7,232 | 568 | 409 | 561 | 6,218 | 583 | 372 | 500 |
| Ockham | B2039 Ockham Road North (Guileshill Lane to Ockham Lane) | Two-Way | 6,123 | 469 | 344 | 497 | 7,006 | 578 | 358 | 532 | 6,438 | 608 | 350 | 569 | 9,839 | 742 | 576 | 788 | 9,034 | 750 | 549 | 727 |
| Ockham | B2039 Ockham Road North (Ockham Lane to Alms Heath) | EB | 2,591 | 137 | 180 | 241 | 1,901 | 91 | 120 | 159 | 1,827 | 84 | 132 | 161 | 2,576 | 174 | 164 | 223 | 2,699 | 152 | 173 | 209 |
| Ockham | B2039 Ockham Road North (Ockham Lane to Alms Heath) | WB | 3,655 | 339 | 188 | 263 | 4,494 | 388 | 217 | 330 | 3,761 | 368 | 196 | 323 | 6,157 | 490 | 328 | 443 | 5,425 | 495 | 318 | 427 |
| Ockham | B2039 Ockham Road North (Ockham Lane to Alms Heath) | Two-Way | 6,246 | 476 | 368 | 504 | 6,395 | 479 | 337 | 489 | 5,588 | 451 | 328 | 484 | 8,733 | 663 | 492 | 665 | 8,124 | 648 | 490 | 637 |
| Ockham | Guileshill Lane | EB | 434 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ockham | Guileshill Lane | WB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 38 | 0 | 0 | 269 | 92 | 0 | 0 |
| Ockham | Guileshill Lane | Two-Way | 434 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 8 | 0 | 0 | 112 | 38 | 0 | 0 | 269 | 92 | 0 | 0 |
| Ockham | Ockham Lane (Alms Heath to Hatch Lane) | EB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 3 | 0 | 23 | 31 | 0 | 3 | 4 | 145 | 15 | 4 | 26 |
| Ockham | Ockham Lane (Alms Heath to Hatch Lane) | WB | 819 | 62 | 64 | 66 | 612 | 99 | 22 | 43 | 771 | 153 | 22 | 61 | 1,306 | 119 | 82 | 153 | 930 | 124 | 55 | 83 |
| Ockham | Ockham Lane (Alms Heath to Hatch Lane) | Two-Way | 819 | 62 | 64 | 66 | 612 | 99 | 22 | 43 | 850 | 156 | 22 | 85 | 1,337 | 119 | 85 | 158 | 1,075 | 139 | 60 | 108 |
| Ockham | Ockham Lane (B2039 Ockham Road North to Alms Heath) | EB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 3 | 0 | 23 | 31 | 0 | 3 | 4 | 118 | 14 | 4 | 18 |
| Ockham | Ockham Lane (B2039 Ockham Road North to Alms Heath) | WB | 71 | 0 | 0 | 0 | 611 | 99 | 22 | 43 | 771 | 153 | 22 | 61 | 1,076 | 79 | 81 | 119 | 793 | 88 | 55 | 73 |
| Ockham | Ockham Lane (B2039 Ockham Road North to Alms Heath) | Two-Way | 71 | 0 | 0 | 0 | 612 | 99 | 22 | 43 | 850 | 156 | 22 | 85 | 1,107 | 79 | 84 | 123 | 911 | 102 | 59 | 90 |
| Oxshott | A244 Copsem Lane (A3 to Fair oak Lane) | NB | 13,752 | 1,044 | 914 | 926 | 15,185 | 1,094 | 1,004 | 1,056 | 15,546 | 1,136 | 1,051 | 1,057 | 20,326 | 1,264 | 1,228 | 1,268 | 20,610 | 1,284 | 1,239 | 1,241 |
| Oxshott | A244 Copsem Lane (A3 to Fair oak Lane) | SB | 15,436 | 896 | 917 | 1,063 | 17,314 | 1,033 | 1,039 | 1,099 | 17,234 | 1,004 | 1,041 | 1,102 | 20,678 | 1,087 | 1,114 | 1,158 | 20,531 | 1,089 | 1,100 | 1,144 |
| Oxshott | A244 Copsem Lane (A3 to Fair oak Lane) | Two-Way | 29,188 | 1,940 | 1,831 | 1,990 | 32,499 | 2,127 | 2,043 | 2,155 | 32,780 | 2,141 | 2,092 | 2,159 | 41,003 | 2,351 | 2,342 | 2,427 | 41,141 | 2,373 | 2,340 | 2,385 |
| Pyrford | B367 Newark Lane (Upshot Lane to Papercourt Lane) | NB | 3,719 | 343 | 170 | 336 | 5,004 | 480 | 288 | 376 | 4,899 | 440 | 290 | 415 | 5,721 | 498 | 316 | 441 | 5,393 | 431 | 317 | 429 |
| Pyrford | B367 Newark Lane (Upshot Lane to Papercourt Lane) | SB | 3,541 | 252 | 186 | 280 | 4,212 | 272 | 233 | 337 | 4,348 | 298 | 258 | 344 | 5,922 | 276 | 392 | 463 | 6,288 | 378 | 417 | 446 |

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|---------|--|-----------|-----------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| Pyrford | B367 Newark Lane (Upshot Lane to Papercourt Lane) | Two-Way | 7,260 | 595 | 356 | 616 | 9,216 | 752 | 520 | 713 | 9,247 | 738 | 549 | 759 | 11,643 | 774 | 708 | 904 | 11,681 | 809 | 733 | 876 |
| Ripley | B2215 Portsmouth Road (B367 Newark Lane to A3) | EB | 9,115 | 841 | 562 | 705 | 11,286 | 1,059 | 667 | 761 | 11,787 | 1,052 | 755 | 803 | 14,585 | 1,147 | 902 | 1,000 | 16,387 | 1,308 | 1,076 | 1,076 |
| Ripley | B2215 Portsmouth Road (B367 Newark Lane to A3) | WB | 8,289 | 683 | 476 | 687 | 10,177 | 884 | 582 | 821 | 10,749 | 893 | 633 | 935 | 14,340 | 1,144 | 877 | 1,139 | 14,073 | 948 | 911 | 1,167 |
| Ripley | B2215 Portsmouth Road (B367 Newark Lane to A3) | Two-Way | 17,404 | 1,524 | 1,037 | 1,392 | 21,463 | 1,944 | 1,249 | 1,582 | 22,536 | 1,946 | 1,387 | 1,738 | 28,925 | 2,291 | 1,779 | 2,139 | 30,460 | 2,256 | 1,987 | 2,243 |
| Ripley | B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane) | NB | 6,160 | 491 | 421 | 418 | 7,372 | 633 | 478 | 518 | 7,763 | 644 | 521 | 538 | 10,300 | 789 | 638 | 780 | 11,595 | 979 | 722 | 819 |
| Ripley | B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane) | SB | 4,165 | 307 | 273 | 401 | 5,047 | 401 | 302 | 500 | 5,474 | 422 | 331 | 543 | 8,584 | 710 | 547 | 758 | 8,327 | 623 | 530 | 753 |
| Ripley | B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane) | Two-Way | 10,325 | 798 | 694 | 819 | 12,419 | 1,034 | 780 | 1,018 | 13,237 | 1,065 | 852 | 1,080 | 18,884 | 1,499 | 1,185 | 1,538 | 19,922 | 1,602 | 1,252 | 1,572 |
| Ripley | B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road) | EB | 3,199 | 304 | 168 | 256 | 4,163 | 374 | 230 | 352 | 4,145 | 363 | 253 | 355 | 4,450 | 284 | 313 | 294 | 4,367 | 243 | 336 | 271 |
| Ripley | B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road) | WB | 4,654 | 436 | 238 | 368 | 5,744 | 528 | 332 | 427 | 5,618 | 489 | 329 | 468 | 6,497 | 505 | 398 | 459 | 5,873 | 395 | 379 | 420 |
| Ripley | B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road) | Two-Way | 7,852 | 739 | 406 | 623 | 9,906 | 903 | 562 | 779 | 9,763 | 851 | 581 | 823 | 10,946 | 788 | 711 | 753 | 10,240 | 637 | 714 | 692 |
| Ripley | Rose Lane | EB | 299 | 16 | 14 | 14 | 311 | 38 | 16 | 28 | 397 | 68 | 16 | 28 | 693 | 60 | 39 | 88 | 775 | 73 | 41 | 99 |
| Ripley | Rose Lane | WB | 464 | 69 | 17 | 41 | 502 | 79 | 23 | 36 | 433 | 75 | 20 | 23 | 1,042 | 142 | 53 | 95 | 1,104 | 166 | 52 | 93 |
| Ripley | Rose Lane | Two-Way | 763 | 85 | 31 | 55 | 813 | 117 | 39 | 65 | 830 | 143 | 36 | 51 | 1,735 | 201 | 92 | 183 | 1,879 | 240 | 93 | 192 |
