

Moor Cock Farm

Technical Note 1: Supporting Technical Note

Project Number:	784-B065360	Office:	Manchester
Date:	20/06/2024	Prepared by:	H.Mulholland
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1.0 Introduction

- 1.1 Planning application 3/2023/0619 was approved by Ribble Valley Borough Council (RBVC) on the 8th of December 2023. The key objectives for the Section 73 application were twofold:
 1. to make some changes to the elevational details approved as part of the original consent at Moor Cock Farm (which were successful in the approval of 3/2023/0619); and
 2. to make changes to the access position to the approved barn conversion.
- 1.2 The second element was not successful and during the determination of the application, the access was moved back to the original position as approved under 3/2023/0619.
- 1.3 The new owners of Moor Cock Farm were hoping to implement the advice given by Lancashire County Councils (LCC) highways officer in the first application (21/0261), to move the site access southwards. As this was not successful in the latest application, Tetra Tech (who were involved in the first application 21/0261) have been commissioned to supply further detail in support of a new Section 73 planning application.
- 1.4 It is hoped that the information contained within this Supporting Technical Note will satisfy previous concerns from LCC.

2.0 Planning History

- 2.1 In December 2020, a Highways Pre-Application (Pre-App) was submitted to the Local Highway Authority (LHA), Lancashire County Council (LCC) for the originally proposed re-development at Moor Cock Farm.
- 2.2 Although the proposed access did not meet full standards it was recognised as being a very significant improvement over the existing access. That original access was proposed to be stopped up. On the 18th of December 2020, the LHA provided their response to the Highways Pre-App and that is attached in **Appendix A**. Within the summary, the LHA stated that they '*would not object to the principle of the development*' and that the proposals would provide an '*improvement on the existing*

access arrangements'. The response also advised that if an application was to be submitted then it would be advantageous to move the access further south, thus increasing the visibility to the north. The highways officer, at that time, said that may require the re-location of the field access too. The original applicant did not seek to relocate the access, but the new owner / current applicant / current client is proposing that now.

- 2.3 In April 2021, a planning application was submitted (Planning Ref: 3/2021/0261) and the submission package included a Highways Supporting Information Report (HSIR) produced by Tetra Tech, see **Appendix B**. The HSIR took the points raised in the LHA response to the Highways Pre-App into consideration. The HSIR set out the context of the existing access and described how at the existing access *"From the normally accepted X distance of 2.4m lateral visibility is effectively nil."*
- 2.4 To inform the revised access promoted within the HSIR, a speed survey was undertaken on Clitheroe Road. The recorded 85th percentile approach speeds were 37mph northbound and 50.3mph southbound. Based on the recorded speeds, the report described how Manual for Streets (MfS) recommends a 56m Y-distance for 37mph and DMRB recommends a 160m Y-distance for 50mph. The proposed access could easily achieve visibility splays of 2.4m x 56m to the south and 2.4m x 59m to the north. The splay looking to the south therefore satisfied MfS guidance. The splay to the north was well below the DMRB standard, however, given that the existing access, which was to be stopped up, effectively had zero visibility, it was recognised that the proposal offered a significant improvement. Existing vehicles on Clitheroe Road would also be afforded improved forward stopping sight distance visibility to vehicles emerging from the Moor Cock Farm access. Further evidence was also provided in relation to trip generation of a single dwelling and all those points still stand, see **Appendix B** for details.
- 2.5 On 1st April 2021, the LHA provided their response to the planning application (attached in **Appendix C**). Within their response, the LHA stated that they *'would not raise any objections to the principles of the application'*, but further highlighted *'the visibility from this access could be further improved by moving it further south. Whilst we would not expect that it is moved outside the site boundary there is scope to move the access point to the edge of the site which would be a significant improvement.'*
- 2.6 The previous applicant did not take the opportunity to revise the access proposals, at that time, but the new owner and applicant wishes to do so now. The April 2021 planning application was then approved, subject to conditions.

3.0 The Current Planning Application in the Context of the Planning History

- 3.1 In August 2023, a variation and removal of conditions application (3/2023/0619) was submitted. This application is supported by updated Proposed Block Plan drawing 3377-004 and External Work drawing 3377-008, see **Appendix D**, with both drawings showing an updated access location, moved close to the edge of the site, in line with the previous LHA recommendation. Given that the updated access follows the LHA advice *"to move the access point to the edge of the site which would be a significant improvement"*, the applicant was surprised to receive the objection that the approved

access is safe and suitable but moving it south by 10m raises concerns over safety and is not a betterment.

- 3.2 That aside, this technical note seeks to evidence how the proposal to move the access further south is not a material detriment to road safety, does in fact deliver a highways improvement over the approved access location and accords with the previous LHA recommendation.

4.0 Reply to the LHA Response, 13.10.23

- 4.1 With the above background as context, we now seek to address those specific comments.

Condition 2

- 4.2 Condition 2 attached to Planning Approval 21/0261 sets out the site layout plan which the development is expected to be brought forward in line with.
- 4.3 As part of the 2023 application, the applicant sought to vary the site layout drawing included in Condition 2. The revised site layout shows the access relocated by c.10m to the south of the location in which it was approved in 2021. See **Appendix D**.
- 4.4 In their response on the 13th of October 2023, see **Appendix E** the LHA has stated:

“The LHA previously responded to the application on 6th September 2023 and 22nd September 2023, objecting to the variation of condition following the relocation of the site access, as shown on PGB drawing number 004 titled “Proposed Block Plan, Garage Plans and Elevations.” The LHA did advise that the only way the relocated site access would be acceptable if the Applicant still owned the adjacent field and so was able to make the adjacent agricultural access redundant. The field could then be served by the relocated access and the existing internal field gate which is located along the access track.

However, the Agent in an email sent to the Local Planning Authority dated 14th September 2023, states that the Applicant is not in control of the adjacent field or the agricultural access and so is unable to stop up the access. Therefore, the LHA object to the variation of condition with the two accesses being too close to each other, with the junction spacing being approximately 2m. As a result, the LHA are concerned about highway safety should vehicles be using both accesses simultaneously and so object to the relocation of the already approved site access.

The LHA are aware that the proposed site access could provide visibility splays of 73m northbound and 46m southbound following the relocation. But this only improves visibility to the north by 14m when comparing the already approved access and decreases visibility by 10m to the south. Therefore, while it is an improvement to the north, visibility to the south is worse which in the LHAs view, is not seen as being a betterment than the already approved access.

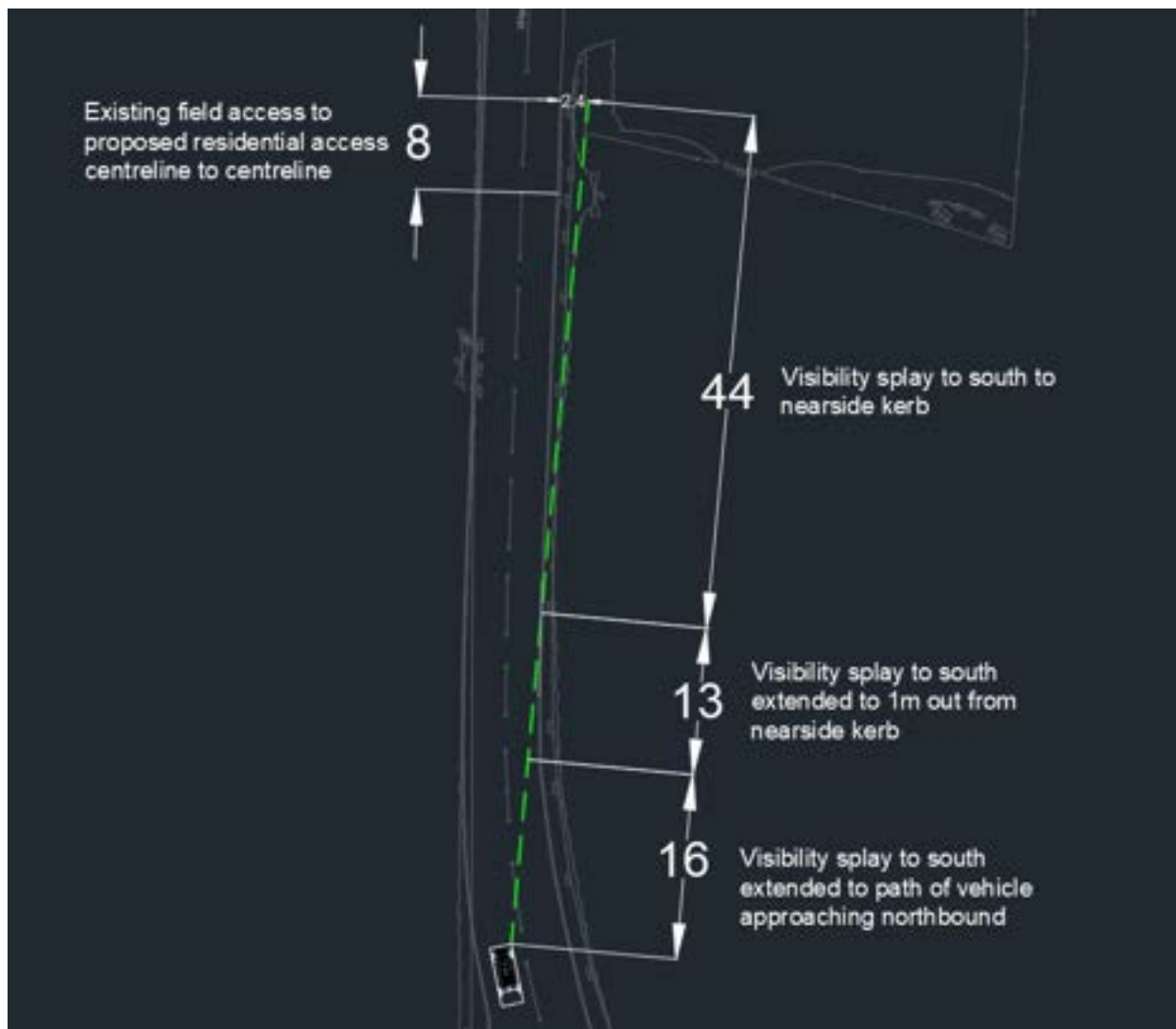
As a result, an improvement to the visibility splays to the north does not outweigh the concerns regarding junction spacing even if the existing agricultural access experiences low traffic flows as this could change and does not outweigh the reduction in visibility to the south. Therefore, the LHA advise the Agent and Applicant that the approved site access should be used to serve the site with it being safe and suitable for such a proposal.”

- 4.5 Incidentally, a proposal not providing betterment, is not a valid reason upon which to found an objection. Notwithstanding that, the LHA stated that moving the access junction to the south would be an improvement.
- 4.6 The latest LHA comments can essentially be broken down into two key points:
- The “junction spacing” between the revised access location and the agricultural field access.
 - The achievable visibility splays at the revised access and whether the proposal is a betterment.
- 4.7 Taking the first LHA point, the response uses the term “junction spacing” as being approximately 2m. The two accesses are not “junctions” in the usual highways sense of the term. They are lightly used direct accesses. The proposed development is for one dwelling, which would typically generate three vehicular trips in and three vehicular trips out, throughout the day. It appears that the agricultural field is used for animal grazing, and the associated daily vehicular trip generation associated with that type of land use is entirely negligible, perhaps just one vehicle in and one vehicle out a day, between March to October (i.e. grazing season). The potential for simultaneous vehicular use of both accesses will be extremely low and infrequent. It is entirely common for two lightly used private accesses to exist side by side.
- 4.8 Nor is this a case of proposing two new accesses alongside each other. The field access centreline would be c.8m from the centreline of the proposed access, but the approved layout has it just 18m away. Essentially just the same minimal interplay would exist between the approved layout and the proposed layout. There is no material difference or detriment in terms of road safety risk between the current approved arrangement and that proposed.
- 4.9 Should the situation arise where vehicles are seeking to use these two accesses simultaneously, the drivers of those vehicles would engage in good driving practice, in line with the highway code, para 104, which states drivers should also “*watch out for signals given by other road users and proceed only when you are satisfied that it is safe*”. The vehicles would not attempt to manoeuvre at the same time and would instead allow one vehicle to complete its manoeuvre before the second vehicle proceeds. Unlike traffic on the wider highway, drivers at the residential and field accesses will be neighbours and be entirely familiar with the arrangements.
- 4.10 Addressing the second point on visibility splays, we would ask the LHA to re-consider their comments in the context of how the proposal balances and reduces risk by reducing the extent to which the one deficient splay falls below standard.
- 4.11 The LHA comment on the 13th of October 2023:
- “this only improves visibility to the north by 14m when comparing the already approved access and decreases visibility by 10m to the south. Therefore, while it is an improvement to the north, visibility to the south is worse which in the LHAs view, is not seen as being a betterment than the already approved access.”*
- 4.12 This suggests that the LHA have simply balanced a 14m gain against a 10m loss and concluded that there is no material betterment. That ignores the fact the splay which is reduced by 10m to the south still accords with guidance, but the original splay to the north at 59m, is substandard by 101m and

would be improved by 14m or 24%. The weighing of the pros and cons of the proposal could be expressed as: providing an adequate splay to the south and improving a deficient splay (towards the fastest approaching vehicles) by 14m. The proposals are clearly a significant improvement, just as the LHA suggested they would be in the previous application.

- 4.13 That is a key point so to provide more detail, for your consideration, in the HSIR which supported the 2021 approval, the access drawing showed visibility splays of 2.4m x 56m to the south and 2.4m x 59m to the north. The recorded 85th percentile approach speeds are 37mph northbound and 50.3mph southbound. Based on the recorded speeds, the report described how MfS recommends a 56m Y-distance for 37mph and DMRB recommends a 160m Y-distance for 50mph. Comparing the recommended vs the achieved distances, the visibility splay to the south met the recommendation but the visibility splay to the north fell short of the standard by 101m. The previous proposal was a significant improvement over the existing access which was being replaced which had 2.4 x 0m visibility splays and so was approved. That does not alter the fact that the splay looking north to the fastest approaching traffic was still 101m below DMRB standards.
- 4.14 The splay looking south, was shown as 56m because that is what the guidance suggested was required, but longer visibility was actually achievable. Consequently, whilst moving the access 10m south does shorten the achievable splay, the required, 56m is still present. In fact, 73m is available as described later.
- 4.15 In 2021 the LHA recognised that shifting the access to the south would provide a better balance in the visibility splays and should be seen as a benefit, but the client at that time did not seek that relocation.
- 4.16 The applicants Agent recently provided a plan that showed the currently proposed access with visibility splays of 2.4m x 46m to the south and 2.4m x 73m to the north. That demonstrated that the revised access reduces the deficiency in the splay looking to the north by 14m and that should be seen as a betterment.
- 4.17 Around that time, Tetra Tech was appointed and can now provide more clarity on the splay to the south. To do so, it is important to consider the method for constructing a visibility splay. Splays are often drawn to the nearside channel line, but guidance and common sense confirms that they should be drawn to the nearside edge of the approaching vehicle track. When looking to the left, an approaching vehicle could only be positioned in the near side (opposing lane) if it was overtaking.
- 4.18 Approaching from the south, vehicles round a bend, with limited forward visibility, so there is no likelihood that there would be overtaking in this area.
- 4.19 An accurate assessment of visibility can be made through continuing the line of sight to the path of a northbound vehicle, in the northbound lane. That is shown in **Image 1**, which demonstrates that the revised access location achieves 2.4 x 73m Y distance to the south.

Image 1: Visibility Splay to the south extending to the location within the carriageway which a northbound vehicle will be positioned.



- 4.20 It can also be seen from **Image 1**, that even if a vehicle was undertaking a blind overtaking manoeuvre, the visibility splay, as drawn to 1m out from the nearside channel line would be 57m, hence the comment that the proposed access still accords with MfS guidance of 56m for the recorded approach speed.
- 4.21 Consequently, moving the access to the south as proposed, improves the significantly deficient splay to the north and still provides a splay to the south which is better than recommended by guidance. It is clear that there is no detriment to road safety for the splay to the south, but a significant benefit to road safety to the deficient splay which faces the faster approaching traffic. It must be the case that the proposed re-located access should be seen as delivering a significant betterment over the approved access.

5.0 Summary

- 5.1 The LHA have objected to the variation of Condition 2. They base their objection on the location of the revised access (c.10m to the south from the approved access) and consider that it would not be a betterment. As an aside, a proposal not providing betterment, is not a reason upon which to found an objection. Moreover, in this case the relocated access would provide a significant betterment.
- 5.2 The LHA recognised that in their previous comments on the Pre-application and the 2021 Planning application, where they stated, “*the visibility from this access could be further improved by moving it further south.*”
- 5.3 With regards to the LHA concern that there will be two junctions in close proximity, it has been clarified that the two points of access are lightly used private “accesses” rather than “junctions” in the usual highway sense. The approved situation features the same two junctions located just 18m apart and it is considered that closing that distance by 10m creates no additional or materially worsened risk to highway safety. Lightly used private accesses are often located in close proximity to each other.
- 5.4 The proposal provides an additional 14m of visibility towards the faster approach direction where the approved splay is 101m below standard. The splay to the south continues to comply with guidance.
- 5.5 On the basis that the relocated access creates no material worsening of highway risk due to the spacing between two lightly used accesses, but delivers a significant improvement in visibility to the approved deficient splay, facing the fastest approaching traffic, it is requested that the LHA reconsider their position and reach the conclusion that the proposals do deliver betterment on balance and in the more critical aspect of lateral visibility.
- 5.6 It is clear to us that the revised access location does offer a significant betterment over the 2021 approved access, just as the LHA identified and recommended, in 2021.
- 5.7 In closing, we thank you for your comments and request that the LHA provide an updated and positive response upon consideration of the additional evidence provided within this letter.

Appendices

Appendix A: Pre-App Highways Response

Peter Blair
WYG
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Trafford Wharf Road
Manchester
M17 1HH

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref:
Our ref:
Date: 18th December 2020

Dear Sirs

Re: Pre App Highway Consultation

Address: Moorcock Farm Clitheroe Road Moor Nook

Description: A single dwelling with new access

With respect to this proposal we would not object to the principle of the development should an application be forthcoming.

It is apparent that the existing access is not suitable and an alternative configuration is required.

It is noted that the proposed access is utilising an existing field access with the associated dropped crossing and that the visibility splays that are available are below what is considered to be ideal. However, it is also apparent that it is an improvement on the existing access arrangements.

Following a site visit there are a number of comments and observations relating to the highway that would require some action in order to support an application should one be forthcoming.

- It is felt that the limited visibility to the north i.e. towards traffic coming from Longridge could be further improved by moving the entrance further south this may also require the field access to the rear of the property to be re-located
- The existing footway has a number of sections of lowered kerbs, these will need to be reinstated as footway as they are no longer required as footway crossing points.

Phil Durnell

Director of Highways and Transport
Lancashire County Council
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www.lancashire.gov.uk

- Some footway profiling may be required to aid drainage away from the barn entrance
- It is expected that the footway reconstruction works should be dealt with by way of a Section 278 Agreement.

Should an application be made conditions regarding the new access and gates will be required such as to prevent the opening of any gates towards the highway, the positioning of the gate and the construction of the access way from the rear of the highway for a distance of 5-6m. General examples are given as notes below

Should you wish to discuss the matter further, please do not hesitate to contact me by email or by telephone on 01772 531202.

Yours faithfully

Simon Hardie
Highways Development Control
Lancashire County Council

Notes

1. Land between improvement line/highway boundary.

The land between the improvement line and the existing highway boundary of (description) shall be kept free of all buildings, structures or erections, whether above or below the surface of the land, excepting gates, fences or walls not exceeding a height of 1m. The improvement line is (description) m from (description).

Reason: The land between the improvement line and the existing highway boundary will be required for highway purposes in the future.

Note: The improvement line should be indicated with certainty: "approximately" should not be used. This condition should only be used to ensure that the land is retained for a highway scheme identified in Local Transport Plan or Local Plan.

2. Access gateposts.

Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned 5m behind the nearside edge of the highway and visibility splay fences or walls shall be erected from the gateposts to the existing highway boundary, such splays shall be 45° to the centre line of the access. The gates shall open away from the highway. Should the access remain un-gated 45° splays shall be provided between the highway boundary and points on either side of the drive measured 5m back from the nearside edge of the highway.

Reason: To permit vehicles to pull clear of the carriageway when entering the site and to ensure adequate inter-visibility between highway users when exiting, in the interests of highway safety.

3. Access surface materials.

Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

4. Section 278 Agreement

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

5. Streetworks

The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

Appendix B: Highways Supporting Information Report

Moorcock Farm, Clitheroe Road

Highways Supporting Information

Issue 2

A and A Dugdale

4th February 2021

**Prepared on Behalf of Tetra Tech Limited. Registered in England
number: 01959704**

Document control

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EXECUTIVE SUMMARY

- 1.1.1 Tetra Tech has been commissioned by A and A Dugdale to provide highways and transport advice in relation to a planning application for a proposed development at Moorcock Farm, approximately 10 miles north east of Preston.
- 1.1.2 This document sets out the information submitted as part of the pre-application request in addition to the highways officer response and the finalised proposals.
- 1.1.3 The existing access to the site is substandard and does not provide satisfactory visibility splays for emerging vehicles.
- 1.1.4 The proposed development comprises the conversion of the existing barn building to a new dwelling and the provision of a new vehicular access. The proposals would also stop up the existing substandard access.
- 1.1.5 The proposed visibility splays represent a significant improvement to the existing access arrangements at the site to improve safety for site users and those travelling along Clitheroe Road.
- 1.1.6 This was confirmed by the Local Highway Authority in their response to the pre-application following a site visit. They further stated that they would not object to the principle of the development.
- 1.1.7 It is noted that the highways officer highlighted that greater visibility for drivers emerging from the proposed access could be achieved by moving it even further south. However, that would involve development outside of the site boundary and in a more open part of the wider AONB countryside. As such, the original access proposals have been retained as they still represent a significant improvement to the existing access arrangements.
- 1.1.8 It has been demonstrated that the proposed development would be beneficial in terms of highway safety through the delivery of a new site access.
- 1.1.9 The delivery of one additional dwelling would create an immaterial number of daily vehicular trips which would not affect the safe operation of the local highway network.
- 1.1.10 It is therefore concluded that there are no transport or highways reasons why the proposed development should not be granted planning permission.

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PLANS

Plan 1: Site Location

Plan 2: Local Highway Network

APPENDICES

Appendix A: ATC Location Plan and Speed Survey Data

Appendix B: Proposed Access Layout

Appendix C: Highways Officer Response

1.0 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 Tetra Tech has been commissioned by A and A Dugdale to provide highways and transport advice in relation to a planning application for a proposed development at Moorcock Farm, approximately 10 miles north east of Preston.
- 1.1.2 Principally, this document sets out the information submitted as part of the pre-application request in addition to the highways officer response and the finalised proposals.
- 1.1.3 The location of the site is shown in **Plan 1**. The site location in relation to the local highway network is shown on **Plan 2**.
- 1.1.4 Following this introduction, the document is structured as follows:
- Section 2 sets out the existing conditions at the site;
 - Section 3 describes the development proposals and the response received from the highways officer; and
 - Section 4 summarises the points made and the proposals for development.

2.0 EXISTING CONDITIONS

2.1 SITE AT PRESENT

- 2.1.1 The comments below were informed by a site visit undertaken on 31st January 2020.
- 2.1.2 The site is currently occupied by former agricultural buildings and yards.
- 2.1.3 Access is currently taken from a gate between the farmhouse and barn building. This is shown in **Photo 1** below. Footway widths were measured at several points along the site frontage and were found to be approximately 30cm to the north west of the site, 1.5m adjacent to the barn building and 1.4m to the south east of the site.

Photo 1: Existing Access to the Site



2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 The local highway network is shown in **Plan 2**.
- 2.2.2 It can be seen in **Plan 2** that the only major road in the vicinity of the development is Clitheroe Road (B6243). Clitheroe Road is a single carriageway road with a single lane in each direction. The speed limit along the road changes as it passes through pockets of development and nearby villages. Adjacent to the site, Clitheroe Road is derestricted and is subject to a 60mph speed limit. A footway is present on the eastern edge of the road that extends in both directions from the site.
- 2.2.3 Approximately 890m north west of the site, Clitheroe Road forms a crossroads junction with Stonygate Lane and an unnamed road. Stonygate Lane extends south from this junction for approximately 3km to the village of Ribchester. The road is a single carriageway with one lane in each direction. Stonygate Lane is derestricted and subject to a 60mph speed limit.

2.3 TRAFFIC CONDITIONS

- 2.3.1 Speed surveys were undertaken to the north and south of the site to determine 85th percentile speeds in the vicinity of the site. The surveys were undertaken by TrafficSense Ltd between 31st January and 6th February 2020. As these were undertaken before the COVID-19 pandemic, it is considered that the results present typical traffic conditions.
- 2.3.2 **Table 2.1** sets out the recorded 85th Percentile speeds in both directions. The full survey results, as well as a plan showing the ATC locations, are attached in **Appendix A**.

Table 2.1: Summary of 85th Percentile Speeds

Site	Direction of Traffic	85 th Percentile Speed
Northern ATC	Southbound	50.4mph
Southern ATC	Northbound	37.0mph

- 2.3.3 The above speeds are relevant for the purpose of access design, as described later in this note.

2.4 EXISTING ACCESS TO THE SITE

- 2.4.1 The existing layout of the access features gateposts and adjacent buildings which act to constrain lateral visibility for emerging vehicles. From the normally accepted X distance of 2.4m lateral visibility is effectively nil. If an emerging driver encroached out into the highway, at an X distance of 1.5m, then lateral visibility to the north at the existing access would be no more than 25m. To the south, using the 1.5m X distance, a driver would be able to see over 100m to the bend in Clitheroe Road.
- 2.4.2 It is clear from the site visit that the current access arrangements are very substandard and not compliant with standards or guidance.

3.0 DEVELOPMENT PROPOSALS

3.1 PROPOSED DEVELOPMENT

- 3.1.1 The proposed development comprises the conversion of the existing former agricultural buildings to a new dwelling and the provision of a new vehicular access. This proposed access is illustrated in **Appendix B**. The proposals would also stop up the existing substandard access.
- 3.1.2 The proposals can be summarised as:
- One additional dwelling
 - The stopping up of an existing substandard access
 - The creation of a new, much better access
- 3.1.3 The new vehicular access would extend northeast from an existing gated access at the southern site boundary. This would route around the back of the existing buildings to serve the existing and proposed dwellings.
- 3.1.4 Lateral visibility at the proposed access for vehicles exiting the site was measured to be 2.4 x 47m (measured to the nearside kerblines) to the north as constrained by the existing barn (or 2.4 x 59 when measured to a point 1m out from the kerblines). The visibility to the south was constrained by a field hedge but can be set at 2.4 x 56m as calculated later in this note as the hedge and adjacent field are in the ownership of the applicant. These splays are shown on the drawing in **Appendix B**, which has been drawn on top of topographical data. The proposed visibility splays represent a significant improvement to the existing access arrangements, set out in Section 2, at the site to improve safety for site users and those travelling along Clitheroe Road.
- 3.1.5 Even those much-improved visibility splays are not in line with the standards set out in the Design Manual for Roads and Bridges (DMRB) however, it is important to establish what standards or guidance should apply here.
- 3.1.6 Clitheroe Road is not a trunk road and the guidance set out in Manual for Streets (MfS) states that the MfS guidance should apply for all non-trunk roads and the data which upon it is founded is based on roads with 85th percentile speeds of up to 40mph. It is at this point that the 85th percentile speeds presented in **Table 2.1** are of importance.
- 3.1.7 For the purposes of access design, 85th Percentile speeds in excess of 40mph arguably suggest that the standards in the DMRB should be followed. Consequently, the visibility splay to the north, where approach speeds are 50.4mph, should be based on the DMRB requirements. A 50mph approach speed in the DMRB suggests a lateral visibility splay of 160m.
- 3.1.8 The approach speed from the south is just 37mph and so the guidance in MfS should be followed. In line with that guidance the visibility requirements towards the south would be 2.4 x 56m.

- 3.1.9 **Table 3.1** summarises the lateral visibilities to the north and south between the existing and proposed accesses. It can be seen that the proposed access would hugely improve visibility in both directions.

Table 3.1: Lateral Visibility Comparison

Direction	X Distance	Y Distance
Existing Access		
North	2.4	0
South	2.4	0
Proposed Access		
North	2.4	47 (59)*
South	2.4	56
*As measured to vehicle path 1m out from kerbline		

- 3.1.10 One additional dwelling would create an immaterial number of daily vehicular trips (i.e. three out and three in) in addition to those from the existing farm premises. This would not be perceptible.
- 3.1.11 The lateral visibility at the proposed access complies with the appropriate guidance to the south and whilst it does not comply with DMRB standards to the north, it is a very significant improvement over the existing arrangements.
- 3.1.12 On balance, it is considered that the proposals represent a betterment to overall highways conditions. As the NPPF notes that development should only be prevented or refused on transport grounds where highway impacts are severe, it is clear that the proposals represent an improvement and it is considered that the proposals should be acceptable to the highway authority.

3.2 HIGHWAYS OFFICER RESPONSE

- 3.2.1 Following the submission of the pre-application report, a highways officer from Lancashire County Council conducted a site visit to confirm the findings in the document. Their response is attached in **Appendix C**.
- 3.2.2 The overarching message from the response is that the Local Highway Authority (LHA) '*would not object to principle of the development*' and that the proposals would provide an '*improvement on the existing access arrangements*'.
- 3.2.3 It is noted that the highways officer highlighted that greater visibility for drivers emerging from the proposed access could be achieved by moving it further south. However, this would involve development outside of the site boundary and in a more open part of the wider AONB countryside.
- 3.2.4 As such, the original access proposals have been retained as they provide a significant improvement to the existing access arrangements.

