

Our Reference : T4729-TS-01
Your Reference :

12th November 2025

FAO Mr S Kilmartin
Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe
Lancashire
BB7 2RA

Dear Sir,

Land to the west of A671 Pimlico Link Road, Clitheroe – Planning Reference
3/2025/0180

Proposed creation of an alternative temporary park and ride and heavy goods vehicle
marshalling area facility associated with the Haweswater Aqueduct Resilience
Programme (HARP)
Highways Review

Further to your recent instructions, PSA Design Ltd have undertaken a review of the Highways issues associated with the above development with specific reference to the Council Planning Committee's stated concerns. Namely,

- 1) Queuing along the Pimlico link road for vehicles:
 - a. exiting Pimlico Link Road onto the A59
 - b. entering the new compound on Pimlico Link Road
 - c. the minibuses that will be used to transport the staff to the sites
- 2) The impact of dispersed vehicles on the surrounding network for vehicles who choose not to use Pimlico Link Road due to the increase in vehicles in this location- rat running
- 3) The need for improvements to the junction in the form of a roundabout/ traffic lights to both improve the safety of this junction and to support the additional traffic created as part of the construction of HARP

BACKGROUND

HARP is a United Utilities (UU) Programme of Works to enhance the resilience of the existing Haweswater Aqueduct, an essential part of water supply network in the Northwest region. Accordingly, two planning approvals have previously been issued by the Council for the works with both consents including a temporary park and ride (P&R) and a HGV marshalling area facility located at the existing Ribblesdale Cement Works to the north-east of Clitheroe (Planning Refs.3/2021/0660 and 3/2021/0661). The location of the approved temporary P&R and HGV marshalling area facility are shown on **Figure 1**.

Subsequent to the Council consent above, it became apparent that the approved Ribblesdale Cement Works site would no longer be available for the entire duration of the HARP works, so therefore an alternative location was identified to the south on agricultural land to the west of the A671 Pimlico Link Road, approximately 1.75 km north-east of Clitheroe town centre as also illustrated on **Figure 1**.

It is this alternative site which now forms part of the current planning application under consideration.

CURRENT PLANNING APPLICATION

As part of the current planning application before the Council, the Applicant has submitted a range of supporting documents/data. The pertinent documents/data relating to highways issues are set out as follows:

- Environmental Statement Volume 2 Chapter 10: Traffic and Movement (Feb 2025)
- Traffic surveys (July 2024) – Environmental Statement Volume 3 Figure 10.3
- Vol 4 Appendix F.1 Transport Statement (Feb 2025)
- Vol 4 Appendix F.2 Construction Traffic Management Plan Addendum (Feb 2025)
- Proposed Site Access Layout Plan (RVBC-P&R-APP-DR-011 – Feb 2025)
- Vol 4 Appendix F.3 Swept Path Analysis (Feb 2025)
- Vol 4 Appendix F.4 PICADY Capacity Analysis (Feb 2025)

VALIDATION DATA COLLECTION

In order to provide an independent review of the information submitted by the Applicant the following surveys have been commissioned at pertinent locations illustrated at **Figure 2** as follows:

- 7 day Automatic Traffic Count (ATC) (7-13 October 2025 Incl) - Pimlico Link Road
- Manual Classified Count (MCC) and Queue Length Survey (7 October 2025) – A59/Pimlico Link Road Junction – AM and PM Periods (6am-10am & 4pm-8pm)

The results of the above surveys are reproduced in **Annex 1 & 2** respectively and summarised in **Tables 1-5** below.

	Average Weekday Vehicular Flows					
	24 Hour		AM Peak Hour (8am-9am)		PM Peak Hour (5pm-6pm)	
	Total	% HGV	Total	% HGV	Total	% HGV
NW Bound	3,879	14.3%	488	9.6%	227	7.0%
SE Bound	2,915	11.2%	171	14.0%	209	2.8%
Total 2-Way	6,794	-	659	-	436	

Table 1 - 7-Day ATC Data – Pimlico Link Rd (In Vicinity of Proposed Access)

	Vehicular Speeds (mph)					
	24 Hour		AM Peak Hour (8am-9am)		PM Peak Hour (5pm-6pm)	
	Ave	85th %'ile	Ave	85th %'ile	Ave	85th %'ile
NW Bound	44.3	50.8	43.3	48.9	45.7	52.6
SE Bound	41.6	48.1	42.3	48.2	41.2	49.3

Table 2 - 7-Day ATC Data – Pimlico Link Rd (In Vicinity of Proposed Access)

	Weekday Vehicular Turning Flows			
	To A59 (Nth)	To A59 (Sth)	To Pimlico LR	Total
From A59 (Nth)	-	457	135	592
From A59 (Sth)	474	-	369	843
From Pimlico LR	35	136	-	171
Total	509	593	504	1,606

Table 3 – MCC Turning Counts at A59/Pimlico Link Road - AM Peak Hour (8am-9am)

Weekday Vehicular Turning Flows				
	To A59 (Nth)	To A59 (Sth)	To Pimlico LR	Total
From A59 (Nth)	-	495	68	563
From A59 (Sth)	412	-	134	546
From Pimlico LR	76	156	-	232
Total	488	651	202	1,341

Table 4 – MCC Turning Counts at A59/Pimlico Link Road - PM Peak Hour (5pm-6pm)

Maximum Weekday Vehicular Queues (Vehs)			
	A59 (Nth)	A59 (Sth)	Pimlico LR
AM Peak Hour (8am-9am)	6	0	19
PM Peak Hour (5pm-6pm)	2	0	28

Table 5 – Maximum Queues at A59/Pimlico Link Rd – Peak Hours

The above data is referenced as appropriate in the subsequent sections.

In addition, the location was visited to observe existing conditions during both AM and PM peak periods. These site observations confirmed that the surveyed data set out above is indicative of typical peak hour conditions.

REVIEW OF SUBMITTED APPLICATION DOCUMENTS

Each of the application documents (listed above) have been reviewed and considered with respect to the specific concerns of the Council Planning Committee. A summary of the review and findings is set out as follows with reference to the validation surveys undertaken where appropriate. For ease of reference, the review findings are highlighted in ***bold italics***.

Environmental Statement Volume 2 Chapter 10: Traffic and Movement (Feb 2025)

This document sets out an assessment of the potential environmental effects of the proposals in relation to 'Traffic and Movement'. These effects include:

- Road vehicle driver and passenger delay
- Non-motorised user (NMU) delay
- NMU amenity
- Road user and pedestrian safety
- Hazardous and abnormal and invisible loads.

For the purposes of this review only those effects relating to the specific concerns of the Planning Committee set out above are considered – i.e. road vehicle and passenger delay and road safety.

The scope of the document includes the following sections of highway network:

- A671 Pimlico Link Road between A59/A671 junction immediately south-east of the Alternative Facility site access, and the A671/Chatburn Road/Pimlico Link Road roundabout. The study area also captures 200m of the A671/Chatburn Road arms of the roundabout
- A59 sections immediately east and west of A59/A671 junction
- West Bradford Road between where it joins Pimlico Link Road to the south, and as far north as 200m beyond the consented P&R and consented HGV marshalling facilities.

Again, this review considers only those sections of local highway network relevant to the areas of concern, namely:

- Pimlico Link Road
- Pimlico Link Road/Proposed Site Compound Access Junction
- A59/Pimlico Link Road Junction

The document provides summaries of the July 2024 traffic data although the base data is not included. The October 2025 validation survey data commissioned as part of this review has therefore been used to check the appropriateness of the summary data provided as appropriate (See also the Transport Statement section below). The base traffic flows on Pimlico Link Road used in the Environmental Statement (Table 10.3 of the document) are comparable to those observed in the validation surveys (**Table 1**) and are **therefore considered to be a sound basis for the subsequent assessment of potential impacts.**

The Environmental Statement sets out recorded vehicular speeds of 43.4mph (average) and 50.0mph (85th percentile). **These correlate well to the validation survey speeds observed (Table 2) and accordingly are considered appropriate.**

The queue lengths at the Pimlico Link Road used in the Environmental Statement were slightly greater than those observed during the validation surveys (**Table 5**). **They are therefore considered a robust assessment of existing conditions.**

In the assessment of potential effects of the alternative facility, the Environmental Statement considers 3 assessment periods:

- Construction (of the alternative facility) Phase - 2026,
- Operational Phase - 2028, and
- Decommissioning.

Observed base traffic flows are factored to future assessment years using TEMPro and the National Trip End Model (NTEM) – **this is considered appropriate.**

The trip distribution of the previously consented scheme has been adopted in the appraisal of the alternative site (i.e. the majority of employee and HGV trips will arrive at the site from the south via the A59 and Pimlico Link Road. **This approach is considered valid.**

In accordance with the consented Construction Traffic Management Plan (CTMP), worker and HGV movements will be restricted to the following times:

- 06:45 to 08:00 and 18:45 to 20:00 (two shifts) – light movements (private car/minibus/vans) for commuting movements
- 09:00 to 14:45 and 16:00 to 18:45 Monday to Friday and on Saturday between 08:00 to 13:00 – HGVs and abnormal load movements.

The above operating hours therefore restrict the movement of vehicles to outwith 08:00 to 09:00 and 14:45 to 16:00 Monday to Friday to avoid traffic during school drop-off times.

It is noted that Condition 41 of the previous consent varied the above periods slightly and it is these revised hours which would be applicable to any consent of the alternative site. **This should not affect any of the environmental assessment work or findings.**

Similarly, it is proposed to amend the times for worker movements as follows:

- 06:00 to 08:00 and 18:00 to 20:00

Again, it is considered that this should not affect the findings of the Environmental Statement. Nor should it have any impact on the operation or safety of the local highway network as these movements would be spread over a longer period and would not occur during the peak periods in any case.

The Environmental Statement undertakes the assessment of potential impacts in accordance with the IEMA Guidelines: Environmental Assessment of Traffic and Movement. In accordance with these guidelines two assessment threshold rules are adopted as follows:

- Rule 1 Threshold - >30% increase in either 12-hour total traffic flows or HGV volumes

- Rule 2 Threshold - >10% increase in either 12-hour total traffic flows or HGV volumes in environmentally sensitive areas

The Environmental Statement sets out at Tables 10.9 and 10.15 the relative increases, in percentage terms, of total vehicles and HGVs associated with the proposed alternative facility during the construction and operational phases (It is assumed that the decommissioning phase would have similar impacts to the construction phase).

With regard the construction phase, it is forecast that there would be less than a 2% increase on any link within the study area, with HGV numbers increasing between 0% and 6.1% based on the development trip generation figures submitted for the previously consented scheme.

With regard to the operational phase, it is forecast that there would be less than a 5% increase on any link within the study area, with HGV numbers increasing generally between 0% and 10%, although there is forecast to be 33% increase in HGVs on Pimlico Link Road (north of Chatburn Road) and West Bradford Road (i.e. the section between Chatburn Road and the cement works) due primarily to the lower levels of existing traffic on these links. These increases are based on those for the previously consented scheme and so there would actually be a reduction in total vehicles and HGVs on these links as the alternative facility, located further to the east, would intercept the worker and HGV traffic further east.

In light of the above and the IEMA threshold rules, the Environmental Statement concludes that the alternative site would have a 'negligible' effect, in terms of road vehicle and passenger delay and road safety, on the majority of the links assessed with the exception of Pimlico Link Road (north of Chatburn Road) and West Bradford Road where the effect was deemed to be 'negligible to slight'. ***These assessments are considered reasonable and valid. It is also noted that the two links where 'negligible to slight' effects are forecast would also have had the same effects with the consented scheme. In fact, there would be some betterment when compared to the consented scheme given that the alternative scheme would intercept the worker and HGV movements further to the southeast.***

It is also noted that the Applicant proposes mitigation measures in the form of a CTMP (see below), Travel Plan and the establishment of a Highway Stakeholder Group which would have the potential to further reduce the above effects and could be secured by planning condition if deemed necessary.

Traffic surveys (July 2024) – Environmental Statement Volume 3 Figure 10.3

This figure illustrates the surveys undertaken by the Applicant. ***Whilst it is considered that the geographical extent of the surveys is appropriate for the study area, the survey data***

has not been provided (other than am peak, pm peak and 12 hour summaries) in Table 2.1 of the Transport Statement. Nor is it clear, whether all the survey sites were re-surveyed in 2024 or just the Pimlico Link Road site at the proposed site access and queue length surveys at the A59/Pimlico Link Road junction. Notwithstanding this, this review has undertaken validation surveys at the locations pertinent to the Planning Committee concerns. These validation surveys correlate reasonably well with the traffic data used by the Applicant.

Vol 4 Appendix F.1 Transport Statement (Feb 2025)

The Transport Statement report replicates much of that included in the Chapter 10: Traffic and Movement of the Environmental Statement as reviewed above. Additional data and analysis presented is reviewed as follows.

The Transport Statement states that the AM and PM peak hours in terms of traffic flow on Pimlico Link Road based on the July 2024 surveys were 8am – 9am and 5pm – 6pm with 2-way flows of 593 and 487 vehicles respectively. ***The survey data is not provided within the report, as would normally be the case, so it is not possible to check the summary flows presented however they correlate reasonably with the 2025 validation survey observed flows of 659 and 436 set out at Table 1.*** The Transport Statement states that Pimlico Link Road is lightly trafficked during the weekday commuter peak hours with moderate use by HGVs. ***This is considered to be a fair assessment based on the survey data and on-site observations.***

At Graph 4.1 of the Transport Statement, the Applicant sets out the trip generation associated with the various aspects of the project construction programme between January 2026 and November 2033. There is no supporting information presented to support this graph although it is implied that the data is based on that previously granted planning consent by the Council. This review is therefore undertaken on that basis.

The Transport Statement undertakes a sensitivity test on the slight variation in the traffic movement hours from those previously consented and concludes that any changes would be negligible. ***This is considered reasonable.***

With respect to impacts associated with the project the Transport Statement considers two scenarios, namely, the construction and operational phases of the alternative facility. These are reviewed separately as follows.

Construction (of the alternative facility) Phase – it is stated that there would be up to 7 two-way HGV movements per hour with all movements arriving/departing via the Pimlico Link

Road/A59 junction. There would be no HGV trips during the AM peak hour and no HGVs would progress to the northwest beyond the alternative facility.

In terms of employee trips, these would be up to 12 two-way per hour (on Pimlico Link Road between the alternative site and the A59 junction – significantly less to the west of the alternative site) with none of these occurring during the AM and PM peak hours. The relative change on the various links would be between 0.0% and 2.6%, the largest change occurring between 7am and 8am on Pimlico Link Road between the A59 and the alternative site.

Operational Phase – The Transport Statement sets out that the busiest period would be between 7am and 8am with up to 40 employee two-way trips per hour on Pimlico Link Road and the A59. There would be up to 11 HGV two-way trips per hour throughout the rest of the day – but not during the school drop-off and pick-up periods.

The relative change on the various links would be between 0.0% and 11.7%, the largest change occurring between 7am and 8am on Pimlico Link Road and West Bradford Road. There would be no change during the AM peak hour and less than 5% during the PM peak hour. It is noted that on the Pimlico Link Road (northwest of the alternative site) and West Bradford Road links there would be a reduction in development trips when compared to the consented scheme(s) given that the majority of employees (who arrive/depart to/from the A59) would only need to travel on the short section between the alternative site and the A59 rather than to the consented site further to the northwest.

These figures are based on the those submitted with the consented scheme(s) and, although there is no supporting data showing their derivation, it is assumed that these were scrutinised and verified as part of the previous planning application.

The Transport Statement presents the results of the capacity analysis of the proposed alternative site access onto Pimlico Link Road which is considered separately below. The analysis was undertaken using the industry standard PICADY modelling software.

The analysis demonstrates that, even during the busier 7am to 8am period, the proposed access would operate well within capacity with an RFC value of 0.04 which is significantly below the threshold value of 0.85 above which, queues start to form and capacity starts to become an issue. RFC is the ratio of (actual) flow compared to the capacity of the junction being reviewed. In this case, the actual flow is just 4% of the calculated capacity of the junction. ***It is considered that this would not result in a perceptible impact on the operation of Pimlico Link Road.***

There is no capacity analysis presented for the Pimlico Link Road/A59 junction. ***Whilst this would have been useful, it is acknowledged that there would be no change at this location when compared to the previously consented scheme(s) so it would not be reasonable to request this. Notwithstanding this, on the basis that there would be no development trips during the AM peak hour and limited movements during the PM peak hour, it is considered that the development related vehicular movements would not have a perceptible impact at the Pimlico Link Road/A59 junction.***

Vol 4 Appendix F.2 Construction Traffic Management Plan Addendum (Feb 2025)

This is an addendum to the original CTMP prepared as part of the previously consented scheme(s) and seeks to deal with any supplementary issues arising as a result of the alternative site.

Both the CTMP and the Addendum aim to:

- Ensure that movements of people, plant and materials are achieved in a safe, efficient and timely manner
- Ensure construction traffic levels do not exceed an acceptable level during network peak periods
- Reduce and control construction vehicle trips where practical
- Ensure strategies and mitigation measures are implemented and adhered to through continued monitoring, review and improvement of the CTMP
- Limit the effects of construction traffic on the local road network

The CTMP covers both the construction (of the alternative site), operational and the de-commissioning phases of the development and covers the following aspects:

- Vehicle routing;
- Traffic movement restrictions – i.e.
 - 06:45 to 08:00 and 18:45 to 20:00 (two shifts) – light vehicle movements (private car/minibus/vans) for commuting movements
 - 09:00 to 14:45 and 16:00 to 18:45 Monday to Friday and on Saturday between 08:00 to 13:00 – HGVs and abnormal load movements.
- Provision of the park and ride facility for employees – 240 spaces;
- Provision of a satisfactory access to accommodate the largest vehicles envisaged (i.e. 34.1m TBM long low loader) – see below.

The measures contained within the CTMP Addendum are considered appropriate and reasonable to control and mitigate any impacts associated with the proposed development. It should also be noted that the CTMP (including the Addendum) are

likely to be secured via planning condition to ensure that the contents are to the satisfaction of the Council and the Highway Authority.

Proposed Site Access Layout Plan (RVBC-P&R-APP-DR-011 – Feb 2025)

The drawing RVBC-P&R-APP-DR-011 illustrates the proposed alternative site access layout together with the proposed signage and pedestrian facilities.

The layout is considered to be appropriate for the use envisaged together with the proposed signage.

Whilst it is noted that one of the 'Works Traffic Only' signs is handed incorrectly, this would be picked up as part of the s278 detailed design.

Visibility splays are illustrated and although not shown it is considered that the required 160m sightlines are achievable.

Vol 4 Appendix F.3 Swept Path Analysis (Feb 2025)

The Applicant has provided swept path analysis to demonstrate that the proposed access to the alternative facility can accommodate not only a max. legal articulated HGV but the largest vehicle envisaged which is a 34.1m long TBM low loader. ***The swept path provided demonstrates that the proposed access can cater for both vehicles.***

Vol 4 Appendix F.4 PICADY Capacity Analysis (Feb 2025)

This document sets out the capacity analysis for the proposed access to the alternative facility undertaken using the PICADY software. The analysis considered the 'worse case' operational phase over the following periods:

- 7am to 8am
- 8am to 9am
- 9am to 10am
- 5pm to 6pm
- 6pm to 7pm

These are considered appropriate time periods for assessment.

The analysis presented indicates that the junction would operate well within capacity with a maximum RFC value of 0.04. As noted above, this is significantly below the threshold RFC value of 0.85, above which queues start to form and capacity starts to become an issue. RFC is the ratio of (actual) flow compared to the capacity of the junction being reviewed. In this

case, the actual flow is just 4% of the calculated capacity of the junction. ***No base data has been provided so it has not been possible to undertake a detailed check on the analysis, however, a logic check on the input parameters and reference to the validation survey data has not revealed any fundamental errors. It is also considered that, given the significant modelled residual capacity, any minor errors in the modelling would not affect the conclusions drawn.***

COUNCIL AREAS OF CONCERN

As noted above, the Council Planning Committee have raised the following areas of concern:

- 1) Queuing along the Pimlico link road for vehicles:
 - a. exiting Pimlico Link Road onto the A59
 - b. entering the new compound on Pimlico Link Road
 - c. the minibuses that will be used to transport the staff to the sites
- 2) The impact of dispersed vehicles on the surrounding network for vehicles who choose not to use Pimlico Link Road due to the increase in vehicles in this location- rat running
- 3) The need for improvements to the junction in the form of a roundabout/ traffic lights to both improve the safety of this junction and to support the additional traffic created as part of the construction of HARP

These are dealt with in turn as follows.

Queueing along Pimlico Link Road

There are currently queues along Pimlico Link Road at its junction with the A59, however these are only seen during the morning and evening peak hours (i.e. 8am to 9am and 5pm to 6pm). The validation surveys (see **Table 5** above) and site observations indicate that these tend to comprise up to circa 19 and 28 vehicles in the AM and PM peaks respectively on the Pimlico Link Road arm only. Outside the peak hours this junction appears to operate well within capacity with no significant queueing.

Site observations indicate that the rest of the link road and its junctions operate well within capacity with no significant queueing observed, even during the peak hour periods.

Whilst the addition of any development trips would exacerbate any existing queueing, it should be noted that such increases due to the alternative facility under consideration would be no greater than those attributable to the previously consented scheme. However, to put the forecast increases associated with the proposals into context, during the PM peak hour (5pm to 6pm) there is forecast to be 11 two-way HGV movements (no related employee trips) which would equate to say 6 movements in each direction per hour – i.e. just 1 vehicle every 10

minutes. Given the existing flows along Pimlico Link Road and through the A59 junction, such increases would not be perceptible and would be well within daily fluctuations of current flows and queue lengths.

It should also be noted that there would be no development related trips during the AM peak hour.

It should also be noted that, to the northwest of the alternative site, queueing on Pimlico Link Road and its junctions should reduce slightly when compared to the consented scheme(s) at all times of the day due to the fact that the alternative site would intercept development trips sooner after they leave the A59 – i.e. such trips would not need to travel along the section between alternative site and the previously consented site at the cement works.

In terms of the site entrance, the capacity analysis undertaken and reviewed indicates that there would be negligible queueing even during the PM peak hour.

With regards the site minibuses, these would not operate during either the AM or PM peak hours. In addition, these vehicles are under the control of the Applicant so platooning can be avoided and could be secured through the CTMP. Accordingly, it is considered that there should be no queueing of minibuses at any time of the day.

Dispersal onto the Local Highway Network due to Rat-Running

Given that there is not significant queueing and associated delay on Pimlico Link Road other than at the A59 junction during the AM and PM peak hours and that these will not be exacerbated during the AM peak hour and only slightly increased during the PM peak hour (i.e. just 1 vehicle every 10 minutes in each direction), it is considered that there is very little potential for dispersal due to rat-running as a result of the additional development trips over and above that already occurring. Any queueing on the Pimlico Link Road arm of the A59 junction was observed to incur on average circa 3 minutes of delay at its worst during the PM peak hour however, it should be noted that this was seen to fluctuate within the PM peak hour period. Given the proximity of the alternative site to the A59 junction and the time delay (due to travel speeds and existing junctions) on alternative routes through Clitheroe to the A59 it is considered that there is negligible potential for rat-running on alternative routes.

It should be noted that any such potential for dispersal would be no greater than that associated with the consented scheme(s) and, in actual fact, to the northwest of the alternative facility site the potential for dispersal could actually be reduced slightly when compared to the consented scheme(s).

The Need for Improvements to the Pimlico Link Road/A59 Junction

As set out above, there are significant levels of existing queueing at this junction during both the AM and PM peak hours. However, the proposed development would not exacerbate these during the AM peak hour and would only result in a negligible increase in trips during the PM peak hour (i.e just one vehicle in each direction every 10 minutes) when compared to the traffic flows currently passing through the junction. Accordingly, it would be difficult to justify a requirement to improve the existing junction particularly given that the proposals would not result in any greater impact than that associated with the previously consented scheme.

