



Ref: 1403/3/A

February 2015

**BAE SYSTEMS,
REGIONAL TRAINING FACILITY,
SAMLESBURY ENTERPRISE ZONE**

car parking provision appraisal

Client:
Wilson Mason LLP

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a s s o c i a t e s



CAR PARKING PROVISION APPRAISAL

BAE SYSTEMS, REGIONAL TRAINING FACILITY, SAMLESBURY ENTERPRISE ZONE

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CAR PARKING PROVISION APPRAISAL

BAE SYSTEMS, REGIONAL TRAINING FACILITY, SAMLESBURY ENTERPRISE ZONE

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1

introduction

- 1.1 Ashley Helme Associates Limited (AHA) are appointed by Wilson Mason LLP (WM) to prepare a Car Parking Provision Appraisal to inform the design process for the Proposed BAE Regional Training Facility, Samlesbury Enterprise Zone (henceforth referred to as the Site).
- 1.2 The proposed training facility is situated within the Lancashire Enterprise Zone (LEZ). Access to the LEZ is via an approved new traffic signal junction on A59. The proposed training facility is an extension of the existing BAE Site and is therefore not dependent on the delivery of the permitted A59 junction.
- 1.3 The proposed training facility will consolidate BAE training operations which currently take place at a number of facilities. The proposed development comprises circa 7000sm of classroom, workshop and lecture theatre accommodation.
- 1.4 The main training operations that are to be consolidated at the Site comprise four business groups:
- Group 1: Lean Learning,
 - Group 2: Continual Professional Development,
 - Group 3: MAI Early Careers and Apprentice Training Centre,
 - Group 4: Learning Resource Centre.
- These business groups are consistent with those identified in the WM Stage 1 report.
- 1.5 The total maximum occupancy of the development by these groups is estimated to be:
- Staff: 40
 - Students: 250
 - Total: 290

- 1.6 Chapter 2 reviews local parking standards, in the context of the proposed development. Chapter 3 sets out the Site-specific travel patterns for the existing BAE Samlesbury Site.
- 1.7 The car parking requirements for each of the proposed development business groups are considered in detail in Chapter 4 of this report.
- 1.8 Parking for sustainable modes (cycle and motorcycle) is set out in Chapter 5.
- 1.9 A summary and the conclusions of the report are set out in Chapter 6.

2

parking standards

- 2.1 The LEZ masterplan states that parking levels for all developments will be in line with local authority parking standards. Parking standards for South Ribble are set out in South Ribble Site Allocations DPD Policy F1.
- 2.2 The proposed development is primarily a training facility, although it will also be used for other uses such as conferencing and exhibitions. The training facility is an extension of BAE industrial operations at the Site, and forms part of the wider LEZ which is proposed to comprise industrial and research uses.
- 2.3 The proposed training facility is not typical of higher or further education establishments, in that all of the students presently work for a single employer. Many of the students are on short term courses, and many already make trips to/from the Samlesbury Site for work purposes. Therefore, rigid application of higher and further education parking standards to the proposed development is unlikely to result in parking provision that meets the requirements of the proposed facility.
- 2.4 The South Ribble Site Allocations DPD, and the Central Lancashire Core Strategy advocate a flexible approach to the application of parking standards.
- 2.5 The South Ribble Site allocations DPD Policy F1 states:
- “The parking standards should be seen as a guide for developers and any variation from these standards should be supported by local evidence in the form of a transport statement.*
- Where appropriate, some flexibility will be factored into the standards in relation to the specific local circumstances”.*
- 2.6 The Central Lancashire Core Strategy states:

"Local car parking standards will be produced. However, in certain circumstances, taking account of local character, it will be appropriate to apply car parking standards flexibly." (Para 7.19)

2.7 The use classes contained within the South Ribble Parking Standards that are relevant to the proposed development are:

- B2 General Industry,
- D1 Higher and Further Education,
- D2 Conference Centres.

