

SAMLESBURY ENTERPRISE ZONE

TRANSPORT ASSESSMENT UPDATE

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1.0 Introduction

1.1 Background

- 1.1.1 In Autumn 2011, the Samlesbury site was awarded Enterprise Zone (SEZ) status by the Government. The SEZ is one of 4 Enterprise Zone sites in Lancashire. When fully developed, the SEZ will be a national centre of excellence for advanced engineering and manufacturing, science technology and cyber related companies and for research and development.
- 1.1.2 The SEZ has benefited from a simplified planning regime in the form of an LDO. The Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Samlesbury) LDO No 2 (2014) permitted development within use classes B1, B2, B8 and D1 for the purposes of advanced engineering and manufacturing provided that a number of conditions set out in the LDO were met.
- 1.1.3 Curtins has been appointed by Lancashire County Council (LCC) to provide traffic and transportation advice in support of the application to renew the Local Development Order (LDO) for the SEZ. The original LDO was granted in 2014 and was supported by an adopted Masterplan which addressed highways and transport matters informed by a Transport Assessment (Jacobs TA) undertaken in 2013 by Jacobs.
- 1.1.4 The Jacobs TA assumed a total floor area of 226,352sqm with uses B1 – 3%, B2 – 78%, B8 – 16%, and D1 – 3%. To date 41,619sqm of the consented floor area has been delivered. The updated LDO maintains the same overall floor area but amends the proposed land use proportions so that B1 (now E(g) (i-iii)) is increased with the proportion of B2 and the B8 subsequently decreasing.
- 1.1.5 This Transport Assessment Update (TAU) has been prepared to consider the elements of the SEZ which have been delivered to date and the methodology, assumptions and conclusion of the Jacobs TA and determine the highways and transportation implications of varying the land use proportions of the updated LDO proposals. It will consider the net change in overall development traffic and review the package of mitigation measures and sustainable transport enhancements which have been delivered to date.
- 1.1.6 The intention of this assessment is to undertake a direct comparison with the previous work undertaken to inform the approved LDO and to confirm whether the findings including previous indicative mitigation is still acceptable in principle.
- 1.1.7 LCC as the project lead will be undertaking a Transport Connectivity Study for the Enterprise Zone in 2024 working with site occupiers to understand how best to support and deliver the improvement of travel by sustainable means in the area. The Transport Connectivity Study is expected to start in the Autumn after the adoption of the LDO. The highway authority and National Highways will be involved through the transport steering group referenced in para 1.1.8. This work will link through to travel

planning for the site and will help integrate and add value to the measures being taken by organisations on the site.

1.1.8 It is also proposed to set up a transport working group (working group) consisting of LCC, the highway authority, National Highways and commissioned transport consultants to commence work on the modelling and design of the proposed mitigation and to confirm the appropriate trigger levels. The transport consultants would undertake the technical assessment for review and agreement by NH and the highways authority. The working group will also review traffic impacts from the developments as well as background influences until the site is built out complete with mitigation, necessary sustainability infrastructure (within the site and beyond), travel planning and levels of car parking to satisfy demand. LCC as developer will be responsible in providing all necessary evidence and documentation to the working group.

1.1.9 The indicative Site Masterplan is provided in **Appendix A**.

1.2 Purpose of This Report

1.2.1 The 2014 LDO expired in February 2024 and work is ongoing to put a new LDO in place. This TAU has therefore been prepared as an update to the Jacobs TA to support the LDO renewal and has been produced to:

- Test the assumptions of the 2013 TA in terms of whether the predicted traffic numbers and impacts have materialised.
- Test 2 scenarios for increasing the proportion of E(g) (i-iii) uses and decreasing B2 and B8 uses.
- Assess whether the mitigation proposed in the 2013 TA remains sound.
- Assess the sustainable transport measures proposed and provided under the 2013 TA and the need for further delivery.

1.3 Scope of the Report

1.3.1 The scope of the update assessment was to consider the following areas:

- Committed and proposed development;
- Trip generation;
- Distribution of traffic;
- Junction assessments;
- Mitigation;
- Accident analysis; and
- Sustainable travel and travel by non-motorised means.

1.3.2 Further to this, Curtins has engaged Highways Officers at LCC (as the Local Highway Authority) and National Highways (as the Strategic Highway Authority) in order to discuss the LDO proposals and the key parameters to consider for this TAU.

1.3.3 On this basis, this TAU contains the following:

- A description of the highway network in the vicinity of the site;
- A review of the accident record in the immediate vicinity of the site for a five-year period;
- A summary of the LDO proposals;
- Information regarding traffic generation and trip rates;
- Assessment of the highway impact associated with the LDO proposals; and
- A review of accessibility by all sustainable modes of travel.

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.

1.4.3 The development proposals summarised in **Section 3**, including the proposed parking provision and access arrangements.

1.4.4 **Section 4** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals.

1.4.5 A review of the sustainable transport measures and accessibility of the site is assessed in **Section 5**.

1.4.6 **Section 6** provides a review of the Travel Planning objectives, strategies, and plans.

1.4.7 The report is summarised and concluded in **Section 7**.

2.0 Site Location and Highway Layout

2.1 Site Location and SEZ Situation

- 2.1.1 The SEZ which is subject to the LDO renewal is located to the south-east of the existing BAE Systems site within Samlesbury, Lancashire. The principle of delivering comprehensive development at the site has already been established as part of the original LDO.
- 2.1.2 To date 41,619sqm of development has been delivered, including construction of significant highway infrastructure to facilitate access to the SEZ which predominantly comprises the Sir Frederick Page Way link road and major signal-controlled junctions on the A677 to the south and A59 to the north.
- 2.1.3 The current build-out is as follows:
- B2 (AMRC North West) – 4,460sqm;
 - B8 (Asset Manage Facility and AEM Defence Logistics Centre (Wincanton) - 31,100sqm; and
 - D1 (BAE Academy for Skills and Knowledge) – 6,059sqm.
- 2.1.4 Strategically, Samlesbury is classified as a village and is situated approximately 6.5km to the east of Preston city centre, 2km east of Junction 31 of the M6 and approximately 8.3km to the northwest of Blackburn town centre (as the crow flies). The proximity of the SEZ to Junction 31 of the M6 affords direct access to the strategic road network and vehicular connections across the region.
- 2.1.5 The SEZ is located within the administrative boundaries of South Ribble Borough Council (SRBC) and Ribble Valley Borough Council (RVBC). The location of the site is shown in **Figure 2.1** below.

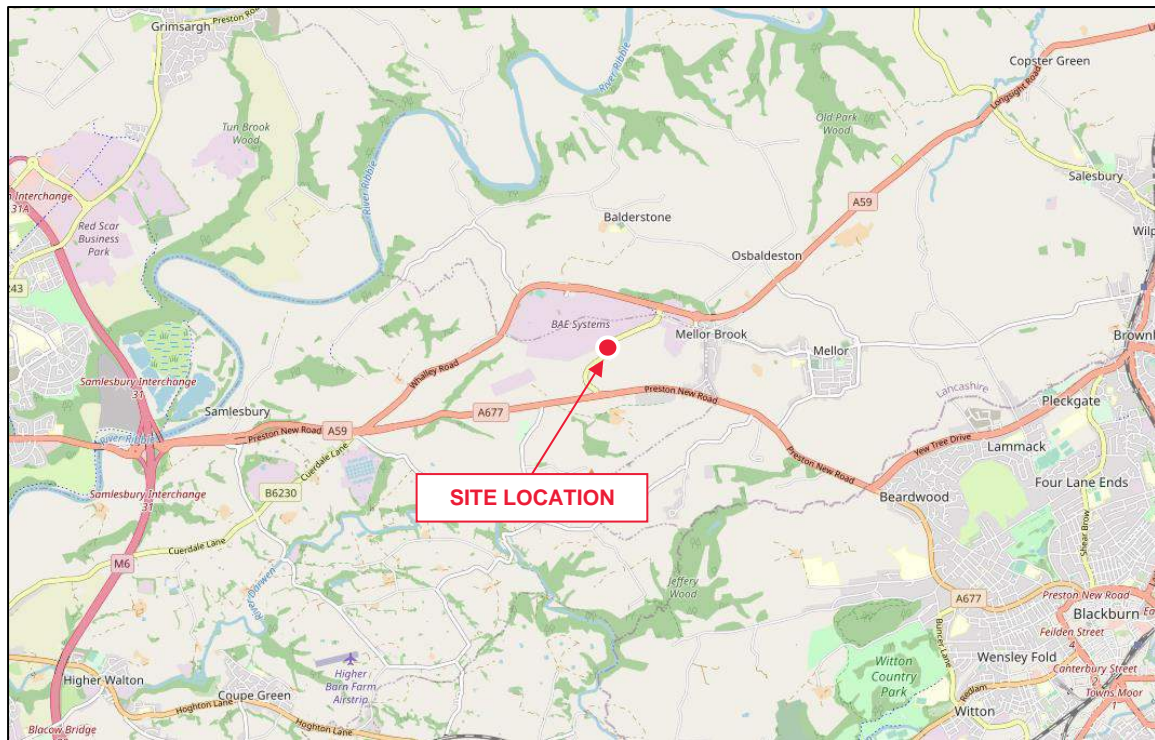


Figure 2.1 – Site Location
(Source: Open Street Map, 2023)

2.2 Existing Access Arrangements

- 2.2.1 As noted, the SEZ is part delivered which includes four fully operational units as well as the highway junctions and link road.
- 2.2.2 The land uses surrounding the development plots predominantly comprises the BAE Systems site to the north-west.
- 2.2.3 The SEZ is accessed by Sir Frederick Page Way, which connects the site to the A59 Myerscough Smithy Road to the north and the A677 Preston New Road to the south. Sir Frederick Page Way is the major highway infrastructure delivered to facilitate access to the SEZ along with the major signal-controlled junction arrangements on the A59 (**Figure 2.2**) and the A677 (**Figure 2.3**).



Figure 2.2 – A59 Myerscough Smithy Road/Sir Frederick Page Way Signal Controlled Junction
(Source: Google Maps)



Figure 2.3 – A677 Preston New Road/Sir Frederick Page Way Signal Controlled Junction
(Source: Google Maps)

2.3 Internal Highway Network

Sir Frederick Page Way

- 2.3.1 Constructed as part of the SEZ, the Sir Frederick Page Way link road consists of a single lane carriageway with a typical width of c.7m. The carriageway is subject to a 30mph speed limit with

footways and street lighting provided along both sides of the carriageway. The shared cycle/footway that runs the entirety of Sir Frederick Page Way was proposed as part of the Jacobs TA and links in with the pedestrian and cycle network throughout the site.

- 2.3.2 The road has a relative north south orientation and connects the site to the A59 Myerscough Smithy Road to the north and the A677 Preston New Road to the south. There is a four-arm roundabout that is located on the carriageway, which allows for an eastern access road to the BAE Systems site and Petter Court. Petter Court is a short cul-de-sac that provides vehicular access to the Wincanton site and the Asset Management Facility (AMF).
- 2.3.3 The original proposals included a further roundabout on Sir Frederick Page Way on approach to the A59, however, this was converted to a four-arm signal controlled junction prior to delivery.



Figure 2.4 – Sir Frederick Page Way Internal Signal Controlled Junction
(Source: Google Maps)

2.4 Surrounding Highway Network

A677 Preston New Road

- 2.4.1 A677 Preston New Road is a single lane two-way road with a typical carriageway width of approximately 8m. The road is subject to a 50mph speed limit with a footway and street lighting provided along one side of the carriageway.
- 2.4.2 The A677 continues in a westward direction to the roundabout with the A59 Preston New Road, before expanding to a dual carriageway to connect with Junction 31 of the M6. To the east of the site, the A677 continues as a single carriageway into Blackburn.
- 2.4.3 Bus stops are provided at various points along the A677 Preston New Road with the closest being located at the junction Sir Frederick Page Way (BAE South Entrance stop). These stops were delivered as part of the original SEZ proposals to support sustainable travel to/from the site. The A677 access was not delivered exactly as the drawings with the dedicated left turn diverge and merge lanes slightly shorter. Again as per A59 no bus shelters are provided. Access to the bus stop from the site is achieved through a footway with street lighting and dropped kerbs. This supports active and public travel to and from the site and links to wider reaching transport networks.
- 2.4.4 The A677 terminates approximately 2.4km to the west of the site at a three-arm roundabout with the A59 Whalley Road (northeast and southwest).

A59 Myerscough Smithy Road

- 2.4.5 To the north of the site, the Sir Frederick Page Way terminates at a signalised T-junction with the A59 Myerscough Smithy Road. A59 Myerscough Smithy Road is a single-lane two-way road with a typical carriageway width of approximately 9m. The road is subject to a 50mph speed limit with a footway and street lighting provided along both sides of the carriageway.
- 2.4.6 To the west of this junction, the A59 borders the BAE Systems site, before joining the A677 at a three-arm roundabout. To the east of the junction, the A59 continues as a single-lane carriageway along a north-east orientation, towards Whalley and Clitheroe.
- 2.4.7 Bus stops are provided at various points along the A59 Myerscough Smithy Road with the closest being located at the junction Sir Frederick Page Way (BAE North Entrance stop). These stops were also delivered as part of the original SEZ proposals to support sustainable travel to/from the site. However, it is noted that bus shelters have not yet been delivered. Access to the bus stop from the site is achieved through a footway with street lighting and dropped kerbs. This supports active and public travel to and from the site and links to wider reaching transport networks.

Branch Road

2.4.8 Branch Road is a single carriageway road linking A677 to 549 to the east of the site. It forms a priority with the A677 to the south and a roundabout with Myerscough Smithy road to the north. The road is a traffic calmed residential street with 30mph speed limit.

Myerscough Smithy Road

2.4.9 This road provides access to Nationwide Platforms, This road is cul de sac, providing sustainable provision (ped/cycle access) to Sir Fredrick Page Way

2.5 Highway Safety

2.5.1 The following highway safety analysis has been undertaken in order to ascertain whether the highway infrastructure delivered as part of the SEZ has generated any additional safety concerns or whether the surrounding highway network exhibits any new issues that were not prevalent at the time of the approved LDO.

2.5.2 Personal Injury Collision (PIC) data for the highway network adjacent to the site has been obtained from Collision Point for the most recent five years, the period being 2018 to 2022. A breakdown of the information is contained in **Figures 2.5 – 2.6** and **Table 2.1**:

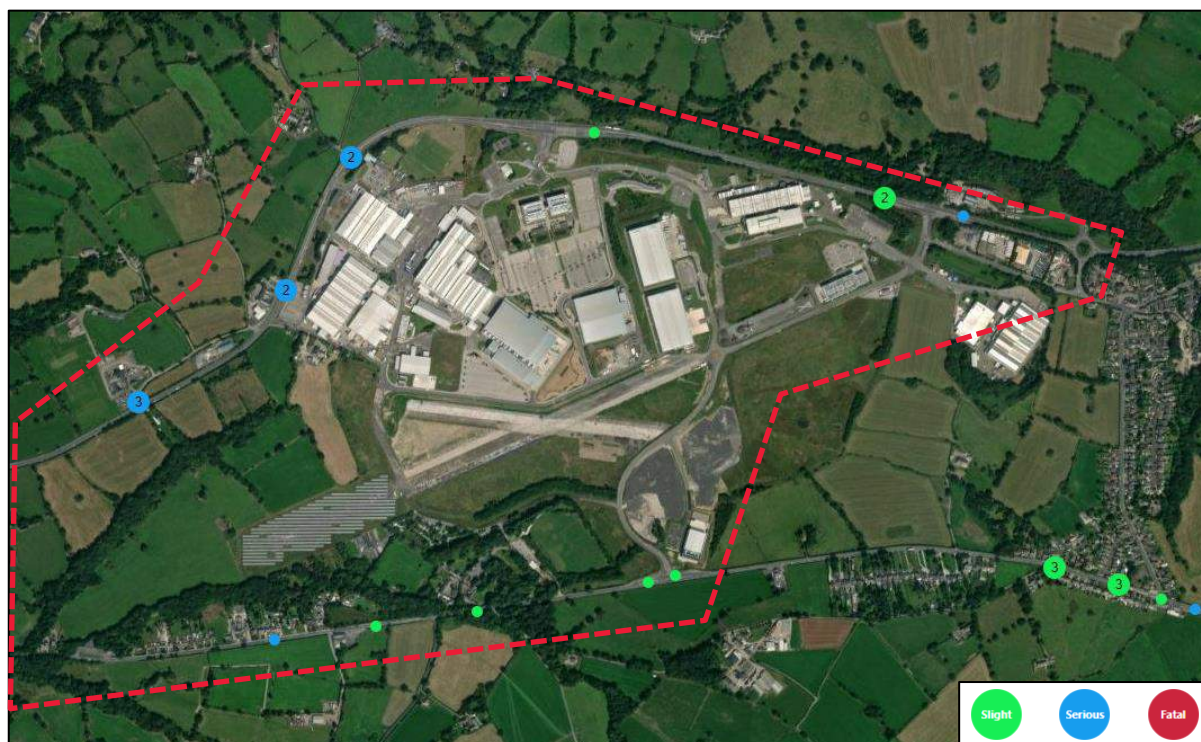


Figure 2.5 – Site Area Assessed for Collision Data (5 years)
(Source: Collision Point, 2024)

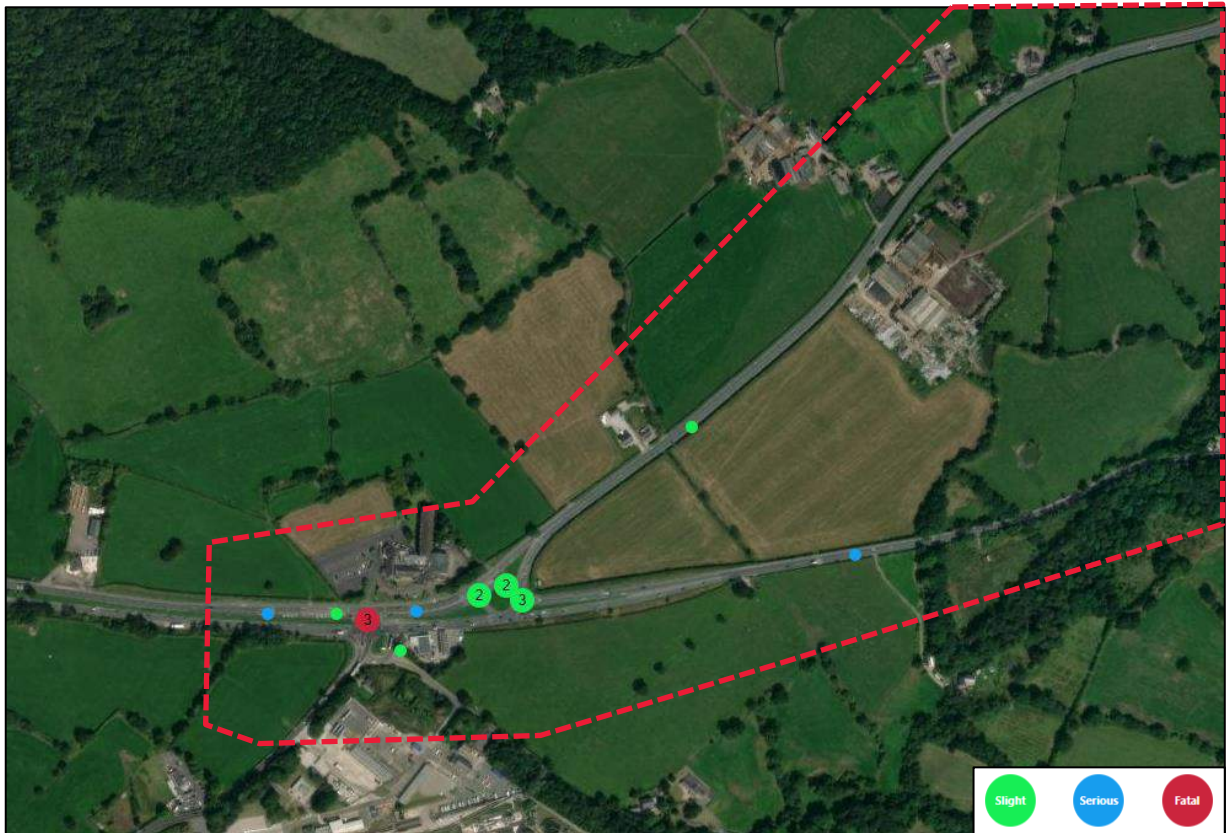


Figure 2.6 – A59/A677 Roundabout Assessed for Collision Data (5 years)
(Source: Collision Point, 2024)

Junction / Link	Slight	Serious	Fatal	Total
Sir Frederick Page Way	0	0	0	0
Sir Frederick Page Way/ Roy Chadwick Way	0	0	0	0
Sir Frederick Page Way/ Petter Court/ BAE access roundabout	0	0	0	0
A59/ Sir Frederick Page Way	2	1	0	3
A59/ BAE Access	1	0	1*	2
A59/ Woods Brow	1	1	0	2
A59/ The Bluebird Inn Access	1	1	0	2
A59/ Huntleys Access	2	1	0	3
A59/ Dean Lane	1	0	0	1
A59/ Samlesbury Preston Hotel Junction	4	2	1	7
A667/ Sir Frederick Page Way	2	0	0	2
A667/ Park Road	1	0	0	1
A667 Preston New Road	1	1	0	2
A667/ Approach to A59 Roundabout	0	1	0	1

Junction / Link	Slight	Serious	Fatal	Total
A667/ A59 Roundabout	7	0	0	7
Total	23	8	2	33

Table 2.1 – Collision Junction/ Link Summary

* - Fatal collision recorded via the Lancashire MARIO database (see para. 2.5.9 below)

2.5.3 There has been a total of 33 collisions in the latest five-year period on the surrounding highway area, comprising of 23 slight incidents, eight serious incidents, and two fatal collisions. The detailed incident report from Collision Point is located in **Appendix B**.

2.5.4 Using the detailed incident report from Collision Point further investigation of the fatal incident identified driver error as the causal factors. The Collision Point report details two pedestrians were hit by a vehicle at the A59/ Samlesbury Preston Hotel signalised junction. The incident occurred during the pedestrian phase at the traffic signal junction with the vehicle proceeding normally along the carriageway. One pedestrian suffered slight injuries, and the other fatal. As the accident took place during the pedestrian sequence it suggests that the causal factor was driver error, and that the junction design was not at fault.

	Slight	Serious	Fatal	Total
Pedestrian	1	0	1	2 (4%)
Cycle	0	0	0	0 (0%)
Motorcycle	4	3	0	7 (15%)
Car	30	4	1	35 (74%)
Taxi	0	0	0	0 (0%)
Bus	0	0	0	0 (0%)
Goods	2	1	0	3 (7%)
Other	0	0	0	0 (0%)
Total	37	8	2	47

Table 2.2 – Injuries by Mode

2.5.5 **Table 2.2** displays the injuries by mode. During the study period 2018-2022, two pedestrians were involved in traffic collisions. These have been detailed above. Additionally, no cyclists have been involved in collisions in the study area.

- 2.5.6 The A59/ Samlesbury Preston Hotel Junction has seven total collisions, including one fatal, two serious, and four slight. Of those collisions contributing factors can be deduced, with two occurring where the surface weather conditions were wet.
- 2.5.7 The serious collision at this junction in November 2022 occurred during wet conditions whilst a car was overtaking on the nearside. It should therefore be considered that driver error and the wet road conditions were likely the main contributing factors to this collision.
- 2.5.8 The second collision at this junction that caused serious injury involved a car and a motorcycle. The incident occurred as the car was changing lane to the left into the path of the motorcycle. As a result, it should be considered that driver error was likely the main contributing factors to this collision. It is worth noting that mitigation has been proposed at this junction as part of the future Phases of the LDO. The detailed design of the mitigation will take account of the existing accidents at the junction.
- 2.5.9 In addition to the data from Collision point, Curtins has also undertaken a review of Lancashire County Council's MARIO Database which includes data through 2023. From this review it is understood that an additional fatal incident was recorded at the A59/BAE junction on 3rd February 2023 at 05:30. The collision involved two vehicles and resulted in one fatal injury. Simple interrogation of this database does not provide details on contributing factors about the collision.
- 2.5.10 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.
- 2.5.11 Additionally, the above findings confirm that no incidents have been recorded on Sir Frederick Page Way since its completion. It is therefore reasonable to conclude that the new highway infrastructure and the highway improvements identified and implemented as part of the SEZ to date provide and maintain safe highway conditions.

3.0 Updated LDO Proposals

3.1 Introduction

- 3.1.1 As noted previously, the SEZ has benefitted from a simplified planning regime in the form of an LDO.
- 3.1.2 LDOs allow Local Planning Authorities to provide permitted development rights for specified types of development in appropriate locations. LDOs can help enable growth playing an important role in incentivising development by simplifying the planning process and making investment more attractive.
- 3.1.3 To help achieve this the NPPF places a renewed emphasis on encouraging Local Planning Authorities to use LDOs to help set the planning framework for an area and bring forward development. Paragraph 51 of NPPF states that;

“Local planning authorities are encouraged to use Local Development Orders to set the planning framework for particular areas or categories of development where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area.”

- 3.1.4 Given that the site benefits from a previously agreed LDO, the principles set out within NPPF have already been established.
- 3.1.5 The Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Samlesbury) LDO No 2 (2014) permitted development within use classes B1, B2, B8 and D1 for the purposes of advanced engineering and manufacturing provided that a number of conditions set out in the LDO are met.
- 3.1.6 The original LDO was granted in 2014 and was supported by an adopted Masterplan which addressed highways and transport matters informed by the Jacobs TA. The Jacobs TA assumed a total floor area of 226,352sqm with uses B1 – 3% (6,791sqm), B2 – 78% (176,554sqm), B8 – 16% (36,216sqm), and D1 – 3% (6,791sqm).
- 3.1.7 To date 41,619sqm of the consented floor area has been delivered. The updated LDO maintains the same overall floor area but amends the proposed land use proportions so that B1 (now E(g) (i-iii)) is increased with the proportion of B2 and the B8 subsequently decreasing.
- 3.1.8 The current build out of the SEZ is as follows:
- B2 (AMRC North West) – 4,460sqm;
 - B8 (Asset Manage Facility and AEM Defence Logistics Centre (Wincanton) - 31,100sqm; and
 - D1 (BAE Academy for Skills and Knowledge) – 6,059sqm.

3.1.9 The updated development proposals for the site are grouped into two potential scenarios, named Scenario 1 and Scenario 2. The differences between each scenarios land use allocation are listed below. The actual scenario delivered is likely to be a mix of both and influenced by:

- development interest/opportunities and
- the future highway network capacity (as well as its operation and safety) as deemed acceptable by both the highway authority and National Highways.

Scenario 1

- E(g)(i-iii): 50,000sqm (22%) (formally known as B1, relates to business land use)
- B2: 126,556sqm (56%)
- B8: 35,336sqm (16%)
- F1(a): 13,580sqm (6%) (formally known as D1, relates to non-residential institutions)

Scenario 2

- E(g)(i-iii): 60,000sqm (27%)
- B2: 116,556sqm (51%)
- B8: 35,336sqm (16%)
- F1(a): 13,580sqm (6%)

3.1.10 The site masterplan would be developed in accordance with current local and national design guidelines. The indicative site masterplan is provided in **Appendix A**.

3.2 SEZ Access Infrastructure

Vehicular Access

3.2.1 Sir Frederick Page Way was delivered as part of the consented SEZ and provides a northern and southern vehicular connection to the A59 Myerscough Smithy Road and A677 Preston New Road respectively. Whilst the A677 Preston New Road access was not delivered as per the original design, junction modelling as part of LDO development implementation (then reviewed and approved by the working group) will apply the actual junction parameters (as delivered) having regard to other influencing factors as well as latest traffic flow and queue length information.

3.2.2 Pedestrians and cyclists access the SEZ via a network of shared infrastructure delivered along Sir Frederick Page Way. A shared cycle footway runs the entire western side of Sir Frederick Page Way, connecting to additional active travel infrastructure along the A59 and the A677. These improvements were identified as part of the original Jacobs TA and delivered as part of the early phases of the consented SEZ.

3.2.3 As previously noted, the two junctions to the north and south of Sir Frederick Page Way on the A59 and A677 had regard to development at the SEZ.

3.3 Parking Provision

3.3.1 Parking standards for new development in South Ribble are outlined in Appendix 4 of the South Ribble Local Plan, adopted in 2015. The specific policy on parking is also set out within Policy F1, titled 'Parking Standards'. This is reproduced in **Table 3.1** below:

Class	Land Use	Space per gross floor area	Disabled Parking	Bicycles
E(g)(i-iii)	Office, Business Parks, Research & Development	1 per 30 m ²	Over 200 bays: 6 + 2% of total capacity	1 per 300 m ² (min 2)
B2	General Industry	1 per 45 m ²	Over 200 bays: 6 + 2% of total capacity	1 per 450 m ² (min 2)
B8	Storage & Distribution	1 per 100m ²	Over 200 bays: 6 + 2% of total capacity	1 per 850 m ² (min 2)
F1 (a)	Higher & further education	1 per 2 staff + 1 per 10 students	Case by case	1 per 5 staff + 1 per 3 students

Table 3.1 – South Ribble Car Parking Requirements

3.3.2 Whilst car parking standards are acknowledged, the specialised nature of the site and its location away from main urban areas mean that sufficient car parking needs to be provided in line with the use of each building. Each proposed development will be expected to provide an assessment of car parking accumulation as part of the Prior Notification process. Car parking, including for disabled use and Electric Vehicle (EV) Charging points as well as cycle parking would be provided in accordance with demonstrated end user requirements.

3.3.3 In order to ensure that the quality of the built environment and the function and safety of the site including full regard to individual end users security is not compromised by insufficient car parking leading to parking on the highway and estate roads, vehicle parking should be contained within the curtilage of each individual site as they come forward. Temporary overflow car parking will be provided to ensure that any surplus car parking is managed. This will be monitored on a regular basis and made permanent if necessary.

3.3.4 Given the location of the site, the specialised nature of the development and current levels of sustainable transport infrastructure, it is envisaged that car travel will remain significant. However, there remains a strong commitment to providing and supporting as much sustainable travel infrastructure and

travel options as possible, and it is intended to strengthen the travel planning process currently underway on site by appointing a sitewide travel plan coordinator (TPC) on commitment of any further development within the SEZ. The TPC will also be involved in the implementation of the outcomes of the Connectivity study as well as monitoring parking as a whole including any displaced parking on roads surrounding (from the development) administering penalties to any end user. Each end user TP to include responsibilities and consequences of not adhering to that signed up to (within the TP).

- 3.3.5 Car parking for each unit would be monitored and managed as part of the Travel Plan process. The travel plan would include measures to promote sustainable travel and decrease single occupancy car travel. It is envisaged that this would reduce the demand for car parking at the site.

4.0 Traffic Forecasting

4.1 Introduction

- 4.1.1 As previously stated, this TAU represents both a review and an update of the approved Jacobs TA produced previously to support the current LDO for the SEZ.
- 4.1.2 This section of the report details the methodology used to predict the traffic demand associated with the proposed development scenarios for the SEZ and compares the current levels of traffic with the traffic previously assessed in order to determine the likely impact of the SEZ.

4.2 Consented Highway Analysis

- 4.2.1 The original LDO was supported by a technical highway submission prepared by Jacobs in 2013.
- 4.2.2 Jacobs prepared a series of supporting documents including a Transport Impacts Technical Note which set out the existing situation and future impacts of the Samlesbury Enterprise Zone (SEZ) on the surrounding highway network, which subsequently informed decisions regarding the SEZ Consultation Masterplan document.
- 4.2.3 At the time of submission, Phase 1 of the SEZ was assumed to be in place by 2016. It was assumed that the generated traffic would arrive and depart via a new signalised junction on the A59. The new signal-controlled junction on the A59 has been delivered in full.
- 4.2.4 Phase 2 of the SEZ was assumed to be in place by 2023. It was assumed that the generated traffic arriving and departing the SEZ would be split between the signalised junction on the A59, opened in Phase 1, and a new signalised junction on the A677. The new signal-controlled junction on the A677 has been delivered in full.
- 4.2.5 Phase 2 included the internal link road within the site, therefore traffic from the A59 in the north wishing to travel to the southern part of the site in Phase 2 would use the new signalised junction on the A59 and the internal link road. Similarly, traffic from the A677 in the south wishing to travel to the northern part of the site would use the new signalised junction on the A677 and the internal link road. Some Phase 1 traffic may also re-route in Phase 2 once the link road was completed.
- 4.2.6 BAE Systems 'Core Development' traffic (based on the total number of staff / deliveries expected on site by 2016) was considered in the assessment. In order to calculate the additional BAE Systems traffic expected on site by 2016 (Committed Development traffic), the existing BAE traffic was subtracted from the 2016 Core Development traffic.

4.2.7 It was assumed that these vehicles would be split between the existing BAE Systems Main Gate on the A59 and the new A59 signalised access completed as part of Phase 1. The committed development traffic was assumed to remain constant for Phase 1 and Phase 2.

4.2.8 The proposed total Gross Floor Area (GFA) which was considered by Jacobs equated to 79,533 m² for Phase 1 with an additional 146,820 m² during Phase 2.

4.2.9 With Phase 1, a total of 474 additional vehicles will arrive and depart in the AM peak (07.30-08.30), with an additional 440 arriving and departing in the PM peak (17.00-18.00). In Phase 2, a total of 1,562 vehicles will arrive and depart in the AM peak, with 1,158 arriving and departing in the PM peak.

4.2.10 In order to assess the impact of the generated traffic on the surrounding highway network, the following key junctions were assessed by Jacobs.

- M6 Junction 31;
- Swallow Hotel Junction (A677 Preston New Road/A59 Whalley Road/A59 Preston New Road and A59 Preston New Road/Cuerdale Lane/Samlesbury Hotel);
- Proposed A59 SEZ Access;
- Proposed A677 SEZ Access;
- Proposed Internal Roundabout;
- Existing BAE Systems Access;
- Mellor Brook Roundabout; and
- A677 / Branch Road.

4.2.11 The following scenarios were assessed as part of the junction assessments:

- Existing Flows 2013;
- Base 2016;
- Base 2016 + BAE Systems Committed Traffic;
- Base 2016 + BAE Systems Committed Traffic + Phase 1;
- Base 2023;
- Base 2023 + BAE Systems Committed Traffic; and
- Base 2023 + BAE Systems Committed Traffic + Phase 1 & Phase 2 (to be referred to as Phase 2 from this point).

4.2.12 The results of the junction assessments are summarised below:

M6 Junction 31

- With the additional BAE Systems committed development traffic and the proposed SEZ traffic, the junction is predicted to operate close to capacity with Phase 1 (2016) and close to capacity with Phase 2 (2023).
- With proposed mitigation measures, it is predicted to operate satisfactorily in all scenarios, apart from in the 2023 AM peak with the committed development traffic plus Phase 2 traffic included.

Swallow Hotel Junction (A677 Preston New Road/A59 Whalley Road/A59 Preston New Road and A59 Preston New Road/Cuerdale Lane/Samlesbury Hotel)

- With the additional BAE Systems committed traffic and the proposed SEZ traffic, the junction is predicted to operate close to capacity with Phase 1 (2016) and over capacity with Phase 2 (2023).
- With proposed mitigation measures, it is predicted to operate satisfactorily in all scenarios.

Existing BAE Systems Access

- With the additional BAE Systems committed traffic and the proposed SEZ traffic, the junction is predicted to operate close to capacity with Phase 1 (2016) and with Phase 2 (2023), but only in the AM peak.
- With proposed mitigation measures, it is predicted to operate satisfactorily in all scenarios.

Proposed A59 SEZ Access

- The junction is predicted to operate satisfactorily in all scenarios.

Proposed A677 SEZ Access

- The junction is predicted to operate satisfactorily in all scenarios.

Mellor Brook Roundabout

- The junction is predicted to operate satisfactorily in all scenarios.

Proposed Internal Roundabout

- The junction is predicted to operate satisfactorily in all scenarios.

A677 / Branch Road

- The junction is predicted to operate satisfactorily in all scenarios.

4.2.13 In addition to the proposed junction design changes, a number of additional mitigation measures were suggested By Jacobs that could be introduced to reduce the impact of the additional proposed SEZ traffic during peak periods.

- Improvements to walking / cycling and public transport infrastructure at the site and on the surrounding highway network;
- Encourage staff to cycle / use public transport;
- Car sharing;
- Staggered staff arrival and departure times / flexible working hours;
- Staff minibus;
- Guaranteed Ride Home' scheme;
- Introduce 'Bicycle User Groups' and 'Bike Buddy' schemes;
- Parking management;
- Provision of bus passes;
- Promotion of measures through staff information packs / intranet site / website;
- Human Resources Policies; and
- Direction signage.

4.2.14 Potential impacts and proposed mitigation measures within Mellor Brook village (Branch Road) were also proposed.

4.2.15 Jacobs concluded that whilst the level of generated traffic assumed with Phase 1 and 2 is significant, specific design changes on junctions which are approaching or over capacity will help to ensure the junctions continue to operate under capacity. Travel Planning measures will also help to reduce the impacts of the generated traffic.

4.2.16 In addition to the traffic impact analysis, Jacobs also prepared a package of sustainable transport enhancements which focussed on improving access, and associated infrastructure, for journeys on foot, by cycle and by public transport. The package is set out within a Sustainable Transport Proposals report which is appended to this TA as **Appendix C**. Table 5.1 of this report details the sustainable travel measures that have already been delivered and the measures that are outstanding. It is anticipated that all the outstanding measures and others yet to be defined would be delivered as the scheme progresses. It is noted that the long list as highlighted in Para 4.2.13 has yet to be exploited to provide benefit to the highway network as well as additional opportunities to end users.

4.3 Scope of Assessment

4.3.1 Curtins has undertaken discussions with the Local Highway Authority and National Highways in relation the traffic impact of the proposed development scenarios. The following elements were agreed during scoping discussions:

- Maintain the same study area as the 2013 TA for consistency;
- Undertake new traffic surveys and compare with the 2013 TA surveys;
- Consider an updated list of committed developments;

- Derive specific trip rates based on the current use of the site;
- Compare the traffic data using the updated traffic survey data with the assessments for the 2013 TA; and
- Consider junction capacity assessments where the traffic data based on the current scenario exceeds the traffic used for the previous assessments.

4.4 Study Area and Data Collection

4.4.1 The agreed study area is identified as follows:

- M6 Junction 31;
- Swallow Hotel Junction (A677 Preston New Road/A59 Whalley Road/A59 Preston New Road and A59 Preston New Road/Cuerdale Lane/Samlesbury Hotel);
- Proposed A59 SEZ Access;
- Proposed A677 SEZ Access;
- Proposed Internal Roundabout;
- Existing BAE Systems Access;
- Mellor Brook Roundabout; and
- A677 / Branch Road.

4.4.2 Traffic surveys for the above junctions were undertaken by the independent survey company Nationwide Data Collection (NDC) on 15th May 2023. In addition to the above junction counts, arrival and departure counts at the access points for the developments that are currently operational within the SEZ were also undertaken for the 7-day period between 15th May and 21st May 2023. A copy of the survey data is provided in **Appendix D** at the rear of this report.

4.4.3 The survey data has been analysed to determine the following peak hours:

- AM Peak – 0730-0830; and
- PM Peak – 1615-1715.

4.4.4 Traffic Figures 1 and 2 show the 2023 AM and PM peak survey traffic.

4.4.5 Tables 4.1 and 4.2 summarises the hourly flow for each junction for both the AM and PM peaks. The network peak is highlighted blue and the junction peak is highlighted green.

Time	A59 Myerscough Road/BAE Site Access	A59 Longsight Road/Myerscough Smithy Road/A59 Myerscough Smithy Road	A59 Myerscough Road/Sir Frederick Page Way	A677 Preston New Road/Sir Frederick Page Way	A677 Preston New Road/Branch Road	A677 Preston New Road/Whalley Road/A59 Preston New Road	A59 Preston New Road/Cuerdale Lane/Samlesbury Hotel	M6 Junction 31	Total

07:00 to 08:00	2290	1722	1756	1466	1652	3503	3593	4786	20768
07:15 to 08:15	2202	1712	1716	1634	1782	3588	3654	4989	21277
07:30 to 08:30	2140	1648	1648	1698	1855	3669	3726	5079	21463
07:45 to 08:45	2019	1609	1560	1640	1796	3504	3559	4967	20654
08:00 to 09:00	1865	1487	1448	1551	1702	3275	3324	4671	19323
08:15 to 09:15	1705	1395	1363	1391	1547	3057	3109	4362	17929
08:30 to 09:30	1570	1369	1314	1177	1302	2702	2762	3948	16144
08:45 to 09:45	1392	1259	1203	1002	1148	2369	2433	3566	14372
09:00 to 10:00	1279	1187	1122	900	1016	2147	2198	3315	13164

Table 4.1 – AM Peak Hourly Junction Traffic

Time	A59 Myerscough Road/BAE Site Access	A59 Longsight Road/Myerscough Smithy Road/A59 Myerscough Smithy Road	A59 Myerscough Smithy Road/Sir Frederick Page Way	A677 Preston New Road/Sir Frederick Page Way	A677 Preston New Road/Branch Road	A677 Preston New Road/A59 Whalley Road/A59 Preston New Road	A59 Preston New Road/Cueerdale Lane/Samlesbury Hotel	M6 Junction 31	Total
16:00 to 17:00	2177	1738	1716	1407	1575	3346	3412	4922	20293
16:15 to 17:15	2192	1811	1752	1500	1602	3463	3529	5044	20893
16:30 to 17:30	2205	1744	1694	1501	1582	3476	3552	5122	20876
16:45 to 17:45	2197	1740	1660	1509	1615	3498	3553	5060	20832
17:00 to 18:00	2086	1720	1613	1516	1645	3409	3445	4881	20315
17:15 to 18:15	1925	1595	1496	1399	1586	3159	3170	4460	18790
17:30 to 18:30	1714	1479	1354	1258	1477	2858	2896	4032	17068
17:45 to 18:45	1536	1356	1249	1111	1352	2535	2572	3627	15338
18:00 to 19:00	1341	1205	1118	927	1156	2195	2241	3110	13293

Table 4.2 – PM Peak Hourly Junction Traffic

4.4.6 It is clear from Table 4.1 that the highest total hourly flow for the network was recorded between 0730 - 0830 which corresponds to the chosen network AM peak. Table 4.1 also confirms the peak traffic for 5 junctions coincide with the network during the AM peak with the peak for the other junctions occurring outside the network peak but in the same hour (0700-0800).

4.4.7 Table 4.2 confirms that the maximum hourly network traffic for the PM was recorded in 1615 – 1715 which has been identified as the PM peak for the basis of this assessment. A review of the junction peaks indicates only two junctions have their peak traffic coinciding with the network. The peak traffic for all the other junctions falls outside the network.

4.5 Validity of Traffic Survey Data

- 4.5.1 National Highways has compared the traffic survey data with information from National Highways Traffic Information System (WebTRIS). The WebTRIS data set is a central collection and reporting point for 15 minute and hourly based traffic flow information as well as journey time data. This assessment confirmed that the survey data for M6 Junction 31 is representative.
- 4.5.2 At the request of LCC Highways, Curtins has compared the peak hour traffic from the 2023 traffic survey with ATC data provided by LCC for the local highway network. The key links considered were A677 Preston New Road and the A59 Myerscough Smithy Road for eastbound and westbound. These ATC surveys were done in November 2022.
- 4.5.3 **Table 4.3** compares the directional traffic flow on each link and **Table 4.4** compares the two-way traffic flow.

Link	AM Peak (07:30 – 08:30)				PM Peak (16:15 – 17:15)			
	Eastbound		Westbound		Eastbound		Westbound	
	2023 Surveys	LCC ATC	2023 Surveys	LCC ATC	2023 Surveys	LCC ATC	2023 Surveys	LCC ATC
A59 Mellor Brook Bypass W of Sir Frederick Page Way	691	415	854	740	860	540	775	604
A59 Mellor Brook Bypass E of Sir Frederick Page Way	622	385	922	448	930	316	747	648
A677 Preston New Road W of Sir Frederick Page Way	646	397	955	507	692	418	739	502
A677 Preston New Road E of Sir Frederick Page Way	725	466	1113	597	728	499	617	488

Table 4.3 – Directional Traffic Flow Comparison

Link	AM Peak (07:30 – 08:30)				PM Peak (16:15 – 17:15)			
	2023 Surveys	LCC ATC	Difference	%	2023 Surveys	LCC ATC	Difference	%
A59 Mellor Brook Bypass W of Sir Frederick Page Way	1545	1154	391	34%	1635	1144	491	43%
A59 Mellor Brook Bypass E of Sir Frederick Page Way	1544	833	711	85%	1677	964	713	74%
A677 Preston New Road W of Sir Frederick Page Way	1601	904	697	77%	1431	920	511	56%
A677 Preston New Road E of Sir Frederick Page Way	1838	1063	775	73%	1345	987	358	36%

Table 4.4 – Two Way Traffic Flow Comparisons

- 4.5.4 It is clear from **Tables 4.3** and **4.4** that the link flows from the May 2023 surveys is higher than the ATC data.
- 4.5.5 Curtins has also reviewed the survey data from one junction to another having regard for side roads and private driveways for both the AM and PM peaks. This did not identify any discrepancies/material variation in the traffic data. However, it is recognised that traffic flows do vary on a daily basis notwithstanding changes that have occurred overtime within BAE Systems, with flows reducing then suddenly increasing.
- 4.5.6 On this basis, it is Curtins view that the May 2023 survey traffic is suitable to be used as basis for assessing the impact of the updated LDO on both the strategic and local highway network.

4.6 Comparison of 2013 and 2023 Traffic Surveys

- 4.6.1 The traffic data used in the Jacobs TA has been provided in **Appendix E** at the rear of this report. The 2013 traffic survey data has been extracted and presented in Traffic Figures 3 and 4. The 2013 traffic surveys indicates 0730 - 0830 as the AM peak and 1700 – 1800 as the PM peak. The AM peak is same for the current surveys but the PM peak is different.

4.6.2 Traffic Figures 5 and 6 demonstrate the difference between the 2023 traffic survey (Traffic Figures 1 and 2) and the 2013 traffic survey (Traffic Figures 4 and 6) for each turning movement. The total difference in traffic for each junction within the study area is summarised in **Table 4.5**.

Junctions	2013 Jacobs TA – Traffic Surveys		2023 Traffic Survey – Curtins		Difference		Percentage Change	
	AM (0730 - 0830)	PM (1700 - 1800)	AM (0730- 0830)	PM (1615 - 1715)	AM	PM	AM	PM
A59 Longsight Road/Myerscough Smithy Road/A59 Myerscough Smithy Road	1795	1745	1648	1811	-147	66	-8%	4%
A59 Myerscough Smithy Road/Sir Frederick Page Way	1646	1577	1648	1752	2	175	0%	11%
A677 Preston New Road/Sir Frederick Page Way	1496	1497	1698	1500	202	3	14%	0%
A59 Myerscough Smithy Road/BAE Site Access	2333	2384	2140	2192	-193	-192	-8%	-8%
A677 Preston New Road/Branch Road	1837	1856	1855	1602	18	-254	1%	-14%
A677 Preston New Road/A59 Whalley Road/A59 Preston New Road	3666	3647	3669	3463	3	-184	0%	-5%
A59 Preston New Road/Cuerdale Lane/Samlesbury Hotel	3694	3688	3726	3529	32	-159	1%	-4%
M6 Junction 31	4948	4818	5079	5044	131	226	3%	5%

Table 4.5 – Comparison of 2013 and 2023 Surveys

4.6.3 It is clear at the time that surveys were undertaken as shown in **Table 4.5** that a number of the junctions have not experience any growth in the background traffic when compared with the 2023 surveys.

4.6.4 **Table 4.5** also shows that for M6 Junction 31, there is only a modest increase of 3% in the AM peak and 5% in the PM peak between 2013 and 2023.

4.6.5 It can be concluded from the above that whilst traffic levels show a level of variability overall traffic growth across the study area has remained relatively neutral between the 2013 traffic surveys and the 2023 traffic surveys.

4.7 Assessment Years and Traffic Growth

4.7.1 The 2013 Jacobs TA assessed the following years:

- 2016 (completion date for Phase 1); and
- 2023 (completion date for Phase 2).

4.7.2 The growth factors used to uprate the 2013 traffic surveys to the above future years are summarised in **Table 4.6**.

Phase	Growth Factor for Light Vehicles		Growth Factor for Heavy Vehicles
	TEMPRO		NTM (Central)
	Ribble Valley	South Ribble	
Phase 1 (2016)	1.02	1.01	1.04
Phase 2 (2023)	1.12	1.11	1.20

Table 4.6 – Traffic Growth Factors (Extracted from 2013 Jacobs TA)

4.7.3 **Table 4.4** confirms that the assessments undertaken by Jacobs assumed that traffic would increase by 12% in 2023 with heavy goods vehicle traffic increasing by 20%.

4.7.4 It is clear from **Tables 4.5** and **4.6**, the growth factors assumed by Jacobs were significantly higher at all junctions within the study and that in many instances traffic growth has actually remained neutral and in some instances shown a decline.

4.7.5 The application of traffic growth by Jacobs whilst followed good practice, the levels of growth expected did not occur.

4.7.6 As previously stated, the intention of this assessment is to undertake a direct comparison with the previous work undertaken to inform the approved LDO and to confirm that the findings and proposed indicative mitigation is still valid.

4.7.7 This updated TA has been prepared to support the renewal of an LDO for the Enterprise Zone.

4.7.8 This work has been done to support the renewal of a LDO for an Enterprise Zone Site. It is worth noting that this is not a new LDO but an update to an existing having regard to revised land use proportions in

line with market demands for areas not completed in the first 10 years. This update retains all the offsite highway infrastructure proposed as part of the 2014 LDO.

- 4.7.9 This updated TA has been prepared in this context and therefore no future year assessments beyond 2023 has been undertaken for direct comparison. It is important to note that future year assessment would be considered as part of the working group as well as its full remit however will include assessment, design of the proposed mitigation trigger points, monitoring (growth, network operation, delay, parking (on of street) etc). This approach will take into account the accumulation of marginal impacts over future years and impacts coming through from developments currently in the planning system or changes as a consequence of end user uplift or changes in working arrangements for example BAE Systems.

4.8 Committed Development

- 4.8.1 **Table 4.7** below summarises the committed developments that have been considered as part of the traffic assessments. This extensive list of committed developments was agreed with LCC during the scoping discussions.

Planning Ref	Description	Distance	Comments
07/13/0660 (Lancashire County Council)	Create a new signalised junction on the A59 and access road to form entrance to Samlesbury enterprise zone. Land at A59/Samlesbury enterprise zone, Samlesbury.	700m	Works completed as Phase 1 of the Samlesbury Enterprise Zone. This application has been assessed within the traffic figures.
10/17/0578 (Blackburn and Darwen Council)	Residential Development comprising 272 homes, public open space, landscaping, drainage, associated highway works, infrastructure and engineering works and demolition of existing garages.	5.7km	Large Housing site to the southeast of the site, additional trips generated along the A677 Preston New Road considered as part of this TA.

Planning Ref	Description	Distance	Comments
07/2022/00451/OUT (South Ribble Borough Council)	Outline application with access for the mixed-use development at Cuerdale Garden Village, Environmental Impact Assessment (EIA) development, comprising up to 1,300 dwellinghouses, up to 164,000 sq m of employment floorspace and ancillary uses, a park and ride facility, outdoor recreational facilities and publicly accessible open space, a local centre and two from entry primary school.	3.9 km	This development is not yet approved and has not been considered as part of the committed development. It is envisaged that this development will assess the impact of the LDO as part of its TA. This will be monitored as part of the working group.
07/2023/0035/OUT (South Ribble Borough Council)	Outline application for employment led mixed use development Cuerdale Lane	3km	This development is not yet approved and therefore has not been considered as part of the committed development. It is envisaged that this development will assess the impact of the LDO as part of its TA. This will be monitored as part of the working group.
07/2020/01062/FUL (South Ribble Borough Council)	Erection of a tented warehouse for storage and distribution (Use Class B8), construction of hardstanding to provide 70 HGV trailer spaces and 20 HGV cab spaces, widening of existing internal site road and yard areas, and associated works.	4 km	The proposed development relate to internal changes and therefore no additional traffic on the highway network during the operational phase.
LCC/07/2017/0029 (Lancashire County Council)	New Primary, secondary and tertiary treatment plant with new sludge, treatment plant, extension of the wastewater treatment works, ground reprofiling with surplus excavated material and landscaping.	3.3 km	No additional traffic related to the operational phase of the development

Planning Ref	Description	Distance	Comments
06/2021/0477/ LCC/07/2021/00012	Extraction of sand and gravel including construction of new access road and new junction with A59 Preston New Road, creation of plant site, weighbridge and stockpiling area, silt ponds, landscaping including screen mounding, with progressive restoration to wetland and passive flood management facility, woodland and agriculture (Article 24 consultation).	4.3 km	Traffic movements associated with this development is considered to be negligible within the study area and therefore no further consideration. This is likely to be captured by the TEMPRO growth factors to be used in future year assessments and will be reviewed as part of the working group.
10/20/0265 Blackburn with Darwen	Land west of Rugby Club and of Ramsgreave Drive 63 dwellings and associated Infrastructure	5 km	Traffic movements associated with this development is considered to be negligible within the study area and therefore no further consideration. This is likely to be captured by the TEMPRO growth factors to be used in future year assessments and will be reviewed as part of the working group.
Housing Commitments - Policy CP4	H222 - Land at Blackburn RUFC - Ramsgreave Drive	5 km	Traffic movements associated with this development is considered to be negligible within the study area and therefore no further consideration. This is likely to be captured by the TEMPRO growth factors to be used in future year assessments and will be reviewed as part of the working group.
10/21/0636	Land to the North of Ramsgreave Drive Demolition of existing dwelling and erection of 47no. dwellings, with associated access, landscaping and infrastructure	5.5 km	This scheme has no impact within the study area.
LCC/2018/0024 (Lancashire County Council)	Partial infilling of former sand and gravel Quarry with recovered inert soil and clay materials in connection with restoration of the site to wildlife conservation, agricultural and recreational uses.	6 km	This scheme has no impact within the study area.

Planning Ref	Description	Distance	Comments
Housing Commitments - Policy CP4	H195 - North East Blackburn Strategic Housing Site	7.4 km	It is understood that circa 690 dwellings would be delivered by 2037 (13-14 years from now). Any TA for this site would consider the impact of the SEZ as committed development. It is Curtins view that the application of TEMPRO growth factors will capture the majority of trips associated with this site and will be reviewed as part of the working group.

Table 4.7 – Committed Development

4.8.2 The committed development traffic is presented in Traffic Figures 7 and 8 for the AM and PM peak respectively. The committed development traffic has been added to the 2023 survey traffic (Traffic Figures 1 and 2) to obtain the 2023 Base + Committed development traffic. This is presented in Traffic Figures 9 and 10 for the AM and PM peak.

4.8.3 It is considered that the inclusion of committed development traffic plus the application of background traffic growth provides a reasonable position to establish the future impact of the LDO having regard to uncertainty. The adopted methodology may also contain an element of double counting in terms of the committed developments set out within the relevant Local Plans. Notwithstanding this position, each committed development will be required to prepare a standalone Transport Assessment that will need to take account of the traffic demand associated with the LDO as a committed development. The future operation of the surrounding highway network will therefore be determined as and when development proposals come forward.

4.8.4 The 2023 Base + Committed development traffic that was assessed as part of the 2013 Jacobs TA is presented in Traffic Figures 11 and 12 for the AM and PM peak respectively.

4.9 Comparison of 2023 Base + Committed Development Traffic

4.9.1 The future year assessment undertaken to inform the previous LDO was 2023. For consistency, and to confirm the relevance of previous assessments, Curtins has compared the 2023 Base + Committed development from the 2013 Jacobs TA and the 2023 Base + Committed Development traffic using the recent traffic counts commissioned by Curtins.

4.9.2 Traffic Figures 13 and 14 present the difference for each turning movement for the AM and PM peak respectively. **Table 4.8** summarises the total difference in traffic for each junction in the study area.

Junctions	2013 Jacobs TA – 2023 Base + Committed Development		2023 Curtins – 2023 Base + Committed Development		Difference		Percentage Change	
	AM (0730 - 0830)	PM (1700 - 1800)	AM (0730- 0830)	PM (1615 - 1715)	AM	PM	AM	PM
	A59 Longsight Road/Myerscough Smithy Road/A59 Myerscough Smithy Road	2082	2030	1648	1811	-434	-219	-21%
A59 Myerscough Smithy Road/Sir Frederick Page Way	1942	1890	1648	1752	-294	-138	-15%	-7%
A677 Preston New Road/Sir Frederick Page Way	1664	1670	1790	1615	126	-55	8%	-3%
A59 Myerscough Smithy Road/BAE Site Access	3009	3261	2140	2192	-869	-1069	-29%	-33%
A677 Preston New Road/Branch Road	2041	2070	1947	1717	-94	-353	-5%	-17%
A677 Preston New Road/A59 Whalley Road/A59 Preston New Road	4390	4666	3697	3547	-693	-1119	-16%	-24%
A59 Preston New Road/Cuerdale Lane/Samlesbury Hotel	4551	4764	3818	3644	-733	-1120	-16%	-24%
M6 Junction 31	5885	5938	5159	5142	-726	-796	-12%	-13%

Table 4.8 – Comparison of 2013 and 2023 Surveys

- 4.9.3 It is clear from the **Table 4.8** that the Base + Committed Development traffic assessed for the 2013 Jacobs TA is significantly higher at all the junctions in the study for both the local highway network and the strategic road network when compared against the current 2023 base plus committed development scenario developed by Curtins.
- 4.9.4 The assessment of committed development carried out by Jacobs ensured that the traffic impact assessment at the time represented a reasonable position having regard to uncertainty of the future traffic impact of the SEZ and with the advent of time in this location is robust.

4.10 Samlesbury Enterprise Zone – Trip Generation

Consented LDO Trip Generation

4.10.1 This section of the report details the assumed trips associated with the approved LDO for the SEZ.

Table 4.9 summarises the trip rates with the associated vehicle trips presented in **Table 4.10**.

Phase	AM Peak (07:30 – 08:30)			PM Peak (17:00 – 18:00)		
	Arr	Dep	Two Way	Arr	Dep	Two Way
B1	1.299	0.17	1.469	0.227	2.08	2.307
B2	0.681	0.132	0.81	0.054	0.484	0.54
B8	0.284	0.144	0.43	0.104	0.281	0.39

Table 4.9 – Trip Rates (Extracted from 2013 Jacobs TA)

Phase	AM Peak (07:30 – 08:30)			PM Peak (17:00 – 18:00)		
	Arr	Dep	Two Way	Arr	Dep	Two Way
Phase 1	377	97	474	66	374	440
Phase 2	910	178	1088	73	645	718
Total	1287	275	1562	139	1019	1158

Table 4.10 – Consented Trip Generation (Extracted from 2013 Jacobs TA)

4.10.2 **Table 4.10** confirms that for the previous approved LDO, the SEZ was predicted to generate 1562 two-way vehicle movements for the AM peak and 1158 two-way vehicle movements in the PM peak.

4.10.3 As previously stated, the Jacobs TA assumes a total development area on the SEZ of 226,352sqm broken down as follow:

- Phase 1 – 79,553; and
- Phase 2 – 146.820.

4.10.4 It is understood that the 41,619sqm (52% of Phase 1) of the development has been delivered up to date. The following uses have been delivered and are currently operational:

- B2 (AMRC North West) – 4,460 sqm;
- B8 (Asset Manage Facility and AEM Defence Logistics Centre (Wincanton) - 31,100sqm; and
- D1 (BAE Academy for Skills and Knowledge) – 6,059sqm.

4.10.5 The above 4 specialist units representing 18% of the SEZ. were fully operational on the day of the traffic surveys.

4.10.6 The Local Highway Authority requested a 7 day entry and exit surveys at the access roads to the above developments during scoping discussions in order to verify the assumptions adopted within the 2013 Jacobs TA. The average weekday peak hour trips associated with the above uses based on the survey is summarised in **Table 4.11** below. The raw survey data is provided in **Appendix D**.

Use Class	Floor Area	AM Peak (07:30 – 08:30)			PM Peak (16:15– 17:15)		
		Arr	Dep	Two Way	Arr	Dep	Two Way
B2 (AMRC North West)	4,460	12	2	14	1	12	13
B8 (Asset Manage Facility and AEM Defence Logistics Centre – (Wincanton)	31,100	44	17	61	12	31	43
D1 (BAE Academy for Skills and Knowledge)	6,038	98	14	111	6	81	87
Total	41,598	154	33	187	19	124	143

Table 4.11 – Existing Site – Operational Traffic

4.10.7 **Table 4.9** confirms that there are 187 two-way vehicle movements in the AM peak and 143 two-way vehicle movements in the PM peak.

4.10.8 Using the above peak hour trips and floor areas, site specific trip rates have been derived and summarised in **Table 4.12**.

Use Class	AM Peak (07:30 – 08:30)			PM Peak (16:15– 17:15)		
	Arr	Dep	Two Way	Arr	Dep	Two Way
B2 (AMRC North West)	0.269	0.034	0.303	0.013	0.270	0.283
B8 (Asset Manage Facility and AEM Defence Logistics Centre – (Wincanton)	0.142	0.055	0.197	0.040	0.100	0.139
D1 (BAE Academy for Skills and Knowledge)	1.62	0.22	1.84	0.10	1.33	1.44

Table 4.12 – Site Specific Trip Rates

4.10.9 It is clear from **Table 4.9** and **4.12** that the trip rates within the Jacobs TA are significantly higher than the site-specific specialised trip rates for both B2 and B8. It is noted that the impacts of SEZ are lower than a TRICS based approach, this is likely as a consequence of the specialist nature of the site and cannot be an accurate representation of other typical employment sites.

4.10.10 It was requested by National Highways following the submission of the scoping note that the trip rates for the E(g)(i-iii) -Office land use formerly B1 is updated based on the current TRICS database. The TRICS database has therefore been interrogated for Office uses in England excluding Greater London and located on the edge of town. The resultant trip rates for the traffic network AM and PM peak are summarised in **Table 4.13**. A copy of the TRICS output is provided in **Appendix F**.

Land Use	AM Peak (07:30 – 08:30)			PM Peak (16:15 – 17:15)		
	Arr	Dep	Two Way	Arr	Dep	Two Way
E(g)(i-iii)	0.991	0.0735	1.0645	0.1105	1.073	1.1835

Table 4.13 – Office Trip Rates per 100sqm (Derived by Curtins)

4.10.11 National Highways requested that the above trip generation for Office Use is amended to exclude survey dates affected by Covid 19 restrictions and provided the following trip rates summarised in **Table 4.14**.

Land Use	AM Peak (07:30 – 08:30)			PM Peak (16:15 – 17:15)		
	Arr	Dep	Two Way	Arr	Dep	Two Way
E(g)(i-iii)	1.455	0.090	1.545	0.146	1.368	1.514

Table 4.14 – Office Trip Rates per 100sqm (Provided by National Highways)

4.10.12 The above trip rates would be adopted for the assessment of the E(g)(i-iii) element of the development.

4.10.13 The Trip Rates for all land uses are summarised in **Table 4.53**.

Land Use	AM Peak (07:30 – 08:30)			PM Peak (16:15 – 17:15)		
	Arr	Dep	Two Way	Arr	Dep	Two Way
E(g)(i-iii)	1.455	0.090	1.545	0.146	1.368	1.514
B2	0.269	0.034	0.303	0.013	0.270	0.283
B8	0.142	0.055	0.197	0.040	0.100	0.139

Table 4.15 – TRICS Trip Rates

4.11 Proposed Development Trip Generation

4.11.1 As previously stated, the following are grouped into two potential development scenarios, named Scenario 1 and Scenario 2. The differences between each scenarios land use allocation are listed below. The actual scenario delivered is likely to be a mix of both and influenced by:

- development interest/opportunities and
- the future highway network capacity (as well as its operation and safety) as deemed acceptable by both the highway authority and National Highways.

Scenario 1

- E(g)(i-iii): 50,000sqm (22%) (formally known as B1, relates to business land use)
- B2: 126,556sqm (56%)
- B8: 35,336sqm (16%)
- F1(a): 13,580sqm (6%) (formally known as D1, relates to non-residential institutions)

Scenario 2

- E(g)(i-iii): 60,000sqm (27%)
- B2: 116,556sqm (51%)
- B8: 35,336sqm (16%)
- F1(a): 13,580sqm (6%)

4.11.2 The trip rates in **Table 4.16** have been used to calculate the vehicle trips associated with the proposed development scenarios. The development trips are summarised in **Tables 4.16** and **4.17**.

Use Class	AM Peak (07:30 – 08:30)			PM Peak (16:15 – 17:15)		
	Arr	Dep	Two Way	Arr	Dep	Two Way
E(g) (i-iii)	728	45	773	73	684	757
B2	341	43	383	16	342	358
B8	50	20	70	14	35	49
F1(a)	0	0	0	0	0	0
Total	1118	107	<u>1225</u>	103	1062	<u>1165</u>

Table 4.16 – Scenario 1 Development Traffic

4.11.3 Table 4.16 confirms that Scenario 1 could generate 1225 two-way trips in the AM peak and 1165 two-way trips in the PM peak.

Use Class	AM Peak (07:30 – 08:30)			PM Peak (16:15– 17:15)		
	Arr	Dep	Two Way	Arr	Dep	Two Way
E(g) (i-iii)	873	54	927	88	821	908
B2	314	39	353	15	315	330
B8	50	20	70	14	35	49
F1(a)	0	0	0	0	0	0
Total	1237	113	<u>1350</u>	116	1171	<u>1288</u>

Table 4.17 – Scenario 2 Development Traffic

4.11.4 Table 4.17 confirms that Scenario 2 could generate 1350 two-way vehicle movements in the AM peak and 1288 two-way vehicle movements in the PM peak.

4.11.5 Table 4.18 shows a comparison of the proposed development with the consented LDO traffic.

Use Class	AM Peak (07:30 – 08:30)			PM Peak (17:00 – 18:00)		
	Arr	Dep	Two Way	Arr	Dep	Two Way
2013 TA Development Traffic	1287	275	1562	139	1019	1158
Proposed Development - Scenario 1	1118	107	1225	103	1062	1165
Difference	-169	-168	-337	-36	43	7
Proposed Development - Scenario 2	1237	113	1350	116	1171	1288

Difference	-50	-162	-212	-23	152	130
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Table 4.18 – Development Traffic Comparison

- 4.11.6 It is clear from **Table 4.18** that Scenario 2 represents the more traffic intensive development mix and generates 124 more two-way trips in the AM peak and 123 more in the PM peak than Scenario 1.
- 4.11.7 **Table 4.18** also shows a comparison of the proposed development traffic with the 2013 TA development traffic. It is clear from the above that in the AM peak both development scenarios generate less traffic than the approved LDO, however, in the PM peak both development scenarios generate more traffic. It is worth noting that Scenario 1 only generates only slightly more traffic in the PM peak (7 two-way movements)
- 4.11.8 The trip rates and associated trip generation above have been derived based on site specific B2/B8 uses and TRICS trip rate for generic B1 uses as agreed during the scoping process. It is intended that end user specific trip generation would be considered as part of the working group’s development of the mitigation and trigger levels as this becomes clearer.

4.12 Traffic Distribution

- 4.12.1 Following discussions with National Highways it was agreed that the 2011 census data is used as basis for the distribution of the development traffic. The data used for the proposed Development trip distribution have been derived from the 2011 Census Origin-Destination for the place of work at an MSOA (Middle Super Output Area) level. The 2021 Census data has not been used as travel patterns were significantly impacted by the Covid-19 pandemic and associated restrictions on movement in ways that are no longer the case.
- 4.12.2 The dataset used is the ‘Location of Usual Residence and Place of Work by Method of Travel to Work’ (MSOA Level). This has been interrogated to find the origins of trips to work from home-based destinations centred around the MSOA E02005256: Preston 004 and E02005288: South Ribble 002. A copy of the census data showing all the origins and distribution is provided in **Appendix G**.
- 4.12.3 The distribution has been calculated by considering the most likely route to be selected by staff at the proposed development to reach their place of employment, based on travel distances and times as suggested by online route planners. The route planning was undertaken during peak hours considering local traffic conditions.
- 4.12.4 For the purpose of this assessment, it has been assumed that all development traffic will assess the SEZ via either the A59 Myerscough Smith Road junction to the north of the main spine road or the A677 Preston New Road junction with the spine road to the south.
- 4.12.5 The proposed SEZ traffic has been distributed onto the highway network as follows:

AM Peak

- 43% - Proposed A59 SEZ Access;
- 57% - Proposed A677 SEZ Access;
- 4% - Mellor Brook Roundabout;
- 9% - A677 / Branch Road;
- 84% - A59 / A677 Roundabout;
- 78% - M6 Junction 31;

PM Peak

- 43% - Proposed A59 SEZ Access;
- 57% - Proposed A677 SEZ Access;
- 4% - Mellor Brook Roundabout;
- 9% - A677 / Branch Road;
- 84% - A59 / A677 Roundabout;
- 78% - M6 Junction 31;

4.12.6 The distribution of the development traffic has been presented in Traffic Figure 15. This distribution has been reviewed by National Highways and confirmed to be suitable as basis for this assessment.

4.12.7 This distribution has been used to assign the development traffic for Scenario 1 and Scenario 2 development to the highway network and is presented in Traffic Figures 16 and 17 for Scenario 1 and Traffic Figures 18 and 19 for Scenario 2.

4.12.8 The distribution would be reviewed as part of the working group and could be amended to suit known end user requirements as appropriate.

4.13 2023 Base + Development Traffic

4.13.1 The development traffic has been added to the 2023 Base + Committed development traffic to obtain the 2023 Base + Development traffic. This is presented in Traffic Figures 20 and 21 for Scenario 1 and Traffic Figures 26 and 27 for Scenario 2.

4.13.2 The 2023 Base + Development traffic for the 2013 Jacobs TA is presented in Traffic Figures 22 and 23. The difference between the Base + Development traffic for the Jacobs TA and the current assessment is presented in Traffic Figures 24 and 25 for Scenario 1 and 28 and 29 for Scenario 2. The traffic Figures is presented in **Appendix H**.

4.13.3 **Tables 4.19 & 4.20** shows a comparison of the total junction traffic for the Base + Development traffic for the 2013 Jacobs TA and the current assessment for Scenario 1 and Scenario 2.

Junctions	2013 Jacobs TA – 2023 Base + Development		2023 Curtins – 2023 Base + Scenario 1		Difference		Percentage Change	
	AM (0730- 0830)	PM (1700- 1800)	AM (0730- 0830)	PM (1615- 1715)	AM	PM	AM	PM
A59 Longsight Road/Myerscough Smithy Road/A59 Myerscough Smithy Road	2238	2145	1699	1859	-539	-286	-24%	-13%
A59 Myerscough Smithy Road/Sir Frederick Page Way	2457	2272	2211	2256	-246	-16	-10%	-1%
A677 Preston New Road/Sir Frederick Page Way	2711	2446	2452	2276	-259	-170	-10%	-7%
A59 Myerscough Smithy Road/BAE Site Access	3369	3558	2653	2648	-716	-910	-21%	-26%
A677 Preston New Road/Branch Road	2354	2302	2052	1817	-302	-485	-13%	-21%
A677 Preston New Road/A59 Whalley Road/A59 Preston New Road	5555	5533	4793	4559	-762	-974	-14%	-18%
A59 Preston New Road/Cuerdale Lane/Samlesbury Hotel	5645	5574	4850	4625	-795	-949	-14%	-17%
M6 Junction 31	6857	6655	6110	5828	-747	-827	-11%	-12%

Table 4.19 – Comparison of Base + Development Traffic (Scenario 1)

Junctions	2013 Jacobs TA – 2023 Base + Development		2023 Curtins – 2023 Base + Scenario 2		Difference		Percentage Change	
	AM (0730 - 0830)	PM (1700 - 1800)	AM (0730- 0830)	PM (1615 - 1715)	AM	PM	AM	PM
A59 Longsight Road/Myerscough Smithy Road/A59 Myerscough Smithy Road	2238	2145	1704	1864	-534	-281	-24%	-13%
A59 Myerscough Smithy Road/Sir Frederick Page Way	2457	2272	2268	2309	-189	37	-8%	2%
A677 Preston New Road/Sir Frederick Page Way	2711	2446	2519	2346	-192	-100	-7%	-4%
A59 Myerscough Smithy Road/BAE Site Access	3369	3558	2705	2309	-664	- 1249	-20%	-35%
A677 Preston New Road/Branch Road	2354	2302	2063	1827	-291	-475	-12%	-21%

Junctions	2013 Jacobs TA – 2023 Base + Development		2023 Curtins – 2023 Base + Scenario 2		Difference		Percentage Change	
	AM (0730 - 0830)	PM (1700 - 1800)	AM (0730- 0830)	PM (1615 - 1715)	AM	PM	AM	PM
A677 Preston New Road/A59 Whalley Road/A59 Preston New Road	5555	5533	4898	4663	-657	-870	-12%	-16%
A59 Preston New Road/Cuerdale Lane/Samlesbury Hotel	5645	5574	4955	4729	-690	-845	-12%	-15%
M6 Junction 31	6857	6655	6207	5924	-650	-731	-9%	-11%

Table 4.20 – Comparison of Base + Development Traffic (Scenario 2)

- 4.13.4 It is clear from **Tables 4.19 & 4.20** that when the decreased background traffic is taken into account, the overall traffic would be lower for both development scenarios than the 2013 TA assessment.
- 4.13.5 The above confirms that the future traffic volumes assessed as part of the 2013 TA is higher than the total development traffic scenarios derived by Curtins for both development scenarios that are the subject of the LDO renewal.
- 4.13.6 In summary, the traffic impact assessment that was carried out by Jacobs included a greater element of traffic growth than was ultimately realised and more robust trip generation assumptions for the proposed land uses. Whilst both development scenarios currently being considered generate an increased number of trips during the PM peak hour periods, the corresponding reduction in baseline and committed development traffic flows has resulted in fewer total vehicle movements across the local highway network in the peak hour periods. Further to this, either of the two scenarios tested can be accommodated on the SEZ and allowed for in the LDO.
- 4.13.7 It is therefore reasonable to conclude that the assessments undertaken to inform the original LDO were robust, and the conclusions remain valid. On this basis, the conclusions of the traffic impact assessment carried out by Jacobs are still applicable to the LDO renewal and there is no requirement for further capacity assessments. With the exception of junction capacity assessment to support all mitigation whether off site or access where the original design was not delivered.
- 4.13.8 The off-site highway mitigation principles established by Jacobs will therefore be retained as part of the LDO renewal process.

4.14 Highway Infrastructure and Off-site Mitigation

- 4.14.1 The extensive package of highway infrastructure and off-site mitigation measures proposed as part of the 2014 LDO are detailed below.

4.14.2 **Figure 4.1** shows an extract of the SEZ access to the south, on the A677, which was proposed as part of the 2013 Jacobs TA.

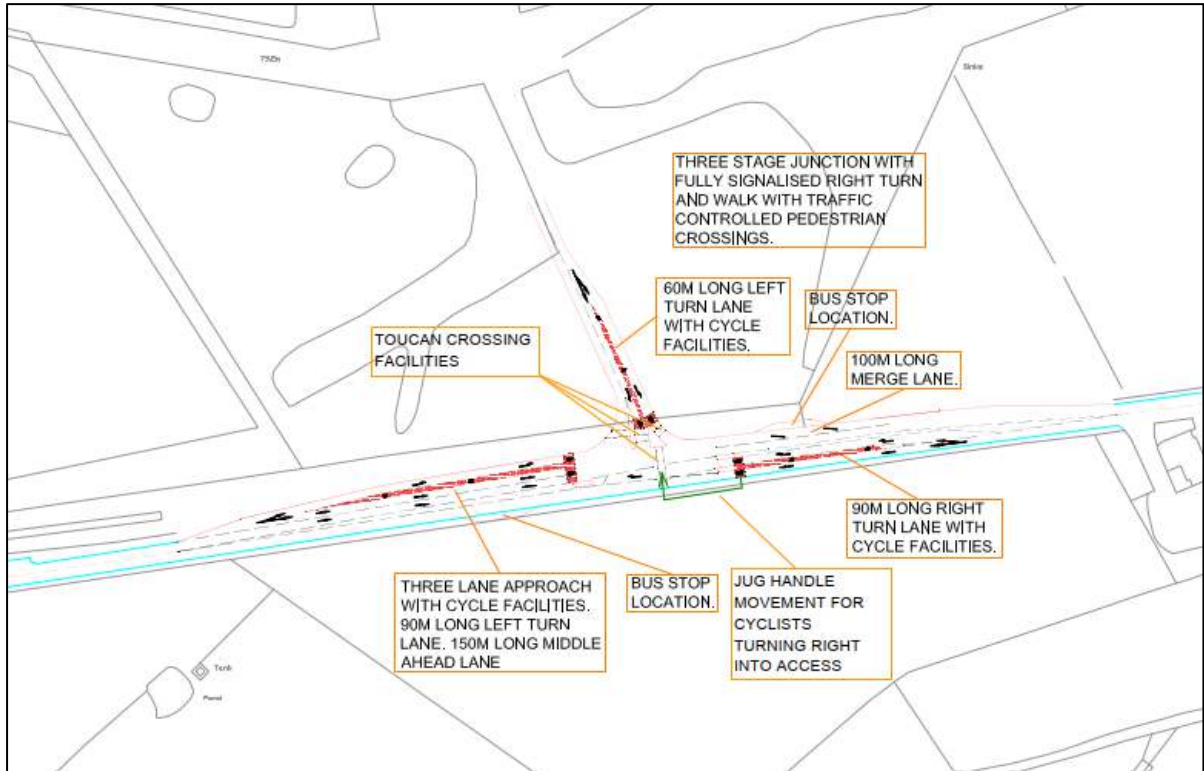


Figure 4.1 – A677 Preston New Road/Site Access

4.14.3 The above site access has been delivered but not identical as shown, however will be reviewed by the working group to ensure that the junction can satisfy all future demands. The dedicated left turn diverge and merge lanes slightly shorter. No bus shelters have been provided, these may be provided if required by the site audit or to support the sustainable strategy.

4.14.4 **Figure 4.2** shows the mitigation proposed at the A59/BAE site access as part of the 2013 Jacobs TA.

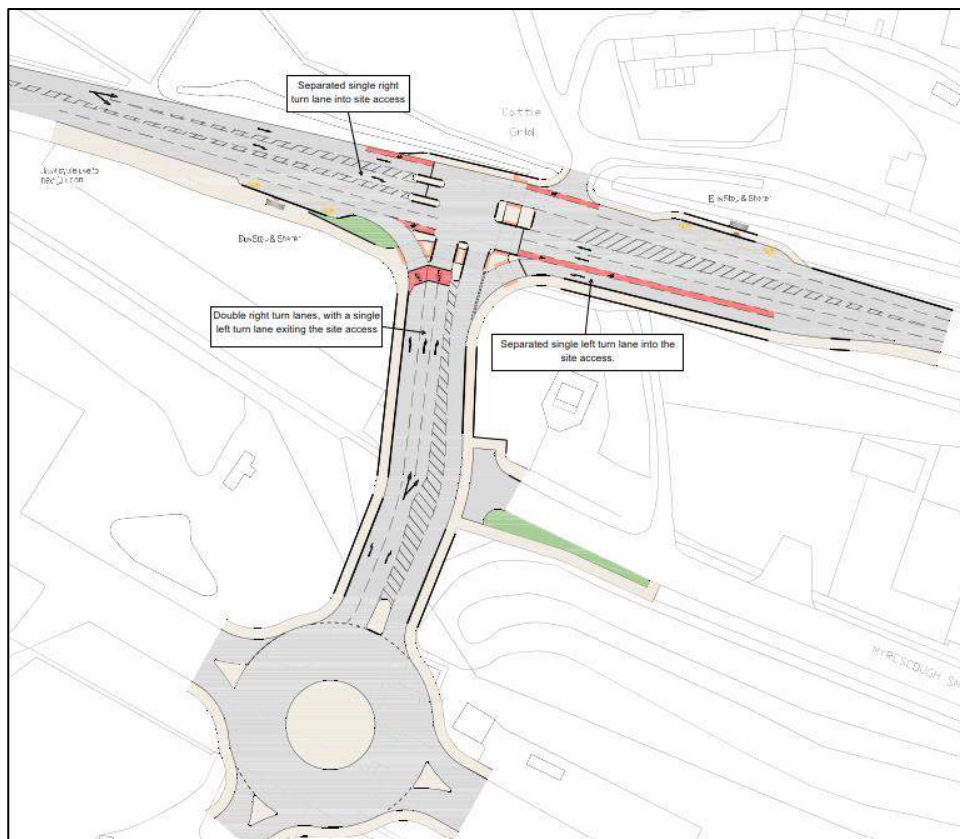


Figure 4.2 – Myerscough Smithy Road /Site Access and Internal Roundabout

4.14.5 The above junction on the A59 Myerscough Smithy Road has been delivered in full. As noted previously, the internal roundabout has since been replaced by a four arm signal controlled junction. However no bus shelters have been provided, these may be provided if required by the site audit or to support the sustainable strategy.

4.14.6 **Figure 4.3** shows the mitigation proposed at the A59 Whalley Road/A677 Preston New Road/Cuerdale Lane/Samlesbury Hotel Access as part of the 2013 Jacobs TA.