With respect to road safety, roundabouts and signal-controlled junctions tend to have better safety records when compared to priority junctions. Notwithstanding that an existing safety problem has not been identified at the existing junction, it should be noted that whilst an enhanced junction provision may improve the existing safety record, it may result in disbenefits in the form of delay to the much larger volumes of A59 through traffic where such delay doesn't currently exist. For example, the dominant straight through A59 traffic does not currently incur any time delay at the junction. Introducing a roundabout or traffic signals where the A59 traffic would need to slow down, give-way or stop for a 'red period' would incur levels of cumulative delay far greater than that currently experienced by the Pimlico Link Road traffic.

It should also be noted that the current proposals would not result in any safety impacts over and above those previously accepted as part of the consented scheme(s).

CONCLUSION

In light of the above, it is considered that the information submitted by the Applicant is generally correct and commensurate with the proposed development.

In summary, it is considered that the current proposals for the alternative facility would not result in any significant impacts on the local road network and, in any event, such impacts would be no greater than those already accepted as part of the previously approved scheme(s).

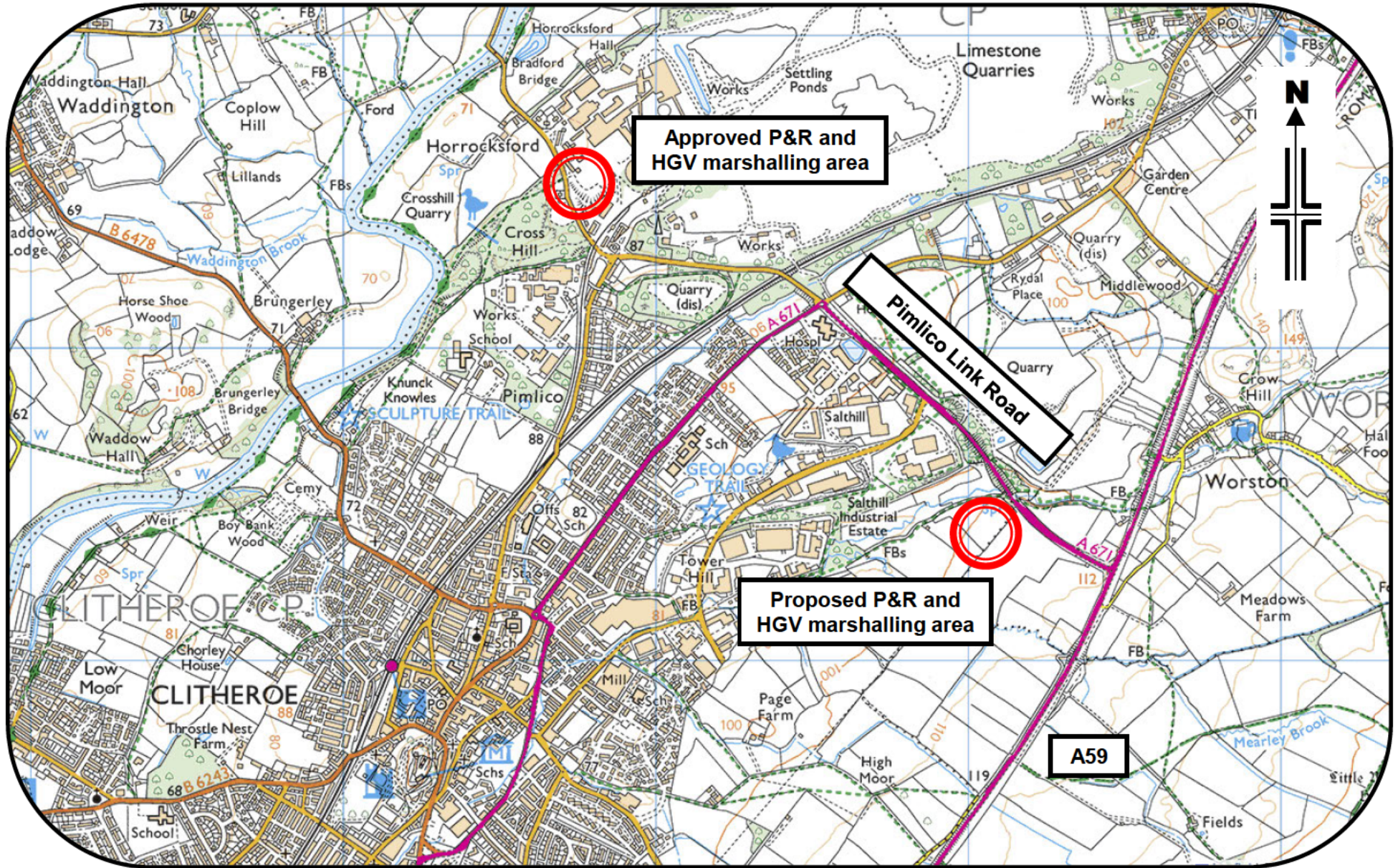
Accordingly, it is concluded that it would be difficult to justify and substantiate a highways related reason for refusal on the basis of the Planning Committee concerns set out above.

I trust that the above will be sufficient for your current purposes but please let me know should you require any further assistance.

Yours faithfully,



David Wallbank
Consultant, PSA Design Ltd.



© Crown Copyright. All rights reserved.
Licence number AL100034996.



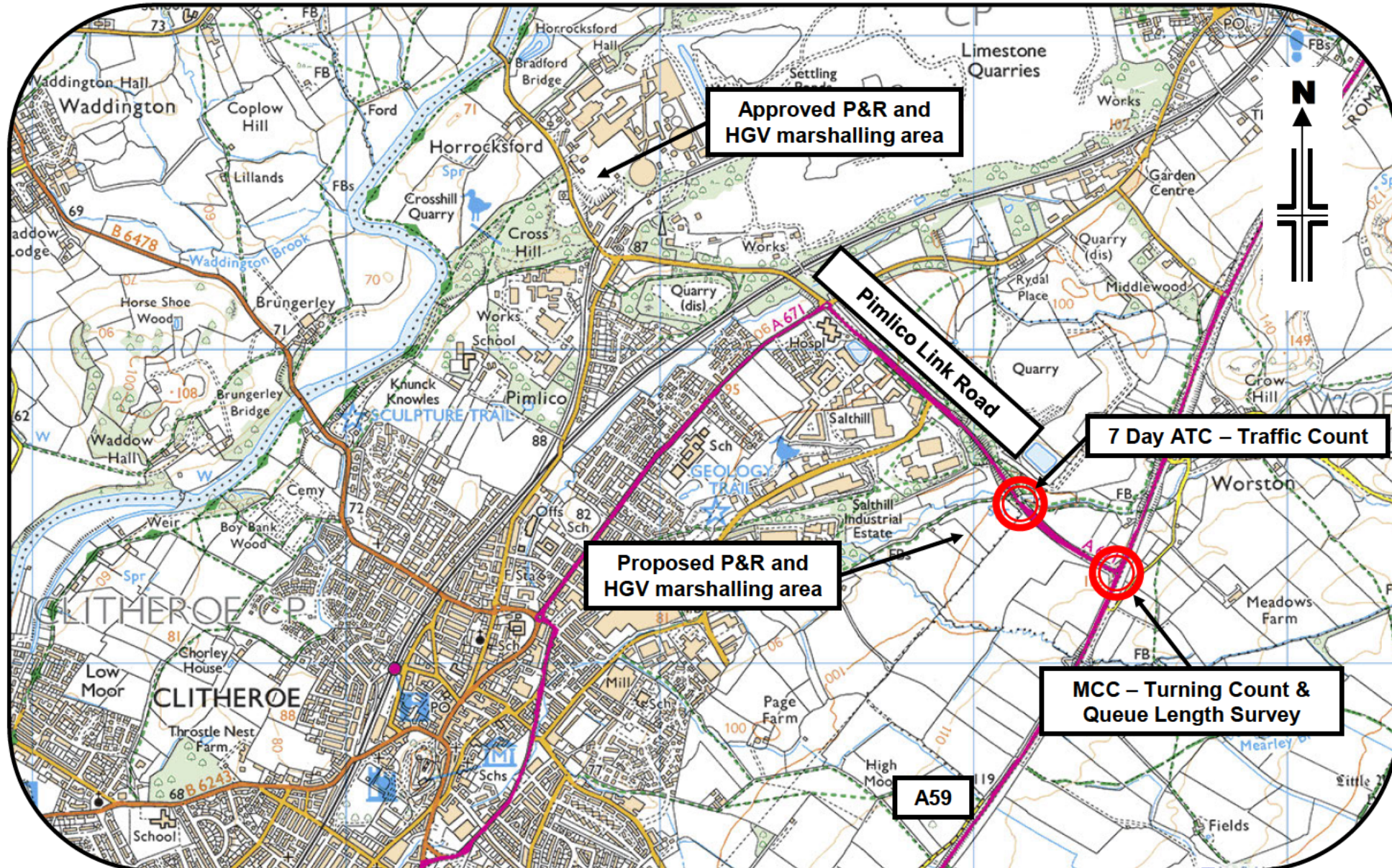
PSA Design
The Old Bank House
6 Berry Lane, Longridge
Preston, PR3 3JA
Tel. 01772 786066

Client	Ribble Valley BC
Job	HARP P&R and HGV marshalling area
Title	Approved and Proposed Site Locations

Drawn	CH	Date	Oct 2025
Checked	DLW	Scale	NTS
Approved	DLW		

Drawing No.
Figure 1

Rev				
-----	--	--	--	--



© Crown Copyright. All rights reserved.
Licence number AL100034996.



PSA Design
The Old Bank House
6 Berry Lane, Longridge
Preston, PR3 3JA
Tel. 01772 786066

Client	Ribble Valley BC
Job	HARP P&R and HGV marshalling area
Title	Validation Traffic Survey Locations (October 2025)

Drawn	CH	Date	Oct 2025
Checked	DLW	Scale	NTS
Approved	DLW		

Drawing No.
Figure 2

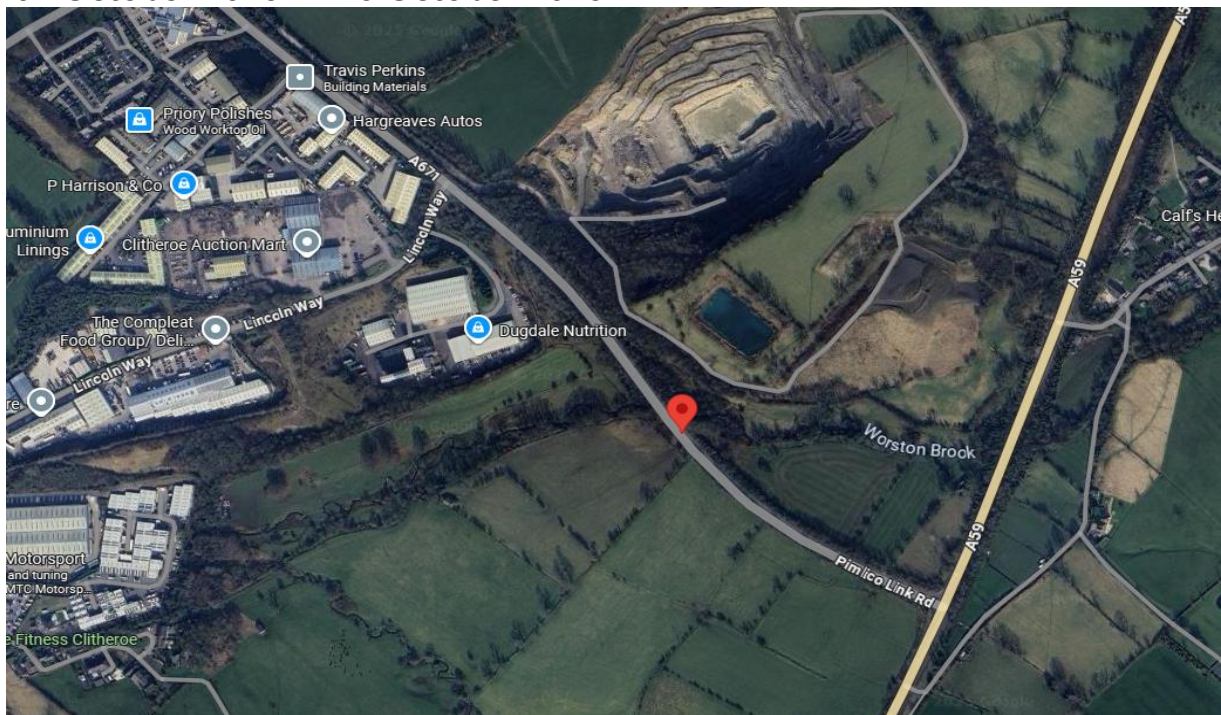
Rev

**Annex 1 - 7-day Automatic Traffic Count (ATC) (7-13 October 2025 Incl) - Pimlico Link
Road**

Clitheroe

Classified Counts and Speeds

07 October 2025 - 13 October 2025



Clitheroe
Pimlico Link Road [40mph]
[53.878283, -2.364242]



Direction - East

07/10/2025	Vehicle Classes												TOTAL
	1	2	3	4	5	6	7	8	9	10	11		
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus		
01:00	0	0	23	2	0	0	0	0	0	0	0	25	
02:00	0	0	6	1	0	0	0	0	0	0	0	7	
03:00	0	0	4	0	0	0	0	0	0	0	0	4	
04:00	0	0	8	0	0	1	0	2	0	1	0	12	
05:00	1	0	32	1	1	0	1	0	0	4	0	40	
06:00	0	0	35	2	3	1	0	3	0	11	0	55	
07:00	0	0	81	12	4	0	4	1	0	10	1	113	
08:00	1	0	106	14	12	2	2	2	0	8	1	148	
09:00	0	2	119	20	16	2	2	1	0	10	1	173	
10:00	0	0	101	35	15	2	3	3	0	10	2	171	
11:00	0	0	74	39	17	3	4	3	0	13	2	155	
12:00	1	0	115	32	26	3	4	7	0	14	2	204	
13:00	1	1	107	26	13	1	3	5	0	10	1	168	
14:00	0	0	113	36	16	1	2	4	0	14	5	191	
15:00	0	0	139	39	17	0	1	8	0	12	1	217	
16:00	1	0	190	51	20	0	1	2	0	7	3	275	
17:00	0	0	184	38	8	1	0	1	0	6	0	238	
18:00	1	1	161	34	4	0	0	1	0	3	0	205	
19:00	0	1	95	17	2	0	0	0	0	0	0	115	
20:00	0	0	66	8	0	0	0	0	0	0	0	74	
21:00	0	0	46	1	2	0	0	0	0	1	0	50	
22:00	0	0	37	2	2	0	0	0	0	1	0	42	
23:00	0	0	59	2	0	0	0	0	0	2	0	63	
00:00	0	0	15	0	0	0	0	0	0	1	0	16	

7:00-19:00 12H	5	5	1504	381	166	15	22	37	0	107	18	2260
06:00-22:00 16H	5	5	1734	404	174	15	26	38	0	119	19	2539
06:00-24:00 18H	5	5	1808	406	174	15	26	38	0	122	19	2618
00:00-24:00 24H	6	5	1916	412	178	17	27	43	0	138	19	2761

Direction - West

07/10/2025 Hr Ending	Vehicle Classes												TOTAL
	1 Cycle	2 M/C	3 Car	4 LGV	5 R2	6 R3	7 R4	8 A3	9 A4	10 A5+	11 Bus		
01:00	0	0	4	1	0	0	0	0	0	1	0	6	
02:00	0	0	2	0	1	0	0	0	0	1	0	4	
03:00	0	0	4	2	0	0	0	0	0	0	0	6	
04:00	0	0	10	1	0	0	0	0	0	0	0	11	
05:00	0	0	26	3	1	0	0	0	0	1	0	31	
06:00	0	0	136	20	0	0	3	0	0	4	0	163	
07:00	0	1	148	42	8	0	3	0	0	3	0	205	
08:00	0	2	238	68	10	0	2	3	0	12	0	335	
09:00	0	2	341	104	26	1	3	7	0	13	2	499	
10:00	1	1	130	67	30	2	5	4	0	16	3	259	
11:00	0	0	91	40	14	0	2	7	0	16	4	174	
12:00	0	0	108	45	21	2	1	8	0	18	3	206	
13:00	0	0	125	52	27	5	4	5	0	17	3	238	
14:00	0	1	146	55	12	1	2	5	0	19	4	245	
15:00	0	0	146	38	20	2	2	3	0	23	4	238	
16:00	0	0	153	55	10	3	0	3	0	8	4	236	
17:00	0	2	152	33	9	0	0	1	0	9	2	208	
18:00	0	0	155	31	7	1	0	3	0	2	0	199	
19:00	0	0	116	28	4	0	0	1	0	5	0	154	
20:00	0	0	65	9	4	1	0	2	0	5	0	86	
21:00	0	0	41	9	2	0	0	1	0	3	0	56	
22:00	0	0	63	7	1	0	0	0	0	3	0	74	
23:00	0	0	29	2	0	0	0	0	0	2	0	33	
00:00	0	0	16	1	0	0	0	1	0	3	0	21	

7:00-19:00 12H	1	8	1901	616	190	17	21	50	0	158	29	2991
06:00-22:00 16H	1	9	2218	683	205	18	24	53	0	172	29	3412
06:00-24:00 18H	1	9	2263	686	205	18	24	54	0	177	29	3466
00:00-24:00 24H	1	9	2445	713	207	18	27	54	0	184	29	3687

Direction - East

08/10/2025 Hr Ending	Vehicle Classes												TOTAL
	1 Cycle	2 M/C	3 Car	4 LGV	5 R2	6 R3	7 R4	8 A3	9 A4	10 A5+	11 Bus		
01:00	0	0	20	0	0	0	0	0	0	0	0	20	
02:00	0	0	15	1	0	0	0	0	0	2	0	18	
03:00	0	0	5	1	0	0	0	0	0	0	0	6	
04:00	0	0	4	0	2	0	1	0	0	0	0	7	
05:00	0	0	41	7	0	0	0	3	0	4	0	55	
06:00	0	0	49	1	0	0	0	2	0	2	0	54	
07:00	0	0	95	12	4	1	2	2	0	6	1	123	
08:00	0	2	131	18	12	2	1	1	0	8	1	176	
09:00	1	0	118	26	4	1	2	3	0	9	1	165	
10:00	0	0	94	43	15	1	1	0	0	5	2	161	
11:00	1	1	92	31	10	4	4	5	0	14	1	163	
12:00	1	0	126	19	17	1	0	4	0	9	1	178	
13:00	0	1	127	27	12	0	2	5	0	12	1	187	
14:00	0	1	118	29	16	2	0	5	0	18	1	190	
15:00	0	3	195	43	15	1	0	1	0	9	0	267	
16:00	0	2	188	33	9	1	0	0	0	5	2	240	
17:00	0	1	233	37	5	0	0	2	0	6	0	284	
18:00	0	2	197	31	4	0	0	1	0	2	0	237	
19:00	0	1	145	20	0	0	0	0	0	0	0	166	
20:00	0	1	109	11	1	1	1	1	0	1	0	126	
21:00	0	0	99	14	3	1	0	0	0	1	0	118	
22:00	0	0	34	3	0	0	0	0	0	1	0	38	
23:00	0	0	52	3	0	0	0	0	0	1	0	56	
00:00	0	0	18	3	0	0	0	0	0	2	0	23	

7:00-19:00 12H	3	14	1764	357	119	13	10	27	0	97	10	2414
06:00-22:00 16H	3	15	2101	397	127	16	13	30	0	106	11	2819
06:00-24:00 18H	3	15	2171	403	127	16	13	30	0	109	11	2898
00:00-24:00 24H	3	15	2305	413	129	16	14	35	0	117	11	3058

Direction - West

08/10/2025 Hr Ending	Vehicle Classes												TOTAL
	1 Cycle	2 M/C	3 Car	4 LGV	5 R2	6 R3	7 R4	8 A3	9 A4	10 A5+	11 Bus		
01:00	0	0	3	1	0	0	1	0	0	1	0	6	
02:00	0	0	1	2	0	0	0	0	0	0	0	3	
03:00	0	0	4	1	0	0	0	0	0	0	1	6	
04:00	0	0	7	1	0	0	0	0	0	0	0	8	
05:00	0	0	29	4	1	0	0	0	0	3	0	37	
06:00	0	0	158	16	2	1	1	0	0	2	0	180	
07:00	0	1	132	38	8	1	1	1	0	9	0	191	
08:00	0	3	260	60	15	0	1	1	0	10	0	350	
09:00	0	2	366	95	23	2	1	4	0	11	3	507	
10:00	1	0	140	59	23	0	1	3	0	10	3	240	
11:00	0	1	113	36	21	4	1	4	0	17	4	201	
12:00	0	0	126	46	20	2	1	6	0	13	0	214	
13:00	0	0	124	47	23	7	1	3	0	24	3	232	
14:00	0	3	175	52	28	3	2	5	0	16	0	284	
15:00	0	0	229	69	19	5	1	3	0	15	4	345	
16:00	0	0	195	47	15	1	0	3	0	15	3	279	
17:00	0	1	190	53	14	1	0	2	0	10	1	272	
18:00	0	0	211	47	12	1	0	3	0	3	0	277	
19:00	0	0	122	30	3	2	1	0	0	4	1	163	
20:00	0	0	67	11	1	0	0	2	0	4	0	85	
21:00	0	1	53	9	2	0	0	1	0	5	1	72	
22:00	0	0	65	10	0	0	0	0	0	4	0	79	
23:00	0	0	26	3	0	0	1	0	0	0	0	30	
00:00	0	0	10	4	2	2	0	0	0	3	0	21	

7:00-19:00 12H	1	10	2251	641	216	28	10	37	0	148	22	3364
06:00-22:00 16H	1	12	2568	709	227	29	11	41	0	170	23	3791
06:00-24:00 18H	1	12	2604	716	229	31	12	41	0	173	23	3842
00:00-24:00 24H	1	12	2806	741	232	32	14	41	0	179	24	4082

Direction - East

09/10/2025	Vehicle Classes											
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	TOTAL
01:00	0	0	13	2	0	0	0	0	0	0	0	15
02:00	0	0	18	0	0	0	0	0	0	0	0	18
03:00	0	0	7	1	0	0	0	0	0	0	0	8
04:00	0	0	10	0	0	0	0	0	0	1	0	11
05:00	0	0	31	4	0	0	0	3	0	4	0	42
06:00	0	0	54	2	1	0	0	5	0	7	0	69
07:00	0	0	74	13	0	2	3	1	0	5	2	100
08:00	0	0	125	18	7	6	2	2	0	11	0	171
09:00	0	0	151	17	7	0	1	0	0	5	2	183
10:00	1	1	134	32	13	0	1	2	1	5	0	190
11:00	0	0	138	37	13	1	1	3	0	6	1	200
12:00	0	1	123	41	15	3	0	2	0	17	1	203
13:00	0	0	158	25	10	0	0	7	0	12	2	214
14:00	0	1	172	22	5	0	1	5	0	10	2	218
15:00	0	4	162	29	9	1	0	3	0	5	1	214
16:00	0	1	210	42	11	0	0	3	0	1	0	268
17:00	0	2	217	34	5	0	0	4	0	2	0	264
18:00	0	2	166	34	2	0	0	1	0	1	0	206
19:00	0	0	109	19	1	0	1	0	0	1	0	131
20:00	0	0	68	10	3	0	0	0	0	0	0	81
21:00	0	0	42	7	0	0	0	1	0	0	0	50
22:00	0	0	28	0	3	0	0	0	0	1	0	32
23:00	0	0	57	4	0	0	0	0	0	0	0	61
00:00	0	0	9	1	0	0	0	0	0	3	0	13

