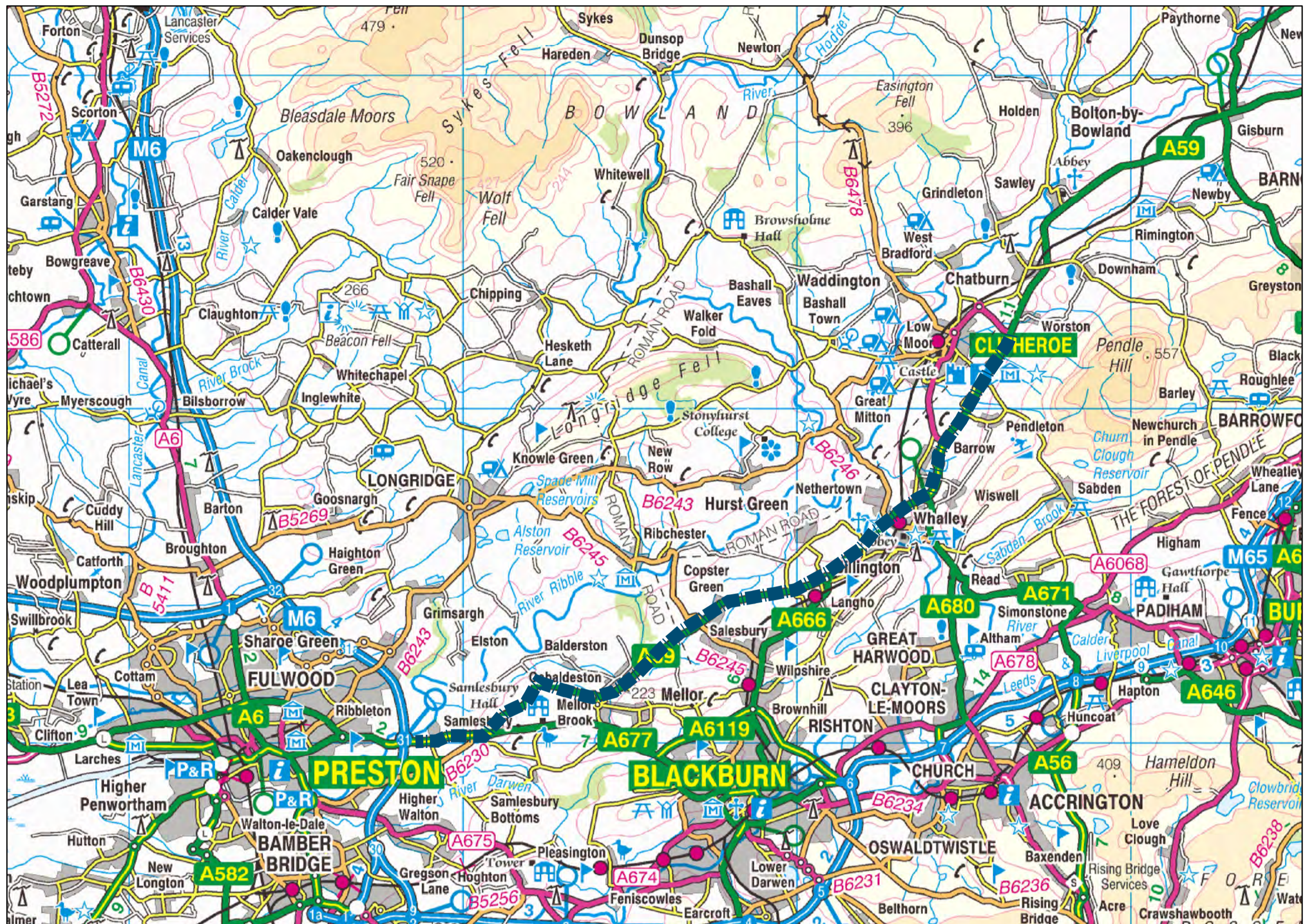


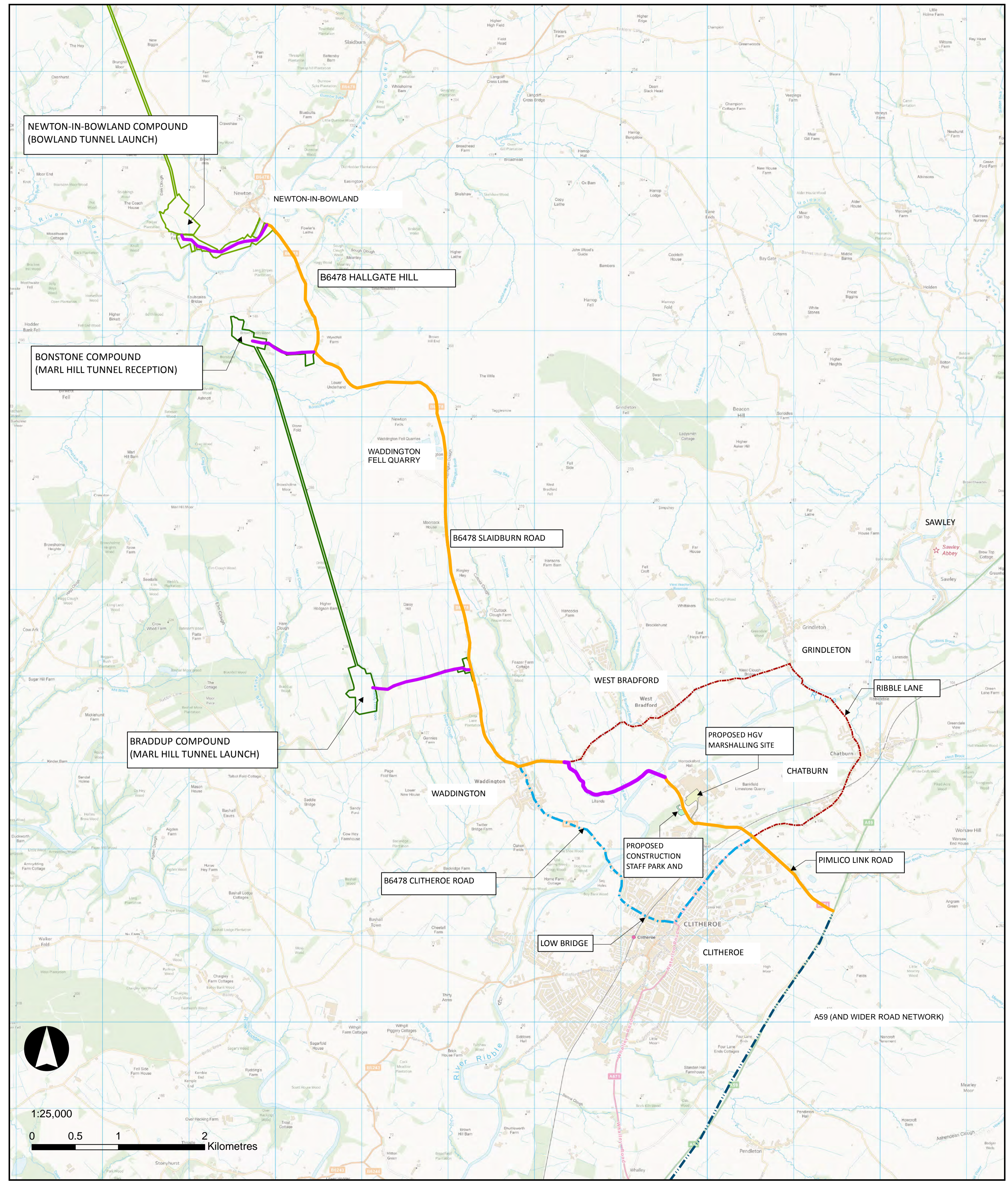
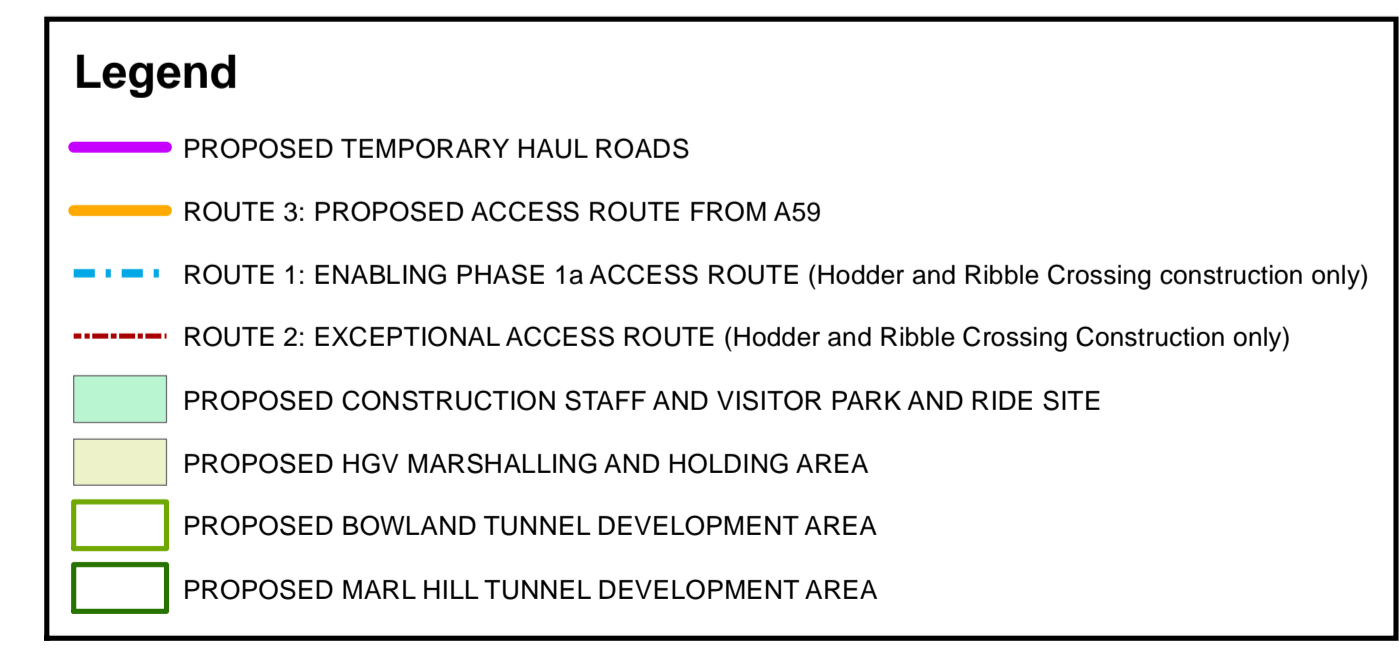
Appendix A1 – Proposed Routes

Figure A-1-01: Proposed Access Routes (MNA_A-1-01)

APPENDIX A1
FIGURE A-1-01: PROPOSED ACCESS ROUTES



PROPOSED ACCESS ROUTE LINKING THE M6 MOTORWAY NETWORK TO CLITHEROE



PROPOSED ACCESS ROUTES LINKING CLITHEROE TO PROPOSED CONSTRUCTION COMPOUNDS

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Appendix A2 – Daily Two Way Vehicle Movements

Figure A-2-01: Option 2 – Construction Phase 1 (MNA_A-2-01)

Figure A-2-02: Option 2 – Construction Phase 2 (MNA_A-2-02)

Figure A-2-03: Option 2 – Construction Phase 3 (MNA_A-2-03)

Figure A-2-04: Option 2 – Construction Phase 4 (MNA_A-2-04)

Figure A-2-05: Option 2 – Construction Phase 5 (MNA_A-2-05)

Figure A-2-06: Transport Planning Summary (MNA_A-2-06)

Figure A-2-07: Construction Phase 1 - Total Daily Movements Vehicle Itemisation (MNA_A-2-07)

Figure A-2-08: Construction Phase 2 - Total Daily Movements Vehicle Itemisation (MNA_A-2-08)

Figure A-2-09: Construction Phase 3 - Total Daily Movements Vehicle Itemisation (MNA_A-2-09)

Figure A-2-10: Construction Phase 4 - Total Daily Movements Vehicle Itemisation (MNA_A-2-10)

Figure A-2-11: Construction Phase 5 - Total Daily Movements Vehicle Itemisation (MNA_A-2-11)

Figure A-2-12: Construction Phase 1 - Compound and Quarry HGV Movements (MNA_A-2-12)

