1.0 INTRODUCTION

Context

1.1 This note provides a summary of traffic survey work commissioned by FEDORA to understand traffic movements within Oxshott. It should be read in conjunction with the Land at *Clouds Hill Farm, Oxshott Transport Appraisal* (TAS) prepared on behalf of FEDORA, dated 27th October 2025.

1.2 Traffic surveys undertaken comprised:

- ANPR survey of residential dwellings within Oxshott to understand the rate of car travel per dwelling in the local Oxshott area; and
- Volumetric, speed and classification data over a 7-day period along the A244 through a suite of automatic traffic count (ATC) surveys.

1.3 This note provides a summary analysis of the traffic survey outcomes and relates this, where appropriate, to the potential traffic related impacted of proposals to construct 250 dwellings (the Proposed Development) on land at Clouds Hill Farm, Oxshott (planning application 2025/2147).

Scope of Technical Note

1.4 This note is structured as follows:

- Section 2 summarises the outcome of the local residential dwelling surveys and sets out the implications regarding potential increases in traffic volumes arising from the Proposed Development; and
- Section 3 summarises the outcome of the ATC surveys and discusses the implications for traffic volume related impacts arising from the Proposed Development including on active travel and air quality.

1.5 The conclusion of this note is that based on the analysis set out below, both the transport assessment and air quality assessment are flawed and their conclusions should be given no weight because they have been demonstrated to be:

- based on traffic forecasts for the Proposed Development which are significantly lower than can reasonably be expected to arise based on the local travel and transport environment; and
- based on daily traffic volumes, speeds and HGV proportions which are significantly lower than those that are observed.

1.6 The errors in the 2025 baseline traffic volumes and percentage of HGV traffic identified in this report will be extrapolated into the future year (2030) traffic volumes relied on in the air

quality assessment. In isolation of, as well as combined with, errors identified in the TAS in the approach to forecasting traffic, this means that future year traffic volumes and percentage HGVs are severely under representative of what actual traffic volumes and percentage HGVs will be.

1.7 Were local observed data to be used then it would be clear that the road safety impacts on active travel modes would be unacceptable. Air quality impacts are simply unknown.

1.8 Therefore, in accordance with the NPPF paragraphs 116 and 199, the application should be refused.

2.0 LOCAL RESIDENTIAL DWELLING SURVEYS

Locally Observed Data

2.1 FEDORA commissioned traffic surveys of an existing local residential development for a 4-week period between 1st and 28th June 2025, with vehicles entering and exiting the area being counted over a 24-hour period each day.

2.2 The area surveyed is Knott Park which is located adjacent to the Site and comprises 68 dwellings. Residents of Knott Park can therefore be expected to have the same, if not better, opportunities to travel by sustainable modes as residents of the Proposed Development because it is closer to the centre of Oxshott.

2.3 The average 7-day daily two-way traffic volume arising from the 68 dwellings amounted to 597 vehicles which is 8.78 vehicle movements per dwelling per day.

2.4 The average 5-day weekday two-way traffic volume arising from the 68 dwellings amounted to 650 vehicles which is 9.56 vehicle movements per dwelling per day.

Applicant's Approach

2.5 The Applicant's approach to forecasting traffic movements arising from the Proposed Development was to refer to surveys of residential areas contained in the TRICs national database. The Applicant identified eleven sites from the TRICS database as being representative of local traffic patterns in Oxshott, Elmbridge, Surrey which is located within the South East Region. Of these eleven sites, the following is noted:

- None of the sites selected are located within Elmbridge;
- Only one of the sites selected is within Surrey, located at its western border with Hampshire;
- Only three of the sites selected are located within the Southeast Region; and
- All eleven sites selected are located within an 800m walk of local services and amenities including a local shop.

2.6 It is clear that none of the sites identified by the Applicant share similar spatial characteristics with the Proposed Development, either geographically or in terms of access to facilities and

amenities. They are therefore unlikely to be relevant to predicting how and when residents from the Proposed Development might travel.

2.7 This contrasts with the residential traffic data collected by FEDORA which is specific to the location in which the Proposed Development and therefore directly reflects the opportunity to travel by sustainable modes and the accessibility to facilities and amenities that residents of the Proposed Development would be presented with.

2.8 Whilst using survey data from the TRICS database is one approach to predicting daily traffic volumes and patterns from a new development, it is not the only approach. A more reliable approach is to collect traffic data at similar developments that are located within the vicinity of a specific development site, which is the approach that FEDORA has taken.

Assessment Implications

2.9 The application of the local observed traffic data to the Proposed Development results in the following:

- average 5-day weekday two-way traffic volume arising from the Proposed Development of 2,390 vehicle movements per day; and
- average 7-day daily two-way traffic volume arising from the Proposed Development of 2,195 vehicle movements per day.

2.10 The Applicant does not provide a forecast of average daily or average weekday traffic volumes in the TAR. Instead, the Tables 6 – 9 of the TAR erroneously define a day as lasting 07:00-19:00 only.