4.0 SUMMARY AND CONCLUSIONS

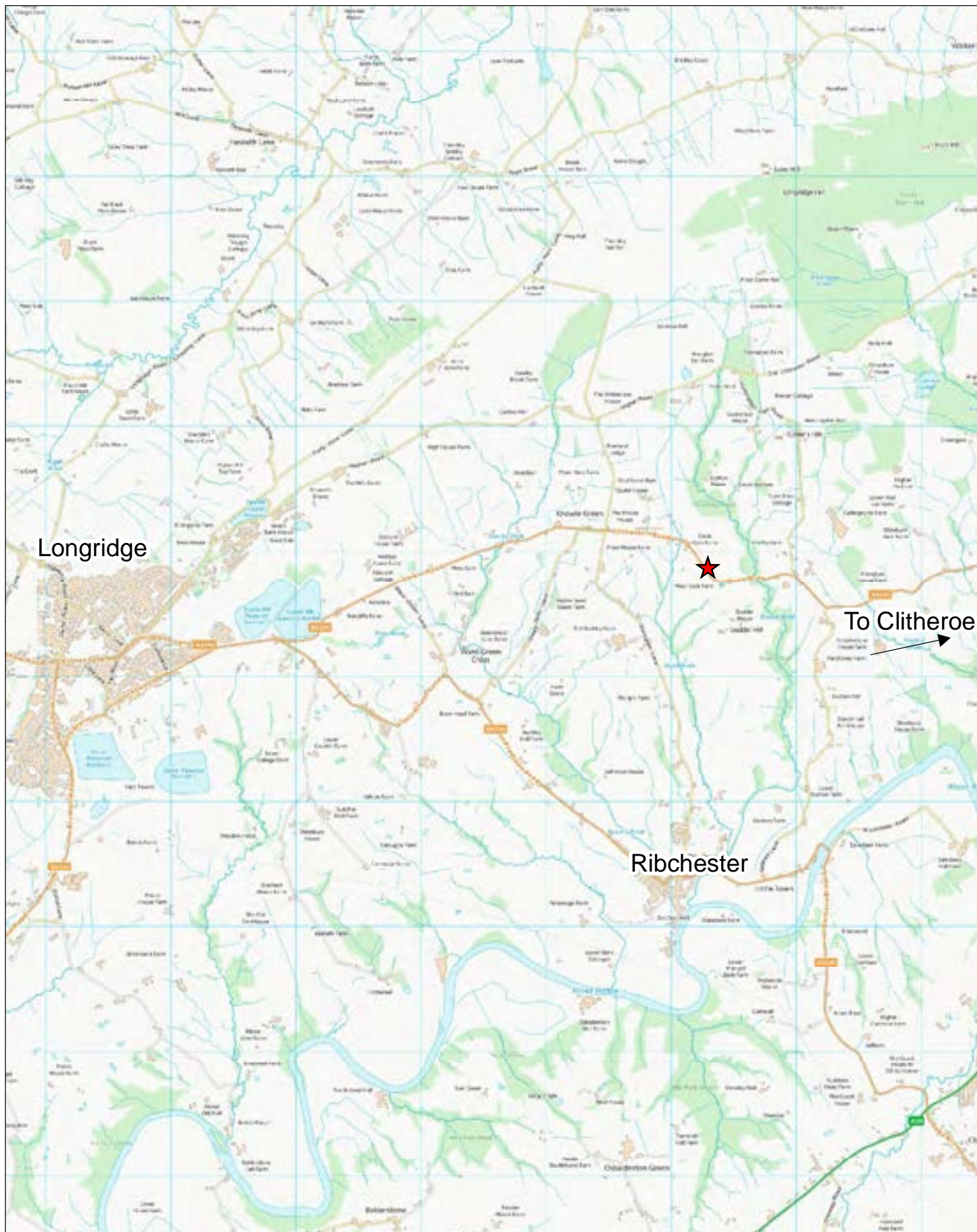
4.1 SUMMARY




- 4.1.1 Tetra Tech has been commissioned by A and A Dugdale to compile a pre-application request to the highway authority on matters in relation to a proposed development at Moorcock Farm, approximately 10 miles north east of Preston.
- 4.1.2 The existing development comprises former agricultural buildings and yards. Access is currently taken from a very substandard gated access between the farmhouse and barn building.
- 4.1.3 The proposed development comprises a single dwelling, a new vehicular access and would close the existing substandard access.
- 4.1.4 The new vehicular access would extend northeast from an existing gated access at the southern site boundary. This would route around the back of the existing buildings to serve the existing and proposed dwellings.
- 4.1.5 Lateral visibility at the proposed access for vehicles exiting the site to 2.4 x 47m to the north (or 2.4 x 59 when measured 1m from the kerblines) and 2.4 x 56m to the south. This complies with appropriate guidance to the south and represents a significant improvement to the existing access arrangements to improve safety for site users and those travelling along Clitheroe Road.
- 4.1.6 The LHA confirmed in their response to the pre-application request that they would not object to the principle of the development and that the proposed access would provide an improvement on the existing access arrangements.

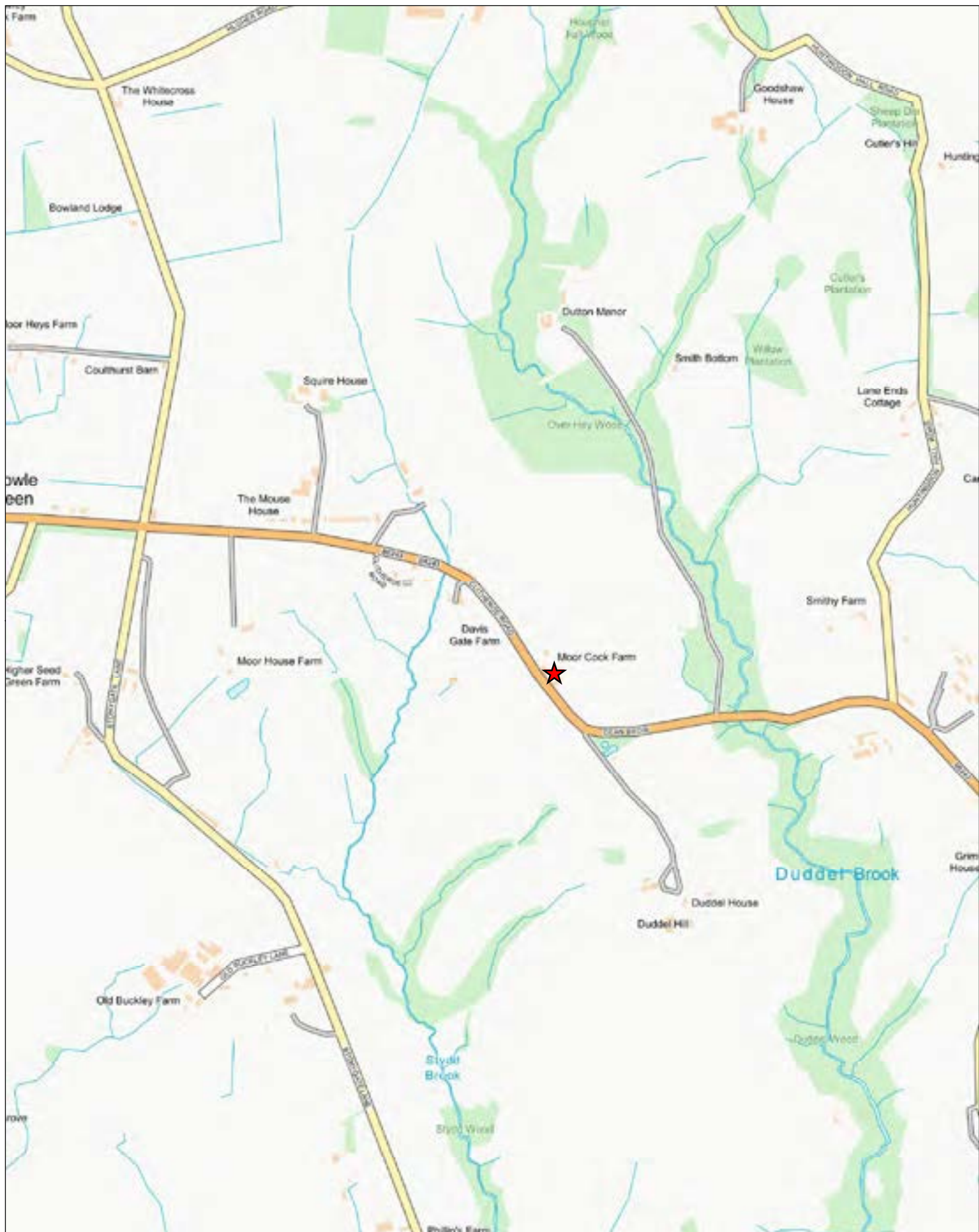
4.2 CONCLUSIONS




- 4.2.1 It has been demonstrated that the proposed development would increase highway safety through the stopping up of a substandard existing access and improvements to an existing access to create a much better new access.
- 4.2.2 The creation of one additional dwelling would create an immaterial number of daily vehicular trips which would not affect the safe operation of the local highway network.
- 4.2.3 It is therefore concluded that there are no transport or highways reasons why the proposed development should not be granted planning permission

PLANS



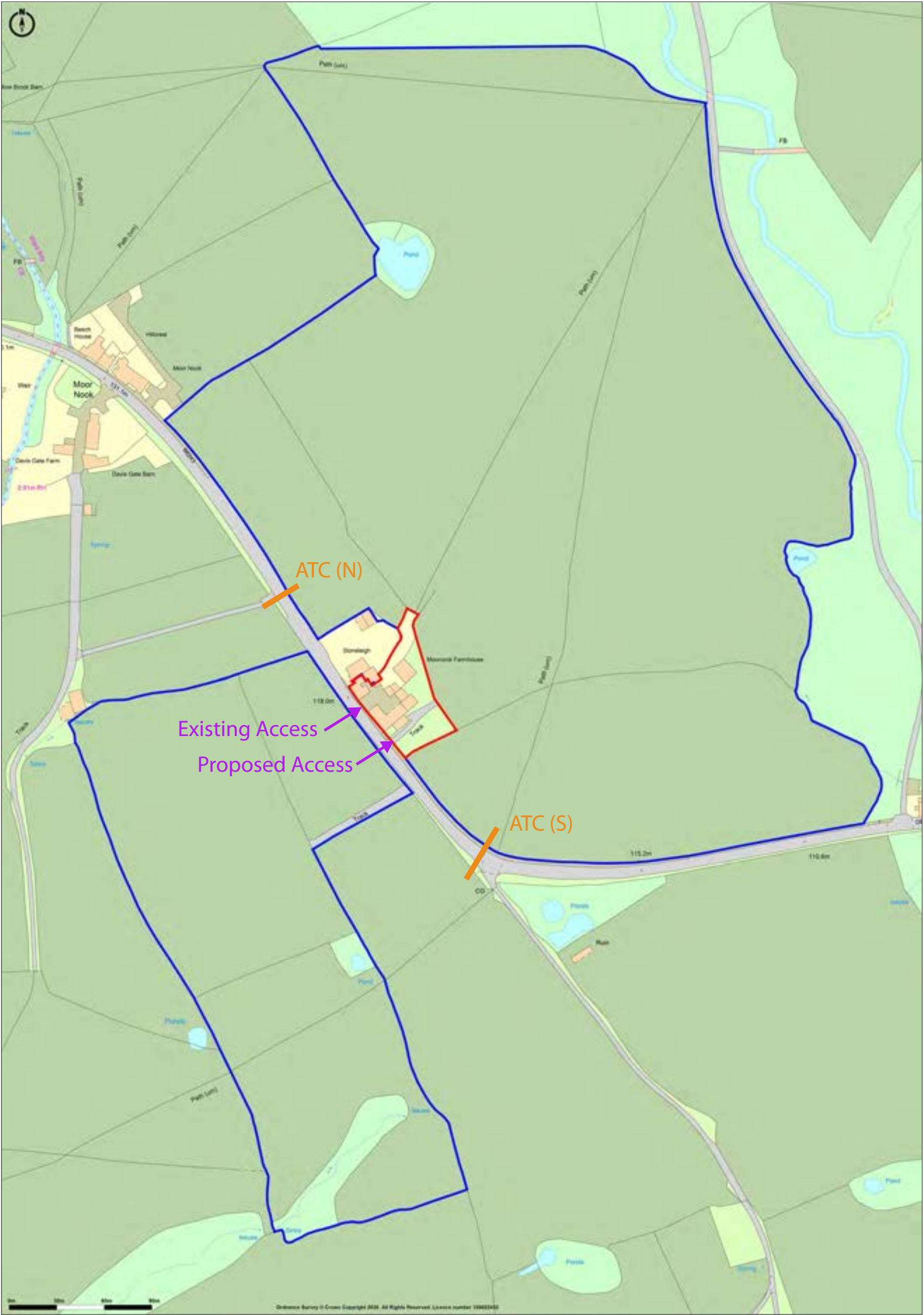
<p>© Tetra Tech Limited</p> 	<p>Plan 1: Site Location Proposal: Moorcock Farm, Clitheroe Road TT Job No.: 784-A116384</p>	<p> Legend</p> <p> Site Location</p>
<p>0 500 1,000 1,500 Meters</p> <p>Scale: 1:40,000 @A4</p> <p>20 January 2021</p> <p>NGR: 363,576 E / 437,444 N</p>		<p>© Crown Copyright All rights reserved. Licence number:</p>



<p>© Tetra Tech Limited</p> 	<p>Plan 2: Local Highway Network Proposal: Moorcock Farm, Clitheroe Road TT Job No.: 784-A116384</p>	<p> Legend</p> <p> Site Location</p>
<p>0 125 250 375 Meters</p> <p>Scale: 1:10,000 @A4</p> <p>20 January 2021</p> <p>NGR: 365,171 E / 437,981 N</p>		<p>© Crown Copyright All rights reserved. Licence number:</p>

APPENDICES

APPENDIX A: ATC LOCATION PLAN AND SPEED SURVEY DATA



Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Friday 31/01/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	3	0	0	0	0	0	0	0	0	0	0	0	6
6	3	1	0	0	0	0	0	0	0	0	0	0	0	4
7	13	1	0	0	1	0	0	0	0	0	0	1	0	16
8	60	14	0	0	0	0	0	1	1	0	0	0	0	76
9	100	18	1	0	0	0	0	0	0	2	0	1	0	122
10	63	8	0	0	0	0	0	0	0	0	0	1	0	72
11	26	8	0	0	0	0	0	0	0	0	1	0	0	35
12	32	4	4	0	1	0	0	0	0	0	1	1	0	43
13	44	6	1	2	1	0	0	0	0	0	0	1	0	55
14	37	10	0	0	1	0	0	0	0	0	0	1	0	49
15	50	4	0	0	0	0	0	0	0	0	0	1	0	55
16	81	3	0	0	1	0	0	0	0	0	0	1	0	86
17	64	9	0	0	0	0	0	0	0	0	0	3	0	76
18	75	9	0	0	1	0	0	0	0	0	0	1	0	86
19	54	6	0	0	0	0	0	0	0	0	0	0	0	60
20	35	1	0	0	0	0	0	0	0	0	0	2	0	38
21	19	3	0	0	0	0	0	0	0	0	0	0	0	22
22	12	4	0	0	0	0	0	0	0	0	0	0	0	16
23	8	1	0	0	0	0	0	0	0	0	0	0	0	9
24	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7-19	686	99	6	2	5	0	0	1	1	2	2	11	0	815
6-22	765	108	6	2	6	0	0	1	1	2	2	14	0	907
6-24	779	109	6	2	6	0	0	1	1	2	2	14	0	922
0-24	787	113	6	2	6	0	0	1	1	2	2	14	0	934

Direction : SOUTHBOUND

Friday 31/01/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	4	5	1	0	0	0	0	0	0	0	0	0	0	10
7	25	0	0	0	0	0	0	0	0	0	0	0	0	25
8	83	7	1	0	4	0	0	0	0	0	0	1	0	96
9	105	13	0	0	1	0	0	0	0	0	0	3	0	122
10	59	5	0	0	0	0	0	0	0	0	1	0	0	65
11	44	7	0	1	0	0	0	0	1	0	0	1	0	54
12	44	6	0	0	1	0	0	0	0	0	0	0	0	51
13	55	4	4	0	0	0	0	0	0	0	0	2	0	65
14	41	7	0	0	1	0	0	0	0	0	0	1	0	50
15	53	5	0	0	0	0	0	0	0	0	0	2	0	60
16	69	5	0	0	0	0	0	1	0	0	0	2	0	77
17	111	10	0	1	0	0	0	0	0	0	0	0	0	122
18	89	7	0	0	0	0	0	1	0	0	0	2	0	99
19	53	1	0	0	0	0	0	0	0	0	0	2	0	56
20	36	1	0	0	0	0	0	0	0	0	0	0	0	37
21	22	0	0	0	0	0	0	0	0	0	0	0	0	22
22	12	1	0	0	0	0	0	0	0	0	0	0	0	13
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	6	2	0	0	0	0	0	0	0	0	0	0	0	8
7-19	806	77	5	2	7	0	0	2	1	0	1	16	0	917
6-22	901	79	5	2	7	0	0	2	1	0	1	16	0	1014
6-24	918	81	5	2	7	0	0	2	1	0	1	16	0	1033
0-24	923	87	6	2	7	0	0	2	1	0	1	16	0	1045

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Friday 31/01/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	2	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	3	0	3	0	0	0	0	6
6	0	0	0	3	0	0	1	0	0	0	0	0	4
7	0	0	1	3	7	2	1	2	0	0	0	0	16
8	0	1	2	5	26	35	5	2	0	0	0	0	76
9	0	1	6	15	26	47	21	5	1	0	0	0	122
10	0	1	0	12	25	19	11	2	1	1	0	0	72
11	0	0	1	4	11	15	2	2	0	0	0	0	35
12	0	1	1	7	10	20	3	1	0	0	0	0	43
13	0	0	1	3	21	23	2	3	1	1	0	0	55
14	0	0	1	10	27	7	1	2	0	1	0	0	49
15	0	0	1	8	15	17	9	4	1	0	0	0	55
16	0	2	1	12	40	16	7	6	2	0	0	0	86
17	0	1	10	4	15	27	12	7	0	0	0	0	76
18	1	4	7	24	20	20	6	1	3	0	0	0	86
19	0	0	2	5	19	18	11	4	1	0	0	0	60
20	0	0	1	7	11	12	4	2	1	0	0	0	38
21	0	0	0	3	5	8	3	2	1	0	0	0	22
22	0	0	0	3	6	6	0	0	1	0	0	0	16
23	0	0	1	1	2	0	2	2	1	0	0	0	9
24	0	0	0	1	3	1	1	0	0	0	0	0	6
7-19	1	11	33	109	255	264	90	39	10	3	0	0	815
6-22	1	11	35	125	284	292	98	45	13	3	0	0	907
6-24	1	11	36	127	289	293	101	47	14	3	0	0	922
0-24	1	11	36	130	291	296	102	50	14	3	0	0	934

Direction : SOUTHBOUND

Friday 31/01/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	1	0	0	0	0	0	1
6	0	0	1	2	0	2	1	4	0	0	0	0	10
7	0	0	0	0	11	7	7	0	0	0	0	0	25
8	0	0	1	10	12	31	29	12	1	0	0	0	96
9	0	0	1	8	22	53	26	9	1	2	0	0	122
10	0	0	0	6	15	26	17	1	0	0	0	0	65
11	0	0	0	10	13	16	11	4	0	0	0	0	54
12	0	0	1	7	16	11	12	2	2	0	0	0	51
13	0	0	0	5	10	25	11	9	4	1	0	0	65
14	0	0	0	2	11	18	17	1	0	1	0	0	50
15	0	0	1	2	13	24	13	5	1	1	0	0	60
16	0	0	1	6	19	21	18	11	1	0	0	0	77
17	0	2	7	5	29	37	31	8	3	0	0	0	122
18	0	1	2	12	26	35	14	7	2	0	0	0	99
19	0	0	0	4	16	18	9	8	1	0	0	0	56
20	0	0	0	5	6	13	4	6	2	1	0	0	37
21	0	0	0	4	2	10	1	5	0	0	0	0	22
22	0	0	0	2	2	5	2	1	1	0	0	0	13
23	0	0	0	2	2	4	3	0	0	0	0	0	11
24	0	0	0	2	0	2	2	2	0	0	0	0	8
7-19	0	3	14	77	202	315	208	77	16	5	0	0	917
6-22	0	3	14	88	223	350	222	89	19	6	0	0	1014
6-24	0	3	14	92	225	356	227	91	19	6	0	0	1033
0-24	0	3	15	95	225	358	229	95	19	6	0	0	1045

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Saturday 01/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	10	0	0	0	0	0	0	0	0	0	0	0	0	10
8	10	1	0	0	0	0	0	0	0	0	0	0	0	11
9	50	3	1	0	1	0	0	0	0	0	0	1	0	56
10	49	1	0	1	0	0	0	0	0	0	0	1	0	52
11	48	4	0	0	0	0	0	0	0	0	0	0	0	52
12	65	5	1	0	0	0	0	0	0	0	0	1	0	72
13	72	4	0	0	0	0	0	0	0	0	0	0	0	76
14	87	8	0	0	1	0	0	0	0	0	0	1	0	97
15	73	5	0	0	0	0	0	0	0	0	0	0	0	78
16	69	4	0	0	0	0	0	0	0	0	0	1	0	74
17	43	3	0	0	0	0	0	0	0	0	0	0	0	46
18	34	4	0	0	0	0	0	0	0	0	0	1	0	39
19	22	2	0	0	0	0	0	0	0	0	0	0	0	24
20	18	4	1	0	0	0	0	0	0	0	0	1	0	24
21	27	0	0	0	0	0	0	0	0	0	0	0	0	27
22	13	1	0	0	0	0	0	0	0	0	0	0	0	14
23	16	1	0	0	0	0	0	0	0	0	0	0	0	17
24	8	1	0	0	0	0	0	0	0	0	0	0	0	9
7-19	622	44	2	1	2	0	0	0	0	0	0	6	0	677
6-22	690	49	3	1	2	0	0	0	0	0	0	7	0	752
6-24	714	51	3	1	2	0	0	0	0	0	0	7	0	778
0-24	724	52	3	1	2	0	0	0	0	0	0	7	0	789

Direction : SOUTHBOUND

Saturday 01/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	2	2	0	0	0	0	0	0	0	0	0	0	0	4
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	6	1	0	0	0	0	0	0	0	0	0	0	0	7
8	29	2	0	0	0	0	1	0	0	0	0	1	0	33
9	56	8	1	0	0	0	0	0	0	0	0	0	0	65
10	57	4	1	0	0	0	0	0	0	0	0	0	0	62
11	51	5	0	1	1	0	0	0	0	0	0	1	0	59
12	69	3	1	0	0	0	0	0	0	0	0	0	0	73
13	87	4	0	0	1	0	0	0	0	0	0	1	0	93
14	81	9	0	0	1	0	0	0	0	0	0	0	0	91
15	63	7	0	0	0	0	0	0	0	0	0	1	0	71
16	68	1	0	0	0	0	0	0	0	0	0	0	0	69
17	58	7	0	0	0	0	0	0	0	0	0	1	0	66
18	49	2	0	0	0	0	0	0	0	0	0	0	0	51
19	28	0	0	0	0	0	0	0	0	0	0	1	0	29
20	46	3	0	0	0	0	0	0	0	0	0	0	0	49
21	35	1	0	0	0	0	0	0	0	0	0	0	0	36
22	15	1	0	0	0	0	0	0	0	0	0	0	0	16
23	13	1	0	0	0	0	0	0	0	0	0	0	0	14
24	10	2	0	0	0	0	0	0	0	0	0	0	0	12
7-19	696	52	3	1	3	0	1	0	0	0	0	6	0	762
6-22	798	58	3	1	3	0	1	0	0	0	0	6	0	870
6-24	821	61	3	1	3	0	1	0	0	0	0	6	0	896
0-24	833	64	3	1	3	0	1	0	0	0	0	6	0	911

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Saturday 01/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	1	2	1	0	0	0	0	0	4
2	0	0	0	0	0	1	0	0	0	0	0	0	1
3	0	0	0	0	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	1	1
5	0	0	0	0	0	0	1	0	0	0	0	0	1
6	0	0	0	1	0	0	2	0	0	0	0	0	3
7	0	0	2	1	2	2	1	0	2	0	0	0	10
8	0	2	0	0	4	3	2	0	0	0	0	0	11
9	0	1	0	8	17	21	2	5	1	1	0	0	56
10	0	7	0	4	11	17	8	3	1	1	0	0	52
11	0	0	1	11	12	14	11	2	1	0	0	0	52
12	0	0	2	6	19	23	19	2	0	0	1	0	72
13	1	4	0	3	29	26	8	3	1	1	0	0	76
14	0	1	0	14	30	31	8	9	4	0	0	0	97
15	0	1	1	16	28	20	7	3	1	1	0	0	78
16	1	0	3	9	20	28	10	2	0	1	0	0	74
17	0	1	1	7	14	14	4	2	3	0	0	0	46
18	0	1	1	4	10	12	8	3	0	0	0	0	39
19	0	0	1	6	5	8	2	1	1	0	0	0	24
20	0	0	1	6	9	3	2	2	1	0	0	0	24
21	0	0	0	2	10	5	8	1	1	0	0	0	27
22	0	0	0	3	4	4	2	1	0	0	0	0	14
23	0	0	0	2	7	6	0	2	0	0	0	0	17
24	0	0	1	1	2	2	1	1	1	0	0	0	9
7-19	2	18	10	88	199	217	89	35	13	5	1	0	677
6-22	2	18	13	100	224	231	102	39	17	5	1	0	752
6-24	2	18	14	103	233	239	103	42	18	5	1	0	778
0-24	2	18	14	104	234	243	107	42	18	5	1	1	789

Direction : SOUTHBOUND

Saturday 01/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	1	2	1	1	0	0	0	5
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	1	1	0	0	0	0	0	3
4	0	0	1	0	0	1	1	1	0	0	0	0	4
5	0	0	0	0	0	1	0	0	0	0	0	0	1
6	0	0	0	1	0	0	1	0	0	0	0	0	2
7	0	0	0	1	2	2	2	0	0	0	0	0	7
8	0	0	1	0	4	9	7	4	3	5	0	0	33
9	0	0	2	4	14	19	15	9	2	0	0	0	65
10	0	0	0	0	14	17	17	12	1	0	1	0	62
11	0	0	4	5	9	14	16	7	1	3	0	0	59
12	0	0	2	2	13	34	14	6	2	0	0	0	73
13	0	0	3	7	28	32	16	6	0	1	0	0	93
14	0	0	5	6	26	32	15	5	2	0	0	0	91
15	0	0	2	2	13	29	14	9	1	1	0	0	71
16	0	0	0	2	12	34	11	8	0	2	0	0	69
17	1	2	1	3	9	29	16	5	0	0	0	0	66
18	0	0	1	3	10	20	12	5	0	0	0	0	51
19	0	0	0	3	14	8	3	1	0	0	0	0	29
20	0	0	1	3	17	17	8	0	3	0	0	0	49
21	0	0	0	0	9	13	5	8	1	0	0	0	36
22	0	0	0	1	5	5	2	2	1	0	0	0	16
23	0	0	0	2	4	3	3	1	1	0	0	0	14
24	0	0	0	0	4	2	3	2	0	1	0	0	12
7-19	1	2	21	37	166	277	156	77	12	12	1	0	762
6-22	1	2	22	42	199	314	173	87	17	12	1	0	870
6-24	1	2	22	44	207	319	179	90	18	13	1	0	896
0-24	1	2	23	45	208	323	184	92	19	13	1	0	911

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Sunday 02/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	16	3	0	0	0	0	0	0	0	0	0	0	0	19
2	7	2	0	0	0	0	0	0	0	0	0	0	0	9
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	7	0	0	0	0	0	0	0	0	0	0	0	0	7
9	10	3	0	0	1	0	0	0	1	0	0	0	0	15
10	20	2	0	0	0	0	0	0	0	0	0	0	0	22
11	47	4	0	0	0	0	0	0	0	0	0	0	0	51
12	45	7	0	0	0	0	0	0	0	0	0	0	0	52
13	65	5	0	0	0	0	0	0	0	0	0	0	0	70
14	55	5	0	0	0	0	0	0	0	0	0	0	0	60
15	73	5	0	0	0	0	0	0	1	0	0	0	0	79
16	48	2	0	0	0	0	0	0	0	0	0	0	0	50
17	44	3	0	0	0	0	0	0	0	0	0	1	0	48
18	35	0	1	0	0	0	0	0	0	0	0	1	0	37
19	22	2	0	0	0	0	0	0	0	0	0	0	0	24
20	17	2	0	0	0	0	0	0	0	0	0	0	0	19
21	15	0	0	0	0	0	0	0	0	0	0	0	0	15
22	13	2	0	0	0	0	0	0	0	0	0	0	0	15
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	471	38	1	0	1	0	0	0	2	0	0	2	0	515
6-22	518	42	1	0	1	0	0	0	2	0	0	2	0	566
6-24	525	42	1	0	1	0	0	0	2	0	0	2	0	573
0-24	556	47	1	0	1	0	0	0	2	0	0	2	0	609