Figure A-2-13: Construction Phase 2 - Compound and Quarry HGV Movements (MNA_A-2-13)

Figure A-2-14: Construction Phase 3 - Compound and Quarry HGV Movements (MNA_A-2-14)

Figure A-2-15: Construction Phase 4 - Compound and Quarry HGV Movements (MNA_A-2-15)

Figure A-2-16: Construction Phase 5 - Compound and Quarry HGV Movements (MNA_A-2-16)






**FIGURE A-2-01: TOTAL DAILY MOVEMENTS
CONSTRUCTION PHASE 1**
(Newton-in-Bowland Site Establishment)

LEGEND

Average: averaged over 1 year the number of movements per day along route section shall not exceed this figure

Maximum: on any single day the number of movements along route section shall not exceed this figure

Percentage of total vehicle movements (circa 270,000) travelling along section of route:

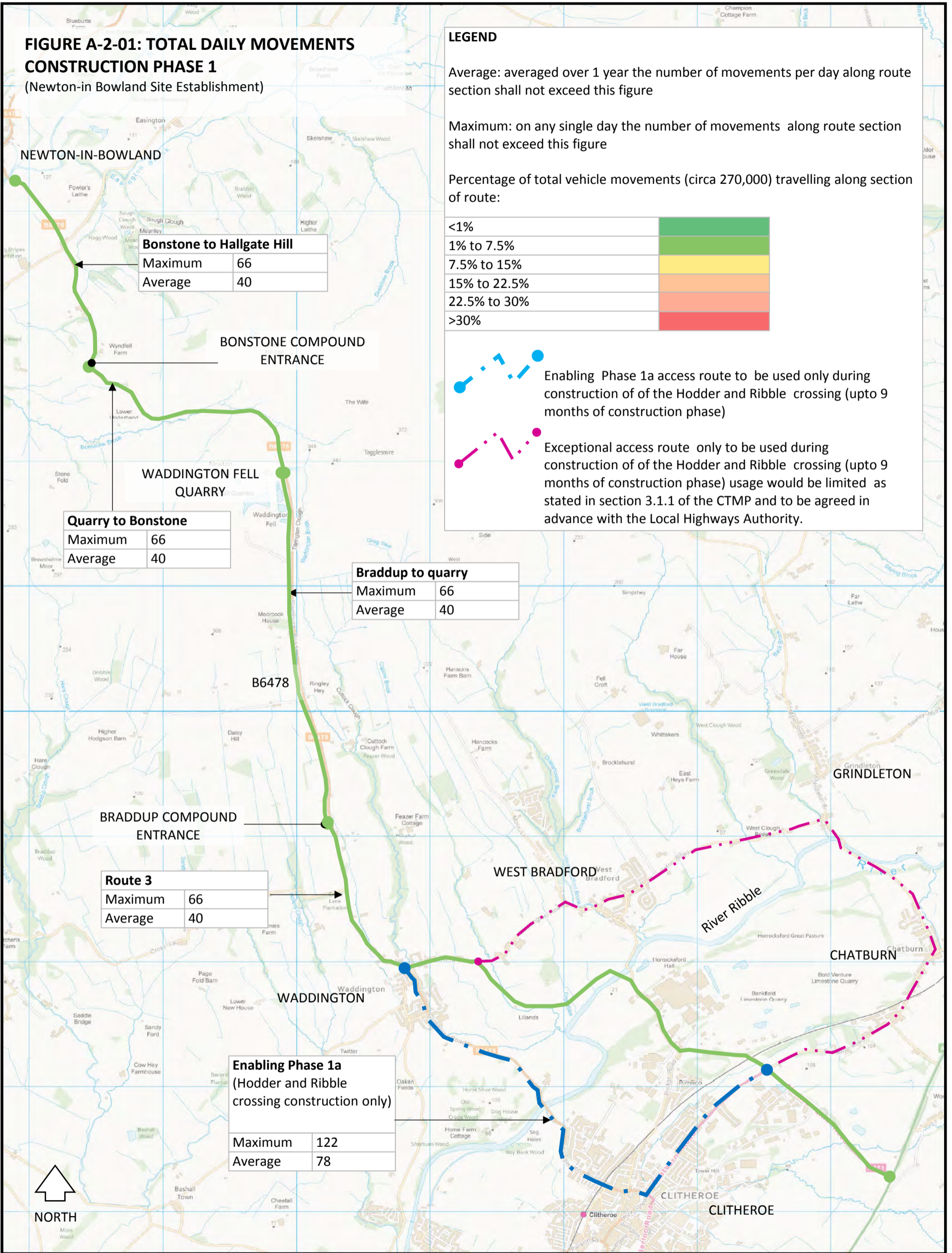
<1%	
1% to 7.5%	
7.5% to 15%	
15% to 22.5%	
22.5% to 30%	
>30%	



Enabling Phase 1a access route to be used only during construction of the Hodder and Ribble crossing (upto 9 months of construction phase)



Exceptional access route only to be used during construction of the Hodder and Ribble crossing (upto 9 months of construction phase) usage would be limited as stated in section 3.1.1 of the CTMP and to be agreed in advance with the Local Highways Authority.



Bonstone to Hallgate Hill	
Maximum	66
Average	40

Quarry to Bonstone	
Maximum	66
Average	40

Braddup to quarry	
Maximum	66
Average	40

Route 3	
Maximum	66
Average	40

Enabling Phase 1a (Hodder and Ribble crossing construction only)	
Maximum	122
Average	78



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**FIGURE A-2-02: TOTAL DAILY MOVEMENTS
CONSTRUCTION PHASE 2**
(Bowland tunnel Drive and Marl Hill tunnel Site Establishment)
Duration shall not exceed 1.25 years

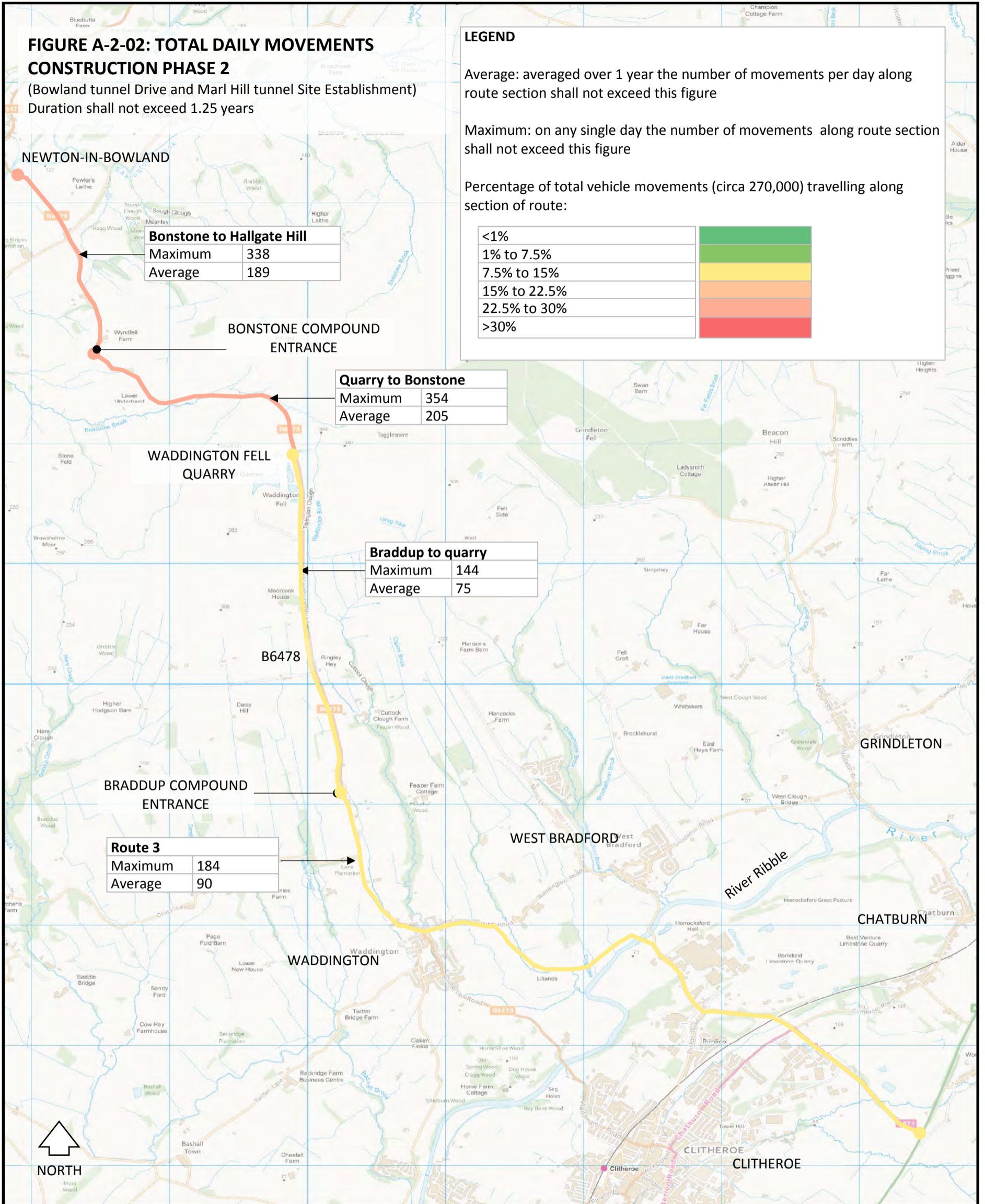
LEGEND

Average: averaged over 1 year the number of movements per day along route section shall not exceed this figure

Maximum: on any single day the number of movements along route section shall not exceed this figure

Percentage of total vehicle movements (circa 270,000) travelling along section of route:

<1%	
1% to 7.5%	
7.5% to 15%	
15% to 22.5%	
22.5% to 30%	
>30%	



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**FIGURE A-2-03: TOTAL DAILY MOVEMENTS
CONSTRUCTION PHASE 3
(Bowland Tunnel Drive and Marl Hill Tunnel Drive)**

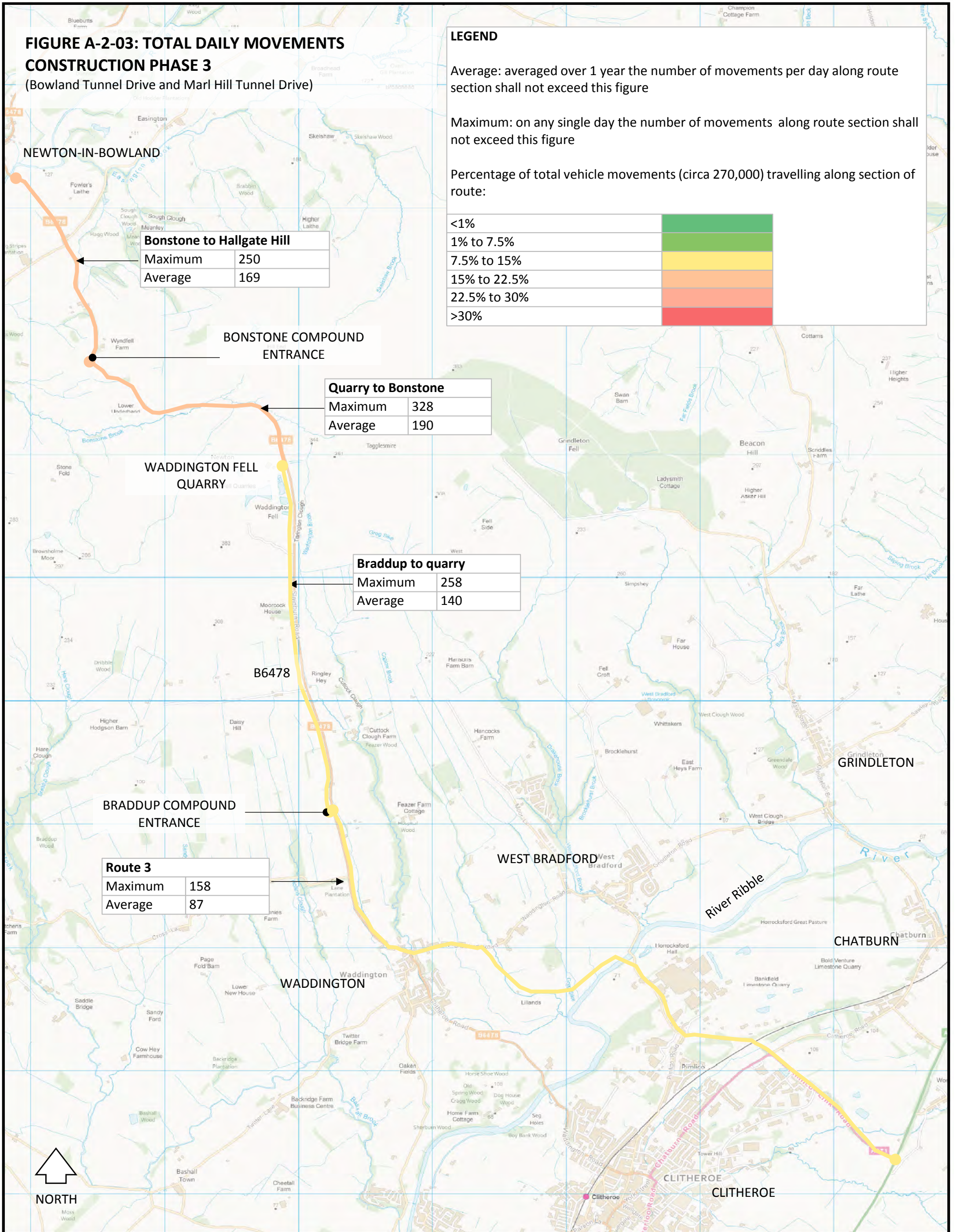
LEGEND

Average: averaged over 1 year the number of movements per day along route section shall not exceed this figure

Maximum: on any single day the number of movements along route section shall not exceed this figure

Percentage of total vehicle movements (circa 270,000) travelling along section of route:

<1%	
1% to 7.5%	
7.5% to 15%	
15% to 22.5%	
22.5% to 30%	
>30%	



The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 100022432.

