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Transport for Surrey

TRANSPORT EVALUATION FOR WOKING BOROUGH COUNCIL'S CORE STRATEGY

2026 Transport Assessment Report

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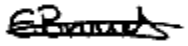
Sign 

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Amendment List

Iss. / Rev.	Iss. / Rev Date	Remove		Insert	
		Page	Iss. / Rev.	Page	Iss. / Rev.
1 Draft	11/6/10				
2 Final	13/10/10				
3 Final	10/12/10				HA comment on motorway stats

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EXECUTIVE SUMMARY

Surrey County Council (SCC) is assisting Woking Borough Council (WBC) with the development of their Local Development Framework (LDF). WBC needs to consider the impact that their proposed development strategy will have on the highway network within the borough.

The key objective of this evaluation is to provide an assessment of the transport impact from future development and the sensitivity of the highway network with regard to traffic distribution from the proposed development.

The model used for the evaluation was SCC's County Model (SINTRAM). SINTRAM is a strategic traffic model that covers the key road network in Surrey. The County model makes use of three vehicle types: Cars, Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) and at present only assesses the AM peak hour (0800 – 0900). The base year of the model is 2005 and the future forecast year is 2026.

WBC provided SCC with planning data that is proposed to occur in the borough between 2005 and 2026. The data was provided in accordance with the model zoning system and consisted of two categories of development: commercial and residential, from this data two scenarios were created. 2026 Scenario A consisted only of developments that have been approved by planning permission, whereas 2026 Scenario B consisted of all developments irrespective of whether they have received planning permission or not. In addition to the two forecast scenarios (Scenarios A and B), WBC wished to add a third and fourth, Scenario C and Scenario D. The only difference between Scenarios B and C is the inclusion of 350 residential dwellings on greenbelt land. The only difference between Scenarios C and D is the inclusion of an additional 150 residential dwellings on greenbelt land.

The number of trips projected to be generated from all developments stated in WBC's planning data was calculated using the Trip Rate Information Computer System (TRICS) database. These projections of trip generation were imported into the future 2026 matrices of the test scenarios to produce future matrices and projections of traffic flow.

In addition to the four test scenarios (Scenario A, Scenario B, Scenario C and Scenario D), two other reference scenarios were incorporated. Firstly a 2005 Base year scenario was used to reflect the road network at the present time. Secondly a 2026 Do-Minimum scenario was created to act as a reference case to the four test scenarios. The 2026 Do-Minimum scenario incorporates background growth (e.g. changes in demographics and car ownership) between 2005 and 2026 for the Woking borough trips, but all other external trips grow at rates as forecast by the Department for Transport's (DfT) TEMPRO (Trip End Model Presentation Programme) database.

The total number of estimated additional departures in the Borough of Woking for Scenario A is 994 and 336 additional arrivals. In Scenario B the estimated total number of departures is 2,370 and 1,766 additional arrivals. For Scenario C, the estimated number of additional departures is 2,555 and 1,820 additional arrivals and for Scenario D the estimated number of additional departures is 2,634 and 1,844 additional arrivals.

The model predicts that total non-motorway traffic flow within Woking during the AM peak hour would increase by approximately 4,600vkm (3.0%) in Scenario A when compared with the 2026 Do-Minimum. In Scenario B, traffic flow would increase by approximately 8,450vkm (5.3%) when compared with Scenario A. In Scenario C, traffic flow is projected to increase by approximately 1,030vkm (0.6%) when compared to Scenario B. Finally, in Scenario D, traffic flow is projected to decrease by 11vkm (-0.0%) when compared with Scenario C.

The model suggests that total Woking town centre road traffic flow generated in the AM peak hour would increase by approximately 570vkm (7.3%) in Scenario A compared to the 2026 Do-Minimum. In 2026 Scenario B traffic in Woking town centre would increase by approximately 1,200vkm (14.1%) when compared to Scenario A. In Scenario C Woking town centre traffic flow is projected to decrease by approximately 35vkm (-0.4%) when compared to Scenario B. Finally in 2026 Scenario D Woking traffic flow is estimated to decrease by 120vkm (-1.2%) when compared to Scenario C.

The model suggests that total motorway (section of the M25) traffic flow generated within Woking during the AM peak hour would increase by 100vkm (0.2%) in Scenario A when compared to 2026 Do-Minimum. In Scenario B, motorway traffic would increase by approximately 960vkm (2.2%) compared to Scenario A. In 2026 Scenario C motorway traffic is projected to decrease by approximately 30vkm (-0.1%) when compared to Scenario B. Finally in Scenario D motorway traffic flow is to increase by approximately 80vkm (0.2%) when compared with Scenario C.

The distinct areas in the Borough of Woking that are projected to be affected most by the additional trips generated from the proposed commercial and residential developments, in Scenario D is Woking Town Centre, West Byfleet Town Centre and the south of Woking. Specifically the Guildford Road, B380 Guildford Road, B380 Westfield Road and A320 Guildford Road are to feel the highest impacts in increased traffic flow. The area to the south of Woking could potentially be impacted by a general increase in link and junction delay in 2026 Scenario D. This is related to the development of residential dwellings on greenbelt land in this area.

Scenario D is the forecast scenario that generates the largest amount of additional trips within this evaluation. A general trend from the outputs is that Scenario D has the greatest impacts on the local traffic flows in Woking, when compared to Scenarios C and B. However, the differences between Scenario D and its reference case of Scenario C are minimal (under 2.2% variation in all summary statistics).

It is unlikely that the traffic impacts produced from Scenarios C or D are significant enough to cause major disruption or require significant highway infrastructure improvement measures on the road network in the Borough of Woking.

This assessment concentrates on the impacts within the Borough of Woking. Therefore the evaluation is based solely on the projected amount of additional trips to be generated from WBC's planning data between 2005 and 2026, therefore the traffic impacts produced from these additional trips are only analysed in the Borough of Woking.

Mitigation methods that may be implemented in the future have not been incorporated into the evaluation. Subsequently all projected traffic impacts referred to in the analysis of the transport evaluation could potentially act as worst-case scenarios.

1 INTRODUCTION

1.1.1 Woking Borough Council (WBC) is in the process of developing their Local Development Framework (LDF). As part of the LDF and to inform the Core Strategy, WBC need to present and consult on their preferred options for development in the borough. One of the aspects that needs to be considered when developing their preferred options is the impact the development strategy will have on movement and transport. In April 2009, WBC commissioned Surrey County Council's (SCC) Transport Studies Team to evaluate the transport implications for future developments identified in their Core Strategy.

1.1.2 SCC is working in partnership with WBC, assisting with the development of their LDF. This assistance includes the provision of technical expertise to ensure that the resulting LDF will pass the "test of soundness" and meet SCC policies and objectives.

1.1.3 The main aims of the evaluation are to:

- Determine the sensitivity of the highway network to the distribution of development within the borough.
- Provide a general assessment of the transport impact from future development within Woking for the forecast year of 2026.

1.1.4 This report considers the impacts of the LDF between 2005 and 2026.

1.2 Objectives

1.2.1 The main objectives of the evaluation were to:

- Identify the locations and estimates of additional commercial and residential development in the borough;
- Calculate the distribution of vehicle trips resulting from the additional development;
- Prepare a 2026 traffic forecast based on these developments;
- Compare the resulting 2026 traffic forecast for each development scenario against a suitable reference;
- Report the main traffic impacts and conclusions arising.

1.3 Scope

1.3.1 The study will use the existing County model (SINTRAM). This model is currently an AM peak hour model, and study will be based on this time period. The model base year is 2005, and the future forecast year is 2026.

1.3.2 For comparison purposes a Do-Minimum scenario was developed as a reference. This is described later in ***paragraph 4.1.3***. Forecasts based on WBC scenarios are developed using traffic generation rates derived from the TRICS database in conjunction with the County's transport model (SINTRAM).

1.4 Report Structure

1.4.1 This document describes both the methodology and transport evaluation. It has been split into the main tasks as listed below:

-Section 2: A description of the model and its constraints;
-Section 3: The estimation of trip rates for the proposed developments and scenarios;
-Section 4: The development and summary results of the 2026 forecast year trip matrices used in the model;
-Section 5: The detailed results and network analysis of the model;
-Section 6: Main conclusions and summary of the evaluation.

2 MODEL DESCRIPTION

2.1 Context

2.1.1 The County model (SINTRAM Version 3.3 /100610Wok) was used to evaluate the development proposals. This is a strategic model that encapsulates the road network of Surrey and its surrounding local authorities; at a national level the model incorporates all strategic roads within Great Britain.

2.1.2 All motorways, A and B roads together with some local roads are explicitly modelled within SINTRAM. Where traffic junctions and traffic signals are likely to have significant effects, the details of their general layout or the timing of the signals are also included in the modelling. However, strategic modelling uses aggregate descriptions of traffic such as flow, density and speed, and the relationships between them and hence does not include every road or junction. As a result the model is unable to answer detailed questions regarding traffic interactions, such as queuing and individual driver behaviour. It can, however, provide approximate answers to a wide range of transport problems (i.e. re-distribution effects), making it a reasonable tool for the initial transport assessment for Woking's Core Strategy at the area wide level.

2.2 Vehicle Types

2.2.1 Cars, LGVs (Light Goods Vehicles) and HGVs (Heavy Goods Vehicles) are separately represented in the model. Trips by public transport are not modelled.

2.3 Time Period

2.3.1 The evaluation was performed in the AM peak hour time period (0800 – 0900 hours).

2.4 Assignment Method

2.4.1 A fixed matrix equilibrium assignment was performed for 30 iterations using the Method of Successive Averages (MSA). This is an assignment using volume averaging with optional Burrell type perturbations. The assignment allocates given travel demand (a set of trips with fixed origins and destinations) on the travel network (roads and junctions) in order to obtain distribution of traffic flow. The resulting traffic flow represents the average conditions for the time period under study.

2.5 Zoning System

2.5.1 The Borough of Woking was split into multiple zones (38 in total) according to the zoning system of the traffic model (SINTRAM Version 3.3), to which the planning data was allocated. The zoning system of the County model is based on the national census output areas.

2.5.2 *Figures 2.1* and *2.2* show the locations of the 38 modelled zones in the Borough of Woking.

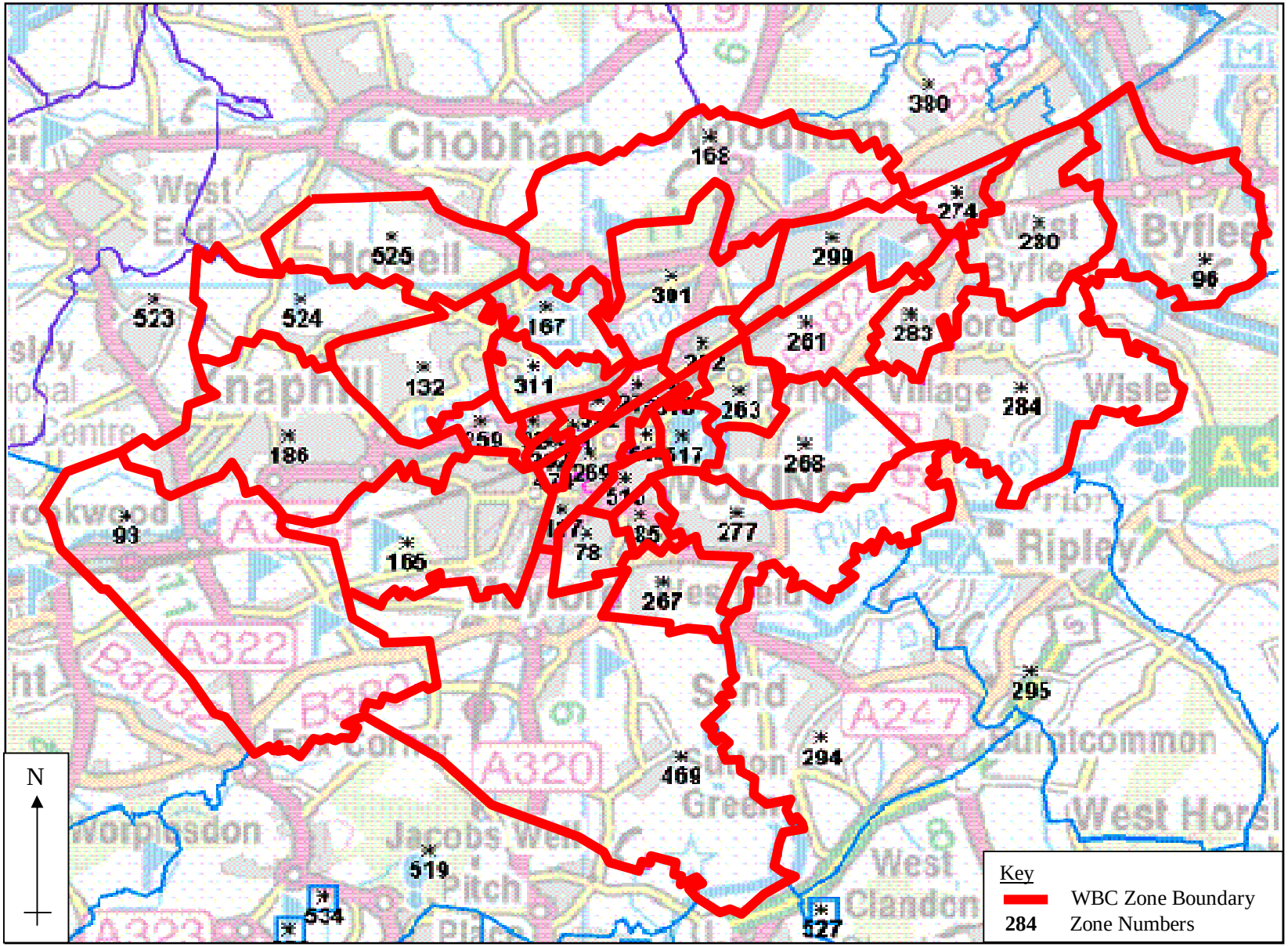


Figure 2.1: Woking Borough zone plan

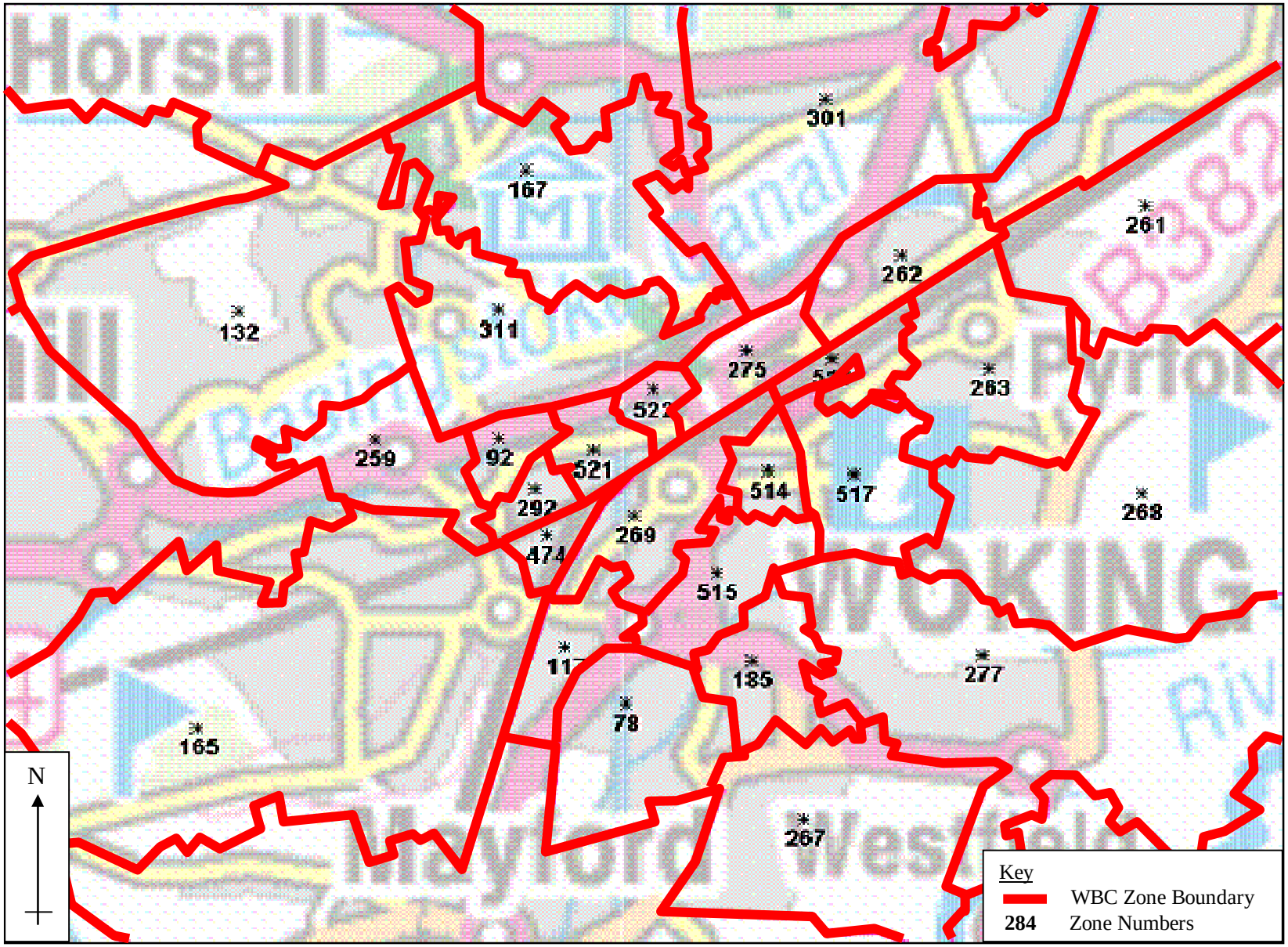


Figure 2.2: Woking Borough zone plan, focused on central Woking

3 TRIP RATE ESTIMATES FOR INDIVIDUAL SITES

3.1 Data and Scenarios

3.1.1 Data concerning the permissions and allocations of commercial and residential developments from 2005 to 2026 in the Borough of Woking was presented to SCC Transport Studies Team in April 2010. The data was received in the form of the Transport Studies Teams completed pro-forma, by email on 6th April 2010, from WBC.

3.1.2 The planning data contained two key categories of development: commercial and residential. It reflects WBC's expectations of development to occur between 2005 and 2026. See *Appendices A* and *B* for a summary of WBC's commercial and residential planning data.

3.1.3 WBC provided details of whether each development had been approved by planning permission or not. Status of planning permission affects the implications of developments because it is not possible to influence the developments that have received planning permission.

3.1.4 It was agreed between SCC and WBC to test four scenarios: Scenario A; Scenario B; Scenario C and Scenario D. Scenario A refers only to proposed developments between 2005 and 2026 that have been approved by planning permission. Whereas Scenario B includes all developments proposed to occur between 2005 and 2026, irrespective of whether they have received planning permission (i.e. approved and non-approved developments). Scenario C and D refer to the release of greenbelt land in one modelled zone (zone 469, Worplesdon Station & Sutton Green). Scenario C refers to the development of 350 residential dwellings on the greenbelt, whereas Scenario D refers to the development of 500 residential dwellings. Therefore Scenario C refers to the approved and non-approved developments plus the greenbelt development of 350 residential dwellings. Scenario D refers to the approved and non-approved developments plus the greenbelt development of 500 residential dwellings.

3.1.5 The only difference between Scenario A and Scenario B is the proportion of developments that have been approved and non-approved by planning permission. The difference between Scenario B and Scenario C is the inclusion of the 350 residential dwellings on the greenbelt land, and the difference between Scenario C and D is the inclusion of 150 extra residential dwellings (to total 500 dwellings) on the greenbelt land. The residential dwellings on the greenbelt land are non-approved by planning permission.

3.2 TRICS

3.2.1 Development trip rates have been obtained from the Trip Rate Information Computer System (TRICS) database, version 2009(b).

3.2.2 A trip rate refers to the amount of trips generated by a development. These include both trips that arrive and depart from a development.

3.2.3 The TRICS database stores information recorded from past surveys completed in the UK for a range of locations and land uses, counting the number of vehicular trips made to and from individual sites. The TRICS database allows users to select sites that are relevant and have similar criteria to a site in question. This enables the estimation of trip rates to and from proposed developments based on past surveyed sites.

3.2.4 It should be noted that the TRICS database is a subjective tool. This is because personal choice and judgement plays a leading role in decision making when choosing appropriate sites to compare with the proposed development.

3.3 TRICS Methodology

3.3.1 TRICS Good Practice Guide 2009 was followed for the interrogation of the database to determine comparative sites.

3.3.2 Trip rates produced from the TRICS database were calculated as a trip rate estimate per 100m² gross floor area (GFA) for commercial developments, and per household for residential developments. Estimates were then applied to the relevant GFA or number of households for each development, by modelled zone.

3.3.3 Three vehicle types are modelled within SINTRAM: Cars, LGVs and HGVs. Consequently vehicle proportions were calculated for these vehicle types from the corresponding surveys in the TRICS database.

3.3.4 Whilst different trip rates were generated for each category of development and for each land use, trip rates also needed to be extracted to appropriate corresponding TRICS locations. The TRICS database classifies all surveys conducted at a development as one of the following locations: town centre; edge of town centre; neighbourhood centre; suburban area; edge of town; free standing. See *Appendix C* for the TRICS definitions of each location.

3.3.5 The methodology of assigning a TRICS location to each development differed between the approved and non-approved developments. The developments approved by planning permission provided addresses for each development, allowing a TRICS location to be assigned accurately. However, the developments non-approved by planning permission did not provide addresses so it was necessary to award and proportion TRICS locations to entire zones of the Borough of Woking. *Table 3.1* shows the TRICS locations assigned to the zones of Woking.

Zone No.	Zone Name	TRICS Location	Comments
78	Woking - Mayford	100% Neighbourhood Centre	Primary land use of the area is residential housing
92	Woking - Arthurs Bridge	100% Neighbourhood Centre	Primary land use of the area is residential housing and has local services such as a school
93	Brookwood	20% Neighbourhood Centre	Brookwood train station and surrounding residential developments are present in the northern half of the zone.
		80% Edge of Town	Remainder of the zone is relatively rural with a small amount of developments. Contains West Hill and Worplesdon Golf Courses.
96	Byfleet	60% Neighbourhood Centre	Residential land use in the centre of the zone, that is served by local amenities such as schools.
		40% Suburban Area	The perimeter of the zone covers mixture of land uses e.g. the M25, industrial estate in the north and open land in the south.
117	Woking - Egley Road	100% Neighbourhood Centre	Primary land use of the area is residential housing
132	Woking - Goldsworth (east)	20% Suburban Area	Goldsworth Park trading estate is located in the north-eastern corner of the zone surrounded by an area of recreational ground and open spaces.
		80% Neighbourhood Centre	The majority of the zone is the residential area/village of Goldsworth Park. Residential area is served by local amenities of schools etc.
165	Woking - Hook Heath	50% Neighbourhood Centre	Eastern half of the zone is an area with the primary land of residential housing. Covers residential areas of St.Johns and Hook Heath.
		50% Suburban Area	Western half of zone has mix of land uses - residential and recreational. Small amount of dwellings present, but main land use is recreational
167	Woking - Horsell	100% Neighbourhood Centre	The entire zone covers the residential area/village of Horsell.
168	Woking - Horsell Common	90% Edge of Town	Majority of the zone is rural and sparse. Virtually no developments within the zone. Zone covers Horsell Common and New Zealand golf course.
		10% Neighbourhood Centre	Small proportion of residential development (Sheerwater) present in the south-eastern corner of the zone.
185	Woking - Kingfield	100% Neighbourhood Centre	The zone covers both residential and recreational land uses.
186	Knaphill / St Johns	100% Neighbourhood Centre	Zone covers the residential area/village of Knaphill. A superstore, multiple recreational grounds and schools serve the residents of the zone.
259	Woking - Parley Drive	100% Neighbourhood Centre	Area covered by the zone is a completely residential land use.
261	Woking - Maybury East	60% Neighbourhood Centre	Southern half of the zone covers a residential area, served by local facilities such as schools.
		40% Suburban Area	Remainder of zone contains the West Byfleet golf course - large recreational area.
262	Woking - Maybury Road Area	20% Town Centre	The western edge of the zone covers Woking town centre.
		80% Edge of Town Centre	The rest of the zone is in close proximity to the town centre and contains a mixture of residential and commercial land uses.
263	Woking - Maybury	10% Suburban	Lion Retail Park is located in the north-eastern corner of the zone.
		90% Neighbourhood Centre	Remainder of the zone is covered by residential developments and schools that serve the zone.
267	Woking - Westfield	60% Edge of Town	The eastern half of the zone is a relatively rural area, which covers large areas of open space.
		40% Neighbourhood Centre	The western half of the zone contains residential developments in the area/village of Westfield.
268	Woking - Hoebridge	30% Neighbourhood Centre	The western part of the zone before the B382 is a residential area that contains south Maybury and north Kingfield.

Zone No.	Zone Name	TRICS Location	Comments
		70% Suburban Area	The eastern part of the zone (after the B382) contains Hoebridge golf course and other rural areas.
269	Woking - Mount Hermon	30% Edge of Town Centre	Western area of zone that runs along the western perimeter (A320) has a mix of land uses and is in close proximity to the town centre
		70% Neighbourhood Centre	Eastern part of the zone covers the residential area of Mount Hermon.
274	West Byfleet Town Centre	50% Town Centre	The area of the zone south of the railway line contains West Byfleet town centre.
		50% Neighbourhood Centre	The area of the zone north of the railway line is a residential area served by West Byfleet.
275	Woking Town Centre	100% Town Centre	Entire zone covers Woking town centre.
277	Old Woking	40% Neighbourhood Centre	The part of the zone east of the B382 is predominantly residential, Kingfield and Old Woking.
		60% Edge of Town	The area of the zone west of the B382 is rural and contains few developments.
280	West Byfleet - Parvis Road	40% Neighbourhood Centre	The area of the zone north of the A245 covers the residential area known as Dartnell Park.
		60% Edge of Town	South of the A245, zone is very sparse and the land use is predominantly rural.
283	Pyrford	100% Neighbourhood Centre	Entire zone covers the residential area of Pyrford.
284	Pyrford Green	20% Neighbourhood Centre	The north eastern part of the zone covers part of Pyrford village.
		80% Suburban Area	Rest of the zone is relatively rural and contains multiple golf courses.
292	Woking - Kingsway	100% Neighbourhood Centre	Zone covers an entirely residential area.
299	Woking - Sheerwater	60% Neighbourhood Centre	Predominant land use in eastern half of the zone is residential (Sheerwater). Area is served by local facilities e.g. schools and recreation grounds.
		40% Suburban Area	The western part of the zone contains a mixture of residential and industrial land uses, specifically multiple business and industrial parks.
301	Woking - Six Crossroads	70% Neighbourhood Centre	Land south of the A245 is predominantly residential land use with large areas of open space.
		30% Edge of Town	Land north of the A245 is very sparse/rural and contains few developments.
311	Woking - Brewery Road	100% Neighbourhood Centre	Zone covers an entirely residential area.
469	Worplesdon Station & Sutton Green	100% Edge of Town	Zone covers area of land that is sparse in terms of developments. Covers Sutton Green, which has few settlements and large areas of open space.
474	Woking - Triggs Lane	100% Neighbourhood Centre	Zone covers an entirely residential area.
514	Woking - Hospital	100% Edge of Town Centre	Zone covers an area of land that contains commercial land uses and provides services i.e. the hospital.
515	Woking - Leisure Centre	50% Edge of Town Centre	Northern half of the zone covers the leisure centre and parking facilities. Zone is out of the town centre but is within walking distance.
		50% Neighbourhood Centre	Southern half of the zone is a residential area.
516	Woking Station	100% Town Centre	Zone covers Woking train station and is very close to the retail sector.
517	Woking - Heathside	100% Neighbourhood Centre	Zone covers an entirely residential area.
521	Woking - Goldsworth (east)	50% Neighbourhood Centre	Northern half of the zone covers part of the residential area known as Goldsworth.
		50% Suburban Area	The southern section of the zone covers an area of disused land that borders the railway line.
522	Woking - Goldsworth (east)	100% Edge of Town Centre	The zone is in close proximity to the town centre and has a mix of land uses (commercial and residential).
524	Woking - Carthouse Lane	100% Edge of Town	Covers Littlewick Common and part of Chobham golf course. Few developments and mainly an area of open space.

Zone No.	Zone Name	TRICS Location	Comments
525	Woking - Carthouse Lane	100% Edge of Town	Covers an area that is sparse of developments and is predominantly open space.

Table 3.1: Zones within the Borough of Woking classified and proportioned to the TRICS locations

3.4 Additional Trips per Zone

3.4.1 *Tables 3.2* to *3.6* show the estimated departures and arrivals for the proposed developments by zone, during the AM peak hour (0800 – 0900) for Scenarios A (approved development only), Scenario B (approved and non-approved developments), Scenario C (approved and non-approved developments plus 350 residential dwellings on greenbelt land) and Scenario D (approved and non-approved developments plus 500 residential dwellings on greenbelt land). A base year of 2005 and a forecast year of 2026 were used.

3.4.2 The estimated number of departures in Woking for Scenario A is 994 and 336 arrivals. Whilst in Scenario B, the estimated number of departures is 2,370 and 1,766 arrivals. In Scenario C the estimated number of departures is 2,555 and 1,820 arrivals, whereas in Scenario D 2,634 departures and 1,844 arrivals.

3.4.3 *Table 3.2* below presents the proportion of commercial and residential additional trips by scenario.

Development Type	**Proportion of Trips**		
	Departures	**Arrivals**	**Both Departures & Arrivals**
Scenario A 2005 - 2026			
Commercial	36%	201%	78%
Residential	64%	-101%	22%
Total	*100%*	*100%*	*100%*
Scenario B 2005 - 2026			
Commercial	52%	135%	88%
Residential	48%	-35%	12%
Total	*100%*	*100%*	*100%*
Scenario C 2005 - 2026			
Commercial	48%	131%	83%
Residential	52%	-31%	17%
Total	*100%*	*100%*	*100%*
Scenario D 2005 - 2026			
Commercial	47%	130%	81%
Residential	53%	-30%	19%
Total	*100%*	*100%*	*100%*

Table 3.2: Proportion of additional trips by type of development and scenario

3.4.4 The negative values in *Table 3.2* are due to changes in land use between the existing and proposed developments resulting in an overall reduction in arrival trips being generated from residential developments, in all four scenarios. However, the overall arrivals total for scenarios is resulted in positive when summed with commercial arrival trips. This table illustrates that trips generated from both commercial and residential land uses are present in all scenarios.

3.4.5 The only difference between *Table 3.4* (Scenario B), *Table 3.5* (Scenario C) and *Table 3.6* (Scenario D) is the amount of trips present in zone 469, Worplesdon Station and Sutton Green. This is purely due to the additional amount of departures and arrivals estimated to be generated from the residential dwellings on the greenbelt land (350 dwellings in Scenario C and 500 dwellings in Scenario D).

Zone No.	Zone Name	Total Additional Trips							
		Additional Departures				Additional Arrivals			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
78	Woking - Mayford	52.6	48.4	3.7	0.5	21.7	19.9	1.5	0.2
92	Woking - Arthurs Bridge	0.3	0.3	0.0	0.0	0.2	0.2	0.0	0.0
93	Brookwood	-3.6	-3.5	-0.2	0.1	-21.3	-20.2	-1.3	0.3
96	Byfleet	73.3	65.2	6.1	2.0	30.0	25.7	2.9	1.4
117	Woking - Egley Road	2.6	2.4	0.2	0.0	0.7	0.7	0.1	0.0
132	Woking - Goldsworth (east)	33.1	27.2	3.3	2.5	76.0	62.4	7.8	5.9
165	Woking - Hook Heath	10.2	9.4	0.7	0.1	6.9	6.4	0.5	0.0
167	Woking - Horsell	43.7	40.4	2.4	0.9	55.5	51.3	2.9	1.2
168	Woking - Horsell Common	76.9	67.3	7.7	2.0	127.4	110.7	13.2	3.5
185	Woking - Kingfield	4.6	4.2	0.3	0.1	2.7	2.4	0.2	0.0
186	Woking - Knaphill / St Johns	34.9	32.3	2.3	0.3	8.7	8.3	0.3	0.1
259	Woking - Parley Drive	0.6	0.6	0.0	0.0	0.3	0.3	0.0	0.0
261	Woking - Maybury East	7.1	6.5	0.5	0.1	2.4	2.2	0.2	0.0
262	Woking - Maybury Road Area	43.4	39.7	3.1	0.6	2.2	1.0	0.4	0.8
263	Woking - Maybury	38.5	35.6	2.5	0.4	20.5	19.1	1.2	0.3
267	Woking - Westfield	152.5	140.3	10.6	1.6	65.1	59.9	4.5	0.7
268	Woking - Hoebridge	0.7	0.6	0.0	0.0	0.9	0.9	0.0	0.0
269	Woking - Mount Hermon	153.7	141.3	10.7	1.6	-18.5	-17.3	-1.2	-0.1
274	West Byfleet Town Centre	40.9	37.2	3.3	0.4	-21.4	-20.5	-0.7	-0.2
275	Woking Town Centre	128.7	115.9	11.3	1.5	205.0	183.7	18.8	2.5
277	Old Woking	93.4	85.2	6.8	1.3	-15.9	-15.6	-0.7	0.4
280	West Byfleet - Parvis Road	21.6	19.4	1.7	0.4	48.5	43.2	4.3	1.0
283	Pyrford	4.6	4.2	0.3	0.0	1.7	1.5	0.1	0.0
284	Pyrford Green	10.8	10.0	0.7	0.2	10.6	9.7	0.6	0.2
292	Woking - Kingsway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
299	Woking - Sheerwater	-60.5	-55.8	-4.1	-0.6	-99.9	-92.1	-6.8	-1.0
301	Woking - Six Crossroads	-59.4	-54.6	-4.1	-0.6	-132.3	-121.7	-9.2	-1.4
311	Brewery Road	0.5	0.5	0.0	0.0	1.6	1.4	0.1	0.0
469	Worplesdon Station & Sutton Green	12.9	11.9	0.9	0.1	-3.1	-2.8	-0.2	0.0
474	Woking - Triggs Lane	0.3	0.3	0.0	0.0	0.1	0.1	0.0	0.0
514	Woking Hospital	-3.5	-3.2	-0.2	0.0	-22.4	-20.9	-1.3	-0.2
515	Woking - Leisure Centre	28.0	25.7	2.0	0.3	9.3	8.5	0.7	0.1
516	Woking Station	0.3	0.3	0.0	0.0	0.2	0.2	0.0	0.0
517	Woking - Heathside	3.3	3.0	0.2	0.0	0.8	0.8	0.1	0.0
521	Woking - Goldsworth (east)	9.7	8.6	0.9	0.2	3.8	3.0	0.6	0.2
522	Woking - Goldsworth (east)	16.5	15.2	1.2	0.2	-1.3	-1.2	-0.1	0.0
524	Woking - Carthouse Lane	-1.1	-1.0	-0.1	0.0	-31.7	-29.1	-2.3	-0.3
525	Woking - Carthouse Lane	21.5	19.9	1.5	0.2	1.4	1.4	0.1	-0.1
		994	**901**	**76**	**16**	**336**	**284**	**37**	**15**

Table 3.3: Estimated additional departures and arrivals in the AM peak hour (0800 – 0900) for Scenario A for 2005 – 2026 by vehicle type for the proposed developments

Zone No.	Zone Name	Total Additional Trips							
		Additional Departures				Additional Arrivals			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
78	Woking - Mayford	55.2	50.8	3.8	0.6	22.1	20.4	1.5	0.2
92	Woking - Arthurs Bridge	3.0	2.7	0.2	0.0	1.1	1.0	0.1	0.0
93	Brookwood	-0.5	-0.6	0.0	0.1	-21.5	-20.4	-1.3	0.3
96	Byfleet	98.2	87.7	8.1	2.4	46.2	40.0	4.5	1.7
117	Woking - Egley Road	5.2	4.7	0.4	0.1	1.1	1.0	0.1	0.0
132	Woking - Goldsworth (east)	65.0	56.3	5.9	2.8	116.1	98.7	11.1	6.3
165	Woking - Hook Heath	13.1	12.0	0.9	0.1	8.0	7.4	0.5	0.1
167	Woking - Horsell	46.4	42.9	2.6	0.9	56.4	52.2	3.0	1.2
168	Woking - Horsell Common	80.2	70.3	7.9	2.0	127.2	110.5	13.1	3.5
185	Woking - Kingfield	52.7	47.8	4.2	0.6	49.2	44.6	4.0	0.6
186	Woking - Knaphill / St Johns	166.2	153.6	11.1	1.5	260.6	241.2	17.2	2.2
259	Woking - Parley Drive	3.2	2.9	0.2	0.0	1.2	1.1	0.1	0.0
261	Woking - Maybury East	9.9	9.1	0.7	0.1	3.3	3.0	0.2	0.0
262	Woking - Maybury Road Area	101.4	93.1	7.1	1.2	-65.2	-61.0	-4.3	0.1
263	Woking - Maybury	47.2	43.6	3.1	0.5	-6.9	-6.2	-0.7	0.0
267	Woking - Westfield	155.6	143.2	10.8	1.6	65.9	60.6	4.6	0.7
268	Woking - Hoebridge	3.3	3.0	0.2	0.0	1.4	1.3	0.1	0.0
269	Woking - Mount Hermon	184.8	169.9	12.9	2.0	-47.6	-44.1	-3.2	-0.4
274	West Byfleet Town Centre	498.4	458.8	32.5	7.1	597.7	550.2	38.5	9.1
275	Woking Town Centre	415.9	365.9	44.4	5.6	729.9	612.8	104.7	12.4
277	Old Woking	96.4	88.0	7.0	1.4	-16.0	-15.6	-0.7	0.4
280	West Byfleet - Parvis Road	22.1	20.0	1.8	0.4	37.5	33.1	3.5	0.9
283	Pyrford	7.2	6.6	0.5	0.1	1.8	1.7	0.1	0.0
284	Pyrford Green	13.5	12.5	0.9	0.2	10.8	9.9	0.7	0.2
292	Woking - Kingsway	2.7	2.4	0.2	0.0	1.0	0.9	0.1	0.0
299	Woking - Sheerwater	-20.5	-20.0	-0.5	0.0	-62.2	-58.4	-3.4	-0.4
301	Woking - Six Crossroads	-56.4	-51.9	-3.9	-0.6	-132.0	-121.5	-9.2	-1.4
311	Brewery Road	57.6	52.8	4.2	0.6	27.2	24.8	2.1	0.3
469	Worplesdon Station & Sutton Green	16.2	14.9	1.1	0.2	-3.3	-3.1	-0.3	0.0
474	Woking - Triggs Lane	2.9	2.6	0.2	0.0	1.0	0.9	0.1	0.0
514	Woking Hospital	7.2	6.7	0.5	0.1	-49.5	-45.8	-3.2	-0.5
515	Woking - Leisure Centre	30.7	28.3	2.2	0.3	10.3	9.5	0.8	0.1
516	Woking Station	100.3	92.3	7.0	1.0	24.4	22.5	1.7	0.2
517	Woking - Heathside	18.9	17.4	1.3	0.2	1.1	1.0	0.1	0.0
521	Woking - Goldsworth (east)	21.2	19.2	1.7	0.3	-3.1	-3.2	0.1	0.1
522	Woking - Goldsworth (east)	19.2	17.7	1.3	0.2	-0.4	-0.3	0.0	0.0
524	Woking - Carthouse Lane	2.1	1.9	0.1	0.0	-30.9	-28.4	-2.2	-0.3
525	Woking - Carthouse Lane	24.7	22.8	1.7	0.2	2.3	2.2	0.1	-0.1
		2,370	**2,152**	**184**	**34**	**1,766**	**1,545**	**184**	**37**

Table 3.4: Estimated additional departures and arrivals in the AM peak hour (0800 – 0900) for Scenario B for 2005 – 2026 by vehicle type for the proposed developments

Zone No.	Zone Name	Total Additional Trips							
		Additional Departures				Additional Arrivals			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
78	Woking - Mayford	55.2	50.8	3.8	0.6	22.1	20.4	1.5	0.2
92	Woking - Arthurs Bridge	3.0	2.7	0.2	0.0	1.1	1.0	0.1	0.0
93	Brookwood	-0.5	-0.6	0.0	0.1	-21.5	-20.4	-1.3	0.3
96	Byfleet	98.2	87.7	8.1	2.4	46.2	40.0	4.5	1.7
117	Woking - Egley Road	5.2	4.7	0.4	0.1	1.1	1.0	0.1	0.0
132	Woking - Goldsworth (east)	65.0	56.3	5.9	2.8	116.1	98.7	11.1	6.3
165	Woking - Hook Heath	13.1	12.0	0.9	0.1	8.0	7.4	0.5	0.1
167	Woking - Horsell	46.4	42.9	2.6	0.9	56.4	52.2	3.0	1.2
168	Woking - Horsell Common	80.2	70.3	7.9	2.0	127.2	110.5	13.1	3.5
185	Woking - Kingfield	52.7	47.8	4.2	0.6	49.2	44.6	4.0	0.6
186	Woking - Knaphill / St Johns	166.2	153.6	11.1	1.5	260.6	241.2	17.2	2.2
259	Woking - Parley Drive	3.2	2.9	0.2	0.0	1.2	1.1	0.1	0.0
261	Woking - Maybury East	9.9	9.1	0.7	0.1	3.3	3.0	0.2	0.0
262	Woking - Maybury Road Area	101.4	93.1	7.1	1.2	-65.2	-61.0	-4.3	0.1
263	Woking - Maybury	47.2	43.6	3.1	0.5	-6.9	-6.2	-0.7	0.0
267	Woking - Westfield	155.6	143.2	10.8	1.6	65.9	60.6	4.6	0.7
268	Woking - Hoebridge	3.3	3.0	0.2	0.0	1.4	1.3	0.1	0.0
269	Woking - Mount Hermon	184.8	169.9	12.9	2.0	-47.6	-44.1	-3.2	-0.4
274	West Byfleet Town Centre	498.4	458.8	32.5	7.1	597.7	550.2	38.5	9.1
275	Woking Town Centre	415.9	365.9	44.4	5.6	729.9	612.8	104.7	12.4
277	Old Woking	96.4	88.0	7.0	1.4	-16.0	-15.6	-0.7	0.4
280	West Byfleet - Parvis Road	22.1	20.0	1.8	0.4	37.5	33.1	3.5	0.9
283	Pyrford	7.2	6.6	0.5	0.1	1.8	1.7	0.1	0.0
284	Pyrford Green	13.5	12.5	0.9	0.2	10.8	9.9	0.7	0.2
292	Woking - Kingsway	2.7	2.4	0.2	0.0	1.0	0.9	0.1	0.0
299	Woking - Sheerwater	-20.5	-20.0	-0.5	0.0	-62.2	-58.4	-3.4	-0.4
301	Woking - Six Crossroads	-56.4	-51.9	-3.9	-0.6	-132.0	-121.5	-9.2	-1.4
311	Brewery Road	57.6	52.8	4.2	0.6	27.2	24.8	2.1	0.3
469	Worplesdon Station & Sutton Green	200.6	184.6	13.9	2.1	50.9	46.9	3.5	0.5
474	Woking - Triggs Lane	2.9	2.6	0.2	0.0	1.0	0.9	0.1	0.0
514	Woking Hospital	7.2	6.7	0.5	0.1	-49.5	-45.8	-3.2	-0.5
515	Woking - Leisure Centre	30.7	28.3	2.2	0.3	10.3	9.5	0.8	0.1
516	Woking Station	100.3	92.3	7.0	1.0	24.4	22.5	1.7	0.2
517	Woking - Heathside	18.9	17.4	1.3	0.2	1.1	1.0	0.1	0.0
521	Woking - Goldsworth (east)	21.2	19.2	1.7	0.3	-3.1	-3.2	0.1	0.1
522	Woking - Goldsworth (east)	19.2	17.7	1.3	0.2	-0.4	-0.3	0.0	0.0
524	Woking - Carthouse Lane	2.1	1.9	0.1	0.0	-30.9	-28.4	-2.2	-0.3
525	Woking - Carthouse Lane	24.7	22.8	1.7	0.2	2.3	2.2	0.1	-0.1
		2,555	**2,322**	**197**	**36**	**1,820**	**1,595**	**188**	**38**

Table 3.5: Estimated additional departures and arrivals in the AM peak hour (0800 – 0900) for Scenario C for 2005 – 2026 by vehicle type for the proposed developments

Zone No.	Zone Name	Total Additional Trips							
		Additional Departures				Additional Arrivals			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
78	Woking - Mayford	55.2	50.8	3.8	0.6	22.1	20.4	1.5	0.2
92	Woking - Arthurs Bridge	3.0	2.7	0.2	0.0	1.1	1.0	0.1	0.0
93	Brookwood	-0.5	-0.6	0.0	0.1	-21.5	-20.4	-1.3	0.3
96	Byfleet	98.2	87.7	8.1	2.4	46.2	40.0	4.5	1.7
117	Woking - Egley Road	5.2	4.7	0.4	0.1	1.1	1.0	0.1	0.0
132	Woking - Goldsworth (east)	65.0	56.3	5.9	2.8	116.1	98.7	11.1	6.3
165	Woking - Hook Heath	13.1	12.0	0.9	0.1	8.0	7.4	0.5	0.1
167	Woking - Horsell	46.4	42.9	2.6	0.9	56.4	52.2	3.0	1.2
168	Woking - Horsell Common	80.2	70.3	7.9	2.0	127.2	110.5	13.1	3.5
185	Woking - Kingfield	52.7	47.8	4.2	0.6	49.2	44.6	4.0	0.6
186	Woking - Knaphill / St Johns	166.2	153.6	11.1	1.5	260.6	241.2	17.2	2.2
259	Woking - Parley Drive	3.2	2.9	0.2	0.0	1.2	1.1	0.1	0.0
261	Woking - Maybury East	9.9	9.1	0.7	0.1	3.3	3.0	0.2	0.0
262	Woking - Maybury Road Area	101.4	93.1	7.1	1.2	-65.2	-61.0	-4.3	0.1
263	Woking - Maybury	47.2	43.6	3.1	0.5	-6.9	-6.2	-0.7	0.0
267	Woking - Westfield	155.6	143.2	10.8	1.6	65.9	60.6	4.6	0.7
268	Woking - Hoebridge	3.3	3.0	0.2	0.0	1.4	1.3	0.1	0.0
269	Woking - Mount Hermon	184.8	169.9	12.9	2.0	-47.6	-44.1	-3.2	-0.4
274	West Byfleet Town Centre	498.4	458.8	32.5	7.1	597.7	550.2	38.5	9.1
275	Woking Town Centre	415.9	365.9	44.4	5.6	729.9	612.8	104.7	12.4
277	Old Woking	96.4	88.0	7.0	1.4	-16.0	-15.6	-0.7	0.4
280	West Byfleet - Parvis Road	22.1	20.0	1.8	0.4	37.5	33.1	3.5	0.9
283	Pyrford	7.2	6.6	0.5	0.1	1.8	1.7	0.1	0.0
284	Pyrford Green	13.5	12.5	0.9	0.2	10.8	9.9	0.7	0.2
292	Woking - Kingsway	2.7	2.4	0.2	0.0	1.0	0.9	0.1	0.0
299	Woking - Sheerwater	-20.5	-20.0	-0.5	0.0	-62.2	-58.4	-3.4	-0.4
301	Woking - Six Crossroads	-56.4	-51.9	-3.9	-0.6	-132.0	-121.5	-9.2	-1.4
311	Brewery Road	57.6	52.8	4.2	0.6	27.2	24.8	2.1	0.3
469	Worplesdon Station & Sutton Green	279.7	257.4	19.4	2.9	74.2	68.3	5.1	0.8
474	Woking - Triggs Lane	2.9	2.6	0.2	0.0	1.0	0.9	0.1	0.0
514	Woking Hospital	7.2	6.7	0.5	0.1	-49.5	-45.8	-3.2	-0.5
515	Woking - Leisure Centre	30.7	28.3	2.2	0.3	10.3	9.5	0.8	0.1
516	Woking Station	100.3	92.3	7.0	1.0	24.4	22.5	1.7	0.2
517	Woking - Heathside	18.9	17.4	1.3	0.2	1.1	1.0	0.1	0.0
521	Woking - Goldsworth (east)	21.2	19.2	1.7	0.3	-3.1	-3.2	0.1	0.1
522	Woking - Goldsworth (east)	19.2	17.7	1.3	0.2	-0.4	-0.3	0.0	0.0
524	Woking - Carthouse Lane	2.1	1.9	0.1	0.0	-30.9	-28.4	-2.2	-0.3
525	Woking - Carthouse Lane	24.7	22.8	1.7	0.2	2.3	2.2	0.1	-0.1
		2,634	**2,394**	**203**	**37**	**1,844**	**1,616**	**189**	**38**

Table 3.6: Estimated additional departures and arrivals in the AM peak hour (0800 – 0900) for Scenario D for 2005 – 2026 by vehicle type for the proposed developments

3.4.6 *Figures 3.1* to *3.8* show the disposition of additional trips generated by WBC's planning data for both commercial and residential development sites for all zones within Woking. The additional trips are shown in percentage terms using pie charts. The areas of the pie charts are scaled to the zone containing the largest amount of additional trips. The plots are separated to show both departure and arrival trips. Separate plots are also provided for all four test scenarios: 2026 Scenarios A, B, C and D respectively.

3.4.7 *Figures 3.1* to *3.8* graphically display the information given in *Table 3.2* (proportion of arrivals and departures) on a zonal basis, for all zones within the Borough of

Woking. These plots are pictorial representations of the locations of where the additional trips generated by the planning data are to be located.

3.4.8 A strategic transport model operates on a zonal basis. Therefore it is not possible to allocate additional trips to specific links, but instead allocate trips to start or terminate to a central point within a zone. These central points are known as zone centroids (shown as asterisks along with the zone numbers in the figures), the zone centroids are connected to the modelled highway network via centroid connectors (light green links between the centroid and modelled network). Due to centroids being located in a central point in a zone, *Figures 3.1* to *3.8* show the pie for each zone located in a similar position to the centroid.

3.4.9 *Figures 3.1* to *3.4* indicate that in Scenario A and Scenario B, residential developments generate a greater amount of departure than arrival trips, whereas commercial developments generate a larger amount of arrival than departure trips. In a few zones, 100% of arrival trips are generated by commercial developments in both Scenarios A and B, specifically located at zones 274 and 275 (West Byfleet Town Centre and Woking Town Centre).

3.4.10 *Figures 3.5* to *3.8* (Scenario C and D) are almost identical to *Figures 3.3* and *3.4* (Scenario B). The only difference between the Scenario B figures and Scenario C and D figures is an increase in trips in zone 469 (Worplesdon Station and Sutton Green) due to residential developments proposed on greenbelt land. Therefore the only difference between the figures for Scenario C and D is the increased amount of residential dwellings, 350 dwellings in Scenario C and 500 dwellings in Scenario D.

3.4.11 The general trend shown by *Figures 3.1* to *3.8* is that the residential developments are most prominent in the departure trips and commercial developments contribute most to the arrival trips, in the AM peak hour. This trend is to be expected as most people depart (originate) from their place of residence in the AM peak hour and arrive (destined) to their place of work.

3.4.12 *Figures 3.1* to *3.8* show that the two zones in the Borough of Woking that have the largest amount of additional trips, (both departures and arrivals), in all four scenarios are zones 274 and 275, (West Byfleet Town Centre and Woking Town Centre). Another trend to note that is prominent in all four scenarios is that a greater amount of additional trips is present in the northern half of the borough, when compared to the southern half.

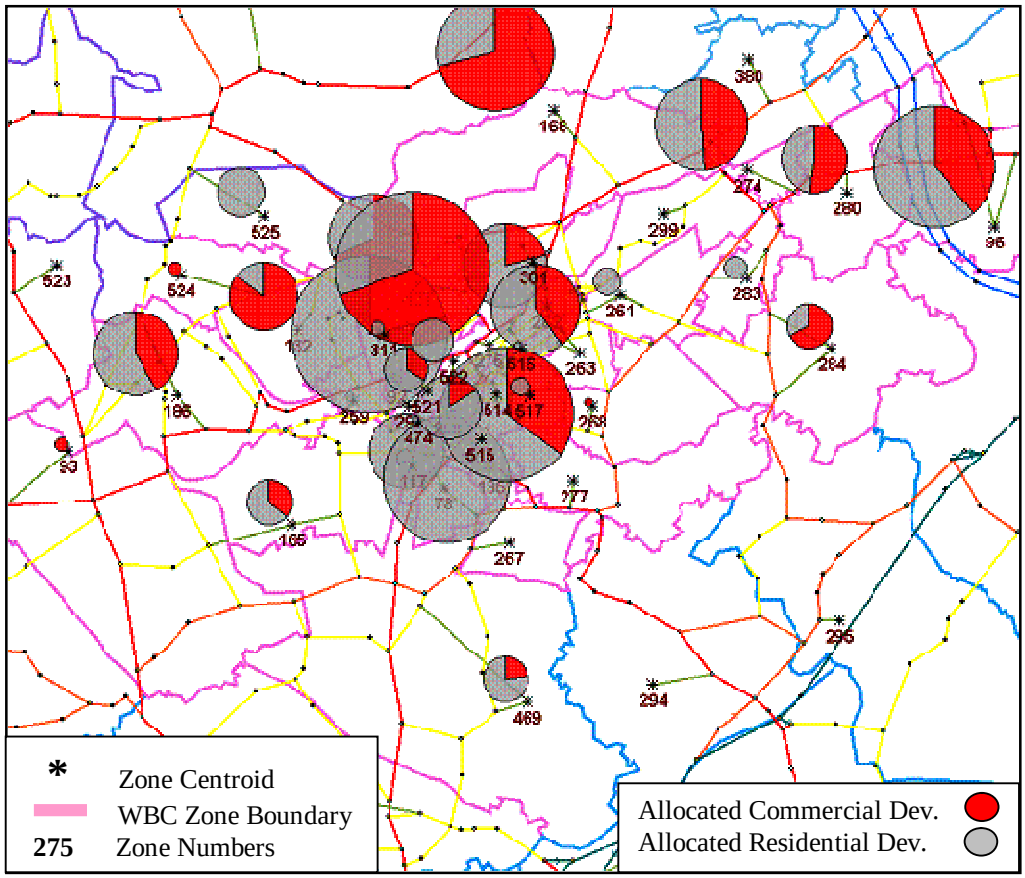


Figure 3.1: 2026 Scenario A disposition of development growth by departures *(see paragraph 3.4.6 onwards for greater explanation of figure)*

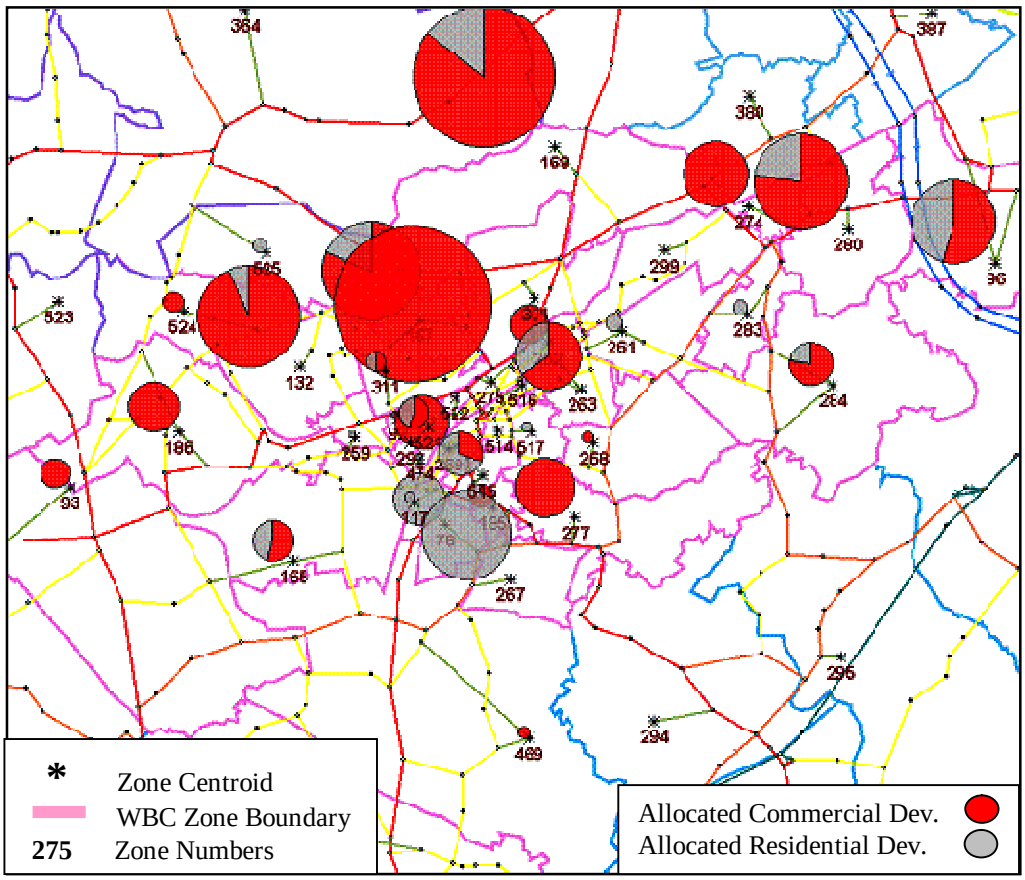


Figure 3.2: 2026 Scenario A disposition of growth by arrivals *(see paragraph 3.4.6 onwards for greater explanation of figure)*

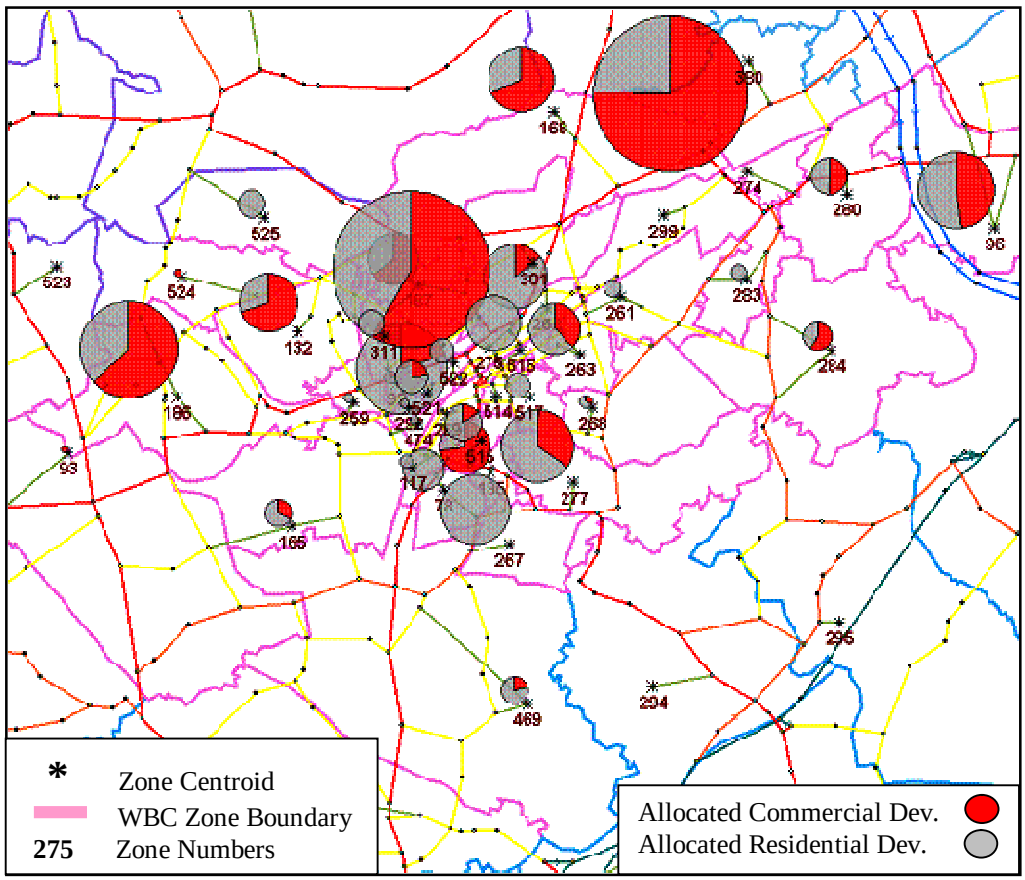


Figure 3.3: 2026 Scenario B disposition of growth by departures *(see paragraph 3.4.6 onwards for greater explanation of figure)*

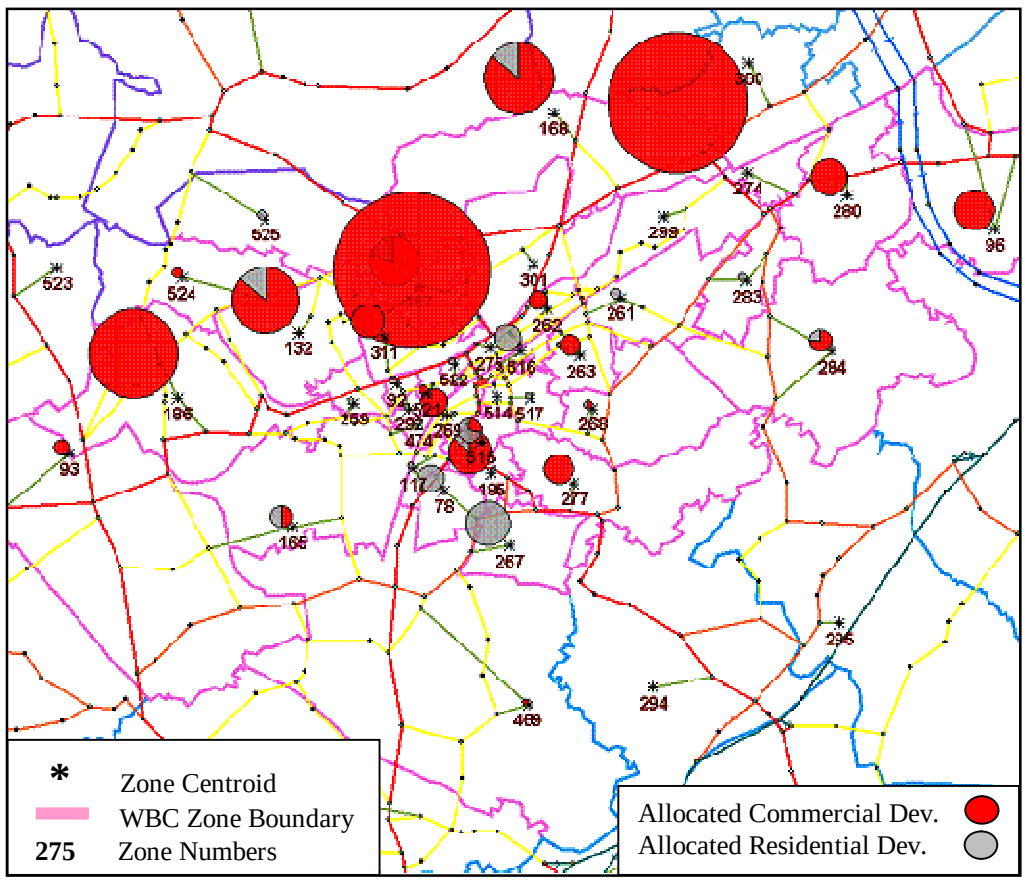


Figure 3.4: 2026 Scenario B disposition of growth by arrivals *(see paragraph 3.4.6 onwards for greater explanation of figure)*

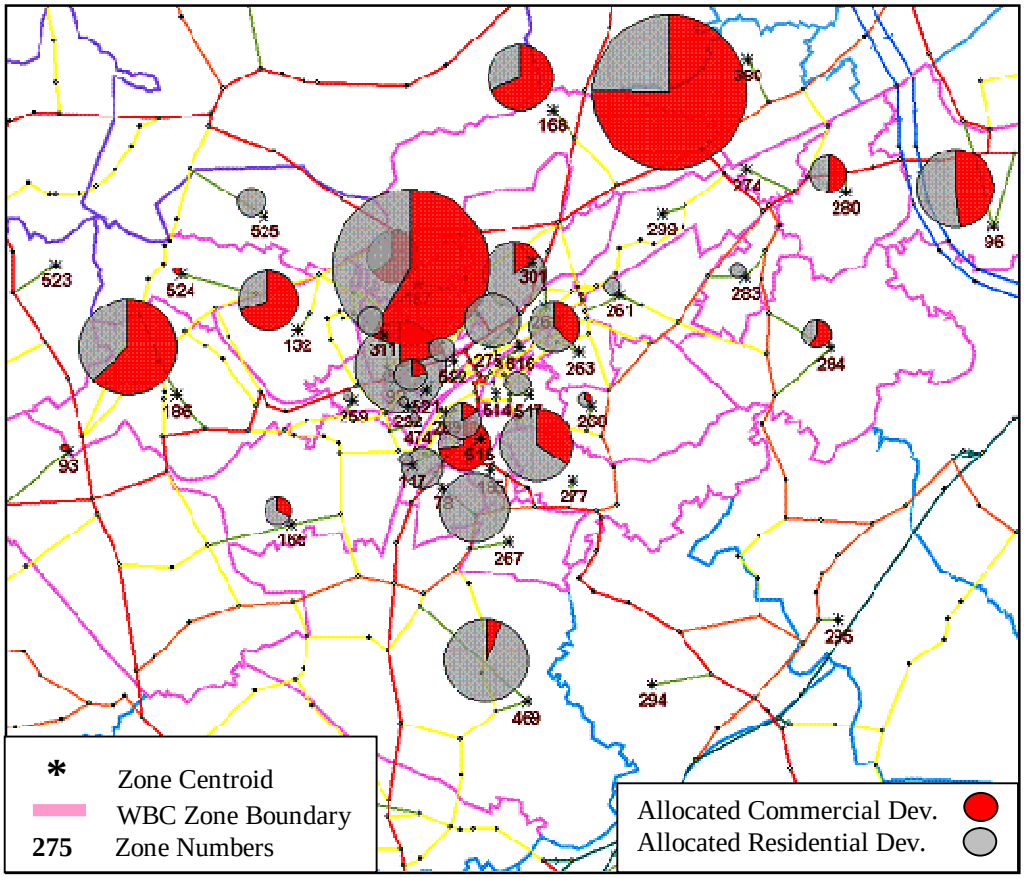


Figure 3.5: 2026 Scenario C disposition of growth by departures *(see paragraph 3.4.6 onwards for greater explanation of figure)*

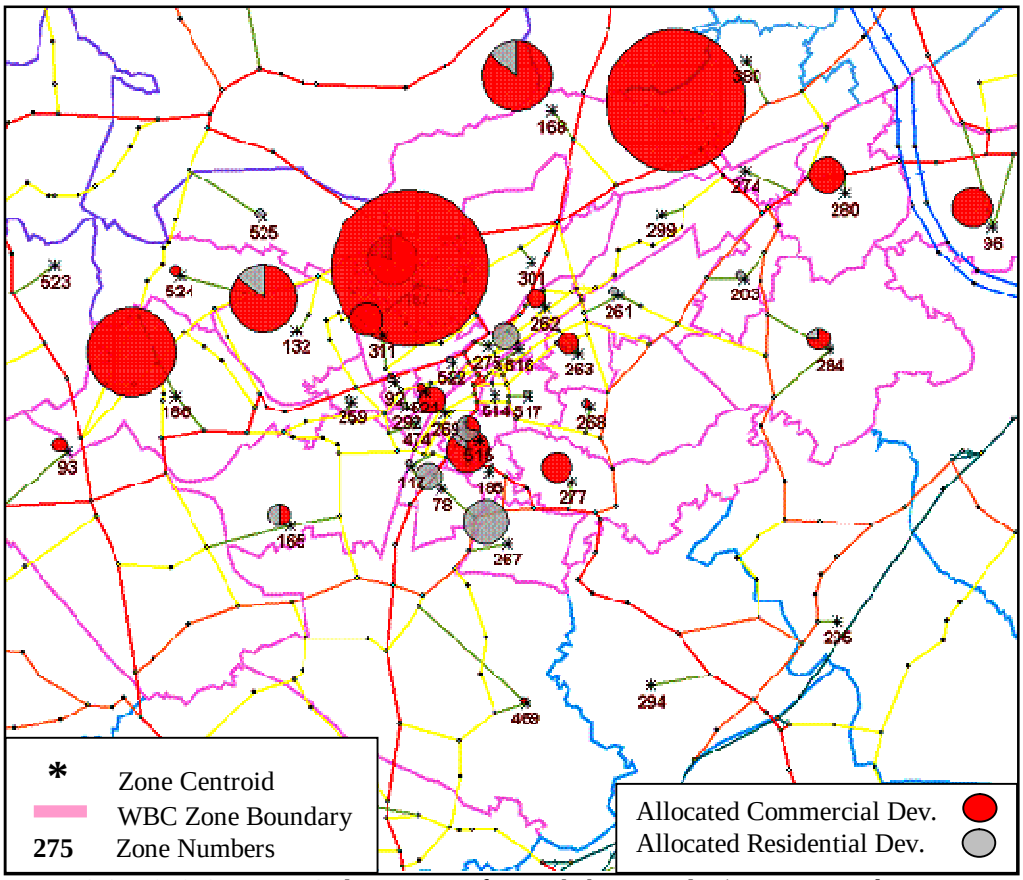


Figure 3.6: 2026 Scenario C disposition of growth by arrivals *(see paragraph 3.4.6 onwards for greater explanation of figure)*

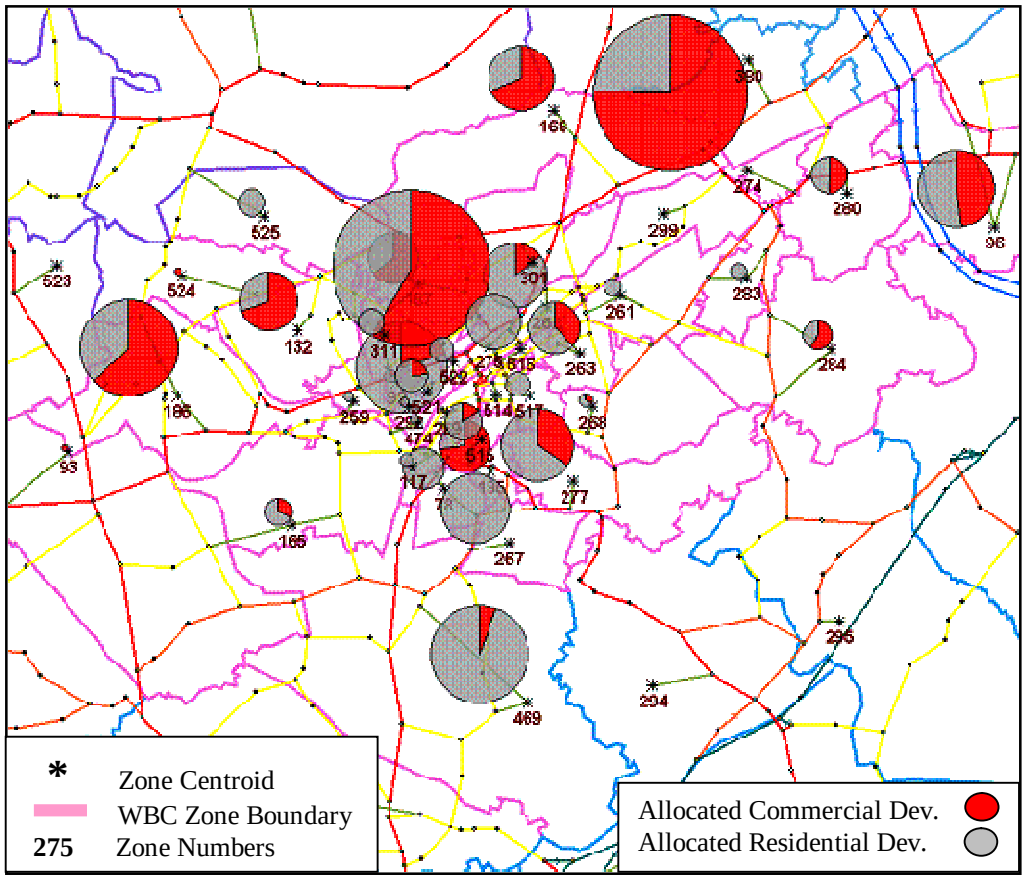


Figure 3.7: 2026 Scenario D disposition of growth by departures *(see paragraph 3.4.6 onwards for greater explanation of figure)*

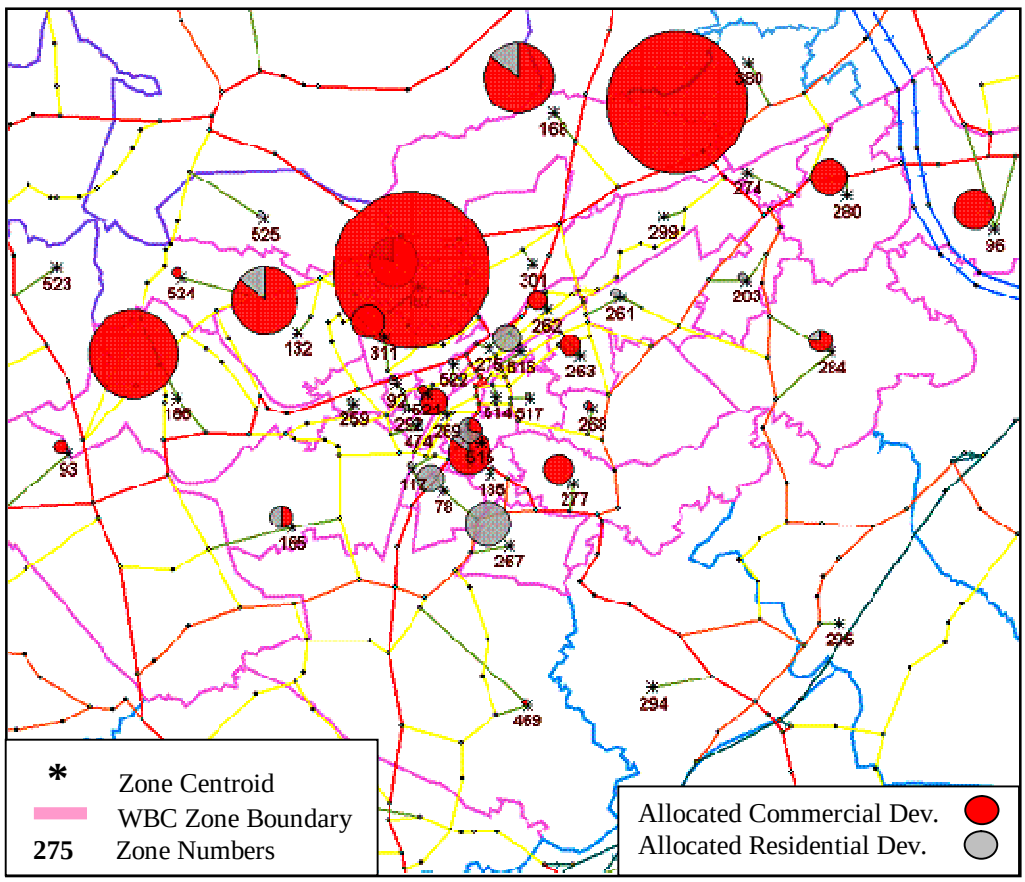


Figure 3.8: 2026 Scenario D disposition of growth by arrivals *(see paragraph 3.4.6 onwards for greater explanation of figure)*

3.4.13 Trip ends are the total number of trips that either have an origin (origin trip ends) or destination (destination trip ends) within the defined modelled zone.

