

# **WAVERLEY & GUILDFORD LOCAL PLANS**

## **Model Development Validation Report**

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## 1 INTRODUCTION

1.1.1 This report sets out the development and validation of Surrey County Council's strategic transport model, SINTRAM, in the vicinity of the boroughs of Waverley and Guildford for the Local Plan strategic assessment work.

## 2 SCOPE

### 2.1 SINTRAM

2.1.1 Surrey County Council's transport model, SINTRAM version 6 (S6022\_GBCWBC\_LP\_110516) was the outcome of the development and validation process outlined in this report. It has been used for the assessment of both Waverley and Guildford's Local Plans. The model is run in conjunction with OmniTRANS modelling program, version 6.022.5874.

2.1.2 Strategic models such as SINTRAM use aggregate descriptions of traffic such as flow, density, speed and the relationships between them. The model is unable to answer detailed questions regarding traffic interactions, such as queuing and individual driver behaviour. It can however, provide approximate answers to transport problems across a vast geographical area including the level of vehicle demand, junctions and stretches of road which will be operating above their theoretical capacity, and highlighting areas where some form of mitigation is likely to be required.

### 2.2 Base Year

2.2.1 The model base year is 2009.

### 2.3 Modes of Transport

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

2.3.2 Public transport and active modes are not modelled.

### 2.4 Time Periods

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

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

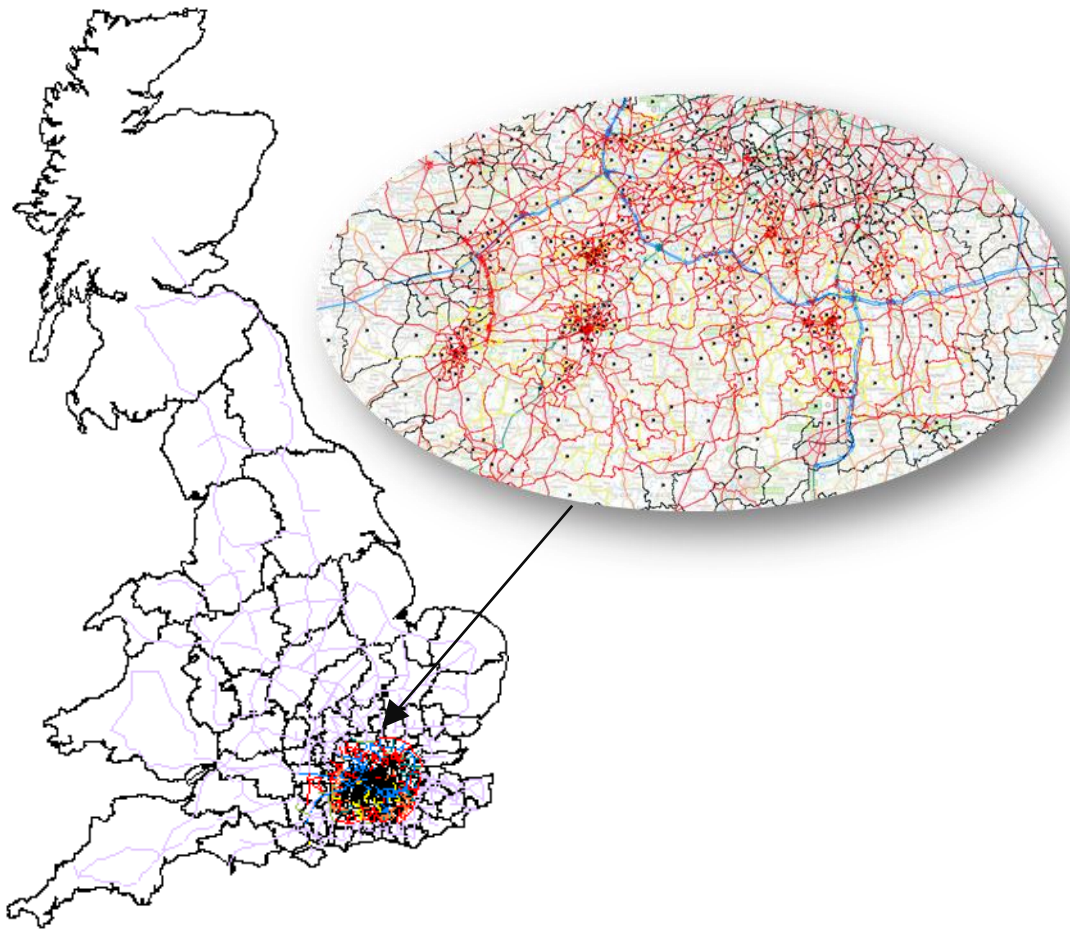
2.4.2 Since the majority of the future large scale developments are focused on residential land uses, the majority of trips will take place during the weekday peak hours. As a result only the weekday average AM and PM peak hours have been reported.

## 3 MODEL COVERAGE AND STUDY AREA

### 3.1 Model Coverage

3.1.1 SINTRAM is a strategic highway model for the county of Surrey. The model encapsulates the road network of Surrey and surrounding local authorities. The detail included in the model network becomes less refined as the distance increases from the county of Surrey. Consequently a skeleton network of strategic

links is used solely to carry long distance traffic to and from Surrey and its vicinity. **Figure 3.1** presents the entire model area.



**Figure 3.1: Model extent**

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

### 3.2 Study Area

3.2.1 The boroughs of Waverley and Guildford were incorporated within the validation process.

3.2.2 **Figures 3.2** and **3.3** present the extent of the model highway network that is contained in these boroughs.

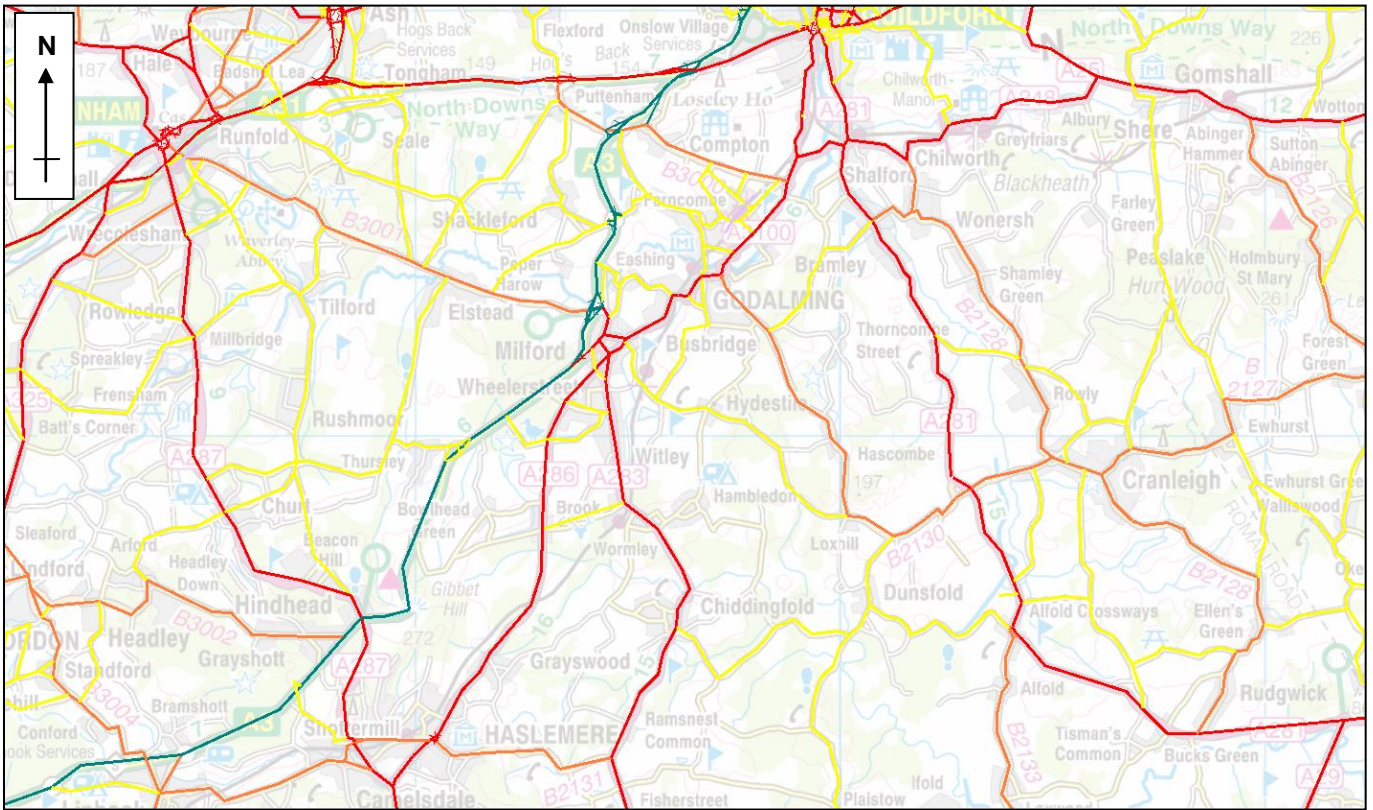


Figure 3.2: Study area of Waverley

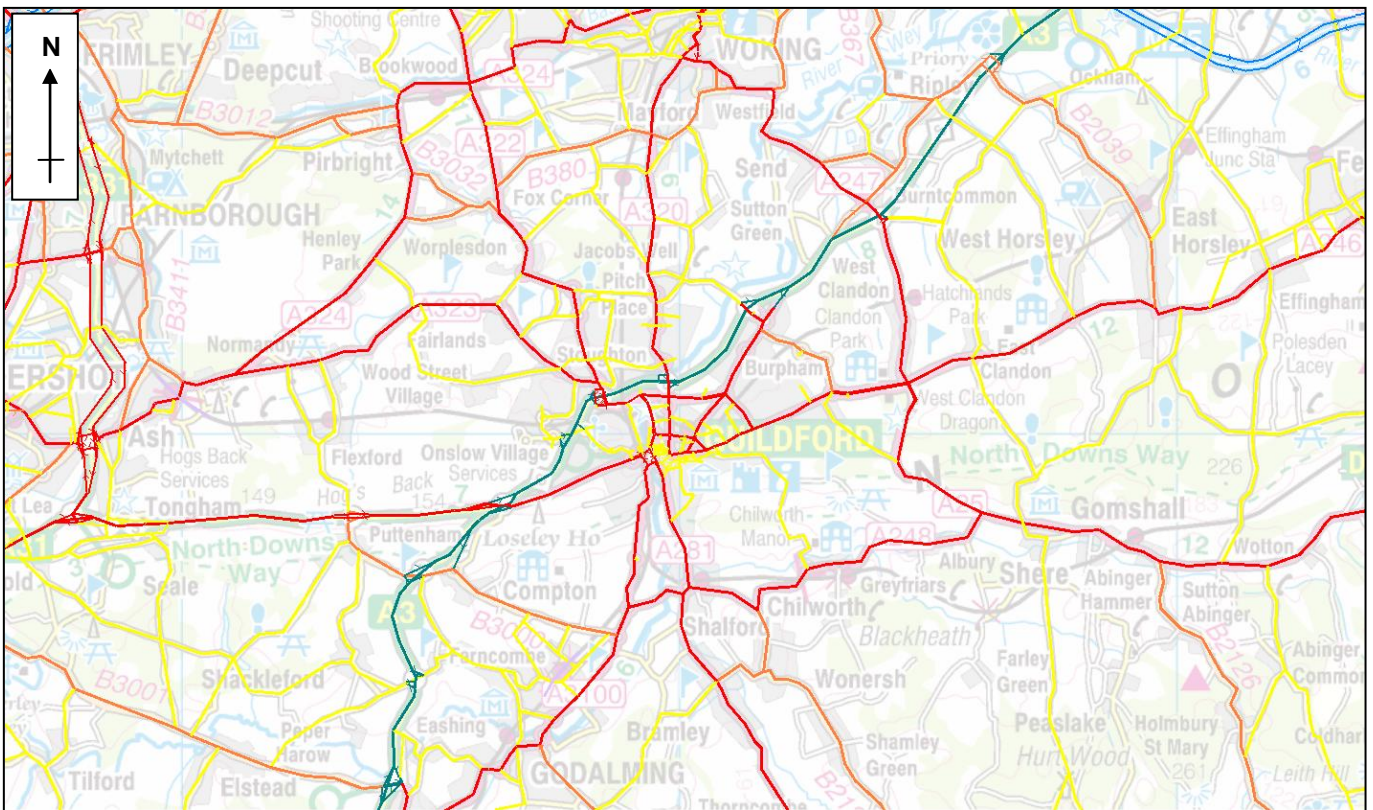


Figure 3.3: Study area of Guildford

### 3.3 Zones

3.3.1 There are 43 model zones in the borough of Waverley and 67 in the borough of Guildford.

3.3.2 The zones were reviewed to ensure that they were suitable for the assessment of the development sites. New zones were added to both boroughs, shown in blue, to contain the largest development sites and to ensure that the vehicle trips generated would access the highway network at a relevant point. This ensured that their impacts on the highway network could be captured more accurately.

#### Guildford Zones

72: Artington	502: Horsley - West Horsley
73: Ash & Normandy	519: Worplesdon
80: Guildford - Bellfields	526: Artington Park & Ride
94: Guildford - Burpham	528: Shalford Park Car Park
95: Guildford - Merrow	529: York Road Car Park
99: Guildford - Charlotteville	530: Manor Park Park & Ride
104: Clandon	531: Merrow Park & Ride
107: Compton	532: Tormead
119: Horsley - East Horsley & Effingham	533: Spectrum Park & Ride
133: Eastgate North	534: Stoke Park North
134: Guildford - Millmead & The Mount	535: Guildford - Merrow Common
135: Millmead	536: Boxgrove
136: Guildford Town Centre	538: Abbotswood
137: London Road	539: The Bars
162: Hogsback	540: Leapale Road
172: Guildford - RSCH & Research Park	541: Drummond Road
260: Stoke Park South	542: Eastgate South
265: Guildford - Merrow Downs	543: Tunsgate
278: Guildford - Onslow Village	544: Millbrook
279: Guildford - Park Barn	545: University of Surrey
281: Chilworth & Gomshall	546: Guildford Business Park
282: Pirbright	547: Guildford Bus Station
291: Ockham & Wisley	548: Bedford Road
294: Send	549: Guildford Rail Station
295: Ripley	550: Farnham Road Car Park
296: Shackleford / Eashing	551: Farnham Road Hospital
297: Shalford	552: Slyfield Residential
298: Guildford - Rydes Hill	574: Committed & Strategic Ash Development
306: Slyfield Industrial	575: Guildford NE Urban Extension
310: Guildford - Pewley Hill	576: Guildford SW Urban Extension
314: Guildford - St Marthas Hill	577: Wisley Development
317: Guildford - Woodbridge & Walnut Tree Close	578: Flexford & Normandy Development
318: Guildford - Stoughton	579: Waitrose
477: Guildford Park	

## Waverley Zones

71: Alice Holt	330: Milford
75: Badshot Lea	331: Wrecclesham
98: Farnham - West Street	332: Farnham - Hale
108: Farnham - Compton	333: Cranleigh - Cranleigh East
109: Runfold	334: Shamley Green
124: Farnham Hospitals	335: Wonersh
125: Farnham Park	336: Farnham - Weybourne West
126: Farnham Station	337: Godalmng - Busbridge
127: Farnham Town Centre East	338: Godalmng - Godalming Town Centre
300: Farnham - Weydon Lane & Shortheath	339: Godalmng - Charterhouse
309: Farnham - Firgrove Hill	340: Farncombe - Farncombe
319: Frensham & Tilford	341: Binscombe
320: Elstead & Thursley	468: Farnham - Dippenhall
321: Bramley & Winkworth Arboretum	471: Farnham - The Bournes
322: Chiddingfold & Dunsfold	503: Farnham - Weybourne East
323: Witley	564: Farnham Town Centre West
324: Alfold	569: Amlets Lane Development
325: Cranleigh - Cranleigh Town Centre	570: Dunsfold Development
326: Ewhurst	571: Coxbridge Farm Development
327: Haslemere - Shottermill	572: Littlemead Industrial Estate Development
328: Haslemere	573: West Cranleigh Nurseries Development
329: Hindhead	

## **4 MODEL VALIDATION**

### 4.1 Assignment

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

### 4.2 Link Flow Validation

4.2.1 Validation simply compares modelled and observed data. The observed and modelled link flows have been compared for each model and time period, in accordance with the Department for Transport's (DfT) validation acceptability guidelines<sup>1</sup>, presented in **Table 4.1**.

<sup>1</sup> Department for Transport (2014) Transport Appraisal Guidance Unit M3.1, Highway Assignment Modelling



Criteria	Acceptability Guidelines
<i>Link Flows</i>	
Individual flows within 100 vph of counts for flows less than 700 vph	> 85% of cases
Individual flows within 15% of counts for flows from 700 to 2,700 vph	
Individual flows within 400 vph of counts for flows more than 2,700 vph	
GEH < 5 for individual flows	

**Table 4.1: Flow validation acceptability guidelines**

4.2.2 Link flow validation compares the absolute difference between modelled flows and observed counts, together with the presentation of the GEH statistic. The GEH statistic is a form of chi-squared statistic that incorporates both relative and absolute errors, defined as:

$$GEH = \sqrt{\frac{(M - C)^2}{(M + C)/2}}$$

GEH is the GEH statistic  
M is the modelled flow  
C is the observed flow

4.2.3 **Tables 4.2 and 4.3** presents the summary of the validation of the weekday average AM and PM peak hours in terms of the DfT's acceptability guidelines.

4.2.4 Both the flow and GEH criteria have been met in the borough of Waverley. The flow criteria is met in the borough of Guildford but narrowly misses the GEH criteria, by 1 - 2% during both the average AM and PM peak hours.

	Average weekday AM peak hour (0700 – 1000)			Average weekday PM peak hour (1600 – 1900)		
	Values	% met criteria	Counts met criteria	Values	% met criteria	Counts met criteria
No. of counts	87	-	-	86	-	-
Average GEH	1.20	-	-	1.55	-	-
GEH > 10	0	-	-	1	-	-
GEH < 5	87	97%	Yes	86	96%	Yes
Flow criteria	89	99%	Yes	86	96%	Yes

**Table 4.2: Link flow validation results for the borough of Waverley**

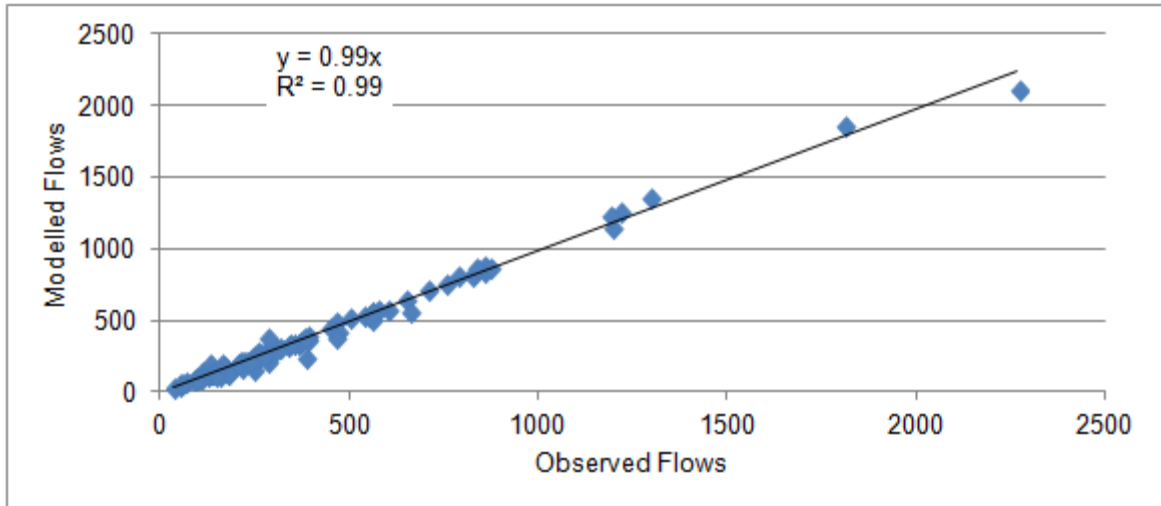
	Average weekday AM peak hour (0700 – 1000)			Average weekday PM peak hour (1600 – 1900)		
	Values	% met criteria	Counts met criteria	Values	% met criteria	Counts met criteria
No. of counts	409	-	-	409	-	-
Average GEH	2.94	-	-	3.00	-	-
GEH > 10	14	-	-	14	-	-
GEH < 5	340	83%	No	345	84%	No
Flow criteria	357	87%	Yes	358	88%	Yes

**Table 4.3: Link flow validation results for the borough of Guildford**

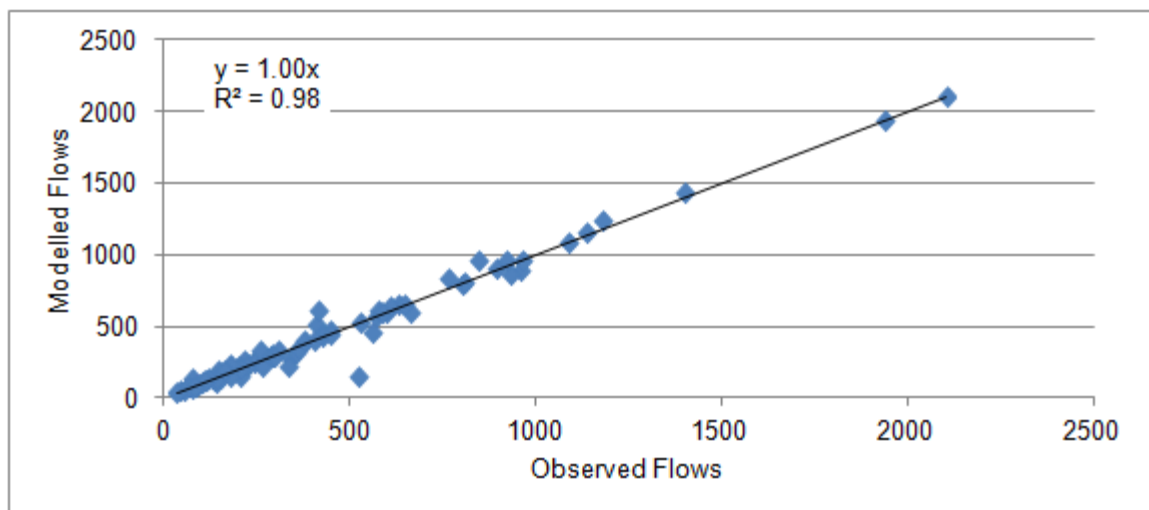
4.2.5 **Figures 4.1 to 4.4** show the modelled flows plotted against the observed with the best-fit regression line and correlation coefficient ( $R^2$ ), for the average weekday AM and PM peak hours. This helps visualise the goodness of fit. An  $R^2$  value

greater than 0.95 is considered to indicate that the model reflects observed traffic flows well.

4.2.6 The  $R^2$  value for the validation in the borough of Waverley is 0.99 in the average weekday AM peak hour and 0.98 in the average weekday PM peak hour. With regards to the borough of Guildford, the  $R^2$  value is 0.99 and 0.98 in the weekday average AM and PM peak hours respectively.