2.11 Appendix N of the TAR shows that the site surveys selected from around the country by the Applicant result in an average of 4.086 vehicles per dwelling over the 12-hour period of 07:00-19:00 which the Applicant defines as a day. This figure is further manipulated resulting in the Applicant claiming in Table 9 of the TAR that there will be an average 5-day weekday two-way traffic volume of 3.92 vehicles per dwelling over the 07:00-19:00 'day'.

2.12 Based on the data in Table 9 of the TAR, the Applicant predicts an average 5-day 'weekday' two-way traffic volume of 980 vehicles. **This is a shortfall of 1,410 fewer vehicles every day compared to the locally observed residential traffic data**.

2.13 Turning to Air quality, page 26 of the Air Quality Assessment (AQA) identifies that on an average day (7-day average) there would be 1,133 vehicle movement per day arising from the Proposed Development of which none would be HDV movements. The AQA provides no evidence or explanation concerning the origin of the 1,133 vehicle movements per day nor of the conclusion that there would be no HDV movements at all. **This is a shortfall of 1,062 fewer vehicles every day compared to the locally observed residential traffic data**.

2.14 The definition of an HDV includes all vehicles that have a laden weight of 3.5tonnes or greater, buses and coaches. It includes larger home delivery lorries (such as are common for white goods, furniture etc) and refuse collection lorries. For the purposes of this report, the terms HDV and HGV are interchangeable so far as size and weight of vehicle.

2.15 It is simply inconceivable that a development of 250 dwellings would not attract any vehicles greater than 3.5 tonnes.

2.16 Based on the above it is concluded that the traffic forecasts for the Proposed Development which both the transport and air quality assessments submitted by the Applicant rely on are significantly lower than can reasonably be expected to arise based on the local travel and transport environment. The conclusions of both the transport and air quality assessments are therefore flawed.

3.0 A244 ATC SURVEYS

Traffic Surveys

3.1 ATC surveys were undertaken at 6 locations along the A244 during the 7-day period of Monday 20th October 2025 and Sunday 26th October 2025 inclusive. A summary table of the survey data is provided at **Appendix A**. The survey data is provided in summary at **Appendix B**.

3.2 The survey data reveals that:

- 7-day average two-way vehicle movements along the A244 range from 17,114 vehicles to 22,570 vehicles per day
- The percentage of HGV traffic is typically around 3.0%
- Almost all drivers exceed the 20mph speed limit in the centre of Oxshott
- Almost 60% of drivers exceed the 30mph in the vicinity of the Application Site access closest to the site access where cyclists will be joining the carriageway. This is more than 10,000 vehicles each day.

3.3 Closer inspection of the survey data reinforces anecdotal observation that the A244 is used as a diversion route especially overnight and including by HGV traffic, notwithstanding that there is an overnight HGV ban.

Active Travel Assessment

Walking

3.4 Paragraphs 5.1 to 5.14 of the TAS assess the existing pedestrian environment including the distances to facilities and amenities and the infrastructure provided to access them on foot. Paragraph 5.12 of the TAS identifies the difficulties pedestrians walking alongside the A244 would have in crossing the road due to the lack of suitable gaps in traffic flow for pedestrians to cross. An able-bodied person would need a gap of at least 5 seconds to cross safely.

3.5 The results of the ATC surveys shows that daily traffic volumes increase along the A244 between the Proposed Development and the facilities and amenities in central Oxshott as people approach the village centre and the railway station beyond the village centre.

3.6 As a consequence, it becomes more and more difficult to the point of impossible for a person to cross the A244 safely in the absence of a crossing facility that stops the flow of traffic to enable a person to cross.

3.7 At the same time, a person walking the approximately 1.5km from the centre of the Proposed Development to the village centre or the approximately 2.3km to the railway station, is faced with walking alongside a road:

- Which has typically 20,000 vehicles travelling along each day of which typically 3% are HGVs; and
- Has 85th percentile traffic speeds around or in excess of 30mph – even on sections which are subject to a 20mph speed limit; and

under circumstances in which:

- There is no continuous footway requiring pedestrians to attempt to cross the road; and
- There are sections of narrow footways that bring people in close proximity to moving traffic.

3.8 The ATC data therefore reinforces the conclusion of the TAS at paragraph 5.14 that the Proposed Development would not offer genuine opportunities to travel by foot.

Cycling

3.9 Paragraphs 5.15 – 5.34 of the TAS assess the existing cycling environment including the distances to facilities and amenities and the infrastructure provided to access them by cycle. The TAS assessment includes a review of recorded road collision data (TAS paragraphs 5.23 – 5.26). The cycle road safety assessment concludes at paragraph 5.26 that the number of incidents involving cyclists that were of sufficient severity that they required the emergency services to attend, was significant, indicating an environment that is not conducive to safe cycling.