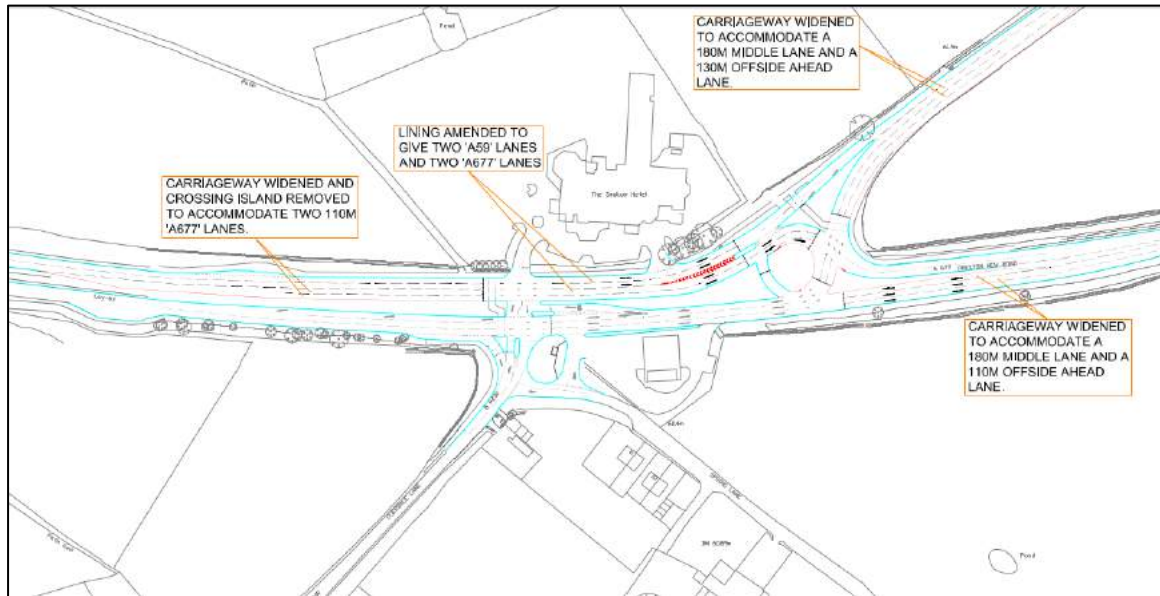


Figure 4.3 – A59 Whalley Road/A677 Preston New Road/Cuerdale Lane/Samlesbury Hotel Access

4.14.7 The above has not been delivered to date as the trigger point has not been reached and will be delivered as part of any future development at the SEZ. The trigger point for this mitigation is summarised in the sections below.

4.14.8 At the detailed design stage, the above proposal would be subject to further modelling and satisfying latest design criteria including LTN1/20, safety audit, user audit, swept paths, Active Travel England, with regard to better signing as well as accidents that have occurred.

4.14.9 **Figure 4.4** shows an extract of the mitigation proposed at the M6 Junction 31 as part of the 2013 Jacobs TA.

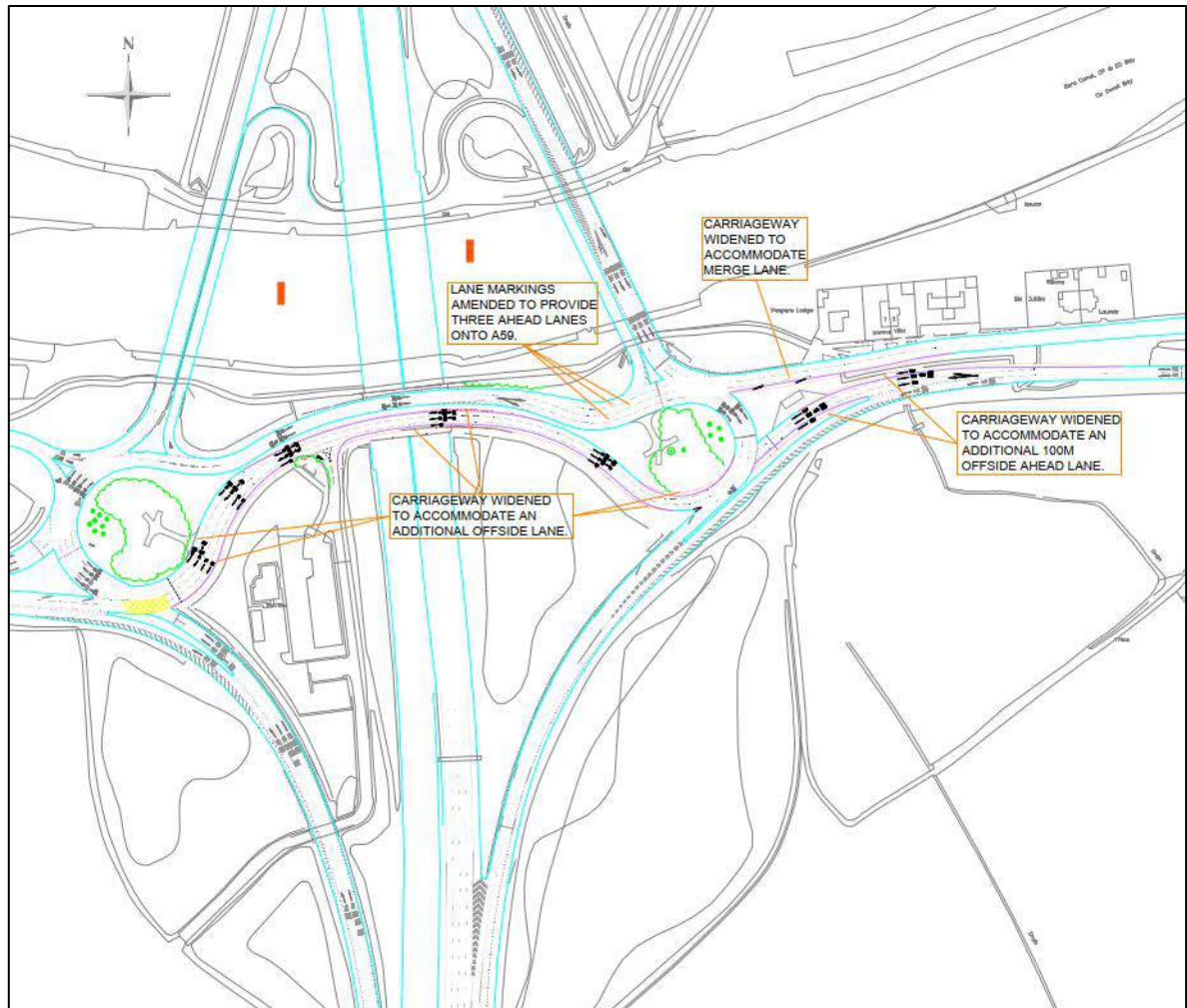


Figure 4.4 – M6 Junction 31

4.14.10 It is Curtins' understanding that the mitigation identified for the M6 Junction 31 has not yet been delivered. The outstanding mitigation works which the approved LDO is committed to delivering are being programmed into LCC's scheme priorities and will be subject to agreed design, timing and phasing by the transport working group.

4.14.11 Based on the comparative assessment presented within this TAU, it is evident that net traffic impact of both scenarios 1 and 2 are comparable with the traffic impact of the approved LDO which was considered acceptable by both the Local and Strategic Highway Authority.

4.14.12 On the above basis, no further mitigation is required beyond that set out in the 2013 Jacobs TA. The trigger point for this mitigation is summarised in the sections below. It is worth noting that the above scheme would be subject to further traffic modelling and latest design guidance at the detailed design stage.

4.15 Suggested Trigger Point for Junction Improvement

4.15.1 The Transport Assessment for the previous LDO identified trigger points at which mitigation would be required for both the Swallow Hotel junction and M6 Junction 31. This has been summarised as follow.

Swallow Hotel Junction (A59 / A677 Junction)

4.15.2 Figure 4.5 shows the trigger levels derived for the Swallow Hotel Junction. It is worth noting that the trigger levels were derived on the basis of the AM peak hour traffic demand.

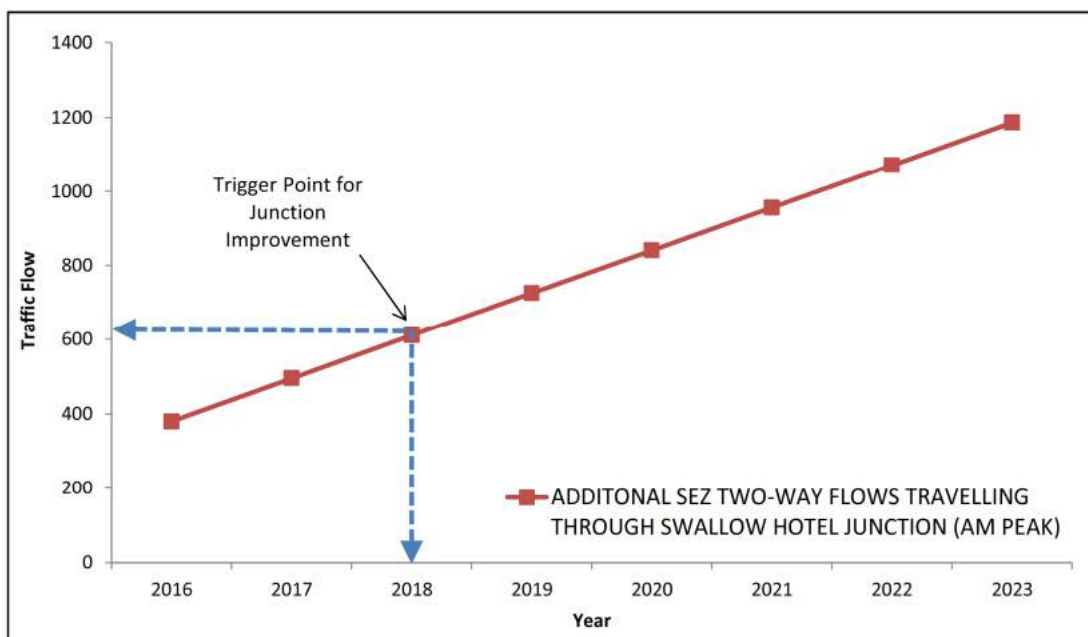


Figure 4.5 – Trigger Point for Swallow Hotel Junction Improvements

4.15.3 It is clear from the above that a two-way vehicle movement of 600 vehicles in the AM peak would trigger mitigation at the above junction. Surveys undertaken confirms that the current uses generate 187 two-way movements in the AM Peak. On this basis, an additional 413 two-way vehicle movements could be generated before the mitigation would be required.

M6 Junction 31 Mitigation Trigger

4.15.4 Figure 4.6 illustrates the trigger for M6 Junction 31 as agreed for the previous LDO. This has been derived using AM peak traffic.

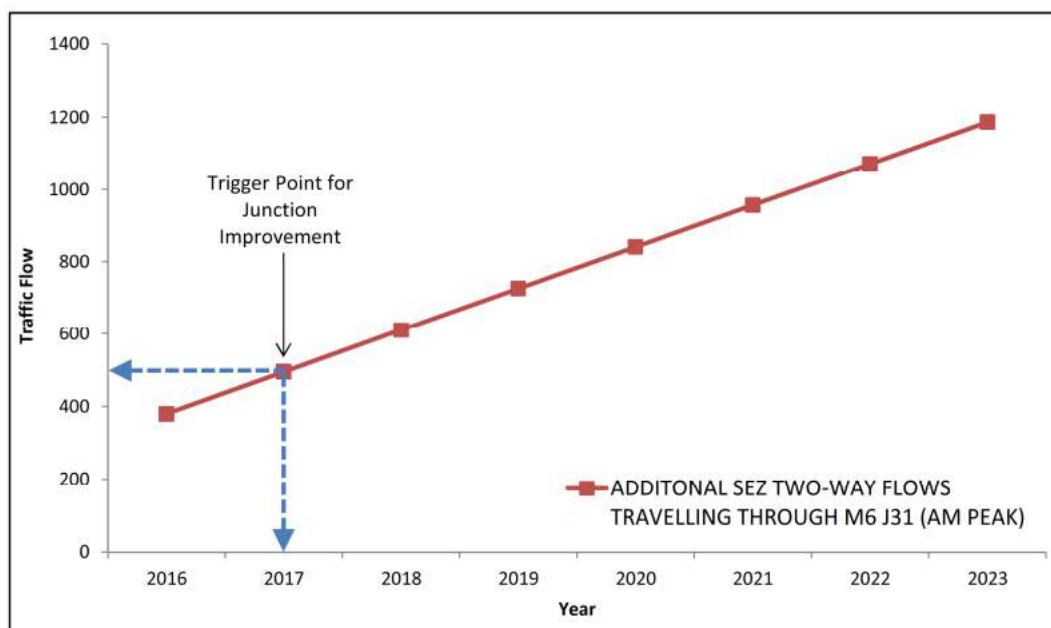


Figure 4.6 – Trigger Point for M6 Junction 31 Improvements

4.15.5 The above figure confirms that 500 two-way vehicle trips from the SEZ would trigger the proposed mitigation. The traffic surveys as set out in Table 4.11 has confirmed that the current uses on site generate 187 two-way vehicles in the AM peak. On this basis, the SEZ can generate an additional 313 two-way vehicle movements before the proposed mitigation would be triggered.

4.15.6 It is anticipated that the additional trip demand will be monitored, and the proposed improvement schemes will be delivered sooner should the trigger levels exceed projected levels.

4.15.7 As previously stated, a working group consisting of LCC, the highway authority and National Highways would be set up on adoption of the LDO to commence work on the modelling and design of the proposed mitigation and to confirm the appropriate trigger levels. The working group will also keep traffic impacts from the development under review as well as on site operation.

4.16 Summary

4.16.1 A comparison of 2013 and 2023 traffic surveys for the junctions in the study area demonstrates that traffic growth has been neutral with minimal/no growth at some junctions and decline in other locations.

4.16.2 Due to the high traffic growth, the Base + Committed Development traffic assumed for the 2013 Jacobs TA is higher than the current assessment at all junctions.

- 4.16.3 Site specific trip rate measurements have confirmed that the B2 and B8 trip rates assumed withing the 2013 Jacobs TA are significantly higher than the observed trip generations of the completed developments within the SEZ.
- 4.16.4 The E(g) (i-iii) development quantum has been significantly increased for both Scenario 1 and Scenario 2 in comparison to the consented LDO.
- 4.16.5 Notwithstanding the above, whilst Scenarios 1 and 2 generate more traffic flows during the PM peak hour period, the corresponding reduction in baseline traffic flows across the highway network result in comparable traffic situation that was assessed by Jacobs in their determination of the SEZ access infrastructure and the off-site highway mitigation measures.
- 4.16.6 It is important to note that either of the two scenarios tested can be accommodated on the SEZ and allowed for in the LDO, without requiring further mitigation. The total development trips would be reviewed and monitored as part of the working group and could be amended, as future occupiers come forward.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

5.1.1 A key element of national, regional, and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

5.1.2 Whilst the principle of delivering comprehensive development within the SEZ has been considered previously, a review of the SEZ has been undertaken for the following modes of travel in order to determine whether the committed sustainable travel enhancement remain appropriate:

- Sustainable Transport Measures; and
- Pedestrian Accessibility; and
- Accessibility by Cycle; and
- Accessibility by Public Transport.

5.2 Sustainable Transport Measures

5.2.1 This section of the report assesses the area surrounding the EZ site that were identified for potential sustainable transport improvements as part of the approved SEZ.

5.2.2 The following outlines the potential improvements informed by the Jacobs TA. A review of the implementation of these measures has been undertaken and detailed in the following table.

Link / Junction	Sustainable Transport Measure	Delivered?
Pedestrian		
EZ Access (A677)	A shared cycle/ pedestrian access into the site from this location would ensure safe entry into the site	Yes
	The access would need to link with proposals for cycle / pedestrian routes throughout the site	Yes
	Pedestrian crossing facilities would be required to facilitate movement across the road to and from proposed bus stop locations	Yes
EZ Access (A59)	Verges are wide enough either side of the proposed access location to facilitate the introduction of pedestrian footways	Yes

Link / Junction	Sustainable Transport Measure	Delivered?
	Pedestrian crossing facilities would be required to facilitate movement across the road to and from proposed bus stop locations	Yes
Cycle		
A59	Introduce on-road cycle lanes on both sides of the A59 between M6 J31 and the Swallow Junction	No
	Extend existing on-road cycle lanes from the Boddington Arms pub to Mellor Brook Roundabout	No
	Extend cycle route on Woods Brow, connecting with A59	Yes
A677	Introduce on-road cycle lanes on both sides of the A677 between Swallow Junction and Branch Road	No
EZ Access (A677)	Use available space at the junction access for a designated shared cycle / pedestrian access	Yes
EZ Access (A59)	Use available space at the junction access for a designated shared cycle / pedestrian access	Yes
M6 J31	Extend cycle path on the north side of M6 J31 to Potter Lane, enabling cyclists to link in with the Bezza Lane path.	Yes
	Improve surface of Bezza Lane path	N/A
	Improve existing cycle path adjacent to Tickled Trout service area (inc. coloured crossing)	No
	Improve crossing facilities east of the junction on the A59 for cyclists wishing to use on-road path	No
Swallow Junction	On-road cycle lanes through the junction would provide clarity for cyclists and drivers in terms of lane discipline	No
	Decrease waiting time for pedestrians/ cyclists at the toucan crossing on the A59	N/A
BAE Systems Access	Introduce on-road cycle lanes at the junction on the A59 for cyclists wishing to use the off-road path	Yes
Public Transport		
EZ Access (A677)	Potential to Introduce bus stops adjacent to the proposed access on both side of the A677	Yes
	Bus turnaround facility close to the access	No

Link / Junction	Sustainable Transport Measure	Delivered?
EZ Access (A59)	Potential to Introduce bus stops adjacent to the proposed access on both side of the A59	Yes
	Bus turnaround facility close to the access	No
BAE Systems Access	Bus services should enter the site, then use the internal road network	Yes

Table 5.1 – Sustainable Transport Measures

(Source: Jacobs TA, 2013)

- 5.2.3 **Table 5.1** confirms that all the pedestrian facilities proposed as part of the EZ have been delivered. The proposed bus stop facilities have also been implemented in full. The delivered pedestrian facilities provide safe and efficient pedestrian access to the bus stops.
- 5.2.4 In regard to cycling, the site has shared cycle/ footways along the western edge of Sir Frederick Page Way (delivered as part of the EZ). Additionally, the proposed improvements to the Samlesbury cycle route and cycle lanes between the M6 J31 and Potters Lane have been implemented. It is clear from **Table 5.1** that some cycle measures are yet to be implemented, notably on-road cycle lanes along the A677 and A59. It is intended to implement these facilities, as more units come forward.
- 5.2.5 The extent of off-site sustainable infrastructure which has been delivered to date is considered appropriate in scale to the extent of development which has been completed within the SEZ.
- 5.2.6 The implementation of the outstanding measures and travel planning initiatives to which the 2014 LDO is committed to delivering will be prioritised as part of the new LDO.
- 5.2.7 In addition to the above, LCC will be undertaking a Transport Connectivity Study for the Enterprise Zone in 2024 working with site occupiers to understand how best to support and deliver the improvement of travel by sustainable means in the area. This work will link through to travel planning for the site and will help integrate and add value to the measures being taken by organisations on the site.

5.3 Pedestrian Accessibility

- 5.3.1 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. Accessibility Plans at the base of this report shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips.

5.3.2 These distances have been broken down to display walking catchment areas from the site **Plan 083305-CUR-XX-XX-G-TP-06003** displays the walking catchment of 500m, 1,000m, and 2,000m. The catchment plan is also displayed in **Figure 5.1**.

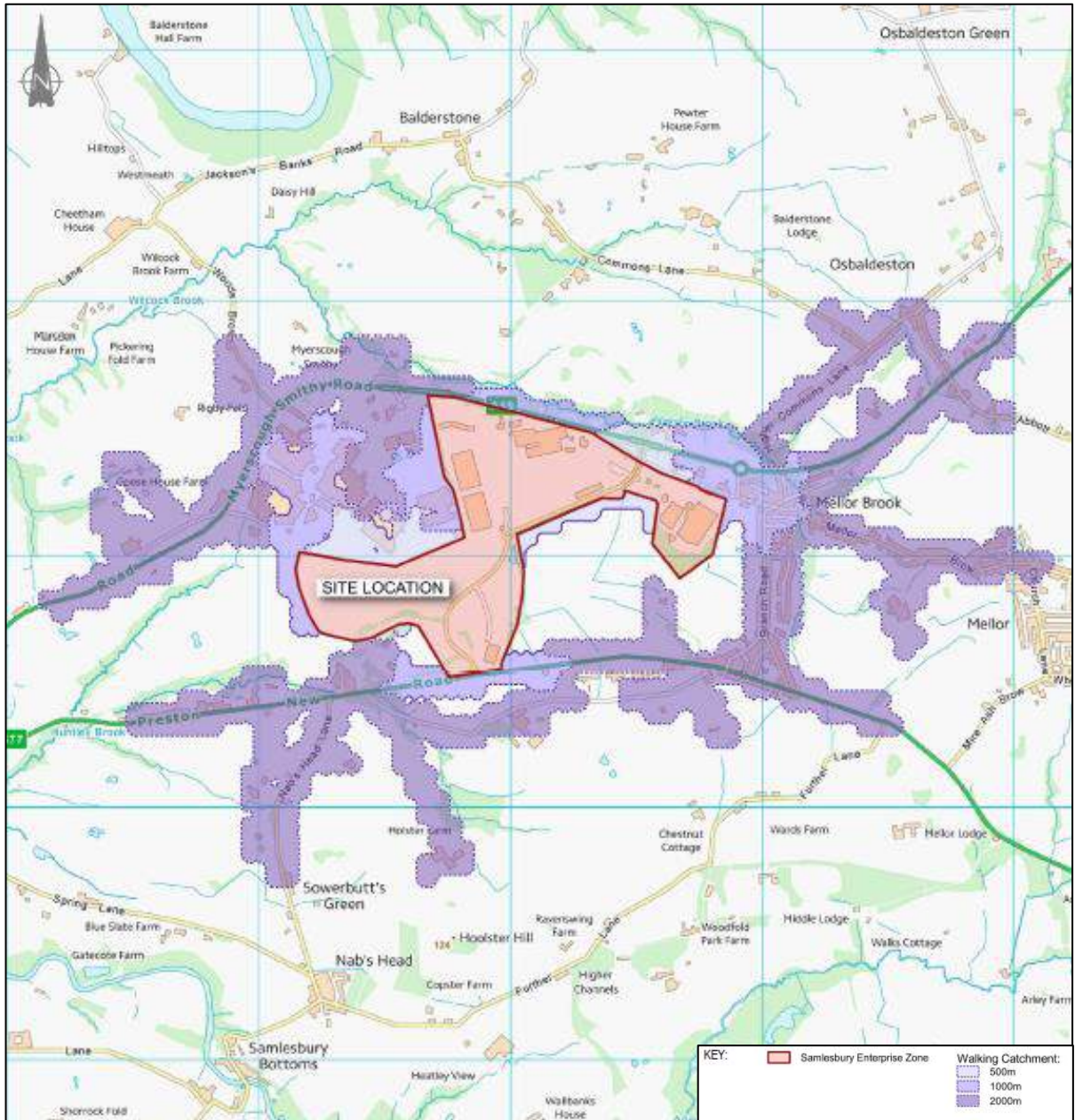


Figure 5.1 – Walking Catchment

5.3.3 **Table 5.2** below shows the key amenities within the walking catchment area of the site.

Key Amenities	Distance (m)
Feildens Arms – Mellor Brook	290m
Sandersons Village Bakery	300m

Key Amenities	Distance (m)
Heritage Cafe	400m
SPAR Windmill Petrol Station	1,000m
Canberra Fitness Centre	1,500m

Table 5.2 – Key Amenities within Walking Catchment

5.3.4 It is therefore considered that the existing and delivered pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

5.4 Accessibility by Cycle

5.4.1 Improvements to the Samlesbury cycle route bypasses large sections of the A59, allowing cyclists an appropriate route between the site and east Preston. The Samlesbury cycle route connects to the A59 at Woods Brow, c. 500m to the west of the signalised junction with the BAE system site and c.1.5km to the west of the junction with Sir Frederick Page Way.

5.4.2 An existing off-road cycle route to the west of the M6 Junction 31 and north of the site at Brockholes also connects with national cycle route 622, a 34-kilometre "greenway" encircling Preston and referred to as the Preston Guild Wheel.

5.4.3 **Table 5.3** summarises the areas that can be reached from the site within a typical cycle journey.

Cycle Catchment Areas	Distance
Balderston, Osbaldeston, Salesbury, Mellor, Samlesbury Bottoms.	5.5km
Ribbleton, Coup Green, Brindle Lodge, Hoghton, Pleasington, Cherry Tree, Mill Hill, Blackburn, Brownhill, Ramsgreave & Wilpshire	8km

Table 5.3 – Key Amenities within Cycle Catchment

5.4.4 **Plan 083305-CUR-XX-XX-G-TP-06004** displays the cycle catchment of 5.5km and 8km. The catchment plan is also displayed in **Figure 5.2** overleaf.

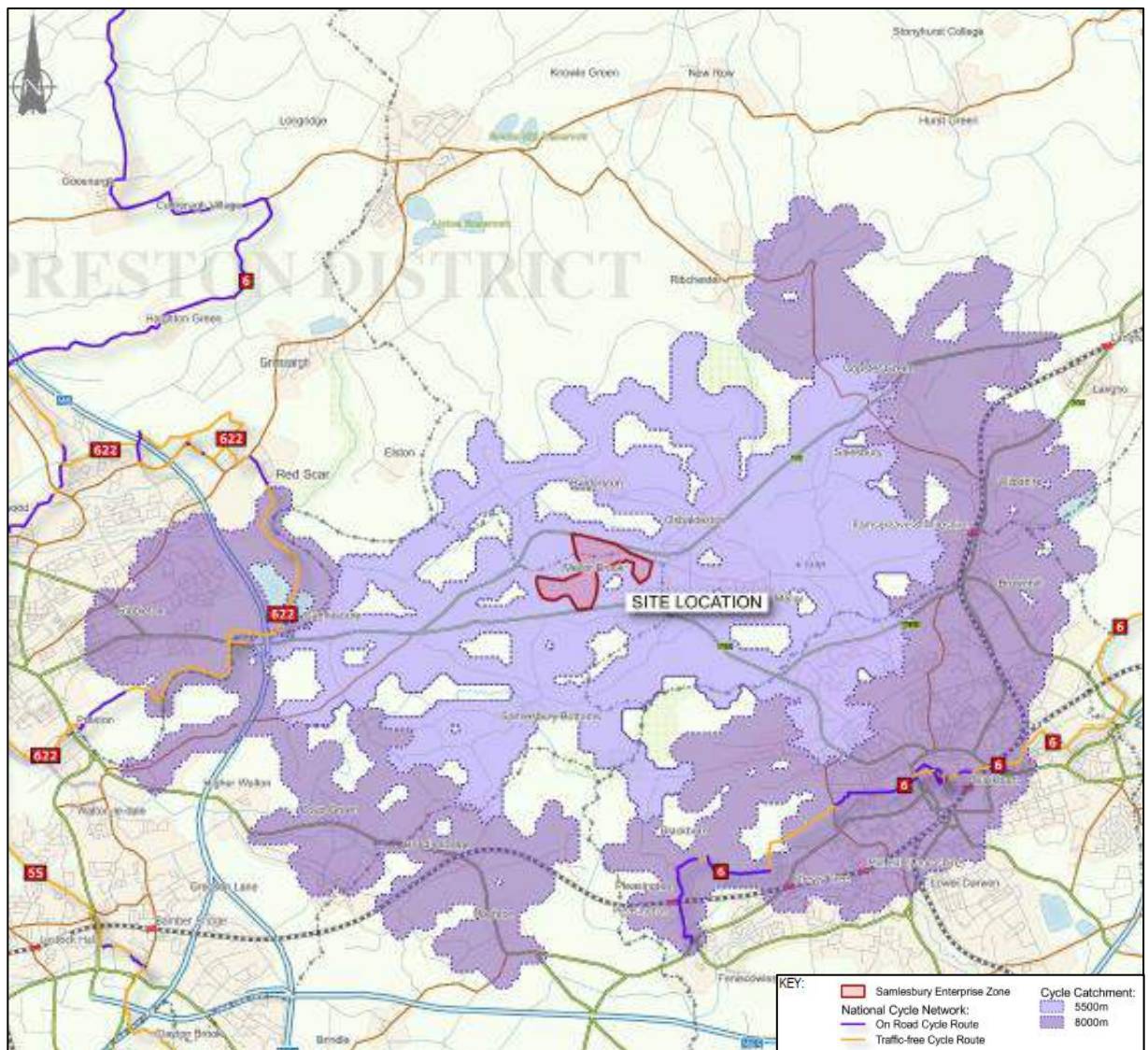


Figure 5.2 – Cycle Catchment

5.4.5 The site can, therefore, be considered as being accessible by cycle and that the additional enhancements set out within Table 5.1 will improve accessibility in the future.

5.5 Accessibility by Public Transport

5.5.1 **Plan 083305-CUR-XX-XX-G-TP-06005** demonstrates those areas accessible via public transport within 10-, 20-, and 30-minutes journey from the site. **Figure 5.3** displays the Public Transport Catchment for the Development Proposal. Accessibility by bus and rail are considered in further detail within the subsections overleaf.

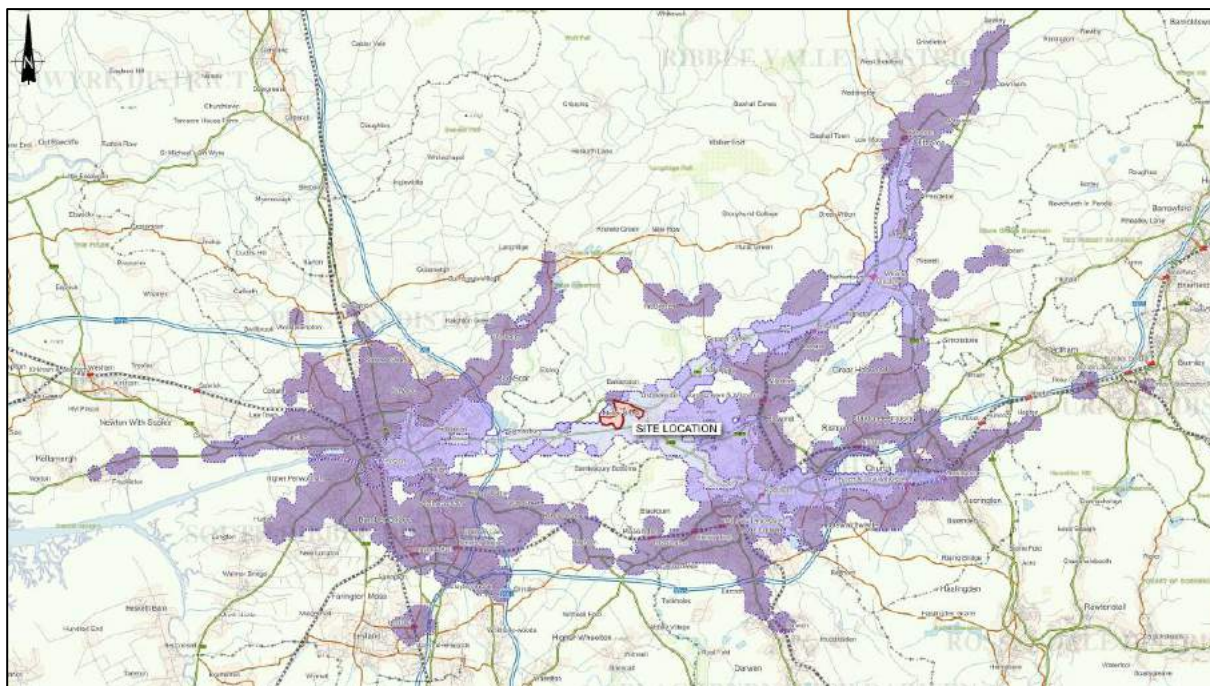


Figure 5.3 – Public Transport Catchment

Bus Accessibility

5.5.2 As part of the committed SEZ sustainable transport measures, bus stops are now located to the north and south of the site. These stops provide site users with a range of public transport options, benefiting from several services that have been established to service the existing BAE Systems site. Table 5.4 details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
BAE South Entrance stop (c. 600m):				
59/59C	Preston City Centre – Samlesbury – Blackburn – Royal Blackburn Hospital – Accrington – Rishton War Memorial	3	2	1
852	Burnley – Huncoat – Accrington – Blackburn – Samlesbury – Broughton – Myerscough	AM/PM peak service	-	-
BAE North Entrance stop (c. 900m):				
280	Barnoldswick – Chatburn – Clitheroe Town Centre – Earby – Preston City Centre - Skipton	1	1	1

Table 5.4 – Summary of Bus Service Frequencies From Nearby Bus Stops

5.5.3 The above services operate from around 05:10 to around 22:55, making travel by public transport a real alternative to travelling by car for commuting trips.

- 5.5.4 As such, the proposed development will be served by bus services that will operate with a frequency of at least 20 minutes, travelling into Preston (a circa 15-minute journey) and Blackburn (a circa 15-minute journey). Furthermore, western areas of Blackburn are a 10-minute bus journey, Blackburn Bus Station is a 16-minute bus journey, and the Royal Blackburn Hospital is a 28-minute bus journey from the BAE South Entrance Stop.
- 5.5.5 Further CIHT guidance – from ‘*Buses in Urban Developments*’ (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

Table 5.5 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 5.5.6 Whilst the bus stops to the north and south of the site fall outside of CIHT distance guidance, it should be remembered that the site is set in a semi-rural area, and the expectation of levels of accessibility should reflect this. As paragraph 85 under the section “Supporting a Prosperous Rural Economy” of the National Planning Policy Framework (NPPF) (2021) states:

“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport).”

- 5.5.7 It is therefore concluded that the employment development would be accessible by bus.

Rail Accessibility

- 5.5.8 The nearest train station is Blackburn located approximately 8.5km to the south-east of the site. Access to the train station from the site can be achieved using the high frequency no.59 bus route from the A677.
- 5.5.9 The station is managed by Northern and has 4-platforms providing frequent services to Darwen, Salford, Manchester, Rochdale, Wigan, Clitheroe, Preston, and Burnley.
- 5.5.10 A summary of rail services from Blackburn station is summarised in **Table 5.6**:

Destination	Frequency		
	Mon – Fri	Sat	Sun/Hols
Rainford	2	2	1
Blackpool North	2	2	1
Clitheroe	1	1	1
Preston	2	2	1
Rochdale	3	3	2
Colne	1	1	1
York	3	3	1

Table 5.6 – Summary of Rail Services from Blackburn

5.5.11 This provides opportunities for commuting opportunities from the site via rail as part of a multimodal journey.

5.6 Summary

5.6.1 It should be noted that the site is set in a predominantly rural area, and the expectation of levels of accessibility should reflect this. As paragraph 109 of the National Planning Policy Framework (NPPF) states:

“...opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

5.6.2 It is always a worth noting that the implementation of the findings from the proposed connectivity study and the strengthening of the travel process will improve opportunities for sustainable travel to the site.

5.6.3 Based on the review of sustainable transport measures, pedestrian, cycle, and public transport accessibility and development proposals, it is considered that the SEZ could be made more accessible by sustainable modes better catering for needs of the development’s users and assist in promoting a choice of travel modes other than the private car (when compared to a do nothing scenario), as set out in the NPPF. For full details of the NPPF, please refer to **Appendix I** to the rear of this report.

6.0 Travel Planning

6.1 Introduction

6.1.1 Existing occupiers on the site have a Travel Plan currently in place. It is intended that future development arrangements will include travel plan coordination across the site (to be led by a sitewide travel plan coordinator) linked to the planned sustainable transport connectivity study due to be undertaken in 2024. This section of the report aims to provide an overview of travel planning across the whole site. Curtins understands that each of the occupying organisations at the Samlesbury site will construct an individual Travel Plan

6.1.2 A Travel Plan (TP) is defined¹ as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

6.1.3 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

6.2 Objective and Outcomes

6.2.1 Travel planning aims to minimise the number of car trips generated by the development – particularly single occupancy ones and those undertaken in internal combustion engine vehicles.

6.2.2 Individual Travel Plans will be guided by with the following objectives, all within the above overarching aim:

- Contributing to a traffic reduction around the site.
- Improving the accessibility of the site by sustainable modes of travel.
- Widening modal choice for all future site users.
- Achieving sustainable transport objectives set out in local, regional, and national policies.

6.3 Targets and Indicators

6.3.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged.

¹ Department for Levelling Up, Housing and Communities (2023). National Planning Policy Framework [Online]. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

6.3.2 In order to understand travel habits, individual Travel Plans will conduct surveys within 6 months of first occupation. The surveys would seek the following key information:

- Place of residence;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various active and sustainable modes;
- Any barriers to walking, cycling and public transport; and
- Initiatives that would encourage employees to travel more sustainably.

6.3.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.

6.3.4 The information obtained will be used to undertake modal split analysis. Employees will then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the Travel Plan measures.

6.4 Management Strategy

6.4.1 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

Source: Good Practice Guidelines: *Delivering Travel Plans through the Planning Process*. DfT, 2009.

6.4.2 Overall responsibility for individual Travel Plans will lie with the occupiers. Each occupier will appoint a Travel Plan Co-ordinator (TPC) to manage their Travel Plan.

6.5 Measures to Encourage Sustainable Travel

- 6.5.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives would be developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 6.5.2 **Table 5.1** confirms that all the pedestrian facilities proposed as part of the EZ have been delivered. The proposed bus stop facilities have also been implemented in full. The delivered pedestrian facilities provide safe and efficient pedestrian access to the bus stops.
- 6.5.3 In regard to cycling, the site has shared cycle/ footways along the length of Sir Frederick Page Way (delivered as part of the EZ). Additionally, the proposed improvements to the Samlesbury cycle route and cycle lanes between the M6 J31 and Potters Lane have been implemented. It is clear that some cycle measures are yet to be implemented, notably on-road cycle lanes along the A677 and A59. It is intended to implement these facilities, as more units come forward.
- 6.5.4 As previously stated, LCC will also be undertaking a Transport Connectivity Study for the Enterprise Zone working with site occupiers to understand how best to support and deliver the improvement of travel by sustainable means in the area. This work will link through to travel planning for the site and will help integrate and add value to the measures being taken by organisations on the site.

6.6 Marketing Strategy

- 6.6.1 The individual Travel Plans will require a Marketing Strategy to ensure that the initiatives are communicated by a clear strategy to ensure maximum effectiveness and encourage large levels of take up. The Marketing Strategy is therefore considered to be a vital step in ensuring the success of any Travel Plan.
- 6.6.2 Promotion of individual Travel plans across the site could take the following forms:
- Publicise each Travel Plan with posters and notice boards in communal areas/intranet etc; and
 - Organise promotional events.
- 6.6.3 A version of each document and any subsequent Travel Plans review documents would be made readily accessible to all future employees of the site. In order to ensure this, the following strategy will be considered:
- Provide an electronic copy to all employees;
 - Make a hard copy available at the reception areas; and
 - An electronic version made available to download on the staff intra-websites / Facebook pages.

6.7 Monitoring and Review

- 6.7.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from employees and liaising with South Ribble Borough Council (SRBC) on transport-related matters, the main monitoring process will involve travel surveys.
- 6.7.2 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys (or until a date to be agreed with SRBC Council) to ensure that the TP reflects current opportunities and local circumstances. The five-year monitoring schedule will include six surveys for each individual occupiers Travel Plan: the initial monitoring survey and five follow-up surveys.
- 6.7.3 The results of each survey would be used to review progress against target modal splits, where the TPC(s) will calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed, and then monitored for effect.
- 6.7.4 The modal split figures calculated will be compared with other data sources to ensure the robustness of the information provided.
- 6.7.5 In order to record and communicate the progression of individual Travel Plans, the TPC(s) will produce annual monitoring reports. These reports will include, but may not be limited to the following:
- Reporting of progress against the targets set once the travel survey is completed;
 - Provision of information relating to new initiatives introduced (if applicable);
 - Provision of information on proposed initiatives due for implementation (if applicable); and
 - Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure) (if applicable).
- 6.7.6 Monitoring reports will be provided to officers at SRBC Council annually following the receipt of the surveys and a summary of the survey results will be made available to employees by the TPC(s).

6.8 Action Plans and Budgets

- 6.8.1 In order to effectively coordinate the Travel Plan initiatives and ultimately encourage sustainable modes of travel at the site, it is important to establish a clear timetabled Action Plan. This is intended to ensure that the steps to implementing each measure are considered in detail.
- Those categorised as “No Cost” only involve small amounts of time for organisation and encouragement.
 - “Low” costs primarily involve small costs in organising external meetings and liaison, and time costs. Low-cost initiatives are expected to cost up to £500.

- Those categorised as “Medium” are small facilities improvements and larger events, which will take more time to organise and carry out and need more funding to implement. Medium cost initiatives are anticipated to cost £500 – 2,000.
- Costs categorised as “High” are often longer term, expensive costs. High-cost initiatives are expected to cost over £2,000.

6.8.2 The responsibility of all the initiatives and measures will lie fully with the TPC. The anticipated cost is over a one-year period.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed by Lancashire County Council (LCC) to provide traffic and transportation advice in support of the application to renew the Local Development Order (LDO) for the SEZ. The original LDO was granted in 2014 and was supported by an adopted Masterplan which addressed highways and transport matters informed by a Transport Assessment (Jacobs TA) undertaken in 2013 by Jacobs.
- 7.1.2 The Jacobs TA assumed a total floor area of 226,352sqm with uses B1 – 3%, B2 – 78%, B8 – 16%, and D1 – 3%. To date 41,619sqm of the consented floor area has been delivered. The updated LDO maintains the same overall floor area but amends the proposed land use proportions so that B1 (now E(g) (i-iii)) is increased with the proportion of B2 and the B8 subsequently decreasing.
- 7.1.3 A review of current baseline conditions and highway safety in the vicinity of the SEZ has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the continued development at the SEZ.
- 7.1.4 Comparison of the traffic surveys for 2013 and 2023 confirm neutral growth in traffic within the study area. The traffic growth assumed in the 2013 assessment was significant overestimation.
- 7.1.5 Traffic forecasting calculations confirm that Scenario 1 could generate 1225 two-way vehicle movements in the AM peak and 1165 two-way movements in the PM peak. Additionally, Scenario 2 could generate 1350 two-way movements in the AM peak and 1288 two-way movements in the PM peak. Scenario 2 generates 124 more two-way trips in the AM peak and 123 more in the PM peak than Scenario 1.
- 7.1.6 The traffic forecasting also confirms that in the AM peak both development scenarios generate less traffic than the approved LDO, however, in the PM peak both development scenarios generate slightly more traffic. However, due to the overestimation in the assumed traffic growth, the overall traffic assessed in the Jacobs TA is significantly higher than currently predicted.
- 7.1.7 On the above basis, it is considered that the Jacobs TA assessment is robust and still valid and therefore no further capacity assessment has been undertaken. The mitigation measures proposed as part of the Jacobs TA assessment and partly delivered as part of the approved LDO are still considered to be appropriate subject to detailed design.
- 7.1.8 This TAU confirms that the majority of the offsite highway mitigation measures proposed as part of the approved LDO have been delivered with the exception of the A59 Whalley Road/A677 Preston New Road/Cuerdale Lane/Samlesbury Hotel access junction and M6 Junction 31. It has been demonstrated

that the mitigation at the A59 Whalley Road/A677 Preston New Road/Cuerdale Lane/Samlesbury Hotel access junction would be triggered once the development generates an addition 413 two-way vehicles. The trigger level for the M6 Junction 31 is much less at 313 two-way vehicles. These schemes are being programmed into LCC's scheme priorities.

- 7.1.9 The site is accessible by sustainable modes of transport and the area has benefited from the implementation of the sustainable transport measures proposed by the Jacobs TA. There are outstanding cycle/bus infrastructure which would be delivered as a priority as more units come forward.
- 7.1.10 The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are public transport opportunities within walking distance of the site. LCC intend to undertake a Transport Connectivity Study for the Enterprise Zone in 2024 working with site occupiers to understand how best to support and deliver the improvement of travel by sustainable means in the area. This work will link through to travel planning for the site and will help integrate and add value to the measures being taken by organisations on the site.
- 7.1.11 Based on the above, it is considered that proposed development scenarios would not have a severe impact on the operation of the highway network.

7.2 Conclusions

- 7.2.1 The 2014 LDO is expired in February 2024 and this report has tested the assumptions of the 2013 TA and provided an in-depth review of the previously allocated Jacobs TA in order to support the LDO renewal.
- 7.2.2 The TAU has also tested two development scenarios increasing the E(g)(i-iii) and decreasing B2 and B8 uses. This identified that either of the two scenarios tested can be accommodated on the SEZ and allowed for in the LDO, without further mitigation required.
- 7.2.3 This review has identified that the baseline traffic flows across the highway network result in comparable traffic situation that was assessed by Jacobs in their determination of the SEZ access infrastructure and the off-site highway mitigation measures.
- 7.2.4 It is concluded that no additional sustainable transport measures are required, and that implementation of the outstanding measures and travel planning initiatives considered as part of the approved LCO will be delivered in full.
- 7.2.5 It is therefore Curtins' view that from a highways and transport perspective there are no reasons why the LDO should not be renewed.

Plans

Plan 083305-CUR-XX-XX-G-TP-06001 – Location Plan – Regional

Plan 083305-CUR-XX-XX-G-TP-06002 – Location Plan – Local

Plan 083305-CUR-XX-XX-G-TP-06003 – Accessibility – Pedestrian Catchment Plan

Plan 083305-CUR-XX-XX-G-TP-06004 – Accessibility – Cycle Catchment Plan

Plan 083305-CUR-XX-XX-G-TP-06005 – Accessibility – Public Transport Plan



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Project: **SAMLESBURY ENTERPRISE ZONE**

Status: **PRELIMINARY**

Drg Title: **SITE LOCATION
 REGIONAL VIEW**

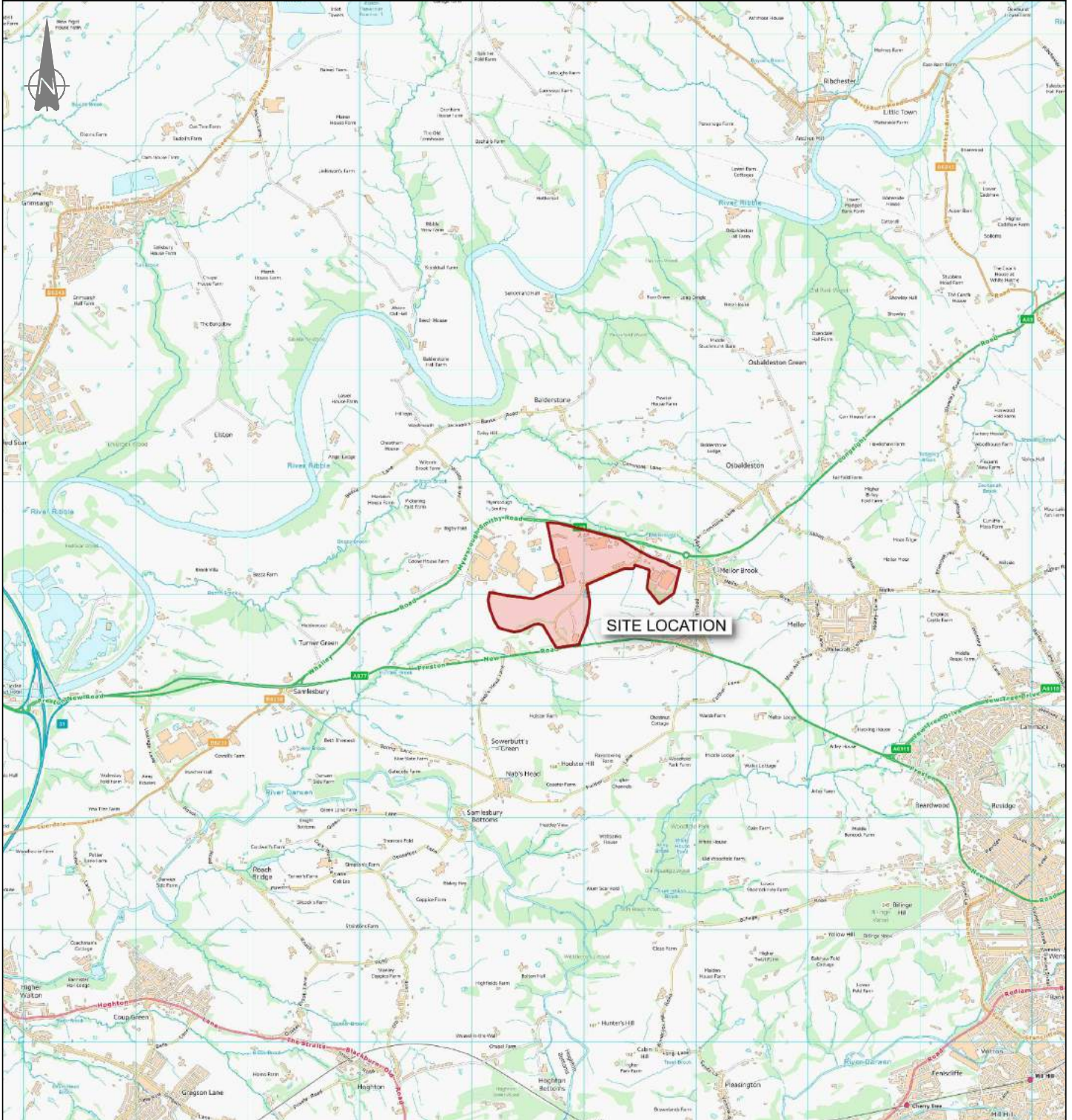
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Designed By: JM Date: 01/08/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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Project: SAMLESBURY ENTERPRISE ZONE

Status: PRELIMINARY

Drg Title: SITE LOCATION
 LOCAL VIEW

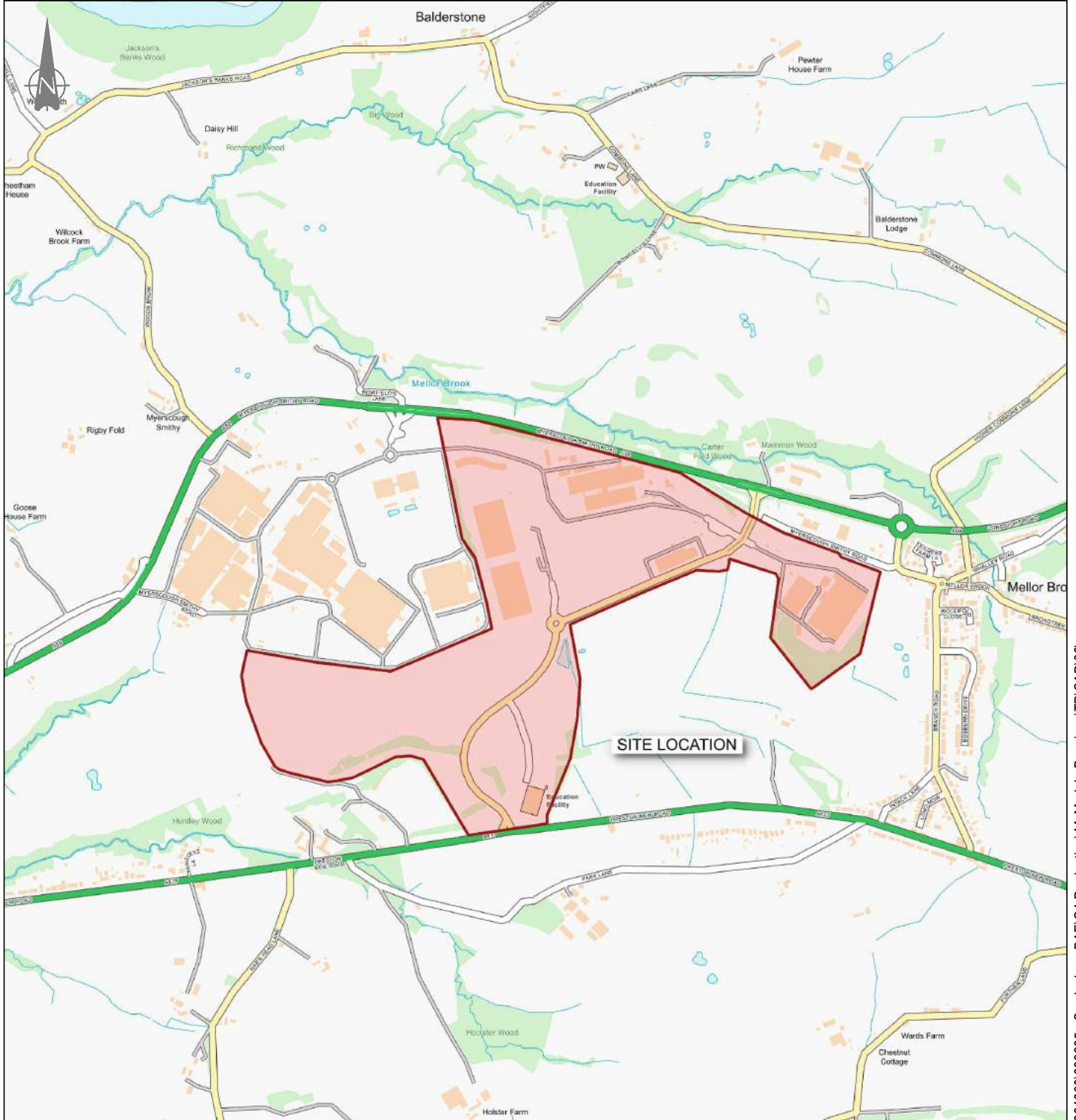
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Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY: Samlesbury Enterprise Zone



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Project: **SAMLESBURY ENTERPRISE ZONE**

Status: **PRELIMINARY**

Drg Title: **ACCESSIBILITY
 INDICATIVE WALKING CATCHMENT**

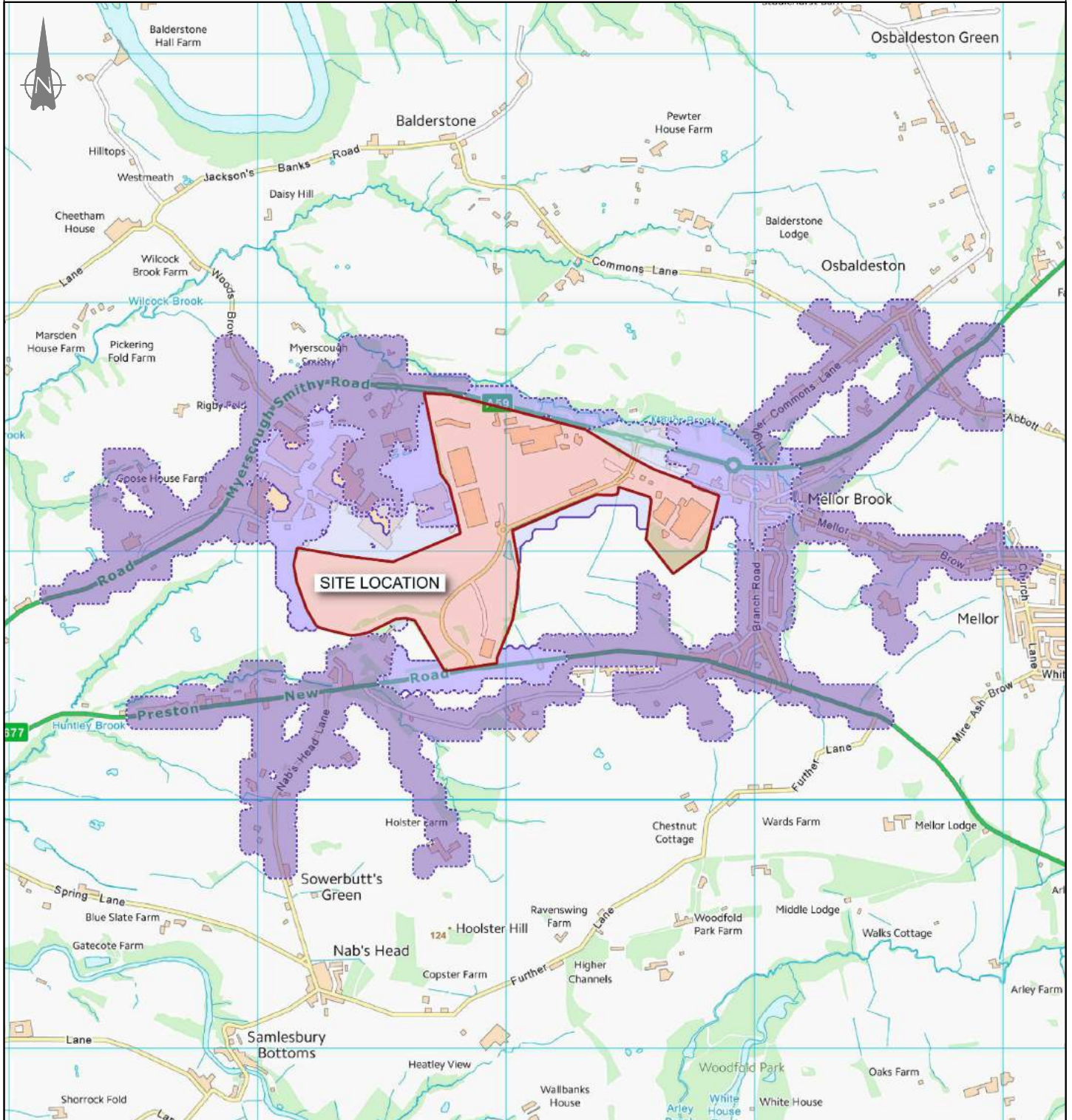
Drawn By: JM Checked By: AT

Designed By: JM Date: 01/08/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY: Samesbury Enterprise Zone

Walking Catchment:

- 500m
- 1000m
- 2000m

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Project: SAMLESBURY ENTERPRISE ZONE

Status: PRELIMINARY

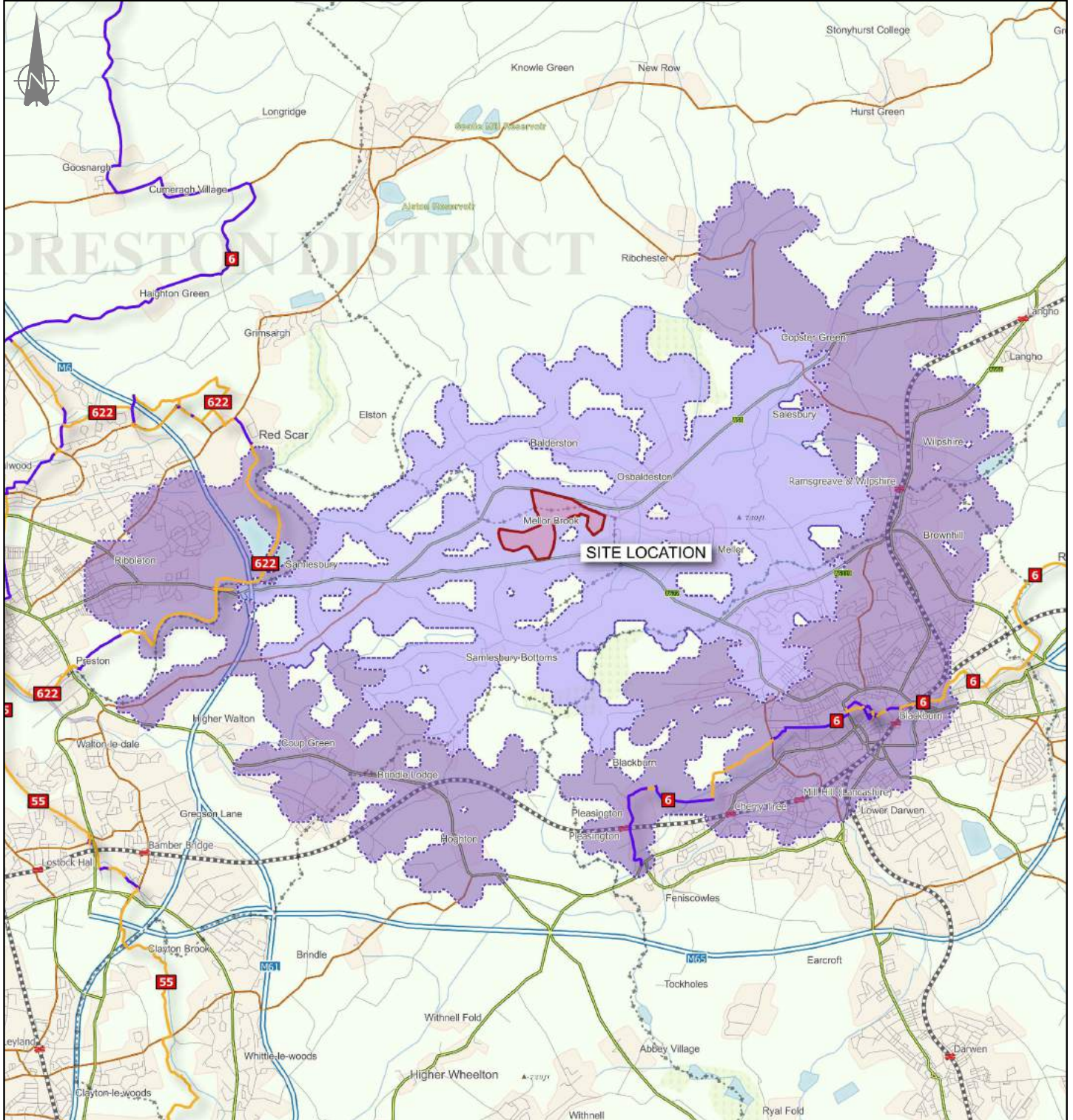
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 INDICATIVE CYCLE CATCHMENT

Drawn By: JM Checked By: AT

Designed By: JM Date: 01/08/23

Scale: NTS

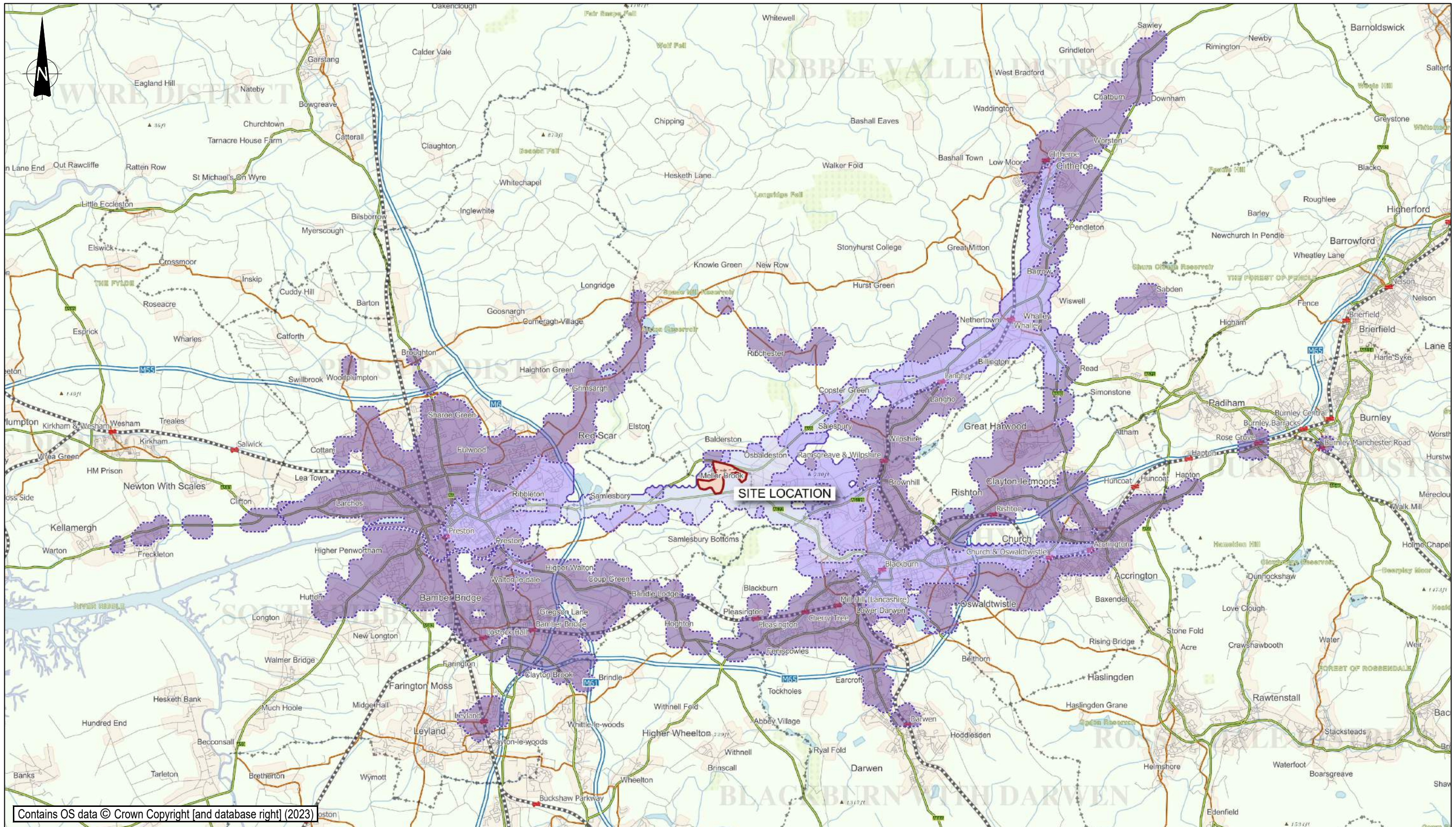
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

KEY:

- Samlesbury Enterprise Zone
- National Cycle Network:
- On Road Cycle Route
- Traffic-free Cycle Route
- Cycle Catchment: 5500m
- 8000m

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KEY:	 Samlesbury Enterprise Zone	Public Transport Catchment (Inbound):
	 20 minutes	
	 40 minutes	
	 60 minutes	

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Project:
SAMLESBURY ENTERPRISE ZONE

Drg Title:
 ACCESSIBILITY
 INDICATIVE PUBLIC TRANSPORT CATCHMENT
 AM PEAK - INBOUND

Project No - Originator - Function - Spatial - Form - Discipline - Number

83305 - CUR - XX - 00 - D -TP- 06005

Status:
PRELIMINARY

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Designed By JM Date 01/08/23

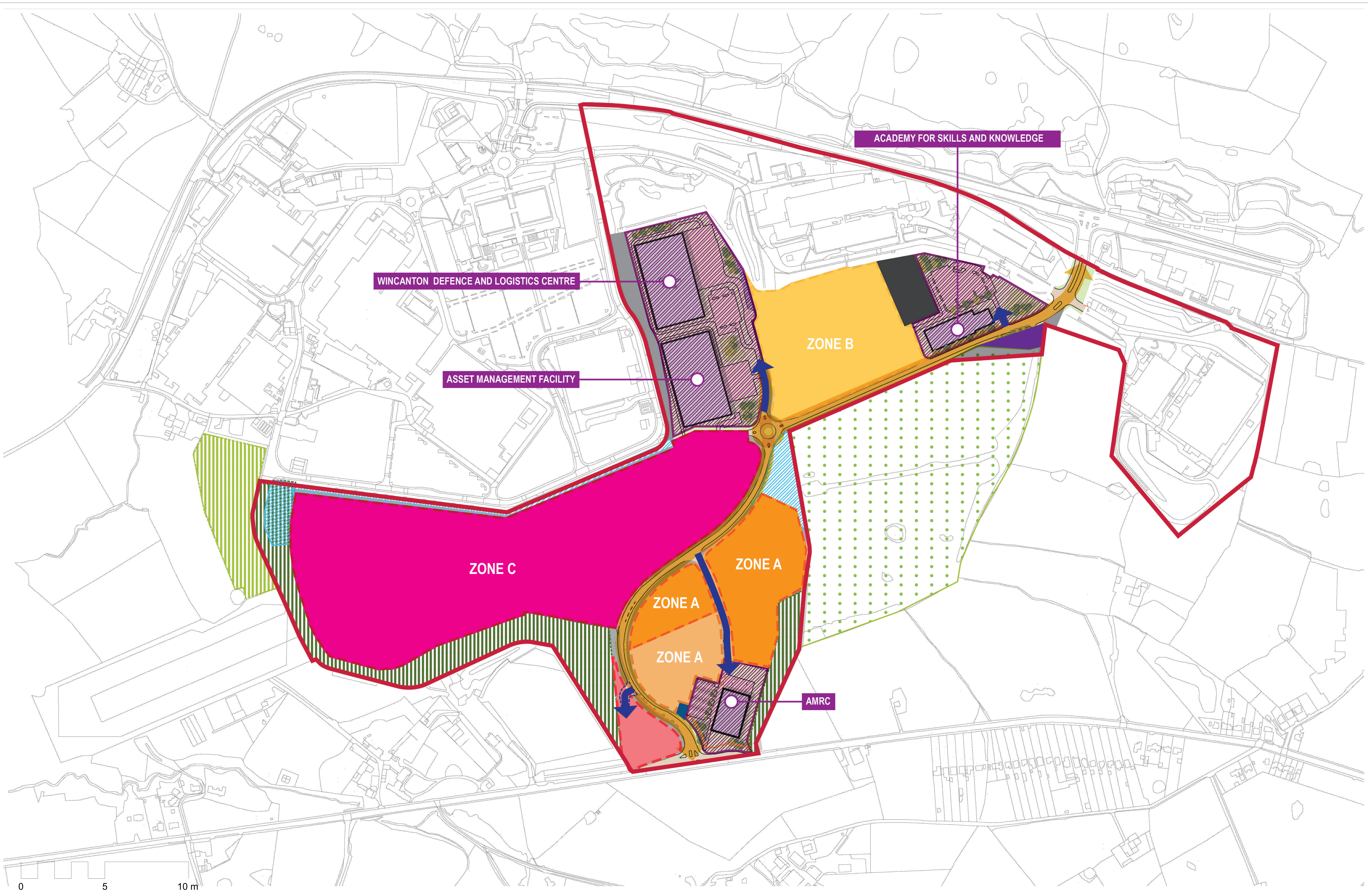
Scales @ A3 NTS

Revision

P01

Rev:	Description:	Date:	By:	Chkd:
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Appendix A – Indicative Site Masterplan



Appendix B – Collision Data

Authority (highway):	Lancashire	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	50	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Lancashire	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 59	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Going ahead	Going ahead
Direction of travel:	East to west	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Nearside	Front
Skidding/overturning:	Skidded	--
Leaving road:	Left road offside	--
Driver sex & age:	Male, 21	Male, 56
Journey purpose:	Commuting to/from work	Commuting to/from work
Engine capacity (cc):	2979	1986
Propulsion:	Petrol	Heavy oil
Age of vehicle:	17	13
Generic make/model:	BMW 3 SERIES	AUDI A4

Casualties

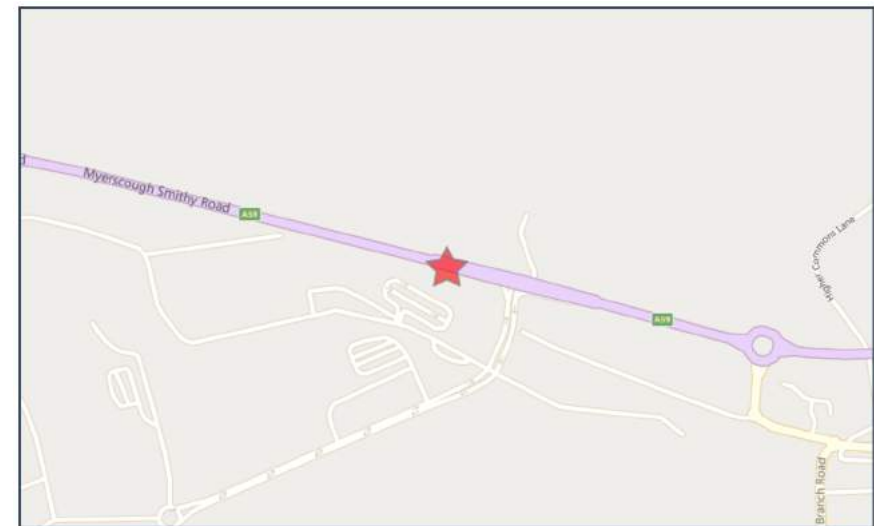
Casualty reference:	1	2	3
Vehicle reference:	2 (Car)	2 (Car)	1 (Car)
Severity:	Serious	Slight	Slight
Class:	Driver or rider	Passenger	Driver or rider
Sex & age:	Male, 56	Female, 53	Male, 21
Car passenger:	--	Front seat passenger	--



Validated Data

Crash Date: Friday, March 02, 2018 **Time of Crash:** 1:37:00 PM **Crash Reference:** 201804ED18080

Highest Injury Severity:	Slight	Road Number:	A59	Number of Casualties:	1
Highway Authority:	Lancashire			Number of Vehicles:	1
Local Authority:	Ribble Valley Borough			OS Grid Reference:	363420 431470
Weather Description:	Fine with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Entered ditch

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

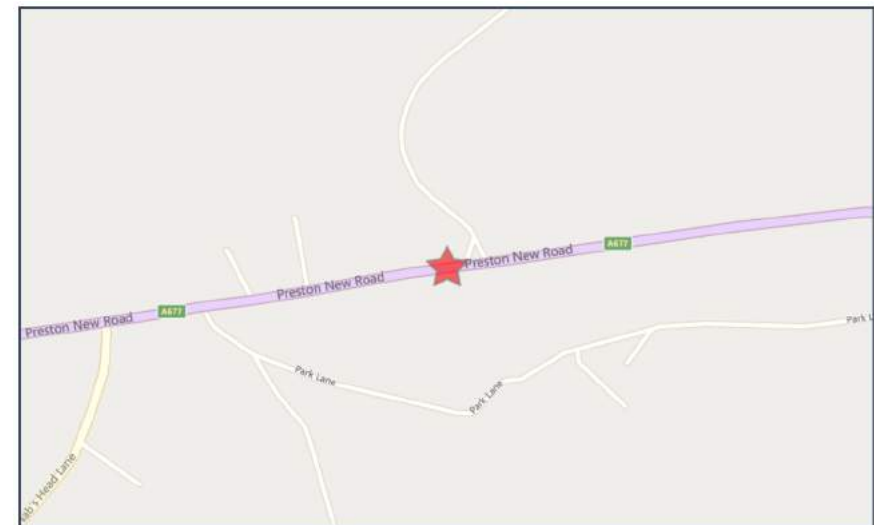
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Validated Data

Crash Date: Tuesday, October 16, 2018 **Time of Crash:** 11:45:00 PM **Crash Reference:** 201804SA18448

Highest Injury Severity:	Slight	Road Number:	A677	Number of Casualties:	1
Highway Authority:	Lancashire			Number of Vehicles:	1
Local Authority:	South Ribble Borough			OS Grid Reference:	362810 430520
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

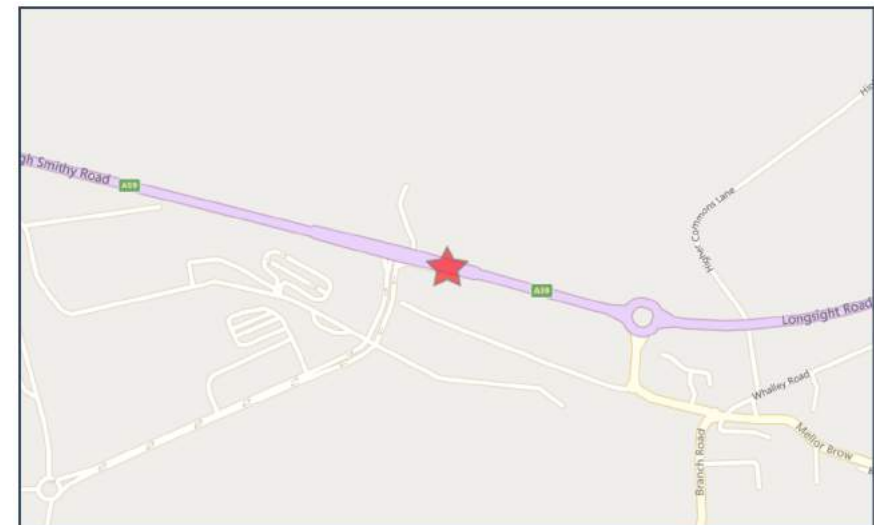
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Validated Data

Crash Date: Wednesday, October 28, 2020 **Time of Crash:** 8:05:00 AM **Crash Reference:** 2020040994029

Highest Injury Severity:	Serious	Road Number:	A59	Number of Casualties:	3
Highway Authority:	Lancashire			Number of Vehicles:	2
Local Authority:	Ribble Valley Borough			OS Grid Reference:	363609 431429
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None
2	Car (excluding private hire)	13	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	3	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix C – Sustainable Transport Proposals

JACOBS®



Samlesbury Enterprise Zone Transport Impacts Sustainable Transport Proposals

August 2013

Document Control Sheet

BPP 04 F8

Version 1.5 March 2013

Project: Samesbury Enterprise Zone Transport Impacts
Client: Lancashire County Council **Project No:** B1827207
Document title: Sustainable Transport Proposals
Ref. No: B1827207/SEZ/002

Originated by		Checked by		Reviewed by	
ORIGINAL	NAME	NAME	NAME		
	Mark Romanowski	Mike Cammock	Keith Barber		
Approved by	NAME	As Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I approve them for issue			INITIALS
	Mike Cammock				MC
DATE	August 2013	Document status: Draft for Comment			

REVISION		NAME	NAME	NAME	
Approved by	NAME	As Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I approve them for issue			INITIALS
DATE		Document status			

REVISION		NAME	NAME	NAME	
Approved by	NAME	As Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I approve them for issue			INITIALS
DATE		Document status			

REVISION		NAME	NAME	NAME	
Approved by	NAME	As Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I approve them for issue			INITIALS
DATE		Document status			

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1

Introduction**1.1 Purpose of Document**

This document has been developed in conjunction with the Samlesbury Enterprise Zone (SEZ) Transport Impacts Report and has been produced as an initial priority to inform decisions with regard to the SEZ Consultation Masterplan document. The scope of the report was agreed during an inception meeting on 8th July 2013.

The purpose of this document is to describe the existing sustainable transport infrastructure and to identify suitable improvements in the vicinity of the proposed SEZ.

1.2 Study Area

Figure 1-A provides a location plan of the surrounding area.

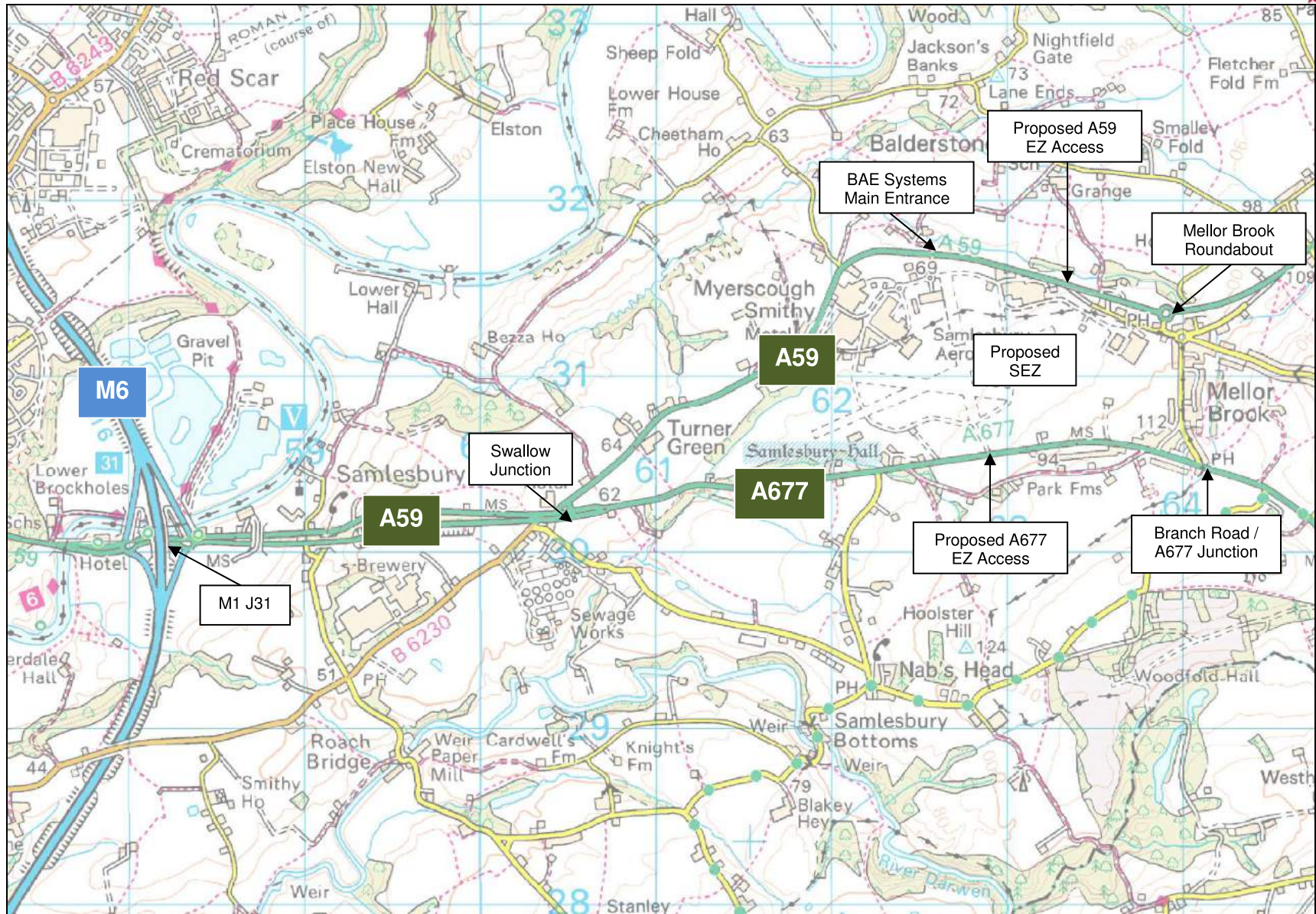


Figure 1-A Location Plan

2 Existing Sustainable Transport Facilities

2.1 Existing Facilities

Information on the existing sustainable transport infrastructure surrounding the site has been obtained via a number of sources, including on-site observations, the Working Draft of the Warton to Samlesbury Route Management Strategy (RMS) and the Draft SEZ Consultation Masterplan.

