SURREY
COUNTY COUNCIL

WAVERLEY BOROUGH COUNCIL LOCAL PLAN

Strategic Transport Assessment Report

Project Title: Waverley Borough Council Local Plan

Document Title: Strategic Transport Assessment Report

Client Reference:

Date: 01 September 2014

Prepared By: Print Emma Brundle

Authorised By: Print Abigail Hardie

Amendment List

Iss. / Rev.	Iss. / Rev Date	Alterations	
		Page	Iss. / Rev.
4	01/09/14	62	Updated text in paragraph 4.11.2
		63	Updated Table 4.21

0201SF1007/08/02
Filename: S:\Project-Current\3613\53613T11_Waverley LDF 2013_2014\05 Documents\Doc 01 - Strategic Transport Assessment Report_Issue4.Doc

CONTENTS

1 INTRODUCTION

1.1 Overview

1.1.1 Waverley Borough Council are currently in the process of developing their Local Plan to ensure future growth is facilitated within the borough. As part of the process of considering all reasonable options, Waverley Borough Council produced four development scenarios for assessment with a strategic transport model. Development contained in each of the four scenarios detailed sites understood as being available for future residential development. To enable the transport modelling to take place before the development scenarios were published for consultation purposes, the promoted sites were given an initial sustainability rating of green, amber or red, based on information available to Waverley Borough Council at the time of the assessment being undertaken. Such provisional sustainability scores will be reassessed once further information is available to the borough council.

1.1.2 To assist with the review of the borough's development scenarios Surrey County Council has been commissioned by the borough council to undertake transport modelling to aid the evidence base of their Local Plan. The Waverley Borough Council Local Plan Strategic Transport Assessment is a strategic transport modelling study that aims to inform the decision making surrounding the suitability of development sites which have been identified.

1.1.3 The assessment made use of Surrey County Council's strategic transport model.

1.1.4 This document sets out details of the transport model, the forecasting methodology, as well as the results and analysis of the traffic impacts of the potential development sites.

1.2 Objectives

1.2.1 The purpose of this study was to evaluate the highway impacts of the developments contained within the forecast scenarios as developed by Waverley Borough Council.

1.2.2 The main objectives of the study were to:

- Identify the quantum and locations of additional commercial and residential development in various growth scenarios;
- Calculate the quantum and distribution of vehicle trips resulting from the development;
- Forecast the traffic impacts of various development scenarios;
- Act as a starting point for identifying the locations that may require further investigation regarding traffic impacts; and
- Report the main traffic impacts.

2 STRATEGIC TRANSPORT MODEL

2.1 Model and Scope

2.1.1 Surrey County Council's strategic transport model, SINTRAM version 6 (SINTRAM6_0_22_WavLP14_120514) was used for the assessment, with OmniTRANS modelling program, version 6.0.22.

2.1.2 SINTRAM is a strategic highway model for the county of Surrey. The model encapsulates the road network of Surrey and surrounding local authorities. **Figure 2.1** presents the entire model area.

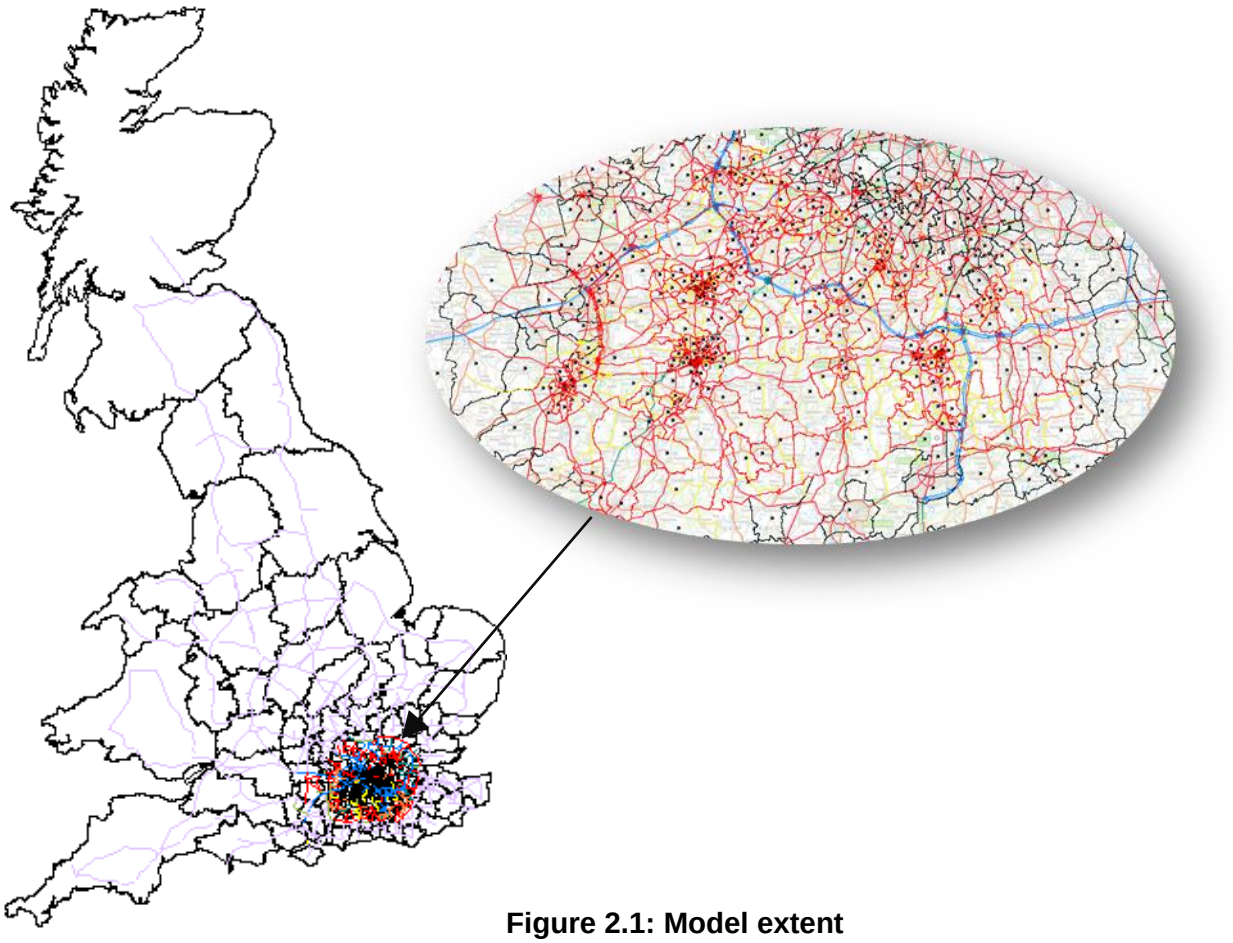


Figure 2.1: Model extent

2.1.3 All motorways, A and B roads, together with most local roads are represented within SINTRAM. Where traffic junctions and traffic signals have a significant effect in terms of delay or route choice, details of their layout and/or timing of the signals have been included in the model.

2.1.4 Strategic models, such as SINTRAM, use aggregate descriptions of traffic such as flow, density, speed and the relationships between them. 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 transport problems across a vast geographical area, including the level of vehicle demand, junctions and stretches of road which will be operating above their theoretical capacity, and highlighting areas where some form of mitigation is likely to be required to reduce the impact of development sites. This makes SINTRAM a

suitable tool for assessing the potential traffic impacts of the land allocation sites at this initial review stage.

2.2 Base Year

2.2.1 The model base year is 2009.

2.3 Modes of Transport

2.3.1 Vehicle classes that are represented in the model are: car; light goods vehicles (LGV); and heavy good vehicles (HGV).

2.4 Time Periods

2.4.1 The model represents an average twelve-hour weekday (0700 – 1900), broken down into the following time periods:

- Weekday average AM peak hour (0700 – 1000);
- Weekday average inter peak hour (1000 – 1600); and
- Weekday average PM peak hour (1600 – 1900).

2.4.2 Only the weekday average AM peak hour has been assessed in this study.

2.5 Study Area and Zones

2.5.1 A zone represents a geographical area where vehicle trips are generated by the land uses contained within.

2.5.2 The borough of Waverley is split into 39 zones, listed below and shown in **Figure 2.2.**

- 71: Alice Holt
- 75: Badshot Lea
- 98: Farnham – West St
- 108: Farnham - Compton
- 109: Runfold
- 124: Farnham Hospitals
- 125: Farnham Park
- 126: Farnham Station
- 127: Farnham Town Centre East
- 300: Farnham - Weydon Lane & Shortheath
- 309: Farnham – Firgrove Hill
- 319: Frensham & Tilford
- 320: Elstead & Thursley
- 321: Bramley & Winkworth Arboretum
- 322: Chiddingfold & Dunsfold
- 323: Witely
- 324: Alfold
- 325: Cranleigh Town Centre
- 326: Ewhurst
- 327: Haslemere - Shottermill
- 328: Haslemere
- 329: Hindhead
- 330: Milford
- 331: Wrecclesham
- 332: Farnham – Hale
- 333: Cranleigh East
- 334: Shamley Green
- 335: Wonersh
- 336: Farnham – Weybourne West
- 337: Godalming – Busbridge
- 338: Godalming Town Centre
- 339: Godalming – Charterhouse
- 340: Farncombe
- 341: Binscombe
- 468: Farnham – Dippenhall
- 471: Farnham – The Bournes
- 503: Farnham – Weybourne East
- 564: Farnham Town Centre West
- 570: Dunsfold

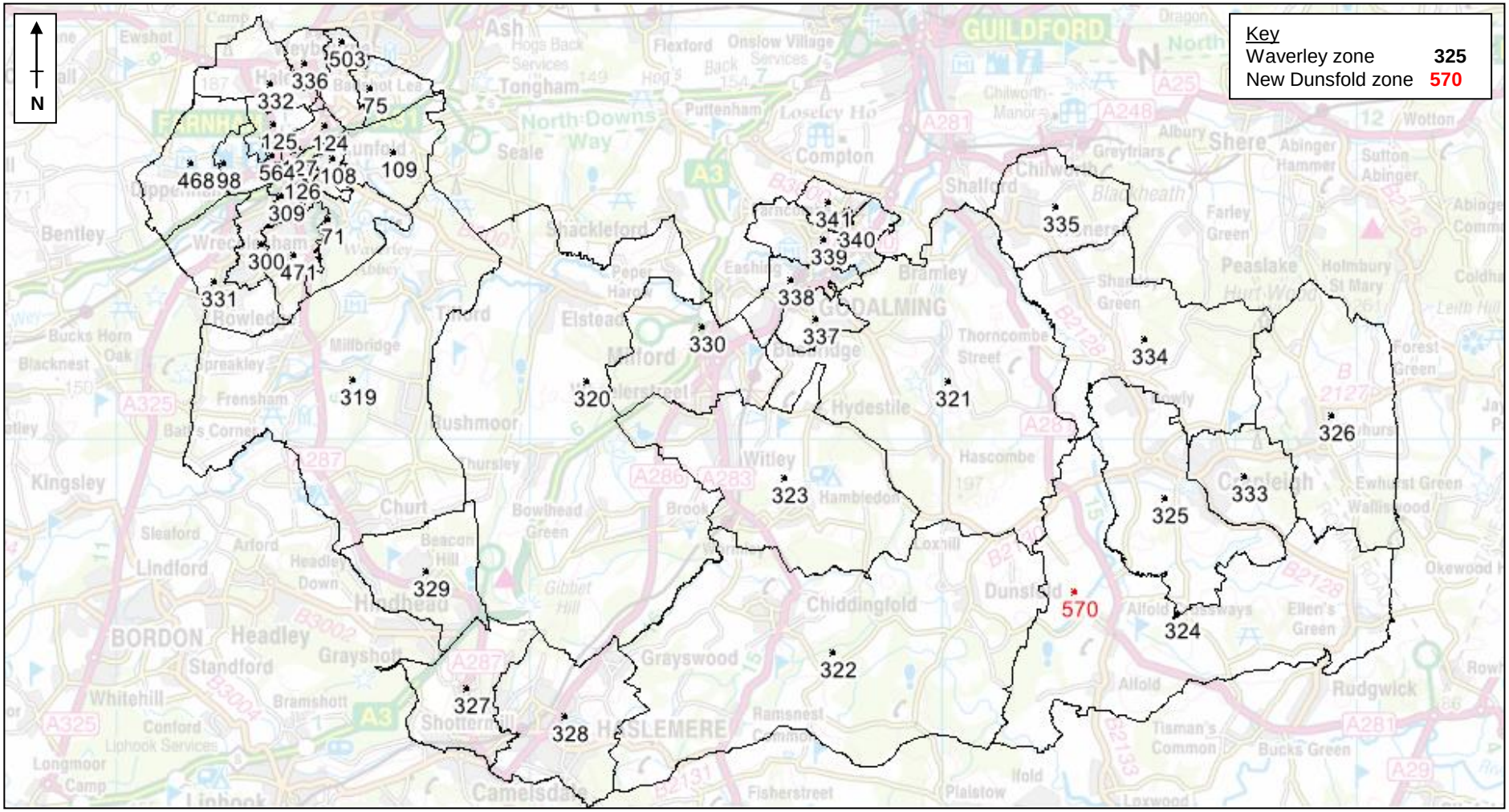


Figure 2.2: Zone plan

2.5.3 The zones were reviewed to ensure that they were suitable for the assessment of the relevant potential development sites. One new zone, shown in red, was created to contain a large potential development site (Dunsfold Park), to ensure that the vehicle trips generated would access the highway network at a relevant point. This ensured that the impact on the highway network could be captured more accurately.

2.5.4 As previously stated, all A roads are included in the model network. **Figure 2.3** is a map of all A roads in the borough of Waverley.

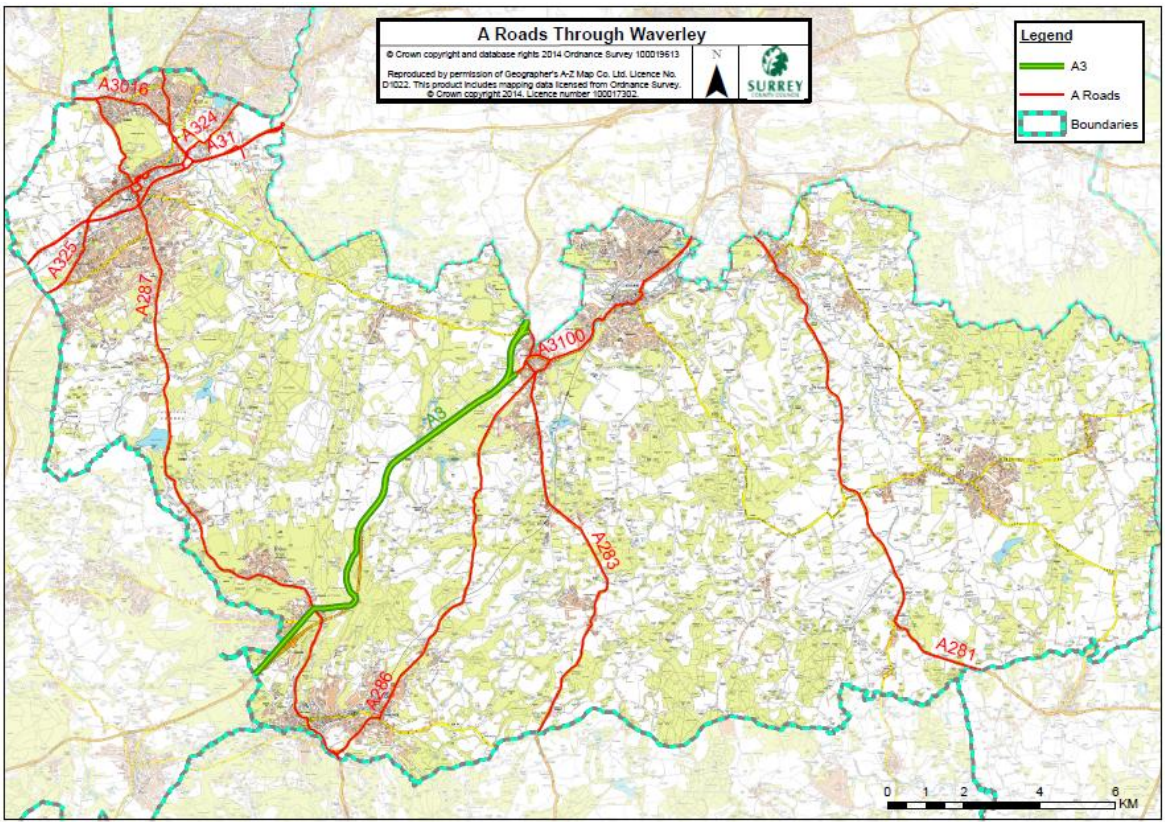


Figure 2.3: A roads in Waverley

2.6 Assignment

2.6.1 The base matrix was assigned to the network using a fixed trip equilibrium assignment. This was performed using the method of successive averages (MSA) for 100 assignment iterations.

3 MODEL FORECASTING, TRIP GENERATION AND TRIP DISTRIBUTION

3.1 Forecast Year

3.1.1 The model forecast year is 2031.

3.2 Forecast Scenarios

3.2.1 It was not possible for Waverley Borough Council to provide planning data regarding committed or proposed commercial developments within the borough. To make sure commercial developments were accounted for in this study, 2009 to 2013 and 2014 to 2031 jobs forecasts were obtained from TEMPRO (Trip End Model Program).

3.2.2 TEMPRO, supplied by the Department of Transport, is based on the National Trip End Model (NTEM) used to derive forecast trip ends. Consequently TEMPRO was utilised to obtain 2009 to 2013 jobs forecasts to be included in the do-minimum and 2014 to 2031 jobs forecasts to be included in the do-something scenario 1 (and scenarios 2 to 4 as these include scenario 1).

3.2.3 Therefore the study contains forecasts detailing both residential and commercial (job) forecasts, sourced from Waverley Borough Council and TEMPRO.

3.2.4 To identify the traffic impacts of the potential development sites, Waverley Borough Council have requested four different do-something scenarios to be assessed along with a do-minimum reference scenario, as described below:

- 2031 do-minimum includes all commercial, (as forecast by TEMPRO between 2009 to 2013), and residential development sites that have received planning permission within the borough of Waverley since 2009;
- 2031 do-something scenario 1 contains all of the sites in the do-minimum with the addition of all proposed commercial development, (as forecast by TEMPRO between 2014 to 2031), sites in the borough's Strategic Housing Land Availability Assessment (SHLAA) and windfall estimate, as well as 'green' greenfield sites, 'amber' greenfield sites (in Bramley, Chiddingfold and Elstead) and low growth in villages;
- 2031 do-something scenario 2 contains all of the sites in scenario 1 with the addition of 1,800 dwellings and associated commercial development at Dunsfold Park, as well as medium growth in villages;
- 2031 do-something scenario 3 contains all of the sites in scenario 1 with the addition of 'amber' greenfield sites (in Cranleigh, Farnham, Godalming and Haslemere) as well as medium growth in villages; and
- 2031 do-something scenario 4 contains all of the sites in scenario 1 with the addition of 3,400 dwellings and associated commercial development at Dunsfold Park, as well as medium growth in villages.

3.2.5 The do-minimum acts as a reference case for all four of the do-something forecast scenarios. This is because the do-minimum contains all development that has had planning permission granted, whereas the do-something forecasts contain proposed options for growth in the borough of Waverley within the Local Plan timescales.

3.2.6 A diagrammatic view of the scenarios is shown in **Figure 3.1**.

2009 Base

All developments to 2009

↓

2031 Do-Nothing

All developments between 2009 to 2031, excluding Waverley (obtained from TEMPRO)

Background growth (changes in demographics and car ownership) between 2009 to 2031 in Waverley (obtained from TEMPRO)

Five large external developments

↓

2031 Do-Minimum

Commitments (developments granted planning permission only) in Waverley

Completions in Waverley

2009 to 2013 jobs forecast (obtained from TEMPRO) in Waverley

↓

2031 Do-Something Scenario 1

SHLAA in Waverley

Windfall estimate in Waverley

'Green' greenfield sites (Cranleigh, Farnham, Godalming, Haslemere and Witley)

'Amber' greenfield sites (Bramley, Chiddingfold and Elstead)

Low growth in villages (Alfold, Ewhurst, Frensham, Churt, Shamley Green, Dunsfold, Grayswood and Tilford – included within SHLAA and windfall)

2014 to 2031 jobs forecast (obtained from TEMPRO) in Waverley

↓

2031 Do-Something Scenario 2	**2031 Do-Something Scenario 3**	**2031 Do-Something Scenario 4**
1,800 dwellings and associated commercial development at Dunsfold Park Medium growth in villages (in Waverley)	'Amber' greenfield sites (Cranleigh, Farnham, Godalming and Haslemere) Medium growth in villages (in Waverley)	3,400 dwellings and associated commercial development at Dunsfold Park Medium growth in villages (in Waverley)

Figure 3.1: Outline of scenarios

3.2.7 The do-minimum therefore only contains committed developments identified from the base year of 2009 to the forecast of 2031 within the borough of Waverley. This comprises developments which have already been built, are in the process of construction, or have planning permission.

3.2.8 The potential future development sites which are under review have been captured in scenarios 1 to 4. Scenario 1 includes all development stated in the do-minimum

and scenarios 2 to 4 are alternative scenarios to each other, that all include development stated in the do-minimum and scenario 1.

3.3 Development Sites and Pro-Forma

3.3.1 Information regarding the composition of residential development sites to be considered in the assessment was provided by Waverley Borough Council in the form of the county council's pro-forma. The pro-forma was finalised on 09/04/14.

3.3.2 Each residential development site listed in the pro-forma was matched to a model zone by Waverley Borough Council. The appropriateness of these zone choices was checked by the county council. See **Appendix A** for an overview of the pro-forma provided to Surrey County Council from Waverley Borough Council.

3.3.3 **Figures 3.2 and 3.3** geographically present all of the committed and proposed residential development sites that have been set out in the pro-forma. (The maps produced in these figures are produced at A1 size and therefore the quality is inhibited in this report).

3.3.4 **Appendix B** contains maps provided by Waverley Borough Council showing a cumulative approach to the distribution and quantity of development proposed in each of the four do-something scenarios.

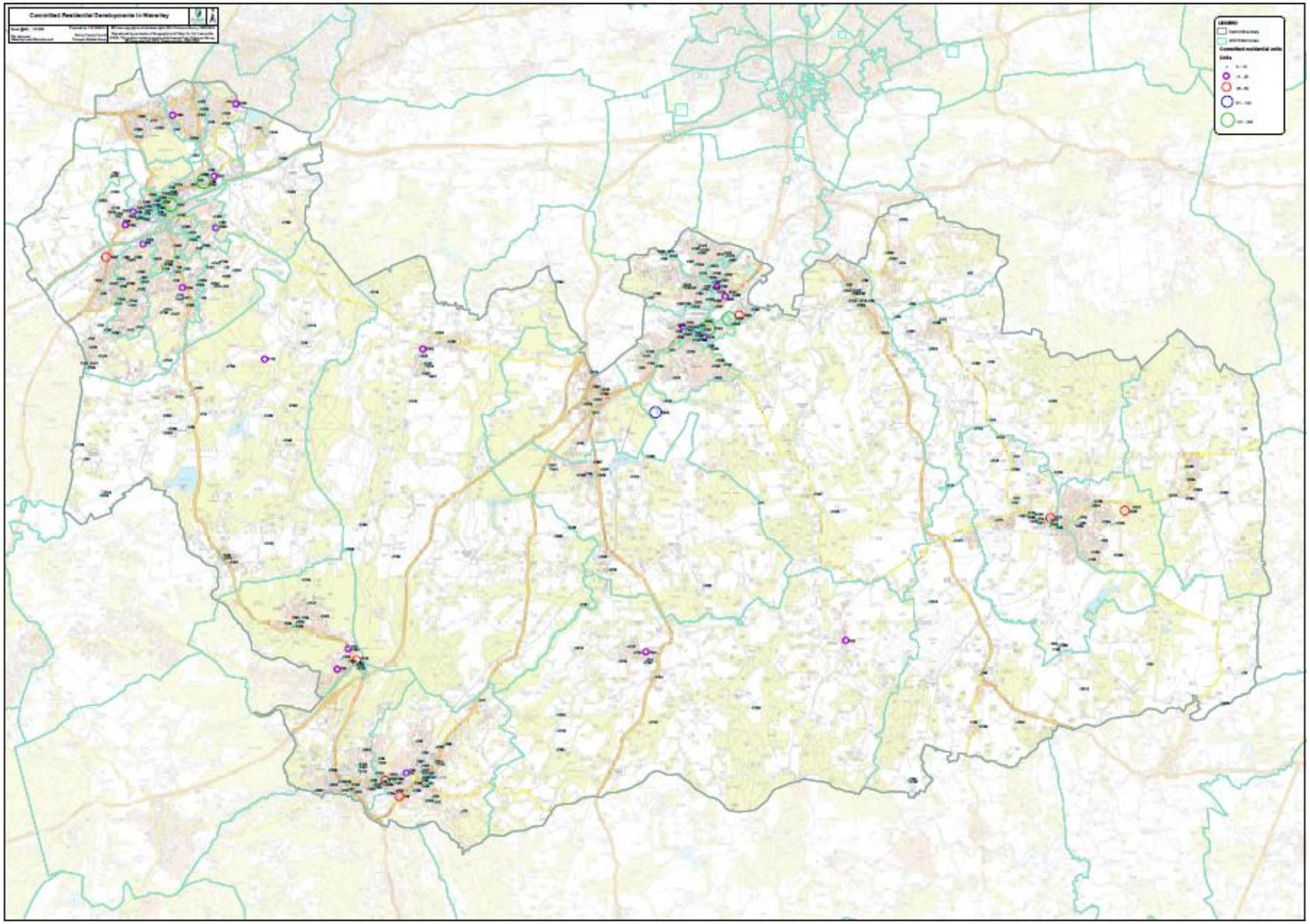


Figure 3.2: Committed residential development sites in the borough of Waverley

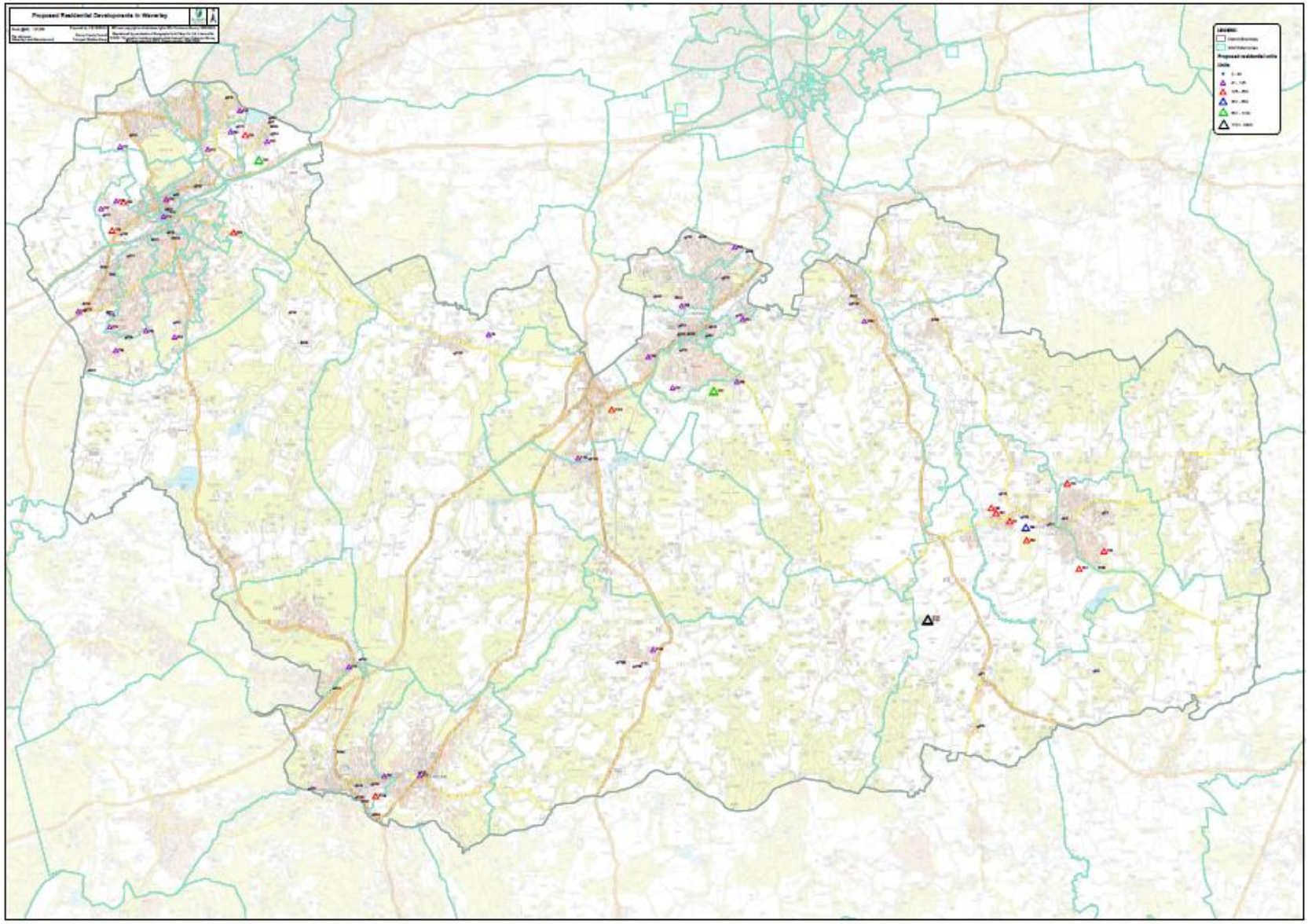


Figure 3.3: Potential residential development sites in the borough of Waverley

3.4 Dunsfold Park Planning Data

3.4.1 Two of the do-something scenarios, scenarios 2 and 4, include the re-development of Dunsfold Park for mixed use development. Scenario 2 is based on a residential provision of 1,800 dwellings and scenario 4 is based on a provision of 3,400 dwellings.

3.4.2 Due to the large scale nature and variety of services to be provided at Dunsfold Park, specific details of the planning data used for modelling the site in scenarios 2 and 4 are shown in **Table 3.1**, as well as in **Appendix A**.

3.4.3 The planning data for the re-development of Dunsfold Park was provided by Waverley Borough Council, who in turn were provided the data by the promoters of Dunsfold Park.

Land Use	Land Use Class	Scenario 2	Scenario 4
Residential (units)	C3	1,800	3,400
Retained existing employment (sqm GFA)	Mix of B uses	36,692	36,692
Office (sqm GFA)	B1a/b	2,200	12,000
Industrial (sqm GFA)	B1c/B2	4,500	18,000
Storage and distribution (sqm GFA)	B8	7,624	7,624
Retail (sqm GFA)	A1	600	1,500
Professional services (sqm GFA)	A2	0	300
Food and drink (sqm GFA)	A3 – A5	270	850
Hotel (bedrooms)	C1	100	100
Day nursery (sqm GFA)	D1	500	500
Primary education (pupils)	D1	420	840
Medical centre (sqm GFA)	D1	150	270
Community facilities (sqm GFA)	D1	466	880
Museum (sqm GFA)	D1	4,370	4,370
Church (sqm GFA)	D1	649	649
Sports facilities (sqm GFA)	D2	2,185	2,185
Existing special school (pupils)	D1	60	60

Table 3.1: Dunsfold Park planning data

3.4.4 The proposed Dunsfold Park site has been modelled with access to and from the development via the A281 Horsham Road between the junctions with Alfold Road and Wildwood Lane, in both scenarios 2 and 4.

3.5 Vehicle Trip Generation

3.5.1 Vehicle trips generated by each development site were calculated using the information contained within the pro-forma and the Trip Rate Information Computer System (TRICS) version 2012(b) 6.10.2.

3.5.2 TRICS is the national standard database system of trip generation and analysis used in the planning application process. The database holds thousands of trip rate surveys generated by different land uses and location type.

3.5.3 For developments within Waverley, the database was interrogated for sites of a similar geographical location and land use in line with guidance from the 2012 Good Practice Guide. The database produces trip rates per 100m² gross floor area (GFA) or by residential unit. The resulting trip rates were applied to the size and composition of each development to calculate the trip generation for each site. Consideration was also made of the previous or existing land use of the development sites and the trips these would have generated. These trips were

deducted from those generated by the new development to prevent double counting.

3.5.4 The trip generation was calculated separately for vehicles arriving and departing at each development site. This was also split into the vehicle types: car, LGV and HGV, similarly informed by the information contained within the TRICS database.

3.5.5 At this concept stage, all development related trips have been assumed to be new trips. No allowance has been made for linked, pass-by, diverted or transferred trips.

3.5.6 As previously stated, the vehicle trip forecasts related to commercial land uses (jobs) were sourced from TEMPRO, due to Waverley Borough Council not being able to provide planning data relating to commercial land uses.

3.5.7 The resulting trip generation for the do-minimum and each of the four do-something scenarios for the Waverley borough zones is shown in **Tables 3.2** to **3.6** for the weekday average AM peak hour.

3.5.8 The trip generation provided in **Tables 3.2** to **3.6** details the cumulative amount of additional trips generated from the borough's development sites for each respective scenario. For example trips shown for the do-minimum in **Table 3.2** relate to additional trip generation from committed developments (between 2009 and 2031) only, whereas the trip generation detailed for the do-something scenario 1 in **Table 3.3** relates to the committed developments in the do-minimum as well as the proposed developments contained in scenario 1.

3.5.9 Negative values are due to a greater number of vehicle trips being generated by the previous development than the new site being proposed. It should also be noted that any differences between the total column and the addition of the individual vehicle numbers in **Tables 3.2** to **3.6** is due to rounding errors.

3.5.10 A summary of all scenarios for the whole Waverley borough has also been provided in **Table 3.7**.

3.5.11 It should be noted that the trip generation calculated for this assessment, including the Dunsfold Park development site in scenarios 2 and 4, is purely for the purposes of this strategic transport modelling project, aimed at better informing the borough's Local Plan. Under no circumstances should the trip generation calculated for utilisation in this project be used for any other projects or transport modelling, specifically related to re-development of the Dunsfold Park site.

Zone No.	Zone Name	Vehicle Arrival Trips				Vehicle Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
71	Alice Holt	11	11	0	0	5	5	0	0
75	Badshot Lea	16	16	-0	0	5	5	0	0
98	Farnham - West St	6	19	-11	-2	-2	8	-9	-1
108	Farnham - Compton	10	10	0	0	5	5	0	0
109	Runfold	-6	-5	-1	-0	6	6	0	0
124	Farnham Hospitals	-58	-55	-2	-1	6	4	2	-0
125	Farnham Park	4	4	-0	-0	2	2	0	0
126	Farnham Station	9	9	-0	-0	3	3	0	0
127	Farnham Town Centre East	135	136	-0	-0	141	141	0	0
300	Farnham - Weydon Ln & Shortheath	51	51	0	0	20	19	1	0
309	Farnham - Firgrove Hill	23	23	0	0	9	8	0	0
319	Frensham & Tilford	21	23	-2	-0	11	10	0	0
320	Elstead & Thursley	6	14	-8	-1	-11	-3	-6	-1
321	Bramley & Winkworth Arboretum	55	53	1	0	53	48	5	1
322	Chiddingfold & Dunsfold	26	27	-0	-0	17	16	1	0
323	Witley	-110	-97	-12	-1	-10	-8	-1	-0
324	Alfold	-19	-16	-3	-1	3	3	0	-0
325	Cranleigh Town Centre	27	27	-0	0	15	14	1	0
326	Ewhurst	19	19	0	0	7	6	0	0
327	Haslemere - Shottermill	23	27	-4	-0	-4	-2	-2	-0
328	Haslemere	54	55	-0	-0	33	30	2	0
329	Hindhead	-47	-34	-12	-1	1	3	-2	-0
330	Milford	20	21	-0	-0	7	7	0	0
331	Wrecclesham	52	50	1	0	36	33	3	0
332	Farnham - Hale	50	50	0	0	14	13	0	0
333	Cranleigh East	58	60	-2	-0	37	36	1	-0
334	Shamley Green	3	11	-7	-1	2	4	-2	-0
335	Wonersh	16	16	-0	0	5	4	0	0
336	Farnham - Weybourne West	49	48	0	0	17	16	1	0
337	Godalming - Busbridge	39	39	0	-0	12	11	0	0
338	Godalming Town Centre	21	25	-3	-1	7	9	-1	-1
339	Godalming - Charterhouse	49	48	1	0	23	22	1	0
340	Farncombe	-80	-51	-21	-7	34	41	-3	-4
341	Binscombe	37	37	0	0	12	11	1	0
468	Farnham - Dippenhall	2	2	0	0	1	1	0	0
471	Farnham - The Bournes	12	13	-1	-0	8	7	0	0
503	Farnham - Weybourne East	33	32	0	0	14	13	1	0
564	Farnham Town Centre West	-9	-7	-2	-0	-0	-0	-0	-0
570	Dunsfold	0	0	0	0	0	0	0	0
TOTAL		**607**	**710**	**-86**	**-17**	**543**	**551**	**-4**	**-4**

Table 3.2: 2031 do-minimum trip generation for Waverley borough development sites for the weekday average AM peak hour (0700 – 1000)

Zone No.	Zone Name	Vehicle Arrival Trips				Vehicle Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
71	Alice Holt	29	28	0	0	12	11	1	0
75	Badshot Lea	101	95	6	1	154	138	14	2
98	Farnham - West St	124	129	-4	-1	188	178	9	1
108	Farnham - Compton	26	26	0	0	11	10	1	0
109	Runfold	8	10	-1	-0	11	10	1	0
124	Farnham Hospitals	-16	-14	-2	-1	21	18	3	0
125	Farnham Park	17	17	-0	-0	5	5	0	0
126	Farnham Station	29	30	-0	0	10	9	0	0
127	Farnham Town Centre East	154	153	0	0	157	155	1	0
300	Farnham - Weydon Ln & Shortheath	143	141	1	0	55	52	3	1
309	Farnham - Firgrove Hill	66	64	1	0	30	28	2	0
319	Frensham & Tilford	85	86	-1	0	41	39	2	0
320	Elstead & Thursley	4	25	-16	-4	9	18	-7	-1
321	Bramley & Winkworth Arboretum	140	136	3	0	110	100	9	1
322	Chiddingfold & Dunsfold	99	97	2	0	62	57	4	1
323	Witley	-55	-42	-11	-1	14	14	0	0
324	Alfold	1	5	-3	-1	14	14	1	-0
325	Cranleigh Town Centre	157	152	6	-0	247	222	23	2
326	Ewhurst	53	53	0	0	17	16	1	0
327	Haslemere - Shottermill	146	148	-1	0	63	60	3	1
328	Haslemere	165	164	1	0	84	78	5	1
329	Hindhead	33	43	-9	-1	46	45	1	0
330	Milford	96	93	3	0	95	86	8	1
331	Wrecclesham	132	130	2	0	69	64	5	1
332	Farnham - Hale	139	137	1	0	44	42	2	0
333	Cranleigh East	160	160	-0	-0	82	78	3	0
334	Shamley Green	47	52	-5	-1	52	49	2	0
335	Wonersh	46	45	0	0	12	12	0	0
336	Farnham - Weybourne West	135	133	1	0	46	43	2	0
337	Godalming - Busbridge	128	125	2	0	75	69	5	1
338	Godalming Town Centre	100	102	-2	-1	44	44	1	-0
339	Godalming - Charterhouse	135	132	2	0	67	62	4	1
340	Farncombe	-12	16	-21	-7	72	77	-1	-4
341	Binscombe	121	119	2	0	62	57	4	1
468	Farnham - Dippenhall	6	6	0	0	2	2	0	0
471	Farnham - The Bournes	61	62	-1	-0	26	25	1	0
503	Farnham - Weybourne East	103	100	3	0	76	69	6	1
564	Farnham Town Centre West	5	7	-1	-0	10	9	1	0
570	Dunsfold	0	0	0	0	0	0	0	0
TOTAL		**2,912**	**2,965**	**-41**	**-12**	**2,195**	**2,064**	**119**	**11**

Table 3.3: 2031 scenario 1 trip generation for Waverley borough development sites for the weekday average AM peak hour (0700 – 1000)

Zone No.	Zone Name	Vehicle Arrival Trips				Vehicle Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
71	Alice Holt	29	28	0	0	12	11	1	0
75	Badshot Lea	101	95	6	1	154	138	14	2
98	Farnham - West St	124	129	-4	-1	188	178	9	1
108	Farnham - Compton	26	26	0	0	11	10	1	0
109	Runfold	8	10	-1	-0	11	10	1	0
124	Farnham Hospitals	-16	-14	-2	-1	21	18	3	0
125	Farnham Park	17	17	-0	-0	5	5	0	0
126	Farnham Station	29	30	-0	0	10	9	0	0
127	Farnham Town Centre East	154	153	0	0	157	155	1	0
300	Farnham - Weydon Ln & Shortheath	143	141	1	0	55	52	3	1
309	Farnham - Firgrove Hill	66	64	1	0	30	28	2	0
319	Frensham & Tilford	88	88	-0	0	48	45	3	0
320	Elstead & Thursley	4	25	-16	-4	9	18	-7	-1
321	Bramley & Winkworth Arboretum	140	136	3	0	110	100	9	1
322	Chiddingfold & Dunsfold	102	100	2	0	70	65	5	1
323	Witley	-55	-42	-11	-1	14	14	0	0
324	Alfold	4	8	-3	-1	23	21	1	0
325	Cranleigh Town Centre	157	152	6	-0	247	222	23	2
326	Ewhurst	57	56	1	0	26	24	2	0
327	Haslemere - Shottermill	146	148	-1	0	63	60	3	1
328	Haslemere	165	164	1	0	84	78	5	1
329	Hindhead	33	43	-9	-1	46	45	1	0
330	Milford	96	93	3	0	95	86	8	1
331	Wrecclesham	132	130	2	0	69	64	5	1
332	Farnham - Hale	139	137	1	0	44	42	2	0
333	Cranleigh East	160	160	-0	-0	82	78	3	0
334	Shamley Green	48	54	-5	-1	56	53	2	0
335	Wonersh	47	47	0	0	16	15	1	0
336	Farnham - Weybourne West	135	133	1	0	46	43	2	0
337	Godalming - Busbridge	128	125	2	0	75	69	5	1
338	Godalming Town Centre	100	102	-2	-1	44	44	1	-0
339	Godalming - Charterhouse	135	132	2	0	67	62	4	1
340	Farncombe	-12	16	-21	-7	72	77	-1	-4
341	Binscombe	121	119	2	0	62	57	4	1
468	Farnham - Dippenhall	6	6	0	0	2	2	0	0
471	Farnham - The Bournes	61	62	-1	-0	26	25	1	0
503	Farnham - Weybourne East	103	100	3	0	76	69	6	1
564	Farnham Town Centre West	5	7	-1	-0	10	9	1	0
570	Dunsfold	347	314	27	6	606	544	55	7
TOTAL		**3,276**	**3,293**	**-12**	**-5**	**2,842**	**2,644**	**178**	**19**

Table 3.4: 2031 scenario 2 trip generation for Waverley borough development sites for the weekday average AM peak hour (0700 – 1000)

Zone No.	Zone Name	Vehicle Arrival Trips				Vehicle Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
71	Alice Holt	29	28	0	0	12	11	1	0
75	Badshot Lea	178	163	13	2	348	311	34	4
98	Farnham - West St	136	140	-3	-0	220	206	12	1
108	Farnham - Compton	26	26	0	0	11	10	1	0
109	Runfold	28	27	1	-0	61	55	6	1
124	Farnham Hospitals	-16	-14	-2	-1	21	18	3	0
125	Farnham Park	17	17	-0	-0	5	5	0	0
126	Farnham Station	29	30	-0	0	10	9	0	0
127	Farnham Town Centre East	154	153	0	0	157	155	1	0
300	Farnham - Weydon Ln & Shortheath	155	152	3	1	87	80	6	1
309	Farnham - Firgrove Hill	66	64	1	0	30	28	2	0
319	Frensham & Tilford	88	88	-0	0	48	45	3	0
320	Elstead & Thursley	4	25	-16	-4	9	18	-7	-1
321	Bramley & Winkworth Arboretum	219	206	11	1	311	279	29	3
322	Chiddingfold & Dunsfold	102	100	2	0	70	65	5	1
323	Witley	-55	-42	-11	-1	14	14	0	0
324	Alfold	4	8	-3	-1	23	21	1	0
325	Cranleigh Town Centre	236	222	14	0	446	399	42	5
326	Ewhurst	57	56	1	0	26	24	2	0
327	Haslemere - Shottermill	170	169	1	0	121	111	9	1
328	Haslemere	166	164	1	0	86	80	5	1
329	Hindhead	33	43	-9	-1	46	45	1	0
330	Milford	96	93	3	0	95	86	8	1
331	Wrecclesham	165	159	5	1	146	133	12	2
332	Farnham - Hale	148	145	2	0	68	63	4	1
333	Cranleigh East	187	184	2	0	150	138	10	1
334	Shamley Green	48	54	-5	-1	56	53	2	0
335	Wonersh	47	47	0	0	16	15	1	0
336	Farnham - Weybourne West	135	133	1	0	46	43	2	0
337	Godalming - Busbridge	129	126	2	0	76	70	5	1
338	Godalming Town Centre	100	102	-2	-1	44	44	1	-0
339	Godalming - Charterhouse	135	132	2	0	67	62	4	1
340	Farncombe	-8	20	-21	-7	82	86	0	-3
341	Binscombe	124	121	2	0	69	63	5	1
468	Farnham - Dippenhall	6	6	0	0	2	2	0	0
471	Farnham - The Bournes	67	67	-0	0	39	36	2	0
503	Farnham - Weybourne East	103	100	3	0	76	69	6	1
564	Farnham Town Centre West	5	7	-1	-0	10	9	1	0
570	Dunsfold	0	0	0	0	0	0	0	0
TOTAL		**3,312**	**3,320**	**-1**	**-7**	**3,202**	**2,960**	**219**	**23**

Table 3.5: 2031 scenario 3 trip generation for Waverley borough development sites for the weekday average AM peak hour (0700 – 1000)

Zone No.	Zone Name	Vehicle Arrival Trips				Vehicle Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
71	Alice Holt	29	28	0	0	12	11	1	0
75	Badshot Lea	101	95	6	1	154	138	14	2
98	Farnham - West St	124	129	-4	-1	188	178	9	1
108	Farnham - Compton	26	26	0	0	11	10	1	0
109	Runfold	8	10	-1	-0	11	10	1	0
124	Farnham Hospitals	-16	-14	-2	-1	21	18	3	0
125	Farnham Park	17	17	-0	-0	5	5	0	0
126	Farnham Station	29	30	-0	0	10	9	0	0
127	Farnham Town Centre East	154	153	0	0	157	155	1	0
300	Farnham - Weydon Ln & Shortheath	143	141	1	0	55	52	3	1
309	Farnham - Firgrove Hill	66	64	1	0	30	28	2	0
319	Frensham & Tilford	88	88	-0	0	48	45	3	0
320	Elstead & Thursley	4	25	-16	-4	9	18	-7	-1
321	Bramley & Winkworth Arboretum	140	136	3	0	110	100	9	1
322	Chiddingfold & Dunsfold	102	100	2	0	70	65	5	1
323	Witley	-55	-42	-11	-1	14	14	0	0
324	Alfold	4	8	-3	-1	23	21	1	0
325	Cranleigh Town Centre	157	152	6	-0	247	222	23	2
326	Ewhurst	57	56	1	0	26	24	2	0
327	Haslemere - Shottermill	146	148	-1	0	63	60	3	1
328	Haslemere	165	164	1	0	84	78	5	1
329	Hindhead	33	43	-9	-1	46	45	1	0
330	Milford	96	93	3	0	95	86	8	1
331	Wrecclesham	132	130	2	0	69	64	5	1
332	Farnham - Hale	139	137	1	0	44	42	2	0
333	Cranleigh East	160	160	-0	-0	82	78	3	0
334	Shamley Green	48	54	-5	-1	56	53	2	0
335	Wonersh	47	47	0	0	16	15	1	0
336	Farnham - Weybourne West	135	133	1	0	46	43	2	0
337	Godalming - Busbridge	128	125	2	0	75	69	5	1
338	Godalming Town Centre	100	102	-2	-1	44	44	1	-0
339	Godalming - Charterhouse	135	132	2	0	67	62	4	1
340	Farncombe	-12	16	-21	-7	72	77	-1	-4
341	Binscombe	121	119	2	0	62	57	4	1
468	Farnham - Dippenhall	6	6	0	0	2	2	0	0
471	Farnham - The Bournes	61	62	-1	-0	26	25	1	0
503	Farnham - Weybourne East	103	100	3	0	76	69	6	1
564	Farnham Town Centre West	5	7	-1	-0	10	9	1	0
570	Dunsfold	705	625	60	20	1,125	1,005	104	16
TOTAL		**3,634**	**3,604**	**21**	**9**	**3,360**	**3,105**	**227**	**28**

Table 3.6: 2031 scenario 4 trip generation for Waverley borough development sites for the weekday average AM peak hour (0700 – 1000)

Scenario	Vehicle Arrival Trips	Vehicle Departure Trips	Vehicle Trips Total
2031 Do-minimum	607	543	**1,150**
2031 Scenario 1	2,912	2,195	**5,107**
2031 Scenario 2	3,276	2,842	**6,117**
2031 Scenario 3	3,312	3,202	**6,514**
2031 Scenario 4	3,634	3,360	**6,994**

Table 3.7: Trip generation summary for all Waverley borough development sites weekday average AM peak hour (0700 -1000)

3.6 External and Background Traffic Growth

3.6.1 Traffic growth forecasts have been based on the development trip generation calculated from TRICS set out above, and TEMPRO.