7:00-19:00 12H	1	12	1865	350	98	11	7	32	1	76	9	2462
06:00-22:00 16H	1	12	2077	380	104	13	10	34	1	82	11	2725
06:00-24:00 18H	1	12	2143	385	104	13	10	34	1	85	11	2799
00:00-24:00 24H	1	12	2276	394	105	13	10	42	1	97	11	2962

Direction - West

09/10/2025	Vehicle Classes											
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	TOTAL
01:00	0	0	3	3	0	0	0	0	0	0	0	6
02:00	0	0	4	0	0	0	0	0	0	2	0	6
03:00	0	0	4	2	1	0	0	0	0	1	0	8
04:00	0	0	10	0	0	0	0	0	0	0	0	10
05:00	0	0	26	9	0	0	0	0	0	5	1	41
06:00	0	1	159	20	0	2	1	0	0	1	0	184
07:00	0	0	119	38	7	1	3	3	0	6	0	177
08:00	0	3	236	54	11	2	2	3	0	6	3	320
09:00	0	2	379	96	23	4	1	1	0	15	3	524
10:00	0	1	183	68	18	4	0	4	0	13	3	294
11:00	1	0	144	54	22	4	1	9	0	18	5	258
12:00	0	0	128	50	30	5	2	8	0	20	0	243
13:00	0	1	128	42	13	1	1	3	0	20	2	211
14:00	0	2	218	54	16	1	2	6	0	20	2	321
15:00	0	1	164	36	13	4	0	6	0	15	4	243
16:00	0	0	152	64	11	0	1	5	0	8	6	247
17:00	0	0	160	47	12	2	1	1	0	8	1	232
18:00	0	1	162	43	5	0	0	1	0	5	0	217
19:00	0	0	126	30	1	0	0	0	0	3	0	160
20:00	0	0	55	15	2	0	0	4	0	3	0	79
21:00	0	0	54	13	0	0	1	0	0	3	1	72
22:00	0	0	61	10	3	0	0	0	0	1	1	76
23:00	0	0	18	1	2	0	0	2	0	3	0	26
00:00	0	0	7	2	0	0	0	0	0	0	0	9

7:00-19:00 12H	1	11	2180	638	175	27	11	47	0	151	29	3270
06:00-22:00 16H	1	11	2469	714	187	28	15	54	0	164	31	3674
06:00-24:00 18H	1	11	2494	717	189	28	15	56	0	167	31	3709
00:00-24:00 24H	1	12	2700	751	190	30	16	56	0	176	32	3964

Direction - East

10/10/2025	Vehicle Classes												TOTAL
	1	2	3	4	5	6	7	8	9	10	11		
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus		
01:00	0	0	23	1	1	0	0	1	0	0	0	26	
02:00	0	0	8	0	0	0	0	1	0	0	0	9	
03:00	0	0	5	2	0	0	0	0	0	2	0	9	
04:00	0	0	9	0	1	0	0	0	0	0	0	10	
05:00	0	0	37	1	0	0	0	1	0	6	0	45	
06:00	0	0	41	3	2	0	2	3	0	8	0	59	
07:00	0	0	92	9	4	2	1	0	0	4	1	113	
08:00	0	0	97	8	6	1	1	1	0	7	1	122	
09:00	2	0	114	17	17	2	0	0	0	11	2	165	
10:00	0	1	121	33	12	0	1	3	0	5	0	176	
11:00	1	0	128	27	16	1	0	1	0	8	1	183	
12:00	0	2	140	35	8	4	0	3	0	17	1	210	
13:00	0	0	155	28	6	0	1	4	0	6	2	202	
14:00	0	4	139	34	5	0	2	4	0	4	1	193	
15:00	1	1	185	23	14	0	1	4	0	7	0	236	
16:00	0	1	199	39	8	0	0	3	0	2	1	253	
17:00	1	1	166	24	7	1	0	2	0	2	1	205	
18:00	0	1	146	16	2	0	0	0	0	1	0	166	
19:00	0	0	100	12	1	0	0	1	0	1	0	115	
20:00	0	0	68	8	1	0	0	0	0	1	0	78	
21:00	0	1	39	4	1	0	0	0	0	0	0	45	
22:00	1	0	43	2	0	0	0	0	0	0	0	46	
23:00	0	0	65	2	1	0	0	0	0	3	0	71	
00:00	0	0	37	1	0	0	0	0	0	0	0	38	
7:00-19:00 12H	5	11	1690	296	102	9	6	26	0	71	10	2226	
06:00-22:00 16H	6	12	1932	319	108	11	7	26	0	76	11	2508	
06:00-24:00 18H	6	12	2034	322	109	11	7	26	0	79	11	2617	
00:00-24:00 24H	6	12	2157	329	113	11	9	32	0	95	11	2775	

Direction - West

10/10/2025	Vehicle Classes												TOTAL
	1	2	3	4	5	6	7	8	9	10	11		
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus		
01:00	0	0	6	1	0	0	0	0	0	3	0	10	
02:00	0	0	4	2	0	0	0	0	0	1	0	7	
03:00	0	0	3	1	0	0	0	0	0	0	0	4	
04:00	0	0	9	0	1	0	0	0	0	2	0	12	
05:00	0	0	23	4	0	0	0	0	0	2	0	29	
06:00	0	0	137	23	1	0	0	1	0	5	0	167	
07:00	0	1	138	34	8	2	1	3	0	6	0	193	
08:00	0	1	216	45	16	1	1	2	0	13	2	297	
09:00	0	1	309	77	20	2	0	3	0	17	2	431	
10:00	0	0	142	74	27	2	1	6	0	13	2	267	
11:00	1	0	146	61	19	3	0	2	0	22	5	259	
12:00	1	0	134	44	17	4	1	3	0	11	1	216	
13:00	0	1	140	47	15	2	1	3	0	14	1	224	
14:00	1	4	180	39	21	2	2	5	0	17	0	271	
15:00	0	1	171	40	16	1	2	3	0	22	4	260	
16:00	1	0	193	50	17	1	0	0	0	6	1	269	
17:00	0	0	130	36	18	1	0	1	0	13	1	200	
18:00	0	0	142	32	4	3	0	1	0	7	0	189	
19:00	0	0	102	34	5	0	0	0	0	6	0	147	
20:00	0	1	64	13	3	1	0	0	0	2	0	84	
21:00	0	1	37	6	0	0	0	0	0	4	0	48	
22:00	0	0	48	5	3	0	0	0	0	1	0	57	
23:00	0	0	24	4	0	0	0	0	0	3	0	31	
00:00	0	0	16	4	0	0	0	0	0	1	0	21	
7:00-19:00 12H	4	8	2005	579	195	22	8	29	0	161	19	3030	
06:00-22:00 16H	4	11	2292	637	209	25	9	32	0	174	19	3412	
06:00-24:00 18H	4	11	2332	645	209	25	9	32	0	178	19	3464	
00:00-24:00 24H	4	11	2514	676	211	25	9	33	0	191	19	3693	

Direction - East

11/10/2025	Vehicle Classes												TOTAL
	1	2	3	4	5	6	7	8	9	10	11		
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus		
01:00	0	0	23	0	0	0	0	0	0	1	0	24	
02:00	0	1	9	2	0	0	0	0	0	0	0	12	
03:00	0	0	1	0	0	0	0	0	0	1	0	2	
04:00	0	0	4	0	0	0	0	1	0	0	0	5	
05:00	0	0	16	2	1	0	0	1	0	2	0	22	
06:00	0	0	20	3	0	0	0	0	0	3	0	26	
07:00	1	0	24	4	1	0	0	2	0	1	0	33	
08:00	0	0	44	8	4	0	1	0	0	1	0	58	
09:00	0	0	58	10	2	0	0	3	0	0	0	73	
10:00	1	0	97	19	6	0	0	2	0	6	0	131	
11:00	1	0	122	25	8	0	0	1	0	1	0	158	
12:00	0	0	126	15	8	1	0	1	0	1	0	152	
13:00	0	0	111	13	2	1	0	3	0	0	1	131	
14:00	0	1	138	19	1	0	0	5	0	2	1	167	
15:00	0	0	116	16	2	0	0	5	0	2	0	141	
16:00	0	4	113	15	4	0	0	8	0	6	0	150	
17:00	0	3	128	21	9	0	0	23	0	3	0	187	
18:00	0	0	87	17	2	0	0	1	0	1	0	108	
19:00	0	2	55	7	3	0	0	0	0	0	0	67	
20:00	0	0	70	4	2	0	0	0	0	0	0	76	
21:00	0	0	24	2	2	0	0	0	0	0	0	28	
22:00	0	0	17	2	0	0	0	0	0	0	1	20	
23:00	0	0	26	1	0	0	0	0	0	0	0	27	
00:00	0	0	10	3	0	0	0	0	0	1	0	14	
7:00-19:00 12H	2	10	1195	185	51	2	1	52	0	23	2	1523	
06:00-22:00 16H	3	10	1330	197	56	2	1	54	0	24	3	1680	
06:00-24:00 18H	3	10	1366	201	56	2	1	54	0	25	3	1721	
00:00-24:00 24H	3	11	1439	208	57	2	1	56	0	32	3	1812	

Direction - West

11/10/2025 Hr Ending	Vehicle Classes												TOTAL
	1 Cycle	2 M/C	3 Car	4 LGV	5 R2	6 R3	7 R4	8 A3	9 A4	10 A5+	11 Bus		
01:00	0	0	12	2	1	1	0	0	0	0	0	16	
02:00	0	0	9	0	1	0	0	0	0	2	0	12	
03:00	0	0	3	1	1	0	0	0	0	1	0	6	
04:00	0	0	2	2	0	0	0	0	0	1	0	5	
05:00	0	0	7	0	1	0	0	0	0	0	0	8	
06:00	0	0	27	0	2	0	0	0	0	0	0	29	
07:00	0	0	36	24	1	0	0	2	0	3	0	66	
08:00	0	0	63	23	4	0	0	3	0	2	2	97	
09:00	2	0	81	21	2	0	0	14	0	14	0	134	
10:00	0	0	108	47	6	2	0	8	0	7	0	178	
11:00	0	1	135	35	6	0	0	15	0	7	0	199	
12:00	0	0	166	37	4	0	0	7	0	4	1	219	
13:00	0	0	119	20	6	1	1	4	0	1	0	152	
14:00	2	1	139	31	0	1	0	3	0	1	0	178	
15:00	3	6	119	25	6	0	0	2	0	1	0	162	
16:00	0	1	102	15	5	2	0	1	0	3	0	129	
17:00	0	0	103	24	4	0	0	2	0	0	0	133	
18:00	0	2	100	15	1	0	0	0	0	0	0	118	
19:00	0	0	75	20	1	1	0	1	0	0	0	98	
20:00	0	0	64	5	2	0	0	0	0	0	0	71	
21:00	0	0	37	6	1	0	0	0	0	0	0	44	
22:00	0	0	34	8	0	0	0	0	0	0	0	42	
23:00	0	0	21	6	1	0	0	0	0	0	0	28	
00:00	0	0	10	1	0	0	0	0	0	0	0	11	
7:00-19:00 12H	7	11	1310	313	45	7	1	60	0	40	3	1797	
06:00-22:00 16H	7	11	1481	356	49	7	1	62	0	43	3	2020	
06:00-24:00 18H	7	11	1512	363	50	7	1	62	0	43	3	2059	
00:00-24:00 24H	7	11	1572	368	56	8	1	62	0	47	3	2135	

Direction - East

12/10/2025	Vehicle Classes											TOTAL
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	
01:00	0	0	11	1	0	0	0	0	0	0	0	12
02:00	0	0	7	1	1	0	0	0	0	0	0	9
03:00	0	0	3	0	0	0	0	0	0	0	0	3
04:00	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	20	1	0	0	0	0	0	1	0	22
06:00	0	0	17	2	0	0	0	0	0	1	0	20
07:00	0	0	21	3	1	0	0	0	0	0	0	25
08:00	0	0	30	2	1	0	0	0	0	1	0	34
09:00	0	0	87	11	2	0	0	0	0	1	0	101
10:00	0	0	194	14	2	0	0	0	0	0	0	210
11:00	0	1	204	12	2	0	0	0	0	1	0	220
12:00	0	0	187	16	1	0	1	0	0	1	0	206
13:00	0	1	235	32	5	0	0	4	0	0	0	277
14:00	0	1	129	10	5	0	0	1	0	0	0	146
15:00	0	4	85	8	1	0	0	0	0	0	0	98
16:00	0	1	98	6	0	0	0	0	0	1	0	106
17:00	0	0	97	16	2	0	0	0	0	0	0	115
18:00	0	0	48	5	0	0	0	0	0	0	0	53
19:00	0	0	70	5	1	1	0	0	0	1	0	78
20:00	0	0	51	2	0	0	0	0	0	0	0	53
21:00	0	0	24	4	1	0	0	0	0	0	0	29
22:00	0	0	20	1	1	0	0	0	0	1	0	23
23:00	0	0	14	1	0	0	0	0	0	0	0	15
00:00	0	0	17	1	1	0	0	0	0	0	0	19
7:00-19:00 12H	0	8	1464	137	22	1	1	5	0	6	0	1644
06:00-22:00 16H	0	8	1580	147	25	1	1	5	0	7	0	1774
06:00-24:00 18H	0	8	1611	149	26	1	1	5	0	7	0	1808
00:00-24:00 24H	0	8	1670	154	27	1	1	5	0	9	0	1875

Direction - West

12/10/2025	Vehicle Classes											TOTAL
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	
01:00	0	0	10	3	1	0	0	0	0	0	0	14
02:00	0	0	7	0	1	0	0	0	0	0	0	8
03:00	0	0	3	0	0	0	0	0	0	0	0	3
04:00	0	0	3	1	0	0	0	0	0	0	0	4
05:00	0	0	15	2	0	0	0	0	0	0	0	17
06:00	0	0	43	6	5	0	0	1	0	2	0	57
07:00	0	0	72	20	4	0	0	1	0	0	0	97
08:00	0	0	141	15	3	0	0	3	0	1	0	163
09:00	0	1	187	26	1	0	0	1	0	1	0	217
10:00	0	2	170	25	6	0	0	0	0	2	0	205
11:00	1	0	161	31	3	0	1	3	0	1	0	201
12:00	0	2	143	30	3	0	1	4	0	1	0	184
13:00	0	3	114	23	1	0	0	0	0	0	0	141
14:00	0	2	95	17	1	3	0	0	0	1	0	119
15:00	2	1	109	22	2	0	0	0	0	0	0	136
16:00	0	1	81	10	3	0	0	3	0	0	0	98
17:00	0	1	91	15	1	1	0	0	0	0	0	109
18:00	0	1	91	22	3	0	0	0	0	1	0	118
19:00	0	0	55	15	2	2	0	0	0	0	0	74
20:00	0	0	78	9	1	0	0	0	0	0	0	88
21:00	0	0	31	7	1	0	0	0	0	2	0	41
22:00	0	0	20	2	0	0	0	0	0	1	0	23
23:00	0	0	12	0	2	0	0	0	0	0	0	14
00:00	0	0	13	0	0	0	0	0	0	0	0	13
7:00-19:00 12H	3	14	1438	251	29	6	2	14	0	8	0	1765
06:00-22:00 16H	3	14	1639	289	35	6	2	15	0	11	0	2014
06:00-24:00 18H	3	14	1664	289	37	6	2	15	0	11	0	2041
00:00-24:00 24H	3	14	1745	301	44	6	2	16	0	13	0	2144

Direction - East

13/10/2025	Vehicle Classes											
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	TOTAL
01:00	0	0	10	0	0	0	0	0	0	1	0	11
02:00	0	0	7	1	0	0	0	0	0	1	0	9
03:00	0	0	4	1	0	0	0	0	0	1	1	7
04:00	0	0	4	0	0	0	0	0	0	1	0	5
05:00	0	0	27	2	0	0	0	1	0	5	0	35
06:00	0	0	50	2	2	0	0	3	0	11	0	68
07:00	0	0	97	11	2	2	2	0	0	7	2	123
08:00	0	0	144	18	5	3	2	0	0	5	0	177
09:00	0	0	125	26	11	1	2	0	0	5	0	170
10:00	1	0	119	28	14	0	2	4	0	5	0	173
11:00	0	0	122	22	11	2	1	3	0	14	0	175
12:00	0	2	121	35	11	3	1	2	0	14	1	190
13:00	0	4	150	30	11	1	1	8	0	8	2	215
14:00	0	1	131	35	8	2	1	13	0	17	4	212
15:00	1	3	171	42	9	1	0	13	0	7	2	249
16:00	1	1	215	48	8	1	0	10	0	5	1	290
17:00	1	0	209	35	5	3	0	1	0	2	0	256
18:00	0	0	198	24	1	0	0	2	0	5	0	230
19:00	0	0	98	13	3	0	1	1	0	4	0	120
20:00	0	0	92	12	4	0	0	0	0	2	0	110
21:00	0	1	56	3	1	0	0	0	0	2	0	63
22:00	0	0	34	3	0	0	0	0	0	2	0	39
23:00	0	0	57	6	1	0	0	0	0	5	0	69
00:00	0	0	18	2	0	0	1	0	0	3	0	24
7:00-19:00 12H	4	11	1803	356	97	17	11	57	0	91	10	2457
06:00-22:00 16H	4	12	2082	385	104	19	13	57	0	104	12	2792
06:00-24:00 18H	4	12	2157	393	105	19	14	57	0	112	12	2885
00:00-24:00 24H	4	12	2259	399	107	19	14	61	0	132	13	3020

Direction - West

13/10/2025	Vehicle Classes											
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	TOTAL
01:00	0	0	2	1	0	0	0	0	0	1	0	4
02:00	0	0	3	0	0	0	0	0	0	1	1	5
03:00	0	0	4	2	0	0	0	0	0	0	0	6
04:00	0	0	9	1	0	0	0	0	0	1	0	11
05:00	0	0	28	5	0	0	0	0	0	1	0	34
06:00	0	1	164	12	1	1	0	0	0	1	0	180
07:00	0	0	158	37	6	0	2	1	0	4	0	208
08:00	1	2	245	58	14	1	0	4	0	9	3	337
09:00	1	0	361	73	18	3	4	5	0	13	3	481
10:00	0	0	131	52	22	3	1	10	0	21	0	240
11:00	0	0	152	54	18	3	1	13	0	18	2	261
12:00	0	0	124	47	17	4	1	10	0	16	4	223
13:00	0	1	144	38	17	5	1	12	0	19	5	242
14:00	0	1	183	56	15	5	0	1	0	17	2	280
15:00	0	3	183	46	13	2	1	3	0	18	5	274
16:00	1	0	198	51	14	4	0	4	0	14	1	287
17:00	0	0	179	36	13	3	0	1	0	11	2	245
18:00	0	0	198	36	8	1	0	1	0	10	0	254
19:00	1	0	129	26	5	1	0	2	0	8	0	172
20:00	0	0	58	13	4	1	0	0	0	1	0	77
21:00	0	1	49	5	0	0	0	5	0	5	0	65
22:00	0	0	35	5	1	2	0	1	0	5	0	49
23:00	0	0	20	3	0	0	0	0	0	1	0	24
00:00	0	0	9	0	0	0	0	1	0	2	0	12
7:00-19:00 12H	4	7	2227	573	174	35	9	66	0	174	27	3296
06:00-22:00 16H	4	8	2527	633	185	38	11	73	0	189	27	3695
06:00-24:00 18H	4	8	2556	636	185	38	11	74	0	192	27	3731
00:00-24:00 24H	4	9	2766	657	186	39	11	74	0	197	28	3971

Clitheroe
Pimlico Link Road [40mph]
[53.878283, -2.364242]



Direction - East

07/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	2	9	10	2	2	0	0	0	0	25
02:00	0	0	0	0	0	0	1	1	2	1	1	0	0	1	0	7
03:00	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	0	3	6	2	1	0	0	0	0	12
05:00	0	0	0	0	0	0	1	10	4	15	8	2	0	0	0	40
06:00	0	0	0	0	0	0	3	17	15	9	9	2	0	0	0	55
07:00	0	0	0	1	0	0	3	41	43	18	6	1	0	0	0	113
08:00	1	0	0	0	0	0	9	44	45	26	15	7	1	0	0	148
09:00	0	0	0	0	1	3	8	51	68	33	7	2	0	0	0	173
10:00	0	0	0	0	0	0	18	56	68	22	6	1	0	0	0	171
11:00	0	0	0	0	0	3	15	52	55	14	9	6	1	0	0	155
12:00	0	0	0	0	0	2	22	72	80	22	5	1	0	0	0	204
13:00	0	0	0	0	2	5	15	61	52	26	6	1	0	0	0	168
14:00	0	0	0	0	1	3	24	73	61	20	7	1	1	0	0	191
15:00	0	0	0	0	2	2	22	72	67	32	15	3	1	0	1	217
16:00	1	0	0	2	1	3	19	95	100	38	12	2	2	0	0	275
17:00	38	12	13	6	0	1	6	48	64	34	11	3	2	0	0	238
18:00	2	0	0	0	0	7	15	51	73	44	10	1	1	1	0	205
19:00	0	0	0	0	0	0	6	25	35	29	16	1	2	1	0	115
20:00	0	0	0	0	0	2	4	8	25	23	5	5	2	0	0	74
21:00	0	0	0	0	0	4	4	17	15	5	5	0	0	0	0	50
22:00	0	0	0	0	0	0	3	7	14	11	5	1	0	0	1	42
23:00	0	0	0	0	0	4	10	24	12	10	3	0	0	0	0	63
00:00	0	0	0	0	0	0	1	4	7	3	0	1	0	0	0	16

7:00-19:00 12H	42	12	13	8	7	29	179	700	768	340	119	29	11	2	1	2260
06:00-22:00 16H	42	12	13	9	7	35	193	773	865	397	140	36	13	2	2	2539
06:00-24:00 18H	42	12	13	9	7	39	204	801	884	410	143	37	13	2	2	2618
00:00-24:00 24H	42	12	13	9	7	39	211	842	924	439	164	41	13	3	2	2761

Direction - West

07/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	1	1	0	3	1	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
03:00	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	6
04:00	0	0	0	0	0	0	2	0	3	5	0	0	0	0	1	11
05:00	0	0	0	0	0	0	0	3	5	6	9	4	3	1	0	31
06:00	0	0	0	0	0	1	8	31	41	38	33	7	3	1	0	163
07:00	0	0	0	1	0	0	7	42	59	53	26	11	2	2	2	205
08:00	0	0	0	0	0	2	10	81	108	79	39	12	4	0	0	335
09:00	0	0	0	0	0	4	22	141	181	106	34	7	2	2	0	499
10:00	0	0	0	1	2	1	17	54	105	47	24	4	3	1	0	259
11:00	0	0	0	1	0	2	13	50	63	26	12	4	2	1	0	174
12:00	0	0	0	0	1	4	19	53	82	29	14	2	1	0	1	206
13:00	0	0	0	0	2	6	21	71	78	43	11	3	2	1	0	238
14:00	0	1	0	0	0	0	17	61	83	51	19	10	2	1	0	245
15:00	0	0	0	0	0	0	10	67	72	64	19	5	1	0	0	238
16:00	0	0	0	0	0	1	3	54	79	71	21	6	1	0	0	236
17:00	1	0	0	0	0	2	5	34	68	56	29	9	2	2	0	208
18:00	0	0	0	0	0	1	5	37	52	49	37	10	7	1	0	199
19:00	0	0	0	0	0	0	10	34	36	38	28	6	2	0	0	154
20:00	0	0	0	0	0	0	1	16	26	26	13	1	2	0	1	86
21:00	0	0	0	0	0	0	1	14	17	15	6	2	0	1	0	56
22:00	0	0	0	0	0	0	1	10	18	24	10	7	2	1	1	74
23:00	0	0	0	0	0	1	1	4	8	9	3	5	0	2	0	33
00:00	0	0	0	0	0	0	0	7	5	5	3	0	0	1	0	21