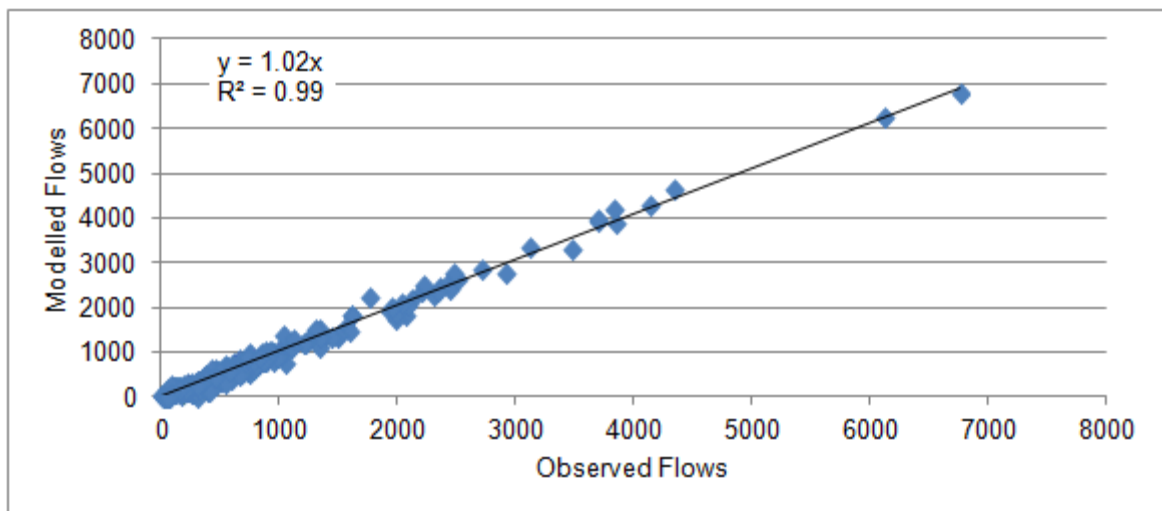


**Figure 4.1: Comparison plot of modelled against observed link flows in the borough of Waverley for the average weekday AM peak hour (0700 – 1000)**

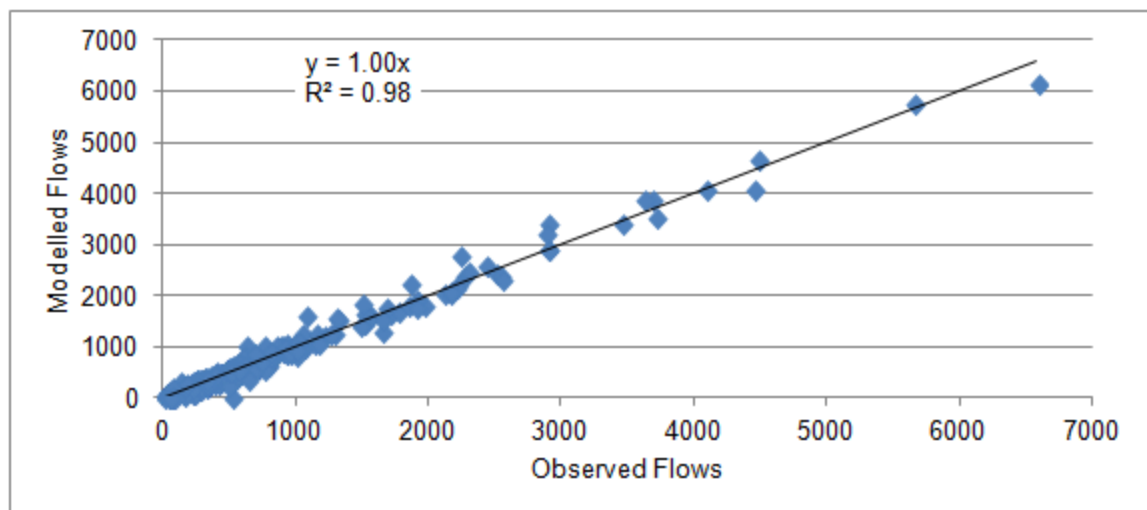


**Figure 4.2: Comparison plot of modelled against observed link flows in the borough of Waverley for the average weekday PM peak hour (1600 – 1900)**

4.2.7 A full comparison of observed and modelled flows is provided in Appendix A.



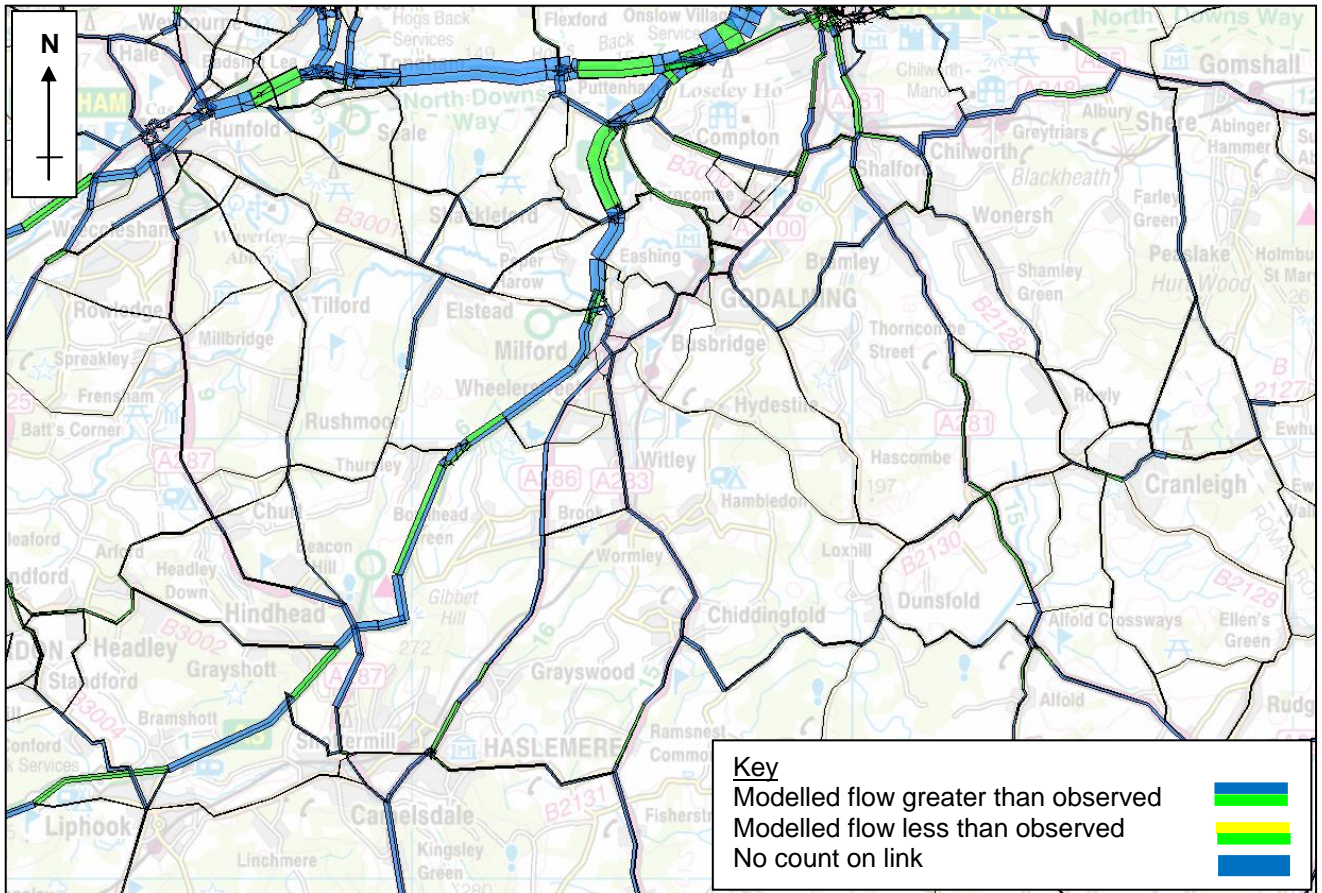
**Figure 4.3: Comparison plot of modelled against observed link flows in the borough of Guildford for the average weekday AM peak hour (0700 – 1000)**



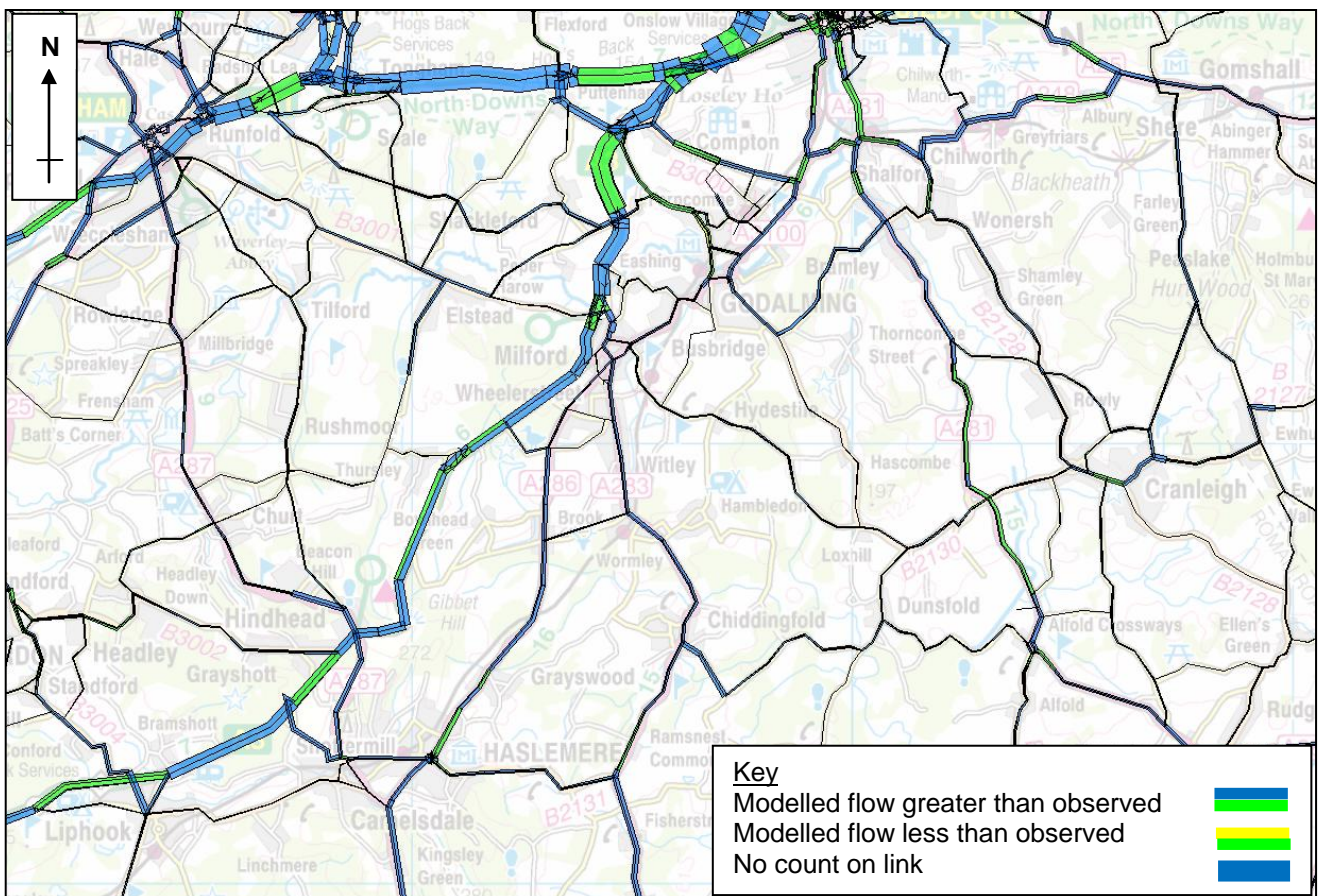
**Figure 4.4: Comparison plot of modelled against observed link flows in the borough of Guildford for the average weekday PM peak hour (1600 – 1900)**

4.2.8 **Figures 4.5 to 4.8** display the observed versus model flow bandwidth plots for both Waverley and Guildford boroughs and for each model time period.

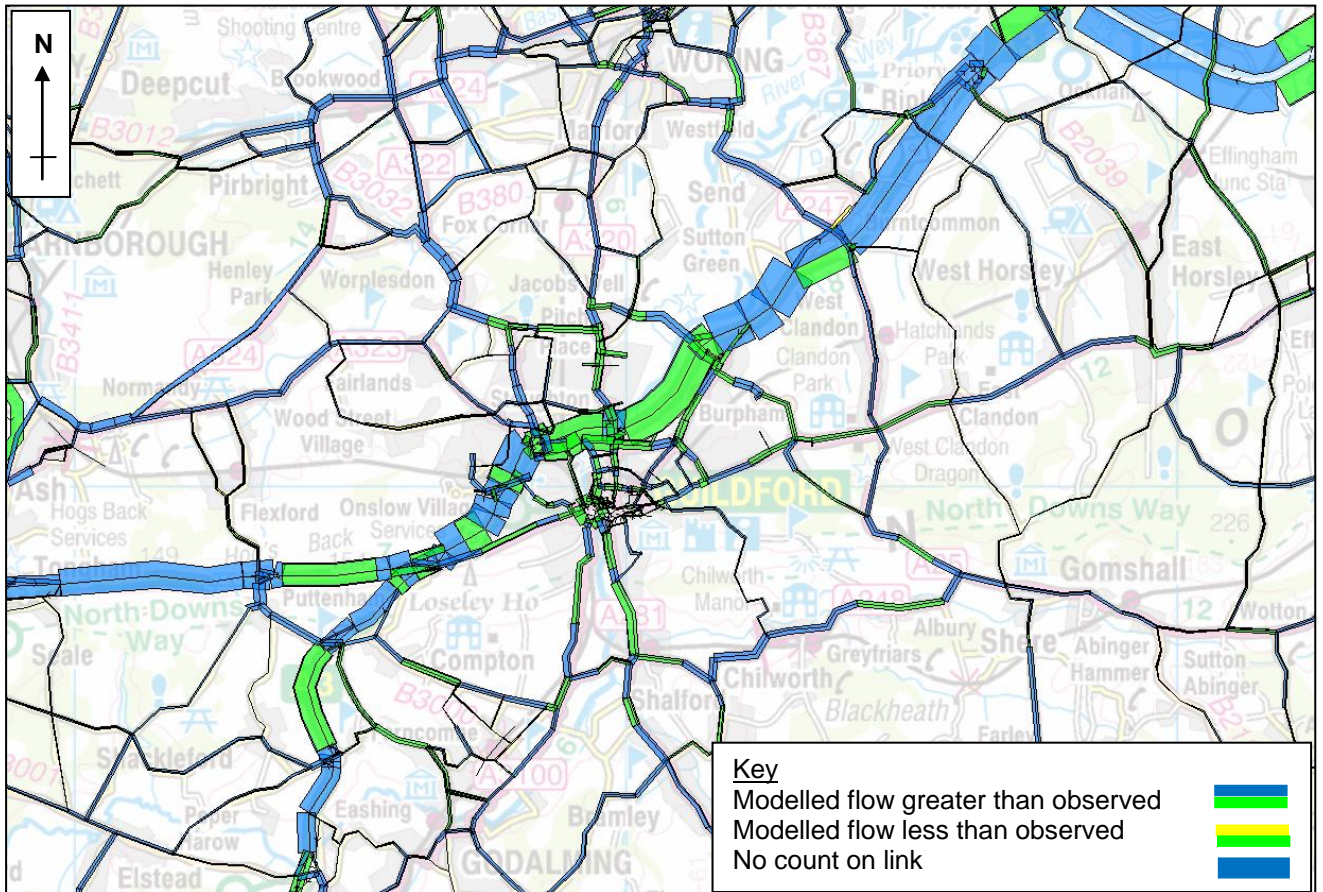
4.2.9 The bandwidths are proportional to the level of flow. A bandwidth coloured green indicates that an observed count is present on the link. Where the green bands are showing a yellow edge, the model flow is less than the observed flow. Where the green bands show a blue edge, the model flow is greater than the observed flow. Neither Waverley or Guildford are presenting model links with large yellow or blue edges to the green bands, this infers that the link flows are validating well in the model with minimal flows being over or under estimated by the model.



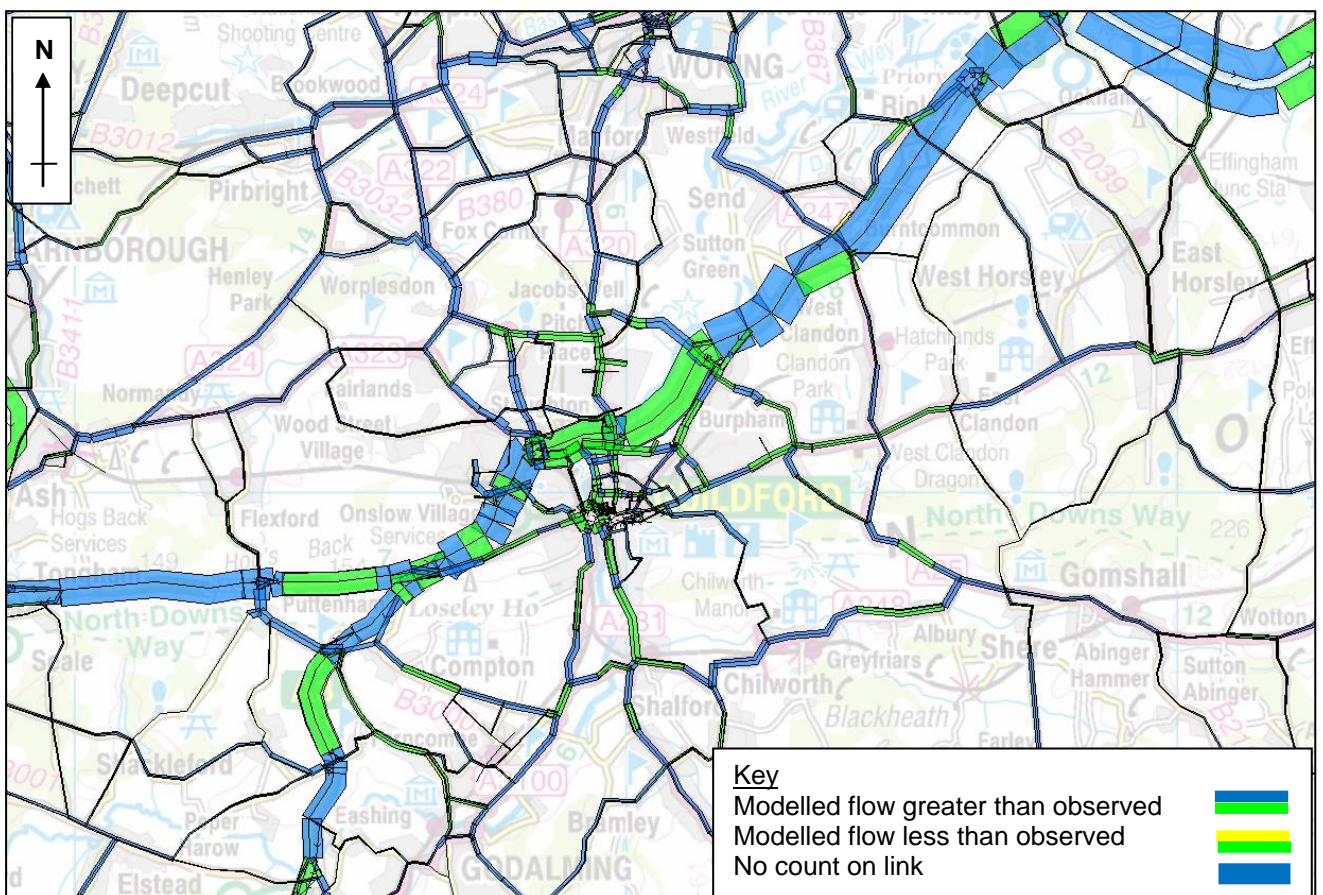
**Figure 4.5: Link flow validation in the borough of Waverley for the average weekday AM peak hour (0700 – 1000)**



**Figure 4.6: Link flow validation in the borough of Waverley for the average weekday PM peak hour (1600 – 1900)**



**Figure 4.7: Link flow validation in the borough of Guildford for the average weekday AM peak hour (0700 – 1000)**



**Figure 4.8: Link flow validation in the borough of Guildford for the average weekday PM peak hour (1600 – 1900)**

### 4.3 Journey Time Validation

4.3.1 Journey time validation was not undertaken in the borough of Waverley. This was due to the very restricted timescales of the joint Waverley and Guildford Local Plan strategic transport assessment project, not allowing journey time routes to be extracted for Waverley.

4.3.2 However, it was possible to undertake journey time validation for the borough of Guildford as data was already available from previous assessment work.

4.3.3 Observed and model journey times have been compared for each model time period, in accordance with the DfT's validation acceptability guidelines<sup>2</sup>, presented in **Table 4.4**.

Criteria	Acceptability Guidelines
<i>Journey Times</i>	
Modelled journey times along routes should be within 15% of surveyed times, or 1 minute if higher	> 85% of routes

**Table 4.4: Journey time validation acceptability guidelines**

4.3.4 Observed journey times were acquired from Strat-e-gis Congestion, developed by Mott MacDonald. Strat-e-gis Congestion utilises congestion data supplied by Trafficmaster plc that is mapped to the Ordnance Survey (OS) Integrated Transport Network (ITN) in order to calculate journey time by ITN link. The Trafficmaster data is obtained from GPS-equipped vehicles traversing the highway.

4.3.5 Observed journey times were compared with those from the model across twenty key routes in the study area, as shown by **Figure 4.9**.

4.3.6 **Tables 4.5** and **4.6** present the journey time validation results by time period for the borough of Guildford. Both weekday average AM and PM peak journey times achieve the criteria set out in **Table 4.4**

4.3.7 Presentation of each analysed journey time route by distance is provided in **Appendix B**.

<sup>2</sup> Department for Transport (2014) Transport Appraisal Guidance *Unit M3.1, Highway Assignment Modelling*.

