



**GLEESON LAND LIMITED
LAND AT SHORTLAND FARM
GUILDFORD ROAD, ASH, GUILDFORD**

TRANSPORT ASSESSMENT

OCTOBER 2025



**GLEESON LAND LIMITED
LAND AT SHORTLAND FARM
GUILDFORD ROAD, ASH, GUILDFORD**

TRANSPORT ASSESSMENT

OCTOBER 2025

Project Code:	MJGWykeLane.1
Prepared by:	CC/KC
Approved by:	AP
Issue Date:	29th October 2025
Status:	Final

**Gleeson Land Limited
Land at Shortland Farm
Guildford Road, Ash, Guildford
Transport Assessment**

List of Contents

Sections

1	Introduction	1
2	Site Location and Existing Conditions	3
3	Transport Planning Policy	14
4	Development Proposals	18
5	Trip Generation Assessment.....	24
6	Junction Capacity Assessment.....	27
7	Summary and Conclusions	29

Figures

Figure 2.1: Site Location in Relation to the Local Highway Network	3
Figure 2.2: 1.6km Walking Isochrone	5
Figure 2.3: Controlled Crossing on Guildford Road	6
Figure 2.4: Pedestrian Route Audit.....	7
Figure 2.5: 5km Cycling Isochrone	8
Figure 2.6: Local Amenities within a 20-minute Neighbourhood	9
Figure 2.7: Closest Bus Stops in Relation to the Site.....	11
Figure 2.8: 5-Year PIA Data- Site Access & A323 Guildford Road	13
Figure 4.1: Land Use Parameter Plan	19
Figure 4.2: Proposed Access Junction	20
Figure 5.1: Census Journey to Work Car Driver Distribution.....	25

**Gleeson Land Limited
Land at Shortland Farm
Guildford Road, Ash, Guildford
Transport Assessment**

Tables

Table 2.1: Local Amenities within a 20-minute Neighbourhood	10
Table 2.2: Bus Stops Accessible from the Application Site	11
Table 2.3: Bus Services Accessible from the Application Site	11
Table 2.4: Peak Hour Rail Services from Ash Rail Station.....	12
Table 4.1: SCC Residential Car Parking Standards (C3 Dwellings Houses).....	23
Table 4.2: SCC Residential Cycle Parking Standards (C3 Dwellings Houses).....	23
Table 5.1: Development Trip Generation (Multi-modal) – 200 units	24
Table 5.2: Development Vehicle Trip Distribution East.....	26
Table 5.3: Development Vehicle Trip Distribution West.....	26
Table 5.4: Development Vehicle Trip Assignment	26

Appendices

APPENDIX A: Pedestrian Route Audit
APPENDIX B: Access Drawings
APPENDIX C: Off-site Improvements
APPENDIX D: Stage 1 Road Safety Audit and Response Report
APPENDIX E: TRICS Assessment
APPENDIX F: Vehicle Trip Distribution
APPENDIX G: Junction Capacity Assessment

1 Introduction

- 1.1 This Transport Assessment (TA) has been prepared by Mayer Brown Limited to accompany an application for outline planning permission for the redevelopment of Land at Shortland Farm, Guildford Road, Ash, Guildford. The application is being submitted on behalf of Gleeson Land Limited.
- 1.2 The proposed development is for “Outline planning application with all matters except for the accesses from Guildford Road and Wyke Lane reserved for subsequent approval for the demolition of the existing buildings and hardstanding and the erection of:
- up to 200 residential dwellings including affordable housing and plots of self-build plots (Class C3);
 - green and blue infrastructure; and
 - associated service and utility structures.”
- 1.3 As the development consists of over 80 dwellings, Guildford Borough Council (GBC) require a Transport Assessment (TA) to be submitted to support a planning application.
- 1.4 This TA has been produced in accordance with the Department for Transport (DfT) Guidance on Transport Assessment (GTA) published in March 2007. Although the GTA has been withdrawn, it is still a widely used point of reference in the absence of a replacement document.
- 1.5 A pre-application Transport Technical Note dated 24th June 2025 was submitted to Surrey County Council Transport Development Planning (SCC) who provided consultee comments by email on 2nd July 2025, as summarised below:
- The proposed access is currently shown as a bell mouth junction. This should be amended to a Copenhagen Crossing. Copenhagen Crossings should also be provided at the junctions where Wyke Lane meets Guildford Road and where Harper’s Road meets Guildford Road. A continuous footway/standard vehicle crossover should be looked into for other minor junctions along the southern side of Guildford Road;
 - Confirmation should be provided as to whether the existing site access to Guildford Road/Shortland Farm will remain;
 - An emergency access should be considered;
 - The site frontage onto Guildford Road should be sided out to maximise the footway width;
 - Consideration should be given to a dedicated right turn lane into the site for vehicles;

- A Road Safety Audit (RSA) Stage 1 will be required at the planning stage;
- Consideration should be given to improve Public Footpath Number 356, both within the site and up to Ash Railway Station, to include surfacing, lighting and potential upgrade to allow cyclists to use it;
- Nearby bus stops will require improvements, such as, shelters, Real Time Passenger Information (RTPI) displays with associated power, accessible kerbing and bus cages; and
- With regards to parking, reference should be made to SCC's Parking Guidance for parking levels, including vehicle and cycle parking, as well as Electric Vehicle (EV) charging provision.

1.6 This TA seeks to address the pre-application comments made by SCC and demonstrate that highways and transportation matters have been appropriately considered and addressed.

1.7 The remainder of this TA will adhere to the following structure:

- Site Location and Existing Conditions;
- Transport Planning Policy;
- Development Proposals;
- Trip Generation Assessment;
- Junction Capacity Assessment; and
- Summary and Conclusions

2 Site Location and Existing Conditions

- 2.1 This section considers the application site location and accessibility to local transport infrastructure.
- 2.2 The site benefits from being within walking distance of Ash village and train station and is adjacent to bus services stopping on the A323 Guildford Road.
- 2.3 The site has access to a wide range of local services and amenities that are within a 20-minute walking neighbourhood.

Site Description and Local Highway Network

- 2.4 The site is located approximately 6km from Aldershot town centre to the west and around 12km from Guildford town centre to the east and is situated approximately 750m east of Ash rail station. The site location in relation to the surrounding highway provided in **Figure 2.1**.

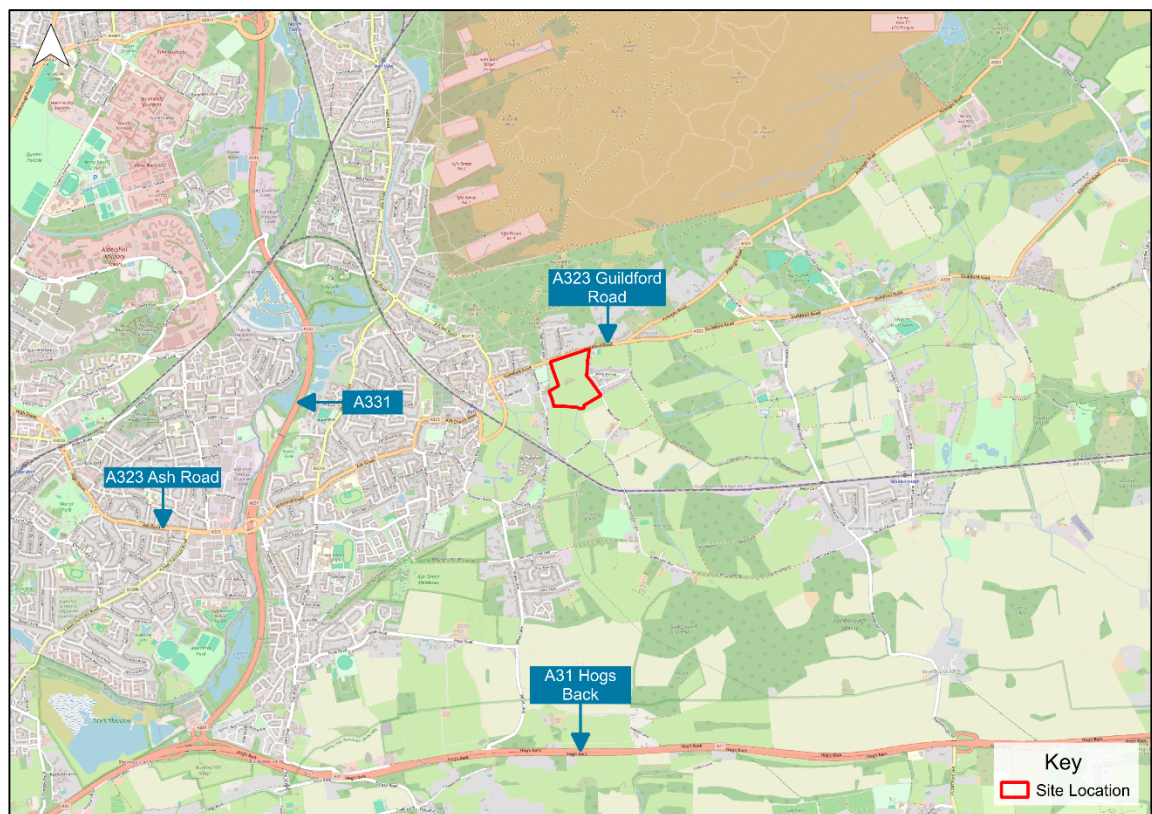


Figure 2.1: Site Location in Relation to the Local Highway Network

- 2.5 The application site is located south of the A323 Guildford Road and west of Wyke Lane. To the west of the application site is Harpers Recreation Ground and then Harpers Road. Beyond this is a recently built housing development. To the north of the site is a residential area and to the south there are fields with the railway line beyond. The existing access is opposite Pinewood Road and the proposed access is situated approximately 30m west of the current access.
- 2.6 The sites northern boundary fronts onto the A323 Guildford Road, a local distributor route serving Ash, Normandy and Willey Green to the east and Ash rail station to the west.
- 2.7 To the west of the site, Guildford Road meets a roundabout that provides access to the new housing development to the south, Ash railway station and village to the south west and Ash Vale to the north, via Ash Hill Road.
- 2.8 The section of the A323 Guildford Road that fronts the site boundary has a speed restriction of 30mph. This speed limit increases to 40mph, to the east of Wyke Lane.

Pedestrian and Cyclist Accessibility

- 2.9 It is important that future residents of the proposed development are able to travel conveniently around the local area by active travel modes such as walking, cycling or wheeling, rather than depending on private car travel.
- 2.10 The Surrey County Council Local Transport Plan (LTP4) has introduced the concept of the 20-minute neighbourhood. The aim is to create thriving local neighbourhoods by ensuring that everyone can access, without a car, services and opportunities within 20-minutes, reducing the need to travel by car and making sustainable modes the preferred choice for most journeys.

Walking

- 2.11 **Figure 2.2** shows the 1.6km walking catchment area (a 20-minute assuming a comfortable walking pace of 80m per minute), which encompasses Ash village centre, Ash rail station and areas of Normandy to the northeast of the site.

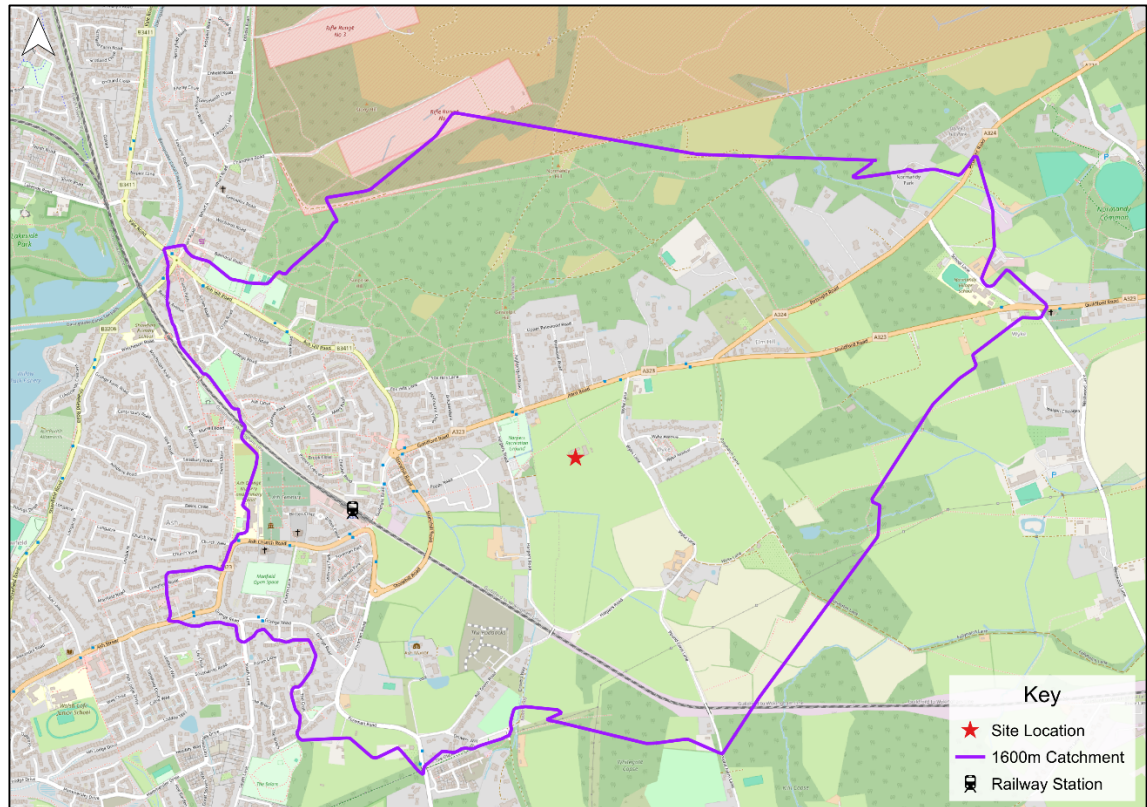


Figure 2.2: 1.6km Walking Isochrone

- 2.12 In the vicinity of the site Guildford Road has footway on both sides of the road, to provide access to bus stops and Ash village and its amenities to the west.
- 2.13 There is an existing Public Right of Way (PRoW) in the form of Public Footpath 356, which passes through the site from Wyke Lane towards Harpers Road via Totterdown Preschool. Continuing west, the public footpath connects to Guildford Road via a new housing development and finishes approximately 50m north of the train station. From the site boundary, Ash rail station can be reached in 650m or an 8-minute walk via the public footpath, assuming a comfortable walking pace of 80m per minute.
- 2.14 The nearest controlled pedestrian crossing on Guildford Road is located approximately 330m west of the site boundary as shown in **Figure 2.3**. The signal-controlled crossing provides dropped kerbs and tactile paving, allowing for safe permeability of pedestrians in the area.



Figure 2.3: Controlled Crossing on Guildford Road

Pedestrian Route Audit

- 2.15 As requested by Surrey County Council, a site visit was carried out on the 15th September 2025 to review the Public Footpath route between Wyke Lane and Ash rail station and then onto Ash Grange Nursery and Primary School, which is the nearest primary school to the site. The audit also considered the return route via Guildford Road to ascertain the level of pedestrian infrastructure available. The routes audited are shown in **Figure 2.4**.
- 2.16 The audit is included in **Appendix A** and a summary of recommended improvements is identified below:
- Cutting back vegetation to clearly see PRow signage from Wyke Lane;
 - Surfacing improvements to PRow on Routes 1 & 2;
 - Footpath improvements outside The Lion Brewery; and
 - Tactile dropped kerb facilities at the Harper Road/A323 Guildford Road priority junction.

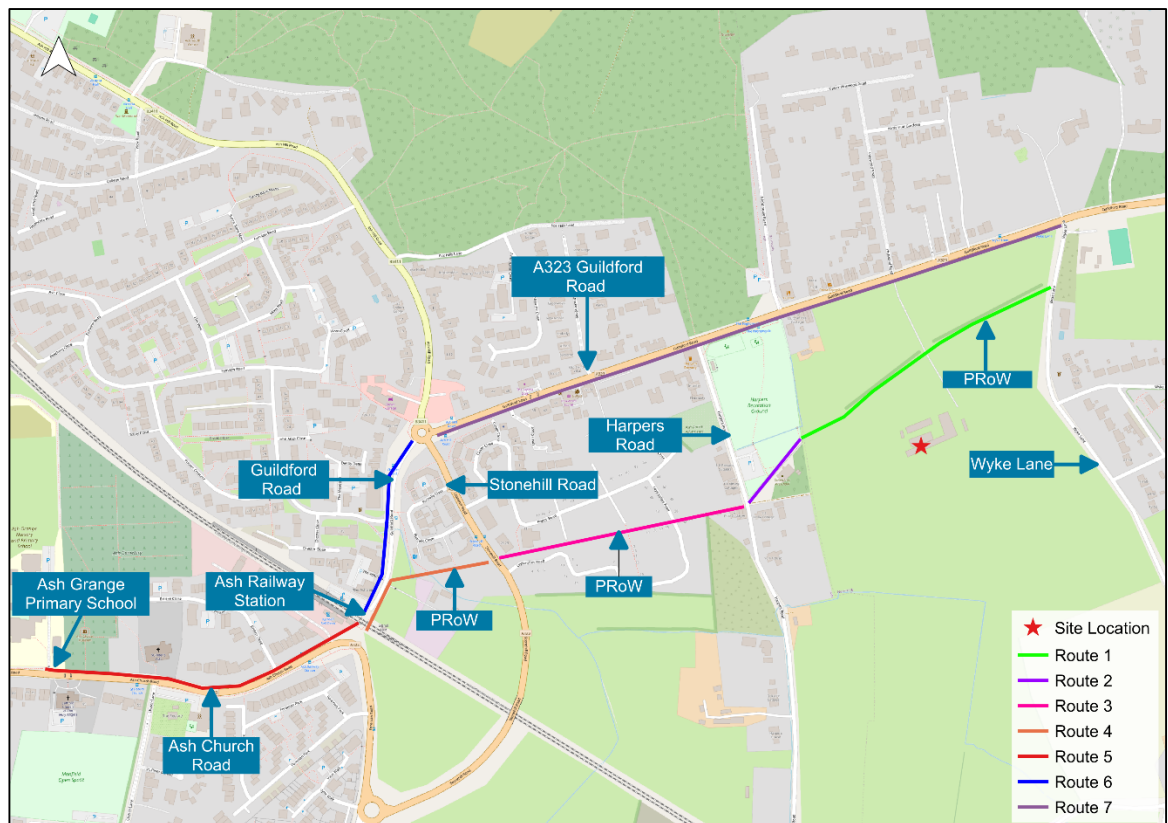


Figure 2.4: Pedestrian Route Audit

Cycling

- 2.17 Ash currently has limited dedicated cycling facilities but cyclists are able to make use of the local road network. The A323 Guildford Road is identified as being part of the Comprehensive Guildford Borough Cycle Network under Guildford Borough Local Plan Policy ID9, which residents of the proposed scheme will be able to access directly from the site.
- 2.18 **Figure 2.5** shows a 5km cycle catchment, which is a 20-minute cycle ride, assuming a comfortable cycling pace of 250m per minute. This takes in Ash, Ash Vale, Aldershot, Wanborough and Normandy.

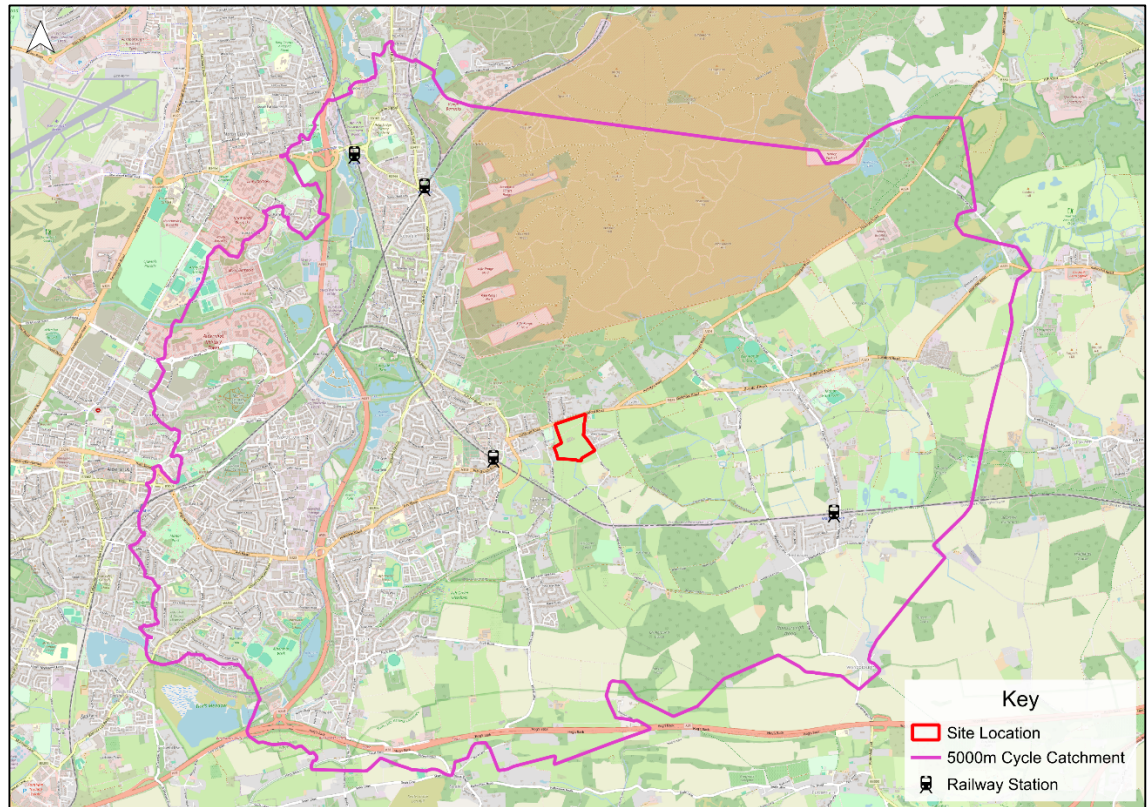


Figure 2.5: 5km Cycling Isochrone

Local Services and Amenities

- 2.19 It is important to ensure that the proposed development will enable future residents to access local services and amenities on foot.
- 2.20 **Figure 2.6** illustrates the local services and amenities that are within a 20-minute neighbourhood, which is 1.6km (assuming a comfortable walking pace of 80m/minute). **Table 2.1** shows distances and walk times from the proposed access on Guildford Road and indicates that the site is well served by a good choice of local amenities within the walking neighbourhood.