3.4.14 The model base year is 2005. Trip ends from the 2005 matrix (reference 2005_Wok, a derivative of SINTRAM Ref 2005_RB_MV_GU_WK) were extracted from zones within the Borough of Woking. These were combined with the DfT's TEMPRO forecasts of growth factors for the "background growth" (e.g. changes in demographics and car ownership) between 2005 and 2026 in the Borough of Woking. Areas outside of the study area were factored to 2026 forecast levels. This resulted in the creation of the 2026 Do-Minimum matrix.

3.4.15 2026 forecast matrices were created using the Woking 2026 Do-Minimum matrix and combining this matrix with the new estimated trip ends generated from WBC planning data (see *Tables 3.3* to *3.6*). The development trip ends were distributed using a growth factor method. This process was initially performed for Scenario A and again for Scenarios B, C and D. However, to create Scenario B, Scenario A was used as the starting point instead of the 2026 Do-Minimum (refer to *Section 4* for more detail) and to create Scenario C and D, Scenario B was used as the starting point, for both scenarios. The creation of multiple scenarios enables comparisons and reference cases to be used, providing the results with more relevance. The 2026 Do-Minimum acts as a reference case for Scenario A, Scenario A a reference case for Scenario B, Scenario B a reference case for Scenario C and Scenario C a reference case for Scenario D.

3.4.16 *Tables 3.7* and *3.8* displays trip ends for the 2005 base, the 2026 Do-Minimum and the four forecast scenarios (2026 Scenario A, B, C and D).

3.4.17 Due to a growth factor method being used to combine the new trip ends produced from WBC's planning data with the 2026 Do-Minimum, extra growth is caused to occur as well as the additional trip ends. These differences can be seen from comparing *Tables 3.3* to *3.6* with *3.7 and 3.8*. Therefore the growth factor method allows a more representative method of forecasting.

Zone No	2005	2026 Do-Minimum	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D	Do-Min - 2005	Scen A - Do-Min	Scen B - Scen A	Scen C - Scen B	Scen D - Scen C
78	180	179	232	236	236	237	-1	53	4	0	1
92	56	56	53	55	55	55	0	-3	2	0	0
93	254	252	252	257	257	257	-2	0	5	0	0
96	866	863	935	967	969	970	-3	72	32	2	1
117	66	65	68	70	71	71	-1	3	2	1	0
132	623	620	652	689	690	691	-3	32	37	1	1
165	206	205	216	220	220	220	-1	11	4	0	0
167	289	287	332	337	337	338	-2	45	5	0	1
168	181	179	256	261	261	262	-2	77	5	0	1
185	340	339	343	395	395	396	-1	4	52	0	1
186	979	975	1008	1147	1150	1151	-4	33	139	3	1
259	185	184	185	189	190	190	-1	1	4	1	0
261	212	212	218	223	224	224	0	6	5	1	0
262	121	120	164	224	224	225	-1	44	60	0	1
263	235	234	271	282	283	283	-1	37	11	1	0
267	146	146	298	304	304	305	0	152	6	0	1
268	110	110	111	115	115	115	0	1	4	0	0
269	362	361	516	550	551	551	-1	155	34	1	0
274	224	223	263	728	729	730	-1	40	465	1	1
275	11	11	140	432	433	433	0	129	292	1	0
277	415	413	507	513	514	514	-2	94	6	1	0
280	240	240	260	263	264	264	0	20	3	1	0
283	185	184	189	193	193	193	-1	5	4	0	0
284	178	176	187	191	192	192	-2	11	4	1	0
292	53	53	53	56	56	56	0	0	3	0	0
299	208	207	147	188	188	188	-1	-60	41	0	0
301	228	228	168	173	173	173	0	-60	5	0	0
311	316	315	315	376	377	377	-1	0	61	1	0
469	315	312	324	329	515	596	-3	12	5	186	81
474	48	47	48	51	51	51	-1	1	3	0	0
514	242	242	237	249	250	250	0	-5	12	1	0
515	273	272	300	304	304	305	-1	28	4	0	1
516	60	60	60	163	163	163	0	0	103	0	0
517	156	156	159	176	176	176	0	3	17	0	0
521	22	22	31	43	43	43	0	9	12	0	0
522	24	24	41	43	43	43	0	17	2	0	0
524	28	28	27	30	30	30	0	-1	3	0	0
525	25	24	46	50	50	50	-1	22	4	0	0
	8,662	**8,624**	**9,612**	**11,072**	**11,276**	**11,368**	**-38**	**988**	**1,460**	**204**	**92**

Table 3.7: 2026 AM peak (0800 – 0900) origin trip ends for all vehicle types and all forecast scenarios

Zone No	2005	2026 Do-Minimum	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D	Do-Min - 2005	Scen A - Do-Min	Scen B - Scen A	Scen C - Scen B	Scen D - Scen C
78	4	4	28	29	29	29	0	24	1	0	0
92	35	35	16	18	18	18	0	-19	2	0	0
93	157	154	154	154	154	154	-3	0	0	0	0
96	843	832	899	968	974	977	-11	67	69	6	3
117	2	2	2	3	3	3	0	0	1	0	0
132	432	426	503	543	543	543	-6	77	40	0	0
165	51	51	58	59	59	59	0	7	1	0	0
167	300	297	370	397	400	402	-3	73	27	3	2
168	90	89	218	220	220	220	-1	129	2	0	0
185	74	75	82	138	139	139	1	7	56	1	0
186	606	607	626	900	903	904	1	19	274	3	1
259	68	68	68	69	69	69	0	0	1	0	0
261	470	470	473	475	475	475	0	3	2	0	0
262	466	468	485	438	440	441	2	17	-47	2	1
263	446	448	497	509	513	515	2	49	12	4	2
267	98	98	163	165	165	165	0	65	2	0	0
268	92	93	99	108	109	109	1	6	9	1	0
269	177	176	159	131	131	131	-1	-17	-28	0	0
274	172	173	152	774	775	776	1	-21	622	1	1
275	181	181	386	911	911	911	0	205	525	0	0
277	676	678	701	753	761	764	2	23	52	8	3
280	203	203	252	241	241	241	0	49	-11	0	0
283	258	258	267	277	278	279	0	9	10	1	1
284	382	382	405	423	426	427	0	23	18	3	1
292	33	33	34	37	37	37	0	1	3	0	0
299	473	474	374	412	412	412	1	-100	38	0	0
301	298	300	184	197	199	200	2	-116	13	2	1
311	333	333	352	402	406	407	0	19	50	4	1
469	30	30	29	31	86	110	0	-1	2	55	24
474	11	11	10	11	11	11	0	-1	1	0	0
514	233	232	210	184	184	184	-1	-22	-26	0	0
515	36	35	45	46	46	46	-1	10	1	0	0
516	75	75	76	102	102	102	0	1	26	0	0
517	201	200	203	205	205	205	-1	3	2	0	0
521	15	16	20	14	14	14	1	4	-6	0	0
522	84	83	82	83	83	83	-1	-1	1	0	0
524	22	22	1	2	2	2	0	-21	1	0	0
525	17	17	19	19	19	19	0	2	0	0	0
	8,144	**8,129**	**8,702**	**10,448**	**10,542**	**10,583**	**-15**	**573**	**1,746**	**94**	**41**

Table 3.8: 2026 AM peak (0800 – 0900) destination trip ends for all vehicle types and all forecast scenarios

4 FORECAST MATRICES

4.1 Do-Minimum Forecast

4.1.1 In order to assess the effects of the additional residential and commercial developments provided by WBC in the forecast year of 2026, it is useful to have a reference case, which for this assessment is provided by the 2026 Do-Minimum.

4.1.2 The 2026 Do-Minimum highway network does not include any future highway alterations or improvements between 2005 and 2026; it is therefore the same as the 2005 base highway network.

4.1.3 The 2026 Do-Minimum trip matrix includes background growth between the base year (2005) and the forecast year (2026) for the Woking borough trips only (internal, internal to external and external to internal trips). Growth factors to create the background growth were sourced from the DfT's TEMPRO database (V5.4). All other external trips in the matrix grow at rates forecast by TEMPRO from 2005 to 2026. The distribution of these 2026 trip ends was completed using the furness method to balance the matrix.

4.1.4 A comparison between the 2026 Do-Minimum and the 2005 base will therefore show the impact of growth in traffic from the "Rest of Britain," while growth within the borough will represent background growth only.

4.1.5 The ratio difference in trips, in the Borough of Woking, between the 2005 base matrix and 2026 Do-Minimum matrix is 0.996 for origin trips and 0.998 for destination trips. This is a minimal amount and justifies the reasoning for deciding not to include background growth in the trip rates extracted from the TRICS database for WBC's planning data.

4.2 2026 Do-Something Forecasts

4.2.1 Forecast matrices for Scenarios A, B, C and D were obtained following the procedure outlined in *Figure 4.1*. No changes were made to the highway network.

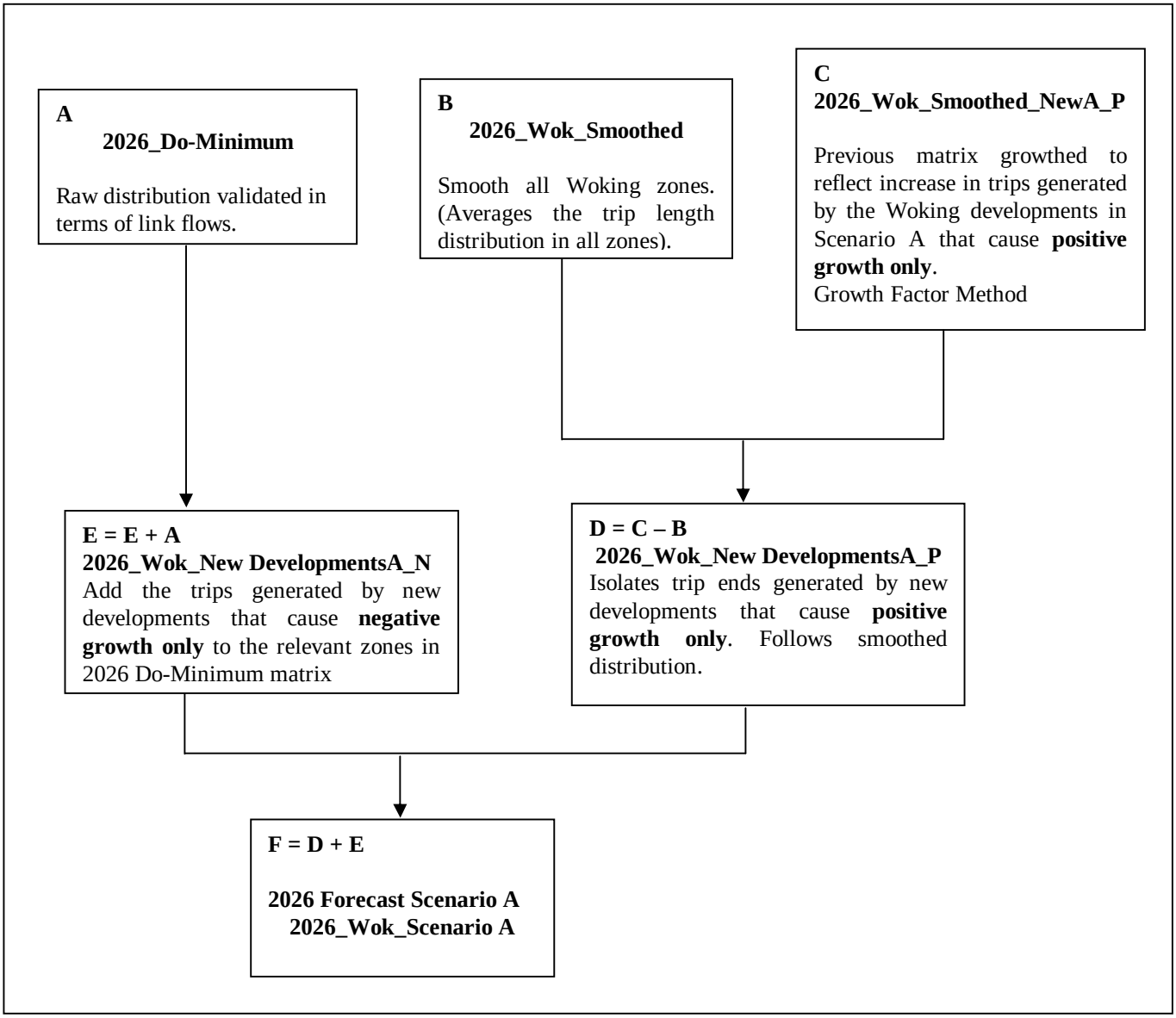


Figure 4.1: Processes undertaken to create the forecast matrix for Scenario A

N.B. The same process was used to create Scenario B but using Scenario A as the starting point, instead of the Do-Minimum. To create Scenario C and D, Scenario B was used as the starting point.

4.2.2 The trip ends in the Woking zones are smoothed in the 2026 Do-Minimum matrix to allow the new trip ends to follow a more representative distribution. A smoothed distribution refers to the origin and destination trip ends being averaged for a selected area (i.e. the Borough of Woking).

4.2.3 The new trips derived from WBC's planning data follows this smoothed distribution but has been added to the original raw distribution of the SINTRAM model. Raw distribution is lumpy but validates well in terms of link flows. Combining the two types of distribution enables a more robust forecast.

4.2.4 The 2005 base matrix travel demand total for the morning peak hour (0800 – 0900) is 1,762,798 trips. *Table 4.1* shows the matrix totals and absolute and percentage differences between the modelled 2026 future scenarios and the base year.

Scenario	Borough Internal Trips	Abs. Diff (Base)	% Diff (Base)	Matrix Total	Abs. Diff (Base)	% Diff (Base)
2005 Base	2,125			1,762,798		
2026 Do-Minimum	1,917	-208	-9.8%	2,078,216	315,418	17.9%
2026 Scenario A	2,128	4	0.2%	2,079,525	316,727	18.0%
2026 Scenario B	2,506	381	17.9%	2,082,193	319,395	18.1%
2026 Scenario C	2,571	446	21.0%	2,082,429	319,631	18.1%
2026 Scenario D	2,599	474	22.3%	2,082,530	319,732	18.1%

Table 4.1: AM Peak Aggregated matrix totals

4.2.5 *Tables 4.2* to *4.7* show the aggregated Car, LGV and HGV matrices for each modelled scenario. The matrices have been further aggregated into 7 sectors covering geographic areas, for each borough or district in Surrey, neighbouring counties and London boroughs and other areas of the county.

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**2,125**	1,372	2,517	894	219	1,518	2	**8,645**
East Surrey	1,678	18,663	4,734	15,968	7,634	2,163	13	50,853
West Surrey	2,744	4,636	15,829	8,525	1,974	14,326	31	48,064
London	26	14,022	4,594	320,021	9,786	18,782	11,164	378,396
Kent / Sussex	104	6,076	1,219	13,869	199,981	7,957	192	229,398
Home Counties	779	1,327	11,879	25,766	9,177	339,860	41,073	429,861
Rest of Britain	0	46	329	16,898	708	44,308	555,291	617,581
{All}	**7,456**	46,142	41,100	401,941	229,478	428,914	607,767	**1,762,798**

Table 4.2: 2005 Base Aggregated Matrix Totals (7 Sectors)

Note:
Woking Intra Borough AM Trips = 2,125
External to Borough Trips = 7,456 – 2,125 = 5,331
Borough to External Trips = 8,645 – 2,125 = 6,520
Total (All) = 1,762,798

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**1,917**	1,547	2,673	774	213	1,482	2	**8,608**
East Surrey	1,829	24,000	5,536	17,909	8,858	2,535	14	60,681
West Surrey	2,772	5,907	18,747	9,164	2,228	16,220	33	55,070
London	27	18,872	5,656	384,832	11,931	23,168	13,824	458,309
Kent / Sussex	106	8,015	1,479	15,748	235,749	9,102	194	270,392
Home Counties	801	1,656	14,262	28,402	10,782	400,774	49,766	506,443
Rest of Britain	0	68	495	19,036	916	53,201	644,996	718,713
{All}	**7,451**	60,065	48,848	475,865	270,677	506,482	708,827	**2,078,216**

Table 4.3: 2026 Do-Minimum Aggregated Matrix Totals (7 Sectors)

Note:
Woking Intra Borough AM Trips = 1,917
External to Borough Trips = 7,451 – 1,917 = 5,534
Borough to External Trips = 8,608 – 1,917 = 6,691
Total (All) = 2,078,216

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**2,128**	1,728	2,989	864	237	1,647	2	**9,595**
East Surrey	1,935	24,000	5,536	17,909	8,858	2,535	14	60,786
West Surrey	2,934	5,907	18,747	9,164	2,228	16,220	33	55,232
London	28	18,872	5,656	384,832	11,931	23,168	13,824	458,311
Kent / Sussex	112	8,015	1,479	15,748	235,749	9,102	194	270,398
Home Counties	847	1,656	14,262	28,402	10,782	400,774	49,766	506,489
Rest of Britain	0	68	495	19,036	916	53,201	644,996	718,713
{All}	**7,984**	60,247	49,164	475,955	270,701	506,648	708,827	**2,079,525**

Table 4.4: 2026 Scenario A Aggregated Matrix Totals (7 Sectors)

Note:
Woking Intra Borough AM Trips = 2,128
External to Borough Trips = 7,984 – 2,128 = 5,856
Borough to External Trips = 9,595 – 2,128 = 7,467
Total (All) = 2,079,525

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**2,506**	1,980	3,428	988	270	1,876	2	**11,049**
East Surrey	2,332	24,000	5,536	17,909	8,858	2,535	14	61,184
West Surrey	3,543	5,907	18,747	9,164	2,228	16,220	33	55,841
London	34	18,872	5,656	384,832	11,931	23,168	13,824	458,317
Kent / Sussex	134	8,015	1,479	15,748	235,749	9,102	194	270,420
Home Counties	1,026	1,656	14,262	28,402	10,782	400,774	49,766	506,668
Rest of Britain	0	68	495	19,036	916	53,201	644,996	718,713
{All}	**9,576**	60,498	49,603	476,079	270,734	506,876	708,827	**2,082,193**

Table 4.5: 2026 Scenario B Aggregated Matrix Totals (7 Sectors)

Note:
Woking Intra Borough AM Trips = 2,506
External to Borough Trips = 9,576– 2,506 = 7,070
Borough to External Trips = 11,049 – 2,506 = 8,543
Total (All) = 2,082,193

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**2,571**	2,013	3,486	1,004	275	1,907	2	**11,258**
East Surrey	2,341	24,000	5,536	17,909	8,858	2,535	14	61,193
West Surrey	3,557	5,907	18,747	9,164	2,228	16,220	33	55,855
London	35	18,872	5,656	384,832	11,931	23,168	13,824	458,317
Kent / Sussex	134	8,015	1,479	15,748	235,749	9,102	194	270,421
Home Counties	1,030	1,656	14,262	28,402	10,782	400,774	49,766	506,672
Rest of Britain	0	68	495	19,036	916	53,201	644,997	718,713
{All}	**9,668**	60,531	49,661	476,095	270,739	506,907	708,827	**2,082,429**

Table 4.6: 2026 Scenario C Aggregated Matrix Totals (7 Sectors)

Note:
Woking Intra Borough AM Trips = 2,571
External to Borough Trips = 9,668– 2,571 = 7,097
Borough to External Trips = 11,258 – 2,571 = 8,687
Total (All) = 2,082,429

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**2,599**	2,028	3,512	1,011	277	1,920	2	**11,347**
East Surrey	2,345	24,000	5,536	17,909	8,858	2,535	14	61,197
West Surrey	3,563	5,907	18,747	9,164	2,228	16,220	33	55,861
London	35	18,872	5,656	384,832	11,931	23,168	13,824	458,317
Kent / Sussex	134	8,015	1,479	15,748	235,749	9,102	194	270,421
Home Counties	1,032	1,656	14,262	28,402	10,782	400,774	49,766	506,674
Rest of Britain	0	68	495	19,036	916	53,201	644,997	718,713
{All}	**9,708**	60,546	49,686	476,103	270,741	506,920	708,827	**2,082,530**

Table 4.7: 2026 Scenario D Aggregated Matrix Totals (7 Sectors)

Note:
Woking Intra Borough AM Trips = 2,599
External to Borough Trips = 9,708– 2,599 = 7,109
Borough to External Trips = 11,347 – 2,599 = 8,748
Total (All) = 2,082,530

4.3 Motorway and Trunk Road Select Link Matrices

4.3.1 The impact of the new commercial and residential developments on the motorways and trunk roads was investigated by undertaking "select link" analyses of the strategic links of interest to Woking. The analysis uses the SINTRAM model to reveal origins and destinations of all traffic using a particular link or selection of links. These results have been tabulated below in terms of summary tables (matrices) showing these movements from and to the Borough of Woking and neighbouring geographical regions.

4.3.2 The analysis was carried out on the two areas of the strategic road network surrounding the Borough of Woking: the A3 and M25. Within the A3 two stretches of the road were analysed, north and south the M25 Junction 10 Wisley Interchange. A select link analysis was conducted on the A3 between the M25 Junction 10 (Wisley Interchange) and the Painshill Junction, north of the Wisley Interchange. The stretch of the A3 analysed south of the Wisley Interchange, was between the Burntcommon and Ripley Junctions. Within the M25 the following stretches of motorway between the stated junctions were assessed by a select link analysis: M25 Junction 9 – 10, M25 Junction 10 – 11 and M25 Junction 11 – 12.

4.3.3 *Tables 4.8* to *4.37* show the aggregated Car, LGV and HGV matrices for traffic using the local strategic road network for all future scenarios as well as the base year and the Do-Minimum. The matrices have been further aggregated into Woking sectors and neighbouring geographical regions. All results are for the morning AM peak hour.

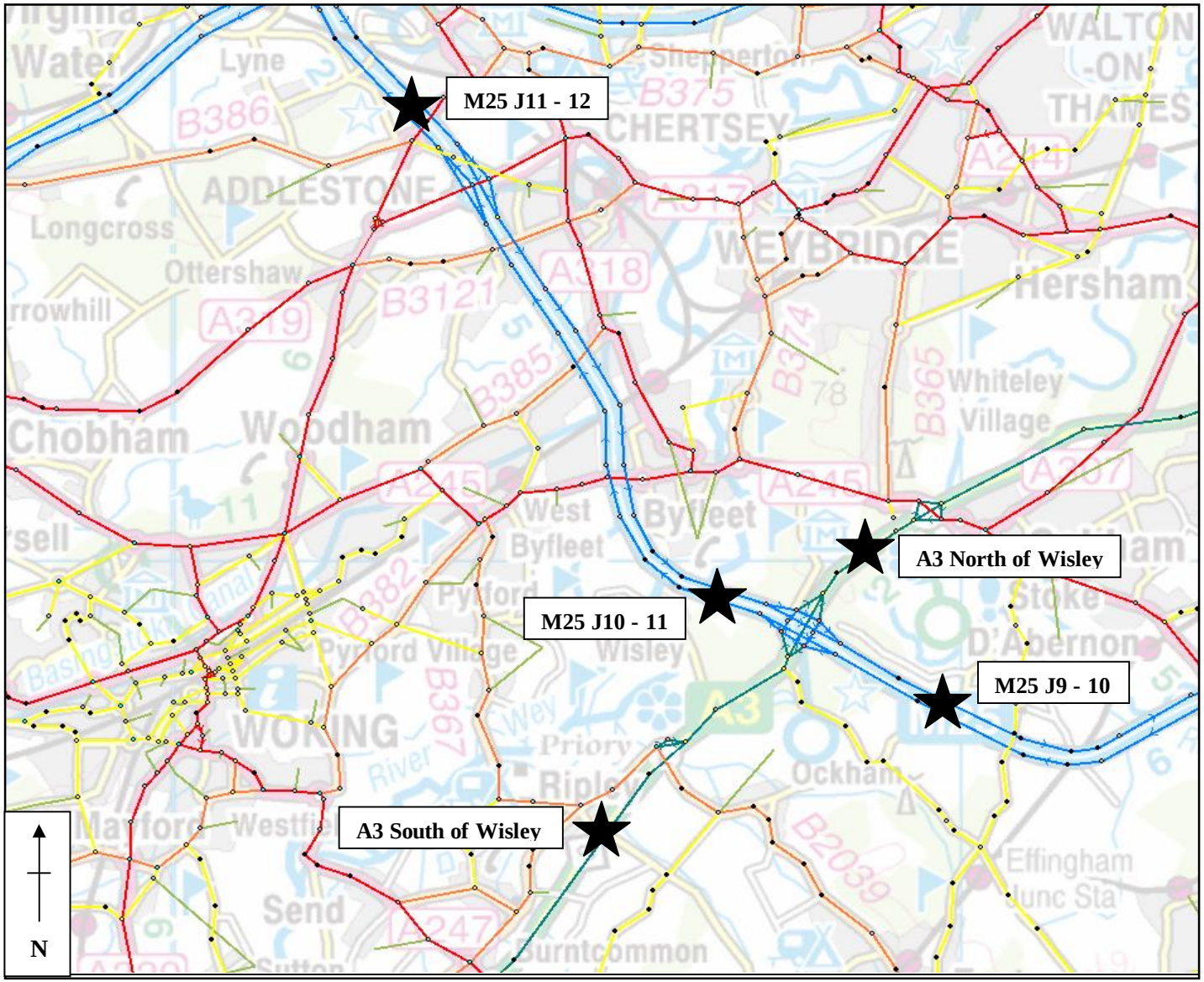


Figure 4.2: Location of Motorway Select Link Analyses

Select Link Analysis: A3 between Wisley Interchange and Painshill Junction

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**1**	86	11	28	19	4	0	**150**
East Surrey	124	0	0	0	0	0	0	124
West Surrey	16	0	0	0	0	0	0	16
London	2	0	0	0	0	0	0	2
Kent / Sussex	18	0	0	0	0	0	0	18
Home Counties	7	0	0	0	0	0	0	7
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**167**	86	11	28	19	4	0	**316**

Table 4.8: 2005 Base, select link analysis of A3 Wisley Interchange to Painshill Junction

Woking Intra Borough AM Trips = 1
External to Borough Trips = 167 – 1 = 166
Borough to External Trips = 150 – 1 = 149
Total (All) = 316

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	99	12	24	24	3	0	**163**
East Surrey	95	0	0	0	0	0	0	95
West Surrey	15	0	0	0	0	0	0	15
London	2	0	0	0	0	0	0	2
Kent / Sussex	14	0	0	0	0	0	0	14
Home Counties	7	0	0	0	0	0	0	7
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**133**	99	12	24	24	3	0	**295**

Table 4.9: 2026 Do-Minimum, select link analysis of A3 Wisley Interchange to Painshill Junction

Woking Intra Borough AM Trips = 0
External to Borough Trips = 133 – 0 = 133
Borough to External Trips = 163 – 0 = 163
Total (All) = 295

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**1**	118	14	30	26	5	0	**194**
East Surrey	93	0	0	0	0	0	0	93
West Surrey	18	0	0	0	0	0	0	18
London	2	0	0	0	0	0	0	2
Kent / Sussex	15	0	0	0	0	0	0	15
Home Counties	8	0	0	0	0	0	0	8
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**135**	118	14	30	26	5	0	**329**

Table 4.10: 2026 Scenario A, select link analysis of A3 Wisley Interchange to Painshill Junction

Woking Intra Borough AM Trips = 1
External to Borough Trips = 135 – 1 = 134
Borough to External Trips = 194 – 1 = 193
Total (All) = 329

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**1**	150	18	37	24	9	0	**239**
East Surrey	114	0	0	0	0	0	0	114
West Surrey	19	0	0	0	0	0	0	19
London	2	0	0	0	0	0	0	2
Kent / Sussex	15	0	0	0	0	0	0	15
Home Counties	10	0	0	0	0	0	0	10
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**162**	150	18	37	24	9	0	**400**

Table 4.11: 2026 Scenario B, select link analysis of A3 Wisley Interchange to Painshill Junction

Woking Intra Borough AM Trips = 1
External to Borough Trips = 162 – 1 = 161
Borough to External Trips = 239 – 1 = 238
Total (All) = 400

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**1**	154	18	37	28	9	0	**247**
East Surrey	127	0	0	0	0	0	0	127
West Surrey	22	0	0	0	0	0	0	22
London	2	0	0	0	0	0	0	2
Kent / Sussex	15	0	0	0	0	0	0	15
Home Counties	12	0	0	0	0	0	0	12
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**179**	154	18	37	28	9	0	**426**

Table 4.12: 2026 Scenario C, select link analysis of A3 Wisley Interchange to Painshill Junction

Woking Intra Borough AM Trips = 1
External to Borough Trips = 179 – 1 = 178
Borough to External Trips = 247 – 1 = 246
Total (All) = 426

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**1**	162	16	38	27	9	0	**255**
East Surrey	117	0	0	0	0	0	0	117
West Surrey	24	0	0	0	0	0	0	24
London	2	0	0	0	0	0	0	2
Kent / Sussex	15	0	0	0	0	0	0	15
Home Counties	12	0	0	0	0	0	0	12
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**172**	162	16	38	27	9	0	**426**

Table 4.13: 2026 Scenario D, select link analysis of A3 Wisley Interchange to Painshill Junction

Woking Intra Borough AM Trips = 1
External to Borough Trips = 172 – 1 = 171
Borough to External Trips = 255 – 1 = 254
Total (All) = 426

Select Link Analysis: A3 between Burntcommon to Ripley Junctions

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**1**	55	13	35	38	29	0	**171**
East Surrey	40	0	0	0	0	0	0	40
West Surrey	15	0	0	0	0	0	0	15
London	1	0	0	0	0	0	0	1
Kent / Sussex	5	0	0	0	0	0	0	5
Home Counties	3	0	0	0	0	0	0	3
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**65**	55	13	35	38	29	0	**235**

Table 4.14: 2005 Base, select link analysis of A3 Burntcommon to Ripley Junctions

Woking Intra Borough AM Trips = 1
External to Borough Trips = 65 – 1 = 64
Borough to External Trips = 171 – 1 = 170
Total (All) = 235

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	57	13	25	36	21	0	**152**
East Surrey	37	0	0	0	0	0	0	37
West Surrey	14	0	0	0	0	0	0	14
London	0	0	0	0	0	0	0	0
Kent / Sussex	6	0	0	0	0	0	0	6
Home Counties	2	0	0	0	0	0	0	2
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**59**	57	13	25	36	21	0	**211**

Table 4.15: 2026 Do-Minimum, select link analysis of A3 Burntcommon to Ripley Junctions

Woking Intra Borough AM Trips = 0
External to Borough Trips = 59 – 0 = 59
Borough to External Trips = 152 – 0 = 152
Total (All) = 211

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**1**	69	16	34	45	27	0	**191**
East Surrey	42	0	0	0	0	0	0	42
West Surrey	16	0	0	0	0	0	0	16
London	0	0	0	0	0	0	0	0
Kent / Sussex	7	0	0	0	0	0	0	7
Home Counties	2	0	0	0	0	0	0	2
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**68**	69	16	34	45	27	0	**257**

Table 4.16: 2026 Scenario A, select link analysis of A3 Burntcommon to Ripley Junctions

Woking Intra Borough AM Trips = 1
External to Borough Trips = 68 – 1 = 67
Borough to External Trips = 191 – 1 = 190
Total (All) = 257

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**1**	89	19	38	56	39	0	**242**
East Surrey	51	0	0	0	0	0	0	51
West Surrey	18	0	0	0	0	0	0	18
London	1	0	0	0	0	0	0	1
Kent / Sussex	8	0	0	0	0	0	0	8
Home Counties	3	0	0	0	0	0	0	3
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**80**	89	19	38	56	39	0	**321**

Table 4.17: 2026 Scenario B, select link analysis of A3 Burntcommon to Ripley Junctions

Woking Intra Borough AM Trips = 1
External to Borough Trips = 80 – 1 = 79
Borough to External Trips = 242 – 1 = 241
Total (All) = 321

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**1**	105	22	50	60	50	0	**288**
East Surrey	51	0	0	0	0	0	0	51
West Surrey	21	0	0	0	0	0	0	21
London	1	0	0	0	0	0	0	1
Kent / Sussex	8	0	0	0	0	0	0	8
Home Counties	3	0	0	0	0	0	0	3
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**84**	105	22	50	60	50	0	**371**

Table 4.18: 2026 Scenario C, select link analysis of A3 Burntcommon to Ripley Junctions

Woking Intra Borough AM Trips = 1
External to Borough Trips = 84 – 1 = 83
Borough to External Trips = 288 – 1 = 287
Total (All) = 371

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**1**	116	20	56	63	55	0	**312**
East Surrey	52	0	0	0	0	0	0	52
West Surrey	23	0	0	0	0	0	0	23
London	0	0	0	0	0	0	0	0
Kent / Sussex	7	0	0	0	0	0	0	7
Home Counties	4	0	0	0	0	0	0	4
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**87**	116	20	56	63	55	0	**397**

Table 4.19: 2026 Scenario D, select link analysis of A3 Burntcommon to Ripley Junctions

Woking Intra Borough AM Trips = 1
External to Borough Trips = 807– 1 = 86
Borough to External Trips = 312 – 1 = 311
Total (All) = 397

Select Link Analysis: M25 between Junctions 9 and 10

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	27	0	2	137	0	0	**166**
East Surrey	98	0	0	0	0	0	0	99
West Surrey	0	0	0	0	0	0	0	1
London	0	0	0	0	0	0	0	1
Kent / Sussex	60	0	0	0	0	0	0	60
Home Counties	0	0	0	0	0	0	0	1
Rest of Britain	0	0	0	0	0	0	0	1
{All}	**158**	27	1	3	137	1	1	**327**

Table 4.20: 2005 Base, select link analysis of M25 Junctions 9 - 10

Woking Intra Borough AM Trips = 0
External to Borough Trips = 158 – 0 = 158
Borough to External Trips = 166 – 0 = 166
Total (All) = 327

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	36	0	3	153	0	0	**192**
East Surrey	84	0	0	0	0	0	0	85
West Surrey	0	0	0	0	0	0	0	1
London	0	0	0	0	0	0	0	1
Kent / Sussex	66	0	0	0	0	0	0	66
Home Counties	0	0	0	0	0	0	0	1
Rest of Britain	0	0	0	0	0	0	0	1
{All}	**150**	36	1	3	154	1	1	**346**

Table 4.21: 2026 Do-Minimum, select link analysis of M25 Junctions 9 - 10

Woking Intra Borough AM Trips = 0
External to Borough Trips = 150 – 0 = 150
Borough to External Trips = 192 – 0 = 192
Total (All) = 346

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	41	0	3	173	0	0	**217**
East Surrey	91	0	0	0	0	0	0	91
West Surrey	0	0	0	0	0	0	0	1
London	0	0	0	0	0	0	0	1
Kent / Sussex	69	0	0	0	0	0	0	70
Home Counties	0	0	0	0	0	0	0	1
Rest of Britain	0	0	0	0	0	0	0	1
{All}	**160**	41	1	4	174	1	1	**381**

Table 4.22: 2026 Scenario A, select link analysis of M25 Junctions 9 - 10

Woking Intra Borough AM Trips = 0
External to Borough Trips = 160 – 0 = 160
Borough to External Trips = 217 – 0 = 217
Total (All) = 381

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	47	0	3	196	0	0	**246**
East Surrey	117	0	0	0	0	0	0	118
West Surrey	0	0	0	0	0	0	0	1
London	0	0	0	0	0	0	0	1
Kent / Sussex	84	0	0	0	0	0	0	84
Home Counties	0	0	0	0	0	0	0	1
Rest of Britain	0	0	0	0	0	0	0	1
{All}	**201**	47	1	4	196	1	1	**450**

Table 4.23: 2026 Scenario B, select link analysis of M25 Junctions 9 - 10

Woking Intra Borough AM Trips = 0
External to Borough Trips = 201– 0 = 201
Borough to External Trips = 246 – 0 = 246
Total (All) = 450

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	50	0	3	205	0	0	**258**
East Surrey	113	0	0	0	0	0	0	113
West Surrey	0	0	0	0	0	0	0	1
London	0	0	0	0	0	0	0	1
Kent / Sussex	84	0	0	0	0	0	0	85
Home Counties	0	0	0	0	0	0	0	1
Rest of Britain	0	0	0	0	0	0	0	1
{All}	**197**	51	1	4	205	1	1	**459**

Table 4.24: 2026 Scenario C, select link analysis of M25 Junctions 9 - 10

Woking Intra Borough AM Trips = 0
External to Borough Trips = 197 – 0 = 197
Borough to External Trips = 258 – 0 = 258
Total (All) = 459

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	49	0	3	204	0	0	**257**
East Surrey	117	0	0	0	0	0	0	118
West Surrey	0	0	0	0	0	0	0	1
London	0	0	0	0	0	0	0	1
Kent / Sussex	84	0	0	0	0	0	0	85
Home Counties	0	0	0	0	0	0	0	1
Rest of Britain	0	0	0	0	0	0	0	1
{All}	**202**	50	1	4	205	1	1	**462**

Table 4.25: 2026 Scenario D, select link analysis of M25 Junctions 9 - 10

Woking Intra Borough AM Trips = 0
External to Borough Trips = 202– 0 = 202
Borough to External Trips = 257 – 0 = 257
Total (All) = 462

Select Link Analysis: M25 between Junctions 10 and 11

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	6	4	42	18	51	0	**121**
East Surrey	48	0	0	0	0	0	0	49
West Surrey	0	0	0	0	0	0	0	1
London	0	0	0	0	0	0	0	1
Kent / Sussex	24	0	0	0	0	0	0	24
Home Counties	6	0	0	0	0	0	0	6
Rest of Britain	0	0	0	0	0	0	0	1
{All}	**78**	6	5	43	18	52	1	**202**

Table 4.26: 2005 Base, select link analysis of M25 Junctions 10 - 11

Woking Intra Borough AM Trips = 0
External to Borough Trips = 78 – 0 = 78
Borough to External Trips = 121 – 0 = 121
Total (All) = 202

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	6	4	43	17	55	0	**126**
East Surrey	42	0	0	0	0	0	0	42
West Surrey	1	0	0	0	0	0	0	1
London	0	0	0	0	0	0	0	1
Kent / Sussex	22	0	0	0	0	0	0	22
Home Counties	8	0	0	0	0	0	0	9
Rest of Britain	0	0	0	0	0	0	0	1
{All}	**72**	7	4	44	18	56	1	**202**

Table 4.27: 2026 Do-Minimum, select link analysis of M25 Junctions 10 - 11

Woking Intra Borough AM Trips = 0
External to Borough Trips = 72 – 0 = 72
Borough to External Trips = 126 – 0 = 126
Total (All) = 202

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	7	4	54	19	69	0	**153**
East Surrey	42	0	0	0	0	0	0	43
West Surrey	1	0	0	0	0	0	0	1
London	0	0	0	0	0	0	0	1
Kent / Sussex	24	0	0	0	0	0	0	25
Home Counties	8	0	0	0	0	0	0	9
Rest of Britain	0	0	0	0	0	0	0	1
{All}	**76**	8	5	54	19	70	1	**232**

Table 4.28: 2026 Scenario A, select link analysis of M25 Junctions 10 - 11

Woking Intra Borough AM Trips = 0
External to Borough Trips = 76 – 0 = 76
Borough to External Trips = 153 – 0 = 153
Total (All) = 232

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	8	6	67	19	89	0	**189**
East Surrey	62	0	0	0	0	0	0	63
West Surrey	1	0	0	0	0	0	0	1
London	1	0	0	0	0	0	0	1
Kent / Sussex	31	0	0	0	0	0	0	32
Home Counties	11	0	0	0	0	0	0	11
Rest of Britain	0	0	0	0	0	0	0	1
{All}	**105**	9	6	67	20	90	1	**298**

Table 4.29: 2026 Scenario B, select link analysis of M25 Junctions 10 - 11

Woking Intra Borough AM Trips = 0
External to Borough Trips = 105– 0 = 105
Borough to External Trips = 189 – 0 = 189
Total (All) = 298

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	9	8	71	20	92	0	**199**
East Surrey	57	0	0	0	0	0	0	58
West Surrey	1	0	0	0	0	0	0	1
London	1	0	0	0	0	0	0	1
Kent / Sussex	29	0	0	0	0	0	0	29
Home Counties	13	0	0	0	0	0	0	14
Rest of Britain	0	0	0	0	0	0	0	1
{All}	**100**	9	8	71	20	93	1	**303**

Table 4.30: 2026 Scenario C, select link analysis of M25 Junctions 10 - 11

Woking Intra Borough AM Trips = 0
External to Borough Trips = 100 – 0 = 100
Borough to External Trips = 199 – 0 = 199
Total (All) = 303

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	8	8	73	19	96	0	**204**
East Surrey	57	0	0	0	0	0	0	58
West Surrey	1	0	0	0	0	0	0	1
London	1	0	0	0	0	0	0	1
Kent / Sussex	29	0	0	0	0	0	0	29
Home Counties	13	0	0	0	0	0	0	13
Rest of Britain	0	0	0	0	0	0	0	1
{All}	**100**	9	8	73	20	97	1	**308**

Table 4.31: 2026 Scenario D, select link analysis of M25 Junctions 10 - 11

Woking Intra Borough AM Trips = 0
External to Borough Trips = 100– 0 = 100
Borough to External Trips = 204 – 0 = 204
Total (All) = 308

Select Link Analysis: M25 between Junctions 11 and 12

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	1	6	174	3	232	0	**416**
East Surrey	6	0	0	0	0	0	0	6
West Surrey	1	0	0	0	0	0	0	1
London	8	0	0	0	0	0	0	8
Kent / Sussex	3	0	0	0	0	0	0	3
Home Counties	156	0	0	0	0	0	0	156
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**175**	1	6	174	3	232	0	**590**

Table 4.32: 2005 Base, select link analysis of M25 Junctions 11 - 12

Woking Intra Borough AM Trips = 0
External to Borough Trips = 175 – 0 = 175
Borough to External Trips = 416 – 0 = 416
Total (All) = 590

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	1	5	172	2	258	0	**438**
East Surrey	6	0	0	0	0	0	0	6
West Surrey	1	0	0	0	0	0	0	1
London	6	0	0	0	0	0	0	6
Kent / Sussex	3	0	0	0	0	0	0	3
Home Counties	82	0	0	0	0	0	0	82
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**97**	1	5	172	2	258	0	**535**

Table 4.33: 2026 Do-Minimum, select link analysis of M25 Junctions 11 - 12

Woking Intra Borough AM Trips = 0
External to Borough Trips = 97 – 0 = 97
Borough to External Trips = 438 – 0 = 438
Total (All) = 535

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	2	5	190	4	282	0	**484**
East Surrey	6	0	0	0	0	0	0	6
West Surrey	1	0	0	0	0	0	0	1
London	6	0	0	0	0	0	0	6
Kent / Sussex	3	0	0	0	0	0	0	3
Home Counties	88	0	0	0	0	0	0	88
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**104**	2	5	190	4	282	0	**588**

Table 4.34: 2026 Scenario A, select link analysis of M25 Junctions 11 - 12

Woking Intra Borough AM Trips = 0
External to Borough Trips = 104 – 0 = 104
Borough to External Trips = 484 – 0 = 484
Total (All) = 588

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	2	7	227	4	355	0	**595**
East Surrey	10	0	0	0	0	0	0	10
West Surrey	1	0	0	0	0	0	0	1
London	7	0	0	0	0	0	0	7
Kent / Sussex	4	0	0	0	0	0	0	4
Home Counties	96	0	0	0	0	0	0	96
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**118**	2	7	227	4	355	0	**714**

Table 4.35: 2026 Scenario B, select link analysis of M25 Junctions 11 - 12

Woking Intra Borough AM Trips = 0
External to Borough Trips = 118– 0 = 118
Borough to External Trips = 595 – 0 = 595
Total (All) = 714

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	2	7	238	4	367	0	**619**
East Surrey	10	0	0	0	0	0	0	10
West Surrey	1	0	0	0	0	0	0	1
London	8	0	0	0	0	0	0	8
Kent / Sussex	4	0	0	0	0	0	0	4
Home Counties	105	0	0	0	0	0	0	105
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**129**	2	7	238	4	367	0	**748**

Table 4.36: 2026 Scenario C, select link analysis of M25 Junctions 11 - 12

Woking Intra Borough AM Trips = 0
External to Borough Trips = 129 – 0 = 129
Borough to External Trips = 619 – 0 = 619
Total (All) = 748

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**0**	2	8	237	3	363	0	**613**
East Surrey	10	0	0	0	0	0	0	10
West Surrey	1	0	0	0	0	0	0	1
London	8	0	0	0	0	0	0	8
Kent / Sussex	5	0	0	0	0	0	0	5
Home Counties	101	0	0	0	0	0	0	101
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**125**	2	8	237	3	363	0	**738**

Table 4.37: 2026 Scenario D, select link analysis of M25 Junctions 11 - 12

Woking Intra Borough AM Trips = 0
External to Borough Trips = 125 – 0 = 125
Borough to External Trips = 613 – 0 = 613
Total (All) = 738

4.3.4 The values in *Tables 4.8* to *4.37* are displayed in whole numbers; any differences are purely related to a rounding error.

4.3.5 The M25 between Junctions 11 and 12 is the section of the local strategic road network that carries the largest amount of trips, originating from and destined to the Borough of Woking in the AM peak hour. This section of the strategic road network carries the largest amount of trips in forecast Scenarios C and D. For the M25 between Junctions 11 and 12 the total number of trips using this link that are associated with Woking in 2026 Scenario C is 748 (see *Table 4.36*) and in 2026 Scenario D 738 trips (see *Table 4.37*).

4.3.6 *Tables 4.8* to *4.13* display the select link analyses of the A3 between the Wisley Interchange and Painshill Junction (in both directions, also Painshill Junction to the Wisley Interchange). The matrices show the amount of trips originating from and destined to Woking using this link for all scenarios. There is a general progression (increase) in the number of trips associated with Woking using the A3 north of the Wisley Interchange between the 2005 base year and forecast Scenario D.

4.3.7 The select link analysis for the A3 north of the Wisley Interchange show that the total amount of trips using the link in 2026 Scenario C and D are the same. However, the row and column totals do show a minor amount of variation, with Scenario D having a larger row total (borough to external trips) than Scenario C. Therefore this section of the A3 is not highly impacted between the release of 350 dwellings or 500 dwellings in the greenbelt land of Woking.

4.3.8 *Tables 4.14* to *4.19* display the select link analyses of the A3 between the Burntcommon and Ripley Junctions (in both directions), south of the Wisley Interchange. The matrices show the amount of trips originating from or destined to the Borough of Woking using this link. There is a general progression (increase) in the amount of trips using this link between the 2005 base year and 2026 forecast Scenario D. In 2026 Scenario A, the total amount of trips using this link related to Woking is 257 (see *Table 4.16*) and in 2026 Scenario D it increases to 397 (see *Table 4.19*), resulting in a growth of 140 trips.

4.3.9 *Tables 4.20* to *4.25* display the select link analyses of the M25 Junction 9 to 10 (in both directions, also M25 Junction 10 to 9). The matrices show that the total amount of trips using this link increases between the 2005 base, (a total amount of 327 trips) to the forecast scenario of 2026 Scenario D (a total amount of 462 trips) a difference of 135 trips.

4.3.10 The select link analyses for the M25 Junction 10 to 11 are displayed within *Tables 4.26* to *4.31*. The trend displayed is that the amount of trips using this section of the strategic network, related to the Borough of Woking, increases between the base year and final forecast of 2026 Scenario D. However, the differences in the total amount of trips using this link between 2026 Scenarios B, C and D are minimal, for instance the total amount of trips in each of these scenarios is 298, 303 and 308 trips respectively.

4.3.11 The select link analyses of the M25 Junction 11 to 12 are displayed in *Tables 4.32* to *4.37*. The trend displayed implies that the amount of people travelling on this

section of the M25 in the AM peak hour increases between the 2005 base and 2026 Scenarios C and D. 2026 Scenario D shows a slightly lower total than Scenario C, however this is a minimal amount of 10 trips.

4.3.12 It can be seen that the M25 between Junctions 11 and 12 (*Tables 4.26* to *4.31*) carries a significantly larger amount of trips related to Woking than the M25 between Junctions 10 and 11 (*Tables 4.32* to *4.37*). This is due to most trips accessing the M25 (related to Woking) via the A320 to the north of the borough and Junction 11, instead of the A3 to the south of the borough.

4.4 Town Centre Select Link Analysis

4.4.1 To analyse the changes in traffic flows within the town centre of Woking, select link analyses were performed on the main entrance/exit routes that are within the town centre boundaries. Therefore select link analyses were performed on the key links at the north, south, east and west boundaries of the town centre.

4.4.2 The select link was performed on the A3046 Chobham Road (northern boundary), A320 Guildford Road (southern boundary), A320 Chertsey Road (eastern boundary), C143 Maybury Road (eastern boundary) and the A324 Lockfield Drive (western boundary). Two links were used to represent the eastern boundary as it was thought necessary to cover the local roads to ensure all traffic routes are captured.

4.4.3 *Tables 4.38* to *4.67* display the results of the select link analysis for all town centre locations and all scenarios, including the base year and Do-Minimum.

4.4.4 *Figure 4.3* shows a map of Woking town centre and the locations of where the select links were performed.

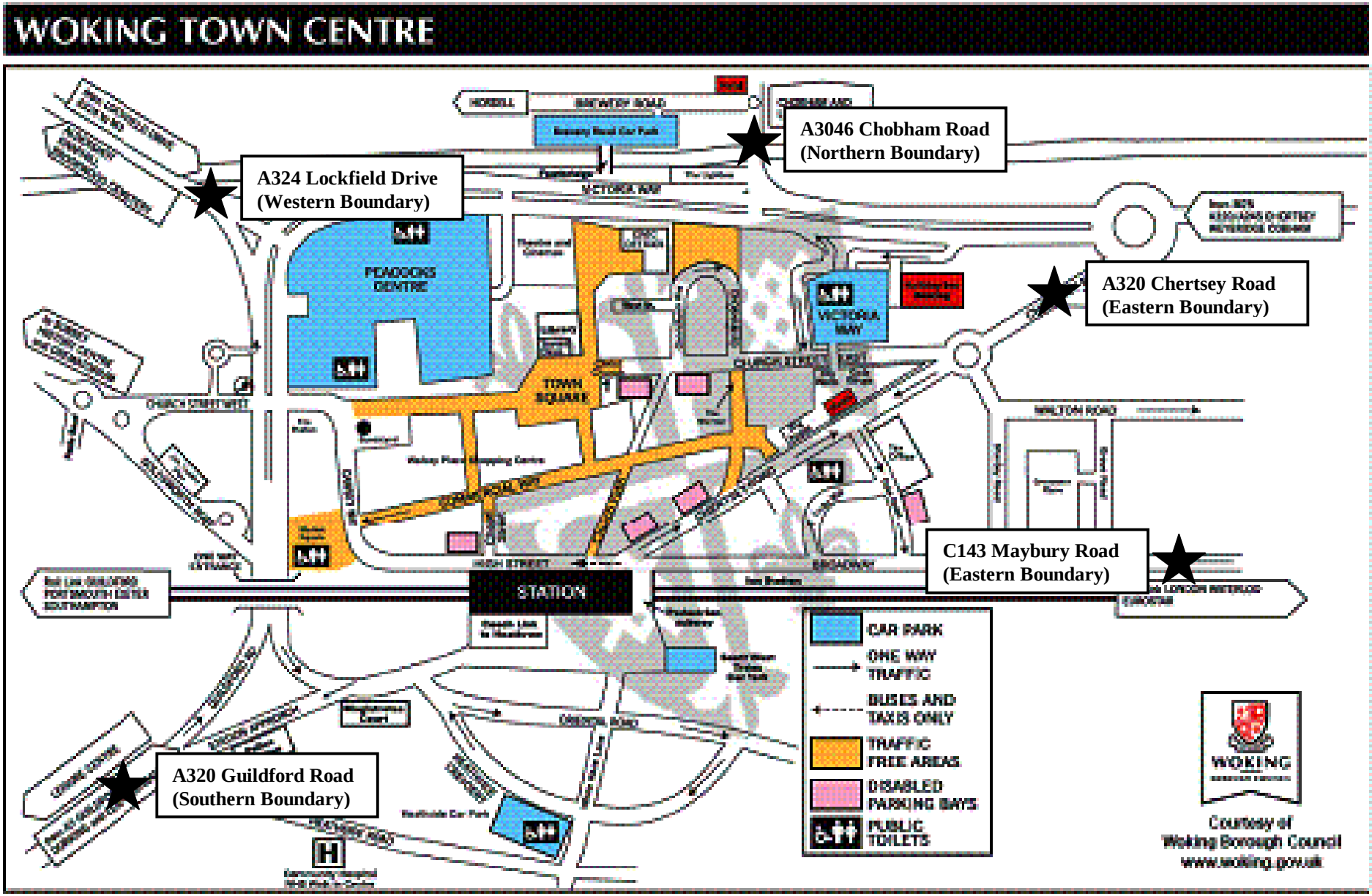


Figure 4.3: Locations of Woking Town Centre Select Link Analyses

Select Link Analysis: A3046 Chobham Road (Northern Boundary)

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**153**	66	135	27	9	42	0	**432**
East Surrey	68	0	0	0	0	0	0	68
West Surrey	137	0	0	0	0	0	0	137
London	1	0	0	0	0	0	0	1
Kent / Sussex	3	0	0	0	0	0	0	3
Home Counties	37	0	0	0	0	0	0	37
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**399**	66	135	27	9	42	0	**678**

Table 4.38: 2005 Base, select link analysis of A3046 Chobham Road

Woking Intra Borough AM Trips = 153
External to Borough Trips = 399 – 153 = 246
Borough to External Trips = 432 – 153 = 276
Total (All) = 678

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**143**	77	181	33	9	55	0	**497**
East Surrey	80	0	0	0	0	0	0	80
West Surrey	151	0	0	0	0	0	0	151
London	1	0	0	0	0	0	0	1
Kent / Sussex	4	0	0	0	0	0	0	4
Home Counties	41	0	0	0	0	0	0	41
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**420**	77	181	33	9	55	0	**774**

Table 4.39: 2026 Do-Minimum, select link analysis of A3046 Chobham Road

Woking Intra Borough AM Trips = 143
External to Borough Trips = 420 – 143 = 277
Borough to External Trips = 497 – 143 = 354
Total (All) = 774

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**162**	99	202	40	9	69	0	**581**
East Surrey	90	0	0	0	0	0	0	90
West Surrey	180	0	0	0	0	0	0	180
London	1	0	0	0	0	0	0	1
Kent / Sussex	5	0	0	0	0	0	0	5
Home Counties	46	0	0	0	0	0	0	46
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**484**	99	202	40	9	69	0	**903**

Table 4.40: 2026 Scenario A, select link analysis of A3046 Chobham Road

Woking Intra Borough AM Trips = 162
External to Borough Trips = 484 – 162 = 322
Borough to External Trips = 581 – 162 = 419
Total (All) = 903

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**175**	107	186	31	13	71	0	**584**
East Surrey	95	0	0	0	0	0	0	95
West Surrey	221	0	0	0	0	0	0	221
London	1	0	0	0	0	0	0	1
Kent / Sussex	4	0	0	0	0	0	0	4
Home Counties	60	0	0	0	0	0	0	60
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**556**	107	186	31	13	71	0	**965**

Table 4.41: 2026 Scenario B, select link analysis of A3046 Chobham Road

Woking Intra Borough AM Trips = 175
External to Borough Trips = 556 – 175 = 381
Borough to External Trips = 584 – 175 = 409
Total (All) = 965

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**176**	109	195	30	11	72	0	**594**
East Surrey	89	0	0	0	0	0	0	89
West Surrey	196	0	0	0	0	0	0	196
London	1	0	0	0	0	0	0	1
Kent / Sussex	4	0	0	0	0	0	0	4
Home Counties	59	0	0	0	0	0	0	59
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**525**	109	195	30	11	72	0	**943**

Table 4.42: 2026 Scenario C, select link analysis of A3046 Chobham Road

Woking Intra Borough AM Trips = 176
External to Borough Trips = 525 – 176 = 349
Borough to External Trips = 594 – 176 = 418
Total (All) = 943

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**175**	106	188	28	11	73	0	**582**
East Surrey	92	0	0	0	0	0	0	92
West Surrey	211	0	0	0	0	0	0	211
London	1	0	0	0	0	0	0	1
Kent / Sussex	4	0	0	0	0	0	0	4
Home Counties	61	0	0	0	0	0	0	61
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**545**	106	188	28	11	73	0	**951**

Table 4.43: 2026 Scenario D, select link analysis of A3046 Chobham Road

Woking Intra Borough AM Trips = 175
External to Borough Trips = 545 – 175 = 370
Borough to External Trips = 582 – 175 = 407
Total (All) = 951

Select Link Analysis: A320 Guildford Road (Southern Boundary)

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**198**	120	215	63	14	96	0	**706**
East Surrey	53	0	0	0	0	0	0	53
West Surrey	204	0	0	0	0	0	0	204
London	1	0	0	0	0	0	0	1
Kent / Sussex	3	0	0	0	0	0	0	3
Home Counties	35	0	0	0	0	0	0	35
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**493**	120	215	63	14	96	0	**1,001**

Table 4.44: 2005 Base, select link analysis of A320 Guildford Road

Woking Intra Borough AM Trips = 198
External to Borough Trips = 493 – 198 = 295
Borough to External Trips = 706 – 198 = 508
Total (All) = 1,001

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**188**	144	239	52	12	103	0	**738**
East Surrey	81	0	0	0	0	0	0	81
West Surrey	209	0	0	0	0	0	0	209
London	1	0	0	0	0	0	0	1
Kent / Sussex	3	0	0	0	0	0	0	3
Home Counties	33	0	0	0	0	0	0	33
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**515**	144	239	52	12	103	0	**1,065**

Table 4.45: 2026 Do-Minimum, select link analysis of A320 Guildford Road

Woking Intra Borough AM Trips = 188
External to Borough Trips = 515 – 188 = 327
Borough to External Trips = 738 – 188 = 550
Total (All) = 1,065

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**212**	171	287	71	11	127	0	**878**
East Surrey	68	0	0	0	0	0	0	68
West Surrey	232	0	0	0	0	0	0	232
London	1	0	0	0	0	0	0	1
Kent / Sussex	4	0	0	0	0	0	0	4
Home Counties	36	0	0	0	0	0	0	36
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**552**	171	287	71	11	127	0	**1,219**

Table 4.46: 2026 Scenario A, select link analysis of A320 Guildford Road

Woking Intra Borough AM Trips = 212
External to Borough Trips = 552 – 212 = 340
Borough to External Trips = 878 – 212 = 666
Total (All) = 1,219

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**262**	189	318	70	16	133	0	**987**
East Surrey	68	0	0	0	0	0	0	68
West Surrey	259	0	0	0	0	0	0	259
London	1	0	0	0	0	0	0	1
Kent / Sussex	2	0	0	0	0	0	0	2
Home Counties	32	0	0	0	0	0	0	32
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**623**	189	318	70	16	133	0	**1,349**

Table 4.47: 2026 Scenario B, select link analysis of A320 Guildford Road

Woking Intra Borough AM Trips = 262
External to Borough Trips = 623 – 262 = 361
Borough to External Trips = 987 – 262 = 725
Total (All) = 1,349