3.10 Paragraph 5.27 of the TAS introduces an analysis of the level of protection that the Government identifies as required for cycling to be considered a suitable mode of transport for most people. The form of the table is reproduced below using the ATC data collected by FEDORA, which is collected at six locations between the Proposed Development and Oxshott railways station ie the route that residents would take to cycle the approximately 2.3km to the railways station:

Route	Speed Limit (mph)	Observed 85th percentile Traffic Speed (mph)	Observed Motor Traffic Flow (7-day average vehs /day)	Appropriate protection	Current protection	Proposed Protection
Warren Lane North of Goldrings Road	30	29.6	22,570	Fully kerbed cycle track	None	None
Warren Lane between Birds Hill Rise and Goldrings road	30	30.9	19,790	Fully kerbed cycle track	None	None
Warren Lane just north of Birds Hill Rise	20	29.5	20,134	Fully kerbed cycle track	None	None
Leatherhead Road just north of High Drive	20	28.2	18,194	Fully kerbed cycle track	None	None
Leatherhead Road just south of Old Farmhouse Drive	30	31.8	17,777	Fully kerbed cycle track	None	None
Leatherheard Road at Village Gateway	30	36.0	17,114	Fully kerbed cycle track	None	None

Table 3.1 – Appropriate Level of Cycle Protection

3.11 The table above shows that for the observed volume of traffic and observed 85th percentile traffic speeds on Leatherhead Road between the Proposed Development and Oxshott railway station, for the route to be suitable for most people, a fully kerbed cycle track would be required.

3.12 Currently there is no protection and there is no protection proposed. According to the Government, this means that the route between the Proposed Development into the centre of Oxshott and onwards to Oxshott railway station is suitable for "few people and will exclude most potential users and/or those who have safety concerns[1]". The ATC data therefore reinforces the conclusion of the TAS at paragraph 5.13 that the Proposed Development would not offer genuine opportunities to travel by cycle. It further reinforces the conclusion at TAS paragraph 6.8 that cycling would not be realistic mode choice for people connecting to the railway station.

3.13 Figure 4.1 of LTN1/20 sets out how the recommended level of protection (this is the level of protection that the Government identifies as required for cycling to be considered a suitable

[1] LTN1/20 – Key to Figure 4.1

mode of transport for most people) is assessed having regard to traffic speeds and volumes. The traffic volume thresholds are as follows:

- 0 pcu/24-hours
- 2,000 pcu/24-hours
- 4,000 pcu/24-hours
- 6,000+ pcu/24-hours

3.14 The metric "PCU" refers to "passenger car unit" which is a traffic modelling metric used to compare the amount of road space used by a vehicle compared to a passenger car. For example a car is 1 PCU whereas an HGV would typically be 2 PCUs. Table 3.1 above reference "vehicles" which is an unadjusted mixture of all vehicle types. As the ATC data shows that typically 3% of vehicles are HGV traffic, the equivalent PCU values would be higher than the traffic volumes quoted, eg. 17,114 vehicles would be at least 17,627 PCU.

3.15 Nonetheless, even without converting vehicle numbers into PCUs, the ATC data shows that the observed traffic volume is far in excess of the Government's threshold of 6,000 PCUs per day for recommending segregated cycle facilities. It is therefore clear that providing anything less than full segregation would discourage most people from cycling.

Air Quality Assessment

3.16 The table below provides a comparison of the daily traffic volumes and percentage HGV traffic relied on by the Applicant in the Air Quality Assessment and the observed data.

Location	Traffic Volumes (2025)		HGV % (2025)	
	7-day week day traffic (Observed)	Applicant's Air Quality Assessment Data	7-day week day traffic (Observed)	Applicant's Air Quality Assessment Data
Warren Lane North of Goldrings Road	22,570	12,519	2.9%	1.95%
Warren Lane between Birds Hill Rise and Goldrings road	19,790	12,519	2.4%	1.95%
Warren Lane just north of Birds Hill Rise	20,134	12,519	3.2%	1.95%
Leatherhead Road just north of High Drive	18,194	12,519	3.1%	1.95%
Leatherhead Road just south of Old Farmhouse Drive	17,777	12,519	3.4%	1.95%
Leatherheard Road at Village Gateway	17,114	12,377	3.1%	1.97%

Table 3.2 – Air Quality Assessment Traffic Data Comparison

3.17 The table above shows that the 2025 daily traffic data used in the air quality assessment of the Proposed Development significantly less than that observed in the ATC data. In proximity of the access to the Proposed Development the air quality assessment traffic flows are approximately two-thirds of the observed traffic flows. Further north on Leatherhead Road, the difference is even greater with the air quality assessment traffic flows being up to 10,000 vehicles per day lower than observed.

3.18 Turning to the proportion of HGV traffic, the air quality assessment assumes that less than 2% of total vehicle movements are HGVs. The ATC data shows that in fact the proportion is typically 3%.

3.19 This lower percentage of HGV traffic is applied in the air quality assessment to an incorrectly, significantly lower volume of traffic (1.95% of ca.12,500 vehicles instead of the observed 3% of ca.20,000 vehicles). The actual number of HGVs on the Leatherhead Road is therefore materially greater than the absolute numbers of HGVs in the air quality assessment.