3.6.2 Outside the study area of Waverley borough, standard TEMPRO factors have been used to growth trips to the forecast year of 2031.

3.6.3 In Waverley borough, only background growth from TEMPRO has been applied, using alternative planning assumptions whereby jobs and houses were changed to remain the same as the base year 2009. This provided growth factors which only represent changes in demographics and car ownership. This created a 2031 do-nothing forecast.

3.6.4 Since the pro-forma supplied up to date estimates of housing developments at a finer geographical scale than TEMPRO, the residential trip rates calculated from TRICS have been added to the background growth for the borough (2031 do-nothing forecast). Due to the pro-forma not including details of any commercial developments TEMPRO job forecasts were used instead and similarly added to the background growth (2031 do-nothing forecast). By combining the 2031 do-nothing with the TRICS residential trip generation and TEMPRO jobs forecasts, the most robust estimates of demand in all the development scenarios is modelled in the 2031 do-minimum and do-something forecasts.

3.6.5 Reference should be made to **Figure 3.1** for an illustration of how all scenarios have been developed.

3.7 Large External Development

3.7.1 In the neighbouring Surrey, Hampshire and Sussex boroughs/districts to Waverley borough, five large development sites are planned and/or proposed, specifically:

- Aldershot Urban Extension (AUE) in Rushmoor Borough Council;
- Whitehill/Bordon development in East Hampshire District Council;
- Princess Royal Barracks (PRB) re-development in Surrey Heath Borough Council;
- Queen Elizabeth Barracks (QEB) re-development in Hart District Council; and
- Three large committed developments in Horsham District Council.

3.7.2 **Appendix C** details the sources of the planning data and trip generation used to model the five large external developments within this assessment.

3.7.3 Although the TEMPRO derived growth factors should account for all developments situated outside of Waverley borough, it is unlikely that these developments form part of the current TEMPRO release due to the planning stages that they were at when TEMPRO was updated.

3.7.4 As a result the trip generation for each of these sites was added to the model. The level of double counting in unknown but this approach ensured that the impact of these developments was taken into consideration.

3.7.5 **Table 3.8** details the trip generation used for each of the five large external developments in this assessment.

Development	Vehicle Arrival Trips	Vehicle Departure Trips	Vehicle Trips Total
QEB	136	834	970
Whitehill/Bordon	2709	1884	4593
AUE	361	1041	1402
PRB	164	669	833
Horsham	934	1866	2800

Table 3.8: Trip generation for large external developments to Waverley, weekday average AM peak hour (0700 – 1000)

3.7.6 Trip generation for all five large external developments were included in the 2031 do-nothing forecast and is therefore also included in all latter/subsequent scenarios. Refer to **Figure 3.1** for a diagrammatic view of how all scenarios are formed.

3.8 Vehicle Trip Distribution

3.8.1 The origin and destinations of trips travelling to and from the development sites, known as trip distribution, were derived from the 2001 Census journey to work dataset. At the time of this study being conducted the 2011 Census journey to work dataset had not been released.

3.8.2 The borough of Waverley was split into four areas based on land use characteristics. A generalisation of the four areas is provided below:

- Farnham;
- Godalming;
- Hindhead and Haslemere; and
- Cranleigh.

3.8.3 Separate average distributions were developed for each of these areas using the journey to work dataset. Additional trips proposed to occur within one of the four areas then had the average distribution of that general area applied. Therefore the distributions applied to any future development sites included in this study are based on the average existing observed trip patterns for the four general areas of the borough. Since the majority of travel from home to work occurs in the AM peak, it was assumed that the home end of the trip is the origin, and the work is the destination.

3.8.4 The Census journey to work dataset was also used to inform the trip distribution in the same way for the five large external developments to Waverley borough. Five separate average distributions for the areas surrounding each development were formed and applied to the trip generations.

3.8.5 **Table 3.9** details the modelled zones that formed the four distributions.

Distribution	Zone No.
Farnham	71; 75; 98; 108; 109; 124; 125; 126; 127; 300; 309; 319; 331; 332; 336; 468; 471; 503; and 564.
Godalming	320; 321; 323; 330; 335; 337; 338; 339; 340; and 341.
Hindhead and Haslemere	327; 328; and 329.
Cranleigh	322; 324; 325; 326; 333; and 334.

Table 3.9: Modelled zone areas that informed the four observed trip distributions

3.8.6 The Cranleigh average observed trip distribution was applied to the proposed trip generation of the Dunsfold Park development site in both scenarios 2 and 4 of this study.

3.9 Forecast Network

3.9.1 The forecast network is an exact copy of the base but with the following changes listed below included. These are committed or completed highway schemes of strategic importance.

- A3 Hindhead tunnel and associated local junction alternations;
- Local junction and highway alterations associated with the East Street/Brightwells development in Farnham;
- Reduced speed limits on the A31 and A325 in Farnham;
- M25 junctions 16 to 23 widening of the carriageway from dual 3 lane to dual 4 lanes;
- M25 junction 27 to 30 widening of the carriageway from dual 3 lanes to dual 4 lanes;
- M25 new Cobham services that can be accessed from both sides of the carriageway and permits u-turns between junctions 9 and 10;
- Conversion of the former roundabout junction of Egerton Road with Gill Avenue, Guildford, to signals;
- Sheerwater link road, Woking; and
- Improvements to the signalised junction of the A243 Leatherhead Road with B280 Fair Oak Lane/Rushett Lane, Malden Rushett.

3.10 Assignment

3.10.1 The trip end totals within the forecast matrices have been fixed when assigned to the network, using the method of successive averages (MSA) for 700 assignment iterations. In comparison to a variable demand approach, this represented a worst case scenario and made the impact of the development sites more transparent to simplify the decision making process.

4 MODEL RESULTS AND ANALYSES

4.1 Overview

4.1.1 All results presented within this report represent modelled traffic impacts projected to occur in the borough of Waverley only, as a result of additional trips generated from the borough's own planned development as well as planned development external to the borough between 2009 and 2031.

4.1.2 The results presented in this section include all modelled forecast scenarios, comprising the do-minimum and the four do-something scenarios. Consequently, all four of the do-something scenarios will be referred back to the do-minimum, allowing the potential impacts of each do-something scenario to be identified.

4.2 Network Statistics

4.2.1 **Table 4.1** shows the network summary statistics for the study area of Waverley borough, for the weekday average AM peak hour, broken down by road type for each model scenario.

4.2.2 The network statistics presented in **Table 4.1** are summaries of the projected traffic impacts on the highway network within the Waverley borough boundary only, specifically vehicle kilometres travelled, vehicle hours and average speed.

4.2.3 Of the four do-something scenarios, scenario 1 is projected to generate the smallest changes in network summary statistics when compared to the 2031 do-minimum, during the weekday average AM peak hour. Comparisons of network statistics between the 2031 do-minimum and scenario 1 highlight the projected impacts of the borough's proposed SHLAA, windfalls, 'green' greenfield sites, 'amber' greenfield sites (in Bramley Chiddingfold and Elstead), low growth in villages and jobs forecasts. Vehicle kilometres are estimated to increase by 7% and vehicle hours by 9%, resulting in a 1.7% (1 kph) reduction in average speed.

4.2.4 The total network summary statistics for scenario 2 (scenario 1 plus 1,800 dwellings and associated commercial land uses at Dunsfold Park as well as medium growth in villages) and scenario 3 (scenario 1 plus "amber" greenfield sites in the urban areas of the borough and medium growth in villages), are of a similar magnitude in the weekday average AM peak hour when compared to the 2031 do-minimum. For example, vehicle kilometres are to increase by 11% and 10% respectively and vehicle hours are to both increase by 13%. Changes in average speed are also similar between the two scenarios, with scenario 2 expected to incur a 1.9% (1.1 kph) reduction and scenario 3 a 2.5% (1.5 kph) reduction.

4.2.5 The largest increases in vehicle kilometres and vehicle hours, are projected to occur in scenario 4 during the weekday average AM peak hour, when compared to the do-minimum. For example, vehicle kilometres are expected to increase by 14% and vehicle hours are to increase by 16%, resulting in a decrease in average speed of 2% (1.2 kph). Such changes in network performance are caused by the combination of Waverley's proposed development in scenario 4, which consists of all development in scenario 1 plus 3,400 dwellings and associated commercial land uses at Dunsfold Park as well as medium growth in villages. Minor roads suffer from the greatest increases in vehicle kilometres and vehicle hours in scenario 4, whereas A principal roads are to experience the largest reductions in average speed.

Statistic	Road Type	2031 Do-minimum	2031 Scenario 1	2031 Scenario 2	2031 Scenario 3	2031 Scenario 4
Vehicle kilometres (veh km)	Trunk Road	57,528	60,334	60,593	61,113	60,819
	A Principal Road	111,970	117,442	119,777	118,818	121,427
	B Road	41,858	46,991	49,103	50,321	50,703
	Minor Road	51,839	57,356	62,120	59,943	67,497
Total		**263,195**	**282,123**	**291,593**	**290,195**	**300,446**
Vehicle hours (veh hrs)	Trunk Road	637	674	677	684	680
	A Principal Road	2,063	2,206	2,251	2,250	2,286
	B Road	870	989	1,036	1,069	1,070
	Minor Road	899	1,007	1,079	1,055	1,168
Total		**4,469**	**4,876**	**5,043**	**5,058**	**5,204**
Average speed (kph)	Trunk Road	90.3	89.6	89.5	89.3	89.5
	A Principal Road	54.3	53.2	53.2	52.8	53.1
	B Road	48.1	47.5	47.4	47.1	47.4
	Minor Road	57.7	57.0	57.6	56.8	57.8
Average		**58.9**	**57.9**	**57.8**	**57.4**	**57.7**
Absolute difference from 2031 Do-minimum						
Vehicle kilometres (veh km)	Trunk Road		2,806	3,065	3,585	3,291
	A Principal Road		5,472	7,807	6,848	9,457
	B Road		5,133	7,245	8,463	8,845
	Minor Road		5,517	10,281	8,104	15,658
Total			**18,928**	**28,398**	**27,000**	**37,251**
Vehicle hours (veh hrs)	Trunk Road		37	40	47	43
	A Principal Road		143	188	187	223
	B Road		119	166	199	200
	Minor Road		108	180	156	269
Total			**407**	**574**	**589**	**735**
Average speed (kph)	Trunk Road		-0.7	-0.8	-1.0	-0.8
	A Principal Road		-1.1	-1.1	-1.5	-1.2
	B Road		-0.6	-0.7	-1.0	-0.7
	Minor Road		-0.7	-0.1	-0.9	0.1
Average			**-1.0**	**-1.1**	**-1.5**	**-1.2**
Percentage difference from 2031 Do-minimum						
Vehicle kilometres (veh km)	Trunk Road		5%	5%	6%	6%
	A Principal Road		5%	7%	6%	8%
	B Road		12%	17%	20%	21%
	Minor Road		11%	20%	16%	30%
Total			**7%**	**11%**	**10%**	**14%**
Vehicle hours (veh hrs)	Trunk Road		6%	6%	7%	7%
	A Principal Road		7%	9%	9%	11%
	B Road		14%	19%	23%	23%
	Minor Road		12%	20%	17%	30%
Total			**9%**	**13%**	**13%**	**16%**
Average speed (kph)	Trunk Road		-0.8%	-0.9%	-1.1%	-0.9%
	A Principal Road		-2.0%	-2.0%	-2.8%	-2.2%
	B Road		-1.2%	-1.5%	-2.1%	-1.5%
	Minor Road		-1.2%	-0.2%	-1.6%	0.2%
Average			**-1.7%**	**-1.9%**	**-2.5%**	**-2.0%**

Table 4.1: Network summary statistics for Waverley borough, weekday average AM peak hour (0700 – 1000)

4.3 Level of Service (LOS)

4.3.1 Level of service (LOS) is a term used to qualitatively describe the operating conditions of a section of road or turning movement at a junction based on factors such as speed, travel and time delay. The level of service is designated with a letter A to F, with A representing the best operating conditions and F the worst. **Table 4.2** describes the performance rating of each letter A to F.

A	Free flow	Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes.
B	Reasonable free flow	LOS A speeds are maintained, manoeuvrability within the traffic stream is slightly restricted. Motorists still have a high level of physical and psychological comfort.
C	Stable flow	Ability to manoeuvre through lanes is noticeably restricted and lane changes require more driver awareness. Most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained. This is the target LOS for some urban and most rural roads.
D	Approaching unstable flow	Speeds slightly decrease as traffic volume slightly increases. Freedom to manoeuvre within the traffic stream is much more limited and driver comfort levels decrease.
E	Unstable flow operating at capacity	Flow becomes irregular and speed varies rapidly because there are virtually no useable gaps to manoeuvre in the traffic stream and speeds rarely reach the posted limit. Any disruption to traffic flow such as merging or lane changes will create a shock wave affecting traffic upstream. Drivers' level of comfort becomes poor.
F	Forced or breakdown of flow	Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity.

Table 4.2: A to F level of service (LOS) categories

4.3.2 The methodology for calculating the LOS is set out in The Highway Capacity Manual (1994) and has been applied to the analysis of both link flow and junction delay to aid the interpretation of the model results. The calculated LOS has been colour coded using the traffic light colours: green; amber; and red in **Tables 4.3** to **4.10**.

4.4 Ratio of Flow to Capacity (RFC)

4.4.1 Another tool for assessing the performance of a stretch of road or a turning movement at a junction is the ratio of flow to capacity (RFC) measure.

4.4.2 An RFC value greater than 1 means that the stretch of road or turning movement has a higher level of traffic flow than its theoretical capacity. As a result flow breakdown and extensive queues can be expected.

4.4.3 With the exception of signalised junctions, an RFC below 0.85 is considered acceptable as there is still scope to accommodate future growth. For signalled junctions the threshold is higher at 0.90. A value between 0.85 and 1, or 0.90 and 1 for signalled junctions, suggests the stretch of road or junction is beginning to struggle with the weight of traffic causing delay, queues and driver stress.

4.4.4 As with LOS, RFC has been applied to the analysis of both link flow and junction delay to aid the interpretations of the model results. All presented RFC values between 0.85 and 1, or 0.90 and 1 for signalled junctions, have been highlighted in orange, and in red for RFC values greater than 1.

4.4.5 **Appendix D** should be referred to for plots of the borough indicating links that are to incur RFC values equal to or greater than 0.85, for all modelled do-minimum and do-something scenarios in the weekday average AM peak hour. Such plots provide a borough overview of RFC information provided in **Tables 4.3** to **4.10**.

4.5 Increase in Flow

4.5.1 **Tables 4.3** to **4.6** present the top ten links in each of the four do-something scenarios which have the greatest increase in flow when compared to the do-minimum in the weekday average AM peak hour, as well as RFC and LOS values.

Rank	Name	Between Junctions of:	Flow (vph)		Absolute Increase in Flow (vph)	% Increase in Flow	RFC		LOS	
			2031 Do-minimum	2031 Scen 1			2031 Do-minimum	2031 Scen 1	2031 Do-minimum	2031 Scen 1
1	A287 Union Road westbound, Farnham	A325 South Street and A287 Longbridge	591	754	163	28%	0.38	0.48	C	D
2	A325 southbound, Farnham	B3208 Water Lane and Shepherd & Flock roundabout	1,308	1,463	156	12%	0.39	0.44	C	D
3	A3 Portsmouth Road northbound, btw Hindhead and Thursley junctions	Hindhead (A333) and Thursley (Dye House Road)	2,070	2,217	147	7%	0.63	0.67	D	E
4	A3 Portsmouth Road northbound, through Thursley junction	Thursley off slip and on slip northbound	1,931	2,076	144	7%	0.59	0.63	D	D
5	A3 Milford By-Pass Road northbound, btw Thursley and Milford junctions	Thursley (Dye House Road) and Milford (A283)	2,216	2,360	144	6%	0.67	0.71	E	E
6	A325 The Borough eastbound, Farnham	A287 Castle Street and A325 Woolmead Road	950	1,092	142	15%	0.61	0.70	D	E
7	A325 South Street southbound, Farnham	A325 Woolmead Road and A287 Union Road	929	1,067	139	15%	0.60	0.68	D	E
8	A325 The Borough eastbound, Farnham	A287 Downing Street and A287 Castle Street	824	961	137	17%	0.53	0.62	D	D
9	Jet lane eastbound on Shepherd & Flock R'about to A31 Guildford Rd	B3208 Water Lane and A31 Guildford Road	1,249	1,385	136	11%	0.75	0.82	E	E
10	A325 northbound, Farnham	B3208 Water Lane and B3007 Hale Road	781	915	135	17%	0.23	0.27	B	C

Table 4.3: Top ten links with the highest increase in absolute flow between the do-minimum and scenario 1 during the weekday average AM peak hour (0700 – 1000)

Rank	Name	Between Junctions of:	Flow (vph)		Absolute Increase in Flow (vph)	% Increase in Flow	RFC		LOS	
			2031 Do-minimum	2031 Scen 2			2031 Do-minimum	2031 Scen 2	2031 Do-minimum	2031 Scen 2
1	A281 Horsham Road southbound, Alfold/Dunsfold	Proposed access to Dunsfold Park and Wildwood Lane	311	615	304	98%	0.27	0.53	C	D
2	B2127 Ewhurst Road eastbound, Cranleigh	B2128 High Street and The Green	356	646	290	82%	0.31	0.55	C	D
3	A281 Horsham Road southbound, Alfold/Dunsfold	Alfold Road and proposed access to Dunsfold Park	837	1,100	263	31%	0.73	0.94	E	E
4	B2127 Cranleigh Road eastbound, Ewhurst	B2128 High Street and The Green	253	491	238	94%	0.22	0.42	B	C
5	B2127 The Street/The Mount southbound, Ewhurst	The Green and Shere Road	720	930	210	29%	0.62	0.79	D	E
6	Knowle Lane northbound, Cranleigh	Wildwood Lane and B2128 High Street	139	337	198	142%	0.12	0.28	A	C
7	B2128 High Street westbound, Cranleigh	Knowle Lane and B2130 Elmbridge Road	542	739	197	36%	0.48	0.64	D	E
8	A281 Horsham Road northbound, Alfold/Dunsfold	Wildwood Lane and proposed access to Dunsfold Park	837	1,015	179	21%	0.73	0.87	E	E
9	Wildwood Lane eastbound, Alfold/Dunsfold	A281 Guildford Road and Knowle Lane	20	195	175	879%	0.02	0.16	A	B
10	A287 Union Road westbound, Farnham	A325 South Street and A287 Longbridge	591	762	171	29%	0.38	0.49	C	D

Table 4.4: Top ten links with the highest increase in absolute flow between the do-minimum and scenario 2 during the weekday average AM peak hour (0700 – 1000)

Rank	Name	Between Junctions of:	Flow (vph)		Absolute Increase in Flow (vph)	% Increase in Flow	RFC		LOS	
			2031 Do-minimum	2031 Scen 3			2031 Do-minimum	2031 Scen 3	2031 Do-minimum	2031 Scen 3
1	B2128 High Street eastbound, Cranleigh	B2130 Elmbridge Road and Knowle Lane	366	622	255	70%	0.32	0.53	C	D
2	A287 Union Road westbound, Farnham	A325 South Street and A287 Longbridge	591	838	248	42%	0.38	0.54	C	D
3	B2128 High Street westbound, Cranleigh	Knowle Lane and B2130 Elmbridge Road	542	789	247	46%	0.48	0.68	D	E
4	B3208 Water Lane westbound, Badshot Lea	B3367 Monkton Lane and A325	255	502	247	97%	0.33	0.64	C	D
5	B3208 Badshot Lea Road westbound, Badshot Lea	Lower Weybourne Lane and B3367 Monkton Lane	343	578	235	68%	0.44	0.73	D	E
6	A325 southbound, Farnham	B3208 Water Lane and Shepherd & Flock r'about	1,308	1,541	233	18%	0.39	0.46	C	D
7	B2127 Ewhurst Road eastbound, Cranleigh	B2128 High Street and The Green	356	588	232	65%	0.31	0.50	C	D
8	B2127 Cranleigh Road eastbound, Ewhurst	B2128 High Street and The Green	253	477	224	89%	0.22	0.41	B	C
9	A287 Downing Street northbound, Farnham	A287 Union Road and A325 The Borough	652	859	208	32%	0.42	0.55	C	D
10	A325 northbound, Farnham	B3208 Water Lane and B3007 Hale Road	781	982	201	26%	0.23	0.29	B	C

Table 4.5: Top ten links with the highest increase in absolute flow between the do-minimum and scenario 3 during the weekday average AM peak hour (0700 – 1000)

Rank	Name	Between Junctions of:	Flow (vph)		Absolute Increase in Flow (vph)	% Increase in Flow	RFC		LOS	
			2031 Do-minimum	2031 Scen 4			2031 Do-minimum	2031 Scen 4	2031 Do-minimum	2031 Scen 4
1	A281 Horsham Road southbound, Alfold/Dunsfold	Proposed access to Dunsfold Park and Wildwood Lane	311	857	546	176%	0.27	0.73	C	E
2	A281 Horsham Road northbound, Alfold/Dunsfold	Alfold Road and proposed access to Dunsfold Park	837	1,273	437	52%	0.73	1.09	E	F
3	A281 Horsham Road southbound, Alfold/Dunsfold	Proposed access to Dunsfold Park and Alfold Road	311	640	330	106%	0.27	0.55	C	D
4	B2128 High Street westbound, Cranleigh	Knowle Lane and B2130 Elmbridge Road	542	869	328	60%	0.48	0.75	D	E
5	B2127 Ewhurst Road eastbound, Cranleigh	B2128 High Street and The Green	356	675	319	90%	0.31	0.58	C	D
6	B2127 The Street/The Mount southbound, Ewhurst	The Green and Shere Road	720	1,035	314	44%	0.62	0.88	D	E
7	B2130 Elmbridge Road eastbound, Cranleigh	Alfold Road and B2128 Guildford Road	91	402	311	342%	0.08	0.34	A	C
8	B2128 High Street westbound, Cranleigh	Knowle Lane and B2127 Ewhurst Road	356	656	300	84%	0.31	0.56	C	D
9	Wildwood Lane eastbound, Alfold/Dunsfold	A281 Guildford Road and Knowle Lane	20	317	297	1494%	0.02	0.27	A	B
10	B2130 Elmbridge Road westbound, Cranleigh	B2128 Guildford Road and Alfold Road	105	378	273	260%	0.09	0.33	A	C

Table 4.6: Top ten links with the highest increase in absolute flow between the do-minimum and scenario 4 during the weekday average AM peak hour (0700 – 1000)

Scenario 1

4.5.2 All local links presented in **Table 4.3** are located in and around the urban settlement of Farnham or on the strategic road network of the A3 in a northbound direction of travel between the Hindhead and Milford junctions.

4.5.3 All links stated in **Table 4.3** are to incur the largest absolute increases in flow, between approximately 135 to 163 vph when compared to the do-minimum, with the majority of links projected to incur a level of service of D or E as a result of additional flow generated from proposed development in scenario 1. Even though the level of service values are reasonably high, none of the ten links forecast to incur the greatest increases in flow in scenario 1 are to incur a RFC value greater than 0.85. The largest RFC value of the ten links contained in **Table 4.3** is 0.82 in scenario 1, formerly 0.75 in the do-minimum, on the jet lane of the Shepherd and Flock roundabout travelling in an eastbound direction between the A325 and A31 Guildford Road. Such an increase in RFC is a result of the 11% increase in flow on this link in scenario 1, compared to the do-minimum, although the level of service remains constant, with a value of E.

4.5.4 The greatest amounts of development, and consequently trips, are proposed to occur in and around the urban settlement of Farnham in scenario 1 (see **Appendix B**). Such increases in trips in this area are generated from developments included in Waverley's SHLAA, windfall estimate, 'green' greenfield sites and jobs forecast, thus generating extra flow on multiple links in the area, when compared to the do-minimum. As a result of the increases in flow on the stated links in scenario 1, the majority of RFC and level of service values worsen in comparison to the do-minimum.

4.5.5 In summary, the links forecast to incur the largest absolute increases in flow as a result of the development proposed in scenario 1 are the A287 Union Road, A325 The Borough and A325 South Street in Farnham town centre, as well as the A325 between the Six Bells and Shepherd and Flock roundabout on the outskirts of Farnham town centre. In relation to the strategic road network the A3 northbound between the Hindhead and Milford junctions is projected to incur an increase in flow of approximately 144 vph, a 7% increase, resulting in a RFC value range between 0.63 and 0.71 and a level of service D to E, in the weekday average AM peak hour.

Scenario 2

4.5.6 Comparisons between the 2031 do-minimum and scenario 2 portray the forecast traffic impacts related to the proposed development in scenario 1 plus the 1,800 dwellings at Dunsfold Park and associated commercial land uses as well as medium growth in the villages.

4.5.7 **Table 4.4** indicates the largest increases in flow in scenario 2 are projected to occur in proximity to the Dunsfold Park development site and as such predominantly affect areas in the east of the borough, specifically Dunsfold/Alfold, Cranleigh and Ewhurst.

4.5.8 In the weekday average AM peak hour the A281 Horsham Road in a southbound direction between the proposed access to Dunsfold Park and Wildwood Lane, is to incur the greatest increase in flow of approximately 300 vph, a 98% increase when compared to the do-minimum. Consequently the RFC and level of service of this link is to worsen as a result of the additional trips generated from development in scenario 2, with the RFC value increasing from 0.27 to 0.53 when compared to the do-minimum and the level of service changing from C to D. This suggests that even though the flow on this section of the A281 Horsham Road southbound is to

double, the road is still forecast to remain within capacity and provide an acceptable level of service to drivers.

4.5.9 Generally, **Table 4.4** is comprised of links on the A281 Horsham Road, B2127 Ewhurst/Cranleigh Road, B2128 High Street as well as local roads of Wildwood Lane and Knowle Lane. All such links are forecast to experience increases in flow greater than 175 vph in scenario 2, when compared to the do-minimum. Two of the ten links stated in **Table 4.4** are projected to incur RFC values greater than 0.85, indicating high levels of congestion are to be expected, specifically on the A281 Horsham Road southbound between Alfold Road and the access road to the Dunsfold Park site with a value of 0.94, as well as the A281 Horsham Road northbound between Wildwood Lane and the access road to the Dunsfold Park site with a value of 0.87. High RFC values on these links are a direct consequence of increased traffic flow in the local area, specifically generated from the additional 1,800 dwellings and commercial land uses proposed at the Dunsfold Park site, as both of these roads had RFC values less than 0.85 in the do-minimum.

4.5.10 It is therefore expected that the largest increases in flow and congestion are to be experienced on links in proximity to the largest development proposed in scenario 2, Dunsfold Park.

Scenario 3

4.5.11 Comparisons between the 2031 do-minimum and scenario 3 indicate the forecast traffic impacts related to the proposed development in scenario 1 plus the 'amber' greenfield sites (in Cranleigh, Farnham, Godalming and Haslemere) and medium growth in villages.

4.5.12 The links projected to experience the greatest additional flow in scenario 3 are generally located in proximity to the areas to incur the greatest amounts of proposed development; specifically Farnham and Cranleigh (see **Appendix B**), with all estimated increases to be greater than 200 vph in the average AM peak hour.

4.5.13 With regard to Farnham, the links to incur some of the ten largest increases in flow are the A287 Union Road/Downing Street in the town centre and the B3208 Water Lane/Badshot Lea Road and A325 between the Six Bells and Shepherd and Flock roundabouts on the outskirts of Farnham town centre. All such links were also identified as incurring some the largest increases in flow when analysing scenario 1 in isolation (see **Table 4.3**). As such it is clear that from comparing **Table 4.5** with **Table 4.3,** (scenario 1), the flows on these links are to increase as a result of development proposed in scenario 3 ('amber' greenfield sites), thus exacerbating the level of flow and congestion from that identified in scenario 1.

4.5.14 With regard to Cranleigh, some of the top ten largest increases are projected to occur on the B2128 High Street and B2127 Ewhurst Road/Cranleigh Road, predominantly in an eastbound direction, with increases of 255 vph (70% increase) and 232 to 224 vph (65% and 89% increase) respectively. None of the ten links with the greatest increases in flow in scenario 3 are to have RFC values greater than 0.85, but all RFC values are to increase when compared to the do-minimum.

4.5.15 The B2128 High Street westbound in Cranleigh and B3208 Badshot Lea Road westbound in Farnham are to have level of service values of E, the highest of all the ten links in **Table 4.5**. Consequently these two links are also forecast as having the largest RFC values of the ten links to experience the greatest increases in flow in scenario 3, 0.68 and 0.73 respectively.

Scenario 4

4.5.16 Comparing the 2031 do-minimum to scenario 4 gives an indication of any traffic impacts generated from the additional trips produced from scenario 1 plus 3,400 dwellings and associated commercial land uses at Dunsfold Park, as well as medium growth in villages.

4.5.17 Similar to scenario 2, the greatest impacts in scenario 4 are on links in the vicinity of Dunsfold Park. **Table 4.6** indicates that specifically links in the surrounding area of Alfold/Dunsfold and Cranleigh are expected to have the highest increases in flow and congestion. Scenario 4 results in traffic impacts of a greater magnitude to those estimated from scenario 2, this is due to scenario 2 assessing 1,800 dwellings at Dunsfold Park whereas scenario 4 includes 3,400 dwellings.

4.5.18 The A281 Horsham Road southbound between the junctions of the Dunsfold Park site access and Wildwood Lane is to incur the largest increase in flow of approximately 545 vph (176% increase compared to the do-minimum), with an associated RFC and level of service values of 0.73 (0.27 in the do-minimum) and E (C in the do-minimum) respectively.

4.5.19 The A281 Horsham Road in a southbound direction between the Dunsfold Park site access and Alfold Road has the second largest increase in flow, approximately 437 vph relating to a 52% increase from do-minimum. This link is to incur the largest RFC value, (of the ten stated links), with an RFC value of 1.09 and level of service of F, suggesting the flow will be greater than the roads theoretical capacity causing high levels of congestion and delay. It should be noted that this road had an RFC value of below 0.85 (0.73) in the do-minimum and a level of service value of E, inferring that the additional development in scenarios 4, specifically 3,400 dwellings and associated commercial land uses at Dunsfold Park, are to cause high increases in congestion on links in the vicinity of the proposed development.

4.5.20 The B2130 Elmbridge Road, B2128 High Street and B2127 The Street/The Mount corridor between Cranleigh and Ewhurst, in both an eastbound and westbound direction, is to incur some of the ten largest increases in flow between the do-minimum and scenario 4 in the weekday average AM peak hour. Consequently the B2127 The Street/The Mount in a southbound direction RFC value is to worsen from 0.62 in the do-minimum to 0.88, signifying that congestion is to increase on this link as flow increases by 44%.

4.5.21 **Figures 4.1 to 4.4** present the changes in flow between the 2031 do-minimum and do-something forecast scenarios for the entire study area of Waverley borough for the weekday average AM peak hour. Therefore **Figures 4.1** to **4.4** are graphical representations of **Tables 4.3** to **4.6**, but for all model links within the borough of Waverley.

Bandwidths coloured blue show an increase in flow, whereas those coloured red present a decrease in flow, with their size being proportional to the increase or decrease.

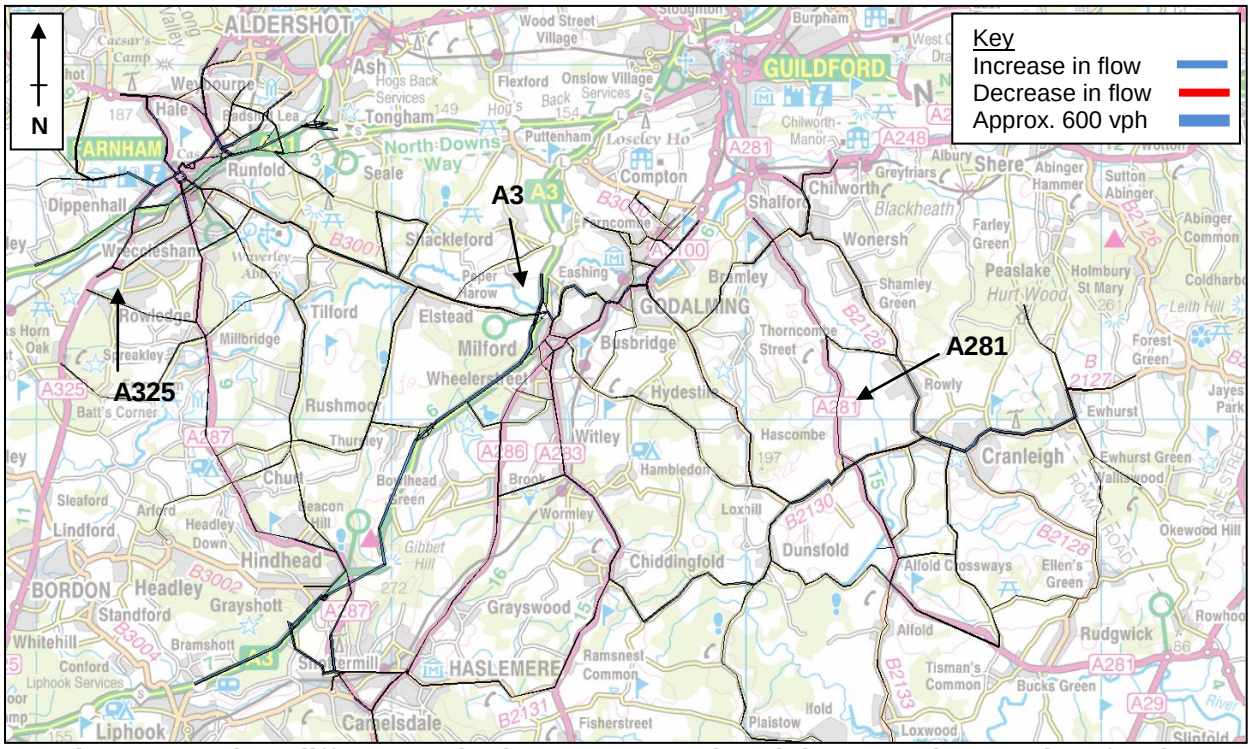


Figure 4.1: Flow difference plot between 2031 do-minimum and scenario 1 for the weekday average AM peak hour (0700 – 1000)

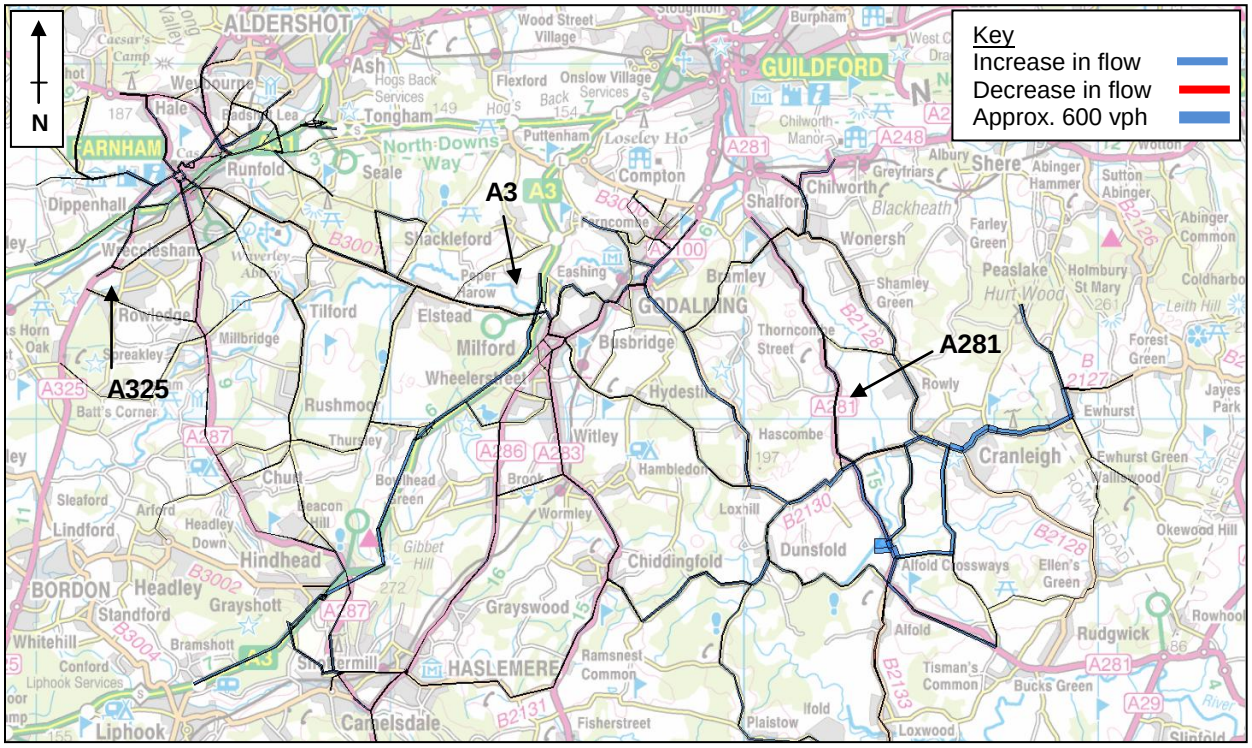


Figure 4.2: Flow difference plot between 2031 do-minimum and scenario 2 for the weekday average AM peak hour (0700 – 1000)

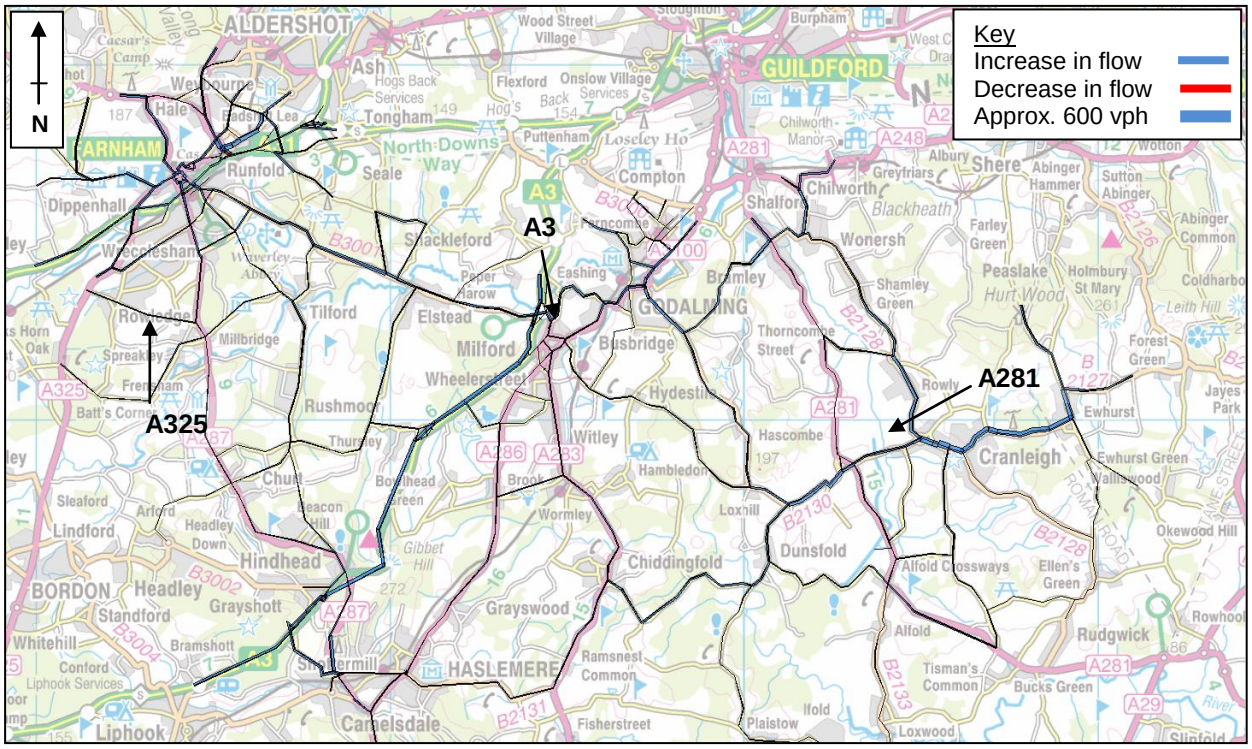


Figure 4.3: Flow difference plot between 2031 do-minimum and scenario 3 for the weekday average AM peak hour (0700 – 1000)

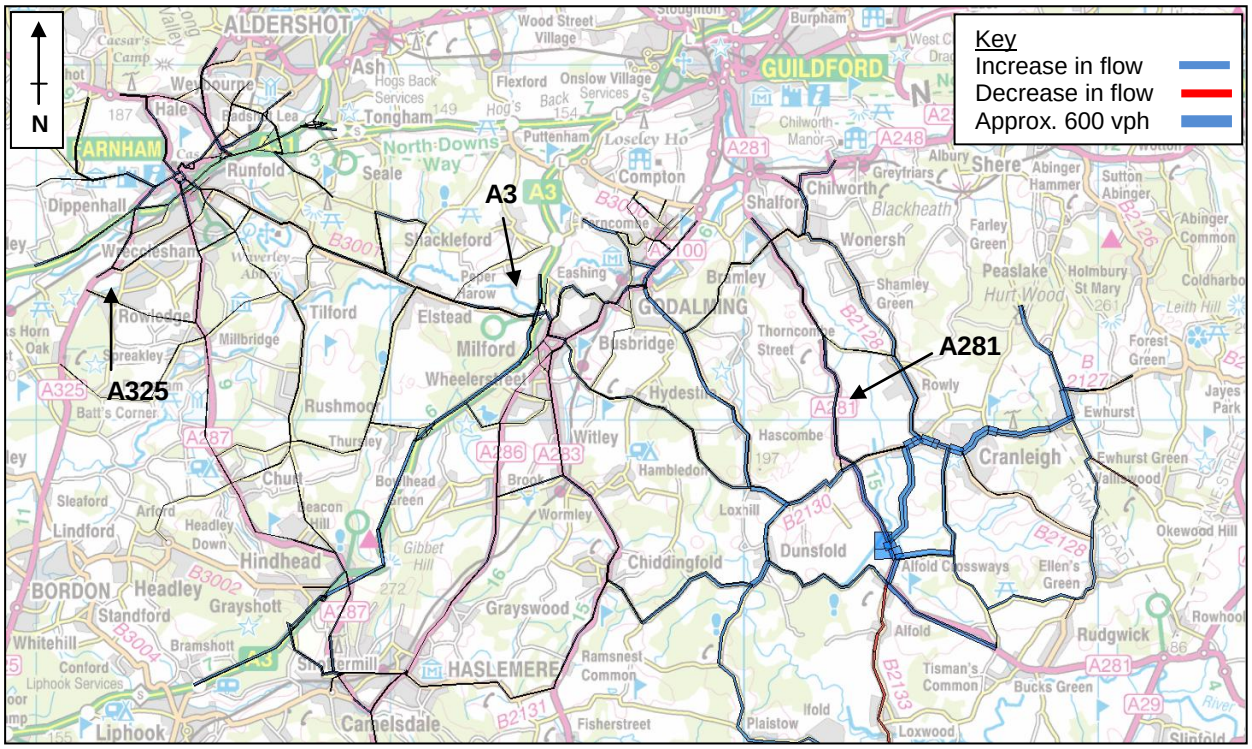


Figure 4.4: Flow difference plot between 2031 do-minimum and scenario 4 for the weekday average AM peak hour (0700 – 1000)

4.5.22 **Figure 4.1** indicates that the largest increases in flow are apparent on the A3 northbound corridor as well as links in and surrounding Farnham town centre in scenario 1, when compared to the do-minimum.