7:00-19:00 12H	1	1	0	2	5	23	152	737	1007	659	287	78	29	9	1	2991
06:00-22:00 16H	1	1	0	3	5	23	162	819	1127	777	342	99	35	13	5	3412
06:00-24:00 18H	1	1	0	3	5	24	163	830	1140	791	348	104	35	16	5	3466
00:00-24:00 24H	1	1	0	3	5	25	175	866	1195	844	392	115	41	18	6	3687

Direction - East

08/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	3	3	5	4	3	2	0	0	0	0	20
02:00	0	0	0	0	0	5	1	5	3	3	1	0	0	0	0	18
03:00	0	0	0	0	0	0	0	1	2	2	0	1	0	0	0	6
04:00	0	0	0	0	0	0	1	0	1	4	1	0	0	0	0	7
05:00	0	0	0	0	0	0	2	13	8	19	9	3	1	0	0	55
06:00	0	0	0	0	0	0	1	18	24	6	5	0	0	0	0	54
07:00	0	0	0	0	0	2	10	25	51	25	8	2	0	0	0	123
08:00	1	0	0	0	0	0	16	53	55	29	15	6	1	0	0	176
09:00	0	1	1	1	0	0	16	57	54	31	4	0	0	0	0	165
10:00	0	0	0	0	0	0	7	53	63	27	10	1	0	0	0	161
11:00	1	0	0	0	1	1	12	62	59	20	7	0	0	0	0	163
12:00	1	0	1	0	0	3	19	80	36	25	9	2	1	1	0	178
13:00	0	0	0	1	0	1	13	58	76	33	3	2	0	0	0	187
14:00	0	0	0	0	0	1	23	66	67	23	8	0	1	1	0	190
15:00	0	0	0	0	0	2	26	110	96	20	10	3	0	0	0	267
16:00	0	0	0	0	0	1	19	87	76	37	19	1	0	0	0	240
17:00	0	0	0	1	2	4	16	92	99	52	15	3	0	0	0	284
18:00	35	22	2	6	5	5	7	42	54	33	16	9	0	1	0	237
19:00	0	0	1	0	0	1	8	41	56	39	13	5	1	0	1	166
20:00	0	0	0	0	0	0	12	47	36	18	12	0	0	0	1	126
21:00	0	0	0	0	0	1	6	29	42	21	13	3	2	1	0	118
22:00	0	0	0	0	0	0	0	11	12	10	3	1	1	0	0	38
23:00	0	0	0	0	0	0	5	16	16	8	7	1	1	1	1	56
00:00	0	0	0	0	0	1	3	4	5	7	2	1	0	0	0	23
7:00-19:00 12H	38	23	5	9	8	19	182	801	791	369	129	32	4	3	1	2414
06:00-22:00 16H	38	23	5	9	8	22	210	913	932	443	165	38	7	4	2	2819
06:00-24:00 18H	38	23	5	9	8	23	218	933	953	458	174	40	8	5	3	2898
00:00-24:00 24H	38	23	5	9	8	31	226	975	995	495	192	44	9	5	3	3058

Direction - West

08/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	1	2	1	1	0	0	0	1	0	6
02:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
03:00	0	0	0	0	0	0	1	0	2	2	0	0	0	1	0	6
04:00	0	0	0	0	0	0	0	1	3	2	0	2	0	0	0	8
05:00	0	0	0	0	0	0	1	4	7	13	8	2	0	2	0	37
06:00	0	0	0	0	0	1	6	29	75	44	22	2	1	0	0	180
07:00	0	0	0	0	0	3	6	43	58	45	31	3	2	0	0	191
08:00	0	0	0	0	0	3	20	88	126	70	32	8	3	0	0	350
09:00	0	0	0	0	0	3	22	134	187	108	38	10	3	2	0	507
10:00	0	0	0	1	0	1	10	56	79	52	20	15	4	1	1	240
11:00	0	0	0	0	0	0	4	62	76	40	13	3	2	1	0	201
12:00	0	0	1	0	0	2	12	52	63	49	25	8	1	1	0	214
13:00	0	0	0	0	0	1	21	55	74	42	28	10	1	0	0	232
14:00	0	0	0	0	0	4	17	70	87	65	30	8	2	0	1	284
15:00	0	0	0	0	0	3	17	113	106	77	19	8	1	1	0	345
16:00	0	0	0	0	0	0	14	56	97	76	25	9	1	1	0	279
17:00	0	0	0	0	0	0	4	46	93	68	35	21	4	1	0	272
18:00	0	1	0	0	4	12	14	39	88	66	31	17	3	1	1	277
19:00	0	0	0	0	0	0	1	22	47	43	24	14	8	3	1	163
20:00	0	0	0	0	0	0	4	13	25	25	11	3	4	0	0	85
21:00	0	0	0	0	0	1	0	14	19	13	14	7	0	2	2	72
22:00	0	0	0	0	0	1	1	7	16	20	21	10	2	1	0	79
23:00	0	0	0	0	0	0	1	9	8	4	6	0	1	0	1	30
00:00	0	0	0	0	0	0	0	5	3	9	1	2	1	0	0	21
7:00-19:00 12H	0	1	1	1	4	29	156	793	1123	756	320	131	33	12	4	3364
06:00-22:00 16H	0	1	1	1	4	34	167	870	1241	859	397	154	41	15	6	3791
06:00-24:00 18H	0	1	1	1	4	34	168	884	1252	872	404	156	43	15	7	3842
00:00-24:00 24H	0	1	1	1	4	35	177	920	1341	936	434	162	44	19	7	4082

Direction - East

09/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	1	3	6	2	3	0	0	0	0	15
02:00	0	0	0	0	0	1	1	4	8	2	2	0	0	0	0	18
03:00	0	0	0	0	0	0	0	1	5	2	0	0	0	0	0	8
04:00	0	0	0	0	0	0	1	0	6	1	3	0	0	0	0	11
05:00	0	0	0	0	0	0	0	11	14	10	6	1	0	0	0	42
06:00	0	0	0	0	0	0	1	24	21	18	5	0	0	0	0	69
07:00	0	0	0	0	0	2	10	14	33	23	14	4	0	0	0	100
08:00	0	0	0	0	0	0	18	38	59	38	14	3	1	0	0	171
09:00	0	0	0	0	0	3	9	48	68	40	14	1	0	0	0	183
10:00	0	0	1	0	0	2	4	46	84	37	11	4	1	0	0	190
11:00	0	0	0	0	0	0	21	73	75	21	6	3	0	0	1	200
12:00	0	0	0	0	0	0	10	74	63	38	13	4	0	1	0	203
13:00	0	0	0	0	0	2	12	73	78	36	11	2	0	0	0	214
14:00	0	0	0	0	0	3	22	72	89	26	6	0	0	0	0	218
15:00	0	0	0	0	0	2	17	68	81	33	8	5	0	0	0	214
16:00	0	0	0	5	0	3	16	86	94	47	13	2	1	1	0	268
17:00	6	6	3	2	8	10	13	76	76	47	11	3	2	0	1	264
18:00	0	0	0	0	0	0	13	44	71	47	19	11	1	0	0	206
19:00	0	0	0	0	0	0	3	33	44	30	13	4	4	0	0	131
20:00	0	0	0	0	0	0	2	11	32	18	12	3	1	2	0	81
21:00	0	0	0	0	0	0	2	13	11	10	8	3	2	1	0	50
22:00	0	0	0	0	0	0	0	10	5	3	9	3	0	1	1	32
23:00	0	0	0	0	0	1	2	14	27	7	7	1	2	0	0	61
00:00	0	0	0	0	0	0	0	3	4	4	2	0	0	0	0	13

7:00-19:00 12H	6	6	4	7	8	25	158	731	882	440	139	42	10	2	2	2462
06:00-22:00 16H	6	6	4	7	8	27	172	779	963	494	182	55	13	6	3	2725
06:00-24:00 18H	6	6	4	7	8	28	174	796	994	505	191	56	15	6	3	2799
00:00-24:00 24H	6	6	4	7	8	29	178	839	1054	540	210	57	15	6	3	2962

Direction - West

09/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	0	0	2	3	0	1	0	0	0	6
02:00	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	1	5	1	0	0	0	1	0	8
04:00	0	0	0	0	0	0	0	0	8	0	2	0	0	0	0	10
05:00	0	0	0	0	0	1	0	7	6	11	8	1	5	2	0	41
06:00	0	0	0	0	0	1	10	33	49	53	25	10	3	0	0	184
07:00	0	0	0	0	0	3	3	24	55	38	38	14	1	1	0	177
08:00	0	0	0	0	3	1	8	76	123	72	28	5	3	0	1	320
09:00	0	0	0	0	0	0	17	131	205	104	56	8	3	0	0	524
10:00	0	0	0	0	0	0	5	69	108	63	39	7	2	0	1	294
11:00	0	0	0	3	0	0	13	50	90	68	26	6	1	0	1	258
12:00	0	0	0	0	0	0	4	51	95	45	32	10	2	2	2	243
13:00	0	0	1	0	0	4	7	36	78	53	23	6	3	0	0	211
14:00	0	0	0	0	0	14	23	91	101	65	21	4	2	0	0	321
15:00	0	0	0	0	9	2	13	48	72	57	32	7	1	1	1	243
16:00	0	0	0	0	0	1	10	62	94	45	30	3	1	1	0	247
17:00	0	0	0	0	0	1	6	40	83	45	43	12	1	0	1	232
18:00	0	0	0	0	0	0	6	32	63	59	39	10	7	1	0	217
19:00	0	0	0	0	0	0	2	27	57	35	20	12	4	2	1	160
20:00	0	0	0	0	0	0	3	12	24	17	16	4	2	0	1	79
21:00	0	0	0	0	0	0	5	15	17	14	9	10	2	0	0	72
22:00	0	0	0	0	0	0	4	10	19	21	10	4	7	0	1	76
23:00	0	0	0	0	0	0	3	5	7	6	3	1	1	0	0	26
00:00	0	0	0	0	0	0	0	2	0	5	1	1	0	0	0	9

7:00-19:00 12H	0	0	1	3	12	23	114	713	1169	711	389	90	30	7	8	3270
06:00-22:00 16H	0	0	1	3	12	26	129	774	1284	801	462	122	42	8	10	3674
06:00-24:00 18H	0	0	1	3	12	26	132	781	1291	812	466	124	43	8	10	3709
00:00-24:00 24H	0	0	1	3	12	28	142	822	1365	882	501	136	51	11	10	3964

Direction - East

10/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	4	8	8	6	0	0	0	0	0	26
02:00	0	0	0	0	0	1	1	2	4	1	0	0	0	0	0	9
03:00	0	0	0	0	0	0	1	0	2	0	2	2	2	0	0	9
04:00	0	0	0	0	0	0	0	1	3	5	1	0	0	0	0	10
05:00	0	0	0	0	0	0	1	5	24	8	6	1	0	0	0	45
06:00	0	0	0	0	0	0	3	9	23	17	7	0	0	0	0	59
07:00	0	0	0	0	0	1	10	25	43	21	9	2	0	0	2	113
08:00	0	0	0	0	0	1	7	37	45	18	7	5	1	1	0	122
09:00	2	0	0	0	1	4	6	44	62	32	14	0	0	0	0	165
10:00	0	0	0	0	0	0	14	64	67	20	9	2	0	0	0	176
11:00	0	0	0	0	0	4	18	53	63	34	10	0	1	0	0	183
12:00	0	0	0	0	3	0	24	60	78	35	8	1	1	0	0	210
13:00	0	0	0	0	0	2	16	65	76	32	9	1	0	0	1	202
14:00	0	0	0	0	0	0	9	63	79	29	10	1	2	0	0	193
15:00	0	0	0	1	0	3	19	73	73	53	11	3	0	0	0	236
16:00	0	0	0	4	4	4	28	85	70	44	11	2	1	0	0	253
17:00	14	32	5	5	0	0	10	33	58	24	21	1	1	1	0	205
18:00	0	0	0	0	0	0	4	23	70	39	24	5	0	0	1	166
19:00	0	0	0	0	0	0	0	25	51	19	11	8	0	1	0	115
20:00	0	0	0	0	0	0	3	18	25	13	14	3	0	2	0	78
21:00	0	0	0	0	0	0	2	12	14	9	6	2	0	0	0	45
22:00	0	0	0	0	0	0	3	16	7	8	4	3	4	0	1	46
23:00	0	0	0	1	0	0	0	16	25	10	14	3	2	0	0	71
00:00	0	0	0	1	0	0	5	9	11	5	2	4	1	0	0	38

7:00-19:00 12H	16	32	5	10	8	18	155	625	792	379	145	29	7	3	2	2226
06:00-22:00 16H	16	32	5	10	8	19	173	696	881	430	178	39	11	5	5	2508
06:00-24:00 18H	16	32	5	12	8	19	178	721	917	445	194	46	14	5	5	2617
00:00-24:00 24H	16	32	5	12	8	20	188	746	981	482	210	49	16	5	5	2775

Direction - West

10/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	0	1	2	3	1	1	1	0	1	10
02:00	0	0	0	0	0	0	2	0	2	1	1	1	0	0	0	7
03:00	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	4
04:00	0	0	0	0	0	0	1	0	2	5	3	1	0	0	0	12
05:00	0	0	0	0	0	0	0	0	3	17	4	2	3	0	0	29
06:00	0	0	0	0	0	0	4	19	44	54	35	9	1	1	0	167
07:00	0	0	0	0	0	2	8	25	59	48	34	6	2	5	4	193
08:00	0	0	0	0	0	0	8	67	111	62	32	10	5	2	0	297
09:00	0	0	0	0	0	2	14	111	146	103	41	8	4	1	1	431
10:00	0	0	0	0	0	2	7	69	84	80	19	4	2	0	0	267
11:00	0	0	0	0	1	0	13	57	90	56	30	8	4	0	0	259
12:00	0	0	0	0	1	0	13	60	71	47	21	1	0	1	1	216
13:00	0	0	0	0	1	4	8	35	77	48	32	13	5	1	0	224
14:00	0	0	0	0	1	2	19	54	102	55	27	7	3	1	0	271
15:00	0	0	0	0	0	0	7	66	76	68	24	12	4	1	2	260
16:00	0	0	0	1	2	8	13	58	69	68	35	9	3	3	0	269
17:00	0	1	1	0	1	3	16	46	59	33	24	11	4	1	0	200
18:00	0	0	0	0	0	1	3	21	55	51	39	9	8	2	0	189
19:00	0	0	0	0	0	0	7	26	54	31	21	4	2	1	1	147
20:00	0	0	0	0	0	0	1	4	25	23	22	5	2	2	0	84
21:00	0	0	0	0	0	0	3	8	18	6	8	3	2	0	0	48
22:00	0	0	0	0	0	0	3	4	14	15	7	6	6	1	1	57
23:00	0	0	0	0	0	0	0	4	7	7	5	4	3	0	1	31
00:00	0	0	0	0	0	0	0	2	1	5	8	2	3	0	0	21

7:00-19:00 12H	0	1	1	1	7	22	128	670	994	702	345	96	44	14	5	3030
06:00-22:00 16H	0	1	1	1	7	24	143	711	1110	794	416	116	56	22	10	3412
06:00-24:00 18H	0	1	1	1	7	24	143	717	1118	806	429	122	62	22	11	3464
00:00-24:00 24H	0	1	1	1	7	24	150	738	1171	888	474	136	67	23	12	3693

Direction - East

11/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	1	3	10	6	2	2	0	0	0	0	24
02:00	0	0	0	0	0	0	0	1	4	3	1	2	1	0	0	12
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	5
05:00	0	0	0	0	0	0	0	2	8	9	1	1	1	0	0	22
06:00	0	0	0	0	0	0	1	9	2	5	6	2	1	0	0	26
07:00	0	0	0	0	0	0	0	6	10	13	4	0	0	0	0	33
08:00	0	0	0	0	0	0	4	11	15	16	12	0	0	0	0	58
09:00	0	0	0	0	0	0	1	12	19	20	14	5	2	0	0	73
10:00	0	0	1	0	0	1	9	26	33	32	24	4	0	0	1	131
11:00	0	0	1	0	0	0	7	38	42	39	25	5	1	0	0	158
12:00	0	0	0	0	0	0	2	37	49	39	20	3	1	1	0	152
13:00	0	0	0	0	0	0	7	36	39	30	14	2	1	0	2	131
14:00	0	0	0	0	1	1	3	34	58	34	26	5	3	1	1	167
15:00	0	0	0	0	0	2	15	38	41	30	11	3	1	0	0	141
16:00	0	0	0	0	0	0	13	44	42	28	13	8	1	1	0	150
17:00	0	0	0	0	0	1	14	56	55	45	11	2	2	0	1	187
18:00	0	0	0	0	0	0	7	21	27	26	20	4	0	1	2	108
19:00	0	0	0	0	0	0	1	13	22	20	9	0	1	0	1	67
20:00	0	0	0	0	0	0	4	14	26	18	11	3	0	0	0	76
21:00	0	0	0	0	0	1	2	6	8	6	1	1	2	1	0	28
22:00	0	0	0	0	0	1	1	2	4	6	4	0	2	0	0	20
23:00	0	0	0	0	0	0	1	3	9	8	3	1	2	0	0	27
00:00	0	0	0	0	0	0	0	4	5	1	3	0	0	0	1	14

7:00-19:00 12H	0	0	2	0	1	5	83	366	442	359	199	41	13	4	8	1523
06:00-22:00 16H	0	0	2	0	1	7	90	394	490	402	219	45	17	5	8	1680
06:00-24:00 18H	0	0	2	0	1	7	91	401	504	411	225	46	19	5	9	1721
00:00-24:00 24H	0	0	2	0	1	8	95	423	526	430	235	55	22	5	10	1812

Direction - West

11/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	0	1	8	1	3	1	0	1	1	16
02:00	0	0	0	0	0	0	0	3	3	4	1	0	0	1	0	12
03:00	0	0	0	0	0	0	1	0	1	4	0	0	0	0	0	6
04:00	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	5
05:00	0	0	0	0	0	0	0	1	1	2	3	0	1	0	0	8
06:00	0	0	0	0	0	0	0	0	5	13	5	5	1	0	0	29
07:00	0	0	0	0	0	0	1	4	13	16	22	8	1	0	1	66
08:00	0	0	0	0	0	1	2	16	27	24	19	7	0	1	0	97
09:00	0	0	0	1	0	1	9	25	34	31	20	7	5	0	1	134
10:00	0	0	0	0	0	0	10	34	53	38	30	10	2	1	0	178
11:00	0	0	0	0	0	0	6	45	66	50	21	8	2	0	1	199
12:00	0	0	0	0	0	0	1	44	57	67	33	9	5	2	1	219
13:00	0	0	0	1	0	0	5	26	44	37	25	9	2	2	1	152
14:00	0	0	0	0	1	1	2	29	50	45	33	13	2	1	1	178
15:00	0	0	0	2	1	0	2	24	50	52	21	8	1	1	0	162
16:00	0	0	0	0	0	0	1	23	38	37	22	3	3	2	0	129
17:00	0	0	0	0	0	1	1	18	31	29	34	13	3	2	1	133
18:00	0	0	0	0	0	0	4	11	42	29	23	7	1	1	0	118
19:00	0	0	0	0	0	0	1	11	22	17	30	11	3	2	1	98
20:00	0	0	0	0	0	0	5	13	16	12	16	5	2	0	2	71
21:00	0	0	0	0	0	0	2	10	10	10	5	2	3	0	2	44
22:00	0	0	0	0	0	0	3	3	10	7	9	7	0	2	1	42
23:00	0	0	0	0	0	0	0	2	6	5	7	2	1	2	3	28
00:00	0	0	0	0	0	0	0	1	2	4	0	1	2	1	0	11

7:00-19:00 12H	0	0	0	4	2	4	44	306	514	456	311	105	29	15	7	1797
06:00-22:00 16H	0	0	0	4	2	4	55	336	563	501	363	127	35	17	13	2020
06:00-24:00 18H	0	0	0	4	2	4	55	339	571	510	370	130	38	20	16	2059
00:00-24:00 24H	0	0	0	4	2	4	56	344	589	536	383	138	40	22	17	2135

Direction - East

12/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	0	6	2	4	0	0	0	0	0	12
02:00	0	0	0	0	0	0	0	4	3	1	1	0	0	0	0	9
03:00	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	4	6	9	2	1	0	0	0	22
06:00	0	0	0	0	0	0	3	2	3	8	2	2	0	0	0	20
07:00	0	0	0	0	0	0	1	3	3	7	6	4	1	0	0	25
08:00	0	0	0	0	0	0	0	7	6	7	9	4	1	0	0	34
09:00	0	0	0	0	0	0	10	23	25	24	16	3	0	0	0	101
10:00	0	0	0	0	0	1	31	74	49	37	8	8	1	0	1	210
11:00	0	0	0	1	0	1	18	80	81	24	13	1	1	0	0	220
12:00	0	0	0	0	1	5	16	60	67	31	20	4	2	0	0	206
13:00	0	0	0	1	1	5	35	85	84	39	17	6	2	2	0	277
14:00	0	0	0	0	0	5	7	46	40	35	9	2	1	1	0	146
15:00	0	0	0	0	0	1	3	14	36	29	10	2	2	1	0	98
16:00	0	0	0	0	0	1	7	24	34	30	9	0	0	1	0	106
17:00	0	0	0	0	0	1	5	28	39	23	13	6	0	0	0	115
18:00	0	0	0	0	0	0	4	11	14	10	11	2	0	1	0	53
19:00	0	0	0	0	0	0	6	18	28	17	7	2	0	0	0	78
20:00	0	0	0	0	0	2	1	15	18	8	6	2	1	0	0	53
21:00	0	0	0	0	0	0	3	6	11	5	4	0	0	0	0	29
22:00	0	0	0	0	0	0	2	6	9	2	1	3	0	0	0	23
23:00	0	0	0	0	0	0	3	6	2	3	1	0	0	0	0	15
00:00	0	0	0	0	0	0	1	4	7	3	1	3	0	0	0	19

7:00-19:00 12H	0	0	0	2	2	20	142	470	503	306	142	40	10	6	1	1644
06:00-22:00 16H	0	0	0	2	2	22	149	500	544	328	159	49	12	6	1	1774
06:00-24:00 18H	0	0	0	2	2	22	153	510	553	334	161	52	12	6	1	1808
00:00-24:00 24H	0	0	0	2	2	22	156	527	569	356	167	55	12	6	1	1875