2.8 **GENERAL INDUSTRY**

2.8.1 The South Ribble parking standards for General Industry are as follows:

- Cars: 1 per 45sm
- Bicycles: 1 per 450sm (minimum of 2 spaces)
- Motorcycles: 1 per 1000sm (minimum of 2 spaces)
- Disabled: 1 per disabled employee + 2 or 5% of total

2.8.2 Based on a gross floor area of 7000sm, the above parking standards equate to:

- Cars: 156 spaces, of which 8 are disabled spaces
- Bicycles: 16 spaces,
- Motorcycles: 7 spaces

2.9 **FURTHER AND HIGHER EDUCATION**

2.9.1 The South Ribble parking standards for Further and Higher Education are as follows:

- Cars: 1 per 2 staff + 1 per 10 students,
- Bicycles: 1 per 5 staff + 1 per 3 students,
- Motorcycles: 1 per 10 staff + 1 per 10 students,
- Coaches: Minimum 1 drop-off and parking on case by case,
- Disabled: Case by case

2.9.2 Based on a maximum occupancy of 40 staff and 250 students, the above parking standards equate to:

- Cars: 45 spaces,
- Bicycles: 87 spaces,
- Motorcycles: 27 spaces.

2.10 **CONFERENCE CENTRES**

2.10.1 The South Ribble parking standards for conference centres are as follows:

- Cars: 1 per 5 seats,
- Bicycles: 1 per 20 seats (minimum of 2 spaces),
- Motorcycles: 1 per 50 seats (minimum of 2 spaces),
- Coaches: Minimum 1 drop-off and parking on case by case,
- Disabled: 3 spaces or 6% of total.

2.10.2 There is some difficulty in quantifying how many 'seats' may be available for conferencing, as many of the classroom facilities may be available for conferencing on an 'ad-hoc' basis. However, the main lecture theatre and large conference room may have up to 200 seats. Based on an assumption of 200 seats, this equates to.

- Cars: 40 spaces, of which 3 are disabled spaces.
- Bicycles: 10 spaces,
- Motorcycles: 4 spaces.

2.11 **SUMMARY**

Rigid application of Higher and Further Education parking standards are likely to result in insufficient parking for the needs of building users. This could potentially lead to problems on the local highway network, within the LEZ, or on the main BAE Samlesbury Site caused by overspill parking. Conferencing and General Industrial standards are also not generally applicable to the core use of the building. Therefore, detailed analysis of building users and the local context is required. This will ensure that suitable parking is provided to meet the needs of building users.

3

existing BAE staff travel

- 3.1 In order to assess the parking requirements of the proposed development, it is necessary to understand the likely travel patterns of the proposed building users. Prior to occupation of the proposed development there is no Site-specific data regarding travel patterns of proposed users. However, the proposed development is adjacent to the existing BAE Samlesbury Site.
- 3.2 Data on the travel patterns of existing BAE employees has been collected over a number of years as part of the BAE Samlesbury Travel Plan. The relevant TP monitoring data is set out below.
- 3.3 **TP MONITORING DATA**
- 3.3.1 The BAE Samlesbury Travel Plan was introduced in 2008 as part of the expansion in staff numbers at the Samlesbury Site. The initial TP document (ref 987/5/F) was prepared by AHA in 2006, in support of a successful planning application for a major development programme at the Samlesbury Site.
- 3.3.2 The TP was implemented over a period of 5 years, commencing in April 2008.
- 3.3.3 Ongoing monitoring and review of the TP was undertaken over the 5 year period. An annual monitoring survey was undertaken to ensure progress towards the target. The final monitoring survey was undertaken in June 2013. A monitoring and review report was prepared and distributed to all stakeholders in July 2013, reporting the final TP monitoring results. A copy of the report is included in Appendix A.
- 3.3.4 A comparison of the baseline data, collected in 2006, and the June 2013 monitoring survey is as follows:

MODE	% OF ARRIVALS 2006	% OF ARRIVALS 2013
SOV	87.5	71.0
Car Share – Driver	3.3	9.2

Car Share – Passenger	4.0	11.1
Cycle	2.1	2.2
Motorcycle	1.6	1.4
Bus	0.8	1.2
Walk	0.0	1.3
Other	0.7	2.5

3.3.5 The above data shows that significant modal shift has been achieved through the BAE Samlesbury TP. The data shows that for the 2013 survey 80.2% of staff arrived as car driver. However a number of TP initiatives have been introduced in order to achieve a reduction from the 2006 baseline data which records the percentage of employees arriving at the Site as car driver as being 90.8%. Therefore, in order to provide a robust estimate of the parking demand of the proposed development it is necessary to take account of the 2006 baseline data.