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**264**	176	310	62	16	127	0	**955**
East Surrey	74	0	0	0	0	0	0	74
West Surrey	257	0	0	0	0	0	0	257
London	1	0	0	0	0	0	0	1
Kent / Sussex	3	0	0	0	0	0	0	3
Home Counties	31	0	0	0	0	0	0	31
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**629**	176	310	62	16	127	0	**1,320**

Table 4.48: 2026 Scenario C, select link analysis of A320 Guildford Road

Woking Intra Borough AM Trips = 264
External to Borough Trips = 629 – 264 = 365
Borough to External Trips = 955 – 264 = 691
Total (All) = 1,320

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**265**	184	319	68	17	132	0	**985**
East Surrey	75	0	0	0	0	0	0	75
West Surrey	254	0	0	0	0	0	0	254
London	1	0	0	0	0	0	0	1
Kent / Sussex	2	0	0	0	0	0	0	2
Home Counties	32	0	0	0	0	0	0	32
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**629**	184	319	68	17	132	0	**1,349**

Table 4.49: 2026 Scenario D, select link analysis of A320 Guildford Road

Woking Intra Borough AM Trips = 265
External to Borough Trips = 629 – 265 = 364
Borough to External Trips = 985 – 265 = 720
Total (All) = 1,349

Select Link Analysis: A320 Chertsey Road (Eastern Boundary)

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**191**	160	205	55	15	85	0	**711**
East Surrey	172	0	0	0	0	0	0	172
West Surrey	227	0	0	0	0	0	0	227
London	3	0	0	0	0	0	0	3
Kent / Sussex	8	0	0	0	0	0	0	8
Home Counties	66	0	0	0	0	0	0	66
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**667**	160	205	55	15	85	0	**1,186**

Table 4.50: 2005 Base, select link analysis of A320 Guildford Road

Woking Intra Borough AM Trips = 191
External to Borough Trips = 667 – 191 = 476
Borough to External Trips = 711 – 191 = 520
Total (All) = 1,186

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**183**	181	235	55	14	95	0	**763**
East Surrey	210	0	0	0	0	0	0	210
West Surrey	253	0	0	0	0	0	0	253
London	3	0	0	0	0	0	0	3
Kent / Sussex	6	0	0	0	0	0	0	6
Home Counties	72	0	0	0	0	0	0	72
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**727**	181	235	55	14	95	0	**1,307**

Table 4.51: 2026 Do-Minimum, select link analysis of A320 Guildford Road

Woking Intra Borough AM Trips = 183
External to Borough Trips = 727 – 183 = 544
Borough to External Trips = 763 – 183 = 580
Total (All) = 1,307

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**212**	212	306	62	17	113	0	**921**
East Surrey	244	0	0	0	0	0	0	244
West Surrey	298	0	0	0	0	0	0	298
London	4	0	0	0	0	0	0	4
Kent / Sussex	9	0	0	0	0	0	0	9
Home Counties	87	0	0	0	0	0	0	87
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**854**	212	306	62	17	113	0	**1,563**

Table 4.52: 2026 Scenario A, select link analysis of A320 Guildford Road

Woking Intra Borough AM Trips = 212
External to Borough Trips = 854 – 212 = 642
Borough to External Trips = 921 – 212 = 709
Total (All) = 1,563

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**269**	274	320	79	24	144	0	**1,111**
East Surrey	384	0	0	0	0	0	0	384
West Surrey	396	0	0	0	0	0	0	396
London	5	0	0	0	0	0	0	5
Kent / Sussex	14	0	0	0	0	0	0	14
Home Counties	123	0	0	0	0	0	0	123
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**1,191**	274	320	79	24	144	0	**2,033**

Table 4.53: 2026 Scenario B, select link analysis of A320 Guildford Road

Woking Intra Borough AM Trips = 269
External to Borough Trips = 1,191 – 269 = 922
Borough to External Trips = 1,111 – 269 = 842
Total (All) = 2,033

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**269**	265	315	77	22	142	0	**1,090**
East Surrey	392	0	0	0	0	0	0	392
West Surrey	384	0	0	0	0	0	0	384
London	5	0	0	0	0	0	0	5
Kent / Sussex	14	0	0	0	0	0	0	14
Home Counties	125	0	0	0	0	0	0	125
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**1,189**	265	315	77	22	142	0	**2,010**

Table 4.54: 2026 Scenario C, select link analysis of A320 Guildford Road

Woking Intra Borough AM Trips = 269
External to Borough Trips = 1,189 – 269 = 920
Borough to External Trips = 1,090 – 269 = 821
Total (All) = 2,010

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**270**	279	322	80	22	142	0	**1,115**
East Surrey	387	0	0	0	0	0	0	387
West Surrey	394	0	0	0	0	0	0	394
London	6	0	0	0	0	0	0	6
Kent / Sussex	14	0	0	0	0	0	0	14
Home Counties	129	0	0	0	0	0	0	129
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**1,200**	279	322	80	22	142	0	**2,045**

Table 4.55: 2026 Scenario D, select link analysis of A320 Guildford Road

Woking Intra Borough AM Trips = 270
External to Borough Trips = 1,200 – 270 = 930
Borough to External Trips = 1,115 – 270 = 845
Total (All) = 2,045

Select Link Analysis: C143 Maybury Road (Eastern Boundary)

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**36**	5	45	7	0	31	0	**124**
East Surrey	68	0	0	0	0	0	0	68
West Surrey	18	0	0	0	0	0	0	18
London	0	0	0	0	0	0	0	0
Kent / Sussex	3	0	0	0	0	0	0	3
Home Counties	2	0	0	0	0	0	0	2
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**127**	5	45	7	0	31	0	**215**

Table 4.56: 2005 Base, select link analysis of C143 Maybury Road

Woking Intra Borough AM Trips = 36
External to Borough Trips = 127 – 36 = 91
Borough to External Trips = 124 – 36 = 88
Total (All) = 215

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**28**	3	41	4	0	24	0	**100**
East Surrey	63	0	0	0	0	0	0	63
West Surrey	14	0	0	0	0	0	0	14
London	0	0	0	0	0	0	0	0
Kent / Sussex	4	0	0	0	0	0	0	4
Home Counties	1	0	0	0	0	0	0	1
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**111**	3	41	4	0	24	0	**182**

Table 4.57: 2026 Do-Minimum, select link analysis of C143 Maybury Road

Woking Intra Borough AM Trips = 111
External to Borough Trips = 111 – 28 = 83
Borough to External Trips = 100 – 28 = 72
Total (All) = 182

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**40**	0	46	3	0	32	0	**122**
East Surrey	128	0	0	0	0	0	0	128
West Surrey	30	0	0	0	0	0	0	30
London	1	0	0	0	0	0	0	1
Kent / Sussex	4	0	0	0	0	0	0	4
Home Counties	7	0	0	0	0	0	0	7
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**211**	0	46	3	0	32	0	**292**

Table 4.58: 2026 Scenario A, select link analysis of C143 Maybury Road

Woking Intra Borough AM Trips = 40
External to Borough Trips = 211 – 40 = 171
Borough to External Trips = 122 – 40 = 82
Total (All) = 292

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**44**	1	49	4	0	37	0	**136**
East Surrey	152	0	0	0	0	0	0	152
West Surrey	40	0	0	0	0	0	0	40
London	1	0	0	0	0	0	0	1
Kent / Sussex	7	0	0	0	0	0	0	7
Home Counties	7	0	0	0	0	0	0	7
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**251**	1	49	4	0	37	0	**343**

Table 4.59: 2026 Scenario B, select link analysis of C143 Maybury Road

Woking Intra Borough AM Trips = 44
External to Borough Trips = 251 – 44 = 207
Borough to External Trips = 136 – 44 = 92
Total (All) = 343

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**45**	1	46	4	0	31	0	**126**
East Surrey	139	0	0	0	0	0	0	139
West Surrey	42	0	0	0	0	0	0	42
London	1	0	0	0	0	0	0	1
Kent / Sussex	7	0	0	0	0	0	0	7
Home Counties	7	0	0	0	0	0	0	7
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**240**	1	46	4	0	31	0	**321**

Table 4.60: 2026 Scenario C, select link analysis of C143 Maybury Road

Woking Intra Borough AM Trips = 45
External to Borough Trips = 240 – 45 = 195
Borough to External Trips = 126 – 45 = 81
Total (All) = 321

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**44**	0	45	2	0	32	0	**124**
East Surrey	135	0	0	0	0	0	0	135
West Surrey	47	0	0	0	0	0	0	47
London	1	0	0	0	0	0	0	1
Kent / Sussex	8	0	0	0	0	0	0	8
Home Counties	8	0	0	0	0	0	0	8
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**242**	0	45	2	0	32	0	**322**

Table 4.61: 2026 Scenario D, select link analysis of C143 Maybury Road

Woking Intra Borough AM Trips = 44
External to Borough Trips = 242 – 44 = 198
Borough to External Trips = 124 – 44 = 80
Total (All) = 322

Select Link Analysis: A324 Lockfield Drive (Western Boundary)

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**163**	76	136	25	8	90	0	**497**
East Surrey	83	0	0	0	0	0	0	83
West Surrey	201	0	0	0	0	0	0	201
London	1	0	0	0	0	0	0	1
Kent / Sussex	4	0	0	0	0	0	0	4
Home Counties	43	0	0	0	0	0	0	43
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**494**	76	136	25	8	90	0	**829**

Table 4.62: 2005 Base, select link analysis of A324 Lockfield Drive

Woking Intra Borough AM Trips = 163
External to Borough Trips = 494 – 163 = 331
Borough to External Trips = 497 – 163 = 334
Total (All) = 829

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**157**	99	147	26	9	95	0	**532**
East Surrey	93	0	0	0	0	0	0	93
West Surrey	213	0	0	0	0	0	0	213
London	1	0	0	0	0	0	0	1
Kent / Sussex	4	0	0	0	0	0	0	4
Home Counties	49	0	0	0	0	0	0	49
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**518**	99	147	26	9	95	0	**892**

Table 4.63: 2026 Do-Minimum, select link analysis of A324 Lockfield Drive

Woking Intra Borough AM Trips = 157
External to Borough Trips = 518 – 157 = 361
Borough to External Trips = 532 – 157 = 375
Total (All) = 892

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**178**	113	190	25	8	104	0	**617**
East Surrey	99	0	0	0	0	0	0	99
West Surrey	248	0	0	0	0	0	0	248
London	1	0	0	0	0	0	0	1
Kent / Sussex	4	0	0	0	0	0	0	4
Home Counties	46	0	0	0	0	0	0	46
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**576**	113	190	25	8	104	0	**1,015**

Table 4.64: 2026 Scenario A, select link analysis of A324 Lockfield Drive

Woking Intra Borough AM Trips = 178
External to Borough Trips = 576 – 178 = 398
Borough to External Trips = 617 – 178 = 439
Total (All) = 1,015

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**212**	116	238	28	9	131	0	**734**
East Surrey	122	0	0	0	0	0	0	122
West Surrey	324	0	0	0	0	0	0	324
London	2	0	0	0	0	0	0	2
Kent / Sussex	5	0	0	0	0	0	0	5
Home Counties	62	0	0	0	0	0	0	62
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**727**	116	238	28	9	131	0	**1,249**

Table 4.65: 2026 Scenario B, select link analysis of A324 Lockfield Drive

Woking Intra Borough AM Trips = 212
External to Borough Trips = 727 – 212 = 515
Borough to External Trips = 734 – 212 = 522
Total (All) = 1,249

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**220**	124	229	31	9	129	0	**742**
East Surrey	127	0	0	0	0	0	0	127
West Surrey	337	0	0	0	0	0	0	337
London	2	0	0	0	0	0	0	2
Kent / Sussex	5	0	0	0	0	0	0	5
Home Counties	66	0	0	0	0	0	0	66
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**757**	124	229	31	9	129	0	**1,279**

Table 4.66: 2026 Scenario C, select link analysis of A324 Lockfield Drive

Woking Intra Borough AM Trips = 220
External to Borough Trips = 757 – 220 = 537
Borough to External Trips = 742 – 220 = 522
Total (All) = 1,279

	Woking	East Surrey	West Surrey	London	Kent / Sussex	Home Counties	Rest of Britain	{All}
Woking	**223**	127	234	30	9	123	0	**746**
East Surrey	124	0	0	0	0	0	0	124
West Surrey	337	0	0	0	0	0	0	337
London	2	0	0	0	0	0	0	2
Kent / Sussex	5	0	0	0	0	0	0	5
Home Counties	65	0	0	0	0	0	0	65
Rest of Britain	0	0	0	0	0	0	0	0
{All}	**756**	127	234	30	9	123	0	**1,279**

Table 4.67: 2026 Scenario D, select link analysis of A324 Lockfield Drive

Woking Intra Borough AM Trips = 223
External to Borough Trips = 756 – 223 = 533
Borough to External Trips = 746 – 223 = 523
Total (All) = 1,279

4.4.5 The select link analyses of the key links at access points to Woking town centre indicate that within the AM peak hour the largest amount of flow travels to and from the town centre at the eastern boundary using the A320 Chertsey Road. The scenario that contains the largest amount of trips travelling on this link is 2026 Scenario D, 2,045 trips in total (see *Table 4.55*). The select link analysis for the A320 Chertsey Road in 2026 Scenario D shows that there is a very even amount of trips using this link that have originated from Woking and are destined to Woking, for example the row total is 1,200 trips and the column total is 1,115 trips.

4.4.6 Travel on the southern and western links, (A320 Guildford Road and A324 Lockfield Drive), are the other key areas that carry a large amount of trips in comparison to the A320 Chertsey Road. For instance the total amount of trips on the A320 Guildford Road is 1,349 in 2026 Scenario D (see *Table 4.49*) and 1,279 trips on the A324 Lockfield Drive (see *Table 4.67*).

4.4.7 A key difference between the select link analysis of the strategic roads and local roads (town centre) of Woking Borough Council is that there are virtually no intra borough trips for the strategic road network whereas intra borough trips are present in the select link analyses of the local roads. This is to be expected; as it is highly unlikely for people to travel on the strategic road with their origin and destination of the trip both being in Woking, as the purpose and general use of motorways and trunk roads is long distance travel. Whereas intra borough trips made using the local town centre links are more likely to have both the origin and destination of their trip being within the borough, a shorter trip length distribution.

4.4.8 A comparison of the select link analyses for both the strategic road network and Woking town centre network indicate that a larger proportion of trips related to Woking travel on the local county roads, such as the town centre links, rather than the surrounding strategic network of the A3 and M25 (*see Table 4.68*).

	2005	**2026 Do-Minimum**	**2026 Scenario A**	**2026 Scenario B**	**2026 Scenario C**	**2026 Scenario D**
A3 North of M25	316	295	329	400	426	426
A3 South of M25	235	211	257	321	371	397
M25 J9 - 10	327	346	381	450	459	462
M25 J10 - 11	202	202	232	298	303	308
M25 J11 - 12	590	535	588	714	748	738
M3 J3 – 4*	75	80	87	92	90	91
A3046 Chobham Rd	678	774	903	965	943	951
A320 Guildford Rd	1,001	1,065	1,219	1,349	1,320	1,349
A320 Chertsey Rd	1,186	1,307	1,563	2,033	2,010	2,045
C143 Maybury Rd	215	182	292	343	321	322
A324 Lockfield Drive	829	892	1,015	1,249	1,279	1,279

Table 4.68: Select Link Analysis Summary Table (Strategic and Local Roads)

* Select Link tables Not included in main text as insignificant impacts

5 MODELLING RESULTS AND ANALYSES

5.1 Summary Statistics

5.1.1 *Table 5.1* presents matrix based statistics for the Borough of Woking.

AM Vehicle Trips	2005 Base	2026 Do-Minimum	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
Woking Intra Borough Trips	2,125	1,917	2,128	2,506	2,571	2,599
External to Borough Trips	5,331	5,334	5,856	7,070	7,097	7,109
Borough to External Trips	6,520	6,691	7,467	8,543	8,687	8,748

Table 5.1: Summary Trip Matrix AM Peak Hour (0800 – 0900)

5.1.2 *Tables 5.2* to *5.4* present the network based summary statistics for the Borough of Woking. It compares the key outputs from the modelling of the 2005 Base year, the 2026 Do-Minimum, and the forecast scenarios 2026 Scenarios A, B, C and D. These network based results report motorway and non-motorway road statistics separately. The tables include both link and (for non-motorway roads) junction based statistics.

Key Statistics	2005	2026				
		Do-Minimum	Scenario A	Scenario B	Scenario C	Scenario D
Total Vehicle Kilometrage (Veh Kms)	144,659	155,502	160,102	168,554	169,582	169,571
Total Link Travel Time (Veh Hrs)	3,329	3,667	3,814	4,097	4,130	4,132
Total Junction Delay (Veh Hrs)	1,000	1,403	1,514	1,941	1,941	1,919
Total Network Travel Time (Veh Hrs)	4,329	5,070	5,329	6,039	6,071	6,051
Average Speed (Km/hrs)	43.8	43.0	42.6	41.9	41.8	41.8
Difference Between Scenario and 2026 Do-Minimum						
Total Vehicle Kilometrage (Veh Kms)			4,601	13,052	14,080	14,069
Total Link Travel Time (Veh Hrs)			147	430	463	465
Total Junction Delay (Veh Hrs)			111	538	538	515
Total Network Travel Time (Veh Hrs)			258	968	1,001	980
Average Speed (Km/hrs)			-0.4	-1.1	-1.2	-1.2
Percentage Difference Between Scenario and 2026 Do-Minimum						
Total Vehicle Kilometrage (Veh Kms)			3.0%	8.4%	9.1%	9.0%
Total Link Travel Time (Veh Hrs)			4.0%	11.7%	12.6%	12.7%
Total Junction Delay (Veh Hrs)			7.9%	38.3%	38.3%	36.7%
Total Network Travel Time (Veh Hrs)			5.1%	19.1%	19.7%	19.3%
Average Speed (Km/hrs)			-0.9%	-2.6%	-2.8%	-2.8%
Difference Between Scenario A and B						
Total Vehicle Kilometrage (Veh Kms)				8,452		
Total Link Travel Time (Veh Hrs)				283		
Total Junction Delay (Veh Hrs)				427		
Total Network Travel Time (Veh Hrs)				710		
Average Speed (Km/hrs)				-0.7		
Percentage Difference Between Scenario A and B						
Total Vehicle Kilometrage (Veh Kms)				5.3%		
Total Link Travel Time (Veh Hrs)				7.4%		
Total Junction Delay (Veh Hrs)				28.2%		
Total Network Travel Time (Veh Hrs)				13.3%		
Average Speed (Km/hrs)				-1.7%		
Difference Between Scenario B and C						
Total Vehicle Kilometrage (Veh Kms)					1,028	
Total Link Travel Time (Veh Hrs)					33	
Total Junction Delay (Veh Hrs)					0	
Total Network Travel Time (Veh Hrs)					33	
Average Speed (Km/hrs)					-0.1	
Percentage Difference Between Scenario B and C						
Total Vehicle Kilometrage (Veh Kms)					0.6%	
Total Link Travel Time (Veh Hrs)					0.8%	
Total Junction Delay (Veh Hrs)					0.0%	
Total Network Travel Time (Veh Hrs)					0.5%	
Average Speed (Km/hrs)					-0.2%	
Difference Between Scenario C and D						
Total Vehicle Kilometrage (Veh Kms)						-11
Total Link Travel Time (Veh Hrs)						2
Total Junction Delay (Veh Hrs)						-22
Total Network Travel Time (Veh Hrs)						-21
Average Speed (Km/hrs)						0.0
Percentage Difference Between Scenario C and D						
Total Vehicle Kilometrage (Veh Kms)						0.0%
Total Link Travel Time (Veh Hrs)						0.0%
Total Junction Delay (Veh Hrs)						-1.2%
Total Network Travel Time (Veh Hrs)						-0.3%
Average Speed (Km/hrs)						0.0%

Table 5.2: Borough Non-motorway Summary Statistics

Key Statistics	2005	2026				
		Do-Minimum	Scenario A	Scenario B	Scenario C	Scenario D
Total Vehicle Kilometrage (Veh Kms)	7,201	7,929	8,507	9,707	9,671	9,552
Total Link Travel Time (Veh Hrs)	205	230	251	295	294	288
Total Junction Delay (Veh Hrs)	68	78	88	102	103	101
Total Network Travel Time (Veh Hrs)	274	308	339	397	397	390
Average Speed (Km/hrs)	33.3	32.5	32.2	31.1	31.1	31.2
Difference Between Scenario and 2026 Do-Minimum						
Total Vehicle Kilometrage (Veh Kms)			577	1,778	1,742	1,623
Total Link Travel Time (Veh Hrs)			21	65	63	58
Total Junction Delay (Veh Hrs)			10	24	26	23
Total Network Travel Time (Veh Hrs)			31	89	89	81
Average Speed (Km/hrs)			-0.4	-1.4	-1.4	-1.3
Percentage Difference Between Scenario and 2026 Do-Minimum						
Total Vehicle Kilometrage (Veh Kms)			7.3%	22.4%	22.0%	20.5%
Total Link Travel Time (Veh Hrs)			9.1%	28.1%	27.5%	25.2%
Total Junction Delay (Veh Hrs)			12.7%	30.7%	32.8%	30.0%
Total Network Travel Time (Veh Hrs)			10.0%	28.7%	28.9%	26.4%
Average Speed (Km/hrs)			-1.2%	-4.4%	-4.4%	-4.0%
Difference Between Scenario A and B						
Total Vehicle Kilometrage (Veh Kms)				1,200		
Total Link Travel Time (Veh Hrs)				44		
Total Junction Delay (Veh Hrs)				14		
Total Network Travel Time (Veh Hrs)				58		
Average Speed (Km/hrs)				-1.1		
Percentage Difference Between Scenario A and B						
Total Vehicle Kilometrage (Veh Kms)				14.1%		
Total Link Travel Time (Veh Hrs)				17.4%		
Total Junction Delay (Veh Hrs)				16.0%		
Total Network Travel Time (Veh Hrs)				17.0%		
Average Speed (Km/hrs)				-3.3%		
Difference Between Scenario B and C						
Total Vehicle Kilometrage (Veh Kms)					-36	
Total Link Travel Time (Veh Hrs)					-1	
Total Junction Delay (Veh Hrs)					2	
Total Network Travel Time (Veh Hrs)					0	
Average Speed (Km/hrs)					0.0	
Percentage Difference Between Scenario B and C						
Total Vehicle Kilometrage (Veh Kms)					-0.4%	
Total Link Travel Time (Veh Hrs)					-0.4%	
Total Junction Delay (Veh Hrs)					1.6%	
Total Network Travel Time (Veh Hrs)					0.1%	
Average Speed (Km/hrs)					0.0%	
Difference Between Scenario C and D						
Total Vehicle Kilometrage (Veh Kms)						-119
Total Link Travel Time (Veh Hrs)						-5
Total Junction Delay (Veh Hrs)						-2
Total Network Travel Time (Veh Hrs)						-8
Average Speed (Km/hrs)						0.1
Percentage Difference Between Scenario C and D						
Total Vehicle Kilometrage (Veh Kms)						-1.2%
Total Link Travel Time (Veh Hrs)						-1.8%
Total Junction Delay (Veh Hrs)						-2.1%
Total Network Travel Time (Veh Hrs)						-1.9%
Average Speed (Km/hrs)						0.4%

Table 5.3: Town Centre Summary Statistics

Key Statistics	2005	2026				
		Do-Minimum	Scenario A	Scenario B	Scenario C	Scenario D
Total Vehicle Kilometrage (Veh Kms)	35,226	42,809	42,909	43,870	43,837	43,919
Total Link Travel Time (Veh Hrs)	335	432	433	448	447	449
Average Speed (Km/hrs)	105.3	99.2	99.1	98.0	98.0	97.9
Difference Between Scenario and 2026 Do-Minimum						
Total Vehicle Kilometrage (Veh Kms)			100	1,061	1,028	1,110
Total Link Travel Time (Veh Hrs)			1	16	16	17
Average Speed (Km/hrs)			-0.1	-1.2	-1.2	-1
Percentage Difference Between Scenario and 2026 Do-Minimum						
Total Vehicle Kilometrage (Veh Kms)			0.2%	2.5%	2.4%	2.6%
Total Link Travel Time (Veh Hrs)			0.3%	3.7%	3.6%	3.9%
Average Speed (Km/hrs)			-0.1%	-1.2%	-1.2%	-1.3%
Difference Between Scenario A and B						
Total Vehicle Kilometrage (Veh Kms)				961		
Total Link Travel Time (Veh Hrs)				15		
Average Speed (Km/hrs)				-1.1		
Percentage Difference Between Scenario A and B						
Total Vehicle Kilometrage (Veh Kms)				2.2%		
Total Link Travel Time (Veh Hrs)				3.4%		
Average Speed (Km/hrs)				-1.1%		
Difference Between Scenario B and C						
Total Vehicle Kilometrage (Veh Kms)					-33	
Total Link Travel Time (Veh Hrs)					-1	
Average Speed (Km/hrs)					0.0	
Percentage Difference Between Scenario B and C						
Total Vehicle Kilometrage (Veh Kms)					-0.1%	
Total Link Travel Time (Veh Hrs)					-0.1%	
Average Speed (Km/hrs)					0.0%	
Difference Between Scenario C and D						
Total Vehicle Kilometrage (Veh Kms)						82
Total Link Travel Time (Veh Hrs)						1
Average Speed (Km/hrs)						-0.1
Percentage Difference Between Scenario C and D						
Total Vehicle Kilometrage (Veh Kms)						0.2%
Total Link Travel Time (Veh Hrs)						0.3%
Average Speed (Km/hrs)						-0.1%

Table 5.4: Motorway Summary Statistics

5.1.3 *Table 5.3* presents summary statistics for the town centre only. The town centre was defined using the map displayed on Woking Borough Council's website (www.woking.gov.uk), see *Appendix D.* It should be noted that these town centre summary statistics are also included in *Table 2.2*, which presents statistics for the entire borough.

5.1.4 It must be noted that any increase in delay in the future is not just due to growth within Woking but also attributed to growth across Great Britain. This is shown from the comparison between the Do-Minimum and the 2005 base results.

5.1.5 A very small section of the M25 between Junctions 10 and 11 is within Woking's borough boundaries. This small section of the M25 has been included in the motorway summary statistics and presented in *Table 5.4.*

5.1.6 The model suggests the following for the forecast year of 2026:

5.1.7 An increase in non-motorway vehicle kilometres (vkms) travelled in Woking of approximately 4,600vkm in 2026 Scenario A compared to the Do-Minimum, 8,450vkm in 2026 Scenario B compared with Scenario A, 1,020vkm in 2026 Scenario C compared to Scenario B and a reduction of 11vkm in 2026 Scenario D compared to Scenario C. Resulting in an approximate 5.1%, 13.3%, 0.5% and –0.3% change in total network travel time and a decrease in average speed of 0.9%, 1.7%, 0.2% and no change respectively.

5.1.8 At a borough level, the summary statistics (*Table 5.2*) suggest incremental differences (increases) between all four forecast scenarios, although Scenario D shows impacts that remain relatively constant with Scenario C. Individually, Scenario B presents the largest traffic impacts.

5.1.9 The town centre summary statistics (*Table 5.3*) follow a very similar pattern to that of the whole boroughs non-motorway statistics (*Table 5.2*). However, the statistics suggest that within the town centre Scenarios C and D present minimally smaller impacts than their reference cases, 2026 Scenario B and C. For example vehicle kilometres in 2026 Scenario D (9,550vkm) is –1.2% less than in 2026 Scenario C (9,670vkm) and 2026 Scenario C (9,671vkm) is –0.4% less than 2026 Scenario B (9,707vkm). These decreases are very minor and it could be said that the impacts remain constant, as the total network travel time and average speed for 2026 Scenario C (compared to 2026 Scenario B) experiences virtually no change.

5.1.10 Considering traffic flow along the motorway network, the total vehicle kilometres travelled has been predicted to increase by approximately 100vkm in 2026 Scenario A compared to the 2026 Do-Minimum and by 960vkm in 2026 Scenario B compared to 2026 Scenario A. Whereas Scenario C shows an estimated minor decrease of 30vkm (-0.1%) compared to Scenario B and Scenario D an increase of 80vkm compared to Scenario C.

5.1.11 Comparing the motorway network between Scenarios A and B, Scenario B has greater flow and delay than Scenario A, but this difference between the scenarios is relatively small. For example, the difference between total vehicle kilometrage is 2.2% and a decrease in average speed of 1.1%. The comparison between Scenarios B and C show a minimal decrease in 2026 Scenario C. This decrease is of such a minimal amount it is almost possible to say that the impacts between Scenario B and C remain constant, for example the reduction in vehicle kilometrage and total link travel time are both by 0.1%. However Scenario D experiences a minimal increase when compared to Scenario C, a 0.2% increase in vehicle kilometrage and 0.3% increase in total link travel time.

5.2 Largest Increases in Forecast Trip Ends

5.2.1 Using additional trips derived from the planning data as shown previously in *Tables 3.3* to *3.6* the zones which experience the largest increases in additional departure (origin) trips, for all vehicle types, are shown below in *Tables 5.5* to *5.8*.

Zone No.	Zone Name	Additional Trips	Percentage of Additional Trips
269	Woking - Mount Hermon	153.7	15.5%
267	Woking - Westfield	152.5	15.3%
275	Woking Town Centre	128.7	12.9%
277	Old Woking	93.4	9.4%
168	Woking - Horsell Common	76.9	7.7%

Table 5.5: Zones with greatest increase in additional departure (origin) trips, 2026 Scenario A

Zone No.	Zone Name	Additional Trips	Percentage of Additional Trips
274	West Byfleet Town Centre	498.4	21.0%
275	Woking Town Centre	415.9	17.5%
269	Woking - Mount Hermon	184.8	7.8%
186	Woking - Knaphill / St Johns	166.2	7.0%
267	Woking - Westfield	155.6	6.6%

Table 5.6: Zones with greatest increase in additional departure (origin) trips, 2026 Scenario B

Zone No.	Zone Name	Additional Trips	Percentage of Additional Trips
274	West Byfleet Town Centre	498.4	19.5%
275	Woking Town Centre	415.9	16.3%
469	Worplesdon Station & Sutton Green	200.6	7.9%
269	Woking - Mount Hermon	184.8	7.2%
186	Woking - Knaphill / St Johns	166.2	6.5%

Table 5.7: Zones with greatest increase in additional departure (origin) trips, 2026 Scenario C

Zone No.	Zone Name	Additional Trips	Percentage of Additional Trips
274	West Byfleet Town Centre	498.4	18.9%
275	Woking Town Centre	415.9	15.8%
469	Worplesdon Station & Sutton Green	279.7	10.6%
269	Woking - Mount Hermon	184.8	7.0%
186	Woking - Knaphill / St Johns	166.2	6.3%

Table 5.8: Zones with greatest increase in additional departure (origin) trips, 2026 Scenario D

5.2.2 Within Woking, the largest amount of additional departure trips generated by the proposed developments are within the modelled zones that cover the two main town centres of the borough, Woking town centre and West Byfleet town centre. Zones 274 (West Byfleet town centre) and 275 (Woking town centre) contain the largest amount of additional departures in Scenarios B, C and D. However in Scenario A zones 269 (Mount Hermon) and 267 (Westfield) contain the largest amount of additional departures.

5.2.3 *Tables 5.7* to *5.8* indicate that the same five zones contain the largest amount of additional departure trips in Scenarios C and D. *Tables 5.7* and *5.8* show that the additional trips related to the greenbelt land is present in zone 469, Worplesdon Station & Sutton Green. In Scenario D zone 469 contains 2.7% more departure trips than in Scenario C, the amount of trips in zone 469 is the only difference between Scenarios C and D. However, the amount of additional departure trips in zones 274 and 275 is greater than the amount of trips in zone 469 (greenbelt land).

5.2.4 Using additional trips derived from the planning data as shown previously in *Tables 3.3* to *3.6* the zones which experience the largest increases in additional arrival (destination) trips, for all vehicle types are shown below in *Tables 5.9* to *5.12*.

Zone No.	Zone Name	Additional Trips	Percentage of Additional Trips
275	Woking Town Centre	205.0	60.9%
168	Woking - Horsell Common	127.4	37.9%
132	Woking - Goldsworth (east)	76.0	22.6%
267	Woking - Westfield	65.1	19.4%
167	Woking - Horsell	55.5	16.5%

Table 5.9: Zones with greatest increase in additional arrival (destination) trips, 2026 Scenario A

Zone No.	Zone Name	Additional Trips	Percentage of Additional Trips
275	Woking Town Centre	729.9	41.3%
274	West Byfleet Town Centre	597.7	33.8%
186	Woking - Knaphill / St Johns	260.6	14.8%
168	Woking - Horsell Common	127.2	7.2%
132	Woking - Goldsworth (east)	116.1	6.6%

Table 5.10: Zones with greatest increase in additional arrival (destination) trips, 2026 Scenario B

Zone No.	Zone Name	Additional Trips	Percentage of Additional Trips
275	Woking Town Centre	729.9	40.1%
274	West Byfleet Town Centre	597.7	32.8%
186	Woking - Knaphill / St Johns	260.6	14.3%
168	Woking - Horsell Common	127.2	7.0%
132	Woking - Goldsworth (east)	116.1	6.4%

Table 5.11: Zones with greatest increase in additional arrival (destination) trips, 2026 Scenario C

Zone No.	Zone Name	Additional Trips	Percentage of Additional Trips
275	Woking Town Centre	729.9	39.6%
274	West Byfleet Town Centre	597.7	32.4%
186	Woking - Knaphill / St Johns	260.6	14.1%
168	Woking - Horsell Common	127.2	6.9%
132	Woking - Goldsworth (east)	116.1	6.3%

Table 5.12: Zones with greatest increase in additional arrival (destination) trips, 2026 Scenario D

5.2.5 Within Woking the additional development concerning arrival trips is again concentrated within the two main town centres of the borough: Woking town centre and West Byfleet town centre. A large proportion of arrivals are also present within the north-western area of the borough.

5.2.6 Zone 275 (Woking town centre) contains the largest proportion of arrival trips in all four scenarios. In Scenario A zone 275 contains approximately 60% of all additional arrival trips and this incrementally decreases to approximately 40% in Scenario D. Three zones in the north-western area of the borough contain the third, fourth and fifth largest proportion of additional arrival trips in the majority of the four scenarios, these zones are zone 186 (Knaphill/St Johns), 168 (Horsell Common) and 132 (Goldsworth (east)).

5.2.7 Comparisons of *Tables 5.5* to *5.12* indicate that Scenario A contains the smallest amount of additional trips. Scenarios B, C and D all contain a relatively similar amount of trips, with Scenario B containing the least and Scenario D containing the most amount of trips (arrivals and departures) generated by the proposed developments.

5.2.8 In Scenario D the zones containing the largest amount of additional departure trips are zones 274 (West Byfleet Town Centre) and 275 (Woking Town Centre). These two zones also contain the largest amount of additional arrival trips in Scenario D.

5.3 Traffic Impacts

5.3.1 *Table 5.13* lists the roads within Woking that experience the greatest increases in traffic delay (increase in flow) during the AM peak hour in 2026 compared with each scenarios reference case. It should be noted that the links displayed in *Table 5.13* are based on the largest increases in flow between Scenarios D and B. This is due to Scenarios C and D being very similar and Scenario D containing the largest amount of additional development between the two scenarios.

5.3.2 The general trend displayed in *Table 5.13* is that flow will increase on all stated links between the 2005 Base and 2026 Scenario D. Some decreases in flow occur on a small amount of stated links, however the majority of these decreases occur between the 2026 Do-Minimum and 2005 Base, and all such reductions in flow are below 10%. *Table 5.13* indicates that the main area to be impacted by the largest increase in flow is around the Worplesdon Station & Sutton Green area. Increase in flow on links within this area is related to the proposed developments in the greenbelt land in zone 469, Worplesdon Station & Sutton Green.

5.3.3 While the smaller (local) roads have not been modelled, it should be remembered that only inter-zonal trips (trips made between zones) are actually modelled and therefore detail of the road network has to be balanced against the size of the zone system to obtain a realistic result.

5.3.4 *Table 5.14* shows the junctions within Woking that experience the greatest increase in delay during the AM peak hour. It is important to note that the junctions displayed in the table are based on the largest increases in flow between Scenarios D and B. The base and all forecast scenarios are shown.

5.3.5 *Figures 5.1 and 5.*2 show the geographical location of the links and junctions presented in *Tables 5.13 and 5.14*.

Link No.	Dir	Description	Location	Nominal Capacity	Flow – All Vehicles (Absolute Values)						Absolute Differences*					
					2005	2026 Do-Min	2026 Scen A	2026 Scen B	2026 Scen C	2026 Scen D	2026 Do-Min - 2005	Scen A – Do-Min	Scen B – Scen A	Scen C – Scen B	Scen D – Scen C	Scen D – Scen B
5444	2 (N)	Guildford Rd	Worplesdon / Sutton Green	1,200	558	545	571	589	726	860	-12 (-2%)	26 (5%)	18 (3%)	137 (23%)	134 (18%)	271 (46%)
0920	2 (W)	B380 Guildford Rd	Worplesdon / Sutton Green	1,700	638	667	732	737	807	982	29 (5%)	65 (10%)	5 (1%)	70 (10%)	175 (22%)	245 (33%)
5445	1 (N)	Guildford Rd	Worplesdon / Sutton Green	1,700	446	437	453	472	549	647	-9 (-2%)	15 (4%)	19 (4%)	77 (16%)	98 (18%)	175 (37%)
6694	1 (N)	B380 Westfield Rd	Worplesdon / Sutton Green	1,200	788	718	728	740	913	863	-70 (-9%)	10 (1%)	12 (2%)	172 (23%)	-50 (-5%)	122 (17%)
5897	2 (N)	A320 Guildford Rd	Worplesdon / Sutton Green	1,400	997	1002	1005	1075	1182	1182	5 (0%)	3 (0%)	70 (7%)	107 (10%)	1 (0%)	108 (10%)
5898	1 (S)	Sutton Green Rd	Worplesdon / Sutton Green	1,200	264	303	354	415	512	522	38 (15%)	52 (17%)	61 (17%)	97 (23%)	10 (2%)	107 (26%)
4518	1 (W)	C142 Hermitage Rd	Knaphill / St. Johns	800	661	790	816	932	954	1031	129 (20%)	26 (3%)	116 (14%)	22 (2%)	77 (8%)	100 (11%)
5164	1 (E)	A247 High St	Westfield	800	1386	1316	1315	1317	1388	1409	-70 (-5%)	0 (0%)	1 (0%)	71 (5%)	22 (2%)	93 (7%)
4486	1 (S)	A320 Victoria Rd	Woking Town Centre	800	778	848	895	983	1066	1075	70 (9%)	47 (6%)	88 (10%)	83 (8%)	9 (1%)	92 (9%)
5422	2 (N)	A324 Amstel Way	Knaphill / St. Johns	1,200	826	1004	977	1086	1102	1169	178 (22%)	-28 (-3%)	109 (11%)	16 (1%)	68 (6%)	83 (8%)

ble 5.13: Links that display the largest increase in flow resulting from scenarios when compared with their relevant reference cases (sorted on the largest increases between Scenario D and Scenario B

minal capacity if the flow at which queuing is likely to start

he values shown in brackets are the percentage differences

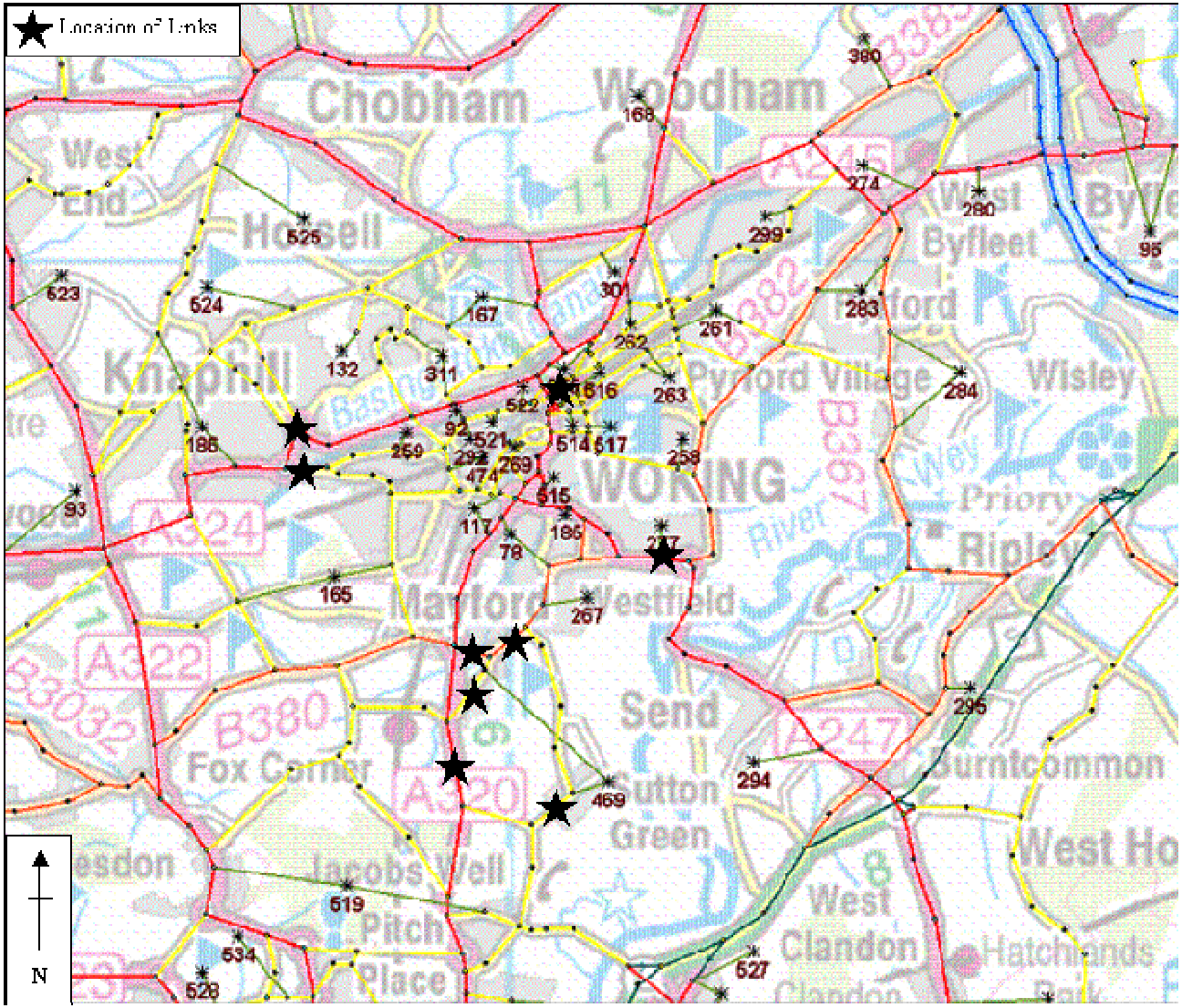


Figure 5.1 Location of the links with the largest increase in flow between Scenarios D and B

Node No.	Description	Junction Type	Location	Junction Delay Veh Hrs (Absolute Values)						Absolute Differences Veh Hrs*					
				2005	2026 Do-Min	2026 Scen A	2026 Scen B	2026 Scen C	2026 Scen D	2026 Do-Min - 2005	Scen A – Do-Min	Scen B – Scen A	Scen C – Scen B	Scen D – Scen C	Scen D Scen E
42719	B380 Guildford Rd, B380 Westfield Rd, Guildford Rd	Roundabout	Worplesdon / Sutton Green	5.8	6.2	6.6	6.6	7.5	9.9	0.4 (7%)	0.4 (6%)	0.0 (1%)	0.9 (13%)	2.4 (32%)	3.3 (49%)
42713	A320 Guildford Rd, B380 Guildford Rd, B380 Smarts Heath Rd	Roundabout	Worplesdon / Sutton Green	12.4	13.3	14.8	16.5	19.4	22.4	0.9 (7%)	1.4 (11%)	1.7 (11%)	3.0 (18%)	3.0 (15%)	5.9 (36%)
42707	A320 Chertsey Rd, A245 Woodham Rd, Monument Rd, Woodham Rd, A245 Shores Ln	Roundabout	Horsell Common	9.6	10.7	12.0	14.0	13.2	13.4	1.1 (11%)	1.3 (12%)	2.0 (16%)	-0.8 (-6%)	0.3 (2%)	-0.6 (-4%)
42716	A320 Guildford Rd, A247 Wych Hill Ln, A320 Egley Rd, Wych Hill Ln	Roundabout	Mount Hermon	9.1	10.3	11.5	12.6	13.2	13.2	1.2 (13%)	1.1 (11%)	1.2 (10%)	0.6 (4%)	0.0 (0%)	0.6 (5%)
42720	A247 Kingfield Rd, A247 High St, B380 Vicarage Rd	Roundabout	Westfield	12.4	11.1	11.9	12.9	18.4	21.9	-1.3 (-10%)	0.8 (8%)	1.0 (9%)	5.5 (43%)	3.5 (19%)	9.0 (70%)
98866	York Rd, Wych Hill Ln	Priority	Mount Hermon	15.2	14.2	12.9	13.2	13.7	14.3	-1.0 (-6%)	-1.3 (-9%)	0.3 (2%)	0.5 (4%)	0.6 (4%)	1.1 (8%)
99060	A320 Guildford Rd, Guildford Rd, Prey Heath Rd	Priority	Worplesdon / Sutton Green	11.4	9.1	9.3	7.9	17.2	17.6	-2.3 (-20%)	0.3 (3%)	-1.4 (-15%)	9.2 (116%)	0.5 (3%)	9.7 (122%
98903	Wych Hill Ln, Mount Hermon Rd	Priority	Mount Hermon	1.8	2.5	3.2	3.9	4.6	4.8	0.7 (40%)	0.7 (28%)	0.6 (19%)	0.7 (18%)	0.3 (6%)	1.0 (25%)
42663	Anchor Hill, Lower Guildford Rd, Broadway	Signal	Knaphill /St. Johns	24.7	27.7	38.1	26.4	30.3	35.3	3.0 (12%)	10.4 (38%)	-11.7 (-31%)	4.0 (15%)	4.9 (16%)	8.9 (34%)
98901	A320 Victoria Rd, A320 Station Approach, Oriental Rd	Priority	Woking Town Centre	0.7	0.8	0.8	0.9	0.9	0.9	0.1 (10%)	0.0 (4%)	0.1 (11%)	0.1 (8%)	0.0 (1%)	0.1 (8%)

ble 5.14: Junctions that display the changes in junction delay due to increase in flow resulting from the scenarios when compared with their relevant reference cases.

he values shown in brackets are the percentage differences.

should be noted that modelling represented in a strategic model produces outputs that are approximate projections, like many other outputs. This is due to the level of detail that can be included an presented in a strategic model, and can therefore inhibit some accuracy of the modelled junction's outputs. It is important to remember that junction delay increases exponentially, thus referring to hov nction delay can increase considerably once passing a certain threshold. For instance flow breakdown and queuing can cause junction delay to increase rapidly for a single junction, and can also hav ntinued effects of junction delay at other nearby junctions.

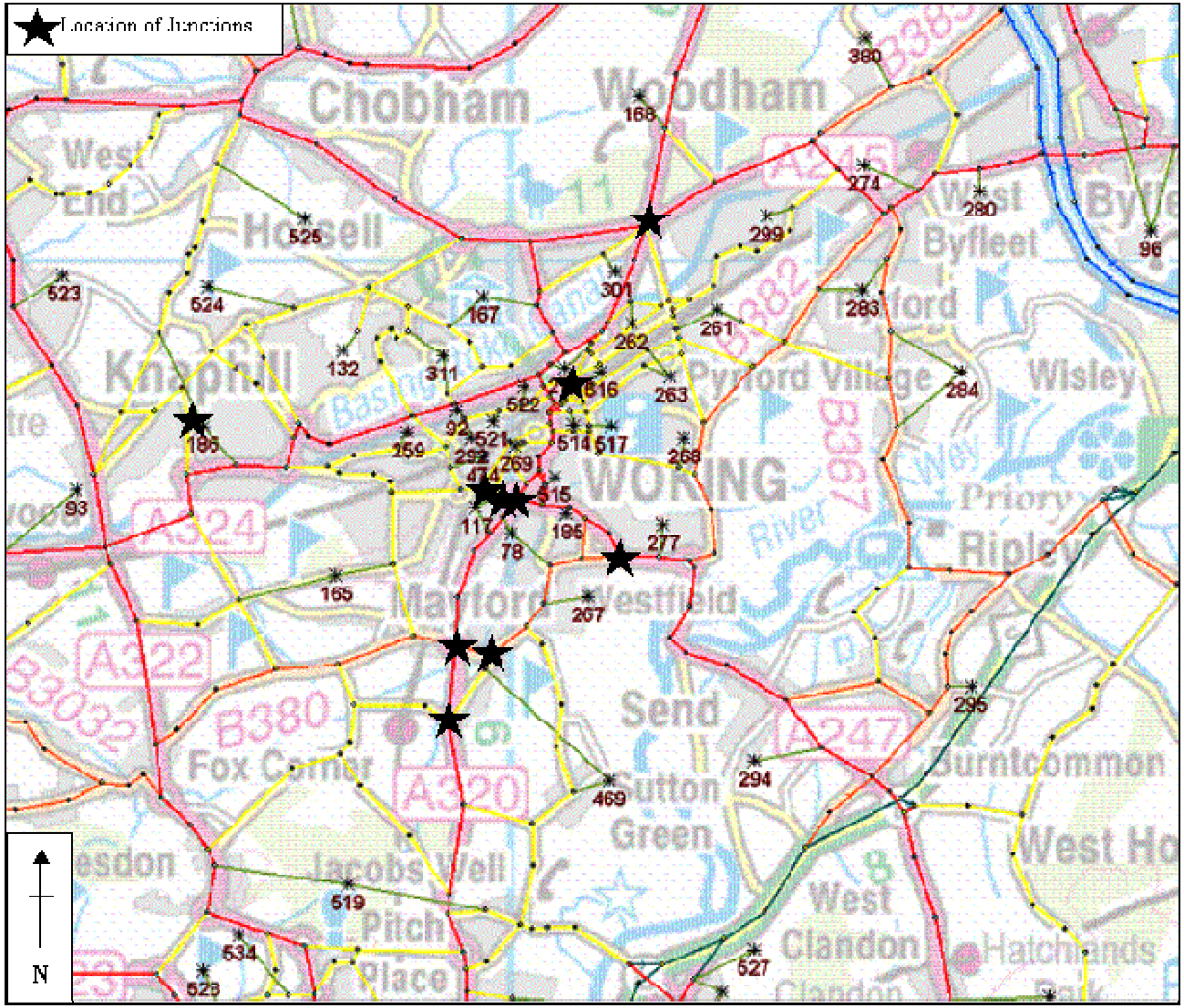


Figure 5.2:Location of the junctions with the largest increase in delay between Scenarios D and B, based on the largest increase in flow.

5.3.6 *Table 5.14* indicates a general trend of increased junction delay at the listed junctions between the 2005 base year and Scenario D. The junctions displaying the largest increases in junction delay are within the Worplesdon Station and Sutton Green area (zone 469). Such large increases in delay are prominent within 2026 Scenario D, specifically an increase in delay of 122% between Scenario D and Scenario B at the priority junction of the A320 Guildford Road, Guildford Road and Prey Heath Road. Other large increases in delay between Scenario D and Scenario B is estimated to occur at the roundabout junction of the B380 Guildford Road, B380 Westfield Road and Guildford Road and the roundabout of A247 Kingfield Road, A247 High Street and B380 Vicarage Road. These stated junctions are located in close proximity to each other.

5.3.7 Multiple junctions within *Table 5.14* are located in the Worplesdon Station and Sutton Green area. This area is where the developments (500 dwellings) on the greenbelt land are proposed. As the table is ranked on the largest differences in flow between Scenario D and Scenario B, it is unsurprising that junctions within zone 469 are displaying large increases in junction delay.

5.3.8 The junctions stated to have an increase in delay in *Table 5.14* relate to the links stated to have an increase in flow in *Table 5.13*. For instance many of the links stated in *Table 5.13* are in very close proximity to the junctions, or contribute to the junctions, in *Table 5.14*. For example the B380 Guildford Road, A320 Guildford Road and Guildford Road all feature within the table stating links that experience the largest increase in flow between Scenario D and B, as well as featuring in the table stating the junctions with increased delay. This is due to an increase in delay being a result of increased flow.

5.3.9 Links and junctions stated in *Tables 5.13* and *5.14* correlate with the locations in the borough that are proposed to have the largest proportions of additional trips, as shown in *Tables 5.5* to *5.12*. Therefore the key areas in the Borough of Woking estimated to experience increased junction delay are Worplesdon Station and Sutton Green and Mount Hermon (which is in close proximity to Woking Town Centre).

5.4 Borough Bandwidth Plots – Volume/Capacity Ratio

5.4.1 Both the volume of traffic and the level of congestion prevalent in the 2005 base year, 2026 Do-Minimum and subsequent test scenarios: 2026 Scenarios A; B; C and D can be visualised using a coloured bandwidth plot on the road network. The volume/capacity ratios (VCR) are shown for the entire Borough of Woking in *Figures 5.3* to *5.14*. Plots focused on central Woking have also been included.

5.4.2 The width of the band is proportionate to the flow. The browner the green colour, the closer the link is to a VCR of 0.85, when the colour of the link changes to pale orange/brown indicating greater congestion on the link. Links coloured deep red/purple represent links with severe congestion.

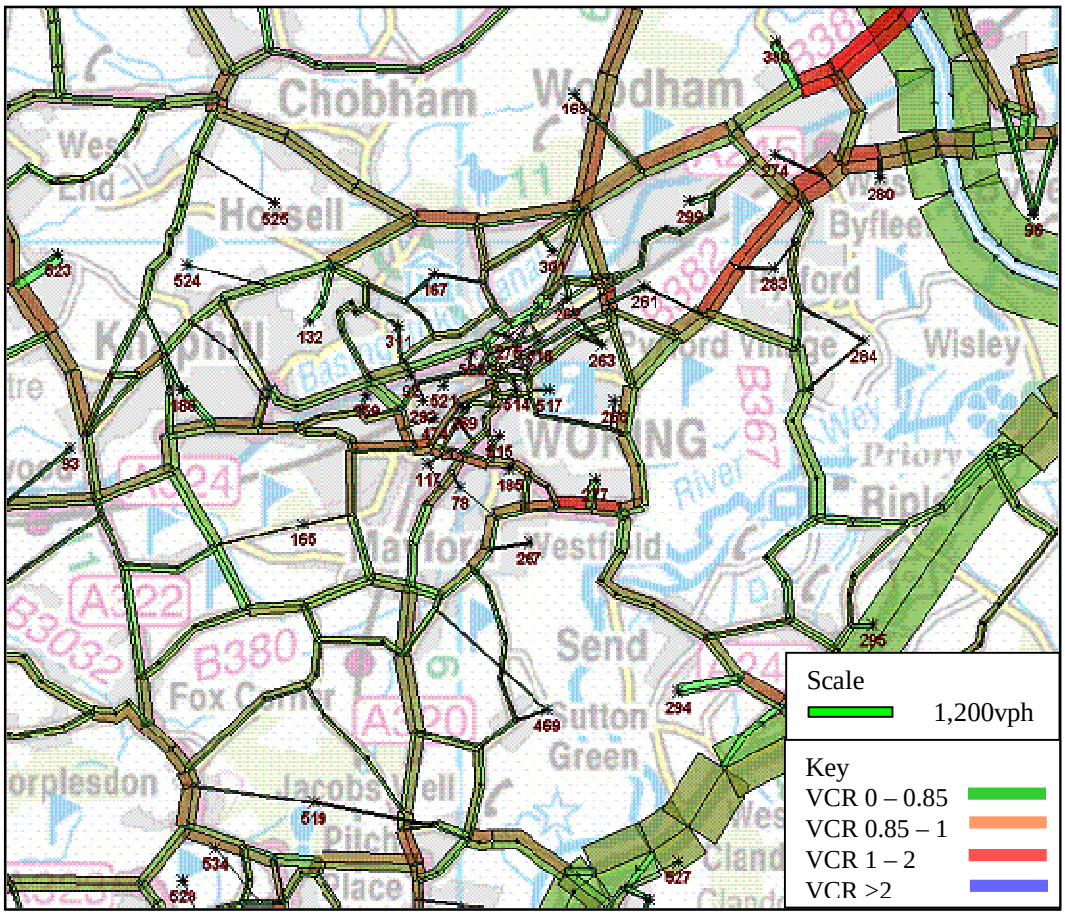


Figure 5.3: 2005 Traffic volumes for the Borough of Woking

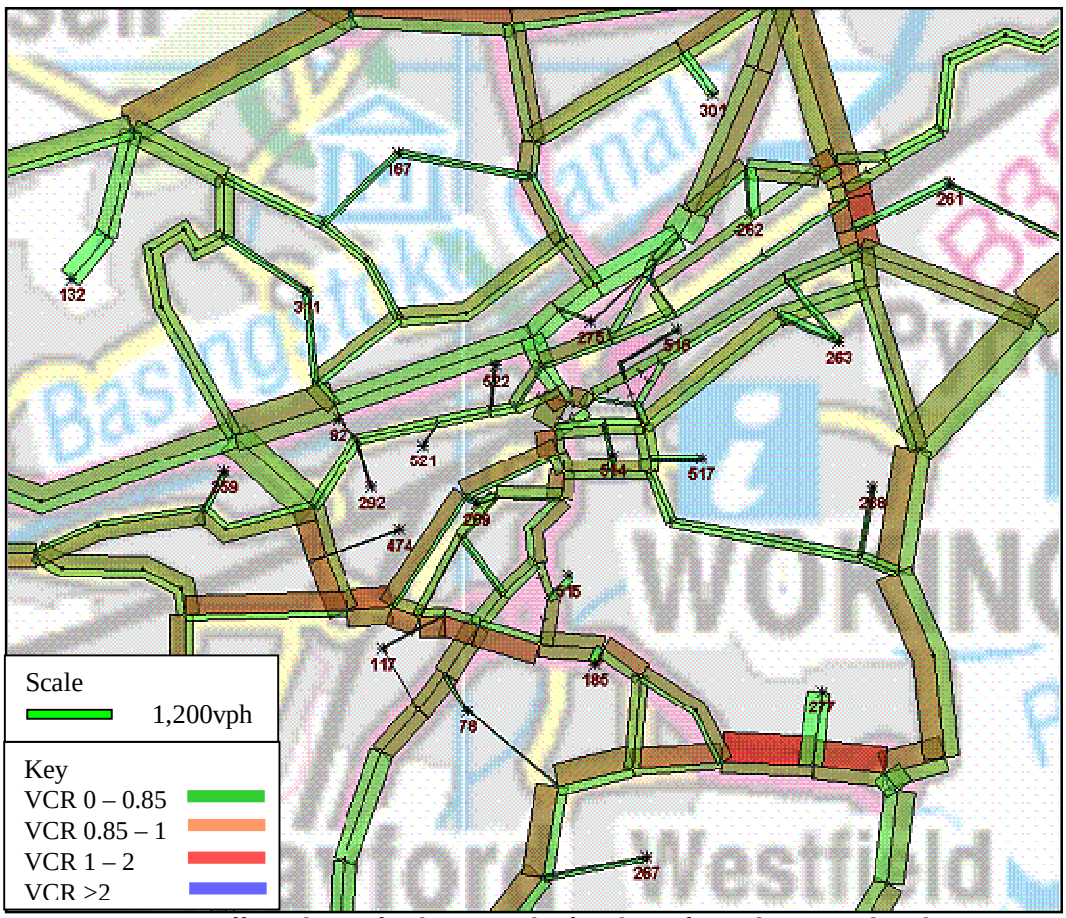


Figure 5.4: 2005 Traffic Volumes for the Borough of Woking, focused on central Woking

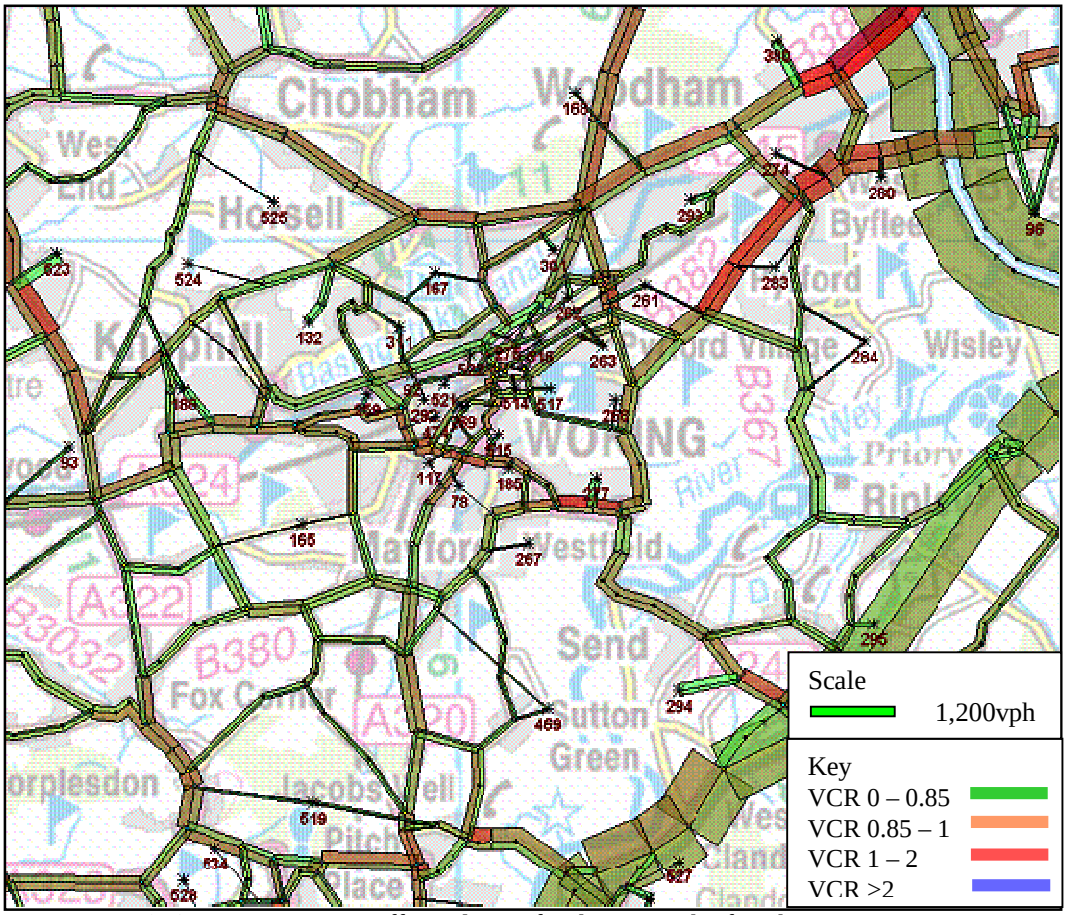


Figure 5.5: 2026 Do-Minimum Traffic Volumes for the Borough of Woking

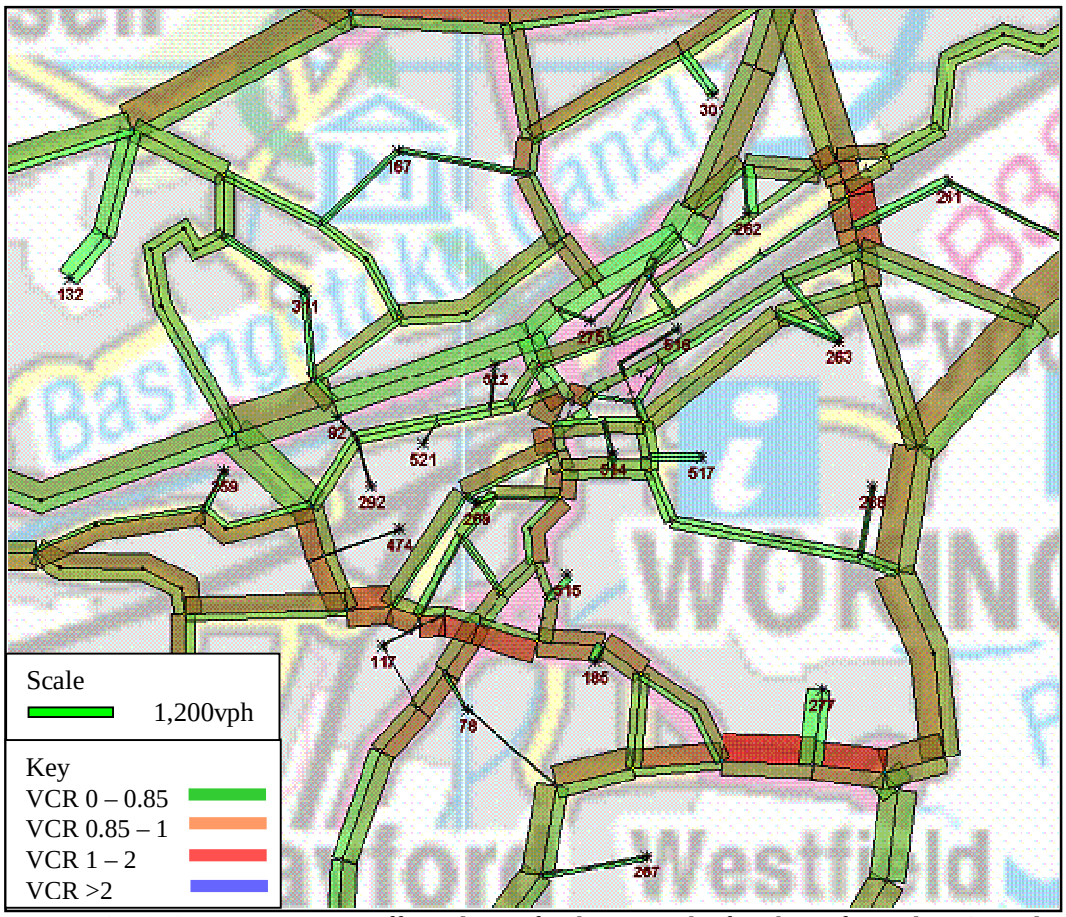


Figure 5.6: 2026 Do-Minimum Traffic Volumes for the Borough of Woking, focused on Central Woking