Table 2-A describes the existing sustainable transport facilities in relation to the following key junctions surrounding the proposed SEZ.

- *M6 Junction 31;*
- *Swallow Junction (A59 / A677 junction);*
- *BAE Systems Main Entrance;*
- *Mellor Brook Roundabout;*
- *Branch Road / A677;*
- *Proposed EZ Access (A677); and*
- *Proposed EZ Access (A59).*

The existing and potential measures are shown visually in Appendix A at the end of this document.

Junction	Transport Mode	Existing Facilities
Proposed EZ Access (A677)	Cycling	<ul style="list-style-type: none"> There are not currently any cycling facilities adjacent to the proposed site access.
	Public Transport	<ul style="list-style-type: none"> Service 59 (Preston-Blackburn, 4 per hour) and 217 (Preston - Mellor Brook - Osbaldeston - Mellor, 2 per day) pass the proposed access on the A677.
	Pedestrians	<ul style="list-style-type: none"> There are footways on the southern side of the A677 adjacent to the proposed access, although relatively narrow.
Proposed EZ Access (A59)	Cycling	<ul style="list-style-type: none"> Whilst there are no specific facilities for cyclists on the A59 at this location, there is a 1 metre hard strip on both sides of the road that cyclists could use to reduce conflict with traffic. A local cycle route is present on Myerscough Smithy Road, running adjacent to the A59.
	Public Transport	<ul style="list-style-type: none"> There are currently two services that pass the BAE Systems access, 280 (Preston-Clitheroe, two per hour in both directions) and W26 (Preston-Mellor Brook) which serves BAE Systems only.
	Pedestrians	<ul style="list-style-type: none"> There are currently no facilities for pedestrians at the proposed site access location.
M6 Junction 31	Cycling	<ul style="list-style-type: none"> The junction is a major barrier to people cycling between Preston and Samlesbury. It is a multi-lane signalised junction with dumbbell roundabouts on each side. There have been four accidents involving cyclists at the junction in last five years despite very low cycle flows. There is an off-road shared-use path to the north of the junction, providing an alternative to using the road. Site observation indicated that the route was infrequently used by cyclists. The route diverges from the A59 west of the junction and west of the Tickled Trout service area. The route continues through the services on a shared-use path, however the surface of this section is rough in places and there are a number of conflict points with traffic using the services. The route travels underneath the M6 and the north / southbound merges. This section is in good condition. The location at which the off-road path merges with the A59 east of the junction is potentially dangerous – cyclists are re-joining the carriageway where vehicles are accelerating. Difficult for westbound cyclists to cross the dual carriageway to get to the shared use path because of the high volume of traffic. The Preston Guild Wheel also provides a link underneath the M6 north of the River Ribble, although this continues north after passing the M6 from west to east. The route links with the A59 directly west of the River Ribble.
	Public Transport	<ul style="list-style-type: none"> There are currently two services that traverse M6 J31; 280 (Preston-Clitheroe, two per hour) and 59 (Preston – Blackburn, 4 per hour)
	Pedestrians	<ul style="list-style-type: none"> Pedestrians can use the shared use footway to the north of the junction to traverse the junction. Site observation indicated that use of the route by pedestrians was very infrequent.
Swallow Junction	Cycling	<ul style="list-style-type: none"> Between the M6 and the A677 junction, the A59 is a fast dual carriageway which discourages cycling. There are on-road advisory cycle lanes on the A59 to the east of the junction, but no lanes on the A677, the western side of the junction on the A59 or through the junction itself. There are toucan crossings across the western approach of the A59, linking the disused Swallow Hotel and petrol station. There are toucan crossings on the eastern approach of the A59.
	Public Transport	<ul style="list-style-type: none"> There are currently two services that traverse M6 J31; 280 (Preston-Clitheroe, two per hour in both directions) and 59 (Preston – Blackburn, 4 per hour)
	Pedestrians	<ul style="list-style-type: none"> Footways are adequate on all sides of the junction, although poor around the petrol station and on the southern side of the A677.

BAE Systems Main Entrance	Cycling	<ul style="list-style-type: none"> • There are toucan crossing facilities at the junction. • There was a fatal cycling accident in 2011 at the junction, caused by a car not stopping at a red light. • This section of the A59 approaching the junction is fast and relatively straight. As a consequence, staff at BAE Systems perceive the junction to be unsafe for cyclists, discouraging people from cycling to site. • There are no on-road or off-road facilities on the A59 leading to the site. There is an advanced cycle stop line in the right hand lane of the access. • There is a shared use footway on the northern side of the A59, which cyclists can use on approaching the site.
	Public Transport	<ul style="list-style-type: none"> • There are currently two services that pass the BAE Systems access, 280 (Preston-Clitheroe, two per hour) and W26 (Preston-Mellor Brook) which serves BAE Systems only. • There is a bus stop on each side of the A59, directly adjacent to the access.
	Pedestrians	<ul style="list-style-type: none"> • The footways around the access are adequate, along with the crossing facilities.
Mellor Brook Roundabout	Cycling	<ul style="list-style-type: none"> • There is an off-road cycle route that uses Myerscough Smithy Road (adjacent to the A59). This then connects with the A59 further to the west, east of the BAE Systems access.
	Public Transport	<ul style="list-style-type: none"> • Bus service 217 (Preston - Mellor Brook - Osbaldeston - Mellor, 2 per day) travels through the junction. The nearest stops are at the Feilden Arms in Mellor Brook village.
	Pedestrians	<ul style="list-style-type: none"> • Footways on the southern side of the A59.
Branch Road / A677	Cycling	<ul style="list-style-type: none"> • No cycle facilities are apparent on the A677 adjacent to the junction.
	Public Transport	<ul style="list-style-type: none"> • There are bus stops to the east and west of the junction, used by service 59 (Preston-Blackburn, 4 per hour) and 217 (Preston - Mellor Brook - Osbaldeston - Mellor, 2 per day)
	Pedestrians	<ul style="list-style-type: none"> • There is a pelican crossing to the west of the junction providing access between properties on the south side of A677 to the village on the north side.

Table 2-A Existing SEZ Sustainable Transport Infrastructure

3

Potential Sustainable Transport Improvements

3.1 Introduction

The potential sustainable transport improvements detailed within this chapter have been identified and developed from a number of sources; the Draft SEZ Consultation Masterplan, the Working Draft of the Warton to Samlesbury RMS and detailed on-site observations.

3.2 Draft SEZ Consultation Masterplan Measures

The following measures are currently included as part of the Draft SEZ Consultation Masterplan. These are also shown on the plan provided in Appendix A.

- *Cycling / Pedestrian:*
 - *All main highway links within the EZ will be constructed with shared cycle / pedestrian paths alongside.*
 - *Extend on-road cycle lanes.*
 - *Signal controlled junctions at the proposed A59 access will include toucan facilities and link to existing cycle routes.*
 - *A cycle / pedestrian link will be constructed to the A59 via Smithy Road to the east of the EZ, with an assisted crossing point over the A59.*
 - *Secure covered cycle parking will be provided at all premises, with the provision of shower, changing and storage facilities.*
 - *Cycle routes on A677 at the Swallow Junction will be extended and links to Blackburn will be reviewed and improved where possible.*
- *Public Transport:*
 - *Re-route bus services via the proposed A677 access through the site, with new bus stops at the proposed A59 access.*
 - *Additional bus frequency.*
 - *Extend service W26 into the site, and improve the frequency.*
 - *Extension of services 280 and 217 into the site.*

3.3 Identified Potential Measures

The following outlines potential improvements informed by detailed on-site observations and from information contained within the Draft Warton to Samlesbury RMS at specific locations in the vicinity of the proposed SEZ.

- *Cycling:*
 - *A59*
 - *Introduce on-road cycle lanes on both sides of the A59 between M6 J31 and the Swallow Junction.*
 - *Extend existing on-road cycle lanes from the Boddington Arms pub to Mellor Brook Roundabout.*
 - *Extend cycle route on Woods Brow, connecting with A59.*
 - *A677*
 - *Introduce on-road cycle lanes on both sides of the A677 between the Swallow Junction and Branch Road.*
 - *Proposed EZ Access (A677)*

- *Use available space at the junction access for a designated shared cycle / pedestrian access.*
- *Proposed EZ Access (A59)*
 - *Use available space at the junction access for a designated shared cycle / pedestrian access.*
- *M6 J31*
 - *Extend cycle path on the north side of M6 J31 to Potter Lane, enabling cyclists to link in with the Bezza Lane path.*
 - *Improve surface of Bezza Lane path.*
 - *Improve existing cycle path adjacent to Tickled Trout service area, including the introduction of coloured crossings and removal of vegetation.*
 - *Improve crossing facilities east of the junction on the A59 for cyclists wishing to use the off-road path.*
- *Swallow Junction*
 - *On-road cycle lanes through the junction would provide clarity for cyclists and drivers in terms of lane discipline.*
 - *Decrease waiting time for pedestrians / cyclists at the toucan crossing on the A59.*
- *BAE Systems Main Entrance*
 - *Introduce on-road cycle lanes at the junction, providing clear guidance for motorists and cyclists, including advanced cycle stop lines.*
- *Public Transport:*
 - *Proposed EZ Access (A677)*
 - *Potential to introduce bus stops adjacent to the proposed access on both sides of the A677.*
 - *Bus turnaround facility close to the access.*
 - *Proposed EZ Access (A59)*
 - *Potential to introduce bus stops adjacent to the proposed access on both sides of the A59.*
 - *Bus turnaround facility close to the access.*
 - *BAE Systems Main Entrance*
 - *Bus services should enter the site, and then use the internal road network.*
- *Pedestrians:*
 - *Proposed EZ Access (A677)*
 - *A shared cycle / pedestrian access into the site from this location would ensure safe entry into the site.*
 - *The access would need to link in with proposals for cycle / pedestrian routes throughout the site.*
 - *Pedestrian crossing facilities would be required to facilitate movement across the road to and from proposed bus stop locations.*
 - *Proposed EZ Access (A59)*
 - *Verges are wide enough either side of the proposed access location to facilitate the introduction of pedestrian footways.*
 - *Pedestrian crossing facilities would be required to facilitate movement across the road to and from proposed bus stop locations.*

3.4 Additional Potential Measures

In addition to the potential improvements to the sustainable transport infrastructure outlined above, the following measures could be considered by businesses at the proposed SEZ.

- *Travel Planning:*
 - *Each business would be required to produce a Travel Plan and appoint a Travel Plan Co-ordinator. Objectives and realistic targets should be set and monitored to reflect current best practice and encourage the use of sustainable transport.*
- *Car Sharing:*
 - *Car sharing can be an effective way of reducing peak hour congestion and decreasing the number of single occupancy journeys to the proposed site.*
 - *Lancashire County Council currently encourages car sharing through the 'sharedwheels' scheme.*
 - *This scheme utilises software from national car sharing company Liftshare.com to match potential car sharers. The website permits users to search for lifts with colleagues or other users from the wider Liftshare.com database. More information can be obtained from <https://sharedwheels.liftshare.com/>.*
- *Staff Minibus:*
 - *Businesses at proposed SEZ could potentially provide a minibus service to transport staff to and from the site if a number of staff live in a similar area.*
 - *For example, if a number of staff live in Preston, centralised waiting points could be agreed (such as Preston Bus Station) from which staff could be transported.*
- *Guaranteed Ride Home:*
 - *A scheme for anyone who car shares and needs to return home in an emergency or where a car share partner has returned home due to illness / emergency leaving the mother person requiring a lift home.*
- *Bicycle User Groups:*
 - *Establish bicycle user groups to promote bicycle use amongst staff.*
- *Bike Buddy:*
 - *Establishing bike buddies who would assist those staff who want to travel by bike but who may not have the confidence to do so.*
- *Bus passes:*
 - *Provide bus passes for employees to encourage the use of buses to travel to / from the workplace rather than private cars.*
- *Promotion and marketing:*
 - *Businesses could organise event days, observe national schemes and awareness campaigns, encouraging a more active and healthier workforce.*

- *Human Resources Policies:*
 - *Designed to encourage sustainable travel, such as use of pool cars, hire cars, cycle business allowance (e.g. maximum 20p per mile), car share / rail / bus for business trips where possible and video conferencing.*

4

Summary**4.1 Summary**

This document has been produced as an initial priority to inform decisions with regard to the SEZ Consultation Masterplan.

The document brings together information from three sources; on-site observations, the Working Draft of the Warton to Samesbury RMS and the Draft SEZ Consultation Masterplan, to form a selection of potential sustainable transport improvements in relation to the proposed SEZ development.













Further information on traffic impacts are contained within the SEZ Transport Impacts Report.

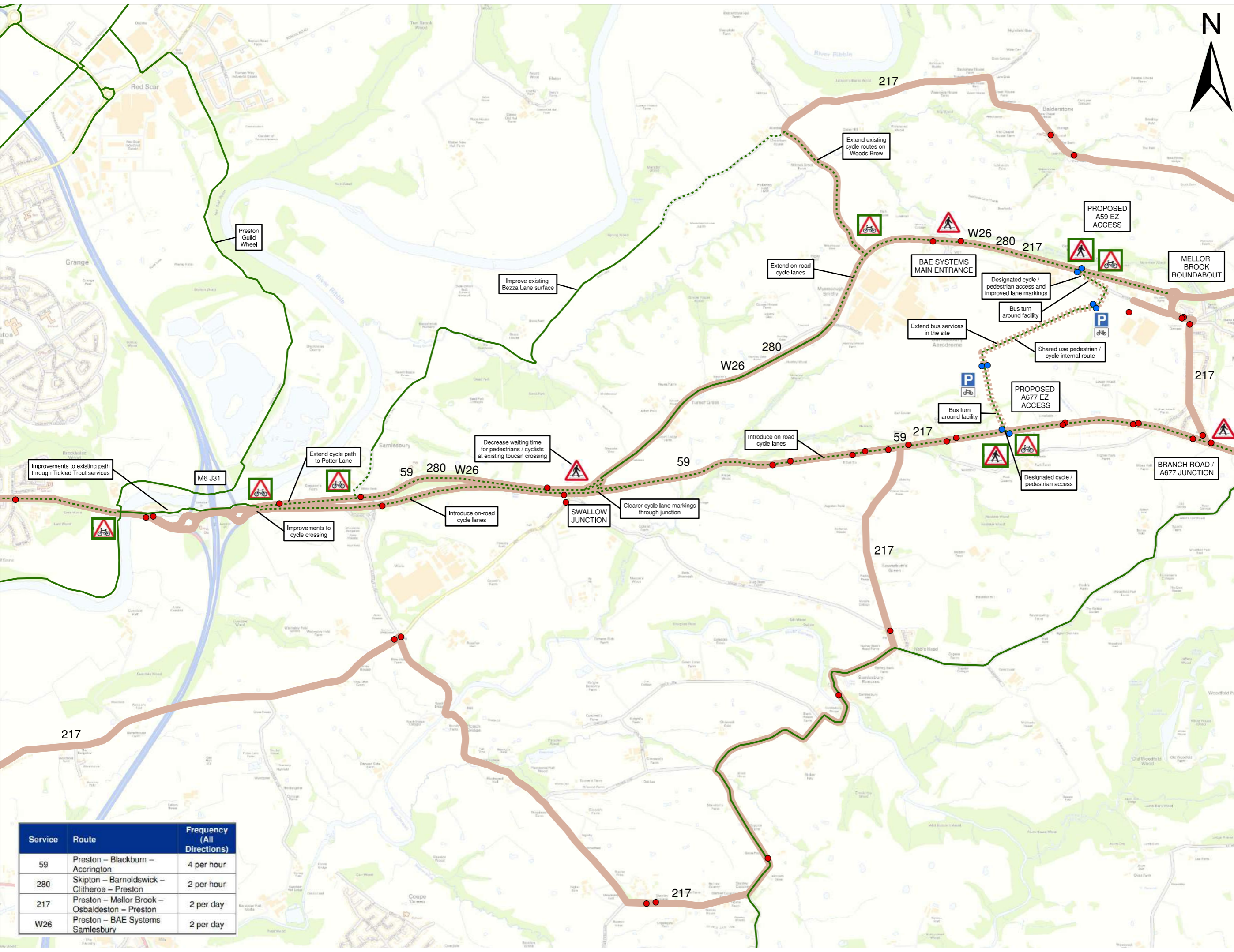
Appendix A





KEY:

-  Existing Signalled Pedestrian / Cycling Crossing
-  Proposed Signalled Pedestrian / Cycling Crossing
-  Proposed Cycle Warning Signs
-  Proposed Cycling Parking
-  Existing Bus Stops
-  Proposed Bus Stops
-  Existing Bus Routes
-  Existing Bus Service Number
-  Proposed Bus Route Extension
-  Existing On-Road / Off-Road Cycle Routes
-  Proposed Cycle Routes
-  Description of Sustainable Transport Measures



Improvements to existing path through TickMed Trout services

Extend cycle path to Potter Lane

Improvements to cycle crossing

Decrease waiting time for pedestrians / cyclists at existing toucan crossing

Clearer cycle lane markings through junction

Extend bus services in the site

Designated cycle / pedestrian access

Service	Route	Frequency (All Directions)
59	Preston – Blackburn – Accrington	4 per hour
280	Skipton – Barnoldswick – Clitheroe – Preston	2 per hour
217	Preston – Mellor Brook – Osbaldeston – Preston	2 per day
W26	Preston – BAE Systems Samlesbury	2 per day



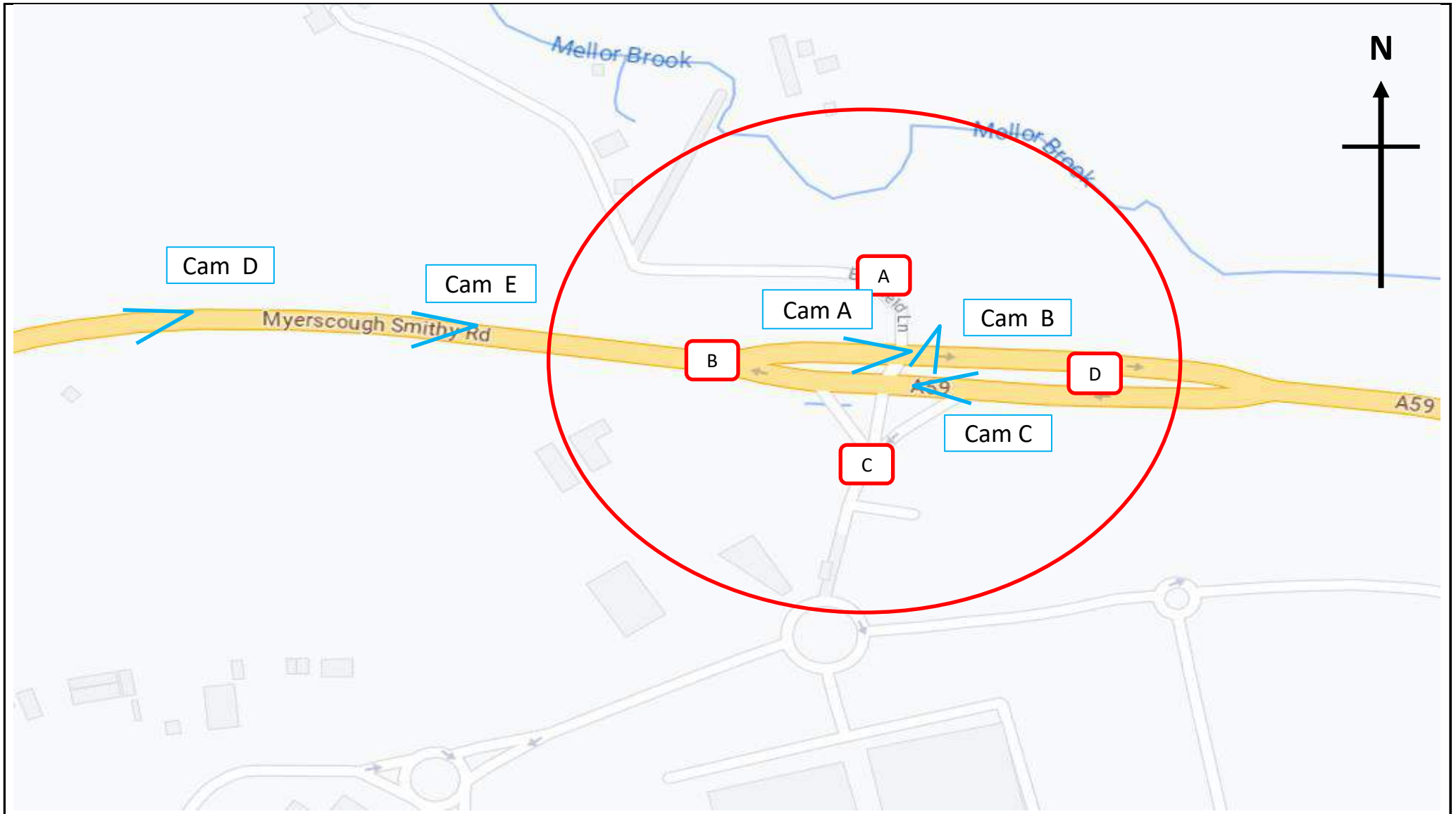
Sources of Information:
 Site Observation (08-08-13)
 Draft SEZ Consultation Masterplan
 Draft of the Warton to Samlesbury Route Management Strategy


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 Ordnance Survey

0	16-08-13	Preliminary	MR	MC	MC	MC
Rev	Date	Purpose of Revision	Drawn	Check	Verify	Appr.
JACOBS						
1 City Walk, Leeds, LS11 8QX, UK Tel: +44(0)113 242 8771 Fax: +44(0)113 289 1389 www.jacobs.com						
Client Lancashire Council						
Project Samlesbury EZ Traffic Impacts						
Drawing Title Existing and Potential Sustainable Transport Measures						
Drawing Status						
Scale NOT TO SCALE			DO NOT SCALE			
Client No. B1827207						
Drawing Number B1827207/Appendix A						
						Rev 0

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Appendix D – Traffic Survey Data



	Site / Location:	Site 1, A59 Myerscough Smithy Road/BAE Site Access	Project No:	14055	Drawing No:	14055-01	Drawn By:	BVR
	Survey Date:	Monday 15th May 2023	Project Name:		Samlesbury			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	Drawing Title:		Site Layout and Observed Movements			



SITE: 1

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/BAE Site Access

DAY: Monday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/BAE Site Access

DAY: Monday

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/BAE Site Access

DAY: Monday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	90	44	8	7	2	1	0	152
07:15	0	0	0	0	0	0	0	0	107	34	7	10	0	0	0	158
07:30	0	0	0	0	0	0	0	0	127	39	7	9	1	1	0	184
07:45	0	0	0	0	0	0	0	0	116	45	3	7	0	1	0	172
H/TOT	0	0	0	0	0	0	0	0	440	162	25	33	3	3	0	666
08:00	0	0	0	0	0	0	0	0	89	47	9	6	0	3	0	154
08:15	0	0	0	0	0	0	0	0	109	33	11	11	0	0	0	164
08:30	0	0	0	0	0	0	0	0	103	25	11	9	1	0	0	149
08:45	0	0	0	0	0	0	0	0	80	28	7	7	1	0	0	123
H/TOT	0	0	0	0	0	0	0	0	381	133	38	33	2	3	0	590
09:00	0	0	0	0	0	0	0	0	90	37	8	7	0	0	0	142
09:15	0	0	0	0	0	0	0	0	65	28	13	11	2	1	0	120
09:30	0	0	0	0	0	0	0	0	72	19	10	11	2	0	0	114
09:45	0	0	0	0	0	0	0	0	78	15	4	11	2	0	0	110
H/TOT	0	0	0	0	0	0	0	0	305	99	35	40	6	1	0	486
P/TOT	0	0	0	0	0	0	0	0	1126	394	98	106	11	7	0	1742

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	138	28	2	2	1	3	0	174
16:15	0	0	0	0	0	0	0	0	149	24	3	9	1	3	0	189
16:30	0	0	0	0	0	0	0	0	129	17	5	9	0	1	0	161
16:45	0	0	0	0	0	0	0	0	148	14	2	7	1	4	1	177
H/TOT	0	0	0	0	0	0	0	0	564	83	12	27	3	11	1	701
17:00	0	0	0	0	0	0	0	0	145	13	4	7	0	4	0	173
17:15	0	0	0	0	0	0	0	0	140	15	2	8	0	5	0	170
17:30	0	0	0	0	0	0	0	0	149	16	2	5	1	1	0	174
17:45	0	0	0	0	0	0	0	0	168	28	3	2	0	2	0	203
H/TOT	0	0	0	0	0	0	0	0	602	72	11	22	1	12	0	720
18:00	0	0	0	0	0	0	0	0	157	16	0	2	0	1	0	176
18:15	0	0	0	0	0	0	0	0	110	10	2	3	0	0	0	125
18:30	0	0	0	0	0	0	0	0	105	12	1	4	1	1	0	124
18:45	0	0	0	0	0	0	0	0	99	7	1	7	0	2	0	116
H/TOT	0	0	0	0	0	0	0	0	471	45	4	16	1	4	0	541
P/TOT	0	0	0	0	0	0	0	0	1637	200	27	65	5	27	1	1962



SITE: 1

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/BAE Site Access

DAY: Monday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	172	4	0	0	0	4	1	181	0	0	0	0	0	0	0	0
07:15	139	10	0	0	0	1	1	151	0	0	0	0	0	0	0	0
07:30	122	3	0	0	0	1	1	127	0	0	0	0	0	0	0	0
07:45	129	4	0	0	0	0	1	134	0	0	0	0	0	0	0	0
H/TOT	562	21	0	0	0	6	4	593	0	0	0	0	0	0	0	0
08:00	143	7	0	0	0	2	0	152	0	0	0	0	0	0	0	0
08:15	135	5	0	0	0	0	0	140	0	0	0	0	0	0	0	0
08:30	107	4	1	1	0	1	0	114	0	0	0	0	0	0	0	0
08:45	74	4	0	0	0	1	0	79	0	0	0	0	0	0	0	0
H/TOT	459	20	1	1	0	4	0	485	0	0	0	0	0	0	0	0
09:00	59	0	0	0	0	2	0	61	0	0	0	0	0	0	0	0
09:15	52	3	0	0	0	0	0	55	0	0	0	0	0	0	0	0
09:30	37	1	0	0	0	0	0	38	0	0	0	0	0	0	0	0
09:45	30	2	0	0	0	1	0	33	0	0	0	0	0	0	0	0
H/TOT	178	6	0	0	0	3	0	187	0	0	0	0	0	0	0	0
P/TOT	1199	47	1	1	0	13	4	1265	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/BAE Site Access

DAY: Monday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	25	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0
07:15	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
07:30	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	56	4	0	0	0	0	0	60	0	0	0	0	0	0	0	0
08:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	3	1	0	0	2	0	0	6	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	12	1	0	0	2	0	0	15	0	0	0	0	0	0	0	0
09:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:30	5	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	17	1	0	0	0	0	1	19	0	0	0	0	0	0	0	0
P/TOT	85	6	0	0	2	0	1	94	0	0	0	0	0	0	0	0

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	130	8	0	0	0	2	0	140	0	0	0	0	0	0	0	0
16:15	96	4	0	0	0	2	0	102	0	0	0	0	0	0	0	0
16:30	115	4	0	0	1	2	2	124	0	0	0	0	0	0	0	0
16:45	184	3	0	0	0	2	2	191	0	0	0	0	0	0	0	0
H/TOT	525	19	0	0	1	8	4	557	0	0	0	0	0	0	0	0
17:00	142	4	0	0	0	1	1	148	0	0	0	0	0	0	0	0
17:15	169	4	0	0	0	1	1	175	0	0	0	0	0	0	0	0
17:30	127	5	1	0	0	2	2	137	0	0	0	0	0	0	0	0
17:45	106	4	0	0	0	1	1	112	0	0	0	0	0	0	0	0
H/TOT	544	17	1	0	0	5	5	572	0	0	0	0	0	0	0	0
18:00	79	2	0	0	0	2	0	83	0	0	0	0	0	0	0	0
18:15	59	5	0	0	0	1	2	67	0	0	0	0	0	0	0	0
18:30	69	3	0	0	0	1	1	74	0	0	0	0	0	0	0	0
18:45	44	3	0	0	0	1	0	48	0	0	0	0	0	0	0	0
H/TOT	251	13	0	0	0	5	3	272	0	0	0	0	0	0	0	0
P/TOT	1320	49	1	0	1	18	12	1401	0	0	0	0	0	0	0	0



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DAY: Monday

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	23	0	0	0	0	0	1	24	0	0	0	0	0	0	0	0
07:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:30	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	43	1	0	0	0	0	1	45	0	0	0	0	0	0	0	0
08:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	3	0	1	0	0	0	6	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
P/TOT	48	6	0	1	0	0	1	56	0	0	0	0	0	0	0	0

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	34	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0
16:15	30	2	0	0	0	0	0	32	0	0	0	0	0	0	0	0
16:30	33	1	0	0	0	0	0	34	0	0	0	0	0	0	0	0
16:45	43	2	0	0	0	1	0	46	0	0	0	0	0	0	0	0
H/TOT	140	5	0	0	0	1	0	146	0	0	0	0	0	0	0	0
17:00	39	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0
17:15	33	2	0	0	0	1	0	36	0	0	0	0	0	0	0	0
17:30	25	3	0	0	0	0	0	28	0	0	0	0	0	0	0	0
17:45	36	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0
H/TOT	133	5	0	0	0	1	0	139	0	0	0	0	0	0	0	0
18:00	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0
18:15	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
18:30	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
18:45	19	2	0	0	0	0	1	22	0	0	0	0	0	0	0	0
H/TOT	78	4	0	0	0	0	1	83	0	0	0	0	0	0	0	0
P/TOT	351	14	0	0	0	2	1	368	0	0	0	0	0	0	0	0



SITE: 1

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/BAE Site Access

DAY: Monday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	67	3	0	0	0	1	0	71	131	30	5	5	0	0	1	172
07:15	38	3	0	0	0	0	0	41	139	21	5	5	1	2	0	173
07:30	50	5	0	0	0	0	0	55	159	21	2	6	0	1	0	189
07:45	40	0	0	0	0	1	0	41	145	24	5	7	0	1	0	182
H/TOT	195	11	0	0	0	2	0	208	574	96	17	23	1	4	1	716
08:00	27	2	0	0	0	0	0	29	165	16	3	8	1	0	0	193
08:15	23	1	0	0	0	0	1	25	117	15	5	11	0	1	0	149
08:30	27	0	0	0	0	0	0	27	132	22	4	6	0	3	1	168
08:45	16	1	0	0	0	0	0	17	117	21	6	13	0	1	0	158
H/TOT	93	4	0	0	0	0	1	98	531	74	18	38	1	5	1	668
09:00	19	0	0	0	0	0	0	19	113	18	6	10	1	0	0	148
09:15	12	0	0	0	0	1	0	13	123	16	5	8	0	0	0	152
09:30	6	0	0	0	0	0	0	6	87	20	9	4	1	1	0	122
09:45	5	0	0	0	0	0	0	5	76	15	12	8	0	3	0	114
H/TOT	42	0	0	0	0	1	0	43	399	69	32	30	2	4	0	536
P/TOT	330	15	0	0	0	3	1	349	1504	239	67	91	4	13	2	1920

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	4	0	0	0	0	0	0	4	121	45	7	6	2	1	0	182
16:15	1	0	0	0	0	0	0	1	148	44	6	5	0	2	0	205
16:30	2	1	0	0	0	0	0	3	139	42	1	7	0	3	0	192
16:45	2	0	0	0	0	0	0	2	130	39	5	5	1	2	0	182
H/TOT	9	1	0	0	0	0	0	10	538	170	19	23	3	8	0	761
17:00	3	0	0	0	0	0	0	3	149	25	4	3	0	6	0	187
17:15	1	0	0	0	0	0	0	1	132	15	4	6	1	2	0	160
17:30	1	0	0	0	0	0	0	1	133	23	2	6	0	0	0	164
17:45	4	0	0	0	0	0	0	4	110	11	1	1	2	8	0	133
H/TOT	9	0	0	0	0	0	0	9	524	74	11	16	3	16	0	644
18:00	0	0	0	0	0	0	0	0	87	11	3	3	0	5	0	109
18:15	3	0	0	0	0	0	0	3	96	15	3	4	0	4	0	122
18:30	8	0	0	0	0	0	0	8	73	12	0	8	2	1	0	96
18:45	8	2	0	0	0	1	0	11	82	6	0	3	1	3	1	96
H/TOT	19	2	0	0	0	1	0	22	338	44	6	18	3	13	1	423
P/TOT	37	3	0	0	0	1	0	41	1400	288	36	57	9	37	1	1828



SITE: 1

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/BAE Site Access

DAY: Monday

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	1	0	1	0	0	0	0	2	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	2	0	2	0	0	0	0	4	0	1	0	0	0	0	0	1

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2



SITE: 1

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/BAE Site Access

DAY: Monday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1
P/TOT	2	0	2	0	0	0	0	4	3	0	0	0	0	0	0	3

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0



SITE: 1

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/BAE Site Access

DAY: Monday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	156	30	5	5	0	0	1	197	262	48	8	7	2	5	1	333
07:15	150	23	5	5	1	2	0	186	246	44	7	10	0	1	1	309
07:30	177	23	2	6	0	1	0	209	249	42	7	9	1	2	1	311
07:45	147	24	5	7	0	1	0	184	245	49	3	7	0	1	1	306
H/TOT	630	100	17	23	1	4	1	776	1002	183	25	33	3	9	4	1259
08:00	171	16	3	8	1	0	0	199	232	54	9	6	0	5	0	306
08:15	119	15	5	11	0	1	0	151	244	38	11	11	0	0	0	304
08:30	135	23	4	6	2	3	1	174	210	29	12	10	1	1	0	263
08:45	118	21	6	13	0	1	0	159	154	32	7	7	1	1	0	202
H/TOT	543	75	18	38	3	5	1	683	840	153	39	34	2	7	0	1075
09:00	117	19	6	10	1	0	0	153	149	37	8	7	0	2	0	203
09:15	129	16	5	8	0	0	0	158	117	31	13	11	2	1	0	175
09:30	92	20	9	4	1	1	1	128	109	20	10	11	2	0	0	152
09:45	78	15	12	8	0	3	0	116	108	17	4	11	2	1	0	143
H/TOT	416	70	32	30	2	4	1	555	483	105	35	40	6	4	0	673
P/TOT	1589	245	67	91	6	13	3	2014	2325	441	99	107	11	20	4	3007

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	251	53	7	6	2	3	0	322	138	28	2	2	1	3	0	174
16:15	244	48	6	5	0	4	0	307	149	24	3	9	1	3	0	189
16:30	254	46	1	7	1	5	2	316	129	17	5	9	0	1	0	161
16:45	314	42	5	5	1	4	2	373	148	14	2	7	1	4	1	177
H/TOT	1063	189	19	23	4	16	4	1318	564	83	12	27	3	11	1	701
17:00	291	29	4	3	0	7	1	335	145	13	4	7	0	4	0	173
17:15	301	19	4	6	1	3	1	335	140	15	2	8	0	5	0	170
17:30	260	28	3	6	0	2	2	301	149	16	2	5	1	1	0	174
17:45	216	15	1	1	2	9	1	245	168	28	3	2	0	2	0	203
H/TOT	1068	91	12	16	3	21	5	1216	602	72	11	22	1	12	0	720
18:00	166	13	3	3	0	7	0	192	157	16	0	2	0	1	0	176
18:15	155	20	3	4	0	5	2	189	110	10	2	3	0	0	0	125
18:30	142	15	0	8	2	2	1	170	105	12	1	4	1	1	0	124
18:45	126	9	0	3	1	4	1	144	99	7	1	7	0	2	0	116
H/TOT	589	57	6	18	3	18	4	695	471	45	4	16	1	4	0	541
P/TOT	2720	337	37	57	10	55	13	3229	1637	200	27	65	5	27	1	1962



SITE: 1

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/BAE Site Access

DAY: Monday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	239	7	0	0	0	5	1	252	48	0	0	0	0	0	1	49
07:15	177	13	0	0	0	1	1	192	20	2	0	0	0	0	0	22
07:30	172	8	0	0	0	1	1	182	28	3	0	0	0	0	0	31
07:45	169	4	0	0	0	1	1	175	3	0	0	0	0	0	0	3
H/TOT	757	32	0	0	0	8	4	801	99	5	0	0	0	0	1	105
08:00	170	9	0	0	0	2	0	181	6	2	0	0	0	0	0	8
08:15	158	6	0	0	0	0	1	165	3	1	0	0	0	0	0	4
08:30	134	4	1	1	0	1	0	141	3	1	0	1	2	0	0	7
08:45	90	5	0	0	0	1	0	96	2	0	0	0	0	0	0	2
H/TOT	552	24	1	1	0	4	1	583	14	4	0	1	2	0	0	21
09:00	78	0	0	0	0	2	0	80	5	1	0	0	0	0	0	6
09:15	64	3	0	0	0	1	0	68	6	2	0	0	0	0	0	8
09:30	43	1	0	0	0	0	0	44	6	0	0	0	0	0	1	7
09:45	35	2	0	0	0	1	0	38	3	0	0	0	0	0	0	3
H/TOT	220	6	0	0	0	4	0	230	20	3	0	0	0	0	1	24
P/TOT	1529	62	1	1	0	16	5	1614	133	12	0	1	2	0	2	150

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	4	0	0	0	0	0	0	4	164	8	0	0	0	2	0	174
16:15	1	0	0	0	0	0	0	1	126	6	0	0	0	2	0	134
16:30	2	1	0	0	0	0	0	3	148	5	0	0	1	2	2	158
16:45	2	0	0	0	0	0	0	2	227	5	0	0	0	3	2	237
H/TOT	9	1	0	0	0	0	0	10	665	24	0	0	1	9	4	703
17:00	3	0	0	0	0	0	0	3	181	4	0	0	0	1	1	187
17:15	1	0	0	0	0	0	0	1	202	6	0	0	0	2	1	211
17:30	1	0	0	0	0	0	0	1	152	8	1	0	0	2	2	165
17:45	4	0	0	0	0	0	0	4	142	4	0	0	0	1	1	148
H/TOT	9	0	0	0	0	0	0	9	677	22	1	0	0	6	5	711
18:00	0	0	0	0	0	0	0	0	99	3	0	0	0	2	0	104
18:15	3	0	0	0	0	0	0	3	73	5	0	0	0	1	2	81
18:30	8	0	0	0	0	0	0	8	94	4	0	0	0	1	1	100
18:45	8	2	0	0	0	1	0	11	63	5	0	0	0	1	1	70
H/TOT	19	2	0	0	0	1	0	22	329	17	0	0	0	5	4	355
P/TOT	37	3	0	0	0	1	0	41	1671	63	1	0	1	20	13	1769



SITE: 1

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/BAE Site Access

DAY: Monday

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	113	44	8	7	2	1	1	176	198	33	5	5	0	1	1	243
07:15	116	34	7	10	0	0	0	167	177	24	5	5	1	2	0	214
07:30	137	40	7	9	1	1	0	195	209	26	2	6	0	1	0	244
07:45	119	45	3	7	0	1	0	175	185	24	5	7	0	2	0	223
H/TOT	485	163	25	33	3	3	1	713	769	107	17	23	1	6	1	924
08:00	89	49	9	6	0	3	0	156	193	18	3	8	1	0	0	223
08:15	110	34	11	11	0	0	0	166	140	16	6	11	0	1	1	175
08:30	103	25	11	10	1	0	0	150	159	22	4	6	0	3	1	195
08:45	81	29	7	7	1	0	0	125	133	23	6	13	0	1	0	176
H/TOT	383	137	38	34	2	3	0	597	625	79	19	38	1	5	2	769
09:00	92	37	8	7	0	0	0	144	132	18	6	10	1	0	0	167
09:15	65	30	13	11	2	1	0	122	135	16	5	8	0	1	0	165
09:30	73	19	10	11	2	0	0	115	93	20	9	4	1	1	0	128
09:45	79	15	4	11	2	0	0	111	82	15	13	8	0	3	0	121
H/TOT	309	101	35	40	6	1	0	492	442	69	33	30	2	5	0	581
P/TOT	1177	401	98	107	11	7	1	1802	1836	255	69	91	4	16	3	2274

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	172	28	2	2	1	3	0	208	126	45	7	6	2	1	0	187
16:15	179	26	3	9	1	3	0	221	149	44	6	5	0	2	0	206
16:30	162	18	5	9	0	1	0	195	141	43	1	7	0	3	0	195
16:45	192	16	2	7	1	5	1	224	133	39	5	5	1	2	0	185
H/TOT	705	88	12	27	3	12	1	848	549	171	19	23	3	8	0	773
17:00	184	13	4	7	0	4	0	212	152	25	4	3	0	6	0	190
17:15	173	17	2	8	0	6	0	206	133	15	4	6	1	2	0	161
17:30	175	19	2	5	1	1	0	203	136	23	2	6	0	0	0	167
17:45	204	28	3	2	0	2	0	239	114	11	1	1	2	8	0	137
H/TOT	736	77	11	22	1	13	0	860	535	74	11	16	3	16	0	655
18:00	177	17	0	2	0	1	0	197	87	11	3	3	0	5	0	109
18:15	124	10	2	3	0	0	0	139	99	15	3	4	0	4	0	125
18:30	130	13	1	4	1	1	0	150	81	12	0	8	2	1	0	104
18:45	118	9	1	7	0	2	1	138	90	8	0	3	1	4	1	107
H/TOT	549	49	4	16	1	4	1	624	357	46	6	18	3	14	1	445
P/TOT	1990	214	27	65	5	29	2	2332	1441	291	36	57	9	38	1	1873



SITE: 1

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/BAE Site Access

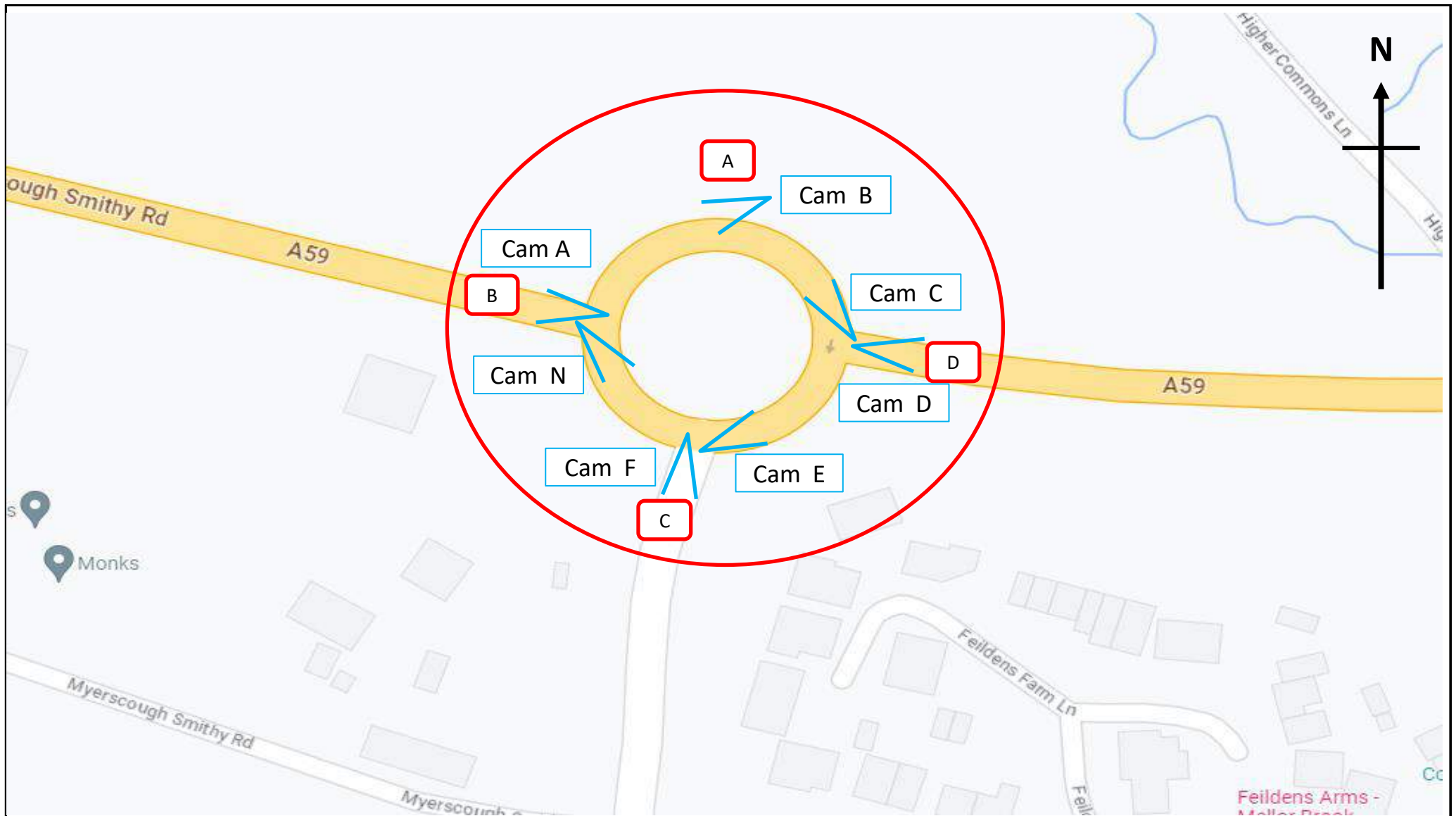
DAY: Monday


TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	508	81	13	12	2	6	3	625
07:15	443	70	12	15	1	3	1	545
07:30	486	71	9	15	1	3	1	586
07:45	435	73	8	14	0	3	1	534
H/TOT	1872	295	42	56	4	15	6	2290
08:00	431	74	12	14	1	5	0	537
08:15	387	55	17	22	0	1	1	483
08:30	372	52	16	17	3	4	1	465
08:45	289	55	13	20	1	2	0	380
H/TOT	1479	236	58	73	5	12	2	1865
09:00	287	56	14	17	1	2	0	377
09:15	258	49	18	19	2	2	0	348
09:30	208	40	19	15	3	1	1	287
09:45	193	32	17	19	2	4	0	267
H/TOT	946	177	68	70	8	9	1	1279
P/TOT	4297	708	168	199	17	36	9	5434

PEAK HOUR CALCULATION		TOT
07:00 to 08:00		2290
07:15 to 08:15		2202
07:30 to 08:30		2140
07:45 to 08:45		2019
08:00 to 09:00		1865
08:15 to 09:15		1705
08:30 to 09:30		1570
08:45 to 09:45		1392
09:00 to 10:00		1279
PEAK VALUE		2290

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	428	81	9	8	3	6	0	535
16:15	424	74	9	14	1	7	0	529
16:30	418	65	6	16	1	6	2	514
16:45	508	58	7	12	2	9	3	599
H/TOT	1778	278	31	50	7	28	5	2177
17:00	478	42	8	10	0	11	1	550
17:15	475	36	6	14	1	9	1	542
17:30	437	47	5	11	1	3	2	506
17:45	424	43	4	3	2	11	1	488
H/TOT	1814	168	23	38	4	34	5	2086
18:00	343	30	3	5	0	8	0	389
18:15	282	30	5	7	0	5	2	331
18:30	280	28	1	12	3	3	1	328
18:45	252	20	1	10	1	7	2	293
H/TOT	1157	108	10	34	4	23	5	1341
P/TOT	4749	554	64	122	15	85	15	5604

PEAK HOUR CALCULATION		TOT
16:00 to 17:00		2177
16:15 to 17:15		4369
16:30 to 17:30		4382
16:45 to 17:45		4374
17:00 to 18:00		2086
17:15 to 18:15		4011
17:30 to 18:30		3800
17:45 to 18:45		3622
18:00 to 19:00		1341
PEAK VALUE		4382



	Site / Location:	Site 2, A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road	Project No:	14055	Drawing No:	14055-02	Drawn By:	BVR
	Survey Date:	Monday 15th May 2023	Project Name:		Samlesbury			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	Drawing Title:		Site Layout and Observed Movements			



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

DAY: Monday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	1
P/TOT	0	3	0	0	0	0	0	3	2	0	0	0	0	0	0	2

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
H/TOT	2	0	0	0	0	0	0	2	8	1	0	0	0	0	1	10
17:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	3	7	0	0	0	0	0	0	7
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	5	1	0	0	0	0	0	6	15	1	0	0	0	0	1	17



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

DAY: Monday

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

DAY: Monday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	78	39	6	7	0	1	1	132
07:15	0	0	0	0	0	0	0	0	74	29	4	10	1	0	0	118
07:30	0	0	0	0	0	0	0	0	92	34	7	8	0	1	0	142
07:45	0	1	0	0	0	0	0	1	109	37	4	7	0	0	0	157
H/TOT	1	1	0	0	0	0	0	2	353	139	21	32	1	2	1	549
08:00	2	0	0	0	0	0	0	2	78	40	8	6	0	3	0	135
08:15	5	0	0	0	0	0	0	5	80	29	10	10	0	0	0	129
08:30	5	0	0	0	0	0	0	5	86	22	7	9	1	0	0	125
08:45	1	0	0	0	0	0	0	1	69	24	6	7	1	0	0	107
H/TOT	13	0	0	0	0	0	0	13	313	115	31	32	2	3	0	496
09:00	1	1	0	0	0	0	0	2	73	27	8	8	0	0	0	116
09:15	0	0	0	0	0	0	0	0	54	22	10	8	1	1	0	96
09:30	0	0	0	0	0	0	0	0	59	17	8	12	2	0	0	98
09:45	0	1	0	0	0	0	0	1	70	13	6	7	0	0	0	96
H/TOT	1	2	0	0	0	0	0	3	256	79	32	35	3	1	0	406
P/TOT	15	3	0	0	0	0	0	18	922	333	84	99	6	6	1	1451

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	1	0	0	0	0	0	1	124	22	2	3	0	3	0	154
16:15	0	0	0	0	0	0	0	0	159	24	2	7	0	3	0	195
16:30	0	0	0	0	0	0	0	0	135	15	4	3	0	1	0	158
16:45	0	0	0	1	0	0	0	1	148	14	3	6	0	4	1	176
H/TOT	0	1	0	1	0	0	0	2	566	75	11	19	0	11	1	683
17:00	0	0	0	0	0	0	0	0	164	14	2	6	0	5	0	191
17:15	0	0	0	0	0	0	0	0	134	11	2	5	0	3	0	155
17:30	1	0	1	0	0	0	0	2	145	23	2	3	0	3	0	176
17:45	0	0	0	0	0	0	0	0	157	24	3	1	0	1	0	186
H/TOT	1	0	1	0	0	0	0	2	600	72	9	15	0	12	0	708
18:00	0	0	0	0	0	0	0	0	136	16	0	3	0	2	0	157
18:15	0	0	0	0	0	0	0	0	96	7	2	1	0	0	0	106
18:30	0	0	0	0	0	0	0	0	109	15	1	5	0	1	0	131
18:45	0	0	0	0	0	0	0	0	86	8	0	6	0	2	1	103
H/TOT	0	0	0	0	0	0	0	0	427	46	3	15	0	5	1	497
P/TOT	1	1	1	1	0	0	0	4	1593	193	23	49	0	28	2	1888



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

DAY: Monday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	17	0	1	0	1	0	0	19	1	0	0	0	0	0	0	1
07:15	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
07:30	14	2	1	1	1	0	0	19	0	0	0	0	0	0	0	0
07:45	6	8	0	1	0	0	0	15	0	0	0	0	0	0	0	0
H/TOT	49	12	2	2	2	0	0	67	1	0	0	0	0	0	0	1
08:00	5	5	0	0	0	0	0	10	0	1	0	0	0	0	0	1
08:15	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:30	8	4	1	0	0	0	0	13	0	1	0	0	0	0	0	1
08:45	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	25	14	1	0	0	0	0	40	0	2	0	0	0	0	0	2
09:00	10	3	0	0	0	0	0	13	1	0	0	0	0	0	0	1
09:15	12	6	2	1	1	0	0	22	0	0	0	0	0	0	0	0
09:30	9	3	2	0	0	0	0	14	0	0	0	0	0	0	0	0
09:45	9	3	1	2	1	0	0	16	0	0	0	1	0	0	0	1
H/TOT	40	15	5	3	2	0	0	65	1	0	0	1	0	0	0	2
P/TOT	114	41	8	5	4	0	0	172	2	2	0	1	0	0	0	5

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	47	5	0	0	0	0	0	52	0	0	0	0	0	0	0	0
16:15	41	10	0	4	0	0	0	55	0	0	0	0	0	0	0	0
16:30	44	3	0	3	0	0	0	50	0	0	0	0	0	0	0	0
16:45	42	0	0	4	1	1	0	48	0	0	0	1	0	0	0	1
H/TOT	174	18	0	11	1	1	0	205	0	0	0	1	0	0	0	1
17:00	51	1	2	1	0	0	0	55	0	0	0	0	0	0	0	0
17:15	47	5	1	2	0	0	0	55	0	0	0	0	0	0	0	0
17:30	45	1	0	2	0	1	0	49	0	0	0	0	0	0	0	0
17:45	44	5	0	0	1	0	0	50	1	1	0	0	0	0	0	2
H/TOT	187	12	3	5	1	1	0	209	1	1	0	0	0	0	0	2
18:00	55	0	0	1	0	0	0	56	1	0	0	0	0	0	0	1
18:15	25	1	0	1	0	0	0	27	1	0	0	0	0	0	0	1
18:30	29	2	0	0	1	0	0	32	1	0	0	0	0	0	0	1
18:45	24	1	1	0	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	133	4	1	2	1	0	0	141	3	0	0	0	0	0	0	3
P/TOT	494	34	4	18	3	2	0	555	4	1	0	1	0	0	0	6



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

DAY: Monday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	65	5	0	1	0	2	0	73	0	0	0	0	0	0	0	0
07:15	75	7	1	0	1	0	0	84	0	0	0	0	0	0	0	0
07:30	65	4	1	2	0	1	0	73	0	0	0	0	0	0	0	0
07:45	63	8	1	0	0	0	0	72	4	0	0	0	0	0	1	5
H/TOT	268	24	3	3	1	3	0	302	4	0	0	0	0	0	1	5
08:00	67	4	0	0	1	0	0	72	4	0	0	0	0	0	0	4
08:15	49	5	0	0	0	0	0	54	2	0	1	0	0	0	0	3
08:30	50	6	0	2	0	1	0	59	4	0	0	0	0	0	0	4
08:45	37	4	1	2	0	0	0	44	2	0	0	0	0	0	0	2
H/TOT	203	19	1	4	1	1	0	229	12	0	1	0	0	0	0	13
09:00	37	2	0	0	0	0	0	39	1	0	0	0	0	0	0	1
09:15	20	6	1	0	0	0	0	27	0	0	0	0	0	0	0	0
09:30	22	4	2	1	1	0	0	30	3	0	0	0	0	0	0	3
09:45	14	4	4	0	0	0	0	22	0	0	0	0	0	0	0	0
H/TOT	93	16	7	1	1	0	0	118	4	0	0	0	0	0	0	4
P/TOT	564	59	11	8	3	4	0	649	20	0	1	0	0	0	1	22

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	11	5	0	0	0	0	0	16	0	0	0	0	0	0	0	0
16:15	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0
16:30	20	6	0	1	1	0	0	28	0	0	0	0	0	0	0	0
16:45	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
H/TOT	60	15	0	1	1	0	0	77	0	0	0	0	0	0	0	0
17:00	19	5	0	0	0	0	0	24	1	0	0	0	0	0	0	1
17:15	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:30	13	2	0	2	0	0	0	17	0	0	0	0	0	0	0	0
17:45	17	0	0	0	1	1	0	19	0	0	0	0	0	0	0	0
H/TOT	58	8	0	2	1	1	0	70	1	0	0	0	0	0	0	1
18:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
18:15	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0
18:30	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
18:45	17	1	0	0	1	0	0	19	0	0	0	0	0	0	0	0
H/TOT	60	4	0	0	1	0	0	65	0	0	0	0	0	0	0	0
P/TOT	178	27	0	3	3	1	0	212	1	0	0	0	0	0	0	1



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

DAY: Monday

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	6	1	0	0	1	0	0	8	0	0	0	0	0	0	0	0
07:15	7	5	1	0	0	0	0	13	0	0	0	0	0	0	0	0
07:30	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
07:45	13	3	1	0	1	0	0	18	0	0	0	0	0	0	0	0
H/TOT	33	10	2	0	2	0	0	47	0	0	0	0	0	0	0	0
08:00	15	4	0	0	2	0	0	21	0	0	0	0	0	0	0	0
08:15	4	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0
08:30	17	1	0	1	1	0	0	20	0	0	0	0	0	0	0	0
08:45	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	52	7	0	2	3	0	0	64	0	0	0	0	0	0	0	0
09:00	7	3	1	1	0	0	0	12	0	0	0	0	0	0	0	0
09:15	11	1	2	0	0	0	0	14	0	0	0	0	0	0	0	0
09:30	13	2	0	0	2	0	1	18	0	0	0	0	0	0	0	0
09:45	7	2	1	0	0	2	0	12	0	0	0	0	0	0	0	0
H/TOT	38	8	4	1	2	2	1	56	0	0	0	0	0	0	0	0
P/TOT	123	25	6	3	7	2	1	167	0	0	0	0	0	0	0	0

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
16:15	8	5	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16:30	10	1	1	0	0	0	1	13	0	0	0	0	0	0	0	0
16:45	7	2	1	1	1	0	0	12	0	0	0	0	0	0	0	0
H/TOT	31	10	2	1	1	0	1	46	0	0	0	0	0	0	0	0
17:00	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0
17:15	11	3	1	0	0	0	0	15	0	0	0	0	0	0	0	0
17:30	25	3	0	0	0	0	0	28	0	0	0	0	0	0	0	0
17:45	14	2	0	0	1	0	0	17	0	0	0	0	0	0	0	0
H/TOT	65	11	1	0	1	0	0	78	0	0	0	0	0	0	0	0
18:00	9	0	2	0	0	3	0	14	0	0	0	0	0	0	0	0
18:15	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
18:30	12	0	0	1	1	0	0	14	0	0	0	0	0	0	0	0
18:45	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	46	2	2	1	1	3	0	55	0	0	0	0	0	0	0	0
P/TOT	142	23	5	2	3	3	1	179	0	0	0	0	0	0	0	0



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

DAY: Monday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	5	2	0	0	0	0	0	7	142	29	5	3	0	0	1	180
07:15	3	3	1	0	1	0	0	8	145	21	3	5	0	2	0	176
07:30	6	0	1	1	0	0	0	8	149	19	1	6	0	1	0	176
07:45	4	1	1	0	0	0	0	6	153	20	4	6	0	1	0	184
H/TOT	18	6	3	1	1	0	0	29	589	89	13	20	0	4	1	716
08:00	4	2	0	0	1	0	0	7	136	11	3	7	0	0	0	157
08:15	4	3	3	0	0	0	0	10	101	14	5	10	0	1	1	132
08:30	6	1	0	1	0	0	0	8	124	17	5	5	0	2	1	154
08:45	12	0	1	0	0	0	0	13	109	18	5	11	0	1	0	144
H/TOT	26	6	4	1	1	0	0	38	470	60	18	33	0	4	2	587
09:00	6	1	1	0	0	0	0	8	96	15	5	9	1	0	0	126
09:15	5	3	1	1	1	0	0	11	123	13	4	11	0	2	0	153
09:30	17	0	1	0	0	0	0	18	76	13	7	1	0	0	0	97
09:45	8	2	2	0	1	0	0	13	68	13	8	11	0	4	0	104
H/TOT	36	6	5	1	2	0	0	50	363	54	24	32	1	6	0	480
P/TOT	80	18	12	3	4	0	0	117	1422	203	55	85	1	14	3	1783

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	7	2	0	2	1	0	0	12	111	40	8	7	1	2	0	169
16:15	11	5	1	2	0	0	0	19	105	36	5	3	0	1	0	150
16:30	6	3	1	1	1	0	0	12	126	36	1	6	0	4	0	173
16:45	12	0	0	0	0	0	1	13	99	38	5	4	0	0	0	146
H/TOT	36	10	2	5	2	0	1	56	441	150	19	20	1	7	0	638
17:00	11	4	1	0	0	3	0	19	135	22	6	6	0	6	0	175
17:15	12	1	0	0	0	0	0	13	115	18	2	4	0	2	0	141
17:30	18	2	0	0	0	0	0	20	114	17	3	3	0	0	0	137
17:45	16	1	1	0	1	0	0	19	87	12	0	1	1	6	0	107
H/TOT	57	8	2	0	1	3	0	71	451	69	11	14	1	14	0	560
18:00	12	4	0	1	0	0	0	17	80	15	5	5	0	5	0	110
18:15	17	0	0	0	0	0	0	17	80	7	1	2	0	4	0	94
18:30	14	2	0	0	0	0	0	16	66	14	0	10	2	3	1	96
18:45	9	0	0	0	0	0	0	9	73	3	1	2	0	3	0	82
H/TOT	52	6	0	1	0	0	0	59	299	39	7	19	2	15	1	382
P/TOT	145	24	4	6	3	3	1	186	1191	258	37	53	4	36	1	1580



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

DAY: Monday

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2
08:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
P/TOT	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

DAY: Monday

TIME	TO ARM A							TOT	FROM ARM A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45	4	1	0	0	0	0	1	6	0	1	0	0	0	0	0	0	1
H/TOT	6	1	0	0	0	0	1	8	0	1	0	0	0	0	0	0	1
08:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
08:15	8	0	1	0	0	0	0	9	1	0	1	0	0	0	0	0	2
08:30	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
08:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
H/TOT	27	0	1	0	0	0	0	28	1	0	1	0	0	0	0	0	2
09:00	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1
09:45	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
H/TOT	5	2	0	0	0	0	0	7	1	2	0	0	0	0	0	0	3
P/TOT	38	3	1	0	0	0	1	43	2	3	1	0	0	0	0	0	6

TIME	TO ARM A							TOT	FROM ARM A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	1	0	0	0	0	0	1	5	0	0	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	8
16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
16:45	0	0	0	1	0	0	0	1	10	0	0	0	0	0	1	0	11
H/TOT	0	1	0	1	0	0	0	2	26	1	0	0	0	0	1	0	28
17:00	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	8
17:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
17:30	1	0	1	0	0	0	0	2	4	0	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	2	0	1	0	0	0	0	3	15	1	0	0	0	0	0	0	16
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
P/TOT	2	1	1	1	0	0	0	5	42	2	0	0	0	0	0	1	45



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

DAY: Monday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	208	34	5	4	0	2	1	254	97	39	7	7	1	1	1	153
07:15	220	28	4	5	1	2	0	260	86	31	4	10	1	0	0	132
07:30	214	23	2	8	0	2	0	249	106	36	8	9	1	1	0	161
07:45	216	28	5	6	0	1	0	256	115	46	4	8	0	0	0	173
H/TOT	858	113	16	23	1	7	1	1019	404	152	23	34	3	2	1	619
08:00	203	16	3	7	1	0	0	230	85	46	8	6	0	3	0	148
08:15	150	19	6	10	0	1	1	187	91	31	10	10	0	0	0	142
08:30	174	24	5	7	0	3	1	214	99	27	8	9	1	0	0	144
08:45	146	22	6	13	0	1	0	188	76	27	6	7	1	0	0	117
H/TOT	673	81	20	37	1	5	2	819	351	131	32	32	2	3	0	551
09:00	134	17	5	9	1	0	0	166	85	31	8	8	0	0	0	132
09:15	143	19	5	11	0	2	0	180	66	28	12	9	2	1	0	118
09:30	98	17	9	2	1	0	0	127	68	20	10	12	2	0	0	112
09:45	82	17	12	12	0	4	0	127	79	17	7	10	1	0	0	114
H/TOT	457	70	31	34	2	6	0	600	298	96	37	39	5	1	0	476
P/TOT	1988	264	67	94	4	18	3	2438	1053	379	92	105	10	6	1	1646

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	125	45	8	7	1	2	0	188	171	28	2	3	0	3	0	207
16:15	123	40	5	3	0	1	0	172	200	34	2	11	0	3	0	250
16:30	149	42	1	7	1	4	0	204	179	18	4	6	0	1	0	208
16:45	120	38	5	5	0	0	0	168	190	14	3	12	1	5	1	226
H/TOT	517	165	19	22	2	7	0	732	740	94	11	32	1	12	1	891
17:00	156	27	6	6	0	6	0	201	215	15	4	7	0	5	0	246
17:15	125	19	2	4	0	2	0	152	181	16	3	7	0	3	0	210
17:30	129	19	3	5	0	0	0	156	191	24	3	5	0	4	0	227
17:45	106	13	0	1	2	7	0	129	202	30	3	1	1	1	0	238
H/TOT	516	78	11	16	2	15	0	638	789	85	13	20	1	13	0	921
18:00	92	15	5	5	0	5	0	122	192	16	0	4	0	2	0	214
18:15	94	9	1	2	0	4	0	110	122	8	2	2	0	0	0	134
18:30	86	15	0	10	2	3	1	117	139	17	1	5	1	1	0	164
18:45	90	4	1	2	1	3	0	101	110	9	1	6	0	2	1	129
H/TOT	362	43	7	19	3	15	1	450	563	50	4	17	1	5	1	641
P/TOT	1395	286	37	57	7	37	1	1820	2092	229	28	69	3	30	2	2453



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

DAY: Monday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	22	2	1	0	1	0	0	26	71	6	0	1	1	2	0	81
07:15	15	5	1	0	1	0	0	22	82	12	2	0	1	0	0	97
07:30	20	2	2	2	1	0	0	27	72	5	1	2	0	1	0	81
07:45	10	9	1	1	0	0	0	21	80	11	2	0	1	0	1	95
H/TOT	67	18	5	3	3	0	0	96	305	34	5	3	3	3	1	354
08:00	9	7	0	0	1	0	0	17	86	8	0	0	3	0	0	97
08:15	11	5	3	0	0	0	0	19	55	5	1	1	0	0	0	62
08:30	14	5	1	1	0	0	0	21	71	7	0	3	1	1	0	83
08:45	18	3	1	0	0	0	0	22	55	6	1	2	0	0	0	64
H/TOT	52	20	5	1	1	0	0	79	267	26	2	6	4	1	0	306
09:00	16	4	1	0	0	0	0	21	45	5	1	1	0	0	0	52
09:15	17	9	3	2	2	0	0	33	31	7	3	0	0	0	0	41
09:30	27	3	3	0	0	0	0	33	38	6	2	1	3	0	1	51
09:45	17	5	3	2	2	0	0	29	21	6	5	0	0	2	0	34
H/TOT	77	21	10	4	4	0	0	116	135	24	11	2	3	2	1	178
P/TOT	196	59	20	8	8	0	0	291	707	84	18	11	10	6	2	838

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	56	7	0	2	1	0	0	66	17	7	0	0	0	0	0	24
16:15	53	16	1	6	0	0	0	76	22	9	0	0	0	0	0	31
16:30	51	6	1	4	1	0	0	63	30	7	1	1	1	0	1	41
16:45	58	0	0	4	1	1	2	66	22	2	1	1	1	0	0	27
H/TOT	218	29	2	16	3	1	2	271	91	25	2	2	2	0	1	123
17:00	68	5	3	1	0	3	0	80	35	8	0	0	0	0	0	43
17:15	59	6	1	2	0	0	0	68	20	4	1	0	0	0	0	25
17:30	64	3	0	2	0	1	0	70	38	5	0	2	0	0	0	45
17:45	60	6	1	0	2	0	0	69	31	2	0	0	2	1	0	36
H/TOT	251	20	5	5	2	4	0	287	124	19	1	2	2	1	0	149
18:00	67	4	0	2	0	0	0	73	20	0	2	0	0	3	0	25
18:15	42	1	0	1	0	0	0	44	27	2	0	0	0	0	0	29
18:30	43	4	0	0	1	0	0	48	31	1	0	1	1	0	0	34
18:45	33	1	1	0	0	0	0	35	28	3	0	0	1	0	0	32
H/TOT	185	10	1	3	1	0	0	200	106	6	2	1	2	3	0	120
P/TOT	654	59	8	24	6	5	2	758	321	50	5	5	6	4	1	392



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

DAY: Monday

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	84	40	6	7	1	1	1	140	147	31	5	3	0	0	1	187
07:15	81	34	5	10	1	0	0	131	148	24	4	5	1	2	0	184
07:30	99	36	7	8	0	1	0	151	156	20	2	7	0	1	0	186
07:45	122	42	5	7	1	0	0	177	157	22	5	6	0	1	0	191
H/TOT	386	152	23	32	3	2	1	599	608	97	16	21	1	4	1	748
08:00	93	45	8	6	2	3	0	157	141	14	3	7	1	0	0	166
08:15	84	29	10	11	0	0	0	134	106	17	8	10	0	1	1	143
08:30	103	23	7	10	2	0	0	145	130	18	5	6	0	2	1	162
08:45	85	26	6	7	1	0	0	125	121	18	6	11	0	1	0	157
H/TOT	365	123	31	34	5	3	0	561	498	67	22	34	1	4	2	628
09:00	80	31	9	9	0	0	0	129	102	16	6	9	1	0	0	134
09:15	65	23	12	8	1	1	0	110	128	16	5	12	1	2	0	164
09:30	72	19	8	12	4	0	1	116	93	13	8	1	0	0	0	115
09:45	77	16	7	7	0	2	0	109	76	15	10	11	1	4	0	117
H/TOT	294	89	36	36	5	3	1	464	399	60	29	33	3	6	0	530
P/TOT	1045	364	90	102	13	8	2	1624	1505	224	67	88	5	14	3	1906

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	131	24	2	3	0	3	0	163	119	42	8	9	2	2	0	182
16:15	170	29	2	7	0	3	0	211	117	41	6	5	0	1	0	170
16:30	145	16	5	3	0	1	1	171	132	39	2	7	1	4	0	185
16:45	155	16	4	7	1	4	1	188	111	38	5	4	0	0	1	159
H/TOT	601	85	13	20	1	11	2	733	479	160	21	25	3	7	1	696
17:00	179	17	2	6	0	5	0	209	146	26	7	6	0	9	0	194
17:15	146	15	3	5	0	3	0	172	127	19	2	4	0	2	0	154
17:30	171	27	2	3	0	3	0	206	132	20	3	3	0	0	0	158
17:45	173	26	3	1	1	1	0	205	105	13	1	1	2	6	0	128
H/TOT	669	85	10	15	1	12	0	792	510	78	13	14	2	17	0	634
18:00	145	16	2	3	0	5	0	171	92	19	5	6	0	5	0	127
18:15	112	7	2	1	0	0	0	122	98	7	1	2	0	4	0	112
18:30	122	15	1	6	1	1	0	146	81	16	0	10	2	3	1	113
18:45	97	10	0	6	0	2	1	116	82	3	1	2	0	3	0	91
H/TOT	476	48	5	16	1	8	1	555	353	45	7	20	2	15	1	443
P/TOT	1746	218	28	51	3	31	3	2080	1342	283	41	59	7	39	2	1773



SITE: 2

DATE: 15/05/2023

LOCATION: A59 Myerscough Smithy Road/Daniel Thwaites Access/Branch Road

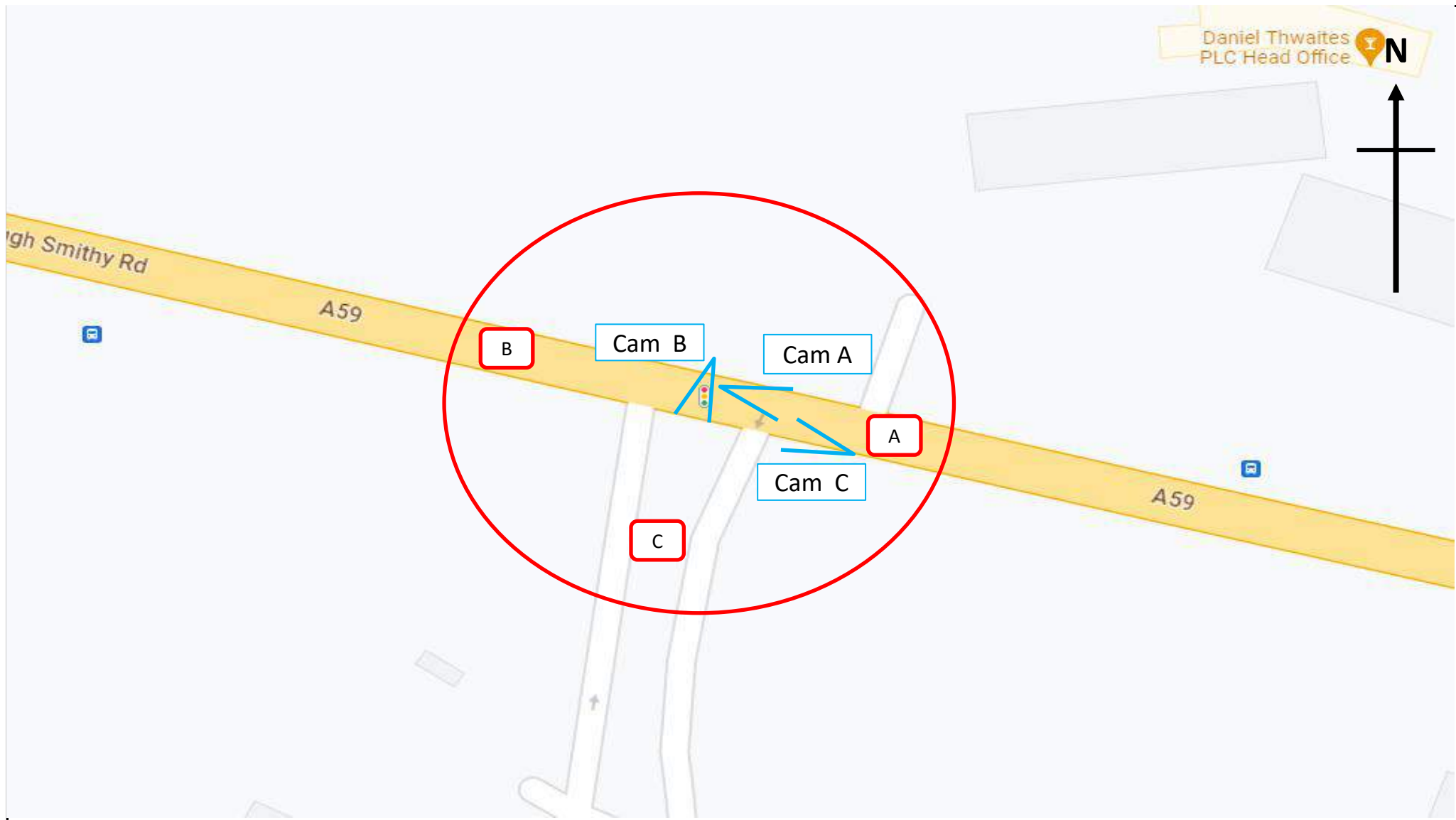
DAY: Monday


TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	315	76	12	11	2	3	2	421
07:15	316	67	10	15	3	2	0	413
07:30	334	61	11	18	1	3	0	428
07:45	352	80	11	14	1	1	1	460
H/TOT	1317	284	44	58	7	9	3	1722
08:00	312	68	11	13	4	3	0	411
08:15	253	53	20	21	0	1	1	349
08:30	300	52	13	18	2	3	1	389
08:45	252	51	13	20	1	1	0	338
H/TOT	1117	224	57	72	7	8	2	1487
09:00	232	53	15	18	1	0	0	319
09:15	225	51	20	21	3	3	0	323
09:30	200	39	20	14	5	0	1	279
09:45	176	39	22	21	2	6	0	266
H/TOT	833	182	77	74	11	9	1	1187
P/TOT	3267	690	178	204	25	26	6	4396

PEAK HOUR CALCULATION		TOT
07:00 to 08:00		1722
07:15 to 08:15		1712
07:30 to 08:30		1648
07:45 to 08:45		1609
08:00 to 09:00		1487
08:15 to 09:15		1395
08:30 to 09:30		1369
08:45 to 09:45		1259
09:00 to 10:00		1187
PEAK VALUE		1722

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	312	77	10	12	2	5	0	418
16:15	346	85	8	16	0	4	0	459
16:30	345	64	7	14	2	5	1	438
16:45	333	54	9	17	2	5	3	423
H/TOT	1336	280	34	59	6	19	4	1738
17:00	404	49	11	13	0	14	0	491
17:15	330	40	6	11	0	5	0	392
17:30	365	49	6	10	0	4	0	434
17:45	339	45	4	2	5	8	0	403
H/TOT	1438	183	27	36	5	31	0	1720
18:00	304	35	7	10	0	10	0	366
18:15	248	17	3	4	0	4	0	276
18:30	251	34	1	16	4	4	1	311
18:45	220	15	2	8	1	5	1	252
H/TOT	1023	101	13	38	5	23	2	1205
P/TOT	3797	564	74	133	16	73	6	4663

PEAK HOUR CALCULATION		TOT
16:00 to 17:00		1738
16:15 to 17:15		3549
16:30 to 17:30		3482
16:45 to 17:45		3478
17:00 to 18:00		1720
17:15 to 18:15		3315
17:30 to 18:30		3199
17:45 to 18:45		3076
18:00 to 19:00		1205
PEAK VALUE		3549



	Site / Location:	Site 3, Sir Frederick Page Way/A59 Myerscough Smithy Road	Project No:	14055	Drawing No:	14055-03	Drawn By:	BVR
	Survey Date:	Monday 15th May 2023		Project Name:	Samlesbury			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00		Drawing Title:	Site Layout and Observed Movements			



SITE: 3

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A59 Myerscough Smithy Road

DAY: Monday

TIME	A to C								TOT	A to B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
07:00	23	3	0	0	0	1	0	27	186	30	4	4	0	1	1	226		
07:15	29	2	0	0	0	0	0	31	184	28	5	5	1	2	0	225		
07:30	25	1	0	0	0	0	0	26	195	21	2	7	0	2	0	227		
07:45	24	4	0	0	0	0	0	28	184	23	4	7	0	1	0	219		
H/TOT	101	10	0	0	0	1	0	112	749	102	15	23	1	6	1	897		
08:00	12	0	1	0	0	0	0	13	187	19	3	7	1	0	0	217		
08:15	15	3	1	0	0	0	0	19	141	15	5	10	0	1	1	173		
08:30	14	1	0	0	0	0	0	15	154	24	4	6	0	3	1	192		
08:45	12	1	1	0	0	0	0	14	142	19	6	13	0	1	0	181		
H/TOT	53	5	3	0	0	0	0	61	624	77	18	36	1	5	2	763		
09:00	9	1	0	0	0	0	0	10	124	17	5	10	1	0	0	157		
09:15	6	2	0	0	0	0	0	8	135	18	5	8	0	1	0	167		
09:30	7	1	1	1	0	0	0	10	95	16	8	4	1	1	0	125		
09:45	4	4	1	1	0	0	0	10	76	14	10	9	0	4	0	113		
H/TOT	26	8	2	2	0	0	0	38	430	65	28	31	2	6	0	562		
P/TOT	180	23	5	2	0	1	0	211	1803	244	61	90	4	17	3	2222		

TIME	A to C								TOT	A to B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
16:00	7	0	0	0	0	0	0	7	116	43	7	7	2	2	0	177		
16:15	4	3	0	0	0	0	0	7	123	38	6	3	0	1	0	171		
16:30	9	0	0	0	0	0	0	9	138	40	1	7	1	2	0	189		
16:45	6	0	0	0	0	0	0	6	119	40	5	5	0	2	0	171		
H/TOT	26	3	0	0	0	0	0	29	496	161	19	22	3	7	0	708		
17:00	3	4	1	1	0	0	0	9	149	22	3	5	0	6	0	185		
17:15	9	0	0	0	0	0	0	9	118	18	4	4	0	2	0	146		
17:30	1	1	0	0	0	0	0	2	127	20	3	5	0	0	0	155		
17:45	2	1	0	0	0	0	0	3	107	10	0	1	2	7	0	127		
H/TOT	15	6	1	1	0	0	0	23	501	70	10	15	2	15	0	613		
18:00	1	0	0	0	0	0	0	1	89	12	4	5	0	5	0	115		
18:15	3	0	0	0	0	0	0	3	90	13	2	2	0	4	0	111		
18:30	7	0	0	0	0	1	0	8	82	14	0	10	2	2	1	111		
18:45	7	0	0	0	0	0	0	7	84	5	0	1	1	3	0	94		
H/TOT	18	0	0	0	0	1	0	19	345	44	6	18	3	14	1	431		
P/TOT	59	9	1	1	0	1	0	71	1342	275	35	55	8	36	1	1752		



SITE: 3

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A59 Myerscough Smithy Road

DAY: Monday

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 3

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A59 Myerscough Smithy Road

DAY: Monday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	91	38	7	7	1	1	1	146	21	4	1	0	0	0	0	26
07:15	90	32	4	10	1	0	0	137	23	3	0	0	0	0	0	26
07:30	101	35	9	9	1	1	0	156	33	5	1	0	0	0	0	39
07:45	106	45	3	7	0	0	0	161	18	1	0	0	0	1	0	20
H/TOT	388	150	23	33	3	2	1	600	95	13	2	0	0	1	0	111
08:00	82	44	8	6	0	3	0	143	10	5	0	0	0	0	0	15
08:15	94	30	10	11	0	0	0	145	8	2	2	0	0	0	0	12
08:30	91	26	8	8	1	0	0	134	17	1	1	1	0	0	0	20
08:45	71	28	7	7	1	0	0	114	9	1	2	0	0	0	0	12
H/TOT	338	128	33	32	2	3	0	536	44	9	5	1	0	0	0	59
09:00	83	29	7	8	0	0	0	127	6	6	1	0	0	0	0	13
09:15	64	27	11	8	2	1	0	113	3	3	2	2	0	0	0	10
09:30	68	19	8	12	2	0	0	109	3	2	0	0	0	0	0	5
09:45	74	12	6	11	1	0	0	104	4	2	0	0	0	0	0	6
H/TOT	289	87	32	39	5	1	0	453	16	13	3	2	0	0	0	34
P/TOT	1015	365	88	104	10	6	1	1589	155	35	10	3	0	1	0	204