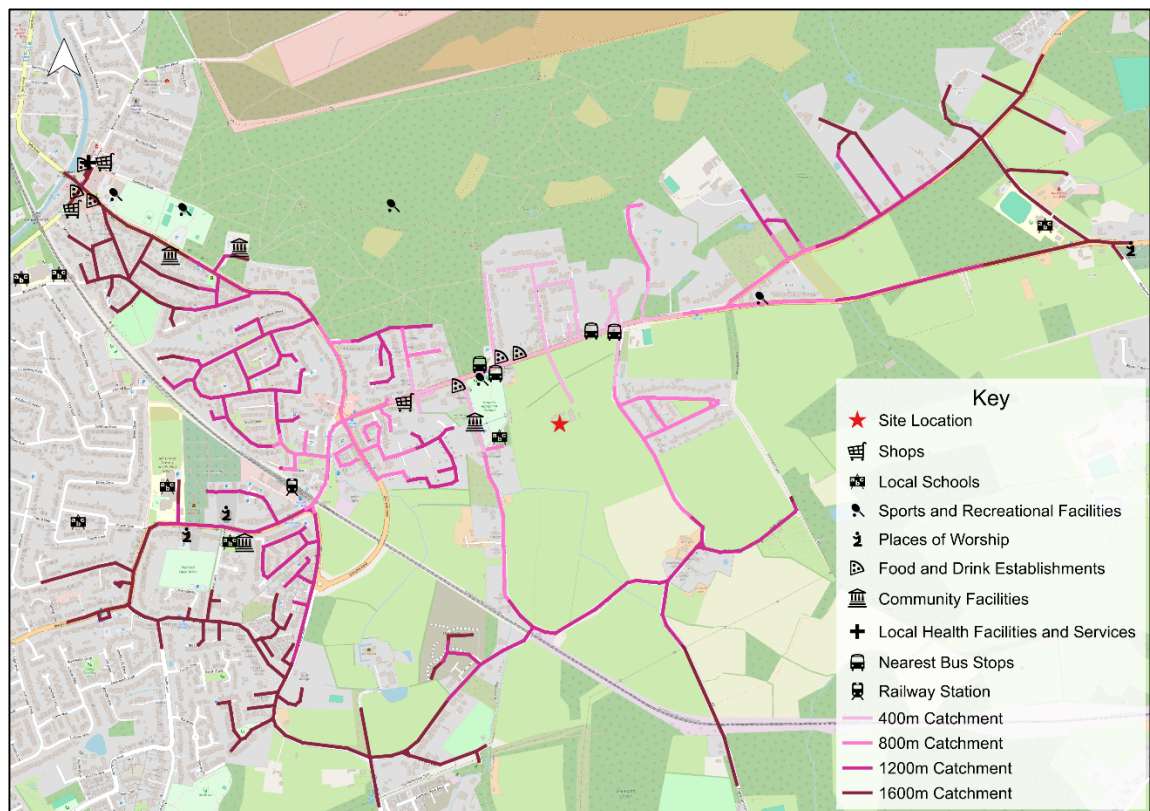


Figure 2.6: Local Amenities within a 20-minute Neighbourhood

Amenity	Approx. Distance from Site	Walking Time (80m/minute)
Shops		
Pinewood Stores	350m	4 mins
Agisha Food and Wine	1570m	20 mins
Co-op Food – Ash Vale	1590m	20 mins
Food/Drink		
China Express Ash - Takeaway	110m	1 min
Curzon – Indian Restaurant	160m	2 mins
Lion Brewery	210m	3 mins
Happy Garden - Takeaway	1510m	19 mins
Ash Vale Kebab House	1530m	19 mins
Spice of India - Restaurant	1550m	19 mins
Vale Cafe	1560m	20 mins
Local Health Facilities and Services		
The Optical Centre – Opticians	1580m	20 mins
Community Facilities		
Guildford Angling Society	300m	4 mins
St Peter's Centre	960m	12 mins
Ash Youth & Community Centre	1100m	14 mins
Ash Victoria Hall – Village Hall	1220m	15 mins
Places of Worship		
St Peter's Church	1020m	13 mins
Holy Angels Catholic Church	1120m	14 mins
St Marks Church	1420m	18 mins
Sports and Recreational Facilities		
Harpers Basketball Court	130m	2 mins
Reform Pilates – Pilates Studio	600m	8 mins
Ash Tennis Club	1270m	16 mins
Aldershot Taekwon Do	1450m	18 mins
Local Schools		
Totterdown Preschool	450m	6 mins
Little Fishes Preschool	1100m	14 mins
Ash Grange Nursery & Primary School	1200m	15 mins
Happy Days Pre-school	1400m	18 mins
Jack & Jill Nursery Group	1520m	19 mins
Shawfield Primary School	1550m	19 mins
Normandy Village School – Primary School	1580m	20 mins
Wyke Primary School	1600m	20 mins
Other		
John Kirk Supplies Ltd	120m	2 mins
Top to Toe Beauty	400m	5 mins
Nails2Tails Dog Grooming	400m	5 mins
Dover Garage Aldershot	550m	7 mins
Pendleton Body Repairs – Car Workshop	950m	12 mins
Fish for Tackle – Fishing Shop	1400m	18 mins
Rays Florist	1400m	18 mins
Phyllis Tuckwell Hospice Care – Charity Shop	1500m	19 mins
Vale Furnishers Ltd	1500m	19 mins
Pheonix of Ash – Uniform Shop	1566m	20 mins
RSPCA Shop – Charity Shop	1600m	20 mins
Wick'd Up Vapers – Vape Shop	1600m	20 mins

Table 2.1: Local Amenities within a 20-minute Neighbourhood

2.21 **Figure 2.6** and **Table 2.1** show that there are a wide range of amenities within the local area.

Public Transport

- 2.22 The nearest bus stops to the proposed site are on Guildford Road, adjacent to the northeast boundary of the site. **Figure 2.7** shows where the nearest bus stops are situated in relation to the site. **Tables 2.2** and **2.3** summarise the nearest bus stop facilities, bus services and their frequencies.

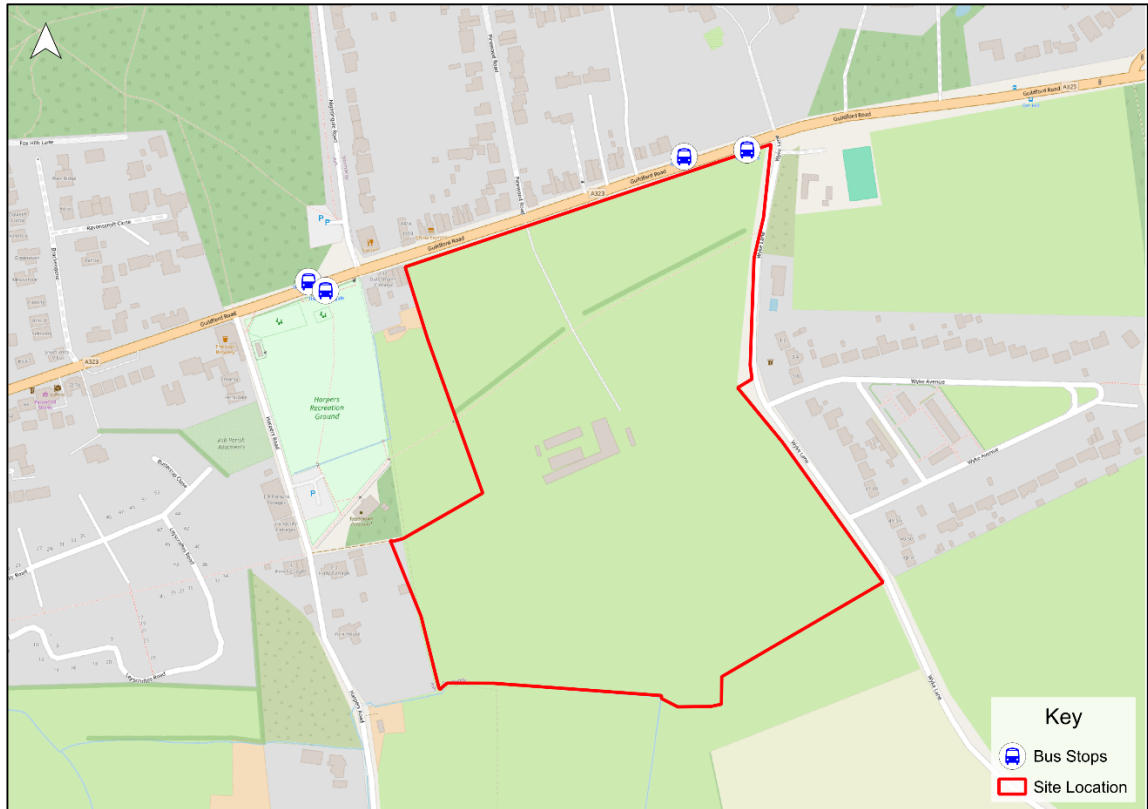


Figure 2.7: Closest Bus Stops in Relation to the Site

Stop Location / Name	Distance from the Site	Walking Time (80m/minute)	Service(s)	Bus Stop Facilities
Nightingale Road EB	130m	1 min	20, 694	Flagpole, Timetable
Nightingale Road WB	130m	1 min	20, 694	Flagpole, Timetable
Wyke Lane EB	170m	2 mins	20, 694	Flagpole, Timetable
Wyke Lane WB	210m	2 mins	20, 694	Shelter, Seating, Flagpole, Timetable

Table 2.2: Bus Stops Accessible from the Application Site

Service	Route	Peak Frequency		
		Weekday	Saturday	Sunday
20	Aldershot-Normandy-Guildford	Every 20 minutes	Every 20 minutes	Every 30 minutes
694	Ash-Broadwater School	School Service	No Service	No Service

Table 2.3: Bus Services Accessible from the Application Site

- 2.23 As shown in **Tables 2.2** and **2.3**, the 20 bus provides a regular 20-minute bus service between Aldershot and Guildford, with the added benefit of the service stopping at Ash rail station.

Rail Accessibility

- 2.24 Ash rail station is located approximately 650m west of the proposed site access via the Public Footpath network or a walking distance of 750m via Guildford Road. This is an 8 to 9-minute walking time, assuming a comfortable walking pace of 80m/minute or a 3-minute cycle journey via Guildford Road, assuming a comfortable cycling pace of 250m per minute.
- 2.25 The rail station is served by Southwestern Railway on the Farnham to Guildford Line and Great Western Railway on the North Downs Line, which runs from Reading to Redhill.
- 2.26 The following services and frequencies shown below in **Table 2.4**.

Destination	Peak Frequency (Per Hour)		
	Weekday	Saturday	Sunday
Guildford	4 per hour	4 per hour	1 per hour
Farnham	2 per hour	2 per hour	No direct services
Reading	2 per hour	1 per hour	2 per hour
Redhill	3 per hour	3 per hour	No direct services

Table 2.4: Peak Hour Rail Services from Ash Rail Station

- 2.27 **Table 2.4** shows that there are four frequent train services that serve Ash rail station with a frequency of 2 trains or more, per hour. As mentioned above, the number 20 bus service stops just outside the train station, which is a 5-minute bus journey from the site.

Personal Injury Collision Analysis

- 2.28 SurreyRoadSafe is a partnership between Surrey Police, SCC and National Highways recording casualties that occur on the counties' highway network. **Figure 2.8** highlights the areas, marked by green dots (slight accidents) and blue squares (serious accidents) where casualties have been reported within the dates of 01/02/2022 – 31/01/2025.

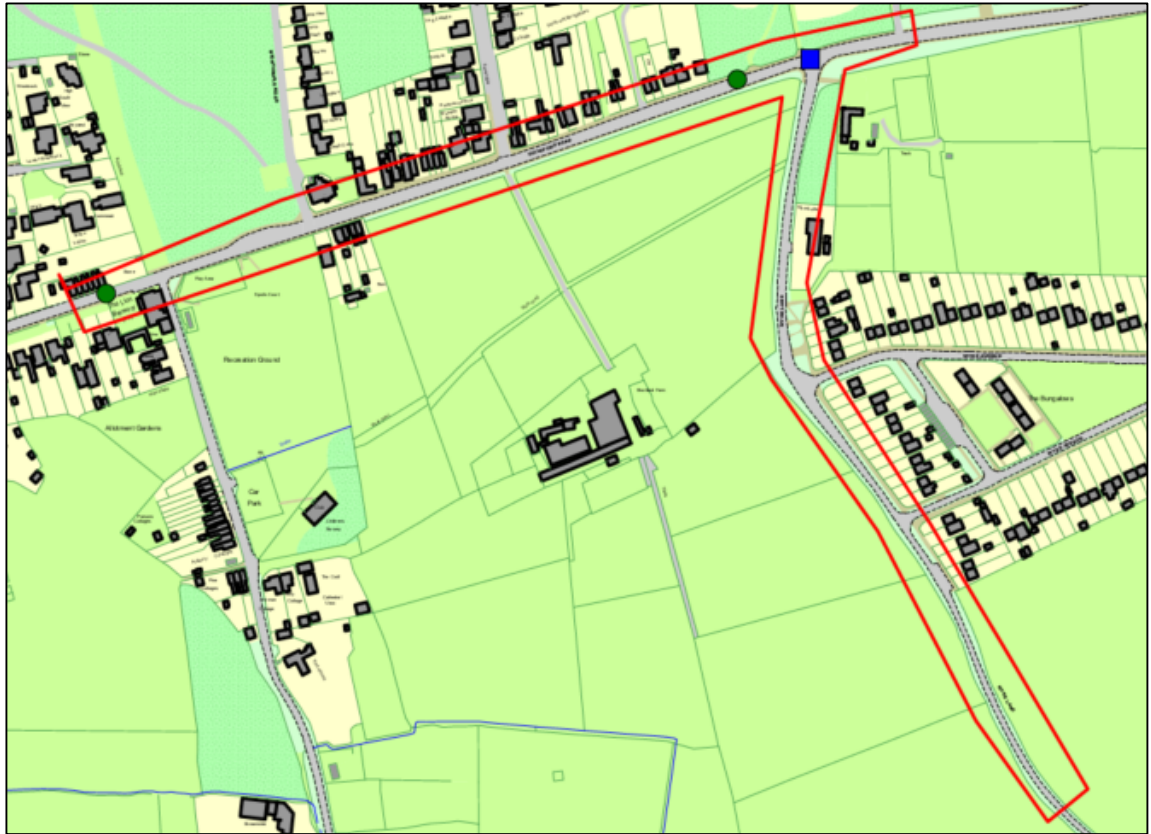


Figure 2.8: 5-Year PIA Data- Site Access & A323 Guildford Road

- 2.29 As shown in **Figure 2.8** there have been two slight incidents occurred on the A323 Guildford Road in the past 3 years and one serious accident on the Wyke Lane/Guildford Road priority junction. None of the incidents recorded involved a pedestrian or cyclist.
- 2.30 The data recorded shows that these accidents were isolated incidents and so there are no patterns associated with the collisions that have been reported. Therefore, there is no reason to believe that the roads within the surrounding area present any safety concerns.

3 Transport Planning Policy

- 3.1 This section considers the relevant national and local planning policy with respect to transport.

National Guidance

National Planning Policy Framework (NPPF)

- 3.2 The revised National Planning Policy Framework was updated in December 2024 and sets out the government's planning policies for England and how these are expected to be applied.
- 3.3 In respect of Transport, Section 9 of the NPPF relates to 'Promoting sustainable transport' and 'Considering development proposals'. In particular, paragraphs 115-118 state:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach. (NPPF 2024, Paragraph 115)*

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. (NPPF 2024, paragraph 116).

Within this context, applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (NPPF 2024, paragraph 117)*

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored". (NPPF 2024, paragraph 118)."

Local Guidance

- 3.4 The Guildford Borough Local Plan: Strategy and sites (2015-2034) that was adopted in April 2019 considers the opportunities through transport when there are proposals for new developments.
- 3.5 Policy ID3: Sustainable transport for new developments, mentions the following:
 - (1) *New development will be required to contribute to the delivery of an integrated, accessible and safe transport system, maximising the use of the sustainable transport modes or walking, cycling and the use of public and community transport.*
 - (2) *New development will be required, in so far as its site's size, characteristics and location to allow, to maximise:*
 - (a) *the provision of high-quality, safe and direct walking and cycling routes within a permeable site layout, with priority over vehicular traffic, that facilitates and encourages short distance trips by walking and cycling*
 - (b) *the provision of secure, accessible and convenient cycle parking*

- (c) the improvement of existing cycle and walking routes to local facilities, services, bus stops and railway stations, to ensure their effectiveness and amenity*
- (d) the provision and improvement of public and community transport, and*
- (e) opportunities for people with disabilities to access all modes of transport.*
- (3) New development providing, contributing and/or close to the routes of the proposed Sustainable Movement Corridor in the Guildford urban area will have regard to the Sustainable Movement Corridor Supplementary Planning Document.*
- (4) In terms of vehicular parking for new developments:*
 - (a) Off-street vehicle parking for new developments should be provided such that the level of any resulting parking on the public highway does not adversely impact road safety or the movement of other road users.*
 - (b) Consideration will be given to setting maximum parking standards for Guildford town centre in the Parking Supplementary Planning Document.*
- (5) The provision and/or improvement of a car club by a new development will be supported if appropriate.*
- (6) New development will be required to provide and/or fund the provision of suitable access and transport infrastructure and services that are necessary to make it acceptable, including the mitigation of its otherwise adverse material impacts, within the context of the cumulative impacts of approved developments and site allocations. This mitigation:*
 - (a) Will maintain the safe operation and the performance of the Local Road Networks and the Strategic Road Network to the satisfaction of the relevant highway authorities, and*
 - (b) Will address otherwise adverse material impacts on communities and the environment including impacts on amenity and health, noise pollution and air pollution.*
- (7) Planning applications for new development will have regard to the Infrastructure Schedule at Appendix 6 which sets out the key infrastructure requirements on which the delivery of the Plan depends, or any updates in the latest Guildford borough Infrastructure Delivery Plan.*
- (8) Provision of suitable access and transport infrastructure and services will be achieved through direct improvements and/or schemes funded through Section 106*

contributions and/or the Community Infrastructure Levy (CIL) which will address impacts in the wider areas including across the borough boundary.

(9) New development that will generate significant amounts of movement will:

(a) at the planning application stage, be supported by a Transport Statement or Transport Assessment in accordance with the thresholds set out in the Local Planning Authority's Local Validation List, and

(b) require a Travel Plan which will be proportionate to the size of the new development.

Transport Planning Policy in Relation to Proposed Development

3.6 National and local transport planning policy has been consulted in relation to the proposals described in this assessment.

3.7 This assessment ensures the development proposals are compliant with NPPF and the Guildford Borough Local Plan, namely:

- The planning application is accompanied by a Transport Assessment and Travel Plan;
- The development site is situated in a location that is accessible to a range of non-car modes including walking, cycling or the use of public transport;
- The location of the site benefits from access to existing bus and rail services;
- Local amenities including a good range of shops, schools and other facilities that are within a 20-minute neighbourhood by walking and cycling to accord with Healthy Streets for Surrey guidance; and
- The proposals seek opportunities to promote sustainable transport modes by improving walking networks and public transport facilities.

3.8 On this basis, the proposed development is considered to accord to relevant transport policy.

4 Development Proposals

- 4.1 The development proposals seek the development of up to 200 dwellings on land located off the A323 Guildford Road in Ash, Surrey. This includes a new point of access onto Guildford Road, as shown in the land use parameter plan in **Figure 4.1**.
- 4.2 As a result of the development proposals, the existing access to the site from Guildford Road, will be closed.
- 4.3 A new access from Wyke Lane is also proposed but this will only serve emergency vehicles.





Figure 4.1: Land Use Parameter Plan

Access Arrangements

- 4.4 Access to the development will be via a new simple priority junction from Guildford Road, located to the west of the existing access to Shortland Farm, which is to be closed. In their pre-application consultation response, SCC has requested that this takes the form of a Copenhagen crossing arrangement. The proposed access junction is illustrated in **Figure 4.2**, which includes a 5.5m wide access road with 2m footways on either side to accord with a Primary Street road type in Healthy Streets for Surrey.
- 4.5 The drawing of the proposed access arrangements is attached at **Appendix B**. This includes 2.4m x 43m visibility splays to accord with MfS requirements for a 30mph speed limit along the site frontage.

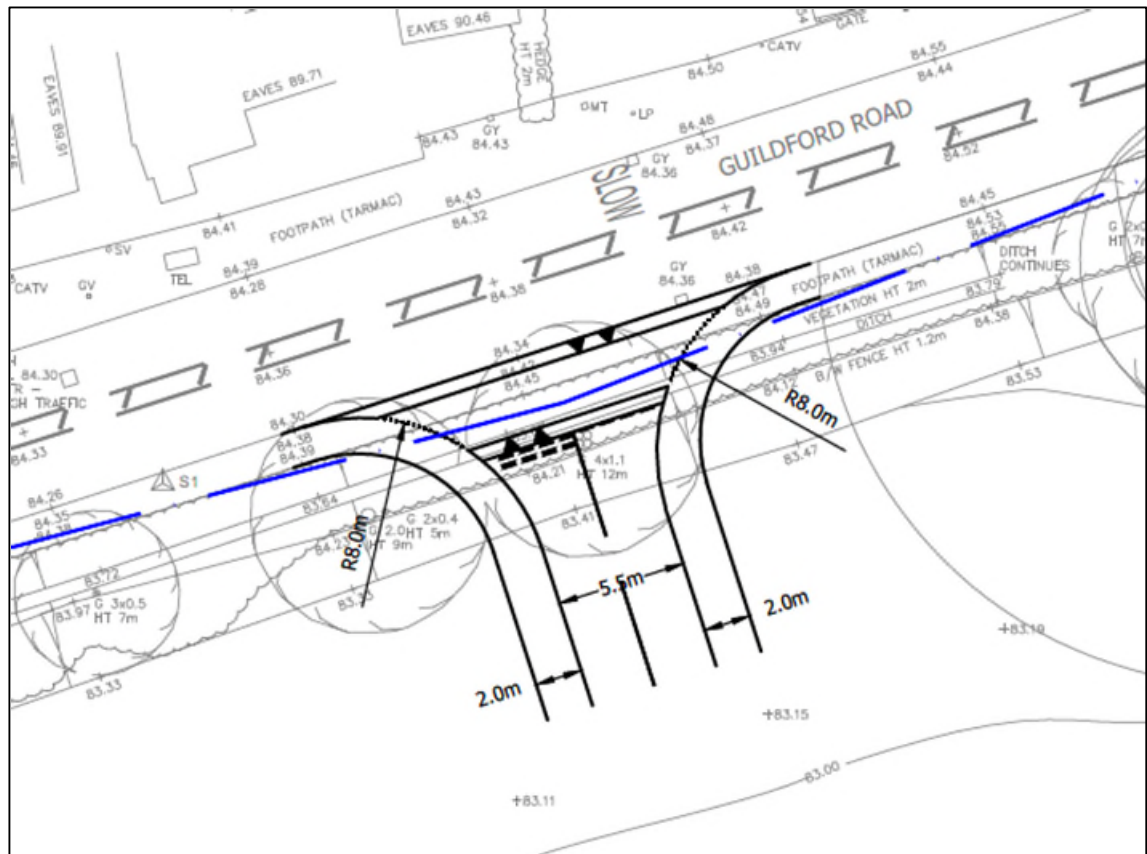


Figure 4.2: Proposed Access Junction

- 4.6 Drawing TK01 in **Appendix B** shows the swept path of a Guildford Borough Council (GBC) design specification refuse vehicle using the access. This is based on the dimensions specified in Appendix 8 of the GBC Planning Contributions SPD.
- 4.7 In their pre-application consultation response, SCC have recommended an access for emergency vehicles. As shown in the drawing in **Appendix B**, this has been located on the eastern side of the site with access from Wyke Lane and will only serve emergency vehicles.