3.20 It should be noted that the errors in the 2025 baseline traffic volumes and percentage of HGV traffic identified above will be extrapolated into the future year (2030) traffic volumes relied on in the air quality assessment. Indeed the 2030 baseline daily traffic volumes used in the air quality assessment amount to a maximum of 13,220 vehicles per day on the A244. This forecast baseline traffic volume for 2030 is between 4,000 and 9,000 vehicles per day lower than the observed volume in 2025,

3.21 This significant underestimate of future year baseline traffic volumes is further compounded by the applicant's approach to forecasting future, cumulative baseline traffic volumes set out in their transport assessment. Section 3 of the TAS identifies that the applicant has failed to take into consideration the Government's standard method of assessing housing needs which results in a 700% increase in the number of new homes to be built in Elmbridge compared to the planning data contained in the National Trip End Model, which is the Applicant's sole reference point for forecasting future traffic conditions. Specifically, as just one example, the future year forecast traffic flows do not include traffic arising from the nearby planning application 2025/1097 (The Paddocks) which seeks permission for 250 dwellings.

3.22 It is also noted that the percentage of HDV (HGV) traffic predicted in the 2030 baseline reduces further from the 2025 baseline, which in itself is already less than two-thirds of the observed 2025 HGV percentage of all traffic. Such a reduction is inconceivable particularly given the increasing number of home deliveries or indeed the implementation of planning permission MO/2024/0485 for new B2 and B8 uses to the south of the Proposed Development (Dorincourt).

3.23 Based on the above, it is concluded that the traffic data that is relied on in the air quality assessment of the Proposed Development is significantly lower than the actual, observed traffic volumes and the HGV component of the traffic volume. The air quality assessment is therefore fundamentally flawed and no weight can be placed on its conclusions.

4.0 CONCLUSION

4.1 Based on the analysis set out above it is concluded that both the transport assessment and air quality assessment are flawed and their conclusions should be given no weight because they have been demonstrated to be:

- based on traffic forecasts for the Proposed Development which are significantly lower than can reasonably be expected to arise based on the local travel and transport environment; and
- based on daily traffic volumes, speeds and HGV proportions which are significantly lower than those that are observed.

4.2 The errors in the 2025 baseline traffic volumes and percentage of HGV traffic identified in this report will be extrapolated into the future year (2030) traffic volumes relied on in the air quality assessment. In isolation of, as well as combined with, errors identified in the TAS in the approach to forecasting traffic, this means that future year traffic volumes and percentage HGVs are severely under representative of what actual traffic volumes and percentage HGVs will be.

4.3 Were local observed data to be used then it would be clear that the road safety impacts on active travel modes would be unacceptable. Air quality impacts are simply unknown.

4.4 Therefore, in accordance with the NPPF paragraphs 116 and 199, the application should be refused.

APPENDIX A – ATC SURVEY SUMMARY TABLE

Location	Traffic Volumes		7-day Traffic Speeds (mph)		Posted Speed Limit (mph)	Traffic Exceeding Speed Limit (7-day)	HGV %
	5-day week day traffic	7-day week day traffic	Average speed	85th percentile speed			7-day week day traffic
Warren Lane North of Goldrings Road	23,167	22,570	23.2	29.6	30	13.5%	2.9%
Warren Lane between Birds Hill Rise and Goldrings road	21,087	19,790	26.1	30.9	30	22.3%	2.4%
Warren Lane just north of Birds Hill Rise	21,443	20,134	24.1	29.5	20	81.1%	3.2%
Leatherhead Road just north of High Drive	18,867	18,194	23.1	28.2	20	78.2%	3.1%
Leatherhead Road just south of Old Farmhouse Drive	18,939	17,777	26.8	31.8	30	27.1%	3.4%
Leatherheard Road at Village Gateway	18,208	17,114	30.9	36.0	30	58.7%	3.1%

APPENDIX B– ATC SUMMARY DATA

PROJECT	45178 Oxshott, Surrey
SITE CODE	45178-001
LOCATION	A244 Warren Ln (N)
START DATE	Mon 20 Oct, 2025
END DATE	Sun 26 Oct, 2025 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on A244 Warren Ln (N), commencing Mon 20 Oct 2025, recorded a total of 157,992 vehicles. The posted speed limit of 30mph was exceeded by 13.6% of vehicles, and the seasonally adjusted, combined AADT value is 19,634 (see 'Equipment & methodology' below).

SUMMARY

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

COMBINED NORTH & SOUTHBOUND

Total recorded volume	**157,992**
Total recorded HGVs	4,630
% of vehicles that are HGVs	2.9%
Avg daily volume (based on 7 days)	22,570.3
Average daily speed (7 days)	23.2mph
Average daily 85%ile (7 days)	29.6mph
AADT (annual average daily traffic)	**19,634.4**
AAWT (annual average weekday traffic)	**19,750.4**
Avg weekday volume (Mon-Fri, 24hrs)	23,166.8
Avg weekday speed (Mon-Fri, 24hrs)	23.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	17,771.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	21.7mph