4

proposed site users

4.1 As set out in Chapter 1, there are 4no main business groups who are to be accommodated at the proposed facility. These are:

- Group 1: Lean Learning,
- Group 2: Continual Professional Development,
- Group 3: MAI Early Careers and Apprentice Training Centre,
- Group 4: Learning Resource Centre.

4.2 **GROUP 1: LEAN LEARNING**

4.2.1 Users of the Lean Learning facility are all existing BAE employees. Generally, Lean Learning courses are one or two weeks long. The Lean Learning programme runs for approximately 50% of the year.

4.2.2 The proposed development consolidates 2no existing Lean Learning academies, one at Warton and one at Samlesbury.

4.2.3 Lean Learning courses take place during core BAE Site operating times. Therefore usual BAE staff travel options are available to Lean Learning staff/students. For example, employees who usually car share on their journey to work will be able to continue their car sharing arrangement when undertaking a Lean Learning course at the proposed development.

4.2.4 The maximum occupancy of the proposed development for Lean Learning is estimated to be:

- Staff: 9
- Students: 18
- Total: 27

4.2.5 Based on the BAE Samlesbury baseline average of 90.8% car driver this equates to a car parking demand of:

Staff: 8 vehicles
 Students: 16 vehicles
 Total: **24 vehicles**

4.3 **GROUP 2: CONTINUAL PROFESSIONAL DEVELOPMENT (CPD)**

4.3.1 Users of the CPD facility are all existing BAE employees. At present, all CPD courses are held at off-Site venues, and the programme runs for approximately 50% of the year.

4.3.2 CPD rooms in the proposed training facility are likely to be used for other BAE conferencing or training, or for recruitment/graduate assessment centres. The recruitment/assessment centres are for up to 24 people.

4.3.3 CPD courses take place during core BAE Site operating times. Usual BAE staff travel options are available to CPD students.

4.3.4 The maximum occupancy of the proposed development for CPD is estimated to be:

- Staff: 2
- Students: 30
- Total: 32

4.3.5 Based on the BAE Samlesbury baseline average of 90.8% car driver this equates to a car parking demand of:

- Staff: 2 vehicles
- Students: 27 vehicles
- Total: **29 vehicles**

4.4 **GROUP 3: MAI EARLY CAREERS AND APPRENTICE TRAINING CENTRE**

4.4.1 Group 3 are occupants of the existing Preston Training School (PTS), which will be relocated to the proposed development. The existing training centre has 77 parking spaces. The majority of students are 16-18 years old although a small proportion are older. The users of the PTS are divided into 2 groups:

- Further Education (FE) students are based at Warton or Samlesbury, and attend PTS one day a week. Up to 75no FE students attend PTS each day,
- Workshop apprentices (75no) attend PTS Monday to Thursday.

4.4.2 FE and apprentice courses take place during core BAE Site operating times. Usual BAE staff travel options are available to FE and apprentice students.

4.4.3 The maximum occupancy of the proposed development for PTS is estimated to be:

- Staff: 25
- FE Students: 75
- Apprentices: 75
- Total: 175

4.4.4 Based on the BAE Samlesbury average of 90.8% car driver this equates to a car parking demand of:

- Staff: 23 vehicles
- FE Students: 68 vehicles
- Apprentices: 68 vehicles
- Total: 159 vehicles

4.4.5 It should be noted that, due to the age of the PTS students, many are unable to drive. It is therefore likely that parking demand based on the existing BAE Samlesbury average is likely to be a significant over-estimate. Therefore, in recognition of the fact that many of the students are unlikely to arrive as a car driver, a 50% reduction is applied to the estimated parking demand generated by PTS students, as follows:

- Staff: 23 vehicles

- FE Students: 34 vehicles
- Apprentices: 34 vehicles
- Total: **91 vehicles**

4.5 **GROUP 4: LEARNING CENTRE**

4.5.1 Users of the Learning Centre facility are all existing BAE employees. The Learning Centre is presently part of the main Samlesbury Site. Unlike CPD and Lean Learning, several courses may operate at the same time. Course lengths vary from a 2 hours to circa 5 days.