Route 2	Vehicle movements per day			
	Max	Ave		
Construction Phase 1	15	5	1315	0.5%
Construction Phase 2	41	10	3154	1.1%
Construction Phase 3	15	2	550	0.2%
Construction Phase 4	28	3	1336	0.5%
Construction Phase 5	17	1	414	0.1%

Route 1	Vehicle movements per day			
	Max	Ave		
Construction Phase 1	56	35	9612	3.5%
Construction Phase 2	143	80	25866	9.4%
Construction Phase 3	147	83	23306	8.4%
Construction Phase 4	147	68	34824	12.6%
Construction Phase 5	51	27	18730	6.8%

Route 3 (or Waddington to Braddup)	Vehicle movements per day			
	Max	Ave		
Construction Phase 1	66	40	10927	4.0%
Construction Phase 2	184	89	29020	10.5%
Construction Phase 3	158	85	23856	8.6%
Construction Phase 4	172	71	36160	13.1%
Construction Phase 5	51	28	19144	6.9%

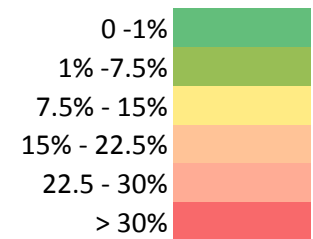
Braddup to Quarry	Vehicle movements per day			
	Max	Ave		
Construction Phase 1	66	40	10927	4.0%
Construction Phase 2	144	75	24260	8.8%
Construction Phase 3	258	141	39699	14.4%
Construction Phase 4	92	47	24200	8.8%
Construction Phase 5	51	28	19144	6.9%

Quarry to bonstone	Vehicle movements per day			
	Max	Ave		
Construction Phase 1	66	40	11583	4.2%
Construction Phase 2	354	205	62962	22.8%
Construction Phase 3	328	191	50430	18.2%
Construction Phase 4	302	177	85208	30.8%
Construction Phase 5	51	28	19144	6.9%

Bonstone to Hallgate Hill	Vehicle movements per day			
	Max	Ave		
Construction Phase 1	66	40	11583	4.2%
Construction Phase 2	337	189	57796	20.9%
Construction Phase 3	250	168	44226	16.0%
Construction Phase 4	250	168	80460	29.1%
Construction Phase 5	51	28	19144	6.9%

Total vehicle movements 276558

Maximums round up to an even number



**FIGURE A-2-04: TOTAL DAILY MOVEMENTS
CONSTRUCTION PHASE 4**
(Bowland Tunnel Drive and Marl Hill Tunnel Reinstatement)

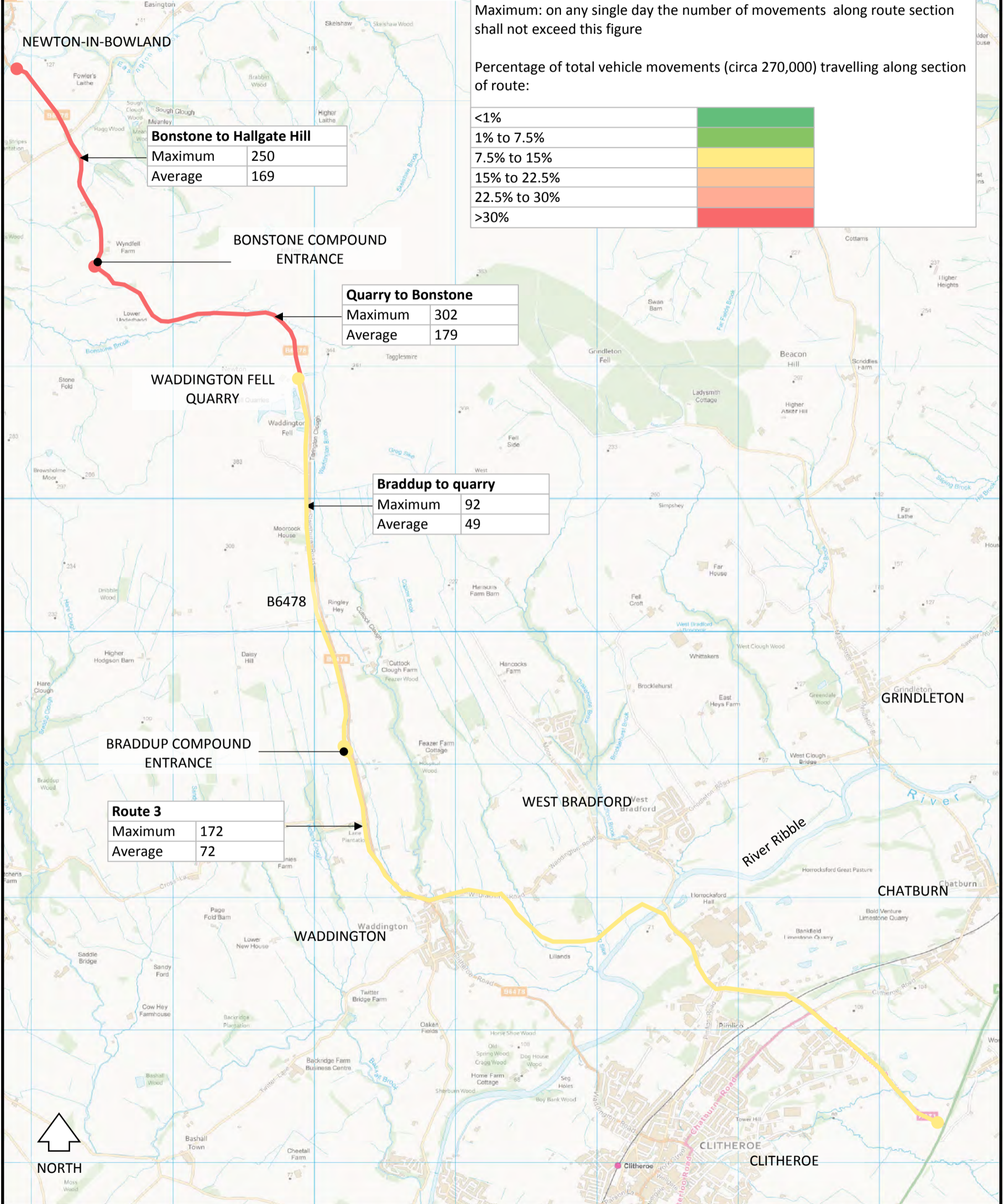
LEGEND

Average: averaged over 1 year the number of movements per day along route section shall not exceed this figure

Maximum: on any single day the number of movements along route section shall not exceed this figure

Percentage of total vehicle movements (circa 270,000) travelling along section of route:

<1%	
1% to 7.5%	
7.5% to 15%	
15% to 22.5%	
22.5% to 30%	
>30%	



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Route 2	Vehicle movements per day				
	Max	Ave			
Construction Phase 1	15	5	1315	0.5%	
Construction Phase 2	41	10	3154	1.1%	
Construction Phase 3	15	2	550	0.2%	
Construction Phase 4	28	3	1336	0.5%	
Construction Phase 5	17	1	414	0.1%	

Route 1	Vehicle movements per day				
	Max	Ave			
Construction Phase 1	56	35	9612	3.5%	
Construction Phase 2	143	80	25866	9.4%	
Construction Phase 3	147	83	23306	8.4%	
Construction Phase 4	147	68	34824	12.6%	
Construction Phase 5	51	27	18730	6.8%	

Route 3 (or Waddington to Braddup)	Vehicle movements per day				
	Max	Ave			
Construction Phase 1	66	40	10927	4.0%	
Construction Phase 2	184	89	29020	10.5%	
Construction Phase 3	158	85	23856	8.6%	
Construction Phase 4	172	71	36160	13.1%	
Construction Phase 5	51	28	19144	6.9%	

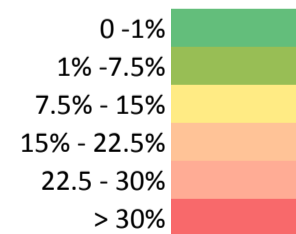
Braddup to Quarry	Vehicle movements per day				
	Max	Ave			
Construction Phase 1	66	40	10927	4.0%	
Construction Phase 2	144	75	24260	8.8%	
Construction Phase 3	258	131	39699	14.4%	
Construction Phase 4	92	47	24200	8.8%	
Construction Phase 5	51	28	19144	6.9%	

Quarry to bonstone	Vehicle movements per day				
	Max	Ave			
Construction Phase 1	66	40	11583	4.2%	
Construction Phase 2	354	205	62962	22.8%	
Construction Phase 3	328	191	50430	18.2%	
Construction Phase 4	302	177	85208	30.8%	
Construction Phase 5	51	28	19144	6.9%	

Bonstone to Hallgate Hill	Vehicle movements per day				
	Max	Ave			
Construction Phase 1	66	40	11583	4.2%	
Construction Phase 2	337	189	57796	20.9%	
Construction Phase 3	250	168	44226	16.0%	
Construction Phase 4	250	168	80460	29.1%	
Construction Phase 5	51	28	19144	6.9%	