Direction - West

12/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	1	1	1	4	5	1	0	0	1	0	0	14
02:00	0	0	0	0	0	0	0	1	4	1	2	0	0	0	0	8
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	3
04:00	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
05:00	0	0	0	0	0	0	3	3	4	5	1	1	0	0	0	17
06:00	0	0	0	0	0	5	15	5	14	8	5	4	0	0	1	57
07:00	0	0	0	0	0	4	9	29	25	12	11	5	1	1	0	97
08:00	0	0	0	0	1	3	17	53	38	33	11	6	0	0	1	163
09:00	0	0	0	0	0	1	8	64	81	34	22	4	1	2	0	217
10:00	0	0	0	0	0	1	9	61	64	46	16	4	2	1	1	205
11:00	0	0	1	0	1	0	4	43	61	51	28	6	2	2	2	201
12:00	0	0	0	0	0	0	3	33	72	52	17	5	0	2	0	184
13:00	0	0	0	3	0	0	5	22	40	40	19	10	2	0	0	141
14:00	0	2	0	0	0	2	3	22	33	32	19	4	2	0	0	119
15:00	0	0	0	0	2	0	4	29	34	36	20	8	3	0	0	136
16:00	0	1	0	0	0	0	0	21	22	33	13	4	2	0	2	98
17:00	0	0	0	0	0	0	1	16	24	29	23	9	3	4	0	109
18:00	0	0	0	0	0	0	1	21	24	35	16	10	7	3	1	118
19:00	0	0	0	0	0	0	2	20	24	13	12	2	1	0	0	74
20:00	0	0	0	0	0	0	2	23	24	23	12	2	2	0	0	88
21:00	0	0	0	0	0	1	0	7	10	9	9	2	2	1	0	41
22:00	0	0	0	0	0	0	1	1	11	5	1	1	1	1	1	23
23:00	0	0	0	0	0	0	0	2	2	4	3	3	0	0	0	14
00:00	0	0	0	0	0	0	0	2	3	5	0	1	2	0	0	13

7:00-19:00 12H	0	3	1	3	4	7	57	405	517	434	216	72	25	14	7	1765
06:00-22:00 16H	0	3	1	3	4	12	69	465	587	483	249	82	31	17	8	2014
06:00-24:00 18H	0	3	1	3	4	12	69	469	592	492	252	86	33	17	8	2041
00:00-24:00 24H	0	3	1	3	5	18	88	483	621	509	261	91	34	18	9	2144

Direction - East

13/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	1	1	3	2	3	1	0	0	0	11
02:00	0	0	0	0	0	0	0	4	3	0	1	1	0	0	0	9
03:00	0	0	0	0	0	0	0	0	3	1	2	1	0	0	0	7
04:00	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5
05:00	0	0	0	0	0	0	2	9	14	8	2	0	0	0	0	35
06:00	0	0	0	0	0	0	0	21	22	11	10	3	1	0	0	68
07:00	0	0	0	0	0	0	8	35	49	21	8	2	0	0	0	123
08:00	0	0	0	0	0	0	8	55	48	41	19	4	2	0	0	177
09:00	0	0	0	0	0	0	5	40	72	32	16	3	0	1	1	170
10:00	1	0	0	0	0	0	4	54	77	25	9	3	0	0	0	173
11:00	0	0	0	0	0	1	11	61	58	29	12	2	0	0	1	175
12:00	0	0	0	0	0	2	10	56	76	34	8	4	0	0	0	190
13:00	0	0	0	0	1	0	19	60	85	36	9	4	0	1	0	215
14:00	0	0	0	0	0	2	8	78	80	32	10	2	0	0	0	212
15:00	0	0	0	0	0	1	22	91	88	38	6	1	1	1	0	249
16:00	30	21	11	11	6	6	28	70	67	27	11	2	0	0	0	290
17:00	37	19	0	0	2	3	17	53	67	40	14	4	0	0	0	256
18:00	0	0	0	0	0	4	12	69	77	46	19	2	1	0	0	230
19:00	0	0	0	0	0	0	3	32	41	27	10	6	1	0	0	120
20:00	0	0	0	0	0	0	4	18	39	33	13	2	1	0	0	110
21:00	0	0	0	0	0	0	2	9	25	13	9	4	1	0	0	63
22:00	0	0	0	0	0	0	0	5	17	6	4	5	1	1	0	39
23:00	0	0	0	0	0	0	3	12	28	18	7	1	0	0	0	69
00:00	0	0	0	0	1	0	4	5	5	6	3	0	0	0	0	24

7:00-19:00 12H	68	40	11	11	9	19	147	719	836	407	143	37	5	3	2	2457
06:00-22:00 16H	68	40	11	11	9	19	161	786	966	480	177	50	8	4	2	2792
06:00-24:00 18H	68	40	11	11	10	19	168	803	999	504	187	51	8	4	2	2885
00:00-24:00 24H	68	40	11	11	10	19	171	839	1044	530	205	57	9	4	2	3020

Direction - West

13/10/2025	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	4
02:00	0	0	0	0	0	0	1	0	3	0	1	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	1	1	3	1	0	0	6
04:00	0	0	0	0	0	0	0	1	2	3	5	0	0	0	0	11
05:00	0	0	0	0	0	0	1	3	3	13	12	2	0	0	0	34
06:00	0	0	0	0	0	0	0	30	50	61	28	9	2	0	0	180
07:00	0	0	0	0	0	0	2	22	75	61	31	12	5	0	0	208
08:00	0	0	1	0	0	0	14	93	112	80	27	10	0	0	0	337
09:00	0	0	0	1	0	1	13	102	180	118	45	17	3	1	0	481
10:00	0	0	0	0	0	0	5	64	80	56	25	9	1	0	0	240
11:00	0	0	0	3	5	2	11	58	101	57	16	4	3	0	1	261
12:00	0	0	0	0	0	1	7	41	83	62	24	4	0	0	1	223
13:00	0	0	0	1	0	2	5	56	80	52	26	15	5	0	0	242
14:00	0	0	0	0	0	1	14	60	118	51	28	3	4	1	0	280
15:00	0	0	0	0	0	0	12	69	89	70	23	10	0	0	1	274
16:00	0	0	1	11	3	5	5	56	95	75	28	8	0	0	0	287
17:00	0	0	1	0	1	3	6	60	66	58	40	8	2	0	0	245
18:00	0	0	0	0	0	2	11	42	76	63	40	14	3	2	1	254
19:00	0	0	0	0	0	0	4	34	48	46	25	8	3	1	3	172
20:00	0	0	0	0	0	0	5	4	23	21	13	7	3	0	1	77
21:00	0	0	0	0	0	1	2	7	24	11	11	7	1	0	1	65
22:00	0	0	0	0	0	0	0	7	13	7	10	6	3	0	3	49
23:00	0	0	0	0	0	1	1	6	5	4	5	1	1	0	0	24
00:00	0	0	0	0	0	0	1	2	1	5	2	1	0	0	0	12

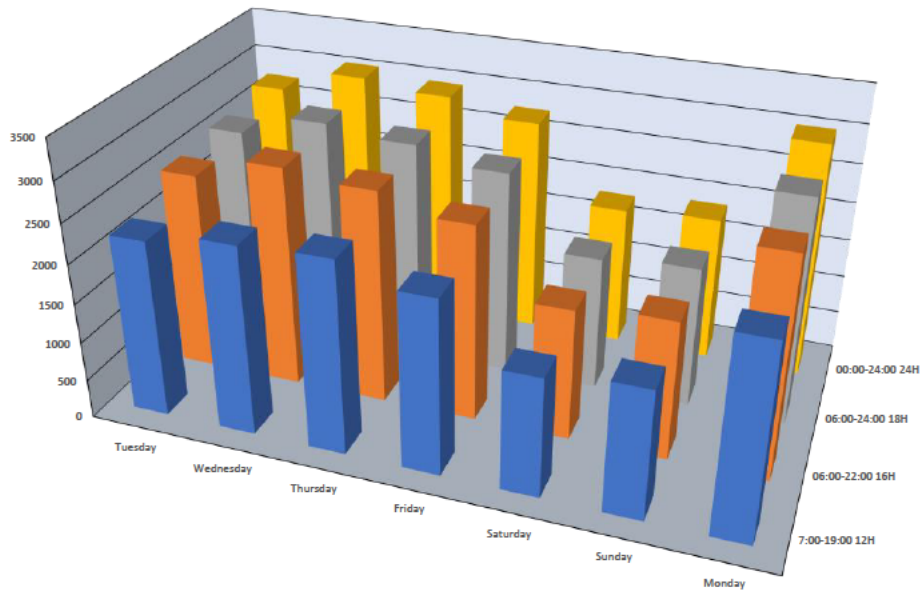
7:00-19:00 12H	0	0	3	16	9	17	107	735	1128	788	347	110	24	5	7	3296
06:00-22:00 16H	0	0	3	16	9	18	116	775	1263	888	412	142	36	5	12	3695
06:00-24:00 18H	0	0	3	16	9	19	118	783	1269	897	419	144	37	5	12	3731
00:00-24:00 24H	0	0	3	16	9	19	121	819	1327	975	466	158	40	5	13	3971

Clitheroe
Pimlico Link Road [40mph]
[53.878283, -2.364242]

Direction - East

Hr Ending	Vehicle Flow							5 Day Average	7 Day Average
	07/10/2025 Tuesday	08/10/2025 Wednesday	09/10/2025 Thursday	10/10/2025 Friday	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday		
01:00	25	20	15	26	24	12	11	19	19
02:00	7	18	18	9	12	9	9	12	12
03:00	4	6	8	9	2	3	7	7	6
04:00	12	7	11	10	5	1	5	9	7
05:00	40	55	42	45	22	22	35	43	37
06:00	55	54	69	59	26	20	68	61	50
07:00	113	123	100	113	33	25	123	114	90
08:00	148	176	171	122	58	34	177	159	127
09:00	173	165	183	165	73	101	170	171	147
10:00	171	161	190	176	131	210	173	174	173
11:00	155	163	200	183	158	220	175	175	179
12:00	204	178	203	210	152	206	190	197	192
13:00	168	187	214	202	131	277	215	197	199
14:00	191	190	218	193	167	146	212	201	188
15:00	217	267	214	236	141	98	249	237	203
16:00	275	240	268	253	150	106	290	265	226
17:00	238	284	264	205	187	115	256	249	221
18:00	205	237	206	166	108	53	230	209	172
19:00	115	166	131	115	67	78	120	129	113
20:00	74	126	81	78	76	53	110	94	85
21:00	50	118	50	45	28	29	63	65	55
22:00	42	38	32	46	20	23	39	39	34
23:00	63	56	61	71	27	15	69	64	52
00:00	16	23	13	38	14	19	24	23	21
7:00-19:00 12H	2260	2414	2462	2226	1523	1644	2457	2364	2141
06:00-22:00 16H	2539	2819	2725	2508	1680	1774	2792	2677	2405
06:00-24:00 18H	2618	2898	2799	2617	1721	1808	2885	2763	2478
00:00-24:00 24H	2761	3058	2962	2775	1812	1875	3020	2915	2609

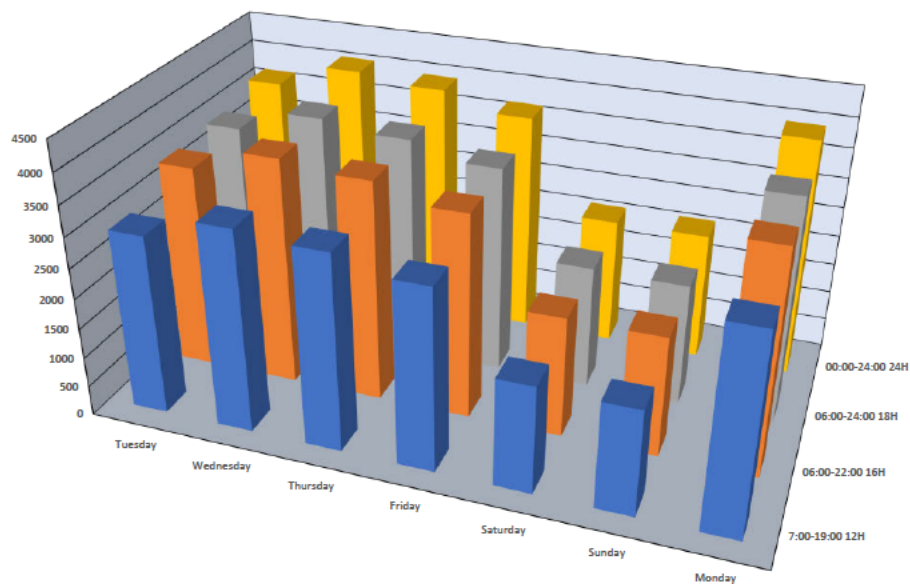
Vehicle Flow



Direction - West

	Vehicle Flow									
	07/10/2025	08/10/2025	09/10/2025	10/10/2025	11/10/2025	12/10/2025	13/10/2025	5 Day Average	7 Day Average	
Hr Ending	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday			
01:00	6	6	6	10	16	14	4	6	9	
02:00	4	3	6	7	12	8	5	5	8	
03:00	6	6	8	4	6	3	6	6	8	
04:00	11	8	10	12	5	4	11	10	9	
05:00	31	37	41	29	8	17	34	34	28	
06:00	163	180	184	167	29	57	180	175	137	
07:00	205	191	177	193	66	97	208	195	162	
08:00	335	350	320	297	97	163	337	328	271	
09:00	499	507	524	431	134	217	481	488	399	
10:00	259	240	294	267	178	205	240	260	240	
11:00	174	201	258	259	199	201	261	231	222	
12:00	206	214	243	216	219	184	223	220	215	
13:00	238	232	211	224	152	141	242	229	208	
14:00	245	284	321	271	178	119	280	280	243	
15:00	238	345	243	260	162	136	274	272	237	
16:00	236	279	247	269	129	98	287	264	221	
17:00	208	272	232	200	133	109	245	231	200	
18:00	199	277	217	189	118	118	254	227	196	
19:00	154	163	160	147	98	74	172	159	138	
20:00	86	85	79	84	71	88	77	82	81	
21:00	56	72	72	48	44	41	65	63	57	
22:00	74	79	76	57	42	23	49	67	57	
23:00	33	30	26	31	28	14	24	29	27	
00:00	21	21	9	21	11	13	12	17	15	
7:00-19:00 12H	2991	3364	3270	3030	1797	1765	3298	3190	2788	
06:00-22:00 16H	3412	3791	3674	3412	2020	2014	3695	3597	3145	
06:00-24:00 18H	3466	3842	3709	3464	2059	2041	3731	3642	3187	
00:00-24:00 24H	3687	4082	3964	3693	2135	2144	3971	3879	3382	

Vehicle Flow



Clitheroe
Pimlico Link Road [40mph]
[53.878283, -2.364242]



Direction - East

Hr Ending	Average Speed							5 Day Average	7 Day Average
	07/10/2025	08/10/2025	09/10/2025	10/10/2025	11/10/2025	12/10/2025	13/10/2025		
	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
01:00	41.1	38.7	44	40.9	39.8	42.2	46	41.5	41.3
02:00	45.5	37.6	41.6	39.2	48.6	41.7	43.6	40.8	42.1
03:00	41.1	46.3	43.4	51.7	43.5	45	47.6	46.7	46.4
04:00	43.4	44.3	44	47	60.3	44.1	46.3	44.8	46.3
05:00	45.8	45.5	43.8	44.3	45.6	45	42.2	44.5	44.6
06:00	43.2	41.9	42.4	43.6	45.1	45.1	44.6	43.2	43.4
07:00	41.7	42.4	43.8	42.8	45	47.8	42	42.5	42.9
08:00	42.5	42.2	42.6	42.5	44.3	47.6	43.2	42.6	42.9
09:00	41.5	40.5	42.2	41.5	46.3	43.7	43.5	41.8	42.3
10:00	40.8	42.2	42.8	40.9	44.4	41.3	42.2	41.8	42.0
11:00	41.5	40.4	40.8	41.2	44.1	41	42	41.2	41.5
12:00	40.3	40.1	42	40.9	44.2	41.9	42	41.1	41.5
13:00	40.4	41.2	41.6	41.6	43.6	41.3	41.7	41.3	41.5
14:00	40.1	40.7	40.5	41.9	44.7	42.2	41.5	41.0	41.6
15:00	41.4	40.3	41.5	41.8	42.2	44.6	40.8	41.1	41.5
16:00	40.9	41.3	41.2	40.2	43.1	43	31.9	38.9	39.6
17:00	32.4	41.6	38.9	33.6	42.5	43.8	33.7	36.3	37.6
18:00	41.5	32.5	43.8	44.8	45.3	44.5	42.3	40.6	41.2
19:00	44.3	43.3	44.2	44.3	44.9	42.7	43.5	43.9	43.8
20:00	44.6	41.5	45.2	44.8	44.6	43.2	44.3	43.8	43.9
21:00	40.5	43.4	45.5	44	44.2	43.1	45.1	43.7	43.7
22:00	44.6	43.9	47.2	45.3	46.1	43.1	47	45.5	45.3
23:00	39.5	44	43.6	44.4	45.6	40.5	43.5	43.0	43.1
00:00	42.3	42.6	44.7	43.3	46.8	44.3	41.5	42.8	43.4
7:00-19:00 12H	40.3	40.3	41.7	41.0	43.9	42.3	40.1	40.7	41.2
06:00-22:00 16H	40.6	40.7	42.0	41.3	44.0	42.5	40.5	41.0	41.5
06:00-24:00 18H	40.6	40.7	42.0	41.5	44.1	42.5	40.6	41.1	41.5
00:00-24:00 24H	40.7	40.8	42.1	41.6	44.1	42.5	40.8	41.2	41.6

Hr Ending	85th Percentile							5 Day Average	7 Day Average
	07/10/2025	08/10/2025	09/10/2025	10/10/2025	11/10/2025	12/10/2025	13/10/2025		
	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
01:00	45.8	48.2	52.4	47.3	47.1	46.3	53.3	49.0	48.5
02:00	-	47.4	48.1	-	58.5	-	-	47.4	49.5
03:00	-	-	-	-	-	-	-	-	-
04:00	49.5	-	53.6	-	-	-	-	-	-
05:00	51.6	52.1	51.1	50.8	50.9	50.4	47.3	51.1	51.0
06:00	50.9	47.8	46.5	49.4	54.9	53.5	52.9	49.3	50.0
07:00	47.1	47.8	50.4	48.5	49.3	55.4	47	48.4	48.7
08:00	49.9	48.9	48.6	48.8	50.6	55.1	49.3	49.0	49.4
09:00	46	46.3	47.1	46.9	53.8	50.7	49.2	47.0	48.2
10:00	45.6	47.2	47.9	45.5	50.9	47.6	46.8	46.5	47.4
11:00	47.3	45.8	45.4	46.9	50.5	45.8	48.2	46.6	47.3
12:00	44.7	47.2	48.1	46.5	50.2	47.8	47.2	46.4	47.2
13:00	46	46.1	46.1	47	49.7	47.3	47.3	46.4	47.0
14:00	45.1	45.4	45	46.5	51.4	47.6	46.2	45.8	46.8
15:00	48.2	44.4	46.2	47.7	48.7	49.9	45.5	46.2	47.0
16:00	46.1	47	46.5	46.9	50	48.6	44.9	46.3	46.8
17:00	46.9	47.1	47.3	48.4	48.2	50	47	47.2	47.5
18:00	47.6	47.4	49.8	50.7	51.7	51.5	47.4	48.7	49.3
19:00	50.6	48.7	50.7	51	50.3	49.1	49.5	49.9	49.6
20:00	50.9	47.1	52	52.5	50.6	51.5	49.7	50.2	50.3
21:00	46.4	49.9	52.5	50.1	55.9	49.8	52.9	50.5	50.4
22:00	51.9	49.4	59.3	57.7	53.4	52.1	56	52.9	52.9
23:00	46.6	51.4	50.5	51.5	52.2	49.1	48.2	49.8	49.8
00:00	47.5	48.8	50.3	54.3	54.1	55.1	49.7	49.7	50.0
7:00-19:00 12H	46.6	46.9	47.3	47.6	50.3	48.7	47.2	47.1	47.6
06:00-22:00 16H	47.0	47.1	47.8	47.9	50.3	48.8	47.5	47.4	48.0
06:00-24:00 18H	46.9	47.1	47.8	48.0	50.3	48.9	47.5	47.5	48.0
00:00-24:00 24H	47.1	47.3	47.8	48.2	50.4	48.9	47.6	47.6	48.1

Direction - West

Average Speed								5 Day Average	7 Day Average
Hr Ending	07/10/2025	08/10/2025	09/10/2025	10/10/2025	11/10/2025	12/10/2025	13/10/2025		
	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
01:00	43.2	44.9	47.6	50.6	48.8	40.2	46.4	47.0	45.9
02:00	44.4	44.5	44	43.2	45.9	44.6	42.8	43.7	44.4
03:00	39.6	46.1	45.4	45.8	45.5	49.1	54.3	46.2	46.3
04:00	45.8	46.5	44.6	47.5	51.8	46.5	48.5	46.7	47.1
05:00	50.5	47.6	48.5	49.7	49.2	42.3	48.4	48.8	48.3
06:00	45.4	43.7	44.8	46.4	49	41.4	45.8	45.2	45.1
07:00	45.1	44.2	45.9	46.2	49	42.4	46.1	45.5	45.4
08:00	43.9	43	43.4	44.2	45.6	41.8	42.7	43.4	43.4
09:00	42.7	42.9	43.2	43.5	45.1	42.9	43.9	43.2	43.3
10:00	42.9	44.3	44.1	43.5	45	43.3	43.7	43.7	43.8
11:00	42.2	42.9	43.5	43.8	44.3	44.7	42.4	43.0	43.4
12:00	41.6	43.4	44.6	42.9	45.8	44.5	44.2	43.4	43.9
13:00	41.4	43	43.7	44.8	45.4	44.7	44.2	43.4	43.7
14:00	43.2	43.3	41.7	43.5	45.9	44.1	43.4	43.0	43.3
15:00	43.2	42.4	43.2	44.3	45.1	44.8	43.5	43.3	43.6
16:00	44	43.8	43.3	43.8	45.7	45.5	42.5	43.5	43.8
17:00	44.8	45.6	45.3	43.2	47.7	48	44	44.6	45.2
18:00	45.7	43.9	46.1	46.8	46.2	47.7	45.1	45.4	45.7
19:00	44.5	47.6	46.3	44.6	48.7	44	45.5	45.7	45.9
20:00	45.5	45.4	46.2	48.1	46.4	44.7	47.1	46.4	46.2
21:00	44.6	47.4	45.6	44.9	47	46.8	46.2	45.9	46.1
22:00	47.2	48.3	47	48.7	48.8	47.4	50.2	48.1	48.1
23:00	47	45.3	44.2	49.5	53.2	49.1	44.1	46.2	47.5
00:00	45.1	46	47.4	51.4	50.9	48	45.8	47.2	47.7
7:00-19:00 12H	43.3	43.6	43.8	44.0	45.7	44.4	43.7	43.7	43.9
06:00-22:00 16H	43.5	43.9	44.1	44.3	46.0	44.4	44.0	44.0	44.2
06:00-24:00 18H	43.6	43.9	44.1	44.4	46.1	44.5	44.0	44.0	44.2
00:00-24:00 24H	43.7	43.9	44.2	44.5	46.2	44.4	44.2	44.1	44.3