Sustainable Transport Provision

- 4.8 The proposals include the following to encourage sustainable travel:
- A Copenhagen crossing at the site access junction;
 - An improvement to the Guildford Road / Wyke Lane junction to provide a Copenhagen crossing (**Appendix C**);
 - A contribution to improve facilities at the most appropriate eastbound and westbound bus stops. This is likely to include improvements to bus shelters, Real Time Passenger Information (RTPI) displays, accessible kerbing and bus cages where sufficient public highway land is available;

- Surface improvements to public footpath that runs east to west across the site, as part of a Reserved Matters submission. This is envisaged to be widening / surfacing similar to that provided between Harpers Road and Stonehill Road for the recently constructed residential development to the west of the site (see **Appendix A** for details);
- A contribution to surface improvements to public footpath that runs from the western boundary of the site to Harper Road adjacent to Totterdown preschool and Harpers Recreation Ground. This is subject to land availability and will need to be explored with the SCC PRow department;
- Improvements at the Guildford Road / Harpers Road junction in the form of dropped kerbs and tactile paving at the bell mouth and dropped kerbs on either side on the access to The Lion Brewery pub (**Appendix C**). A Copenhagen crossing facility at the Guildford Road / Harpers Road junction has been investigated, as requested by SCC in their pre-application response. The provision of a Copenhagen crossing would require the footway outside the pub to be raised to footway level as it is currently at ground level, and the footway is also used as a loading bay for the pub. However, this would require transition ramps that would diminish the footway width / loading bay width given the limited public highway land available and so it is considered that a Copenhagen crossing isn't achievable at this location;
- The applicant is willing to explore potential enhancements to cycling facilities along Guildford Road that could be funded by the development, in-line with the requirements of Local Plan Policy ID9; and
- Provision of a Travel Plan to include a Travel Information Pack for residents and sustainable travel incentives.

[Resident Travel Information Pack](#)

4.9 To encourage residents to use sustainable travel modes (walking, cycling and public transport), the proposed development will provide a Residential Travel Information Pack to all new residents. The Travel Packs are likely to include:

- Maps of walking and cycling routes to key destinations;
- Local public transport information, including route maps and timetable information;
- Location and contact details of nearby services;
- Useful travel related websites, contact numbers and mobile phone applications; and
- Taxi and car hire information.

Road Safety Audit

4.10 The site access onto Guildford Road with Copenhagen crossing, emergency access onto Wyke Lane, Copenhagen crossing improvement at the Guildford Road / Wyke Lane junction and dropped kerbs on Guildford Road outside The Lion Brewery pub have been subject to a Stage 1 RSA, which is included in **Appendix D**. The recommendations made in the RSA have been considered in a Response Report, which is also included in **Appendix D**. A summary of the findings and layout changes are as follows:

- For both the site access and the Guildford Road / Wyke Lane junction, the RSA recommends that the give-way marking should be on the channel line, with tactile paving provided for pedestrians, which would be a more conventional bell mouth arrangement. The Highway Authority have requested that Copenhagen crossing facilities be considered and they should advise which form of access is preferred, given the findings of the RSA;
- At the Copenhagen crossing, transition ramps should be designed with appropriate gradients. This will be a consideration for the detailed design; and
- A formal crossing point should be provided across Harper's Lane at its junction with Guildford Road. This has been accepted in the Response Reports with a dropped kerb and tactile paving shown on the east side of the junction and tactile paving inset into the footway / loading bay on the west side of the junction.

Parking Provision

Car Parking Standards

4.11 Following SCC 'Vehicular, electric vehicle and cycle parking guidance for new developments' car parking standards, **Table 4.1** sets out the maximum parking standards for new developments in Surrey. For the application of car parking standards, the site has suburban edge, village and rural locational characteristics.

Locational Characteristics	Town Centre	Edge of Centre	Suburban	Suburban edge, Village and Rural
1 and 2 bed flats	1 space per unit	1 space per unit	1 space per unit	1 space per unit
1 and 2 bed houses	1 space per unit	1 space per unit	1+ space per unit (where space permits, it may be appropriate to consider increased provision)	1.5+ spaces per unit (where space permits, it may be appropriate to consider increased provision)
3 bed houses	1 space per unit	1+ space per unit (where space permits, it may be appropriate to consider increased provision)	2+ spaces per unit (where space permits, it may be appropriate to consider increased provision)	2+ spaces per unit (where space permits, it may be appropriate to consider increased provision)
4+ bed houses	1 space per unit	2+ spaces per unit (where space permits, it may be appropriate to consider increased provision)	2+ spaces per unit (where space permits, it may be appropriate to consider increased provision)	2+ spaces per unit (where space permits, it may be appropriate to consider increased provision)

Table 4.1: SCC Residential Car Parking Standards (C3 Dwellings Houses)

Cycle Parking Standards

- 4.12 **Table 4.2** shows the SCC minimum requirements for cycle parking at residential developments.

Use Class	Minimum standard
Flats or houses without garages or gardens: 1 and 2 bedroom unit	1 space
Flats / houses without garages or gardens: 3 or more bedroom unit	2 spaces

Table 4.2: SCC Residential Cycle Parking Standards (C3 Dwellings Houses)

- 4.13 It is intended that the car and cycle parking provision at the proposed development will adhere to the SCC guidance, as set out in this section of the TA. Parking provision will be confirmed as part of a Reserved Matters submission.

5 Trip Generation Assessment

- 5.1 This section of the report considers the estimated trip generation associated with the proposed development and assesses the impact on the local transport network.
- 5.2 Trip generation during the weekday morning peak (08:00-09:00) and weekday evening peak (17:00-18:00) has been assessed, the times during which the baseline network demand on the surrounding highway and transportation infrastructure is likely to be at its highest.
- 5.3 It follows that, should the impact of development traffic on the local road network be considered acceptable during these periods, it should also be acceptable during other, less busy, periods of the week.
- 5.4 Trip generation associated with the proposed development has been calculated with reference to the TRICS (Trip Rate Information Computer System) database.
- 5.5 A trip generation assessment of 200 dwellings was included in the pre-application Transport Technical Note dated June 2025. This was based on comparison with sites meeting the following criteria:
- Multi-modal weekday surveys carried out from 2016 (default) for land use category 03/M Mixed Private/Affordable Housing;
 - 100 to 300 dwellings;
 - Located in the southeast of England; and
 - Located in Suburban Area, Edge of Town and Neighbourhood Centre.
- 5.6 A copy of the full TRICS output is provided in **Appendix E** of this report.
- 5.7 **Table 5.1** below provides the weekday peak hour multi-modal trip generation for the proposed development.

Mode	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00	
	Arrivals	Departures	Arrivals	Departures
Vehicles	29	75	61	30
Cycles	1	3	3	1
Pedestrians	6	23	10	6
Public Transport	1	7	6	1

Table 5.1: Development Trip Generation (Multi-modal) – 200 units

5.8 The trip generation analysis identifies the proposed residential development is estimated to generate 104 vehicle movements in the morning peak hour and 91 in the evening peak hour.

5.1 Consideration of the implications of these vehicle movements on the site access operation is set out in the following section of this TA.

5.2 Based on TRICS data in **Appendix E**, the development is anticipated to generate up to 29 pedestrian, 8 public transport and 4 cyclist movements during weekday peak hours. This level of activity is unlikely to have a noticeable impact on the operation of the local transport network.

Vehicle Trip Distribution

5.3 In order to inform the junction capacity assessment, the development vehicle trip generation has been assigned to the local highway network using the 2011 Census Travel to Work Output Area Guildford 010 data, in combination with a “peak hour quickest journey time” routing assessment to and from the site. This is illustrated in **Figure 5.1**, which is taken from Datashine Commute, with the full analysis in **Appendix F**.

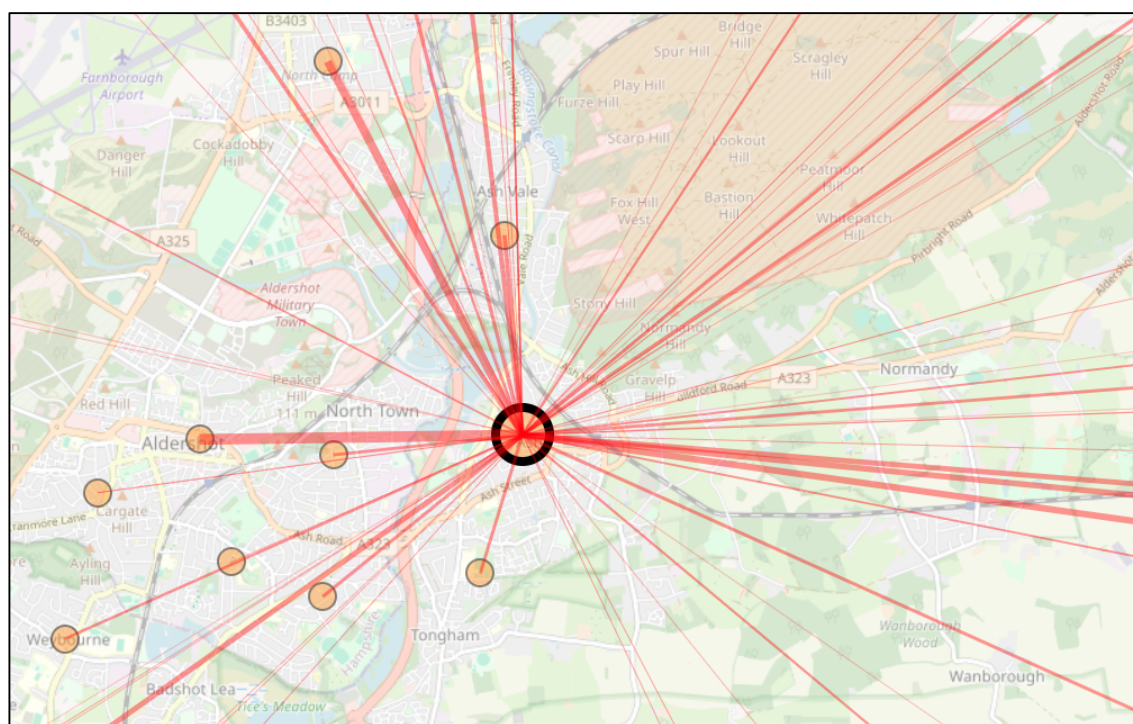


Figure 5.1: Census Journey to Work Car Driver Distribution

5.4 Based on the census data, the distribution of development traffic is shown in **Tables 5.2 and 5.3** with **Table 5.4** showing the assignment of development traffic at the proposed development access.

Guildford 015	Guildford 013	Guildford 012
14%	13%	11%
Guildford Road E		
38%		

Table 5.2: Development Vehicle Trip Distribution East

Rushmoor 008	Rushmoor 007	Waverly 003	Surrey Heath 010
23%	17%	12%	10%
Guildford Road W			
62%			

Table 5.3: Development Vehicle Trip Distribution West

	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Guildford Road E	11	29	23	11
Guildford Road W	18	47	38	19
Total	29	75	61	30

Table 5.4: Development Vehicle Trip Assignment

- 5.5 **Table 5.4** identifies that Guildford Road east of the site is likely to see between 30 and 40 additional trips during the peak period, equating to a little over one every two minutes. To the west of the site, Guildford Road is likely to need to accommodate in the order of 60 vehicles per hour, equating to one additional vehicle per minute.
- 5.6 These are peak flows and at all other times, the level of traffic arriving and departing the site will likely be significantly lower. Moreover, as the traffic disperses at adjacent junctions, any additional trips will diminish to levels below those identified above.

6 Junction Capacity Assessment

- 6.1 The proposed site access has been tested for capacity using appropriate software for a 2030 year of assessment, which is 5 years post planning application. The capacity of the access onto Wyke Lane has not been considered as it will only serve emergency vehicles.
- 6.2 In May 2025, a one-week ATC survey on Guildford Road was commissioned in the vicinity of the proposed site access to determine existing traffic movements. The results of the survey are contained in **Appendix G**.
- 6.3 For a 5-year post application year of assessment, background growth in traffic has been applied to observed traffic movements on Guildford Road using rates calculated from the Tempro 8.1 database for Guildford 010 to derive 2030 baseline traffic movements.
- 6.4 For development traffic turning movement at the access, the vehicle trip distribution in **Table 5.4** has been applied to the 2030 baseline traffic movements on Guildford Road. These traffic flow matrices have then been used in the junction model along with geometric parameters taken from the development access design.
- 6.5 Junctions 11 is a widely adopted modelling program utilised for the assessment of priority junctions and roundabouts. By inputting junction geometry and traffic flows, the model calculates a Ratio of Flow to Capacity (RFC) to determine the anticipated performance of a junction. An RFC of less than 0.85 indicates that a junction will perform satisfactorily.
- 6.6 The Junctions 11 output included in **Appendix G** and **Table 6.1** provides a summary of the operation of the Guildford Road / site access priority junction during the weekday AM and PM peak hours in 2030.

Arm	Weekday AM Peak Hour 2030 with Development		Weekday PM Peak Hour 2030 with development	
	Max. RFC	Max. Q	Max. RFC	Max. Q
Site Access	0.27	0	0.13	0
Guildford Road W	0.14	0	0.18	1

Table 6.1: Guildford Road / Site Access Junction Assessment

6.7 **Table 6.1** shows that the proposed development access onto Guildford Road is predicted to operate well within design capacity (with an RFC of less than 0.85) in both the weekday AM and PM peak hours in 2030. This also demonstrates that a dedicated right turn lane facility is not required at the proposed access junction.

7 Summary and Conclusions

- 7.1 This TA has been prepared by Mayer Brown Limited to accompany an application for outline planning permission for the redevelopment of Land at Shortland Farm, Guildford Road, Ash, Guildford to provide up to 200 residential units.
- 7.2 The application site benefits from excellent access to local amenities within a 20-minute neighbourhood and a regular bus service that stops near to the site on Guildford Road.
- 7.3 Ash rail station is accessible on foot either via Guildford Road or the PRoW network that passes through the site. The TA proposes improvements to both the pedestrian network and public transport infrastructure to encourage sustainable travel. The public footpath that runs through the site will be maintained and improved as part of the development proposals, which will benefit both new residents, existing users and the surrounding community.
- 7.4 Assessment of road accidents data indicates that the 3 accidents recorded in the past 3 years were isolated incidents and didn't involve a pedestrian or cyclist. Therefore, there is no reason to believe that the roads within the surrounding area present any safety concerns.
- 7.5 Access to the development will be via a new simple priority junction from Guildford Road, located to the west of the existing access, which is to be closed. The trip generation analysis identifies the proposed residential development is estimated to generate 104 vehicle movements in the morning peak hour and 91 in the evening peak hour. A junction capacity assessment indicates that this form of access would be able to accommodate this level of vehicle movements and operate well within its design capacity.
- 7.6 The development is anticipated to generate up to 29 pedestrian, 8 public transport and 4 cyclist movements during weekday peak hours. This level of activity is unlikely to have a noticeable impact on the operation of the local transport network.
- 7.7 The proposed unit mix and tenure type along with the accommodation schedule, internal layout detail and parking provision will be confirmed as part of a Reserved Matters submission. However, it is anticipated that car and cycle parking provision will be in-line with SCC parking standards.
- 7.8 Based on the findings of this TA, it is considered that the proposed access and the impact of the development on the local transport network is acceptable.

APPENDIX A: Pedestrian Route Audit

APPENDIX B: Access Drawings

APPENDIX C: Off-site Improvements

APPENDIX D: Stage 1 Road Safety Audit and Response Report

APPENDIX E: TRICS Assessment

APPENDIX F: Vehicle Trip Distribution

APPENDIX G: Junction Capacity Assessment





**GLEESON LAND LIMITED
LAND AT SHORTLAND FARM
GUILDFORD ROAD, ASH, GUILDFORD**

TRANSPORT ASSESSMENT APPENDICES

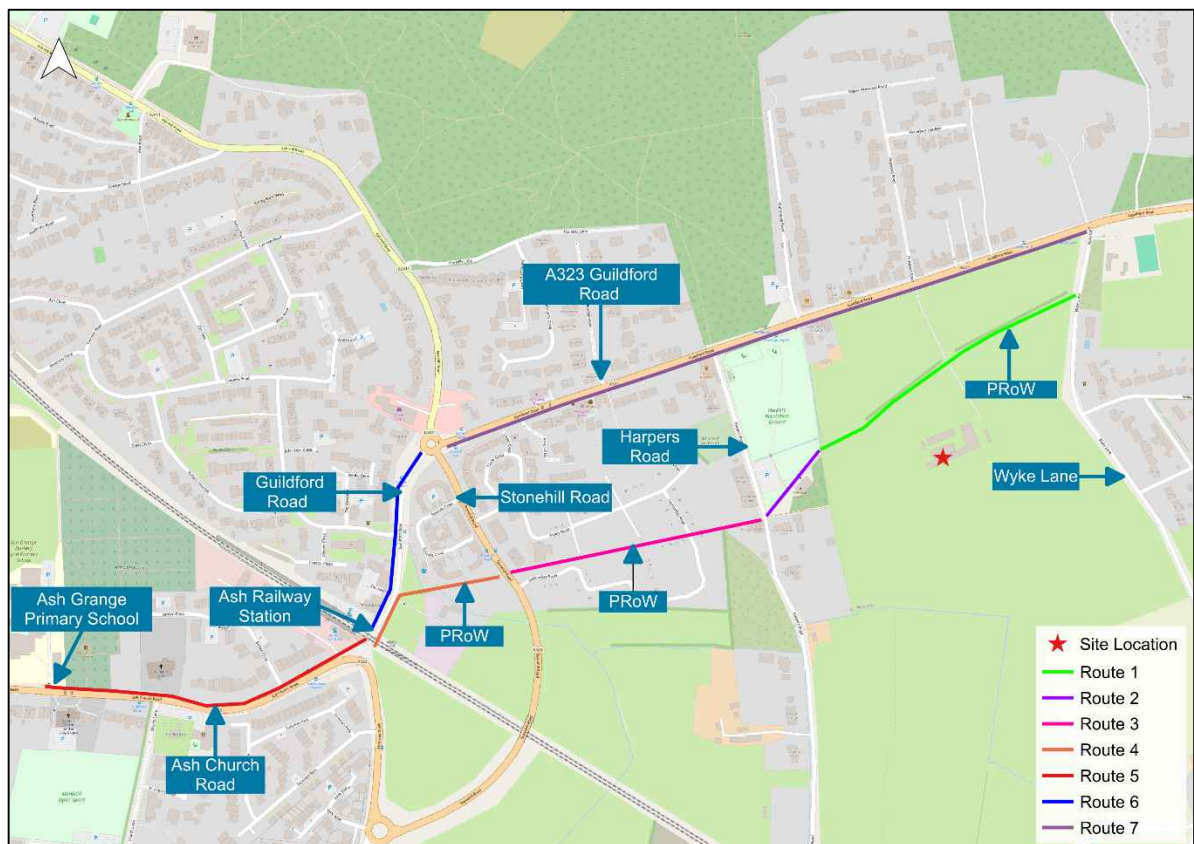
OCTOBER 2025



APPENDIX A: Pedestrian Route Audit

Pedestrian Route Audit Note

- 1.1 A site visit was carried out on the 15th September 2025 to review the Public Right of Way (PRoW) route between Wyke Lane and Ash rail station and then to onto Ash Grange Nursery and Primary school, which is the nearest primary school to the site. The audit also considered the return routes via Guildford Road to ascertain the level of pedestrian infrastructure available. The routes audited are shown below.



Route 1 – (Wyke Lane PRoW entrance to western site boundary)

- 1.2 The eastern entrance to the PRoW, which is designated as Public Footpath 356, is approximately 60m south of the Wyke Lane/Guildford Road priority junction on Wyke Lane. The 'public footpath' sign is partially hidden by vegetation which should be cut back to improve visibility to pedestrians.
- 1.3 Heading west on the PRoW through the proposed site the footway is relatively narrow and the area is a dirt path, lined with trees. This section would benefit from widening and all-weather surfacing.



- 1.4 The footpath narrows shortly after the current site access then intersects the PRow.



Route 2 – (western site boundary to Harpers Road)

- 1.5 The dirt path extends approximately 175m west until reaching the fields at the Totterdown preschool car park off Harpers Road. Here the footpath through the field is unmarked grass and would benefit from all-weather surfacing.



The PRoW intersects with the tarmac path that connects to Totterdown preschool. At Harper's Road the 'public footway' signage is clear but there is no formal crossing for the footpath connection across Harpers Road although this is probably not needed as Harpers Road is lightly trafficked and operates as a shared surface as it has no footway provision.



Route 3 – (PRoW to Stonehill Road)

- 1.6 On the opposite (west) side of Harper's Road, the footpath continues as tarmac until reaching the recently constructed residential development where the PRoW has been upgraded with shingle / gravel surfacing and is around 2m in width. This continues to Stonehill Road where there is a pedestrian refuge crossing with dropped kerbs and tactile paving.



Route 4– (Stonehill Road to Ash Railway Station)

- 1.7 Continuing across Stonehill Road, the footpath continues and there is a safety barrier to prevent cars from driving on the path. This surface is made of gravel / shingle, which is likely to have been introduced as part of the adjacent residential development.
- 1.8 This path slightly narrows over a small bridge and then reaches a dirt/grass section that leads onto Guildford Road and could benefit from all weather surfacing. However, there may be third party ownership issues that may prevent this section of the PRow from being improved as it didn't come forward as part of the adjacent residential development. Instead the development has provided a tarmac footpath that meets Guildford Road around 70m of where the public footpath comes out.



- 1.9 At the western end of the PRow, there are footways on both sides of Guildford Road leading to a level crossing for Ash rail station.



Route 5 – (Ash Railway Station to Ash Grange Primary School)

- 1.10 Heading south west from the train station on Ash Church Road there is a clearly marked segregated footway section, there is also a pedestrian crossing with an island which links to a bus stop on the other side of the road. There is no dropped kerb facilities or tactile paving at the Britton Close priority junction.



- 1.11 There are some vehicles obstructing the footway on areas of Ash Church Road which are unrestricted, this could be solved by implementing continuous double yellow line parking restrictions from the railway station to the school. Approximately 20m from the school access road there is a signalised pedestrian crossing with dropped kerbs and tactile paving. There is also dropped kerbs and tactile paving at the entrance of the primary school.