Total vehicle movement 276558

Maximums round up to an even number






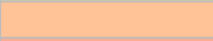


**FIGURE A-2-05: TOTAL DAILY MOVEMENTS
CONSTRUCTION PHASE 5
(Bowland Tunnel Drive Reinstatement)**

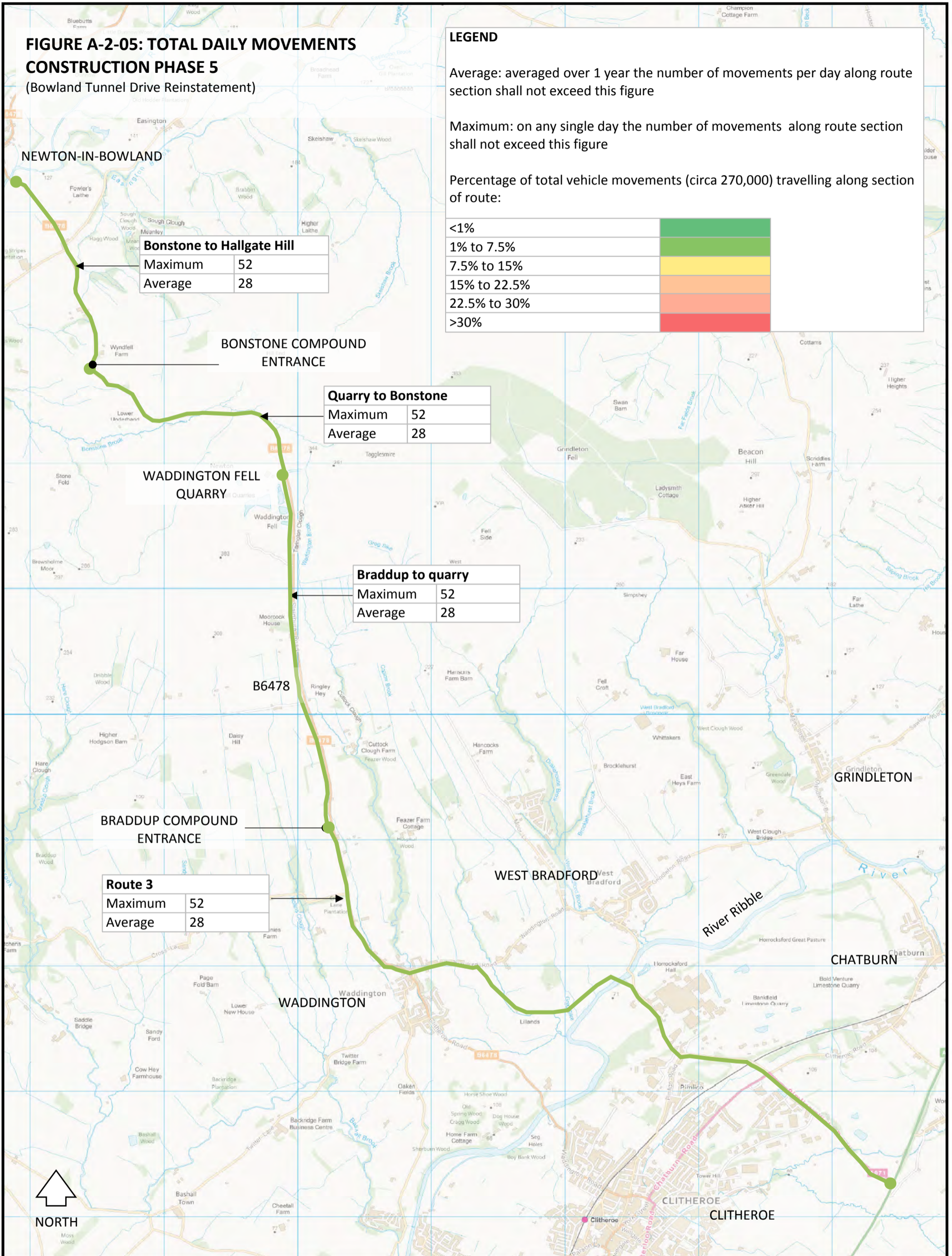
LEGEND

Average: averaged over 1 year the number of movements per day along route section shall not exceed this figure

Maximum: on any single day the number of movements along route section shall not exceed this figure

Percentage of total vehicle movements (circa 270,000) travelling along section of route:

<1%	
1% to 7.5%	
7.5% to 15%	
15% to 22.5%	
22.5% to 30%	
>30%	



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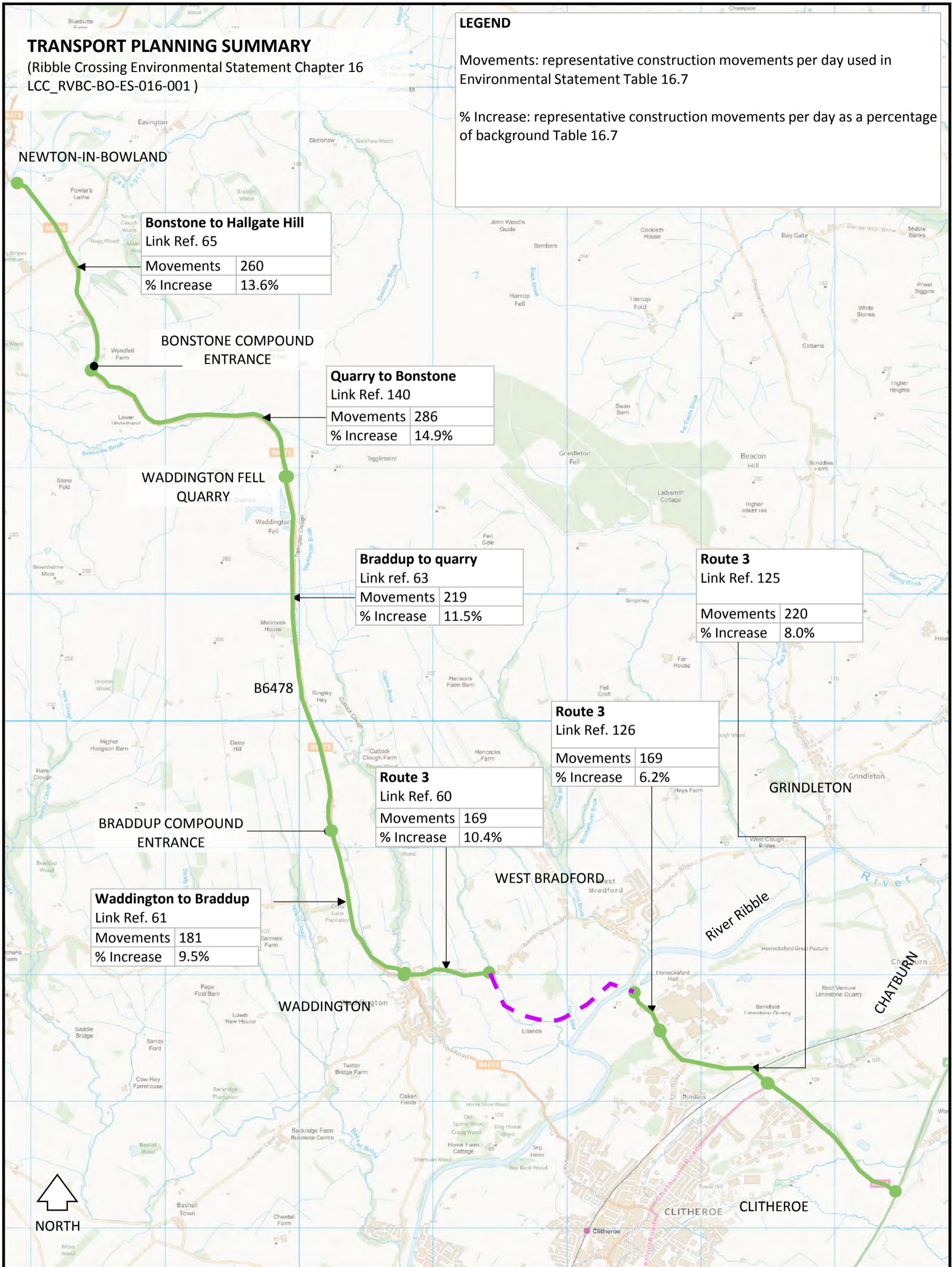
TRANSPORT PLANNING SUMMARY

(Ribble Crossing Environmental Statement Chapter 16
LCC_RVBC-BO-ES-016-001)

LEGEND

Movements: representative construction movements per day used in Environmental Statement Table 16.7

% Increase: representative construction movements per day as a percentage of background Table 16.7



Bonstone to Hallgate Hill
Link Ref. 65

Movements	260
% Increase	13.6%

BONSTONE COMPOUND ENTRANCE

Quarry to Bonstone
Link Ref. 140

Movements	286
% Increase	14.9%

WADDINGTON FELL QUARRY

Braddup to quarry
Link ref. 63

Movements	219
% Increase	11.5%

Route 3
Link Ref. 125

Movements	220
% Increase	8.0%

B6478

Route 3
Link Ref. 126

Movements	169
% Increase	6.2%

BRADDUP COMPOUND ENTRANCE

Route 3
Link Ref. 60

Movements	169
% Increase	10.4%

GRINDLETON

Waddington to Braddup
Link Ref. 61

Movements	181
% Increase	9.5%

WEST BRADFORD

River Ribble

WADDINGTON

CHATBURN



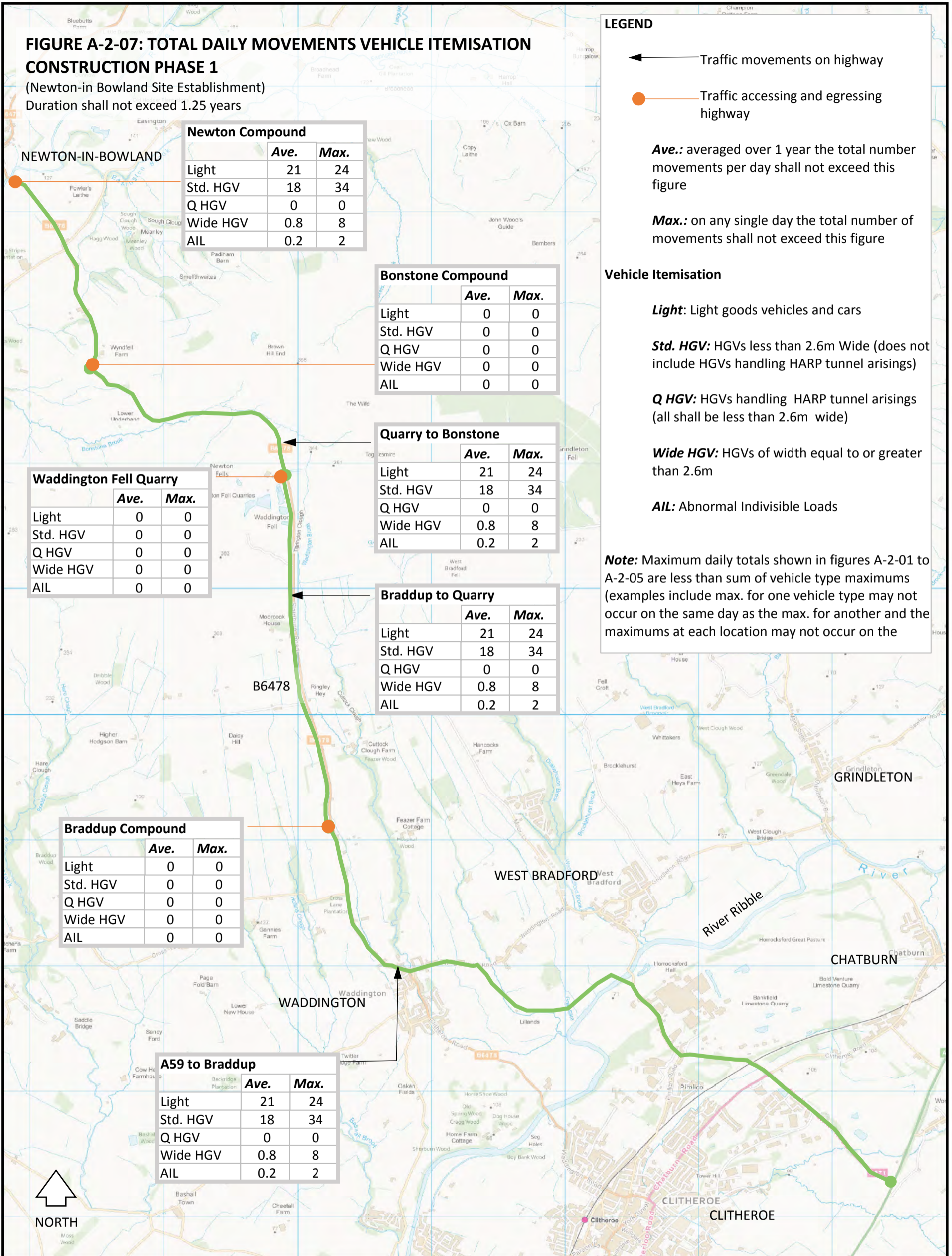
CLITHEROE

CLITHEROE

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FIGURE A-2-07: TOTAL DAILY MOVEMENTS VEHICLE ITEMISATION CONSTRUCTION PHASE 1

(Newton-in Bowland Site Establishment)
Duration shall not exceed 1.25 years



LEGEND

- ← Traffic movements on highway
- Traffic accessing and egressing highway

Ave.: averaged over 1 year the total number movements per day shall not exceed this figure

Max.: on any single day the total number of movements shall not exceed this figure

Vehicle Itemisation

Light: Light goods vehicles and cars

Std. HGV: HGVs less than 2.6m Wide (does not include HGVs handling HARP tunnel arisings)

Q HGV: HGVs handling HARP tunnel arisings (all shall be less than 2.6m wide)

Wide HGV: HGVs of width equal to or greater than 2.6m

AIL: Abnormal Indivisible Loads



Note: Maximum daily totals shown in figures A-2-01 to A-2-05 are less than sum of vehicle type maximums (examples include max. for one vehicle type may not occur on the same day as the max. for another and the maximums at each location may not occur on the

The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 10002432.