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	158	25	2	2	0	3	0	190	1	0	0	0	1	0	0	2
16:15	185	30	2	9	0	3	0	229	5	0	0	0	1	0	0	6
16:30	161	18	4	7	0	1	0	191	1	0	0	0	0	0	0	1
16:45	182	13	4	9	1	4	1	214	4	1	0	0	0	0	0	5
H/TOT	686	86	12	27	1	11	1	824	11	1	0	0	2	0	0	14
17:00	179	15	4	7	0	5	0	210	4	0	0	0	0	0	0	4
17:15	171	15	1	8	0	3	0	198	7	0	0	0	0	0	0	7
17:30	172	20	3	4	0	4	0	203	2	0	0	0	0	0	0	2
17:45	195	29	3	1	1	1	0	230	4	0	0	0	0	0	0	4
H/TOT	717	79	11	20	1	13	0	841	17	0	0	0	0	0	0	17
18:00	180	17	0	4	0	2	0	203	2	0	0	0	0	0	0	2
18:15	119	7	2	2	0	0	0	130	0	0	0	0	0	0	0	0
18:30	133	16	1	5	1	1	0	157	0	0	0	0	0	0	0	0
18:45	110	9	1	6	0	2	1	129	7	0	0	0	0	0	0	7
H/TOT	542	49	4	17	1	5	1	619	9	0	0	0	0	0	0	9
P/TOT	1945	214	27	64	3	29	2	2284	37	1	0	0	2	0	0	40



SITE: 3

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A59 Myerscough Smithy Road

DAY: Monday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 3

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A59 Myerscough Smithy Road

DAY: Monday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	6	1	0	0	0	0	0	7	4	1	0	0	0	0	0	5
07:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:30	3	2	1	0	0	0	0	6	4	0	0	0	0	0	0	4
07:45	5	0	0	0	0	0	0	5	1	3	0	1	0	0	0	5
H/TOT	15	3	1	0	0	0	0	19	12	4	0	1	0	0	0	17
08:00	3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5
08:15	1	0	1	1	0	0	0	3	3	0	0	0	0	0	0	3
08:30	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
08:45	2	2	0	0	0	0	0	4	0	1	0	0	0	0	0	1
H/TOT	7	3	1	1	0	0	0	12	15	2	0	0	0	0	0	17
09:00	0	0	1	0	0	0	0	1	4	0	0	0	0	0	0	4
09:15	0	0	1	0	0	0	0	1	4	1	1	1	0	0	0	7
09:30	2	2	0	0	0	0	0	4	3	1	2	0	0	0	0	6
09:45	1	1	3	0	0	0	0	5	2	4	1	0	0	0	0	7
H/TOT	3	3	5	0	0	0	0	11	13	6	4	1	0	0	0	24
P/TOT	25	9	7	1	0	0	0	42	40	12	4	2	0	0	0	58

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	16	3	0	0	0	0	0	19	18	4	0	0	0	0	0	22
16:15	17	4	0	1	0	0	0	22	12	2	0	2	0	0	0	16
16:30	9	3	0	0	0	1	0	13	16	2	0	0	0	0	0	18
16:45	11	1	0	0	0	0	0	12	16	0	0	2	0	1	0	19
H/TOT	53	11	0	1	0	1	0	66	62	8	0	4	0	1	0	75
17:00	10	1	1	0	0	0	0	12	32	0	1	0	0	0	0	33
17:15	13	0	0	0	1	0	0	14	16	3	0	0	0	0	0	19
17:30	7	1	0	1	0	0	0	9	15	1	0	0	0	0	0	16
17:45	5	0	0	0	0	1	0	6	9	1	0	0	0	0	0	10
H/TOT	35	2	1	1	1	1	0	41	72	5	1	0	0	0	0	78
18:00	7	0	0	0	0	0	0	7	8	0	0	0	0	0	0	8
18:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
18:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
18:45	7	1	0	0	0	0	0	8	3	1	0	0	0	0	0	4
H/TOT	20	1	0	0	0	0	0	21	18	1	0	0	0	0	0	19
P/TOT	108	14	1	2	1	2	0	128	152	14	1	4	0	1	0	172



SITE: 3

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A59 Myerscough Smithy Road

DAY: Monday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 3

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A59 Myerscough Smithy Road

DAY: Monday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	95	39	7	7	1	1	1	151	209	33	4	4	0	2	1	253
07:15	93	32	4	10	1	0	0	140	213	30	5	5	1	2	0	256
07:30	105	35	9	9	1	1	0	160	220	22	2	7	0	2	0	253
07:45	107	48	3	8	0	0	0	166	208	27	4	7	0	1	0	247
H/TOT	400	154	23	34	3	2	1	617	850	112	15	23	1	7	1	1009
08:00	87	44	8	6	0	3	0	148	199	19	4	7	1	0	0	230
08:15	97	30	10	11	0	0	0	148	156	18	6	10	0	1	1	192
08:30	98	27	8	8	1	0	0	142	168	25	4	6	0	3	1	207
08:45	71	29	7	7	1	0	0	115	154	20	7	13	0	1	0	195
H/TOT	353	130	33	32	2	3	0	553	677	82	21	36	1	5	2	824
09:00	87	29	7	8	0	0	0	131	133	18	5	10	1	0	0	167
09:15	68	28	12	9	2	1	0	120	141	20	5	8	0	1	0	175
09:30	71	20	10	12	2	0	0	115	102	17	9	5	1	1	0	135
09:45	76	16	7	11	1	0	0	111	80	18	11	10	0	4	0	123
H/TOT	302	93	36	40	5	1	0	477	456	73	30	33	2	6	0	600
P/TOT	1055	377	92	106	10	6	1	1647	1983	267	66	92	4	18	3	2433

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	176	29	2	2	0	3	0	212	123	43	7	7	2	2	0	184
16:15	197	32	2	11	0	3	0	245	127	41	6	3	0	1	0	178
16:30	177	20	4	7	0	1	0	209	147	40	1	7	1	2	0	198
16:45	198	13	4	11	1	5	1	233	125	40	5	5	0	2	0	177
H/TOT	748	94	12	31	1	12	1	899	522	164	19	22	3	7	0	737
17:00	211	15	5	7	0	5	0	243	152	26	4	6	0	6	0	194
17:15	187	18	1	8	0	3	0	217	127	18	4	4	0	2	0	155
17:30	187	21	3	4	0	4	0	219	128	21	3	5	0	0	0	157
17:45	204	30	3	1	1	1	0	240	109	11	0	1	2	7	0	130
H/TOT	789	84	12	20	1	13	0	919	516	76	11	16	2	15	0	636
18:00	188	17	0	4	0	2	0	211	90	12	4	5	0	5	0	116
18:15	123	7	2	2	0	0	0	134	93	13	2	2	0	4	0	114
18:30	136	16	1	5	1	1	0	160	89	14	0	10	2	3	1	119
18:45	113	10	1	6	0	2	1	133	91	5	0	1	1	3	0	101
H/TOT	560	50	4	17	1	5	1	638	363	44	6	18	3	15	1	450
P/TOT	2097	228	28	68	3	30	2	2456	1401	284	36	56	8	37	1	1823



SITE: 3

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A59 Myerscough Smithy Road

DAY: Monday

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	192	31	4	4	0	1	1		233	112	42	8	7	1	1	1		172
07:15	185	28	5	5	1	2	0		226	113	35	4	10	1	0	0		163
07:30	198	23	3	7	0	2	0		233	134	40	10	9	1	1	0		195
07:45	189	23	4	7	0	1	0		224	124	46	3	7	0	1	0		181
H/TOT	764	105	16	23	1	6	1		916	483	163	25	33	3	3	1		711
08:00	190	20	3	7	1	0	0		221	92	49	8	6	0	3	0		158
08:15	142	15	6	11	0	1	1		176	102	32	12	11	0	0	0		157
08:30	155	24	4	6	0	3	1		193	108	27	9	9	1	0	0		154
08:45	144	21	6	13	0	1	0		185	80	29	9	7	1	0	0		126
H/TOT	631	80	19	37	1	5	2		775	382	137	38	33	2	3	0		595
09:00	124	17	6	10	1	0	0		158	89	35	8	8	0	0	0		140
09:15	135	18	6	8	0	1	0		168	67	30	13	10	2	1	0		123
09:30	97	18	8	4	1	1	0		129	71	21	8	12	2	0	0		114
09:45	77	15	13	9	0	4	0		118	78	14	6	11	1	0	0		110
H/TOT	433	68	33	31	2	6	0		573	305	100	35	41	5	1	0		487
P/TOT	1828	253	68	91	4	17	3		2264	1170	400	98	107	10	7	1		1793

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	132	46	7	7	2	2	0		196	159	25	2	2	1	3	0		192
16:15	140	42	6	4	0	1	0		193	190	30	2	9	1	3	0		235
16:30	147	43	1	7	1	3	0		202	162	18	4	7	0	1	0		192
16:45	130	41	5	5	0	2	0		183	186	14	4	9	1	4	1		219
H/TOT	549	172	19	23	3	8	0		774	697	87	12	27	3	11	1		838
17:00	159	23	4	5	0	6	0		197	183	15	4	7	0	5	0		214
17:15	131	18	4	4	1	2	0		160	178	15	1	8	0	3	0		205
17:30	134	21	3	6	0	0	0		164	174	20	3	4	0	4	0		205
17:45	112	10	0	1	2	8	0		133	199	29	3	1	1	1	0		234
H/TOT	536	72	11	16	3	16	0		654	734	79	11	20	1	13	0		858
18:00	96	12	4	5	0	5	0		122	182	17	0	4	0	2	0		205
18:15	93	13	2	2	0	4	0		114	119	7	2	2	0	0	0		130
18:30	85	14	0	10	2	2	1		114	133	16	1	5	1	1	0		157
18:45	91	6	0	1	1	3	0		102	117	9	1	6	0	2	1		136
H/TOT	365	45	6	18	3	14	1		452	551	49	4	17	1	5	1		628
P/TOT	1450	289	36	57	9	38	1		1880	1982	215	27	64	5	29	2		2324



SITE: 3

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A59 Myerscough Smithy Road

DAY: Monday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	44	7	1	0	0	1	0	53	10	2	0	0	0	0	0	12
07:15	52	5	0	0	0	0	0	57	4	0	0	0	0	0	0	4
07:30	58	6	1	0	0	0	0	65	7	2	1	0	0	0	10	
07:45	42	5	0	0	0	1	0	48	6	3	0	1	0	0	10	
H/TOT	196	23	2	0	0	2	0	223	27	7	1	1	0	0	0	36
08:00	22	5	1	0	0	0	0	28	8	1	0	0	0	0	9	
08:15	23	5	3	0	0	0	0	31	4	0	1	1	0	0	6	
08:30	31	2	1	1	0	0	0	35	8	1	0	0	0	0	9	
08:45	21	2	3	0	0	0	0	26	2	3	0	0	0	0	5	
H/TOT	97	14	8	1	0	0	0	120	22	5	1	1	0	0	0	29
09:00	15	7	1	0	0	0	0	23	4	0	1	0	0	0	5	
09:15	9	5	2	2	0	0	0	18	4	1	2	1	0	0	8	
09:30	10	3	1	1	0	0	0	15	5	3	2	0	0	0	10	
09:45	8	6	1	1	0	0	0	16	3	5	4	0	0	0	12	
H/TOT	42	21	5	4	0	0	0	72	16	9	9	1	0	0	0	35
P/TOT	335	58	15	5	0	2	0	415	65	21	11	3	0	0	0	100

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	8	0	0	0	1	0	0	9	34	7	0	0	0	0	0	41
16:15	9	3	0	0	1	0	0	13	29	6	0	3	0	0	0	38
16:30	10	0	0	0	0	0	0	10	25	5	0	0	0	1	0	31
16:45	10	1	0	0	0	0	0	11	27	1	0	2	0	1	0	31
H/TOT	37	4	0	0	2	0	0	43	115	19	0	5	0	2	0	141
17:00	7	4	1	1	0	0	0	13	42	1	2	0	0	0	0	45
17:15	16	0	0	0	0	0	0	16	29	3	0	0	1	0	0	33
17:30	3	1	0	0	0	0	0	4	22	2	0	1	0	0	0	25
17:45	6	1	0	0	0	0	0	7	14	1	0	0	0	1	0	16
H/TOT	32	6	1	1	0	0	0	40	107	7	2	1	1	1	0	119
18:00	3	0	0	0	0	0	0	3	15	0	0	0	0	0	0	15
18:15	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	7
18:30	7	0	0	0	0	1	0	8	6	0	0	0	0	0	0	6
18:45	14	0	0	0	0	0	0	14	10	2	0	0	0	0	0	12
H/TOT	27	0	0	0	0	1	0	28	38	2	0	0	0	0	0	40
P/TOT	96	10	1	1	2	1	0	111	260	28	2	6	1	3	0	300



SITE: 3

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A59 Myerscough Smithy Road

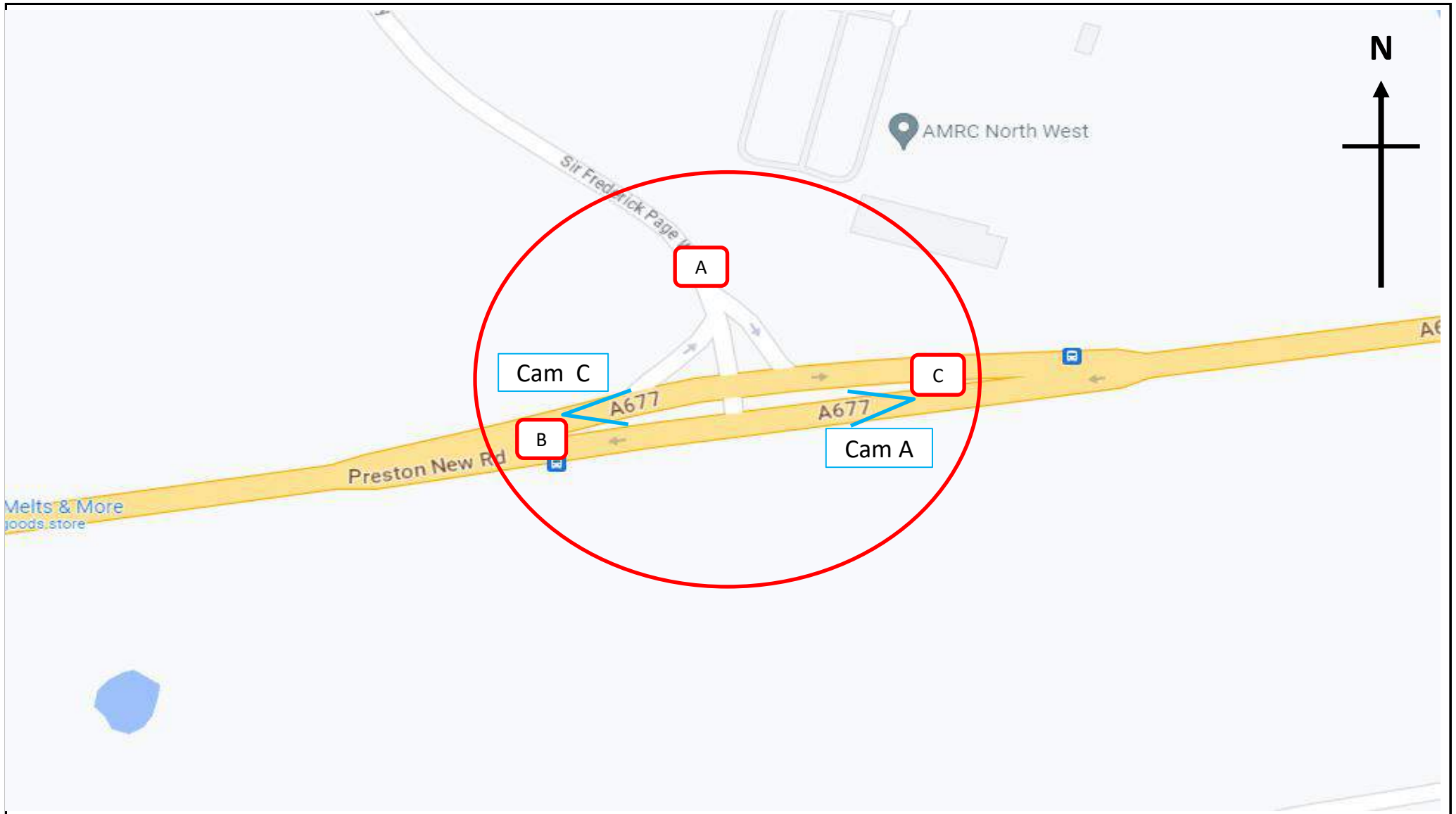
DAY: Monday


TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	331	77	12	11	1	3	2	437
07:15	330	65	9	15	2	2	0	423
07:30	361	64	13	16	1	3	0	458
07:45	338	76	7	15	0	2	0	438
H/TOT	1360	282	41	57	4	10	2	1756
08:00	299	69	12	13	1	3	0	397
08:15	262	50	19	22	0	1	1	355
08:30	284	53	13	15	1	3	1	370
08:45	236	52	16	20	1	1	0	326
H/TOT	1081	224	60	70	3	8	2	1448
09:00	226	53	14	18	1	0	0	312
09:15	212	51	20	19	2	2	0	306
09:30	178	41	19	17	3	1	0	259
09:45	161	37	21	21	1	4	0	245
H/TOT	777	182	74	75	7	7	0	1122
P/TOT	3218	688	175	202	14	25	4	4326

PEAK HOUR CALCULATION		TOT
07:00 to 08:00		1756
07:15 to 08:15		1716
07:30 to 08:30		1648
07:45 to 08:45		1560
08:00 to 09:00		1448
08:15 to 09:15		1363
08:30 to 09:30		1314
08:45 to 09:45		1203
09:00 to 10:00		1122
PEAK VALUE		1756

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	316	75	9	9	3	5	0	417
16:15	346	77	8	15	1	4	0	451
16:30	334	63	5	14	1	4	0	421
16:45	338	55	9	16	1	7	1	427
H/TOT	1334	270	31	54	6	20	1	1716
17:00	377	42	10	13	0	11	0	453
17:15	334	36	5	12	1	5	0	393
17:30	324	43	6	10	0	4	0	387
17:45	322	41	3	2	3	9	0	380
H/TOT	1357	162	24	37	4	29	0	1613
18:00	287	29	4	9	0	7	0	336
18:15	219	20	4	4	0	4	0	251
18:30	228	30	1	15	3	4	1	282
18:45	218	16	1	7	1	5	1	249
H/TOT	952	95	10	35	4	20	2	1118
P/TOT	3643	527	65	126	14	69	3	4447

PEAK HOUR CALCULATION		TOT
16:00 to 17:00		1716
16:15 to 17:15		1752
16:30 to 17:30		1694
16:45 to 17:45		1660
17:00 to 18:00		1613
17:15 to 18:15		1496
17:30 to 18:30		1354
17:45 to 18:45		1249
18:00 to 19:00		1118
PEAK VALUE		1752



	Site / Location:	Site 4, Sir Frederick Page Way/A677 Preston New Road	Project No:	14055	Drawing No:	14055-04	Drawn By:	BVR
	Survey Date:	Monday 15th May 2023	Project Name:		Samlesbury			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	Drawing Title:		Site Layout and Observed Movements			



SITE: 4

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A677 Preston New Road

DAY: Monday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
07:15	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1
07:30	1	0	1	0	0	0	0	2	6	1	0	0	0	0	0	7
07:45	1	1	0	0	0	0	0	2	4	3	0	1	0	0	0	8
H/TOT	8	1	1	0	0	0	0	10	12	5	0	1	0	0	0	18
08:00	3	0	1	0	0	0	0	4	2	3	1	0	0	0	0	6
08:15	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7
08:30	0	0	0	0	0	0	0	0	7	4	1	0	0	0	0	12
08:45	0	1	0	0	0	0	0	1	3	2	1	0	0	0	0	6
H/TOT	3	1	1	0	0	0	0	5	16	12	3	0	0	0	0	31
09:00	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
09:15	0	0	1	0	0	0	0	1	2	0	0	2	0	0	0	4
09:30	0	1	2	1	0	0	0	4	3	1	0	0	0	0	0	4
09:45	1	0	0	1	0	0	0	2	4	1	0	0	0	0	0	5
H/TOT	1	1	3	2	0	0	0	7	11	4	1	2	0	0	0	18
P/TOT	12	3	5	2	0	0	0	22	39	21	4	3	0	0	0	67

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	9	0	0	0	0	1	0	10	20	1	0	0	0	0	0	21
16:15	9	5	0	0	0	0	0	14	14	2	1	0	0	0	0	17
16:30	14	0	0	0	0	0	0	14	26	0	0	0	0	0	0	26
16:45	13	1	0	0	0	0	1	15	32	1	0	0	0	0	2	35
H/TOT	45	6	0	0	0	1	1	53	92	4	1	0	0	0	2	99
17:00	15	0	0	0	0	0	0	15	53	2	0	0	0	0	0	55
17:15	5	1	0	0	0	0	0	6	21	2	0	0	2	0	1	26
17:30	3	0	0	0	0	0	0	3	9	1	0	0	0	0	0	10
17:45	8	1	0	0	0	1	0	10	16	0	0	0	0	0	0	16
H/TOT	31	2	0	0	0	1	0	34	99	5	0	0	2	0	1	107
18:00	5	0	0	0	0	0	0	5	5	1	0	0	0	0	1	7
18:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	1	4
18:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	8	0	0	0	0	0	0	8	16	2	0	0	0	0	2	20
P/TOT	84	8	0	0	0	2	1	95	207	11	1	0	2	0	5	226



SITE: 4

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A677 Preston New Road

DAY: Monday

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 4

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A677 Preston New Road

DAY: Monday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	22	3	0	0	1	0	1	27	55	9	0	2	0	2	0	68
07:15	29	1	0	0	1	1	0	32	82	25	5	3	1	0	0	116
07:30	29	1	1	1	0	0	0	32	106	20	5	5	2	0	0	138
07:45	14	3	0	0	0	1	2	20	124	27	6	3	0	0	0	160
H/TOT	94	8	1	1	2	2	3	111	367	81	16	13	3	2	0	482
08:00	18	1	1	0	1	0	0	21	140	15	5	4	2	1	0	167
08:15	15	2	0	0	0	0	0	17	120	18	8	3	0	1	0	150
08:30	13	3	0	0	0	0	0	16	116	20	2	1	0	0	0	139
08:45	8	0	0	0	0	0	0	8	88	18	6	3	0	0	0	115
H/TOT	54	6	1	0	1	0	0	62	464	71	21	11	2	2	0	571
09:00	8	0	0	1	0	0	0	9	79	11	8	0	1	0	0	99
09:15	6	0	0	0	0	0	0	6	61	12	7	1	1	0	0	82
09:30	0	0	0	0	0	0	0	0	67	17	5	1	0	0	0	90
09:45	7	2	2	0	0	0	0	11	65	14	2	1	1	1	0	84
H/TOT	21	2	2	1	0	0	0	26	272	54	22	3	3	1	0	355
P/TOT	169	16	4	2	3	2	3	199	1103	206	59	27	8	5	0	1408

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	1	0	1	0	0	0	4	107	13	0	0	0	0	0	120
16:15	5	2	1	0	0	0	0	8	178	17	4	0	3	0	0	202
16:30	2	0	0	0	0	0	0	2	128	18	3	1	0	0	1	151
16:45	5	0	0	0	0	0	0	5	129	17	2	2	1	0	0	151
H/TOT	14	3	1	1	0	0	0	19	542	65	9	3	4	0	1	624
17:00	5	0	1	0	0	0	1	7	151	13	1	0	1	0	0	166
17:15	6	1	1	0	0	0	0	8	174	13	2	0	0	0	0	189
17:30	8	0	0	0	0	0	0	8	195	19	3	0	1	0	0	218
17:45	6	1	0	0	0	0	0	7	173	16	5	1	1	0	0	196
H/TOT	25	2	2	0	0	0	1	30	693	61	11	1	3	0	0	769
18:00	1	0	0	0	0	0	0	1	135	6	2	0	0	0	0	143
18:15	4	0	0	0	0	0	0	4	115	8	2	0	2	0	0	127
18:30	1	0	0	0	0	0	0	1	102	9	1	1	0	2	0	115
18:45	2	0	0	0	0	0	0	2	92	9	1	0	1	1	1	105
H/TOT	8	0	0	0	0	0	0	8	444	32	6	1	3	3	1	490
P/TOT	47	5	3	1	0	0	1	57	1679	158	26	5	10	3	2	1883



SITE: 4

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A677 Preston New Road

DAY: Monday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 4

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A677 Preston New Road

DAY: Monday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	113	14	6	1	1	0	1	136	21	3	0	0	0	0	0	24
07:15	149	18	4	1	0	0	2	174	25	1	0	0	0	0	0	26
07:30	213	16	2	1	1	0	0	233	23	3	1	1	0	0	0	28
07:45	186	16	4	2	1	1	0	210	11	2	0	1	0	0	0	14
H/TOT	661	64	16	5	3	1	3	753	80	9	1	2	0	0	0	92
08:00	199	17	6	0	1	0	0	223	6	0	1	0	0	0	0	7
08:15	205	22	6	2	2	0	1	238	3	1	0	0	0	0	0	4
08:30	180	20	6	3	0	0	1	210	3	0	2	0	0	0	0	5
08:45	162	20	4	4	2	0	0	192	2	1	0	0	0	0	0	3
H/TOT	746	79	22	9	5	0	2	863	14	2	3	0	0	0	0	19
09:00	124	20	4	2	1	0	0	151	4	0	0	0	0	0	0	4
09:15	89	10	5	1	0	0	0	105	2	0	2	0	0	0	0	4
09:30	80	20	3	3	0	0	0	106	1	1	0	1	0	0	0	3
09:45	80	25	7	5	0	0	0	117	3	0	1	0	0	0	0	4
H/TOT	373	75	19	11	1	0	0	479	10	1	3	1	0	0	0	15
P/TOT	1780	218	57	25	9	1	5	2095	104	12	7	3	0	0	0	126

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	108	19	2	1	1	2	0	133	2	0	0	0	0	0	0	2
16:15	117	29	2	1	0	0	0	149	2	0	0	2	0	0	0	4
16:30	126	23	3	2	1	0	0	155	3	0	0	1	0	0	0	4
16:45	133	21	5	1	1	1	0	162	2	0	0	1	0	0	0	3
H/TOT	484	92	12	5	3	3	0	599	9	0	0	4	0	0	0	13
17:00	120	13	4	3	0	0	0	140	0	0	0	0	0	0	0	0
17:15	143	18	0	0	0	3	0	164	1	0	0	1	0	0	0	2
17:30	104	6	2	0	3	0	0	115	6	0	0	0	0	0	0	6
17:45	128	12	2	1	0	1	0	144	4	0	0	0	0	1	0	5
H/TOT	495	49	8	4	3	4	0	563	11	0	0	1	0	1	0	13
18:00	98	9	1	0	1	1	0	110	0	0	0	0	0	0	0	0
18:15	105	7	3	0	0	1	0	116	0	0	0	0	0	0	0	0
18:30	76	5	3	0	1	0	1	86	4	0	0	0	0	0	0	4
18:45	76	6	2	0	1	0	0	85	0	0	0	0	0	0	0	0
H/TOT	355	27	9	0	3	2	1	397	4	0	0	0	0	0	0	4
P/TOT	1334	168	29	9	9	9	1	1559	24	0	0	5	0	1	0	30



SITE: 4

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A677 Preston New Road

DAY: Monday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 4

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A677 Preston New Road

DAY: Monday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	43	6	0	0	1	0	1	51	5	0	0	0	0	0	0	5
07:15	54	2	0	0	1	1	0	58	3	1	0	0	0	0	0	4
07:30	52	4	2	2	0	0	0	60	7	1	1	0	0	0	0	9
07:45	25	5	0	1	0	1	2	34	5	4	0	1	0	0	0	10
H/TOT	174	17	2	3	2	2	3	203	20	6	1	1	0	0	0	28
08:00	24	1	2	0	1	0	0	28	5	3	2	0	0	0	0	10
08:15	18	3	0	0	0	0	0	21	4	3	0	0	0	0	0	7
08:30	16	3	2	0	0	0	0	21	7	4	1	0	0	0	0	12
08:45	10	1	0	0	0	0	0	11	3	3	1	0	0	0	0	7
H/TOT	68	8	4	0	1	0	0	81	19	13	4	0	0	0	0	36
09:00	12	0	0	1	0	0	0	13	2	2	1	0	0	0	0	5
09:15	8	0	2	0	0	0	0	10	2	0	1	2	0	0	0	5
09:30	1	1	0	1	0	0	0	3	3	2	2	1	0	0	0	8
09:45	10	2	3	0	0	0	0	15	5	1	0	1	0	0	0	7
H/TOT	31	3	5	2	0	0	0	41	12	5	4	4	0	0	0	25
P/TOT	273	28	11	5	3	2	3	325	51	24	9	5	0	0	0	89

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	4	1	0	1	0	0	0	6	29	1	0	0	0	1	0	31
16:15	7	2	1	2	0	0	0	12	23	7	1	0	0	0	0	31
16:30	5	0	0	1	0	0	0	6	40	0	0	0	0	0	0	40
16:45	7	0	0	1	0	0	0	8	45	2	0	0	0	0	3	50
H/TOT	23	3	1	5	0	0	0	32	137	10	1	0	0	1	3	152
17:00	5	0	1	0	0	0	1	7	68	2	0	0	0	0	0	70
17:15	7	1	1	1	0	0	0	10	26	3	0	0	2	0	1	32
17:30	14	0	0	0	0	0	0	14	12	1	0	0	0	0	0	13
17:45	10	1	0	0	0	1	0	12	24	1	0	0	0	1	0	26
H/TOT	36	2	2	1	0	1	1	43	130	7	0	0	2	1	1	141
18:00	1	0	0	0	0	0	0	1	10	1	0	0	0	0	1	12
18:15	4	0	0	0	0	0	0	4	6	0	0	0	0	0	1	7
18:30	5	0	0	0	0	0	0	5	6	1	0	0	0	0	0	7
18:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	12	0	0	0	0	0	0	12	24	2	0	0	0	0	2	28
P/TOT	71	5	3	6	0	1	1	87	291	19	1	0	2	2	6	321



SITE: 4

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A677 Preston New Road

DAY: Monday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	115	14	6	1	1	0	1	138	77	12	0	2	1	2	1	95
07:15	149	19	4	1	0	0	2	175	111	26	5	3	2	1	0	148
07:30	219	17	2	1	1	0	0	240	135	21	6	6	2	0	0	170
07:45	190	19	4	3	1	1	0	218	138	30	6	3	0	1	2	180
H/TOT	673	69	16	6	3	1	3	771	461	89	17	14	5	4	3	593
08:00	201	20	7	0	1	0	0	229	158	16	6	4	3	1	0	188
08:15	209	25	6	2	2	0	1	245	135	20	8	3	0	1	0	167
08:30	187	24	7	3	0	0	1	222	129	23	2	1	0	0	0	155
08:45	165	22	5	4	2	0	0	198	96	18	6	3	0	0	0	123
H/TOT	762	91	25	9	5	0	2	894	518	77	22	11	3	2	0	633
09:00	126	22	5	2	1	0	0	156	87	11	8	1	1	0	0	108
09:15	91	10	5	3	0	0	0	109	67	12	7	1	1	0	0	88
09:30	83	21	3	3	0	0	0	110	67	17	5	1	0	0	0	90
09:45	84	26	7	5	0	0	0	122	72	16	4	1	1	1	0	95
H/TOT	384	79	20	13	1	0	0	497	293	56	24	4	3	1	0	381
P/TOT	1819	239	61	28	9	1	5	2162	1272	222	63	29	11	7	3	1607

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	128	20	2	1	1	2	0	154	109	14	0	1	0	0	0	124
16:15	131	31	3	1	0	0	0	166	183	19	5	0	3	0	0	210
16:30	152	23	3	2	1	0	0	181	130	18	3	1	0	0	1	153
16:45	165	22	5	1	1	1	2	197	134	17	2	2	1	0	0	156
H/TOT	576	96	13	5	3	3	2	698	556	68	10	4	4	0	1	643
17:00	173	15	4	3	0	0	0	195	156	13	2	0	1	0	1	173
17:15	164	20	0	0	2	3	1	190	180	14	3	0	0	0	0	197
17:30	113	7	2	0	3	0	0	125	203	19	3	0	1	0	0	226
17:45	144	12	2	1	0	1	0	160	179	17	5	1	1	0	0	203
H/TOT	594	54	8	4	5	4	1	670	718	63	13	1	3	0	1	799
18:00	103	10	1	0	1	1	1	117	136	6	2	0	0	0	0	144
18:15	108	7	3	0	0	1	1	120	119	8	2	0	2	0	0	131
18:30	82	6	3	0	1	0	1	93	103	9	1	1	0	2	0	116
18:45	78	6	2	0	1	0	0	87	94	9	1	0	1	1	1	107
H/TOT	371	29	9	0	3	2	3	417	452	32	6	1	3	3	1	498
P/TOT	1541	179	30	9	11	9	6	1785	1726	163	29	6	10	3	3	1940



SITE: 4

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A677 Preston New Road

DAY: Monday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	58	9	0	2	0	2	0	71	134	17	6	1	1	0	1	160
07:15	85	25	5	3	1	0	0	119	174	19	4	1	0	0	2	200
07:30	107	20	6	5	2	0	0	140	236	19	3	2	1	0	0	261
07:45	125	28	6	3	0	0	0	162	197	18	4	3	1	1	0	224
H/TOT	375	82	17	13	3	2	0	492	741	73	17	7	3	1	3	845
08:00	143	15	6	4	2	1	0	171	205	17	7	0	1	0	0	230
08:15	120	18	8	3	0	1	0	150	208	23	6	2	2	0	1	242
08:30	116	20	2	1	0	0	0	139	183	20	8	3	0	0	1	215
08:45	88	19	6	3	0	0	0	116	164	21	4	4	2	0	0	195
H/TOT	467	72	22	11	2	2	0	576	760	81	25	9	5	0	2	882
09:00	79	11	8	0	1	0	0	99	128	20	4	2	1	0	0	155
09:15	61	12	8	1	1	0	0	83	91	10	7	1	0	0	0	109
09:30	67	18	7	2	0	0	0	94	81	21	3	4	0	0	0	109
09:45	66	14	2	2	1	1	0	86	83	25	8	5	0	0	0	121
H/TOT	273	55	25	5	3	1	0	362	383	76	22	12	1	0	0	494
P/TOT	1115	209	64	29	8	5	0	1430	1884	230	64	28	9	1	5	2221

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	116	13	0	0	0	1	0	130	110	19	2	1	1	2	0	135
16:15	187	22	4	0	3	0	0	216	119	29	2	3	0	0	0	153
16:30	142	18	3	1	0	0	1	165	129	23	3	3	1	0	0	159
16:45	142	18	2	2	1	0	1	166	135	21	5	2	1	1	0	165
H/TOT	587	71	9	3	4	1	2	677	493	92	12	9	3	3	0	612
17:00	166	13	1	0	1	0	0	181	120	13	4	3	0	0	0	140
17:15	179	14	2	0	0	0	0	195	144	18	0	1	0	3	0	166
17:30	198	19	3	0	1	0	0	221	110	6	2	0	3	0	0	121
17:45	181	17	5	1	1	1	0	206	132	12	2	1	0	2	0	149
H/TOT	724	63	11	1	3	1	0	803	506	49	8	5	3	5	0	576
18:00	140	6	2	0	0	0	0	148	98	9	1	0	1	1	0	110
18:15	118	8	2	0	2	0	0	130	105	7	3	0	0	1	0	116
18:30	102	9	1	1	0	2	0	115	80	5	3	0	1	0	1	90
18:45	92	9	1	0	1	1	1	105	76	6	2	0	1	0	0	85
H/TOT	452	32	6	1	3	3	1	498	359	27	9	0	3	2	1	401
P/TOT	1763	166	26	5	10	5	3	1978	1358	168	29	14	9	10	1	1589



SITE: 4

DATE: 15/05/2023

LOCATION: Sir Frederick Page Way/A677 Preston New Road

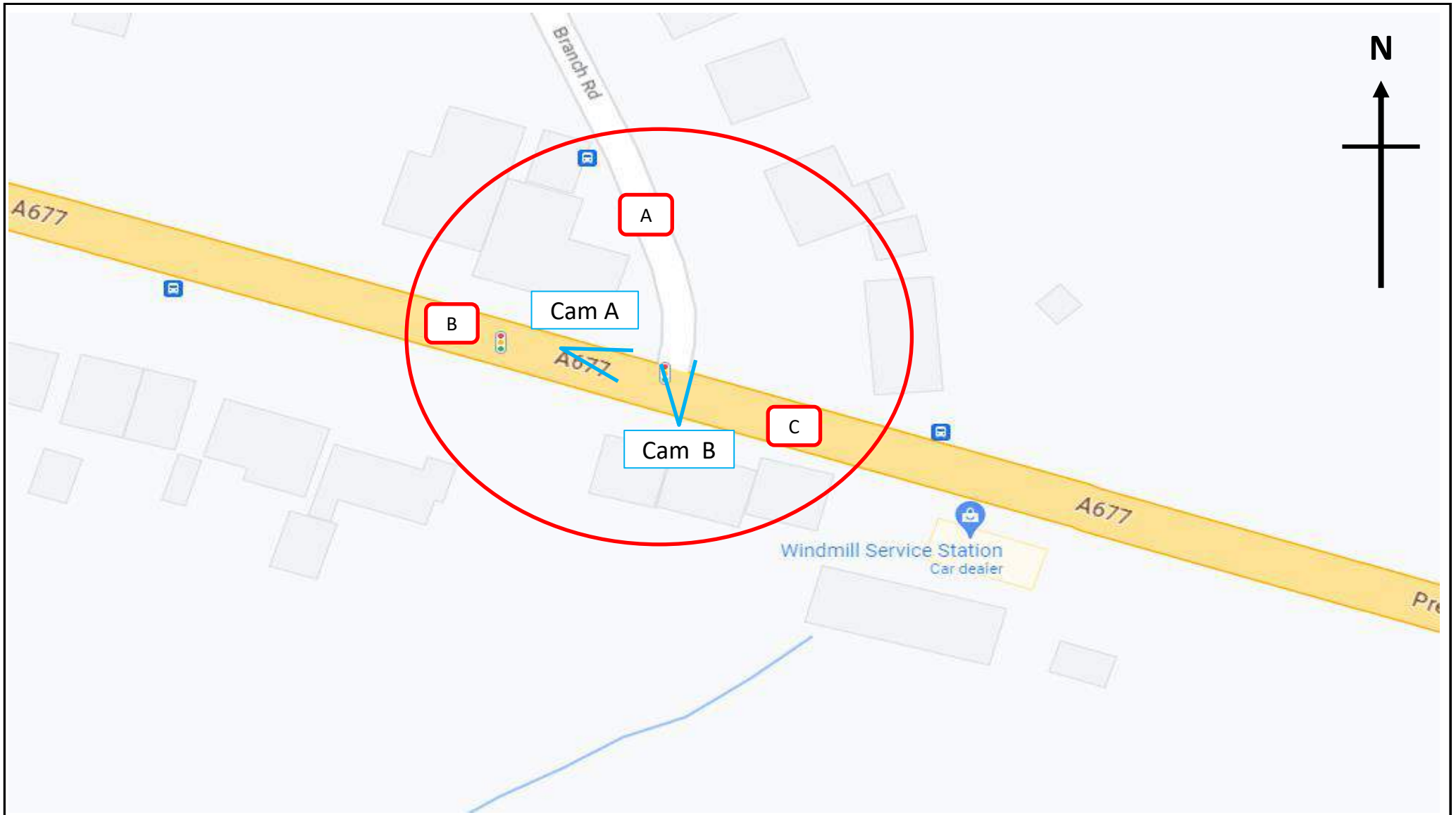
DAY: Monday


TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	216	29	6	3	2	2	2	260
07:15	288	46	9	4	2	1	2	352
07:30	378	41	10	8	3	0	0	440
07:45	340	52	10	7	1	2	2	414
H/TOT	1222	168	35	22	8	5	6	1466
08:00	368	36	15	4	4	1	0	428
08:15	347	46	14	5	2	1	1	416
08:30	319	47	11	4	0	0	1	382
08:45	263	42	11	7	2	0	0	325
H/TOT	1297	171	51	20	8	2	2	1551
09:00	217	33	13	3	2	0	0	268
09:15	160	22	15	4	1	0	0	202
09:30	151	40	10	6	0	0	0	207
09:45	160	42	12	7	1	1	0	223
H/TOT	688	137	50	20	4	1	0	900
P/TOT	3207	476	136	62	20	8	8	3917

PEAK HOUR CALCULATION		TOT
07:00 to 08:00		1466
07:15 to 08:15		1634
07:30 to 08:30		1698
07:45 to 08:45		1640
08:00 to 09:00		1551
08:15 to 09:15		1391
08:30 to 09:30		1177
08:45 to 09:45		1002
09:00 to 10:00		900
PEAK VALUE		1698

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	248	34	2	2	1	3	0	290
16:15	325	55	8	3	3	0	0	394
16:30	299	41	6	4	1	0	1	352
16:45	314	40	7	4	2	1	3	371
H/TOT	1186	170	23	13	7	4	4	1407
17:00	344	28	6	3	1	0	1	383
17:15	350	35	3	1	2	3	1	395
17:30	325	26	5	0	4	0	0	360
17:45	335	30	7	2	1	3	0	378
H/TOT	1354	119	21	6	8	6	2	1516
18:00	244	16	3	0	1	1	1	266
18:15	230	15	5	0	2	1	1	254
18:30	189	15	4	1	1	2	1	213
18:45	172	15	3	0	2	1	1	194
H/TOT	835	61	15	1	6	5	4	927
P/TOT	3375	350	59	20	21	15	10	3850

PEAK HOUR CALCULATION		TOT
16:00 to 17:00		1407
16:15 to 17:15		1500
16:30 to 17:30		1501
16:45 to 17:45		1509
17:00 to 18:00		1516
17:15 to 18:15		1399
17:30 to 18:30		1258
17:45 to 18:45		1111
18:00 to 19:00		927
PEAK VALUE		1516



	Site / Location:	Site 5, A677 Preston New Road/Branch Road	Project No:	14055	Drawing No:	14055-05	Drawn By:	BVR
	Survey Date:	Monday 15th May 2023	Project Name:		Samlesbury			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	Drawing Title:		Site Layout and Observed Movements			



SITE: 5

DATE: 15/05/2023

LOCATION: A677 Preston New Road/Branch Road

DAY: Monday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	32	2	0	0	0	0	0	34	1	0	0	0	0	0	0	1
07:15	16	1	0	0	0	0	0	17	1	0	0	0	0	0	0	1
07:30	23	0	1	0	0	0	0	24	2	0	0	0	0	0	0	2
07:45	12	2	1	2	1	0	0	18	3	1	0	0	0	0	0	4
H/TOT	83	5	2	2	1	0	0	93	7	1	0	0	0	0	0	8
08:00	16	3	1	0	0	0	0	20	1	0	0	0	0	0	0	1
08:15	21	3	1	0	0	1	0	26	1	0	0	0	0	0	0	1
08:30	20	2	1	0	0	0	0	23	0	0	0	0	0	0	0	0
08:45	25	0	0	0	0	0	0	25	1	1	0	0	0	0	0	2
H/TOT	82	8	3	0	0	1	0	94	3	1	0	0	0	0	0	4
09:00	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0
09:15	8	3	1	0	0	0	0	12	0	1	1	0	0	0	0	2
09:30	15	0	1	0	0	0	0	16	3	0	0	0	0	0	0	3
09:45	12	2	1	0	0	0	0	15	2	1	0	0	0	0	0	3
H/TOT	45	8	3	0	0	0	0	56	5	2	1	0	0	0	0	8
P/TOT	210	21	8	2	1	1	0	243	15	4	1	0	0	0	0	20

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	45	6	1	0	1	0	0	53	2	0	1	0	0	0	1	4
16:15	33	9	1	1	0	0	0	44	0	2	0	0	0	0	0	2
16:30	42	6	1	0	0	0	0	49	3	0	0	0	0	0	0	3
16:45	38	4	0	0	0	0	0	42	3	0	0	0	0	0	0	3
H/TOT	158	25	3	1	1	0	0	188	8	2	1	0	0	0	1	12
17:00	40	1	1	1	0	0	0	43	1	0	0	0	0	0	0	1
17:15	35	3	1	0	0	0	2	41	2	0	0	0	0	2	0	4
17:30	34	2	1	0	1	1	0	39	2	1	0	0	0	0	0	3
17:45	41	4	0	0	0	0	0	45	3	0	0	0	0	0	0	3
H/TOT	150	10	3	1	1	1	2	168	8	1	0	0	0	2	0	11
18:00	29	2	0	0	0	0	0	31	2	1	0	0	0	0	0	3
18:15	37	2	0	0	0	0	1	40	3	0	0	0	0	0	0	3
18:30	30	4	0	0	0	0	1	35	2	1	0	0	0	0	0	3
18:45	18	1	0	0	0	0	0	19	2	0	0	0	0	0	0	2
H/TOT	114	9	0	0	0	0	2	125	9	2	0	0	0	0	0	11
P/TOT	422	44	6	2	2	1	4	481	25	5	1	0	0	2	1	34



SITE: 5

DATE: 15/05/2023

LOCATION: A677 Preston New Road/Branch Road

DAY: Monday

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 5

DATE: 15/05/2023

LOCATION: A677 Preston New Road/Branch Road

DAY: Monday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	59	11	0	2	0	1	0	73
07:15	0	2	0	0	0	0	0	2	75	22	5	3	1	0	0	106
07:30	2	0	0	0	0	0	0	2	107	20	6	5	2	0	0	140
07:45	2	0	0	0	0	0	0	2	137	28	6	2	0	0	0	173
H/TOT	4	2	0	0	0	0	0	6	378	81	17	12	3	1	0	492
08:00	5	0	0	0	0	0	0	5	141	15	4	4	2	1	0	167
08:15	0	0	0	0	0	0	0	0	127	18	8	4	0	0	0	157
08:30	3	0	0	0	0	0	0	3	110	18	3	0	0	1	0	132
08:45	1	1	0	0	0	0	0	2	105	19	7	4	0	0	0	135
H/TOT	9	1	0	0	0	0	0	10	483	70	22	12	2	2	0	591
09:00	3	0	0	0	0	0	0	3	85	10	6	0	1	0	0	102
09:15	2	0	0	0	0	0	0	2	58	13	7	1	0	0	0	79
09:30	1	0	0	0	0	0	0	1	72	18	5	2	1	0	0	98
09:45	1	0	0	0	0	0	0	1	66	16	3	3	1	1	0	90
H/TOT	7	0	0	0	0	0	0	7	281	57	21	6	3	1	0	369
P/TOT	20	3	0	0	0	0	0	23	1142	208	60	30	8	4	0	1452

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	2	0	0	0	0	0	3	125	11	0	0	0	0	0	136
16:15	8	1	0	0	0	0	0	9	179	21	5	0	2	1	0	208
16:30	2	0	0	0	0	0	0	2	136	16	3	1	1	0	0	157
16:45	1	0	0	0	0	0	0	1	139	21	2	2	1	1	1	167
H/TOT	12	3	0	0	0	0	0	15	579	69	10	3	4	2	1	668
17:00	2	1	0	0	0	0	0	3	155	15	0	0	1	0	0	171
17:15	6	3	0	0	0	0	0	9	181	9	2	0	0	2	1	195
17:30	6	2	0	0	0	0	0	8	192	12	4	0	0	0	0	208
17:45	6	1	0	0	0	0	0	7	189	17	2	1	2	1	0	212
H/TOT	20	7	0	0	0	0	0	27	717	53	8	1	3	3	1	786
18:00	2	2	0	1	0	0	0	5	139	7	4	0	0	0	0	150
18:15	4	0	0	0	0	0	0	4	118	9	2	0	2	0	0	131
18:30	0	0	0	0	0	0	0	0	104	9	1	1	0	1	0	116
18:45	3	0	0	0	0	0	0	3	96	10	1	0	1	1	0	109
H/TOT	9	2	0	1	0	0	0	12	457	35	8	1	3	2	0	506
P/TOT	41	12	0	1	0	0	0	54	1753	157	26	5	10	7	2	1960



SITE: 5

DATE: 15/05/2023

LOCATION: A677 Preston New Road/Branch Road

DAY: Monday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 5

DATE: 15/05/2023

LOCATION: A677 Preston New Road/Branch Road

DAY: Monday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	124	17	6	1	1	1	0	150	56	4	0	0	0	0	0	60
07:15	187	20	3	2	0	0	2	214	51	5	1	0	0	0	0	57
07:30	223	16	3	1	2	0	0	245	47	1	0	1	0	0	0	49
07:45	204	17	3	3	0	1	0	228	42	6	2	0	0	0	0	50
H/TOT	738	70	15	7	3	2	2	837	196	16	3	1	0	0	0	216
08:00	194	18	9	0	1	0	1	223	24	6	0	0	2	0	0	32
08:15	220	23	4	2	2	0	0	251	29	6	0	0	0	0	0	35
08:30	173	21	7	3	0	0	1	205	35	4	1	0	0	0	0	40
08:45	156	21	4	3	2	0	0	186	30	0	0	0	0	0	0	30
H/TOT	743	83	24	8	5	0	2	865	118	16	1	0	2	0	0	137
09:00	125	22	4	2	1	1	0	155	17	2	1	0	0	0	0	20
09:15	95	9	5	1	0	0	0	110	15	2	2	0	1	0	0	20
09:30	84	20	4	5	1	0	0	114	15	2	0	0	0	0	0	17
09:45	87	24	6	4	0	0	0	121	15	2	0	0	0	2	0	19
H/TOT	391	75	19	12	2	1	0	500	62	8	3	0	1	2	0	76
P/TOT	1872	228	58	27	10	3	4	2202	376	40	7	1	3	2	0	429

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	123	17	2	1	1	1	0	145	15	4	0	0	1	0	0	20
16:15	128	29	1	2	0	0	0	160	20	3	0	0	0	0	1	24
16:30	118	20	1	3	1	1	0	144	14	0	1	0	0	0	0	15
16:45	134	24	4	3	1	0	0	166	13	4	1	0	0	0	0	18
H/TOT	503	90	8	9	3	2	0	615	62	11	2	0	1	0	1	77
17:00	128	15	4	2	0	0	0	149	19	2	0	0	0	0	0	21
17:15	146	14	2	1	0	1	0	164	11	3	0	0	0	0	0	14
17:30	107	6	2	0	3	0	0	118	24	2	1	0	0	0	0	27
17:45	121	9	1	1	0	2	0	134	23	2	1	0	0	0	0	26
H/TOT	502	44	9	4	3	3	0	565	77	9	2	0	0	0	0	88
18:00	107	9	0	0	1	1	0	118	19	0	0	0	0	3	0	22
18:15	106	6	3	0	0	1	0	116	24	0	0	0	0	0	0	24
18:30	83	5	3	0	0	1	0	92	30	2	0	0	0	0	0	32
18:45	68	6	1	0	1	0	0	76	19	2	0	0	0	0	0	21
H/TOT	364	26	7	0	2	3	0	402	92	4	0	0	0	3	0	99
P/TOT	1369	160	24	13	8	8	0	1582	231	24	4	0	1	3	1	264



SITE: 5

DATE: 15/05/2023

LOCATION: A677 Preston New Road/Branch Road

DAY: Monday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	1	0	0	0	0	1
H/TOT	0	0	1	0	0	0	0	1
P/TOT	0	0	1	0	0	0	0	1



SITE: 5

DATE: 15/05/2023

LOCATION: A677 Preston New Road/Branch Road

DAY: Monday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	56	4	0	0	0	0	0	60	33	2	0	0	0	0	0	35
07:15	51	7	1	0	0	0	0	59	17	1	0	0	0	0	0	18
07:30	49	1	0	1	0	0	0	51	25	0	1	0	0	0	0	26
07:45	44	6	2	0	0	0	0	52	15	3	1	2	1	0	0	22
H/TOT	200	18	3	1	0	0	0	222	90	6	2	2	1	0	0	101
08:00	29	6	0	0	2	0	0	37	17	3	1	0	0	0	0	21
08:15	29	6	0	0	0	0	0	35	22	3	1	0	0	1	0	27
08:30	38	4	1	0	0	0	0	43	20	2	1	0	0	0	0	23
08:45	31	1	0	0	0	0	0	32	26	1	0	0	0	0	0	27
H/TOT	127	17	1	0	2	0	0	147	85	9	3	0	0	1	0	98
09:00	20	2	1	0	0	0	0	23	10	3	0	0	0	0	0	13
09:15	17	2	2	0	1	0	0	22	8	4	2	0	0	0	0	14
09:30	16	2	0	0	0	0	0	18	18	0	1	0	0	0	0	19
09:45	16	2	0	0	0	2	0	20	14	3	1	0	0	0	0	18
H/TOT	69	8	3	0	1	2	0	83	50	10	4	0	0	0	0	64
P/TOT	396	43	7	1	3	2	0	452	225	25	9	2	1	1	0	263

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	16	6	0	0	1	0	0	23	47	6	2	0	1	0	1	57
16:15	28	4	0	0	0	0	1	33	33	11	1	1	0	0	0	46
16:30	16	0	1	0	0	0	0	17	45	6	1	0	0	0	0	52
16:45	14	4	1	0	0	0	0	19	41	4	0	0	0	0	0	45
H/TOT	74	14	2	0	1	0	1	92	166	27	4	1	1	0	1	200
17:00	21	3	0	0	0	0	0	24	41	1	1	1	0	0	0	44
17:15	17	6	0	0	0	0	0	23	37	3	1	0	0	2	2	45
17:30	30	4	1	0	0	0	0	35	36	3	1	0	1	1	0	42
17:45	29	3	1	0	0	0	0	33	44	4	0	0	0	0	0	48
H/TOT	97	16	2	0	0	0	0	115	158	11	3	1	1	3	2	179
18:00	21	2	0	1	0	3	0	27	31	3	0	0	0	0	0	34
18:15	28	0	0	0	0	0	0	28	40	2	0	0	0	0	1	43
18:30	30	2	0	0	0	0	0	32	32	5	0	0	0	0	1	38
18:45	22	2	0	0	0	0	0	24	20	1	0	0	0	0	0	21
H/TOT	101	6	0	1	0	3	0	111	123	11	0	0	0	0	2	136
P/TOT	272	36	4	1	1	3	1	318	447	49	7	2	2	3	5	515



SITE: 5

DATE: 15/05/2023

LOCATION: A677 Preston New Road/Branch Road

DAY: Monday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	125	17	6	1	1	1	0	151	59	11	0	2	0	1	0	73
07:15	188	20	3	2	0	0	2	215	75	24	5	3	1	0	0	108
07:30	225	16	3	1	2	0	0	247	109	20	6	5	2	0	0	142
07:45	207	18	3	3	0	1	0	232	139	28	6	2	0	0	0	175
H/TOT	745	71	15	7	3	2	2	845	382	83	17	12	3	1	0	498
08:00	195	18	9	0	1	0	1	224	146	15	4	4	2	1	0	172
08:15	221	23	4	2	2	0	0	252	127	18	8	4	0	0	0	157
08:30	173	21	7	3	0	0	1	205	113	18	3	0	0	1	0	135
08:45	157	22	4	3	2	0	0	188	106	20	7	4	0	0	0	137
H/TOT	746	84	24	8	5	0	2	869	492	71	22	12	2	2	0	601
09:00	125	22	4	2	1	1	0	155	88	10	6	0	1	0	0	105
09:15	95	10	6	1	0	0	0	112	60	13	7	1	0	0	0	81
09:30	87	20	4	5	1	0	0	117	73	18	5	2	1	0	0	99
09:45	89	25	6	4	0	0	0	124	67	16	3	3	1	1	0	91
H/TOT	396	77	20	12	2	1	0	508	288	57	21	6	3	1	0	376
P/TOT	1887	232	59	27	10	3	4	2222	1162	211	60	30	8	4	0	1475

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	125	17	3	1	1	1	1	149	126	13	0	0	0	0	0	139
16:15	128	31	1	2	0	0	0	162	187	22	5	0	2	1	0	217
16:30	121	20	1	3	1	1	0	147	138	16	3	1	1	0	0	159
16:45	137	24	4	3	1	0	0	169	140	21	2	2	1	1	1	168
H/TOT	511	92	9	9	3	2	1	627	591	72	10	3	4	2	1	683
17:00	129	15	4	2	0	0	0	150	157	16	0	0	1	0	0	174
17:15	148	14	2	1	0	3	0	168	187	12	2	0	0	2	1	204
17:30	109	7	2	0	3	0	0	121	198	14	4	0	0	0	0	216
17:45	124	9	1	1	0	2	0	137	195	18	2	1	2	1	0	219
H/TOT	510	45	9	4	3	5	0	576	737	60	8	1	3	3	1	813
18:00	109	10	0	0	1	1	0	121	141	9	4	1	0	0	0	155
18:15	109	6	3	0	0	1	0	119	122	9	2	0	2	0	0	135
18:30	85	6	3	0	0	1	0	95	104	9	1	1	0	1	0	116
18:45	70	6	1	0	1	0	0	78	99	10	1	0	1	1	0	112
H/TOT	373	28	7	0	2	3	0	413	466	37	8	2	3	2	0	518
P/TOT	1394	165	25	13	8	10	1	1616	1794	169	26	6	10	7	2	2014



SITE: 5

DATE: 15/05/2023

LOCATION: A677 Preston New Road/Branch Road

DAY: Monday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	91	13	0	2	0	1	0	107	180	21	6	1	1	1	0	210
07:15	91	23	5	3	1	0	0	123	238	25	4	2	0	0	2	271
07:30	130	20	7	5	2	0	0	164	270	17	3	2	2	0	0	294
07:45	149	30	7	4	1	0	0	191	246	23	5	3	0	1	0	278
H/TOT	461	86	19	14	4	1	0	585	934	86	18	8	3	2	2	1053
08:00	157	18	5	4	2	1	0	187	218	24	9	0	3	0	1	255
08:15	148	21	9	4	0	1	0	183	249	29	4	2	2	0	0	286
08:30	130	20	4	0	0	1	0	155	208	25	8	3	0	0	1	245
08:45	131	19	7	4	0	0	0	161	187	21	4	3	2	0	0	217
H/TOT	566	78	25	12	2	3	0	686	862	99	25	8	7	0	2	1003
09:00	95	13	6	0	1	0	0	115	142	24	5	2	1	1	0	175
09:15	66	16	8	1	0	0	0	91	110	11	7	1	1	0	0	130
09:30	87	18	6	2	1	0	0	114	99	22	4	5	1	0	0	131
09:45	78	18	4	3	1	1	0	105	102	26	6	4	0	2	0	140
H/TOT	326	65	24	6	3	1	0	425	453	83	22	12	3	3	0	576
P/TOT	1353	229	68	32	9	5	0	1696	2249	268	65	28	13	5	4	2632

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	170	17	1	0	1	0	0	189	138	21	2	1	2	1	0	165
16:15	212	30	6	1	2	1	0	252	148	32	1	2	0	0	1	184
16:30	178	22	4	1	1	0	0	206	132	20	2	3	1	1	0	159
16:45	177	25	2	2	1	1	1	209	147	28	5	3	1	0	0	184
H/TOT	737	94	13	4	5	2	1	856	565	101	10	9	4	2	1	692
17:00	195	16	1	1	1	0	0	214	147	17	4	2	0	0	0	170
17:15	216	12	3	0	0	2	3	236	157	17	2	1	0	1	0	178
17:30	226	14	5	0	1	1	0	247	131	8	3	0	3	0	0	145
17:45	230	21	2	1	2	1	0	257	144	11	2	1	0	2	0	160
H/TOT	867	63	11	2	4	4	3	954	579	53	11	4	3	3	0	653
18:00	168	9	4	0	0	0	0	181	126	9	0	0	1	4	0	140
18:15	155	11	2	0	2	0	1	171	130	6	3	0	0	1	0	140
18:30	134	13	1	1	0	1	1	151	113	7	3	0	0	1	0	124
18:45	114	11	2	0	1	1	0	129	87	8	2	0	1	0	0	98
H/TOT	571	44	9	1	3	2	2	632	456	30	8	0	2	6	0	502
P/TOT	2175	201	33	7	12	8	6	2442	1600	184	29	13	9	11	1	1847



SITE: 5

DATE: 15/05/2023

LOCATION: A677 Preston New Road/Branch Road

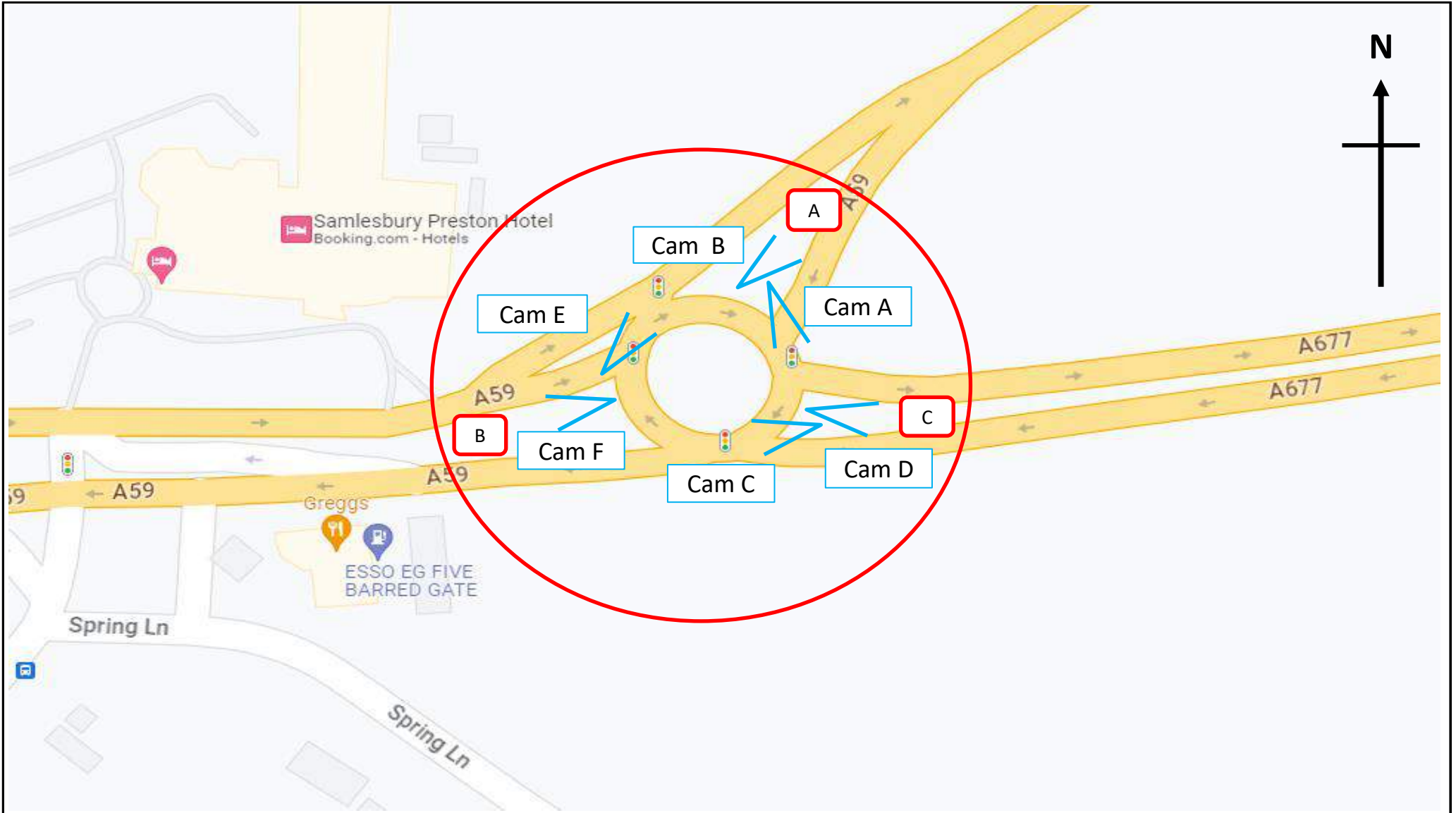
DAY: Monday


TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	272	34	6	3	1	2	0	318
07:15	330	50	9	5	1	0	2	397
07:30	404	37	10	7	4	0	0	462
07:45	400	54	12	7	1	1	0	475
H/TOT	1406	175	37	22	7	3	2	1652
08:00	381	42	14	4	5	1	1	448
08:15	398	50	13	6	2	1	0	470
08:30	341	45	12	3	0	1	1	403
08:45	319	42	11	7	2	0	0	381
H/TOT	1439	179	50	20	9	3	2	1702
09:00	240	37	11	2	2	1	0	293
09:15	178	28	16	2	1	0	0	225
09:30	190	40	10	7	2	0	0	249
09:45	183	45	10	7	1	3	0	249
H/TOT	791	150	47	18	6	4	0	1016
P/TOT	3636	504	134	60	22	10	4	4370

PEAK HOUR CALCULATION		TOT
07:00 to 08:00		1652
07:15 to 08:15		1782
07:30 to 08:30		1855
07:45 to 08:45		1796
08:00 to 09:00		1702
08:15 to 09:15		1547
08:30 to 09:30		1302
08:45 to 09:45		1148
09:00 to 10:00		1016
PEAK VALUE		1855

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	311	40	4	1	3	1	1	361
16:15	368	65	7	3	2	1	1	447
16:30	315	42	6	4	2	1	0	370
16:45	328	53	7	5	2	1	1	397
H/TOT	1322	200	24	13	9	4	3	1575
17:00	345	34	5	3	1	0	0	388
17:15	381	32	5	1	0	5	3	427
17:30	365	25	8	0	4	1	0	403
17:45	383	33	4	2	2	3	0	427
H/TOT	1474	124	22	6	7	9	3	1645
18:00	298	21	4	1	1	4	0	329
18:15	292	17	5	0	2	1	1	318
18:30	249	21	4	1	0	2	1	278
18:45	206	19	3	0	2	1	0	231
H/TOT	1045	78	16	2	5	8	2	1156
P/TOT	3841	402	62	21	21	21	8	4376

PEAK HOUR CALCULATION		TOT
16:00 to 17:00		1575
16:15 to 17:15		1602
16:30 to 17:30		1582
16:45 to 17:45		1615
17:00 to 18:00		1645
17:15 to 18:15		1586
17:30 to 18:30		1477
17:45 to 18:45		1352
18:00 to 19:00		1156
PEAK VALUE		1645



	Site / Location:	Site 6, A59 Whalley Road/A677 Preston New Road/A59 Preston New Road	Project No:	14055	Drawing No:	14055-06	Drawn By:	BVR
	Survey Date:	Monday 15th May 2023	Project Name:		Samlesbury			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	Drawing Title:		Site Layout and Observed Movements			



SITE: 6

DATE: 15/05/2023

LOCATION: A59 Whalley Road/A677 Preston New Road/A59 Preston New Road

DAY: Monday

TIME	A to C								TOT	A to B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
07:00	0	0	0	0	0	0	0	0	0	155	25	6	6	0	1	0	193	
07:15	0	0	0	0	0	0	0	0	0	148	25	5	4	1	1	0	184	
07:30	0	0	0	0	0	0	0	0	0	182	26	1	7	0	2	1	219	
07:45	2	0	0	0	0	0	0	0	2	148	22	4	6	0	1	0	181	
H/TOT	2	0	0	0	0	0	0	0	2	633	98	16	23	1	5	1	777	
08:00	1	0	0	0	0	0	0	0	1	162	17	3	6	1	0	0	189	
08:15	1	0	1	0	0	0	0	0	2	122	12	5	12	0	1	0	152	
08:30	1	0	0	0	0	0	0	0	1	141	20	5	7	2	3	1	179	
08:45	1	1	0	0	0	0	0	0	2	115	28	5	12	0	1	0	161	
H/TOT	4	1	1	0	0	0	0	0	6	540	77	18	37	3	5	1	681	
09:00	0	1	1	0	0	0	0	0	2	108	19	6	11	1	0	0	145	
09:15	0	0	0	0	0	0	0	0	0	136	14	4	8	0	0	0	162	
09:30	0	0	0	0	0	0	0	0	0	88	20	10	5	1	1	0	125	
09:45	0	0	0	0	0	0	0	0	0	84	16	13	8	0	2	0	123	
H/TOT	0	1	1	0	0	0	0	0	2	416	69	33	32	2	3	0	555	
P/TOT	6	2	2	0	0	0	0	0	10	1589	244	67	92	6	13	2	2013	

TIME	A to C								TOT	A to B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
16:00	2	2	0	0	0	0	0	0	4	225	50	7	6	2	3	0	293	
16:15	2	0	0	0	0	0	0	0	2	268	45	5	5	0	2	0	325	
16:30	4	0	0	0	0	0	0	0	4	241	44	1	7	0	4	1	298	
16:45	1	0	0	0	0	0	0	0	1	310	45	3	4	2	6	3	373	
H/TOT	9	2	0	0	0	0	0	0	11	1044	184	16	22	4	15	4	1289	
17:00	2	0	0	0	0	0	0	0	2	270	30	6	4	0	7	1	318	
17:15	2	0	0	0	0	0	0	0	2	289	20	3	6	1	3	2	324	
17:30	2	1	0	0	0	0	0	0	3	263	24	4	5	0	2	1	299	
17:45	1	1	0	0	0	0	0	0	2	251	20	1	1	2	9	1	285	
H/TOT	7	2	0	0	0	0	0	0	9	1073	94	14	16	3	21	5	1226	
18:00	5	0	0	0	0	0	0	0	5	166	15	3	4	0	5	0	193	
18:15	0	0	0	0	0	0	0	0	0	154	17	2	4	0	6	1	184	
18:30	3	0	0	0	0	1	0	0	4	143	12	0	8	2	2	1	168	
18:45	5	0	0	0	0	0	0	0	5	118	12	0	3	1	4	0	138	
H/TOT	13	0	0	0	0	1	0	0	14	581	56	5	19	3	17	2	683	
P/TOT	29	4	0	0	0	1	0	0	34	2698	334	35	57	10	53	11	3198	



SITE: 6

DATE: 15/05/2023

LOCATION: A59 Whalley Road/A677 Preston New Road/A59 Preston New DAY: Monday

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
P/TOT	2	0	0	0	0	0	0	2

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	1	0	0	0	0	1



SITE: 6

DATE: 15/05/2023

LOCATION: A59 Whalley Road/A677 Preston New Road/A59 Preston New Road

DAY: Monday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	256	46	6	7	2	4	2	323	82	14	1	4	1	2	0	104
07:15	244	43	7	10	0	1	1	306	111	24	5	2	2	1	0	145
07:30	268	44	7	9	1	3	1	333	135	26	6	6	2	0	1	176
07:45	245	51	7	8	0	0	0	311	151	33	6	3	0	1	0	194
H/TOT	1013	184	27	34	3	8	4	1273	479	97	18	15	5	4	1	619
08:00	210	50	5	5	0	5	0	275	136	12	9	4	3	1	0	165
08:15	246	41	12	13	0	0	0	312	129	24	7	3	0	0	1	164
08:30	211	27	12	8	1	1	0	260	119	19	3	1	0	0	0	142
08:45	165	34	6	7	1	2	0	215	109	21	5	3	0	0	0	138
H/TOT	832	152	35	33	2	8	0	1062	493	76	24	11	3	1	1	609
09:00	141	37	10	7	1	1	0	197	74	9	6	1	1	0	0	91
09:15	110	32	12	11	1	0	0	166	75	16	6	1	1	0	0	99
09:30	104	17	10	11	2	0	0	144	68	20	7	1	0	0	0	96
09:45	110	18	5	12	2	1	1	149	60	14	3	1	1	1	0	80
H/TOT	465	104	37	41	6	2	1	656	277	59	22	4	3	1	0	366
P/TOT	2310	440	99	108	11	18	5	2991	1249	232	64	30	11	6	2	1594

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	146	32	3	3	1	2	0	187	132	16	1	0	1	0	0	150
16:15	153	20	2	8	1	2	0	186	115	15	3	0	2	0	0	135
16:30	140	21	4	9	1	2	1	178	124	18	4	1	0	0	1	148
16:45	153	13	2	8	0	4	0	180	144	16	0	2	1	0	0	163
H/TOT	592	86	11	28	3	10	1	731	515	65	8	3	4	0	1	596
17:00	159	13	4	7	0	4	0	187	146	15	2	0	1	0	2	166
17:15	131	17	2	9	0	5	0	164	181	14	2	0	0	2	0	199
17:30	133	17	2	4	1	2	1	160	199	17	2	2	2	1	0	223
17:45	156	25	3	2	0	2	0	188	169	17	4	0	0	0	0	190
H/TOT	579	72	11	22	1	13	1	699	695	63	10	2	3	3	2	778
18:00	149	16	0	2	0	0	0	167	127	8	3	0	0	0	0	138
18:15	123	11	2	4	0	0	1	141	117	8	1	0	2	1	0	129
18:30	97	12	1	4	1	1	1	117	106	11	1	1	0	0	0	119
18:45	106	8	1	6	0	3	0	124	112	10	2	0	1	1	0	126
H/TOT	475	47	4	16	1	4	2	549	462	37	7	1	3	2	0	512
P/TOT	1646	205	26	66	5	27	4	1979	1672	165	25	6	10	5	3	1886



SITE: 6

DATE: 15/05/2023

LOCATION: A59 Whalley Road/A677 Preston New Road/A59 Preston New DAY: Monday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	11	7	0	8	0	0	0	26
07:15	6	2	0	5	0	0	0	13
07:30	9	4	0	2	0	0	0	15
07:45	13	5	1	2	0	0	0	21
H/TOT	39	18	1	17	0	0	0	75
08:00	8	3	0	3	0	0	0	14
08:15	9	3	0	2	0	0	0	14
08:30	6	3	1	4	0	0	0	14
08:45	8	9	0	4	0	0	0	21
H/TOT	31	18	1	13	0	0	0	63
09:00	8	1	1	0	0	0	0	10
09:15	5	2	1	2	0	0	0	10
09:30	1	2	0	2	0	0	0	5
09:45	3	2	1	3	0	0	0	9
H/TOT	17	7	3	7	0	0	0	34
P/TOT	87	43	5	37	0	0	0	172

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	1	1	5	0	0	0	9
16:15	2	1	1	1	0	0	0	5
16:30	3	2	0	4	0	0	0	9
16:45	5	1	2	0	0	0	0	8
H/TOT	12	5	4	10	0	0	0	31
17:00	2	1	2	3	0	0	1	9
17:15	3	0	2	1	0	0	0	6
17:30	10	1	0	2	0	0	0	13
17:45	1	0	1	1	0	0	0	3
H/TOT	16	2	5	7	0	0	1	31
18:00	3	1	1	0	0	0	0	5
18:15	4	1	0	2	0	0	0	7
18:30	3	1	0	2	0	0	0	6
18:45	3	0	0	1	0	0	0	4
H/TOT	13	3	1	5	0	0	0	22
P/TOT	41	10	10	22	0	0	1	84



SITE: 6

DATE: 15/05/2023

LOCATION: A59 Whalley Road/A677 Preston New Road/A59 Preston New Road

DAY: Monday

TIME	C to B							TOT	C to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	111	7	3	1	1	1	0	124	0	0	0	0	0	0	0	0	0
07:15	130	27	6	1	0	0	0	164	0	0	0	0	0	0	0	0	0
07:30	212	20	2	1	0	0	2	237	0	0	0	0	0	0	0	0	0
07:45	206	18	3	2	2	0	0	231	0	1	0	0	0	0	0	0	1
H/TOT	659	72	14	5	3	1	2	756	0	1	0	0	0	0	0	0	1
08:00	178	23	6	1	1	1	0	210	0	0	0	0	0	0	0	0	0
08:15	215	24	5	2	2	0	1	249	0	0	0	0	0	0	0	0	0
08:30	190	21	5	3	0	0	0	219	0	0	0	0	0	0	0	0	0
08:45	144	17	7	4	2	0	0	174	1	0	0	0	0	0	0	0	1
H/TOT	727	85	23	10	5	1	1	852	1	0	0	0	0	0	0	0	1
09:00	154	29	6	2	1	0	0	192	0	0	0	0	0	0	0	0	0
09:15	84	11	5	1	0	0	0	101	0	0	0	0	0	0	0	0	0
09:30	80	22	4	4	1	0	0	111	1	0	0	0	0	0	0	0	1
09:45	88	26	6	6	0	0	0	126	0	1	1	0	0	0	0	0	2
H/TOT	406	88	21	13	2	0	0	530	1	1	1	0	0	0	0	0	3
P/TOT	1792	245	58	28	10	2	3	2138	2	2	1	0	0	0	0	0	5

TIME	C to B							TOT	C to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	92	23	3	1	0	1	0	120	0	0	0	0	0	0	0	0	0
16:15	175	33	4	1	1	1	0	215	4	0	0	0	0	0	0	0	4
16:30	137	23	2	2	1	0	0	165	0	0	0	0	0	0	0	0	0
16:45	156	19	6	1	0	1	0	183	0	0	0	0	0	0	0	0	0
H/TOT	560	98	15	5	2	3	0	683	4	0	0	0	0	0	0	0	4
17:00	169	18	5	3	1	0	0	196	2	0	0	0	0	0	0	0	2
17:15	167	19	0	0	2	3	0	191	0	0	0	0	0	0	0	0	0
17:30	115	6	2	0	3	0	0	126	0	0	0	0	0	0	0	0	0
17:45	135	11	2	1	0	1	0	150	1	0	0	0	0	0	0	0	1
H/TOT	586	54	9	4	6	4	0	663	3	0	0	0	0	0	0	0	3
18:00	110	9	1	0	1	1	0	122	0	0	0	0	0	0	0	0	0
18:15	112	8	3	0	0	1	0	124	0	0	0	0	0	0	0	0	0
18:30	78	5	2	0	1	0	0	86	0	0	0	0	0	0	0	0	0
18:45	75	3	3	0	0	0	0	81	1	0	0	0	0	0	0	0	1
H/TOT	375	25	9	0	2	2	0	413	1	0	0	0	0	0	0	0	1
P/TOT	1521	177	33	9	10	9	0	1759	8	0	0	0	0	0	0	0	8



SITE: 6

DATE: 15/05/2023

LOCATION: A59 Whalley Road/A677 Preston New Road/A59 Preston New DAY: Monday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	1	0	0	0	0	0	0	1



SITE: 6

DATE: 15/05/2023

LOCATION: A59 Whalley Road/A677 Preston New Road/A59 Preston New Road

DAY: Monday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	256	46	6	7	2	4	2	323	155	25	6	6	0	1	0	193
07:15	244	43	7	10	0	1	1	306	148	25	5	4	1	1	0	184
07:30	268	44	7	9	1	3	1	333	182	26	1	7	0	2	1	219
07:45	245	52	7	8	0	0	0	312	150	22	4	6	0	1	0	183
H/TOT	1013	185	27	34	3	8	4	1274	635	98	16	23	1	5	1	779
08:00	211	50	5	5	0	5	0	276	164	17	3	6	1	0	0	191
08:15	246	41	12	13	0	0	0	312	123	12	6	12	0	1	0	154
08:30	211	27	12	8	1	1	0	260	142	20	5	7	2	3	1	180
08:45	166	34	6	7	1	2	0	216	116	29	5	12	0	1	0	163
H/TOT	834	152	35	33	2	8	0	1064	545	78	19	37	3	5	1	688
09:00	141	37	10	7	1	1	0	197	108	20	7	11	1	0	0	147
09:15	110	32	12	11	1	0	0	166	136	14	4	8	0	0	0	162
09:30	105	17	10	11	2	0	0	145	88	20	10	5	1	1	0	125
09:45	111	19	6	12	2	1	1	152	85	16	13	8	0	2	0	124
H/TOT	467	105	38	41	6	2	1	660	417	70	34	32	2	3	0	558
P/TOT	2314	442	100	108	11	18	5	2998	1597	246	69	92	6	13	2	2025

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	146	32	3	3	1	2	0	187	227	52	7	6	2	3	0	297
16:15	157	20	3	8	1	2	0	191	270	45	6	5	0	2	0	328
16:30	140	21	4	9	1	2	1	178	245	44	1	7	0	4	1	302
16:45	153	13	2	8	0	4	0	180	311	45	3	4	2	6	3	374
H/TOT	596	86	12	28	3	10	1	736	1053	186	17	22	4	15	4	1301
17:00	161	13	4	7	0	4	0	189	272	30	6	4	0	7	1	320
17:15	131	17	2	9	0	5	0	164	291	20	3	6	1	3	2	326
17:30	133	17	2	4	1	2	1	160	265	25	4	5	0	2	1	302
17:45	157	25	3	2	0	2	0	189	252	21	1	1	2	9	1	287
H/TOT	582	72	11	22	1	13	1	702	1080	96	14	16	3	21	5	1235
18:00	149	16	0	2	0	0	0	167	171	15	3	4	0	5	0	198
18:15	123	11	2	4	0	0	1	141	154	17	2	4	0	6	1	184
18:30	97	12	1	4	1	1	1	117	146	12	0	8	2	3	1	172
18:45	107	8	1	6	0	3	0	125	123	12	0	3	1	4	0	143
H/TOT	476	47	4	16	1	4	2	550	594	56	5	19	3	18	2	697
P/TOT	1654	205	27	66	5	27	4	1988	2727	338	36	57	10	54	11	3233