Direction : SOUTHBOUND

Sunday 02/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	3	0	0	0	0	0	0	0	0	0	0	0	9
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	4	0	0	0	0	0	0	0	0	0	0	0	0	4
9	24	7	0	0	0	0	0	0	0	0	0	0	0	31
10	22	2	0	0	0	0	0	0	0	0	0	1	0	25
11	41	4	0	0	0	0	0	0	0	0	0	1	0	46
12	72	5	0	0	0	0	0	0	0	0	0	0	0	77
13	76	5	0	0	0	0	0	0	0	0	0	0	0	81
14	68	3	0	0	0	0	0	0	0	0	0	0	0	71
15	63	2	0	0	0	0	0	0	0	0	0	0	0	65
16	52	7	0	0	0	0	0	0	0	0	0	0	0	59
17	48	2	1	0	0	0	0	0	0	0	0	0	0	51
18	35	2	0	0	0	0	0	0	0	0	0	0	0	37
19	19	4	0	0	0	0	0	0	0	0	0	0	0	23
20	22	1	0	0	0	0	0	0	0	0	0	0	0	23
21	8	0	0	0	0	0	0	0	0	0	0	0	0	8
22	8	1	0	0	0	0	0	0	0	0	0	0	0	9
23	5	1	0	0	0	0	0	0	0	0	0	0	0	6
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	524	43	1	0	0	0	0	0	0	0	0	2	0	570
6-22	566	45	1	0	0	0	0	0	0	0	0	2	0	614
6-24	573	46	1	0	0	0	0	0	0	0	0	2	0	622
0-24	586	49	1	0	0	0	0	0	0	0	0	2	0	638

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Sunday 02/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	3	8	5	2	1	0	0	0	0	19
2	0	0	1	0	4	2	1	1	0	0	0	0	9
3	0	0	0	1	0	1	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	2	1	0	0	0	0	0	3
6	0	0	1	0	0	2	0	0	0	0	0	0	3
7	0	0	0	1	0	0	0	0	1	0	0	0	2
8	0	0	1	0	2	2	1	1	0	0	0	0	7
9	1	3	0	2	4	2	1	1	1	0	0	0	15
10	0	2	1	4	8	3	4	0	0	0	0	0	22
11	1	1	2	9	13	14	5	5	1	0	0	0	51
12	0	1	0	5	15	23	6	2	0	0	0	0	52
13	0	3	3	7	27	19	7	3	0	1	0	0	70
14	0	1	5	10	26	10	5	2	1	0	0	0	60
15	0	0	4	18	18	22	11	4	1	1	0	0	79
16	0	2	0	3	17	15	6	4	3	0	0	0	50
17	0	0	0	10	17	13	4	1	2	1	0	0	48
18	0	1	4	7	8	13	3	0	0	1	0	0	37
19	0	0	4	2	8	6	1	1	1	1	0	0	24
20	0	0	0	4	8	5	1	1	0	0	0	0	19
21	0	0	0	2	6	4	1	1	1	0	0	0	15
22	0	0	2	2	3	6	2	0	0	0	0	0	15
23	0	0	0	1	2	1	1	0	0	0	0	0	5
24	0	0	1	0	0	1	0	0	0	0	0	0	2
7-19	2	14	24	77	163	142	54	24	10	5	0	0	515
6-22	2	14	26	86	180	157	58	26	12	5	0	0	566
6-24	2	14	27	87	182	159	59	26	12	5	0	0	573
0-24	2	14	29	91	194	171	63	28	12	5	0	0	609

Direction : SOUTHBOUND

Sunday 02/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	2	2	2	3	0	0	0	0	9
2	0	0	0	0	1	0	1	0	1	1	0	0	4
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	1	0	0	0	0	0	0	1
5	0	0	0	0	0	2	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	1	2	1	0	0	0	0	0	4
8	0	0	0	1	0	1	0	1	1	0	0	0	4
9	0	0	4	3	9	5	5	4	1	0	0	0	31
10	0	0	1	5	5	4	4	4	1	1	0	0	25
11	0	1	2	7	12	14	6	4	0	0	0	0	46
12	0	0	2	0	14	28	24	6	2	1	0	0	77
13	0	0	2	7	26	33	7	4	0	2	0	0	81
14	0	0	2	13	18	24	13	1	0	0	0	0	71
15	0	0	0	7	19	21	10	4	1	1	1	1	65
16	0	0	0	3	10	26	14	5	1	0	0	0	59
17	0	0	0	3	15	22	5	5	1	0	0	0	51
18	0	0	1	1	14	13	4	3	1	0	0	0	37
19	0	1	2	6	1	7	2	3	0	1	0	0	23
20	0	0	2	0	4	7	4	4	2	0	0	0	23
21	0	0	0	0	1	4	2	1	0	0	0	0	8
22	0	0	0	1	3	5	0	0	0	0	0	0	9
23	0	0	0	1	1	1	2	1	0	0	0	0	6
24	0	0	0	0	0	0	1	1	0	0	0	0	2
7-19	0	2	16	56	143	198	94	44	9	6	1	1	570
6-22	0	2	18	57	152	216	101	49	11	6	1	1	614
6-24	0	2	18	58	153	217	104	51	11	6	1	1	622
0-24	0	2	18	58	156	222	107	54	12	7	1	1	638

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Monday 03/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	14	2	0	0	1	0	0	0	0	0	0	1	0	18
8	75	9	0	0	0	0	0	0	0	0	0	2	0	86
9	110	16	0	0	1	0	0	0	1	0	0	1	0	129
10	54	6	0	0	1	0	0	0	0	0	0	1	0	62
11	33	10	2	1	0	0	0	1	0	0	0	0	0	47
12	28	12	0	0	0	0	0	0	1	0	0	1	0	42
13	31	8	0	0	1	0	0	1	0	0	0	0	0	41
14	35	8	0	0	2	0	0	0	0	0	0	2	0	47
15	46	5	0	0	0	0	0	1	0	0	0	1	0	53
16	48	8	0	0	0	0	0	0	2	0	0	1	0	59
17	67	14	0	0	1	0	0	0	0	0	0	2	0	84
18	65	6	1	0	1	0	0	0	0	0	0	1	0	74
19	50	7	0	0	0	0	0	0	0	0	0	0	0	57
20	34	3	0	0	0	0	0	0	0	0	0	2	0	39
21	34	2	0	0	0	0	0	0	0	0	0	0	0	36
22	18	1	0	0	0	0	0	0	0	0	0	0	0	19
23	4	1	0	1	0	0	0	0	0	0	0	0	0	6
24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7-19	642	109	3	1	7	0	0	3	4	0	0	12	0	781
6-22	742	117	3	1	8	0	0	3	4	0	0	15	0	893
6-24	746	119	3	2	8	0	0	3	4	0	0	15	0	900
0-24	753	121	3	2	8	0	0	3	4	0	0	15	0	909

Direction : SOUTHBOUND

Monday 03/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	1	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	3	0	0	0	0	0	0	0	0	0	0	0	5
7	16	2	0	0	1	0	0	0	0	0	0	1	0	20
8	88	11	0	0	1	0	0	0	0	0	1	2	0	103
9	114	14	0	0	0	0	0	0	0	0	0	3	0	131
10	45	7	0	0	0	0	0	0	0	0	0	0	0	52
11	43	6	1	0	1	0	0	1	0	0	0	2	0	54
12	46	10	0	0	0	0	0	0	0	0	0	0	0	56
13	50	4	0	0	0	0	0	0	0	0	0	1	0	55
14	35	7	0	0	0	0	0	1	0	0	0	0	0	43
15	46	5	0	0	1	0	0	1	0	0	1	2	0	56
16	65	10	0	0	0	0	0	0	0	0	0	1	0	76
17	101	5	0	0	2	0	0	0	0	0	0	2	0	110
18	119	9	0	0	0	0	0	0	0	0	0	2	0	130
19	50	4	0	0	0	0	0	0	0	0	0	1	0	55
20	29	3	1	0	0	0	0	0	1	0	0	0	0	34
21	15	0	0	0	0	0	0	0	0	0	0	0	0	15
22	17	1	0	0	0	0	0	0	0	0	0	0	0	18
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	802	92	1	0	5	0	0	3	0	0	2	16	0	921
6-22	879	98	2	0	6	0	0	3	1	0	2	17	0	1008
6-24	884	98	2	0	6	0	0	3	1	0	2	17	0	1013
0-24	888	101	2	0	6	0	0	3	2	0	2	17	0	1021

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Monday 03/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	1	0	1
2	0	0	0	0	0	0	1	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	1	1	0	0	0	2
6	0	0	0	1	1	1	1	0	0	0	0	0	4
7	0	0	0	1	5	7	4	1	0	0	0	0	18
8	0	0	0	5	38	29	11	3	0	0	0	0	86
9	0	0	4	15	37	42	25	5	1	0	0	0	129
10	0	1	1	7	19	15	13	4	0	2	0	0	62
11	0	1	1	2	11	20	9	3	0	0	0	0	47
12	0	1	2	6	10	11	8	4	0	0	0	0	42
13	0	0	3	5	15	10	7	0	1	0	0	0	41
14	0	1	0	8	22	9	5	2	0	0	0	0	47
15	0	0	0	8	17	19	5	2	2	0	0	0	53
16	0	1	2	6	27	17	3	2	0	1	0	0	59
17	0	0	0	10	23	30	16	4	1	0	0	0	84
18	0	0	0	19	18	17	13	5	1	1	0	0	74
19	0	0	0	0	15	29	8	3	0	2	0	0	57
20	0	0	2	4	12	14	4	3	0	0	0	0	39
21	0	0	1	0	11	19	3	2	0	0	0	0	36
22	0	0	1	2	5	7	3	0	1	0	0	0	19
23	0	0	0	2	2	2	0	0	0	0	0	0	6
24	0	0	0	0	1	0	0	0	0	0	0	0	1
7-19	0	5	13	91	252	248	123	37	6	6	0	0	781
6-22	0	5	17	98	285	295	137	43	7	6	0	0	893
6-24	0	5	17	100	288	297	137	43	7	6	0	0	900
0-24	0	5	17	102	289	298	139	44	8	6	1	0	909

Direction : SOUTHBOUND

Monday 03/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	1	0	0	0	1	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	1	0	3	1	0	0	0	0	0	5
7	0	0	0	2	3	3	5	7	0	0	0	0	20
8	0	0	1	3	21	32	31	13	1	1	0	0	103
9	0	0	0	6	28	46	35	13	2	1	0	0	131
10	0	1	0	5	8	23	9	3	2	1	0	0	52
11	0	0	1	4	15	21	8	4	1	0	0	0	54
12	0	1	1	5	11	18	14	4	0	2	0	0	56
13	0	0	1	1	14	17	17	4	0	1	0	0	55
14	0	0	0	6	11	12	9	4	1	0	0	0	43
15	0	0	1	6	14	22	7	4	1	1	0	0	56
16	0	0	1	2	13	30	16	7	5	1	1	0	76
17	0	0	2	0	17	45	27	14	3	2	0	0	110
18	0	0	0	8	24	52	30	12	2	2	0	0	130
19	0	0	0	1	7	19	19	6	1	2	0	0	55
20	0	0	2	9	6	5	8	3	1	0	0	0	34
21	0	0	0	0	1	7	3	3	1	0	0	0	15
22	0	0	0	2	4	5	7	0	0	0	0	0	18
23	0	0	1	0	1	1	0	0	0	0	0	0	3
24	0	0	0	0	0	1	1	0	0	0	0	0	2
7-19	0	2	8	47	183	337	222	88	19	14	1	0	921
6-22	0	2	10	60	197	357	245	101	21	14	1	0	1008
6-24	0	2	11	60	198	359	246	101	21	14	1	0	1013
0-24	0	2	11	61	199	363	247	101	22	14	1	0	1021

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Tuesday 04/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7	13	1	0	0	1	0	0	0	0	0	0	1	0	16
8	67	11	0	0	0	0	0	1	1	0	0	0	0	80
9	103	14	1	0	0	0	0	0	0	0	0	1	0	119
10	62	9	0	0	0	0	0	0	0	0	0	1	0	72
11	30	8	0	0	0	0	0	0	0	0	1	0	0	39
12	29	2	2	0	1	0	0	0	0	0	1	1	0	36
13	47	6	1	0	1	0	0	0	0	0	0	1	0	56
14	38	13	0	0	1	0	0	0	0	0	0	1	0	53
15	52	10	0	0	1	0	0	0	1	0	1	0	0	65
16	49	7	1	0	0	0	0	0	0	0	0	1	0	58
17	73	16	0	0	1	0	0	0	2	0	0	4	0	96
18	80	11	0	0	0	0	0	1	0	0	0	1	0	93
19	55	5	0	0	0	0	0	0	0	0	0	0	0	60
20	35	4	0	0	0	0	0	0	0	0	0	2	0	41
21	14	0	0	0	0	0	0	0	1	0	0	0	0	15
22	16	0	0	0	0	0	0	0	0	0	0	0	0	16
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	685	112	5	0	5	0	0	2	4	0	3	11	0	827
6-22	763	117	5	0	6	0	0	2	5	0	3	14	0	915
6-24	768	117	5	0	6	0	0	2	5	0	3	14	0	920
0-24	773	119	5	0	6	0	0	2	5	0	3	14	0	927

Direction : SOUTHBOUND

Tuesday 04/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	4	5	1	0	0	0	0	0	0	0	0	0	0	10
7	20	0	0	0	0	0	0	0	0	0	0	0	0	20
8	77	6	1	0	2	0	0	0	0	0	0	1	0	87
9	99	13	0	0	1	0	0	0	0	0	0	2	0	115
10	53	3	0	0	0	0	0	0	0	0	1	0	0	57
11	37	5	0	1	0	0	0	0	1	0	0	1	0	45
12	42	9	0	0	1	0	0	0	0	0	0	0	0	52
13	45	4	2	0	0	0	0	0	0	0	0	2	0	53
14	39	6	1	0	1	0	0	0	0	0	0	0	0	47
15	59	9	0	0	3	0	0	0	0	0	0	2	0	73
16	66	9	0	0	1	0	0	0	0	0	0	0	0	76
17	95	9	0	0	1	0	0	0	0	0	0	2	0	107
18	107	6	0	0	0	0	0	1	0	0	0	2	0	116
19	73	4	0	0	0	0	0	0	0	0	0	2	0	79
20	31	3	1	0	0	0	0	0	0	0	0	0	0	35
21	15	2	0	0	0	0	0	0	0	0	0	0	0	17
22	18	0	0	0	0	0	0	0	0	0	0	0	0	18
23	4	1	0	0	0	0	0	0	0	0	0	0	0	5
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	792	83	4	1	10	0	0	1	1	0	1	14	0	907
6-22	876	88	5	1	10	0	0	1	1	0	1	14	0	997
6-24	883	89	5	1	10	0	0	1	1	0	1	14	0	1005
0-24	888	95	6	1	10	0	0	1	1	0	1	14	0	1017

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Tuesday 04/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	1	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	1	0	1	0	0	0	0	2
6	0	0	0	2	0	0	1	0	0	0	0	0	3
7	0	0	1	2	7	3	1	2	0	0	0	0	16
8	0	1	2	4	24	38	6	5	0	0	0	0	80
9	0	1	7	17	27	42	18	6	1	0	0	0	119
10	0	1	0	12	26	17	11	3	1	1	0	0	72
11	0	0	1	8	12	13	3	2	0	0	0	0	39
12	0	1	2	4	8	17	3	1	0	0	0	0	36
13	0	0	1	3	23	22	3	2	1	1	0	0	56
14	0	0	1	11	28	6	1	5	0	1	0	0	53
15	0	0	2	16	25	13	6	1	2	0	0	0	65
16	0	0	0	7	23	18	7	1	1	1	0	0	58
17	0	2	6	12	20	34	15	5	1	1	0	0	96
18	0	1	1	10	28	23	19	6	5	0	0	0	93
19	0	1	0	10	16	14	11	4	4	0	0	0	60
20	0	0	3	4	10	13	9	0	0	2	0	0	41
21	0	0	0	1	4	5	5	0	0	0	0	0	15
22	0	0	0	1	5	8	0	1	1	0	0	0	16
23	0	0	0	0	1	2	1	0	0	0	0	0	4
24	0	0	0	0	0	0	0	0	0	1	0	0	1
7-19	0	8	23	114	260	257	103	41	16	5	0	0	827
6-22	0	8	27	122	286	286	118	44	17	7	0	0	915
6-24	0	8	27	122	287	288	119	44	17	8	0	0	920
0-24	0	8	27	124	288	290	120	45	17	8	0	0	927

Direction : SOUTHBOUND

Tuesday 04/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	1	0	0	0	0	0	1
6	0	0	1	2	0	2	1	3	0	1	0	0	10
7	0	0	0	0	5	5	9	1	0	0	0	0	20
8	0	0	1	8	12	31	22	11	1	1	0	0	87
9	0	0	1	7	25	47	23	9	1	2	0	0	115
10	0	0	0	4	16	22	13	2	0	0	0	0	57
11	0	0	0	6	14	11	12	2	0	0	0	0	45
12	0	0	1	8	14	10	13	3	3	0	0	0	52
13	0	0	0	3	11	16	13	6	2	2	0	0	53
14	0	0	0	3	9	19	13	2	0	1	0	0	47
15	0	0	2	9	15	28	11	4	2	2	0	0	73
16	0	0	0	5	17	23	20	9	1	1	0	0	76
17	0	2	0	10	10	37	31	15	0	2	0	0	107
18	0	0	3	3	26	44	30	5	4	1	0	0	116
19	0	0	0	3	19	26	19	8	3	1	0	0	79
20	0	0	0	2	10	10	3	8	1	1	0	0	35
21	0	0	1	0	4	5	4	1	2	0	0	0	17
22	0	0	1	0	8	4	3	1	1	0	0	0	18
23	0	1	0	0	1	1	0	0	1	1	0	0	5
24	0	0	0	0	1	1	1	0	0	0	0	0	3
7-19	0	2	8	69	188	314	220	76	17	13	0	0	907
6-22	0	2	10	71	215	338	239	87	21	14	0	0	997
6-24	0	3	10	71	217	340	240	87	22	15	0	0	1005
0-24	0	3	11	74	217	342	242	90	22	16	0	0	1017

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Wednesday 05/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	3	1	0	0	1	0	0	0	0	0	0	0	0	5
7	13	3	0	0	0	0	0	0	1	0	0	1	0	18
8	68	10	0	0	0	0	0	0	1	0	0	0	0	79
9	115	11	0	0	1	0	0	0	0	0	0	1	0	128
10	53	10	2	0	1	0	0	0	0	0	1	1	0	68
11	40	14	0	0	0	0	0	0	0	0	0	0	0	54
12	55	3	1	0	0	0	1	0	0	0	0	2	0	62
13	39	5	0	0	0	0	0	0	0	0	0	1	0	45
14	44	3	1	0	1	0	0	0	1	0	0	0	0	50
15	47	8	0	0	0	0	0	1	0	0	0	1	0	57
16	53	5	0	0	0	0	0	0	3	0	0	1	0	62
17	78	13	0	0	1	0	0	0	0	0	0	1	0	93
18	70	5	1	0	1	0	0	0	0	0	0	1	0	78
19	54	5	0	0	0	0	0	0	0	2	0	0	0	61
20	29	3	0	0	0	0	0	0	1	0	0	2	0	35
21	39	2	0	0	0	0	0	0	0	0	0	0	0	41
22	20	1	0	0	0	0	0	0	0	0	0	0	0	21
23	4	2	0	2	0	0	0	0	0	0	0	0	0	8
24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7-19	716	92	5	0	5	0	1	1	5	2	1	9	0	837
6-22	817	101	5	0	5	0	1	1	7	2	1	12	0	952
6-24	821	104	5	2	5	0	1	1	7	2	1	12	0	961
0-24	825	107	5	2	6	0	1	1	8	2	1	12	0	970

Direction : SOUTHBOUND

Wednesday 05/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	4	3	0	0	0	0	0	0	0	0	0	0	0	7
7	17	1	0	0	0	0	0	0	0	0	0	0	0	18
8	68	5	0	0	0	0	0	0	0	0	0	1	0	74
9	100	8	0	0	0	0	0	1	0	0	0	1	0	110
10	42	11	0	0	1	0	0	0	0	0	0	0	0	54
11	50	5	0	0	0	0	0	0	0	0	0	2	0	57
12	54	10	0	0	1	0	0	0	1	0	0	1	0	67
13	58	5	0	0	0	0	0	0	1	0	0	1	0	65
14	39	6	0	0	1	0	0	0	0	0	1	1	0	48
15	55	3	0	0	1	0	0	1	0	0	1	1	0	62
16	62	5	0	0	0	0	0	0	0	0	0	1	0	68
17	101	4	0	0	3	0	0	0	0	0	0	1	0	109
18	115	9	0	0	0	0	0	0	0	0	0	1	0	125
19	53	4	0	0	0	0	0	0	0	0	0	0	0	57
20	22	3	1	0	0	0	0	0	1	0	0	0	0	27
21	13	0	0	0	0	0	0	0	0	0	0	0	0	13
22	21	1	0	0	0	0	0	0	0	0	0	0	0	22
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	797	75	0	0	7	0	0	2	2	0	2	11	0	896
6-22	870	80	1	0	7	0	0	2	3	0	2	11	0	976
6-24	873	80	1	0	7	0	0	2	3	0	2	11	0	979
0-24	882	85	1	0	7	0	0	2	3	0	2	11	0	993

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Wednesday 05/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	1	1	0	0	0	0	0	2
5	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	0	0	1	3	0	1	0	0	0	0	0	5
7	0	0	0	4	3	3	3	4	1	0	0	0	18
8	0	1	4	8	19	26	15	5	1	0	0	0	79
9	0	1	3	15	36	40	26	6	1	0	0	0	128
10	0	0	1	6	34	14	6	7	0	0	0	0	68
11	0	0	0	11	17	13	9	4	0	0	0	0	54
12	0	0	2	7	19	24	5	2	3	0	0	0	62
13	0	2	3	4	10	20	5	0	1	0	0	0	45
14	0	1	2	7	19	14	6	1	0	0	0	0	50
15	0	0	0	7	21	19	7	1	2	0	0	0	57
16	0	1	2	7	30	15	3	3	0	1	0	0	62
17	0	0	0	7	30	34	17	4	1	0	0	0	93
18	0	0	0	17	22	22	11	5	1	0	0	0	78
19	0	0	0	0	21	30	7	2	0	1	0	0	61
20	0	0	2	3	13	13	3	1	0	0	0	0	35
21	0	0	1	0	15	19	5	1	0	0	0	0	41
22	0	0	1	2	6	10	2	0	0	0	0	0	21
23	0	0	0	2	4	2	0	0	0	0	0	0	8
24	0	0	0	0	1	0	0	0	0	0	0	0	1

7-19	0	6	17	96	278	271	117	40	10	2	0	0	837
6-22	0	6	21	105	315	316	130	46	11	2	0	0	952
6-24	0	6	21	107	320	318	130	46	11	2	0	0	961
0-24	0	6	21	108	324	320	132	46	11	2	0	0	970

Direction : SOUTHBOUND

Wednesday 05/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	1	0	3	0	1	0	0	5
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	1	1	0	0	0	0	0	0	2
6	0	0	1	2	1	2	1	0	0	0	0	0	7
7	0	0	0	0	2	6	5	2	1	2	0	0	18
8	0	0	0	3	13	21	20	13	4	0	0	0	74
9	0	0	1	3	11	48	27	15	5	0	0	0	110
10	0	0	1	0	18	14	8	8	3	2	0	0	54
11	0	0	2	4	16	28	5	1	1	0	0	0	57
12	0	1	1	6	16	22	15	4	0	2	0	0	67
13	0	1	5	4	16	18	12	6	3	0	0	0	65
14	0	0	1	1	23	9	5	6	1	1	1	0	48
15	0	0	1	5	19	25	7	3	1	1	0	0	62
16	0	0	1	2	11	28	12	9	3	1	1	0	68
17	0	0	3	0	18	46	25	15	2	0	0	0	109
18	0	0	0	9	22	53	28	11	1	1	0	0	125
19	0	0	0	1	8	19	19	6	1	3	0	0	57
20	0	0	2	8	3	3	8	3	0	0	0	0	27
21	0	0	0	0	1	7	3	2	0	0	0	0	13
22	0	0	0	3	6	4	9	0	0	0	0	0	22
23	0	0	1	0	1	0	0	0	0	0	0	0	2
24	0	0	0	0	0	1	0	0	0	0	0	0	1

7-19	0	2	16	38	191	331	183	97	25	11	2	0	896
6-22	0	2	18	49	203	351	208	104	26	13	2	0	976
6-24	0	2	19	49	204	352	208	104	26	13	2	0	979
0-24	0	2	20	51	206	356	209	107	26	14	2	0	993

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Thursday 06/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7	13	1	0	0	1	0	0	0	0	0	0	1	0	16
8	77	9	0	0	0	0	0	1	1	0	0	0	0	88
9	97	11	1	0	0	0	0	0	0	0	0	1	0	110
10	56	12	0	1	0	0	0	0	0	0	0	1	0	70
11	32	8	0	0	0	0	0	0	0	0	1	0	0	41
12	33	2	2	0	1	0	0	0	0	0	1	1	0	40
13	52	5	1	0	1	0	0	0	0	0	0	1	0	60
14	47	14	0	0	1	0	0	0	0	0	0	1	0	63
15	65	9	0	0	1	0	0	0	1	0	1	0	0	77
16	52	11	1	0	0	0	0	0	0	0	0	1	0	65
17	69	22	0	0	1	0	0	0	2	0	0	3	0	97
18	75	10	0	0	0	0	0	1	0	0	0	1	0	87
19	50	5	0	0	0	0	0	0	0	0	0	0	0	55
20	34	6	0	0	0	0	0	0	0	0	0	2	0	42
21	19	0	0	0	0	0	0	0	1	0	0	0	0	20
22	13	0	0	0	0	0	0	0	0	0	0	0	0	13
23	6	0	0	0	0	0	0	0	0	0	0	0	0	6
24	1	0	0	0	0	0	0	0	1	0	0	0	0	2
7-19	705	118	5	1	5	0	0	2	4	0	3	10	0	853
6-22	784	125	5	1	6	0	0	2	5	0	3	13	0	944
6-24	791	125	5	1	6	0	0	2	6	0	3	13	0	952
0-24	796	127	5	1	6	0	0	2	6	0	3	13	0	959

Direction : SOUTHBOUND

Thursday 06/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	3	4	1	0	0	0	0	0	0	0	0	0	0	8
7	17	0	0	0	0	0	0	0	0	0	0	0	0	17
8	79	7	1	0	2	0	1	0	0	0	0	1	0	91
9	105	16	0	0	1	0	0	0	0	0	0	2	0	124
10	46	4	0	0	0	0	0	0	0	0	1	0	0	51
11	38	9	0	1	0	0	0	0	1	0	0	1	0	50
12	40	10	0	0	1	0	0	0	0	0	0	0	0	51
13	51	3	2	0	0	0	0	0	0	0	0	3	0	59
14	50	4	1	0	1	0	0	0	0	0	0	0	0	56
15	55	9	0	0	4	0	0	0	0	0	0	3	0	71
16	73	7	0	0	1	0	0	0	0	0	1	0	0	82
17	83	5	0	0	1	0	0	0	1	0	0	1	0	91
18	117	3	0	0	0	0	0	1	0	0	0	2	0	123
19	70	4	0	0	0	0	0	0	0	0	0	3	0	77
20	24	3	1	0	0	0	0	0	0	0	0	0	0	28
21	13	2	0	0	0	0	0	0	0	0	0	0	0	15
22	18	0	0	0	0	0	0	0	0	0	0	0	0	18
23	2	1	0	0	0	0	0	0	0	0	0	0	0	3
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	807	81	4	1	11	0	1	1	2	0	2	16	0	926
6-22	879	86	5	1	11	0	1	1	2	0	2	16	0	1004
6-24	885	87	5	1	11	0	1	1	2	0	2	16	0	1011
0-24	889	92	6	1	11	0	1	1	2	1	2	16	0	1022

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

Thursday 06/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	2	1	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	2	0	0	0	0	0	0	2
6	0	0	0	1	0	0	1	0	0	0	0	0	2
7	0	0	1	2	8	3	1	1	0	0	0	0	16
8	0	1	2	3	26	46	4	6	0	0	0	0	88
9	0	1	5	16	22	40	20	5	1	0	0	0	110
10	0	1	0	11	25	20	9	3	1	0	0	0	70
11	0	0	1	10	15	11	2	2	0	0	0	0	41
12	0	1	4	4	12	14	5	0	0	0	0	0	40
13	0	0	1	2	27	24	3	1	1	1	0	0	60
14	0	0	0	15	32	7	1	7	0	1	0	0	63
15	0	0	2	15	33	13	12	1	1	0	0	0	77
16	0	0	0	8	28	20	6	1	1	1	0	0	65
17	0	2	7	12	23	33	12	7	1	0	0	0	97
18	0	1	1	8	27	21	20	7	2	0	0	0	87
19	0	1	0	9	12	14	12	3	4	0	0	0	55
20	0	0	2	5	7	12	14	0	0	2	0	0	42
21	0	0	0	2	6	7	5	0	0	0	0	0	20
22	0	0	0	1	6	4	0	1	1	0	0	0	13
23	0	0	0	0	1	4	1	0	0	0	0	0	6
24	0	0	0	0	0	0	0	0	0	2	0	0	2
7-19	0	8	23	113	282	263	106	43	12	3	0	0	853
6-22	0	8	26	123	309	289	126	45	13	5	0	0	944
6-24	0	8	26	123	310	293	127	45	13	7	0	0	952
0-24	0	8	26	124	312	296	128	45	13	7	0	0	959