4.5.23 Such increases in flow on the A3 northbound corridor that are present between the do-minimum and scenario 1 are still present in scenario 2 but do not fall in the top

ten largest increases in flow, as shown by **Table 4.4**. Instead some of the largest increases in flow are present on links surrounding the proposed 1,800 dwellings and associated commercial land uses at Dunsfold Park, primarily links in: Dunsfold; Alfold; Cranleigh; and Ewhurst, as can be seen in **Figure 4.2**.

4.5.24 **Figure 4.3** graphically represents the differences in flow between the 2031 do-minimum and scenario 3, as shown in **Table 4.5** but for the entire borough of Waverley. The plot indicates that the largest increases in flow are apparent on local roads surrounding Farnham and Cranleigh as well as the strategic A3 northbound corridor.

4.5.25 **Figure 4.4** indicates that in scenario 4 the largest increases in flow are present in the east of the borough, focused around Dunsfold/Alfold, Cranleigh and Ewhurst, very similar to scenario 2 but with the increases in flow being of a greater magnitude.

4.6 Increase in RFC

4.6.1 **Tables 4.7** to **4.10** present the top ten links in each of the four do-something scenarios that have the largest RFC values of all links in the borough of Waverley. The flows and level of service values are also presented for each scenario in question, as well as the do-minimum which acts as a reference case for all do-somethings.

4.6.2 A RFC value between 0.85 and 1, suggests the stretch of road is beginning to struggle with the weight of traffic causing delay, queues and driver stress. Whereas, a value greater than 1 means that the stretch of road has a higher level of traffic flow than its theoretical capacity resulting in flow breakdown and extensive queuing.

4.6.3 RFC values between 0.85 and 1 are highlighted in orange and values greater than 1 are highlighted in red.

4.6.4 All ten links listed as having the largest RFC values are greater than 0.85 in all do-something scenarios as well as the do-minimum and subsequently all links within **Tables 4.7** to **4.10** are to provide a level of service categorised either as E or F, suggesting high levels of congestion and flow breakdown to be experienced on the stated links.

4.6.5 **Table 4.7** to **4.10** indicate that all RFC values of the stated links are to remain constant to the do-minimum or worsen, with this same trend also applying to the level of service. This, along with other information provided in **Tables 4.7** to **4.10**, infers that the greatest RFC values are not present on links forecast to experience the largest increases in traffic flow from the proposed development, but on links with existing congestion issues in the do-minimum. For example the links with the two largest RFC values in all scenarios, (the slip road from A31 to A331 and the A325 Farnborough Road northbound), are to experience increases in flow of 1% to 8% (approximately 14 to 65 vph). The RFC values of these two links were already greater than 1 in the do-minimum, and either remain constant or deteriorate further. This indicates that congestion that is apparent in the do-minimum is to be further exacerbated by increases in traffic flow generated from proposed developments in Waverley's Local Plan.

4.6.6 All do-something scenarios assessed in this study are forecast as having the same ten links with the greatest RFC values in the borough of Waverley. However, an exception to this occurs in scenario 4. As a result of the proposed 3,400 dwellings and associated commercial land uses at Dunsfold Park the A281 Horsham Road

northbound (between Dunsfold Park site access road and Alford Road) is forecast as experiencing the fourth largest RFC value of 1.09, which has worsened from the do-minimum value of 0.73, in scenario 4. This section of the A281 Horsham Road northbound also appeared in **Table 4.6** as incurring the second largest absolute increase in traffic flow, 437 vph (52% increase), in scenario 4 when compared to the do-minimum.

4.6.7 With the exception of the addition of the A281 Horsham Road occurring in the ten largest RFC values in scenario 4, the majority of largest RFC values in all the do-something scenarios are located in Farnham, specifically the A325 corridor in Heath End close to the neighbouring local authority of Rushmoor, as well as other links surrounding Farnham town centre. Links in Hindhead and Haslemere are also listed in **Table 4.7** to **4.10**, specifically the A287 and A333 located in close proximity to the new junction A3 Hindhead junction.

Rank	Name	Flow (vph)		Absolute Increase in Flow (vph)	% Increase in Flow	RFC		LOS	
		2031 Do-minimum	2031 Scen 1			2031 Do-minimum	2031 Scen 1	2031 Do-minimum	2031 Scen 1
1	Slip from A31 Hog's Back westbound to A331 BVR, Tongham	1,490	1,504	14	1%	1.31	1.32	F	F
2	A325 Farnborough Road northbound, Heath End	828	864	35	4%	1.06	1.11	F	F
3	B3001 Station Hill eastbound, Farnham	739	856	117	16%	0.94	1.08	E	F
4	A325 Farnborough Road northbound, Heath End	759	799	40	5%	0.98	1.03	E	F
5	B3007 Hale Road eastbound, Farnham	742	805	64	9%	0.95	1.03	E	F
6	A287 Firgrove Hill southbound, Farnham	688	798	110	16%	0.88	1.02	E	F
7	A325 Farnborough Road southbound, Heath End	702	768	66	9%	0.91	0.99	E	E
8	A333 Portsmouth Road southbound, Hindhead	756	748	-8	-1%	0.99	0.97	E	E
9	A287 Hindhead Road northbound, Hindhead	1,119	1,123	3	0%	0.96	0.96	E	E
10	A286 High Street northbound, Haslemere	1,108	1,123	15	1%	0.95	0.96	E	E

Table 4.7: Top ten links with the highest increase RFC values in scenario 1 during the weekday average AM peak hour (0700 – 1000)

Rank	Name	Flow (vph)		Absolute Increase in Flow (vph)	% Increase in Flow	RFC		LOS	
		2031 Do-minimum	2031 Scen 2			2031 Do-minimum	2031 Scen 2	2031 Do-minimum	2031 Scen 2
1	Slip from A31 Hog's Back westbound to A331 BVR, Tongham	1,490	1,516	26	2%	1.31	1.33	F	F
2	A325 Farnborough Road northbound, Heath End	828	870	42	5%	1.06	1.12	F	F
3	B3001 Station Hill eastbound, Farnham	739	859	119	16%	0.94	1.09	E	F
4	A325 Farnborough Road northbound, Heath End	759	805	46	6%	0.98	1.04	E	F
5	B3007 Hale Road eastbound, Farnham	742	808	66	9%	0.95	1.03	E	F
6	A287 Firgrove Hill southbound, Farnham	688	801	112	16%	0.88	1.02	E	F
7	A325 Farnborough Road southbound, Heath End	702	767	65	9%	0.91	0.99	E	E
8	A333 Portsmouth Road southbound, Hindhead	756	745	-12	-2%	0.99	0.97	E	E
9	A287 Hindhead Road northbound, Hindhead	1,119	1,122	3	0%	0.96	0.96	E	E
10	A286 High Street northbound, Haslemere	1,108	1,116	8	1%	0.95	0.95	E	E

Table 4.8: Top ten links with the highest increase RFC values in scenario 2 during the weekday average AM peak hour (0700 – 1000)

Rank	Name	Flow (vph)		Absolute Increase in Flow (vph)	% Increase in Flow	RFC		LOS	
		2031 Do-minimum	2031 Scen 3			2031 Do-minimum	2031 Scen 3	2031 Do-minimum	2031 Scen 3
1	Slip from A31 Hog's Back westbound to A331 BVR, Tongham	1,490	1,547	57	4%	1.31	1.35	F	F
2	A325 Farnborough Road northbound, Heath End	828	893	65	8%	1.06	1.15	F	F
3	B3001 Station Hill eastbound, Farnham	739	874	135	18%	0.94	1.11	E	F
4	A325 Farnborough Road northbound, Heath End	759	823	64	8%	0.98	1.06	E	F
5	B3007 Hale Road eastbound, Farnham	742	815	73	10%	0.95	1.04	E	F
6	A287 Firgrove Hill southbound, Farnham	688	803	115	17%	0.88	1.03	E	F
7	A325 Farnborough Road southbound, Heath End	702	779	77	11%	0.91	1.00	E	F
8	A333 Portsmouth Road southbound, Hindhead	756	747	-10	-1%	0.99	0.97	E	E
9	A287 Hindhead Road northbound, Hindhead	1,119	1,125	5	0%	0.96	0.96	E	E
10	A286 High Street northbound, Haslemere	1,108	1,126	18	2%	0.95	0.96	E	E

Table 4.9: Top ten links with the highest increase RFC values in scenario 3 during the weekday average AM peak hour (0700 – 1000)

Rank	Name	Flow (vph)		Absolute Increase in Flow (vph)	% Increase in Flow	RFC		LOS	
		2031 Do-minimum	2031 Scen 4			2031 Do-minimum	2031 Scen 4	2031 Do-minimum	2031 Scen 4
1	Slip from A31 Hog's Back westbound to A331 BVR, Tongham	1,490	1,520	30	2%	1.31	1.33	F	F
2	A325 Farnborough Road northbound, Heath End	828	873	44	5%	1.06	1.12	F	F
3	B3001 Station Hill eastbound, Farnham	739	864	125	17%	0.94	1.09	E	F
4	A281 Horsham Road northbound, Alfold/Dunsfold	837	1,273	437	52%	0.73	1.09	E	F
5	A325 Farnborough Road northbound, Heath End	759	808	49	6%	0.98	1.04	E	F
6	B3007 Hale Road eastbound, Farnham	742	810	68	9%	0.95	1.03	E	F
7	A287 Firgrove Hill southbound, Farnham	688	804	116	17%	0.88	1.03	E	F
8	A325 Farnborough Road southbound, Heath End	702	768	66	9%	0.91	0.99	E	E
9	A333 Portsmouth Road southbound, Hindhead	756	743	-13	-2%	0.99	0.97	E	E
10	A287 Hindhead Road northbound, Hindhead	1,119	1,122	2	0%	0.96	0.96	E	E

Table 4.10: Top ten links with the highest increase RFC values in scenario 4 during the weekday average AM peak hour (0700 – 1000)

4.7 Increase in Junction Delay

4.7.1 **Tables 4.11** to **4.14** present increases in average junction delay, for all arms of the junction, per vehicle as well as the projected RFC and level of service values for each stated junction. Values for the do-minimum are also presented as a reference case for each of the do-something forecasts.

4.7.2 Again a RFC value greater than 1 means that a junction has a higher level of traffic flow than its theoretical capacity. As a result flow breakdown and extensive queues can be expected. With the exception of signalised junctions, an RFC below 0.85 is considered acceptable as there is still scope to accommodate future growth. For signalled junctions the threshold is higher at 0.90. A value between 0.85 and 1, or 0.90 and 1 for signalled junctions, suggests the stretch of road or junction is beginning to struggle with the weight of traffic causing delay, queues and driver stress.

4.7.3 **Appendix F** provides a summary of average junction delay for all modelled junctions in the borough of Waverley. Junctions in **Appendix F** have been colour coded as to whether they appear in one or more of **Tables 4.11** to **4.14**.

Rank	Name	Type	Average Junction Delay per vehicle (secs)		Absolute Increase (secs)	RFC		LOS	
			2031 Do-minimum	2031 Scen 1		2031 Do-minimum	2031 Scen 1	2031 Do-minimum	2031 Scen 1
1	A287 Tilford Rd/Hindhead Rd , London Rd, A333 Portsmouth Rd, Hindhead	R'about	36	51	15	0.82	0.87	E	F
2	A281 Guildford Rd/Horsham Rd, B2133 Loxwood Rd, Dunsfold Rd, Alfold	Priority	12	20	9	0.46	0.47	B	C
3	A325 West St, Crondall Ln, Farnham town centre	Priority	7	15	8	0.26	0.31	A	B
4	Coxbridge Roundabout, Farnham	R'about	22	30	8	0.79	0.85	C	D
5	B3005 Alma Ln, A3016 Upper Hale Rd, Upper Hale	Signal	76	82	6	0.80	0.81	E	F
6	A287 Crossways, Hale House Ln, A287 Churt Rd, Barford Ln, Churt	Priority	77	83	6	0.28	0.28	F	F
7	A287 Firgrove Hill, Great Austins, A287 Frensham Rd, B3384 Ridgeway Rd, Farnham	Signal	90	96	6	0.73	0.74	F	F
8	Shepherd & Flock Roundabout, Farnham	Signal	50	56	5	0.74	0.75	D	E
9	B2131 Lower St, A286 Shepherd's Hill, Haslemere	Priority	18	23	5	0.47	0.46	C	C
10	A331 Blackwater Valley Route, A31 Hog's Back, Tongham	R'about	38	43	5	0.88	0.90	E	E

Table 4.11: Top ten junctions with the highest increases in average junction delay between the do-minimum and scenario 1 in weekday average AM peak hour (0700 – 1000)

Rank	Name	Type	Average Junction Delay per vehicle (secs)		Absolute Increase (secs)	RFC		LOS	
			2031 Do-minimum	2031 Scen 2		2031 Do-minimum	2031 Scen 2	2031 Do-minimum	2031 Scen 2
1	A281 Guildford Rd/Horsham Rd, B2133 Loxwood Rd, Dunsfold Rd, Alfold	Priority	12	34	22	0.46	0.43	B	D
2	A287 Tilford Rd/Hindhead Rd, London Rd, A333 Portsmouth Rd, Hindhead	R'about	36	52	16	0.82	0.87	E	F
3	Coxbridge Roundabout, Farnham	R'about	22	30	8	0.79	0.86	C	D
4	A281 Horsham Rd/High St, B2129 Station Rd, Snowdenham Ln, Bramley	R'about	16	24	8	0.64	0.73	C	C
5	A325 West St, Crondall Ln, Farnham town centre	Priority	7	14	8	0.26	0.31	A	B
6	A287 Firgrove Hill, Great Austins, A287 Frensham Rd, B3384 Ridgeway Rd, Farnham	Signal	90	96	6	0.73	0.74	F	F
7	B3005 Alma Ln, A3016 Upper Hale Rd, Upper Hale	Signal	76	82	6	0.80	0.81	E	F
8	Shepherd & Flock Roundabout, Farnham	Signal	50	56	6	0.74	0.75	D	E
9	A331 Blackwater Valley Route, A31 Hog's Back, Tongham	R'about	38	44	6	0.88	0.90	E	E
10	B2131 Lower St, A286 Shepherd's Hill, Haslemere	Priority	18	24	6	0.47	0.46	C	C

Table 4.12: Top ten junctions with the highest increases in average junction delay between the do-minimum and scenario 2 in weekday average AM peak hour (0700 – 1000)

Rank	Name	Type	Average Junction Delay per vehicle (secs)		Absolute Increase (secs)	RFC		LOS	
			2031 Do-minimum	2031 Scen 3		2031 Do-minimum	2031 Scen 3	2031 Do-minimum	2031 Scen 3
1	A325 West St, Crondall Lane, Farnham town centre	Priority	7	25	19	0.26	0.32	A	D
2	A287 Tilford Rd/Hindhead Rd, London Rd, A333 Portsmouth Rd, Hindhead	R'about	36	53	17	0.82	0.87	E	F
3	Coxbridge Roundabout, Farnham	R'about	22	35	13	0.79	0.89	C	E
4	A281 Guildford Rd/Horsham Rd, B2133 Loxwood Rd, Dunsfold Rd, Alfold	Priority	12	24	12	0.46	0.47	B	C
5	B3005 Alma Ln, A3016 Upper Hale Rd, Upper Hale	Signal	76	87	11	0.80	0.81	E	F
6	A287 Firgrove Hill, Great Austins, A287 Frensham Rd, B3384 Ridgeway Rd, Farnham	Signal	90	98	8	0.73	0.76	F	F
7	Shepherd & Flock Roundabout, Farnham	Signal	50	58	7	0.74	0.75	D	E
8	B2131 Lower St, A286 Shepherd's Hill, Haslemere	Priority	18	25	7	0.47	0.46	C	C
9	A287 Portsmouth Rd, B3002 Headley Rd, Hindhead	Priority	57	63	6	0.32	0.33	F	F
10	A331 Blackwater Valley Route, A31 Hog's Back, Tongham	R'about	38	43	5	0.88	0.90	E	E

Table 4.13: Top ten junctions with the highest increases in average junction delay between the do-minimum and scenario 3 in weekday average AM peak hour (0700 – 1000)

Rank	Name	Type	Average Junction Delay per vehicle (secs)		Absolute Increase (secs)	RFC		LOS	
			2031 Do-minimum	2031 Scen 4		2031 Do-minimum	2031 Scen 4	2031 Do-minimum	2031 Scen 4
1	A281 Guildford Rd/Horsham Rd, B2133 Loxwood Rd, Dunsfold Rd, Alfold	Priority	12	41	29	0.46	0.40	B	E
2	A287 Tilford Rd/Hindhead Rd, London Rd, A333 Portsmouth Rd, Hindhead	R'about	36	52	16	0.82	0.87	E	F
3	A281 Horsham Rd/High St, B2129 Station Rd, Snowdenham Ln, Bramley	R'about	16	28	12	0.64	0.75	C	D
4	B2128 High St, Knowle Ln, Cranleigh	Priority	2	13	11	0.20	0.34	A	B
5	Coxbridge Roundabout, Farnham	R'about	22	30	8	0.79	0.86	C	D
6	A325 West St, Crondall Ln, Farnham town centre	Priority	7	14	8	0.26	0.31	A	B
7	A287 Firgrove Hill, Great Austins, A287 Frensham Rd, B3384 Ridgeway Rd, Farnham	Signal	90	97	7	0.73	0.74	F	F
8	Shepherd & Flock Roundabout, Farnham	Signal	50	57	6	0.74	0.75	D	E
9	B3005 Alma Ln, A3016 Upper Hale Rd, Upper Hale	Signal	76	82	6	0.80	0.81	E	F
10	A331 Blackwater Valley Route, A31 Hog's Back, Tongham	R'about	38	44	6	0.88	0.90	E	E

Table 4.14: Top ten junctions with the highest increases in average junction delay between the do-minimum and scenario 4 in weekday average AM peak hour (0700 – 1000)

Scenario 1

4.7.4 **Table 4.11** presents the top ten junctions which have the greatest increase in average delay in scenario 1, when compared to the do-minimum.

4.7.5 **Table 4.11** indicates that the majority of the largest increases in average junction delay in scenario 1 are estimated to occur at junctions in the west of the borough, specifically Farnham and the surrounding area. Such locations of increased average delay coincide with the locations of the greatest amounts of proposed development and additional trips in scenario 1 (see **Appendix B**).

4.7.6 The ten junctions that are projected to incur the greatest increases in average delay range from 5 to 15 seconds per vehicle. The greatest increase in average delay of 15 seconds (42% increase) occurs at the roundabout junction of the A287 Tilford Road/Hindhead Road with London Road and A333 Portsmouth Road at Hindhead. This junction is already forecast to have a relatively high RFC and level of service value in the do-minimum, 0.82 and E respectively, but such levels of congestion have been further exacerbated by additional traffic flow in scenario 1, causing the RFC to increase to 0.87 and F.

4.7.7 Two other junctions listed within the top ten junctions to experience the greatest increases in average delay are also estimated to incur a RFC value greater than 0.85, inferring that the junctions operation is to deteriorate in the weekday average AM peak hour in scenario 1. These junctions are Coxbridge Roundabout in Farnham and the roundabout of the A331 Blackwater Valley Route and the A31 Hog's Back with increases in average delay of 8 seconds per vehicle (36% increase) and 5 seconds per vehicle (13% increase) respectively. As a result of the 36% increase in average junction delay at Coxbridge Roundabout the RFC value is to worsen past the 0.85 RFC threshold from 0.79 to 0.85 between the do-minimum and scenario 1.

Scenario 2

4.7.8 **Table 4.12** presents the ten junctions which have the greatest increase in average delay in scenario 2 when compared to the do-minimum. Therefore such increases in average delay are a result of additional trips generated from developments in scenario 1 plus 1,800 dwellings and associated commercial land uses at Dunsfold Park as well as medium growth in villages.

4.7.9 **Table 4.12** presents a similar list of junctions as to that shown for scenario 1, **Table 4.11**. This is because scenario 2 includes the proposed development in scenario 1 plus additional development at Dunsfold Park and villages in the borough. For example, the main difference in average junction delay between scenario 1 and 2 is at the junction of the A281 Guildford Road/Horsham Road with B2133 Loxwood Road and Dunsfold Road at Alfold where the delay is estimated to increase by 14 seconds per vehicle (70% increase) between scenario 1 and 2, resulting in a 22 second per vehicle (183%) increase between the do-minimum and scenario 2, but an RFC value of 0.43. Therefore the delay that users experience at this junction in scenario 1 is to be further exacerbated by additional traffic generated from proposed development in scenario 2.

4.7.10 Additional trips generated from development in scenario 2 are expected to generate additional junction delay mainly in the vicinity of Farnham but with some of the largest increases being present at a couple of junctions in the east of the borough, specifically in the vicinity of the Dunsfold Park site, as **Table 4.12** indicates.

4.7.11 For example two junctions on the A281 corridor are to experience some of the ten largest increases in average junction delay: the aforementioned junction of A281

Guildford Road/Horsham Road with B2133 Loxwood Road and Dunsfold Road at Alfold; and the A281 Horsham Road/High Street with B2129 Station Road and Snowdenham Lane in Bramley. The latter junction in Bramley is forecast to incur an 8 second per vehicle (50%) increase in average delay in scenario 2, when compared to the do-minimum, with an associated RFC value of 0.73 and a level of service of C.

Scenario 3

4.7.12 **Table 4.13** presents the ten junctions in the borough of Waverley which have the greatest increase in average delay in scenario 3, when compared to the do-minimum, during the weekday average AM peak hour.

4.7.13 A number of the junctions shown within **Table 4.13** replicate the junctions stated within **Table 4.11**, scenario 1. This is because scenario 3 includes the development in scenario 1 plus 'amber' greenfield sites in the main urban settlements of the borough and medium growth in villages.

4.7.14 The ten largest increases in average junction delay in scenario 3 ranges between 5 and 19 second per vehicle.

4.7.15 Due to the additional development in scenario 3 being distributed more evenly around the borough than the other scenarios, the increases in average junction delay are also spread across the borough.

4.7.16 The junctions to incur some of the largest increases are located in the wider areas surrounding Farnham, Hindhead, Haslemere and Cranleigh. For instance the junction of A325 West Street with Crondall Lane in Farnham is projected to experience an increase in average delay of 19 seconds per vehicle (271% increase) in scenario 3, when compared to the do-minimum, but the junction is still expected to operate within its theoretical capacity with a RFC value of 0.32 and level of service D. However it should be noted that this junction has a level of service of A in the do-minimum, inferring that such projected increases in delay will have a impact on how effectively this junction will operate.

4.7.17 The junctions of A287 Tilford Road/Hindhead Road with London Road and A333 Portsmouth Road in Hindhead as well as the Coxbridge Roundabout in Farnham are to experience increases of 17 seconds per vehicle (47% increase) and 13 seconds per vehicle (59% increase) respectively, with RFC values increasing past the 0.85 threshold, suggesting capacity issues are to be incurred. However, it should be noted that these two junctions are also stated as incurring some of the largest increases in scenario 1, thus inferring that additional development in scenario 3 would exacerbate the delay and operation of this junction further to what is projected in scenario 1.

Scenario 4

4.7.18 **Table 4.14** presents the ten junctions which are to incur the greatest increases in average junction delay in scenario 4, when compared to the do-minimum. By comparing these two scenarios, the impacts of scenario 1 plus 3,400 dwellings and associated commercial land uses at Dunsfold Park as well as medium growth in villages can be identified in relation to changes in average delay.

4.7.19 Similar to scenarios 2 and 3 a number of junctions stated in **Table 4.14** are also stated as incurring some of the largest increases in delay as a result of development proposed in scenario 1, **Table 4.11**. This is a result of scenario 4 including the developments in scenario 1 and as such any junctions repeated in scenario 4 are likely to experience similar or greater delay than scenario 1. An example of this is the junction of A281 Guildford Road/Horsham Road with B2133

Loxwood Road and Dunsfold Road at Alfold where a 29 second per vehicle (242%) increase in average delay is projected in scenario 4, but in scenario 1 the delay at this junction is forecast as 20 seconds per vehicle, inferring a 21 second per vehicle increase generated by the 3,400 dwelling at Dunsfold Park and medium growth in villages.

4.7.20 Consequently a number of junctions stated as incurring increases in junction delay in scenario 4 are located in close proximity to the Dunsfold Park site, such as junctions on the A281 (ranked first and second largest increases) and the junction of B2128 High Street and Knowle Lane in Cranleigh (ranked fourth largest increase).

4.7.21 A number of junctions in Farnham are also projected to incur some of the ten largest increases in average delay in scenario 4, and again these are repeats of junctions identified in scenario 1, thus depicting that developments in scenario 1 are to impact the junctions in Farnham most.

4.7.22 **Figures 4.5** to **4.9** present graphical representations of the average junction delay for all modelled junctions in the borough of Waverley for the do-minimum and all do-something scenarios during the weekday average AM peak hour. Therefore **Figures 4.5** to **4.9** present information shown in **Tables 4.11** to **4.14** but for all junctions.

4.7.23 The size of the circles are proportional to the average delay forecast at each model junction, thus allowing proportional comparisons to be made between the plots.

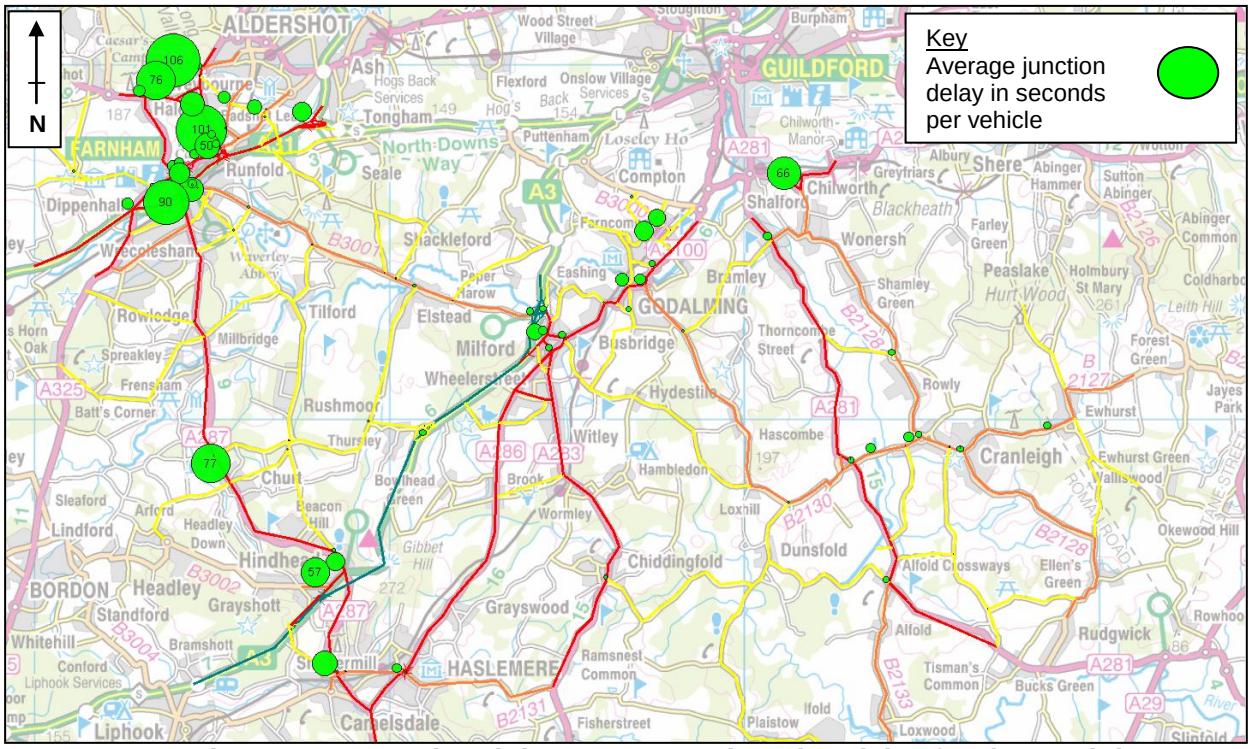


Figure 4.5: 2031 do-minimum average junction delay for the weekday average AM peak hour (0700 – 1000)

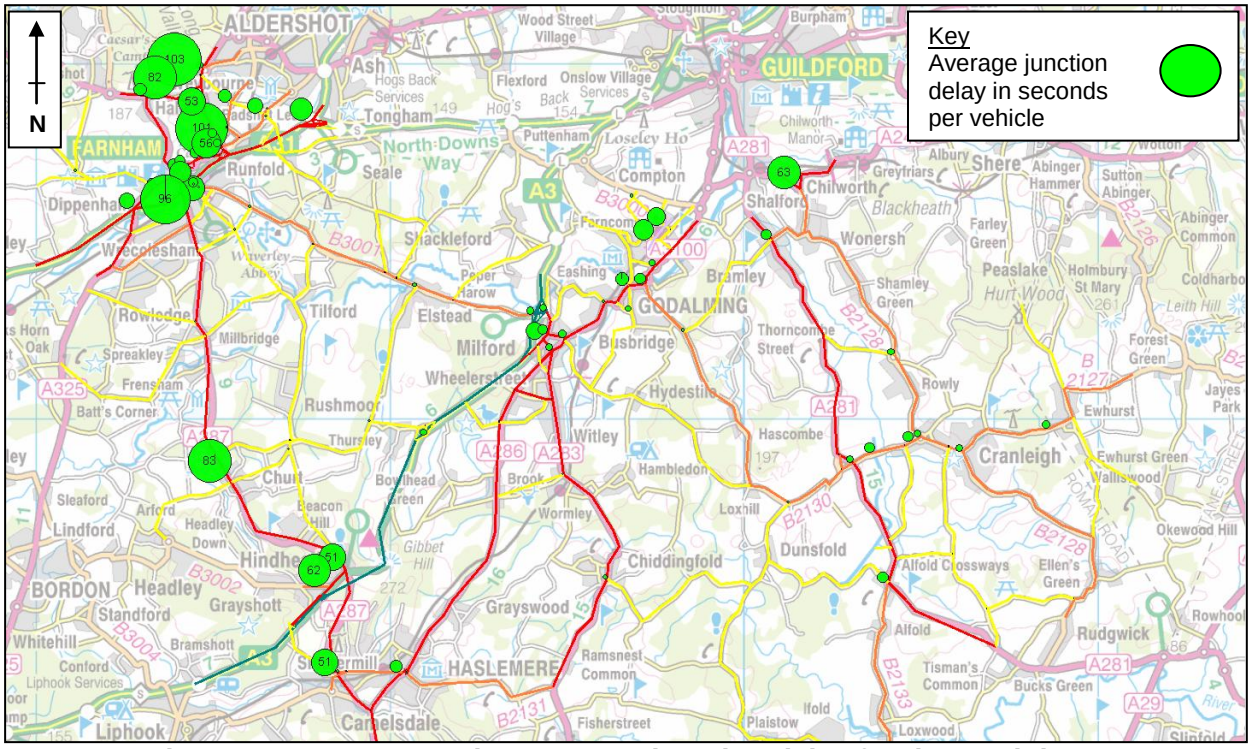


Figure 4.6: 2031 scenario 1 average junction delay for the weekday average AM peak hour (0700 – 1000)

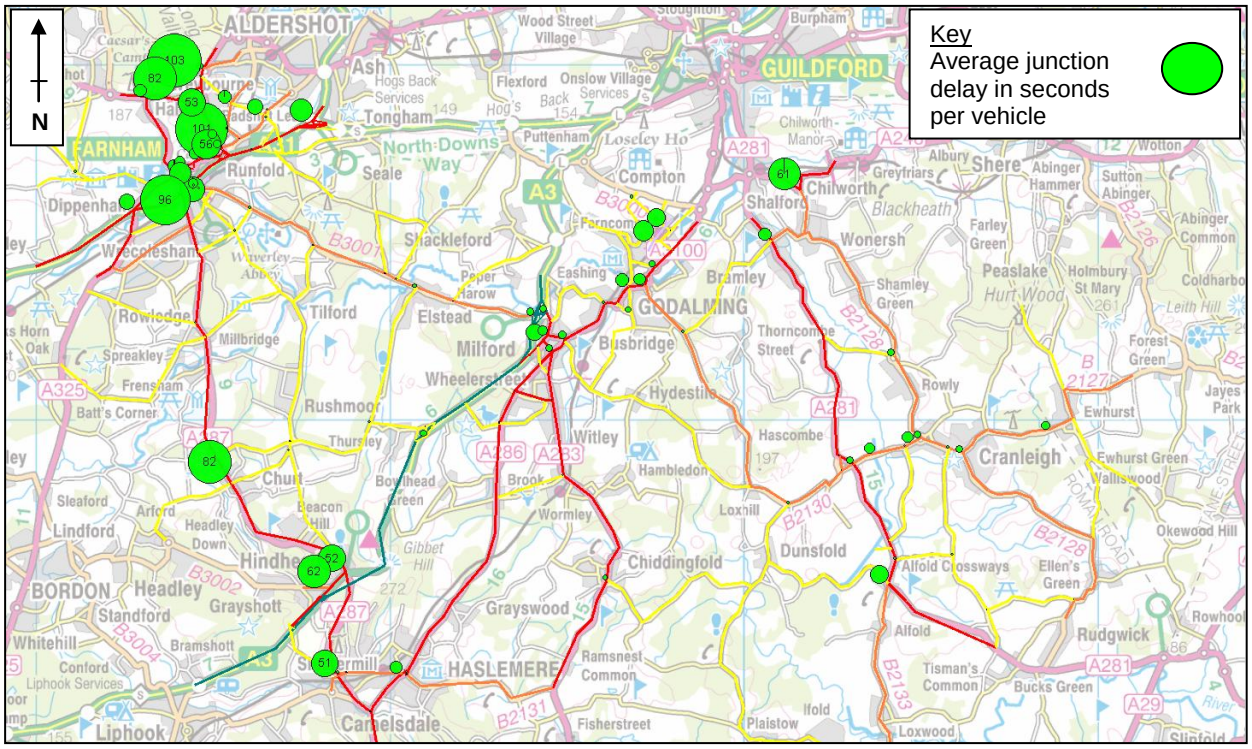


Figure 4.7: 2031 scenario 2 average junction delay for the weekday average AM peak hour (0700 – 1000)

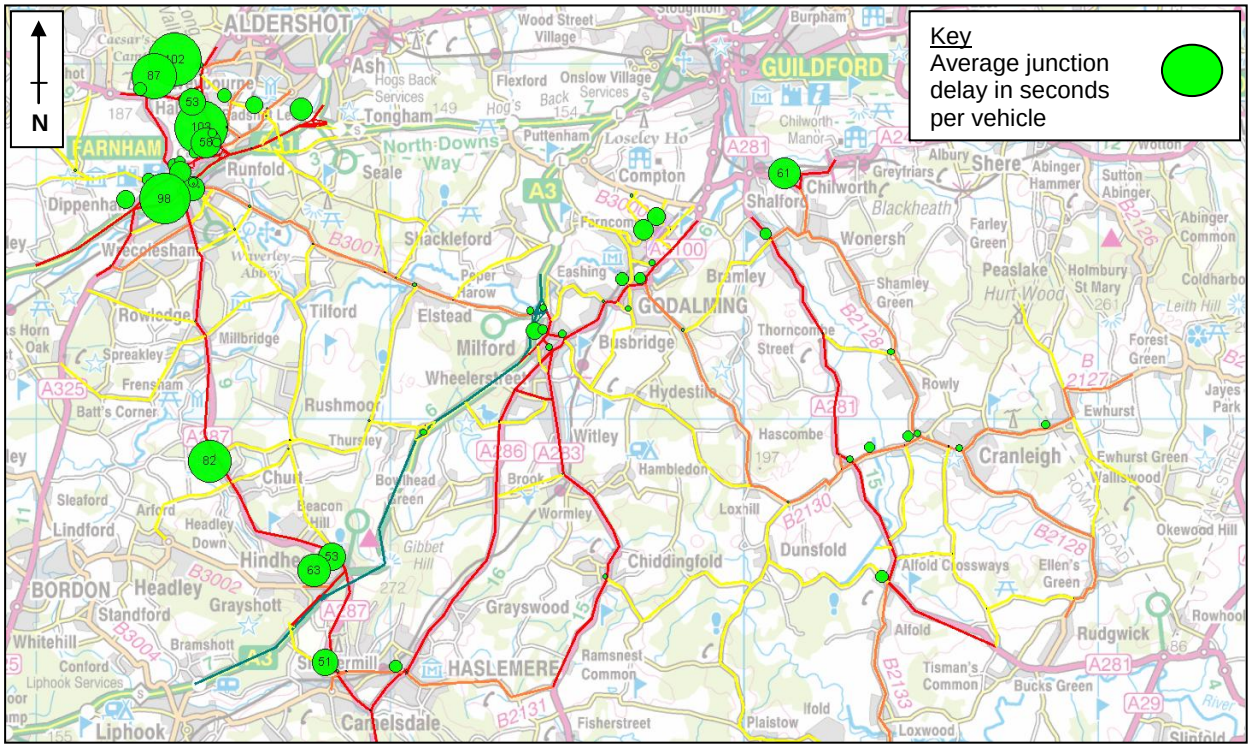


Figure 4.8: 2031 scenario 3 average junction delay for the weekday average AM peak hour (0700 – 1000)

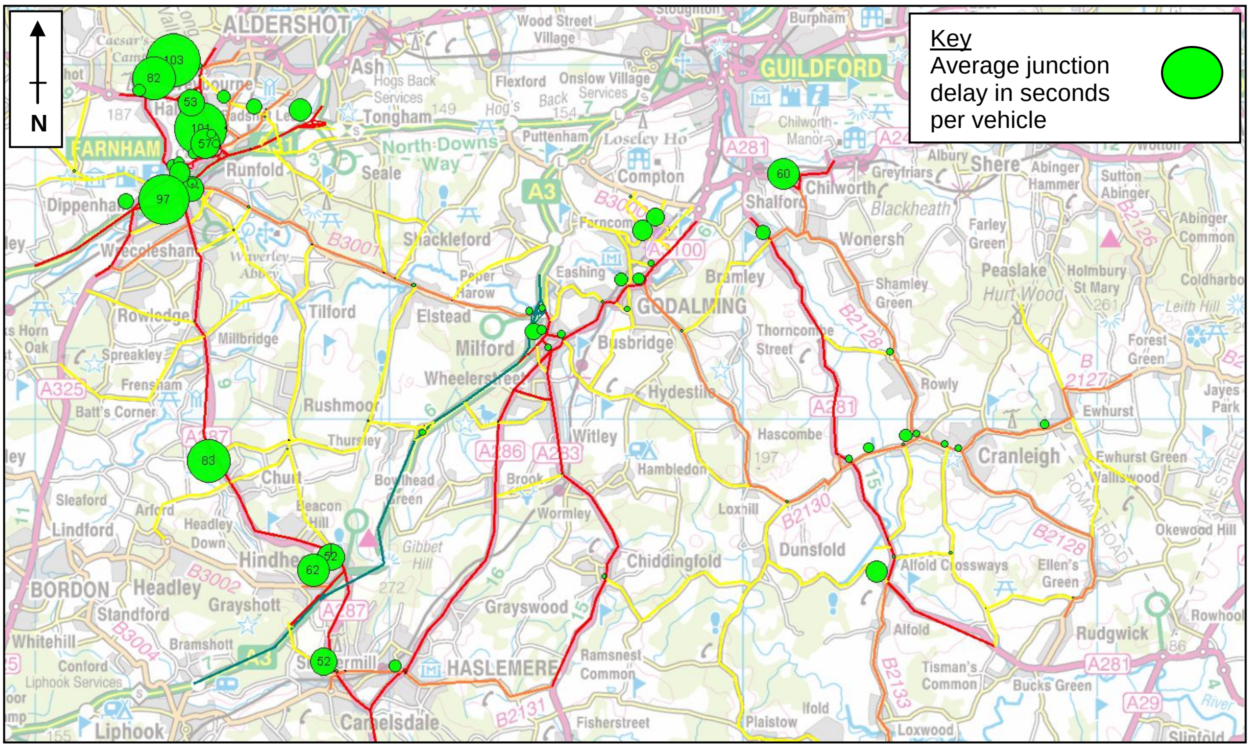


Figure 4.9: 2031 scenario 4 average junction delay for the weekday average AM peak hour (0700 – 1000)

4.8 Journey Times along Key Routes

4.8.1 Journey times along some key traffic routes within the borough of Waverley boundary have been compared between the do-minimum and all do-something forecast scenarios, and displayed in **Table 4.15**. The routes that have been analysed are: the A325; A281; and A3, and only these routes have been analysed as they are located in closest proximity to the largest potential development sites.

4.8.2 Any journey time increases in **Table 4.15** that are greater than a minute have been highlighted in orange.

4.8.3 On both the A325 northbound and southbound routes, scenarios 1, 2 and 4 cause very similar increases in journey times when compared to the do-minimum, with additional delays of 31 to 33 seconds and 59 seconds respectively in the weekday average AM peak hour. However, scenario 3 is forecast to generate the largest increases in journey times on the A325 northbound and southbound, when compared to the do-minimum, with increases greater than 1 minute southbound and 52 seconds in a northbound direction of travel. A large proportion of the proposed development in scenario 3 is located in the vicinity of Farnham, and therefore the A325 is likely to be impacted most in this do-something scenario, as a result of a greater amount of additional trips utilising the corridor.

4.8.4 Similar to the A325, the A281 northbound and southbound is to be impacted most by the do-something scenarios that contain development in the surrounding area, specifically scenarios 2 and 4, as a result of proposed development at the Dunsfold Park site. The journey time of the A281 in a northbound direction is forecast to experience greater delays than the southbound direction of travel in the weekday average AM peak hour. Scenario 4 is to impact the A281 the most, with additional delays of 1 minute 19 seconds in a northbound direction and 23 seconds southbound.

4.8.5 **Table 4.15** indicates that all four do-something scenarios are forecast as having a minimal impact on the journey times of drivers travelling northbound and southbound between Liphook and Milford in the weekday average AM peak hour.