| Send | A247 Clandon Road (B2215 London Road to A3) | NB | 6,238 | 511 | 414 | 445 | 6,873 | 573 | 461 | 476 | 6,985 | 556 | 465 | 483 | 10,639 | 860 | 659 | 694 | 10,708 | 853 | 664 | 682 |
| Send | A247 Clandon Road (B2215 London Road to A3) | SB | 11,682 | 793 | 719 | 1,023 | 13,235 | 978 | 776 | 1,104 | 13,762 | 964 | 826 | 1,137 | 22,033 | 1,503 | 1,319 | 1,790 | 20,904 | 1,297 | 1,260 | 1,698 |
| Send | A247 Clandon Road (B2215 London Road to A3) | Two-Way | 17,920 | 1,304 | 1,133 | 1,467 | 20,108 | 1,551 | 1,237 | 1,580 | 20,748 | 1,520 | 1,291 | 1,620 | 32,673 | 2,364 | 1,977 | 2,484 | 31,611 | 2,150 | 1,924 | 2,380 |
| Send | A247 Ripley Bypass | SB | 612 | 64 | 28 | 45 | 797 | 59 | 58 | 38 | 947 | 55 | 64 | 42 | 968 | 97 | 39 | 56 | 1,090 | 105 | 41 | 50 |
| Send | A247 Ripley Bypass (A3 Approach) | NB | 5,937 | 515 | 315 | 445 | 6,927 | 645 | 357 | 477 | 7,576 | 649 | 415 | 514 | 12,178 | 1,110 | 682 | 838 | 11,091 | 914 | 624 | 748 |
| Send | A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road) | EB | 5,144 | 337 | 328 | 423 | 5,468 | 389 | 339 | 414 | 5,550 | 363 | 346 | 415 | 8,631 | 526 | 537 | 608 | 8,505 | 511 | 540 | 582 |
| Send | A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road) | WB | 4,195 | 310 | 244 | 342 | 4,646 | 328 | 273 | 376 | 4,823 | 345 | 276 | 387 | 7,815 | 538 | 440 | 623 | 7,810 | 522 | 441 | 609 |
| Send | A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road) | Two-Way | 9,339 | 648 | 572 | 764 | 10,114 | 716 | 611 | 789 | 10,373 | 708 | 621 | 802 | 16,446 | 1,064 | 976 | 1,231 | 16,316 | 1,032 | 981 | 1,190 |
| Send | A247 Send Road (B368 Send Marsh Road to Tannery Lane) | EB | 7,608 | 471 | 491 | 611 | 9,216 | 615 | 583 | 703 | 9,368 | 610 | 591 | 707 | 12,709 | 752 | 816 | 899 | 12,891 | 835 | 813 | 892 |
| Send | A247 Send Road (B368 Send Marsh Road to Tannery Lane) | WB | 5,812 | 468 | 369 | 402 | 7,104 | 588 | 457 | 455 | 7,238 | 599 | 457 | 464 | 10,920 | 883 | 664 | 727 | 11,050 | 881 | 683 | 710 |
| Send | A247 Send Road (B368 Send Marsh Road to Tannery Lane) | Two-Way | 13,421 | 939 | 859 | 1,013 | 16,320 | 1,203 | 1,040 | 1,159 | 16,606 | 1,208 | 1,049 | 1,171 | 23,629 | 1,635 | 1,480 | 1,626 | 23,942 | 1,716 | 1,496 | 1,601 |
| Send | A247 Send Road (Tannery Lane to B382 High Street) | NB | 7,172 | 587 | 458 | 468 | 8,341 | 680 | 523 | 542 | 8,464 | 691 | 519 | 550 | 12,258 | 940 | 768 | 778 | 12,103 | 907 | 766 | 729 |
| Send | A247 Send Road (Tannery Lane to B382 High Street) | SB | 7,802 | 546 | 504 | 635 | 9,749 | 739 | 619 | 764 | 9,757 | 695 | 623 | 766 | 12,054 | 786 | 786 | 811 | 11,846 | 747 | 779 | 798 |

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|--------|---|-----------|-----------|-------|-----|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| Send | A247 Send Road (Tannery Lane to B382 High Street) | Two-Way | 14,975 | 1,133 | 962 | 1,103 | 18,090 | 1,418 | 1,142 | 1,306 | 18,221 | 1,386 | 1,142 | 1,316 | 24,312 | 1,726 | 1,555 | 1,589 | 23,950 | 1,654 | 1,546 | 1,526 |
| Send | A3 Northbound Off Slip | NB | 6,821 | 384 | 397 | 711 | 7,858 | 297 | 464 | 895 | 8,270 | 315 | 519 | 906 | 12,538 | 494 | 717 | 1,417 | 12,879 | 492 | 781 | 1,376 |
| Send | A3 Southbound On Slip | WB | 5,310 | 480 | 274 | 403 | 6,334 | 554 | 308 | 529 | 6,541 | 562 | 359 | 465 | 11,938 | 1,043 | 720 | 896 | 10,346 | 823 | 615 | 749 |
| Send | B2215 London Road (A3 to A247 Clandon Road) | NB | 6,821 | 384 | 397 | 711 | 7,858 | 297 | 464 | 895 | 8,270 | 315 | 519 | 906 | 12,538 | 494 | 717 | 1,417 | 12,879 | 492 | 781 | 1,376 |
| Send | B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road) | EB | 5,652 | 409 | 387 | 467 | 6,075 | 388 | 422 | 552 | 6,393 | 383 | 464 | 565 | 9,043 | 564 | 585 | 797 | 9,684 | 611 | 657 | 786 |
| Send | B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road) | WB | 3,544 | 252 | 227 | 317 | 3,900 | 329 | 225 | 339 | 4,376 | 344 | 269 | 374 | 7,217 | 598 | 447 | 603 | 6,441 | 447 | 390 | 563 |
| Send | B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road) | Two-Way | 9,196 | 661 | 614 | 784 | 9,975 | 717 | 647 | 892 | 10,769 | 727 | 732 | 940 | 16,260 | 1,163 | 1,032 | 1,400 | 16,124 | 1,058 | 1,047 | 1,349 |
| Send | B368 Send Marsh Road | EB | 681 | 33 | 28 | 29 | 978 | 111 | 29 | 28 | 1,037 | 130 | 29 | 29 | 937 | 86 | 34 | 22 | 1,352 | 188 | 36 | 55 |
| Send | B368 Send Marsh Road | WB | 353 | 45 | 21 | 16 | 526 | 70 | 40 | 13 | 467 | 54 | 38 | 13 | 852 | 128 | 58 | 26 | 1,075 | 152 | 83 | 28 |
| Send | B368 Send Marsh Road | Two-Way | 1,035 | 79 | 49 | 46 | 1,504 | 181 | 69 | 42 | 1,504 | 184 | 67 | 42 | 1,789 | 214 | 92 | 48 | 2,427 | 340 | 119 | 83 |
| Send | Tannery Lane / Papercourt Lane | EB | 1,172 | 164 | 70 | 93 | 1,895 | 219 | 126 | 171 | 1,953 | 198 | 141 | 183 | 2,166 | 196 | 160 | 189 | 2,024 | 97 | 187 | 187 |
| Send | Tannery Lane / Papercourt Lane | WB | 2,337 | 207 | 146 | 135 | 2,598 | 187 | 157 | 197 | 2,790 | 205 | 171 | 211 | 4,159 | 219 | 295 | 329 | 4,121 | 210 | 303 | 300 |
| Send | Tannery Lane / Papercourt Lane | Two-Way | 3,509 | 371 | 216 | 228 | 4,493 | 407 | 283 | 368 | 4,743 | 404 | 312 | 393 | 6,325 | 416 | 455 | 518 | 6,145 | 306 | 490 | 486 |
| Wisley | A3 Northbound Off Slip | NB | 1,800 | 120 | 145 | 136 | 2,963 | 163 | 283 | 167 | - | - | - | - | 3,456 | 195 | 328 | 190 | - | - | - | - |
| Wisley | A3 Northbound On Slip | EB | 2,111 | 152 | 190 | 119 | 3,591 | 213 | 300 | 290 | - | - | - | - | 5,385 | 476 | 382 | 449 | - | - | - | - |
| Wisley | Lock Lane | EB | 616 | 21 | 66 | 46 | 1,716 | 127 | 161 | 100 | 1,129 | 86 | 101 | 63 | 3,172 | 367 | 218 | 234 | 1,689 | 121 | 133 | 145 |
| Wisley | Lock Lane | WB | 215 | 16 | 15 | 16 | 1,163 | 58 | 95 | 100 | 1,021 | 61 | 80 | 86 | 1,378 | 81 | 109 | 112 | 1,385 | 124 | 95 | 107 |
| Wisley | Lock Lane | Two-Way | 831 | 37 | 80 | 62 | 2,879 | 184 | 255 | 200 | 2,149 | 147 | 181 | 149 | 4,550 | 448 | 327 | 346 | 3,074 | 245 | 228 | 252 |
| Wisley | Wisley Lane (North of RHS Wisley) | NB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 11 | 0 | 0 | 33 | 11 | 0 | 0 | 220 | 60 | 3 | 10 |