Route 6 – (Ash Railway Station to Guildford Road/Stonehill Road/ Ash Hill Road Roundabout)

- 1.12 Heading north on Guildford Road from the train station there is a dropped kerb and tactile crossing over a turning place and wide footpaths before the Guildford Road/Stonehill Road/Ash Hill Road roundabout.



- 1.13 On all approaches to the roundabout there is a dropped kerb, tactile pedestrian crossing with an island provided. On Guildford Road there is wide footways and dropped kerb tactile paving at the Dean Close priority junction heading east from the roundabout.

Route 7 – Roundabout to Wyke Lane via A323 Guildford Road



- 1.14 Carrying on Guildford Road, there is the nearest signalised pedestrian crossing with dropped kerb, tactile paving.
- 1.15 The section of footpath near the Lion Brewery has level changes at the car park accesses and would benefit from dropped kerbs. The footway fronting the brewery building is at road level and appears to double up as a loading bay for the pub.



- 1.16 The priority junction into Harpers Road has no dropped kerbs and tactile paving and would benefit from this being provided.
- 1.17 There is a dropped kerb and tactile informal crossing to the nearest bus stop to site on the opposite side of the road (there is also a bus stop on the side of the road fronting the site).



- 1.18 The bus stop has a shelter and seating, however the Wyke Lane priority junction does not have any pedestrian crossing facilities, this could be improved by providing dropped kerbs and tactile kerbs.

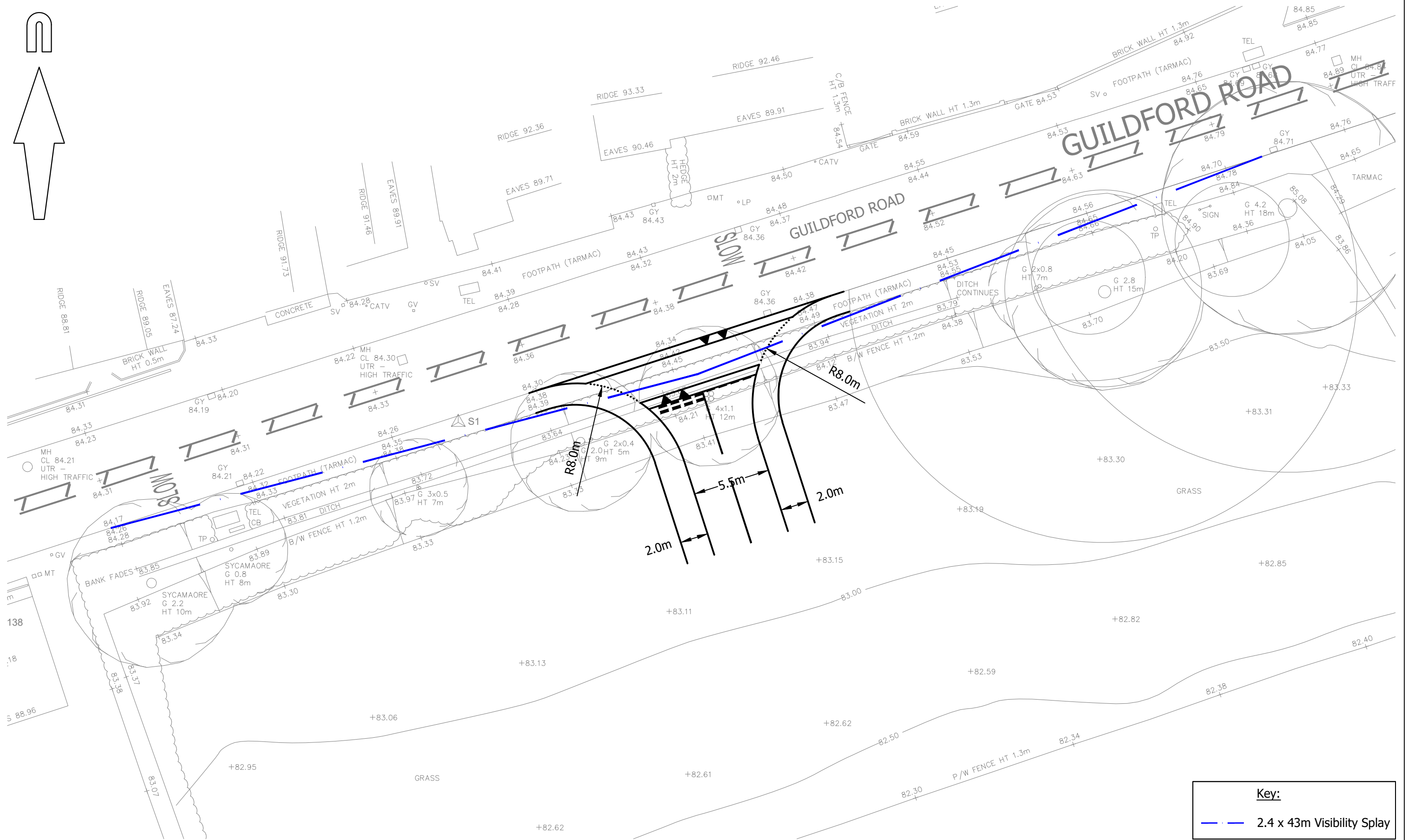
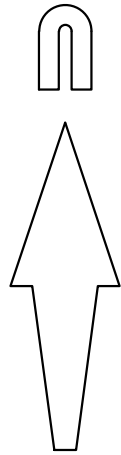


- 1.19 In summary the recommended improvements consist of:
- Cutting back vegetation to clearly see PRow signage from Wyke Lane;
 - Surfacing improvements to PRow on Routes 1 & 2;
 - Footpath improvements outside The Lion Brewery; and
 - Tactile dropped kerb facilities at the Harper Road/A323 Guildford Road priority junction.

Author: CC

Date: 18th September 2025

APPENDIX B: Access Drawings



© Crown copyright, all rights reserved. 2025. Licence number AC0000808122.



Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client

GLEESON LAND LIMITED

project

LAND AT SHORLAND FARM,
GUILDFORD ROAD, ASH

title

POSSIBLE ACCESS ARRANGEMENT

scale

1:250 @ A3

drawn by

JME

checked by

KC

date created

MAY 2025

date revised

SEPT 2025

cad file

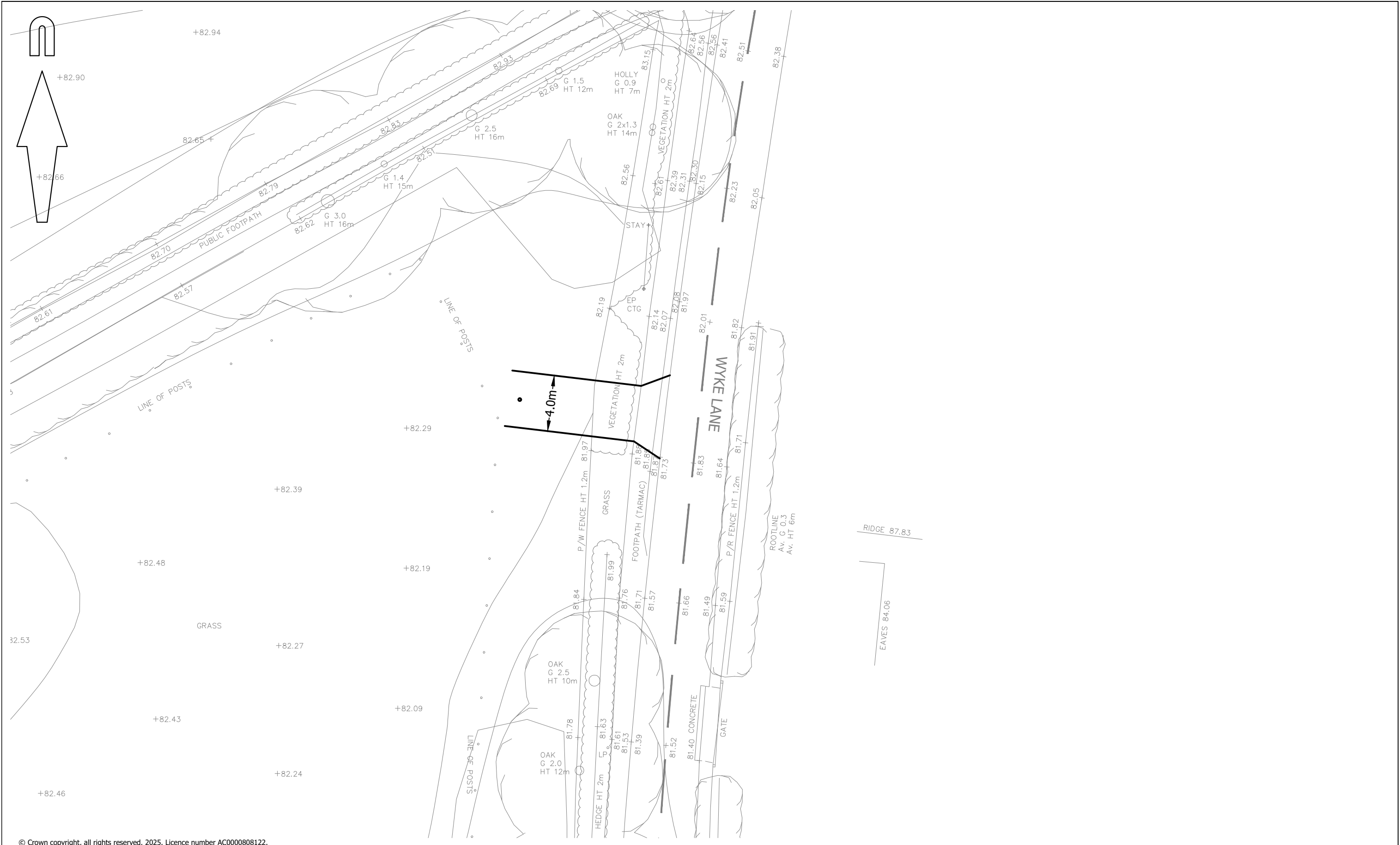
MASTER 2025-05-19

suitability

rev. P4

drawing number

MJGWYKELANE.1/01



© Crown copyright, all rights reserved. 2025. Licence number AC0000808122.



Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client

GLEESON LAND LIMITED

project

LAND AT SHORTLAND FARM,
GUILDFORD ROAD, ASH

title

EMERGENCY ACCESS ON WYKE LANE

scale

1:250 @ A3

drawn by

JME

checked by

KC

date created

AUG 2025

date revised

SEPT 2025

cad file

MASTER 2025-05-19

suitability

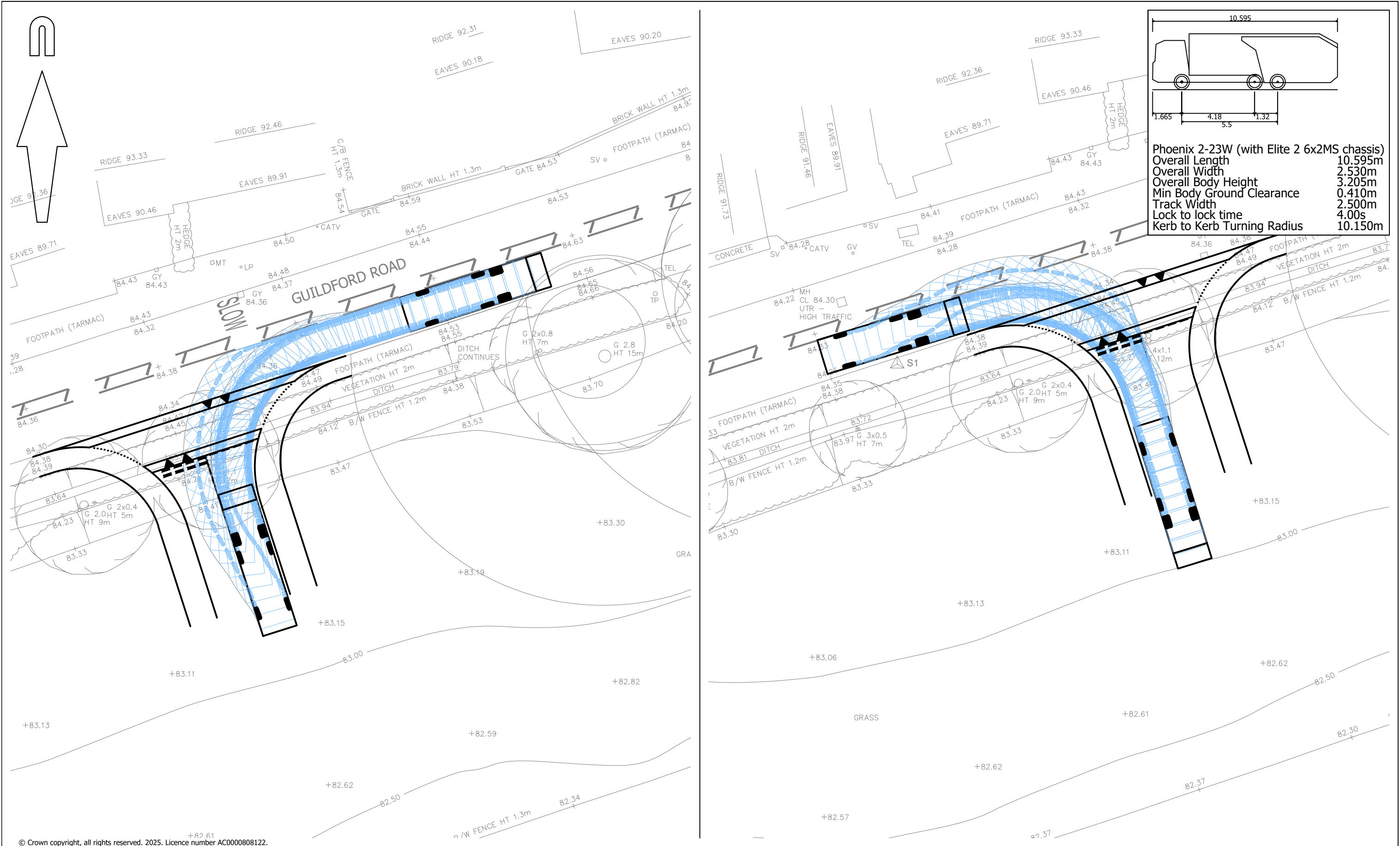
-

rev.

P2

drawing number

MJGWYKELANE.1/06



© Crown copyright, all rights reserved. 2025. Licence number AC0000808122.



Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client

GLEESON LAND LIMITED

project

LAND AT SHORLAND FARM,
GUILDFORD ROAD, ASH

title

SWEPT PATH ANALYSIS
REFUSE VEHICLE ENTERING/EXITING SITE

scale

1:250 @ A3

drawn by

JME

checked by

KC

date created

MAY 2025

date revised

SEPT 2025

cad file

MASTER 2025-05-19

suitability

-

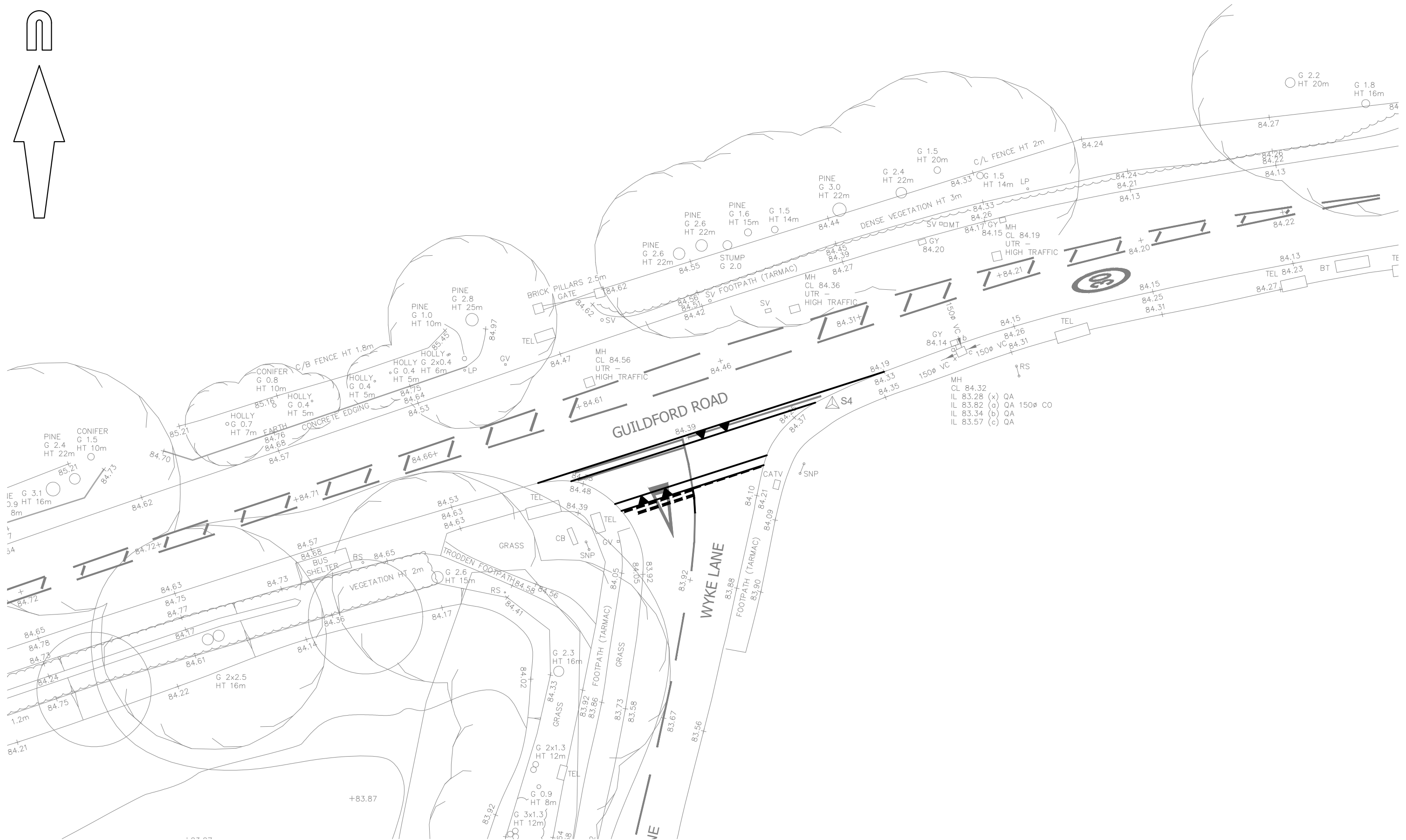
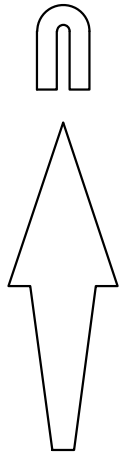
rev.

P3

drawing number

MJGWYKELANE.1/TK01

APPENDIX C: Off-site Improvements



© Crown copyright, all rights reserved. 2025. Licence number AC0000808122.



Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client

GLEESON LAND LIMITED

project

LAND AT SHORLAND FARM,
GUILDFORD ROAD, ASH

title

COPENHAGEN STYLE CROSSING
AT WYKE LANE JUNCTION

scale

1:250 @ A3

drawn by

JME

checked by

KC

date created

JULY 2025

date revised

SEPT 2025

cad file

MASTER 2025-05-19

suitability

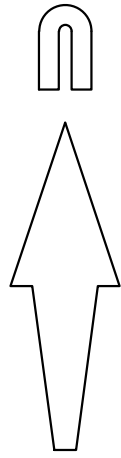
-

rev.

P2

drawing number

MJGWYKELANE.1/05



© Crown copyright, all rights reserved. 2025. Licence number AC0000808122.



Mayer Brown Limited
Lion House, Oriental Road, Woking, Surrey GU22 8AR
Telephone 01483 750 508
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client

GLEESON LAND LIMITED

project

LAND AT SHORLAND FARM,
GUILDFORD ROAD, ASH

title

DROPPED KERBS OUTSIDE THE LION BREWERY
AND CROSSING IMPROVEMENTS TO HARPERS
ROAD JUNCTION

scale

1:250 @ A3

drawn by

JME

checked by

KC

date created

AUG 2025

date revised

SEPT 2025

cad file

MASTER 2025-05-19

suitability

-

rev.

P2

drawing number

MJGWYKELANE.1/07

APPENDIX D: Stage 1 Road Safety Audit and Response Report



**GLEESON LAND
PROPOSED RESIDENTIAL ACCESSES AND
HIGHWAY INFRASTRUCTURE
IMPROVEMENTS
SHORTLANDS FARM, ASH**

STAGE 1 - ROAD SAFETY AUDIT

SEPTEMBER 2025



the journey is the reward

Report title:	Gleeson Land Proposed Residential Accesses and Highway Infrastructure Improvements Shortlands Farm, Ash Stage 1 - Road Safety Audit
Date:	10th September 2025
Document reference and revision:	S/MJGWYKELANE.1.6 Rev A
Prepared by:	Martyn Parr - Mayer Brown Ltd
On behalf of:	Surrey County Council
Status:	Final

Gleeson Land
Proposed Residential Accesses and Highway Infrastructure Improvements
Shortlands Farm, Ash
Stage 1 - Road Safety Audit

List of Contents

Sections

1 Introduction1

2 Items Raised at Previous Road Safety Audits3

3 Items Raised at the Stage 1 Road Safety Audit.....4

Appendices

- APPENDIX A: Site Location Plan
- APPENDIX B: Reference Plans
- APPENDIX C: Other Plans & Supplemental Information Provided for Audit

1 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out following instructions from Gleeson Land.
- 1.2 The proposed S278 highway works subject to this Audit include:
- A new priority junction access with a Copenhagen crossing facility off Guildford Road to serve the residential development.
 - An emergency access off Wyke Lane.
 - Improvements to the Guildford Road / Wyke Lane junction to provide a Copenhagen crossing facility.
 - Introduction of dropped kerbs on the footway on the south side of Guildford Road, outside the Lion Brewery pub.
- 1.3 The Road Safety Audit took place during September 2025.
- 1.4 The Overseeing Organisation is Surrey County Council.
- 1.5 The Road Safety Audit comprised an examination of the drawings provided by Mr Kevin Chaney at Mayer Brown Limited (Design Team), given as **Appendix B & Appendix C** in this report.
- 1.6 The Road Safety Audit Team membership was as follows:
- Audit Team Leader**
- Martyn Parr MSoRSA, MCIHT, NHCoc
Road Safety Manager – Mayer Brown Limited
- Audit Team Member**
- John Reid MSc, DipHTE, NHCoc
Technical Director (Safety) – Mayer Brown Limited
- 1.7 A site visit was undertaken on Friday 5th September from 12:30hrs onwards, during which the weather was sunny, and the existing carriageway surface was dry. Traffic conditions were moderate. A low number of pedestrians and pedal cycles were observed during the course of the site inspection.
- 1.8 The terms of reference of the Road Safety Audit follow the principles of GG119.
- 1.9 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

- 1.10 The Audit is concerned only with the works that are to be adopted by Surrey County Council.
- 1.11 The Audit Team are not advised of any Departures from Standard.
- 1.12 All comments and recommendations are referenced to reduced scale copies of the following drawings, given as **Appendix B** in this report:
- MJGWYKELANE.1/01
 - MJGWYKELANE.1/05
 - MJGWYKELANE.1/07

2 Items Raised at Previous Road Safety Audits

- 2.1 The Audit team are not aware of any previous Road Safety Audits having been carried out on the scheme proposals.