4.5.2 Learning Centre courses take place during core BAE Site operating times. Indeed, some courses take place for a few hours during a normal working day. Usual BAE staff travel options are available to Learning Centre students.

4.5.3 The maximum occupancy of the proposed development for Learning Centre is estimated to be:

- Staff: 4
- Students: 52
- Total: 56

4.5.4 Based on the BAE Samlesbury average of 90.8% car driver this equates to a car parking demand of:

Staff: 4 vehicles
Students: 47 vehicles
Total: **51 vehicles**

4.6 **TOTAL MAXIMUM ESTIMATED PARKING DEMAND**

Table 1 presents a summary of the estimated parking demand generated by regular users of the development assuming peak occupancy. Review of Table 1 confirms that the total estimated parking demand generated by the proposed development is **195 vehicles**.

4.7 OTHER USERS

4.7.1 As well as the staff and students of the proposed training facility, there are occasional other users of the Site. These may include, for example,

- Management and union pay negotiations (presently undertaken at existing PTS Site),
- Apprentice governance meetings (every 3 weeks, up to 26 attendees),
- Saturday morning and holiday clubs for school pupils to promote engineering as a career choice,
- Young apprenticeship programmes for 14-16 year olds,
- Other BAE staff conferencing and training.

4.7.2 All of the above activities will necessarily take place at times other than at peak student occupancy, as they utilise spaces within the proposed building that are usually used as classroom/lecture space. For example, CPD and Lean Learning programmes only run for 50% of the year, and workshop apprentices do not attend on Fridays. Therefore, it is assumed that peak staff and student occupancy is a 'worst case' scenario, and there will be spare capacity within the car park to accommodate occasional users of the proposed training centre when required.

4.8 DISABLED PARKING

It is recommended that 5% of parking is allocated for disabled users. This equates to a provision of 10 spaces, and is included in the total 195 spaces.

5

travel by sustainable modes

5.1 It is set out in Chapter 4 that estimated car parking demand is based on the robust assumption the 90.8% of trips to the proposed training centre by adult staff and students are made as car driver. This is consistent with the recorded modal split of existing BAE staff. It is assumed that only 45.4% of FE/Apprentice age staff will travel to the Site as car driver, to take account of the fact that many of this age group are unable to drive.

5.2 In total, the assumed peak occupancy of the Site is:

- Staff: 40
- Students: 250
- Total: 290

5.3 As set out in Chapter 4, it is estimated that the proposed peak car parking demand will be 195 vehicles. Therefore, it is estimated that the remaining 95 trips are made by sustainable modes.

5.5 CYCLE AND MOTORCYCLE PARKING

5.5.1 An estimate of the required cycle and motorcycle parking is based on the baseline modal split of BAE employees (refer Chapter 3).

5.5.2 Cycle parking

The baseline survey recorded that 22.8% of non-car driver employees travelled to the Samlesbury Site by cycle. Based on this, the estimated peak occupancy cycle parking demand is **22 cycles** (95×0.228).

5.5.3 **Motorcycle parking**

The baseline survey recorded that circa 17.4% of non-car driver employees travelled to the Site by motorcycle. Based on this, the estimated peak occupancy motorcycle parking demand is **17 motorcycles** (95×0.09).

6

summary and conclusions

6.1 The proposed development comprises a circa 7000sm training facility. The development will consolidate existing BAE training operations that presently take place across a number of facilities. It is anticipated that peak occupancy of the building will comprise:

- Staff: 40
- Students: 250
- Total: 290

6.2 A review of Ribble Valley parking standards is undertaken. It is demonstrated that the parking levels set out in the standards are not suitable for the proposed development use due to its location and relationship to the existing Samlesbury Site.