Route	Start Point	End Point	Length (km)	Modelled Journey Times (mins:secs)					Difference from Do-minimum (mins:secs)			
				2031 Do-min	2031 Scen 1	2031 Scen 2	2031 Scen 3	2031 Scen 4	2031 Scen 1	2031 Scen 2	2031 Scen 3	2031 Scen 4
A325 northbound	Fullers Lane	B3008 Cranmore Lane	8.5	18:58	19:29	19:31	19:50	19:32	00:31	00:33	00:52	00:33
A325 southbound	B3008 Cranmore Lane	Fullers Lane	9.4	22:04	23:03	23:04	23:25	23:03	00:59	00:59	01:20	00:59
A281 northbound	Cooks Hill	A248 Broadford Road	16.2	16:50	17:09	17:45	17:23	18:10	00:18	00:54	00:32	01:19
A281 southbound	A248 Broadford Road	Cooks Hill	16.4	15:12	15:15	15:25	15:17	15:36	00:03	00:13	00:05	00:23
A3 northbound	Hammer Lane off slip	B3001/A283 Milford on slip	13.1	08:48	08:53	08:54	08:55	08:54	00:05	00:06	00:07	00:06
A3 southbound	B3001/A283 Milford off slip	B2131 Liphook off slip	16.4	10:38	10:39	10:39	10:39	10:39	00:01	00:01	00:01	00:01

Table 4.15: Journey time comparison on key route for the weekday average AM peak hour (0700 – 1000)

N.B. The A325 northbound and southbound route is via Farnham town centre and the Shepherd and Flock roundabout

4.9 A3

4.9.1 The A3 trunk road passes through the borough of Waverley from the south-west near Haslemere to the north of the borough boundary, west of Godalming.

4.9.2 **Tables 4.16** and **4.17** present the modelled link flows for the A3 between the Hammer Lane (south of Hindhead tunnel) and Milford junctions, by direction, together with the predicted changes in flow from the do-minimum for each do-something scenario.

4.9.3 **Tables 4.18** and **4.19** present the estimated RFC values for the A3 links within the borough of Waverley by direction. A value between 0.85 and 1, or 0.90 and 1 for signalled junctions, suggests the stretch of road or junction is beginning to struggle with the weight of traffic causing delay, queues and driver stress.

4.9.4 **Appendix E** contains diagrammatic representations of the projected flows and RFC values that are presented in **Tables 4.16** to **4.19**.

Link Ref.	Name	Flows (vph)					Difference from 2031 Do-minimum (vph)			
		2031 Do-min	2031 Scen 1	2031 Scen 2	2031 Scen 3	2031 Scen 4	2031 Scen 1	2031 Scen 2	2031 Scen 3	2031 Scen 4
19404, 1	Hammer Lane off slip	426	469	470	475	468	42	43	48	42
19328, 1	Hammer Lane to Hindhead (A333)	1,763	1,850	1,854	1,853	1,856	87	91	90	93
19397, 1	Hindhead (A333) off slip	195	206	206	198	203	11	11	3	8
19407, 1	Hindhead (A333) on slip	502	573	575	599	576	71	73	97	74
8528, 2	Hindhead (A333) to Thursley (Dye House Rd/French Ln)	2,070	2,217	2,223	2,254	2,229	147	153	184	159
8526, 1	Thursley (Dye House Rd/French Ln) off slip	226	239	240	249	241	13	14	23	15
18738, 2	Thursley (Dye House Rd/French Ln) on slip	285	285	284	293	283	-1	-1	8	-2
11757, 1	Thursley (Dye House Rd/French Ln) to Milford (B3001/A283)	2,216	2,360	2,366	2,404	2,371	144	150	188	154
11759, 1	Milford (B3001/A283) off slip	307	346	348	355	352	39	41	49	45
11763, 1	Milford (B3001/A283) on slip	684	694	701	694	712	10	17	9	28
8514, 2	Milford (B3001/A283) to Hurtmore (Elstead Rd/Hurtmore Rd)	2,594	2,709	2,720	2,743	2,732	114	126	148	138

Table 4.16: Flows for the A3 in a northbound direction in the borough of Waverley during weekday average AM peak hour (0700 – 1000)

Link Ref.	Name	Flows (vph)					Difference from 2031 Do-minimum (vph)			
		2031 Do-min	2031 Scen 1	2031 Scen 2	2031 Scen 3	2031 Scen 4	2031 Scen 1	2031 Scen 2	2031 Scen 3	2031 Scen 4
8514, 1	Eashing (Lower Eashing) to Milford (B3001/A283)	1,651	1,710	1,716	1,729	1,727	59	66	78	77
18733, 1	Milford (B3001/A283) off slip	510	509	513	509	516	-1	2	-2	6
8284, 1	Milford (B3001/A283) on slip	8	11	11	13	11	3	3	5	3
11757, 2	Milford (B3001/A283 to A3100 Portsmouth Rd	1,148	1,212	1,215	1,233	1,222	64	67	85	74
18879, 2	A3100 Portsmouth Rd on slip	136	139	153	141	163	3	17	5	28
18871, 1	A3100 Portsmouth Rd to Lea Coach Road	1,284	1,351	1,368	1,374	1,385	67	84	90	102
18872, 2	Lea Coach Road off slip	28	70	73	73	80	43	46	46	53
18872, 1	Lea Coach Road on slip	160	163	161	164	162	4	2	4	2
18870, 2	Lea Coach Road to Thursley (Dye House Rd/French Ln)	1,416	1,444	1,456	1,464	1,467	28	40	48	51
18735, 1	Thursley (Dye House Rd/French Ln) off slip	0	0	0	0	0	0	0	0	0
18736, 2	Thursley (Dye House Rd/French Ln) on slip	44	47	47	50	47	3	4	7	3
8528, 1	Thursley (Dye House Rd/French Ln) to Hindhead (A333)	1,372	1,393	1,405	1,408	1,414	21	32	36	41
19401, 1	Hindhead (A333) off slip	431	443	451	450	458	12	20	19	27
19402, 2	Hindhead (A333) on slip	266	271	271	272	271	5	5	6	5

Table 4.17: Flows for the A3 in a southbound direction in the borough of Waverley during weekday average AM peak hour (0700 – 1000)

Link Ref.	Name	RFC				
		2031 Do-minimum	2031 Scenario 1	2031 Scenario 2	2031 Scenario 3	2031 Scenario 4
18743, 1	Liphook (B2131) to Hammer Lane	0.67	0.71	0.71	0.71	0.71
19404, 1	Hammer Lane off slip	0.37	0.40	0.41	0.41	0.40
19328, 1	Hammer Lane to Hindhead (A333)	0.54	0.57	0.57	0.57	0.57
19397, 1	Hindhead (A333) off slip	0.16	0.17	0.17	0.16	0.16
19407, 1	Hindhead (A333) on slip	0.37	0.42	0.42	0.44	0.42
8528, 2	Hindhead (A333) to Thursley (Dye House Rd/French Ln)	0.63	0.67	0.67	0.68	0.68
8526, 1	Thursley (Dye House Rd/French Ln) off slip	0.20	0.21	0.21	0.22	0.21
18738, 2	Thursley (Dye House Rd/French Ln) on slip	0.24	0.24	0.24	0.25	0.24
11757, 1	Thursley (Dye House Rd/French Ln) to Milford (B3001/A283)	0.67	0.71	0.71	0.73	0.72
11759, 1	Milford (B3001/A283) off slip	0.27	0.30	0.30	0.31	0.30
11763, 1	Milford (B3001/A283) on slip	0.60	0.60	0.61	0.60	0.62
8514, 2	Milford (B3001/A283) to Hurtmore (Elstead Rd/Hurtmore Rd)	0.78	0.82	0.82	0.83	0.82

Table 4.18: RFC values for the A3 in a northbound direction in the borough of Waverley during the weekday average AM peak hour (0700 – 1000)

Link Ref.	Name	RFC				
		2031 Do-minimum	2031 Scenario 1	2031 Scenario 2	2031 Scenario 3	2031 Scenario 4
8514, 1	Eashing (Lower Eashing) to Milford (B3001/A283)	0.50	0.52	0.52	0.52	0.52
18733, 1	Milford (B3001/A283) off slip	0.23	0.22	0.22	0.22	0.23
8284, 1	Milford (B3001/A283) on slip	0.01	0.01	0.01	0.01	0.01
11757, 2	Milford (B3001/A283 to A3100 Portsmouth Rd	0.35	0.37	0.37	0.37	0.37
18879, 2	A3100 Portsmouth Rd on slip	0.10	0.10	0.11	0.10	0.12
18871, 1	A3100 Portsmouth Rd to Lea Coach Road	0.39	0.41	0.41	0.42	0.42
18872, 2	Lea Coach Road off slip	0.03	0.06	0.07	0.07	0.07
18872, 1	Lea Coach Road on slip	0.14	0.14	0.14	0.14	0.14
18870, 2	Lea Coach Road to Thursley (Dye House Rd/French Ln)	0.43	0.43	0.44	0.44	0.44
18735, 1	Thursley (Dye House Rd/French Ln) off slip	0.00	0.00	0.00	0.00	0.00
18736, 2	Thursley (Dye House Rd/French Ln) on slip	0.04	0.04	0.04	0.04	0.04
8528, 1	Thursley (Dye House Rd/French Ln) to Hindhead (A333)	0.41	0.42	0.42	0.42	0.43
19401, 1	Hindhead (A333) off slip	0.32	0.33	0.33	0.33	0.34
19402, 2	Hindhead (A333) on slip	0.20	0.20	0.20	0.21	0.20
19328, 2	Hindhead (A333) to Liphook (B2131)	0.37	0.37	0.37	0.37	0.37

Table 4.19: RFC values for the A3 in a northbound direction in the borough of Waverley during the weekday average AM peak hour (0700 – 1000)

4.9.5 In general the greatest increases in flow on the A3 are in a northbound direction of travel in all do-something scenarios, specifically on the mainline between the Hindhead and Milford junctions with approximate increases ranging between 145 and 190 vph. This relates to an increase in traffic of approximately 70 to 100 vph, primarily from additional development proposed at Haslemere and Shottermill, joining the A3 northbound via the Hindhead on slip in the average AM peak hour.

4.9.6 In a southbound direction of travel, again in all do-something scenarios, the greatest increases in flow are projected to occur on the mainline between the Milford and Lea Coach Road junctions, with approximate increases of 65 to 100 vph between the do-minimum and all do-something scenarios.

4.9.7 Scenarios 3 and 4 present the largest impacts of all do-something scenarios on the A3 in both a northbound and southbound direction, which corresponds with the scenarios that are proposed to have the largest amount of additional development, and thus trips. However, scenario 3 is forecast to generate slightly greater increases in flow than scenario 4, specifically on the mainline between Hindhead and Milford in a northbound direction of travel, as well as the southbound mainline between A3100 Portsmouth Road and Lea Coach Road. An explanation as to why scenario 3 is impacting on the A3 a little more than scenario 4 is likely to be due to the developments in scenario 3 being more evenly distributed across the borough, as opposed to scenario 4 which has a large proportion of development in one location i.e. Dunsfold Park.

4.9.8 **Tables 4.18** and **4.19** display the projected RFC values for all A3 links within the borough of Waverley in the weekday average AM peak hour. All A3 links in the borough are estimated to remain within their theoretical capacity when considering any additional flow generated from the proposed developments in the do-something scenarios. Although, it should be noted that the northbound mainline between the Milford and Hurtmore junctions, located at the north of the borough, is expected to have RFC values of 0.82 and 0.83 in scenarios 1 to 4. Such an RFC value is below the 0.85 mark of over-capacity and congestion, but is still indicative of potential congestion on this section of the A3 in the weekday average AM peak hour.

4.9.9 It is estimated that the proposed developments in all do-something scenarios will generate increases in flow on the A3, within the Waverley borough boundary, during the weekday average AM peak hour, although all such increases are projected to be less than 200 vph.

4.10 Cross Boundary Impacts

4.10.1 As well as considering the potential traffic impacts generated from the borough's Local Plan within Waverley's boundary, it is important to consider such impacts on the highway network within neighbouring local authorities.

4.10.2 As such, proposed increases in flow on links crossing Waverley's boundary have been specifically assessed in comparison to the do-minimum, but only in the do-something scenarios containing the largest quantities of additional developments and trips, providing a worst case situation.

4.10.3 **Table 4.20** displays the projected flows in scenario 3 and scenario 4 for specific links located at the borough boundary that facilitate vehicles travelling from Waverley into, and through, neighbouring authorities. **Figure 4.10** illustrates the locations of cross boundary links presented in **Table 4.20**.

Link Ref.	Name	Direction of Travel	Local Authority Trips Travelling to	Flow (vph)			Difference from 2031 Do-minimum (vph)		RFC		
				2031 Do-minimum	2031 Scenario 3	2031 Scenario 4	2031 Scenario 3	2031 Scenario 4	2031 Do-minimum	2031 Scenario 3	2031 Scenario 4
8605, 2	A281 Guildford Road	Southbound	North Horsham	245	233	322	-13	76	0.21	0.20	0.27
8590, 1	A281 Horsham Road	Northbound	Guildford	809	902	896	93	87	0.72	0.80	0.79
11783, 1	A31 Hog's Back	Eastbound	Guildford	1,579	1,663	1,625	84	46	0.46	0.48	0.47
18934, 2	A3100 Old Portsmouth Road	Northbound	Guildford	310	383	370	73	60	0.26	0.32	0.31
8514, 2	A3 Milford By-Pass Road	Northbound	Guildford	2,594	2,743	2,732	148	138	0.78	0.83	0.82
8642, 1	B2127 Ockley Road	Eastbound	Mole Valley	85	163	136	78	51	0.07	0.14	0.11
8435, 2	A325 Farnham Road	Southbound	East Hampshire	1,105	1,172	1,160	67	55	0.67	0.70	0.70
2022, 2	A31 Alton Road	Westbound	East Hampshire	857	865	845	8	-12	0.25	0.25	0.24
18743, 2	A3 Portsmouth Road	Southbound	East Hampshire	1,208	1,230	1,227	23	19	0.37	0.37	0.37
18266, 2	A287 Odiham Road	Westbound	Hart	209	276	257	67	49	0.12	0.16	0.15
17260, 2	A325 Farnborough Road	Northbound	Rushmoor	828	893	873	65	44	1.06	1.15	1.12
18720, 2	A283 Petworth Road	Southbound	North Chichester	178	182	191	4	13	0.15	0.15	0.16
18840, 2	A286 Midhurst Road	Southbound	North Chichester	313	334	335	21	22	0.27	0.29	0.29

Table 4.20: Cross boundary impacts generated from development in scenario 3 and 4, weekday average AM peak hour (0700 – 1000)

N.B. Comparisons in cross boundary flows have not been investigated in scenarios 1 and 2 as these do-something scenarios do not contain the largest amounts of planned development. It is thought most appropriate to gain an insight to a worst case scenario of potential cross boundary flows which relates to scenarios 3 and 4.

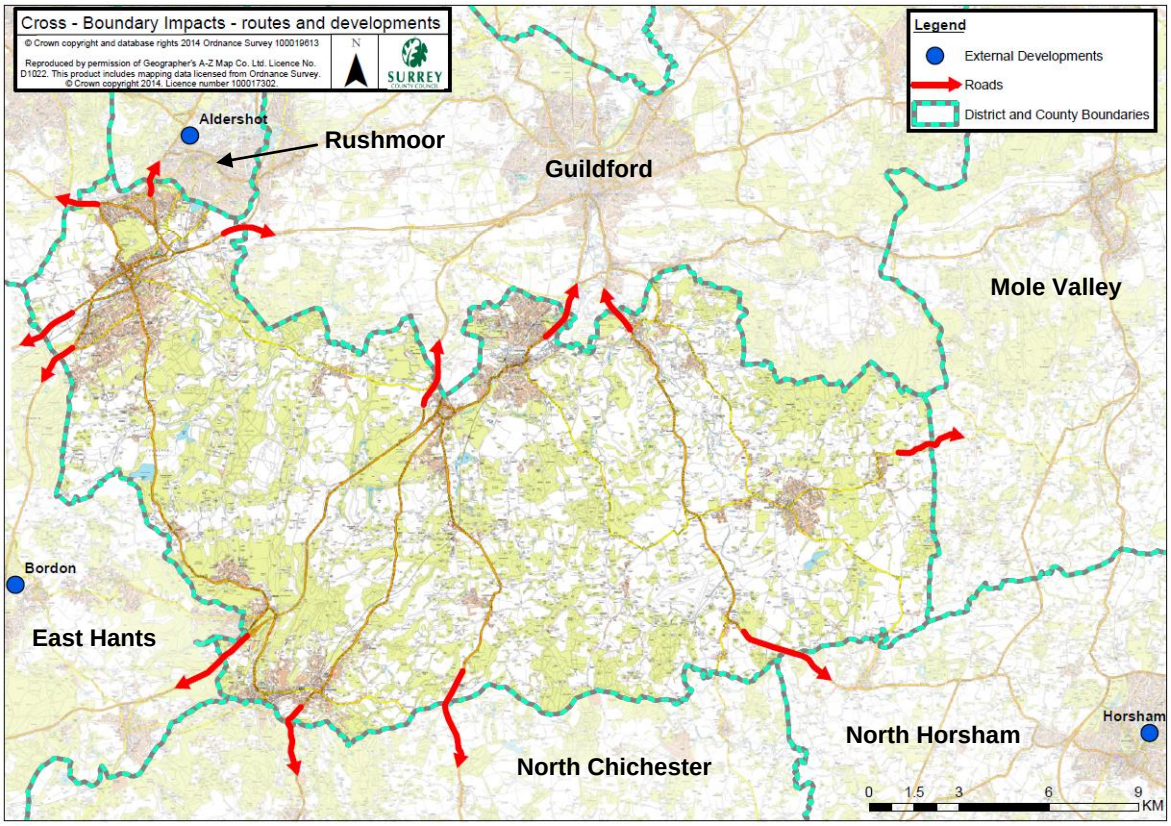


Figure 4.10: Location of cross boundary links from Waverley to neighbouring local authorities

4.10.4 **Table 4.20** indicates that scenario 3 has the potential to generate marginally higher cross boundary flows travelling from Waverley to a destination in a neighbouring local authority, or travelling via the highway network in the neighbouring local authority, when compared to scenario 4 in the weekday average AM peak hour.

4.10.5 The greatest cross boundary flow projected to occur is on the A281 Horsham Road travelling in a northbound direction into the borough of Guildford in both scenarios 3 and 4, with an increase in flow of approximately 87 to 93 vph and RFC values of 0.80 and 0.79 respectively.

4.10.6 Only the cross boundary link of the A325 Farnborough Road adjoining Waverley with Rushmoor Borough Council in Hampshire has a projected RFC value greater than 0.85 in the forecast scenarios, with a value between 1.06 and 1.15. However, it should be noted that such a high RFC value is not just attributed to the planned development and trips generated from Waverley's Local Plan, as the link is forecast to have an RFC value of 1.06 in the 2031 do-minimum scenario, correlating with information previously shown in **Tables 4.9** and **4.10**. Therefore, such projected congestion and capacity issues could be related to an existing problem, committed development or from general growth to 2031 in the surrounding area.

4.10.7 Comparisons between **Table 4.20** and **Table 4.6**, (top 10 links with greatest increases in flow in scenario 4), indicate that the greater increases in traffic to be generated from the larger sites such as Dunsfold Park are to disperse across the local highway network quickly**. Table 4.20** shows that as a result of all proposed development in scenario 4, including 3,400 additional dwellings at Dunsfold Park, an increase of 76 vph is to occur on the A281 Guildford Road southbound travelling from Waverley into the neighbouring authority of North Horsham, when

compared to the do-minimum. Whereas, **Table 4.6** highlights that the A281 Horsham Road southbound, in close proximity to the Dunsfold Park site, is expected to incur an approximate increase in flow of 330 to 550 vph in the average AM peak hour. This indicates that the large increase in traffic flow generated from the proposed Dunsfold Park site is to disperse across the highway network quickly, as only 76 vph are to cross the Waverley southern boundary in scenario 4, which is a small proportion of the 300 to 500 vph increase located closer to the Dunsfold Park site. It should be noted that such dispersal of traffic is based on the assumed distribution utilised in this study, as described in **Section 3.8**.

4.10.8 It is of equal importance to consider the potential cross boundary impacts of neighbouring local authorities planned development on Waverley's road network, specifically the large external developments included in the 2031 do-nothing forecast of this study, such as AUE, Bordon/Whitehill etc. It was thought appropriate to investigate the potential impacts that the large external developments may have on Waverley by analysing the projected journey paths forecast to be used by vehicles travelling to and from the zones containing the large external developments in the weekday average AM peak hour. This was done by use of a select link analysis on the specific zone connectors.

4.10.9 A select link analysis illustrates the journey path taken by vehicles travelling between their origin and destination. Select link analyses were conducted on the model zone connectors containing the large external developments, to gain an insight as to whether the additional trips associated with such developments could potentially impact on Waverley's road network.

4.10.10 Only the zones containing the three large external developments forecast to generate the greatest amount of additional trips have been investigated by select link analysis, these being: Bordon/Whitehill (in East Hampshire); AUE (in Rushmoor); and Horsham (in Horsham).

4.10.11 The select link analyses display the journey projected journey paths forecast to be used by all trips in the zones containing the large external developments. Therefore, the journey paths for the total number of trips forecast to 2031 in the specified zone are displayed, not just trips related to the proposed large developments such as AUE.

4.10.12 However, to aid interpretation of the select link analysis, the proportion of the total trips in the zones that relate to the proposed large external developments have been approximately calculated as: 49% of trips in zone containing the Bordon/Whitehill large external development relate to this development; 27% of trips in zone containing AUE large external development relate to this development; and 16% of trips in zone containing Horsham large external development relate to this development. The total number of trips in a modelled zone can vary by many factors, one being the size of the modelled zone.

4.10.13 It should be noted that the trip distributions (origin and destination pairs) used in this assessment for the large external developments were based on existing travel patterns of the surrounding areas to the sites, obtained from the 2001 census (as previously stated in **Section 3.8**). It is therefore possible for the trip distributions of these large external developments to differ from what this modelled study has assessed, and consequently it should be acknowledged that the model is based on the best information to date when the study was undertaken.

4.10.14 **Figures 4.11** and **4.12** display results of the select link analysis undertaken on the model zone containing the proposed Bordon/Whitehill development in an "out of

zone" (departure trips) and "into zone" (arrival trips) direction of travel, in the weekday average AM peak hour of the 2031 do-nothing forecast.

4.10.15 It is also possible to aggregate a trip matrix produced from the select link analysis to display the origins and destinations of trips travelling to and from the zones containing the large external developments in the weekday average AM peak hour, in a table format. This aids the interrogation of the select link analysis plots, as to whether trips are departing/arriving from/to Waverley or travelling through the borough. **Appendix G** shows the aggregated select link matrices for the Bordon/Whitehill development.

4.10.16 **Figure 4.11** indicates that vehicles leaving the zone containing the Bordon/Whitehill development in the weekday average AM peak hour are predominantly forecast to travel in a northbound direction to reach their destination. The majority of trips are travelling northbound via the following corridors:

- A325, A31 and A331;
- B3002, Churt Road, Hale House Road/Thursley Road/Dye House Road, and A3; and
- A325 (southbound) and A3.

4.10.17 The aggregated select link matrix in **Appendix G** suggests that the majority of vehicles departing the zone containing the Whitehill/Bordon development in the AM are forecast to travel to a destination in the borough of Waverley, followed by Hampshire and West Surrey.

4.10.18 With regard to vehicles arriving at the zone containing the Bordon/Whitehill development in the weekday average AM peak hour, **Appendix G** shows that the majority of vehicles are travelling from the south, i.e. Hampshire, or from the north, i.e. Waverley, and West Surrey. **Figure 4.12** shows that the main corridors used to access the Bordon/Whitehill zone from Waverley and West Surrey are via:

- A331, A31 and A325; and
- A3 and B3002.

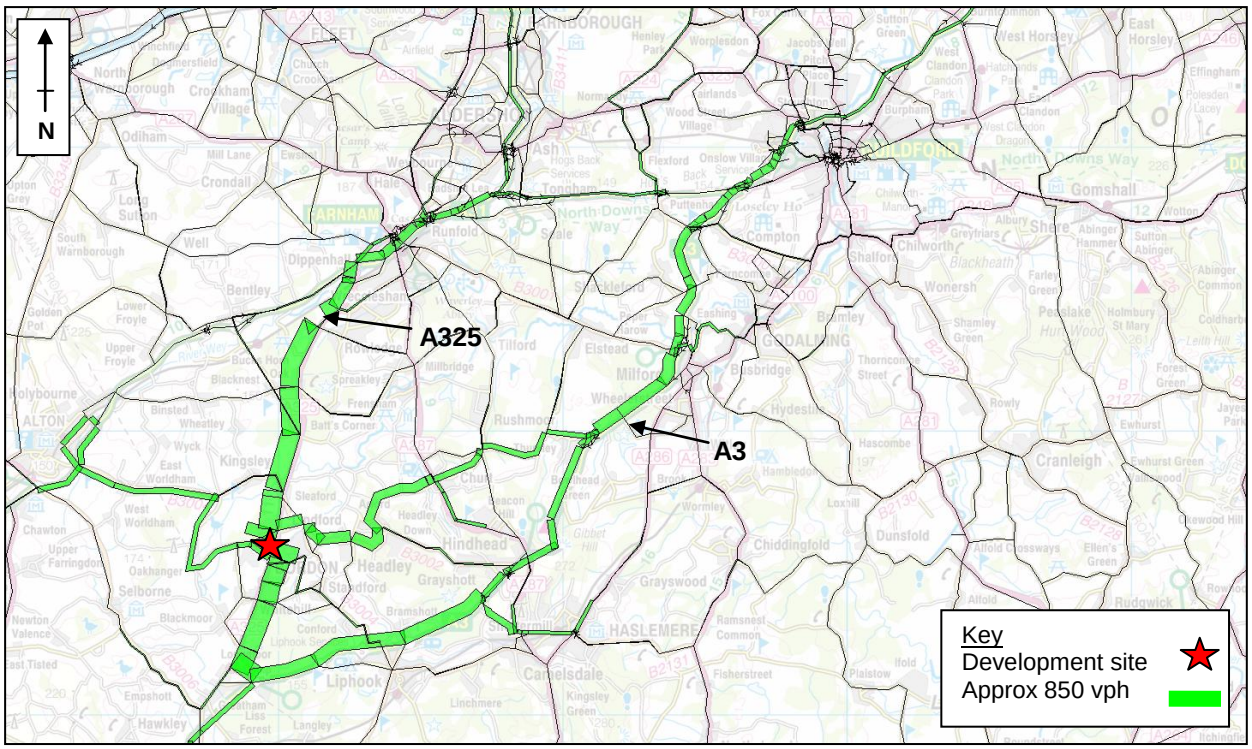


Figure 4.11: Select link analysis of departure trips from zone containing the proposed Bordon/Whitehill development, weekday average AM peak hour (0700 – 1000)

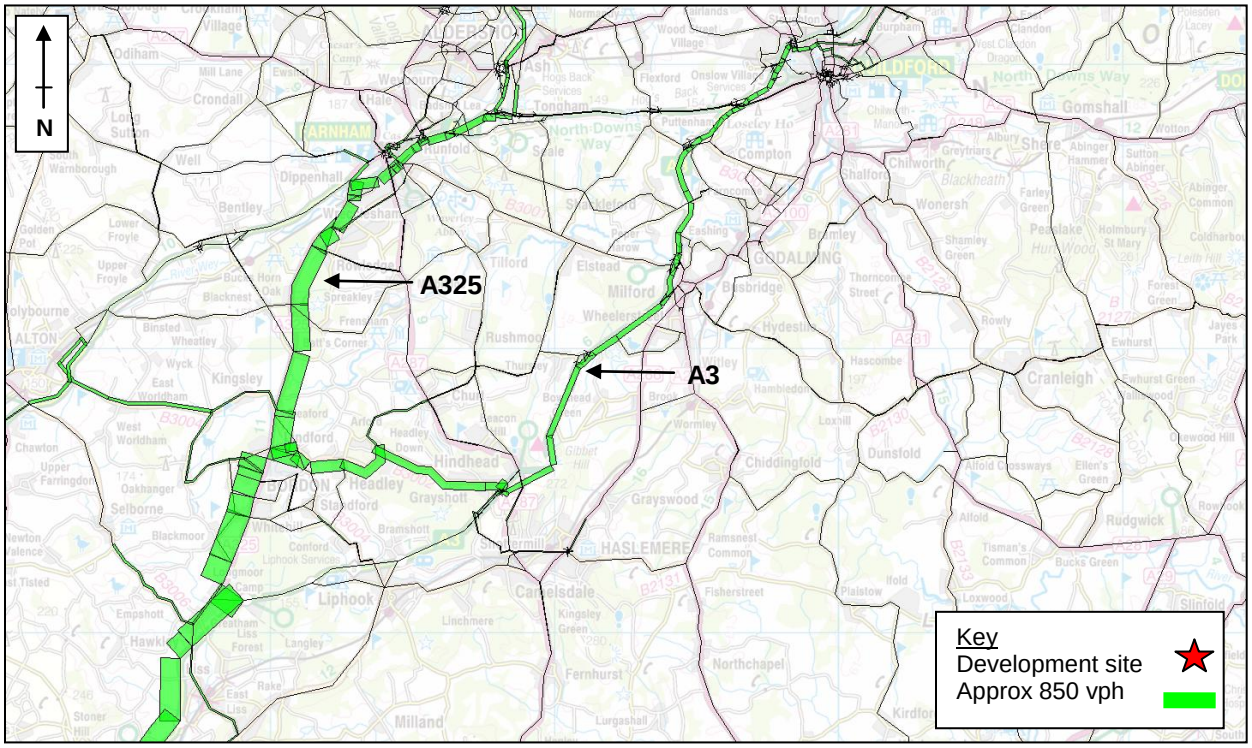


Figure 4.12: Select link analysis of arrivals trips to zone containing the proposed Bordon/Whitehill development, weekday average AM peak hour (0700 – 1000)

4.10.19 **Figures 4.13** and **4.14** display the select link analysis for trips departing the zone containing the AUE development, whereas **Figures 4.15** and **4.16** show the select link analysis of trips arriving at the zone. Two select link analyses were undertaken for each direction of travel for the AUE zone because the model zone has two connectors to the model network (east and west).

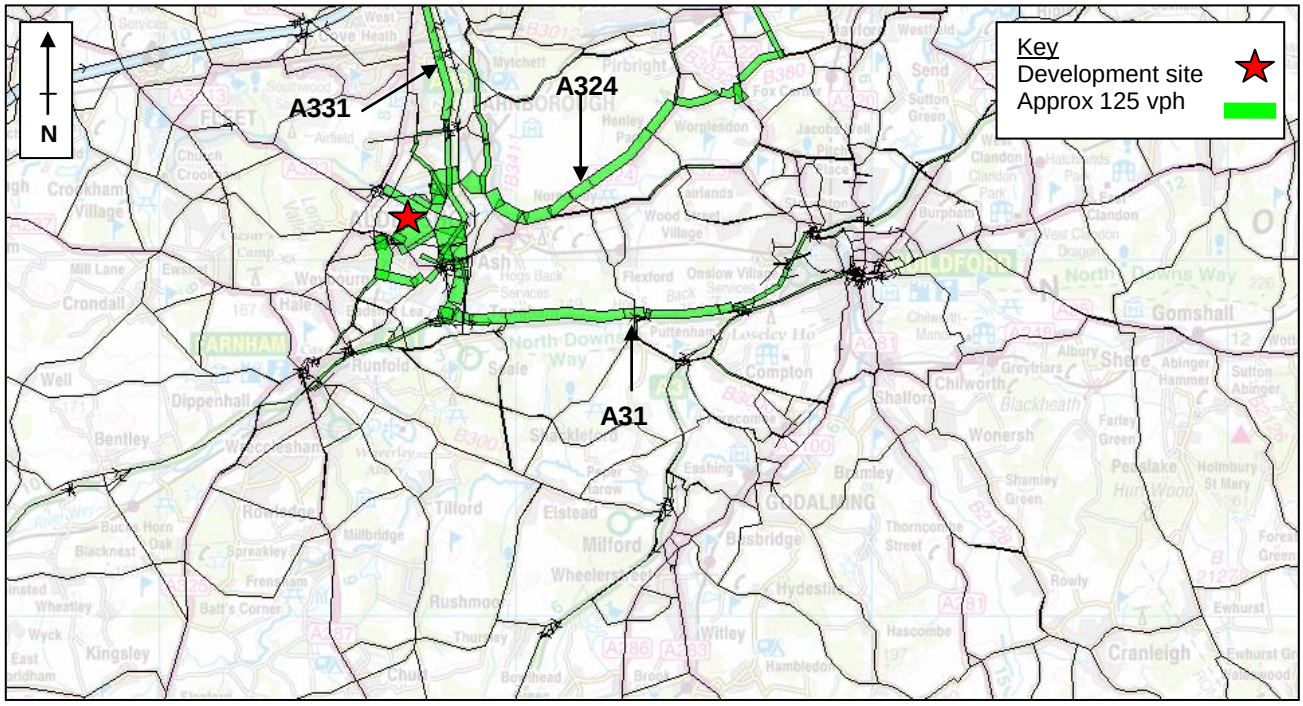


Figure 4.13: Select link analysis of departure trips from zone containing the AUE development west, weekday average AM peak hour (0700 – 1000)

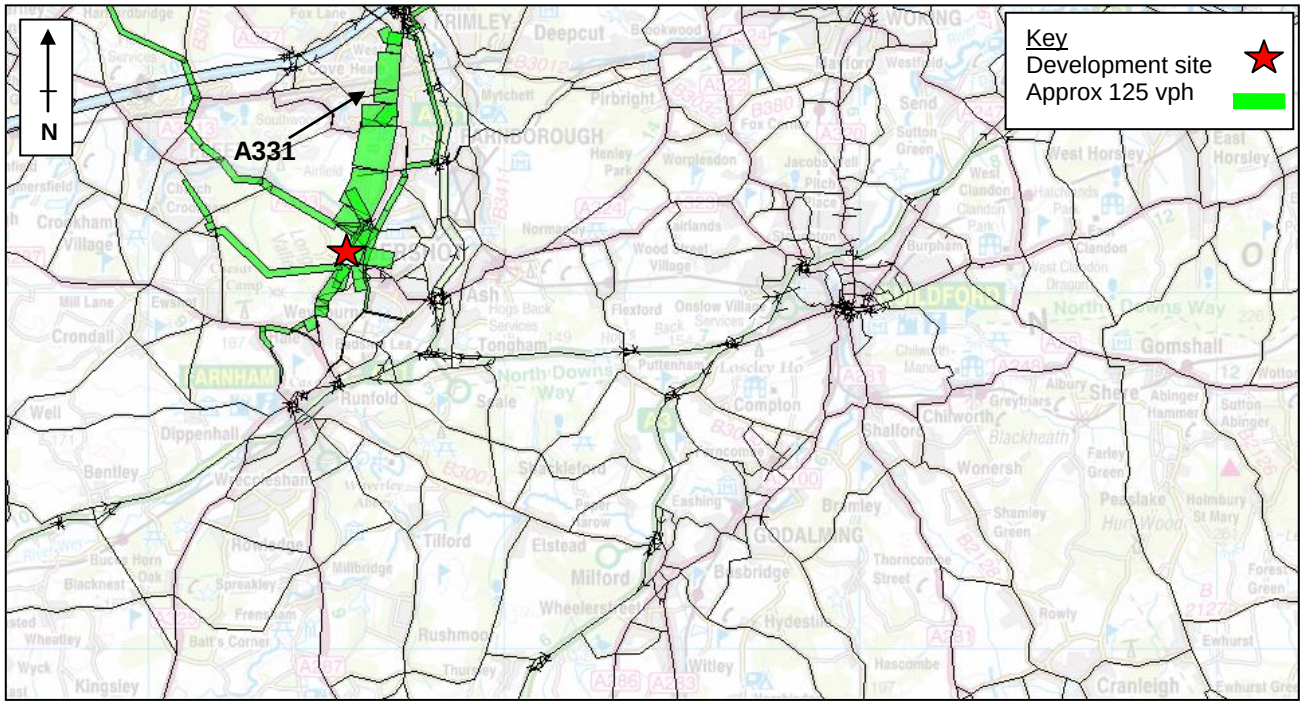


Figure 4.14: Select link analysis of departure trips from zone containing the AUE development east, weekday average AM peak hour (0700 -1000)

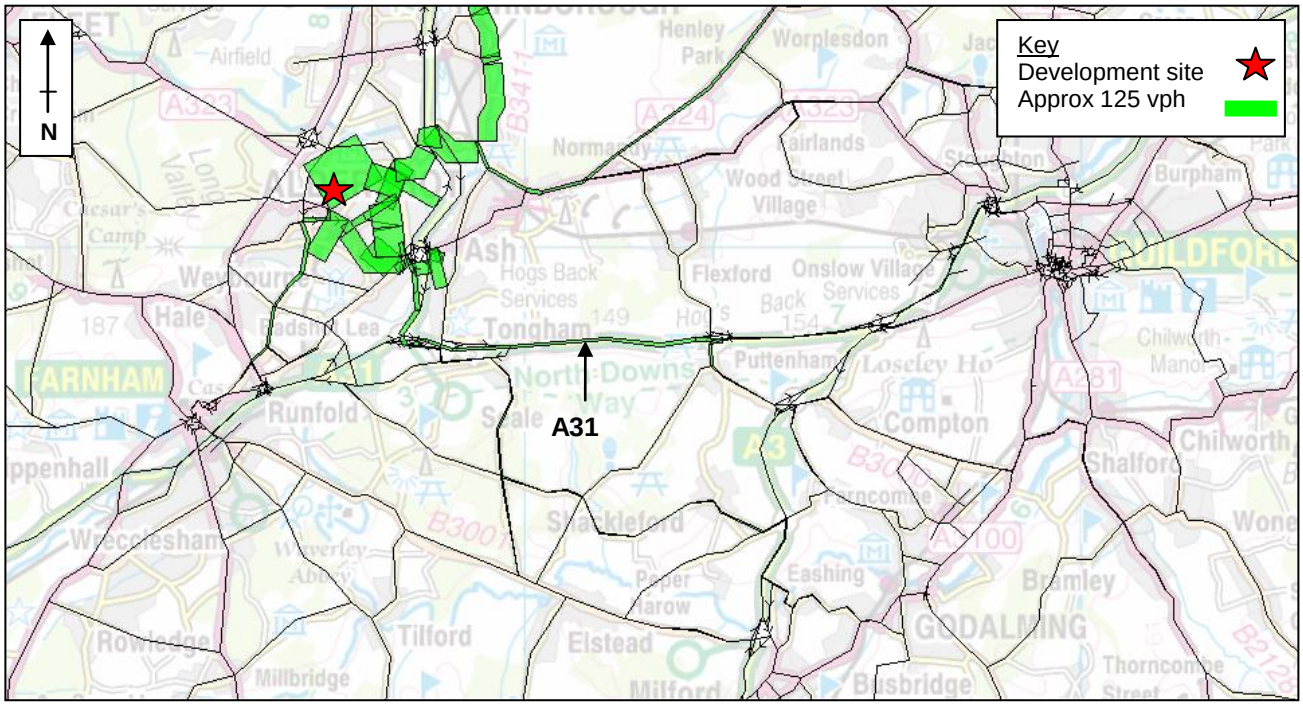


Figure 4.15: Select link analysis of arrival trips to zone containing the AUE development west, weekday average AM peak hour (0700 – 1000)

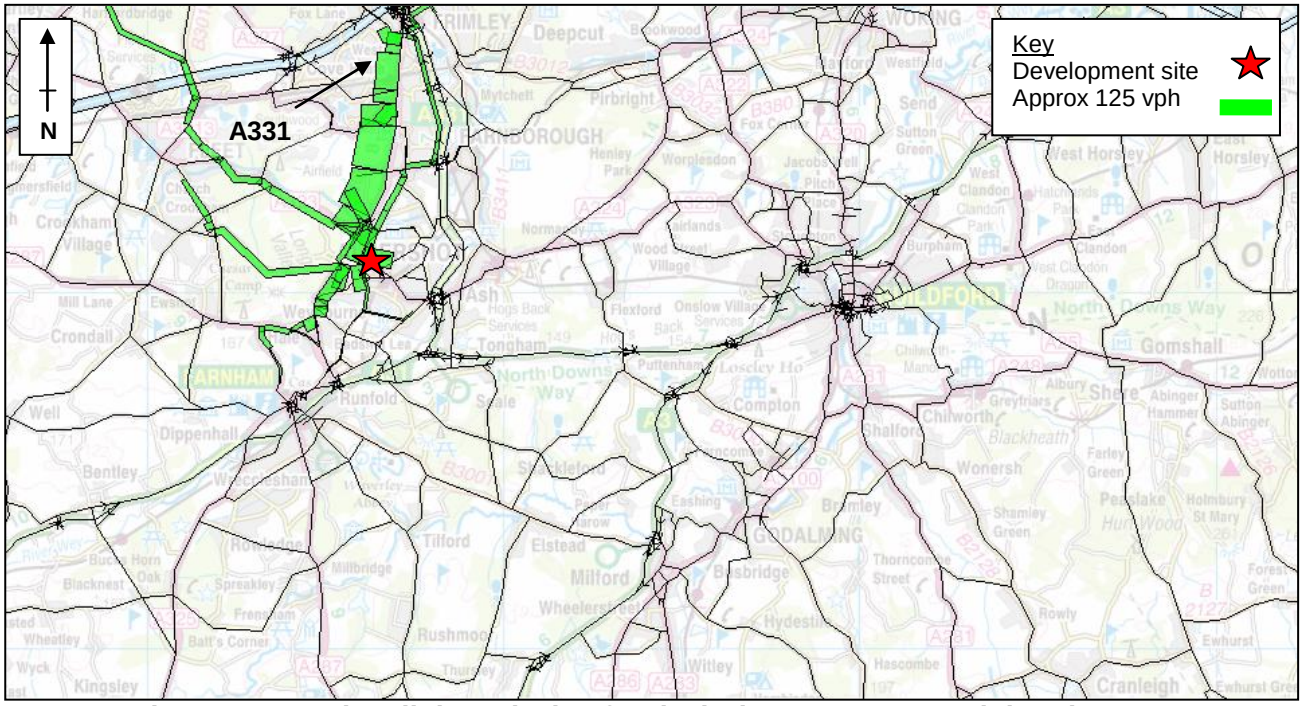


Figure 4.16: Select link analysis of arrival trips to zone containing the AUE development east, weekday average AM peak hour (0700 – 1000)

4.10.20 The select link analysis plots as well as the aggregated matrices in **Appendix G** indicate that the AUE development is likely to have a minimal impact on Waverley's highway network, as the trips of the zone are generally travelling to/from areas north and west of the site, via the A325, A31, A323 or A331.

4.10.21 In the weekday average AM peak hour approximately 390 vph are projected to travel from the zone containing the AUE development to Waverley and

approximately 340 vph travelling from Waverley and arrive at the zone containing the AUE development.

4.10.22 However, the plots illustrate that all such trips travelling between the zone containing the AUE development and Waverley only utilise the road network in the north-western corner of the borough, which is located in closest proximity to the Waverley/Rushmoor boundary.

4.10.23 **Figures 4.17** and **4.18** display the results of the select link analysis for trips departing from and arriving at the zone containing the Horsham development, during the weekday average AM peak hour.