SITE: 6

DATE: 15/05/2023

LOCATION: A59 Whalley Road/A677 Preston New Road/A59 Preston New Road

DAY: Monday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	277	39	9	15	1	2	0	343	349	67	7	19	3	6	2	453
07:15	284	54	11	10	1	1	0	361	361	69	12	17	2	2	1	464
07:30	403	50	3	10	0	2	3	471	412	74	13	17	3	3	2	524
07:45	367	45	8	10	2	1	0	433	409	89	14	13	0	1	0	526
H/TOT	1331	188	31	45	4	6	3	1608	1531	299	46	66	8	12	5	1967
08:00	348	43	9	10	2	1	0	413	354	65	14	12	3	6	0	454
08:15	346	39	10	16	2	1	1	415	384	68	19	18	0	0	1	490
08:30	337	44	11	14	2	3	1	412	336	49	16	13	1	1	0	416
08:45	267	54	12	20	2	1	0	356	282	64	11	14	1	2	0	374
H/TOT	1298	180	42	60	8	6	2	1596	1356	246	60	57	5	9	1	1734
09:00	270	49	13	13	2	0	0	347	223	47	17	8	2	1	0	298
09:15	225	27	10	11	0	0	0	273	190	50	19	14	2	0	0	275
09:30	169	44	14	11	2	1	0	241	173	39	17	14	2	0	0	245
09:45	175	44	20	17	0	2	0	258	173	34	9	16	3	2	1	238
H/TOT	839	164	57	52	4	3	0	1119	759	170	62	52	9	3	1	1056
P/TOT	3468	532	130	157	16	15	5	4323	3646	715	168	175	22	24	7	4757

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	319	74	11	12	2	4	0	422	280	49	5	8	2	2	0	346
16:15	445	79	10	7	1	3	0	545	270	36	6	9	3	2	0	326
16:30	381	69	3	13	1	4	1	472	267	41	8	14	1	2	2	335
16:45	471	65	11	5	2	7	3	564	302	30	4	10	1	4	0	351
H/TOT	1616	287	35	37	6	18	4	2003	1119	156	23	41	7	10	2	1358
17:00	441	49	13	10	1	7	2	523	307	29	8	10	1	4	3	362
17:15	459	39	5	7	3	6	2	521	315	31	6	10	0	7	0	369
17:30	388	31	6	7	3	2	1	438	342	35	4	8	3	3	1	396
17:45	387	31	4	3	2	10	1	438	326	42	8	3	0	2	0	381
H/TOT	1675	150	28	27	9	25	6	1920	1290	137	26	31	4	16	4	1508
18:00	279	25	5	4	1	6	0	320	279	25	4	2	0	0	0	310
18:15	270	26	5	6	0	7	1	315	244	20	3	6	2	1	1	277
18:30	224	18	2	10	3	2	1	260	206	24	2	7	1	1	1	242
18:45	196	15	3	4	1	4	0	223	221	18	3	7	1	4	0	254
H/TOT	969	84	15	24	5	19	2	1118	950	87	12	22	4	6	2	1083
P/TOT	4260	521	78	88	20	62	12	5041	3359	380	61	94	15	32	8	3949



SITE: 6

DATE: 15/05/2023

LOCATION: A59 Whalley Road/A677 Preston New Road/A59 Preston New Road

DAY: Monday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	82	14	1	4	1	2	0	104	111	7	3	1	1	1	0	124
07:15	111	24	5	2	2	1	0	145	130	27	6	1	0	0	0	164
07:30	135	26	6	6	2	0	1	176	212	20	2	1	0	0	2	237
07:45	153	33	6	3	0	1	0	196	206	19	3	2	2	0	0	232
H/TOT	481	97	18	15	5	4	1	621	659	73	14	5	3	1	2	757
08:00	137	12	9	4	3	1	0	166	178	23	6	1	1	1	0	210
08:15	130	24	8	3	0	0	1	166	215	24	5	2	2	0	1	249
08:30	120	19	3	1	0	0	0	143	190	21	5	3	0	0	0	219
08:45	110	22	5	3	0	0	0	140	145	17	7	4	2	0	0	175
H/TOT	497	77	25	11	3	1	1	615	728	85	23	10	5	1	1	853
09:00	74	10	7	1	1	0	0	93	154	29	6	2	1	0	0	192
09:15	75	16	6	1	1	0	0	99	84	11	5	1	0	0	0	101
09:30	68	20	7	1	0	0	0	96	81	22	4	4	1	0	0	112
09:45	60	14	3	1	1	1	0	80	88	27	7	6	0	0	0	128
H/TOT	277	60	23	4	3	1	0	368	407	89	22	13	2	0	0	533
P/TOT	1255	234	66	30	11	6	2	1604	1794	247	59	28	10	2	3	2143

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	134	18	1	0	1	0	0	154	92	23	3	1	0	1	0	120
16:15	117	15	3	0	2	0	0	137	179	33	4	1	1	1	0	219
16:30	128	18	4	1	0	0	1	152	137	23	2	2	1	0	0	165
16:45	145	16	0	2	1	0	0	164	156	19	6	1	0	1	0	183
H/TOT	524	67	8	3	4	0	1	607	564	98	15	5	2	3	0	687
17:00	148	15	2	0	1	0	2	168	171	18	5	3	1	0	0	198
17:15	183	14	2	0	0	2	0	201	167	19	0	0	2	3	0	191
17:30	201	18	2	2	2	1	0	226	115	6	2	0	3	0	0	126
17:45	170	18	4	0	0	0	0	192	136	11	2	1	0	1	0	151
H/TOT	702	65	10	2	3	3	2	787	589	54	9	4	6	4	0	666
18:00	132	8	3	0	0	0	0	143	110	9	1	0	1	1	0	122
18:15	117	8	1	0	2	1	0	129	112	8	3	0	0	1	0	124
18:30	110	11	1	1	0	1	0	124	79	5	2	0	1	0	0	87
18:45	117	10	2	0	1	1	0	131	76	3	3	0	0	0	0	82
H/TOT	476	37	7	1	3	3	0	527	377	25	9	0	2	2	0	415
P/TOT	1702	169	25	6	10	6	3	1921	1530	177	33	9	10	9	0	1768



SITE: 6

DATE: 15/05/2023

LOCATION: A59 Whalley Road/A677 Preston New Road/A59 Preston New Road

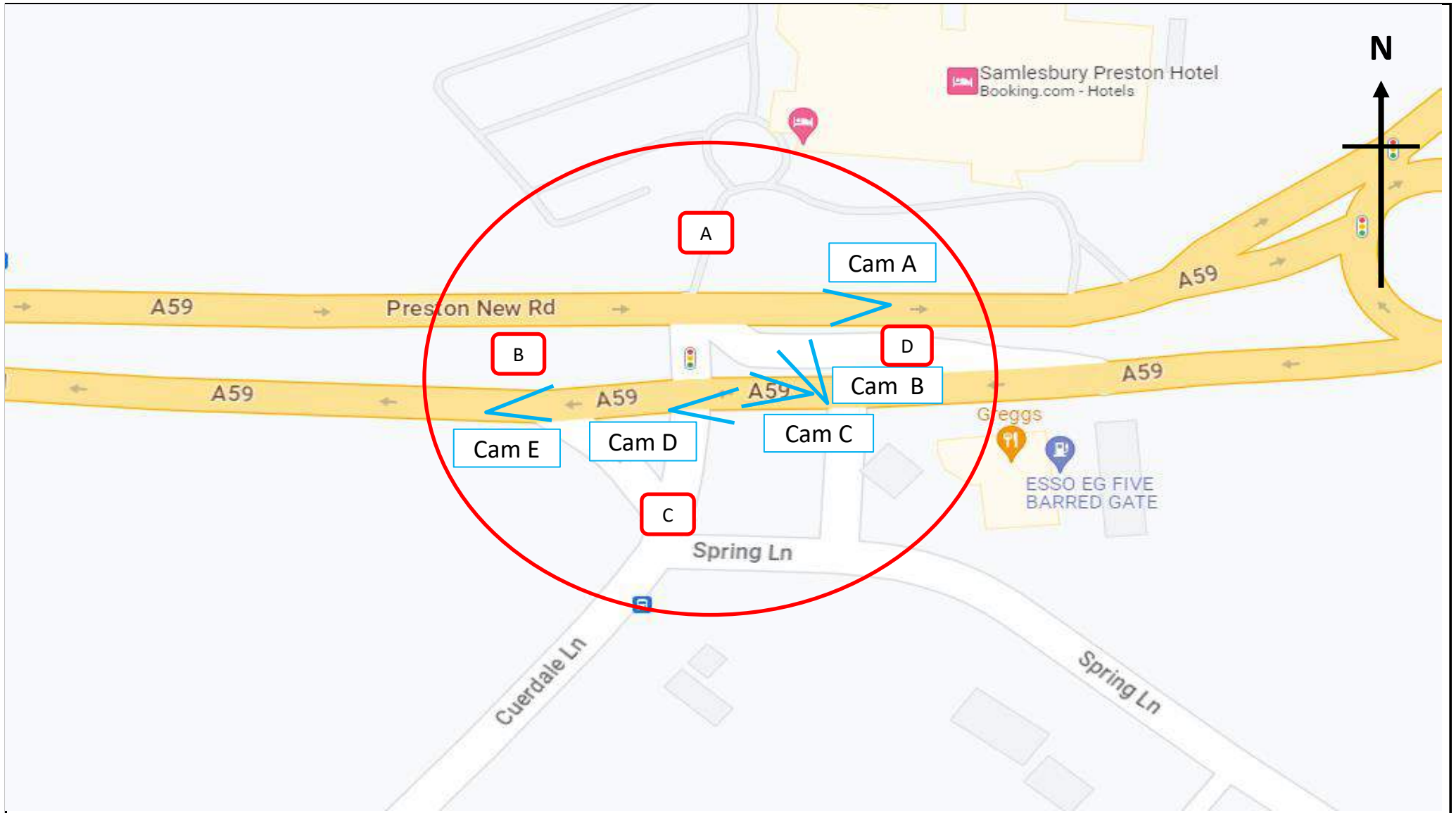
DAY: Monday


TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	615	99	16	26	4	8	2	770
07:15	639	121	23	22	3	3	1	812
07:30	806	120	16	25	3	5	5	980
07:45	765	130	21	21	2	2	0	941
H/TOT	2825	470	76	94	12	18	8	3503
08:00	696	105	23	19	5	7	0	855
08:15	722	104	30	32	2	1	2	893
08:30	668	90	26	23	3	4	1	815
08:45	543	110	23	30	3	3	0	712
H/TOT	2629	409	102	104	13	15	3	3275
09:00	485	96	30	21	4	1	0	637
09:15	410	75	28	23	2	0	0	538
09:30	342	81	31	23	4	1	0	482
09:45	346	77	29	30	3	4	1	490
H/TOT	1583	329	118	97	13	6	1	2147
P/TOT	7037	1208	296	295	38	39	12	8925

PEAK HOUR CALCULATION		TOT
07:00 to 08:00		3503
07:15 to 08:15		3588
07:30 to 08:30		3669
07:45 to 08:45		3504
08:00 to 09:00		3275
08:15 to 09:15		3057
08:30 to 09:30		2702
08:45 to 09:45		2369
09:00 to 10:00		2147
PEAK VALUE		3669

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	599	124	15	15	4	6	0	763
16:15	719	114	16	15	4	5	0	873
16:30	649	108	11	23	2	6	3	802
16:45	769	94	13	15	3	11	3	908
H/TOT	2736	440	55	68	13	28	6	3346
17:00	750	77	19	17	2	11	4	880
17:15	773	70	9	16	3	13	2	886
17:30	722	66	10	13	6	5	2	824
17:45	714	74	11	5	2	12	1	819
H/TOT	2959	287	49	51	13	41	9	3409
18:00	560	49	8	6	1	6	0	630
18:15	510	45	8	10	2	8	2	585
18:30	431	41	4	15	4	4	2	501
18:45	420	33	6	10	2	8	0	479
H/TOT	1921	168	26	41	9	26	4	2195
P/TOT	7616	895	130	160	35	95	19	8950

PEAK HOUR CALCULATION		TOT
16:00 to 17:00		3346
16:15 to 17:15		3463
16:30 to 17:30		3476
16:45 to 17:45		3498
17:00 to 18:00		3409
17:15 to 18:15		3159
17:30 to 18:30		2858
17:45 to 18:45		2535
18:00 to 19:00		2195
PEAK VALUE		3498



	Site / Location:	Site 7, A59 Preston New Road/Cuerdale Lane/Hotel Access	Project No:	14055	Drawing No:	14055-07	Drawn By:	BVR
	Survey Date:	Monday 15th May 2023		Project Name:	Samlesbury			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00		Drawing Title:	Site Layout and Observed Movements			



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

DAY: Monday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	1	0	0	3	0	0	0	0	0	0	0	0
P/TOT	6	1	1	0	1	0	0	9	3	0	0	0	0	0	0	3

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
P/TOT	4	0	0	0	0	2	0	6	1	0	0	0	0	0	0	1



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

DAY: Monday

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
P/TOT	15	2	1	0	0	0	0	18	0	0	0	0	0	0	0	0

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
P/TOT	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

DAY: Monday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2	292	54	7	15	3	3	0	374
07:15	5	1	1	0	0	0	0	7	316	61	9	14	1	0	1	402
07:30	6	0	0	0	0	0	0	6	348	68	12	17	3	3	1	452
07:45	4	0	0	0	0	0	0	4	334	76	12	10	0	0	0	432
H/TOT	17	1	1	0	0	0	0	19	1290	259	40	56	7	6	2	1660
08:00	1	0	0	0	0	0	0	1	284	50	12	12	3	4	0	365
08:15	3	0	0	0	0	0	0	3	331	60	15	17	0	1	1	425
08:30	3	0	0	0	0	0	0	3	289	45	11	13	1	0	0	359
08:45	0	0	0	0	0	0	0	0	220	50	9	11	0	1	0	291
H/TOT	7	0	0	0	0	0	0	7	1124	205	47	53	4	6	1	1440
09:00	2	0	0	0	0	0	0	2	188	39	14	5	1	0	0	247
09:15	1	0	0	0	0	0	0	1	155	46	20	13	2	0	0	236
09:30	2	0	1	0	0	0	0	3	145	36	10	14	1	0	0	206
09:45	1	0	0	0	0	0	0	1	151	31	9	14	2	2	0	209
H/TOT	6	0	1	0	0	0	0	7	639	152	53	46	6	2	0	898
P/TOT	30	1	2	0	0	0	0	33	3053	616	140	155	17	14	3	3998

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	1	0	0	0	0	0	2	250	44	4	6	2	1	0	307
16:15	1	0	0	0	0	0	0	1	229	32	6	8	3	2	0	280
16:30	0	0	0	0	0	0	0	0	226	34	6	13	1	2	0	282
16:45	0	0	0	0	0	1	0	1	260	28	5	11	1	4	0	309
H/TOT	2	1	0	0	0	1	0	4	965	138	21	38	7	9	0	1178
17:00	0	0	0	0	0	0	0	0	261	31	6	7	1	3	3	312
17:15	0	0	0	0	0	0	0	0	267	26	7	5	0	2	0	307
17:30	3	0	0	0	0	0	0	3	277	30	5	7	3	1	0	323
17:45	0	1	0	0	0	0	0	1	295	36	5	3	0	2	0	341
H/TOT	3	1	0	0	0	0	0	4	1100	123	23	22	4	8	3	1283
18:00	0	1	0	0	0	0	0	1	233	22	3	2	0	0	0	260
18:15	2	1	0	0	0	0	0	3	222	23	3	5	2	2	0	257
18:30	1	0	0	0	0	0	0	1	185	17	2	7	1	0	0	212
18:45	1	0	0	0	0	0	0	1	196	16	3	4	1	1	0	221
H/TOT	4	2	0	0	0	0	0	6	836	78	11	18	4	3	0	950
P/TOT	9	4	0	0	0	1	0	14	2901	339	55	78	15	20	3	3411



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

DAY: Monday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

DAY: Monday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	5	3	0	5	0	0	0	13	0	0	0	0	0	0	0	0
07:15	2	0	0	5	0	0	1	8	0	0	0	0	0	0	0	0
07:30	6	1	1	3	0	0	0	11	1	0	0	0	0	0	0	1
07:45	5	0	1	1	0	0	0	7	1	0	0	0	0	0	0	1
H/TOT	18	4	2	14	0	0	1	39	2	0	0	0	0	0	0	2
08:00	5	0	0	0	0	0	0	5	0	1	0	0	0	0	0	1
08:15	2	2	2	7	0	0	0	13	1	0	0	0	0	0	0	1
08:30	6	2	3	2	0	0	0	13	0	0	0	0	0	0	0	0
08:45	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	16	7	5	9	0	0	0	37	1	1	0	0	0	0	0	2
09:00	2	0	2	1	0	0	0	5	0	0	0	0	0	0	0	0
09:15	6	4	0	5	0	0	0	15	0	0	0	0	0	0	0	0
09:30	3	3	0	2	0	0	0	8	0	0	0	0	0	0	0	0
09:45	2	2	0	1	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	13	9	2	9	0	0	0	33	0	0	0	0	0	0	0	0
P/TOT	47	20	9	32	0	0	1	109	3	1	0	0	0	0	0	4

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	12	4	1	1	0	0	0	18	0	0	0	0	0	0	0	0
16:15	9	1	1	5	0	0	0	16	0	0	0	0	0	0	0	0
16:30	12	4	0	3	0	0	0	19	0	0	0	0	0	0	0	0
16:45	15	2	0	0	0	0	0	17	1	0	0	0	0	0	0	1
H/TOT	48	11	2	9	0	0	0	70	1	0	0	0	0	0	0	1
17:00	10	1	0	1	0	0	0	12	0	0	0	0	0	1	0	1
17:15	3	0	2	1	0	0	0	6	0	0	0	0	0	0	0	0
17:30	4	3	1	6	0	0	0	14	0	0	0	0	0	0	0	0
17:45	10	0	0	2	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	27	4	3	10	0	0	0	44	0	0	0	0	0	1	0	1
18:00	8	0	0	2	0	0	0	10	2	0	0	0	0	0	0	2
18:15	2	5	1	0	0	0	0	8	1	0	1	0	0	0	0	2
18:30	3	1	0	2	0	0	0	6	0	0	0	0	0	0	0	0
18:45	4	1	0	1	0	0	0	6	1	0	0	0	0	0	0	1
H/TOT	17	7	1	5	0	0	0	30	4	0	1	0	0	0	0	5
P/TOT	92	22	6	24	0	0	0	144	5	0	1	0	0	1	0	7



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

DAY: Monday

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	50	12	1	4	0	1	1	69	0	0	0	0	0	0	0	0
07:15	50	10	1	3	1	2	0	67	0	0	0	0	0	0	0	0
07:30	55	6	1	1	0	0	1	64	0	0	0	0	0	0	0	0
07:45	69	11	2	2	0	1	0	85	0	0	0	0	0	0	0	0
H/TOT	224	39	5	10	1	4	2	285	0	0	0	0	0	0	0	0
08:00	62	18	5	0	0	2	0	87	0	0	0	0	0	0	0	0
08:15	61	5	2	1	0	0	0	69	0	0	0	0	0	0	0	0
08:30	51	3	4	2	0	1	0	61	0	0	0	0	0	0	0	0
08:45	49	18	2	1	1	1	0	72	0	0	0	0	0	0	0	0
H/TOT	223	44	13	4	1	4	0	289	0	0	0	0	0	0	0	0
09:00	33	5	4	3	0	1	0	46	0	0	0	0	0	0	0	0
09:15	37	5	1	2	0	0	0	45	0	0	0	0	0	0	0	0
09:30	27	4	3	1	1	0	0	36	0	0	0	0	0	0	0	0
09:45	20	3	1	1	1	0	0	26	0	0	0	0	0	0	0	0
H/TOT	117	17	9	7	2	1	0	153	0	0	0	0	0	0	0	0
P/TOT	564	100	27	21	4	9	2	727	0	0	0	0	0	0	0	0

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	39	6	1	3	0	1	0	50	0	0	0	0	0	0	0	0
16:15	35	1	0	0	0	0	0	36	0	0	0	0	0	0	0	0
16:30	47	6	2	1	0	0	2	58	0	0	0	0	0	0	0	0
16:45	39	4	0	1	0	0	0	44	0	0	0	0	0	0	0	0
H/TOT	160	17	3	5	0	1	2	188	0	0	0	0	0	0	0	0
17:00	52	3	1	3	0	1	0	60	0	0	0	0	0	0	0	0
17:15	49	5	0	4	0	3	0	61	0	0	0	0	0	0	0	0
17:30	56	4	0	0	0	1	1	62	0	0	0	0	0	0	0	0
17:45	23	3	2	0	0	0	0	28	0	0	0	0	0	0	0	0
H/TOT	180	15	3	7	0	5	1	211	0	0	0	0	0	0	0	0
18:00	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0
18:15	29	1	0	1	0	0	1	32	0	0	0	0	0	0	0	0
18:30	26	3	0	0	0	2	1	32	0	0	0	0	0	0	0	0
18:45	30	2	0	3	0	1	0	36	0	0	0	0	0	0	0	0
H/TOT	118	8	0	4	0	3	2	135	0	0	0	0	0	0	0	0
P/TOT	458	40	6	16	0	9	5	534	0	0	0	0	0	0	0	0



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

DAY: Monday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	25	2	1	5	0	1	0	34	239	33	7	9	1	2	0	291
07:15	27	0	2	5	0	0	0	34	259	49	8	6	1	1	0	324
07:30	40	4	0	1	0	1	0	46	344	47	5	8	0	0	0	404
07:45	54	5	0	2	0	0	0	61	322	36	6	8	2	0	0	374
H/TOT	146	11	3	13	0	2	0	175	1164	165	26	31	4	3	0	1393
08:00	44	5	1	2	0	0	0	52	286	32	7	8	2	1	0	336
08:15	59	0	0	1	0	0	0	60	280	37	10	15	2	1	0	345
08:30	57	0	2	6	0	1	0	66	261	39	10	8	1	2	0	321
08:45	46	4	1	6	0	0	0	57	229	47	10	11	3	1	0	301
H/TOT	206	9	4	15	0	1	0	235	1056	155	37	42	8	5	0	1303
09:00	31	0	1	2	0	0	0	34	226	46	11	12	2	0	0	297
09:15	29	4	3	3	0	0	0	39	188	27	8	9	0	0	0	232
09:30	18	3	2	4	0	0	0	27	158	35	11	9	2	1	0	216
09:45	18	4	3	2	0	0	0	27	154	43	17	12	0	1	0	227
H/TOT	96	11	9	11	0	0	0	127	726	151	47	42	4	2	0	972
P/TOT	448	31	16	39	0	3	0	537	2946	471	110	115	16	10	0	3668

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	35	7	2	4	0	1	0	49	280	62	9	7	3	2	0	363
16:15	63	10	0	3	0	1	0	77	366	69	12	4	1	1	0	453
16:30	60	6	0	5	0	1	1	73	330	57	4	8	1	3	0	403
16:45	84	10	2	0	0	4	2	102	369	58	6	4	1	3	1	442
H/TOT	242	33	4	12	0	7	3	301	1345	246	31	23	6	9	1	1661
17:00	68	9	2	2	0	2	1	84	379	35	9	7	1	5	0	436
17:15	67	6	1	2	1	3	1	81	390	30	3	5	2	3	0	433
17:30	59	2	0	3	0	0	0	64	330	27	5	3	3	1	0	369
17:45	53	4	1	0	0	1	1	60	329	25	4	3	1	5	0	367
H/TOT	247	21	4	7	1	6	3	289	1428	117	21	18	7	14	0	1605
18:00	40	1	2	1	0	1	0	45	241	22	2	3	2	6	0	276
18:15	45	7	2	2	0	1	0	57	220	19	4	3	0	8	0	254
18:30	28	2	0	5	0	1	1	37	193	15	3	5	3	3	0	222
18:45	24	2	1	2	0	0	0	29	164	15	1	2	1	2	0	185
H/TOT	137	12	5	10	0	3	1	168	818	71	10	13	6	19	0	937
P/TOT	626	66	13	29	1	16	7	758	3591	434	62	54	19	42	1	4203



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

DAY: Monday

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	4	1	1	0	0	0	0	6	2	0	0	0	0	0	0	2

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
P/TOT	8	1	0	0	0	0	0	9	3	0	0	0	0	0	0	3



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

DAY: Monday

TIME	TO ARM A							TOT	FROM ARM A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	3
07:15	5	1	1	0	0	0	0	7	4	0	0	0	0	0	0	0	4
07:30	8	1	0	0	0	0	0	9	5	2	0	0	0	0	0	0	7
07:45	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	1
H/TOT	21	2	1	0	0	0	0	24	12	3	0	0	0	0	0	0	15
08:00	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
08:15	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	1
08:30	3	0	1	0	0	0	0	4	1	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4
H/TOT	9	1	1	0	0	0	0	11	7	0	1	0	0	0	0	0	8
09:00	3	0	0	0	0	0	0	3	1	0	0	0	0	1	0	0	2
09:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
09:30	2	0	1	0	0	0	0	3	0	0	1	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
H/TOT	7	0	1	0	0	0	0	8	5	0	1	0	1	0	0	0	7
P/TOT	37	3	3	0	0	0	0	43	24	3	2	0	1	0	0	0	30

TIME	TO ARM A							TOT	FROM ARM A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
16:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	4	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	1
H/TOT	7	1	0	0	0	0	1	9	4	0	0	0	0	0	0	0	4
17:00	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
17:30	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	1
17:45	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
H/TOT	5	1	0	0	0	0	1	7	2	1	0	0	0	2	0	0	5
18:00	3	2	0	0	0	0	0	5	1	0	0	0	0	0	0	0	1
18:15	3	1	1	0	0	0	0	5	3	0	0	0	0	0	0	0	3
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
H/TOT	10	3	1	0	0	0	0	14	6	0	0	0	0	0	0	0	6
P/TOT	22	5	1	0	0	0	2	30	12	1	0	0	0	2	0	0	15



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

DAY: Monday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	244	36	7	14	1	2	0	304	294	54	7	15	3	3	0	376
07:15	263	49	8	11	1	1	1	334	321	62	10	14	1	0	1	409
07:30	354	50	6	11	0	0	0	421	354	68	12	17	3	3	1	458
07:45	328	36	7	9	2	0	0	382	338	76	12	10	0	0	0	436
H/TOT	1189	171	28	45	4	3	1	1441	1307	260	41	56	7	6	2	1679
08:00	292	32	7	8	2	1	0	342	285	50	12	12	3	4	0	366
08:15	283	39	12	22	2	1	0	359	334	60	15	17	0	1	1	428
08:30	267	41	13	10	1	2	0	334	292	45	11	13	1	0	1	363
08:45	234	50	11	11	3	1	0	310	220	50	9	11	0	1	0	291
H/TOT	1076	162	43	51	8	5	0	1345	1131	205	47	53	4	6	2	1448
09:00	229	46	13	13	2	0	0	303	190	39	14	5	1	0	0	249
09:15	197	31	8	14	0	0	0	250	156	46	20	13	2	0	0	237
09:30	161	38	11	11	2	1	0	224	147	36	11	14	1	0	0	209
09:45	156	45	17	13	0	1	0	232	152	31	9	14	2	2	0	210
H/TOT	743	160	49	51	4	2	0	1009	645	152	54	46	6	2	0	905
P/TOT	3008	493	120	147	16	10	1	3795	3083	617	142	155	17	14	4	4032

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	293	66	10	8	3	2	0	382	251	45	4	6	2	1	0	309
16:15	377	70	13	9	1	1	0	471	230	32	6	8	3	2	0	281
16:30	342	61	4	11	1	3	0	422	226	34	6	13	1	2	0	282
16:45	384	60	6	4	1	3	1	459	260	28	5	11	1	5	0	310
H/TOT	1396	257	33	32	6	9	1	1734	967	139	21	38	7	10	0	1182
17:00	389	36	9	8	1	5	0	448	261	31	6	7	1	3	3	312
17:15	393	30	5	6	2	3	0	439	267	26	7	5	0	2	0	307
17:30	334	31	6	9	3	1	0	384	280	30	5	7	3	1	0	326
17:45	340	25	4	5	1	5	0	380	295	37	5	3	0	2	0	342
H/TOT	1456	122	24	28	7	14	0	1651	1103	124	23	22	4	8	3	1287
18:00	249	22	2	5	2	6	0	286	233	23	3	2	0	0	0	261
18:15	223	24	5	3	0	8	0	263	224	24	3	5	2	2	0	260
18:30	196	16	3	7	3	3	0	228	186	17	2	7	1	0	0	213
18:45	170	16	1	3	1	2	0	193	197	16	3	4	1	1	0	222
H/TOT	838	78	11	18	6	19	0	970	840	80	11	18	4	3	0	956
P/TOT	3690	457	68	78	19	42	1	4355	2910	343	55	78	15	21	3	3425



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

DAY: Monday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	26	2	1	5	0	1	0	35	55	15	1	9	0	1	1	82
07:15	27	0	2	5	0	0	0	34	52	10	1	8	1	2	1	75
07:30	40	4	0	1	0	1	0	46	62	7	2	4	0	0	1	76
07:45	54	5	0	2	0	0	0	61	75	11	3	3	0	1	0	93
H/TOT	147	11	3	13	0	2	0	176	244	43	7	24	1	4	3	326
08:00	45	5	1	2	0	0	0	53	67	19	5	0	0	2	0	93
08:15	59	0	0	1	0	0	0	60	64	7	4	8	0	0	0	83
08:30	58	0	2	6	0	1	1	68	57	5	7	4	0	1	0	74
08:45	46	4	1	6	0	0	0	57	52	21	2	1	1	1	0	78
H/TOT	208	9	4	15	0	1	1	238	240	52	18	13	1	4	0	328
09:00	31	0	1	2	0	0	0	34	35	5	6	4	0	1	0	51
09:15	29	4	3	3	0	0	0	39	43	9	1	7	0	0	0	60
09:30	18	3	2	4	0	0	0	27	30	7	3	3	1	0	0	44
09:45	18	4	3	2	0	0	0	27	22	5	1	2	1	0	0	31
H/TOT	96	11	9	11	0	0	0	127	130	26	11	16	2	1	0	186
P/TOT	451	31	16	39	0	3	1	541	614	121	36	53	4	9	3	840

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	35	7	2	4	0	1	0	49	51	10	2	4	0	1	0	68
16:15	63	10	0	3	0	1	0	77	44	2	1	5	0	0	0	52
16:30	60	6	0	5	0	1	1	73	59	10	2	4	0	0	2	77
16:45	84	10	2	0	0	4	2	102	55	6	0	1	0	0	0	62
H/TOT	242	33	4	12	0	7	3	301	209	28	5	14	0	1	2	259
17:00	68	9	2	2	0	2	1	84	62	4	1	4	0	2	0	73
17:15	67	6	1	2	1	3	1	81	52	5	2	5	0	3	0	67
17:30	59	2	0	3	0	0	0	64	60	7	1	6	0	1	1	76
17:45	53	4	1	0	0	1	1	60	33	3	2	2	0	0	0	40
H/TOT	247	21	4	7	1	6	3	289	207	19	6	17	0	6	1	256
18:00	40	1	2	1	0	1	0	45	43	2	0	2	0	0	0	47
18:15	46	7	2	2	0	1	0	58	32	6	2	1	0	0	1	42
18:30	28	2	0	5	0	1	1	37	29	4	0	2	0	2	1	38
18:45	24	2	1	2	0	0	0	29	35	3	0	4	0	1	0	43
H/TOT	138	12	5	10	0	3	1	169	139	15	2	9	0	3	2	170
P/TOT	627	66	13	29	1	16	7	759	555	62	13	40	0	10	5	685



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

DAY: Monday

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	345	67	8	19	3	4	1	447	266	35	8	14	1	3	0	327
07:15	368	71	10	17	2	2	1	471	286	49	10	11	1	1	0	358
07:30	404	74	13	18	3	3	2	517	385	52	5	9	0	1	0	452
07:45	403	87	14	12	0	1	0	517	377	41	6	10	2	0	0	436
H/TOT	1520	299	45	66	8	10	4	1952	1314	177	29	44	4	5	0	1573
08:00	346	68	17	12	3	6	0	452	330	37	8	10	2	1	0	388
08:15	392	65	17	18	0	1	1	494	340	37	10	16	2	1	0	406
08:30	340	48	15	15	1	1	0	420	318	39	13	14	1	3	0	388
08:45	270	68	11	12	1	2	0	364	275	51	11	17	3	1	0	358
H/TOT	1348	249	60	57	5	10	1	1730	1263	164	42	57	8	6	0	1540
09:00	221	44	18	8	2	1	0	294	258	46	12	14	2	0	0	322
09:15	192	51	21	15	2	0	0	281	217	31	11	12	0	0	0	271
09:30	172	40	14	15	2	0	0	243	176	38	13	13	2	1	0	243
09:45	172	34	10	15	3	2	0	236	172	47	20	14	0	1	0	254
H/TOT	757	169	63	53	9	3	0	1054	823	162	56	53	4	2	0	1100
P/TOT	3625	717	168	176	22	23	5	4736	3400	503	127	154	16	13	0	4213

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	289	50	5	9	2	2	0	357	315	69	11	11	3	3	0	412
16:15	265	33	6	8	3	2	0	317	431	79	12	7	1	2	0	532
16:30	273	40	8	14	1	2	2	340	390	63	4	13	1	4	1	476
16:45	300	32	5	12	1	4	0	354	456	68	8	4	1	7	3	547
H/TOT	1127	155	24	43	7	10	2	1368	1592	279	35	35	6	16	4	1967
17:00	314	34	7	10	1	4	3	373	449	44	11	9	1	7	1	522
17:15	316	31	7	9	0	7	0	370	457	36	4	7	3	6	1	514
17:30	333	34	5	7	3	2	1	385	389	29	5	6	3	1	0	433
17:45	319	39	7	3	0	2	0	370	383	29	5	3	1	6	1	428
H/TOT	1282	138	26	29	4	15	4	1498	1678	138	25	25	8	20	3	1897
18:00	267	24	3	2	0	0	0	296	282	24	4	4	2	7	0	323
18:15	252	24	3	6	2	2	1	290	265	26	6	5	0	9	0	311
18:30	212	20	2	7	1	2	1	245	223	17	3	10	3	4	1	261
18:45	226	18	3	7	1	2	0	257	188	17	2	4	1	2	0	214
H/TOT	957	86	11	22	4	6	2	1088	958	84	15	23	6	22	1	1109
P/TOT	3366	379	61	94	15	31	8	3954	4228	501	75	83	20	58	8	4973



SITE: 7

DATE: 15/05/2023

LOCATION: A59 Preston New Road/Cuerdale Lane/Hotel Access

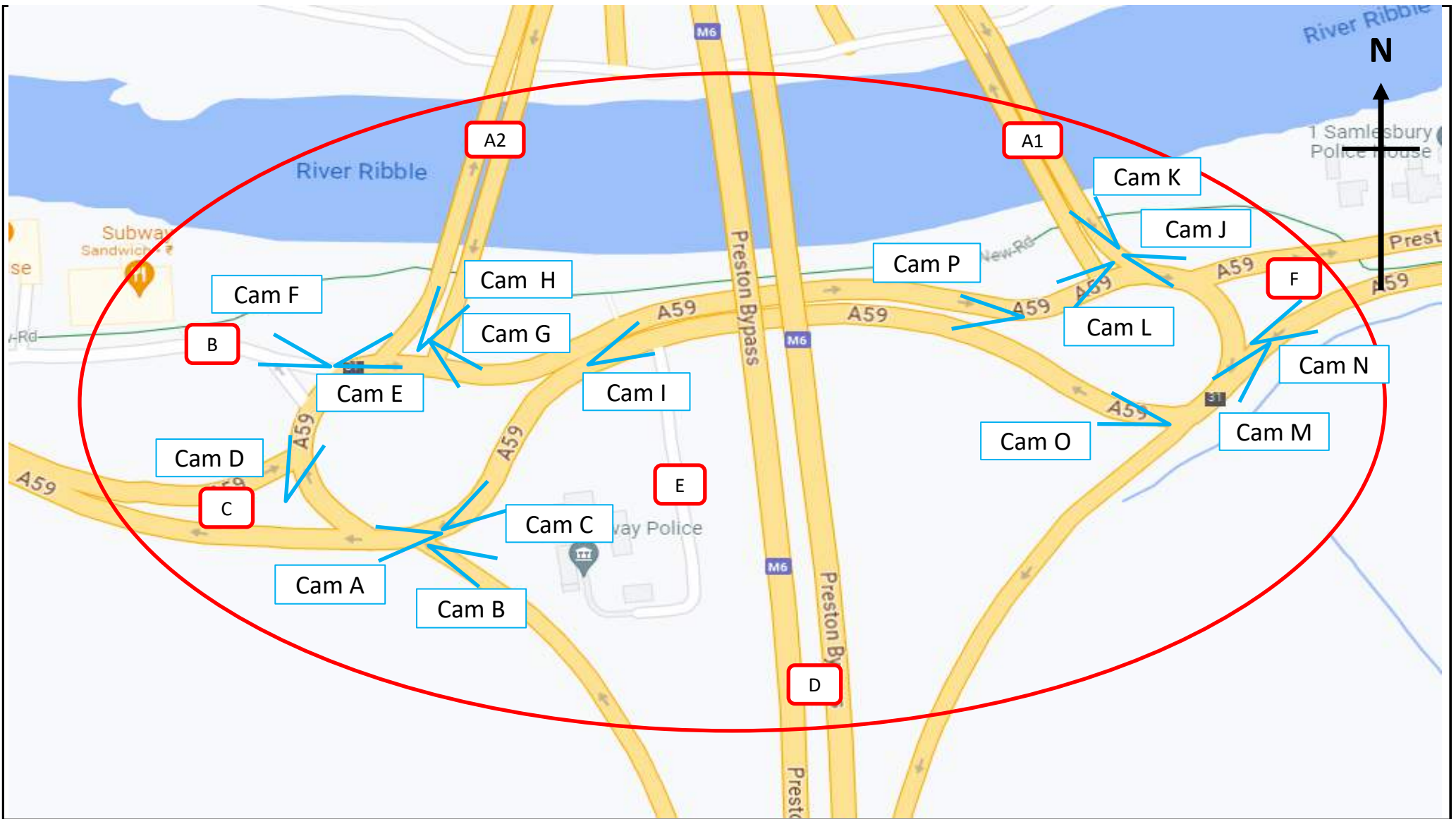
DAY: Monday


TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	617	105	16	38	4	7	1	788
07:15	663	121	21	33	3	3	2	846
07:30	806	129	19	30	3	4	2	993
07:45	791	128	21	23	2	1	0	966
H/TOT	2877	483	77	124	12	15	2	3593
08:00	684	106	25	22	5	7	0	849
08:15	739	104	29	41	2	2	1	918
08:30	668	89	31	31	2	4	1	826
08:45	550	122	23	29	4	3	0	731
H/TOT	2641	421	108	123	13	16	2	3324
09:00	484	90	32	23	4	1	0	634
09:15	419	86	32	32	2	0	0	571
09:30	353	81	28	30	4	1	0	497
09:45	347	83	30	30	3	3	0	496
H/TOT	1603	340	122	115	13	5	0	2198
P/TOT	7121	1244	307	362	38	36	7	9115

PEAK HOUR CALCULATION		TOT
07:00 to 08:00		3593
07:15 to 08:15		3654
07:30 to 08:30		3726
07:45 to 08:45		3559
08:00 to 09:00		3324
08:15 to 09:15		3109
08:30 to 09:30		2762
08:45 to 09:45		2433
09:00 to 10:00		2198
PEAK VALUE		3726

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	618	124	17	21	5	5	0	790
16:15	707	113	19	20	4	4	0	867
16:30	675	107	12	30	2	6	3	835
16:45	772	102	13	16	2	12	3	920
H/TOT	2772	446	61	87	13	27	6	3412
17:00	772	79	18	20	2	12	4	907
17:15	776	67	13	17	3	13	1	890
17:30	729	67	11	19	6	3	1	836
17:45	713	69	12	8	1	8	1	812
H/TOT	2990	282	54	64	12	36	7	3445
18:00	559	49	7	8	2	7	0	632
18:15	524	56	11	11	2	11	1	616
18:30	438	38	5	19	4	6	2	512
18:45	422	36	5	12	2	4	0	481
H/TOT	1943	179	28	50	10	28	3	2241
P/TOT	7705	907	143	201	35	91	16	9098

PEAK HOUR CALCULATION		TOT
16:00 to 17:00		3412
16:15 to 17:15		6941
16:30 to 17:30		6964
16:45 to 17:45		6965
17:00 to 18:00		3445
17:15 to 18:15		6615
17:30 to 18:30		6341
17:45 to 18:45		6017
18:00 to 19:00		2241
PEAK VALUE		6965



	Site / Location:	Site 8, M6 Junction 31 (including ins and outs at the Motorway Police Access)	Project No:	14055	Drawing No:	14055-08	Drawn By:	BVR
	Survey Date:	Monday 15th May 2023	Project Name:		Samlesbury			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	Drawing Title:		Site Layout and Observed Movements			



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	A1 to F							TOT	A1 to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	111	14	1	2	1	1	0	130	2	0	0	0	0	1	0	3
07:15	148	33	3	4	0	1	0	189	0	0	0	0	0	0	0	0
07:30	178	31	2	8	0	0	0	219	2	0	0	0	0	0	0	2
07:45	173	33	12	5	0	0	0	223	2	0	0	0	0	0	0	2
H/TOT	610	111	18	19	1	2	0	761	6	0	0	0	0	1	0	7
08:00	166	21	3	4	1	2	0	197	2	1	0	0	0	0	0	3
08:15	133	19	10	6	0	0	0	168	3	0	0	0	0	0	0	3
08:30	167	16	4	3	0	0	0	190	0	0	0	0	0	0	0	0
08:45	109	18	5	3	0	1	0	136	0	0	0	0	0	0	0	0
H/TOT	575	74	22	16	1	3	0	691	5	1	0	0	0	0	0	6
09:00	87	20	9	1	0	0	0	117	0	0	0	0	0	0	0	0
09:15	87	21	6	3	1	0	0	118	0	0	0	0	0	0	0	0
09:30	75	14	5	2	0	0	0	96	0	0	0	0	0	0	0	0
09:45	75	22	5	3	0	2	0	107	0	0	0	0	0	0	0	0
H/TOT	324	77	25	9	1	2	0	438	0	0	0	0	0	0	0	0
P/TOT	1509	262	65	44	3	7	0	1890	11	1	0	0	0	1	0	13

TIME	A1 to F							TOT	A1 to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	107	23	2	3	0	0	0	135	1	0	0	0	0	0	0	1
16:15	112	26	3	4	1	0	0	146	0	0	0	0	0	0	0	0
16:30	131	20	3	4	0	0	0	158	0	0	0	0	0	0	0	0
16:45	142	27	2	1	0	3	0	175	0	0	0	0	0	0	0	0
H/TOT	492	96	10	12	1	3	0	614	1	0	0	0	0	0	0	1
17:00	139	15	7	1	0	0	0	162	0	0	0	0	0	0	0	0
17:15	131	19	3	3	0	0	0	156	1	0	0	0	0	0	0	1
17:30	142	17	4	2	1	1	0	167	0	0	0	0	0	0	0	0
17:45	149	21	2	1	0	1	0	174	0	0	0	0	0	0	0	0
H/TOT	561	72	16	7	1	2	0	659	1	0	0	0	0	0	0	1
18:00	97	11	0	0	0	2	0	110	0	0	0	0	0	0	0	0
18:15	89	12	0	0	0	0	0	101	0	0	0	0	0	0	0	0
18:30	86	11	0	0	0	0	0	97	0	0	0	0	0	0	0	0
18:45	98	9	2	1	0	1	0	111	0	0	0	0	0	0	0	0
H/TOT	370	43	2	1	0	3	0	419	0	0	0	0	0	0	0	0
P/TOT	1423	211	28	20	2	8	0	1692	2	0	0	0	0	0	0	2



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	A1 to D								TOT	A1 to C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0	0	11	
07:15	0	0	0	0	0	0	0	0	0	10	4	2	1	0	0	0	17	
07:30	0	0	0	0	1	0	0	0	1	25	3	3	0	0	0	0	31	
07:45	0	0	0	0	0	0	0	0	0	27	6	3	2	0	0	0	38	
H/TOT	0	0	0	0	1	0	0	0	1	66	20	8	3	0	0	0	97	
08:00	1	0	0	0	0	0	0	0	1	31	11	1	1	0	0	0	44	
08:15	0	0	0	0	0	0	0	0	0	26	7	2	1	0	0	0	36	
08:30	0	0	0	0	0	0	0	0	0	29	5	1	0	0	0	0	35	
08:45	1	0	0	0	0	0	0	0	1	29	6	1	2	0	0	0	38	
H/TOT	2	0	0	0	0	0	0	0	2	115	29	5	4	0	0	0	153	
09:00	0	0	0	0	0	0	0	0	0	26	8	1	1	0	0	0	36	
09:15	0	0	0	0	0	0	0	0	0	18	9	2	1	0	0	0	30	
09:30	0	1	0	0	0	0	0	0	1	12	1	1	1	0	0	0	15	
09:45	0	0	0	0	0	0	0	0	0	16	5	1	2	0	0	0	24	
H/TOT	0	1	0	0	0	0	0	0	1	72	23	5	5	0	0	0	105	
P/TOT	2	1	0	0	1	0	0	0	4	253	72	18	12	0	0	0	355	

TIME	A1 to D								TOT	A1 to C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	1	0	0	0	0	0	0	0	1	36	8	1	1	0	0	0	46	
16:15	0	0	0	0	0	0	0	0	0	25	7	0	0	0	0	0	32	
16:30	0	0	0	0	0	0	0	0	0	26	8	0	0	0	0	0	34	
16:45	1	0	0	0	0	0	0	0	1	30	15	1	1	0	0	0	47	
H/TOT	2	0	0	0	0	0	0	0	2	117	38	2	2	0	0	0	159	
17:00	0	0	0	0	0	0	0	0	0	15	15	0	0	0	0	0	30	
17:15	0	0	0	0	0	0	0	0	0	27	10	1	0	0	0	0	38	
17:30	0	0	0	0	0	0	0	0	0	24	7	2	0	0	0	0	33	
17:45	0	0	0	0	0	0	0	0	0	28	3	0	0	0	0	0	31	
H/TOT	0	0	0	0	0	0	0	0	0	94	35	3	0	0	0	0	132	
18:00	0	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	17	
18:15	0	0	0	0	0	0	0	0	0	23	2	0	1	0	0	0	26	
18:30	0	0	0	0	0	0	0	0	0	14	3	0	1	0	0	0	18	
18:45	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	
H/TOT	0	0	0	0	0	0	0	0	0	61	10	0	2	0	0	0	73	
P/TOT	2	0	0	0	0	0	0	0	2	272	83	5	4	0	0	0	364	



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	A1 to B							TOT	A1 to A2							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	3	1	0	0	0	0	6	0	4	3	5	0	0	0	12
07:15	1	1	1	0	0	0	0	3	8	3	2	5	0	0	0	18
07:30	0	2	0	1	0	0	0	3	12	4	0	4	0	0	0	20
07:45	5	3	0	0	0	0	0	8	15	9	3	3	0	0	0	30
H/TOT	8	9	2	1	0	0	0	20	35	20	8	17	0	0	0	80
08:00	1	1	2	0	0	0	0	4	19	7	4	5	0	0	0	35
08:15	2	1	2	1	0	0	0	6	14	10	3	4	0	0	0	31
08:30	2	1	1	1	0	0	0	5	18	17	6	4	0	0	0	45
08:45	3	2	0	0	0	0	0	5	16	5	7	3	0	0	0	31
H/TOT	8	5	5	2	0	0	0	20	67	39	20	16	0	0	0	142
09:00	3	3	1	0	0	0	0	7	17	9	2	4	0	0	0	32
09:15	4	0	0	0	0	0	0	4	12	9	1	4	0	0	0	26
09:30	2	3	0	0	0	0	0	5	9	4	4	2	0	0	0	19
09:45	3	1	1	0	0	0	0	5	5	2	2	8	0	0	0	17
H/TOT	12	7	2	0	0	0	0	21	43	24	9	18	0	0	0	94
P/TOT	28	21	9	3	0	0	0	61	145	83	37	51	0	0	0	316

TIME	A1 to B							TOT	A1 to A2							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	0	3	0	0	0	5	18	3	1	0	0	2	0	24
16:15	2	1	0	0	0	0	0	3	21	8	0	5	0	0	0	34
16:30	10	1	0	1	0	0	0	12	24	4	4	3	0	0	0	35
16:45	6	0	1	1	0	0	0	8	19	8	1	3	0	0	0	31
H/TOT	20	2	1	5	0	0	0	28	82	23	6	11	0	2	0	124
17:00	3	0	0	0	0	0	0	3	27	8	1	1	0	0	0	37
17:15	5	0	0	1	1	0	0	7	20	2	0	4	0	0	0	26
17:30	8	2	1	0	0	0	0	11	17	4	3	7	0	1	0	32
17:45	3	2	0	0	0	0	0	5	14	2	1	3	0	0	0	20
H/TOT	19	4	1	1	1	0	0	26	78	16	5	15	0	1	0	115
18:00	6	1	0	0	0	0	0	7	5	1	0	2	0	0	0	8
18:15	3	1	0	1	0	0	0	5	6	1	1	1	0	0	0	9
18:30	6	2	2	0	0	0	0	10	9	1	1	1	0	0	0	12
18:45	1	0	0	0	0	0	0	1	4	0	0	2	0	0	0	6
H/TOT	16	4	2	1	0	0	0	23	24	3	2	6	0	0	0	35
P/TOT	55	10	4	7	1	0	0	77	184	42	13	32	0	3	0	274



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Polic DAY: Monday

TIME	A1 to A1							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0
08:30	9	0	0	6	0	0	0	15
08:45	6	0	0	3	0	0	0	9
H/TOT	17	0	0	9	0	0	0	26
09:00	3	0	0	2	0	0	0	5
09:15	4	1	0	1	0	0	0	6
09:30	4	1	0	5	0	0	0	10
09:45	1	0	0	1	0	0	0	2
H/TOT	12	2	0	9	0	0	0	23
P/TOT	29	2	0	18	0	0	0	49

TIME	A1 to A1							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	2
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	3	0	0	1	0	0	0	4



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	A2 to A1								TOT	A2 to F								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
P/TOT	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2

TIME	A2 to A1								TOT	A2 to F								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	11
17:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8
18:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
P/TOT	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	0	22



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	A2 to E							TOT	A2 to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	5
09:00	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4
09:15	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	10
P/TOT	0	0	0	0	0	0	0	0	0	0	3	3	11	0	0	0	17

TIME	A2 to E							TOT	A2 to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	15	0	0	1	0	0	0	0	16
16:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	8
16:30	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	29	3	0	1	0	0	0	0	33
17:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	0	12
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	39	5	0	1	0	0	0	0	45



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	A2 to C								TOT	A2 to B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	2

TIME	A2 to C								TOT	A2 to B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
16:15	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
17:15	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	4
18:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
P/TOT	9	1	0	0	0	0	0	0	10	5	0	0	0	0	0	0	0	5



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Polic DAY: Monday

TIME	A2 to A2							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	2
09:00	0	0	0	3	0	0	0	3
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	1	0	0	0	1
09:45	0	0	0	1	0	0	0	1
H/TOT	0	0	0	5	0	0	0	5
P/TOT	1	2	0	5	0	0	0	8

TIME	A2 to A2							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	5	0	0	1	0	0	0	6
16:15	3	0	0	0	0	0	0	3
16:30	3	0	0	1	0	0	0	4
16:45	1	0	0	0	0	0	0	1
H/TOT	12	0	0	2	0	0	0	14
17:00	3	0	0	0	0	0	0	3
17:15	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	0	5
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	18	0	0	2	0	0	0	20



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	B to A2							TOT	B to A1							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	3	5	2	0	0	0	0	10	0	0	0	0	0	0	0	0	0
07:15	1	5	1	1	0	0	0	8	0	0	0	0	0	0	0	0	0
07:30	3	7	1	0	0	0	0	11	0	0	0	0	0	0	0	0	0
07:45	6	3	1	0	0	0	0	10	0	0	0	0	0	0	0	0	0
H/TOT	13	20	5	1	0	0	0	39	0	0	0	0	0	0	0	0	0
08:00	6	3	3	0	0	0	0	12	0	0	0	0	0	0	0	0	0
08:15	4	3	2	0	0	0	0	9	1	0	0	0	0	0	0	0	1
08:30	7	0	7	0	0	0	0	14	1	0	0	0	0	0	0	0	1
08:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
H/TOT	20	7	12	0	0	0	0	39	2	0	0	0	0	0	0	0	2
09:00	4	4	2	0	0	0	0	10	0	0	0	1	0	0	0	0	1
09:15	10	0	1	0	0	0	0	11	0	0	0	0	0	0	0	0	0
09:30	4	2	3	0	0	0	0	9	0	1	0	0	0	0	0	0	1
09:45	7	2	1	0	0	0	0	10	0	0	0	0	0	0	0	0	0
H/TOT	25	8	7	0	0	0	0	40	0	1	0	1	0	0	0	0	2
P/TOT	58	35	24	1	0	0	0	118	2	1	0	1	0	0	0	0	4

TIME	B to A2							TOT	B to A1							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	10	5	0	1	0	0	0	16	0	0	0	0	0	0	0	0	0
16:15	7	1	0	3	0	0	0	11	0	0	0	0	0	0	0	0	0
16:30	10	4	0	1	0	0	0	15	0	0	0	0	0	0	0	0	0
16:45	16	6	2	2	2	0	0	28	0	0	0	0	0	0	0	0	0
H/TOT	43	16	2	7	2	0	0	70	0	0	0	0	0	0	0	0	0
17:00	11	1	1	2	0	1	0	16	0	0	0	0	0	0	0	0	0
17:15	9	2	0	0	1	2	0	14	0	0	0	0	0	0	0	0	0
17:30	7	2	0	1	0	0	0	10	0	0	0	0	0	0	0	0	0
17:45	7	3	0	1	0	1	0	12	0	0	0	0	0	0	0	0	0
H/TOT	34	8	1	4	1	4	0	52	0	0	0	0	0	0	0	0	0
18:00	7	1	0	0	0	3	0	11	0	0	0	0	0	0	0	0	0
18:15	3	2	1	1	0	0	0	7	0	0	0	0	0	0	0	0	0
18:30	4	1	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0
18:45	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	1
H/TOT	15	4	2	2	0	3	0	26	1	0	0	0	0	0	0	0	1
P/TOT	92	28	5	13	3	7	0	148	1	0	0	0	0	0	0	0	1



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	B to F							TOT	B to E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	4	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0
07:15	4	2	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0
07:30	4	3	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0
07:45	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
H/TOT	15	7	0	3	0	0	0	25	0	0	0	0	0	0	0	0	0
08:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
08:15	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
08:30	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
08:45	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	1
H/TOT	18	3	0	0	0	0	0	21	0	1	0	0	0	0	0	0	1
09:00	3	4	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0
09:15	1	1	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0
09:30	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
09:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
H/TOT	9	8	1	2	0	0	0	20	0	0	0	0	0	0	0	0	0
P/TOT	42	18	1	5	0	0	0	66	0	1	0	0	0	0	0	0	1

TIME	B to F							TOT	B to E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
16:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
16:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
16:45	8	0	0	1	0	0	0	9	0	0	0	0	0	0	0	0	0
H/TOT	18	2	0	1	0	0	0	21	0	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
17:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
17:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
H/TOT	13	2	0	0	0	1	0	16	0	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0
18:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
18:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
18:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
H/TOT	13	1	0	0	0	0	2	16	0	0	0	0	0	0	0	0	0
P/TOT	44	5	0	1	0	1	2	53	0	0	0	0	0	0	0	0	0



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	B to D							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	8	7	1	2	0	0	0	18	2	0	0	0	0	0	0	2
07:15	4	4	1	0	0	0	0	9	1	2	0	0	0	0	0	3
07:30	4	3	1	1	0	0	0	9	1	1	0	0	0	0	0	2
07:45	6	6	0	1	0	0	0	13	2	0	0	0	0	0	0	2
H/TOT	22	20	3	4	0	0	0	49	6	3	0	0	0	0	0	9
08:00	0	5	1	0	0	0	0	6	1	0	0	0	0	0	0	1
08:15	4	3	1	1	0	0	0	9	0	0	0	0	0	0	0	0
08:30	5	0	0	1	0	0	0	6	2	2	0	0	0	0	0	4
08:45	5	2	2	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	14	10	4	2	0	0	0	30	3	2	0	0	0	0	0	5
09:00	3	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0
09:15	7	2	0	0	1	0	0	10	1	0	0	0	0	0	0	1
09:30	5	1	0	0	0	0	0	6	0	0	1	0	0	0	0	1
09:45	6	2	0	0	0	0	0	8	1	0	0	0	0	0	0	1
H/TOT	21	6	1	0	1	0	0	29	2	0	1	0	0	0	0	3
P/TOT	57	36	8	6	1	0	0	108	11	5	1	0	0	0	0	17

TIME	B to D							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	2	0	1	0	0	0	5	0	0	0	0	0	0	0	0
16:15	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
16:30	7	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0
16:45	4	1	1	0	0	0	0	6	2	0	0	0	0	0	0	2
H/TOT	19	5	1	2	0	0	0	27	2	0	0	0	0	0	0	2
17:00	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0
17:15	6	0	0	0	0	0	0	6	0	1	0	0	0	0	0	1
17:30	7	1	1	0	0	0	0	9	0	1	0	0	0	0	0	1
17:45	11	3	0	0	0	0	0	14	3	0	0	0	0	0	0	3
H/TOT	25	4	1	0	1	0	0	31	3	2	0	0	0	0	0	5
18:00	5	0	0	2	0	0	0	7	2	1	1	0	0	0	0	4
18:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
18:30	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
18:45	1	2	3	2	0	0	0	8	1	1	0	0	0	0	0	2
H/TOT	16	2	3	4	0	0	0	25	5	2	1	0	0	0	0	8
P/TOT	60	11	5	6	1	0	0	83	10	4	1	0	0	0	0	15



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Policing) DAY: Monday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	2	0	0	0	0	0	0	2



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	C to B							TOT	C to A2							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	12	10	1	0	0	0	0	23
07:15	0	0	0	0	0	0	0	0	23	5	1	0	0	0	0	29
07:30	0	0	0	0	0	0	0	0	25	5	2	1	0	0	0	33
07:45	0	0	0	0	0	0	0	0	16	5	3	0	0	0	0	24
H/TOT	0	0	0	0	0	0	0	0	76	25	7	1	0	0	0	109
08:00	0	0	0	0	0	0	0	0	27	7	0	0	0	0	0	34
08:15	1	0	0	0	0	0	0	1	22	6	1	1	0	0	0	30
08:30	0	0	0	0	0	0	0	0	23	10	2	0	0	0	0	35
08:45	1	0	0	0	0	0	0	1	21	5	0	1	0	0	0	27
H/TOT	2	0	0	0	0	0	0	2	93	28	3	2	0	0	0	126
09:00	0	0	0	0	0	0	0	0	12	5	3	0	0	0	0	20
09:15	0	0	0	0	0	0	0	0	18	3	1	1	0	0	0	23
09:30	0	0	0	0	0	0	0	0	17	5	3	1	0	0	0	26
09:45	2	0	0	0	0	0	0	2	11	4	2	0	1	0	0	18
H/TOT	2	0	0	0	0	0	0	2	58	17	9	2	1	0	0	87
P/TOT	4	0	0	0	0	0	0	4	227	70	19	5	1	0	0	322

TIME	C to B							TOT	C to A2							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	36	11	1	0	0	0	0	48
16:15	0	0	0	0	0	0	0	0	34	6	2	0	0	0	0	42
16:30	0	1	0	0	0	0	0	1	38	4	1	0	0	0	0	43
16:45	2	0	0	0	0	0	0	2	40	8	1	1	0	0	0	50
H/TOT	2	1	0	0	0	0	0	3	148	29	5	1	0	0	0	183
17:00	0	0	0	0	0	0	0	0	31	7	1	0	1	0	0	40
17:15	0	0	0	0	0	0	0	0	41	6	0	0	0	0	0	47
17:30	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	35
17:45	0	0	0	0	0	0	0	0	23	2	0	1	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	130	15	1	1	1	0	0	148
18:00	0	0	0	0	0	0	0	0	21	1	0	0	0	1	0	23
18:15	1	0	0	0	0	0	0	1	18	4	1	1	0	1	0	25
18:30	0	0	0	0	0	0	0	0	16	2	0	0	0	1	0	19
18:45	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
H/TOT	1	0	0	0	0	0	0	1	69	7	1	1	0	3	0	81
P/TOT	3	1	0	0	0	0	0	4	347	51	7	3	1	3	0	412



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	C to A1							TOT	C to F							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	58	6	2	0	2	1	0	69
07:15	0	0	0	0	0	0	0	0	53	10	1	0	3	0	0	67
07:30	1	1	0	0	0	0	0	2	69	5	4	0	1	1	0	80
07:45	0	0	0	0	0	0	0	0	54	9	2	1	1	1	0	68
H/TOT	1	1	0	0	0	0	0	2	234	30	9	1	7	3	0	284
08:00	1	0	0	0	0	0	0	1	47	8	5	0	1	0	0	61
08:15	1	0	0	0	0	0	0	1	62	11	3	0	1	0	0	77
08:30	1	0	0	0	0	0	0	1	54	5	0	2	1	0	0	62
08:45	1	1	0	0	0	0	0	2	38	2	4	0	1	0	0	45
H/TOT	4	1	0	0	0	0	0	5	201	26	12	2	4	0	0	245
09:00	0	0	0	0	0	0	0	0	48	3	4	1	0	0	0	56
09:15	1	0	0	0	0	0	0	1	21	8	5	1	1	0	0	36
09:30	1	0	1	0	0	0	0	2	23	9	2	4	2	0	0	40
09:45	2	1	0	0	1	0	0	4	25	2	0	1	1	0	0	29
H/TOT	4	1	1	0	1	0	0	7	117	22	11	7	4	0	0	161
P/TOT	9	3	1	0	1	0	0	14	552	78	32	10	15	3	0	690

TIME	C to A1							TOT	C to F							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	72	6	0	0	1	2	0	81
16:15	0	0	0	0	0	0	0	0	55	3	3	4	2	0	0	67
16:30	1	0	0	0	0	0	0	1	69	12	4	0	1	0	0	86
16:45	0	0	0	0	0	0	0	0	69	2	0	2	1	1	1	76
H/TOT	1	0	0	0	0	0	0	1	265	23	7	6	5	3	1	310
17:00	0	0	0	0	0	0	0	0	77	7	0	0	1	3	0	88
17:15	0	0	0	0	0	0	0	0	85	6	1	0	0	1	0	93
17:30	1	0	0	0	0	0	0	1	79	4	3	1	2	0	0	89
17:45	1	0	0	0	0	0	0	1	68	6	2	0	0	0	0	76
H/TOT	2	0	0	0	0	0	0	2	309	23	6	1	3	4	0	346
18:00	0	0	0	0	0	0	0	0	62	3	3	0	1	0	0	69
18:15	1	0	0	0	0	0	0	1	62	6	1	0	2	1	0	72
18:30	2	0	0	0	0	0	0	2	59	3	0	1	1	0	0	64
18:45	0	0	0	0	0	0	0	0	51	4	0	0	0	0	0	55
H/TOT	3	0	0	0	0	0	0	3	234	16	4	1	4	1	0	260
P/TOT	6	0	0	0	0	0	0	6	808	62	17	8	12	8	1	916



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	C to E							TOT	C to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	74	32	3	1	0	0	0	110
07:15	0	0	0	0	0	0	0	0	78	30	7	1	0	0	0	116
07:30	0	0	0	0	0	0	0	0	77	24	6	2	0	0	0	109
07:45	0	0	0	0	0	0	0	0	99	24	4	2	0	1	0	130
H/TOT	0	0	0	0	0	0	0	0	328	110	20	6	0	1	0	465
08:00	0	0	0	0	0	0	0	0	78	21	4	1	0	0	0	104
08:15	0	0	0	0	0	0	0	0	88	20	4	2	0	0	0	114
08:30	0	0	0	0	0	0	0	0	77	19	5	4	0	0	0	105
08:45	0	0	0	0	0	0	0	0	79	17	5	2	0	0	0	103
H/TOT	0	0	0	0	0	0	0	0	322	77	18	9	0	0	0	426
09:00	0	0	0	0	0	0	0	0	54	16	3	1	0	0	0	74
09:15	0	0	0	0	0	0	0	0	51	21	4	4	1	0	0	81
09:30	0	0	0	0	0	0	0	0	57	19	4	1	0	0	0	81
09:45	0	0	0	0	0	0	0	0	49	17	6	2	0	1	0	75
H/TOT	0	0	0	0	0	0	0	0	211	73	17	8	1	1	0	311
P/TOT	0	0	0	0	0	0	0	0	861	260	55	23	1	2	0	1202

TIME	C to E							TOT	C to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	84	22	1	1	0	0	0	108
16:15	0	0	0	0	0	0	0	0	96	23	7	2	0	0	0	128
16:30	0	0	0	0	0	0	0	0	82	21	5	1	0	0	0	109
16:45	0	0	0	0	0	0	0	0	91	12	2	3	0	0	0	108
H/TOT	0	0	0	0	0	0	0	0	353	78	15	7	0	0	0	453
17:00	1	0	0	0	0	0	0	1	91	10	1	0	0	0	0	102
17:15	0	0	0	0	0	0	0	0	103	25	1	0	0	0	0	129
17:30	0	0	0	0	0	0	0	0	84	9	1	1	0	0	0	95
17:45	0	0	0	0	0	0	0	0	86	7	2	1	0	0	0	96
H/TOT	1	0	0	0	0	0	0	1	364	51	5	2	0	0	0	422
18:00	0	0	0	0	0	0	0	0	74	6	0	0	0	0	0	80
18:15	0	0	0	0	0	0	0	0	87	8	1	0	0	1	0	97
18:30	0	0	0	0	0	0	0	0	59	9	0	0	0	0	0	68
18:45	0	0	0	0	0	0	0	0	43	6	0	2	0	0	0	51
H/TOT	0	0	0	0	0	0	0	0	263	29	1	2	0	1	0	296
P/TOT	1	0	0	0	0	0	0	1	980	158	21	11	0	1	0	1171



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Policing) DAY: Monday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	67	15	3	3	1	0	0	89	3	4	0	1	0	0	0	8
07:15	102	33	6	3	0	0	0	144	6	3	1	1	0	0	0	11
07:30	105	26	3	1	0	0	0	135	6	5	0	0	0	0	0	11
07:45	113	28	5	2	1	0	0	149	5	1	1	0	0	0	0	7
H/TOT	387	102	17	9	2	0	0	517	20	13	2	2	0	0	0	37
08:00	132	25	8	4	0	0	0	169	4	2	0	0	0	0	0	6
08:15	114	30	8	1	0	1	0	154	5	0	2	1	0	0	0	8
08:30	100	18	8	2	1	0	0	129	5	3	1	0	0	0	0	9
08:45	74	16	4	4	0	0	0	98	3	2	1	1	0	0	0	7
H/TOT	420	89	28	11	1	1	0	550	17	7	4	2	0	0	0	30
09:00	73	20	4	4	0	0	0	101	10	3	2	1	0	0	0	16
09:15	86	17	7	1	0	0	0	111	5	0	1	0	0	0	0	6
09:30	92	19	8	3	0	0	0	122	6	5	1	0	0	0	0	12
09:45	76	27	4	0	0	0	0	107	5	1	3	0	0	0	0	9
H/TOT	327	83	23	8	0	0	0	441	26	9	7	1	0	0	0	43
P/TOT	1134	274	68	28	3	1	0	1508	63	29	13	5	0	0	0	110

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	103	35	6	0	0	0	0	144	5	3	0	1	0	0	0	9
16:15	123	24	2	0	0	1	0	150	5	1	0	1	0	0	0	7
16:30	117	26	5	1	1	0	0	150	7	6	1	3	0	0	0	17
16:45	85	22	3	3	0	0	0	113	5	2	1	0	2	0	0	10
H/TOT	428	107	16	4	1	1	0	557	22	12	2	5	2	0	0	43
17:00	128	26	5	0	0	0	0	159	6	2	0	0	0	0	0	8
17:15	112	11	2	0	0	0	0	125	7	1	0	0	0	0	0	8
17:30	121	17	1	2	0	0	0	141	7	2	0	1	0	0	0	10
17:45	107	19	1	0	0	0	0	127	4	2	0	3	0	2	0	11
H/TOT	468	73	9	2	0	0	0	552	24	7	0	4	0	2	0	37
18:00	96	9	1	0	0	0	0	106	5	2	1	1	0	0	0	9
18:15	78	16	1	0	0	0	0	95	10	1	1	0	0	0	0	12
18:30	105	12	1	0	0	0	0	118	5	1	1	0	0	0	0	7
18:45	75	8	1	2	0	0	0	86	1	0	0	1	0	0	0	2
H/TOT	354	45	4	2	0	0	0	405	21	4	3	2	0	0	0	30
P/TOT	1250	225	29	8	1	1	0	1514	67	23	5	11	2	2	0	110



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	D to A2							TOT	D to A1							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4
07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
H/TOT	3	1	0	0	0	0	0	4	8	0	0	0	0	0	0	8
08:00	1	1	0	0	0	0	0	2	4	0	0	0	0	0	0	4
08:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	3	1	0	0	0	0	0	4	20	1	0	0	0	0	0	21
09:00	1	1	0	1	0	0	0	3	4	1	0	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
09:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
H/TOT	2	1	0	1	0	0	0	4	15	2	0	0	1	0	0	18
P/TOT	8	3	0	1	0	0	0	12	43	3	0	0	1	0	0	47

TIME	D to A2							TOT	D to A1							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
P/TOT	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4



SITE: 0

DATE: 15/05/2023

LOCATION: 0

DAY: Monday

TIME	D to F							TOT	D to E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	126	33	4	9	0	1	0	173	0	0	0	0	0	0	0	0	0
07:15	128	31	7	8	0	0	0	174	0	0	0	0	0	0	0	0	0
07:30	132	39	6	8	0	1	0	186	0	0	0	0	0	0	0	0	0
07:45	140	34	4	6	0	1	0	185	0	0	0	0	0	0	0	0	0
H/TOT	526	137	21	31	0	3	0	718	0	0	0	0	0	0	0	0	0
08:00	100	28	3	8	0	2	0	141	2	0	0	0	0	0	0	0	2
08:15	131	27	12	11	0	1	0	182	0	0	0	0	0	0	0	0	0
08:30	88	25	4	12	0	0	0	129	0	0	0	0	0	0	0	0	0
08:45	81	37	6	5	0	0	0	129	1	0	0	0	0	0	0	0	1
H/TOT	400	117	25	36	0	3	0	581	3	0	0	0	0	0	0	0	3
09:00	82	15	7	5	0	1	0	110	0	0	0	0	0	0	0	0	0
09:15	55	19	6	9	0	0	0	89	0	0	0	0	0	0	0	0	0
09:30	74	12	5	9	0	0	0	100	0	0	0	0	0	0	0	0	0
09:45	52	13	2	13	0	0	0	80	1	0	0	0	0	0	0	0	1
H/TOT	263	59	20	36	0	1	0	379	1	0	0	0	0	0	0	0	1
P/TOT	1189	313	66	103	0	7	0	1678	4	0	0	0	0	0	0	0	4

TIME	D to F							TOT	D to E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	63	21	3	8	0	1	0	96	0	0	0	0	0	0	0	0	0
16:15	94	13	4	5	0	0	0	116	0	0	0	0	0	0	0	0	0
16:30	85	7	1	7	0	1	0	101	0	0	0	0	0	0	0	0	0
16:45	92	12	0	9	0	1	0	114	2	0	0	0	0	0	0	0	2
H/TOT	334	53	8	29	0	3	0	427	2	0	0	0	0	0	0	0	2
17:00	94	10	3	3	0	1	0	111	1	0	0	0	0	0	0	0	1
17:15	106	16	1	7	0	1	0	131	1	0	0	0	0	0	0	0	1
17:30	96	12	1	0	0	1	0	110	2	0	0	0	0	0	0	0	2
17:45	93	10	1	4	0	2	0	110	2	0	0	0	0	0	0	0	2
H/TOT	389	48	6	14	0	5	0	462	6	0	0	0	0	0	0	0	6
18:00	86	7	1	2	0	0	0	96	0	0	0	0	0	0	0	0	0
18:15	93	10	1	6	0	1	0	111	1	0	0	0	0	0	0	0	1
18:30	67	5	1	5	0	0	0	78	1	0	0	0	0	0	0	0	1
18:45	59	7	2	1	0	0	0	69	0	0	0	0	0	0	0	0	0
H/TOT	305	29	5	14	0	1	0	354	2	0	0	0	0	0	0	0	2
P/TOT	1028	130	19	57	0	9	0	1243	10	0	0	0	0	0	0	0	10



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Polic DAY: Monday

TIME	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	2	1	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2
07:45	1	0	0	0	0	0	0	1
H/TOT	3	2	1	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
09:00	0	0	1	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1
P/TOT	4	2	2	0	0	0	0	8

TIME	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1



SITE: 0

DATE: 15/05/2023

LOCATION: 0

DAY: Monday

TIME	E to D							TOT	E to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1

TIME	E to D							TOT	E to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	3	0	0	0	0	1	0	4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	8	0	0	0	0	0	0	8	4	0	0	0	0	1	0	5



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	E to B							TOT	E to A2							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2

TIME	E to B							TOT	E to A2							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8



SITE: 0

DATE: 15/05/2023

LOCATION: 0

DAY: Monday

TIME	E to A1							TOT	E to F							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2

TIME	E to A1							TOT	E to F							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	4



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Policing) DAY: Monday

TIME	E to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 0

DATE: 15/05/2023

LOCATION: 0

DAY: Monday

TIME	F to E							TOT	F to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	115	14	3	7	0	1	0	140
07:15	1	0	0	0	0	0	0	1	72	17	1	6	0	1	0	97
07:30	0	0	0	0	0	0	0	0	113	16	3	7	0	0	0	139
07:45	0	0	0	0	0	0	0	0	108	19	1	7	0	1	0	136
H/TOT	1	0	0	0	0	0	0	1	408	66	8	27	0	3	0	512
08:00	1	0	0	0	0	0	0	1	105	17	2	3	0	0	0	127
08:15	1	0	0	0	0	0	0	1	111	17	3	14	0	0	0	145
08:30	0	0	0	0	0	0	0	0	95	17	3	6	0	2	0	123
08:45	3	0	0	0	0	0	0	3	93	24	6	10	0	1	0	134
H/TOT	5	0	0	0	0	0	0	5	404	75	14	33	0	3	0	529
09:00	0	0	0	0	0	0	0	0	68	16	7	5	0	0	0	96
09:15	0	0	0	0	0	0	0	0	80	11	2	8	0	0	0	101
09:30	1	0	0	0	0	0	0	1	48	18	6	5	1	1	0	79
09:45	0	0	0	0	0	0	0	0	66	17	5	7	0	0	0	95
H/TOT	1	0	0	0	0	0	0	1	262	62	20	25	1	1	0	371
P/TOT	7	0	0	0	0	0	0	7	1074	203	42	85	1	7	0	1412

TIME	F to E							TOT	F to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	139	36	9	6	1	0	0	191
16:15	0	0	0	0	0	0	0	0	158	31	7	5	0	0	0	201
16:30	0	0	0	0	0	0	0	0	150	35	3	9	0	1	0	198
16:45	0	0	0	0	0	0	0	0	162	38	3	3	0	1	0	207
H/TOT	0	0	0	0	0	0	0	0	609	140	22	23	1	2	0	797
17:00	0	0	0	0	0	0	0	0	153	22	3	7	0	3	0	188
17:15	0	0	0	0	0	0	0	0	179	14	1	6	0	3	0	203
17:30	1	0	0	0	0	0	0	1	151	17	2	5	0	0	0	175
17:45	0	0	0	0	0	0	0	0	138	9	3	4	0	2	0	156
H/TOT	1	0	0	0	0	0	0	1	621	62	9	22	0	8	0	722
18:00	0	0	0	0	0	0	0	0	111	8	0	4	0	4	0	127
18:15	0	0	0	0	0	0	0	0	89	15	3	3	0	7	0	117
18:30	0	0	0	0	0	0	0	0	80	9	0	6	0	0	0	95
18:45	0	0	0	0	0	0	0	0	73	6	0	1	0	1	0	81
H/TOT	0	0	0	0	0	0	0	0	353	38	3	14	0	12	0	420
P/TOT	1	0	0	0	0	0	0	1	1583	240	34	59	1	22	0	1939



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	F to C							TOT	F to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	53	3	1	2	1	1	0	61	3	1	0	1	0	0	0	5
07:15	98	5	2	0	1	0	0	106	3	3	1	0	0	0	0	7
07:30	105	6	0	0	0	1	0	112	3	3	0	0	0	0	0	6
07:45	81	2	0	0	2	0	0	85	4	0	0	1	0	0	0	5
H/TOT	337	16	3	2	4	2	0	364	13	7	1	2	0	0	0	23
08:00	91	3	0	0	2	1	0	97	0	0	1	0	0	0	0	1
08:15	95	3	4	1	0	0	0	103	5	2	3	0	0	0	0	10
08:30	91	4	1	0	1	0	0	97	1	1	0	0	0	0	0	2
08:45	67	5	1	0	3	0	0	76	1	0	2	0	0	0	0	3
H/TOT	344	15	6	1	6	1	0	373	7	3	6	0	0	0	0	16
09:00	74	6	2	1	1	0	0	84	2	0	0	0	0	0	0	2
09:15	45	2	2	2	0	0	0	51	4	1	0	0	0	0	0	5
09:30	69	8	1	0	1	0	0	79	5	0	1	0	0	0	0	6
09:45	46	5	1	1	0	0	0	53	3	0	0	0	0	0	0	3
H/TOT	234	21	6	4	2	0	0	267	14	1	1	0	0	0	0	16
P/TOT	915	52	15	7	12	3	0	1004	34	11	8	2	0	0	0	55

TIME	F to C							TOT	F to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	54	7	1	0	0	2	0	64	4	1	0	1	0	0	0	6
16:15	69	6	3	1	1	1	0	81	6	0	0	0	0	0	0	6
16:30	70	8	0	0	0	0	0	78	5	0	0	0	0	1	0	6
16:45	90	9	2	0	1	2	1	105	8	0	1	0	0	0	0	9
H/TOT	283	30	6	1	2	5	1	328	23	1	1	1	0	1	0	27
17:00	86	4	1	0	1	0	0	92	2	0	1	0	0	3	0	6
17:15	75	7	2	0	0	0	0	84	1	0	0	0	0	0	0	1
17:30	58	10	1	0	1	0	0	70	4	0	0	0	0	0	0	4
17:45	79	3	0	0	3	0	0	85	3	0	1	0	0	3	0	7
H/TOT	298	24	4	0	5	0	0	331	10	0	2	0	0	6	0	18
18:00	57	2	0	0	1	1	0	61	1	0	0	0	0	0	0	1
18:15	67	6	1	0	0	1	0	75	5	0	0	0	0	0	0	5
18:30	46	2	1	0	3	1	0	53	5	0	0	0	0	0	0	5
18:45	43	4	0	0	1	1	0	49	4	0	0	1	0	0	0	5
H/TOT	213	14	2	0	5	4	0	238	15	0	0	1	0	0	0	16
P/TOT	794	68	12	1	12	9	1	897	48	1	3	2	0	7	0	61



SITE: 0

DATE: 15/05/2023

LOCATION: 0

DAY: Monday

TIME	F to A2							TOT	F to A1							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	104	23	3	9	0	0	0	139	0	0	0	0	0	0	0	0	0
07:15	109	24	7	5	0	0	0	145	0	0	0	0	0	0	0	0	0
07:30	147	24	5	4	0	0	0	180	2	1	0	0	0	0	0	0	3
07:45	150	14	8	3	0	1	0	176	0	0	0	0	0	0	0	0	0
H/TOT	510	85	23	21	0	1	0	640	2	1	0	0	0	0	0	0	3
08:00	139	18	2	3	0	0	0	162	1	0	0	0	0	0	0	0	1
08:15	103	21	6	6	1	0	0	137	1	0	0	0	0	0	0	0	1
08:30	126	19	6	7	0	1	0	159	5	0	0	0	0	0	0	0	5
08:45	89	29	7	4	0	1	0	130	4	0	0	0	0	0	0	0	4
H/TOT	457	87	21	20	1	2	0	588	11	0	0	0	0	0	0	0	11
09:00	74	29	7	5	0	0	0	115	5	0	0	0	0	0	0	0	5
09:15	72	16	6	9	1	0	0	104	0	0	0	0	0	0	0	0	0
09:30	63	18	7	3	0	0	0	91	1	0	0	0	0	0	0	0	1
09:45	51	19	12	7	0	1	0	90	2	0	0	0	0	0	0	0	2
H/TOT	260	82	32	24	1	1	0	400	8	0	0	0	0	0	0	0	8
P/TOT	1227	254	76	65	2	4	0	1628	21	1	0	0	0	0	0	0	22