NORTHBOUND ↑

Total recorded volume	**81,072**
Total recorded HGVs	1,931
% of vehicles that are HGVs	2.4%
Avg daily volume (based on 7 days)	11,581.7
Average daily speed (7 days)	22.2mph
Average daily 85%ile (7 days)	29.2mph
% of vehicles exceeding 30mph	11.8%
AADT (annual average daily traffic)	**10,293.2**
AAWT (annual average weekday traffic)	**10,295.5**
Avg weekday volume (Mon-Fri, 24hrs)	11,780.2
Avg weekday speed (Mon-Fri, 24hrs)	21.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	9,446.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	20.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	27.1mph
AM avg peak vol period (Mon-Fri)	07:45 to 08:00
PM avg peak vol period (Mon-Fri)	17:15 to 17:30

SOUTHBOUND ↓

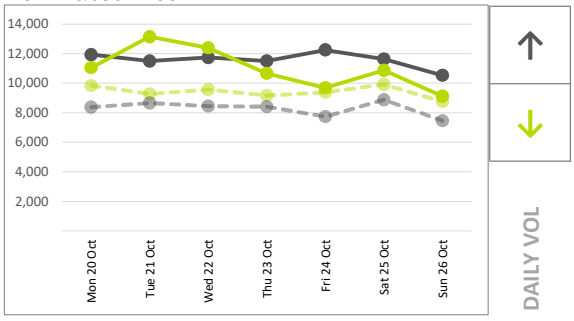
Total recorded volume	**76,920**
Total recorded HGVs	2,699
% of vehicles that are HGVs	3.5%
Avg daily volume (based on 7 days)	10,988.6
Average daily speed (7 days)	24.2mph
Average daily 85%ile (7 days)	30.0mph
% of vehicles exceeding 30mph	15.3%
AADT (annual average daily traffic)	**9,341.2**
AAWT (annual average weekday traffic)	**9,454.9**
Avg weekday volume (Mon-Fri, 24hrs)	11,386.6
Avg weekday speed (Mon-Fri, 24hrs)	24.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	8,325.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	22.9mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	28.5mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	14:45 to 15:00

SITE LOCATION

LOCATION	A244 Warren Ln (N)
DATES	Mon 20 Oct to Sun 26 Oct inc.
LAT / LNG	51°20'10.45"N, 0°21'37.76"W
PSL	30mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

DAILY VOLUMES

NORTH- & SOUTHBOUND



Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Tuesday.

PROJECT	45178 Oxshott, Surrey
SITE CODE	45178-002
LOCATION	A244 Warren Ln (Midd)
START DATE	Mon 20 Oct, 2025
END DATE	Sun 26 Oct, 2025 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on A244 Warren Ln (Midd), commencing Mon 20 Oct 2025, recorded a total of 138,527 vehicles. The posted speed limit of 30mph was exceeded by 22.1% of vehicles, and the seasonally adjusted, combined AADT value is 16,715 (see 'Equipment & methodology' below).

SUMMARY

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

COMBINED NORTH & SOUTHBOUND

Total recorded volume	**138,527**
Total recorded HGVs	3,331
% of vehicles that are HGVs	2.4%
Avg daily volume (based on 7 days)	19,789.6
Average daily speed (7 days)	26.1mph
Average daily 85%ile (7 days)	30.9mph
AADT (annual average daily traffic)	**16,715.2**
AAWT (annual average weekday traffic)	**17,648.9**
Avg weekday volume (Mon-Fri, 24hrs)	21,087.0
Avg weekday speed (Mon-Fri, 24hrs)	25.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	15,757.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	24.8mph

NORTHBOUND ↑

Total recorded volume	**71,934**
Total recorded HGVs	1,490
% of vehicles that are HGVs	2.1%
Avg daily volume (based on 7 days)	10,276.3
Average daily speed (7 days)	26.2mph
Average daily 85%ile (7 days)	31.6mph
% of vehicles exceeding 30mph	28.5%
AADT (annual average daily traffic)	**8,782.4**
AAWT (annual average weekday traffic)	**9,143.6**
Avg weekday volume (Mon-Fri, 24hrs)	10,678.4
Avg weekday speed (Mon-Fri, 24hrs)	25.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	8,289.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	24.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	30.5mph
AM avg peak vol period (Mon-Fri)	09:00 to 09:15
PM avg peak vol period (Mon-Fri)	16:45 to 17:00

SOUTHBOUND ↓

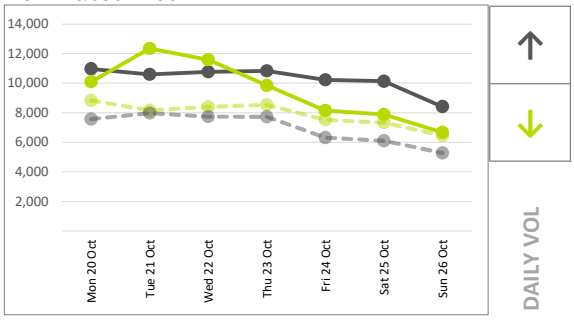
Total recorded volume	**66,593**
Total recorded HGVs	1,841
% of vehicles that are HGVs	2.8%
Avg daily volume (based on 7 days)	9,513.3
Average daily speed (7 days)	26.0mph
Average daily 85%ile (7 days)	30.2mph
% of vehicles exceeding 30mph	15.7%
AADT (annual average daily traffic)	**7,932.7**
AAWT (annual average weekday traffic)	**8,505.3**
Avg weekday volume (Mon-Fri, 24hrs)	10,408.6
Avg weekday speed (Mon-Fri, 24hrs)	25.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	7,467.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	29.2mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	14:15 to 14:30

SITE LOCATION

LOCATION	A244 Warren Ln (Midd)
DATES	Mon 20 Oct to Sun 26 Oct inc.
LAT / LNG	51°20'4.25"N, 0°21'32.34"W
PSL	30mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

DAILY VOLUMES

NORTH- & SOUTHBOUND



Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Tuesday.