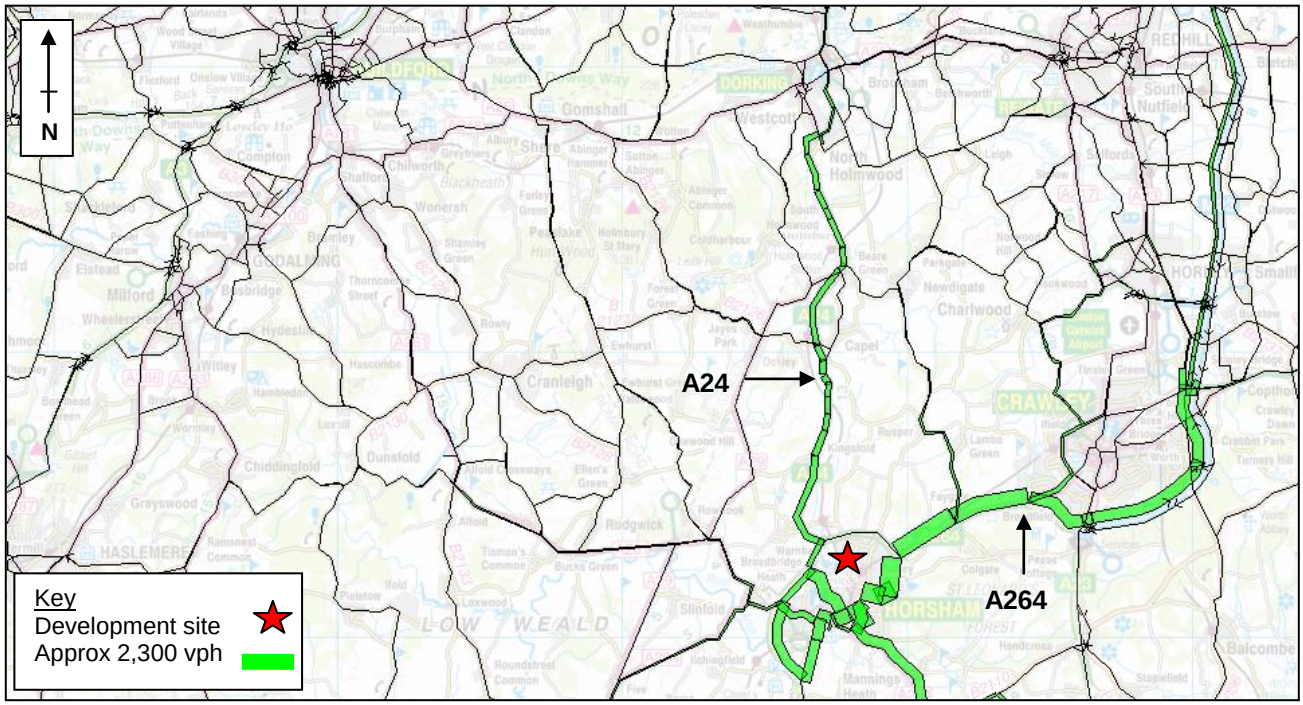


Figure 4.17: Select link analysis of departure trips from zone containing the Horsham development, weekday average AM peak hour (0700 – 1000)

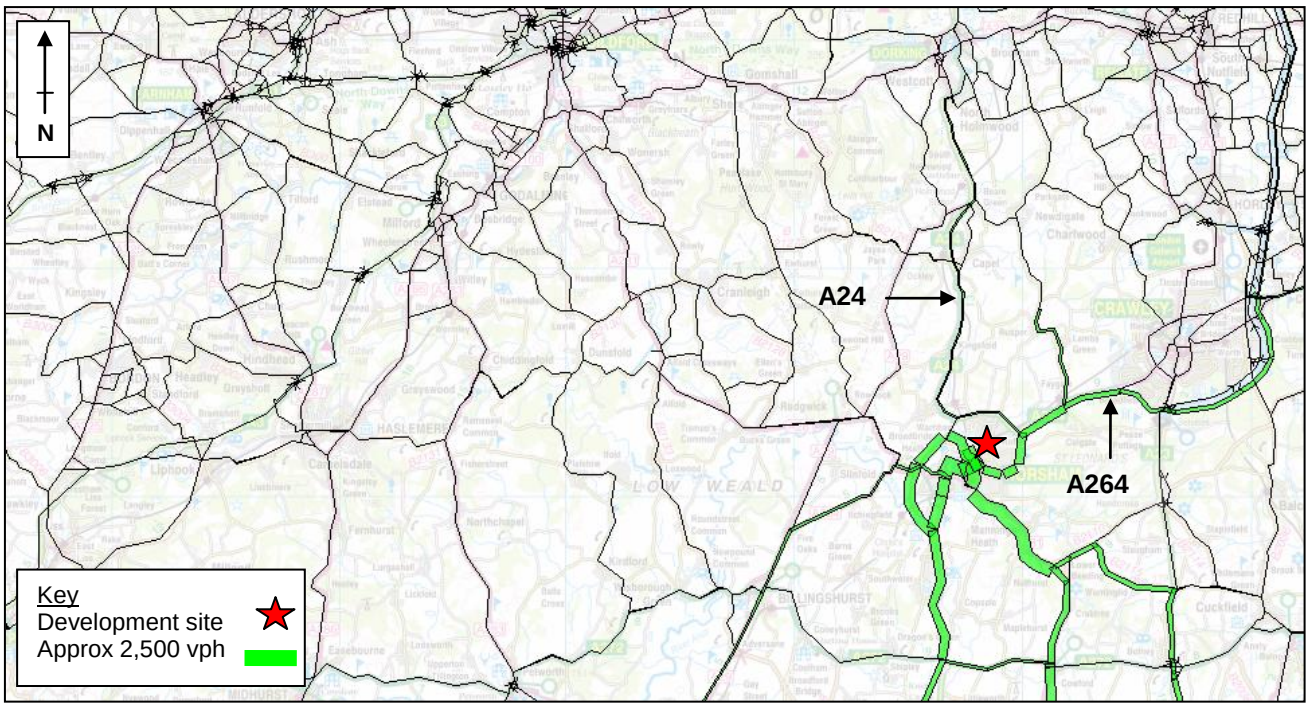


Figure 4.18: Select link analysis of arrival trips from zone containing the Horsham development, weekday average AM peak hour (0700 – 1000)

4.10.24 The select link analysis plots and aggregated matrices, in **Appendix G**, for the zone containing the Horsham development indicate that the proposed development is projected to have a minimal impact on the highway network within Waverley borough during the AM peak hour.

4.10.25 The select link analysis plots illustrate that the majority of trips forecast to depart the zone containing the Horsham development in the AM peak hour are to travel to destinations to the north, north-east and south of the site, via the corridors of the: A24; A264; A281 (south of Horsham); and M23. With regards to trips forecast attracted to arrive at the zone containing the Horsham development in the AM peak hour, the majority of trips will be travelling from the south and north-east of the development site thus having a minimal impact on Waverley's highway network.

4.10.26 It is advised that Waverley Borough Council engages with its neighbouring local authorities to plan the specific details and timescales of the developments being phased within the Local Plan. Such actions would ensure successful partnership working to occur at a local level between authorities, with the aim of minimising any cross boundary impacts from Waverley's Local Plan, as well as any impacts incurred on Waverley's highway network from large external developments close to the borough boundary.

4.11 Network Hotspots and Mitigation

4.11.1 To summarise the traffic impacts identified in this study **Table 4.21** lists the junctions and sections of roads which experience significant vehicle delay in scenarios 1 to 4 when compared to the do-minimum reference scenario, during the weekday average AM peak hour. Such areas where vehicle delay is to increase have been termed 'hotspots'. The hotspots are either existing problem areas that are further exacerbated by the planned development in Waverley's Local Plan or are new problem areas.

4.11.2 **Table 4.21** summarises the links and junctions stated in **Tables 4.3** to **4.6** and **4.11** to **4.14**. Such tables present the areas of the highway network estimated to incur the largest increases in flow and average junction delay as a result of the development sites being assessed. Therefore **Table 4.21**, as well as all the aforementioned tables, only list those links and junctions that experience the largest increases in flow and average delay arising from each scenario, these being termed hotspots. For example, in scenario 1, where no development is assumed to take place in Dunsfold Park, the links and junctions most affected in the borough are all in the Farnham area, and are shown as hotspots in **Table 4.21**, whilst in scenarios 2 and 4, which include development at Dunsfold Park, the links and junctions most affected are all in the Cranleigh/Dunsfold area. It is possible for other areas of the highway network, from those already stated, to incur additional delay but of a smaller scale.

4.11.3 Due to scenarios 2 to 4 being derived/composed from scenario 1, it is important to note that when these scenarios are compared to the do-minimum they too include the planned development in scenario 1. Therefore, if a link or junction is duplicated within **Table 4.21**, between scenario 1 and scenarios 2 to 4, then the congestion or delay predicted in scenario 1 is to remain constant or be further exacerbated by the development contained within the scenario in question. For example, the junction of A281 Guildford Road/Horsham Road with B2133 Loxwood Road and Dunsfold Road incurs additional delay as a result of trips in scenario 1, however this junction is also highlighted when comparing scenario 2 to the do-minimum suggesting the additional delay is still present or exacerbated by additional trips generated from 1,800 dwellings at Dunsfold Park and medium growth in the villages. In this case the average junction delay is exacerbated from 9 seconds in scenario 1 to 22 seconds in scenario 2.

4.11.4 Hotspots are areas of stress where drivers are subject to considerable delay and are likely to require mitigation to facilitate any new development in the local area. This could be ‘hard’ or ‘soft’ measures, or most likely a combination of both. Hard engineering measures could involve increasing the number of lanes of the carriageway or introducing a cycle lane, whilst soft measures could be the implementation of a travel plan to encourage travel by sustainable modes.

4.11.5 All such methods of mitigation should be considered when examining the feasibility of the planned development sites in Waverley’s Local Plan, in conjunction with the scale and nature of the traffic impacts presented by this study.

Area	Type	Location	Scenario			
			1	2	3	4
Farnham	Junction	A325 West Street with Crondall Lane	X	X	X	X
	Junction	Coxbridge Roundabout	X	X	X	X
	Link	A325 (between B3208 Water Lane and Shepherd & Flock roundabout)	X		X	
	Link	A287 Union Road	X			
	Link	A325 The Borough/South Street	X			
	Link	A287 Union Road/Downing Street			X	
	Link	B3208 Water Lane/Badshot Lea Road westbound			X	
	Link	Jet lane eastbound on Shepherd & Flock roundabout to A31 Guildford Road	X			
Cranleigh/ Dunsfold	Junction	B2128 High Street with Knowle Lane, Cranleigh				X
	Junction	A281 Guildford Road/Horsham Road with B2133 Loxwood Road/Dunsfold Road, Alfold/Dunsfold	X	X	X	X
	Link	B2128 High Street westbound, Cranleigh		X		X
	Link	Knowle Lane northbound, Cranleigh		X		
	Link	B2128 High Street, Cranleigh			X	
	Link	B2130 Elmbridge Road, Cranleigh				X
	Link	B2127 Ewhurst Road/Cranleigh Road/The Street/The Mount, Cranleigh/Ewhurst		X	X	X
	Link	A281 Horsham Road, Alfold/Dunsfold		X		X
	Link	Wildwood Lane eastbound, Alfold/Dunsfold		X		X
Hindhead	Junction	A287 Tilford Road/Hindhead Road with London Road and A333 Portsmouth Road	X	X	X	X
	Link	A3 northbound between Hindhead and Milford junctions	X			
Bramley	Junction	A281 Horsham Road/High Street with B2129 Station Road and Snowdenham Lane		X		X

Table 4.21: 2031 do-something scenario network hotspots, weekday average AM peak hour (0700 – 1000)

4.11.6 **Figures 4.19** to **4.22** are graphical representations of Table 4.21, and as such map the links and junctions forecast to be under most stress in each of the development scenarios.

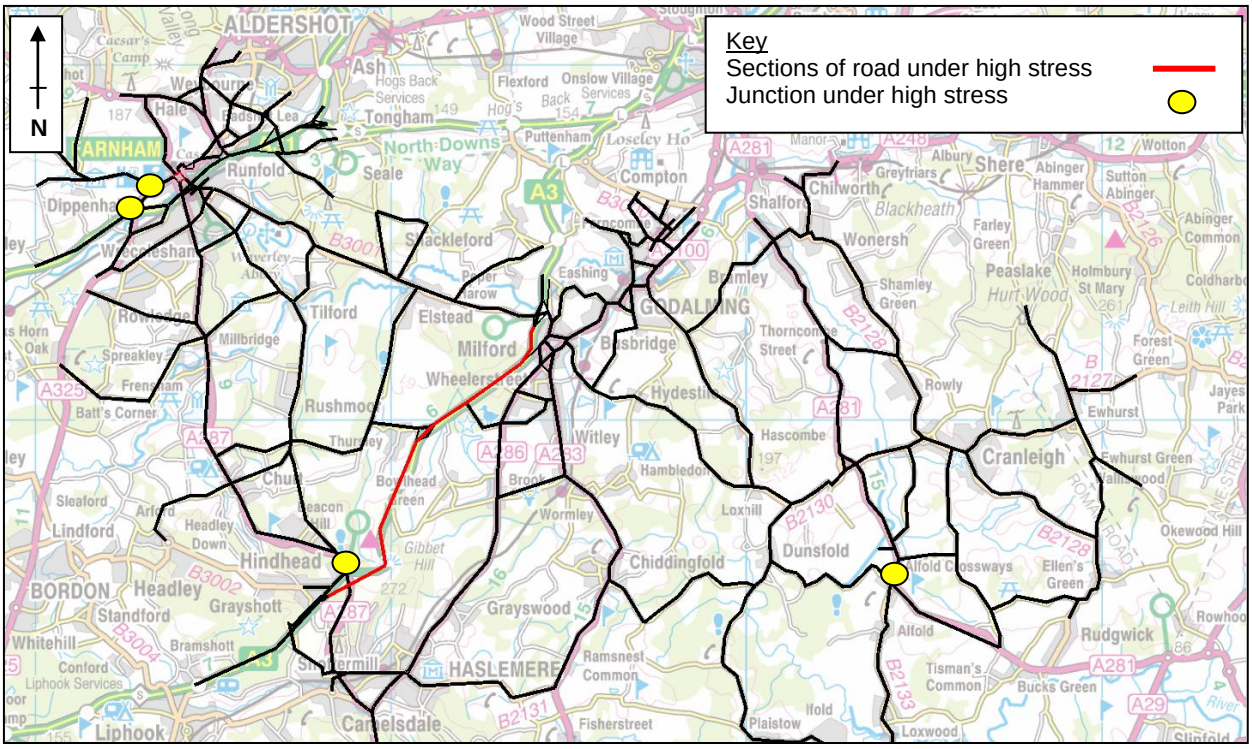


Figure 4.19: 2031 scenario 1 network hotspots, weekday average AM peak hour (0700 – 100)

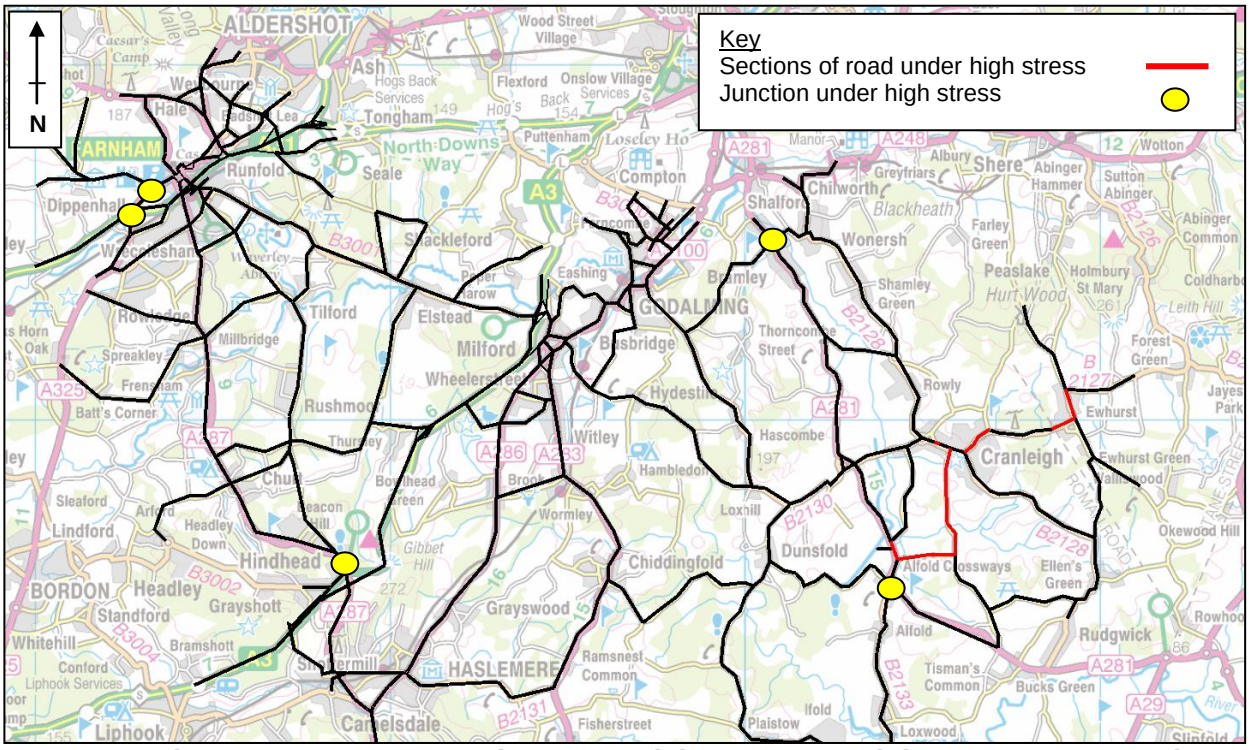


Figure 4.20: 2031 scenario 2 network hotspots, weekday average AM peak hour (0700 – 1000)

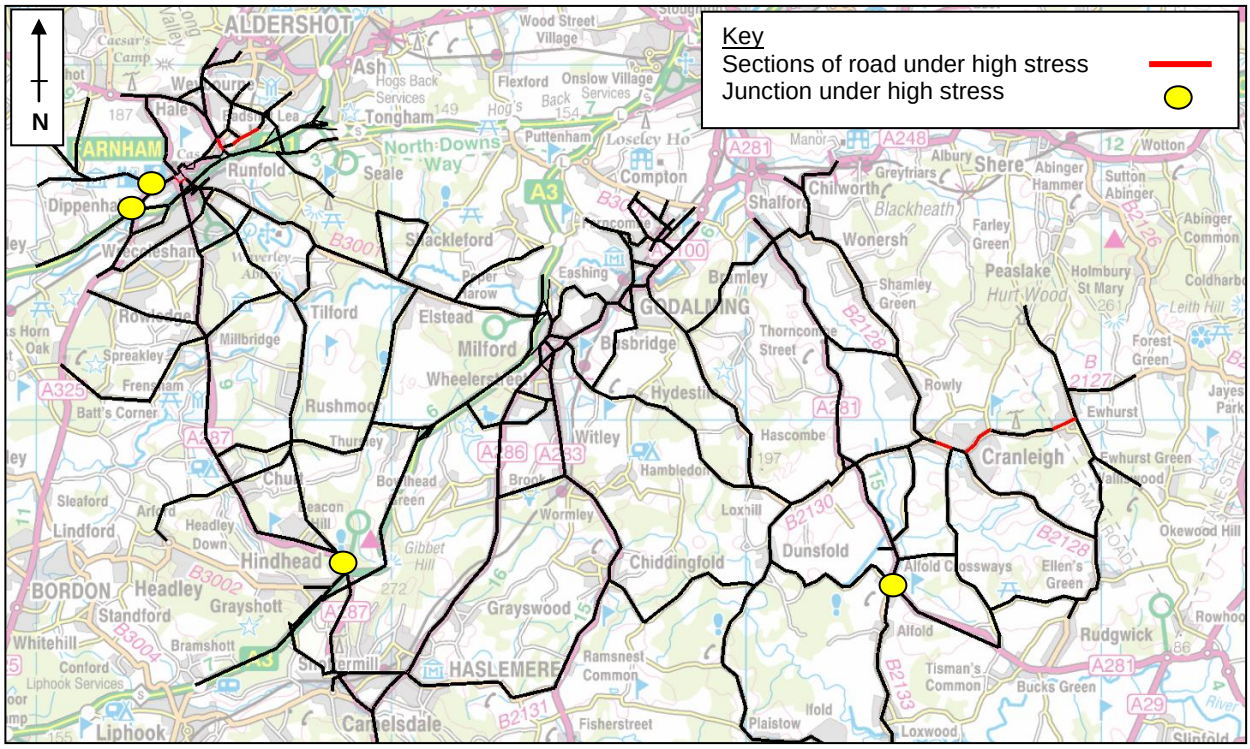


Figure 4.21: 2031 scenario 3 network hotspots, weekday average AM peak hour (0700 – 1000)

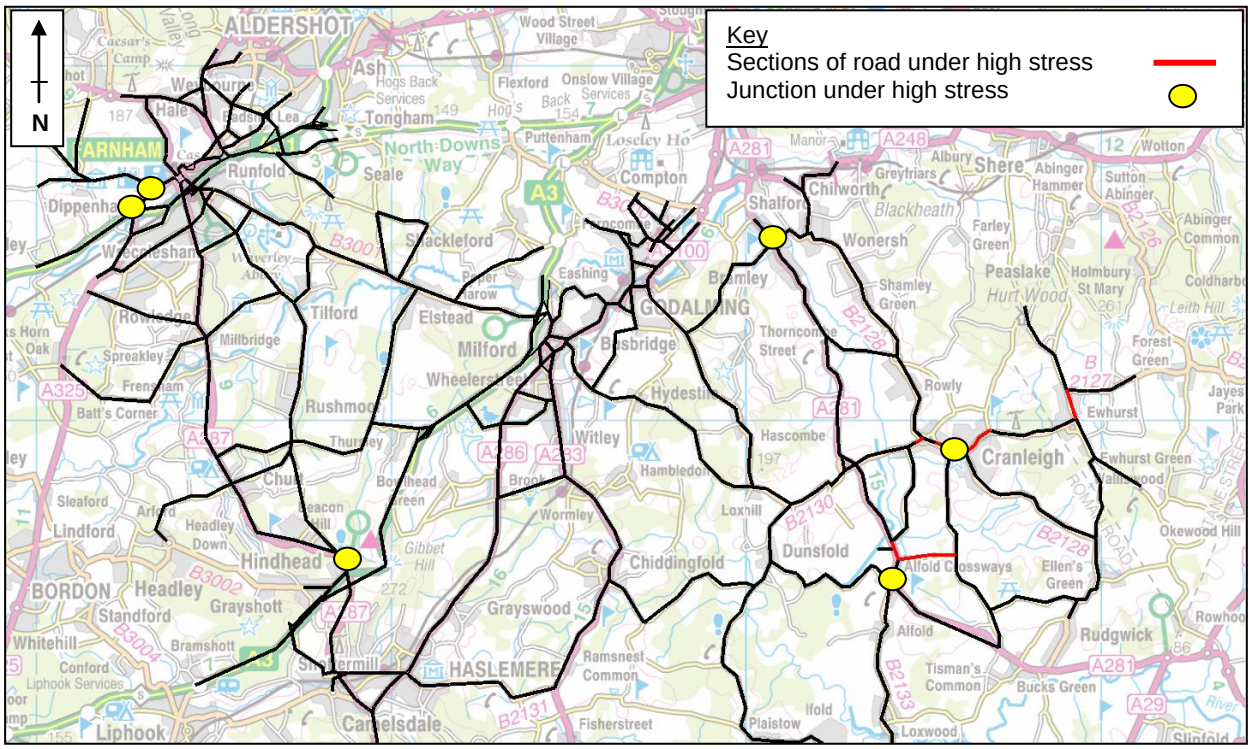


Figure 4.22: 2031 scenario 4 network hotspots, weekday average AM peak hour (0700 – 1000)

5 SUMMARY

5.1.1 The traffic impacts of potential development scenarios identified from Waverley's Local Plan have been assessed using Surrey County Council's strategic highway transport model for the forecast year of 2031.

5.1.2 Only the weekday average AM peak hour was considered in this study.

5.1.3 A do-minimum as well as four do-something forecast scenarios were created and tested. The do-minimum included all residential development sites that have received planning permission to date, as well as jobs forecast until 2013. The four do-something scenarios were tested as alternative scenarios for providing growth in the borough within the Local Plan's timescales. The details of the four do-something scenarios that were assessed are as follows:

- Do-something scenario 1 contains all of the sites in the do-minimum with the addition of all proposed commercial development (as forecast by TEMPRO), sites in the borough's SHLAA and windfall estimate, as well as 'green' greenfield sites, 'amber' greenfield sites (in Bramley, Chiddingfold and Elstead) and low growth in villages;
- Do-something scenario 2 contains all of the sites in scenario 1 with the addition of 1,800 dwellings and associated commercial development at Dunsfold Park, as well as medium growth in villages;
- Do-something scenario 3 contains all of the sites in scenario 1 with the addition of 'amber' greenfield sites in (Cranleigh, Farnham, Godalming and Haslemere) as well as medium growth in villages; and
- Do-something scenario 4 contains all of the sites in scenario 1 with the addition of 3.400 dwellings and associated commercial development at Dunsfold Park, as well as medium growth in villages.

5.1.4 Scenarios 3 and 4 contain the greatest amounts of planned development and therefore also have the largest amount of forecast additional trips.

5.1.5 A number of links and junctions within the borough have been defined as 'hotspots' where drivers would be expected to experience considerable delay and are likely to require mitigation to reduce the impact of development in the area. The location of such 'hotspots' varies according to the development scenario in question, although the majority of traffic impacts are projected to occur on links and junctions located in close proximity to the development sites in question.

5.1.6 Of the four do-something scenarios, scenario 1 is projected to generate the smallest traffic impacts on the highway network in Waverley. This is to be expected as scenario 1 contains the least amount of proposed development, thus generating the least amount of additional trips in the borough. A number of links and junctions in Farnham were projected to be impacted as a result of additional trips generated from scenario 1, which coincides with the area that is to incur the greatest amount of additional development.

5.1.7 Scenarios 2 and 3 had relatively similar impacts on the borough's highway network when considering general network traffic statistics. However, the distributions and quantities of development in these scenarios are quite different, with scenario 2 containing scenario 1 development plus 1,800 dwellings at Dunsfold Park and scenario 3 containing scenario 1 development plus 'amber' greenfield sites across the urban settlements in the borough. The greatest traffic impacts in scenario 2 are projected to occur in the vicinity of the Dunsfold Park site, specifically

Dunsfold/Alfold, Cranleigh and Ewhurst. Scenario 3 is estimated to generate traffic impacts that are spread across the borough, alike the distribution of the planned development in this scenario, 'amber' greenfield sites, but the greatest traffic impacts are projected to occur in Farnham and Cranleigh.

5.1.8 Scenario 4 is estimated to generate the greatest traffic impacts in the borough of Waverley, with the majority of such impacts to be located in the vicinity of the proposed 3.400 dwellings at Dunsfold Park, specifically Dunsfold/Alfold, Cranleigh and Ewhurst. The impacts of scenario 4 are similar to scenario 2 but of a greater magnitude and impacting a slightly larger area surrounding the proposed development site.

5.1.9 Hard and soft measures of mitigation are recommended to be explored when assessing the feasibility and sustainability of specific development sites contained within Waverley's Local Plan. It is also suggested that mitigation for junctions and links are not investigated in isolation, instead a holistic approach is thought preferable to ensuring the impacts on the local highway network are kept to a minimum. Partnership working with neighbouring local authorities is also likely to be required for specific 'hotspots', to allow all cross boundary impacts to be reduced.

5.1.10 This study was undertaken at a strategic scale and consequently not all impacts of developments have been identified. However, developments of, and above, a certain quantum will require individual transport assessments to be commissioned allowing finer details regarding impacts to be analysed at a refined spatial scale.

APPENDICES

APPENDIX A:

Pro-forma Committed Developments

Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats
326	WA/1995/1346	Land and buildings at Brookhurst Farm, Three Mile Road, Ewhurst.	Agricultural	N/A	0	0	1	0
71	WA/1998/1640	73A Lodge Hill Road, Farnham,GU10 3RB	C3	N/A	1	0	0	2
335	WA/2000/2318	Dairy Building & Outbuildings, Hallams Farm, Littleford Lane, Shamley Green,GU5 0RH	Agricultural	N/A	0	0	1	0
309	WA/2001/0148	Ridgeway Rest Home, 1a Ridgway Road, Farnham.,GU9 8NN	C2	0	0	0	1	0
328	WA/2001/0608	10-12 Petworth Road, Haslemere.,	B1	275	2	0	0	3
338	WA/2003/0833	22 Church Street, Godalming,	B1	189	0	0	1	0
108	WA/2003/0989	Coley House, Tilford Road, Farnham.,	C3	N/A	1	0	0	8
71	WA/2003/1359	Land At Bridlesmeet, Cricket Lane, Lower Bourne, Farnham,GU10 3PR	C3	N/A	0	0	1	0
324	WA/2003/1832	Sansomes Farm, Furzen Lane, Ellens Green, Ewhurst,RH12 3AR	Agricultural	N/A	0	0	1	0
319	WA/2003/2388	Priory Equestrian Centre, Frensham Road, Frensham	Agricultural	N/A	0	0	1	0
323	WA/2003/2577	Marepond Barn, Markwick Lane, Loxhill, Godalming, GU8 4BD	Agricultural	N/A	0	0	1	0
300	WA/2003/2676	Land Adjacent To 50 Boundstone Road, Farnham, GU10 4TR,	C3	N/A	0	0	1	0
328	WA/2004/0834	Park Lodge, Lythe Hill Park, Haslemere,	Agricultural	N/A	0	0	1	0
332	WA/2004/0876	Glenwood House, 13 Nutshell Lane, Farnham,GU9 0HG	C3	N/A	0	0	1	0
332	WA/2004/1137	7 Hope Lane, Farnham,GU9 0HY	C3	N/A	1	0	2	0
327	WA/2004/1449	Cherrimans, Liphook Road, Haslemere,	C3	N/A	0	0	1	0
338	WA/2004/1499	Land At 29 Grove Road, Godalming, GU7 1RE	C3	N/A	1	0	0	4
321	WA/2004/1670	The Barns, High Street, Bramley,	Vacant	0	0	0	3	0
334	WA/2004/1966	Brooklands Farm, Pepper Box Lane, Bramley,GU5 0LW	Agricultural	N/A	0	0	1	0
471	WA/2004/2198	Aveley Hill, Vicarage Hill, Farnham,	C2	7720	0	0	0	4
328	WA/2004/2788	Land At Boscarny, Denbigh Road, Haslemere,GU27 3AP	C3	N/A	0	0	1	0
327	WA/2005/0257	Land adjacent to Cherrimans Orchard, Liphook Road, Haslemere,GU27 1NP	C3	N/A	0	0	1	0
328	WA/2005/0259	White House Barns, Grayswood Road, Haslemere,GU27 2DJ	Agricultural	N/A	0	0	1	0
564	WA/2005/0389	37 West Street, Farnham ,GU9 7DR	Vacant	unknown	0	0	0	1
337	WA/2005/0474	32 Brighton Road, Godalming,GU7 1NT	Vacant	0	0	0	1	2
335	WA/2005/0559	1 Barnett Villas, Barnett Lane, Wonersh, GU5 0RZ,	C3	N/A	0	0	1	0
328	WA/2005/0658	50 High Street, Haslemere, GU27 2LA,	Vacant	0	0	0	1	0
328	WA/2005/0744	Land At Preston House, Petworth Road, Haslemere,GU27 2HR	C3	N/A	0	0	5	0
471	WA/2005/0795	Land at 66 Middle Bourne Lane, Farnham,GU10 3NJ	C3	N/A	1	0	2	0
98	WA/2005/0877	9-13 Beavers Road, Farnham,GU9 7BD	C3	N/A	3	0	7	8
331	WA/2005/0936	Land at Manley Bridge Farm, Manley Bridge Road, Farnham,GU10 4DA	Agricultural	N/A	1	0	2	0
331	WA/2005/1158	Land At Fairvalley Farmhouse, 8 Rosemary Lane, Rowledge, Farnham,GU10 4DB	C3	N/A	0	0	1	0
334	WA/2005/1601	Land at Gaston Farm, Guildford Road, Wonersh,	Agricultural	N/A	0	0	1	0
325	WA/2005/1698	Land Adjoining 1 Mill View, The Common, Cranleigh,GU6 8SF	C3	N/A	0	0	1	0
319	WA/2005/1952	The Coach House Buildings, The Grange, Frensham,	C3	N/A	0	0	1	0
325	WA/2005/2070	226 High Street, Cranleigh,GU6 8RL	A1	1.17	0	0	0	1
321	WA/2005/2445	Bramley Grange Flats, Horsham Road, Bramley,GU5 0ER	C1	0	0	0	0	1
339	WA/2005/2567	Land At 12 Shadyhanger, Godalming,GU7 2HR	C3	N/A	1	0	4	0
328	WA/2006/0055	Land At 15 Chatsworth Avenue, Haslemere,GU27 1BA	C3	N/A	0	0	1	0
328	WA/2006/0223	Land At Meadowlands, Wakeners Wood, St Andrews & Arnos, Midhurst Road, Haslemere,GU27 2PT	C3	N/A	4	0	39	6
98	WA/2006/0338	Land to rear of 40 Tor Road, Farnham,	C3	N/A	0	0	1	0
324	WA/2006/0420	Home Farm, Baynards Park, Horsham Road, Cranleigh,GU6 8EQ	C3	N/A	0	0	2	0
338	WA/2006/0511	Land At Rear Of 49-51 High Street, Godalming, GU7 1AT,	A2	0	0	0	5	0
325	WA/2006/0701	Land At 1 Restwell Avenue, Cranleigh,GU6 8PQ	C3	N/A	0	0	1	0
330	WA/2006/0735	Land At Maranatha And Shirley, Heath View Road, Milford,GU8 5DF	C3	N/A	0	0	1	0
328	WA/2006/1041	Haslemere House, Lower Street, Haslemere,GU27 2PE	Vacant	N/A	0	0	0	13

Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats
328	WA/2006/1208	42 High Street, Haslemere ,GU27 2LA	A1	60	0	1	0	3
325	WA/2006/1575	32 High Street, Cranleigh,GU6 8AE	A1	0	1	0	0	2
339	WA/2006/1672	Oakhurst, Frith Hill Road, Godalming, GU7 2ED,	C3	N/A	0	0	0	6
98	WA/2006/1716	24 Hill View Road, Farnham,GU9 7BJ	C3	N/A	0	0	1	0
336	WA/2006/1760	The Old Stables, Ravenswood House, Hale Road, Farnham,GU9 9RP	C3	N/A	0	0	1	0
338	WA/2006/1787	Land Rear Of The Kings Arms Royal Hotel, High Street, Godalming ,GU7 1EB	C1	0	0	0	0	4
334	WA/2006/1966	Barnett Farm, Lordshill Road, Shamley Green,GU5 0TP	Agricultural	N/A	0	0	1	0
328	WA/2006/2023	Tudor House & Caxton House, Lower Street, Haslemere,GU27 2PE	B1	1510	0	0	4	6
328	WA/2006/2492	Land At Wyecroft, Hill Road, Haslemere,GU27 2JP	C3	N/A	0	0	1	0
328	WA/2006/2690	Land Adjacent To Jesses, Grayswood Road, Haslemere,GU27 2BS	C3	N/A	0	0	1	0
124	WA/2006/2810	1 Hale Road, Farnham, GU9 9QQ,	C3	N/A	1	0	0	10
321	WA/2006/2813	Land At 24 Linersh Wood, Bramley,GU5 0EG	C3	N/A	0	0	1	0
329	WA/2006/2952	Land At Expedier House, Portsmouth Road, Hindhead ,GU26 6TJ	B1	9600	0	0	19	2
324	WA/2007/0097	1 Crossways Cottages, Guildford Road, Alfold, GU6 8HF,	C3	N/A	0	0	1	0
471	WA/2007/0138	6 & 8 Old Church Lane, Farnham ,GU9 8HQ	C3	N/A	1	0	2	0
328	WA/2007/0205	Tudor Cottage, High Street, Haslemere,GU27 2JY	C1	21.25	0	0	1	0
300	WA/2007/0577	48/50 Shortheath Road, Farnham,GU9 8SQ	Sui Generis	430	0	0	9	0
471	WA/2007/0587	5 Aveley Lane, Farnham,GU9 8PN	C3	N/A	1	0	2	0
322	WA/2007/0646	Royal British Legion Clubhouse, Dunsfold Common Road, Dunsfold,GU8 4LA	D2	265	0	0	2	9
339	WA/2007/0668	Land at The Nook, Beacon Hill Road, Hindhead ,GU26 6QQ	C3	N/A	0	0	4	0
331	WA/2007/0705	Land at 24 & 26 Pottery Lane, Farnham,GU10 4QJ	C3	N/A	0	0	10	0
328	WA/2007/0988	Land At Weybrook Cottage, Bunch Lane, Haslemere,GU27 1ET	C3	N/A	0	0	1	0
334	WA/2007/1039	Wonersh Mill, Cranleigh Road, Wonersh,GU5 0TP	B2	2280	0	0	1	0
503	WA/2007/1045	52 Knights Road, Farnham,GU9 9DA	C3	N/A	0	0	1	0
330	WA/2007/1048	Pheasant Cottages, Haslemere Road, Milford,GU8 5AY	C3	N/A	2	0	3	2
339	WA/2007/1133	214 & 216 Peperharow Road, Godalming ,GU7 2PT	C3	N/A	0	2	1	0
329	WA/2007/1172	New Stoatley, Tilford Road, Hindhead,GU26 6SQ	C3	N/A	2	0	1	0
322	WA/2007/1197	Land at 1 and 2 Jubilee Villas, Coxcombe Lane, Chiddingfold,	C3	N/A	0	0	3	0
564	WA/2007/1211	4 Upper Church Lane, Farnham,GU9 7PW	Sui Generis	340	0	0	1	0
124	WA/2007/1237	Farnham Hospital, 44 Hale Road, Farnham,GU9 9QL	C2	218	0	0	0	10
319	WA/2007/1254	Land at Charles Aldred Ltd, The Street, Dockenfield,GU10 4JF	B2	405	0	0	1	0
327	WA/2007/1284	Land at Hindhead Road Garage, Hindhead Road, Haslemere,GU27 1LH	Sui Generis	146.26	0	0	5	0
319	WA/2007/1351	Tilford Garage and Post Office, Tilford Street, Tilford,GU10 2BL	C3	216	0	1	0	5
319	WA/2007/1351	Tilford Garage and Post Office, Tilford Street, Tilford,GU10 2BL	A1	216				
319	WA/2007/1351	Tilford Garage and Post Office, Tilford Street, Tilford,GU10 2BL	SG	216				
329	WA/2007/1433	13 London Road, Hindhead,GU26 6AB	C3	N/A	1	0	0	2
333	WA/2007/1559	Cedar Cottage, New Park Road, Cranleigh,GU6 7HJ	C3	N/A	1	0	2	0
328	WA/2007/1659	Land At Bibury, Weycombe Road, Haslemere,GU27 1EL	C3	N/A	1	0	2	0
334	WA/2007/1701	Winters Sweet, Stroud Lane, Shamley Green, GU5 0ST	C3	N/A	0	0	1	1
339	WA/2007/1851	Land At Midsummers & Little Stowe, Mark Way, Godalming,GU7 2BD	C3	N/A	0	0	3	0
333	WA/2007/1922	74 Cranleigh Mead, Cranleigh,GU6 7JT	C3	N/A	0	0	1	0
124	WA/2007/1924	Farnham Hospital, Hale Road, Farnham, ,GU9 9QH	C2	8500	0	0	64	70
321	WA/2007/2006	Land At 10 Old Rectory Close, Bramley,GU5 0JR	C3	N/A	0	0	1	0
321	WA/2007/2025	Land At Millbrook, Barton Road, Bramley ,GU5 0EA	C3	N/A	0	0	1	0
300	WA/2007/2130	1 Bardsley Drive, Farnham, GU9 8UQ,	C3	N/A	0	0	0	3
327	WA/2007/2153	Land at 82 Wey Hill, Haslemere,GU27 1HS	B8	63	0	0	2	0
503	WA/2007/2179	Land At 2 Woodlands Avenue & 91 Weybourne Road, Farnham,	C3	N/A	0	0	2	0
338	WA/2007/2218	Land At 3 May Close, Godalming ,GU7 2NU	C3	N/A	0	0	1	0
124	WA/2007/2344	Land At 36 Roman Way, Farnham,GU9 9RG	C3	N/A	0	0	1	0
71	WA/2007/2360	Land At 51 Dene Lane, Farnham,GU10 3RJ	C3	N/A	0	0	1	0

Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats
300	WA/2007/2384	Land At 3 Weydon Lane, Farnham ,GU9 8QQ	C3	N/A	0	0	1	0
127	WA/2007/2483	Land Adjacent 12 Wykeham Road, Farnham,GU9 7JR	C3	N/A	0	0	3	0
325	WA/2007/2499	High Pines, The Common, Cranleigh,GU6 8NS	C3	N/A	0	0	1	0
327	WA/2007/2512	1a & 2a Clay Hill House, Wey Hill, Haslemere,GU27 1DA	D1	81.2	0	0	2	0
98	WA/2007/2580	Land at Mead Lane, Farnham	C3	N/A	0	0	5	0
564	WA/2007/2602	1 The Borough, Farnham, GU9 7NA	B1	192	0	0	2	0
564	WA/2007/2606	2 The Borough, Farnham, GU9 7NA	B1	75	0	0	0	1
322	WA/2007/2619	Land At Hazel Nook, Ridgley Road, Chiddingfold ,GU8 4QQ	C3	N/A	0	0	1	0
341	WA/2007/2647	2 Longbourne Green, Godalming,GU7 3RH	C3	N/A	0	0	1	0
328	WA/2007/2726	Wakeners Court, Hedgehog Lane, Haslemere ,GU27 2PJ	C3	N/A	0	0	2	0
326	WA/2007/2732	Grooms House, Gadbridge Farm, Gadbridge Lane, Ewhurst,GU6 7RW	Agricultural	N/A	0	0	1	0
564	WA/2007/2735	3 The Borough, Farnham, GU9 7NA	SG	55	0	0	0	1
126	WA/2008/0049	3 The Fairfield, Farnham,GU9 8AH	B1	400	0	0	1	0
109	WA/2008/0059	Land at 11 Compton Way, Farnham,GU10 1QY	C3	N/A	1	0	1	0
108	WA/2008/0111	Land To The Rear Of 5-11 Old Compton Lane, Farnham,GU9 8BS	C3	N/A	0	0	8	0
320	WA/2008/0220	Turners, Charles Hill, Tilford,GU10 2AT	C3	N/A	0	3	1	0
319	WA/2008/0310	Shortfield Garage And Adjoining Land, Shortfield Common Road, Frensham,GU10 3BJ	SG	820	0	0	9	0
471	WA/2008/0343	Land at 13 & 17a, Longdown Road, Farnham,GU10 3JT	C3	N/A	0	0	1	0
340	WA/2008/0475	1 George Road, Godalming, GU7 3LS	C3	N/A	0	0	1	0
471	WA/2008/0530	Land At Woodlands, Gold Hill, Farnham,GU10 3JH	C3	N/A	0	0	1	0
327	WA/2008/0531	Land At Shottermill Village Hall, Vicarage Lane, Haslemere ,GU27 1LQ	Vacant	N/A	0	0	2	0
337	WA/2008/0538	Land At Merryoak, The Drive, Godalming,GU7 1PH	C3	N/A	0	0	1	0
331	WA/2008/0581	Land At Crowholt Cottage, Echo Barn Lane, Farnham,GU10 4NL	C3	N/A	0	0	1	0
330	WA/2008/0595	5 Manor Fields, Milford,GU8 5EQ	C3	N/A	0	0	1	0
309	WA/2008/0664	Land At 2 Shortheath Road, Farnham,GU9 8SR	C3	N/A	1	0	0	10
325	WA/2008/0694	White Oaks, The Common, Cranleigh,GU6 8SN	C3	N/A	1	0	2	0
564	WA/2008/0733	8 Downing Street, Farnham,GU9 7PB	C3	N/A	0	0	0	1
503	WA/2008/0741	Land to rear of 16-18 Weybourne Road, Farnham,GU9 9ES	SG	N/A	0	0	1	0
322	WA/2008/0755	West End Farm Barns, West End Lane, Haslemere ,GU27 2EN	C3	N/A	0	0	1	0
325	WA/2008/0777	8 Victoria Road, Cranleigh,GU6 8SP	C3	N/A	1	0	0	3
98	WA/2008/0795	Land At 1 Byworth Road, Farnham ,GU9 7BS	C3	N/A	1	0	2	0
319	WA/2008/0806	Pierrepont Reeds Cottage Barn, The Reeds Road, Frensham,GU10 3BP	C3	N/A	0	0	1	0
338	WA/2008/0828	Land at Cemetery Lodge, Ockford Ridge, Godalming,GU7 2NP	C3	N/A	0	0	2	0
319	WA/2008/0868	Land at Batts Cottage, Batts Corner, Dockenfield.	C3	N/A	0	0	1	0
309	WA/2008/0875	Land At 64 Ridgway Road, Farnham GU9 8NS,GU9 8NS	C3	N/A	0	0	2	0
98	WA/2008/0879	Land At Beech Leaves, Crondall Lane, Farnham,GU9 7BQ	C3	N/A	1	0	2	0
325	WA/2008/0909	Land at The Cottage, Guildford Road, Cranleigh,GU6 8PP	C3	N/A	1	0	2	0
329	WA/2008/0914	Littlecroft, Hindhead Road, Hindhead,GU26 6AW	C3	N/A	1	0	3	0
322	WA/2008/0974	Chiddingfold Golf Club, Petworth Road, Chiddingfold ,GU8 4SL	D2	821	0	0	1	0
331	WA/2008/1083	7 Wrecclesham Road, Farnham, GU9 8TY	C3	N/A	0	0	2	0
339	WA/2008/1176	27 Marshall Road, Godalming,GU7 3AS	C3	N/A	1	0	0	4
339	WA/2008/1256	Oakbraes, Frith Hill Road, Godalming,GU7 2EA	C3	N/A	0	7	0	8
503	WA/2008/1326	Land at 57 Weybourne Road, Farnham,GU9 9EU	C3	N/A	0	0	6	0
325	WA/2008/1329	Land adj. Whiteoaks, The Common, Cranleigh,GU6 8SN	C3	N/A	0	0	1	0
338	WA/2008/1334	Land Rear Of The Kings Arms Royal Hotel, High Street, Godalming ,GU7 1EB	C1	0	0	0	0	4
331	WA/2008/1413	Land Adjacent To Appletrees, The Long Road, Rowledge,GU10 4DH	C3	N/A	0	0	1	0
471	WA/2008/1447	Land Adjacent To 3 Longdown Close, Farnham ,GU10 3JN	C3	N/A	0	0	1	0
332	WA/2008/1543	Lowlands Bungalow, Folly Lane South, Farnham,GU9 0BZ	C3	N/A	1	0	2	0
327	WA/2008/1610	Land at Broom Close, Farnham Lane, Haslemere,GU27 1EU	C3	N/A	0	0	1	0
322	WA/2008/1678	Land At 4 Woodside Close, Chiddingfold ,GU8 4RH	C3	N/A	0	0	1	0

Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats
328	WA/2008/1679	Foxglove House, Grayswood Road, Haslemere ,GU27 2BP	C3	N/A	0	0	1	0
564	WA/2008/1681	87 West Street, Farnham ,GU9 7EN	C3	N/A	0	0	-1	0
329	WA/2008/1745	Land At Squirrels, Tilford Road, Hindhead ,GU26 6RH	C3	N/A	0	0	1	0
71	WA/2008/1789	The Coach House, Leigh Cottage, Tilford Road, Farnham,GU9 8HR	C3	N/A	0	0	0	1
341	WA/2008/1831	20 Longbourne Green, Godalming,GU7 3RH	C3	N/A	0	0	0	2
339	WA/2008/1863	Land At Charterhouse School, Peperharow Road, Godalming,GU7 2PW	D1	0	0	0	7	0
340	WA/2008/1868	58 & 60 Meadrow, Godalming ,GU7 3HT	C3	N/A	1	1	3	0
319	WA/2008/1949	Outmoor Barn, Hale House Lane, Churt,GU10 2NG	C3	N/A	0	0	1	0
340	WA/2008/1977	34 Fern Road, Godalming,GU7 3EW	C3	N/A	0	2	0	1
327	WA/2008/1998	25 Kings Road, Haslemere,GU27 2QA	B1	60	0	0	0	1
333	WA/2008/2061	Tadmoor, Avenue Road, Cranleigh,GU6 7LQ	C3	N/A	0	0	1	0
327	WA/2008/2108	Land At 46 Lion Lane, Haslemere ,GU27 1JD	C3	N/A	0	0	2	0
71	WA/2008/2225	Flats 7-8, Great Austins House, Tilford Road, Farnham,GU9 8DS	C3	N/A	0	0	0	1
340	WA/2009/0026	Land at 53 George Road, Farncombe,GU7 3LU	C3	N/A	0	0	1	0
339	WA/2009/0039	10 Shadyhanger, Godalming, GU7 2HR,	C3	N/A	2	0	1	0
333	WA/2009/0062	The Old Barn, New Park, Horsham Road, Cranleigh ,GU6 8EJ	Agricultural	N/A	0	0	1	0
333	WA/2009/0063	127 Horsham Road, Cranleigh,GU6 8DZ	C3	N/A	0	0	2	0
340	WA/2009/0072	1 Nursery Road, Godalming, GU7 3JU	C3	N/A	1	0	0	2
340	WA/2009/0193	39 - 41 St Johns Street, Godalming,GU7 3EH	C3	N/A	2	0	11	0
471	WA/2009/0286	Sequoia, 13 Longdown Road, Farnham,GU10 3JT	C3	N/A	0	0	1	0
320	WA/2009/0319	Cowdray Cross, Highfield Lane, Thursley ,GU8 6QJ	C3	N/A	0	0	1	0
338	WA/2009/0352	1B Primrose Place, Portsmouth Road, Godalming,GU7 2JN	B1	27	0	0	0	1
331	WA/2009/0428	Land At 86 Boundstone Road, Rowledge,GU10 4AU	B1	145	0	0	1	0
330	WA/2009/0443	Land To Rear Of The Post Office And Poplars, Portsmouth Road, Milford ,GU8 5DS	C3	N/A	0	0	2	0
339	WA/2009/0464	Holme Lodge, Nightingale Road, Godalming,GU7 3AG	C3	N/A	0	0	0	2
319	WA/2009/0468	Manor Farm, Old Lane, Dockenfield, GU10 4HL	Agricultural	N/A	0	0	7	0
325	WA/2009/0522	Land at Westdene and Westlea, Elmbridge Road, Cranleigh,GU6 8NW	C3	N/A	2	0	5	0
334	WA/2009/0539	Pippins, Guildford Road, Shamley Green,GU5 0UJ	C3	N/A	1	0	2	0
331	WA/2009/0588	Land At 22 Lickfolds Road, Rowledge,GU10 4AE	C3	N/A	0	0	3	0
338	WA/2009/0832	18 Carlos Street, Godalming ,GU7 1BP	C3	N/A	1	0	0	2
327	WA/2009/0833	Land To Rear Of Lees Cottage, Church Road, Haslemere,GU27 1NU	C3	N/A	0	0	1	0
334	WA/2009/0894	Melville, East Whipley Lane, Shamley Green,GU5 0TD	C3	N/A	0	0	1	0
322	WA/2009/0897	Conifers, Woodside Road, Chiddingfold, GU8 4RB	C3	N/A	1	0	2	0
319	WA/2009/0968	Land Adjoining 2 Shepherds Way, Tilford,GU10 2AB	C3	N/A	0	0	1	0
300	WA/2009/1002	Land At Gorse Cottage, 10 Gorse Lane, Wrecclesham,GU10 4SD	C3	N/A	0	0	1	0
338	WA/2009/1134	15a Church Street, Godalming,GU7 1EL	B1	110	0	0	0	1
320	WA/2009/1138	Land At Whithorn Farm, Combe Lane, Wormley,GU8 5TA	Agricultural	N/A	0	0	1	0
339	WA/2009/1143	Olinda, Knoll Road, Godalming,GU7 2EP	C3	N/A	0	0	1	0
339	WA/2009/1150	Land adjoining Ridgeway, 8 Deanery Road, Godalming,GU7 2PQ	C3	N/A	0	0	1	0
324	WA/2009/1155	Maple Farm, Rosemary Lane, Alfold ,GU6 8EZ	Agricultural	N/A	0	0	0	1
325	WA/2009/1163	Land At Folds Cottage, 1 Thornsflush, Guildford Road, Cranleigh,GU6 8PA	C3	N/A	0	0	2	0
322	WA/2009/1164	The Old Dairy, Dunsfold Ryse Farm, High Street Green, Chiddingfold,GU8 4YA	Agricultural	N/A	0	0	1	0
324	WA/2009/1223	Maple Farm, Rosemary Lane, Alfold ,GU6 8EZ	Agricultural	N/A	0	0	0	1
327	WA/2009/1224	Units A & B, 8 Liphook Road, Haslemere,GU27 1NL	B1	114	0	0	0	2
333	WA/2009/1294	Land At The Rye, Ewhurst Road, Cranleigh,GU6 7DL	C3	N/A	1	0	2	0
334	WA/2009/1311	Dartlands, Smithwood Common Road, Cranleigh,GU6 8QN	C3	N/A	0	0	1	0
109	WA/2009/1319	Moor Park House, Moor Park Lane, Farnham, GU10 1QR	B1(a)	1500	2	1	9	16
324	WA/2009/1331	Alfold Business Centre, Loxwood Road, Alfold ,GU6 8HP	B2	0	0	0	1	0
324	WA/2009/1332	Alfold Business Centre, Loxwood Road, Alfold,GU6 8HP	SG	0	0	0	4	0
323	WA/2009/1382	2 The Bungalows, Roke Lane, Witley ,GU8 5NH	C3	N/A	1	0	2	0

Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats
325	WA/2009/1383	Unit 1, Sterling Barns, Knowle Lane, Cranleigh,GU6 8JP	B1	73	0	0	1	0
321	WA/2009/1447	Old Barn, High Street, Bramley,GU5 0HS	B1	210	0	0	2	0
471	WA/2009/1458	Land At Little Park, Packway, Farnham,GU9 8HW	C3	N/A	0	0	3	0
323	WA/2009/1472	Land To The Rear Of 30, Sunny Hill, Witley, GU8 5RN	C3	N/A	0	0	1	0
338	WA/2009/1511	The King Alfred Public House, 18 Quarry Hill, Godalming ,GU7 2NW	A3	169	0	0	5	0
339	WA/2009/1516	Plot 1 & Plot 2, Mark End, Mark Way, Godalming,GU7 2BE	C3	N/A	0	0	3	0
327	WA/2009/1651	Land at Fairacre, Farnham Lane, Haslemere,GU27 1HA	C3	N/A	0	0	1	0
109	WA/2009/1691	Land at Waverley House, 54 Waverley Lane, Farnham,GU9 8BN	C3	N/A	1	0	0	15
333	WA/2009/1711	Land Off Hesketh Close, (land At The Rear Of 21-23), Mead Road, Cranleigh,GU6 7BQ	C3	N/A	0	0	3	0
326	WA/2009/1739	4 Broomers Lane, Ewhurst, Cranleigh,GU6 7RD	C3	N/A	0	0	1	0
323	WA/2009/1760	Land at Everton Cottage, Wheeler Lane, Witley,GU8 5QP	C3	N/A	0	0	1	0
328	WA/2009/1810	Shepherds Down Cottage, Hill Road, Haslemere,GU27 2NH	C3	N/A	1	0	2	0
331	WA/2009/1877	Land At 6a-8 Wrecclesham Road, Farnham, GU9 8TZ	C3	0	1	0	60	0
331	WA/2009/1877	Land At 6a-8 Wrecclesham Road, Farnham, GU9 8TZ	A1	0				
331	WA/2009/1877	Land At 6a-8 Wrecclesham Road, Farnham, GU9 8TZ	B1	0				
331	WA/2009/1877	Land At 6a-8 Wrecclesham Road, Farnham, GU9 8TZ	B8	0				
338	WA/2010/0016	Carriers House, 8 Wharf Street, Godalming,GU7 1NN	C3	N/A	0	9	0	3
338	WA/2010/0030	Land at Wiggins Yard, Bridge Street, Godalming,GU7 1HW	B1	237	0	0	5	0
325	WA/2010/0084	Gleneagles, Rowly Drive, Cranleigh ,GU6 8PL	C3	N/A	0	0	1	0
325	WA/2010/0138	High Pines, The Common, Cranleigh,GU6 8NS	C3	N/A	1	0	2	0
340	WA/2010/0300	Former A R E Site, Hare Lane, Godalming, GU7 3EF	B1	275	0	0	0	7
325	WA/2010/0432	Land at Rowland House, Rowland Road, Cranleigh,GU6 8SW	C2	445	61	0	23	16
321	WA/2010/0434	Park Barn, Bramley Park Farm, Home Park Close, Bramley	Agricultural	N/A	0	0	2	0
339	WA/2010/0441	Land forming Part of Frith Hatch, 30 Chalk Road, Godalming,GU7 2AD	C3	N/A	0	0	1	0
329	WA/2010/0452	Hill Ridge House, Tilford Road, Hindhead,GU26 6RL	Agricultural	N/A	0	0	1	0
325	WA/2010/0461	The Richard Onslow, 113 High Street, Cranleigh,GU6 8AU	C3	N/A	0	0	3	0
326	WA/2010/0475	Carrick House, St James Place, Cranleigh,GU6 8RP	B1	92	0	0	3	0
329	WA/2010/0480	Glenhead Farm, Hyde Lane, Churt,GU10 2LR	Agricultural	N/A	0	0	1	0
327	WA/2010/0575	11 St Christophers Road, Haslemere, GU27 1DQ	C3	N/A	1	0	2	0
300	WA/2010/0576	7 Boundstone Road, Farnham, GU10 4TH	C3	N/A	1	0	2	0
321	WA/2010/0646	10a High Street, Bramley, GU5 0HF	A1	101	0	0	0	1
334	WA/2010/0647	Hullbroook Barn, Hullbrook Farm, Shamley Green,GU5 0TF	Agricultural	N/A	0	0	1	0
320	WA/2010/0681	Beacon House, Thursley Road, Godalming,GU8 6DH	B1	173	0	0	0	1
71	WA/2010/0734	Cedar Croft, Tilford Road, Tilford,GU9 8HU	C3	N/A	0	0	1	0
338	WA/2010/0850	147 High Street, Godalming,GU7 1AF	B1	90	0	0	1	0
319	WA/2010/0866	Land At Daneshill, The Reeds Road, Frensham ,GU10 3DQ	C3	N/A	0	0	1	0
300	WA/2010/0883	Marshalls, Weydon Lane, Farnham,GU9 8QS	C3	N/A	0	9	0	15
339	WA/2010/0981	Mark End, Mark Way, Godalming,GU7 2BE	C3	N/A	0	0	3	0
325	WA/2010/1024	Nova House, The Common, Cranleigh,GU6 8RX	B1	74.3	0	0	1	0
340	WA/2010/1025	22 Hare Lane, Godalming,GU7 3EE	B2	620	1	0	11	0
332	WA/2010/1040	Land Rear Of 11 Wings Road, Farnham,GU9 0HN	C3	N/A	0	0	1	0
75	WA/2010/1091	55 Badshot Lea Road, Farnham,GU9 9LP	A1	51	0	0	0	1
327	WA/2010/1096	26 - 32 Meadway, Haslemere, GU27 1NW	C3	N/A	0	2	0	4
340	WA/2010/1106	Land at 1 Catteshall Lane, Godalming,GU7 1LL	SG	N/A	1	4	1	4
125	WA/2010/1133	3 Park Row, Farnham,GU9 7JH	B1	80	0	0	1	0
328	WA/2010/1155	Land at 22 Courts Mount Road, Haslemere,GU27 2PP	C3	N/A	0	0	1	0
300	WA/2010/1188	Land at 1 Wicket Hill, Wrecclesham, Farnham	C3	N/A	0	0	1	0
471	WA/2010/1195	21 Lodge Hill Road, Farnham, GU10 3QW	C3	N/A	1	0	2	0
324	WA/2010/1206	The Old Farm House, Stovolds Hill, Cranleigh, GU6 8LE	Agricultural	N/A	0	0	1	0
98	WA/2010/1213	50 West Street, Farnham,GU9 7DX	B1	338	0	0	0	4

Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats
321	WA/2010/1216	Crowts, Tuesley Lane, Godalming, GU7 1UD	C3	N/A	0	0	1	0
71	WA/2010/1220	Land at Woodview, Bourne Grove, Farnham,GU10 3QT	C3	N/A	0	0	1	0
127	WA/2010/1234	2 High Park Road, Farnham,GU9 7JL	C3	N/A	2	0	1	0
322	WA/2010/1252	Working Mens Club, Woodside Road, Chiddingfold,GU8 4QD	D2	771	0	1	13	0
322	WA/2010/1350	Land at Ridgley Road, Chiddingfold,GU8 4QP	Agricultural	N/A	0	0	6	2
338	WA/2010/1439	Land at 7 - 15 Wharf Street, Godalming,GU7 1NN	D2	176	0	0	0	9
327	WA/2010/1464	St Georges Flats, 117 Kings Road, Haslemere,GU27 2QQ	C3	N/A	0	0	0	2
319	WA/2010/1499	The Malt House, Hammondswood Road, Frensham,GU10 3EH	Agricultural	N/A	0	0	1	0
564	WA/2010/1529	1 West Street, Farnham, GU9 7DW	B1	128.33	0	3	0	3
327	WA/2010/1568	Land at 5 - 21 Wey Hill, Haslemere, GU27 1BZ	A1	A1	0	0	0	39
327	WA/2010/1568	Land at 5 - 21 Wey Hill, Haslemere, GU27 1BZ	B1	0				
327	WA/2010/1568	Land at 5 - 21 Wey Hill, Haslemere, GU27 1BZ	B2	0				
327	WA/2010/1568	Land at 5 - 21 Wey Hill, Haslemere, GU27 1BZ	B8	0				
327	WA/2010/1568	Land at 5 - 21 Wey Hill, Haslemere, GU27 1BZ	D2	0				
327	WA/2010/1568	Land at 5 - 21 Wey Hill, Haslemere, GU27 1BZ	SG	0				
328	WA/2010/1615	Land Adjacent to Coombe Cottage, Grayswood Road, Haslemere,GU27 2BU	C3	N/A	0	0	1	0
323	WA/2010/1622	Nutbourne Brickworks, Roundals Lane, Hambledon, GU8 4EA	B2	6	0	0	1	0
333	WA/2010/1643	Land At 8 Bedlow Cottages, Ewhurst Road, Cranleigh, GU6 7EF	C3	N/A	0	0	1	0
337	WA/2010/1659	Land Adjacent To Overtanks, The Drive, Godalming,GU7 1PD	C3	N/A	0	0	2	0
319	WA/2010/1660	St Mary's Church, The Street, Frensham GU10 3EA	D2	0	0	0	1	0
323	WA/2010/1700	Land at Chisbury, Petworth Road, Witley,GU8 5LZ	C3	N/A	0	0	1	0
336	WA/2010/1701	Land adjoining 19B, Upper Hale Road, Farnham,GU9 0NN	C3	N/A	0	0	1	0
109	WA/2010/1769	53 Waverley Lane, Farnham, GU9 8BW	C3	N/A	0	0	1	0
338	WA/2010/1773	78 High Street, Godalming, GU7 1DU	A3	91.8	0	0	0	1
328	WA/2010/1830	Land at 1 Railway Cottages, Tanners Lane, Haslemere,GU27 1BL	C3	N/A	0	0	1	0
320	WA/2010/1873	Honeypot Antiques, Milford Road, Elstead, GU8 6HP	A1	590	0	0	3	2
329	WA/2010/1898	Broom House, Tower Road, Hindhead GU26 6SL	C3	N/A	0	4	0	12
124	WA/2010/1968	Land Adjacent To Bourne Mill, Guildford Road, Farnham	Parking	N/A	0	0	9	0
340	WA/2010/2029	1-3 Summers Road, Godalming,GU7 3BB	B2	0	0	0	0	6
332	WA/2010/2057	The Prince Alfred, Bishops Road, Farnham,GU9 0JA	A4	0.062	0	0	3	0
341	WA/2010/2099	Mental Health Centre, 41 Binscombe Lane, Godalming, GU7 3PP	A2	195	0	0	1	0
338	WA/2010/2135	Dylan House, Town End Street, Godalming,GU7 1HY	B1	170	0	1	0	2
340	WA/2010/2210	Cranham, St Anne's Road, Godalming ,GU7 1LP	C3	N/A	1	0	3	0
330	WA/2010/2222	11-15 New Road, Milford, GU5 5BE	C3	N/A	0	0	1	0
471	WA/2010/2243	The Old Tennis Court,Gold Hill, Farnham,New Road, Milford	D1	0	0	0	1	0
335	WA/2011/0056	Great Tangley Manor Farm, Great Tangley, Wonersh, GU5 0PT	Agricultural	N/A	0	0	4	0
564	WA/2011/0078	102-103 West Street, Farnham, GU9 7EN	A1	152.9	0	0	0	2
124	WA/2011/0084	17 St James Terrace Farnham,GU9 7JT	C3	N/A	1	0	0	5
331	WA/2011/0100	8 Wayside, Fullers Road, Rowledge, Farnham,GU10 4BP	C3	N/A	0	2	1	0
71	WA/2011/0137	Land at Bourne House, Lodge Hill Road, Farnham,GU10 3RD	C3	N/A	0	0	1	0
336	WA/2011/0161	Land at 21 Wellington Lane, Farnham,GU9 9BA	C3	N/A	1	0	2	0
98	WA/2011/0182	34 Wayneflete Lane, Farnham GU9 7BL,GU9 7BL	C3	N/A	0	0	1	0
325	WA/2011/0199	2 Grantley Villas, The Common, Cranleigh, GU6 8RZ	B1	69.09	0	0	0	1
328	WA/2011/0235	1 High Street, Haslemere, GU27 2HG	C3	N/A	0	0	0	2
337	WA/2011/0255	Overdene, 18 Busbridge Lane, Godalming,GU7 1PU	C3	N/A	0	3	2	0
300	WA/2011/0288	Land To Rear Of 22, Little Green Lane, Farnham, GU9 8TB	Vacant	N/A	0	0	2	0
471	WA/2011/0294	Land at Tattingstone, 70 Frensham Road, Farnham,GU10 3QA	C2	0	0	0	3	0
98	WA/2011/0298	Land At 17 Larkfield Road, Farnham,GU9 7DB	C3	N/A	0	0	1	0
337	WA/2011/0314	Land To Rear Of Sandness, The Close, Godalming, GU7 1PQ	C3	N/A	0	0	1	0
329	WA/2011/0408	Land at the Woodcock, Churt Road, Hindhead, ,GU26 6PD	A3	614.3	0	0	5	0

Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats
339	WA/2011/0412	Former Charterhouse Service Station, Borough Road, Godalming,GU7 2AB	Vacant	unknown	0	0	3	4
98	WA/2011/0509	46A,West Street, Farnham, GU9 7DX	A2	60	0	0	0	1
338	WA/2011/0523	64A High Street, Godalming,GU7 1DU	B1	47	0	0	0	1
126	WA/2011/0539	Land At Bradford House, St Georges Road, Farnham, GU9 8ND	SG	N/A	0	0	1	0
330	WA/2011/0602	Land At Hillside, 11 Oak Tree Road, Milford, GU8 5JJ	C3	N/A	0	0	1	0
337	WA/2011/0620	4 Chestnut Way, Godalming, GU7 1TN	C3	N/A	0	0	1	0
71	WA/2011/0647	1-4 Great Austins House, Tilford Road, Farnham, GU9 8DS	C3	N/A	0	0	0	1
564	WA/2011/0675	Bethune House, 88 West Street, Farnham,GU9 7EN	B1	510	0	0	1	0
320	WA/2011/0711	Guardian Court, Thursley Road, Elstead,GU8 6EW	C3	N/A	1	28	10	4
338	WA/2011/0734	Land At The Manse, Croft Road, Godalming, GU7 1BY	C3	N/A	1	0	0	6
340	WA/2011/0795	19 Meadrow, Godalming,GU7 3HJ	B1	400	0	0	2	0
108	WA/2011/0802	Land adjacent to Rowan House, The Close, Farnham,GU9 8DR	C3	N/A	0	0	1	0
338	WA/2011/0806	77 High Street, Godalming,GU7 1AR	A2	127	0	0	0	2
327	WA/2011/0834	36 Critchmere Hill, Haslemere, GU27 1LS	C3	N/A	0	0	1	0
322	WA/2011/0957	Pillar Box Cottage, Killinghurst Park Road, Haslemere,GU27 2EL	Agricultural	N/A	0	0	1	0
341	WA/2011/0960	Colbourne, 41 Barnes Road, Godalming, GU7 3RG	C3	N/A	1	0	2	0
98	WA/2011/0974	Land adjacent to 27 Three Stiles Road, Farnham,GU9 7DE	C3	N/A	0	0	1	0
333	WA/2011/0997	Loreto, The Ridgeway, Cranleigh, GU6 7HR	C3	N/A	1	0	2	0
329	WA/2011/1005	Marlborough House, Beacon Hill Road, Hindhead,GU26 6QL	B1	156	0	0	0	2
338	WA/2011/1006	Dylan House, Town End Street, Godalming,GU7 1HY	B1	94	0	0	0	2
326	WA/2011/1051	Marwood Farm, Plough Lane, Ewhurst,GU6 7SG	Agricultural	N/A	0	0	1	0
124	WA/2011/1068	Land at Portland House, Hale Road, Farnham, GU9 9QX	Vacant	N/A	0	0	9	0
326	WA/2011/1167	Highways, Horsham Lane, Ewhurst, GU6 7RT	C3	N/A	1	0	2	0
329	WA/2011/1241	Land To Rear Of 4 & 5, Hampton Terrace,Beacon Hill Road, Hindhead, GU26 6NR	C3	N/A	0	0	0	2
341	WA/2011/1275	Land to rear of 37-47 Silo Road, Godalming, GU7 3PA	SG	N/A	0	0	3	4
324	WA/2011/1279	Little Ivelle Farm, Knowle Lane, Cranleigh,GU6 8RD	Agricultural	N/A	0	0	1	0
323	WA/2011/1283	5 Ardington Courtyard, Roke Lane, Witley,GU8 5NF	B1a	157	0	0	2	0
328	WA/2011/1284	Land Adjacent To Crosse Garden, Church Lane, Haslemere, GU27 2BJ	C3	N/A	0	0	1	0
322	WA/2011/1291	Combe Court Farm, Prestwick Lane, Chiddingfold, GU8 4XW	Agricultural	N/A	0	0	1	0
321	WA/2011/1304	Amberley, Birtley Road, Bramley, GU5 0JJ	C3	N/A	1	0	2	0
337	WA/2011/1324	Land At 74 Pullman Lane, Godalming, GU7 1YB	C3	N/A	0	0	1	0
333	WA/2011/1335	Land At Okehurst & Hunting Barn, New Park Road, Cranleigh, GU6 7HJ	C3	N/A	0	0	2	0
471	WA/2011/1369	Westbourne, Hillside Road, Frensham, GU10 3AJ	C3	N/A	0	0	1	0
127	WA/2011/1496	Pennybee, St Cross Road, Farnham, GU9 7JZ	A4	496	0	0	4	1
328	WA/2011/1598	2 Chestnut Avenue, Haslemere,GU27 2AT	D1	0	0	0	1	0
98	WA/2011/1606	32 Crondall Lane, Farnham, GU9 7BQ	C3	N/A	1	0	2	0
334	WA/2011/1627	Lapscombe Barn, Smithwood Common, Cranleigh, GU6 8QX	Agricultural	N/A	0	0	1	0
322	WA/2011/1652	Land to rear of Youngs Butchers, Petworth Road, Chiddingfold,GU8 4TY	A1	51.5	0	0	1	0
331	WA/2011/1762	24 Lickfolds Road, Rowledge,GU10 4AE	C3	N/A	1	0	2	0
331	WA/2011/1786	46 Greenfield Road, Farnham, GU9 8TJ	C3	N/A	1	0	2	0
335	WA/2011/1802	3-4 The Shops, Wonersh Common, Wonersh, GU5 0PJ	D1	45	0	0	0	1
339	WA/2011/1848	9 Woodman Court, Mark Way, Godalming,GU7 2BT	C3	N/A	0	0	1	0
503	WA/2011/1921	Land at Stockwood Way, Farnham, GU9 9TE	Vacant	N/A	0	0	13	0
329	WA/2011/1926	Land At Hatherleigh, Tower Road, Hindhead,	C3	N/A	0	0	4	0
328	WA/2011/1938	14 High Street, Haslemere,GU27 2JE	A1	153	0	0	0	3
338	WA/2011/1969	28 High Street, Godalming,GU7 1DZ	A3	220	0	1	0	2
338	WA/2011/1981	Priory Orchard & Car Park Land, Station Approach, Godalming, GU7 1EU	Parking	N/A	1	0	6	8
331	WA/2011/2041	29 Unity House, The Street, Farnham, GU10 4QS	C3	N/A	1	0	0	3
326	WA/2011/2057	Connemara, Cranleigh Road, Ewhurst, GU6 7RN	C3	N/A	0	0	1	0
328	WA/2011/2109	58B High Street, Haslemere, GU27 2LA	SG	N/A	0	0	1	0

Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats
127	WA/2011/2113	The Seven Stars, East Street, Farnham,GU9 7TP	A4	206	1	0	0	2
320	WA/2011/2118	Land adjacent Curlew Cottage, Red House Lane, Elstead,GU8 6DR	C3	N/A	0	0	1	0
333	WA/2011/2129	Former Swallow Tiles Site, Bookhurst Road, Cranleigh, GU6 7DP	Vacant	0	0	0	52	6
564	WA/2011/2153	Suites E2, F1 & F2 Lion and Lamb Yard, Farnham,GU9 7LL	B1	80	0	0	0	1
327	WA/2011/2177	27 Lion Lane, Haslemere,GU27 1JF	C3	N/A	0	0	1	0
71	WA/2012/0019	Land At Bourne House, Lodge Hill Road, Farnham, GU10 3RD	C3	N/A	0	0	1	0
71	WA/2012/0028	Lambswood, 108 Lodge Hill Road, Farnham, GU10 3RB	C3	N/A	0	0	1	0
300	WA/2012/0139	Land at 11 Bat and Ball Lane, Wrecclesham, Farnham	C3	N/A	0	0	1	0
328	WA/2012/0150	Plots 1& 2, Edgewood, Grays Close, Haslemere ,GU27 2LJ	C3	N/A	1	0	2	0
471	WA/2012/0164	44 Frensham Road, Farnham, GU10 3NY	A2	3450	0	0	14	0
328	WA/2012/0191	Land adjacent to 30 Field Way, Haslemere,GU27 2AX	C3	N/A	0	0	1	0
98	WA/2012/0224	Lion Brewery, 57 West Street, Farnham, GU9 7AB	A1	111.9	0	0	2	3
323	WA/2012/0231	Bridewell House, 71 Franklin Court, Wormley, GU8 5US	B1	143	0	0	0	2
329	WA/2012/0352	12 London Road, Hindhead, GU26 6AF	C3	N/A	1	0	0	2
336	WA/2012/0363	47 Farnborough Road, Farnham,GU9 9AJ	B1	171	0	0	0	2
328	WA/2012/0394	Plot 3, Edgewood, Grays Close, Haslemere ,GU27 2LJ	C3	N/A	0	0	1	0
564	WA/2012/0415	Suites E2, F1 & F2 Lion and Lamb Yard, Farnham,GU9 7LL	B1	81	0	0	0	1
338	WA/2012/0453	Land at Flambard Way, Catteshall Lane and Woolsack Way, Godalming, GU7 1JN	Mixed	2497	0	0	35	102
325	WA/2012/0491	London House, 106 High Street, Cranleigh, GU6 8AJ	B1	238	0	0	0	4
333	WA/2012/0563	Crossways, Wanborough Lane, Cranleigh, GU6 7DT	C3	N/A	0	0	1	0
328	WA/2012/0583	Barn At Rear Of 13B Petworth Road, Haslemere, GU27 2JB	C3	N/A	0	0	0	1
300	WA/2012/0601	The Studio, St Joan House, 22 Little Green Lane, Farnham,GU9 8TB	B1	62	0	0	1	0
320	WA/2012/0608	A J Tracy And Sons, The Green, Elstead, GU8 6DA	A1	1122	0	0	4	0
341	WA/2012/0635	41 Binscombe Lane, Farncombe,GU7 3PP	C3	N/A	1	0	2	0
331	WA/2012/0684	Land to rear of 90-96 Boundstone Road, Rowledge,GU10 4AU	C3	N/A	0	0	2	0
325	WA/2012/0689	Unit 2, Sterling Barns, Knowle Lane, Cranleigh,GU6 8JP	B1	70.4	0	0	1	0
324	WA/2012/0704	Land At White Lea South, Guildford Road, Rudgwick, RH12 3BG	B1	3090	0	0	1	0
320	WA/2012/0710	Land at Shackleford Mushroom Farm, Peper Harow Lane, Shackleford	Agricultural	N/A	0	0	9	0
325	WA/2012/0796	2 Graphic House, St James Place, Cranleigh, GU6 8RP	B1	126.77	0	0	0	1
98	WA/2012/0838	Vine Works, West Street, Farnham,GU9 7ED	B1	77	0	0	1	0
564	WA/2012/0842	Units 3&5, Carlton Yard, Victoria Road, Farnham,GU9 7RD	B1	151	0	0	0	2
328	WA/2012/0861	September Lodge, Old Haslemere Road, Haslemere,GU27 2NN	C3	N/A	0	0	1	0
336	WA/2012/0879	Heath House, Heath Lane, Farnham, GU9 0PF	C3	N/A	1	0	14	0
323	WA/2012/0880	Land At Baynards Garage, Petworth Road, Witley, GU8 5LP	SG	334	0	0	4	0
325	WA/2012/0885	Graphic House, St James's Place, Cranleigh,GU6 8RP	B1	55.06	0	0	1	0
127	WA/2012/0912	Land At East Street, Farnham	Mixed	unknown	4	0	0	239
319	WA/2012/0913	Land At Quinnettes, Eddystone Court, Churt, GU10 2NU	C3	N/A	0	0	3	0
340	WA/2012/1078	Wurth House and Anvil Park, Catteshall Lane, Godalming, GU7 1NP	B1	7730	0	0	105	42
319	WA/2012/1119	Hunters Barn, Mill Lane, Frensham, GU10 3EB	Agricultural	N/A	0	0	1	0
322	WA/2012/1167	Frillinghurst Mill, West End Lane, Haslemere, GU27 2EN	B1	483	0	0	1	0
328	WA/2012/1182	Burgess House, West Street, Haslemere, GU27 2AB	A1	141.31	0	0	0	2
324	WA/2012/1192	Land Opposite The Lodge, (Lemens Barn), Hermongers Lane, Rudgwick	Agricultural	N/A	0	0	1	0
329	WA/2012/1207	Punchbowl Filling Station, London Road, Hindhead,GU26 6AF	SG	75	0	0	6	0
335	WA/2012/1265	Barnend, Wonersh Common, Wonersh, GU5 0PL	C3	N/A	2	0	1	0
340	WA/2012/1335	2 Summers Road, Farncombe, GU7 3BB	B1	91	0	0	2	0
321	WA/2012/1352	12 - 15, High Street, Bramley, GU5 0HF	B1	170	0	0	4	0
564	WA/2012/1354	5 The Borough, Farnham, GU9 7NA	A1	69	0	0	1	0
328	WA/2012/1357	Byway, 35 Courts Hill Road, Haslemere, GU27 2PN	C3	N/A	1	0	2	0
320	WA/2012/1402	The Old Farmhouse, Haslemere Road, Witley, GU8 5PT	C3	N/A	0	0	1	0
332	WA/2012/1435	Hoghatch Farm, 6 Hoghatch Lane, Farnham, GU9 0BY	C3	N/A	0	0	1	0

Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats
327	WA/2012/1457	Land At Long Island, Border Road, Haslemere, GU27 1PF	C3	N/A	0	0	7	0
325	WA/2012/1498	Unit 5 Sterling Barns, Knowle Lane, Cranleigh, GU6 8JP	B1	44.29	0	0	0	1
321	WA/2012/1501	Farm Buildings, Station Lane, Enton, GU7 1UG	Agricultural	N/A	0	0	1	0
71	WA/2012/1506	Land At 2 Deepdene, Lower Bourne, Farnham, GU10 3QR	C3	N/A	0	0	1	0
334	WA/2012/1533	The Barn, Westland Farm, Lords Hill Common, Shamley Green, GU5 0TL	Agricultural	N/A	0	0	1	0
324	WA/2012/1540	The Crown, Loxwood Road, Alfold, GU6 8ET	A4	218	0	0	2	0
98	WA/2012/1559	Land At 40 West Street, Farnham, GU9 7DX	C2	0	0	0	1	0
468	WA/2012/1564	Farnham Castle Stables, Old Park Lane, Farnham, GU9 0AN	Agricultural	N/A	0	0	1	0
321	WA/2012/1592	Milford Hospital, Tuesley Lane, Godalming, GU7 1UF	C2	6191.9	16	0	108	12
300	WA/2012/1660	Belmont House, Green Lane, Farnham, GU9 8AU	C3	N/A	0	0	0	3
327	WA/2012/1661	9A St Christophers Road, Haslemere,GU27 1DQ	Sui Generis	110	0	0	1	0
309	WA/2012/1730	66 Ridgway Road, Farnham, GU9 8NS	C3	N/A	1	0	3	0
338	WA/2012/1736	Primrose Place, Portsmouth Road, Godalming, GU7 2JN	B1	110	0	0	0	4
320	WA/2012/1750	Winkford Farm, Haslemere Road, Godalming, GU8 5PR	Agricultural	N/A	0	0	1	0
320	WA/2012/1830	Land Adjacent To Weywood, Red House Lane, Elstead, GU8 6DR	Vacant	N/A	0	0	1	0
338	WA/2012/1843	Land To Rear Of 66 & 66A High Street, Godalming, GU7 1DU	A1	5	0	0	3	0
564	WA/2012/1893	Land To The Rear Of 37 West Street, Farnham, GU9 7DR	C3	N/A	0	0	1	0
320	WA/2012/1916	Wychmoor, Thursley Road, Thursley, GU8 6QW	Agricultural	N/A	0	0	1	0
327	WA/2012/1917	34 Kings Road, Haslemere, GU27 2QG	C3	N/A	1	0	0	9
109	WA/2012/1920	Land At Brookley Lodge, 26 Crooksbury Road, Farnham, GU10 1QE	Agricultural	N/A	0	0	1	0
320	WA/2012/1932	Lynton, Red House Lane, Elstead, GU8 6DS	C3	N/A	0	0	1	0
340	WA/2012/1939	Lammas Gate, 84A Meadrow, Godalming, GU7 3HT	B1	384.9	0	0	0	4
326	WA/2012/1992	Land At Little Garlands, The Street, Ewhurst, GU6 7QA	C3	N/A	0	0	1	0
337	WA/2012/1998	24 Brighton Road, Godalming, GU7 1NS	B2	1670	0	0	0	13
124	WA/2012/2003	Land Adjoining Bourne Mill, Guildford Road, Farnham, GU9 9PU	Open Space	N/A	0	0	16	0
323	WA/2012/2015	The Birches, Encoln & Keens Yard, Haslemere Road, Witley,GU8 5QA	B1	8640	7	0	2	0
339	WA/2013/0016	Land Adjacent To 30 Frith Hatch, Chalk Road, Godalming, GU7 2AD	C3	N/A	0	0	1	0
300	WA/2013/0034	3 Wicket Hill, Wrecclesham, GU10 4RD	C3	N/A	0	0	1	0
126	WA/2013/0060	Rhombus, Morley Road, Farnham,GU9 8LX	C3	N/A	0	1	0	2
319	WA/2013/0101	Manor Farm Cottages, Old Lane, Dockenfield, GU10 4HL	Agricultural	N/A	0	0	0	2
327	WA/2013/0104	Land At 17 Kings Road, Haslemere, GU27 2QA	A3	75	0	1	0	4
329	WA/2013/0148	Kirkpatrick Buildings, 25 London Road, Hindhead, GU26 6AB	A1	6986	0	0	26	10
321	WA/2013/0160	Windrush House, Windrush Close, Bramley, GU5 0HF	C3	N/A	0	0	1	0
327	WA/2013/0169	The Crown And Cushion, 4 Wey Hill, Haslemere,GU27 1BX	A4	156	0	0	0	5
300	WA/2013/0171	33 Shortheath Road, Farnham, GU9 8SH	C3	N/A	0	0	1	0
331	WA/2013/0196	9 School Hill, Wrecclesham, GU10 4PU	A4	240	0	0	0	9
328	WA/2013/0233	Land At Enderby, Bunch Lane, Haslemere, GU27 1ET	C3	N/A	0	0	1	0
321	WA/2013/0285	Kessingland, The Street, Hascombe, GU8 4JG	C3	N/A	1	0	2	0
75	WA/2013/0293	Land At Dorimar, Low Lane, Badshot Lea, GU9 9NA	C3	N/A	0	0	1	0
338	WA/2013/0402	139-143 High Street, Godalming	A3	235.1	0	0	0	6
324	WA/2013/0404	Land At Eldon Farm, Elmbridge Road, Cranleigh, GU6 8JX	C3	N/A	0	0	1	0
564	WA/2013/0406	3 West Street, Farnham, GU9 7DN	B8	61.7	0	0	0	1
321	WA/2013/0464	Place Farm, Nore Lane Formerly The Street, Hascombe, GU8 4JT	Agricultural	N/A	0	0	4	0
340	WA/2013/0473	31-33 Farncombe Street, Godalming, GU7 3LH	A2	117	0	0	0	2
338	WA/2013/0483	59 High Street, Godalming, GU7 1AW	A1	49	0	0	1	0
328	WA/2013/0506	14-18 Lower Street, Haslemere, GU27 2NX	A1	236	0	0	0	7
300	WA/2013/0522	11 Grove End Road, Farnham,GU9 8RD	C3	N/A	0	0	1	0
340	WA/2013/0537	Land At Warren Road, Godalming, GU7 3SJ	Vacant	N/A	0	0	3	0
341	WA/2013/0538	Land At Badgers Close, Godalming, GU7 3RT	Vacant	N/A	0	0	4	0
341	WA/2013/0539	Land At Silo Drive, Godalming, GU7 3NZ	Vacant	N/A	0	0	2	0

Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats
327	WA/2013/0562	The Colosseum, 67B Wey Hill, Haslemere, GU27 1HN	D2	150	0	0	0	3
336	WA/2013/0612	Applegarth, 8 Brooklands Close, Farnham, GU9 9BT	C3	N/A	1	0	4	0
333	WA/2013/0643	Land Adjacent To Cornwall House, Bridge Road, Cranleigh, GU6 7HH	C3	N/A	0	0	1	0
339	WA/2013/0660	Land At Barco And Nantmore, Charterhouse Road, Godalming, GU7 2AW	C3	N/A	2	0	9	0
323	WA/2013/0674	Land Adjoining Woodland View, Haslemere Road, Witley, GU8 5QA	C3	N/A	0	0	1	0
331	WA/2013/0680	Land At Rosebarton, Cherry Tree Walk, Rowledge, GU10 4AD	C3	N/A	0	0	1	0
341	WA/2013/0689	Land To Rear Of 23 And 25 Furze Lane, Godalming, GU7 3NP	C3	N/A	0	0	2	0
338	WA/2013/0712	51 High Street, Godalming, GU7 1AW	A1	150	0	0	0	3
334	WA/2013/0737	65 Nursery Hill, Shamley Green, GU5 0UL	C3	N/A	0	0	1	0
338	WA/2013/0743	147 High Street, Godalming, GU7 1AF	C3	N/A	0	1	0	2
471	WA/2013/0869	22 Longdown Road, Farnham, GU10 3JU	C3	N/A	0	0	1	0
320	WA/2013/0870	Gem House, Thursley Road, Elstead, GU8 6LN	B2	227	0	0	2	0
319	WA/2013/0908	The Coach House, Moor House, Tilford Road, Rushmoor GU10 2EB	C3	N/A	0	0	1	0
340	WA/2013/0916	57 Meadrow, Godalming, GU7 3HS	C3	15	1	0	2	0
340	WA/2013/0916	57 Meadrow, Godalming, GU7 3HS	A1	15				
338	WA/2013/0924	The Rotunda, The Burys, Godalming, GU7 1HY	D1	0	0	0	0	2
309	WA/2013/0931	Land Adjacent To, 64 Firgrove Hill, Farnham, GU9 8LL	C3	N/A	0	0	1	0
340	WA/2013/0935	Squirrels Leap, 20 Wolseley Road, Farncombe, GU7 3DX	C3	N/A	1	0	3	0
321	WA/2013/0945	Shortlands, Snowdenham Lane, Bramley, GU5 0AT	C3	N/A	1	0	1	1
337	WA/2013/0952	61 Brighton Road, Godalming, GU7 1NT	A1	159	1	0	4	0
319	WA/2013/0998	The Old Bakery, Churt Road, Churt, GU10 2JA	A1	0	0	0	1	0
341	WA/2013/1033	1 Silo Drive, Godalming, GU7 3NZ	C3	N/A	0	0	1	0
319	WA/2013/1042	Harvest Nursery, Grange Road, Tilford, GU10 2DY	Agricultural	N/A	0	0	1	0
98	WA/2013/1155	Flat 1, Manory House, 69 West Street, Farnham, GU9 7EH	C3	N/A	0	1	0	0
328	WA/2013/1184	1 Kings Road, Haslemere, GU27 2QA	SG	0	0	0	0	2
98	WA/2013/1213	Travis Perkins, West Street, Farnham, GU9 7AF	SG	1810	0	0	17	5
319	WA/2013/1216	Greenhills Court, Tilford Road, Farnham, GU10 2DZ	B1	145	0	0	1	0
300	WA/2013/1221	The Chapel, Green Lane, Farnham, GU9 8PT	D1	0	0	0	1	0
328	WA/2013/1242	14 Petworth Road, Haslemere, GU27 2HR	A3	85	0	0	0	1
329	WA/2013/1308	Hillside, Tilford Road, Hindhead, GU26 6RD	C3	N/A	0	5	4	0
564	WA/2013/1325	Bishops Table Hotel, 27 West Street, Farnham, GU9 7DR	C1	0	0	0	4	0
127	WA/2013/1400	20 - 21 The Borough, Farnham, GU9 7NQ	B1	28	0	0	1	0
564	WA/2013/1428	38 The Borough, Farnham, GU9 7NW	A2	245.6	0	0	0	2
327	WA/2013/1441	Trendells (Print) LTD, Critchmere Lane, Haslemere, GU27 1PR	B1	416	0	0	6	0
341	WA/2013/1464	Land to rear of 49-55 Silo Road, Godalming, GU7 3PA	SG	N/A	0	0	1	6
564	WA/2013/1477	112 West Street, Farnham,GU9 7HH	C3	55	0	1	0	2
564	WA/2013/1477	112 West Street, Farnham,GU9 7HH	A3	55				
333	WA/2013/1496	Former Swallow Tiles, Bookhurst Road, Cranleigh, GU6 7DP	B1	40	0	0	2	0
300	WA/2013/1513	9 Chestnut Avenue, Farnham, GU9 8UL	C3	N/A	1	0	2	0
319	WA/2013/1528	Land Adjacent To Southdown House, Hale House Lane, Churt, GU10 2JA	A1	60.5	0	0	2	0
329	WA/2013/1562	4 London Road, Hindhead, GU26 6AF	A3	92	0	0	0	2
338	WA/2013/1648	62 High Street, Godalming, GU7 1DU	A3	20	0	0	0	1
320	WA/2013/1657	Land Adjacent To Redcot, Beacon View Road, Elstead, GU8 6DT	C3	N/A	0	0	1	0
329	WA/2013/1679	5 Beacon Hill Road, Hindhead, GU26 6NR	A5	40	0	0	0	1
468	WA/2013/1703	The Stables, Old Park Farm, Old Park Lane, Farnham, GU9 0AL	Agricultural	N/A	0	0	1	0
321	WA/2013/1727	Land Adjacent 1 The Coombes, Bramley, GU5 0HT	C3	N/A	0	0	1	0
125	CR/2013/0001	The Oast House, Park Row, Farnham, GU9 7JH	B1	390	0	0	0	4
564	CR/2013/0002	Suites A & B, First Floor, 18 Lion And Lamb Yard, Farnham, GU9 7LL	B1	467	0	0	0	7
330	CR/2013/0005	1A Chapel Lane, Milford, GU8 5HU	B1	220	0	0	0	1
564	CR/2013/0007	First & Second Floor, 26 & 27 Downing Street, Farnham, GU9 7PD	B1	158.87	0	0	0	2

Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats
330	CR/2013/0008	1D Chapel Lane, Milford, GU8 5HU	B1	220	0	0	0	1
328	CR/2013/0016	The Garden Office, 70 High Street, Haslemere, GU27 2LA	B1	510	0	0	1	0
127	CR/2013/0017	20 - 21 The Borough, Farnham, GU9 7NQ	B1	440	0	0	0	5
328	CR/2013/0018	The Studio, 70 High Street, Haslemere, GU27 2LA	B1	610	0	0	1	0
340	CR/2013/0019	Panda House, Weyside Park, Catteshall Lane, Godalming, GU7 1XR	B1	6880	0	0	0	36
340	CR/2013/0021	Sandford House, Catteshall Lane, Godalming, GU7 1NQ	B1	970	0	0	8	0
75	CR/2013/0022	Block B, Former Clenmay House, Runfold St George, Farnham, GU10 1PL	B1	143.7	0	0	4	0
564	CR/2013/0026	Suite F1, 9 Lion and Lamb Yard, Farnham, GU9 7LL	B1	220	0	0	0	2
323	CR/2013/0027	1 Robin Way, Wormley, GU8 5TN	B1	50	0	0	1	0

Pro-forma Potential Developments

Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats	Scenario			
									Scenario 1	Scenario 2	Scenario 3	Scenario 4
324	611	Mobil Garage, Dunsfold Road, Alfold Crossways	Sui Generis	Vacant	1	0	6	0	✓			
325	9	Hewitts Industrial Estate, Cranleigh	B1/B8	0	0	0	102	43	✓			
333	129	Park Mead Junior School, Park Drive, Cranleigh	D1	0	0	0	18	12	✓			
333	130	Cranleigh Infants School, Church Lane, Cranleigh	D1	0	0	0	12	8	✓			
324	497	Cranleigh Brickworks, Baynards, Rudgwick	B2?	736	0	0	15	0	✓			
320	16	Weyburn Works, Shackleford Road, Elstead	B1	3524	0	0	40	10	✓			
320	16	Weyburn Works, Shackleford Road, Elstead	B2	3524	0	0			✓			
320	16	Weyburn Works, Shackleford Road, Elstead	B8	3524	0	0			✓			
75	33	Badshot Lea Service Station, 131 Badshot Lea Road, Farnham	Sui Generis	Vacant	0	0	5	3	✓			
331	133	Land rear of Viners Mead and Colemans, Wrecclesham Road, Farnham	B1	0	0	0	4	3	✓			
127	136	35-42 East Street, Farnham	Sui Generis / B1	0	0	0	18	12	✓			
127	264	Victoria House, South Street, Farnham	A1/B1	0	0	0	0	8	✓			
127	285	The Bush Hotel, The Borough, Farnham	Parking	n/a	0	0	5	0	✓			
331	380	Stephensons Engineering Site, 66 Wrecclesham Hill, Farnham	B1	Vacant	0	0	12	0	✓			
75	478	Part of SSE Farnham Depot, Lower Weybourne Lane, Farnham	Sui Generis	0	0	0	24	16	✓			
564	484	Farnham Police Station, Long Bridge, Farnham	D1?	n/a	0	0	0	50	✓			
309	498	Weydon Works, Weydon Lane, Farnham	B1/B2/B8	Vacant	0	0	5	4	✓			
337	209	Land at Keys Cottage & Wedgewood, Holloway Hill, Godalming	C3	n/a	0	0	10	0	✓			
328	141	Land at West Street including Haslemere Key Site	Mixed	0	0	0	30	20	✓			
329	144	Central Hindhead, London Road, Hindhead (Barons of Hindhead)	Sui Generis	0	0	0	18	12	✓			
329	145	Land at Oakdale, Portsmouth Road, Hindhead	A1	0	0	0	32	9	✓			
328	495	Haslemere Police Station, 46 West Street, Haslemere	D1?	n/a	0	0	0	10	✓			
325	unknown	East Lodge House, 116 High Street, Cranleigh	B1	371.6	0	0	0	6	✓			
127	670	The Woolmead, East Street, Farnham	Mixed	0	unknown	unknown	0	90	✓			
332	unknown	Wellingtons, 16 Folly Hill	A4	604	0	0	5	0	✓			
300	unknown	The Dairy, 40 Weydon Lane	B8	0	0	0	8	5	✓			
338	unknown	Christian Science Church, Ockford Road	D1	n/a	0	0	0	31	✓			
340	WA/2013/1904	Land at Garages, The Oval	Garages	n/a	0	0	8	0	✓			
321	unknown	Bramley Garage, High Street, Bramley	Sui Generis	0	0	0	6	4	✓			
309	619	Land at Farnham 6th Form College, Morley Road, Farnham	D1	n/a	0	0	14	0	✓			
309	597	Firlex House, Firgrove Hill, Farnham	B1	0	0	0	0	6	✓			
338	CR/2013/0037	Network House, Lower South Street, Farnham	B1	377	0	0	0	9	✓			
340	unknown	Thornbrook House, Weyside Park, Godalming	B1	2283	0	0	0	30	✓			
338	unknown	Craven House, Godalming	B1	0	0	0	0	14	✓			
327	unknown	18 - 20 St Christophers Road, Haslemere	B8	Vacant	0	0	3	2	✓			
327	682	Eastwood and Westdown, Portsmouth Road, Hindhead	C3	n/a	2	0	0	9	✓			
324	595	Units 1 to 6 and 9 to 12 Loxwood Road, Alfold	B1	230	0	0	5	0	✓			
325	11	Astra House, Cranleigh	B1 / B8	2000	0	0	0	13	✓			
300	327	Land adjacent to Middlefield, Farnham	Garages	n/a	0	0	3	2	✓			
124	556	Land between Hale Road and Guildford Road	Sui Generis	0	0	0	6	0	✓			
98	673	Brethrens Meeting Room, West Street, Farnham	D1	n/a	0	0	21	4	✓			
339	52	Thames Water, Borough Road, Godalming	Sui Generis	n/a	0	0	36	9	✓			
340	57	Properties and Gardens 1-22 Catteshall Lane, Godalming	C3	n/a	22	0	50	0	✓			
339	66	Land at Charterhouse School, Peperharow Road, Godalming	D1	n/a	0	0	10	0	✓			
338	699	Ockford Ridge, Godalming	C3	n/a	62	0	59	37	✓			
339	706	Land rear of 49-48 Peper Harow Road, Godalming	C3	n/a	0	0	5	0	✓			
338	698	The Wharf car park, Woolsack Way, Godalming	Parking	n/a	0	0	0	22	✓			
327	681	Chapman House, Meadway, Haslemere	B1 / B8	0	0	0	20	10	✓			
327	697	Land at Wey Hill, Haslemere	Mixed	n/a	9	0	27	18	✓			
334	96	Garages off Nursery Hill, Shamley Green	Garages	n/a	0	0	5	0	✓			
319	705	Islamabad, Sheephatch Lane, Tilford	Mixed	n/a	0	0	34	0	✓			
319	717	Tilford Garage and Appleton, The Street, Tilford	Mixed	0	0	0	8	0	✓			

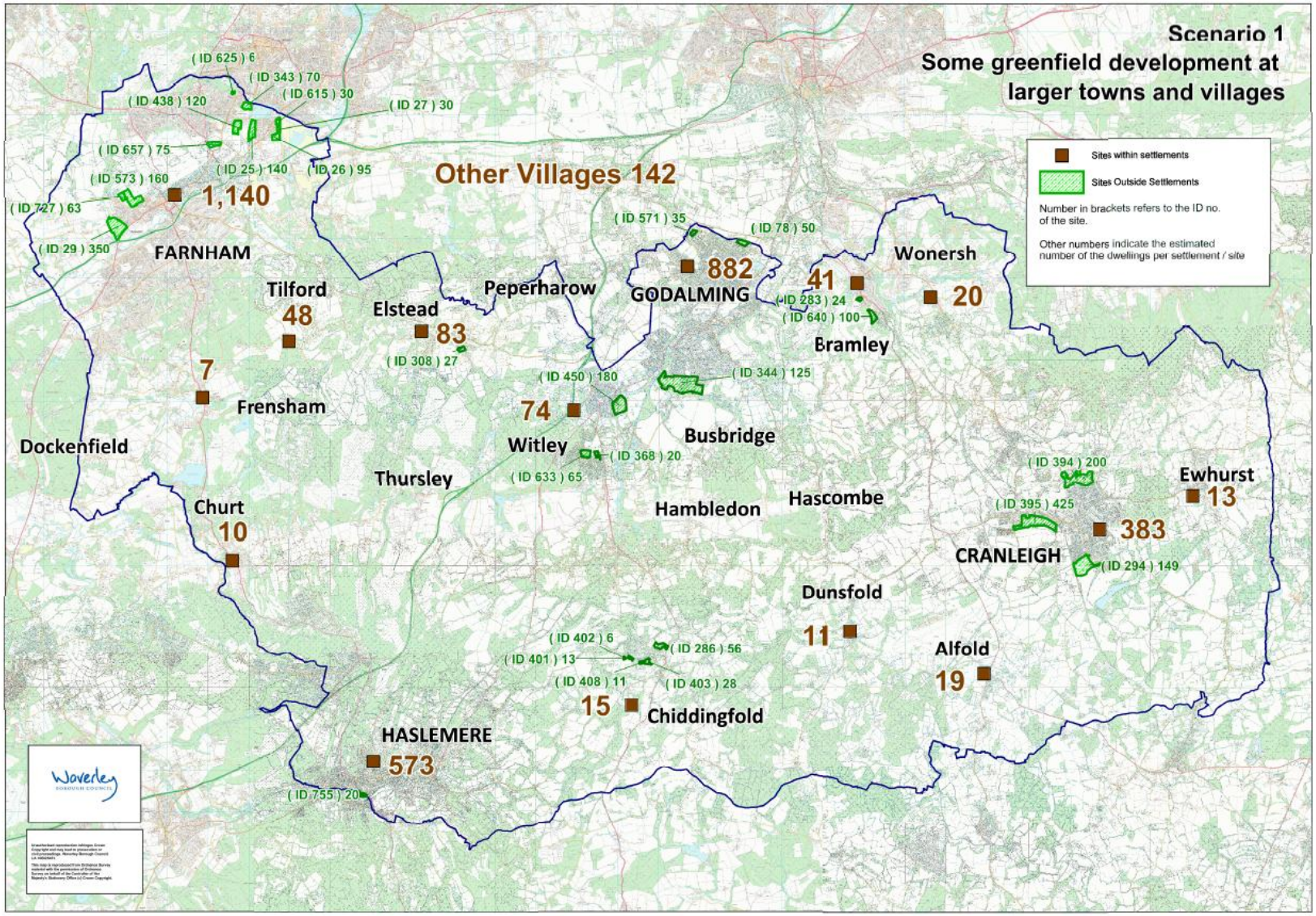
Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats	Scenario			
									Scenario 1	Scenario 2	Scenario 3	Scenario 4
471	679	30 Frensham Vale, Lower Bourne, Farnham	C3	n/a	1	0	0	10	✓			
75	25	Land West of Badshot Lea	Open Space	n/a	0	0	140	14	✓			
75	26	Land at South East Badshot Lea	Agriculture	n/a	0	0	95	0	✓			
75	27	Land to the East of Badshot Lea	Agriculture	n/a	0	0	30	0	✓			
98	29	Coxbridge Farm, Alton Road	Agriculture	n/a	0	0	325	25	✓			
300	30	10 Acre Walk, Clifton Close, Rowledge	Open Space	n/a	0	0	32	8			✓	
331	184	Rosemead Cottage, River Lane	C3	n/a	1	0	12	3			✓	
109	332	Land at Waverley Lane, Farnham	Agriculture	n/a	0	0	134	56			✓	
471	333	Land at 35 Frensham Vale, Lower Bourne	C3	n/a	2	0	40	10			✓	
503	343	Land at Stockwood Way, Hale (Parcel B)	Open Space	n/a	0	0	70	0	✓			
75	381	Land south of Badshot Lea	Mixed	0	0	0	560	140			✓	
75	438	Land west of Green Lane, Badshot Lea	Agriculture	n/a	0	0	84	36	✓			
331	440	Land to the north east of Holtside, Lickfolds Road, Rowledge	Agriculture	n/a	0	0	2	0			✓	
331	461	Land to the rear of 48 Wrecclesham Hill, Farnham	C3	n/a	2	0	31	8			✓	
331	545	Baker & Oates, Gardeners Hill Road, Farnham	Agriculture	n/a	0	0	50	0			✓	
331	546	West of Switchback Lane, Rowledge	Mixed	n/a	0	0	58	7			✓	
98	554	Beavers Farm, Crondall Lane	Agriculture	n/a	0	0	66	16			✓	
98	573	Land off Crondall Lane	Open Space	n/a	0	0	128	32	✓			
75	615	Land east of Low Lane	Open Space	n/a	0	0	30	0	✓			
503	625	Rowhills, Farnham	Open Space	n/a	0	0	5	1	✓			
98	644	Land at Cedar House, Byworth Road	C3	n/a	1	0	26	6			✓	
331	655	Wrecclesham Farm Buildings, Echo Barn Lane, Farnham	C3	n/a	0	0	5	0			✓	
331	656	Wrecclesham Farm Nursery, Echo Barn Lane, Farnham	Vacant Land	0	0	0	8	0			✓	
503	657	Land to the south of Monkton Lane, Farnham	Open Space	n/a	0	0	60	15	✓			
300	701	Land at Lavender Lane, Farnham	Open Space	n/a	0	0	58	14			✓	
331	713	Garden Style, Wrecclesham Hill	unknown	0	0	0	93	0			✓	
332	716	13 Upper Old Park Lane, Farnham	Mixed	n/a	0	0	67	17			✓	
98	727	Land rear of Three Styles Road, Farnham	Agriculture	n/a	0	0	50	13	✓			
325	8	Notcutts, Guildford Road	A1?	0	0	0	20	0			✓	
325	292	West Cranleigh Nurseries, Knowle Lane	Mixed	0	0	0	256	51			✓	
325	294	Land at Horsham Road, Cranleigh	Agriculture	n/a	0	0	149	0	✓			
325	296	Ruffolds Farm, Guildford Road, Cranleigh	Agriculture	n/a	0	0	150	0			✓	
334	394	Land North of Wyphurst Road (was also ID6 - sites merged)	Agriculture	n/a	0	0	120	30	✓			
325	395	Land south and east of Littlemead Industrial Estate	Agriculture	n/a	0	0	377	48	✓			
325	620	Land adjacent to Ruffold Farm	Open Space	n/a	0	0	183	0			✓	
333	688	Land at Bowles Farm, Horsham Road, Cranleigh	Agriculture	n/a	0	0	200	0			✓	
333	712	Land at Highfold, Horsham Road, Cranleigh	C3	n/a	5	0	20	0			✓	
340	51	Broadwater School, Summers Road, Farncombe	D1	n/a	0	0	28	7			✓	
341	70	Green Lane Infants School, Green Lane, Binscombe	D1	n/a	0	0	19	5			✓	
341	78	Furze Lane, Farncombe	Agriculture	n/a	0	0	40	10	✓			
337	344	Ladywell Convent, Land south of Pullman Lane/Ashtead	Open Space	n/a	0	0	100	25	✓			
321	346	Land at Busbridge (south of Chestnut Way)	Open Space	n/a	0	0	528	132			✓	
337	444	Land at Springwood House, Brighton Road	C3	n/a	0	0	4	1			✓	
341	571	Land east of Binscombe	Open Space	n/a	0	0	35	0	✓			
321	728	Land South of Brighton Road, Busbridge	Open Space	n/a	0	0	48	12			✓	
328	79	Mills Yard, Bell Road	B1 / B2	0	0	0	6	2			✓	
327	466	Sturt Road WTW	Sui Generis	n/a	0	0	6	1			✓	
327	557	Brownscombe House and Cottage, Hindhead Road	C2	n/a	0	0	16	4			✓	
327	664	Land at Oak Tree Lane, Haslemere	Vacant Land	n/a	0	0	10	0			✓	
327	666	Land at Sturt Road, Haslemere	Agriculture	n/a	0	0	150	0			✓	
327	755	Part of Sturt Meadow House	C3	n/a	0	0	16	4	✓			

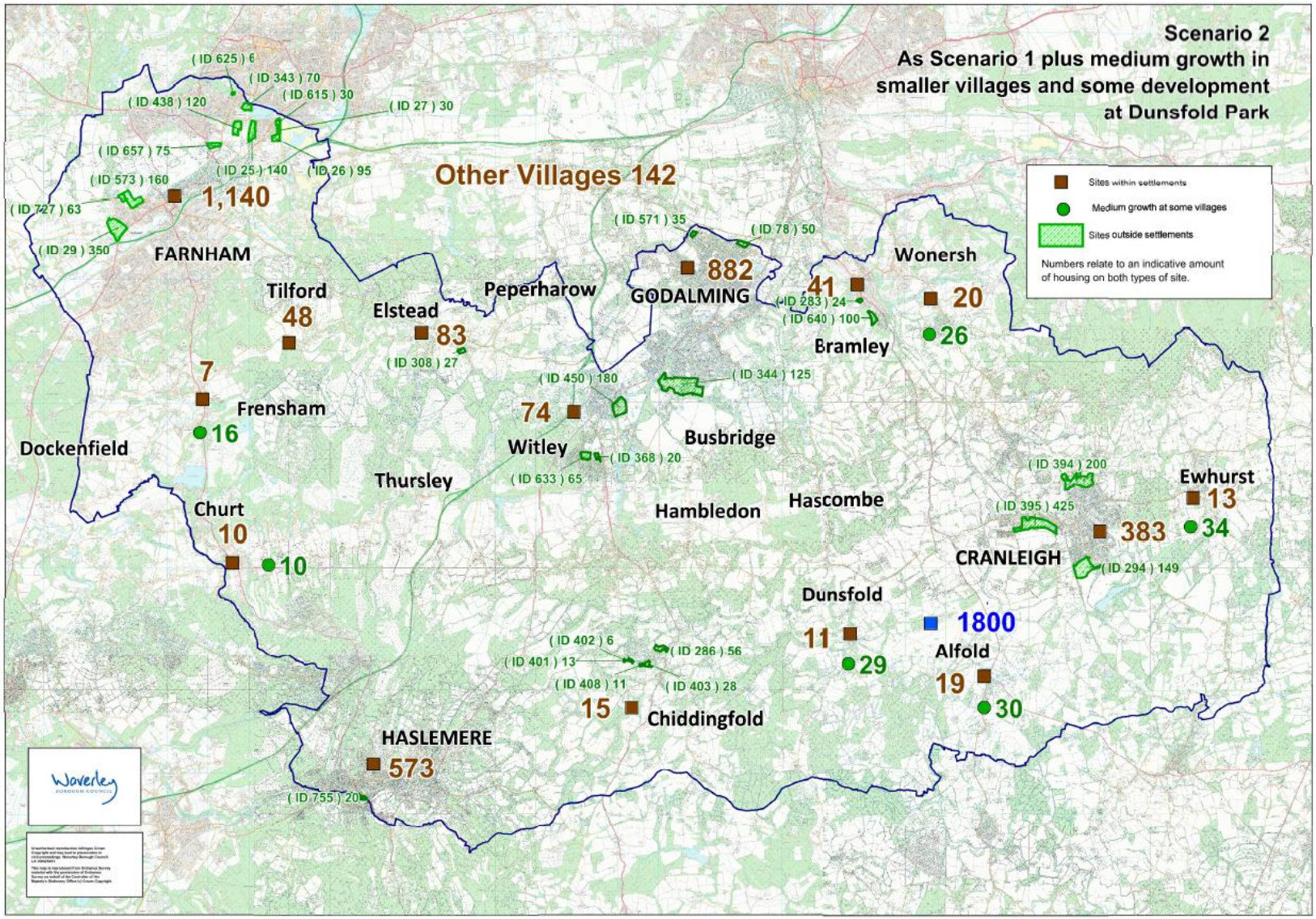
Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats	Scenario			
									Scenario 1	Scenario 2	Scenario 3	Scenario 4
323	368	Land at Wheeler Street Nurseries, Wheeler Lane	unknown	n/a	0	0	20	0	✓			
330	450	Land opposite Milford Golf Club	unknown	n/a	0	0	180	0	✓			
330	633	Land at Cramhurst Lane	Open Space	n/a	0	0	52	13	✓			
321	283	Land to the north west of Ricardo Court	Open Space	n/a	0	0	8	16	✓			
321	640	Land to the west of Bramley High Street	Open Space	n/a	0	0	80	20	✓			
320	308	Land to the rear of The Croft	Open Space	n/a	0	0	27	0	✓			
322	286	Land to the north of Queens Mead (west of the A283)	Agriculture	n/a	0	0	45	11	✓			
322	401	Land between Ballsdown and the Surgery	Woodland	n/a	0	0	10	3	✓			
322	402	Land South of Field View Close, Chiddingfold	Open Space	n/a	0	0	4	2	✓			
322	403	Land to the rear of houses in Ridgley Road	Agriculture	n/a	0	0	22	6	✓			
322	408	Land on Ballsdown	Open Space	n/a	0	0	9	2	✓			
570	10	Dunsfold Park	B1	1766	0	0	1440	360		✓		
570	10	Dunsfold Park	B1c	1197	0	0		B1a		✓		
570	10	Dunsfold Park	B2	2322	0	0		B1b		✓		
570	10	Dunsfold Park	B8	2744	0	0		B1c/B2		✓		
570	10	Dunsfold Park						B8		✓		
570	10	Dunsfold Park						A1		✓		
570	10	Dunsfold Park						A2		✓		
570	10	Dunsfold Park						A3		✓		
570	10	Dunsfold Park						A4		✓		
570	10	Dunsfold Park						A5		✓		
570	10	Dunsfold Park						C1 (hotel)		✓		
570	10	Dunsfold Park						D1 (Day Nursery)		✓		
570	10	Dunsfold Park						D1 - Primary School		✓		
570	10	Dunsfold Park						D1 - Medical Centre		✓		
570	10	Dunsfold Park						D1 - Community Facilities		✓		
570	10	Dunsfold Park						D1 - Museum		✓		
570	10							D1 - Church		✓		
570	10							D1 - Sports Facilities		✓		
570	10	Dunsfold Park	B1	1766	0	0	2720	680				✓
570	10	Dunsfold Park	B1c	1197	0	0		B1a				✓
570	10	Dunsfold Park	B2	2322	0	0		B1b				✓
570	10	Dunsfold Park	B8	2744	0	0		B1c/B2				✓
570	10	Dunsfold Park						B8				✓
570	10	Dunsfold Park						A1				✓
570	10	Dunsfold Park						A2				✓
570	10	Dunsfold Park						A3				✓
570	10	Dunsfold Park						A4				✓
570	10	Dunsfold Park						A5				✓
570	10	Dunsfold Park						C1 (hotel)				✓
570	10	Dunsfold Park						D1 (Day Nursery)				✓
570	10	Dunsfold Park						D1 - Primary School				✓
570	10	Dunsfold Park						D1 - Medical Centre				✓
570	10	Dunsfold Park						D1 - Community Facilities				✓
570	10	Dunsfold Park						D1 - Museum				✓
570	10	Dunsfold Park						D1 - Church				✓
570	10							D1 - Sports Facilities				✓
324	n/a	Alfold Windfall	n/a	n/a	0	0	1	1	✓			
324	n/a	Alfold Windfall	n/a	n/a	0	0	1	1	✓			

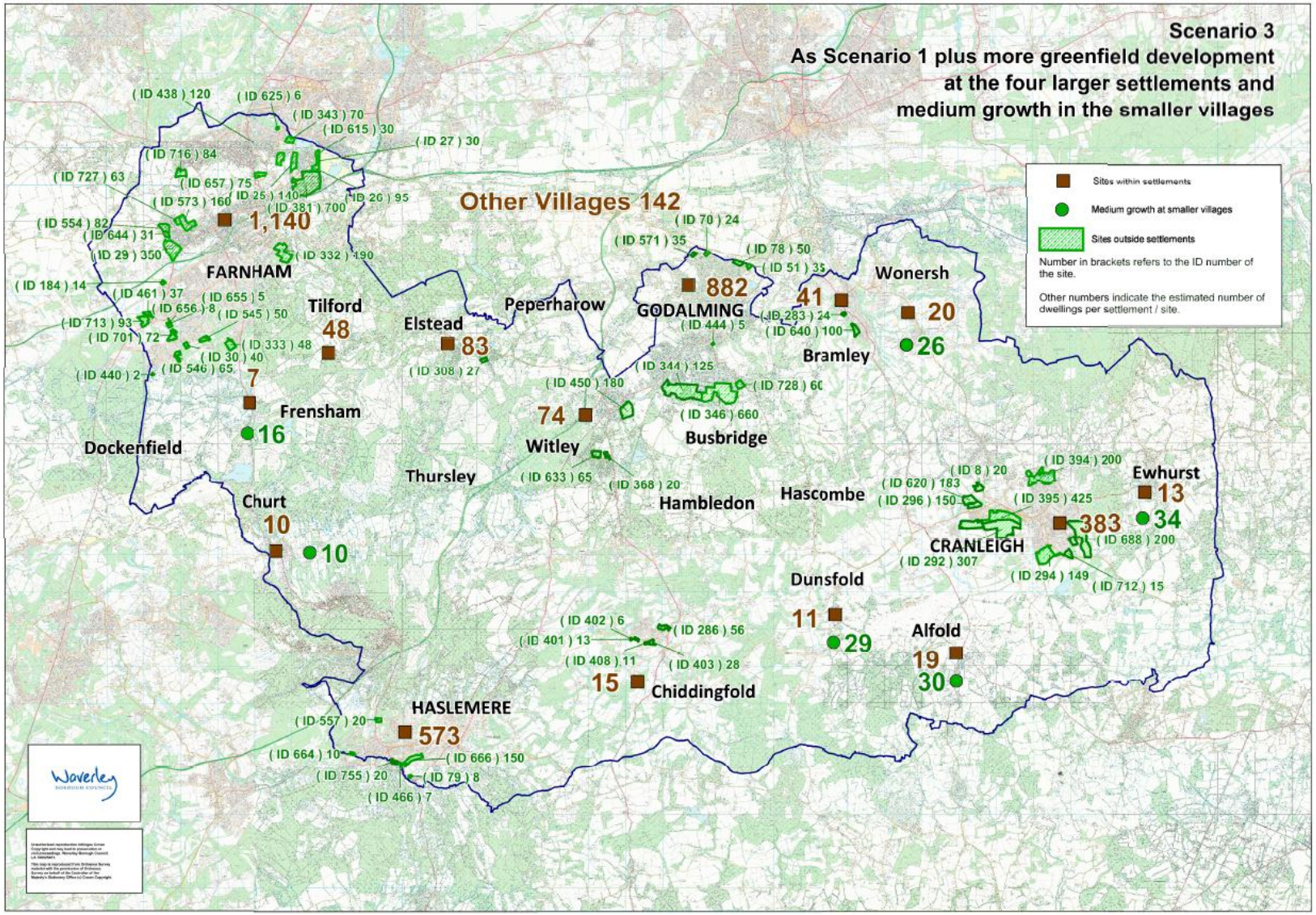
Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats	Scenario			
									Scenario 1	Scenario 2	Scenario 3	Scenario 4
321	n/a	Bramley Windfall	n/a	n/a	0	0	3	2	✓			
321	n/a	Bramley Windfall	n/a	n/a	0	0	9	6	✓			
321	n/a	Busbridge Windfall	n/a	n/a	0	0	3	2	✓			
322	n/a	Chiddingfold Windfall	n/a	n/a	0	0	4	2	✓			
322	n/a	Chiddingfold Windfall	n/a	n/a	0	0	4	2	✓			
319	n/a	Churt Windfall	n/a	n/a	0	0	1	1	✓			
319	n/a	Churt Windfall	n/a	n/a	0	0	1	1	✓			
325	n/a	Cranleigh Windfall	n/a	n/a	0	0	19	13	✓			
333		Cranleigh Windfall	n/a	n/a	0	0	30	20	✓			
319	n/a	Dockenfield Windfall	n/a	n/a	0	0	1	0	✓			
319	n/a	Dockenfield Windfall	n/a	n/a	0	0	3	2	✓			
322	n/a	Dunsfold Windfall	n/a	n/a	0	0	2	1	✓			
322	n/a	Dunsfold Windfall	n/a	n/a	0	0	5	3	✓			
320	n/a	Elstead Windfall	n/a	n/a	0	0	2	1	✓			
320	n/a	Elstead Windfall	n/a	n/a	0	0	10	6	✓			
326	n/a	Ewhurst Windfall	n/a	n/a	0	0	2	2	✓			
326	n/a	Ewhurst Windfall	n/a	n/a	0	0	3	2	✓			
71	n/a	Farnham Windfall	n/a	n/a	0	0	6	4	✓			
75	n/a	Farnham Windfall	n/a	n/a	0	0	8	5	✓			
98	n/a	Farnham Windfall	n/a	n/a	0	0	13	9	✓			
108	n/a	Farnham Windfall	n/a	n/a	0	0	5	3	✓			
109	n/a	Farnham Windfall	n/a	n/a	0	0	5	3	✓			
124	n/a	Farnham Windfall	n/a	n/a	0	0	13	8	✓			
125	n/a	Farnham Windfall	n/a	n/a	0	0	2	1	✓			
126	n/a	Farnham Windfall	n/a	n/a	0	0	6	4	✓			
127	n/a	Farnham Windfall	n/a	n/a	0	0	4	3	✓			
126	n/a	Farnham Windfall	n/a	n/a	0	0	6	4	✓			
127	n/a	Farnham Windfall	n/a	n/a	0	0	4	3	✓			
300	n/a	Farnham Windfall	n/a	n/a	0	0	26	17	✓			
309	n/a	Farnham Windfall	n/a	n/a	0	0	12	8	✓			
331	n/a	Farnham Windfall	n/a	n/a	0	0	23	16	✓			
332	n/a	Farnham Windfall	n/a	n/a	0	0	22	14	✓			
336	n/a	Farnham Windfall	n/a	n/a	0	0	23	15	✓			
468	n/a	Farnham Windfall	n/a	n/a	0	0	1	1	✓			
471	n/a	Farnham Windfall	n/a	n/a	0	0	16	10	✓			
503	n/a	Farnham Windfall	n/a	n/a	0	0	14	9	✓			
564	n/a	Farnham Windfall	n/a	n/a	0	0	5	3	✓			
319	n/a	Frensham Windfall	n/a	n/a	0	0	1	1	✓			
319	n/a	Frensham Windfall	n/a	n/a	0	0	1	1	✓			
337	n/a	Godalming Windfall	n/a	n/a	0	0	22	15	✓			
338	n/a	Godalming Windfall	n/a	n/a	0	0	24	16	✓			
339	n/a	Godalming Windfall	n/a	n/a	0	0	21	14	✓			
340	n/a	Godalming Windfall	n/a	n/a	0	0	24	16	✓			
341	n/a	Godalming Windfall	n/a	n/a	0	0	21	14	✓			
323	n/a	Hambledon Windfall	n/a	n/a	0	0	1	0	✓			
323	n/a	Hambledon Windfall	n/a	n/a	0	0	1	1	✓			
321	n/a	Hascombe Windfall	n/a	n/a	0	0	0	0	✓			
321	n/a	Hascombe Windfall	n/a	n/a	0	0	1	1	✓			
327	n/a	Haslemere Windfall	n/a	n/a	0	0	45	30	✓			
328	n/a	Haslemere Windfall	n/a	n/a	0	0	49	33	✓			
329	n/a	Haslemere Windfall	n/a	n/a	0	0	32	22	✓			
320	n/a	Thursley Windfall	n/a	n/a	0	0	1	0	✓			
320	n/a	Thursley Windfall	n/a	n/a	0	0	1	0	✓			
319	n/a	Tilford Windfall	n/a	n/a	0	0	1	1	✓			
319	n/a	Tilford Windfall	n/a	n/a	0	0	1	1	✓			
323	n/a	Witley Windfall	n/a	n/a	0	0	19	13	✓			
330	n/a	Witley Windfall	n/a	n/a	0	0	18	12	✓			

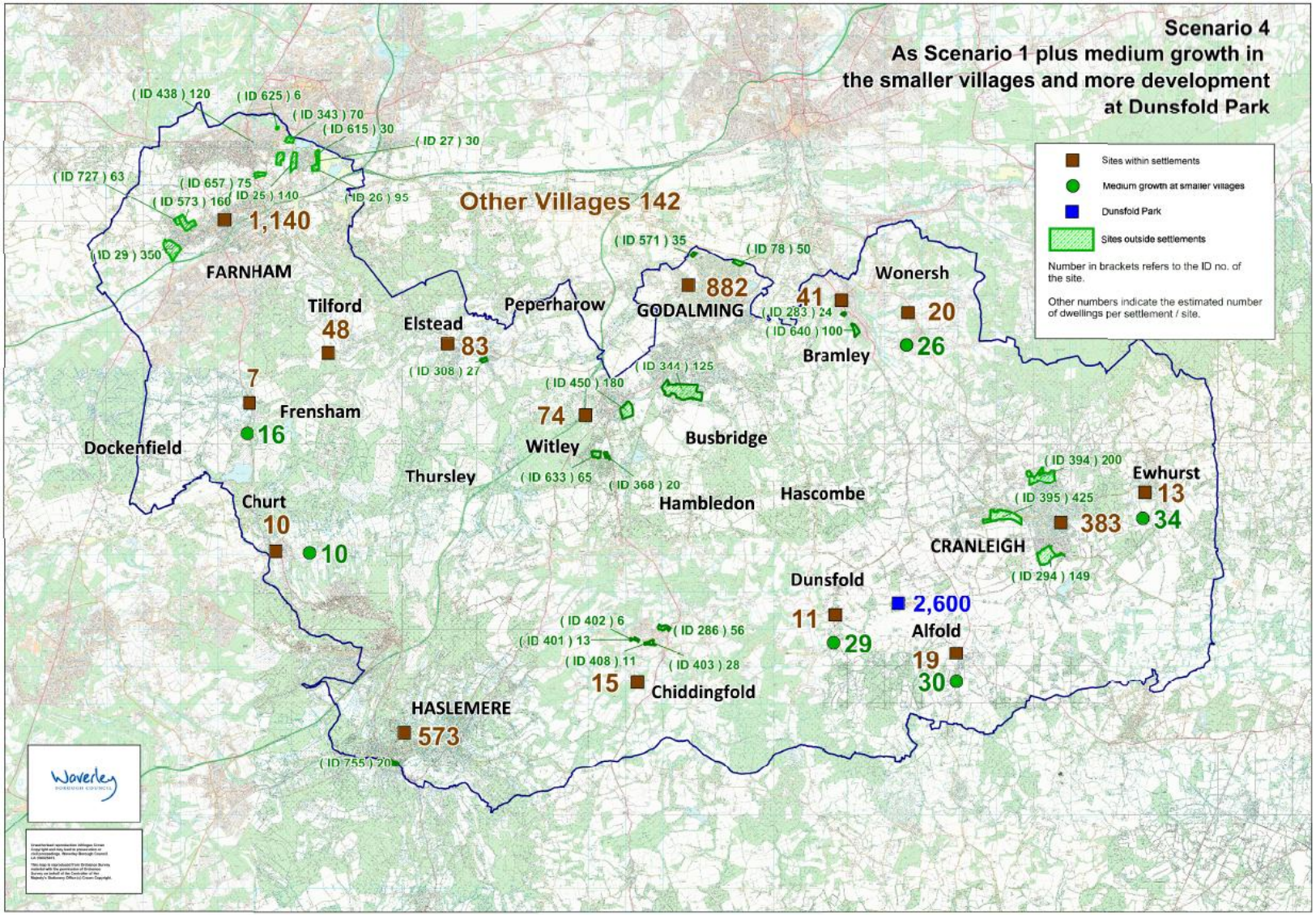
Zone	Planning Application	Address	Existing Land Use	Existing GFA (m²)	Existing Houses	Existing Flats	Proposed Houses	Proposed Flats	Scenario			
									Scenario 1	Scenario 2	Scenario 3	Scenario 4
334	n/a	Wonersh Windfall	n/a	n/a	0	0	2	2	✓			
335	n/a	Wonersh Windfall	n/a	n/a	0	0	2	2	✓			
324	n/a	Alfold Greenfield Allowance	n/a	n/a	0	0	24	6		✓	✓	✓
326	n/a	Ewhurst Greenfield Allowance	n/a	n/a	0	0	27	7		✓	✓	✓
319	n/a	Frensham Greenfield Allowance	n/a	n/a	0	0	13	3		✓	✓	✓
319	n/a	Churt Greenfield Allowance	n/a	n/a	0	0	8	2		✓	✓	✓
334	n/a	Wonersh / Shamley Green Greenfield Allowance	n/a	n/a	0	0	11	3		✓	✓	✓
335	n/a	Wonersh / Shamley Green Greenfield Allowance	n/a	n/a	0	0	10	2		✓	✓	✓
322	n/a	Dunsfold Greenfield Allowance	n/a	n/a	0	0	23	6		✓	✓	✓

APPENDIX B:
Quantity and Distribution of Development in the Do-Something Scenarios




Scenario 2
As Scenario 1 plus medium growth in smaller villages and some development at Dunsfold Park
Sites within settlements
Medium growth at some villages
Sites outside settlements
Numbers relate to an indicative amount of housing on both types of site.
Other Villages 142
(ID 625) 6
(ID 343) 70
(ID 615) 30
(ID 438) 120
(ID 27) 30
(ID 657) 75
(ID 25) 140
(ID 26) 95
(ID 573) 160
1,140
(ID 727) 63
(ID 29) 350
FARNHAM
Tilford
48
Elstead
83
(ID 308) 27
Peperharow
(ID 571) 35
(ID 78) 50
882
GODALMING
41
(ID 283) 24
(ID 640) 100
Bramley
Wonersh
20
26
7
Frensham
16
Dockenfield
(ID 450) 180
74
(ID 344) 125
Witley
(ID 368) 20
Busbridge
Thursley
(ID 633) 65
Hambledon
Hascombe
Churt
10
10
(ID 394) 200
Ewhurst
13
34
(ID 395) 425
383
CRANLEIGH
(ID 294) 149
Dunsfold
11
29
1800
Alfold
19
30
(ID 402) 6
(ID 401) 13
(ID 286) 56
(ID 408) 11
(ID 403) 28
15
Chiddingfold
HASLEMERE
573
(ID 755) 20
Waverley


Scenario 3
As Scenario 1 plus more greenfield development at the four larger settlements and medium growth in the smaller villages
Sites within settlements
Medium growth at smaller villages
Sites outside settlements
Number in brackets refers to the ID number of the site.
Other numbers indicate the estimated number of dwellings per settlement / site.
Other Villages 142
FARNHAM
1,140
(ID 438) 120
(ID 625) 6
(ID 343) 70
(ID 615) 30
(ID 27) 30
(ID 716) 84
(ID 727) 63
(ID 657) 75
(ID 573) 160
(ID 25) 140
(ID 381) 700
(ID 26) 95
(ID 554) 82
(ID 644) 31
(ID 29) 350
(ID 332) 190
(ID 184) 14
(ID 461) 37
(ID 655) 5
(ID 656) 8
(ID 545) 50
(ID 713) 93
(ID 701) 72
(ID 333) 48
(ID 30) 40
(ID 546) 65
(ID 440) 2
Tilford
48
Elstead
83
(ID 308) 27
Peperharow
7
Frensham
16
Dockenfield
Churt
10
10
Thursley
(ID 70) 24
(ID 571) 35
(ID 78) 50
(ID 51) 33
882
GODALMING
(ID 444) 5
(ID 450) 180
(ID 344) 125
(ID 728) 60
(ID 346) 660
74
Busbridge
Witley
(ID 633) 65
(ID 368) 20
Hambledon
41
(ID 283) 24
(ID 640) 100
Bramley
Wonersh
20
26
(ID 394) 200
(ID 8) 20
(ID 620) 183
(ID 296) 150
(ID 395) 425
Ewhurst
13
Hascombe
383
34
(ID 688) 200
CRANLEIGH
(ID 292) 307
(ID 294) 149
(ID 712) 15
Dunsfold
11
29
(ID 402) 6
(ID 401) 13
(ID 286) 56
(ID 408) 11
(ID 403) 28
15
Chiddingfold
Alfold
19
30
HASLEMERE
573
(ID 557) 20
(ID 664) 10
(ID 666) 150
(ID 755) 20
(ID 79) 8
(ID 466) 7
Waverley

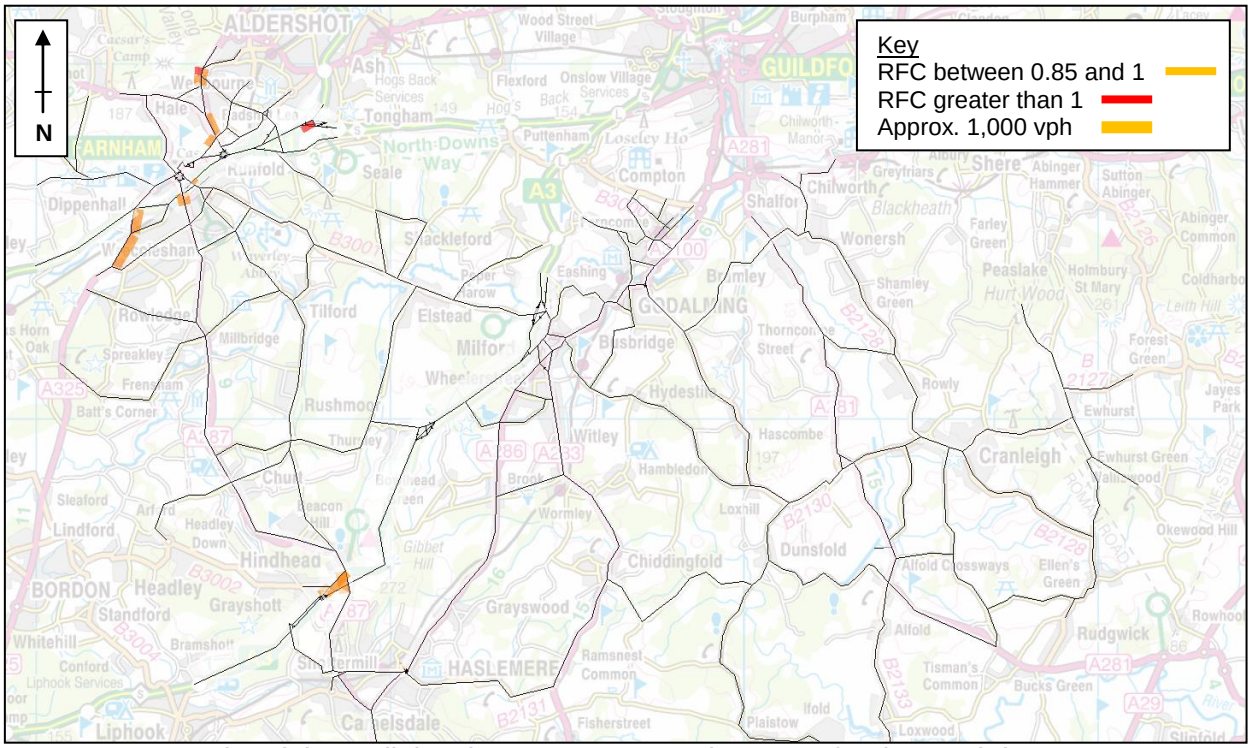


**** Please note that the number of dwellings proposed at Dunsfold Park in Scenario 4 is incorrect in this plot, as it should be 3,400.***

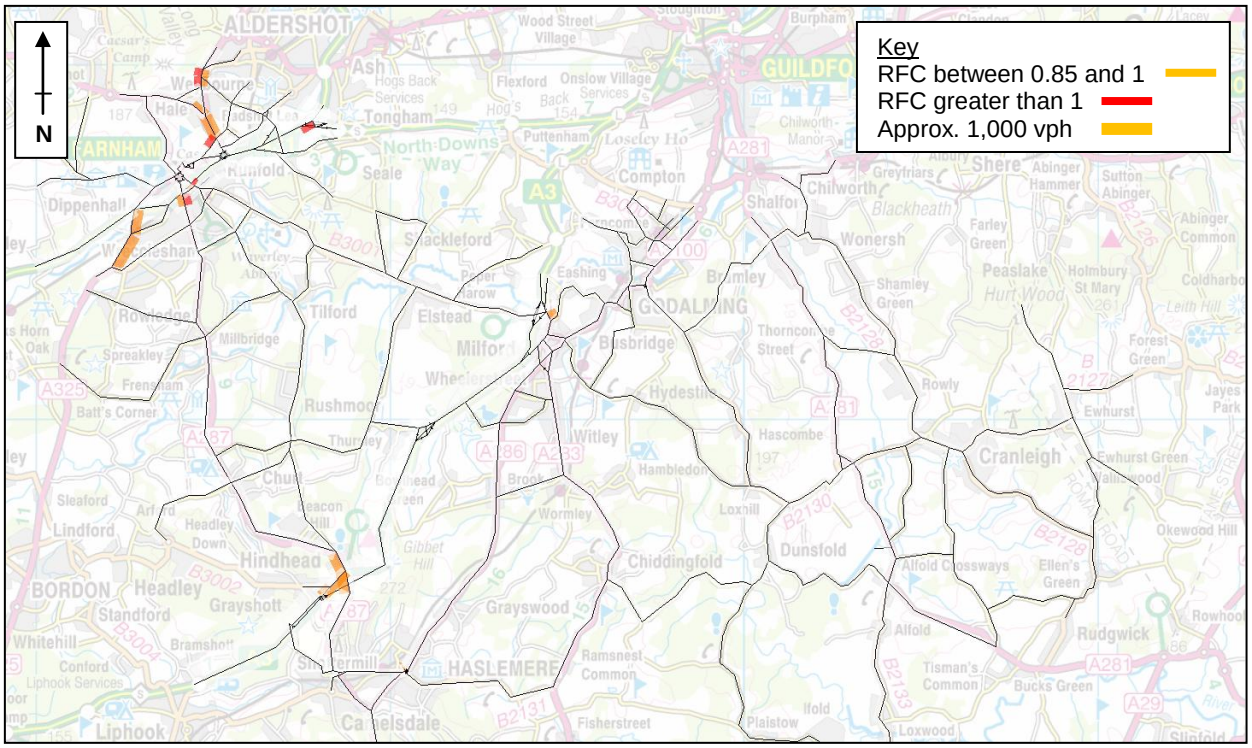
APPENDIX C:
Large External Developments

Development	Development Assumptions	Source
Queen Elizabeth Barracks	900 dwellings; Office development; Community centre; Primary school; and Local centre including a convenience store.	Queen Elizabeth Barracks and Wakefords Copse, Church Crookgam, Fleet: Transport Assessment, Taylor Wimpey, Nov 2010 by WSP.
Whitehill/Bordon	Option 1: 4,000 dwellings; Retail; Employment; (Education) non-residential institutions; and (Healthcare) non-residential institutions.	Transport Assessmen Whitehill Bordon Eco-town Evidence Base, Sept 2011 by Amey.
Aldershot Urban Extension	3,850 dwellings; Refurbishment of military buildings and military hospital; Primary schools; Day care facilities; and Neighbourhood centre providing offices, pub and restaurant and local shops.	Wellesley , Aldershot Urban Extension Transport Assessment, Dec 2012 by WSP.
Princess Royal Barracks	1,200 dwellings; Primary school; Retail, Health centre; Nursery; and Care home.	Surrey County Council's Transportation Development Planning team and Princess Royal Barracks Deepcut, Disposal, Transport Assessment, Oct 2012 by Amec.
Horsham	963 dwellings at land south of Broadbridge Heath, Wickhurst Lane; 1,044 dwellings and employment at land east of A24 Worthing Road, Horsham; and 2,500 dwellings and employment at Holmbush Farm landfill site, Crawley Road, Faygate.	South Broadbridge Heath Transport Assessment, Nov 2009 by WSP; Land East of the A24, West Horsham, Transport Assessment, Nov 2009 by WSP; and Kilnwood Vale Environmental Statement, Jul 2010 by PBA.