| Wisley | Wisley Lane (North of RHS Wisley) | SB | 419 | 7 | 52 | 30 | 750 | 72 | 69 | 46 | 119 | 10 | 10 | 10 | 2,076 | 307 | 114 | 173 | 458 | 36 | 29 | 61 |
| Wisley | Wisley Lane (North of RHS Wisley) | Two-Way | 419 | 7 | 52 | 30 | 750 | 72 | 69 | 46 | 152 | 21 | 10 | 10 | 2,109 | 318 | 114 | 173 | 677 | 96 | 32 | 70 |
| Wisley | Wisley Lane (South of RHS Wisley) | NB | 1,800 | 120 | 145 | 136 | 2,963 | 163 | 283 | 167 | - | - | - | - | 3,456 | 195 | 328 | 190 | - | - | - | - |
| Wisley | Wisley Lane (South of RHS Wisley) | SB | 2,111 | 152 | 190 | 119 | 3,591 | 213 | 300 | 290 | - | - | - | - | 5,385 | 476 | 382 | 449 | - | - | - | - |
| Wisley | Wisley Lane (South of RHS Wisley) | Two-Way | 3,912 | 272 | 335 | 256 | 6,553 | 376 | 583 | 457 | 0 | 0 | 0 | 0 | 8,841 | 671 | 710 | 639 | 0 | 0 | 0 | 0 |
| Wisley | WPIL Development Road (East) | NB | - | - | - | - | - | - | - | - | 2,878 | 155 | 277 | 166 | - | - | - | - | 3,505 | 228 | 325 | 182 |
| Wisley | WPIL Development Road (East) | SB | - | - | - | - | - | - | - | - | 3,066 | 160 | 249 | 267 | - | - | - | - | 3,913 | 213 | 309 | 353 |
| Wisley | WPIL Development Road (East) | Two-Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,944 | 315 | 525 | 432 | 0 | 0 | 0 | 0 | 7,418 | 441 | 634 | 535 |
| Wisley | WPIL Development Road (West) | EB | - | - | - | - | - | - | - | - | 2,878 | 155 | 277 | 166 | - | - | - | - | 5,548 | 298 | 458 | 414 |
| Wisley | WPIL Development Road (West) | WB | - | - | - | - | - | - | - | - | 3,066 | 160 | 249 | 267 | - | - | - | - | 7,562 | 672 | 541 | 562 |
| Wisley | WPIL Development Road (West) | Two-Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,944 | 315 | 525 | 432 | 0 | 0 | 0 | 0 | 13,111 | 970 | 999 | 976 |

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

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|--------------|--|-----------|-----------|-----|-----|-----|---------|-----|-----|-----|---------|-----|-----|-----|---------|-----|-----|-----|---------|-----|-----|-----|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| A3 NB | A3 NB Burnt Common to Ockham | A3 NB | 2,667 | 243 | 262 | 267 | 2,840 | 245 | 292 | 270 | 2,873 | 256 | 293 | 271 | 3,091 | 225 | 345 | 279 | 3,239 | 269 | 350 | 283 |
| A3 NB | A3 NB Burpham to Burnt Common | A3 NB | 2,728 | 245 | 272 | 268 | 2,909 | 252 | 301 | 271 | 2,947 | 262 | 303 | 272 | 3,254 | 243 | 366 | 283 | 3,398 | 285 | 371 | 287 |
| A3 NB | A3 NB M25 Junction 10 | A3 NB | 710 | 66 | 43 | 127 | 656 | 56 | 45 | 111 | 649 | 54 | 45 | 109 | 740 | 73 | 53 | 111 | 742 | 75 | 54 | 107 |
| A3 NB | A3 NB M25 to Painshill | A3 NB | 2,305 | 276 | 222 | 186 | 2,356 | 259 | 238 | 190 | 2,336 | 259 | 236 | 188 | 2,464 | 275 | 262 | 168 | 2,475 | 290 | 259 | 163 |
| A3 NB | A3 NB Ockham to Wisley | A3 NB | 2,830 | 263 | 275 | 284 | 3,011 | 265 | 307 | 285 | 3,042 | 276 | 307 | 287 | 3,372 | 272 | 368 | 295 | 3,546 | 323 | 374 | 301 |
| A3 NB | A3 NB Oxshott | A3 NB | 1,517 | 171 | 124 | 175 | 1,592 | 168 | 133 | 190 | 1,575 | 168 | 130 | 189 | 1,581 | 172 | 140 | 168 | 1,577 | 175 | 141 | 160 |
| A3 NB | A3 NB Painshill | A3 NB | 1,293 | 160 | 101 | 148 | 1,365 | 155 | 105 | 172 | 1,343 | 154 | 101 | 172 | 1,349 | 161 | 108 | 153 | 1,346 | 165 | 109 | 147 |
| A3 NB | A3 NB Painshill to Oxshott | A3 NB | 1,541 | 177 | 125 | 176 | 1,739 | 175 | 155 | 195 | 1,720 | 175 | 153 | 191 | 1,726 | 183 | 160 | 172 | 1,748 | 186 | 165 | 166 |
| A3 NB | A3 NB Wisley | A3 NB | 2,805 | 260 | 273 | 281 | 2,993 | 264 | 305 | 285 | 3,042 | 276 | 307 | 287 | 3,355 | 270 | 366 | 294 | 3,546 | 323 | 374 | 301 |
| A3 NB | A3 NB Wisley to M25 | A3 NB | 2,819 | 261 | 275 | 282 | 3,013 | 265 | 307 | 287 | 3,042 | 276 | 307 | 287 | 3,401 | 273 | 372 | 298 | 3,546 | 323 | 374 | 301 |
| A3 Ockham | A3 Northbound On Slip | NB | 150 | 18 | 13 | 15 | 154 | 16 | 15 | 13 | 149 | 16 | 14 | 14 | 254 | 43 | 22 | 12 | 268 | 47 | 22 | 13 |
| A3 Ockham | A3 Ockham East Circulatory | SB | 198 | 31 | 14 | 18 | 194 | 29 | 17 | 10 | 231 | 44 | 18 | 8 | 235 | 28 | 24 | 13 | 263 | 38 | 25 | 13 |
| A3 Ockham | A3 Ockham North Circulatory | SB | 14 | 1 | 2 | 0 | 21 | 3 | 2 | 0 | 26 | 3 | 3 | 1 | 93 | 9 | 12 | 3 | 98 | 9 | 13 | 3 |
| A3 Ockham | A3 Ockham South Circulatory | WB | 189 | 31 | 12 | 18 | 213 | 31 | 18 | 15 | 245 | 47 | 18 | 12 | 451 | 104 | 27 | 17 | 378 | 84 | 23 | 17 |
| A3 Ockham | A3 Ockham South East Circulatory | SB | 198 | 31 | 14 | 18 | 194 | 29 | 17 | 10 | 221 | 43 | 17 | 8 | 413 | 98 | 25 | 14 | 337 | 79 | 20 | 12 |
| A3 Ockham | A3 Ockham West Circulatory | NB | 164 | 19 | 15 | 15 | 175 | 20 | 17 | 14 | 175 | 19 | 17 | 15 | 347 | 52 | 35 | 15 | 366 | 56 | 36 | 15 |
| A3 Ockham | A3 Southbound Off Slip | SB | 184 | 30 | 11 | 17 | 173 | 26 | 15 | 10 | 204 | 41 | 15 | 7 | 145 | 19 | 12 | 11 | 167 | 29 | 12 | 10 |
| A3 Oxshott | A3 Northbound Off Slip | EB | 24 | 6 | 1 | 0 | 148 | 7 | 22 | 4 | 145 | 7 | 23 | 2 | 145 | 11 | 20 | 5 | 171 | 11 | 24 | 6 |
| A3 Oxshott | A3 Northbound On Slip | EB | 6 | 2 | 0 | 0 | 6 | 2 | 0 | 0 | 6 | 2 | 0 | 0 | 4 | 1 | 0 | 0 | 4 | 1 | 0 | 0 |
| A3 Oxshott | A3 Oxshott East Circulatory | SB | 302 | 45 | 25 | 20 | 476 | 47 | 53 | 30 | 472 | 47 | 54 | 25 | 547 | 59 | 59 | 32 | 577 | 58 | 64 | 34 |
| A3 Oxshott | A3 Oxshott North East Circulatory | EB | 308 | 47 | 25 | 20 | 482 | 49 | 53 | 30 | 478 | 48 | 55 | 25 | 551 | 59 | 59 | 32 | 581 | 59 | 64 | 35 |
| A3 Oxshott | A3 Oxshott North West Circulatory | NB | 387 | 44 | 40 | 22 | 568 | 46 | 70 | 31 | 544 | 40 | 70 | 28 | 707 | 55 | 87 | 40 | 721 | 52 | 92 | 39 |
| A3 Oxshott | A3 Oxshott South East Circulatory | WB | 307 | 46 | 26 | 20 | 481 | 48 | 53 | 30 | 477 | 48 | 55 | 25 | 554 | 60 | 60 | 32 | 585 | 59 | 65 | 34 |
| A3 Oxshott | A3 Oxshott South West Circulatory | WB | 421 | 40 | 41 | 38 | 597 | 62 | 58 | 51 | 526 | 59 | 51 | 38 | 811 | 67 | 90 | 64 | 701 | 56 | 79 | 53 |
| A3 Oxshott | A3 Oxshott West Circulatory | NB | 367 | 39 | 40 | 22 | 424 | 40 | 48 | 27 | 402 | 33 | 47 | 27 | 571 | 45 | 68 | 37 | 557 | 41 | 68 | 34 |