Direction : SOUTHBOUND

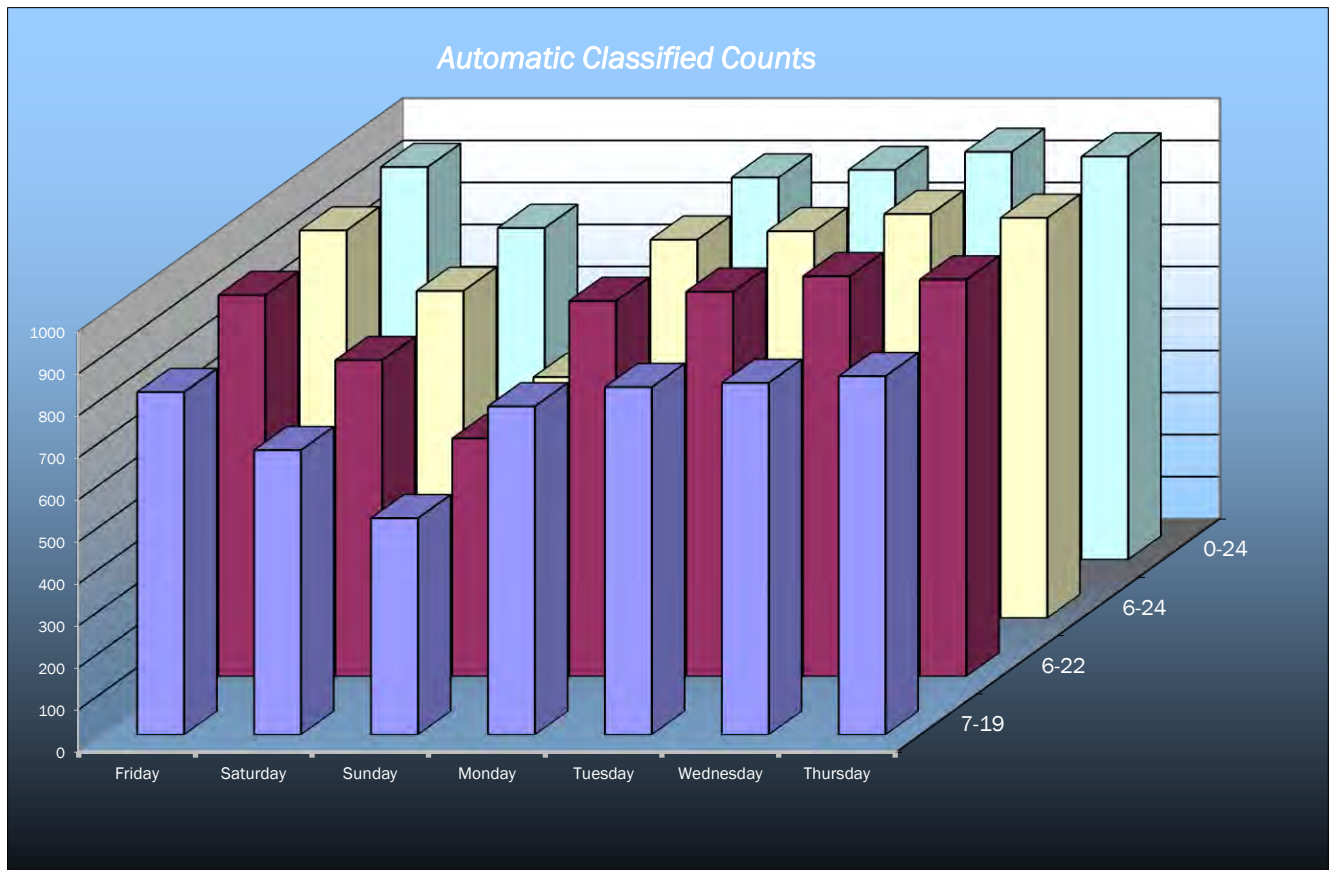
Thursday 06/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	1	0	0	0	0	0	1
6	0	0	1	2	0	2	1	1	0	1	0	0	8
7	0	0	0	0	4	3	9	1	0	0	0	0	17
8	0	0	2	7	12	36	24	8	1	1	0	0	91
9	0	0	1	7	23	57	28	6	1	1	0	0	124
10	0	0	0	4	11	22	11	3	0	0	0	0	51
11	0	0	0	7	12	11	18	2	0	0	0	0	50
12	0	0	1	6	12	16	9	3	4	0	0	0	51
13	0	0	0	2	14	13	18	7	3	2	0	0	59
14	0	0	0	5	6	27	15	2	0	1	0	0	56
15	0	0	2	6	11	30	14	5	2	1	0	0	71
16	0	0	0	6	18	25	24	8	1	0	0	0	82
17	0	2	0	7	10	33	27	10	0	2	0	0	91
18	0	0	4	2	29	50	29	5	3	1	0	0	123
19	0	0	0	3	18	22	19	10	4	1	0	0	77
20	0	0	0	2	7	10	1	7	1	0	0	0	28
21	0	0	1	0	4	4	4	1	1	0	0	0	15
22	0	0	1	0	8	5	3	1	0	0	0	0	18
23	0	1	0	0	1	1	0	0	0	0	0	0	3
24	0	0	0	0	2	1	1	0	0	0	0	0	4
7-19	0	2	10	62	176	342	236	69	19	10	0	0	926
6-22	0	2	12	64	199	364	253	79	21	10	0	0	1004
6-24	0	3	12	64	202	366	254	79	21	10	0	0	1011
0-24	0	3	13	68	202	368	256	80	21	11	0	0	1022

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

VEHICLE FLOWS									
Hr Ending	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	4	19	1	0	0	0	0	3
2	0	1	9	1	0	1	0	0	2
3	2	1	2	0	2	0	3	1	1
4	0	1	0	1	0	2	0	1	1
5	6	1	3	2	2	1	2	3	2
6	4	3	3	4	3	5	2	4	3
7	16	10	2	18	16	18	16	17	14
8	76	11	7	86	80	79	88	82	61
9	122	56	15	129	119	128	110	122	97
10	72	52	22	62	72	68	70	69	60
11	35	52	51	47	39	54	41	43	46
12	43	72	52	42	36	62	40	45	50
13	55	76	70	41	56	45	60	51	58
14	49	97	60	47	53	50	63	52	60
15	55	78	79	53	65	57	77	61	66
16	86	74	50	59	58	62	65	66	65
17	76	46	48	84	96	93	97	89	77
18	86	39	37	74	93	78	87	84	71
19	60	24	24	57	60	61	55	59	49
20	38	24	19	39	41	35	42	39	34
21	22	27	15	36	15	41	20	27	25
22	16	14	15	19	16	21	13	17	16
23	9	17	5	6	4	8	6	7	8
24	6	9	2	1	1	1	2	2	3
7-19	815	677	515	781	827	837	853	823	758
6-22	907	752	566	893	915	952	944	922	847
6-24	922	778	573	900	920	961	952	931	858
0-24	934	789	609	909	927	970	959	940	871



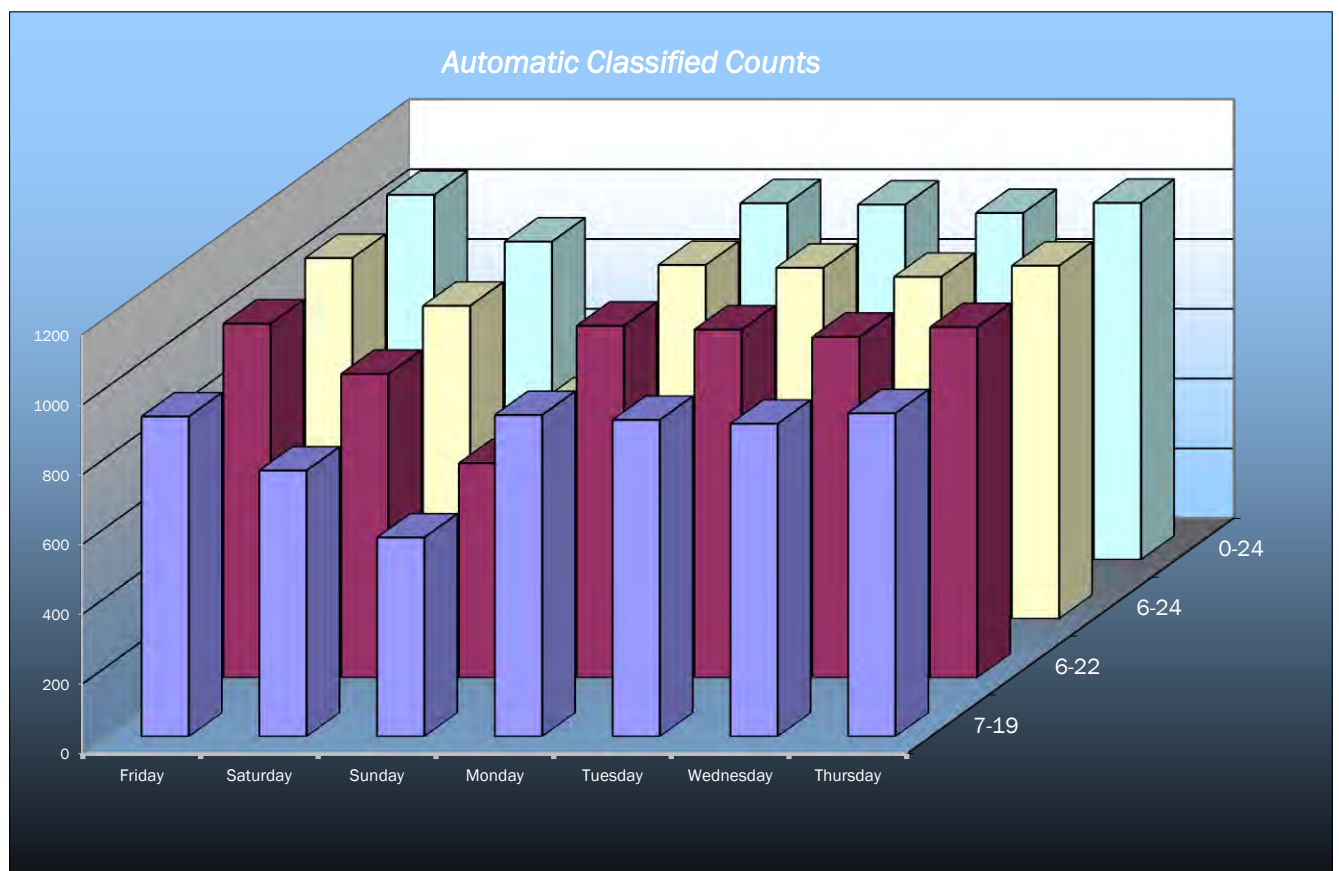
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Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : SOUTHBOUND

SOUTHBOUND									
Hr Ending	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20	WEEKDAY AVERAGE	WEEK AVERAGE
1	1	5	9	2	1	5	1	2	3
2	0	0	4	0	0	0	1	0	1
3	0	3	0	1	0	0	0	0	1
4	0	4	1	0	0	0	0	0	1
5	1	1	2	0	1	2	1	1	1
6	10	2	0	5	10	7	8	8	6
7	25	7	4	20	20	18	17	20	16
8	96	33	4	103	87	74	91	90	70
9	122	65	31	131	115	110	124	120	100
10	65	62	25	52	57	54	51	56	52
11	54	59	46	54	45	57	50	52	52
12	51	73	77	56	52	67	51	55	61
13	65	93	81	55	53	65	59	59	67
14	50	91	71	43	47	48	56	49	58
15	60	71	65	56	73	62	71	64	65
16	77	69	59	76	76	68	82	76	72
17	122	66	51	110	107	109	91	108	94
18	99	51	37	130	116	125	123	119	97
19	56	29	23	55	79	57	77	65	54
20	37	49	23	34	35	27	28	32	33
21	22	36	8	15	17	13	15	16	18
22	13	16	9	18	18	22	18	18	16
23	11	14	6	3	5	2	3	5	6
24	8	12	2	2	3	1	4	4	5
7-19	917	762	570	921	907	896	926	913	843
6-22	1014	870	614	1008	997	976	1004	1000	926
6-24	1033	896	622	1013	1005	979	1011	1008	937
0-24	1045	911	638	1021	1017	993	1022	1020	950



Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20
1	-	43.0	40.4	75.5	-	-	-
2	-	43.0	40.5	48.0	-	43.0	-
3	38.0	43.0	38.0	-	40.5	-	39.7
4	-	100.5	-	33.0	-	45.5	-
5	48.0	48.0	44.7	55.5	48.0	38.0	43.0
6	36.8	43.0	37.2	40.5	38.0	39.0	40.5
7	39.4	41.0	45.5	42.7	40.0	43.8	39.1
8	40.4	37.1	41.2	41.2	41.2	41.3	41.4
9	41.0	41.3	34.3	41.3	40.6	41.4	41.0
10	40.8	39.5	37.0	42.0	40.8	40.8	40.5
11	40.6	41.1	39.8	42.0	39.9	41.0	39.0
12	39.7	42.4	41.0	40.8	39.7	41.2	38.7
13	41.6	40.2	39.4	39.9	41.4	39.5	41.2
14	38.8	41.7	38.3	39.3	39.4	39.3	39.6
15	41.7	39.9	40.4	41.3	39.2	41.2	39.6
16	39.9	40.5	41.9	39.6	41.2	39.5	40.8
17	40.5	40.8	40.9	42.0	40.7	42.1	40.2
18	36.9	41.3	38.4	41.3	42.4	40.9	42.3
19	41.8	40.2	39.8	43.7	42.1	42.5	42.5
20	40.7	39.8	39.6	40.8	41.7	40.0	42.9
21	42.8	42.8	41.7	42.0	42.7	41.6	41.8
22	40.2	40.9	39.0	41.3	42.4	40.3	41.8
23	43.8	40.9	40.0	38.0	43.0	38.0	43.0
24	39.7	42.2	34.3	38.0	65.5	38.0	65.5
10-12	40.2	41.8	40.4	41.4	39.8	41.1	38.9
14-16	40.8	40.2	41.1	40.5	40.2	40.4	40.2
0-24	40.6	43.9	39.7	43.0	42.4	40.8	42.1

85TH PERCENTILE							
Hr Ending	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20
1	-	47.1	45.7	-	-	-	-
2	-	-	48.2	-	-	-	-
3	38.0	-	45.1	-	44.0	-	42.6
4	-	-	-	-	-	49.0	-
5	53.5	-	47.6	59.0	55.1	-	43.0
6	44.3	51.7	47.3	47.0	46.7	44.5	51.1
7	46.7	52.5	63.2	47.7	47.2	52.1	45.3
8	46.0	48.4	50.0	45.7	47.1	48.6	47.0
9	47.8	48.8	49.4	47.4	47.6	47.8	47.9
10	47.7	50.9	46.0	50.0	47.9	46.7	46.9
11	46.2	47.7	49.1	48.7	45.7	47.0	44.7
12	46.2	49.3	46.9	48.8	46.8	47.7	46.0
13	47.9	49.2	47.6	46.6	47.5	47.6	46.8
14	45.0	48.7	45.5	45.6	46.3	45.8	46.4
15	48.1	46.9	47.8	47.3	45.5	46.9	45.5
16	47.1	48.1	50.2	46.5	47.3	46.5	46.6
17	48.8	48.8	48.0	47.6	48.8	47.3	48.1
18	46.1	48.8	47.0	48.4	49.7	47.1	49.3
19	48.2	47.5	49.6	49.5	50.0	47.4	50.5
20	47.3	47.4	44.9	47.2	50.0	45.7	50.9
21	49.4	48.9	48.6	46.8	47.5	46.1	46.6
22	46.2	47.0	46.1	48.3	48.4	45.5	48.7
23	54.6	46.5	45.7	42.5	47.1	41.8	46.2
24	44.8	52.2	46.6	-	-	-	65.5
10-12	46.2	48.5	48.0	48.7	46.3	47.4	45.3
14-16	47.6	47.5	49.0	46.9	46.4	46.7	46.0
0-24	47.1	48.8	48.1	47.9	47.8	46.9	47.9

7 DAY AVERAGE SPEED	41.8
7 DAY AVERAGE 85th PERCENTILE	47.8

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Preston

AVERAGE SPEEDS							
Hr Ending	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20
1	33.0	50.0	46.3	48.0	33.0	53.5	33.0
2	-	-	52.4	-	-	-	33.0
3	-	43.0	-	43.0	-	-	-
4	-	42.4	43.0	-	-	-	-
5	48.0	43.0	43.0	-	48.0	40.5	48.0
6	43.8	40.5	-	42.0	45.0	37.6	43.0
7	42.2	41.6	43.0	46.0	44.5	48.3	45.1
8	44.1	48.9	46.8	44.7	44.1	45.6	43.8
9	43.6	43.8	40.9	44.2	43.5	45.3	43.3
10	42.4	45.9	43.2	43.2	42.4	44.9	42.8
11	41.7	44.1	40.3	42.3	41.9	41.2	42.6
12	41.9	43.5	44.7	43.1	42.5	42.6	43.0
13	45.0	41.9	41.6	43.9	45.2	41.9	45.7
14	43.9	41.7	40.5	42.7	43.7	43.3	43.7
15	43.8	44.1	43.8	42.4	42.6	42.0	43.3
16	43.6	44.4	43.9	45.3	44.2	45.3	43.8
17	42.2	42.2	42.7	45.2	44.4	44.5	44.2
18	41.6	43.2	42.1	44.1	43.6	43.7	43.2
19	43.4	40.4	40.2	46.1	44.5	46.3	45.0
20	44.4	42.0	44.5	40.9	44.8	40.8	44.3
21	43.2	45.1	44.9	46.7	44.3	45.3	43.5
22	43.4	43.6	40.2	42.7	42.0	42.3	41.2
23	41.6	43.0	43.8	35.5	44.0	31.8	32.2
24	44.3	46.1	50.5	45.5	43.0	43.0	41.8
10-12	41.8	43.8	42.5	42.7	42.2	41.9	42.8
14-16	43.7	44.3	43.9	43.9	43.4	43.7	43.6
0-24	42.9	43.7	43.7	43.7	43.4	43.3	42.2

85TH PERCENTILE							
Hr Ending	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20
1	-	55.7	52.5	62.1	-	61.5	-
2	-	-	64.3	-	-	-	-
3	-	48.0	-	-	-	-	-
4	-	54.3	-	-	-	-	-
5	-	-	43.0	-	-	44.0	-
6	53.9	51.1	-	47.5	57.0	45.3	55.7
7	46.5	47.1	47.1	53.0	49.1	56.4	49.8
8	50.3	58.6	57.8	50.6	50.7	51.8	50.2
9	49.6	50.7	49.8	49.9	49.6	51.1	48.7
10	47.2	52.6	52.7	50.8	47.2	52.7	47.8
11	47.7	53.2	47.9	48.3	47.5	46.6	48.4
12	48.6	49.5	50.8	51.2	49.8	50.3	50.2
13	51.9	48.3	48.1	50.1	52.4	50.4	52.8
14	49.3	48.3	46.2	49.1	49.5	51.9	49.2
15	50.1	50.7	54.2	49.2	50.1	48.3	50.2
16	50.0	50.4	49.1	52.8	50.5	52.9	49.5
17	49.9	50.6	48.2	51.5	51.8	50.3	51.6
18	48.3	49.0	48.3	50.1	49.8	49.3	49.3
19	49.5	45.2	51.2	52.3	50.7	53.0	51.6
20	52.3	48.3	53.1	49.2	52.3	49.2	51.1
21	50.0	51.0	49.5	52.2	52.3	49.7	51.2
22	50.6	50.4	43.9	48.0	49.3	47.9	47.2
23	47.2	50.3	51.2	44.5	63.4	40.6	46.8
24	52.2	54.5	54.0	49.0	48.0	-	46.5
10-12	48.2	51.3	49.4	49.7	48.7	48.4	49.3
14-16	50.1	50.6	51.7	51.0	50.3	50.6	49.8
0-24	49.7	50.8	50.6	50.6	51.1	50.2	49.9

7 DAY AVERAGE SPEED	43.3
7 DAY AVERAGE 85th PERCENTILE	50.4

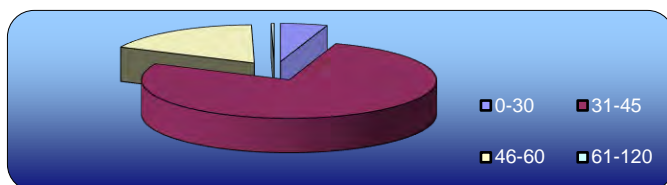
Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

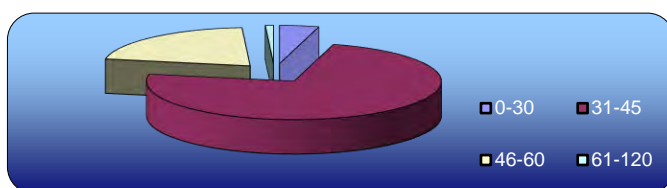
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20
0-30	48	34	45	22	35	27	34
31-45	717	581	456	689	702	752	732
46-60	166	167	103	191	182	189	186
61-120	3	7	5	7	8	2	7
TOTAL	934	789	609	909	927	970	959

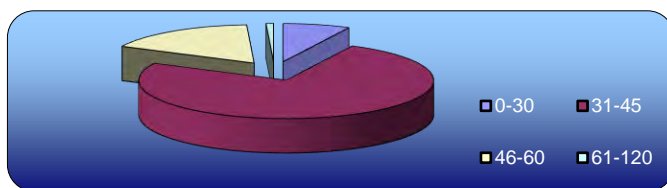
Friday
31-Jan-20



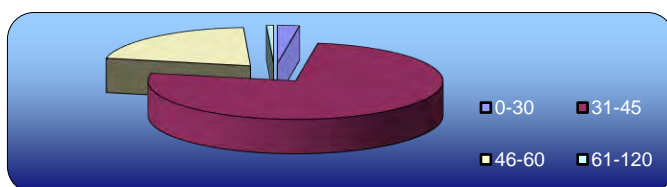
Saturday
1-Feb-20



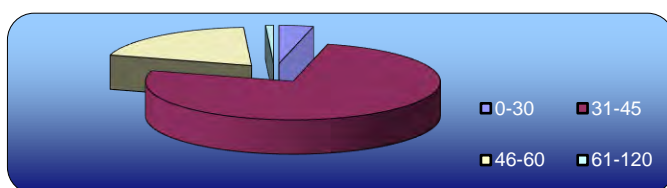
Sunday
2-Feb-20



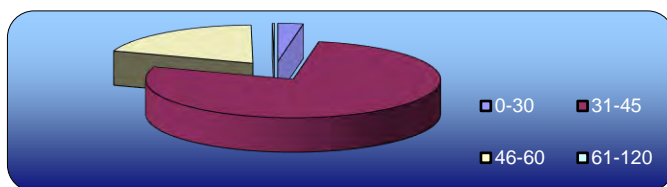
Monday
3-Feb-20



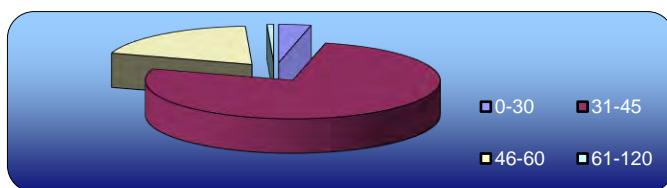
Tuesday
4-Feb-20



Wednesday
5-Feb-20



Thursday
6-Feb-20



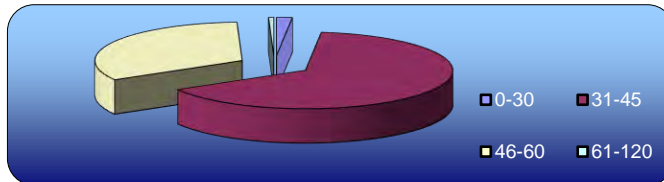
survey and presentation by **trafficsense** Ltd.

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

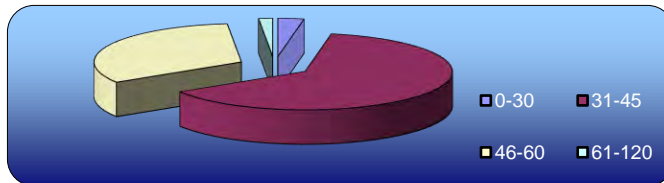
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20
0-30	18	26	20	13	14	22	16
31-45	678	576	436	623	633	613	638
46-60	343	295	173	370	354	342	357
61-120	6	14	9	15	16	16	11
TOTAL	1045	911	638	1021	1017	993	1022

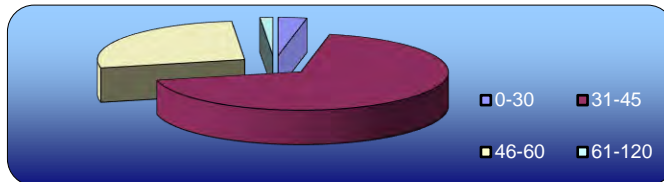
Friday
31-Jan-20



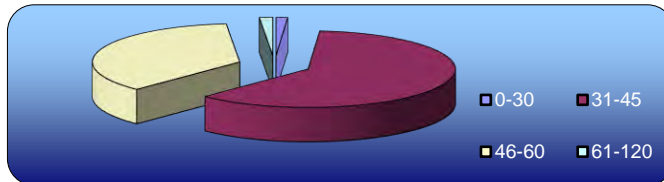
Saturday
1-Feb-20



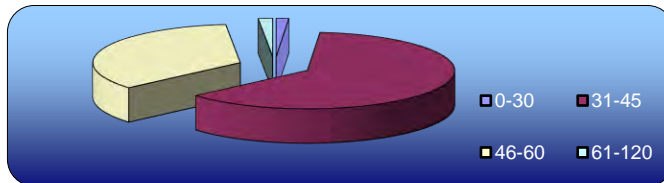
Sunday
2-Feb-20



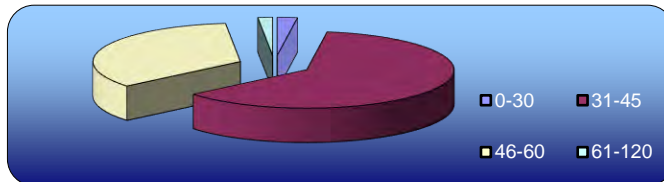
Monday
3-Feb-20



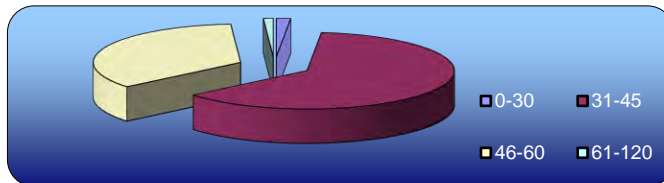
Tuesday
4-Feb-20



Wednesday
5-Feb-20



Thursday
6-Feb-20

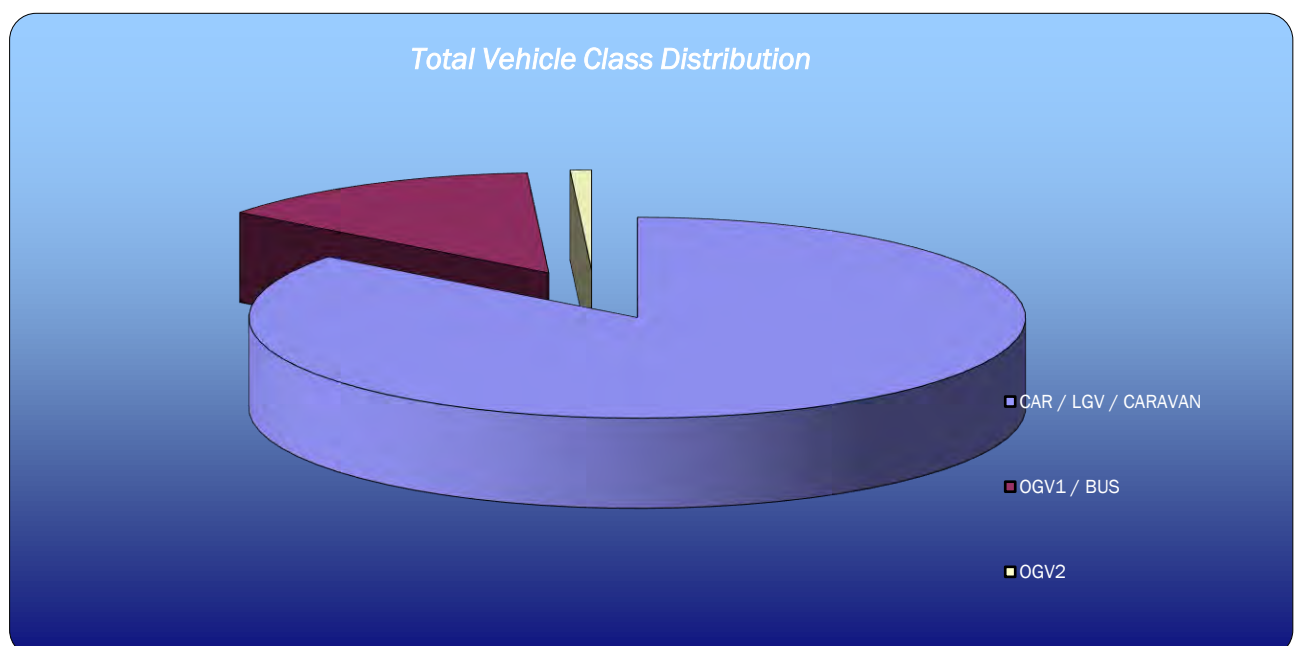


Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
31-Jan-20				
7-19	686	121	8	815
6-22	765	134	8	907
6-24	779	135	8	922
0-24	787	139	8	934
1-Feb-20				
7-19	622	54	1	677
6-22	690	61	1	752
6-24	714	63	1	778
0-24	724	64	1	789
2-Feb-20				
7-19	471	42	2	515
6-22	518	46	2	566
6-24	525	46	2	573
0-24	556	51	2	609
3-Feb-20				
7-19	642	131	8	781
6-22	742	143	8	893
6-24	746	145	9	900
0-24	753	147	9	909
4-Feb-20				
7-19	685	133	9	827
6-22	763	142	10	915
6-24	768	142	10	920
0-24	773	144	10	927
5-Feb-20				
7-19	716	112	9	837
6-22	817	124	11	952
6-24	821	127	13	961
0-24	825	131	14	970
6-Feb-20				
7-19	705	138	10	853
6-22	784	149	11	944
6-24	791	149	12	952
0-24	796	151	12	959
AVERAGE				
7-19	647	104	7	758
6-22	726	114	7	847
6-24	735	115	8	858
0-24	745	118	8	871