PROJECT	45178 Oxshott, Surrey
SITE CODE	45178-003
LOCATION	A244 Warren Ln (S)
START DATE	Mon 20 Oct, 2025
END DATE	Sun 26 Oct, 2025 (inc.)
SPEED LIMIT	20mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on A244 Warren Ln (S), commencing Mon 20 Oct 2025, recorded a total of 140,935 vehicles. The posted speed limit of 20mph was exceeded by 80.9% of vehicles, and the seasonally adjusted, combined AADT value is 16,976 (see 'Equipment & methodology' below).

SUMMARY

COMBINED NORTH & SOUTHBOUND

Total recorded volume	**140,935**
Total recorded HGVs	4,443
% of vehicles that are HGVs	3.2%
Avg daily volume (based on 7 days)	20,133.6
Average daily speed (7 days)	24.1mph
Average daily 85%ile (7 days)	29.5mph
AADT (annual average daily traffic)	**16,975.8**
AAWT (annual average weekday traffic)	**17,934.9**
Avg weekday volume (Mon-Fri, 24hrs)	21,443.4
Avg weekday speed (Mon-Fri, 24hrs)	23.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	16,053.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	22.6mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 21mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**64,609**
Total recorded HGVs	2,266
% of vehicles that are HGVs	3.5%
Avg daily volume (based on 7 days)	9,229.9
Average daily speed (7 days)	23.3mph
Average daily 85%ile (7 days)	28.4mph
% of vehicles exceeding 20mph	79.0%
AADT (annual average daily traffic)	**7,959.2**
AAWT (annual average weekday traffic)	**8,408.0**
Avg weekday volume (Mon-Fri, 24hrs)	9,712.4
Avg weekday speed (Mon-Fri, 24hrs)	23.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	7,731.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	22.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	27.3mph
AM avg peak vol period (Mon-Fri)	09:00 to 09:15
PM avg peak vol period (Mon-Fri)	17:15 to 17:30

SOUTHBOUND ↓

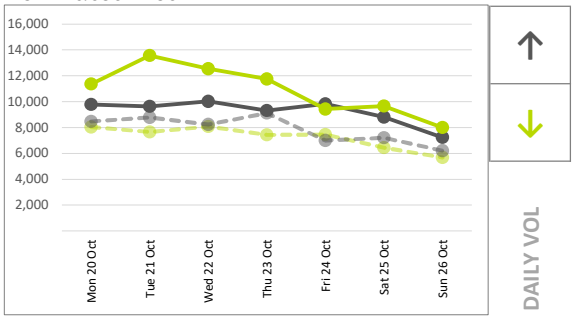
Total recorded volume	**76,326**
Total recorded HGVs	2,177
% of vehicles that are HGVs	2.9%
Avg daily volume (based on 7 days)	10,903.7
Average daily speed (7 days)	24.9mph
Average daily 85%ile (7 days)	30.6mph
% of vehicles exceeding 20mph	82.8%
AADT (annual average daily traffic)	**9,016.6**
AAWT (annual average weekday traffic)	**9,526.9**
Avg weekday volume (Mon-Fri, 24hrs)	11,731.0
Avg weekday speed (Mon-Fri, 24hrs)	24.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	8,322.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	23.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	29.2mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	14:15 to 14:30

SITE LOCATION

LOCATION	A244 Warren Ln (S)
DATES	Mon 20 Oct to Sun 26 Oct inc.
LAT / LNG	51°20'0.30"N, 0°21'25.97"W
PSL	20mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

DAILY VOLUMES

NORTH- & SOUTHBOUND



Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Tuesday.

PROJECT	45178 Oxshott, Surrey
SITE CODE	45178-004
LOCATION	A244 Leatherhead Rd (N)
START DATE	Mon 20 Oct, 2025
END DATE	Sun 26 Oct, 2025 (inc.)
SPEED LIMIT	20mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on A244 Leatherhead Rd (N), commencing Mon 20 Oct 2025, recorded a total of 125,513 vehicles. The posted speed limit of 20mph was exceeded by 78.3% of vehicles, and the seasonally adjusted, combined AADT value is 15,102 (see 'Equipment & methodology' below).