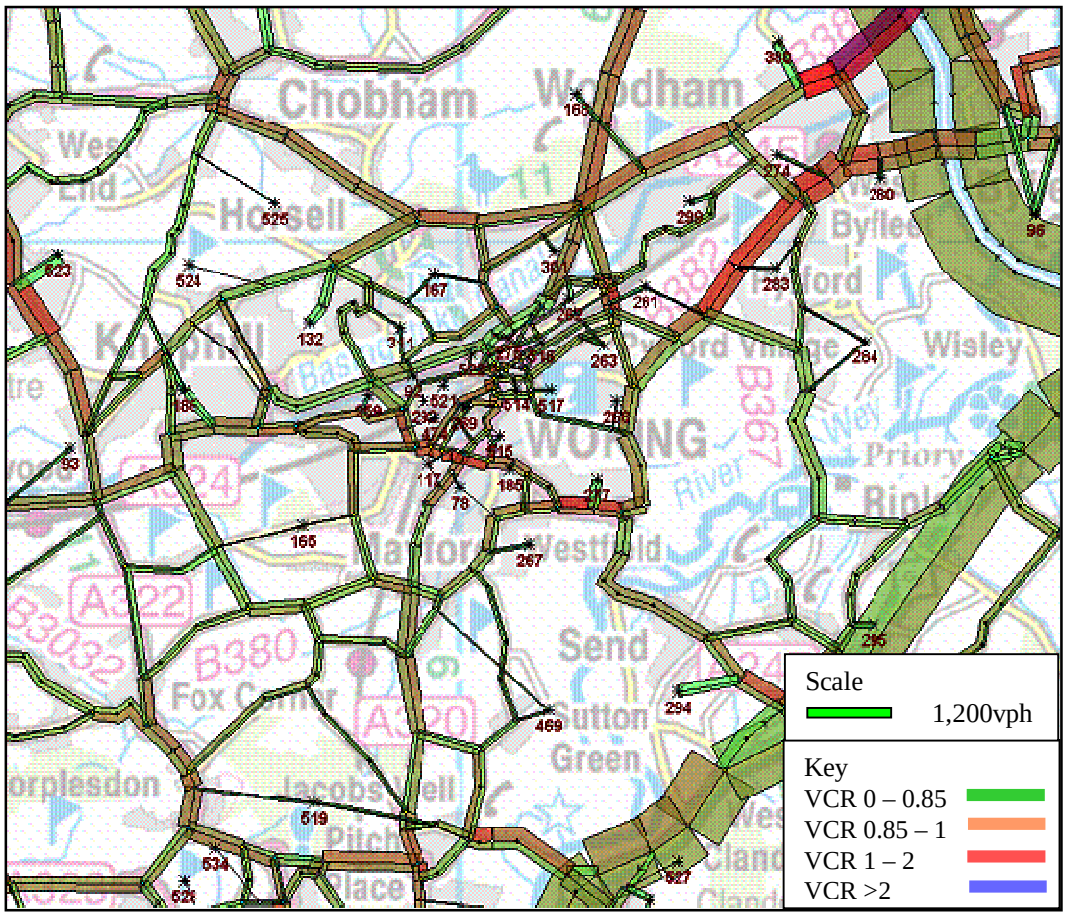


Figure 5.7: 2026 Scenario A Traffic Volumes for the Borough of Woking

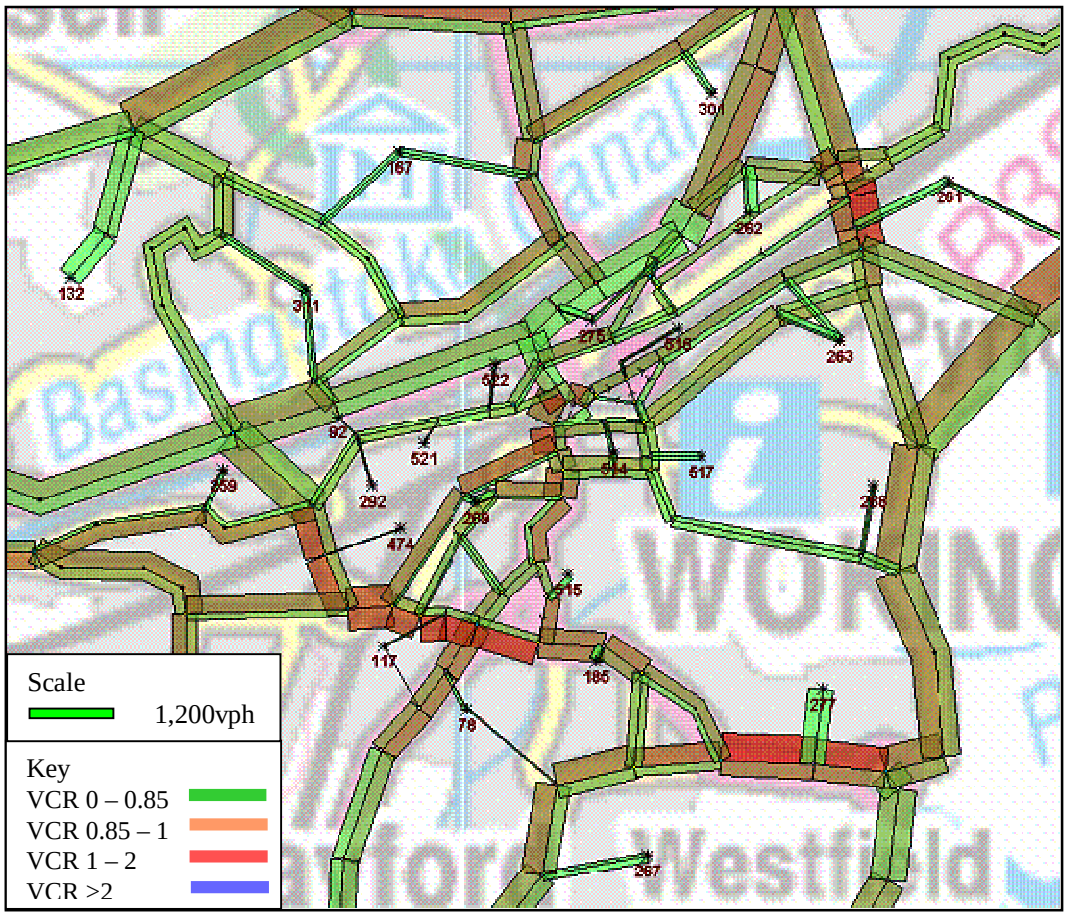


Figure 5.8: 2026 Scenario A Traffic Volumes for the Borough of Woking, focused on central Woking

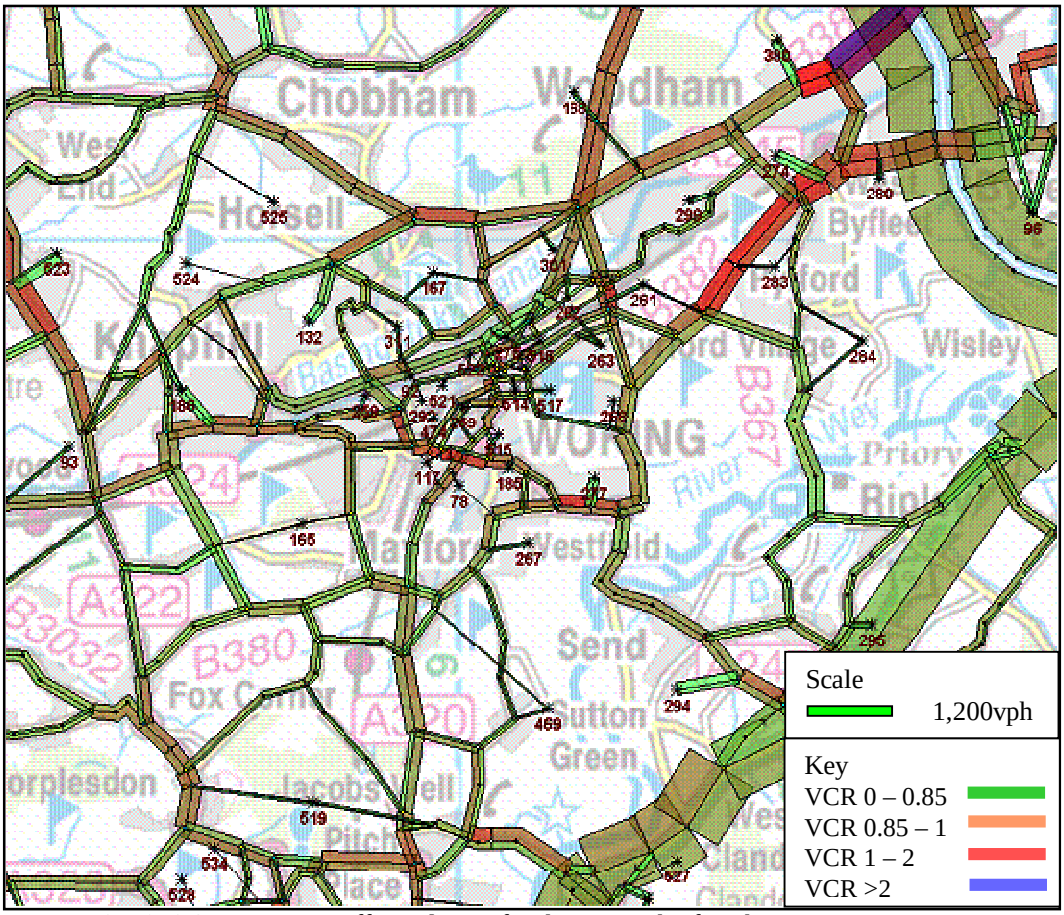


Figure 5.9: 2026 Scenario B Traffic Volumes for the Borough of Woking

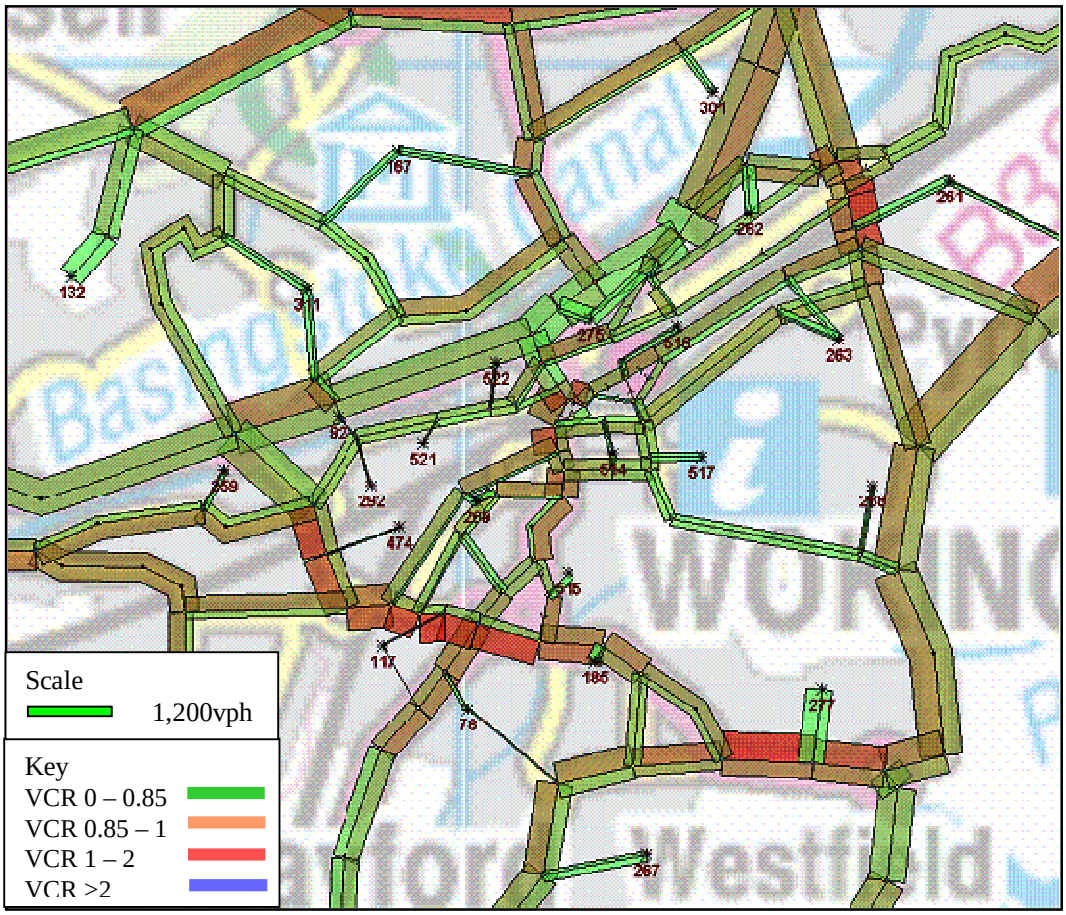


Figure 5.10: 2026 Scenario B Traffic Volumes for the Borough of Woking, focused on central Woking

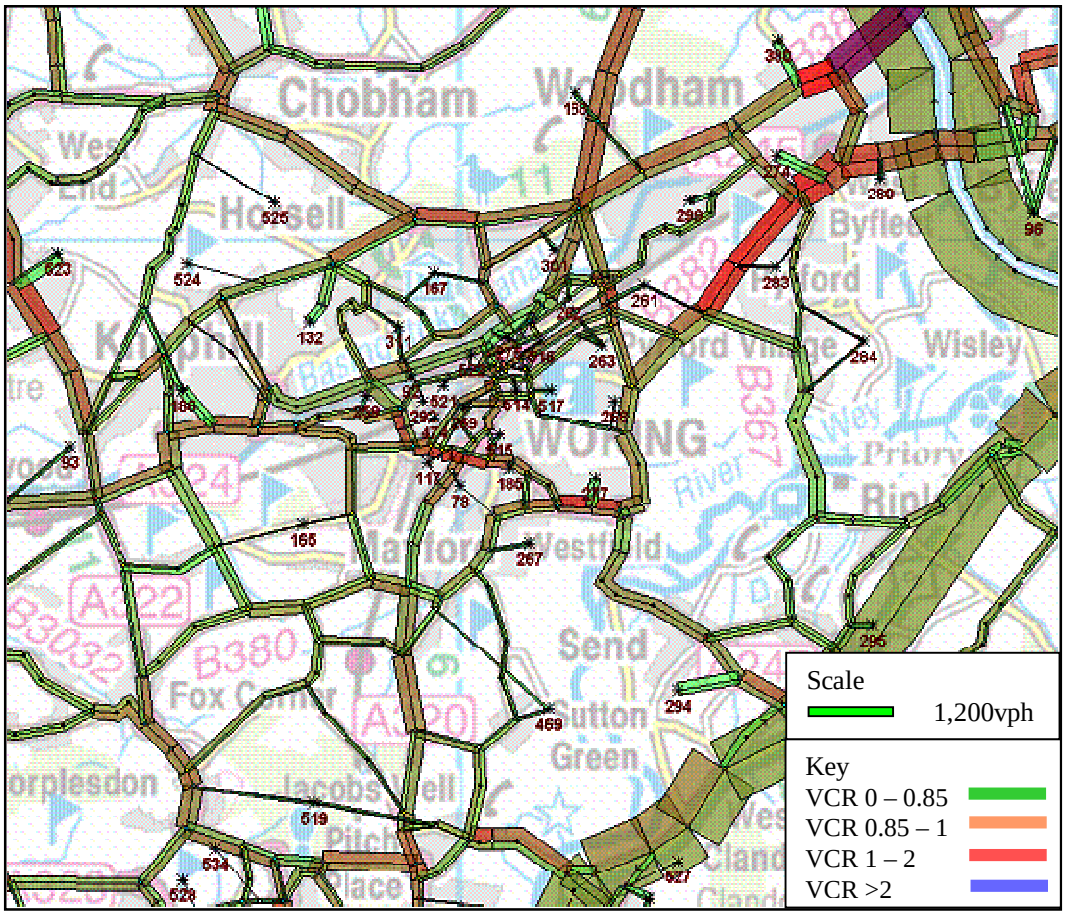


Figure 5.11: 2026 Scenario C Traffic Volumes for the Borough of Woking

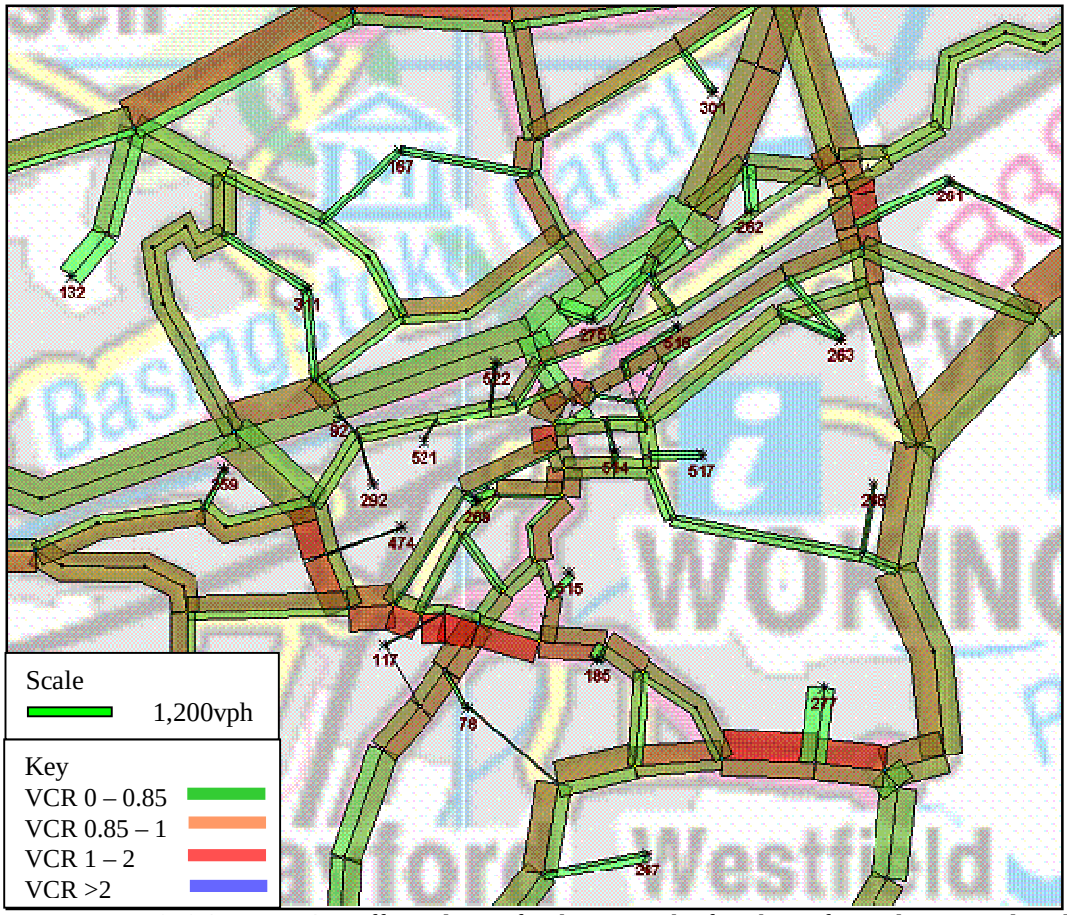


Figure 5.12: 2026 Scenario C Traffic Volumes for the Borough of Woking, focused on central Woking

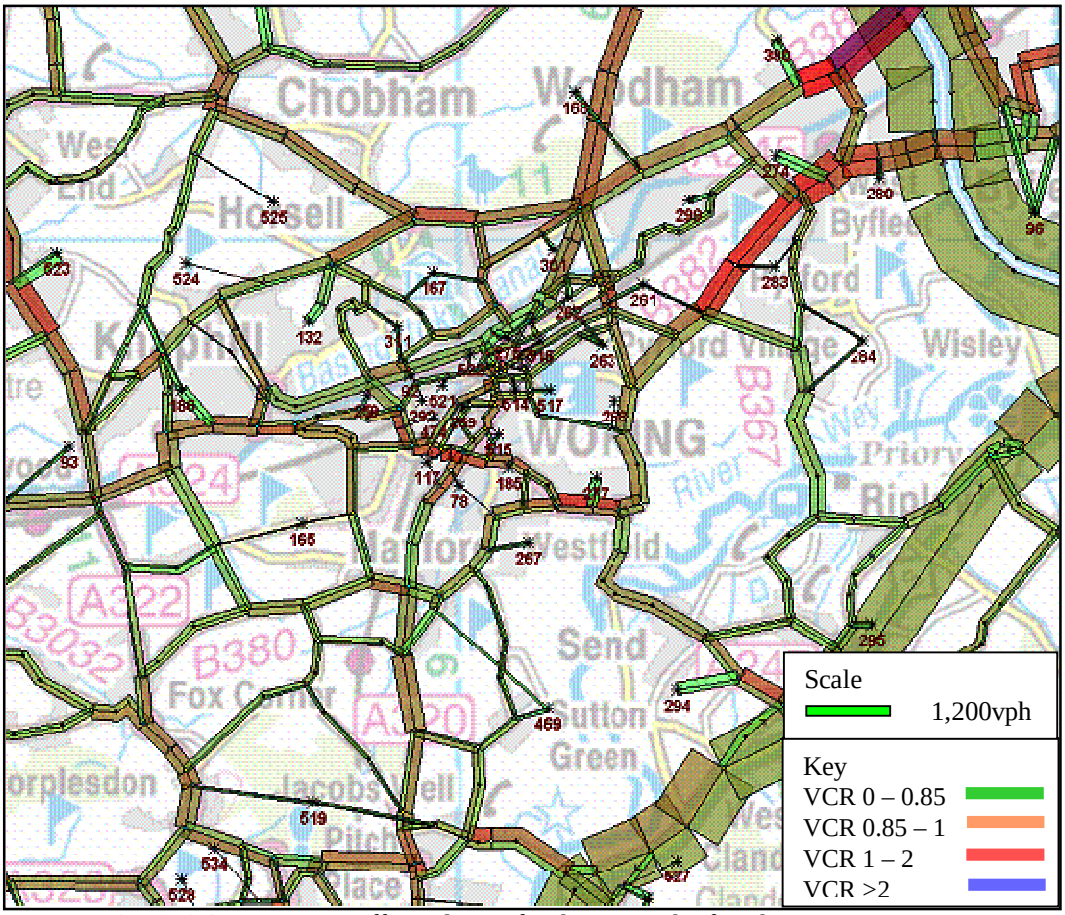


Figure 5.13: 2026 Scenario D Traffic Volumes for the Borough of Woking

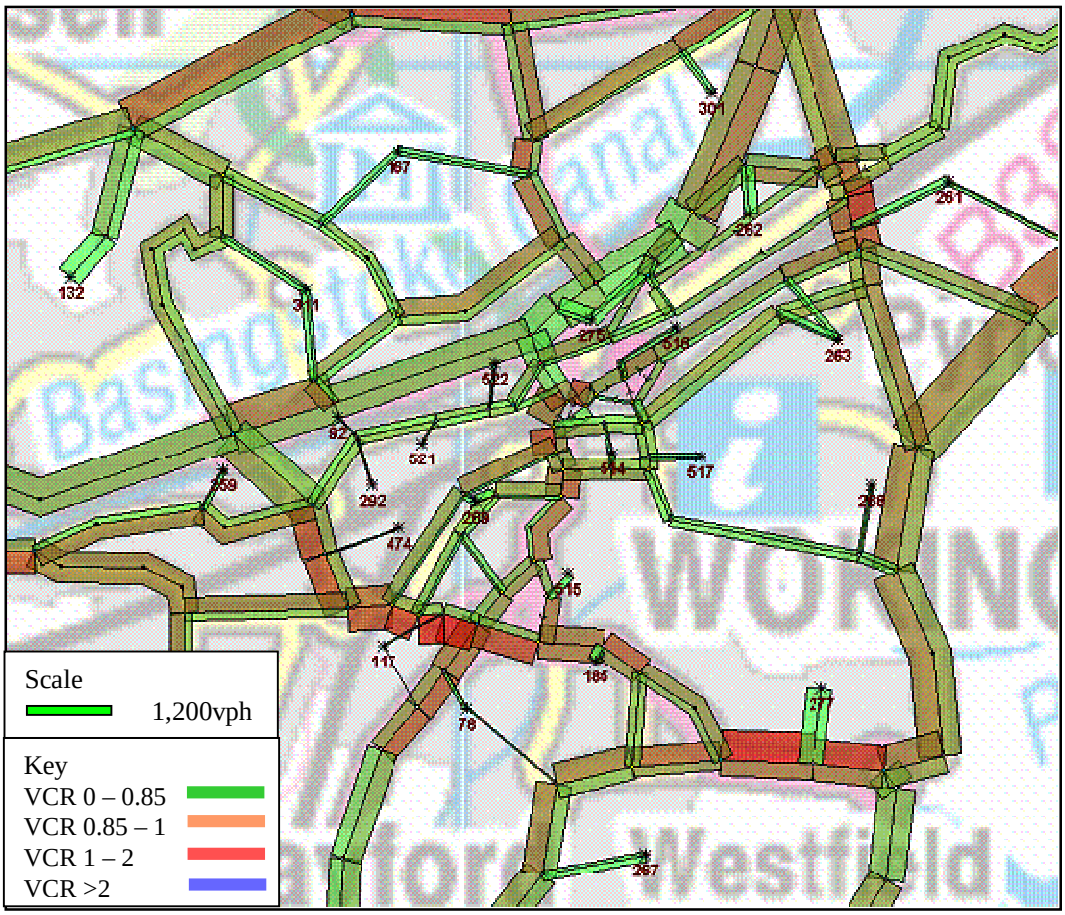


Figure 5.14: 2026 Scenario D Traffic Volumes for the Borough of Woking, focused on central Woking

5.4.3 The VCR plots of the Borough of Woking indicate that levels of congestion and flow remain relatively constant between the 2026 Do-Minimum and the four test scenarios: 2026 Scenarios A, B, C and D.

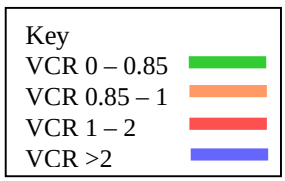
5.4.4 The links that experience the greatest levels of congestion are on the local borough roads. For example the main area that displays high levels of congestion from the 2026 Do-Minimum through to Scenario D is around Old Woking and Mayford/Kingfield, specifically the A247 High Street (travelling eastbound), stated in *Table 5.15*, and the A247 Wych Hill Lane (travelling westbound).

5.4.5 A second key area of congestion that continues to increase from the 2005 base year into Scenario D is around the Pyrford area leading into West Byfleet, specifically the B382 Old Woking Road. This relates to the information displayed in *Tables 5.5* to *5.9* indicating that zone 274, West Byfleet Town Centre, is one of the modelled Woking zones that contains some of the largest proportions of additional departure and arrival trips.

5.4.6 The next set of figures, *Figure 5.15* to *5.50* are also VCR plots indicating the amount of proposed congestion on inidividual links. These figures are the same as the borough VCR plots (*Figures 5.3* to *5.14*) but are looking at the main strategic road network and junctions relating to Woking in more detail. The strategic road network covered in *Figures 5.15* to *5.50* is the M3 Junction 3, M25 Junctions 10 and 11, A3 Burntcommon Junction, A3 Ripley Junction and the A3 Dennis Roundabout.

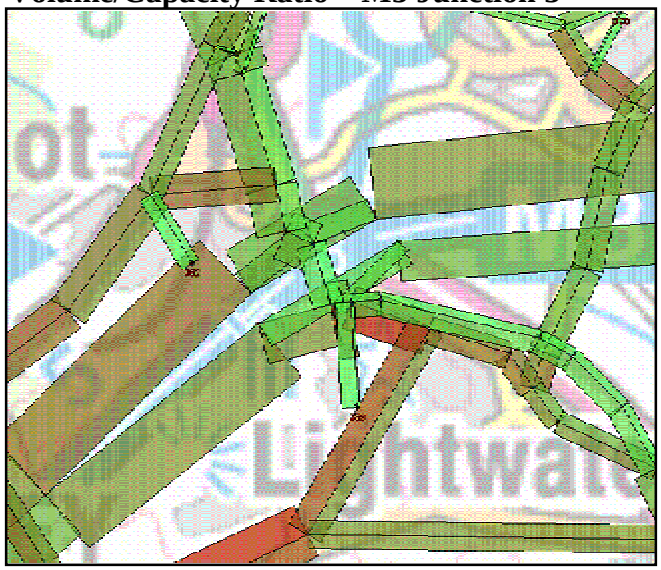
5.4.7 Note that the scale is not the same for all of the following VCR plots, however, the scale is provided for individual sets of VCR plots. The key is provided below and applies to all of the VCR plots.

5.4.8 *Figures 5.15* to *5.50* display a general trend that levels of congestion do not increase by any major amount at the junctions surrounding and related to the Borough of Woking. Where congestion is seen to increase, the largest increases are between the 2005 base year and 2026 Do-Minimum, which is related to background growth and general traffic growth between these two years.



Key applies to all VCR plots

Volume/Capacity Ratio – M3 Junction 3



Scale
550vph

Figure 5.15: 2005 Traffic Volumes, M3 J3

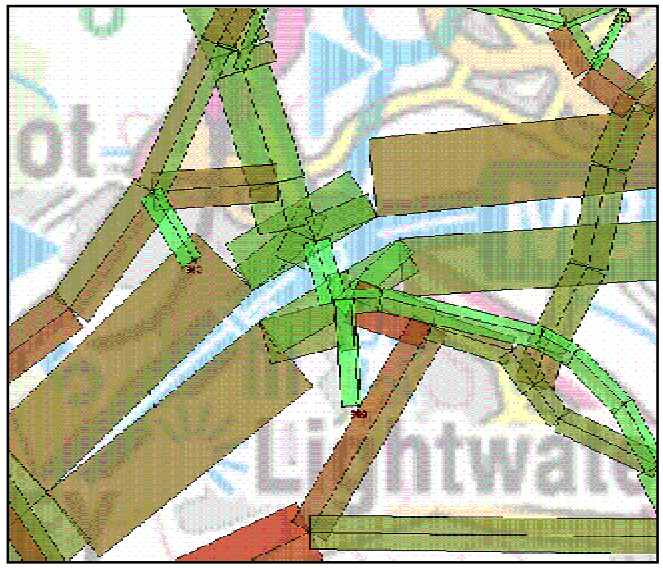


Figure 5.16: 2026 Do-Minimum Traffic Volumes, M3 J3

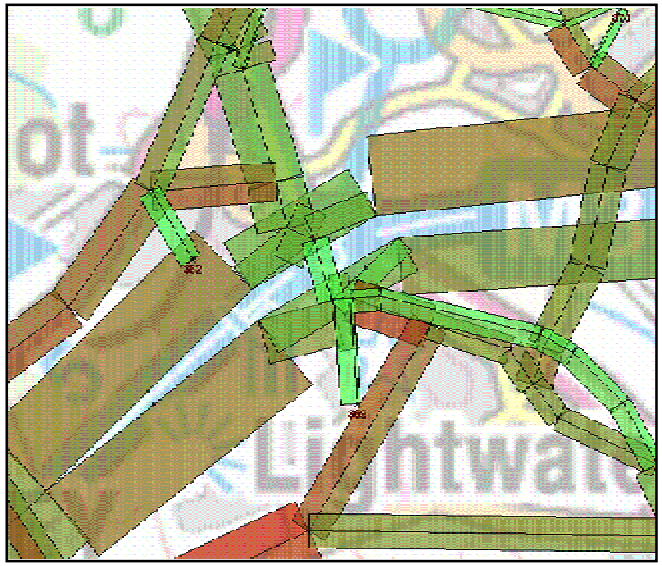


Figure 5.17: 2026 Scenario A Traffic Volumes, M3 J3

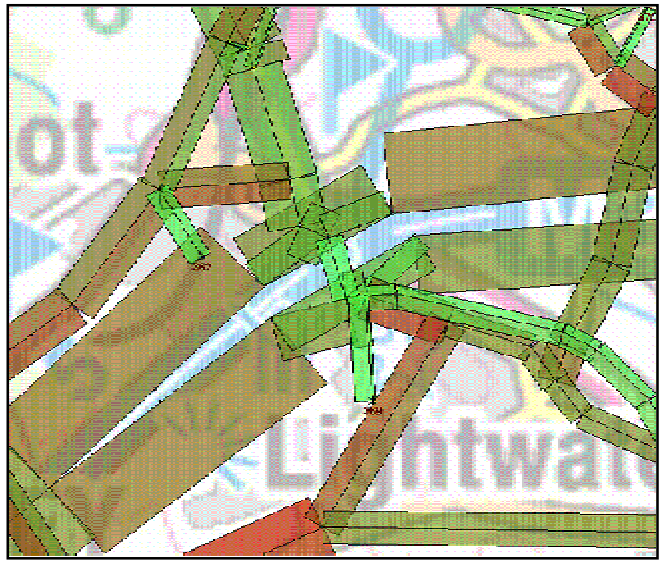


Figure 5.18: 2026 Scenario B Traffic Volumes, M3 J3

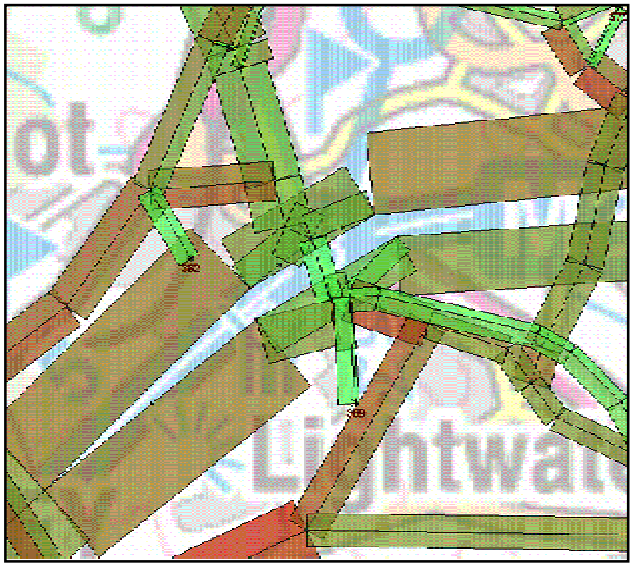


Figure 5.19: 2026 Scenario C Traffic Volumes, M3 J3

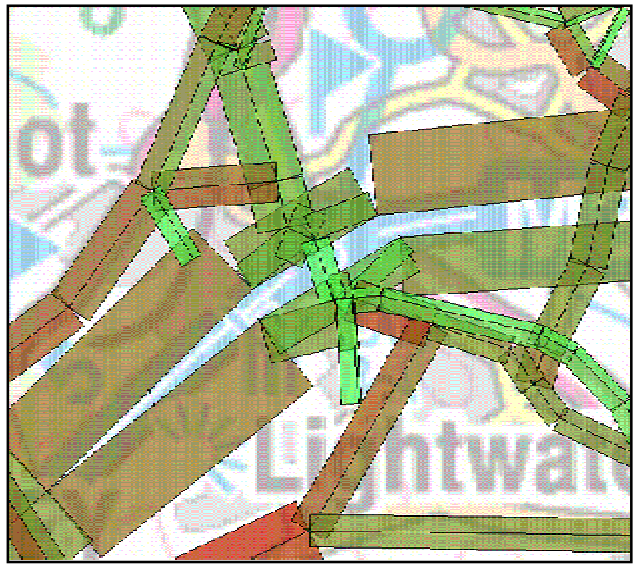


Figure 5.20: 2026 Scenario D Traffic Volumes, M3 J3

5.4.9 There is a general increase in flow and congestion between the 2005 base year and Scenario D on the strategic road network surrounding the M3 Junction 3. However, the greatest increase in congestion is apparent between the 2005 base year and the 2026 Do-Minimum on the M3 itself. The congestion on the M3, north and south of Junction 3, remains relatively constant between the 2026 Do-Minimum and Scenario D.

Volume/Capacity Ratio – M25 Junction 10

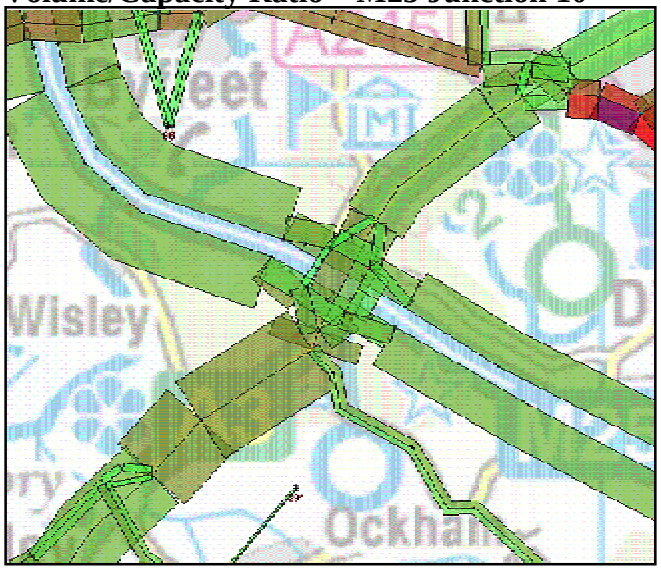
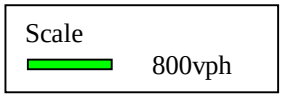


Figure 5.21: 2005 Base Traffic Volumes, M25 J10



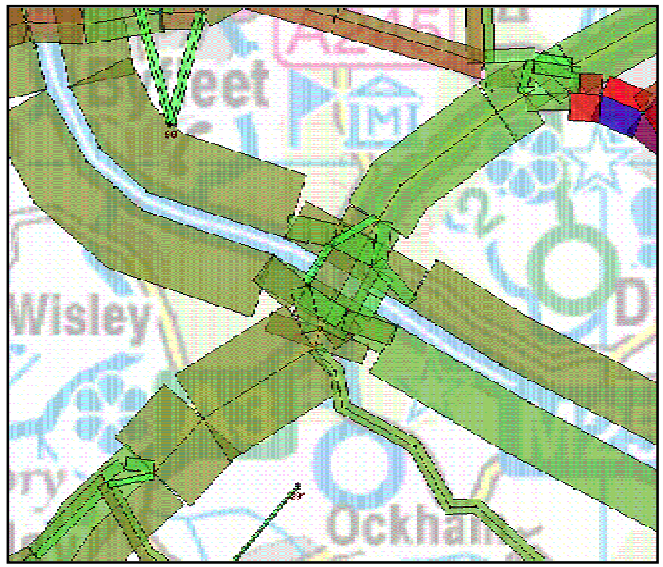


Figure 5.22: 2026 Do-Minimum Traffic Volumes, M25 J10

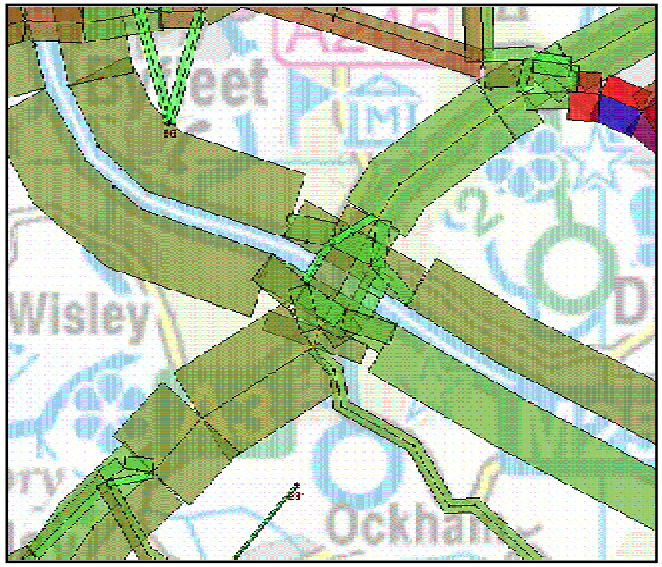


Figure 5.23: 2026 Scenario A Traffic Volumes, M25 J10

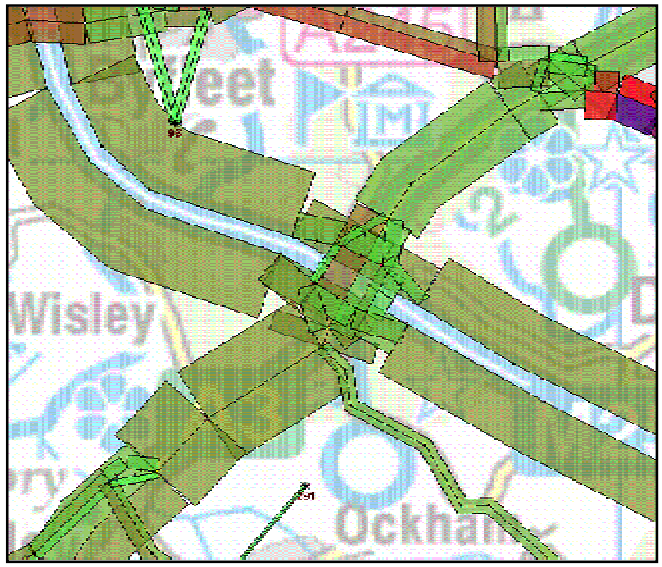


Figure 5.24: 2026 Scenario B Traffic Volumes, M25 J10

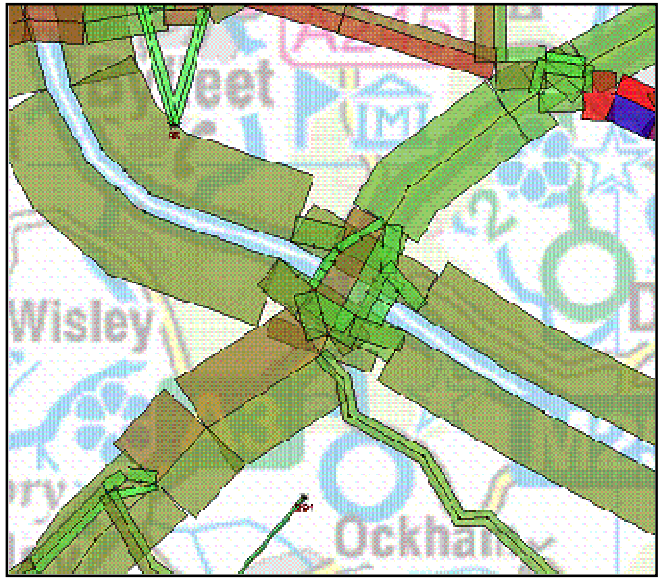


Figure 5.25: 2026 Scenario C Traffic Volumes, M25 J10

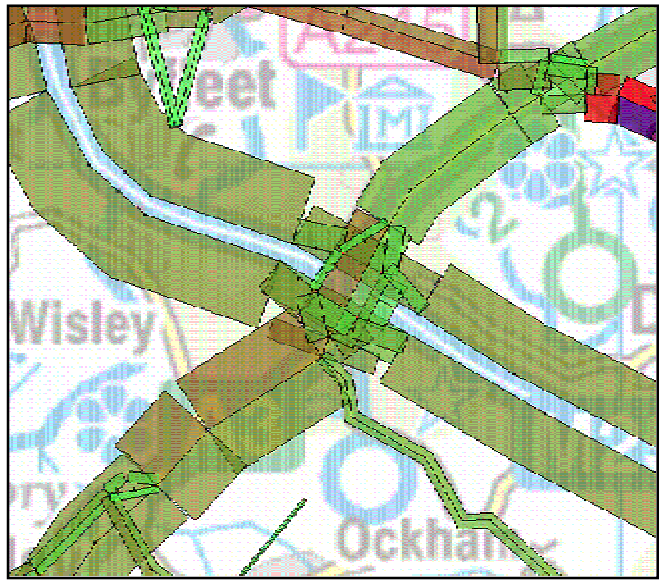


Figure 5.26: 2026 Scenario D Traffic Volumes, M25 J10

5.4.10 *Figures 5.21* to *5.26* display the VCR plots of the M25 Junction 10 for all scenarios. Levels of congestion around the M25 Wisley Interchange remain relatively constant between the 2005 base year and Scenario B. However, in Scenarios C and D a small increase in flow and congestion is projected between the A3 Ripley Junction and the M25 Wisley Interchange, travelling northbound. This can be seen in greater detail by comparing *Figures 5.42* to *5.44*, which focuses on the A3 Ripley Junction. This increase in flow on the A3 can be attributed to the proposed development of 350-500 residential dwellings on greenbelt land in Scenarios C and D.

Volume/Capacity Ratio – M25 Junction 11

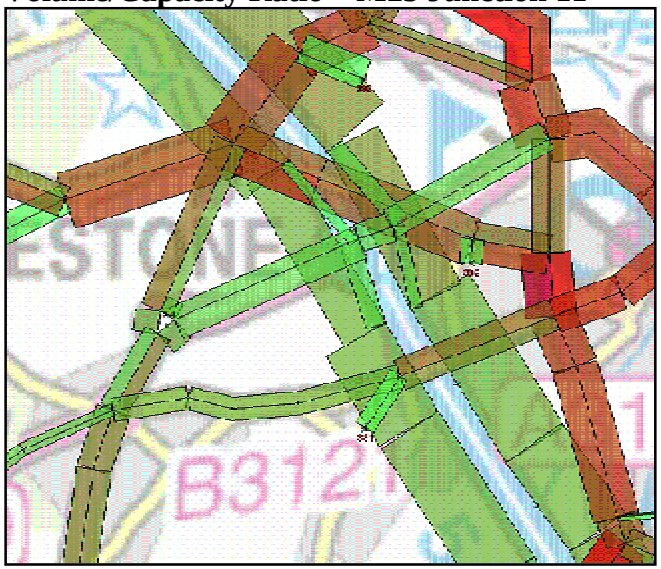
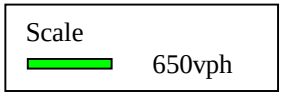


Figure 5.27: 2005 Base Traffic Volumes, M25 J11



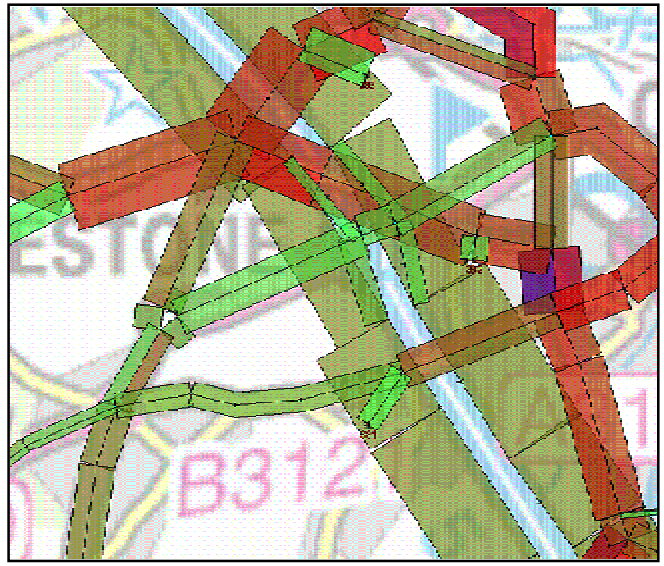
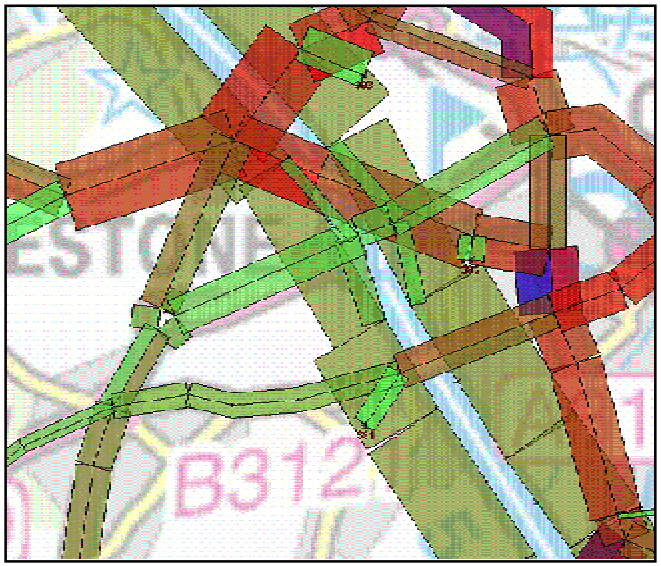


Figure 5.28: 2026 Do-Minimum Traffic Volumes, M25 J11



Figures 5.29: 2026 Scenario A Traffic Volumes, M25 J11

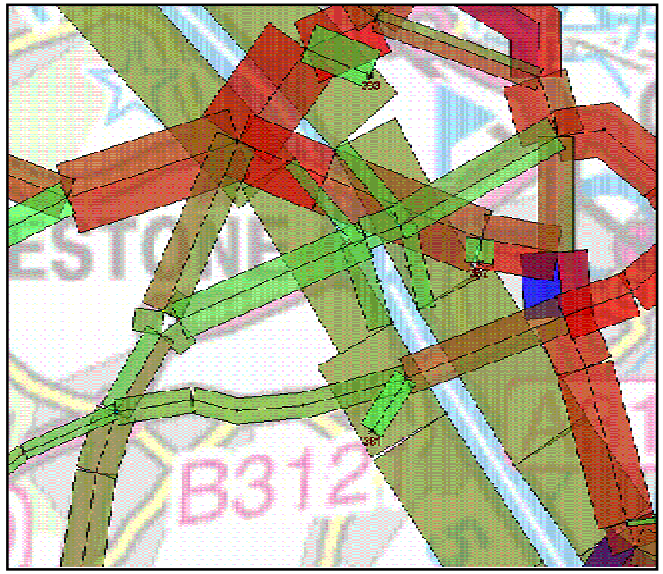


Figure 5.30: 2026 Scenario B Traffic Volumes, M25 J11

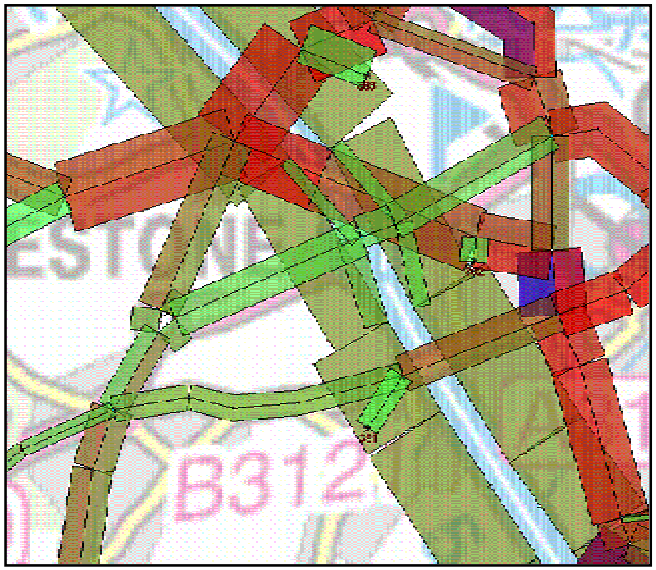


Figure 5.31: 2026 Scenario C Traffic Volumes, M25 J11

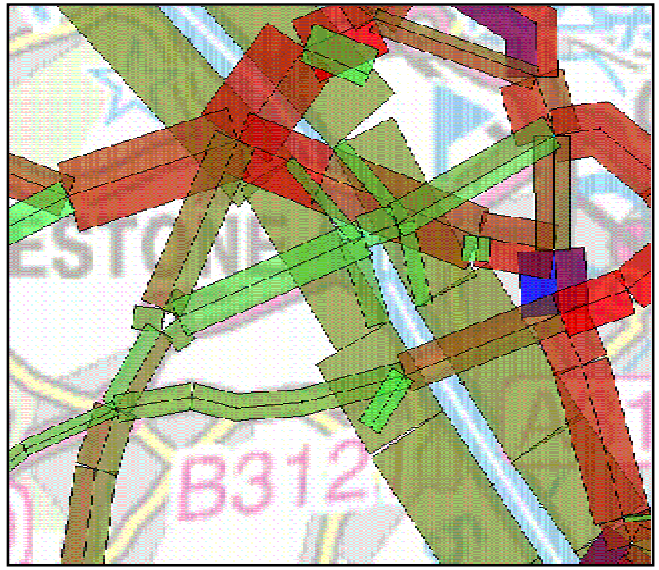


Figure 5.32: 2026 Scenario D Traffic Volumes, M25 J11

5.4.11 In relation to the figures displaying VCR plots for the M25 Junction 11 (*Figures 5.27* to *5.32*), levels of congestion are not expected to vary largely between the 2005 base year and Scenario D. Higher levels of congestion are present on the county roads (Runnymede Borough Council) surrounding the M25 Junction 11, rather than the strategic network. Although congestion does increase particularly in Scenarios C and D on a nearby county link which may be used by people travelling from the borough of Woking, the A320 Guildford Road (see *Figures 5.27* to *5.32*).

Volume/Capacity Ratio – A3 Burntcommon Junction

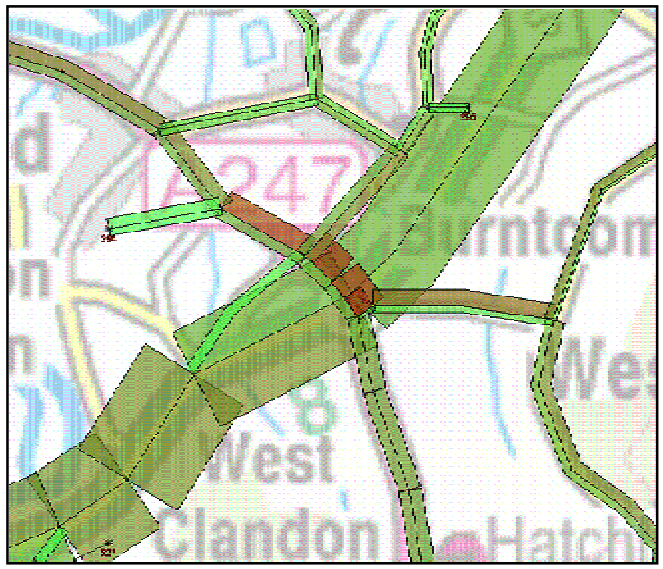
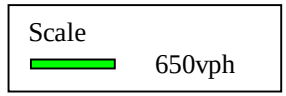


Figure 5.33: 2005 Base Traffic Volumes, A3 Burntcommon



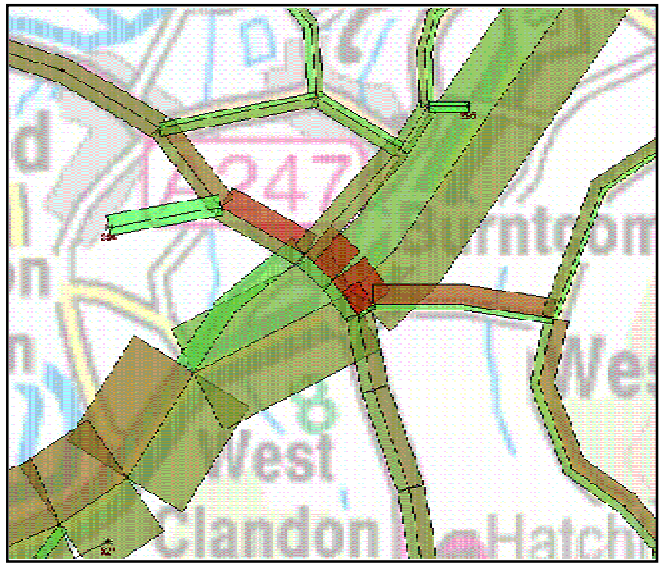


Figure 5.34: 2026 Do-Minimum Traffic Volumes, A3 Burntcommon

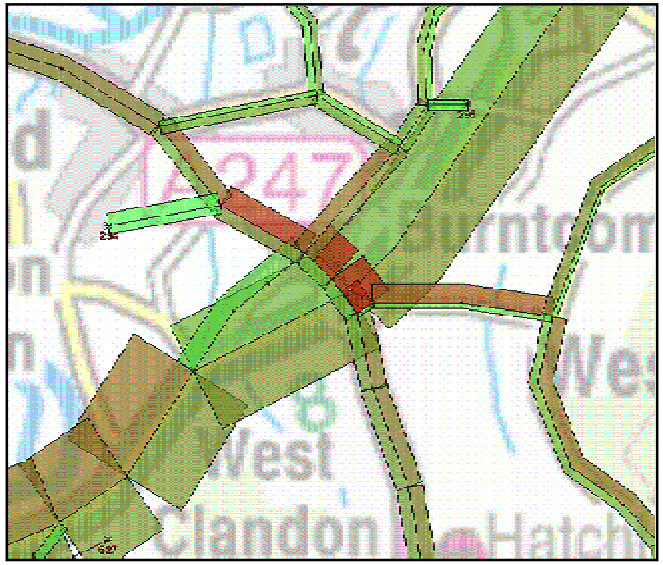


Figure 5.35: 2026 Scenario A Traffic Volumes, A3 Burntcommon

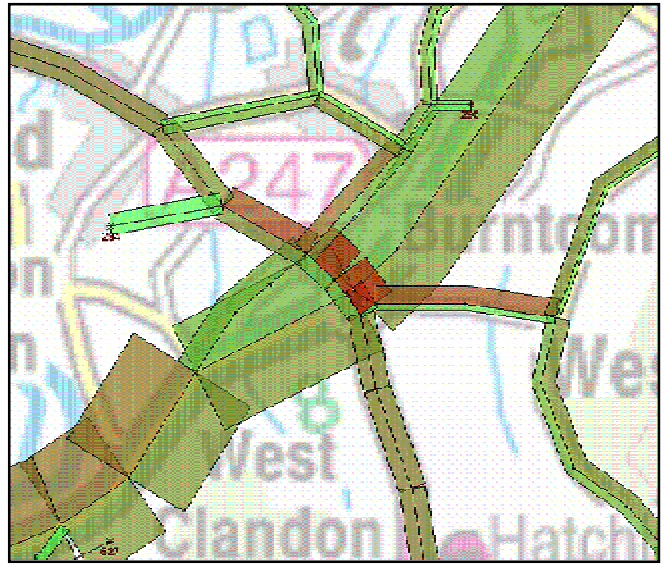


Figure 5.36: 2026 Scenario B Traffic Volumes, A3 Burntcommon

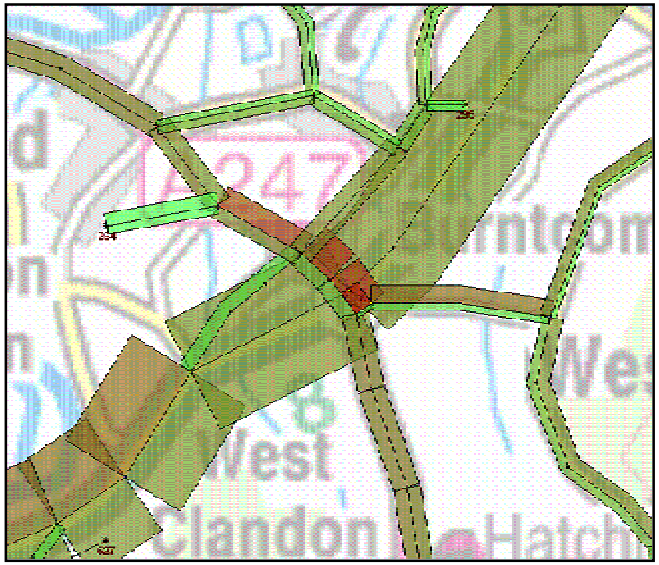


Figure 5.37: 2026 Scenario C Traffic Volumes, A3 Burntcommon

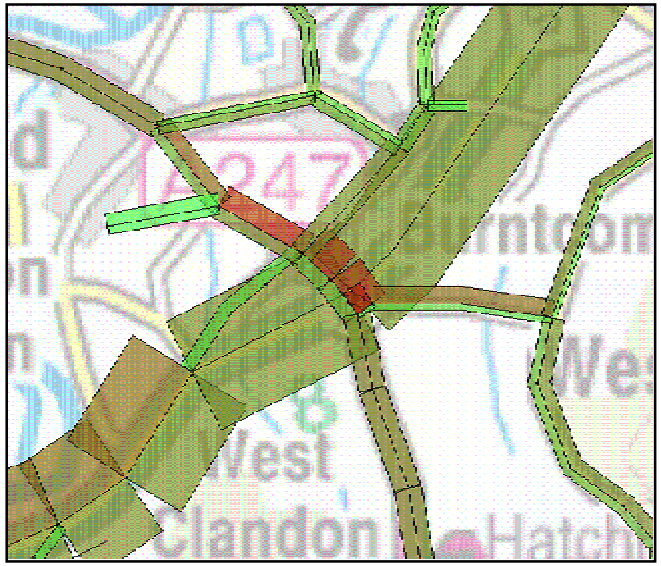


Figure 5.38: 2026 Scenario D Traffic Volumes, A3 Burntcommon

5.4.12 *Figures 5.33* to *5.38* indicate that congestion increases most between the 2005 base year and 2026 Do-Minimum on the A3 travelling northbound towards the Burntcommon Junction. In Scenario B a minor increase in congestion is estimated on the A247 Clandon Road, (south of the junction) travelling in a northbound direction to join the A3 at the Burntcommon junction to travel southbound on the A3. This small increase in congestion on the A247 Clandon Road continues into Scenarios C and D.

Volume/Capacity Ratio – A3 Ripley Junction

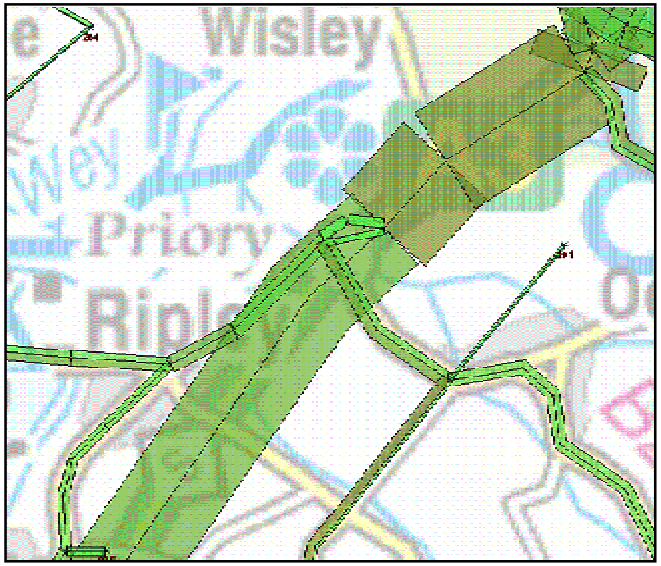


Figure 5.39: 2005 Base Traffic Volumes, A3 Ripley

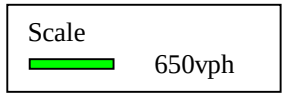


Figure 5.40: 2026 Do-Minimum Traffic Volumes, A3 Riple

Figure 5.41: 2026 Scenario A Traffic Volumes, A3 Ripley

Figure 5.42: 2026 Scenario B Traffic Volumes, A3 Ripley

Figure 5.43: 2026 Scenario C Traffic Volumes, A3 Ripley

Figure 5.44: 2026 Scenario D Traffic Volumes, A3 Ripley

5.4.13 Congestion is expected to remain relatively constant surrounding the A3 Ripley Junction in all scenarios. However congestion could increase by a minor amount on the A3, travelling northbound between the Ripley Junction and the M25 Wisle Interchange, in Scenarios C and D (see *Figures 5.43* and *5.44*).

Volume/Capacity Ratio – A3 Dennis Roundabout Junction

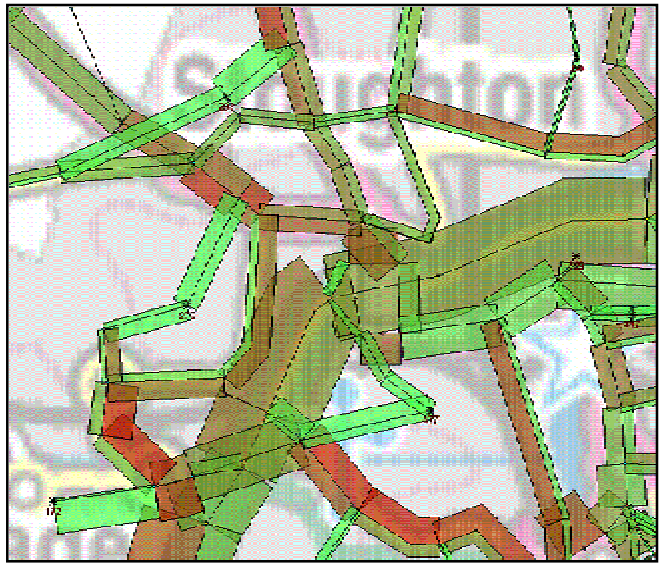
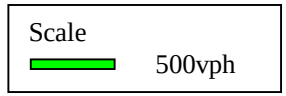


Figure 5.45: 2005 Base Traffic Volumes, A3 Dennis Roundabout



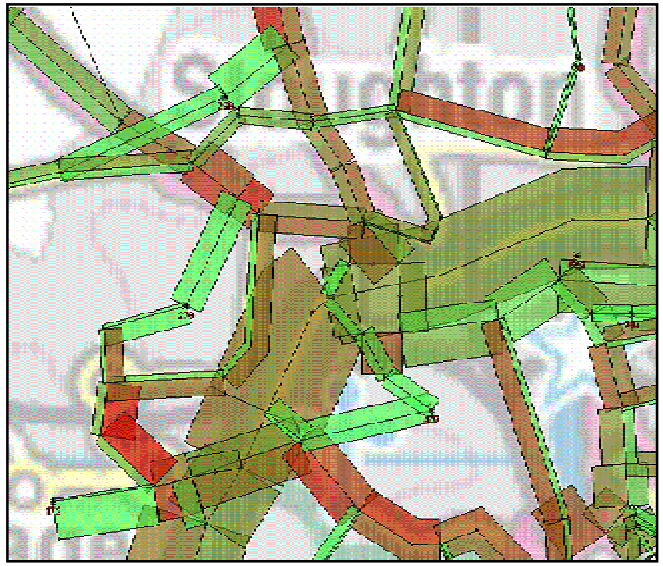


Figure 5.46: 2026 Do-Minimum Traffic Volumes, A3 Dennis Roundabout

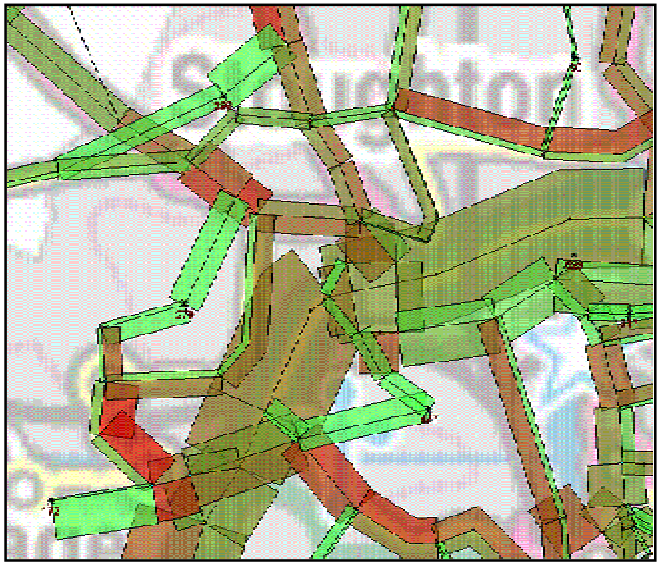


Figure 5.47: 2026 Scenario A Traffic Volumes, A3 Dennis Roundabout

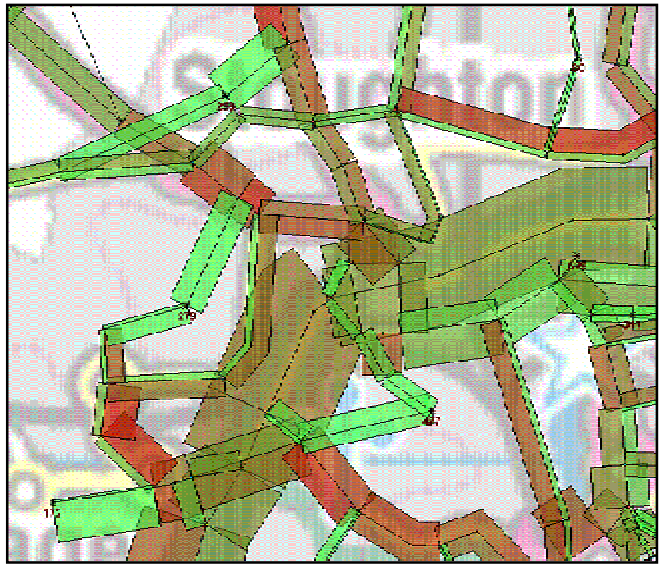


Figure 5.48: 2026 Scenario B Traffic Volumes, A3 Dennis Roundabout

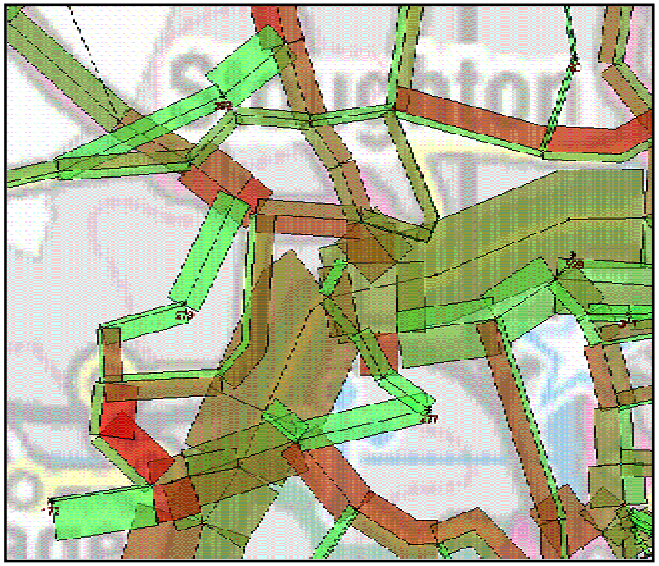


Figure 5.49: 2026 Scenairo C Traffic Volumes, A3 Dennis Roundabout

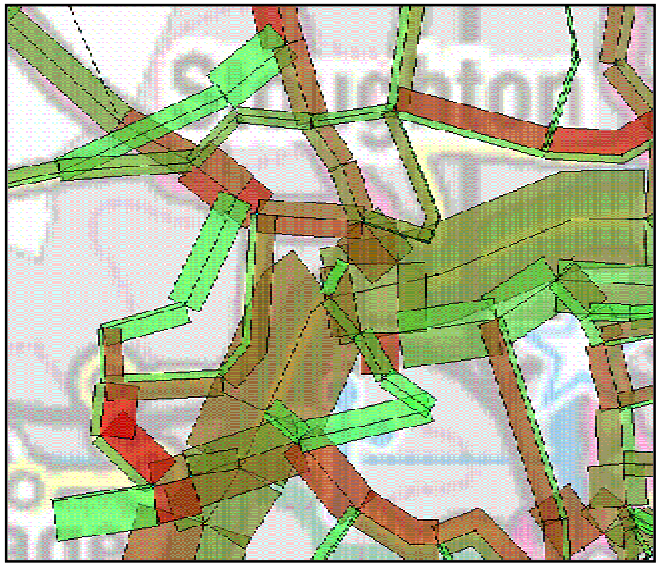


Figure 5.50: 2026 Scenario D Traffic Volumes, A3 Dennis Roundabout

5.4.14 The A3 surrounding the Dennis Roundabout at Guildford is not projected to be impacted by increased congestion due to WBC's proposed developments.