| A3 Oxshott | A3 Southbound Off Slip | WB | 5 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 8 | 1 | 1 | 0 | 9 | 1 | 1 | 0 |
| A3 Oxshott | A3 Southbound On Slip | WB | 53 | 2 | 1 | 16 | 174 | 22 | 10 | 24 | 124 | 26 | 4 | 12 | 240 | 21 | 22 | 27 | 144 | 15 | 11 | 19 |
| A3 Painshill | A245 Byfleet Road (A3 Painshill Approach) | EB | 678 | 83 | 70 | 37 | 664 | 80 | 75 | 23 | 335 | 62 | 27 | 13 | 719 | 83 | 83 | 25 | 374 | 68 | 30 | 16 |
| A3 Painshill | A245 Byfleet Road (A3 Painshill Exit) | NB | 985 | 114 | 111 | 45 | 978 | 116 | 110 | 45 | 407 | 49 | 35 | 38 | 1,029 | 121 | 121 | 38 | 371 | 42 | 34 | 33 |
| A3 Painshill | A245 Portsmouth Road (A3 Painshill Approach) | WB | 518 | 35 | 71 | 24 | 526 | 32 | 76 | 21 | 536 | 34 | 77 | 22 | 515 | 31 | 74 | 22 | 580 | 40 | 82 | 21 |
| A3 Painshill | A245 Portsmouth Road (A3 Painshill Exit) | SB | 511 | 62 | 62 | 13 | 501 | 36 | 74 | 11 | 503 | 37 | 75 | 9 | 542 | 39 | 82 | 9 | 550 | 40 | 82 | 10 |
| A3 Painshill | A3 Northbound Off Slip | EB | 1,013 | 116 | 121 | 38 | 991 | 104 | 133 | 18 | 993 | 104 | 135 | 16 | 1,112 | 114 | 153 | 15 | 1,130 | 125 | 150 | 16 |
| A3 Painshill | A3 Northbound On Slip | EB | 248 | 17 | 24 | 28 | 374 | 19 | 51 | 22 | 376 | 20 | 53 | 18 | 377 | 21 | 52 | 18 | 403 | 20 | 58 | 18 |
| A3 Painshill | A3 Painshill East Circulatory | SB | 820 | 101 | 95 | 27 | 717 | 91 | 87 | 14 | 743 | 93 | 89 | 19 | 801 | 95 | 99 | 18 | 813 | 101 | 97 | 22 |
| A3 Painshill | A3 Painshill North Circulatory | EB | 387 | 35 | 50 | 17 | 421 | 30 | 61 | 13 | 425 | 31 | 62 | 12 | 446 | 32 | 66 | 11 | 450 | 33 | 66 | 11 |
| A3 Painshill | A3 Painshill South Circulatory | WB | 574 | 78 | 61 | 22 | 524 | 91 | 39 | 35 | 551 | 98 | 36 | 43 | 547 | 93 | 43 | 35 | 502 | 87 | 33 | 40 |
| A3 Painshill | A3 Painshill West Circulatory | NB | 364 | 36 | 40 | 24 | 413 | 43 | 38 | 41 | 434 | 50 | 36 | 45 | 404 | 45 | 38 | 36 | 395 | 42 | 36 | 40 |
| A3 Painshill | A3 Southbound Off Slip | WB | 267 | 40 | 27 | 9 | 309 | 36 | 26 | 32 | 319 | 42 | 23 | 35 | 312 | 37 | 28 | 28 | 257 | 28 | 21 | 29 |
| A3 Painshill | A3 Southbound On Slip | WB | 714 | 78 | 89 | 22 | 622 | 80 | 74 | 14 | 639 | 81 | 74 | 20 | 636 | 76 | 76 | 19 | 664 | 82 | 78 | 21 |
| A3 Painshill | Free Flow Slip A245 Byfleet Road to A3 NB | EB | - | - | - | - | - | - | - | - | 352 | 20 | 52 | 11 | - | - | - | - | 379 | 19 | 57 | 11 |
| A3 Painshill | Free Flow Slip A3 NB to A245 Byfleet Road | NB | - | - | - | - | - | - | - | - | 594 | 74 | 74 | 11 | - | - | - | - | 703 | 92 | 86 | 11 |

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|-------------------|--|-----------|-----------|-----|-----|-----|---------|-----|-----|-----|---------|-----|-----|-----|---------|-----|-----|-----|---------|-----|-----|-----|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| A3 SB | A3 SB Burnt Common to Burpham | A3 SB | 2,907 | 313 | 269 | 256 | 3,154 | 367 | 282 | 271 | 3,306 | 396 | 293 | 279 | 3,508 | 430 | 314 | 275 | 3,675 | 448 | 328 | 295 |
| A3 SB | A3 SB M25 Junction 10 | A3 SB | 935 | 65 | 65 | 163 | 998 | 88 | 78 | 141 | 888 | 79 | 70 | 123 | 1,130 | 90 | 97 | 151 | 1,010 | 84 | 83 | 140 |
| A3 SB | A3 SB M25 to Ockham | A3 SB | 3,034 | 335 | 275 | 272 | 3,266 | 386 | 289 | 279 | 3,453 | 433 | 300 | 285 | 3,449 | 409 | 310 | 279 | 3,753 | 466 | 329 | 301 |
| A3 SB | A3 SB Ockham to Burnt Common | A3 SB | 2,850 | 305 | 263 | 255 | 3,093 | 360 | 274 | 269 | 3,249 | 391 | 285 | 277 | 3,304 | 390 | 297 | 269 | 3,586 | 437 | 317 | 291 |
| A3 SB | A3 SB Oxshott | A3 SB | 1,559 | 124 | 141 | 199 | 1,462 | 106 | 134 | 194 | 1,573 | 116 | 147 | 203 | 1,538 | 115 | 134 | 215 | 1,711 | 127 | 162 | 214 |
| A3 SB | A3 SB Oxshott to Painshill | A3 SB | 1,612 | 125 | 142 | 215 | 1,637 | 128 | 145 | 218 | 1,698 | 142 | 151 | 215 | 1,781 | 136 | 156 | 243 | 1,858 | 142 | 173 | 234 |
| A3 SB | A3 SB Painshill | A3 SB | 1,345 | 85 | 115 | 206 | 1,328 | 92 | 118 | 186 | 1,379 | 100 | 128 | 180 | 1,469 | 99 | 128 | 215 | 1,602 | 114 | 152 | 205 |
| A3 SB | A3 SB Painshill to M25 | A3 SB | 2,056 | 163 | 205 | 226 | 1,948 | 173 | 193 | 199 | 2,014 | 182 | 202 | 197 | 2,104 | 177 | 205 | 230 | 2,271 | 199 | 231 | 223 |
| Byfleet | A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road) | EB | 571 | 74 | 59 | 27 | 571 | 71 | 65 | 17 | 584 | 72 | 67 | 19 | 622 | 75 | 71 | 20 | 651 | 77 | 76 | 21 |
| Byfleet | A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road) | WB | 857 | 101 | 99 | 35 | 855 | 98 | 100 | 36 | 858 | 101 | 98 | 39 | 889 | 100 | 108 | 31 | 904 | 106 | 107 | 33 |
| Byfleet | A245 Byfleet Road (B374 Brooklands Road to Seven Hills Road) | Two-Way | 1,428 | 175 | 158 | 61 | 1,426 | 170 | 165 | 54 | 1,443 | 173 | 164 | 58 | 1,511 | 176 | 180 | 50 | 1,555 | 183 | 182 | 54 |
| Byfleet | A245 Byfleet Road (Seven Hills Road to A3) | EB | 678 | 83 | 70 | 37 | 664 | 80 | 75 | 23 | 687 | 81 | 78 | 25 | 719 | 83 | 83 | 25 | 753 | 87 | 86 | 27 |
| Byfleet | A245 Byfleet Road (Seven Hills Road to A3) | WB | 985 | 114 | 111 | 45 | 978 | 116 | 110 | 45 | 1,001 | 124 | 109 | 48 | 1,029 | 121 | 121 | 38 | 1,057 | 129 | 120 | 42 |
| Byfleet | A245 Byfleet Road (Seven Hills Road to A3) | Two-Way | 1,663 | 197 | 181 | 82 | 1,642 | 196 | 186 | 68 | 1,688 | 206 | 187 | 73 | 1,749 | 205 | 204 | 63 | 1,810 | 217 | 206 | 70 |
| Byfleet | Seven Hills Road | NB | 116 | 13 | 11 | 9 | 115 | 15 | 10 | 9 | 129 | 19 | 11 | 9 | 129 | 17 | 13 | 7 | 141 | 19 | 13 | 9 |
| Byfleet | Seven Hills Road | SB | 110 | 9 | 11 | 10 | 92 | 9 | 10 | 5 | 99 | 9 | 11 | 6 | 97 | 8 | 11 | 6 | 101 | 10 | 11 | 7 |
| Byfleet | Seven Hills Road | Two-Way | 225 | 22 | 22 | 19 | 207 | 23 | 20 | 14 | 228 | 27 | 22 | 15 | 226 | 25 | 24 | 13 | 242 | 28 | 24 | 16 |
| Byfleet | Seven Hills Road South | NB | 12 | 1 | 1 | 1 | 10 | 1 | 1 | 0 | 10 | 1 | 1 | 0 | 12 | 2 | 1 | 0 | 12 | 2 | 1 | 0 |
| Byfleet | Seven Hills Road South | SB | 13 | 1 | 1 | 1 | 11 | 1 | 1 | 0 | 11 | 1 | 1 | 0 | 12 | 2 | 2 | 0 | 13 | 2 | 2 | 0 |
| Byfleet | Seven Hills Road South | Two-Way | 25 | 3 | 2 | 3 | 22 | 3 | 3 | 0 | 22 | 3 | 3 | 0 | 24 | 3 | 3 | 0 | 24 | 3 | 3 | 0 |