85th Percentile								5 Day Average	7 Day Average
Hr Ending	07/10/2025	08/10/2025	09/10/2025	10/10/2025	11/10/2025	12/10/2025	13/10/2025		
	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
01:00	-	-	-	-	61.7	46.6	-	-	-
02:00	-	-	-	-	52.8	-	-	-	-
03:00	-	-	-	-	-	-	-	-	-
04:00	53.8	-	-	52.3	-	-	53.4	53.1	-
05:00	59.3	52.5	60.6	57.9	-	49.2	53	55.8	55.0
06:00	53.4	49.3	51.4	51.9	55.6	53	51.4	51.2	51.3
07:00	52	50.4	53.7	52.7	55.3	51.1	51.9	52.1	52.2
08:00	50.3	48.7	48.9	50.1	53	48.3	48	49.2	49.4
09:00	47.8	48	48.7	49.1	52.6	48.9	49.4	48.5	48.9
10:00	49	50.7	50.2	48.5	51.2	49.3	49.6	49.3	49.7
11:00	47.7	47.6	49.2	50.4	50.6	50.5	47.9	48.8	49.2
12:00	46.3	50.1	51	48.6	51.7	49.2	49.4	49.3	49.9
13:00	47.1	49.9	49.8	52.4	52.7	51.6	50.6	50.0	50.3
14:00	49.3	49.7	47.4	49.2	53.1	50.7	48.2	48.8	49.7
15:00	48.4	47.4	50.2	50.2	51.6	52.2	49.1	48.9	49.4
16:00	49	49.3	49.5	50.7	52	52.1	49.1	49.4	49.8
17:00	51.3	53	52	50.6	54.9	54.7	51	51.5	52.2
18:00	52.6	51.7	52.2	53.3	53.1	57.2	51.2	52.1	52.6
19:00	51.4	55.5	54.3	51.5	55.5	51	51.6	52.6	53.0
20:00	51.9	53	54	54.3	53.8	50.8	54.2	53.1	52.9
21:00	50.3	56.2	56.4	53	56.2	52.8	54.8	54.3	54.2
22:00	55	56.5	55.9	60	58.6	59.4	58.8	56.5	56.7
23:00	55.8	52.4	54.7	59.7	67.7	58.6	52	55.1	56.4
00:00	53.1	54.6	-	60.3	64.3	62	54.8	54.7	56.8
7:00-19:00 12H	49.2	49.7	50.1	50.2	52.6	50.8	49.7	49.8	50.2
06:00-22:00 16H	49.6	50.1	50.7	50.7	52.8	51.0	50.1	50.2	50.6
06:00-24:00 18H	49.7	50.1	50.7	50.8	52.9	51.1	50.2	50.3	50.7
00:00-24:00 24H	50.0	50.1	50.8	50.9	53.0	51.0	50.3	50.4	50.8

Clitheroe
Pimlico Link Road [40mph]
[53.878283, -2.364242]

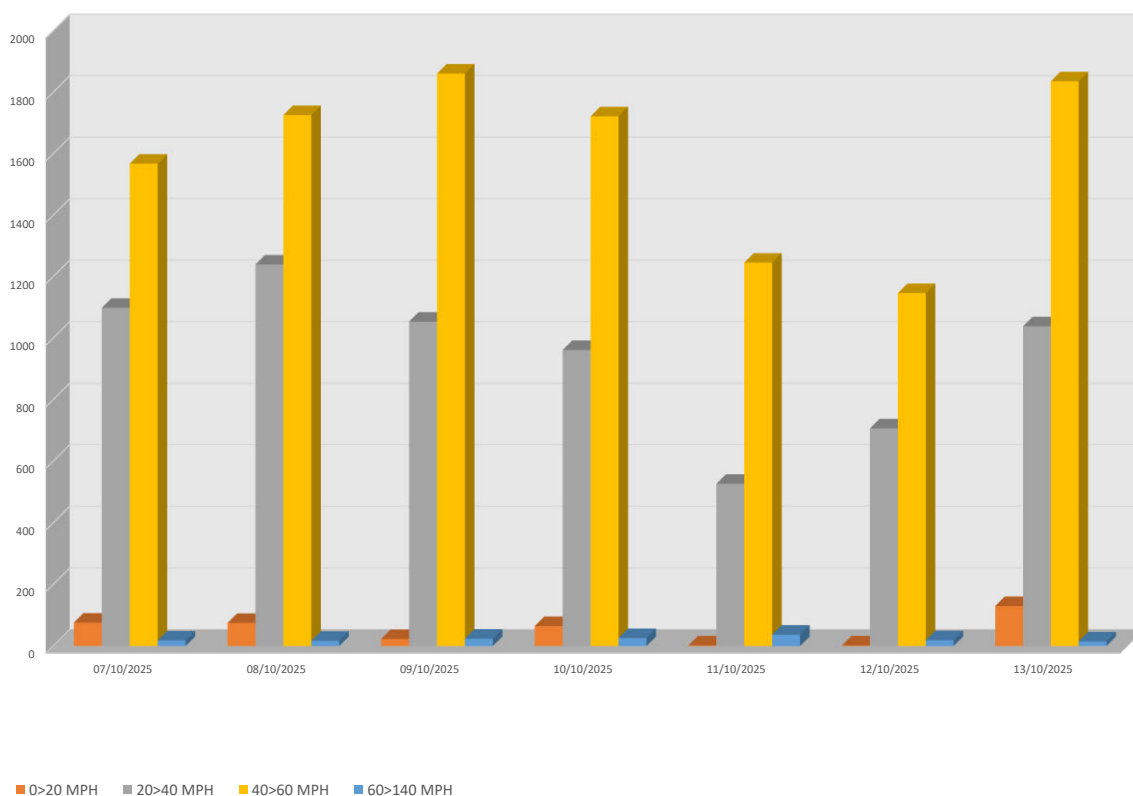
Direction - East

Speed Summary

Week 1

Speed	07/10/2025 Tuesday	08/10/2025 Wednesday	09/10/2025 Thursday	10/10/2025 Friday	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday
0>20 MPH	76	75	23	65	2	2	130
20>40 MPH	1099	1240	1054	962	527	707	1039
40>60 MPH	1568	1726	1861	1722	1246	1147	1836
60>140 MPH	18	17	24	26	37	19	15
TOTAL VEHICLES	2761	3058	2962	2775	1812	1875	3020

Speed Summary (MPH)



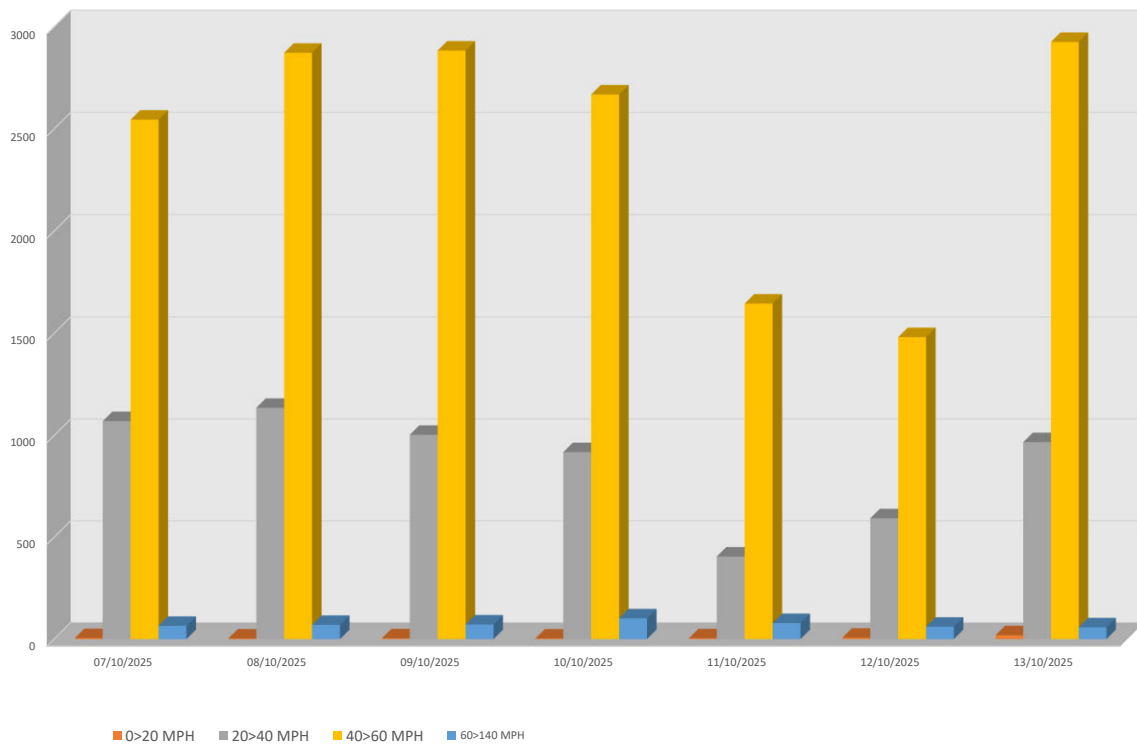
Direction - West

Speed Summary

Week 1

	07/10/2025	08/10/2025	09/10/2025	10/10/2025	11/10/2025	12/10/2025	13/10/2025
Speed	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0>20 MPH	5	3	4	3	4	7	19
20>40 MPH	1071	1136	1004	919	406	594	968
40>60 MPH	2546	2873	2884	2669	1646	1482	2926
60>140 MPH	65	70	72	102	79	61	58
TOTAL VEHICLES	3687	4082	3964	3693	2135	2144	3971

Speed Summary (MPH)



Clitheroe
Pimlico Link Road [40mph]
[53.878283, -2.364242]



Direction - East

Vehicle Class

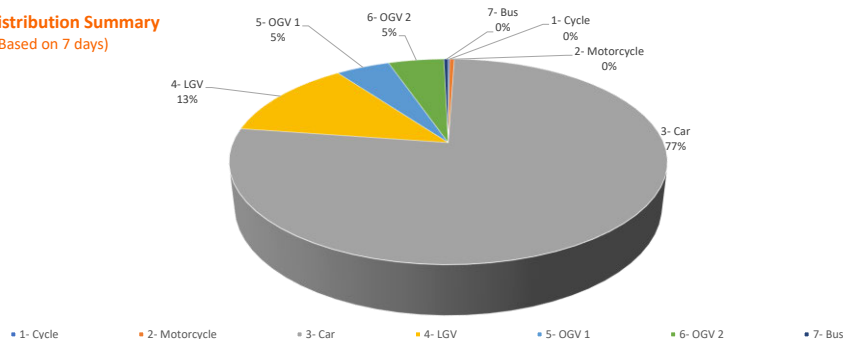
Week 1

Classes	1- Cycle [1]	2- Motorcycle [2]	3- Car [3]	4- LGV [4]	5- OGV 1 [5, 6, 7]	6- OGV 2 [8, 9, 10]	7- Bus [11]	TOTAL
Day / Time								
Tuesday								
7:00-19:00 12H	5	5	1504	381	203	144	18	2260
06:00-22:00 16H	5	5	1734	404	215	157	19	2539
06:00-24:00 18H	5	5	1808	406	215	160	19	2618
00:00-24:00 24H	6	5	1916	412	222	181	19	2761
Wednesday								
7:00-19:00 12H	3	14	1764	357	142	124	10	2414
06:00-22:00 16H	3	15	2101	397	156	136	11	2819
06:00-24:00 18H	3	15	2171	403	156	139	11	2898
00:00-24:00 24H	3	15	2305	413	159	152	11	3058
Thursday								
7:00-19:00 12H	1	12	1865	350	116	109	9	2462
06:00-22:00 16H	1	12	2077	380	127	117	11	2725
06:00-24:00 18H	1	12	2143	385	127	120	11	2799
00:00-24:00 24H	1	12	2276	394	128	140	11	2962
Friday								
7:00-19:00 12H	5	11	1690	296	117	97	10	2226
06:00-22:00 16H	6	12	1932	319	126	102	11	2508
06:00-24:00 18H	6	12	2034	322	127	105	11	2617
00:00-24:00 24H	6	12	2157	329	133	127	11	2775
Saturday								
7:00-19:00 12H	2	10	1195	185	54	75	2	1523
06:00-22:00 16H	3	10	1330	197	59	78	3	1680
06:00-24:00 18H	3	10	1366	201	59	79	3	1721
00:00-24:00 24H	3	11	1439	208	60	88	3	1812
Sunday								
7:00-19:00 12H	0	8	1464	137	24	11	0	1644
06:00-22:00 16H	0	8	1580	147	27	12	0	1774
06:00-24:00 18H	0	8	1611	149	28	12	0	1808
00:00-24:00 24H	0	8	1670	154	29	14	0	1875
Monday								
7:00-19:00 12H	4	11	1803	356	125	148	10	2457
06:00-22:00 16H	4	12	2082	385	136	161	12	2792
06:00-24:00 18H	4	12	2157	393	138	169	12	2885
00:00-24:00 24H	4	12	2259	399	140	193	13	3020

Average (5 Day)								
7:00-19:00 12H	4	11	1725	348	140	124	11	2363
06:00-22:00 16H	4	11	1985	377	152	134	13	2676
06:00-24:00 18H	4	11	2063	382	153	138	13	2764
00:00-24:00 24H	4	11	2183	389	156	159	13	2915

Average (7 Day)								
7:00-19:00 12H	3	10	1612	295	112	101	8	2141
06:00-22:00 16H	3	11	1834	318	121	109	10	2406
06:00-24:00 18H	3	11	1899	323	121	112	10	2479
00:00-24:00 24H	3	11	2003	330	124	128	10	2609

Class Distribution Summary
(Based on 7 days)

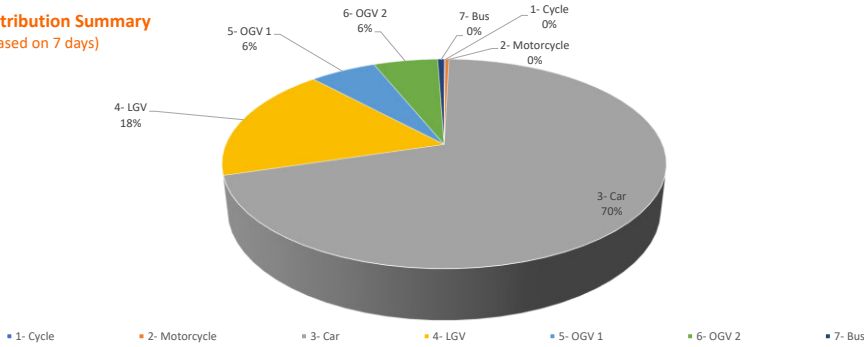


Direction - West

Vehicle Class Week 1

Classes	1- Cycle	2- Motorcycle	3- Car	4- LGV	5- OGV 1	6- OGV 2	7- Bus	TOTAL
Day / Time	[1]	[2]	[3]	[4]	[5, 6, 7]	[8, 9, 10]	[11]	
Tuesday								
7:00-19:00 12H	1	8	1901	616	228	208	29	2991
06:00-22:00 16H	1	9	2218	683	247	225	29	3412
06:00-24:00 18H	1	9	2263	686	247	231	29	3466
00:00-24:00 24H	1	9	2445	713	252	238	29	3667
Wednesday								
7:00-19:00 12H	1	10	2251	641	254	185	22	3364
06:00-22:00 16H	1	12	2568	709	267	211	23	3791
06:00-24:00 18H	1	12	2604	716	272	214	23	3842
00:00-24:00 24H	1	12	2806	741	278	220	24	4082
Thursday								
7:00-19:00 12H	1	11	2180	638	213	198	29	3270
06:00-22:00 16H	1	11	2469	714	230	218	31	3674
06:00-24:00 18H	1	11	2494	717	232	223	31	3709
00:00-24:00 24H	1	12	2700	751	236	232	32	3964
Friday								
7:00-19:00 12H	4	8	2005	579	225	190	19	3030
06:00-22:00 16H	4	11	2292	637	243	206	19	3412
06:00-24:00 18H	4	11	2332	645	243	210	19	3464
00:00-24:00 24H	4	11	2514	676	245	224	19	3693
Saturday								
7:00-19:00 12H	7	11	1310	313	53	100	3	1797
06:00-22:00 16H	7	11	1481	356	57	105	3	2020
06:00-24:00 18H	7	11	1512	363	58	105	3	2059
00:00-24:00 24H	7	11	1572	368	65	109	3	2135
Sunday								
7:00-19:00 12H	3	14	1438	251	37	22	0	1765
06:00-22:00 16H	3	14	1639	289	43	26	0	2014
06:00-24:00 18H	3	14	1664	289	45	26	0	2041
00:00-24:00 24H	3	14	1745	301	52	29	0	2144
Monday								
7:00-19:00 12H	4	7	2227	573	218	240	27	3296
06:00-22:00 16H	4	8	2527	633	234	262	27	3695
06:00-24:00 18H	4	8	2556	636	234	266	27	3731
00:00-24:00 24H	4	9	2766	657	236	271	28	3971
Average (5 Day)								
7:00-19:00 12H	2	9	2113	609	228	204	25	3190
06:00-22:00 16H	2	10	2415	675	245	225	26	3598
06:00-24:00 18H	2	10	2450	680	245	228	26	3641
00:00-24:00 24H	2	11	2646	708	249	237	26	3879
Average (7 Day)								
7:00-19:00 12H	3	10	1902	516	175	163	18	2787
06:00-22:00 16H	3	11	2171	574	189	179	19	3146
06:00-24:00 18H	3	11	2204	579	191	182	19	3189
00:00-24:00 24H	3	11	2364	601	195	189	19	3382

Class Distribution Summary
(Based on 7 days)



Clitheroe
Pimlico Link Road [40mph]

Direction - East

	07/10/2025	08/10/2025	09/10/2025	10/10/2025	11/10/2025	12/10/2025	13/10/2025	5-DAY AVERAGE	7-DAY AVERAGE
	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
0000-2400 Vehicle Flow	2761	3058	2962	2775	1812	1875	3020	2915	2609
Mean Speed	40.7	40.8	42.1	41.6	44.1	42.5	40.8	41.2	41.6
85 th ile Speed	47.1	47.3	47.8	48.2	50.4	48.9	47.6	47.6	48.1
No. Vehicles > 40 MPH Limit	1586	1743	1885	1748	1283	1166	1851	1763	1609
% Vehicles > 40 MPH Limit	56.2	57.0	63.6	63.0	70.8	62.2	61.3	60.5	61.7

Direction - West

	07/10/2025	08/10/2025	09/10/2025	10/10/2025	11/10/2025	12/10/2025	13/10/2025	5-DAY AVERAGE	7-DAY AVERAGE
	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
0000-2400 Vehicle Flow	3687	4082	3964	3693	2135	2144	3971	3879	3382
Mean Speed	43.7	43.9	44.2	44.5	46.2	44.4	44.2	44.1	44.3
85 th ile Speed	50.0	50.1	50.8	50.9	53.0	51.0	50.3	50.4	50.8
No. Vehicles > 40 MPH Limit	2611	2943	2956	2771	1725	1543	2984	2853	2505
% Vehicles > 40 MPH Limit	70.8	72.1	74.6	75.0	80.8	72.0	75.1	73.5	74.1

Directions - East & West

	07/10/2025	08/10/2025	09/10/2025	10/10/2025	11/10/2025	12/10/2025	13/10/2025	5-DAY AVERAGE	7-DAY AVERAGE
	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
0000-2400 Vehicle Flow	6448	7140	6926	6468	3947	4019	6991	6795	5991
Mean Speed	42.4	42.6	43.3	43.3	45.2	43.5	42.7	42.9	43.1
85 th ile Speed	48.9	49.0	49.5	49.9	52.0	50.1	49.3	49.3	49.7
No. Vehicles > 40 MPH Limit	4197	4686	4841	4519	3008	2709	4835	4616	4114
% Vehicles > 40 MPH Limit	65.1	65.6	69.9	69.9	76.2	67.4	69.2	67.9	68.7

Site Photo



**Annex 2 - Manual Classified Count (MCC) and Queue Length Survey (7 October 2025) –
A59/Pimlico Link Road Junction**

0763 Clitheroe

Site 1 - A59 / Pimlico Link Rd

CLASSIFIED TURNING COUNTS

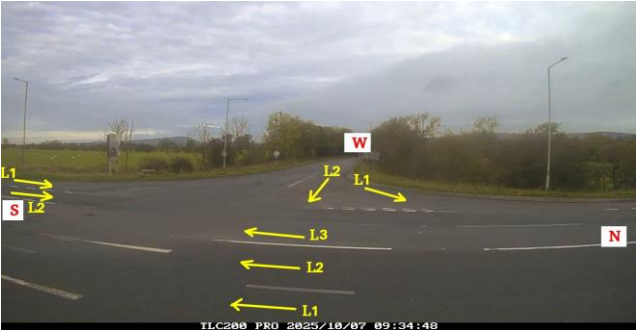
Tuesday 07th October 2025



CLASSIFIED TURNING COUNTS

STUDY NAME	0763 Clitheroe
SITE LOCATION	Site 1 - A59 / Pimlico Link Rd
DATE	Tuesday 07th October 2025
TIME PERIOD	7 hours (06:00 - 09:30 & 16:30 - 20:00)
WEATHER	
COMMENTS	
NUMBER OF ARMS	3
DETAILS OF ARMS	ARM A: A59 (North)
	ARM B: A59 (South)
	ARM C: Pimlico Link Rd (West)

CAMERA IMAGE



Site 1 - A59 / Pimlico Link Rd



PCU VALUES

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
PSV	2.0
MCL	0.4
PCL	0.2

These values can be amended if required and the PCU totals in the worksheets will change.