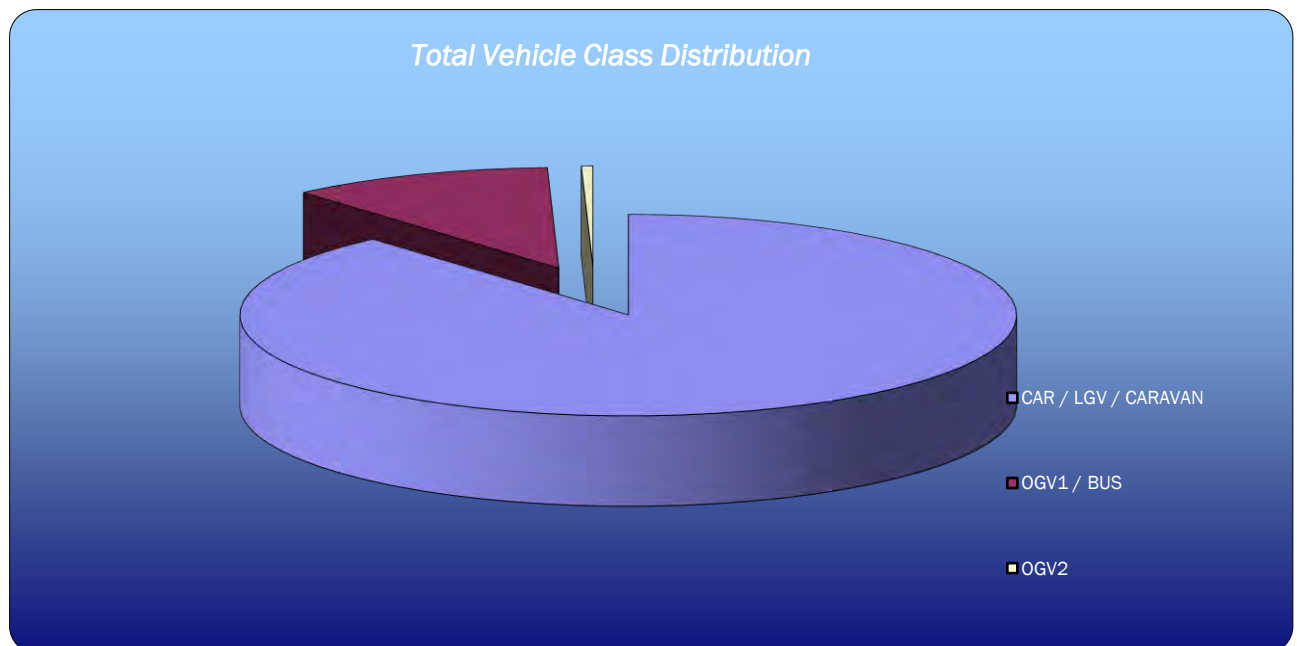
survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (NORTHERN SITE)

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
31-Jan-20				
7-19	806	105	6	917
6-22	901	107	6	1014
6-24	918	109	6	1033
0-24	923	116	6	1045
1-Feb-20				
7-19	696	65	1	762
6-22	798	71	1	870
6-24	821	74	1	896
0-24	833	77	1	911
2-Feb-20				
7-19	524	46	0	570
6-22	566	48	0	614
6-24	573	49	0	622
0-24	586	52	0	638
3-Feb-20				
7-19	802	114	5	921
6-22	879	123	6	1008
6-24	884	123	6	1013
0-24	888	126	7	1021
4-Feb-20				
7-19	792	111	4	907
6-22	876	117	4	997
6-24	883	118	4	1005
0-24	888	125	4	1017
5-Feb-20				
7-19	797	93	6	896
6-22	870	99	7	976
6-24	873	99	7	979
0-24	882	104	7	993
6-Feb-20				
7-19	807	113	6	926
6-22	879	119	6	1004
6-24	885	120	6	1011
0-24	889	126	7	1022
AVERAGE				
7-19	746	92	4	843
6-22	824	98	4	926
6-24	834	99	4	937
0-24	841	104	5	950



Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Friday 31/01/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	2	0	0	0	0	0	0	0	0	0	0	0	5
6	3	1	0	0	0	0	0	0	0	0	0	0	0	4
7	14	1	0	0	1	0	0	0	0	0	0	1	0	17
8	65	8	0	0	0	0	0	0	1	0	0	1	0	75
9	114	7	1	0	0	0	0	0	0	0	0	1	0	123
10	65	7	0	0	0	0	0	0	0	0	0	1	0	73
11	30	5	0	0	0	0	0	0	0	0	1	0	0	36
12	42	0	0	0	1	0	0	0	0	0	0	1	0	44
13	48	6	0	2	0	0	0	0	0	0	0	1	0	57
14	38	8	0	0	1	0	0	0	0	0	0	1	0	48
15	57	0	0	0	0	0	0	0	0	0	0	1	0	58
16	81	1	0	0	1	0	0	0	0	0	0	1	0	84
17	69	5	0	0	0	0	0	0	0	0	0	2	0	76
18	74	6	1	0	1	0	0	1	0	0	0	1	0	84
19	57	3	0	0	0	0	0	0	0	0	0	0	0	60
20	36	1	0	0	0	0	0	0	0	0	0	1	0	38
21	21	1	0	0	0	0	0	0	0	0	0	0	0	22
22	12	4	0	0	0	0	0	0	0	0	0	0	0	16
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7-19	740	56	2	2	4	0	0	1	1	0	1	11	0	818
6-22	823	63	2	2	5	0	0	1	1	0	1	13	0	911
6-24	838	63	2	2	5	0	0	1	1	0	1	13	0	926
0-24	846	66	2	2	5	0	0	1	1	0	1	13	0	937

Direction : SOUTHBOUND

Friday 31/01/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	3	5	1	0	0	0	0	0	0	0	0	0	0	9
7	20	4	0	0	0	0	0	0	0	0	0	1	0	25
8	77	15	1	0	1	0	0	0	1	0	0	1	0	96
9	98	22	1	0	1	0	0	0	0	0	0	0	0	122
10	53	9	0	0	1	0	0	0	0	0	1	0	0	64
11	41	11	0	0	0	0	0	0	1	0	0	1	0	54
12	40	10	0	0	1	0	0	0	0	0	0	0	0	51
13	62	2	0	0	0	0	0	0	0	0	0	1	0	65
14	44	4	1	0	1	0	0	0	0	0	0	0	0	50
15	52	5	0	0	0	0	0	0	0	0	0	2	0	59
16	66	8	0	0	0	0	0	0	0	0	0	2	0	76
17	106	15	0	1	0	0	0	0	0	0	0	1	0	123
18	88	9	0	0	1	0	0	0	0	0	0	2	0	100
19	49	4	0	0	0	0	0	0	0	0	0	2	0	55
20	35	2	0	0	0	0	0	0	0	0	0	0	0	37
21	20	2	0	0	0	0	0	0	0	0	0	0	0	22
22	12	1	0	0	0	0	0	0	0	0	0	0	0	13
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	6	2	0	0	0	0	0	0	0	0	0	0	0	8
7-19	776	114	3	1	6	0	0	0	2	0	1	12	0	915
6-22	863	123	3	1	6	0	0	0	2	0	1	13	0	1012
6-24	880	125	3	1	6	0	0	0	2	0	1	13	0	1031
0-24	883	131	5	1	6	0	0	0	2	0	1	13	0	1042

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Friday 31/01/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	2	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	5	0	0	0	0	0	0	0	5
6	0	0	3	1	0	0	0	0	0	0	0	0	4
7	0	1	6	6	4	0	0	0	0	0	0	0	17
8	0	0	4	46	24	1	0	0	0	0	0	0	75
9	1	0	34	55	33	0	0	0	0	0	0	0	123
10	0	1	16	36	19	1	0	0	0	0	0	0	73
11	1	0	10	21	4	0	0	0	0	0	0	0	36
12	0	0	14	23	7	0	0	0	0	0	0	0	44
13	0	1	18	31	6	1	0	0	0	0	0	0	57
14	0	0	19	28	1	0	0	0	0	0	0	0	48
15	0	3	7	38	8	2	0	0	0	0	0	0	58
16	0	2	16	42	20	4	0	0	0	0	0	0	84
17	0	0	14	35	24	3	0	0	0	0	0	0	76
18	0	0	21	51	11	1	0	0	0	0	0	0	84
19	0	0	14	31	14	1	0	0	0	0	0	0	60
20	0	0	11	17	8	2	0	0	0	0	0	0	38
21	0	0	6	11	4	1	0	0	0	0	0	0	22
22	0	1	3	10	1	1	0	0	0	0	0	0	16
23	0	0	3	3	2	1	0	0	0	0	0	0	9
24	0	0	4	1	1	0	0	0	0	0	0	0	6
7-19	2	7	187	437	171	14	0	0	0	0	0	0	818
6-22	2	9	213	481	188	18	0	0	0	0	0	0	911
6-24	2	9	220	485	191	19	0	0	0	0	0	0	926
0-24	2	9	223	488	196	19	0	0	0	0	0	0	937

Direction : SOUTHBOUND

Friday 31/01/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	0	5	0	4	0	0	0	0	0	0	0	9
7	0	0	4	14	7	0	0	0	0	0	0	0	25
8	0	0	26	36	30	3	1	0	0	0	0	0	96
9	0	0	24	60	36	2	0	0	0	0	0	0	122
10	0	0	20	38	6	0	0	0	0	0	0	0	64
11	0	0	16	32	6	0	0	0	0	0	0	0	54
12	1	2	13	23	10	2	0	0	0	0	0	0	51
13	0	0	4	30	25	6	0	0	0	0	0	0	65
14	0	1	10	17	20	2	0	0	0	0	0	0	50
15	0	1	13	26	16	3	0	0	0	0	0	0	59
16	0	1	14	37	20	4	0	0	0	0	0	0	76
17	0	2	25	64	30	2	0	0	0	0	0	0	123
18	0	0	36	53	11	0	0	0	0	0	0	0	100
19	0	0	13	29	13	0	0	0	0	0	0	0	55
20	0	0	11	15	8	3	0	0	0	0	0	0	37
21	0	0	9	8	5	0	0	0	0	0	0	0	22
22	0	0	9	2	1	0	1	0	0	0	0	0	13
23	0	1	3	7	0	0	0	0	0	0	0	0	11
24	0	0	4	2	2	0	0	0	0	0	0	0	8
7-19	1	7	214	445	223	24	1	0	0	0	0	0	915
6-22	1	7	247	484	244	27	2	0	0	0	0	0	1012
6-24	1	8	254	493	246	27	2	0	0	0	0	0	1031
0-24	1	8	260	493	251	27	2	0	0	0	0	0	1042

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Saturday 01/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	10	0	0	0	0	0	0	0	0	0	0	0	0	10
8	9	1	0	0	0	0	0	0	0	0	0	0	0	10
9	50	3	1	0	1	0	0	0	0	0	0	1	0	56
10	50	1	0	0	0	0	0	0	0	0	0	1	0	52
11	48	4	0	0	0	0	0	0	0	0	0	0	0	52
12	66	4	1	0	0	0	0	0	0	0	0	1	0	72
13	76	1	0	0	0	0	0	0	0	0	0	0	0	77
14	95	2	0	0	0	0	0	0	0	0	0	1	0	98
15	75	2	0	0	0	0	0	0	0	0	0	0	0	77
16	68	2	1	0	0	0	0	0	1	0	0	1	0	73
17	42	3	0	0	0	0	0	0	0	0	0	0	0	45
18	37	1	0	0	0	0	0	0	0	0	0	1	0	39
19	24	0	0	0	0	0	0	0	0	0	0	0	0	24
20	20	3	0	0	0	0	0	0	0	0	0	1	0	24
21	27	0	0	0	0	0	0	0	0	0	0	0	0	27
22	14	0	0	0	0	0	0	0	0	0	0	0	0	14
23	16	1	0	0	0	0	0	0	0	0	0	0	0	17
24	8	1	0	0	0	0	0	0	0	0	0	0	0	9
7-19	640	24	3	0	1	0	0	0	1	0	0	6	0	675
6-22	711	27	3	0	1	0	0	0	1	0	0	7	0	750
6-24	735	29	3	0	1	0	0	0	1	0	0	7	0	776
0-24	746	29	3	0	1	0	0	0	1	0	0	7	0	787

Direction : SOUTHBOUND

Saturday 01/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	2	2	0	0	0	0	0	0	0	0	0	0	0	4
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	6	1	0	0	0	0	0	0	0	0	0	0	0	7
8	28	4	0	0	0	0	0	0	0	0	0	1	0	33
9	54	9	1	0	0	0	0	0	0	0	0	0	0	64
10	55	6	1	0	0	0	0	0	0	0	0	0	0	62
11	47	8	0	1	1	0	0	0	0	0	0	1	0	58
12	69	4	0	0	0	0	0	0	0	0	0	0	0	73
13	83	8	0	0	1	0	0	0	0	0	0	1	0	93
14	77	13	0	0	1	0	0	0	0	0	0	0	0	91
15	58	13	0	0	0	0	0	0	0	0	0	1	0	72
16	65	4	0	0	0	0	0	0	0	0	0	0	0	69
17	57	8	0	0	0	0	0	0	0	0	0	1	0	66
18	49	2	0	0	0	0	0	0	0	0	0	0	0	51
19	28	0	0	0	0	0	0	0	0	0	0	1	0	29
20	45	4	0	0	0	0	0	0	0	0	0	0	0	49
21	32	4	0	0	0	0	0	0	0	0	0	0	0	36
22	14	2	0	0	0	0	0	0	0	0	0	0	0	16
23	13	1	0	0	0	0	0	0	0	0	0	0	0	14
24	10	2	0	0	0	0	0	0	0	0	0	0	0	12
7-19	670	79	2	1	3	0	0	0	0	0	0	6	0	761
6-22	767	90	2	1	3	0	0	0	0	0	0	6	0	869
6-24	790	93	2	1	3	0	0	0	0	0	0	6	0	895
0-24	802	96	2	1	3	0	0	0	0	0	0	6	0	910

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Saturday 01/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	2	2	0	0	0	0	0	0	0	4
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	1	0	0	0	0	1
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	1	2	0	0	0	0	0	0	0	0	3
7	0	0	3	4	1	2	0	0	0	0	0	0	10
8	1	0	1	5	3	0	0	0	0	0	0	0	10
9	0	1	10	29	13	3	0	0	0	0	0	0	56
10	0	7	5	23	14	3	0	0	0	0	0	0	52
11	0	0	8	25	18	1	0	0	0	0	0	0	52
12	0	2	12	32	21	4	1	0	0	0	0	0	72
13	0	4	13	44	15	1	0	0	0	0	0	0	77
14	0	1	16	56	23	2	0	0	0	0	0	0	98
15	0	1	17	46	12	1	0	0	0	0	0	0	77
16	1	0	16	38	15	3	0	0	0	0	0	0	73
17	0	0	11	17	15	2	0	0	0	0	0	0	45
18	0	3	6	23	5	2	0	0	0	0	0	0	39
19	0	0	10	9	4	1	0	0	0	0	0	0	24
20	0	0	10	9	5	0	0	0	0	0	0	0	24
21	0	0	7	12	8	0	0	0	0	0	0	0	27
22	0	1	6	4	1	2	0	0	0	0	0	0	14
23	0	0	5	11	1	0	0	0	0	0	0	0	17
24	0	0	4	4	1	0	0	0	0	0	0	0	9
7-19	2	19	125	347	158	23	1	0	0	0	0	0	675
6-22	2	20	151	376	173	27	1	0	0	0	0	0	750
6-24	2	20	160	391	175	27	1	0	0	0	0	0	776
0-24	2	20	162	397	177	27	1	1	0	0	0	0	787

Direction : SOUTHBOUND

Saturday 01/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	4	1	0	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	2	1	0	0	0	0	0	0	0	0	3
4	0	0	1	2	1	0	0	0	0	0	0	0	4
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	1	0	1	0	0	0	0	0	0	0	2
7	0	0	1	5	0	1	0	0	0	0	0	0	7
8	0	0	4	15	11	3	0	0	0	0	0	0	33
9	0	0	11	35	14	4	0	0	0	0	0	0	64
10	0	0	11	33	17	1	0	0	0	0	0	0	62
11	0	2	14	23	16	3	0	0	0	0	0	0	58
12	0	0	10	44	16	3	0	0	0	0	0	0	73
13	0	0	30	43	17	2	1	0	0	0	0	0	93
14	0	0	22	46	21	2	0	0	0	0	0	0	91
15	0	0	22	29	17	4	0	0	0	0	0	0	72
16	0	0	15	35	17	2	0	0	0	0	0	0	69
17	0	4	12	37	12	1	0	0	0	0	0	0	66
18	0	0	18	22	9	2	0	0	0	0	0	0	51
19	0	1	12	14	2	0	0	0	0	0	0	0	29
20	0	0	18	20	10	1	0	0	0	0	0	0	49
21	0	0	14	17	4	1	0	0	0	0	0	0	36
22	0	0	5	8	2	1	0	0	0	0	0	0	16
23	0	0	6	5	3	0	0	0	0	0	0	0	14
24	0	0	2	5	4	1	0	0	0	0	0	0	12
7-19	0	7	181	376	169	27	1	0	0	0	0	0	761
6-22	0	7	219	426	185	31	1	0	0	0	0	0	869
6-24	0	7	227	436	192	32	1	0	0	0	0	0	895
0-24	0	7	231	444	195	32	1	0	0	0	0	0	910

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Sunday 02/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	16	3	0	0	0	0	0	0	0	0	0	0	0	19
2	7	2	0	0	0	0	0	0	0	0	0	0	0	9
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	7	0	0	0	0	0	0	0	0	0	0	0	0	7
9	9	3	0	0	0	0	0	0	2	0	0	0	0	14
10	21	1	0	0	0	0	0	0	0	0	0	0	0	22
11	47	3	0	0	0	0	0	0	0	0	0	0	0	50
12	49	1	0	0	0	0	0	0	0	0	0	0	0	50
13	66	3	0	0	0	0	0	0	0	0	0	0	0	69
14	55	3	0	0	0	0	0	0	0	0	0	0	0	58
15	74	4	0	0	0	0	0	0	1	0	0	0	0	79
16	47	2	0	0	0	0	0	0	0	0	0	0	0	49
17	45	2	0	0	0	0	0	0	0	0	0	1	0	48
18	36	0	1	0	0	0	0	0	0	0	0	1	0	38
19	23	2	0	0	0	0	0	0	0	0	0	0	0	25
20	17	2	0	0	0	0	0	0	0	0	0	0	0	19
21	16	0	0	0	0	0	0	0	0	0	0	0	0	16
22	14	1	0	0	0	0	0	0	0	0	0	0	0	15
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	479	24	1	0	0	0	0	0	3	0	0	2	0	509
6-22	528	27	1	0	0	0	0	0	3	0	0	2	0	561
6-24	535	27	1	0	0	0	0	0	3	0	0	2	0	568
0-24	566	32	1	0	0	0	0	0	3	0	0	2	0	604

Direction : SOUTHBOUND

Sunday 02/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	3	0	0	0	0	0	0	0	0	0	0	0	9
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	4	0	0	0	0	0	0	0	0	0	0	0	0	4
9	21	8	0	0	0	0	0	0	0	0	0	1	0	30
10	24	2	0	0	0	0	0	0	0	0	0	1	0	27
11	39	5	0	0	0	0	0	0	0	0	0	1	0	45
12	66	8	1	0	0	0	0	0	0	0	0	0	0	75
13	73	6	1	1	0	0	0	0	0	0	0	0	0	81
14	62	5	0	1	0	0	0	0	0	0	0	0	0	68
15	61	5	0	0	0	0	0	0	0	0	0	0	0	66
16	52	8	0	0	0	0	0	0	0	0	0	0	0	60
17	47	3	1	0	0	0	0	0	0	0	0	0	0	51
18	31	5	0	0	0	0	0	0	0	0	0	0	0	36
19	18	4	0	0	0	0	0	0	0	0	0	0	0	22
20	21	2	0	0	0	0	0	0	0	0	0	0	0	23
21	8	0	0	0	0	0	0	0	0	0	0	0	0	8
22	6	3	0	0	0	0	0	0	0	0	0	0	0	9
23	4	1	0	0	0	0	0	0	0	0	0	0	0	5
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	498	59	3	2	0	0	0	0	0	0	0	3	0	565
6-22	537	64	3	2	0	0	0	0	0	0	0	3	0	609
6-24	544	65	3	2	0	0	0	0	0	0	0	3	0	617
0-24	557	68	3	2	0	0	0	0	0	0	0	3	0	633

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Sunday 02/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	7	9	3	0	0	0	0	0	0	0	19
2	0	0	3	6	0	0	0	0	0	0	0	0	9
3	0	0	0	2	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	2	0	1	0	0	0	0	0	0	0	3
6	0	0	1	2	0	0	0	0	0	0	0	0	3
7	0	0	1	0	0	1	0	0	0	0	0	0	2
8	0	0	2	2	3	0	0	0	0	0	0	0	7
9	0	0	4	5	2	2	1	0	0	0	0	0	14
10	0	1	1	8	10	2	0	0	0	0	0	0	22
11	0	0	12	25	11	2	0	0	0	0	0	0	50
12	0	2	10	30	7	1	0	0	0	0	0	0	50
13	0	3	18	36	10	2	0	0	0	0	0	0	69
14	0	1	17	31	8	1	0	0	0	0	0	0	58
15	0	1	27	37	12	2	0	0	0	0	0	0	79
16	0	1	7	27	12	2	0	0	0	0	0	0	49
17	0	1	16	20	8	3	0	0	0	0	0	0	48
18	0	1	14	18	4	0	1	0	0	0	0	0	38
19	0	0	7	14	2	1	1	0	0	0	0	0	25
20	0	1	7	8	3	0	0	0	0	0	0	0	19
21	0	0	3	10	3	0	0	0	0	0	0	0	16
22	0	0	6	5	4	0	0	0	0	0	0	0	15
23	0	0	1	2	2	0	0	0	0	0	0	0	5
24	0	0	1	1	0	0	0	0	0	0	0	0	2
7-19	0	11	135	253	89	18	3	0	0	0	0	0	509
6-22	0	12	152	276	99	19	3	0	0	0	0	0	561
6-24	0	12	154	279	101	19	3	0	0	0	0	0	568
0-24	0	12	167	298	105	19	3	0	0	0	0	0	604

Direction : SOUTHBOUND

Sunday 02/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	6	2	0	0	0	0	0	0	0	9
2	0	0	0	3	0	1	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	1	1	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	3	1	0	0	0	0	0	0	0	4
8	0	0	2	0	1	1	0	0	0	0	0	0	4
9	0	2	12	9	4	3	0	0	0	0	0	0	30
10	0	1	12	10	3	1	0	0	0	0	0	0	27
11	0	4	12	18	11	0	0	0	0	0	0	0	45
12	0	1	10	44	18	1	1	0	0	0	0	0	75
13	0	0	25	44	12	0	0	0	0	0	0	0	81
14	0	1	28	29	9	1	0	0	0	0	0	0	68
15	0	1	16	36	9	2	2	0	0	0	0	0	66
16	0	0	14	33	12	1	0	0	0	0	0	0	60
17	0	0	19	23	7	2	0	0	0	0	0	0	51
18	0	0	14	11	6	4	1	0	0	0	0	0	36
19	0	0	8	9	4	1	0	0	0	0	0	0	22
20	0	0	4	11	5	3	0	0	0	0	0	0	23
21	0	0	5	0	3	0	0	0	0	0	0	0	8
22	0	1	2	6	0	0	0	0	0	0	0	0	9
23	0	0	1	2	2	0	0	0	0	0	0	0	5
24	0	0	1	1	1	0	0	0	0	0	0	0	3
7-19	0	10	172	266	96	17	4	0	0	0	0	0	565
6-22	0	11	183	286	105	20	4	0	0	0	0	0	609
6-24	0	11	185	289	108	20	4	0	0	0	0	0	617
0-24	0	11	188	299	110	21	4	0	0	0	0	0	633

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Monday 03/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	12	2	1	0	1	0	0	0	0	0	0	1	0	17
8	76	4	0	0	0	0	0	0	0	0	0	2	0	82
9	113	7	0	0	1	0	0	0	1	0	0	1	0	123
10	56	3	0	0	1	0	0	0	0	0	0	1	0	61
11	36	8	1	1	0	0	0	0	0	0	0	1	0	47
12	36	7	0	0	0	0	0	0	0	0	0	1	0	44
13	35	8	0	0	1	0	0	0	0	0	0	0	0	44
14	37	5	0	0	2	0	0	0	0	0	0	1	0	45
15	49	3	0	0	1	0	0	0	0	0	0	1	0	54
16	52	5	0	0	1	0	0	0	1	0	0	1	0	60
17	77	6	0	0	1	0	0	0	0	0	0	1	0	85
18	69	3	1	0	1	0	0	0	0	0	0	1	0	75
19	55	2	0	0	0	0	0	0	0	0	0	0	0	57
20	35	2	0	0	0	0	0	0	0	0	0	2	0	39
21	34	2	0	0	0	0	0	0	0	0	0	0	0	36
22	19	0	0	0	0	0	0	0	0	0	0	0	0	19
23	5	1	0	0	0	0	0	0	0	0	0	0	0	6
24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7-19	691	61	2	1	9	0	0	0	2	0	0	11	0	777
6-22	791	67	3	1	10	0	0	0	2	0	0	14	0	888
6-24	796	69	3	1	10	0	0	0	2	0	0	14	0	895
0-24	805	69	3	1	10	0	0	0	2	0	0	14	0	904

Direction : SOUTHBOUND

Monday 03/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	1	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	3	0	0	0	0	0	0	0	0	0	0	0	5
7	13	4	0	0	1	0	0	0	0	0	0	1	0	19
8	87	15	1	0	1	0	0	0	0	0	0	2	0	106
9	115	18	0	0	0	0	0	0	0	0	0	3	0	136
10	43	11	0	0	0	0	0	0	0	0	0	0	0	54
11	45	7	0	0	1	0	0	1	0	0	0	2	0	56
12	40	14	0	0	0	0	0	1	0	0	0	0	0	55
13	48	4	0	0	0	0	0	0	0	0	0	1	0	53
14	33	8	1	0	0	0	0	1	0	0	0	0	0	43
15	43	6	0	0	2	0	0	0	0	0	1	2	0	54
16	58	16	0	0	0	0	0	0	0	0	0	1	0	75
17	93	12	1	0	2	0	0	0	0	0	0	1	0	109
18	114	15	0	0	0	0	0	0	0	0	0	3	0	132
19	45	6	0	0	0	0	0	0	0	0	0	2	0	53
20	26	6	1	0	0	0	0	0	1	0	0	0	0	34
21	14	1	0	0	0	0	0	0	0	0	0	0	0	15
22	17	1	0	0	0	0	0	0	0	0	0	0	0	18
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7-19	764	132	3	0	6	0	0	3	0	0	1	17	0	926
6-22	834	144	4	0	7	0	0	3	1	0	1	18	0	1012
6-24	838	145	4	0	7	0	0	3	1	0	1	18	0	1017
0-24	842	148	4	0	7	0	0	3	2	0	1	18	0	1025

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Monday 03/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	1	0	0	0	0	0	1
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	2	0	0	0	0	0	0	0	2
6	0	0	1	3	0	0	0	0	0	0	0	0	4
7	0	0	3	10	4	0	0	0	0	0	0	0	17
8	0	1	5	48	26	2	0	0	0	0	0	0	82
9	0	3	14	73	31	2	0	0	0	0	0	0	123
10	0	1	9	27	20	4	0	0	0	0	0	0	61
11	0	1	8	22	16	0	0	0	0	0	0	0	47
12	0	1	8	21	14	0	0	0	0	0	0	0	44
13	0	0	6	27	10	1	0	0	0	0	0	0	44
14	0	1	10	21	10	3	0	0	0	0	0	0	45
15	0	0	11	29	13	1	0	0	0	0	0	0	54
16	1	1	17	34	5	2	0	0	0	0	0	0	60
17	0	1	12	47	23	2	0	0	0	0	0	0	85
18	0	0	28	32	12	3	0	0	0	0	0	0	75
19	0	1	3	35	16	2	0	0	0	0	0	0	57
20	0	0	14	14	10	1	0	0	0	0	0	0	39
21	0	0	6	19	8	3	0	0	0	0	0	0	36
22	1	0	4	5	9	0	0	0	0	0	0	0	19
23	0	0	3	3	0	0	0	0	0	0	0	0	6
24	0	0	0	1	0	0	0	0	0	0	0	0	1
7-19	1	11	131	416	196	22	0	0	0	0	0	0	777
6-22	2	11	158	464	227	26	0	0	0	0	0	0	888
6-24	2	11	161	468	227	26	0	0	0	0	0	0	895
0-24	2	11	162	472	230	26	1	0	0	0	0	0	904