5.4.15 For more detailed information concerning the VCR and link travel time values for all stated sections of the surrounding strategic network to Woking, see *Appendix E*.

5.5 Borough Bandwidth Plots – Difference in Flow

5.5.1 Changes in the levels of traffic are shown using a bandwidth plot on the road network with comparison to the relevant reference cases. *Figures 5.51* to *5.62* show the differences in traffic between the 2005 base year and the 2026 Do-Minimum, 2026 Do-Minimum and Scenario A, Scenario A and Scenario B, Scenario B and Scenario C and finally Scenario C and Scenario D for the entire borough of Woking (local roads). By comparing each scenario with their relevant reference case it is possible to visualise the increase/decrease in traffic flows on individual links at a borough scale.

5.5.2 Where links are coloured blue, this indicates an increase in flow whereas links coloured yellow represent a decrease in traffic flow between the two scenarios in question. Due to the impacts of Scenarios C and D being so similar it was thought appropriate to compare Scenario D and Scenario B to see the general effects.

5.5.3 It can be seen that the differences between the forecast scenarios are relatively small. Out of the four forecast scenarios (A, B C and D) it can be seen that Scenario D generates the largest increases in flow.

5.5.4 For reference *Figures 5.51* to *5.62* show the disposition of allocated growth by development type (commercial and residential) represented by the pie charts. These plots are very similar to those produced in *Figures 3.1* to *3.8*, although the plots shown below represent all trips (departures and arrivals summed). The allocated growth for commercial developments is shown in red and the residential developments in grey.

5.5.5 *Figures 5.51* to *5.62* indicate that all 2026 forecast scenarios experience a general increase in traffic flows. *Figures 5.51* and *5.52* display the projected traffic growth between the 2005 base year and the forecast year of 2026 (the Do-Minimum). Traffic flow is forecast to increase at a borough wide level and the links forecast to experience the greatest increases are part of the strategic road network surrounding Woking, namely the M25 and the A3.

5.5.6 *Figures 5.53* and *5.54* display the increases in traffic flow between the 2026 Do-Minimum and Scenario A. The area most impacted by the additional developments in Scenario A is central to the borough (see *Figure 5.54*). However, this is not surprising as the majority of the additional trips are distributed amongst the zones central to the borough of Woking. The impacts caused by Scenario A are not thought to cause any significant impact on Woking's surrounding road network.

5.5.7 *Figures 5.55* and *5.56* illustrate that Scenario B has larger impacts than Scenario A. Again the largest amount of additional flow is generated on the links central to the borough and surrounding the zones containing the largest amount of additional trips, namely zones 274 and 275 (West Byfleet town centre and Woking town centre. *Figure 5.55* does indicate a small amount of growth in flow on the M25 (between Junctions 10 and 11) and the A3. However, Scenario B impacts most on local borough roads than the surrounding strategic network.

5.5.8 Scenario C generates a small amount of additional flow when compared to Scenario B. However, this additional amount of flow is most pronounced on the A3 (northbound) between the Burntcommon slip road and the Wisley Interchange (see *Figure 5.57*). This additional flow on the A3 is directly related to the inclusion of 350 dwellings in zone 469, Worplesdon Station and Sutton Green, on greenbelt land. The only difference between Scenario B and C is the inclusion of these 350 dwellings on the greenbelt land.

5.5.9 The impacts illustrated in *Figures 5.59* and *5.60* suggest that the impacts between Scenario C and Scenario D are very similar. A minimal amount of additional flow on the A3 is generated in addition to that in Scenario C. A key difference shown between Scenario D and Scenario C is a decrease in flow on a few links within the centre of the borough, a possible result of the re-routing of traffic.

5.5.10 *Figures 5.60* and *5.62* display the differences between Scenario D and Scenario B. It can be seen that these impacts are relatively similar to those shown between Scenarios C and B. The increase in flow between Scenario D and Scenario B is largest on the A3, with approximately 320 additional vehicles travelling in a northbound direction.

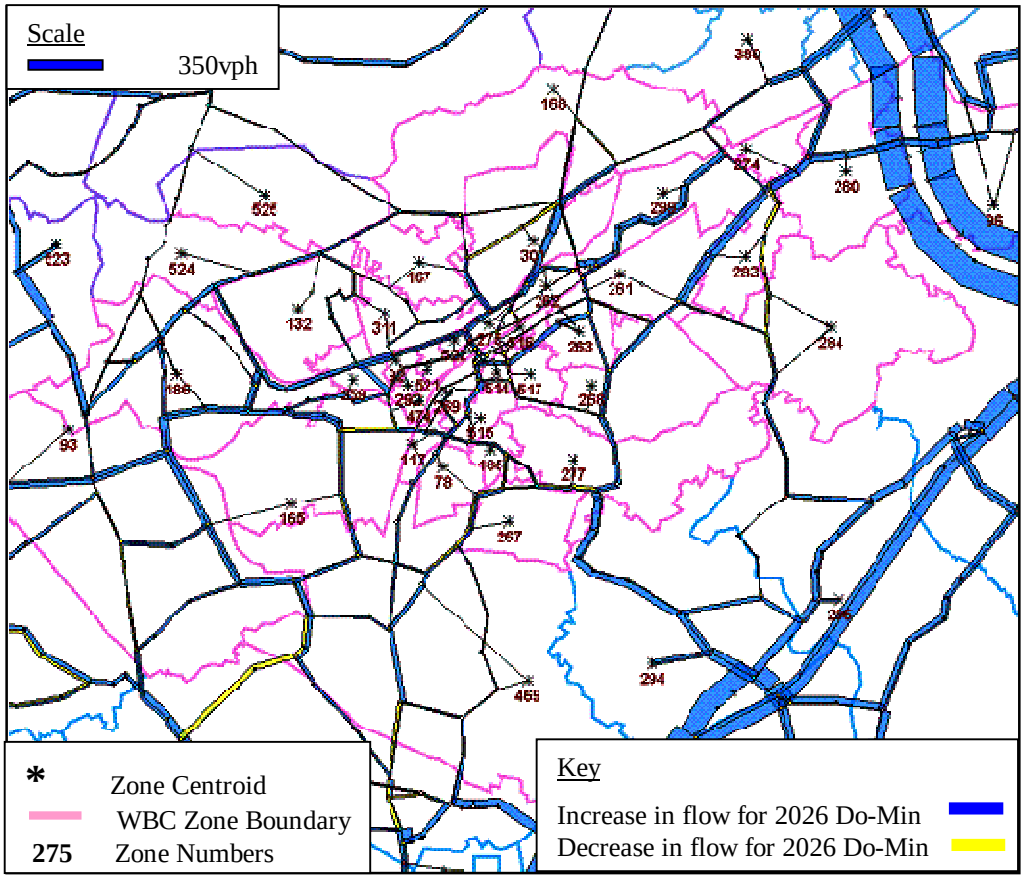


Figure 5.51: 2026 Do-Minimum flow minus the 2005 base flow (results in the increases/decreases in flow between 2005 base and 2026 Do-Minimum being displayed) borough plot

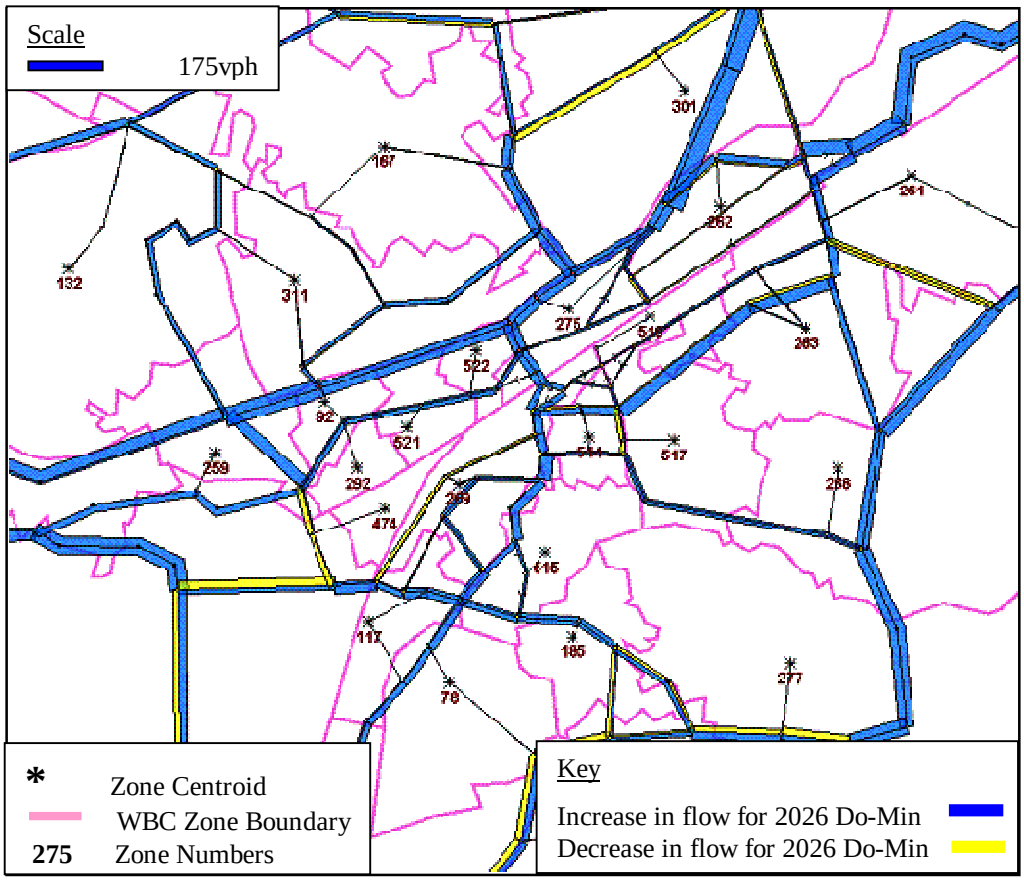


Figure 5.52: 2026 Do-Minimum flow minus the 2005 base flow (results in the increases/decreases in flow between 2005 base and 2026 Do-Minimum being displayed) plot focused on central Woking

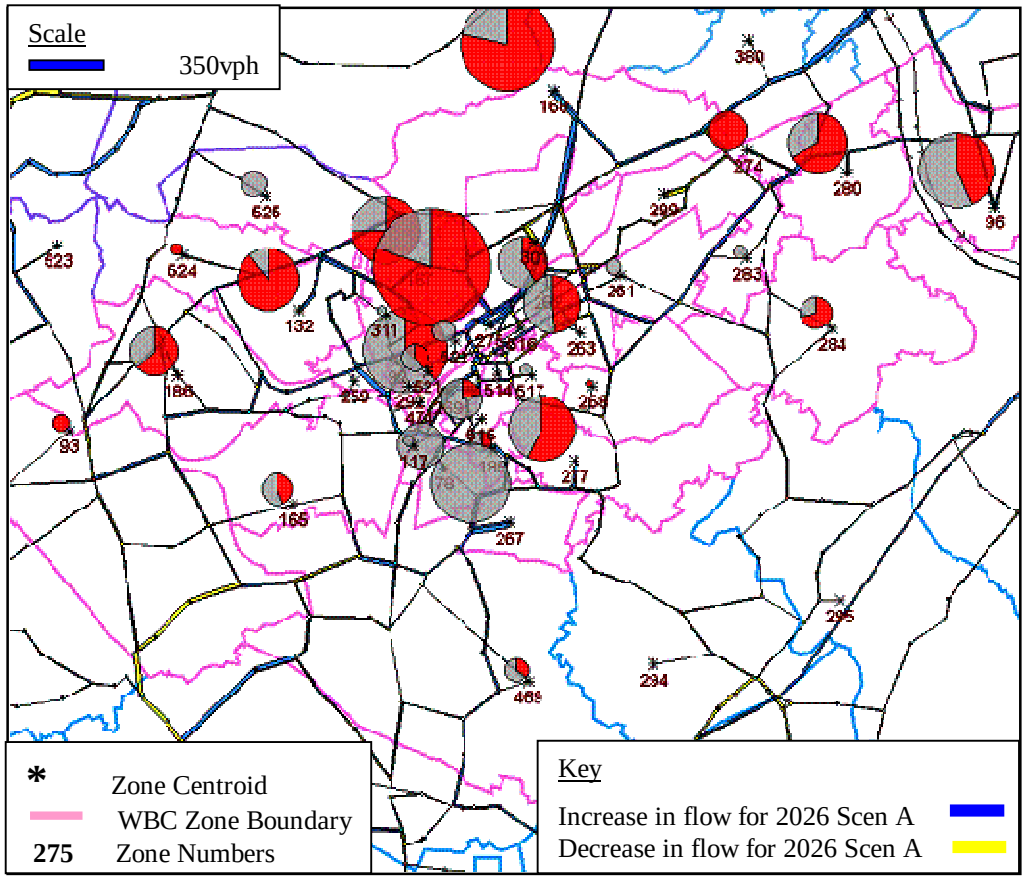


Figure 5.53: 2026 Scenario A flow minus the 2026 Do-Minimum flow (results in the increases/decreases in flow between 2026 Do-Minimum and 2026 Scenario A being displayed) borough plot

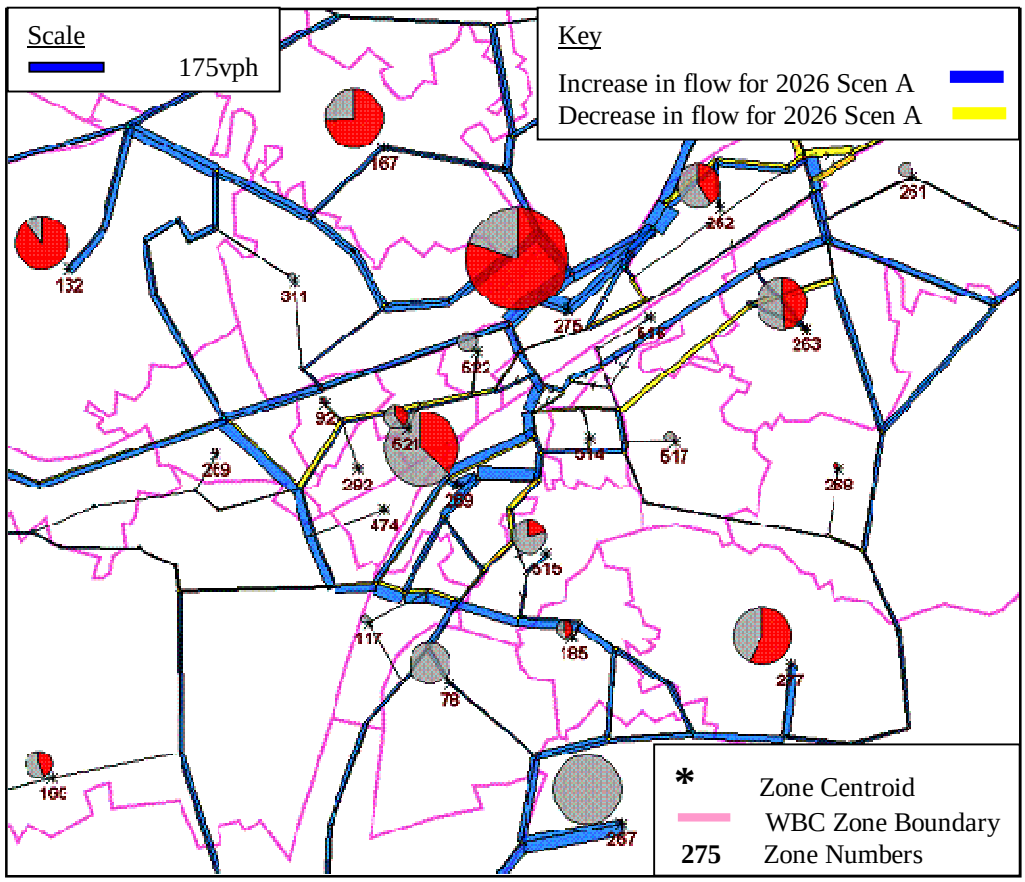


Figure 5.54: 2026 Scenario A flow minus the 2026 Do-Minimum flow (results in the increases/decreases in flow between 2026 Do-Minimum and 2026 Scenario A being displayed) plot focused on central Woking

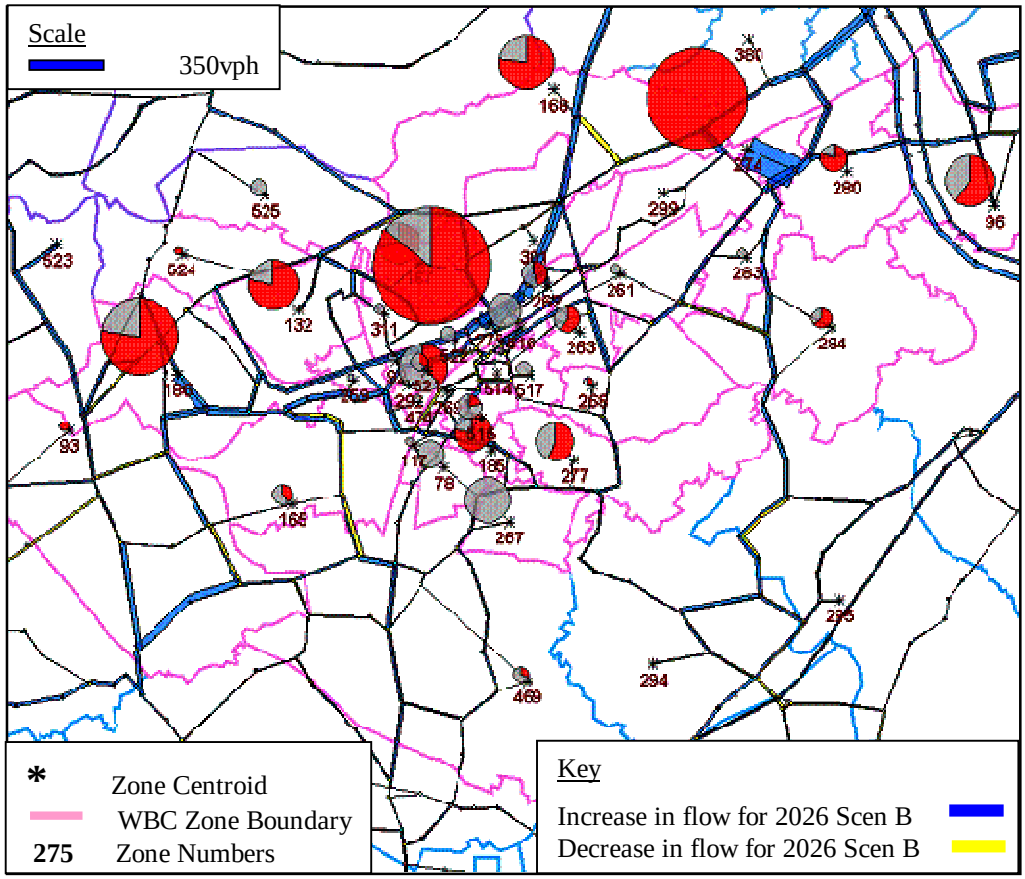


Figure 5.55: 2026 Scenario B flow minus the 2026 Scenario A flow (results in the increases/decreases in flow between 2026 Scenario A and 2026 Scenario B being displayed) borough plot

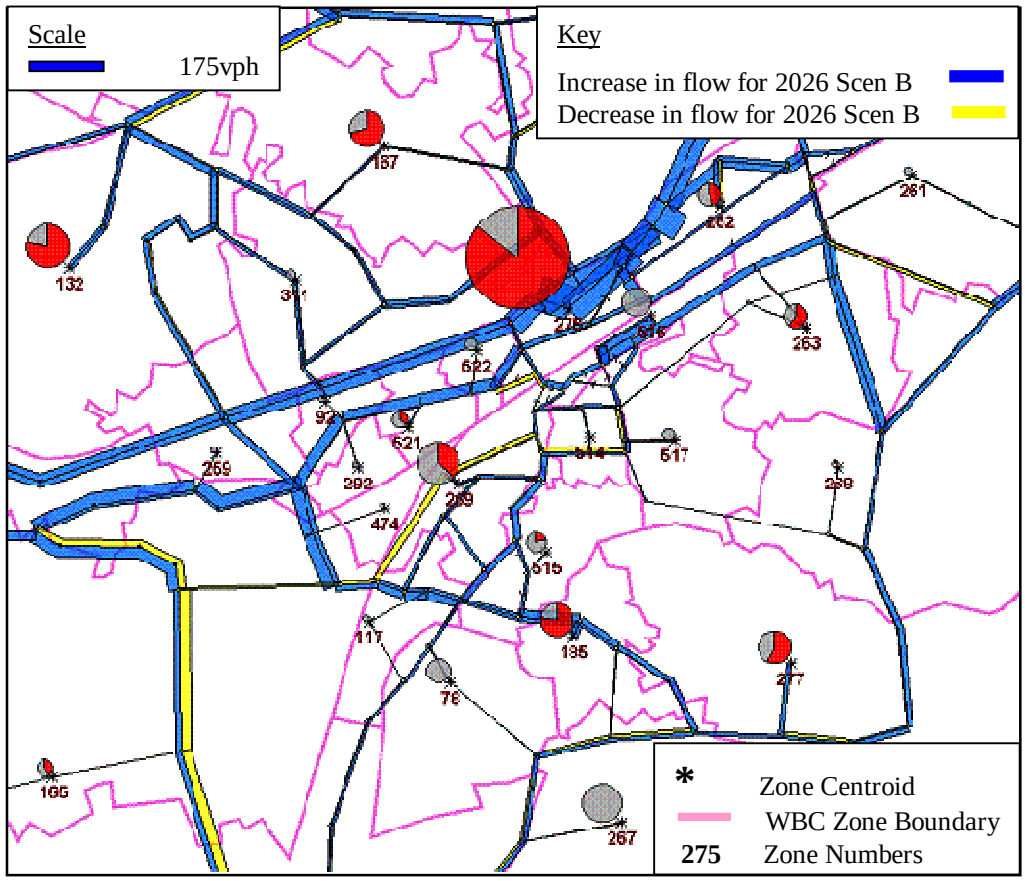


Figure 5.56: 2026 Scenario B flow minus the 2026 Scenario A flow (results in the increases/decreases in flow between 2026 Scenario A and 2026 Scenario B being displayed) plot focused on central Woking

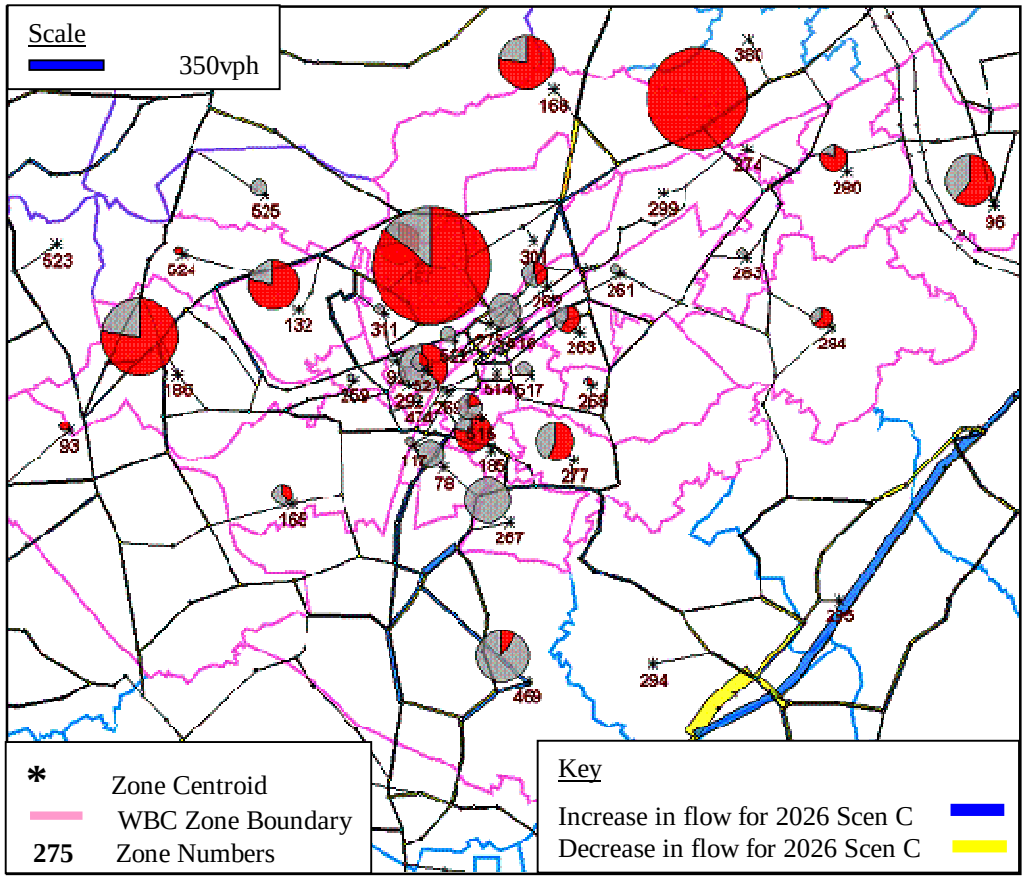


Figure 5.57: 2026 Scenario C flow minus the 2026 Scenario B flow (results in the increases/decreases in flow between 2026 Scenario B and 2026 Scenario C being displayed) borough plot

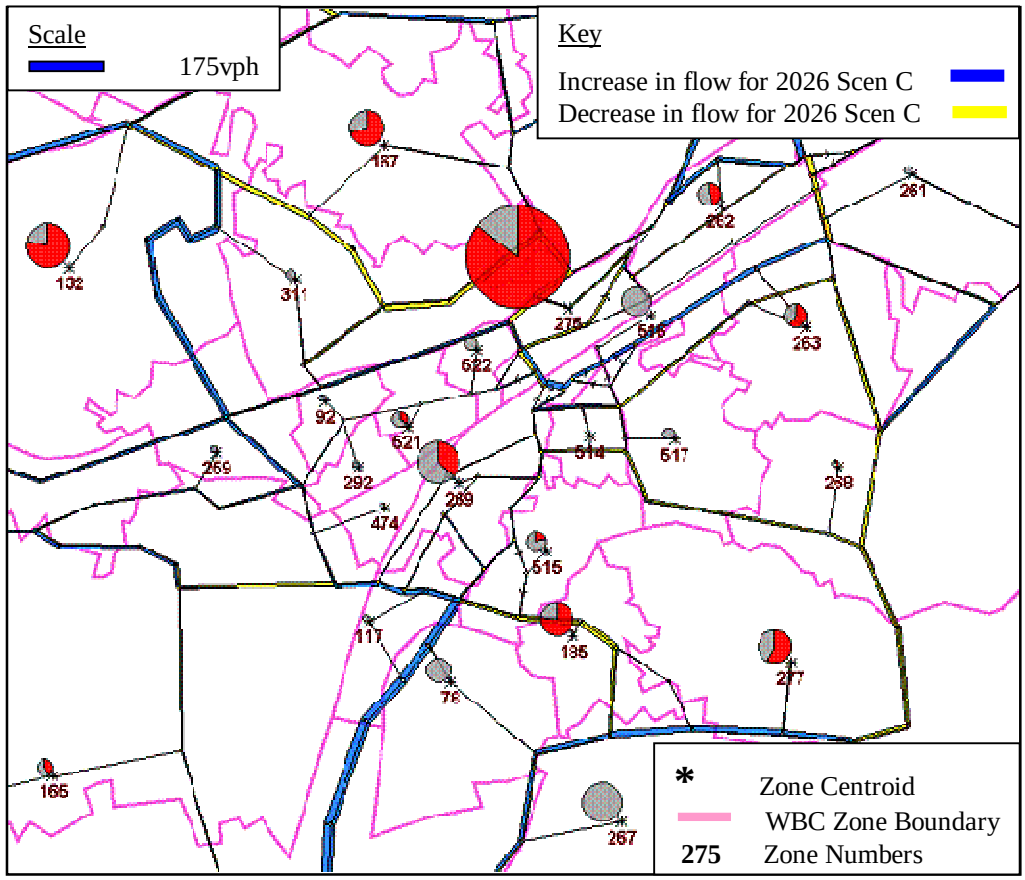


Figure 5.58: 2026 Scenario C flow minus the 2026 Scenario B flow (results in the increases/decreases in flow between 2026 Scenario B and 2026 Scenario C being displayed) plot focused on central Woking

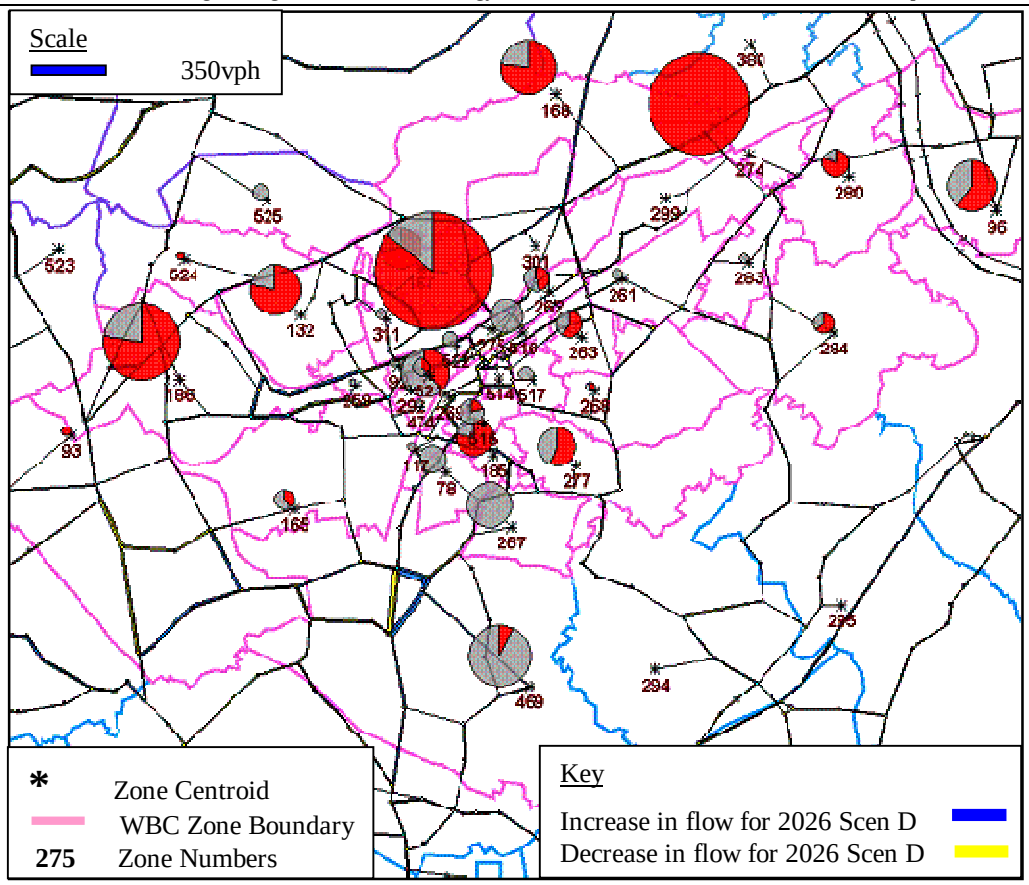


Figure 5.59: 2026 Scenario D flow minus the 2026 Scenario C flow (results in the increases/decreases in flow between 2026 Scenario C and 2026 Scenario D being displayed) borough plot

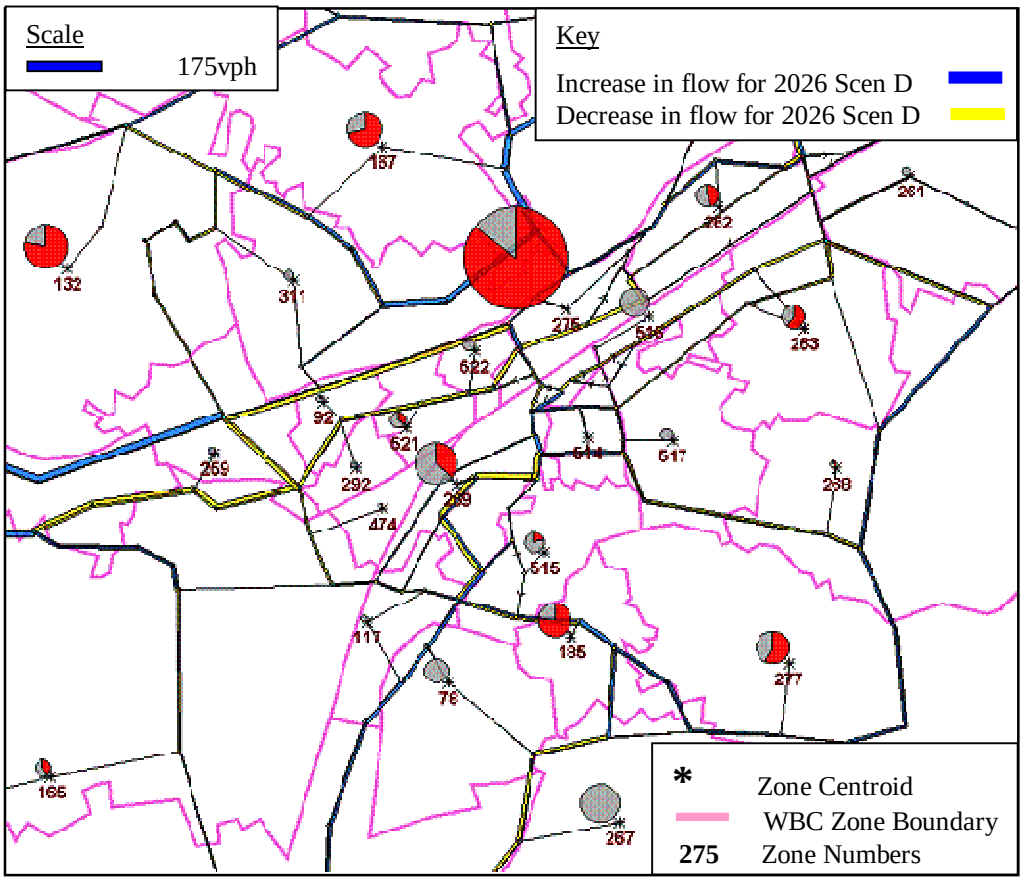


Figure 5.60: 2026 Scenario D flow minus the 2026 Scenario C flow (results in the increases/decreases in flow between 2026 Scenario C and 2026 Scenario D being displayed) plot focused on central Woking

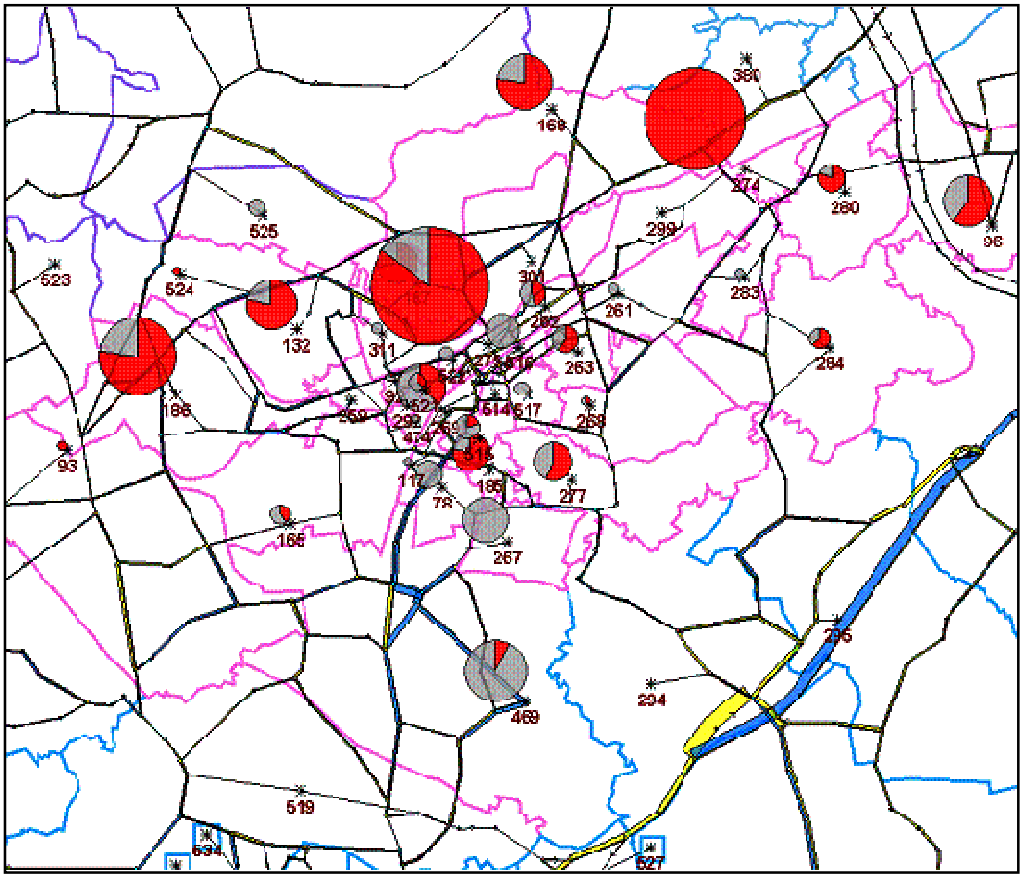


Figure 5.61: 2026 Scenario D flow minus the 2026 Scenario B flow (results in the increases/decreases in flow between 2026 Scenario B and 2026 Scenario D being displayed) borough plot

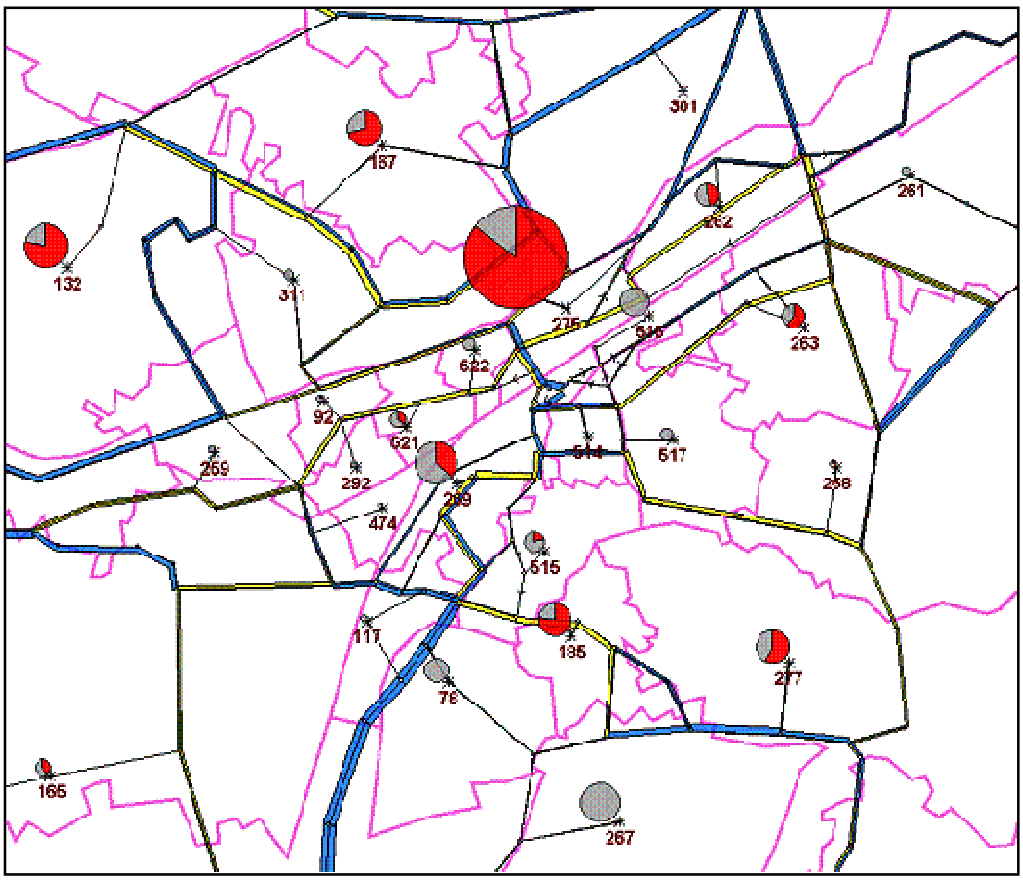


Figure 5.62: 2026 Scenario D flow minus the 2026 Scenario B flow (results in the increases/decreases in flow between 2026 Scenario B and 2026 Scenario D being displayed) plot focused on central Woking

5.5.11 *Figures 5.63.*to *5.98* show more detailed plots of the differences in flow for all scenarios in all areas surrounding the key junctions of the strategic road network to the borough of Woking.

5.5.12 *Figures 5.63* to *5.98* display exactly the same information as the borough changes in flow figures (*Figures 5.51* to *5.62*) but in greater detail. The following figures display the actual values of increases/decreases in flow on individual links. This is displayed by the small numbers above and below the link for each direction of flow. For example if the value of 10 is displayed above a link, the flow has increased by 10 vehicles, for the specified direction, between the two scenarios in comparison.

Difference in Flow – M3 Junction 3

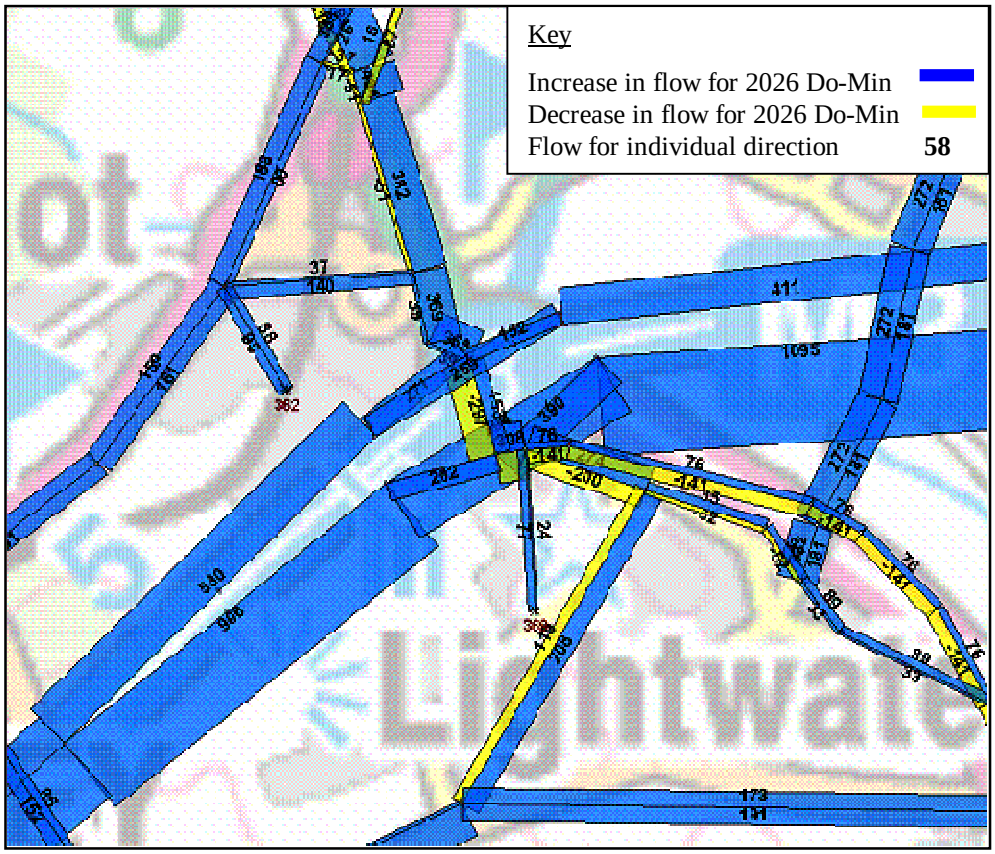


Figure 5.63: 2026 Do-Minimum flow minus the 2005 base flow (results in the increases/decreases in flow between the 2005 base and 2026 Do-Minimum being displayed

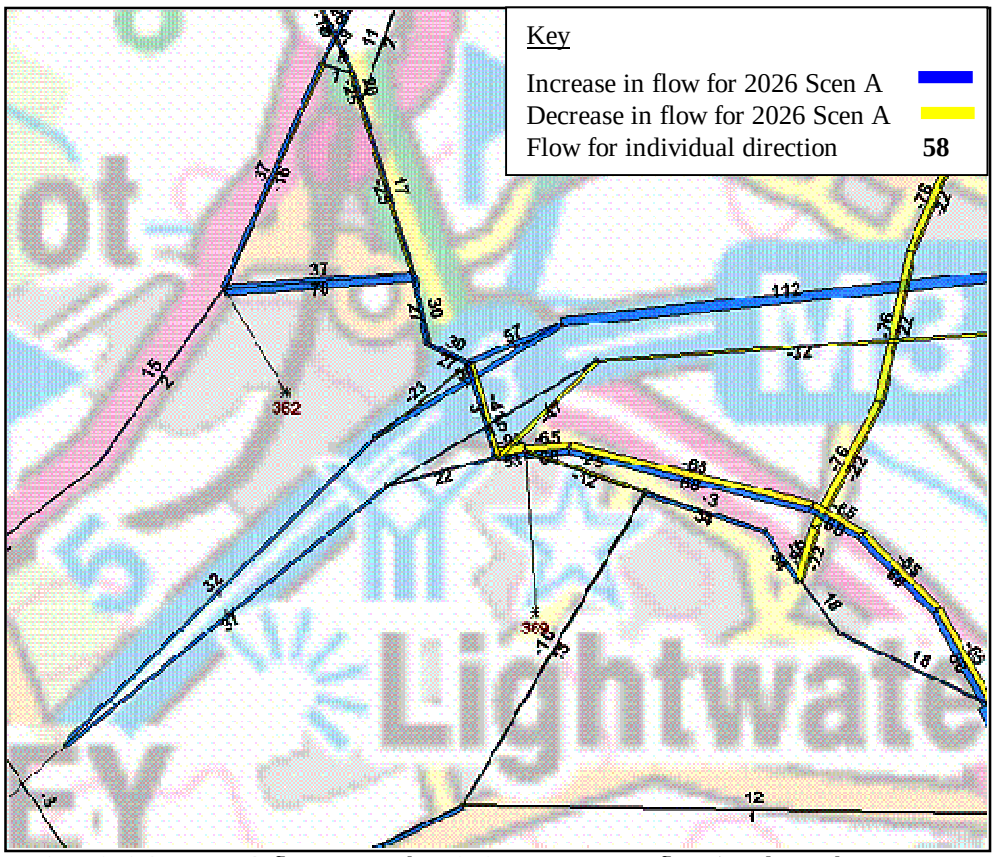


Figure 5.64: 2026 Scenario A flow minus the 2026 Do-Minimum flow (results in the increases/decreases in flow between the 2005 base and 2026 Do-Minimum being displayed

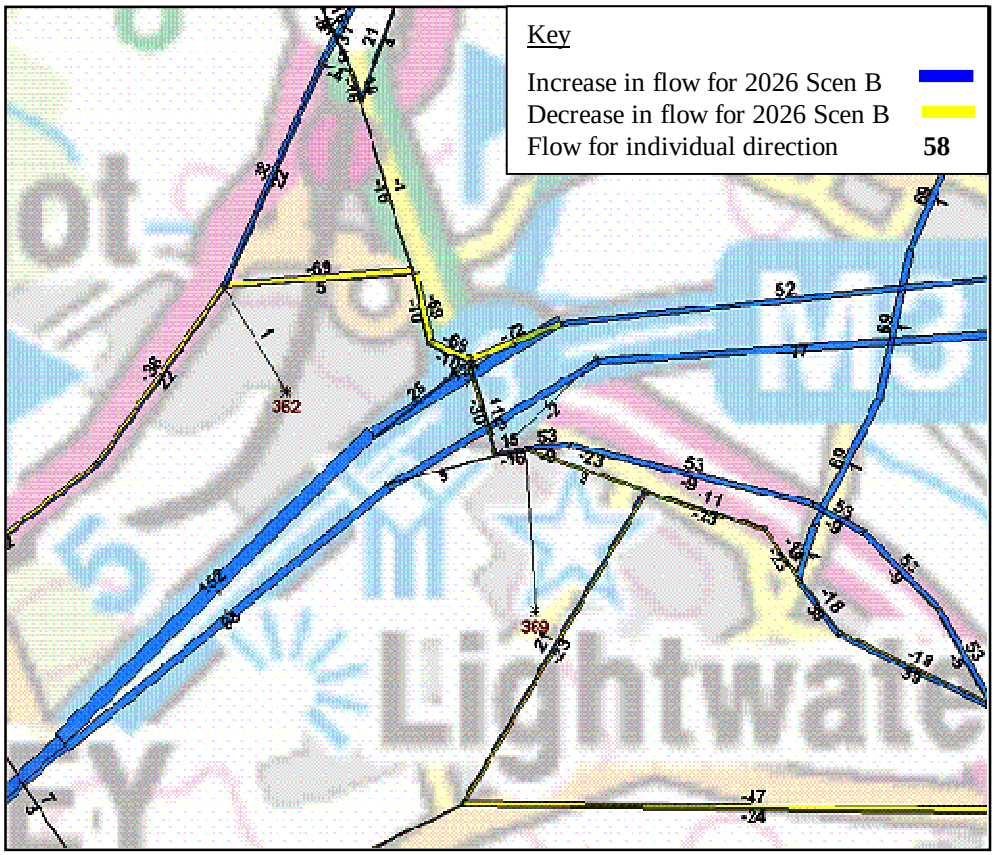


Figure 5.65: 2026 Scenario B flow minus 2026 Scenario A flow (results in the increases/decreases in flow between 2026 Scenario A and 2026 Scenario B being displayed)

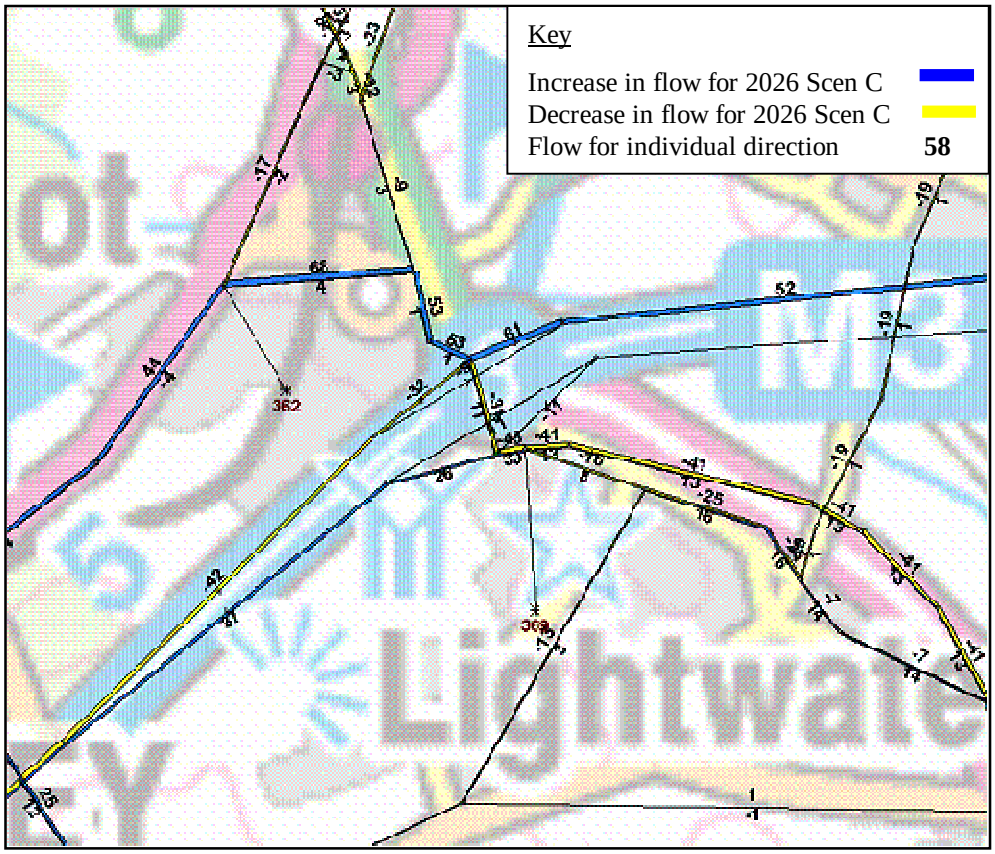


Figure 5.66: 2026 Scenario C flow minus 2026 Scenario B flow (results in the increases/decreases between 2026 Scenario B and 2026 Scenario C being displayed)

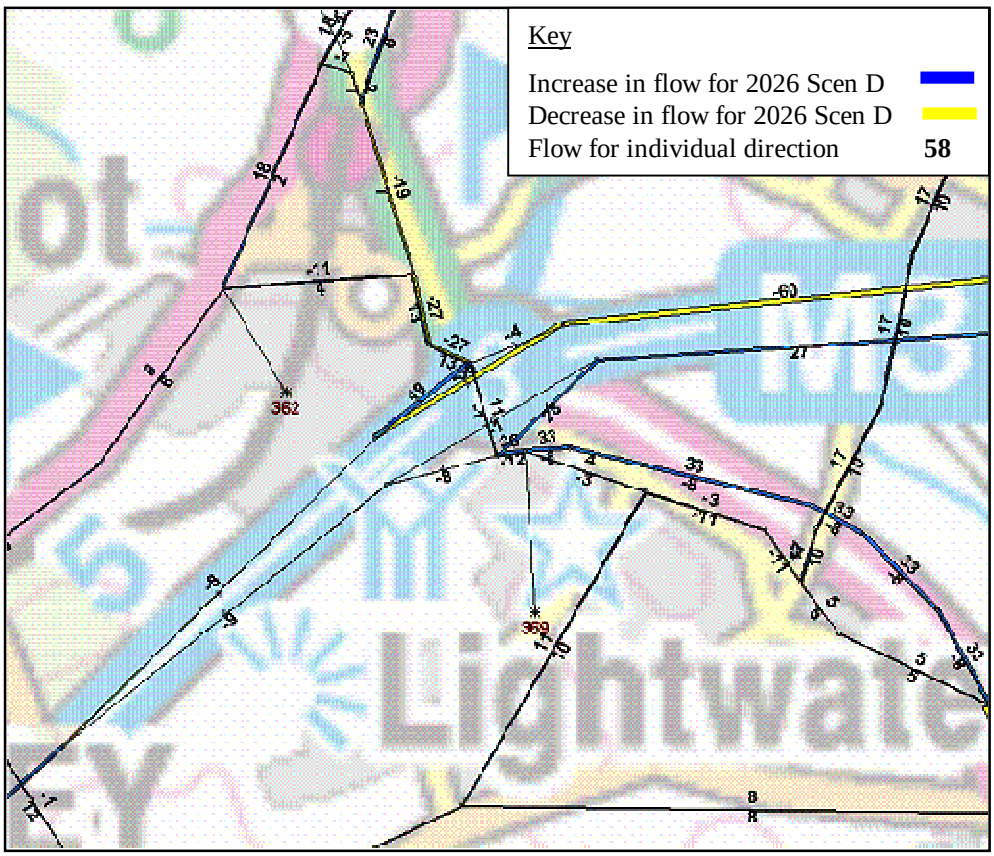


Figure 5.67: 2026 Scenario D flow minus 2026 Scenario C flow (results in the increases/decreases between 2026 Scenario C and 2026 Scenario D being displayed)

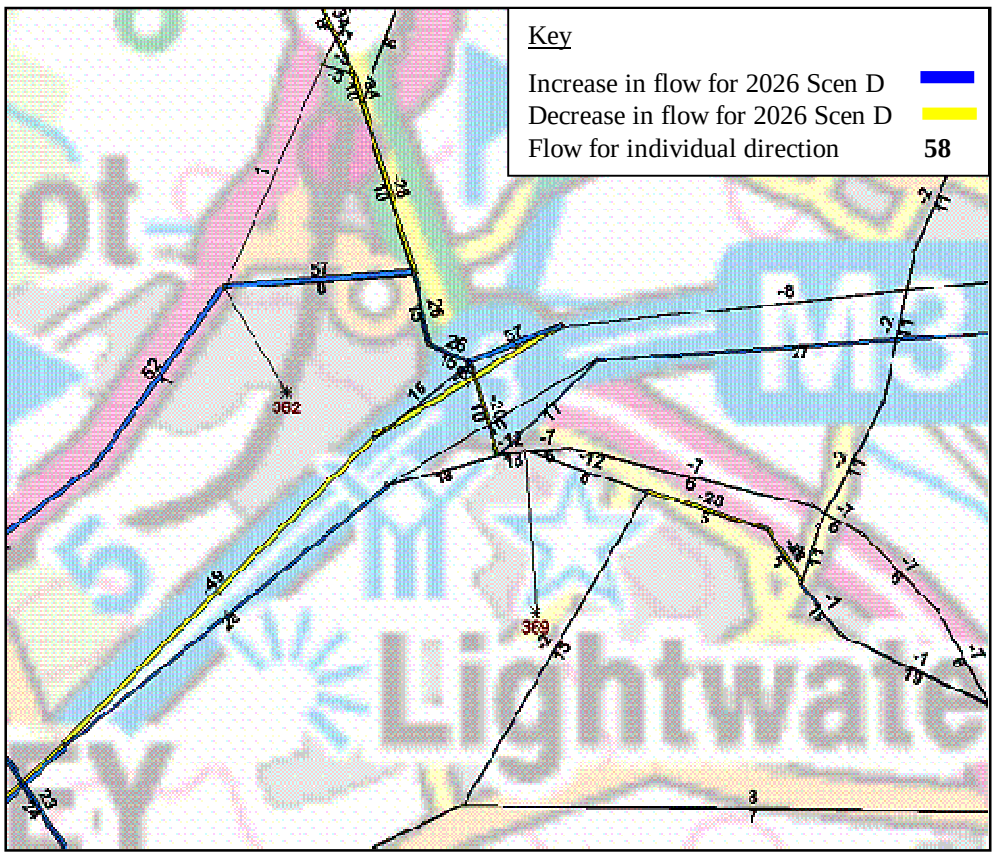


Figure 5.68: 2026 Scenario D flow minus 2026 Scenario B flow (results in the increases/decreases between 2026 Scenario B and 2026 Scenario D being displayed

5.5.13 *Figures 5.63* to *5.68* show the differences in flow for each scenario compared to their reference case for the area of the M3 Junction 3. A comparison between Scenario D and Scenario B is included as it displays the potential impacts caused by all the proposed developments on greenbelt land as a whole.

5.5.14 The largest increases in flow on the M3 and the slip roads of Junction 3 are between the 2005 base year and 2026 Do-Minimum. This is related to background growth within the Borough of Woking and national projected traffic growth for the external trips to the Borough of Woking.

5.5.15 With reference to the four test scenarios, Scenario B is projected to cause the largest amount of traffic growth on the M3, when compared to Scenario A. Specifically the flow on the M3 travelling northbound before Junction 3 is predicted to increase by approximately 150 vehicles.