3 Items Raised at the Stage 1 Road Safety Audit

Junctions

3.1 Problem

Location: Proposed site access and Wyke Lane jct with Guildford Road (please refer to reference points 3.1 in **Appendix B**).

Summary: Road users are unlikely to stop at the recessed give-way markings.

Recessed give-way markings are provided at both the proposed site access and at the Wyke Lane/Guildford Road junction. These are intended to give priority to pedestrians. However, as pedestrian use at this location is likely to be low, road users may not comply with the recessed give-way markings and instead stop at the channel line, which would be more conventional.

There is also a risk that road users who do stop at the recessed give-way line may then move forward across the raised table into the path of a fast-moving vehicle that was not identified before the manoeuvre commenced, due to the lapsed time between checking for approaching traffic and then emerging onto the Guildford Road.

In addition, if the give-way markings are retained in their proposed locations, then the junction visibility splays should be measured from the recessed give-way line, not from the channel line.

Recommendation

It is recommended that the give-way markings are positioned on the channel line, provide tactile paving in accordance with DETR 'Guidance on the use of Tactile Paving Surfaces'.

3.2 Problem

Location: Proposed site access and Wyke Lane jct with Guildford Road (please refer to reference points 3.2 in **Appendix B**).

Summary: Steep transition ramps.

Raised entry treatments are proposed at both the site access and Wyke Lane junction with Guildford Road. It is important to ensure that the transition ramp gradients are appropriate for anticipated vehicle speeds. If the ramps are too short or steep, there is an increased risk of vehicles or powered two-wheelers losing control and/or sustaining damage. This risk is heightened for vehicles turning into the site access or Wyke Lane.

Recommendation

It is recommended that the transition ramps are designed with appropriate gradients to accommodate anticipated vehicle speeds.

Non-Motorised Users (NMUs)

3.3 Problem

Location: Harper's Road (please refer to reference point 3.3 in **Appendix B**).

Summary: Lack of formal pedestrian crossing facility across Harper's Road.

There is no formal pedestrian crossing facility across Harper's Road. Although this is an existing issue, the proposed residential development is likely to increase pedestrian activity at this location. The Auditors acknowledge the provision of dropped kerbs adjacent to the Lion Brewery public house to assist mobility-impaired pedestrians, but consider it equally important to provide a formal crossing point on Harper's Road.



Recommendation

It is recommended that a formal crossing point is provided on the pedestrian desire line across Harper's Road. This should include dropped kerbs and tactile paving in accordance with current design standards.

4 Audit Team Statement

Audit Team Statement

We certify that this Road Safety Audit has been carried out following the principles of GG119.

Road Safety Audit Team Leader

Martyn Parr – MSoRSA, MCIHT, NHCoc
Road Safety Manager
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed



Date 11/09/25

Road Safety Audit Team Member

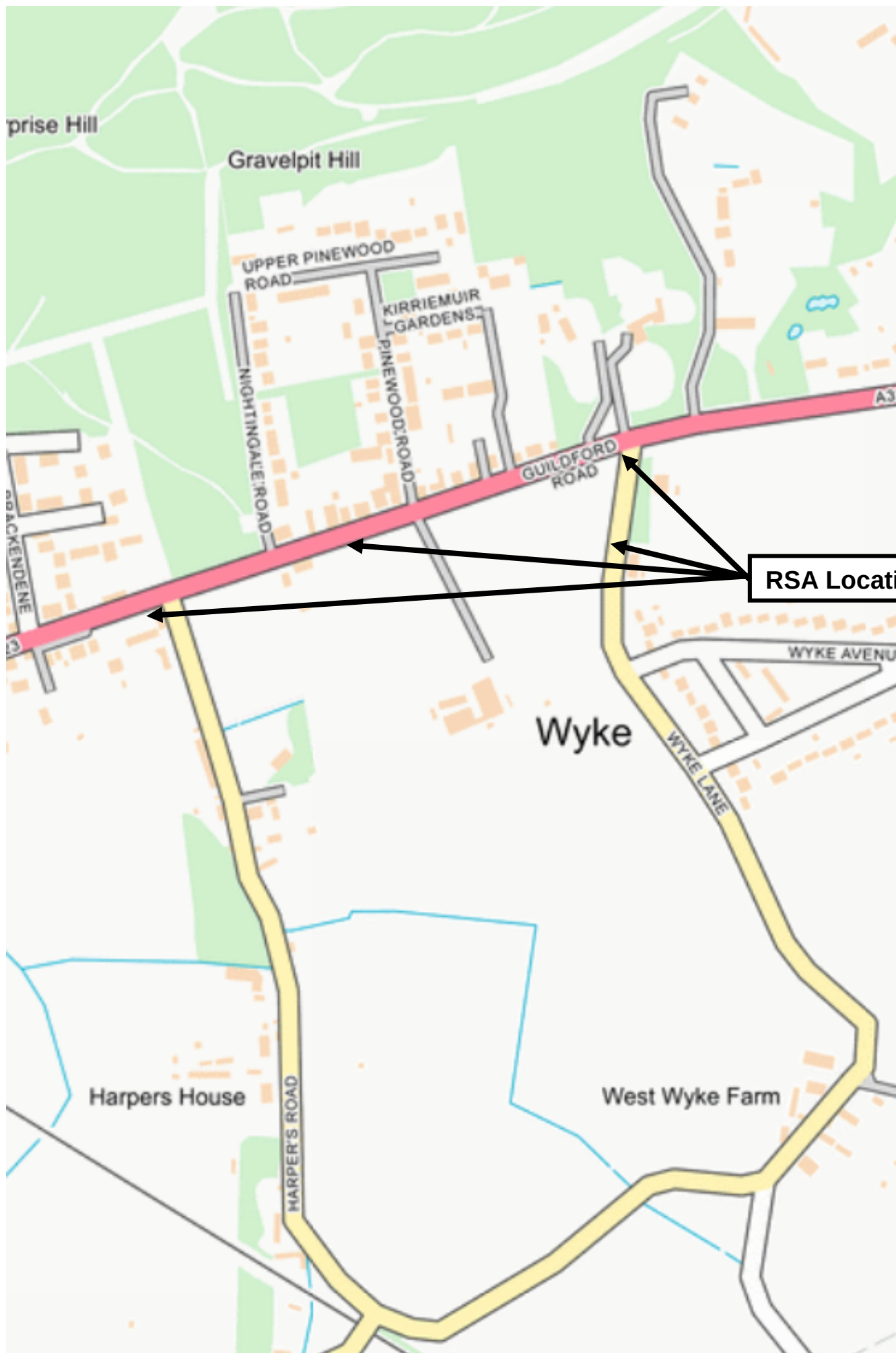
John Reid - MSc, DipHTE, NHCoc
Technical Director (Safety)
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed

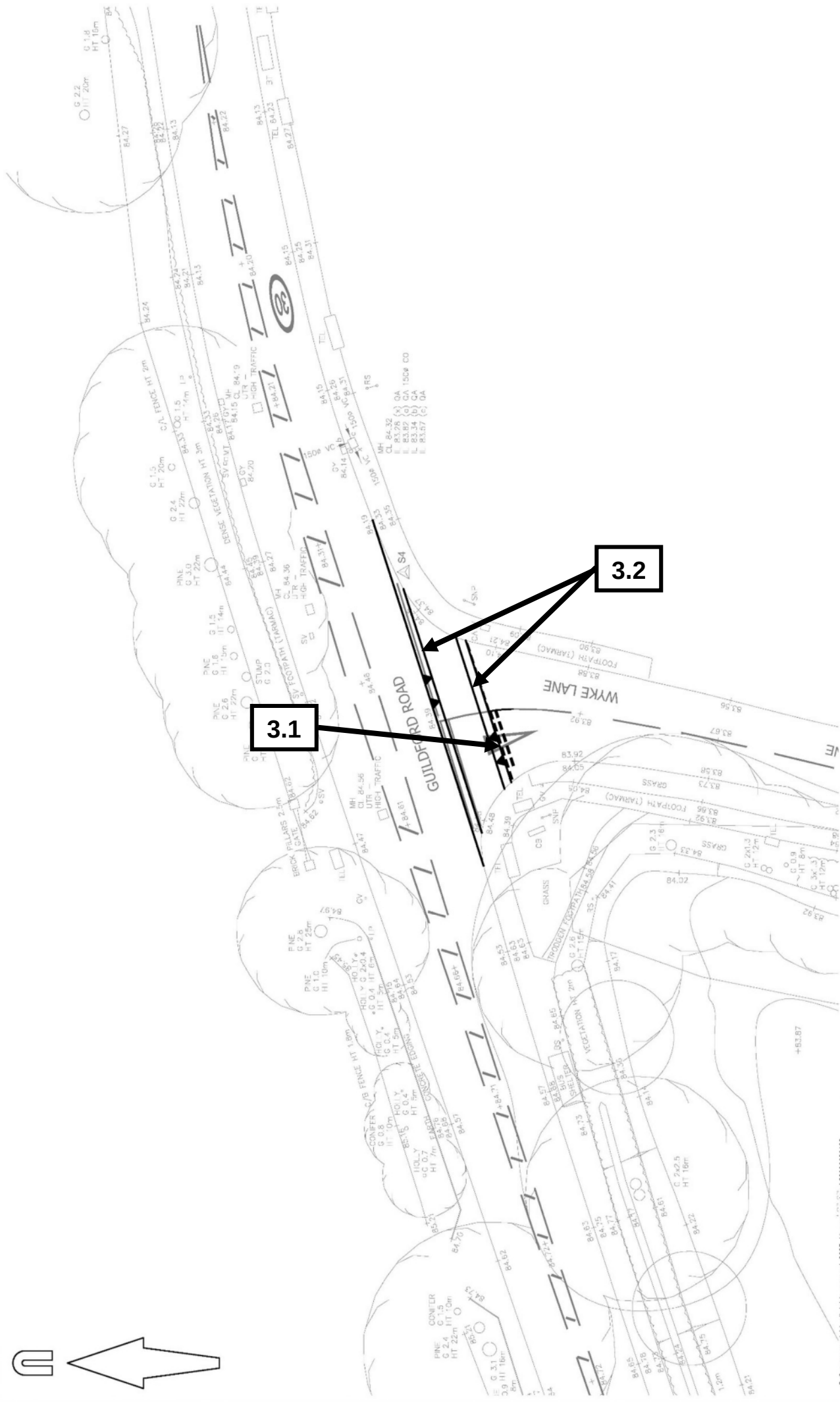
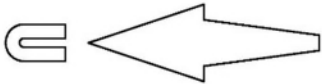


Date 11/09/25

APPENDIX A: Site Location Plan



APPENDIX B: Reference Plans



© Crown copyright, all rights reserved, 2025. Licence number AC000089122.



Mayer Brown Limited
100 The Quadrant
Woking Surrey GU24 0AB
Telephone 01483 260 508
enquiries@mayerbrown.co.uk www.mayerbrown.co.uk

client

GLEESON LAND

project

SHORTLANDS FARM, GUILDFORD ROAD, ASH

title

COPENHAGEN STYLE CROSSING
AT WYKE LANE JUNCTION

scale

1:250 @ A3

drawn by

JME

checked by

KC

date created
JULY 2025

date revised

MASTER 2025-05-19

rev.

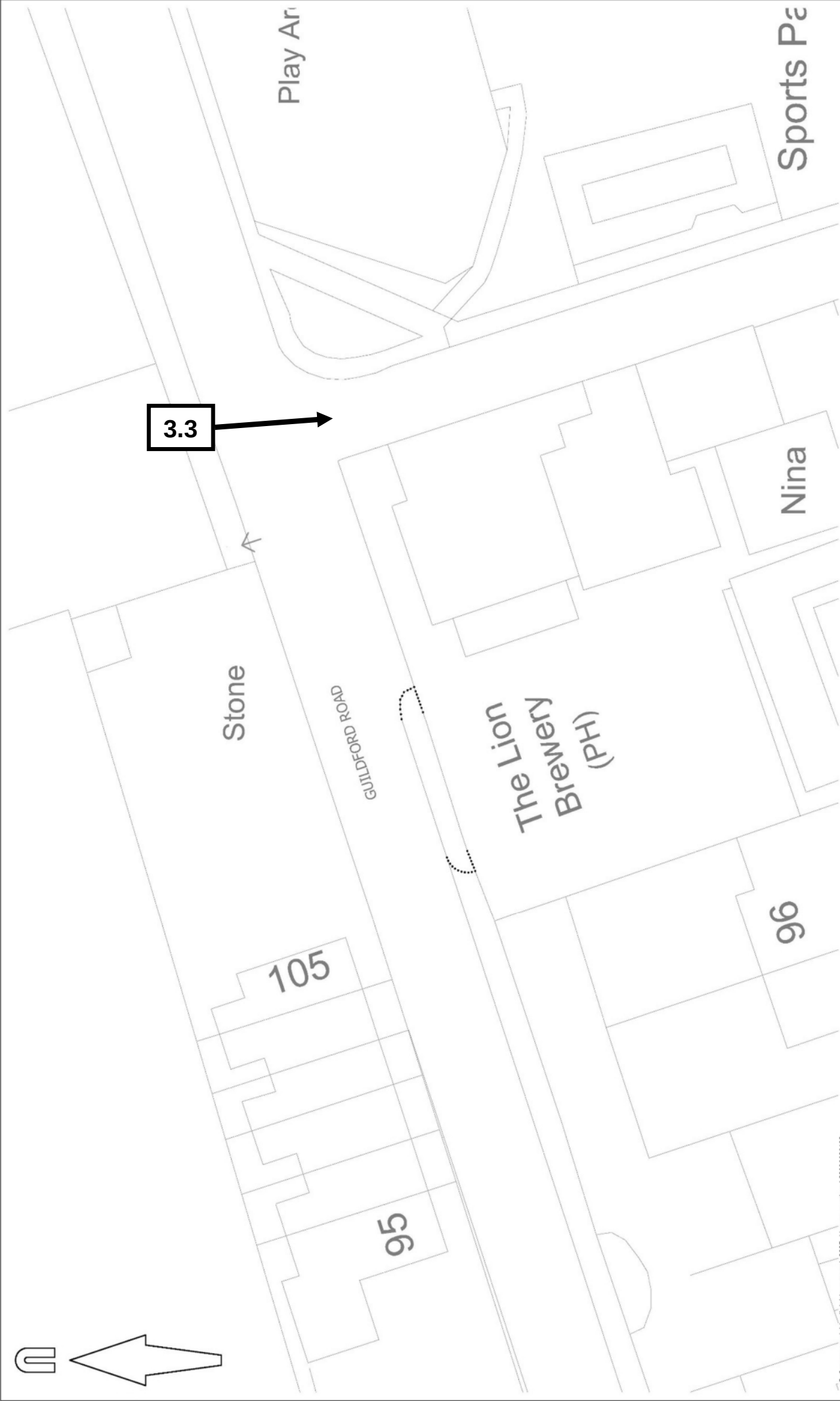
-

suitability

P1

drawing number

MJGWYKELANE.1/05



© Crown copyright. All rights reserved. 2025. Licence number AC0000808122.



Mayer Brown Limited
Unit 10, The Old Mill, Woking, Surrey GU24 0AR
Telephone 01483 750 508
enquiries@mayerbrown.co.uk www.mayerbrown.co.uk

client

GLEESON LAND

project

SHORTLANDS FARM, GUILDFORD ROAD, ASH

title

DROPPED KERBS OUTSIDE THE LION BREWERY

scale

1:250 @ A3

drawn by

JME

checked by

KC

date created

AUG 2025

date revised

-

cad file

MASTER 2025-05-19

suitability

-

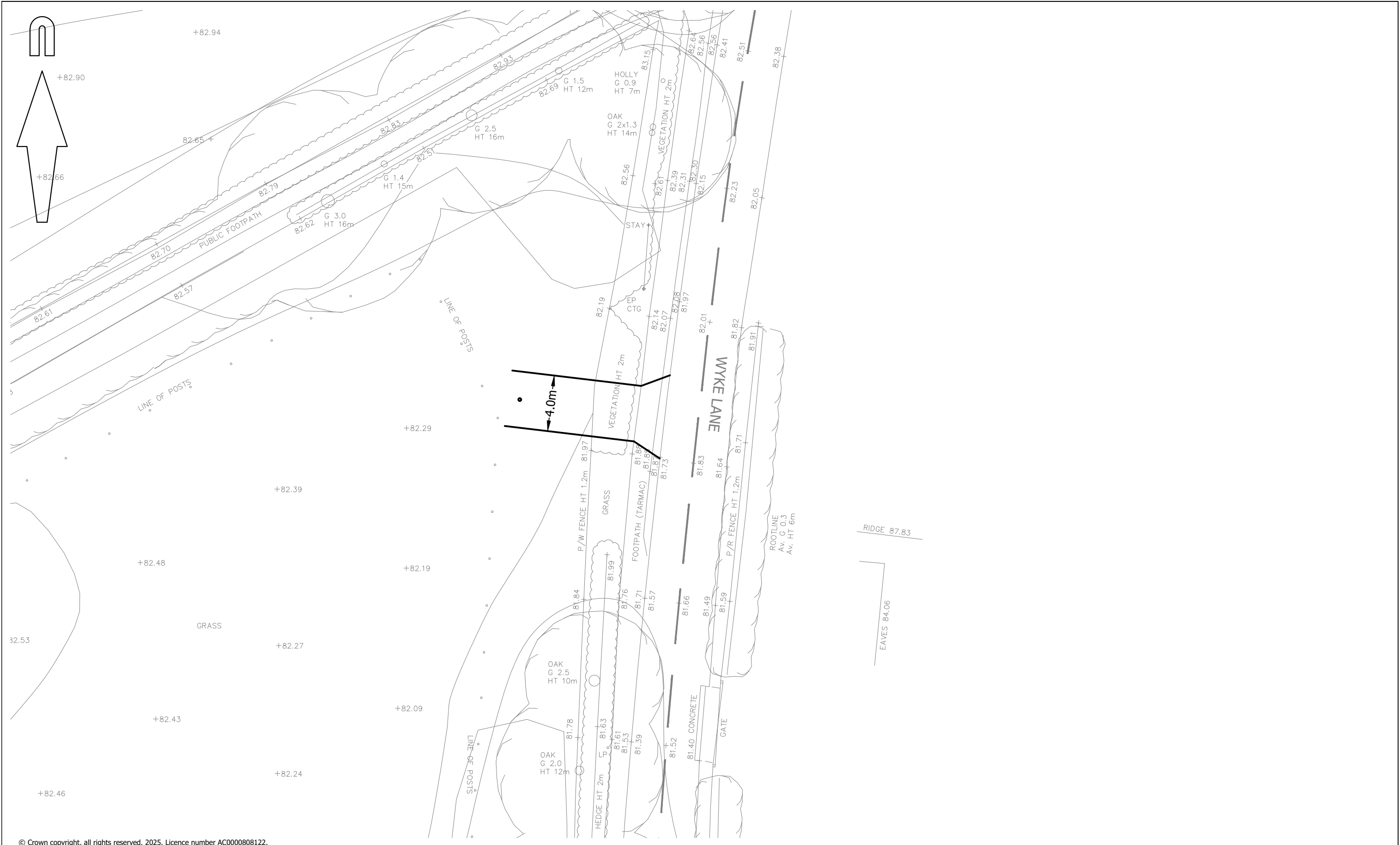
rev.

P1

drawing number

MJGWYKELANE.1/07

APPENDIX C: Other Plans & Supplemental Information Provided for Audit



© Crown copyright, all rights reserved. 2025. Licence number AC0000808122.



Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client

GLEESON LAND

project

SHORTLANDS FARM, GUILDFORD ROAD, ASH

title

EMERGENCY ACCESS ON WYKE LANE

scale

1:250 @ A3

drawn by

JME

checked by

KC

date created

AUG 2025

date revised

-

cad file

MASTER 2025-05-19

suitability

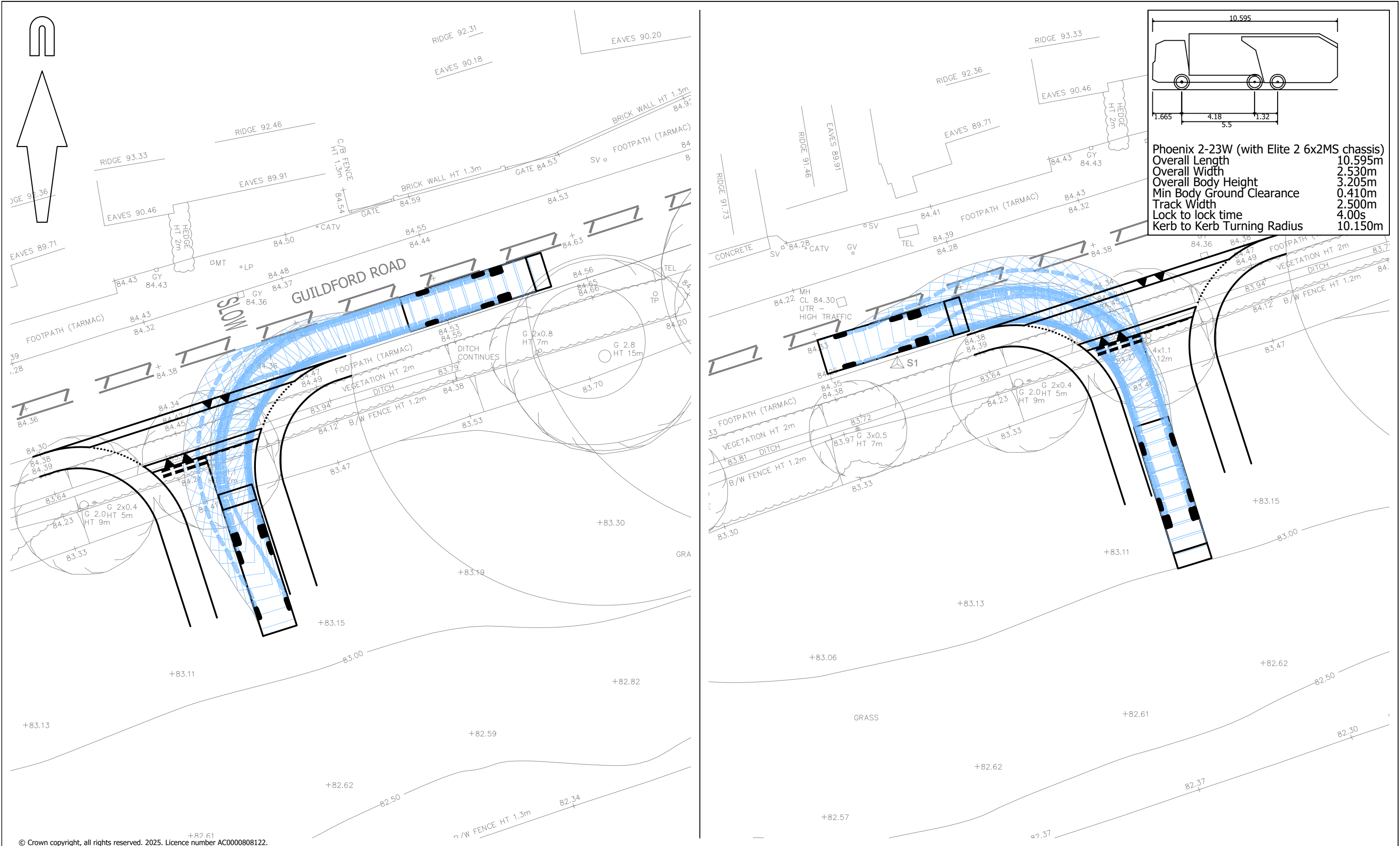
-

rev.