Direction : SOUTHBOUND

Monday 03/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	1	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	2	2	1	0	0	0	0	0	0	0	5
7	0	0	5	5	7	2	0	0	0	0	0	0	19
8	0	0	13	61	28	4	0	0	0	0	0	0	106
9	0	0	25	69	38	4	0	0	0	0	0	0	136
10	0	2	15	28	8	1	0	0	0	0	0	0	54
11	0	2	19	27	8	0	0	0	0	0	0	0	56
12	0	0	6	42	6	1	0	0	0	0	0	0	55
13	0	0	14	19	17	3	0	0	0	0	0	0	53
14	0	0	8	25	9	1	0	0	0	0	0	0	43
15	0	0	16	23	13	2	0	0	0	0	0	0	54
16	0	1	13	35	20	5	1	0	0	0	0	0	75
17	0	2	12	48	38	9	0	0	0	0	0	0	109
18	0	0	27	66	35	3	1	0	0	0	0	0	132
19	0	0	6	30	16	1	0	0	0	0	0	0	53
20	0	3	12	11	6	2	0	0	0	0	0	0	34
21	0	0	2	7	6	0	0	0	0	0	0	0	15
22	0	1	9	6	2	0	0	0	0	0	0	0	18
23	0	0	2	1	0	0	0	0	0	0	0	0	3
24	0	0	0	1	0	1	0	0	0	0	0	0	2
7-19	0	7	174	473	236	34	2	0	0	0	0	0	926
6-22	0	11	202	502	257	38	2	0	0	0	0	0	1012
6-24	0	11	204	504	257	39	2	0	0	0	0	0	1017
0-24	0	11	207	507	259	39	2	0	0	0	0	0	1025

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Tuesday 04/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7	14	1	0	0	1	0	0	0	0	0	0	1	0	17
8	71	6	0	0	0	0	0	0	1	0	0	1	0	79
9	111	5	1	0	0	0	0	0	0	0	0	1	0	118
10	65	5	0	0	0	0	0	0	0	0	0	1	0	71
11	33	5	0	0	0	0	0	0	0	0	1	0	0	39
12	34	0	0	0	1	0	0	0	0	0	0	1	0	36
13	49	6	0	2	0	0	0	0	0	0	0	1	0	58
14	46	9	0	0	1	0	0	0	0	0	0	1	0	57
15	58	7	0	0	1	0	0	0	1	0	0	0	0	67
16	51	7	1	0	0	0	0	0	0	0	0	1	0	60
17	81	9	1	0	1	0	0	0	2	0	0	1	0	95
18	88	7	0	0	0	0	0	0	0	0	0	1	0	96
19	53	3	0	0	0	0	0	0	0	0	0	0	0	56
20	38	1	0	0	0	0	0	0	0	0	0	2	0	41
21	15	0	0	0	0	0	0	0	1	0	0	0	0	16
22	16	0	0	0	0	0	0	0	0	0	0	0	0	16
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	740	69	3	2	4	0	0	0	4	0	1	9	0	832
6-22	823	71	3	2	5	0	0	0	5	0	1	12	0	922
6-24	828	71	3	2	5	0	0	0	5	0	1	12	0	927
0-24	834	72	3	2	5	0	0	0	5	0	1	12	0	934

Direction : SOUTHBOUND

Tuesday 04/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	4	5	1	0	0	0	0	0	0	0	0	0	0	10
7	17	3	0	0	0	0	0	0	0	0	0	0	0	20
8	71	12	1	0	1	0	0	0	1	0	0	1	0	87
9	91	20	1	0	1	0	0	0	0	0	0	0	0	113
10	50	7	0	0	0	0	0	0	0	0	1	0	0	58
11	36	8	0	0	0	0	0	0	1	0	0	1	0	46
12	48	7	0	0	1	0	0	0	0	0	0	0	0	56
13	56	2	0	0	0	0	0	0	0	0	0	1	0	59
14	39	6	1	0	1	0	0	0	0	0	0	0	0	47
15	62	5	0	0	2	0	0	0	0	0	0	3	0	72
16	61	12	1	0	1	0	0	0	0	0	0	0	0	75
17	92	13	1	0	1	0	0	0	0	0	0	1	0	108
18	104	8	0	0	0	0	0	0	0	0	0	2	0	114
19	72	9	0	0	0	0	0	0	0	0	0	2	0	83
20	29	5	1	0	0	0	0	0	0	0	0	0	0	35
21	12	3	0	0	0	0	0	0	1	0	0	0	0	16
22	16	2	0	0	0	0	0	0	0	0	0	0	0	18
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	782	109	5	0	8	0	0	0	2	0	1	11	0	918
6-22	856	122	6	0	8	0	0	0	3	0	1	11	0	1007
6-24	863	122	6	0	8	0	0	0	3	0	1	11	0	1014
0-24	867	128	8	0	8	0	0	0	3	0	1	11	0	1026

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Tuesday 04/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	2	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	2	0	0	0	0	0	0	0	2
6	0	0	2	1	0	0	0	0	0	0	0	0	3
7	0	1	6	4	6	0	0	0	0	0	0	0	17
8	0	0	6	49	23	1	0	0	0	0	0	0	79
9	1	0	30	55	31	1	0	0	0	0	0	0	118
10	0	1	16	33	20	1	0	0	0	0	0	0	71
11	1	0	11	21	5	1	0	0	0	0	0	0	39
12	0	0	12	19	5	0	0	0	0	0	0	0	36
13	0	1	16	31	9	1	0	0	0	0	0	0	58
14	0	0	24	31	2	0	0	0	0	0	0	0	57
15	0	0	24	34	6	3	0	0	0	0	0	0	67
16	0	2	18	29	10	1	0	0	0	0	0	0	60
17	1	3	28	42	16	5	0	0	0	0	0	0	95
18	1	2	23	50	19	1	0	0	0	0	0	0	96
19	0	1	12	31	8	2	2	0	0	0	0	0	56
20	0	0	13	19	8	1	0	0	0	0	0	0	41
21	0	1	2	9	4	0	0	0	0	0	0	0	16
22	0	0	6	7	3	0	0	0	0	0	0	0	16
23	0	0	0	3	1	0	0	0	0	0	0	0	4
24	0	0	0	1	0	0	0	0	0	0	0	0	1
7-19	4	10	220	425	154	17	2	0	0	0	0	0	832
6-22	4	12	247	464	175	18	2	0	0	0	0	0	922
6-24	4	12	247	468	176	18	2	0	0	0	0	0	927
0-24	4	12	249	471	178	18	2	0	0	0	0	0	934

Direction : SOUTHBOUND

Tuesday 04/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	0	6	0	4	0	0	0	0	0	0	0	10
7	0	0	4	7	9	0	0	0	0	0	0	0	20
8	0	0	20	38	25	3	1	0	0	0	0	0	87
9	0	0	23	60	27	3	0	0	0	0	0	0	113
10	0	0	14	35	9	0	0	0	0	0	0	0	58
11	0	0	17	23	6	0	0	0	0	0	0	0	46
12	1	3	11	25	13	3	0	0	0	0	0	0	56
13	0	0	8	24	22	5	0	0	0	0	0	0	59
14	0	1	12	16	15	3	0	0	0	0	0	0	47
15	0	0	25	35	10	2	0	0	0	0	0	0	72
16	0	1	12	41	17	4	0	0	0	0	0	0	75
17	0	4	14	44	38	6	2	0	0	0	0	0	108
18	0	3	17	62	29	3	0	0	0	0	0	0	114
19	0	0	17	44	16	6	0	0	0	0	0	0	83
20	0	0	8	15	9	2	1	0	0	0	0	0	35
21	0	1	3	6	5	1	0	0	0	0	0	0	16
22	0	0	9	7	2	0	0	0	0	0	0	0	18
23	0	0	1	1	2	0	0	0	0	0	0	0	4
24	0	0	2	0	1	0	0	0	0	0	0	0	3
7-19	1	12	190	447	227	38	3	0	0	0	0	0	918
6-22	1	13	214	482	252	41	4	0	0	0	0	0	1007
6-24	1	13	217	483	255	41	4	0	0	0	0	0	1014
0-24	1	13	224	483	260	41	4	0	0	0	0	0	1026

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Wednesday 05/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	3	1	0	0	1	0	0	0	0	0	0	0	0	5
7	14	2	0	0	0	0	0	0	1	0	0	1	0	18
8	71	5	0	0	0	0	0	0	1	0	0	0	0	77
9	121	5	0	0	1	0	0	0	0	0	0	1	0	128
10	56	8	1	1	1	0	0	0	0	0	1	1	0	69
11	42	11	0	0	0	0	0	0	0	0	0	0	0	53
12	57	4	0	0	0	0	0	0	0	0	0	2	0	63
13	42	2	0	0	0	0	0	0	0	0	0	1	0	45
14	44	2	0	0	1	0	0	0	1	0	0	1	0	49
15	54	3	0	0	1	0	0	0	0	0	0	1	0	59
16	53	5	0	0	1	0	0	0	1	1	0	1	0	62
17	82	9	0	0	1	0	0	0	0	0	0	1	0	93
18	73	3	1	0	1	0	0	0	0	0	0	1	0	79
19	57	1	0	0	0	0	2	0	0	0	0	0	0	60
20	29	3	0	0	0	0	0	0	0	0	0	1	0	33
21	39	2	0	0	0	0	0	0	0	0	0	0	0	41
22	22	0	0	0	0	0	0	0	0	0	0	0	0	22
23	6	1	0	0	0	0	0	0	0	0	0	0	0	7
24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7-19	752	58	2	1	7	0	2	0	3	1	1	10	0	837
6-22	856	65	2	1	7	0	2	0	4	1	1	12	0	951
6-24	862	67	2	1	7	0	2	0	4	1	1	12	0	959
0-24	867	69	2	1	9	0	2	0	4	1	1	12	0	968

Direction : SOUTHBOUND

Wednesday 05/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	1	0	0	0	0	0	0	1	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	4	3	0	0	0	0	0	0	0	0	0	0	0	7
7	15	3	0	0	0	0	0	0	0	0	0	0	0	18
8	54	11	2	0	1	0	0	0	0	0	0	1	0	69
9	90	19	0	0	0	0	0	0	0	0	0	2	0	111
10	39	13	0	0	1	0	0	0	0	0	1	0	0	54
11	48	5	0	0	0	0	0	0	0	0	0	2	0	55
12	50	12	0	0	1	0	0	0	1	0	0	1	0	65
13	54	6	1	0	0	0	0	0	1	0	0	2	0	64
14	38	8	1	0	0	0	0	0	0	0	0	0	0	47
15	51	7	0	0	2	0	0	0	0	0	1	1	0	62
16	55	12	0	0	0	2	0	0	0	0	0	1	0	70
17	90	12	1	0	2	0	0	0	0	0	0	1	0	106
18	106	15	0	0	0	0	0	0	0	0	0	3	0	124
19	46	7	0	0	0	0	1	0	0	0	0	3	0	57
20	20	5	1	0	0	0	0	0	1	0	0	0	0	27
21	12	1	0	0	0	0	1	0	0	0	0	0	0	14
22	20	1	0	0	0	0	0	0	0	0	0	0	0	21
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7-19	721	127	5	0	7	2	1	0	2	0	2	17	0	884
6-22	788	137	6	0	7	2	2	0	3	0	2	17	0	964
6-24	792	138	6	0	7	2	2	0	3	0	2	17	0	969
0-24	798	143	6	0	7	2	2	0	4	0	2	17	0	981

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Wednesday 05/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	1	0	0	0	0	0	0	0	2
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	4	1	0	0	0	0	0	0	0	0	5
7	0	0	5	6	7	0	0	0	0	0	0	0	18
8	0	1	16	36	24	0	0	0	0	0	0	0	77
9	0	3	20	52	51	2	0	0	0	0	0	0	128
10	0	1	15	37	15	0	1	0	0	0	0	0	69
11	0	0	13	27	12	1	0	0	0	0	0	0	53
12	0	0	17	35	8	3	0	0	0	0	0	0	63
13	0	2	8	22	12	1	0	0	0	0	0	0	45
14	0	1	9	24	15	0	0	0	0	0	0	0	49
15	0	0	11	32	15	1	0	0	0	0	0	0	59
16	1	1	22	33	4	1	0	0	0	0	0	0	62
17	0	1	15	49	27	1	0	0	0	0	0	0	93
18	0	0	31	34	11	3	0	0	0	0	0	0	79
19	0	1	4	37	16	2	0	0	0	0	0	0	60
20	0	0	14	10	8	1	0	0	0	0	0	0	33
21	0	0	8	19	12	2	0	0	0	0	0	0	41
22	1	0	5	5	11	0	0	0	0	0	0	0	22
23	0	0	4	3	0	0	0	0	0	0	0	0	7
24	0	0	0	1	0	0	0	0	0	0	0	0	1
7-19	1	11	181	418	210	15	1	0	0	0	0	0	837
6-22	2	11	213	458	248	18	1	0	0	0	0	0	951
6-24	2	11	217	462	248	18	1	0	0	0	0	0	959
0-24	2	11	221	466	249	18	1	0	0	0	0	0	968

Direction : SOUTHBOUND

Wednesday 05/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	1	1	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	1	0	0	0	0	0	0	0	0	2
6	0	0	4	2	1	0	0	0	0	0	0	0	7
7	0	0	1	7	7	3	0	0	0	0	0	0	18
8	0	0	18	26	20	5	0	0	0	0	0	0	69
9	0	3	18	54	33	3	0	0	0	0	0	0	111
10	0	1	24	18	6	4	1	0	0	0	0	0	54
11	0	0	17	27	11	0	0	0	0	0	0	0	55
12	0	1	24	30	7	3	0	0	0	0	0	0	65
13	0	1	22	25	11	5	0	0	0	0	0	0	64
14	0	1	17	19	8	0	2	0	0	0	0	0	47
15	0	0	20	26	13	3	0	0	0	0	0	0	62
16	0	1	9	35	22	3	0	0	0	0	0	0	70
17	0	1	10	56	34	5	0	0	0	0	0	0	106
18	0	0	25	63	32	3	1	0	0	0	0	0	124
19	0	0	5	29	21	2	0	0	0	0	0	0	57
20	0	3	8	8	6	2	0	0	0	0	0	0	27
21	0	0	2	9	3	0	0	0	0	0	0	0	14
22	0	1	9	8	3	0	0	0	0	0	0	0	21
23	0	0	2	1	0	0	0	0	0	0	0	0	3
24	0	0	0	1	0	1	0	0	0	0	0	0	2
7-19	0	9	209	408	218	36	4	0	0	0	0	0	884
6-22	0	13	229	440	237	41	4	0	0	0	0	0	964
6-24	0	13	231	442	237	42	4	0	0	0	0	0	969
0-24	0	13	237	446	239	42	4	0	0	0	0	0	981

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Thursday 06/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	1	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7	16	1	0	0	1	0	0	0	0	0	0	1	0	19
8	80	5	0	0	0	0	0	0	1	0	0	1	0	87
9	104	6	1	0	0	0	0	0	0	0	0	1	0	112
10	65	5	0	0	0	0	0	0	0	0	0	1	0	71
11	35	4	0	0	0	0	0	0	0	0	1	0	0	40
12	39	0	0	0	1	0	0	0	0	0	0	1	0	41
13	49	9	0	2	0	0	0	0	0	0	0	1	0	61
14	51	9	0	0	1	0	0	0	0	0	0	1	0	62
15	66	11	0	0	1	0	0	0	1	0	0	0	0	79
16	55	7	0	0	0	0	0	0	0	0	0	1	0	63
17	80	12	1	0	1	0	0	0	3	0	0	1	0	98
18	76	10	0	0	0	0	0	0	0	0	0	1	0	87
19	51	3	0	0	0	0	0	0	0	0	0	0	0	54
20	40	1	0	0	0	0	0	0	0	0	0	2	0	43
21	19	0	0	0	0	0	0	0	1	0	0	0	0	20
22	13	0	0	0	0	0	0	0	0	0	0	0	0	13
23	6	0	0	0	0	0	0	0	0	0	0	0	0	6
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	751	81	2	2	4	0	0	0	5	0	1	9	0	855
6-22	839	83	2	2	5	0	0	0	6	0	1	12	0	950
6-24	846	83	2	2	5	0	0	0	6	0	1	12	0	957
0-24	850	84	2	2	5	0	1	0	6	0	1	12	0	963

Direction : SOUTHBOUND

Thursday 06/02/2020	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	1	0	0	0	0	0	0	0	0	1	0	2
2	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	4	5	1	0	0	0	0	0	0	0	0	0	0	10
7	15	2	0	0	0	0	0	0	0	0	0	0	0	17
8	73	11	1	0	1	0	0	1	1	0	0	1	0	89
9	104	17	1	0	1	0	0	0	0	0	0	0	0	123
10	48	8	0	0	0	0	0	0	0	0	1	0	0	57
11	43	5	0	0	0	0	0	0	1	0	0	1	0	50
12	46	3	0	0	1	0	0	0	0	0	0	0	0	50
13	53	1	0	0	0	0	0	0	0	0	0	1	0	55
14	48	6	1	0	1	0	0	1	0	0	0	0	0	57
15	60	5	0	0	2	0	0	0	0	0	0	3	0	70
16	69	11	1	0	1	0	0	0	0	0	0	0	0	82
17	79	9	1	0	1	0	0	0	0	0	0	1	0	91
18	112	10	0	0	0	0	0	0	0	0	0	2	0	124
19	69	6	0	0	0	0	0	0	1	0	0	2	0	78
20	23	3	1	0	0	0	0	0	0	0	0	0	0	27
21	10	4	0	0	0	0	0	0	1	0	0	0	0	15
22	16	2	0	0	0	0	0	0	0	0	0	0	0	18
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	804	92	5	0	8	0	0	2	3	0	1	11	0	926
6-22	868	103	6	0	8	0	0	2	4	0	1	11	0	1003
6-24	875	103	6	0	8	0	0	2	4	0	1	11	0	1010
0-24	879	109	8	0	8	0	0	2	4	1	1	12	0	1024

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

Thursday 06/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	3	0	0	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	0	1	1	0	0	0	0	0	0	0	0	2
7	0	1	8	3	7	0	0	0	0	0	0	0	19
8	0	0	8	57	21	1	0	0	0	0	0	0	87
9	0	0	25	55	31	1	0	0	0	0	0	0	112
10	0	1	18	31	20	1	0	0	0	0	0	0	71
11	1	0	11	23	4	1	0	0	0	0	0	0	40
12	0	0	16	19	6	0	0	0	0	0	0	0	41
13	0	1	17	35	7	1	0	0	0	0	0	0	61
14	0	0	24	35	3	0	0	0	0	0	0	0	62
15	0	0	31	36	9	3	0	0	0	0	0	0	79
16	0	1	17	37	7	1	0	0	0	0	0	0	63
17	1	2	30	47	15	3	0	0	0	0	0	0	98
18	1	2	24	45	14	1	0	0	0	0	0	0	87
19	0	1	11	33	5	2	2	0	0	0	0	0	54
20	0	0	14	19	9	1	0	0	0	0	0	0	43
21	0	1	3	10	6	0	0	0	0	0	0	0	20
22	0	0	5	6	2	0	0	0	0	0	0	0	13
23	0	0	0	4	2	0	0	0	0	0	0	0	6
24	0	0	0	1	0	0	0	0	0	0	0	0	1
7-19	3	8	232	453	142	15	2	0	0	0	0	0	855
6-22	3	10	262	491	166	16	2	0	0	0	0	0	950
6-24	3	10	262	496	168	16	2	0	0	0	0	0	957
0-24	3	10	263	500	169	16	2	0	0	0	0	0	963

Direction : SOUTHBOUND

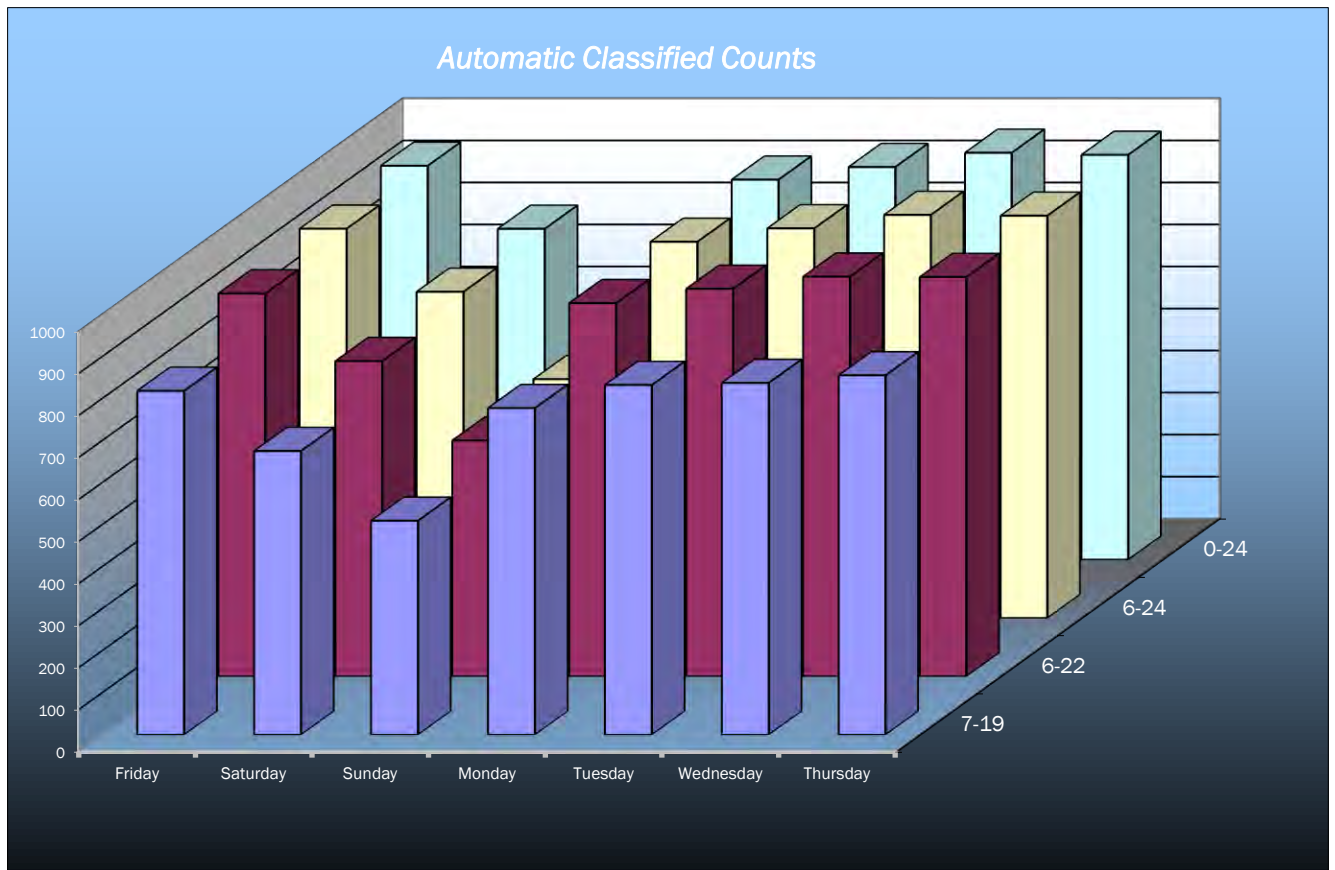
Thursday 06/02/2020	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	0	0	0	0	0	0	0	0	0	2
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	0	5	0	5	0	0	0	0	0	0	0	10
7	0	0	5	3	9	0	0	0	0	0	0	0	17
8	0	0	23	38	25	2	1	0	0	0	0	0	89
9	0	0	29	65	25	4	0	0	0	0	0	0	123
10	0	0	16	33	8	0	0	0	0	0	0	0	57
11	0	0	19	21	10	0	0	0	0	0	0	0	50
12	1	3	12	22	9	3	0	0	0	0	0	0	50
13	0	0	9	21	20	5	0	0	0	0	0	0	55
14	0	1	14	22	17	3	0	0	0	0	0	0	57
15	0	0	23	36	10	1	0	0	0	0	0	0	70
16	0	1	16	44	15	6	0	0	0	0	0	0	82
17	0	4	9	35	37	5	1	0	0	0	0	0	91
18	0	3	17	71	30	3	0	0	0	0	0	0	124
19	0	0	20	41	14	3	0	0	0	0	0	0	78
20	0	0	9	10	6	1	1	0	0	0	0	0	27
21	0	1	4	5	4	1	0	0	0	0	0	0	15
22	0	0	8	8	2	0	0	0	0	0	0	0	18
23	0	0	1	1	1	0	0	0	0	0	0	0	3
24	0	0	3	0	1	0	0	0	0	0	0	0	4
7-19	1	12	207	449	220	35	2	0	0	0	0	0	926
6-22	1	13	233	475	241	37	3	0	0	0	0	0	1003
6-24	1	13	237	476	243	37	3	0	0	0	0	0	1010
0-24	1	13	244	477	249	37	3	0	0	0	0	0	1024

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

VEHICLE FLOWS									
Hr Ending	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	4	19	1	0	0	0	0	3
2	0	1	9	1	0	1	0	0	2
3	2	1	2	0	2	0	3	1	1
4	0	1	0	1	0	2	0	1	1
5	5	1	3	2	2	1	1	2	2
6	4	3	3	4	3	5	2	4	3
7	17	10	2	17	17	18	19	18	14
8	75	10	7	82	79	77	87	80	60
9	123	56	14	123	118	128	112	121	96
10	73	52	22	61	71	69	71	69	60
11	36	52	50	47	39	53	40	43	45
12	44	72	50	44	36	63	41	46	50
13	57	77	69	44	58	45	61	53	59
14	48	98	58	45	57	49	62	52	60
15	58	77	79	54	67	59	79	63	68
16	84	73	49	60	60	62	63	66	64
17	76	45	48	85	95	93	98	89	77
18	84	39	38	75	96	79	87	84	71
19	60	24	25	57	56	60	54	57	48
20	38	24	19	39	41	33	43	39	34
21	22	27	16	36	16	41	20	27	25
22	16	14	15	19	16	22	13	17	16
23	9	17	5	6	4	7	6	6	8
24	6	9	2	1	1	1	1	2	3
7-19	818	675	509	777	832	837	855	824	758
6-22	911	750	561	888	922	951	950	924	848
6-24	926	776	568	895	927	959	957	933	858
0-24	937	787	604	904	934	968	963	941	871



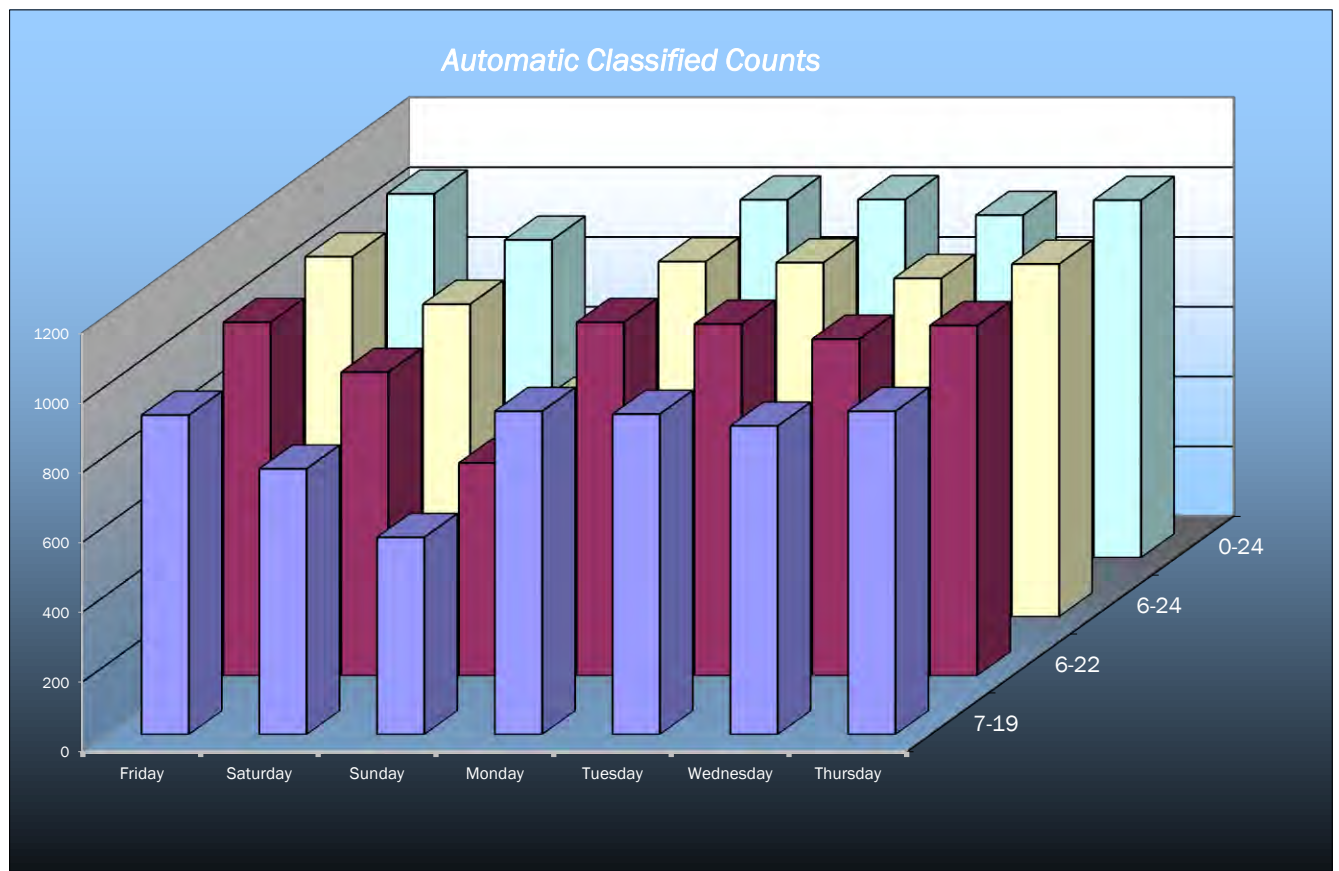
survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