TIME	F to A2							TOT	F to A1							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	113	25	2	1	2	1	0	144	1	0	0	0	0	0	0	0	1
16:15	108	22	4	2	0	0	0	136	1	0	0	0	0	0	0	0	1
16:30	129	26	3	0	0	2	0	160	1	0	0	0	0	0	0	0	1
16:45	185	26	2	3	1	1	0	218	0	0	0	0	0	0	0	0	0
H/TOT	535	99	11	6	3	4	0	658	3	0	0	0	0	0	0	0	3
17:00	202	17	2	2	0	0	0	223	0	0	0	0	0	0	0	0	0
17:15	171	12	3	0	2	2	0	190	0	0	0	0	0	0	0	0	0
17:30	140	10	1	3	0	1	0	155	2	0	0	0	0	0	0	0	2
17:45	158	14	2	2	0	1	0	177	0	0	0	0	0	0	0	0	0
H/TOT	671	53	8	7	2	4	0	745	2	0	0	0	0	0	0	0	2
18:00	106	13	0	1	1	2	0	123	0	0	0	0	0	0	0	0	0
18:15	64	5	2	0	0	0	0	71	1	0	0	0	0	0	0	0	1
18:30	88	4	2	1	0	2	0	97	0	0	0	0	0	0	0	0	0
18:45	64	6	1	0	0	0	0	71	2	0	0	0	0	0	0	0	2
H/TOT	322	28	5	2	1	4	0	362	3	0	0	0	0	0	0	0	3
P/TOT	1528	180	24	15	6	12	0	1765	8	0	0	0	0	0	0	0	8



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Polic DAY: Monday

TIME	F to F							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1

TIME	F to F							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	TO ARM A1							TOT	FROM ARM A1							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	4	0	0	0	0	0	0	4	119	28	5	7	1	2	0	162
07:15	1	0	0	0	0	0	0	1	167	41	8	10	0	1	0	227
07:30	3	2	0	0	0	0	0	5	217	40	5	13	1	0	0	276
07:45	3	0	0	0	0	0	0	3	222	51	18	10	0	0	0	301
H/TOT	11	2	0	0	0	0	0	13	725	160	36	40	2	3	0	966
08:00	8	0	0	0	0	0	0	8	222	41	10	10	1	2	0	286
08:15	6	0	0	0	0	0	0	6	178	37	17	12	0	0	0	244
08:30	26	1	0	6	0	0	0	33	225	39	12	14	0	0	0	290
08:45	14	1	0	3	0	0	0	18	164	31	13	11	0	1	0	220
H/TOT	54	2	0	9	0	0	0	65	789	148	52	47	1	3	0	1040
09:00	12	1	0	3	0	0	0	16	136	40	13	8	0	0	0	197
09:15	10	2	0	1	0	0	0	13	125	40	9	9	1	0	0	184
09:30	8	2	1	5	0	0	0	16	102	24	10	10	0	0	0	146
09:45	9	1	0	1	2	0	0	13	100	30	9	14	0	2	0	155
H/TOT	39	6	1	10	2	0	0	58	463	134	41	41	1	2	0	682
P/TOT	104	10	1	19	2	0	0	136	1977	442	129	128	4	8	0	2688

TIME	TO ARM A1							TOT	FROM ARM A1							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	4	0	0	0	0	0	0	4	166	34	4	7	0	2	0	213
16:15	1	0	0	1	0	0	0	2	160	42	3	10	1	0	0	216
16:30	3	0	0	0	0	0	0	3	191	33	7	8	0	0	0	239
16:45	0	0	0	0	0	0	0	0	198	50	5	6	0	3	0	262
H/TOT	8	0	0	1	0	0	0	9	715	159	19	31	1	5	0	930
17:00	0	0	0	0	0	0	0	0	184	38	8	2	0	0	0	232
17:15	0	0	0	0	0	0	0	0	184	31	4	8	1	0	0	228
17:30	4	0	0	0	0	0	0	4	192	30	10	9	1	2	0	244
17:45	1	0	0	0	0	0	0	1	194	28	3	4	0	1	0	230
H/TOT	5	0	0	0	0	0	0	5	754	127	25	23	2	3	0	934
18:00	0	0	0	0	0	0	0	0	121	17	0	2	0	2	0	142
18:15	3	0	0	0	0	0	0	3	122	16	1	3	0	0	0	142
18:30	2	0	0	0	0	0	0	2	115	17	3	2	0	0	0	137
18:45	4	0	0	0	0	0	0	4	114	10	2	3	0	1	0	130
H/TOT	9	0	0	0	0	0	0	9	472	60	6	10	0	3	0	551
P/TOT	22	0	0	1	0	0	0	23	1941	346	50	64	3	11	0	2415



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	TO ARM A2							TOT	FROM ARM A2							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	119	43	9	14	0	0	0	185	0	0	0	0	0	0	0	0	0
07:15	142	38	11	11	0	0	0	202	0	0	0	0	0	0	0	0	0
07:30	187	40	8	9	0	0	0	244	0	0	0	0	0	0	0	0	0
07:45	189	31	15	6	0	1	0	242	0	1	1	0	0	0	0	0	2
H/TOT	637	152	43	40	0	1	0	873	0	1	1	0	0	0	0	0	2
08:00	192	36	9	8	0	0	0	245	0	1	1	0	0	0	0	0	2
08:15	146	40	12	11	1	0	0	210	1	0	0	0	0	0	0	0	1
08:30	175	46	21	11	0	1	0	254	0	1	0	0	0	0	0	0	1
08:45	129	41	14	8	0	1	0	193	1	0	0	3	0	0	0	0	4
H/TOT	642	163	56	38	1	2	0	902	2	2	1	3	0	0	0	0	8
09:00	108	48	14	13	0	0	0	183	0	0	1	3	0	0	0	0	4
09:15	112	28	9	14	1	0	0	164	2	0	1	2	0	0	0	0	5
09:30	94	29	17	7	0	0	0	147	0	0	0	1	0	0	0	0	1
09:45	75	27	17	16	1	1	0	137	1	0	0	2	0	0	0	0	3
H/TOT	389	132	57	50	2	1	0	631	3	0	2	8	0	0	0	0	13
P/TOT	1668	447	156	128	3	4	0	2406	5	3	4	11	0	0	0	0	23

TIME	TO ARM A2							TOT	FROM ARM A2							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	183	44	4	3	2	3	0	239	20	2	0	1	0	0	0	0	23
16:15	173	37	6	10	0	0	0	226	14	1	0	0	0	0	0	0	15
16:30	205	38	8	5	0	2	0	258	6	2	0	0	0	0	0	0	8
16:45	264	48	6	9	3	1	0	331	3	0	0	0	0	0	0	0	3
H/TOT	825	167	24	27	5	6	0	1054	43	5	0	1	0	0	0	0	49
17:00	275	33	5	5	1	1	0	320	11	1	0	0	0	0	0	0	12
17:15	243	22	3	4	3	4	0	279	4	0	0	0	0	0	0	0	4
17:30	201	16	4	11	0	2	0	234	4	1	0	0	0	0	0	0	5
17:45	206	21	3	7	0	2	0	239	7	0	0	0	0	0	0	0	7
H/TOT	925	92	15	27	4	9	0	1072	26	2	0	0	0	0	0	0	28
18:00	140	16	0	3	1	6	0	166	3	0	0	0	0	0	0	0	3
18:15	92	12	5	3	0	1	0	113	0	0	0	0	0	0	0	0	0
18:30	117	8	3	3	0	3	0	134	1	0	0	0	0	0	0	0	1
18:45	83	6	2	2	0	0	0	93	1	0	0	0	0	0	0	0	1
H/TOT	432	42	10	11	1	10	0	506	5	0	0	0	0	0	0	0	5
P/TOT	2182	301	49	65	10	25	0	2632	74	7	0	1	0	0	0	0	82



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	8	8	1	2	0	0	0	19	17	12	3	3	0	0	0	35
07:15	10	7	3	1	0	0	0	21	10	13	2	2	0	0	0	27
07:30	9	10	0	1	0	0	0	20	12	14	2	2	0	0	0	30
07:45	14	4	1	1	0	0	0	20	17	11	1	1	0	0	0	30
H/TOT	41	29	5	5	0	0	0	80	56	50	8	8	0	0	0	122
08:00	5	3	4	0	0	0	0	12	11	9	4	0	0	0	0	24
08:15	14	3	7	2	0	0	0	26	17	6	3	1	0	0	0	27
08:30	8	5	2	1	0	0	0	16	18	4	7	1	0	0	0	30
08:45	8	4	3	1	0	0	0	16	11	4	2	0	0	0	0	17
H/TOT	35	15	16	4	0	0	0	70	57	23	16	2	0	0	0	98
09:00	15	6	3	1	0	0	0	25	10	9	3	2	0	0	0	24
09:15	13	1	1	0	0	0	0	15	19	3	2	1	1	0	0	26
09:30	13	8	2	0	0	0	0	23	10	6	4	0	0	0	0	20
09:45	13	2	4	0	0	0	0	19	18	5	1	0	0	0	0	24
H/TOT	54	17	10	1	0	0	0	82	57	23	10	3	1	0	0	94
P/TOT	130	61	31	10	0	0	0	232	170	96	34	13	1	0	0	314

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	12	4	0	5	0	0	0	21	17	8	0	2	0	0	0	27
16:15	13	2	0	1	0	0	0	16	16	3	0	3	0	0	0	22
16:30	22	8	1	4	0	1	0	36	19	5	0	2	0	0	0	26
16:45	21	2	3	1	2	0	0	29	30	7	3	3	2	0	0	45
H/TOT	68	16	4	11	2	1	0	102	82	23	3	10	2	0	0	120
17:00	15	2	1	0	0	3	0	21	14	1	1	2	1	2	0	21
17:15	13	1	0	1	1	0	0	16	18	3	0	0	1	2	0	24
17:30	20	4	1	1	0	0	0	26	18	5	1	1	0	0	0	25
17:45	10	4	1	3	0	5	0	23	26	7	0	1	0	1	0	35
H/TOT	58	11	3	5	1	8	0	86	76	16	2	4	2	5	0	105
18:00	13	3	1	1	0	0	0	18	17	2	1	2	0	3	2	27
18:15	19	2	1	1	0	0	0	23	11	2	1	1	0	0	0	15
18:30	16	3	3	0	0	0	0	22	16	1	0	1	0	0	0	18
18:45	6	0	0	2	0	0	0	8	7	4	4	2	0	0	0	17
H/TOT	54	8	5	4	0	0	0	71	51	9	6	6	0	3	2	77
P/TOT	180	35	12	20	3	9	0	259	209	48	11	20	4	8	2	302



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	126	25	4	5	2	1	0	163	144	48	6	1	2	1	0	202
07:15	211	44	10	4	1	0	0	270	154	45	9	1	3	0	0	212
07:30	236	36	6	1	0	1	0	280	172	35	12	3	1	1	0	224
07:45	223	36	8	4	3	0	0	274	169	38	9	3	1	2	0	222
H/TOT	796	141	28	14	6	2	0	987	639	166	36	8	7	4	0	860
08:00	255	39	9	5	2	1	0	311	153	36	9	1	1	0	0	200
08:15	235	40	14	3	0	1	0	293	174	37	8	3	1	0	0	223
08:30	222	29	10	2	2	0	0	265	155	34	7	6	1	0	0	203
08:45	171	27	6	6	3	0	0	213	140	25	9	3	1	0	0	178
H/TOT	883	135	39	16	7	2	0	1082	622	132	33	13	4	0	0	804
09:00	173	34	7	6	1	0	0	221	114	24	10	2	0	0	0	150
09:15	152	28	11	4	0	0	0	195	91	32	10	6	2	0	0	141
09:30	173	28	11	4	1	0	0	217	98	33	10	6	2	0	0	149
09:45	139	37	6	3	0	0	0	185	89	24	8	3	3	1	0	128
H/TOT	637	127	35	17	2	0	0	818	392	113	38	17	7	1	0	568
P/TOT	2316	403	102	47	15	4	0	2887	1653	411	107	38	18	5	0	2232

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	194	51	8	1	0	2	0	256	192	39	2	1	1	2	0	237
16:15	220	37	5	1	1	2	0	266	185	32	12	6	2	0	0	237
16:30	213	42	5	1	1	0	0	262	190	38	10	1	1	0	0	240
16:45	207	46	6	4	1	2	1	267	202	22	3	6	1	1	1	236
H/TOT	834	176	24	7	3	6	1	1051	769	131	27	14	5	3	1	950
17:00	229	45	6	0	1	1	0	282	200	24	2	0	2	3	0	231
17:15	217	29	5	0	0	0	0	251	229	37	2	0	0	1	0	269
17:30	204	35	4	2	1	0	0	246	199	13	4	2	2	0	0	220
17:45	220	25	1	0	3	0	0	249	178	15	4	2	0	0	0	199
H/TOT	870	134	16	2	5	1	0	1028	806	89	12	4	4	4	0	919
18:00	169	16	2	0	1	1	0	189	157	10	3	0	1	1	0	172
18:15	169	24	2	1	0	1	0	197	169	18	3	1	2	3	0	196
18:30	167	17	2	1	3	1	0	191	136	14	0	1	1	1	0	153
18:45	130	14	1	2	1	1	0	149	108	10	0	2	0	0	0	120
H/TOT	635	71	7	4	5	4	0	726	570	52	6	4	4	5	0	641
P/TOT	2339	381	47	13	13	11	1	2805	2145	272	45	22	13	12	1	2510



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	197	55	8	10	0	1	0	271	200	55	8	13	1	1	0	278
07:15	154	51	9	7	0	1	0	222	238	67	14	12	0	0	0	331
07:30	197	43	10	10	1	0	0	261	245	70	9	9	0	1	0	334
07:45	215	50	6	10	0	2	0	283	264	63	10	8	1	1	0	347
H/TOT	763	199	33	37	1	4	0	1037	947	255	41	42	2	3	0	1290
08:00	184	44	7	4	0	0	0	239	243	56	11	12	0	2	0	324
08:15	205	40	8	17	0	0	0	270	256	57	22	13	0	2	0	350
08:30	180	37	8	11	0	2	0	238	203	47	13	14	1	0	0	278
08:45	178	43	13	15	0	1	0	250	162	55	11	10	0	0	0	238
H/TOT	747	164	36	47	0	3	0	997	864	215	57	49	1	4	0	1190
09:00	125	33	13	9	0	0	0	180	170	40	14	11	0	1	0	236
09:15	138	34	7	14	2	0	0	195	151	37	14	10	0	0	0	212
09:30	110	39	10	7	1	1	0	168	175	36	14	12	0	0	0	237
09:45	121	36	11	11	0	1	0	180	138	41	9	13	1	0	0	202
H/TOT	494	142	41	41	3	2	0	723	634	154	51	46	1	1	0	887
P/TOT	2004	505	110	125	4	9	0	2757	2445	624	149	137	4	8	0	3367

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	243	60	10	9	1	0	0	323	174	59	9	9	0	1	0	252
16:15	268	57	14	7	0	0	0	346	222	38	6	6	0	1	0	273
16:30	243	58	8	11	0	1	0	321	210	39	7	11	1	1	0	269
16:45	262	51	6	6	0	1	0	326	185	36	4	12	2	1	0	240
H/TOT	1016	226	38	33	1	2	0	1316	791	172	26	38	3	4	0	1034
17:00	251	33	4	7	1	3	0	299	231	38	8	3	0	1	0	281
17:15	289	39	2	6	0	3	0	339	226	28	3	7	0	1	0	265
17:30	244	28	4	6	0	0	0	282	227	31	2	3	0	1	0	264
17:45	239	19	5	5	0	2	0	270	206	31	2	7	0	4	0	250
H/TOT	1023	119	15	24	1	8	0	1190	890	128	15	20	0	7	0	1060
18:00	190	14	0	6	0	4	0	214	187	18	3	3	0	0	0	211
18:15	180	23	4	3	0	8	0	218	183	27	3	6	0	1	0	220
18:30	146	18	0	6	0	0	0	170	178	18	3	5	0	0	0	204
18:45	118	14	3	5	0	1	0	141	136	15	3	4	0	0	0	158
H/TOT	634	69	7	20	0	13	0	743	684	78	12	18	0	1	0	793
P/TOT	2673	414	60	77	2	23	0	3249	2365	378	53	76	3	12	0	2887



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	TO ARM E							TOT	FROM ARM E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
07:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
H/TOT	7	0	0	0	0	1	0	8	2	0	0	0	0	0	0	0	2
08:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
08:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
08:45	4	1	0	0	0	0	0	5	0	1	0	0	0	0	0	0	1
H/TOT	13	2	0	0	0	0	0	15	5	1	0	0	0	0	0	0	6
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
H/TOT	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	3
P/TOT	22	2	0	0	0	1	0	25	10	1	0	0	0	0	0	0	11

TIME	TO ARM E							TOT	FROM ARM E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:45	2	0	0	0	0	0	0	2	3	0	0	0	0	1	0	0	4
H/TOT	3	0	0	0	0	0	0	3	10	0	0	0	0	1	0	0	11
17:00	2	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	1
17:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
17:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
17:45	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	5
H/TOT	9	0	0	0	0	0	0	9	10	0	0	0	0	1	0	0	11
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	3
P/TOT	14	0	0	0	0	0	0	14	23	0	0	0	0	2	0	0	25



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police Access)

DAY: Monday

TIME	TO ARM F							TOT	FROM ARM F							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	299	53	7	12	3	3	0	377	275	41	7	19	1	2	0	345
07:15	333	76	11	13	3	1	0	437	283	49	11	11	1	1	0	356
07:30	383	78	12	17	1	2	0	493	370	50	8	11	0	1	0	440
07:45	370	78	18	12	1	2	0	481	343	35	9	11	2	2	0	402
H/TOT	1385	285	48	54	8	8	0	1788	1271	175	35	52	4	6	0	1543
08:00	317	58	11	12	2	4	0	404	337	38	5	6	2	1	0	389
08:15	334	57	25	17	1	1	0	435	316	43	16	21	1	0	0	397
08:30	313	48	8	17	1	0	0	387	319	41	10	13	1	3	0	387
08:45	231	58	15	8	1	1	0	314	257	58	16	14	3	2	0	350
H/TOT	1195	221	59	54	5	6	0	1540	1229	180	47	54	7	6	0	1523
09:00	220	42	20	8	0	1	0	291	223	51	16	11	1	0	0	302
09:15	165	49	18	14	2	0	0	248	201	30	10	19	1	0	0	261
09:30	173	37	12	15	2	0	0	239	187	44	15	8	2	1	0	257
09:45	158	38	7	17	1	2	0	223	168	41	18	15	0	1	0	243
H/TOT	716	166	57	54	5	3	0	1001	779	166	59	53	4	2	0	1063
P/TOT	3296	672	164	162	18	17	0	4329	3279	521	141	159	15	14	0	4129

TIME	TO ARM F							TOT	FROM ARM F							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	252	52	5	11	1	3	0	324	311	69	12	8	3	3	0	406
16:15	269	42	10	13	3	0	0	337	342	59	14	8	1	1	0	425
16:30	289	40	8	11	1	1	0	350	355	69	6	9	0	4	0	443
16:45	312	41	2	13	1	6	1	376	446	73	8	6	2	4	1	540
H/TOT	1122	175	25	48	6	10	1	1387	1454	270	40	31	6	12	1	1814
17:00	314	32	10	4	1	5	0	366	443	43	7	9	1	6	0	509
17:15	326	41	5	10	0	2	0	384	426	33	6	6	2	5	0	478
17:30	323	34	8	3	3	2	0	373	356	37	4	8	1	1	0	407
17:45	317	38	5	5	0	3	0	368	378	26	6	6	3	6	0	425
H/TOT	1280	145	28	22	4	12	0	1491	1603	139	23	29	7	18	0	1819
18:00	250	21	4	2	1	2	2	282	275	23	0	5	2	7	0	312
18:15	248	28	2	6	2	2	0	288	226	26	6	3	0	8	0	269
18:30	216	19	1	6	1	0	0	243	219	15	3	7	3	3	0	250
18:45	212	21	4	2	0	1	0	240	186	16	1	2	1	2	0	208
H/TOT	926	89	11	16	4	5	2	1053	906	80	10	17	6	20	0	1039
P/TOT	3328	409	64	86	14	27	3	3931	3963	489	73	77	19	50	1	4672



SITE: 8

DATE: 15/05/2023

LOCATION: M6 Junction 31 (including ins and outs at the Motorway Police

DAY: Monday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	755	184	29	43	5	6	0	1022
07:15	852	216	44	36	4	2	0	1154
07:30	1017	209	36	38	2	3	0	1305
07:45	1016	199	48	33	4	5	0	1305
H/TOT	3640	808	157	150	15	16	0	4786
08:00	966	181	40	29	4	5	0	1225
08:15	944	180	66	50	2	2	0	1244
08:30	924	166	49	48	3	3	0	1193
08:45	735	175	51	41	4	3	0	1009
H/TOT	3569	702	206	168	13	13	0	4671
09:00	653	164	57	40	1	1	0	916
09:15	590	142	46	47	5	0	0	830
09:30	572	143	53	38	4	1	0	811
09:45	516	141	45	48	4	4	0	758
H/TOT	2331	590	201	173	14	6	0	3315
P/TOT	9540	2100	564	491	42	35	0	12772

PEAK HOUR CALCULATION		TOT
07:00 to 08:00		4786
07:15 to 08:15		4989
07:30 to 08:30		5079
07:45 to 08:45		4967
08:00 to 09:00		4671
08:15 to 09:15		4362
08:30 to 09:30		3948
08:45 to 09:45		3566
09:00 to 10:00		3315
PEAK VALUE		5079

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	889	211	27	29	4	8	0	1168
16:15	944	175	35	33	4	2	0	1193
16:30	975	186	30	32	2	5	0	1230
16:45	1068	188	23	33	7	10	2	1331
H/TOT	3876	760	115	127	17	25	2	4922
17:00	1086	145	26	16	4	13	0	1290
17:15	1090	132	15	21	4	9	0	1271
17:30	999	117	21	23	4	4	0	1168
17:45	995	107	15	20	3	12	0	1152
H/TOT	4170	501	77	80	15	38	0	4881
18:00	762	70	7	12	3	13	2	869
18:15	712	89	14	14	2	12	0	843
18:30	665	65	9	16	4	4	0	763
18:45	553	55	10	13	1	3	0	635
H/TOT	2692	279	40	55	10	32	2	3110
P/TOT	10738	1540	232	262	42	95	4	12913

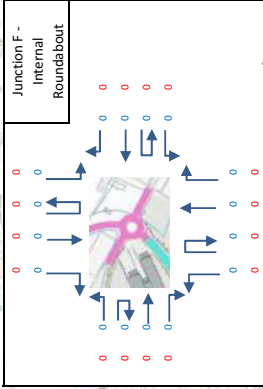
PEAK HOUR CALCULATION		TOT
16:00 to 17:00		4922
16:15 to 17:15		9966
16:30 to 17:30		10044
16:45 to 17:45		9982
17:00 to 18:00		4881
17:15 to 18:15		9341
17:30 to 18:30		8913
17:45 to 18:45		8508
18:00 to 19:00		3110
PEAK VALUE		10044

Appendix E – Jacobs TA Traffic Figures

Appendix B Traffic Flow Diagrams



2013 Survey Data
 Total Vehicles
 AM Peak (07:30-08:30)
 PM Peak (17:00-18:00)



Junction C - AS9 Main BAE Entrance

Junction D - Proposed EZ AS9 Access

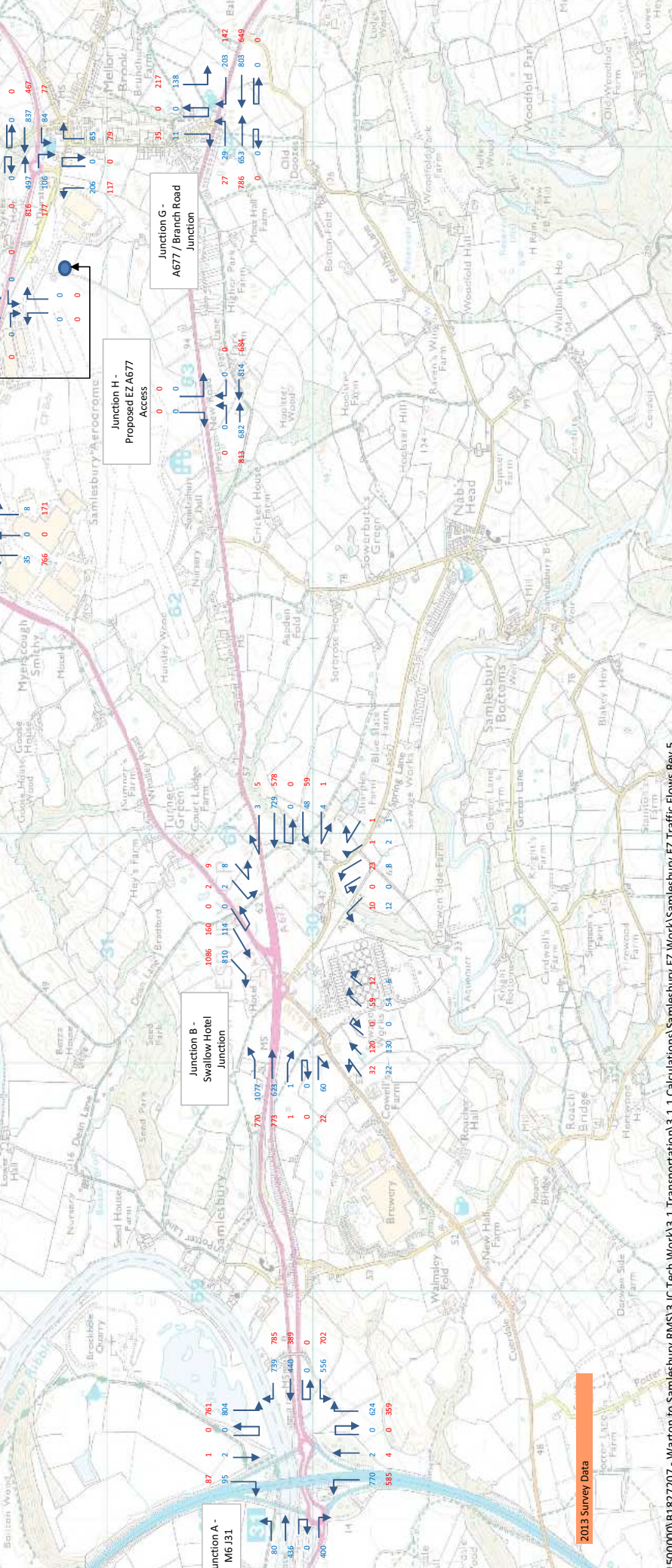
Junction E - Mellor Brook Roundabout

Junction G - A677 Branch Road Junction

Junction H - Proposed EZ A677 Access

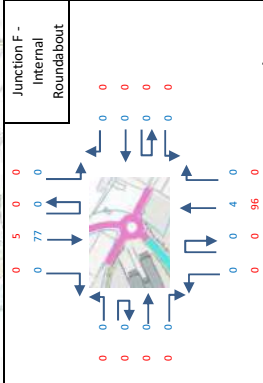
Junction B - Swallow Hotel Junction

Junction A - M6131



2013 Survey Data

2016 Base + Committed
Total Vehicles
AM Peak (07.30-08.30)
PM Peak (17.00-18.00)



Junction C -
AS9 Main BAE Entrance



Junction D -
Proposed EZ AS9
Access



Junction E - Mellor
Brook Roundabout



Junction H -
Proposed EZ A677
Access



Junction B -
Swallow Hotel
Junction



Junction G -
A677 / Branch Road
Junction

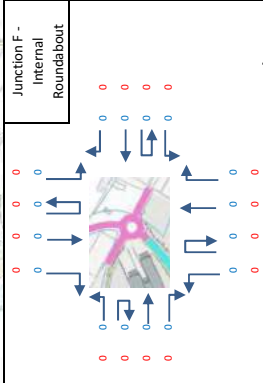


Junction A -
M6131



2016 Base + Committed

2023 Base
Total Vehicles
AM Peak (07.30-08.30)
PM Peak (17.00-18.00)



Junction C - AS9 Main BAE Entrance

Junction D - Proposed EZ AS9 Access

Junction E - Mellor Brook Roundabout

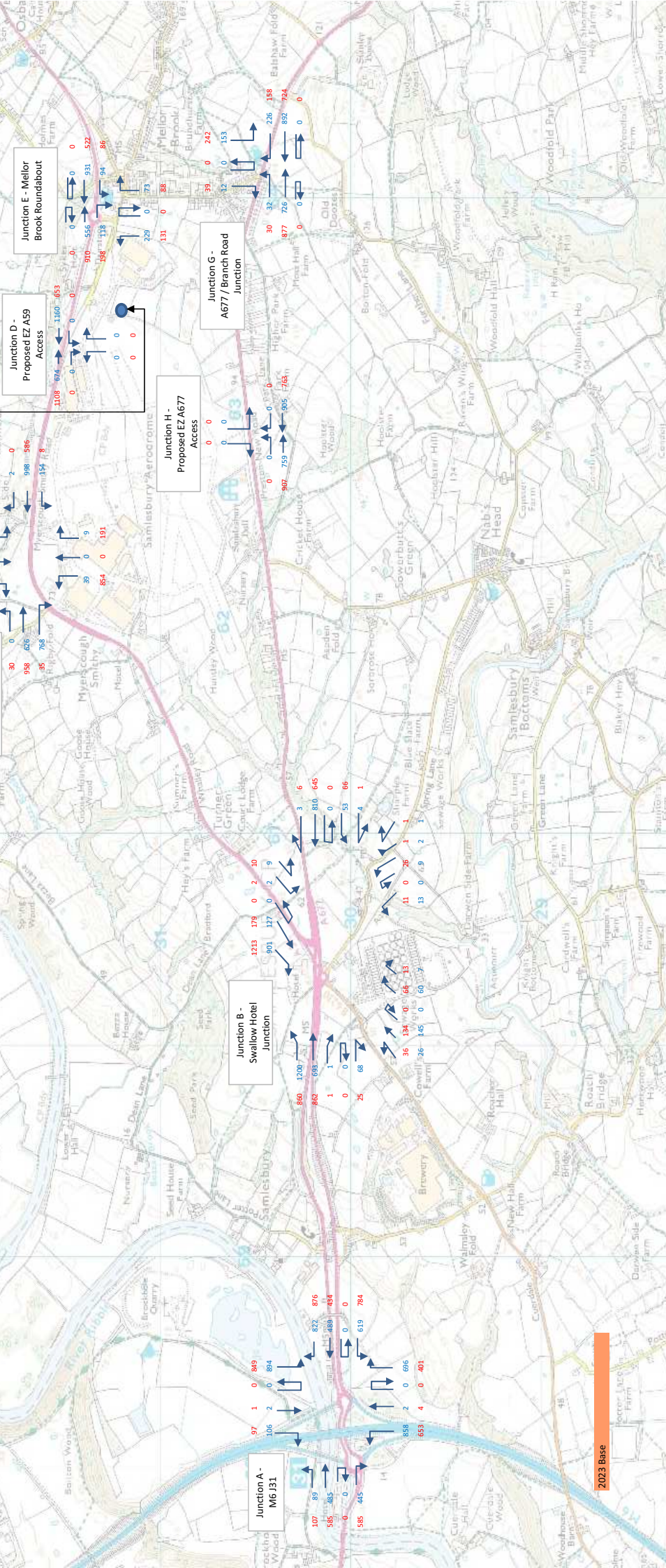
Junction F - Internal Roundabout

Junction G - A677 Branch Road Junction

Junction H - Proposed EZ A677 Access

Junction B - Swallow Hotel Junction

Junction A - M6131



2023 Base

Appendix F – TRICS Output

Calculation Reference: AUDIT-148301-231120-1117

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
09	NORTH	
	DA DARLINGTON	1 days
10	WALES	
	CO CONWY	1 days
14	LEINSTER	
	LU LOUTH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 500 to 6186 (units: sqm)
Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 24/05/23

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

Selected survey days:

Monday	2 days
Tuesday	6 days
Wednesday	7 days
Thursday	3 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	18
--------------	----

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

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	6
Development Zone	2
Residential Zone	2
Out of Town	1
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
Not Known	17 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
100,001 to 125,000	3 days
125,001 to 250,000	7 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	10 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

No	18 days
----	---------

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

PTAL Rating:

No PTAL Present	18 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters (Cont.)

9	MG-02-A-02 ARMAGH ROAD MONAGHAN	OFFICES		MONAGHAN
	Edge of Town Out of Town Total Gross floor area:		3205 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>16/11/16</i>	<i>Survey Type: MANUAL</i>
10	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT		NORFOLK
	Edge of Town Commercial Zone Total Gross floor area:		500 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>13/11/19</i>	<i>Survey Type: MANUAL</i>
11	NF-02-A-05 YARMOUTH ROAD NORWICH	COUNCIL OFFICES		NORFOLK
	Edge of Town Residential Zone Total Gross floor area:		3697 sqm	
	<i>Survey date: MONDAY</i>		<i>12/09/22</i>	<i>Survey Type: MANUAL</i>
12	NM-02-A-01 THE LAKES NORTHAMPTON	OFFICES		WEST NORTHAMPTONSHIRE
	Edge of Town Commercial Zone Total Gross floor area:		9225 sqm	
	<i>Survey date: THURSDAY</i>		<i>22/10/20</i>	<i>Survey Type: MANUAL</i>
13	PB-02-A-04 LYNCH WOOD PETERBOROUGH	OFFICES		PETERBOROUGH
	Edge of Town Commercial Zone Total Gross floor area:		4040 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>19/10/16</i>	<i>Survey Type: MANUAL</i>
14	SF-02-A-03 WHITE HOUSE ROAD IPSWICH	OFFICES		SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area:		2800 sqm	
	<i>Survey date: THURSDAY</i>		<i>24/09/20</i>	<i>Survey Type: MANUAL</i>
15	WK-02-A-03 BUDBROOKE ROAD WARWICK	ENGINEERING CONSULTANTS		WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:		796 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>23/11/22</i>	<i>Survey Type: MANUAL</i>
16	WL-02-A-01 THE CRESCENT AMESBURY SUNRISE WAY	PET INSURANCE COMPANY		WILTSHIRE
	Edge of Town Development Zone Total Gross floor area:		2500 sqm	
	<i>Survey date: TUESDAY</i>		<i>18/09/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	WO-02-A-03 STOURPORT ROAD KIDDERMINSTER	IT SERVICES	WORCESTERSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 5945 sqm <i>Survey date: TUESDAY 13/10/20</i>		<i>Survey Type: MANUAL</i>
18	WS-02-A-06 YEOMAN ROAD WORTHING	SOUTHERN WATER OFFICES	WEST SUSSEX
	Edge of Town No Sub Category Total Gross floor area: 5700 sqm <i>Survey date: WEDNESDAY 18/05/22</i>		<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	2977	0.599	17	2977	0.055	17	2977	0.654
08:00 - 09:00	18	3142	1.383	18	3142	0.092	18	3142	1.475
09:00 - 10:00	18	3142	0.900	18	3142	0.138	18	3142	1.038
10:00 - 11:00	18	3142	0.251	18	3142	0.113	18	3142	0.364
11:00 - 12:00	18	3142	0.182	18	3142	0.149	18	3142	0.331
12:00 - 13:00	18	3142	0.244	18	3142	0.447	18	3142	0.691
13:00 - 14:00	18	3142	0.416	18	3142	0.332	18	3142	0.748
14:00 - 15:00	18	3142	0.216	18	3142	0.248	18	3142	0.464
15:00 - 16:00	18	3142	0.143	18	3142	0.357	18	3142	0.500
16:00 - 17:00	18	3142	0.147	18	3142	0.813	18	3142	0.960
17:00 - 18:00	18	3142	0.074	18	3142	1.333	18	3142	1.407
18:00 - 19:00	17	3254	0.045	17	3254	0.488	17	3254	0.533
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.600			4.565			9.165

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

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

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Parameter summary

Trip rate parameter range selected:	500 - 6186 (units: sqm)
Survey date range:	01/01/15 - 24/05/23
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

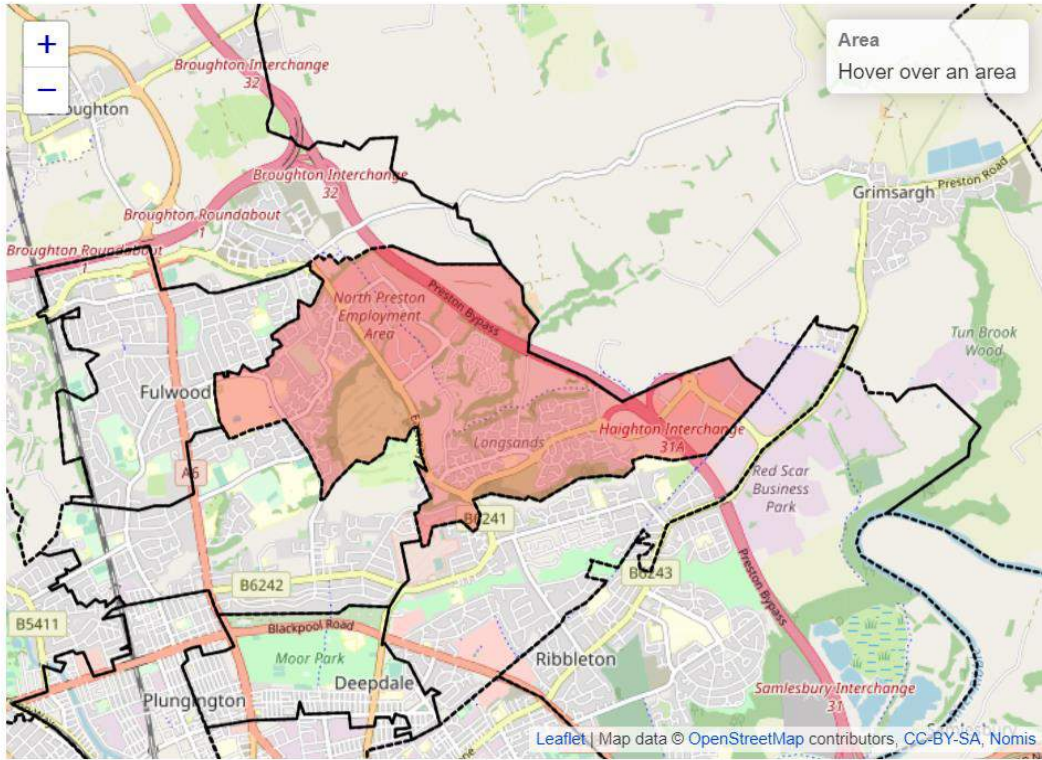
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Appendix G – Census Data and Distribution

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
ONS Crown Copyright Reserved [from Nomis on 28 November 2023]

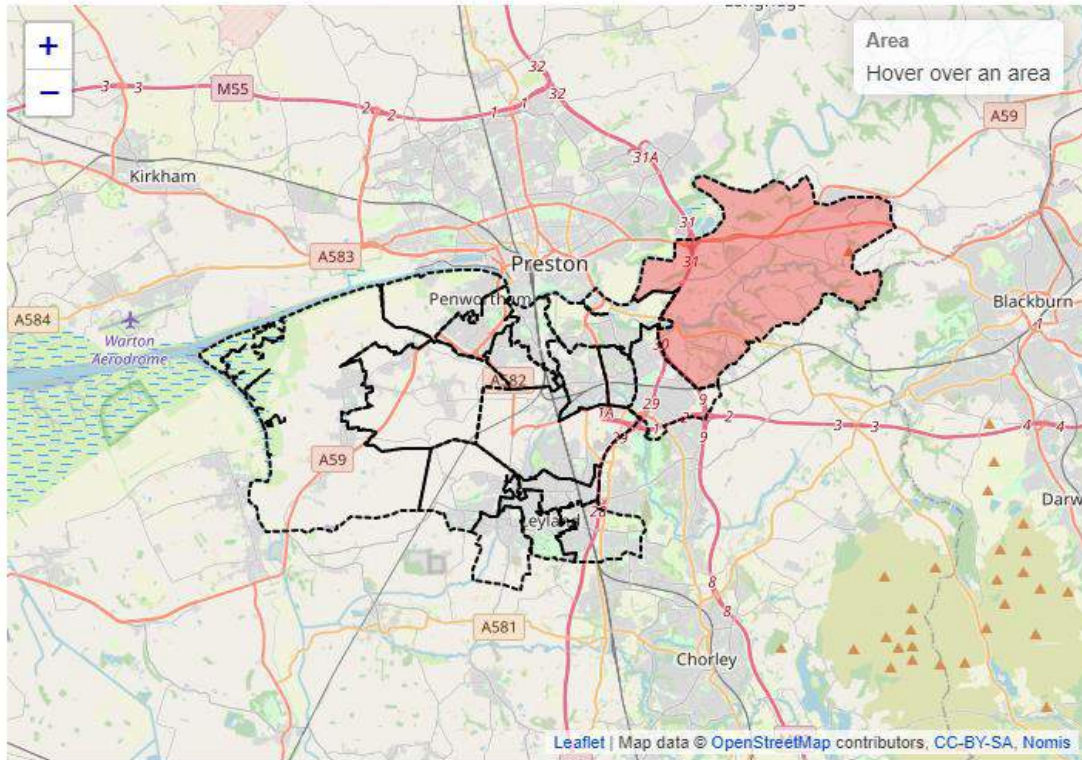
population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
method of travel to work Driving a car or van

Selection of areas



E02005256 : Preston 004

Selection of areas



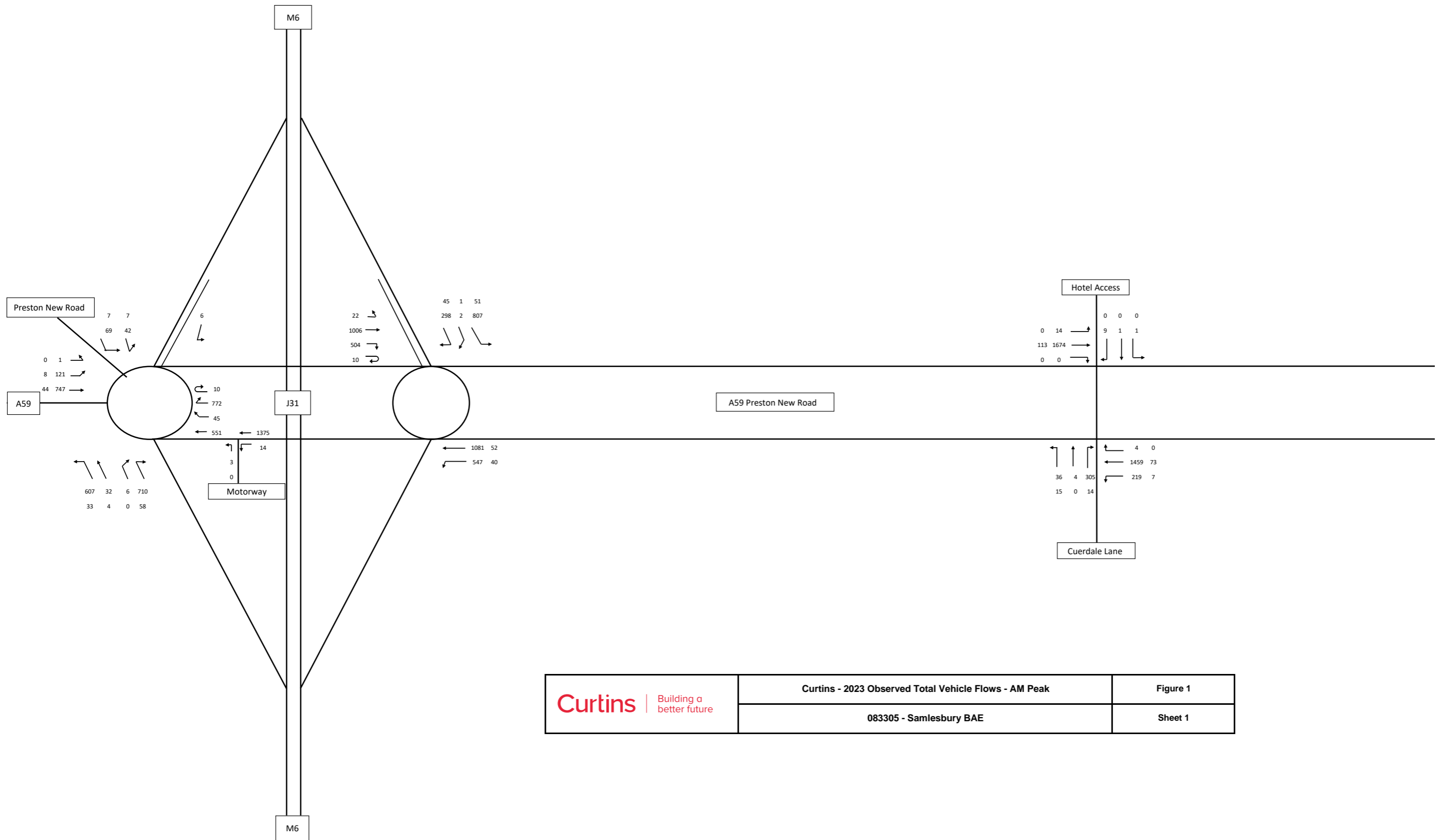
E02005288 : South Ribble 002


usual residence : 2011 super output area - middle layer	E02005256 : Preston 004	usual residence : 2011 super output area - middle layer	E02005288 : South Ribble 002	Combined	Proportion	Primary Route to Site	Route Proportion	Ref	Route
E02005253 : Preston 001	157	E02005253 : Preston 001	12	169	1%		34%		Site (S) -> A677 (W) -> A59 (W) -> M6 (S)
E02005254 : Preston 002	192	E02005254 : Preston 002	6	198	2%		9%		Site (S) -> A677 (E)
E02005255 : Preston 003	263	E02005255 : Preston 003	7	270	2%		33%		Site (S) -> A677 (W) -> A59 (W) -> M6 (N)
E02005256 : Preston 004	367	E02005256 : Preston 004	7	374	3%		4%		Site (N) -> A59 (E)
E02005257 : Preston 005	164	E02005257 : Preston 005	3	167	1%		7%		Site (S) ->A59 (W) -> Cuerdale Lane (S)
E02005258 : Preston 006	214	E02005258 : Preston 006	14	228	2%		3%		Site (S) ->A59 (W) -> Nab's Head Lane (S)
E02005259 : Preston 007	319	E02005259 : Preston 007	10	329	3%		11%		Site (S) -> A677 (W) -> A59 (W)
E02005260 : Preston 008	198	E02005260 : Preston 008	6	204	2%		100.00%		
E02005261 : Preston 009	214	E02005261 : Preston 009	15	229	2%				
E02005262 : Preston 010	174	E02005262 : Preston 010	10	184	2%				
E02005263 : Preston 011	139	E02005263 : Preston 011	5	144	1%				
E02005264 : Preston 012	277	E02005264 : Preston 012	9	286	2%				
E02005265 : Preston 013	238	E02005265 : Preston 013	16	254	2%				
E02005266 : Preston 014	155	E02005266 : Preston 014	12	167	1%				
E02005267 : Preston 015	64	E02005267 : Preston 015	5	69	1%				
E02005268 : Preston 016	191	E02005268 : Preston 016	13	204	2%				
E02005269 : Preston 017	111	E02005269 : Preston 017	14	125	1%				
E02005270 : Ribble Valley 001	21	E02005270 : Ribble Valley 001	5	26	0%				
E02005271 : Ribble Valley 002	13	E02005271 : Ribble Valley 002	3	16	0%				
E02005272 : Ribble Valley 003	7	E02005272 : Ribble Valley 003	6	13	0%				
E02005273 : Ribble Valley 004	89	E02005273 : Ribble Valley 004	8	97	1%				
E02005274 : Ribble Valley 005	16	E02005274 : Ribble Valley 005	10	26	0%				
E02005275 : Ribble Valley 006	106	E02005275 : Ribble Valley 006	7	113	1%				
E02005276 : Ribble Valley 007	24	E02005276 : Ribble Valley 007	16	40	0%				
E02005277 : Ribble Valley 008	27	E02005277 : Ribble Valley 008	30	57	0%				
E02005287 : South Ribble 001	94	E02005287 : South Ribble 001	23	117	1%				
E02005288 : South Ribble 002	87	E02005288 : South Ribble 002	98	185	2%				
E02005289 : South Ribble 003	110	E02005289 : South Ribble 003	33	143	1%				
E02005290 : South Ribble 004	159	E02005290 : South Ribble 004	57	216	2%				
E02005291 : South Ribble 005	95	E02005291 : South Ribble 005	20	115	1%				
E02005292 : South Ribble 006	92	E02005292 : South Ribble 006	13	105	1%				
E02005293 : South Ribble 007	78	E02005293 : South Ribble 007	47	125	1%				
E02005294 : South Ribble 008	72	E02005294 : South Ribble 008	50	122	1%				
E02005295 : South Ribble 009	132	E02005295 : South Ribble 009	31	163	1%				
E02005296 : South Ribble 010	74	E02005296 : South Ribble 010	41	115	1%				
E02005297 : South Ribble 011	120	E02005297 : South Ribble 011	25	145	1%				
E02005298 : South Ribble 012	100	E02005298 : South Ribble 012	15	115	1%				
E02005299 : South Ribble 013	98	E02005299 : South Ribble 013	17	115	1%				
E02005300 : South Ribble 014	65	E02005300 : South Ribble 014	9	74	1%				
E02005301 : South Ribble 015	75	E02005301 : South Ribble 015	12	87	1%				
E02005302 : South Ribble 016	72	E02005302 : South Ribble 016	13	85	1%				
E02005303 : South Ribble 017	47	E02005303 : South Ribble 017	6	53	0%				

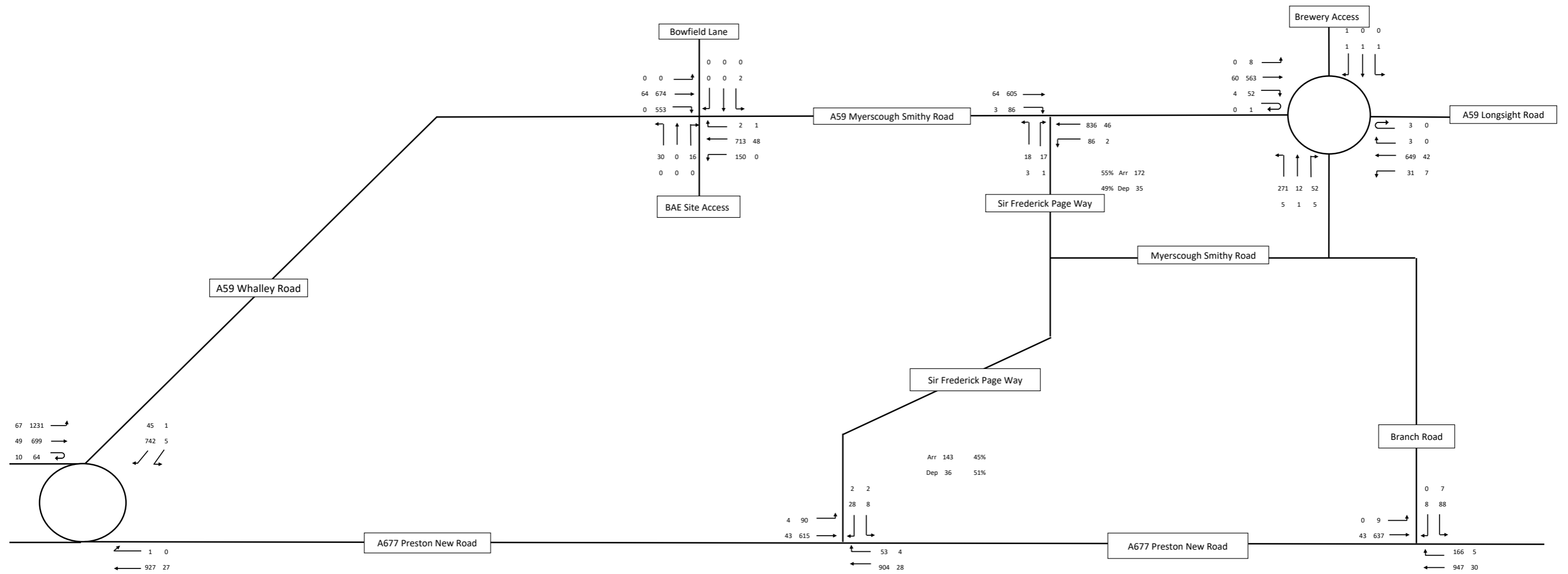
Combined MSOA's			
Warrington	48	0%	
Burnley	71	1%	
Bolton	230	2%	
Hyndburn	147	1%	
Bury	62	1%	
London	21	0%	
Manchester	92	1%	
Oldham	31	0%	
Rochdale	27	0%	
Salford	65	1%	
Stockport	28	0%	
Tameside	25	0%	
Trafford	50	0%	
Wigan	245	2%	
Knowsley	10	0%	
Liverpool	41	0%	
St Helens	33	0%	
Sefton	157	1%	
Wirral	21	0%	
Barnsley	48	0%	
Doncaster	27	0%	
Rotherham	102	1%	
Sheffield	335	3%	
Gateshead	1	0%	
Newcastle	3	0%	
Tyneside	2	0%	
Sunderland	7	0%	
Birmingham	6	0%	
Coventry	4	0%	
Dudley	5	0%	
Sandwell	6	0%	
Solihull	2	0%	
Wolverhampton	1	0%	
Bradford	26	0%	
Calderdale	20	0%	
Kirklees	71	1%	
Leeds	125	1%	
Wakefield	54	0%	
Middlesborough	2	0%	
Stockton-on-Tees	7	0%	
Darlington	1	0%	
Halton	14	0%	
Blackburn	505	4%	
Blackpool	294	2%	
Hull	3	0%	
East Riding of Yorkshire	2	0%	
North East Lincolnshire	1	0%	
North Lincolnshire	6	0%	
York	1	0%	
South Lakeland	46	0%	
Chorley	847	7%	
Fylde	395	3%	
Lancaster	270	2%	
Rosendale	51	0%	
West Lancashire	176	1%	
Wyre	389	3%	
Derby	3	0%	
Leicester	3	0%	
Nottingham	4	0%	
Telford	4	0%	
Stoke	2	0%	
Bath	2	0%	
Bristol	8	0%	
Other(s)	584	5%	
Total Combined	11,938	100%	


Appendix H – Traffic Figures

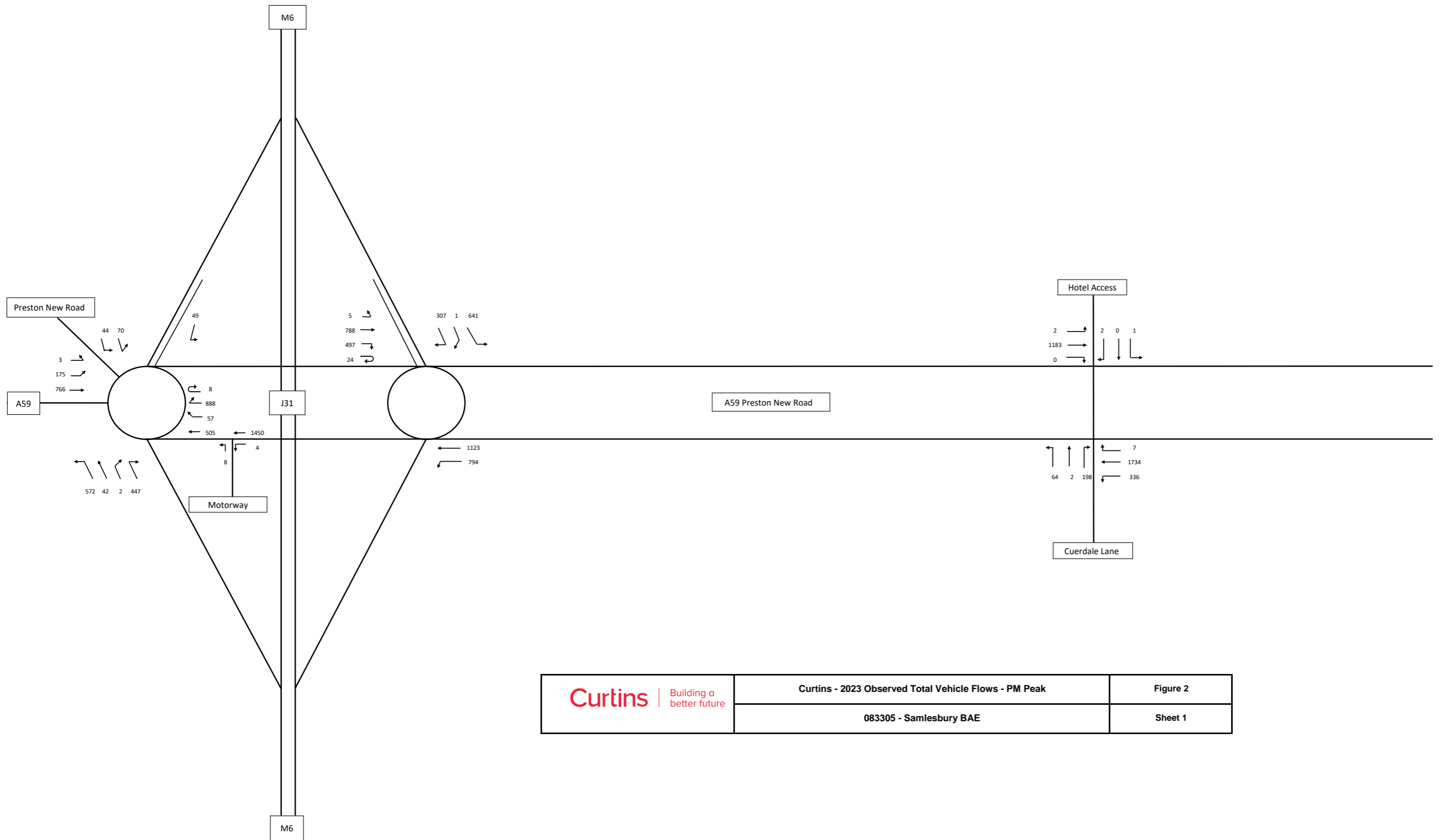
Traffic Figure	Title	Description
1	Curtins - 2023 Observed Total Vehicle Flows - AM Peak	2023 Survey Traffic surveys commissioned by Curtins and undertaken by the independent survey company NDC on 15th May 2023
2	Curtins - 2023 Observed Total Vehicle Flows - PM Peak	
3	Jacobs - 2013 AM Observed Flows	2013 Traffic Surveys used by Jacobs to inform the previous assessments for the site
4	Jacobs - 2013 PM Observed Flows	
5	AM Peak Difference between 2013 and 2023 Observed Traffic (Figure 1 minus Figure 3)	Difference between the 2023 surveys and the 2013 traffic surveys. This confirms that there has not been any material growth in traffic on the highway network between 2013 and 2023.
6	PM Peak Difference between 2013 and 2023 Observed Traffic (Figure 2 minus Figure 4)	
7	Land of Yew Tree Lane (10/17/0578) - AM Peak Traffic	Committed Development Traffic affecting the study area
8	Land of Yew Tree Lane (10/17/0578) - PM Peak Traffic	
9	2023 Base Observed + Committed Development Traffic - AM Peak (Figure 1 plus Figure 7)	2023 Observed Traffic + Committed Development Traffic
10	2023 Base Observed + Committed Development Traffic - PM Peak (Figure 2 plus Figure 8)	
11	Jacobs - 2023 AM Base + Committed Developments	2023 Base traffic extracted from Jacobs TA. This involves 2013 traffic surveys growthed up to 2023 and adding committed developments.
12	Jacobs - 2023 PM Base + Committed Developments	
13	Difference between Base Traffic - AM Peak (Figure 9 minus Figure 11)	Difference between the 2023 Base Traffic based on 2023 surveys and 2023 Base traffic from the Jacobs TA based on 2013 surveys, predicted traffic growth and committed development
14	Difference between Base Traffic - PM Peak (Figure 10 minus Figure 12)	
15	Traffic Distribution (Based on 2011 Census Data)	Based on 2011 Census data and other journey planning tools
16	Scenario 1 Development Traffic - AM Peak	Assignment of Scenario 1 Development Traffic to the network using the derived distribution
17	Scenario 1 Development Traffic - PM Peak	
18	Scenario 2 Development Traffic -AM Peak	Assignment of Scenario 2 Development Traffic to the highway network based on the derived distribution
19	Scenario 2 Development Traffic - PM Peak	
20	2023 AM Base plus Scenario 1 Development (Figure 9 plus Figure 16)	The Scenario 1 development traffic was added to the 2023 Base traffic to obtain this.
21	2023 PM Base plus Scenario 1 Development (Figure 10 plus Figure 17)	
22	Jacobs - 2023 AM Base + Committed Developments + Phase 2	Extracted from 2013 Jacobs TA
23	Jacobs - 2023 PM Base + Committed Developments + Phase 2	
24	AM Peak Difference between Consented and Current Scenario 1 Development Traffic (Figure 20 minus Figure 22)	Comparison of Scenario 1 development traffic with consented development traffic
25	PM Peak Difference between Consented and Current Scenario 1 Development Traffic (Figure 21 minus Figure 23)	
26	2023 AM Base + Scenario 2 Development (Figure 9 plus Figure 18)	Scenario 2 development traffic + the 2023 Base + Committed Development
27	2023 PM Base + Scenario 2 Development (Figure 10 plus Figure 19)	
28	AM Peak Difference between Consented and Scenario 2 Development (Figure 26 minus Figure 22)	Comparison of Scenario 2 development traffic with consented development traffic
29	PM Peak Difference between Consented and Scenario 2 Development (Figure 27 minus Figure 23)	




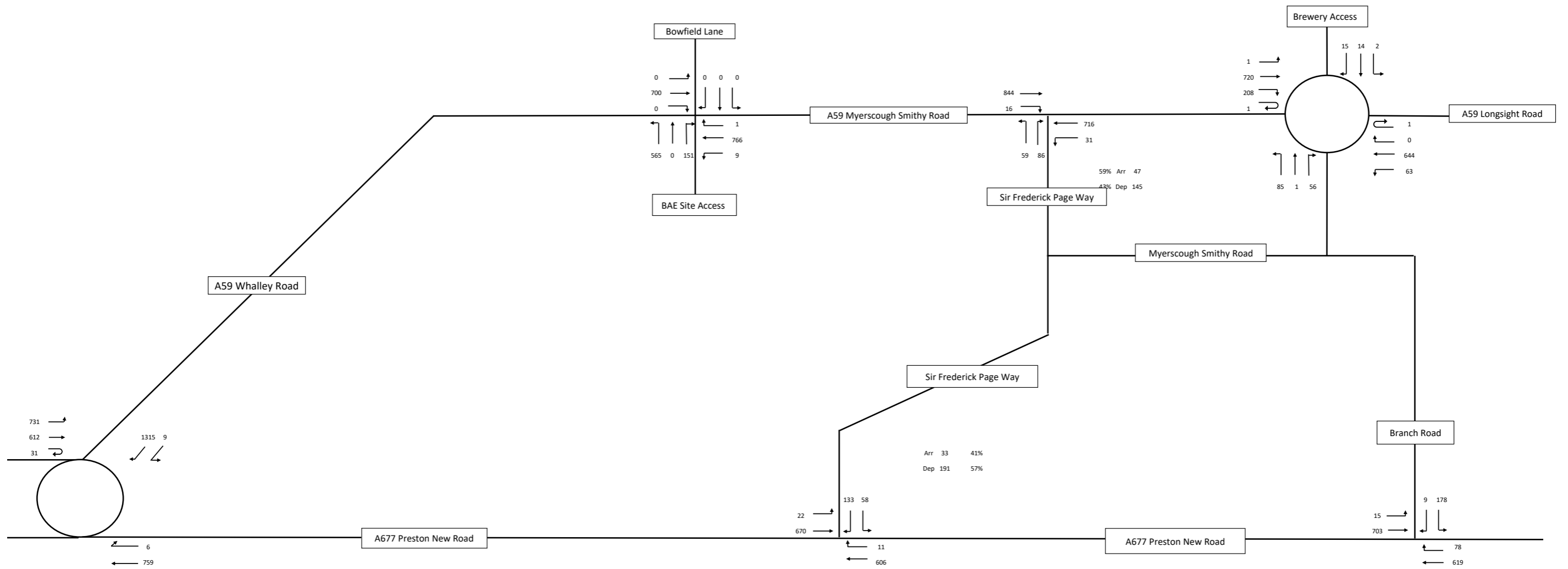
 Curtins Building a better future	Curtins - 2023 Observed Total Vehicle Flows - AM Peak	Figure 1
	083305 - Samlesbury BAE	Sheet 1




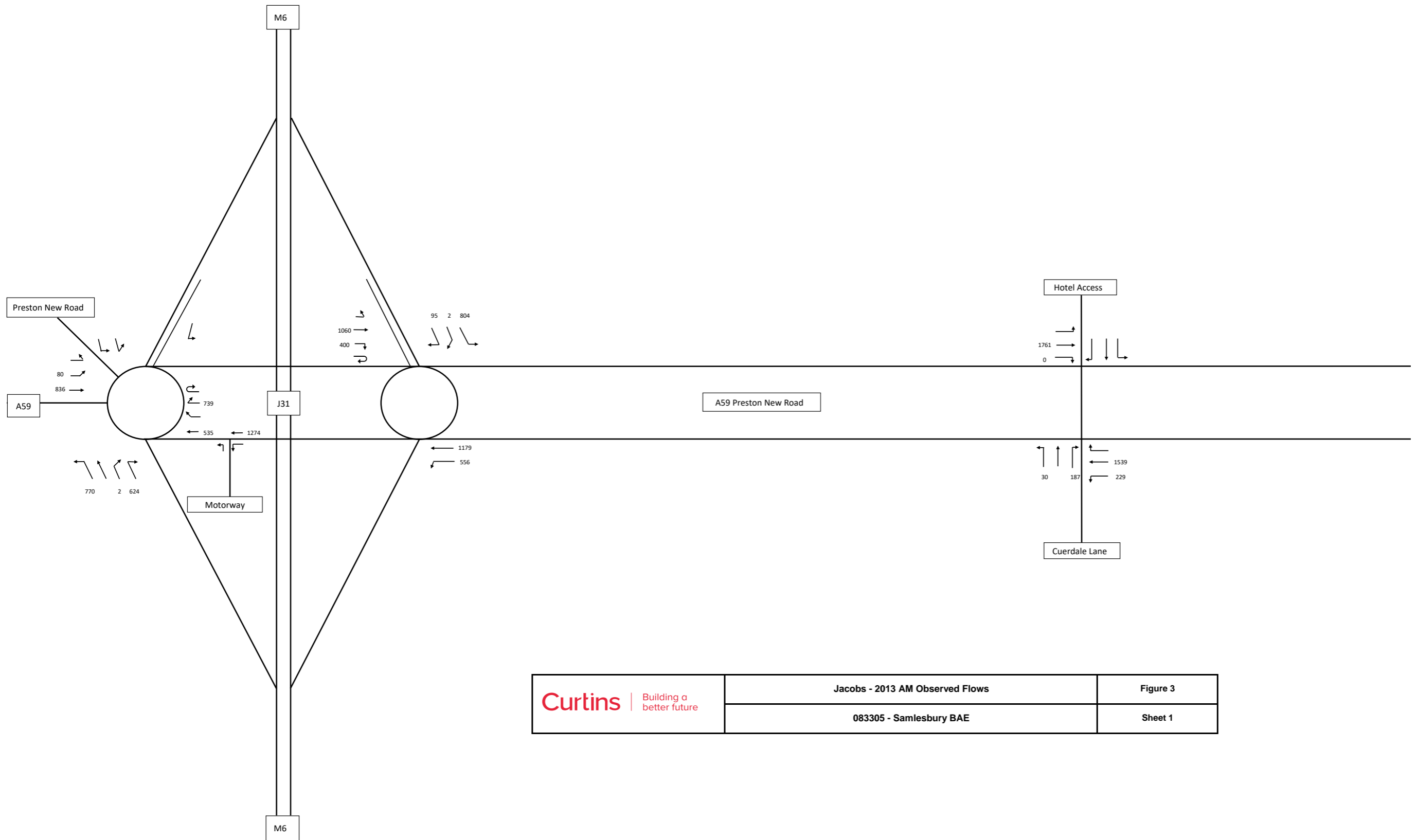
 Building a better future	Curtins - 2023 Observed Total Vehicle Flows - AM Peak	Figure 1
	083305 - Samlesbury BAE	Sheet 2




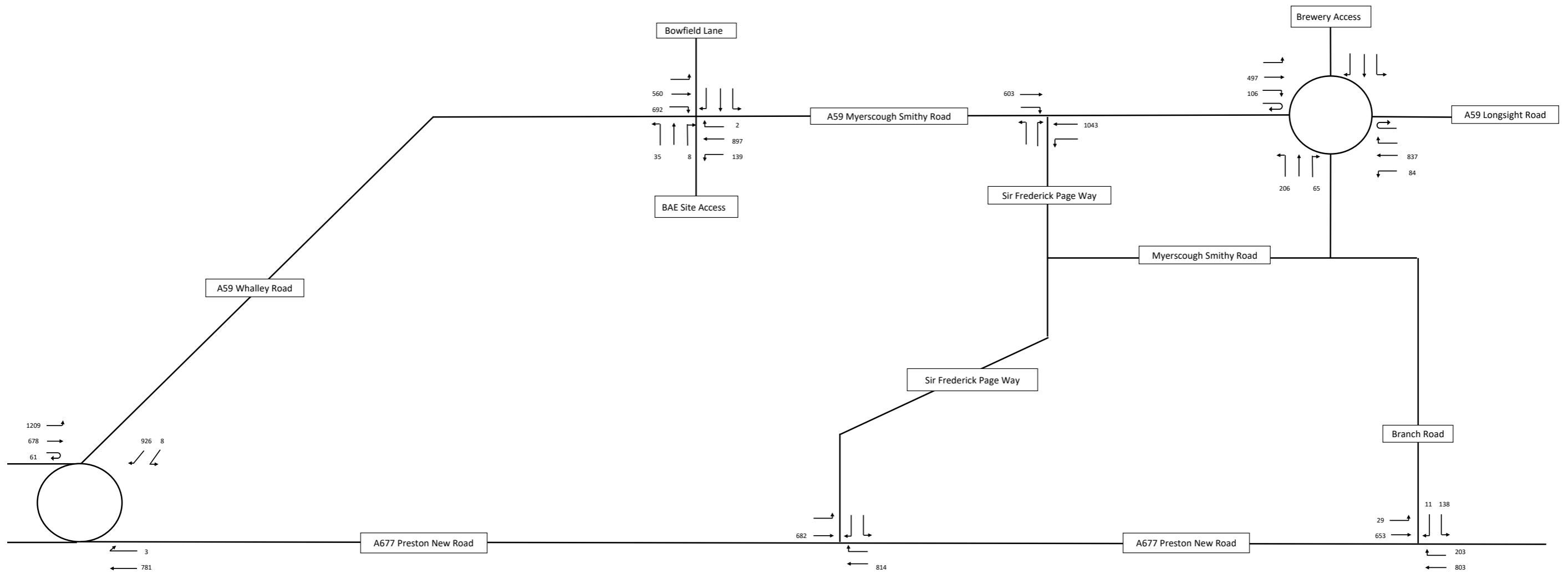
 Building a better future	Curtins - 2023 Observed Total Vehicle Flows - PM Peak	Figure 2
	083305 - Samlesbury BAE	Sheet 1




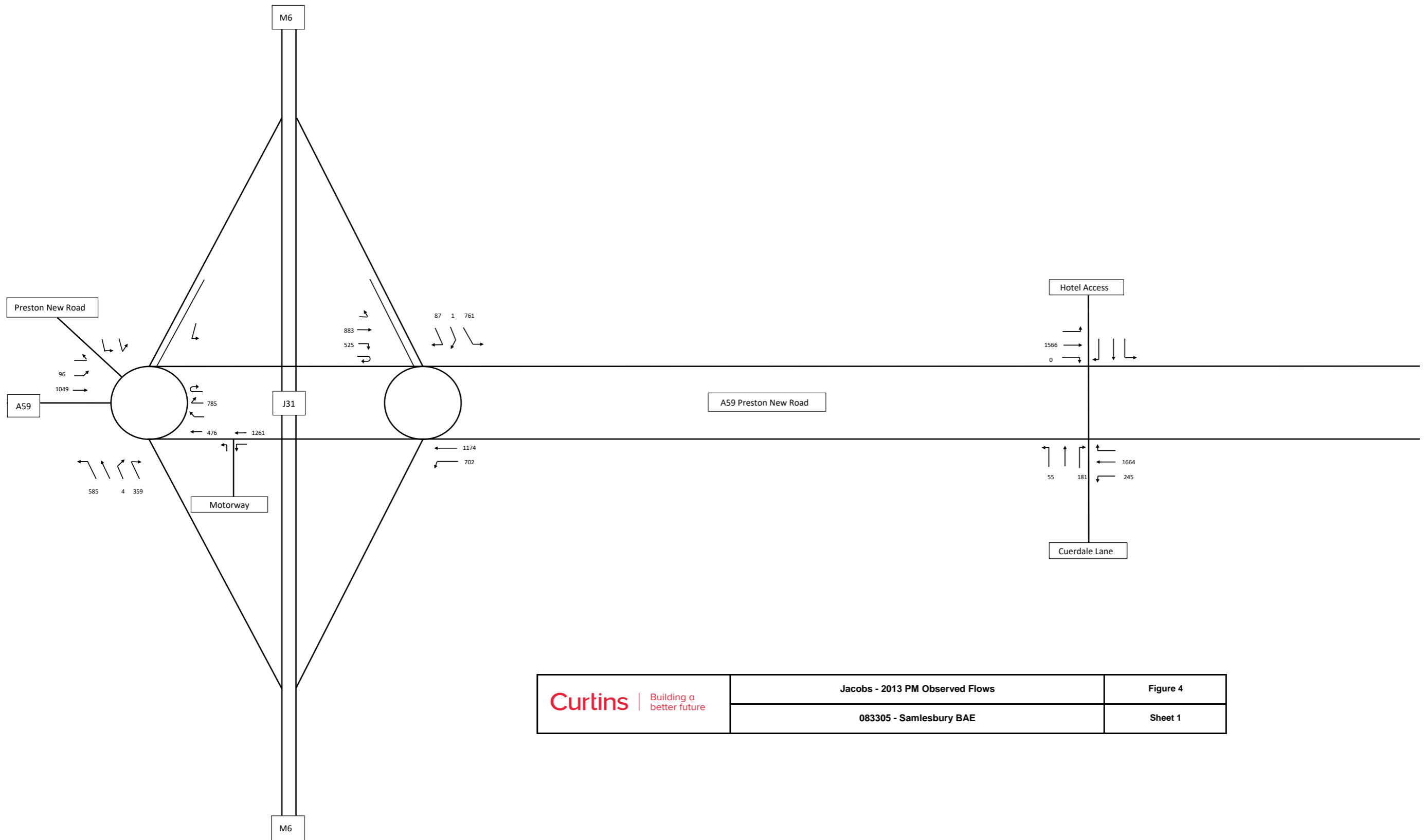
 Building a better future	Curtins - 2023 Observed Total Vehicle Flows - PM Peak	Figure 2
	083305 - Samlesbury BAE	Sheet 2




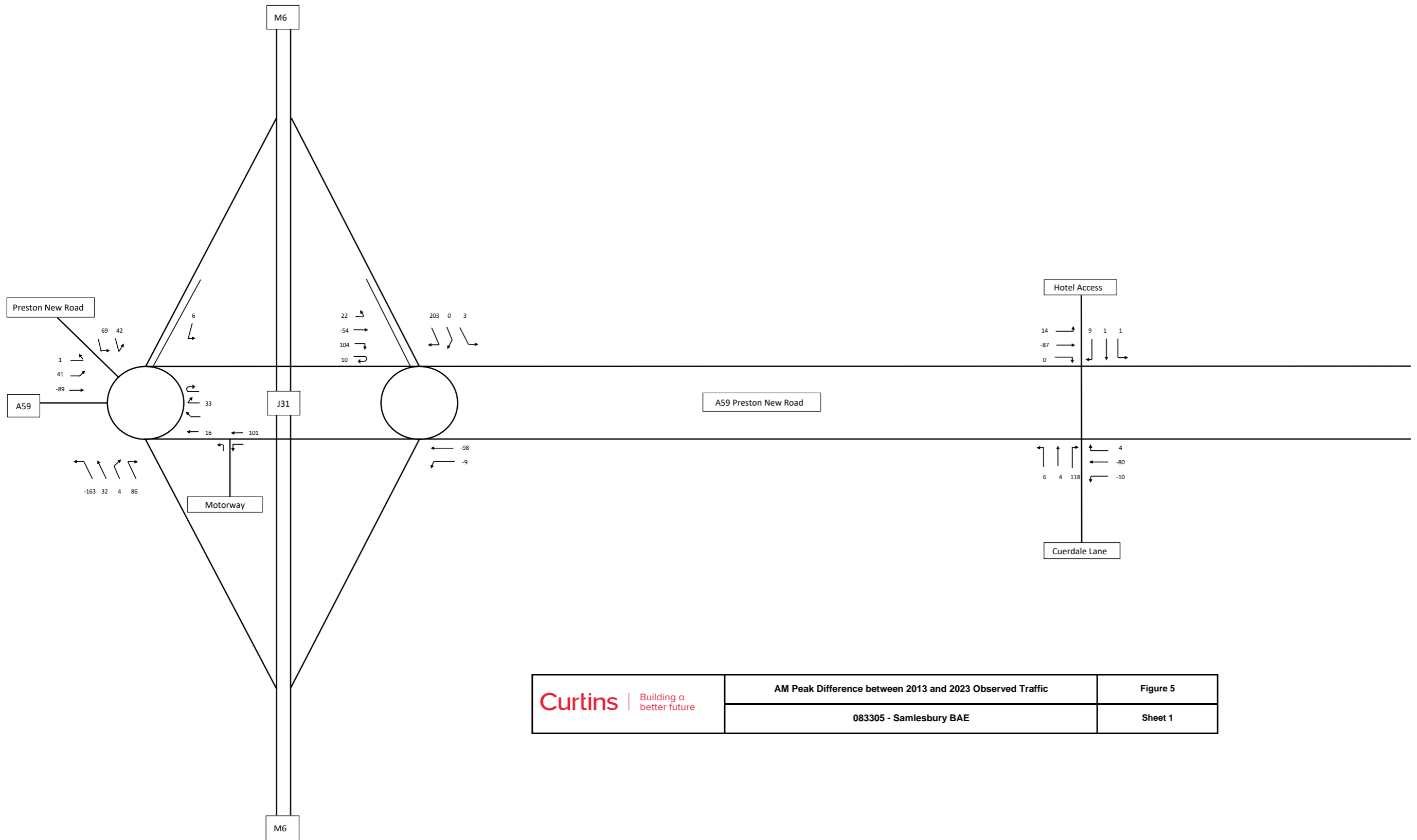
	Jacobs - 2013 AM Observed Flows	Figure 3
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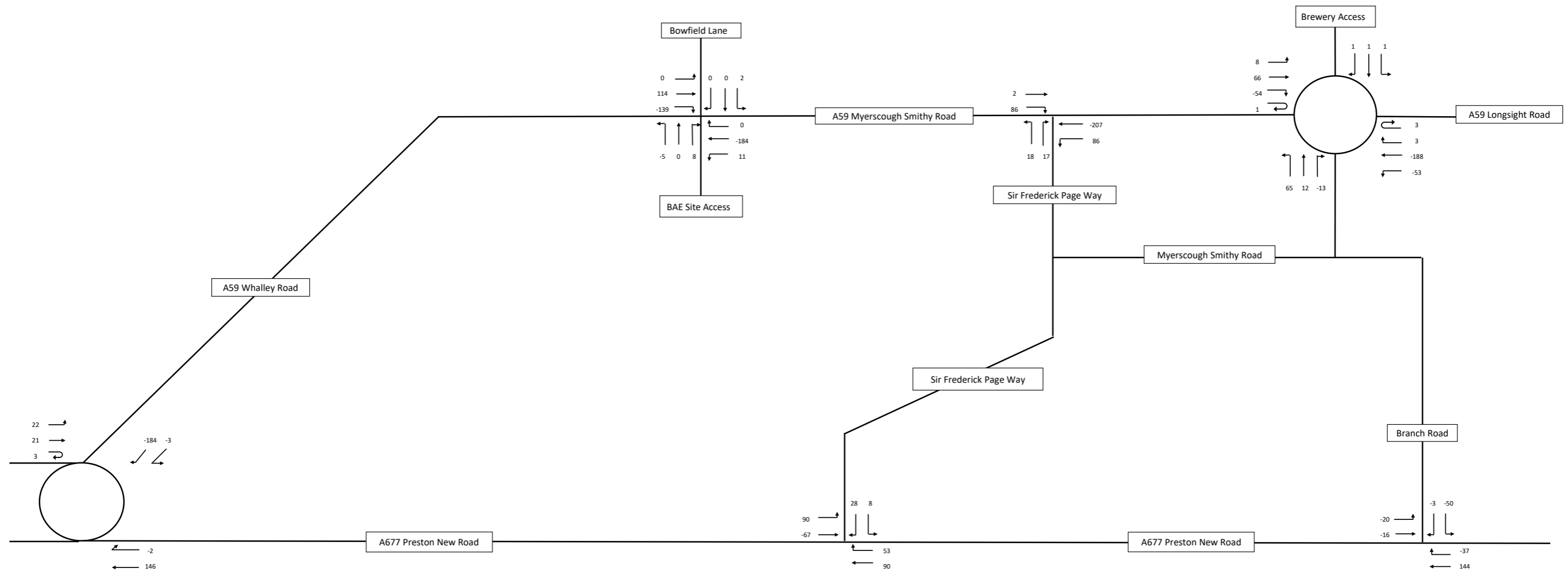
 Building a better future	Jacobs - 2013 AM Observed Flows	Figure 3
	083305 - Samlesbury BAE	Sheet 2