| Clandon / Horsley | A247 Clandon Road (A3 to Clandon Station) | NB | 98 | 9 | 9 | 10 | 96 | 4 | 10 | 13 | 100 | 5 | 10 | 14 | 94 | 3 | 11 | 12 | 97 | 3 | 11 | 11 |
| Clandon / Horsley | A247 Clandon Road (A3 to Clandon Station) | SB | 90 | 11 | 8 | 7 | 81 | 6 | 10 | 5 | 82 | 7 | 9 | 5 | 61 | 6 | 6 | 3 | 64 | 6 | 7 | 4 |
| Clandon / Horsley | A247 Clandon Road (A3 to Clandon Station) | Two-Way | 189 | 20 | 17 | 18 | 177 | 11 | 19 | 18 | 181 | 12 | 19 | 19 | 155 | 9 | 17 | 15 | 160 | 9 | 18 | 15 |
| Clandon / Horsley | Hungry Hill Lane | NB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clandon / Horsley | Hungry Hill Lane | SB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Clandon / Horsley | Hungry Hill Lane | Two-Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Clandon / Horsley | Ripley Lane (Hungry Hill Lane to Guileshill Lane) | NB | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 8 | 2 | 1 | 0 | 7 | 2 | 0 | 0 |
| Clandon / Horsley | Ripley Lane (Hungry Hill Lane to Guileshill Lane) | SB | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Clandon / Horsley | Ripley Lane (Hungry Hill Lane to Guileshill Lane) | Two-Way | 5 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 11 | 2 | 1 | 1 | 10 | 2 | 1 | 1 |
| Clandon / Horsley | Ripley Road | NB | 2 | 0 | 0 | 0 | 20 | 7 | 0 | 0 | 6 | 2 | 0 | 0 | 38 | 14 | 0 | 1 | 22 | 7 | 0 | 1 |
| Clandon / Horsley | Ripley Road | SB | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|-------------------|---|-----------|-----------|-----|-------|-----|---------|-------|-------|-----|---------|-------|-------|-----|---------|-------|-------|-----|---------|-------|-------|-------|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| Clandon / Horsley | Ripley Road | Two-Way | 3 | 0 | 0 | 0 | 22 | 8 | 0 | 0 | 8 | 2 | 0 | 0 | 41 | 14 | 0 | 1 | 25 | 7 | 1 | 1 |
| Clandon / Horsley | Tithebarns Lane | EB | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| Clandon / Horsley | Tithebarns Lane | WB | 2 | 0 | 0 | 0 | 20 | 7 | 0 | 0 | 6 | 2 | 0 | 0 | 37 | 14 | 0 | 1 | 22 | 7 | 0 | 1 |
| Clandon / Horsley | Tithebarns Lane | Two-Way | 3 | 0 | 0 | 0 | 22 | 8 | 0 | 0 | 8 | 2 | 0 | 0 | 40 | 14 | 0 | 1 | 25 | 7 | 1 | 1 |
| Cobham | A245 Between Streets | EB | 452 | 57 | 55 | 9 | 446 | 31 | 68 | 8 | 443 | 31 | 67 | 7 | 483 | 33 | 74 | 7 | 481 | 33 | 74 | 7 |
| Cobham | A245 Between Streets | WB | 468 | 31 | 66 | 20 | 488 | 30 | 71 | 19 | 501 | 31 | 73 | 20 | 551 | 34 | 80 | 21 | 595 | 42 | 85 | 21 |
| Cobham | A245 Between Streets | Two-Way | 920 | 88 | 121 | 29 | 934 | 60 | 139 | 26 | 944 | 62 | 140 | 27 | 1,034 | 68 | 154 | 28 | 1,076 | 75 | 159 | 28 |
| Cobham | A245 Portsmouth Road (A3 to A307 Portsmouth Road) | EB | 511 | 62 | 62 | 13 | 501 | 36 | 74 | 11 | 503 | 37 | 75 | 9 | 542 | 39 | 82 | 9 | 550 | 40 | 82 | 10 |
| Cobham | A245 Portsmouth Road (A3 to A307 Portsmouth Road) | WB | 518 | 35 | 71 | 24 | 526 | 32 | 76 | 21 | 536 | 34 | 77 | 22 | 515 | 31 | 74 | 22 | 580 | 40 | 82 | 21 |
| Cobham | A245 Portsmouth Road (A3 to A307 Portsmouth Road) | Two-Way | 1,028 | 98 | 133 | 38 | 1,027 | 68 | 150 | 32 | 1,040 | 71 | 152 | 32 | 1,058 | 70 | 156 | 31 | 1,130 | 80 | 165 | 31 |
| Cobham | A307 Portsmouth Road | NB | 70 | 7 | 7 | 5 | 67 | 7 | 7 | 6 | 70 | 7 | 8 | 4 | 67 | 7 | 7 | 4 | 72 | 8 | 7 | 4 |
| Cobham | A307 Portsmouth Road | SB | 61 | 6 | 6 | 5 | 61 | 5 | 7 | 4 | 67 | 6 | 8 | 5 | 30 | 2 | 2 | 5 | 63 | 6 | 7 | 5 |
| Cobham | A307 Portsmouth Road | Two-Way | 131 | 13 | 13 | 10 | 129 | 12 | 14 | 10 | 137 | 13 | 15 | 9 | 96 | 9 | 9 | 9 | 134 | 14 | 14 | 9 |
| Esher | A244 Copsem Lane (A307 Portsmouth Road to A3) | NB | 357 | 36 | 39 | 22 | 420 | 38 | 48 | 26 | 397 | 32 | 46 | 28 | 580 | 46 | 69 | 38 | 564 | 42 | 69 | 36 |
| Esher | A244 Copsem Lane (A307 Portsmouth Road to A3) | SB | 280 | 39 | 25 | 20 | 336 | 41 | 31 | 25 | 333 | 41 | 31 | 25 | 429 | 51 | 41 | 31 | 428 | 50 | 41 | 32 |
| Esher | A244 Copsem Lane (A307 Portsmouth Road to A3) | Two-Way | 637 | 75 | 64 | 41 | 757 | 80 | 79 | 52 | 731 | 73 | 77 | 52 | 1,009 | 97 | 110 | 69 | 993 | 92 | 110 | 68 |
| M25 ACW | M25 Anti-Clockwise A3 to Cobham Services | M25 ACW | 8,618 | 846 | 909 | 667 | 9,029 | 900 | 948 | 691 | 9,041 | 900 | 946 | 700 | 9,904 | 978 | 1,039 | 763 | 9,885 | 993 | 1,038 | 744 |
| M25 ACW | M25 Anti-Clockwise Junction 10 | M25 ACW | 7,245 | 707 | 745 | 601 | 7,611 | 750 | 784 | 619 | 7,586 | 742 | 783 | 621 | 8,348 | 851 | 845 | 675 | 8,212 | 817 | 848 | 650 |
| M25 ACW | M25 Anti-Clockwise St Peter's Way to A3 | M25 ACW | 9,162 | 941 | 944 | 712 | 9,912 | 1,021 | 1,000 | 806 | 9,910 | 1,026 | 1,000 | 802 | 10,533 | 1,135 | 1,056 | 809 | 10,520 | 1,111 | 1,071 | 799 |
| M25 CW | M25 Clockwise A3 to St Peter's Way | M25 CW | 9,602 | 851 | 1,033 | 792 | 10,548 | 906 | 1,135 | 891 | 10,640 | 912 | 1,147 | 897 | 11,733 | 1,000 | 1,264 | 986 | 11,935 | 988 | 1,303 | 1,000 |
| M25 CW | M25 Clockwise Cobham Services to A3 | M25 CW | 9,515 | 945 | 1,012 | 695 | 10,460 | 1,015 | 1,115 | 781 | 10,481 | 1,007 | 1,120 | 788 | 11,674 | 1,117 | 1,247 | 871 | 11,696 | 1,124 | 1,245 | 877 |
| M25 CW | M25 Clockwise Junction 10 | M25 CW | 7,738 | 697 | 826 | 635 | 8,734 | 778 | 929 | 730 | 8,592 | 745 | 921 | 723 | 9,785 | 875 | 1,036 | 817 | 9,783 | 866 | 1,040 | 818 |
| M25 Junction 10 | A3 Northbound Off Slip | NB | 2,109 | 195 | 232 | 156 | 2,333 | 200 | 262 | 176 | 2,393 | 222 | 262 | 178 | 2,594 | 180 | 319 | 181 | 2,804 | 248 | 320 | 194 |
| M25 Junction 10 | A3 Northbound On Slip | NB | 1,585 | 208 | 178 | 59 | 1,669 | 198 | 190 | 79 | 1,662 | 200 | 188 | 79 | 1,657 | 194 | 200 | 57 | 1,671 | 209 | 196 | 56 |
| M25 Junction 10 | A3 Southbound Off Slip | SB | 1,121 | 99 | 140 | 63 | 950 | 85 | 115 | 59 | 1,126 | 103 | 132 | 74 | 974 | 87 | 107 | 79 | 1,261 | 115 | 148 | 83 |
| M25 Junction 10 | A3 Southbound On Slip Post Old Lane | WB | 2,096 | 266 | 209 | 113 | 2,234 | 289 | 209 | 138 | 2,542 | 347 | 229 | 161 | 2,288 | 301 | 213 | 131 | 2,712 | 374 | 245 | 161 |