SOUTHBOUND									
Hr Ending	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20	WEEKDAY AVERAGE	WEEK AVERAGE
1	1	5	9	2	1	3	2	2	3
2	0	0	4	0	0	0	1	0	1
3	0	3	0	1	0	0	0	0	1
4	0	4	1	0	0	0	0	0	1
5	1	1	2	0	1	2	1	1	1
6	9	2	0	5	10	7	10	8	6
7	25	7	4	19	20	18	17	20	16
8	96	33	4	106	87	69	89	89	69
9	122	64	30	136	113	111	123	121	100
10	64	62	27	54	58	54	57	57	54
11	54	58	45	56	46	55	50	52	52
12	51	73	75	55	56	65	50	55	61
13	65	93	81	53	59	64	55	59	67
14	50	91	68	43	47	47	57	49	58
15	59	72	66	54	72	62	70	63	65
16	76	69	60	75	75	70	82	76	72
17	123	66	51	109	108	106	91	107	93
18	100	51	36	132	114	124	124	119	97
19	55	29	22	53	83	57	78	65	54
20	37	49	23	34	35	27	27	32	33
21	22	36	8	15	16	14	15	16	18
22	13	16	9	18	18	21	18	18	16
23	11	14	5	3	4	3	3	5	6
24	8	12	3	2	3	2	4	4	5
7-19	915	761	565	926	918	884	926	914	842
6-22	1012	869	609	1012	1007	964	1003	1000	925
6-24	1031	895	617	1017	1014	969	1010	1008	936
0-24	1042	910	633	1025	1026	981	1024	1020	949



Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20
1	-	35.5	31.0	48.0	-	-	-
2	-	33.0	30.5	38.0	-	33.0	-
3	33.0	25.5	33.0	-	33.0	-	33.0
4	-	53.0	-	33.0	-	35.5	-
5	38.0	33.0	29.7	38.0	38.0	33.0	38.0
6	27.4	30.5	30.5	31.1	28.0	27.0	29.3
7	30.5	33.3	34.3	32.9	31.1	32.9	30.8
8	34.3	31.0	33.0	34.2	34.0	32.8	33.6
9	32.0	33.0	34.1	33.1	32.3	33.6	32.8
10	32.6	31.8	35.0	33.9	32.6	32.4	32.4
11	30.7	33.8	32.7	33.1	31.1	32.5	31.0
12	31.4	33.5	31.7	32.8	31.2	32.1	30.8
13	31.0	31.9	31.3	33.3	31.6	32.4	31.4
14	30.1	33.0	31.4	32.7	30.0	32.8	30.3
15	32.2	32.0	31.2	32.9	31.2	33.0	31.0
16	32.8	32.4	33.2	30.9	31.2	30.1	31.4
17	33.6	33.3	31.6	33.3	31.3	33.2	31.1
18	31.9	31.7	30.7	31.4	31.6	31.1	31.1
19	32.6	31.1	32.3	34.1	32.7	33.9	32.5
20	32.4	30.9	30.1	31.8	31.8	31.3	31.8
21	32.3	32.5	32.5	33.7	32.2	33.5	32.5
22	31.4	30.3	31.3	32.3	31.1	32.5	30.9
23	32.7	31.1	33.5	29.3	34.3	28.7	34.7
24	28.8	30.2	29.3	33.0	33.0	33.0	33.0
10-12	31.1	33.6	32.2	32.9	31.1	32.3	30.9
14-16	32.5	32.2	32.2	31.9	31.2	31.6	31.2
0-24	32.0	32.8	31.9	33.8	32.1	32.3	32.1

85TH PERCENTILE							
Hr Ending	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20
1	-	38.4	35.7	-	-	-	-
2	-	-	34.3	-	-	-	-
3	33.0	-	33.0	-	33.0	-	33.0
4	-	-	-	-	-	39.0	-
5	38.0	-	36.9	38.0	38.0	-	-
6	31.1	34.8	34.8	34.9	32.3	30.4	34.6
7	36.8	39.9	46.6	36.9	37.9	38.0	37.6
8	37.6	40.7	38.6	38.2	37.5	37.6	37.1
9	37.3	38.3	41.3	37.8	37.5	38.8	37.3
10	37.5	39.5	40.9	39.2	37.7	37.5	37.6
11	36.6	38.1	37.5	38.1	37.3	37.1	37.0
12	35.9	39.3	37.0	37.9	35.6	36.8	35.4
13	35.9	37.5	37.0	37.3	36.6	38.2	36.1
14	34.0	37.5	36.3	38.4	34.0	37.8	34.4
15	37.6	36.6	36.4	37.3	36.1	37.4	36.0
16	38.2	38.1	38.2	36.8	36.6	35.8	36.1
17	38.3	38.5	37.4	37.9	37.7	37.7	37.1
18	36.1	38.0	36.4	36.6	37.3	36.3	36.9
19	37.1	36.6	37.9	38.3	38.4	38.2	38.2
20	37.6	36.0	36.0	37.2	36.8	36.9	36.8
21	37.3	37.3	36.5	38.5	38.0	38.3	38.2
22	37.6	38.0	36.7	40.5	36.0	40.4	35.7
23	39.0	35.0	38.6	33.4	36.8	32.7	37.2
24	34.2	35.0	34.6	-	-	-	-
10-12	36.2	38.7	37.3	38.0	36.4	37.0	36.2
14-16	37.9	37.3	37.3	37.0	36.4	36.6	36.1
0-24	36.5	37.6	37.3	37.5	36.6	37.1	36.4

7 DAY AVERAGE SPEED	32.4
7 DAY AVERAGE 85th PERCENTILE	37.0

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Automatic Classified Counts, Preston

AVERAGE SPEEDS							
Hr Ending	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20
1	25.5	34.0	33.3	31.8	25.5	32.2	25.5
2	-	-	35.5	-	-	-	33.0
3	-	28.0	-	33.0	-	-	-
4	-	32.4	25.5	-	-	-	-
5	38.0	33.0	29.3	-	38.0	29.3	38.0
6	31.1	31.8	-	31.0	30.5	29.4	31.8
7	33.2	33.4	34.3	33.9	33.8	36.2	33.4
8	33.0	34.7	33.0	33.8	33.2	33.2	32.9
9	33.2	33.4	30.5	33.3	32.9	33.1	32.6
10	31.1	33.2	29.9	31.2	32.0	30.9	31.6
11	31.3	32.5	30.7	30.5	30.9	31.7	31.2
12	31.2	33.5	33.3	32.9	31.8	31.0	31.1
13	35.4	31.9	31.4	33.2	34.7	31.8	34.5
14	33.6	32.6	30.5	32.9	32.9	31.4	32.9
15	32.9	32.4	32.4	32.4	31.4	32.1	31.4
16	33.2	32.9	32.4	33.7	33.2	33.8	33.0
17	32.6	31.6	31.3	34.4	34.0	34.2	34.2
18	30.9	31.6	32.4	33.1	33.0	33.1	33.0
19	32.4	29.6	31.6	33.8	33.2	34.5	32.4
20	32.7	31.5	34.1	30.3	33.6	30.7	32.5
21	31.1	30.9	30.2	34.0	32.7	33.0	31.8
22	29.3	31.9	29.4	28.8	29.8	29.7	30.2
23	29.4	30.9	33.5	28.0	33.6	28.0	32.2
24	30.5	34.3	32.2	38.0	29.7	38.0	28.6
10-12	31.3	33.0	32.0	31.7	31.3	31.3	31.1
14-16	33.1	32.7	32.4	33.0	32.3	32.9	32.2
0-24	32.0	32.3	31.7	32.6	32.4	32.2	32.2

85TH PERCENTILE							
Hr Ending	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20
1	-	36.2	36.9	40.6	-	38.5	25.5
2	-	-	40.5	-	-	-	-
3	-	32.3	-	-	-	-	-
4	-	37.5	-	-	-	-	-
5	-	-	34.6	-	-	34.6	-
6	37.6	40.6	-	36.4	37.0	34.6	38.3
7	37.3	38.4	36.8	39.9	38.6	40.7	39.0
8	38.4	39.4	41.9	37.9	38.4	38.7	38.0
9	37.7	38.1	37.7	37.8	37.4	38.3	37.2
10	35.2	37.5	35.8	36.7	36.0	37.4	35.8
11	35.5	38.5	37.3	35.8	35.4	36.3	36.0
12	38.2	37.6	38.0	36.2	39.0	36.4	38.5
13	39.5	37.0	35.8	38.6	39.5	37.7	39.6
14	39.2	37.2	35.6	37.2	38.9	37.6	38.6
15	38.4	37.8	38.0	37.5	36.2	37.4	36.0
16	38.4	37.5	36.9	39.2	38.2	38.6	38.2
17	37.5	37.4	36.4	39.6	40.0	38.6	40.2
18	35.2	36.8	39.1	37.9	38.0	37.9	37.9
19	36.8	34.7	37.0	37.8	38.0	38.5	37.1
20	38.2	36.6	39.4	37.4	39.2	38.5	38.7
21	36.2	35.8	36.7	38.2	39.5	36.8	39.0
22	36.3	37.1	35.5	34.5	34.5	35.4	34.8
23	35.1	36.0	38.6	32.3	39.5	32.3	38.5
24	36.2	39.4	38.5	45.1	36.9	45.1	34.9
10-12	36.8	38.1	37.6	36.0	37.2	36.3	37.3
14-16	38.4	37.7	37.4	38.3	37.2	38.0	37.1
0-24	37.2	37.3	37.5	37.8	37.9	37.6	37.1

7 DAY AVERAGE SPEED	32.2
7 DAY AVERAGE 85th PERCENTILE	37.5

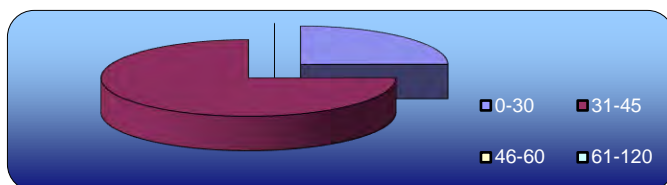
Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

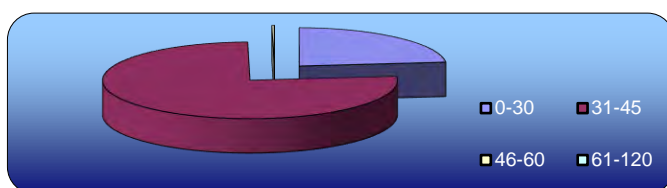
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20
0-30	234	184	179	175	265	234	276
31-45	703	601	422	728	667	733	685
46-60	0	2	3	1	2	1	2
61-120	0	0	0	0	0	0	0
TOTAL	937	787	604	904	934	968	963

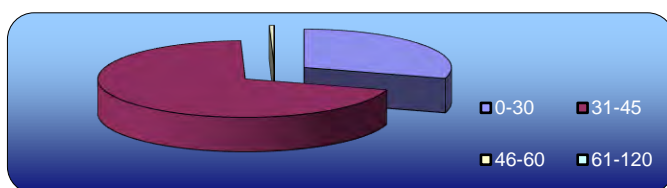
Friday
31-Jan-20



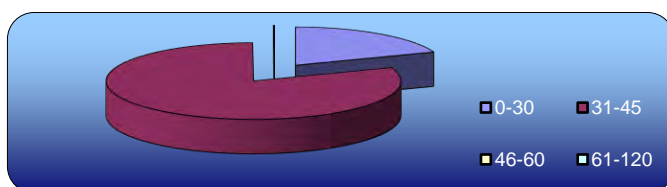
Saturday
1-Feb-20



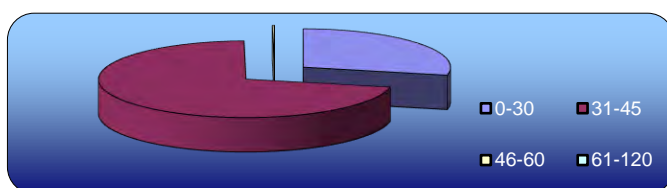
Sunday
2-Feb-20



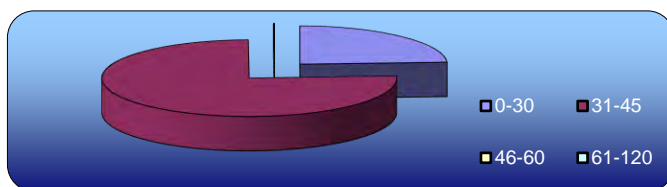
Monday
3-Feb-20



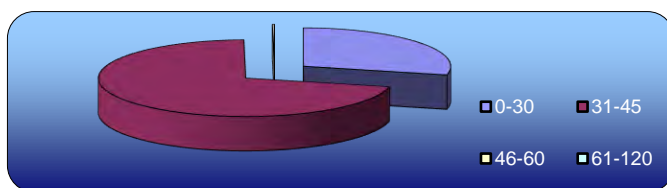
Tuesday
4-Feb-20



Wednesday
5-Feb-20



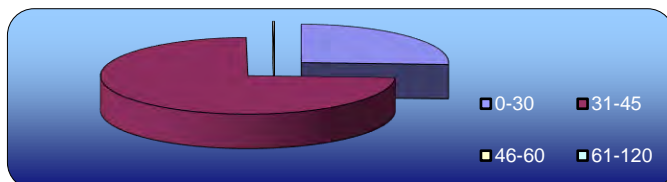
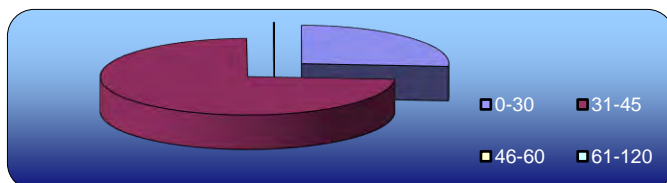
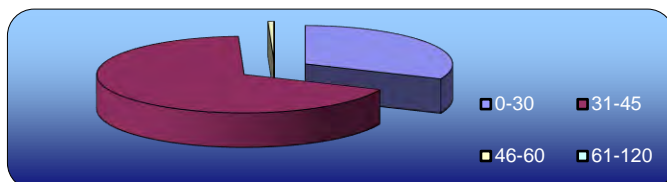
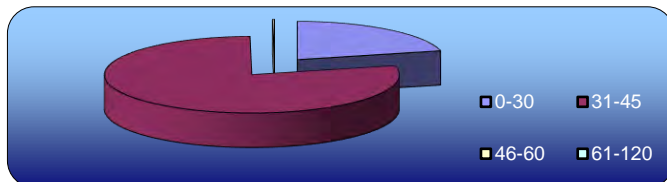
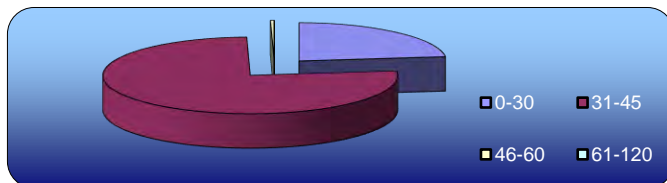
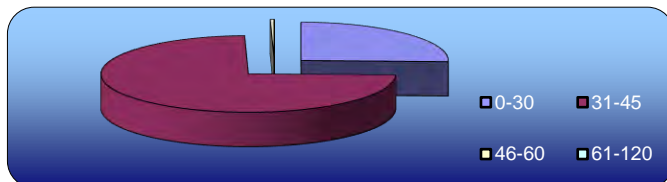
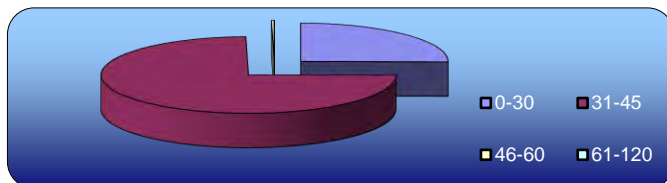
Thursday
6-Feb-20



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Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Friday 31-Jan-20	Saturday 1-Feb-20	Sunday 2-Feb-20	Monday 3-Feb-20	Tuesday 4-Feb-20	Wednesday 5-Feb-20	Thursday 6-Feb-20
0-30	269	238	199	218	238	250	258
31-45	771	671	430	805	784	727	763
46-60	2	1	4	2	4	4	3
61-120	0	0	0	0	0	0	0
TOTAL	1042	910	633	1025	1026	981	1024

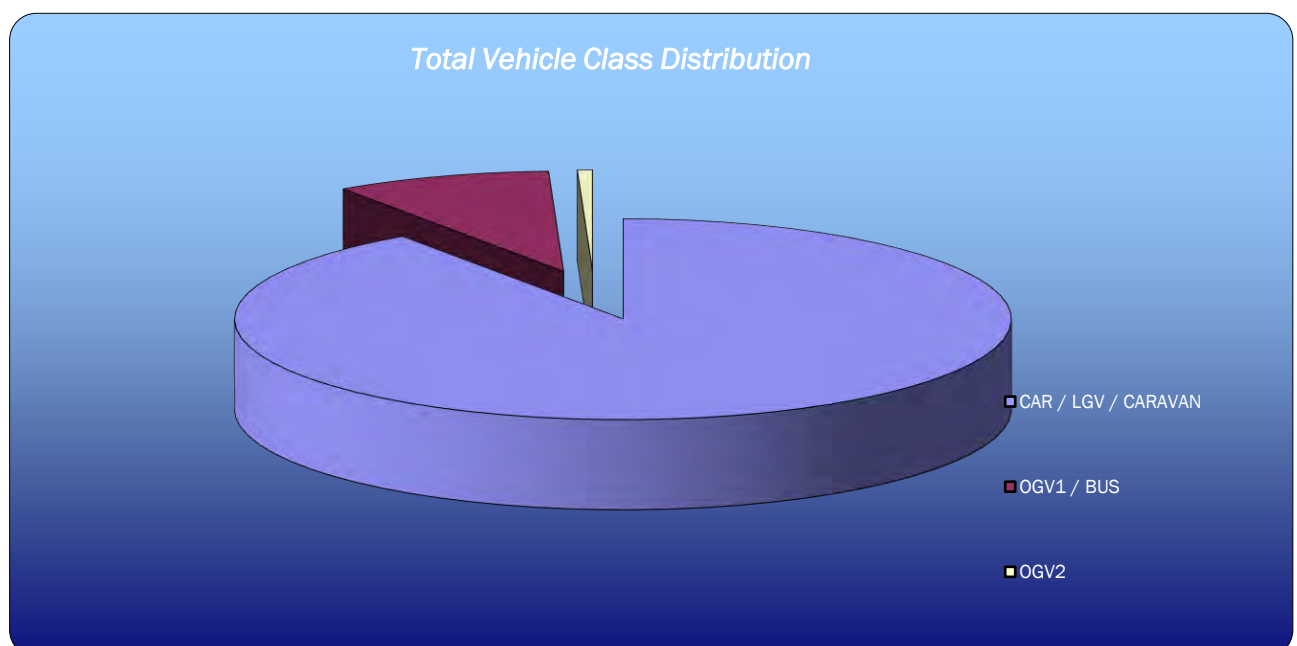
Friday
31-Jan-20Saturday
1-Feb-20Sunday
2-Feb-20Monday
3-Feb-20Tuesday
4-Feb-20Wednesday
5-Feb-20Thursday
6-Feb-20

Automatic Classified Counts, Preston

LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
31-Jan-20				
7-19	740	73	5	818
6-22	823	83	5	911
6-24	838	83	5	926
0-24	846	86	5	937
1-Feb-20				
7-19	640	34	1	675
6-22	711	38	1	750
6-24	735	40	1	776
0-24	746	40	1	787
2-Feb-20				
7-19	479	27	3	509
6-22	528	30	3	561
6-24	535	30	3	568
0-24	566	35	3	604
3-Feb-20				
7-19	691	83	3	777
6-22	791	94	3	888
6-24	796	96	3	895
0-24	805	96	3	904
4-Feb-20				
7-19	740	85	7	832
6-22	823	91	8	922
6-24	828	91	8	927
0-24	834	92	8	934
5-Feb-20				
7-19	752	79	6	837
6-22	856	88	7	951
6-24	862	90	7	959
0-24	867	94	7	968
6-Feb-20				
7-19	751	96	8	855
6-22	839	102	9	950
6-24	846	102	9	957
0-24	850	104	9	963
AVERAGE				
7-19	685	68	5	758
6-22	767	75	5	848
6-24	777	76	5	858
0-24	788	78	5	871



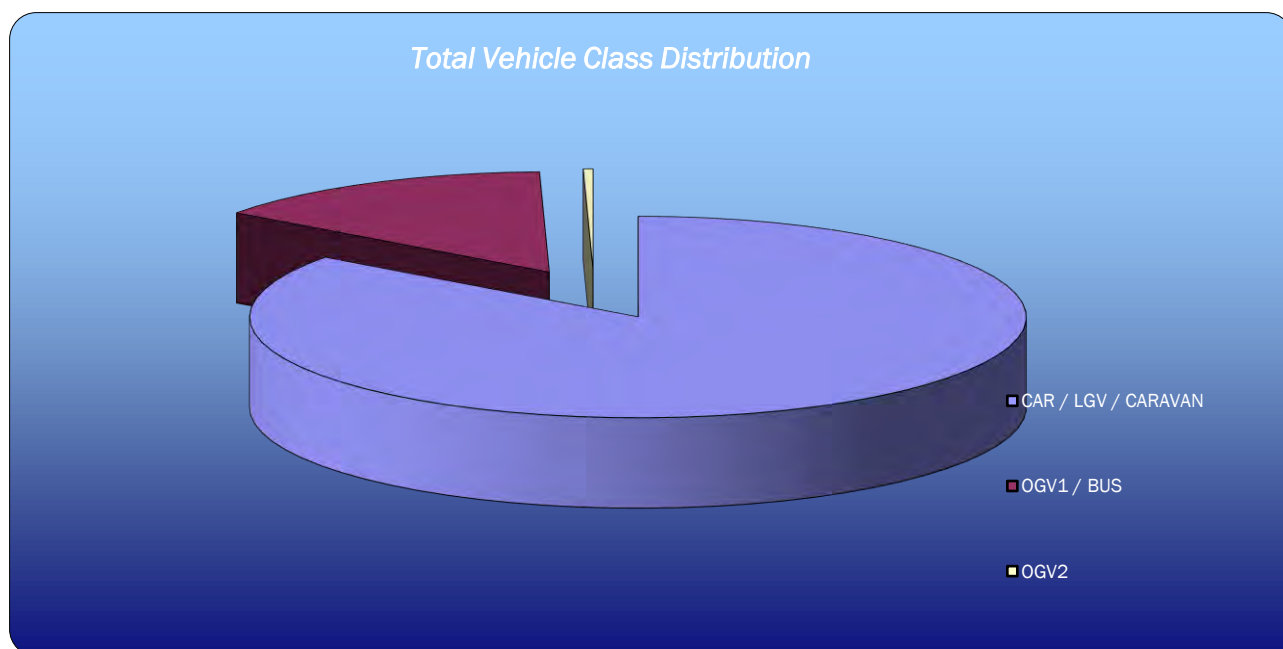
survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Preston

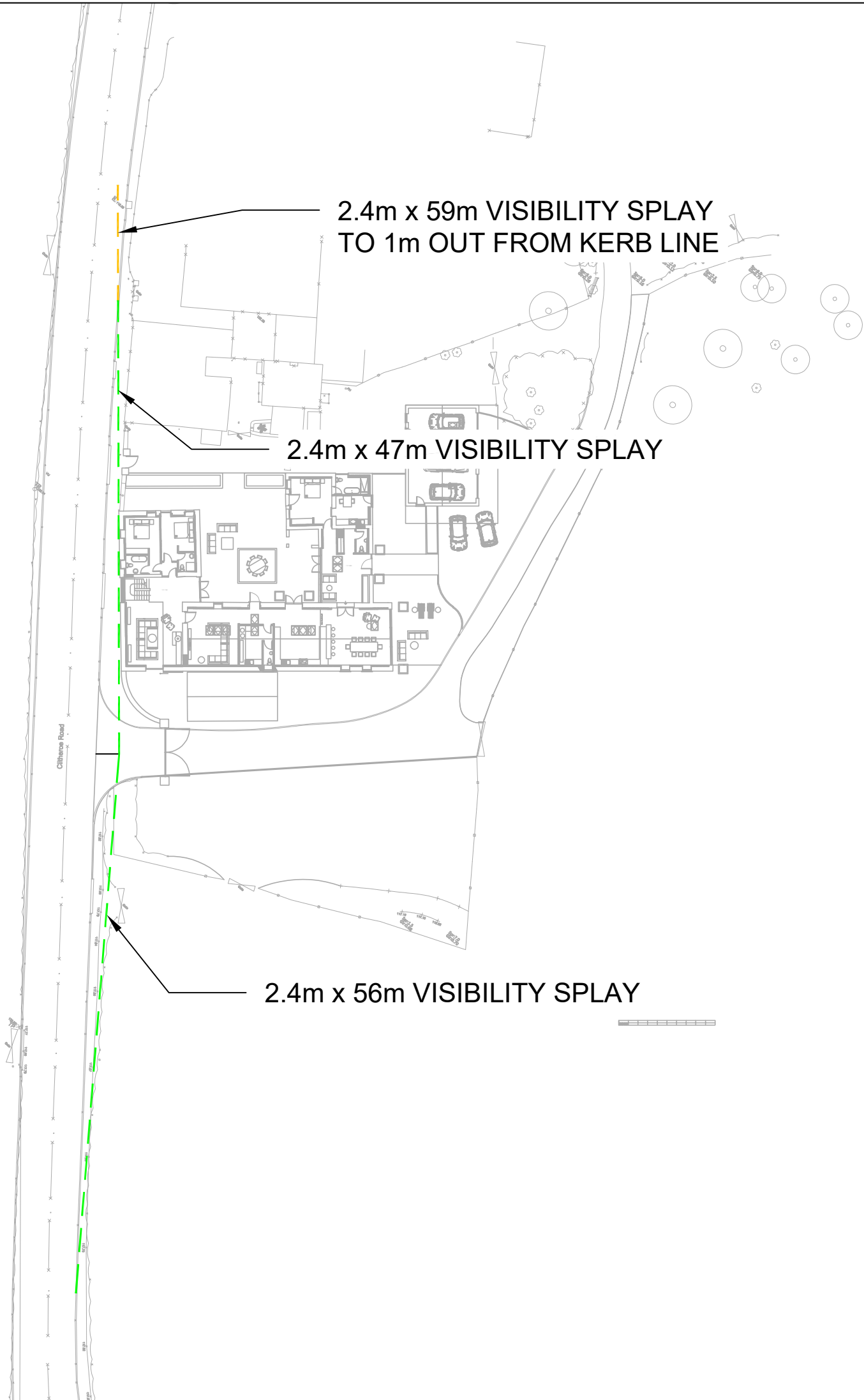
LOCATION: CLITHEROE ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
31-Jan-20				
7-19	776	135	4	915
6-22	863	145	4	1012
6-24	880	147	4	1031
0-24	883	155	4	1042
1-Feb-20				
7-19	670	90	1	761
6-22	767	101	1	869
6-24	790	104	1	895
0-24	802	107	1	910
2-Feb-20				
7-19	498	65	2	565
6-22	537	70	2	609
6-24	544	71	2	617
0-24	557	74	2	633
3-Feb-20				
7-19	764	158	4	926
6-22	834	173	5	1012
6-24	838	174	5	1017
0-24	842	177	6	1025
4-Feb-20				
7-19	782	133	3	918
6-22	856	147	4	1007
6-24	863	147	4	1014
0-24	867	155	4	1026
5-Feb-20				
7-19	721	159	4	884
6-22	788	171	5	964
6-24	792	172	5	969
0-24	798	177	6	981
6-Feb-20				
7-19	804	116	6	926
6-22	868	128	7	1003
6-24	875	128	7	1010
0-24	879	137	8	1024
AVERAGE				
7-19	716	122	3	842
6-22	788	134	4	925
6-24	797	135	4	936
0-24	804	140	4	949



APPENDIX B: PROPOSED ACCESS LAYOUT



DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS

1. THIS DRAWING SHOULD BE READ IN RELATION TO THE SUBJECT OF THE TITLE ONLY. OTHER INFORMATION SHOWN ON THE DRAWING IS TO BE CONSIDERED INDICATIVE ONLY. REFERENCE SHOULD BE MADE TO APPROPRIATE DRAWING SERIES/SPECIFICATIONS FOR OTHER INFORMATION.
2. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
3. THIS DRAWING IS BASED ON OS MAPPING. WYG DOES NOT TAKE RESPONSIBILITY FOR ANY DISCREPANCIES.