P1

drawing number

MJGWYKELANE.1/06



© Crown copyright, all rights reserved. 2025. Licence number AC0000808122.



Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client

GLEESON LAND

project

SHORTLANDS FARM, GUILDFORD ROAD, ASH

title

SWEPT PATH ANALYSIS
REFUSE VEHICLE ENTERING/EXITING SITE

scale

1:250 @ A3

drawn by

JME

checked by

KC

date created

MAY 2025

date revised

SEPT 2025

cad file

MASTER 2025-05-19

suitability

-

rev.

P2

drawing number

MJGWYKELANE.1/TK01



Gleeson Land Limited

Land at Shortland Farm, Guildford Road, Ash, Guildford

GG119 Appendix F. Road safety audit response report

GG119 Appendix F. Road safety audit response report

Project details

Report title:	Stage 1 RSA
Date:	September 2025
Document reference and revision:	S/MJGWYKELANE.1.6 Rev A
Prepared by:	Mayer Brown Limited
On behalf of:	Surrey County Council

Table F.1: Project Details

Project:	Land at Shortland Farm, Ash
Report title:	Proposed Residential Access and off-site improvements
Prepared by:	Name: Martyn Parr
	Position: Road Safety Manager
	Signed:
	Organisation: Mayer Brown Limited
	Date: September 2025
Approved by:	Name: John Reid
	Position: Technical Director (Safety)
	Signed:
	Organisation: Mayer Brown Limited
	Date: September 2025

Table F.2 Authorisation Sheet

Gleeson Land Limited

Land at Shortland Farm, Guildford Road, Ash, Guildford

GG119 Appendix F. Road safety audit response report

Introduction

- 1.1 The site is located the south of Guildford Road in Ash and is currently undeveloped.
- 1.2 The development proposals are for up to 200 residential units to be served by a new access from Guildford Road.
- 1.3 The Stage 1 Road Safety Audit took place on 10th September 2025 to consider the proposed development access arrangements.
- 1.4 The RSA response report has been prepared by Kevin Chaney of Mayer Brown Limited.

Key Personnel

Overseeing Organisation:	Surrey County Council
RSA team:	Martyn Parr & John Reid
Design Organisation:	Mayer Brown Limited

Table F.3 Key Personnel

Road Safety Audit Decision Log

RSA problem	RSA recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
3.1 Proposed site access and Wyke Lane jct with Guildford Road.	It is recommended that the give-way markings are positioned on the channel line, provide tactile paving in accordance with DETR 'Guidance on the use of Tactile Paving Surfaces'.	The provision of tactile paving would provide a more conventional bell mouth arrangement at these junctions. The request for a Copenhagen crossing came from Surrey County Council so the overseeing organisation will need to advise on preferred	Insert the Overseeing Organisation's response	Insert the design org's and overseeing org's agreed action to the problem

Gleeson Land Limited

Land at Shortland Farm, Guildford Road, Ash, Guildford

GG119 Appendix F. Road safety audit response report

		form of pedestrian facilities at these junctions.		
3.2 Proposed site access and Wyke Lane jct with Guildford Road	It is recommended that the transition ramps are designed with appropriate gradients to accommodate anticipated vehicle speeds.	If the overseeing authority advise that a Copenhagen crossing is their preferred form of pedestrian facilities at these junctions, then appropriate ramp designs to be provided at detailed design stage.	Insert the Overseeing Organisation's response	Insert the design org's and overseeing org's agreed action to the problem
3.3 Lack of formal pedestrian crossing facility across Harpers Road	It is recommended that a formal crossing point is provided on the pedestrian desire line across Harpers Road. This should include dropped kerbs and tactile paving in accordance with current design standards.	Agreed – Appended Drawing MJGWYKELANE.1/07 shows a dropped kerb and tactile paving on the east side of the junction and tactile paving inset into the footway / loading bay on the west side of the junction.	Insert the Overseeing Organisation's response	Insert the design org's and overseeing org's agreed action to the problem

Table F.4 Road safety audit decision log

Gleeson Land Limited

Land at Shortland Farm, Guildford Road, Ash, Guildford

GG119 Appendix F. Road safety audit response report

Design Organisation and Overseeing Organisation Statements

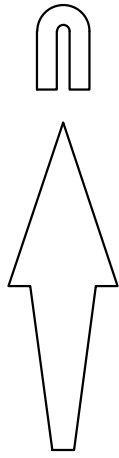
On behalf of the design organisation, I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Kevin Chaney
Signed:	
Position:	Associate
Organisation:	Mayer Brown Limited
Date:	19 th September 2025

Table F.5 Design Organisation Statement

On behalf of the Overseeing Organisation, I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Author: Kevin Chaney

Date: 19th September 2025



© Crown copyright, all rights reserved. 2025. Licence number AC0000808122.



Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client

GLEESON LAND LIMITED

project

LAND AT SHORLAND FARM,
GUILDFORD ROAD, ASH

title

DROPPED KERBS OUTSIDE THE LION BREWERY
AND CROSSING IMPROVEMENTS TO HARPERS
ROAD JUNCTION

scale

1:250 @ A3

drawn by

JME

checked by

KC

date created

AUG 2025

date revised

SEPT 2025

cad file

MASTER 2025-05-19

suitability

-

rev.

P2

drawing number

MJGWYKELANE.1/07

APPENDIX E: TRICS Assessment

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	6 days
	HF HERTFORDSHIRE	2 days
	KC KENT	1 days
	MW MEDWAY	1 days
	OX OXFORDSHIRE	3 days
	SC SURREY	5 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	6 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Mayer Brown Oriental Road Woking

Licence No: 807401

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 100 to 296 (units:)
 Range Selected by User: 100 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 26/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	11 days
Thursday	9 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	29 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	19
Neighbourhood Centre (PPS6 Local Centre)	8

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	20
Village	6
Out of Town	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	30 days - Selected

Mayer Brown Oriental Road Woking

Licence No: 807401

Secondary Filtering selection:

Use Class:

C3 29 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	10 days
10,001 to 15,000	11 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	5 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	13 days
250,001 to 500,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	22 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	27 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	29 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Mayer Brown Oriental Road Woking

Licence No: 807401

LIST OF SITES relevant to selection parameters

1	BH-03-M-01 OVERDOWN RISE PORTSLADE	MIXED HOUSES & FLATS	BRIGHTON & HOVE
	Edge of Town Residential Zone Total No of Dwellings: 125 Survey date: THURSDAY 09/03/23		Survey Type: MANUAL
2	ES-03-M-10 DITTONS ROAD POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 108 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
3	ES-03-M-14 KINGS DRIVE EASTBOURNE UPPERTON	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 119 Survey date: THURSDAY 15/11/18		Survey Type: MANUAL
4	ES-03-M-16 BARNHORN ROAD BEXHILL LITTLE COMMON	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 119 Survey date: WEDNESDAY 10/07/19		Survey Type: MANUAL
5	HC-03-M-11 ALDERMASTON ROAD BASINGSTOKE	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town No Sub Category Total No of Dwellings: 238 Survey date: THURSDAY 07/03/19		Survey Type: MANUAL
6	HC-03-M-15 COOMBE ROAD YATELEY	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 150 Survey date: MONDAY 16/05/22		Survey Type: MANUAL
7	HC-03-M-17 RAWLINGS LANE ALTON	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 275 Survey date: WEDNESDAY 12/10/22		Survey Type: MANUAL

Mayer Brown Oriental Road Woking

Licence No: 807401

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-M-19	MIXED HOUSES & FLATS	HAMPSHIRE
	WINCHESTER ROAD		
	BASINGSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	286	
	Survey date: TUESDAY	27/06/23	Survey Type: MANUAL
9	HC-03-M-21	MIXED HOUSES & FLATS	HAMPSHIRE
	WINCHESTER ROAD		
	BASINGSTOKE		
	BEGGARWOOD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	115	
	Survey date: THURSDAY	02/11/23	Survey Type: MANUAL
10	HC-03-M-22	MIXED HOUSES & FLATS	HAMPSHIRE
	HAVANT ROAD		
	HAVANT		
	BEDHAMPTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: THURSDAY	07/03/24	Survey Type: MANUAL
11	HF-03-M-05	TERRACED & DETACHED	HERTFORDSHIRE
	WEST ROAD		
	SAWBRIDGEWORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	149	
	Survey date: THURSDAY	23/11/23	Survey Type: MANUAL
12	HF-03-M-06	MIXED HOUSES & FLATS	HERTFORDSHIRE
	THIEVES LANE		
	HERTFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	208	
	Survey date: TUESDAY	12/03/24	Survey Type: MANUAL
13	KC-03-M-03	MIXED HOUSES & FLATS	KENT
	BUNYARD WAY		
	MAIDSTONE		
	ALLINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	140	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
14	MW-03-M-01	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	128	
	Survey date: WEDNESDAY	21/06/23	Survey Type: MANUAL

Mayer Brown Oriental Road Woking

Licence No: 807401

LIST OF SITES relevant to selection parameters (Cont.)

15	OX-03-M-01 WENMAN ROAD THAME	MIXED HOUSES	OXFORDSHIRE
	Edge of Town Industrial Zone Total No of Dwellings:	100	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
16	OX-03-M-02 GODSTOW ROAD OXFORD WOLVERCOTE Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES & FLATS	OXFORDSHIRE
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
17	OX-03-M-03 GODSTOW ROAD OXFORD WOLVERCOTE Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES & FLATS	OXFORDSHIRE
	Total No of Dwellings:	197	
	Survey date: MONDAY	30/10/23	Survey Type: MANUAL
18	SC-03-M-10 AARONS HILL GODALMING	MIXED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	108	
	Survey date: THURSDAY	09/06/22	Survey Type: MANUAL
19	SC-03-M-11 HEWITT ' S ROAD CRANLEIGH	SEMI-DETACHED & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	110	
	Survey date: MONDAY	17/10/22	Survey Type: MANUAL
20	SC-03-M-13 HOLLAND ROAD OXTED	DETACHED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	168	
	Survey date: TUESDAY	22/11/22	Survey Type: MANUAL
21	SC-03-M-14 CHOBHAM LANE LONGCROSS	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	179	
	Survey date: WEDNESDAY	16/11/22	Survey Type: MANUAL

Mayer Brown Oriental Road Woking

Licence No: 807401

LIST OF SITES relevant to selection parameters (Cont.)

22	SC-03-M-15	MIXED HOUSES & FLATS	SURREY
	HERSHAM ROAD		
	WALTON-ON-THAMES		
	HERSHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	296	
	Survey date: WEDNESDAY	26/06/24	Survey Type: MANUAL
23	SP-03-M-02	MIXED HOUSES & FLATS	SOUTHAMPTON
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	181	
	Survey date: WEDNESDAY	23/10/19	Survey Type: MANUAL
24	WS-03-M-12	HOUSES & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	192	
	Survey date: WEDNESDAY	27/04/16	Survey Type: MANUAL
25	WS-03-M-16	MIXED FLATS & HOUSES	WEST SUSSEX
	BROYLE ROAD		
	CHICHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	252	
	Survey date: WEDNESDAY	21/03/18	Survey Type: MANUAL
26	WS-03-M-20	MIXED HOUSES & FLATS	WEST SUSSEX
	OLD GUILDFORD ROAD		
	HORSHAM		
	BROADBRIDGE HEATH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	121	
	Survey date: THURSDAY	24/10/19	Survey Type: MANUAL
27	WS-03-M-25	MIXED HOUSES	WEST SUSSEX
	CLAPPERS LANE		
	BRACKLESHAM BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: WEDNESDAY	24/11/21	Survey Type: MANUAL
28	WS-03-M-27	MIXED HOUSES	WEST SUSSEX
	COPTHORNE WAY		
	NEAR CRAWLEY		
	COPTHORNE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	292	
	Survey date: WEDNESDAY	22/11/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29

WS-03-M-29

MIXED HOUSES & FLATS

MILL STRAIGHT

SOUTHWATER

WEST SUSSEX

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings:

193

Survey date: TUESDAY

05/03/24

Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-M-19	Covid restrictions
HC-03-M-14	Covid restrictions
HF-03-M-04	Flats only
KC-03-M-04	Covid restrictions

Mayer Brown Oriental Road Woking

Licence No: 807401

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 200 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.70

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	29	173	0.086	17.277	29	173	0.258	51.592	29	173	0.344	68.869
08:00 - 09:00	29	173	0.144	28.782	29	173	0.374	74.721	29	173	0.518	103.503
09:00 - 10:00	29	173	0.142	28.384	29	173	0.156	31.210	29	173	0.298	59.594
10:00 - 11:00	29	173	0.116	23.248	29	173	0.134	26.791	29	173	0.250	50.039
11:00 - 12:00	29	173	0.116	23.288	29	173	0.129	25.756	29	173	0.245	49.044
12:00 - 13:00	29	173	0.146	29.100	29	173	0.143	28.503	29	173	0.289	57.603
13:00 - 14:00	29	173	0.136	27.189	29	173	0.132	26.473	29	173	0.268	53.662
14:00 - 15:00	29	173	0.137	27.468	29	173	0.176	35.271	29	173	0.313	62.739
15:00 - 16:00	29	173	0.246	49.164	29	173	0.173	34.594	29	173	0.419	83.758
16:00 - 17:00	29	173	0.254	50.796	29	173	0.159	31.807	29	173	0.413	82.603
17:00 - 18:00	29	173	0.304	60.748	29	173	0.148	29.578	29	173	0.452	90.326
18:00 - 19:00	29	173	0.224	44.825	29	173	0.121	24.244	29	173	0.345	69.069
19:00 - 20:00	1	119	0.126	25.210	1	119	0.008	1.681	1	119	0.134	26.891
20:00 - 21:00	1	119	0.101	20.168	1	119	0.017	3.361	1	119	0.118	23.529
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.278	455.647			2.128	425.582			4.406	881.229

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 100 - 296 (units:)
 Survey date range: 01/01/16 - 26/06/24
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 11
 Surveys manually removed from selection: 4

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 200 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	29	173	0.002	0.358	29	173	0.012	2.468	29	173	0.014	2.826
08:00 - 09:00	29	173	0.004	0.717	29	173	0.017	3.344	29	173	0.021	4.061
09:00 - 10:00	29	173	0.004	0.717	29	173	0.006	1.154	29	173	0.010	1.871
10:00 - 11:00	29	173	0.004	0.717	29	173	0.005	1.035	29	173	0.009	1.752
11:00 - 12:00	29	173	0.003	0.518	29	173	0.002	0.478	29	173	0.005	0.996
12:00 - 13:00	29	173	0.003	0.677	29	173	0.003	0.557	29	173	0.006	1.234
13:00 - 14:00	29	173	0.003	0.677	29	173	0.004	0.756	29	173	0.007	1.433
14:00 - 15:00	29	173	0.005	1.035	29	173	0.004	0.756	29	173	0.009	1.791
15:00 - 16:00	29	173	0.011	2.110	29	173	0.004	0.876	29	173	0.015	2.986
16:00 - 17:00	29	173	0.008	1.672	29	173	0.004	0.796	29	173	0.012	2.468
17:00 - 18:00	29	173	0.012	2.468	29	173	0.003	0.597	29	173	0.015	3.065
18:00 - 19:00	29	173	0.007	1.314	29	173	0.003	0.518	29	173	0.010	1.832
19:00 - 20:00	1	119	0.000	0.000	1	119	0.000	0.000	1	119	0.000	0.000
20:00 - 21:00	1	119	0.000	0.000	1	119	0.000	0.000	1	119	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.066	12.980			0.067	13.335			0.133	26.315

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 200 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	29	173	0.019	3.742	29	173	0.046	9.196	29	173	0.065	12.938
08:00 - 09:00	29	173	0.032	6.369	29	173	0.113	22.572	29	173	0.145	28.941
09:00 - 10:00	29	173	0.035	6.967	29	173	0.029	5.892	29	173	0.064	12.859
10:00 - 11:00	29	173	0.024	4.857	29	173	0.025	4.936	29	173	0.049	9.793
11:00 - 12:00	29	173	0.023	4.697	29	173	0.025	5.096	29	173	0.048	9.793
12:00 - 13:00	29	173	0.030	5.932	29	173	0.031	6.170	29	173	0.061	12.102
13:00 - 14:00	29	173	0.025	5.096	29	173	0.026	5.175	29	173	0.051	10.271
14:00 - 15:00	29	173	0.028	5.653	29	173	0.041	8.121	29	173	0.069	13.774
15:00 - 16:00	29	173	0.089	17.834	29	173	0.034	6.807	29	173	0.123	24.641
16:00 - 17:00	29	173	0.060	12.062	29	173	0.034	6.847	29	173	0.094	18.909
17:00 - 18:00	29	173	0.049	9.793	29	173	0.029	5.732	29	173	0.078	15.525
18:00 - 19:00	29	173	0.043	8.678	29	173	0.035	7.006	29	173	0.078	15.684
19:00 - 20:00	1	119	0.008	1.681	1	119	0.008	1.681	1	119	0.016	3.362
20:00 - 21:00	1	119	0.000	0.000	1	119	0.000	0.000	1	119	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.465	93.361			0.476	95.231			0.941	188.592

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 200 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	29	173	0.002	0.438	29	173	0.042	8.400	29	173	0.044	8.838
08:00 - 09:00	29	173	0.003	0.557	29	173	0.035	7.006	29	173	0.038	7.563
09:00 - 10:00	29	173	0.002	0.438	29	173	0.010	2.030	29	173	0.012	2.468
10:00 - 11:00	29	173	0.004	0.836	29	173	0.011	2.189	29	173	0.015	3.025
11:00 - 12:00	29	173	0.006	1.115	29	173	0.008	1.513	29	173	0.014	2.628
12:00 - 13:00	29	173	0.008	1.592	29	173	0.008	1.672	29	173	0.016	3.264
13:00 - 14:00	29	173	0.008	1.672	29	173	0.008	1.632	29	173	0.016	3.304
14:00 - 15:00	29	173	0.006	1.115	29	173	0.008	1.672	29	173	0.014	2.787
15:00 - 16:00	29	173	0.028	5.693	29	173	0.007	1.314	29	173	0.035	7.007
16:00 - 17:00	29	173	0.025	4.976	29	173	0.006	1.274	29	173	0.031	6.250
17:00 - 18:00	29	173	0.030	6.051	29	173	0.003	0.637	29	173	0.033	6.688
18:00 - 19:00	29	173	0.014	2.826	29	173	0.003	0.518	29	173	0.017	3.344
19:00 - 20:00	1	119	0.000	0.000	1	119	0.000	0.000	1	119	0.000	0.000
20:00 - 21:00	1	119	0.000	0.000	1	119	0.000	0.000	1	119	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.136	27.309			0.149	29.857			0.285	57.166

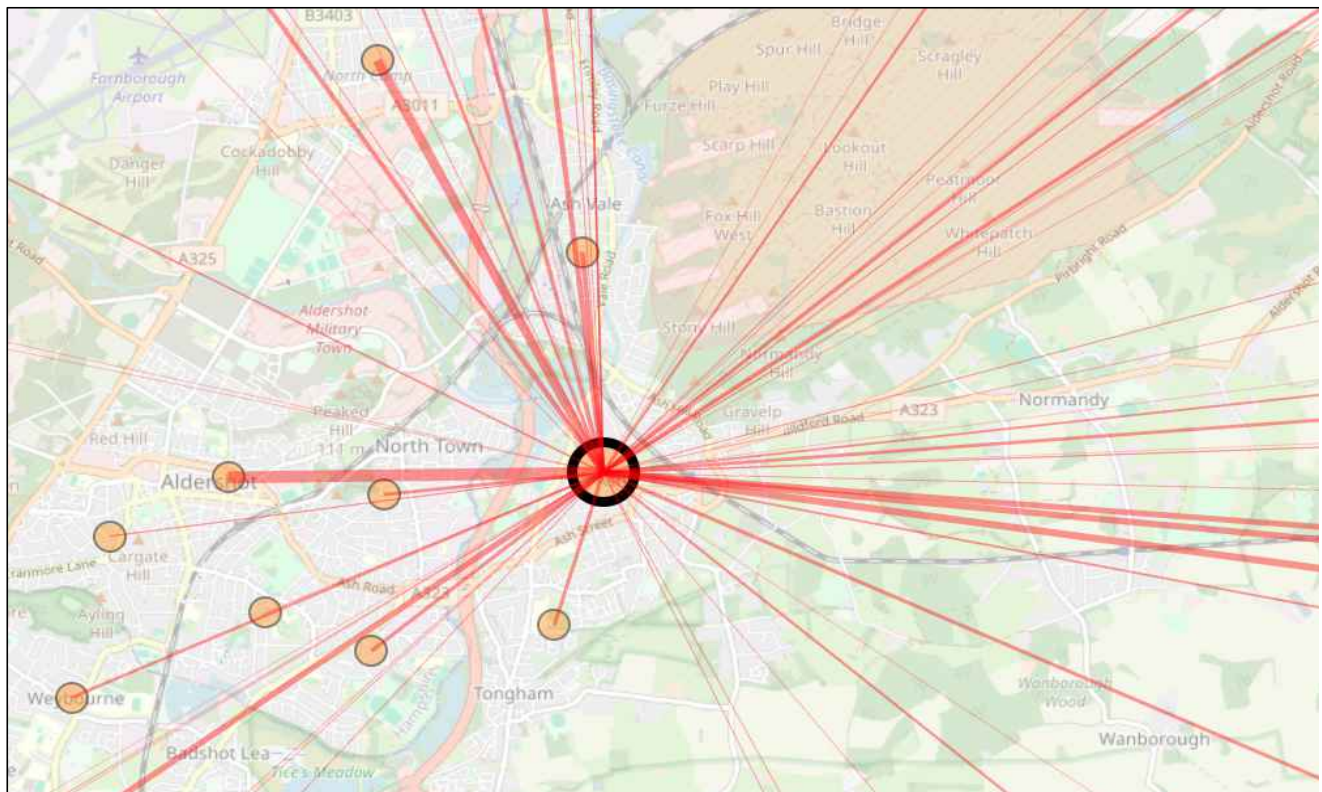
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