FIGURE A-2-08: TOTAL DAILY MOVEMENTS VEHICLE ITEMISATION CONSTRUCTION PHASE 2

(Bowland tunnel Drive and Marl Hill Tunnel Site Establishment)

LEGEND

-  Traffic movements on highway
-  Traffic accessing and egressing highway

Ave.: averaged over 1 year the total number movements per day shall not exceed this figure

Max.: on any single day the total number of movements shall not exceed this figure

Vehicle Itemisation

Light: Light goods vehicles and cars

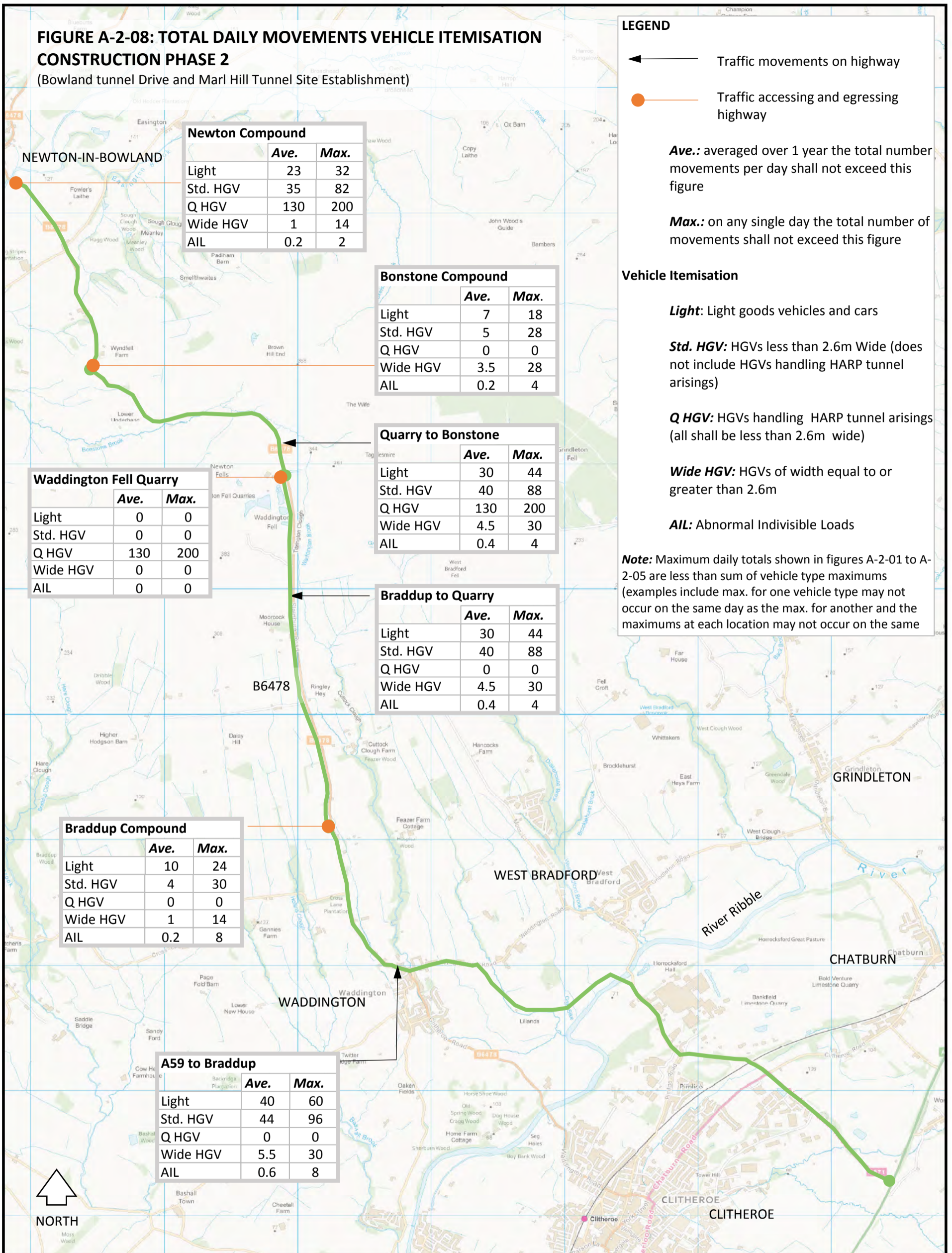
Std. HGV: HGVs less than 2.6m Wide (does not include HGVs handling HARP tunnel arisings)

Q HGV: HGVs handling HARP tunnel arisings (all shall be less than 2.6m wide)

Wide HGV: HGVs of width equal to or greater than 2.6m

AIL: Abnormal Indivisible Loads

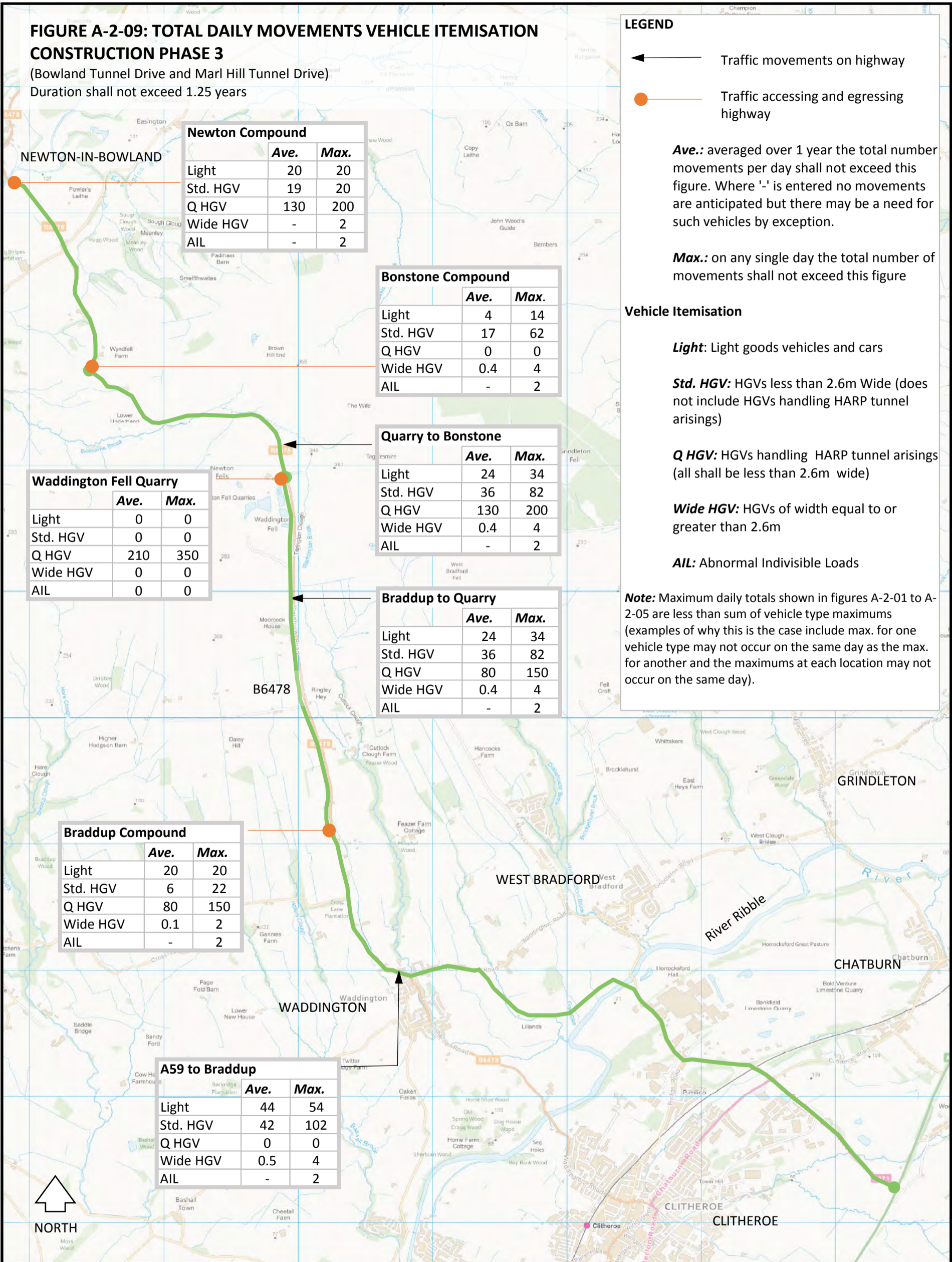
Note: Maximum daily totals shown in figures A-2-01 to A-2-05 are less than sum of vehicle type maximums (examples include max. for one vehicle type may not occur on the same day as the max. for another and the maximums at each location may not occur on the same



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FIGURE A-2-09: TOTAL DAILY MOVEMENTS VEHICLE ITEMISATION CONSTRUCTION PHASE 3

(Bowland Tunnel Drive and Marl Hill Tunnel Drive)
Duration shall not exceed 1.25 years



Newton Compound		
	Ave.	Max.
Light	20	20
Std. HGV	19	20
Q HGV	130	200
Wide HGV	-	2
AIL	-	2

Bonstone Compound		
	Ave.	Max.
Light	4	14
Std. HGV	17	62
Q HGV	0	0
Wide HGV	0.4	4
AIL	-	2

Quarry to Bonstone		
	Ave.	Max.
Light	24	34
Std. HGV	36	82
Q HGV	130	200
Wide HGV	0.4	4
AIL	-	2

Waddington Fell Quarry		
	Ave.	Max.
Light	0	0
Std. HGV	0	0
Q HGV	210	350
Wide HGV	0	0
AIL	0	0

Braddup to Quarry		
	Ave.	Max.
Light	24	34
Std. HGV	36	82
Q HGV	80	150
Wide HGV	0.4	4
AIL	-	2

Braddup Compound		
	Ave.	Max.
Light	20	20
Std. HGV	6	22
Q HGV	80	150
Wide HGV	0.1	2
AIL	-	2

A59 to Braddup		
	Ave.	Max.
Light	44	54
Std. HGV	42	102
Q HGV	0	0
Wide HGV	0.5	4
AIL	-	2

LEGEND

- ← Traffic movements on highway
- Traffic accessing and egressing highway

Ave.: averaged over 1 year the total number movements per day shall not exceed this figure. Where '-' is entered no movements are anticipated but there may be a need for such vehicles by exception.

Max.: on any single day the total number of movements shall not exceed this figure

Vehicle Itemisation

Light: Light goods vehicles and cars

Std. HGV: HGVs less than 2.6m Wide (does not include HGVs handling HARP tunnel arisings)

Q HGV: HGVs handling HARP tunnel arisings (all shall be less than 2.6m wide)

Wide HGV: HGVs of width equal to or greater than 2.6m

AIL: Abnormal Indivisible Loads

Note: Maximum daily totals shown in figures A-2-01 to A-2-05 are less than sum of vehicle type maximums (examples of why this is the case include max. for one vehicle type may not occur on the same day as the max. for another and the maximums at each location may not occur on the same day).





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FIGURE A-2-10: TOTAL DAILY MOVEMENTS VEHICLE ITEMISATION CONSTRUCTION PHASE 4

(Bowland Tunnel Drive and Marl Hill Tunnel Reinstatement)
Duration shall not exceed 2 years

LEGEND

-  Traffic movements on highway
-  Traffic accessing and egressing highway

Ave.: averaged over 1 year the total number movements per day shall not exceed this figure. Where '-' is entered no movements are anticipated but there may be a need for such vehicles by exception.