| M25 Junction 10 | A3 Southbound On Slip Pre Old Lane | SB | 2,146 | 280 | 212 | 114 | 2,330 | 299 | 212 | 160 | 2,621 | 358 | 233 | 174 | 2,381 | 317 | 219 | 140 | 2,702 | 364 | 246 | 165 |
| M25 Junction 10 | Free Flow Slip A3 NB to M25 CW | WB | - | - | - | - | - | - | - | - | 1,046 | 102 | 97 | 106 | - | - | - | - | 1,223 | 112 | 122 | 112 |
| M25 Junction 10 | Free Flow Slip A3 SB to M25 ACW | SB | - | - | - | - | - | - | - | - | 142 | 44 | 1 | 10 | - | - | - | - | 165 | 49 | 2 | 11 |
| M25 Junction 10 | Free Flow Slip M25 ACW to A3 NB | EB | - | - | - | - | - | - | - | - | 1,123 | 128 | 122 | 71 | - | - | - | - | 1,120 | 140 | 125 | 50 |

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|-----------------|---|-----------|-----------|-----|-----|-----|---------|-----|-----|-----|---------|-----|-----|-----|---------|-----|-----|-----|---------|-----|-----|-----|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| M25 Junction 10 | Free Flow Slip M25 CW to A3 SB | WB | - | - | - | - | - | - | - | - | 1,321 | 182 | 130 | 59 | - | - | - | - | 1,217 | 168 | 120 | 47 |
| M25 Junction 10 | M25 Anti-Clockwise Off Slip 1 | EB | - | - | - | - | - | - | - | - | 1,279 | 152 | 133 | 84 | - | - | - | - | 1,251 | 154 | 136 | 66 |
| M25 Junction 10 | M25 Anti-Clockwise Off Slip 2 | EB | 1,918 | 235 | 199 | 111 | 2,302 | 271 | 216 | 187 | 1,045 | 132 | 84 | 96 | 2,185 | 284 | 211 | 134 | 1,057 | 140 | 87 | 83 |
| M25 Junction 10 | M25 Anti-Clockwise On Slip | EB | 1,361 | 138 | 164 | 63 | 1,409 | 149 | 163 | 70 | 1,437 | 156 | 163 | 76 | 1,528 | 126 | 192 | 83 | 1,632 | 172 | 188 | 86 |
| M25 Junction 10 | M25 Clockwise Off Slip | WB | 1,777 | 248 | 187 | 60 | 1,726 | 237 | 186 | 51 | 1,890 | 262 | 199 | 65 | 1,888 | 243 | 211 | 54 | 1,913 | 258 | 205 | 59 |
| M25 Junction 10 | M25 Clockwise On Slip 1 | WB | 415 | 46 | 40 | 39 | 147 | 15 | 13 | 17 | 974 | 59 | 129 | 65 | 211 | 13 | 19 | 32 | 1,042 | 61 | 139 | 69 |
| M25 Junction 10 | M25 Clockwise On Slip 2 | WB | 1,411 | 102 | 166 | 114 | 1,662 | 114 | 193 | 142 | 1,046 | 102 | 97 | 106 | 1,763 | 125 | 207 | 139 | 1,223 | 112 | 122 | 112 |
| M25 Junction 10 | M25 Junction 10 East Circulatory | SB | 1,781 | 166 | 203 | 119 | 1,909 | 169 | 198 | 169 | 1,809 | 179 | 227 | 72 | 1,851 | 179 | 187 | 154 | 2,069 | 196 | 263 | 82 |
| M25 Junction 10 | M25 Junction 10 North Circulatory | EB | 2,017 | 205 | 226 | 119 | 2,412 | 241 | 251 | 183 | 2,463 | 262 | 254 | 176 | 2,447 | 226 | 276 | 157 | 2,664 | 277 | 284 | 176 |
| M25 Junction 10 | M25 Junction 10 South Circulatory | WB | 1,411 | 133 | 179 | 64 | 1,261 | 97 | 170 | 57 | 1,437 | 118 | 190 | 66 | 1,327 | 94 | 178 | 68 | 1,531 | 120 | 205 | 69 |
| M25 Junction 10 | M25 Junction 10 West Circulatory | NB | 1,689 | 178 | 206 | 67 | 1,785 | 168 | 226 | 74 | 2,163 | 212 | 224 | 175 | 1,948 | 136 | 271 | 79 | 2,309 | 222 | 246 | 175 |
| Martyr's Green | Ockham Lane (Hatch Lane to Old Lane) | EB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Martyr's Green | Ockham Lane (Hatch Lane to Old Lane) | WB | 15 | 3 | 1 | 0 | 16 | 2 | 1 | 1 | 16 | 2 | 1 | 1 | 23 | 3 | 2 | 2 | 20 | 4 | 2 | 1 |
| Martyr's Green | Ockham Lane (Hatch Lane to Old Lane) | Two-Way | 0 | 3 | 1 | 0 | 16 | 2 | 1 | 1 | 16 | 2 | 1 | 1 | 23 | 3 | 2 | 2 | 21 | 4 | 2 | 1 |
| Martyr's Green | Ockham Lane (Old Lane to Downside Road) | NB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Martyr's Green | Ockham Lane (Old Lane to Downside Road) | SB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 7 | 1 | 0 | 1 |
| Martyr's Green | Ockham Lane (Old Lane to Downside Road) | Two-Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 7 | 1 | 0 | 1 |
| Martyr's Green | Old Lane (A3 to Hatch Lane) | NB | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 123 | 34 | 6 | 2 |
| Martyr's Green | Old Lane (A3 to Hatch Lane) | SB | 45 | 11 | 3 | 1 | 99 | 10 | 3 | 22 | 82 | 12 | 4 | 13 | 79 | 14 | 6 | 5 | 134 | 28 | 8 | 9 |
| Martyr's Green | Old Lane (A3 to Hatch Lane) | Two-Way | 46 | 11 | 3 | 1 | 100 | 10 | 3 | 22 | 83 | 12 | 4 | 13 | 81 | 14 | 6 | 5 | 258 | 62 | 14 | 12 |
| Martyr's Green | Old Lane (Hatch Lane to Ockham Lane) | EB | 32 | 7 | 2 | 1 | 91 | 9 | 2 | 22 | 71 | 10 | 2 | 13 | 45 | 10 | 2 | 3 | 60 | 10 | 3 | 7 |
| Martyr's Green | Old Lane (Hatch Lane to Ockham Lane) | WB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 1 |
| Martyr's Green | Old Lane (Hatch Lane to Ockham Lane) | Two-Way | 32 | 7 | 2 | 1 | 91 | 9 | 2 | 22 | 71 | 10 | 2 | 13 | 45 | 10 | 2 | 3 | 67 | 12 | 3 | 8 |
| Martyr's Green | Old Lane (Martyr's Green to Effingham Junction) | EB | 18 | 4 | 1 | 0 | 92 | 9 | 2 | 22 | 72 | 10 | 2 | 13 | 76 | 19 | 4 | 3 | 94 | 20 | 5 | 8 |
| Martyr's Green | Old Lane (Martyr's Green to Effingham Junction) | WB | 1 | 0 | 0 | 0 | 17 | 3 | 1 | 1 | 16 | 2 | 1 | 1 | 65 | 19 | 2 | 2 | 41 | 7 | 3 | 3 |
| Martyr's Green | Old Lane (Martyr's Green to Effingham Junction) | Two-Way | 19 | 4 | 1 | 1 | 109 | 12 | 3 | 23 | 88 | 12 | 4 | 14 | 141 | 37 | 6 | 5 | 134 | 27 | 8 | 10 |
| Ockham | Alms Heath | NB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ockham | Alms Heath | SB | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 3 | 1 | 0 | 0 |

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|---------|--|-----------|-----------|----|----|----|---------|-----|-----|----|---------|-----|-----|----|---------|-----|-----|----|---------|-----|-----|----|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| Ockham | Alms Heath | Two-Way | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 3 | 1 | 0 | 0 |
| Ockham | B2039 Ockham Road North (A3 to Guileshill Lane) | NB | 41 | 7 | 3 | 4 | 43 | 6 | 3 | 5 | 41 | 5 | 3 | 4 | 46 | 5 | 4 | 5 | 44 | 5 | 4 | 5 |
| Ockham | B2039 Ockham Road North (A3 to Guileshill Lane) | SB | 52 | 7 | 5 | 4 | 26 | 4 | 3 | 0 | 19 | 2 | 2 | 0 | 11 | 0 | 1 | 1 | 6 | 1 | 1 | 0 |
| Ockham | B2039 Ockham Road North (A3 to Guileshill Lane) | Two-Way | 94 | 14 | 7 | 8 | 69 | 10 | 6 | 5 | 59 | 7 | 5 | 5 | 56 | 6 | 5 | 6 | 51 | 6 | 4 | 5 |