APPENDIX F: Vehicle Trip Distribution

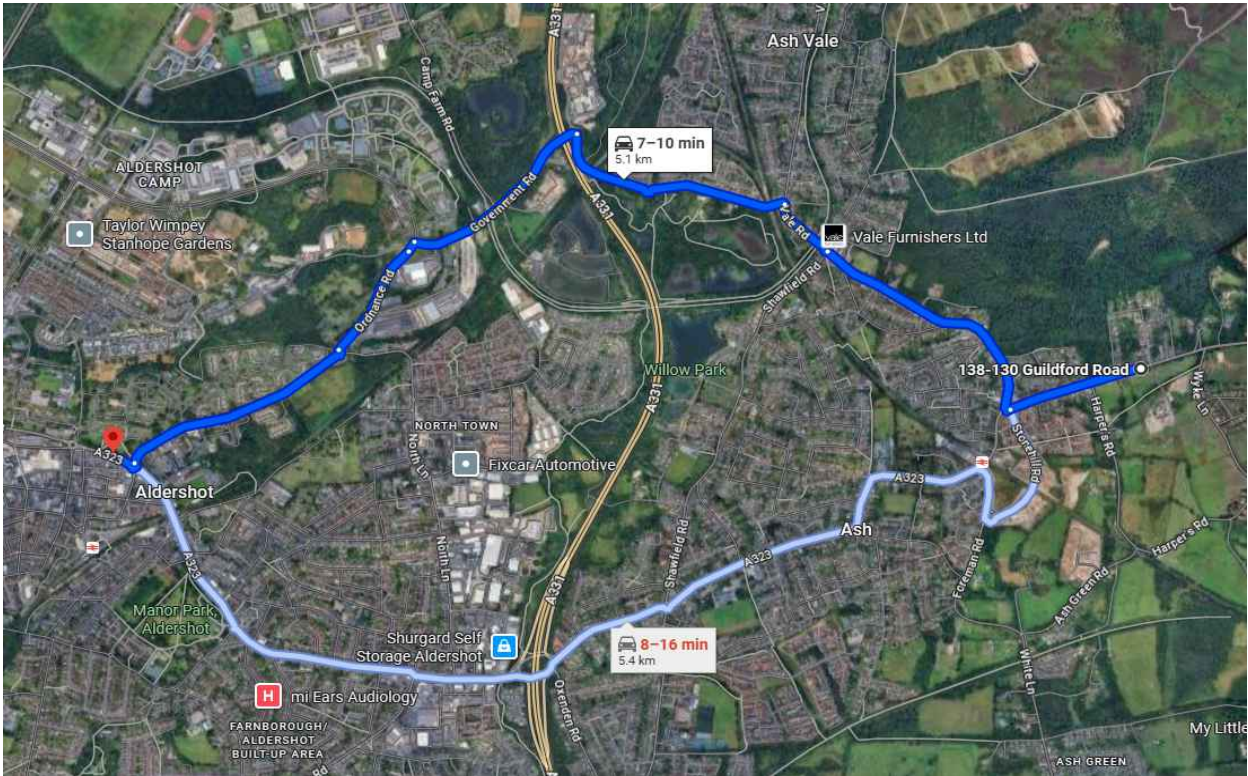
Commuting Areas	Number of Commuters	Percentage	Direction Travelled from Site
Rushmoor 008	116	23%	Westbound
Rushmoor 007	86	17%	Westbound
Guildford 015	70	14%	Eastbound
Guildford 013	63	13%	Eastbound
Waverley 003	58	12%	Westbound
Guildford 012	57	11%	Eastbound
Surrey Heath 010	50	10%	Westbound
Total:	500	100%	
		38% Eastbound	
		62% Westbound	

Site Location - Guildford 010

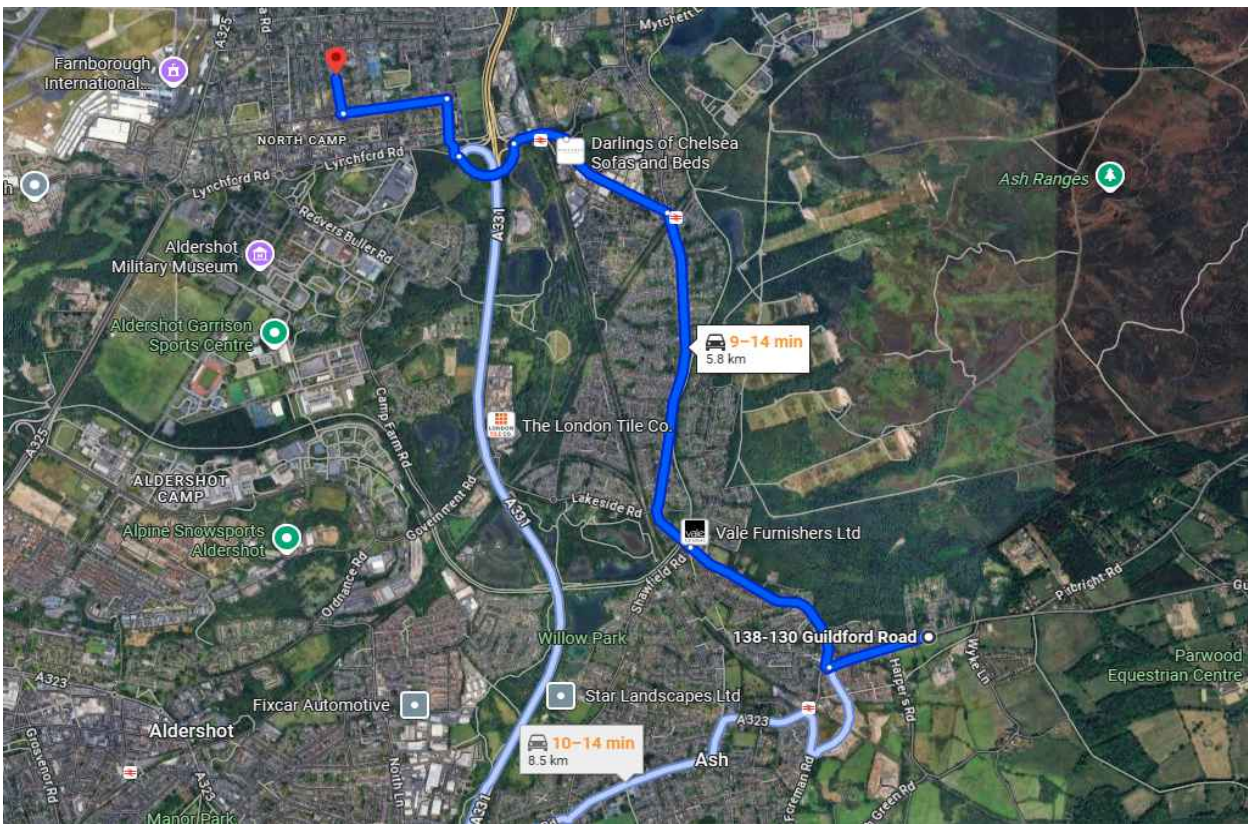


Commuting Destinations - Shown on map

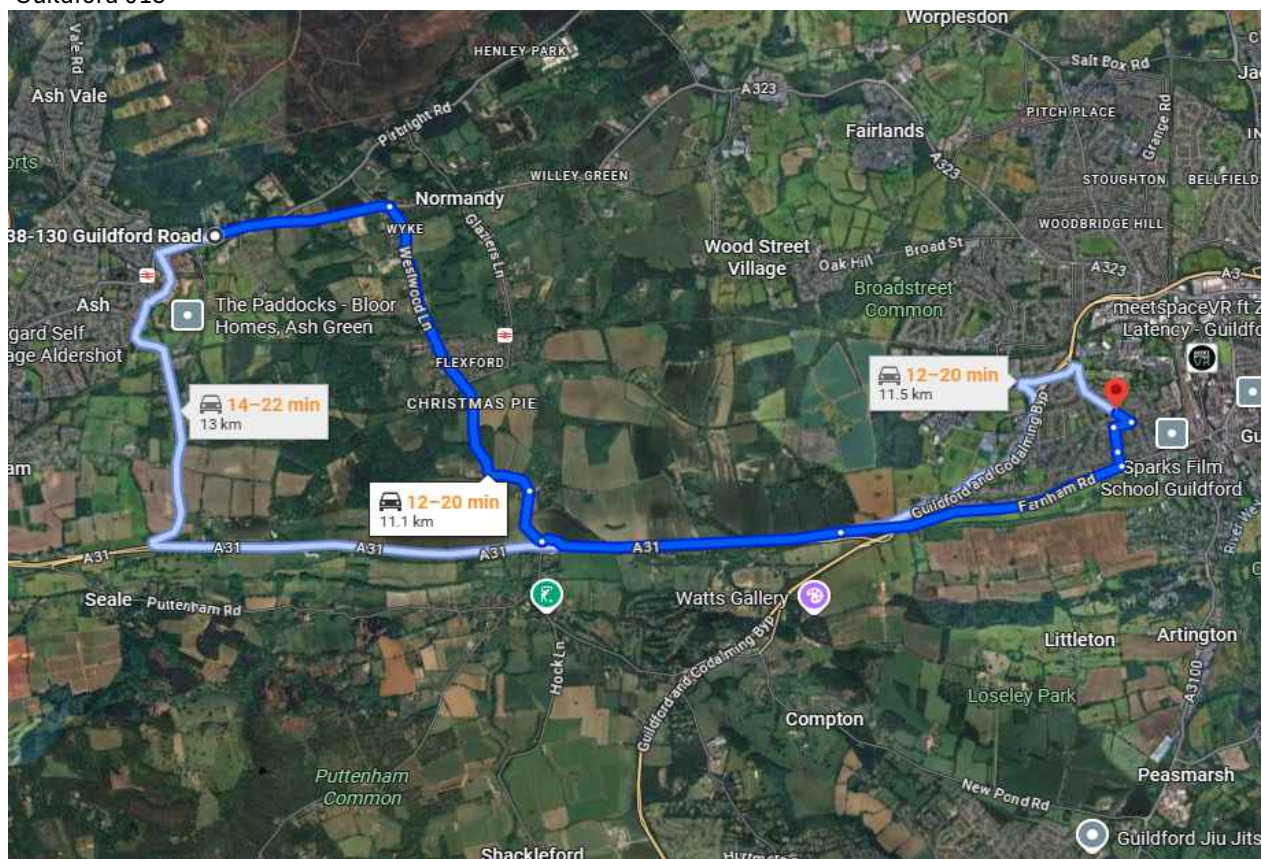
Rushmoor 008



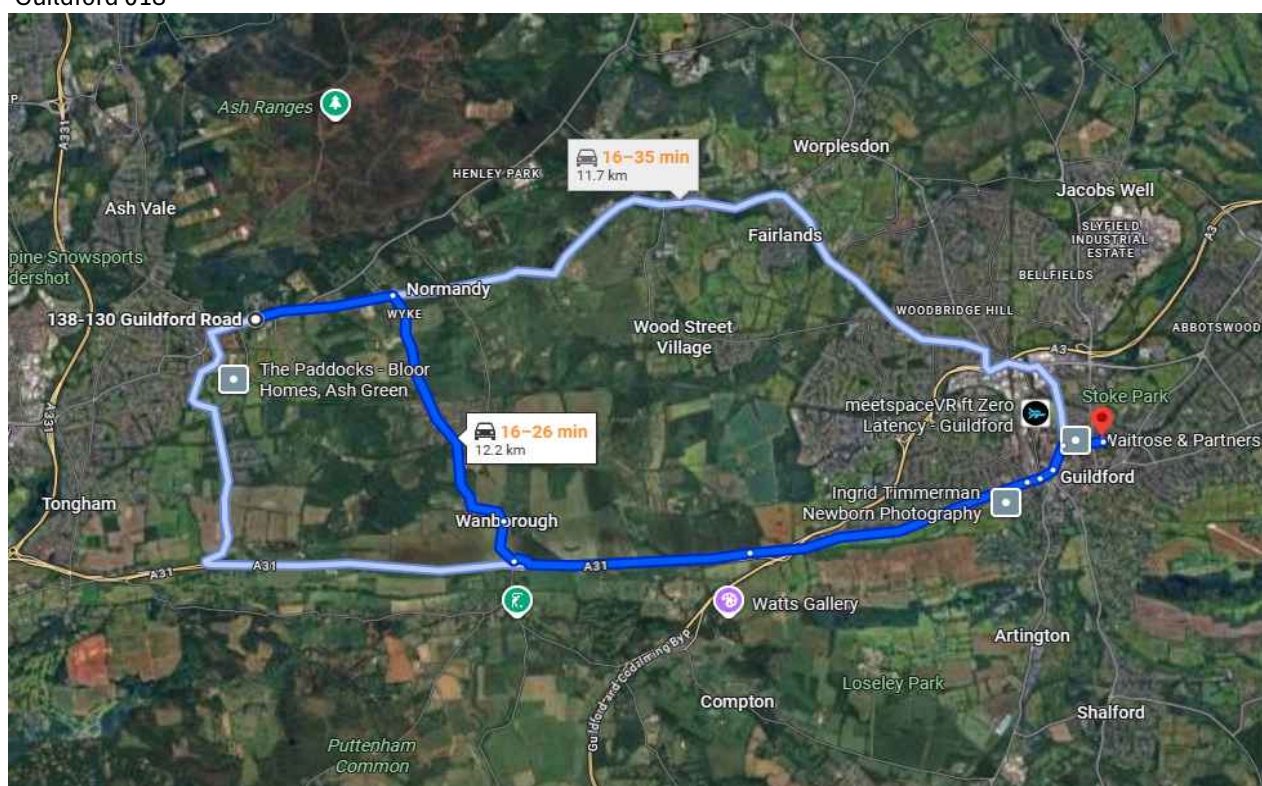
Rushmoor 007



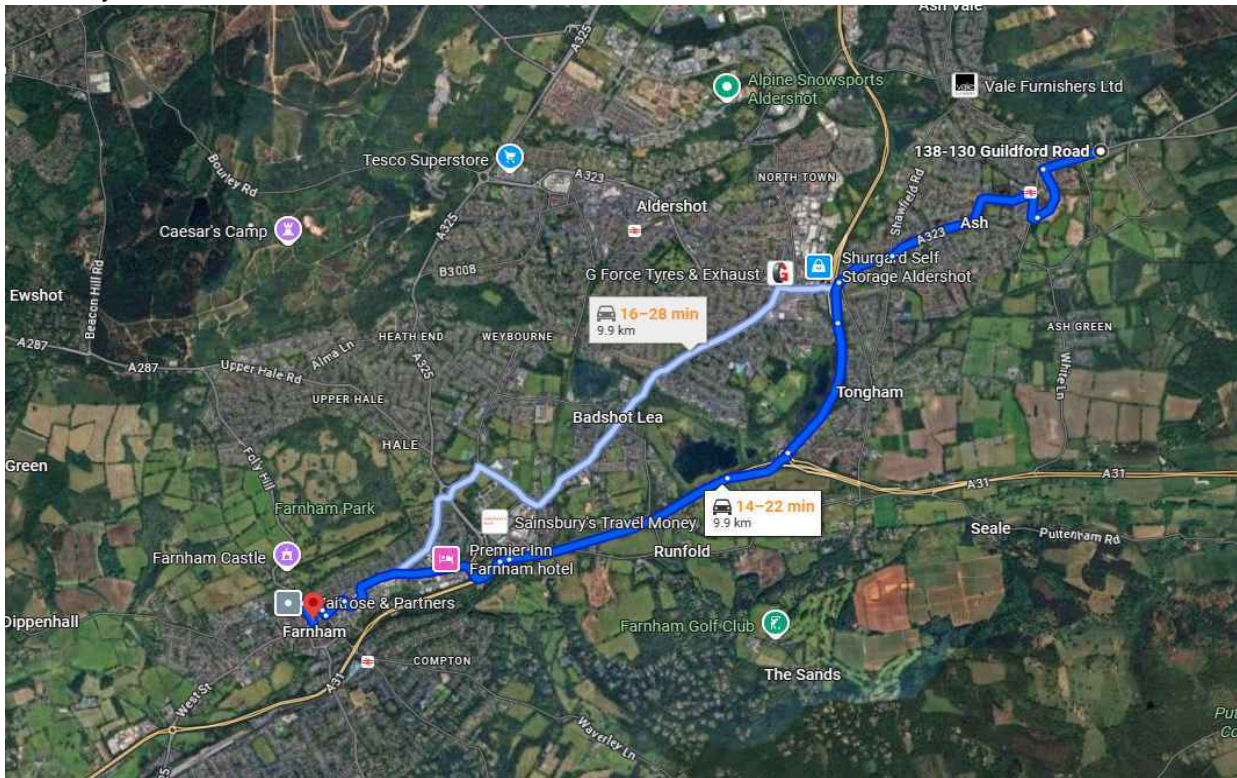
Guildford 015



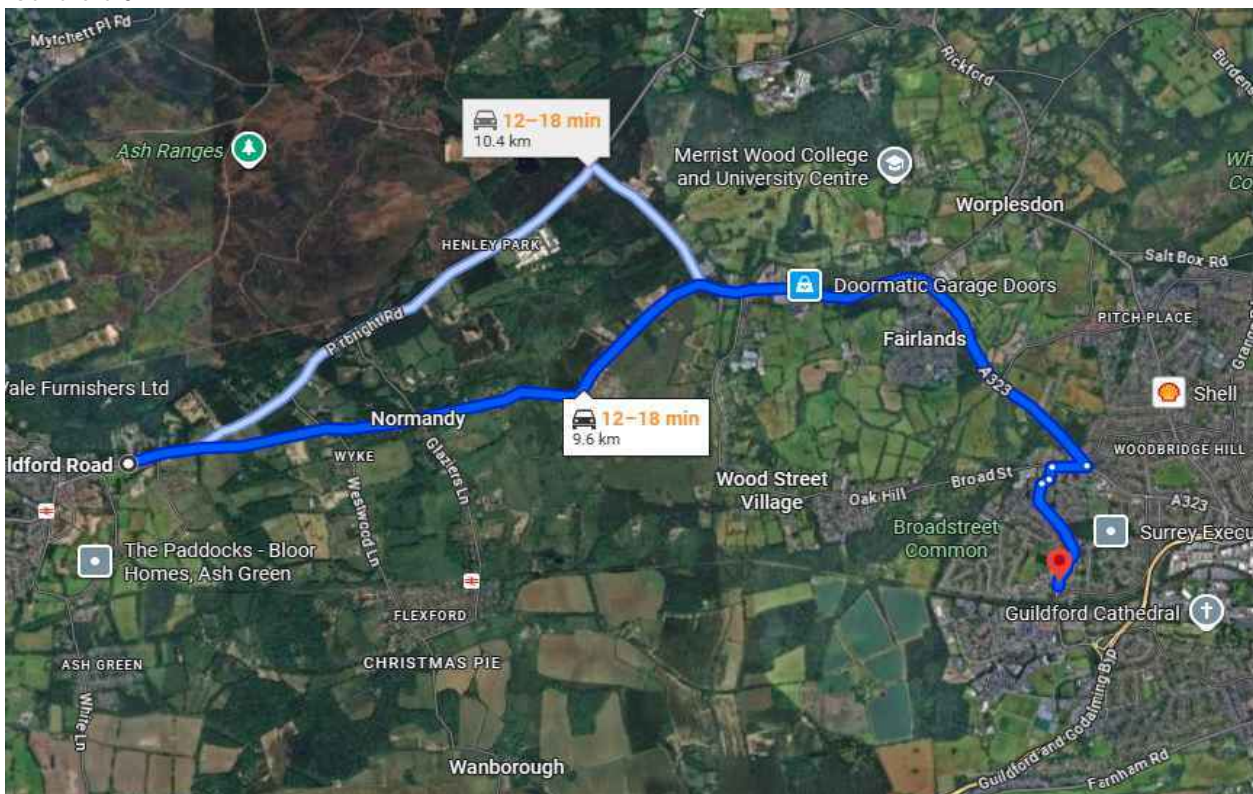
Guildford 013



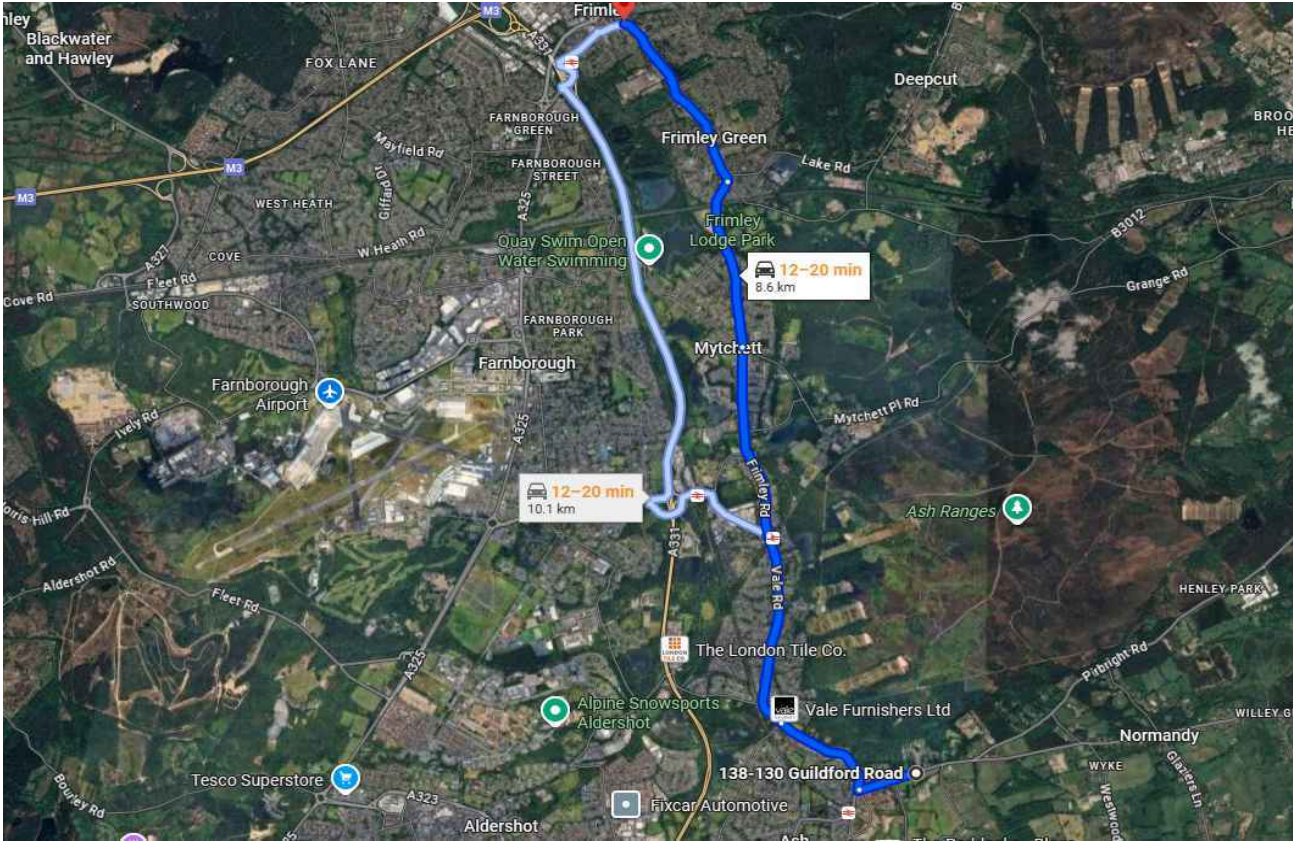
Waverley 003



Guildford 012



Surrey Heath 010



Development (200 units)