Max.: on any single day the total number of movements shall not exceed this figure

Vehicle Itemisation

Light: Light goods vehicles and cars

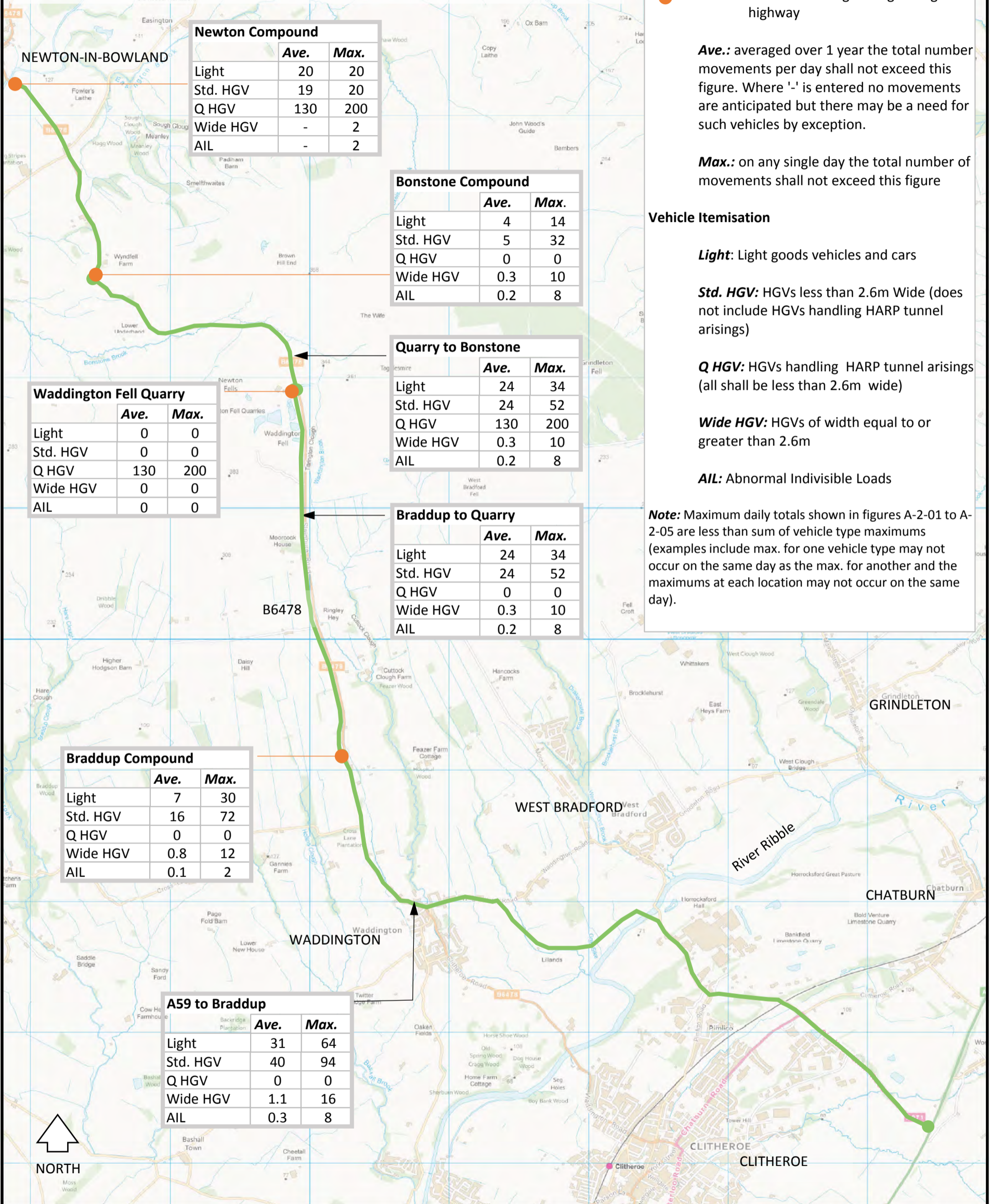
Std. HGV: HGVs less than 2.6m Wide (does not include HGVs handling HARP tunnel arisings)

Q HGV: HGVs handling HARP tunnel arisings (all shall be less than 2.6m wide)

Wide HGV: HGVs of width equal to or greater than 2.6m

AIL: Abnormal Indivisible Loads

Note: Maximum daily totals shown in figures A-2-01 to A-2-05 are less than sum of vehicle type maximums (examples include max. for one vehicle type may not occur on the same day as the max. for another and the maximums at each location may not occur on the same day).





The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 100022432.

FIGURE A-2-11: TOTAL DAILY MOVEMENTS VEHICLE ITEMISATION CONSTRUCTION PHASE 5

(Bowland Tunnel Drive Reinstatement)
Duration shall not exceed 2 years

LEGEND

-  Traffic movements on highway
-  Traffic accessing and egressing highway

Ave.: averaged over 1 year the total number movements per day shall not exceed this figure. Where '-' is entered no movements are anticipated but there may be a need for such vehicles by exception.

Max.: on any single day the total number of movements shall not exceed this figure

Vehicle Itemisation

Light: Light goods vehicles and cars

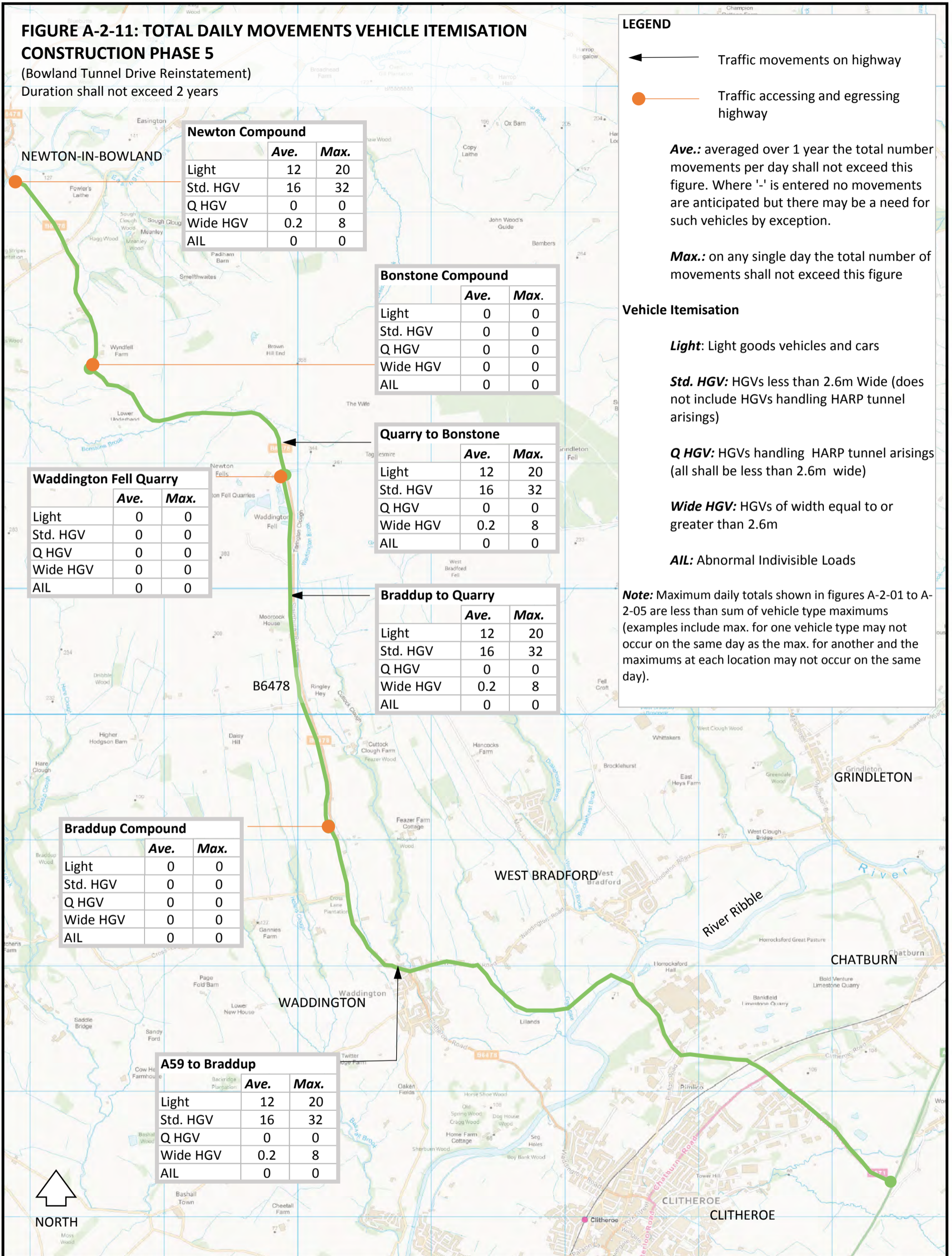
Std. HGV: HGVs less than 2.6m Wide (does not include HGVs handling HARP tunnel arisings)

Q HGV: HGVs handling HARP tunnel arisings (all shall be less than 2.6m wide)

Wide HGV: HGVs of width equal to or greater than 2.6m

AIL: Abnormal Indivisible Loads

Note: Maximum daily totals shown in figures A-2-01 to A-2-05 are less than sum of vehicle type maximums (examples include max. for one vehicle type may not occur on the same day as the max. for another and the maximums at each location may not occur on the same day).



Newton Compound		
	Ave.	Max.
Light	12	20
Std. HGV	16	32
Q HGV	0	0
Wide HGV	0.2	8
AIL	0	0

Bonstone Compound		
	Ave.	Max.
Light	0	0
Std. HGV	0	0
Q HGV	0	0
Wide HGV	0	0
AIL	0	0

Quarry to Bonstone		
	Ave.	Max.
Light	12	20
Std. HGV	16	32
Q HGV	0	0
Wide HGV	0.2	8
AIL	0	0

Braddup to Quarry		
	Ave.	Max.
Light	12	20
Std. HGV	16	32
Q HGV	0	0
Wide HGV	0.2	8
AIL	0	0

Waddington Fell Quarry		
	Ave.	Max.
Light	0	0
Std. HGV	0	0
Q HGV	0	0
Wide HGV	0	0
AIL	0	0

Braddup Compound		
	Ave.	Max.
Light	0	0
Std. HGV	0	0
Q HGV	0	0
Wide HGV	0	0
AIL	0	0


A59 to Braddup		
	Ave.	Max.
Light	12	20
Std. HGV	16	32
Q HGV	0	0
Wide HGV	0.2	8
AIL	0	0

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FIGURE A-2-12: COMPOUND AND QUARRY HGV MOVEMENTS CONSTRUCTION PHASE 1

(Newton-in Bowland Site Establishment)
Duration shall not exceed 1.25 years

LEGEND

 Traffic accessing and egressing highway

Ave. per day: averaged over 1 year the total number of HGV movements in and out of the site shall not exceed this figure

Max. per day: on any single day the total number of HGV movements in and out of the site shall not exceed this figure

Ave. Arrivals: averaged over 8.5 hours the number of HGVs arriving at site shall not exceed this figure

Ave. Departures: averaged over 8.5 hours the number of HGVs departing from site shall not exceed this figure

Max. Arrivals: in any single hour the number of HGVs arriving at site shall not exceed this figure