| Ockham | B2039 Ockham Road North (Alms Heath to East Lane) | NB | 39 | 6 | 2 | 4 | 25 | 3 | 2 | 3 | 23 | 3 | 2 | 3 | 26 | 3 | 2 | 4 | 27 | 3 | 2 | 4 |
| Ockham | B2039 Ockham Road North (Alms Heath to East Lane) | SB | 58 | 9 | 4 | 4 | 7 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 14 | 1 | 1 | 2 | 7 | 1 | 1 | 0 |
| Ockham | B2039 Ockham Road North (Alms Heath to East Lane) | Two-Way | 97 | 15 | 7 | 9 | 31 | 3 | 3 | 4 | 27 | 3 | 2 | 3 | 41 | 4 | 3 | 6 | 34 | 4 | 2 | 4 |
| Ockham | B2039 Ockham Road North (Guileshill Lane to Ockham Lane) | EB | 43 | 6 | 3 | 4 | 7 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 11 | 0 | 1 | 1 | 4 | 0 | 1 | 0 |
| Ockham | B2039 Ockham Road North (Guileshill Lane to Ockham Lane) | WB | 39 | 6 | 2 | 4 | 41 | 5 | 3 | 4 | 39 | 5 | 3 | 4 | 46 | 5 | 4 | 5 | 45 | 5 | 4 | 5 |
| Ockham | B2039 Ockham Road North (Guileshill Lane to Ockham Lane) | Two-Way | 82 | 12 | 6 | 8 | 48 | 5 | 4 | 5 | 43 | 5 | 3 | 4 | 56 | 6 | 5 | 6 | 49 | 6 | 4 | 5 |
| Ockham | B2039 Ockham Road North (Ockham Lane to Alms Heath) | EB | 43 | 6 | 3 | 4 | 7 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 11 | 0 | 1 | 1 | 4 | 0 | 1 | 0 |
| Ockham | B2039 Ockham Road North (Ockham Lane to Alms Heath) | WB | 39 | 6 | 2 | 4 | 25 | 3 | 2 | 3 | 23 | 3 | 2 | 3 | 26 | 3 | 2 | 4 | 27 | 3 | 2 | 4 |
| Ockham | B2039 Ockham Road North (Ockham Lane to Alms Heath) | Two-Way | 82 | 12 | 6 | 8 | 31 | 3 | 3 | 4 | 27 | 3 | 2 | 3 | 37 | 3 | 3 | 5 | 31 | 3 | 2 | 4 |
| Ockham | Guileshill Lane | EB | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ockham | Guileshill Lane | WB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 |
| Ockham | Guileshill Lane | Two-Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 |
| Ockham | Ockham Lane (Alms Heath to Hatch Lane) | EB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Ockham | Ockham Lane (Alms Heath to Hatch Lane) | WB | 15 | 3 | 1 | 0 | 16 | 2 | 1 | 1 | 16 | 2 | 1 | 1 | 23 | 3 | 2 | 2 | 20 | 4 | 2 | 1 |
| Ockham | Ockham Lane (Alms Heath to Hatch Lane) | Two-Way | 0 | 3 | 1 | 0 | 16 | 2 | 1 | 1 | 16 | 2 | 1 | 1 | 23 | 3 | 2 | 2 | 21 | 4 | 2 | 1 |
| Ockham | Ockham Lane (B2039 Ockham Road North to Alms Heath) | EB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Ockham | Ockham Lane (B2039 Ockham Road North to Alms Heath) | WB | 0 | 0 | 0 | 0 | 16 | 2 | 1 | 1 | 16 | 2 | 1 | 1 | 19 | 3 | 2 | 1 | 17 | 3 | 2 | 1 |
| Ockham | Ockham Lane (B2039 Ockham Road North to Alms Heath) | Two-Way | 0 | 0 | 0 | 0 | 16 | 2 | 1 | 1 | 16 | 2 | 1 | 1 | 19 | 3 | 2 | 1 | 18 | 3 | 2 | 1 |
| Oxshott | A244 Copsem Lane (A3 to Fair oak Lane) | NB | 399 | 39 | 40 | 32 | 575 | 61 | 57 | 46 | 506 | 58 | 50 | 33 | 780 | 65 | 89 | 57 | 674 | 55 | 78 | 47 |
| Oxshott | A244 Copsem Lane (A3 to Fair oak Lane) | SB | 285 | 45 | 25 | 13 | 459 | 47 | 52 | 25 | 457 | 47 | 54 | 20 | 524 | 59 | 58 | 25 | 557 | 58 | 63 | 28 |
| Oxshott | A244 Copsem Lane (A3 to Fair oak Lane) | Two-Way | 684 | 84 | 65 | 45 | 1,034 | 107 | 109 | 70 | 962 | 104 | 104 | 54 | 1,304 | 124 | 147 | 83 | 1,232 | 113 | 142 | 74 |
| Pyrford | B367 Newark Lane (Upshot Lane to Papercourt Lane) | NB | 30 | 2 | 3 | 2 | 65 | 7 | 6 | 5 | 84 | 17 | 6 | 3 | 81 | 14 | 5 | 7 | 101 | 16 | 7 | 8 |
| Pyrford | B367 Newark Lane (Upshot Lane to Papercourt Lane) | SB | 41 | 3 | 5 | 3 | 56 | 6 | 7 | 2 | 55 | 6 | 7 | 2 | 63 | 4 | 9 | 2 | 75 | 9 | 9 | 3 |
| Pyrford | B367 Newark Lane (Upshot Lane to Papercourt Lane) | Two-Way | 71 | 5 | 8 | 5 | 121 | 13 | 13 | 8 | 140 | 23 | 13 | 5 | 144 | 18 | 13 | 10 | 176 | 25 | 16 | 10 |
| Ripley | B2215 Portsmouth Road (B367 Newark Lane to A3) | EB | 104 | 9 | 11 | 8 | 128 | 15 | 13 | 9 | 134 | 15 | 13 | 11 | 187 | 16 | 24 | 9 | 208 | 20 | 26 | 10 |

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|--------|--|-----------|-----------|----|----|----|---------|----|----|----|---------|----|----|----|---------|----|----|----|---------|----|----|----|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| Ripley | B2215 Portsmouth Road (B367 Newark Lane to A3) | WB | 129 | 22 | 8 | 11 | 166 | 26 | 13 | 10 | 204 | 43 | 14 | 8 | 292 | 68 | 17 | 12 | 220 | 48 | 12 | 11 |
| Ripley | B2215 Portsmouth Road (B367 Newark Lane to A3) | Two-Way | 233 | 31 | 19 | 19 | 294 | 41 | 26 | 19 | 338 | 57 | 27 | 18 | 479 | 83 | 41 | 21 | 428 | 68 | 38 | 21 |
| Ripley | B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane) | NB | 67 | 7 | 8 | 4 | 86 | 11 | 8 | 7 | 95 | 12 | 9 | 8 | 151 | 15 | 18 | 7 | 157 | 15 | 19 | 8 |
| Ripley | B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane) | SB | 84 | 17 | 4 | 7 | 80 | 13 | 7 | 4 | 97 | 19 | 7 | 4 | 173 | 44 | 10 | 4 | 95 | 24 | 5 | 3 |
| Ripley | B2215 Portsmouth Road (B368 Send Marsh Road to B367 Newark Lane) | Two-Way | 151 | 24 | 12 | 11 | 167 | 24 | 15 | 11 | 192 | 31 | 16 | 12 | 324 | 59 | 28 | 11 | 252 | 39 | 24 | 11 |
| Ripley | B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road) | EB | 36 | 2 | 4 | 3 | 45 | 4 | 5 | 2 | 44 | 4 | 5 | 2 | 42 | 1 | 6 | 2 | 53 | 5 | 7 | 2 |
| Ripley | B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road) | WB | 42 | 3 | 4 | 4 | 78 | 10 | 7 | 6 | 99 | 20 | 7 | 4 | 112 | 19 | 8 | 8 | 115 | 19 | 8 | 8 |
| Ripley | B367 Newark Lane (Papercourt Lane to B2215 Portsmouth Road) | Two-Way | 77 | 5 | 8 | 7 | 123 | 14 | 12 | 8 | 143 | 24 | 12 | 6 | 154 | 20 | 14 | 10 | 168 | 23 | 15 | 11 |
| Ripley | Rose Lane | EB | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 1 |
| Ripley | Rose Lane | WB | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 2 | 1 | 0 | 9 | 3 | 0 | 0 |
| Ripley | Rose Lane | Two-Way | 6 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 12 | 2 | 1 | 1 | 13 | 3 | 1 | 1 |
| Send | A247 Clandon Road (B2215 London Road to A3) | NB | 88 | 8 | 8 | 10 | 107 | 12 | 8 | 13 | 96 | 7 | 8 | 14 | 119 | 16 | 9 | 12 | 104 | 9 | 10 | 11 |
| Send | A247 Clandon Road (B2215 London Road to A3) | SB | 126 | 16 | 12 | 8 | 119 | 9 | 15 | 6 | 121 | 10 | 15 | 6 | 222 | 42 | 19 | 6 | 118 | 12 | 14 | 5 |