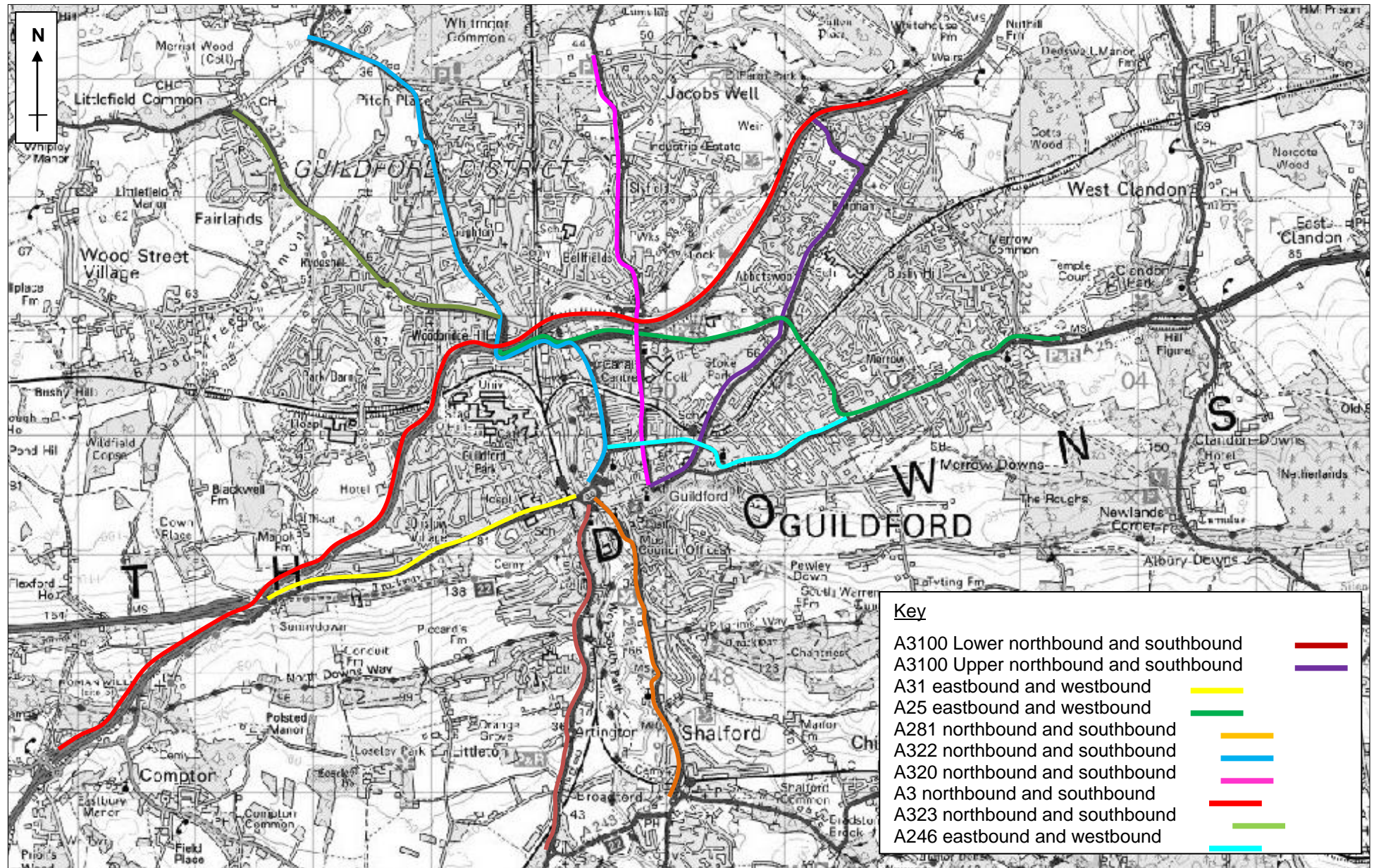


Figure 4.9: Analysed journey time routes

Route Description	Length (km)	Observed Time (secs)	Modelled Time (secs)	Observed 95% Confidence Interval		Difference	% Difference	Met Criteria
				Lower	Upper			
1: A3100 northbound lower	3.05	333	310	307	360	-23	-7%	✓
2: A3100 northbound upper	4.01	505	478	438	572	-27	-5%	✓
3: A3100 southbound upper	4.03	577	474	491	664	-104	-18%	✗
4: A3100 southbound lower	3.05	277	261	258	296	-16	-6%	✓
5: A31 eastbound	2.73	418	398	386	449	-19	-5%	✓
6: A3 westbound	2.76	197	214	191	203	18	9%	✓
7: A25 eastbound	6.65	713	742	662	764	29	4%	✓
8: A25 westbound	6.66	870	750	769	972	-120	-14%	✓
9: A281 northbound	2.68	356	346	327	386	-11	-3%	✓
10: A281 southbound	2.71	261	295	239	283	33	13%	✓
11: A322 northbound	5.37	615	790	568	661	176	29%	✗
12: A322 southbound	5.31	880	751	781	980	-130	-15%	✓
13: A320 northbound	3.76	547	548	483	611	2	0%	✓
14: A320 southbound	3.77	740	626	633	847	-114	-15%	✓
15: A3 northbound	9.11	456	515	443	468	59	13%	✓
16: A3 southbound	10.33	450	418	437	462	-32	-7%	✓
17: A323 northbound	2.99	228	227	210	245	-1	0%	✓
18: A323 southbound	2.99	335	294	304	366	-41	-12%	✓
19: A246 eastbound	2.25	350	356	314	386	6	2%	✓
20: A246 westbound	2.27	383	313	334	431	-69	-18%	✗
<i>Total number of routes that meet the criteria</i>				17				
<i>Percentage of routes that meet the criteria</i>				85%				
<i>Within DfT acceptability guidelines</i>				Yes				

**Table 4.5: Journey time validation results in Guildford borough for the average weekday AM peak hour (0700 – 1000)**



Route Description	Length (km)	Observed Time (secs)	Modelled Time (secs)	Observed 95% Confidence Interval		Difference	% Difference	Met Criteria
				Lower	Upper			
1: A3100 northbound lower	3.05	313	282	280	346	-31	-10%	✓
2: A3100 northbound upper	4.01	574	523	508	639	-51	-9%	✓
3: A3100 southbound upper	4.03	540	479	454	627	-62	-11%	✓
4: A3100 southbound lower	3.05	287	277	257	318	-10	-4%	✓
5: A31 eastbound	2.73	335	283	289	381	-52	-16%	✓
6: A3 westbound	2.76	206	237	201	212	31	15%	✓
7: A25 eastbound	6.65	787	776	725	849	-11	-1%	✓
8: A25 westbound	6.66	781	738	716	846	-43	-5%	✓
9: A281 northbound	2.68	308	284	277	338	-24	-8%	✓
10: A281 southbound	2.71	311	331	279	343	20	6%	✓
11: A322 northbound	5.37	782	854	708	855	72	9%	✓
12: A322 southbound	5.31	826	717	727	926	-109	-13%	✓
13: A320 northbound	3.76	747	597	610	883	-150	-20%	x
14: A320 southbound	3.77	608	633	526	690	25	4%	✓
15: A3 northbound	9.11	367	357	357	377	-11	-3%	✓
16: A3 southbound	10.33	533	534	517	548	1	0%	✓
17: A323 northbound	2.99	225	243	216	233	19	8%	✓
18: A323 southbound	2.99	229	295	216	243	66	29%	x
19: A246 eastbound	2.25	393	424	350	436	31	8%	✓
20: A246 westbound	2.27	372	331	323	421	-41	-11%	✓
<i>Total number of routes that meet the criteria</i>						18		
<i>Percentage of routes that meet the criteria</i>						90%		
<i>Within DfT acceptability guidelines</i>						Yes		

**Table 4.6: Journey time validation results in Guildford borough for the average weekday PM peak hour (1600 – 1900)**

## **5 CONCLUSION**

- 5.1.1 This document sets out the development and validation of Surrey County Council's strategic transport model, SINTRAM, in the boroughs of Waverley and Guildford for their strategic Local Plan transport assessments
- 5.1.2 Observed and modelled traffic flows have been presented and compared. Similarly observed journey times along key corridors in Guildford borough have been compared with output from the model.
- 5.1.3 It is considered that the model is suitable for the assessment of both Waverley and Guildford Local Plan.

**APPENDIX A – LINK FLOW VALIDATION**Waverley Borough – Average weekday AM peak hour (0700 – 1000)

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
549	B2128 Horsham Road	137	137	-0	0%	0.00	✓	✓	x
609	Tilford Road	176	138	-38	-22%	3.05	✓	✓	x
610	Tilford Road	158	122	-36	-23%	3.04	✓	✓	x
696	A3 northbound within A283 junction	1215	1256	41	3%	1.17	✓	✓	x
698	A3 southbound within A283 junction	855	844	-11	-1%	0.37	✓	✓	x
923	B2128 Horsham Road southbound	86	86	0	0%	0.00	✓	✓	x
925	A281 Horsham Road southbound	281	222	-59	-21%	3.74	✓	✓	x
932	A31 Alton Road westbound	789	814	25	3%	0.90	✓	✓	x
1106	B2130 Barrihurst Lane	203	202	-1	0%	0.05	✓	✓	x
1107	B2130 Barrihurst Lane	258	287	29	11%	1.74	✓	✓	x
1110	B2131 Petworth Road	212	214	2	1%	0.14	✓	✓	x
1111	B2131 Petworth Road	334	329	-5	-2%	0.29	✓	✓	x
1112	B2128 Wonnersh Common Road	461	499	38	8%	1.74	✓	✓	x
1113	B2128 Wonnersh Common Road	283	306	23	8%	1.37	✓	✓	x
1114	B2129 The Street	172	147	-25	-15%	1.99	✓	✓	x
1115	B2129 The Street	306	314	8	3%	0.44	✓	✓	x
1116	B3384 Echo Barn Lane	219	212	-7	-3%	0.50	✓	✓	x
1117	B3384 Echo Barn Lane	111	141	30	27%	2.70	✓	✓	x
1124	C33 Dunsfold Common Road	169	186	17	10%	1.29	✓	✓	x
1125	C33 Dunsfold Common Road	100	100	0	0%	0.01	✓	✓	x
1138	A31 Alton Road	1193	1153	-40	-3%	1.17	✓	✓	x
1140	A31 Runfold Diversion	2268	2115	-153	-7%	3.27	✓	✓	x
1141	A31 Runfold Diversion	1807	1864	57	3%	1.33	✓	✓	x
1181	A286 Grayswood Road	248	251	3	1%	0.20	✓	✓	x
1204	A325 Farnborough Road	600	584	-16	-3%	0.67	✓	✓	x
1205	A325 Farnborough Road	824	817	-7	-1%	0.24	✓	✓	x
1206	A325 Wrecclesham Hill	755	760	5	1%	0.20	✓	✓	x
1241	B3208 Badshot Lea Road	283	272	-11	-4%	0.65	✓	✓	x
1242	B3208 Badshot Lea Road	353	343	-10	-3%	0.54	✓	✓	x
1415	C23 Hurtmore Road (Godalming)	502	520	18	4%	0.81	✓	✓	x
1416	C23 Hurtmore Road (Godalming)	547	533	-14	-3%	0.60	✓	✓	x
1476	Low Lane	37	36	-1	-4%	0.22	✓	✓	x
1528	B2128High Street (east)	361	339	-22	-6%	1.20	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
1531	Knowle Lane	135	141	6	4%	0.51	✓	✓	x
1532	B2128 High Street (west)	369	355	-14	-4%	0.71	✓	✓	x
1533	B2128 High Street (west)	559	564	5	1%	0.20	✓	✓	x
1542	Menin Way	161	201	40	25%	2.98	✓	✓	x
1543	Menin Way	90	104	14	15%	1.40	✓	✓	x
1544	C28 Tilford Road (Tilford)	130	202	72	55%	5.58	✓	x	x
1545	C28 Tilford Road (Tilford)	104	111	7	7%	0.70	✓	✓	x
1546	Great Austins	244	154	-90	-37%	6.36	✓	x	x
1547	Great Austins	180	132	-48	-27%	3.85	✓	✓	x
1556	B2127 Bookhurst Road (from Ewhurst)	241	238	-3	-1%	0.22	✓	✓	x
1557	B2127 Bookhurst Road (from Ewhurst)	289	281	-8	-3%	0.46	✓	✓	x
1731	A0283 Cripplecrutch Hill	450	446	-4	-1%	0.19	✓	✓	x
1732	A0283 Cripplecrutch Hill	211	211	-0	0%	0.01	✓	✓	x
1735	A3 southbound off slip for A283	467	418	-49	-11%	2.35	✓	✓	x
1736	A3 northbound B2171 to A287	828	841	13	2%	0.46	✓	✓	x
1737	A3 southbound A287 to B2171	853	887	34	4%	1.15	✓	✓	x
1743	A287 Hindhead Road	391	393	2	0%	0.08	✓	✓	x
1744	A287 Hindhead Road	391	374	-17	-4%	0.85	✓	✓	x
1747	A3 Portsmouth Road	1295	1358	63	5%	1.74	✓	✓	x
1750	Borough Road	279	277	-2	-1%	0.12	✓	✓	x
1751	Borough Road	303	303	0	0%	0.02	✓	✓	x
1754	C23 Chalk Road	283	377	94	33%	5.16	✓	✓	x
1755	C23 Chalk Road	226	208	-18	-8%	1.20	✓	✓	x
1756	Hare Lane	127	123	-4	-3%	0.38	✓	✓	x
1757	Hare Lane	128	136	8	6%	0.71	✓	✓	x
1760	B2130 Elmbridge Road	214	178	-36	-17%	2.61	✓	✓	x
1761	B2130 Elmbridge Road	203	198	-5	-3%	0.37	✓	✓	x
1762	A281 Horsham Road	649	646	-3	0%	0.10	✓	✓	x
1763	A281 Horsham Road	256	237	-19	-7%	1.20	✓	✓	x
1764	B2133 Loxwood Road	381	382	1	0%	0.05	✓	✓	x
1765	B2133 Loxwood Road	133	129	-4	-3%	0.35	✓	✓	x
1766	A281 Horsham Road	536	532	-4	-1%	0.18	✓	✓	x
1767	A281 Horsham Road	272	251	-21	-8%	1.33	✓	✓	x
1794	A3 southbound within Thursley junction	836	870	34	4%	1.16	✓	✓	x
1912	A3 northbound exit for A283	102	102	0	0%	0.02	✓	✓	x
1913	A3 A287 to Thursley	1188	1231	43	4%	1.24	✓	✓	x
1918	Thursley Road	68	76	8	11%	0.91	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
1919	Thursley Road	51	57	6	11%	0.77	✓	✓	x
1920	A287 Frensham Road	313	311	-2	-1%	0.10	✓	✓	x
1921	A287 Frensham Road	229	220	-9	-4%	0.63	✓	✓	x
222	A286 Grayswood Road	869	874	5	1%	0.18	✓	✓	x
223	A286 Grayswood Road	340	339	-1	0%	0.05	✓	✓	x
1180	A286 Grayswood Road	706	715	9	1%	0.35	✓	✓	x
1207	A325 Wrecclesham Hill	559	512	-47	-8%	2.04	✓	✓	x
1435	Farncombe Street (Level Crossing)	139	149	10	7%	0.81	✓	✓	x
1436	Farncombe Street (Level Crossing)	153	156	3	2%	0.22	✓	✓	x
1470	C23 Charterhouse Road	383	243	-140	-36%	7.89	x	x	x
1471	C23 Charterhouse Road	466	380	-86	-18%	4.18	✓	✓	x
1477	Low Lane	144	113	-31	-21%	2.70	✓	✓	x
1529	B2128 High Street (east)	577	579	2	0%	0.10	✓	✓	x
1530	Knowle Lane	108	108	0	0%	0.04	✓	✓	x
1710	B3007 Weybourne Road	48	48	-0	-1%	0.07	✓	✓	x
2668	Horseshoe Lane eastbound	91	90	-1	-1%	0.12	✓	✓	x
2669	Horseshoe Lane westbound	56	62	6	12%	0.84	✓	✓	x
2670	A281 Horsham Road northbound	657	567	-90	-14%	3.65	✓	✓	x
2671	A281 Horsham Road northbound	559	567	8	1%	0.33	✓	✓	x
2672	A281 Horsham Road southbound	233	222	-11	-5%	0.75	✓	✓	x

Waverley Borough – Average weekday PM peak hour (1600 – 1900)

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
549	B2128 Horsham Road	75	75	-0	0%	0.00	1	✓	✓
609	Tilford Road	142	105	-38	-22%	3.05	1	✓	✓
610	Tilford Road	217	261	-36	-23%	3.04	1	✓	✓
696	A3 northbound within A283 junction	959	895	41	3%	1.17	1	✓	✓
698	A3 southbound within A283 junction	1405	1429	-11	-1%	0.37	1	✓	✓
923	B2128 Horsham Road southbound	117	117	0	0%	0.00	1	✓	✓
925	A281 Horsham Road southbound	666	600	-59	-21%	3.74	1	✓	✓
932	A31 Alton Road westbound	1093	1085	25	3%	0.90	1	✓	✓
1106	B2130 Barrihurst Lane	231	238	-1	0%	0.05	1	✓	✓
1107	B2130 Barrihurst Lane	201	219	29	11%	1.74	1	✓	✓
1110	B2131 Petworth Road	296	309	2	1%	0.14	1	✓	✓
1111	B2131 Petworth Road	253	270	-5	-2%	0.29	1	✓	✓
1112	B2128 Wonnersh Common Road	253	263	38	8%	1.74	1	✓	✓
1113	B2128 Wonnersh Common Road	414	507	23	8%	1.37	1	✓	✓
1114	B2129 The Street	181	171	-25	-15%	1.99	1	✓	✓
1115	B2129 The Street	184	213	8	3%	0.44	1	✓	✓
1116	B3384 Echo Barn Lane	135	128	-7	-3%	0.50	1	✓	✓
1117	B3384 Echo Barn Lane	211	222	30	27%	2.70	1	✓	✓
1124	C33 Dunsfold Common Road	81	83	17	10%	1.29	1	✓	✓
1125	C33 Dunsfold Common Road	140	155	0	0%	0.01	1	✓	✓
1138	A31 Alton Road	769	835	-40	-3%	1.17	1	✓	✓
1140	A31 Runfold Diversion	1939	1942	-153	-7%	3.27	1	✓	✓
1141	A31 Runfold Diversion	2106	2104	57	3%	1.33	1	✓	✓
1181	A286 Grayswood Road	603	599	3	1%	0.20	1	✓	✓
1204	A325 Farnborough Road	899	899	-16	-3%	0.67	1	✓	✓
1205	A325 Farnborough Road	635	653	-7	-1%	0.24	1	✓	✓
1206	A325 Wrecclesham Hill	613	631	5	1%	0.20	1	✓	✓
1241	B3208 Badshot Lea Road	312	335	-11	-4%	0.65	1	✓	✓
1242	B3208 Badshot Lea Road	269	262	-10	-3%	0.54	1	✓	✓
1415	C23 Hurtmore Road (Godalming)	565	454	18	4%	0.81	1	x	✓
1416	C23 Hurtmore Road (Godalming)	416	607	-14	-3%	0.60	1	x	x
1476	Low Lane	58	57	-1	-4%	0.22	1	✓	✓
1528	B2128 High Street (east)	574	566	-22	-6%	1.20	1	✓	✓
1531	Knowle Lane	151	184	6	4%	0.51	1	✓	✓
1532	B2128 High Street (west)	582	610	-14	-4%	0.71	✓	✓	✓

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
1533	B2128 High Street (west)	380	381	5	1%	0.20	✓	✓	✓
1542	Menin Way	77	136	40	25%	2.98	✓	✓	x
1543	Menin Way	136	119	14	15%	1.40	✓	✓	✓
1544	C28 Tilford Road (Tilford)	105	110	72	55%	5.58	✓	✓	✓
1545	C28 Tilford Road (Tilford)	97	94	7	7%	0.70	✓	✓	✓
1546	Great Austins	156	132	-90	-37%	6.36	✓	✓	✓
1547	Great Austins	296	287	-48	-27%	3.85	✓	✓	✓
1556	B2127 Bookhurst Road (from Ewhurst)	270	272	-3	-1%	0.22	✓	✓	✓
1557	B2127 Bookhurst Road (from Ewhurst)	248	246	-8	-3%	0.46	✓	✓	✓
1731	A0283 Cripplecrutch Hill	225	224	-4	-1%	0.19	✓	✓	✓
1732	A0283 Cripplecrutch Hill	450	464	-0	0%	0.01	✓	✓	✓
1735	A3 southbound off slip for A283	933	861	-49	-11%	2.35	✓	✓	✓
1736	A3 northbound B2171 to A287	965	965	13	2%	0.46	✓	✓	✓
1737	A3 southbound A287 to B2171	1183	1234	34	4%	1.15	✓	✓	✓
1743	A287 Hindhead Road	430	446	2	0%	0.08	✓	✓	✓
1744	A287 Hindhead Road	430	426	-17	-4%	0.85	✓	✓	✓
1747	A3 Portsmouth Road	851	961	63	5%	1.74	✓	✓	✓
1750	Borough Road	341	276	-2	-1%	0.12	✓	✓	✓
1751	Borough Road	274	293	0	0%	0.02	✓	✓	✓
1754	C23 Chalk Road	262	329	94	33%	5.16	✓	✓	✓
1755	C23 Chalk Road	357	320	-18	-8%	1.20	✓	✓	✓
1756	Hare Lane	145	136	-4	-3%	0.38	✓	✓	✓
1757	Hare Lane	124	129	8	6%	0.71	✓	✓	✓
1760	B2130 Elmbridge Road	209	181	-36	-17%	2.61	✓	✓	✓
1761	B2130 Elmbridge Road	210	143	-5	-3%	0.37	✓	✓	✓
1762	A281 Horsham Road	295	289	-3	0%	0.10	✓	✓	✓
1763	A281 Horsham Road	652	655	-19	-7%	1.20	✓	✓	✓
1764	B2133 Loxwood Road	183	154	1	0%	0.05	✓	✓	✓
1765	B2133 Loxwood Road	365	340	-4	-3%	0.35	✓	✓	✓
1766	A281 Horsham Road	295	288	-4	-1%	0.18	✓	✓	✓
1767	A281 Horsham Road	533	523	-21	-8%	1.33	✓	✓	✓
1794	A3 southbound within Thursley junction	1139	1160	34	4%	1.16	✓	✓	✓
1912	A3 northbound exit for A283	78	66	0	0%	0.02	✓	✓	✓
1913	A3 A287 to Thursley	922	957	43	4%	1.24	✓	✓	✓
1918	Thursley Road	46	51	8	11%	0.91	✓	✓	✓
1919	Thursley Road	71	74	6	11%	0.77	✓	✓	✓
1920	A287 Frensham Road	207	210	-2	-1%	0.10	✓	✓	✓

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH >10
1921	A287 Frensham Road	291	292	-9	-4%	0.63	✓	✓	✓
222	A286 Grayswood Road	450	439	5	1%	0.18	✓	✓	✓
223	A286 Grayswood Road	804	798	-1	0%	0.05	✓	✓	✓
1180	A286 Grayswood Road	299	293	9	1%	0.35	✓	✓	✓
1207	A325 Wrecclesham Hill	809	803	-47	-8%	2.04	✓	✓	✓
1435	Farncombe Street (Level Crossing)	184	234	10	7%	0.81	✓	✓	✓
1436	Farncombe Street (Level Crossing)	163	197	3	2%	0.22	✓	✓	✓
1470	C23 Charterhouse Road	526	153	-140	-36%	7.89	x	x	x
1471	C23 Charterhouse Road	379	395	-86	-18%	4.18	✓	✓	✓
1477	Low Lane	89	85	-31	-21%	2.70	✓	✓	✓
1529	B2128 High Street (east)	408	406	2	0%	0.10	✓	✓	✓
1530	Knowle Lane	113	117	0	0%	0.04	✓	✓	✓
1710	B3007 Weybourne Road	39	40	-0	-1%	0.07	✓	✓	✓
2668	Horseshoe Lane eastbound	87	81	-1	-1%	0.12	✓	✓	✓
2669	Horseshoe Lane westbound	84	82	6	12%	0.84	✓	✓	✓
2670	A281 Horsham Road northbound	338	215	-90	-14%	3.65	✓	x	x
2671	A281 Horsham Road northbound	269	215	8	1%	0.33	✓	✓	✓
2672	A281 Horsham Road southbound	591	600	-11	-5%	0.75	✓	✓	✓