CLASSIFIED TURNING COUNTS

Site 1 - A59 / Pimlico Link Rd

Tuesday 07th October 2025

TIME	ARM A: A59 (North)																											
	U Turn									TO ARM B: A59 (South)									TO ARM C: Pimlico Link Rd (West)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0600-0615	0	0	0	0	0	0	0	0	0	30	0	2	4	0	0	0	36	42	3	3	0	1	0	0	0	7	8	
0615-0630	0	0	0	0	0	0	0	0	0	31	2	3	3	0	0	0	39	44	9	1	0	0	0	0	0	10	10	
0630-0645	0	0	0	0	0	0	0	0	0	30	6	0	1	0	0	0	37	38	7	0	0	1	0	0	0	8	9	
0645-0700	0	0	0	0	0	0	0	0	0	53	2	3	1	0	0	0	59	62	10	2	0	1	0	0	0	13	14	
Hourly Total	0	0	0	0	0	0	0	0	0	144	10	8	9	0	0	0	171	187	29	6	0	3	0	0	0	38	42	
0700-0715	0	0	0	0	0	0	0	0	0	61	6	5	0	0	0	0	72	75	12	1	0	0	0	0	0	13	13	
0715-0730	0	0	0	0	0	0	0	0	0	99	15	4	5	0	0	0	123	132	14	3	0	1	0	1	0	19	20	
0730-0745	0	0	0	0	0	0	0	0	0	89	14	3	6	0	1	0	113	122	17	1	2	2	0	0	0	22	26	
0745-0800	0	0	0	0	0	0	0	0	0	87	14	3	3	0	0	0	107	112	27	3	0	2	0	0	0	32	35	
Hourly Total	0	0	0	0	0	0	0	0	0	336	49	15	14	0	1	0	415	440	70	8	2	5	0	1	0	86	93	
0800-0815	0	0	0	0	0	0	0	0	0	99	13	1	9	0	0	0	122	134	18	11	0	4	0	0	0	33	38	
0815-0830	0	0	0	0	0	0	0	0	0	77	14	0	5	0	0	0	96	103	33	3	1	0	0	0	0	37	38	
0830-0845	0	0	0	0	0	0	0	0	0	86	13	5	9	0	0	0	113	127	27	5	0	2	0	2	0	36	37	
0845-0900	0	0	0	0	0	0	0	0	0	99	18	0	6	3	0	0	126	137	21	5	0	2	1	0	0	29	33	
Hourly Total	0	0	0	0	0	0	0	0	0	361	58	6	29	3	0	0	457	501	99	24	1	8	1	2	0	135	146	
0900-0915	0	0	0	0	0	0	0	0	0	78	11	3	6	2	0	0	100	111	17	3	0	1	0	0	0	21	22	
0915-0930	0	0	0	0	0	0	0	0	0	61	10	3	3	0	0	1	78	83	10	3	3	0	0	0	0	16	18	
Hourly Total	0	0	0	0	0	0	0	0	0	139	21	6	9	2	0	1	178	194	27	6	3	1	0	0	0	37	40	

Session Total	0	0	0	0	0	0	0	0	0	980	138	35	61	5	1	1	1221	1321	225	44	6	17	1	3	0	296	320
---------------	---	---	---	---	---	---	---	---	---	-----	-----	----	----	---	---	---	------	------	-----	----	---	----	---	---	---	-----	-----

1630-1645	0	0	0	0	0	0	0	0	0	101	31	3	8	0	0	0	143	155	10	4	0	5	1	0	0	20	28
1645-1700	0	0	0	0	0	0	0	0	0	116	20	3	3	0	0	0	142	147	15	2	1	2	1	1	0	22	26
Hourly Total	0	0	0	0	0	0	0	0	0	217	51	6	11	0	0	0	285	302	25	6	1	7	2	1	0	42	53
1700-1715	0	0	0	0	0	0	0	0	0	118	22	4	2	0	2	0	148	151	13	4	0	0	0	0	0	17	17
1715-1730	0	0	0	0	0	0	0	0	0	116	16	5	1	0	0	0	138	142	10	5	1	0	0	0	0	16	17
1730-1745	0	0	0	0	0	0	0	0	0	83	10	0	2	0	0	0	95	98	20	0	2	0	0	0	0	22	23
1745-1800	0	0	0	0	0	0	0	0	0	97	10	1	5	1	0	0	114	122	12	1	0	0	0	0	0	13	13
Hourly Total	0	0	0	0	0	0	0	0	0	414	58	10	10	1	2	0	495	513	55	10	3	0	0	0	0	68	70
1800-1815	0	0	0	0	0	0	0	0	0	76	10	0	2	0	0	0	88	91	15	1	0	0	0	0	0	16	16
1815-1830	0	0	0	0	0	0	0	0	0	69	13	1	1	0	1	0	85	86	10	0	0	0	0	0	0	10	10
1830-1845	0	0	0	0	0	0	0	0	0	61	7	1	0	0	0	0	69	70	8	1	0	1	0	0	0	10	11
1845-1900	0	0	0	0	0	0	0	0	0	49	6	0	1	0	0	0	56	57	8	1	0	1	0	0	0	10	11
Hourly Total	0	0	0	0	0	0	0	0	0	255	36	2	4	0	1	0	298	304	41	3	0	2	0	0	0	46	49
1900-1915	0	0	0	0	0	0	0	0	0	50	5	0	2	0	0	0	57	60	12	0	0	0	0	0	0	12	12
1915-1930	0	0	0	0	0	0	0	0	0	41	3	1	2	0	0	0	47	50	8	0	0	2	0	0	0	10	13
1930-1945	0	0	0	0	0	0	0	0	0	52	3	0	1	0	0	0	56	57	10	1	0	0	0	0	0	11	11
1945-2000	0	0	0	0	0	0	0	0	0	27	5	0	1	3	0	0	36	40	8	0	0	1	0	0	0	9	10
Hourly Total	0	0	0	0	0	0	0	0	0	170	16	1	6	3	0	0	196	207	38	1	0	3	0	0	0	42	46

Session Total	0	0	0	0	0	0	0	0	0	1056	161	19	31	4	3	0	1274	1326	159	20	4	12	2	1	0	198	217
---------------	---	---	---	---	---	---	---	---	---	------	-----	----	----	---	---	---	------	------	-----	----	---	----	---	---	---	-----	-----

CLASSIFIED COUNTS

Site 1 - A59 / Pimlico Link Rd

Tuesday 07th October 2025

TIME	ARM A: A59 (North)																											
	TO JUNCTION									FROM JUNCTION									TOTAL FLOW									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0600-0615	33	3	2	5	0	0	0	43	51	17	10	3	5	0	0	0	35	43	50	13	5	10	0	0	0	78	94	
0615-0630	40	3	3	3	0	0	0	49	54	34	5	4	5	0	0	0	48	57	74	8	7	8	0	0	0	97	111	
0630-0645	37	6	0	2	0	0	0	45	48	42	8	2	8	0	0	0	60	71	79	14	2	10	0	0	0	105	119	
0645-0700	63	4	3	2	0	0	0	72	76	44	11	6	7	0	0	0	68	80	107	15	9	9	0	0	0	140	156	
Hourly Total	173	16	8	12	0	0	0	209	229	137	34	15	25	0	0	0	211	251	310	50	23	37	0	0	0	420	480	
0700-0715	73	7	5	0	0	0	0	85	88	67	19	4	9	2	0	0	101	117	140	26	9	9	2	0	0	186	204	
0715-0730	113	18	4	6	0	1	0	142	151	70	22	3	7	0	0	0	102	113	183	40	7	13	0	1	0	244	264	
0730-0745	106	15	5	8	0	1	0	135	147	75	24	4	13	3	0	0	119	141	181	39	9	21	3	1	0	254	288	
0745-0800	114	17	3	5	0	0	0	139	147	87	20	6	5	0	0	0	118	128	201	37	9	10	0	0	0	257	275	
Hourly Total	406	57	17	19	0	2	0	501	533	299	85	17	34	5	0	0	440	498	705	142	34	53	5	2	0	941	1031	
0800-0815	117	24	1	13	0	0	0	155	172	97	24	5	7	0	0	0	133	145	214	48	6	20	0	0	0	288	317	
0815-0830	110	17	1	5	0	0	0	133	140	86	25	8	8	0	1	0	128	142	196	42	9	13	0	1	0	261	282	
0830-0845	113	18	5	11	0	2	0	149	165	100	15	5	1	1	0	0	122	127	213	33	10	12	1	2	0	271	291	
0845-0900	120	23	0	8	4	0	0	155	169	93	24	2	7	0	0	0	126	136	213	47	2	15	4	0	0	281	306	
Hourly Total	460	82	7	37	4	2	0	592	646	376	88	20	23	1	1	0	509	549	836	170	27	60	5	3	0	1101	1196	
0900-0915	95	14	3	7	2	0	0	121	134	68	26	6	6	0	0	1	107	117	163	40	9	13	2	0	1	228	251	
0915-0930	71	13	6	3	0	0	1	94	100	55	29	4	6	0	1	0	95	104	126	42	10	9	0	1	1	189	204	
Hourly Total	166	27	9	10	2	0	1	215	234	123	55	10	12	0	1	1	202	221	289	82	19	22	2	1	2	417	455	

Session Total	1205	182	41	78	6	4	1	1517	1642	935	262	62	94	6	2	1	1362	1519	2140	444	103	172	12	6	2	2879	3161
---------------	------	-----	----	----	---	---	---	------	------	-----	-----	----	----	---	---	---	------	------	------	-----	-----	-----	----	---	---	------	------

1630-1645	111	35	3	13	1	0	0	163	182	100	12	1	6	0	0	0	119	127	211	47	4	19	1	0	0	282	310
1645-1700	131	22	4	5	1	1	0	164	173	101	17	0	2	0	1	0	121	123	232	39	4	7	1	2	0	285	296
Hourly Total	242	57	7	18	2	1	0	327	355	201	29	1	8	0	1	0	240	250	443	86	8	26	2	2	0	567	606
1700-1715	131	26	4	2	0	2	0	165	168	116	13	3	5	0	2	0	139	146	247	39	7	7	0	4	0	304	314
1715-1730	126	21	6	1	0	0	0	154	158	100	10	0	4	0	0	0	114	119	226	31	6	5	0	0	0	268	278
1730-1745	103	10	2	2	0	0	0	117	121	102	10	1	6	0	1	0	120	128	205	20	3	8	0	1	0	237	248
1745-1800	109	11	1	5	1	0	0	127	135	102	9	3	1	0	0	0	115	118	211	20	4	6	1	0	0	242	253
Hourly Total	469	68	13	10	1	2	0	563	582	420	42	7	16	0	3	0	488	511	889	110	20	26	1	5	0	1051	1093
1800-1815	91	11	0	2	0	0	0	104	107	98	12	0	4	0	1	0	115	120	189	23	0	6	0	1	0	219	226
1815-1830	79	13	1	1	0	1	0	95	96	81	4	1	3	0	0	0	89	93	160	17	2	4	0	1	0	184	190
1830-1845	69	8	1	1	0	0	0	79	81	65	2	0	3	0	1	0	71	74	134	10	1	4	0	1	0	150	155
1845-1900	57	7	0	2	0	0	0	66	69	69	6	0	2	0	0	0	77	80	126	13	0	4	0	0	0	143	148
Hourly Total	296	39	2	6	0	1	0	344	352	313	24	1	12	0	2	0	352	367	609	63	3	18	0	3	0	696	719
1900-1915	62	5	0	2	0	0	0	69	72	55	0	2	1	0	0	0	58	60	117	5	2	3	0	0	0	127	132
1915-1930	49	3	1	4	0	0	0	57	63	47	1	1	2	0	0	0	51	54	96	4	2	6	0	0	0	108	117
1930-1945	62	4	0	1	0	0	0	67	68	30	0	1	1	0	0	0	32	34	92	4	1	2	0	0	0	99	102
1945-2000	35	5	0	2	3	0	0	45	51	31	2	0	2	0	0	0	35	38	66	7	0	4	3	0	0	80	88
Hourly Total	208	17	1	9	3	0	0	238	253	163	3	4	6	0	0	0	176	186	371	20	5	15	3	0	0	414	439

Session Total	1215	181	23	43	6	4	0	1472	1543	1097	98	13	42	0	6	0	1256	1314	2312	279	36	85	6	10	0	2728	2857
---------------	------	-----	----	----	---	---	---	------	------	------	----	----	----	---	---	---	------	------	------	-----	----	----	---	----	---	------	------

CLASSIFIED TURNING COUNTS

Site 1 - A59 / Pimlico Link Rd

Tuesday 07th October 2025

TIME	ARM B: A59 (South)																											
	TO ARM A: A59 (North)									U Turn									TO ARM C: Pimlico Link Rd (West)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0600-0615	17	9	2	3	0	0	0	31	36	0	0	0	0	0	0	0	0	0	21	2	3	1	0	0	0	27	30	
0615-0630	33	4	4	5	0	0	0	46	55	0	0	0	0	0	0	0	0	0	26	3	2	0	0	0	0	31	32	
0630-0645	40	8	1	3	0	0	0	52	56	0	0	0	0	0	0	0	0	0	37	4	4	2	0	0	0	47	52	
0645-0700	43	10	6	5	0	0	0	64	74	0	0	0	0	0	0	0	0	0	44	8	3	1	0	0	0	56	59	
Hourly Total	133	31	13	16	0	0	0	193	220	0	0	0	0	0	0	0	0	0	128	17	12	4	0	0	0	161	172	
0700-0715	65	18	4	8	1	0	0	96	109	0	0	0	0	0	0	0	0	0	44	8	3	4	0	0	0	59	66	
0715-0730	67	20	3	3	0	0	0	93	98	0	0	0	0	0	0	0	0	0	41	12	1	7	0	1	0	62	71	
0730-0745	71	21	4	11	2	0	0	109	127	0	0	0	0	0	0	0	0	0	38	6	1	4	0	0	0	49	55	
0745-0800	82	18	3	4	0	0	0	107	114	0	0	0	0	0	0	0	0	0	67	10	1	9	0	0	0	87	99	
Hourly Total	285	77	14	26	3	0	0	405	449	0	0	0	0	0	0	0	0	0	190	36	6	24	0	1	0	257	291	
0800-0815	87	21	4	5	0	0	0	117	126	0	0	0	0	0	0	0	0	0	46	9	3	5	0	0	0	63	71	
0815-0830	84	22	7	7	0	1	0	121	133	0	0	0	0	0	0	0	0	0	73	15	5	9	1	0	0	103	118	
0830-0845	94	15	5	1	0	0	0	115	119	0	0	0	0	0	0	0	0	0	81	7	1	7	4	0	0	100	114	
0845-0900	91	24	2	4	0	0	0	121	127	0	0	0	0	0	0	0	0	0	78	15	5	5	0	0	0	103	112	
Hourly Total	356	82	18	17	0	1	0	474	505	0	0	0	0	0	0	0	0	0	278	46	14	26	5	0	0	369	415	
0900-0915	59	22	5	4	0	0	1	91	98	0	0	0	0	0	0	0	0	0	27	13	3	13	0	0	0	56	74	
0915-0930	52	24	3	6	0	1	0	86	95	0	0	0	0	0	0	0	0	0	32	6	8	8	0	0	1	55	69	
Hourly Total	111	46	8	10	0	1	1	177	193	0	0	0	0	0	0	0	0	0	59	19	11	21	0	0	1	111	143	

Session Total	885	236	53	69	3	2	1	1249	1366	0	0	0	0	0	0	0	0	0	655	118	43	75	5	1	1	898	1021								
---------------	-----	-----	----	----	---	---	---	------	------	---	---	---	---	---	---	---	---	---	-----	-----	----	----	---	---	---	-----	------	--	--	--	--	--	--	--	--

1630-1645	85	10	0	4	0	0	0	99	104	0	0	0	0	0	0	0	0	0	30	3	0	1	0	0	0	34	35								
1645-1700	86	14	0	2	0	1	0	103	105	0	0	0	0	0	0	0	0	0	42	3	0	4	0	0	0	49	54								
Hourly Total	171	24	0	6	0	1	0	202	209	0	0	0	0	0	0	0	0	0	72	6	0	5	0	0	0	83	90								
1700-1715	107	10	1	4	0	1	0	123	128	0	0	0	0	0	0	0	0	0	29	4	0	3	0	0	0	36	40								
1715-1730	84	7	0	1	0	0	0	92	93	0	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	23								
1730-1745	85	8	0	5	0	0	0	98	105	0	0	0	0	0	0	0	0	0	33	3	0	2	0	0	0	38	41								
1745-1800	90	7	1	1	0	0	0	99	101	0	0	0	0	0	0	0	0	0	33	3	0	1	0	0	0	37	38								
Hourly Total	366	32	2	11	0	1	0	412	427	0	0	0	0	0	0	0	0	0	116	12	0	6	0	0	0	134	142								
1800-1815	85	9	0	4	0	1	0	99	104	0	0	0	0	0	0	0	0	0	24	2	1	1	0	0	0	28	30								
1815-1830	69	3	1	3	0	0	0	76	80	0	0	0	0	0	0	0	0	0	36	0	0	1	0	0	0	37	38								
1830-1845	59	2	0	2	0	0	0	63	66	0	0	0	0	0	0	0	0	0	21	3	0	4	0	0	0	28	33								
1845-1900	56	4	0	2	0	0	0	62	65	0	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22	22								
Hourly Total	269	18	1	11	0	1	0	300	314	0	0	0	0	0	0	0	0	0	101	7	1	6	0	0	0	115	123								
1900-1915	50	0	2	1	0	0	0	53	55	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	21								
1915-1930	42	1	1	2	0	0	0	46	49	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	9								
1930-1945	25	0	1	1	0	0	0	27	29	0	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6	7								
1945-2000	27	2	0	1	0	0	0	30	31	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4								
Hourly Total	144	3	4	5	0	0	0	156	165	0	0	0	0	0	0	0	0	0	34	5	0	1	0	0	0	40	41								

Session Total	950	77	7	33	0	3	0	1070	1115	0	0	0	0	0	0	0	0	0	323	30	1	18	0	0	0	372	396								
---------------	-----	----	---	----	---	---	---	------	------	---	---	---	---	---	---	---	---	---	-----	----	---	----	---	---	---	-----	-----	--	--	--	--	--	--	--	--

CLASSIFIED COUNTS

Site 1 - A59 / Pimlico Link Rd

Tuesday 07th October 2025

TIME	ARM B: A59 (South)																											
	TO JUNCTION									FROM JUNCTION									TOTAL FLOW									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0600-0615	38	11	5	4	0	0	0	58	66	54	1	4	10	0	0	0	69	84	92	12	9	14	0	0	0	127	150	
0615-0630	59	7	6	5	0	0	0	77	87	40	3	6	12	0	0	0	61	80	99	10	12	17	0	0	0	138	166	
0630-0645	77	12	5	5	0	0	0	99	108	49	7	1	7	0	0	0	64	74	126	19	6	12	0	0	0	163	182	
0645-0700	87	18	9	6	0	0	0	120	132	66	3	3	8	0	0	0	80	92	153	21	12	14	0	0	0	200	224	
Hourly Total	261	48	25	20	0	0	0	354	393	209	14	14	37	0	0	0	274	329	470	62	39	57	0	0	0	628	722	
0700-0715	109	26	7	12	1	0	0	155	175	79	8	8	5	0	0	0	100	111	188	34	15	17	1	0	0	255	286	
0715-0730	108	32	4	10	0	1	0	155	169	118	18	6	8	0	0	0	150	163	226	50	10	18	0	1	0	305	333	
0730-0745	109	27	5	15	2	0	0	158	182	109	17	6	9	0	1	0	142	156	218	44	11	24	2	1	0	300	338	
0745-0800	149	28	4	13	0	0	0	194	213	114	17	3	7	0	0	0	141	152	263	45	7	20	0	0	0	335	365	
Hourly Total	475	113	20	50	3	1	0	662	739	420	60	23	29	0	1	0	533	582	895	173	43	79	3	2	0	1195	1321	
0800-0815	133	30	7	10	0	0	0	180	197	113	19	1	16	0	0	0	149	170	246	49	8	26	0	0	0	329	367	
0815-0830	157	37	12	16	1	1	0	224	251	89	22	1	12	0	0	0	124	140	246	59	13	28	1	1	0	348	391	
0830-0845	175	22	6	8	4	0	0	215	232	107	23	6	15	0	0	0	151	174	282	45	12	23	4	0	0	366	406	
0845-0900	169	39	7	9	0	0	0	224	239	123	23	1	17	5	0	0	169	197	292	62	8	26	5	0	0	393	436	
Hourly Total	634	128	32	43	5	1	0	843	919	432	87	9	60	5	0	0	593	681	1066	215	41	103	10	1	0	1436	1600	
0900-0915	86	35	8	17	0	0	1	147	172	100	20	5	15	2	0	0	142	166	186	55	13	32	2	0	1	289	338	
0915-0930	84	30	11	14	0	1	1	141	163	77	13	4	11	1	0	1	107	124	161	43	15	25	1	1	2	248	287	
Hourly Total	170	65	19	31	0	1	2	288	336	177	33	9	26	3	0	1	249	290	347	98	28	57	3	1	3	537	625	
Session Total	1540	354	96	144	8	3	2	2147	2387	1238	194	55	152	8	1	1	1649	1881	2778	548	151	296	16	4	3	3796	4268	
1630-1645	115	13	0	5	0	0	0	133	140	132	33	4	11	0	0	0	180	196	247	46	4	16	0	0	0	313	336	
1645-1700	128	17	0	6	0	1	0	152	159	161	24	5	4	0	0	0	194	202	289	41	5	10	0	1	0	346	361	
Hourly Total	243	30	0	11	0	1	0	285	299	293	57	9	15	0	0	0	374	398	536	87	9	26	0	1	0	659	697	
1700-1715	136	14	1	7	0	1	0	159	168	165	28	4	3	0	2	0	202	207	301	42	5	10	0	3	0	361	375	
1715-1730	105	9	0	1	0	0	0	115	116	162	20	7	1	0	0	0	190	195	267	29	7	2	0	0	0	305	311	
1730-1745	118	11	0	7	0	0	0	136	145	101	13	0	4	0	0	0	118	123	219	24	0	11	0	0	0	254	268	
1745-1800	123	10	1	2	0	0	0	136	139	119	14	1	6	1	0	0	141	150	242	24	2	8	1	0	0	277	289	
Hourly Total	482	44	2	17	0	1	0	546	569	547	75	12	14	1	2	0	651	675	1029	119	14	31	1	3	0	1197	1244	
1800-1815	109	11	1	5	0	1	0	127	133	101	12	1	3	0	0	0	117	121	210	23	2	8	0	1	0	244	255	
1815-1830	105	3	1	4	0	0	0	113	119	79	17	1	1	0	1	0	99	100	184	20	2	5	0	1	0	212	219	
1830-1845	80	5	0	6	0	0	0	91	99	72	9	1	0	0	0	0	82	83	152	14	1	6	0	0	0	173	181	
1845-1900	76	6	0	2	0	0	0	84	87	67	8	0	1	0	0	0	76	77	143	14	0	3	0	0	0	160	164	
Hourly Total	370	25	2	17	0	1	0	415	438	319	46	3	5	0	1	0	374	381	689	71	5	22	0	2	0	789	819	
1900-1915	70	1	2	1	0	0	0	74	76	75	8	0	2	0	0	0	85	88	145	9	2	3	0	0	0	159	164	
1915-1930	49	3	1	2	0	0	0	55	58	52	4	1	2	0	0	0	59	62	101	7	2	4	0	0	0	114	120	
1930-1945	29	1	1	2	0	0	0	33	36	60	3	0	1	0	0	0	64	65	89	4	1	3	0	0	0	97	101	
1945-2000	30	3	0	1	0	0	0	34	35	32	5	0	1	3	0	0	41	45	62	8	0	2	3	0	0	75	81	
Hourly Total	178	8	4	6	0	0	0	196	206	219	20	1	6	3	0	0	249	260	397	28	5	12	3	0	0	445	466	
Session Total	1273	107	8	51	0	3	0	1442	1511	1378	198	25	40	4	3	0	1648	1715	2651	305	33	91	4	6	0	3090	3225	