Difference in Flow – M25 Junction 10

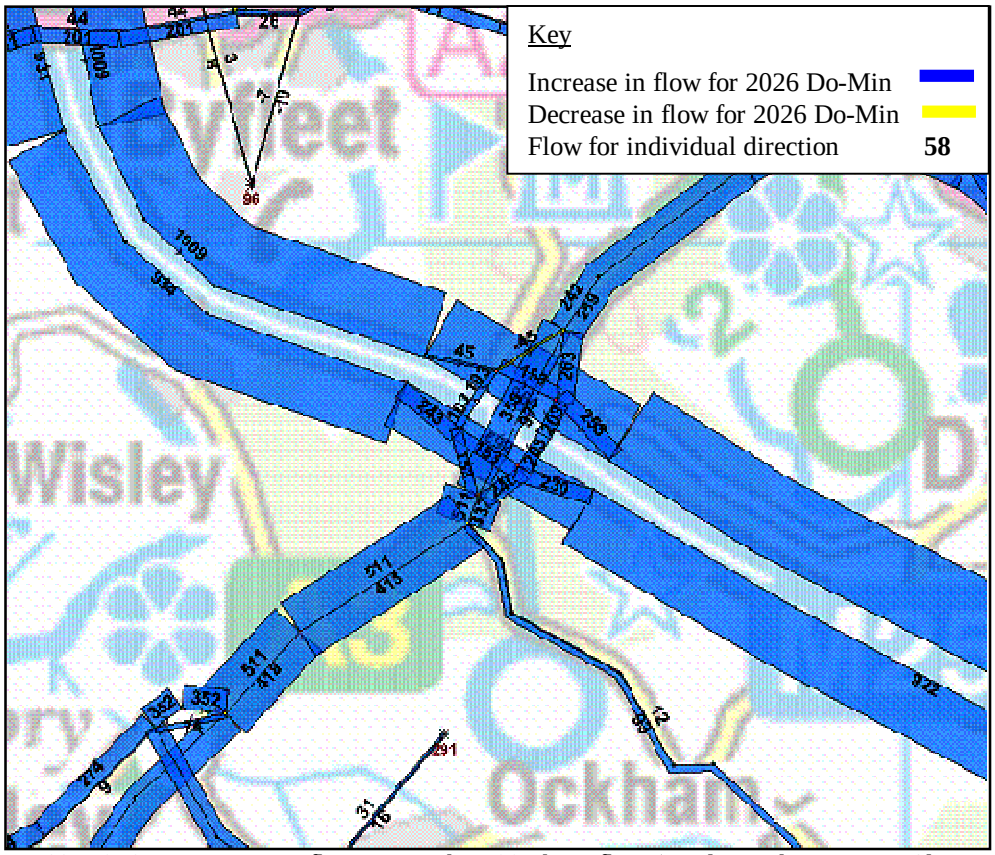


Figure 5.69: 2026 Do-Minimum flow minus the 2005 base flow (results in the increases/decreases in flow between the 2005 base and 2026 Do-Minimum being displayed)

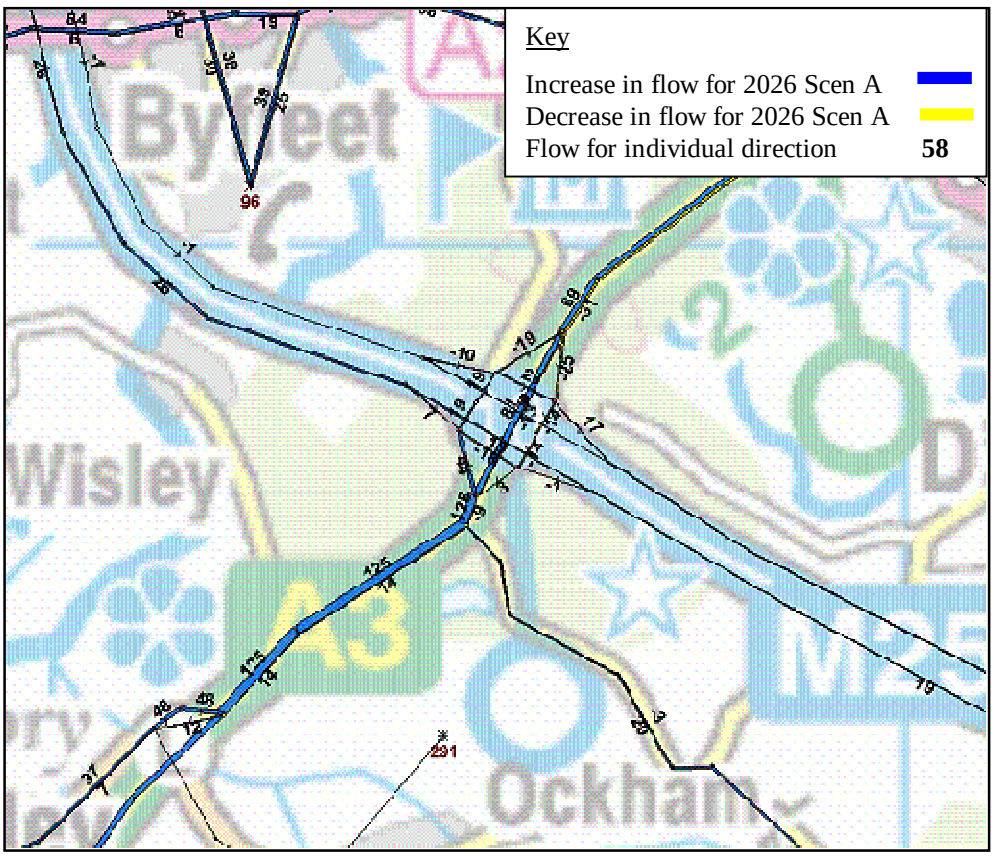


Figure 5.70: 2026 Scenario A flow minus the 2026 Do-Minimum flow (results in the increases/decreases in flow between the 2005 base and 2026 Do-Minimum being displayed)

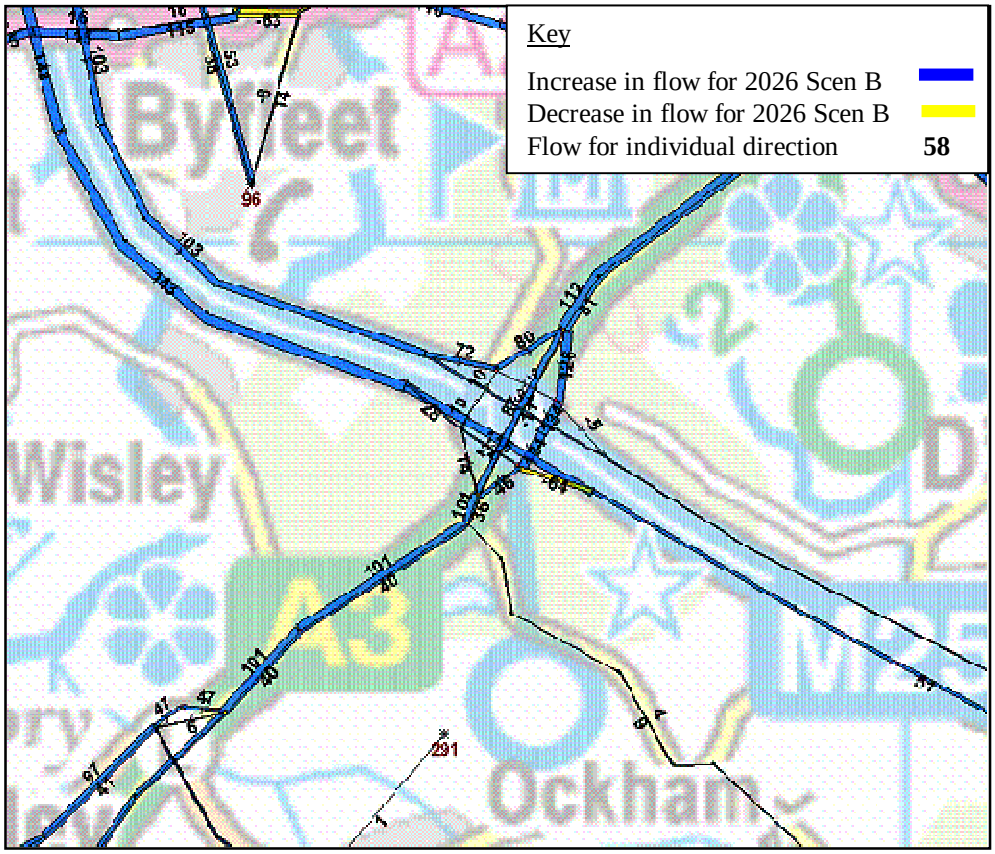


Figure 5.71: 2026 Scenario B flow minus 2026 Scenario A flow (results in the increases/decreases in flow between 2026 Scenario A and 2026 Scenario B being displayed)

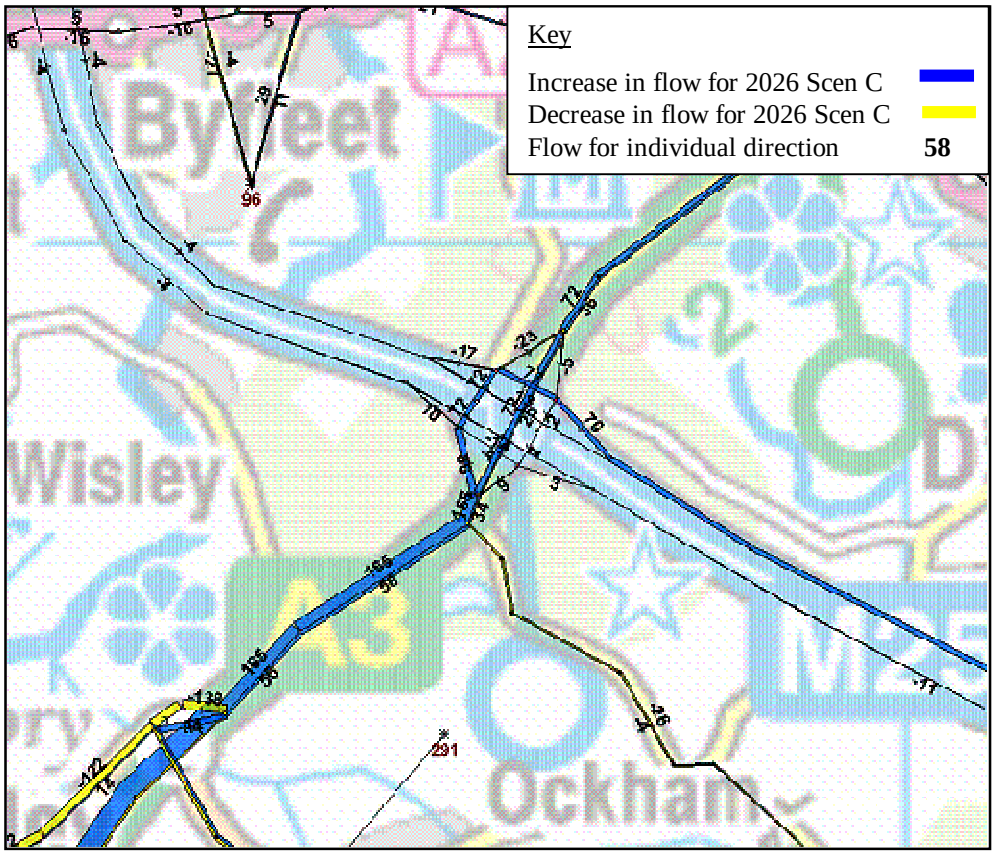


Figure 5.72: 2026 Scenario C flow minus 2026 Scenario B flow (results in the increases/decreases between 2026 Scenario B and 2026 Scenario C being displayed)

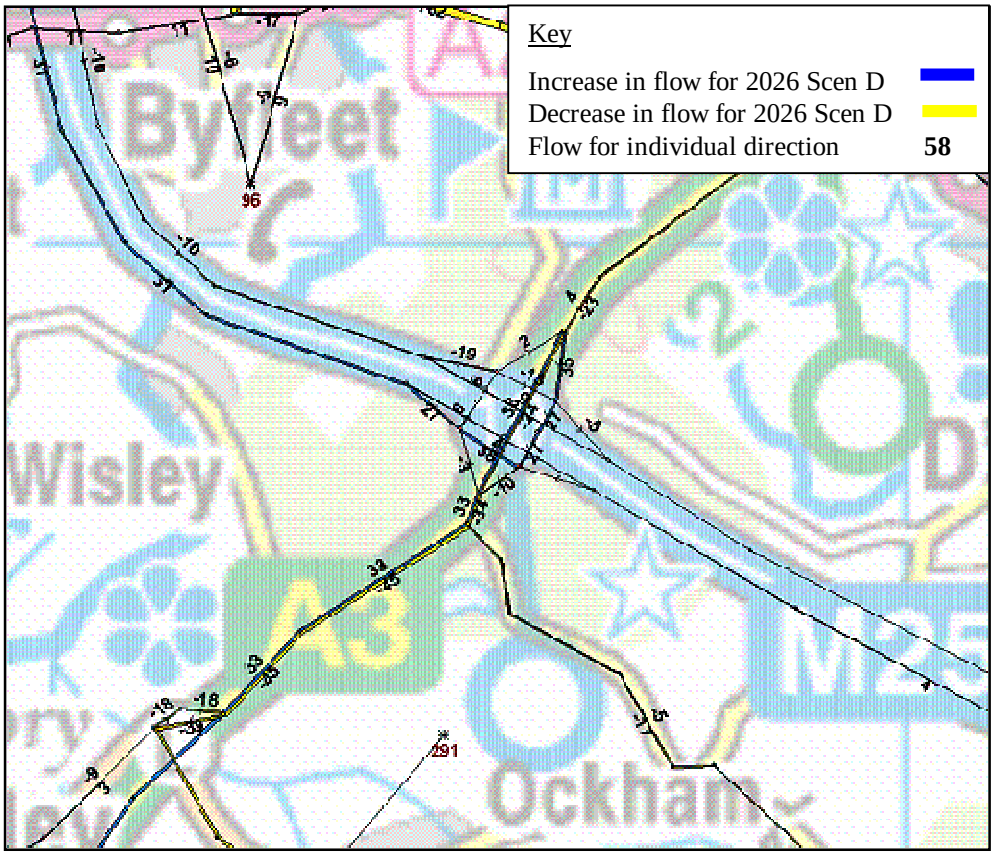


Figure 5.73: 2026 Scenario D flow minus 2026 Scenario C flow (results in the increases/decreases between 2026 Scenario C and 2026 Scenario D being displayed)

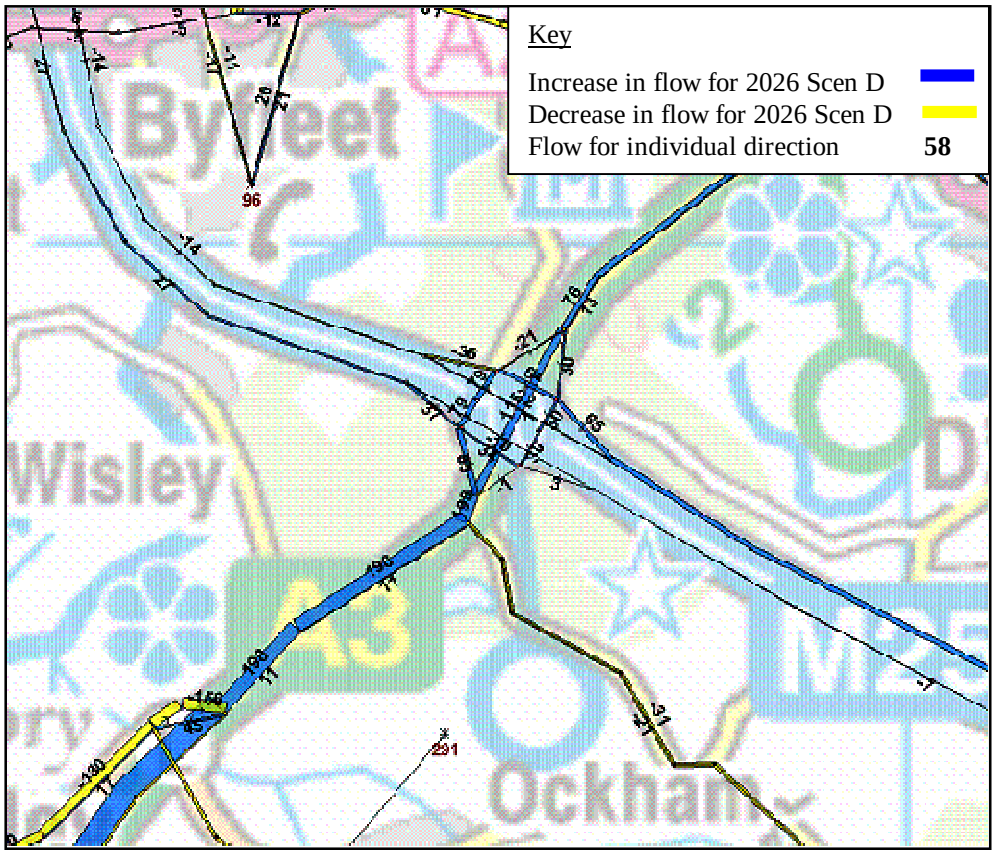


Figure 5.74: 2026 Scenario D flow minus 2026 Scenario B flow (results in the increases/decreases between 2026 Scenario B and 2026 Scenario D being displayed

5.5.16 *Figures 5.69* to *5.74* display the difference in flow plots for the M25 Junction 10 Wisley Interchange for all scenarios and their reference cases.

5.5.17 The largest increase in flow relating to all links surrounding the Wisley Interchange is between the 2005 base year and 2026 Do-Minimum. This large growth in traffic flow in the 2026 Do-Minimum is related to the background growth within the borough and general growth in traffic for external trips to Woking between 2005 and 2026.

5.5.18 In Scenario B nearly all of the links feeding into the Wisley Interchange (the M25 and the A3) experience an increase in traffic flow when compared to Scenario A (see *Figure 5.71*). For instance the flow on the A3 travelling northbound into the Wisley Interchange increases by approximately 100 vehicles, the flow travelling northbound on the M25 between Junctions 10 and 11 increases by approximately 140 vehicles, the flow on the M25 between Junctions 11 and 10 (southbound) increases by approximately 100 vehicles and on the A3 between the Wisley Interchange and Painshill Junction (northbound) increases by approximately 110 vehicles.

5.5.19 The area expected to incur the largest increase in traffic flow in all of the four test scenarios is on the A3 travelling northbound between the Ripley Junction and the Wisley Interchange. The largest increase in flow on this link, between any of the scenarios and their reference cases, is in Scenario C (compared to Scenario B) with an increase of approximately 160 vehicles. Therefore *Figure 5.74* indicates that the increase in flow on the A3 (Ripley to Wisley Interchange) is greatest between Scenario B and Scenario D, as the flow grows by approximately 200 vehicles in Scenario D. This increase in flow is also visible in the VCR plots, *Figures 5.25* to *5.26*.

Difference in Flow – M25 Junction 11

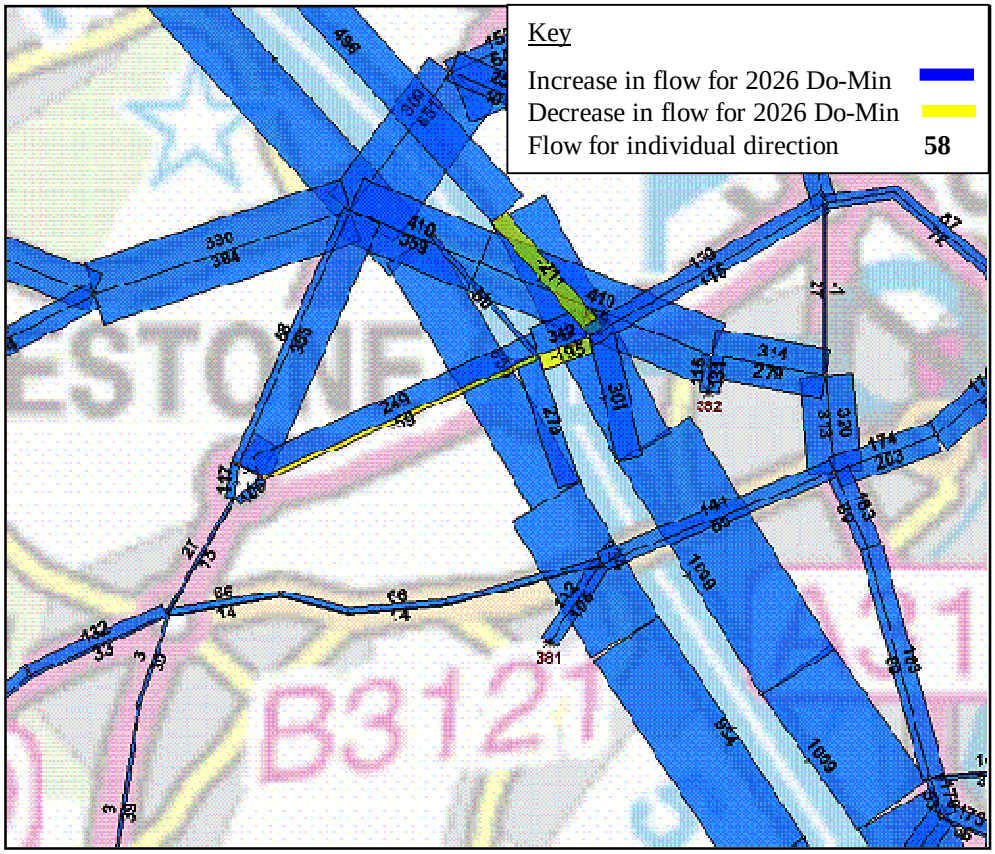


Figure 5.75: 2026 Do-Minimum flow minus the 2005 base flow (results in the increases/decreases in flow between the 2005 base and 2026 Do-Minimum being displayed)

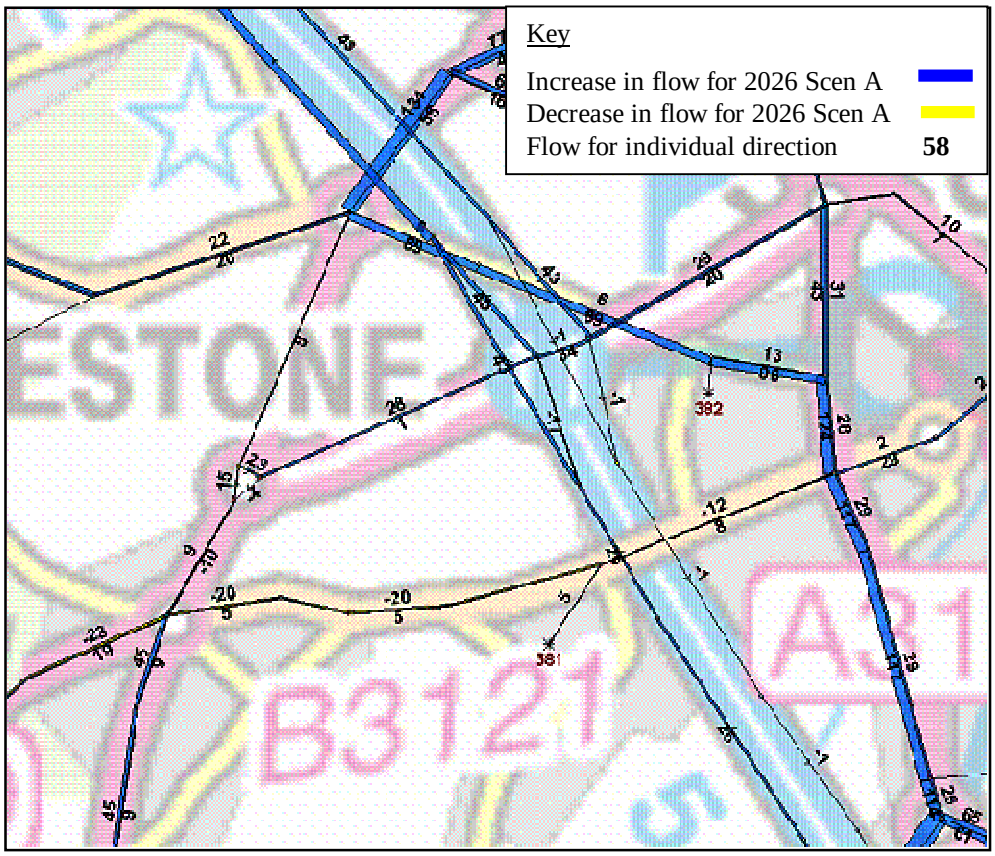


Figure 5.76: 2026 Scenario A flow minus the 2026 Do-Minimum flow (results in the increases/decreases in flow between the 2005 base and 2026 Do-Minimum being displayed)

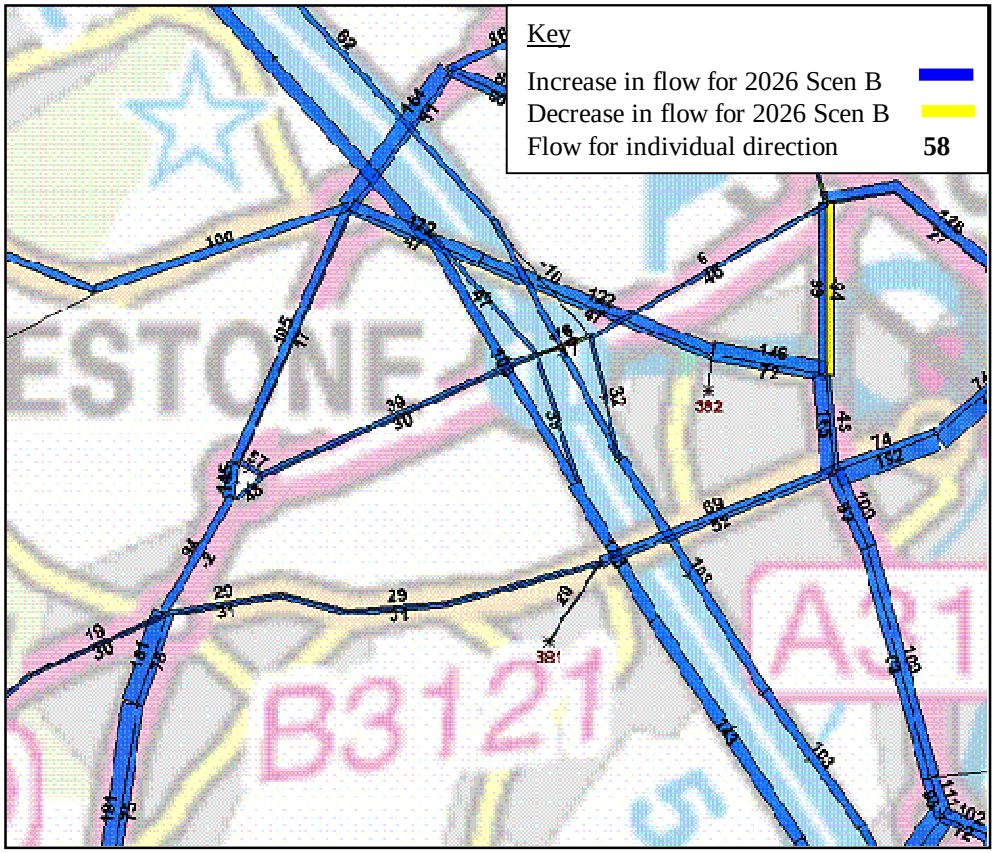


Figure 5.77: 2026 Scenario B flow minus 2026 Scenario A flow (results in the increases/decreases in flow between 2026 Scenario A and 2026 Scenario B being displayed)

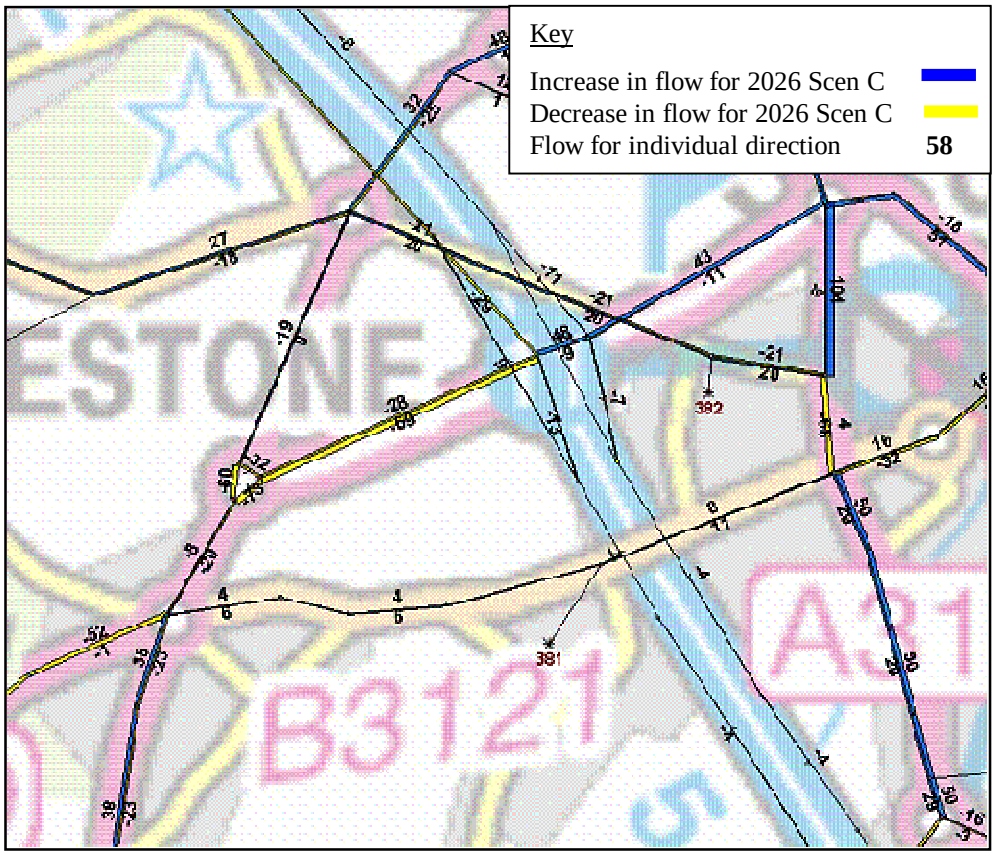


Figure 5.78: 2026 Scenario C flow minus 2026 Scenario B flow (results in the increases/decreases between 2026 Scenario B and 2026 Scenario C being displayed)

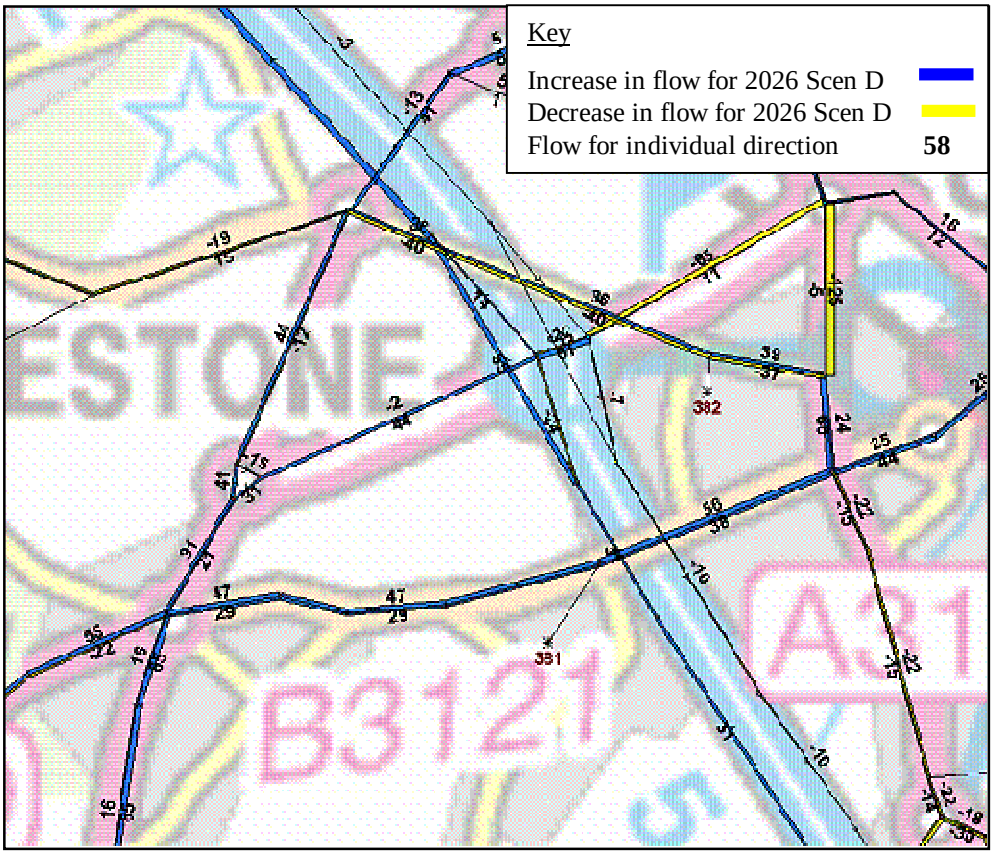


Figure 5.79: 2026 Scenario D flow minus 2026 Scenario C flow (results in the increases/decreases between 2026 Scenario C and 2026 Scenario D being displayed)

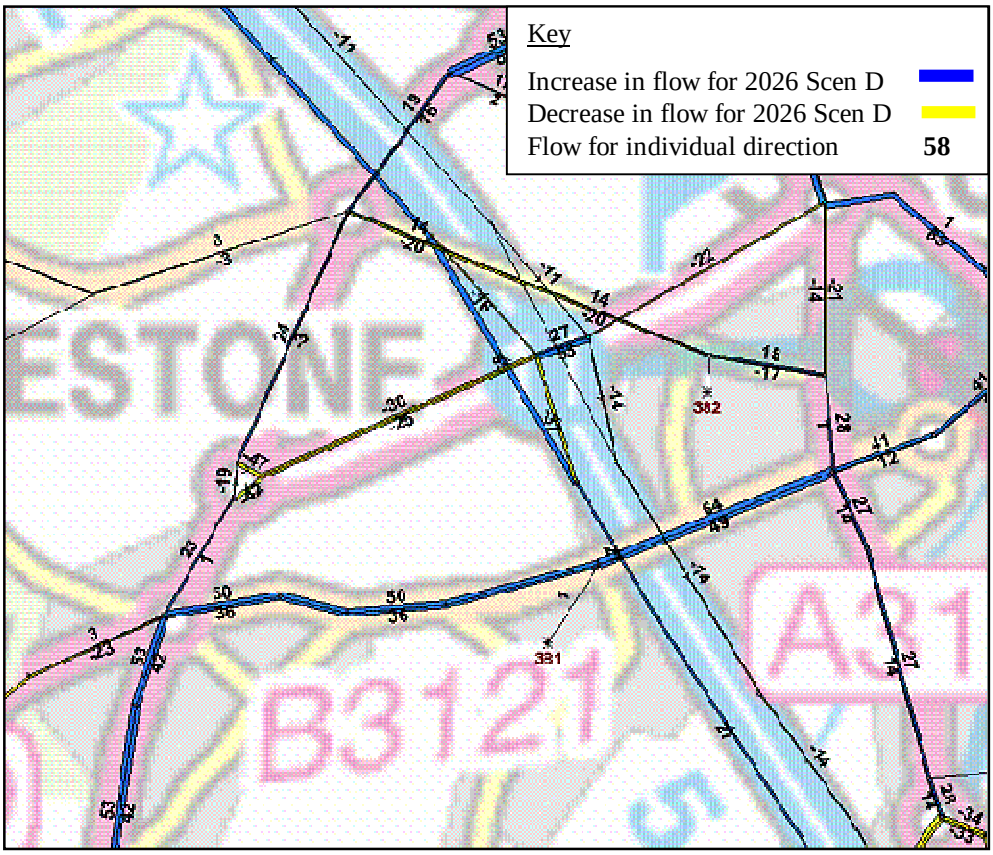


Figure 5.80: 2026 Scenario D flow minus 2026 Scenario B flow (results in the increases/decreases between 2026 Scenario B and 2026 Scenario D being displayed)

5.5.20 *Figures 5.75* to *5.80* suggest that the largest increase in flow on the M25 Junction 11 is in the 2026 Do-Minimum.

5.5.21 The strategic road network surrounding the M25 Junction 11 is impacted in a minimal amount by WBC's proposed residential and commercial developments.

5.5.22 The scenario that causes the largest amount of traffic growth on the strategic road network surrounding the M25 Junction 11 is Scenario B. The flow between Junctions 10 and 11 (travelling northbound) is expected to increase by approximately 140 vehicles; this can be seen in both *Figures 5.75* and *5.80.* The flow between Junctions 11 and 12 (northbound) increases to approximately 150 vehicles, suggesting that only 10 extra vehicles related to WBC's developments joins the M25 at Junction 11 travelling in a northbound direction. Therefore the slip roads at Junction 11 of the M25 are impacted by a minor amount of traffic growth relating to WBC's proposed developments in Scenario B.

5.5.23 The flow on the M25 surrounding Junction 11 increases by a minimal amount in Scenarios C and D. The largest increase being an additional 47 vehicles travelling northbound between Junctions 11 and 12 in Scenario D compared to Scenario B.

Difference in Flow – A3 Burntcommon Junction

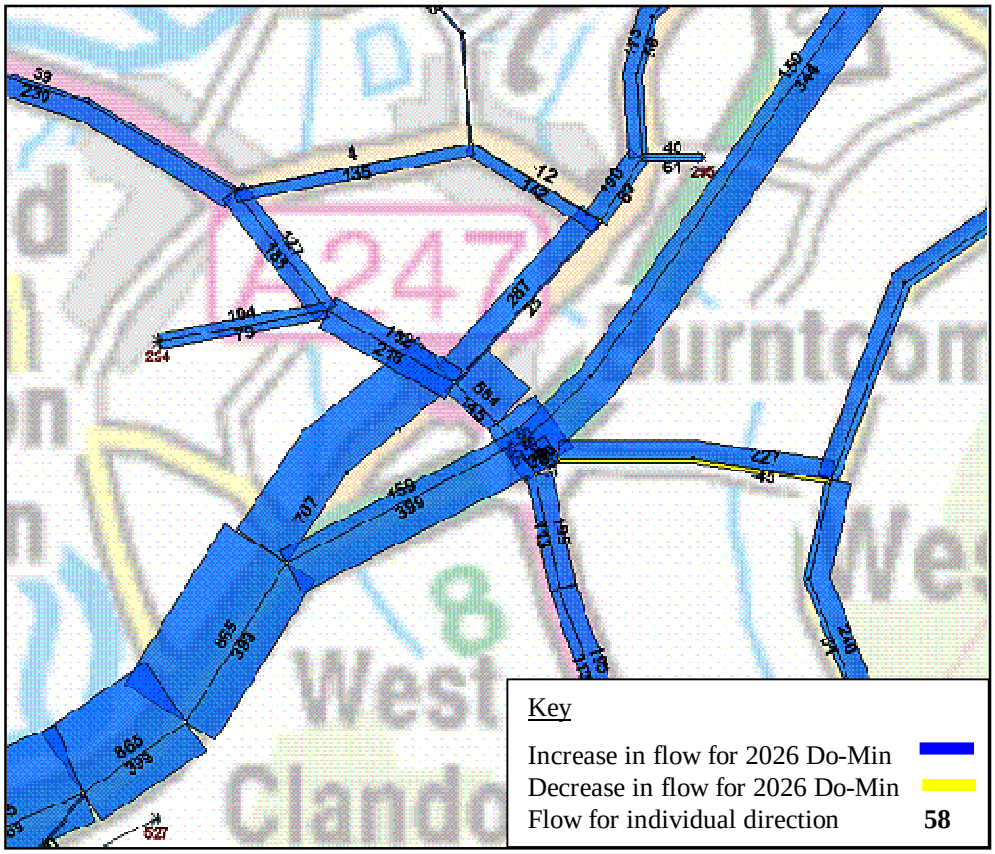


Figure 5.81: 2026 Do-Minimum flow minus the 2005 base flow (results in the increases/decreases in flow between the 2005 base and 2026 Do-Minimum being displayed)

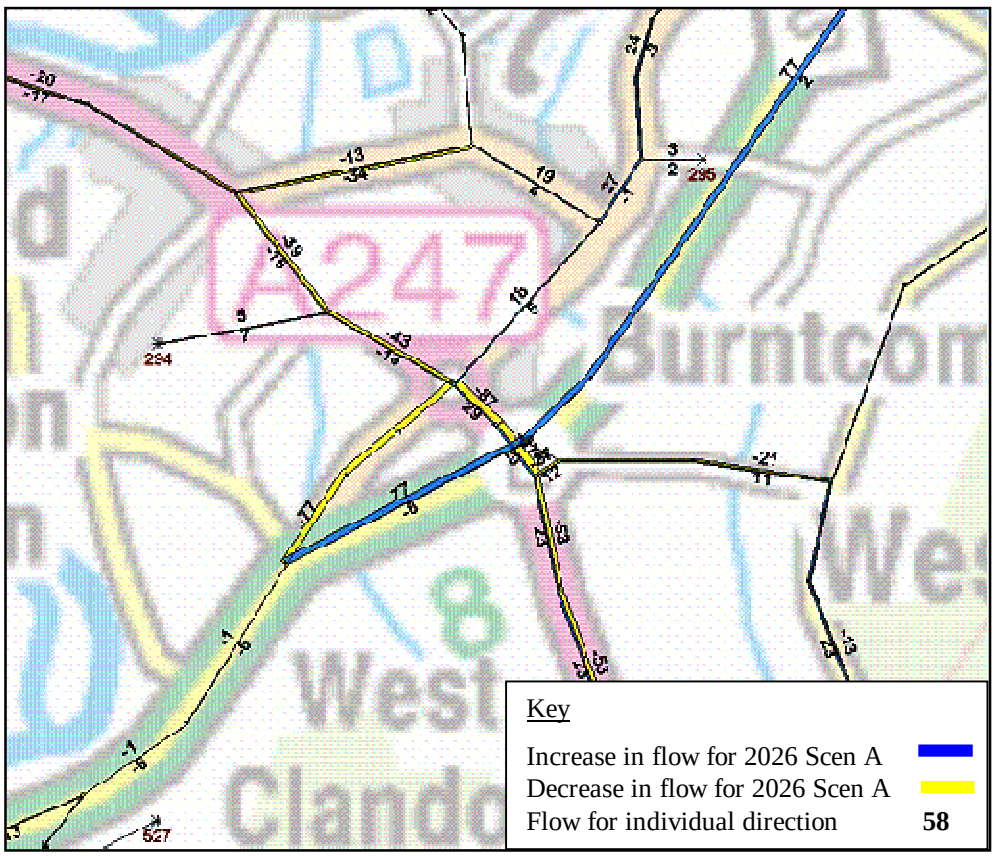


Figure 5.82: 2026 Scenario A flow minus the 2026 Do-Minimum flow (results in the increases/decreases in flow between the 2005 base and 2026 Do-Minimum being displayed)

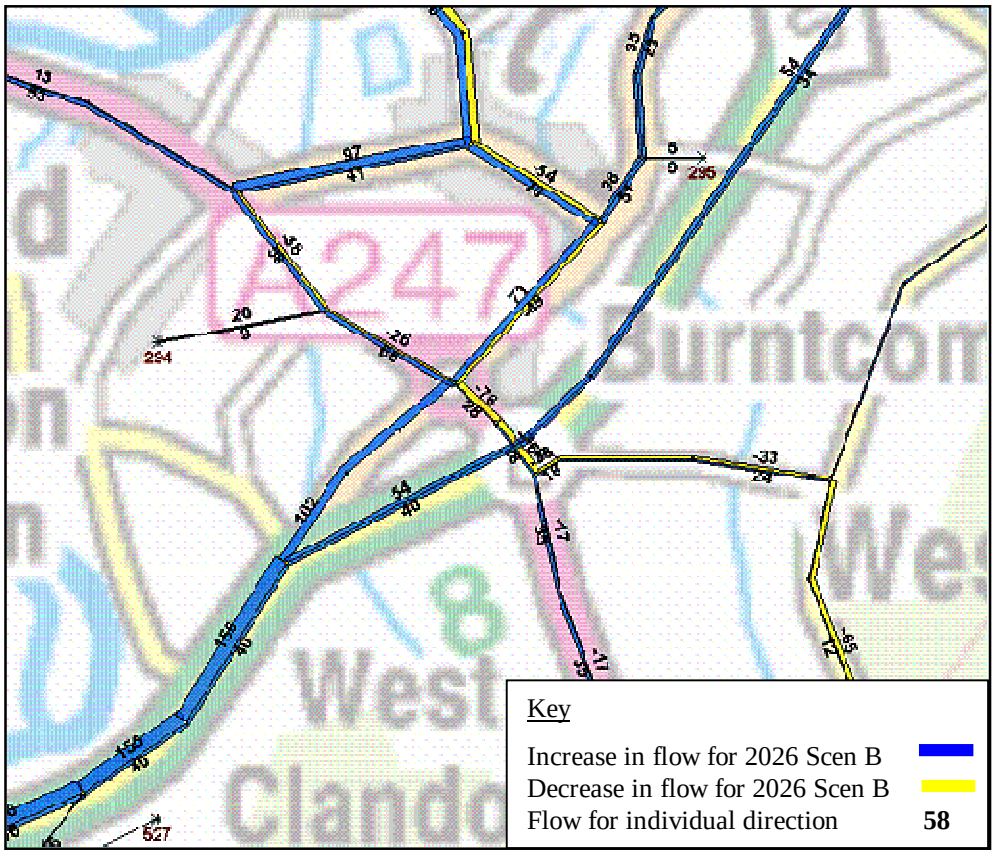


Figure 5.83: 2026 Scenario B flow minus 2026 Scenario A flow (results in the increases/decreases in flow between 2026 Scenario A and 2026 Scenario B being displayed)

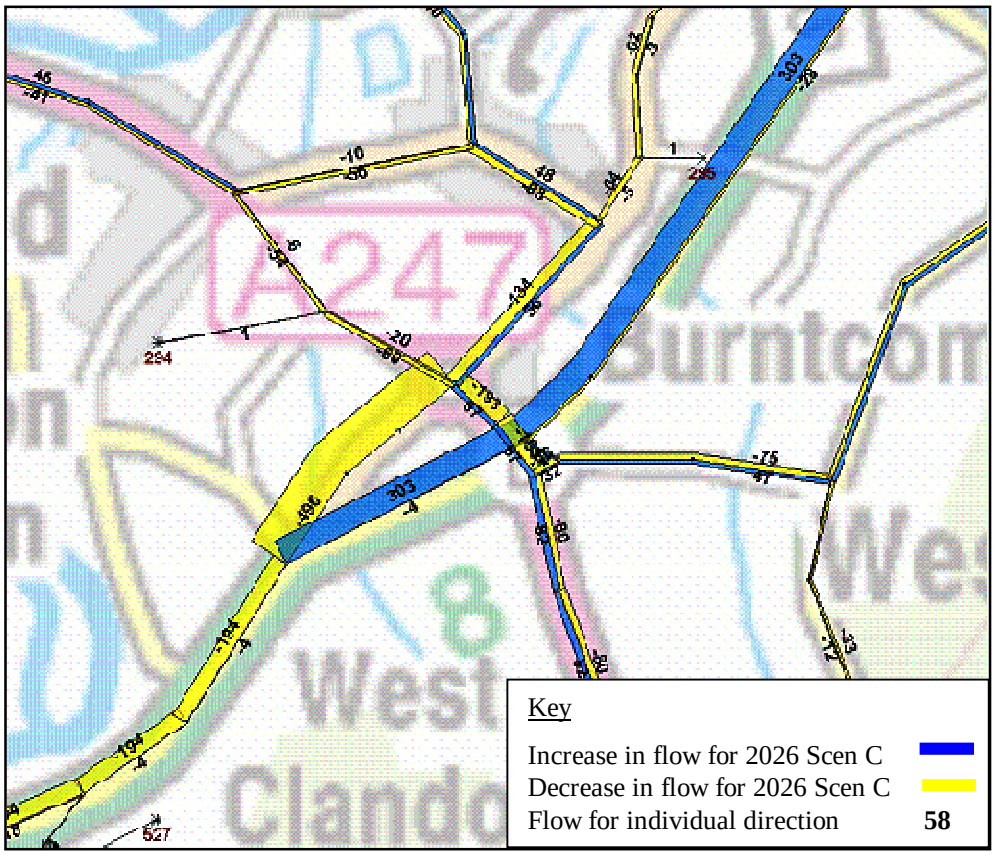


Figure 5.84: 2026 Scenario C flow minus 2026 Scenario B flow (results in the increases/decreases between 2026 Scenario B and 2026 Scenario C being displayed)

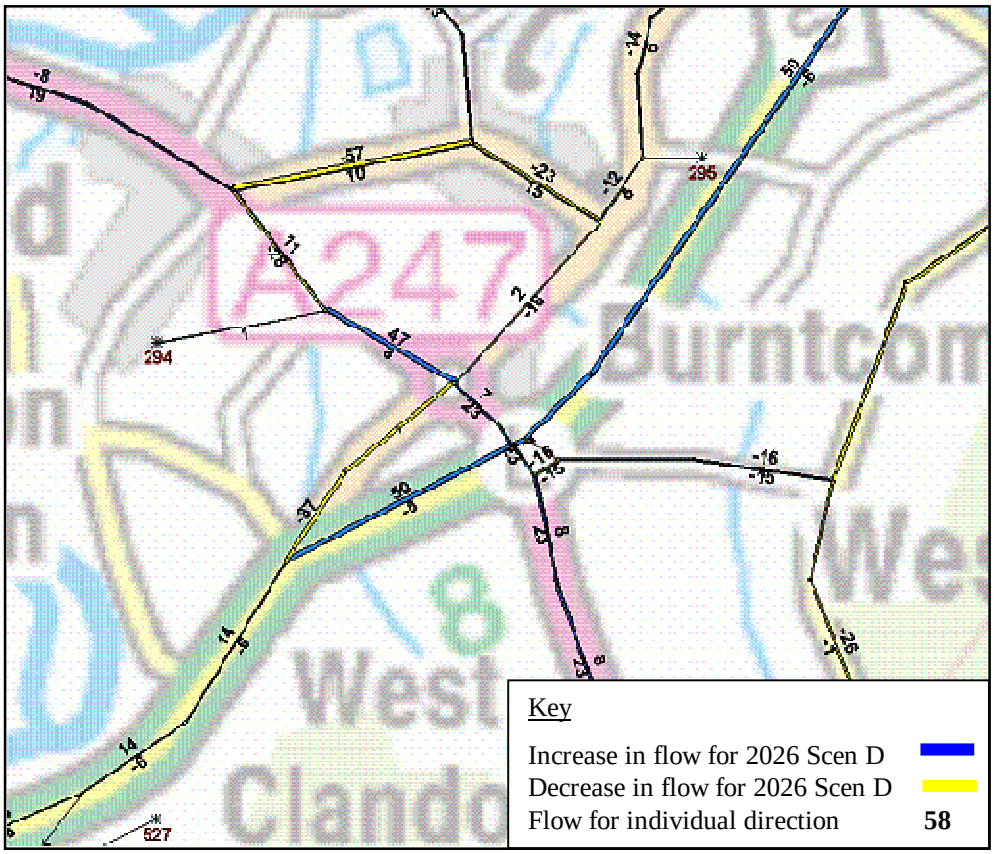


Figure: 5.85: 2026 Scenario D flow minus 2026 Scenario C flow (results in the increases/decreases between 2026 Scenario C and 2026 Scenario D being displayed)

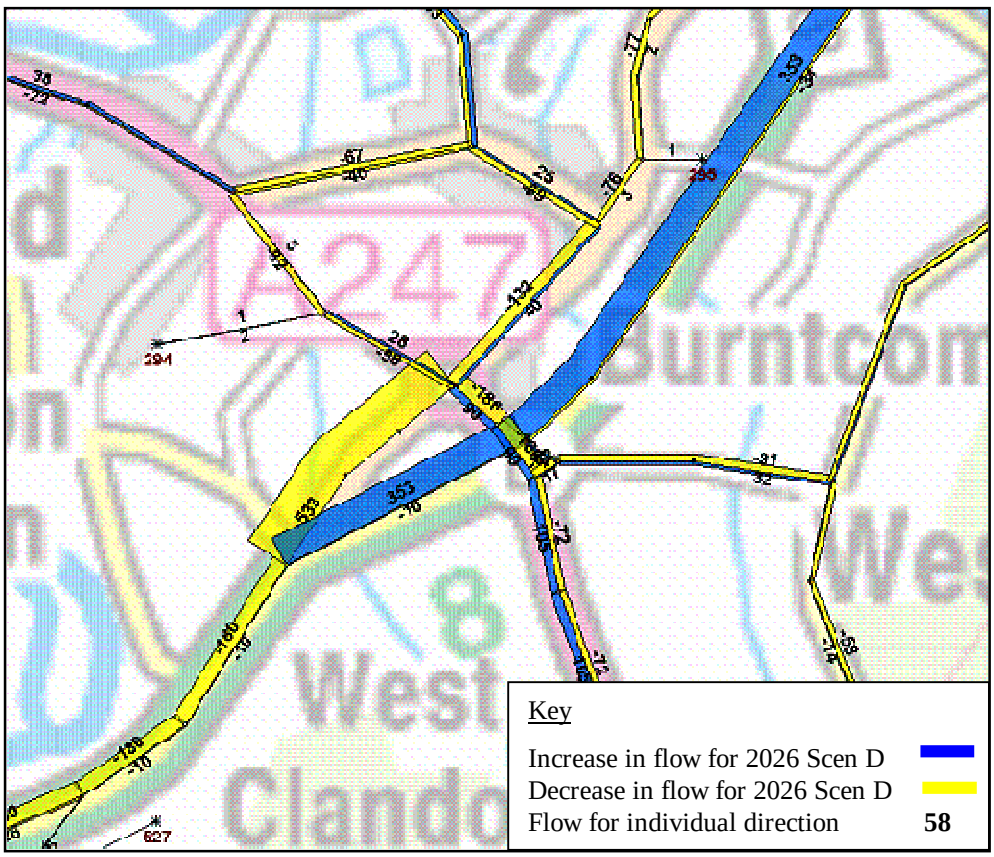


Figure 5.86: 2026 Scenario D flow minus 2026 Scenario B flow (results in the increases/decreases between 2026 Scenario B and 2026 Scenario D being displayed)

5.5.24 *Figures 5.81* to *5.86* display the difference in flow plots for the A3 surrounding the Burntcommon Junction, south of the A3 Wisley Interchange.

5.5.25 Again the largest increase in traffic flow is in the 2026 Do-Minimum, when compared to the 2005 base year.

5.5.26 An increase in flow is projected to occur on the A3 travelling northbound of approximately 150 vehicles between the Burpham Junction and the slip off to the B2215 London Road. A large proportion of this increase in vehicles leaves the A3, using the B2215 London Road, 102 vehicles (see *Figure 5.83*).

5.5.27 A decrease in flow is apparent on the A3 travelling northbound before the Burntcommon Junction in Scenario C, compared to Scenario B, of approximately 190 vehicles. This decrease in flow is directly related to the development of 350 residential dwellings in zone 469 (Worplesdon Station & Sutton Green) on greenbelt land. An increase in flow is also apparent on the A3 travelling northbound towards the Burntcommon junction in Scenario C, approximate growth of 300 vehicles. This flow does not significantly increase in Scenario D, as the total increase in flow between Scenario B and Scenario D on the A3 travelling northbound of Burntcommon Junction is approximately 350 vehicles.

5.5.28 The Burntcommon Junction of the A3 experiences variations in flow in Scenarios C and D as the zone proposed to contain the large amount of residential developments (350 to 500 dwellings) on greenbelt land is at the southern edge of the borough boundaries, in close proximity to the A3. See *Figure 2.1* for the location of the modelled zone 469.

Difference in Flow – A3 Ripley Junction

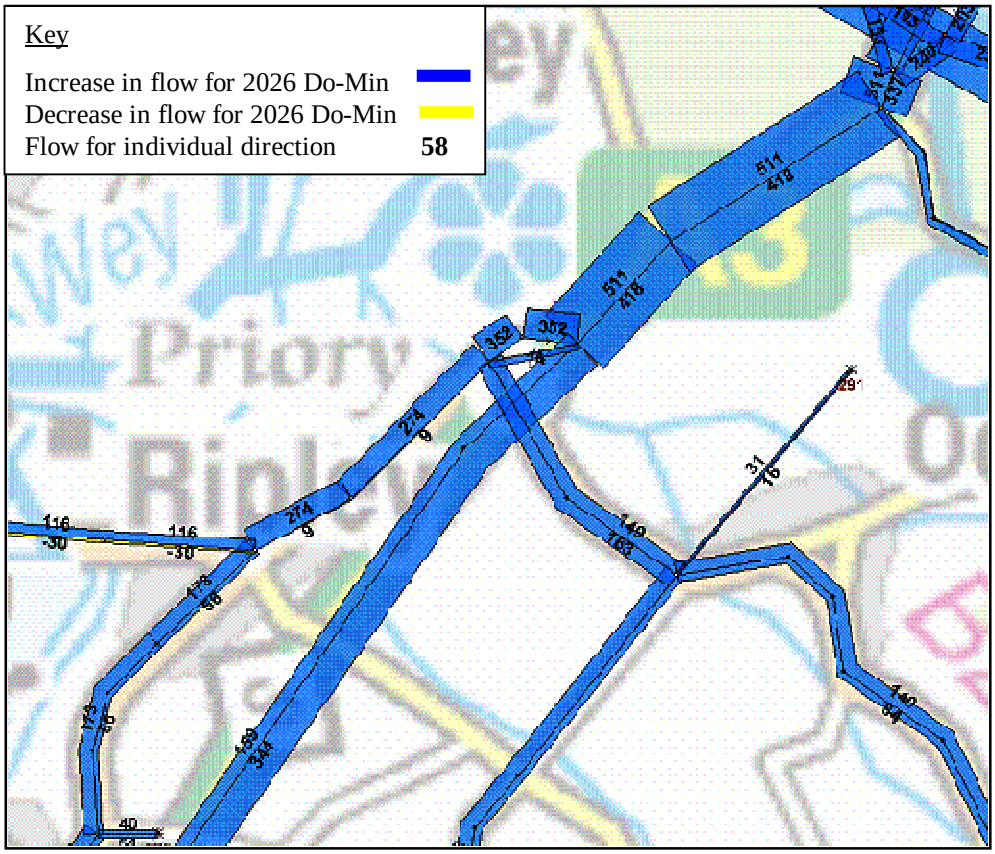


Figure 5.87: 2026 Do-Minimum flow minus the 2005 base flow (results in the increases/decreases in flow between the 2005 base and 2026 Do-Minimum being displayed)

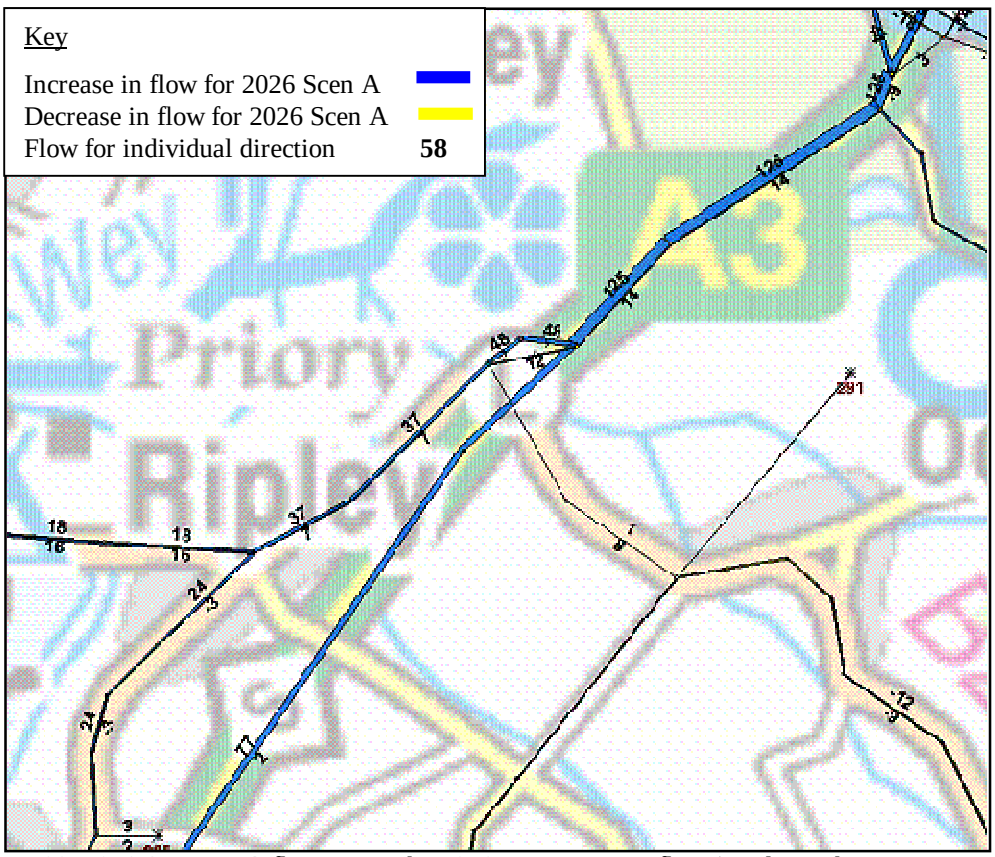


Figure 5.88: 2026 Scenario A flow minus the 2026 Do-Minimum flow (results in the increases/decreases in flow between the 2005 base and 2026 Do-Minimum being displayed)

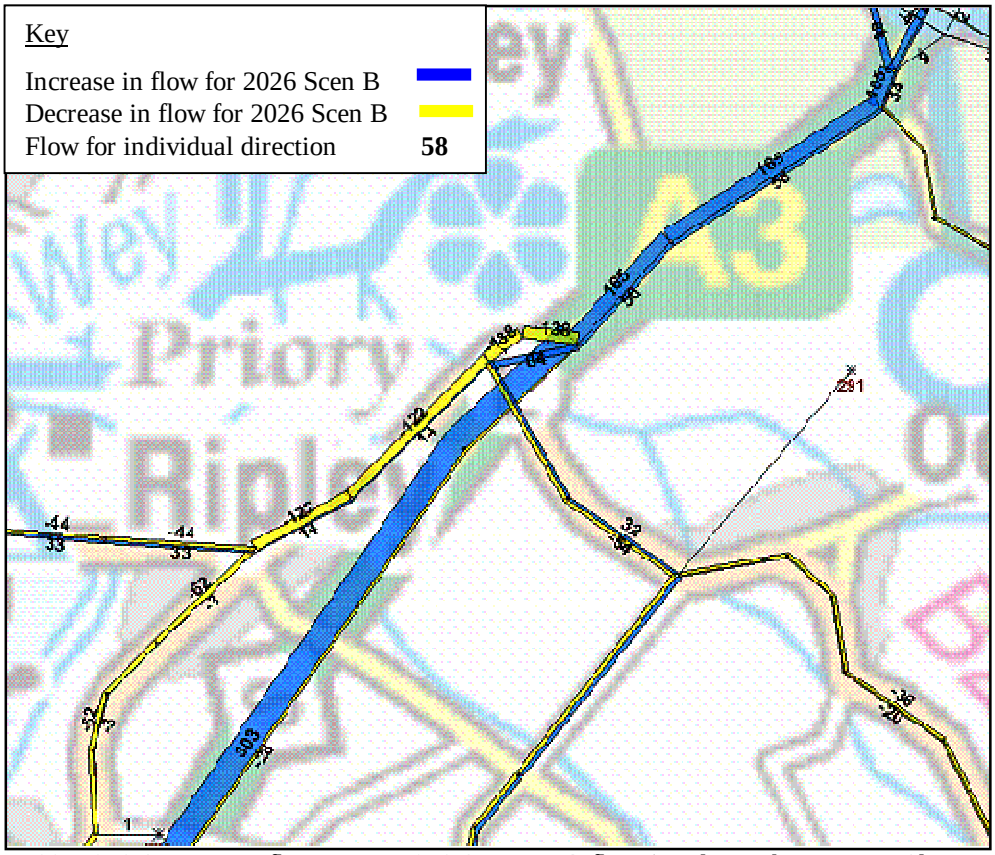


Figure 5.89: 2026 Scenario B flow minus 2026 Scenario A flow (results in the increases/decreases in flow between 2026 Scenario A and 2026 Scenario B being displayed)

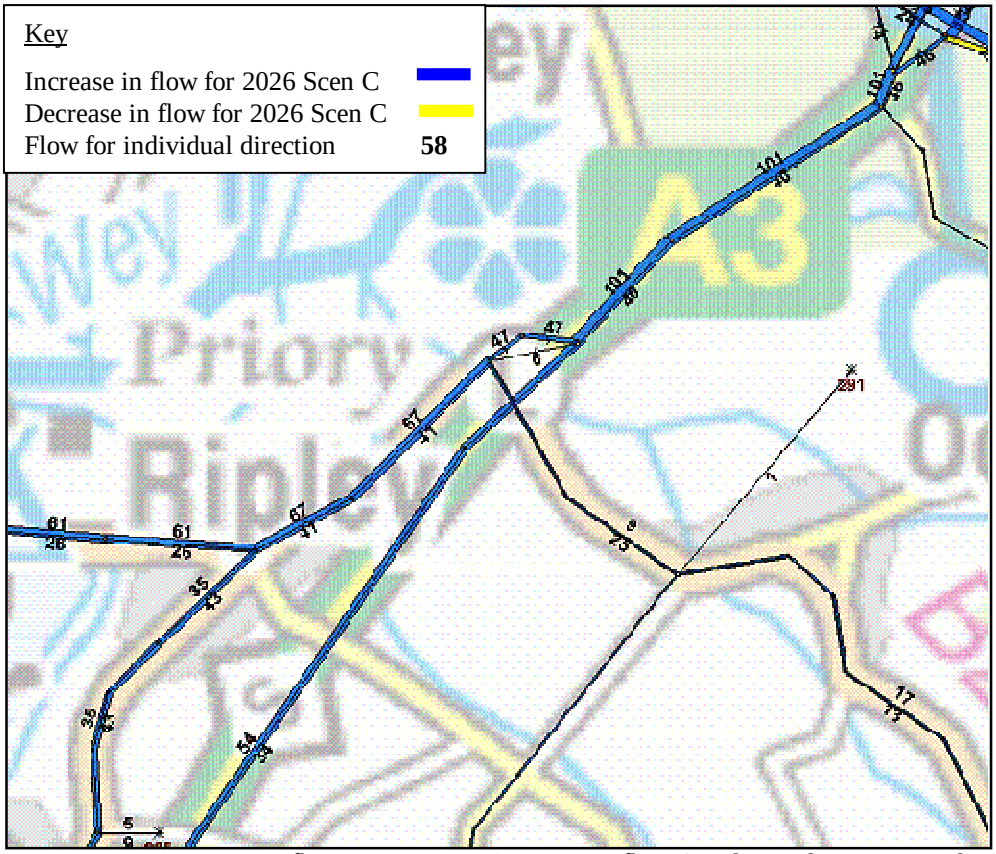


Figure 5.90: 2026 Scenario C flow minus 2026 Scenario B flow (results in the increases/decreases between 2026 Scenario B and 2026 Scenario C being displayed)

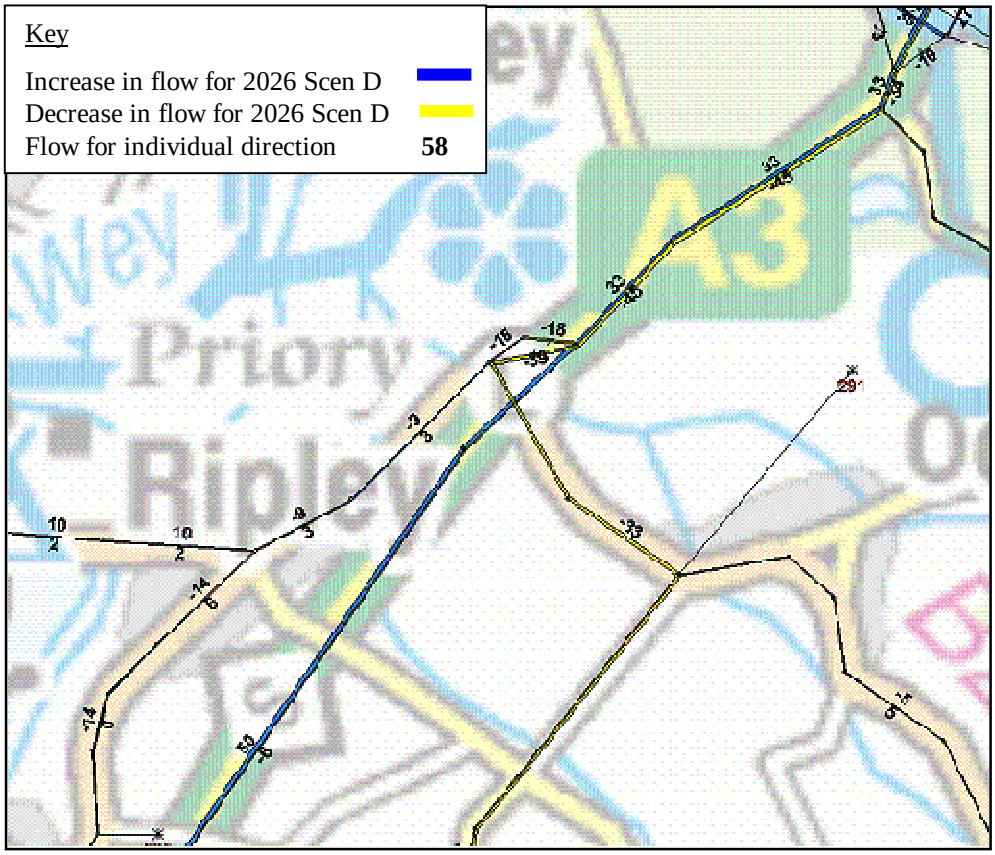


Figure 5.91: 2026 Scenario D flow minus 2026 Scenario C flow (results in the increases/decreases between 2026 Scenario C and 2026 Scenario D being displayed)

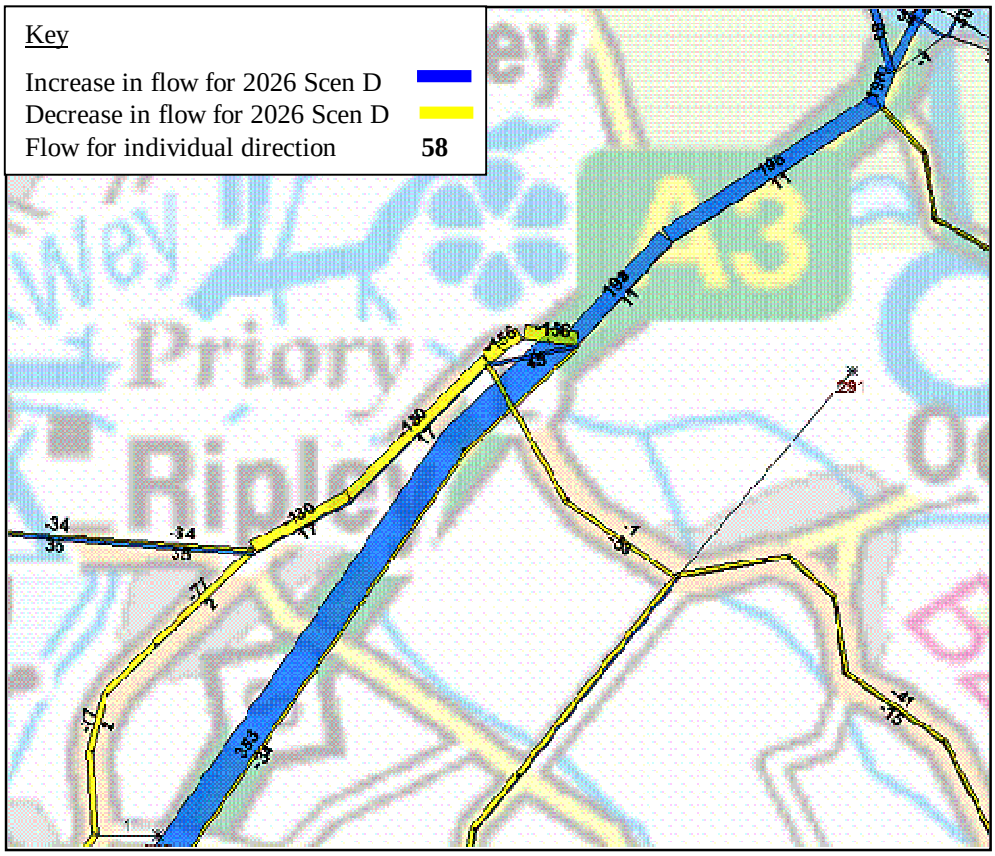


Figure 5.92: 2026 Scenario D flow minus 2026 Scenario B flow (results in the increases/decreases between 2026 Scenario B and 2026 Scenario D being displayed)

5.5.29 *Figures 5.87* to *5.92* display the difference in flow plots for the section of the A3 around the Ripley Junction, south of the Wisley Interchange.