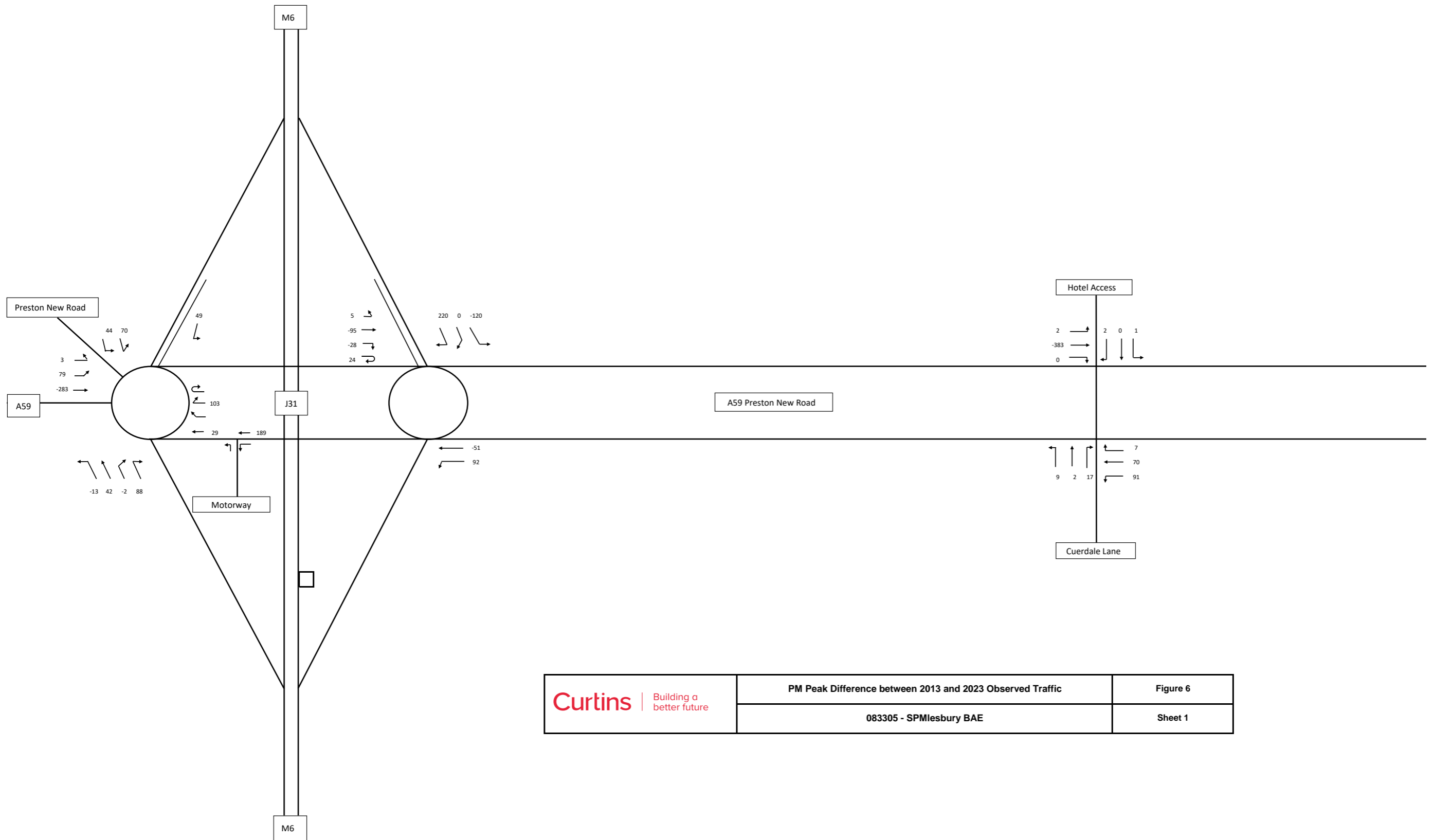
 Building a better future	Jacobs - 2013 PM Observed Flows	Figure 4
	083305 - Samlesbury BAE	Sheet 1




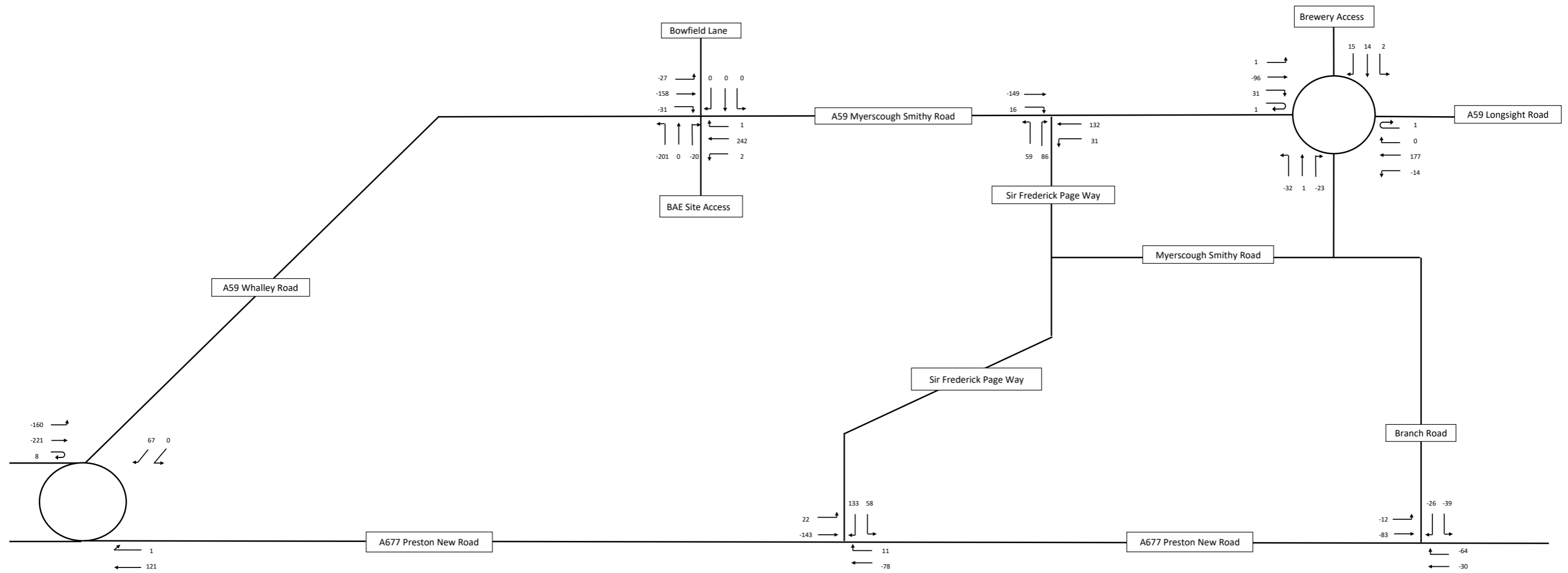
	AM Peak Difference between 2013 and 2023 Observed Traffic	Figure 5
	083305 - Samlesbury BAE	Sheet 1




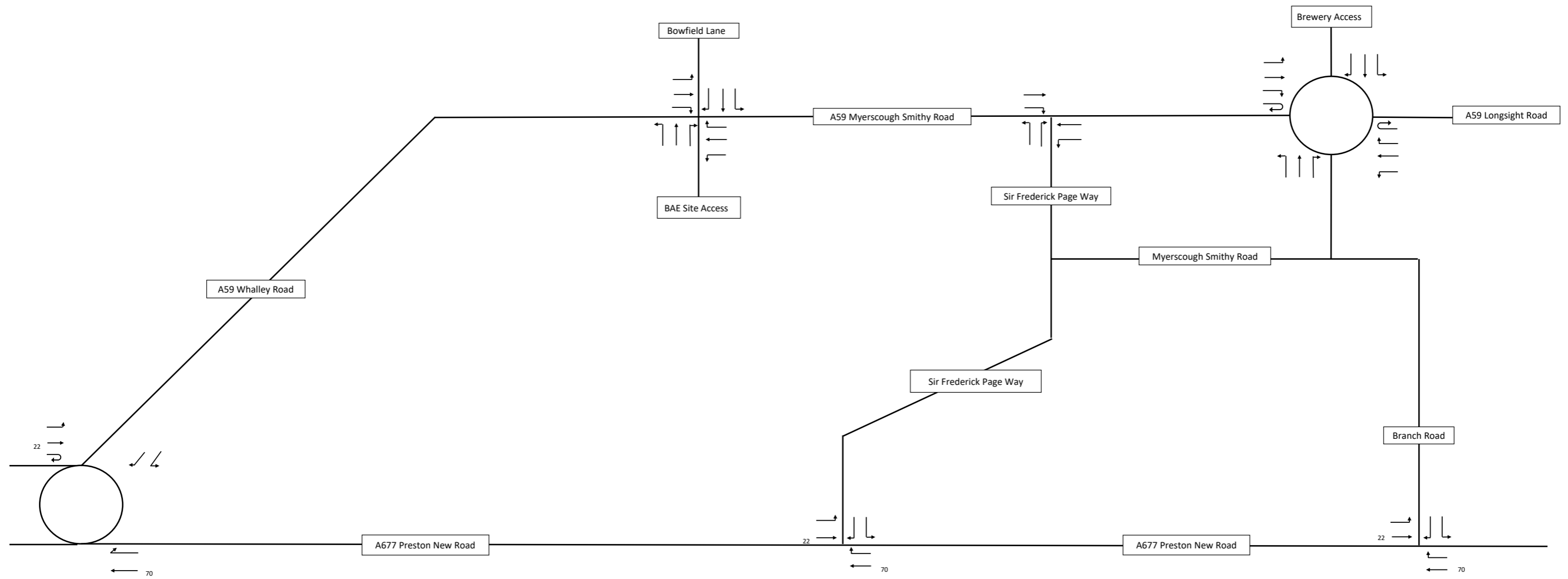
 Building a better future	AM Peak Difference between 2013 and 2023 Observed Traffic	Figure 5
	083305 - Samlesbury BAE	Sheet 2




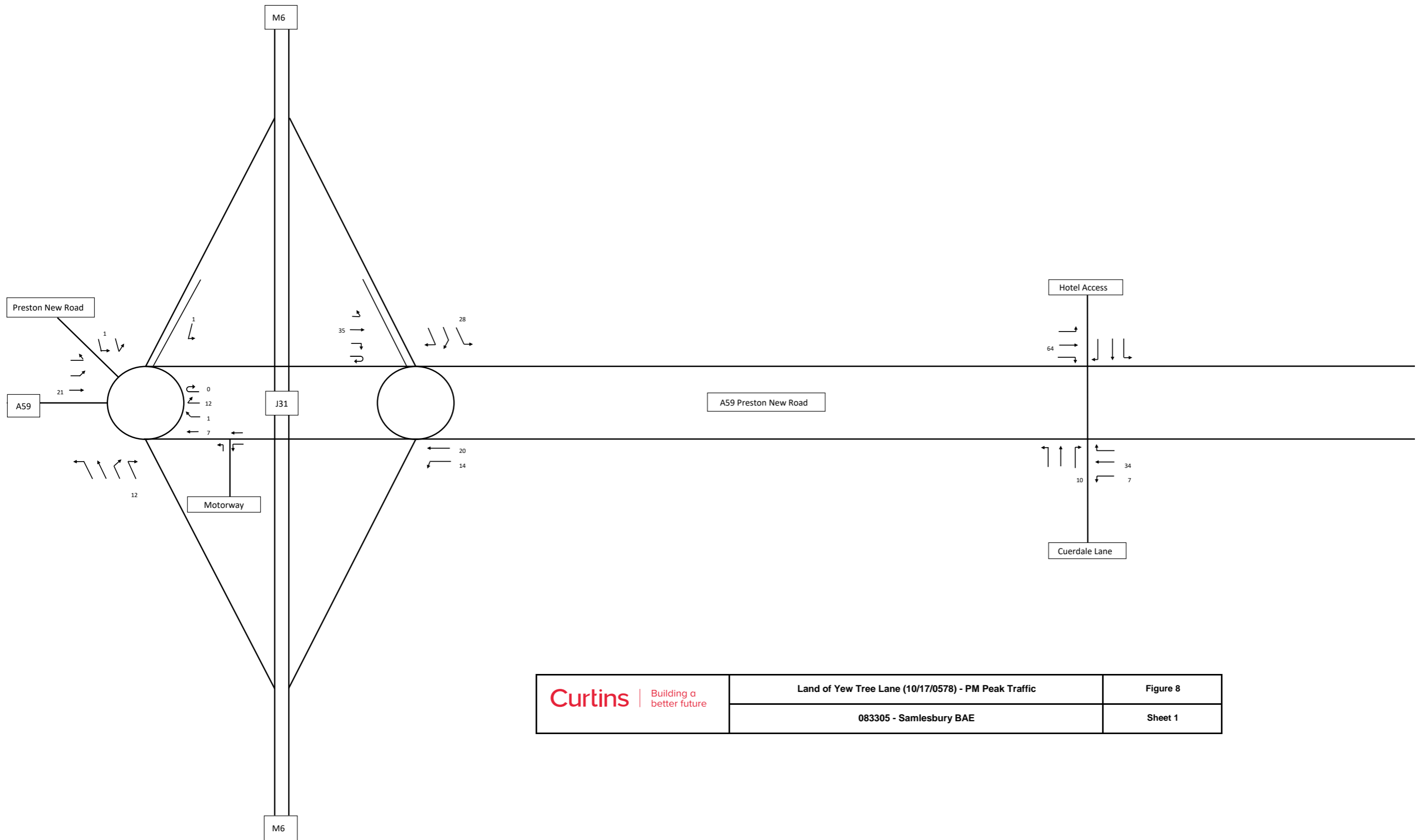
 Curtins Building a better future	PM Peak Difference between 2013 and 2023 Observed Traffic	Figure 6
	083305 - SPMlesbury BAE	Sheet 1




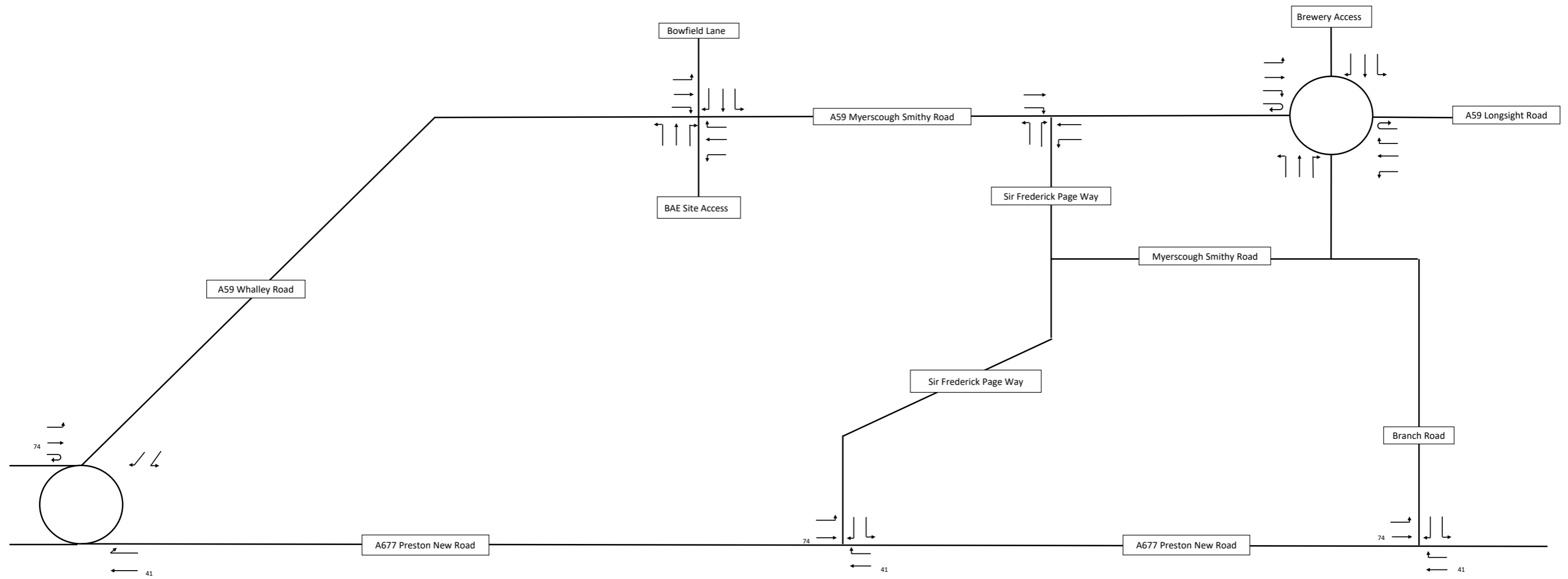
 Building a better future	PM Peak Difference between 2013 and 2023 Observed Traffic	Figure 6
	083305 - SPMlesbury BAE	Sheet 2




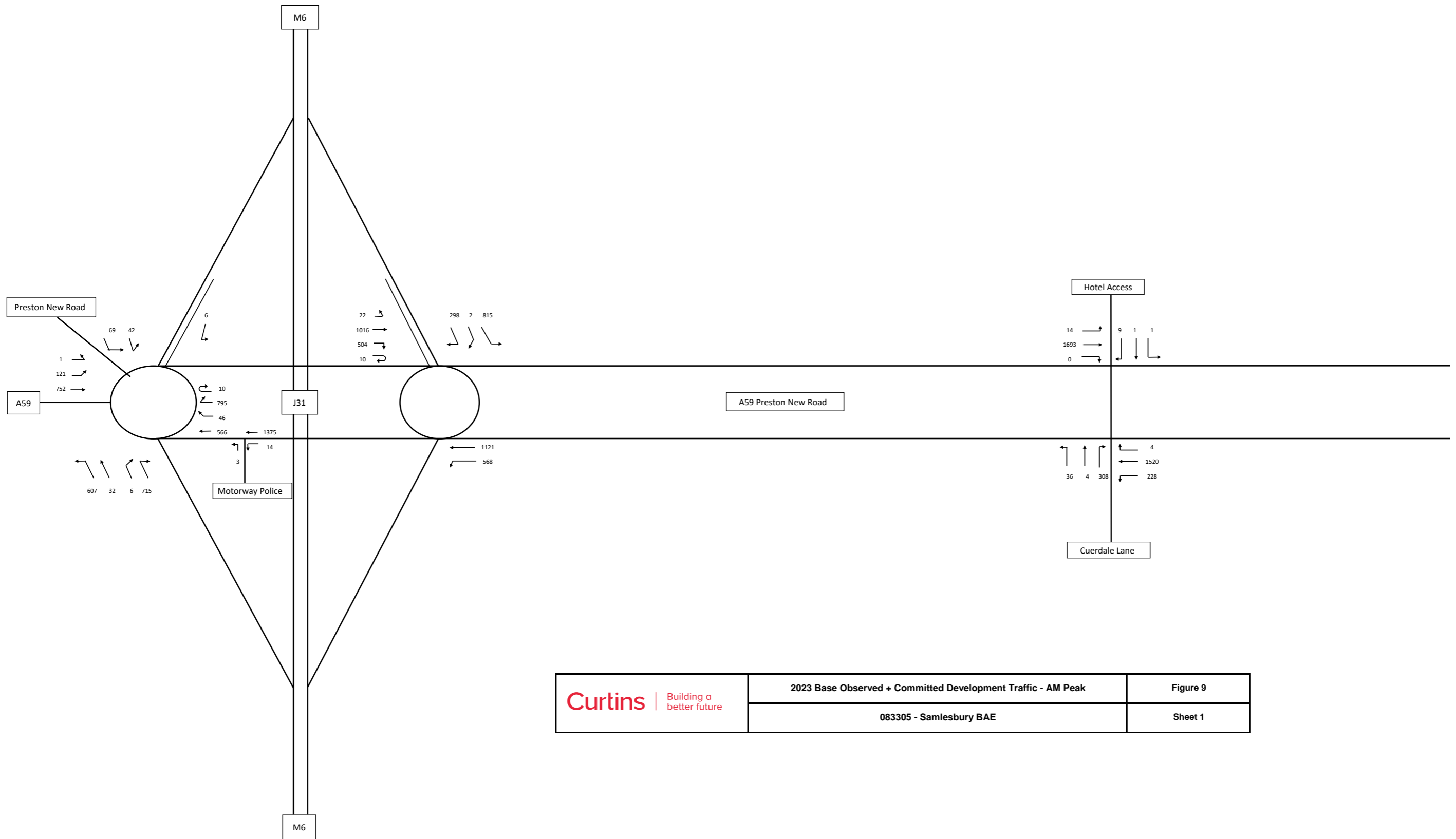
 Building a better future	Land of Yew Tree Lane (10/17/0578) - AM Peak Traffic	Figure 7
	083305 - Samlesbury BAE	Sheet 2




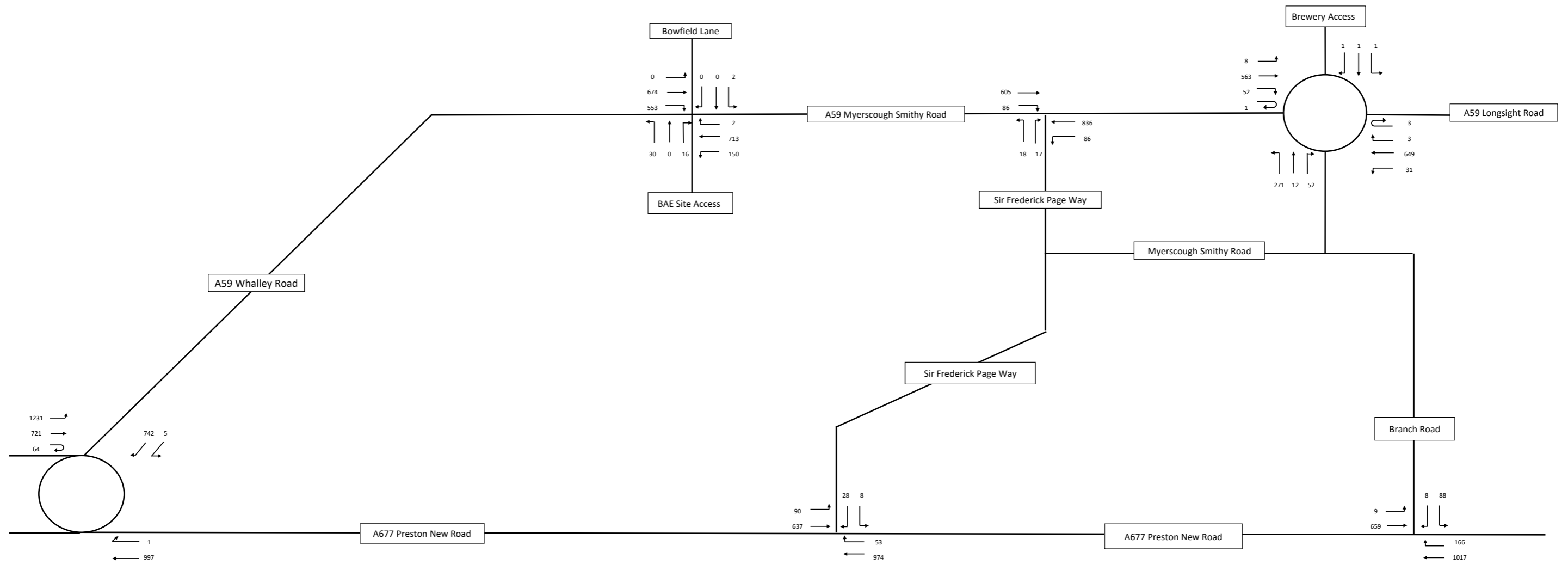
 Building a better future	Land of Yew Tree Lane (10/17/0578) - PM Peak Traffic	Figure 8
	083305 - Samlesbury BAE	Sheet 1



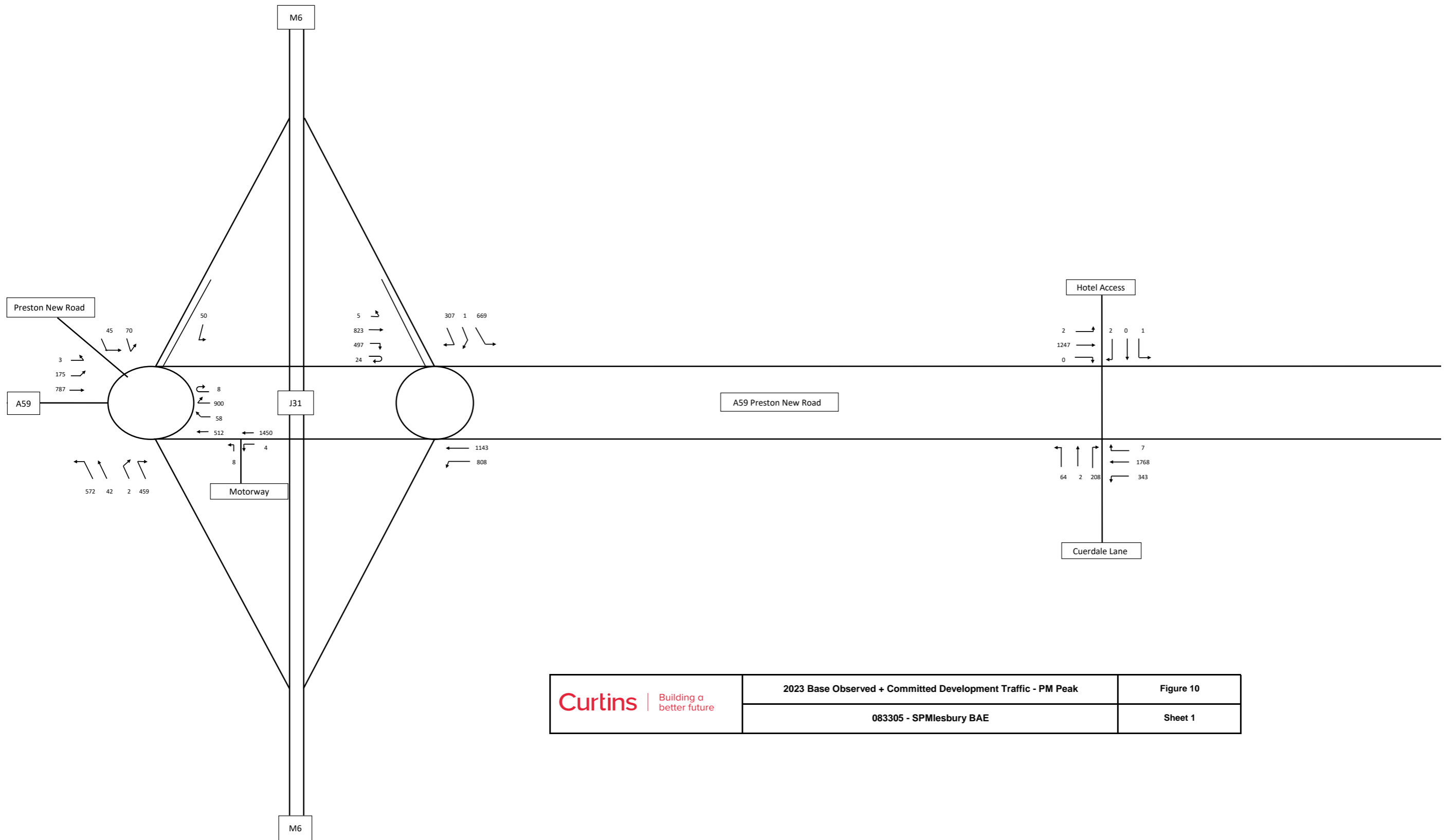
 Building a better future	Land of Yew Tree Lane (10/17/0578) - PM Peak Traffic	Figure 8
	083305 - Samlesbury BAE	Sheet 2



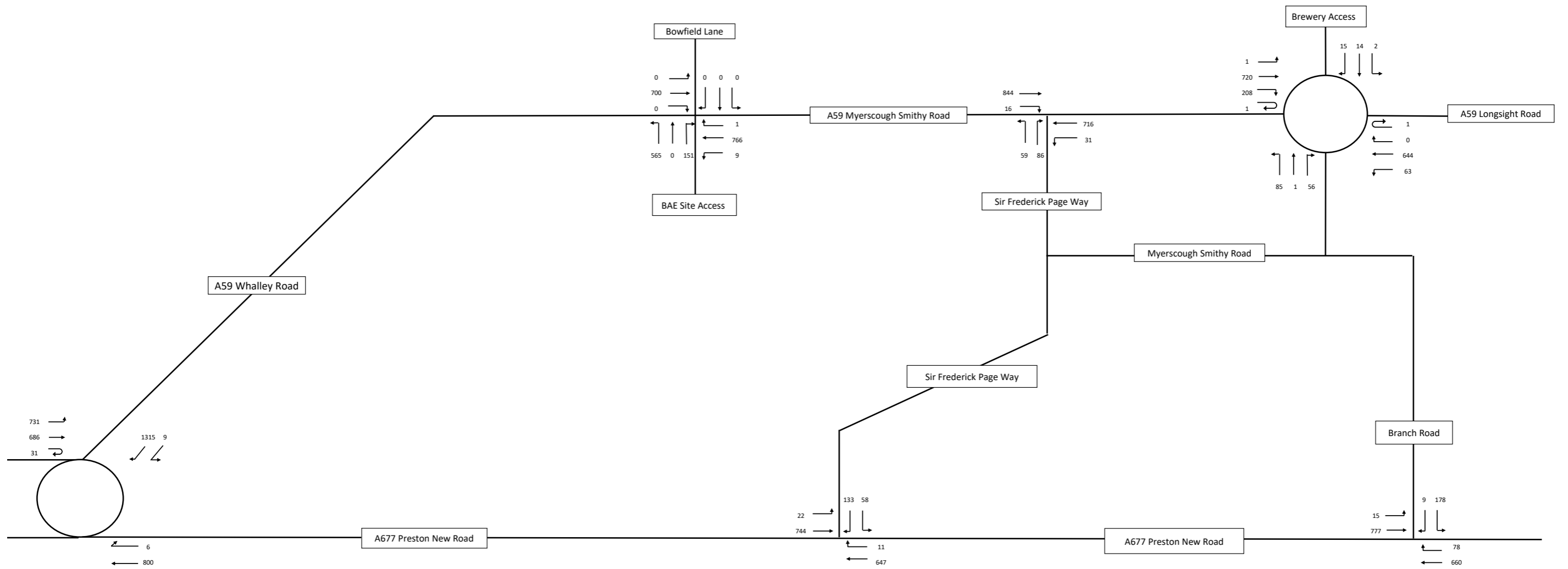
 Building a better future	2023 Base Observed + Committed Development Traffic - AM Peak	Figure 9
	083305 - Samlesbury BAE	Sheet 1



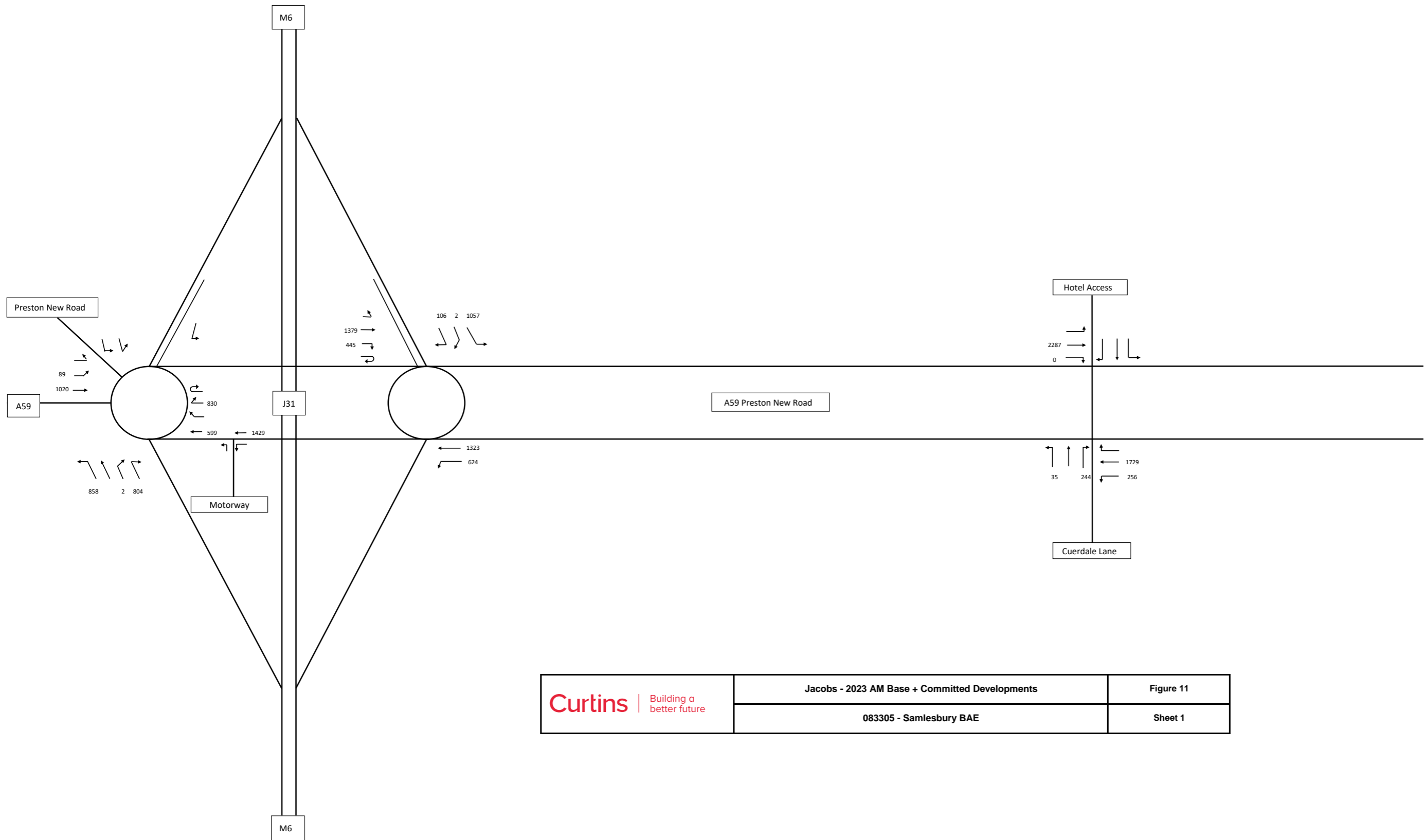
 Building a better future	2023 Base Observed + Committed Development Traffic - AM Peak	Figure 9
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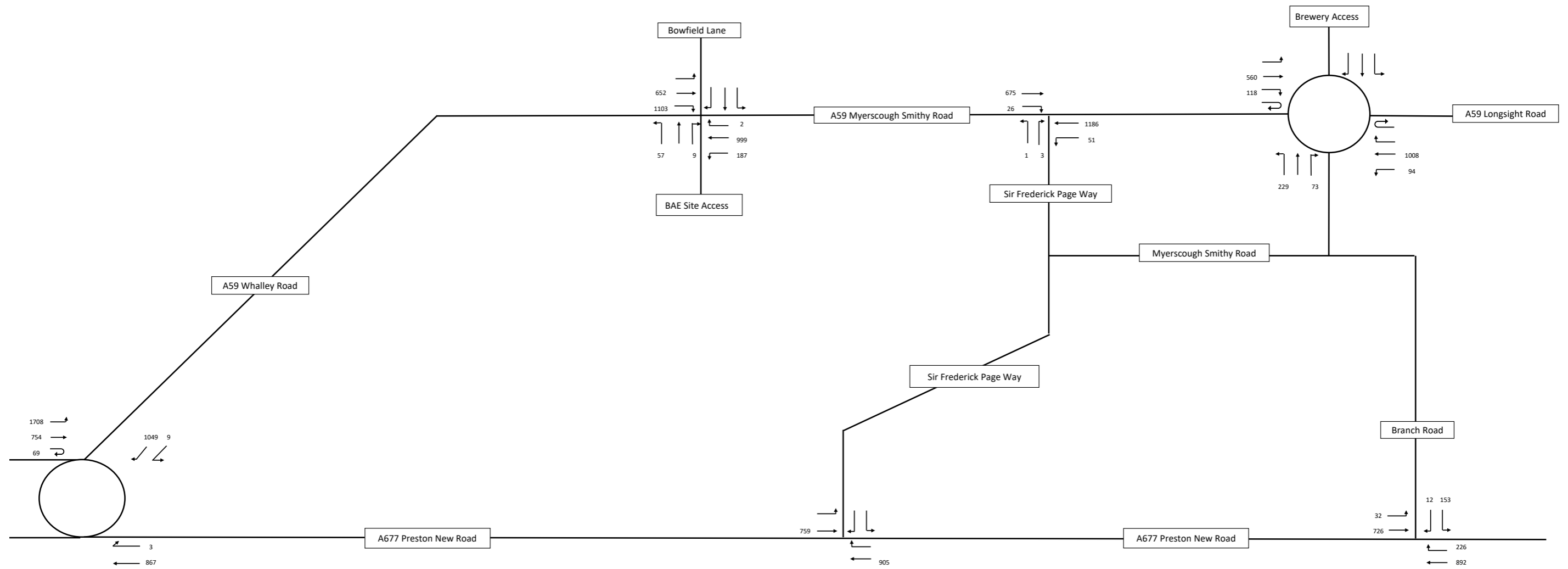
 Building a better future	2023 Base Observed + Committed Development Traffic - PM Peak	Figure 10
	083305 - SPMlesbury BAE	Sheet 1




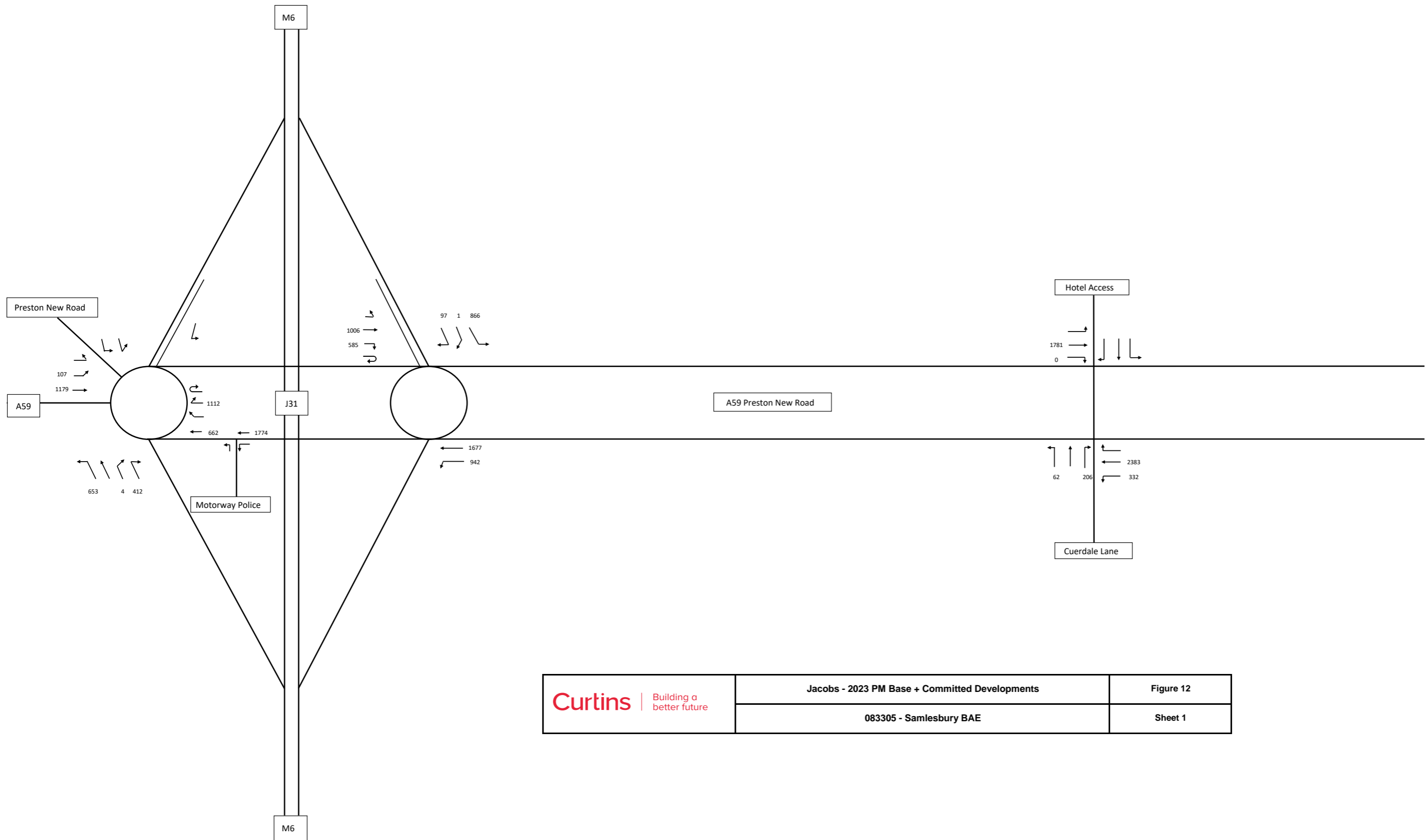
 Building a better future	2023 Base Observed + Committed Development Traffic - PM Peak	Figure 10
	083305 - SPMlesbury BAE	Sheet 2




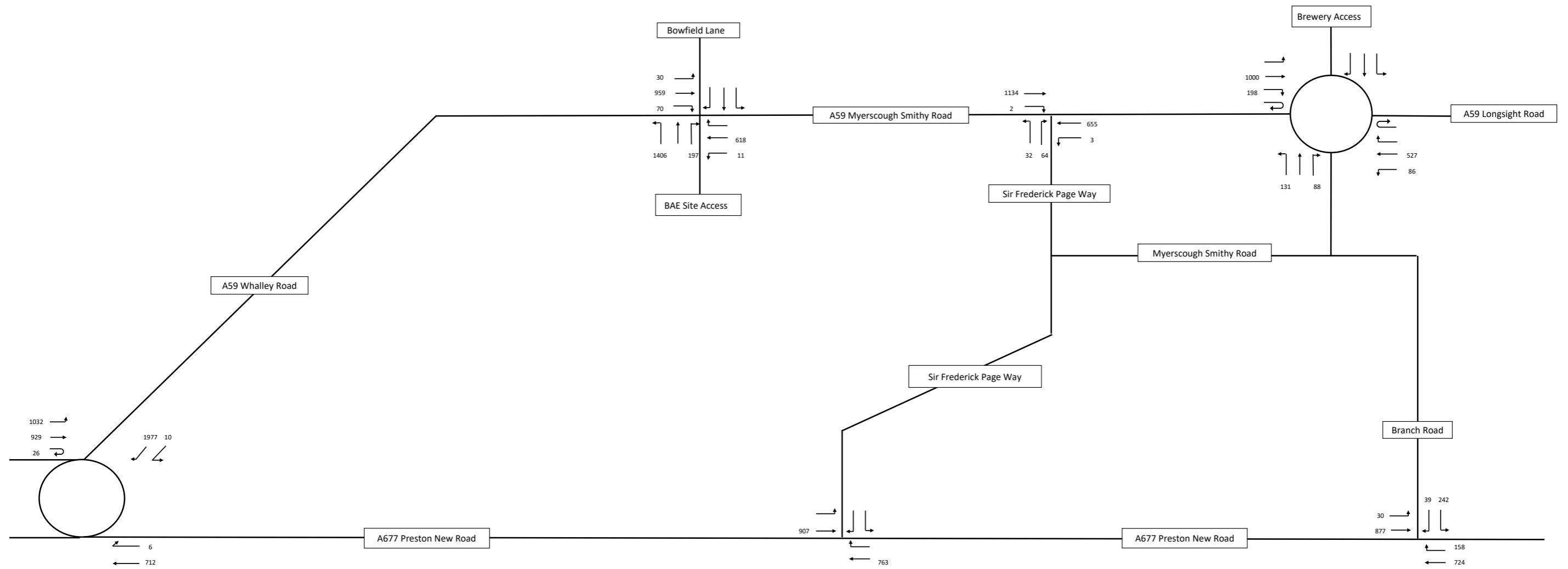
 Building a better future	Jacobs - 2023 AM Base + Committed Developments	Figure 11
	083305 - Samlesbury BAE	Sheet 1




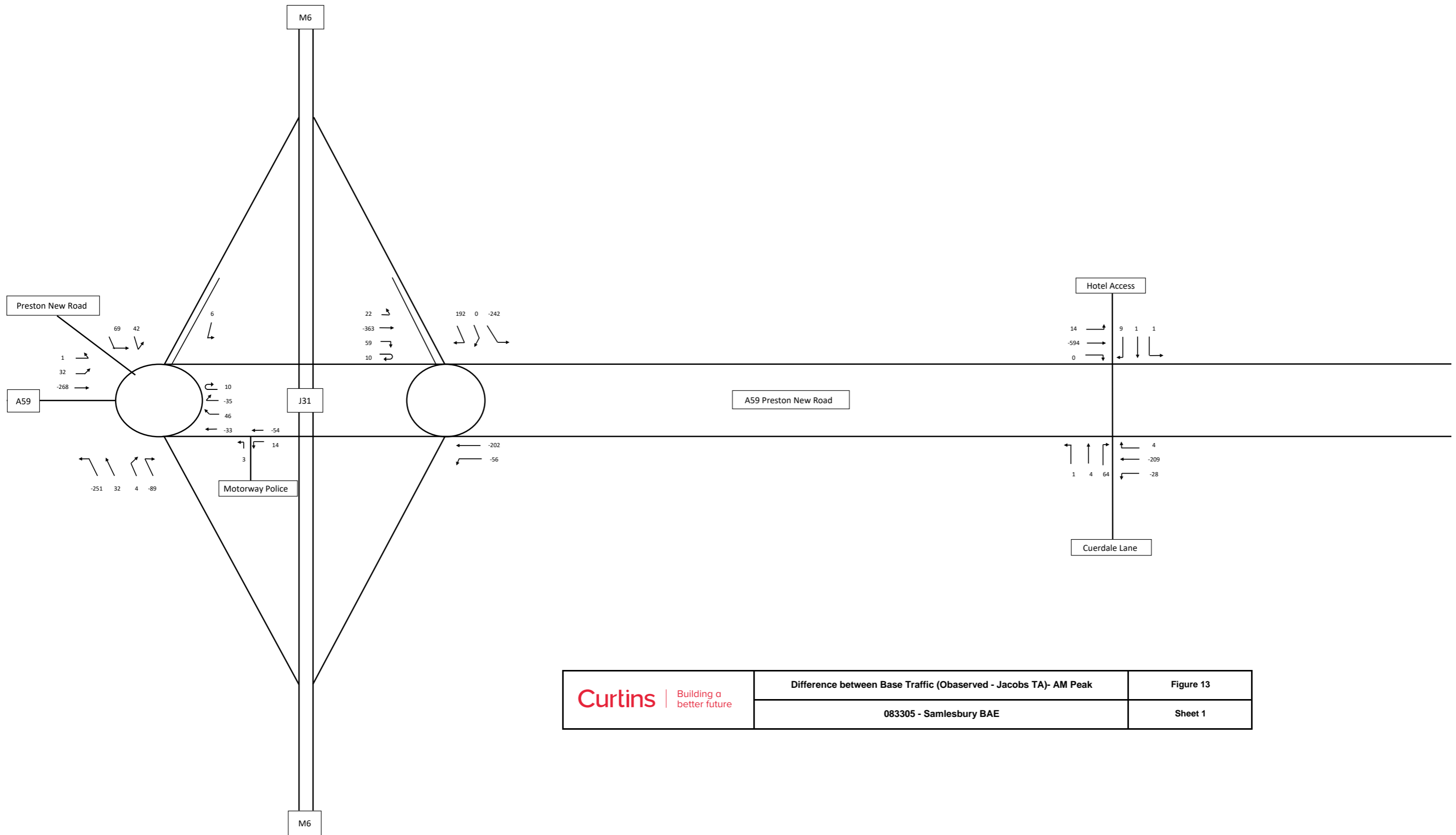
 Building a better future	Jacobs - 2023 AM Base + Committed Developments	Figure 11
	083305 - Samlesbury BAE	Sheet 2




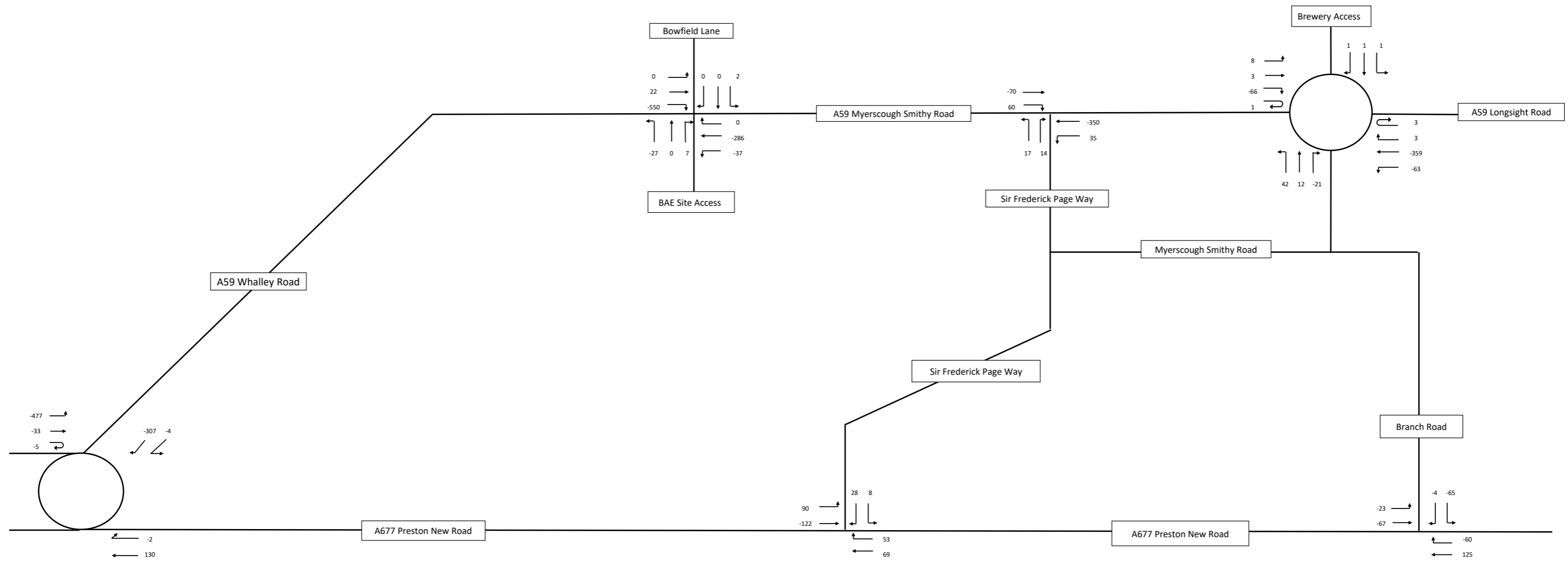
 Building a better future	Jacobs - 2023 PM Base + Committed Developments	Figure 12
	083305 - Samlesbury BAE	Sheet 1




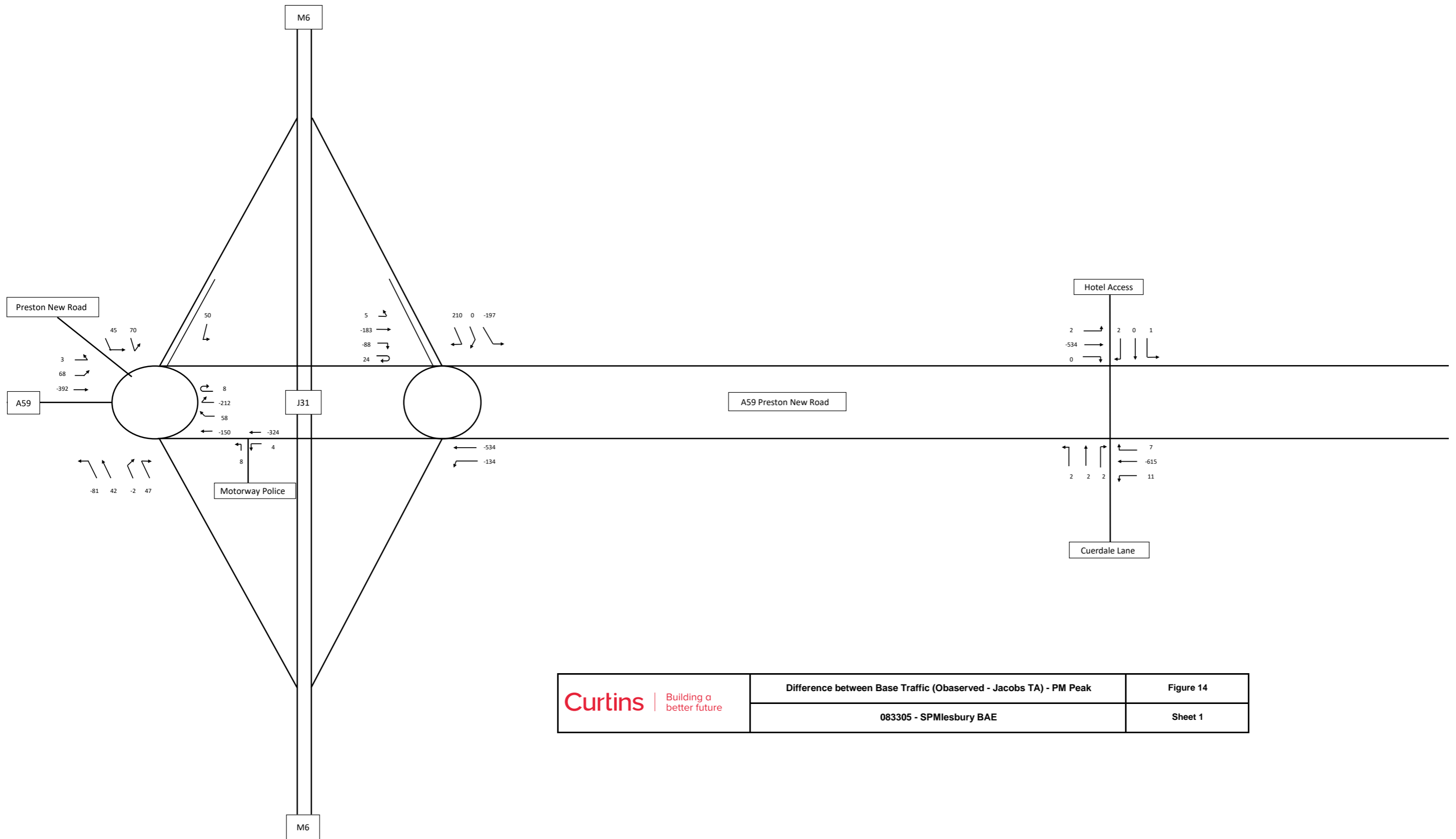
 Building a better future	Jacobs - 2023 PM Base + Committed Developments	Figure 12
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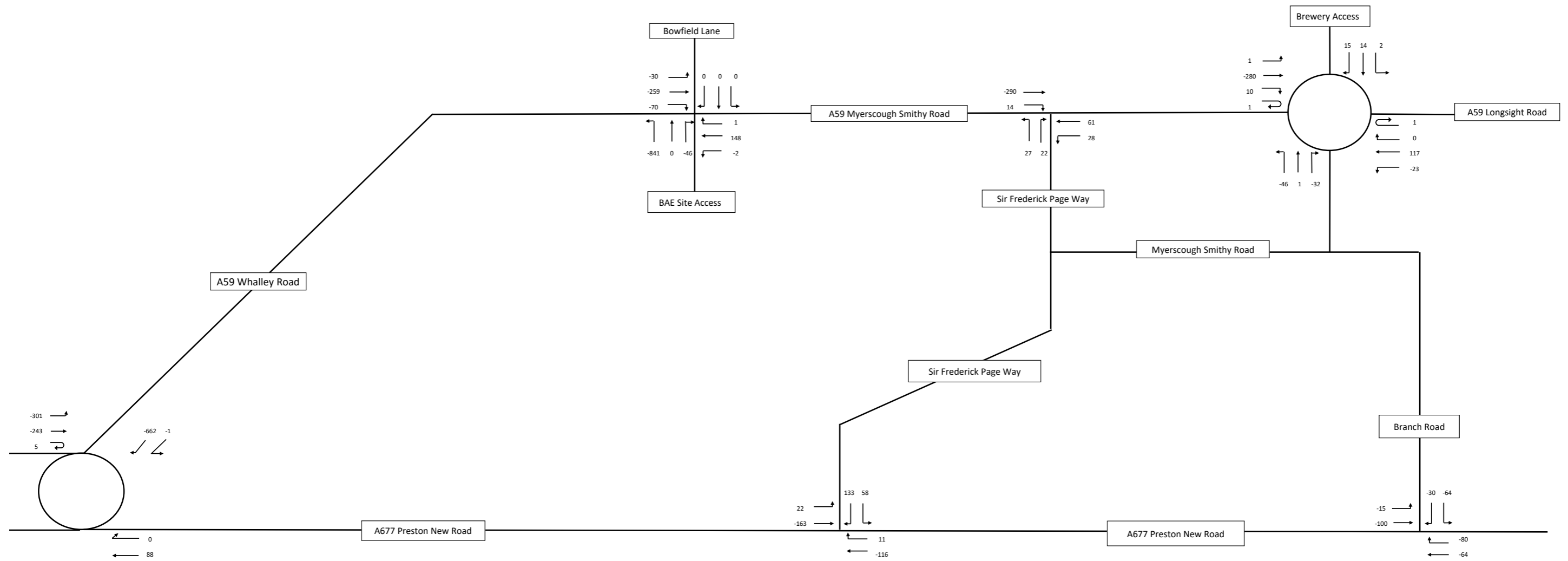
 Building a better future	Difference between Base Traffic (Observed - Jacobs TA)- AM Peak	Figure 13
	083305 - Samlesbury BAE	Sheet 1




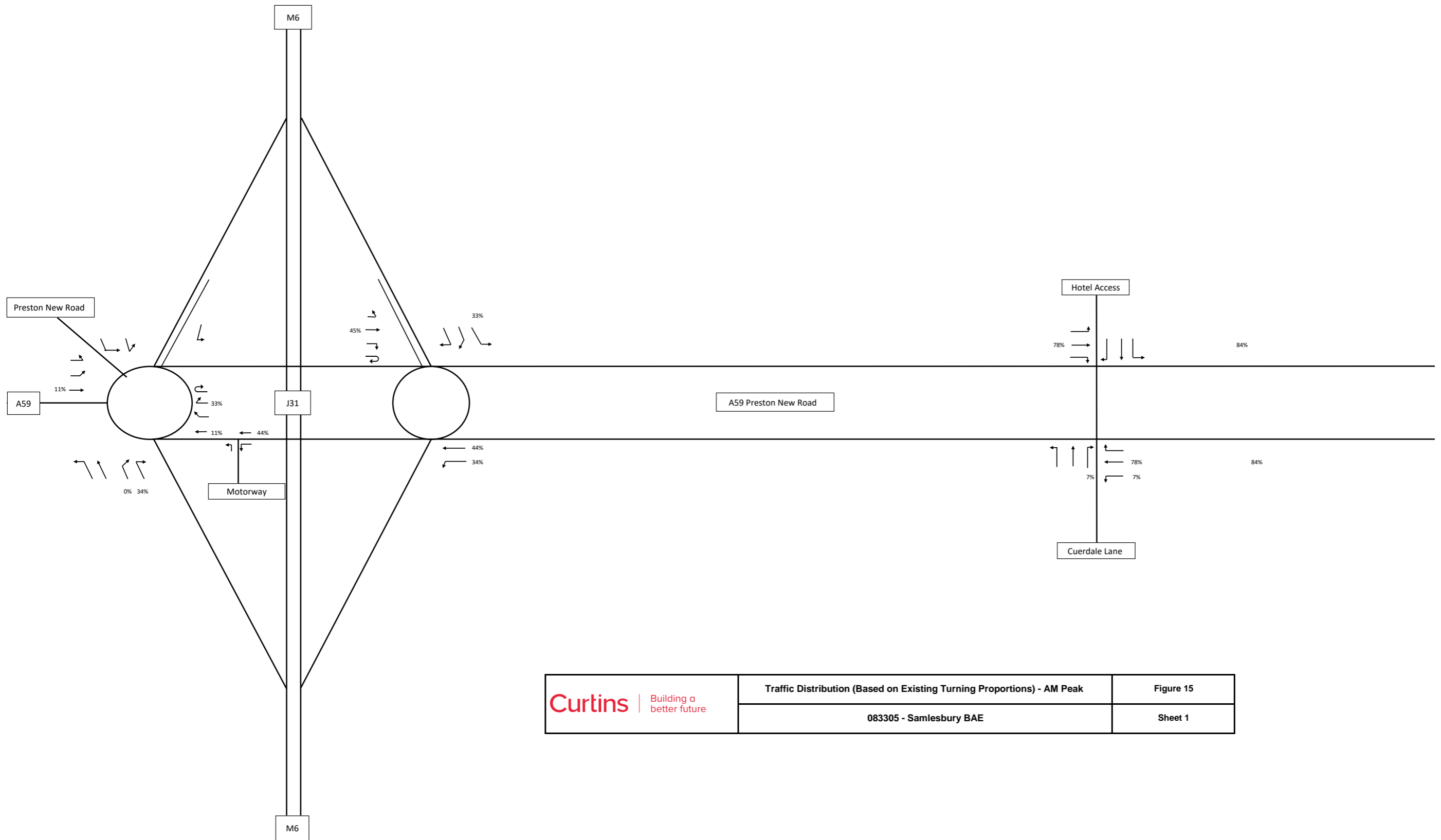
 Building a better future	Difference between Base Traffic (Observed - Jacobs TA) - AM Peak	Figure 13
	083305 - Samlesbury BAE	Sheet 2




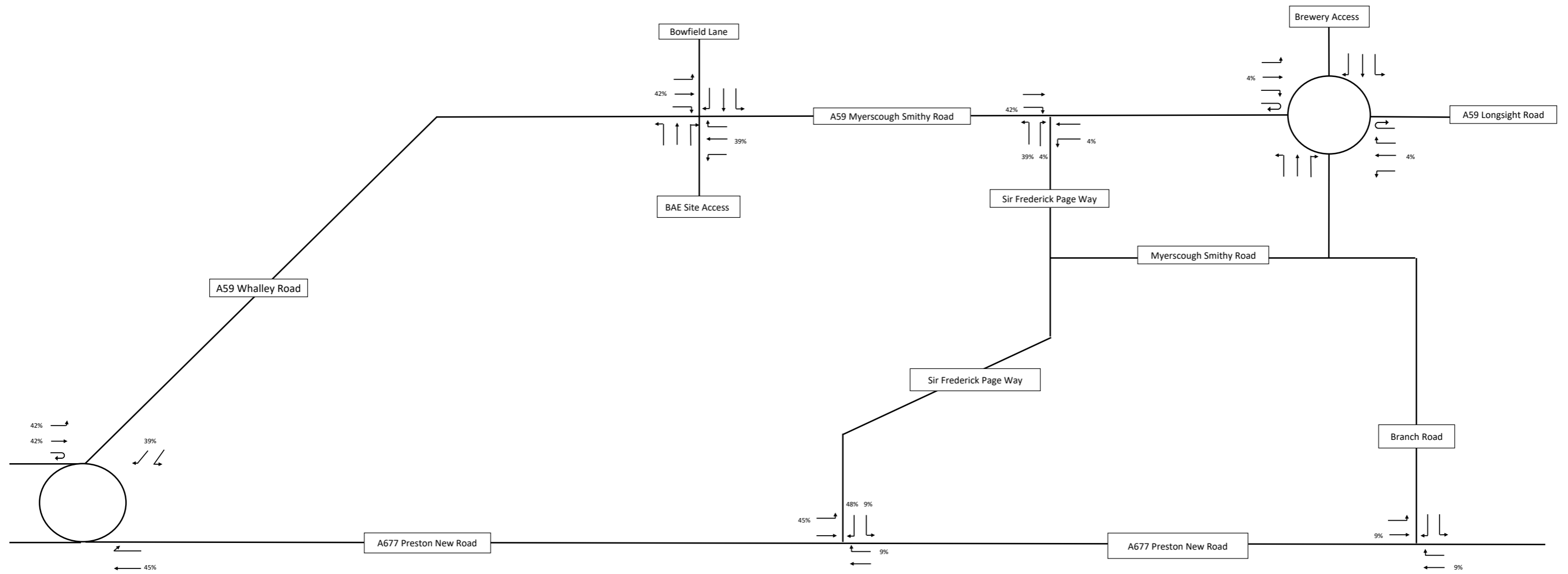
 Building a better future	Difference between Base Traffic (Observed - Jacobs TA) - PM Peak	Figure 14
	083305 - SPMiesbury BAE	Sheet 1




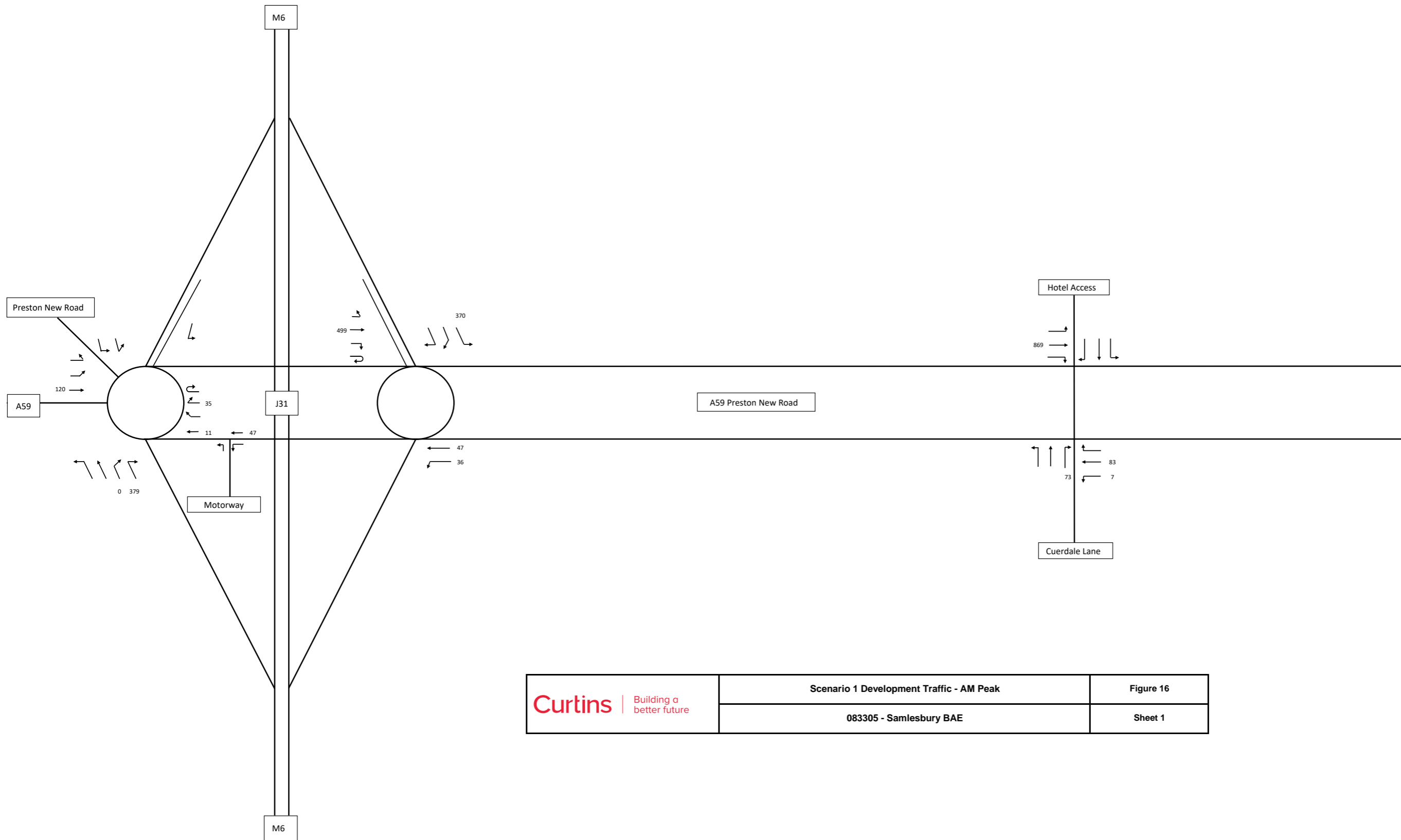
 Building a better future	Difference between Base Traffic (Observed - Jacobs TA) - PM Peak	Figure 14
	083305 - SPMlesbury BAE	Sheet 2




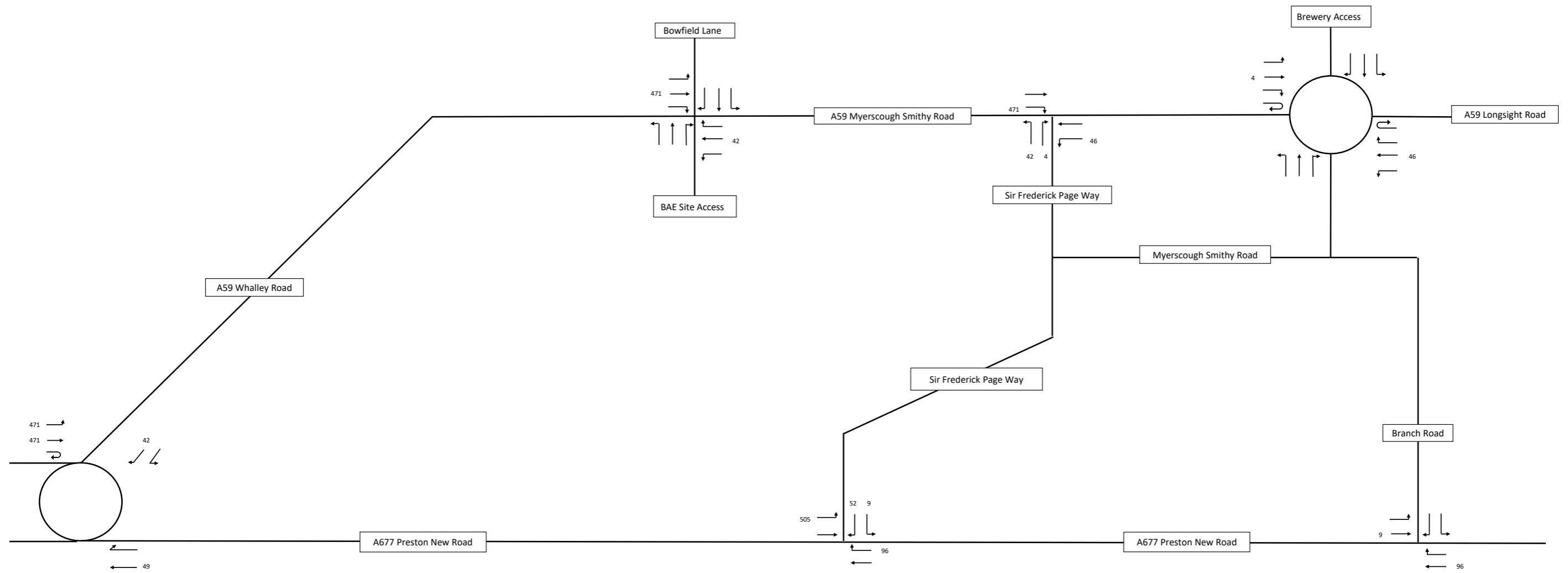
 Building a better future	Traffic Distribution (Based on Existing Turning Proportions) - AM Peak	Figure 15
	083305 - Samlesbury BAE	Sheet 1




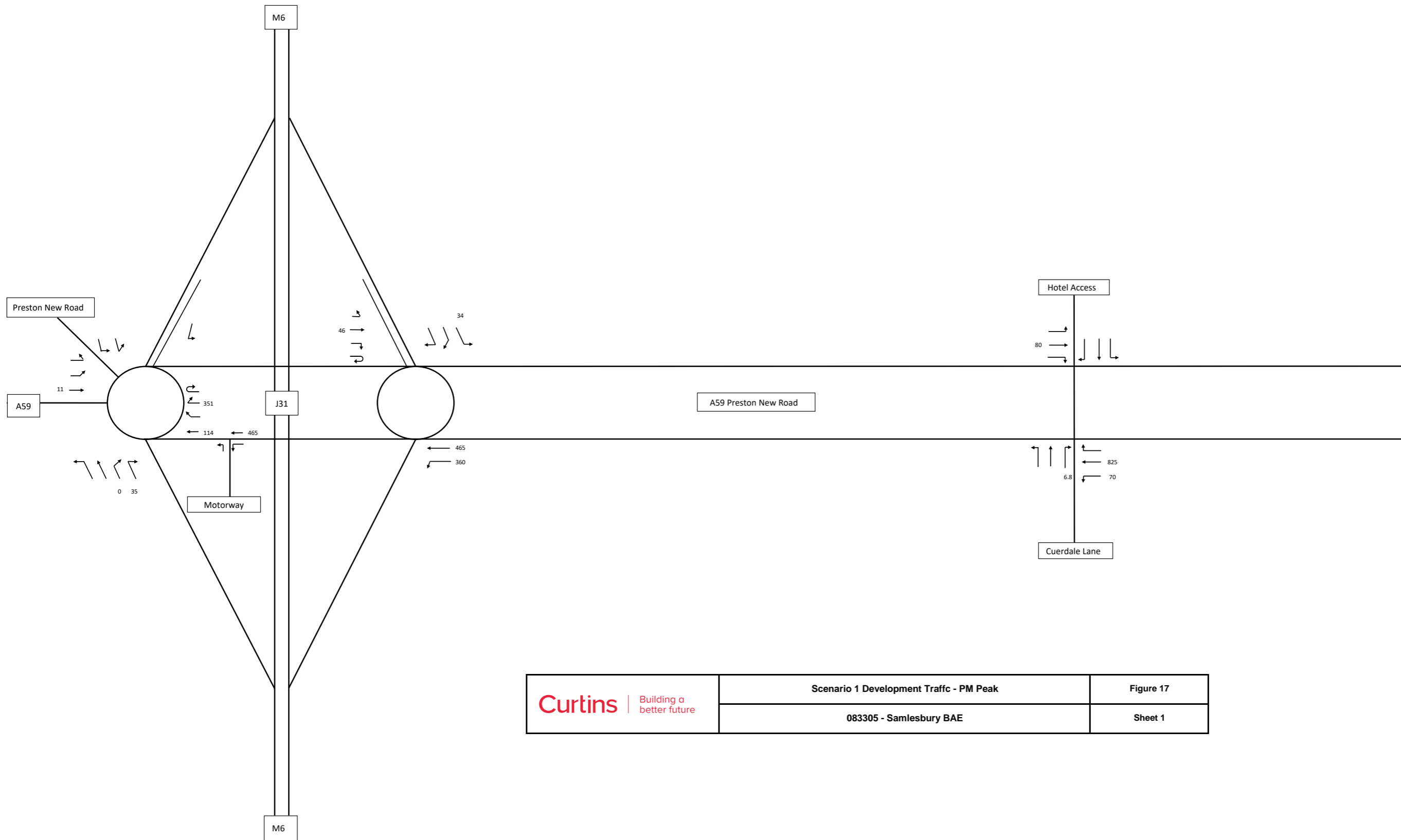
 Building a better future	Traffic Distribution (Based on Existing Turning Proportions) - AM Peak	Figure 15
	083305 - Samlesbury BAE	Sheet 2




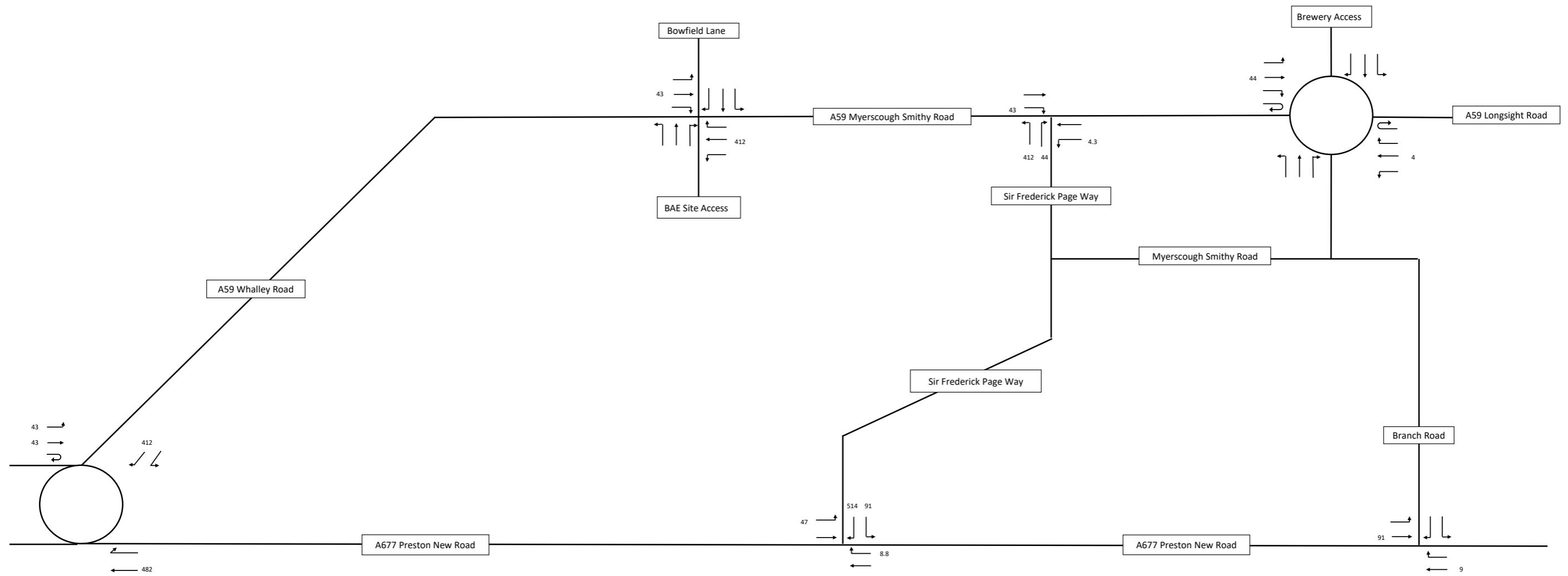
	Scenario 1 Development Traffic - AM Peak	Figure 16
	083305 - Samlesbury BAE	Sheet 1