CLASSIFIED TURNING COUNTS

Site 1 - A59 / Pimlico Link Rd

Tuesday 07th October 2025

TIME	ARM C: Pimlico Link Rd (West)																										
	TO ARM A: A59 (North)									TO ARM B: A59 (South)									U Turn								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU
0600-0615	0	1	1	2	0	0	0	4	7	24	1	2	6	0	0	0	33	42	0	0	0	0	0	0	0	0	0
0615-0630	1	1	0	0	0	0	0	2	2	9	1	3	9	0	0	0	22	35	0	0	0	0	0	0	0	0	0
0630-0645	2	0	1	5	0	0	0	8	15	19	1	1	6	0	0	0	27	35	0	0	0	0	0	0	0	0	0
0645-0700	1	1	0	2	0	0	0	4	7	13	1	0	7	0	0	0	21	30	0	0	0	0	0	0	0	0	0
Hourly Total	4	3	2	9	0	0	0	18	31	65	4	6	28	0	0	0	103	142	0	0	0	0	0	0	0	0	0
0700-0715	2	1	0	1	1	0	0	5	7	18	2	3	5	0	0	0	28	36	0	0	0	0	0	0	0	0	0
0715-0730	3	2	0	4	0	0	0	9	14	19	3	2	3	0	0	0	27	32	0	0	0	0	0	0	0	0	0
0730-0745	4	3	0	2	1	0	0	10	14	20	3	3	3	0	0	0	29	34	0	0	0	0	0	0	0	0	0
0745-0800	5	2	3	1	0	0	0	11	14	27	3	0	4	0	0	0	34	39	0	0	0	0	0	0	0	0	0
Hourly Total	14	8	3	8	2	0	0	35	49	84	11	8	15	0	0	0	118	142	0	0	0	0	0	0	0	0	0
0800-0815	10	3	1	2	0	0	0	16	19	14	6	0	7	0	0	0	27	36	0	0	0	0	0	0	0	0	0
0815-0830	2	3	1	1	0	0	0	7	9	12	8	1	7	0	0	0	28	38	0	0	0	0	0	0	0	0	0
0830-0845	6	0	0	0	1	0	0	7	8	21	10	1	6	0	0	0	38	46	0	0	0	0	0	0	0	0	0
0845-0900	2	0	0	3	0	0	0	5	9	24	5	1	11	2	0	0	43	60	0	0	0	0	0	0	0	0	0
Hourly Total	20	6	2	6	1	0	0	35	45	71	29	3	31	2	0	0	136	180	0	0	0	0	0	0	0	0	0
0900-0915	9	4	1	2	0	0	0	16	19	22	9	2	9	0	0	0	42	55	0	0	0	0	0	0	0	0	0
0915-0930	3	5	1	0	0	0	0	9	10	16	3	1	8	1	0	0	29	41	0	0	0	0	0	0	0	0	0
Hourly Total	12	9	2	2	0	0	0	25	29	38	12	3	17	1	0	0	71	96	0	0	0	0	0	0	0	0	0
Session Total	50	26	9	25	3	0	0	113	153	258	56	20	91	3	0	0	428	559	0	0	0	0	0	0	0	0	0
1630-1645	15	2	1	2	0	0	0	20	23	31	2	1	3	0	0	0	37	41	0	0	0	0	0	0	0	0	0
1645-1700	15	3	0	0	0	0	0	18	18	45	4	2	1	0	0	0	52	54	0	0	0	0	0	0	0	0	0
Hourly Total	30	5	1	2	0	0	0	38	41	76	6	3	4	0	0	0	89	96	0	0	0	0	0	0	0	0	0
1700-1715	9	3	2	1	0	1	0	16	18	47	6	0	1	0	0	0	54	55	0	0	0	0	0	0	0	0	0
1715-1730	16	3	0	3	0	0	0	22	26	46	4	2	0	0	0	0	52	53	0	0	0	0	0	0	0	0	0
1730-1745	17	2	1	1	0	1	0	22	23	18	3	0	2	0	0	0	23	26	0	0	0	0	0	0	0	0	0
1745-1800	12	2	2	0	0	0	0	16	17	22	4	0	1	0	0	0	27	28	0	0	0	0	0	0	0	0	0
Hourly Total	54	10	5	5	0	2	0	76	84	133	17	2	4	0	0	0	156	162	0	0	0	0	0	0	0	0	0
1800-1815	13	3	0	0	0	0	0	16	16	25	2	1	1	0	0	0	29	31	0	0	0	0	0	0	0	0	0
1815-1830	12	1	0	0	0	0	0	13	13	10	4	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
1830-1845	6	0	0	1	0	1	0	8	9	11	2	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
1845-1900	13	2	0	0	0	0	0	15	15	18	2	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0
Hourly Total	44	6	0	1	0	1	0	52	53	64	10	1	1	0	0	0	76	78	0	0	0	0	0	0	0	0	0
1900-1915	5	0	0	0	0	0	0	5	5	25	3	0	0	0	0	0	28	28	0	0	0	0	0	0	0	0	0
1915-1930	5	0	0	0	0	0	0	5	5	11	1	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
1930-1945	5	0	0	0	0	0	0	5	5	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
1945-2000	4	0	0	1	0	0	0	5	6	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
Hourly Total	19	0	0	1	0	0	0	20	21	49	4	0	0	0	0	0	53	53	0	0	0	0	0	0	0	0	0
Session Total	147	21	6	9	0	3	0	186	199	322	37	6	9	0	0	0	374	389	0	0	0	0	0	0	0	0	0

CLASSIFIED COUNTS

Site 1 - A59 / Pimlico Link Rd

Tuesday 07th October 2025

TIME	ARM C: Pimlico Link Rd (West)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0600-0615	24	2	3	8	0	0	0	37	49	24	5	3	2	0	0	0	34	38	48	7	6	10	0	0	0	71	87	
0615-0630	10	2	3	9	0	0	0	24	37	35	4	2	0	0	0	0	41	42	45	6	5	9	0	0	0	65	79	
0630-0645	21	1	2	11	0	0	0	35	50	44	4	4	3	0	0	0	55	61	65	5	6	14	0	0	0	90	111	
0645-0700	14	2	0	9	0	0	0	25	37	54	10	3	2	0	0	0	69	73	68	12	3	11	0	0	0	94	110	
Hourly Total	69	7	8	37	0	0	0	121	173	157	23	12	7	0	0	0	199	214	226	30	20	44	0	0	0	320	387	
0700-0715	20	3	3	6	1	0	0	33	43	56	9	3	4	0	0	0	72	79	76	12	6	10	1	0	0	105	122	
0715-0730	22	5	2	7	0	0	0	36	46	55	15	1	8	0	2	0	81	91	77	20	3	15	0	2	0	117	137	
0730-0745	24	6	3	5	1	0	0	39	48	55	7	3	6	0	0	0	71	80	79	13	6	11	1	0	0	110	128	
0745-0800	32	5	3	5	0	0	0	45	53	94	13	1	11	0	0	0	119	134	126	18	4	16	0	0	0	164	187	
Hourly Total	98	19	11	23	2	0	0	153	190	260	44	8	29	0	2	0	343	384	358	63	19	52	2	2	0	496	574	
0800-0815	24	9	1	9	0	0	0	43	55	64	20	3	9	0	0	0	96	109	88	29	4	18	0	0	0	139	164	
0815-0830	14	11	2	8	0	0	0	35	46	106	18	6	9	1	0	0	140	156	120	29	8	17	1	0	0	175	202	
0830-0845	27	10	1	6	1	0	0	45	54	108	12	1	9	4	2	0	136	151	135	22	2	15	5	2	0	181	205	
0845-0900	26	5	1	14	2	0	0	48	69	99	20	5	7	1	0	0	132	145	125	25	6	21	3	0	0	180	213	
Hourly Total	91	35	5	37	3	0	0	171	225	377	70	15	34	6	2	0	504	561	468	105	20	71	9	2	0	675	785	
0900-0915	31	13	3	11	0	0	0	58	74	44	16	3	14	0	0	0	77	97	75	29	6	25	0	0	0	135	171	
0915-0930	19	8	2	8	1	0	0	38	50	42	9	11	8	0	0	1	71	86	61	17	13	16	1	0	1	109	137	
Hourly Total	50	21	5	19	1	0	0	96	124	86	25	14	22	0	0	1	148	183	136	46	19	41	1	0	1	244	307	
Session Total	308	82	29	116	6	0	0	541	712	880	162	49	92	6	4	1	1194	1341	1188	244	78	208	12	4	1	1735	2053	
1630-1645	46	4	2	5	0	0	0	57	65	40	7	0	6	1	0	0	54	63	86	11	2	11	1	0	0	111	127	
1645-1700	60	7	2	1	0	0	0	70	72	57	5	1	6	1	1	0	71	80	117	12	3	7	1	1	0	141	152	
Hourly Total	106	11	4	6	0	0	0	127	137	97	12	1	12	2	1	0	125	143	203	23	5	18	2	1	0	252	279	
1700-1715	56	9	2	2	0	1	0	70	73	42	8	0	3	0	0	0	53	57	98	17	2	5	0	1	0	123	130	
1715-1730	62	7	2	3	0	0	0	74	79	31	7	1	0	0	0	0	39	40	93	14	3	3	0	0	0	113	118	
1730-1745	35	5	1	3	0	1	0	45	49	53	3	2	2	0	0	0	60	64	88	8	3	5	0	1	0	105	112	
1745-1800	34	6	2	1	0	0	0	43	45	45	4	0	1	0	0	0	50	51	79	10	2	2	0	0	0	93	97	
Hourly Total	187	27	7	9	0	2	0	232	246	171	22	3	6	0	0	0	202	211	358	49	10	15	0	2	0	434	457	
1800-1815	38	5	1	1	0	0	0	45	47	39	3	1	1	0	0	0	44	46	77	8	2	2	0	0	0	89	93	
1815-1830	22	5	0	0	0	0	0	27	27	46	0	0	1	0	0	0	47	48	68	5	0	1	0	0	0	74	75	
1830-1845	17	2	0	1	0	1	0	21	22	29	4	0	5	0	0	0	38	45	46	6	0	6	0	1	0	59	66	
1845-1900	31	4	0	0	0	0	0	35	35	28	3	0	1	0	0	0	32	33	59	7	0	1	0	0	0	67	68	
Hourly Total	108	16	1	2	0	1	0	128	131	142	10	1	8	0	0	0	161	172	250	26	2	10	0	1	0	289	302	
1900-1915	30	3	0	0	0	0	0	33	33	32	1	0	0	0	0	0	33	33	62	4	0	0	0	0	0	66	66	
1915-1930	16	1	0	0	0	0	0	17	17	15	2	0	2	0	0	0	19	22	31	3	0	2	0	0	0	36	39	
1930-1945	13	0	0	0	0	0	0	13	13	14	2	0	1	0	0	0	17	18	27	2	0	1	0	0	0	30	31	
1945-2000	9	0	0	1	0	0	0	10	11	11	1	0	1	0	0	0	13	14	20	1	0	2	0	0	0	23	26	
Hourly Total	68	4	0	1	0	0	0	73	74	72	6	0	4	0	0	0	82	87	140	10	0	5	0	0	0	155	162	
Session Total	469	58	12	18	0	3	0	560	588	482	50	5	30	2	1	0	570	613	951	108	17	48	2	4	0	1130	1201	

CLASSIFIED TURNING COUNTS

Site 1 - A59 / Pimlico Link Rd
Tuesday 07th October 2025

TIME	ARM A: A59 (North)																											
	TO ARM A: A59 (North)										TO ARM B: A59 (South)								TO ARM C: Pimlico Link Rd (West)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0600-0700	0	0	0	0	0	0	0	0	0	144	10	8	9	0	0	0	171	187	29	6	0	3	0	0	0	38	42	
0700-0800	0	0	0	0	0	0	0	0	0	336	49	15	14	0	1	0	415	440	70	8	2	5	0	1	0	86	93	
0800-0900	0	0	0	0	0	0	0	0	0	361	58	6	29	3	0	0	457	501	99	24	1	8	1	2	0	135	146	
0900-1000	0	0	0	0	0	0	0	0	0	139	21	6	9	2	0	1	178	194	27	6	3	1	0	0	0	37	40	
1600-1700	0	0	0	0	0	0	0	0	0	217	51	6	11	0	0	0	285	302	25	6	1	7	2	1	0	42	53	
1700-1800	0	0	0	0	0	0	0	0	0	414	58	10	10	1	2	0	495	513	55	10	3	0	0	0	0	68	70	
1800-1900	0	0	0	0	0	0	0	0	0	255	36	2	4	0	1	0	298	304	41	3	0	2	0	0	0	46	49	
1900-2000	0	0	0	0	0	0	0	0	0	170	16	1	6	3	0	0	196	207	38	1	0	3	0	0	0	42	46	
TOTAL	0	0	0	0	0	0	0	0	0	2036	299	54	92	9	4	1	2495	2647	384	64	10	29	3	4	0	494	537	

CLASSIFIED TURNING COUNTS

Site 1 - A59 / Pimlico Link Rd
Tuesday 07th October 2025

TIME	ARM B: A59 (South)																											
	TO ARM A: A59 (North)									TO ARM B: A59 (South)									TO ARM C: Pimlico Link Rd (West)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0600-0700	133	31	13	16	0	0	0	193	220	0	0	0	0	0	0	0	0	0	128	17	12	4	0	0	0	161	172	
0700-0800	285	77	14	26	3	0	0	405	449	0	0	0	0	0	0	0	0	0	190	36	6	24	0	1	0	257	291	
0800-0900	356	82	18	17	0	1	0	474	505	0	0	0	0	0	0	0	0	0	278	46	14	26	5	0	0	369	415	
0900-1000	111	46	8	10	0	1	1	177	193	0	0	0	0	0	0	0	0	0	59	19	11	21	0	0	1	111	143	
1600-1700	171	24	0	6	0	1	0	202	209	0	0	0	0	0	0	0	0	0	72	6	0	5	0	0	0	83	90	
1700-1800	366	32	2	11	0	1	0	412	427	0	0	0	0	0	0	0	0	0	116	12	0	6	0	0	0	134	142	
1800-1900	269	18	1	11	0	1	0	300	314	0	0	0	0	0	0	0	0	0	101	7	1	6	0	0	0	115	123	
1900-2000	144	3	4	5	0	0	0	156	165	0	0	0	0	0	0	0	0	0	34	5	0	1	0	0	0	40	41	
TOTAL	1835	313	60	102	3	5	1	2319	2481	0	0	0	0	0	0	0	0	0	978	148	44	93	5	1	1	1270	1417	

CLASSIFIED TURNING COUNTS

Site 1 - A59 / Pimlico Link Rd
Tuesday 07th October 2025

TIME	ARM C: Pimlico Link Rd (West)																											
	TO ARM A: A59 (North)										TO ARM B: A59 (South)										TO ARM C: Pimlico Link Rd (West)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0600-0700	4	3	2	9	0	0	0	18	31	65	4	6	28	0	0	0	103	142	0	0	0	0	0	0	0	0	0	
0700-0800	14	8	3	8	2	0	0	35	49	84	11	8	15	0	0	0	118	142	0	0	0	0	0	0	0	0	0	
0800-0900	20	6	2	6	1	0	0	35	45	71	29	3	31	2	0	0	136	180	0	0	0	0	0	0	0	0	0	
0900-1000	12	9	2	2	0	0	0	25	29	38	12	3	17	1	0	0	71	96	0	0	0	0	0	0	0	0	0	
1600-1700	30	5	1	2	0	0	0	38	41	76	6	3	4	0	0	0	89	96	0	0	0	0	0	0	0	0	0	
1700-1800	54	10	5	5	0	2	0	76	84	133	17	2	4	0	0	0	156	162	0	0	0	0	0	0	0	0	0	
1800-1900	44	6	0	1	0	1	0	52	53	64	10	1	1	0	0	0	76	78	0	0	0	0	0	0	0	0	0	
1900-2000	19	0	0	1	0	0	0	20	21	49	4	0	0	0	0	0	53	53	0	0	0	0	0	0	0	0	0	
TOTAL	197	47	15	34	3	3	0	299	352	580	93	26	100	3	0	0	802	948	0	0	0	0	0	0	0	0	0	

CLASSIFIED COUNTS

Site 1 - A59 / Pimlico Link Rd
Tuesday 07th October 2025

TIME	ARM A: A59 (North)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0600-0700	173	16	8	12	0	0	0	209	229	137	34	15	25	0	0	0	211	251	310	50	23	37	0	0	0	420	480	
0700-0800	406	57	17	19	0	2	0	501	533	299	85	17	34	5	0	0	440	498	705	142	34	53	5	2	0	941	1031	
0800-0900	460	82	7	37	4	2	0	592	646	376	88	20	23	1	1	0	509	549	836	170	27	60	5	3	0	1101	1196	
0900-1000	166	27	9	10	2	0	1	215	234	123	55	10	12	0	1	1	202	221	289	82	19	22	2	1	2	417	455	
1600-1700	242	57	7	18	2	1	0	327	355	201	29	1	8	0	1	0	240	250	443	86	8	26	2	2	0	567	606	
1700-1800	469	68	13	10	1	2	0	563	582	420	42	7	16	0	3	0	488	511	889	110	20	26	1	5	0	1051	1093	
1800-1900	296	39	2	6	0	1	0	344	352	313	24	1	12	0	2	0	352	367	609	63	3	18	0	3	0	696	719	
1900-2000	208	17	1	9	3	0	0	238	253	163	3	4	6	0	0	0	176	186	371	20	5	15	3	0	0	414	439	
TOTAL	2420	363	64	121	12	8	1	2989	3185	2032	360	75	136	6	8	1	2618	2833	4452	723	139	257	18	16	2	5607	6017	

CLASSIFIED COUNTS

Site 1 - A59 / Pimlico Link Rd
Tuesday 07th October 2025

TIME	ARM B: A59 (South)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0600-0700	261	48	25	20	0	0	0	354	393	209	14	14	37	0	0	0	274	329	470	62	39	57	0	0	0	628	722	
0700-0800	475	113	20	50	3	1	0	662	739	420	60	23	29	0	1	0	533	582	895	173	43	79	3	2	0	1195	1321	
0800-0900	634	128	32	43	5	1	0	843	919	432	87	9	60	5	0	0	593	681	1066	215	41	103	10	1	0	1436	1600	
0900-1000	170	65	19	31	0	1	2	288	336	177	33	9	26	3	0	1	249	290	347	98	28	57	3	1	3	537	625	
1600-1700	243	30	0	11	0	1	0	285	299	293	57	9	15	0	0	0	374	398	536	87	9	26	0	1	0	659	697	
1700-1800	482	44	2	17	0	1	0	546	569	547	75	12	14	1	2	0	651	675	1029	119	14	31	1	3	0	1197	1244	
1800-1900	370	25	2	17	0	1	0	415	438	319	46	3	5	0	1	0	374	381	689	71	5	22	0	2	0	789	819	
1900-2000	178	8	4	6	0	0	0	196	206	219	20	1	6	3	0	0	249	260	397	28	5	12	3	0	0	445	466	
TOTAL	2813	461	104	195	8	6	2	3589	3897	2616	392	80	192	12	4	1	3297	3595	5429	853	184	387	20	10	3	6886	7493	

CLASSIFIED COUNTS

Site 1 - A59 / Pimlico Link Rd
Tuesday 07th October 2025

TIME	ARM C: Pimlico Link Rd (West)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0600-0700	69	7	8	37	0	0	0	121	173	157	23	12	7	0	0	0	199	214	226	30	20	44	0	0	0	320	387	
0700-0800	98	19	11	23	2	0	0	153	190	260	44	8	29	0	2	0	343	384	358	63	19	52	2	2	0	496	574	
0800-0900	91	35	5	37	3	0	0	171	225	377	70	15	34	6	2	0	504	561	468	105	20	71	9	2	0	675	785	
0900-1000	50	21	5	19	1	0	0	96	124	86	25	14	22	0	0	1	148	183	136	46	19	41	1	0	1	244	307	
1600-1700	106	11	4	6	0	0	0	127	137	97	12	1	12	2	1	0	125	143	203	23	5	18	2	1	0	252	279	
1700-1800	187	27	7	9	0	2	0	232	246	171	22	3	6	0	0	0	202	211	358	49	10	15	0	2	0	434	457	
1800-1900	108	16	1	2	0	1	0	128	131	142	10	1	8	0	0	0	161	172	250	26	2	10	0	1	0	289	302	
1900-2000	68	4	0	1	0	0	0	73	74	72	6	0	4	0	0	0	82	87	140	10	0	5	0	0	0	155	162	
TOTAL	777	140	41	134	6	3	0	1101	1300	1362	212	54	122	8	5	1	1764	1954	2139	352	95	256	14	8	1	2865	3254	

Site 1 - A59 / Pimlico Link Rd: Queue Length Survey - Tuesday 07th October 2025

Site A - A59 / B - A59 / C - Pimlico Link Rd

	A - A59			B - A59		C - Pimlico Link Rd		
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2	Lane 2
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	Gap Method
06:00 - 06:05	0	0	1	0	0	0	1	0
06:05 - 06:10	0	0	1	0	0	0	3	0
06:10 - 06:15	0	0	0	0	0	0	4	0
06:15 - 06:20	0	0	0	0	0	0	2	0
06:20 - 06:25	0	0	2	0	0	0	3	0
06:25 - 06:30	0	0	1	0	0	0	2	0
06:30 - 06:35	0	0	1	0	0	0	4	0
06:35 - 06:40	0	0	1	0	0	0	1	0
06:40 - 06:45	0	0	0	0	1	0	5	0
06:45 - 06:50	0	0	1	0	0	0	2	0
06:50 - 06:55	0	0	1	0	0	0	1	0
06:55 - 07:00	0	0	1	0	0	0	3	0
07:00 - 07:05	0	0	4	0	0	0	2	0
07:05 - 07:10	0	0	0	0	0	0	3	0
07:10 - 07:15	0	0	0	0	0	1	11	0
07:15 - 07:20	0	0	1	0	0	0	6	0
07:20 - 07:25	0	0	1	0	0	0	2	0
07:25 - 07:30	0	0	1	0	0	0	5	0
07:30 - 07:35	0	0	2	0	0	0	7	0
07:35 - 07:40	0	0	0	0	0	0	3	0
07:40 - 07:45	0	0	4	0	0	0	8	0
07:45 - 07:50	0	0	4	0	0	0	11	0
07:50 - 07:55	0	0	2	0	0	0	3	0
07:55 - 08:00	0	0	3	0	0	0	3	0
08:00 - 08:05	0	0	3	0	0	0	12	0
08:05 - 08:10	0	0	2	0	0	0	8	0
08:10 - 08:15	0	0	2	0	0	0	4	0
08:15 - 08:20	0	0	3	0	0	0	6	0
08:20 - 08:25	0	0	2	0	0	0	4	0
08:25 - 08:30	0	0	2	0	0	0	7	0
08:30 - 08:35	0	0	6	0	0	0	10	0
08:35 - 08:40	0	0	1	0	0	0	5	0
08:40 - 08:45	0	0	5	0	0	0	7	0
08:45 - 08:50	0	0	2	0	0	0	10+	15
08:50 - 08:55	0	0	4	0	0	0	11+	14
08:55 - 09:00	0	0	2	0	0	0	10+	15
09:00 - 09:05	0	0	0	0	0	0	11+	19
09:05 - 09:10	0	0	1	0	0	0	9	0
09:10 - 09:15	0	0	0	0	0	0	2	0
09:15 - 09:20	0	0	2	0	0	0	4	0
09:20 - 09:25	0	0	0	0	0	0	2	0
09:25 - 09:30	0	0	0	0	0	0	6	0
16:30 - 16:35	0	0	0	0	0	0	4	0
16:35 - 16:40	0	0	1	0	0	0	5	0
16:40 - 16:45	0	0	1	0	0	0	10	0
16:45 - 16:50	0	0	1	0	0	0	6	0
16:50 - 16:55	0	0	0	0	0	0	12+	22
16:55 - 17:00	0	0	1	0	0	0	12+	26

17:00 - 17:05	0	0	1	0	0	0	6	0
17:05 - 17:10	0	0	1	0	0	0	12+	23
17:10 - 17:15	0	0	0	0	0	0	11+	25
17:15 - 17:20	0	0	0	0	0	0	11+	28
17:20 - 17:25	0	0	0	0	0	0	9+	17
17:25 - 17:30	0	0	1	0	0	0	4	0
17:30 - 17:35	0	0	2	0	0	0	4	0
17:35 - 17:40	0	0	1	0	0	0	2	0
17:40 - 17:45	0	0	1	0	0	0	2	0
17:45 - 17:50	0	0	1	0	0	0	3	0
17:50 - 17:55	0	0	0	0	0	0	4	0
17:55 - 18:00	0	0	1	0	0	0	2	0
18:00 - 18:05	0	0	1	0	0	0	3	0
18:05 - 18:10	0	0	1	0	0	0	4	0
18:10 - 18:15	0	0	0	0	0	0	3	0
18:15 - 18:20	0	0	0	0	0	0	2	0
18:20 - 18:25	0	0	0	0	0	0	1	0
18:25 - 18:30	0	0	0	0	0	0	1	0
18:30 - 18:35	0	0	0	0	0	0	2	0
18:35 - 18:40	0	0	0	0	0	0	1	0
18:40 - 18:45	0	0	0	0	0	0	2	0
18:45 - 18:50	0	0	1	0	0	0	5	0
18:50 - 18:55	0	0	1	0	0	0	2	0
18:55 - 19:00	0	0	0	0	0	0	3	0
19:00 - 19:05	0	0	0	0	0	0	3	0
19:05 - 19:10	0	0	1	0	0	0	3	0
19:10 - 19:15	0	0	0	0	0	0	1	0
19:15 - 19:20	0	0	0	0	0	0	1	0
19:20 - 19:25	0	0	0	0	0	0	1	0
19:25 - 19:30	0	0	0	0	0	0	1	0
19:30 - 19:35	0	0	0	0	0	0	1	0
19:35 - 19:40	0	0	1	0	0	0	1	0
19:40 - 19:45	0	0	0	0	0	0	1	0
19:45 - 19:50	0	0	0	0	0	0	3	0
19:50 - 19:55	0	0	0	0	0	0	0	0
19:55 - 20:00	0	0	0	0	0	0	0	0