5.5.30 The section of the strategic road that is impacted most by an increase in traffic flow due to additional trips generated from WBC's planning data is the A3 travelling northbound between the Ripley Junction and the M25 Junction 10. In Scenario A the flow increases by approximately 125 vehicles compared to 2026 Do-Minimum; in Scenario B flow increases by approximately 165 vehicle compared to Scenario A; in Scenario C flow increases by approximately 100 vehicles compared to 2026 Scenario B; and in Scenario D the flow increases by approximately 30 vehicles compared to Scenario C.

5.5.31 The largest increase in flow on this section of the strategic road network is of approximately 200 vehicles, when compared to Scenario B (see *Figure 5.92*).

5.5.32 These plots of increased flow correlate with the plots displaying the changes in levels of congestion shown in the VCR plots (see *Figures 5.39* to *5.44*).

Difference in Flow – A3 Dennis Roundabout

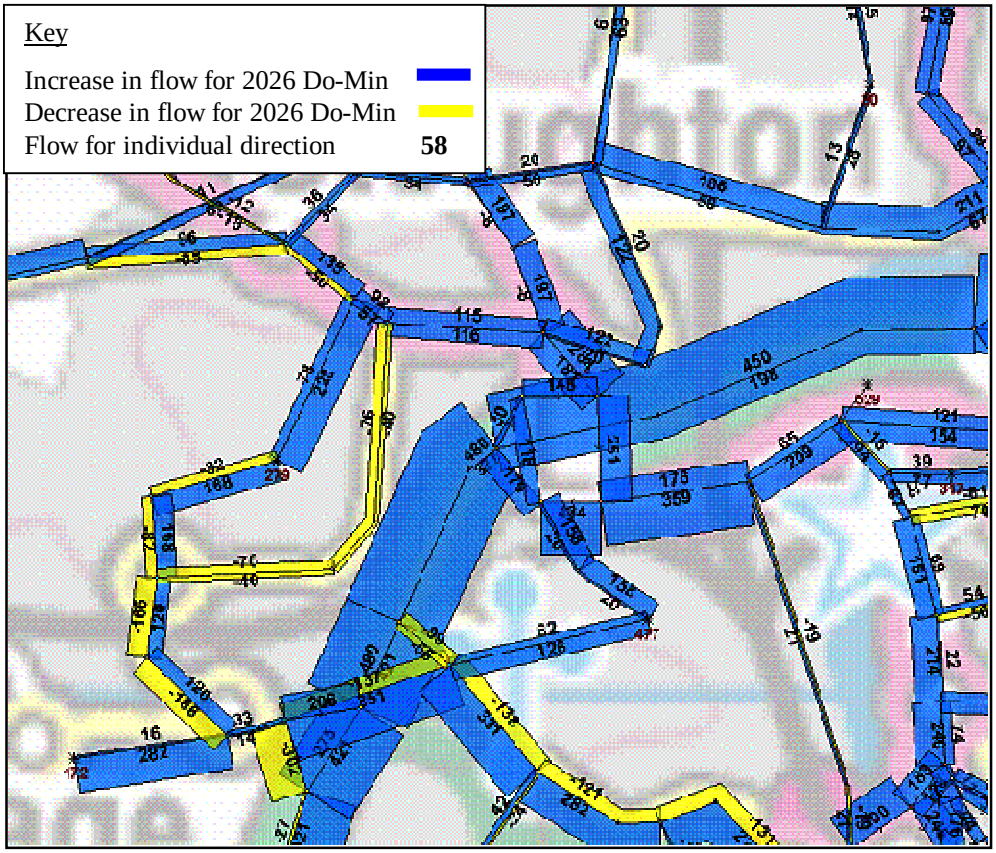


Figure 5.93: 2026 Do-Minimum flow minus the 2005 base flow (results in the increases/decreases in flow between the 2005 base and 2026 Do-Minimum being displayed)

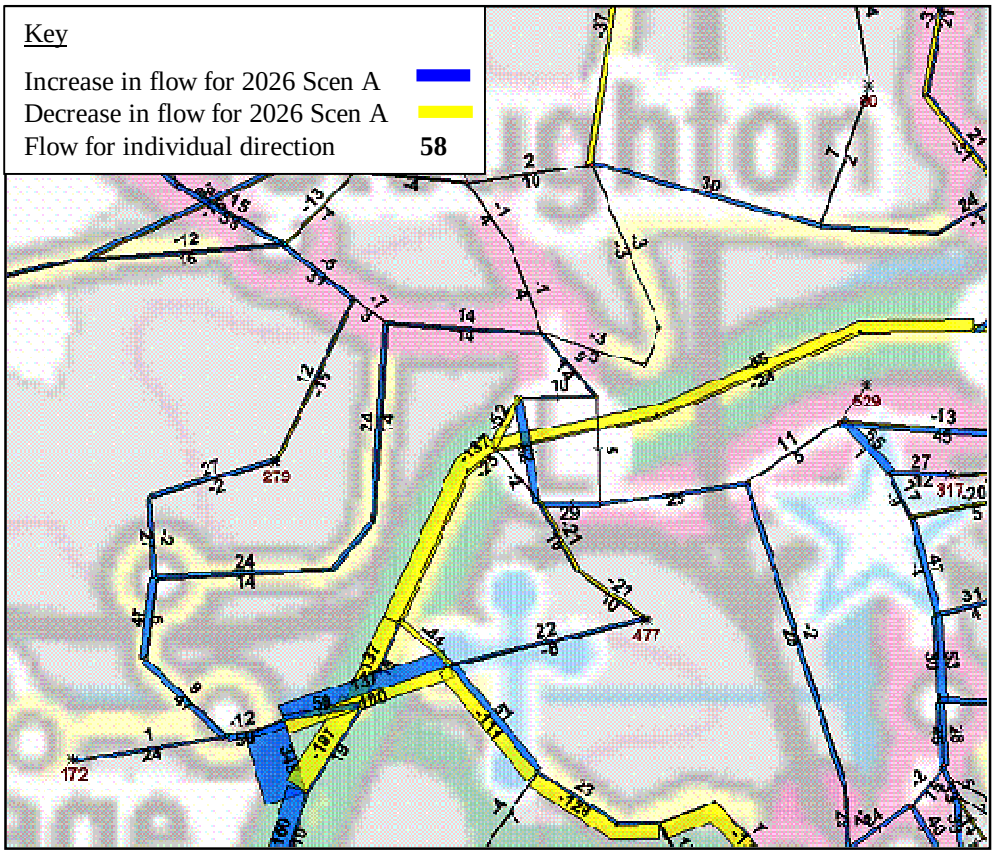


Figure 5.94: 2026 Scenario A flow minus the 2026 Do-Minimum flow (results in the increases/decreases in flow between the 2005 base and 2026 Do-Minimum being displayed)

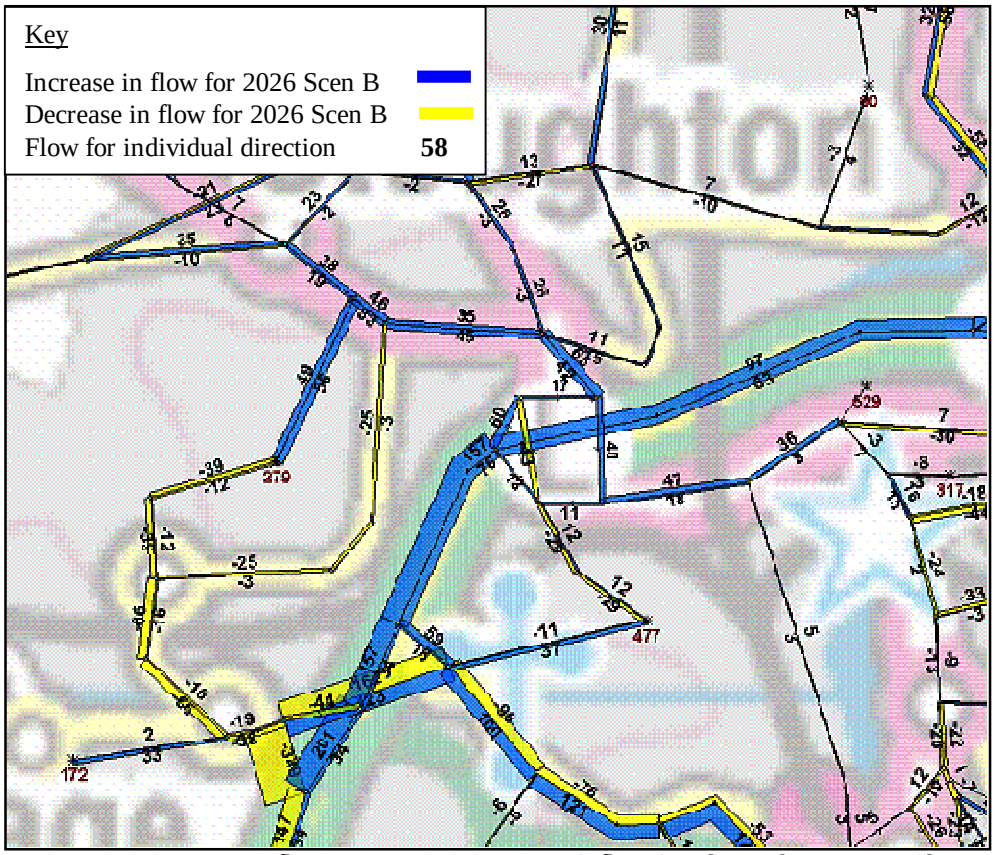


Figure 5.95: 2026 Scenario B flow minus 2026 Scenario A flow (results in the increases/decreases in flow between 2026 Scenario A and 2026 Scenario B being displayed)

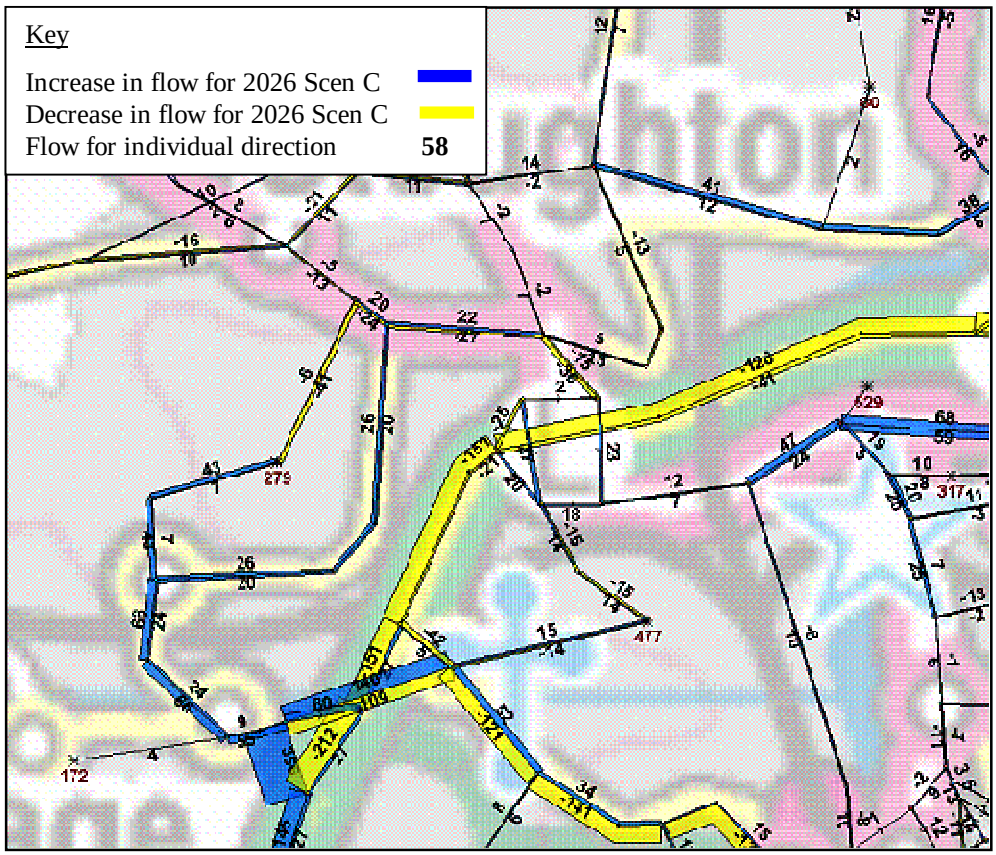


Figure 5.96: 2026 Scenario C flow minus 2026 Scenario B flow (results in the increases/decreases between 2026 Scenario B and 2026 Scenario C being displayed)

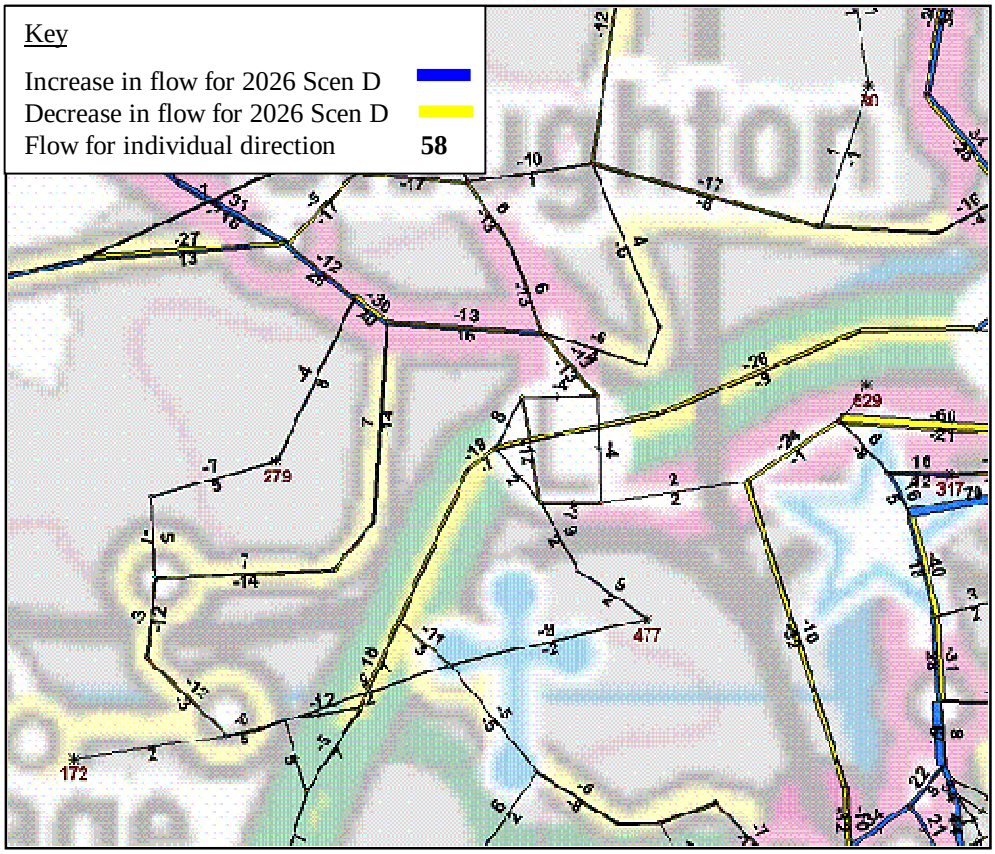


Figure 5.97: 2026 Scenario D flow minus 2026 Scenario C flow (results in the increases/decreases between 2026 Scenario C and 2026 Scenario D being displayed)

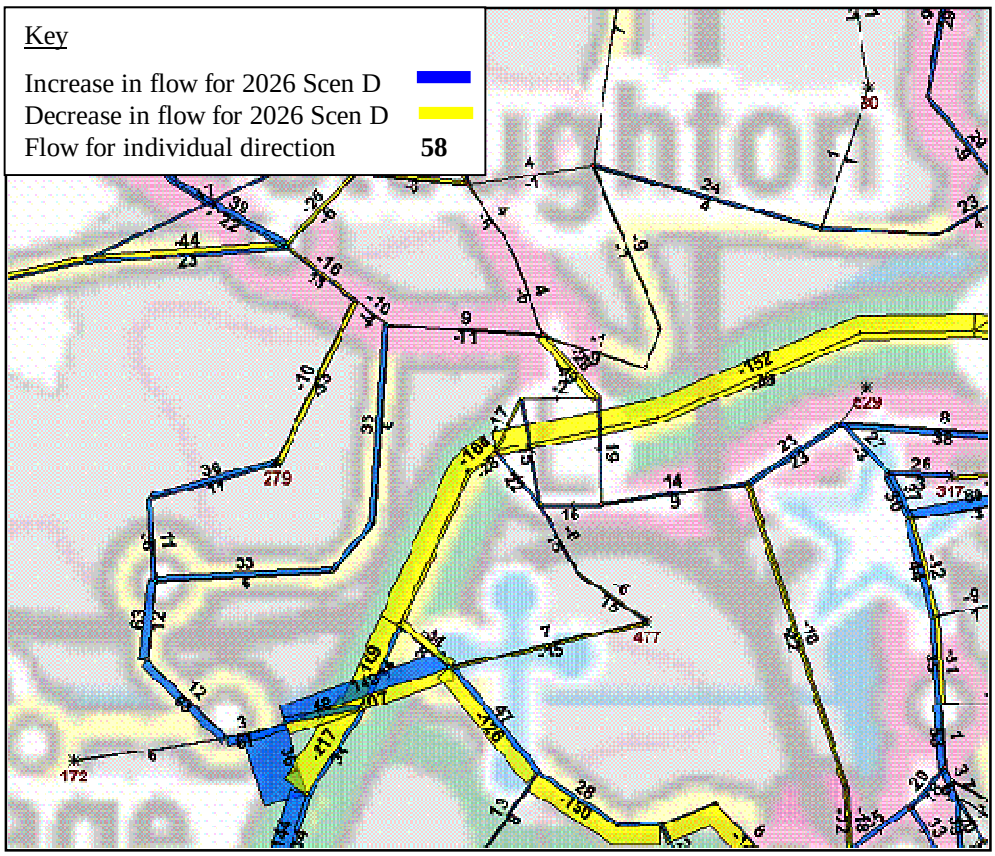


Figure 5.98: 2026 Scenario D flow minus 2026 Scenario B flow (results in the increases/decreases between 2026 Scenario B and 2026 Scenario D being displayed)

6 CONCLUSIONS

6.1 Summary

6.1.1 The aim of this study was to provide WBC with an initial assessment, in transport terms, of their LDF Core Strategy by considering the impact that the proposed additional commercial and residential development could have on the highway network at a strategic level.

6.1.2 The main objectives of the evaluation were to:

- Identify the locations and estimates of four scenarios (Scenario A, Scenario B, Scenario C and Scenario D) of commercial and residential development in the borough for the forecast year of 2026;
- Compare the traffic impacts of these developments by developing traffic models for the forecast year and for the current situation (taken as 2005);
- To develop specific forecasts for: 2026 Do-Minimum
  2026 Scenario A
  2026 Scenario B
  2026 Scenario C
  2026 Scenario D
- To provide comparisons between the forecast scenarios and their relevant reference cases

6.1.3 2026 trip generation forecasts within the Borough of Woking were derived from planning data obtained from WBC and use of the TRICS database. These were used to develop 2026 forecast matrices to input into the SINTRAM strategic traffic model.

6.1.4 The modelling of these forecast scenarios enabled broad comparisons to be made between the forecast and base years, together with differences between the scenarios themselves.

6.2 Traffic Impacts of Development

6.2.1 All impacts stated and indicated in this evaluation concentrate on the Borough of Woking. Therefore the evaluation is based solely on the projected amount of additional trips to be generated from WBC's planning data between 2005 and 2026, therefore the traffic impacts produced from these additional trips are only analysed in the Borough of Woking.

6.2.2 The Scenario A and B planning data differs only by their definition of approved and non-approved development by planning permission. Scenario A represents development that has been approved by planning permission only. Whereas Scenario B represents all development, irrespective of whether it has been approved by planning permission or not. Therefore Scenario B consists of approved and non-approved development. The third and fourth scenarios, Scenario C and Scenario D, differs from Scenario B in one aspect only, the inclusion of residential dwellings proposed to be built on greenbelt land of the borough, zone 469 (Worplesdon Station & Sutton Green). Scenario C consists of 350 residential dwellings and

Scenario D consists of 500 residential dwellings. Therefore Scenario C consists of approved and non-approved developments as well as 350 residential dwellings in zone 469, whereas Scenario D consists of approved and non-approved developments as well as 500 residential dwellings. The only difference between Scenarios C and D is an additional 150 residential dwellings in zone 469.

6.2.3 The travel matrix illustrating growth in traffic is shown below in *Table 7.1*.

AM Vehicle Trips	2005 Base	2026 Do-Minimum	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
Woking Intra Borough Trips	2,125	1,917	2,128	2,506	2,571	2,599
External to Borough Trips	5,331	5,334	5,856	7,070	7,097	7,109
Borough to External Trips	6,520	6,691	7,467	8,543	8,687	8,748

Table 7.1: Summary Trip Matrix, AM Peak Hour

6.2.4 The model suggests that total non-motorway road traffic flow within Woking during the AM peak hour would increase by approximately 4,600vkm (3.0%) in Scenario A when compared with the 2026 Do-Minimum. In Scenario B traffic flow would increase by approximately 8,450vkm (5.3%) when compared with Scenario A. In Scenario C traffic flow is projected to increase by approximately 1,030vkm (0.6%) when compared to Scenario B. Finally, in Scenario D traffic flow is estimated to decrease by 11vkm (-0.0%) when compared with Scenario C. Therefore the increases in vehicle flow (for non-motorway traffic) are below 5.5% for all forecast scenarios when compared to their relevant reference cases.

6.2.5 The model suggests that total Woking town centre road traffic flow generated in the AM peak hour would increase by approximately 570vkm (7.3%) in Scenario A compared to the 2026 Do-Minimum. In Scenario B traffic in Woking town centre would increase by approximately 1,200vkm (14.1%) when compared to Scenario A. In Scenario C Woking town centre traffic flow is projected to decrease by approximately 35vkm (-0.4%) when compared to Scenario B. Finally in Scenario D Woking town centre traffic flow is estimated to decrease by 120vkm (-1.2%) when compared to Scenario C. Consequently the increases in vehicle traffic flow within Woking town centre are below 14.5% in all four test scenarios.

6.2.6 The model suggests that total motorway (section of the M25) traffic flow generated within Woking during the AM peak hour would increase by 100vkm (0.2%) in Scenario A when compared to 2026 Do-Minimum. In Scenario B, motorway traffic would increase by approximately 960vkm (2.2%) compared to Scenario A. In Scenario C motorway traffic is projected to decrease by approximately 30vkm (-0.1%) when compared to Scenario B. Finally in Scenario D motorway traffic flow is to increase by approximately 80vkm (0.2%) when compared with Scenario C. Therefore the increases in motorway traffic flow are below 2.5% for all forecast scenarios.

6.2.7 By comparing summary statistics and plots of traffic flows it is apparent that out of Scenario A and Scenario B, Scenario B has the largest impacts on local traffic flows in Woking. Comparisons between Scenario C and Scenario D indicate that the traffic impacts caused by both scenarios are relatively similar when looking at total borough impacts. However, when analysing individual links and areas it is

suggested that Scenario D generates slightly larger traffic impacts than Scenario C. Scenario B is projected to increase traffic flows and reduce average speed on the local road network more than Scenario A and the 2026 Do-Minimum. Scenario D is also expected to impact the road network as much as Scenario C, and in specific areas in and around the Borough of Woking to cause larger impacts than Scenario C. However, it should be noted that the difference in impacts generated between Scenarios C and D are minimal (under 2.2% variation in all summary statistics).

6.2.8 As expected Scenarios B and D have the largest impacts, as these are the scenarios that represent the largest amount of additional trips generated by WBC when compared to their relevant reference cases. Scenario D (approved and non-approved developments plus 500 residential dwellings on greenbelt land) represents a worst-case scenario within the context of this evaluation.

6.2.9 The distinct areas in the Borough of Woking that is projected to be affected most by the additional trips generated from the proposed commercial and residential developments in Scenario D, is Woking Town Centre (zone 275), West Byfleet Town Centre (zone 274) and Worplesdon Station and Sutton Green (zone 469). Specifically the Guildford Road, B380 Guildford Road, B380 Westfield Road and A320 Guildford Road are to feel the highest impacts of increased traffic flow. The area to the south of Woking could potentially be impacted by a general increase in link and junction delay in Scenario D. This is related to the development of residential dwellings on greenbelt land in this area.

6.2.10 Other areas such as Woking Town Centre, and Knaphill/St Johns are also projected to incur increased traffic impacts (link and junction delay) in Scenarios B and D. This is due to these areas containing some of the largest amount of additional trips generated from the proposed commercial and residential developments in 2026.

6.2.11 Further measures may be required in parts of the borough i.e. the Guildford Road and B380 corridors, although more detailed investigation would be needed to confirm this. However, it is suggested that if any improvement plans were implemented than it would be beneficial to do this using integrated demand management measures.

6.2.12 Mitigation methods that may be implemented in the future have not been incorporated into the evaluation. Subsequently all projected traffic impacts referred to in the analysis of the transport evaluation could potentially act as worst-case scenarios.

APPENDICES
APPENDIX A – SUMMARY OF COMMERCIAL PLANNING DATA

Zone No.	Planning Application	Existing Land Use	Existing GFA (m²)	Proposed Land Use	Proposed GFA (m²)	Planning Status	
						Approved	Non-Approved
96	2000/0461	B1	582	B1	574	Y	
96	2001/0768	A1	242	A2	242	Y	
274	2001/1004	D1	900	D1	2756	Y	
275	2001/1113	A1	90	A3	90	Y	
274	2001/1221	A1	20	D2	20	Y	
280	2002/0260	B2	1417	B2	1510	Y	
96	2002/0467	D1	244	A2	244	Y	
274	2003/0412	A1	56	SG	56	Y	
269	2002/1417	SG	0	C3/A1/A3/D1	840 (A1 - 120, A3 - 480, D1 - 240)	Y	
93	2002/1434	N/A	0	C2	265	Y	
96	2002/1472	B1	73	B1	214	Y	
275	2003/0268	SG	188	A3	188	Y	
185	2003/0313	C3	0	A1	180	Y	
277	2003/0792	A2	186	B1	186	Y	
522	2003/0931	C3/A1	0	C3/A1/A5	532	Y	
274	2003/0968	A1	49	A3	49	Y	
132	2004/0054	A1	2843	A1	3057	Y	
299	2003/1070	D1	2523	D1	1715	Y	
311	2003/1089	D1	260	D1/A1	1790	Y	
96	2003/1183	MU	165	A2	165	Y	
96	2003/1238	D1	142	B1	142	Y	
186	2003/1240	C3	364	A3/C3	378	Y	
262	2003/1283	A1	112	A1	132	Y	
280	2003/1343	D1	1288	D1	1336	Y	
93	2003/1355	A1	194	B1/B8	390	Y	
275	2003/1370	MU	1154	A1	1232	Y	
275	2003/1414	D2	1300	SG	1300	Y	
186	2003/1438	B1	83	A1	83	Y	
274	2003/1475	A1	101	A1	123	Y	
275	2004/0002	A1	182	A3	187	Y	
521	2004/0165	B2	0	B2	387	Y	
275	2004/0175	A1	120	A3	120	Y	
299	2004/0187	A3	2151	A3	2250	Y	
299	2004/0204	A1	119	A2	119	Y	
96	2004/0276	B8	2135	SG/B1/B8	2135	Y	
277	2004/0495	MU	2504	C3	2430	Y	
96	2004/0598	D1	38	A2	38	Y	
277	2004/0616	B1/C3	90	D1/C3	214	Y	
284	2004/0744	D1	0	D1	140	Y	
186	2004/0912	A1	340	A1/B1	520	Y	
262	2004/0981	C2	5	C1	5	Y	
299	2004/1027	C3	0	B1	29	Y	
96	2004/1068	B8	356	B8	444	Y	
275	2004/1123	A1	34	SG	34	Y	
96	2004/1247	B8	540	B2	540	Y	
186	2004/1259	A1	65	A2	65	Y	
275	2004/1314	A2	648	A2	648	Y	
167	2004/1332	D1	226	D1	188	Y	
96	2004/1364	B8	3920	B1/B2/B8	3920	Y	
96	2004/1452	D2	107	A1	107	Y	
96	2005/0134	B1	12814	B1/B2/B8	12814	Y	
274	2005/0207	A1	232	D2	232	Y	
263	2005/0353	D1	0	D1	689	Y	
186	2005/0381	A1	52	A5	52	Y	
275	2005/0440	SG	3	SG	34	Y	
93	2005/0471	SG	76	SG	77	Y	
274	2005/0522	SG	77	A1	77	Y	

Zone No.	Planning Application	Existing Land Use	Existing GFA (m²)	Proposed Land Use	Proposed GFA (m²)	Planning Status	
						Approved	Non-Approved
521	2005/0534	B1	107	B2	107	Y	
275	2005/0574	D1	50	A1	50	Y	
275	2005/0575	A1	140	A2	140	Y	
186	2005/0586	A5	0	A5	10	Y	
132	2005/0695	D1	0	D1	174	Y	
275	2005/0719	A1	87	A3	87	Y	
299	2005/0735	D1	76496	D1	76496	Y	
186	2005/0764	A1	81	A2	81	Y	
274	2005/0769	SG	100	A1	100	Y	
514	2005/0780	B1	141	D2	141	Y	
262	2005/0802	B1	264	D1	264	Y	
186	2005/0854	D1	4144	D1	4144	Y	
93	2005/0874	D2	390	C3/D2	50	Y	
186	2005/0890	A1	153	A2	153	Y	
514	2005/0901	SG	0	SG	9	Y	
277	2006/0276	D1	3375	D1	3690	Y	
275	2006/0339	MU	103	B1	193	Y	
274	2005/0997	B1	59	A1	59	Y	
132	2005/1015	MU	125	D1	125	Y	
186	2005/1041	A1/B1	278	A2/B1/C3	310	Y	
132	2005/1047	B8	732	B1	732	Y	
262	2005/1074	A1	70	A5	70	Y	
522	2005/1095	A1	1320	A3	1320	Y	
299	2005/1138	B2	441	SG	441	Y	
96	2005/1170	D2	1207	C2/C3	1619	Y	
275	2005/1172	A1	69	A2	69	Y	
96	2005/1250	MU	132	B1	132	Y	
96	2005/1251	A3	0	A3	7	Y	
186	2005/1278	A2	139	A5	139	Y	
311	2005/1289	A1	35	A4	36	Y	
274	2005/1386	A1	110	A2	110	Y	
274	2005/1473	A1	101	A2	101	Y	
186	2006/0033	B2	454	C3/B1	588	Y	
275	2006/0078	A2	239	D1	239	Y	
274	2006/0086	C3/A1/B1	325	C1/C3	175	Y	
469	2006/0116	B8	100	D2	100	Y	
275	2006/0138	A1	212	A3	212	Y	
277	2006/0159	A1	45	A3/C3	61	Y	
301	2006/0198	C3	0	C2	7	Y	
275	2006/0380	A1	43	A2	43	Y	
262	2006/0425	C3	0	C3/A1	50	Y	
269	2006/0463	MU	356	A1	388	Y	
262	2006/0515	A1	61	A5	61	Y	
186	2006/0532	SG	0	D1	24	Y	
469	2006/0535	SG	0	D1	16	Y	
263	2006/0542	SG	84	B1	84	Y	
262	2006/0547	B1	19	A1	19	Y	
274	2006/0584		0	A1	64	Y	
280	2006/0628	B1	782	D1	850	Y	
96	2006/0649	B1	132	SG	132	Y	
167	2006/0675	D1	2754	D1	4682	Y	
311	2006/0695	A1	86	B1	86	Y	
165	2006/0697	A1	80	A2	80	Y	
275	2006/0789	A1	128	A2	128	Y	
275	2006/0793	SG	40	SG	140	Y	
167	2006/0805	D2	102	D2	220	Y	
167	2006/0822	D1	1576	D1	1770	Y	
515	2006/0848	C3	0	D1	108	Y	
299	2006/0860		0	D1	288	Y	
274	2006/0876	A1	149	A2	149	Y	
274	2006/0910	A1	85	A2	85	Y	

Zone No.	Planning Application	Existing Land Use	Existing GFA (m²)	Proposed Land Use	Proposed GFA (m²)	Planning Status	
						Approved	Non-Approved
168	2006/0949	A4	120	A4	173	Y	
275	2006/0953	B1	952	A3/B1	1256 (A1 - 342, B1 - 914)	Y	
275	2006/0979	C3/A1	307	C3/A1	276	Y	
274	2006/0982	A1	61	A2	61	Y	
186	2007/0167	C2	7	C2	8	Y	
186	2006/0996	A4	20	A4	24	Y	
275	2006/1135	N/A	0	C3/C1	724	Y	
262	2006/1143	C3	0	A1/A3	62	Y	
277	2006/1193	A4	179	A4	200	Y	
284	2006/1196	A4	470	A4	600	Y	
277	2006/1240	B1	110	D2	110	Y	
92	2006/1272	C1	34	C1	56	Y	
274	2006/1282	A1	150	A2	150	Y	
186	2006/1284	A2	47	A3	48	Y	
301	2006/1302	D1	100	C3/D1	58	Y	
165	2006/1310	C3	0	D1	278	Y	
269	2007/0857	B1	6360	C3/B1/A1/A3	5997 (4719 - B1, 1278 - A1/A3)	Y	
186	2007/0985	A1	220	A3	250	Y	
299	2007/0278	D1	1954	C3	1849	Y	
96	2007/0329	B2	6500	B1/B2/B8	4369	Y	
275	2007/0366	B1	106	SG	106	Y	
516	2007/0394	D1	160	D1	160	Y	
274	2007/0449	A1	161	A1	170	Y	
524	2007/0542	SG	1316	SG	1388	Y	
268	2007/0548	D1	0	D1	38	Y	
275	2007/0688	B1	2529	B1/A3/D2	18102 (16719 - B1, 908 - A3, 475 - D2)	Y	
275	2007/0713	B1	226	D2	229	Y	
186	2007/0792	C2	38	C2	60	Y	
168	2007/0814	C2	46	C2	56	Y	
96	2007/0815	D2	132	D1	132	Y	
277	2007/0839	A4	251	A5	251	Y	
311	2007/1091	A1	251	A3	251	Y	
96	2007/1102	B8	2048	B8	6936	Y	
275	2007/1143	D2	4500	SG	4500	Y	
93	2007/1265	A1	901	A2	900	Y	
96	2007/1275	A1	62	A5	62	Y	
132	2007/1276	B8	18000	B8	35026	Y	
275	2007/1298	B1	1493	B1/A1	2170	Y	
514	2007/1381	D1	835	D1	1237	Y	
274	2008/0064	A1	97	D1	97	Y	
525	2008/0076	B8	1175	B8	980	Y	
263	2008/0094	C3	0	C2	17	Y	
469	2008/0185	SG	0	D2	65	Y	
96	2008/0192	C3	0	D1/C3	100	Y	
262	2008/0204	B1	184	A3	184	Y	
262	2008/0211	D1	238	D1	457	Y	
277	2008/0264	D1	254	D1	472	Y	
185	2008/0271	A1	345	SG	345	Y	
275	2008/0273	A1	106	A3	106	Y	
277	2008/0867	SG	0	A1/A5/C3	85	Y	
524	2008/0878	D1	60	D1	67	Y	
263	2008/0913	A1	781	A1	1540	Y	
96	2008/0914	B1	835	B1	1278	Y	
275	2008/0943	A1	1110	A1/A3/C1	3663 (A1 - 68, A3 - 480, C1 - 3115)	Y	
521	2008/0946	B1	460	B1	619	Y	
514	2008/0322	B1	892	C3/B1	166	Y	
186	2008/0352	D1	890	SG	890	Y	
96	2008/0393	B2	1243	SG	1353	Y	

Zone No.	Planning Application	Existing Land Use	Existing GFA (m²)	Proposed Land Use	Proposed GFA (m²)	Planning Status	
						Approved	Non-Approved
277	2008/0416	D1	6491	D1	6731	Y	
132	2008/0430	SG	240	D2	240	Y	
274	2008/0480	A1	149	A2	149	Y	
521	2008/0509	C3	0	B1/C3	53	Y	
186	2008/0526	A1	251	SG	251	Y	
521	2008/0566	B1	381	SG	381	Y	
269	2008/0571	D1	38	D1	143	Y	
263	2008/0637	A4	302	A4	354	Y	
277	2008/0664	MU	192	SG	192	Y	
262	2008/0674	B8	665	B8	943	Y	
96	2008/0683	B1	1250	B1	2776	Y	
277	2008/0766	B1	610	B1	709	Y	
186	2008/0816	D1	186	A2/C3	219	Y	
275	2008/1079	C1	161	C1	228	Y	
275	2008/1090	A1/B1	101	C3/A3	90	Y	
186	2008/1118	A2	73	D1	103	Y	
275	2008/1121	A1	72	A5	72	Y	
275	2008/1130	B1	341	C3	199	Y	
262	2008/1156	A5	65	A5	92	Y	
275	2008/1161	A1	123	D1	141	Y	
311	2008/1201	A2	61	A5	61	Y	
274	2008/1251	D2	40	A2	40	Y	
275	2008/1254	B1	1623	C3/B1/A2	4976 (4780 - B1, 196 - A2)	Y	
186	2008/1256	C2	453	C2	1526	Y	
165	2008/1304	C2	0	C2	2	Y	
96	2008/1308	MU	102	SG	102	Y	
262	2008/1324	C3	16	A2	55	Y	
263	2008/1352	D1	120	D1	220	Y	
274	2009/0081	D2	77	B1	77	Y	
186	2009/0083	A1	4737	A1	5150	Y	
311	2009/0160	B1	99	B1	151	Y	
96	2009/0111	A1	68	A2	68	Y	
275	2009/0170	A1	138	A2	138	Y	
280	2008/1141	B1	5786	C2	99	Y	
262	2009/0248	A1	130	A3	130	Y	
262	2009/0007	B8	462	B8	577	Y	
521	2008/0954		0	D1	161	Y	
262	2008/1120	A1	102	A3	102	Y	
262	2009/0214	B1	2905	B1	4095	Y	
522	2009/0326	A1	145	A3	145	Y	
469	2008/0550	D1	265	D1	378	Y	
186	2009/0165	D1	1478	D1	1598	Y	
280	2009/0631	A1	256	A3	256	Y	
186	2008/0048	C3	15	A1	15	Y	
280	2002/0995	N/A	0	B1	9200	Y	
168	2009/0440	B2	0	B2	37838	Y	
275	N/A	N/A	0	A1	10800		N
275	N/A	N/A	0	A1	5600		N
275	N/A	N/A	0	A1	1100		N
275	N/A	N/A	0	A2	1000		N
275	N/A	N/A	0	A3	200		N
275	N/A	N/A	0	A4	200		N
275	N/A	N/A	0	A5	200		N
274	N/A	N/A	0	A1	1900		N
274	N/A	N/A	0	A1	1700		N
274	N/A	N/A	0	A2	200		N
274	N/A	N/A	0	A3	67		N
274	N/A	N/A	0	A4	67		N
274	N/A	N/A	0	A5	67		N
186	N/A	N/A	0	A1	100		N
186	N/A	N/A	0	A1	1400		N

Zone No.	Planning Application	Existing Land Use	Existing GFA (m²)	Proposed Land Use	Proposed GFA (m²)	Planning Status	
						Approved	Non-Approved
186	N/A	N/A	0	A2	100		N
96	N/A	N/A	0	A1	33		N
96	N/A	N/A	0	A1	233		N
96	N/A	N/A	0	A2	17		N
132	N/A	N/A	0	A1	33		N
132	N/A	N/A	0	A1	233		N
132	N/A	N/A	0	A2	17		N
311	N/A	N/A	0	A1	33		N
311	N/A	N/A	0	A1	233		N
311	N/A	N/A	0	A2	17		N
185	N/A	N/A	0	A1	33		N
185	N/A	N/A	0	A1	233		N
185	N/A	N/A	0	A2	17		N
186	N/A	N/A	0	A1	33		N
186	N/A	N/A	0	A1	233		N
186	N/A	N/A	0	A2	17		N
299	N/A	N/A	0	A1	33		N
299	N/A	N/A	0	A1	233		N
299	N/A	N/A	0	A2	17		N
275	N/A	N/A	0	A1	25400		N
275	N/A	N/A	0	A1	700		N
275	N/A	N/A	0	A1	100		N
275	N/A	N/A	0	A2	2200		N
275	N/A	N/A	0	A3	300		N
275	N/A	N/A	0	A4	300		N
275	N/A	N/A	0	A5	300		N
274	N/A	N/A	0	A1	4500		N
274	N/A	N/A	0	A1	200		N
274	N/A	N/A	0	A2	400		N
274	N/A	N/A	0	A3	67		N
274	N/A	N/A	0	A4	67		N
274	N/A	N/A	0	A5	67		N
186	N/A	N/A	0	A1	300		N
186	N/A	N/A	0	A1	200		N
186	N/A	N/A	0	A2	100		N
186	N/A	N/A	0	A3	33		N
186	N/A	N/A	0	A4	33		N
186	N/A	N/A	0	A5	33		N
96	N/A	N/A	0	A1	50		N
96	N/A	N/A	0	A1	33		N
96	N/A	N/A	0	A2	17		N
96	N/A	N/A	0	A3	17		N
185	N/A	N/A	0	A1	50		N
185	N/A	N/A	0	A1	33		N
185	N/A	N/A	0	A2	17		N
185	N/A	N/A	0	A4	17		N
132	N/A	N/A	0	A1	50		N
132	N/A	N/A	0	A1	33		N
132	N/A	N/A	0	A2	17		N
132	N/A	N/A	0	A5	17		N
311	N/A	N/A	0	A1	50		N
311	N/A	N/A	0	A1	33		N
311	N/A	N/A	0	A2	17		N
311	N/A	N/A	0	A3	17		N
185	N/A	N/A	0	A1	50		N
185	N/A	N/A	0	A1	33		N
185	N/A	N/A	0	A2	17		N
185	N/A	N/A	0	A5	17		N
186	N/A	N/A	0	A1	50		N
186	N/A	N/A	0	A1	33		N
186	N/A	N/A	0	A2	17		N

Zone No.	Planning Application	Existing Land Use	Existing GFA (m²)	Proposed Land Use	Proposed GFA (m²)	Planning Status	
						Approved	Non-Approved
186	N/A	N/A	0	A3	17		N
299	N/A	N/A	0	A1	50		N
299	N/A	N/A	0	A1	33		N
299	N/A	N/A	0	A2	17		N
299	N/A	N/A	0	A3	17		N
275	N/A	N/A	0	A1	23100		N
275	N/A	N/A	0	A1	600		N
275	N/A	N/A	0	A1	200		N
275	N/A	N/A	0	A2	2100		N
275	N/A	N/A	0	A3	300		N
275	N/A	N/A	0	A4	300		N
275	N/A	N/A	0	A5	300		N
274	N/A	N/A	0	A1	4100		N
274	N/A	N/A	0	A1	100		N
274	N/A	N/A	0	A2	500		N
274	N/A	N/A	0	A3	100		N
274	N/A	N/A	0	A4	100		N
274	N/A	N/A	0	A5	100		N
186	N/A	N/A	0	A1	300		N
186	N/A	N/A	0	A1	100		N
186	N/A	N/A	0	A2	200		N
186	N/A	N/A	0	A3	33		N
186	N/A	N/A	0	A4	33		N
186	N/A	N/A	0	A5	33		N
96	N/A	N/A	0	A1	67		N
96	N/A	N/A	0	A1	17		N
96	N/A	N/A	0	A2	33		N
96	N/A	N/A	0	A4	17		N
185	N/A	N/A	0	A1	67		N
185	N/A	N/A	0	A1	17		N
185	N/A	N/A	0	A2	33		N
185	N/A	N/A	0	A5	17		N
132	N/A	N/A	0	A1	67		N
132	N/A	N/A	0	A1	17		N
132	N/A	N/A	0	A2	33		N
132	N/A	N/A	0	A3	17		N
311	N/A	N/A	0	A1	67		N
311	N/A	N/A	0	A1	17		N
311	N/A	N/A	0	A2	33		N
311	N/A	N/A	0	A4	17		N
185	N/A	N/A	0	A1	67		N
185	N/A	N/A	0	A1	17		N
185	N/A	N/A	0	A2	33		N
185	N/A	N/A	0	A5	17		N
186	N/A	N/A	0	A1	67		N
186	N/A	N/A	0	A1	17		N
186	N/A	N/A	0	A2	33		N
186	N/A	N/A	0	A3	17		N
299	N/A	N/A	0	A1	67		N
299	N/A	N/A	0	A1	17		N
299	N/A	N/A	0	A2	33		N
299	N/A	N/A	0	A4	17		N

APPENDIX B – SUMMARY OF RESIDENTIAL PLANNING DATA

Zone No.	Planning Application	Existing Land Use	Existing GFA (m²)	Existing No. of Houses	Existing No. of Flats	Total Existing No. of Units	Proposed No. of Houses	Proposed No. of Flats	Total Proposed No. of Units	Planning Status	
										Approved	Non-Approved
277	1997/0758	SG	0	0	0	0	6	0	6	Y	
469	1997/0914	SG	0	0	0	0	2	0	2	Y	
93	1997/1109	A1	0	1	0	1	0	1	1	Y	
92	2000/0374	C3	0	0	1	1	0	2	2	Y	
167	2000/0389	C3	0	2	0	2	4	0	4	Y	
469	2000/0603	C3	0	1	0	1	2	0	2	Y	
165	2001/0493	C3	0	1	0	1	2	0	2	Y	
96	2001/0932	B1	93	0	0	0	0	1	1	Y	
311	2001/0941	C3	0	0	1	1	0	2	2	Y	
280	2002/0029	C3	0	1	0	1	2	0	2	Y	
299	2002/0543	D1	200	0	0	0	1	0	1	Y	
165	2002/0670	C3	0	0	0	0	1	0	1	Y	
517	2002/0996	C2	26	0	0	0	0	12	12	Y	
263	2002/1003	C3	0	0	0	0	1	0	1	Y	
167	2002/1035	C3	0	1	0	1	1	0	1	Y	
517	2002/1098	C3	0	1	0	1	2	0	2	Y	
269	2003/0389	SG	565	0	0	0	0	48	48	Y	
93	2003/0454	C3	0	1	0	1	1	0	1	Y	
167	2003/0488	C3	0	1	0	1	2	0	2	Y	
274	2003/0507	B1	62	0	0	0	0	1	1	Y	
277	2003/0514	A3	92	0	0	0	0	1	1	Y	
93	2003/0530	C3	0	1	0	1	1	0	1	Y	
96	2003/0624	C3	0	1	0	1	5	0	5	Y	
515	2003/0632	C3	0	0	1	1	0	8	8	Y	
186	2003/0653	C3	0	0	2	2	0	3	3	Y	
186	2002/1164	C3	0	0	0	0	1	0	1	Y	
267	2002/1217	B1	365	0	0	0	2	0	2	Y	
269	2002/1417	SG	0	0	0	0	0	240	240	Y	
263	2002/1470	B1	186	0	0	0	0	2	2	Y	
301	2002/1484	C3	0	1	0	1	1	0	1	Y	
515	2003/0004	A3	653	0	0	0	0	55	55	Y	
96	2003/0010	C3	0	1	0	1	2	0	2	Y	
299	2003/0133	SG	0	0	0	0	14	0	14	Y	
277	2003/0193	B2	2200	0	0	0	0	43	43	Y	
268	2003/0228	C3	0	1	0	1	1	0	1	Y	
284	2003/0355	C3	0	1	0	1	2	0	2	Y	
96	2003/0663	C3	0	1	0	1	2	0	2	Y	
469	2003/0759	C3	0	1	0	1	2	0	2	Y	
262	2003/0823	C3	0	0	1	1	0	2	2	Y	
515	2003/0837	C3	0	0	0	0	1	0	1	Y	
263	2003/0908	C2	34	0	0	0	0	18	18	Y	
117	2003/0909	C3	0	0	1	1	0	7	7	Y	
261	2003/0927	C3	0	4	0	4	13	0	13	Y	
522	2003/0931	C3/A1	0	0	0	0	0	62	62	Y	
521	2003/0936	C3	0	0	1	1	0	9	9	Y	
280	2003/0976	C3	0	1	0	1	2	0	2	Y	
274	2004/0076	SG	0	0	0	0	0	6	6	Y	
96	2003/1043	D1	0	0	0	0	0	24	24	Y	
165	2003/1171	C3	0	0	0	0	2	0	2	Y	
301	2003/1203	C3	0	0	14	14	0	128	128	Y	
525	2003/1224	B8	5100	0	0	0	43	11	54	Y	
275	2003/1225	B1	357	0	0	0	0	6	6	Y	
165	2003/1231	C3	0	0	2	2	0	2	2	Y	
186	2003/1240	C3	364	0	4	4	0	5	5	Y	
261	2003/1293	C3	0	0	0	0	1	0	1	Y	
269	2003/1309	C3	0	0	1	1	0	2	2	Y	
283	2003/1352	C3	0	0	0	0	3	0	3	Y	
165	2003/1379	SG	0	0	0	0	0	10	10	Y	

Zone No.	Planning Application	Existing Land Use	Existing GFA (m²)	Existing No. of Houses	Existing No. of Flats	Total Existing No. of Units	Proposed No. of Houses	Proposed No. of Flats	Total Proposed No. of Units	Planning Status	
										Approved	Non-Approved
284	2003/1432	SG	0	0	0	0	1	0	1	Y	
275	2003/1443	C3	0	0	3	3	0	9	9	Y	
165	2003/1479	C3	0	0	0	0	1	0	1	Y	
301	2004/0010	C3	0	0	0	0	3	0	3	Y	
167	2004/0109	C3	0	0	1	1	0	10	10	Y	
263	2004/0122	C3	0	0	1	1	0	5	5	Y	
262	2004/0152	D1	416	0	0	0	0	40	40	Y	
96	2004/0173	C3	0	1	0	1	2	0	2	Y	
96	2004/0174	C3	0	1	0	1	5	0	5	Y	
275	2004/0175	A1	120	0	0	0	0	1	1	Y	
186	2004/0250	B8	508	0	0	0	0	10	10	Y	
186	2004/0261	B1	1362	0	0	0	0	10	10	Y	
78	2004/0264	C3	0	1	0	1	3	0	3	Y	
274	2004/0272	B1	0	0	0	0	0	10	10	Y	
96	2004/0284	C3	0	1	0	1	5	0	5	Y	
301	2004/0318	C3	0	1	0	1	2	0	2	Y	
263	2004/0384	C2	32	0	2	2	0	15	15	Y	
469	2004/0397	C3	0	0	0	0	1	0	1	Y	
280	2004/0409	C3	0	0	1	1	0	10	10	Y	
185	2004/0412	SG	0	0	0	0	8	0	8	Y	
165	2004/0483	C3	0	1	0	1	1	0	1	Y	
277	2004/0495	C3/B2	2504	1	0	1	6	0	6	Y	
262	2004/0502	A1	2391	0	0	0	0	46	46	Y	
96	2004/0504	C3	560	0	0	0	1	0	1	Y	
269	2004/0592	C3	0	0	1	1	0	10	10	Y	
186	2004/0596	C3	0	1	0	1	8	0	8	Y	
96	2004/0722	SG	0	0	0	0	27	0	27	Y	
301	2004/0724	D1	0	0	0	0	0	14	14	Y	
299	2004/0812	C3	0	0	1	1	0	2	2	Y	
283	2004/0839	C3	0	1	0	1	1	0	1	Y	
280	2004/0840	C3	0	0	0	0	1	0	1	Y	
167	2004/0882	C3	0	1	0	1	2	0	2	Y	
165	2004/0892	C3	0	0	1	1	0	2	2	Y	
283	2004/0957	C3	0	1	0	1	1	0	1	Y	
299	2004/1027	C3	0	0	1	1	0	1	1	Y	
263	2004/1036	C3	0	2	0	2	0	6	6	Y	
263	2004/1210	C3	0	1	0	1	3	0	3	Y	
262	2004/1240	D2	980	0	0	0	0	20	20	Y	
284	2004/1244	C3	0	1	0	1	2	0	2	Y	
521	2004/1277	SG	6840	0	0	0	0	11	11	Y	
168	2004/1281	SG	2400	0	0	0	1	0	1	Y	
275	2004/1324	A1	117	0	0	0	0	1	1	Y	
165	2004/1334	C3	0	1	0	1	2	0	2	Y	
280	2004/1357	SG	50	0	0	0	1	0	1	Y	
186	2004/1363	SG	5200	0	0	0	12	0	12	Y	
299	2004/1404	SG	0	0	0	0	2	0	2	Y	
168	2004/1443	C3	0	1	0	1	1	0	1	Y	
274	2005/0117	A1	12	0	0	0	0	1	1	Y	
167	2005/0140	C3	0	1	0	1	2	0	2	Y	
186	2005/0196	C3	0	1	0	1	2	0	2	Y	
186	2005/0211	C3	0	1	0	1	10	14	24	Y	
186	2005/0217	C3	0	0	0	0	1	0	1	Y	
165	2005/0311	C3	0	1	0	1	2	0	2	Y	
117	2005/0328	C3	0	0	5	5	0	12	12	Y	
96	2005/0355	C3	0	0	0	0	1	0	1	Y	
280	2005/0380	C3	0	1	0	1	1	0	1	Y	
267	2005/0412	C3/A1	101	0	1	1	0	3	3	Y	
284	2005/0425	C3	0	1	0	1	2	0	2	Y	
167	2005/0437	C3	0	1	0	1	1	0	1	Y	
93	2005/0452	C3	0	1	0	1	1	0	1	Y	

Zone No.	Planning Application	Existing Land Use	Existing GFA (m²)	Existing No. of Houses	Existing No. of Flats	Total Existing No. of Units	Proposed No. of Houses	Proposed No. of Flats	Total Proposed No. of Units	Planning Status	
										Approved	Non-Approved
96	2005/0483	C3	0	0	6	6	0	50	50	Y	
274	2005/0524	C3	0	0	2	2	0	4	4	Y	
277	2005/0544	D1	450	0	0	0	0	13	13	Y	
301	2005/0552	C3	0	1	0	1	2	0	2	Y	
96	2005/0597	A1	41	0	0	0	0	1	1	Y	
186	2005/0630	C3	0	0	0	0	1	0	1	Y	
301	2005/0712	C3	0	1	0	1	1	0	1	Y	
301	2005/0827	C3	0	1	0	1	2	0	2	Y	
93	2005/0874	D2	390	0	0	0	5	0	5	Y	
93	2005/0929	C3	0	1	0	1	2	0	2	Y	
274	2005/0939	C3	0	0	0	0	0	5	5	Y	
301	2006/0262	C3	0	0	1	1	0	2	2	Y	
165	2006/0320	C3	0	1	0	1	1	0	1	Y	
299	2006/0322	C3	0	1	0	1	2	0	2	Y	
522	2005/0956	C3	0	3	0	3	3	12	15	Y	
267	2005/0984	C3	0	0	0	0	1	0	1	Y	
186	2005/0991	B1	60	0	0	0	1	0	1	Y	
168	2005/0998	C3	0	0	2	2	0	23	23	Y	
517	2005/1010	C3	0	1	0	1	1	0	1	Y	
299	2005/1040	C3	0	0	1	1	0	2	2	Y	
263	2005/1082	C3	0	1	0	1	3	0	3	Y	
269	2005/1087	C3	0	0	1	1	0	2	2	Y	
96	2005/1115	C3	0	0	0	0	1	0	1	Y	
277	2005/1125	C3/A1	60	0	1	1	0	2	2	Y	
186	2005/1126	C3	0	0	0	0	1	0	1	Y	
96	2005/1129	C3	0	0	0	0	2	0	2	Y	
267	2005/1130	C3	0	2	0	2	22	0	22	Y	
96	2005/1170	D2	1207	0	0	0	5	0	5	Y	
274	2005/1212	B1	263	0	0	0	0	14	14	Y	
96	2005/1245	B1	50	0	0	0	0	1	1	Y	
469	2005/1297	SG	0	0	0	0	0	46	46	Y	
262	2005/1400	C3	0	0	1	1	0	4	4	Y	
274	2005/1434	C3	0	0	1	1	0	4	4	Y	
186	2006/0033	B2	454	0	0	0	5	0	5	Y	
186	2006/0076	C3	0	1	0	1	1	0	1	Y	
274	2006/0086	C3/A1/B1	325	0	0	0	0	9	9	Y	
280	2006/0131	C3	0	2	0	2	14	0	14	Y	
186	2006/0146	C3	0	3	0	3	7	0	7	Y	
277	2006/0159	A1	45	1	0	1	0	1	1	Y	
301	2006/0254	C3	0	0	0	0	1	0	1	Y	
167	2006/0347	C3	0	0	0	0	1	0	1	Y	
267	2006/0399	SG	1050	6	0	0	447	0	447	Y	
299	2006/0410	C3	0	1	0	1	0	14	14	Y	
262	2006/0425	C3	0	1	0	1	0	3	3	Y	
262	2006/0438	C3/SG/A1	796	2	0	2	0	24	24	Y	
514	2006/0444	C3	0	0	1	1	0	2	2	Y	
261	2006/0500	C3	0	1	0	1	0	2	2	Y	
93	2006/0510	C3	0	1	0	1	1	0	1	Y	
78	2006/0512	C3	0	1	0	1	2	0	2	Y	
186	2006/0517	C3	0	1	0	1	2	0	2	Y	
284	2006/0526	C3	0	2	0	2	1	1	2	Y	
185	2006/0558	C3	0	1	0	1	2	0	2	Y	
96	2006/0564	A1	222	0	0	0	0	2	2	Y	
259	2006/0615	C3	0	0	0	0	1	0	1	Y	
96	2006/0643	C3	0	1	0	1	3	0	3	Y	
165	2006/0658	C3	0	0	0	0	1	0	1	Y	
283	2006/0694	C3	0	1	0	1	2	0	2	Y	
280	2006/0740	C3	0	0	0	0	1	0	1	Y	
280	2006/0742	C3	0	0	0	0	1	0	1	Y	

Zone No.	Planning Application	Existing Land Use	Existing GFA (m²)	Existing No. of Houses	Existing No. of Flats	Total Existing No. of Units	Proposed No. of Houses	Proposed No. of Flats	Total Proposed No. of Units	Planning Status	
										Approved	Non-Approved
277	2006/0790	C3	0	1	0	1	6	0	6	Y	
262	2006/0801	C3	0	1	0	1	0	3	3	Y	
96	2006/0814	C2	0	0	0	0	9	15	24	Y	
274	2006/0834	B1	200	0	0	0	0	2	2	Y	
263	2006/0839	C3	0	2	0	2	5	0	5	Y	
284	2006/0855	C3	0	1	0	1	2	0	2	Y	
262	2006/0882	B1	598	0	0	0	0	11	11	Y	
132	2006/0958	C3	0	1	0	1	2	0	2	Y	
275	2006/0979	B1	307	0	0	0	0	23	23	Y	
277	2006/0985	B2	14453	0	0	0	139	15	154	Y	
274	2007/0049	C3/A1	0	0	1	1	0	2	2	Y	
185	2007/0054	C3	0	1	0	1	2	0	2	Y	
299	2007/0068	C3	0	0	2	2	0	3	3	Y	
185	2007/0070	C3	0	1	0	1	2	0	2	Y	
263	2007/0112	C3	0	1	0	1	0	5	5	Y	
186	2007/0126	C3	0	1	0	1	2	0	2	Y	
301	2007/0143	C3	0	1	0	1	2	0	2	Y	
274	2007/0168	C3	0	0	1	1	0	3	3	Y	
280	2007/0170	C3	0	1	0	1	2	0	2	Y	
96	2006/0995	C3	0	4	0	4	6	0	6	Y	
186	2006/1037	C3	0	1	0	1	2	0	2	Y	
283	2006/1057	C3	0	1	0	1	0	12	12	Y	
274	2006/1091	A4	0	0	0	0	0	6	6	Y	
275	2006/1119	C3	0	0	1	1	0	2	2	Y	
262	2006/1124	SG	0	0	0	0	0	21	21	Y	
93	2006/1130	SG	0	1	0	1	3	0	3	Y	
275	2006/1135	SG	0	0	0	0	0	129	129	Y	
262	2006/1143	C3	0	1	0	1	0	1	1	Y	
277	2006/1146	C3	0	1	0	1	0	2	2	Y	
269	2006/1176	C3	0	0	1	1	0	2	2	Y	
275	2006/1194	A3	0	0	0	0	0	1	1	Y	
284	2006/1196	A4	470	0	1	1	0	2	2	Y	
521	2006/1209	C3	0	1	0	1	0	6	6	Y	
521	2006/1232	C3	0	1	0	1	0	4	4	Y	
277	2006/1234	C3	0	0	4	4	0	6	6	Y	
78	2006/1237	SG	2080	0	0	0	82	71	153	Y	
515	2006/1243	C3	0	6	0	6	0	23	23	Y	
521	2006/1251	C3	0	1	0	1	2	0	2	Y	
274	2006/1264	C3	0	0	0	0	1	0	1	Y	
168	2006/1274	C3	0	0	0	0	9	0	9	Y	
301	2006/1302	D1	100	0	0	0	1	0	1	Y	
165	2006/1310	C3	0	0	1	1	0	1	1	Y	
283	2006/1313	C3	0	1	0	1	2	0	2	Y	
274	2006/1315	B1	500	0	0	0	0	2	2	Y	
311	2006/1317	C3	0	0	0	0	1	0	1	Y	
469	2006/1332	C3	0	1	0	1	1	0	1	Y	
263	2006/1339	C3	0	1	0	1	2	0	2	Y	
93	2006/1342	C3	0	1	0	1	1	0	1	Y	
301	2007/0013	C3	0	0	10	10	0	11	11	Y	
263	2007/0180	D1	0	0	0	0	19	0	19	Y	
185	2007/0189	C3	0	0	0	0	1	0	1	Y	
165	2007/0193	C1	6	0	0	0	1	0	1	Y	
515	2007/0203	C3	0	0	0	0	4	0	4	Y	
262	2007/0204	C3	0	1	0	1	1	0	1	Y	
262	2007/0206	C3	0	5	0	5	0	33	33	Y	
521	2007/0226	B2	900	0	0	0	0	13	13	Y	
96	2007/0850	C3	0	1	0	1	2	0	2	Y	
269	2007/0857	B1	6360	0	0	0	6	439	445	Y	
280	2007/0891	C3	0	1	0	1	1	0	1	Y	
299	2007/0900	C3	0	0	0	0	1	0	1	Y	

Zone No.	Planning Application	Existing Land Use	Existing GFA (m^2)	Existing No. of Houses	Existing No. of Flats	Total Existing No. of Units	Proposed No. of Houses	Proposed No. of Flats	Total Proposed No. of Units	Planning Status	
										Approved	Non-Approved
469	2007/0901	C3	0	0	0	0	2	0	2	Y	
165	2007/0909	A1	80	0	0	0	0	2	2	Y	
93	2007/0973	C3	0	1	0	1	1	0	1	Y	
283	2007/0236	C3	0	1	0	1	1	0	1	Y	
299	2007/0278	D1	1954	0	0	0	0	1	1	Y	
469	2007/0308	C3	0	1	0	1	1	0	1	Y	
167	2007/0321	C3	0	1	0	1	1	0	1	Y	
165	2007/0503	C3	0	0	0	0	1	0	1	Y	
262	2007/0510	C3/B1	473	0	3	3	0	14	14	Y	
469	2007/0514	SG	757	0	0	0	6	0	6	Y	
186	2007/0516	A1	0	0	0	0	0	1	1	Y	
167	2007/0528	C3	0	0	0	0	0	7	7	Y	
263	2007/0538	C2	0	0	0	0	19	35	54	Y	
269	2007/0568	C3	10	0	0	0	0	3	3	Y	
274	2007/0580	C3/A2	0	0	1	1	0	2	2	Y	
96	2007/0587	C3	0	0	0	0	8	0	8	Y	
262	2007/0588	C3	0	1	0	1	0	2	2	Y	
515	2007/0595	C3	266	0	0	0	0	20	20	Y	
165	2007/0604	C3	0	1	0	1	2	0	2	Y	
474	2007/0630	C3	0	0	0	0	1	0	1	Y	
283	2007/0668	C3	0	0	0	0	1	0	1	Y	
469	2007/0702	C3	0	0	0	0	1	0	1	Y	
284	2007/0719	C3	0	2	0	2	2	0	2	Y	
263	2007/0738	C3	0	1	0	1	3	0	3	Y	
280	2007/0742	C3	0	1	0	1	1	0	1	Y	
261	2007/0748	C3	0	1	0	1	0	3	3	Y	
93	2007/0751	C3	0	0	0	0	1	0	1	Y	
274	2007/0757	N/A	0	0	0	0	0	3	3	Y	
301	2007/0818	C3	0	2	0	2	0	6	6	Y	
277	2007/1001	C3/B1	108	1	0	1	2	0	2	Y	
311	2007/1006	C3	0	0	0	0	1	0	1	Y	
299	2007/1008	C3	0	1	0	1	0	2	2	Y	
96	2007/1050	C3	0	0	0	0	2	0	2	Y	
517	2007/1055	C3	0	0	1	1	0	3	3	Y	
516	2007/1076	C3	0	1	0	1	2	0	2	Y	
280	2007/1089	C3	0	1	0	1	2	0	2	Y	
277	2007/1122	C3	0	0	0	0	1	0	1	Y	
186	2007/1131	B1	150	0	0	0	0	4	4	Y	
167	2007/1140	C3	0	0	0	0	3	0	3	Y	
267	2007/1146	C3	0	1	0	1	11	0	11	Y	
274	2007/1151	B1	2732	0	0	0	0	58	58	Y	
517	2007/1163	C3	0	0	0	0	1	0	1	Y	
262	2007/1188	C3	6	1	0	1	1	1	2	Y	
274	2007/1234	B1	1400	0	0	0	0	14	14	Y	
283	2007/1260	C3	0	1	0	1	1	0	1	Y	
269	2007/1320	C3	0	0	3	3	0	5	5	Y	
96	2007/1332	C3	0	1	0	1	0	2	2	Y	
274	2007/1358	C3	0	1	0	1	2	0	2	Y	
311	2007/1367	C3	0	1	0	1	2	0	2	Y	
277	2008/0024	B2	3189	0	0	0	14	74	88	Y	
96	2008/0051	C3	0	0	0	0	1	0	1	Y	
269	2008/0071	C3	0	0	0	0	2	0	2	Y	
93	2008/0086	SG	0	0	0	0	1	0	1	Y	
93	2008/0096	SG	0	0	0	0	1	0	1	Y	
283	2008/0140	C3	0	1	0	1	2	0	2	Y	
259	2008/0182	C3	0	1	0	1	2	0	2	Y	
283	2008/0230	C3	0	1	0	1	2	0	2	Y	
267	2008/0244	C3	0	1	0	1	0	6	6	Y	
165	2008/0858	C3	0	1	0	1	2	0	2	Y	
261	2008/0867	SG	0	0	0	0	0	2	2	Y	