Peak period	Arrivals	Departures	Total
08:00-09:00	29	75	104
17:00-18:00	61	30	90

Distribution

Guildford 015	Guildford 013	Guildford 012	Rushmoor 008	Rushmoor 007	Waverley 003	Surrey Heath 010
14%	13%	11%	23%	17%	12%	10%
Guildford Road E			Guildford Road W			
38%			62%			

	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Guildford Road E	11	29	23	11
Guildford Road W	18	47	38	19
Total	29	75	61	30

APPENDIX G: Junction Capacity Assessment

Ash ATC 1, A323 Guildford Road (Western Site)

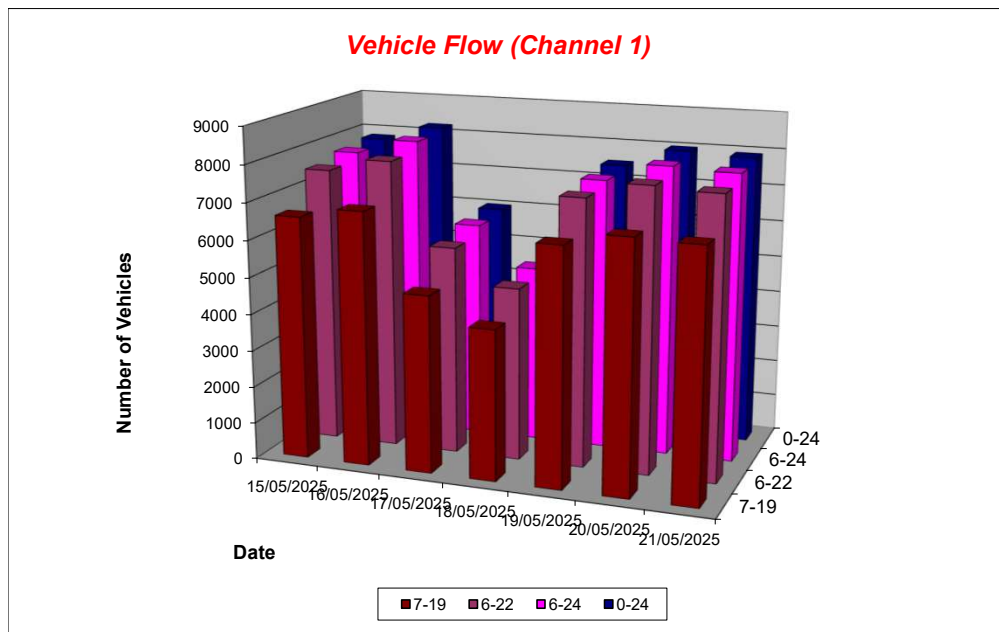
Produced by Road Data Services Ltd.

Channel 1 - Westbound

Vehicle Flow

Week 1

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday	Weekday Average	Average
1	29	31	37	74	17	14	22	23	32
2	13	11	17	28	7	11	10	10	14
3	2	8	6	15	3	5	3	4	6
4	7	5	8	16	4	8	9	7	8
5	11	13	8	5	12	14	14	13	11
6	43	31	17	24	44	48	40	41	35
7	148	143	63	37	150	154	153	150	121
8	374	409	153	98	372	422	373	390	314
9	520	495	255	148	492	558	564	526	433
10	406	447	344	263	428	417	406	421	387
11	387	381	425	355	345	404	375	378	382
12	356	400	495	423	354	397	392	380	402
13	456	462	512	496	444	434	420	443	461
14	422	521	510	474	412	404	422	436	452
15	509	582	465	378	536	480	555	532	501
16	716	777	413	359	660	683	726	712	619
17	872	922	449	377	844	957	835	886	751
18	963	861	422	380	920	953	949	929	778
19	622	626	370	334	618	658	696	644	561
20	341	369	335	251	300	346	348	341	327
21	250	276	270	200	227	252	208	243	240
22	177	204	186	143	165	187	200	187	180
23	145	159	123	76	80	125	126	127	119
24	46	92	117	39	48	55	67	62	66
7-19	6603	6883	4813	4085	6425	6767	6713	6678	6041
6-22	7519	7875	5667	4716	7267	7706	7622	7598	6910
6-24	7710	8126	5907	4831	7395	7886	7815	7786	7096
0-24	7815	8225	6000	4993	7482	7986	7913	7884	7202



Ash ATC 1, A323 Guildford Road (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Average Speed

Week 1

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
1	33.7	33.0	31.4	32.0	33.9	32.0	35.7
2	38.3	34.5	34.1	34.2	36.7	36.2	33.8
3	43.2	32.1	40.3	33.5	36.7	31.2	31.7
4	42.8	36.5	40.1	39.2	42.1	31.5	34.3
5	37.4	37.8	36.3	31.4	35.7	37.9	36.9
6	34.9	34.7	33.6	36.5	35.5	35.1	34.5
7	32.9	33.6	36.0	35.1	30.9	32.3	33.8
8	29.3	29.8	33.1	34.6	29.8	30.1	29.7
9	29.3	27.7	31.9	33.2	28.3	28.7	27.3
10	28.7	28.9	30.3	30.9	29.8	29.3	28.3
11	29.1	29.8	29.7	30.8	29.5	29.9	29.1
12	28.9	28.8	29.5	29.9	29.7	29.2	30.0
13	28.3	27.5	29.2	29.8	30.0	29.7	29.3
14	29.8	28.8	30.0	29.5	29.5	29.3	29.4
15	28.3	28.9	30.2	29.9	29.3	29.2	29.7
16	28.2	28.5	29.9	30.0	27.2	28.4	27.9
17	26.7	26.8	29.1	30.6	26.1	27.0	28.2
18	26.9	26.6	30.1	30.4	28.0	27.2	26.8
19	28.4	29.1	30.4	31.5	29.0	28.0	28.5
20	29.5	30.0	30.2	30.8	30.9	30.8	30.8
21	31.1	31.1	30.8	31.5	31.3	29.9	31.6
22	30.9	30.4	29.9	31.4	31.7	30.6	31.3
23	31.3	30.8	30.9	33.7	32.3	30.7	31.6
24	34.3	32.3	31.4	34.5	33.9	31.9	33.4
10-12	29.0	29.3	29.6	30.3	29.6	29.6	29.6
14-16	28.2	28.6	30.1	30.0	28.2	28.7	28.7
0-24	28.7	28.7	30.2	30.8	29.0	28.9	29.0

Mean (ALL)

29.2

Weekday Inter-Peak

28.8

Channel 1 - Westbound

85th Percentile

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
1	40.4	41.0	37.1	37.9	42.2	37.8	41.8
2	48.7	41.3	39.2	42.0	42.8	42.7	40.9
3	43.4	38.3	46.6	37.4	43.3	34.9	34.8
4	50.0	47.8	47.8	49.9	45.8	40.1	40.9
5	44.3	46.6	42.4	37.4	41.3	43.5	45.2
6	41.0	41.7	40.1	46.8	41.1	42.5	41.4
7	39.9	39.7	43.1	43.3	37.5	38.1	39.8
8	34.6	34.1	39.2	41.2	34.4	34.6	34.8
9	34.0	34.9	37.0	38.4	33.7	33.3	31.6
10	33.8	33.6	35.2	36.1	34.1	34.9	34.3
11	33.8	34.5	34.6	35.4	34.4	35.4	33.4
12	33.6	34.1	34.5	35.0	34.5	33.7	34.6
13	34.1	33.3	33.9	34.0	35.1	34.1	33.9
14	34.5	33.5	34.8	35.2	34.0	33.5	33.8
15	33.6	33.9	35.0	36.0	33.6	34.0	34.1
16	32.6	32.9	34.8	36.4	33.7	33.7	32.4
17	31.9	32.8	34.7	34.9	32.7	32.0	32.2
18	32.3	32.8	35.4	34.9	33.0	32.0	32.0
19	32.8	34.0	35.2	36.6	32.9	33.2	33.1
20	34.5	34.8	35.5	36.3	35.9	36.0	35.6
21	36.0	36.5	35.3	37.2	36.2	35.5	37.9
22	35.7	35.1	34.8	37.4	37.5	35.2	35.4
23	36.5	36.1	37.1	39.5	38.4	36.0	37.9
24	42.5	38.6	36.0	40.3	40.6	38.5	39.1
10-12	33.7	34.3	34.6	35.2	34.4	34.7	34.1
14-16	33.0	33.3	34.9	36.2	33.9	33.8	33.2
0-24	34.1	34.4	35.4	36.4	34.5	34.1	34.1

85th %ile (ALL)

34.6

Weekday Inter-Peak

33.7

Ash ATC 1, A323 Guildford Road (Western Site)

Produced by Road Data Services Ltd.

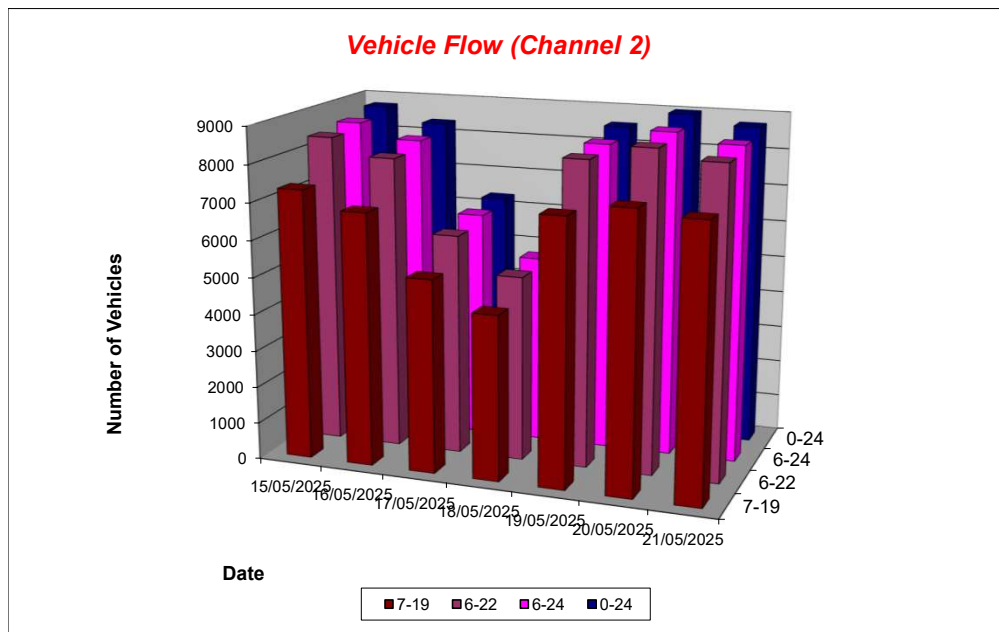
Channel 2 - Eastbound

Vehicle Flow

Week 1

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday	Weekday Average	Average
1	11	17	23	64	15	17	18	16	24
2	7	9	16	33	8	11	5	8	13
3	10	9	8	18	4	11	5	8	9
4	19	11	8	13	11	8	10	12	11
5	30	33	12	16	35	33	29	32	27
6	120	121	50	29	117	127	131	123	99
7	511	436	141	67	461	530	491	486	377
8	1400	899	259	161	1157	1353	1373	1236	943
9	1051	890	363	234	1115	1297	1091	1089	863
10	640	550	506	349	538	614	559	580	537
11	496	483	533	374	435	418	405	447	449
12	425	418	499	469	435	446	401	425	442
13	392	458	515	543	464	419	420	431	459
14	440	447	506	463	450	457	417	442	454
15	492	530	489	418	514	472	542	510	494
16	517	532	434	425	508	491	538	517	492
17	505	605	415	410	556	537	585	558	516
18	517	565	372	340	595	543	588	562	503
19	450	471	350	283	393	438	411	433	399
20	277	292	271	211	306	332	269	295	280
21	175	218	192	175	197	179	162	186	185
22	126	159	153	108	133	127	144	138	136
23	92	145	124	54	75	85	106	101	97
24	38	52	76	33	28	42	38	40	44

7-19	7325	6848	5241	4469	7160	7485	7330	7230	6551
6-22	8414	7953	5998	5030	8257	8653	8396	8335	7529
6-24	8544	8150	6198	5117	8360	8780	8540	8475	7670
0-24	8741	8350	6315	5290	8550	8987	8738	8673	7853



Ash ATC 1, A323 Guildford Road (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound

Average Speed

Week 1

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
1	30.0	31.4	33.9	31.0	33.6	29.5	33.8
2	39.1	33.6	33.0	31.4	32.5	33.1	30.9
3	34.9	33.3	36.5	33.7	36.3	33.1	43.2
4	33.4	30.9	33.8	38.1	36.3	36.4	35.3
5	36.4	35.4	34.5	33.6	35.3	35.7	37.7
6	34.3	34.6	34.1	35.0	35.1	33.5	34.5
7	31.1	31.6	33.5	33.6	31.4	31.3	30.7
8	25.7	27.0	31.8	31.7	25.8	27.0	26.7
9	27.3	26.5	31.1	32.8	25.4	25.7	26.6
10	28.8	26.1	29.9	30.3	29.5	28.7	28.4
11	29.3	28.4	29.1	30.3	30.0	28.7	29.3
12	29.6	29.4	29.7	29.9	28.7	29.7	30.3
13	29.2	29.1	29.6	28.9	29.5	29.1	29.9
14	28.3	28.8	29.0	28.1	29.2	29.5	29.6
15	29.5	29.2	29.4	29.6	29.5	28.4	29.9
16	29.3	28.9	29.5	29.9	29.1	28.4	28.0
17	29.1	29.5	29.5	30.3	29.2	29.9	29.5
18	29.1	28.6	30.0	30.3	29.3	29.2	29.7
19	27.7	29.4	29.7	30.5	29.4	29.1	29.8
20	29.8	30.6	29.9	31.8	30.8	30.9	30.3
21	30.5	30.9	31.3	30.8	32.2	29.8	33.0
22	28.8	30.2	30.2	30.2	31.7	30.1	31.4
23	30.8	30.9	29.6	34.1	32.7	30.4	31.9
24	29.4	31.6	30.3	32.9	30.5	31.9	32.1
10-12	29.4	28.8	29.4	30.1	29.3	29.3	29.8
14-16	29.4	29.1	29.4	29.8	29.3	28.4	29.0
0-24	28.6	28.8	30.0	30.3	28.8	28.6	29.0

Average (ALL)

29.0

Weekday Inter-Peak

29.2

Channel 2 - Eastbound

85th Percentile

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
1	36.4	37.5	39.1	36.1	39.3	34.1	40.6
2	46.2	39.5	37.0	37.8	35.9	38.3	32.7
3	43.4	37.9	42.4	40.7	41.6	40.0	47.8
4	41.3	36.0	44.8	43.5	45.4	45.3	44.1
5	43.2	42.4	44.9	39.6	41.2	42.9	44.8
6	41.8	42.3	41.4	42.8	43.0	41.2	41.6
7	35.8	36.4	40.1	39.6	36.0	36.2	35.9
8	30.2	32.9	37.4	38.0	31.2	31.3	30.7
9	31.3	31.8	36.4	38.2	31.9	30.6	31.0
10	33.1	34.5	34.2	35.9	34.1	33.1	33.0
11	33.7	33.1	34.4	35.1	34.2	33.4	33.4
12	34.3	34.0	34.6	35.2	34.1	34.2	34.7
13	33.5	33.5	34.3	33.8	34.1	33.5	34.1
14	33.1	34.3	33.7	34.3	34.6	34.2	33.8
15	33.9	34.1	34.9	35.4	33.5	33.5	34.1
16	33.9	34.5	33.7	34.5	33.8	32.9	34.0
17	33.7	33.9	34.4	35.3	34.4	34.5	34.1
18	33.5	34.0	34.8	35.2	34.1	34.2	34.2
19	33.3	34.1	35.0	35.1	34.4	33.5	34.9
20	35.0	35.8	34.7	36.8	35.6	35.8	35.5
21	35.3	35.6	36.3	36.2	37.3	34.9	38.2
22	34.0	35.0	34.7	36.0	36.1	34.4	36.3
23	37.8	36.4	35.5	42.7	40.5	35.9	38.2
24	36.3	36.8	35.6	42.1	36.7	37.3	39.3
10-12	33.9	33.5	34.5	35.2	34.2	33.9	34.1
14-16	33.9	34.4	34.3	35.0	33.7	33.2	34.3
0-24	33.6	34.5	35.2	35.9	34.5	33.7	34.1

85th %ile (ALL)

34.4

Weekday Inter-Peak

34.0

AM

1.0414

TEMPro main form

Select Type of Comparison
Data selections
Trip end selections
Trip end by time period selections

Select time period:
Weekday AM peak period (0700 - 0959)

Trip end type
☐ Production/Attraction
☒ Origin/Destination

NTM Traffic Growth Calculations

Scenario: Core
Time Period: Weekday AM peak period (0700 - 0959)
1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

Base Year: 2025
Future Year: 2030

2: Select Areas to make up the geographic region:
☒ Guildford 010 (E02006353)

3. Select area type:
☐ Urban
☐ Rural
☒ All

4. Select road type:
☐ Motorway
☐ Trunk
☒ A Road
☐ Minor
☐ All

5. Select which area it serves:
☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02006353	Guildford 010	1.0414

Reset Selections

aggregated to higher
Destination
1.0208

PM 1.0405

TEMPro main form

Select Type of Comparison

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday PM peak period (1600 - 1859)

Trip end type

☐ Production/Attraction

☒ Origin/Destination

NTM Traffic Growth Calculations

Scenario: Core

Base Year: 2025

Future Year: 2030

Time Period: Weekday PM peak period (1600 - 1859)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

3: Select area type:

4: Select road type:

5: Select which area it serves:

☒ Guildford 010 (E02006353)

☐ Urban

☐ Rural

☒ All

☐ Motorway

☐ Trunk

☒ A Road

☐ Minor

☐ All

☒ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02006353	Guildford 010	1.0405

Reset Selections

an when aggregated to higher

Destination

1.0177

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.1.1.1905				
© Copyright TRL Software Limited, 2023				
For sales and distribution information, program advice and maintenance, contact TRL Software:				
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: 2025-06-18 Wyke Lane Junctions Model.j10

Path: H:_Planning Woking\Current Jobs\MJGWykeLane\Analysis\Picady

Report generation date: 18/06/2025 11:55:59

»2030 + Development, AM

»2030 + Development , PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2030 + Development										
Stream B-AC	D1	0.4	16.28	0.27	C	D2	0.1	16.39	0.13	C
Stream C-AB		0.4	3.35	0.14	A		0.6	5.05	0.18	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Wyke Lane
Location	Ash, Surrey
Site number	
Date	18/06/2025
Version	1
Status	(new file)
Identifier	
Client	Gleeson Land
Jobnumber	MJGWykeLane
Enumerator	MAYERBROWN2K\ccosgrove
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 + Development	AM	ONE HOUR	07:45	09:15	15
D2	2030 + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.91	A

Arms

Arms

Arm	Name	Description	Arm type
A	Guildford Road E		Major
B	Site Access		Minor
C	Guildford Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00	✓	1.00		110.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.50	18	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	528	0.094	0.238	0.150	0.340
B-C	667	0.102	0.258	-	-
C-B	638	0.247	0.247	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	559	100.000
B		✓	76	100.000
C		✓	1152	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	11	548
	B	29	0	47
	C	1134	18	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	16.28	0.4	C
C-AB	0.14	3.35	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	415	0.138	57	0.2	10.019	B
C-AB	55	1131	0.049	55	0.1	3.346	A
C-A	812			812			
A-B	8			8			
A-C	413			413			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	372	0.184	68	0.2	11.847	B
C-AB	92	1238	0.074	92	0.1	3.138	A
C-A	944			944			
A-B	10			10			
A-C	493			493			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	305	0.274	83	0.4	16.190	C
C-AB	192	1393	0.138	191	0.4	2.995	A
C-A	1076			1076			
A-B	12			12			
A-C	603			603			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	305	0.275	84	0.4	16.281	C
C-AB	193	1394	0.138	193	0.4	3.000	A
C-A	1076			1076			
A-B	12			12			
A-C	603			603			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	372	0.184	69	0.2	11.917	B
C-AB	92	1239	0.075	93	0.1	3.146	A
C-A	943			943			
A-B	10			10			
A-C	493			493			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	415	0.138	57	0.2	10.072	B
C-AB	56	1131	0.049	56	0.1	3.353	A
C-A	812			812			
A-B	8			8			
A-C	413			413			

2030 + Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030 + Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	990	100.000
B		✓	30	100.000
C		✓	623	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	23	967
	B	11	0	19
	C	585	38	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	16.39	0.1	C
C-AB	0.18	5.05	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	375	0.060	22	0.1	10.187	B
C-AB	66	781	0.084	65	0.2	5.031	A
C-A	403			403			
A-B	17			17			
A-C	728			728			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	326	0.083	27	0.1	12.025	B
C-AB	96	819	0.117	96	0.3	4.977	A
C-A	464			464			
A-B	21			21			
A-C	869			869			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	253	0.131	33	0.1	16.340	C
C-AB	158	878	0.180	157	0.6	5.001	A
C-A	528			528			
A-B	25			25			
A-C	1065			1065			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	253	0.131	33	0.1	16.387	C
C-AB	159	879	0.181	159	0.6	5.018	A
C-A	527			527			
A-B	25			25			
A-C	1065			1065			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	326	0.083	27	0.1	12.060	B
C-AB	97	820	0.118	98	0.3	5.004	A
C-A	463			463			
A-B	21			21			
A-C	869			869			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	375	0.060	23	0.1	10.214	B
C-AB	66	781	0.085	67	0.2	5.050	A
C-A	403			403			
A-B	17			17			
A-C	728			728			