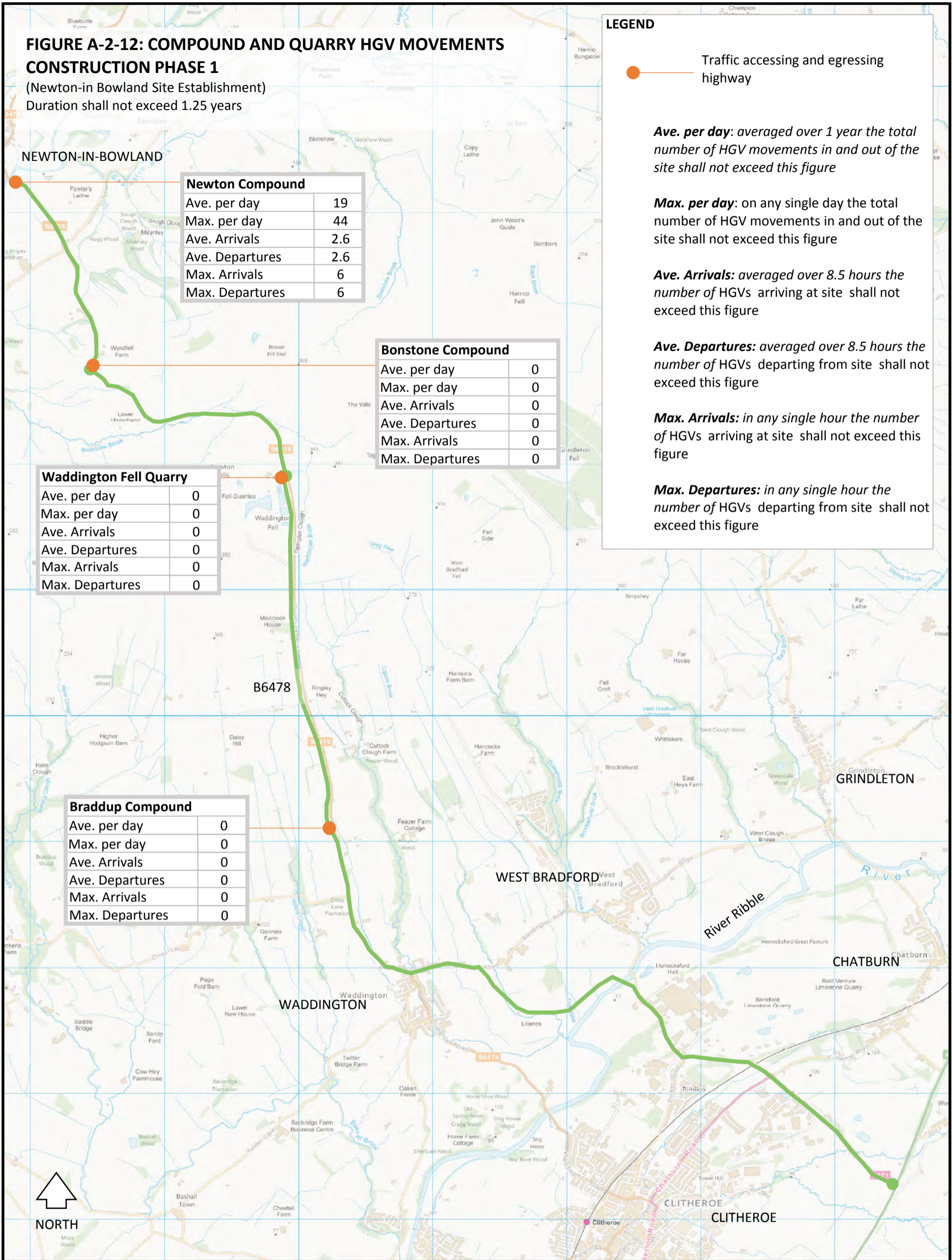
Max. Departures: in any single hour the number of HGVs departing from site shall not exceed this figure

Newton Compound	
Ave. per day	19
Max. per day	44
Ave. Arrivals	2.6
Ave. Departures	2.6
Max. Arrivals	6
Max. Departures	6

Bonstone Compound	
Ave. per day	0
Max. per day	0
Ave. Arrivals	0
Ave. Departures	0
Max. Arrivals	0
Max. Departures	0

Waddington Fell Quarry	
Ave. per day	0
Max. per day	0
Ave. Arrivals	0
Ave. Departures	0
Max. Arrivals	0
Max. Departures	0

Braddup Compound	
Ave. per day	0
Max. per day	0
Ave. Arrivals	0
Ave. Departures	0
Max. Arrivals	0
Max. Departures	0




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FIGURE A-2-13: COMPOUND AND QUARRY HGV MOVEMENTS CONSTRUCTION PHASE 2

(Bowland tunnel Drive and Marl Hill Tunnel Site Establishment)
Duration shall not exceed 1.25 years

LEGEND

 Traffic accessing and egressing highway

Ave. per day: averaged over 1 year the total number of HGV movements in and out of the site shall not exceed this figure

Max. per day: on any single day the total number of HGV movements in and out of the site shall not exceed this figure

Ave. Arrivals: averaged over 8.5 hours the number of HGVs arriving at site shall not exceed this figure

Ave. Departures: averaged over 8.5 hours the number of HGVs departing from site shall not exceed this figure

Max. Arrivals: in any single hour the number of HGVs arriving at site shall not exceed this figure

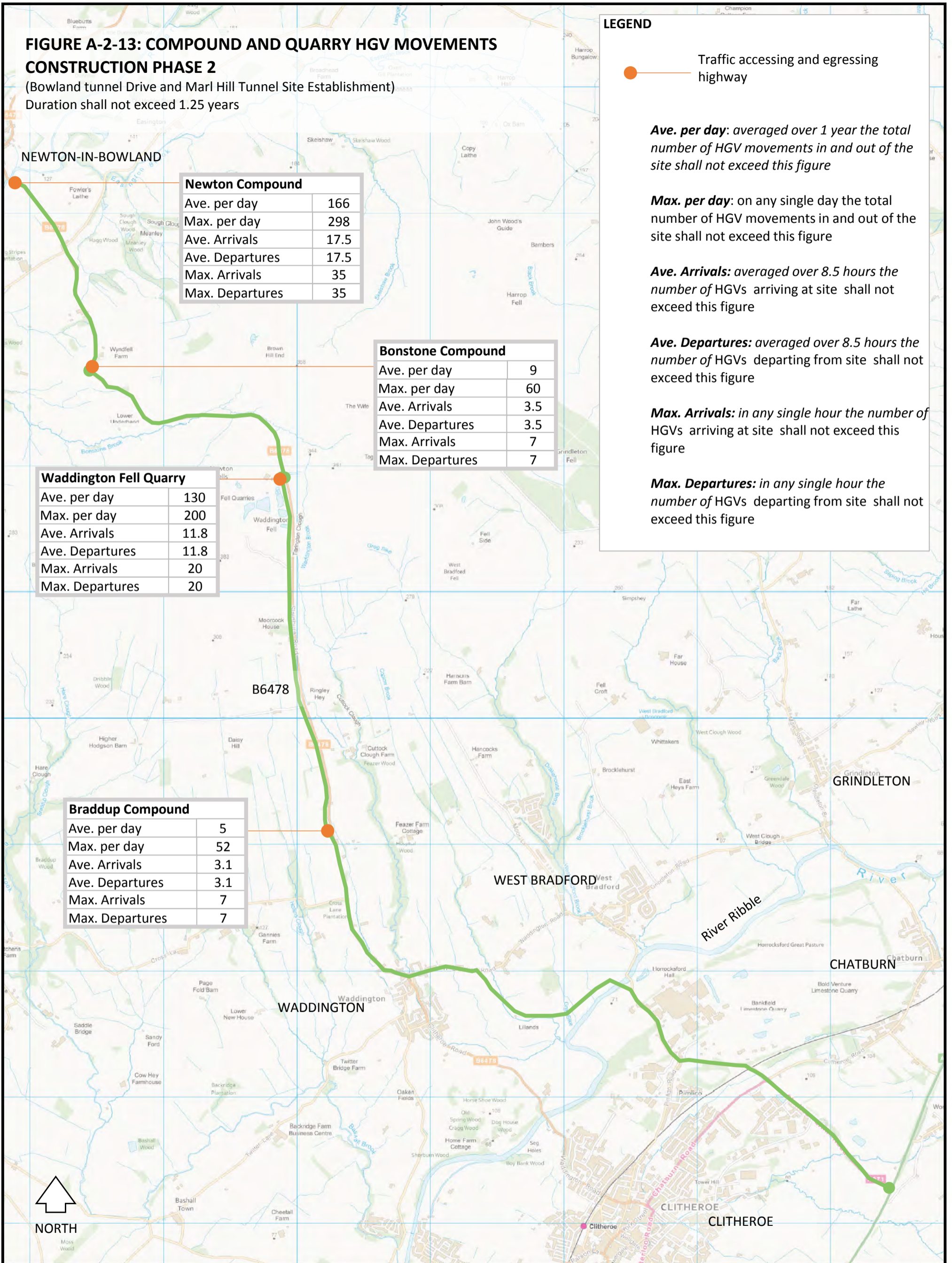
Max. Departures: in any single hour the number of HGVs departing from site shall not exceed this figure

Newton Compound	
Ave. per day	166
Max. per day	298
Ave. Arrivals	17.5
Ave. Departures	17.5
Max. Arrivals	35
Max. Departures	35

Bonstone Compound	
Ave. per day	9
Max. per day	60
Ave. Arrivals	3.5
Ave. Departures	3.5
Max. Arrivals	7
Max. Departures	7

Waddington Fell Quarry	
Ave. per day	130
Max. per day	200
Ave. Arrivals	11.8
Ave. Departures	11.8
Max. Arrivals	20
Max. Departures	20

Braddup Compound	
Ave. per day	5
Max. per day	52
Ave. Arrivals	3.1
Ave. Departures	3.1
Max. Arrivals	7
Max. Departures	7



NORTH

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**FIGURE A-2-14: COMPOUND AND QUARRY HGV MOVEMENTS
CONSTRUCTION PHASE 3**

(Bowland Tunnel Drive and Marl Hill Tunnel Drive)
Duration shall not exceed 1.25 years

LEGEND

● Traffic accessing and egressing highway

Ave. per day: averaged over 1 year the total number of HGV movements in and out of the site shall not exceed this figure

Max. per day: on any single day the total number of HGV movements in and out of the site shall not exceed this figure

Ave. Arrivals: averaged over 8.5 hours the number of HGVs arriving at site shall not exceed this figure

Ave. Departures: averaged over 8.5 hours the number of HGVs departing from site shall not exceed this figure

Max. Arrivals: in any single hour the number of HGVs arriving at site shall not exceed this figure

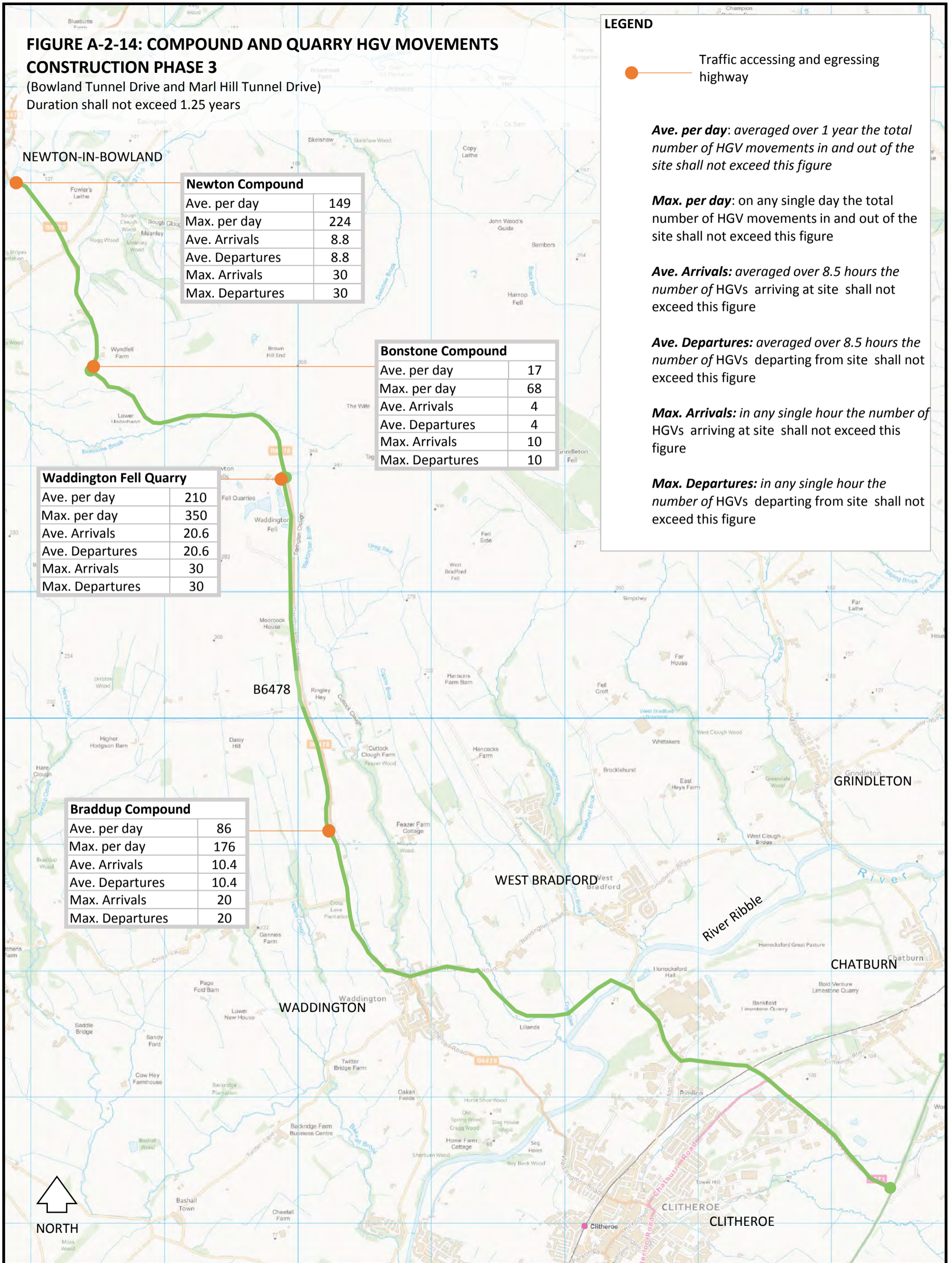
Max. Departures: in any single hour the number of HGVs departing from site shall not exceed this figure