6.3 Analysis of proposed building users is undertaken, in conjunction with Site-specific baseline data collected as part of the BAE Samlesbury TP monitoring. It is concluded that the maximum parking provision should comprise:

- 195 car parking spaces, of which 10 are allocated for disabled users,
- 22 cycle parking spaces,
- 17 motorcycle parking spaces.

tables

USER GROUP		STAFF	STUDENT	TOTAL
LEAN LEARNING		8	16	24
CPD		2	27	29
PTS	FE	11	34	45
	APPRENTICE	12	34	46
LEARNING CENTRE		4	47	51
TOTAL		37	158	195

TABLE 1

ESTIMATED PARKING DEMAND
PROPOSED DEVELOPMENT USER GROUPS
VEHICLES



2013 TP monitoring and review

MAI – IIS

Samlesbury site Travel Plan Monitoring and Review Report 2013

Project Title
<u>Samlesbury site Travel Plan Monitoring and Review Report 2013</u>

	Name	Job Title	Signature
Originator:	Simon Jarvis	<i>Sustainability Lead</i>	
Sponsored by:	Stuart Barker	<i>Site, Sustainability and SHE Manager</i>	

EXECUTIVE SUMMARY

- This document is to report the current status of the Samlesbury site Travel Plan, reflecting the fifth, **and final**, year of implementation following the major development programme at the Site,
- The Samlesbury site Travel Plan was implemented in 2008,
- It has been developed in accordance with the national guidance of the time (Department for Transport (DfT) August 2002),
- The target is to reduce the percentage of employee arrivals in a single occupancy vehicle (SOV) to no more than 70% during peak hours (nominally 07:30AM and 08:30AM),
- We have demonstrated continued success with a further 0.8% reduction in SOVs in 2013.

BAE Systems

Samlesbury site Travel Plan Monitoring and Review Report 2013

INTRODUCTION

This Monitoring and Review Report is to update all stakeholders, both internal and external, on the current status of the Samlesbury Site (the Site) Travel Plan (TP) for the fifth, and final, year of its implementation. The TP has been drafted in accordance with DfT guidance and set the target of reducing the percentage of employee arrivals in a SOV to no more than 70% during peak hours (nominally 07:30am and 08:30am) over a 5 year period. Other key objectives were to contribute to travel reduction and other sustainable transport objectives set out in national, regional and local policies, improve accessibility of the Site by sustainable modes of transport and to widen the choice of travel mode for all those travelling to/from the Site.

Following completion of the 2013 survey, BAE Systems can report that the current SOV percentage for Year 5 of the TP is 71.0% - **a 16.5% reduction in SOVs from the 2006 baseline** - a further **0.8% reduction for Year 5** of the Travel Plan, towards the 5 year target of no more than 70% SOVs entering the Site.

BACKGROUND

BAE Systems operate a staff TP at the Site. Implementation of the TP commenced in April 2008. It has been developed in accordance with good practice and hopefully serves as an example of such. A brief summary of the measures undertaken to encourage sustainable travel at the Site is as follows:

- Continuation of the government cycle purchase scheme (first launched in September 2009), during Q4 2011, Q2/Q3 2012 and Q3 2013, which offered purchase savings to employees for cycles used to travel to work with a designated retailer, via a salary sacrifice scheme.
- Improved cyclist infrastructure facilities at Samlesbury site, such as secure cycle parking and improved showering facilities.
- Improved interaction with the BAE Systems Bike User Group.
- Engagement with Lancashire County Council to discuss promotional ideas and events.
- Introduction of two 'inter-site' bus services at Samlesbury.
- Introduction of four BAE Systems subsidised bus services, covering North Preston, South Preston, St Annes and Central Preston.
- Car sharing – operation of a dedicated BAE Systems car sharing website via liftshare.com, which is available to all staff across BAE Systems Warton unit.
- A constantly updated "Travelling to Work" section on the Military Air & Information intranet site.
- Continual marketing and promotion of all Travel Plan initiatives, via the dedicated website on the BAE Systems intranet, promotional events, an 'open' e-mail policy for any travel related issues, cascading of information through 'desk drops', posters, 'e-zines' and the employee monthly 'Frontline Brief'.