Guildford Borough – Average weekday AM peak hour (0700 – 1000)

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
28	A281 Horsham Road	863	821	-42	-5%	1.46	✓	✓	x
38	A3100 London Road	262	236	-26	-10%	1.62	✓	✓	x
90	A31 Farnham Road	1611	1822	211	13%	5.08	✓	✓	x
128	A322 Worplesdon Road	823	878	55	7%	1.90	✓	✓	x
138	A248 Broadford Road	452	455	3	1%	0.16	✓	✓	x
392	A25 Woodbridge Road	2303	2279	-24	-1%	0.51	✓	✓	x
393	A25 Woodbridge Road	1489	1345	-144	-10%	3.83	✓	✓	x
513	A248 The Street	506	531	25	5%	1.10	✓	✓	x
514	A248 The Street	723	704	-19	-3%	0.71	✓	✓	x
527	A320 Woking Road	590	526	-64	-11%	2.72	✓	✓	x
528	A320 Woking Road	808	813	5	1%	0.19	✓	✓	x
575	A25 Parkway	731	965	234	32%	8.03	x	x	x
576	A25 Parkway	803	764	-39	-5%	1.38	✓	✓	x
621	Mangles Road	221	212	-9	-4%	0.64	✓	✓	x
622	Mangles Road	131	121	-10	-8%	0.89	✓	✓	x
623	Stoughton Road	330	292	-38	-12%	2.16	✓	✓	x
624	Stoughton Road	251	288	37	15%	2.25	✓	✓	x
643	A320 Woking Road	794	786	-8	-1%	0.27	✓	✓	x
646	A25 Epsom Road	473	469	-4	-1%	0.20	✓	✓	x
648	A281 Shalford Road	997	1055	58	6%	1.80	✓	✓	x
700	A3 northbound B3000 to A31	2350	2455	105	4%	2.14	✓	✓	x
701	A3 southbound off slip for A31	1285	1400	115	9%	3.13	✓	✓	x
702	A3 northbound off slip for Dennisville	673	639	-34	-5%	1.34	✓	✓	x
703	A3 northbound on slip at Dennisville	468	483	15	3%	0.70	✓	✓	x
757	A3 Guildford & Godalming By-pass	3690	3907	217	6%	3.52	✓	✓	x
771	A3 Godalming By-pass	2415	2521	106	4%	2.14	✓	✓	x
843	A3 Guildford By-pass	3472	3284	-188	-5%	3.24	✓	✓	x
862	A323 Aldershot Road westbound	433	332	-101	-23%	5.18	x	✓	x
976	A320 Woking Road southbound	842	968	126	15%	4.18	✓	✓	x
977	A25 Epsom Road westbound	446	366	-80	-18%	3.96	✓	✓	x
978	A281 The Street southbound	592	670	78	13%	3.12	✓	✓	x
979	A3100 Portsmouth Road northbound	645	654	9	1%	0.36	✓	✓	x
1031	A25 Epsom Road	446	444	-2	0%	0.09	✓	✓	x
1032	A25 Epsom Road	473	451	-22	-5%	1.03	✓	✓	x
1049	A25 Epsom Road	330	325	-5	-1%	0.27	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH >10
1050	A25 Epsom Road	490	471	-19	-4%	0.88	✓	✓	x
1051	A25 Epsom Road	572	576	4	1%	0.16	✓	✓	x
1052	A25 Epsom Road	580	533	-47	-8%	1.98	✓	✓	x
1053	B2234 Merrow Park Lane	455	466	11	2%	0.52	✓	✓	x
1158	A25 Epsom Road	524	586	62	12%	2.65	✓	✓	x
1159	A25 Epsom Road	633	667	34	5%	1.34	✓	✓	x
1160	A31 Farnham Road	321	299	-22	-7%	1.24	✓	✓	x
1161	A31 Farnham Road	694	671	-23	-3%	0.88	✓	✓	x
1164	A320 Woking Road	650	841	191	29%	6.99	x	x	x
1311	A320 Woking Road	849	943	94	11%	3.15	✓	✓	x
1312	A320 Woking Road	650	596	-54	-8%	2.16	✓	✓	x
1317	A320 Woking Road	1363	1351	-12	-1%	0.32	✓	✓	x
1318	A320 Woking Road	755	809	54	7%	1.94	✓	✓	x
1413	D96 Priorsfield Road	351	301	-50	-14%	2.78	✓	✓	x
1414	D96 Priorsfield Road	356	404	48	13%	2.45	✓	✓	x
1457	Staple Lane	53	29	-24	-45%	3.71	✓	✓	x
1458	Staple Lane	23	22	-1	-6%	0.29	✓	✓	x
1524	C15 Broad Street (west)	367	165	-202	-55%	12.40	x	x	✓
1525	C15 Broad Street (west)	163	126	-37	-23%	3.10	✓	✓	x
1558	Guildford Park Road	384	367	-17	-4%	0.86	✓	✓	x
1559	Guildford Park Road	493	540	47	9%	2.06	✓	✓	x
1560	Guildford Park Road Car Park	122	125	3	2%	0.26	✓	✓	x
1561	Guildford Park Road Car Park	19	17	-2	-10%	0.45	✓	✓	x
1662	A246 York Road	692	558	-134	-19%	5.36	x	✓	x
1663	A246 York Road	445	411	-34	-8%	1.66	✓	✓	x
1664	A322 Woodbridge Road	531	651	120	23%	4.95	x	✓	x
1665	A322 Woodbridge Road	543	723	180	33%	7.17	x	x	x
1938	D4015 Castle Street	135	144	9	7%	0.76	✓	✓	x
1939	A281 Millbrook	794	753	-41	-5%	1.48	✓	✓	x
1940	A281 Millbrook	585	639	54	9%	2.19	✓	✓	x
29	A281 Horsham Road	590	387	-203	-34%	9.18	x	x	x
41	A25 Shere Road	494	494	0	0%	0.01	✓	✓	x
91	A31 Farnham Road	2196	2360	164	7%	3.43	✓	✓	x
129	A322 Worplesdon Road	1603	1828	225	14%	5.44	✓	✓	x
139	A248 Broadford Road	263	70	-193	-73%	14.92	x	x	✓
249	A25 Boxgrove Road	701	655	-46	-7%	1.75	✓	✓	x
250	A25 Boxgrove Road	603	750	147	24%	5.66	x	x	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH >10
394	A25 Ladymead	1290	1357	67	5%	1.83	✓	✓	x
395	A25 Ladymead	1365	1344	-21	-2%	0.57	✓	✓	x
529	A320 Guildford Road	1038	755	-283	-27%	9.44	x	x	x
530	A320 Guildford Road	938	801	-137	-15%	4.65	✓	✓	x
577	A320 Woking Road	633	519	-114	-18%	4.76	x	✓	x
578	A320 Woking Road	670	606	-64	-10%	2.55	✓	✓	x
579	A320 Woking Road	875	778	-97	-11%	3.38	✓	✓	x
580	A320 Woking Road	690	722	32	5%	1.20	✓	✓	x
581	Hazel Avenue	167	142	-25	-15%	2.02	✓	✓	x
582	Hazel Avenue	374	289	-85	-23%	4.65	✓	✓	x
585	Woodlands Road	47	65	18	38%	2.38	✓	✓	x
586	Woodlands Road	66	60	-6	-9%	0.72	✓	✓	x
589	Clay Lane	1007	915	-92	-9%	2.97	✓	✓	x
590	Clay Lane	686	805	119	17%	4.35	x	✓	x
591	Blanchards Hill	193	228	35	18%	2.42	✓	✓	x
592	Blanchards Hill	235	229	-6	-3%	0.42	✓	✓	x
593	Moorfield Road	682	675	-7	-1%	0.28	✓	✓	x
594	Moorfield Road	301	272	-29	-10%	1.73	✓	✓	x
595	Jacobs Well Road	155	83	-72	-46%	6.61	✓	x	x
596	Jacobs Well Road	201	191	-10	-5%	0.74	✓	✓	x
625	A320 Woking Road	1546	1565	19	1%	0.49	✓	✓	x
626	A320 Woking Road	1209	1212	3	0%	0.08	✓	✓	x
627	A320 Stoke Road	532	642	110	21%	4.53	x	✓	x
628	A320 Stoke Road	867	807	-60	-7%	2.07	✓	✓	x
650	A3100 Portsmouth Road	404	395	-9	-2%	0.47	✓	✓	x
704	A3 southbound off slip at Cathedral	947	952	5	1%	0.17	✓	✓	x
705	A3 southbound on slip from B3000	235	242	7	3%	0.44	✓	✓	x
707	A3 southbound A31 to B3000	1588	1475	-113	-7%	2.88	✓	✓	x
708	A3 southbound within A31 junction	1492	1382	-110	-7%	2.89	✓	✓	x
709	A3 northbound on slip from A31	1334	1519	185	14%	4.90	✓	✓	x
710	A3 on slip	694	723	29	4%	1.10	✓	✓	x
711	A3 southbound at Dennisville junction	2706	2845	139	5%	2.64	✓	✓	x
713	A3 northbound A320 to A3100	3108	3343	235	8%	4.13	✓	✓	x
714	A3 southbound A247 to A3100	3832	3894	62	2%	1.00	✓	✓	x
715	A3 southbound A320 to A322	2440	2388	-52	-2%	1.05	✓	✓	x
716	A3 northbound A322 to A320	2502	2619	117	5%	2.32	✓	✓	x
717	A3 southbound A322 to A31	2913	2782	-131	-4%	2.45	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH >10
719	A3 northbound A31 to A322	3689	3974	285	8%	4.60	✓	✓	x
772	A3 Godalming By-pass	1426	1330	-96	-7%	2.59	✓	✓	x
863	A3 northbound off slip Puttenham	391	367	-24	-6%	1.21	✓	✓	x
980	A3 on slip Dennis' southbound	1067	1134	67	6%	2.03	✓	✓	x
981	A3 southbound off slip Burpham	593	611	18	3%	0.73	✓	✓	x
983	A3 southbound off slip Stoke Crossroads	984	895	-89	-9%	2.89	✓	✓	x
1054	B2234 Merrow Park Lane	358	396	38	11%	1.98	✓	✓	x
1057	A248 Kings Road	661	668	7	1%	0.26	✓	✓	x
1058	A248 Kings Road	343	332	-11	-3%	0.60	✓	✓	x
1059	A3100 London Road	587	671	84	14%	3.36	✓	✓	x
1060	A3100 London Road	859	774	-85	-10%	2.98	✓	✓	x
1061	A3100 London Road	374	447	73	20%	3.62	✓	✓	x
1063	D4009 Trodds Lane	263	261	-2	-1%	0.10	✓	✓	x
1064	D4009 Trodds Lane	199	188	-11	-5%	0.77	✓	✓	x
1065	C146 Guildford Park Road	535	497	-38	-7%	1.69	✓	✓	x
1066	C146 Guildford Park Road	423	417	-6	-1%	0.30	✓	✓	x
1067	A31 Farnham Road	893	914	21	2%	0.71	✓	✓	x
1068	A31 Farnham Road	830	800	-30	-4%	1.05	✓	✓	x
1069	A3100 Clay Lane	1022	1391	369	36%	10.63	x	x	✓
1074	A3100 London Road	600	661	61	10%	2.41	✓	✓	x
1075	A3100 London Road	644	663	19	3%	0.74	✓	✓	x
1076	B3000 The Street	736	509	-227	-31%	9.10	x	x	x
1077	B3000 The Street	550	541	-9	-2%	0.37	✓	✓	x
1078	B3000 New Pond Lane	718	554	-164	-23%	6.49	x	x	x
1079	B3000 New Pond Lane	454	458	4	1%	0.19	✓	✓	x
1080	A3100 Old Portsmouth Road	779	621	-158	-20%	5.98	x	x	x
1081	A3100 Old Portsmouth Road	586	565	-21	-4%	0.89	✓	✓	x
1082	D4003 Walnut Tree Close	493	482	-11	-2%	0.51	✓	✓	x
1083	D4003 Walnut Tree Close	300	206	-94	-31%	5.93	✓	x	x
1165	A320 Woking Road	515	602	87	17%	3.67	✓	✓	x
1166	A322 Worplesdon Road	498	571	73	15%	3.15	✓	✓	x
1167	A322 Worplesdon Road	488	478	-10	-2%	0.47	✓	✓	x
1169	A323 Aldershot Road	303	273	-30	-10%	1.76	✓	✓	x
1461	Coombe Lane (from Shere)	102	65	-37	-36%	4.01	✓	✓	x
1462	Coombe Lane (from Shere)	53	52	-1	-3%	0.20	✓	✓	x
1633	A322 Woodbridge Road	869	856	-13	-2%	0.45	✓	✓	x
1634	A25 Boxgrove Road	457	506	49	11%	2.23	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH >10
1635	A25 Boxgrove Road	497	473	-24	-5%	1.11	✓	✓	x
1636	A246 Epsom Road	504	543	39	8%	1.69	✓	✓	x
1637	A246 Epsom Road	882	805	-77	-9%	2.65	✓	✓	x
1638	Merrow P&R exit	7	3	-4	-54%	1.69	✓	✓	x
1639	Merrow P&R entrance	56	46	-10	-18%	1.38	✓	✓	x
1640	Artington P&R exit	21	9	-12	-57%	3.10	✓	✓	x
1641	Artington P&R entrance	244	208	-36	-15%	2.37	✓	✓	x
1642	Spectrum exit	103	98	-5	-5%	0.50	✓	✓	x
1643	Spectrum entrance	298	301	3	1%	0.15	✓	✓	x
1644	York Road Car Park	5	5	-0	-1%	0.02	✓	✓	x
1645	York Road Car Park	125	124	-1	-1%	0.09	✓	✓	x
1646	Spectrum P&R entrance	97	89	-8	-8%	0.85	✓	✓	x
1647	Spectrum P&R exit	6	5	-1	-12%	0.30	✓	✓	x
18	A31 Farnham Road	574	578	4	1%	0.17	✓	✓	x
39	A3100 London Road	278	246	-32	-12%	1.99	✓	✓	x
40	A25 Shere Road	705	680	-25	-4%	0.96	✓	✓	x
1070	A3100 Clay Lane	482	497	15	3%	0.69	✓	✓	x
1071	A3 on slip	918	1004	86	9%	2.79	✓	✓	x
1072	B2234 New Inn Lane	464	439	-25	-5%	1.19	✓	✓	x
1073	B2234 New Inn Lane	522	545	23	4%	0.98	✓	✓	x
1562	Guildford Park Road	449	412	-37	-8%	1.76	✓	✓	x
1563	Guildford Park Road	456	477	21	5%	0.98	✓	✓	x
1564	Farnham Road car park	17	16	-1	-6%	0.26	✓	✓	x
1565	Farnham Road car park	163	160	-3	-2%	0.21	✓	✓	x
1566	Guildford Gyratory	2112	2182	70	3%	1.51	✓	✓	x
1567	Station View	253	262	9	4%	0.57	✓	✓	x
1568	Station View	235	280	45	19%	2.80	✓	✓	x
1569	Station View	87	99	12	14%	1.23	✓	✓	x
1570	Walnut Tree Close	322	345	23	7%	1.27	✓	✓	x
1571	Walnut Tree Close	237	150	-87	-37%	6.23	✓	x	x
1572	A322 Woodbridge Road	799	719	-80	-10%	2.92	✓	✓	x
1573	A322 Woodbridge Road	857	875	18	2%	0.60	✓	✓	x
1574	Lea's Road	42	1	-41	-97%	8.70	✓	x	x
1575	Lea's Road	229	230	1	0%	0.03	✓	✓	x
1576	Laundry Road	67	77	10	14%	1.13	✓	✓	x
1577	Woodbridge Road	309	250	-59	-19%	3.56	✓	✓	x
1578	Woodbridge Road	257	181	-76	-30%	5.13	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH >10
1579	A322 Onslow Street	1193	1219	26	2%	0.76	✓	✓	x
1580	A322 Onslow Street	1337	1129	-208	-16%	5.94	x	x	x
1581	Guildford Gyratory	1919	1906	-13	-1%	0.30	✓	✓	x
1582	Guildford Gyratory	2063	1815	-248	-12%	5.63	✓	x	x
1583	Guildford Gyratory	1971	1723	-248	-13%	5.78	✓	x	x
1584	Guildford Gyratory	1980	1848	-132	-7%	3.02	✓	✓	x
1585	Guildford Gyratory	2076	2068	-8	0%	0.18	✓	✓	x
1586	A3100 Portsmouth Road	699	787	88	13%	3.23	✓	✓	x
1587	A3100 Portsmouth Road	604	567	-37	-6%	1.51	✓	✓	x
1588	Millmead	65	62	-3	-5%	0.40	✓	✓	x
1589	Millmead	20	22	2	8%	0.35	✓	✓	x
1590	A281 Millbrook	892	994	102	11%	3.33	✓	✓	x
1591	A281 Millbrook	882	869	-13	-1%	0.44	✓	✓	x
1592	North Street	92	92	0	1%	0.05	✓	✓	x
1593	Leapale Road	209	175	-34	-16%	2.43	✓	✓	x
1594	Woodbridge Road	163	86	-77	-47%	6.90	✓	x	x
1595	Old Police Station car park entrance & Leapale	49	175	126	257%	11.91	x	x	✓
1596	Old Police Station car park exit	23	59	36	156%	5.62	✓	x	x
1597	Commercial Road car park entrance	14	52	38	270%	6.59	✓	x	x
1598	Commercial Road car park exit	5	6	1	11%	0.25	✓	✓	x
1599	A320 Chertsey Street	146	212	66	45%	4.91	✓	✓	x
1600	A320 Chertsey Street	61	116	55	89%	5.81	✓	x	x
1601	North Street	246	173	-73	-30%	5.02	✓	✓	x
1602	North Street	179	81	-98	-55%	8.61	✓	x	x
1603	A320 High Street	274	298	24	9%	1.42	✓	✓	x
1604	A320 High Street	123	110	-13	-11%	1.25	✓	✓	x
1605	Leapale Road	170	52	-118	-69%	11.15	x	x	✓
1606	North Street	235	180	-55	-24%	3.84	✓	✓	x
1607	Leapale Car Park Exit	1	52	51	5121%	9.93	✓	x	x
1608	Millbrook car park exit	3	15	12	394%	3.96	✓	✓	x
1609	Millbrook car park entrance	12	33	21	171%	4.35	✓	✓	x
1666	A322 Onslow Street	866	1011	145	17%	4.75	x	✓	x
1667	A322 Onslow Street	1102	1087	-15	-1%	0.46	✓	✓	x
1941	A281 Millbrook	900	1012	112	12%	3.62	✓	✓	x
1942	A281 Millbrook	713	639	-74	-10%	2.84	✓	✓	x
1943	Quarry Street	233	259	26	11%	1.67	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH >10
1944	A320 Stoke Road	486	520	34	7%	1.50	✓	✓	x
1945	A320 Stoke Road	114	136	22	19%	1.98	✓	✓	x
1946	A320 Stoke Road	465	365	-100	-22%	4.92	x	✓	x
1947	A320 Stoke Road	106	79	-27	-25%	2.80	✓	✓	x
1950	Eastgate Gardens	54	54	0	1%	0.06	✓	✓	x
1951	Eastgate Gardens	83	77	-6	-7%	0.70	✓	✓	x
1952	A3100 High Street	176	110	-66	-38%	5.56	✓	x	x
1953	A3100 High Street	296	298	2	1%	0.12	✓	✓	x
1954	A3100 High Street	341	344	3	1%	0.19	✓	✓	x
1955	A3100 High Street	192	134	-58	-30%	4.57	✓	✓	x
1956	A246 Epsom Road	164	167	3	2%	0.26	✓	✓	x
1957	A246 Epsom Road	171	182	11	6%	0.80	✓	✓	x
1958	A246 Epsom Road	609	543	-66	-11%	2.76	✓	✓	x
1959	A246 Epsom Road	315	169	-146	-46%	9.37	x	x	x
1962	A320 Stoke Road	410	394	-16	-4%	0.80	✓	✓	x
1963	A320 Stoke Road	547	670	123	23%	4.99	x	✓	x
1964	A320 Stoke Road	653	724	71	11%	2.69	✓	✓	x
1965	A320 Stoke Road	503	489	-14	-3%	0.62	✓	✓	x
1966	D4006 Nightingale Road	130	139	9	7%	0.79	✓	✓	x
1967	D4006 Nightingale Road	117	181	64	55%	5.24	✓	✓	x
1968	A3100 London Road	484	429	-55	-11%	2.55	✓	✓	x
1969	A3100 London Road	358	425	67	19%	3.41	✓	✓	x
1970	A246 Waterden Road	279	244	-35	-13%	2.16	✓	✓	x
1971	A246 Waterden Road	249	184	-65	-26%	4.44	✓	✓	x
1972	A246 York Road	382	366	-16	-4%	0.85	✓	✓	x
1973	A246 York Road	523	420	-103	-20%	4.72	x	✓	x
1974	D4014 Jenner Road	166	95	-71	-43%	6.26	✓	x	x
1975	D4014 Jenner Road	296	337	41	14%	2.31	✓	✓	x
1976	D4014 Jenner Road	239	97	-142	-59%	10.93	x	x	✓
1977	D4014 Sydenham Road	369	340	-29	-8%	1.55	✓	✓	x
1978	D4006 Denmark Road	69	65	-4	-6%	0.52	✓	✓	x
1979	D4006 Denmark Road	175	193	18	10%	1.34	✓	✓	x
1980	D4006 Dene Road	60	55	-5	-8%	0.61	✓	✓	x
1981	D4015 Warwicks Bench	276	302	26	10%	1.55	✓	✓	x
1982	D4015 Warwicks Bench	72	139	67	93%	6.52	✓	x	x
1984	D4004 Haydon Place	53	45	-8	-16%	1.20	✓	✓	x
1985	D4004 Haydon Place	39	38	-1	-2%	0.13	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH >10
1986	D4004 Martyr Road	55	45	-10	-19%	1.47	✓	✓	x
1987	D4004 Martyr Road	37	45	8	22%	1.25	✓	✓	x
1988	D4004 Martyr Road	40	17	-23	-59%	4.41	✓	✓	x
1989	D4004 Martyr Road	25	37	12	50%	2.22	✓	✓	x
1990	D4015 South Hill	27	36	9	32%	1.54	✓	✓	x
192	Westwood Lane	116	86	-30	-26%	3.00	✓	✓	x
247	A246 Guildford Road	368	335	-33	-9%	1.74	✓	✓	x
248	A246 Guildford Road	457	276	-181	-40%	9.43	x	x	x
303	B3012 Gapemouth Road	247	267	20	8%	1.27	✓	✓	x
304	B3012 Gapemouth Road	349	222	-127	-36%	7.52	x	x	x
339	Horsley Road	546	521	-25	-5%	1.09	✓	✓	x
340	Horsley Road	279	274	-5	-2%	0.30	✓	✓	x
468	B367 Newark Lane	367	356	-11	-3%	0.57	✓	✓	x
608	A331 Blackwater Valley Route	2337	2361	24	1%	0.49	✓	✓	x
670	M25 CW J10 on slip	2218	2496	278	13%	5.73	✓	x	x
671	M25 AC J10 off slip	2025	2087	62	3%	1.37	✓	✓	x
672	M25 CW J10 after off slip	4135	4290	155	4%	2.39	✓	✓	x
673	M25 AC J10 after off slip	3831	4177	346	9%	5.46	✓	✓	x
724	A3 southbound within M25 J10	1940	2003	63	3%	1.41	✓	✓	x
854	Effingham Common Road southbound	292	256	-36	-12%	2.16	✓	✓	x
855	A246 Guildford Road Eastbound	69	70	1	2%	0.15	✓	✓	x
914	A3 southbound off slip to M25	1338	1330	-8	-1%	0.21	✓	✓	x
1202	A324 Aldershot Road	467	554	87	19%	3.85	✓	✓	x
1203	A324 Aldershot Road	304	202	-102	-34%	6.44	x	x	x
1243	B3411 Vale Road	360	389	29	8%	1.51	✓	✓	x
1244	B3411 Vale Road	494	372	-122	-25%	5.87	x	x	x
1417	C2 3Hurtmore Road	177	129	-48	-27%	3.87	✓	✓	x
1420	Eashing Lane	105	100	-5	-4%	0.46	✓	✓	x
1427	Binscombe Lane (east)	111	146	35	32%	3.12	✓	✓	x
1428	Binscombe Lane (east)	85	89	4	5%	0.42	✓	✓	x
1429	Green Lane	88	102	14	16%	1.45	✓	✓	x
1430	Green Lane	61	53	-8	-14%	1.09	✓	✓	x
1431	Binscombe Lane (west)	42	44	2	5%	0.34	✓	✓	x
1455	Middle Street	252	236	-16	-6%	1.00	✓	✓	x
1456	Middle Street	94	110	16	17%	1.61	✓	✓	x
1459	Coombe Lane (east)	56	36	-20	-36%	2.93	✓	✓	x
1472	Flexford Road	100	180	80	80%	6.76	✓	x	x



Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH >10
1473	Flexford Road	125	203	78	62%	6.09	✓	x	x
1474	Westwood Lane (from Hog's Back)	178	266	88	49%	5.90	✓	x	x
1475	Westwood Lane (from Hog's Back)	284	203	-81	-28%	5.18	✓	✓	x
1502	Tunnel Hill Road (Pirbright)	177	200	23	13%	1.67	✓	✓	x
1503	Tunnel Hill Road (Pirbright)	103	197	94	91%	7.67	✓	x	x
1504	Grange Road	195	213	18	9%	1.27	✓	✓	x
1505	Grange Road	114	126	12	10%	1.07	✓	✓	x
1506	Tunnel Hill Road (Mytchett)	366	377	11	3%	0.59	✓	✓	x
1534	C37 Warren Road (from t/c)	88	194	106	121%	8.95	x	x	x
1626	B2215 High Street	640	655	15	2%	0.61	✓	✓	x
1627	B2215 High Street	639	526	-113	-18%	4.70	x	✓	x
1628	B367 Newark Lane	262	249	-13	-5%	0.84	✓	✓	x
1629	B2215 Portsmouth Road	597	617	20	3%	0.82	✓	✓	x
1702	Hog's Back (from Seale)	94	94	-0	0%	0.05	✓	✓	x
1703	Hog's Back (from Seale)	212	195	-17	-8%	1.21	✓	✓	x
1936	D401 5South Hill	110	202	92	84%	7.37	✓	x	x
674	M25 CW J10 to 11	6755	6786	31	0%	0.38	✓	✓	x
675	M25 AC J11 to 10	6105	6264	159	3%	2.02	✓	✓	x
718	A3 northbound south of M25 J10	4339	4622	283	7%	4.23	✓	✓	x
723	A3 southbound off slip for B2039	692	739	47	7%	1.75	✓	✓	x
729	A3 northbound within M25 J10	2467	2748	281	11%	5.51	✓	x	x
858	B367 Newark Lane northbound	433	440	7	2%	0.32	✓	✓	x
1178	A247 Broadmead Road	590	629	39	7%	1.59	✓	✓	x
1179	A247 Broadmead Road	694	695	1	0%	0.05	✓	✓	x
1418	C23 Hurtmore Road	215	220	5	2%	0.31	✓	✓	x
1419	Eashing Lane	120	132	12	10%	1.07	✓	✓	x
1432	Binscombe Lane (west)	43	36	-7	-16%	1.09	✓	✓	x
1460	Coombe Lane (east)	35	30	-5	-14%	0.88	✓	✓	x
1507	Tunnel Hill Road (Mytchett)	212	287	75	35%	4.74	✓	✓	x
1508	The Street	414	425	11	3%	0.52	✓	✓	x
1509	The Street	296	334	38	13%	2.17	✓	✓	x
1512	Hog's Back (from Farnham)	253	230	-23	-9%	1.49	✓	✓	x
1513	Hog's Back (from Farnham)	253	241	-12	-5%	0.77	✓	✓	x
1630	B368 Send Marsh Road	274	309	35	13%	2.06	✓	✓	x
1631	B2215 Portsmouth Road	459	444	-15	-3%	0.71	✓	✓	x
1706	A323 Aldershot Road	756	810	54	7%	1.94	✓	✓	x
1707	A323 Aldershot Road	553	626	73	13%	2.99	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH >10
1948	A246 York Road	570	480	-90	-16%	3.95	✓	✓	x
1949	A246 York Road	663	544	-119	-18%	4.84	x	✓	x
1960	D4014 Harvey Road	312	300	-12	-4%	0.67	✓	✓	x
1961	D4014 Harvey Road	67	1	-66	-98%	11.25	✓	x	✓
2432	A246 Guildford Road	643	589	-54	-8%	2.19	✓	✓	x
2433	Beech Avenue	146	149	3	2%	0.28	✓	✓	x
2447	Beech Avenue	137	162	25	18%	2.04	✓	✓	x
2494	Effingham Common Road	269	256	-13	-5%	0.78	✓	✓	x
2495	Effingham Common Road	455	638	183	40%	7.84	x	x	x
2496	Lower Road	387	438	51	13%	2.50	✓	✓	x
2497	Lower Road	237	130	-107	-45%	7.90	x	x	x
2498	The Street	232	200	-32	-14%	2.14	✓	✓	x
2499	The Street	225	126	-99	-44%	7.45	✓	x	x
2500	Orestan Lane	53	0	-53	-100%	10.30	✓	x	✓
2501	Orestan Lane	24	0	-24	-100%	6.93	✓	x	x
2512	Howard Road	423	638	215	51%	9.34	x	x	x
2513	Forest Road	278	141	-137	-49%	9.49	x	x	x
2605	Forest Road	142	126	-16	-12%	1.42	✓	✓	x
2615	A246 Epsom Road eastbound	546	478	-68	-12%	3.00	✓	✓	x
2616	A246 Epsom Road westbound	574	508	-66	-12%	2.85	✓	✓	x
2617	B2039 Ockham Road South northbound	373	204	-169	-45%	9.95	x	x	x
2618	B2039 Ockham Road South southbound	206	109	-97	-47%	7.77	✓	x	x
2619	A246 Guildford Road eastbound	491	585	94	19%	4.06	✓	✓	x
2620	A246 Guildford Road westbound	686	710	24	4%	0.92	✓	✓	x
2621	A3 southbound on slip Burntcommon	717	736	19	3%	0.69	✓	✓	x
2622	A247 Clandon Road northbound	731	727	-4	-1%	0.15	✓	✓	x
2623	A247 Clandon Road southbound	23	22	-1	-3%	0.17	✓	✓	x
2624	Tithebarns Lane eastbound	92	90	-2	-2%	0.22	✓	✓	x
2625	Tithebarns Lane westbound	100	121	21	21%	1.97	✓	✓	x
2626	Forest Road northbound	168	107	-61	-36%	5.17	✓	✓	x
2627	Forest Road southbound	146	195	49	34%	3.76	✓	✓	x
2628	B2039 Ockham Road South northbound	313	368	55	18%	2.98	✓	✓	x
2629	B2039 Ockham Road South southbound	191	185	-6	-3%	0.46	✓	✓	x
2630	Guileshill Lane southbound	39	40	1	3%	0.18	✓	✓	x
2631	Guileshill Lane northbound	49	56	7	15%	0.98	✓	✓	x
2632	B2039 Ockham Road North northbound	365	491	126	34%	6.08	x	x	x
2633	B2039 Ockham Road North southbound	231	210	-21	-9%	1.43	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH >10
2634	B2039 Ockham Road North northbound	362	483	121	33%	5.89	x	x	x
2635	B2039 Ockham Road North southbound	238	218	-20	-8%	1.32	✓	✓	x
2636	Clay Lane westbound	362	381	19	5%	1.00	✓	✓	x
2637	Clay Lane eastbound	679	623	-56	-8%	2.18	✓	✓	x
2638	Salt Box Road eastbound	786	693	-93	-12%	3.42	✓	✓	x
2639	Salt Box Road westbound	583	499	-84	-14%	3.60	✓	✓	x
2640	Grange Road southbound	167	159	-8	-5%	0.60	✓	✓	x
2641	Grange Road north	215	192	-23	-11%	1.63	✓	✓	x
2642	Salt Box Road westbound	503	340	-163	-32%	7.91	x	x	x
2643	Salt Box Road eastbound	657	502	-155	-24%	6.44	x	x	x
2644	A322 Worplesdon Road northbound	741	800	59	8%	2.13	✓	✓	x
2645	A322 Worplesdon Road southbound	883	869	-14	-2%	0.49	✓	✓	x
2646	A3100 London Road northbound	72	95	23	32%	2.51	✓	✓	x
2647	A3100 London Road southbound	764	778	14	2%	0.51	✓	✓	x
2648	A3100 London Road northbound	722	880	158	22%	5.59	x	x	x
2649	A3100 London Road southbound	861	776	-85	-10%	2.96	✓	✓	x
2650	A3100 Clay Lane eastbound	543	319	-224	-41%	10.78	x	x	✓
2651	A3100 Clay Lane westbound	1096	1106	10	1%	0.30	✓	✓	x
2652	Bowers Farm Drive northbound	307	178	-129	-42%	8.29	x	x	x
2653	Bowers Farm Drive southbound	288	285	-3	-1%	0.16	✓	✓	x
2654	A3 Dennis' off slip northbound	1103	1288	185	17%	5.35	x	✓	x
2655	Surrey Way northbound	82	87	5	6%	0.56	✓	✓	x
2656	Surrey Way southbound	449	452	3	1%	0.12	✓	✓	x
2657	A25 Middleton Road eastbound	1755	2233	478	27%	10.70	x	x	✓
2658	A25 Middleton Road westbound	1305	1494	189	14%	5.05	✓	✓	x
2660	Wisley Lane northbound	127	204	77	60%	5.96	✓	x	x
2661	Wisley Lane southbound	197	170	-27	-13%	1.96	✓	✓	x
2662	Ockham Lane westbound	78	259	181	232%	13.95	x	x	✓
2663	Ockham Lane eastbound	75	65	-10	-13%	1.16	✓	✓	x
2664	Old Lane northbound	145	150	5	3%	0.42	✓	✓	x
2665	Old Lane southbound	69	75	6	8%	0.67	✓	✓	x
2673	A323 Church Hill eastbound	385	118	-267	-69%	16.80	x	x	✓
2674	A323 Church Hill westbound	332	297	-35	-11%	2.00	✓	✓	x
2675	A323 Guildford Road eastbound	392	118	-274	-70%	17.13	x	x	✓
2676	A323 Guildford Road westbound	330	300	-30	-9%	1.71	✓	✓	x
2677	Foreman Road northbound	35	0	-35	-100%	8.37	✓	x	x
2678	Foreman Road southbound	43	3	-40	-93%	8.30	✓	x	x

<b>Count No.</b>	<b>Count Name</b>	<b>Observed Flow</b>	<b>Modelled Flow</b>	<b>Diff</b>	<b>% Diff</b>	<b>GEH</b>	<b>Met Flow Criteria</b>	<b>GEH &lt;5.5</b>	<b>GEH&gt;10</b>
2679	B2215 High Street northbound	828	901	73	9%	2.48	✓	✓	×
2680	B2215 High Street southbound	564	568	4	1%	0.16	✓	✓	×
2681	B2215 High Street southbound	337	306	-31	-9%	1.72	✓	✓	×
2682	B367 Newark Lane northbound	302	265	-37	-12%	2.20	✓	✓	×

Guildford Borough – Average weekday PM peak hour (1600 – 1900)

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
28	A281 Horsham Road	565	483	-82	-15%	3.60	✓	✓	x
38	A3100 London Road	421	308	-113	-27%	5.93	x	x	x
90	A31 Farnham Road	2269	2379	110	5%	2.29	✓	✓	x
128	A322 Worplesdon Road	1511	1447	-64	-4%	1.66	✓	✓	x
138	A248 Broadford Road	439	430	-9	-2%	0.42	✓	✓	x
392	A25 Woodbridge Road	1537	1549	12	1%	0.32	✓	✓	x
393	A25 Woodbridge Road	1562	1602	40	3%	1.00	✓	✓	x
513	A248 The Street	546	588	42	8%	1.75	✓	✓	x
514	A248 The Street	624	598	-26	-4%	1.04	✓	✓	x
527	A320 Woking Road	661	624	-37	-6%	1.46	✓	✓	x
528	A320 Woking Road	775	767	-8	-1%	0.27	✓	✓	x
575	A25 Parkway	896	1008	112	13%	3.64	✓	✓	x
576	A25 Parkway	831	839	8	1%	0.27	✓	✓	x
621	Mangles Road	135	127	-8	-6%	0.74	✓	✓	x
622	Mangles Road	169	167	-2	-1%	0.12	✓	✓	x
623	Stoughton Road	276	248	-28	-10%	1.75	✓	✓	x
624	Stoughton Road	500	470	-30	-6%	1.37	✓	✓	x
643	A320 Woking Road	1058	976	-82	-8%	2.57	✓	✓	x
646	A25 Epsom Road	490	461	-29	-6%	1.32	✓	✓	x
648	A281 Shalford Road	652	616	-36	-5%	1.41	✓	✓	x
700	A3 northbound B3000 to A31	1703	1649	-54	-3%	1.32	✓	✓	x
701	A3 southbound off slip for A31	1511	1636	125	8%	3.16	✓	✓	x
702	A3 northbound off slip for Dennisville	334	356	22	7%	1.21	✓	✓	x
703	A3 northbound on slip at Dennisville	848	884	36	4%	1.23	✓	✓	x
757	A3 Guildford & Godalming By-pass	2901	3416	515	18%	9.16	✓	x	x
771	A3 Godalming By-pass	1765	1687	-78	-4%	1.89	✓	✓	x
843	A3 Guildford By-pass	2875	3213	338	12%	6.13	✓	x	x
862	A323 Aldershot Road westbound	317	349	32	10%	1.78	✓	✓	x
976	A320 Woking Road southbound	829	909	80	10%	2.70	✓	✓	x
977	A25 Epsom Road westbound	451	469	18	4%	0.83	✓	✓	x
978	A281 The Street southbound	893	904	11	1%	0.38	✓	✓	x
979	A3100 Portsmouth Road northbound	463	407	-56	-12%	2.69	✓	✓	x
1031	A25 Epsom Road	451	442	-9	-2%	0.45	✓	✓	x
1032	A25 Epsom Road	490	509	19	4%	0.87	✓	✓	x
1049	A25 Epsom Road	451	471	20	4%	0.92	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
1050	A25 Epsom Road	476	433	-43	-9%	2.01	✓	✓	x
1051	A25 Epsom Road	769	706	-63	-8%	2.32	✓	✓	x
1052	A25 Epsom Road	658	598	-60	-9%	2.39	✓	✓	x
1053	B2234 Merrow Park Lane	445	448	3	1%	0.15	✓	✓	x
1158	A25 Epsom Road	736	720	-16	-2%	0.59	✓	✓	x
1159	A25 Epsom Road	620	653	33	5%	1.31	✓	✓	x
1160	A31 Farnham Road	711	600	-111	-16%	4.32	x	✓	x
1161	A31 Farnham Road	415	400	-15	-4%	0.73	✓	✓	x
1164	A320 Woking Road	514	591	77	15%	3.27	✓	✓	x
1311	A320 Woking Road	650	659	9	1%	0.35	✓	✓	x
1312	A320 Woking Road	925	838	-87	-9%	2.91	✓	✓	x
1317	A320 Woking Road	1957	1802	-155	-8%	3.58	✓	✓	x
1318	A320 Woking Road	724	704	-20	-3%	0.75	✓	✓	x
1413	D96 Priorsfield Road	341	298	-43	-12%	2.38	✓	✓	x
1414	D96 Priorsfield Road	310	367	57	18%	3.09	✓	✓	x
1457	Staple Lane	21	59	38	181%	6.02	✓	x	x
1458	Staple Lane	57	59	2	3%	0.26	✓	✓	x
1524	C15 Broad Street (west)	160	132	-28	-18%	2.35	✓	✓	x
1525	C15 Broad Street (west)	233	157	-76	-33%	5.48	✓	✓	x
1558	Guildford Park Road	477	419	-58	-12%	2.76	✓	✓	x
1559	Guildford Park Road	431	477	46	11%	2.16	✓	✓	x
1560	Guildford Park Road Car Park	32	32	0	1%	0.07	✓	✓	x
1561	Guildford Park Road Car Park	89	97	8	9%	0.79	✓	✓	x
1662	A246 York Road	810	792	-18	-2%	0.63	✓	✓	x
1663	A246 York Road	580	619	39	7%	1.59	✓	✓	x
1664	A322 Woodbridge Road	615	656	41	7%	1.64	✓	✓	x
1665	A322 Woodbridge Road	688	852	164	24%	5.90	x	x	x
1938	D4015 Castle Street	155	152	-3	-2%	0.22	✓	✓	x
1939	A281 Millbrook	607	458	-149	-25%	6.47	x	x	x
1940	A281 Millbrook	758	814	56	7%	1.98	✓	✓	x
29	A281 Horsham Road	785	615	-170	-22%	6.44	x	x	x
41	A25 Shere Road	711	691	-20	-3%	0.77	✓	✓	x
91	A31 Farnham Road	1676	1750	74	4%	1.79	✓	✓	x
129	A322 Worplesdon Road	877	1025	148	17%	4.79	x	✓	x
139	A248 Broadford Road	546	435	-111	-20%	5.01	x	✓	x
249	A25 Boxgrove Road	591	619	28	5%	1.12	✓	✓	x
250	A25 Boxgrove Road	703	732	29	4%	1.08	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
394	A25 Ladymead	1644	1270	-374	-23%	9.79	x	x	x
395	A25 Ladymead	1055	1028	-27	-3%	0.82	✓	✓	x
529	A320 Guildford Road	990	1058	68	7%	2.14	✓	✓	x
530	A320 Guildford Road	1153	1104	-49	-4%	1.47	✓	✓	x
577	A320 Woking Road	583	470	-113	-19%	4.95	x	✓	x
578	A320 Woking Road	735	665	-70	-9%	2.63	✓	✓	x
579	A320 Woking Road	723	695	-28	-4%	1.03	✓	✓	x
580	A320 Woking Road	854	884	30	3%	1.01	✓	✓	x
581	Hazel Avenue	253	245	-8	-3%	0.48	✓	✓	x
582	Hazel Avenue	259	225	-34	-13%	2.18	✓	✓	x
585	Woodlands Road	54	53	-1	-1%	0.08	✓	✓	x
586	Woodlands Road	70	81	11	16%	1.29	✓	✓	x
589	Clay Lane	772	817	45	6%	1.59	✓	✓	x
590	Clay Lane	916	1058	142	16%	4.53	x	✓	x
591	Blanchards Hill	285	318	33	12%	1.92	✓	✓	x
592	Blanchards Hill	165	141	-24	-14%	1.93	✓	✓	x
593	Moorfield Road	219	248	29	13%	1.87	✓	✓	x
594	Moorfield Road	627	615	-12	-2%	0.46	✓	✓	x
595	Jacobs Well Road	216	90	-126	-59%	10.23	x	x	✓
596	Jacobs Well Road	151	187	36	24%	2.79	✓	✓	x
625	A320 Woking Road	1216	1211	-5	0%	0.15	✓	✓	x
626	A320 Woking Road	1650	1517	-133	-8%	3.33	✓	✓	x
627	A320 Stoke Road	622	1025	403	65%	14.05	x	x	✓
628	A320 Stoke Road	713	791	78	11%	2.84	✓	✓	x
650	A3100 Portsmouth Road	516	538	22	4%	0.98	✓	✓	x
704	A3 southbound off slip at Cathedral	470	546	76	16%	3.36	✓	✓	x
705	A3 southbound on slip from B3000	408	424	16	4%	0.76	✓	✓	x
707	A3 southbound A31 to B3000	2431	2573	142	6%	2.84	✓	✓	x
708	A3 southbound within A31 junction	2213	2214	1	0%	0.03	✓	✓	x
709	A3 northbound on slip from A31	1286	1249	-37	-3%	1.05	✓	✓	x
710	A3 on slip	968	1030	62	6%	1.97	✓	✓	x
711	A3 southbound at Dennisville junction	3678	3850	172	5%	2.80	✓	✓	x
713	A3 northbound A320 to A3100	3459	3399	-60	-2%	1.03	✓	✓	x
714	A3 southbound A247 to A3100	4088	4072	-16	0%	0.25	✓	✓	x
715	A3 southbound A320 to A322	2506	2422	-84	-3%	1.69	✓	✓	x
716	A3 northbound A322 to A320	2538	2368	-170	-7%	3.42	✓	✓	x
717	A3 southbound A322 to A31	3615	3851	236	7%	3.86	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
719	A3 northbound A31 to A322	2901	2898	-3	0%	0.06	✓	✓	x
772	A3 Godalming By-pass	2543	2291	-252	-10%	5.13	✓	✓	x
863	A3 northbound off slip Puttenham	272	289	17	6%	1.01	✓	✓	x
980	A3 on slip Dennis' southbound	1037	1261	224	22%	6.61	x	x	x
981	A3 southbound off slip Burpham	920	859	-61	-7%	2.05	✓	✓	x
983	A3 southbound off slip Stoke Crossroads	822	791	-31	-4%	1.09	✓	✓	x
1054	B2234 Merrow Park Lane	462	522	60	13%	2.72	✓	✓	x
1057	A248 Kings Road	496	486	-10	-2%	0.43	✓	✓	x
1058	A248 Kings Road	579	647	68	12%	2.74	✓	✓	x
1059	A3100 London Road	782	907	125	16%	4.31	x	✓	x
1060	A3100 London Road	800	742	-58	-7%	2.10	✓	✓	x
1061	A3100 London Road	534	598	64	12%	2.70	✓	✓	x
1063	D4009 Trodds Lane	236	259	23	10%	1.46	✓	✓	x
1064	D4009 Trodds Lane	249	222	-27	-11%	1.73	✓	✓	x
1065	C146 Guildford Park Road	426	362	-64	-15%	3.21	✓	✓	x
1066	C146 Guildford Park Road	524	565	41	8%	1.74	✓	✓	x
1067	A31 Farnham Road	751	766	15	2%	0.54	✓	✓	x
1068	A31 Farnham Road	1016	892	-124	-12%	4.01	✓	✓	x
1069	A3100 Clay Lane	1077	1617	540	50%	14.70	x	x	✓
1074	A3100 London Road	698	791	93	13%	3.42	✓	✓	x
1075	A3100 London Road	704	676	-28	-4%	1.05	✓	✓	x
1076	B3000 The Street	716	594	-122	-17%	4.78	x	✓	x
1077	B3000 The Street	661	640	-21	-3%	0.84	✓	✓	x
1078	B3000 New Pond Lane	554	462	-92	-17%	4.10	✓	✓	x
1079	B3000 New Pond Lane	682	642	-40	-6%	1.54	✓	✓	x
1080	A3100 Old Portsmouth Road	639	524	-115	-18%	4.77	x	✓	x
1081	A3100 Old Portsmouth Road	772	743	-29	-4%	1.07	✓	✓	x
1082	D4003 Walnut Tree Close	322	370	48	15%	2.56	✓	✓	x
1083	D4003 Walnut Tree Close	312	266	-46	-15%	2.68	✓	✓	x
1165	A320 Woking Road	707	868	161	23%	5.73	x	x	x
1166	A322 Worpleston Road	543	663	120	22%	4.90	x	✓	x
1167	A322 Worpleston Road	474	507	33	7%	1.48	✓	✓	x
1169	A323 Aldershot Road	473	453	-20	-4%	0.94	✓	✓	x
1461	Coombe Lane (from Shere)	45	42	-3	-7%	0.45	✓	✓	x
1462	Coombe Lane (from Shere)	21	61	40	190%	6.23	✓	x	x
1633	A322 Woodbridge Road	732	671	-61	-8%	2.30	✓	✓	x
1634	A25 Boxgrove Road	532	496	-36	-7%	1.58	✓	✓	x



Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
1635	A25 Boxgrove Road	444	433	-11	-2%	0.53	✓	✓	x
1636	A246 Epsom Road	649	635	-14	-2%	0.55	✓	✓	x
1637	A246 Epsom Road	714	674	-40	-6%	1.51	✓	✓	x
1638	Merrow P&R exit	46	36	-10	-22%	1.59	✓	✓	x
1639	Merrow P&R entrance	12	6	-6	-50%	2.00	✓	✓	x
1640	Artington P&R exit	203	191	-12	-6%	0.84	✓	✓	x
1641	Artington P&R entrance	52	33	-19	-37%	2.94	✓	✓	x
1642	Spectrum exit	464	433	-31	-7%	1.47	✓	✓	x
1643	Spectrum entrance	291	291	-0	0%	0.03	✓	✓	x
1644	York Road Car Park	121	136	15	12%	1.30	✓	✓	x
1645	York Road Car Park	14	14	-0	0%	0.00	✓	✓	x
1646	Spectrum P&R entrance	15	15	-0	0%	0.01	✓	✓	x
1647	Spectrum P&R exit	96	81	-15	-15%	1.54	✓	✓	x
18	A31 Farnham Road	407	395	-12	-3%	0.58	✓	✓	x
39	A3100 London Road	379	287	-92	-24%	5.04	✓	✓	x
40	A25 Shere Road	546	515	-31	-6%	1.33	✓	✓	x
1070	A3100 Clay Lane	487	569	82	17%	3.55	✓	✓	x
1071	A3 on slip	611	806	195	32%	7.34	x	x	x
1072	B2234 New Inn Lane	524	549	25	5%	1.09	✓	✓	x
1073	B2234 New Inn Lane	430	478	48	11%	2.25	✓	✓	x
1562	Guildford Park Road	464	422	-42	-9%	1.99	✓	✓	x
1563	Guildford Park Road	506	545	39	8%	1.69	✓	✓	x
1564	Farnham Road car park	134	129	-5	-4%	0.42	✓	✓	x
1565	Farnham Road car park	21	49	28	136%	4.79	✓	✓	x
1566	Guildford Gyratory	1897	1901	4	0%	0.10	✓	✓	x
1567	Station View	180	199	19	11%	1.39	✓	✓	x
1568	Station View	252	334	82	32%	4.78	✓	✓	x
1569	Station View	19	25	6	31%	1.26	✓	✓	x
1570	Walnut Tree Close	279	342	63	23%	3.59	✓	✓	x
1571	Walnut Tree Close	213	129	-84	-39%	6.40	✓	x	x
1572	A322 Woodbridge Road	822	855	33	4%	1.13	✓	✓	x
1573	A322 Woodbridge Road	683	768	85	12%	3.17	✓	✓	x
1574	Lea's Road	63	4	-59	-93%	10.16	✓	x	✓
1575	Lea's Road	98	113	15	16%	1.48	✓	✓	x
1576	Laundry Road	301	397	96	32%	5.14	✓	✓	x
1577	Woodbridge Road	488	454	-34	-7%	1.56	✓	✓	x
1578	Woodbridge Road	239	238	-1	-1%	0.08	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
1579	A322 Onslow Street	1132	1056	-76	-7%	2.30	✓	✓	x
1580	A322 Onslow Street	1483	1396	-87	-6%	2.28	✓	✓	x
1581	Guildford Gyratory	1846	1798	-48	-3%	1.12	✓	✓	x
1582	Guildford Gyratory	2197	2139	-58	-3%	1.26	✓	✓	x
1583	Guildford Gyratory	2114	2032	-82	-4%	1.81	✓	✓	x
1584	Guildford Gyratory	1897	1759	-138	-7%	3.22	✓	✓	x
1585	Guildford Gyratory	2162	2028	-134	-6%	2.93	✓	✓	x
1586	A3100 Portsmouth Road	753	809	56	7%	1.99	✓	✓	x
1587	A3100 Portsmouth Road	489	540	51	10%	2.26	✓	✓	x
1588	Millmead	66	72	6	8%	0.67	✓	✓	x
1589	Millmead	35	43	8	23%	1.27	✓	✓	x
1590	A281 Millbrook	795	815	20	3%	0.71	✓	✓	x
1591	A281 Millbrook	1012	1087	75	7%	2.32	✓	✓	x
1592	North Street	83	107	24	29%	2.46	✓	✓	x
1593	Leapale Road	267	178	-89	-33%	5.94	✓	x	x
1594	Woodbridge Road	230	163	-67	-29%	4.76	✓	✓	x
1595	Old Police Station car park entrance & Leapale	106	178	72	68%	6.06	✓	x	x
1596	Old Police Station car park exit	66	99	33	50%	3.61	✓	✓	x
1597	Commercial Road car park entrance	13	67	54	415%	8.53	✓	x	x
1598	Commercial Road car park exit	22	25	3	15%	0.69	✓	✓	x
1599	A320 Chertsey Street	137	135	-2	-1%	0.14	✓	✓	x
1600	A320 Chertsey Street	131	175	44	34%	3.58	✓	✓	x
1601	North Street	232	222	-10	-4%	0.69	✓	✓	x
1602	North Street	247	313	66	27%	3.92	✓	✓	x
1603	A320 High Street	265	197	-68	-26%	4.51	✓	✓	x
1604	A320 High Street	251	327	76	30%	4.49	✓	✓	x
1605	Leapale Road	272	205	-67	-25%	4.36	✓	✓	x
1606	North Street	341	226	-115	-34%	6.82	x	x	x
1607	Leapale Car Park Exit	103	205	102	99%	8.20	x	x	x
1608	Millbrook car park exit	68	93	25	37%	2.80	✓	✓	x
1609	Millbrook car park entrance	34	72	38	111%	5.21	✓	✓	x
1666	A322 Onslow Street	1150	1264	114	10%	3.28	✓	✓	x
1667	A322 Onslow Street	1259	1242	-17	-1%	0.49	✓	✓	x
1941	A281 Millbrook	788	794	6	1%	0.21	✓	✓	x
1942	A281 Millbrook	996	814	-182	-18%	6.03	x	x	x
1943	Quarry Street	421	337	-84	-20%	4.31	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
1944	A320 Stoke Road	476	539	63	13%	2.79	✓	✓	x
1945	A320 Stoke Road	195	251	56	29%	3.73	✓	✓	x
1946	A320 Stoke Road	602	555	-47	-8%	1.96	✓	✓	x
1947	A320 Stoke Road	152	151	-1	0%	0.05	✓	✓	x
1950	Eastgate Gardens	87	112	25	28%	2.47	✓	✓	x
1951	Eastgate Gardens	72	68	-4	-6%	0.49	✓	✓	x
1952	A3100 High Street	331	327	-4	-1%	0.20	✓	✓	x
1953	A3100 High Street	215	197	-18	-9%	1.29	✓	✓	x
1954	A3100 High Street	250	237	-13	-5%	0.84	✓	✓	x
1955	A3100 High Street	383	411	28	7%	1.43	✓	✓	x
1956	A246 Epsom Road	283	337	54	19%	3.08	✓	✓	x
1957	A246 Epsom Road	134	164	30	22%	2.46	✓	✓	x
1958	A246 Epsom Road	503	466	-37	-7%	1.67	✓	✓	x
1959	A246 Epsom Road	534	342	-192	-36%	9.16	x	x	x
1962	A320 Stoke Road	421	475	54	13%	2.57	✓	✓	x
1963	A320 Stoke Road	569	562	-7	-1%	0.31	✓	✓	x
1964	A320 Stoke Road	686	717	31	5%	1.19	✓	✓	x
1965	A320 Stoke Road	497	600	103	21%	4.41	x	✓	x
1966	D4006 Nightingale Road	149	212	63	43%	4.72	✓	✓	x
1967	D4006 Nightingale Road	110	182	72	65%	5.94	✓	x	x
1968	A3100 London Road	544	597	53	10%	2.22	✓	✓	x
1969	A3100 London Road	594	794	200	34%	7.60	x	x	x
1970	A246 Waterden Road	209	212	3	2%	0.24	✓	✓	x
1971	A246 Waterden Road	320	206	-114	-36%	7.04	x	x	x
1972	A246 York Road	517	495	-22	-4%	0.99	✓	✓	x
1973	A246 York Road	399	325	-74	-19%	3.90	✓	✓	x
1974	D4014 Jenner Road	295	265	-30	-10%	1.80	✓	✓	x
1975	D4014 Jenner Road	338	339	1	0%	0.03	✓	✓	x
1976	D4014 Jenner Road	390	331	-59	-15%	3.12	✓	✓	x
1977	D4014 Sydenham Road	433	405	-28	-7%	1.39	✓	✓	x
1978	D4006 Denmark Road	173	224	51	30%	3.63	✓	✓	x
1979	D4006 Denmark Road	56	124	68	121%	7.15	✓	x	x
1980	D4006 Dene Road	53	54	1	3%	0.19	✓	✓	x
1981	D4015 Warwicks Bench	183	208	25	13%	1.76	✓	✓	x
1982	D4015 Warwicks Bench	155	187	32	21%	2.43	✓	✓	x
1984	D4004 Haydon Place	40	130	90	224%	9.72	✓	x	x
1985	D4004 Haydon Place	72	65	-7	-10%	0.83	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
1986	D4004 Martyr Road	94	130	36	38%	3.36	✓	✓	x
1987	D4004 Martyr Road	59	70	11	18%	1.34	✓	✓	x
1988	D4004 Martyr Road	58	22	-36	-62%	5.70	✓	x	x
1989	D4004 Martyr Road	28	64	36	130%	5.35	✓	✓	x
1990	D4015 South Hill	67	113	46	69%	4.85	✓	✓	x
192	Westwood Lane	153	30	-123	-80%	12.83	x	x	✓
247	A246 Guildford Road	421	414	-7	-2%	0.34	✓	✓	x
248	A246 Guildford Road	410	382	-28	-7%	1.40	✓	✓	x
303	B3012 Gapemouth Road	362	350	-12	-3%	0.65	✓	✓	x
304	B3012 Gapemouth Road	242	235	-7	-3%	0.47	✓	✓	x
339	Horsley Road	283	312	29	10%	1.68	✓	✓	x
340	Horsley Road	430	352	-78	-18%	3.96	✓	✓	x
468	B367 Newark Lane	394	492	98	25%	4.65	✓	✓	x
608	A331 Blackwater Valley Route	2902	2870	-32	-1%	0.60	✓	✓	x
670	M25 CW J10 on slip	1862	2228	366	20%	8.10	x	x	x
671	M25 AC J10 off slip	2159	2081	-78	-4%	1.69	✓	✓	x
672	M25 CW J10 after off slip	3702	3502	-200	-5%	3.33	✓	✓	x
673	M25 AC J10 after off slip	4449	4055	-394	-9%	6.05	✓	x	x
724	A3 southbound within M25 J10	2291	2457	166	7%	3.41	✓	✓	x
854	Effingham Common Road southbound	350	418	68	19%	3.45	✓	✓	x
855	A246 Guildford Road Eastbound	62	86	24	39%	2.83	✓	✓	x
914	A3 southbound off slip to M25	1308	1509	201	15%	5.36	✓	✓	x
1202	A324 Aldershot Road	291	273	-18	-6%	1.08	✓	✓	x
1203	A324 Aldershot Road	417	288	-129	-31%	6.90	x	x	x
1243	B3411 Vale Road	534	407	-127	-24%	5.83	x	x	x
1244	B3411 Vale Road	420	337	-83	-20%	4.28	✓	✓	x
1417	C2 3Hurtmore Road	255	240	-15	-6%	0.94	✓	✓	x
1420	Eashing Lane	63	76	13	21%	1.60	✓	✓	x
1427	Binscombe Lane (east)	62	72	10	16%	1.21	✓	✓	x
1428	Binscombe Lane (east)	150	152	2	2%	0.19	✓	✓	x
1429	Green Lane	54	42	-12	-23%	1.76	✓	✓	x
1430	Green Lane	105	93	-12	-11%	1.17	✓	✓	x
1431	Binscombe Lane (west)	32	30	-2	-6%	0.34	✓	✓	x
1455	Middle Street	108	111	3	3%	0.32	✓	✓	x
1456	Middle Street	228	225	-3	-1%	0.19	✓	✓	x
1459	Coombe Lane (east)	32	42	10	32%	1.70	✓	✓	x
1472	Flexford Road	107	139	32	29%	2.85	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
1473	Flexford Road	123	143	20	16%	1.74	✓	✓	x
1474	Westwood Lane (from Hog's Back)	235	169	-66	-28%	4.66	✓	✓	x
1475	Westwood Lane (from Hog's Back)	230	265	35	15%	2.21	✓	✓	x
1502	Tunnel Hill Road (Pirbright)	103	112	9	9%	0.91	✓	✓	x
1503	Tunnel Hill Road (Pirbright)	170	184	14	8%	1.07	✓	✓	x
1504	Grange Road	94	122	28	30%	2.71	✓	✓	x
1505	Grange Road	160	178	18	11%	1.39	✓	✓	x
1506	Tunnel Hill Road (Mytchett)	195	216	21	11%	1.49	✓	✓	x
1534	C37 Warren Road (from t/c)	121	315	194	160%	13.13	x	x	✓
1626	B2215 High Street	509	540	31	6%	1.35	✓	✓	x
1627	B2215 High Street	780	717	-63	-8%	2.32	✓	✓	x
1628	B367 Newark Lane	253	329	76	30%	4.43	✓	✓	x
1629	B2215 Portsmouth Road	540	529	-11	-2%	0.49	✓	✓	x
1702	Hog's Back (from Seale)	71	67	-4	-6%	0.50	✓	✓	x
1703	Hog's Back (from Seale)	362	307	-55	-15%	3.03	✓	✓	x
1936	D401 5South Hill	213	312	99	47%	6.11	✓	x	x
674	M25 CW J10 to 11	5656	5731	75	1%	0.99	✓	✓	x
675	M25 AC J11 to 10	6582	6136	-446	-7%	5.60	✓	x	x
718	A3 northbound south of M25 J10	4482	4659	177	4%	2.61	✓	✓	x
723	A3 southbound off slip for B2039	846	1001	155	18%	5.11	x	✓	x
729	A3 northbound within M25 J10	2228	2756	528	24%	10.57	x	x	✓
858	B367 Newark Lane northbound	377	455	78	21%	3.84	✓	✓	x
1178	A247 Broadmead Road	603	608	5	1%	0.20	✓	✓	x
1179	A247 Broadmead Road	672	641	-31	-5%	1.21	✓	✓	x
1418	C23 Hurtmore Road	137	156	19	14%	1.55	✓	✓	x
1419	Eashing Lane	125	170	45	36%	3.73	✓	✓	x
1432	Binscombe Lane (west)	68	59	-9	-13%	1.13	✓	✓	x
1460	Coombe Lane (east)	90	61	-29	-32%	3.29	✓	✓	x
1507	Tunnel Hill Road (Mytchett)	329	344	15	5%	0.82	✓	✓	x
1508	The Street	438	464	26	6%	1.24	✓	✓	x
1509	The Street	250	316	66	26%	3.91	✓	✓	x
1512	Hog's Back (from Farnham)	199	158	-41	-21%	3.09	✓	✓	x
1513	Hog's Back (from Farnham)	301	249	-52	-17%	3.15	✓	✓	x
1630	B368 Send Marsh Road	169	187	18	11%	1.35	✓	✓	x
1631	B2215 Portsmouth Road	561	564	3	1%	0.14	✓	✓	x
1706	A323 Aldershot Road	768	743	-25	-3%	0.92	✓	✓	x
1707	A323 Aldershot Road	751	779	28	4%	1.00	✓	✓	x

Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
1948	A246 York Road	522	640	118	23%	4.88	x	✓	x
1949	A246 York Road	765	550	-215	-28%	8.39	x	x	x
1960	D4014 Harvey Road	364	296	-68	-19%	3.77	✓	✓	x
1961	D4014 Harvey Road	66	5	-61	-92%	10.21	✓	x	✓
2432	A246 Guildford Road	540	531	-9	-2%	0.40	✓	✓	x
2433	Beech Avenue	127	146	19	15%	1.61	✓	✓	x
2447	Beech Avenue	151	159	8	5%	0.62	✓	✓	x
2494	Effingham Common Road	453	418	-35	-8%	1.69	✓	✓	x
2495	Effingham Common Road	355	340	-15	-4%	0.81	✓	✓	x
2496	Lower Road	281	270	-11	-4%	0.69	✓	✓	x
2497	Lower Road	335	279	-56	-17%	3.19	✓	✓	x
2498	The Street	225	70	-155	-69%	12.73	x	x	✓
2499	The Street	262	139	-123	-47%	8.73	x	x	x
2500	Orestan Lane	34	0	-34	-100%	8.25	✓	x	x
2501	Orestan Lane	43	0	-43	-100%	9.27	✓	x	x
2512	Howard Road	242	340	98	40%	5.74	✓	x	x
2513	Forest Road	165	147	-18	-11%	1.42	✓	✓	x
2605	Forest Road	204	196	-8	-4%	0.58	✓	✓	x
2615	A246 Epsom Road eastbound	605	543	-62	-10%	2.58	✓	✓	x
2616	A246 Epsom Road westbound	539	501	-38	-7%	1.68	✓	✓	x
2617	B2039 Ockham Road South northbound	282	166	-116	-41%	7.72	x	x	x
2618	B2039 Ockham Road South southbound	231	106	-125	-54%	9.62	x	x	x
2619	A246 Guildford Road eastbound	579	649	70	12%	2.84	✓	✓	x
2620	A246 Guildford Road westbound	564	667	103	18%	4.16	x	✓	x
2621	A3 southbound on slip Burntcommon	522	556	34	7%	1.48	✓	✓	x
2622	A247 Clandon Road northbound	526	549	23	4%	0.99	✓	✓	x
2623	A247 Clandon Road southbound	26	37	11	43%	2.00	✓	✓	x
2624	Tithebarns Lane eastbound	48	46	-2	-4%	0.25	✓	✓	x
2625	Tithebarns Lane westbound	69	91	22	32%	2.45	✓	✓	x
2626	Forest Road northbound	173	136	-37	-21%	2.99	✓	✓	x
2627	Forest Road southbound	142	89	-53	-38%	4.98	✓	✓	x
2628	B2039 Ockham Road South northbound	249	254	5	2%	0.33	✓	✓	x
2629	B2039 Ockham Road South southbound	250	241	-9	-3%	0.55	✓	✓	x
2630	Guileshill Lane southbound	91	106	15	17%	1.52	✓	✓	x
2631	Guileshill Lane northbound	42	48	6	14%	0.87	✓	✓	x
2632	B2039 Ockham Road North northbound	222	285	63	28%	3.96	✓	✓	x
2633	B2039 Ockham Road North southbound	267	264	-3	-1%	0.16	✓	✓	x