Zone No.	Planning Application	Existing Land Use	Existing GFA (m^2)	Existing No. of Houses	Existing No. of Flats	Total Existing No. of Units	Proposed No. of Houses	Proposed No. of Flats	Total Proposed No. of Units	Planning Status	
										Approved	Non-Approved
299	2008/0891	C3	0	1	0	1	2	0	2	Y	
186	2008/0907	C3	0	0	0	0	1	0	1	Y	
167	2008/0908	C3	0	1	0	1	1	0	1	Y	
301	2008/0909	C3	0	0	0	0	2	0	2	Y	
186	2008/0929	C3	0	1	0	1	2	0	2	Y	
93	2008/0935	SG	0	0	0	3	0	0	10	Y	
93	2008/0278	C3	0	1	0	1	1	0	1	Y	
274	2008/0285	B1	149	0	0	0	0	3	3	Y	
185	2008/0297	C3	0	0	0	0	1	0	1	Y	
96	2008/0305	C3	0	1	0	1	2	0	2	Y	
168	2008/0318	C3	0	0	2	2	0	14	14	Y	
514	2008/0322	B1	892	0	0	0	0	14	14	Y	
277	2008/0328	C3	0	1	0	1	2	0	2	Y	
311	2008/0336	C3	0	1	0	1	2	0	2	Y	
78	2008/0339	C3	0	1	0	1	3	0	3	Y	
277	2008/0365	C3	0	0	0	0	5	0	5	Y	
277	2008/0438	A4	380	0	0	0	0	9	9	Y	
262	2008/0555	C3	0	1	0	1	2	0	2	Y	
168	2008/0569	C3	0	1	0	1	1	0	1	Y	
165	2008/0577	C3	0	1	0	1	1	0	1	Y	
269	2008/0585	C3	0	2	0	2	0	12	12	Y	
186	2008/0646	C3	0	0	0	0	2	0	2	Y	
96	2008/0681	B1	62	0	0	0	0	1	1	Y	
301	2008/0691	D1	0	0	0	0	5	0	5	Y	
78	2008/0712	C3	0	1	0	1	2	0	2	Y	
280	2008/0752	C3	0	1	0	1	3	0	3	Y	
280	2008/0781	C3	0	2	0	2	5	0	5	Y	
274	2008/0807	B1	0	0	0	0	1	0	1	Y	
263	2008/0815	C3	0	1	0	1	2	0	2	Y	
186	2008/0816	D1	186	0	0	0	0	6	6	Y	
274	2008/0834	C3	0	0	0	0	0	6	6	Y	
267	2008/0982	C3	0	1	0	1	0	2	2	Y	
269	2008/1023	D1	0	0	0	0	9	0	9	Y	
261	2008/1026	A4	422	0	0	0	0	13	13	Y	
275	2008/1054	B1	140	0	0	0	0	4	4	Y	
275	2008/1090	A1	101	0	0	0	0	4	4	Y	
275	2008/1130	B1	341	0	0	0	0	5	5	Y	
186	2008/1140	C3	0	1	0	1	3	0	3	Y	
261	2008/1152	C3	0	1	0	1	2	0	2	Y	
311	2008/1195	C3	0	0	0	0	1	0	1	Y	
186	2008/1204	C3	0	0	0	0	1	0	1	Y	
96	2008/1231	D2	218	0	0	0	0	14	14	Y	
275	2008/1254	B1	1623	0	0	0	0	14	14	Y	
524	2008/1270	C3	0	1	0	1	1	0	1	Y	
78	2008/1290	C3	0	1	0	1	4	0	4	Y	
186	2008/1321	C3	0	1	0	1	2	0	2	Y	
469	2008/1368	C3	0	1	0	1	1	0	1	Y	
168	2008/1369	C3	0	0	0	0	2	0	2	Y	
186	2009/0010	B1	160	0	0	0	0	2	2	Y	
165	2009/0012	C3	0	1	0	1	4	0	4	Y	
284	2009/0016	C3	0	1	0	1	1	0	1	Y	
284	2009/0038	C3	0	1	0	1	1	0	1	Y	
277	2009/0042	C3	0	1	0	1	2	0	2	Y	
167	2009/0058	C3	0	1	0	1	0	10	10	Y	
261	2009/0132	C3	0	0	0	0	1	0	1	Y	
524	2009/0155	A1	10157	0	0	0	5	0	5	Y	
261	2009/0222	C3	0	1	0	1	2	0	2	Y	
263	2009/0157	C3	0	1	0	1	1	0	1	Y	
515	2009/0198	C2	0	0	0	0	0	2	2	Y	
274	2009/0356	B1	176	0	0	0	1	0	1	Y	

Zone No.	Planning Application	Existing Land Use	Existing GFA (m^2)	Existing No. of Houses	Existing No. of Flats	Total Existing No. of Units	Proposed No. of Houses	Proposed No. of Flats	Total Proposed No. of Units	Planning Status	
										Approved	Non-Approved
283	2009/0220	C3	0	1	0	1	1	0	1	Y	
78	2008/0621	C3	0	0	0	0	0	4	4	Y	
267	2009/0237	C3	0	1	0	1	12	0	12	Y	
515	2009/0229	C3	0	1	0	1	0	4	4	Y	
96	2009/0422	C3	0	0	0	0	2	0	2	Y	
515	2009/0444	C3	0	0	0	0	2	0	2	Y	
165	2009/0153	C3	0	1	0	1	1	0	1	Y	
262	2009/0281	C3/SG	210	0	4	4	0	14	14	Y	
186	2009/0525	A2/B1	0	0	0	0	0	3	3	Y	
93	2009/0570	C3	0	1	0	1	1	0	1	Y	
186	2009/0410	N/A	0	0	0	0	2	0	2	Y	
186	2009/0619	C3	0	1	0	1	0	2	2	Y	
515	2009/0592	C3	0	1	0	1	0	9	9	Y	
263	2009/0800	N/A	0	0	0	0	1	0	1	Y	
185	2009/0852	C3	0	1	0	1	2	0	2	Y	
93	2009/0861	C3	0	1	0	1	2	0	2	Y	
522	2009/0622	C3	0	1	0	1	0	2	2	Y	
515	SHLAAMHW039	C3		1	0	1	2	0	2	Y	
514	SHLAAMHW035	D2		0	0	0	6	0	6	Y	
78	N/K	B1	65	0	0	0	0	1	1		N
283	N/K	B2	69	0	0	0	1	0	1		N
516	N/K	B1	65	0	0	0	0	1	1		N
517	N/K	A1	73	0	0	0	0	1	1		N
301	N/K	B1	65	0	0	0	0	1	1		N
311	N/K	B8	87	0	0	0	0	1	1		N
277	N/K	B1	65	0	0	0	0	1	1		N
280	N/K	A3	92	0	0	0	0	1	1		N
263	N/K	B1	65	0	0	0	0	1	1		N
267	N/K	A1	73	0	0	0	0	1	1		N
168	N/K	B1	65	0	0	0	0	1	1		N
185	N/K	A4	53	0	0	0	0	1	1		N
93	N/K	B1	65	0	0	0	0	1	1		N
96	N/K	B2	69	0	0	0	0	1	1		N
521	N/K	B1	65	0	0	0	0	1	1		N
522	N/K	A1	73	0	0	0	0	1	1		N
261	N/K	B2	69	0	0	0	1	0	1		N
469	N/K	B1	65	0	0	0	0	1	1		N
283	N/K	B1	65	0	0	0	0	1	1		N
284	N/K	B1	65	0	0	0	0	1	1		N
268	N/K	B1	65	0	0	0	0	1	1		N
269	N/K	A1	73	0	0	0	0	1	1		N
186	N/K	B1	65	0	0	0	0	1	1		N
259	N/K	A4	53	0	0	0	0	1	1		N
117	N/K	B1	65	0	0	0	0	1	1		N
132	N/K	A1	73	0	0	0	0	1	1		N
78	N/K	C3	0	0	0	0	4	6	10		N
92	N/K	C3	0	0	0	0	4	7	11		N
93	N/K	C3	0	0	0	0	3	7	10		N
96	N/K	C3	0	0	0	0	3	7	10		N
117	N/K	C3	0	0	0	0	3	7	10		N
132	N/K	C3	0	0	0	0	3	7	10		N
165	N/K	C3	0	0	0	0	4	7	11		N
167	N/K	C3	0	0	0	0	4	7	11		N
168	N/K	C3	0	0	0	0	3	7	10		N
185	N/K	C3	0	0	0	0	3	7	10		N
186	N/K	C3	0	0	0	0	3	7	10		N
259	N/K	C3	0	0	0	0	3	7	10		N
261	N/K	C3	0	0	0	0	3	7	10		N

Zone No.	Planning Application	Existing Land Use	Existing GFA (m^2)	Existing No. of Houses	Existing No. of Flats	Total Existing No. of Units	Proposed No. of Houses	Proposed No. of Flats	Total Proposed No. of Units	Planning Status	
										Approved	Non-Approved
262	N/K	C3	0	0	0	0	4	7	11		N
263	N/K	C3	0	0	0	0	3	7	10		N
267	N/K	C3	0	0	0	0	3	7	10		N
268	N/K	C3	0	0	0	0	3	7	10		N
269	N/K	C3	0	0	0	0	3	7	10		N
274	N/K	C3	0	0	0	0	4	7	11		N
275	N/K	C3	0	0	0	0	4	7	11		N
277	N/K	C3	0	0	0	0	3	7	10		N
280	N/K	C3	0	0	0	0	3	7	10		N
283	N/K	C3	0	0	0	0	2	7	9		N
284	N/K	C3	0	0	0	0	3	7	10		N
292	N/K	C3	0	0	0	0	4	7	11		N
299	N/K	C3	0	0	0	0	4	7	11		N
301	N/K	C3	0	0	0	0	4	6	10		N
311	N/K	C3	0	0	0	0	4	6	10		N
469	N/K	C3	0	0	0	0	3	7	10		N
474	N/K	C3	0	0	0	0	3	8	11		N
514	N/K	C3	0	0	0	0	4	7	11		N
515	N/K	C3	0	0	0	0	4	7	11		N
516	N/K	C3	0	0	0	0	4	6	10		N
517	N/K	C3	0	0	0	0	4	6	10		N
521	N/K	C3	0	0	0	0	3	7	10		N
522	N/K	C3	0	0	0	0	3	7	10		N
524	N/K	C3	0	0	0	0	3	7	10		N
525	N/K	C3	0	0	0	0	3	7	10		N
469	N/K	SG	0	0	0	0	350	0	350		N
469	N/K	SG	0	0	0	0	500	0	500		N

APPENDIX C – TRICS LOCATION DEFINITIONS

(Source: TRICS 2009 (b))

Town Centre
Within the central core area of the heart of the town/city (e.g. the primary shopping area), as defined in the local development (if appropriate).

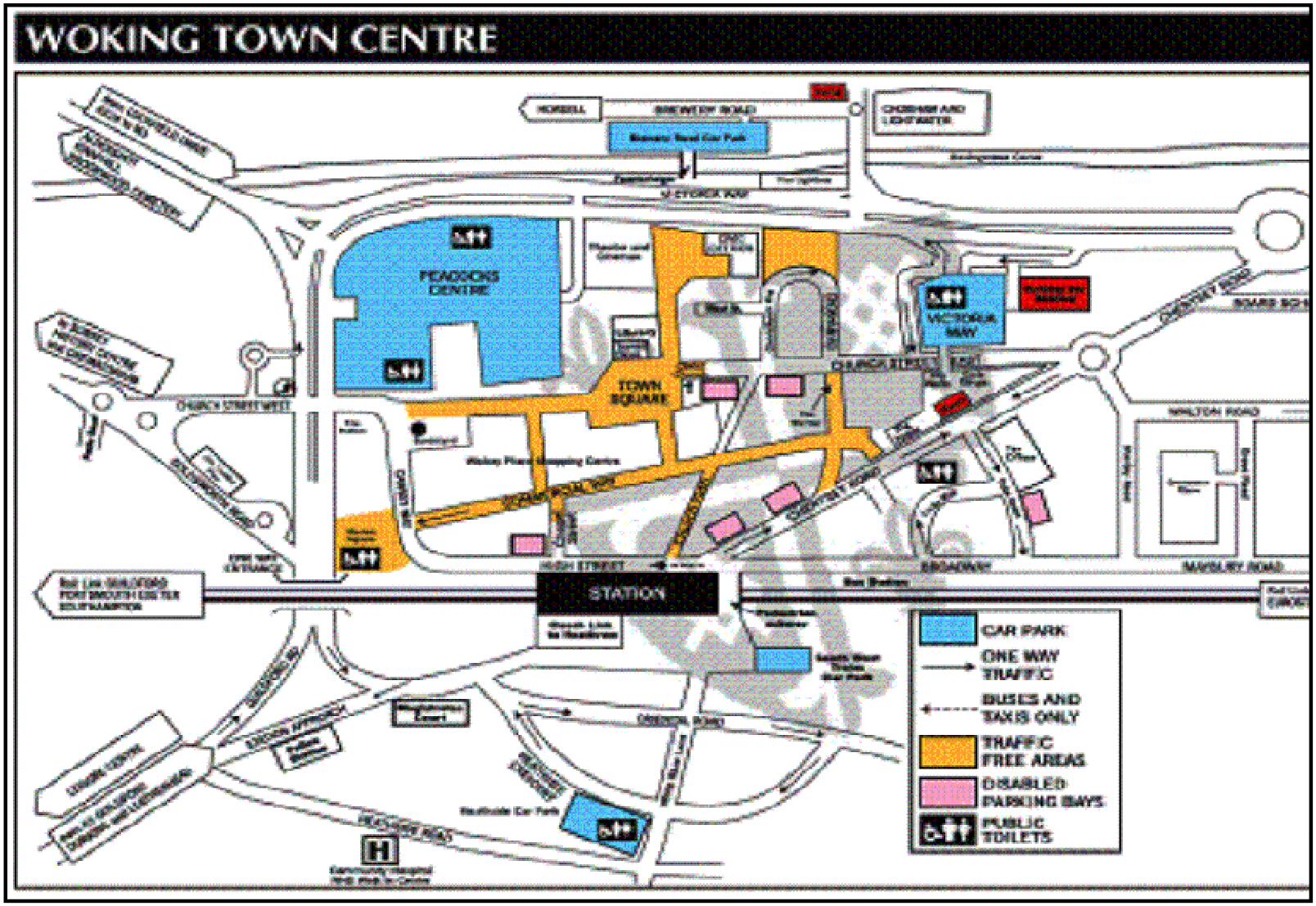
Edge of Town Centre
For retail, a location within easy walking distance (i.e. up to 300 metres) from the central primary shopping area, often providing parking facilities that serve the centre as well as the site, thus enabling one trip to serve several purposes. For other uses, the edge-of-centre radius from the town/city may be more extensive, based on how far people would be prepared to walk. For offices this may be outside the town centre but in the urban area within 500m of a public transport interchange. Local topography and barriers will affect pedestrians' perception of easy walking distance. Examples of barriers include crossing major roads and car parks. The perceived safety of the route and strength of the attraction of the town centre are also relevant.

Neighbourhood Centre
Predominantly residential area, but with additional amenities like local shops, schools etc. Could be described as a small "district" or "village" within the town/city itself. Would also apply to actual villages. The local shops serve a small catchment. These may include a general grocery store, a newsagent, a sub-post office and a pharmacy, as well as others. These centres provide accessible shopping for people's day-to-day needs.

Suburban Area
An area outside the edge of the town/city centre, but not at the town/city's physical edge. This can encompass a wide range of physical locations within a town/city. Suburban Area sites can range from busy built-up areas near the centre of town (but outside the Edge of Town Centre radius), to leafy suburbs far from the centre.

Edge of Town
At the physical edge of the town/city, where the town/city meets the countryside. The actual physical distance from the site to the beginning of the countryside can vary proportionately to the size of the town/city.

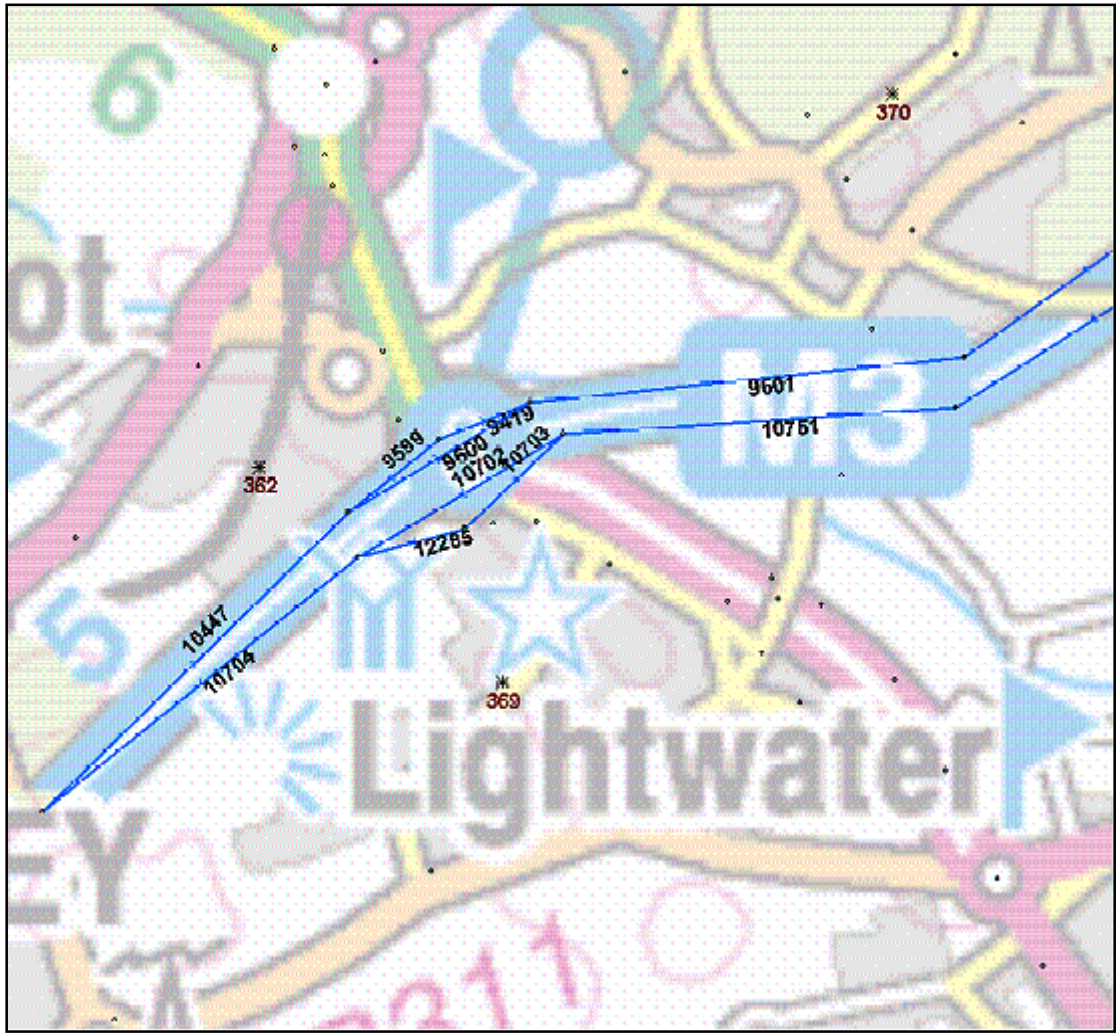
Free Standing (Out of Town)
Just beyond the physical edge of the nearest town/city, or in an isolated rural location (sites in villages are within the Neighbourhood Centre category). The distance from the edge of the town/city, which qualifies a site as Free Standing, is not set, and is instead judged on a site-by-site basis, proportional to the size of the town/city.



APPENDIX D – MAP USED TO DEFINE WOKING TOWN CENTRE (Source: www.woking.gov.uk)

APPENDIX E – STRATEGIC JUNCTION DETAILED VCR INFORMATION

M3 Junction 3



Network Layout of the Strategic Network at the M3 Junction 3

M3 Junction 3

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Flow – All Vehicles					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
9419	1	m3	J3 Slip on to M3 N	3800	0.4	105	1387	1539	1596	1524	1585	1581
9599	2	m3	J3 Slip Off to A322	3800	0.49	105	1521	1792	1770	1797	1765	1814
9600	1	m3	J3-2	5700	0.88	110	3060	3319	3374	3498	3489	3433
9601	1	m3	J3-2	5700	3.07	110	4447	4858	4970	5022	5074	5013
10447	2	m3	J4-3	5700	1.76	110	4581	5111	5144	5296	5254	5246
10702	1	m3	J3-4	5700	0.99	110	1656	2360	2375	2454	2465	2464
10703	1	m3	J3 Slip Off to A322	3800	0.56	105	873	1264	1217	1215	1204	1233
10704	2	m3	J3-4	5700	1.67	110	4226	5132	5168	5257	5294	5285
10751	2	m3	J2-3	5700	2.96	110	2529	3624	3592	3669	3670	3697
12285	2	m3	J3 Slip on to M3 S	3800	0.46	105	2570	2772	2793	2803	2829	2821

M3 Junction 3 Flow

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Uncongested Link Travel Time (Veh Hrs)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
9419	1	m3	J3 Slip on to M3 N	3800	0.4	105	5	6	6	6	6	6
9599	2	m3	J3 Slip Off to A322	3800	0.49	105	7	8	8	8	8	8
9600	1	m3	J3-2	5700	0.88	110	24	27	27	28	28	27
9601	1	m3	J3-2	5700	3.07	110	124	136	139	140	142	140
10447	2	m3	J4-3	5700	1.76	110	73	82	82	85	84	84
10702	1	m3	J3-4	5700	0.99	110	15	21	21	22	22	22
10703	1	m3	J3 Slip Off to A322	3800	0.56	105	5	7	6	6	6	7
10704	2	m3	J3-4	5700	1.67	110	64	78	78	80	80	80
10751	2	m3	J2-3	5700	2.96	110	68	98	97	99	99	99
12285	2	m3	J3 Slip on to M3 S	3800	0.46	105	11	12	12	12	12	12

M3 Junction 3 Uncongested Link Travel Time

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Congested Link Travel Time (Veh Hrs)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
9419	1	m3	J3 Slip on to M3 N	3800	0.4	105	5	6	6	6	6	6
9599	2	m3	J3 Slip Off to A322	3800	0.49	105	7	9	8	9	8	9
9600	1	m3	J3-2	5700	0.88	110	25	28	28	29	29	29
9601	1	m3	J3-2	5700	3.07	110	143	165	171	174	177	174
10447	2	m3	J4-3	5700	1.76	110	86	103	104	109	108	107
10702	1	m3	J3-4	5700	0.99	110	15	22	22	23	23	23
10703	1	m3	J3 Slip Off to A322	3800	0.56	105	5	7	7	7	7	7
10704	2	m3	J3-4	5700	1.67	110	72	98	99	102	103	103
10751	2	m3	J2-3	5700	2.96	110	70	102	101	104	104	105
12285	2	m3	J3 Slip on to M3 S	3800	0.46	105	12	13	14	14	14	14

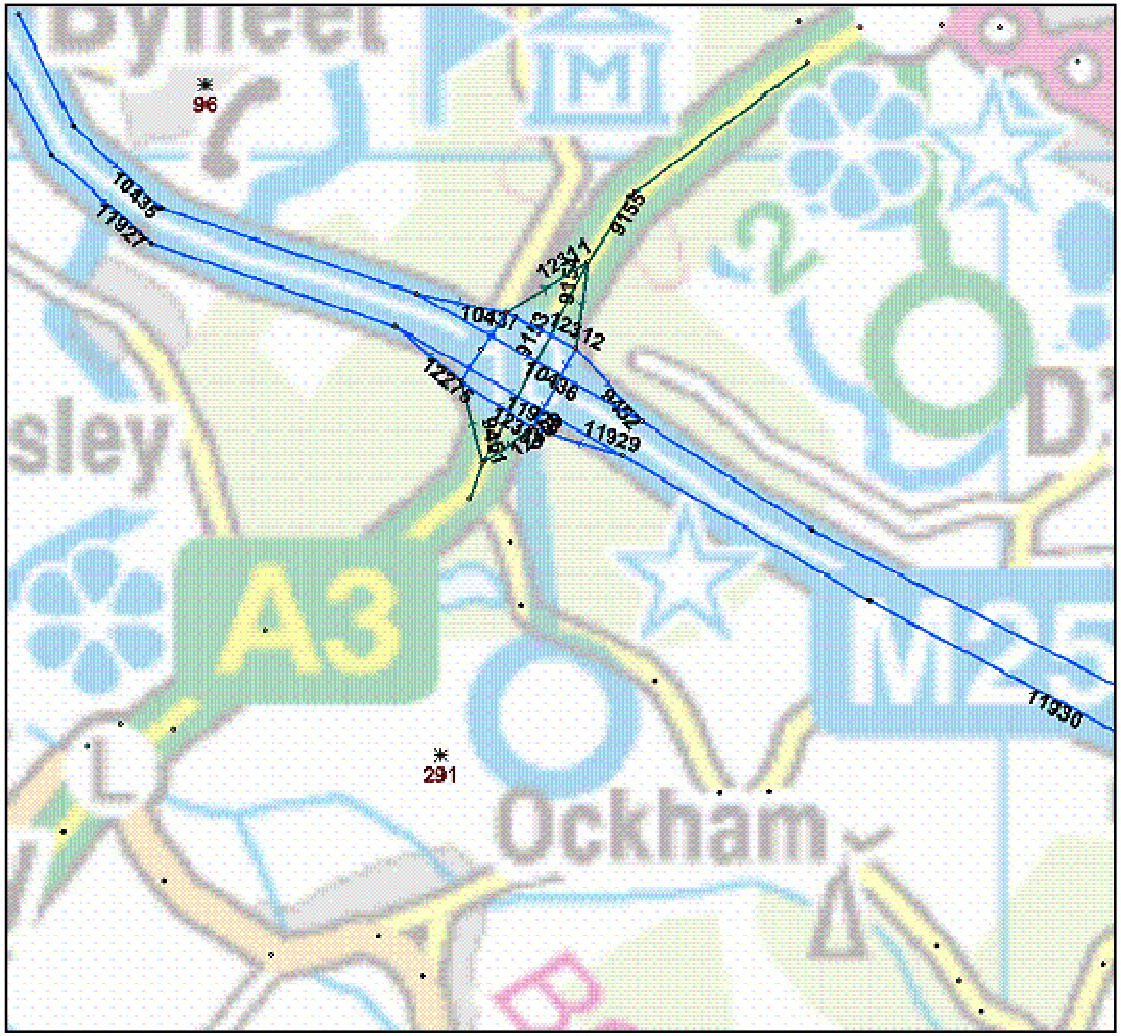
M3 Junction 3 Congested Link Travel Time

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	VCR (Volume/Capacity Ratio)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
9419	1	m3	J3 Slip on to M3 N	3800	0.4	105	0.37	0.40	0.42	0.40	0.42	0.42
9599	2	m3	J3 Slip Off to A322	3800	0.49	105	0.40	0.47	0.47	0.47	0.46	0.48
9600	1	m3	J3-2	5700	0.88	110	0.54	0.58	0.59	0.61	0.61	0.60
9601	1	m3	J3-2	5700	3.07	110	0.78	0.85	0.87	0.88	0.89	0.88
10447	2	m3	J4-3	5700	1.76	110	0.80	0.90	0.90	0.93	0.92	0.92
10702	1	m3	J3-4	5700	0.99	110	0.29	0.41	0.42	0.43	0.43	0.43
10703	1	m3	J3 Slip Off to A322	3800	0.56	105	0.23	0.33	0.32	0.32	0.32	0.32
10704	2	m3	J3-4	5700	1.67	110	0.74	0.90	0.91	0.92	0.93	0.93
10751	2	m3	J2-3	5700	2.96	110	0.44	0.64	0.63	0.64	0.64	0.65
12285	2	m3	J3 Slip on to M3 S	3800	0.46	105	0.68	0.73	0.74	0.74	0.74	0.74

M3 Junction 3 VCR

Cells coloured orange have a VCR value between 0.75 and 0.85
Cells coloured pink have a VCR value greater than 0.85

M25 J10 – Wisley Interchange



Network Layout of the Strategic Network at the M25 J10 – Wisley Interchange

M25 Junction 10

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Flow – All Vehicles					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
9153	1	a3	Portsmouth Road	3500	1.01	98	1998	2095	2082	2071	2097	2073
9153	2	a3	Portsmouth Road	3500	1.01	98	2325	2683	2764	2850	2929	2965
9154	1	m25	J10 Slip Off to A3	3500	0.39	98	922	1185	1160	1286	1281	1316
9155	1	a3	Portsmouth Road	5700	1.34	130	2674	2917	2985	3097	3170	3173
9155	2	a3	Portsmouth Road	5700	1.34	130	2571	2860	2829	2890	2926	2903
9451	1	m25	J10 Slip Off to A3	3500	0.38	98	1441	1594	1638	1653	1738	1735
9452	1	m25	J10 Slip On E	3800	0.44	105	860	1113	1130	1125	1195	1190
9453	1	m25	J10 roundabout	5700	0.19	110	1902	2105	2091	2224	2226	2254
10435	1	m25	J11-10	7600	2.29	110	4506	5515	5514	5617	5613	5603
10436	1	m25	J10-9	5700	1.15	110	2537	3501	3510	3541	3554	3562
10437	1	m25	J10 Slip Off to A3	3800	0.4	105	1969	2013	2004	2076	2059	2040
10664	2	m25	J10-9	7600	4.15	110	3397	4614	4640	4666	4749	4752
11927	2	m25	J10-11	7600	2.43	110	4517	5451	5477	5620	5616	5646
11928	2	m25	J10-11	5700	1.17	110	2074	2765	2785	2900	2885	2889
11929	1	m25	J10 Slip Off to A3	3800	0.43	105	1532	1762	1761	1698	1701	1701
11930	2	m25	J9-10	7600	3.96	110	3606	4527	4546	4597	4586	4590
12275	2	m25	J10 Slip On W	3800	0.38	105	2443	2686	2693	2720	2730	2757
12276	1	m25	J10 roundabout	5700	0.17	110	569	672	691	702	773	781
12309	2	m25	J10 Slip Off to A3	3500	0.27	98	1863	2103	2106	2153	2162	2152
12310	2	m25	J10 roundabout	5700	0.38	110	1571	1764	1746	1769	1765	1803
12311	2	m25	J10 Slip Off to A3	3500	0.43	98	699	653	635	714	692	693
12312	2	m25	J10 roundabout	5700	0.35	110	1840	2032	2060	2063	2141	2128
12313	2	m25	J10 roundabout	5700	0.19	110	569	672	691	702	773	781
12314	2	m25	J10 Roundabout	5700	0.21	110	1902	2105	2091	2224	2226	2254
12404	1	a3	Ripley By-Pass	5700	0.17	130	3861	4198	4188	4224	4258	4224
12404	2	a3	Ripley By-Pass	5700	0.17	130	3766	4277	4402	4503	4668	4701

M25 Junction 10 Flow

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Uncongested Link Travel Time (Veh Hrs)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
9153	1	a3	Portsmouth Road	3500	1.01	98	21	22	21	21	22	21
9153	2	a3	Portsmouth Road	3500	1.01	98	24	28	28	29	30	31
9154	1	m25	J10 Slip Off to A3	3500	0.39	98	4	5	5	5	5	5
9155	1	a3	Portsmouth Road	5700	1.34	130	28	30	31	32	33	33
9155	2	a3	Portsmouth Road	5700	1.34	130	27	29	29	30	30	30
9451	1	m25	J10 Slip Off to A3	3500	0.38	98	6	6	6	6	7	7
9452	1	m25	J10 Slip On E	3800	0.44	105	4	5	5	5	5	5
9453	1	m25	J10 roundabout	5700	0.19	110	3	4	4	4	4	4
10435	1	m25	J11-10	7600	2.29	110	94	115	115	117	117	117
10436	1	m25	J10-9	5700	1.15	110	27	37	37	37	37	37
10437	1	m25	J10 Slip Off to A3	3800	0.4	105	7	8	8	8	8	8
10664	2	m25	J10-9	7600	4.15	110	128	174	175	176	179	179
11927	2	m25	J10-11	7600	2.43	110	100	120	121	124	124	125
11928	2	m25	J10-11	5700	1.17	110	22	29	30	31	31	31
11929	1	m25	J10 Slip Off to A3	3800	0.43	105	6	7	7	7	7	7
11930	2	m25	J9-10	7600	3.96	110	130	163	164	166	165	165
12275	2	m25	J10 Slip On W	3800	0.38	105	9	10	10	10	10	10
12276	1	m25	J10 roundabout	5700	0.17	110	1	1	1	1	1	1
12309	2	m25	J10 Slip Off to A3	3500	0.27	98	5	6	6	6	6	6
12310	2	m25	J10 roundabout	5700	0.38	110	5	6	6	6	6	6
12311	2	m25	J10 Slip Off to A3	3500	0.43	98	3	3	3	3	3	3
12312	2	m25	J10 roundabout	5700	0.35	110	6	6	7	7	7	7
12313	2	m25	J10 roundabout	5700	0.19	110	1	1	1	1	1	1
12314	2	m25	J10 Roundabout	5700	0.21	110	4	4	4	4	4	4
12404	1	a3	Ripley By-Pass	5700	0.17	130	5	5	5	6	6	6
12404	2	a3	Ripley By-Pass	5700	0.17	130	5	6	6	6	6	6

M25 Junction 10 Uncongested Link Travel Time

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Congested Link Travel Time (Veh Hrs)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
9153	1	a3	Portsmouth Road	3500	1.01	98	22	23	23	23	23	23
9153	2	a3	Portsmouth Road	3500	1.01	98	26	31	33	34	35	36
9154	1	m25	J10 Slip Off to A3	3500	0.39	98	4	5	5	5	5	5
9155	1	a3	Portsmouth Road	5700	1.34	130	33	37	38	40	41	41
9155	2	a3	Portsmouth Road	5700	1.34	130	32	36	36	37	37	37
9451	1	m25	J10 Slip Off to A3	3500	0.38	98	6	6	7	7	7	7
9452	1	m25	J10 Slip On E	3800	0.44	105	4	5	5	5	5	5
9453	1	m25	J10 roundabout	5700	0.19	110	3	4	4	4	4	4
10435	1	m25	J11-10	7600	2.29	110	98	128	128	131	131	131
10436	1	m25	J10-9	5700	1.15	110	27	38	38	39	39	39
10437	1	m25	J10 Slip Off to A3	3800	0.4	105	8	8	8	8	8	8
10664	2	m25	J10-9	7600	4.15	110	132	182	183	184	188	188
11927	2	m25	J10-11	7600	2.43	110	104	133	134	139	139	140
11928	2	m25	J10-11	5700	1.17	110	23	30	31	32	32	32
11929	1	m25	J10 Slip Off to A3	3800	0.43	105	6	7	7	7	7	7
11930	2	m25	J9-10	7600	3.96	110	134	170	171	173	172	173
12275	2	m25	J10 Slip On W	3800	0.38	105	9	11	11	11	11	11
12276	1	m25	J10 roundabout	5700	0.17	110	1	1	1	1	1	1
12309	2	m25	J10 Slip Off to A3	3500	0.27	98	5	6	6	6	6	6
12310	2	m25	J10 roundabout	5700	0.38	110	5	6	6	6	6	6
12311	2	m25	J10 Slip Off to A3	3500	0.43	98	3	3	3	3	3	3
12312	2	m25	J10 roundabout	5700	0.35	110	6	7	7	7	7	7
12313	2	m25	J10 roundabout	5700	0.19	110	1	1	1	1	1	1
12314	2	m25	J10 Roundabout	5700	0.21	110	4	4	4	4	4	4
12404	1	a3	Ripley By-Pass	5700	0.17	130	7	7	7	7	8	7
12404	2	a3	Ripley By-Pass	5700	0.17	130	6	8	8	8	9	9

M25 Junction 10 Congested Link Travel Time

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	VCR (Volume/Capacity Ratio)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
9153	1	a3	Portsmouth Road	3500	1.01	98	0.57	0.60	0.59	0.59	0.60	0.59
9153	2	a3	Portsmouth Road	3500	1.01	98	0.66	0.77	0.79	0.81	0.84	0.85
9154	1	m25	J10 Slip Off to A3	3500	0.39	98	0.26	0.34	0.33	0.37	0.37	0.38
9155	1	a3	Portsmouth Road	5700	1.34	130	0.47	0.51	0.52	0.54	0.56	0.56
9155	2	a3	Portsmouth Road	5700	1.34	130	0.45	0.50	0.50	0.51	0.51	0.51
9451	1	m25	J10 Slip Off to A3	3500	0.38	98	0.41	0.46	0.47	0.47	0.50	0.50
9452	1	m25	J10 Slip On E	3800	0.44	105	0.23	0.29	0.30	0.30	0.31	0.31
9453	1	m25	J10 roundabout	5700	0.19	110	0.33	0.37	0.37	0.39	0.39	0.40
10435	1	m25	J11-10	7600	2.29	110	0.59	0.73	0.73	0.74	0.74	0.74
10436	1	m25	J10-9	5700	1.15	110	0.45	0.61	0.62	0.62	0.62	0.62
10437	1	m25	J10 Slip Off to A3	3800	0.4	105	0.52	0.53	0.53	0.55	0.54	0.54
10664	2	m25	J10-9	7600	4.15	110	0.45	0.61	0.61	0.61	0.62	0.63
11927	2	m25	J10-11	7600	2.43	110	0.59	0.72	0.72	0.74	0.74	0.74
11928	2	m25	J10-11	5700	1.17	110	0.36	0.49	0.49	0.51	0.51	0.51
11929	1	m25	J10 Slip Off to A3	3800	0.43	105	0.40	0.46	0.46	0.45	0.45	0.45
11930	2	m25	J9-10	7600	3.96	110	0.47	0.60	0.60	0.60	0.60	0.60
12275	2	m25	J10 Slip On W	3800	0.38	105	0.64	0.71	0.71	0.72	0.72	0.73
12276	1	m25	J10 roundabout	5700	0.17	110	0.10	0.12	0.12	0.12	0.14	0.14
12309	2	m25	J10 Slip Off to A3	3500	0.27	98	0.53	0.60	0.60	0.62	0.62	0.61
12310	2	m25	J10 roundabout	5700	0.38	110	0.28	0.31	0.31	0.31	0.31	0.32
12311	2	m25	J10 Slip Off to A3	3500	0.43	98	0.20	0.19	0.18	0.20	0.20	0.20
12312	2	m25	J10 roundabout	5700	0.35	110	0.32	0.36	0.36	0.36	0.38	0.37
12313	2	m25	J10 roundabout	5700	0.19	110	0.10	0.12	0.12	0.12	0.14	0.14
12314	2	m25	J10 Roundabot	5700	0.21	110	0.33	0.37	0.37	0.39	0.39	0.40
12404	1	a3	Ripley By-Pass	5700	0.17	130	0.68	0.74	0.73	0.74	0.75	0.74
12404	2	a3	Ripley By-Pass	5700	0.17	130	0.66	0.75	0.77	0.79	0.82	0.82

M25 Junction 10 VCR

Cells coloured orange have a VCR value between 0.75 and 0.85
Cells coloured pink have a VCR value greater than 0.85

M25 J11 – Chertsey Interchange

Network Layout of the Strategic Network at the M25 J11 – Chertsey Interchange

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Flow – All Vehicles					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
9639	1	m25	J11-10	5700	1.17	110	3731	4438	4438	4509	4513	4509
10430	1	m25	Jnt 10-11	7600	0.68	110	4517	5451	5477	5620	5616	5646
10705	2	m25	Jnt 11-12	7600	2.53	110	3885	4591	4679	4829	4809	4877
10706	2	m25	J11-12	5700	1.24	110	3184	3839	3882	3985	3994	4049
10707	1	m25	J11Slip Off to A317	3800	0.58	105	1333	1612	1595	1634	1621	1598
10708	2	m25	Jnt 12-11	7600	2.54	110	4955	5451	5494	5556	5548	5545
12281	2	m25	J11 Slip On W	3800	0.69	105	702	752	797	844	815	828
16473	1	m25	J11 Slip Off to A317	3800	0.66	105	1224	1013	1056	1046	1035	1036
16474	2	m25	J11 Slip On E	3800	0.56	105	775	1076	1076	1107	1100	1093
16527	1	m25	Jnt 11-10	7600	1.2	110	4506	5515	5514	5617	5613	5603
9639	1	m25	J11-10	5700	1.17	110	3731	4438	4438	4509	4513	4509
10430	1	m25	Jnt 10-11	7600	0.68	110	4517	5451	5477	5620	5616	5646
10705	2	m25	Jnt 11-12	7600	2.53	110	3885	4591	4679	4829	4809	4877
10706	2	m25	J11-12	5700	1.24	110	3184	3839	3882	3985	3994	4049
10707	1	m25	J11Slip Off to A317	3800	0.58	105	1333	1612	1595	1634	1621	1598
10708	2	m25	Jnt 12-11	7600	2.54	110	4955	5451	5494	5556	5548	5545

M25 Junction 11 Flow

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Uncongested Link Travel Time (Veh Hrs)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
9639	1	m25	J11-10	5700	1.17	110	40	47	47	48	48	48
10430	1	m25	Jnt 10-11	7600	0.68	110	28	34	34	35	35	35
10705	2	m25	Jnt 11-12	7600	2.53	110	89	106	108	111	111	112
10706	2	m25	J11-12	5700	1.24	110	36	43	44	45	45	46
10707	1	m25	J11Slip Off to A317	3800	0.58	105	7	9	9	9	9	9
10708	2	m25	Jnt 12-11	7600	2.54	110	114	126	127	128	128	128
12281	2	m25	J11 Slip On W	3800	0.69	105	5	5	5	6	5	5
16473	1	m25	J11 Slip Off to A317	3800	0.66	105	8	6	7	7	7	7
16474	2	m25	J11 Slip On E	3800	0.56	105	4	6	6	6	6	6
16527	1	m25	Jnt 11-10	7600	1.2	110	49	60	60	61	61	61
9639	1	m25	J11-10	5700	1.17	110	40	47	47	48	48	48
10430	1	m25	Jnt 10-11	7600	0.68	110	28	34	34	35	35	35
10705	2	m25	Jnt 11-12	7600	2.53	110	89	106	108	111	111	112
10706	2	m25	J11-12	5700	1.24	110	36	43	44	45	45	46
10707	1	m25	J11Slip Off to A317	3800	0.58	105	7	9	9	9	9	9
10708	2	m25	Jnt 12-11	7600	2.54	110	114	126	127	128	128	128

M25 Junction 11 Uncongested Link Travel Time

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Congested Link Travel Time (Veh Hrs)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
9639	1	m25	J11-10	5700	1.17	110	42	54	54	56	56	56
10430	1	m25	Jnt 10-11	7600	0.68	110	29	37	38	39	39	39
10705	2	m25	Jnt 11-12	7600	2.53	110	93	110	113	117	116	118
10706	2	m25	J11-12	5700	1.24	110	38	47	47	49	49	50
10707	1	m25	J11Slip Off to A317	3800	0.58	105	8	9	9	9	9	9
10708	2	m25	Jnt 12-11	7600	2.54	110	121	139	141	143	143	143
12281	2	m25	J11 Slip On W	3800	0.69	105	5	5	5	6	5	6
16473	1	m25	J11 Slip Off to A317	3800	0.66	105	8	6	7	7	7	7
16474	2	m25	J11 Slip On E	3800	0.56	105	4	6	6	6	6	6
16527	1	m25	Jnt 11-10	7600	1.2	110	51	67	67	69	69	68
9639	1	m25	J11-10	5700	1.17	110	42	54	54	56	56	56
10430	1	m25	Jnt 10-11	7600	0.68	110	29	37	38	39	39	39
10705	2	m25	Jnt 11-12	7600	2.53	110	93	110	113	117	116	118
10706	2	m25	J11-12	5700	1.24	110	38	47	47	49	49	50
10707	1	m25	J11Slip Off to A317	3800	0.58	105	8	9	9	9	9	9
10708	2	m25	Jnt 12-11	7600	2.54	110	121	139	141	143	143	143

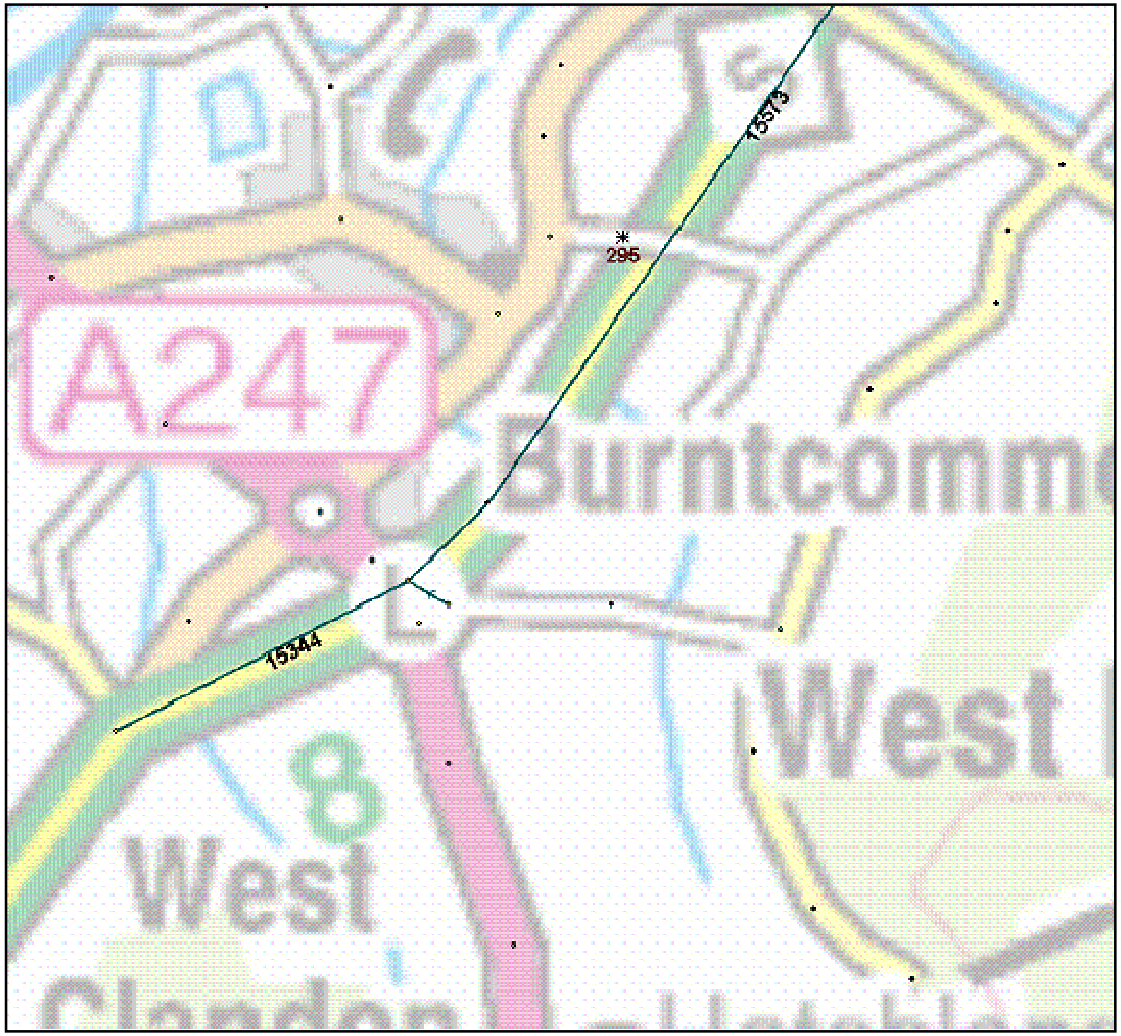
M25 Junction 11 Congested Link Travel Time

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	VCR (Volume/Capacity Ratio)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
9639	1	m25	J11-10	5700	1.17	110	0.65	0.78	0.78	0.79	0.79	0.79
10430	1	m25	Jnt 10-11	7600	0.68	110	0.59	0.72	0.72	0.74	0.74	0.74
10705	2	m25	Jnt 11-12	7600	2.53	110	0.51	0.60	0.62	0.64	0.63	0.64
10706	2	m25	J11-12	5700	1.24	110	0.56	0.67	0.68	0.70	0.70	0.71
10707	1	m25	J11Slip Off to A317	3800	0.58	105	0.35	0.42	0.42	0.43	0.43	0.42
10708	2	m25	Jnt 12-11	7600	2.54	110	0.65	0.72	0.72	0.73	0.73	0.73
12281	2	m25	J11 Slip On W	3800	0.69	105	0.18	0.20	0.21	0.22	0.21	0.22
16473	1	m25	J11 Slip Off to A317	3800	0.66	105	0.32	0.27	0.28	0.28	0.27	0.27
16474	2	m25	J11 Slip On E	3800	0.56	105	0.20	0.28	0.28	0.29	0.29	0.29
16527	1	m25	Jnt 11-10	7600	1.2	110	0.59	0.73	0.73	0.74	0.74	0.74
9639	1	m25	J11-10	5700	1.17	110	0.65	0.78	0.78	0.79	0.79	0.79
10430	1	m25	Jnt 10-11	7600	0.68	110	0.59	0.72	0.72	0.74	0.74	0.74
10705	2	m25	Jnt 11-12	7600	2.53	110	0.51	0.60	0.62	0.64	0.63	0.64
10706	2	m25	J11-12	5700	1.24	110	0.56	0.67	0.68	0.70	0.70	0.71
10707	1	m25	J11Slip Off to A317	3800	0.58	105	0.35	0.42	0.42	0.43	0.43	0.42
10708	2	m25	Jnt 12-11	7600	2.54	110	0.65	0.72	0.72	0.73	0.73	0.73

M25 Junction 11 VCR

Cells coloured orange have a VCR value between 0.75 and 0.85
Cells coloured pink have a VCR value greater than 0.85

A3 Burntcommon



Network Layout of the Strategic Network at the A3 Burntcommon

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Flow – All Vehicles					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
15344	1	a3	Ripley By-Pass	5700	1.17	130	3121	3280	3357	3411	3713	3764
15344	2	a3	Ripley By-Pass	5700	1.17	130	3862	4261	4255	4295	4291	4285
15493	2	a247	Clandon Rd	1200	0.17	89	588	644	636	642	666	666
15573	1	a3	Ripley By-Pass	5700	4.25	130	3121	3280	3357	3411	3713	3764
15573	2	a3	Ripley By-Pass	5700	4.25	130	3274	3618	3619	3653	3625	3619

A3 Burntcommon Flow

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Uncongested Link Travel Time (Veh Hrs)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
15344	1	a3	Ripley By-Pass	5700	1.17	130	28	30	30	31	33	34
15344	2	a3	Ripley By-Pass	5700	1.17	130	35	38	38	39	39	39
15493	2	a247	Clandon Rd	1200	0.17	89	1	1	1	1	1	1
15573	1	a3	Ripley By-Pass	5700	4.25	130	102	107	110	111	121	123
15573	2	a3	Ripley By-Pass	5700	4.25	130	107	118	118	119	119	118

A3 Burntcommon Uncongested Link Travel Time

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Congested Link Travel Time (Veh Hrs)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
15344	1	a3	Ripley By-Pass	5700	1.17	130	35	37	38	39	44	45
15344	2	a3	Ripley By-Pass	5700	1.17	130	46	53	53	53	53	53
15493	2	a247	Clandon Rd	1200	0.17	89	1	1	1	1	1	1
15573	1	a3	Ripley By-Pass	5700	4.25	130	128	136	140	143	160	162
15573	2	a3	Ripley By-Pass	5700	4.25	130	136	154	154	156	154	154

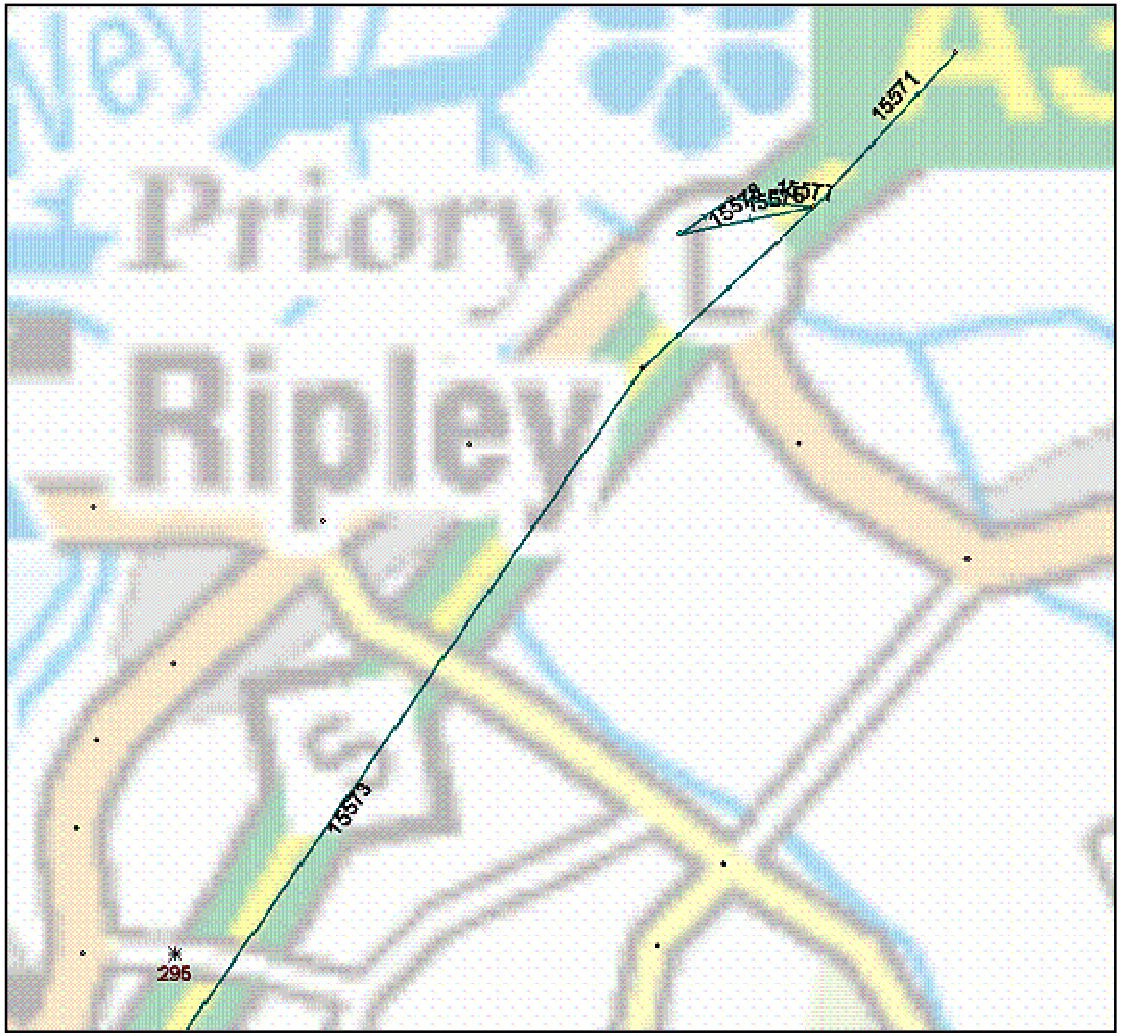
A3 Burntcommon Congested Link Travel Time

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	VCR (Volume/Capacity Ratio)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
15344	1	a3	Ripley By-Pass	5700	1.17	130	0.55	0.58	0.59	0.60	0.65	0.66
15344	2	a3	Ripley By-Pass	5700	1.17	130	0.68	0.75	0.75	0.75	0.75	0.75
15493	2	a247	Clandon Rd	1200	0.17	89	0.49	0.54	0.53	0.53	0.55	0.56
15573	1	a3	Ripley By-Pass	5700	4.25	130	0.55	0.58	0.59	0.60	0.65	0.66
15573	2	a3	Ripley By-Pass	5700	4.25	130	0.57	0.63	0.63	0.64	0.64	0.63
15344	1	a3	Ripley By-Pass	5700	1.17	130	0.55	0.58	0.59	0.60	0.65	0.66

A3 Burntcommon VCR

Cells coloured orange have a VCR value between 0.75 and 0.85
Cells coloured pink have a VCR value greater than 0.85

A3 Ripley



Network Layout of the Strategic Network at the A3 Ripley

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Flow – All Vehicles					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
15344	1	a3	Ripley By-Pass	5700	1.17	130	3121	3280	3357	3411	3713	3764
15344	2	a3	Ripley By-Pass	5700	1.17	130	3862	4261	4255	4295	4291	4285
15493	2	a247	Clandon Rd	1200	0.17	89	588	644	636	642	666	666
15571	1	a3	Portsmouth Road	5700	0.6	130	3723	4140	4154	4194	4250	4204
15571	2	a3	Portsmouth Road	5700	0.6	130	3766	4277	4402	4503	4668	4701
15573	1	a3	Ripley By-Pass	5700	4.25	130	3121	3280	3357	3411	3713	3764
15573	2	a3	Ripley By-Pass	5700	4.25	130	3274	3618	3619	3653	3625	3619
15576	1	a3	Portsmouth Road	3500	0.39	98	449	523	535	540	625	585
15577	2	a3	Portsmouth Road	3500	0.24	98	645	997	1045	1092	954	937
15578	1	a3	Portsmouth Road	3500	0.18	98	645	997	1045	1092	954	937

A3 Ripley Flow

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Uncongested Link Travel Time (Veh Hrs)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
15344	1	a3	Ripley By-Pass	5700	1.17	130	28	30	30	31	33	34
15344	2	a3	Ripley By-Pass	5700	1.17	130	35	38	38	39	39	39
15493	2	a247	Clandon Rd	1200	0.17	89	1	1	1	1	1	1
15571	1	a3	Portsmouth Road	5700	0.6	130	17	19	19	19	20	19
15571	2	a3	Portsmouth Road	5700	0.6	130	17	20	20	21	22	22
15573	1	a3	Ripley By-Pass	5700	4.25	130	102	107	110	111	121	123
15573	2	a3	Ripley By-Pass	5700	4.25	130	107	118	118	119	119	118
15576	1	a3	Portsmouth Road	3500	0.39	98	2	2	2	2	2	2
15577	2	a3	Portsmouth Road	3500	0.24	98	2	2	3	3	2	2
15578	1	a3	Portsmouth Road	3500	0.18	98	1	2	2	2	2	2

A3 Ripley Uncongested Link Travel Time

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Congested Link Travel Time (Veh Hrs)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
15344	1	a3	Ripley By-Pass	5700	1.17	130	35	37	38	39	44	45
15344	2	a3	Ripley By-Pass	5700	1.17	130	46	53	53	53	53	53
15493	2	a247	Clandon Rd	1200	0.17	89	1	1	1	1	1	1
15571	1	a3	Portsmouth Road	5700	0.6	130	23	26	26	27	27	27
15571	2	a3	Portsmouth Road	5700	0.6	130	23	27	29	29	31	31
15573	1	a3	Ripley By-Pass	5700	4.25	130	128	136	140	143	160	162
15573	2	a3	Ripley By-Pass	5700	4.25	130	136	154	154	156	154	154
15576	1	a3	Portsmouth Road	3500	0.39	98	2	2	2	2	3	2
15577	2	a3	Portsmouth Road	3500	0.24	98	2	2	3	3	2	2
15578	1	a3	Portsmouth Road	3500	0.18	98	1	2	2	2	2	2

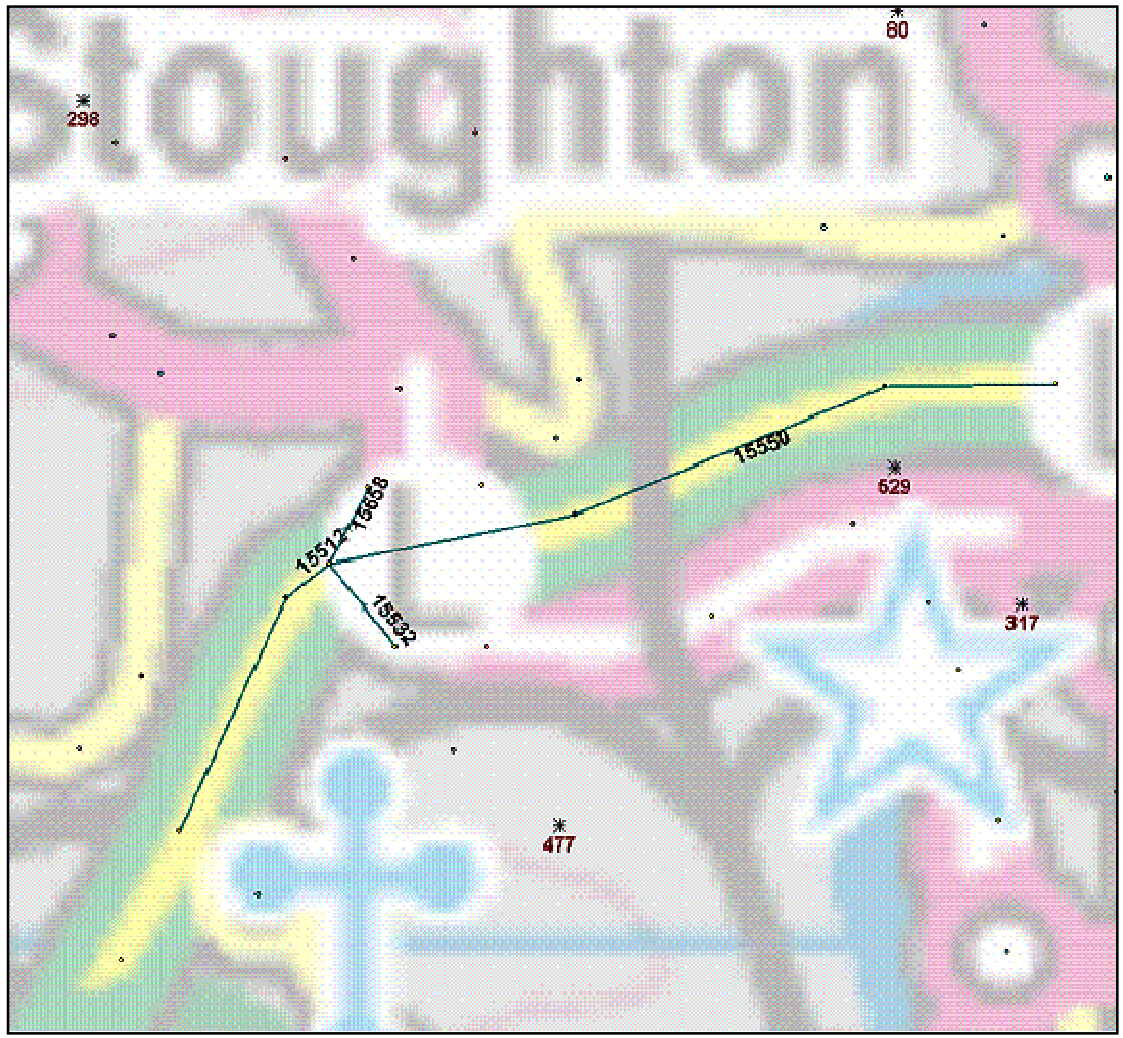
A3 Ripley Congested Link Travel Time

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	VCR (Volume/Capacity Ratio)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
15344	1	a3	Ripley By-Pass	5700	1.17	130	0.55	0.58	0.59	0.60	0.65	0.66
15344	2	a3	Ripley By-Pass	5700	1.17	130	0.68	0.75	0.75	0.75	0.75	0.75
15493	2	a247	Clandon Rd	1200	0.17	89	0.49	0.54	0.53	0.53	0.55	0.56
15571	1	a3	Portsmouth Road	5700	0.6	130	0.65	0.73	0.73	0.74	0.75	0.74
15571	2	a3	Portsmouth Road	5700	0.6	130	0.66	0.75	0.77	0.79	0.82	0.82
15573	1	a3	Ripley By-Pass	5700	4.25	130	0.55	0.58	0.59	0.60	0.65	0.66
15573	2	a3	Ripley By-Pass	5700	4.25	130	0.57	0.63	0.63	0.64	0.64	0.63
15576	1	a3	Portsmouth Road	3500	0.39	98	0.13	0.15	0.15	0.15	0.18	0.17
15577	2	a3	Portsmouth Road	3500	0.24	98	0.18	0.28	0.30	0.31	0.27	0.27
15578	1	a3	Portsmouth Road	3500	0.18	98	0.18	0.28	0.30	0.31	0.27	0.27

A3 Ripley VCR

Cells coloured orange have a VCR value between 0.75 and 0.85
Cells coloured pink have a VCR value greater than 0.85

A3 Dennis Roundabout



Network Layout of the Strategic Network at the A3 Dennis Roundabout

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Flow – All Vehicles					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
15512	1	a3	Guildford By-Pass	3000	0.61	72	2324	2701	2676	2751	2731	2724
15512	2	a3	Guildford By-Pass	3000	0.61	72	2428	2908	2771	2928	2777	2759
15532	1		Midleton Road	1200	0.21	89	281	460	458	471	491	493
15550	1	a3	Guildford By-Pass NE	3000	1.5	72	1935	2384	2299	2396	2270	2244
15550	2	a3	Guildford By-Pass NE	3000	1.5	72	2043	2241	2217	2280	2240	2231
15658	1	a3	Guildford By-Pass	3000	0.17	72	494	524	472	532	507	515

A3 Dennis Roundabout Flow

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Uncongested Link Travel Time (Veh Hrs)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
15512	1	a3	Guildford By-Pass	3000	0.61	72	20	23	23	23	23	23
15512	2	a3	Guildford By-Pass	3000	0.61	72	21	25	23	25	24	23
15532	1		Midleton Road	1200	0.21	89	1	1	1	1	1	1
15550	1	a3	Guildford By-Pass NE	3000	1.5	72	40	50	48	50	47	47
15550	2	a3	Guildford By-Pass NE	3000	1.5	72	43	47	46	48	47	46
15658	1	a3	Guildford By-Pass	3000	0.17	72	1	1	1	1	1	1

A3 Dennis Roundabout Uncongested Link Travel Time

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	Congested Link Travel Time (Veh Hrs)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
15512	1	a3	Guildford By-Pass	3000	0.61	72	27	33	33	34	34	34
15512	2	a3	Guildford By-Pass	3000	0.61	72	29	37	34	37	34	34
15532	1		Midleton Road	1200	0.21	89	1	1	1	1	1	1
15550	1	a3	Guildford By-Pass NE	3000	1.5	72	53	69	66	70	65	64
15550	2	a3	Guildford By-Pass NE	3000	1.5	72	57	64	63	65	64	64
15658	1	a3	Guildford By-Pass	3000	0.17	72	1	1	1	1	1	1

A3 Dennis Roundabout Congested Link Travel Time

Link No.	Direction	Road No.	Link Name	Capacity	Link Length	Free Flow Speed (Kph)	VCR (Volume/Capacity Ratio)					
							2005	2026 Do-Min	2026 Scenario A	2026 Scenario B	2026 Scenario C	2026 Scenario D
15512	1	a3	Guildford By-Pass	3000	0.61	72	0.77	0.90	0.89	0.92	0.91	0.91
15512	2	a3	Guildford By-Pass	3000	0.61	72	0.81	0.97	0.92	0.98	0.93	0.92
15532	1		Midleton Road	1200	0.21	89	0.23	0.38	0.38	0.39	0.41	0.41
15550	1	a3	Guildford By-Pass NE	3000	1.5	72	0.64	0.79	0.77	0.80	0.76	0.75
15550	2	a3	Guildford By-Pass NE	3000	1.5	72	0.68	0.75	0.74	0.76	0.75	0.74
15658	1	a3	Guildford By-Pass	3000	0.17	72	0.16	0.17	0.16	0.18	0.17	0.17

A3 Dennis Roundabout VCR

Cells coloured orange have a VCR value between 0.75 and 0.85
Cells coloured pink have a VCR value greater than 0.85