SURVEY METHODOLOGY

The survey objective was to record the entrants to the Site during the AM period (i.e. AM Arrivals), disaggregated by mode of travel. The survey was undertaken on Wednesday 19th June 2013, between the hours of 06:45AM and 10:00AM. This recorded the vast majority of people arriving at the Site during the morning period. The Arrivals were recorded in time blocks of fifteen minutes.

The modes of travel recorded are:

- SOV
- Car Share – Driver
- Car Share – Passenger
- Cycle
- Motorcycle
- Bus Passenger
- On foot
- Construction/Delivery Vehicle

There are two entrances to the Site, the new Main Gate (opened 24th March 2009) and East/Mellor Gate. Survey staff were located at each of these locations.

SURVEY RESULTS

June 2013 Survey

Table 1 summarises the results of the 19th June 2013 survey for all AM Arrivals entering the Site between 06:45AM and 10:00AM.

A total of 3296 employees entered the Site over the 3.25 hour survey period, which is made up of 2931 counted in the survey plus 365 car share passengers, *which is using an approximated 1.2 passengers per car, in line with previous Site surveys.*

- SOV: 2339
- Car Share – Driver: 304
- Car Share – Passenger: 365
- Cycle: 73
- Motorcycle: 47
- Bus: 41
- On foot: 44
- Construction/Delivery Vans: 83

Table 2 shows the actual total number of **vehicles** entering the Site was **2850**, the breakdown of which is as follows:

- SOV: 2339
- Car Share – Driver: 304 (Containing 669 employees)
- Cycle: 73
- Motorcycle: 47
- Bus: 4 (Containing 41 employees)
- Construction/Delivery Vans: 83

Table 3 gives a more detailed breakdown, showing the AM Arrivals by fifteen minute time slot and via which gate.

Review of the information shows that:

- Peak hour for AM Arrivals is 06:45AM – 07:45AM, with maximum hourly Arrival total of 1497 vehicles. The breakdown for this is; 1199 SOVs, 163 car-share, 32 motorcyclists, 45 cyclists, 31 bus users, 9 on foot and 18 construction/delivery vehicles.
- 07:30AM – 08:30AM vehicle Arrivals total is 1173 vehicles, of which 934 are SOVs, 122 are car-sharers, 15 are motorcyclists, 23 are cyclists, 20 are bus users, 30 on foot and 29 construction/delivery vehicles. (07:30AM – 08:30AM is the AM peak hour on the highway network and the time period to which the planning conditions relate.)

2013 Modal Split

Review of Table 1 identifies the modal split of BAE Systems' employees (and visitors) AM Arrivals:

- SOV: 71.0%
- Car Share – Driver: 9.2%
- Car Share – Passenger: 11.1%
- Cycle: 2.2%
- Motorcycle: 1.4%
- Bus: 1.2%
- On foot: 1.3%*
- Construction/Delivery: 2.5%

* Due to the location of the Site, anyone arriving 'on foot' is assumed to be a visitor to the site. After liaising with Samlesbury site Security this figure is seen as consistent with an average day's number of visitors. An alternative assumption could be that a number of 'On foot' Arrivals may have been dropped off at the Site by another driver and could therefore be seen as a Car Share – Passenger, or may have used a public bus service.

As a comparison with the 2012 Travel survey, the corresponding modal split comprised as follows:

- SOV: 71.8%
- Car Share – Driver: 8.6%
- Car Share – Passenger: 10.3%
- Cycle: 1.3%
- Motorcycle: 1.1%
- Bus: 1.5%
- On foot: 2.4%*
- Construction/Delivery: 3.0%

The conclusion from the above data is clearly that there has been a reduction achieved in SOV AM Arrivals at the Site in June 2013, compared with October 2012. This is attributable to a rise in the number of employees changing their travel behaviours to more sustainable means, such as car sharing. This has resulted in a **0.8% reduction** in SOV AM Arrivals at the Site.