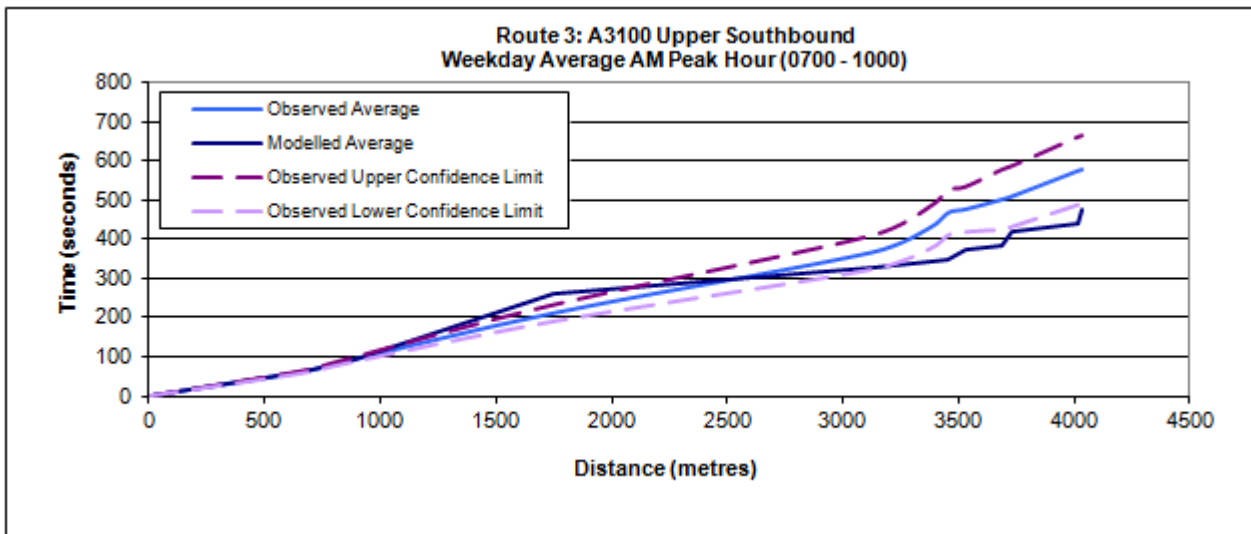
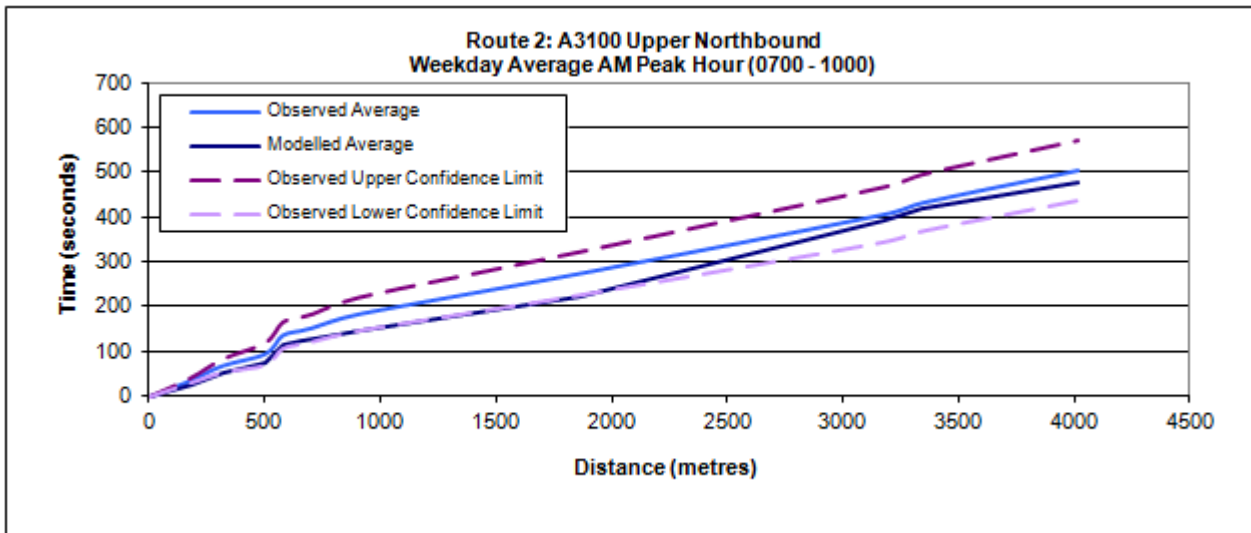
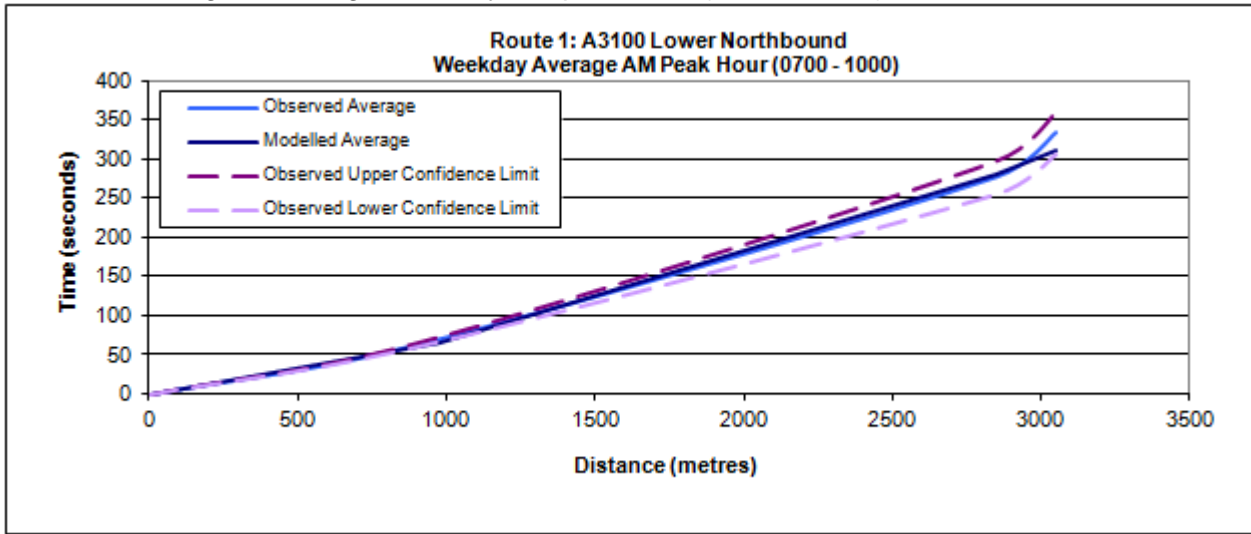
Count No.	Count Name	Observed Flow	Modelled Flow	Diff	% Diff	GEH	Met Flow Criteria	GEH <5.5	GEH>10
2634	B2039 Ockham Road North northbound	259	304	45	17%	2.67	✓	✓	x
2635	B2039 Ockham Road North southbound	255	225	-30	-12%	1.95	✓	✓	x
2636	Clay Lane westbound	554	416	-138	-25%	6.27	x	x	x
2637	Clay Lane eastbound	504	514	10	2%	0.46	✓	✓	x
2638	Salt Box Road eastbound	603	634	31	5%	1.25	✓	✓	x
2639	Salt Box Road westbound	912	956	44	5%	1.46	✓	✓	x
2640	Grange Road southbound	273	240	-33	-12%	2.05	✓	✓	x
2641	Grange Road north	168	98	-70	-42%	6.10	✓	x	x
2642	Salt Box Road westbound	723	717	-6	-1%	0.23	✓	✓	x
2643	Salt Box Road eastbound	520	537	17	3%	0.74	✓	✓	x
2644	A322 Worplesdon Road northbound	947	843	-104	-11%	3.48	✓	✓	x
2645	A322 Worplesdon Road southbound	665	506	-159	-24%	6.55	x	x	x
2646	A3100 London Road northbound	161	198	37	23%	2.79	✓	✓	x
2647	A3100 London Road southbound	937	883	-54	-6%	1.80	✓	✓	x
2648	A3100 London Road northbound	756	993	237	31%	8.03	x	x	x
2649	A3100 London Road southbound	1001	950	-51	-5%	1.63	✓	✓	x
2650	A3100 Clay Lane eastbound	633	350	-283	-45%	12.78	x	x	✓
2651	A3100 Clay Lane westbound	1162	1078	-84	-7%	2.52	✓	✓	x
2652	Bowers Farm Drive northbound	479	219	-260	-54%	13.93	x	x	✓
2653	Bowers Farm Drive southbound	547	539	-8	-1%	0.34	✓	✓	x
2654	A3 Dennis' off slip northbound	1163	1047	-116	-10%	3.48	✓	✓	x
2655	Surrey Way northbound	379	431	52	14%	2.58	✓	✓	x
2656	Surrey Way southbound	59	60	1	2%	0.14	✓	✓	x
2657	A25 Middleton Road eastbound	1304	1568	264	20%	6.96	x	x	x
2658	A25 Middleton Road westbound	1494	1833	339	23%	8.31	x	x	x
2660	Wisley Lane northbound	221	199	-22	-10%	1.51	✓	✓	x
2661	Wisley Lane southbound	159	246	87	55%	6.13	✓	x	x
2662	Ockham Lane westbound	63	193	130	207%	11.52	x	x	✓
2663	Ockham Lane eastbound	58	24	-34	-59%	5.34	✓	✓	x
2664	Old Lane northbound	86	1	-85	-99%	12.96	✓	x	✓
2665	Old Lane southbound	168	250	82	49%	5.65	✓	x	x
2673	A323 Church Hill eastbound	308	261	-47	-15%	2.76	✓	✓	x
2674	A323 Church Hill westbound	492	509	17	3%	0.74	✓	✓	x
2675	A323 Guildford Road eastbound	325	261	-64	-20%	3.72	✓	✓	x
2676	A323 Guildford Road westbound	500	515	15	3%	0.68	✓	✓	x
2677	Foreman Road northbound	37	0	-37	-100%	8.60	✓	x	x
2678	Foreman Road southbound	48	7	-41	-86%	7.85	✓	x	x

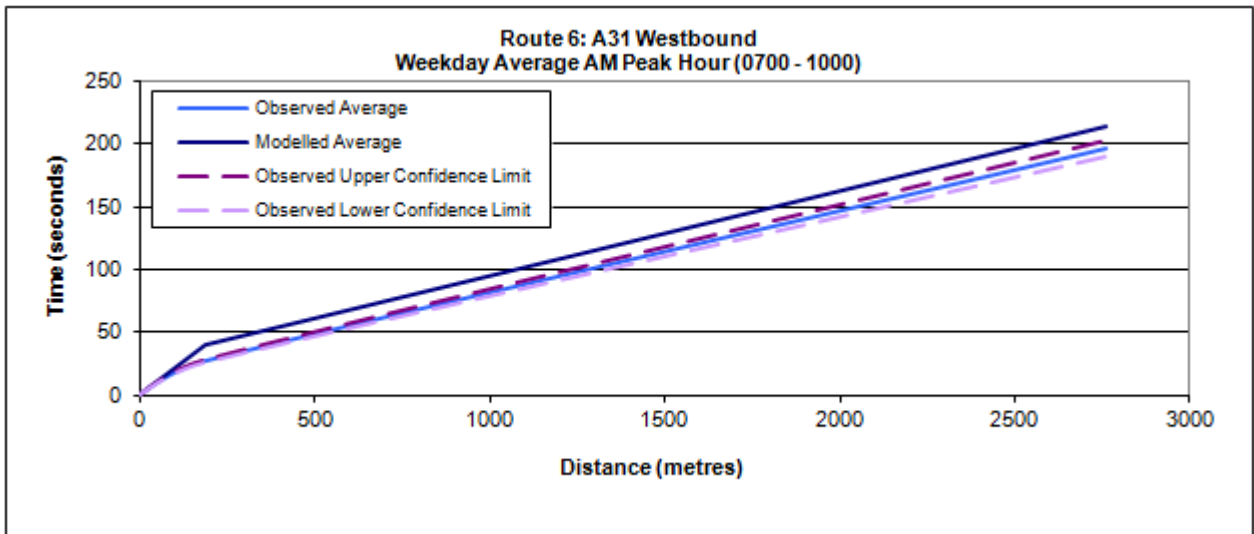
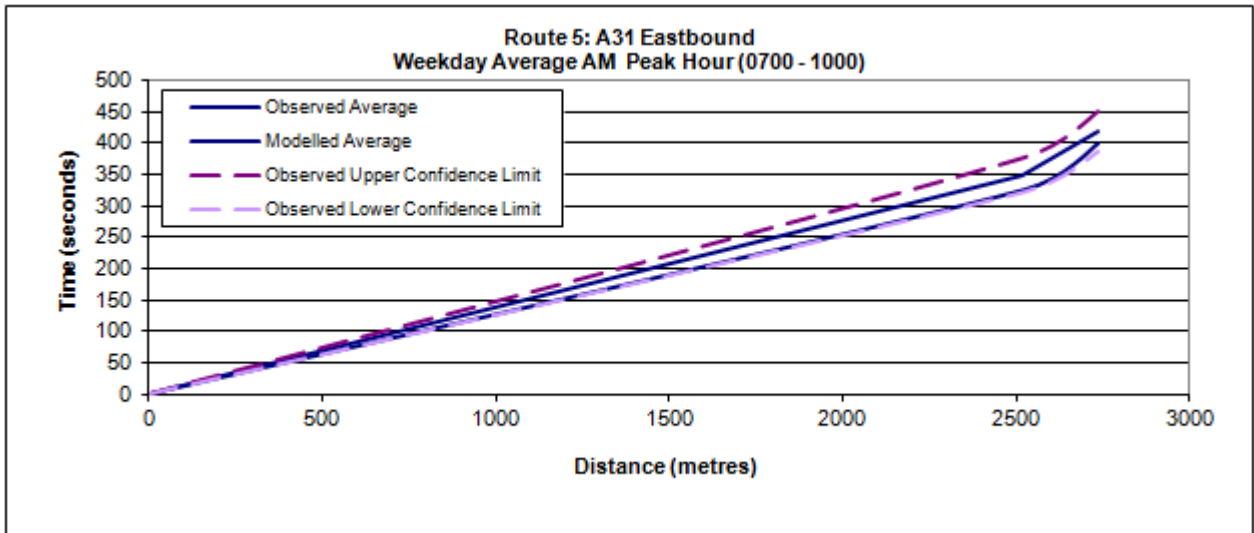
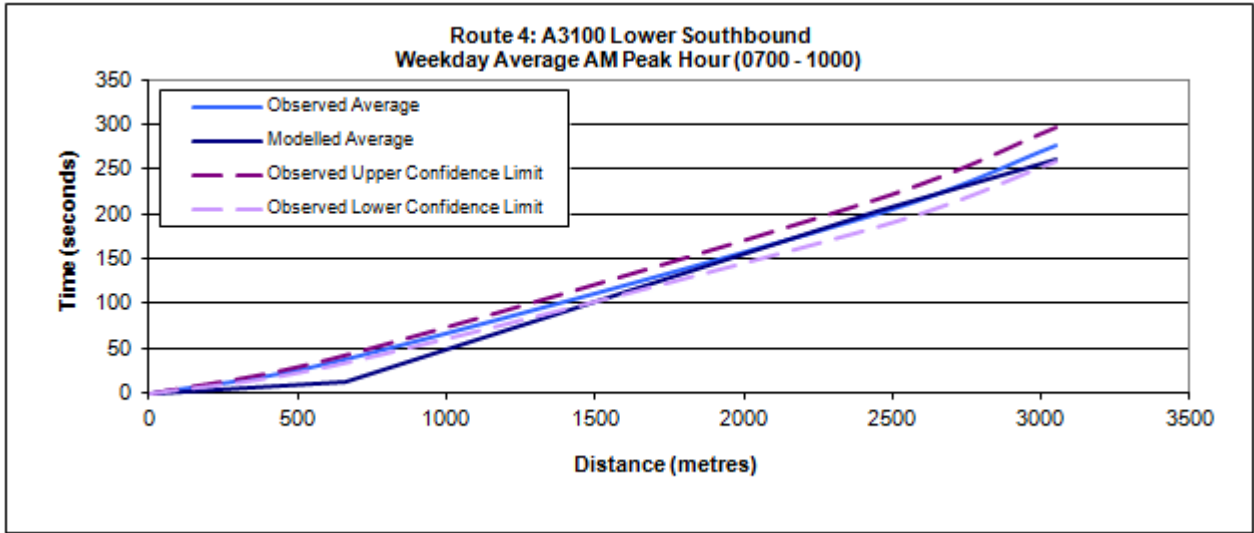
<b>Count No.</b>	<b>Count Name</b>	<b>Observed Flow</b>	<b>Modelled Flow</b>	<b>Diff</b>	<b>% Diff</b>	<b>GEH</b>	<b>Met Flow Criteria</b>	<b>GEH &lt;5.5</b>	<b>GEH&gt;10</b>
2679	B2215 High Street northbound	686	862	176	26%	6.34	x	x	x
2680	B2215 High Street southbound	804	888	84	10%	2.89	✓	✓	x
2681	B2215 High Street southbound	562	551	-11	-2%	0.45	✓	✓	x
2682	B367 Newark Lane northbound	318	343	25	8%	1.38	✓	✓	x

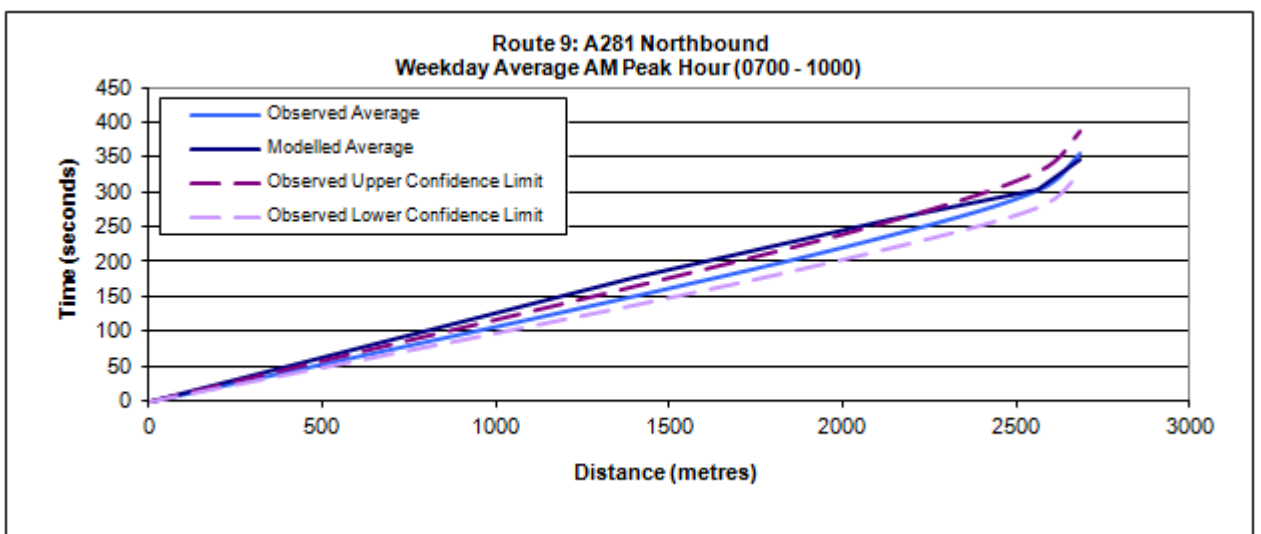
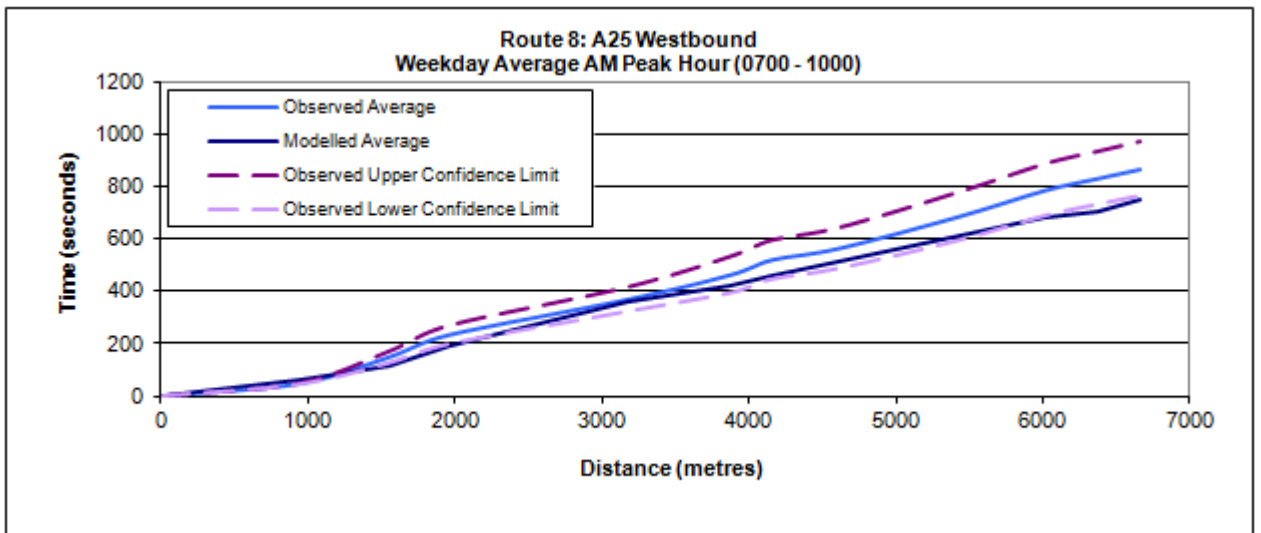
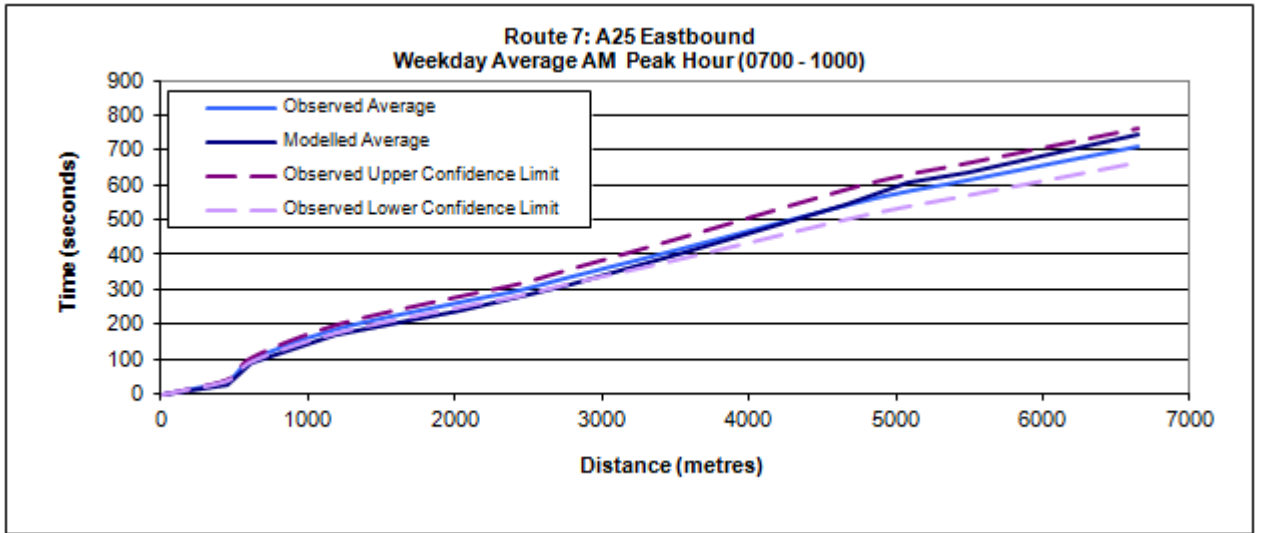