SUMMARY

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 21mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

COMBINED NORTH & SOUTHBOUND

Total recorded volume	**125,513**
Total recorded HGVs	3,836
% of vehicles that are HGVs	3.1%
Avg daily volume (based on 7 days)	17,930.4
Average daily speed (7 days)	23.1mph
Average daily 85%ile (7 days)	28.2mph
AADT (annual average daily traffic)	**15,102.4**
AAWT (annual average weekday traffic)	**15,974.3**
Avg weekday volume (Mon-Fri, 24hrs)	19,130.8
Avg weekday speed (Mon-Fri, 24hrs)	22.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	14,448.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	22.4mph

NORTHBOUND ↑

Total recorded volume	**64,811**
Total recorded HGVs	1,664
% of vehicles that are HGVs	2.6%
Avg daily volume (based on 7 days)	9,258.7
Average daily speed (7 days)	22.6mph
Average daily 85%ile (7 days)	28.3mph
% of vehicles exceeding 20mph	76.9%
AADT (annual average daily traffic)	**7,900.9**
AAWT (annual average weekday traffic)	**8,235.8**
Avg weekday volume (Mon-Fri, 24hrs)	9,608.6
Avg weekday speed (Mon-Fri, 24hrs)	22.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	7,583.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	21.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	27.1mph
AM avg peak vol period (Mon-Fri)	06:30 to 06:45
PM avg peak vol period (Mon-Fri)	17:00 to 17:15

SOUTHBOUND ↓

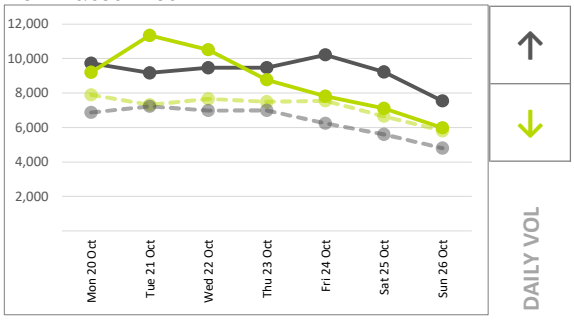
Total recorded volume	**60,702**
Total recorded HGVs	2,172
% of vehicles that are HGVs	3.6%
Avg daily volume (based on 7 days)	8,671.7
Average daily speed (7 days)	23.6mph
Average daily 85%ile (7 days)	28.1mph
% of vehicles exceeding 20mph	79.6%
AADT (annual average daily traffic)	**7,201.5**
AAWT (annual average weekday traffic)	**7,738.5**
Avg weekday volume (Mon-Fri, 24hrs)	9,522.2
Avg weekday speed (Mon-Fri, 24hrs)	23.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	6,865.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	23.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	27.7mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	14:15 to 14:30

SITE LOCATION

LOCATION	A244 Leatherhead Rd (N)
DATES	Mon 20 Oct to Sun 26 Oct inc.
LAT / LNG	51°19'49.23"N, 0°21'18.03"W
PSL	20mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

DAILY VOLUMES

NORTH- & SOUTHBOUND



Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Tuesday.

PROJECT	45178 Oxshott, Surrey
SITE CODE	45178-005
LOCATION	A244 Leatherhead Rd (Midd)
START DATE	Mon 20 Oct, 2025
END DATE	Sun 26 Oct, 2025 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on A244 Leatherhead Rd (Midd), commencing Mon 20 Oct 2025, recorded a total of 124,441 vehicles. The posted speed limit of 30mph was exceeded by 27.1% of vehicles, and the seasonally adjusted, combined AADT value is 14,978 (see 'Equipment & methodology' below).

SUMMARY

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

COMBINED NORTH & SOUTHBOUND

Total recorded volume	**124,441**
Total recorded HGVs	4,225
% of vehicles that are HGVs	3.4%
Avg daily volume (based on 7 days)	17,777.3
Average daily speed (7 days)	26.8mph
Average daily 85%ile (7 days)	31.8mph
AADT (annual average daily traffic)	**14,978.4**
AAWT (annual average weekday traffic)	**15,817.1**
Avg weekday volume (Mon-Fri, 24hrs)	18,938.6
Avg weekday speed (Mon-Fri, 24hrs)	26.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	14,308.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.8mph

NORTHBOUND ↑

Total recorded volume	**64,115**
Total recorded HGVs	2,032
% of vehicles that are HGVs	3.2%
Avg daily volume (based on 7 days)	9,159.3
Average daily speed (7 days)	26.0mph
Average daily 85%ile (7 days)	31.8mph
% of vehicles exceeding 30mph	26.5%
AADT (annual average daily traffic)	**7,824.3**
AAWT (annual average weekday traffic)	**8,140.8**
Avg weekday volume (Mon-Fri, 24hrs)	9,488.6
Avg weekday speed (Mon-Fri, 24hrs)	25.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	7,499.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	24.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	30.6mph
AM avg peak vol period (Mon-Fri)	06:30 to 06:45
PM avg peak vol period (Mon-Fri)	17:00 to 17:15