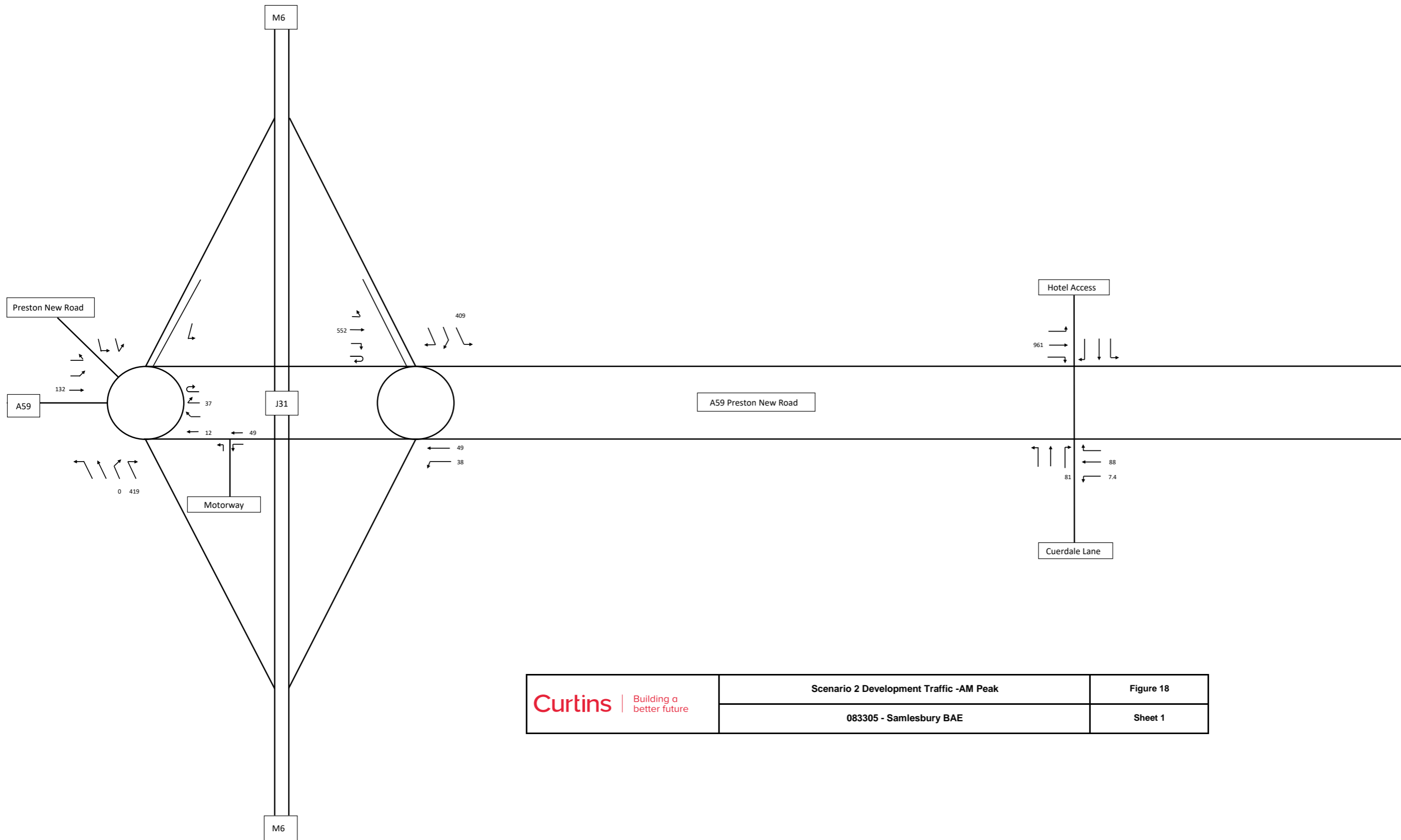
 Building a better future	Scenario 1 Development Traffic - AM Peak	Figure 16
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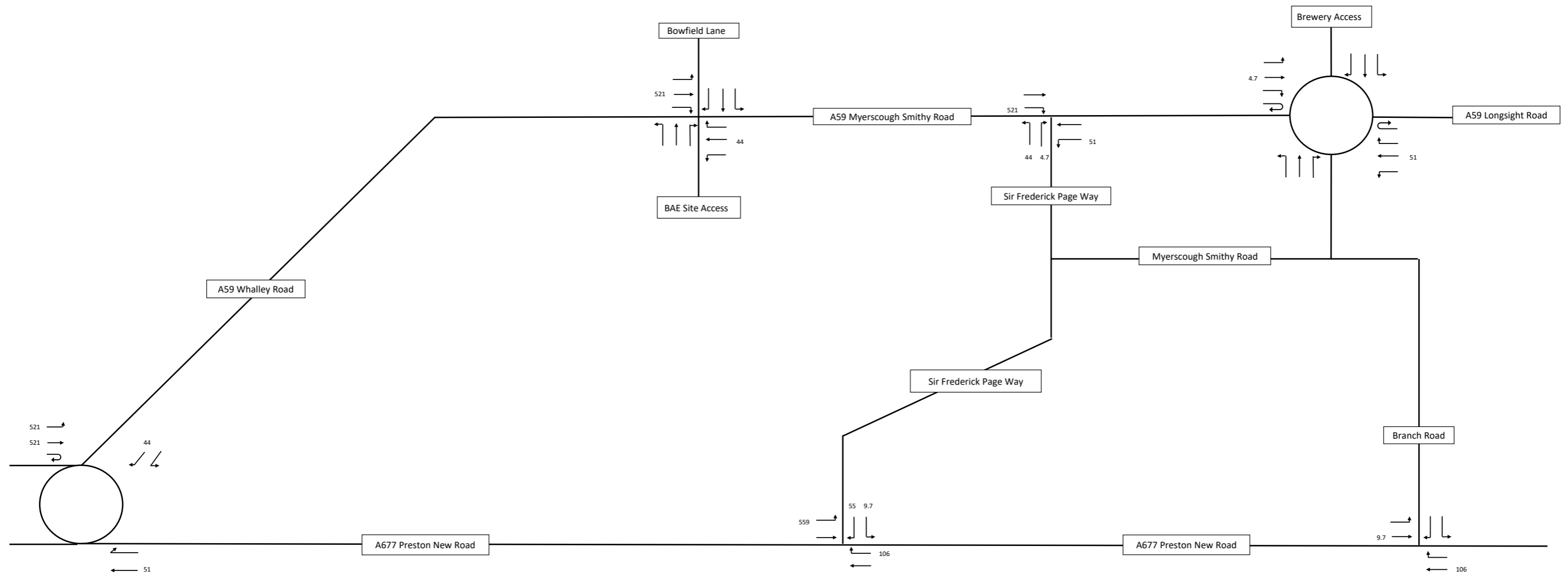
	Scenario 1 Development Traffic - PM Peak	Figure 17
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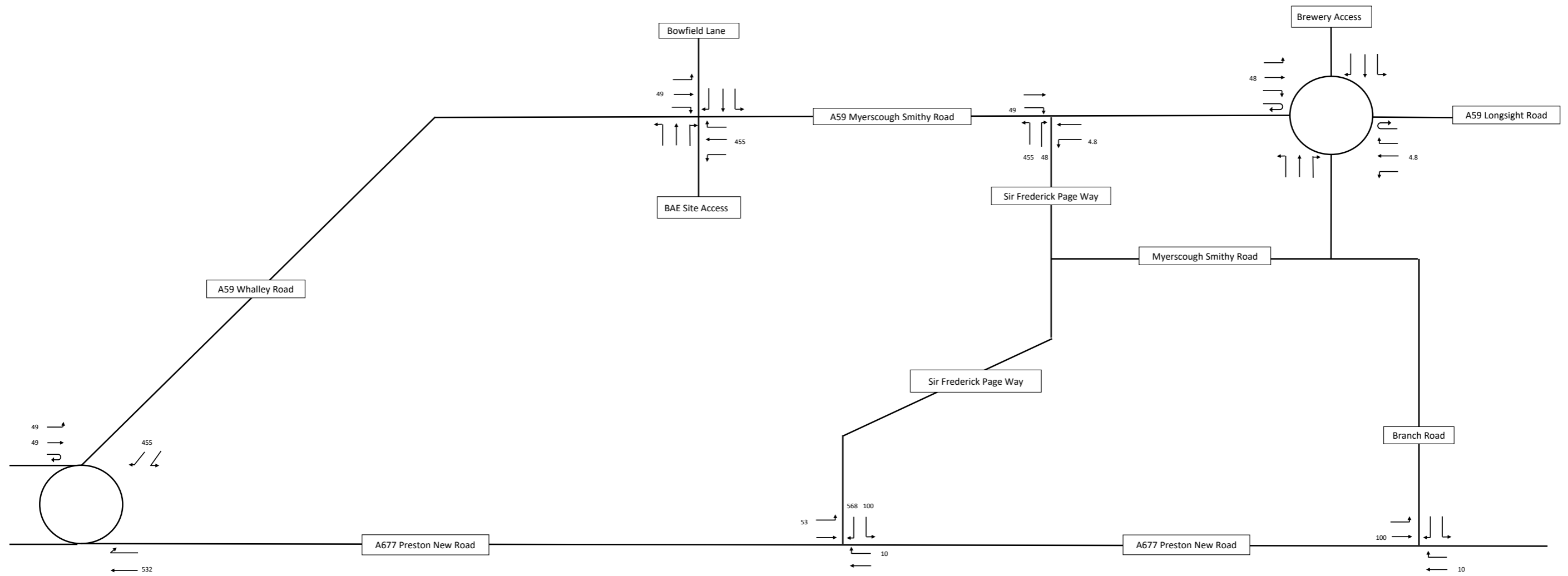
 Building a better future	Scenario 1 Development Traffic - PM Peak	Figure 17
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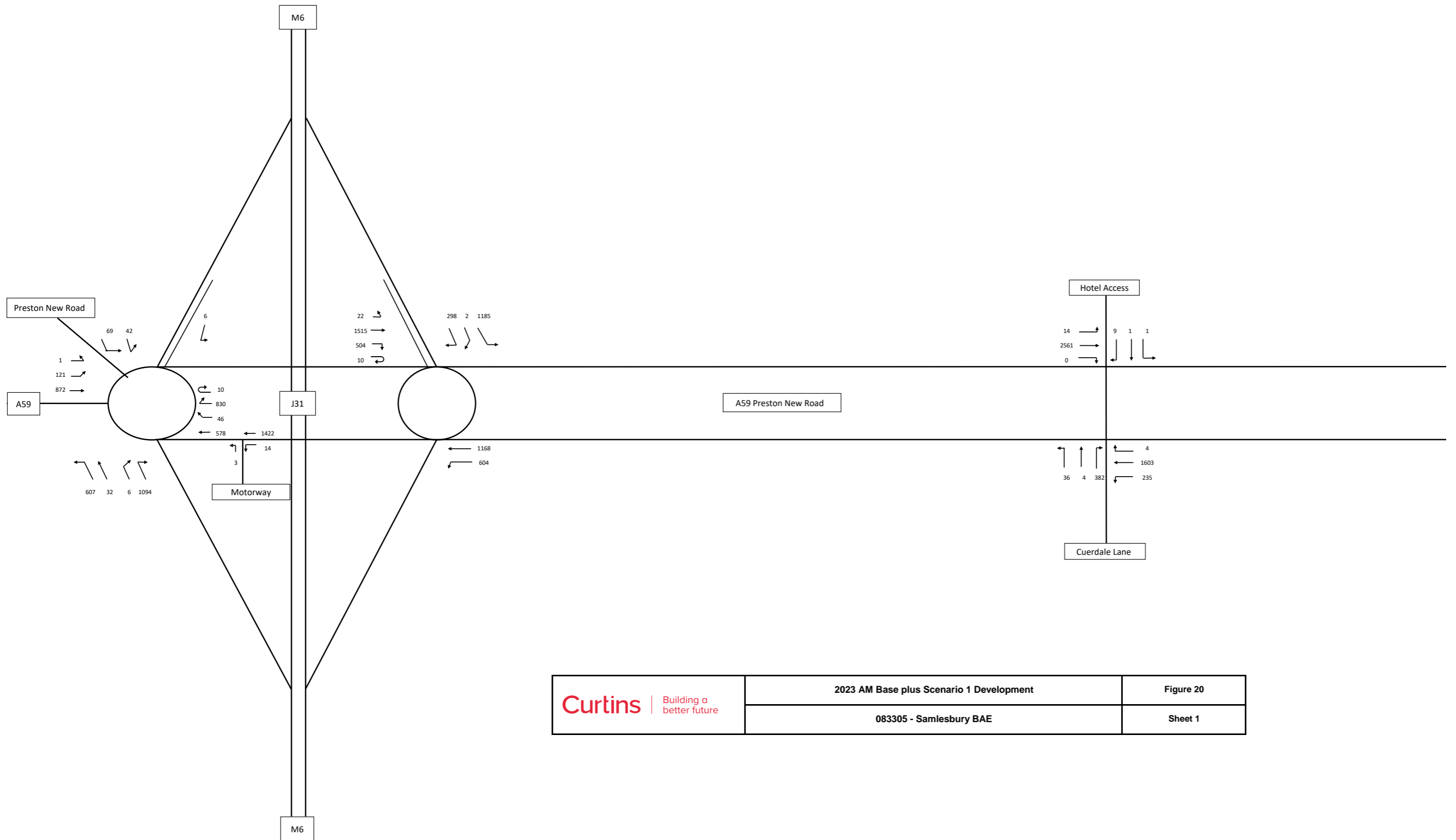
	Scenario 2 Development Traffic -AM Peak	Figure 18
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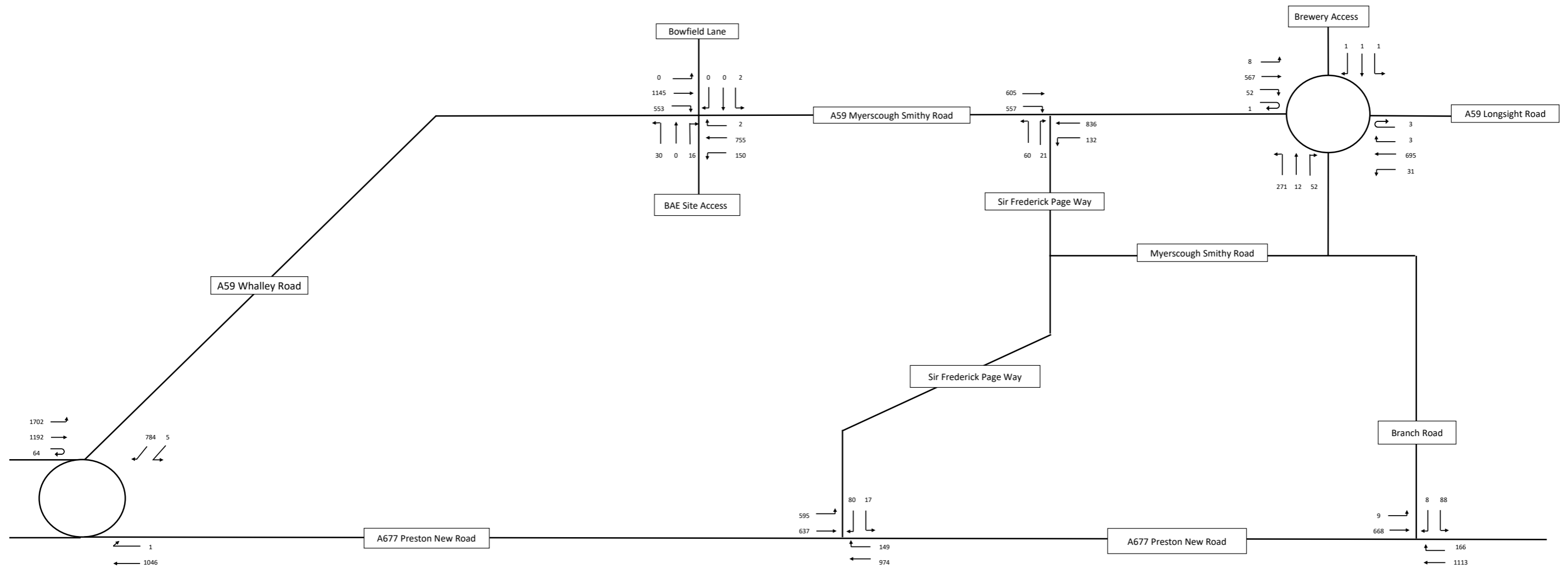
	Scenario 2 Development Traffic -AM Peak	Figure 18
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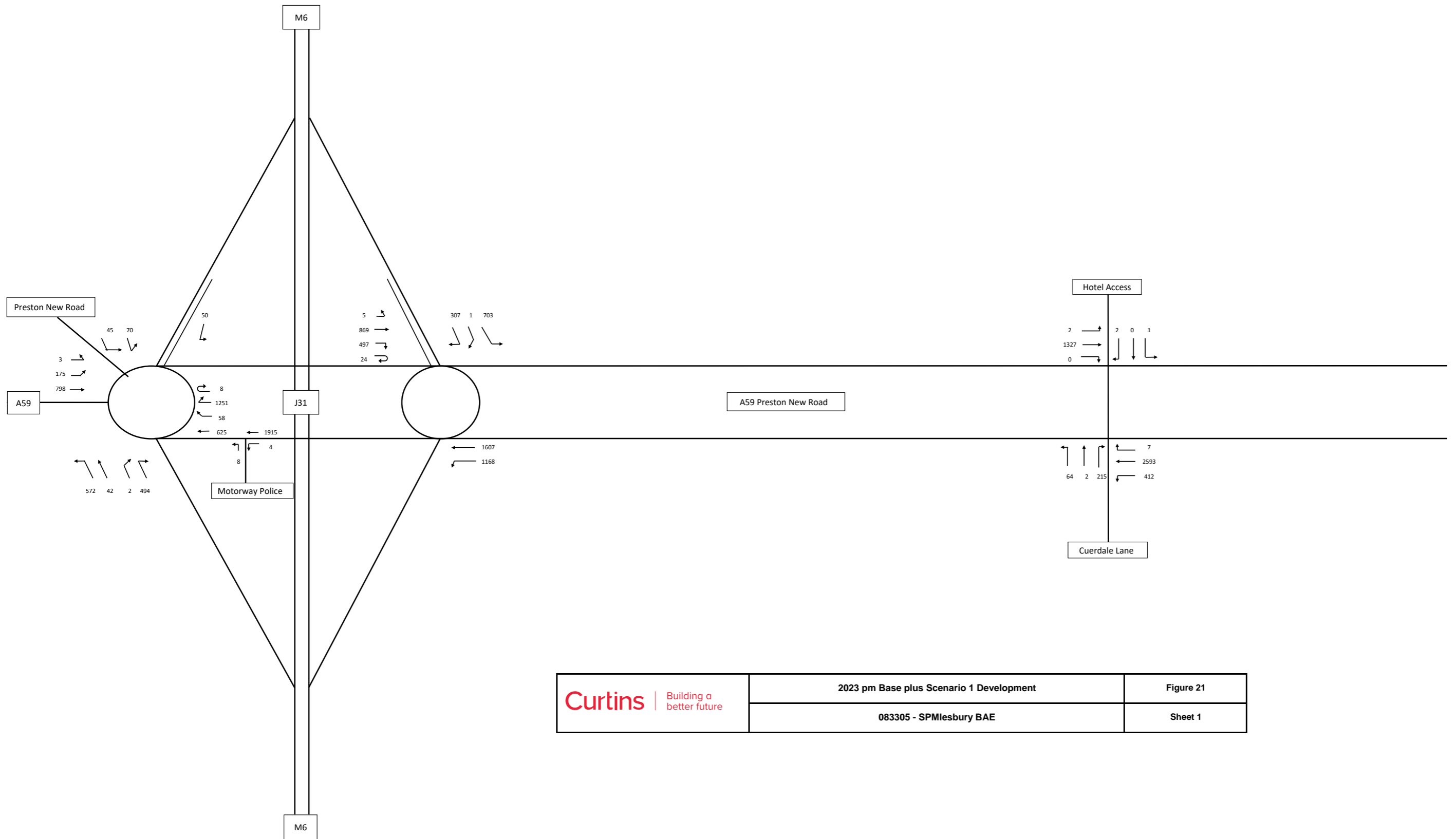
Curtins Building a better future	Scenario 2 Development Traffic - PM Peak	Figure 19
	083305 - Samlesbury BAE	Sheet 2




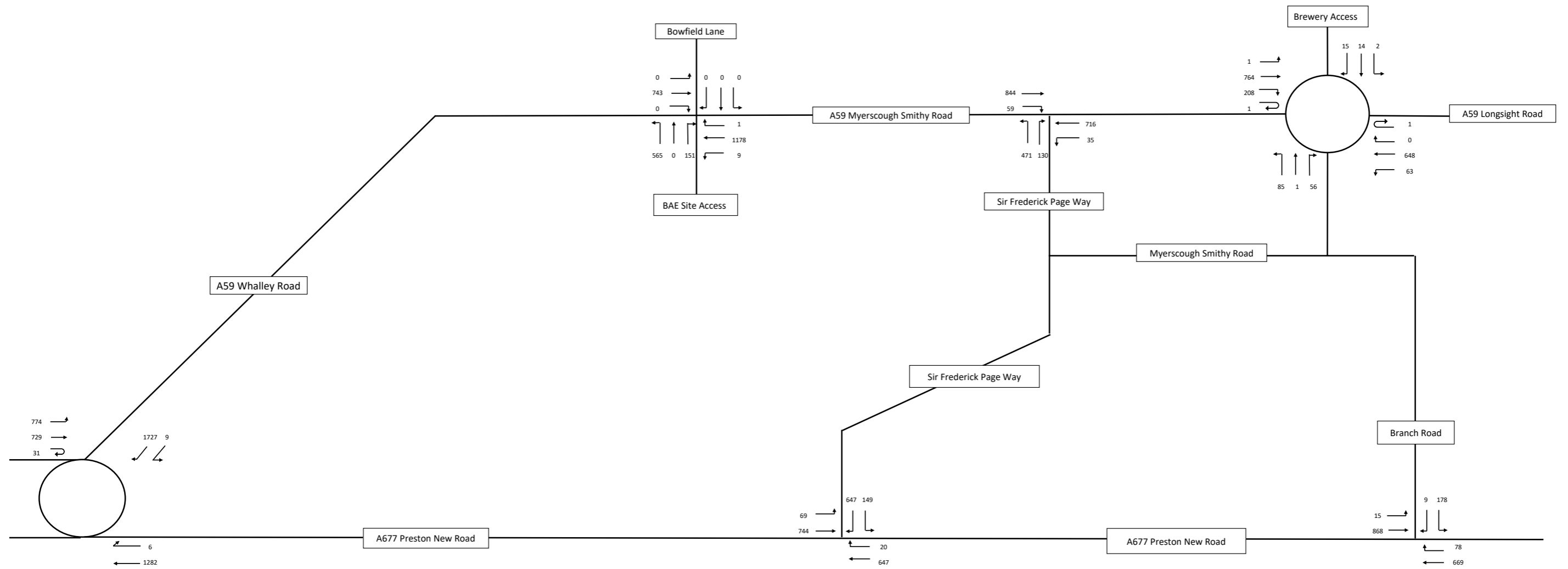
 Building a better future	2023 AM Base plus Scenario 1 Development	Figure 20
	083305 - Samlesbury BAE	Sheet 1




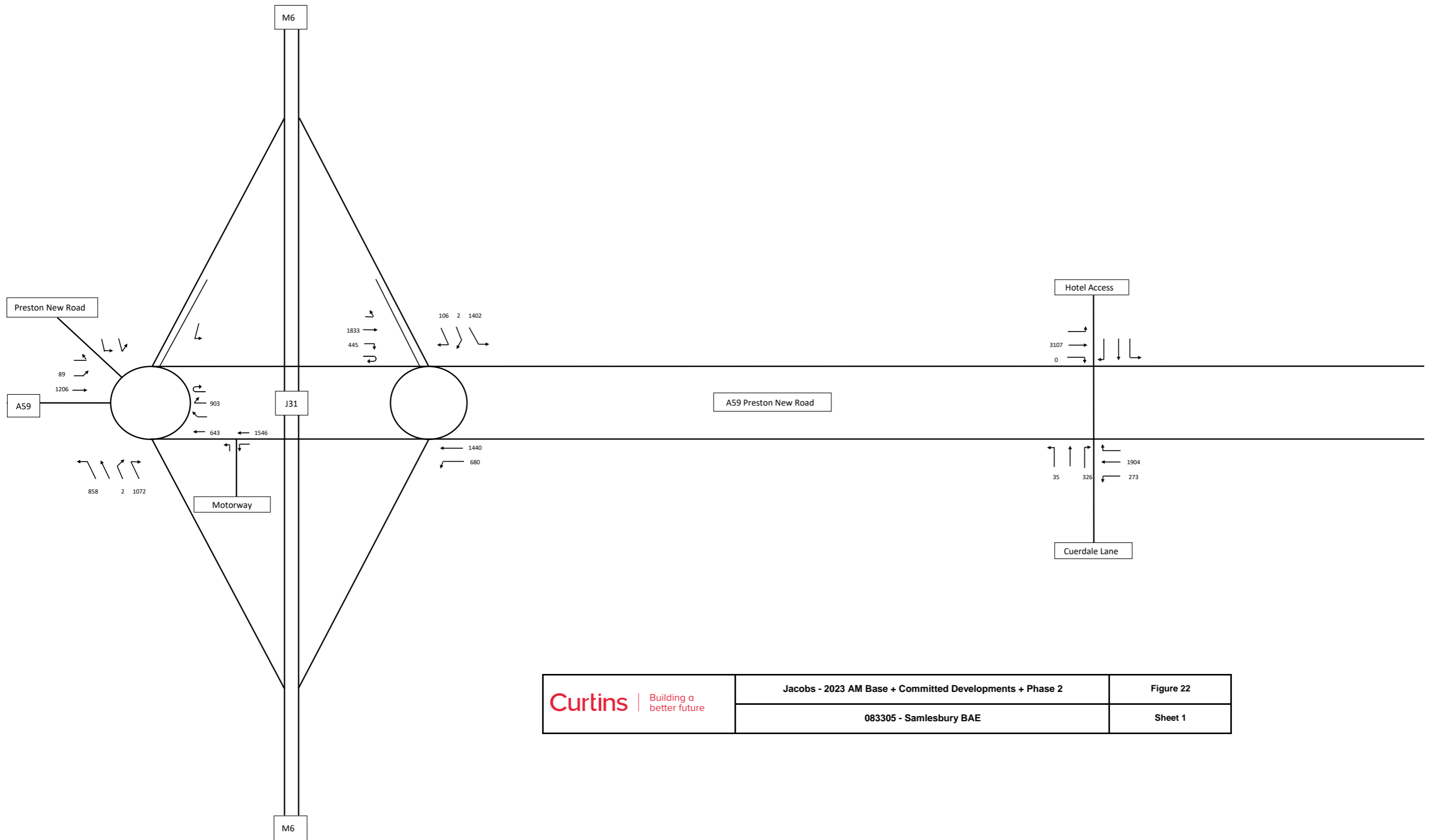
 Building a better future	2023 AM Base plus Scenario 1 Development	Figure 20
	083305 - Samlesbury BAE	Sheet 2




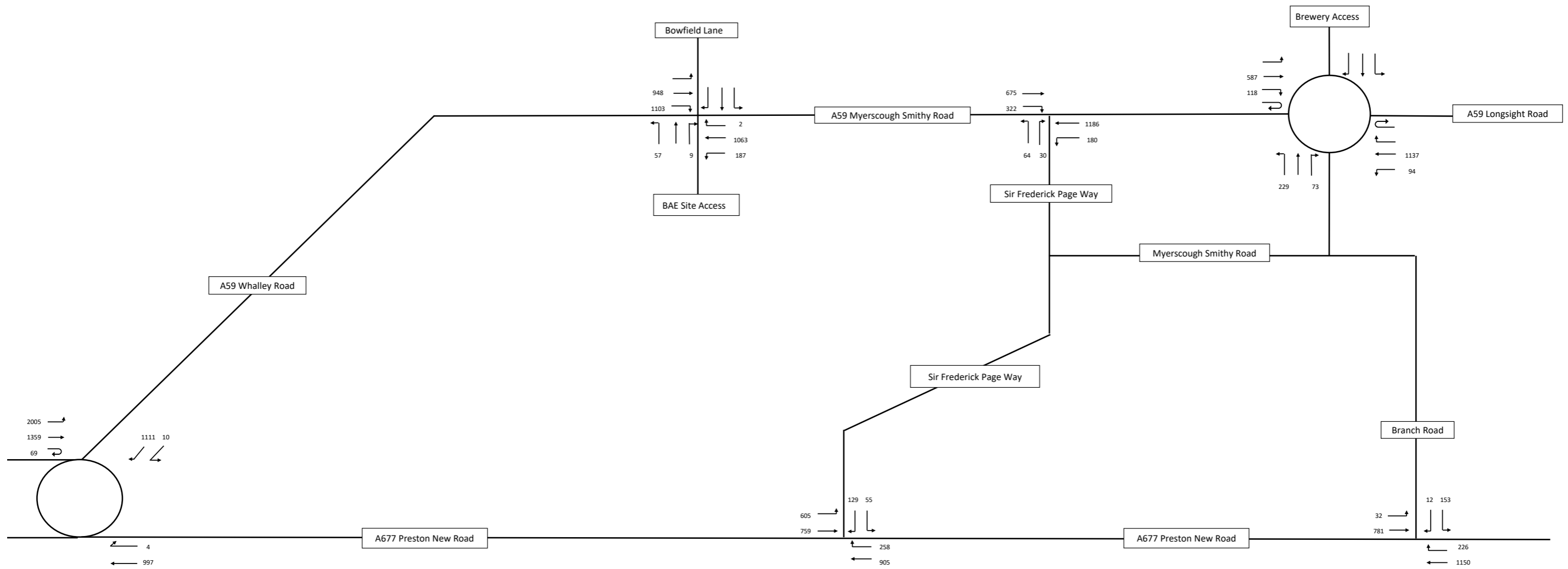
 Building a better future	2023 pm Base plus Scenario 1 Development	Figure 21
	083305 - SPMiesbury BAE	Sheet 1




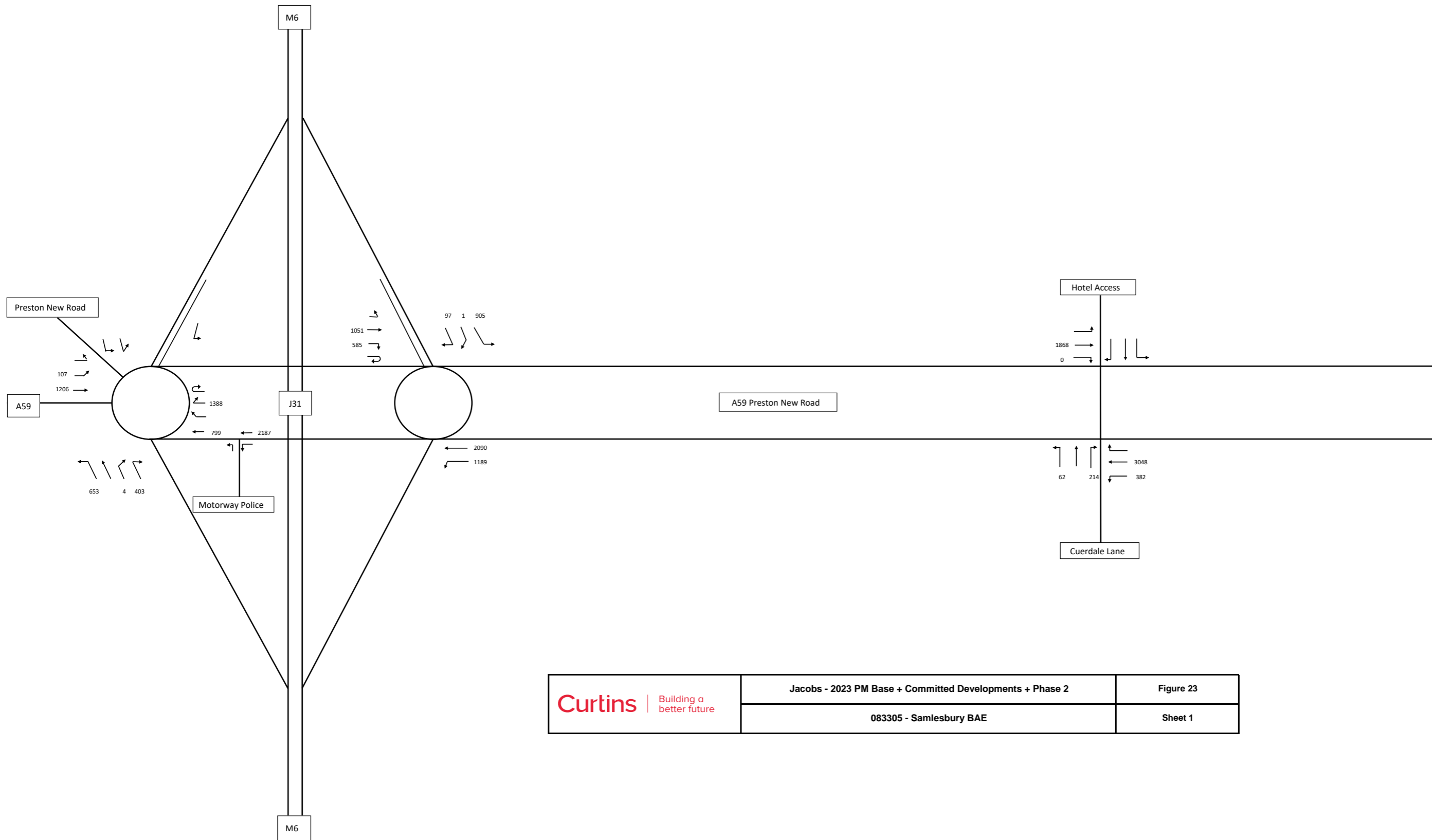
 Building a better future	2023 pm Base plus Scenario 1 Development	Figure 21
	083305 - SPMlesbury BAE	Sheet 2




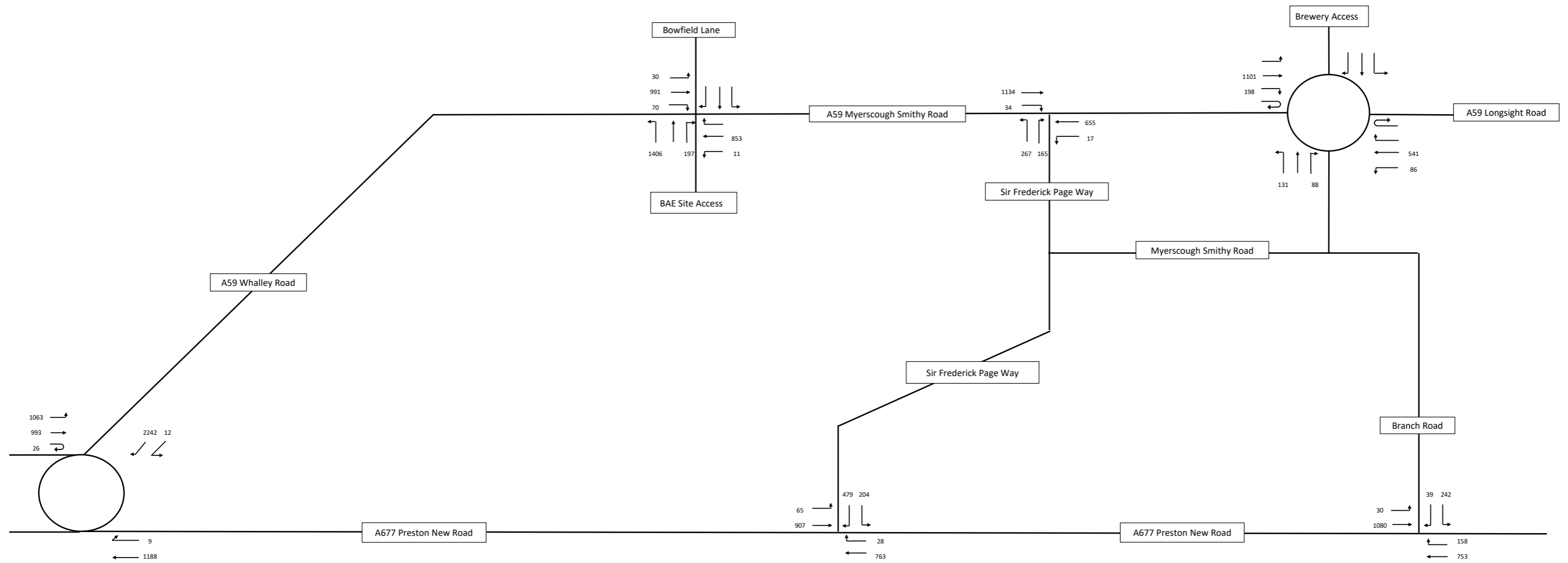
 Building a better future	Jacobs - 2023 AM Base + Committed Developments + Phase 2	Figure 22
	083305 - Samlesbury BAE	Sheet 1




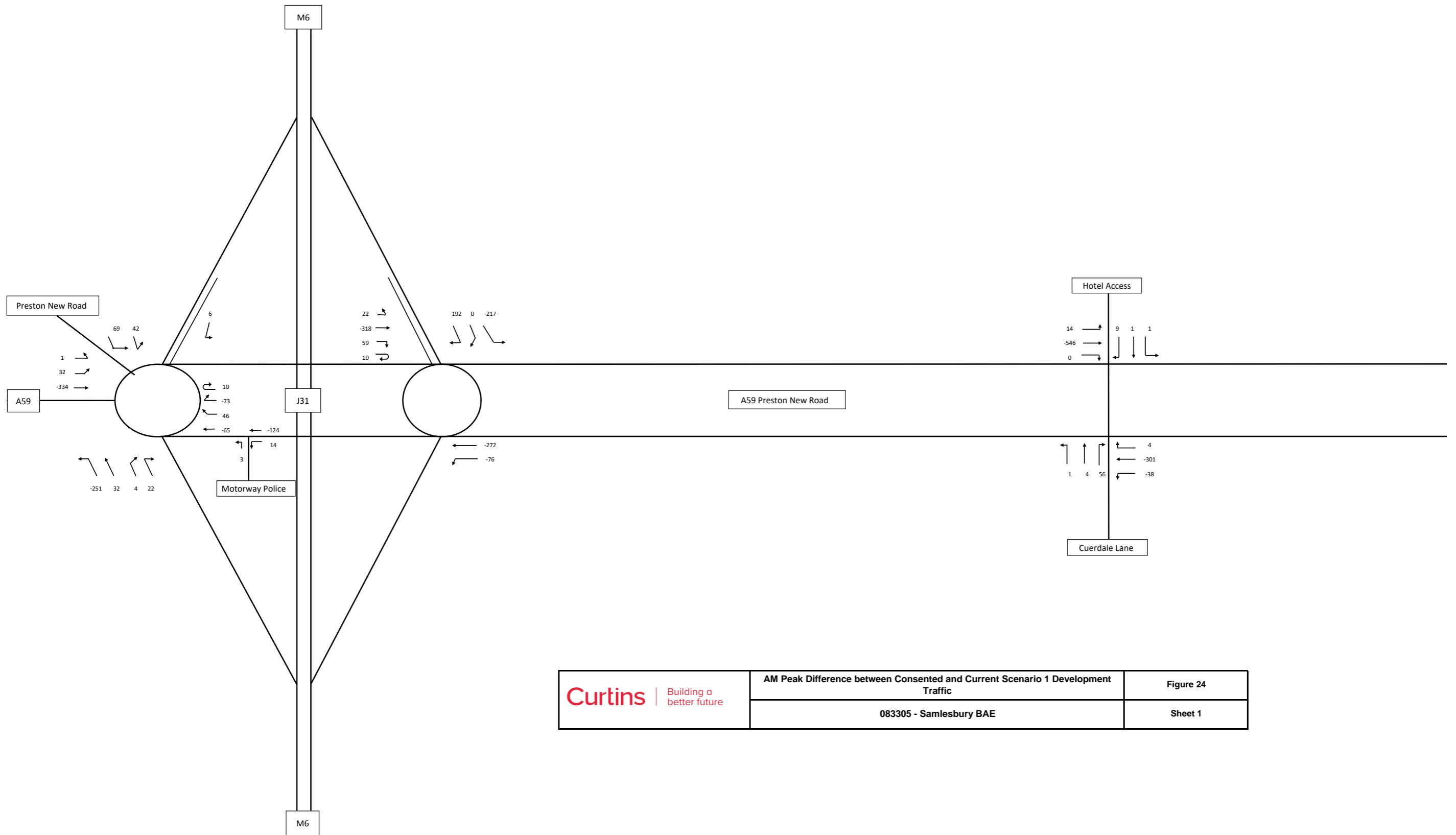
 Building a better future	Jacobs - 2023 AM Base + Committed Developments + Phase 2	Figure 22
	083305 - Samlesbury BAE	Sheet 2




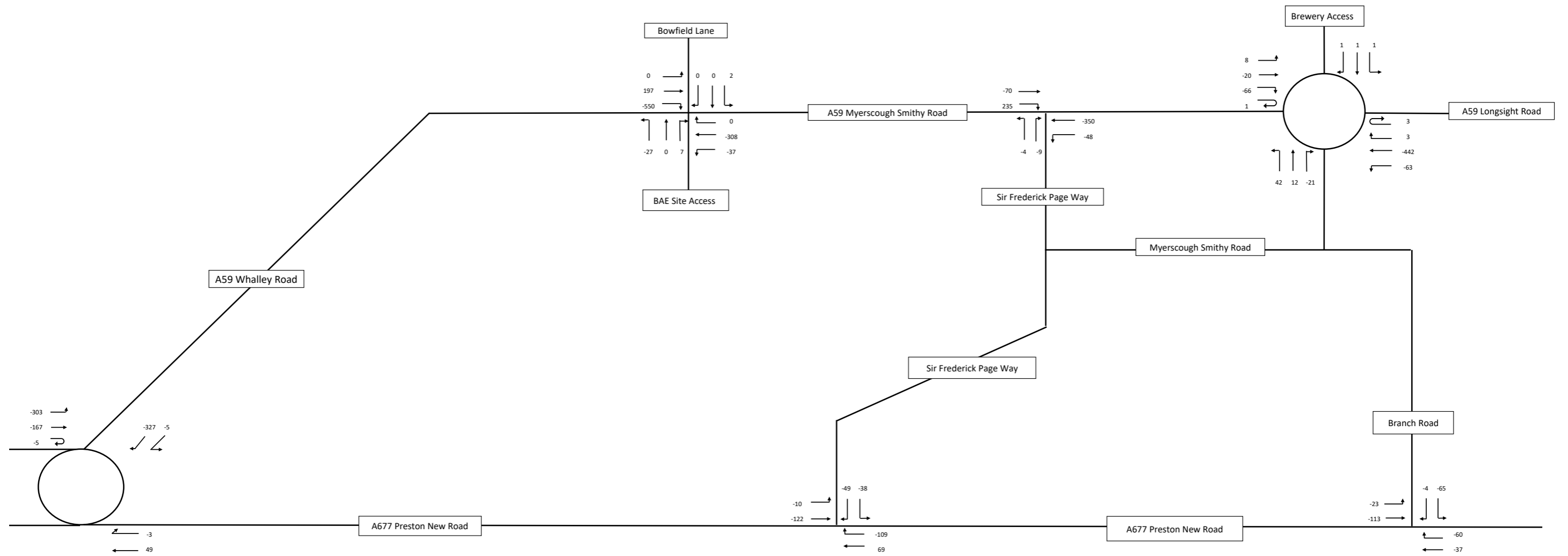
	Jacobs - 2023 PM Base + Committed Developments + Phase 2	Figure 23
	083305 - Samlesbury BAE	Sheet 1




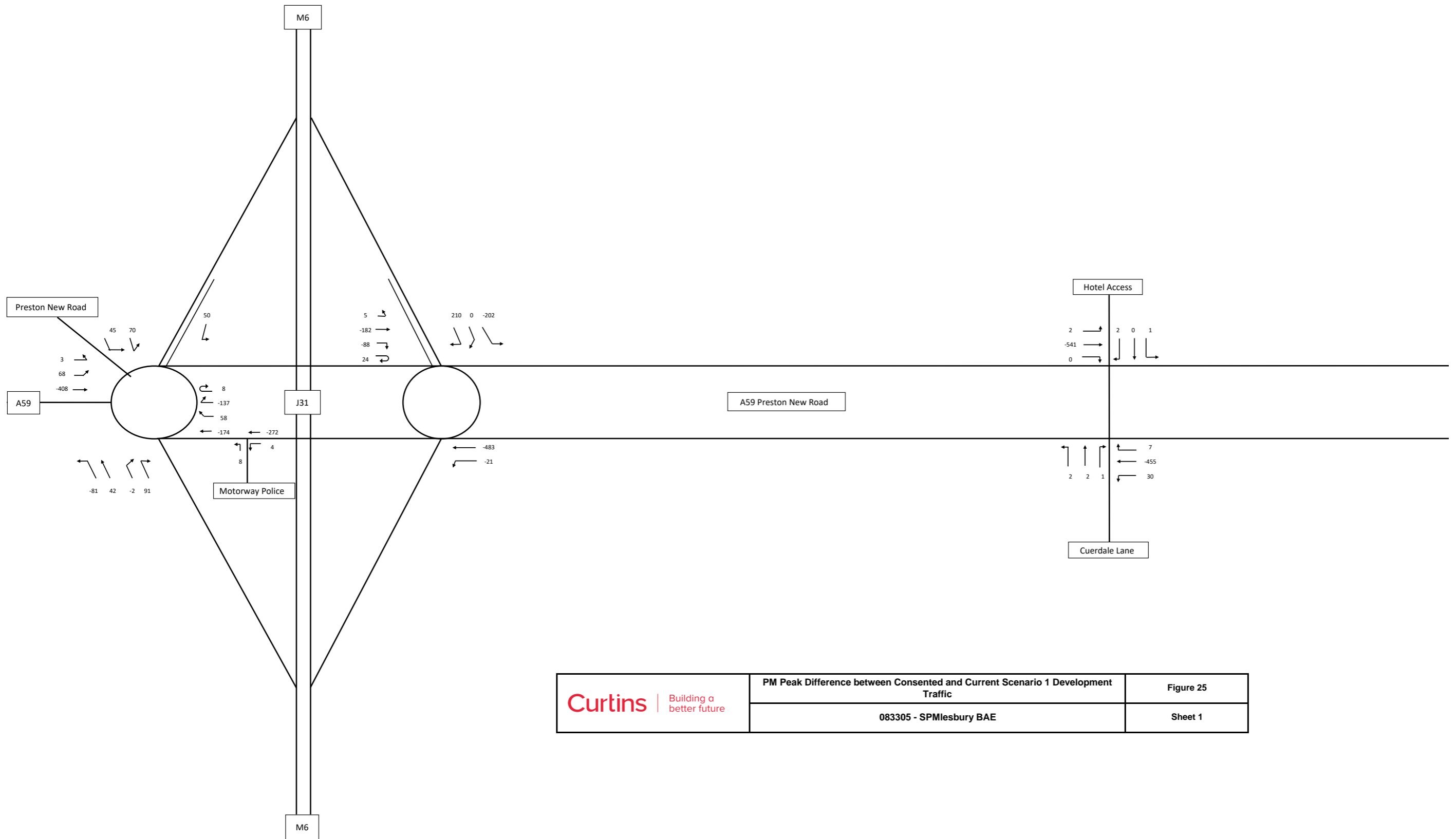
 Building a better future	Jacobs - 2023 PM Base + Committed Developments + Phase 2	Figure 23
	083305 - Samlesbury BAE	Sheet 2



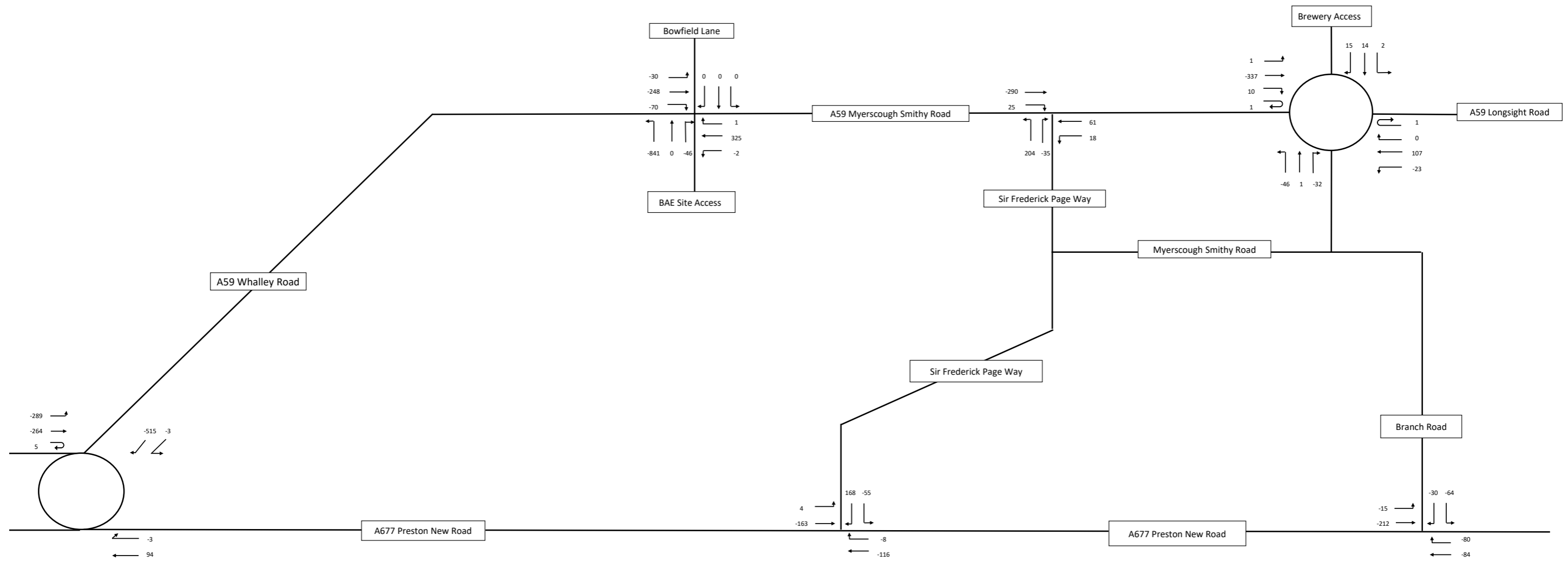
 Building a better future	AM Peak Difference between Consented and Current Scenario 1 Development Traffic	Figure 24
	083305 - Samlesbury BAE	Sheet 1




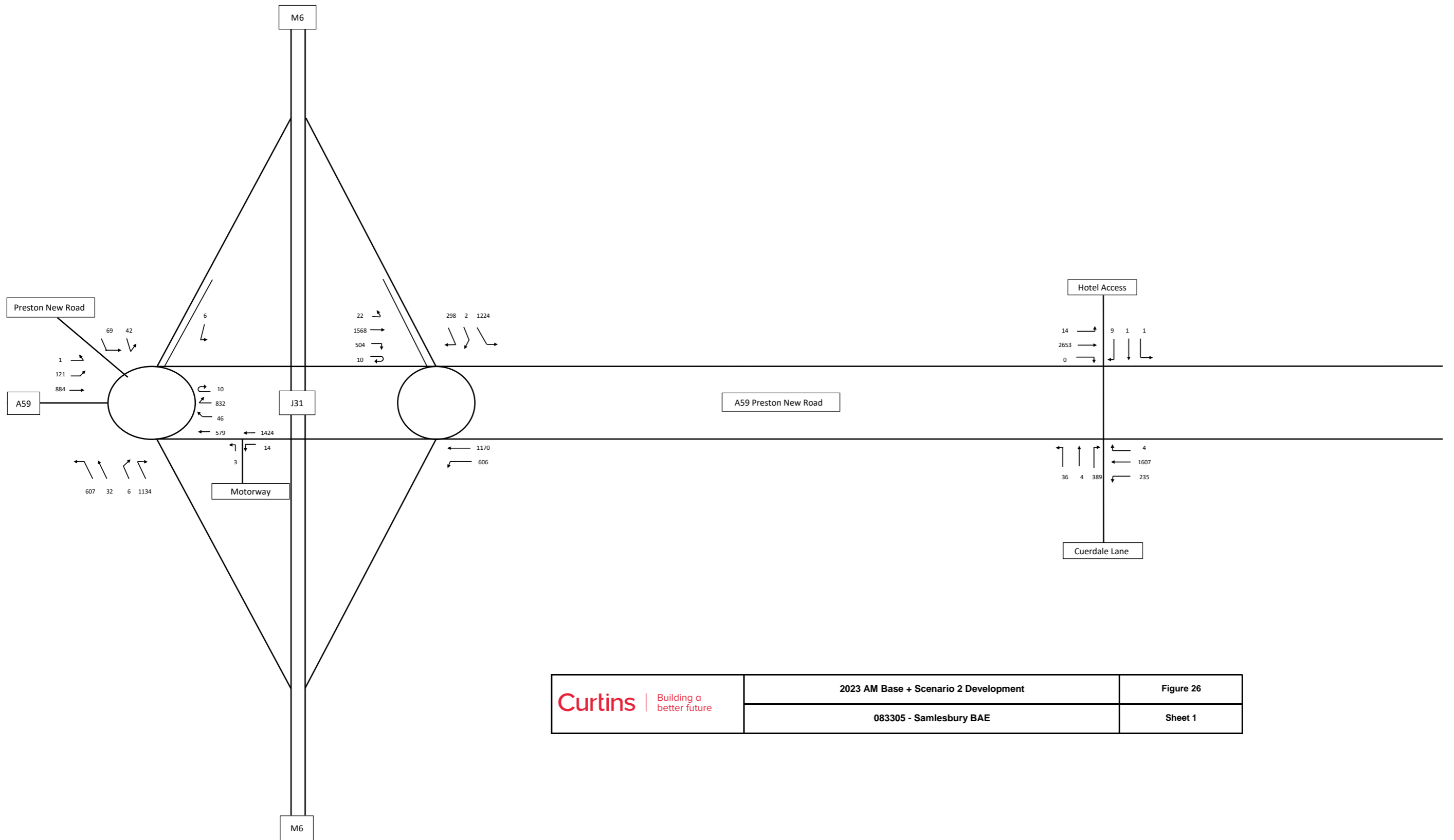
 Building a better future	AM Peak Difference between Consented and Current Scenario 1 Development Traffic	Figure 24
	083305 - Samlesbury BAE	Sheet 2




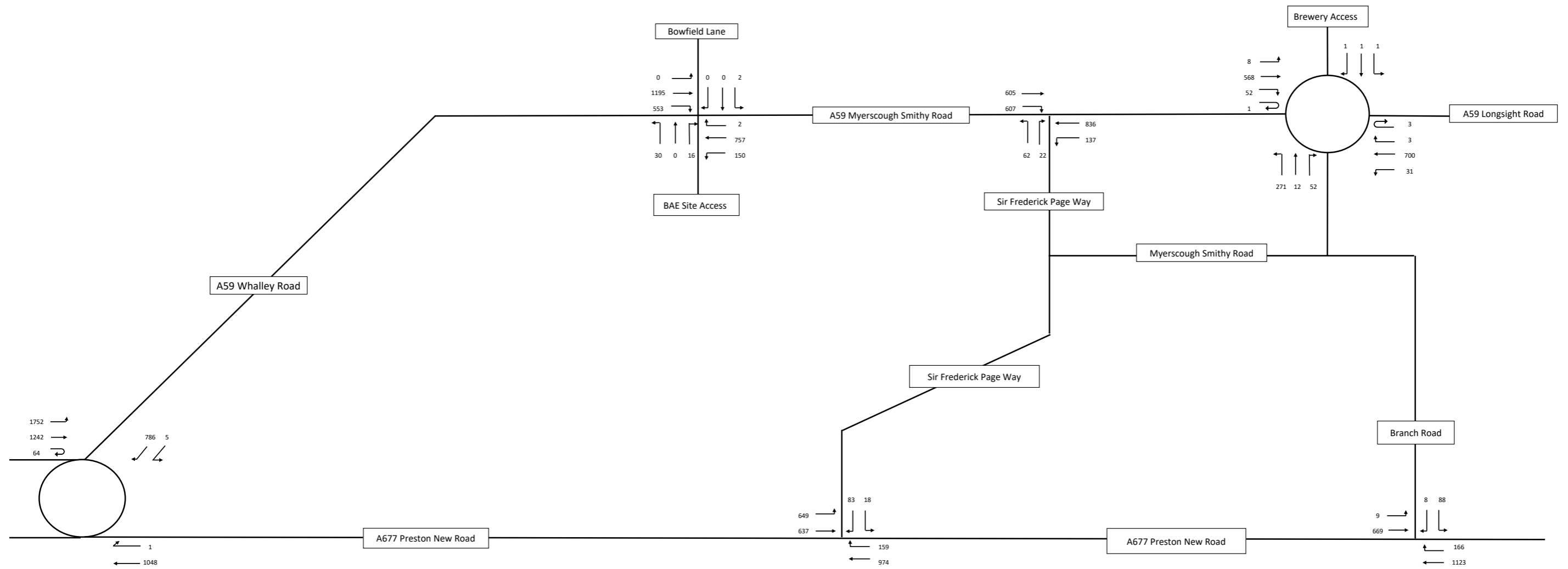
 Building a better future	PM Peak Difference between Consented and Current Scenario 1 Development Traffic	Figure 25
	083305 - SPMlesbury BAE	Sheet 1




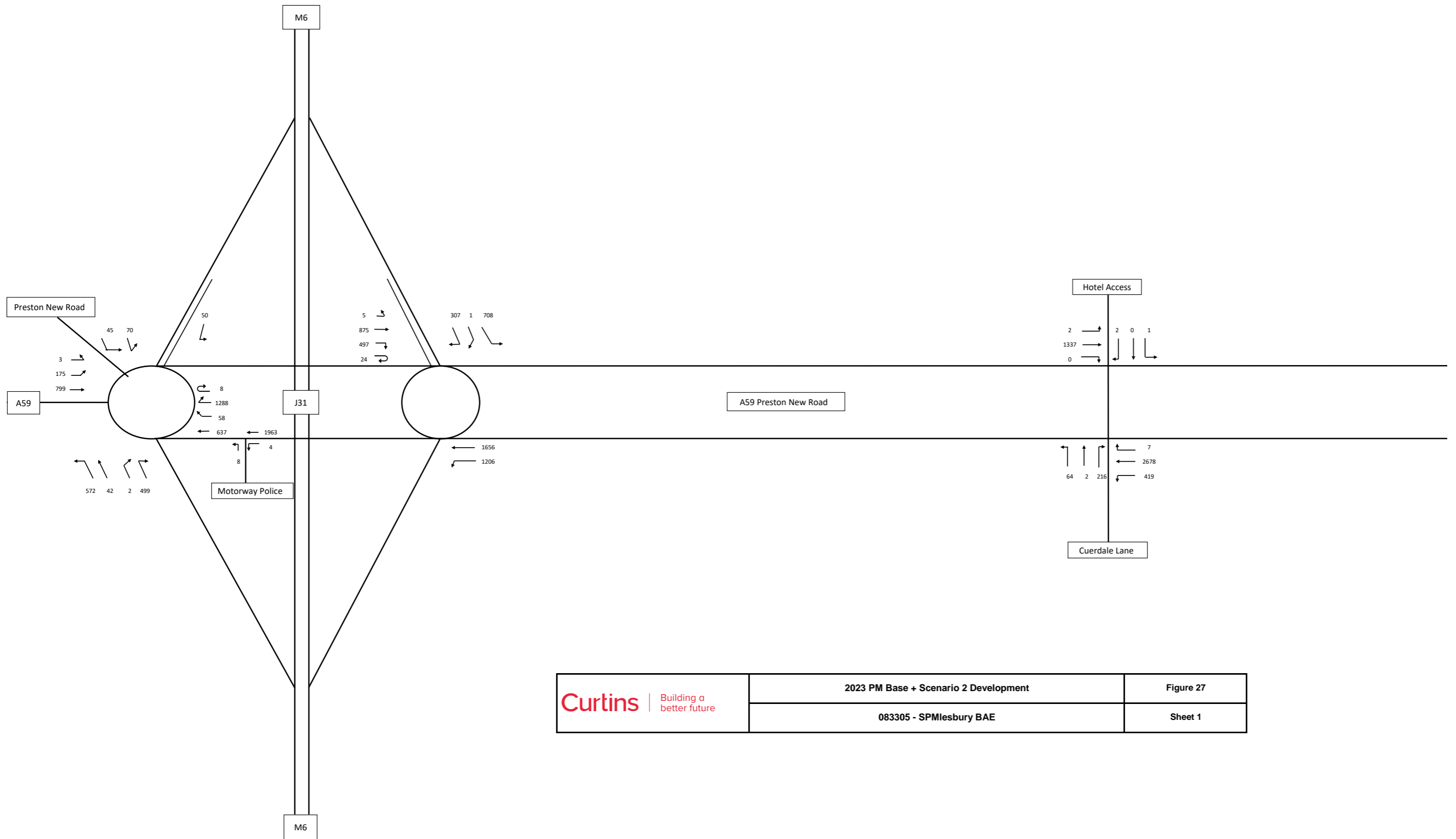
 Building a better future	PM Peak Difference between Consented and Current Scenario 1 Development Traffic	Figure 25
	083305 - SPMlesbury BAE	Sheet 2




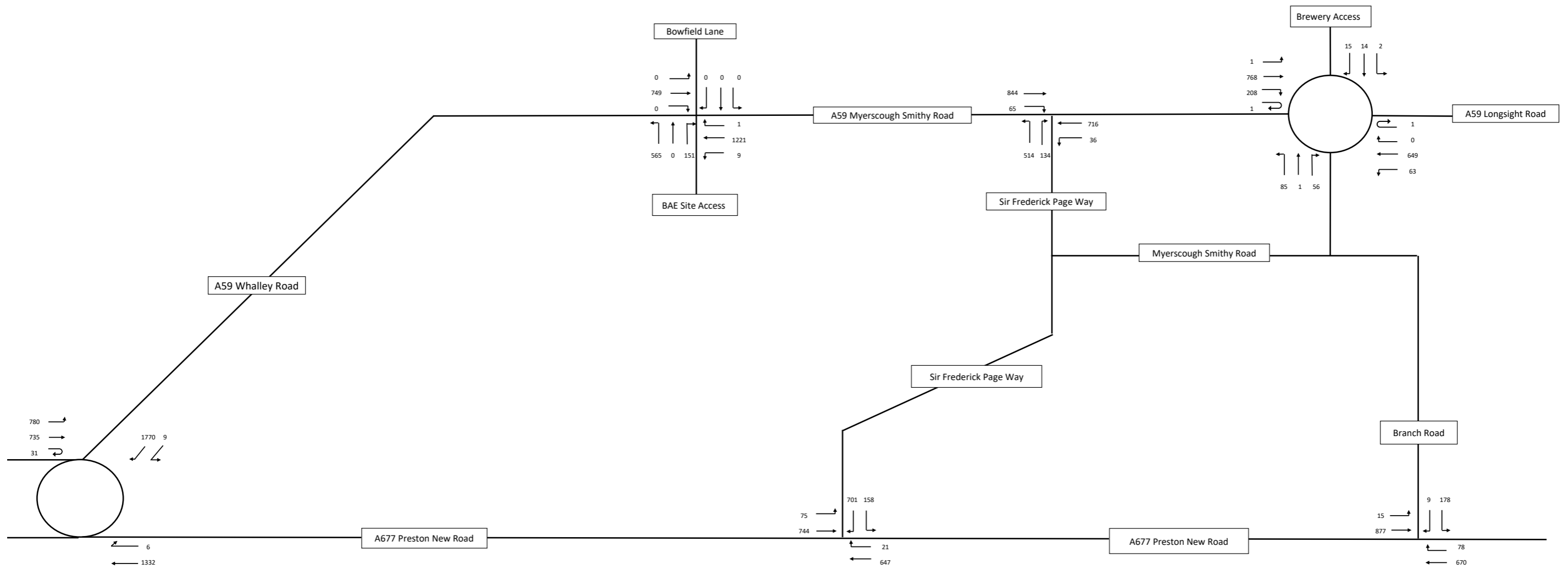
 Building a better future	2023 AM Base + Scenario 2 Development	Figure 26
	083305 - Samlesbury BAE	Sheet 1




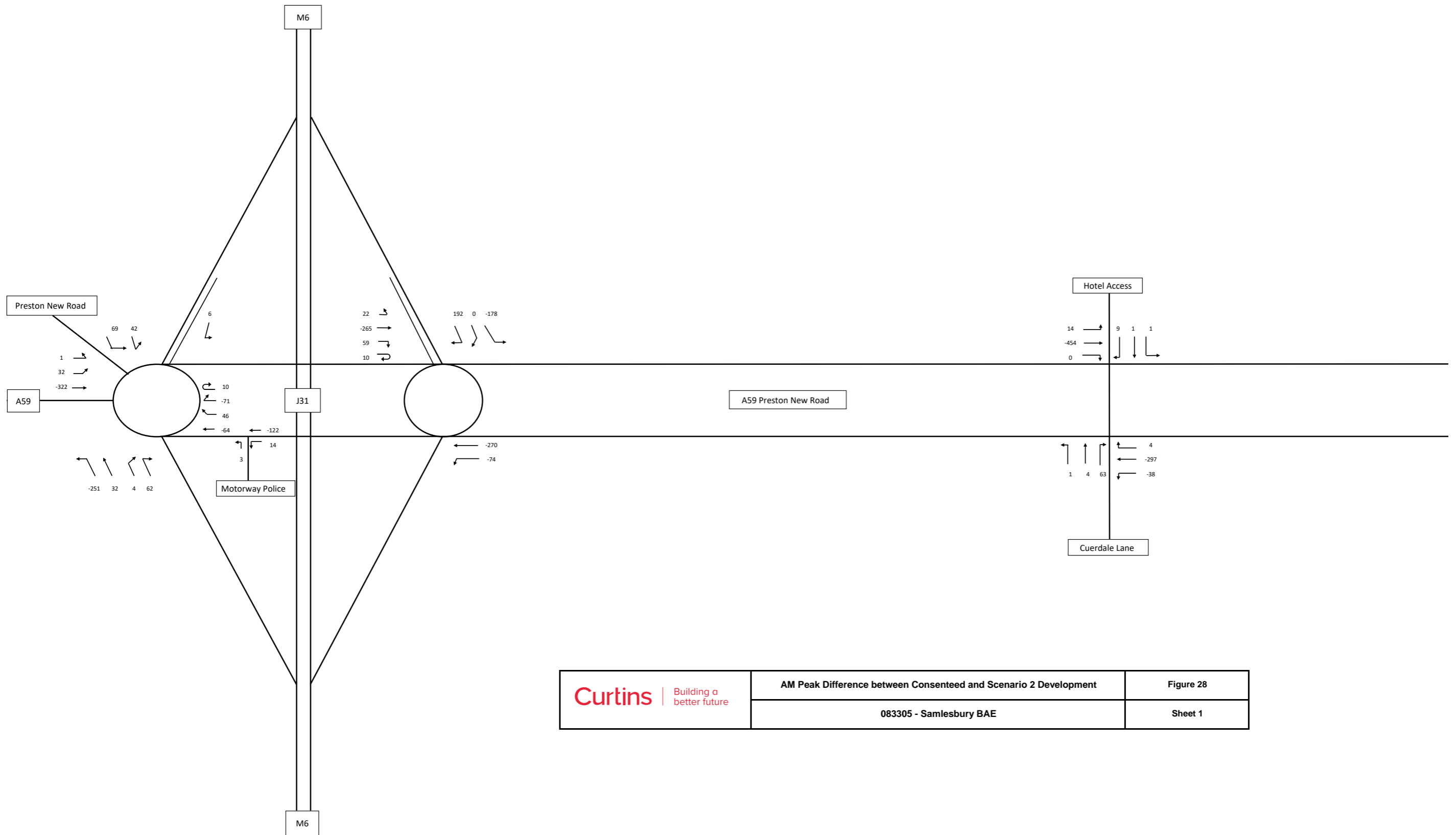
 Building a better future	2023 AM Base + Scenario 2 Development	Figure 26
	083305 - Samlesbury BAE	Sheet 2




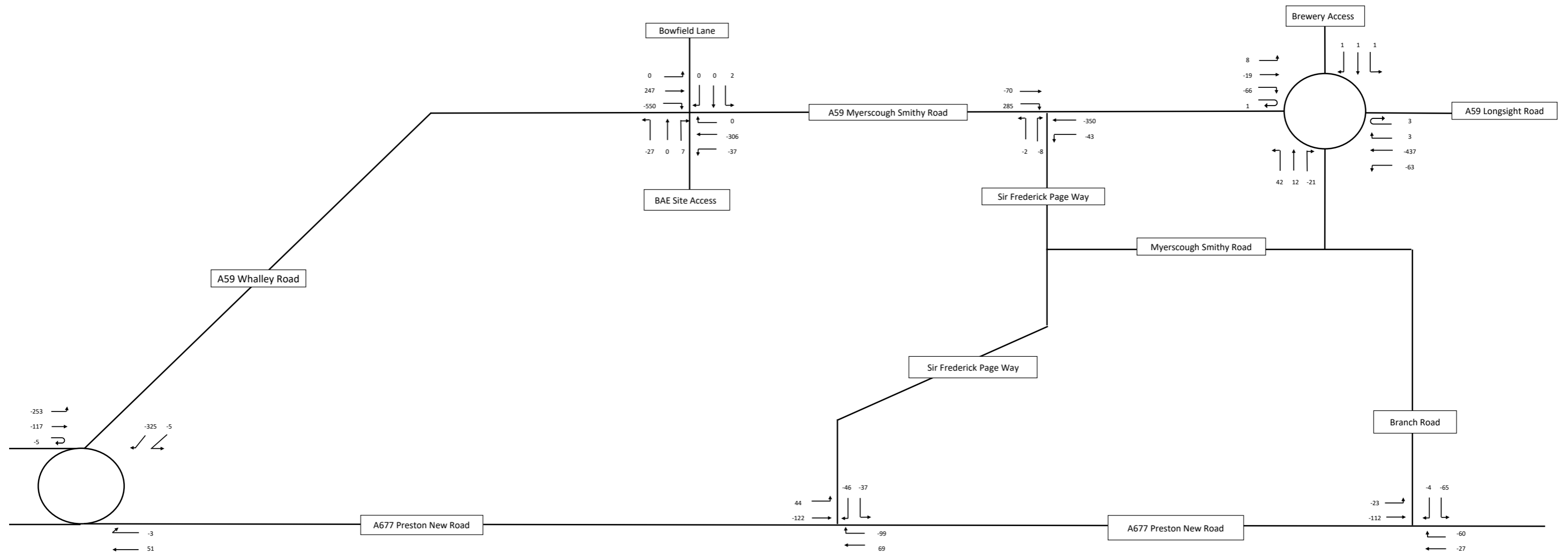
 Building a better future	2023 PM Base + Scenario 2 Development	Figure 27
	083305 - SPMiesbury BAE	Sheet 1




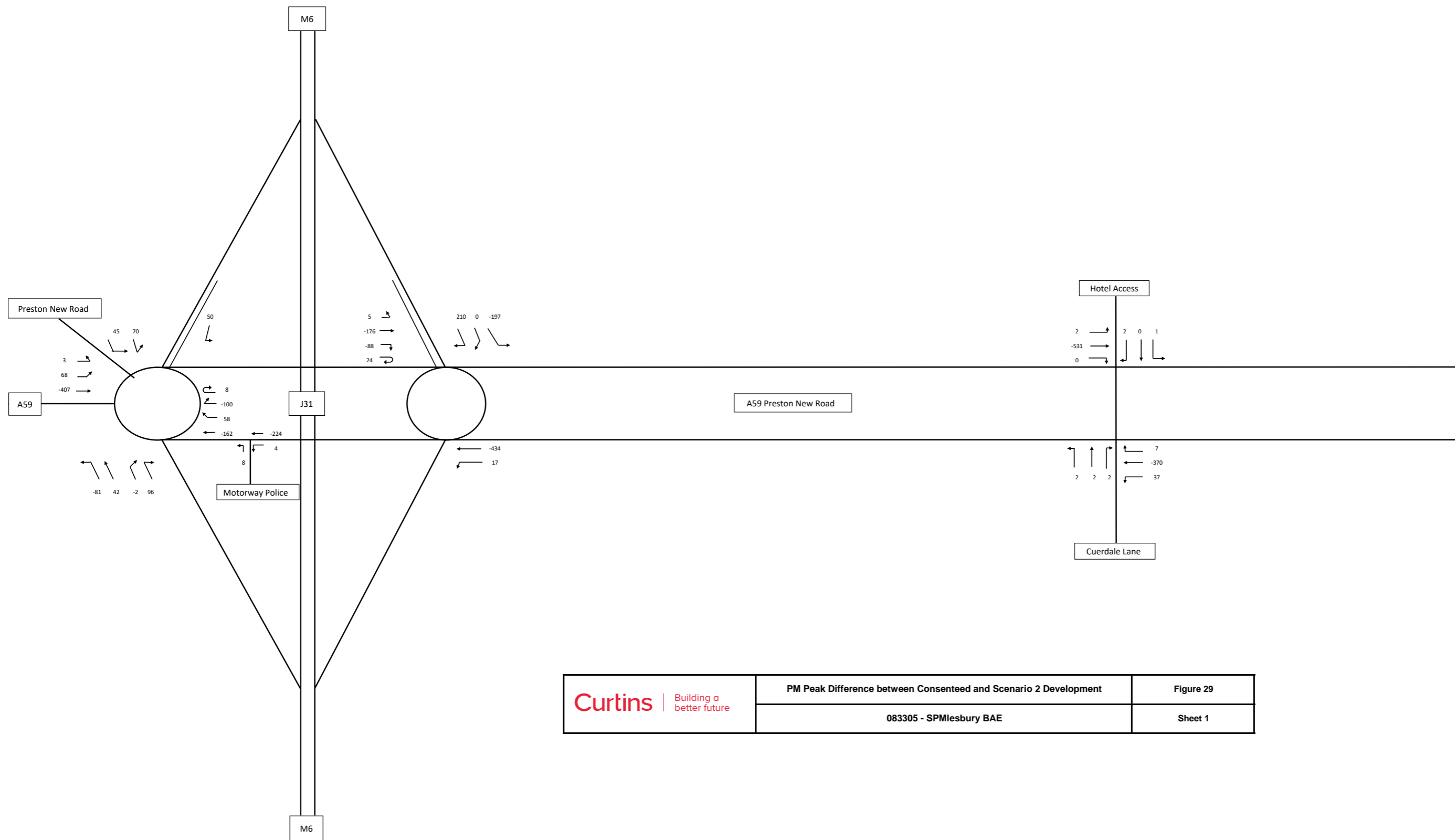
 Building a better future	2023 PM Base + Scenario 2 Development	Figure 27
	083305 - SPMlesbury BAE	Sheet 2




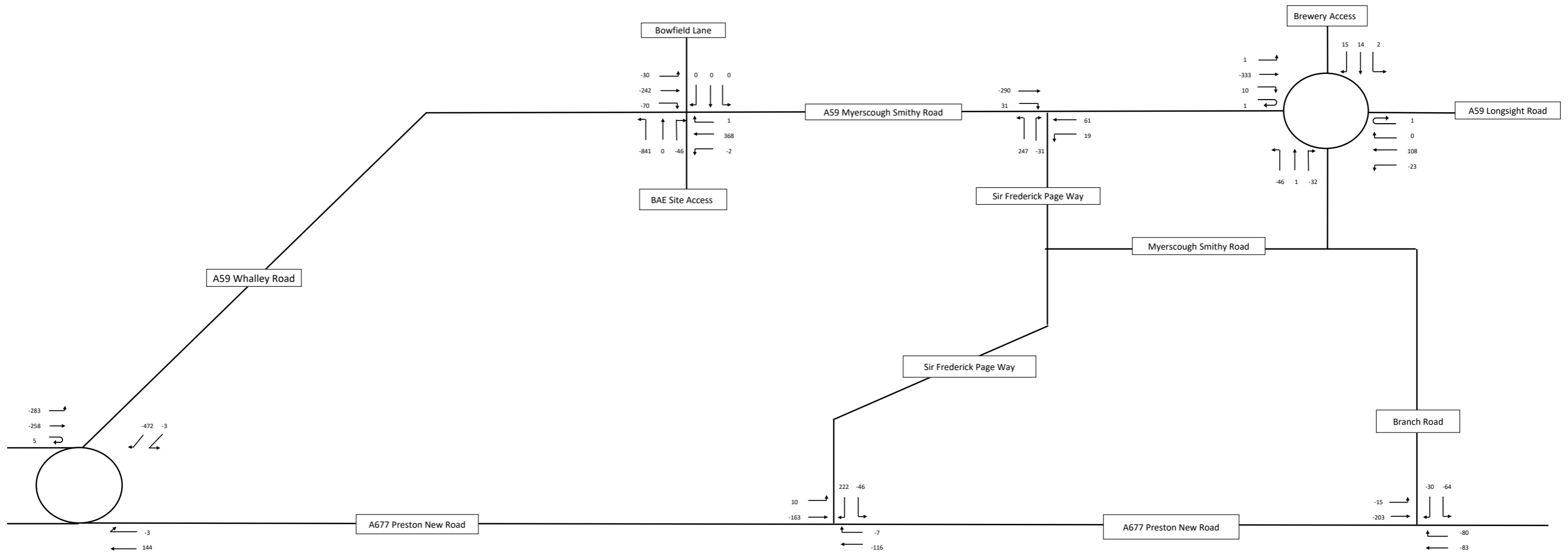
 Building a better future	AM Peak Difference between Consented and Scenario 2 Development	Figure 28
	083305 - Samlesbury BAE	Sheet 1




	AM Peak Difference between Consented and Scenario 2 Development	Figure 28
	083305 - Samlesbury BAE	Sheet 2



 Building a better future	PM Peak Difference between Consented and Scenario 2 Development	Figure 29
	083305 - SPMlesbury BAE	Sheet 1



 Building a better future	PM Peak Difference between Consented and Scenario 2 Development	Figure 29
	083305 - SPMiesbury BAE	Sheet 2

Appendix I – Transport Planning Policy

Introduction

When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

National Planning Policy Framework (NPPF) 2023

The NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

For decision taking this means:

- c) *“approving development proposals that accord with an up-to-date development plan without delay; or*
- d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

Section 9 of the NPPF is entitled *Promoting Sustainable Transport*. Paragraph 109 states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

Paragraph 114 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*

- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

This TA has shown that safe and suitable access to the Site can be achieved for all users, and it is concluded that the proposed Development would result in any significant impacts on the highway network.

Paragraph 115 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

Paragraph 116 of the NPPF states that applications for development should:

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

This TA has demonstrated that the proposed development will be accessible by foot, bicycle, bus and rail, with the latter as part of multi-modal journeys.

The proposed Development therefore accords with the general principles of the NPPF.

Planning Practice Guidance (PPG)

In addition to the NPPF, Planning Practice Guidance (PPG) has been developed by the Department for Communities and Local Government (DCLG; now the DLUHC) in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel; and*
- *Lessening traffic generation and its detrimental impacts; and*
- *Reducing carbon emissions and climate impacts; and*
- *Creating accessible, connected, inclusive communities; and*
- *Improving health outcomes and quality of life; and*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Assessment. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TA.

As outlined above, this TA demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

Central Lancashire Highways and Transport Masterplan

The county council was produced a set of five highways and transport masterplans (adopted 2013) to cover all 12 districts of Lancashire and, where necessary, neighbouring areas.

The plans set out major changes to the highways, public transport, walking and cycling facilities. These changes promote unlocking planned housing developments, creating new jobs, and providing the network needed to make sure the predicted increases in traffic don't have adverse impacts.

In delivering their strategy, the council will work with the Government and other national and local partners to secure infrastructure and services as a part of an ongoing investment.

The main transport goals and early priorities are as follows:

- *Improve access into areas of economic growth and regeneration.*
- *Provide better access to education and employment.*
- *Improve people's quality of life and wellbeing.*
- *Improve the safety of our streets for our most vulnerable residents.*
- *Provide safe, reliable, convenient, and affordable transport alternatives to the car.*
- *Maintain our assets, and*
- *Reduce carbon emissions and their effects.*

It is considered that the development proposal will not adversely impact the surrounding transport network, and indeed will enhance opportunities for sustainable travel by integrating into existing opportunities for sustainable travel to the site.

The Proposed Development is in accordance with the general principles of the Central Lancashire Highways and Transport Masterplan.

Central Lancashire Core Strategy (2012)

The Core Strategy has been produced by the Central Lancashire authorities of Preston, South Ribble and Chorley, with assistance from Lancashire County Council and was adopted by the three councils in July 2012. The purpose of this document is to help co-ordinate development in the area and contribute to boosting investment and employment.

The strategic objectives for this document in relation to sustainable travel are set out in Chapter 7 as follows:

- To reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network to the north and south of Preston.
- To enable easier journeys into and out of Preston City Centre and east/west trips across South Ribble, improve movement around Chorley, as well as safeguard rural accessibility, especially for mobility impaired people.

Policy 3 – “the best approach to planning for travel will involve a series of measures”.

(a) Reducing the need to travel by:

- i. encouraging more flexible working patterns and home working.*
- ii. enabling better telecommunications for business, education, shopping, and leisure purposes.*
- iii. assisting home deliveries of ordered goods.*

(b) Improving pedestrian facilities with:

- i. high quality designed City and town centre paving schemes.*
- ii. safe and secure urban and rural footways and paths (including canal towpaths) linking with public transport and other services.*

(c) Improving opportunities for cycling by:

- i. completing the Central Lancashire Cycle Network of off-road routes (including canal towpaths) supplementing this with an interconnected system of on-road cycle lanes and related road junction improvements.*

(d) Improving public transport by:

i. providing new railway stations at Buckshaw Village, Cottam*, Midge Hall and Coppull (* park and ride sites), and improving Preston and Leyland stations.*

ii. creating a bus rapid transit system on routes into Preston and to Leyland and Chorley.

iii. improving main bus routes elsewhere.

iv. supporting Demand Responsive Transport.

(e) Enabling travellers to change their mode of travel on trips through:

i. providing a ring of new bus based park and ride sites around Preston at – Broughton Roundabout, Tickled Trout, Penwortham, Cuerden and Riversway.

ii. improving car and cycle parking facilities at railway stations, including at Adlington

iii. better coordinated bus and rail services

iv. providing better public transport interchanges and hubs including a new bus station at Preston

v. preparing, implementing and monitoring Travel Plans including Personal Travel Plans

(f) Encouraging car sharing by:

i. promoting work based schemes

ii. providing high vehicle occupancy road lanes into Preston

(g) Managing car use by:

i. managing long and short stay car parking in the centres of Preston, Chorley and Leyland

ii. public car parking charges

iii. reviewing work place car parking

iv. setting and applying car parking standards

v. pursuing Quiet Zones

South Ribble Local Plan 2015

The Local Plan (adopted July 2015) was endorsed by full council on 22 July 2015, for use for development management purposes to guide decisions on planning applications.

The 'Catering for Sustainable Travel' section of the document sets out the following key points, amongst other items:

- To reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network, so that people have a greater choice of travel options;

- Support quicker and easier journeys into and out of Preston City Centre and better public transport across the borough – east to west in the rural areas.

Key objectives of the Local Plan are to increase accessibility within the borough, influence travel patterns, encourage alternatives to the car and reduce emissions, congestion, and poor air quality. Most journeys in South Ribble are taken by car due to the high car ownership in the borough and predictions for future car use indicate that this travel preference is likely to continue.

The Local Plan sets out the broad principles to tackle this by encouraging walking and cycling for shorter trips and supporting bus and rail travel for longer journeys. Through this document, we can ensure that the development or protection of land influences travel choices and improves accessibility. The NPPF states that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure which is necessary to support sustainable development.

The South Ribble Local Plan is aligned with the Central Lancashire Highways and Transport Masterplan that sets out the proposed highways and transport strategy for Central Lancashire to 2026 and beyond.

As such, it is considered that the Proposed Development is in accordance with the general principles of the South Ribble Local Plan.

Samlesbury Local Enterprise Zone

Furthermore, the 'Major Sites for Development' section of the South Ribble Local Plan sets out the strategy for the Enterprise Zone at Samlesbury, stating:

'The designation of the Enterprise Zone at Samlesbury will help create more businesses, jobs and attract international investment, with positive benefits across the wider economic area. It will help improve the local economy and increase the contribution to national growth.

Whilst the site is well-located, its accessibility and connectivity will need to be strengthened through the delivery of the Enterprise Zone, with additional highway junctions being constructed to further access the site and support its delivery. The location and setting of the site have the potential to attract high profile new businesses and investment, which will also help to deliver a high-quality environment and landscape.

The site has generated major employment opportunities and brought important investment into the area for many years. It is now important to build on these strengths through the delivery of the Enterprise Zone at Samlesbury. The key focus will be to bring forward new employment investment and opportunities to the local area, wider sub region and on a national level, and at the same time to bring forward the provision of the necessary infrastructure to generate strategic employment opportunities and help create a dynamic and vibrant employment location.

The Enterprise Zone will attract, generate, and secure high value jobs in Lancashire and the northwest. This is fundamental to the Lancashire Enterprise Partnership's ambitions to drive sustainable economic growth and prosperity within Lancashire by maintaining and increasing the economic contribution and the tradition of providing world class products and services that are made in Lancashire.'

The Samlesbury Enterprise Zone will enhance the area and create a hub for employment, investment and growth. The infrastructure improvements proposed will create an employment core – of which the Proposed Development will enhance and contribute towards by assisting in delivering a high-quality destination.

Summary

It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

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