| Send | A247 Clandon Road (B2215 London Road to A3) | Two-Way | 214 | 24 | 20 | 19 | 226 | 21 | 23 | 19 | 217 | 17 | 23 | 20 | 341 | 58 | 28 | 18 | 222 | 21 | 24 | 16 |
| Send | A247 Ripley Bypass | SB | 2 | 0 | 0 | 0 | 20 | 7 | 0 | 0 | 6 | 2 | 0 | 0 | 37 | 14 | 0 | 0 | 20 | 7 | 0 | 0 |
| Send | A247 Ripley Bypass (A3 Approach) | NB | 49 | 6 | 6 | 1 | 49 | 3 | 7 | 1 | 49 | 3 | 8 | 1 | 173 | 36 | 15 | 3 | 67 | 7 | 9 | 2 |
| Send | A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road) | EB | 48 | 6 | 5 | 3 | 46 | 4 | 5 | 3 | 45 | 4 | 5 | 3 | 59 | 8 | 6 | 3 | 56 | 7 | 6 | 3 |
| Send | A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road) | WB | 52 | 5 | 4 | 8 | 47 | 3 | 4 | 8 | 45 | 2 | 4 | 7 | 74 | 10 | 5 | 8 | 65 | 7 | 5 | 8 |
| Send | A247 Send Barns Lane (B368 Send March Road to B2215 Portsmouth Road) | Two-Way | 100 | 11 | 8 | 11 | 93 | 7 | 9 | 10 | 91 | 7 | 9 | 10 | 133 | 18 | 11 | 11 | 121 | 14 | 11 | 11 |
| Send | A247 Send Road (B368 Send Marsh Road to Tannery Lane) | EB | 54 | 8 | 5 | 3 | 54 | 7 | 5 | 3 | 53 | 7 | 5 | 3 | 69 | 11 | 6 | 3 | 67 | 10 | 6 | 3 |
| Send | A247 Send Road (B368 Send Marsh Road to Tannery Lane) | WB | 54 | 5 | 4 | 8 | 49 | 3 | 4 | 8 | 47 | 2 | 4 | 7 | 77 | 10 | 5 | 9 | 71 | 9 | 5 | 8 |
| Send | A247 Send Road (B368 Send Marsh Road to Tannery Lane) | Two-Way | 108 | 13 | 9 | 11 | 103 | 10 | 9 | 11 | 100 | 9 | 9 | 11 | 146 | 21 | 11 | 12 | 138 | 18 | 11 | 12 |
| Send | A247 Send Road (Tannery Lane to B382 High Street) | NB | 66 | 6 | 5 | 10 | 63 | 6 | 5 | 9 | 62 | 5 | 5 | 8 | 109 | 15 | 8 | 10 | 86 | 11 | 6 | 9 |
| Send | A247 Send Road (Tannery Lane to B382 High Street) | SB | 50 | 7 | 4 | 3 | 44 | 6 | 4 | 3 | 44 | 5 | 4 | 3 | 49 | 7 | 4 | 3 | 46 | 6 | 4 | 3 |
| Send | A247 Send Road (Tannery Lane to B382 High Street) | Two-Way | 116 | 13 | 9 | 13 | 108 | 11 | 9 | 12 | 106 | 11 | 9 | 12 | 158 | 22 | 12 | 13 | 132 | 17 | 10 | 12 |
| Send | A3 Northbound Off Slip | NB | 61 | 2 | 10 | 1 | 69 | 6 | 10 | 1 | 73 | 7 | 10 | 1 | 164 | 18 | 21 | 4 | 159 | 15 | 21 | 4 |
| Send | A3 Southbound On Slip | WB | 48 | 6 | 6 | 1 | 47 | 3 | 7 | 1 | 48 | 3 | 8 | 1 | 171 | 35 | 15 | 3 | 67 | 7 | 9 | 2 |

| Region | Road | Direction | Base 2015 | | | | DM 2022 | | | | DS 2022 | | | | DM 2037 | | | | DS 2037 | | | |
|--------|---|-----------|-----------|----|----|----|---------|----|----|----|---------|----|----|----|---------|----|----|----|---------|----|----|----|
| | | | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM | AADT | AM | IP | PM |
| Send | B2215 London Road (A3 to A247 Clandon Road) | NB | 61 | 2 | 10 | 1 | 69 | 6 | 10 | 1 | 73 | 7 | 10 | 1 | 164 | 18 | 21 | 4 | 159 | 15 | 21 | 4 |
| Send | B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road) | EB | 63 | 4 | 9 | 3 | 78 | 7 | 9 | 6 | 87 | 8 | 9 | 7 | 141 | 11 | 19 | 6 | 147 | 11 | 20 | 6 |
| Send | B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road) | WB | 51 | 8 | 3 | 5 | 48 | 3 | 6 | 3 | 50 | 4 | 6 | 3 | 132 | 32 | 9 | 3 | 31 | 3 | 4 | 2 |
| Send | B2215 Portsmouth Road (A247 Clandon Road to B368 Send Marsh Road) | Two-Way | 114 | 12 | 12 | 8 | 126 | 11 | 15 | 9 | 137 | 13 | 15 | 10 | 273 | 43 | 28 | 8 | 178 | 14 | 24 | 8 |
| Send | B368 Send Marsh Road | EB | 4 | 2 | 0 | 0 | 6 | 2 | 0 | 0 | 6 | 2 | 0 | 0 | 7 | 2 | 0 | 0 | 7 | 2 | 0 | 0 |
| Send | B368 Send Marsh Road | WB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 2 | 0 | 0 |
| Send | B368 Send Marsh Road | Two-Way | 4 | 2 | 0 | 0 | 6 | 2 | 0 | 0 | 6 | 2 | 0 | 0 | 7 | 2 | 0 | 0 | 12 | 4 | 0 | 1 |
| Send | Tannery Lane / Papercourt Lane | EB | 4 | 0 | 0 | 1 | 7 | 0 | 1 | 1 | 7 | 0 | 1 | 1 | 6 | 0 | 1 | 0 | 7 | 0 | 1 | 0 |
| Send | Tannery Lane / Papercourt Lane | WB | 20 | 3 | 2 | 2 | 30 | 4 | 3 | 1 | 32 | 4 | 3 | 1 | 57 | 9 | 6 | 2 | 42 | 7 | 4 | 1 |
| Send | Tannery Lane / Papercourt Lane | Two-Way | 24 | 3 | 2 | 3 | 37 | 4 | 4 | 2 | 39 | 4 | 5 | 2 | 64 | 9 | 7 | 2 | 48 | 7 | 5 | 1 |
| Wisley | A3 Northbound Off Slip | NB | 24 | 4 | 2 | 3 | 17 | 1 | 3 | 0 | - | - | - | - | 17 | 1 | 2 | 0 | - | - | - | - |
| Wisley | A3 Northbound On Slip | EB | 10 | 1 | 2 | 0 | 14 | 1 | 2 | 1 | - | - | - | - | 47 | 7 | 5 | 1 | - | - | - | - |
| Wisley | Lock Lane | EB | 8 | 0 | 1 | 0 | 14 | 1 | 2 | 1 | 6 | 1 | 1 | 0 | 46 | 7 | 5 | 1 | 7 | 1 | 1 | 0 |
| Wisley | Lock Lane | WB | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 1 | 0 | 0 |
| Wisley | Lock Lane | Two-Way | 8 | 0 | 1 | 0 | 16 | 1 | 2 | 1 | 8 | 1 | 1 | 0 | 48 | 7 | 5 | 1 | 11 | 2 | 1 | 0 |
| Wisley | Wisley Lane (North of RHS Wisley) | NB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 |
| Wisley | Wisley Lane (North of RHS Wisley) | SB | 6 | 0 | 1 | 0 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 40 | 7 | 4 | 1 | 1 | 0 | 0 | 0 |
| Wisley | Wisley Lane (North of RHS Wisley) | Two-Way | 0 | 0 | 1 | 0 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 40 | 7 | 4 | 1 | 3 | 1 | 0 | 0 |
| Wisley | Wisley Lane (South of RHS Wisley) | NB | 24 | 4 | 2 | 3 | 17 | 1 | 3 | 0 | - | - | - | - | 17 | 1 | 2 | 0 | - | - | - | - |
| Wisley | Wisley Lane (South of RHS Wisley) | SB | 10 | 1 | 2 | 0 | 14 | 1 | 2 | 1 | - | - | - | - | 47 | 7 | 5 | 1 | - | - | - | - |
| Wisley | Wisley Lane (South of RHS Wisley) | Two-Way | 35 | 5 | 3 | 3 | 31 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 64 | 9 | 7 | 1 | 0 | 0 | 0 | 0 |
| Wisley | WPIL Development Road (East) | NB | - | - | - | - | - | - | - | - | 17 | 1 | 3 | 0 | - | - | - | - | 19 | 2 | 2 | 0 |
| Wisley | WPIL Development Road (East) | SB | - | - | - | - | - | - | - | - | 6 | 0 | 1 | 0 | - | - | - | - | 7 | 1 | 1 | 0 |
| Wisley | WPIL Development Road (East) | Two-Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 4 | 0 |
| Wisley | WPIL Development Road (West) | EB | - | - | - | - | - | - | - | - | 17 | 1 | 3 | 0 | - | - | - | - | 101 | 9 | 14 | 3 |
| Wisley | WPIL Development Road (West) | WB | - | - | - | - | - | - | - | - | 6 | 0 | 1 | 0 | - | - | - | - | 178 | 52 | 8 | 1 |
| Wisley | WPIL Development Road (West) | Two-Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 278 | 62 | 22 | 4 |

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