Whilst this represents a good year for the Site TP it should be noted that it is extremely difficult to quantify the number of employees that may either drop someone off on their journey to work, or that are dropped off at the Site by someone else, therefore the Car Share modal split could potentially be even higher. However, due to the significant number of assumptions that would be needed to obtain a view of this information it has been decided not to do so.

CONCLUSION

In final conclusion, following this work BAE Systems can report a **16.5% reduction in SOVs** from the 2006 baseline - a further 0.8% reduction for Year 5 – the Final Year of the Travel Plan, towards the 5 year target of no more than 70% SOVs entering Samlesbury site.

Table 1 – AM Arrivals

2013

Mode		Total	%age		2012 %age
SOV		2339	71.0%	-0.8%	71.8%
Car Share	Driver	304	9.2%	0.7%	8.6%
	Passenger	365	11.1%	0.8%	10.3%
	Total	669	20.3%	1.5%	18.8%
Cycle		73	2.2%	0.9%	1.3%
Motor Cycle		47	1.4%	0.3%	1.1%
Bus Passenger		41	1.2%	-0.3%	1.5%
On foot/Visitor		44	1.3%	-1.1%	2.4%
Construction		83	2.5%	-0.5%	3.0%
TOTAL		3296	100.0%		100.0%

Table 2 – Vehicular Arrivals

Mode		Total
SOV		2339
Car Share	Driver	304
	Passenger	N/A
	Total	304
Cycle		73
Motor Cycle		47
Bus		4
On foot/Visitor		N/A
Construction		83
TOTAL		2850

Table 3 – Full Breakdown by Time and Transportation Type.

Time	Single Occupancy Vehicle			Car + Passenger(s)			Motorcycle/Scooter			Bicycle			Bus User	On-foot/Visitor		Works Vehicle/Van			TOTAL			TOT.
	Main Gate 1	Main Gate 2	Mellor Gate	Main Gate 1	Main Gate 2	Mellor Gate	Main Gate 1	Main Gate 2	Mellor Gate	Main Gate 1	Main Gate 2	Mellor Gate	Mellor Gate	Main Gate	Mellor Gate	Main Gate 1	Main Gate 2	Mellor Gate	Main Gate 1	Main Gate 2	Mellor Gate	
06:45	143	113	98	19	7	16	8	2	3	8		9			1			1	178	122	128	428
07:00	151	136	61	21	14	11	4	1	1	4		4	11					2	180	151	90	421
07:15	122	119	55	18	12	9	4		3	6		7	10	5		1		8	156	131	92	379
07:30	90	55	56	17	11	8	4		2	6		1	10	3		2		4	122	66	81	269
07:45	132	97	36	18	9	6	1	1	3	4		5		7	1	1		7	163	107	58	328
08:00	147	98	36	12	7	7	1			1		2	10	8	4	1		7	170	105	66	341
08:15	113	38	36	13	8	6	3			3		1		6	1	1		6	139	46	50	235
08:30	61	45	22	11	6	5				2		3		5	1			6	79	51	37	167
08:45	48	28	16	5	4	3	1			3		1		1				8	58	32	28	118
09:00	35	15	23	4	3	2				2		1						7	41	18	33	92
09:15	22	14	6	3	2	1			1									6	25	16	14	55
09:30	25	9	7	2	1	2	1		1					1		5		6	33	10	17	60
09:45	26	4	1			1	1		1							1		3	28	4	6	38
TOTAL	1115	771	453	143	84	77	28	4	15	39	0	34	41	35	9	12	0	71	1372	859	700	2931
%AGE	38.0%	26.3%	15.5%	4.9%	2.9%	2.6%	1.0%	0.1%	0.5%	1.3%	0.0%	1.2%	1.4%	1.2%	0.3%	0.4%	0.0%	2.4%	46.8%	29.3%	23.9%	