Newton Compound	
Ave. per day	149
Max. per day	224
Ave. Arrivals	8.8
Ave. Departures	8.8
Max. Arrivals	30
Max. Departures	30

Bonstone Compound	
Ave. per day	17
Max. per day	68
Ave. Arrivals	4
Ave. Departures	4
Max. Arrivals	10
Max. Departures	10

Waddington Fell Quarry	
Ave. per day	210
Max. per day	350
Ave. Arrivals	20.6
Ave. Departures	20.6
Max. Arrivals	30
Max. Departures	30

Braddup Compound	
Ave. per day	86
Max. per day	176
Ave. Arrivals	10.4
Ave. Departures	10.4
Max. Arrivals	20
Max. Departures	20



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FIGURE A-2-15: COMPOUND AND QUARRY HGV MOVEMENTS

CONSTRUCTION PHASE 4

(Bowland Tunnel Drive and Marl Hill Tunnel Reinstatement)

Duration shall not exceed 2 years

LEGEND

 Traffic accessing and egressing highway

Ave. per day: averaged over 1 year the total number of HGV movements in and out of the site shall not exceed this figure

Max. per day: on any single day the total number of HGV movements in and out of the site shall not exceed this figure

Ave. Arrivals: averaged over 8.5 hours the number of HGVs arriving at site shall not exceed this figure

Ave. Departures: averaged over 8.5 hours the number of HGVs departing from site shall not exceed this figure

Max. Arrivals: in any single hour the number of HGVs arriving at site shall not exceed this figure

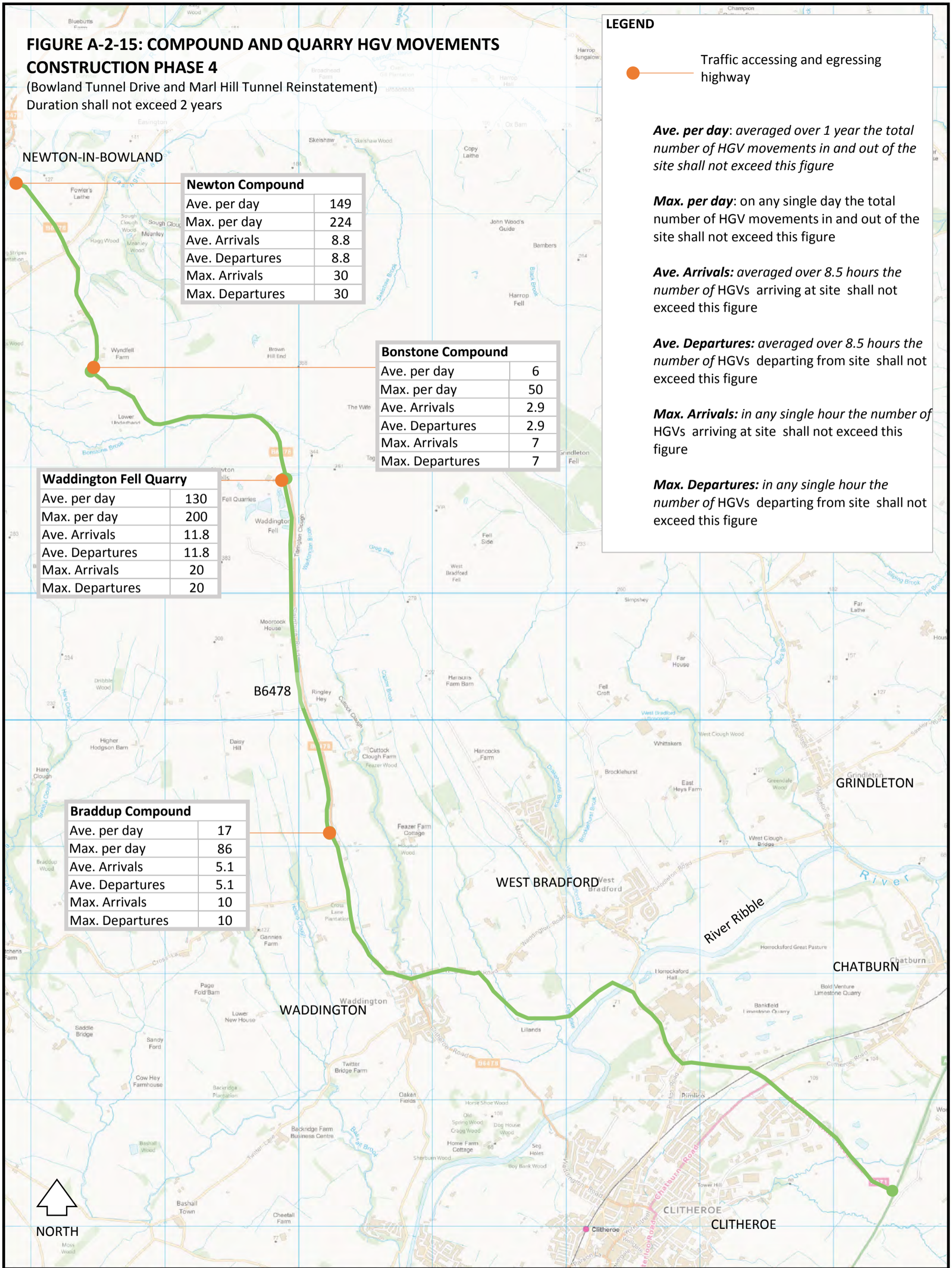
Max. Departures: in any single hour the number of HGVs departing from site shall not exceed this figure

Newton Compound	
Ave. per day	149
Max. per day	224
Ave. Arrivals	8.8
Ave. Departures	8.8
Max. Arrivals	30
Max. Departures	30

Bonstone Compound	
Ave. per day	6
Max. per day	50
Ave. Arrivals	2.9
Ave. Departures	2.9
Max. Arrivals	7
Max. Departures	7

Waddington Fell Quarry	
Ave. per day	130
Max. per day	200
Ave. Arrivals	11.8
Ave. Departures	11.8
Max. Arrivals	20
Max. Departures	20

Braddup Compound	
Ave. per day	17
Max. per day	86
Ave. Arrivals	5.1
Ave. Departures	5.1
Max. Arrivals	10
Max. Departures	10



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FIGURE A-2-16: COMPOUND AND QUARRY HGV MOVEMENTS

CONSTRUCTION PHASE 5

(Bowland Tunnel Drive and Marl Hill Tunnel Reinstatement)

Duration shall not exceed 2 years

LEGEND

 Traffic accessing and egressing highway

Ave. per day: averaged over 1 year the total number of HGV movements in and out of the site shall not exceed this figure

Max. per day: on any single day the total number of HGV movements in and out of the site shall not exceed this figure

Ave. Arrivals: averaged over 8.5 hours the number of HGVs arriving at site shall not exceed this figure

Ave. Departures: averaged over 8.5 hours the number of HGVs departing from site shall not exceed this figure

Max. Arrivals: in any single hour the number of HGVs arriving at site shall not exceed this figure

Max. Departures: in any single hour the number of HGVs departing from site shall not exceed this figure

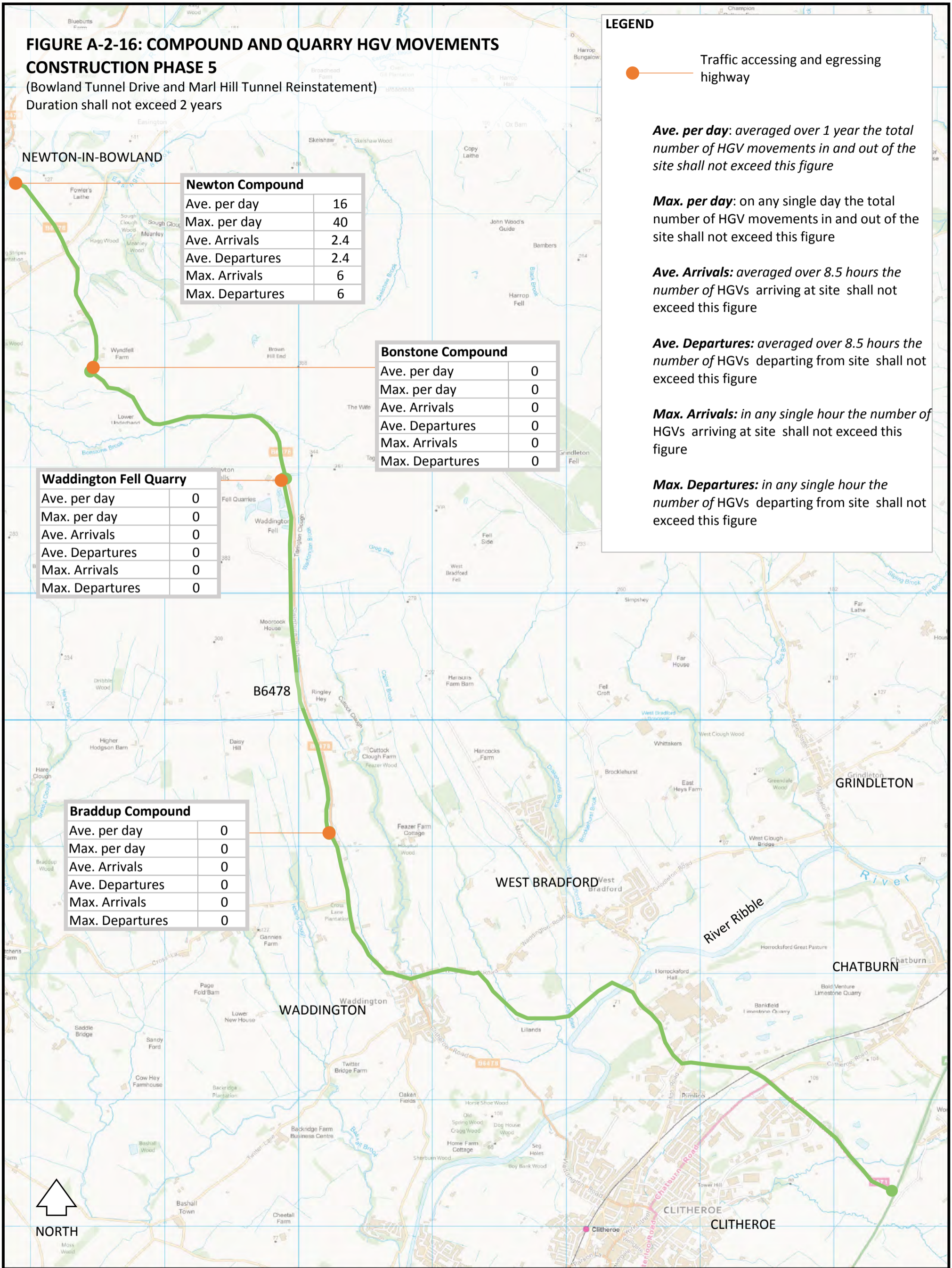
NEWTON-IN-BOWLAND

Newton Compound	
Ave. per day	16
Max. per day	40
Ave. Arrivals	2.4
Ave. Departures	2.4
Max. Arrivals	6
Max. Departures	6

Bonstone Compound	
Ave. per day	0
Max. per day	0
Ave. Arrivals	0
Ave. Departures	0
Max. Arrivals	0
Max. Departures	0

Waddington Fell Quarry	
Ave. per day	0
Max. per day	0
Ave. Arrivals	0
Ave. Departures	0
Max. Arrivals	0
Max. Departures	0

Braddup Compound	
Ave. per day	0
Max. per day	0
Ave. Arrivals	0
Ave. Departures	0
Max. Arrivals	0
Max. Departures	0



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