- VISIBILITY SPLAY TO A 1M OFFSET FROM THE KERB LINE
- VISIBILITY SPLAY TO KERB LINE

PRELIMINARY ISSUE

REV	DESCRIPTION	BY	CHK	APP	DATE
-----	-------------	----	-----	-----	------

Prepared on behalf of
Alexandra and Adam Dugdale

QUAY WEST at MediaCity UK
TRAFFORD WHARF ROAD
TRAFFORD PARK
MANCHESTER
M17 1HH
TEL: +44 (0)161 872 3223
FAX: +44 (0)161 872 3193
e-mail: manchester@wyg.com



Project:
Moorcock Farmhouse
Clitheroe Road

Drawing Title:
Site Access
Achievable Lateral Visibility

Scale @ 1:500	A3	Drawn PT	Date 04/20	Checked PB	Date 04/20	Approved PB	Date 04/20
Project No. A116384	Office 27	Type C	Drawing No. SK02	Revision -			

APPENDIX C: HIGHWAYS OFFICER RESPONSE

Peter Blair
WYG
Quay West at Media City
Trafford Wharf Road
Manchester
M17 1HH

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref:
Our ref:
Date: 18th December 2020

Dear Sirs

Re: Pre App Highway Consultation

Address: Moorcock Farm Clitheroe Road Moor Nook

Description: A single dwelling with new access

With respect to this proposal we would not object to the principle of the development should an application be forthcoming.

It is apparent that the existing access is not suitable and an alternative configuration is required.

It is noted that the proposed access is utilising an existing field access with the associated dropped crossing and that the visibility splays that are available are below what is considered to be ideal. However, it is also apparent that it is an improvement on the existing access arrangements.

Following a site visit there are a number of comments and observations relating to the highway that would require some action in order to support an application should one be forthcoming.

- It is felt that the limited visibility to the north i.e. towards traffic coming from Longridge could be further improved by moving the entrance further south this may also require the field access to the rear of the property to be re-located
- The existing footway has a number of sections of lowered kerbs, these will need to be reinstated as footway as they are no longer required as footway crossing points.

Phil Durnell

Director of Highways and Transport
Lancashire County Council
PO Box 100 · County Hall · Preston · PR1 0LD
www.lancashire.gov.uk

- Some footway profiling may be required to aid drainage away from the barn entrance
- It is expected that the footway reconstruction works should be dealt with by way of a Section 278 Agreement.

Should an application be made conditions regarding the new access and gates will be required such as to prevent the opening of any gates towards the highway, the positioning of the gate and the construction of the access way from the rear of the highway for a distance of 5-6m. General examples are given as notes below

Should you wish to discuss the matter further, please do not hesitate to contact me by email or by telephone on 01772 531202.

Yours faithfully

Simon Hardie
Highways Development Control
Lancashire County Council

Notes

1. Land between improvement line/highway boundary.

The land between the improvement line and the existing highway boundary of (description) shall be kept free of all buildings, structures or erections, whether above or below the surface of the land, excepting gates, fences or walls not exceeding a height of 1m. The improvement line is (description) m from (description).

Reason: The land between the improvement line and the existing highway boundary will be required for highway purposes in the future.

Note: The improvement line should be indicated with certainty: "approximately" should not be used. This condition should only be used to ensure that the land is retained for a highway scheme identified in Local Transport Plan or Local Plan.

2. Access gateposts.

Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned 5m behind the nearside edge of the highway and visibility splay fences or walls shall be erected from the gateposts to the existing highway boundary, such splays shall be 45° to the centre line of the access. The gates shall open away from the highway. Should the access remain un-gated 45° splays shall be provided between the highway boundary and points on either side of the drive measured 5m back from the nearside edge of the highway.

Reason: To permit vehicles to pull clear of the carriageway when entering the site and to ensure adequate inter-visibility between highway users when exiting, in the interests of highway safety.

3. Access surface materials.

Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

4. Section 278 Agreement

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

5. Streetworks

The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

Appendix C: Planning Application 21/0261

Development Control
Ribbles Valley Borough Council

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref: 3/2021/0261
Our ref:
Date: 1st April 2021

Dear Sirs

Re: Planning Application 21/0261

Address: Moor Cock Farm Clitheroe Road Ribchester PR3 2YT

Description: Demolition of existing garage/workshop and dutch barn; re-use of former farm buildings as a dwelling; closure of vehicular access to the farmyard; alterations to the existing access; sewage treatment and surface water drainage facilities; and landscaping.

With respect to this application we would not raise any objections to the principle of the application.

However as highlighted in the highways supporting information para 1.1.7 the proposed access is for both dwellings is to be the existing field access. The visibility from this access could be improved by moving it further south. Whilst we would not expect that it is moved outside the site boundary there is scope to move the access point to the edge of the site which would be a significant improvement. Although the proposed access is an improvement on the existing access, it should not be considered as the ideal solution.

In order fully support the application we would still look for further improvement in the visibility from the access, with a plan showing the proposed visibility splays.

Further to the re-siting of the proposed access there will need to be some alteration to the existing footway to remove the lowered kerbs at the exist driveway and the lowered section associated with the old vehicle access to the barn.

Phil Durnell

Director of Highways and Transport
Lancashire County Council
PO Box 100 · County Hall · Preston · PR1 0LD
www.lancashire.gov.uk

Additionally, due to the extensive nature of the application it is expected that two charging points for electric vehicles shall be included with-in the development to promote sustainable modes of transport. This shall be fitted in line with the DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings, which states :- charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle.

Should you wish to support the application we would look for the following conditions and notes to be included in your decision notice.

1. Highway frontage reduction.

Before the development hereby permitted becomes operative, the existing hedges proposed wall on the highway frontage of the site to Moor Cock Farm shall be reduced to and be permanently maintained henceforth at a height not greater than 0.9m above the nearside carriageway level.

Reason: To ensure adequate visibility for the drivers of vehicles entering and leaving the site.

2. Access gateposts.

Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned 5m behind the nearside edge of the highway.

Reason: To permit vehicles to pull clear of the carriageway when entering the site and to ensure adequate inter-visibility between highway users when exiting, in the interests of highway safety.

3. Access surface materials.

Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

4. Completion of vehicular access.

No building or use hereby permitted shall be occupied or use commenced until drop kerbs have been installed at the carriageway edge and a vehicle cross-over constructed across the footway (and/or verge) fronting the site in accordance with the approved plans and the Lancashire County Council Specification for Construction of Estate Roads, to be retained in that form thereafter for the lifetime of the development.

Reason: In the interests of pedestrian safety and accessibility.

5. Scheme for site access/off-site highway mitigation works.

No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway mitigation has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

6. Electric vehicle charging points.

All garage facilities on off street parking shall include provision of an electrical supply suitable for charging an electric motor vehicle.

Reason: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions.

7. Garage cycle storage.

Garage wall hanging cycle storage suitable for 2 bicycles shall be provided within each garage with a separate secure cycle storage facility, suitable for two bicycles being provided for units without a garage.

Reason: - to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

Should you wish to discuss the matter further, please do not hesitate to contact me by email or by telephone on 0300 1236780.









Yours faithfully

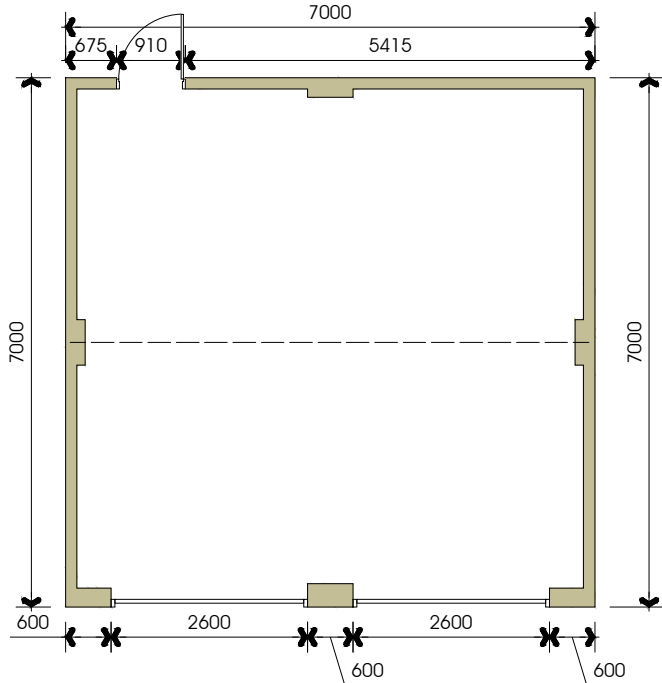
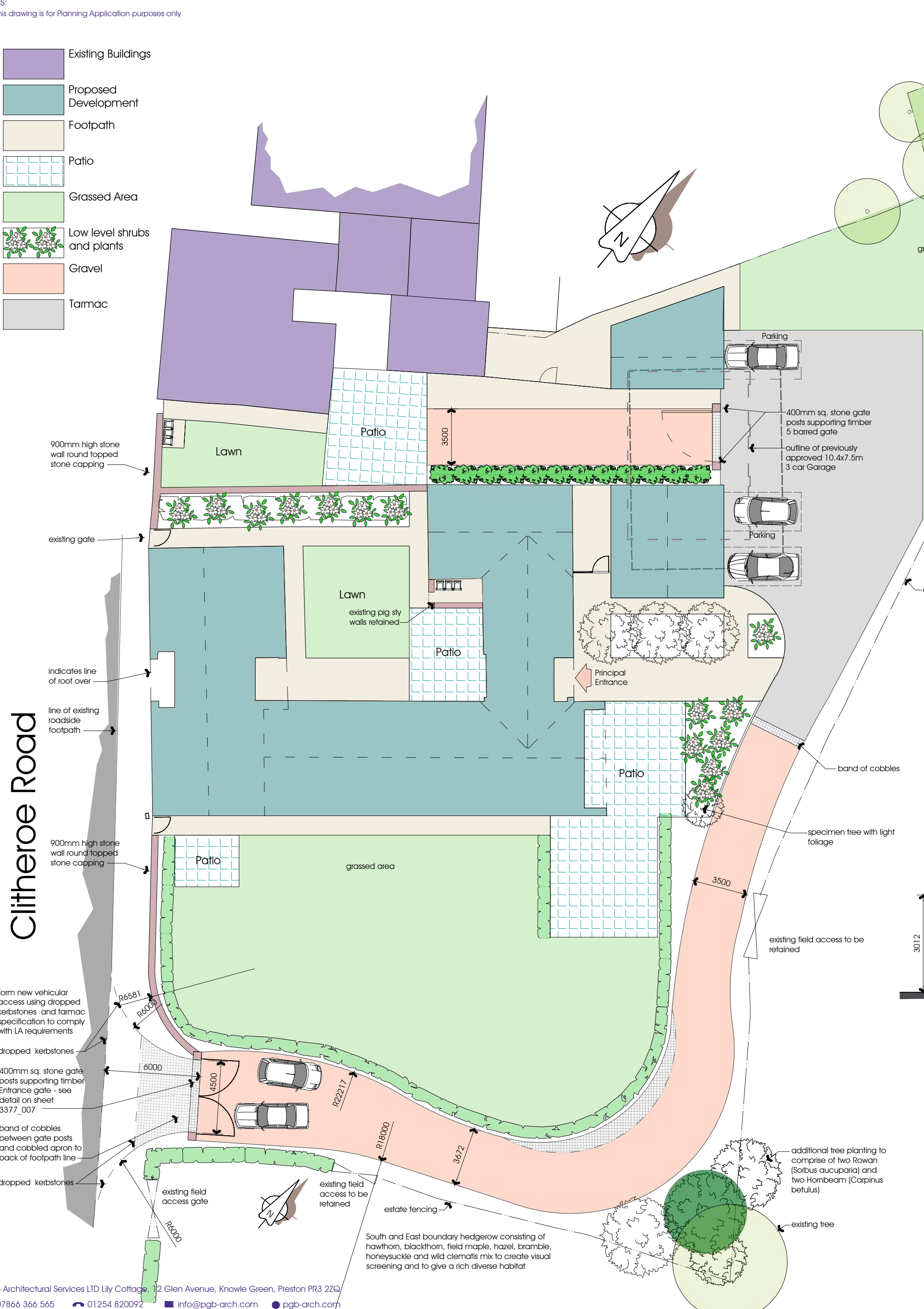
Simon Hardie
Highways Development Control
Lancashire County Council

Notes

1. The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.
2. The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

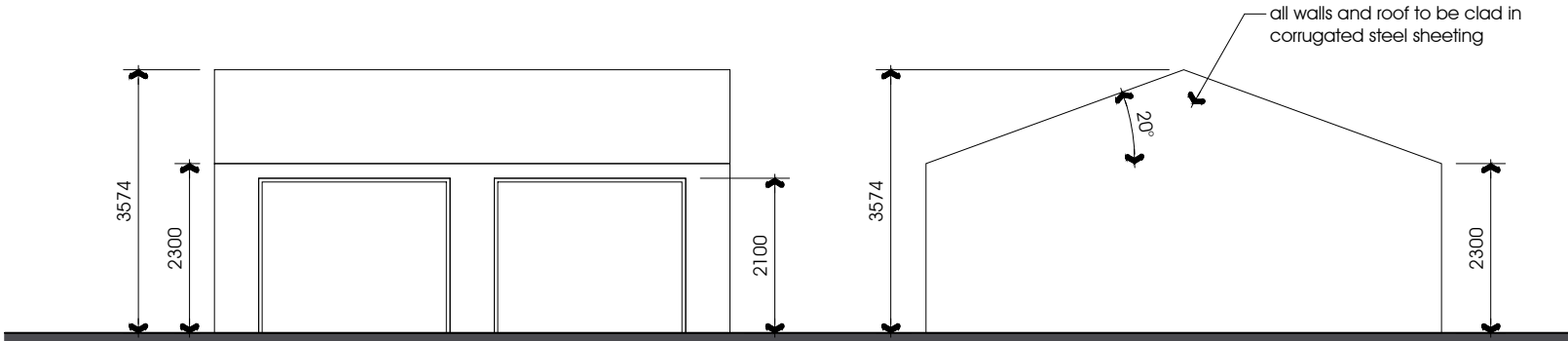
Appendix D: Proposed Plans

- | | |
|--|-----------------------------|
|  | Existing Buildings |
|  | Proposed Development |
|  | Footpath |
|  | Patio |
|  | Grassed Area |
|  | Low level shrubs and plants |
|  | Gravel |
|  | Tarmac |



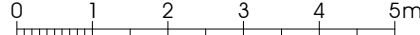
Double Garage

scale 1:100



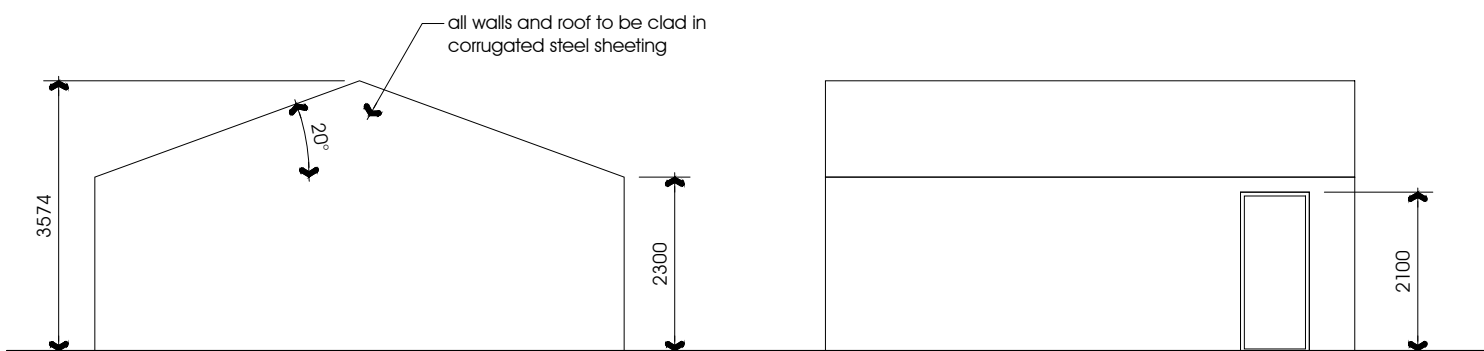
Front Elevation

scale 1:100



Side Elevation

scale 1:100

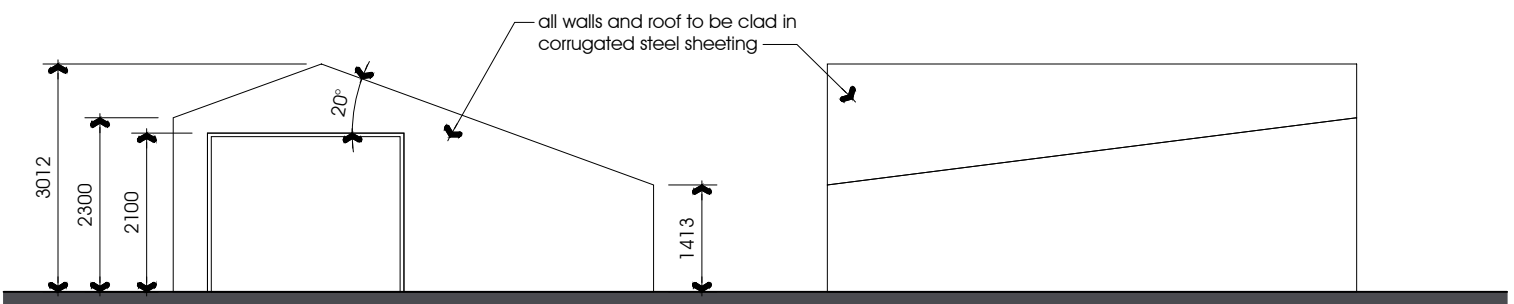


Side Elevation

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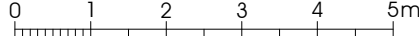
Rear Elevation

scale 1:100



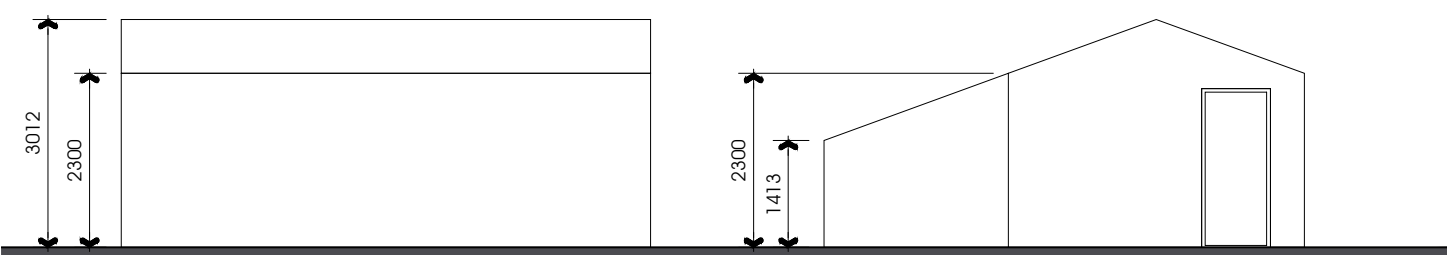
Front Elevation

scale 1:100



Side Elevation

scale 1:100

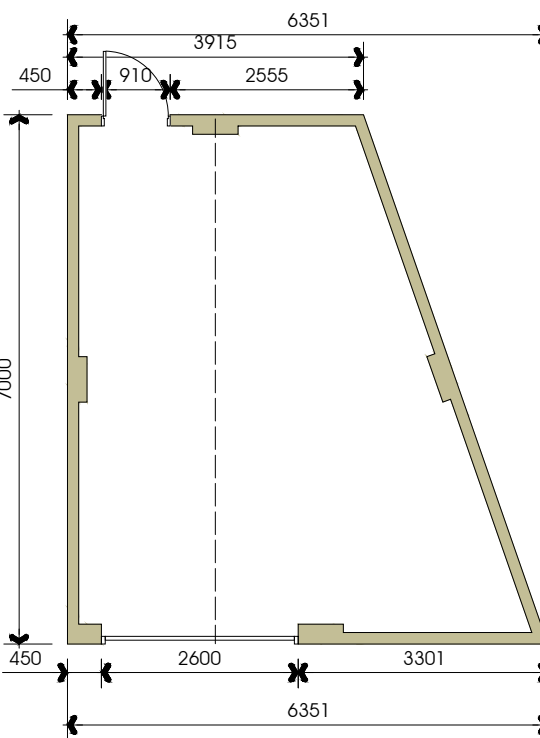


Side Elevation

scale 1:100

Rear Elevation

scale 1:100



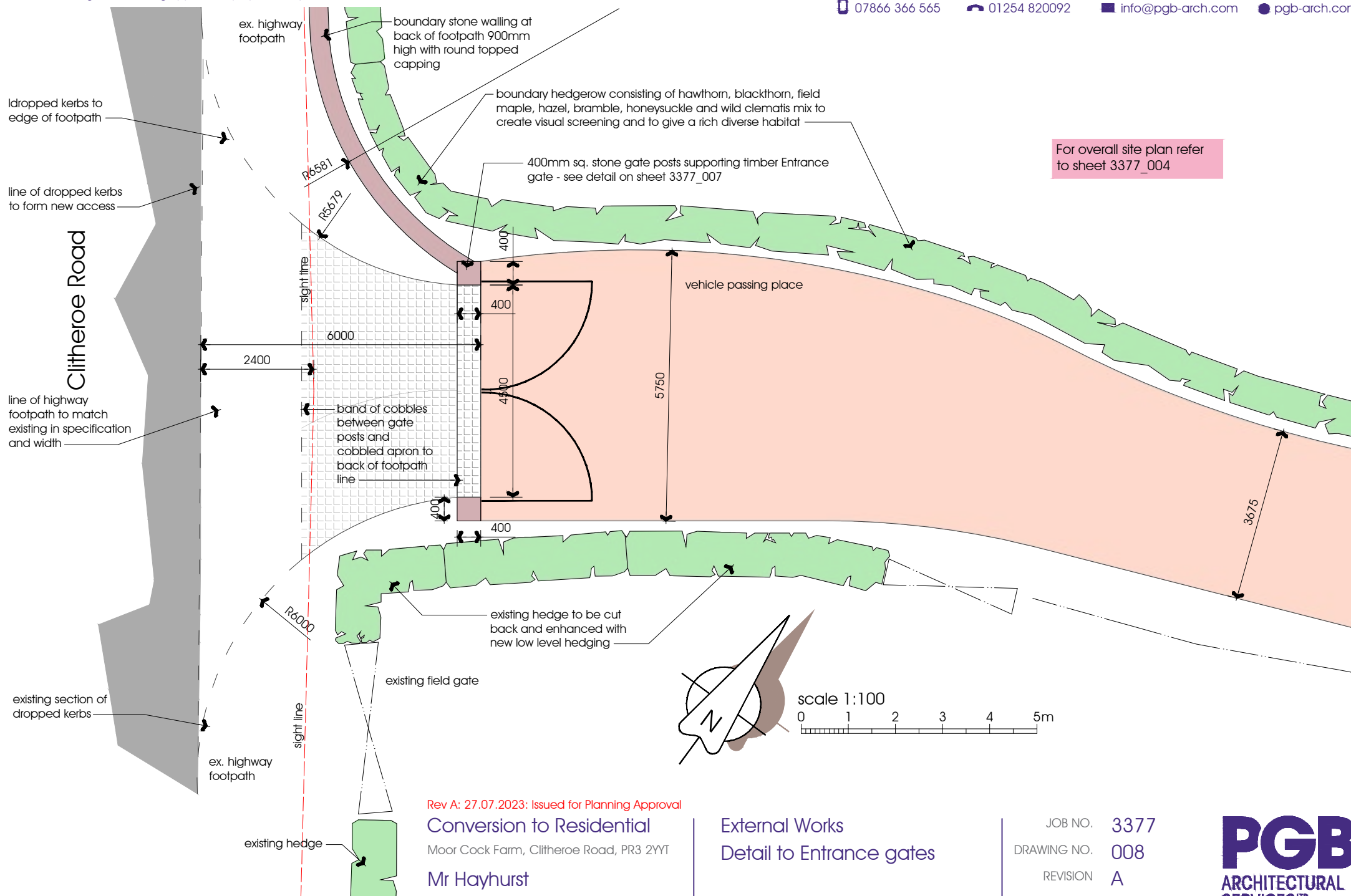
1: This drawing is for Planning Application purposes only

07866 366 565

 01254 820092

✉ info@pgb-arch.com

pgb-arch.com



Rev A: 27.07.2023: Issued for Planning Approval

Conversion to Residential

Moor Cock Farm, Clitheroe Road, PR3 2YYT

Mr Hayhurst

External Works

Detail to Entrance gates

DATE 01.07.2023

JOB NO. 3377

DRAWING NO. 008

REVISION A

SCALE 1:100 @ A4

PGB
ARCHITECTURAL
SERVICES LTD

Appendix E: Planning Application (3/2023/0619) Highways Response

Ribble Valley Borough Council
Housing & Development Control

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref: 3/2023/0619
Our ref: D3.2023.0619
Date: 13th October 2023

FAO Will Hopcroft

Dear Sir/Madam

Application no: **3/2023/0619**

Address: **Moor Cock Farm Clitheroe Road Ribchester PR3 2YT**

Proposal: Demolition of existing garage/workshop and dutch barn; re-use of former farm buildings as a dwelling; closure of vehicular access to the farmyard; alterations to the existing access; sewage treatment and surface water drainage facilities; and landscaping (pursuant to variation of conditions 2 (plans) and 4 (external works) and removal of conditions 3 (gate and entrance detail), 7 (velux roof detail), 10 (landscaping) and 13 (access materials) from planning permission 3/2021/0261).

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

Summary

Objection

Objection to Discharge/ Variation of Conditions 2, 10 and 13.

No Comments

No comments to Discharge/Variation of Conditions 3, 4, 7.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of a variation and discharge of condition application to vary Conditions 2 (Plans) and 4 (external works) and discharge Conditions 3 (gate and entrance detail), 7 (velux roof detail), 10 (landscaping) and 13 (access materials) from planning permission 3/2021/0261. The approved application was to demolish an existing garage/ workshop and dutch barn; use of former farm buildings as a dwelling; closure of vehicular access to the farmyard; alterations to the existing access;



sewage treatment and surface water drainage facilities; and landscaping at Moor Cock Farm, Clitheroe Road, Ribchester.

The LHA have no comments to make regarding conditions 3, 4 and 7 with the LHA not requesting these conditions to be implemented onto the decision notice.

Condition 2

"The permission shall relate to the development as shown on Plan References and documents

Site Location Plan

Proposed Site Plan and Garage 20011 01 Rev C

Proposed First Floor Plan and Elevations 20011 02 Rev B

Ecological Survey and Assessment dated January 2021

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the submitted plans."

Highway Comments:

The LHA previously responded to the application on 6th September 2023 and 22nd September 2023, objecting to the variation of condition following the relocation of the site access, as shown on PGB drawing number 004 titled "Proposed Block Plan, Garage Plans and Elevations." The LHA did advise that the only way the relocated site access would be acceptable if the Applicant still owned the adjacent field and so was able to make the adjacent agricultural access redundant. The field could then be served by the relocated access and the existing internal field gate which is located along the access track.

However, the Agent in an email sent to the Local Planning Authority dated 14th September 2023, states that the Applicant is not in control of the adjacent field or the agricultural access and so is unable to stop up the access. Therefore, the LHA object to the variation of condition with the two accesses being too close to each other, with the junction spacing being approximately 2m. As a result, the LHA are concerned about highway safety should vehicles be using both accesses simultaneously and so object to the relocation of the already approved site access.

The LHA are aware that the proposed site access could provide visibility splays of 73m northbound and 46m southbound following the relocation. But this only improves visibility to the north by 14m when comparing the already approved access and decreases visibility by 10m to the south. Therefore, while it is an improvement to the north, visibility to the south is worse which in the LHAs view, is not seen as being a betterment than the already approved access.

As a result, an improvement to the visibility splays to the north does not outweigh the concerns regarding junction spacing even if the existing agricultural access experiences low traffic flows as this could change and does not outweigh the reduction in visibility to the south. Therefore, the LHA advise the Agent and Applicant that the approved site access should be used to serve the site with it being safe and suitable for such a proposal.

Condition 10

" Notwithstanding the submitted landscaping further details of the landscaping of the site, including hedgerow mix shall be submitted within 6 months of commencement of works. The approved landscaping scheme shall be implemented in the first planting season following occupation or use of the development, whether in whole or part and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

Reason: In the interest of biodiversity and visual amenity."

Highway Comments:

The LHA have reviewed PGB drawing number 008 Rev A titled "External Works Detail to Entrance Gates" and object to the landscaping scheme due to the LHA being unable to support the relocation of the site access.

The LHA instead require a landscaping scheme for the already approved site access.

Condition 13

" Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users. "

Highway Comments:

The LHA have reviewed PGB drawing number 008 Rev A titled "External Works Detail to Entrance Gates" and the supporting information provided by the Agent in the email sent to the Local Planning Authority dated 14th September 2023 and welcome the change in surfacing materials from cobbles to tarmacadam.

However, due to the LHA requiring the already approved site access to be used instead, the LHA require a revised drawing showing the surfacing materials on the approved access.

Yours faithfully

Ryan Derbyshire
Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council