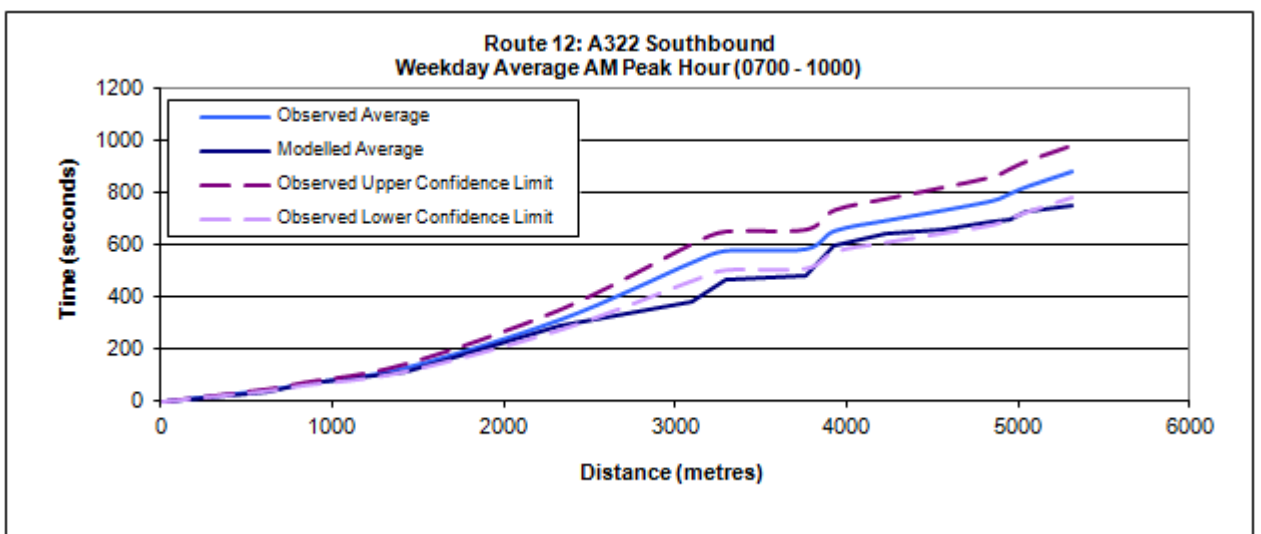
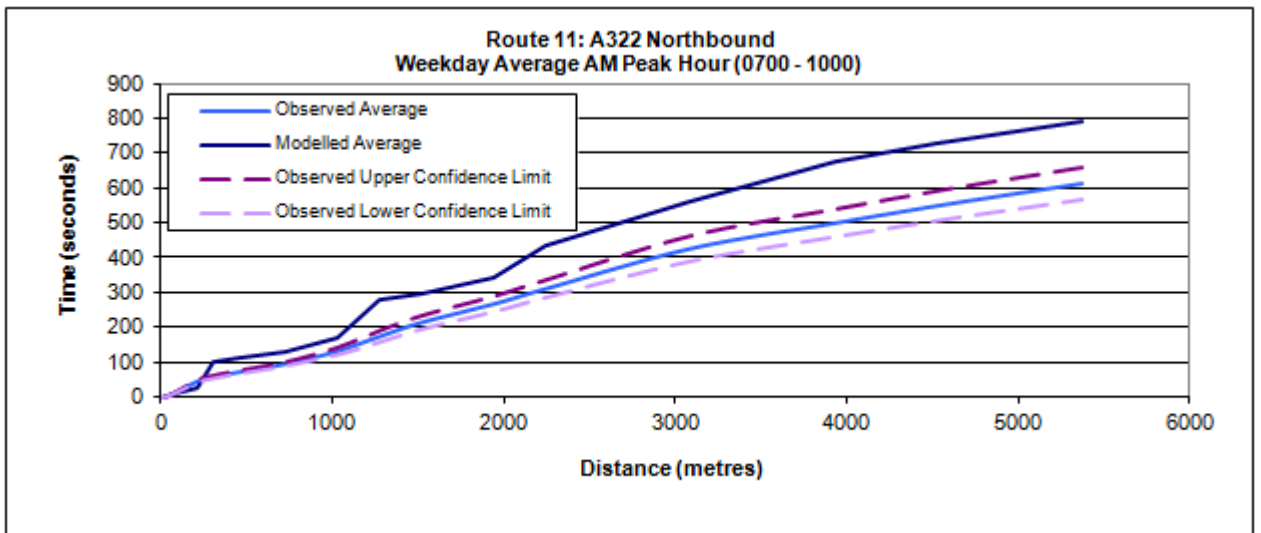
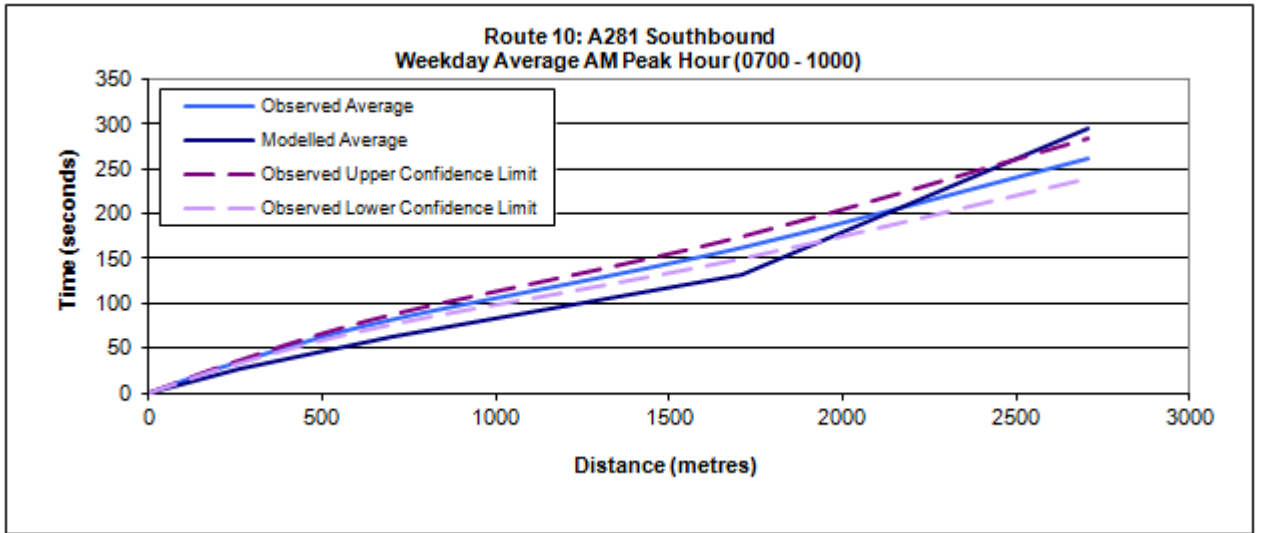
### APPENDIX B – JOURNEY TIME VALIDATION

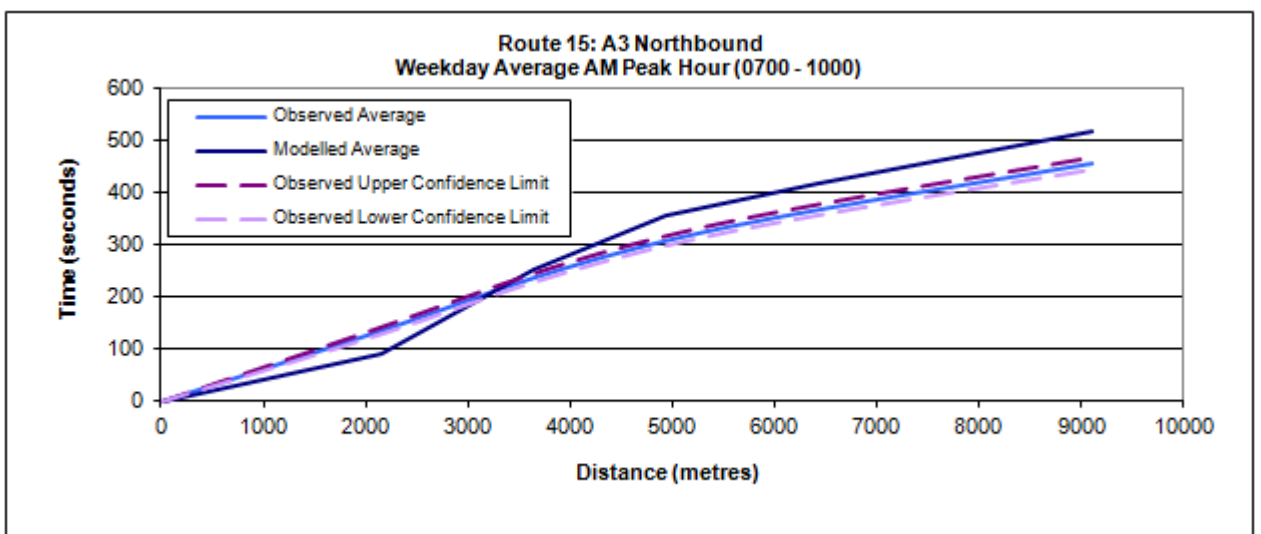
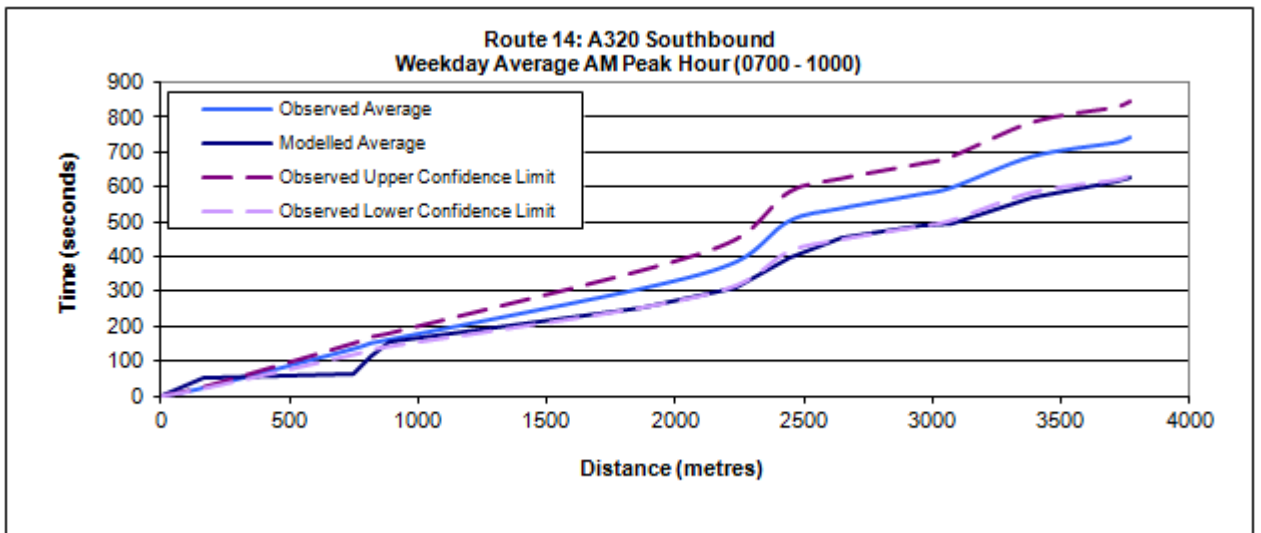
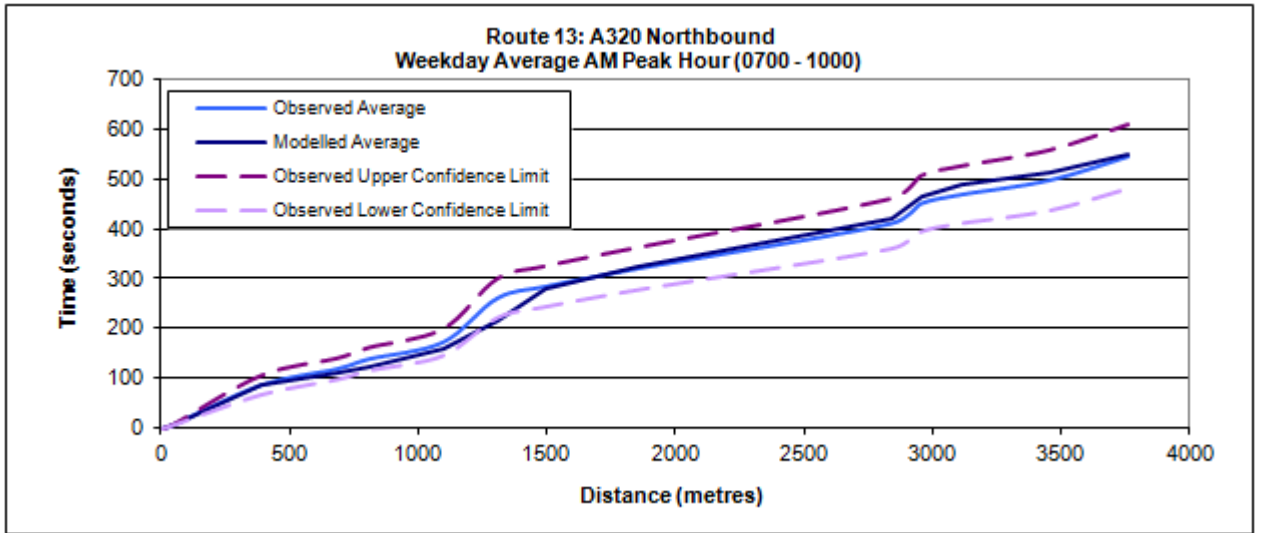
#### Guildford Borough – Average weekday AM peak hour (0700 – 1000)

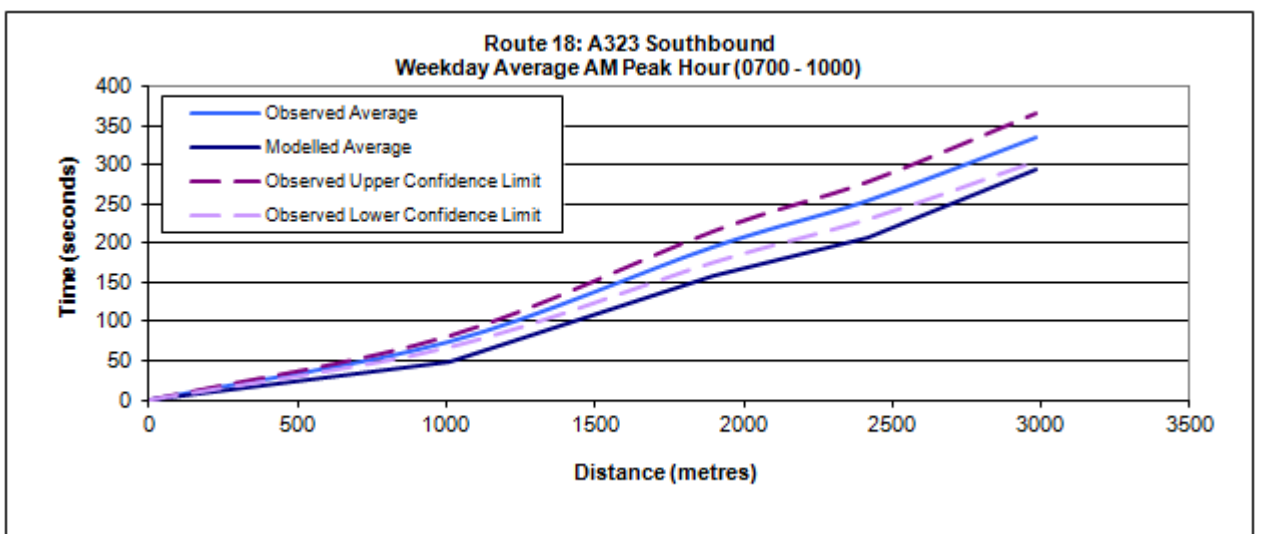
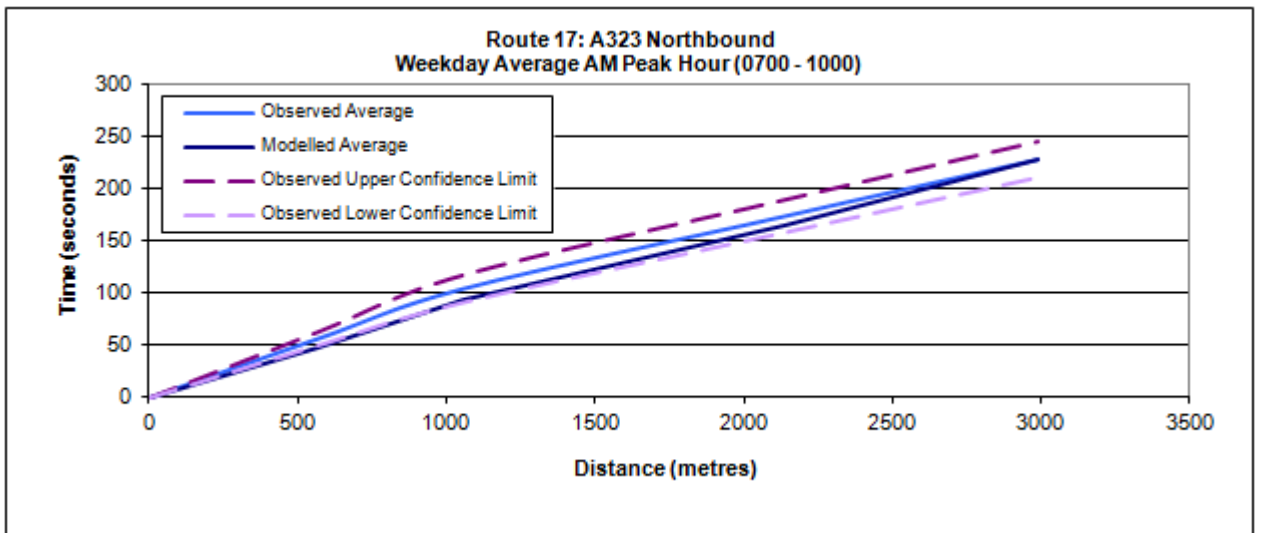
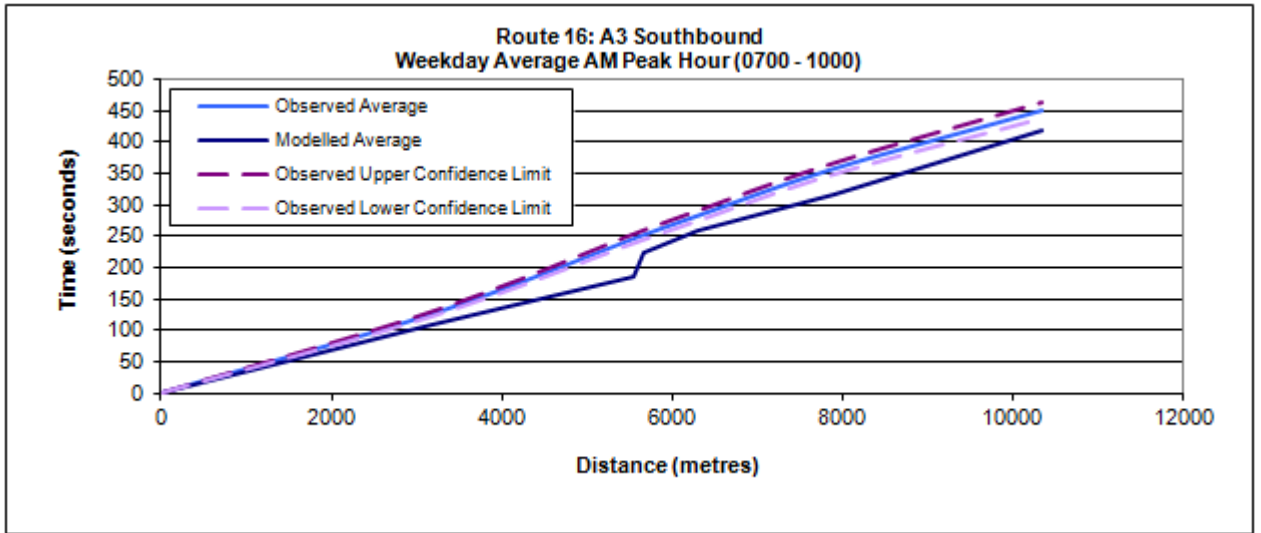


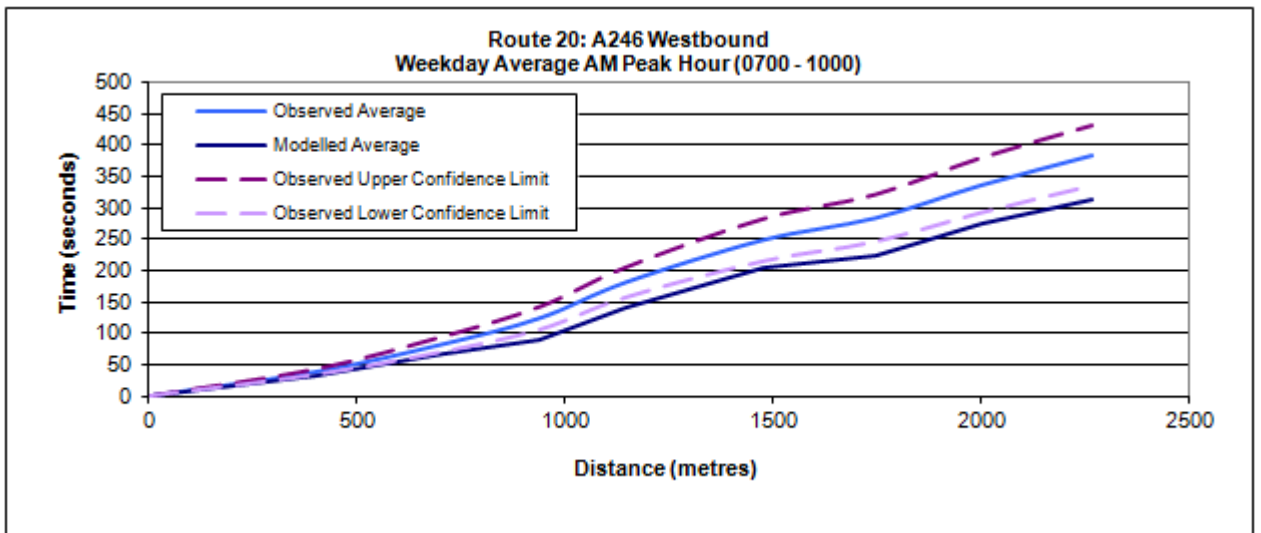
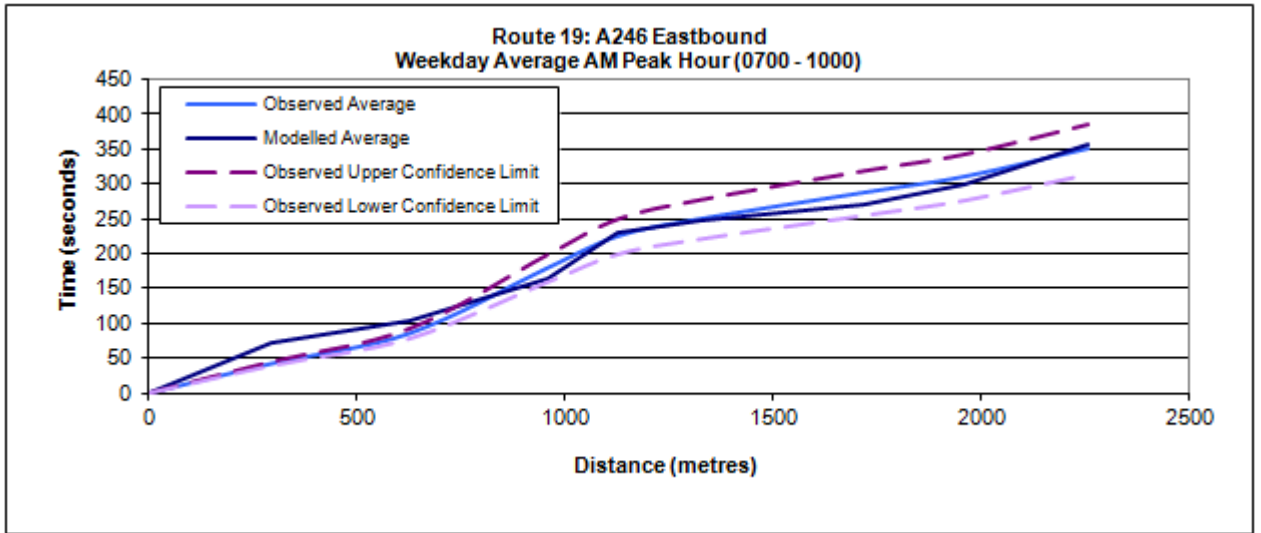












**Guildford Borough – Average weekday PM peak hour (1600 – 1900)**