SOUTHBOUND ↓

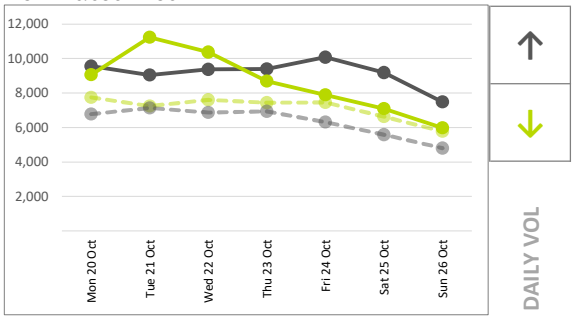
Total recorded volume	**60,326**
Total recorded HGVs	2,193
% of vehicles that are HGVs	3.6%
Avg daily volume (based on 7 days)	8,618.0
Average daily speed (7 days)	27.7mph
Average daily 85%ile (7 days)	31.9mph
% of vehicles exceeding 30mph	27.8%
AADT (annual average daily traffic)	**7,154.1**
AAWT (annual average weekday traffic)	**7,676.3**
Avg weekday volume (Mon-Fri, 24hrs)	9,450.0
Avg weekday speed (Mon-Fri, 24hrs)	27.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	6,809.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	26.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	30.9mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	14:15 to 14:30

SITE LOCATION

LOCATION	A244 Leatherhead Rd (Midd)
DATES	Mon 20 Oct to Sun 26 Oct inc.
LAT / LNG	51°19'38.82"N, 0°21'16.21"W
PSL	30mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

DAILY VOLUMES

NORTH- & SOUTHBOUND



Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Tuesday.

PROJECT	45178 Oxshott, Surrey
SITE CODE	45178-006
LOCATION	A244 Leatherhead Rd (S)
START DATE	Mon 20 Oct, 2025
END DATE	Sun 26 Oct, 2025 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on A244 Leatherhead Rd (S), commencing Mon 20 Oct 2025, recorded a total of 119,799 vehicles. The posted speed limit of 30mph was exceeded by 58.4% of vehicles, and the seasonally adjusted, combined AADT value is 14,362 (see 'Equipment & methodology' below).

SUMMARY

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

COMBINED NORTH & SOUTHBOUND	
Total recorded volume	**119,799**
Total recorded HGVs	3,770
% of vehicles that are HGVs	3.1%
Avg daily volume (based on 7 days)	17,114.1
Average daily speed (7 days)	30.9mph
Average daily 85%ile (7 days)	36.0mph
AADT (annual average daily traffic)	**14,362.3**
AAWT (annual average weekday traffic)	**15,137.2**
Avg weekday volume (Mon-Fri, 24hrs)	18,208.4
Avg weekday speed (Mon-Fri, 24hrs)	30.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	13,708.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	29.8mph

NORTHBOUND ↑	
Total recorded volume	**61,777**
Total recorded HGVs	1,535
% of vehicles that are HGVs	2.5%
Avg daily volume (based on 7 days)	8,825.3
Average daily speed (7 days)	31.6mph
Average daily 85%ile (7 days)	37.6mph
% of vehicles exceeding 30mph	67.9%
AADT (annual average daily traffic)	**7,515.5**
AAWT (annual average weekday traffic)	**7,807.1**
Avg weekday volume (Mon-Fri, 24hrs)	9,127.6
Avg weekday speed (Mon-Fri, 24hrs)	31.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	7,183.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	30.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	35.8mph
AM avg peak vol period (Mon-Fri)	06:30 to 06:45
PM avg peak vol period (Mon-Fri)	17:00 to 17:15

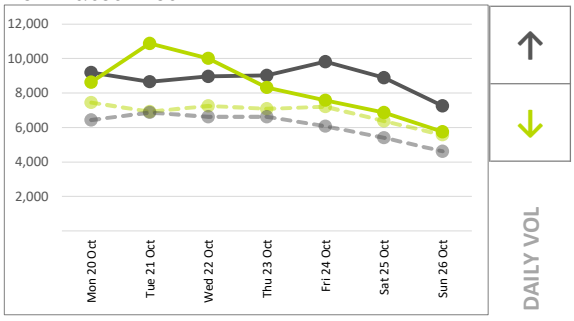
SOUTHBOUND ↓	
Total recorded volume	**58,022**
Total recorded HGVs	2,235
% of vehicles that are HGVs	3.9%
Avg daily volume (based on 7 days)	8,288.9
Average daily speed (7 days)	30.2mph
Average daily 85%ile (7 days)	34.3mph
% of vehicles exceeding 30mph	49.0%
AADT (annual average daily traffic)	**6,846.8**
AAWT (annual average weekday traffic)	**7,330.1**
Avg weekday volume (Mon-Fri, 24hrs)	9,080.8
Avg weekday speed (Mon-Fri, 24hrs)	29.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	6,525.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	29.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	33.2mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	14:15 to 14:30

SITE LOCATION

LOCATION	A244 Leatherhead Rd (S)
DATES	Mon 20 Oct to Sun 26 Oct inc.
LAT / LNG	51°19'24.62"N, 0°20'53.42"W
PSL	30mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

DAILY VOLUMES

NORTH- & SOUTHBOUND



Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Tuesday.