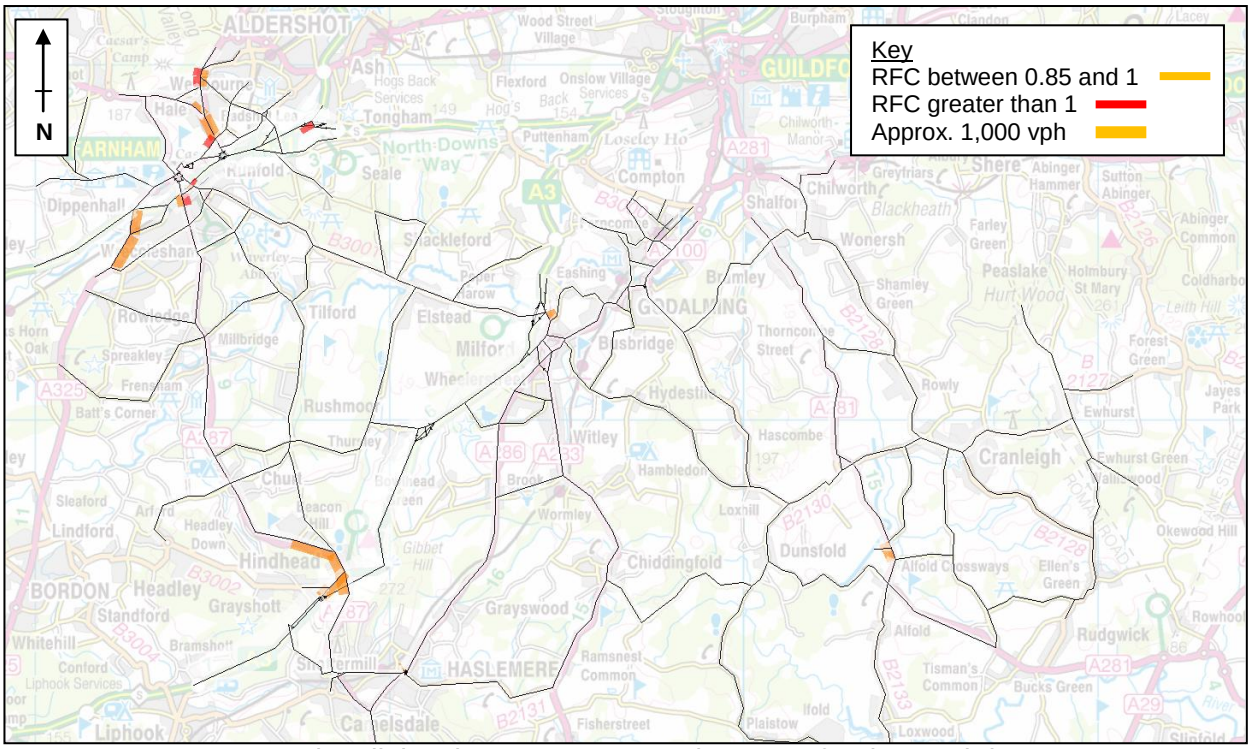
APPENDIX D:
Borough RFC Plots



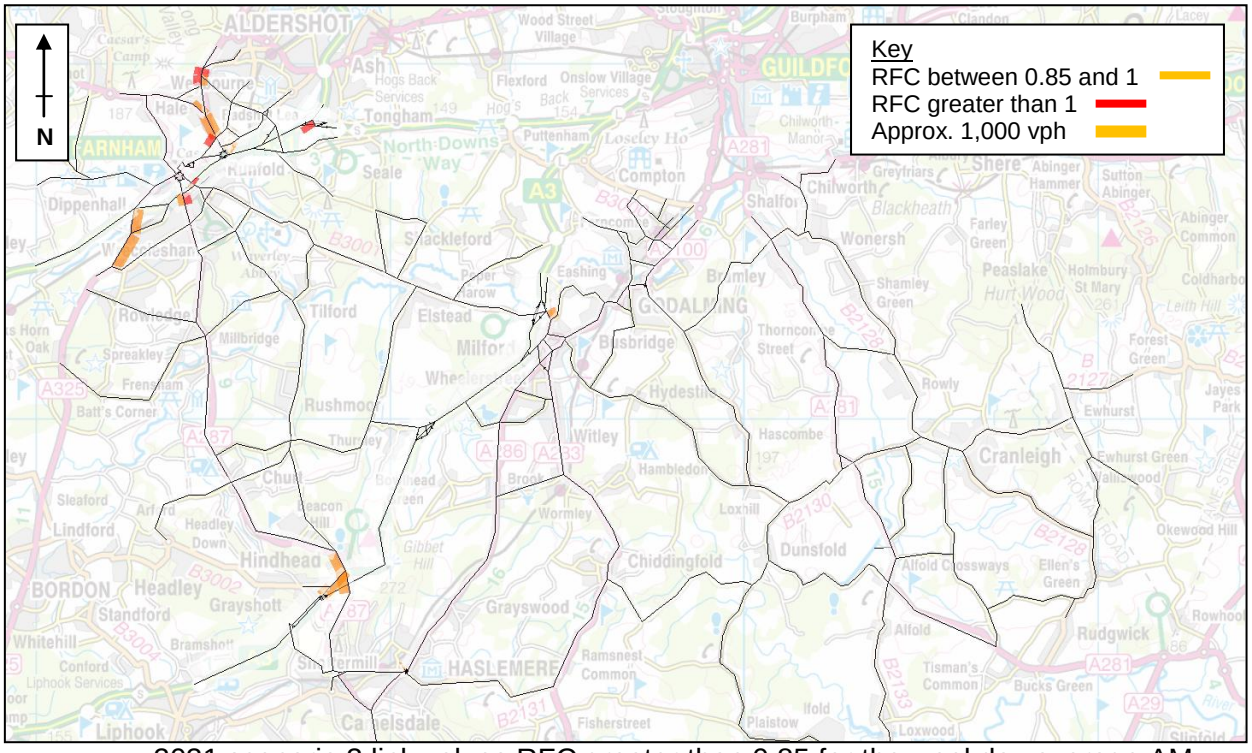
2031 do-minimum link values RFC greater than 0.85 for the weekday average AM peak hour (0700 – 1000)



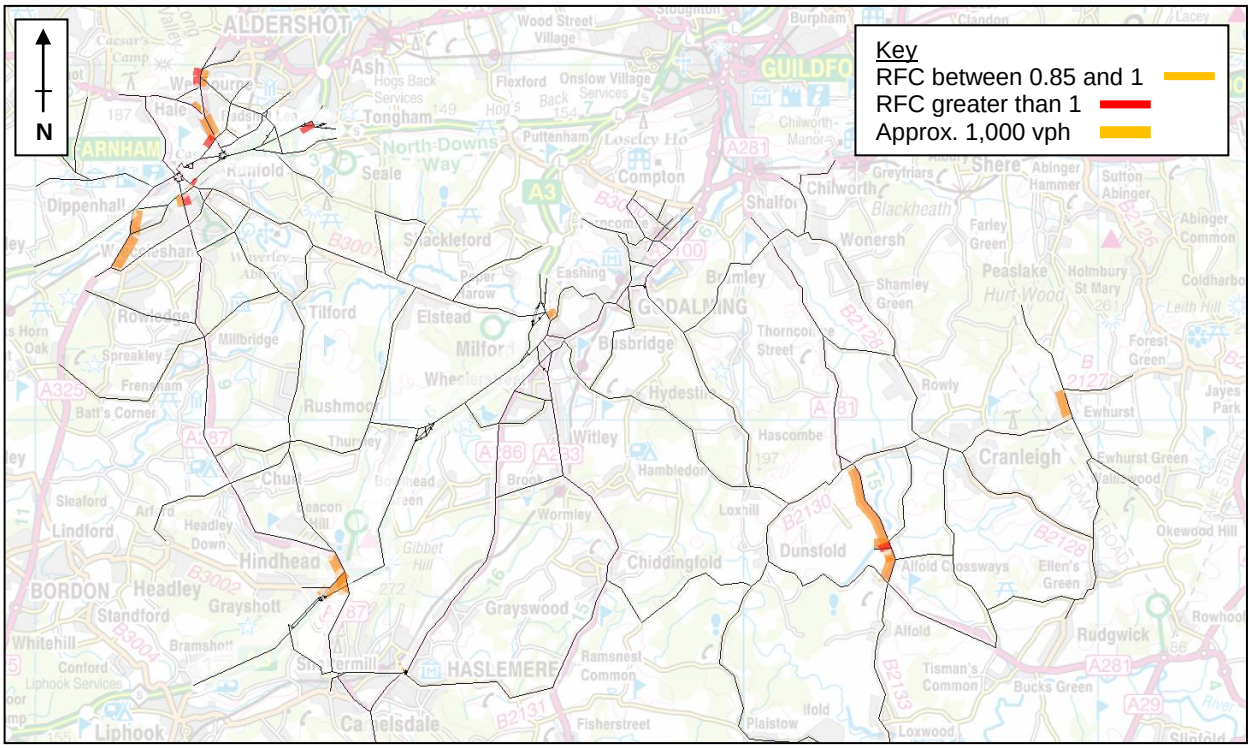
2031 scenario 1 link values RFC greater than 0.85 for the weekday average AM peak hour (0700 – 1000)



2031 scenario 2 link values RFC greater than 0.85 for the weekday average AM peak hour (0700 – 1000)



2031 scenario 3 link values RFC greater than 0.85 for the weekday average AM peak hour (0700 – 1000)



2031 scenario 4 link values greater than 0.85 for the weekday average AM peak hour (0700 – 1000)

APPENDIX E:
PART 1 - A3 Slip Road Flows Weekday Average AM Peak Hour (0700 - 1000)

MILFORD

MILFORD (B3001/A283) NORTHBOUND									
Link Ref	Scenario	Off Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min	Link Ref	Scenario	On Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
11759, 1	Do-Min	307			11763, 1	Do-Min	684		
11759, 1	1	346	39	13%	11763, 1	1	694	10	1%
11759, 1	2	348	41	13%	11763, 1	2	701	17	3%
11759, 1	3	355	49	16%	11763, 1	3	694	9	1%
11759, 1	4	352	45	15%	11763, 1	4	712	28	4%

MILFORD (B3001/A283) SOUTHBOUND									
Link Ref	Scenario	Off Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min	Link Ref	Scenario	On Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
18733, 1	Do-Min	510			8284, 1	Do-Min	8		
18733, 1	1	509	-1	0%	8284, 1	1	11	3	42%
18733, 1	2	513	2	0%	8284, 1	2	11	3	41%
18733, 1	3	509	-2	0%	8284, 1	3	13	5	61%
18733, 1	4	516	6	1%	8284, 1	4	11	3	41%

A3100 PORTSMOUTH ROAD

A3100 PORTSMOUTH ROAD SOUTHBOUND				
Link Ref	Scenario	On Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
18879, 2	Do-Min	136		
18879, 2	1	139	3	2%
18879, 2	2	153	17	13%
18879, 2	3	141	5	4%
18879, 2	4	163	28	20%

LEA COACH ROAD

LEA COACH ROAD SOUTHBOUND									
Link Ref	Scenario	Off Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min	Link Ref	Scenario	On Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
18872, 2	Do-Min	28			18872, 1	Do-Min	160		
18872, 2	1	70	43	155%	18872, 1	1	163	4	2%
18872, 2	2	73	46	165%	18872, 1	2	161	2	1%
18872, 2	3	73	46	167%	18872, 1	3	164	4	3%
18872, 2	4	80	53	192%	18872, 1	4	162	2	1%

THURSLEY

THURSLEY (DYE HOUSE ROAD/FRENCH LANE) NORTHBOUND									
Link Ref	Scenario	Off Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min	Link Ref	Scenario	On Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
8526, 1	Do-Min	226			18738, 2	Do-Min	285		
8526, 1	1	239	13	6%	18738, 2	1	285	-1	0%
8526, 1	2	240	14	6%	18738, 2	2	284	-1	0%
8526, 1	3	249	23	10%	18738, 2	3	293	8	3%
8526, 1	4	241	15	7%	18738, 2	4	283	-2	-1%

THURSLEY (DYE HOUSE ROAD/FRENCH LANE) SOUTHBOUND									
Link Ref	Scenario	Off Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min	Link Ref	Scenario	On Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
18735, 1	Do-Min	0			18736, 2	Do-Min	44		
18735, 1	1	0	0	0%	18736, 2	1	47	3	8%
18735, 1	2	0	0	0%	18736, 2	2	47	4	8%
18735, 1	3	0	0	0%	18736, 2	3	50	7	15%
18735, 1	4	0	0	0%	18736, 2	4	47	3	8%

HINDHEAD

HINDHEAD (A333) NORTHBOUND									
Link Ref	Scenario	Off Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min	Link Ref	Scenario	On Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
11759, 1	Do-Min	307			11763, 1	Do-Min	684		
11759, 1	1	346	39	13%	11763, 1	1	694	10	1%
11759, 1	2	348	41	13%	11763, 1	2	701	17	3%
11759, 1	3	355	49	16%	11763, 1	3	694	9	1%
11759, 1	4	352	45	15%	11763, 1	4	712	28	4%

HINDHEAD (A333) SOUTHBOUND									
Link Ref	Scenario	Off Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min	Link Ref	Scenario	On Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
19401, 1	Do-Min	431			19402, 2	Do-Min	266		
19401, 1	1	443	12	0%	19402, 2	1	271	5	2%
19401, 1	2	451	20	0%	19402, 2	2	271	5	2%
19401, 1	3	450	19	0%	19402, 2	3	272	6	2%
19401, 1	4	458	27	0%	19402, 2	4	271	5	2%

HAMMER LANE

HAMMER LANE NORTHBOUND				
Link Ref	Scenario	On Slip (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
19404, 1	Do-Min	426		
19404, 1	1	469	42	10%
19404, 1	2	470	43	10%
19404, 1	3	475	48	11%
19404, 1	4	468	42	10%

APPENDIX E:
PART 2 - A3 Mainline Flows Weekday Average AM Peak Hour (0700 - 1000)

MILFORD TO HURTMORE NORTHBOUND				
Link Ref	Scenario	Mainline (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
8514, 2	Do-Min	2594		
8514, 2	1	2709	114	4%
8514, 2	2	2720	126	5%
8514, 2	3	2743	148	6%
8514, 2	4	2732	138	5%

EASHING TO MILFORD SOUTHBOUND				
Link Ref	Scenario	Mainline (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
8514, 1	Do-Min	1651		
8514, 1	1	1710	59	4%
8514, 1	2	1716	66	4%
8514, 1	3	1729	78	5%
8514, 1	4	1727	77	5%

MILFORD

MILFORD TO A3100 PORTSMOUTH ROAD SOUTHBOUND				
Link Ref	Scenario	Mainline (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
11757, 2	Do-Min	1148		
11757, 2	1	1212	64	6%
11757, 2	2	1215	67	6%
11757, 2	3	1233	85	7%
11757, 2	4	1222	74	6%

A3100 PORTSMOUTH ROAD

A3100 PORTSMOUTH RD TO LEA COACH RD SOUTHBOUND				
Link Ref	Scenario	Mainline (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
18871, 1	Do-Min	1284		
18871, 1	1	1351	67	5%
18871, 1	2	1368	84	7%
18871, 1	3	1374	90	7%
18871, 1	4	1385	102	8%

THURSLEY TO MILFORD NORTHBOUND				
Link Ref	Scenario	Mainline (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
11757, 1	Do-Min	2216		
11757, 1	1	2360	144	6%
11757, 1	2	2366	150	7%
11757, 1	3	2404	188	8%
11757, 1	4	2371	154	7%

LEA COACH ROAD

LEA COACH ROAD TO THURSLEY SOUTHBOUND				
Link Ref	Scenario	Mainline (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
18870, 2	Do-Min	1416		
18870, 2	1	1444	28	2%
18870, 2	2	1456	40	3%
18870, 2	3	1464	48	3%
18870, 2	4	1467	51	4%

THURSLEY

HINDHEAD TO THURSLEY NORTHBOUND				
Link Ref	Scenario	Mainline (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
8528, 2	Do-Min	2070		
8528, 2	1	2217	147	7%
8528, 2	2	2223	153	7%
8528, 2	3	2254	184	9%
8528, 2	4	2229	159	8%

THURSLEY TO HINDHEAD SOUTHBOUND				
Link Ref	Scenario	Mainline (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
8528, 1	Do-Min	1372		
8528, 1	1	1393	21	2%
8528, 1	2	1405	32	2%
8528, 1	3	1408	36	3%
8528, 1	4	1414	41	3%

HINDHEAD

HAMMER LANE TO HINDHEAD NORTHBOUND				
Link Ref	Scenario	Mainline (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
19328, 1	Do-Min	1763		
19328, 1	1	1850	87	5%
19328, 1	2	1854	91	5%
19328, 1	3	1853	90	5%
19328, 1	4	1856	93	5%

HINDHEAD TO LIPHOOK SOUTHBOUND				
Link Ref	Scenario	Mainline (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
19328, 2	Do-Min	1208		
19328, 2	1	1222	14	1%
19328, 2	2	1225	17	1%
19328, 2	3	1230	23	2%
19328, 2	4	1227	19	2%

HAMMER LANE

LIPHOOK TO HAMMER LANE NORTHBOUND				
Link Ref	Scenario	Mainline (vph)	Abs. Diff to Do-Min	% Diff to Do-Min
18743, 1	Do-Min	2189		
18743, 1	1	2318	129	6%
18743, 1	2	2324	134	6%
18743, 1	3	2328	138	6%
18743, 1	4	2324	135	6%

APPENDIX E:
PART 3 - A3 Slip Road RFC Weekday Average AM Peak Hour (0700 - 1000)

MILFORD

MILFORD (B3001/A283) NORTHBOUND					
Link Ref	Scenario	Off Slip RFC (pcus)	Link Ref	Scenario	On Slip RFC (pcus)
11759, 1	Do-Min	0.27	11763, 1	Do-Min	0.60
11759, 1	1	0.30	11763, 1	1	0.60
11759, 1	2	0.30	11763, 1	2	0.61
11759, 1	3	0.31	11763, 1	3	0.60
11759, 1	4	0.30	11763, 1	4	0.62

MILFORD (B3001/A283) SOUTHBOUND					
Link Ref	Scenario	Off Slip RFC (pcus)	Link Ref	Scenario	On Slip RFC (pcus)
18733, 1	Do-Min	0.23	8284, 1	Do-Min	0.01
18733, 1	1	0.22	8284, 1	1	0.01
18733, 1	2	0.22	8284, 1	2	0.01
18733, 1	3	0.22	8284, 1	3	0.01
18733, 1	4	0.23	8284, 1	4	0.01

A3100 PORTSMOUTH ROAD

A3100 PORTSMOUTH RD S'BOUND		
Link Ref	Scenario	On Slip RFC (pcus)
18879, 2	Do-Min	0.10
18879, 2	1	0.10
18879, 2	2	0.11
18879, 2	3	0.10
18879, 2	4	0.12

LEA COACH ROAD

LEA COACH ROAD SOUTHBOUND					
Link Ref	Scenario	Off Slip RFC (pcus)	Link Ref	Scenario	On Slip RFC (pcus)
18872, 2	Do-Min	0.03	18872, 1	Do-Min	0.14
18872, 2	1	0.06	18872, 1	1	0.14
18872, 2	2	0.07	18872, 1	2	0.14
18872, 2	3	0.07	18872, 1	3	0.14
18872, 2	4	0.07	18872, 1	4	0.14

THURSLEY

THURSLEY (DYE HOUSE ROAD/FRENCH LANE) NORTHBOUND					
Link Ref	Scenario	Off Slip RFC (pcus)	Link Ref	Scenario	On Slip RFC (pcus)
8526, 1	Do-Min	0.20	18738, 2	Do-Min	0.24
8526, 1	1	0.21	18738, 2	1	0.24
8526, 1	2	0.21	18738, 2	2	0.24
8526, 1	3	0.22	18738, 2	3	0.25
8526, 1	4	0.21	18738, 2	4	0.24

THURSLEY (DYE HOUSE ROAD/FRENCH LANE) SOUTHBOUND					
Link Ref	Scenario	Off Slip RFC (pcus)	Link Ref	Scenario	On Slip RFC (pcus)
18735, 1	Do-Min	0.00	18736, 2	Do-Min	0.04
18735, 1	1	0.00	18736, 2	1	0.04
18735, 1	2	0.00	18736, 2	2	0.04
18735, 1	3	0.00	18736, 2	3	0.04
18735, 1	4	0.00	18736, 2	4	0.04

HINDHEAD

HINDHEAD (A333) NORTHBOUND					
Link Ref	Scenario	Off Slip RFC (pcus)	Link Ref	Scenario	On Slip RFC (pcus)
11759, 1	Do-Min	0.27	11763, 1	Do-Min	0.60
11759, 1	1	0.30	11763, 1	1	0.60
11759, 1	2	0.30	11763, 1	2	0.61
11759, 1	3	0.31	11763, 1	3	0.60
11759, 1	4	0.30	11763, 1	4	0.62

HINDHEAD (A333) SOUTHBOUND					
Link Ref	Scenario	Off Slip RFC (pcus)	Link Ref	Scenario	On Slip RFC (pcus)
19401, 1	Do-Min	0.32	19402, 2	Do-Min	0.20
19401, 1	1	0.33	19402, 2	1	0.20
19401, 1	2	0.33	19402, 2	2	0.20
19401, 1	3	0.33	19402, 2	3	0.21
19401, 1	4	0.34	19402, 2	4	0.20

HAMMER LANE

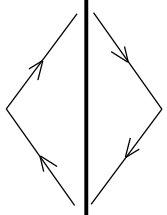
HAMMER LANE NORTHBOUND		
Link Ref	Scenario	Off Slip RFC (pcus)
19404, 1	Do-Min	0.37
19404, 1	1	0.40
19404, 1	2	0.41
19404, 1	3	0.41
19404, 1	4	0.40

APPENDIX E:
PART 4 - A3 Mainline RFC Weekday Average AM Peak Hour (0700 - 1000)

MILFORD TO HURTMORE NORTHBOUND		
Link Ref	**Scenario**	**Mainline RFC (pcus)**
8514, 2	Do-Min	0.78
8514, 2	1	0.82
8514, 2	2	0.82
8514, 2	3	0.83
8514, 2	4	0.82

EASHING TO MILFORD SOUTHBOUND		
Link Ref	**Scenario**	**Mainline RFC (pcus)**
8514, 1	Do-Min	0.50
8514, 1	1	0.52
8514, 1	2	0.52
8514, 1	3	0.52
8514, 1	4	0.52

MILFORD



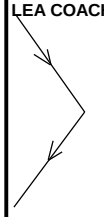
MILFORD TO A3100 PORTSMOUTH RD SOUTHBOUND		
Link Ref	**Scenario**	**Mainline RFC (pcus)**
11757, 2	Do-Min	0.35
11757, 2	1	0.37
11757, 2	2	0.37
11757, 2	3	0.37
11757, 2	4	0.37

A3100 PORTSMOUTH ROAD

A3100 PORTSMOUTH RD TO LEA COACH RD SOUTHBOUND		
Link Ref	**Scenario**	**Mainline RFC (pcus)**
18871, 1	Do-Min	0.39
18871, 1	1	0.41
18871, 1	2	0.41
18871, 1	3	0.42
18871, 1	4	0.42

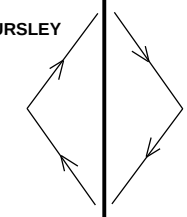
THURSLEY TO MILFORD NORTHBOUND		
Link Ref	**Scenario**	**Mainline RFC (pcus)**
11757, 1	Do-Min	0.67
11757, 1	1	0.71
11757, 1	2	0.71
11757, 1	3	0.73
11757, 1	4	0.72

LEA COACH ROAD



LEA COACH ROAD TO THURSLEY SOUTHBOUND		
Link Ref	**Scenario**	**Mainline RFC (pcus)**
18870, 2	Do-Min	0.43
18870, 2	1	0.43
18870, 2	2	0.44
18870, 2	3	0.44
18870, 2	4	0.44

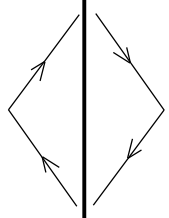
THURSLEY



HINDHEAD TO THURSLEY NORTHBOUND		
Link Ref	**Scenario**	**Mainline RFC (pcus)**
8528, 2	Do-Min	0.63
8528, 2	1	0.67
8528, 2	2	0.67
8528, 2	3	0.68
8528, 2	4	0.68

THURSLEY TO HINDHEAD SOUTHBOUND		
Link Ref	**Scenario**	**Mainline RFC (pcus)**
8528, 1	Do-Min	0.41
8528, 1	1	0.42
8528, 1	2	0.42
8528, 1	3	0.42
8528, 1	4	0.43

HINDHEAD



HAMMER LANE TO HINDHEAD NORTHBOUND		
Link Ref	**Scenario**	**Mainline RFC (pcus)**
19328, 1	Do-Min	0.54
19328, 1	1	0.57
19328, 1	2	0.57
19328, 1	3	0.57
19328, 1	4	0.57

HINDHEAD TO LIPHOOK SOUTHBOUND		
Link Ref	**Scenario**	**Mainline RFC (pcus)**
19328, 2	Do-Min	0.37
19328, 2	1	0.37
19328, 2	2	0.37
19328, 2	3	0.37
19328, 2	4	0.37

HAMMER LANE

LIPHOOK TO HAMMER LANE NORTHBOUND		
Link Ref	**Scenario**	**Mainline RFC (pcus)**
18743, 1	Do-Min	0.67
18743, 1	1	0.71
18743, 1	2	0.71
18743, 1	3	0.71
18743, 1	4	0.71

APPENDIX F:
Summary of Average Junction Delay

In the top ten largest increases in scenario 1 (Table 4.11)
In the top ten largest increases in scenario 2 (Table 4.12)
In the top ten largest increases in scenario 3 (Table 4.13)
In the top ten largest increases in scenario 4 (Table 4.14)
In the top ten largest increases in more than one of do-something scenarios

Node	Name	Junction	Average Junction Delay per vehicle (seconds)				
			2031 Do-min	2031 Scen 1	2031 Scen 2	2031 Scen 3	2031 Scen 4
13085	A3 Off and On-Slip, A283 Guildford & Godalming By-Pass Rd	R'about	13	13	13	13	14
13108	A218 Christmas Hill/New Rd, B2128 Wonersh Common	Priority	66	63	61	61	60
13125	A325 Farnborough Rd, B3008 Cranmore Ln	R'about	13	13	13	13	13
13126	A325 Farnborough Rd, B3005 Alma Ln	Signal	106	103	103	102	103
13130	Coxbridge Roundabout	R'about	22	30	30	35	30
13133	A31 Guildford Rd, Shepherd & Flock Roundabout	Priority	101	101	101	103	101
13135	A325 Wrecclesham Hill, B3384 Echo Barn Ln	Priority	2	3	3	3	3
13136	A325 Wrecclesham Rd, Weydon Ln	Priority	1	1	1	1	1
13138	A325 West St, Crondall Ln	Priority	7	15	14	25	14
13140	A325 The Borough, A325 East St, A287 South St, Bear Ln	Signal	23	23	23	24	23
13142	A325 East St/Guildford Rd, B3007 Hale Rd	Signal	19	21	21	22	21
13143	B3367 Monkton Ln, B3208 Water Ln	Priority	1	1	1	1	1
13147	A287 Firgrove Hill, Approach Rd	Priority	6	9	9	10	8
13154	B3001 Milford Rd, Shackleford Rd	Priority	1	1	1	1	1
13168	A3100 Portsmouth Rd, A283 Cherry Tree Rd	Signal	33	33	33	33	33
13169	A283 Guildford Rd, A3001 Portsmouth Rd	Signal	17	18	18	18	18
13172	A286 Church Rd/Haslemere Rd, A283 Petworth Rd, Cherry Tree Rd	R'about	13	13	13	13	13
13173	A3100 Portsmouth Rd, A286 Church Rd	R'about	15	15	15	15	15
13184	B2130 Brighton Rd/Hascombe Rd, Munstead Heath Rd	Priority	5	5	5	5	5
13185	B2130 Godalming Rd/Dunsfold Rd, Dunsfold Common	Priority	4	4	4	4	5
13189	A281 Horsham Rd/High St, B2129 Station Rd, Snowdenham Ln	R'about	16	19	24	21	28
13191	A281 Horsham Rd/Rooks Hill, Runcommon Rd	Priority	2	3	3	3	3
13192	A281 Horsham Rd, B2130 Barrihurst Ln, Elmbridge Rd	Signal	12	13	14	14	14
13193	A281 Guildford Rd/Horsham Rd, B2133 Loxwood Rd, Dunsfold Rd	Priority	12	20	34	24	41
13202	B2128 High St/Horsham Rd, B2127 Ewhurst Rd	R'about	12	12	13	12	13
13212	A287 Churt Rd/Tilford Rd, Tilford Rd	Priority	7	6	6	6	6
13218	A287 Tilford Rd/Hindhead Rd, London Rd, A333 Portsmouth Rd	R'about	36	51	52	53	52
13438	B3007 Weybourne Rd, Upper and Lower Weybourne Ln	Signal	24	25	25	27	25
13696	B2130 Godalming Rd, Markwick Ln	Priority	0	0	0	0	0
13702	A286 High Str/Shepherd's Hill, B2131 Petworth Rd	Priority	3	3	3	3	3
13706	B2131 Lower St, A286 Shepherd's Hill	Priority	18	23	24	25	23
13712	A286 Haslemere Rd, Lea Coach Rd, Roke Ln	Priority	2	2	2	2	2
13713	A286 Haslemere Rd, Webb Rd, Gasden Ln	Priority	1	1	1	1	1
14243	A31 Guildford Rd, Guildford Rd	Priority	2	2	2	2	2
14361	A287 Castle St, A325 The Borough	Priority	5	5	5	5	5
14362	A325 East St, Woolmead Rd	Signal	18	20	20	20	20
14378	A3 Off and On Slip, A283 Guildford & Godalming By-	R'about	14	14	14	14	14

Node	Name	Junction	Average Junction Delay per vehicle (seconds)				
			2031 Do-min	2031 Scen 1	2031 Scen 2	2031 Scen 3	2031 Scen 4
	Pass Rd, B3001 Milford Rd						
14380	B3208 Badshot Lea Rd, Lower Weybourne Ln, St Georges Rd	Signal	29	29	29	32	29
14552	A325 Hale Rd, Shepherd and Flock Roundabout	Priority	2	2	2	2	2
14564	A325 Guildford Rd, Shepherd and Flock Rounabout	Priority	1	1	1	1	1
14902	Tilford Rd, Menin Way, Great Austins	Signal	48	47	47	47	47
14907	B3001 Farnham Rd, Fullbrook Ln	Priority	3	3	3	3	3
15225	B2128 Church St, Cox Green Rd	Priority	1	1	1	1	4
15642	B380 Smarts Heath Ln, Blackhorse Ln	Priority	3	3	3	3	3
15647	A31 Farnham Bypass, Shepherd and Flock Roundabout	Signal	50	56	56	58	57
15648	A325 Hale Rd, B3208 Water Ln	R'about	14	15	15	16	15
15657	B3001 Waverley Ln, Tilford Rd	Priority	4	4	4	4	4
15660	Farnham Level Crossing	Signal	18	19	19	19	19
15661	A31 Farnham By-Pass, Weydon Ln	Signal	12	12	12	12	12
15662	Station Approach Rd, B3001 Station Hill	Priority	5	5	5	5	5
15664	Hickley's Corner	Signal	42	41	41	41	41
15687	A331 Blackwater Valley Route, A31 Hog's Back	R'about	38	43	44	43	44
15811	Furze Ln, Green Ln, Bourne Rd	Priority	7	7	7	8	6
15812	Summer Rd with Bourne Rd	Priority	1	1	1	1	1
15816	Binscombe Ln, Green Ln	Priority	5	5	5	6	5
15820	Farncombe north level crossing	Signal	35	35	35	35	35
15821	Farncombe south level crossing	Signal	38	39	39	39	39
15835	B3208 Badshot Lea Rd, Low Ln	Priority	3	4	4	4	4
15836	Low Ln, St Georges Rd	Priority	4	4	4	4	4
15837	B2128 High St, Knowle Ln	Priority	2	2	5	2	13
15838	A281 Guildford Rd, Wildwood Ln	Priority	1	1	5	1	5
15839	Knowle Ln, Wildwood Ln	Priority	2	2	4	2	5
15840	Knowle Ln, Baynards Rd	Priority	1	1	1	1	1
15970	B3001 Farnham Rd, Seale Rd	Priority	2	3	3	3	3
15981	Six Bells Roundabout	R'about	15	16	16	17	16
15982	B3007 Webourne Rd, B3367 Monkton Ln	Priority	2	2	2	2	2
15983	A325 Farnborough Rd, A3016 Hale Rd	Signal	49	53	53	53	53
15986	B3005 Alma Ln, A3016 Upper Hale Rd	Signal	76	82	82	87	82
15987	A3016 Odiham Rd/Upper Hale Rd, A287 Folly Hill	Signal	23	24	24	25	24
15988	Crondall Ln, Dora's Green Ln	Priority	6	5	5	5	5
16151	B3001 Farnham Rd/Milford Rd, Thursley Rd	Priority	6	7	7	8	7
16155	A283 Petworth Rd, Pickhurst Rd	Priority	7	8	9	9	9
16159	A3 Portsmouth Rd On and Off-Slip, French Ln	R'about	12	12	12	12	12
16160	Old Portsmouth Rd, French Ln	Priority	1	1	1	1	1
16161	A287 Portsmouth Rd, B3002 Headley Rd	Priority	57	62	62	63	62
16164	B3001 Waverley Ln, Monk's Walk	Priority	5	5	5	5	5
16167	A287 Firgrove Hill/Frensham Rd, B3384 Ridgeway Rd, Great Austins	Signal	90	96	96	98	97
16171	Tilford Rd, Monk's Walk, Lodge Hill Rd	Priority	4	4	4	4	4
16172	A287 Frensham Rd, Lodge Hill Rd	Priority	2	2	2	2	2
16174	B3001 Waverley Ln/Charles Hill, Tilford St	Priority	2	2	2	2	2
16176	A287 Frensham Rd, Fifield Ln	Priority	3	3	3	3	3
16179	A287 Crossways/Churt Ln, Hale House Ln, Barford Ln	Priority	77	83	82	82	83
16181	A287 Frensham Rd, Jumps Rd	Priority	1	1	1	1	1
16182	Tilford Rd, Hale House Ln	Priority	4	4	4	4	4
16185	Tilford Rd, Hale House Ln, Thursley Rd	Priority	3	3	3	3	3
16187	Thursley Rd, Dye House Rd	Priority	4	4	4	4	4
16190	A287 Hindhead Rd/Sturt Rd, B2131 Wey Hill	Priority	5	5	5	5	5
16191	B2131 Liphook Rd, Hindhead Rd/Wey Hill	Priority	3	3	3	3	3
16192	A287 Church Rd/Sturt Rd, B2131 Liphook Rd	Signal	50	51	51	51	52

Node	Name	Junction	Average Junction Delay per vehicle (seconds)				
			2031 Do-min	2031 Scen 1	2031 Scen 2	2031 Scen 3	2031 Scen 4
16195	A286 Midhurst Rd, A287 Bell Rd	Priority	2	2	2	2	2
16199	A286 Shepherd's Hill/High St	Priority	4	4	4	4	4
16200	A283 Petworth Rd, Brook Rd	Priority	2	2	2	2	2
16205	A283 Petworth Rd, Milford Heath Rd	Priority	1	1	1	1	1
16208	A283 Petworth Rd, Wheeler Ln	Priority	1	1	1	1	1
16209	A3100 Portsmouth Rd, Moushill Rd	Priority	1	1	1	1	1
16211	A286 Haslemere Rd, Milford Heath Rd, Moushill Ln	Priority	1	1	1	1	1
16213	A286 Church Rd, Station Ln	Priority	2	3	3	3	3
16217	A3100 Portsmouth Rd, Eashing Ln	Priority	3	4	4	4	4
16219	A3100 Ockford Rd/Flambard Way, Holloway Hill, Station Rd	Signal	25	26	25	25	25
16220	A3100 Flambard Way/Wharf St, B2130 Brighton Rd	Signal	21	21	22	22	23
16222	A3100 Bridge Rd/Mead Row, Chalk Rd, Marshall Rd	R'about	13	13	13	13	13
16224	Tuesley Ln, Shackstead Ln	Priority	11	11	11	11	11
16227	A3100 Flambard Way, B2130 Brighton Rd	Priority	4	4	4	4	4
16229	Runcommon Rd, B2128 Guildford Rd	R'about	13	13	13	13	13
16230	B2130 Guildford Rd, B2128 Guildford Rd	R'about	13	13	14	13	14
16231	B2130 Elmbridge Rd, Alfold Rd	Priority	1	1	4	1	5
16232	A281 Horsham Rd, Alfold Rd	Priority	1	1	1	1	2
16368	B2130 Elmbridge Rd railway bridge shuttle signals	Signal	19	20	21	20	23
16369	B2130 Elmbridge Rd canal bridge shuttle	Signal	19	20	20	20	20
16370	Stovolds Hill, Barrihurst Ln	Priority	1	1	1	1	1
16371	A281 Horsham Rd, B2130 Stovolds Hill	Priority	2	2	2	2	2

APPENDIX G:
Bordon/Whitehill Departure Trips Aggregated Select Link Matrix, Weekday Average AM Peak Hour

	Waverley	West Surrey	East Surrey	Hants	West Sussex	London	R of H. Counties	Rest of Britain	{All}
Waverley	0	0	0	0	0	0	0	0	**0**
West Surrey	0	0	0	0	0	0	0	0	**0**
East Surrey	0	0	0	0	0	0	0	0	**0**
Hants	1,444	674	92	807	21	58	7	5	**3,108**
West Sussex	0	0	0	0	0	0	0	0	**0**
London	0	0	0	0	0	0	0	0	**0**
R of H .Counties	0	0	0	0	0	0	0	0	**0**
Rest of Britain	0	0	0	0	0	0	0	0	**0**
{All}	**1,444**	**674**	**92**	**807**	**21**	**58**	**7**	**5**	**3,108**

Bordon/Whitehill Arrival Trips Aggregated Select Link Matrix, Weekday Average AM Peak Hour

	Waverley	West Surrey	East Surrey	Hants	West Sussex	London	R of H. Counties	Rest of Britain	{All}
Waverley	0	0	0	434	0	0	0	0	**434**
West Surrey	0	0	0	357	0	0	0	0	**357**
East Surrey	0	0	0	24	0	0	0	0	**24**
Hants	0	0	0	714	0	0	0	0	**714**
West Sussex	0	0	0	159	0	0	0	0	**159**
London	0	0	0	6	0	0	0	0	**6**
R of H .Counties	0	0	0	17	0	0	0	0	**17**
Rest of Britain	0	0	0	214	0	0	0	0	**214**
{All}	**0**	**0**	**0**	**1,925**	**0**	**0**	**0**	**0**	**1,925**

AUE Departure Trips Aggregated Select Link Matrix, Weekday Average AM Peak Hour

	Waverley	West Surrey	East Surrey	Hants	West Sussex	London	R of H. Counties	Rest of Britain	{All}
Waverley	0	0	0	0	0	0	0	0	**0**
West Surrey	0	0	0	0	0	0	0	0	**0**
East Surrey	0	0	0	0	0	0	0	0	**0**
Hants	388	933	46	1,161	0	16	4	23	**2,571**
West Sussex	0	0	0	0	0	0	0	0	**0**
London	0	0	0	0	0	0	0	0	**0**
R of H .Counties	0	0	0	0	0	0	0	0	**0**
Rest of Britain	0	0	0	0	0	0	0	0	**0**
{All}	**388**	**933**	**46**	**1,161**	**0**	**16**	**4**	**23**	**2,571**

AUE Arrival Trips Aggregated Select Link Matrix, Weekday Average AM Peak Hour

	Waverley	West Surrey	East Surrey	Hants	West Sussex	London	R of H. Counties	Rest of Britain	{All}
Waverley	0	0	0	337	0	0	0	0	**337**
West Surrey	0	0	0	393	0	0	0	0	**393**
East Surrey	0	0	0	1	0	0	0	0	**1**
Hants	0	0	0	1,006	0	0	0	0	**1,006**
West Sussex	0	0	0	2	0	0	0	0	**2**
London	0	0	0	4	0	0	0	0	**4**
R of H .Counties	0	0	0	3	0	0	0	0	**3**
Rest of Britain	0	0	0	12	0	0	0	0	**12**
{All}	**0**	**0**	**0**	**1,758**	**0**	**0**	**0**	**0**	**1,758**

Horsham Departure Trips Aggregated Select Link Matrix, Weekday Average AM Peak Hour

	Waverley	West Surrey	East Surrey	Hants	West Sussex	London	R of H. Counties	Rest of Britain	{All}
Waverley	0	0	0	0	0	0	0	0	**0**
West Surrey	0	0	0	0	0	0	0	0	**0**
East Surrey	0	0	0	0	0	0	0	0	**0**
Hants	0	0	0	0	0	0	0	0	**0**
West Sussex	50	45	1,145	12	5,079	350	157	108	**6,945**
London	0	0	0	0	0	0	0	0	**0**
R of H .Counties	0	0	0	0	0	0	0	0	**0**
Rest of Britain	0	0	0	0	0	0	0	0	**0**
{All}	**50**	**45**	**1,145**	**12**	**5,079**	**350**	**157**	**108**	**6,945**

Horsham Arrival Trips Aggregated Select Link Matrix, Weekday Average AM Peak Hour

	Waverley	West Surrey	East Surrey	Hants	West Sussex	London	R of H. Counties	Rest of Britain	{All}
Waverley	0	0	0	0	1	0	0	0	**1**
West Surrey	0	0	0	0	3	0	0	0	**3**
East Surrey	0	0	0	0	169	0	0	0	**169**
Hants	0	0	0	0	5	0	0	0	**5**
West Sussex	0	0	0	0	4,457	0	0	0	**4,457**
London	0	0	0	0	106	0	0	0	**106**
R of H .Counties	0	0	0	0	255	0	0	0	**255**
Rest of Britain	0	0	0	0	61	0	0	0	**61**
{All}	**0**	**0**	**0**	**0**	**5,057**	**0**	**0**	**0**	**5,057**